

09-AUG-2018

LGG-EBLG**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**PCN:** RWY 04R/22L: 88/F/B/W/T

RWY 04L/22R: 52/F/B/W/T

Operation**Low Visibility Procedures**

LVP in force when RVR falls below 550m or ceiling is below 200ft.

When LVP in force, RWY 22L and RWY 04R will be used for TKOF/LDG.

Report at the TKOF HLDG PSN CAT II/III or at any reporting point on the AD prescribed by ATC.

Taxiing only allowed on TWYs equipped with CLL and following the standard taxi routes.

Follow-me mandatory:

RWY 22L:

- ARR: while taxiing from TWY S2 or C0 to APN when VIS is below 1500m or CEIL is below 300ft.
- DEP: while taxiing from APN to TWY A5 when RVR is below 550m or CEIL below 200ft.

RWY 04R:

- ARR: while taxiing from TWY S4 (contingency: S5 or S6) to APN when VIS is below 1500m or CEIL is below 300ft.
- DEP: while taxiing from APN to TWY A2 or C0 when RVR is below 550m or CEIL below 200ft.

ARR ACFT report:

- passing the OM (RWY 22L) or D3.9 IHH (RWY 04R) on final;
- when sensitive area are vacated,
- in case of MISAP.

Monitor GND when RWY vacated.

RWY Restriction**RWY 04R/22L:**

- 180°-turn and back-track prohibited between TWY S5 and S6.
- Turn pad on S5 not AVBL by night.

| A124 and B748 may use only RWY 04R/22L for TKOF/LDG.

TWY Restriction

TWY C3, N4 width 15m / 49ft.

LDG 22L vacate via rapid exit TWY S2.

LDG 04R vacate via rapid exit TWY S4.

If other exit is required, inform ATC as soon as practicable.

TWY S3: Exit/entry from westward side of TWY A2 is limited to code letter C ACFT.

09-AUG-2018

LGG-EBLG**1-20****AOI****AOI****GENERAL****Warnings**

Magnetic abnormality can deviate compass for more than 10° on APN P1, P2, P3.

ARRIVAL**Speed**

ACFT being radar vectored:

MAX IAS 250KT below FL100.

Initial APCH MAX IAS 220KT.

Maintain IAS 220KT until established on ILS.

Cross OM RWY 22L and 4NM DME from RWY 22R and RWY 04R shall be crossed at MAX IAS 170KT. If unable to comply, inform ATC and state speed applicable.

Communication

After LDG remain on TWR FREQ until parking PSN. If requested by ATS, change to GND FREQ.

COM Failure

If an ACFT does not succeed in LDG within the 30min, it must leave CTR on QDR 255° of ONL at 2400ft and land at first suitable AD where MET conditions permit a visual APCH and LDG.

Arrival Procedure**Continuous Descent Operations (CDO)**

CDO AVBL at ATC discretion only.

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

**Non-standard GP Intercept Position on
RWY 04R**

GP intercept RWY 04R at 337m / 1107ft after landing treshold.

Remaining DIST beyond GP is 3117m / 10225ft.

RWY 22L

GP intercept RWY 22L at 326m / 1069ft after landing treshold.

Remaining DIST beyond GP is 2961m / 9715ft.

RWY 22R

GP intercept RWY 22R at 314m / 1030ft after landing treshold.

Remaining DIST beyond GP is 2026m / 6647ft.

DEPARTURE**Take-off Minima**

RWY		04R/22L	
All ACFT	ft - m/km	0 - 125R	-
RWY		22R	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		04L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Departure Procedure**Start-up**

10min before EOBT, REQ start-up on 'Liege GND'.

ATC CLR will only be provided by GND on push-back and taxi REQ.

LNO 4E: Will be allocated when airspace S of Liege TMA is not AVBL for CIV OPS.

When Liege TMA 3, 4 and 5 are not active:

DEP ACFT bound for BUB, HUL, SPI or LNO shall leave Liege TMA at 4500ft or higher, climbing to LVL assigned by Brussels ACC.

Noise Abatement Procedure

Jet ACFT: ICAO Standard TKOF PROC A.

Intersection TKOF

In order to reduce taxi PROC, ATC may, when VIS 2km or more, authorize TKOF from intersections as follows:

RWY 04R intersection C1, C2, S2 or S3.

RWY 22L intersection C4, C3, S4 or S3.

ATC Slot, Clearance

Make sure that appropriate slot time received, if any.

De-Icing

AVBL

19-JUL-2018

LGG-EBLG

Belgium Liege

AFC (CAT B only)

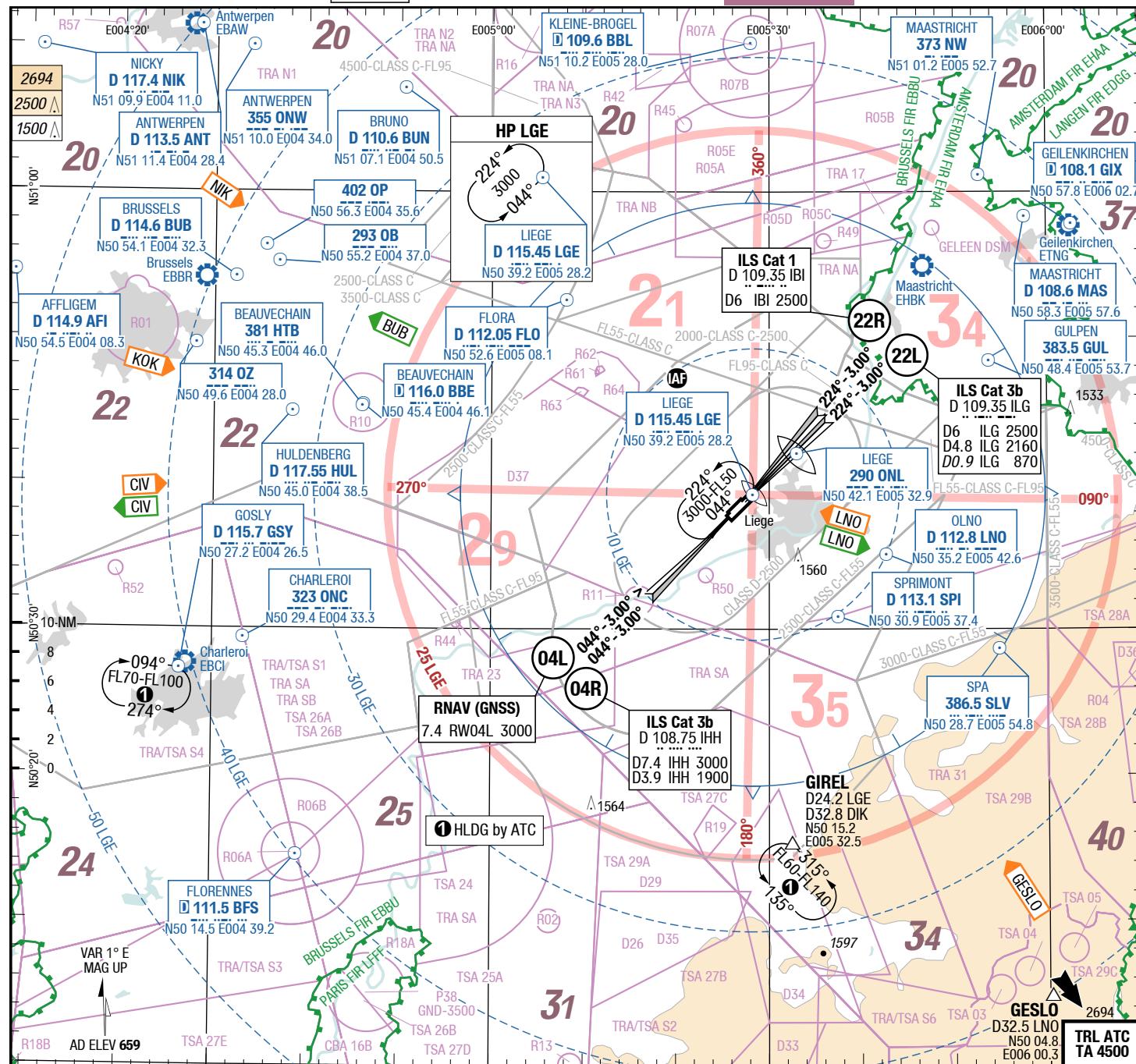
AFC

Liege Belgium

AFC (CAT B only)

AFC

2-10



Changes: APL

D-ATIS	126.250	115.450 LGE
APP	119.275	130.625
TWR	118.125	
GND	121.925	
DLV	121.925	

19-JUL-2018

LGG-EBLG

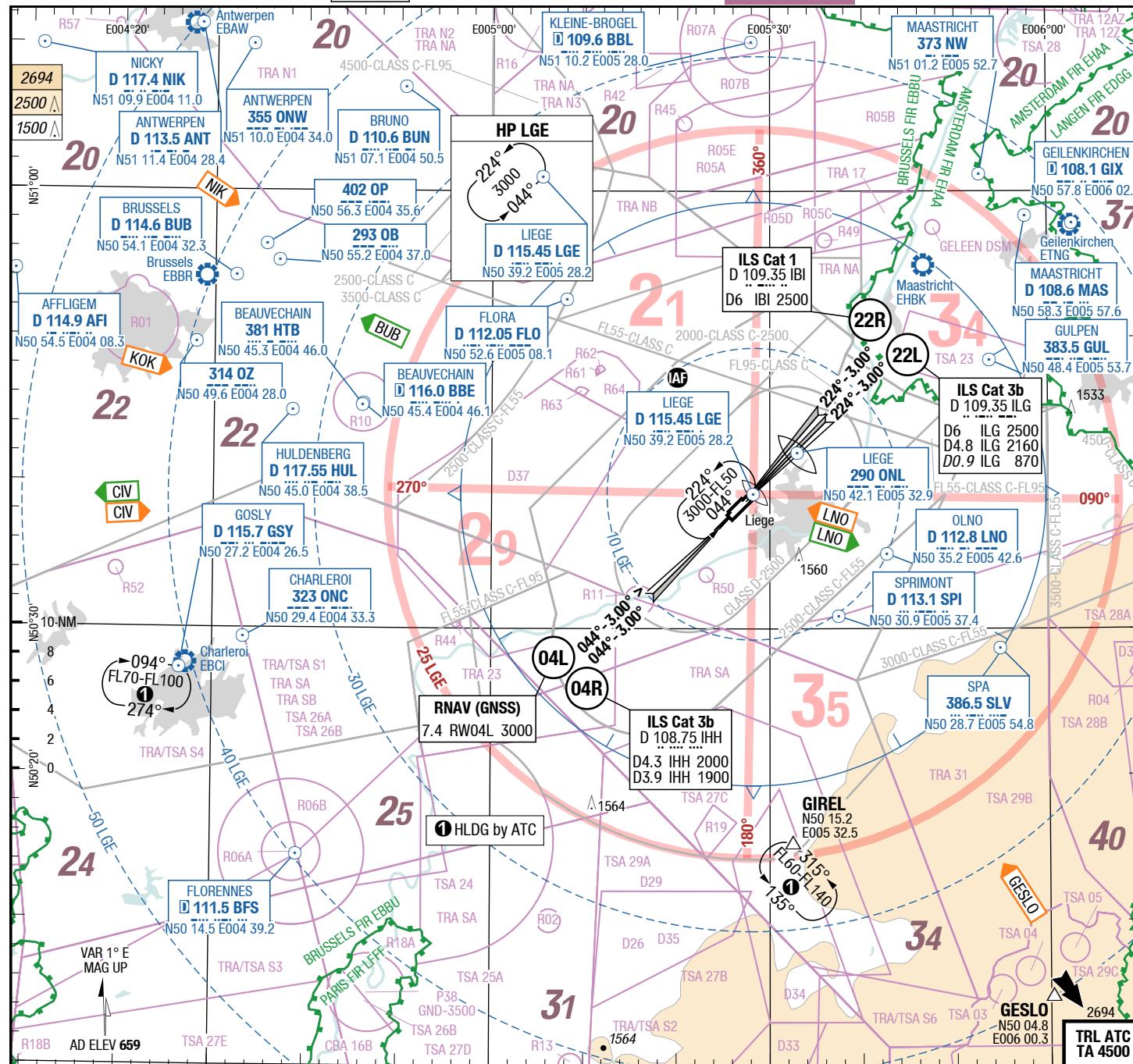
2-20

Belgium Liege

AFC (CAT B only)

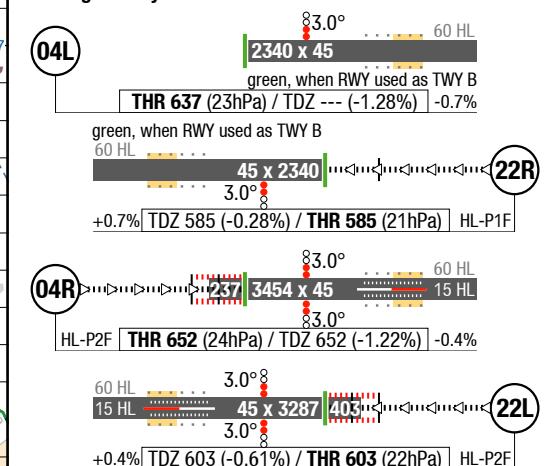
Liege Belgium

AFC (CAT B only)



D-ATIS	126.250	115.450	LGE
APP	119.275		
TWR	118.125	130.625	
GND	121.925		
DLV	121.925		

Landing RWY system:



Temporary WIP stages Zones 1-6 (WIP Z1-Z6)

Stage 1 (duration approximately two month)

- Work takes place in Z3 and Z4
- No impact on LVP

Stage 2 (duration approximately two month)

- Work takes place in Z2 and Z3
- TWYs N2 and C2 closed
- Low visibility routing C1 instead of C2

