AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AIRAC AMDT 007/2024

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1. Amendment content:

Section	Subject	Change
EBAW AD 2.22	RNP RWY 29 altitude restrictions	Updated
EBAW AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 29	Updated
EBBR AD 2.22	SIDs SOPOK departures	Updated
EBBR AD 2.24	Standard Departure Charts	Updated
EBCI AD 2.22	SIDs SOPOK 8X and SOPOK 9Y	Updated
EBCI AD 2.24	Standard Departure Charts	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: RNP (LNAV) ARINC CODING	Updated

2. Hand corrections to the following pages:

NIL

3. This AIP amendment incorporates information contained in the following publications:

NOTAM: NIL

SUP: NIL

4. Insert / remove the pages as shown on the next page:

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AD 2.EBBR-SID.06-1	11-JUL-2024
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AD 2.EBBR-SID.08-2	11-JUL-2024
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AD 2.EBBR-IAC.01-2	21-MAR-2024
AD 2.EBBR-IAC.02-1	21-MAR-2024
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AD 2.EBBR-IAC.14a-2	05-OCT-2023
AD 2.EBBR-VAC.01-1	21-MAR-2024
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AD 2.EBCI-1	24-FEB-2022
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AD 2.EBCI-3	20-APR-2023
AD 2.EBCI-4	20-APR-2023
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AD 2.EBCI-7	25-JAN-2024
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AD 2.EBCI-29	10-AUG-2023
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AD 2.EBCI-31	19-MAY-2022
AD 2.EBCI-32	19-MAY-2022
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AD 2.EBCI-ADC.01-2	21-MAR-2024
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AD 2.EBCI-ADC.02-2	25-JAN-2024
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AD 2.EBCI-GMC.04-1	25-JAN-2024
AD 2.EBCI-GMC.04-2	25-JAN-2024
AD 2.EBCI-AOC.01-1	21-MAR-2024
AD 2.EBCI-AOC.01-2	21-MAR-2024
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AD 2.EBCI-STAR.01-1	22-FEB-2024
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AD 2.EBCI-STAR.02-1	22-FEB-2024
AD 2.EBCI-STAR.02-2	22-FEB-2024
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AD 2.EBCI-IAC.05a-2	23-APR-2020
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AD 2.EBCI-VAC.01-2	13-JUN-2024
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AD 2.EBKT-2	18-APR-2024
AD 2.EBKT-3	18-APR-2024
AD 2.EBKT-4	18-APR-2024
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AD 2.EBKT-6	18-MAY-2023
AD 2.EBKT-7	18-APR-2024
AD 2.EBKT-8	18-APR-2024
AD 2.EBKT-9	18-APR-2024
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AD 2.EBKT-13	18-APR-2024
AD 2.EBKT-14	18-APR-2024
AD 2.EBKT-15	18-APR-2024
AD 2.EBKT-16	18-APR-2024
AD 2.EBKT-17	18-APR-2024
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AD 2.EBKT-ADC.01-2	21-MAR-2024
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AD 2.EBKT-GMC.02-2	08-OCT-2020
AD 2.EBKT-AOC.01-1	21-MAR-2024
AD 2.EBKT-AOC.01-2	21-MAR-2024
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AD 2.EBKT-SID.02-1	22-FEB-2024
AD 2.EBKT-SID.02-2	22-FEB-2024
AD 2.EBKT-SID.03-1	22-FEB-2024
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AD 2.EBKT-VAC.02-2	21-MAR-2024
AD 2.EBLG-1	18-APR-2024
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AD 2.EBLG-9	25-JAN-2024
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AD 2.EBLG-18	22-FEB-2024
AD 2.EBLG-19	22-FEB-2024
AD 2.EBLG-20	22-FEB-2024
AD 2.EBLG-21	25-JAN-2024
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AD 2.EBLG-29	16-MAY-2024
AD 2.EBLG-30	16-MAY-2024
AD 2.EBLG-31	18-APR-2024
AD 2.EBLG-32	18-APR-2024
AD 2.EBLG-33	25-JAN-2024
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AD 2.EBLG-36	16-MAY-2024
AD 2.EBLG-37	25-JAN-2024
AD 2.EBLG-38	25-JAN-2024
AD 2.EBLG-ADC.01-1	21-MAR-2024
AD 2.EBLG-ADC.01-2	21-MAR-2024
AD 2.EBLG-ADC.02-1	27-JAN-2022
AD 2.EBLG-ADC.02-2	27-JAN-2022
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AD 2.EBLG-GMC.02a-1	21-MAR-2024
AD 2.EBLG-GMC.02a-2	21-MAR-2024
AD 2.EBLG-GMC.02b-1	21-MAR-2024
AD 2.EBLG-GMC.02b-2	21-MAR-2024
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AD 2.EBLG-GMC.04-2	25-JAN-2024
AD 2.EBLG-GMC.05-1	25-JAN-2024
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AD 2.EBLG-GMC.06-1	25-JAN-2024
AD 2.EBLG-GMC.06-2	25-JAN-2024
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AD 2.EBLG-APDC.01-2	21-MAR-2024
AD 2.EBLG-AOC.01-1	21-MAR-2024
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AD 2.EBLG-AOC.02-1	21-MAR-2024
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AD 2.EBLG-PATC.01-1	17-AUG-2017
AD 2.EBLG-PATC.01-2	17-AUG-2017
AD 2.EBLG-PATC.02-1	17-AUG-2017
AD 2.EBLG-PATC.02-2	17-AUG-2017
AD 2.EBLG-PATC.03-1	17-AUG-2017
AD 2.EBLG-PATC.03-2	17-AUG-2017
AD 2.EBLG-ATCSMAC.01-1	21-MAR-2024
AD 2.EBLG-ATCSMAC.01-2	21-MAR-2024
AD 2.EBLG-STAR.01-1	22-FEB-2024
AD 2.EBLG-STAR.01-2	22-FEB-2024
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AD 2.EBLG-STAR.04-1	22-FEB-2024
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AD 2.EBLG-STAR.05-2	22-FEB-2024
AD 2.EBLG-STAR.06-1	22-FEB-2024
AD 2.EBLG-STAR.06-2	22-FEB-2024
AD 2.EBLG-SID.01-1	22-FEB-2024
AD 2.EBLG-SID.01-2	22-FEB-2024
AD 2.EBLG-SID.02-1	22-FEB-2024
AD 2.EBLG-SID.02-2	22-FEB-2024
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AD 2.EBLG-VAC.01-2	13-JUN-2024
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AD 2.ELLX-6	16-MAY-2024
AD 2.ELLX-7	16-MAY-2024
AD 2.ELLX-8	16-MAY-2024
AD 2.ELLX-9	13-JUN-2024
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AD 2.ELLX-11	13-JUN-2024
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AD 2.ELLX-13	05-OCT-2023
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AD 2.ELLX-15	25-JAN-2024
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AD 2.ELLX-22	25-JAN-2024
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AD 2.ELLX-31	25-JAN-2024
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AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.ELLX-GMC.01-1	16-MAY-2024
AD 2.ELLX-GMC.01-2	16-MAY-2024
AD 2.ELLX-GMC.02-1	16-MAY-2024
AD 2.ELLX-GMC.02-2	16-MAY-2024
AD 2.ELLX-GMC.03-1	16-MAY-2024
AD 2.ELLX-GMC.03-2	16-MAY-2024
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AD 2.ELLX-APDC.01-2	25-JAN-2024
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AD 2.ELLX-APDC.03-2	16-MAY-2024
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AD 2.ELLX-AOC.01-2	15-JUN-2023
AD 2.ELLX-PATC.01-1	15-JUN-2023
AD 2.ELLX-PATC.01-2	15-JUN-2023
AD 2.ELLX-ATCSMAC.01-1	05-OCT-2023
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AD 2.ELLX-STAR.01-1	05-OCT-2023
AD 2.ELLX-STAR.01-2	05-OCT-2023
AD 2.ELLX-STAR.02-1	25-JAN-2024
AD 2.ELLX-STAR.02-2	25-JAN-2024
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AD 2.ELLX-STAR.04-2	25-JAN-2024
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AD 2.ELLX-SID.02-1	05-OCT-2023
AD 2.ELLX-SID.02-2	05-OCT-2023
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AD 2.ELLX-IAC.01a-1	18-APR-2024
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AD 2.ELLX-IAC.01b-2	18-APR-2024
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AD 2.ELLX-IAC.04-1	18-APR-2024
AD 2.ELLX-IAC.04-2	18-APR-2024
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AD 2.ELLX-IAC.05-2	18-APR-2024
AD 2.ELLX-IAC.05a-1	23-FEB-2023
AD 2.ELLX-IAC.05a-2	23-FEB-2023
AD 2.ELLX-IAC.06-1	18-APR-2024
AD 2.ELLX-IAC.06-2	18-APR-2024
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AD 2.ELLX-IAC.06a-2	23-FEB-2023
AD 2.ELLX-VAC.01-1	15-JUN-2023
AD 2.ELLX-VAC.01-2	15-JUN-2023
AD 2.ELLX-VAC.02-1	29-DEC-2022
AD 2.ELLX-VAC.02-2	29-DEC-2022
AD 2.EBOS-1	29-DEC-2022
AD 2.EBOS-2	29-DEC-2022
AD 2.EBOS-3	18-APR-2024
AD 2.EBOS-4	18-APR-2024
AD 2.EBOS-5	21-MAR-2024
AD 2.EBOS-6	21-MAR-2024
AD 2.EBOS-7	18-APR-2024
AD 2.EBOS-8	18-APR-2024
AD 2.EBOS-9	16-MAY-2024
AD 2.EBOS-10	16-MAY-2024

AD 2.EBOS-11	16-MAY-2024
AD 2.EBOS-12	16-MAY-2024
AD 2.EBOS-13	16-MAY-2024
AD 2.EBOS-14	16-MAY-2024
AD 2.EBOS-15	21-MAR-2024
AD 2.EBOS-16	21-MAR-2024
AD 2.EBOS-17	18-APR-2024
AD 2.EBOS-18	18-APR-2024
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AD 2.EBOS-23	18-APR-2024
AD 2.EBOS-24	18-APR-2024
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AD 2.EBOS-ADC.02-2	18-APR-2024
AD 2.EBOS-ADC.03-1	18-APR-2024
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AD 2.EBOS-APDC.01-2	18-APR-2024
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AD 2.EBOS-PATC.02-1	04-FEB-2016
AD 2.EBOS-PATC.02-2	04-FEB-2016
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AD 2.EBOS-STAR.01-2	22-FEB-2024
AD 2.EBOS-STAR.02-1	22-FEB-2024
AD 2.EBOS-STAR.02-2	22-FEB-2024
AD 2.EBOS-STAR.03-1	22-FEB-2024
AD 2.EBOS-STAR.03-2	22-FEB-2024
AD 2.EBOS-STAR.04-1	22-FEB-2024
AD 2.EBOS-STAR.04-2	22-FEB-2024
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AD 2.EBOS-SID.01-2	21-MAR-2024
AD 2.EBOS-SID.02-1	21-MAR-2024
AD 2.EBOS-SID.02-2	21-MAR-2024
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AD 2.EBOS-SID.03b-2	21-MAR-2024
AD 2.EBOS-SID.04-1	21-MAR-2024
AD 2.EBOS-SID.04-2	21-MAR-2024
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AD 2.EBOS-IAC.01-2	21-MAR-2024
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AD 2.MIL-EBBL-IAC.06-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.07-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.07-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.08-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.08-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.09-1	02-NOV-2023
AD 2.MIL-EBBL-IAC.09-2	02-NOV-2023
AD 2.MIL-EBBL-IAC.10-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.10-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.11-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.11-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.12-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.12-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.13-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.13-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.14-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.14-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.15-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.15-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.16-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.16-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.17-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.17-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.18-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.18-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.19-1	11-JUL-2024
AD 2.MIL-EBBL-IAC.19-2	11-JUL-2024
AD 2.MIL-EBBL-VAC.01-1	13-JUN-2024
AD 2.MIL-EBBL-VAC.01-2	13-JUN-2024
AD 2.MIL-EBBL-VAC.02-1	13-JUN-2024
AD 2.MIL-EBBL-VAC.02-2	13-JUN-2024
AD 2.MIL-EBBL-VAC.03-1	13-JUN-2024
AD 2.MIL-EBBL-VAC.03-2	13-JUN-2024
AD 2.MIL-EBFN-1	07-SEP-2023
AD 2.MIL-EBFN-2	07-SEP-2023
AD 2.MIL-EBFN-3	24-FEB-2022
AD 2.MIL-EBFN-4	24-FEB-2022
AD 2.MIL-EBFN-5	19-MAY-2022
AD 2.MIL-EBFN-6	19-MAY-2022
AD 2.MIL-EBFN-7	24-MAR-2022
AD 2.MIL-EBFN-8	24-MAR-2022
AD 2.MIL-EBFN-9	24-FEB-2022
AD 2.MIL-EBFN-10	24-FEB-2022
AD 2.MIL-EBFN-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFN-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-2	07-SEP-2023
AD 2.MIL-EBFN-SID.01-1	07-SEP-2023
AD 2.MIL-EBFN-SID.01-2	07-SEP-2023
AD 2.MIL-EBFN-SID.02-1	07-SEP-2023
AD 2.MIL-EBFN-SID.02-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-1	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.02-1	06-OCT-2022
AD 2.MIL-EBFN-MISC.02-2	06-OCT-2022
AD 2.MIL-EBFN-IAC.01-1	13-JUN-2024
AD 2.MIL-EBFN-IAC.01-2	13-JUN-2024
AD 2.MIL-EBFN-IAC.02-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.02-2	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-2	05-OCT-2023
AD 2.MIL-EBFN-VAC.01-1	13-JUN-2024
AD 2.MIL-EBFN-VAC.01-2	13-JUN-2024
AD 2.MIL-EBFN-VAC.02-1	13-JUN-2024
AD 2.MIL-EBFN-VAC.02-2	13-JUN-2024
AD 2.MIL-EBSU-1	01-DEC-2022
AD 2.MIL-EBSU-2	01-DEC-2022
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021
AD 2.MIL-EBUL-1	18-MAY-2023
AD 2.MIL-EBUL-2	18-MAY-2023
AD 2.MIL-EBWE-1	24-FEB-2022
AD 2.MIL-EBWE-2	24-FEB-2022
AD 2.PVT-EBAM-1	24-FEB-2022
AD 2.PVT-EBAM-2	24-FEB-2022
AD 2.PVT-EBKH-1	25-JAN-2024
AD 2.PVT-EBKH-2	25-JAN-2024
AD 2.PVT-EBKH-3	25-JAN-2024
AD 2.PVT-EBKH-4	25-JAN-2024
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024
AD 2.PVT-EBBT-1	24-FEB-2022
AD 2.PVT-EBBT-2	24-FEB-2022
AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.PVT-EBCF-1	07-SEP-2023
AD 2.PVT-EBCF-2	07-SEP-2023
AD 2.PVT-EBCF-3	07-SEP-2023
AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.PVT-EBZW-1	24-FEB-2022
AD 2.PVT-EBZW-2	24-FEB-2022
AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.PVT-EBGG-1	21-APR-2022
AD 2.PVT-EBGG-2	21-APR-2022
AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.PVT-EBTN-1	24-FEB-2022
AD 2.PVT-EBTN-2	24-FEB-2022
AD 2.PVT-EBTN-3	05-OCT-2023
AD 2.PVT-EBTN-4	05-OCT-2023
AD 2.PVT-EBGB-1	24-FEB-2022
AD 2.PVT-EBGB-2	24-FEB-2022
AD 2.PVT-EBGB-3	19-JUL-2018
AD 2.PVT-EBGB-4	19-JUL-2018

AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024
AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.PVT-EBZH-2	24-FEB-2022
AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016
AD 2.PVT-EBHN-1	18-APR-2024
AD 2.PVT-EBHN-2	18-APR-2024
AD 2.PVT-EBHN-3	04-FEB-2016
AD 2.PVT-EBHN-4	04-FEB-2016
AD 2.PVT-EBEH-1	24-FEB-2022
AD 2.PVT-EBEH-2	24-FEB-2022
AD 2.PVT-EBEH-3	31-JAN-2019
AD 2.PVT-EBEH-4	31-JAN-2019
AD 2.PVT-EBLE-1	20-APR-2023
AD 2.PVT-EBLE-2	20-APR-2023
AD 2.PVT-EBMO-1	25-JAN-2024
AD 2.PVT-EBMO-2	25-JAN-2024
AD 2.PVT-EBMO-3	24-FEB-2022
AD 2.PVT-EBMO-4	24-FEB-2022
AD 2.PVT-EBNM-1	22-FEB-2024
AD 2.PVT-EBNM-2	22-FEB-2024
AD 2.PVT-EBNM-3	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024
AD 2.PVT-ELNT-2	16-MAY-2024
AD 2.PVT-EBSG-1	03-NOV-2022
AD 2.PVT-EBSG-2	03-NOV-2022
AD 2.PVT-EBSG-3	03-NOV-2022
AD 2.PVT-EBSG-4	03-NOV-2022
AD 2.PVT-EBSH-1	24-FEB-2022
AD 2.PVT-EBSH-2	24-FEB-2022
AD 2.PVT-EBSH-3	24-FEB-2022
AD 2.PVT-EBSH-4	24-FEB-2022
AD 2.PVT-EBST-1	30-NOV-2023
AD 2.PVT-EBST-2	30-NOV-2023
AD 2.PVT-EBST-3	30-NOV-2023
AD 2.PVT-EBST-4	30-NOV-2023
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024
AD 2.PVT-EBSP-1	13-JUN-2024
AD 2.PVT-EBSP-2	13-JUN-2024
AD 2.PVT-EBSP-3	13-JUN-2024
AD 2.PVT-EBSP-4	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024
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AD 2.PVT-EBTY-2	24-FEB-2022
AD 2.PVT-EBTY-3	02-JAN-2020
AD 2.PVT-EBTY-4	02-JAN-2020
AD 2.PVT-ELUS-1	18-APR-2024
AD 2.PVT-ELUS-2	18-APR-2024
AD 2.PVT-EBTX-1	24-FEB-2022
AD 2.PVT-EBTX-2	24-FEB-2022
AD 2.PVT-EBTX-3	20-MAY-2021
AD 2.PVT-EBTX-4	20-MAY-2021
AD 2.PVT-EBZR-1	30-NOV-2023
AD 2.PVT-EBZR-2	30-NOV-2023
AD 2.PVT-EBSL-1	18-APR-2024
AD 2.PVT-EBSL-2	18-APR-2024
AD 2.ULM-EBAR-1	20-APR-2023
AD 2.ULM-EBAR-2	20-APR-2023
AD 2.ULM-EBML-1	13-AUG-2020
AD 2.ULM-EBML-2	13-AUG-2020
AD 2.ULM-EBIS-1	23-APR-2020
AD 2.ULM-EBIS-2	23-APR-2020
AD 2.ULM-EBBN-1	23-APR-2020
AD 2.ULM-EBBN-2	23-APR-2020
AD 2.ULM-EBMG-1	23-APR-2020
AD 2.ULM-EBMG-2	23-APR-2020
AD 2.ULM-EBBY-1	27-JAN-2022
AD 2.ULM-EBBY-2	27-JAN-2022
AD 2.ULM-EBAV-1	05-OCT-2023
AD 2.ULM-EBAV-2	05-OCT-2023
AD 2.ULM-EBBZ-1	23-APR-2020
AD 2.ULM-EBBZ-2	23-APR-2020
AD 2.ULM-EBOR-1	25-FEB-2021
AD 2.ULM-EBOR-2	25-FEB-2021
AD 2.ULM-EBZU-1	16-MAY-2024
AD 2.ULM-EBZU-2	16-MAY-2024
AD 2.PERS-EBSM-1	16-JUL-2020
AD 2.PERS-EBSM-2	16-JUL-2020
AD 3.MIL-EBCT-1	23-APR-2020
AD 3.MIL-EBCT-2	23-APR-2020
AD 3.MIL-EBCT-VAC.01-1	23-APR-2020
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AD 3.MIL-EBCT-VAC.02-1	23-APR-2020
AD 3.MIL-EBCT-VAC.02-2	23-APR-2020
AD 3.HOSP-EBAL-1	23-APR-2020
AD 3.HOSP-EBAL-2	23-APR-2020
AD 3.HOSP-EBMD-1	23-APR-2020
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AD 3.HOSP-EBSJ-1	23-APR-2020
AD 3.HOSP-EBSJ-2	23-APR-2020
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AD 3.HOSP-EBUC-1	23-APR-2020
AD 3.HOSP-EBUC-2	23-APR-2020
AD 3.HOSP-EBEU-1	30-NOV-2023
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AD 3.HOSP-EBGT-1	02-NOV-2023
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AD 3.HOSP-EBYP-1	16-MAY-2024
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AD 3.HOSP-EBKZ-1	23-APR-2020
AD 3.HOSP-EBKZ-2	23-APR-2020
AD 3.HOSP-EBKG-1	23-APR-2020
AD 3.HOSP-EBKG-2	23-APR-2020
AD 3.HOSP-EBGA-1	23-APR-2020
AD 3.HOSP-EBGA-2	23-APR-2020
AD 3.HOSP-EBLC-1	23-APR-2020
AD 3.HOSP-EBLC-2	23-APR-2020
AD 3.HOSP-EBCH-1	23-APR-2020
AD 3.HOSP-EBCH-2	23-APR-2020
AD 3.HOSP-EBLS-1	25-MAR-2021
AD 3.HOSP-EBLS-2	25-MAR-2021
AD 3.HOSP-EBLX-1	23-APR-2020
AD 3.HOSP-EBLX-2	23-APR-2020
AD 3.HOSP-EBMC-1	23-FEB-2023
AD 3.HOSP-EBMC-2	23-FEB-2023
AD 3.HOSP-EBGE-1	23-APR-2020
AD 3.HOSP-EBGE-2	23-APR-2020
AD 3.HOSP-ELLC-1	10-AUG-2023
AD 3.HOSP-ELLC-2	10-AUG-2023
AD 3.HOSP-ELLC-ADC.01-1	10-AUG-2023
AD 3.HOSP-ELLC-ADC.01-2	10-AUG-2023
AD 3.HOSP-ELLZ-1	29-DEC-2022
AD 3.HOSP-ELLZ-2	29-DEC-2022
AD 3.HOSP-ELLK-1	29-DEC-2022
AD 3.HOSP-ELLK-2	29-DEC-2022
AD 3.HOSP-EBMT-1	23-APR-2020
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AD 3.HOSP-EBNB-1	23-APR-2020
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AD 3.HOSP-EBNG-1	25-MAR-2021
AD 3.HOSP-EBNG-2	25-MAR-2021
AD 3.HOSP-EBAD-1	23-APR-2020
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AD 3.HOSP-EBVS-1	23-APR-2020
AD 3.HOSP-EBVS-2	23-APR-2020
AD 3.PVT-EBDR-1	23-MAR-2023
AD 3.PVT-EBDR-2	23-MAR-2023
AD 3.PVT-EBJS-1	23-APR-2020
AD 3.PVT-EBJS-2	23-APR-2020
AD 3.PVT-EBBM-1	23-APR-2020
AD 3.PVT-EBBM-2	23-APR-2020
AD 3.PVT-EBBV-1	23-APR-2020
AD 3.PVT-EBBV-2	23-APR-2020
AD 3.PVT-EBOK-1	23-APR-2020
AD 3.PVT-EBOK-2	23-APR-2020
AD 3.PVT-EBDV-1	29-DEC-2022
AD 3.PVT-EBDV-2	29-DEC-2022
AD 3.PVT-EBEB-1	23-APR-2020
AD 3.PVT-EBEB-2	23-APR-2020
AD 3.PVT-EBFR-1	14-JUL-2022
AD 3.PVT-EBFR-2	14-JUL-2022
AD 3.PVT-EBAG-1	23-APR-2020
AD 3.PVT-EBAG-2	23-APR-2020
AD 3.PVT-EBHL-1	31-DEC-2020
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AD 3.PVT-EBHM-1	23-APR-2020
AD 3.PVT-EBHM-2	23-APR-2020
AD 3.PVT-EBHO-1	03-DEC-2020
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AD 3.PVT-EBHT-1	23-APR-2020
AD 3.PVT-EBHT-2	23-APR-2020
AD 3.PVT-EBHF-1	05-OCT-2023
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AD 3.PVT-EBKD-1	24-FEB-2022
AD 3.PVT-EBKD-2	24-FEB-2022
AD 3.PVT-EBFI-1	04-NOV-2021
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AD 3.PVT-EBKW-1	23-APR-2020
AD 3.PVT-EBKW-2	23-APR-2020
AD 3.PVT-EBSA-1	13-JUN-2024
AD 3.PVT-EBSA-2	13-JUN-2024
AD 3.PVT-EBKR-1	21-APR-2022
AD 3.PVT-EBKR-2	21-APR-2022
AD 3.PVT-EBMS-1	13-AUG-2020
AD 3.PVT-EBMS-2	13-AUG-2020
AD 3.PVT-EBLT-1	23-APR-2020
AD 3.PVT-EBLT-2	23-APR-2020
AD 3.PVT-EBRE-1	25-JAN-2024
AD 3.PVT-EBRE-2	25-JAN-2024
AD 3.PVT-EBLO-1	23-APR-2020
AD 3.PVT-EBLO-2	23-APR-2020
AD 3.PVT-EBLU-1	10-SEP-2020
AD 3.PVT-EBLU-2	10-SEP-2020
AD 3.PVT-EBMK-1	23-APR-2020
AD 3.PVT-EBMK-2	23-APR-2020
AD 3.PVT-EBMM-1	23-APR-2020
AD 3.PVT-EBMM-2	23-APR-2020
AD 3.PVT-EBMH-1	15-JUL-2021
AD 3.PVT-EBMH-2	15-JUL-2021
AD 3.PVT-EBME-1	27-JAN-2022
AD 3.PVT-EBME-2	27-JAN-2022
AD 3.PVT-EBMN-1	23-APR-2020
AD 3.PVT-EBMN-2	23-APR-2020
AD 3.PVT-EBSC-1	12-AUG-2021
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AD 3.PVT-EBLM-1	23-APR-2020
AD 3.PVT-EBLM-2	23-APR-2020
AD 3.PVT-EBGU-1	25-JAN-2024
AD 3.PVT-EBGU-2	25-JAN-2024
AD 3.PVT-EBDY-1	22-APR-2021
AD 3.PVT-EBDY-2	22-APR-2021
AD 3.PVT-EBNK-1	23-APR-2020
AD 3.PVT-EBNK-2	23-APR-2020
AD 3.PVT-EBOO-1	23-FEB-2023
AD 3.PVT-EBOO-2	23-FEB-2023
AD 3.PVT-EBNH-1	31-DEC-2020
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AD 3.PVT-EBOB-1	18-MAY-2023
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AD 3.PVT-EBPW-1	22-APR-2021
AD 3.PVT-EBPW-2	22-APR-2021
AD 3.PVT-EBNP-1	23-MAR-2023
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AD 3.PVT-EBEN-1	03-DEC-2020
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AD 3.PVT-EBLY-1	23-APR-2020
AD 3.PVT-EBLY-2	23-APR-2020
AD 3.PVT-EBRO-1	23-APR-2020

AD 3.PVT-EBRO-2	23-APR-2020
AD 3.PVT-EBNR-1	23-APR-2020
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AD 3.PVT-EBRR-1	23-APR-2020
AD 3.PVT-EBRR-2	23-APR-2020
AD 3.PVT-EBRD-1	23-APR-2020
AD 3.PVT-EBRD-2	23-APR-2020
AD 3.PVT-EBAS-1	23-APR-2020
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AD 3.PVT-EBSW-1	23-APR-2020
AD 3.PVT-EBSW-2	23-APR-2020
AD 3.PVT-EBSF-1	06-OCT-2022
AD 3.PVT-EBSF-2	06-OCT-2022
AD 3.PVT-EBSB-1	30-NOV-2023
AD 3.PVT-EBSB-2	30-NOV-2023
AD 3.PVT-EBTK-1	30-NOV-2023
AD 3.PVT-EBTK-2	30-NOV-2023
AD 3.PVT-EBVE-1	23-APR-2020
AD 3.PVT-EBVE-2	23-APR-2020
AD 3.PVT-EBVN-1	23-APR-2020
AD 3.PVT-EBVN-2	23-APR-2020
AD 3.PVT-EBWA-1	28-JAN-2021
AD 3.PVT-EBWA-2	28-JAN-2021
AD 3.PVT-EBWK-1	25-JAN-2024
AD 3.PVT-EBWK-2	25-JAN-2024
AD 3.PVT-EBWI-1	03-DEC-2020
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AD 3.PVT-EBWH-1	03-DEC-2020
AD 3.PVT-EBWH-2	03-DEC-2020
AD 3.PVT-EBWS-1	25-FEB-2021
AD 3.PVT-EBWS-2	25-FEB-2021
AD 3.PVT-EBWZ-1	23-APR-2020
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AD 3.PVT-EBZA-1	23-APR-2020
AD 3.PVT-EBZA-2	23-APR-2020
AD 3.PVT-EBZE-1	23-APR-2020
AD 3.PVT-EBZE-2	23-APR-2020
AD 3.PVT-EBZM-1	23-APR-2020
AD 3.PVT-EBZM-2	23-APR-2020
AD 3.PVT-EBZO-1	23-APR-2020
AD 3.PVT-EBZO-2	23-APR-2020
AD 3.PERS-EBAF-1	28-DEC-2023
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AD 3.PERS-EBRU-2	28-DEC-2023
AD 3.PERS-EBDZ-1	31-DEC-2020
AD 3.PERS-EBDZ-2	31-DEC-2020
AD 3.PERS-EBPP-1	18-JUN-2020
AD 3.PERS-EBPP-2	18-JUN-2020
AD 3.PERS-EBPL-1	30-NOV-2023
AD 3.PERS-EBPL-2	30-NOV-2023
AD 3.PERS-EBYC-1	18-JUN-2020
AD 3.PERS-EBYC-2	18-JUN-2020
AD 3.PERS-EBWV-1	18-JUN-2020
AD 3.PERS-EBWV-2	18-JUN-2020
AD 3.PERS-EBRL-1	27-JAN-2022
AD 3.PERS-EBRL-2	27-JAN-2022
AD 3.PERS-EBLV-1	18-JUN-2020
AD 3.PERS-EBLV-2	18-JUN-2020
AD 3.PERS-EBLJ-1	25-FEB-2021
AD 3.PERS-EBLJ-2	25-FEB-2021
AD 3.PERS-EBLH-1	08-OCT-2020
AD 3.PERS-EBLH-2	08-OCT-2020
AD 3.PERS-EBSV-1	10-AUG-2023
AD 3.PERS-EBSV-2	10-AUG-2023
AD 3.PERS-EBLD-1	18-JUN-2020
AD 3.PERS-EBLD-2	18-JUN-2020
AD 3.PERS-EBVU-1	23-MAR-2023
AD 3.PERS-EBVU-2	23-MAR-2023
AD 3.PERS-EBEM-1	13-JUL-2023
AD 3.PERS-EBEM-2	13-JUL-2023
AD 3.PERS-EBLR-1	18-JUN-2020
AD 3.PERS-EBLR-2	18-JUN-2020

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2 IFR FLIGHTS (INBOUND)

2.1 Holding Patterns

ANTWERPEN (ANT)

Fix	ANT DVOR/DME
Turn / inbound track (MAG)	Right / 290°
Holding level (MNM)	2000FT QNH
Remarks	185 KIAS MAX

Note: The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	Time	Speed limit (KTS)	NAV Spec	Remarks
ANT	HM	Y	291.0/290	R	4000 / 2000	1 MIN	-185	RNAV1	

2.2 Approach Procedures

2.2.1 General

When cleared for a visual approach on RWY 11, aircraft shall not intercept the APCH slope of the PAPI (3.5°) below 1700FT AMSL.

When cleared for a visual APCH on RWY 29, aircraft shall not intercept the APCH slope of the PAPI (3°) below 1000FT AMSL.

2.2.2 RNP RWY 11

Pilots shall request RNP approach on first contact with Brussels APP.

