Pilot Briefing Document

Brussels National Airport (EBBR)

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NOT FOR REAL AVIATION

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Pilot Briefing Document – Brussels National Airport (EBBR)

This information sheet contains information for pilots flying to and from Brussels National Airport. This document walks you through the most specific local ATC procedures which you will encounter during your flight.

1. Specific local ATC procedures

a) General

In Brussels FIR airspace frequency changes are **never** approved without ATC approval. The controller will inform you when a frequency change is due and approved.

b) IFR & start-up clearances

IFR clearances may be requested 20 minutes prior ETD on the Brussels Delivery frequency (EBBR_DEL). When a pilot requests an IFR clearance, it does not mean that the pilot has to be fully ready for start-up at that moment. The pilot will be asked to report ready for start-up on the Brussels Delivery frequency.
Please keep in mind that a start-up approval does **not** mean that the pilot is cleared for push-back! The push-back clearance will be given later by Brussels Ground. A start-up clearance implies that the flight is allowed to commence.

c) Gate assignments

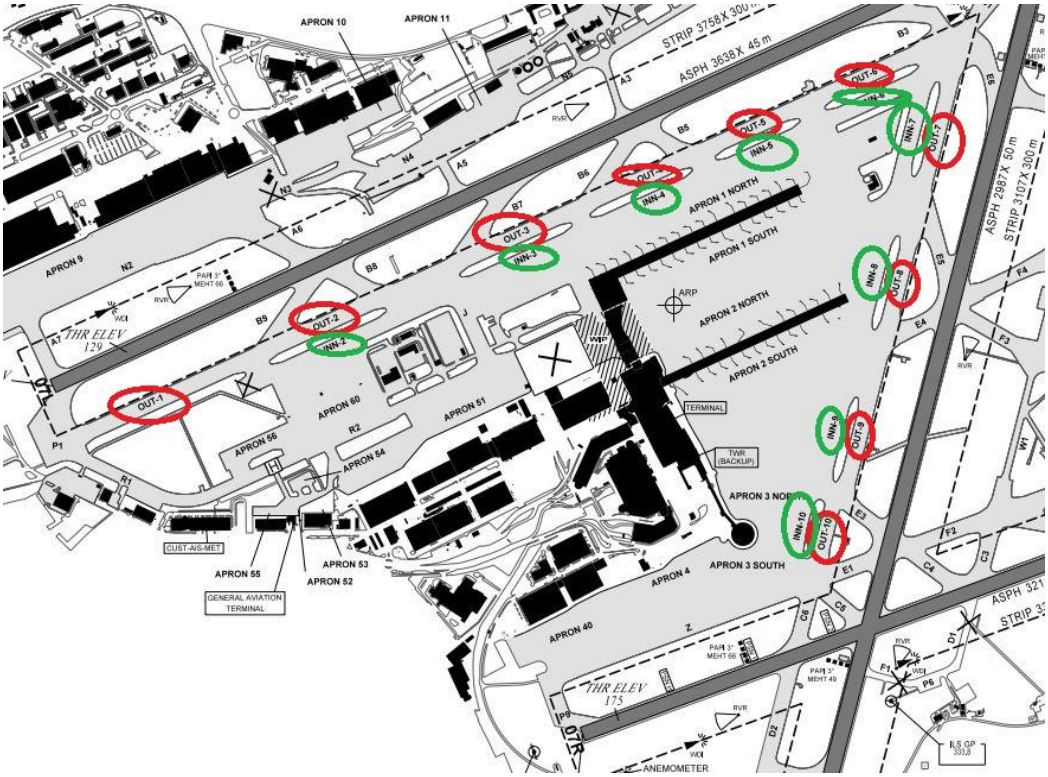
- Apron 1 (gates 1##): North and South: Schengen flights ONLY
- Apron 2 (gates 2##): North and South: Non-Schengen flights ONLY
- Apron 3 (gates 3##): Seldom used for passenger flights and not used for cargo flights. These are remote stands and passengers are carried by bus to the terminal.
- Apron 4 (gates 4##): Turboprops and business-jets
- Apron 9 (gates 9##): Cargo flights (! non-DHL and non-Eurotrans **ONLY** !)
- Apron (gates 5##): 50-51-60: Cargo flights (! DHL and Eurotrans **ONLY** !)
- Apron 52-53: General Aviation

d) Simulating full ground procedures

We will continue to provide realistic ATC services until the aircraft is parked at the (assigned) gate or parking position. Pilots are urged not to log off after landing but to taxi to their assigned gate. Please have your airport and taxi diagrams ready at hand.