Stage 3 (duration approximately one month)

- Work takes place in Z3
- No impact on LVP

Stage 4 (duration approximately two month)

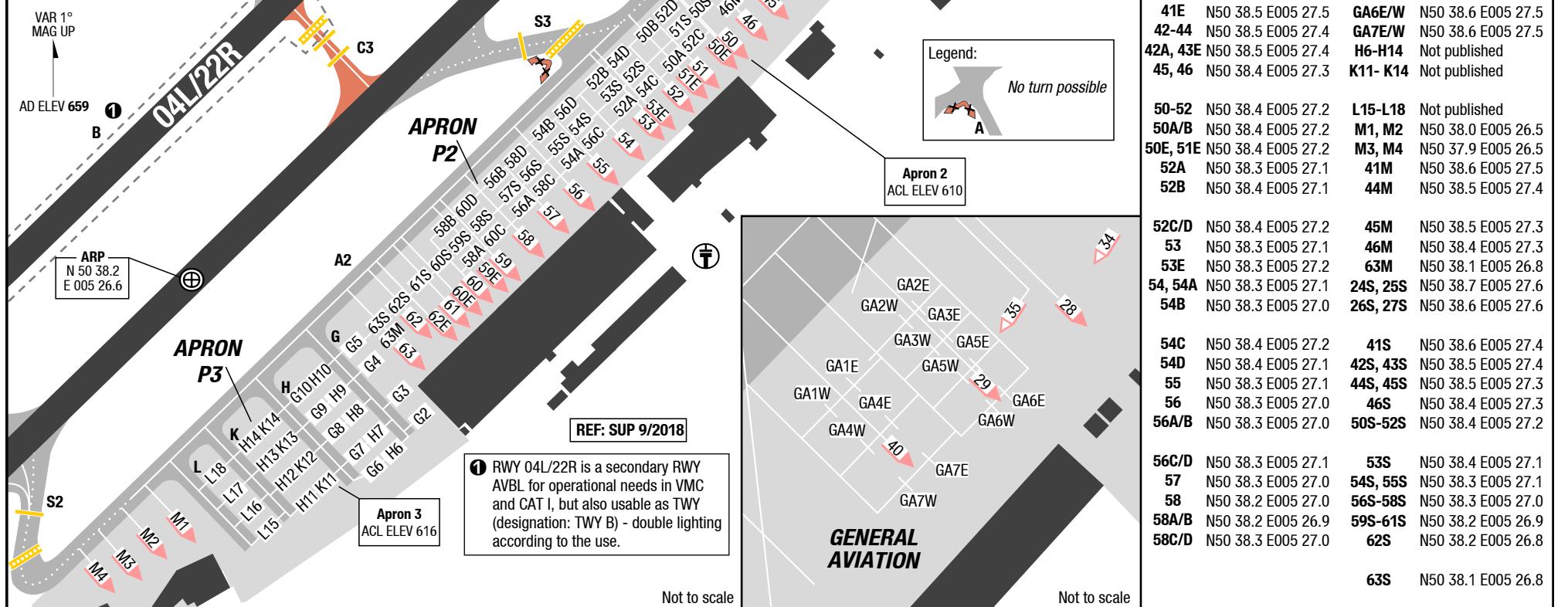
- Work takes place in Z1 and Z3
- TWYs NO, CO, C1 and RWY 04L from beginning to TWY C2 closed
- Low visibility routing via C2 only

Stage 5 (duration approximately one month)

- Work takes place in Z3
- No impact on LVP

Stage 6 (duration approximately 2 days)

- Work takes place in Z5
- No LVP AVBL



D-ATIS	126.250	115.450	LGE
TWR	118.125	130.625	
GND	121.925		
DLV	121.925		

COORDINATES

1, 2	Not published	59, 60	N50 38.2 E005 26.9
17, 18	N50 38.8 E005 27.8	59E, 60C	N50 38.2 E005 27.0
19	N50 38.7 E005 27.8	60D, 61, 62	N50 38.2 E005 26.9
20-23	N50 38.7 E005 27.7	60E, 62E	N50 38.2 E005 26.9
24-27	Not published	63	N50 38.1 E005 26.8
28, 29	N50 38.6 E005 27.5	G2-G10	Not published
30, 31	N50 38.7 E005 27.7	GA1E/W	N50 38.6 E005 27.5
32	N50 38.7 E005 27.6	GA2E/W	N50 38.6 E005 27.5
33, 34	N50 38.6 E005 27.6	GA3E/W	N50 38.6 E005 27.5
35	N50 38.6 E005 27.5	GA4E/W	N50 38.6 E005 27.5
40, 41	N50 38.6 E005 27.5	GA5E/W	N50 38.6 E005 27.5
41E	N50 38.5 E005 27.5	GA6E/W	N50 38.6 E005 27.5
42-44	N50 38.5 E005 27.4	GA7E/W	N50 38.6 E005 27.5
42A, 43E	N50 38.5 E005 27.4	H6-H14	Not published
45, 46	N50 38.4 E005 27.3	K11- K14	Not published
50-52	N50 38.4 E005 27.2	L15-L18	Not published
50A/B	N50 38.4 E005 27.2	M1, M2	N50 38.0 E005 26.5
50E, 51E	N50 38.4 E005 27.2	M3, M4	N50 37.9 E005 26.5
52A	N50 38.3 E005 27.1	41M	N50 38.6 E005 27.5
52B	N50 38.4 E005 27.1	44M	N50 38.5 E005 27.4
52C/D	N50 38.4 E005 27.2	45M	N50 38.5 E005 27.3
53	N50 38.3 E005 27.1	46M	N50 38.4 E005 27.3
53E	N50 38.3 E005 27.2	63M	N50 38.1 E005 26.8
54, 54A	N50 38.3 E005 27.1	24S, 25S	N50 38.7 E005 27.6
54B	N50 38.3 E005 27.0	26S, 27S	N50 38.6 E005 27.6
54C	N50 38.4 E005 27.2	41S	N50 38.6 E005 27.4
54D	N50 38.4 E005 27.1	42S, 43S	N50 38.5 E005 27.4
55	N50 38.3 E005 27.1	44S, 45S	N50 38.5 E005 27.3
56	N50 38.3 E005 27.0	46S	N50 38.4 E005 27.3
56A/B	N50 38.3 E005 27.0	50S-52S	N50 38.4 E005 27.2
56C/D	N50 38.3 E005 27.1	53S	N50 38.4 E005 27.1
57	N50 38.3 E005 27.0	54S, 55S	N50 38.3 E005 27.1
58	N50 38.2 E005 27.0	56S-58S	N50 38.3 E005 27.0
58A/B	N50 38.2 E005 26.9	59S-61S	N50 38.2 E005 26.9
58C/D	N50 38.3 E005 27.0	62S	N50 38.2 E005 26.8
63S	N50 38.1 E005 26.8		

06-SEP-2018

LGG-EBLG

Belgium Liege

APC

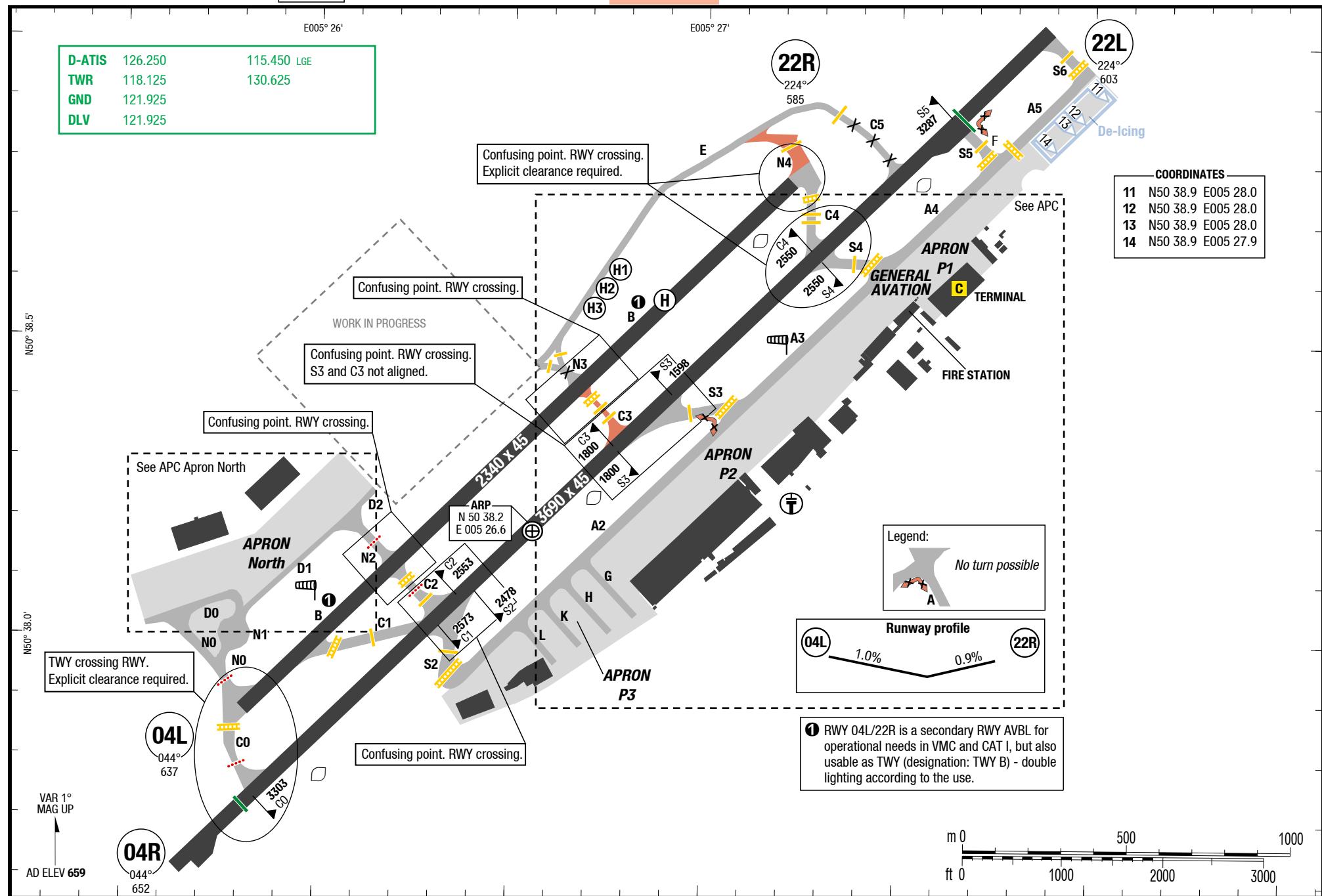
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Liege Belgium

