

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.

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 threshold.

Remaining DIST beyond GP is 3117m / 10225ft.

RWY 22L

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

Remaining DIST beyond GP is 2961m / 9715ft.

RWY 22R

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

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

2-10

Belgium Liege

AFC (CAT B only)

AFC

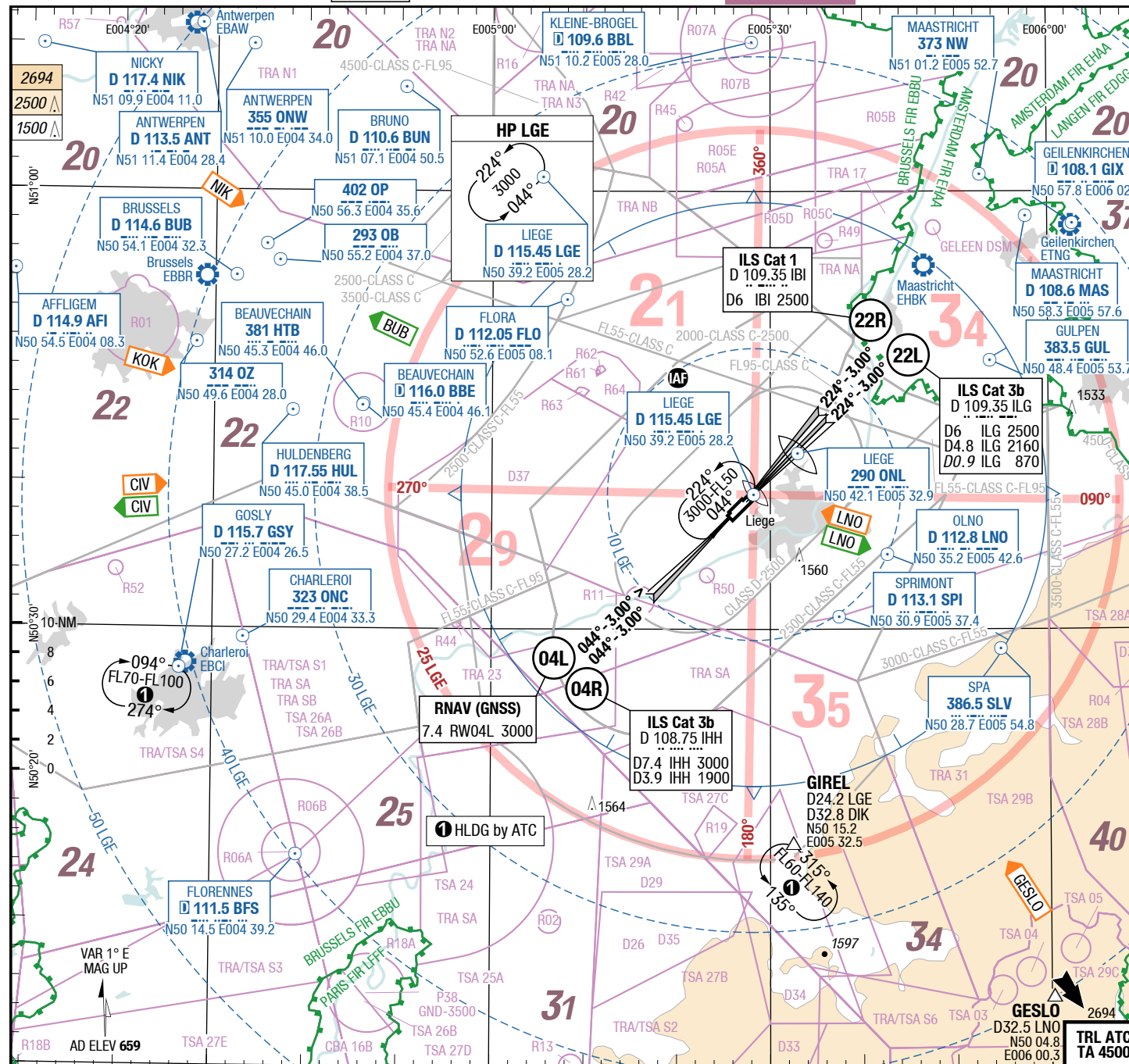
AFC

AFC

Liege Belgium

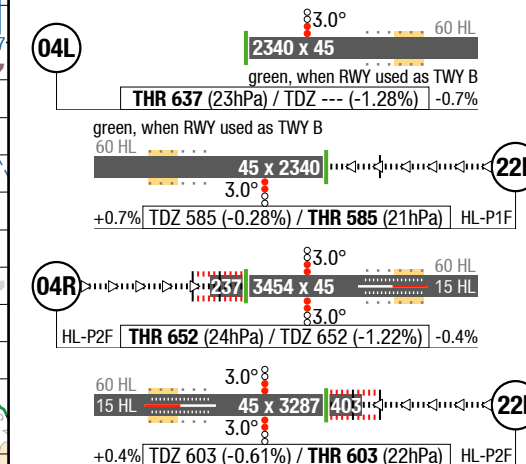
AFC (CAT B only)

AFC



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

Landing RWY system:



Changes: APL

19-JUL-2018
LGG-EBLG

2-20

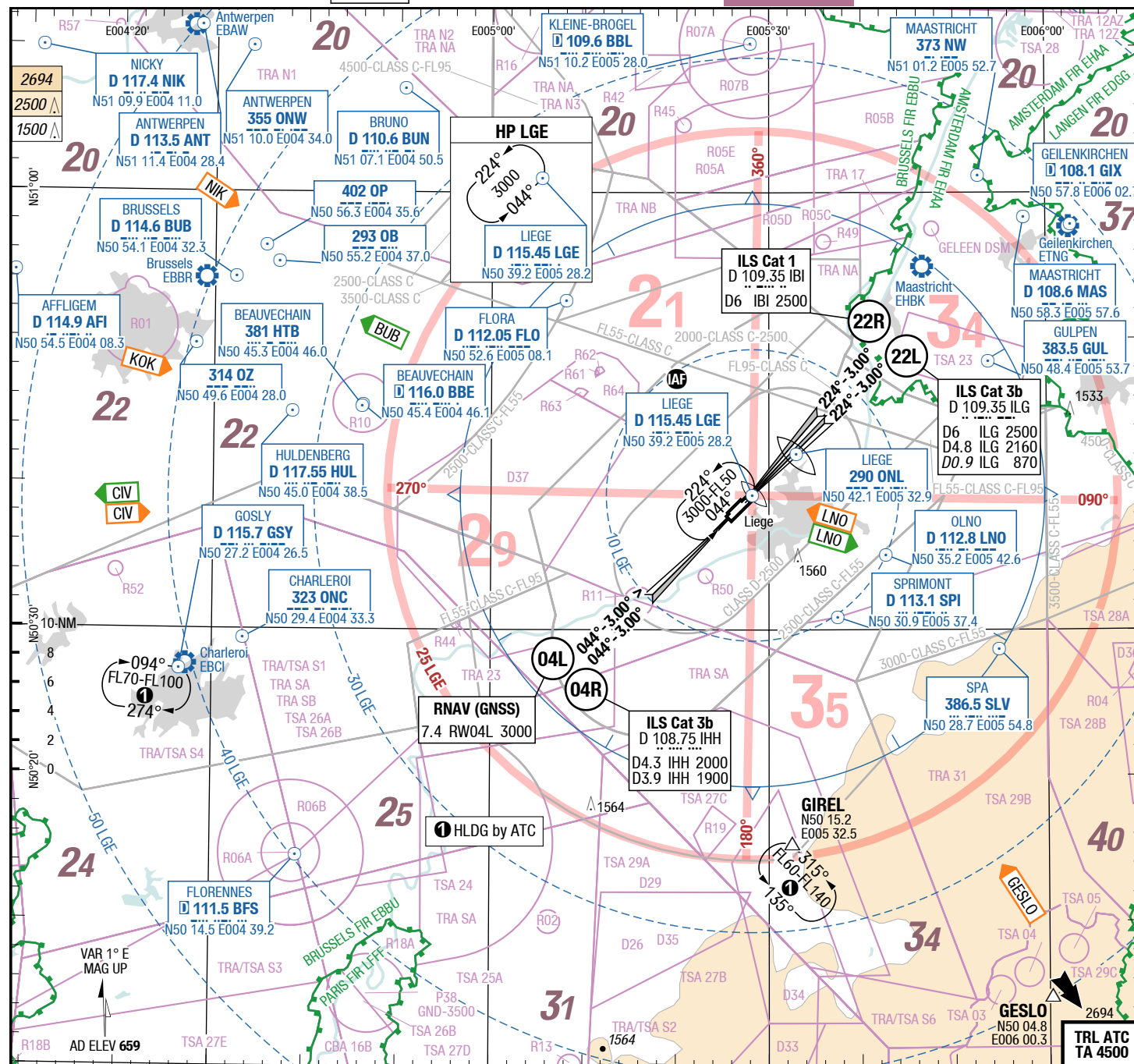
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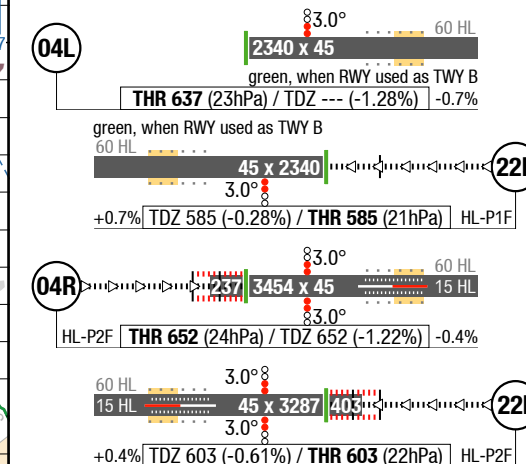
Liege Belgium

