

GENERAL**Operational Hours**

ATS Hours / AD ADMIN Hours: 0530-2200±. Other times O/R, at least the preceding day before 1100±.

Airport Information

RFF: CAT 7

Fuel: MON-FRI 0430-2030±, SAT and SUN 0530-2130±
Other times PN. No fuel AVBL when AD is CLSD.

Customs: 0530-2200±

PCN: RWY 11/29: 30/FA/W/U

Operation

Preferential RWY: TKOF/LDG: RWY 11.

Transponder Mode S

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures

LVP in force when RVR below 550m.

When LVP in force, only one ACFT at a time is allowed on the maneuvering area, taxi authorized only on TWY A, B, F, and guided by follow-me.

TWY Restriction:

TWY K width 15m / 49ft

TWY B, E, G, J width 12m / 39ft.

Taxi/Parking

ACFT movement to/from north side during night and when RVR below 1500m shall be marshalled to/from RWY via TWY E or G.

ARRIVAL**Communication****COM Failure**

If ACFT does not succeed in LDG within 30min it must leave Antwerpen CTR on MT 309° at MAX 2000ft and land at the first suitable AD in VMC.

Arrival Procedure**Noise Abatement Procedure**

Visual APCH: Do not intercept APCH slope of PAPI (3.5°) below 1700ft if MET CONDs permit a visual straight-in or a direct APCH on RWY 11.

Reverse: Do not use more than idle reverse if possible.

DEPARTURE**Take-off Minima**

RWY		29	
A, B, C	ft - m/km	0 - 150R	-
D		Not applicable	-
RWY		11	
A, B, C	ft - m/km	0 - 400R/400V	-
D		Not applicable	-

Departure Procedure**Start-up**

REQ CLR 10min before ready.

Any call in advance of the 10min may result in disruption of DEP sequence and cause delay.

Departure Notes

PUTTY 5E/1G/5C/1B: After PUTTY to HSD (DEST EHAM) or to STD (all other DEST).

Routing via SPI - AMASI shall select a climb profile in order to be able to cross SPI at FL240 or above. Flights unable to meet this climb requirement may expect rerouting via SPI - LIRSU - AMASI.

Noise Abatement Procedure: Use ICAO Standard NADP1.