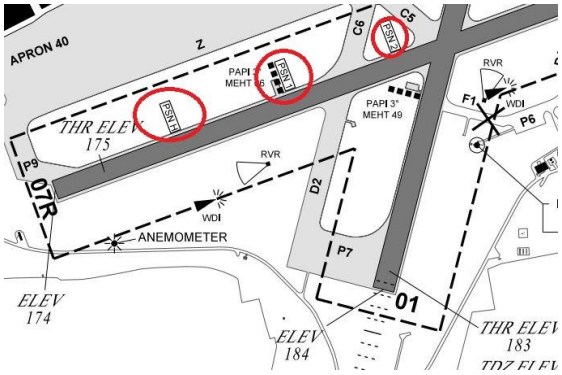
e) Specific Brussels ground procedures

Pilots shall follow taxi routes instructed by ATC at all time! Brussels ground layout is somewhat complex given that we have two long V-shaped parallel taxiways, being the OUTER and INNER taxiway. The OUTER-taxiway segments are indicated as “OUT-#” on the airport diagram. The INNER-taxiway segments are indicated as “INN-#” on the airport diagram. (Note the red and green circles below). Depending on your scenery taxiway Z might still be shown as "OUT-11".



i. Easterly configuration (standard: RWY 01 for arrivals and 07L/R for departures)

The OUTER-taxiways are only to be used for INBOUND flights. The INNER-taxiways are only to be used for OUTBOUND flights. All other taxiways are available for all traffic, but on ATC discretion only! Departures expect to depart from holding point P9 if runway 07R is in use for take-off. An exception is made for cargo aircraft at apron 9, which can expect a RWY 07L departure from holding point A7. Runway 07R has got 3 different line-up positions (position 1,2 and Hotel). The pilot must listen carefully which line-up position is assigned by ATC. Note that either the ground or tower controller may issue this instruction in this specific case.

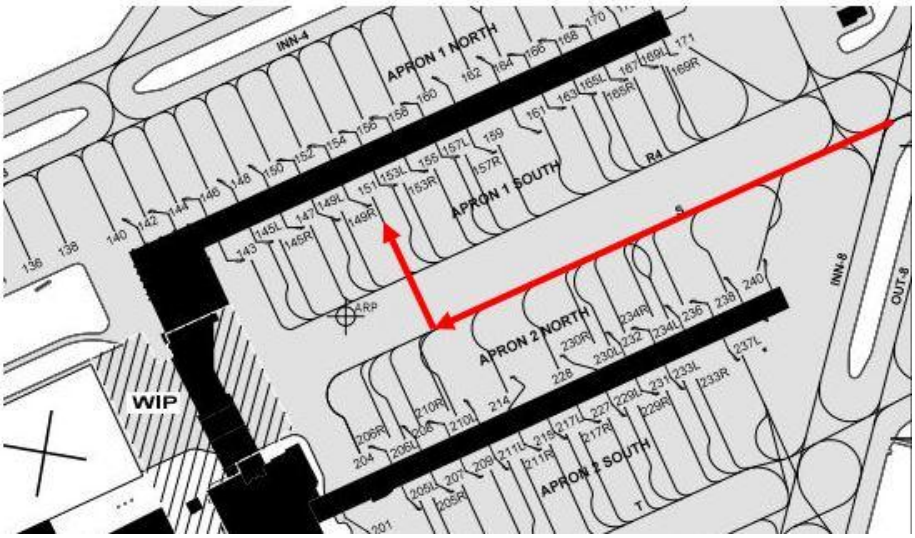


ii. Westerly configuration (standard: RWY 25L for arrivals and 25R for departures)