APC

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3-10



Changes: Nil

06-SEP-2018

LGG-EBLG

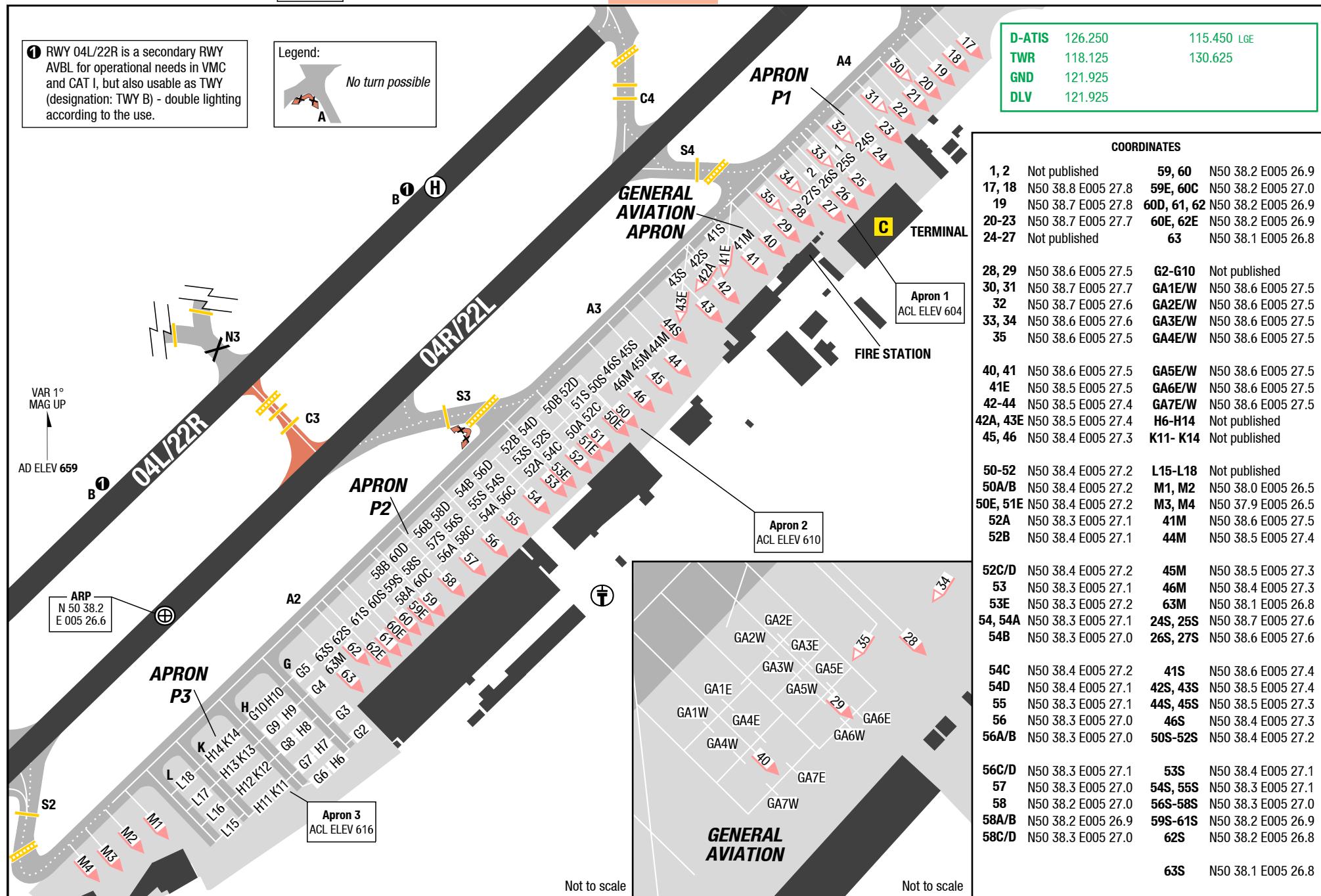
Belgium Liege

APC

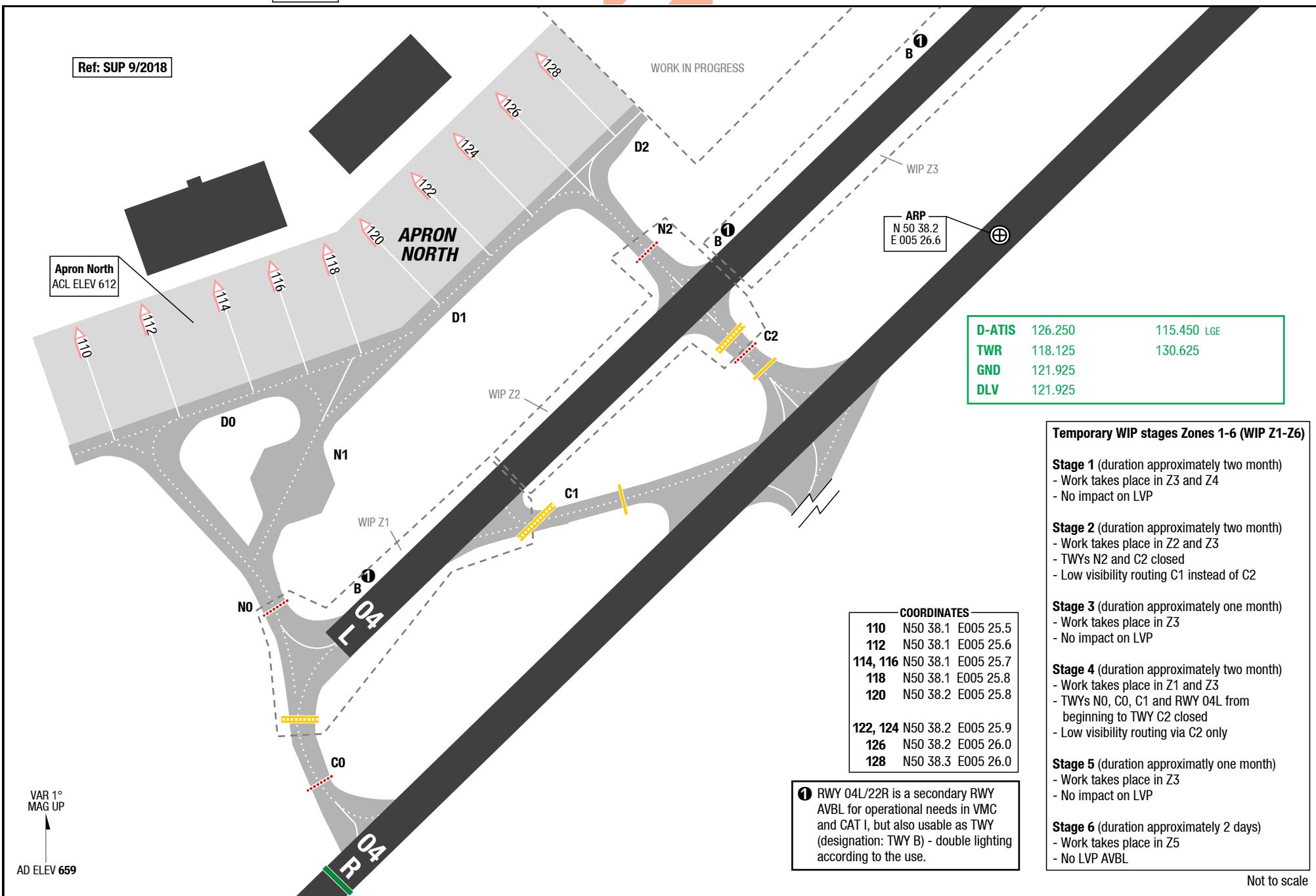
Liege Belgium

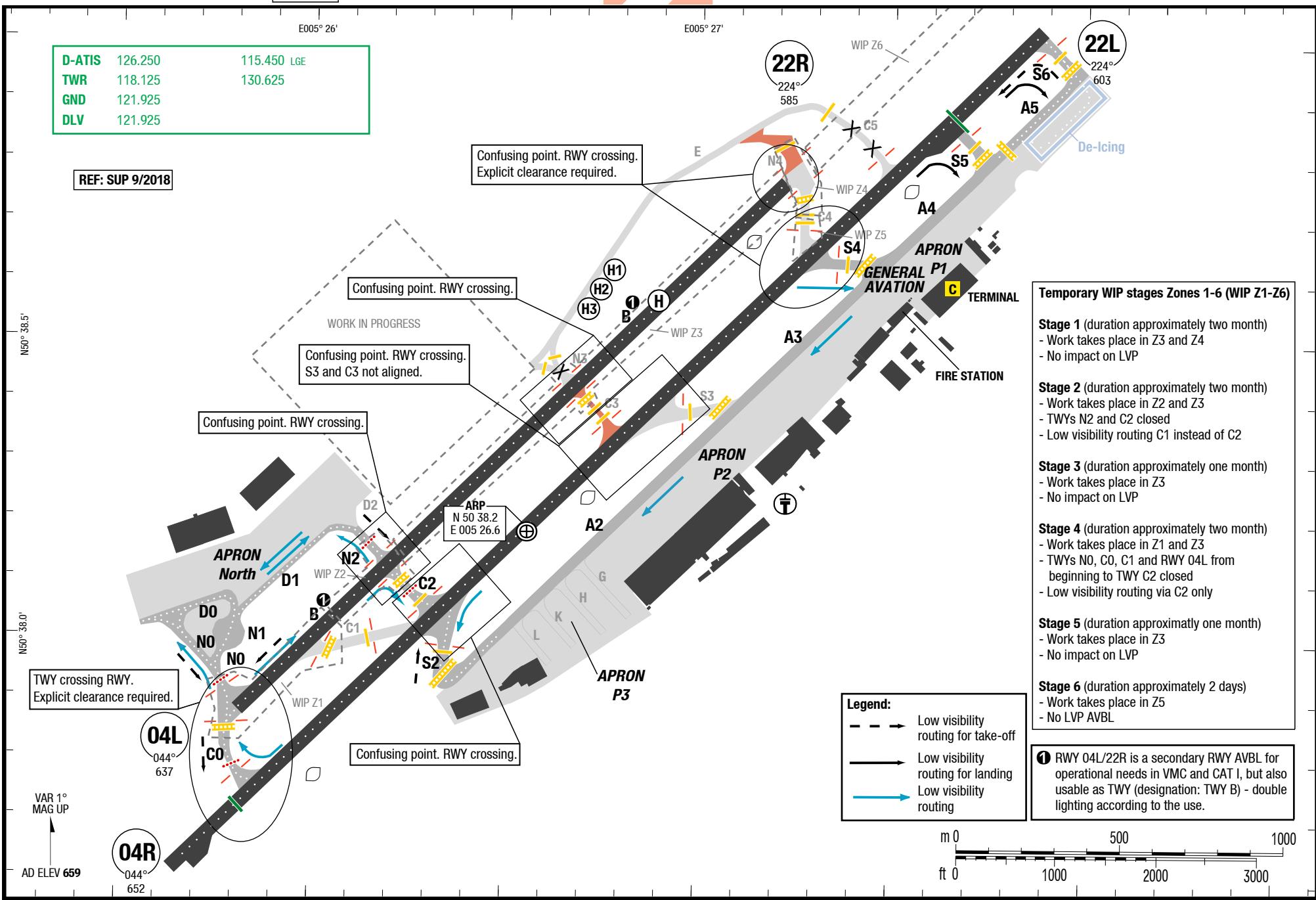
APC

3-20



Changes: COORD





Temporary WIP stages Zones 1-6 (WIP Z1-Z6)

Stage 1 (duration approximately two month)

- Work takes place in Z3 and Z4
- No impact on LVP

Stage 2 (duration approximately two month)

- Work takes place in Z2 and Z3
- TWYs N2 and C2 closed
- Low visibility routing C1 instead of C2

Stage 3 (duration approximately one month)

- Work takes place in Z3
- No impact on LVP

Stage 4 (duration approximately two month)

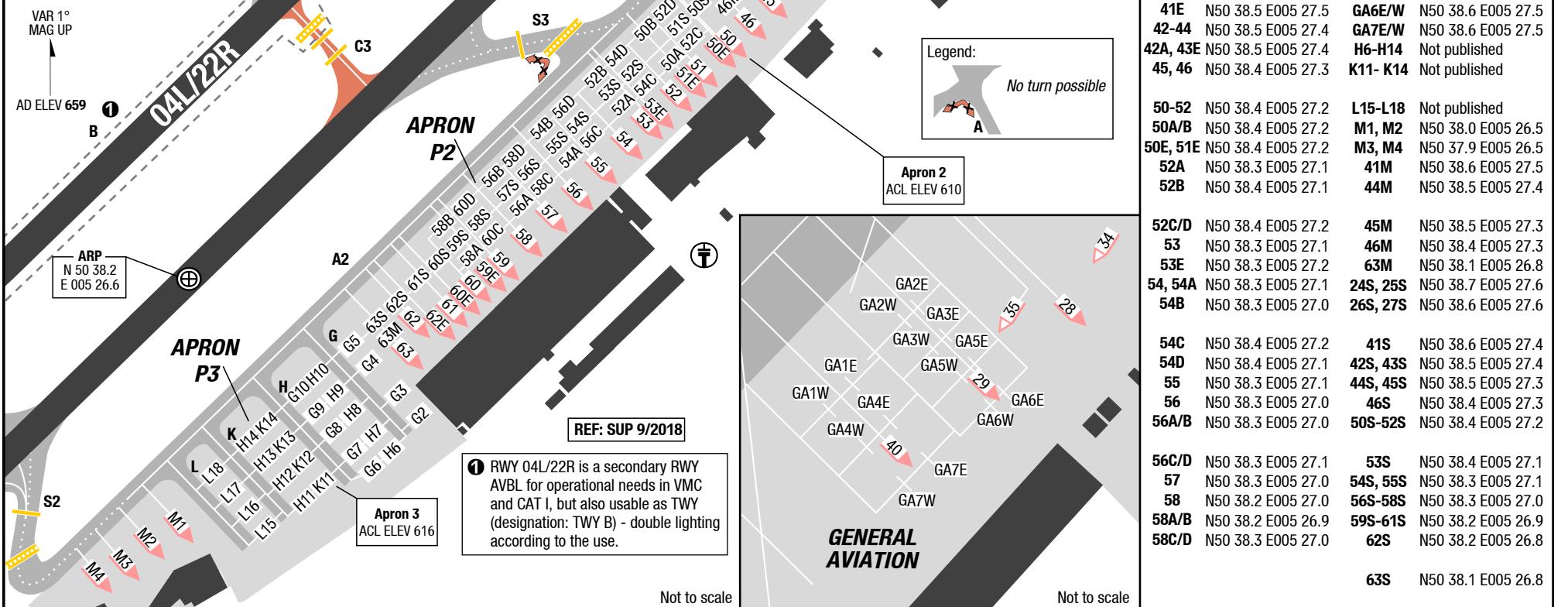
- Work takes place in Z1 and Z3
- TWYs NO, CO, C1 and RWY 04L from beginning to TWY C2 closed
- Low visibility routing via C2 only

Stage 5 (duration approximately one month)

- Work takes place in Z3
- No impact on LVP

Stage 6 (duration approximately 2 days)