De-icing

AVBL

02-NOV-2017
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AGC
AFC

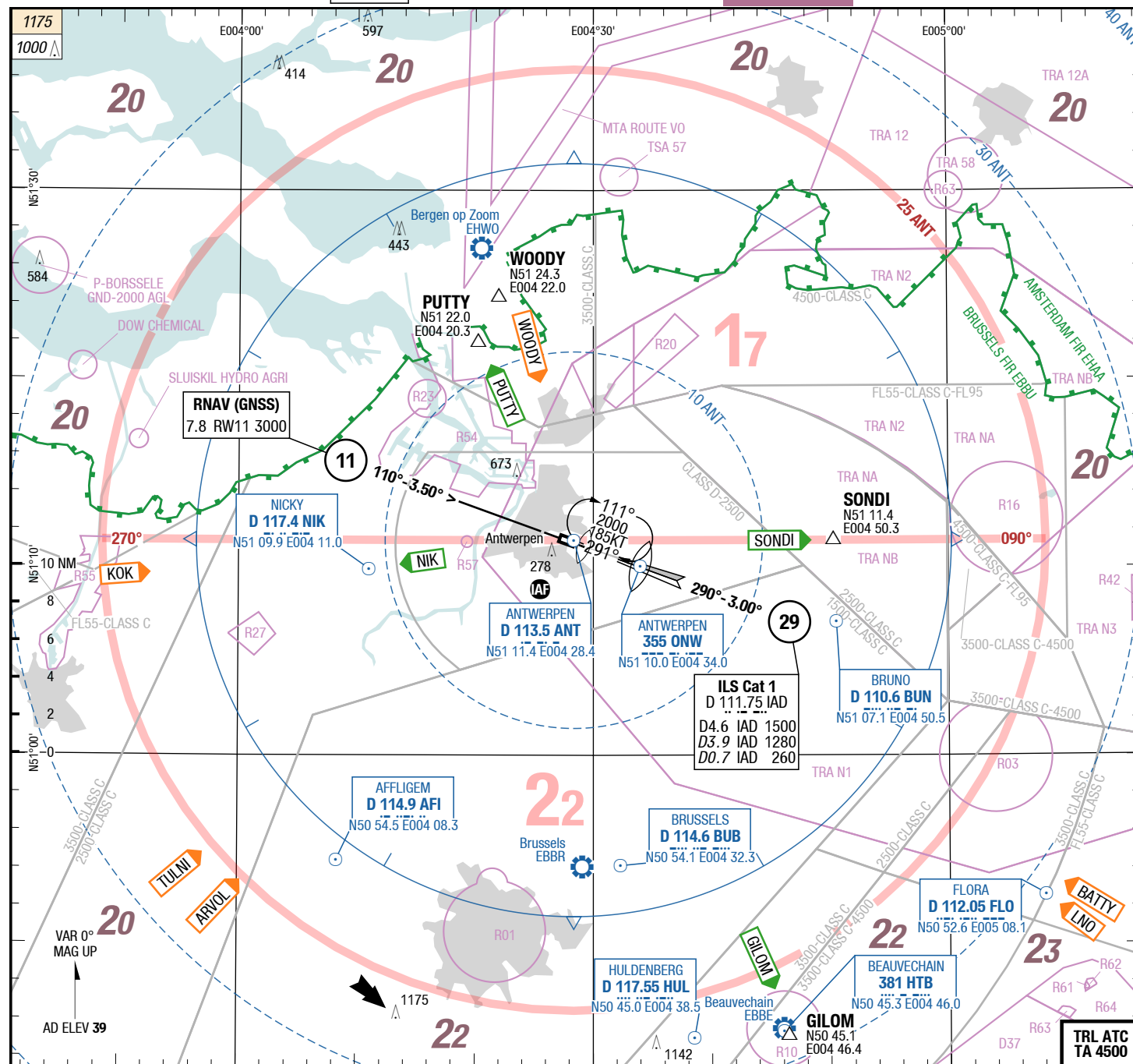
AFC

AFC

Deurne Antwerpen Belgium

AGC
AFC

2-10



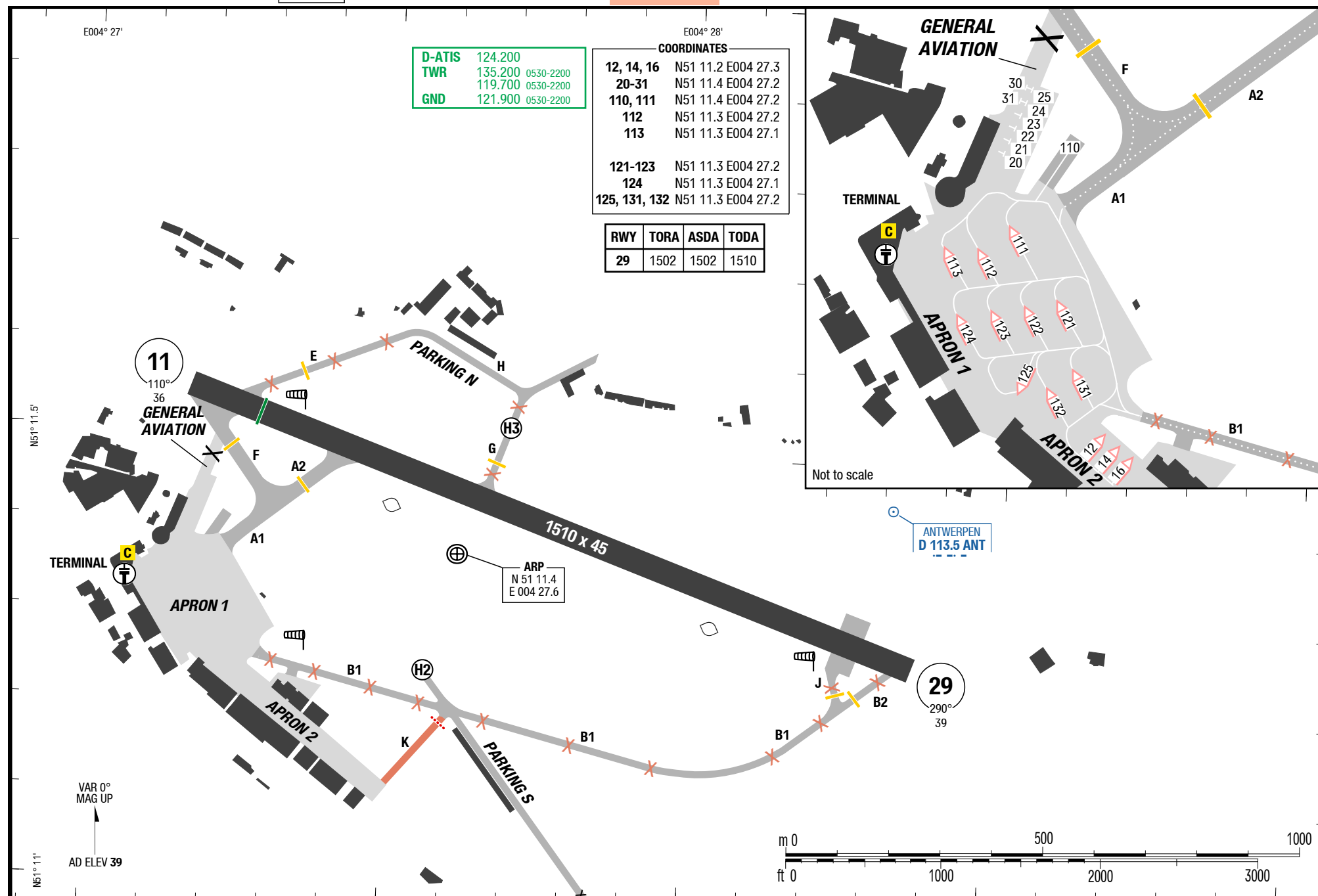
D-ATIS 124.200
Brussels ARR 118.250
TWR 135.200 0530-2200
119.700 0530-2200
GND 121.900 0530-2200

