List of pages in this Trip Kit

General Information

Location: BRUSSELS BEL
ICAO/IATA: EBBR / BRU
Lat/Long: N50° 54.08', E004° 29.07'
Elevation: 175 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: 0446 Z
Sunset: 1838 Z

Runway Information

Runway: 01
Length x Width: 9800 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 175 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 151 ft

Runway: 07L
Length x Width: 11936 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 121 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 946 ft

Runway: 07R
Length x Width: 10535 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 166 ft
Lighting: Edge, Centerline

Displaced Threshold: 400 ft

Runway: 19
Length x Width: 9800 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 123 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 722 ft

Runway: 25L
Length x Width: 10535 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 157 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11936 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 104 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 110.600 Arrival Service
ATIS: 112.050 Arrival Service
ATIS: 114.600 Arrival Service
ATIS: 114.900 Arrival Service
ATIS: 117.550 Arrival Service
ATIS: 121.755 Departure Service
ATIS: 132.480 Arrival Service
Brussels Tower: 25.780
Brussels Tower: 38.852
Brussels Tower: 118.605 VHF-DF
Brussels Tower: 120.780
Brussels Tower: 127.150 Secondary
Brussels Ground: 118.055
Brussels Ground: 121.700 Secondary
Brussels Ground: 121.880
Brussels Clearance Delivery: 121.955
Brussels Final Approach: 129.730
Brussels Final Approach: 127.575
Brussels Final Approach: 120.105 VHF-DF
Brussels Arrival: 36.230
Brussels Arrival: 118.255 At or above 33560932 ft VHF-DF
Brussels Arrival: 36.920
Brussels Departure: 126.630
Brussels Rescue Emergency: 123.100
Brussels Radar: 120.105 VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.480

D-ATIS Departure 121.755

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	25R	25R/19*
	LDG	25L/25R	25R/25L**
TUE 0600LT till WED 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
WED 0600LT till THU 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
THU 0600LT till FRI 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
FRI 0600LT till SAT 0559LT	TKOF	25R	25R***
	LDG	25L/25R	25R

		0600 to 1559LT	1600 to 2259LT	
SAT 0600LT till SUN 0559LT	TKOF	25R	25R/19*	25L****
	LDG	25L/25R	25R/25L**	25L
SUN 0600LT till MON 0559LT	TKOF	25R/19*	25R	19****
	LDG	25R/25L**	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 0100-0600LT.

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

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.

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@mobilit.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.

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, 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.

Engine test runs shall be requested via Airside Inspection (TEL +32 (0) 2 753 69 00). ATC to be contacted for start-up and taxi instructions to the engine test location.

Idle checks on the ACFT stands shall be requested via Airside Inspection (TEL +32 (0) 2 753 69 00). ATC must not be contacted to obtain start-up permission to execute the idle run.

1.2.5. USE OF APU/GPU/400Hz

Stands 140 thru 174, 201 thru 240, 680 thru 699, 950 thru 971 are equipped with 400 Hz 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 400 Hz 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 Airside 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 OPERATIONS (LVO)

The operations phase will start when RVR falls to 800m and/or ceiling is below 200'.

During LVO, RWY 25L (ARR only) and RWY 25R shall be used by preference.

Pilots will be informed via ATIS or ATC when LVO are in progress.

The ATIS message will contain the phrase "Low Visibility Operations". 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 the following holding points:

- RWY 25R: B1,W41, W42, A1. B3 shall only be used if B1 not available;
- RWY 25L: C1;
- RWY 19: E7. E6 shall only be used if E7 not available;
- RWY 01: D2;
- RWY 07R: Z;
- RWY 07L: A7, B10.

No backtrack allowed.

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

1. GENERAL

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).

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		2779'/ 847m
	E4/E5		4957'/1511m
	E6		6942'/2116m
	B1/E7		8635'/2632m
	F4		5151'/1570m
	F5		7457'/2273m
	W41/W42		9265'/2824m
07L	A5		3675'/1120m
	A3		5584'/1702m
	A1		10299'/3139m
		B5	5614'/1711m
		B3	8110'/2472m
		B1	9767'/2977m
07R	C5		2546'/ 776m
	C3/C4		3661'/1116m
	C2		5164'/1574m
	C1		6847'/2087m
19		E4	3392'/1034m
		E3	5932'/1808m
		E1	6096'/1858m
		C5	6906'/2105m
		F2/C4	6079'/1853m

1. GENERAL

RWY	EXIT LEFT	EXIT RIGHT	Distance to Exit
25L		C1	2822'/ 860m
		C2	4042'/1232m
		C3/C4	5876'/1791m
		C5	7047'/2148m
		C6	7890'/2405m
25R		A3	4163'/1269m
		A5	6093'/1857m
		A6	7694'/2345m
	B6		3560'/1085m
	B5		3993'/1217m
	B7		5059'/1542m
	B9		7306'/2227m
	B8		7549'/2301m

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWYs N5 MAX wingspan 171'/52m.

TWYs R1 and W22, Strips 0, 1, 2 and 3 MAX wingspan 118'/36m.

ACFT up to code D on TWY R1 can make use of TWY when under tow or when Follow-me is provided.

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

Strips 7 MAX wingspan 98'/30m.

Strips 8 MAX wingspan 79'/24m (southward traffic only).

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.

Pilots taxiing on TWY N4 to apron 10 must stop on the apron 10 hold sign. Pilots leaving apron 10 must be towed to the TOW disconnect point, after which they can continue on their own power.

Stop bars at entry points of active RWY are operating permanently. The stop bar at RWY entry point TWY Z will remain off when the RWYs 01/07R are in use. ACFT shall never cross a lit stop bar. When stop bars 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 stop bars 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.

TWY A1 and N6 only to be used by ACFT to/from EBMB (Melsbroek).

ACFT with wingspan more than 148'/45m taxiing to/from EBMB (Melsbroek) only via TWY A3.

TWY V1 and W1 are restricted to MAX code C ACFT, unless under tow or Follow-me.

- Exceptions on V1 are A400M/B752/B753;
- Exceptions on W1 are A400M/B752/B753/B762/B763/B764/C17.

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1.6.2. STANDARD TAXI ROUTES

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.

To expedite departing traffic when RWY 01 is in use, departure on RWY 07R from position H, line-up position 1 or line-up position 2 will be assigned by ATC.

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, 680 thru 699, 957 and 959 thru 966.

1.7.1. A380 OPERATIONS

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

Additionally, remote stands 322 and 328 are available for A380 parking.

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

1.8. ADDITIONAL INFORMATION

EBBR operates a system providing a warning to aircrew in case of marked Low Level Temperature Inversions (LLTI).

LLTI have a detrimental effect on ACFT performance during initial climb after take-off or rejected landing and on ACFT handling and autopilot/autothrottle behaviour during final approach.

A warning for a marked LLTI will be given by the text "LLTI" in the information section of the ATIS arrival and departure messages as additional information to pilots. The message will read "marked low level temperature inversion". A marked LLTI is a temperature inversion of at least 10^C in a layer situated between GND and 1600' AGL.

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 RWY s 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:
"Vectoring for simultaneous dependent ILS approach."

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.

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 RWY s 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:
"Vectoring for simultaneous independent ILS approach in progress - ILS 25R frequency 108.9; ILS 25L frequency 110.35".

Advise ATC of any unavailability of required equipment.

2. ARRIVAL

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:

- de-icing on stands 950, 951, 952, 953, 954, 955 may not be allowed on apron 9, only de-icing allowed on remote de-icing platform;
- for departures from RWY 01 or RWY 07R platform South, M and stand 304 are available for de-icing, stand 304 only 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:

- VHF frequency for de-icing platform coordinator, contact 129.805 (8.33 kHz CH);
- 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.
- note that the two de-icing positions are not on the same level; pilots shall 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;
- 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.

3. DEPARTURE

De-icing platform M, on TWY M:

- VHF frequency for de-icing platform coordinator, contact 121.730 (8.33 kHz CH);
- offers one de-icing position for ACFT up to code letter E;
- de-icing platform M is not available during arrival peaks;
- when instructed by ATC to proceed to de-icing hold position pilot shall make sure to position ACFT correctly on de-icing hold position;
- after de-icing pilots shall await further instructions from ATC before taxiing from the de-icing stop position.

De-icing platform South on stand 321:

- offers one de-icing position for ACFT up to code letter C.

De-icing platform South:

- VHF frequency for de-icing platform coordinator, contact 129.805 (8.33 KHZ CH);
- offers three de-icing positions for ACFT:
  - stand 326 and 330 up to ICAO code C;
  - stand 328 up to ICAO code E;
  - pilot shall confirm ICAO ACFT code to the de-icing coordinator;
  - after de-icing, stands to be vacated via lead out lines in front of ACFT after contact with ATC;
  - in case stand 328 is used, no ACFT allowed on stand 326 and 330;
  - simultaneous de-icing on stand 326 and 330 is possible for ACFT up to ICAO code C only.

ATC will provide taxi clearance up until the holding point to the remote de-icing platform. After which pilots will be requested to contact the platform coordinator on VHF FREQ indicated above according de-icing platform assigned or await instructions by manual hand signals from the de-icing platform coordinator.

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 it's 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. DEPARTURE

3.2. START-UP AND 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 -15 minutes. 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 (or TOBT). 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 (or TOBT).

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.

3. DEPARTURE

3.2.3. PUSH-BACK

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

The pilot shall always relay push-back instructions received from ATC to the headset operator.

ATC can give push-back instructions that may overrule the standard procedures.

The pilot shall notify the headset operator who shall notify the push-back driver.

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: "Push-back approved".

For non-standard push-back, the appropriate TWY, nose facing E (W, N, S) will be used.

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':	- Take-off power; - Take-off flaps; - Climb to V2 + 10 to 20 KT or as limited by body angle.
At 1700':	- Reduce thrust to not less than climb thrust.
From 1700' to 3200':	- Climb at V2 + 10 to 20 KT.
At 3200':	- Accelerate smoothly to enroute climb speed.

Prop ACFT have to apply the following procedure:

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

3.3.2. SPECIAL PROCEDURES FOR ACFT WITH MTOW OF MORE THAN 200T

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:

A124, A332, A333, A342, A343, A345, A346, A351, A359, A388, AN22, B741, B742, B743, B744, B748, B74R, B74S, B764, B772, B773, B77L, B77W, B781, B788, B789, C5, C17, DC10, IL96, L101, MD11.

The list above is not limitative, the MTOW of ACFT prevails.

3.3.3. SPECIAL PROCEDURES FOR DEPARTURES BETWEEN 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.

3. DEPARTURE

3.4. OTHER INFORMATION

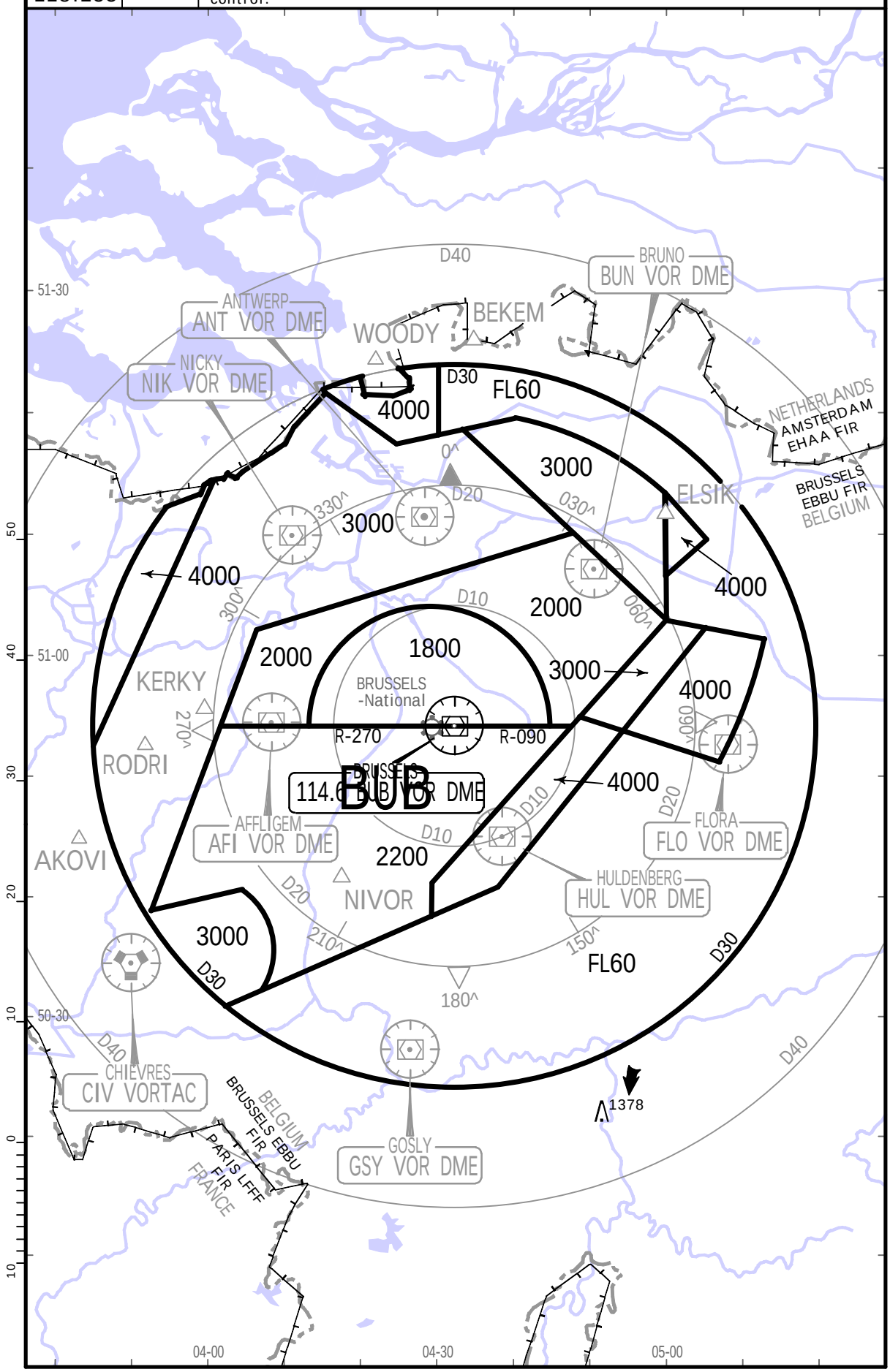
ACFT requiring full RWY length shall advise Ground at the latest when requesting taxi clearance.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
30 NOV 18
.Eff.6.Dec.
10-1R

BRUSSELS, BELGIUM
.RADAR.MINIMUM.ALTITUDES.

BRUSSELS Arrival (R) 118.255	Apt Elev 184	Alt Set: hPa Trans level: By ATC Trans alt: 4500' Chart only to be used for cross-checking of altitudes while under RADAR control.



CHANGES: Communications.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
BRUSSELS, BELGIUM
22 JAN 21 (10-2) .Eff.28.Jan. .STAR.

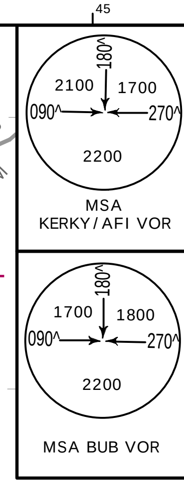
BEKEM 7A, BEKEM 3B 1
WOODY 7A, WOODY 3B 1
ARRIVALS

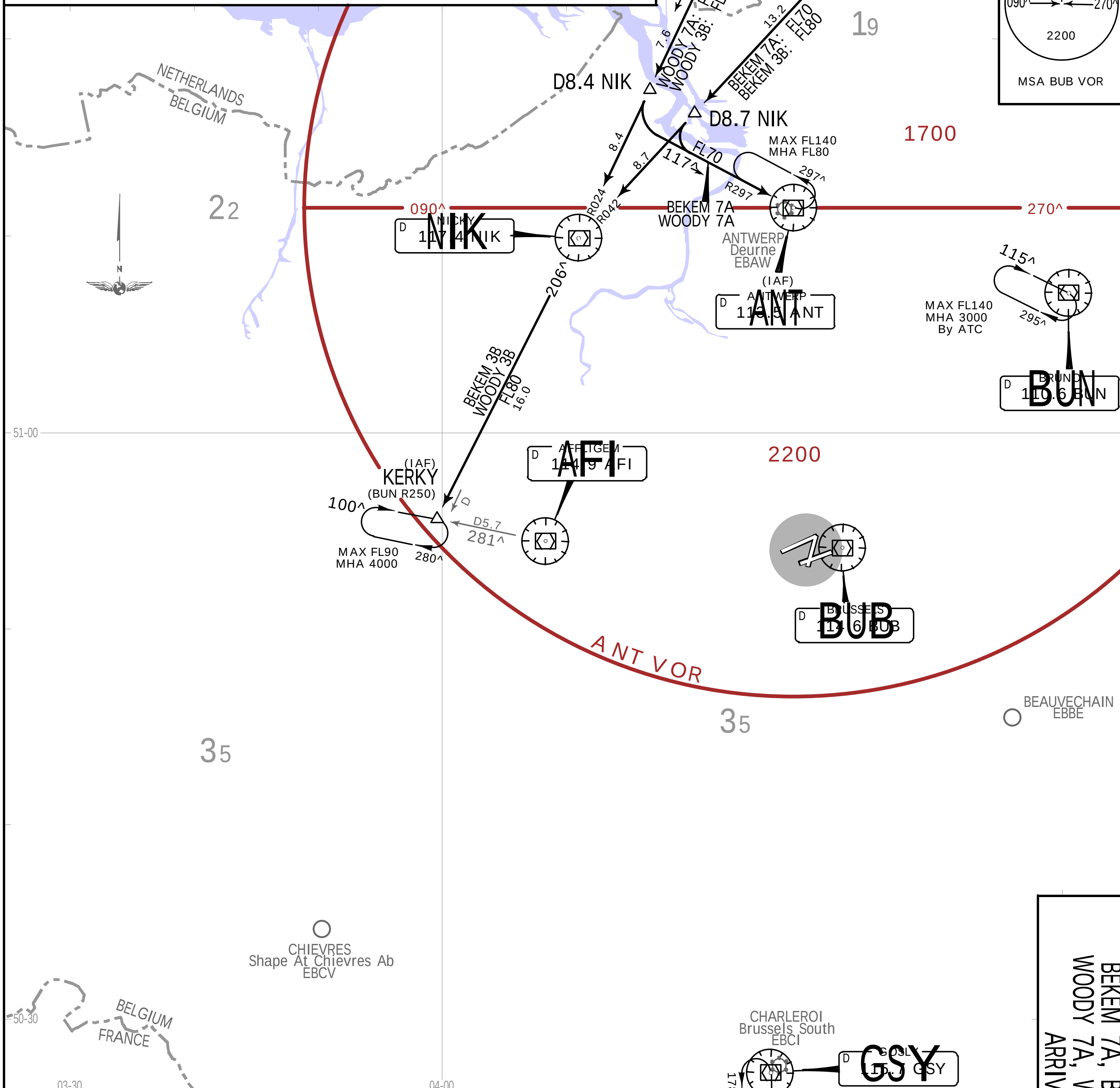
D-ATIS			Apt Elev	
110.6	112.050	114.6	175	Alt Set: hPa Trans level: By ATC ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.
114.9	117.550	132.480		

BEKEM 7A, BEKEM 3B 1
WOODY 7A, WOODY 3B 1
ARRIVALS

SLP Speed Limit Point

1 By ATC.



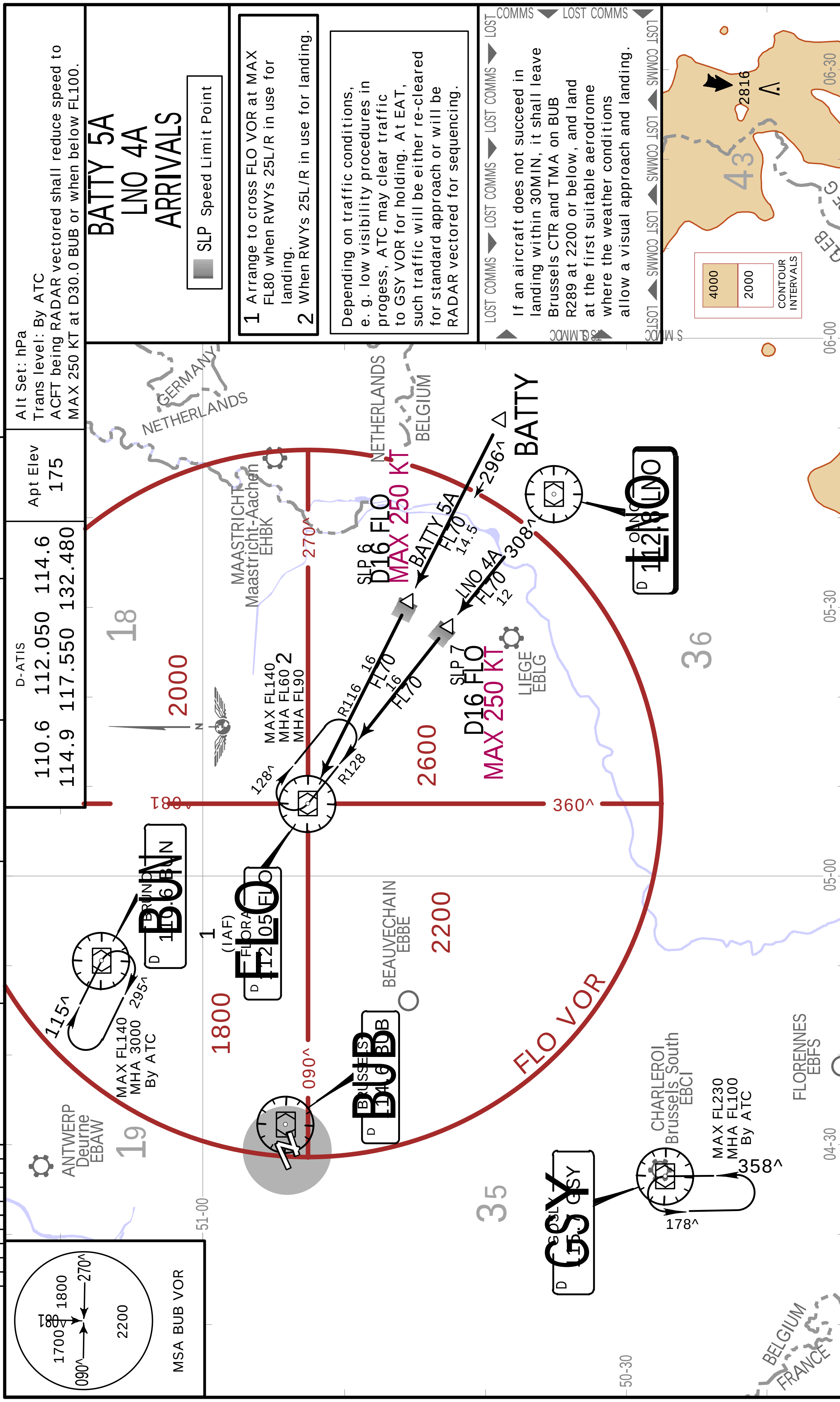


LOST COMMS

If an aircraft does not succeed in landing within 30MIN, it shall leave Brussels CTR and TMA on BUB R289 at 2200 or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

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

CHANGES: Radials to NIK VOR & formations on KERKY revised.



CHANGES: None.

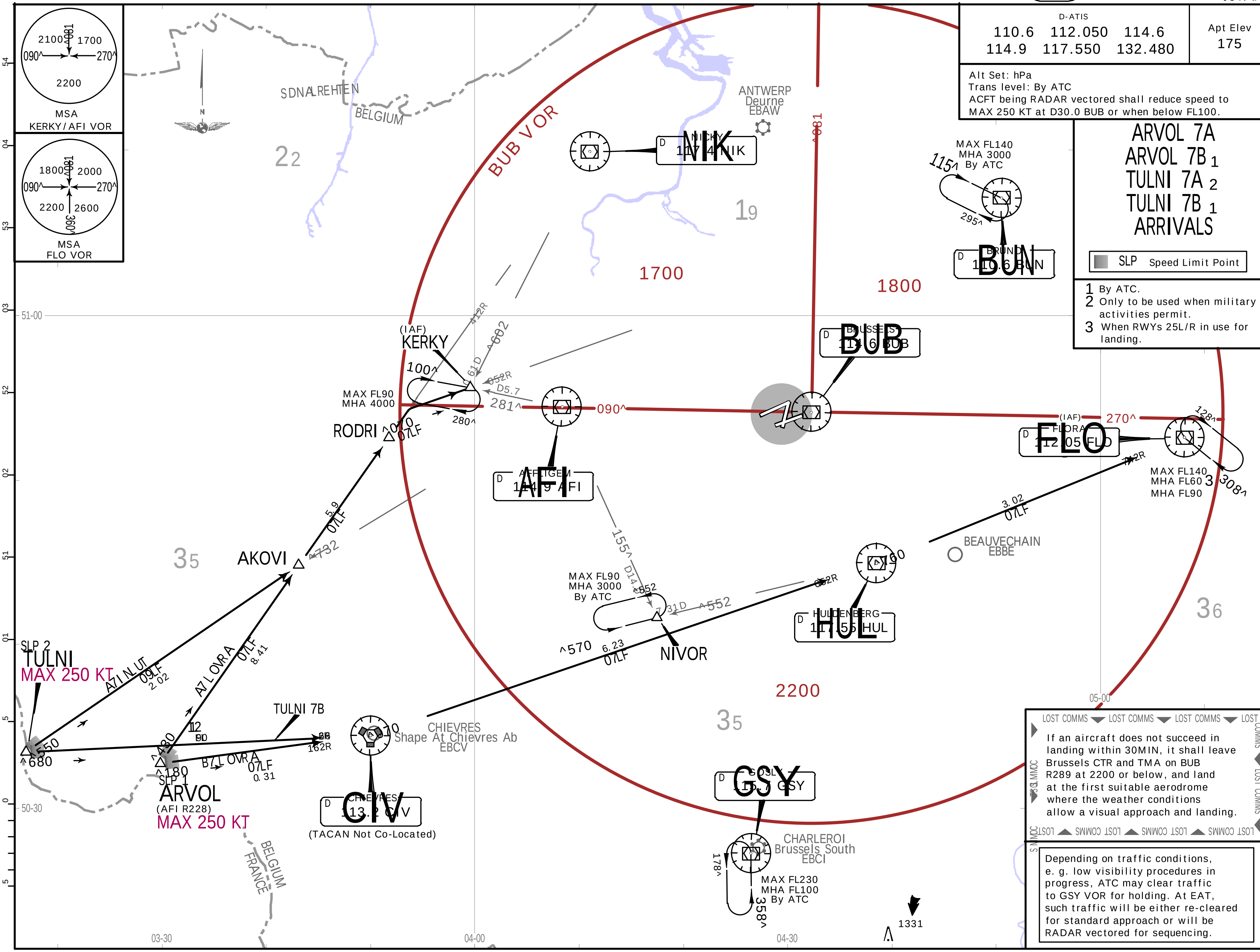
D-ATIS			Apt Elev
110.6	112.050	114.6	175
114.9	117.550	132.480	

Alt Set: hPa
Trans level: By ATC
ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.

ARVOL 7A
ARVOL 7B [1]
TULNI 7A [2]
TULNI 7B [1]
ARRIVALS

SLP Speed Limit Point

1 By ATC.
2 Only to be used when military activities permit.
3 When RWYs 25L/R in use for landing.



LOST COMMS

If an aircraft does not succeed in landing within 30MIN, it shall leave Brussels CTR and TMA on BUB R289 at 2200 or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

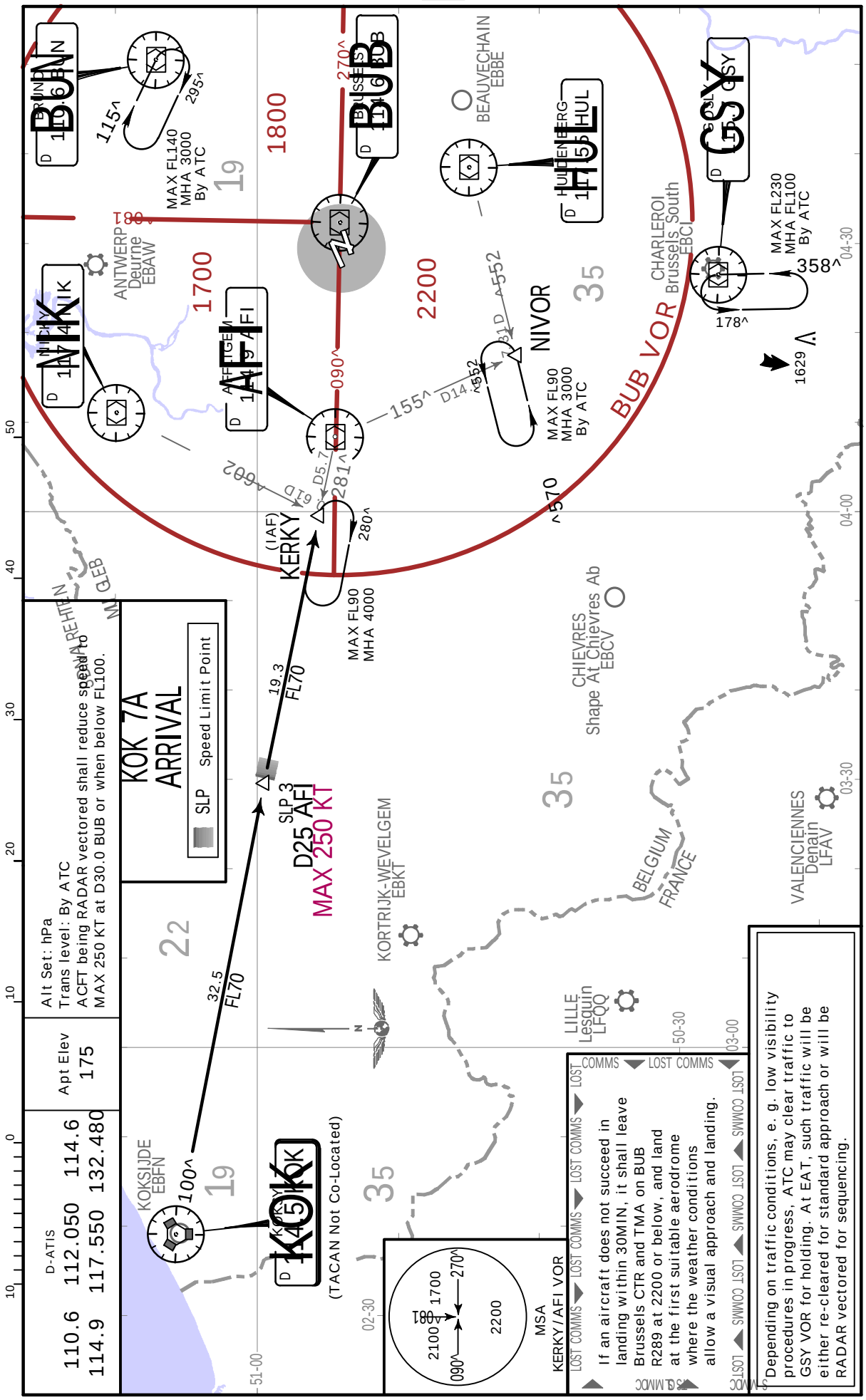
Depending on traffic conditions, e. g. low visibility procedures in progress, ATC may clear traffic to GSY VOR for holding. At EAT, such traffic will be either re-cleared for standard approach or will be RADAR vectored for sequencing.

CHANGES: Radials and formations revised.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-2C) .Eff.28.Jan.

BRUSSELS, BELGIUM
.STAR.



CHANGES: Formations on KERKY & NIVOR revised.

D-ATIS
110.6 112.050 114.6
114.9 117.550 132.480

Apt Elev
175

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.

BEKEM 7A [BEKE7A], BEKEM 3B [BEKE3B]
WOODY 7A [WODY7A], WOODY 3B [WODY3B]
RNAV ARRIVALS (OVERLAY 10-2)

EBBR/BRU
BRUSSELS NATIONAL

MSA ARP
2200

MSA
KERKY / AFI VOR
2100 1700
090^ 270^
180^
2200

WOENSDRECHT
EHWO

WOODY
MAX 250 KT

BEKEM
MAX 250 KT

NETHERLANDS
BELGIUM

WOODY 7A: FL70
WOODY 3B: FL80
205^
9.5

BEKEM 7A: FL70
BEKEM 3B: FL80
222^
15.2

2117^ 2.0
FL70

BR2~2
BR2~3
2

BEKEM 7A
WOODY 7A

6.5
6.7
7.2
117^ FL70

MAX FL140
MHA FL80
R297
297^

R024
R042

090^
270^

1700

ANTWERP
Deurne
EBAW

(IAF)
ANTWERP
ANT
FL70

NIK
NIKY
117.4 NIK

206^

BEKEM 3B
WOODY 3B
FL80
16.0

MAX FL140
MHA 3000
By ATC
115^
295^

BUN
BRUNO
110.6 BUN

(IAF)
KERKY
FL80
100^
D5.7
281^
280^

MAX FL90
MHA 4000

AFI
AFFLIGEM
114.9 AFI

BUB
BRUSSELS
116.6 BUB

ANT VOR

BEAUVECHAIN
EBBE

CHARLEROI
Brussels South
EBCI

GSY
GOSSELIES
115.7 GSY

178^
358^
MAX FL230
MHA FL100
By ATC

1629

1 By ATC

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If an aircraft does not succeed in landing within 30MIN, it shall leave Brussels CTR and TMA on BUB R289 at 2200 or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

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

STAR	ROUTING
BEKEM 7A	BEKEM (K250-) - BR2~3 - ANT VOR (FL70+).
BEKEM 3B 1	BEKEM (K250-) - NIK VOR - KERKY (FL80+).
WOODY 7A	WOODY (K250-) - BR2~2 - ANT VOR (FL70+).
WOODY 3B 1	WOODY (K250-) - NIK VOR - KERKY (FL80+).

BEKEM 7A [BEKE7A]
BEKEM 3B [BEKE3B]
WOODY 7A [WODY7A]
WOODY 3B [WODY3B]
RNAV ARRIVALS (OVERLAY 10-2)

JEPPESEN
22 JAN 21
Eff. 28 Jan.
10-2D
BRUSSELS, BELGIUM
.RNAV.STAR.(OVERLAY).

CHANGES: Radials to NIK VOR & formation on KERKY revised.

JEPPESEN

BRUSSELS, BELGIUM

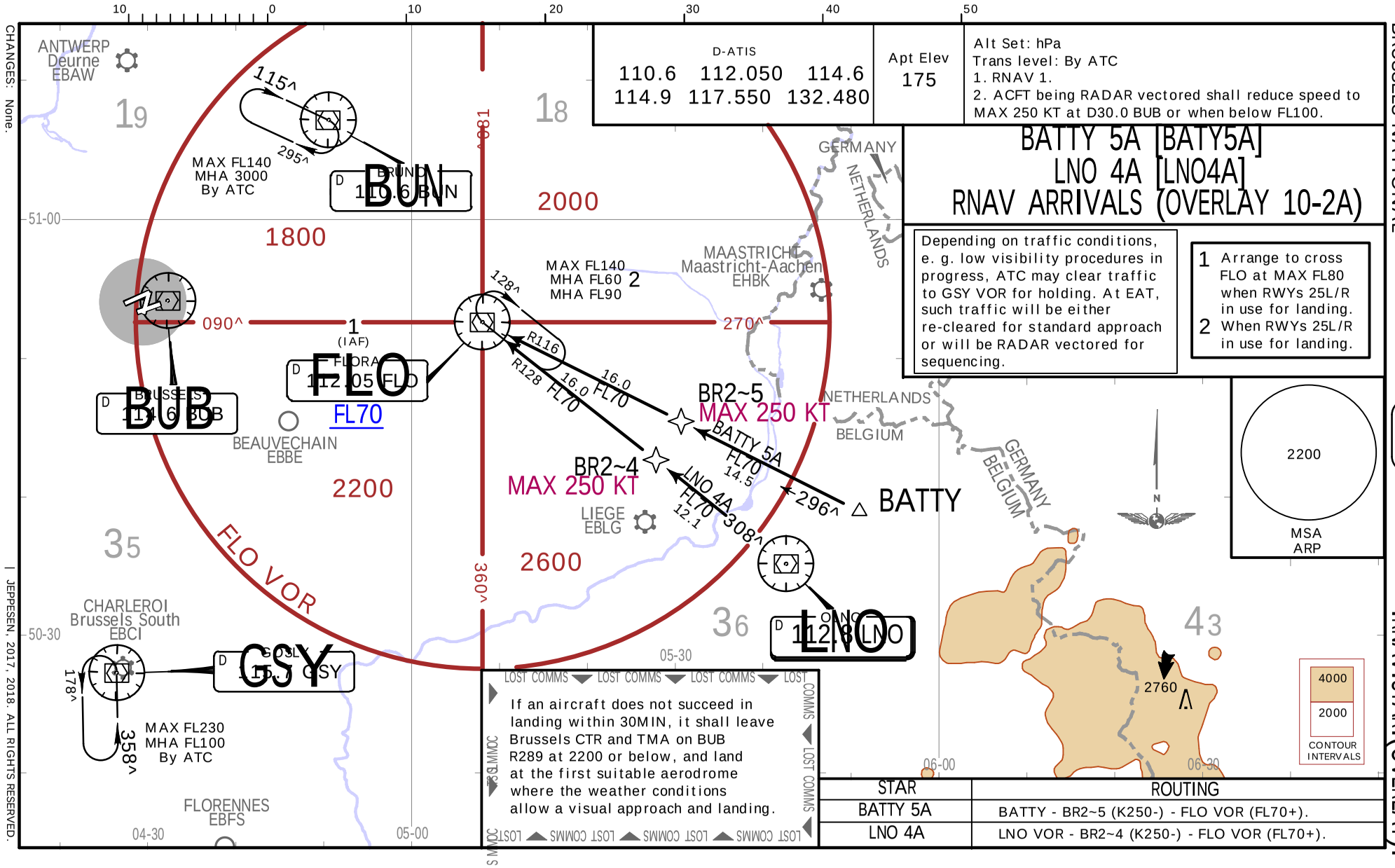
CHANGES: None.

D-ATIS			Apt Elev	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.
110.6	112.050	114.6	175	
114.9	117.550	132.480		

BATTY 5A [BATY5A]
LNO 4A [LNO4A]
RNAV ARRIVALS (OVERLAY 10-2A)

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

1 Arrange to cross FLO at MAX FL80 when RWYs 25L/R in use for landing.
2 When RWYs 25L/R in use for landing.

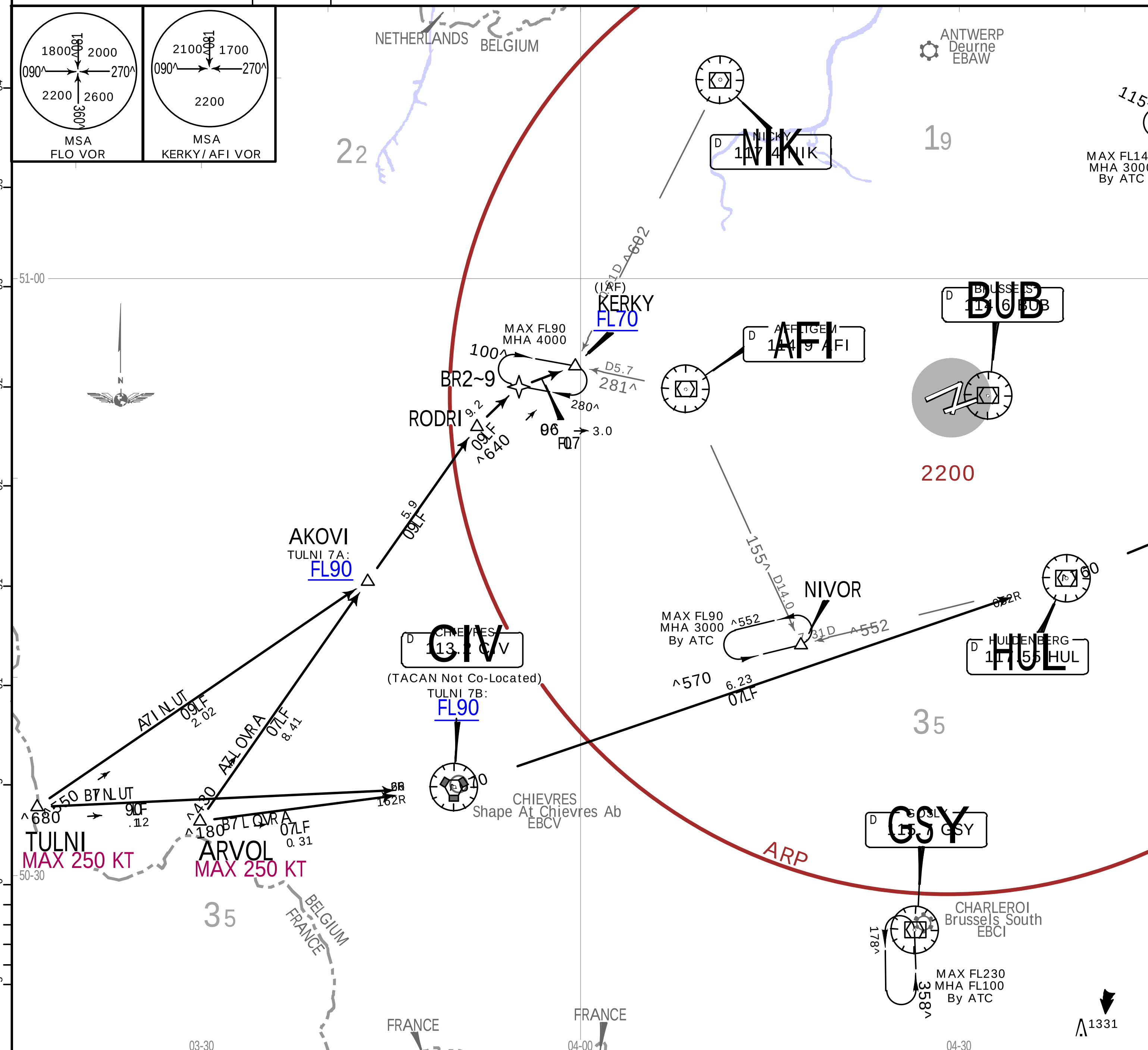


STAR	ROUTING
BATTY 5A	BATTY - BR2~5 (K250-) - FLO VOR (FL70+).
LNO 4A	LNO VOR - BR2~4 (K250-) - FLO VOR (FL70+).

ARVOL 7A [ARVO7A]
ARVOL 7B [ARVO7B]
TULNI 7A [TULN7A]
TULNI 7B [TULN7B]
RNAV ARRIVALS
(OVERLAY 10-2B)

D-ATIS			Apt Elev
110.6	112.050	114.6	175
114.9	117.550	132.480	

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.



1 By ATC.
2 Only to be used when military activities permit.
3 When RWYs 25L/R in use for landing.

LOST COMMS

If an aircraft does not succeed in landing within 30MIN, it shall leave Brussels CTR and TMA on BUB R289 at 2200 or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

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

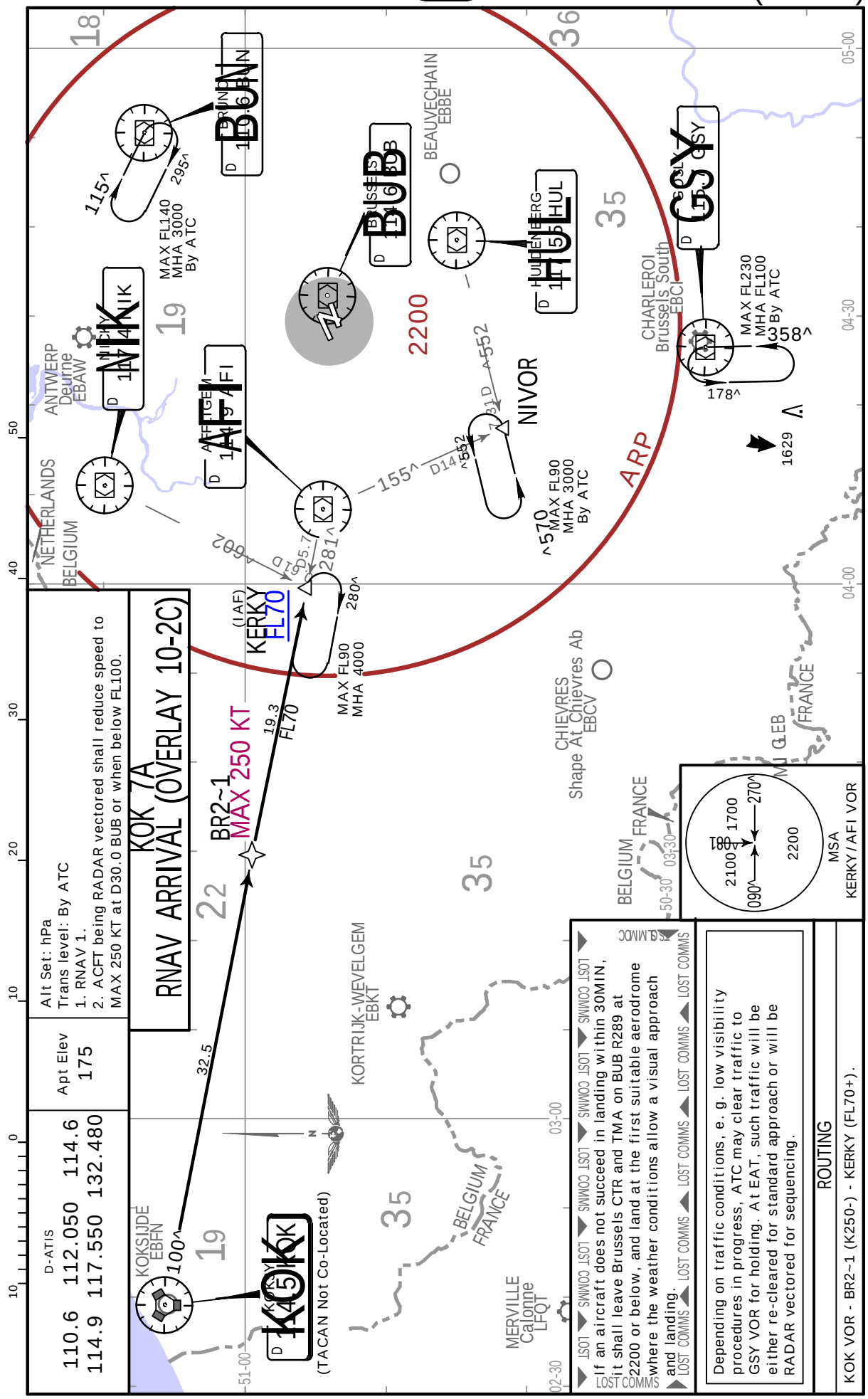
STAR	ROUTING
ARVOL 7A	ARVOL (K250-) - AKOVI - RODRI - BR2~9 - KERKY (FL70+).
ARVOL 7B 1	ARVOL (K250-) - CIV VOR - HUL VOR - FLO VOR (FL70+).
TULNI 7A 2	TULNI (K250-) - AKOVI (FL90+) - RODRI - BR2~9 - KERKY (FL70+).
TULNI 7B 1	TULNI (K250-) - CIV VOR (FL90+) - HUL VOR - FLO VOR (FL70+).

CHANGES: Formations on KERKY & NIVOR revised.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-2G) .Eff.28.Jan.

BRUSSELS, BELGIUM
.RNAV.STAR.(OVERLAY).



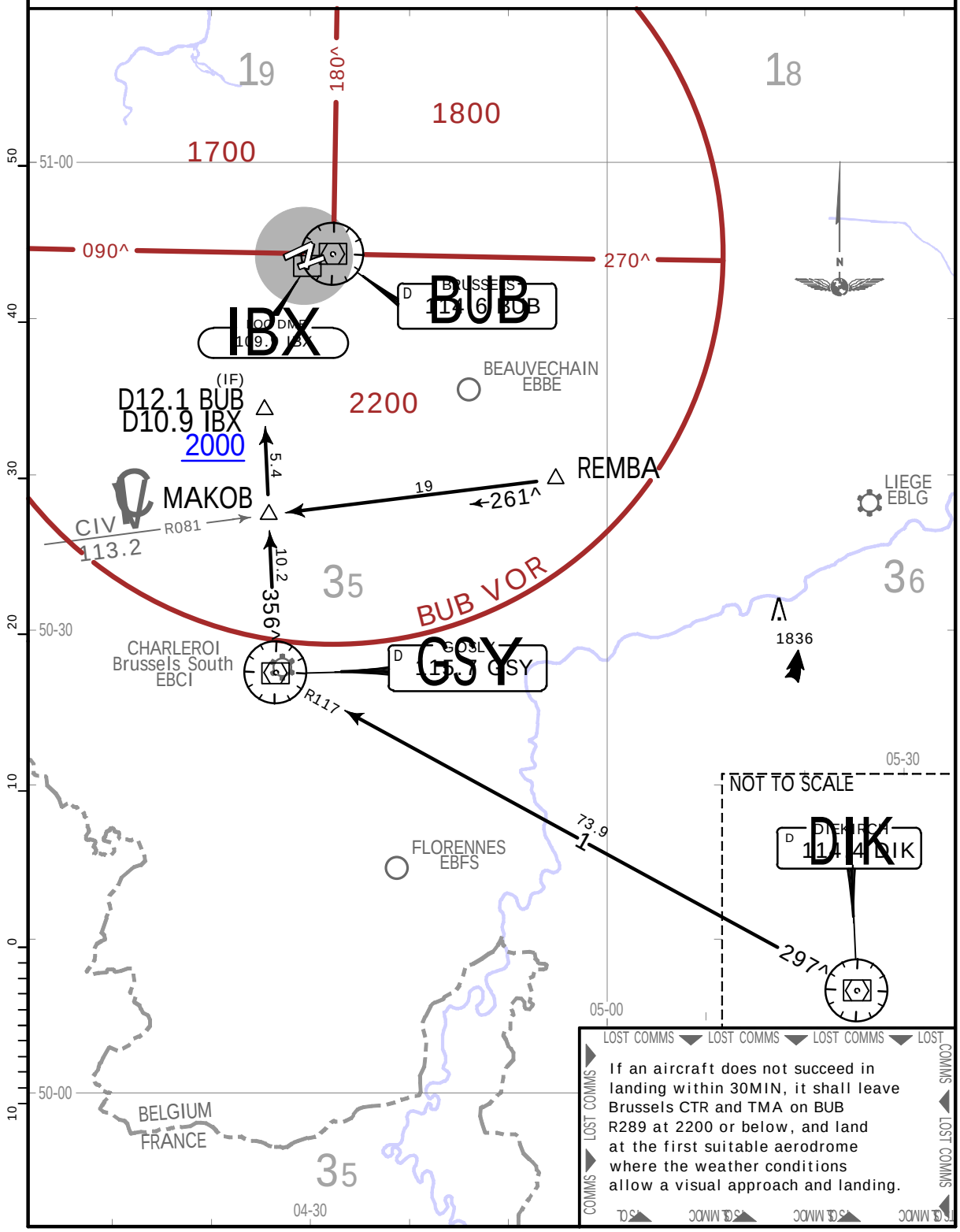
CHANGES: Formations on KERKY & NIVOR revised.

D-ATIS	Apt Elev	
110.6 112.050 114.6 114.9 117.550 132.480	184	Alt Set: hPa Trans level: By ATC ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.

ALTERNATE ROUTES
ILS OR LOC RWY 01
BY ATC

FOR FINAL APPROACH
SEE APPROACH CHARTS

1 Available only when MIL airspace deactivated



CHANGES: ATIS.

RNAV SID DESIGNATION	REFER TO CHART
LNO 2E, 2G	10-3B
LNO 2K	10-3C
LNO 2M	10-3C1
LNO 2T	10-3C2
LNO 2V	10-3D
PITES 2G	10-3E
PITES 2K	10-3E1
ROUSY 2G	10-3E2
ROUSY 2K	10-3E3
SOPOK 2G	10-3E4
SOPOK 2K	10-3E5
SOPOK 2M	10-3E6
SOPOK 2T, 2V	10-3E7
SPI 2E, 2G	10-3F
SPI 2K	10-3G
SPI 2M	10-3G1
SPI 2T, 2V	10-3G2

FOR SID & RNAV SID (OVERLAY) DESIGNATION
REFER TO PAGES 10-3A & 10-3A1

SID DESIGNATION	REFER TO CHART
CIV 5C	10-3G3
CIV 1F, 2L	10-3G4
CIV 2P, 2U	10-3G5
CIV 8J	10-3G6
CIV 8H	10-3G7
CIV 2D, 2Q	10-3G8
CIV 1W	10-3G9
CIV 2Y	10-3H
DENUT 7C, 8F	10-3J
DENUT 4H, 2J, 8L, 7N	10-3J1
ELSIK 4C, 4D	10-3K
ELSIK 2F, 1H, 2J, 2L	10-3L
HELEN 7C, 8F	10-3L1
HELEN 4H, 2J, 6L, 6N	10-3L2
KOK 5C, 2F	10-3L3
KOK 1H, 2J, 8L	10-3L4
LNO 4D	10-3L5
LNO 6C, 6Q	10-3L6
LNO 6H, 7L	10-3L7
LNO 7F, 6J	10-3L8
LNO 2W	10-3M
LNO 2Y	10-3N
LNO 6Z	10-3N1
NIK 4C, 5F	10-3N2
NIK 1H, 2J, 3L	10-3N3
NIK 5N	10-3N4
PITES 5D	10-3N5
PITES 8C	10-3N6
PITES 7F	10-3N7
PITES 8H, 8J	10-3N8
PITES 2W	10-3P
PITES 2Y	10-3Q
PITES 7Z	10-3Q1
PITES 9L	10-3Q2

FOR FURTHER SID & RNAV SID (OVERLAY) DESIGNATION
REFER TO PAGE 10-3A1

SID DESIGNATION	REFER TO CHART
ROUSY 8H, 8J	10-3Q3
ROUSY 7F	10-3Q4
ROUSY 5D	10-3Q5
ROUSY 8C	10-3Q6
ROUSY 9L	10-3Q7
ROUSY 2W	10-3Q8
ROUSY 2Y	10-3Q9
ROUSY 6Z	10-3S
SOPOK 5D	10-3T
SOPOK 9C	10-3T1
SOPOK 7F, 8L	10-3T2
SOPOK 6H, 6J	10-3T3
SOPOK 2W	10-3T4
SOPOK 2Y	10-3T5
SOPOK 7Z	10-3T6
SPI 6C, 6Q	10-3T7
SPI 4D	10-3U
SPI 7F, 6L	10-3V
SPI 7H, 6J	10-3V1
SPI 2W	10-3V2
SPI 2Y	10-3V3
SPI 7Z	10-3V4

RNAV SID DESIGNATION	REFER TO CHART
CIV 2D	10-3V5
CIV 2L	10-3V6
DENUT 8L, 7N	10-3V7
ELSIK 2L	10-3V8
HELEN 6L, 6N	10-3W
KOK 8L	10-3X
LNO 7L	10-3X1
NIK 3L	10-3X2
NIK 5N	10-3X3
PITES 9L	10-3X4
ROUSY 9L	10-3X5
SOPOK 8L	10-3X6
SPI 6L	10-3X7

CHANGES: Procedures renumbered.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

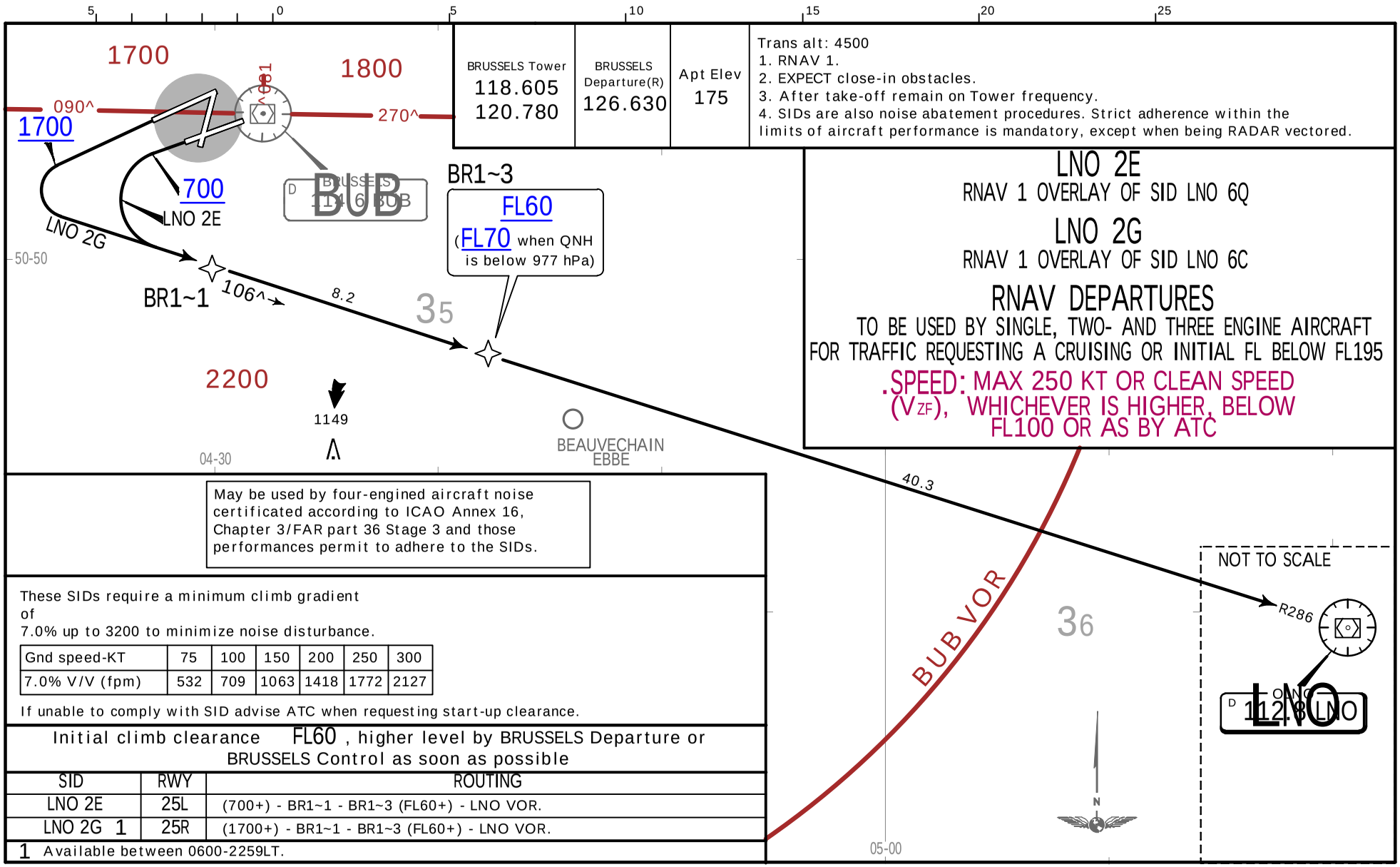
Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 2E
RNAV 1 OVERLAY OF SID LNO 6Q

LNO 2G
RNAV 1 OVERLAY OF SID LNO 6C

RNAV DEPARTURES
TO BE USED BY SINGLE, TWO- AND THREE ENGINE AIRCRAFT FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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



May be used by four-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

These SIDs require a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	ROUTING
LNO 2E	25L	(700+) - BR1~1 - BR1~3 (FL60+) - LNO VOR.
LNO 2G 1	25R	(1700+) - BR1~1 - BR1~3 (FL60+) - LNO VOR.

1 Available between 0600-2259LT.

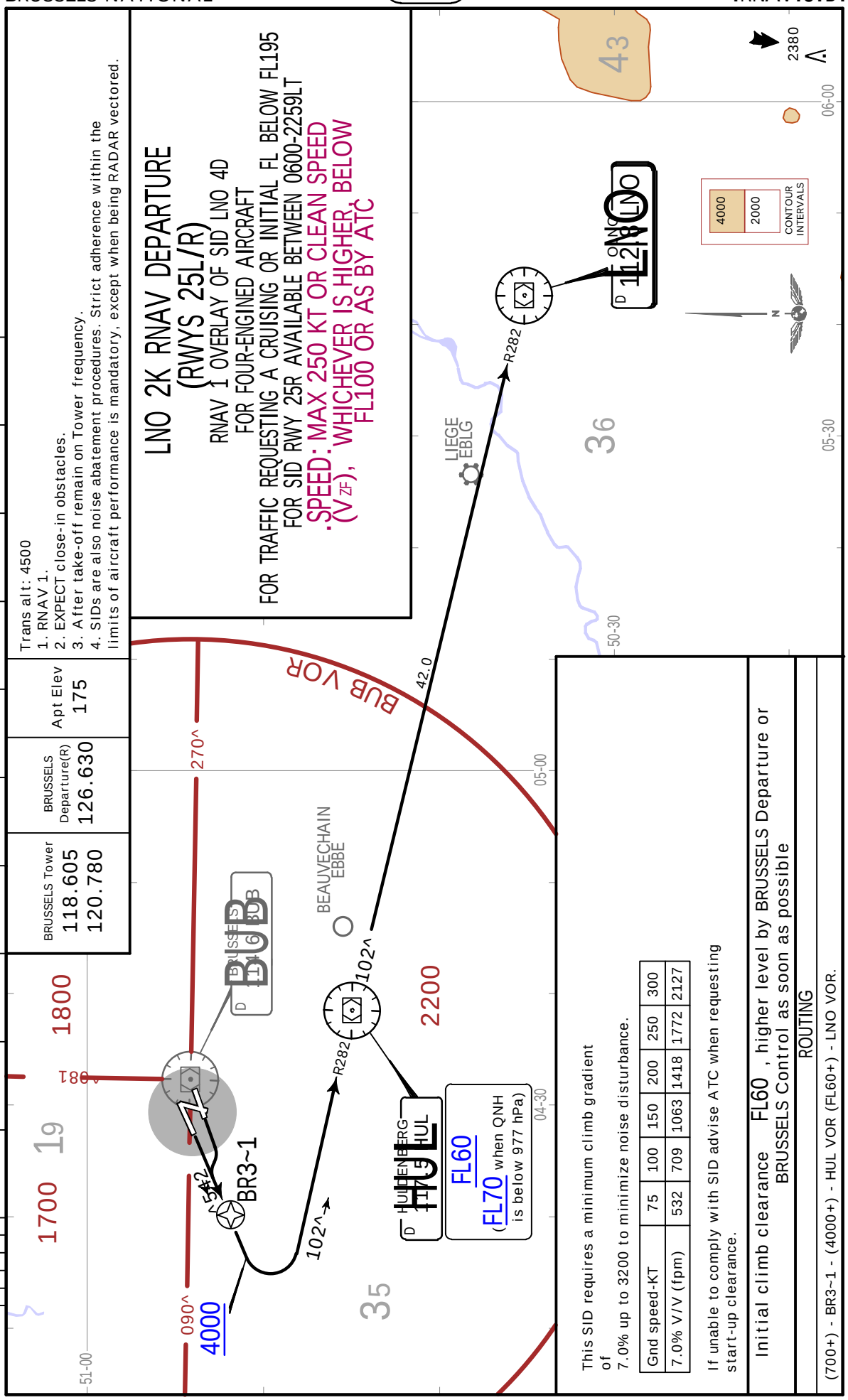
LNO 2K RNAV DEPARTURE (RWYS 25L/R)

RNAV 1 OVERLAY OF SID LNO 4D
FOR FOUR-ENGINED AIRCRAFT
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175



This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

ROUTING

(700+) - BR3-1 - (4000+) - HUL VOR (FL60+) - LNO VOR.

CHANGES: LNO 3D renumbered 4D.

LNO 2M RNAV DEPARTURE (RWY 25R)

RNAV 1 OVERLAY OF SID LNO 6Z
AVAILABLE BETWEEN 2300-0559LT
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. 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 possible

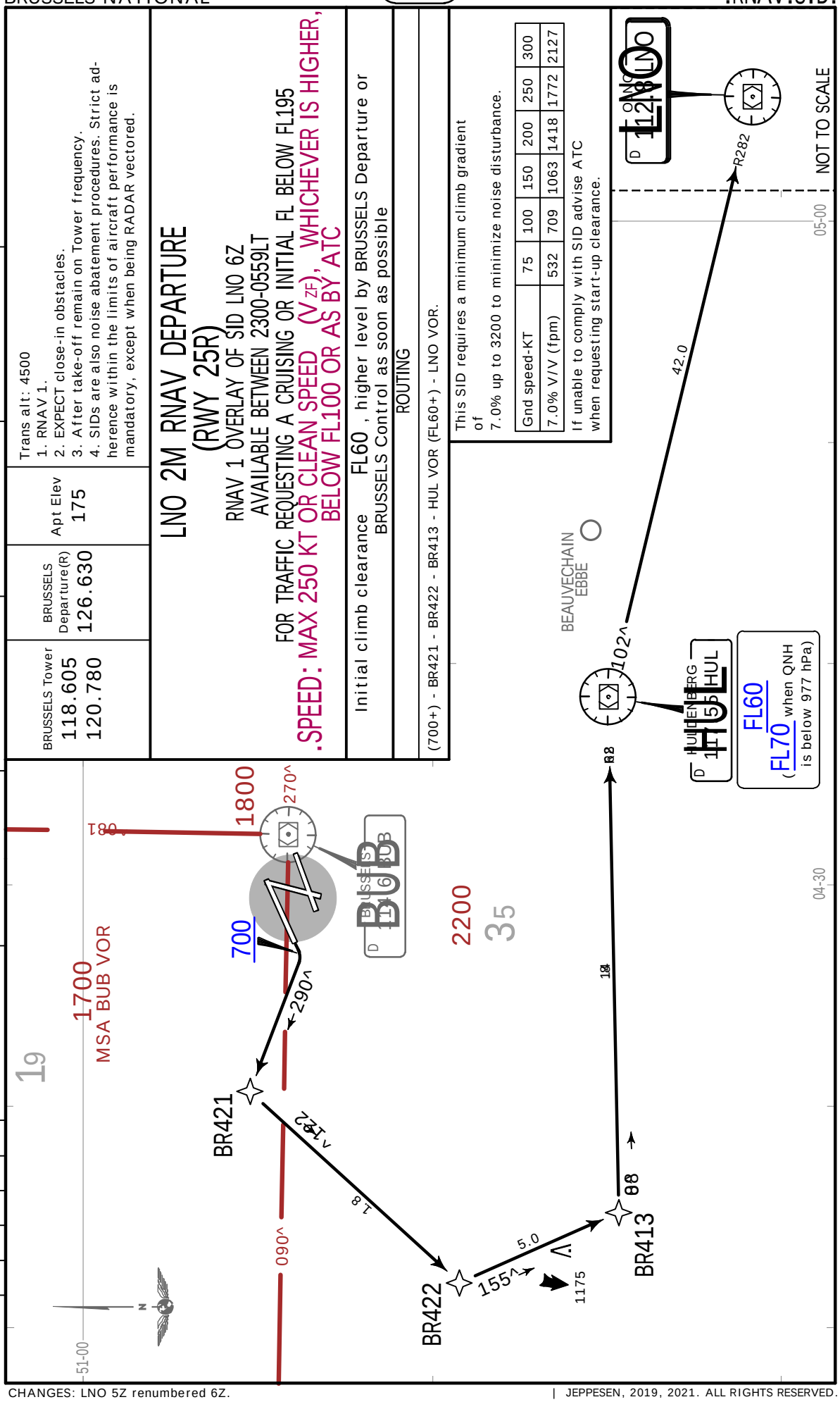
ROUTING

(700+) - BR421 - BR422 - BR413 - HUL VOR (FL60+) - LNO VOR.