- Work takes place in Z5
- No LVP AVBL



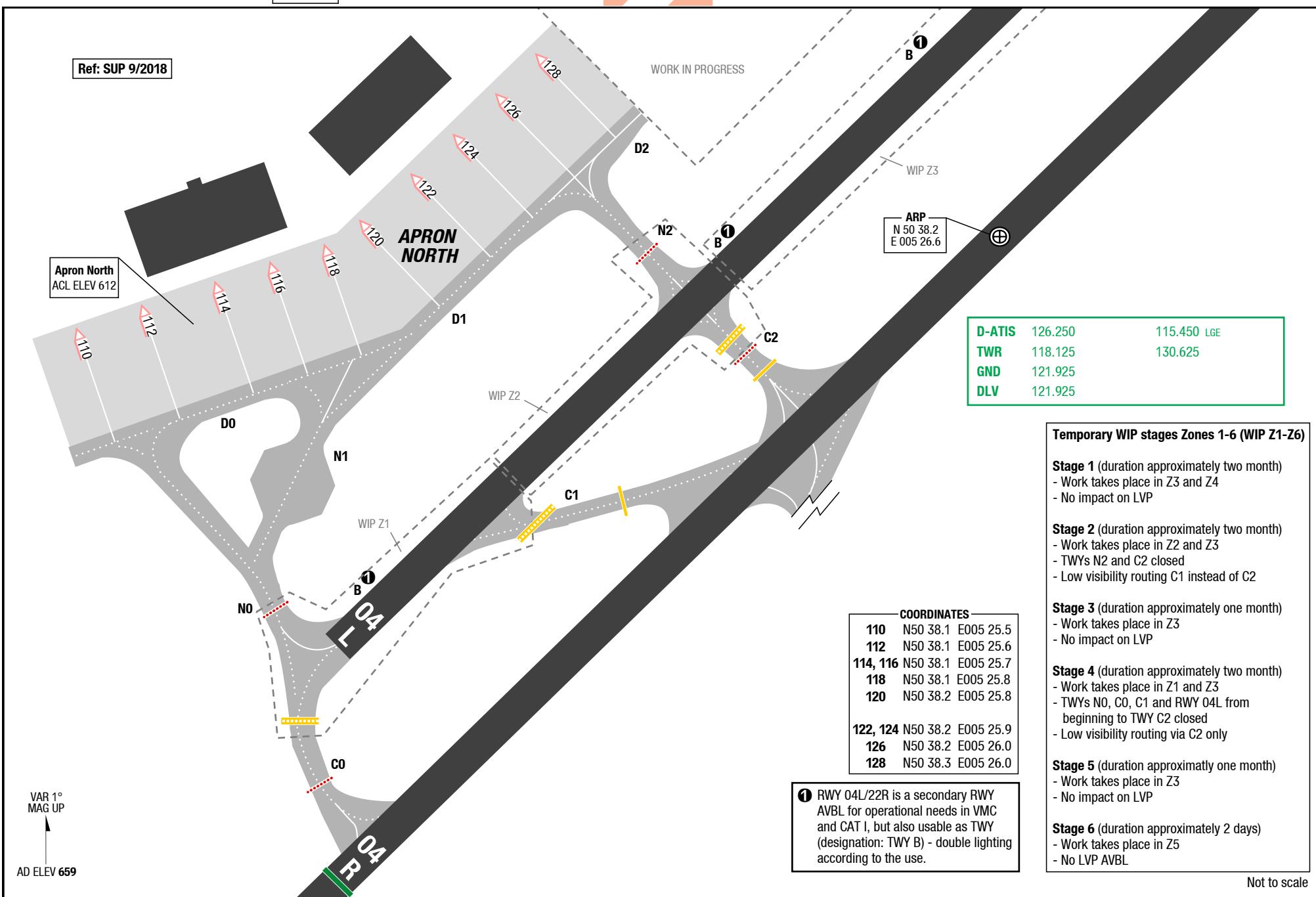
3-29

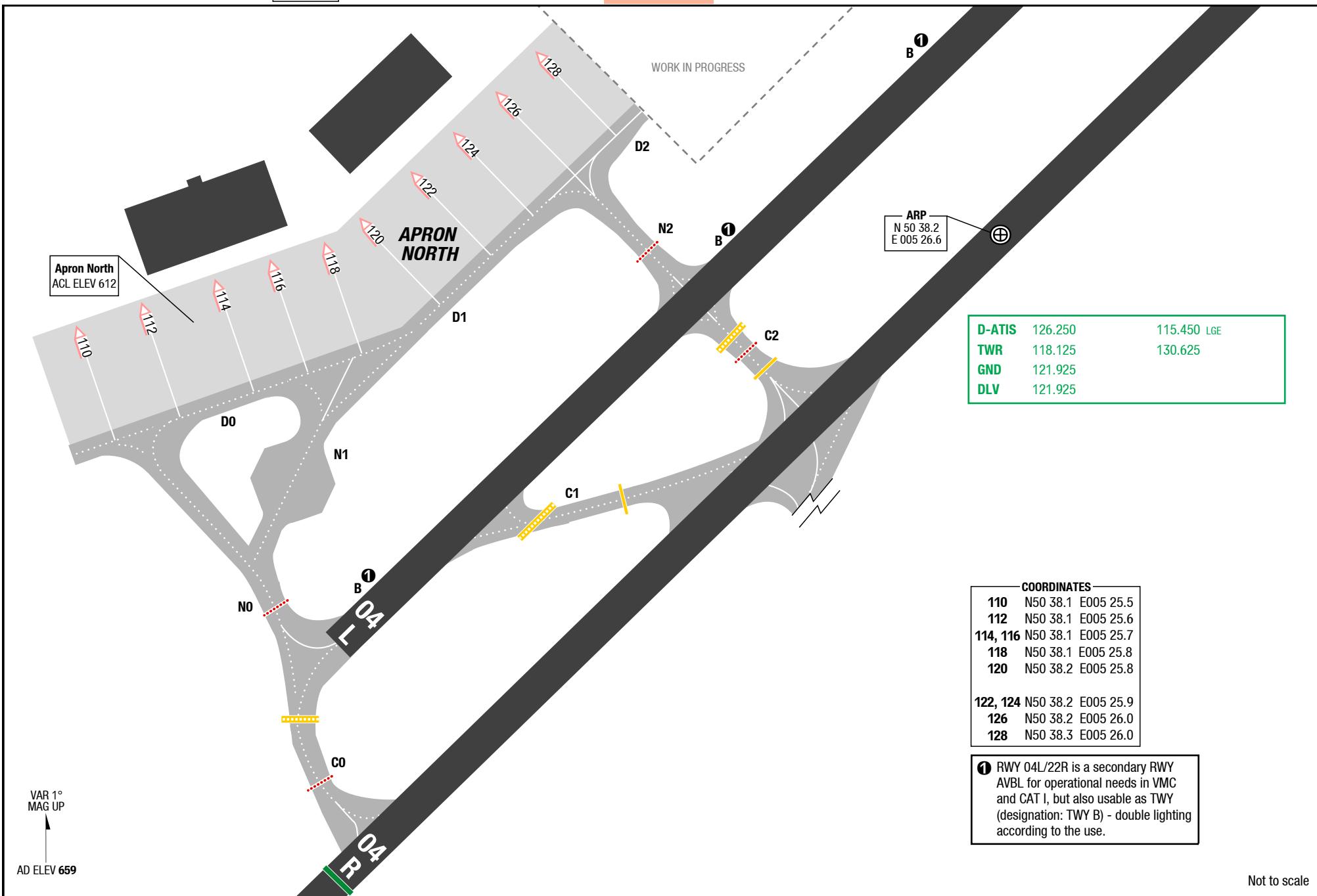
Tempo APC Apron North

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Tempo APC Apron North





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APC Apron North

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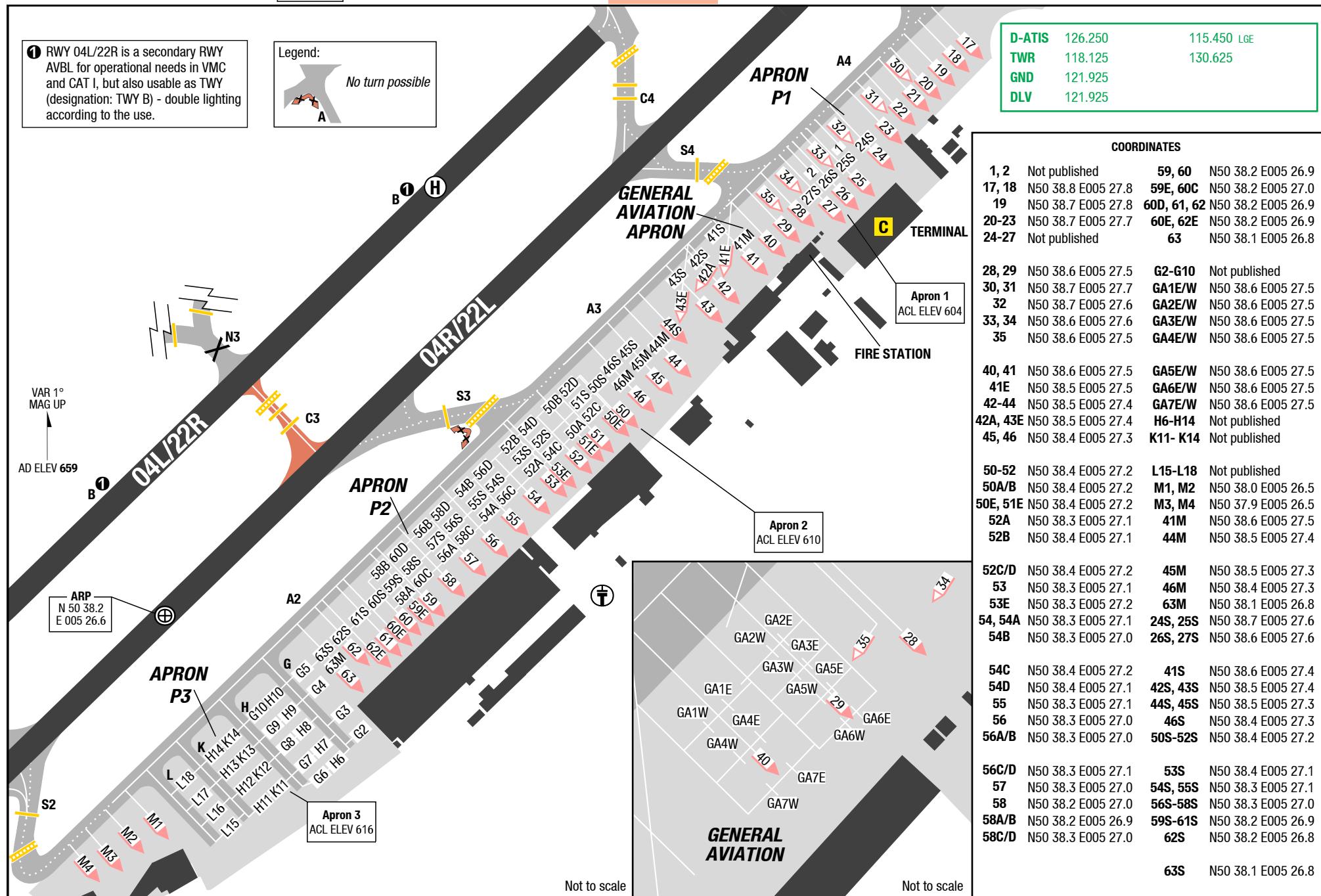
APC Apron North

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3-30



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APC Apron North

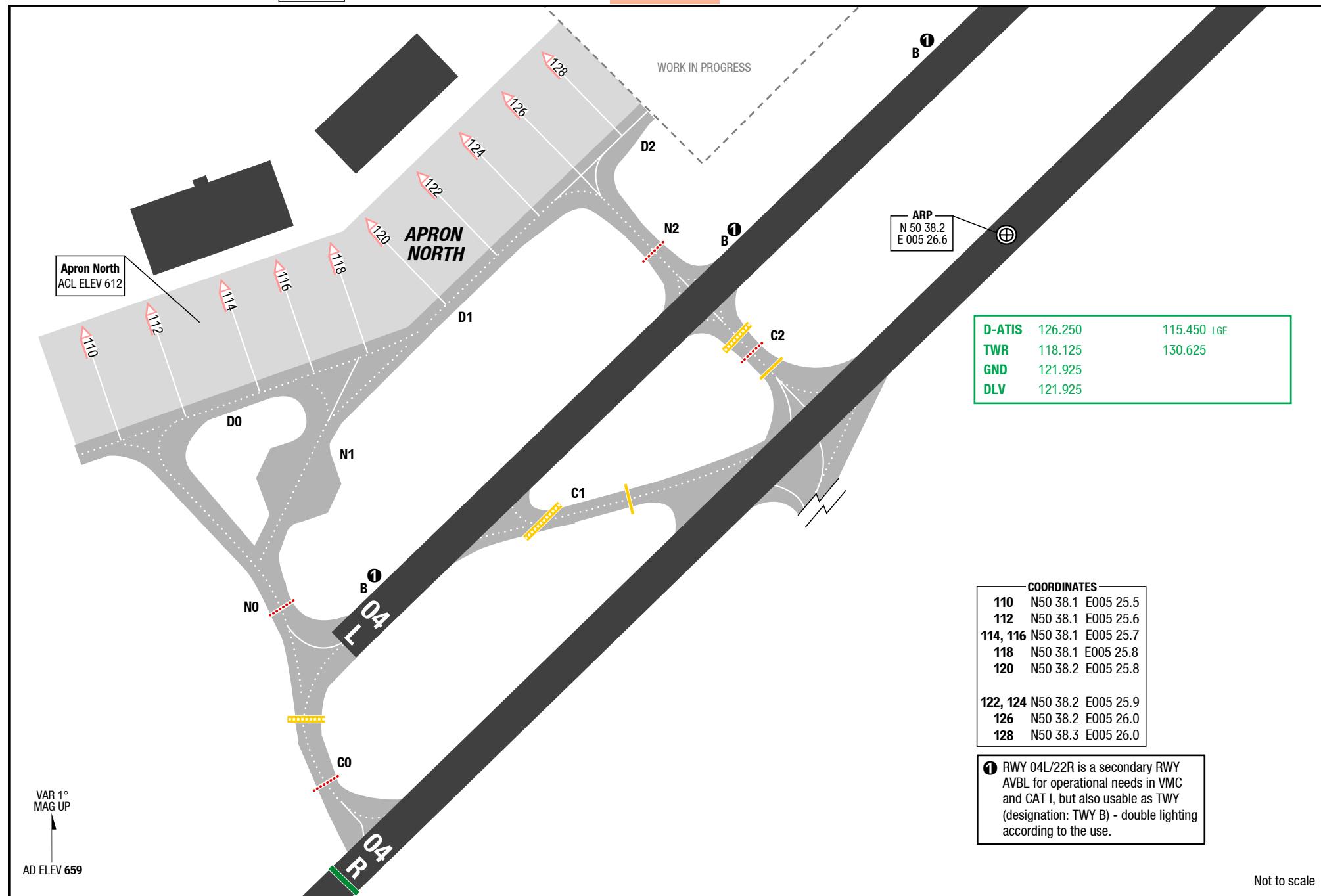
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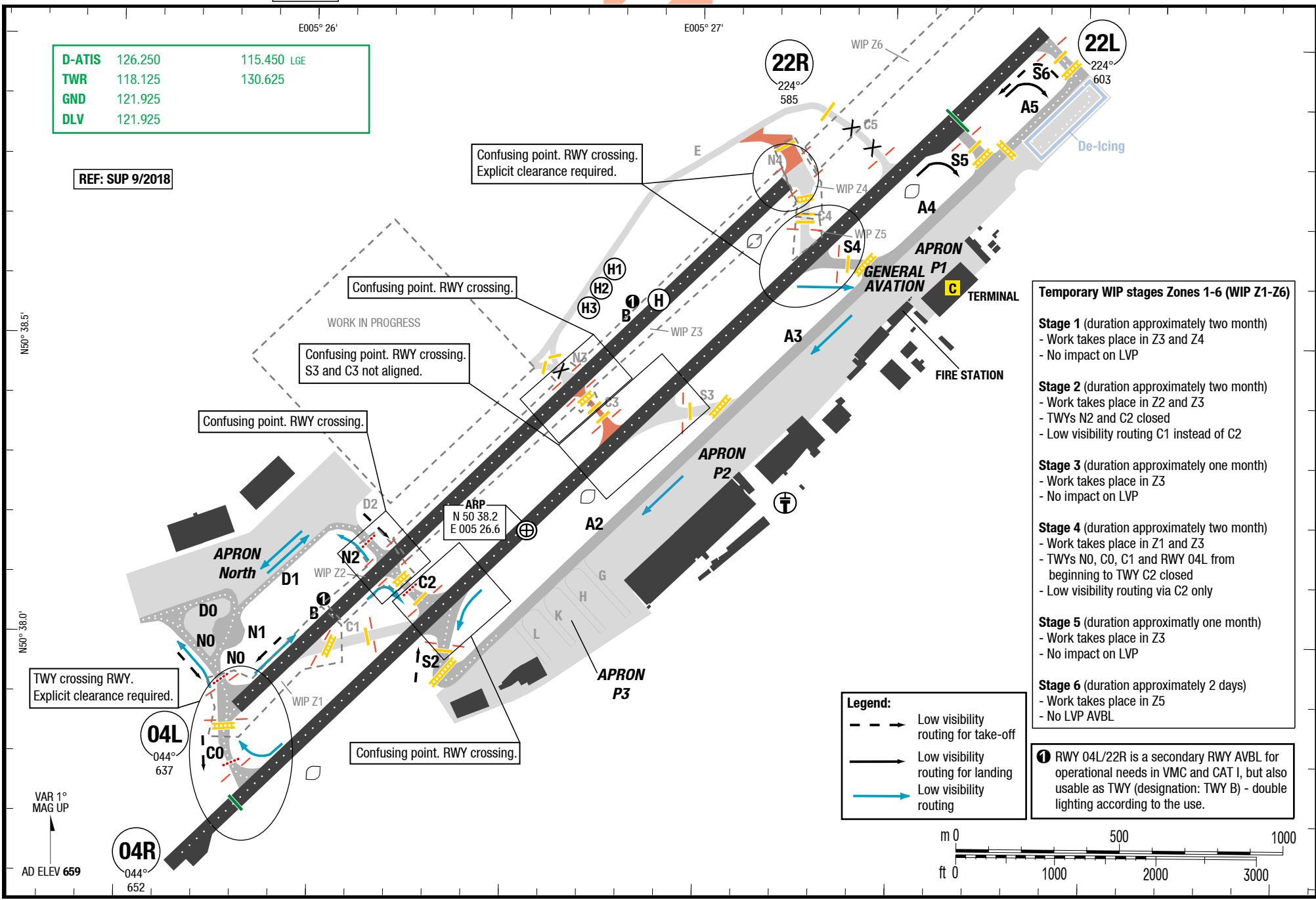
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APC Apron North