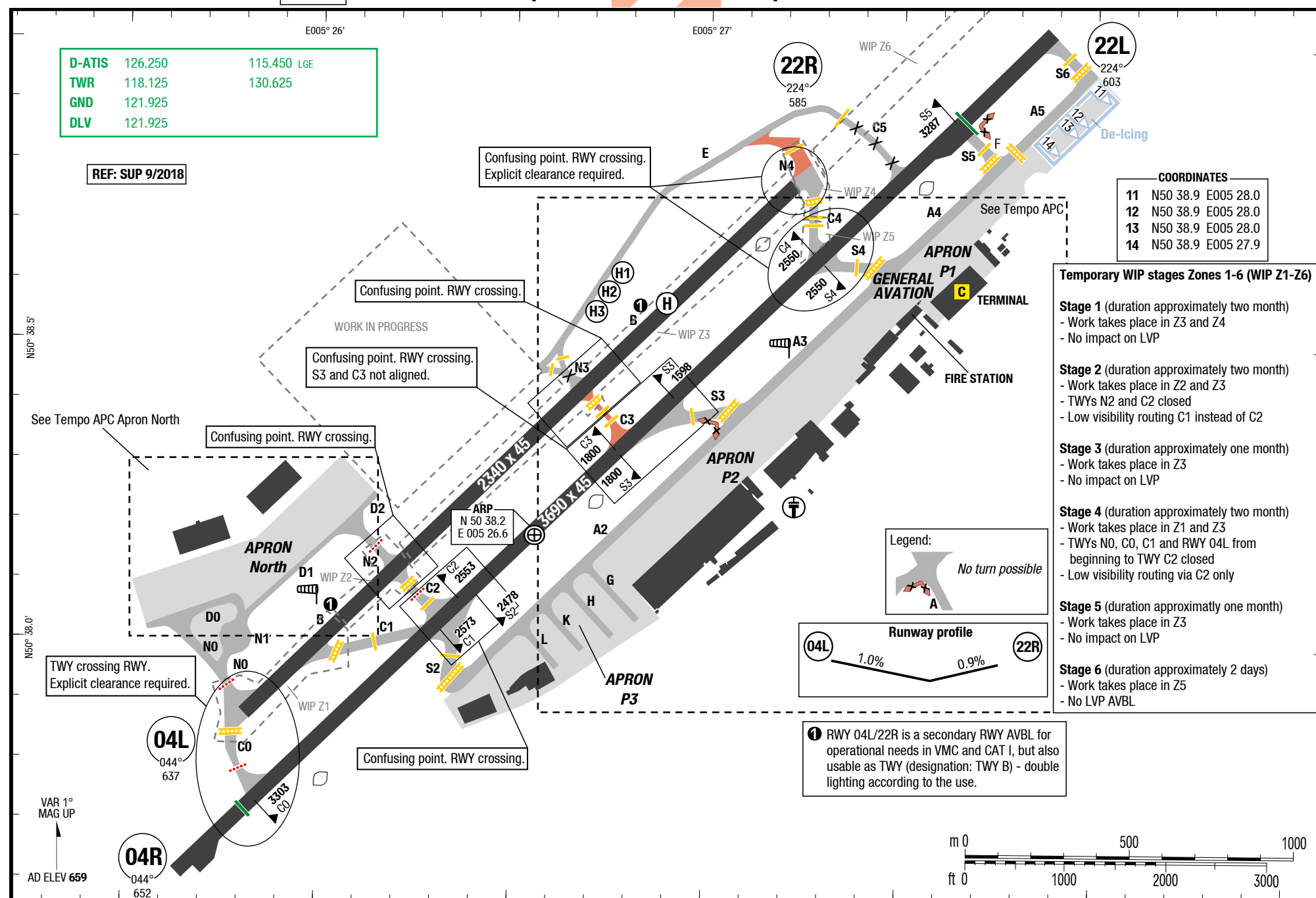
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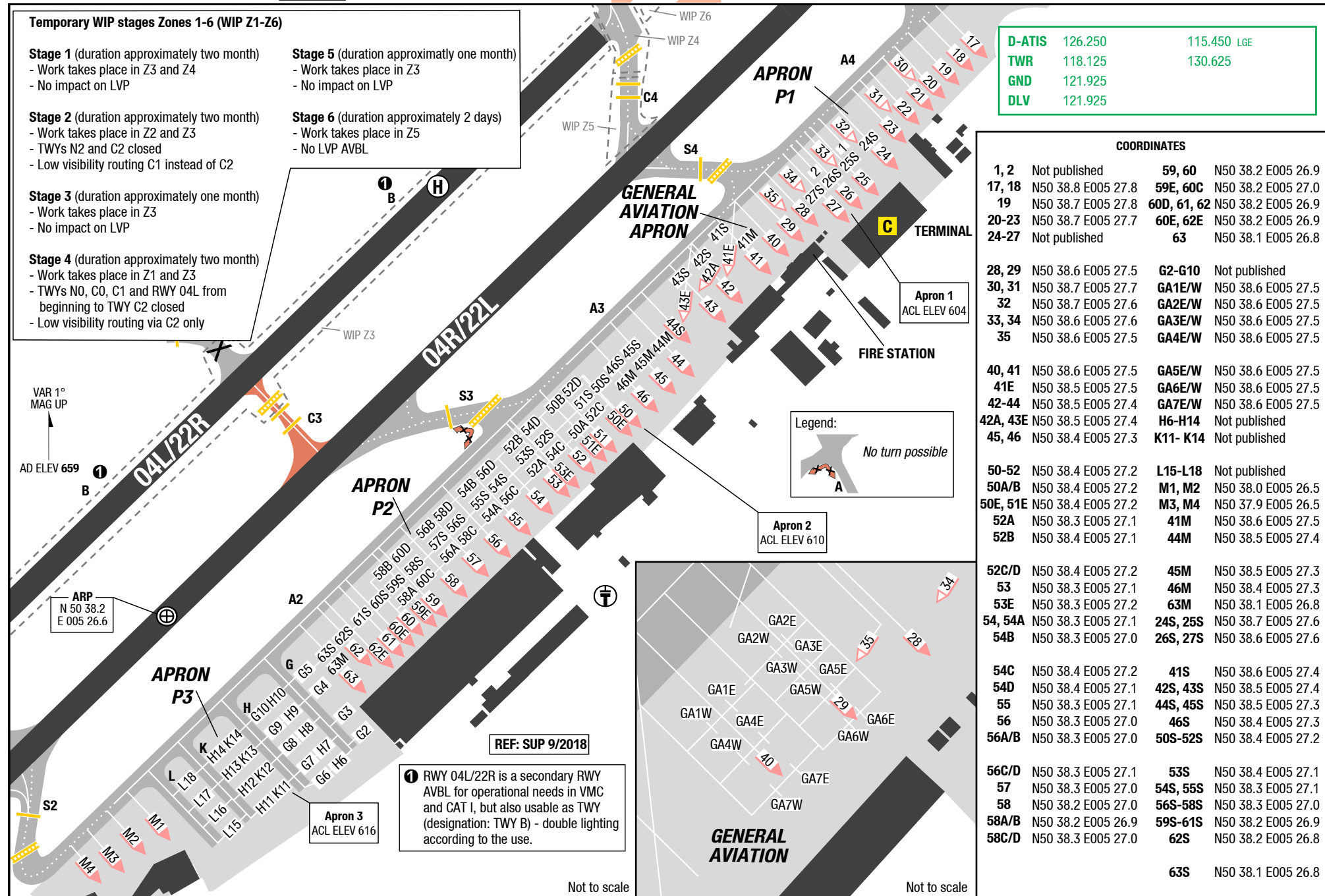


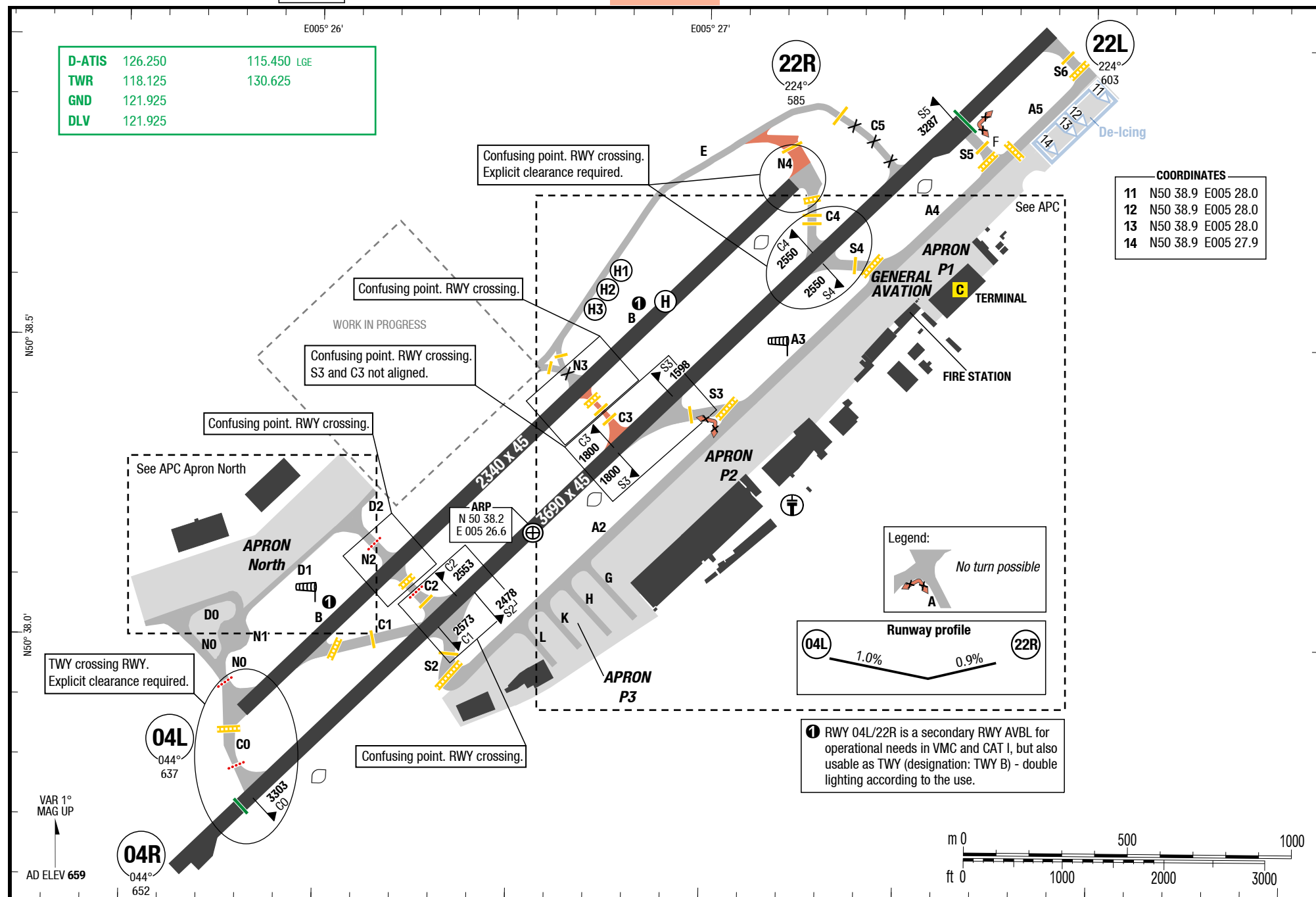
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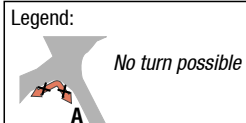