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

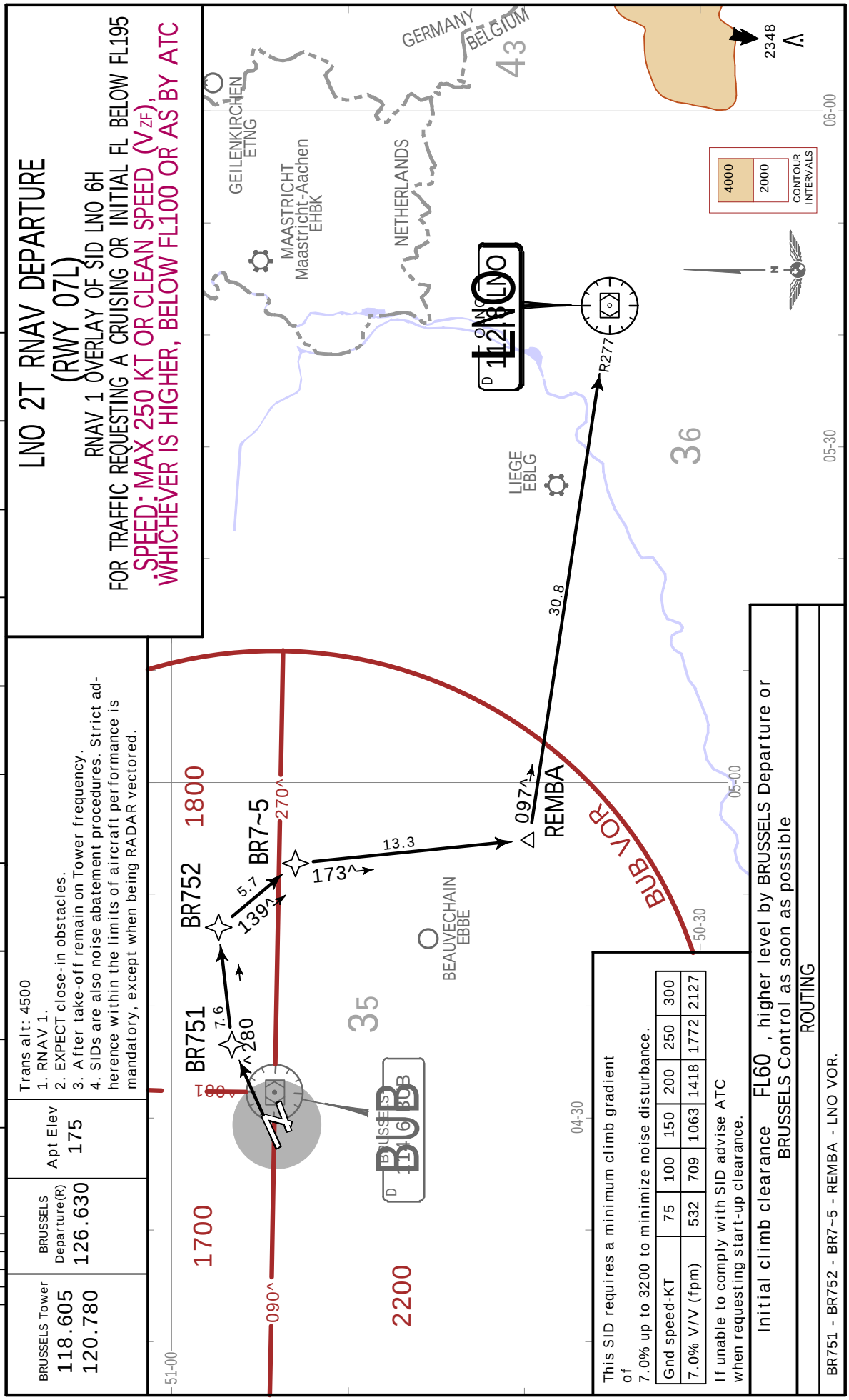


LNO 2T RNAV DEPARTURE (RWY 07L)

RNAV 1 OVERLAY OF SID LNO 6H

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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



BRUSSELS Tower 118.605 120.780

BRUSSELS Departure(R) 126.630

Apt Elev 175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

ROUTING

BR751 - BR752 - BR7~5 - REMBA - LNO VOR.

CHANGES: LNO 5H renumbered 6H.

CHANGES: LNO 5J renumbered 6J.

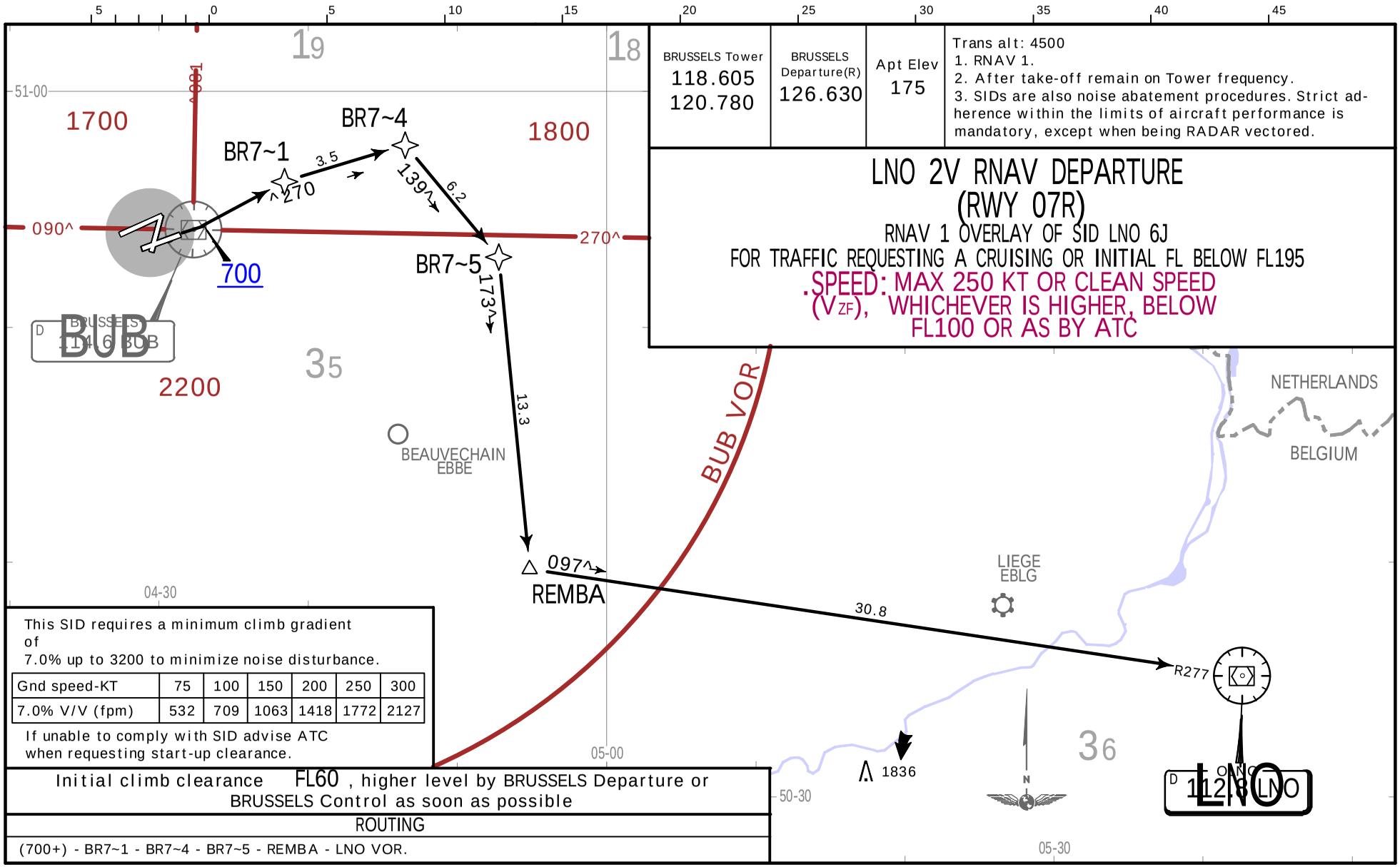
BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RNAV 1. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 2V RNAV DEPARTURE
(RWY 07R)

RNAV 1 OVERLAY OF SID LNO 6J

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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



This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

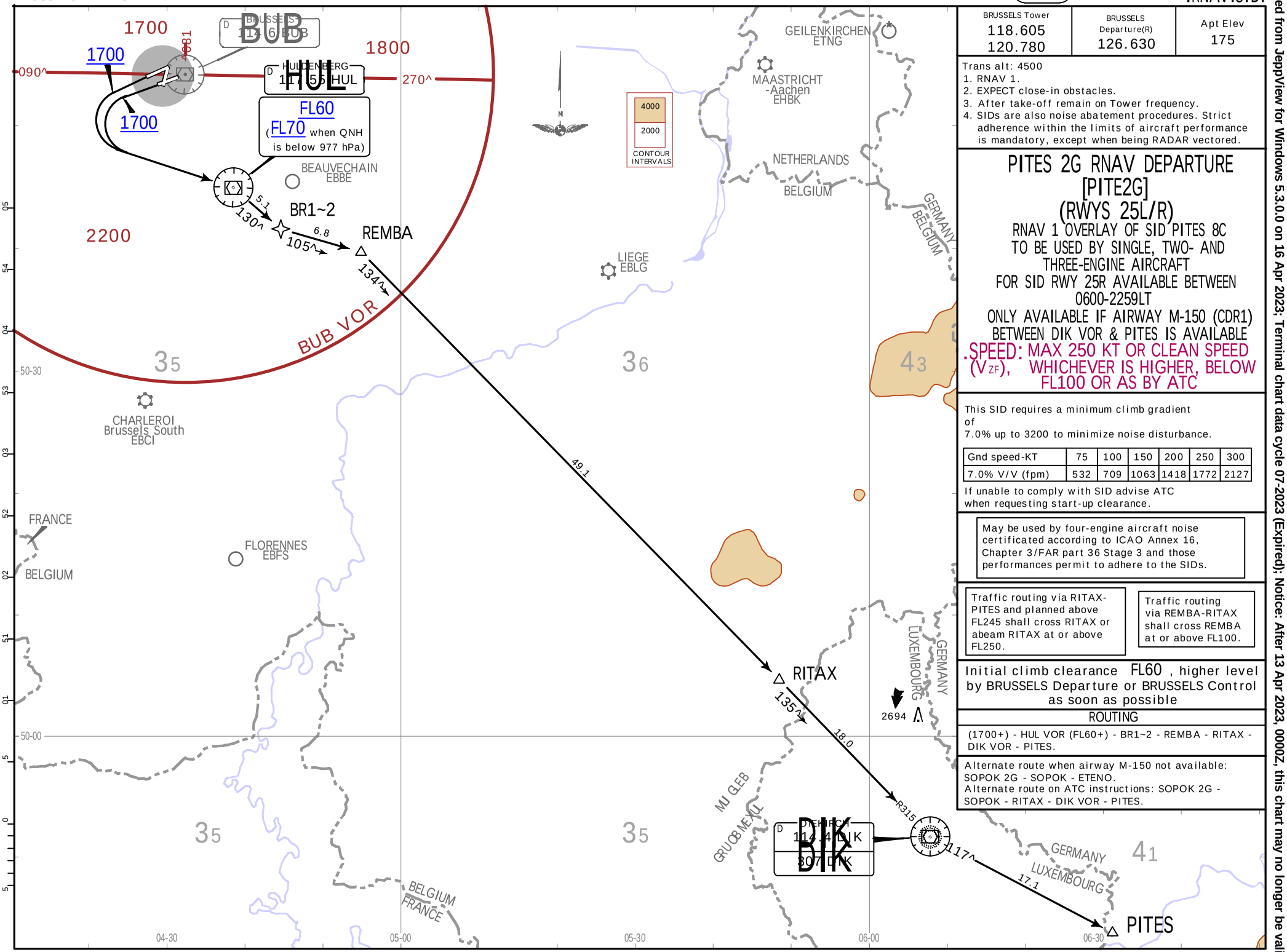
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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 possible

ROUTING

(700+) - BR7~1 - BR7~4 - BR7~5 - REMBA - LNO VOR.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 2G RNAV DEPARTURE [PITE2G] (RWYS 25L/R)

RNAV 1 OVERLAY OF SID PITES 8C
TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE

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

This SID requires a minimum climb gradient of
7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or abeam RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

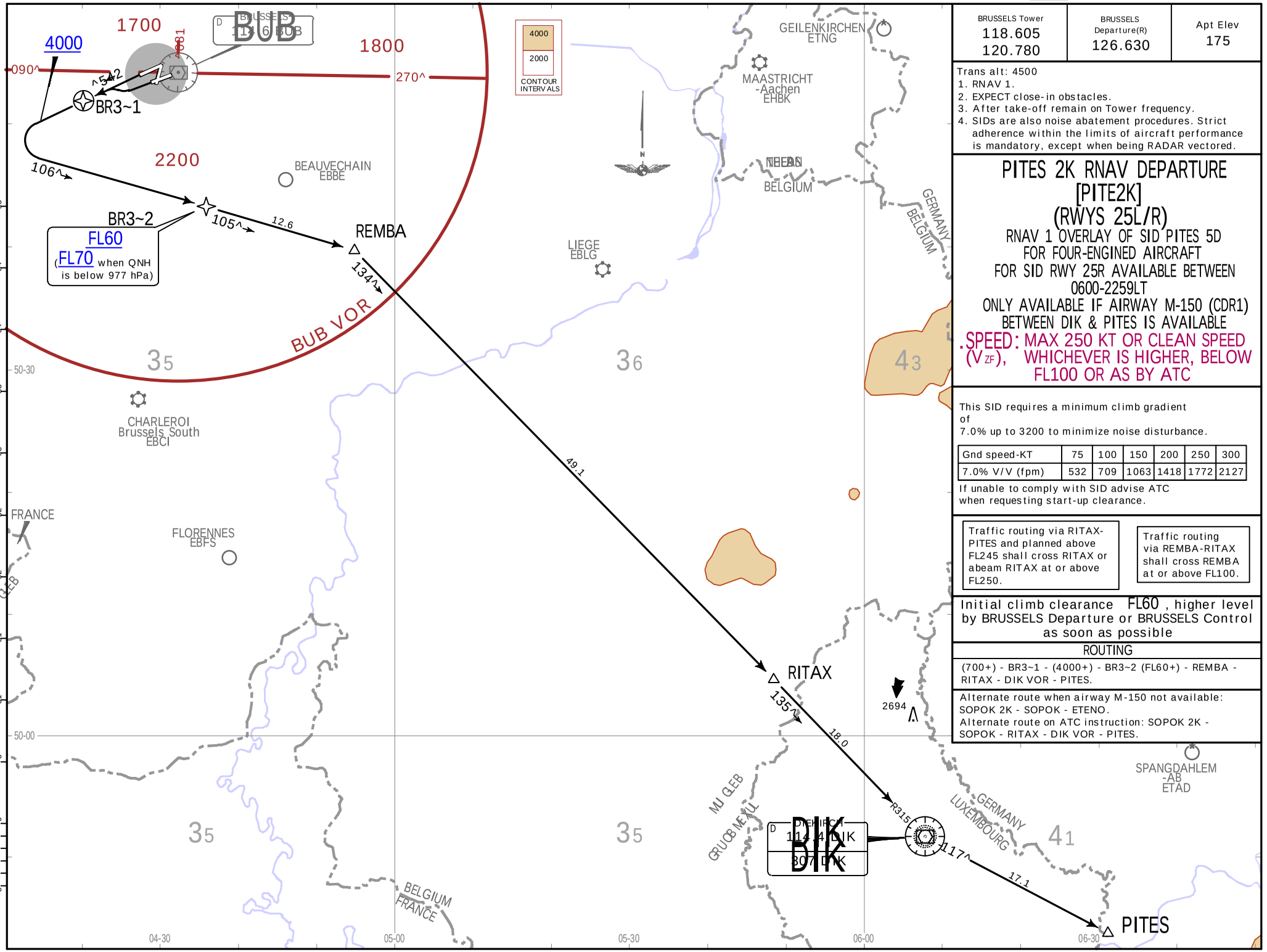
ROUTING

(1700+) - HUL VOR (FL60+) - BR1~2 - REMBA - RITAX - DIK VOR - PITES.

Alternate route when airway M-150 not available:
SOPOK 2G - SOPOK - ETENO.
Alternate route on ATC instructions: SOPOK 2G - SOPOK - RITAX - DIK VOR - PITES.

CHANGES: PITES 7C renumbered 8C.

JEPPESEN BRUSSELS, BELGIUM
22 JAN 21 (10-3E1) .Eff.28.Jan. .RNAV.SID.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 2K RNAV DEPARTURE
[PITE2K]
(RWYS 25L/R)

RNAV 1 OVERLAY OF SID PITES 5D
FOR FOUR-ENGINED AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN
0600-2259LT
ONLY AVAILABLE IF AIRWAY M-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of
7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or abeam RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

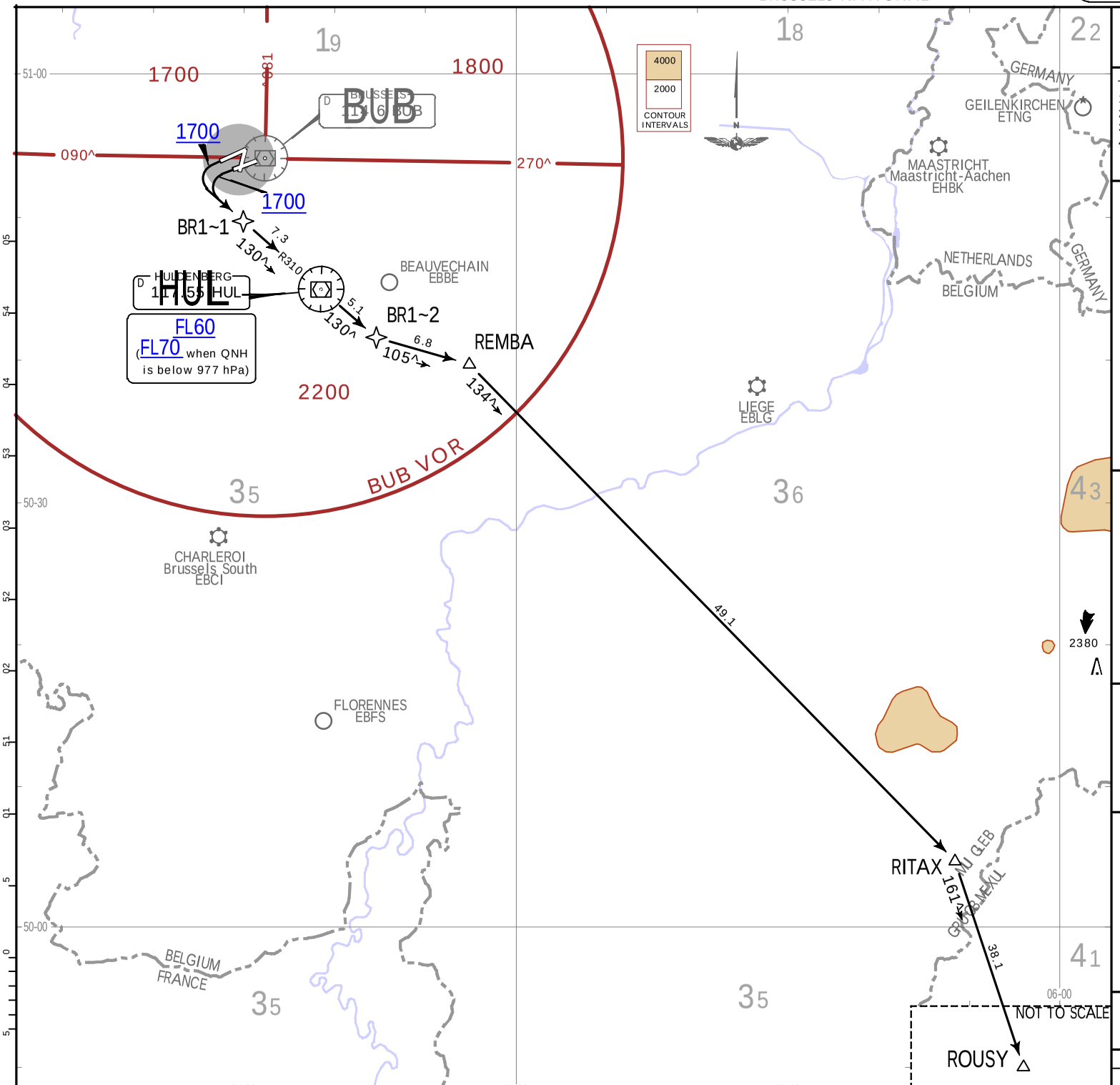
Initial climb clearance FL60, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR3~1 - (4000+) - BR3~2 (FL60+) - REMBA - RITAX - DIK VOR - PITES.

Alternate route when airway M-150 not available:
SOPOK 2K - SOPOK - ETENO.
Alternate route on ATC instruction: SOPOK 2K - SOPOK - RITAX - DIK VOR - PITES.

CHANGES: PITES 4D renumbered 5D.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 2G RNAV DEPARTURE [ROUS2G] (RWYS 25L/R)

RNAV 1 OVERLAY OF SID ROUSY 8C
TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT

FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 2G - SOPOK - RITAX - ROUSY

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

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or abeam RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

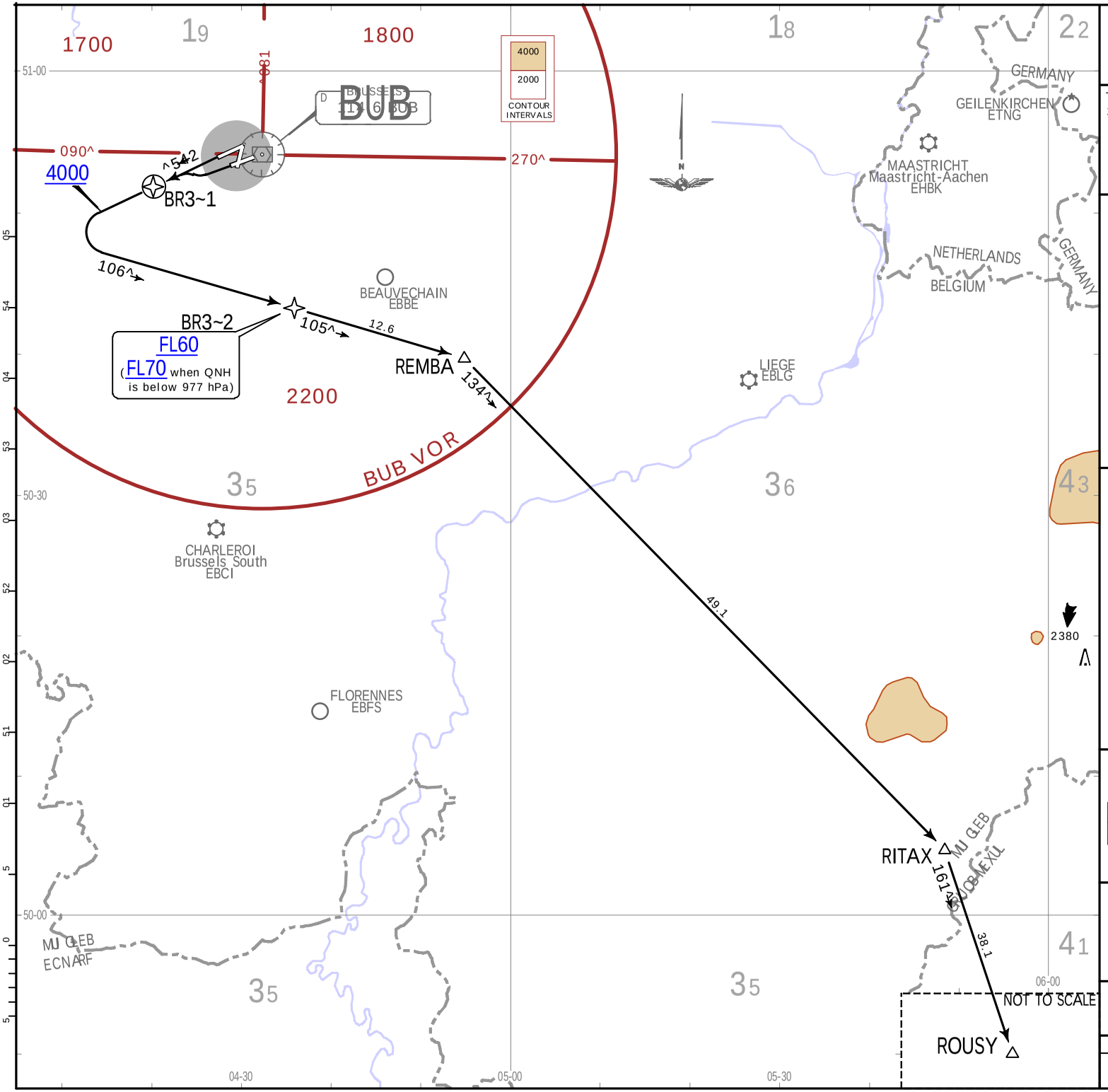
May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

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

ROUTING

(1700+) - BR1~1- HUL VOR (FL60+) - BR1~2 - REMBA - RITAX - ROUSY.

CHANGES: ROUSY 7C renumbered 8C.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 2K RNAV DEPARTURE [ROUS2K] (RWYS 25L/R)

RNAV 1 OVERLAY OF SID ROUSY 5D
FOR FOUR-ENGINED AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 2K - SOPOK - RITAX - ROUSY

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

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or abeam RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

ROUTING

(700+) - BR3~1 - (4000+) - BR3~2 (FL60+) - REMBA - RITAX - ROUSY.

CHANGES: ROUSY 4D renumbered 5D.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SOPOK 2G RNAV DEPARTURE [SOPO2G] (RWYS 25L/R)

RNAV 1 OVERLAY OF SID SOPOK 9C
TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

This SID requires a minimum climb gradient of
7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

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

ROUTING

(1700+) - HUL VOR (FL60+) - BR1~2 - BULUX (FL170+) - SOPOK.

1700
1700
1700
090^
270^
BUB
BRUSSELS
114.6 BUB
BUB VOR
HUL
HULDENBERG
117.55 HUL
FL60
(FL70 when QNH is below 977 hPa)
130^
5.1
BR1~2
106^
20.3
BULUX
FL170
134^
28.6
SOPOK
2380
BEAUVECHAIN
EBBE
LIEGE
EBLG
CHARLEROI
Brussels South
EBCI
FLORENNES
EBFS
FRANCE
BELGIUM
MJ GLEB
SDNALREHTEN
MJ GLEB
ECNARF
MJ GLEB
GRUBMEXUL
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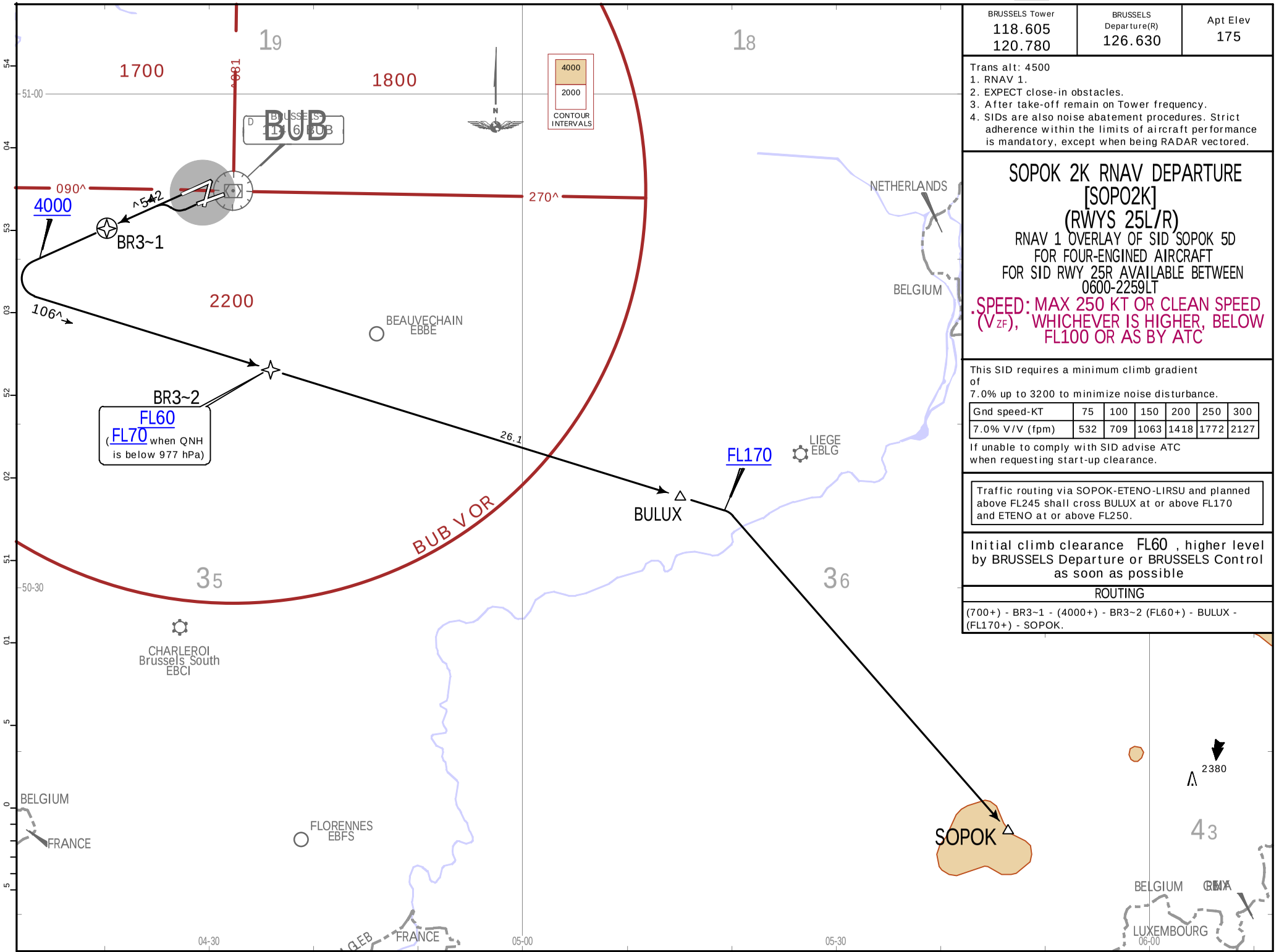
05-30
06-00



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SOPOK 2K RNAV DEPARTURE [SOPO2K] (RWYS 25L/R)

RNAV 1 OVERLAY OF SID SOPOK 5D
FOR FOUR-ENGINED AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

ROUTING

(700+) - BR3~1 - (4000+) - BR3~2 (FL60+) - BULUX - (FL170+) - SOPOK.

CHANGES: SOPOK 4D renumbered 5D.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SOPOK 2M RNAV DEPARTURE [SOPO2M] (RWY 25R)

RNAV 1 OVERLAY OF SID SOPOK 7Z AVAILABLE BETWEEN 2300-0559LT

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

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

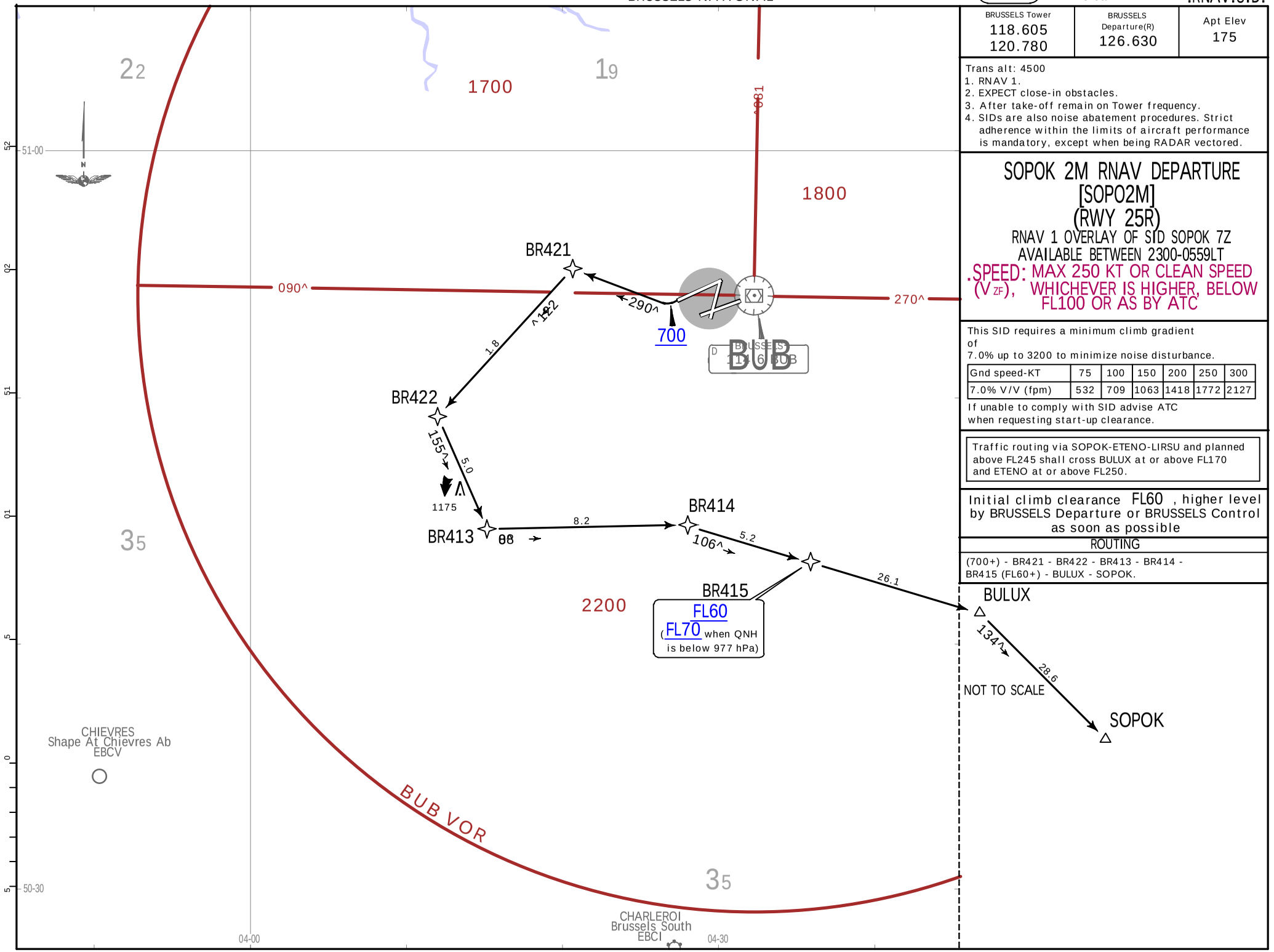
If unable to comply with SID advise ATC when requesting start-up clearance.

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

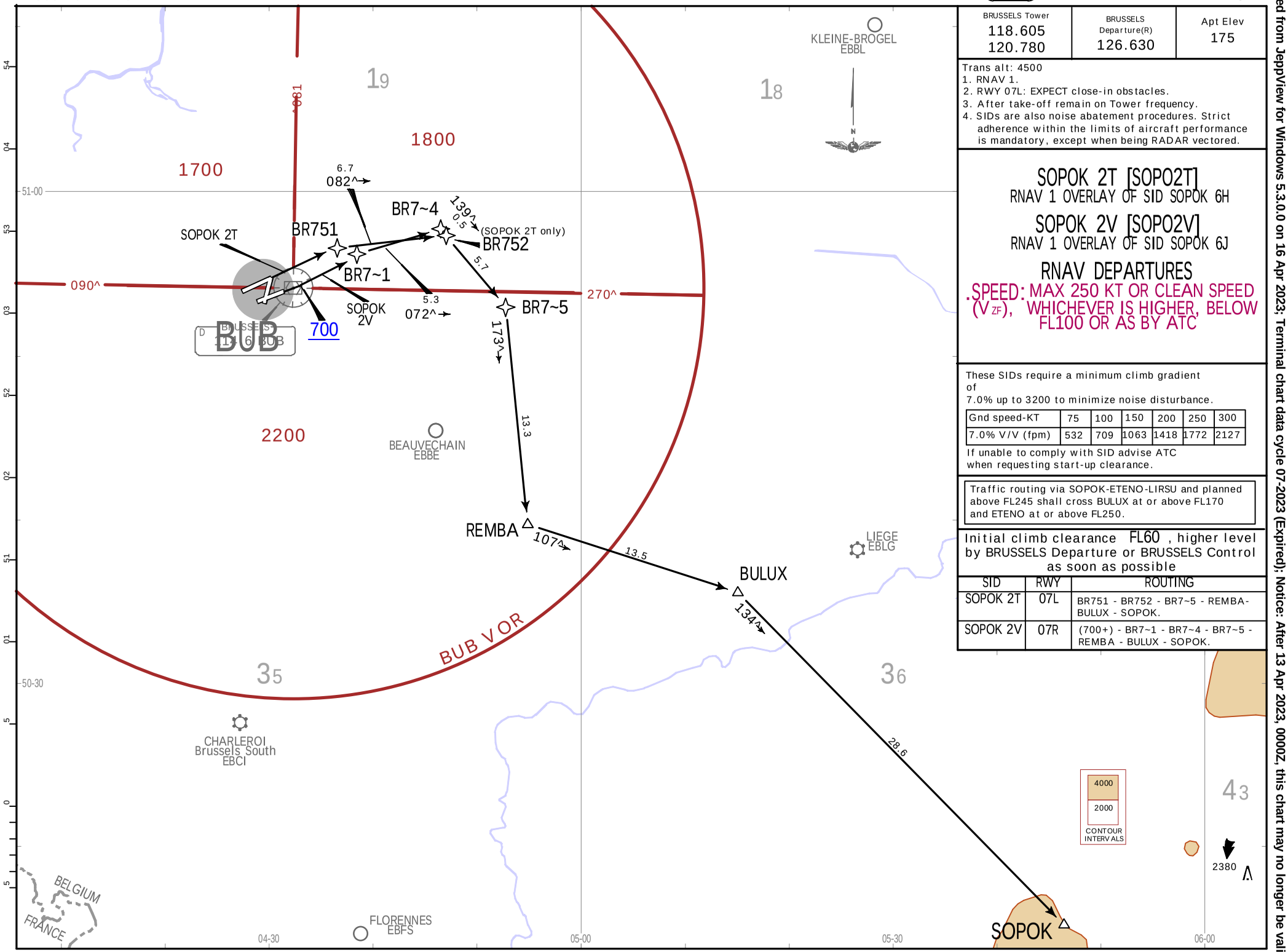
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR421 - BR422 - BR413 - BR414 - BR415 (FL60+) - BULUX - SOPOK.



CHANGES: SOPOK 6Z renumbered 7Z.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. RWY 07L: EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SOPOK 2T [SOPO2T]
RNAV 1 OVERLAY OF SID SOPOK 6H

SOPOK 2V [SOPO2V]
RNAV 1 OVERLAY OF SID SOPOK 6J

RNAV DEPARTURES

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

These SIDs require a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

SID	RWY	ROUTING
SOPOK 2T	07L	BR751 - BR752 - BR7~5 - REMBA- BULUX - SOPOK.
SOPOK 2V	07R	(700+) - BR7~1 - BR7~4 - BR7~5 - REMBA - BULUX - SOPOK.

CHANGES: SOPOK 5H and 5J renumbered 6H and 6J.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-3F) .Eff.28.Jan.

BRUSSELS, BELGIUM
.RNAV.SID.

BRUSSELS Tower 118.605 120.780
BRUSSELS Departure(R) 126.630
Apt Elev 175

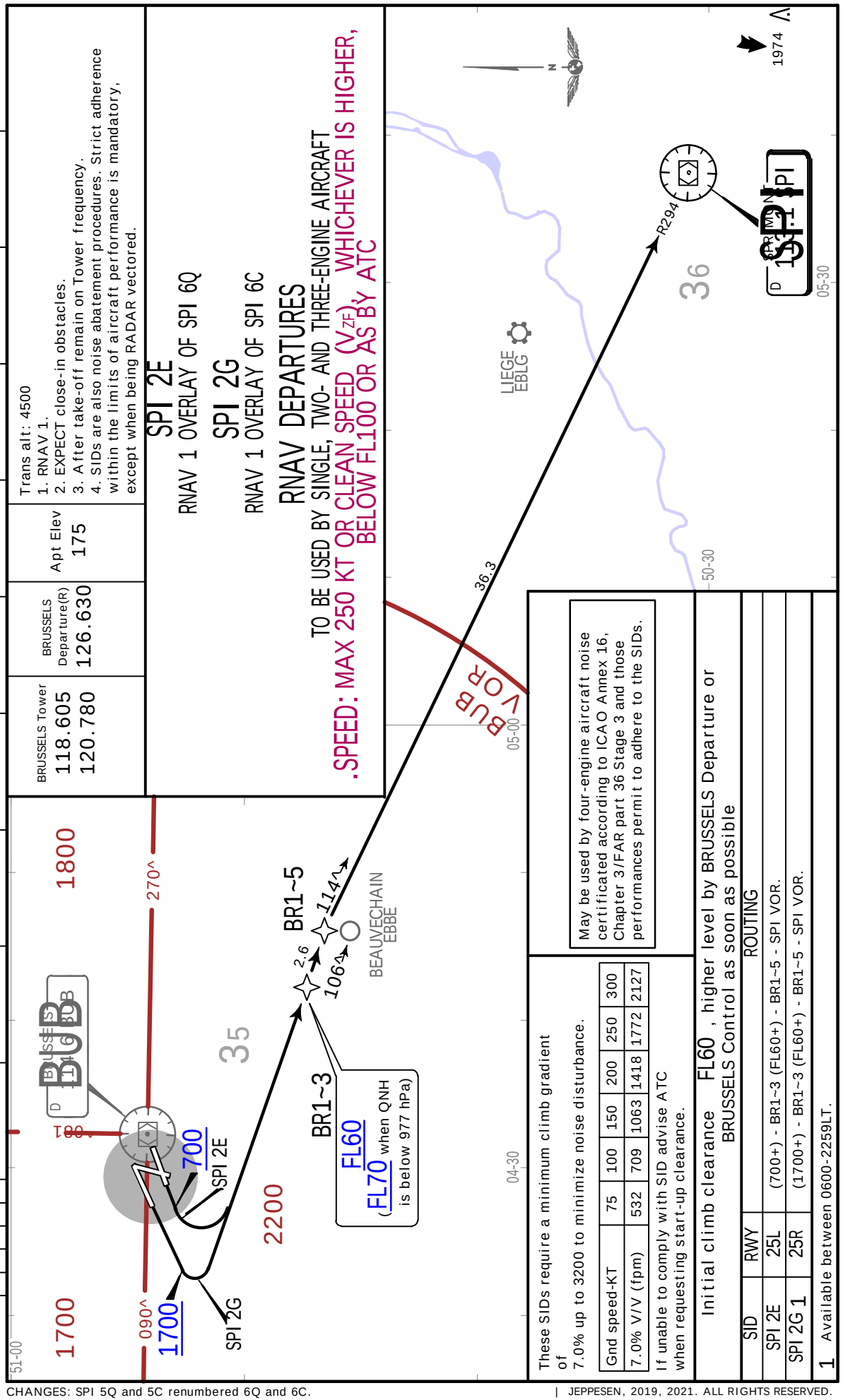
Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 2E
RNAV 1 OVERLAY OF SPI 6Q

SPI 2G
RNAV 1 OVERLAY OF SPI 6C

RNAV DEPARTURES
TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT

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



These SIDs require a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

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

SID	RWY	ROUTING
SPI 2E	25L	(700+) - BR1~3 (FL60+) - BR1~5 - SPI VOR.
SPI 2G 1	25R	(1700+) - BR1~3 (FL60+) - BR1~5 - SPI VOR.

1 Available between 0600-2259LT.

CHANGES: SPI 5Q and 5C renumbered 6Q and 6C.

SPI 2K RNAV DEPARTURE (RWYS 25L/R)

RNAV 1 OVERLAY OF SID SPI 4D
FOR FOUR-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605	126.630	175
120.780		

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. 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 possible

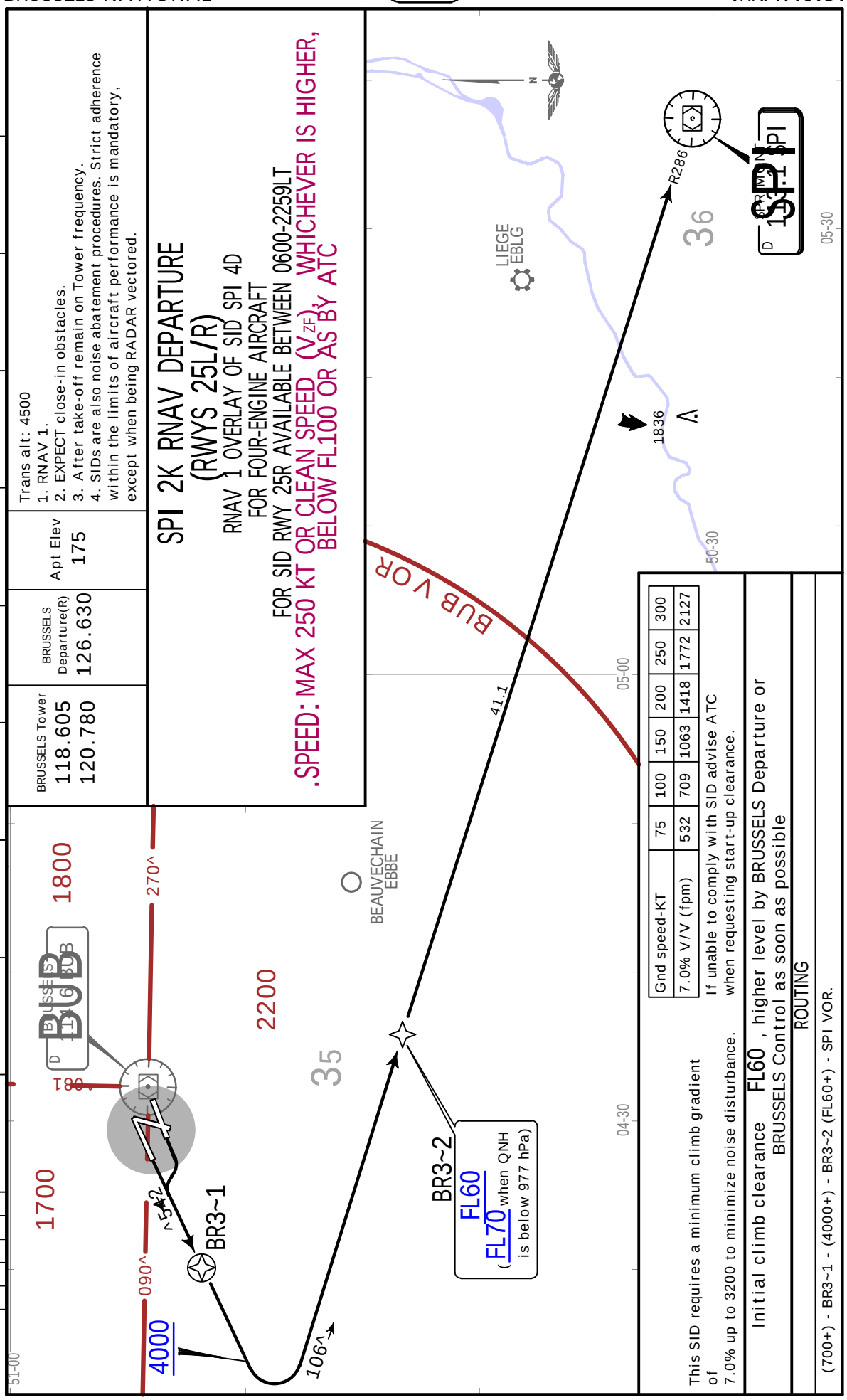
ROUTING

(700+) - BR3~1 - (4000+) - BR3~2 (FL60+) - SPI VOR.

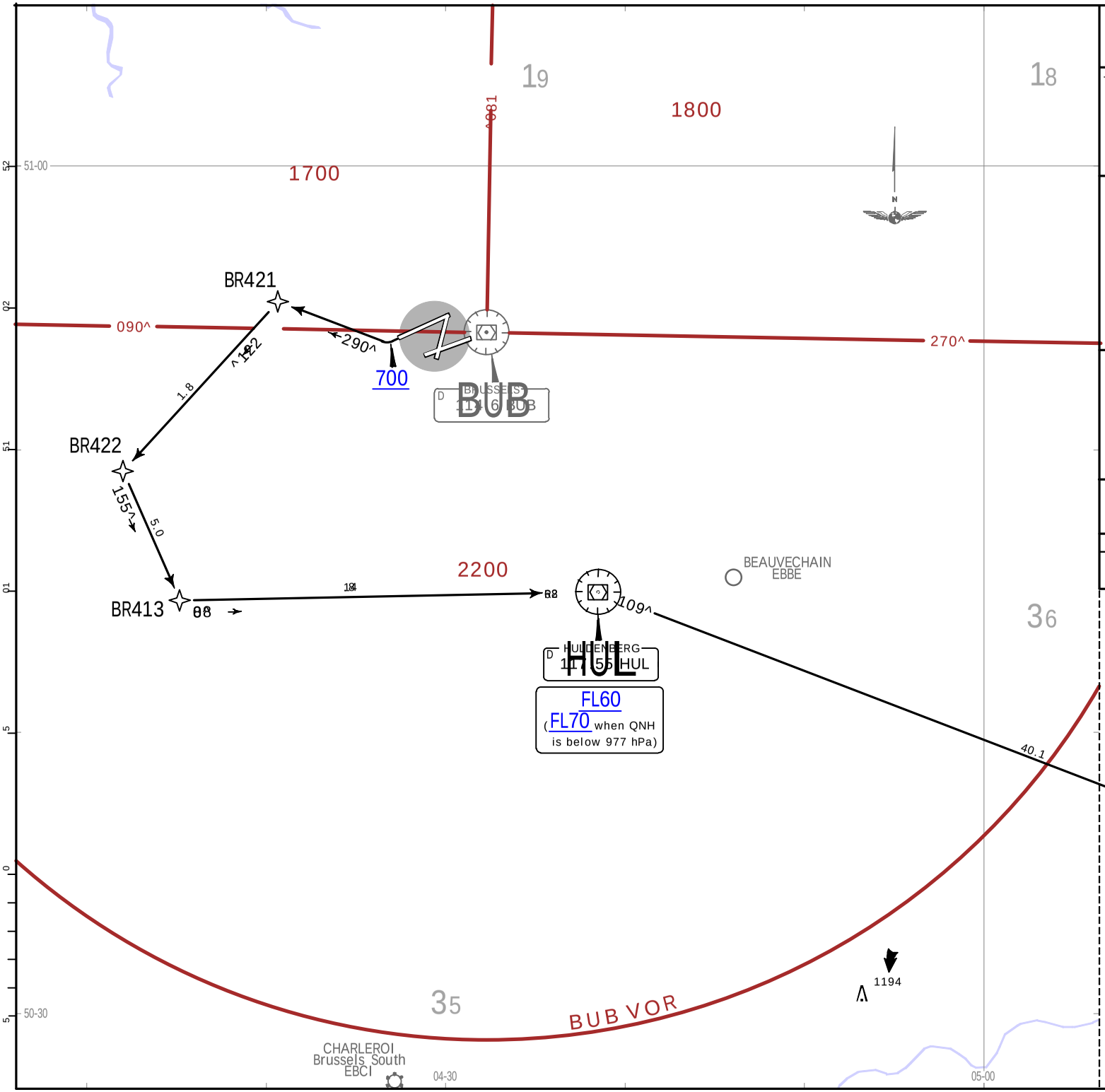
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

This SID requires a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.



CHANGES: SPI 3D renumbered 4D.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 2M RNAV DEPARTURE (RWY 25R)

RNAV 1 OVERLAY OF SID SPI 7Z
AVAILABLE BETWEEN 2300-0559LT

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

This SID requires a minimum climb gradient of
7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible.

ROUTING

(700+) - BR421 - BR422 - BR413 - HUL VOR (FL60+) - SPI VOR.

NOT TO SCALE

CHANGES: SPI 6Z renumbered 7Z.

BRUSSELS Tower	BRUSSELS Departure(R)
118.605 120.780	126.630

Apt Elev
175

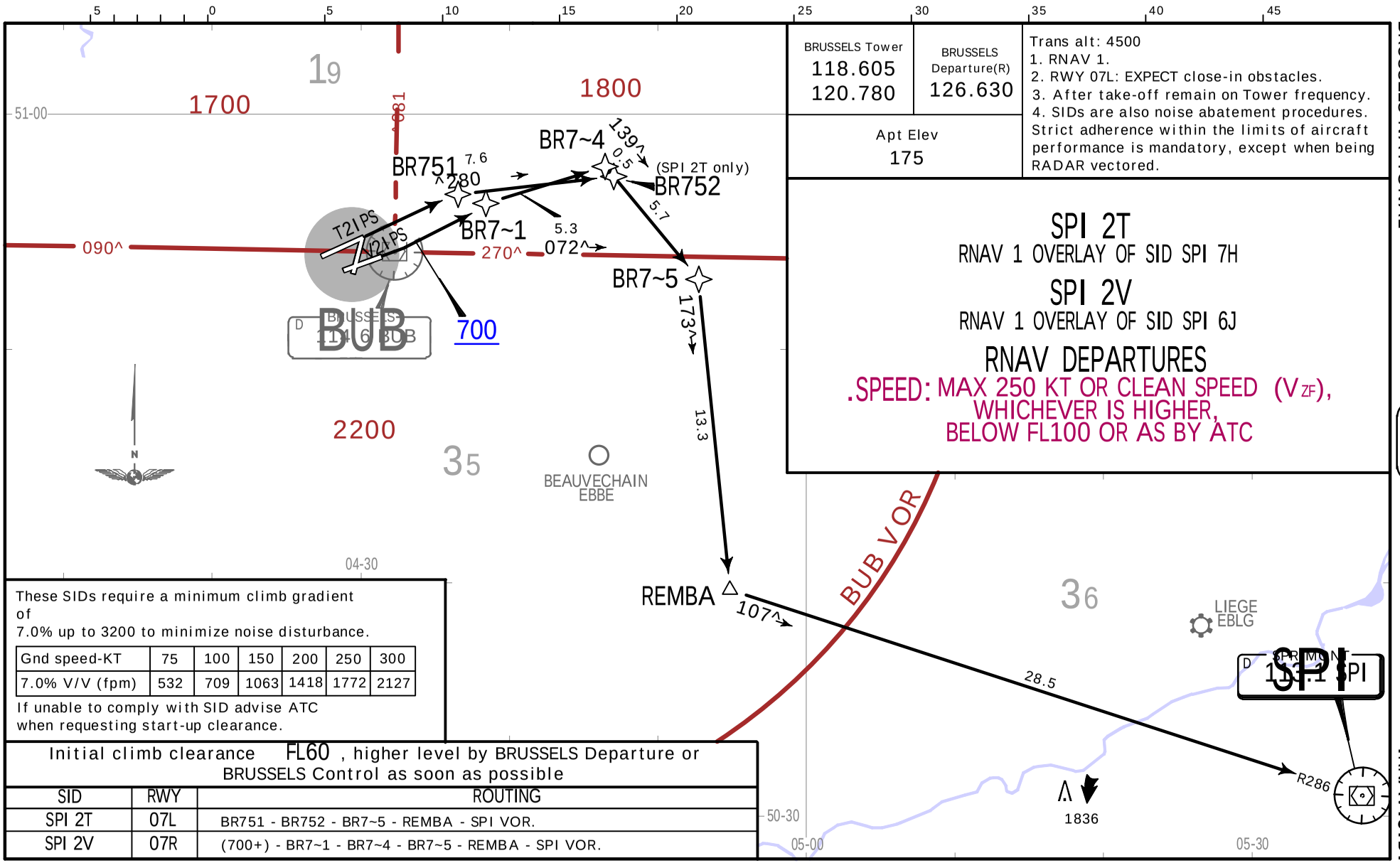
Trans alt: 4500
1. RNAV 1.
2. RWY 07L: EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 2T
RNAV 1 OVERLAY OF SID SPI 7H

SPI 2V
RNAV 1 OVERLAY OF SID SPI 6J

RNAV DEPARTURES

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



These SIDs require a minimum climb gradient of 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

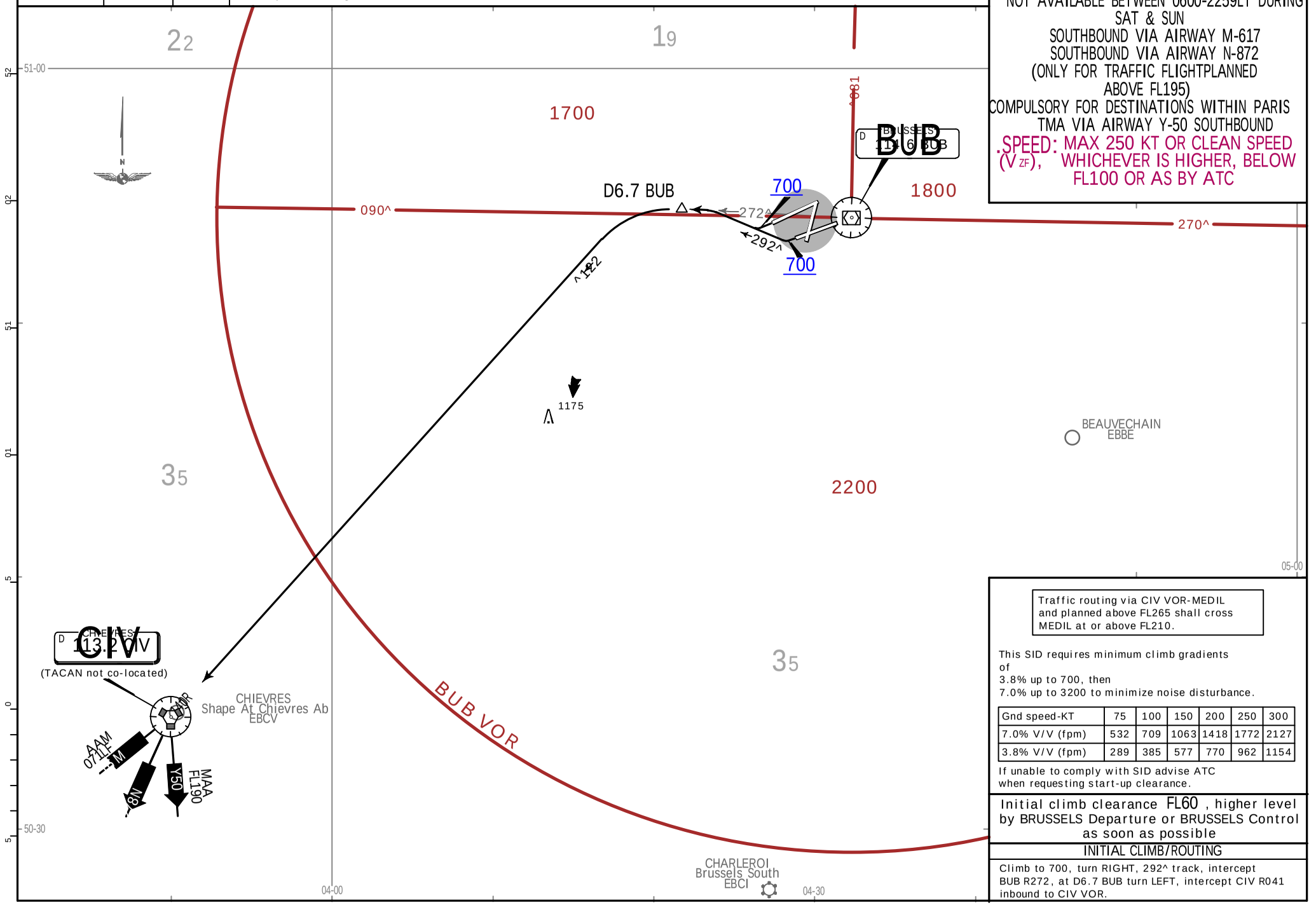
SID	RWY	ROUTING
SPI 2T	07L	BR751 - BR752 - BR7~5 - REMBA - SPI VOR.
SPI 2V	07R	(700+) - BR7~1 - BR7~4 - BR7~5 - REMBA - SPI VOR.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

CIV 5C DEPARTURE (RWYS 25L/R)

NOT AVAILABLE BETWEEN 0600-2259LT DURING SAT & SUN
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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



Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

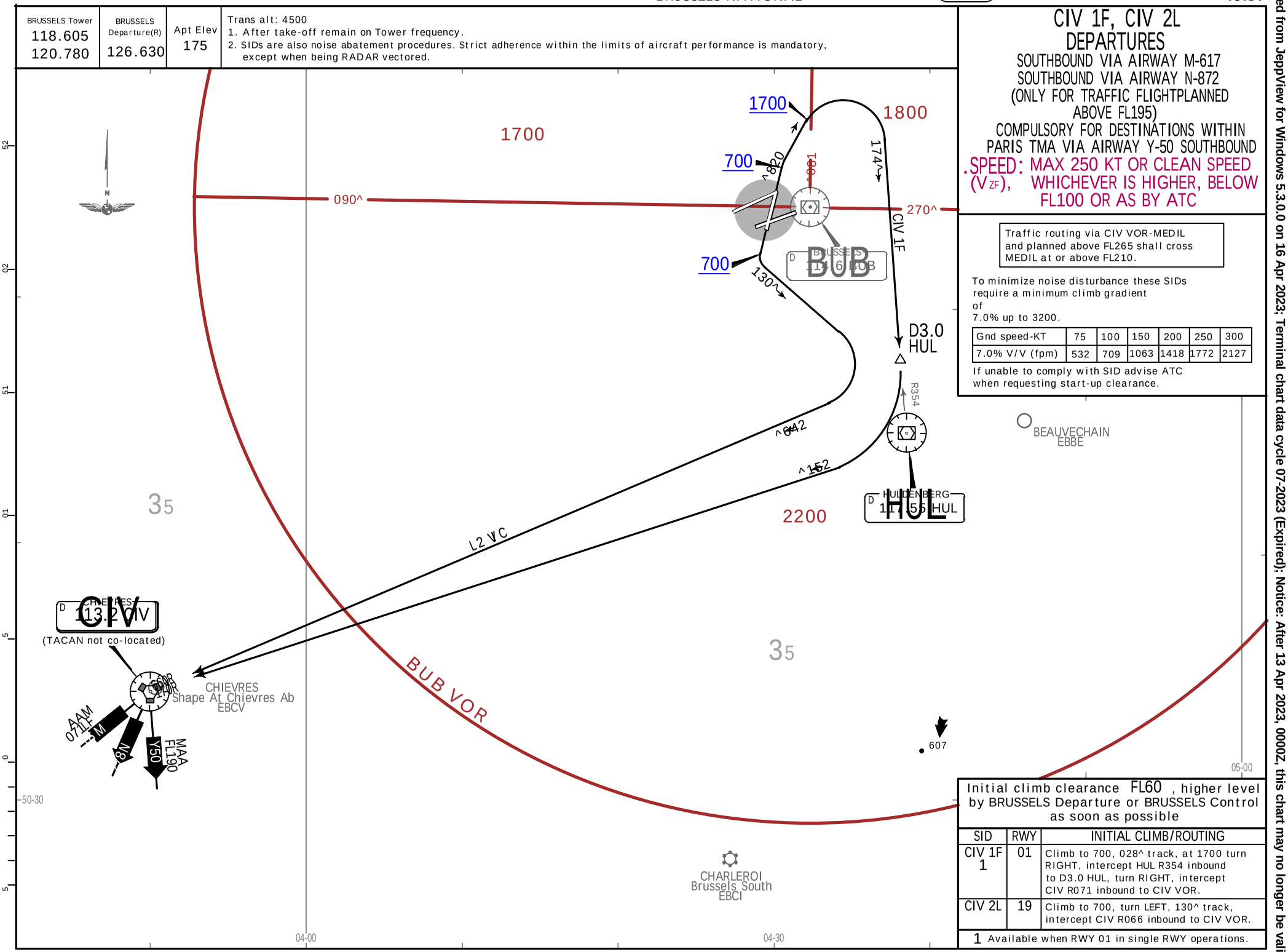
INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT, 292^ track, intercept BUB R272, at D6.7 BUB turn LEFT, intercept CIV R041 inbound to CIV VOR.

CHANGES: Initial climb.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.



CIV 1F, CIV 2L DEPARTURES

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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

Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

To minimize noise disturbance these SIDs require a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	INITIAL CLIMB/ROUTING
CIV 1F 1	01	Climb to 700, 028^ track, at 1700 turn RIGHT, intercept HUL R354 inbound to D3.0 HUL, turn RIGHT, intercept CIV R071 inbound to CIV VOR.
CIV 2L	19	Climb to 700, turn LEFT, 130^ track, intercept CIV R066 inbound to CIV VOR.

