

BRUSSELS (BRU/EBBR)

Elevation 184ft

CATEGORY B

AV brief – not required

GENERAL

Threats

Runway Excursion

- *Rushed Approaches do occur.* High possibility when landing Rwy 25L.
- Focus needed on establishing speed and altitude gates for Rwy 25L approach.
- Low platform altitude requires consideration with regard to configuring aircraft.

Ground Collision

- Brussels airport will reconfigure their operation to use Rwy 01 for arrivals and 07R for departures in northerly or easterly winds as low as 7 knots.
 - During such operations airport flow rate is compromised by this intersecting runway arrangement. This is typically mitigated by slot delays.
 - Departures are conducted from one of the 07R runway start points rather than the full length. Whilst a C6 intersection may be offered it is also common to line up from the full length and taxi forward to the appropriate start point.
 - Line up clearance is typically received on ground movement control.
 - Multiple aircraft may enter 07R together.

ARRIVAL

Diversion Airports

LILLE	LIL/LFQQ	057 nm/249°T	CAT A
OSTEND	OST/EBOS	063 nm/286°T	CAT A
ROTTERDAM	RTM/EHRD	063 nm/358°T	CAT A
AMSTERDAM	AMS/EHAM	085 nm/007°T	CAT A
DUSSELDORF	DUS/EDDL	088 nm/075°T	CAT A
PARIS	CDG/LFPG	136 nm/213°T	CAT A

Others that may be used include LHR

Approach

- When routing towards BUN aircraft will normally maintain FL80 due departing traffic FL70.
- Before BUN and after passing abeam the airfield an early turn towards base leg is normal.
- Track miles will be significantly reduced with 6 nm final likely. Associated descent clearance to 2,000ft platform altitude, request to maintain 220 kts until very late and 180 kts until Outer Marker are common.
- Expect descent to platform altitude 2,000ft for all approaches.
- Arrival is usually via the KOKSY STAR. Max 250 kts at SLPs is seldom required by ATC. For Westerly landing expect ILS 25L, occasionally 25R. Normal clearance will be KOK, KERKY, BUN.
- For Easterly landings expect ILS 01. Normal clearance will be KOK, KERKY, AFI, NIVOR. Due intersection of Rwy 01 with Take-Off Rwy 07R delays possible. Holding is rare but expect lengthy and extended radar vectoring.
- Note that at 1000ft radio the height above the landing threshold Rwy 01 is approximately 1200ft (1400ft QNH).
- When landing Rwy 25L expect taxi clearance to be given too early, often during deceleration before aircraft has vacated runway. Routing will be via inner taxiways for arriving aircraft.

GROUND

- Limited BA ground staff, but BA engineering cover available.
- Normal parking gate 204. Handling agent office immediately in front.
- De-icing conducted on stand only. Remote de-icing facility not available for use by BA aircraft.

DEPARTURE

- Normal departure HELEN SIDs via COA.
- Westerly departures always Rwy 25R. Take-Off from intersection B1 **not full length**.
- Easterly departures Rwy 07R. Take-Off point is not full length, aircraft required to taxi forward to Position 1 or use Position 2 due jet blast. Intersection Take-Off performance figures therefore required. Aircraft requiring full length for departure should advise GND at the latest when requesting taxi clearance.

WEATHER

- Average surface wind is WSW with strong winds above 30 kts usually from between SSW and WNW. They occur primarily with low pressure systems and frontal passages.
- Calm wind is quite frequent particularly in the early morning.
- Fog is most prevalent from Sept-Feb with moderate to dense patches during early morning.
- Snowfall may contribute to reduced visibility during the winter season.

OPERATIONAL INFORMATION

Handling Agent	AVIAPARTNER
Handling Agent VHF	131.45 -> from 06 Dec 18 VHF 131.455
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use at all times (If airport fixed equipment is not available, use GHA mobile equipment for "pre-paid" time ONLY – then use APU) (60mins)