3-40





Effective 21-JUN-2018

14-JUN-2018

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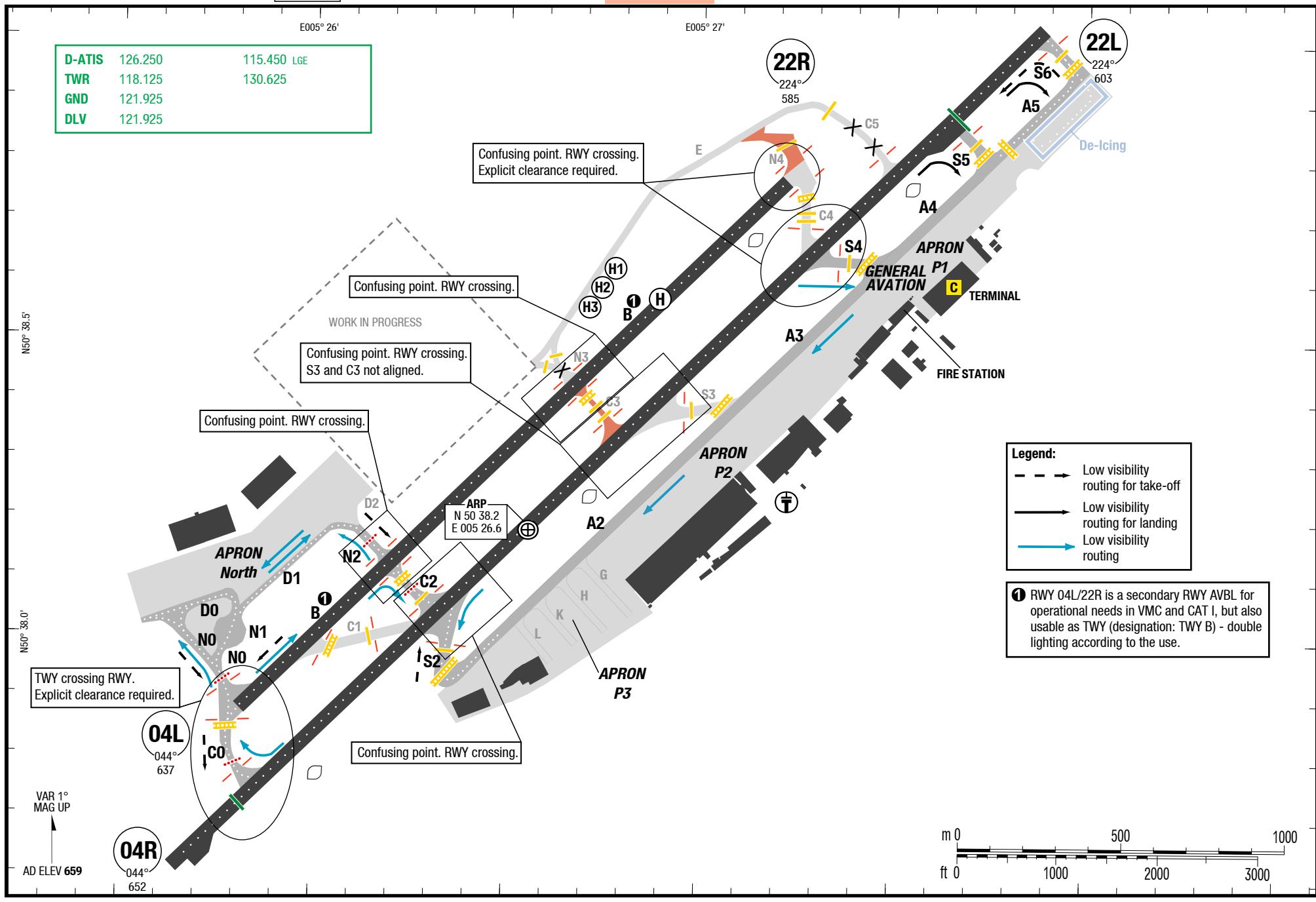
Belgium Liege

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LVC

Liege Belgium

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3-50



19-JUL-2018

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4-10

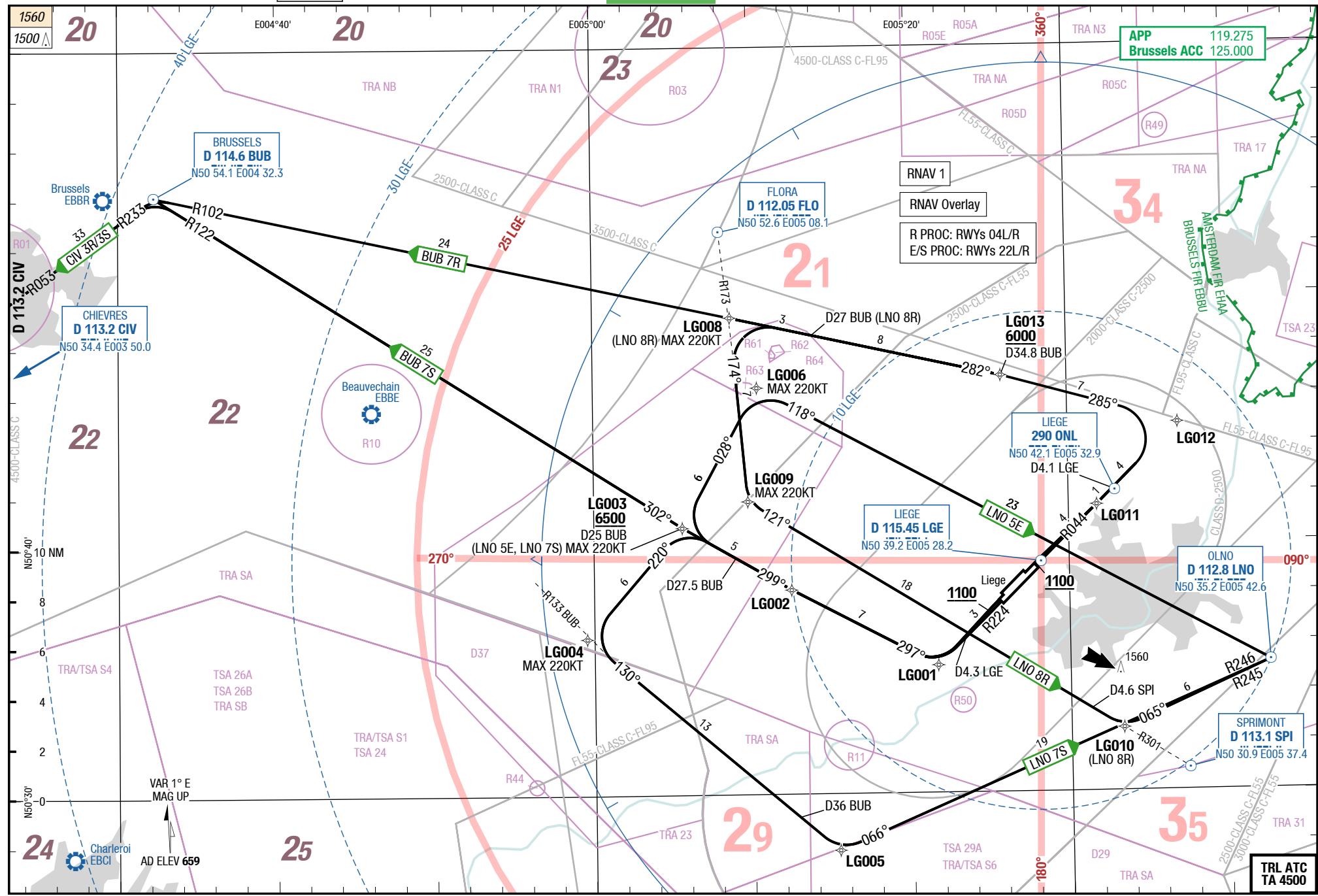
SIDs (RNAV Overlay)

Belgium Liege

5

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SIDs (RNAV Overlay)



19-JUL-2018

LGG-EBLG**5-10****SIDs (RNAV Overlay)****BRUSSELS 7R / CHIEVRES 3R / OLNO 8R / BRUSSELS 7S**

RWYs 04L/R (044°) / 22L/R (224°)

	GS	120	150	180	210	240	270
	7.0%	ft/MIN	900	1100	1300	1500	1800

DESIGNATOR	ROUTING	ALTITUDES
Runway 04L/04R		
BRUSSELS 7R BUB 7R 7.0% to FL60 119.275 ①	at MNM 1100 intercept R044 LGE - at D4.1 LGE LT intercept R102 BUB to BUB FMS [A1100+] - LG011 - LG012 [L] - LG013 - LG008 - BUB	R102/D34.8 BUB MNM 6000 LG013 MNM 6000 Initial climb FL50 (FL60 when QNH < 995hPa)
Runway 22L/22R		
CHIEVRES 3R CIV 3R 7.0% to FL60 119.275 ①	at MNM 1100 intercept R044 LGE - at D4.1 LGE LT intercept R102 BUB to BUB - LT intercept R053 CIV to CIV FMS [A1100+] - LG011 - LG012 [L] - LG013 - LG008 - BUB [L] - CIV	R102/D34.8 BUB MNM 6000 LG013 MNM 6000 Initial climb FL50 (FL60 when QNH < 995hPa)
OLNO 8R LNO 8R 7.0% to FL60 119.275 ①	at MNM 1100 intercept R044 LGE - at D4.1 LGE LT intercept R102 BUB inbound - at D27 BUB LT intercept R173 FLO - LT intercept R301 SPI inbound - at D4.6 SPI LT intercept R245 LNO to LNO FMS [A1100+] - LG011 - LG012 [L] - LG013 - LG008 [K220- ;L] - LG009 [K220- ;L] - LG010 [L] - LNO	R102/D34.8 BUB MNM 6000 LG013 MNM 6000 Initial climb FL50 (FL60 when QNH < 995hPa)
BRUSSELS 7S BUB 7S 7.0% to FL60 119.275 ①	at MNM 1100 intercept R224 LGE - at D4.3 LGE RT intercept R122 BUB to BUB FMS [A1100+] - LG001 [R] - LG002 - LG003 [R] - BUB	R122/D25 BUB MNM 6500 LG003 MNM 6500 Initial climb FL50 (FL60 when QNH < 995hPa)

① Climb gradient due to airspace structure. If unable to comply with climb gradient, advise DLV prior to start-up.