1 Available when RWY 01 in single RWY operations.

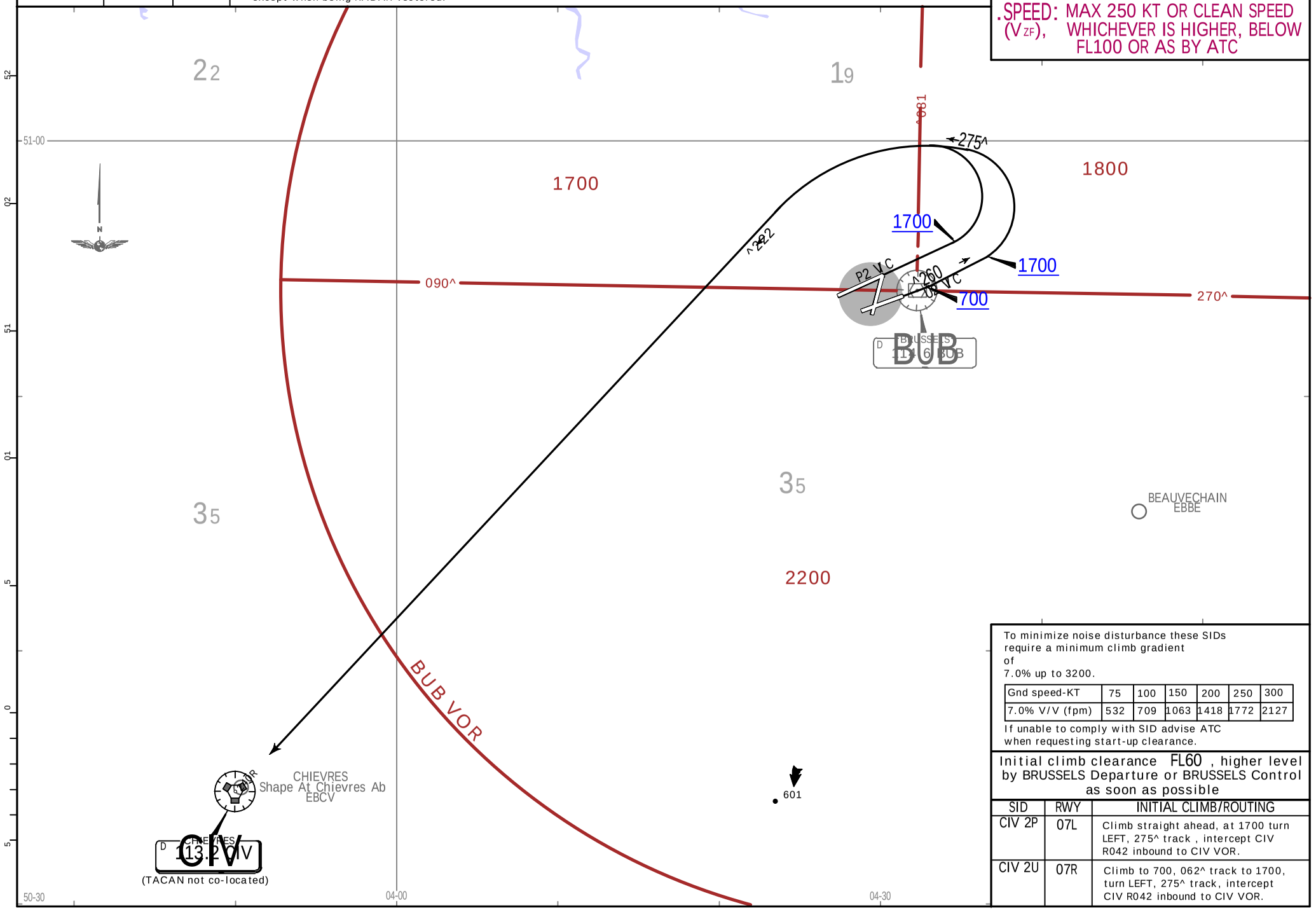
CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
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.

CIV 2P, CIV 2U DEPARTURES
BY ATC

.SPEED: 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 of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	INITIAL CLIMB/ROUTING
CIV 2P	07L	Climb straight ahead, at 1700 turn LEFT, 275^ track , intercept CIV R042 inbound to CIV VOR.
CIV 2U	07R	Climb to 700, 062^ track to 1700, turn LEFT, 275^ track, intercept CIV R042 inbound to CIV VOR.

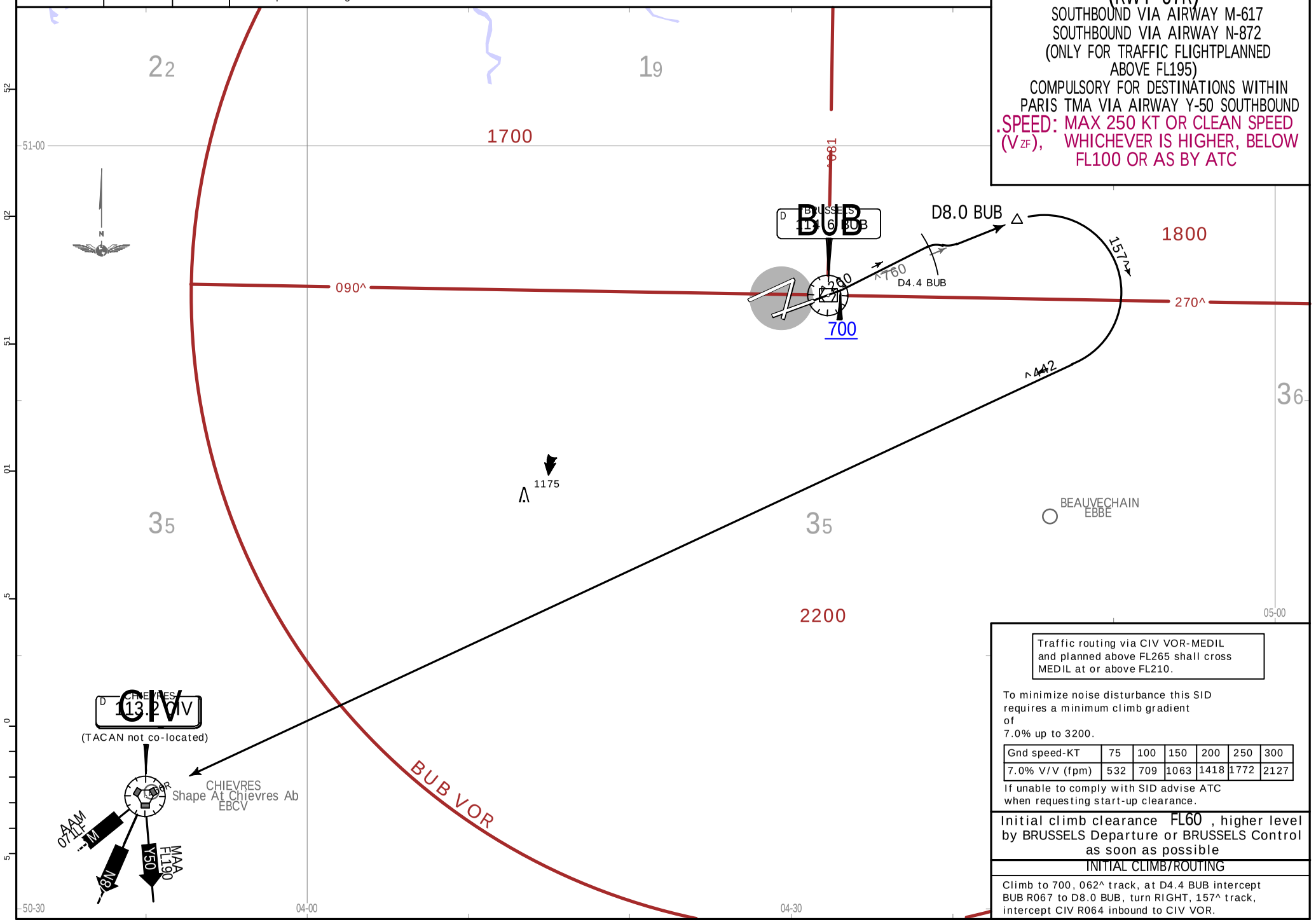
CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

CIV 8J DEPARTURE (RWY 07R)

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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



Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

To minimize noise disturbance this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at D4.4 BUB intercept BUB R067 to D8.0 BUB, turn RIGHT, 157^ track, intercept CIV R064 inbound to CIV VOR.

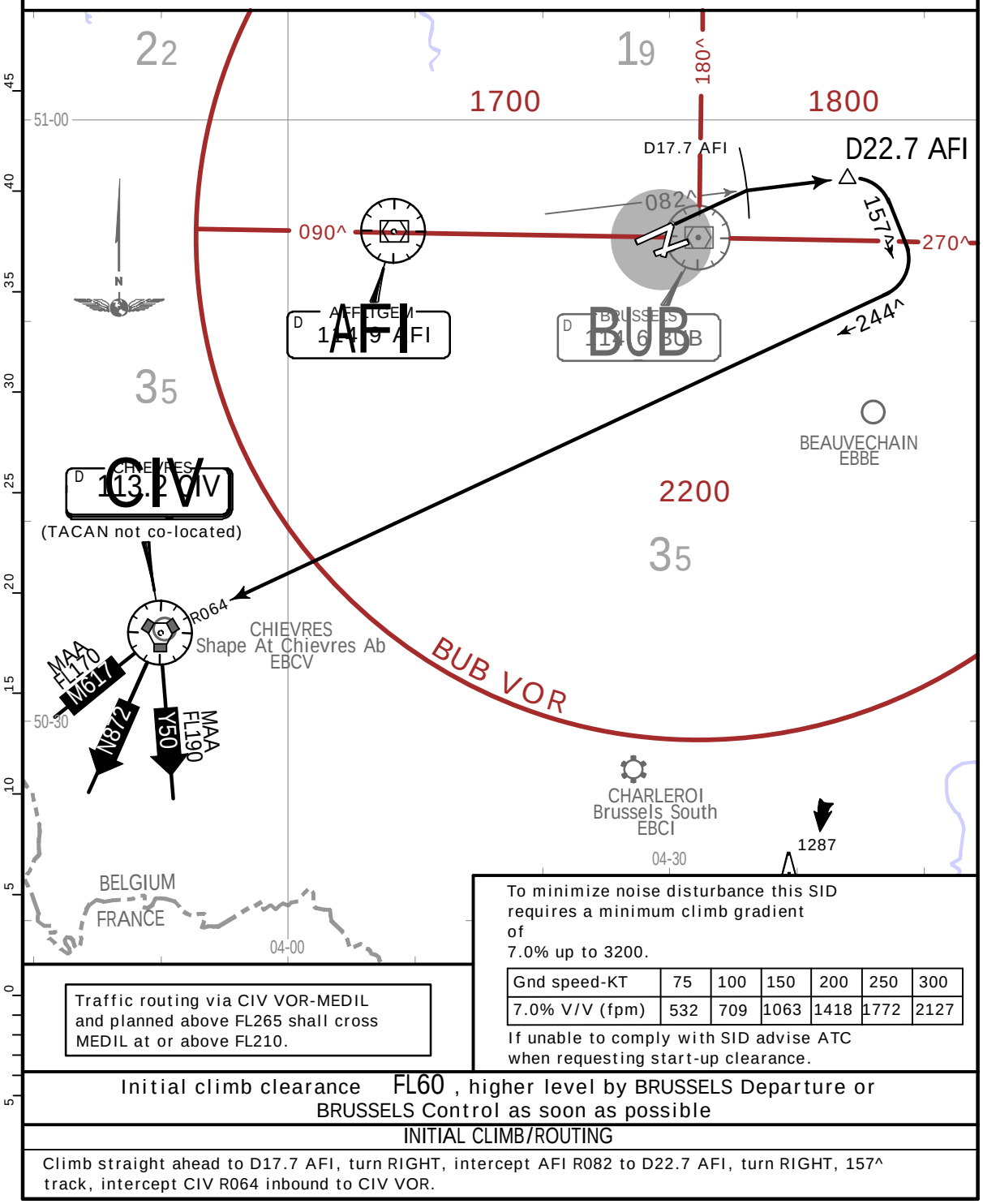
CHANGES: Procedure renumbered & revised, airport elevation.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

CIV 8H DEPARTURE
(RWY 07L)

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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



Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb straight ahead to D17.7 AFI, turn RIGHT, intercept AFI R082 to D22.7 AFI, turn RIGHT, 157^ track, intercept CIV R064 inbound to CIV VOR.

CHANGES: Procedure CIV 7H renumbered & revised, airport elevation.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. EXPECT close-in obstacles. 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.

CIV 2D, CIV 2Q
DEPARTURES

AVAILABLE BETWEEN 2300-0559LT, MON-FRI, H24 DURING SAT & SUN
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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

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

SID	RWY	INITIAL CLIMB/ROUTING
CIV 2D 1	25R	Climb to 700, 251^ track, at D6.0 BUB turn LEFT, 206^ track, intercept CIV R053 inbound to CIV VOR.
CIV 2Q 1	25L	Climb straight ahead, at D7.0 BUB turn LEFT, 206^ track, intercept CIV R053 inbound to CIV VOR.

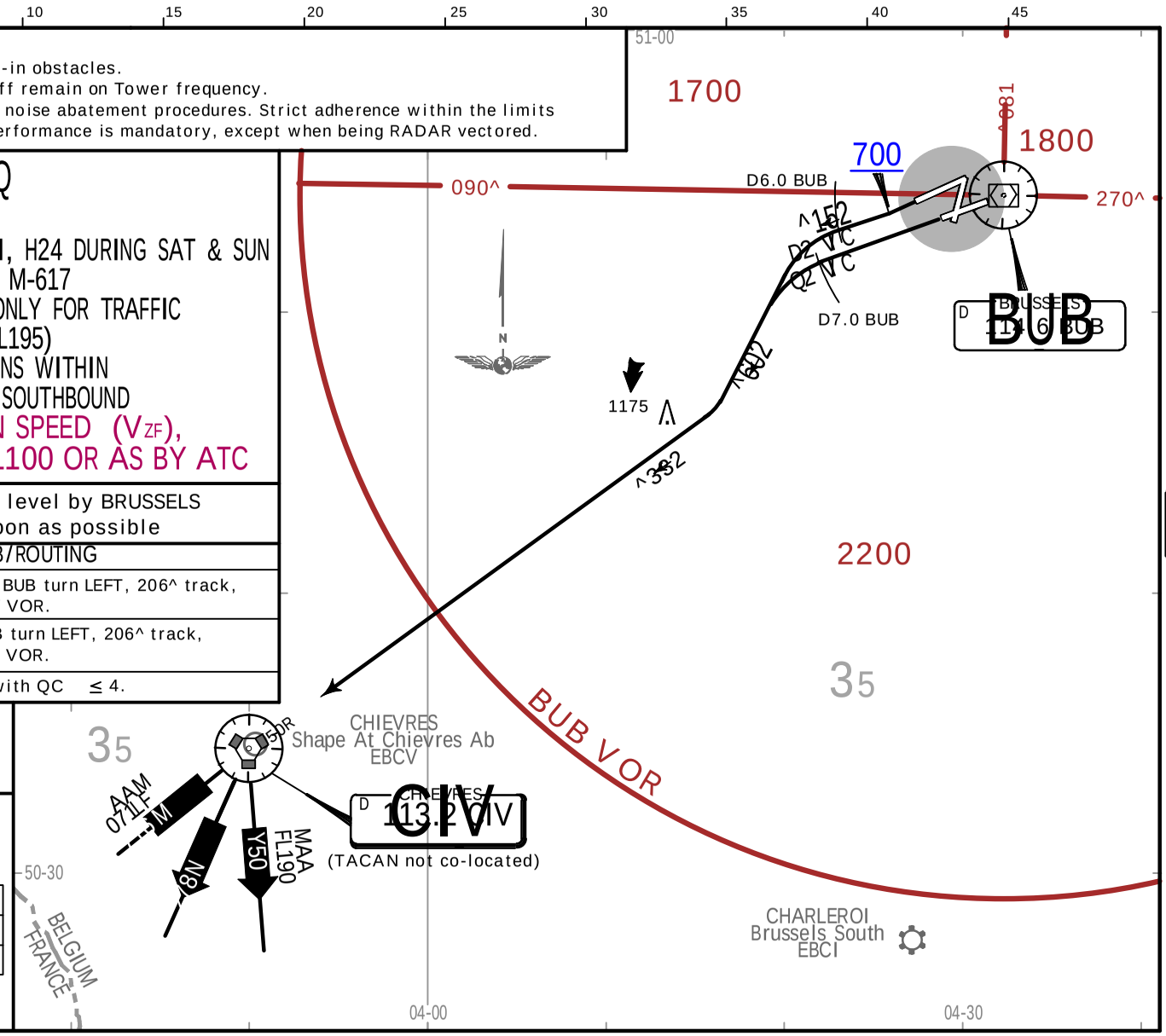
1 Between 2200-0459Z only to be used by aircraft with QC ≤ 4.

Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

These SIDs require minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

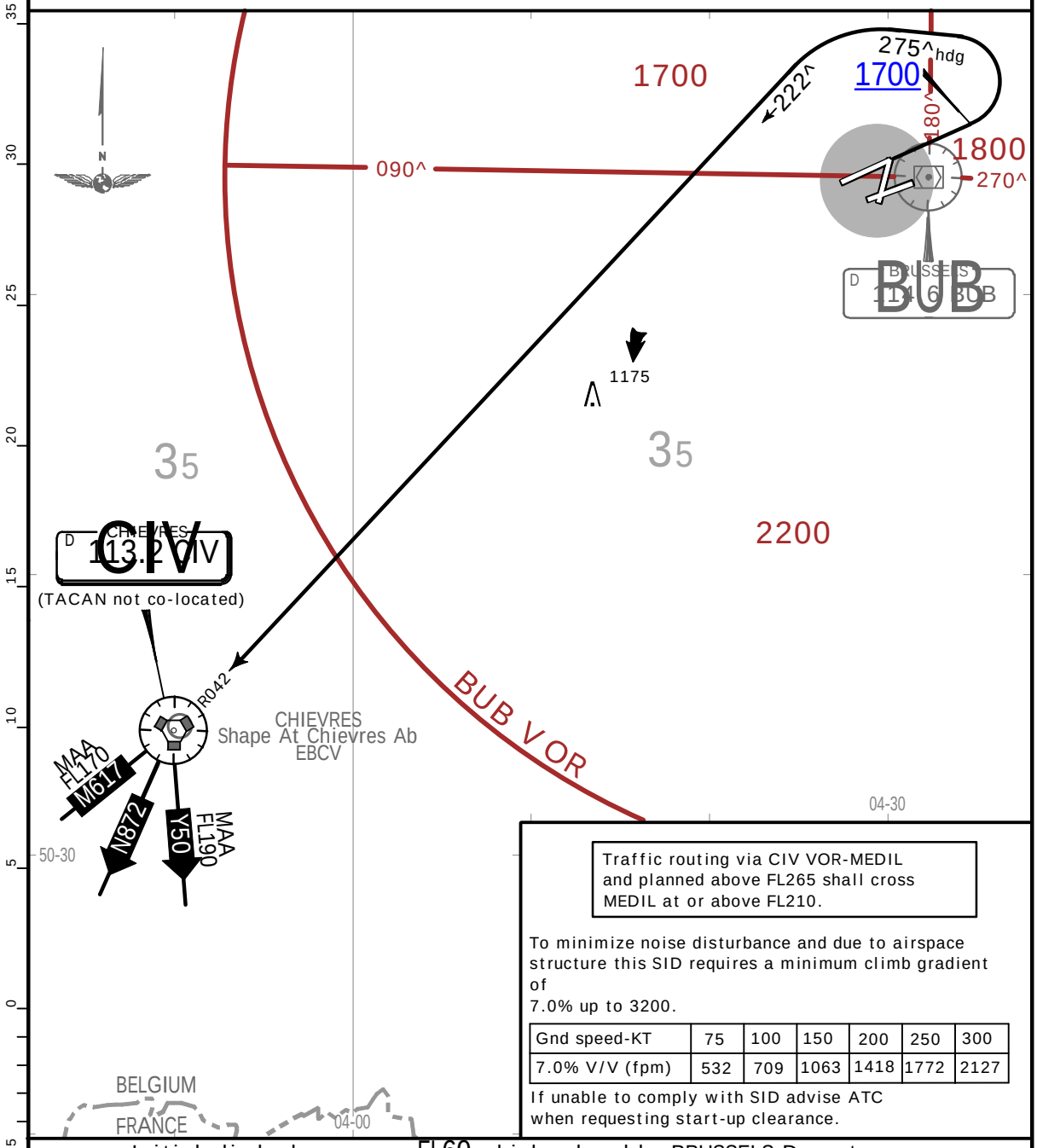
If unable to comply with SID advise ATC when requesting start-up clearance.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	Trans alt: 4500
118.605 120.780	126.630	184	1. EXPECT close-in obstacles. 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.

CIV 1W DEPARTURE
(RWY 07L)

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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



Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb straight ahead, at 1700 turn LEFT, 275^ heading, intercept CIV R042 inbound to CIV VOR.

CHANGES: Airway UN-872 withdrawn.

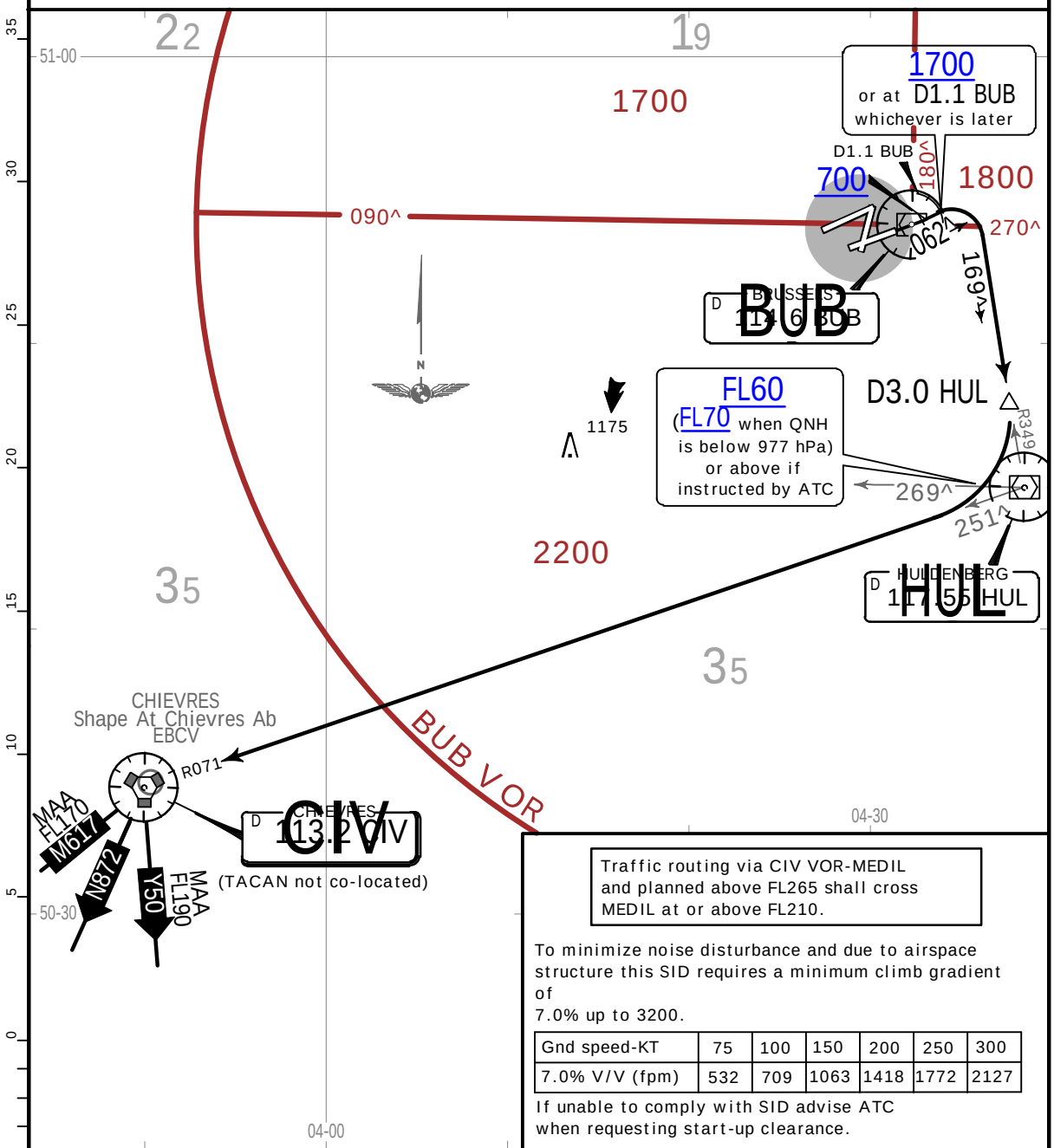
BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

CIV 2Y DEPARTURE
(RWY 07R)

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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



Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at 1700 or D1.1 BUB, whichever is later turn RIGHT, intercept HUL R349 inbound to D3.0 HUL, turn RIGHT, intercept CIV R071 inbound to CIV VOR.

CHANGES: Procedure renumbered, HUL VOR radials, airport elevation.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

DENUT 7C [DENU7C]
DENUT 8F [DENU8F]
DEPARTURES

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

These SIDs require minimum climb gradients of
RWYS 25L/R: 3.8% up to 700, then 7.0% up to 3200 to minimize noise disturbance.
RWY 01: 7.0% up to 3200 to minimize noise disturbance.

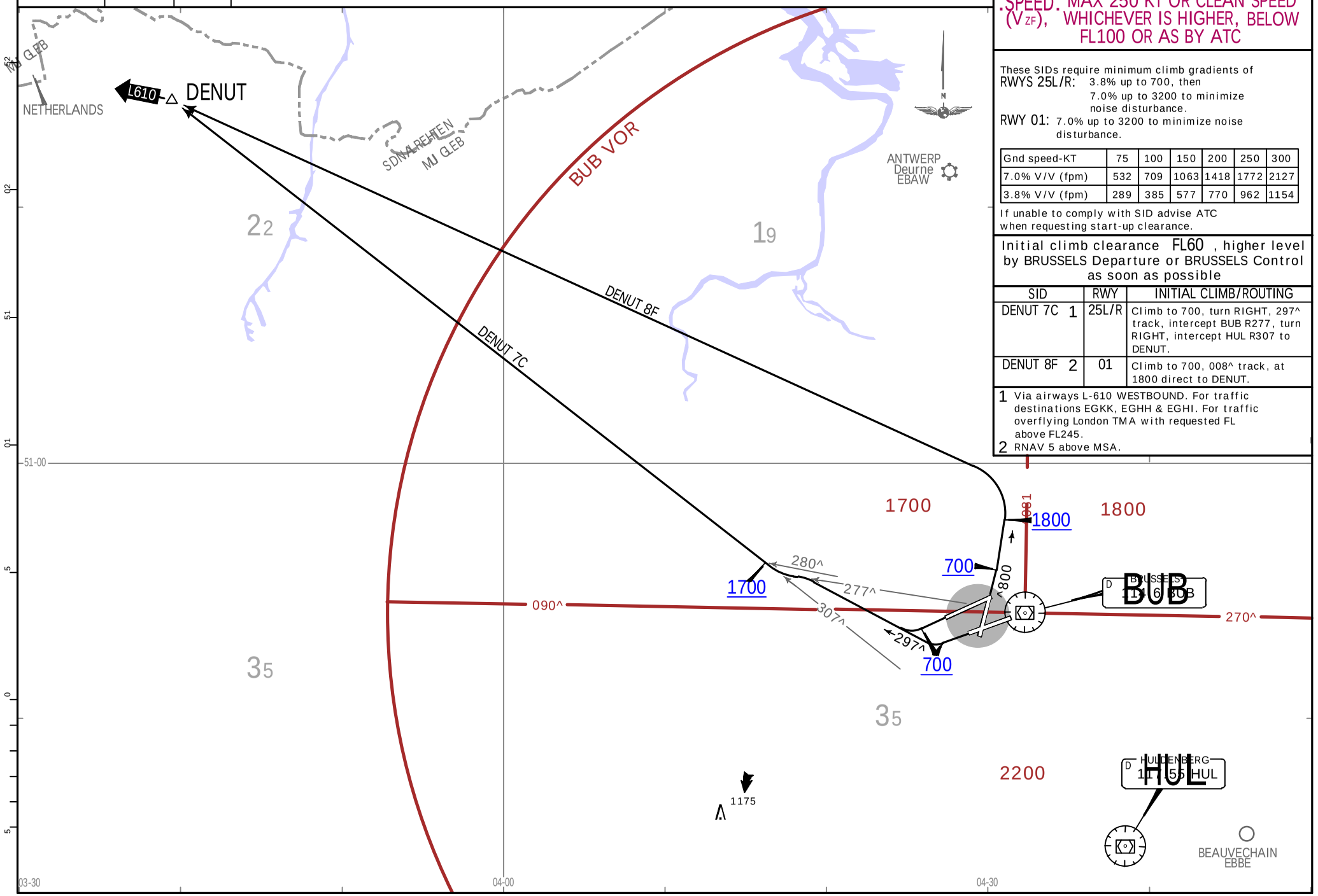
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
DENUT 7C 1	25L/R	Climb to 700, turn RIGHT, 297^ track, intercept BUB R277, turn RIGHT, intercept HUL R307 to DENUT.
DENUT 8F 2	01	Climb to 700, 008^ track, at 1800 direct to DENUT.

1 Via airways L-610 WESTBOUND. For traffic destinations EGKK, EGHH & EGHI. For traffic overflying London TMA with requested FL above FL245.
2 RNAV 5 above MSA.



CHANGES: Ballflag note 2 revised.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
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.

DENUT 4H [DENU4H], DENUT 2J [DENU2J] DENUT 8L, DENUT 7N DEPARTURES

SPEED: 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 of 7.0% up to 3200.

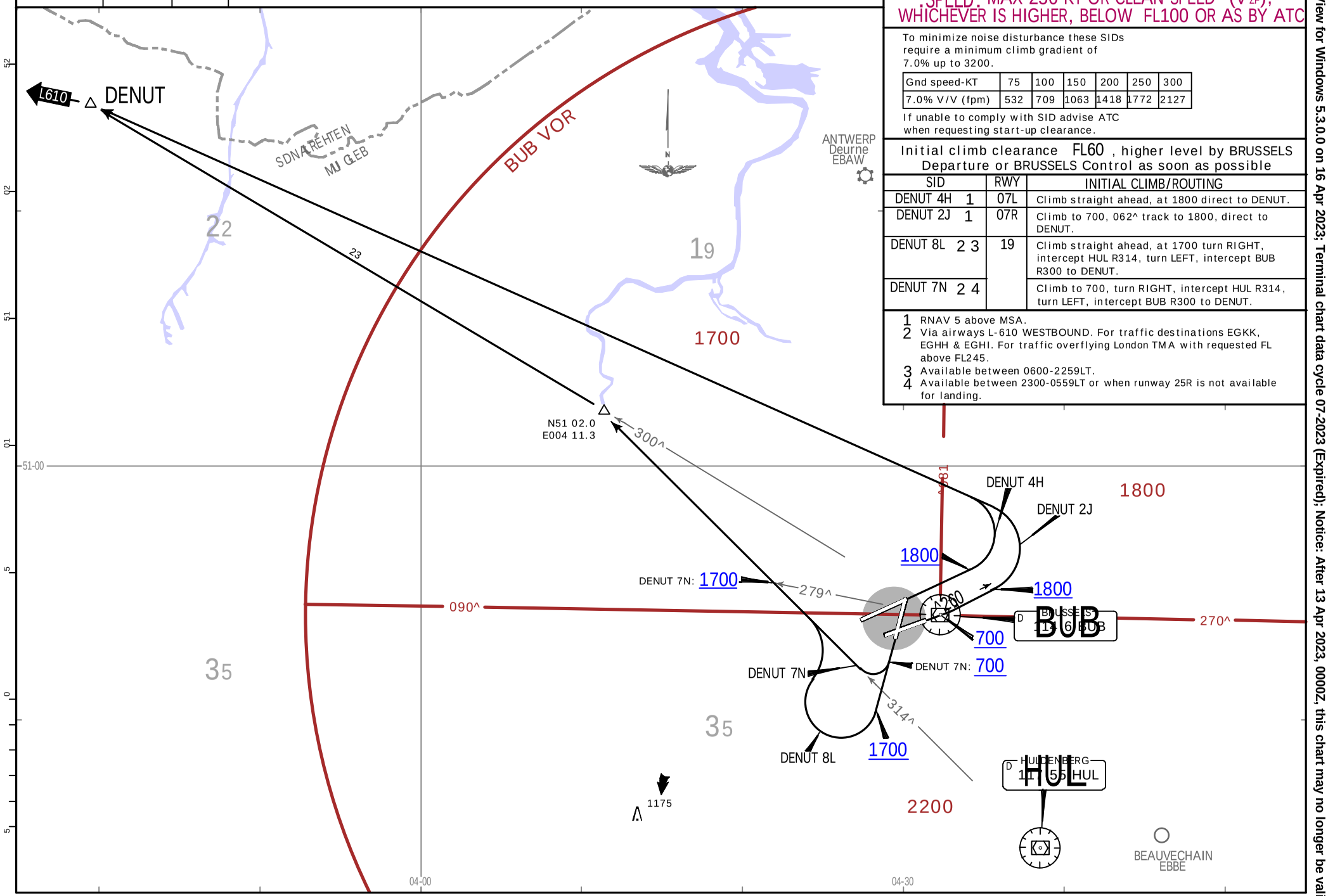
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
DENUT 4H 1	07L	Climb straight ahead, at 1800 direct to DENUT.
DENUT 2J 1	07R	Climb to 700, 062^ track to 1800, direct to DENUT.
DENUT 8L 2 3	19	Climb straight ahead, at 1700 turn RIGHT, intercept HUL R314, turn LEFT, intercept BUB R300 to DENUT.
DENUT 7N 2 4		Climb to 700, turn RIGHT, intercept HUL R314, turn LEFT, intercept BUB R300 to DENUT.

1 RNAV 5 above MSA.
2 Via airways L-610 WESTBOUND. For traffic destinations EGKK, EGHH & EGHI. For traffic overflying London TMA with requested FL above FL245.
3 Available between 0600-2259LT.
4 Available between 2300-0559LT or when runway 25R is not available for landing.



CHANGES: Ballflag note 1 revised.

ELSIK 4C [ELSI4C], ELSIK 4D [ELSI4D]

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, BELOW FL100 OR AS BY ATC

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

These SIDs require minimum climb gradients of
3.8% up to 700, then
7% up to 3200 to minimize noise disturbance.

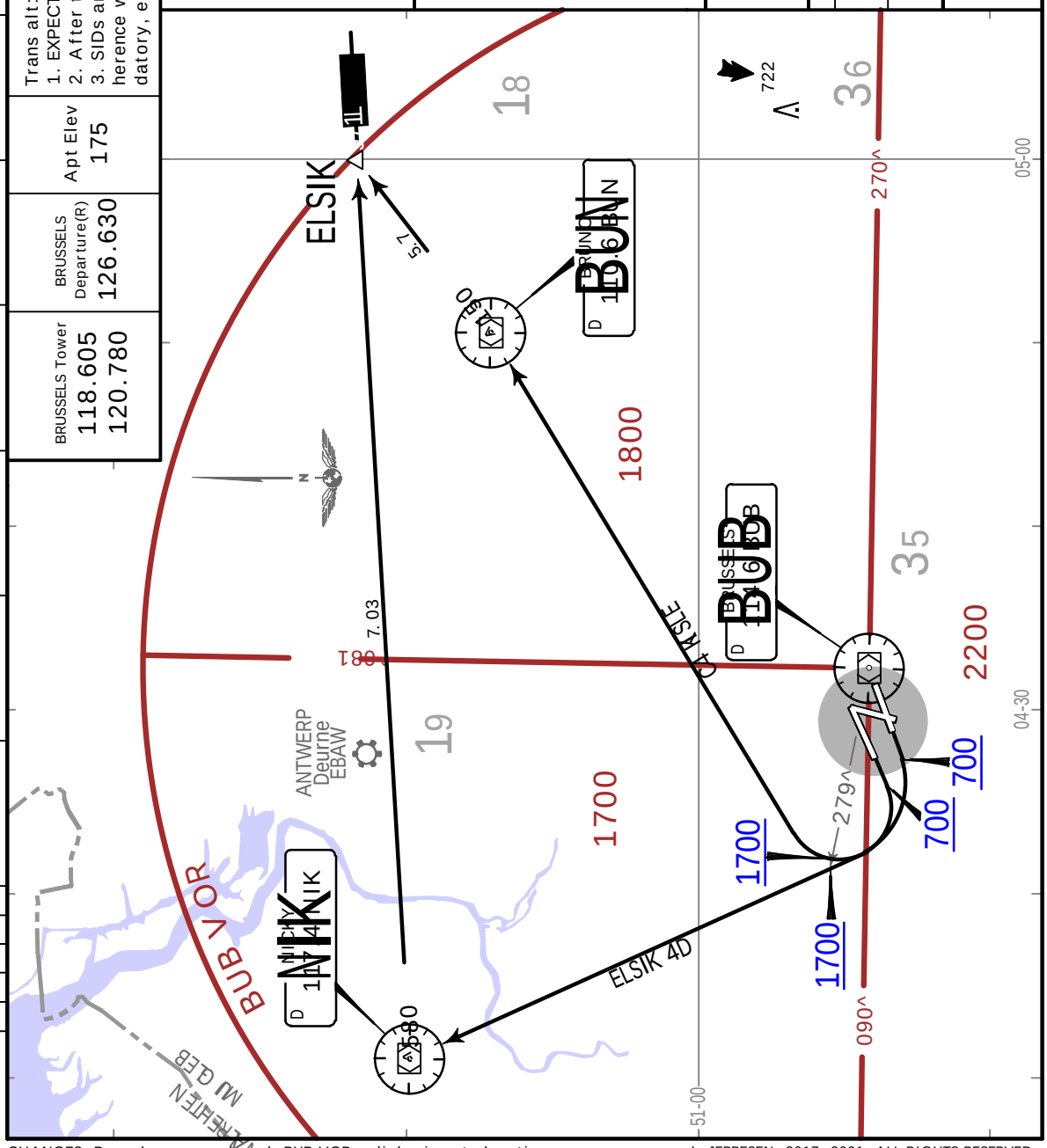
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
ELSIK 4C 1	25L/R	Climb to 700, turn RIGHT direct to BUN VOR, then to ELSIK.
ELSIK 4D 2		Climb to 700, turn RIGHT direct to NIK VOR, then to ELSIK.

1 If unable to comply advise ATC and EXPECT SID ELSIK 4D.
2 By ATC



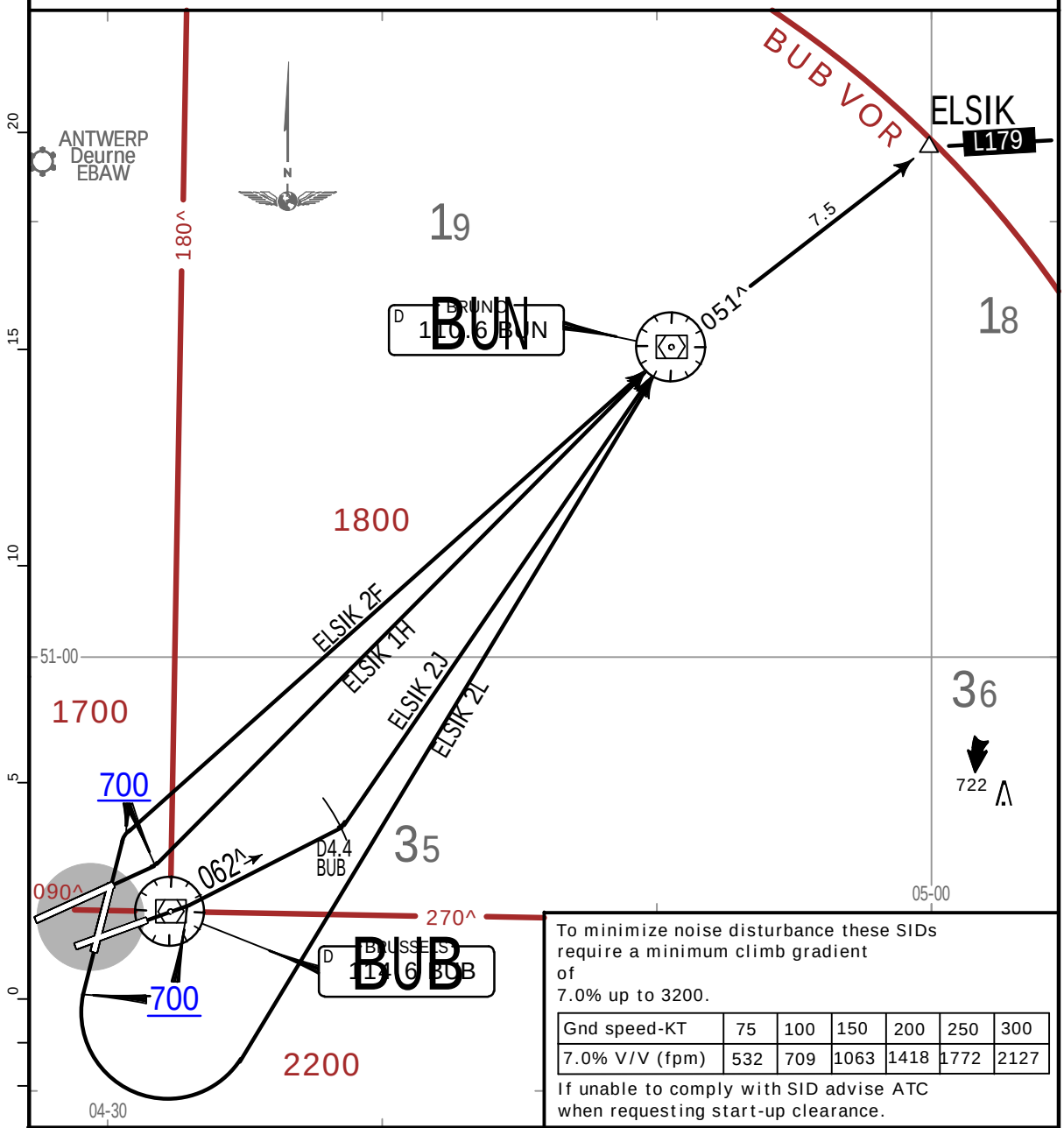
BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
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.

ELSIK 2F [ELSI2F], ELSIK 1H [ELSI1H]
ELSIK 2J [ELSI2J], ELSIK 2L

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, BELOW FL100 OR AS BY ATC



To minimize noise disturbance these SIDs require a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	INITIAL CLIMB/ROUTING
ELSIK 2F	01	Climb to 700, turn RIGHT direct to BUN, then to ELSIK.
ELSIK 1H	07L	Climb to 700, turn LEFT direct to BUN, then to ELSIK.
ELSIK 2L	19	
ELSIK 2J	07R	Climb to 700, 062^ track to D4.4 BUB, direct to BUN, then to ELSIK.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

HELEN 7C [HELE7C]
HELEN 8F [HELE8F]
DEPARTURES

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

These SIDs require minimum climb gradients of
RWYS 25L/R: 3.8% up to 700, then 7.0% up to 3200 to minimize noise disturbance and due to airspace structure.
RWY 01: 7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

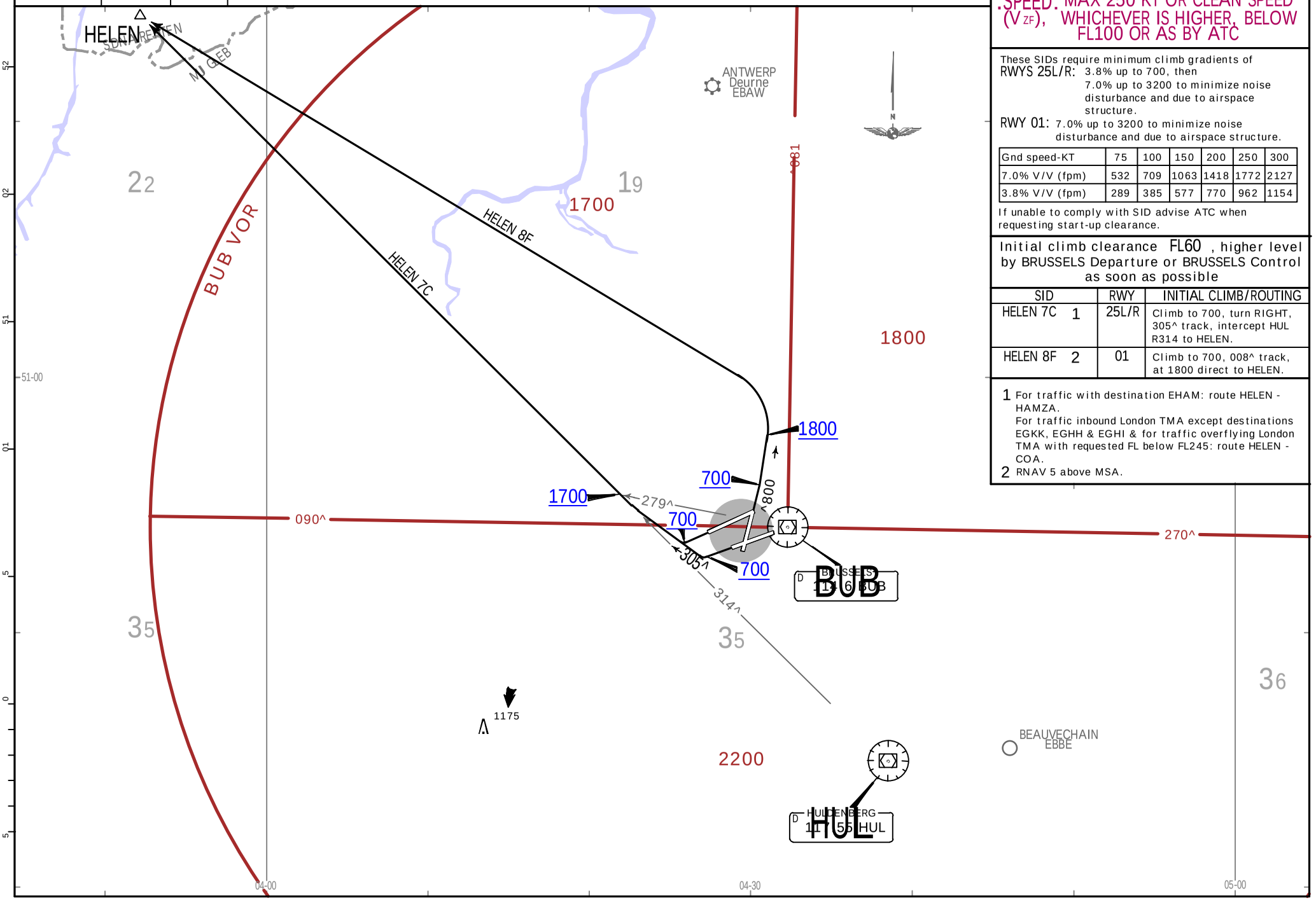
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
HELEN 7C 1	25L/R	Climb to 700, turn RIGHT, 305^ track, intercept HUL R314 to HELEN.
HELEN 8F 2	01	Climb to 700, 008^ track, at 1800 direct to HELEN.

1 For traffic with destination EHAM: route HELEN - HAMZA.
For traffic inbound London TMA except destinations EGKK, EGHH & EGHI & for traffic overflying London TMA with requested FL below FL245: route HELEN - COA.
2 RNAV 5 above MSA.



CHANGES: Route for traffic with destination EHAM.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RWY 07L: EXPECT close-in obstacles. 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.

HELEN 4H [HELE4H]
HELEN 2J [HELE2J]
HELEN 6L
HELEN 6N
DEPARTURES

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

To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

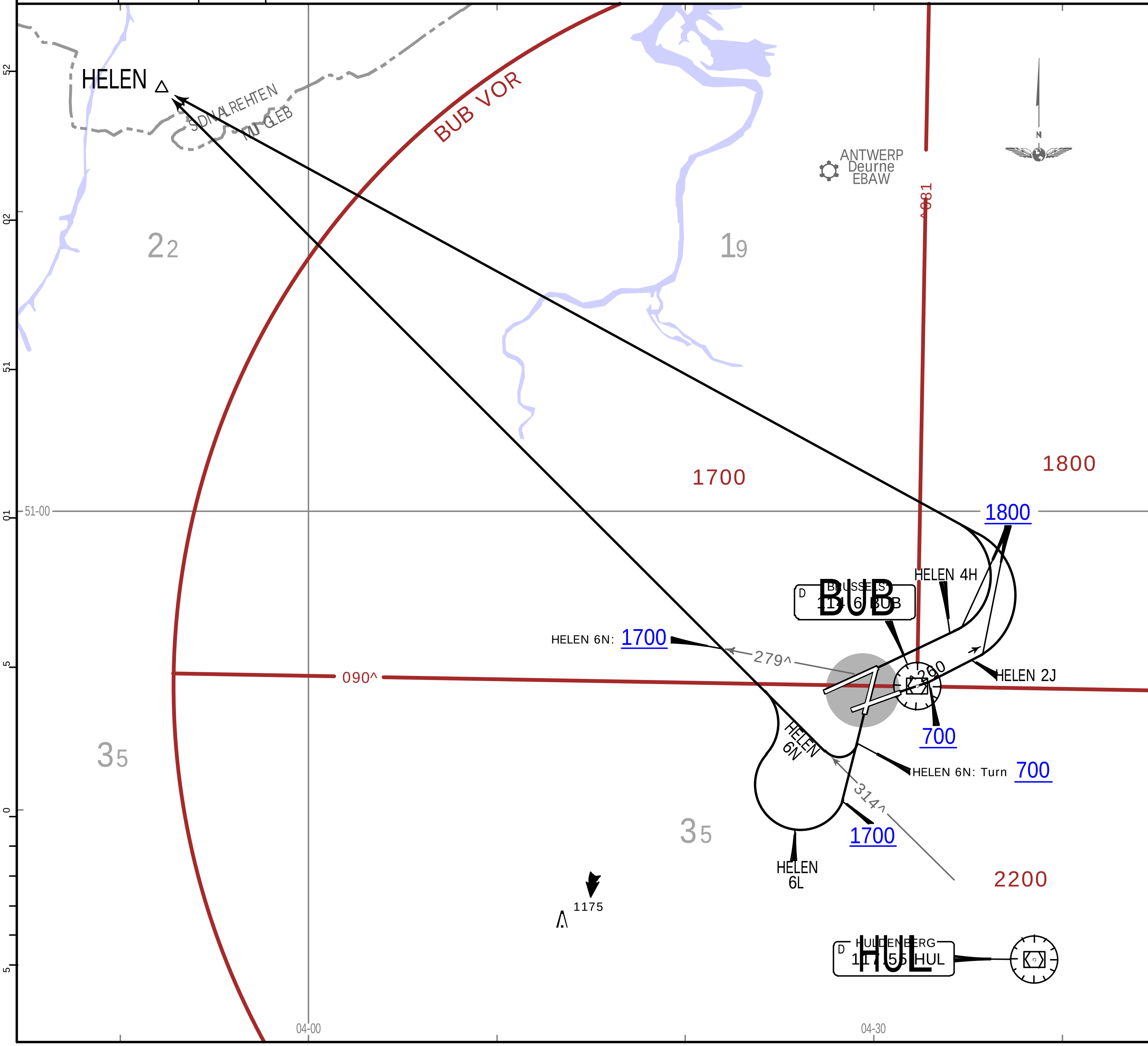
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
HELEN 4H 1	07L	Climb straight ahead, at 1800 direct to HELEN.
HELEN 2J 1	07R	Climb to 700, 062^ track to 1800, direct to HELEN.
HELEN 6L 2 3	19	Climb straight ahead, at 1700 turn RIGHT, intercept HUL R314 to HELEN.
HELEN 6N 2 4	19	Climb to 700, turn RIGHT, intercept HUL R314 to HELEN.

1 RNAV 5 above MSA.
2 For traffic with destination EHAM: route HELEN - HAMZA.
For traffic inbound London TMA except destinations EGKK, EGHH & EGHI & for traffic overflying London TMA with requested FL below FL245: route HELEN - COA.
3 Available between 0600-2259LT.
4 Available between 2300-0559LT or when runway 25R is not available for landing.



CHANGES: Route for traffic with destination EHAM.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
26 AUG 22 (10-3L3) .Eff.8.Sep.

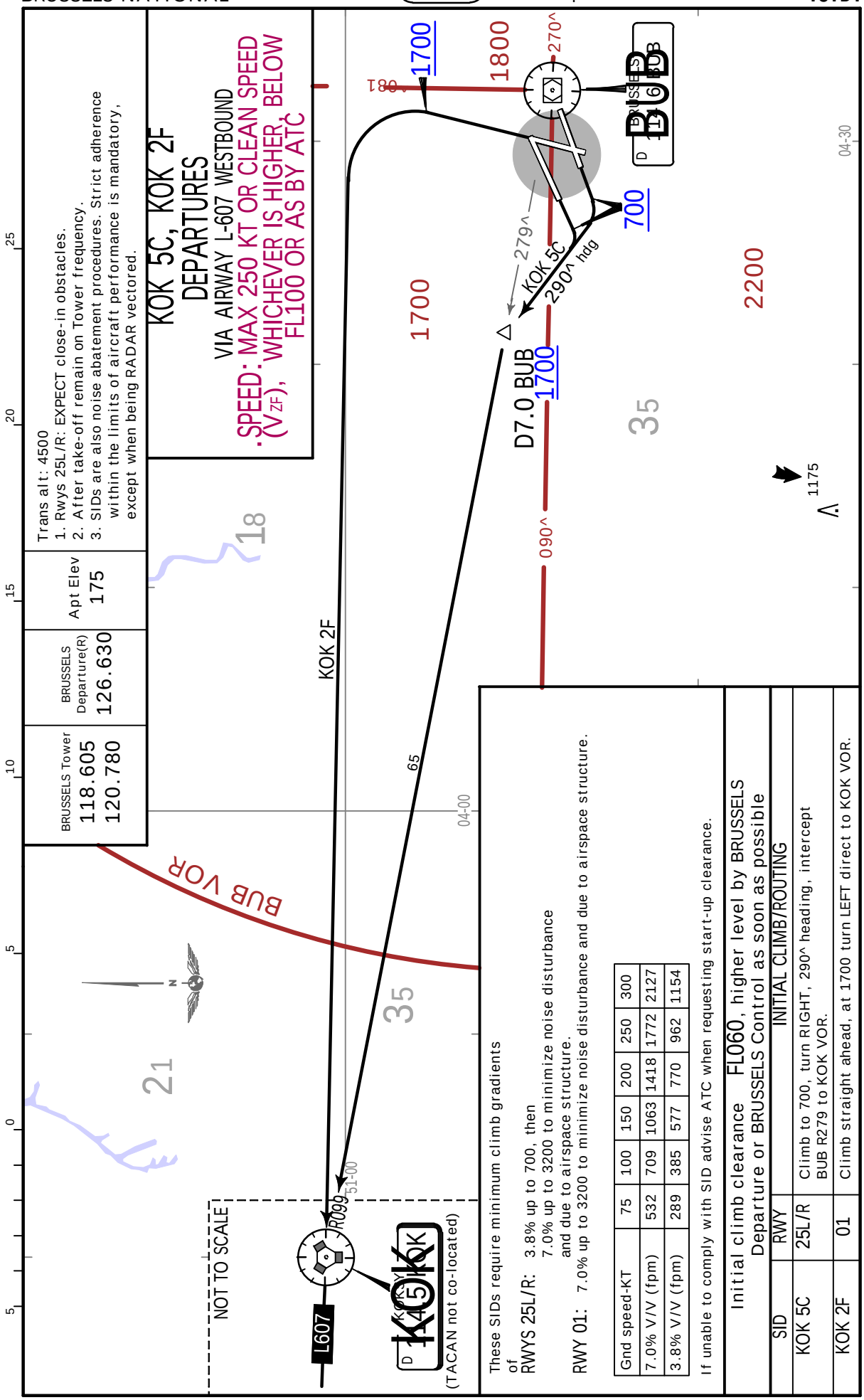
BRUSSELS, BELGIUM
.SID.

KOK 5C, KOK 2F
DEPARTURES
VIA AIRWAY L-607 WESTBOUND

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

Trans alt: 4500
1. Rwys 25L/R: EXPECT close-in obstacles.
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.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175



These SIDs require minimum climb gradients of RWYS 25L/R: 3.8% up to 700, then 7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

RWY 01: 7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

SID	RWY	INITIAL CLIMB/ROUTING
KOK 5C	25L/R	Climb to 700, turn RIGHT, 290^ heading, intercept BUB R279 to KOK VOR.
KOK 2F	01	Climb straight ahead, at 1700 turn LEFT direct to KOK VOR.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

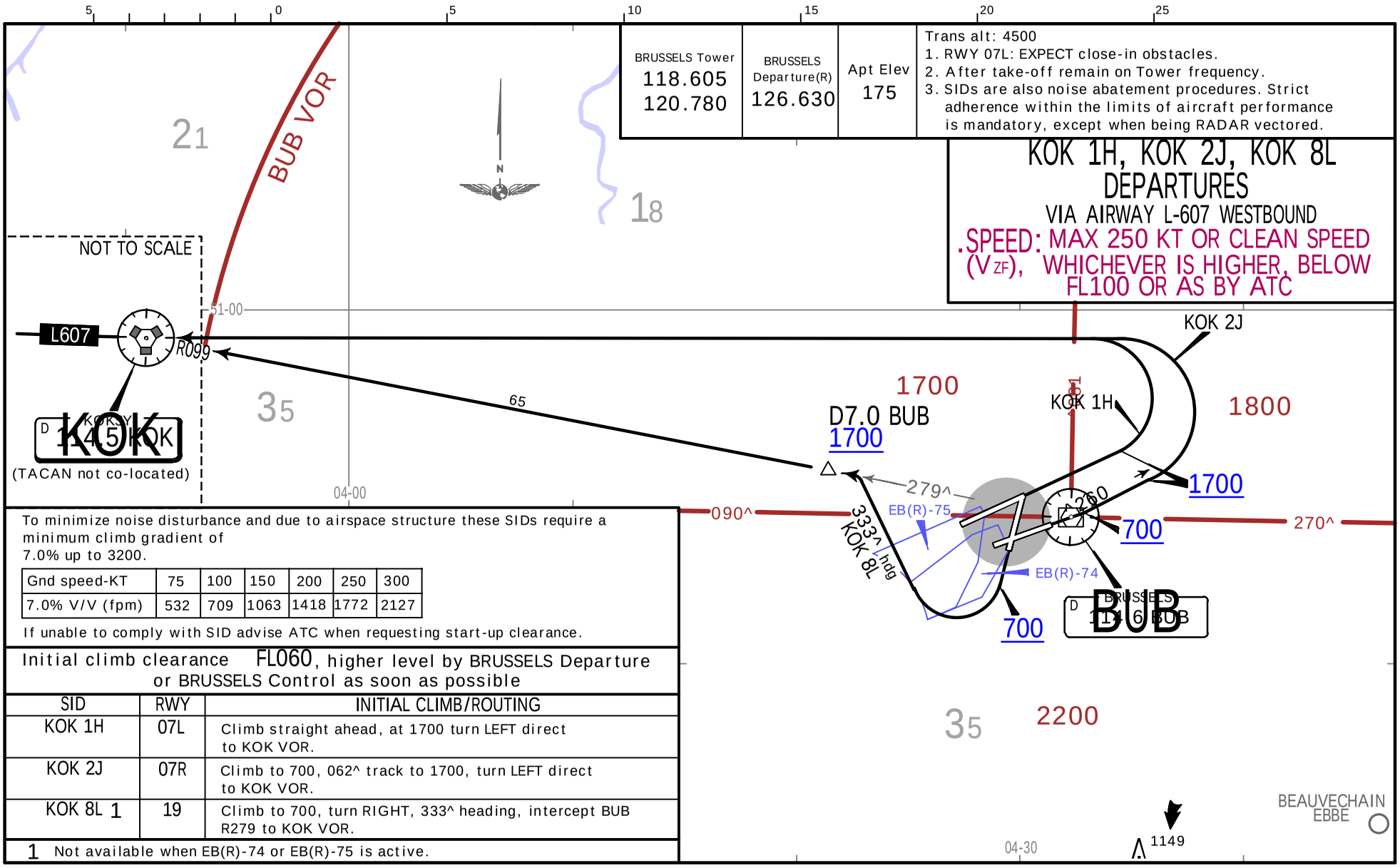
Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

KOK 1H, KOK 2J, KOK 8L DEPARTURES

VIA AIRWAY L-607 WESTBOUND

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

NOT TO SCALE



To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

SID	RWY	INITIAL CLIMB/ROUTING
KOK 1H	07L	Climb straight ahead, at 1700 turn LEFT direct to KOK VOR.
KOK 2J	07R	Climb to 700, 062^ track to 1700, turn LEFT direct to KOK VOR.
KOK 8L 1	19	Climb to 700, turn RIGHT, 333^ heading, intercept BUB R279 to KOK VOR.

1 Not available when EB(R)-74 or EB(R)-75 is active.

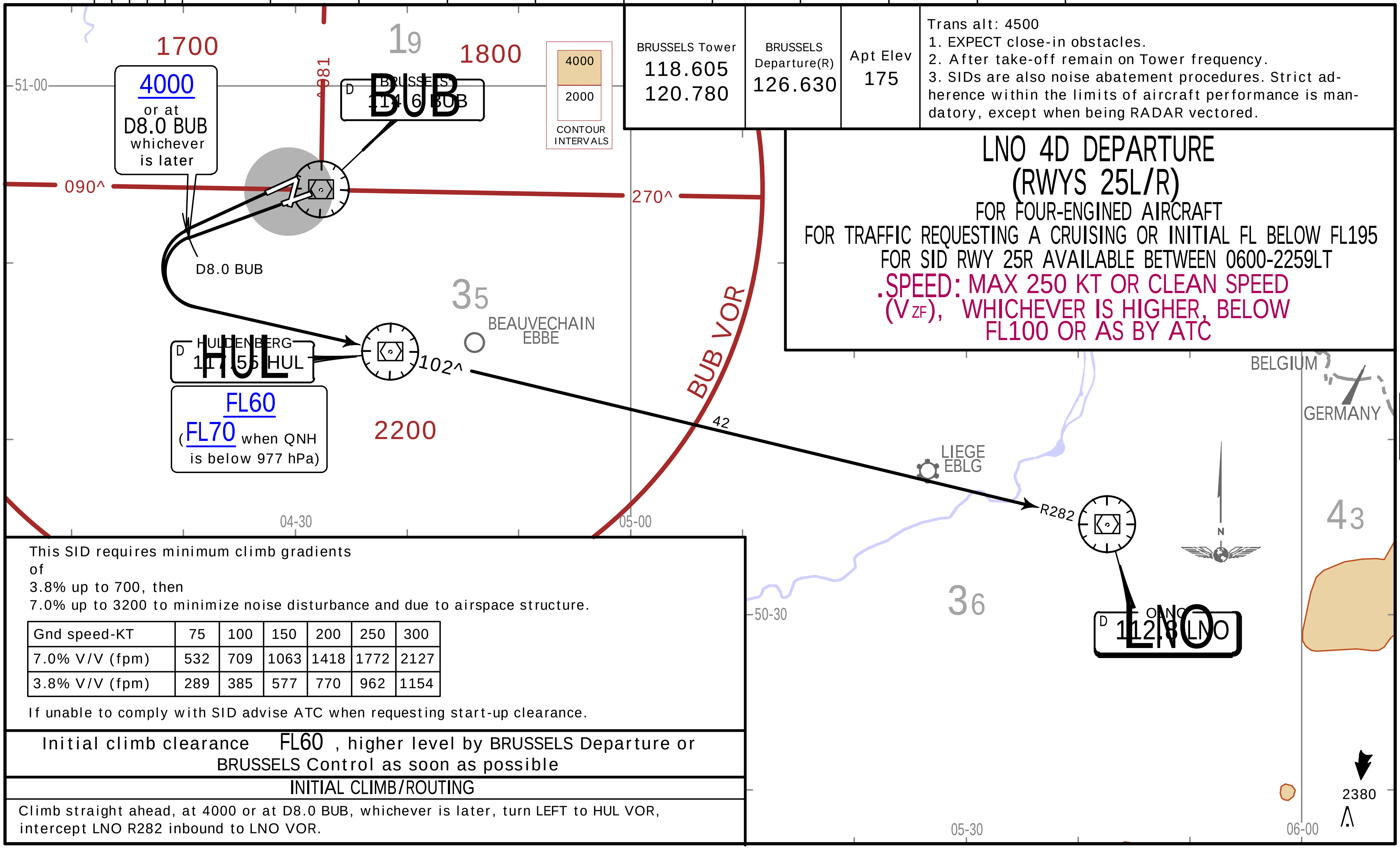
CHANGES: KOK 8L availability note, restricted areas added.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

LNO 4D DEPARTURE (RWYS 25L/R)

FOR FOUR-ENGINED AIRCRAFT
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

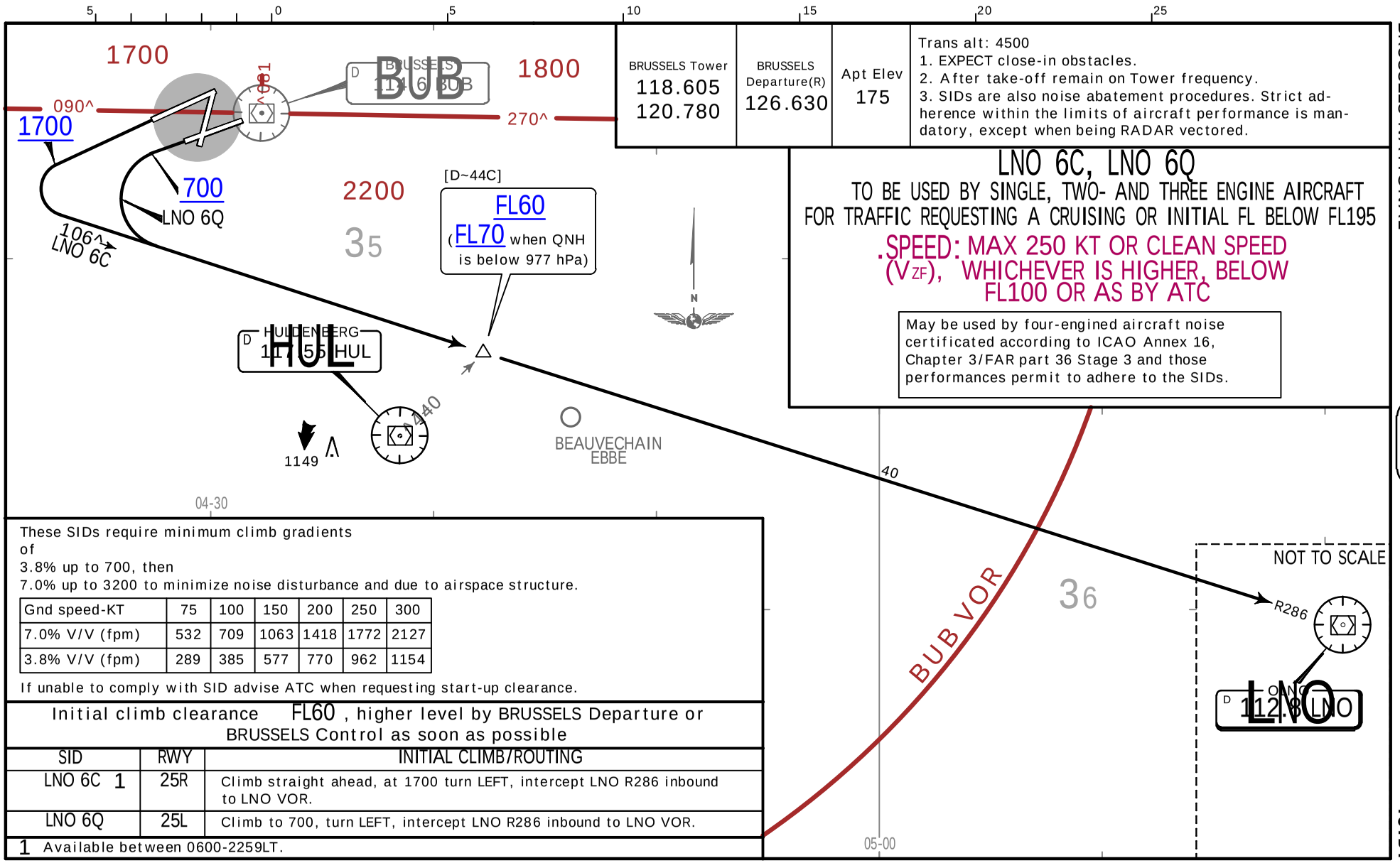
If unable to comply with SID advise ATC when requesting start-up clearance.