2.2.2.1 Waypoints

	ID	LATITUDE	LONGITUDE
	ARPUR	511131.8N	0040505.2E
IF	BEVRI	511522.1N	0041010.5E
FAF	AW11F	511409.1N	0041534.0E
MAPt	RW11	511130.70N	0042717.19E
MATF	AW011	510956.4N	0043415.1E

2.2.2.2 Path Terminators

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM/ MIN)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	ANT	IF	N			+3000		-220		RNP APCH	IAF
2	NIK	TF	N	262.1	R	@3000	11.0			RNP APCH	
3	ARPUR	TF	N	293.5	R		4.1			RNP APCH	
4	BEVRI	TF	N	039.7	R		5.0			RNP APCH	IF
5	AW11F	TF	N	109.7		@3000	3.6			RNP APCH	FAF
6	RW11	TF	Y	109.7			7.8		-3.50°/50	RNP APCH	MAPt
7	AW011	TF	Y	109.7	L		4.7	-160		(RNP APCH)*	MATF
8	ANT	DF				@2000					MAHF

* revert to conventional

2.2.3 RNP RWY 29

2.2.3.1 Waypoints

ID	LATITUDE	LONGITUDE
ANT	511125.7N	0042821.3E
OSNIZ	510426.5N	0043512.7E
TEOFA	510309.4N	0044045.9E
BRAGI	510751.5N	0044326.5E
NOFSA	511238.8N	0044454.6E
SONDI	511125.5N	0045018.0E
KRUBB	510654.4N	0044741.0E
AW29F	510913.6N	0043723.4E
RW29	511115.7N	0042823.4E

2.2.3.2 Path Terminators

Note: The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

At ATC discretion

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KTS)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	ANT	IF	N							RNP APCH	IAF
2	OSNIZ	TF	N	148.3/147		- / 2000	8.2	220		RNP APCH	
3	TEOFA	TF	N	110.1/109			3.7			RNP APCH	
4	BRAGI	TF	N	019.7/019		- / 2000	5.0			RNP APCH	IF
5	AW29F	TF	N	289.8/289		@2000	4.0			RNP APCH	FAF
6	RW29	TF	Y	289.8/289			6.0		3.00/52	RNP APCH	MAPT

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KTS)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	ANT	IF								RNP APCH	IAF
2	NOFSA	TF	N	083.2/082		- / 3000	10.5	220		RNP APCH	
3	SONDI	TF	N	109.8/109			3.6			RNP APCH	
4	KRUBB	TF	N	200.0/199		- / 3000	4.8			RNP APCH	
5	BRAGI	TF	N	289.6/289		- / 2000	2.8			RNP APCH	IF
6	AW29F	TF	N	289.8/289		@2000	4.0			RNP APCH	FAF
7	RW29	TF	Y	289.8/289			6.0		3.00/52	RNP APCH	MAPT

2.2.4 Standard Instrument Arrivals

STAR have been established as shown on chart AD 2.EBAW-STAR.01 and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

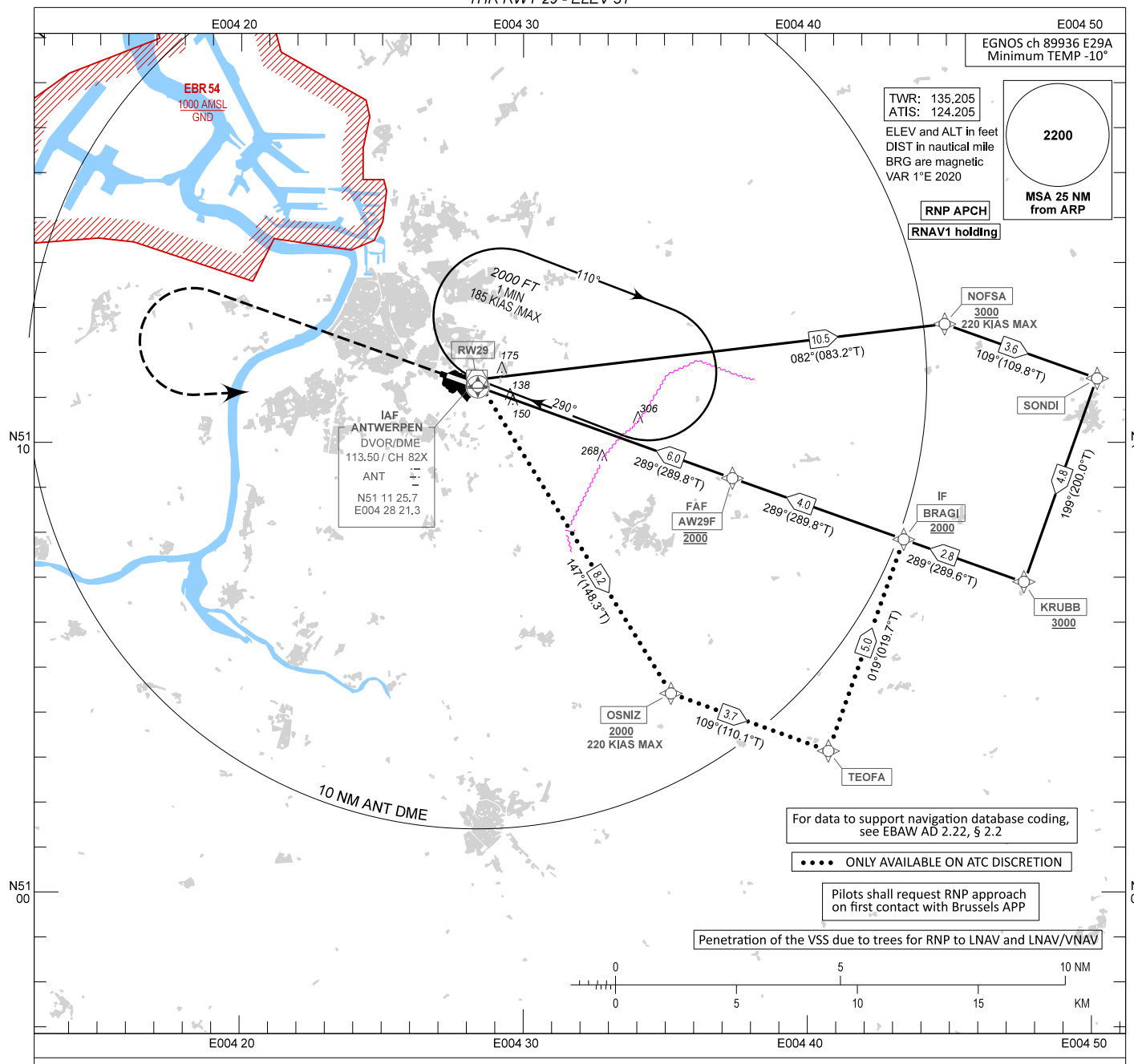
Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
BATTY5A	BATTY				NIL
		296°	30.4	FL070	
	FLO DVOR				
		322°	18.3	FL070	
	BUN DVOR				
		286°	14.6	4000FT	
	ANT DVOR				
	RNAV1: BATTY - FLO - BUN[F070+] - ANT[A4000+]				

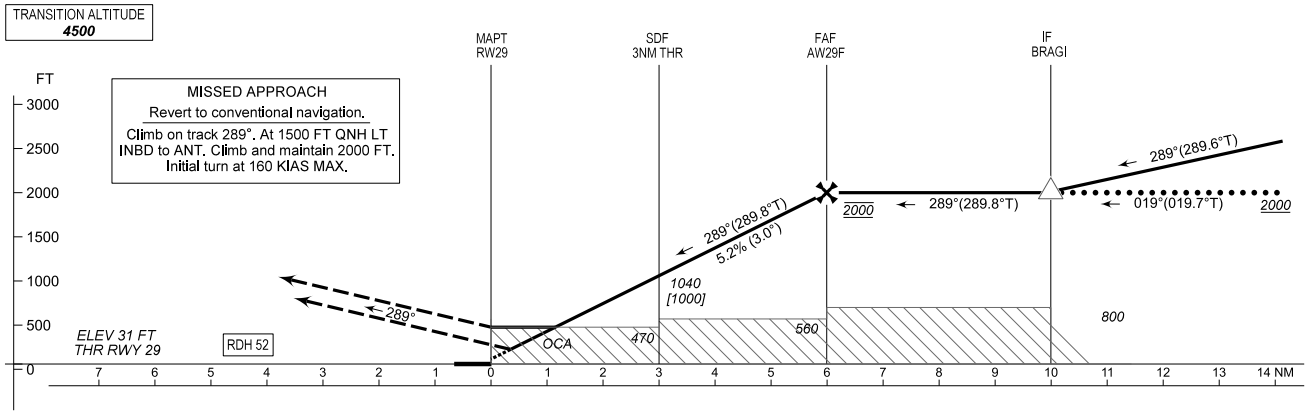
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 32
HGT RELATED TO
THR RWY 29 - ELEV 31

ANTWERPEN / Deurne (EBAW)

RNP RWY 29





CHANGE: Modification of lower limits

OCA (OCH)				
CAT of ACFT	A	B	C	
LNAV	470 (440)	470 (440)	470 (440)	
LNAV/VNAV	304 (273)	314 (283)	324 (293)	
LPV	231 (200)	231 (200)	234 (203)	
CIRCLING	590 (560)	720 (690)	1060 (1030)	
RVR CAT I	750 M	750 M	750 M	

FAF to MAPT - 6.0 NM						
Speed (GS)	KT	70	90	120	150	
Rate of descent	FT/MIN	375	480	640	800	
PROCEDURE ALTITUDES						
DIST THR	6.0	5.0	4.0	SDF-3.0	2.0	
Altitude	2000	1680	1360	1040	720	

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Post: skeyes
DGS&O
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

The document shall indicate the type and registration of each authorized aircraft, as well as the ICAO and IATA aircraft operating agency designator of the operator.

3.1.2.2 Operational Use

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

The service does not provide clearance revision. Any clearance modification will be made via the Brussels Delivery voice frequency.

After reception of the departure clearance, the pilot shall send to the ground system an acknowledge message including the entire content of the clearance before contacting GND. In case a departure clearance is not received, the pilot shall contact Brussels Delivery by voice.

TSAT will be communicated from TOBT-10 MIN onwards. Syntax: "*Standby till TSAT hh:mm*".

Note: TSAT on DGS has precedence over TSAT via Data Link (TSAT can only be sent once via DCL thus late TSAT-changes should be monitored via DGS).

The aircrew, before taking off, shall check the consistency of the SID delivered in the DCL message with the departure runway and the 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 121.955 (8.33 **KHZ CH**).

3.2 Departure Procedures

3.2.1 Standard Instrument Departures

SID have been established as shown on the EBBR SID charts (see EBBR AD 2.24) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance.

After take-off, aircraft shall remain on TWR frequency.

Note: ATC may deviate from these routes.

3.2.1.1 Route Description

RWY 01

Designator	Route		Remarks
	Lateral	Vertical	
LNO7F	At 700FT QNH TR 028. At 1700 FT QNH RT to intercept R-354 HUL INBD. At 6.0 DME HUL LT to intercept R-286 LNO INBD to LNO.	Cross R-044 HUL at FL060 or above (FL070 when QNH is 995 HPA or below).	For TFC requesting a cruising or initial FL below FL195.
SPI7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. At 6.0 DME HUL LT to intercept R-286 LNO INBD, RT to intercept R-294 SPI INBD to SPI.	Cross R-044 HUL at FL060 or above (FL070 when QNH is 995 HPA or below).	NIL
SOPOK7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK.	Cross HUL at FL060 or above (FL070 when QNH is 995 HPA or below). Cross SOPOK at FL240 or above.	ATC climb requirements: see § 3.2.2 below.
PITES7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL060 or above (FL070 when QNH is 995 HPA or below).	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK7F-SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK7F - SOPOK - ETENO).
ROUSY7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL60 or above (FL070 when QNH is 995 HPA or below).	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK7F - SOPOK - RITAX - ROUSY).
CIV1F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. At 3 DME HUL RT to intercept R-071 CIV INBD to CIV.		AVBL when RWY 01 in single RWY operations. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned above FL195.
KOK2F	Climb straight ahead. At 1700FT QNH LT direct to KOK.		L607 westbound.
DENUT8F	At 700FT QNH TR 008. At 1800FT QNH DCT to DENUT.		RNAV5 above MSA.
HELEN8F	At 700FT QNH TR 008. At 1800FT QNH DCT to HELEN.		RNAV5 above MSA.
NIK5F	At 700FT QNH TR 008. At 1700FT QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK2F	At 700FT QNH RT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 07L

Designator	RNAV1 Route	Remarks
CIV3T	BR751 - BR752 - BR753 - CIV	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL 195.
DENUT3T	[A1800+; L] -> DENUT	NIL
ELSIK3T	[A700+; L] -> BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.
HELEN3T	[A1800+; L] -> HELEN	NIL
KOK3T	[A1700+; L] -> KOK	L607 westbound.
LNO3T	BR751 - BR752 - BR705 - REMBA - LNO	For TFC requesting a cruising or initial FL below FL 195.
NIK3T	[A1700+; L] -> NIK	M624 northbound. Not to be used by TFC DEST EHAM.
PITES3T	BR751 - BR752 - BR705 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR 1 – H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3T – SOPOK – RITAX – DIK – PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3T – SOPOK – ETENO).
ROUSY3T	BR751 - BR752 - BR705 - REMBA - RITAX - ROUSY	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR 1 – H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3T – SOPOK – RITAX – ROUSY).
SOPOK3T	BR751 - BR752 - BR705 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
SPI3T	BR751 - BR752 - BR705 - REMBA - SPI	NIL

RWY 07L

Designator	Route		Remarks
	Lateral	Vertical	
CIV1R	Climb straight ahead. At 1700FT QNH LT to TR 275 to intercept R-042 CIV INBD to CIV.		At ATC discretion only.

RWY 07R

Designator	RNAV1 Route	Remarks
CIV3V	[A700+] -> BR701 - BR702 - BR703 - CIV	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL 195.
DENUT3V	[A700+] -> [T062; A1800+; L] -> DENUT	NIL
ELSIK3V	[A700+] -> BR701 - BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.
HELEN3V	[A700+] -> [T062; A1800+; L] -> HELEN	NIL
KOK3V	[A700+] -> [T062; A1700+; L] -> KOK	L607 westbound.
LNO3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - LNO	For TFC requesting a cruising or initial FL below FL195.

RWY 07R

Designator	RNAV1 Route	Remarks
NIK3V	[A700+] -> [T062; A1700+; L] -> NIK	M624 northbound. Not to be used by TFC DEST EHAM.
PITES3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3V - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL(alternative route: SOPOK 3V - SOPOK - ETENO).
ROUSY3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - RITAX - ROUSY	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3V - SOPOK - RITAX - ROUSY).
SOPOK3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see EBBR AD 2.22 § 3.2.2.
SPI3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - SPI	NIL

RWY 07R

Designator	Route		Remarks
	Lateral	Vertical	
CIV2U	At 700FT QNH TR 062. At 1700FT QNH LT to TR 275 to intercept R-042 CIV INBD to CIV.		At ATC discretion only.

RWY 19

Designator	RNAV1 Route	Remarks
LNO7L	[A700+] -> BR010 - BR011[6000+] - LNO	For TFC requesting a cruising or initial FL below FL 195.
SPI6L	[A700+] -> BR010 - BR011[6000+] - SPI	NIL
SOPOK8L	[A700+] -> BR012 - HUL[6000+] - BR013 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
PITES9L	[A700+] -> BR012 - HUL[6000+] - BR013 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK8L - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK8L - SOPOK - ETENO).
ROUSY9L	[A700+] -> BR012 - HUL[6000+] - BR013 - REMBA - RITAX - ROUSY	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK8L - SOPOK - RITAX - ROUSY).
CIV2L	[A700+] -> BR012 - BR014 - CIV	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned ABV FL 195.
KOK1N	[A700+] -> BR015[2900+] - KOK	L607 westbound. NOT AVBL when EBR74 – SUMMIT1 or EBR75 – SUMMIT2 is active.