19-JUL-2018

LGG-EBLG**5-20****SIDs (RNAV Overlay)****CHIEVRES 3S / OLNO 5E / OLNO 7S**

RWYs 22L/R (224°)

	GS	120	150	180	210	240	270
	7.0%	ft/MIN	900	1100	1300	1500	1800
							2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L/22R	
CHIEVRES 3S CIV 3S 7.0% to FL60 119.275 ①	at MNM 1100 intercept R224 LGE - at D4.3 LGE RT intercept R122 BUB to BUB - LT intercept R053 CIV to CIV FMS [A1100+] - LG001 [R] - LG002 - LG003 [R] - BUB [L]- CIV	R122/D25 BUB MNM 6500 LG003 MNM 6500 Initial climb FL50 (FL60 when QNH < 995hPa)
OLNO 5E LNO 5E 7.0% to FL60 119.275 ①②	at MNM 1100 intercept R224 LGE - at D4.3 LGE RT intercept R122 BUB inbound - at D27.5 BUB RT direct LNO FMS [A1100+] - LG001 [R] - LG002 - LG003 [K220- ;R] - LG006 [K220- ;R] - LNO	R122/D25 BUB MNM 6500 LG003 MNM 6500 Initial climb FL50 (FL60 when QNH < 995hPa)
OLNO 7S LNO 7S 7.0% to FL60 119.275 ①	at MNM 1100 intercept R224 LGE - at D4.3 LGE RT intercept R122 BUB inbound - at D27.5 BUB LT intercept R133 BUB - at D36 BUB LT intercept R246 LNO to LNO FMS [A1100+] - LG001 [R] - LG002 - LG003 [K220- ;L] - LG004 [K220- ;L] - LG005 [L] - LNO	R122/D25 BUB MNM 6500 LG003 MNM 6500 Initial climb FL50 (FL60 when QNH < 995hPa)

① Climb gradient due to airspace structure. If unable to comply with climb gradient, advise DLV prior to start-up.

② Procedure will be allocated when airspace south of Liege TMA is not available for civil operations.

Effective 13-SEP-2018

06-SEP-2018

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Belgium Liege

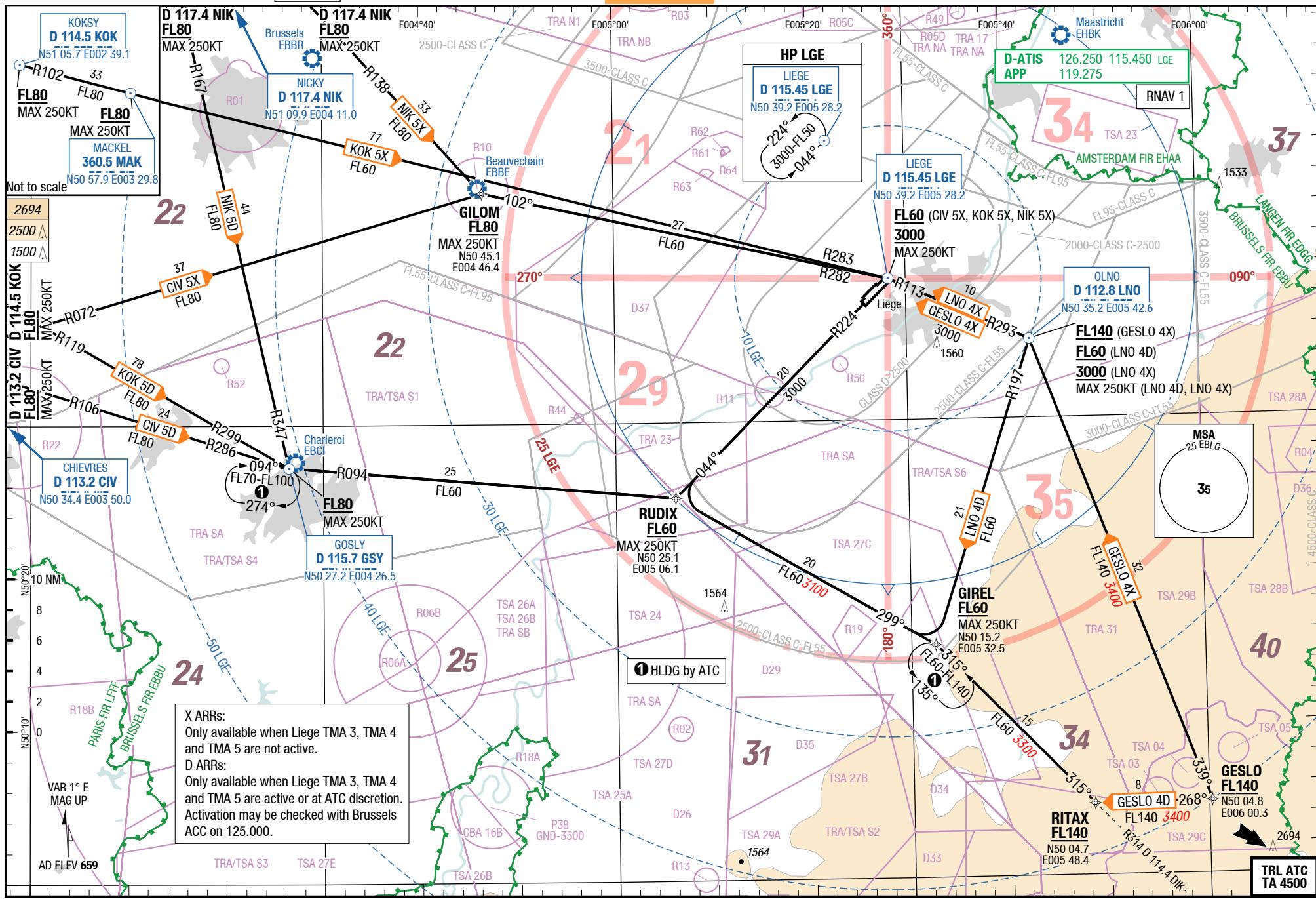
STARs (RNAV Overlay)

STAR

Liege Belgium

STARs (RNAV Overlay)

6-10



19-JUL-2018

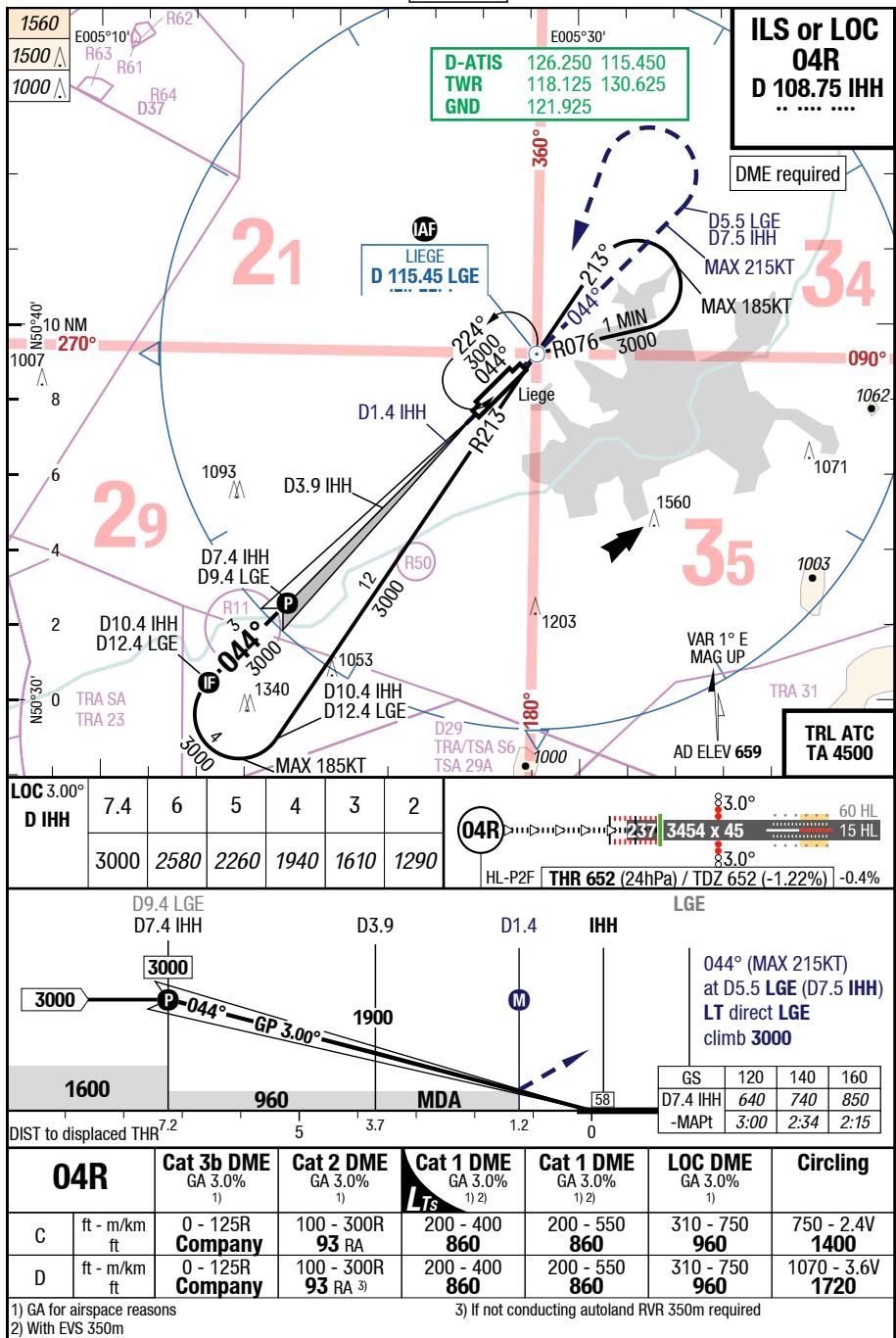
Belgium Liege

IAC

LGG-EBLG

7-10

ILS or LOC 04R



St. API

Changes: APL

3) If not conducting autoland RVR 350m required

19-JUL-2018

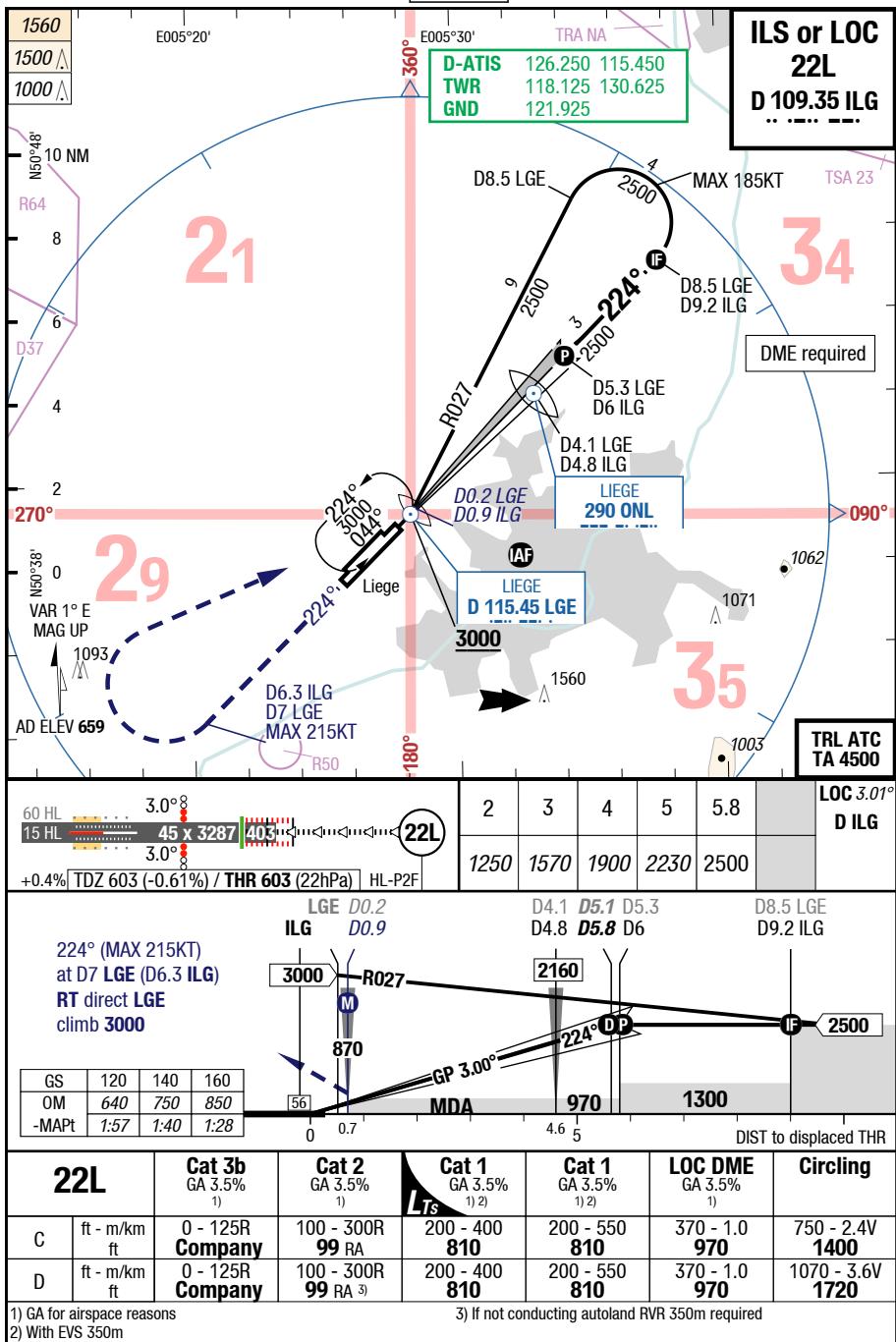
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LGG-EBLG