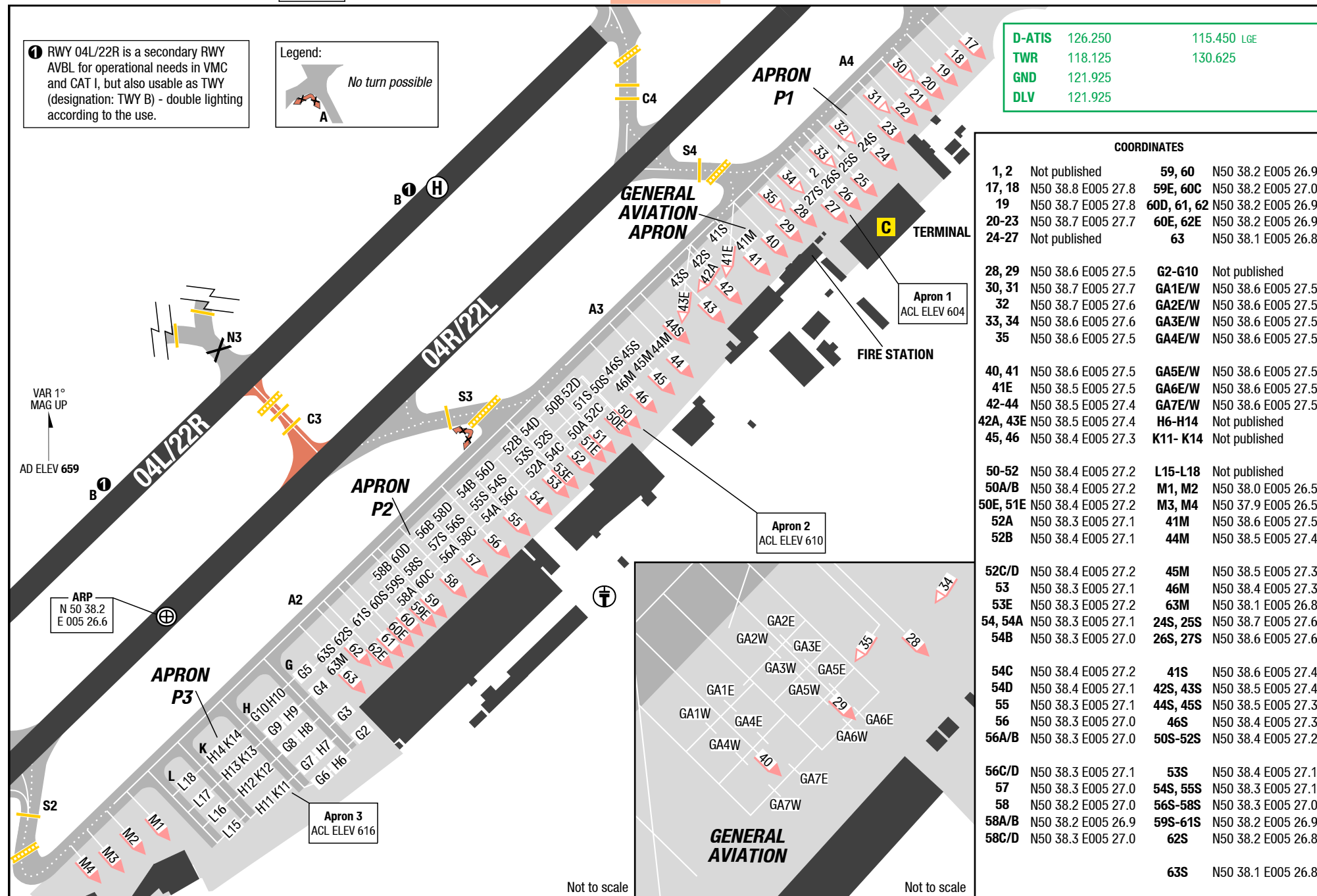




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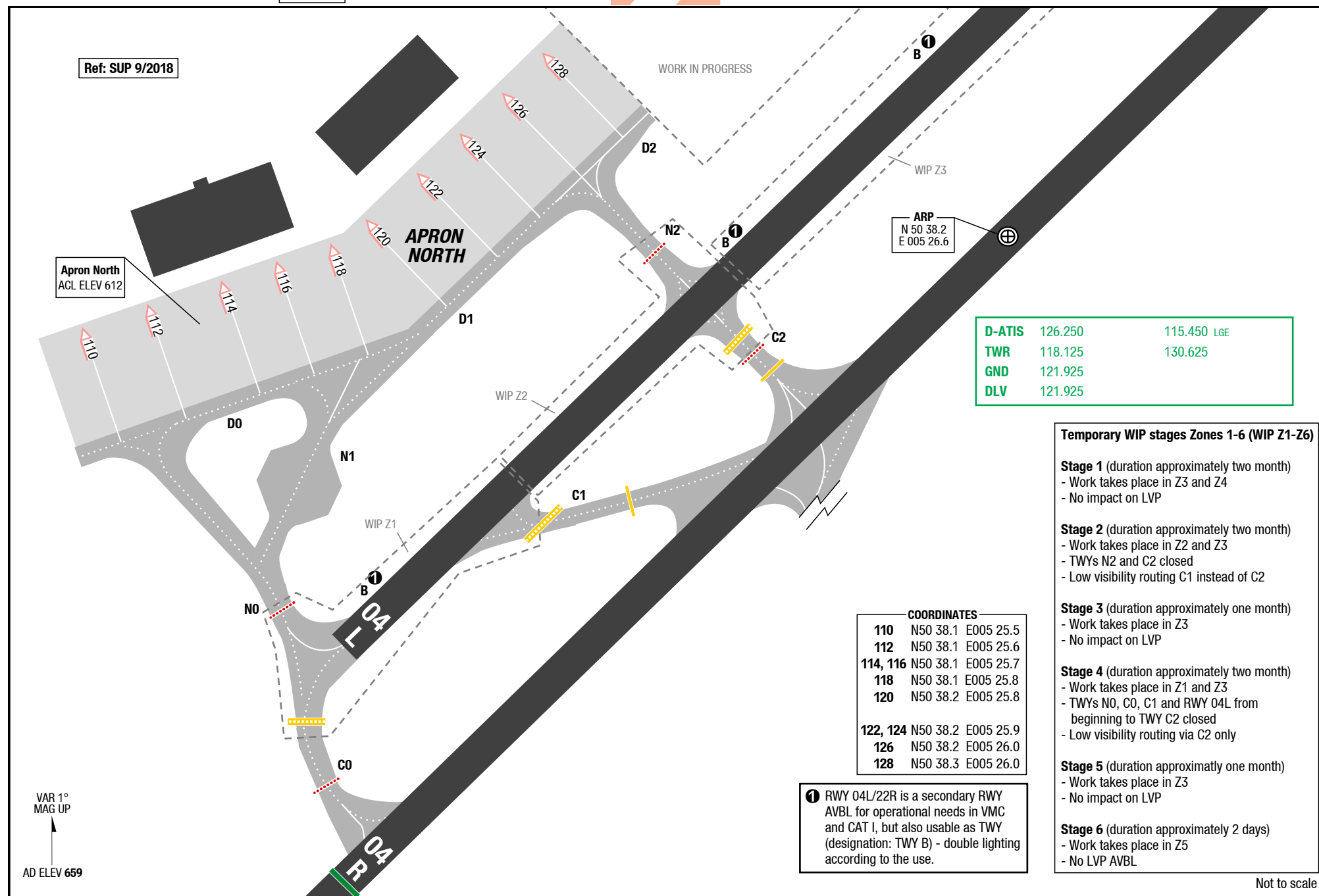


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Temporary WIP stages Zones 1-6 (WIP Z1-Z6)

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 N0, C0, 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

1 RWY 04L/22R is a secondary RWY AVBL for operational needs in VMC and CAT I, but also usable as TWY (designation: TWY B) - double lighting according to the use.