RWY 19

Designator	RNAV1 Route	Remarks
DENUT8L	[A1700+] -> BR016 - BR017 - DENUT	AVBL from 0500 to 2159 (0400 to 2059). L 610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC DEST EGKK, EGHH and EGHI.
DENUT7N	[A700+] -> BR016[3700+] - BR017 - DENUT	AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG. L610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC DEST EGKK, EGHH and EGHI.
HELEN6L	[A1700+] -> BR016 - BR017 - HELEN	AVBL from 0500 to 2159 (0400 to 2059). For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection, HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection: HELEN - COA. For TFC DEST EHAM: route connection HELEN - HAMZA.
HELEN6N	[A700+] -> BR016[3700+] - BR017 - HELEN	AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG. For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection HELEN - COA. For TFC DEST EHAM: route connection HELEN - HAMZA.
NIK3L	[A1700+] -> BR018 - NIK	AVBL from 0500 to 2159 (0400 to 2059). M624 northbound. Not to be used by TFC DEST EHAM.
NIK5N	[A700+] -> BR018[4200+] - NIK	AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG. M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK2L	[A700+] -> BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 25R

Designator	RNAV1 Route	Remarks
CIV3G	[A700+; R] -> [T293; L] - BR251[T273] - CIV	**Not AVBL during weekends from 0500 to 2159 (0400 to 2059).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.
KOK3G	[A700+; R] -> BR252[T291; A1700+] - KOK	L607 westbound.
DENUT3G	[A700+; R] -> [T298; L] -> BR253[T278; A1700+] - DENUT	L610 Westbound. For TFC overflying London TMA with requested FL ABV FL 245. For TFC DEST EGKK, EGHH and EGHI.
HELEN3G	[A700+; R] -> BR255[T305] - HELEN	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL 245: route connection HELEN - COA. For TFC DEST EHAM: route connection HELEN - HAMZA.
NIK3G	[A700+; R] -> NIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK3G	[A700+; R] -> BUN - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion. Pilots unable to comply with the procedure shall advise ATC and expect ELSIK 3K.
SOPOK3G	[A1700+;L] -> HUL [A6000+] - BR102 - BULUX - [F170+; R] -> SOPOK[F240+]	**Only AVBL from 0500 to 2159 (0400 to 2059).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID.
PITES3G	[A1700+; L] -> HUL[A6000+] - BR102 - REMBA - RITAX - DIK - PITES	**AVBL from 0500 to 2159 (0400 to 2059).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3G - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3G - SOPOK - ETENO).

RWY 25R

Designator	RNAV1 Route	Remarks
ROUSY3G	[A1700+; L] -> BR101 - HUL[A6000+] - BR102 - REMBA - RITAX - ROUSY	**AVBL from 0500 to 2159 (0400 to 2059).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3G - SOPOK - RITAX - ROUSY).
LNO3G	[A1700+; L] -> BR101 - BR103[A6000+] - LNO	**AVBL from 0500 to 2159 (0400 to 2059).** AVBL for TFC requesting a cruising or initial flight level below FL 195. To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. Cross BR103 at FL 060 or above (FL 070 when QNH is 995 HPA or below).
SPI3G	[A1700+; L] -> BR103[T107; A6000+] - BR105 - SPI	**AVBL from 0500 to 2159 (0400 to 2059).** To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. Cross BR103 at FL 060 or above (FL 070 when QNH is 995 HPA or below)
CIV1K	[A700+] -> BR045 - BR009 - CIV	**AVBL from 2200 to 0459 (2100 to 0359). H24 on SAT and SUN.** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned ABV FL 195. Between 2200 and 0459, only to be used by aircraft with QC≤4.
LNO3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - HUL[T103; A6000+] - LNO	**AVBL from 0500 to 2159 (0400 to 2059).** For TFC requesting a cruising or initial FL below FL 195. To be used by four-engine aircraft.
SPI3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - SPI	**AVBL from 0500 to 2159 (0400 to 2059).** To be used by four-engine aircraft.
SOPOK3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	**AVBL from 0500 to 2159 (0400 to 2059).** To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
PITES3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - DIK - PITES	**AVBL from 0500 to 2159 (0400 to 2059).** To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3K - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3K - SOPOK - ETENO).

RWY 25R

Designator	RNAV1 Route	Remarks
ROUSY3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - ROUSY	**AVBL from 0500 to 2159 (0400 to 2059).** To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3K - SOPOK - RITAX - ROUSY).
ELSIK3K	[A700+; R] -> NIK - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up. L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used at ATC discretion.
LNO3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - HUL[A6000+] - LNO	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). For TFC requesting a cruising or initial FL below FL 195.
SPI3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - HUL[A6000+] - SPI	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
SOPOK3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR414 - BR415[A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
PITES3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR414 - BR416[A6000+] - DIK - PITES	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3M - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3M - SOPOK - ETENO).
ROUSY3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR417 - BR418[A6000+] - ROUSY	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1- H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3M - SOPOK - RITAX - ROUSY).

RWY 25L

Designator	RNAV1 Route	Remarks
CIV1E	[A700+; R] -> [T293; L] - BR251[T273] - CIV	**Not AVBL during weekends from 0500 to 2159 (0400 to 2059).** ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.
KOK1E	[A700+; R] -> BR252[T291; A1700+] - KOK	L607 westbound.
DENUT1E	[A700+; R] -> [T298; L] - BR253[T278; A1700+] - DENUT	L610 westbound. For TFC overflying London TMA with requested FL ABV FL 245. For TFC DEST EGKK, EGHH and EGHI.
HELEN1E	[A700+; R] -> BR255[T305] - HELEN	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL 245: route connection HELEN - COA. For TFC DEST EHAM: route connection HELEN - HSD.
NIK1E	[A700+; R] -> NIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK1E	[A700+; R] -> BUN - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion.
SOPOK1E	[A1700+; L] -> HUL[A6000+] - BR102 - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID.
PITES1E	[A1700+; L] -> HUL [A6000+] - BR102 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1E - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 1E - SOPOK - ETENO).

RWY 25L

Designator	RNAV1 Route	Remarks
ROUSY1E	[A1700+; L] -> BR101 - HUL [A6000+] - BR102 - REMBA - RITAX - ROUSY	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1E - SOPOK - RITAX - ROUSY).
LNO3E	[A700+; L] -> BR101 - BR103[A6000+] - LNO	To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. For TFC requesting a cruising or initial FL below FL 195. Cross BR103 at FL 060 or above (FL 070 when QNH is 995 HPA or below)
SPI3E	[A700+; L] -> BR103[T107; A6000+] - BR105 - SPI	To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. Cross BR103 at FL 060 or above (FL 070 when QNH is 995 HPA or below)
LNO1P	[A700+] -> BR301[T245] - [T245; A4000+; L] - HUL[T103; A6000+] - LNO	For TFC requesting a cruising or initial FL below FL 195. To be used by four-engine aircraft.
SPI1P	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - SPI	To be used by four-engine aircraft.
SOPOK1P	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
PITES1P	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - DIK - PITES	To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1P - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 1P - SOPOK - ETENO).
ROUSY1P	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - ROUSY	To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1P - SOPOK - RITAX - ROUSY).
ELSIK1P	[A700+; R] -> NIK - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up. L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used at ATC discretion.

PITES3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	RITAX	TF	N	135.3			49.1	RNAV1
6	DIK	TF	N	136.0			18.0	RNAV1
7	PITES	TF	N	117.6			17.1	RNAV1

ROUSY3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	RITAX	TF	N	135.3			49.1	RNAV1
6	ROUSY	TF	N	161.5			38.1	RNAV1

SOPOK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	BULUX	TF	N	107.8			13.5	RNAV1
6		CA		107.8		FL170+		RNAV1
I 7	SOPOK	DF	N			FL240+		RNAV1

SPI3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	SPI	TF	N	107.8			28.5	RNAV1

3.2.1.3.2 RWY 07R

CIV3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1			CA	069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR702	TF	N	072.6			5.8	RNAV1
4	BR703	TF	N	158.2			6.2	RNAV1
5	CIV	TF	N	245.8			42.5	RNAV1

DENUT3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1800+		RNAV1
3	DENUT	DF	N		L			RNAV1

ELSIK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BUN	TF	N	034.9			13.3	RNAV1
4	ELSIK	TF	N	052.1			7.5	RNAV1

HELEN3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1800+		RNAV1
3	HELEN	DF	N		L			RNAV1

KOK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1700+		RNAV1
3	KOK	DF	N		L			RNAV1

LNO3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR704	TF	N	073.0			5.3	RNAV1
4	BR705	TF	N	140.2			6.2	RNAV1
5	REMBA	TF	N	174.3			13.3	RNAV1
6	LNO	TF	N	098.3			30.8	RNAV1

NIK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1700+		RNAV1
3	NIK	DF	N		L			RNAV1

PITES3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR704	TF	N	073.0			5.3	RNAV1
4	BR705	TF	N	140.2			6.2	RNAV1
5	REMBA	TF	N	174.3			13.3	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	DIK	TF	N	136.0			18.0	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

ROUSY3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR704	TF	N	073.0			5.3	RNAV1
4	BR705	TF	N	140.2			6.2	RNAV1
5	REMBA	TF	N	174.3			13.3	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

SOPOK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR704	TF	N	073.0			5.3	RNAV1
4	BR705	TF	N	140.2			6.2	RNAV1
5	REMBA	TF	N	174.3			13.3	RNAV1
6	BULUX	TF	N	107.8			13.5	RNAV1
7		CA		107.8		FL170+		RNAV1
8	SOPOK	DF	N			FL240+		RNAV1

SPI3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR704	TF	N	073.0			5.3	RNAV1
4	BR705	TF	N	140.2			6.2	RNAV1
5	REMBA	TF	N	174.3			13.3	RNAV1
6	SPI	TF	N	107.8			28.5	RNAV1

3.2.1.3.3 RWY 19

LNO7L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR010	DF	N					RNAV1
3	BR011	TF	N	107.3		6000+	4.7	RNAV1
4	LNO	TF	N	107.3			37.7	RNAV1

SPI6L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR010	DF	N					RNAV1
3	BR011	TF	N	107.3		6000+	4.7	RNAV1
4	SPI	TF	N	115.3			36.3	RNAV1

SOPOK8L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR012	DF	N					RNAV1
3	HUL	TF	N	139.0		6000+	2.3	RNAV1
4	BR013	TF	N	139.5			3.9	RNAV1
5	REMBA	TF	N	106.1			8.2	RNAV1
6	BULUX	TF	N	107.8			13.5	RNAV1
7		CA		107.8		FL170+		RNAV1
8	SOPOK	DF	N			FL240+		RNAV1

ROUSY9L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR012	DF	N					RNAV1
3	HUL	TF	N	139.0		6000+	2.3	RNAV1
4	BR013	TF	N	139.5			3.9	RNAV1
5	REMBA	TF	N	106.1			8.2	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

PITES9L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR012	DF	N					RNAV1
3	HUL	TF	N	139.0		6000+	2.3	RNAV1
4	BR013	TF	N	139.5			3.9	RNAV1
5	REMBA	TF	N	106.1			8.2	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	DIK	TF	N	136.0			18.0	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

CIV2L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR012	DF	N					RNAV1
3	BR014	TF	N	247.6	R		9.0	RNAV1
4	CIV	TF	N	247.4			22.8	RNAV1

KOK1N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR015	DF	N		R	2900+		RNAV1
3	KOK	TF	N	279.8			64.8	RNAV1

DENUT8L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		1700+		RNAV1
2	BR016	DF	N		R			RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	DENUT	TF	N	301.1			23.4	RNAV1

DENUT7N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR016	DF	N		R	3700+		RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	DENUT	TF	N	301.1			23.4	RNAV1

HELEN6L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		1700+		RNAV1
2	BR016	DF	N		R			RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	HELEN	TF	N	314.9			17.0	RNAV1

HELEN6N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR016	DF	N		R	3700+		RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	HELEN	TF	N	314.9			17.0	RNAV1

NIK3L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		1700+		RNAV1
2	BR018	DF	N		R			RNAV1
3	NIK	TF	N	334.6			12.8	RNAV1

NIK5N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR018	DF	N		R	4200+		RNAV1
3	NIK	TF	N	334.6			12.8	RNAV1

ELSIK2L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BUN	DF	N		L			RNAV1
3	ELSIK	TF	N	52.1			7.5	RNAV1

3.2.1.3.4 RWY 25R

CIV3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2		CI		293.0	R			RNAV1
3	BR251	CF	N	273.0	L			RNAV1
4	CIV	TF	N	222.3			27.2	RNAV1

KOK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR252	CF	N	291.0	R	1700+		RNAV1
3	KOK	TF	N	279.8			65.4	RNAV1

DENUT3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2		CI		298.0	R			RNAV1
3	BR253	CF	N	278.0	L	1700+		RNAV1
4	DENUT	TF	N	308.5			30.3	RNAV1

HELEN3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR255	CF	N	305.0	R			RNAV1
3	HELEN	TF	N	315.1			22.5	RNAV1

NIK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	NIK	DF	N		R			RNAV1

ELSIK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BUN	DF	N		R			RNAV1
3	ELSIK	TF	N	052.1			7.5	RNAV1

SOPOK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	HUL	DF	N		L	6000+		RNAV1
3	BR102	TF	N	131.2			5.1	RNAV1
4	BULUX	TF	N	107.1			20.3	RNAV1
5		CA		107.1		FL170+		RNAV1
6	SOPOK	DF	N			FL240+		RNAV1

ROUSY3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	BR101	DF	N		L			RNAV1

ROUSY3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
3	HUL	TF	N	131.1		6000+	7.3	RNAV1
4	BR102	TF	N	131.2			5.1	RNAV1
5	REMBA	TF	N	105.8			6.8	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

PITES3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	HUL	DF	N		L	6000+		RNAV1
3	BR102	TF	N	131.2			5.1	RNAV1
4	REMBA	TF	N	105.8			6.8	RNAV1
5	RITAX	TF	N	135.3			49.1	RNAV1
6	DIK	TF	N	136.0			18.0	RNAV1
7	PITES	TF	N	117.6			17.1	RNAV1

LNO3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	BR101	DF	N		L			RNAV1
3	BR103	TF	N	107.1		6000+	8.2	RNAV1
4	LNO	TF	N	107.2			40.3	RNAV1

SPI3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	BR103	CF	N	107.1	L	6000+		RNAV1
3	BR105	TF	N	107.1			2.6	RNAV1
4	SPI	TF	N	115.3			36.3	RNAV1

LNO3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	HUL	CF	N	103.1	L	6000+		RNAV1
5	LNO	TF	N	103.1			42.0	RNAV1

SPI3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	SPI	TF	N	107.2			41.1	RNAV1

SOPOK3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR301	CF	Y	245.5	R			RNAV1

SOPOK3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	BULUX	TF	N	107.0			26.1	RNAV1
6		CA		107.0		FL 170+		RNAV1
7	SOPOK	DF	N			FL240+		RNAV1

PITES3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	REMBA	TF	N	106.4			12.6	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	DIK	TF	N	136.0			18.0	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

ROUSY3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	106.4	L	6000+		RNAV1
5	REMBA	TF	N	106.4			12.6	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

ELSIK3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	NIK	DF	N		R			RNAV1
3	ELSIK	TF	N	086.3			30.8	RNAV1

CIV1K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.4		700+		RNAV1
2	BR045	CF	N	252.0				RNAV1
3	BR009	TF	N	207.0	L		6.8	RNAV1
4	CIV	TF	N	234.4	R		21.1	RNAV1

LNO3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	HUL	TF	N	088.7		6000+	14.8	RNAV1
6	LNO	TF	N	103.1			42.0	RNAV1

SPI3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	HUL	TF	N	088.7		6000+	14.8	RNAV1
6	SPI	TF	N	110.2			40.1	RNAV1

SOPOK3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	BR414	TF	N	088.7			8.2	RNAV1
6	BR415	TF	N	107.1		6000+	5.2	RNAV1
7	BULUX	TF	N	107.0			26.1	RNAV1
8		CA		107.0		FL 170+		RNAV1
9	SOPOK	DF	N			FL240+		RNAV1

PITES3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	BR414	TF	N	088.7			8.2	RNAV1
6	BR416	TF	N	127.7		6000+	4.7	RNAV1
7	DIK	TF	N	129.3			78.5	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

ROUSY3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	BR417	TF	N	088.7			4.3	RNAV1
6	BR418	TF	N	138.3		6000+	7.3	RNAV1
7	ROUSY	TF	N	137.9			94.6	RNAV1

3.2.1.3.5 RWY 25L

LNO3E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR101	DF	N		L			RNAV1
3	BR103	TF	N	107.1		6000+	8.2	RNAV1
4	LNO	TF	N	107.2			40.3	RNAV1

SPI3E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR103	CF	N	107.1	L	6000+		RNAV1
3	BR105	TF	N	107.1			2.6	RNAV1
4	SPI	TF	N	115.3			36.3	RNAV1

CIV1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2		CI		293.0	R			RNAV1
3	BR251	CF	N	273.0	L			RNAV1
4	CIV	TF	N	222.3			27.2	RNAV1

KOK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR252	CF	N	291.0	R	1700+		RNAV1
3	KOK	TF	N	279.8			65.4	RNAV1

DENUT1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2		CI		298.0	R			RNAV1
3	BR253	CF	N	278.0	L	1700+		RNAV1
4	DENUT	TF	N	308.5			30.3	RNAV1

HELEN1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR255	CF	N	305.0	R			RNAV1
3	HELEN	TF	N	315.1			22.5	RNAV1

NIK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	NIK	DF	N		R			RNAV1

ELSIK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BUN	DF	N		R			RNAV1
3	ELSIK	TF	N	052.1			7.5	RNAV1

SOPOK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		1700+		RNAV1
2	HUL	DF	N		L	6000+		RNAV1
3	BR102	TF	N	131.2			5.1	RNAV1
4	BULUX	TF	N	107.1			20.3	RNAV1
5		CA		107.1		FL 170+		RNAV1
6	SOPOK	DF	N	135.3		FL240+		RNAV1

ROUSY1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		1700+		RNAV1
2	BR101	DF	N		L			RNAV1
3	HUL	TF	N	131.1		6000+	7.3	RNAV1
4	BR102	TF	N	131.2			5.1	RNAV1
5	REMBA	TF	N	105.8			6.8	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

PITES1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		1700+		RNAV1
2	HUL	DF	N		L	6000+		RNAV1
3	BR102	TF	N	131.2			5.1	RNAV1
4	REMBA	TF	N	105.8			6.8	RNAV1
5	RITAX	TF	N	135.3			49.1	RNAV1
6	DIK	TF	N	136.0			18.0	RNAV1
7	PITES	TF	N	117.6			17.1	RNAV1

LNO1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	HUL	CF	N	103.1	L	6000+		RNAV1
5	LNO	TF	N	103.1			42.0	RNAV1

SPI1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	SPI	TF	N	107.2			41.1	RNAV1

SOPOK1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	BULUX	TF	N	107.0			26.1	RNAV1
6		CA		107.0		FL 170+		RNAV1
7	SOPOK	DF	N			FL240+		RNAV1

PITES1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	REMBA	TF	N	106.4			12.6	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	DIK	TF	N	136.0			18.0	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

ROUSY1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	106.4	L	6000+		RNAV1
5	REMBA	TF	N	106.4			12.6	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

ELSIK1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	NIK	DF	N		R			RNAV1
3	ELSIK	TF	N	086.3			30.8	RNAV1

3.2.2 Climb Requirements

All traffic shall initially climb to FL 060 (FL 070 when QNH is 995 HPA or below), unless instructed otherwise by ATC. Brussels APP or Brussels ACC will allocate a higher level as soon as possible.