Landing RWY system:

11 83.5° 30 HL
144 1366 x 45 15 HL
420
HL-S THR 36 (1hPa) / TDZ --- (---%) +0.1%

29 3.0° 8 620
-0.1% TDZ 40 (---%) / THR 39 (1hPa) HL-S

3-20



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SIDs RWY 29

SIDs RWY 11

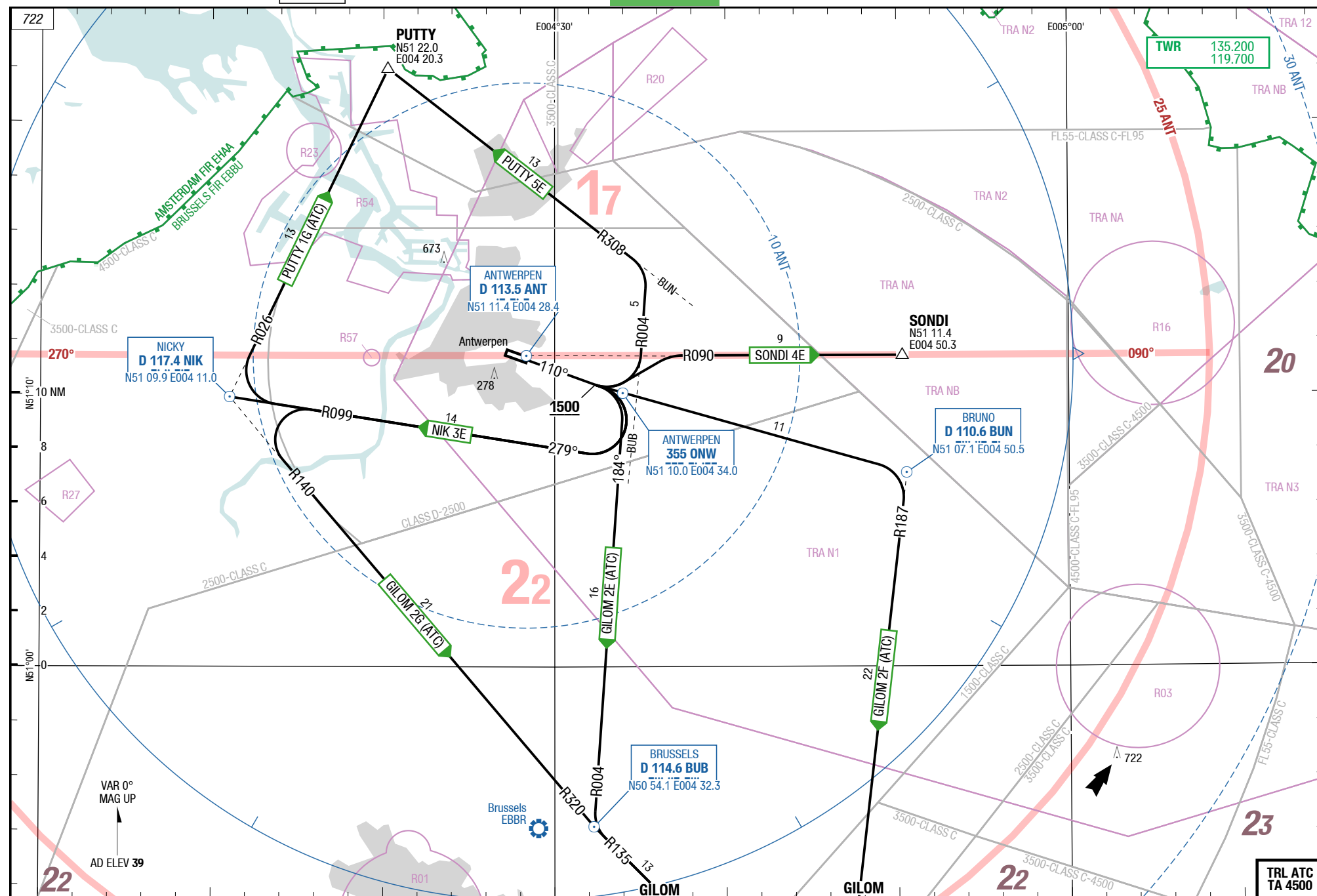
SID

SID

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SIDs RWY 29

SIDs RWY 11



Changes: MSA, SUAs, OBST

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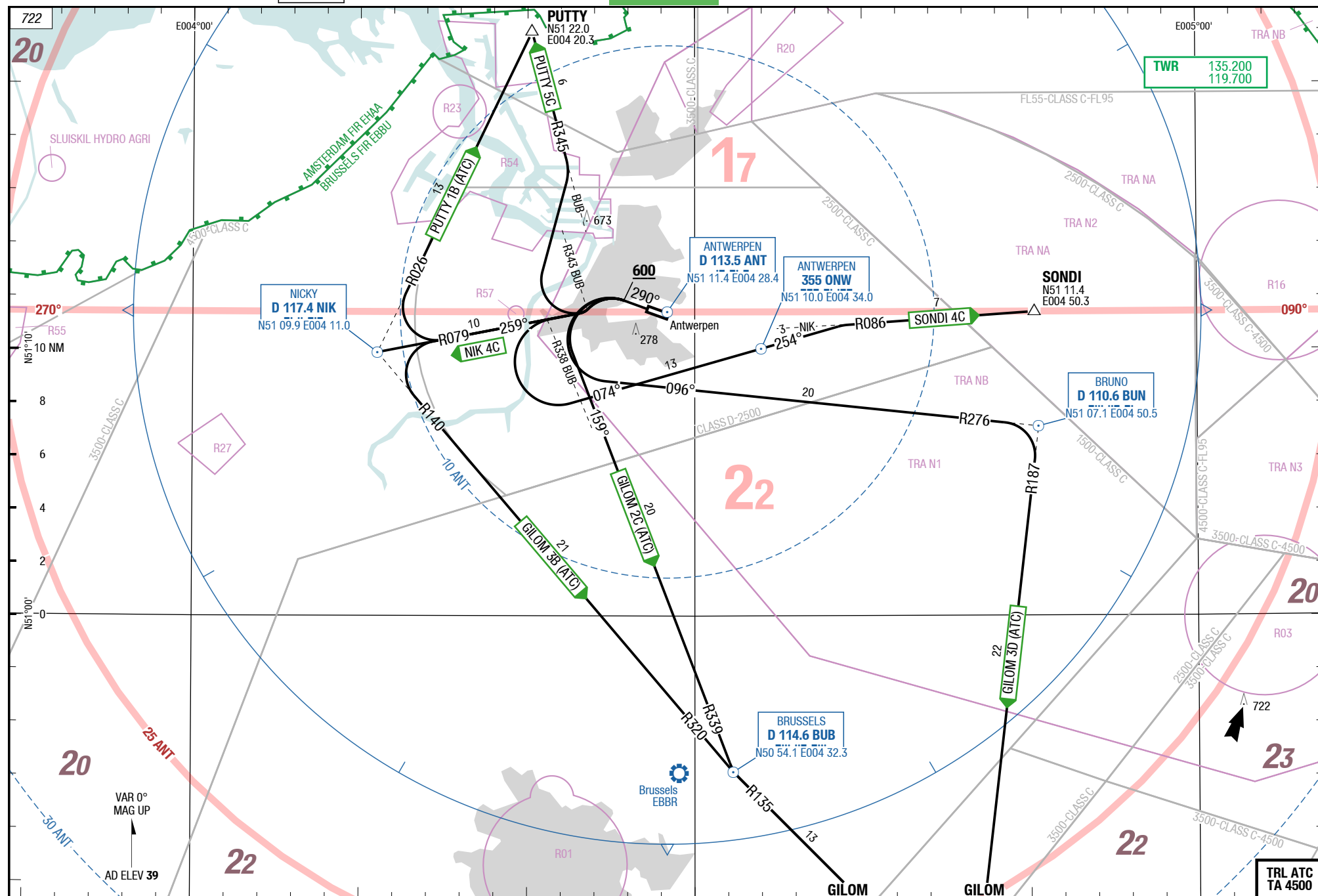
4-20

SIDs RWY 29

SID

SID

SIDs RWY 29



Changes: MSA, SUAs, OBST

GILOM 2E / GILOM 2F / GILOM 2G / NICKY 3E / PUTTY 1G / PUTTY 5E / SONDI 4E
RWY 11 (110°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
GILOM 2E (ATC) 135.200	at 1500 RT intercept R004 BUB to BUB - R135 BUB to GILOM	
GILOM 2F (ATC) 135.200	at 1500 direct BUN - R187 BUN to GILOM	
GILOM 2G (ATC) 135.200	at 1500 RT intercept R099 NIK to NIK - R140 NIK to BUB - R135 BUB to GILOM	
NICKY 3E NIK 3E 135.200	at 1500 RT intercept R099 NIK to NIK	
PUTTY 1G (ATC) 135.200	at 1500 RT intercept R099 NIK to NIK - R026 NIK to PUTTY	
PUTTY 5E 135.200	at 1500 LT intercept R004 BUB - LT intercept R308 BUN to PUTTY	
SONDI 4E 135.200	at 1500 LT intercept R090 ANT to SONDI	