Not to scale

14-JUN-2018/UFN

14-JUN-2018

LGG-EBLG

3-29

Belgium Liege

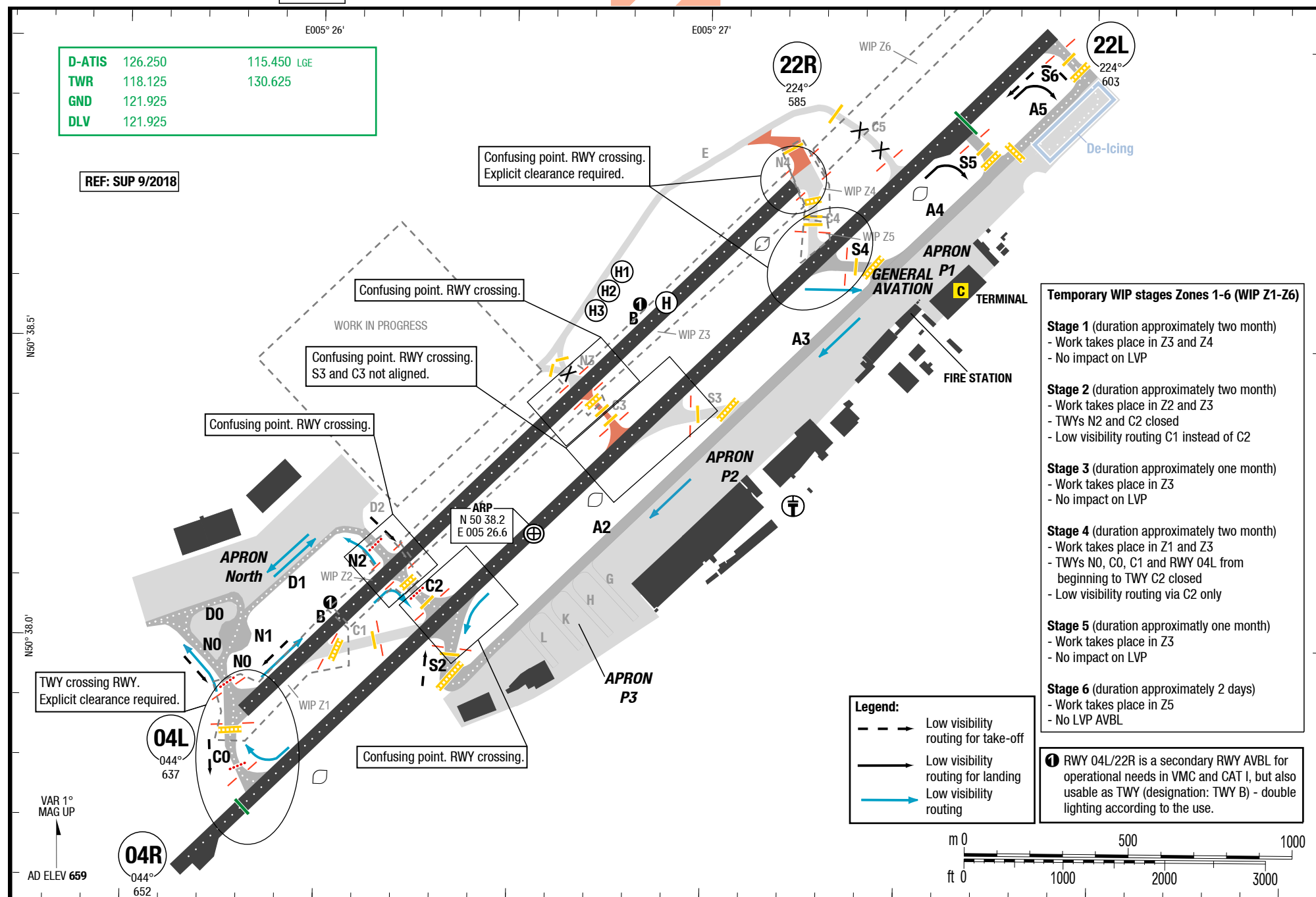
Tempo LVC

LVC

LVC

Liege Belgium

Tempo LVC



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