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

INITIAL CLIMB/ROUTING

Climb straight ahead, at 4000 or at D8.0 BUB, whichever is later, turn LEFT to HUL VOR, intercept LNO R282 inbound to LNO VOR.

CHANGES: Procedure renumbered, bearing from HUL VOR to LNO VOR, apt elev.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

LNO 6C, LNO 6Q

TO BE USED BY SINGLE, TWO- AND THREE ENGINE AIRCRAFT FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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

May be used by four-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

These SIDs require minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
LNO 6C 1	25R	Climb straight ahead, at 1700 turn LEFT, intercept LNO R286 inbound to LNO VOR.
LNO 6Q	25L	Climb to 700, turn LEFT, intercept LNO R286 inbound to LNO VOR.

1 Available between 0600-2259LT.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-3L7) .Eff.28.Jan.

BRUSSELS, BELGIUM
.SID.

BRUSSELS Tower
118.605
120.780

BRUSSELS Departure(R)
126.630

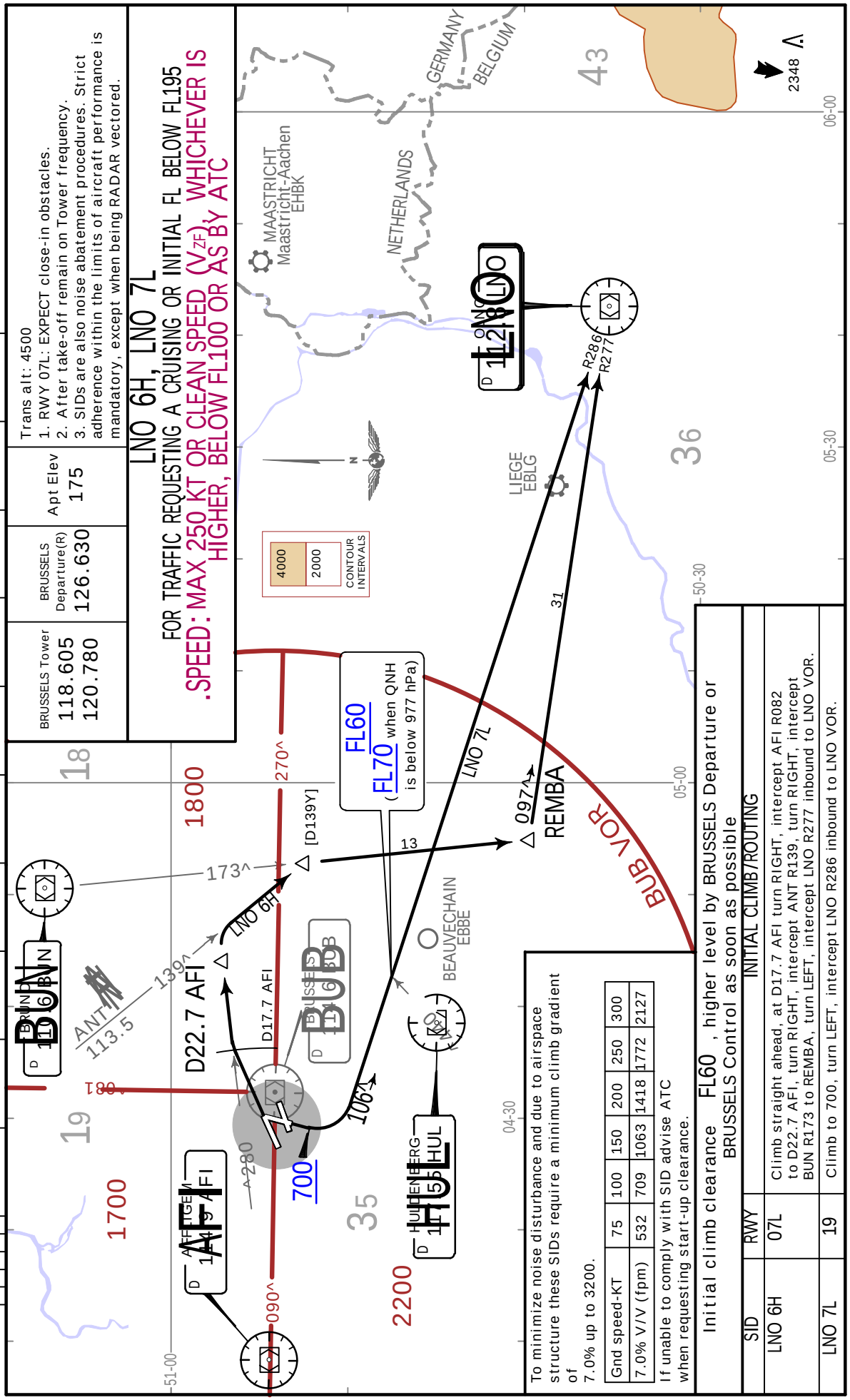
Apt Elev
175

Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
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.

LNO 6H, LNO 7L

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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



To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	INITIAL CLIMB/ROUTING
LNO 6H	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R082 to D22.7 AFI, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, turn LEFT, intercept LNO R277 inbound to LNO VOR.
LNO 7L	19	Climb to 700, turn LEFT, intercept LNO R286 inbound to LNO VOR.

CHANGES: Procedures renumbered, bearings, airport elevation.

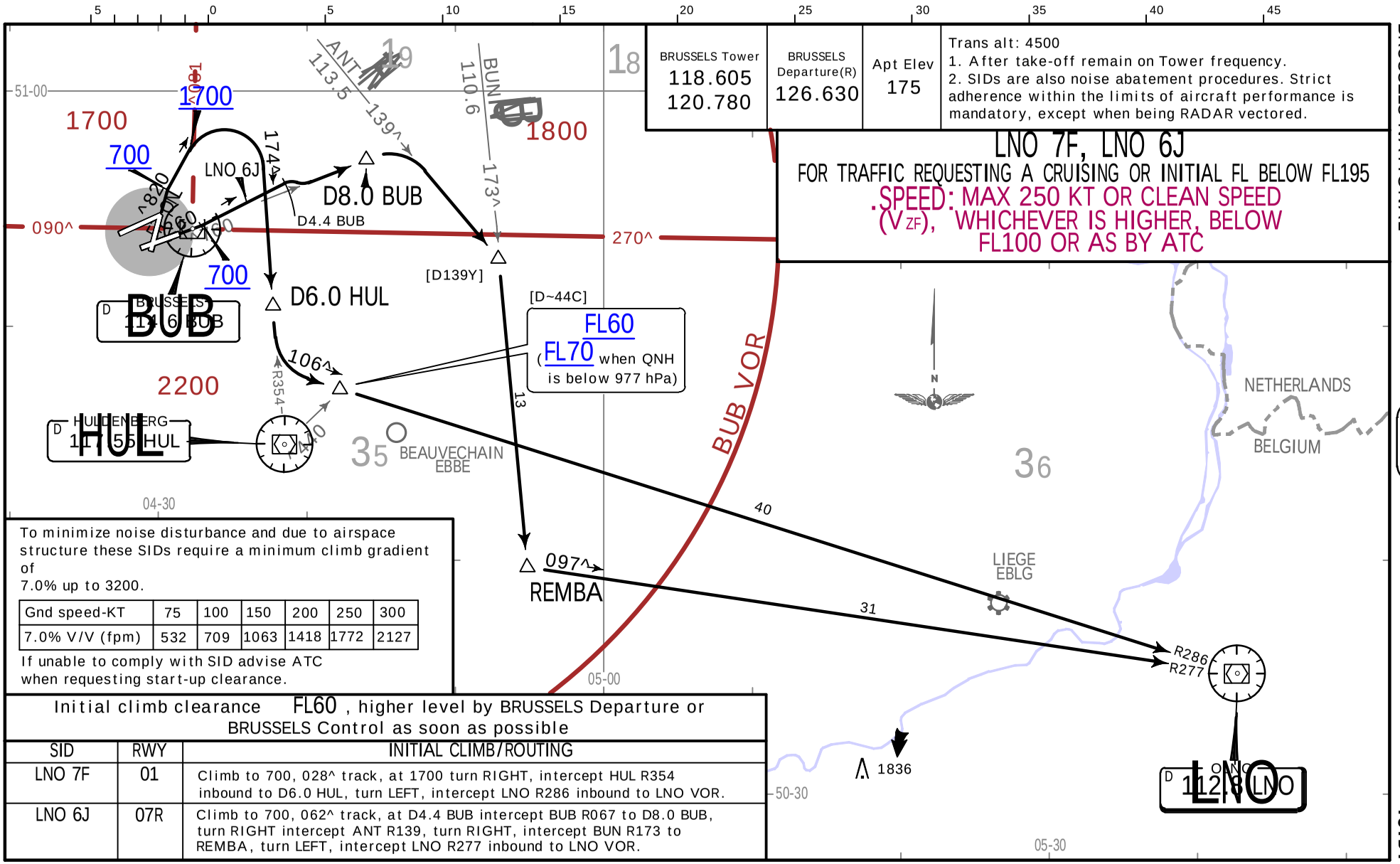
BRUSSELS, BELGIUM .SID.

JEPPESEN
22 JAN 21
10-3L8
.Eff.28.Jan.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	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.

LNO 7F, LNO 6J

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	INITIAL CLIMB/ROUTING
LNO 7F	01	Climb to 700, 028^ track, at 1700 turn RIGHT, intercept HUL R354 inbound to D6.0 HUL, turn LEFT, intercept LNO R286 inbound to LNO VOR.
LNO 6J	07R	Climb to 700, 062^ track, at D4.4 BUB intercept BUB R067 to D8.0 BUB, turn RIGHT intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, turn LEFT, intercept LNO R277 inbound to LNO VOR.

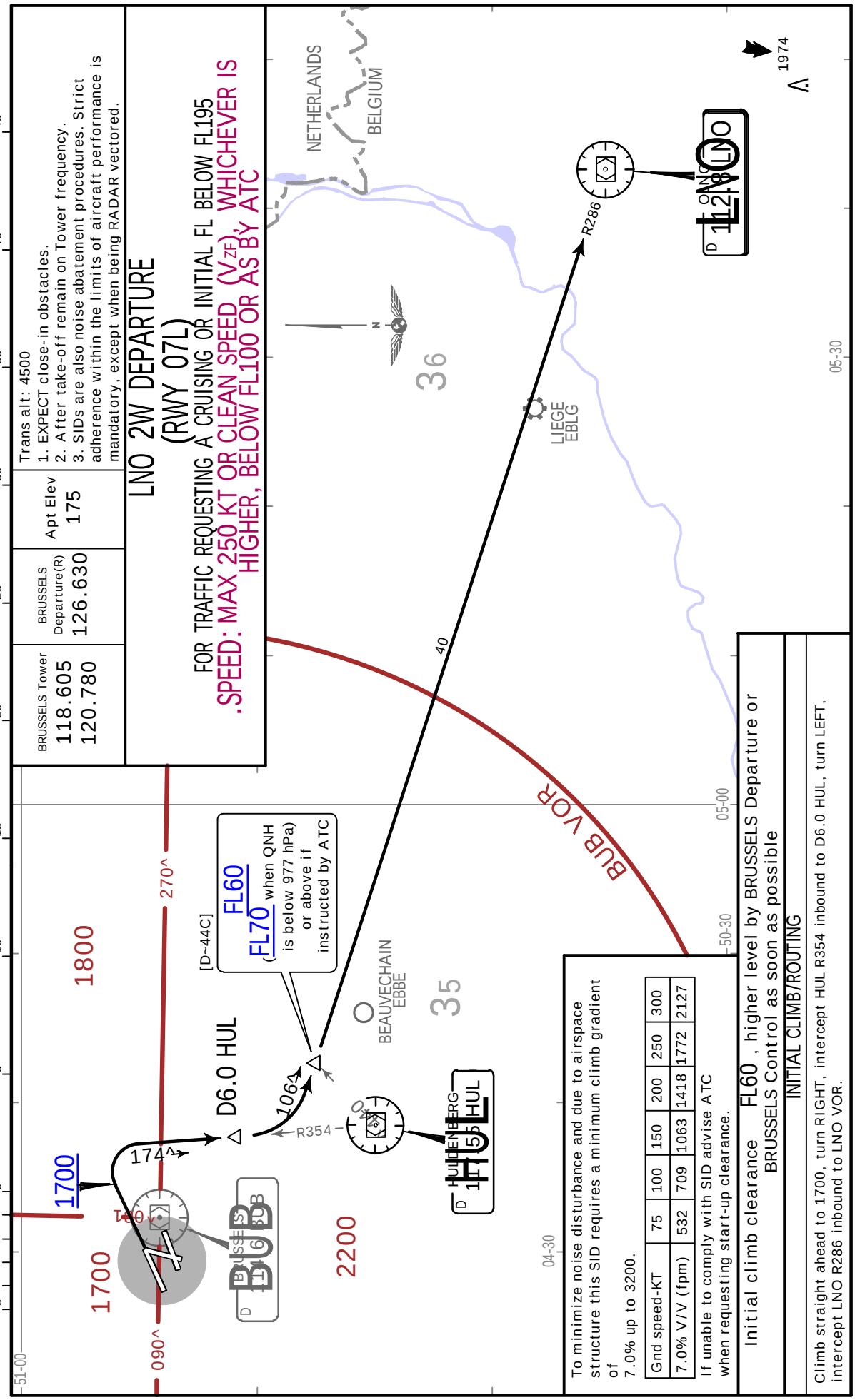
CHANGES: Procedures renumbered, bearings, airport elevation.

LNO 2W DEPARTURE (RWY 07L)

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.



To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

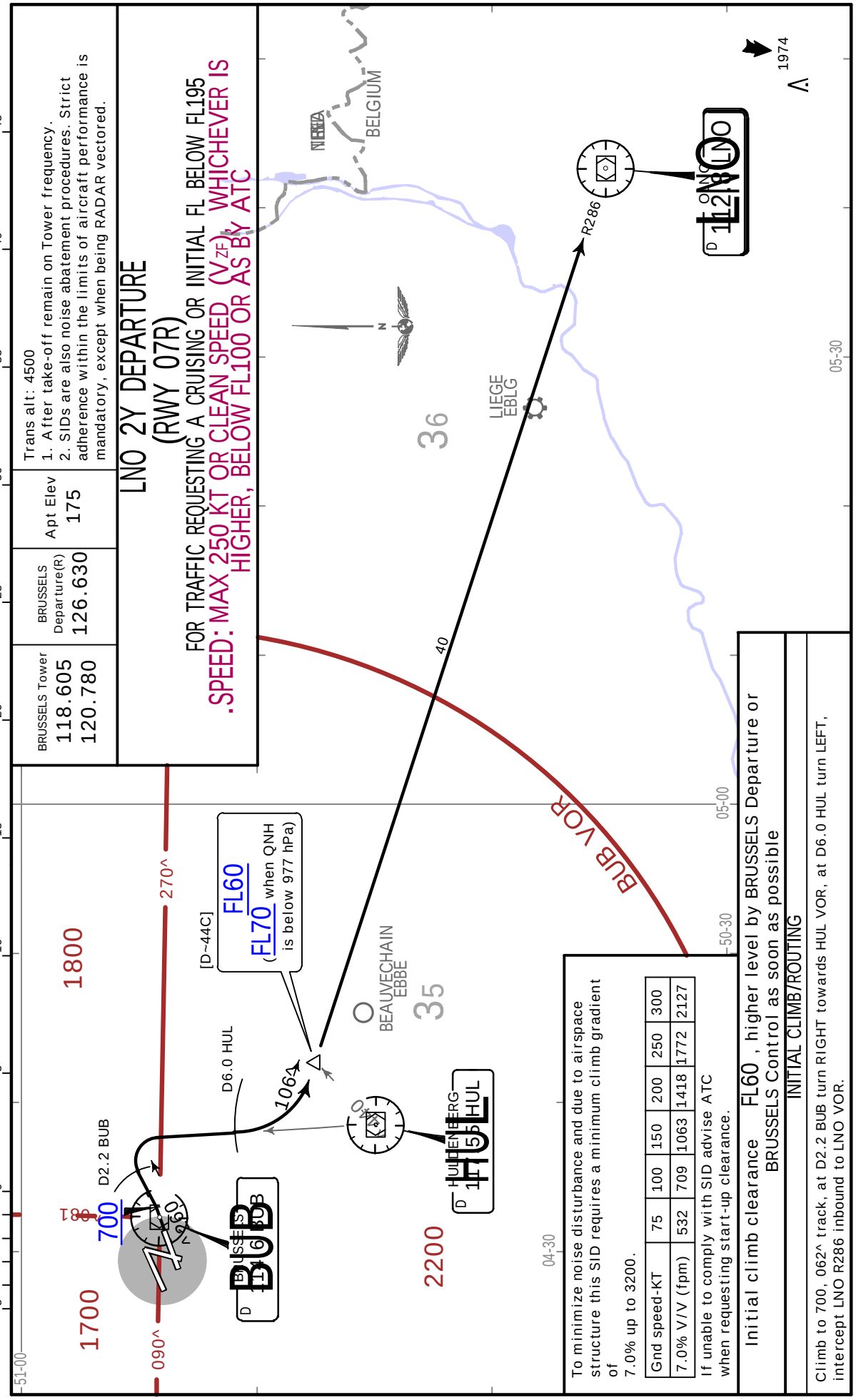
Climb straight ahead to 1700, turn RIGHT, intercept HUL R354 inbound to D6.0 HUL, turn LEFT, intercept LNO R286 inbound to LNO VOR.

LNO 2Y DEPARTURE (RWY 07R)

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.



To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at D2.2 BUB turn RIGHT towards HUL VOR, at D6.0 HUL turn LEFT, intercept LNO R286 inbound to LNO VOR.

CHANGES: Procedure renumbered, bearings, airport elevation.

EBBR/BRU
BRUSSELS NATIONAL
JEPPESEN
22 JAN 21
10-3N1
.Eff.28.Jan.
BRUSSELS, BELGIUM
.SID.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

LNO 6Z DEPARTURE
(RWY 25R)

AVAILABLE BETWEEN 2300-0559LT
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
.SPEED: 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 possible

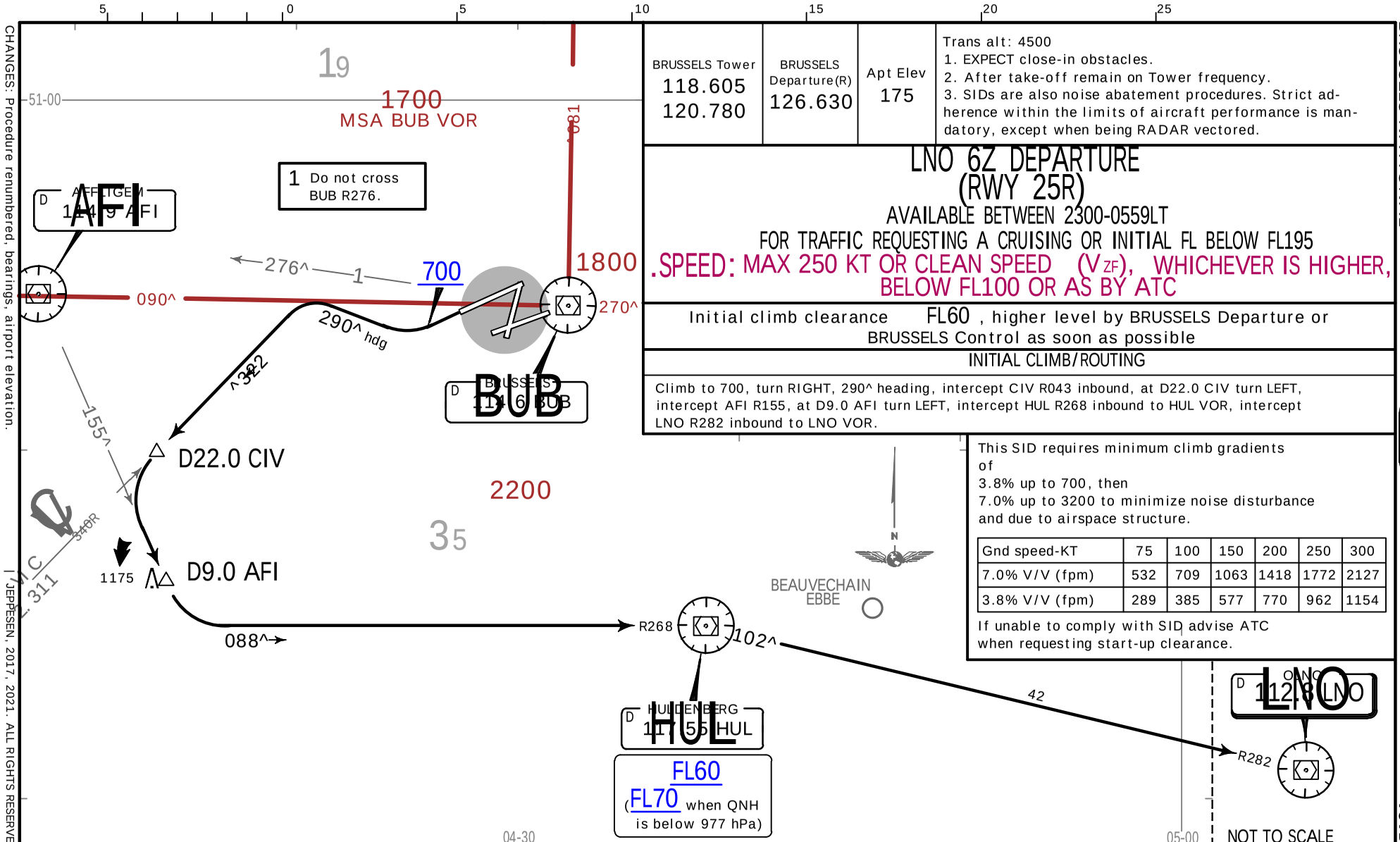
INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT, 290^ heading, intercept CIV R043 inbound, at D22.0 CIV turn LEFT, intercept AFI R155, at D9.0 AFI turn LEFT, intercept HUL R268 inbound to HUL VOR, intercept LNO R282 inbound to LNO VOR.

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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



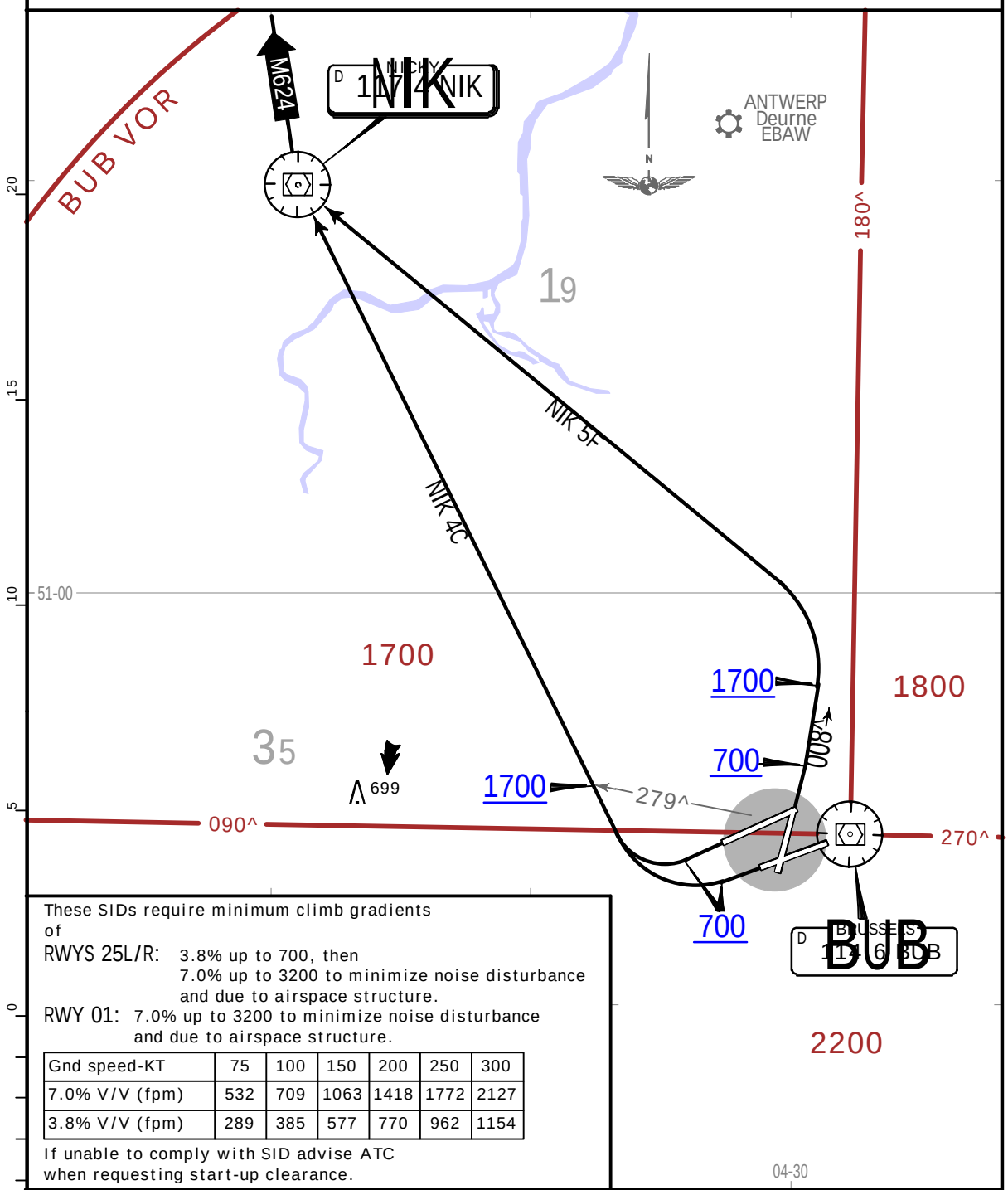
BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

NIK 4C, NIK 5F

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



These SIDs require minimum climb gradients of

RWYS 25L/R: 3.8% up to 700, then 7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

RWY 01: 7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

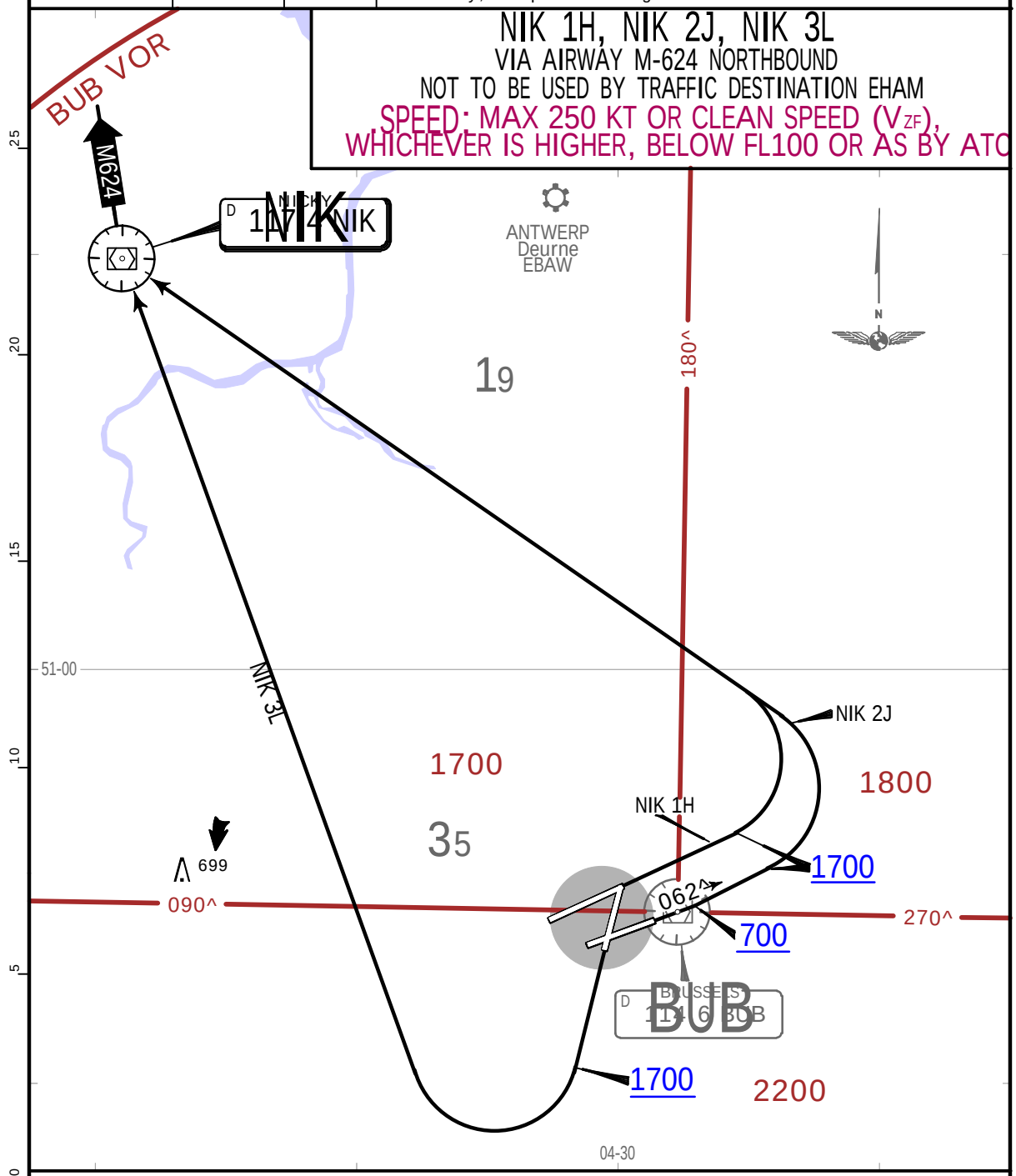
If unable to comply with SID advise ATC when requesting start-up clearance.

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

SID	RWY	INITIAL CLIMB/ROUTING
NIK 4C	25L/R	Climb to 700, turn RIGHT direct to NIK VOR.
NIK 5F	01	Climb to 700, 008^ track, at 1700 turn LEFT direct to NIK VOR.

CHANGES: Procedure NIK 3C renumbered & revised, airport elevation.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RWY 07L: EXPECT close-in obstacles. 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.



To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID	RWY	INITIAL CLIMB/ROUTING
NIK 1H	07L	Climb straight ahead, at 1700 turn LEFT direct to NIK.
NIK 2J	07R	Climb to 700, 062^ track to 1700, direct to NIK.
NIK 3L 1	19	Climb straight ahead, at 1700 turn RIGHT direct to NIK.

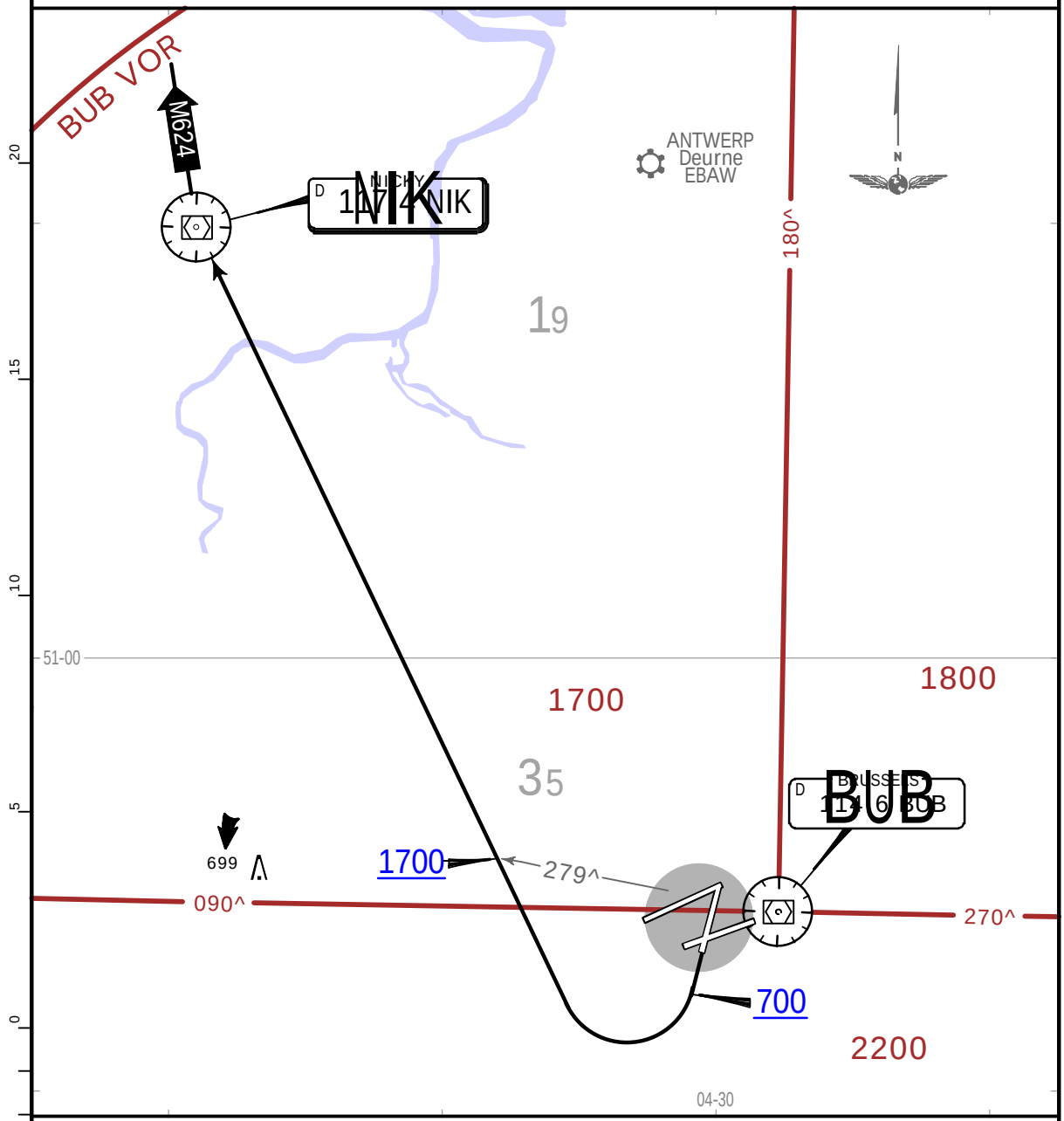
1 Available between 0600-2259LT.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	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.

NIK 5N DEPARTURE
(RWY 19)

AVAILABLE BETWEEN 2300-0559LT OR WHEN RWY 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



To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT direct to NIK VOR.

CHANGES: Procedure renumbered, BUB VOR radial, airport elevation.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

PITES 5D DEPARTURE
[PITE5D]
(RWYS 25L/R)

FOR FOUR-ENGINED AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

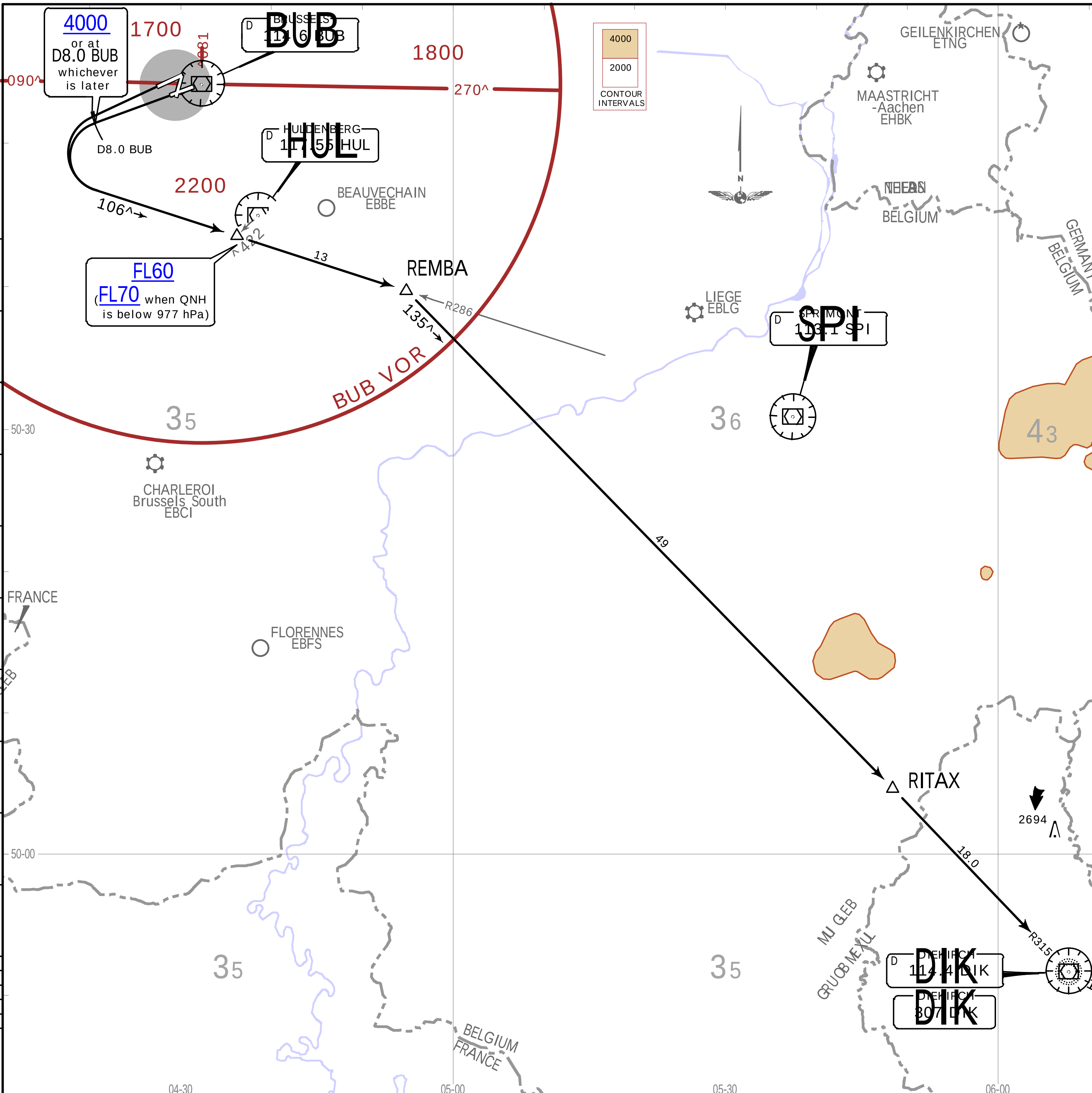
Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

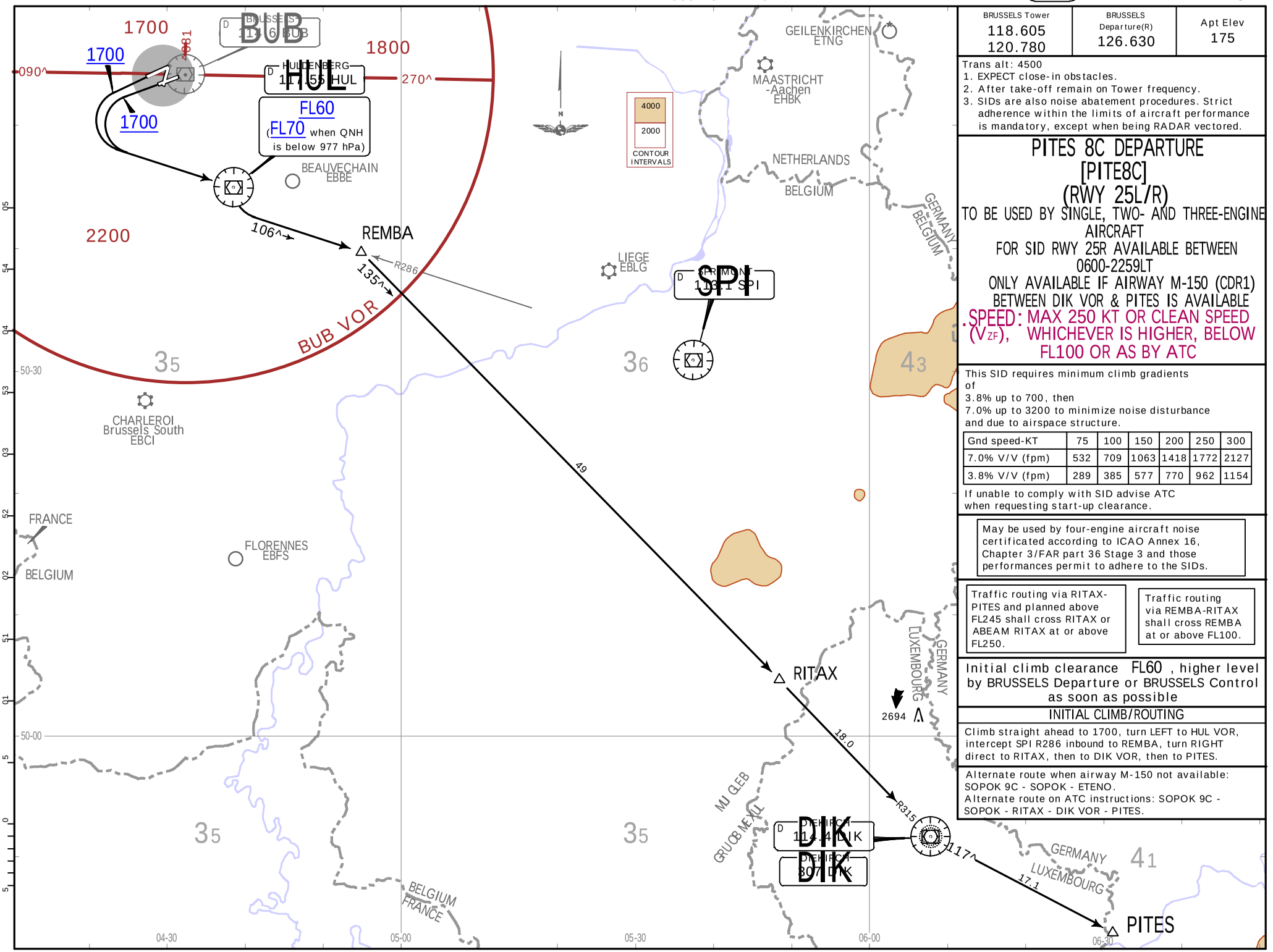
INITIAL CLIMB/ROUTING

Climb straight ahead, at 4000 or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK VOR, then to PITES.

Alternate route when airway M-150 not available: SOPOK 5D - SOPOK - ETENO.
Alternate route on ATC instruction: SOPOK 5D - SOPOK - RITAX - DIK VOR - PITES.



CHANGES: Procedure renumbered, radial from HUL VOR, radial from SPI VOR, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

PITES 8C DEPARTURE
[PITE8C]
(RWY 25L/R)

TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

INITIAL CLIMB/ROUTING

Climb straight ahead to 1700, turn LEFT to HUL VOR, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK VOR, then to PITES.

Alternate route when airway M-150 not available:
SOPOK 9C - SOPOK - ETENO.
Alternate route on ATC instructions: SOPOK 9C - SOPOK - RITAX - DIK VOR - PITES.

CHANGES: Procedure renumbered, radial from SPI VOR, routing text.

JEPPESEN
22 JAN 21 (10-3N7) .Eff.28.Jan.

BRUSSELS, BELGIUM .SID.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

PITES 7F DEPARTURE
[PITE7F]
(RWY 01)

ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN M-150 NOT AVAILABLE:
SOPOK 7F - SOPOK - ETENO.
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 7F - SOPOK - RITAX - DIK VOR - PITES.
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

To minimize noise disturbance and due to airspace structure these SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

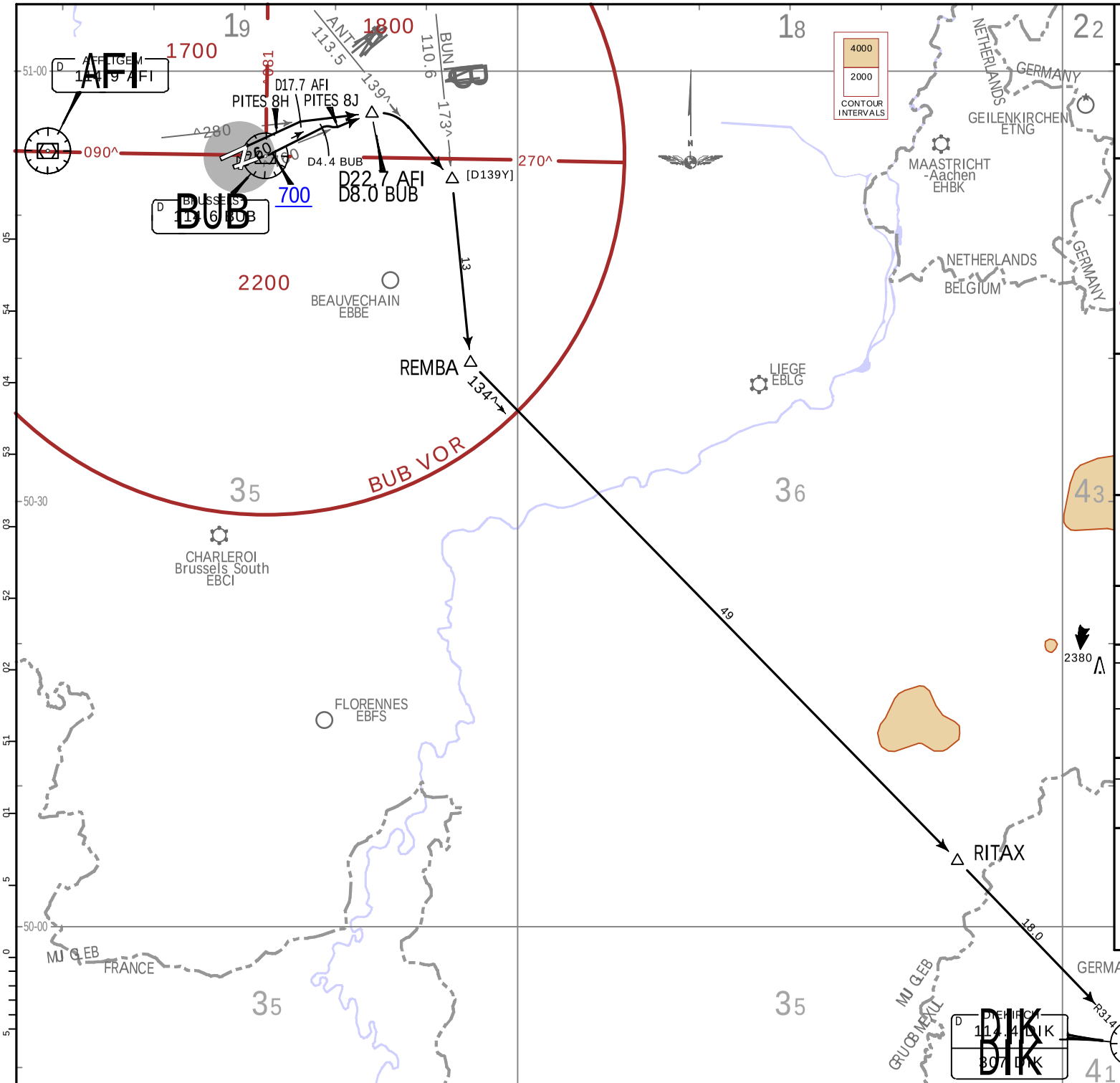
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb to 700, 028^ track, at 1700 turn RIGHT, intercept HUL R354 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK VOR, then to PITES.

1700
1700
700
028^
174^
090^
270^
1800
2200
HUL
HULDENBERG
117.55 HUL
FL60
(FL70 when QNH is below 977 hPa)
BUB
BRUSSELS
114.60 BUB
R354
BEAUVECHAIN
EBBE
106^
REMBA
R286
135^
BUB VOR
4000
2000
CONTOUR INTERVALS
SPI
SPRIMONT
113.1 SPI
LIEGE
EBLG
GEILENKIRCHEN
ETNG
MAASTRICHT
-Aachen
EHBK
NETHERLANDS
BELGIUM
GERMANY
BELGIUM
CHARLEROI
Brussels South
EBCI
FRANCE
BELGIUM
FLORENNES
EBFS
49
RITAX
2694
18.0
R315
117^
17.1
PITES
DIK
DEHIOK
114.40 DIK
307 DIK
MJ GLEB
GRUOB MEXIL
GERMANY
LUXEMBOURG
SPANGDAHLEM
-AB
ETAD
BELGIUM
FRANCE
35
36
43
41
50-30
50-00
04-30
05-00
05-30
06-00
06-30

CHANGES: Procedure renumbered, radial from SPI VOR, radial from HUL VOR, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
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.

PITES 8H [PITE8H]
PITES 8J [PITE8J]
DEPARTURES

ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE

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

To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

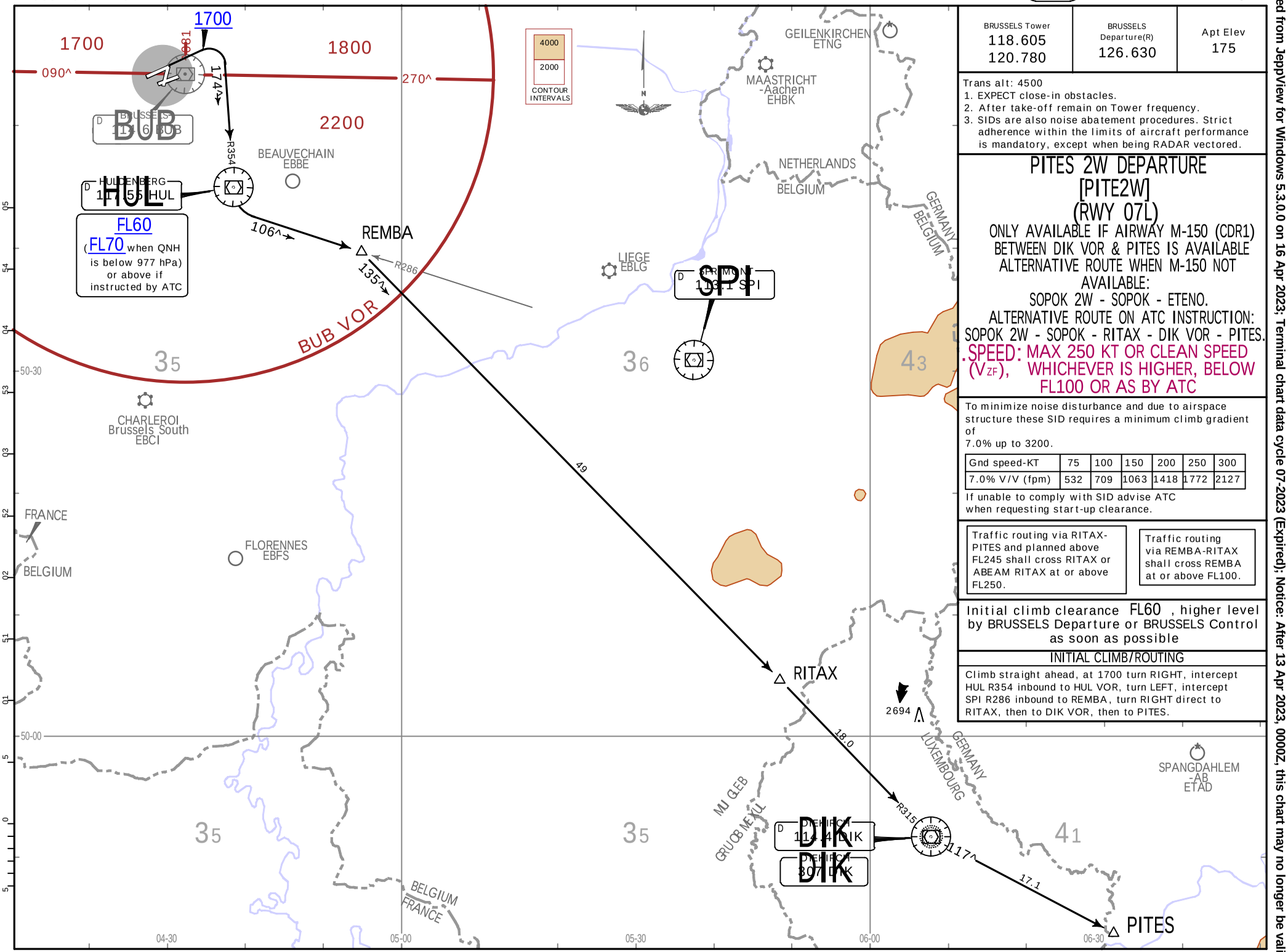
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

SID	RWY	INITIAL CLIMB
PITES 8H 1 2	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R082 to D22.7 AFI, turn RIGHT.
PITES 8J 3 4	07R	Climb to 700, 062^ track, at D4.4 BUB intercept BUB R067 to D8.0 BUB, turn RIGHT.

ROUTING

Intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, intercept DIK R314 inbound via RITAX to DIK VOR, then to PITES.

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



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

PITES 2W DEPARTURE
[PITE2W]
(RWY 07L)

ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN M-150 NOT AVAILABLE:
SOPOK 2W - SOPOK - ETENO.
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 2W - SOPOK - RITAX - DIK VOR - PITES.
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

To minimize noise disturbance and due to airspace structure these SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

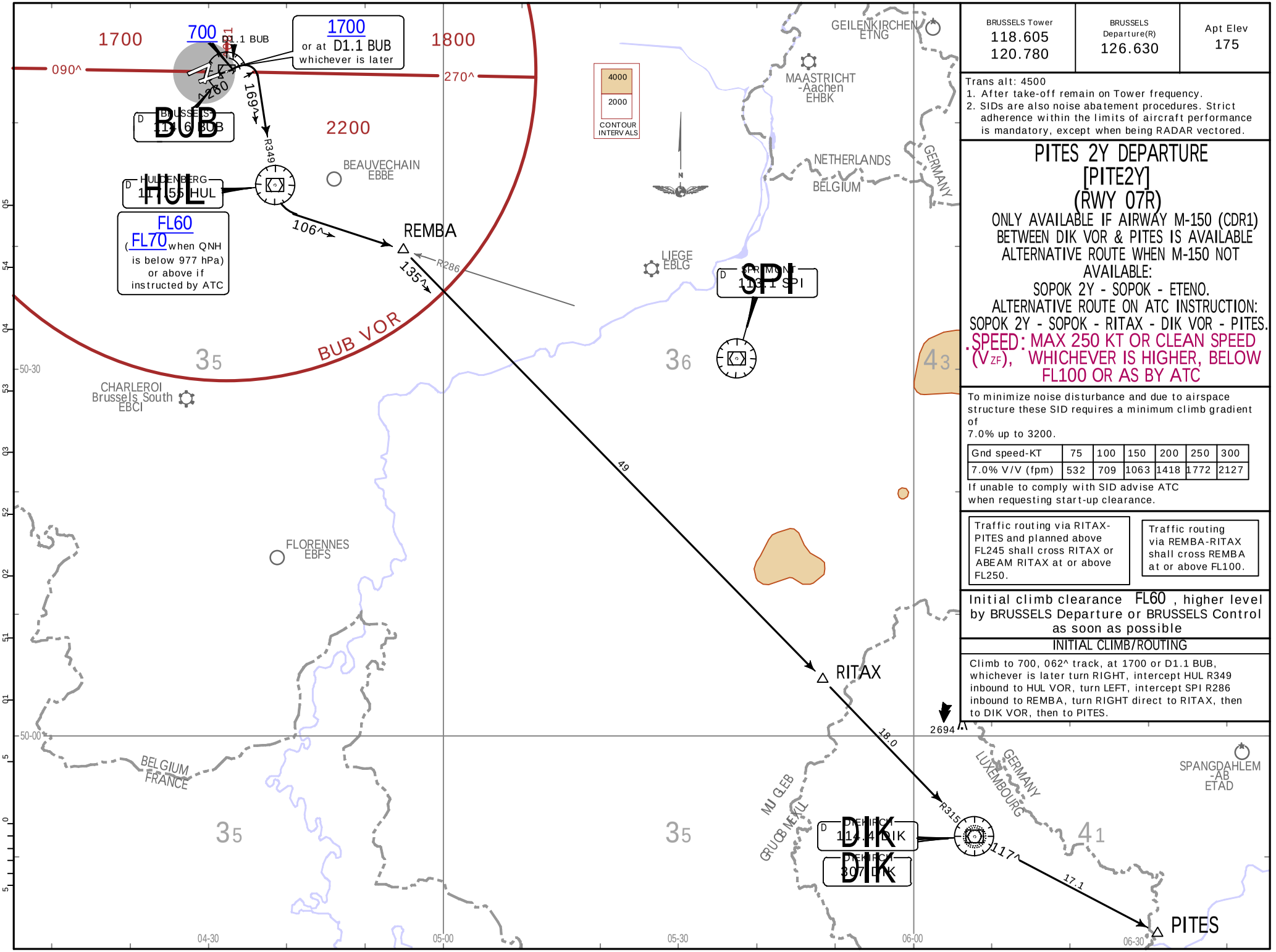
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb straight ahead, at 1700 turn RIGHT, intercept HUL R354 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK VOR, then to PITES.

FL60
(FL70 when QNH is below 977 hPa) or above if instructed by ATC

CHANGES: Procedure renumbered, radial from SPI VOR, radial from HUL VOR, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

PITES 2Y DEPARTURE
[PITE2Y]
(RWY 07R)

ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN M-150 NOT AVAILABLE:
SOPOK 2Y - SOPOK - ETENO.
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 2Y - SOPOK - RITAX - DIK VOR - PITES.
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

To minimize noise disturbance and due to airspace structure these SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

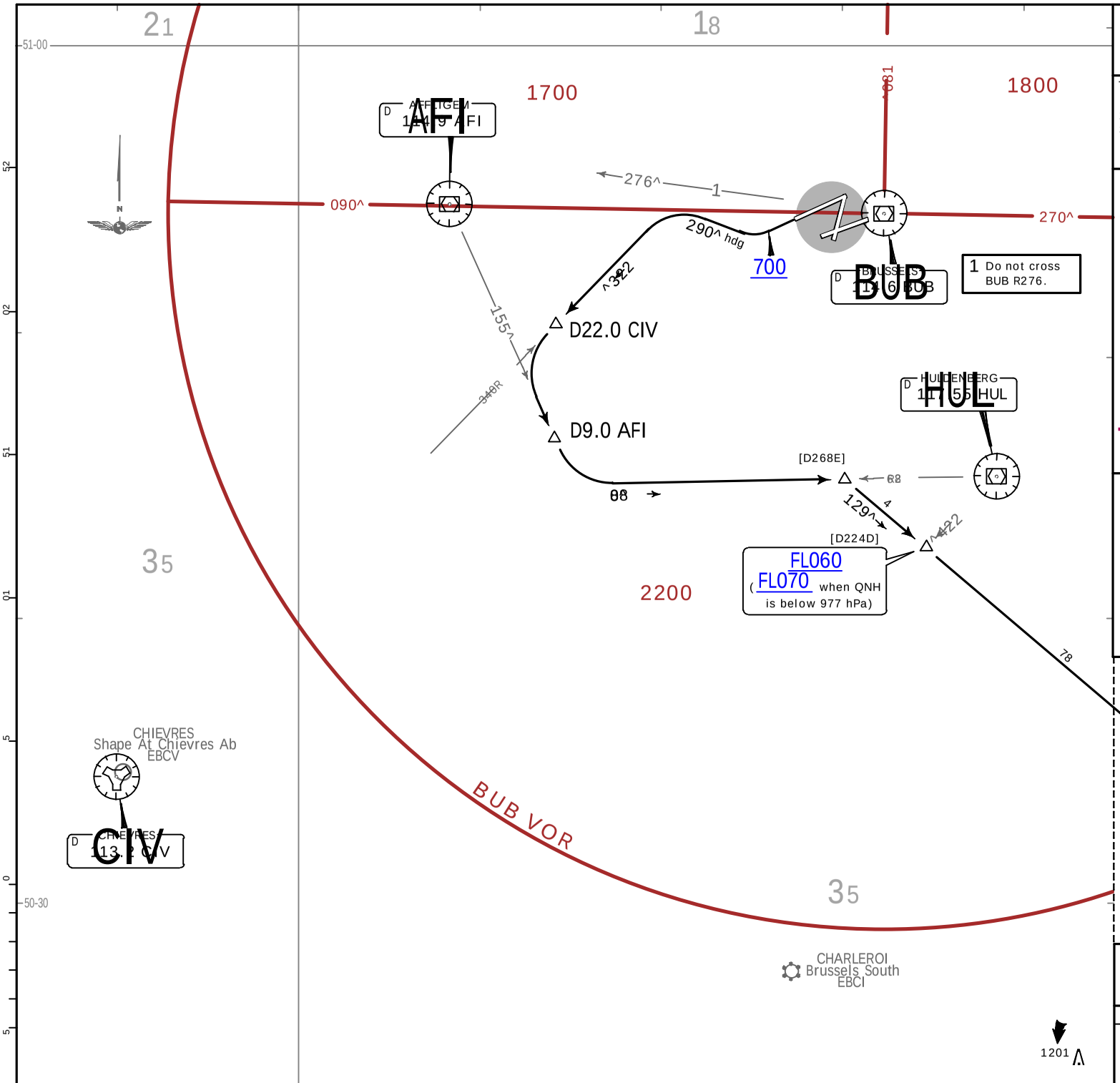
Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at 1700 or D1.1 BUB, whichever is later turn RIGHT, intercept HUL R349 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK VOR, then to PITES.

CHANGES: Procedure renumbered, radial from SPI VOR, radial from HUL VOR, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

PITES 7Z DEPARTURE
[PITE7Z]
(RWY 25R)

AVAILABLE BETWEEN 2300-0559LT
ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN AIRWAY M-150 NOT AVAILABLE:
SOPOK 7Z - SOPOK - ETENO
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 7Z - SOPOK - RITAX - DIK VOR - PITES
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace restrictions.