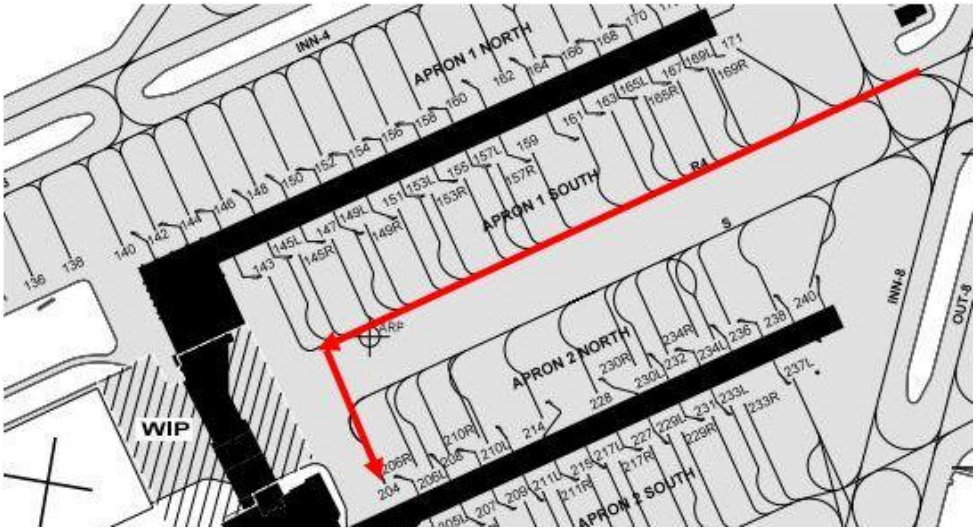
The OUTER-taxiways are only to be used for OUTBOUND flights. The INNER-taxiways are only to be used for INBOUND flights. All other taxiways are available for all traffic, but on ATC discretion only! Departures expect to depart from holding point B1 if runway 25R is in use for take-off. Aircraft class 'Heavy' must use holding point W41 or W42. Cargo aircrafts from apron 9 shall taxi via N2-A6-B8-Outers to holding point B1 or onwards to W41/W42. This in order to avoid Melsbroek air force base which is located on the northeastern side of the airport.

iii. General remark

When assigned a gate at apron 1 south or apron 2 north, you will not necessarily be assigned the taxiway which is nearest to the gate. Note that you may have to take the furthest taxiway and then cross the nearest taxiway. Here is an example: "Bee-line 12A, taxi to gate 151 via taxiway S". The aircraft will follow this route:



Here is another example: "Bee-line 359, taxi to gate 204 via taxiway R4". The aircraft will follow this route:



f) Specific Brussels tower procedures

Due to real life noise abatement procedures we use a "Preferential Runway System" which is stated below. Be aware: All times stated are local times & RWY 01/19 may be denoted as 02/20 in your scenery:

		0600 to 1559	1600 to 2259	2300 to 0559
MON 0500 till TUE 0459	DEP	25R		25R / 19(1)
	ARR	25L / 25R		25R / 25L(2)
TUE 0500 till WED 0459	DEP	25R		25R / 19(1)
	ARR	25L / 25R		25R / 25L(2)
WED 0500 till THU 0459	DEP	25R		25R / 19(1)
	ARR	25L / 25R		25R / 25L(2)
THU 0500 till FRI 0459	DEP	25R		25R / 19(1)
	ARR	25L / 25R		25R / 25L(2)
FRI 0500 till SAT 0459	DEP	25R		25R(3)
	ARR	25L / 25R		25R
SAT 0500 till SUN 0459	DEP	25R	25R / 19(1)	25L(4)
	ARR	25L / 25R	25R / 25L(2)	25L
SUN 0500 till MON 0459	DEP	25R / 19(1)	25R	19(4)
	ARR	25R / 25L(2)	25L / 25R	19

(1) RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 19 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY; aircraft with MTOW between 80 and 200 t can use RWY 25R or 19 (at pilot discretion); aircraft with MTOW > 200 t shall use RWY 25R regardless the destination.
(2) Arrival on RWY 25L at ATC discretion only.
(3) No airport slot will be allocated for take-off between 0100 and 0600 (EBBR 2.20. § 1).
(4) No airport slot will be allocated for take-off between 0000 and 0600 (EBBR 2.20. § 1).