Following additional requirements apply:

- Traffic proceeding via SOPOK - ETENO - LIRSU and planned above FL245 shall cross BULUX at FL170 MNM and SOPOK at FL240 MNM;
- Traffic proceeding via REMBA - RITAX shall cross REMBA at FL100 MNM;
- Traffic proceeding via RITAX - ROUSY or RITAX - PITES and planned above FL245 shall cross RITAX or abeam at FL250 MNM;
- Traffic proceeding via CIV - MEDIL and planned above FL265 shall cross MEDIL at FL210 MNM.

Aircraft unable to meet these requirements shall advise ATC when requesting start-up clearance, allowing for appropriate coordination to be made with adjacent ATS units in due time.

4 LOW VISIBILITY OPERATIONS

4.1 Facilities and Equipment Available

4.1.1 Runways

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

Arrival runways:

- RWY 25L and 25R are equipped with ILS and are approved for CAT III operations with a minimum RVR of 50 M.
- RWY 01 is equipped with ILS and is approved for CAT I operations with a minimum RVR of 550 M.

The runway exits are equipped with alternating green and yellow centre line lights within the ILS sensitive areas. Landing aircraft should vacate this area as soon as possible.

Departing aircraft are required to use the following holding points:

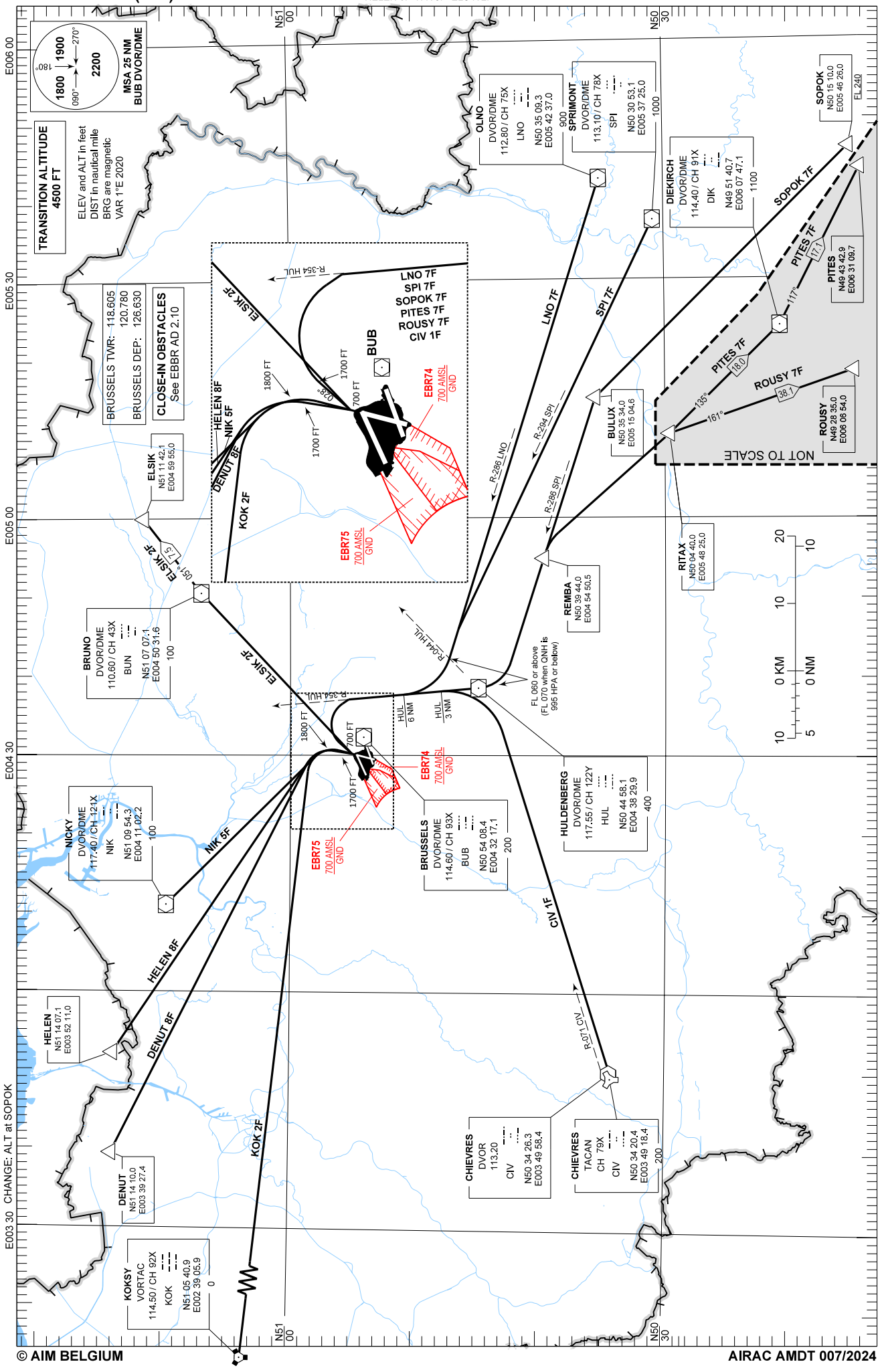
- RWY 25R: CAT II/III holding points B1 and B3, W41/W42 or A1. Holding point B3 shall only be used when B1 is not available
- RWY 25L: CAT I/II/III holding point C1
- RWY 19: holding points E7/E6. Holding point E6 shall only be used when E7 is not available

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 7F SPI 7F SOPOK 7F PITES 7F
ROUSY 7F CIV 1F KOK 2F DENUT 8F
HELEN 8F NIK 5F ELSIK 2F

BRUSSELS / Brussels-National (EBBR)

RWY 01



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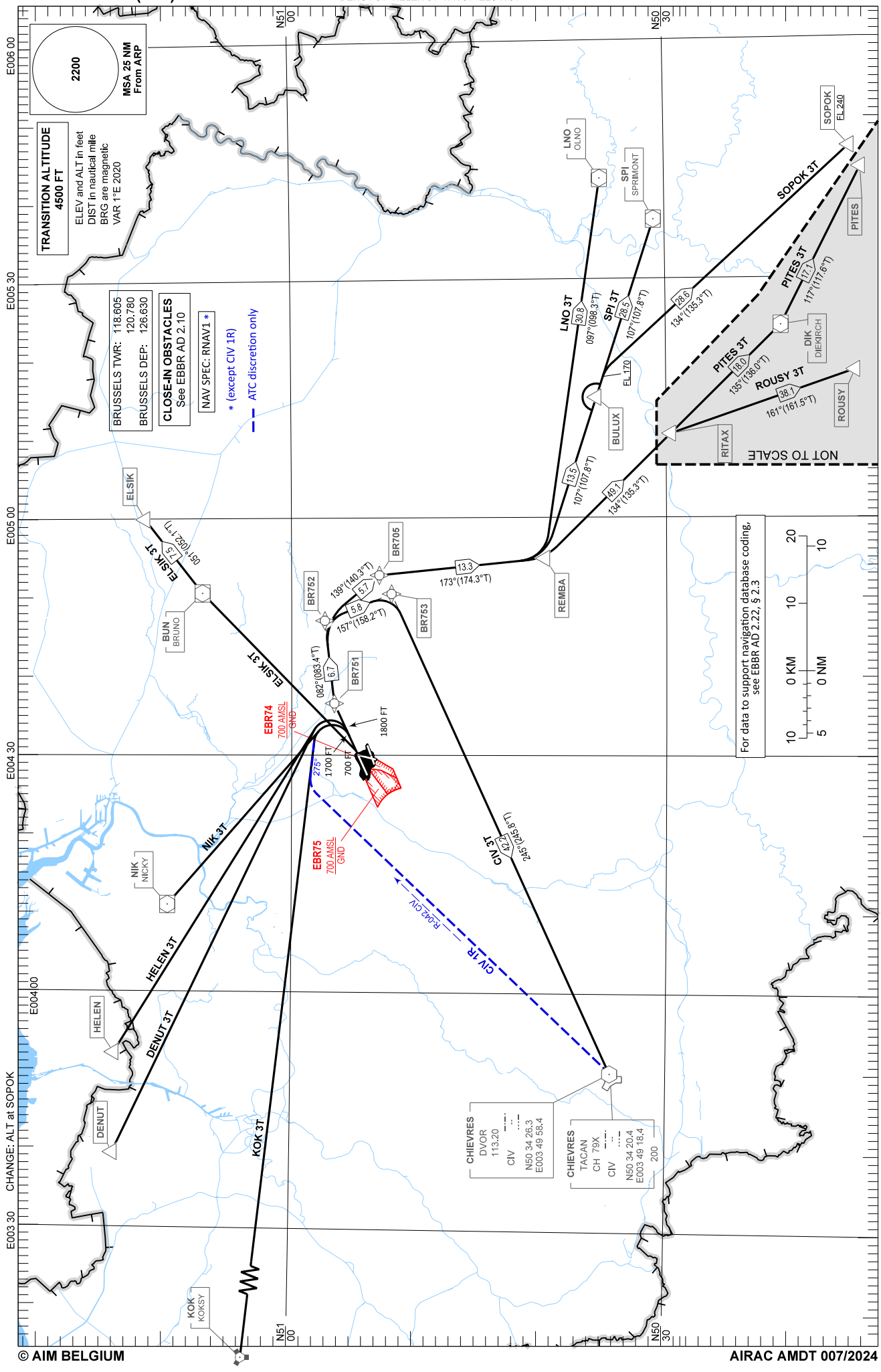
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3T SPI 3T SOPOK 3T PITES 3T
ROUSY 3T CIV 3T - 1R KOK 3T
DENUT 3T HELEN 3T NIK 3T ELSIK 3T

BRUSSELS / Brussels-National (EBBR)

RWY 07L



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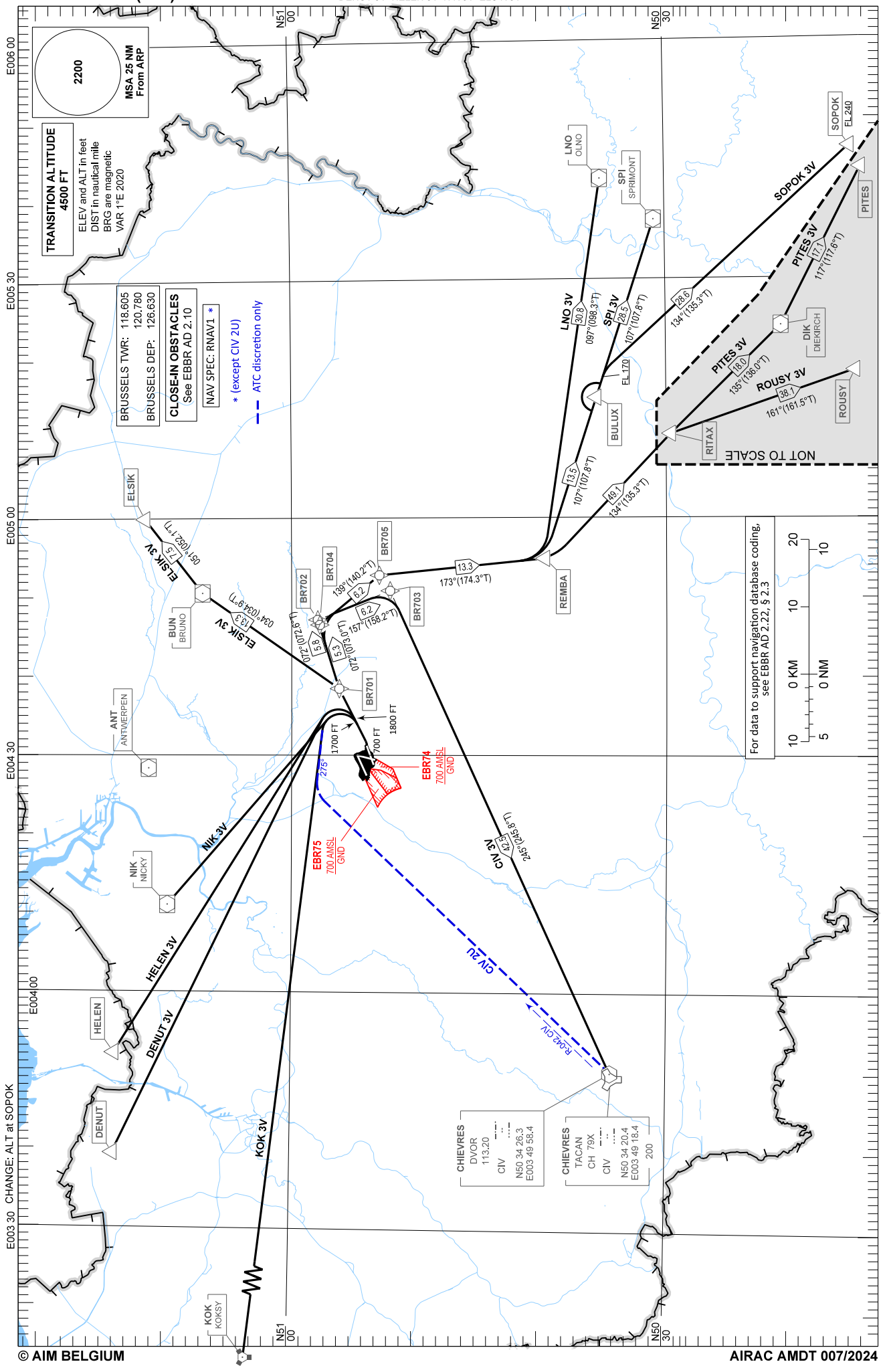
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3V SPI 3V SOPOK 3V PITES 3V
ROUSY 3V CIV 3V - 2U KOK 3V
DENUT 3V HELEN 3V NIK 3V ELSIK 3V

BRUSSELS / Brussels-National (EBBR)