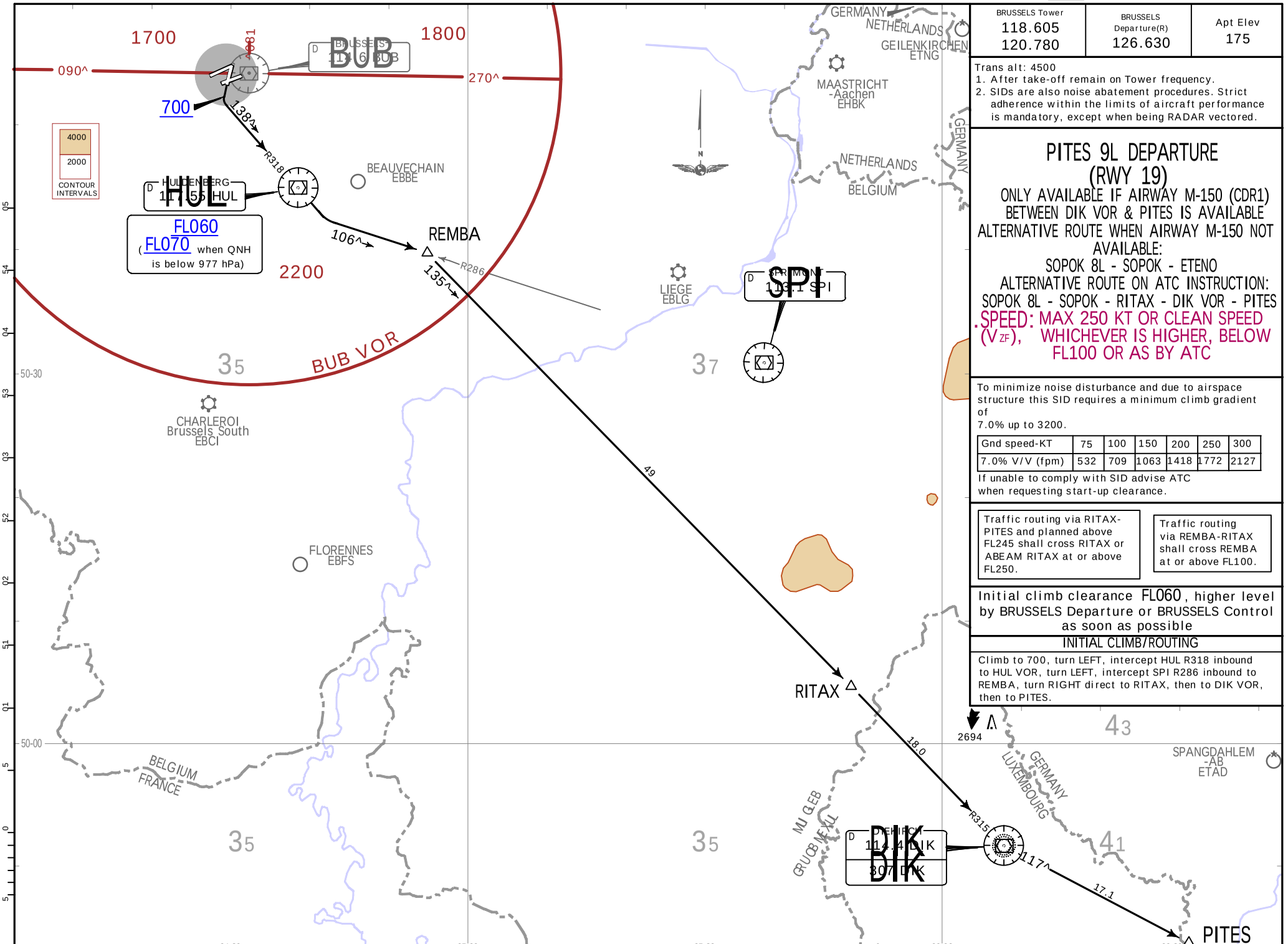
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT, 290^ heading, intercept CIV R043 inbound, at D22.0 CIV turn LEFT, intercept AFI R155, at D9.0 AFI turn LEFT, intercept HUL R268 inbound, intercept DIK R309 inbound to DIK VOR, then to PITES.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

PITES 9L DEPARTURE (RWY 19)

ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE

ALTERNATIVE ROUTE WHEN AIRWAY M-150 NOT AVAILABLE:
SOPOK 8L - SOPOK - ETENO

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 8L - SOPOK - RITAX - DIK VOR - PITES

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

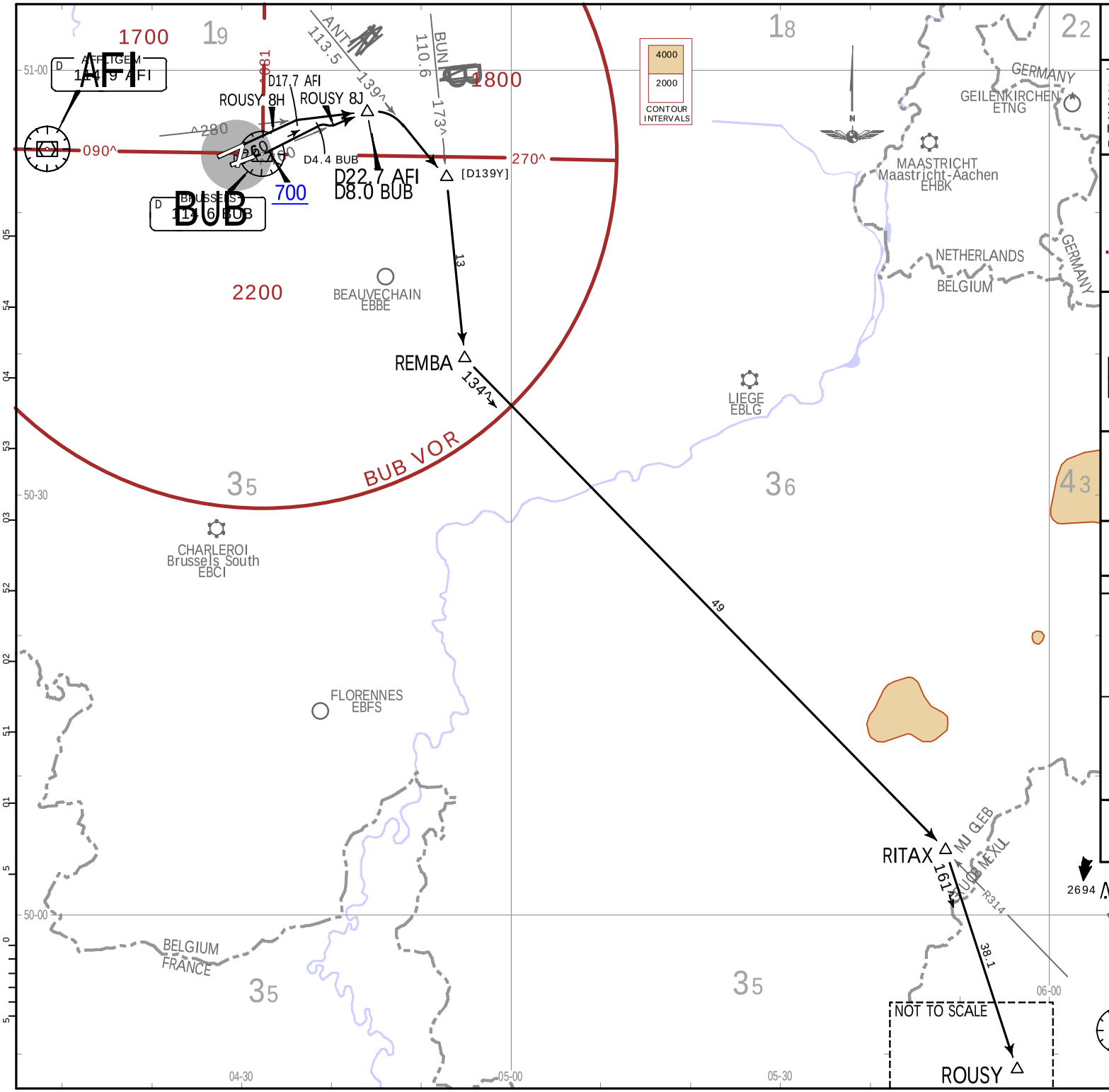
Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb to 700, turn LEFT, intercept HUL R318 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK VOR, then to PITES.

CHANGES: Procedure renumbered, alternative routes revised.

JEPPESEN BRUSSELS, BELGIUM .SID.
22 JAN 21 (10-3Q3) .Eff.28.Jan.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. RWY 07L: EXPECT close-in obstacles.
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.

ROUSY 8H [ROUS8H]
ROUSY 8J [ROUS8J]
DEPARTURES

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

To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

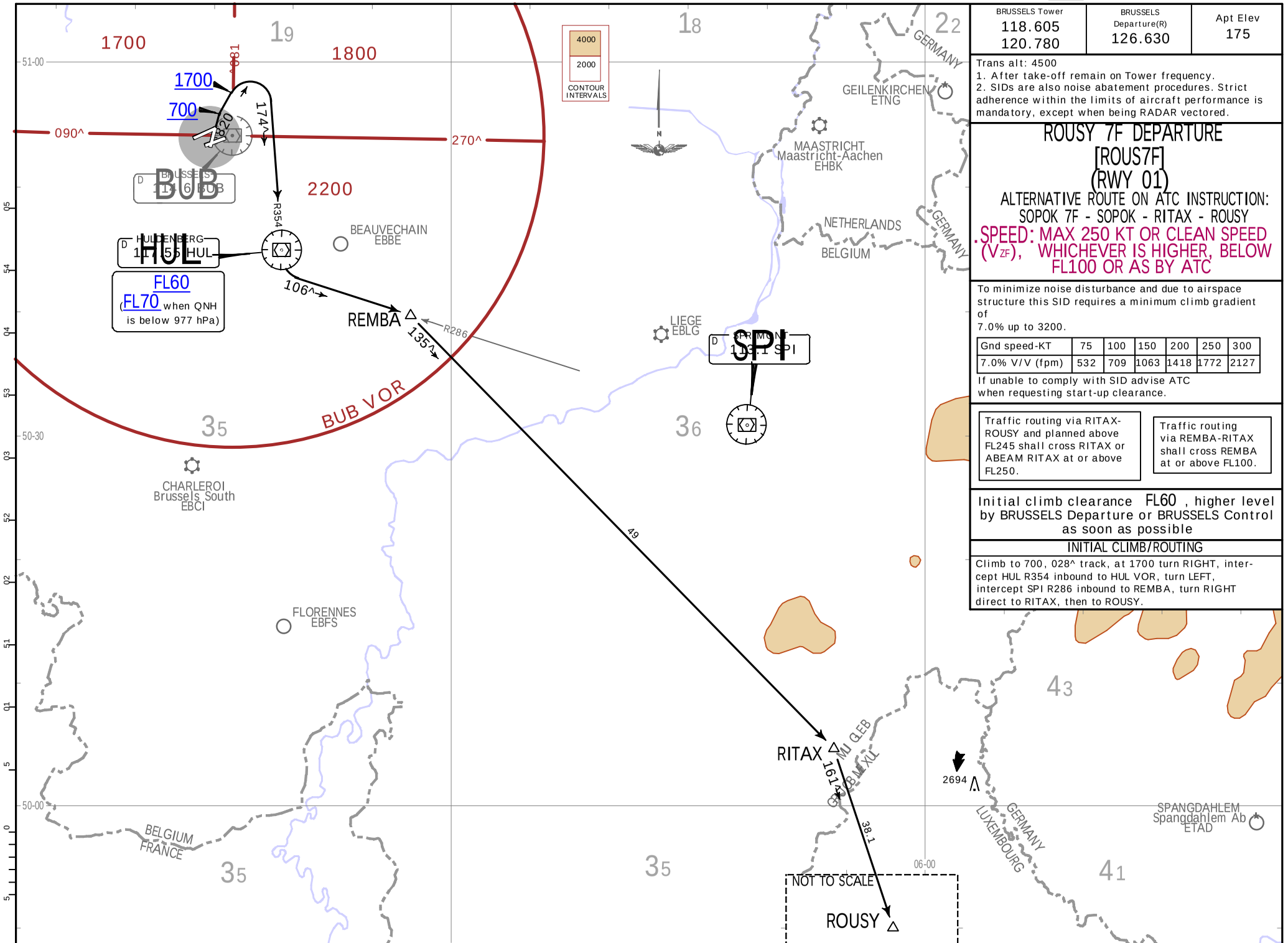
Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 8H 1	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R082 to D22.7 AFI, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, intercept DIK R314 inbound to RITAX, then to ROUSY.
ROUSY 8J 2	07R	Climb to 700, 062^ track, at D4.4 BUB intercept BUB R067 to D8.0 BUB, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, intercept DIK R314 inbound to RITAX, then to ROUSY.

1 Alternative route on ATC instruction: SOPOK 6H - SOPOK - RITAX - ROUSY.
2 Alternative route on ATC instruction: SOPOK 6J - SOPOK - RITAX - ROUSY.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

ROUSY 7F DEPARTURE
[ROUS7F]
(RWY 01)

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 7F - SOPOK - RITAX - ROUSY

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

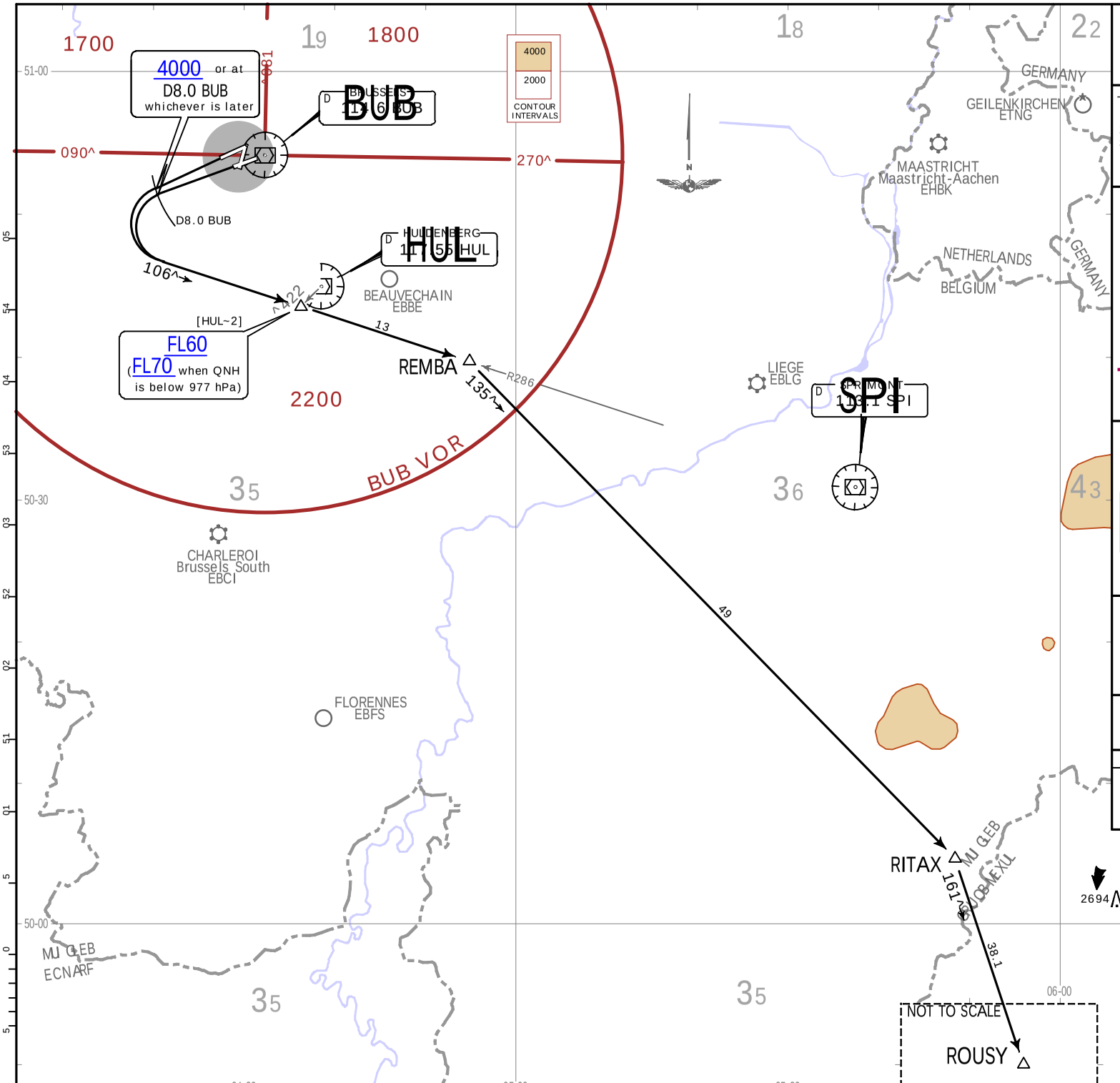
INITIAL CLIMB/ROUTING

Climb to 700, 028^ track, at 1700 turn RIGHT, intercept HUL R354 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

CHANGES: Procedure renumbered, radial from HUL VOR, radial from SPI VOR, routing text.

JEPPESEN
16 JUL 21 (10-3Q5)

BRUSSELS, BELGIUM .SID.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

ROUSY 5D DEPARTURE [ROUS5D] (RWY 25L/R)

FOR FOUR-ENGINED AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 5D - SOPOK - RITAX - ROUSY

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

INITIAL CLIMB/ROUTING

Climb straight ahead, at 4000 or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

CHANGES: Database identifier HUL~2 added.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

ROUSY 8C DEPARTURE
[ROUS8C]
(RWY 25L/R)

TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT

FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

ALTERNATIVE ROUTE ON ATC INSTRUCTION: SOPOK 9C - SOPOK - RITAX - ROUSY

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

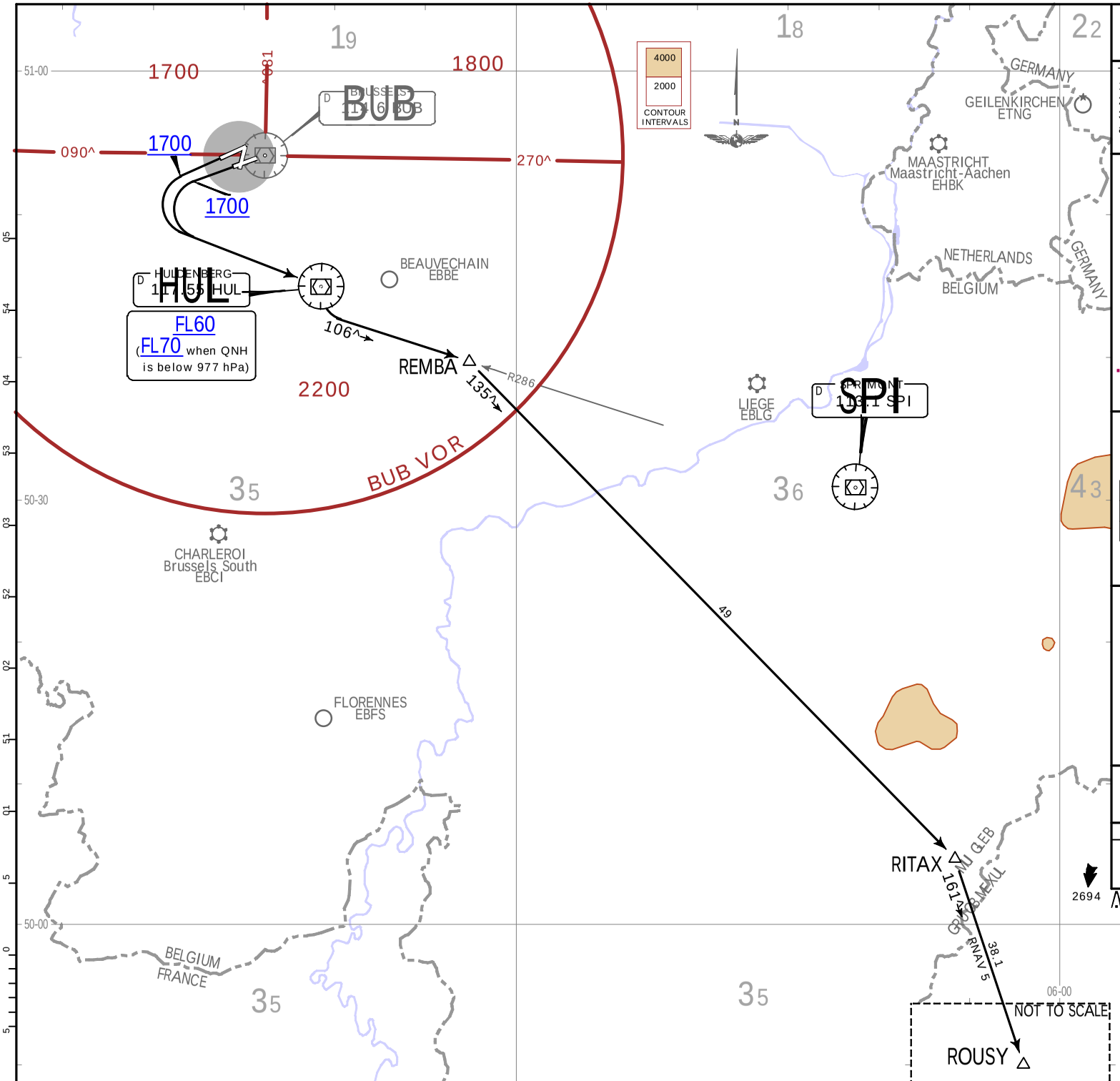
Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

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

INITIAL CLIMB/ROUTING

Climb straight ahead to 1700, turn LEFT to HUL VOR, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.



CHANGES: Segment between RITAX and ROUSY changed to RNAV 5.

JEPPESEN 26 AUG 22 10-3Q7 .Eff.8.Sep.

BRUSSELS, BELGIUM .SID.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

ROUSY 9L DEPARTURE (RWY 19)

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 8L - SOPOK - RITAX - ROUSY

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

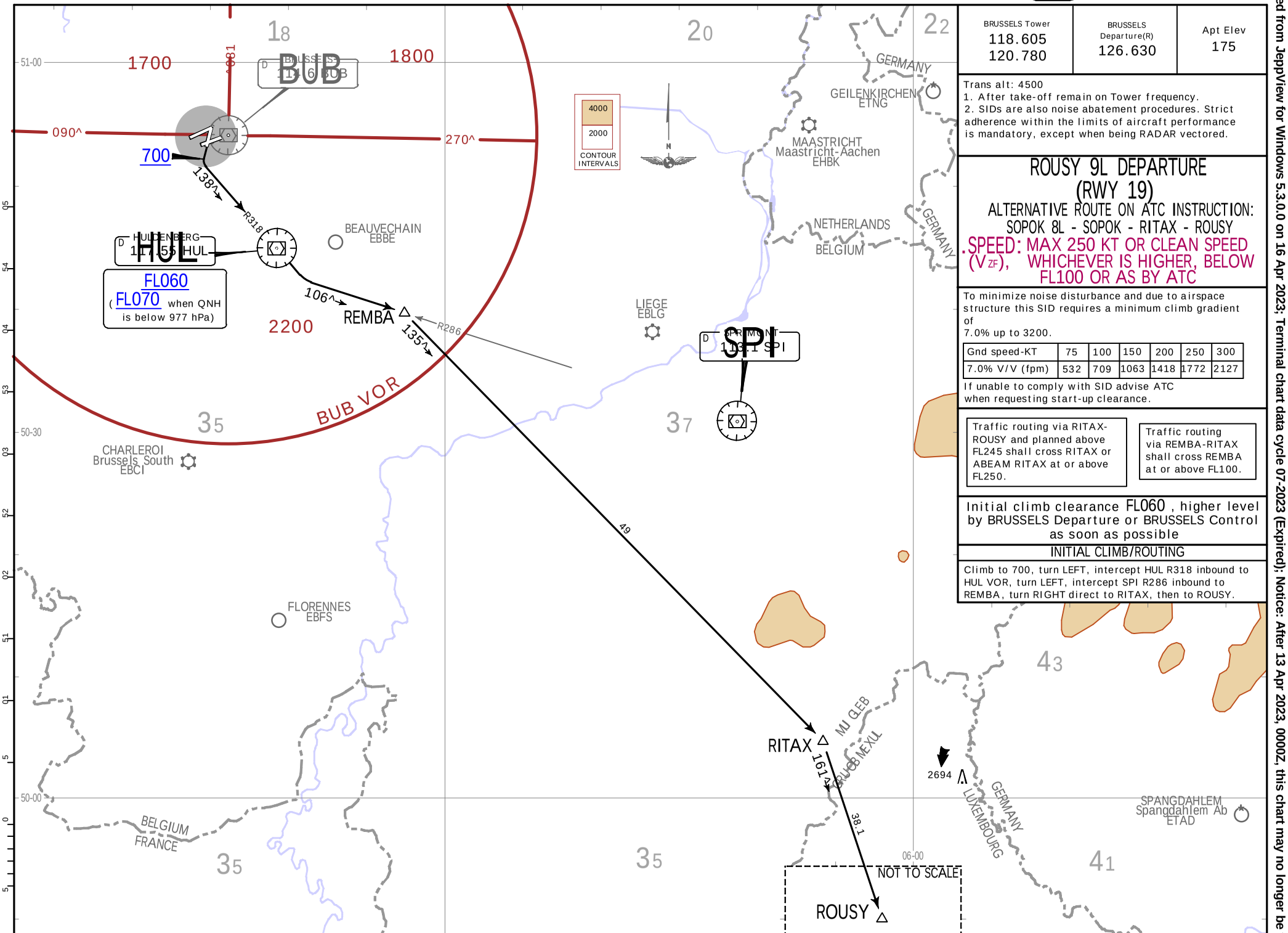
Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

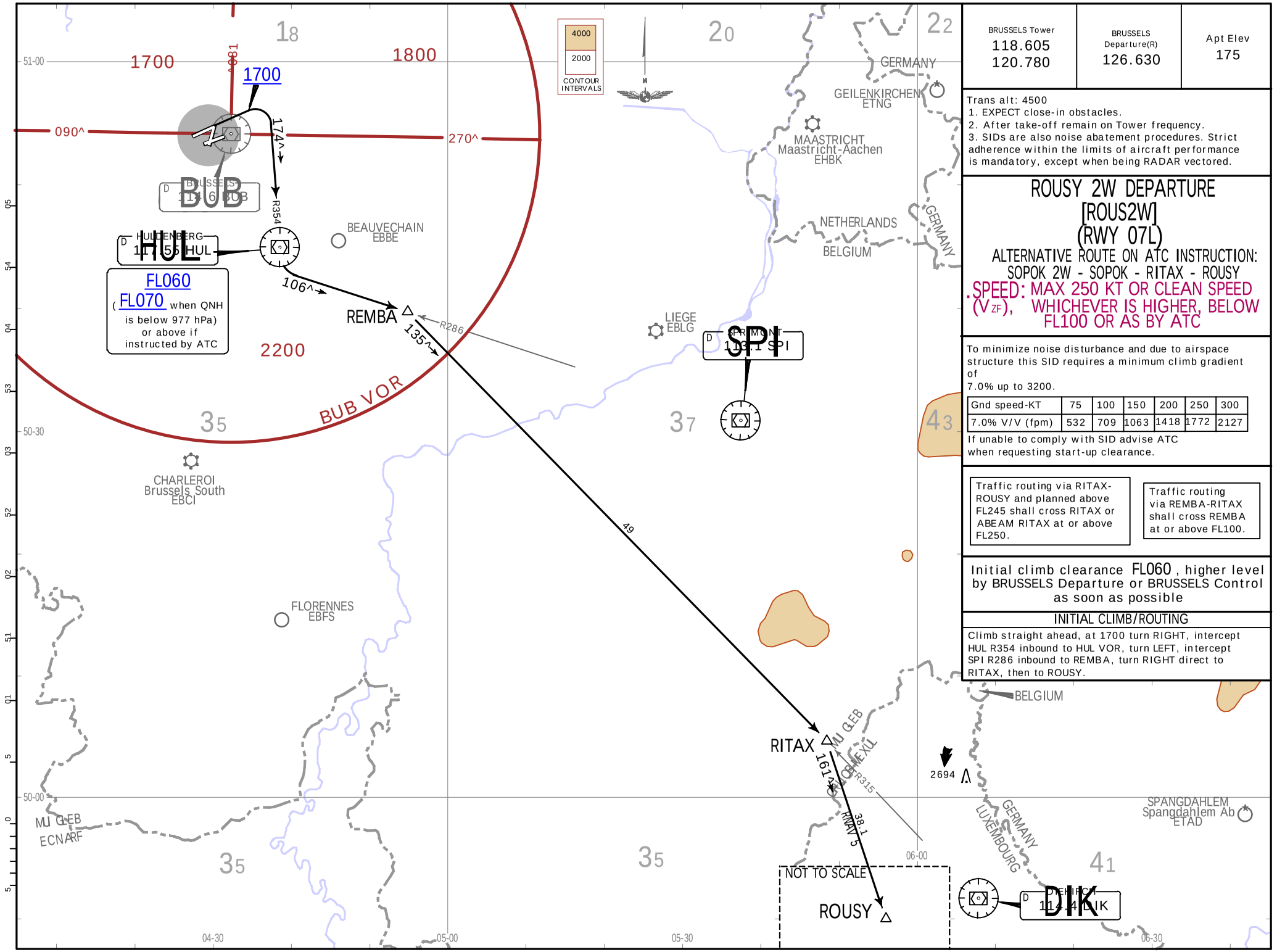
Initial climb clearance FL060 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb to 700, turn LEFT, intercept HUL R318 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.



CHANGES: Procedure renumbered, alternative route revised.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

ROUSY 2W DEPARTURE
[ROUS2W]
(RWY 07L)

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 2W - SOPOK - RITAX - ROUSY

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

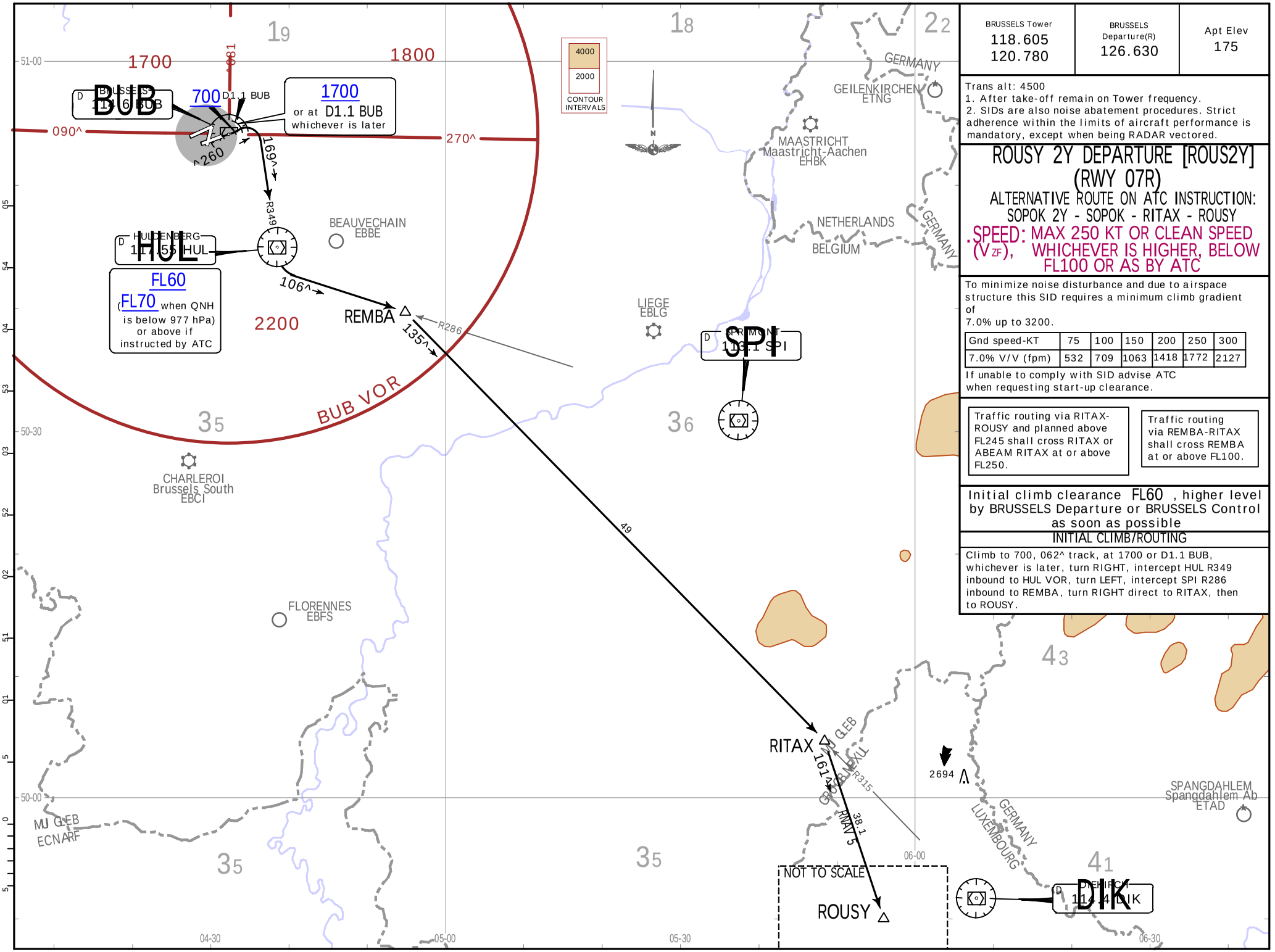
Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb straight ahead, at 1700 turn RIGHT, intercept HUL R354 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

ROUSY 2Y DEPARTURE [ROUS2Y] (RWY 07R)

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 2Y - SOPOK - RITAX - ROUSY

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX-ROUSY and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

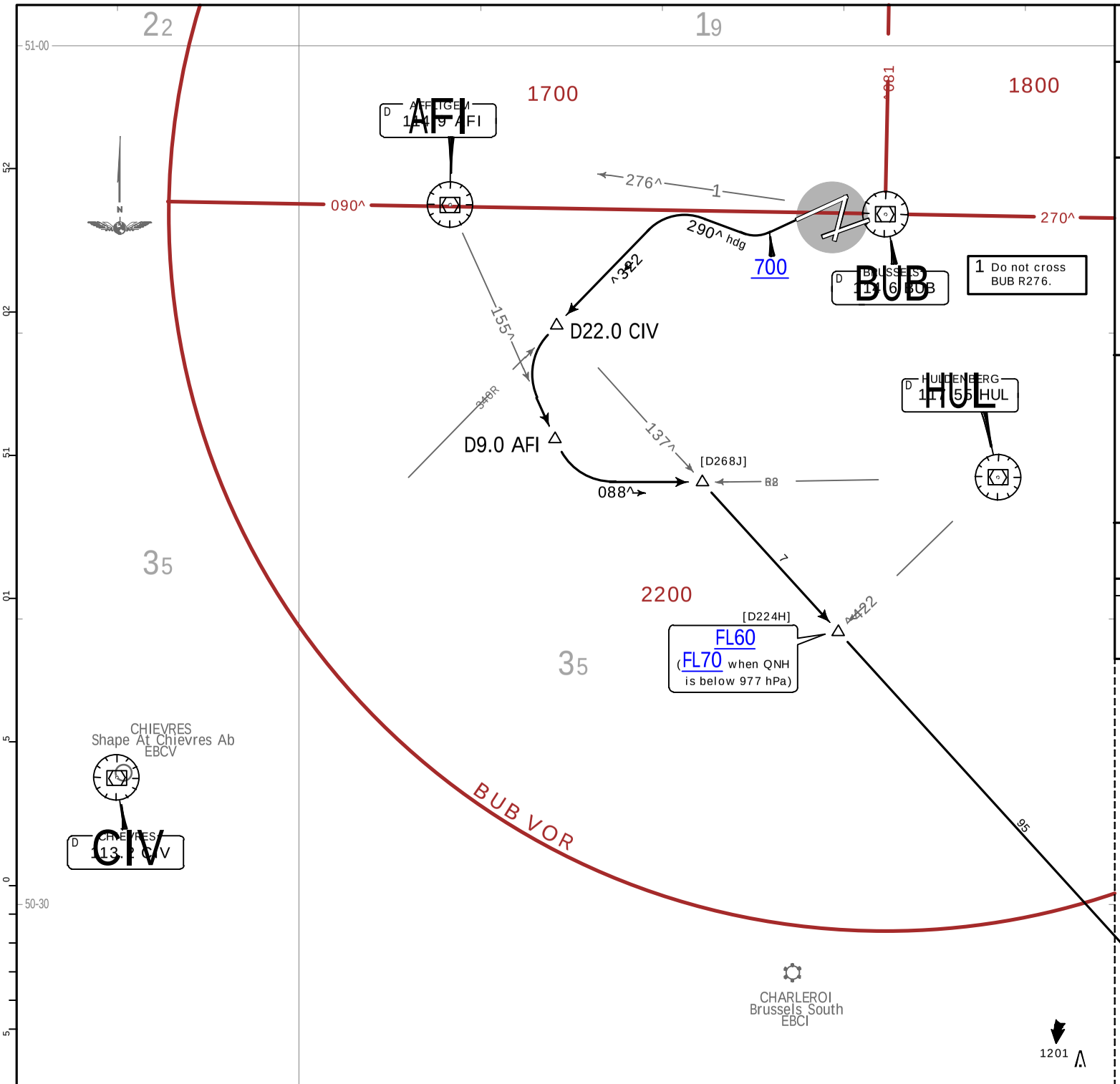
Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

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

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at 1700 or D1.1 BUB, whichever is later, turn RIGHT, intercept HUL R349 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

CHANGES: Segment between RITAX and ROUSY changed to RNAV 5.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

ROUSY 6Z DEPARTURE
[ROUS6Z]
(RWY 25R)

AVAILABLE BETWEEN 2300-0559LT
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 7Z - SOPOK - RITAX - ROUSY
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance
and due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

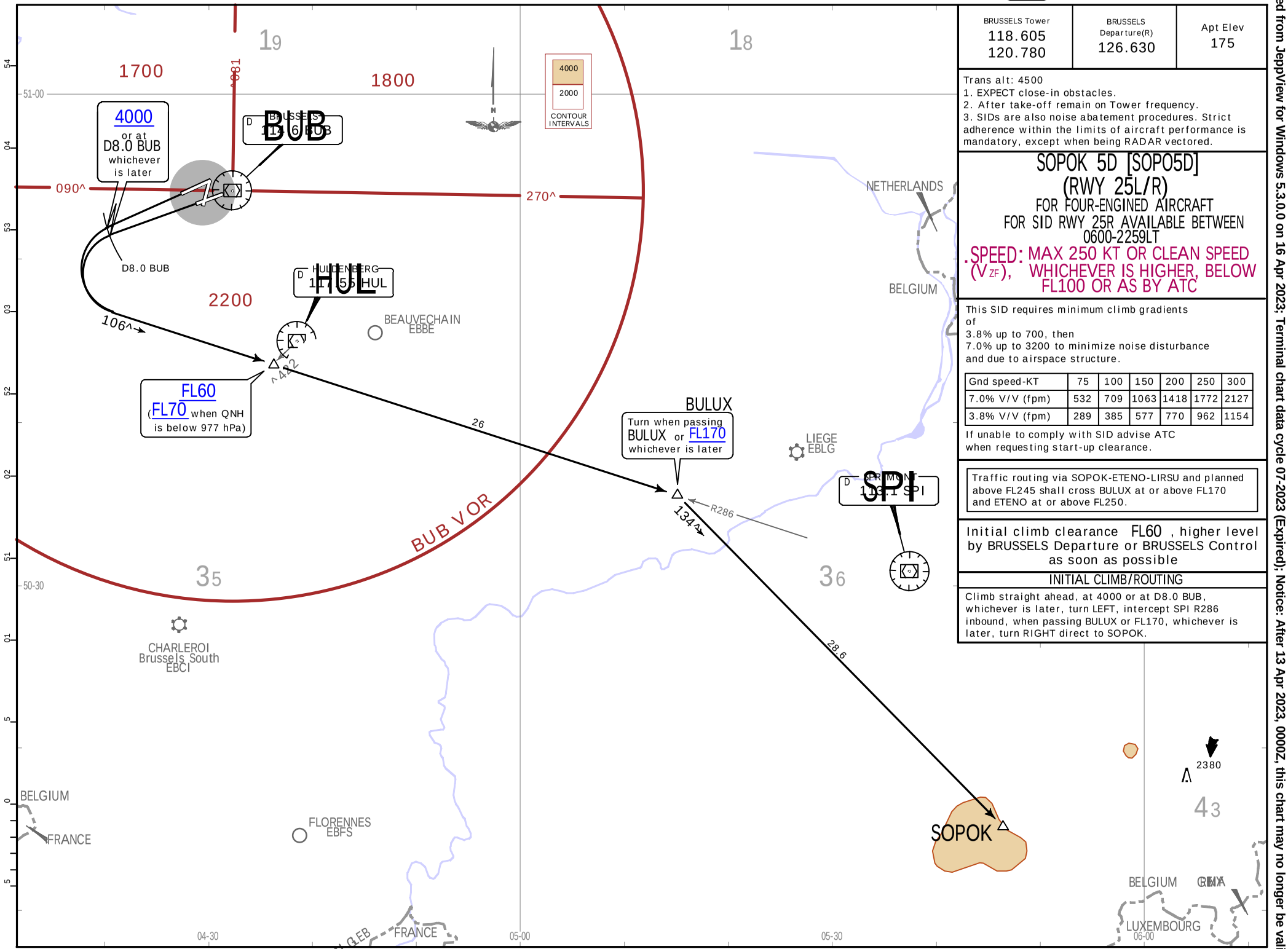
If unable to comply with SID advise ATC when requesting start-up clearance.

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

INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT, 290^ heading, intercept CIV R043 inbound, at D22.0 CIV turn LEFT, intercept AFI R155, at D9.0 AFI turn LEFT, intercept HUL R268 inbound, turn RIGHT, intercept AFI R137 to ROUSY.

CHANGES: Procedure renumbered, radials from HUL VOR, radials from AFI VOR, radial from BUB VOR, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SOPOK 5D [SOPO5D]
(RWY 25L/R)

FOR FOUR-ENGINED AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

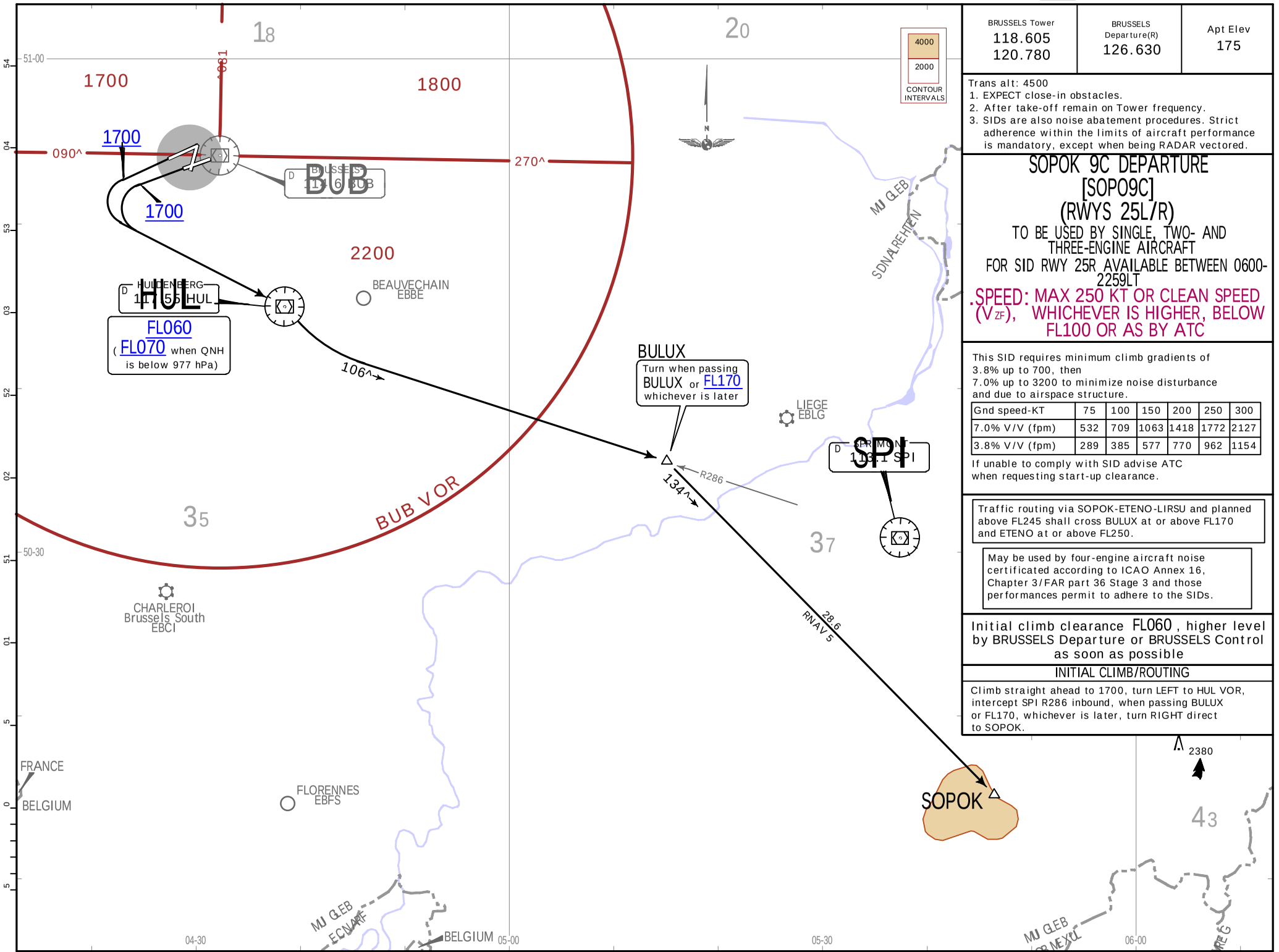
Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

INITIAL CLIMB/ROUTING

Climb straight ahead, at 4000 or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R286 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

CHANGES: Procedure renumbered, radial from HUL VOR, radial from SPI VOR, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SOPOK 9C DEPARTURE [SOPO9C] (RWYS 25L/R)

TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT

FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

INITIAL CLIMB/ROUTING

Climb straight ahead to 1700, turn LEFT to HUL VOR, intercept SPI R286 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

SOPOK 7F [SOPO7F]
SOPOK 8L
DEPARTURES

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

To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

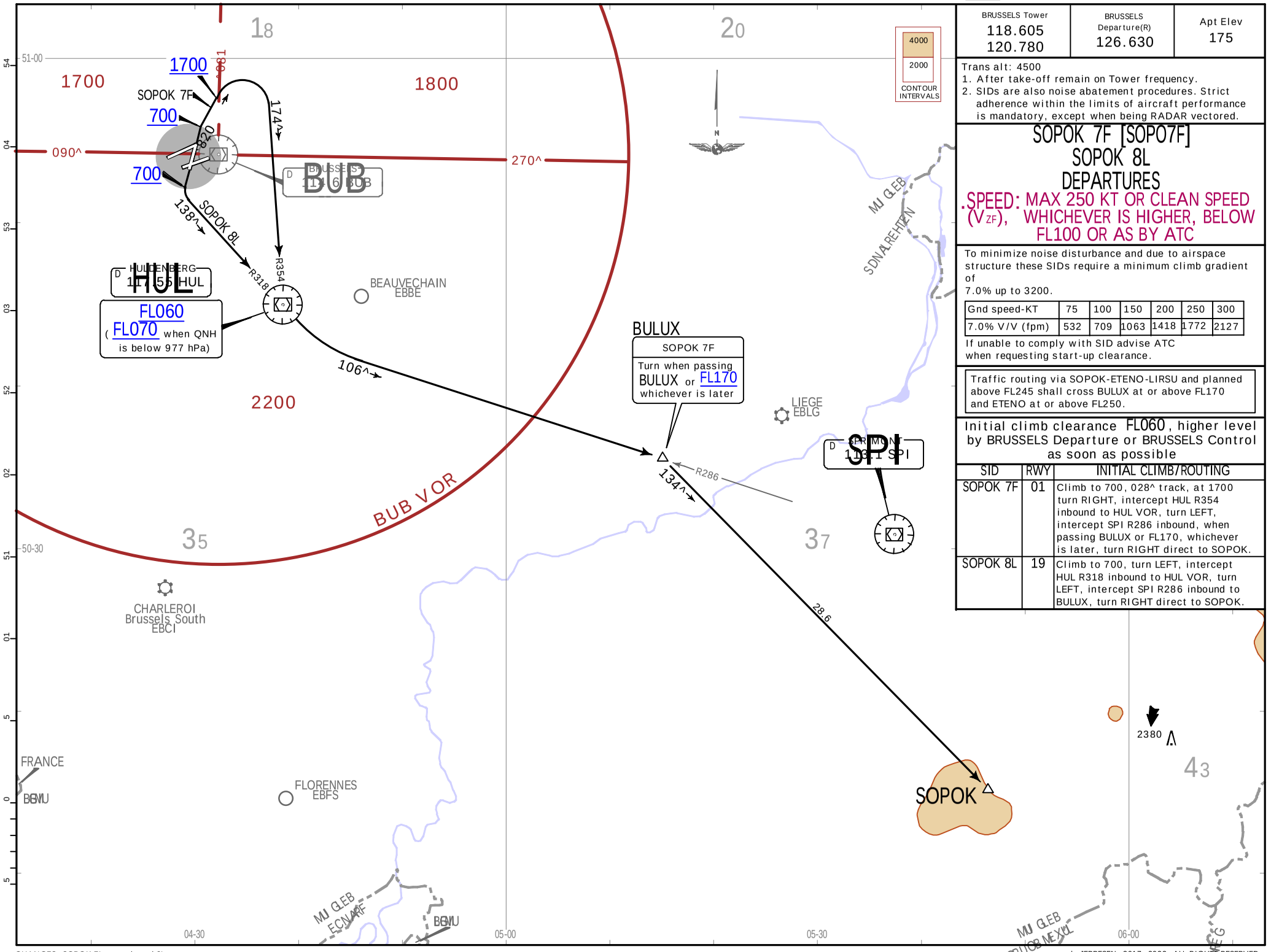
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

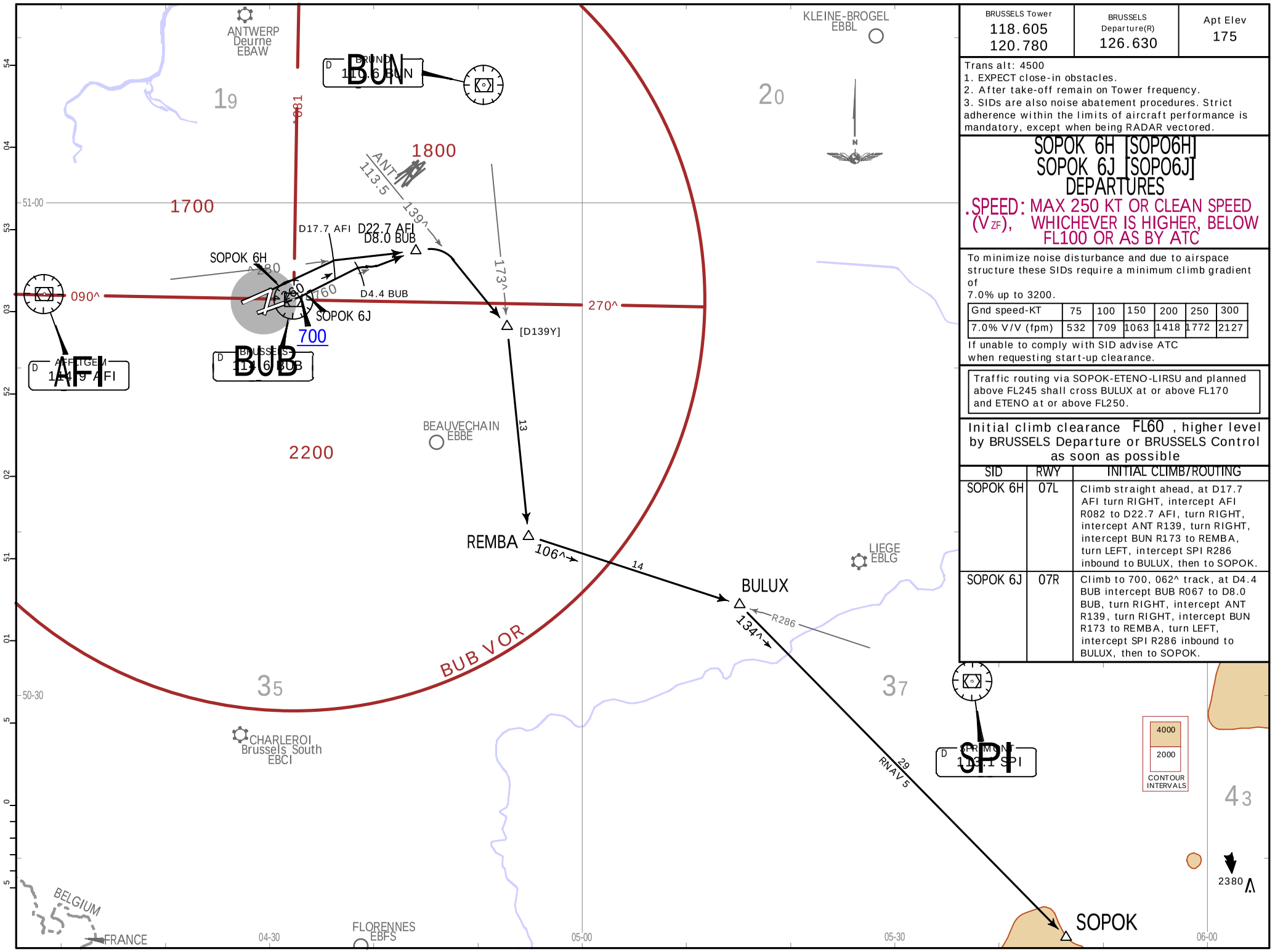
Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 7F	01	Climb to 700, 028^ track, at 1700 turn RIGHT, intercept HUL R354 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.
SOPOK 8L	19	Climb to 700, turn LEFT, intercept HUL R318 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound to BULUX, turn RIGHT direct to SOPOK.



CHANGES: SOPOK 7L renumbered 8L.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SOPOK 6H [SOPO6H]
SOPOK 6J [SOPO6J]
DEPARTURES

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

To minimize noise disturbance and due to airspace structure these SIDs require a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

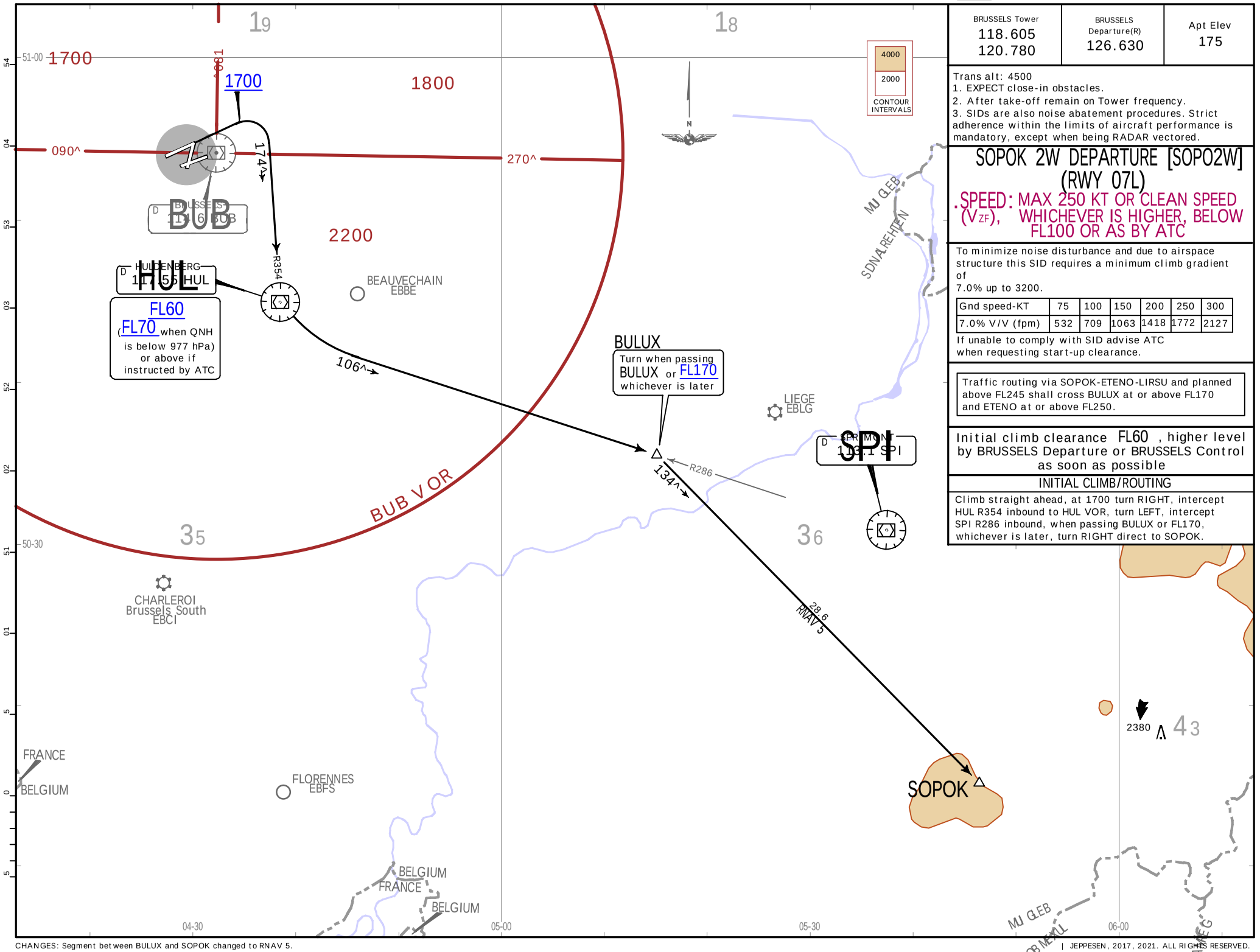
If unable to comply with SID advise ATC when requesting start-up clearance.

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 6H	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R082 to D22.7 AFI, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, turn LEFT, intercept SPI R286 inbound to BULUX, then to SOPOK.
SOPOK 6J	07R	Climb to 700, 062^ track, at D4.4 BUB intercept BUB R067 to D8.0 BUB, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, turn LEFT, intercept SPI R286 inbound to BULUX, then to SOPOK.

CHANGES: Segment between BULUX and SOPOK changed to RNAV 5.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SOPOK 2W DEPARTURE [SOPO2W] (RWY 07L)

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

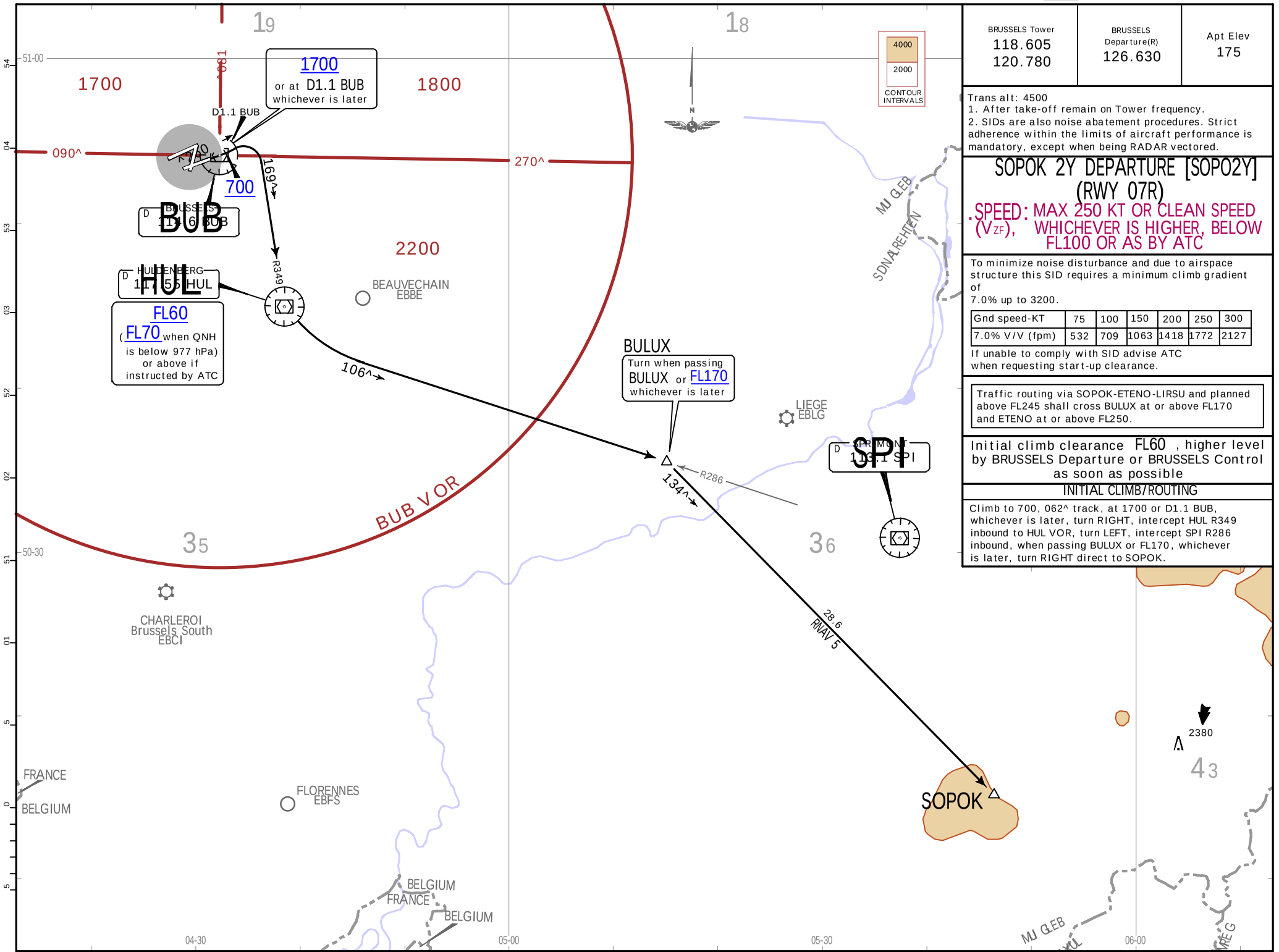
Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

INITIAL CLIMB/ROUTING

Climb straight ahead, at 1700 turn RIGHT, intercept HUL R354 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

CHANGES: Segment between BULUX and SOPOK changed to RNAV 5.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

SOPOK 2Y DEPARTURE [SOPO2Y] (RWY 07R)

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

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

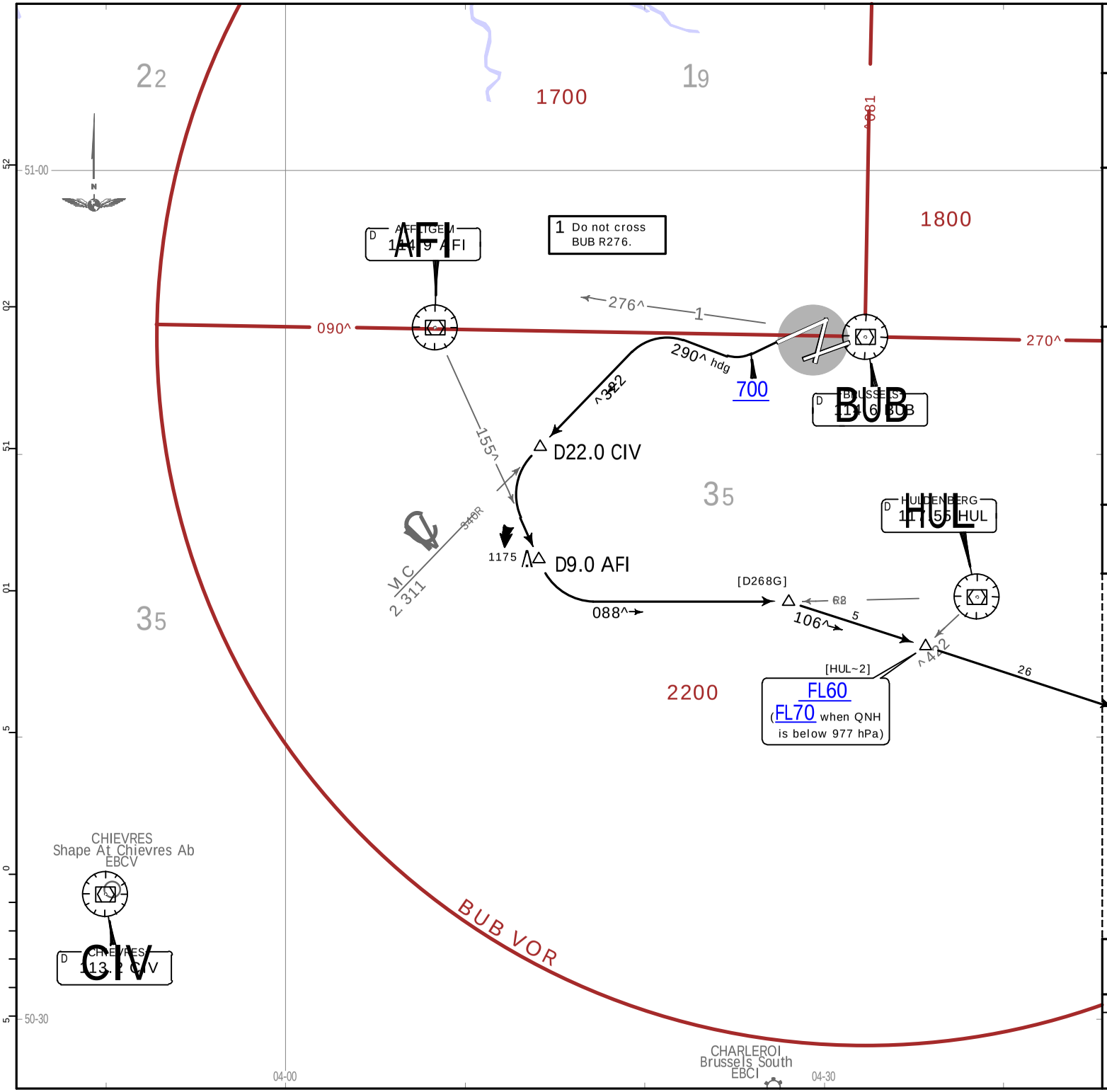
Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at 1700 or D1.1 BUB, whichever is later, turn RIGHT, intercept HUL R349 inbound to HUL VOR, turn LEFT, intercept SPI R286 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

CHANGES: Segment between BULUX and SOPOK changed to RNAV 5.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SOPOK 7Z DEPARTURE
[SOPO7Z]
(RWY 25R)

AVAILABLE BETWEEN 2300-0559LT

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Traffic routing via SOPOK-ETENO-LIRSU and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

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

INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT, 290^ heading, intercept CIV R043 inbound, at D22.0 CIV turn LEFT, intercept AFI R155, at D9.0 AFI turn LEFT, intercept HUL R268 inbound, intercept SPI R286 inbound to BULUX, then to SOPOK.

CHANGES: Database identifier HUL~2 added.