Times of runway 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.

EXCEPTIONS:

The preferential runway system is **not** the determining factor in runway selection under the following circumstances:

- When the crosswind component exceeds 20 kt or more (gusts included).
- When the tailwind component exceeds 7 kt or more (gusts included).
- When the runways are contaminated or when estimated surface friction is less than good.
- When alternative runways are successively requested by pilots for safety reasons.
- When pilots report excessive wind at higher altitudes resulting in go-arounds.
- When wind shear has been reported or forecast, or when thunderstorms are expected to affect approaching, arriving or departing traffic.
- When works are in progress on one of the runways included in the preferential runway system.
- For landing, when the ceiling is lower than 1 500 m (500 ft) or the VIS is less than 1 900 m.
- For departure, when the VIS is less than 1 900 m.

When the wind components exceed the indicated values and prevent from using the preferential runway system, the most suitable runway into the wind (01 North, 07R/L East or 19 South) will be assigned. However, RWY 07L/R cannot be used as runway for landing, except when no other suitable runway is available.

When low visibility procedures [1](LVP) are in progress, RWY 25R/L will be the active runways at all times!
Runways 25R/L are approved for CAT II/III procedures with the following RVR minima:

- CAT II (RWY 25L): below 550m to 350m
- CAT II (RWY 25R): below 800m to 350m
- CAT III: below 350m to 150m

g) Specific Brussels departure procedures

Initial altitude for all SIDs is FL60. Transition altitude in Brussels FIR (including Brussels airport) is 4500' on local QNH. Check EBBR_ATIS on frequency 132.475 prior to contacting ATC. If you are not able to follow the SID, advise your controller! EBBR_DEP will only clear you to FL70 after take-off, thus please contact Brussels Departure **as soon as possible after hand-off from TWR.**

h) Specific Brussels arrival procedures

Arriving traffic may use a STAR to reach the IAF. All STARs contain Speed Limit Point (SLP) where pilots have to reduce the aircraft's speed below 250 kts (unless ATC approves high speed). After the IAF you will be vectored onto the final leg of the active runway. Be aware of differences between recent charts and some older sceneries: The frequency of ILS 25L has changed from 110.30 to 110.35.

Missed approach procedures :

- RWY 25R : Climb to 2000ft, when passed 700ft turn right to BUN and climb further to 3000ft. (!) No turn before OP/OM.
- RWY 25L : Climb to 2500ft, when passed 700ft turn left to FLO and climb further to 4500ft. (!) No turn before BUB VOR.
- RWY 01 : Continue on heading 015, climb to 4000ft, then to AFI VOR.

!!! You must report to ATC at the very latest **BEFORE** the turn. Preferably sooner !!!

2. Make sure you have the latest charts

The Belgian ATC organisation (Belgocontrol) publishes the electronic version of the aeronautical information publication (AIP) on the internet. The AIP is official government information and thus always up-to-date. We, Belux vACC, have a link to the latest charts so be sure to check our website's pilot section!

3. Scenery recommendation

Belux vACC recommends **Dream Factory Studio-Airport Brussels** or **Aerosoft-Mega Airport Brussels X**. Both are commercial sceneries but well worth your money. The airport is beautifully designed with sharp and very detailed textures. For more information visit the developer's respective website. For those who are looking for a good freeware version, you can download a scenery made for FS2002 (but with an easy fix able to run on FS2004 as well) on our website in the pilot section. Unfortunately no freeware FSX scenery is available.

[1] *Criteria of LVP: RVR less than 800 m or ceiling at or below 200 ft.

4. End

Belux vACC wishes you a nice flight from and/or to Brussels National airport! And remember when you are unsure of something, it is better to ask your controller then to do it (wrongly) yourself.
For more info: www.beluxvacc.org