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5-20

SIDs RWY 29

GILOM 2C / GILOM 3B / GILOM 3D / NICKY 4C / PUTTY 1B / PUTTY 5C / SONDI 4C
RWY 29 (290°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
GILOM 2C (ATC) 135.200	at 600 LT intercept R339 BUB to BUB - R135 BUB to GILOM	
GILOM 3B (ATC) 135.200	at 600 LT intercept R079 NIK to NIK - R140 NIK to BUB - R135 BUB to GILOM	
GILOM 3D (ATC) 135.200	at 600 LT intercept R276 BUN to BUN - R187 BUN to GILOM	
NICKY 4C NIK 4C 135.200	at 600 LT intercept R079 NIK to NIK	
PUTTY 1B (ATC) 135.200	at 600 LT intercept R079 NIK to NIK - R026 NIK to PUTTY	
PUTTY 5C 135.200	at 600 LT intercept R079 NIK inbound - crossing R343 BUB RT intercept R345 BUB to PUTTY	
SONDI 4C 135.200	at 600 LT intercept R079 NIK inbound - crossing R338 BUB LT intercept QDM 074 ONW to ONW - QDR 254 ONW - intercept R086 NIK to SONDI	

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NIL

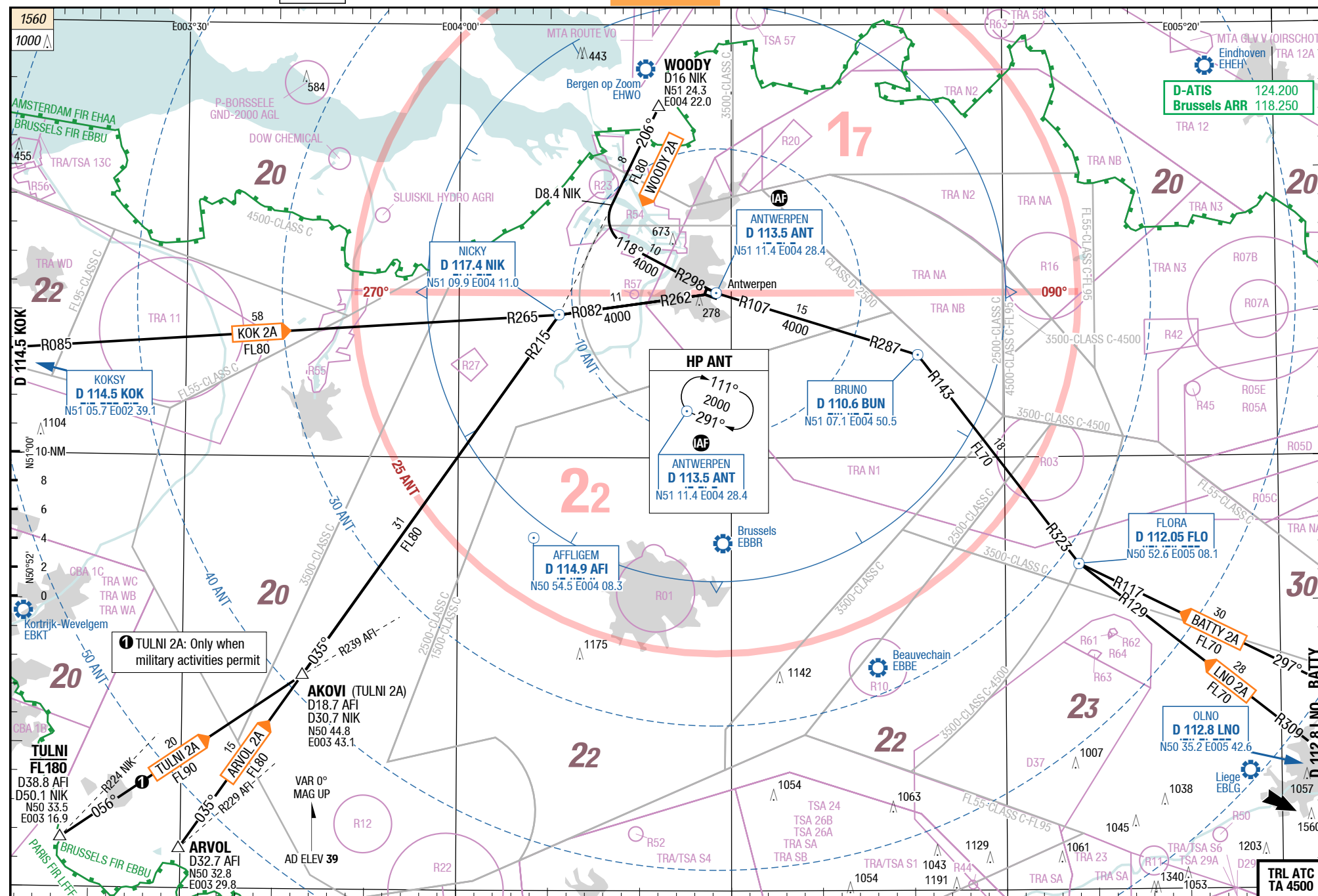
STARS

STAR

STAR

NIL

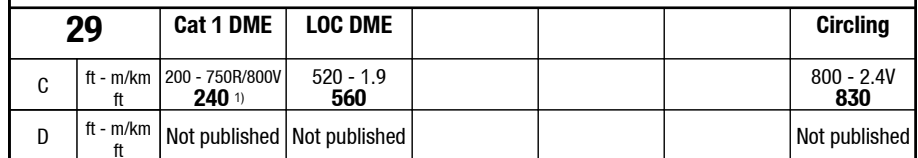
STARS



Changes: MSA, OBST, SUAs

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ILS or LOC 29



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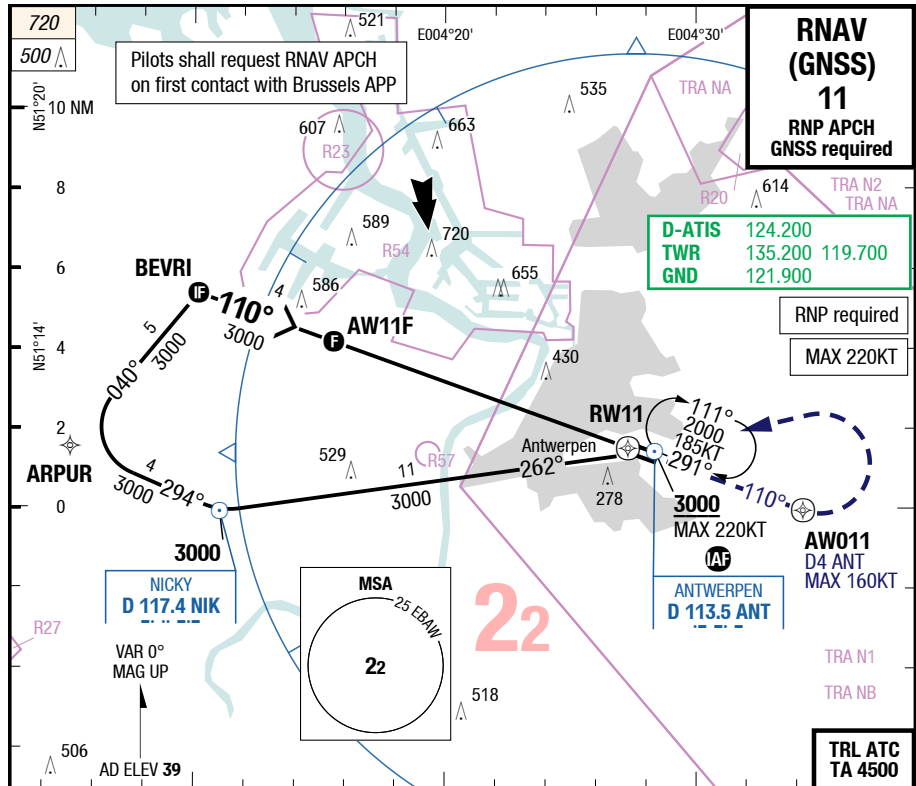
Changes: MSA, SUAs, OBST

23-FEB-2017

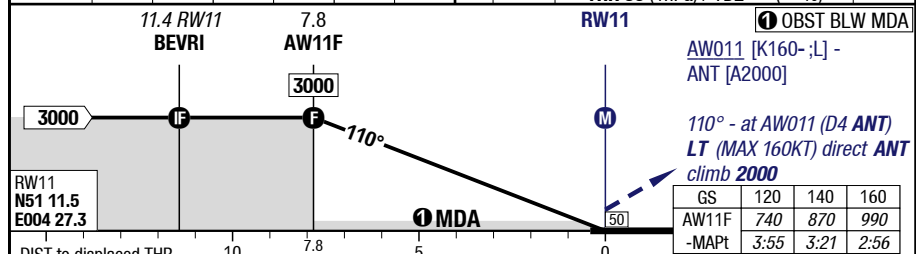
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7-30

RNAV (GNSS) 11



3.50°	7.8	5	4	3	2	1		83.5°	30 HL
RW11	3000	1950	1580	1210	830	460	11	144	1366 x 45
							HL-S	THR 36 (1hPa) / TDZ --- (---) +0.1%	15 HL



11	RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	350 - 1.2 390 2)	470 - 1.8 500			800 - 2.4V 830
D	ft - m/km ft	Not published	Not published			Not published

1) Uncompensated BARO VNAV NA below -10°C (14°F)