RWY 07R



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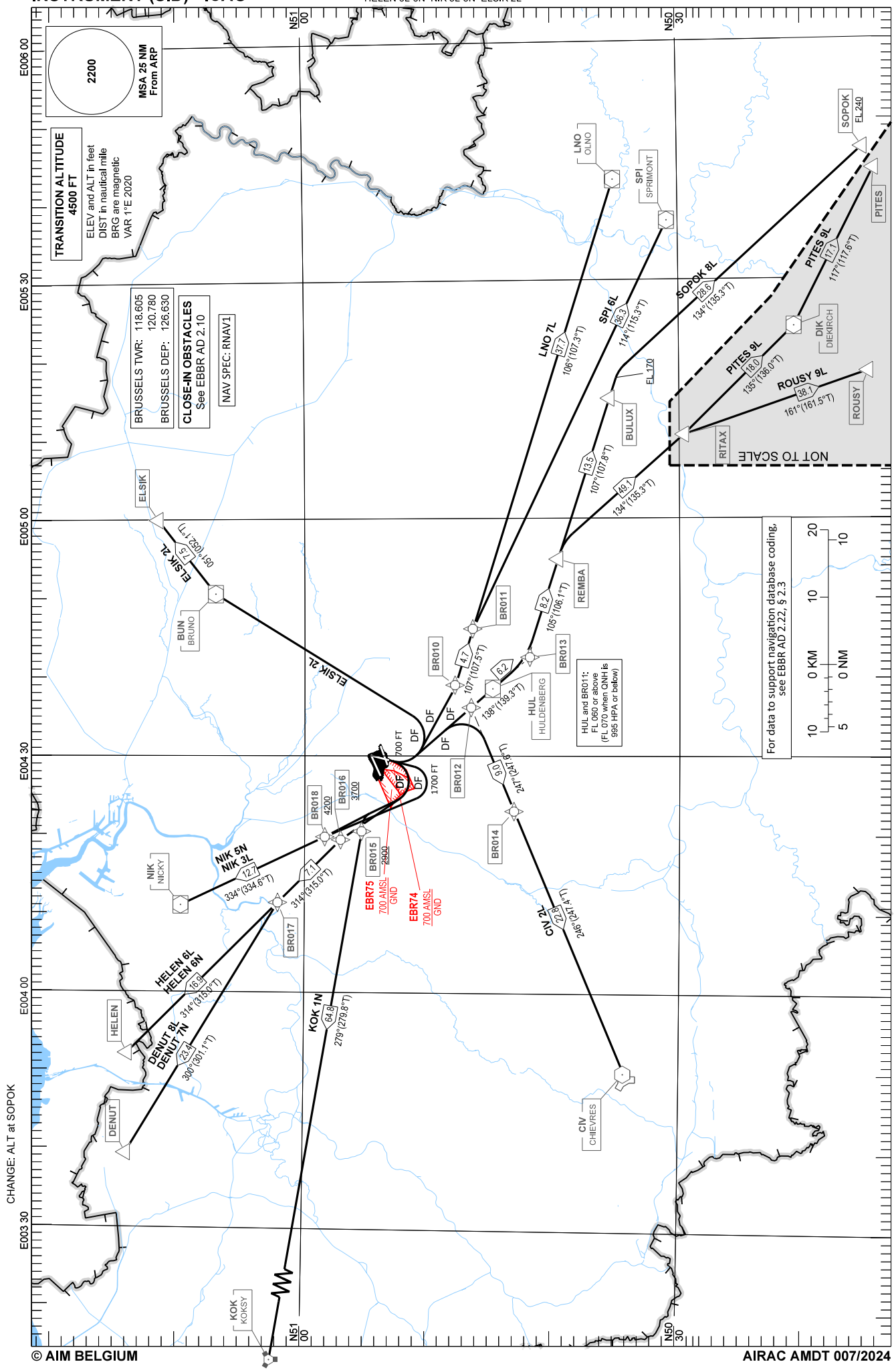
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 7L SPI 6L SOPOK 8L PITES 9L
ROUSY 9L CIV 2L KOK 1N DENUT 8L-7N
HELEN 6L-6N NIK 3L-5N ELSIK 2L

BRUSSELS / Brussels-National (EBBR)

RWY 19



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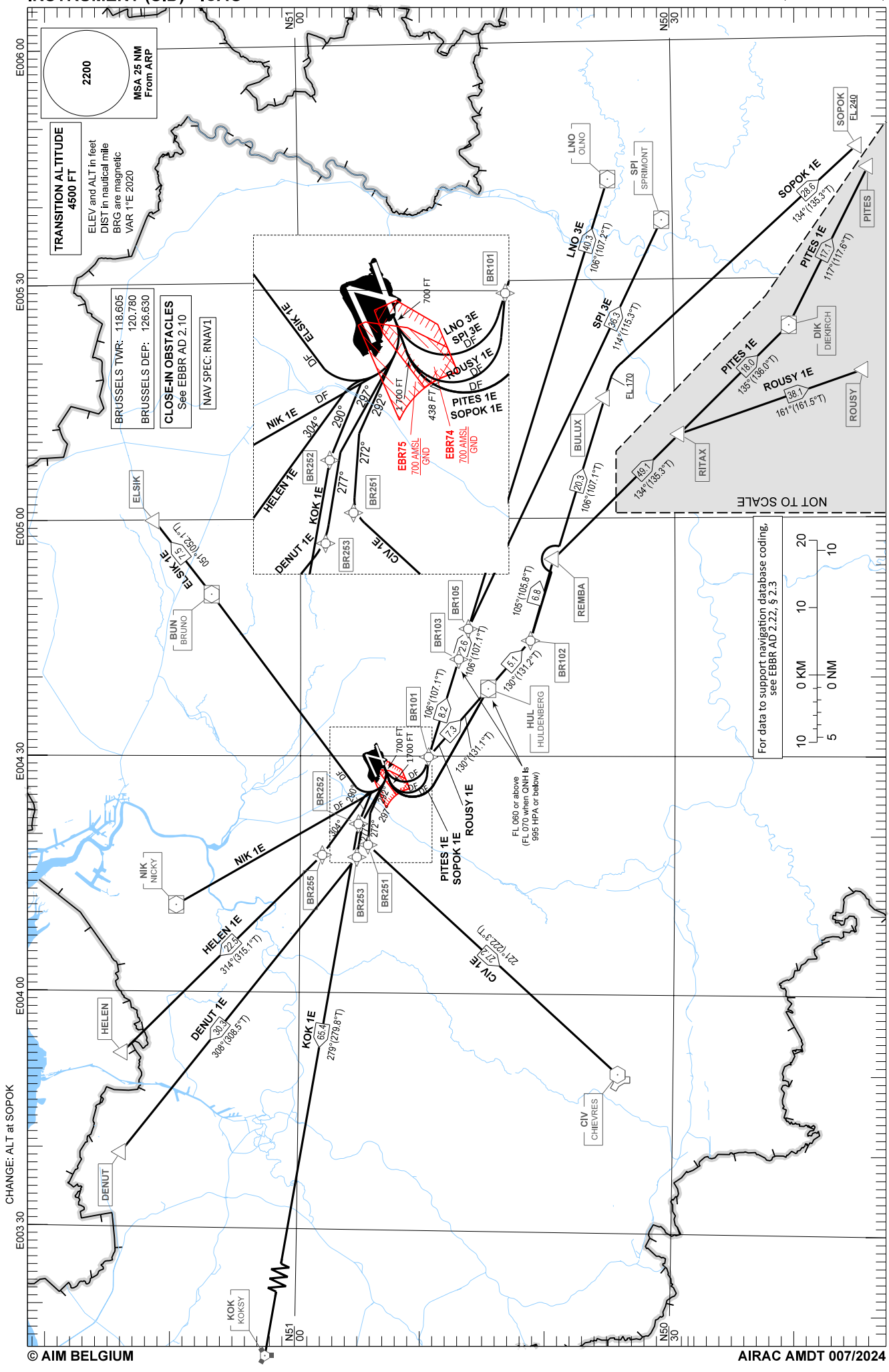
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3E SPI 3E SOPOK 1E PITES 1E ROUSY 1E
CIV 1E KOK 1E DENUT 1E HELEN 1E NIK 1E ELSIK 1E

BRUSSELS / Brussels-National (EBBR)

RWY 25L (E DEPARTURES)



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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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LNO 1P ELSIK 1P SPI 1P CIV 2Q

BRUSSELS / Brussels-National (EBBR)

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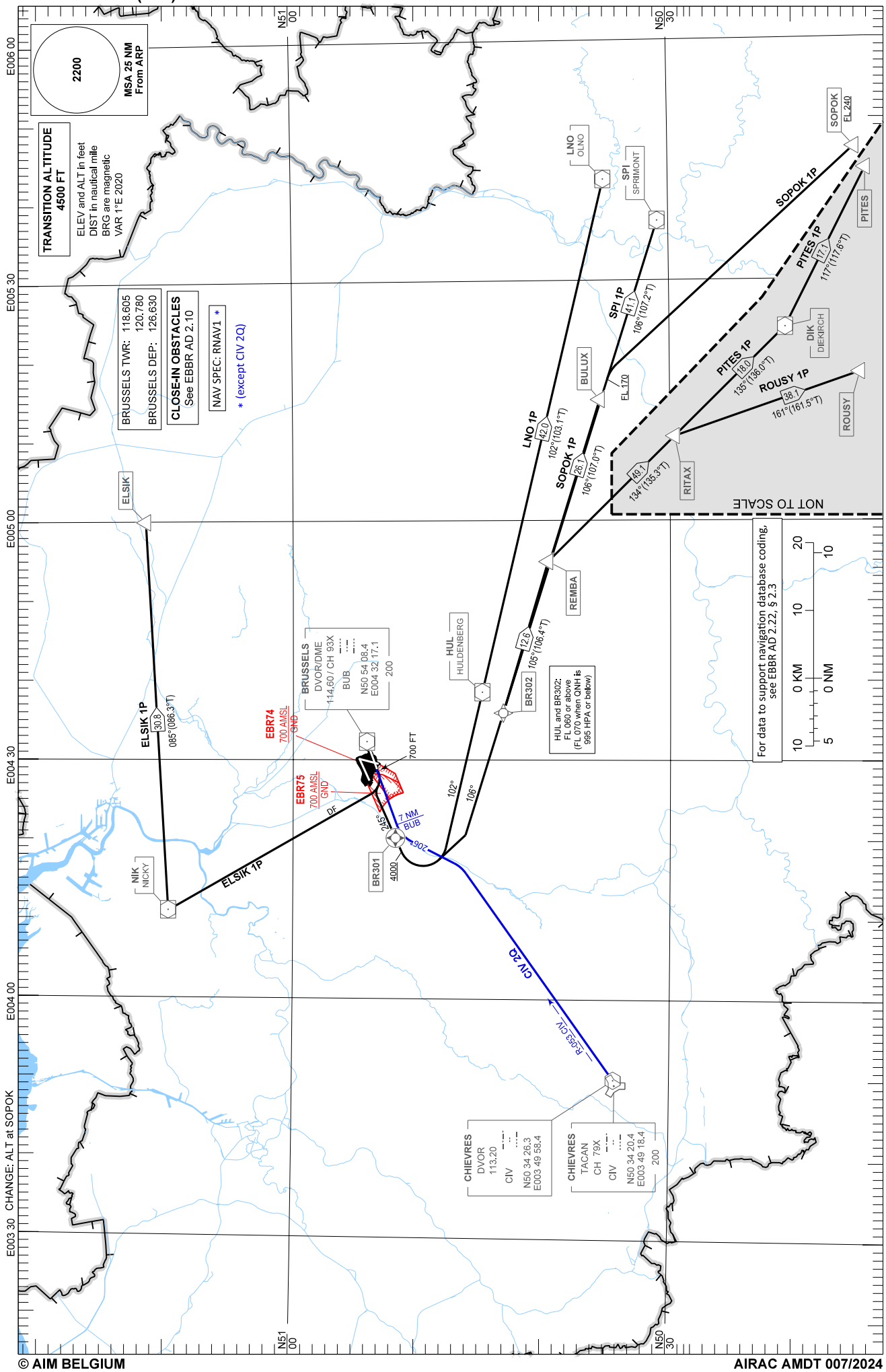

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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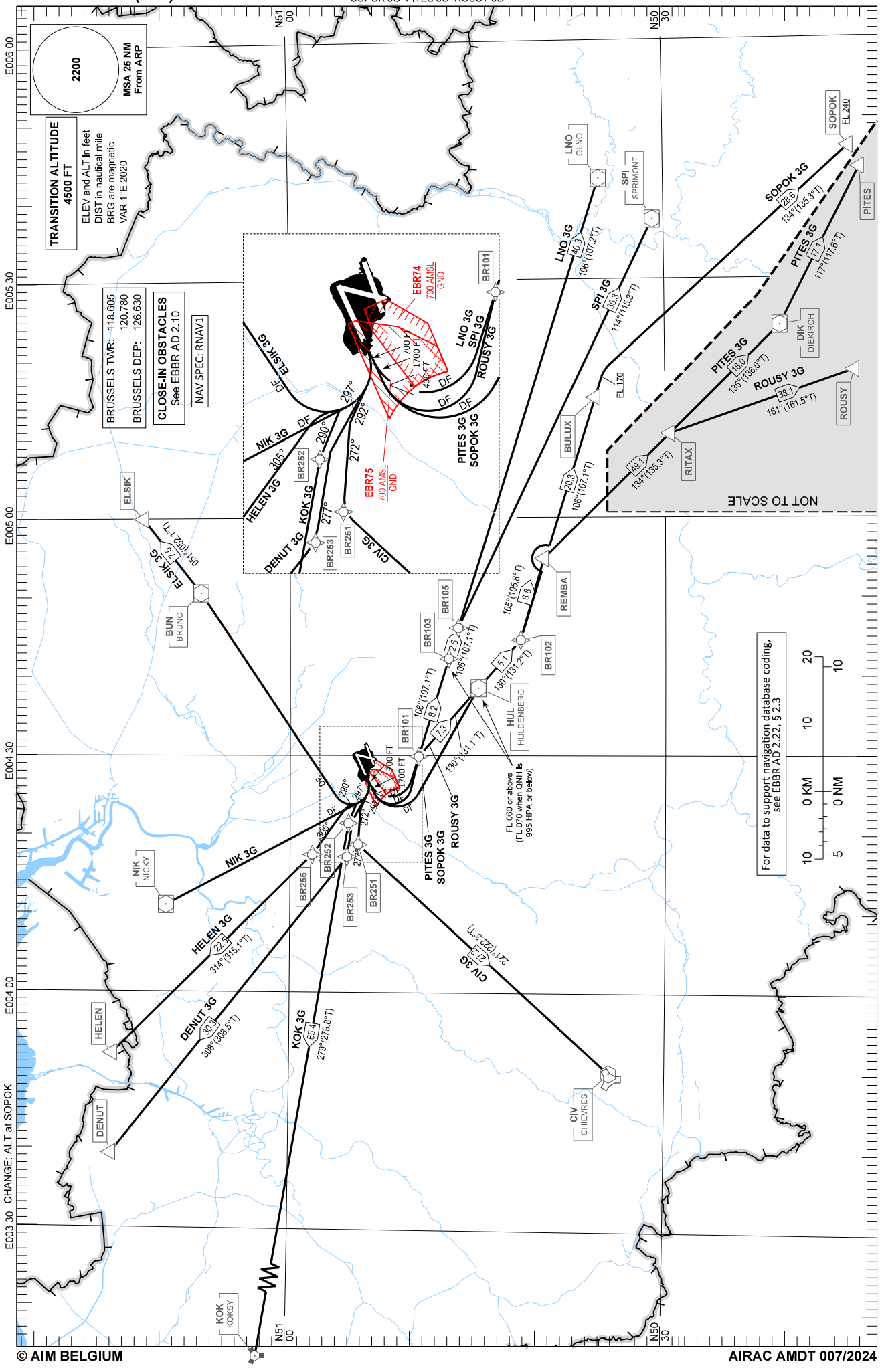
NIK 3G ELSIK 3G LNO 3G SPI 3G
SOPOK 3G PITES 3G ROUSY 3G

BRUSSELS / Brussels-National (EBBR)

RWY 25R (G DEPARTURES)