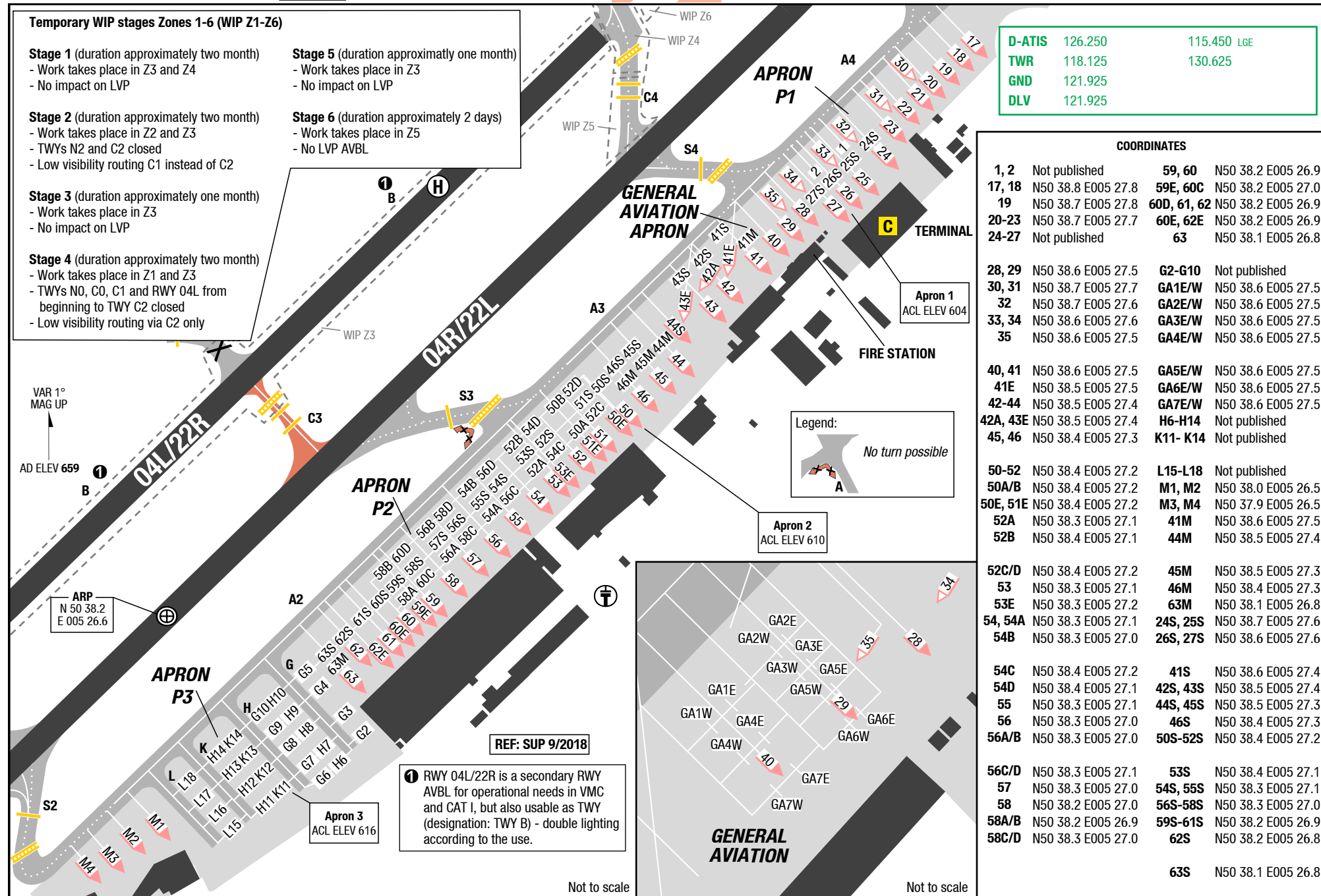
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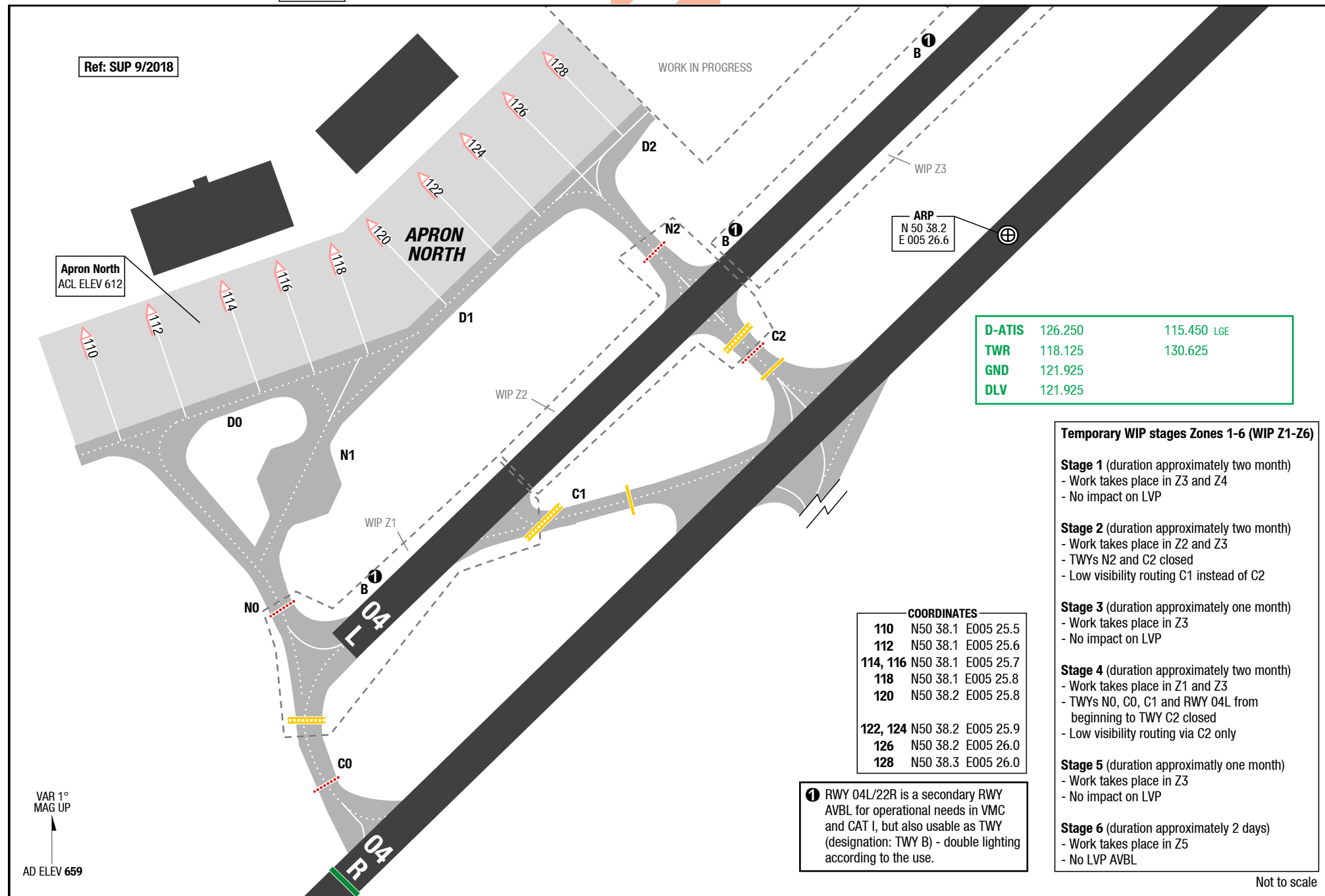
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Effective 21-JUN-2018