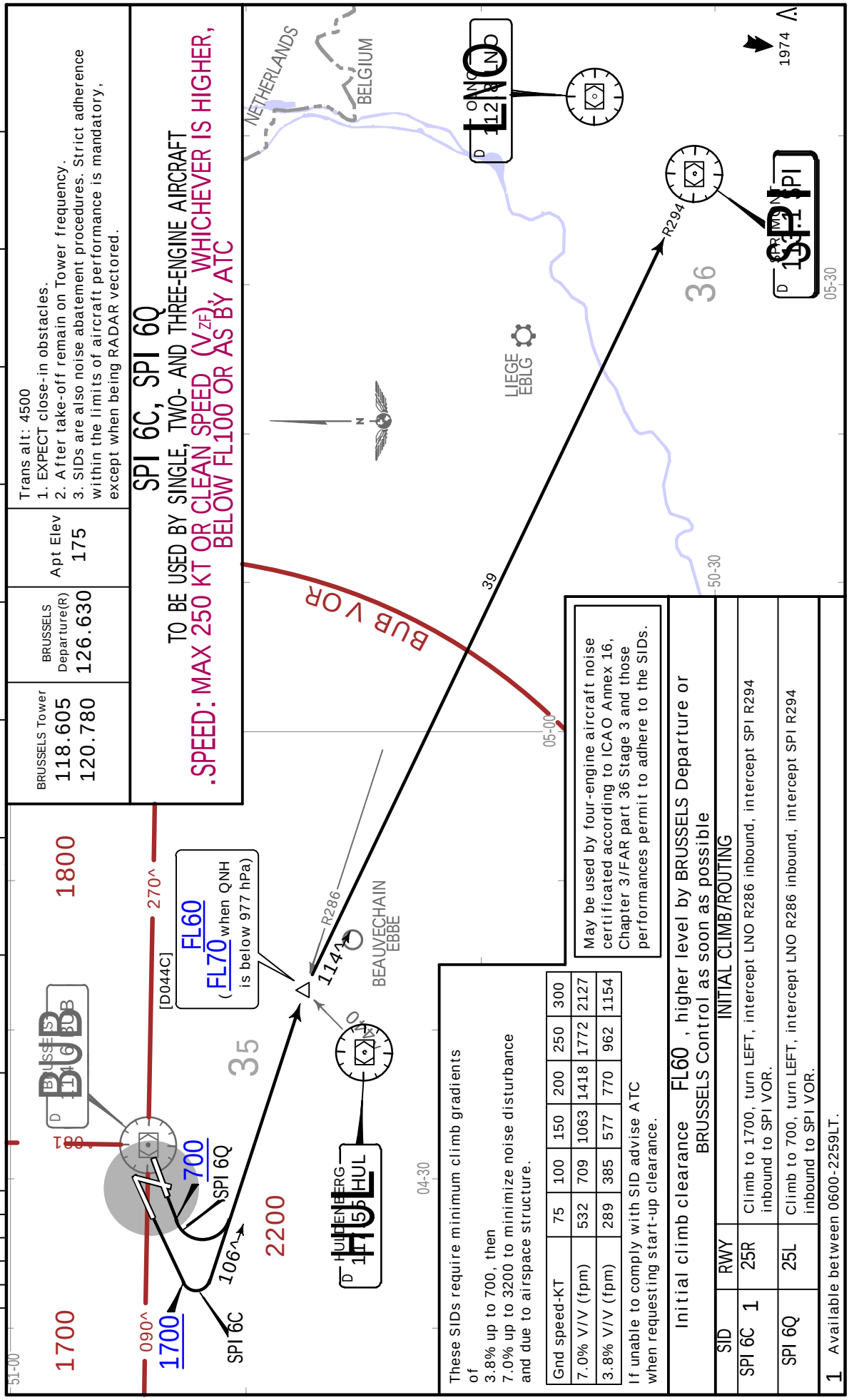
BRUSSELS Tower 118.605 120.780
BRUSSELS Departure(R) 126.630
Apt Elev 175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SPI 6C, SPI 6Q

TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT

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



These SIDs require minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and those performances permit to adhere to the SIDs.

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

SID	RWY	INITIAL CLIMB/ROUTING
SPI 6C 1	25R	Climb to 1700, turn LEFT, intercept LNO R286 inbound, intercept SPI R294 inbound to SPI VOR.
SPI 6Q	25L	Climb to 700, turn LEFT, intercept LNO R286 inbound, intercept SPI R294 inbound to SPI VOR.

1 Available between 0600-2259LT.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-3U) .Eff.28.Jan.

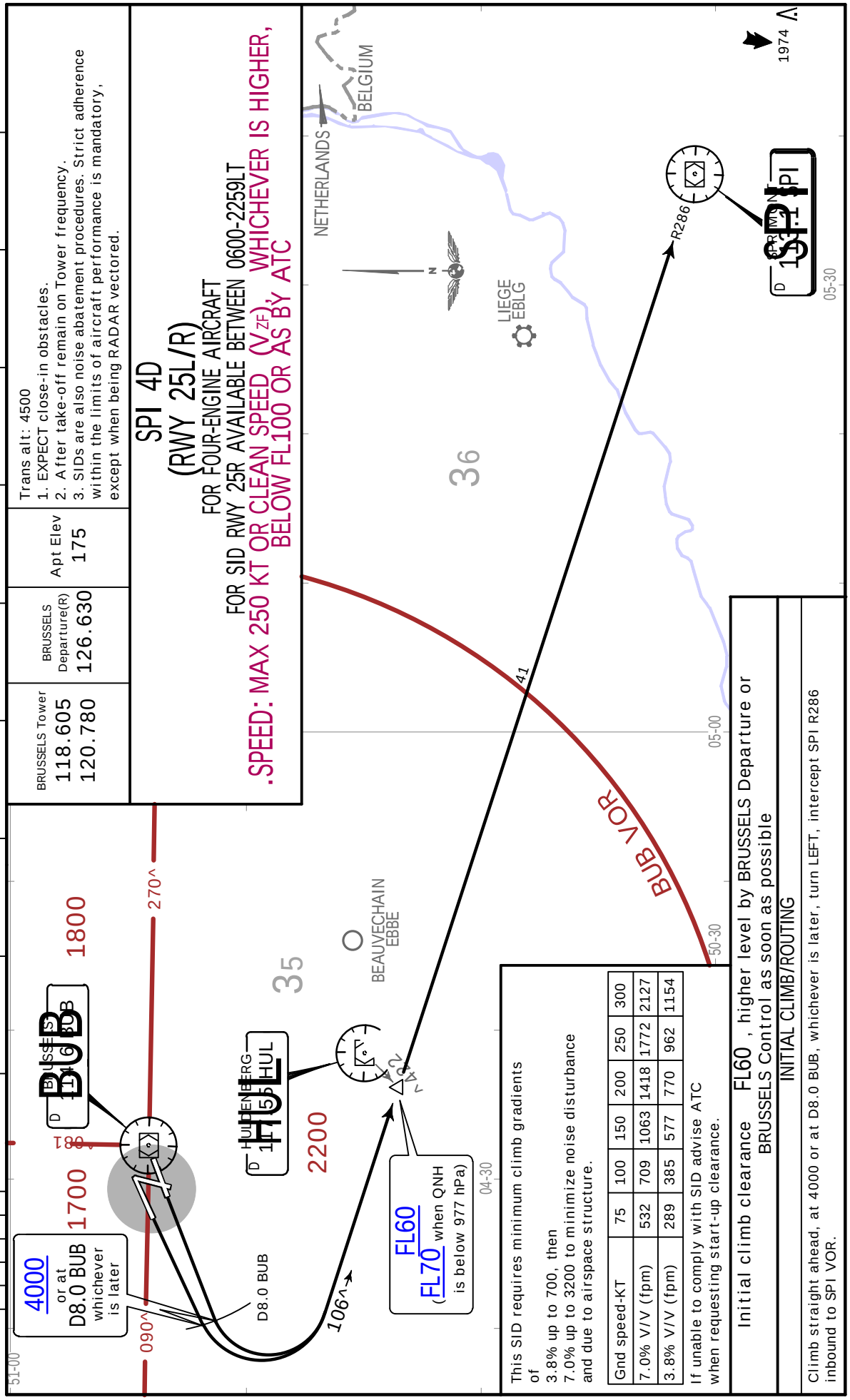
BRUSSELS, BELGIUM
.SID.

SPI 4D
(RWY 25L/R)
FOR FOUR-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.



This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

INITIAL CLIMB/ROUTING

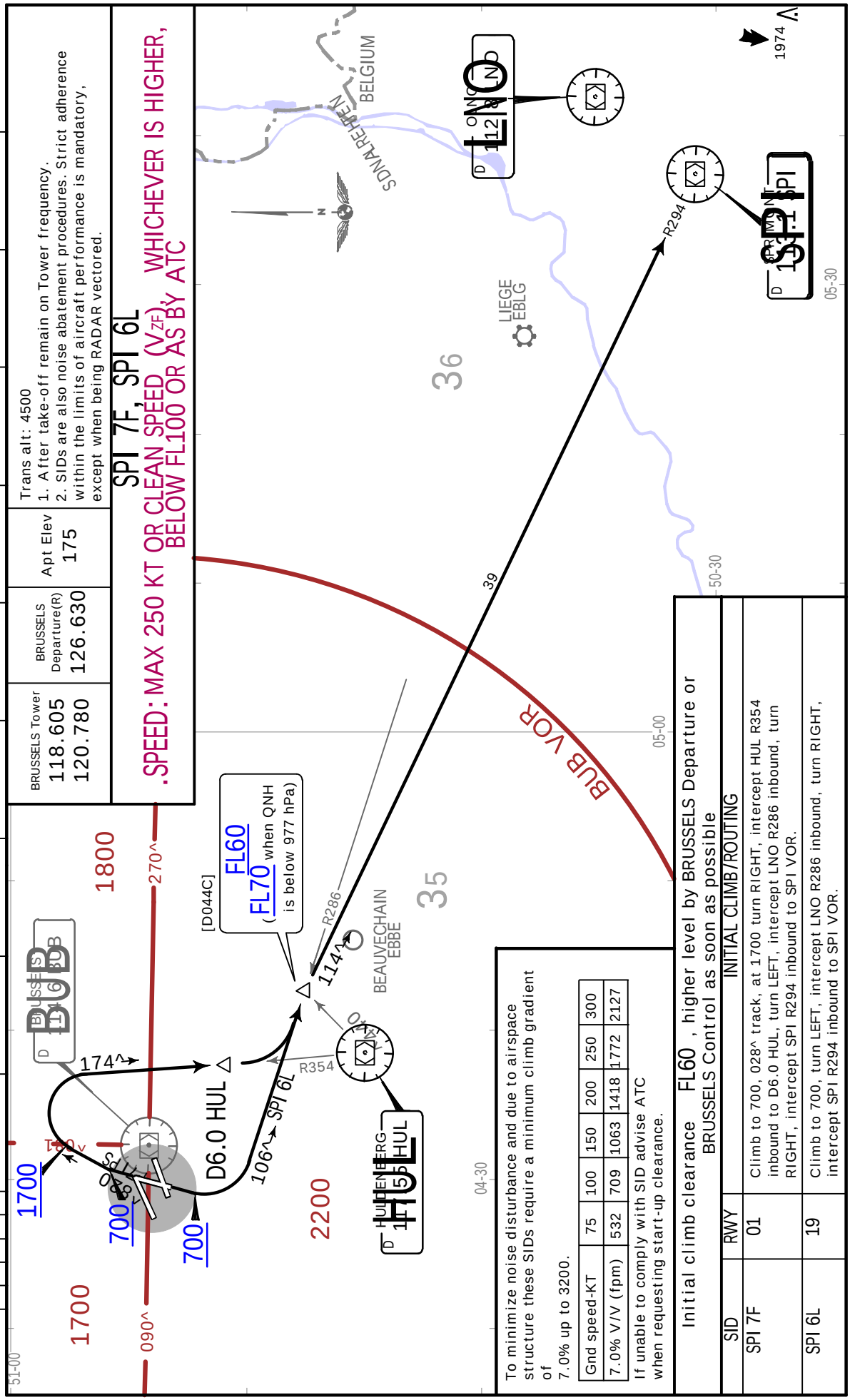
Climb straight ahead, at 4000 or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R286 inbound to SPI VOR.

CHANGES: Procedure renumbered, radials, routing text.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-3V) .Eff.28.Jan.

BRUSSELS, BELGIUM
.SID.

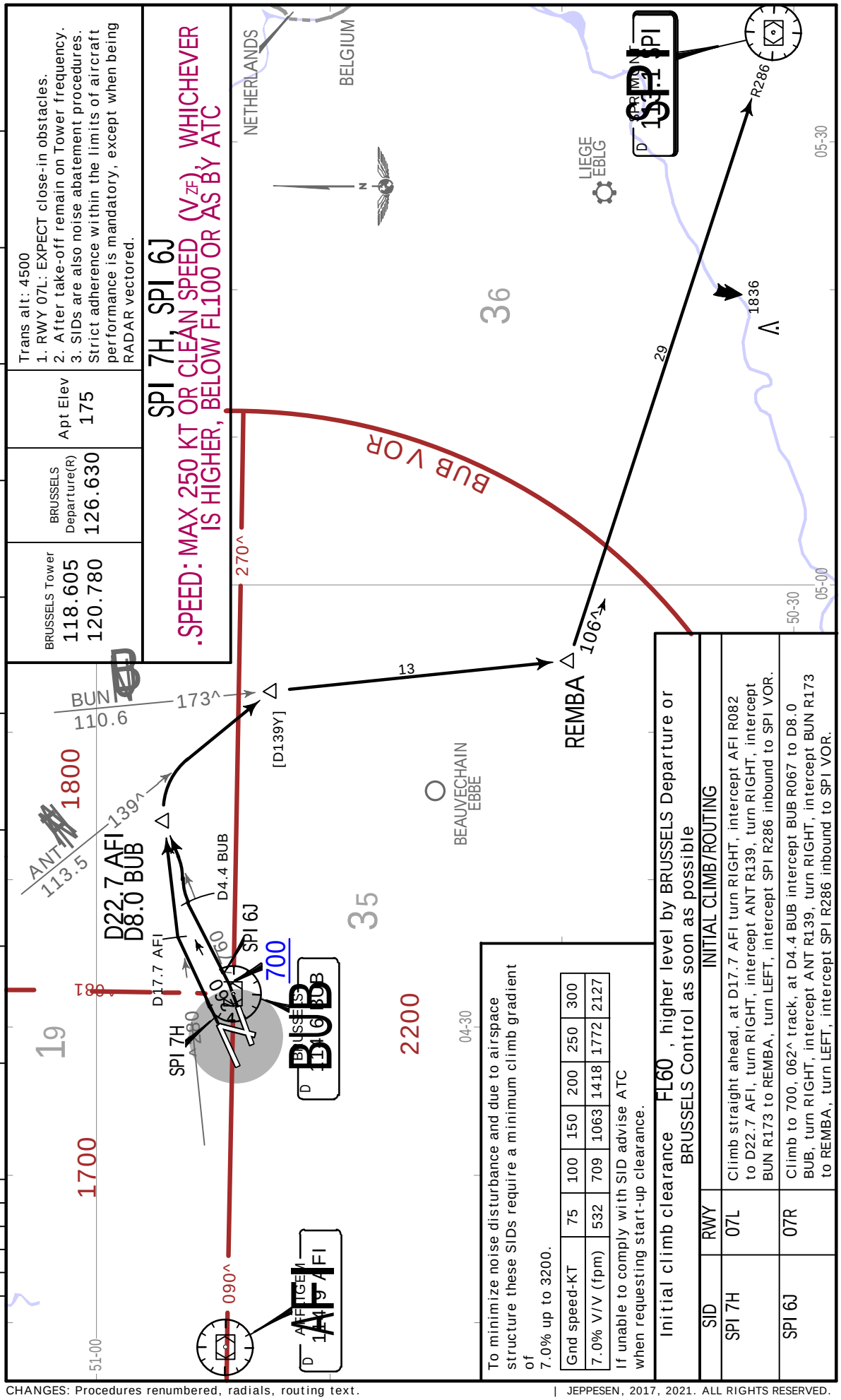


CHANGES: Procedures renumbered, radials, routing text.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
22 JAN 21 (10-3V1) .Eff.28.Jan.

BRUSSELS, BELGIUM
.SID.



Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	INITIAL CLIMB/ROUTING
SPI 7H	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R082 to D22.7 AFI, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, turn LEFT, intercept SPI R286 inbound to SPI VOR.
SPI 6J	07R	Climb to 700, 062^ track, at D4.4 BUB intercept BUB R067 to D8.0 BUB, turn RIGHT, intercept ANT R139, turn RIGHT, intercept BUN R173 to REMBA, turn LEFT, intercept SPI R286 inbound to SPI VOR.

CHANGES: Procedures renumbered, radials, routing text.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN

22 JAN 21 10-3V2 .Eff.28.Jan.

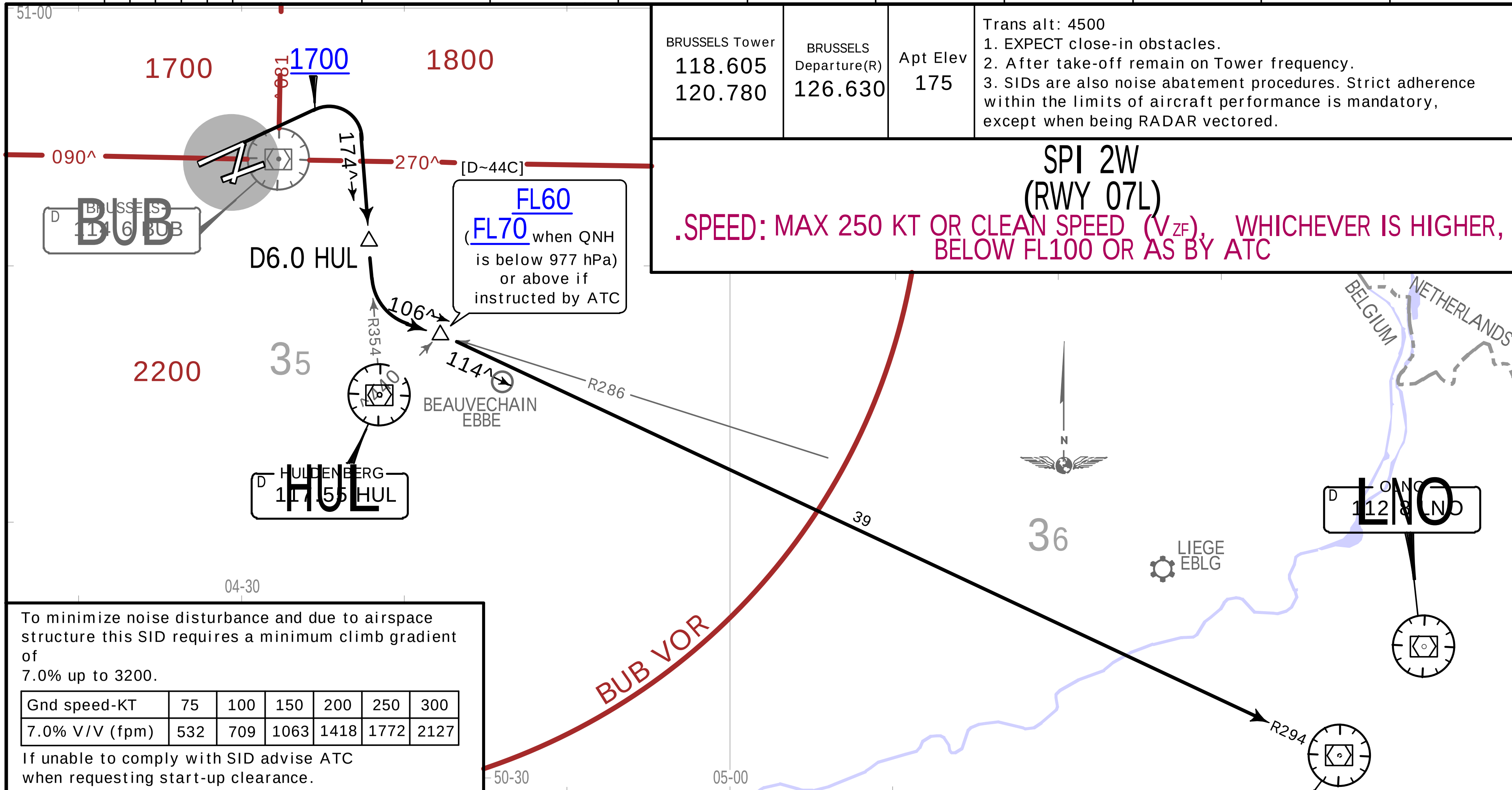
BRUSSELS, BELGIUM
.SID.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500

1. EXPECT close-in obstacles.
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.

SPI 2W
(RWY 07L)

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



To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

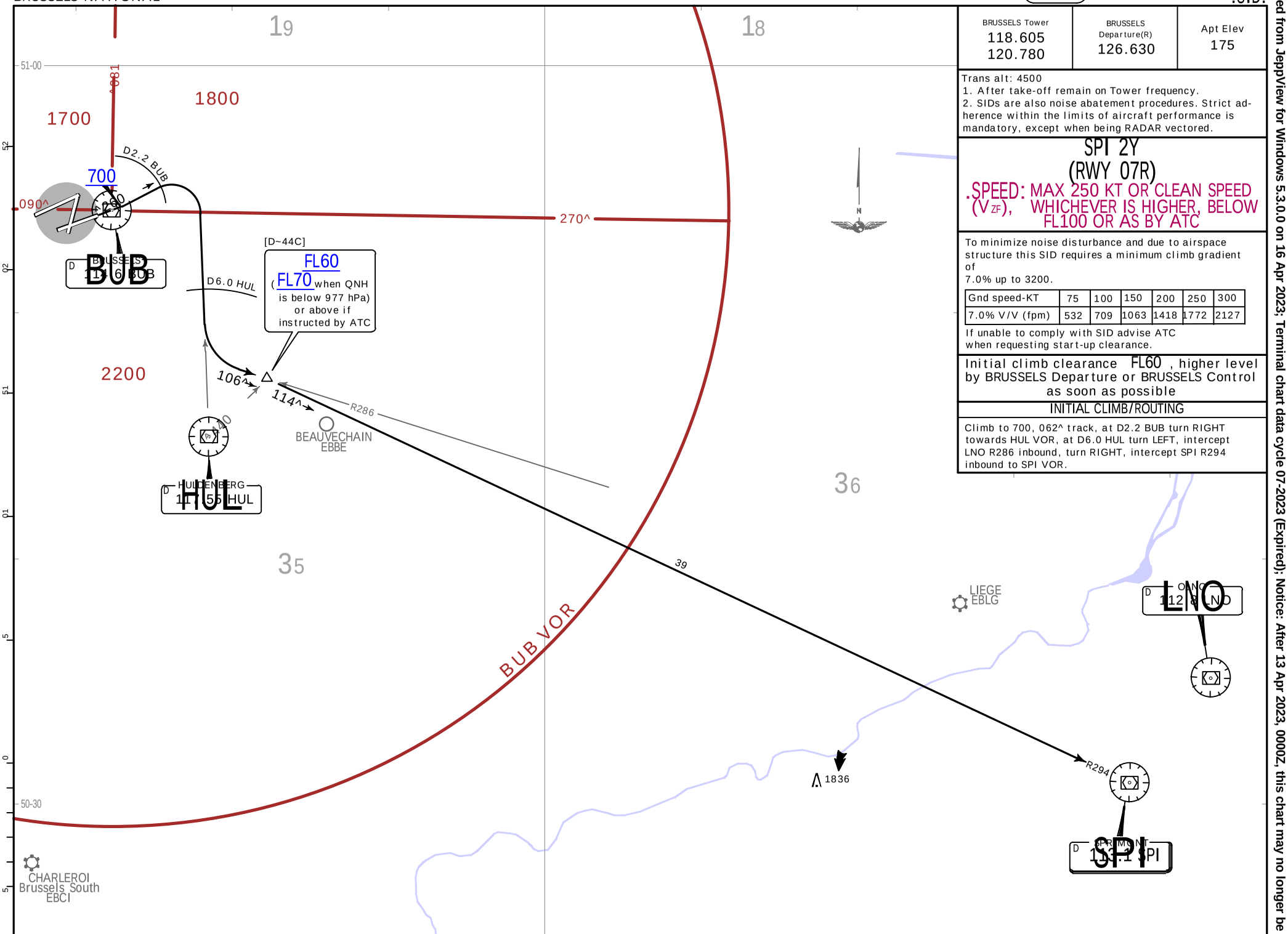
If unable to comply with SID advise ATC when requesting start-up clearance.

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

INITIAL CLIMB/ROUTING

Climb straight ahead to 1700, turn RIGHT, intercept HUL R354 inbound to D6.0 HUL, turn LEFT, intercept LNO R286 inbound, turn RIGHT, intercept SPI R294 inbound to SPI VOR.

CHANGES: Procedure renumbered, radials, routing text.



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

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.

SPI 2Y
(RWY 07R)
.SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

To minimize noise disturbance and due to airspace structure this SID requires a minimum climb gradient of
7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

INITIAL CLIMB/ROUTING

Climb to 700, 062^ track, at D2.2 BUB turn RIGHT towards HUL VOR, at D6.0 HUL turn LEFT, intercept LNO R286 inbound, turn RIGHT, intercept SPI R294 inbound to SPI VOR.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
1. EXPECT close-in obstacles.
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.

SPI 7Z DEPARTURE (RWY 25R)

AVAILABLE BETWEEN 2300-0559LT

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

This SID requires minimum climb gradients of
3.8% up to 700, then
7.0% up to 3200 to minimize noise disturbance and due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

INITIAL CLIMB/ROUTING

Climb to 700, turn RIGHT, 290^ heading, intercept CIV R043 inbound, at D22.0 CIV turn LEFT, intercept AFI R155, at D9.0 AFI turn LEFT, intercept HUL R268 inbound to HUL VOR, intercept SPI R289 inbound to SPI VOR.

1 Do not cross BUB R276.

AFFIGEM
114.9 AFI

BRUSSELS
114.6 BUB

HULDENBERG
117.55 HUL

SPRIMONT
113.1 SPI

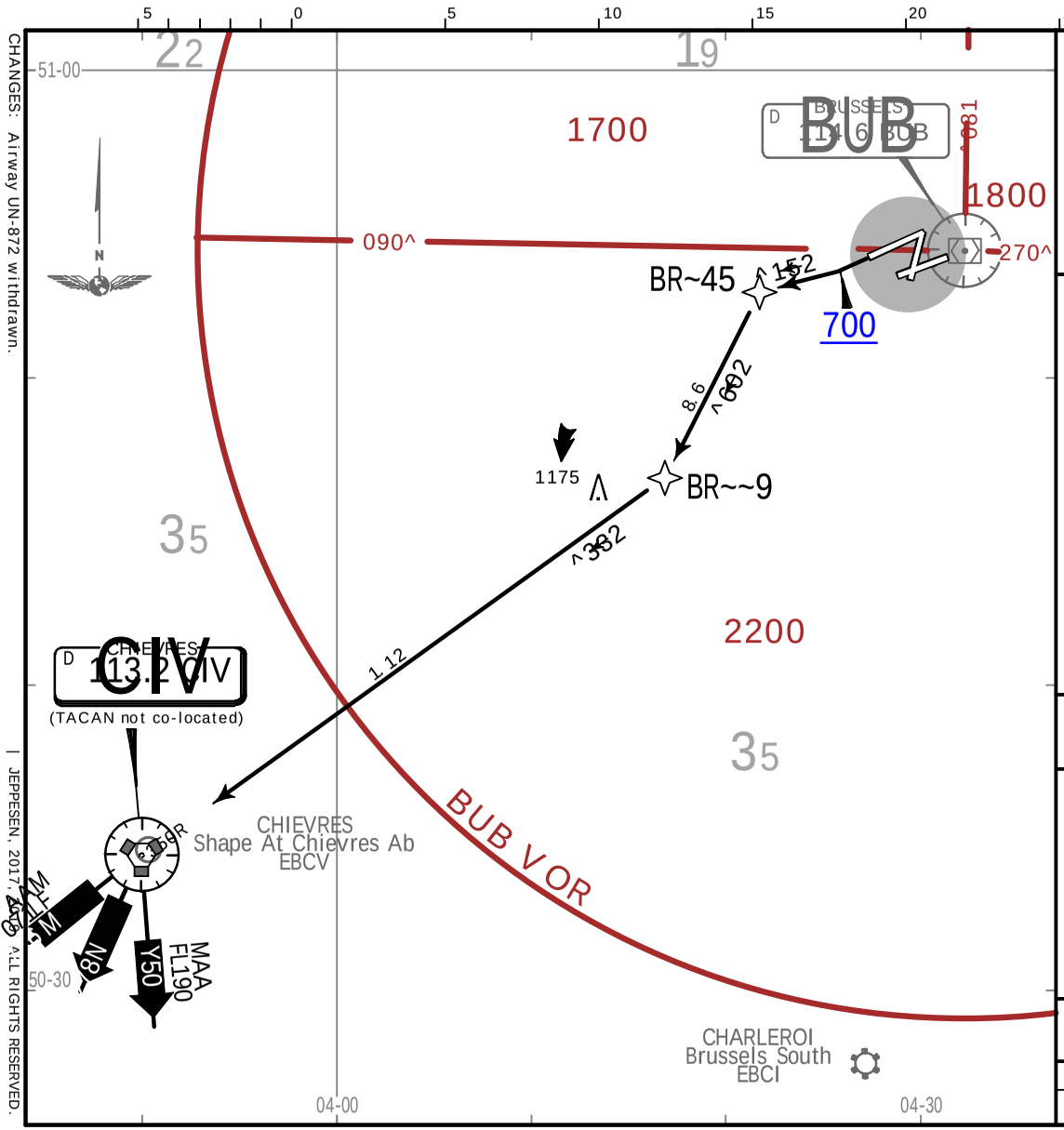
BEAUVECHAIN
EBBE

CHARLEROI
Brussels South
EBCI

BUB VOR

1194

NOT TO SCALE



BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	184

Trans alt: 4500
1. RNAV 1.
2. EXPECT close-in obstacles.
3. After take-off remain on Tower frequency.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

CIV 2D
RNAV DEPARTURE (OVERLAY 10-3G8) (RWY 25R)

AVAILABLE BETWEEN 2300-0559LT, MON-FRI, H24 DURING SAT & SUN
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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

Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

This SID requires minimum climb gradients of
3.8% up to 700, then 7.0% up to 3200 to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

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

ROUTING

(700) - BR~45 - BR~~9 - CIV VOR.

CHANGES: Airway UN-872 withdrawn.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
29 NOV 19 (10-3V6) .Eff.5.Dec.

BRUSSELS, BELGIUM
.RNAV.SID.(OVERLAY).

BRUSSELS Tower 118.605 120.780

BRUSSELS Departure(R) 126.630

Apt Elev 184

Trans alt: 4500
1. RNAV 1.
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.

CIV 2L
RNAV DEPARTURE (OVERLAY 10-3G4)
(RWY 19)

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAY N-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

Traffic routing via CIV VOR-MEDIL and planned above FL265 shall cross MEDIL at or above FL210.

To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

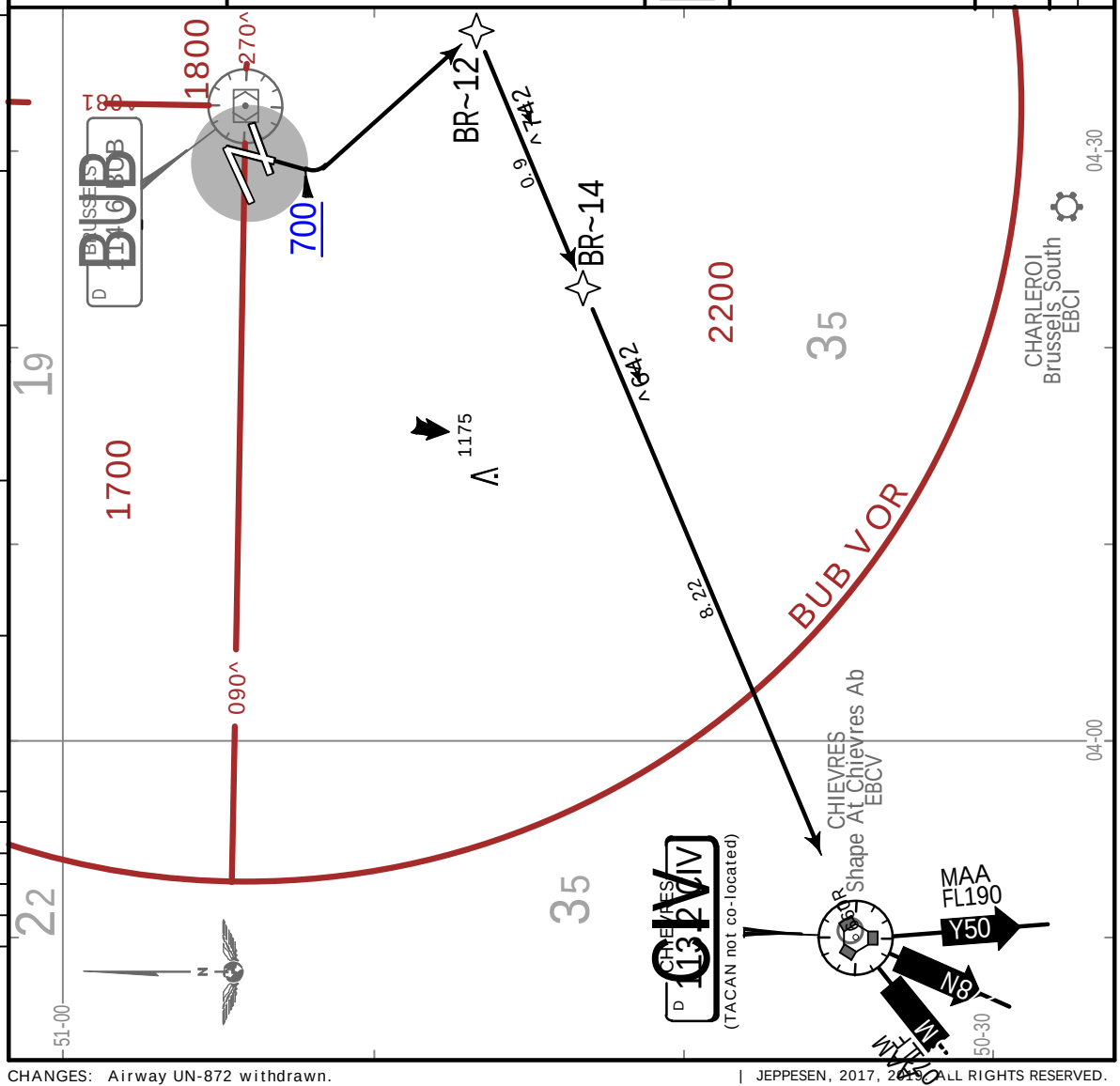
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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 possible

ROUTING

(700+) - BR-12 - BR-14 - CIV VOR.

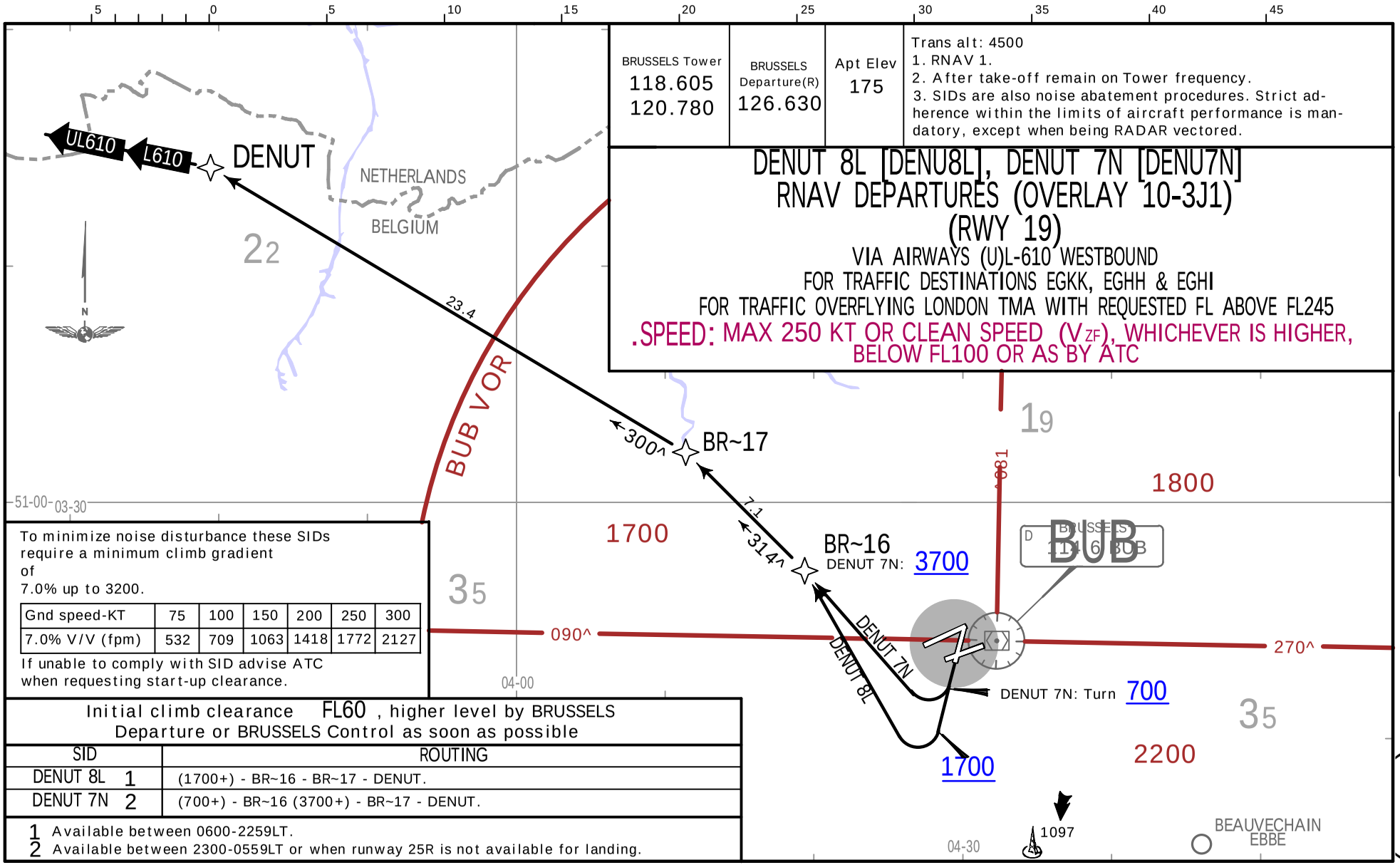


CHANGES: Airway UN-872 withdrawn.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RNAV 1. 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.

DENUT 8L [DENU8L], DENUT 7N [DENU7N] RNAV DEPARTURES (OVERLAY 10-3J1) (RWY 19)

VIA AIRWAYS (U)L-610 WESTBOUND
FOR TRAFFIC DESTINATIONS EGKK, EGHH & EGHI
FOR TRAFFIC OVERFLYING LONDON TMA WITH REQUESTED FL ABOVE FL245
.SPEED: 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 of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

SID		ROUTING
DENUT 8L	1	(1700+) - BR~16 - BR~17 - DENUT.
DENUT 7N	2	(700+) - BR~16 (3700+) - BR~17 - DENUT.

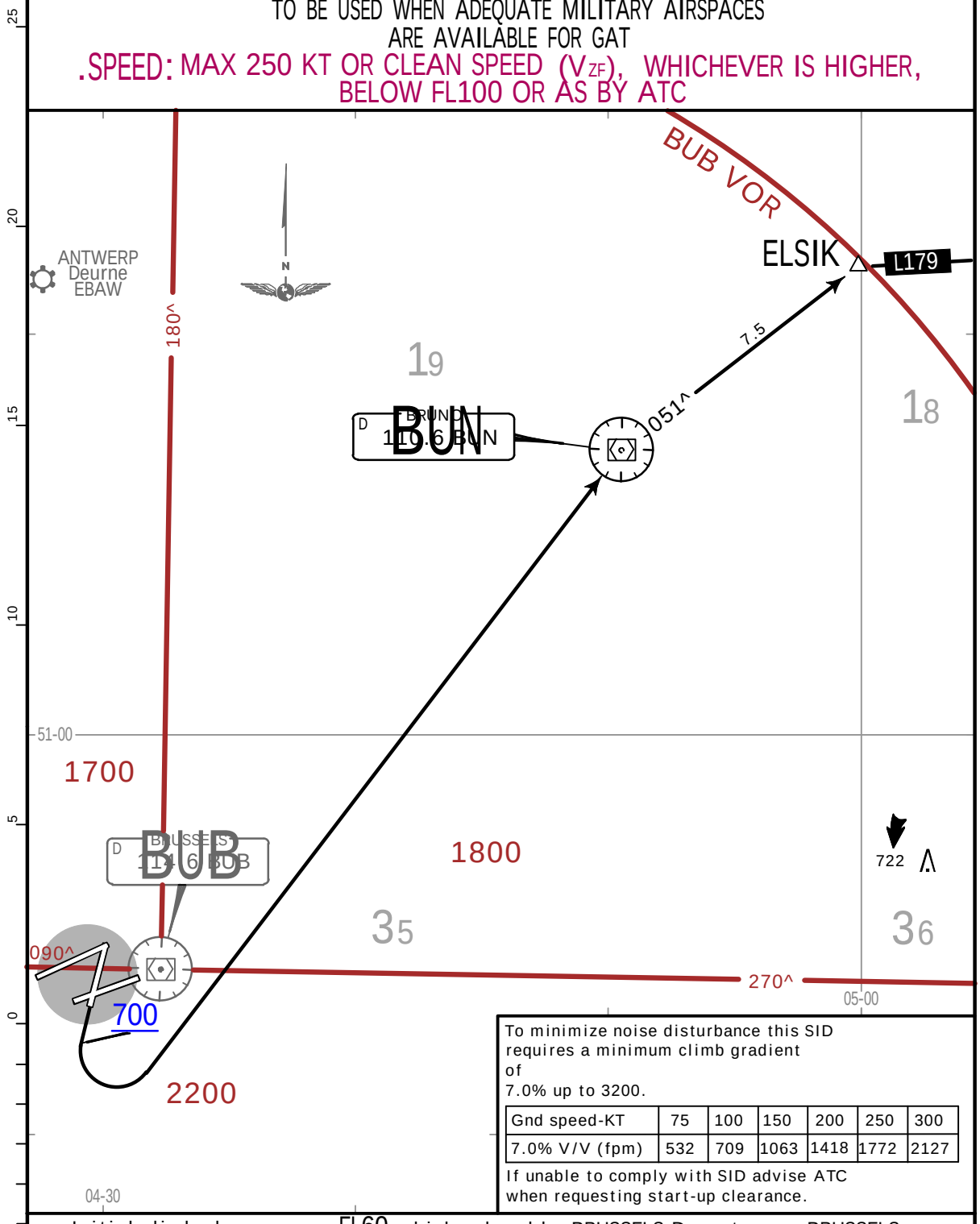
1 Available between 0600-2259LT.
2 Available between 2300-0559LT or when runway 25R is not available for landing.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RNAV 1. 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.

ELSIK 2L [ELSI2L] RNAV DEPARTURE (OVERLAY 10-3L) (RWY 19)

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, BELOW FL100 OR AS BY ATC



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	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 possible

ROUTING

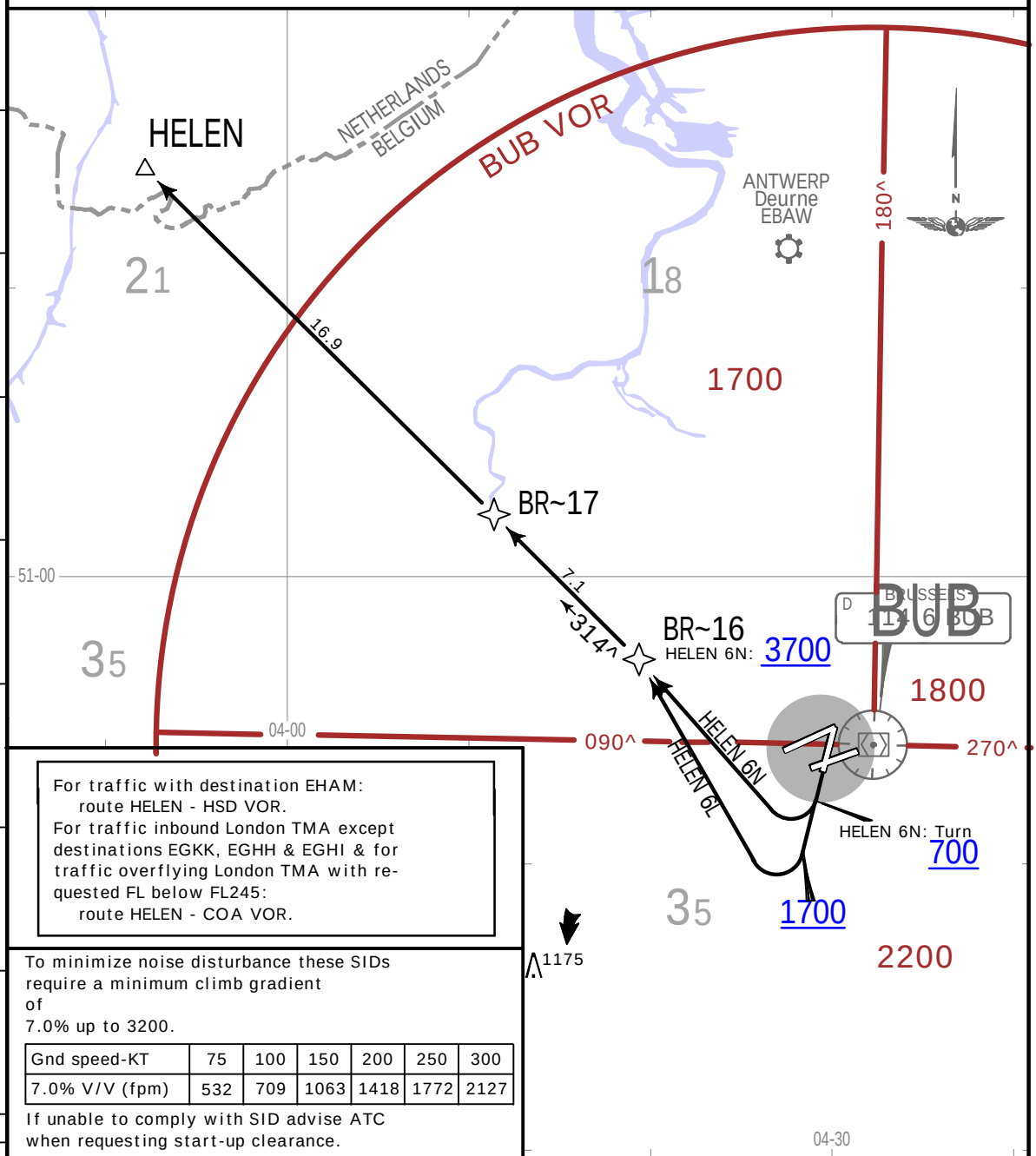
(700+) - BUN VOR - ELSIK.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 RNAV 1 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.

HELEN 6L [HELE6L], HELEN 6N [HELE6N] RNAV DEPARTURES (OVERLAY 10-3L2) (RWY 19)

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



For traffic with destination EHAM:
route HELEN - HSD VOR.
For traffic inbound London TMA except destinations EGKK, EGHH & EGHI & for traffic overflying London TMA with requested FL below FL245:
route HELEN - COA VOR.

To minimize noise disturbance these SIDs require a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

SID	ROUTING
HELEN 6L 1	(1700+) - BR~16 - BR~17 - HELEN.
HELEN 6N 2	(700+) - BR~16 (3700+) - BR~17 - HELEN.

1 Available between 0600-2259LT.
2 Available between 2300-0559LT or when runway 25R is not available for landing.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500

RNAV 1

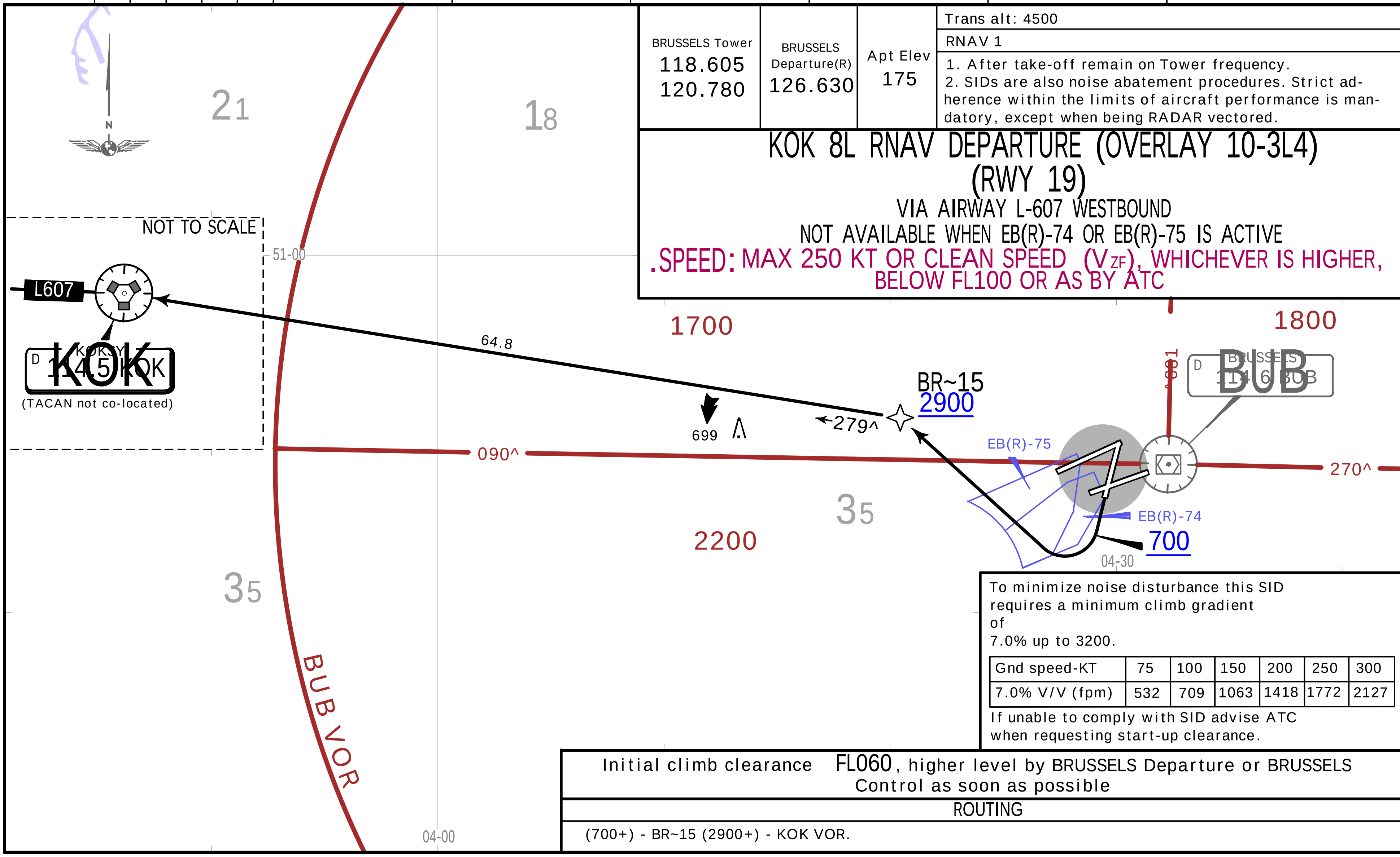
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

KOK 8L RNAV DEPARTURE (OVERLAY 10-3L4) (RWY 19)

VIA AIRWAY L-607 WESTBOUND

NOT AVAILABLE WHEN EB(R)-74 OR EB(R)-75 IS ACTIVE

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



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR~15 (2900+) - KOK VOR.

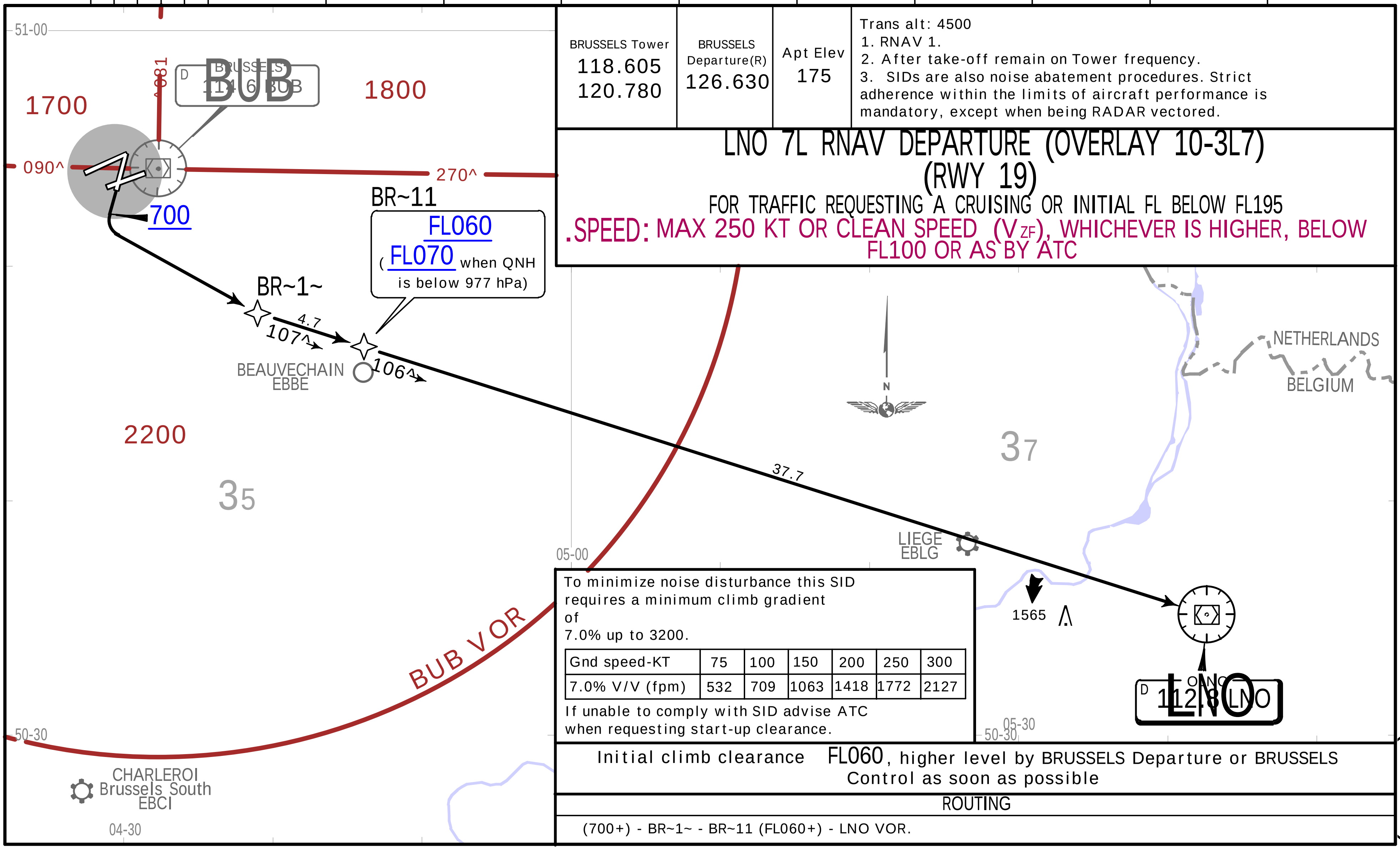
CHANGES: TSA SUMMIT 1 & TSA SUMMIT 2 replaced by EB(R)-74 & EB(R)-75.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RNAV 1. 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.

LNO 7L RNAV DEPARTURE (OVERLAY 10-3L7)
(RWY 19)

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

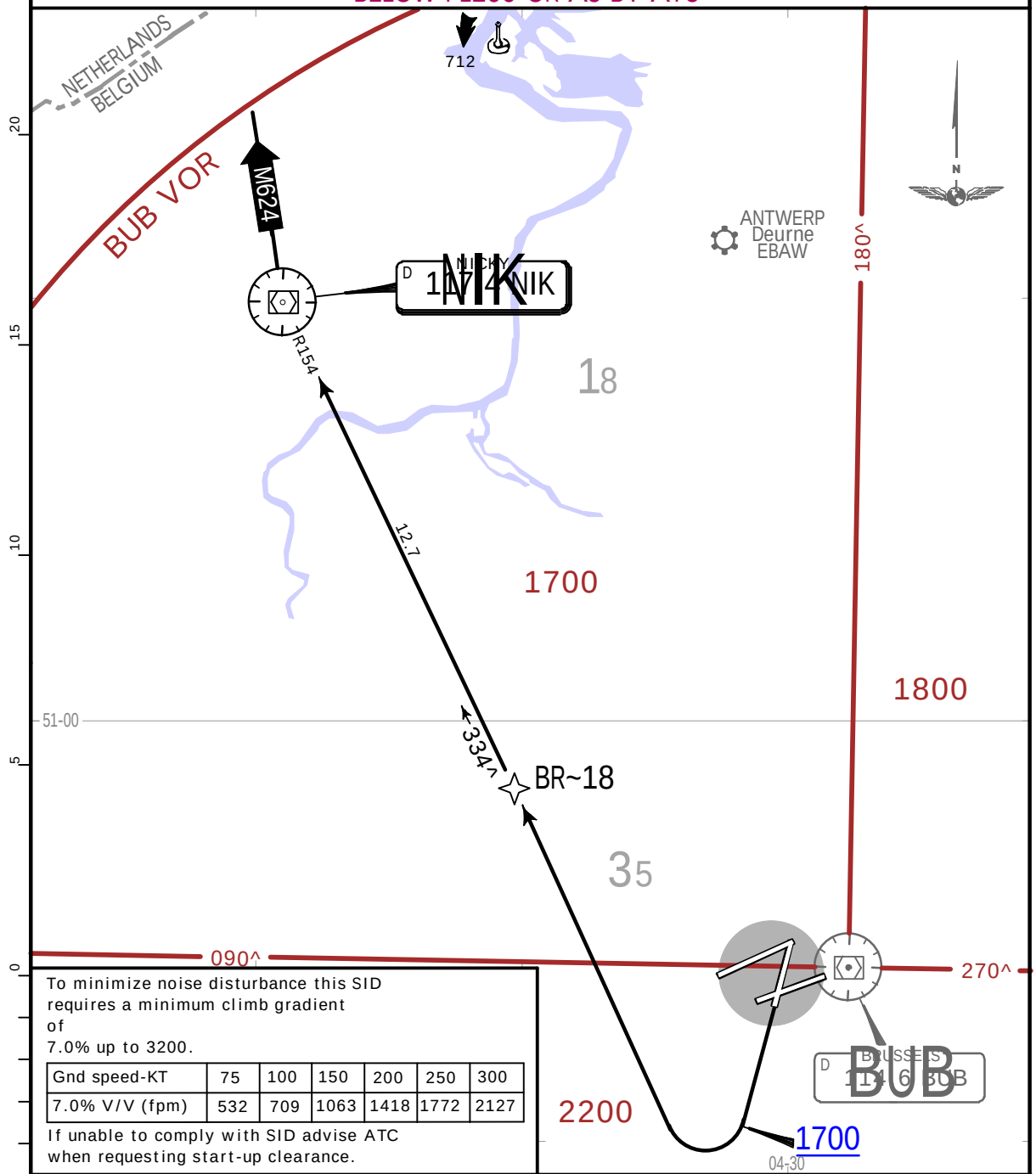
(700+) - BR~1~ - BR~11 (FL060+) - LNO VOR.

CHANGES: Crossing altitude at BR~11.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RNAV 1. 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.

NIK 3L RNAV DEPARTURE (OVERLAY 10-3N3)
(RWY 19)

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



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

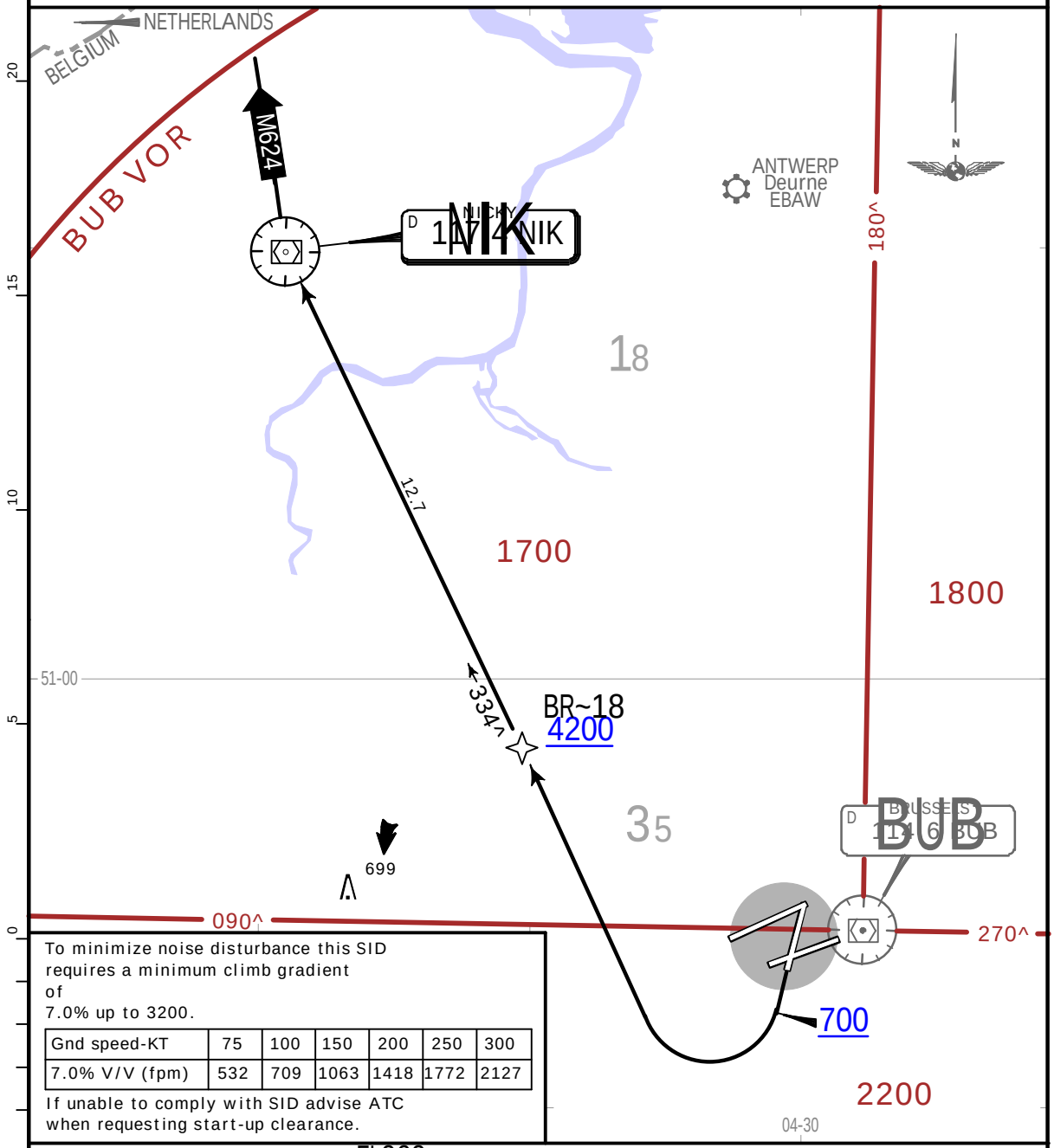
(1700+) - BR~18 - NIK VOR.

CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 RNAV 1 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.

NIK 5N
RNAV DEPARTURE (OVERLAY 10-3N4)
(RWY 19)

AVAILABLE BETWEEN 2300-0559LT OR WHEN RUNWAY 25R IS NOT AVAILABLE
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



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR~18 (4200+) - NIK VOR.

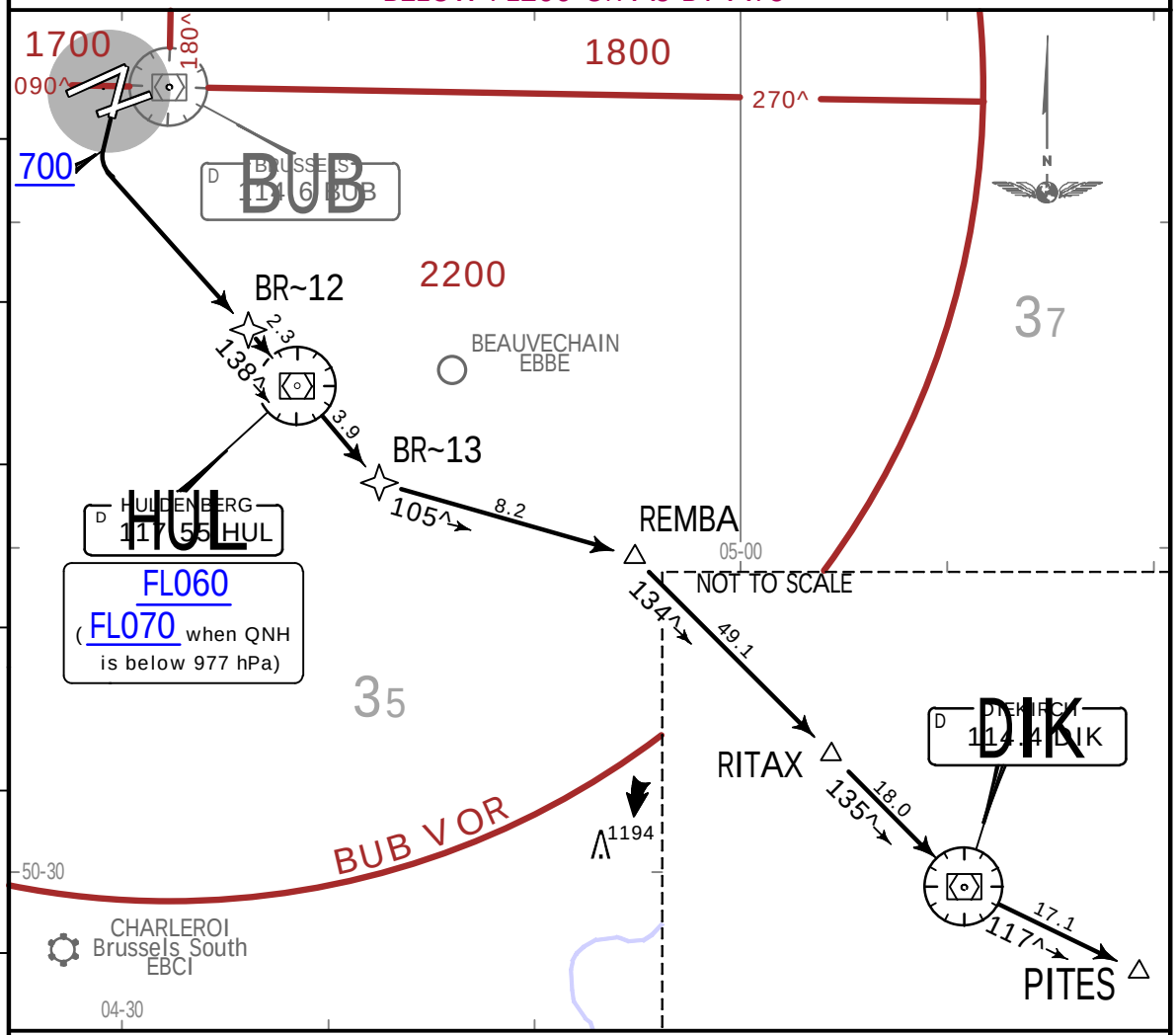
CHANGES: None.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	RNAV 1	Trans alt: 4500
118.605 120.780	126.630	175	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.	