2) With EVS 800m

Changes: TDZE, Note, OBST, SUAs, Profile

02-NOV-2017

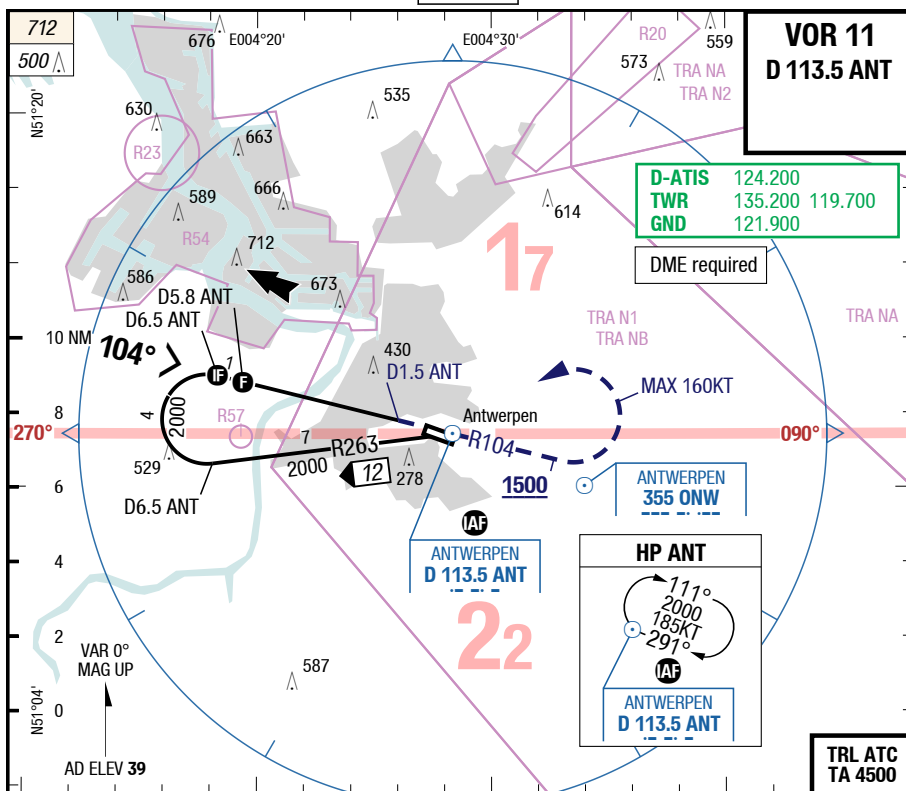
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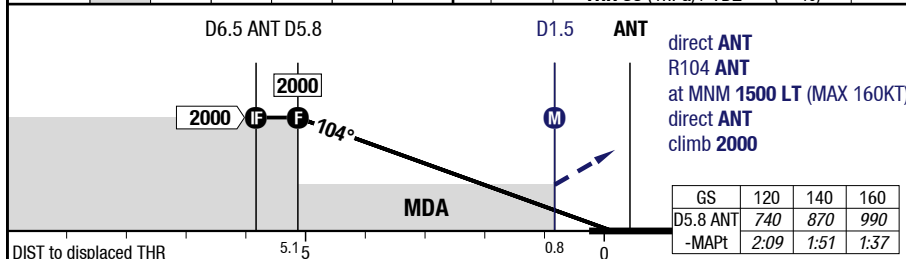
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7-50

VOR 11



3.50°		5.8	5	4	3	2		83.5°	30 HL
D ANT								144	1366 x 45
104°								420	15 HL
RWY 110°		2000	1690	1320	950	570			
								THR 36 (1hPa) / TDZ --- (---%)	+0.1%



