



PROCEDURES OVERVIEW

**Brussels Ground
EBBR_GND**

**NOT FOR REAL
AVIATION**

In Brussels (EBBR), pushback and taxi clearances are issued by the ground controller. However if EBBR_GND is not online pushback and taxi clearances can be issued by the next higher controller (Local controller (Tower), Approach controller, or Center controller).

EBBR_GND: 121.870

The duty of the ground controller is to let aircraft pushback onto the taxiways and guide aircraft between the stands and the runway by keeping them separated .

DEPARTURES

The first thing you will have to do when an aircraft is parked nose-in on a stand is to give pushback clearance. In your clearance you should mention what direction the nose has to be turned or facing at the end of the pushback.

[Brussels ground, Bee-line 589, stand 155 requesting pushback.](#)

[Bee-line 589, pushback approved onto R4 facing north-east, report ready for taxi.](#)

In the taxi clearance you need to indicate the departing runway, the path to follow to reach the holding point, the holding point, and the QNH .

[Brussels ground, Bee-line 589 request taxi for takeoff](#)

[Bee-line, taxi to and hold short of runway 25R, holding point B1, via the outers, QNH 1021. Report ready for departure.](#)

In Brussels national, the outer taxiways, abbreviated as the outers, are used for departing traffic, the inner taxiways or the inners are used for arriving traffic.

The holding point for runway 25R, the mostly used one in EBBR, is B1. For heavy aircraft, the holding point is P3, taxi via e.g. E4 F4 W3 W4 W41 or W42. Attention for the runway 02/20 crossing which requires authorization by the tower controller ! It is also possible, after co-ordination with or on request of Tower, and if the pilot agrees to send medium aircraft to intersection B3 and small GA aircraft to intersection B5.

The tower controller will release the departures in an order depending on the direction the aircraft will take and the type of aircraft. Therefore try to sequence the aircraft by direction of flight (e.g. n°1 via SOPOK, n°2 via HELEN, N°3 via CIV) and by putting the slower aircrafts behind the faster ones.

The runways, and the active runways in particular, are owned by the local controller, or Tower. Before you clear an aircraft to cross any runway, you must get authorization from Brussels Tower. You can make an agreement with the controller operating Brussels Tower, at the beginning of your service, so that you do not need to ask permission to clear traffic over inactive runways every time again.

All runway crossings, including the inactive runways, in Brussels national are explicit.

This means you have to inform a pilot whether crossing runway xx is approved or he has to hold short before runway xx.

When the departure is reaching the holding point, or when there are no conflicts with other traffic, tell the pilot to contact tower.

Bee-line 589, squawk mode Charlie and contact tower 118.60

ARRIVALS

Brussels Ground, Thomas Cook 9583, vacated 25L onto C4 requesting taxi to the gate.
Thomas Cook 9583 welcome to Brussels, taxi to stand 169 via C4, E3, the inners and R4.
Crossing runway 02/20 is approved.

To avoid a conflict with a departing aircraft via R4 or S, you can instruct the pilot to hold at Inner 8:

Thomas Cook 9583, hold on Inner 8, give way to the Beeline 737 from left to right.

You can guide the arrivals to the different terminals by taking into account the country they are coming from and the type of aircraft

Apron 1	Passenger traffic coming from countries adhering to the Schengen convention: Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lichtenstein, Lithuania, Luxembourg, Malta, Norway, Poland, Portugal, Spain, Slovakia, Slovenia, Sweden, Switzerland and The Netherlands.
Apron 2	Passenger traffic coming from countries not adhering to the Schengen convention.
Apron 3	Seldom used for charter flights. These are all remote stands, the buildings of this area disappeared. The passengers are brought and fetched by busses.
Apron 4	Turbopops and small jets that do not need a gateway.
Apron 50-51 and 60	Eurotrans (BCS) and DHL
Apron 52-53	General Aviation (Abelag)
Apron 9	Cargo (except BCS & DHL)