14-JUN-2018

LGG-EBLG

3-30

Belgium Liege

LVC

APC Apron North

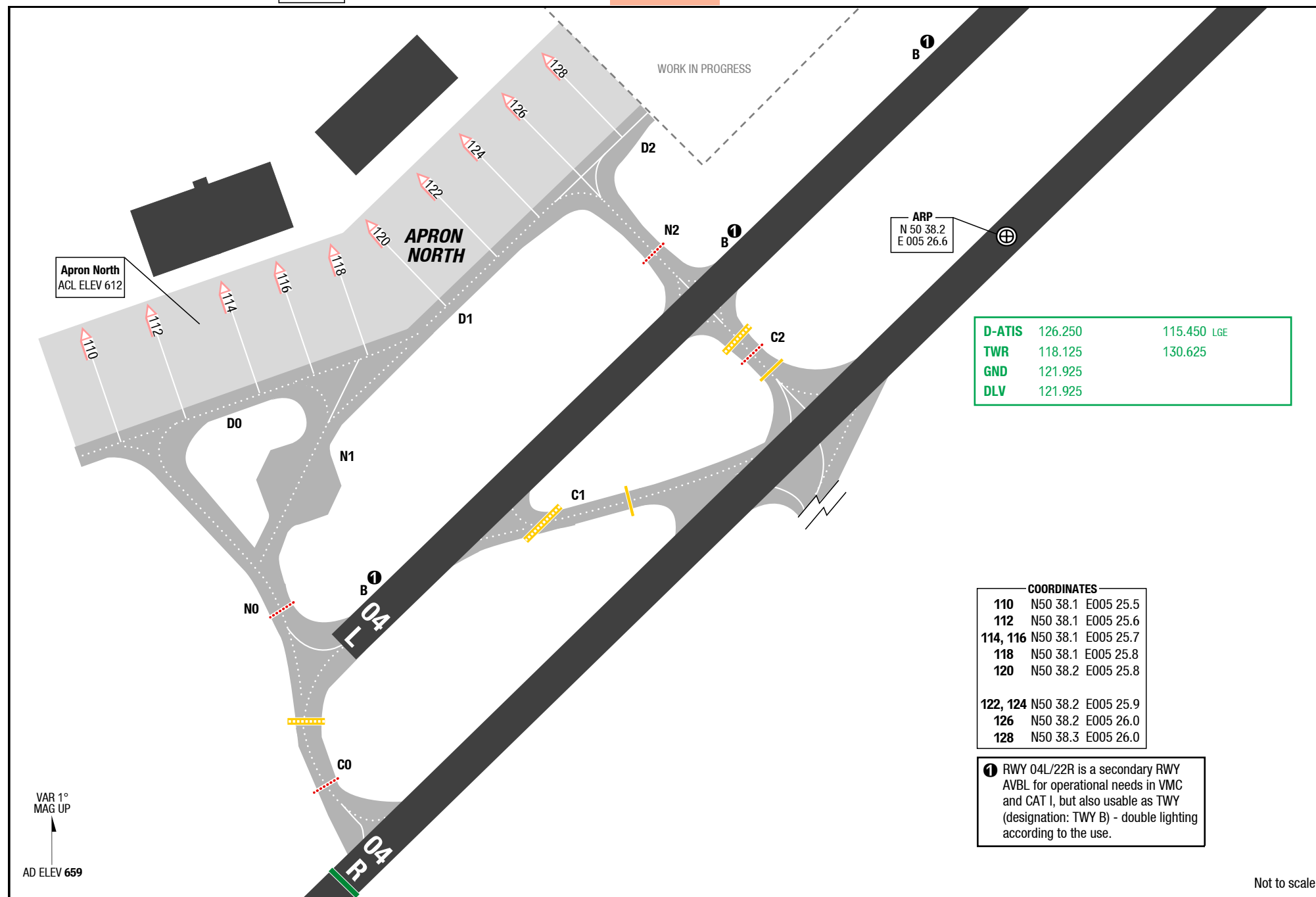
APC

APC

Liege Belgium

LVC

APC Apron North



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LGG-EBLG

3-40

Belgium Liege

LVC

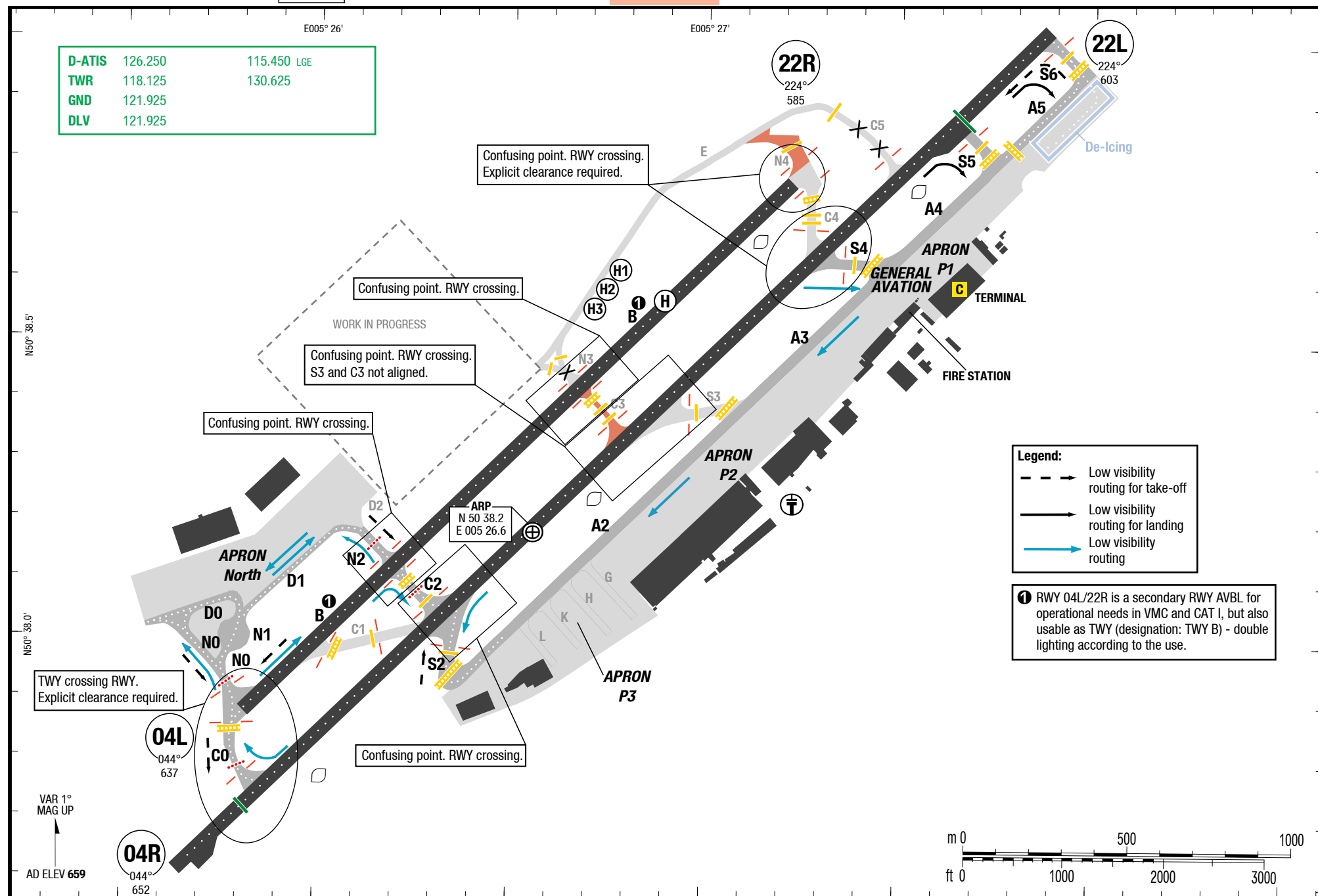