PITES 9L RNAV DEPARTURE (OVERLAY 10-3Q2)
[PITE9L]
(RWY 19)

ONLY AVAILABLE IF AIRWAY M-150 (CDR1) BETWEEN DIK VOR & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN AIRWAY M-150 NOT AVAILABLE:
SOPOK 8L - SOPOK - ETENO
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 8L - SOPOK - RITAX - DIK VOR - PITES

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



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Traffic routing via RITAX - PITES and planned above FL245 shall cross RITAX or abeam RITAX at or above FL250.

Traffic routing via REMBA - RITAX shall cross REMBA at or above FL100.

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR~12 - HUL VOR (FL060+) - BR~13 - REMBA - RITAX - DIK VOR - PITES.

CHANGES: Procedure renumbered, crossing altitude at BR~12 withdrawn.

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500

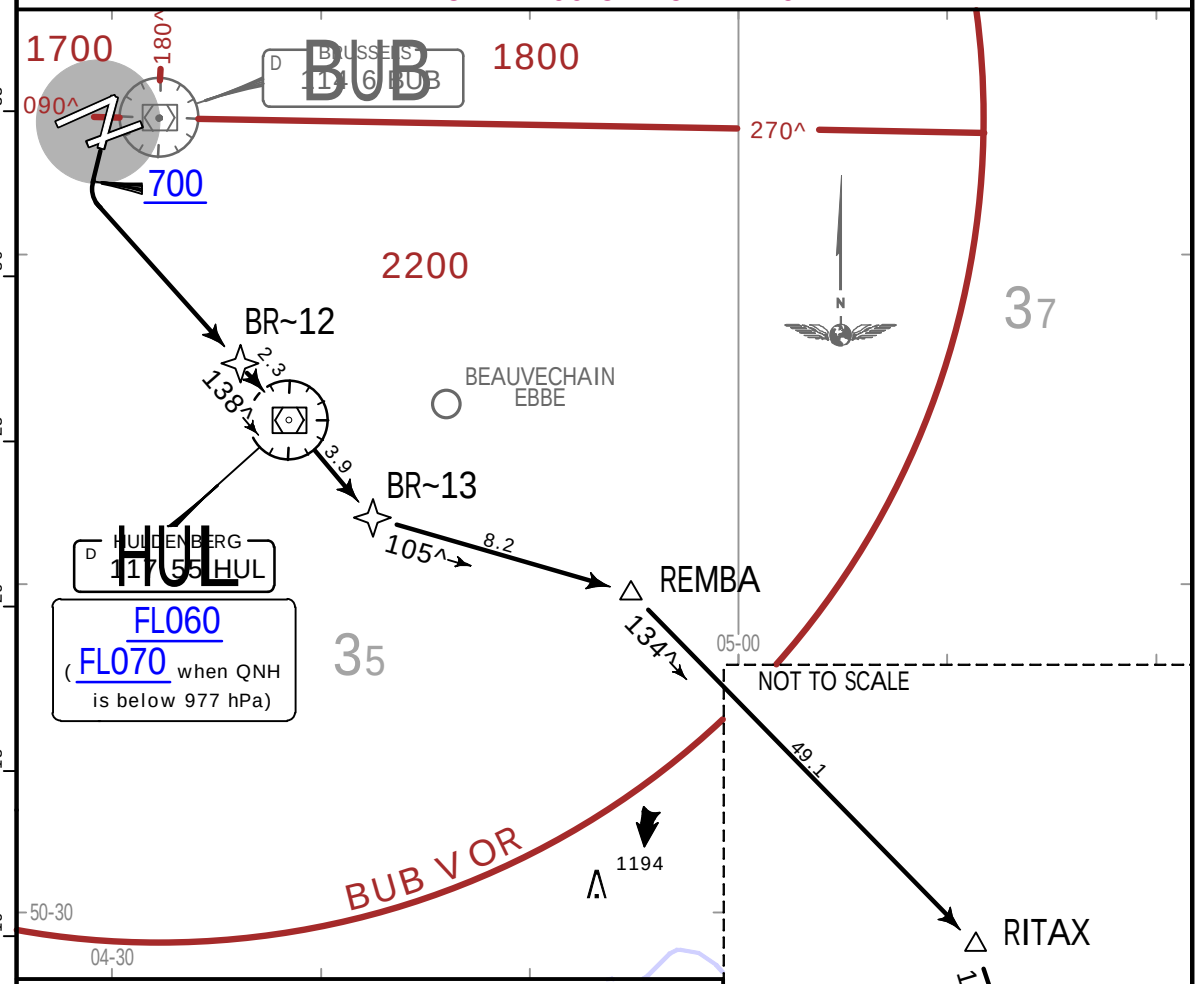
RNAV 1

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.

ROUSY 9L [ROUS9L] RNAV DEPARTURE (OVERLAY 10-3Q7) (RWY 19)

ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 8L - SOPOK - RITAX - ROUSY

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



Traffic routing via REMBA-RITAX shall cross REMBA at or above FL100.

Traffic routing via RITAX- ROUSY and planned above FL245 shall cross RITAX or abeam RITAX at or above FL250.

To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR~12 - HUL VOR (FL060+) - BR~13 - REMBA - RITAX - ROUSY.

CHANGES: Procedure renumbered, crossing altitude at BR~12 withdrawn.

SOPOK 8L [SOPO8L] RNAV DEPARTURE (OVERLAY 10-3T2)
(RWY 19)

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

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev
118.605 120.780	126.630	175

Trans alt: 4500
RNAV 1

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.

NOT TO SCALE

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR-12 - HUL VOR (FL060+) - BR-13 - REMBA - BULUX - SOPOK.

Traffic routing via SOPOK-ETENO-ROPUV and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

FL060
(FL070 when QNH is below 977 hPa)

SOPOK
BULUX
REMBA
BR~13
BR~12
HUL
BUB VOR
BEAUVECHAIN EBBE
LIEGE EBLG
NETHERLANDS
BELGIUM
1974
28.6
13.5
8.2
3.9
2.3
134
107
105
138
270^
090^
180
700
1800
1700
2200
37
35
05-30
05-00
04-30
50-50

EBBR/BRU
BRUSSELS NATIONAL

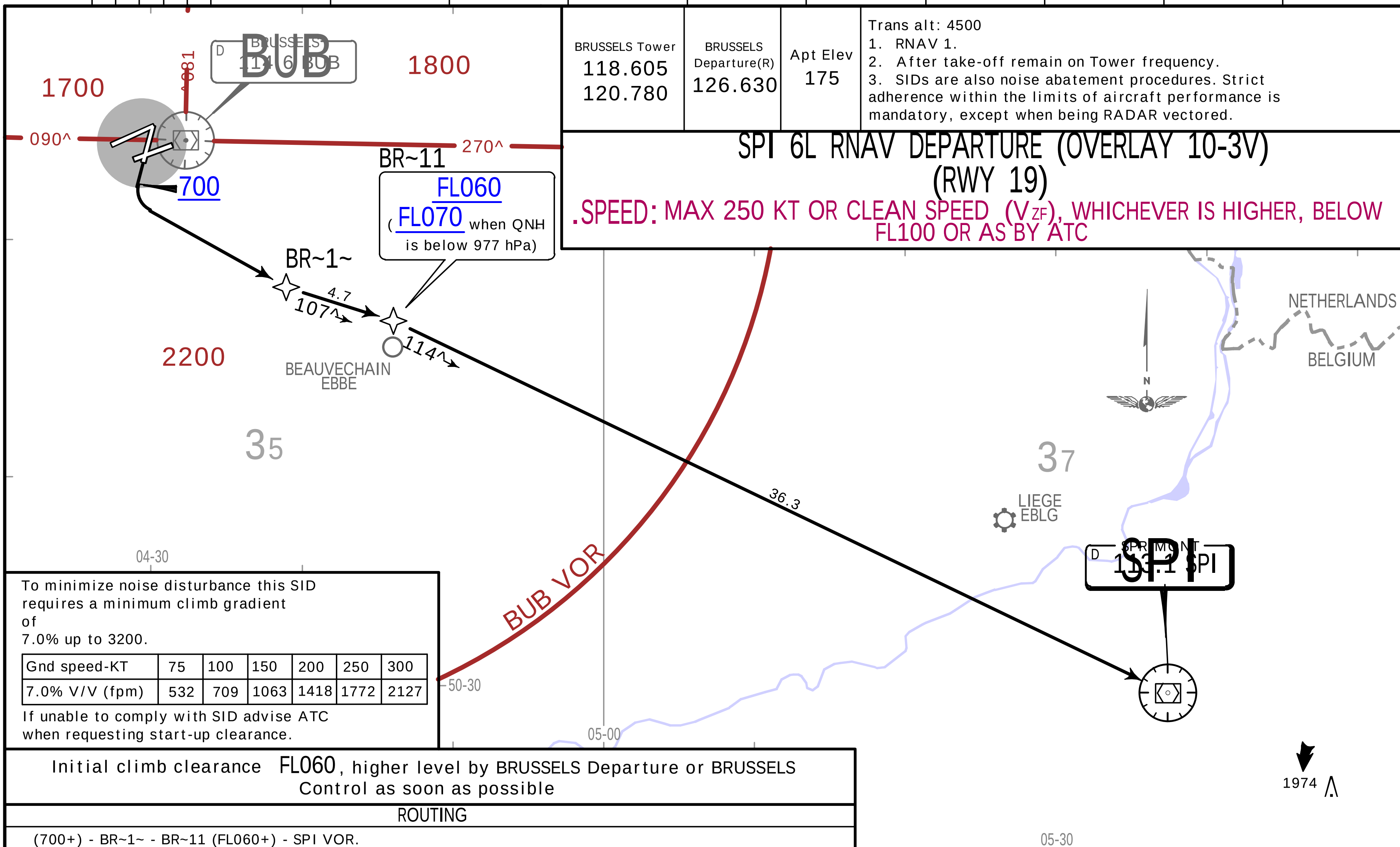
JEPPESEN 15 JUL 22 (10-3X7)

BRUSSELS, BELGIUM
.RNAV.SID.(OVERLAY).

BRUSSELS Tower	BRUSSELS Departure(R)	Apt Elev	
118.605 120.780	126.630	175	Trans alt: 4500 1. RNAV 1. 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.

SPI 6L RNAV DEPARTURE (OVERLAY 10-3V) (RWY 19)

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



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance FL060, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible

ROUTING

(700+) - BR~1~ - BR~11 (FL060+) - SPI VOR.

CHANGES: Crossing altitude at BR~11.

EBBR/BRU

Apt Elev 175'

N50 54.1 E004 29.1

JEPPESEN

15 JUL 22 (10-9)

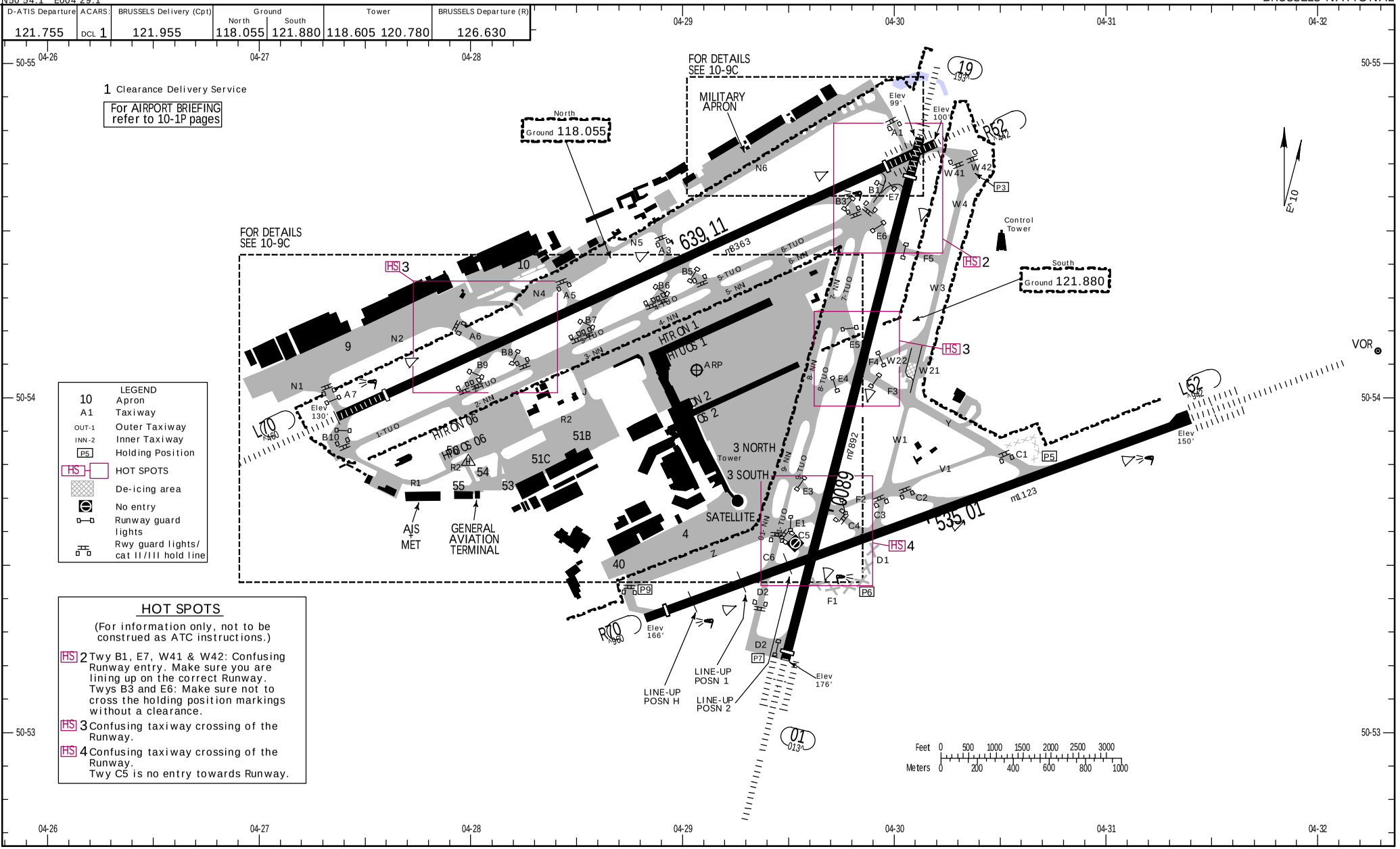
BRUSSELS, BELGIUM

BRUSSELS NATIONAL

D-ATIS Departure	ACARS:	BRUSSELS Delivery (Cpt)	Ground		Tower	BRUSSELS Departure (R)
			North	South		
121.755	DCL 1	121.955	118.055	121.880	118.605 120.780	126.630

1 Clearance Delivery Service

For AIRPORT BRIEFING refer to 10-1P pages



LEGEND

10	Apron
A1	Taxiway
OUT-1	Outer Taxiway
INN-2	Inner Taxiway
P5	Holding Position
HS	HOT SPOTS
	De-icing area
	No entry
	Runway guard lights
	Rwy guard lights/ cat II/III hold line

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS 2 Twy B1, E7, W41 & W42: Confusing Runway entry. Make sure you are lining up on the correct Runway. Twys B3 and E6: Make sure not to cross the holding position markings without a clearance.

HS 3 Confusing taxiway crossing of the Runway.

HS 4 Confusing taxiway crossing of the Runway. Twy C5 is no entry towards Runway.

CHANGES: Apron 3 SOUTH renamed to SATELLITE, apron 60 renamed to 60 NORTH and 60 SOUTH, apron 3 NORTH divided into 3 NORTH and 3 SOUTH.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL (30m) CL (15m) HIALS-II 2 PAPI-L (3.0^) 3 RVR	9649' 2941m	8555' 2608m	4	164' 50m
19	HIRL (30m) CL (15m) HIALS PAPI-L (3.0^) RVR	9078' 2767m	8167' 2489m		

1 Rwy grooved.
2 TDZ
3 HST-E5
4 TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head	9800' (2987m)
twy E1 int	6818' (2078m)
twy E3 int	6654' (2028m)
twy E4 int	4114' (1254m)

RWY 19:

From rwy head	9800' (2987m)
twy A1 int	9249' (2819m)
twy E7 int	8786' (2678m)
twy E6 int	7096' (2163m)
twy E4 int	5115' (1559m)
twy E5 int	5108' (1557m)

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) HIALS PAPI-L (3.0^) RVR	10,991' 3350m		7	148' 45m
25R	HIRL (30m) CL (15m) HIALS-II 5 PAPI-R (3.0^) 6 RVR	10,955' 3339m	9919' 3023m		

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

RWY 07L:

From rwy head	11,936' (3638m)
twy A6 int	8678' (2645m)
twy B8 int	8533' (2601m)
twy B9 int	8291' (2527m)
twy A5 int	7073' (2156m)
twy B7 int	6043' (1842m)
twy A3 int	5148' (1569m)
twy B5 int	4977' (1517m)
twy B6 int	4541' (1384m)

RWY 25R:

From rwy head	11,936' (3638m)
twy A1 int	11,247' (3428m)
twy B1 int	10,715' (3266m)
twy B3 int	9055' (2760m)
twy B5 int	6558' (1999m)
twy A3 int	6532' (1991m)
twy B6 int	6522' (1988m)
twy B7 int	5007' (1526m)
twy A5 int	4623' (1409m)

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		!	148' 45m
25L	HIRL (30m) CL (15m) HIALS-II 9 PAPI-L (3.0^) 0 RVR		9502' 2896m		

8 Rwy grooved.
9 TDZ
0 HST-C2
! TAKE-OFF RUN AVAILABLE

RWY 07R:

From Line-up PSN H	9491' (2893m)
Line-up PSN 1	8609' (2624m)
twy C6 int	7890' (2405m)
Line-up PSN 2	7690' (2344m)
twy C4 int	5912' (1802m)
twy C3 int	5876' (1791m)

RWY 25L:

From rwy head	10,535' (3211m)
twy C1 int	7247' (2209m)
twy C2 int	5564' (1696m)
twy C3 int	4117' (1255m)
twy C4 int	4062' (1238m)

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						
B	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D						

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

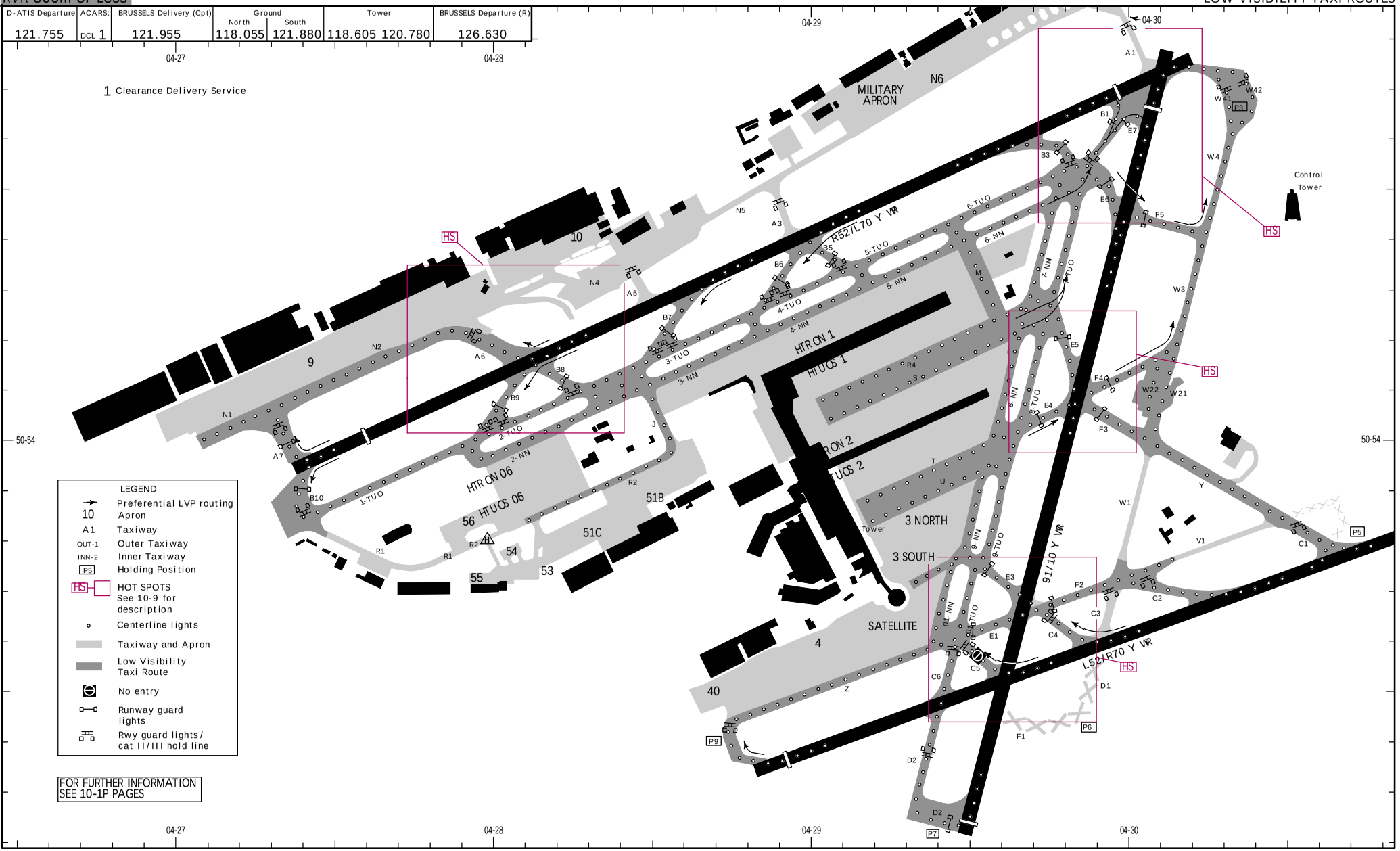
EBBR/BRU
BRUSSELS NATIONAL
RVR 800m or Less

JEPPESEN
31 MAR 23 (10-9B)

BRUSSELS, BELGIUM
LOW VISIBILITY TAXI ROUTES

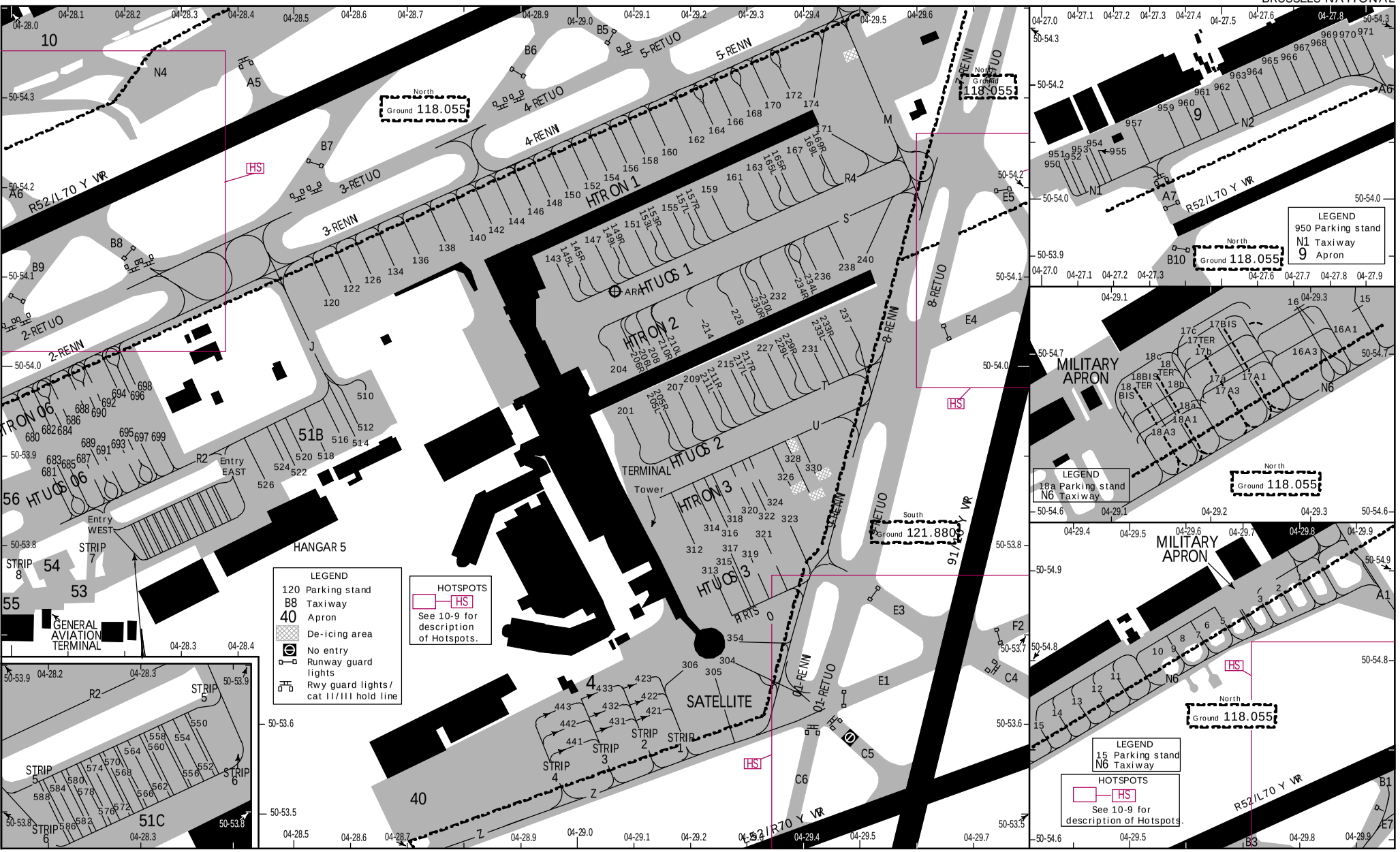
D-ATIS Departure	ACARS:	BRUSSELS Delivery (Cpt)	Ground		Tower	BRUSSELS Departure (R)
			North	South		
121.755	DCL 1	121.955	118.055	121.880	118.605 120.780	126.630

1 Clearance Delivery Service



FOR FURTHER INFORMATION SEE 10-1P PAGES

CHANGES: None.



CHANGES: Stands 238 and 240 guidelines.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N50 54.9 E004 29.8	233L	N50 54.0 E004 29.4
3	N50 54.9 E004 29.7	233R	N50 54.0 E004 29.5
5	N50 54.8 E004 29.7	234L/R, 236	N50 54.1 E004 29.4
6 thru 10	N50 54.8 E004 29.6	237, 238, 240	N50 54.1 E004 29.5
11, 12	N50 54.8 E004 29.5	304	N50 53.7 E004 29.3
13, 14	N50 54.7 E004 29.4	305	N50 53.6 E004 29.3
15, 16	N50 54.7 E004 29.3	306	N50 53.6 E004 29.2
16A1, 16A3	N50 54.7 E004 29.3	312 thru 320	N50 53.8 E004 29.3
17A1 thru 18c	N50 54.7 E004 29.2	321 thru 324	N50 53.8 E004 29.4
18A3 thru 18BIS TER	N50 54.7 E004 29.1	326	N50 53.9 E004 29.4
120, 122	N50 54.1 E004 28.6	328	N50 53.8 E004 29.5
126, 134, 136	N50 54.1 E004 28.7	330	N50 53.9 E004 29.5
138, 140	N50 54.1 E004 28.8	354	N50 53.7 E004 29.3
142	N50 54.2 E004 28.9	421 thru 423	N50 53.6 E004 29.2
143	N50 54.1 E004 29.0	431, 432	N50 53.6 E004 29.1
144	N50 54.2 E004 28.9	433	N50 53.6 E004 29.0
145L/R	N50 54.1 E004 29.0	441	N50 53.5 E004 29.0
146	N50 54.2 E004 28.9	442, 443	N50 53.6 E004 29.0
147	N50 54.1 E004 29.0	510	N50 54.0 E004 28.6
148	N50 54.2 E004 29.0	512 thru 518	N50 53.9 E004 28.6
149L/R	N50 54.2 E004 29.1	520 thru 524	N50 53.9 E004 28.5
150	N50 54.2 E004 29.0	526	N50 53.9 E004 28.4
151	N50 54.2 E004 29.1	550 thru 554	N50 53.8 E004 28.4
152	N50 54.2 E004 29.0	556 thru 578	N50 53.8 E004 28.3
153L/R, 154	N50 54.2 E004 29.1	580 thru 588	N50 53.8 E004 28.2
155	N50 54.2 E004 29.2	680, 681	N50 53.9 E004 28.0
156	N50 54.2 E004 29.1	682 thru 691	N50 53.9 E004 28.1
157L/R	N50 54.2 E004 29.2	692, 693	N50 53.9 E004 28.2
158	N50 54.2 E004 29.1	694	N50 54.0 E004 28.2
159, 160	N50 54.2 E004 29.2	695	N50 53.9 E004 28.2
161	N50 54.2 E004 29.3	696	N50 54.0 E004 28.2
162	N50 54.3 E004 29.2	697	N50 53.9 E004 28.2
163	N50 54.2 E004 29.3	698	N50 54.0 E004 28.2
164	N50 54.3 E004 29.2	699	N50 53.9 E004 28.2
165L	N50 54.2 E004 29.3	898	N50 54.3 E004 27.9
165R	N50 54.2 E004 29.4	899	N50 54.3 E004 27.8
166	N50 54.3 E004 29.3	950	N50 54.1 E004 27.0
167	N50 54.2 E004 29.4	951 thru 954	N50 54.1 E004 27.1
168	N50 54.3 E004 29.3	955, 957	N50 54.1 E004 27.2
169L/R	N50 54.3 E004 29.4	959	N50 54.2 E004 27.3
170	N50 54.3 E004 29.3	960, 961	N50 54.2 E004 27.4
171 thru 174	N50 54.3 E004 29.4	962, 963	N50 54.2 E004 27.5
201	N50 53.9 E004 29.1	964, 965	N50 54.2 E004 27.6
204	N50 54.0 E004 29.1	966	N50 54.2 E004 27.7
205L/R	N50 54.0 E004 29.2	967	N50 54.3 E004 27.7
206L/R	N50 54.0 E004 29.1	968 thru 970	N50 54.3 E004 27.8
207 thru 210L/R	N50 54.0 E004 29.2	971	N50 54.3 E004 27.9
211L/R thru 217L/R	N50 54.0 E004 29.3		
227	N50 54.0 E004 29.4		
228	N50 54.0 E004 29.3		
229L/R	N50 54.0 E004 29.4		
230L	N50 54.1 E004 29.4		
230R	N50 54.1 E004 29.3		
231	N50 54.0 E004 29.4		
232	N50 54.1 E004 29.4		

CHANGES: None.

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 174, 354, 680 thru 699, 957, 959 thru 966

WAIT (in red):	Self test after starting of the system or when losing track of aircraft 49ft/15m before stop-position.
Aircraft type + flight number + rolling arrows:	DGS ready for docking. Aircraft not yet detected. Warning: pilot must not proceed beyond the bridge, unless the arrows have been superseded by the yellow centre line.
Aircraft type + yellow center line:	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
Aircraft type + distance:	Distance from stop position in meters (from +/- 98'/30m).
Arrow: >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
Arrow: <	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red):	Stop now, docking position has been reached or emergency stop.
OK:	Docking successful.
STOP + TOO FAR:	Aircraft has gone past the stop position.
Aircraft type + SLOW:	Approach on too high speed, reduce approach speed.
WAIT + GATE BLOCK:	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.
STOP + SBU:	Internal error (safety backup). Stop aircraft and contact ATC.
STOP + ERROR:	Configuration error. Stop aircraft and contact ATC.
WAIT + BR IN:	Bridge is not in good position. The docking procedure will resume as soon as the bridge is in the good position.
STOP (in red) + ID FAIL:	Bad type of aircraft detected. Stop aircraft and contact ATC.
IN-BLOCK XX:XX LT:	Actual in-block time in local time.
OFF-BLOCK xx:xx LT:	Actual off-block time in local time.
TOBT: xx:xx	TOBT (Target off-block time) in Zulu time.
TSAT: xx:xx	TSAT (Target start-up approval time) in Zulu time.
-XX min:	Countdown to TOBT in minutes.

DOCKING GUIDANCE SYSTEM (CONTD)

Aircraft parking positions 201 thru 240

WAIT (in red):	Self test after starting of the system or when losing track of aircraft 49'/15m before stop-position.
Aircraft type + rolling arrows:	Docking guidance system is ready for docking. Aircraft is not yet detected. Warning: pilot must not proceed beyond the bridge, unless the arrows have been superseded by the yellow center line.
Aircraft type + yellow center line:	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
Aircraft type + Distance:	Distance from stop position (in meters), from +/- 98'/30m.
Arrow: >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
<	Correction to the left required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red):	Stop now, the docking position is reached or emergency stop.
OK:	Docking successful.
STOP + TOO FAR:	Aircraft has gone past the stop position.
Aircraft type + SLOW:	Approach on too high speed, reduce approach speed.
WAIT + GATE BLOCK:	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.
STOP + SBU:	Internal error (safety backup). Stop aircraft and contact ATC.
STOP + ERROR:	Configuration error. Stop aircraft and contact ATC.
WAIT + BR IN:	Bridge is not in good position. The docking procedure will resume as soon as the bridge is in the good position.
STOP (in red) + ID FAIL:	Bad type of aircraft detected. Stop aircraft and contact ATC.
BTIME XX:XX:XX	Actual in-block or off-block time in local time.
TOBT: xx:xx	TOBT (Target off-block time) in Zulu time.
TSAT: xx:xx	TSAT (Target start-up approval time) in Zulu time.

Note

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

COPTER

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
01	ILS	375' (200')	R500m / R1000m
	LOC	590' (415')	R800m / R1000m
	RNP (LPV)	478' (303')	R750m / R1000m
	RNP (LNAV/VNAV)	495' (320')	R750m / R1000m
	RNP (LNAV)	600' (425')	R800m / R1000m
	SRA	880' (705')	R1000m / R1000m
07L	VOR	660' (539')	R/V2800m / R/V2800m
	1 VOR	770' (649')	R/V2800m / R/V2800m
	SRA	1030' (909')	R1000m / R1000m
07R	VOR	630' (464')	- / R/V1900m
	2 VOR	930' (764')	- / R/V1900m
	SRA	1030' (864')	- / R1000m
19	ILS	305' (200')	R800m / R1000m
	LOC	530' (425')	R1000m / R1000m
	RNP (LPV)	409' (304')	R800m / R1000m
	RNP (LNAV/VNAV)	483' (378')	R800m / R1000m
	RNP (LNAV)	600' (495')	R1000m / R1000m
	SRA	800' (695')	R1000m / R1000m
25L	CAT 2 ILS	250' (100')	RA 113' - R300m
	ILS	350' (200')	R500m / R1000m
	LOC	530' (380')	R800m / R1000m
	RNP (LPV)	414' (264')	R600m / R1000m
	RNP (LNAV/VNAV)	458' (308')	R750m / R1000m
	RNP (LNAV)	550' (400')	R800m / R1000m
	VOR	530' (380')	R800m / R1000m
	SRA	800' (650')	R1000m / R1000m
25R	CAT 2 ILS	202' (100')	RA 103' - R300m
	ILS	302' (200')	R800m / R1000m
	LOC	540' (438')	R1000m / R1000m
	RNP (LPV)	352' (250')	R650m / R1000m
	RNP (LNAV/VNAV)	485' (383')	R800m / R1000m
	RNP (LNAV)	610' (508')	R1000m / R1000m
	SRA	800' (698')	R1000m / R1000m

1 W/o D6.0 BUB. 2 W/o D4.7 BUB.

CIRCLE-TO-LAND

PROHIBITED

TAKE-OFF RWY 01, 07L/R, 19, 25L/R

3 LVP must be in Force

RL or FATO lights & RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	4 R250m	R/V800m

3 Without LVP R/V400m are stipulated.

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

CHANGES: VOR Rwy 07R minimums.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
17 MAR 23 (11-1) .Eff.23.Mar.

BRUSSELS, BELGIUM
ILS or LOC Rwy 01

BRIEFING STRIP ™

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

BRUSSELS Tower	Ground	
118.605 120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it

LOC IBX	Final Apch Crs	D5.7 IBX MANDATORY	ILS DA(H)	Apt Elev 175'
109.9	013^	2000' (1825')	375' (200')	Rwy 175'

MSA BUB VOR: 1700 (090^–180^) 1800 (180^–270^) 2200

MISSED APCH: Climb on track 013^. At 1500' turn LEFT on hdg 305^ climbing to 4000', then as directed. 1

MISSED APCH WITH COMM FAILURE: Climb on track 013^. At 1500' turn LEFT on hdg 305^ to intercept and follow R-228 ANT VOR to KERKY climbing to 4000'. Enter KERKY holding and/or execute ILS or LOC Rwy 01 approach via IAF KERKY. 1

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

NOT TO SCALE

SPEED LIMITATIONS:
-MIM 220 KT from IAF until LOC intercept.
-MIM 180 KT from 12 NM to 6 NM distance to touchdown
-160 KT until OM. (No exceptions btn 0800-1000LT and 1800-2030LT ATA.)
Unless otherwise instructed by ATC. If unable to comply inform ATC on initial contact.

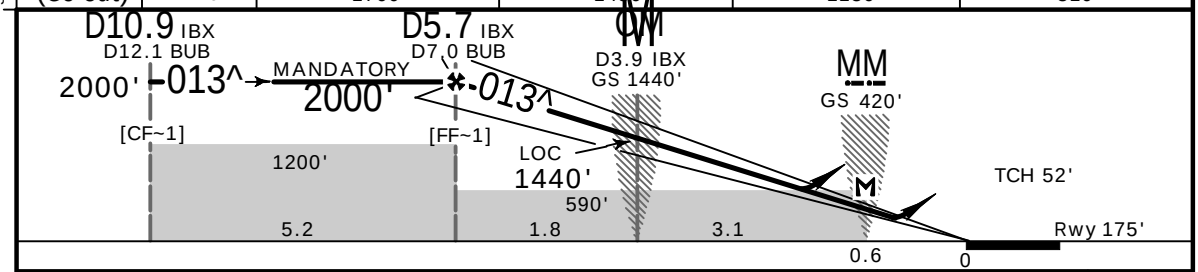
1 Do not turn before passing MM.

2 MHA FL 60 when RWY 25R/L in use

DME required.

CIRCLE-TO-LAND: PROHIBITED

LOC (GS out)	IBX DME	5.0	4.0	3.0	2.0
	ALTITUDE	1760'	1450'	1130'	810'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at MM							

HIALS-II
PAPI

1500' on 013^

4000' LT on 305^ hdg

.Standard. STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 375' (200')			LOC (GS out) CDFA DA/MDA(H) 590' (415')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: NDB OZ withdrawn.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
17 MAR 23 (11-2) .Eff.23.Mar.

BRUSSELS, BELGIUM
ILS or LOC Rwy 19

BRIEFING STRIP ™

D-ATIS Arrival						BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.480	118.255

BRUSSELS Tower		Ground		
118.605	120.780	118.055 for apron 2 North and North of it	121.880	for apron 2 South and South of it

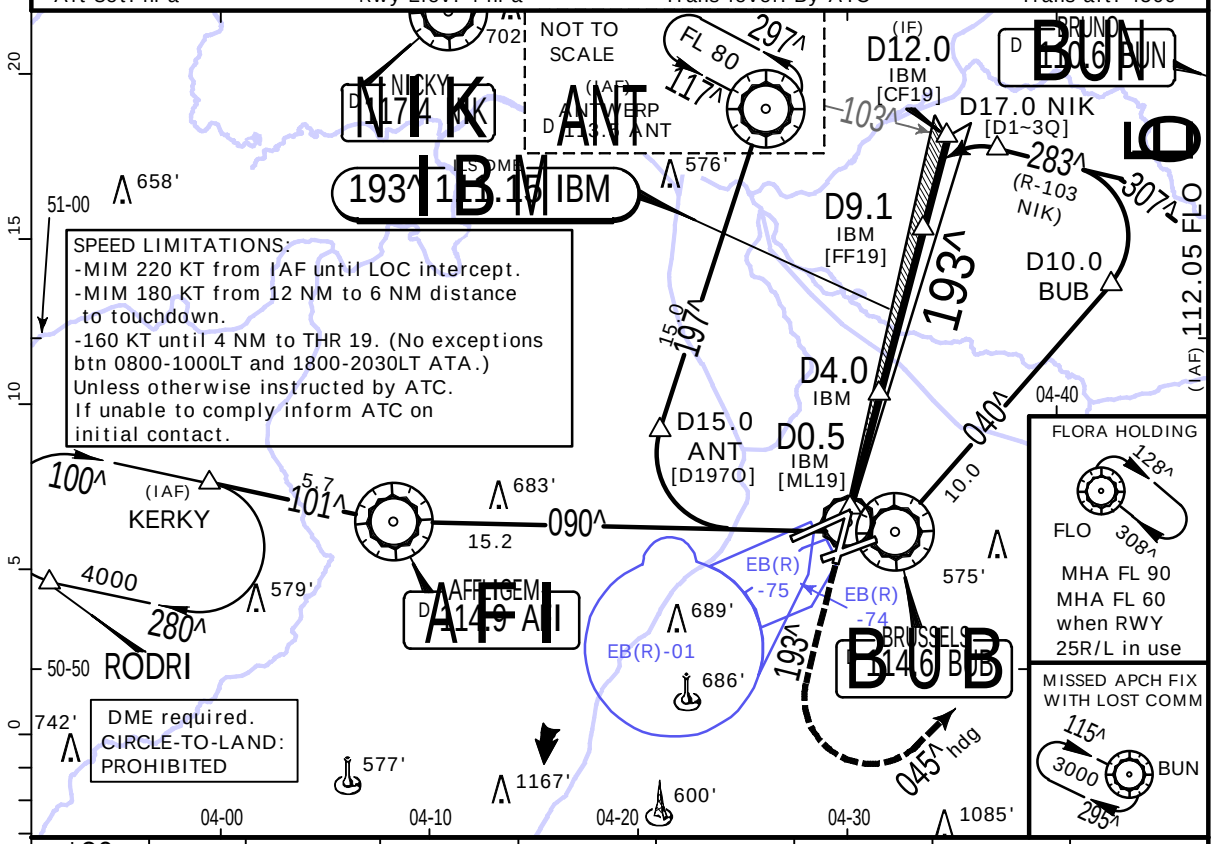
LOC IBM	Final Apch Crs	D9.1 IBM MANDATORY	ILS DA(H)	Apt Elev 175'
111.15	193^	3000' (2895')	305' (200')	Rwy 105'

MSA BUB VOR: 1700 (090^–180^), 1800 (180^–270^), 2200

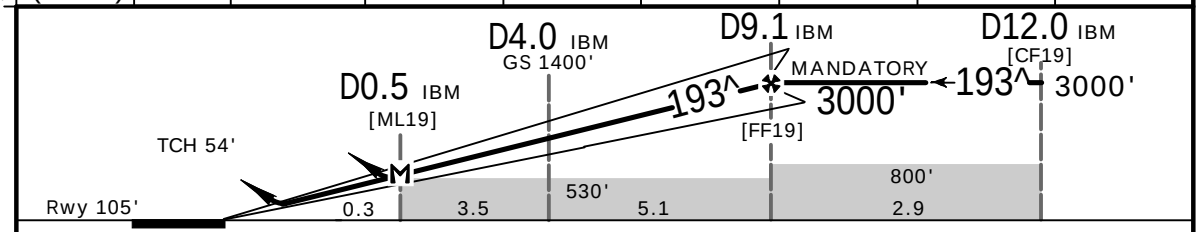
MISSED APCH: Climb on track 193^. At 1100' turn LEFT (MAX 185 KT) on hdg 045^ climbing to 3000', then as directed. Do not turn before passing D0.5 IBM.

MISSED APCH WITH COMM FAILURE: Climb on track 193^. At 1100' turn LEFT (MAX 185 KT) on hdg 045^ to intercept and follow R-204 inbound to BUN VOR climbing to 3000'. Enter BUN holding and/or intercept R-263 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'



LOC (GS out)	IBM DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	750'	1070'	1390'	1700'	2020'	2340'	2660'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.5 IBM							

HIALS
PAPI

Refer to Missed Apch above

.Standard. STRAIGHT-IN LANDING RWY 19

ILS		LOC (GS out)	
DA(H) 305' (200')		CDFA DA/MDA(H) 530' (425')	
FULL	ALS out		ALS out
A	RVR 800m	RVR 1200m	RVR 1500m
B			
C			RVR 1600m
D			RVR 2000m

PANS OPS

CHANGES: None.

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

BRUSSELS Tower	for apron 2 North and North of it	Ground for apron 2 South and South of it
118.605 120.780	118.055	121.880

LOC IBL	Final Apch Crs	D5.8 IBL MANDATORY	ILS DA(H)	Apt Elev 175' Rwy 150'
110.35	249^	2000' (1850')	350' (200')	

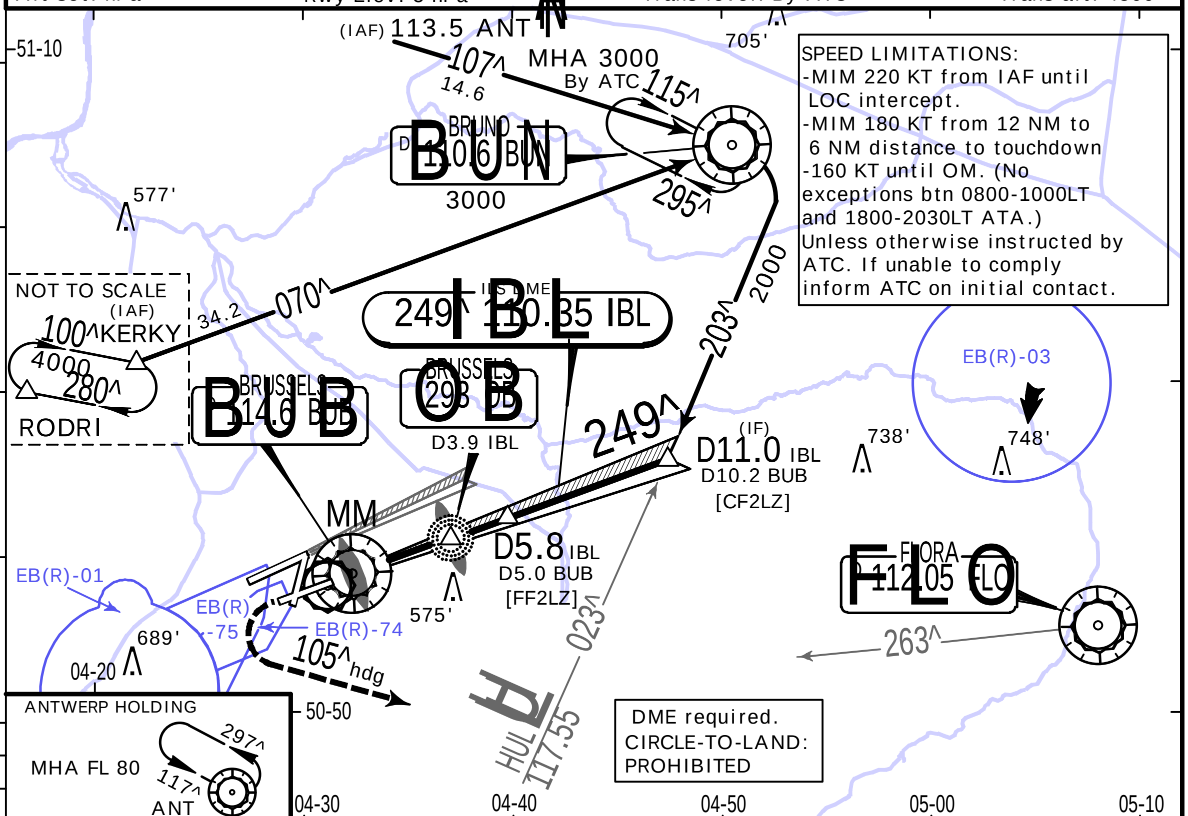
MSA BUB VOR: 180^ — 1700 (090^–180^), 1800 (180^–270^), 2200 (270^–090^)

BRIEFING STRIP™

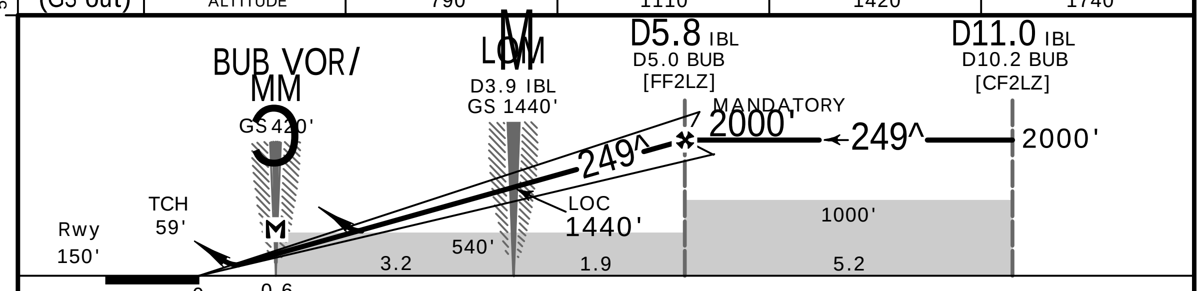
MISSED APCH: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to 4000', then as directed.

MISSED 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-263 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: 5 hPa | Trans level: By ATC | Trans alt: 4500'



LOC (GS out)	IBL DME	2.0	3.0	4.0	5.0
	ALTITUDE	790'	1110'	1420'	1740'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at BUB VOR/MM							

HIALS-II, PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 25L

	ILS DA(H) 350' (200')			LOC (GS out) CDFA DA/MDA(H) 530' (380')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m
B	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1700m
D	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1700m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN

2 SEP 22
.Eff.8.Sep.

11-3A

BRUSSELS, BELGIUM
CAT II/III ILS Z Rwy 25L

BRIEFING STRIP™

D-ATIS Arrival						BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.480	118.255

BRUSSELS Tower		Ground		
118.605	120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it	

LOC IBL	Final Apch Crs	D5.8 IBL MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 175' Rwy 150'
110.35	249^	2000' (1850')		

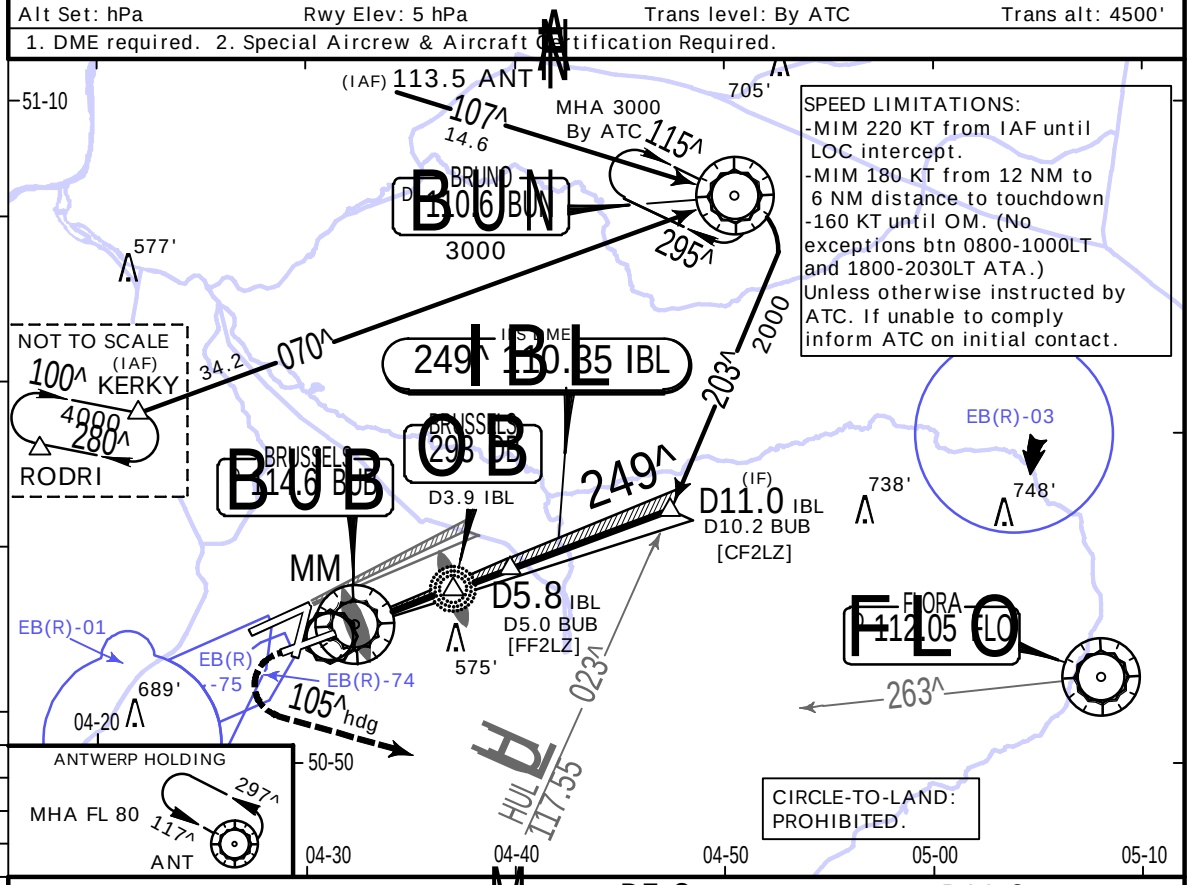
MSA BUB VOR: 1700 (090^–180^), 1800 (180^–270^), 2200

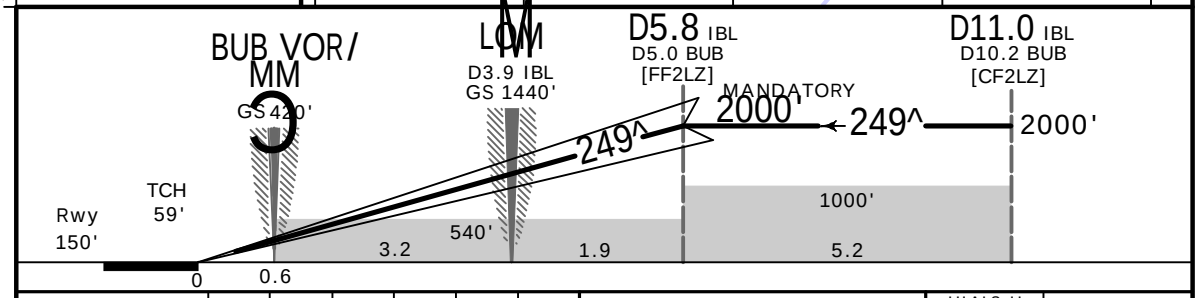
MISSED APCH: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to 4000', then as directed.

MISSED 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-263 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: 5 hPa | Trans level: By ATC | Trans alt: 4500'

1. DME required. 2. Special Aircrew & Aircraft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 25L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 113' DA(H) 250' (100')
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (11-4) .Eff.8.Sep.

BRUSSELS, BELGIUM
ILS or LOC Y Rwy 25L

BRIEFING STRIP™

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

BRUSSELS Tower	Ground	
118.605 120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it

LOC IBL	Final Apch Crs	D8.9 IBL MANDATORY	ILS DA(H)	Apt Elev 175'
110.35	249^	3000' (2850')	350' (200')	Rwy 150'

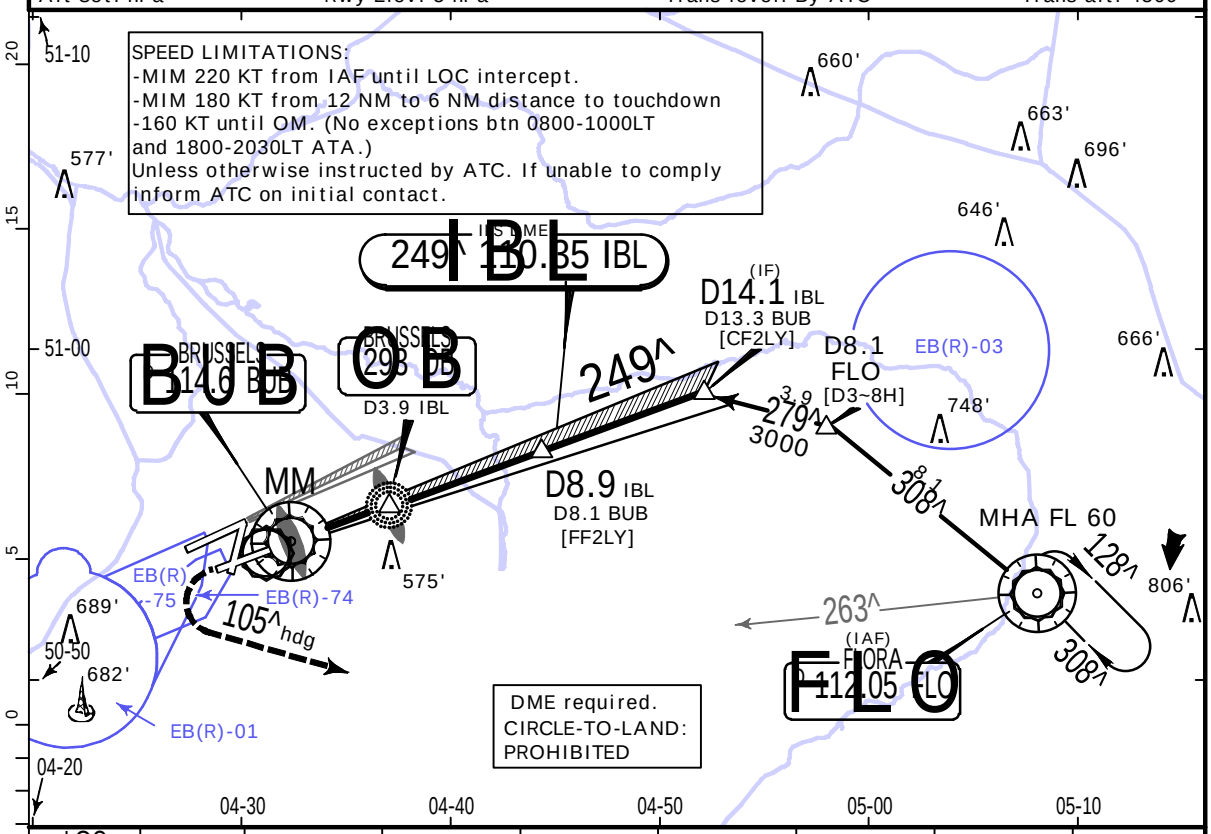
MSA BUB VOR: 1700 (090^–180^) 1800 (180^–270^) 2200

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

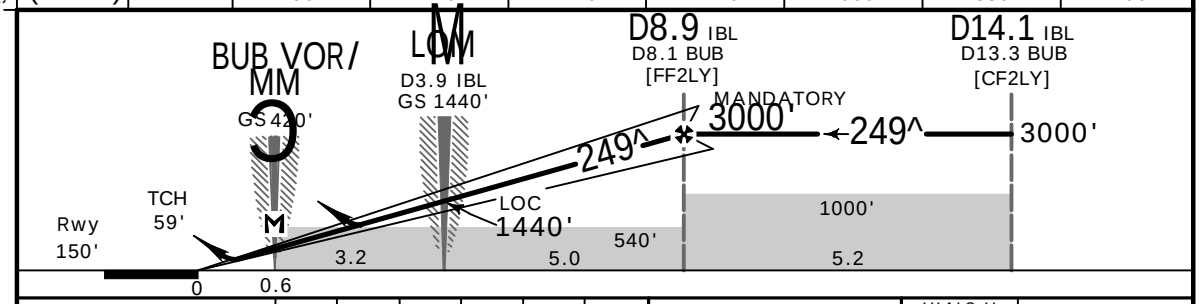
MISSED APCH WITH COMM FAILURE: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045^ to intercept and follow R-263 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC Y Rwy 25L approach via IAF FLO VOR.

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

SPEED LIMITATIONS:
-MIM 220 KT from IAF until LOC intercept.
-MIM 180 KT from 12 NM to 6 NM distance to touchdown
-160 KT until OM. (No exceptions btn 0800-1000LT and 1800-2030LT ATA.)
Unless otherwise instructed by ATC. If unable to comply inform ATC on initial contact.



LOC (GS out)	IBL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	790'	1110'	1420'	1740'	2060'	2380'	2700'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at BUB VOR/MM						

HIALS-II
PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 25L

ILS DA(H) 350' (200')			LOC (GS out) CDFA DA/MDA(H) 530' (380')	
FULL	TDZ or CL out	ALS out		ALS out
RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m
				RVR 1700m

PANS OPS A B C D

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN

2 SEP 22
.Eff.8.Sep.

11-4A

BRUSSELS, BELGIUM
CAT II/III ILS Y Rwy 25L

BRIEFING STRIP™

D-ATIS Arrival						BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.480	118.255

BRUSSELS Tower		Ground		
118.605	120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it	

LOC IBL	Final Apch Crs	D8.9 IBL MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 175' Rwy 150'
110.35	249^	3000' (2850')		

MSA BUB VOR: 180^ 1700 1800 090^ 270^ 2200

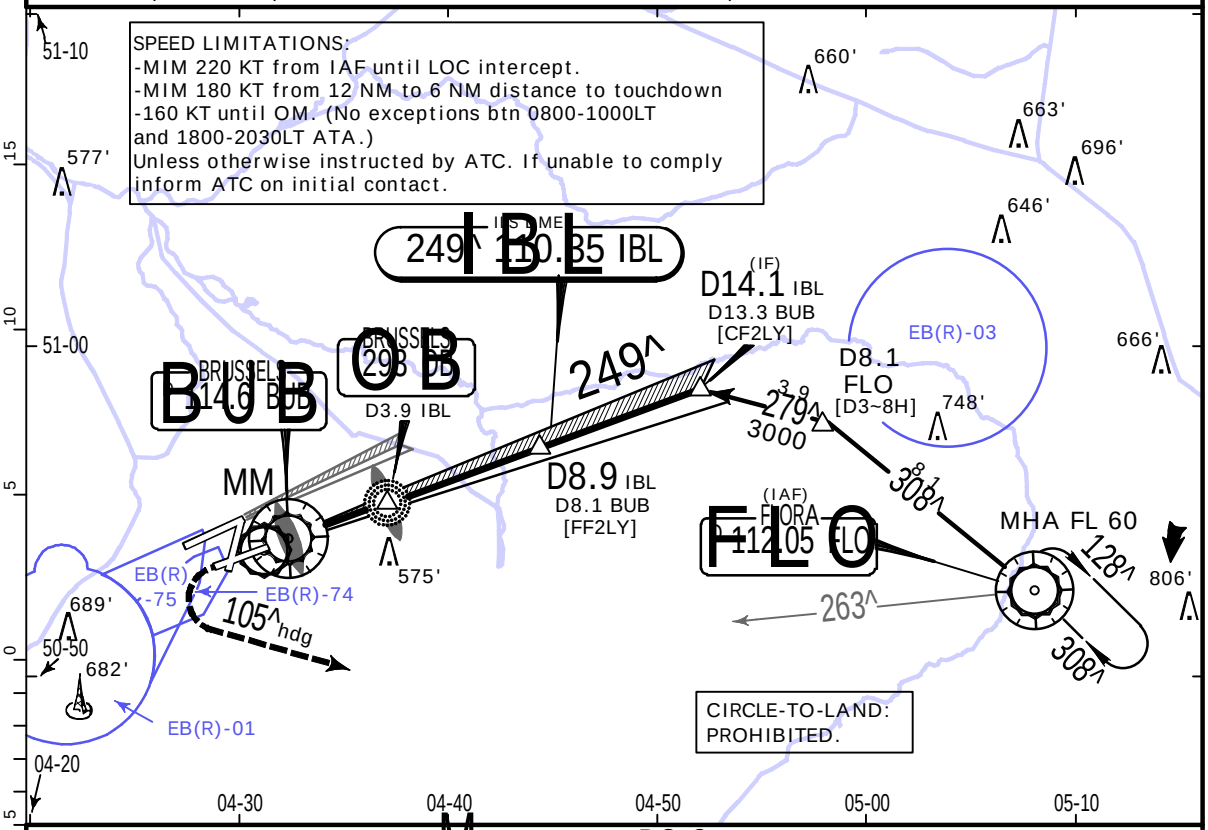
MISSED APCH: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to 4000', then as directed.

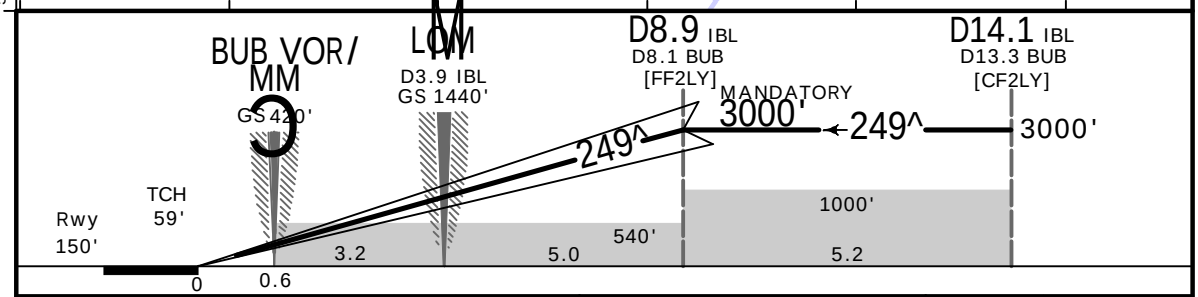
MISSED APCH WITH COMM FAILURE: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045^ to intercept and follow R-263 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC Y Rwy 25L approach via IAF FLO VOR.