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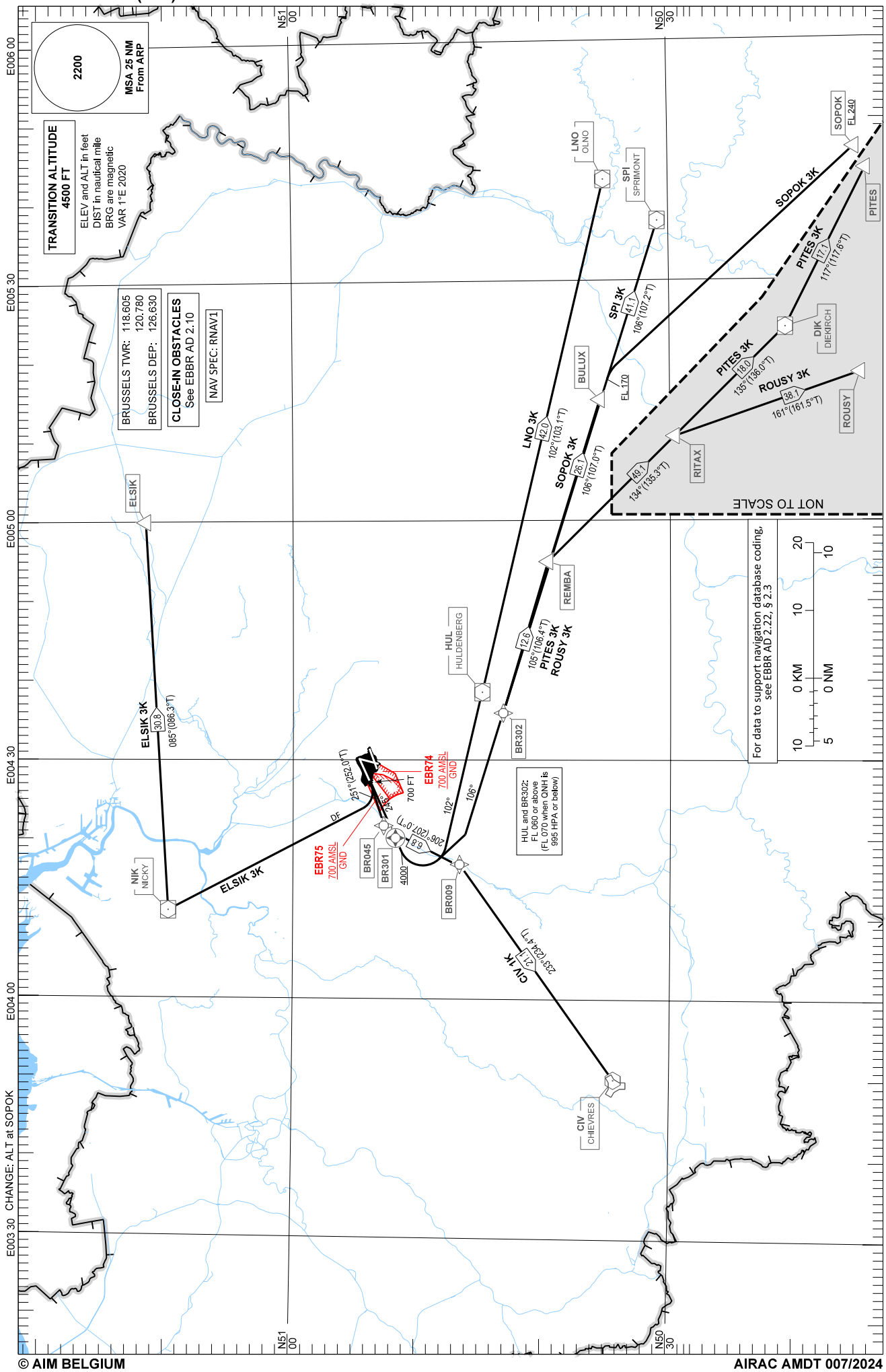
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 3K PITES 3K ROUSY 3K
LNO 3K SPI 3K ELSIK 3K CIV 1K

BRUSSELS / Brussels-National (EBBR)

RWY 25R (K DEPARTURES)



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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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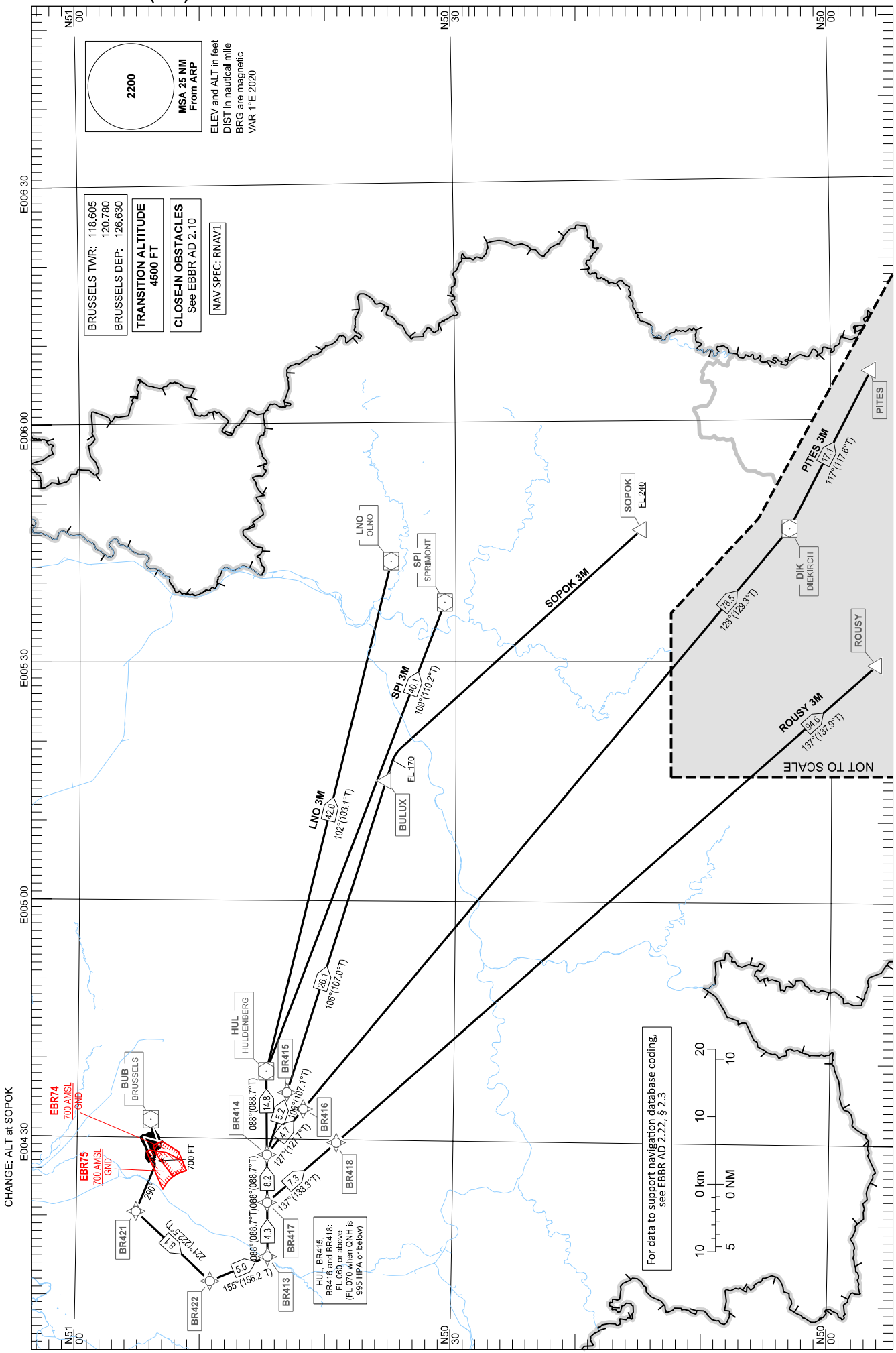
PITES 3M ROUSY 3M

BRUSSELS / Brussels-National (EBBR)

RWY 25R (M DEPARTURES)



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LNO 5B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL 080+		
2	LOLGI	TF	N	282.5	L	FL 080+	21.8	
3	GSY	TF	N	245.6		FL 060+	30.0	

2.3.4 Visual Approaches

IFR traffic with a MTOW > 11 T, executing visual approaches, shall not intercept the final approach leg closer than 6 NM from THR except for aircraft in emergency.

2.3.5 Missed Approach

IFR flights performing a visual approach shall use the missed approach segment of the IAP communicated via ATIS.

3 IFR FLIGHTS (OUTBOUND)

3.1 Departure Procedures

3.1.1 Standard Instrument Departures

SID have been established as shown on the EBCI SID charts (see EBCI AD 2.24) and as listed below. They constitute noise abatement procedures. Therefore, it is emphasized that traffic with a MTOW > 11 T, except when otherwise instructed by ATC, shall adhere to the allocated routes as closely as performance criteria permit. If unable to comply with these procedures, they shall advise ATC immediately.

Note: ATC may deviate from these routes.

3.1.1.1 Route Description

RWY 06

Designator	Route	Remarks
SOPOK8X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK. Cross SOPOK at FL240 or above. **RNAV1:** [A1100+] - CI105 - CI103[R] - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. **RNAV1:** [A1100+] - CI105 - CI101[F100+; R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 7X - SOPOK - RITAX). Intercept R-314 DIK at FL100 or above. If unable to meet this requirement, advise ATC immediately.
CIV 5X	Intercept R-051 GSY. At 7 DME GSY LT DCT to CIV. **RNAV1:** [A1100+] - CI105[L] - CIV	NIL
LNO7X	Intercept R-051 GSY. At 22 DME GSY RT to intercept R-282 LNO INBD to LNO. **RNAV1:** [A1100+] - CI105 - CI102[R] - LNO	NIL
SPI7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD to SPI. **RNAV1:** [A1100+] - CI105 - CI103[R] - SPI	NIL

RWY 24

Designator	Route	Remarks
SOPOK4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to ASPIX. SOPOK next. **RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - SOPOK	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI. ASPIX-SOPOK is a RNAV segment.
SOPOK9Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK. Cross SOPOK at FL240 or above. **RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD. RT to intercept R-314 DIK to RITAX. **RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - CI007[R] - RITAX	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
RITAX8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. **RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 8Y - SOPOK - RITAX).
MEDIL4Y	Intercept R-245 GSY. At 8.2 DME GSY RT to intercept R-261 SPI INBD to MEDIL. **RNAV1:** [A1100+] - CI001[A5000+; R] - MEDIL	At ATC discretion only. PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery.
CIV 4Y	Intercept R-245 GSY. At 6 DME GSY RT to intercept R-121 CIV INBD to CIV. **RNAV1:** [A1100+] - CI009[R] - CIV	NIL
LNO4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI to ASPIX. At ASPIX, intercept R-240 LNO to LNO. **RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - LNO	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
LNO8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-282 LNO INBD to LNO. **RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI005[R] - LNO	NIL
SPI4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to SPI. **RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - SPI	PDG 8% (490 FT/NM) until passing FL 070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
SPI8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD to SPI. **RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - SPI	NIL

3.1.1.2 Waypoint Information

RWY 06

ID	Latitude	Longitude	Fly-over
CI101	504020.1N	0045302.4E	N
CI102	504214.3N	0045656.3E	N
CI103	504001.9N	0045225.3E	N
CI105	503131.0N	0043506.9E	Y(*)/N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

(*) CIV 5X only

RWY 24

ID	Latitude	Longitude	Fly-over
CI001	502344.8N	0041346.9E	N
CI002	502849.9N	0041010.4E	N
CI003	503822.6N	0041827.5E	N
CI004	504321.4N	0043537.9E	N
CI005	504443.4N	0044023.0E	N
CI006	501924.8N	0041928.8E	N
CI007	502725.8N	0051314.3E	N
CI009	502414.1N	0041528.5E	N
CI011	503942.7N	0045401.4E	N
ASPIX	502907.3N	0052459.7E	N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
MEDIL	502032.0N	0034030.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

3.1.1.3 Suggested Database Coding

The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

3.1.1.3.1 RWY 06

SOPOK8X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		15.1	
5				CA		107.1		FL170+		
6	SOPOK	501510.0N	0054626.0E	DF	N			FL240+		

RITAX7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				A1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI101	504020.1N	0045302.4E	TF	N	052.2	R	F100+	14.4	
4	RITAX	500440.0N	0054825.0E	TF	N	134.8			50.3	

CIV 5X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	Y	052.1	L			
3	CIV	503426.3N	0034958.4E	DF	N					

LNO7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI102	504214.3N	0045656.3E	TF	N	052.2	R		17.6	
4	LNO	503509.3N	0054237.0E	TF	N	103.4			29.9	

SPI7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	SPI	503053.1N	0053725.0E	TF	N	107.4			30.1	

3.1.1.3.2 RWY 24

SOPOK9Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		26.3	
7				CA		107.1		FL170+		
8	SOPOK	501510.0N	0054626.0E	DF	N			FL240+		

RITAX8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	CI011	503942.7N	0045401.4E	TF	N	107.2	R		12.3	
7	RITAX	500440.0N	0054825.0E	TF	N	134.9			49.4	

MEDIL4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R	5000+		
3	MEDIL	502032.0N	0034030.0E	TF	N	261.6			21.5	

CIV 4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI009	502414.1N	0041528.5E	CF	N	245.9	R			
3	CIV	503426.3N	0034958.4E	DF	N	302.3			19.2	

LNO8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI005	504443.4N	0044023.0E	TF	N	065.4	R		15.3	
6	LNO	503509.3N	0054237.0E	TF	N	103.2			40.7	

SPI8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	SPI	503053.1N	0053725.0E	TF	N	107.2			41.3	

SOPOK4U

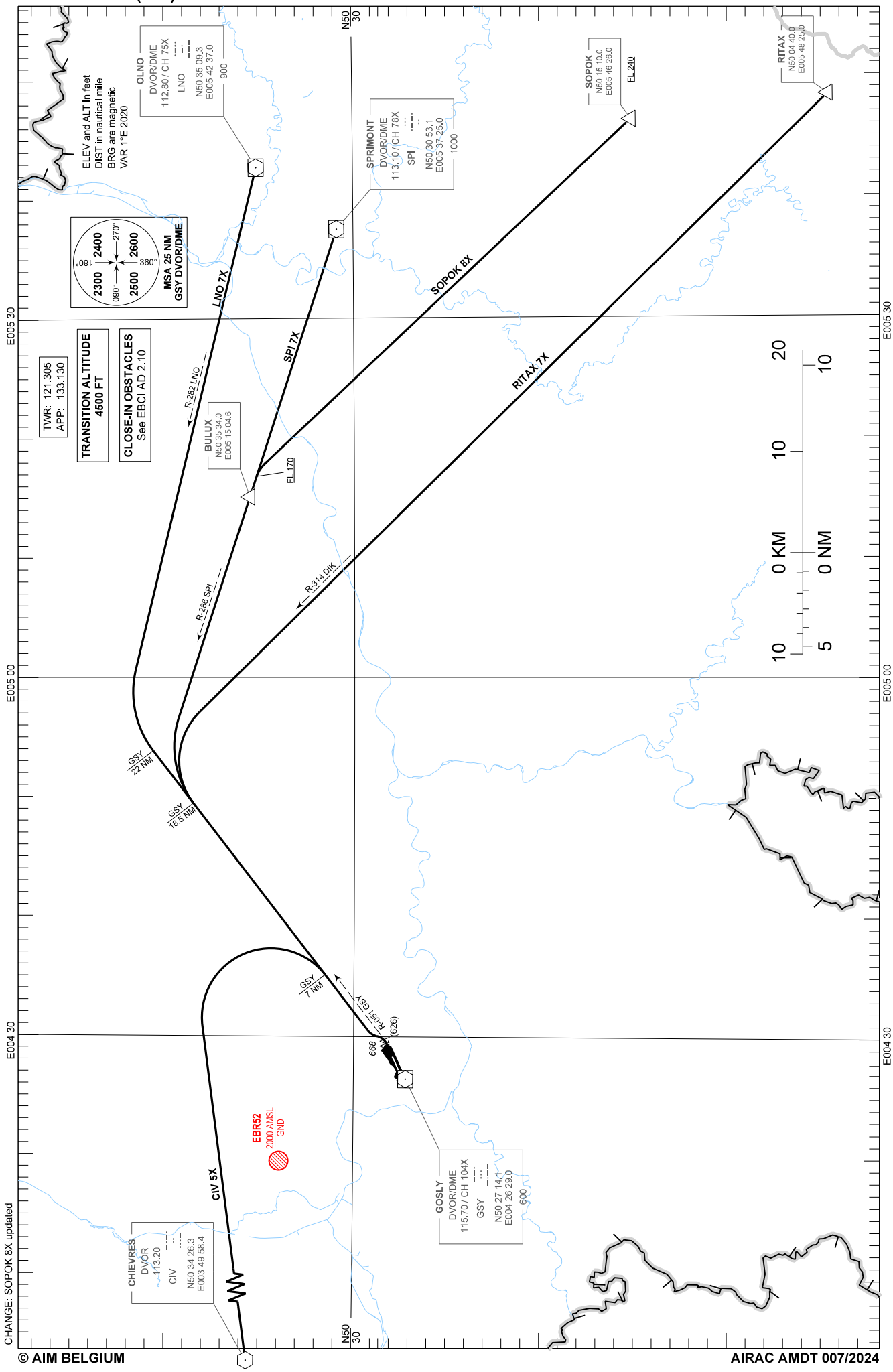
#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	SOPOK	501510.0N	0054626.0E	TF	N	135.4			19.6	