11	VOR DME					Circling
C	ft - m/km ft	520 - 1.9 550				800 - 2.4V 830
D	ft - m/km ft	Not published				Not published

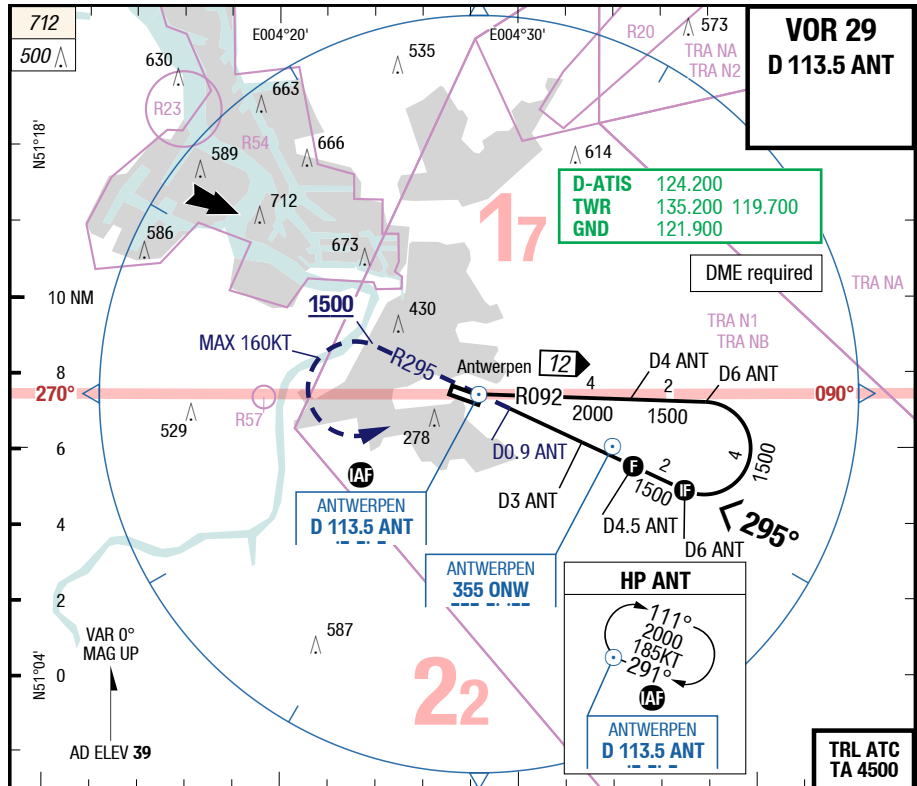
Changes: MSA, SUAs, OBST

02-NOV-2017

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7-60

VOR 29



29		VOR DME	VOR DME wo D3.0 ANT	Circling	
C	ft - m/km ft	400 - 1.4 440	520 - 1.9 560	800 - 2.4V 830	
D	ft - m/km ft	Not published	Not published	Not published	

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NIL
MRC

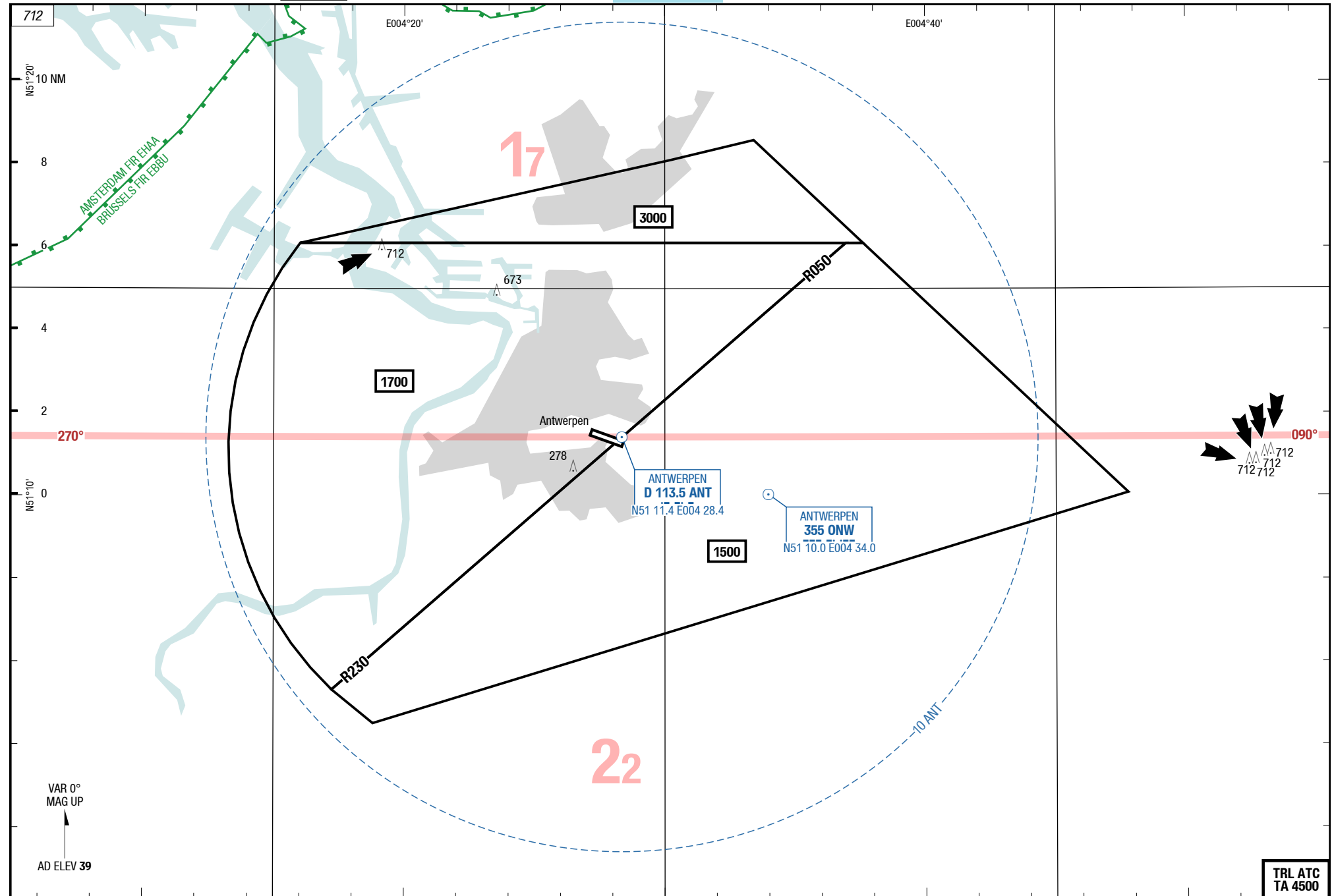
MRC

MRC

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NIL
MRC

8-10



Changes: MSA, OBST

TRL ATC
TA 4500

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