7-20

ILS or LOC 22L

IAC



Changes: APL

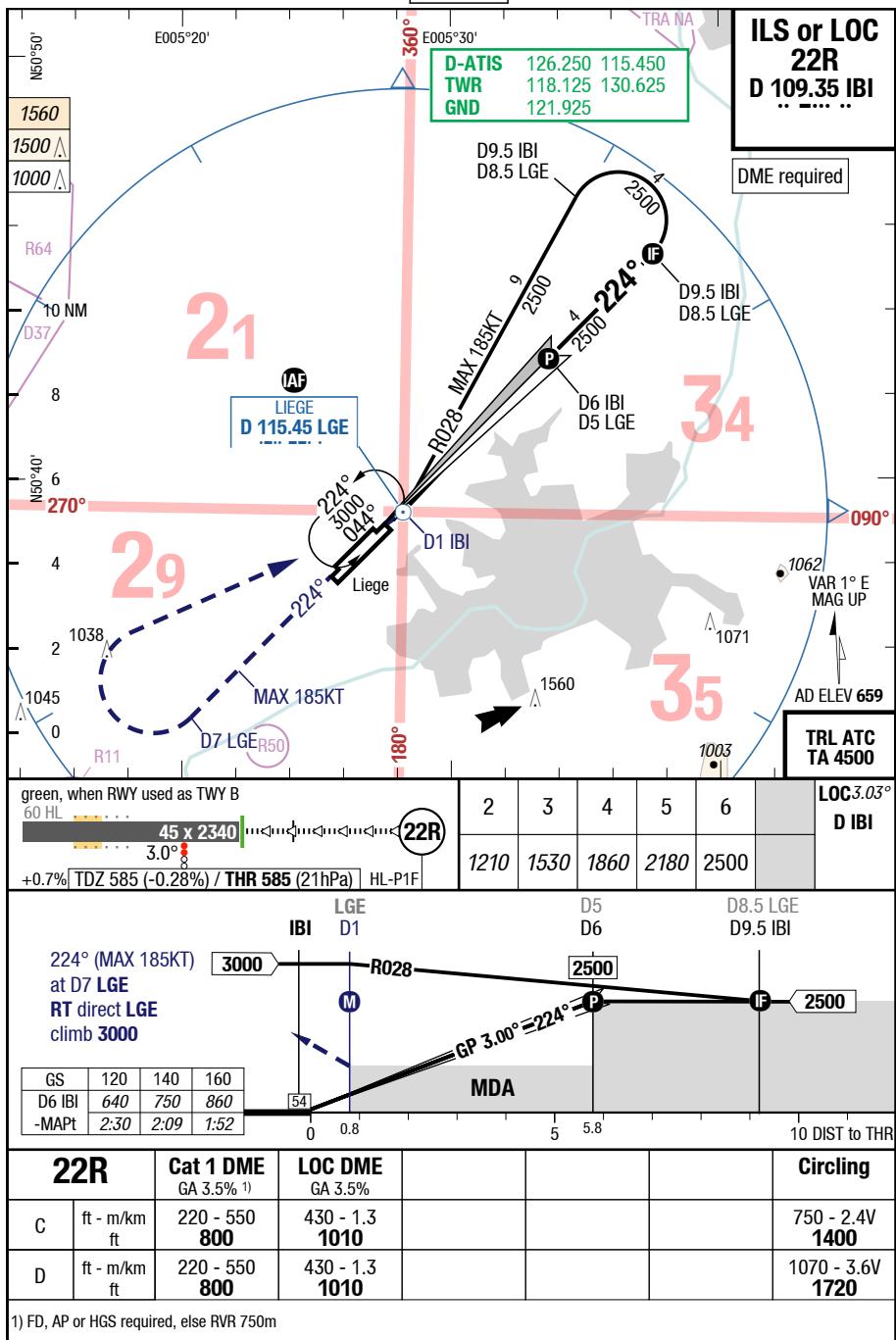
19-JUL-2018

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7-30

ILS or LOC 22R



1) FD, AP or HGS required, else RVR 750m

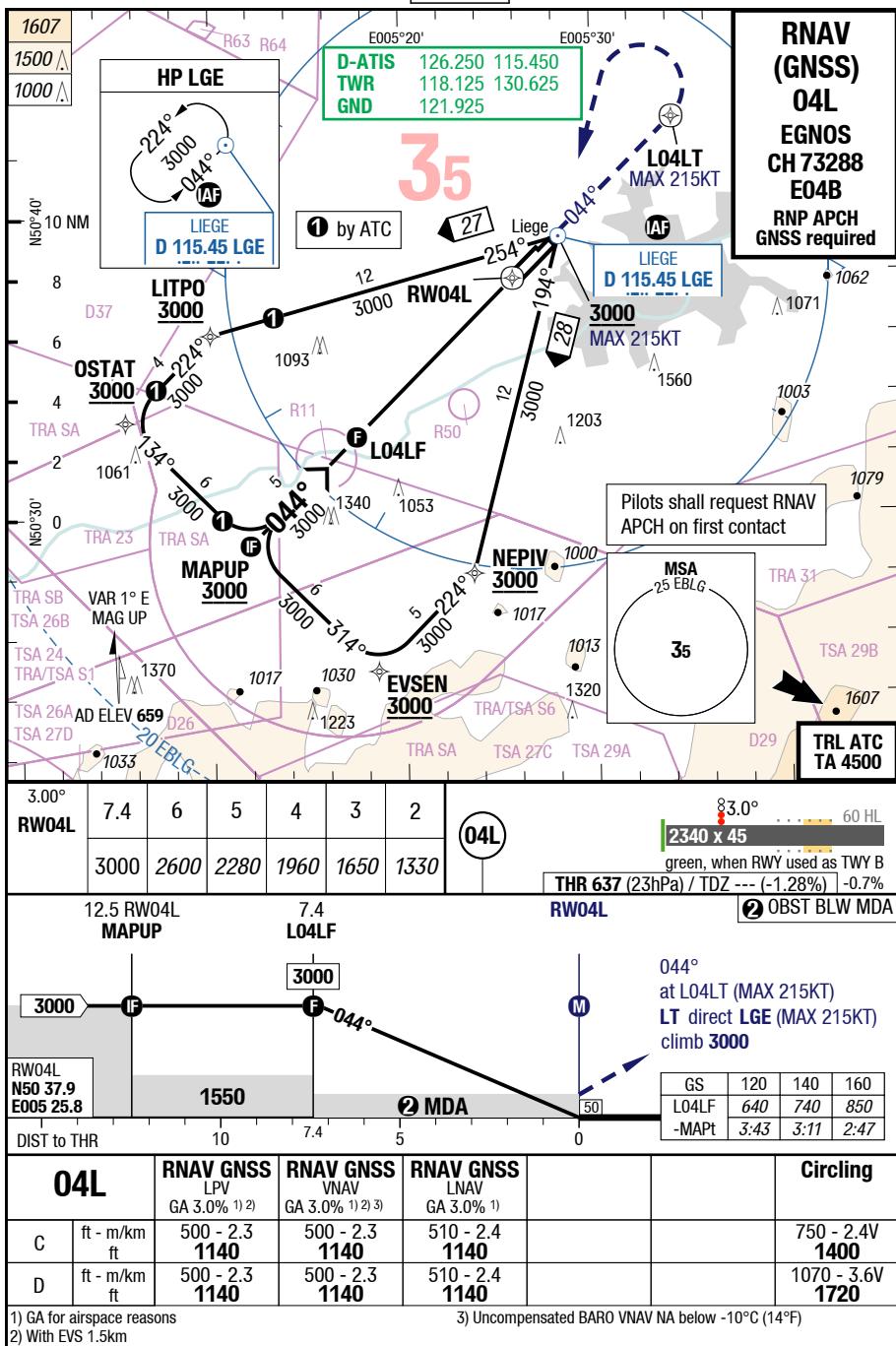
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19-JUL-2018