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 8X RITAX 7X CIV 5X
LNO 7X SPI 7X

CHARLEROI / Brussels South (EBCI)

RWY 06



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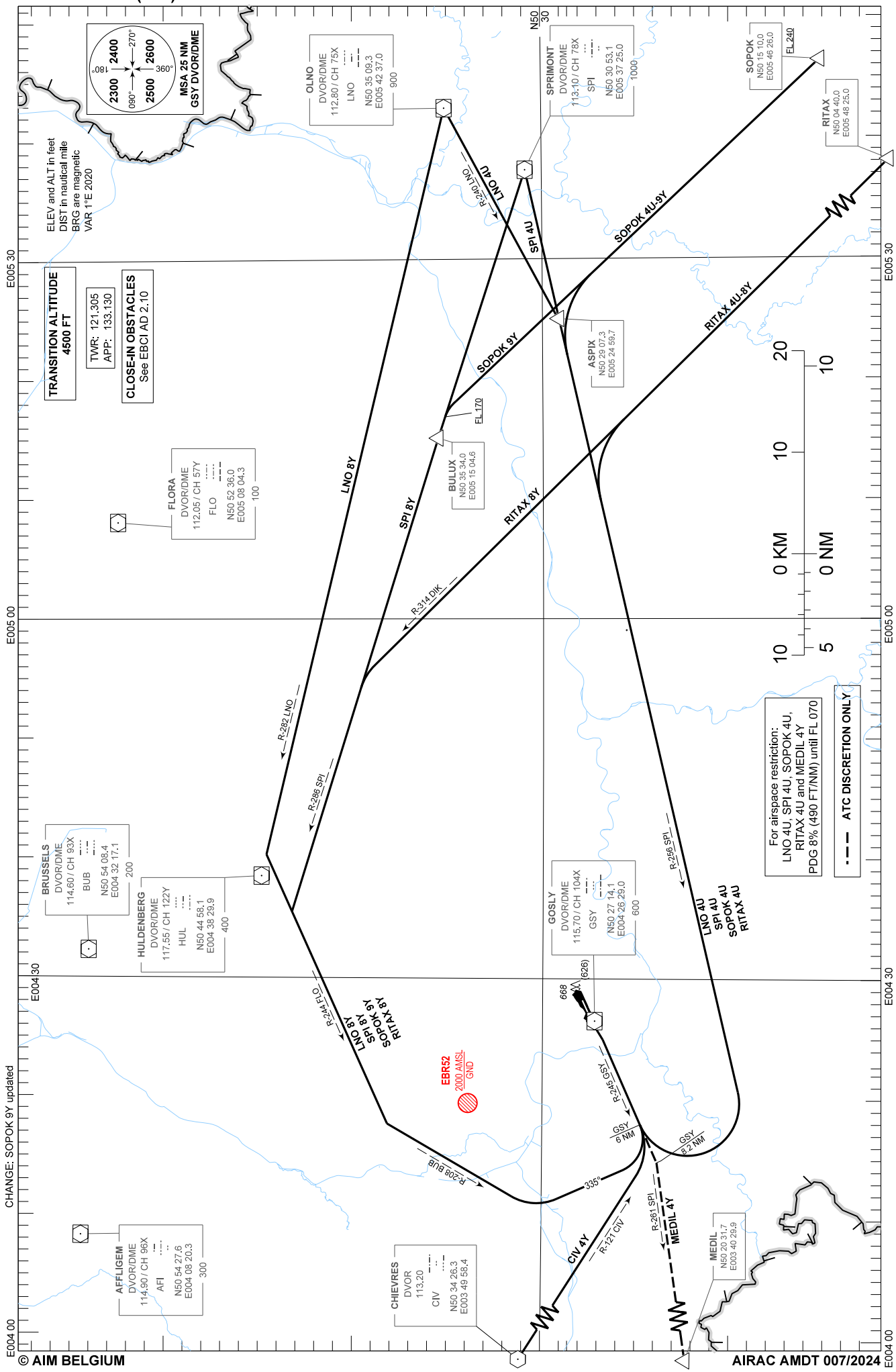
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 4U-9Y RITAX 4U-8Y MEDIL 4Y
CIV 4Y LNO 4U-8Y SPI 4U-8Y

CHARLEROI / Brussels South (EBCI)

RWY 24



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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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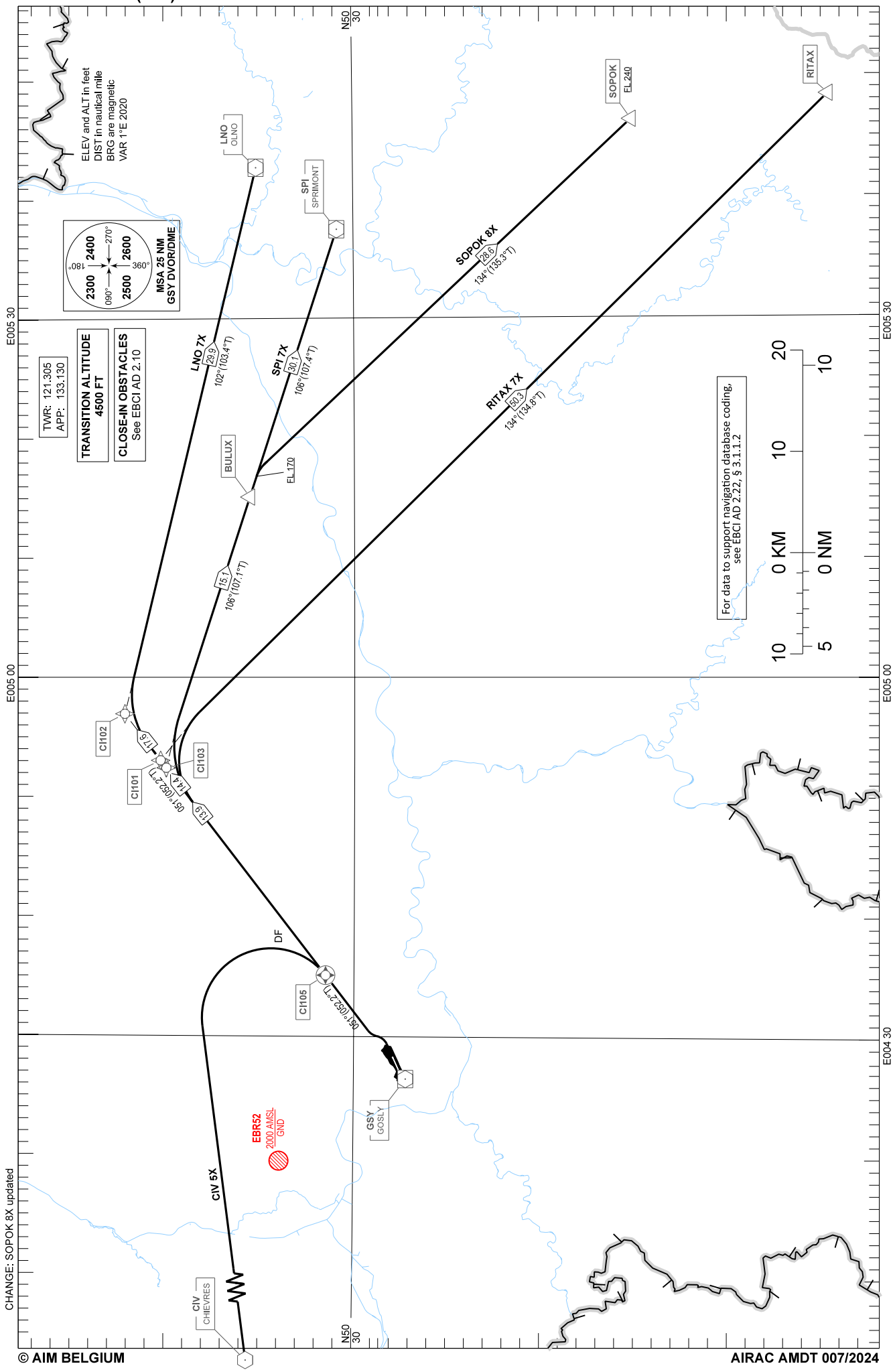
LNO 7X SPI 7X

CHARLEROI / Brussels South (EBCI)

RNAV1 OVERLAY

RWY 06



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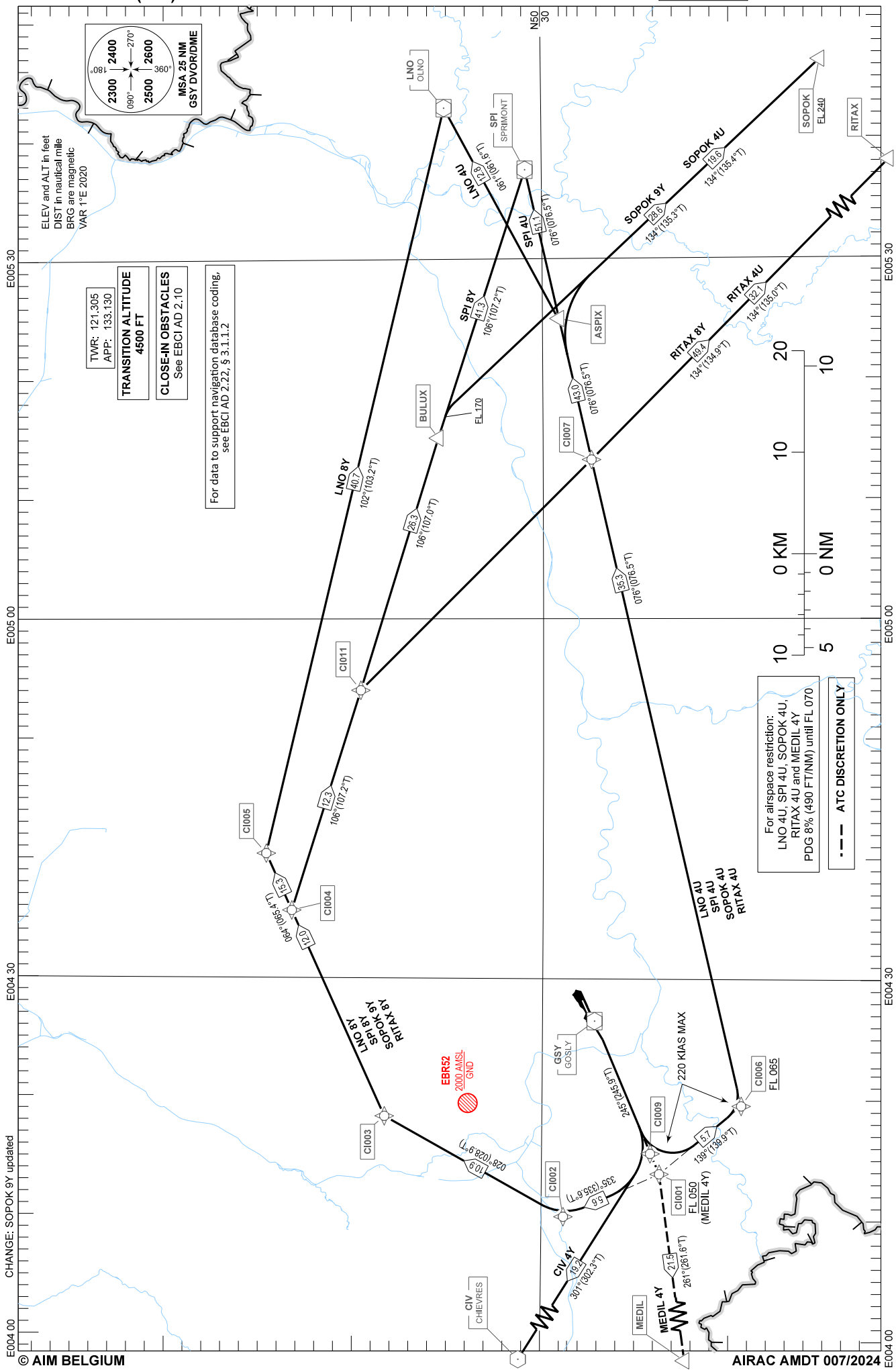
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 4U-9Y RITAX 4U-8Y MEDIL 4Y
CIV 4Y LNO 4U-8Y SPI 4U-8Y

CHARLEROI / Brussels South (EBCI)

RNAV1 OVERLAY

RWY 24



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MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

RNP (LNAV) ARINC CODING
KLEINE-BROGEL (EBBL)

EBBL RNP RWY 23R (LNAV) COORDINATES AND CODING (PAGE 4-30) :

WAYPOINTS COORDINATES:
BL400: 51°16.91' N 005°29.44' E - IAF
BL401: 51°20.71' N 005°36.66' E
BL402: 51°17.03' N 005°41.40' E - IF
BL412: 51°13.51' N 005°34.69' E - FAF
RW23R: 51°10.53' N 005°29.00' E - THR 23R / MAPT
BL405: 51°08.67' N 005°25.47' E
BL406: 51°12.28' N 005°20.65' E
BL410: 51°06.84' N 005°39.84' E - IAF
BL411: 51°13.99' N 005°48.06' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH BL410									
010	IF	BL410	IAF	N	-	-	4000/3000	MAX 230Kts	-
020	HM	BL410	IAF	Y	035.8	L	4000/3000	MAX 230Kts	-
030	TF	BL411	OTHER	N	035.8	-	@3000	MAX 230Kts	-
040	TF	BL402	IF	N	306.1	L	2500/1700	MAX 230Kts	-4.49%
INITIAL APPROACH BL400									
010	IF	BL400	IAF	N	-	-	4000/3000	MAX 230Kts	-
020	TF	BL401	OTHER	N	049.9	-	@3000	MAX 230Kts	-
030	TF	BL402	IF	N	141.1	R	2500/1700	MAX 230Kts	-4.97%
FINAL APPROACH RWY 23R									
010	IF	BL402	IF	N	-	-	2500/1700	-	-
020	TF	BL412	FAF	N	230.2	-	@1700	-	-
030	TF	RW23R	MAPT	Y	230.2	-	+213	MAX 165Kts	-5.24%(3.00°)
MISSED APPROACH (CG 2.5%)									
010	IF	RW23R	MAPT	Y	-	-	See Minima	MAX 165Kts	-
020	TF	BL405	Other	N	230.1	-	+704	MAX 165Kts	+2.5%
030	TF	BL406	Other	N	320.0	R	+1316	MAX 165Kts	+2.5%
040	TF	BL400	IAF/MAHF	Y	049.9	R	@3000	MAX 165Kts	+2.5%

EBBL RNP RWY 05L (LNAV) COORDINATES AND CODING (PAGE 4-32) :

WAYPOINTS COORDINATES:
BL500: 51°12.02' N 005°17.22' E - IAF
BL501: 51°08.66' N 005°10.92' E
BL502: 51°04.16' N 005°16.94' E - IF
BL512: 51°06.75' N 005°21.83' E - FAF
BL513: 51°08.56' N 005°25.27' E - SDF
RW05L: 51°09.69' N 005°27.41' E - THR 05L / MAPT
BL505: 51°12.12' N 005°32.04' E
BL506: 51°15.77' N 005°27.16' E
BL510: 51°01.94' N 005°12.77' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH BL500									
010	IF	BL500	IAF	N	-	-	4000/3000	-	-
020	TF	BL501	OTHER	N	229.7	-	4000/3000	-	-
030	TF	BL502	IF	N	139.9	L	2500/1700	-	-4.0%
INITIAL APPROACH BL510									
010	IF	BL510	IAF	N	-	-	3000/2000	-	-
020	TF	BL502	IF	N	049.8	-	2500/1700	-	-1.4%
FINAL APPROACH RWY 05L									
010	IF	BL502	IF	N	-	-	2500/1700	-	-
020	TF	BL512	FAF	N	050.0	-	@1700	-	-
030	TF	BL513	SDF	N	050.1	-	+800	MAX 190Kts	-5.24%(3.00°)
040	TF	RW05L	MAPT	Y	049.8	-	+235	MAX 190Kts	-5.24%(3.00°)
MISSED APPROACH (CG 4.3%)									
010	IF	RW05L	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BL505	Other	N	050.1	-	+940	MAX 190Kts	+4.3%
030	TF	BL506	Other	N	320.0	L	+1545	MAX 190Kts	+4.3%
040	TF	BL500	IAF/MAHF	Y	239.1	L	@3000	MAX 190Kts	+2.5%

CHANGE: Altitude IF BL410 updated

BEL DEFENCE, AIR COMPONENT 11-JUL-2024 - THS

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