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

1. DME required. 2. Special Aircrew & Aircraft Certification Required.

SPEED LIMITATIONS:
-MIM 220 KT from IAF until LOC intercept.
-MIM 180 KT from 12 NM to 6 NM distance to touchdown
-160 KT until OM. (No exceptions btn 0800-1000LT and 1800-2030LT ATA.)
Unless otherwise instructed by ATC. If unable to comply inform ATC on initial contact.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 25L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 113' DA(H) 250' (100')
RVR 75m	RVR 200m	RVR 300m

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU BRUSSELS NATIONAL

JEPPESEN 2 SEP 22 .Eff.8.Sep. (11-5)

BRUSSELS, BELGIUM ILS or LOC Z 1/Y 2 Rwy 25R

BRIEFING STRIP ™

D-ATIS Arrival						BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.480	118.255

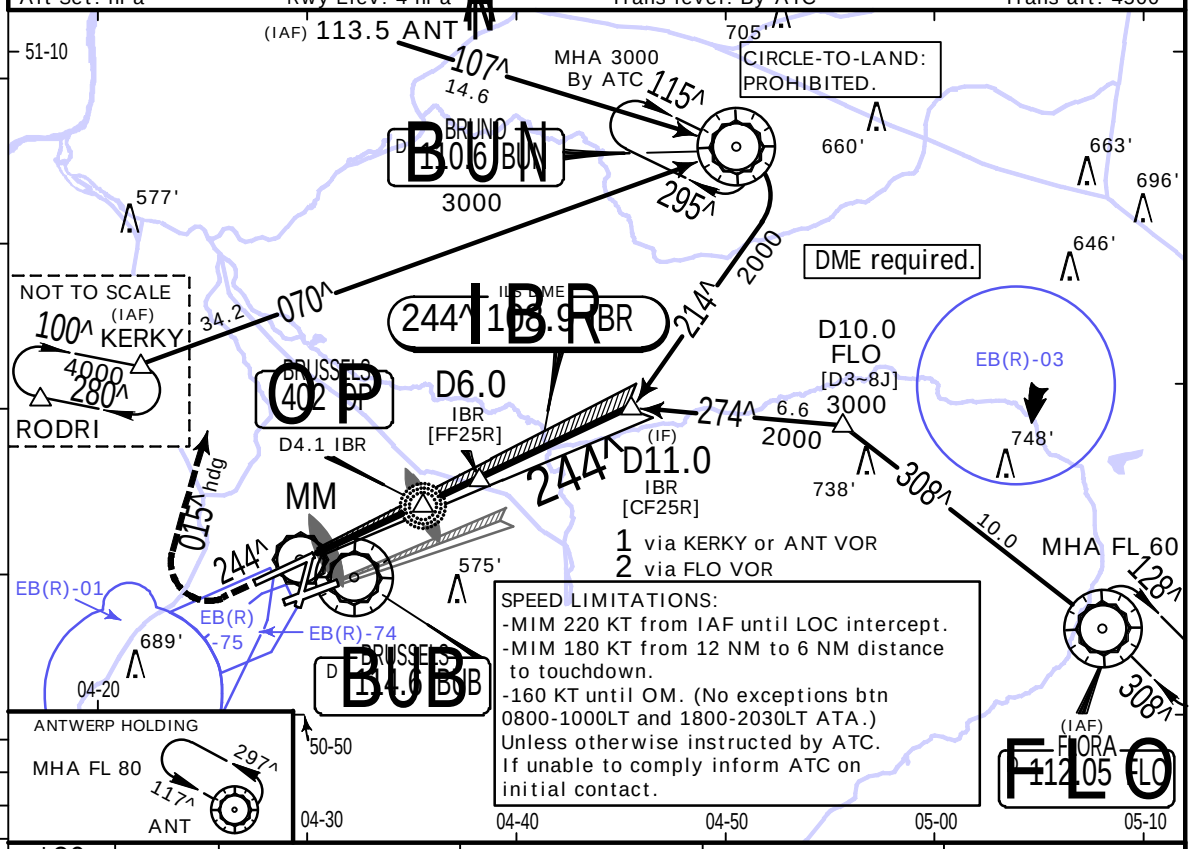
BRUSSELS Tower		for apron 2 North and North of it	Ground	for apron 2 South and South of it
118.605	120.780	118.055	121.880	

LOC IBR	Final Apch Crs	D6.0 IBR MANDATORY	ILS DA(H)	Apt Elev 175'
108.9	244^	2000' (1898')	302' (200')	Rwy 102'

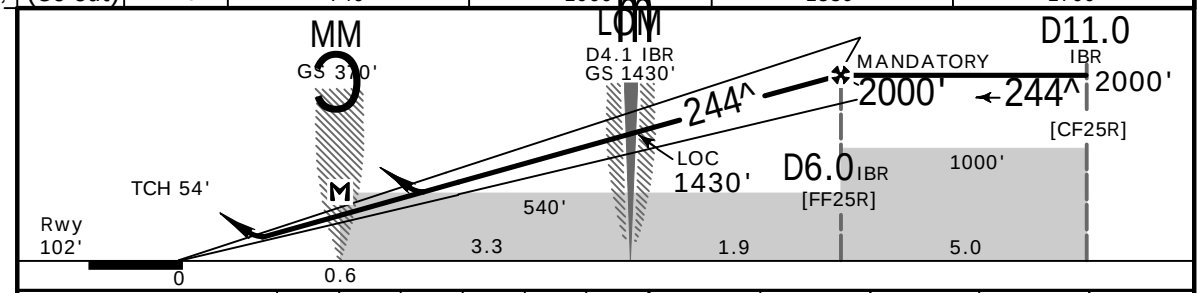
MSA BUB VOR: 1700 (090^–180^) 1800 (180^–270^) 2200

MISSED APCH: Climb on track 244^. At 700' turn RIGHT on hdg 015^ climbing to 3000', then as directed.
MISSED 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 Z Rwy 25R approach via IAF ANT/KERKY from BUN VOR.

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



LOC (GS out)	IBR DME	2.0	3.0	4.0	5.0
	ALTITUDE	740'	1060'	1380'	1700'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at MM							

HIALS-II PAPI

700' on 244^

3000' RT on 015^ hdg

.Standard. STRAIGHT-IN LANDING RWY 25R

ILS DA(H) 302' (200')		LOC (GS out) CDFA DA/MDA(H) 540' (438')	
FULL	ALS out		ALS out
A / B / C / D: RVR 800m	RVR 1200m	RVR 1500m	
		RVR 1600m	RVR 2000m

PANS OPS

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU BRUSSELS NATIONAL

JEPPESEN

2 SEP 22 .Eff.8.Sep. (11-5A) 1 CAT II/III ILS Z 2/Y 3 Rwy 25R

BRUSSELS, BELGIUM

BRIEFING STRIP ™

D-ATIS Arrival						BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.480	118.255

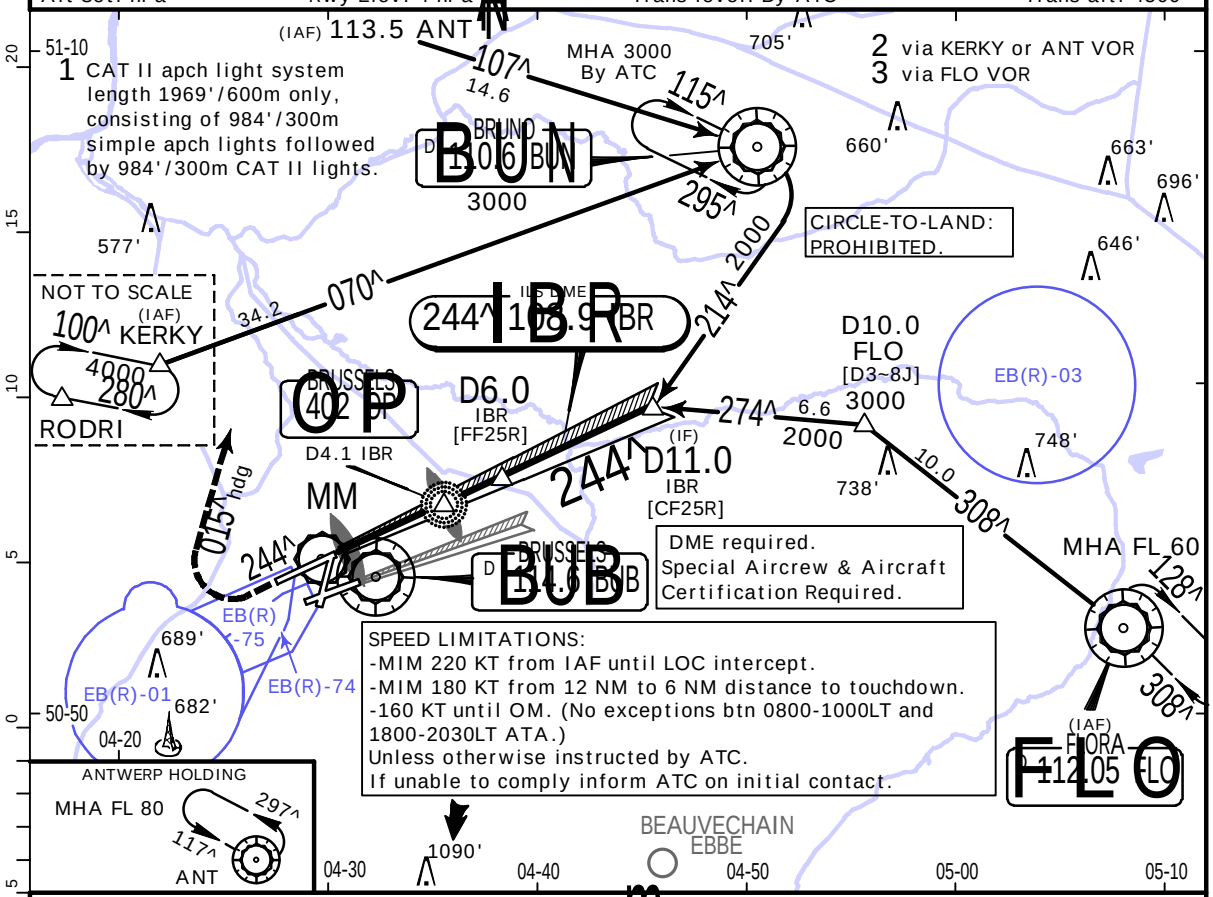
BRUSSELS Tower		for apron 2 North and North of it	Ground	for apron 2 South and South of it
118.605	120.780	118.055	121.880	

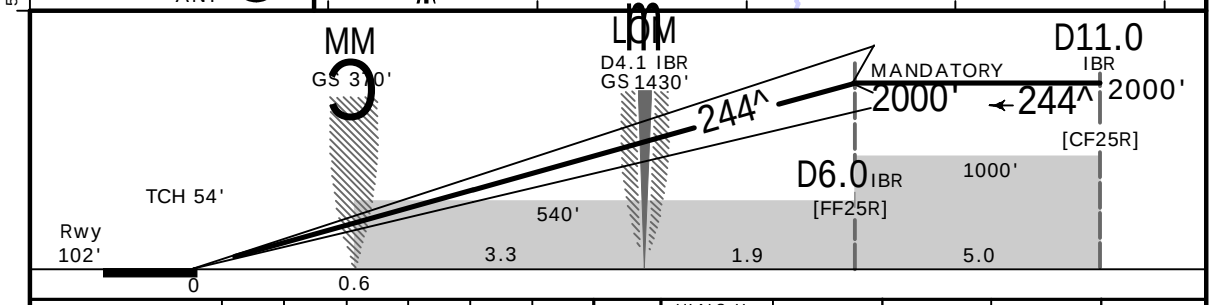
LOC IBR	Final Apch Crs	D6.0 IBR MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 175' Rwy 102'
108.9	244^	2000' (1898')		

MSA BUB VOR: 1700 (090^–180^) 1800 (180^–270^) 2200

MISSED APCH: Climb on track 244^. At 700' turn RIGHT on hdg 015^ climbing to 3000', then as directed.
MISSED 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 Z Rwy 25R approach via IAF ANT/KERKY from BUN VOR.

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI

700' on 244^

3000' RT on 015^ hdg

.Standard. STRAIGHT-IN LANDING RWY 25R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 103' DA(H) 202' (100')
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN

2 SEP 22 (12-1) .Eff.8.Sep.

BRUSSELS, BELGIUM
RNP Rwy 01

BRIEFING STRIP ™

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

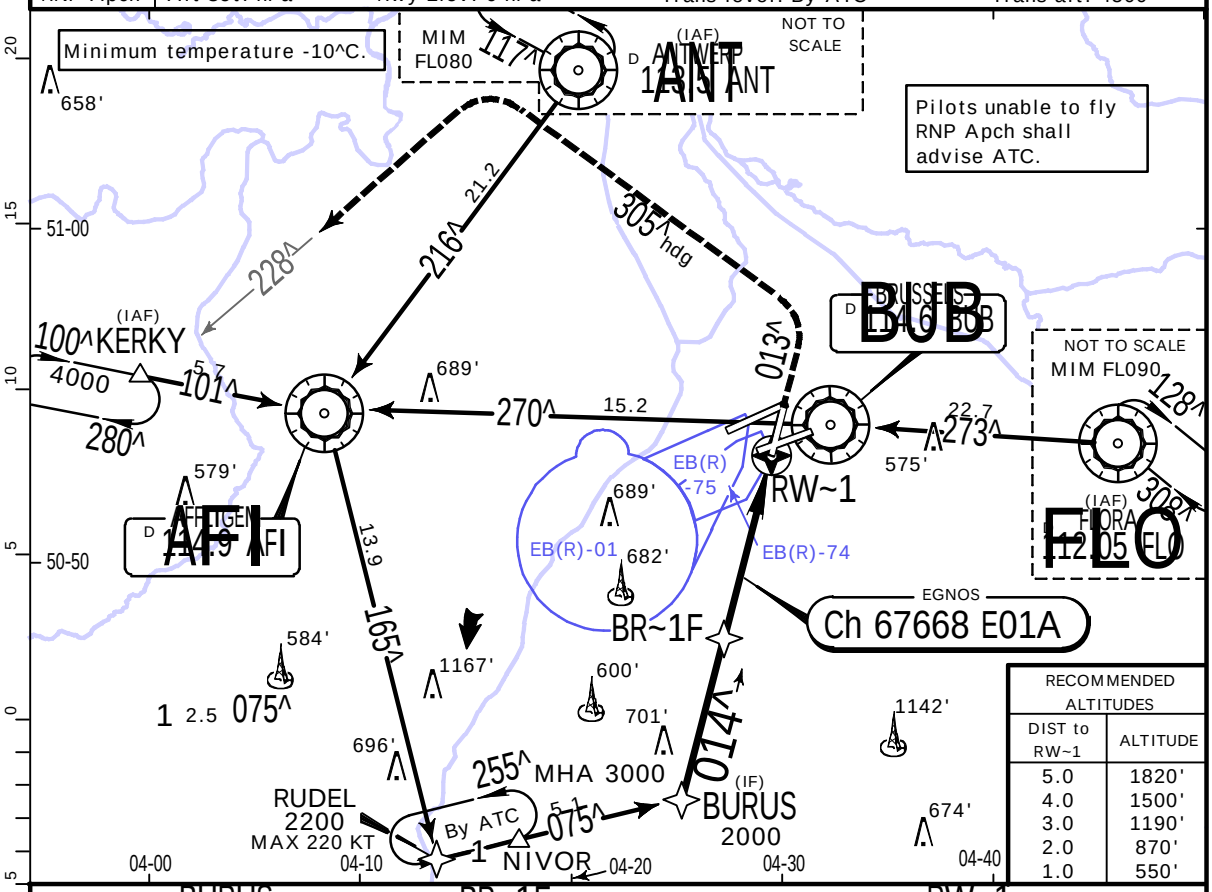
BRUSSELS Tower	Ground		
118.605 120.780	118.055 for apron 2 North and North of it	121.880	for apron 2 South and South of it

2200 MSA ARP

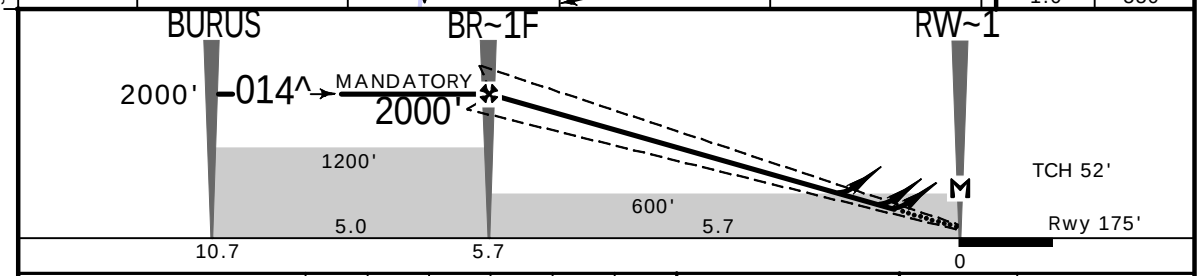
EGNOS	Final Apch Crs	BR~1F MANDATORY	LPV DA(H) Refer to Minimums	Apt Elev 175' Rwy 175'
Ch 67668 E01A	014^	2000' (1825')		

MISSED APCH: Climb on track 013^. At 1500' turn LEFT on hdg 305^ climbing to 4000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb on track 013^. At 1500' turn LEFT on hdg 305^ to intercept and follow R-228 ANT VOR to KERKY climbing to 4000'. Enter KERKY holding and/or execute ILS or LOC A, LNAV, LNAV/VNAV or LPV Rwy 01 approach via IAF KERKY.

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



RECOMMENDED ALTITUDES	
DIST to RW~1	ALTITUDE
5.0	1820'
4.0	1500'
3.0	1190'
2.0	870'
1.0	550'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~1							

HIALS-II
PAPI

Refer to Missed Apch above

.Standard. STRAIGHT-IN LANDING RWY 01

LPV	LNAV/VNAV	LNAV
A: 478' (303') C: 498' (323')	A: 495' (320') C: 515' (340')	CDFA
DA(H) B: 488' (313') D: 508' (333')	DA(H) B: 505' (330') D: 525' (350')	DA/MDA(H) 600' (425')

PANS OPS

	ALS out		ALS out		ALS out
A	RVR 750m 1	RVR 1400m	RVR 750m 2	RVR 1400m	RVR 1300m
B			RVR 800m	RVR 1500m	RVR 1500m
C	RVR 800m	RVR 1500m			
D			RVR 900m	RVR 1600m	RVR 2000m

With TDZ, CL and HUD: 1 CAT A&B: RVR 700m. 2 CAT A: RVR 700m.

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN

2 SEP 22 (12-2) .Eff.8.Sep.

BRUSSELS, BELGIUM
RNP Rwy 19

BRIEFING STRIP ™

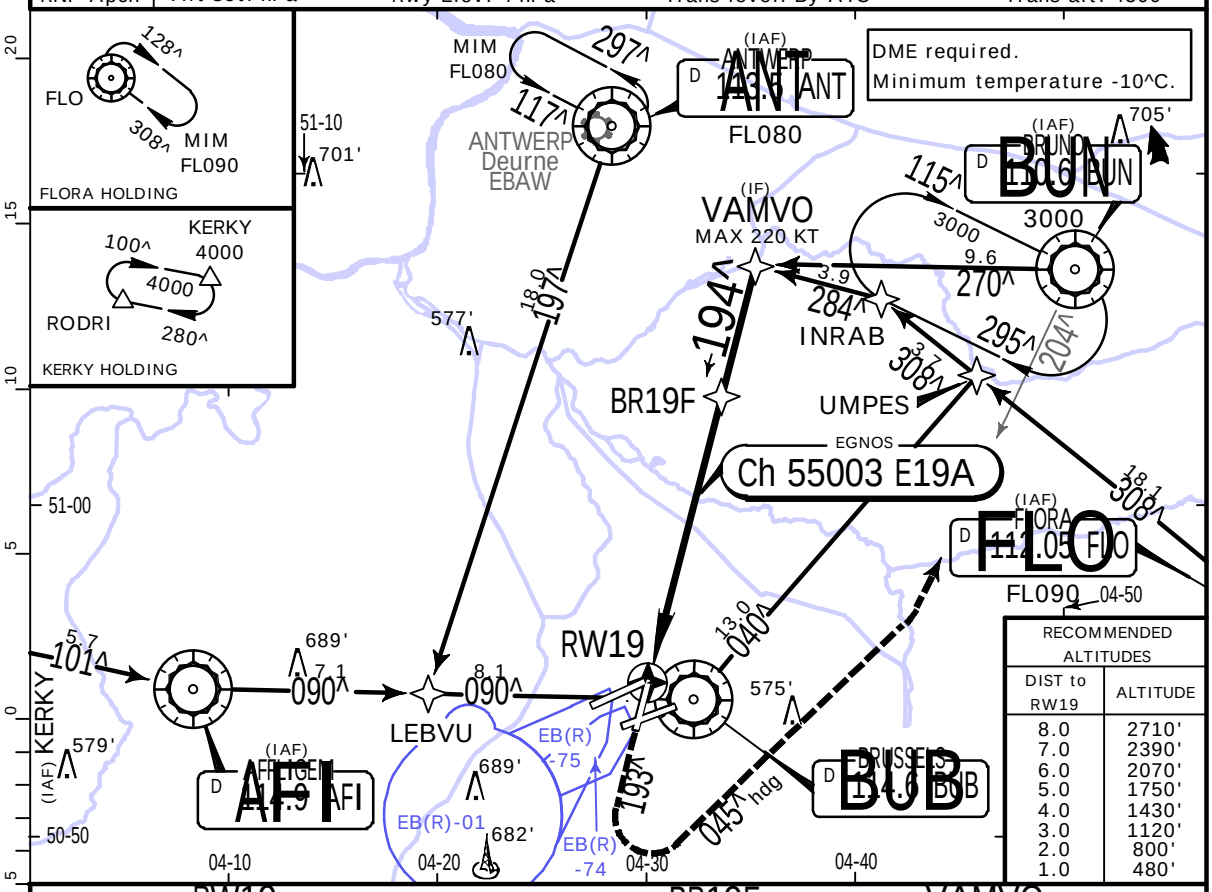
D-ATIS Arrival		BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480		118.255
BRUSSELS Tower	**Ground**	
118.605 120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it

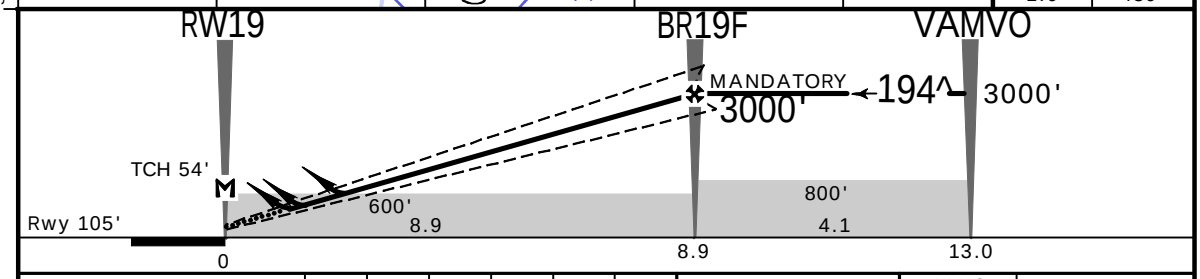
2200 MSA ARP

EGNOS	Final	BR19F	LPV	Apt Elev 175'
Ch 55003 E19A	Apch Crs 194^	MANDATORY 3000' (2895')	DA(H) Refer to Minimums	Rwy 105'

MISSED APCH: Climb on track 193^. At 1100' turn LEFT on hdg 045^ climbing to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb on track 193^. At 1100' turn LEFT on hdg 045^ to intercept and follow R-204 BUN VOR INBD to BUN climbing to 3000'. Enter BUN holding and/or intercept R-263 BUN VOR to IF RWY 19 for another approach.

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





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW19							

HIALS
PAPI

Refer to Missed Apch above

.Standard. STRAIGHT-IN LANDING RWY 19

LPV	LNAV/VNAV	LNAV
A: 409' (304') C: 429' (324')	A: 483' (378') C: 502' (397')	CDFA
DA(H) B: 419' (314') D: 439' (334')	DA(H) B: 492' (387') D: 512' (407')	DA/MDA(H) 600' (495')

PANS OPS

	ALS out		ALS out		ALS out
A	RVR 1000m	RVR 1400m	RVR 1300m	RVR 1500m	RVR 1500m
B			RVR 1400m		
C	RVR 1100m	RVR 1500m		RVR 1800m	RVR 1800m RVR 2300m
D			RVR 1500m	RVR 1900m	

CHANGES: Airspace EB(R)-74 and EB(R)-01 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (12-3) .Eff.8.Sep.

BRUSSELS, BELGIUM
RNP Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival		BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480		118.255

BRUSSELS Tower	Ground		
118.605 120.780	118.055 for apron 2 North and North of it	121.880	for apron 2 South and South of it

2200
MSA ARP

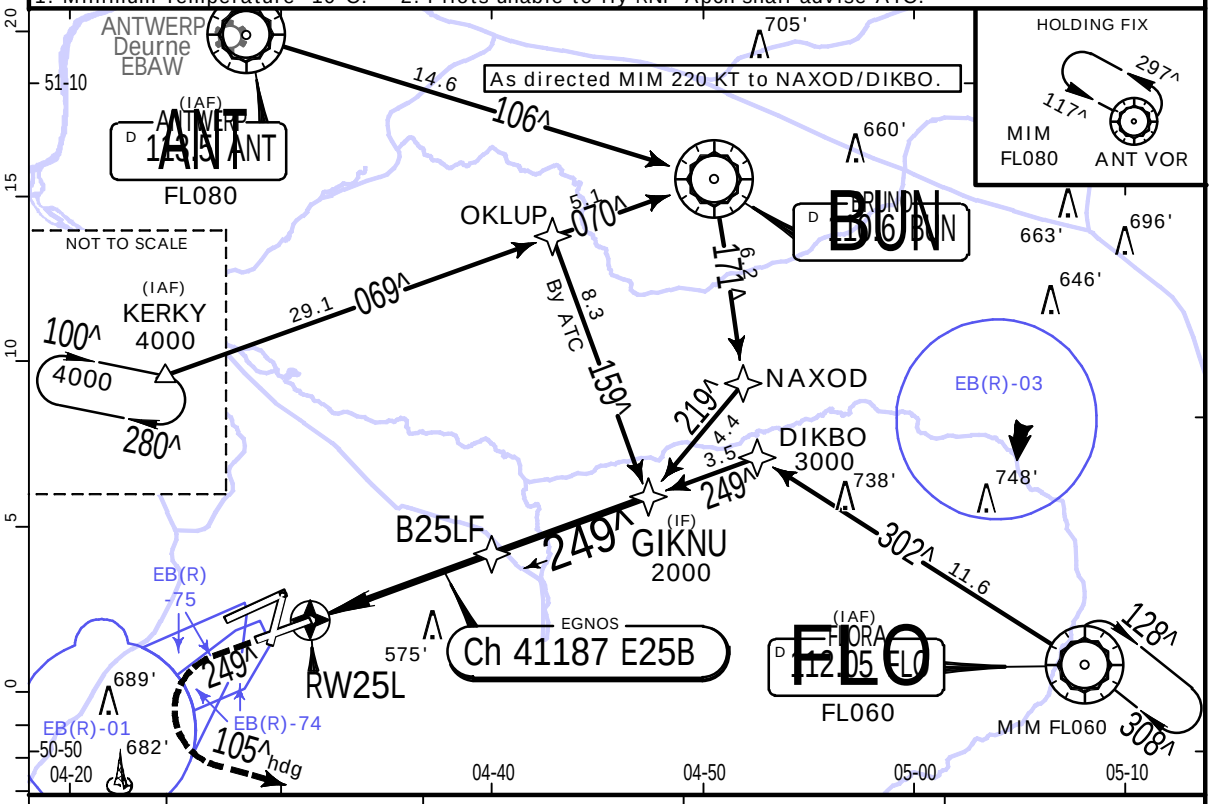
EGNOS	Final Apch Crs	B25LF MANDATORY	LPV DA(H) Refer to Minimums	Apt Elev 175' Rwy 150'
Ch 41187 E25B	249^	2000' (1850')		

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

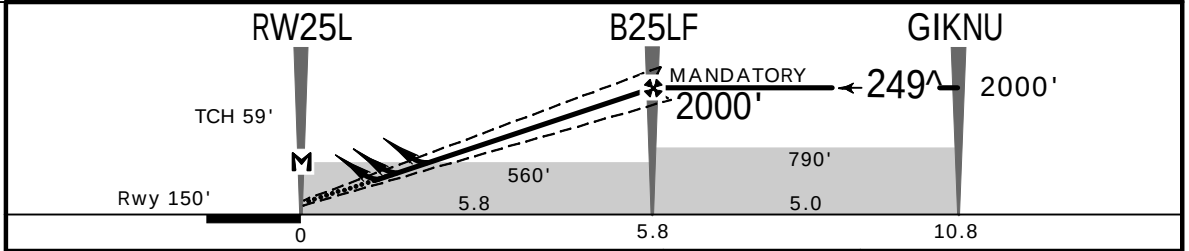
MISSED APCH WITH COMM FAILURE: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045^ to intercept and follow R-263 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC B Rwy 25L approach via IAF FLO VOR.

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

1. Minimum Temperature -10^C. 2. Pilots unable to fly RNP Apch shall advise ATC.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	840'	1160'	1480'	1800'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW25L							

HIALS-II
PAPI

Refer to Missed Apch above

.Standard. STRAIGHT-IN LANDING RWY 25L

LPV	LNAV/VNAV	LNAV
A: 414' (264') C: 434' (284')	A: 458' (308') C: 473' (323')	CDFA
DA(H) B: 424' (274') D: 444' (294')	DA(H) B: 466' (316') D: 481' (331')	DA/MDA(H) 550' (400')

PANS OPS

		ALS out		ALS out		ALS out
A	RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1100m	RVR 1500m
B						
C		RVR 1400m	RVR 800m	RVR 1500m		RVR 1800m
D						

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

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (12-4) .Eff.8.Sep.

BRUSSELS, BELGIUM
RNP Rwy 25R

BRIEFING STRIP ™

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

BRUSSELS Tower	Ground	
118.605 120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it

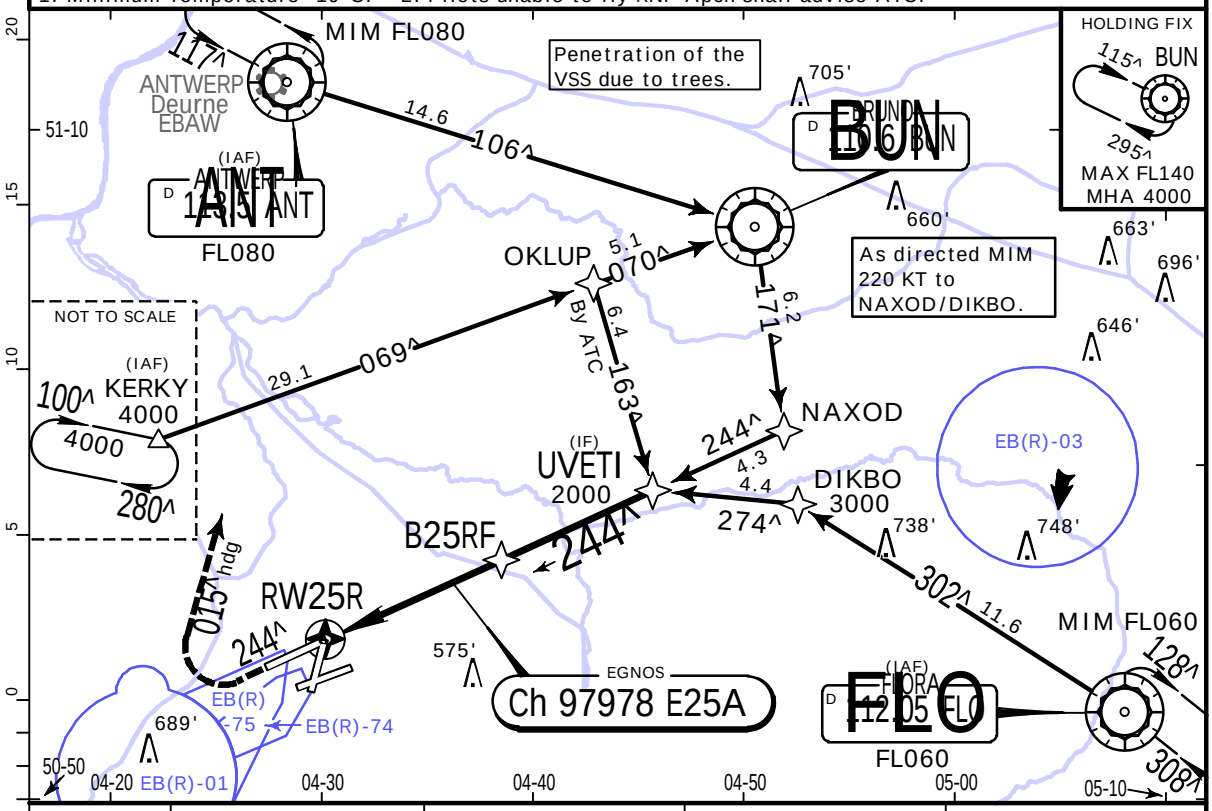
2200
MSA ARP

EGNOS	Final	B25RF	LPV	Apt Elev 175'
Ch 97978 E25A	Apch Crs 244^	MANDATORY 2000' (1898')	DA(H) Refer to Minimums	Rwy 102'

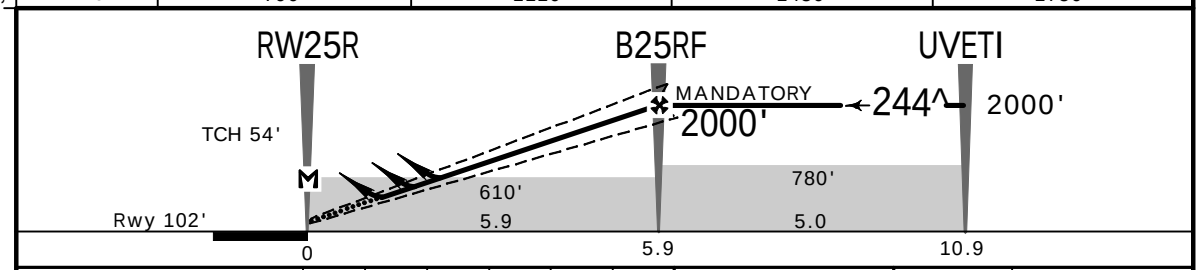
MISSED APCH: Climb on track 244^. At 700' turn RIGHT on hdg 015^ climbing to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb on track 244^. At 700' turn RIGHT on hdg 015^ climbing to 3000'. At 2200' turn RIGHT to intercept and follow R-249 inbound to BUN VOR. Enter BUN holding and/or execute ILS or LOC A Rwy 25R approach via IAF ANT/KERKY from BUN VOR.

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

1. Minimum Temperature -10^C. 2. Pilots unable to fly RNP Apch shall advise ATC.



DIST to RW25R	2.0	3.0	4.0	5.0
ALTITUDE	790'	1110'	1430'	1750'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW25R							

HIALS-II
PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 25R

	LPV	LNAV/VNAV	LNAV
	DA(H) AB: 352' (250') C: 359' (257') D: 369' (267')	A: 485' (383') C: 504' (402') DA(H) B: 494' (392') D: 514' (412')	CDFA DA/MDA(H) 610' (508')

PANS OPS

		ALS out		ALS out		ALS out
A	RVR 800m	RVR 1300m	RVR 1400m	RVR 1500m	RVR 1500m	
B						
C			RVR 1500m	RVR 1900m	RVR 1900m	RVR 2400m
D	RVR 900m					

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (13-1) .Eff.8.Sep.

BRUSSELS, BELGIUM
VOR Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

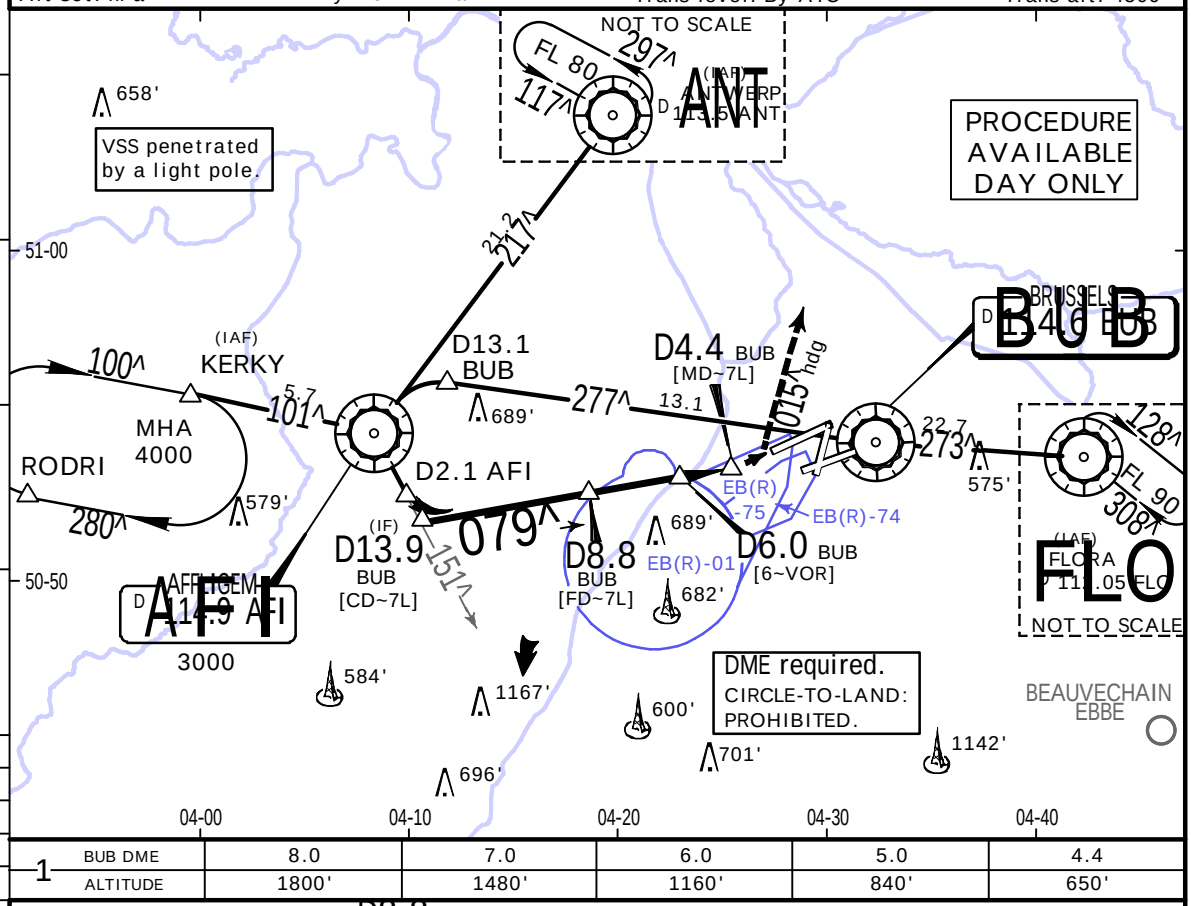
BRUSSELS Tower	Ground	
118.605 120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it

VOR BUB	Final Apch Crs	D8.8 BUB MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 175'
114.6	079^	2000' (1879')	660' (539')	Rwy 121'

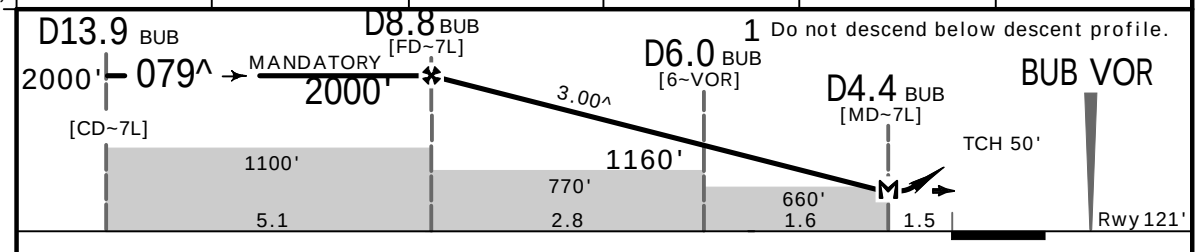
1700 180^ 1800
090^ 270^
2200
MSA BUB VOR

MISSED APCH: Turn LEFT on hdg 015^ climbing to 4000', then as directed.
MISSED 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-228 ANT VOR to KERKY. Enter KERKY holding and/or execute VOR Rwy 07L approach via IAF KERKY.

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



BUB DME	8.0	7.0	6.0	5.0	4.4
ALTITUDE	1800'	1480'	1160'	840'	650'



1 Do not descend below descent profile.

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D4.4 BUB						

HIALS
PAPI
4000' on LT
015^ hdg

.Standard. STRAIGHT-IN LANDING RWY 07L

with D6.0 BUB	w/o D6.0 BUB
CDFA	CDFA
DA/MDA(H) 660' (539')	DA/MDA(H) 770' (649')
ALS out	ALS out

PANS OPS

A	2800m
B	
C	3300m
D	

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (13-2) .Eff.8.Sep.

BRUSSELS, BELGIUM
VOR Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival		BRUSSELS Arrival (R)
110.6 112.050 114.6	114.9 117.550 132.480	118.255

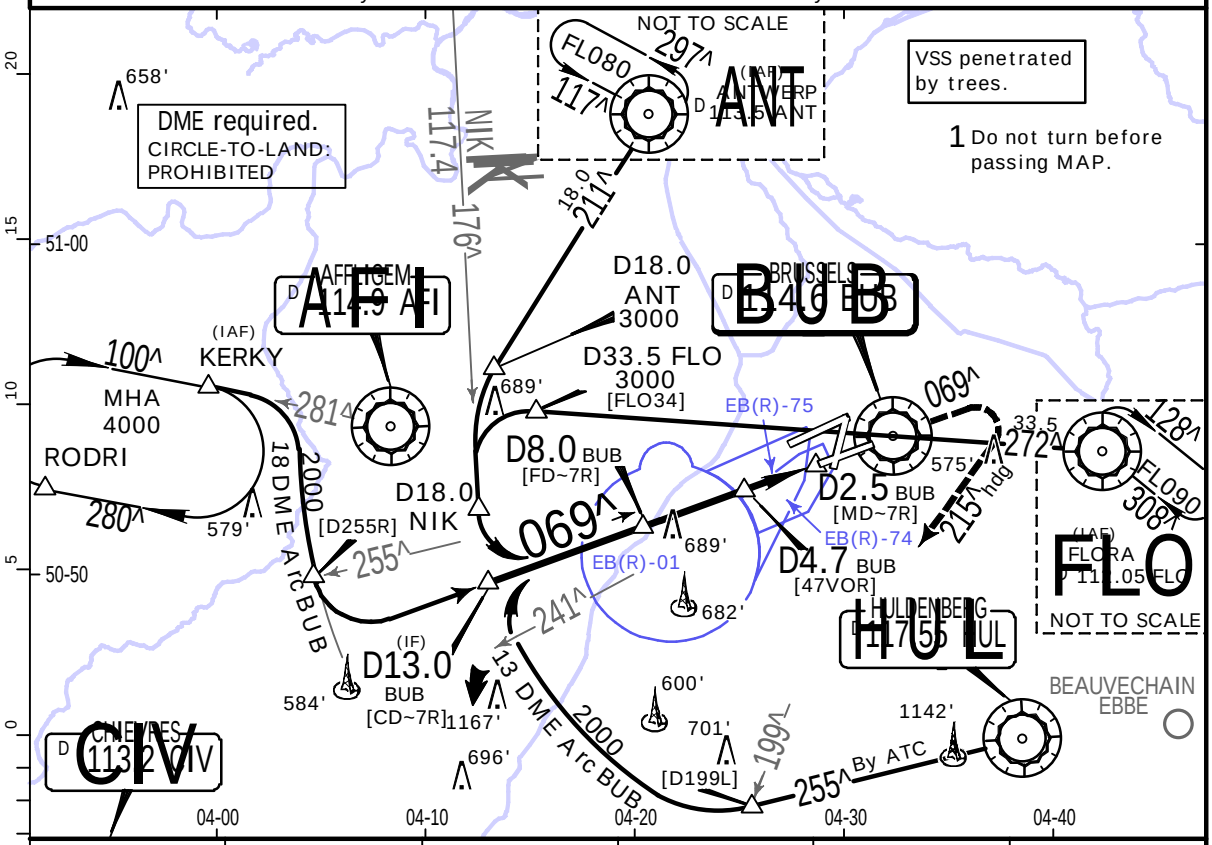
BRUSSELS Tower	Ground		
118.605 120.780	118.055	for apron 2 North and North of it	121.880 for apron 2 South and South of it

VOR BUB	Final Apch Crs	D8.0 BUB MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 175'
114.6	069^	2000' (1834')	630' (464')	Rwy 166'

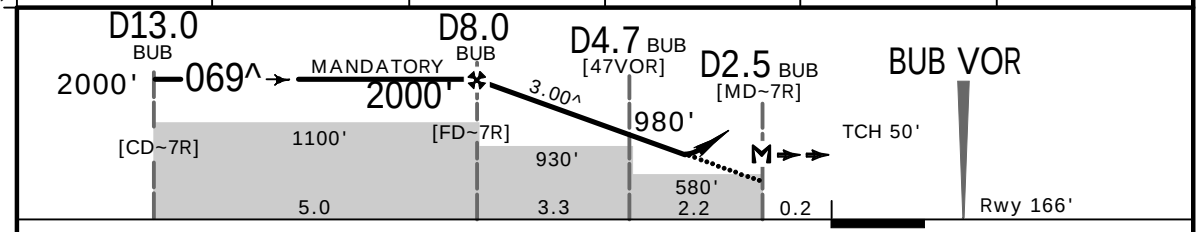
180^ 1700 1800 090^ 270^ 2200
MSA BUB VOR

MISSED APCH: Climb on track 069^. At 800' turn RIGHT on hdg 215^ climbing to 4000', then as directed. 1
MISSED APCH WITH COMM FAILURE: Climb 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'	1720'	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D2.5 BUB						

PAPI-L | 800' on 069^ | 4000' RT on 215^ hdg

PANS OPS

.Standard. STRAIGHT-IN LANDING RWY 07R

	with D4.7 BUB CDFA DA/MDA(H) 630' (464')	w/o D4.7 BUB CDFA DA/MDA(H) 930' (764')
A	1900m	1900m
B		
C	2200m	2400m
D		

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (13-3) .Eff.8.Sep.

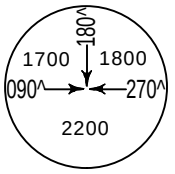
BRUSSELS, BELGIUM
VOR Z Rwy 25L

BRIEFING STRIP™

D-ATIS Arrival						BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.480	118.255

BRUSSELS Tower		Ground			
118.605	120.780	118.055	for apron 2 North and North of it	121.880	for apron 2 South and South of it

VOR BUB	Final Apch Crs	D5.2 BUB MANDATORY	DA/MDA(H)	Apt Elev 175'
114.6	249^	2000' (1850')	530' (380')	Rwy 150'

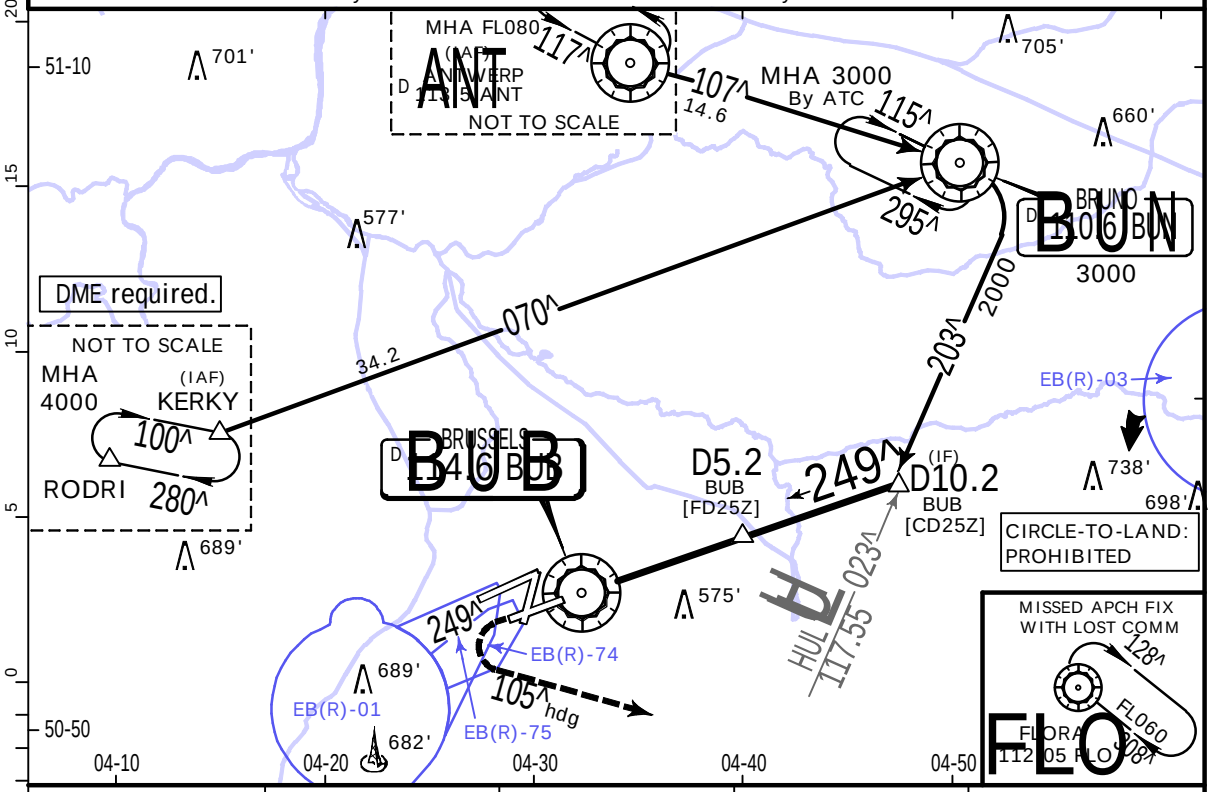


MSA BUB VOR

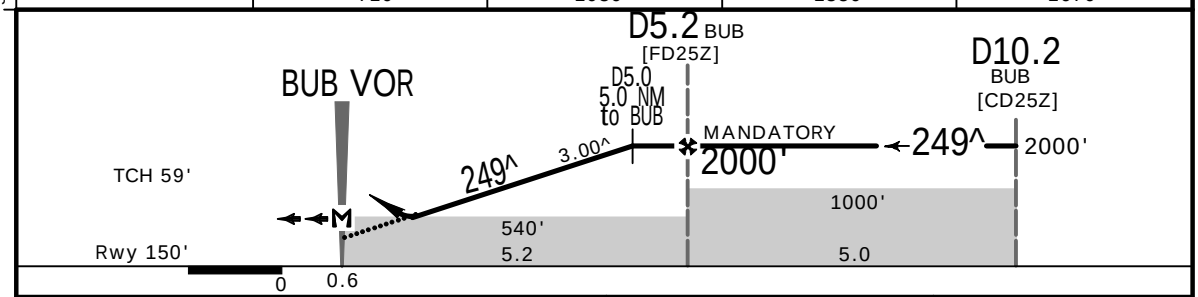
MISSED APCH: Climb on track 249^. At 700' turn LEFT (MAX 185 KT)on hdg 105^ climbing to 4000', then as directed.

MISSED 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-263 inbound FLO VOR. Enter FLO holding and/or execute VOR Y Rwy 25L approach via IAF FLO VOR.

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



BUB DME	1.0	2.0	3.0	4.0
ALTITUDE	710'	1030'	1350'	1670'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at BUB VOR							

HIALS-II
PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 25L
CDFA
DA/MDA(H) 530' (380')

		ALS out
A	RVR 1000m	RVR 1500m
B		
C		RVR 1700m
D		

PANS OPS

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
2 SEP 22 (13-4) .Eff.8.Sep.

BRUSSELS, BELGIUM
VOR Y Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	BRUSSELS Arrival (R)
110.6 112.050 114.6 114.9 117.550 132.480	118.255

BRUSSELS Tower	Ground	
118.605 120.780	118.055 for apron 2 North and North of it	121.880 for apron 2 South and South of it

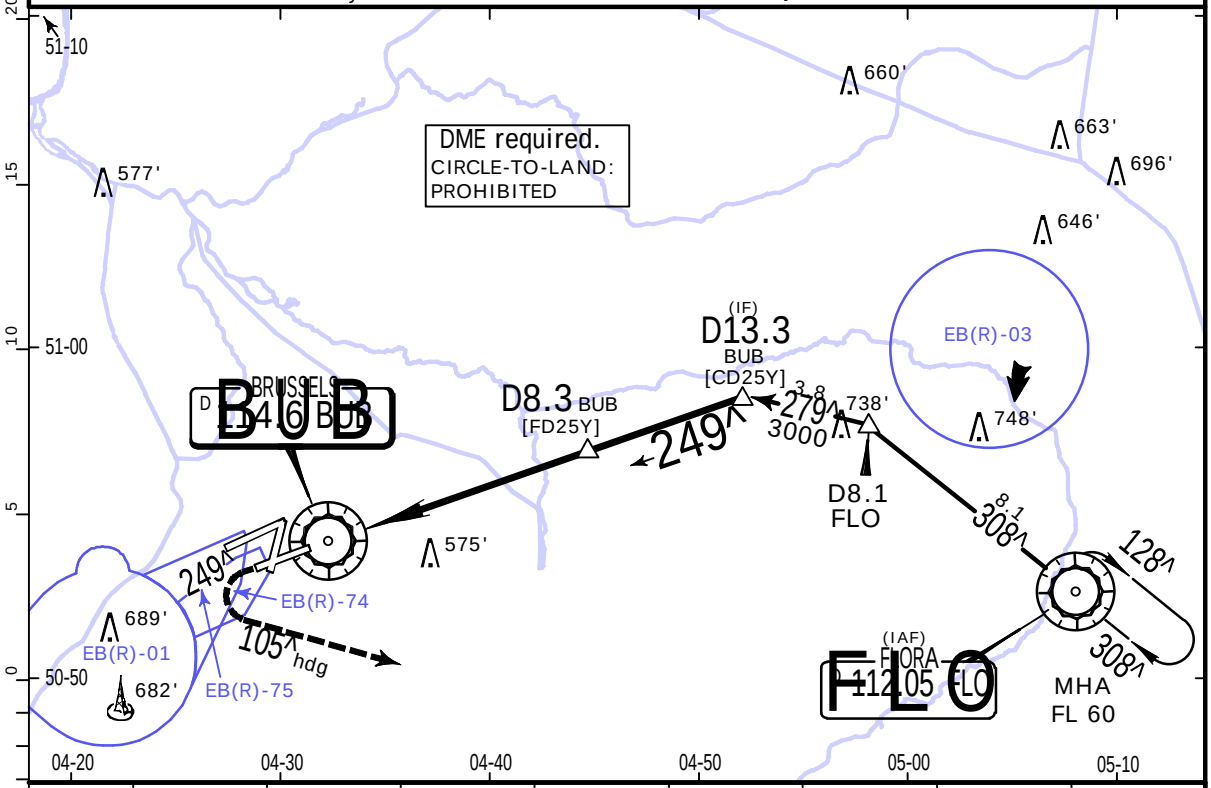
VOR BUB	Final Apch Crs	D8.3 BUB MANDATORY	DA/MDA(H)	Apt Elev 175'
114.6	249^	3000' (2850')	530' (380')	Rwy 150'

MSA BUB VOR: 180^ 1700 1800 090^ 270^ 2200

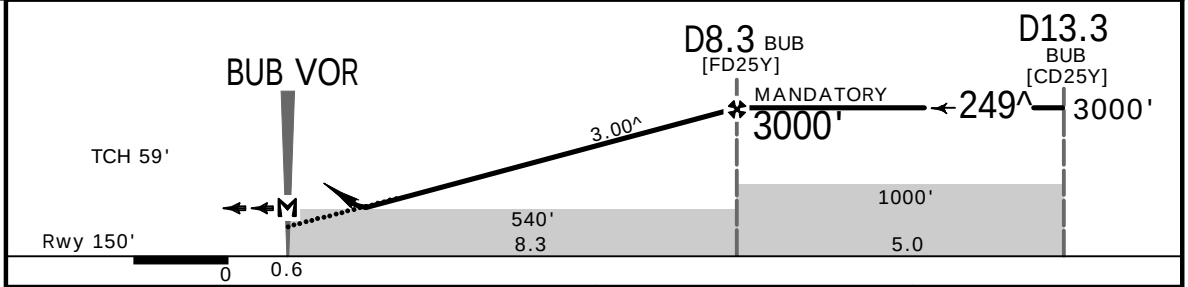
MISSED APCH: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to 4000', then as directed.

MISSED 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-263 inbound to FLO VOR. Enter FLO holding and/or execute VOR Y Rwy 25L approach via IAF FLO VOR.

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



BUB DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	710'	1030'	1350'	1670'	1990'	2300'	2620'	2940'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at BUB VOR							

HIALS-II
PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 25L
CDFA
DA/MDA(H) 530' (380')

		ALS out
A	RVR 1000m	RVR 1500m
B		
C		RVR 1700m
D		

PANS OPS

CHANGES: Airspace EB(R)-74 and EB(R)-75 added.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
17 MAR 23 (18-1) .Eff.23.Mar.

BRUSSELS, BELGIUM
SRA All Rwys

BRIEFING STRIP ™

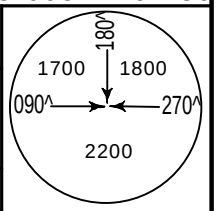
D-ATIS Arrival	BRUSSELS Arrival (R)	BRUSSELS Tower
110.6 112.050 114.6 114.9 117.550 132.480	118.255	118.605 120.780

Ground
118.055 for apron 2 North and North of it
121.880 for apron 2 South and South of it

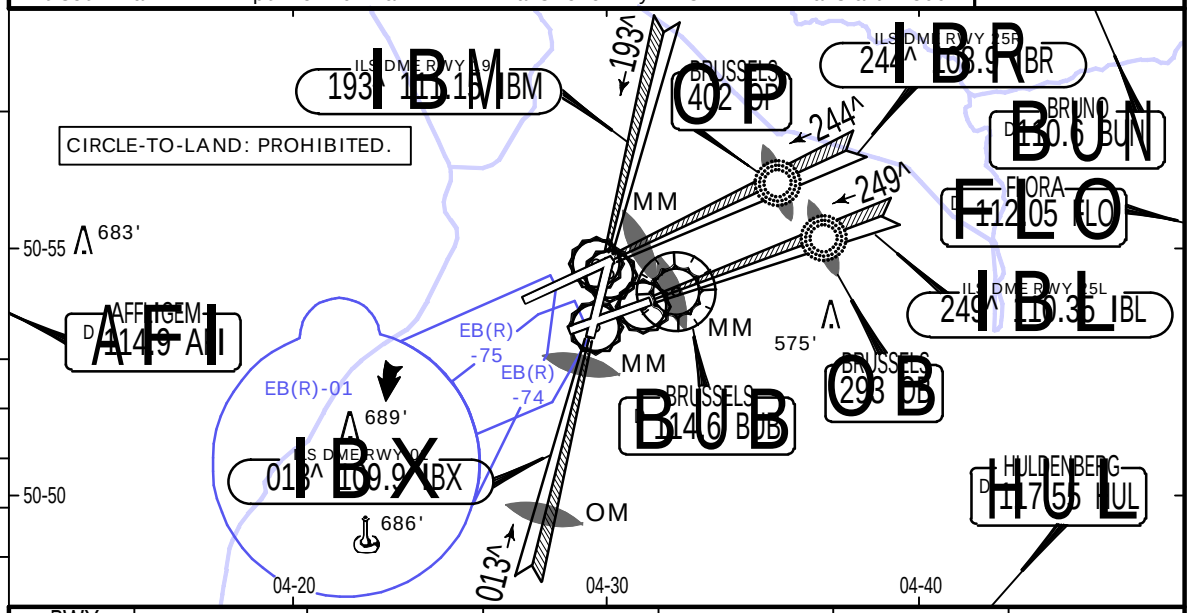
RADAR	Final Apch Crs By ATC	Minimum Alt 6.0 NM RADAR FIX See table below	DA(H) Refer to chart 18-1A	Apt Elev 175' Rwy - See below

Missed Approach - See 18-1A

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



MSA BUB VOR



RWY 01	RADAR FIX	2.0	3.0	4.0	5.0	6.0 (FAF)
	ALTITUDE	900'	1200'	1500'	1800'	2000'
RWY 07L	RADAR FIX	3.0	4.0	5.0	6.0 (FAF)	
	ALTITUDE	1100'	1500'	1800'	2000'	
RWY 07R	RADAR FIX	3.0	4.0	5.0	6.0 (FAF)	
	ALTITUDE	1200'	1500'	1800'	2000'	
RWY 19	RADAR FIX	2.0	3.0	4.0	5.0	6.0 (FAF)
	ALTITUDE	800'	1100'	1400'	1800'	2000'
RWY 25L	RADAR FIX	2.0	3.0	4.0	5.0	6.0 (FAF)
	ALTITUDE	800'	1200'	1500'	1800'	2000'
RWY 25R	RADAR FIX	2.0	3.0	4.0	5.0	6.0 (FAF)
	ALTITUDE	800'	1100'	1400'	1800'	2000'

RWY	01	07L	07R	19	25L	25R
ELEV	175'	121'	166'	105'	150'	102'

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
Rwy 01, 19, 25L/R: MAP 2 NM from touchdown							
Rwy 07L/R: MAP 3 NM from touchdown							

Lighting-Refer to Airport Chart

Refer to Missed Apch above

PANS OPS

FOR LANDING MINIMUMS REFER TO 18-1A

CHANGES: NDB OZ withdrawn.

MISSED APPROACH

MISSED APPROACH:

Runway 01: Climb on track 013^. At 1500' turn LEFT on hdg 305^ climbing to 4000', then as directed. Do not turn before passing MM.

Runway 07L: Turn LEFT on hdg 015^ climbing to 4000', then as directed.

Runway 07R: Climb on track 069^. At 800' turn RIGHT on hdg 215^ climbing to 4000', then as directed.

Runway 19: 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.

Runway 25L: Climb on track 249^. At 700' turn LEFT (MAX 185 KT) on hdg 105^ climbing to 4000', then as directed.

Runway 25R: Climb on track 244^. At 700' turn RIGHT on hdg 015^ climbing to 3000', then as directed.

MISSED APPROACH WITH COMM FAILURE:

Runway 01: Climb on track 013^. At 1500' turn LEFT on hdg 305^ to intercept and follow R-228 ANT VOR to KERKY climbing to 4000'. Enter KERKY holding and/or execute ILS or LOC Rwy 01 approach via IAF KERKY. Do not turn before passing MM.

Runway 07L: Turn LEFT on hdg 015^ climbing to 4000'. At 2200' direct to ANT VOR. At ANT VOR turn LEFT to intercept and follow R-228 ANT VOR to KERKY. Enter KERKY holding and/or execute VOR Rwy 07L approach via IAF KERKY.

Runway 07R: Climb 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. Do not turn before passing MAP.

Runway 19: Climb on track 193^. At 1100' turn LEFT (MAX 185 KT) on hdg 045^ to intercept and follow R-204 inbound to BUN VOR climbing to 3000'. Enter BUN holding and/or intercept R-263 BUN VOR to IF for another approach. Do not turn before passing D0.5 IBM.

Runway 25L: 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-263 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC Y Rwy 25L approach via IAF FLO VOR.

Runway 25R: 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 BUN VOR. Enter BUN holding and/or execute ILS or LOC Z Rwy 25R approach via IAF ANT/KERKY from BUN VOR.

LANDING MINIMUMS

.Standard. STRAIGHT-IN LANDING

	SRA 01 CDFA DA/MDA(H) 880' (705')		SRA 07L CDFA DA/MDA(H) 1030' (909')	
		ALS out		ALS out
A B	RVR 1500m		RVR 1500m	
C D	RVR 2400m		RVR 2400m	

.Standard. STRAIGHT-IN LANDING

	SRA 07R CDFA DA/MDA(H) 1030' (864')		SRA 19 CDFA DA/MDA(H) 800' (695')	
				ALS out
A B	RVR 1500m		RVR 1500m	
C D	RVR 2400m		RVR 2400m	

.Standard. STRAIGHT-IN LANDING

	SRA 25L CDFA DA/MDA(H) 800' (650')		SRA 25R CDFA DA/MDA(H) 800' (698')	
		ALS out		ALS out
A B	RVR 1500m		RVR 1500m	
C	RVR 2300m	RVR 2400m	RVR 2400m	
D				

PANS OPS

CHANGES: None.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRUSSELS, (BRUSSELS NATL - EBBR)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	31 Mar 2023	
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	31 Mar 2023	
REV	LOW VIS TAXI ROUTES	10-9B	31 Mar 2023	
REV	PARKING STANDS	10-9C	31 Mar 2023	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EBBR

Type: Terminal
Effectivity: Temporary
Begin Date: 20220224
End Date: Until Further Notice

Based on SUP 009-22 following SIDs are not available: Rwy 07L: LNO 2W (10-3M), SPI 2W (10-3V2), SOPOK 2W (10-3T4), PITES 2W (10-3P), ROUSY 2W (10-3Q8) and CIV 1W (10-3G9), Rwy 07R: LNO 2Y (10-3N), SPI 2Y (10-3V3), SOPOK 2Y (10-3T5), PITES 2Y (10-3Q), ROUSY 2Y (10-3Q9) and CIV 2Y (10-3H).

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Based on SUP 012-22 following SIDs are not available: Rwy 07L: LNO 2T (10-3C2), SOPOK 2T (10-3E7) and SPI 2T (10-3G2). Rwy 07R: LNO 2V (10-3D), SOPOK 2V (10-3E7) and SPI 2V (10-3G2). Rwy 25L: LNO 2E (10-3B) and SPI 2E (10-3F). Rwy 25R: LNO 2G (10-3B), LNO 2M (10-3C1), SOPOK 2M (10-3E6), SPI 2G (10-3F) and SPI 2M (10-3G1) Rwy 25L/R: LNO 2K (10-3C), PITES 2G (10-3E), PITES 2K (10-3E1), ROUSY 2G (10-3E2), ROUSY 2K (10-3E3), SOPOK 2G (10-3E4), SOPOK 2K (10-3E5) and SPI 2K (10-3G).

Type: Terminal
Effectivity: Temporary
Begin Date: 20230126
End Date: 20230630

(12-4) RNP Rwy 25R - LPV mnms changed as follows: DA(H): CAT A 388'(286'), CAT B 398'(296'), CAT C 408'(306'), CAT D 418'(316'). RVR with ALS CAT AB 900m, CAT CD 1000m. RVR without ALS CAT ABCD 1400m. (Based on SUP 001-23).