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7-50

RNAV (GNSS) 04L



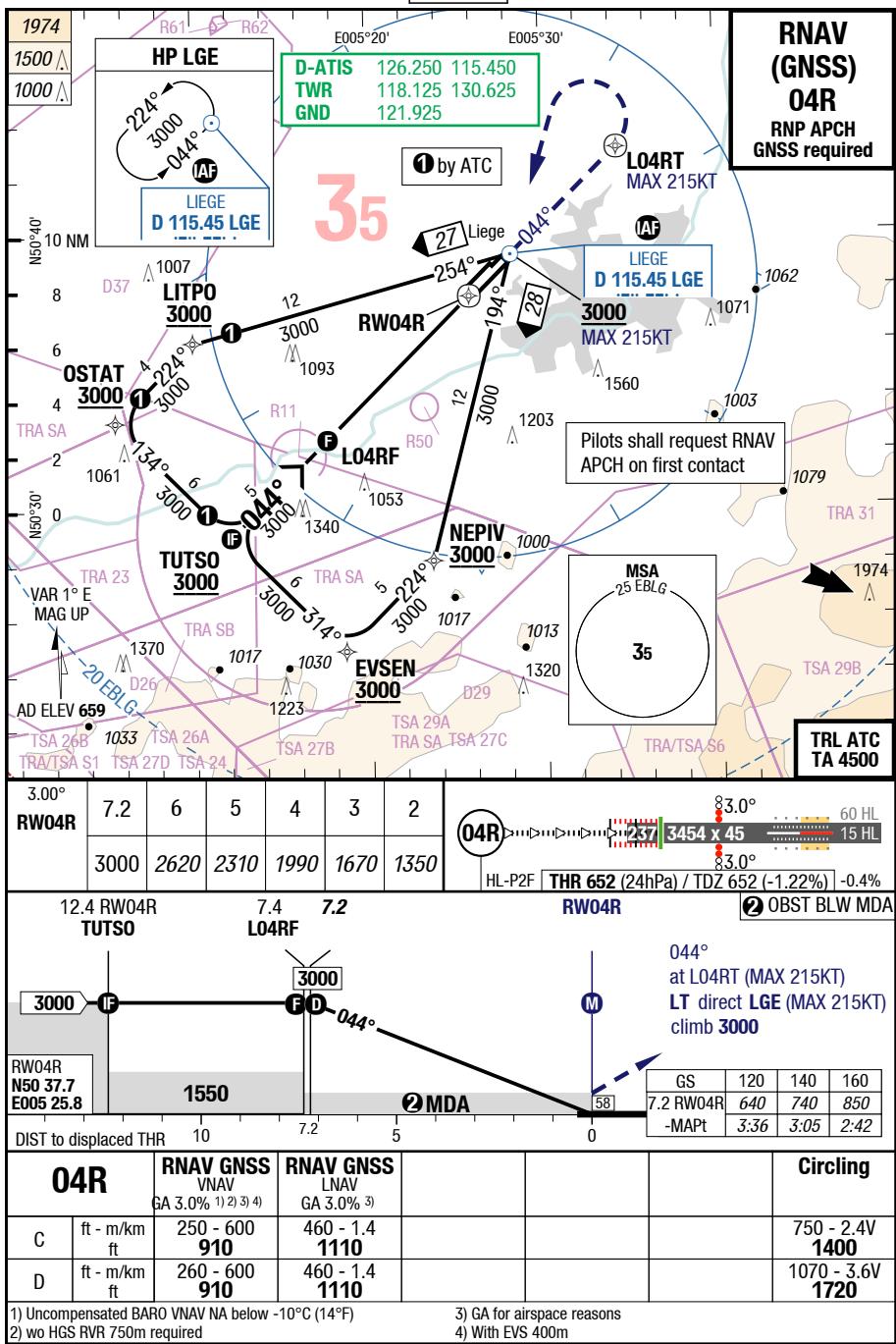
Changes: APL

19-JUL-2018

LGG-EBLG

7-60

RNAV (GNSS) 04R



19-JUL-2018

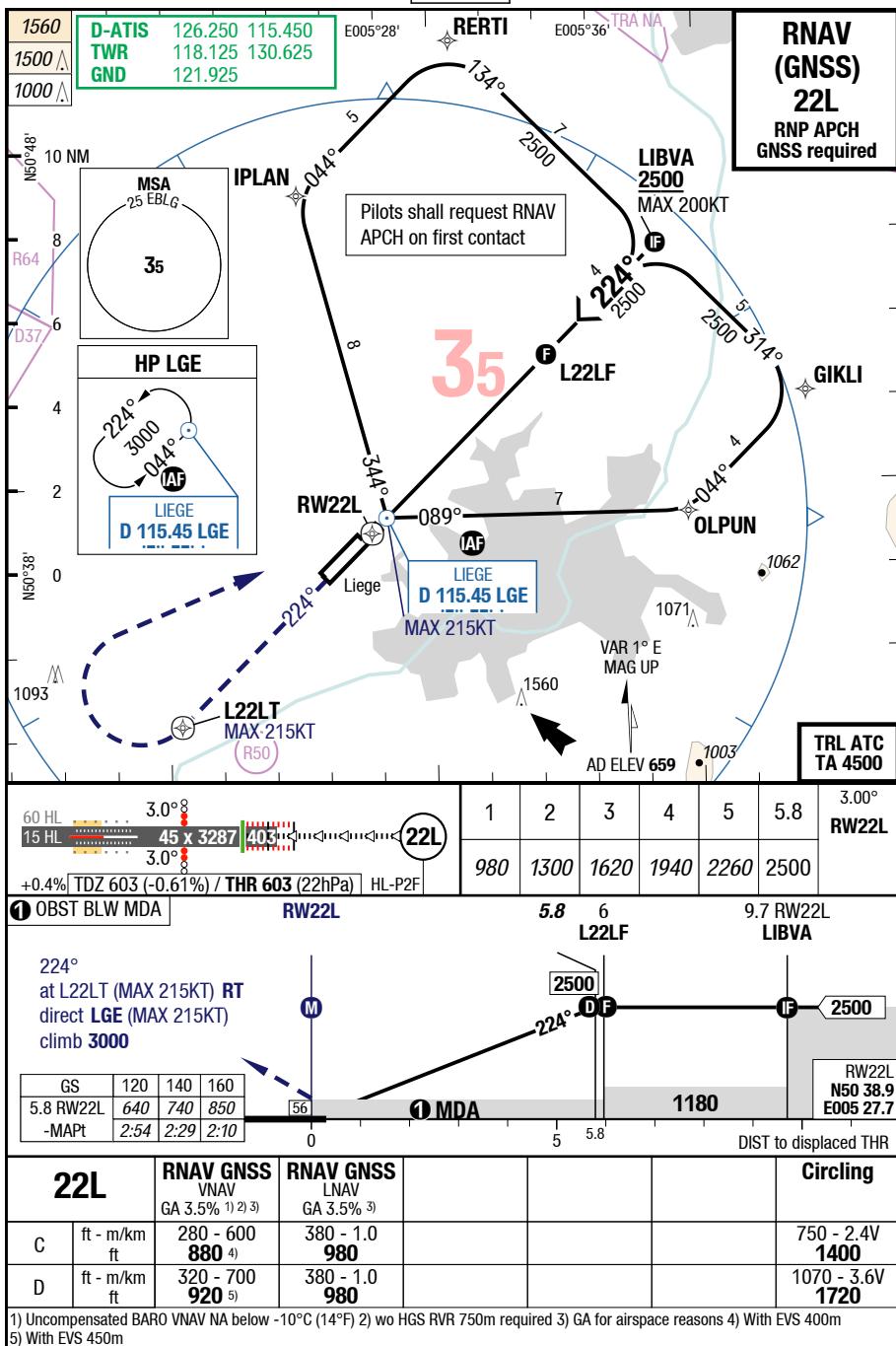
Belgium Liege

IAC

LGG-EBLG

7-70

RNAV (GNSS) 22L



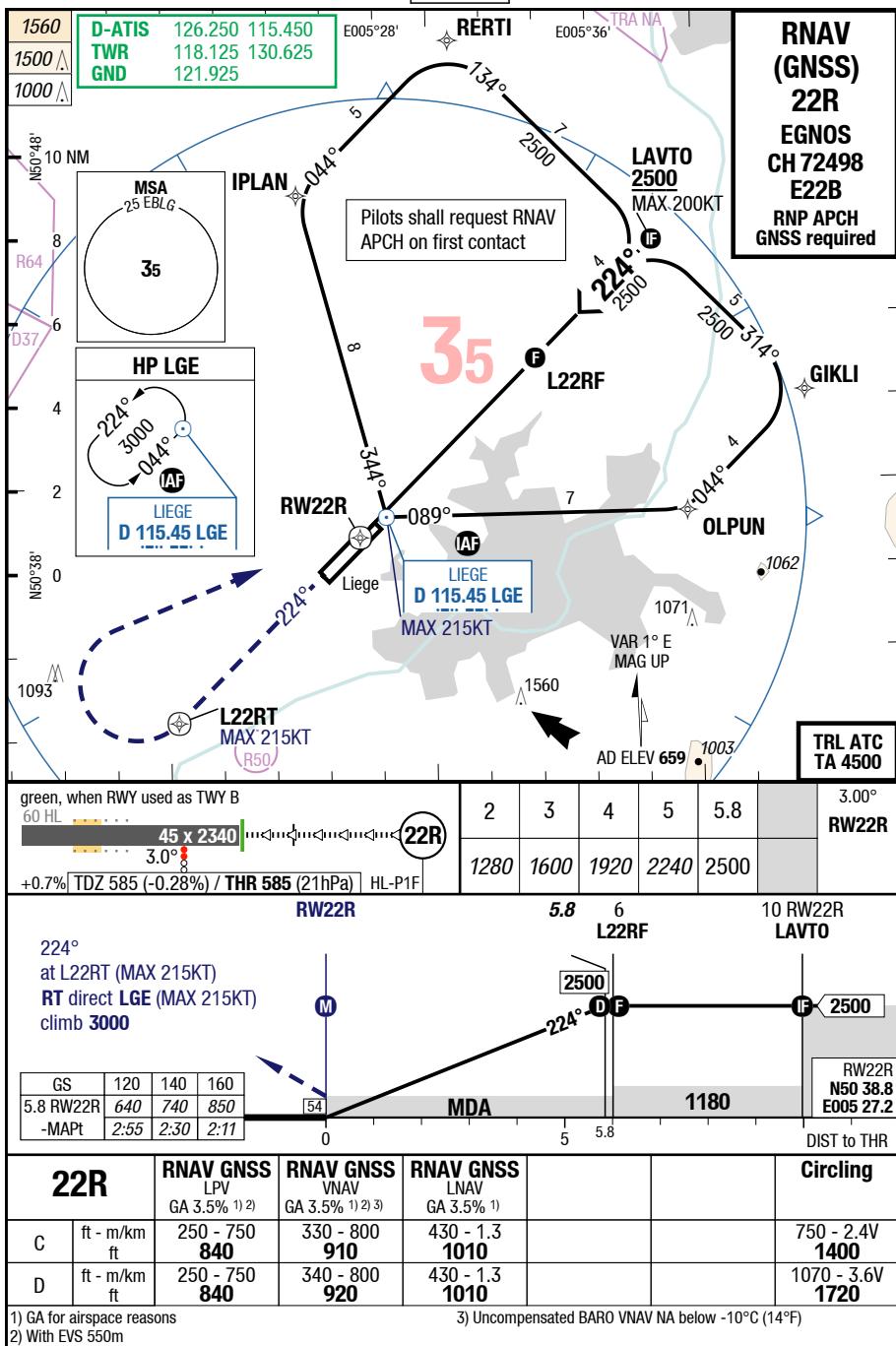
Changes: APL

19-JUL-2018

LGG-EBLG

7-80

RNAV (GNSS) 22R



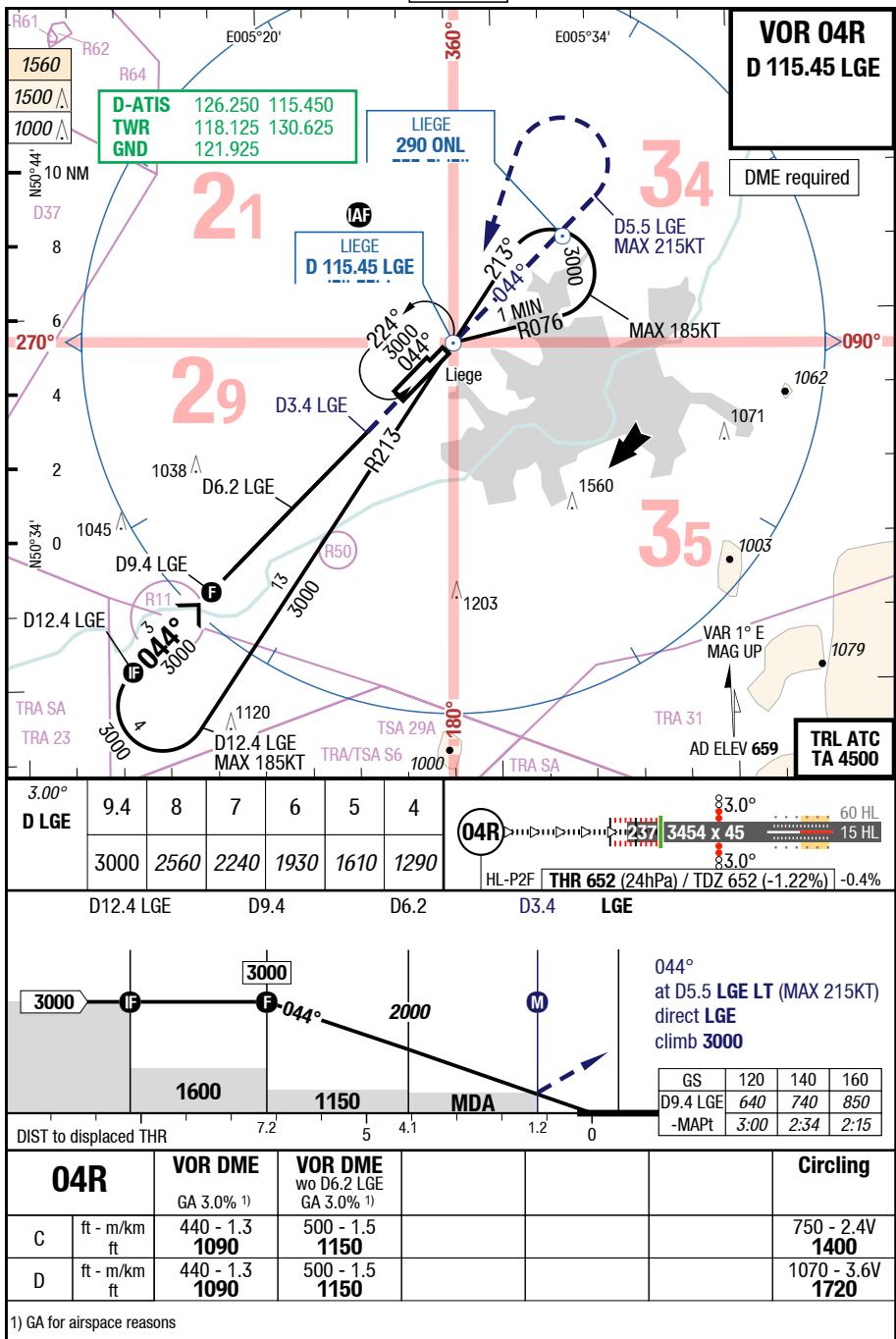
Changes: APL

19-JUL-2018

LGG-EBLG

7-90

VOR 04R

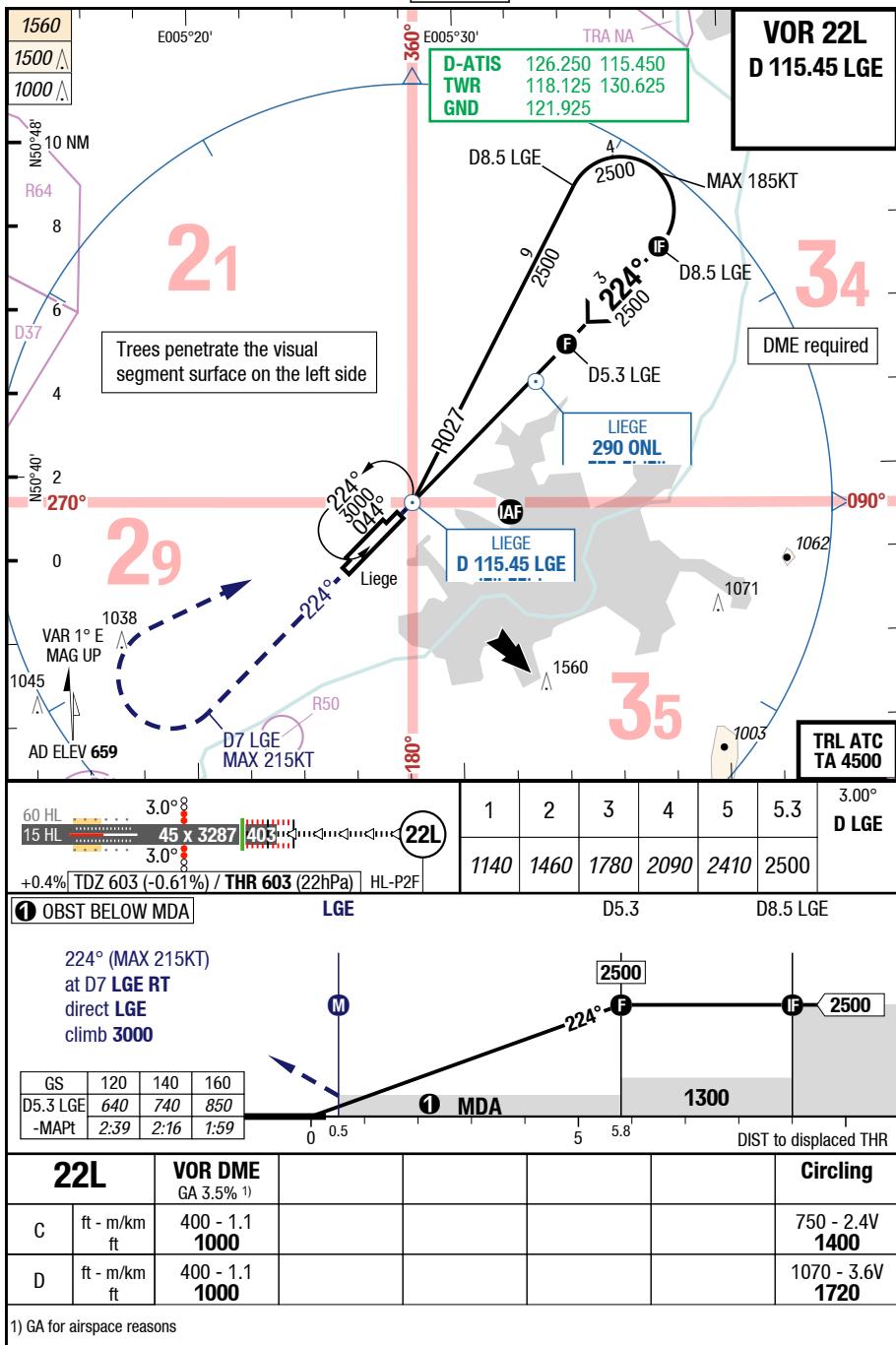


19-JUL-2018

LGG-EBLG

7-100

VOR 22L



Changes: APL

Effective 25-MAY-2017

18-MAY-2017

LGG-EBLG

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MRC

Liege Belgium



MRC

8-10