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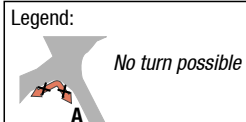
Liege Belgium

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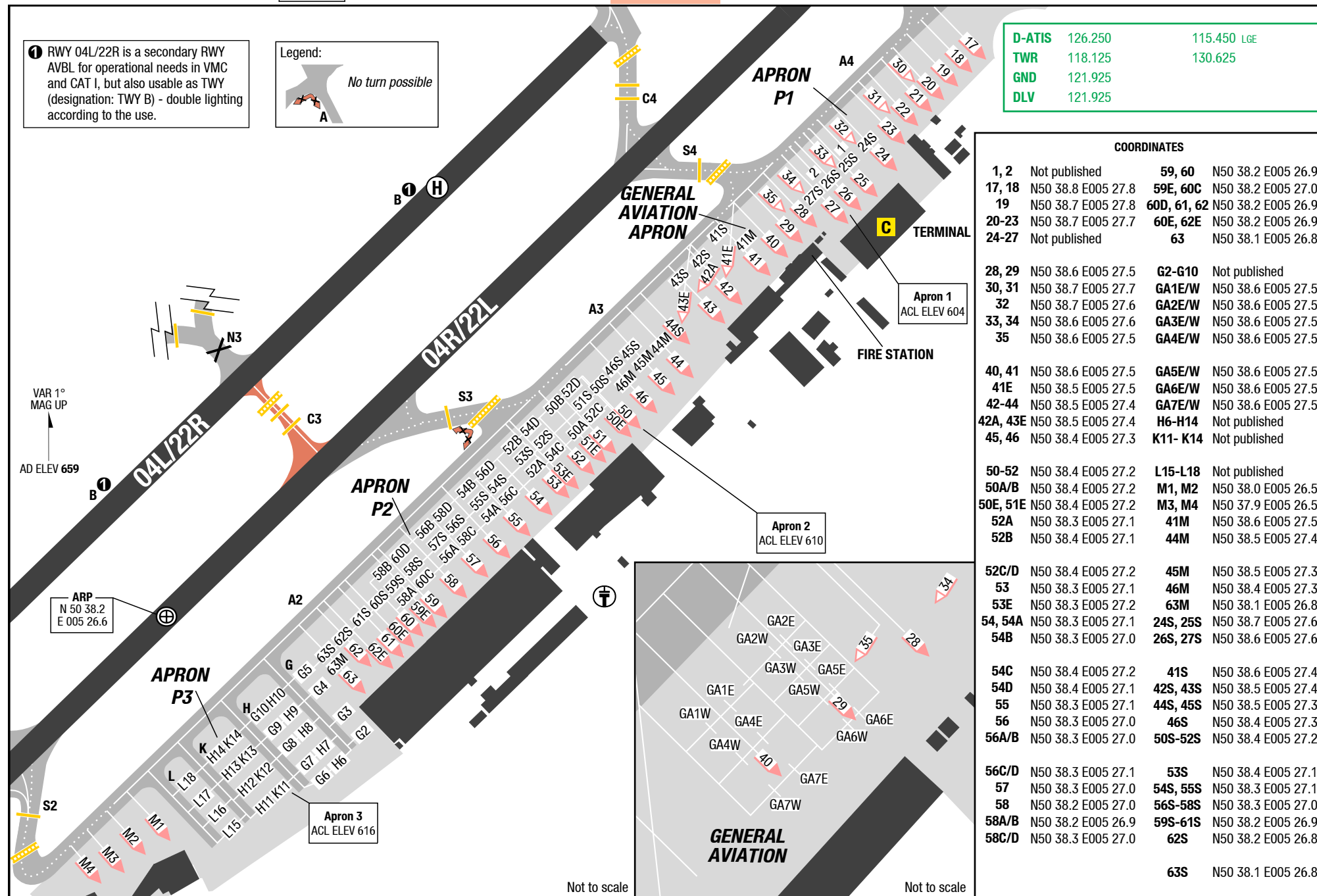
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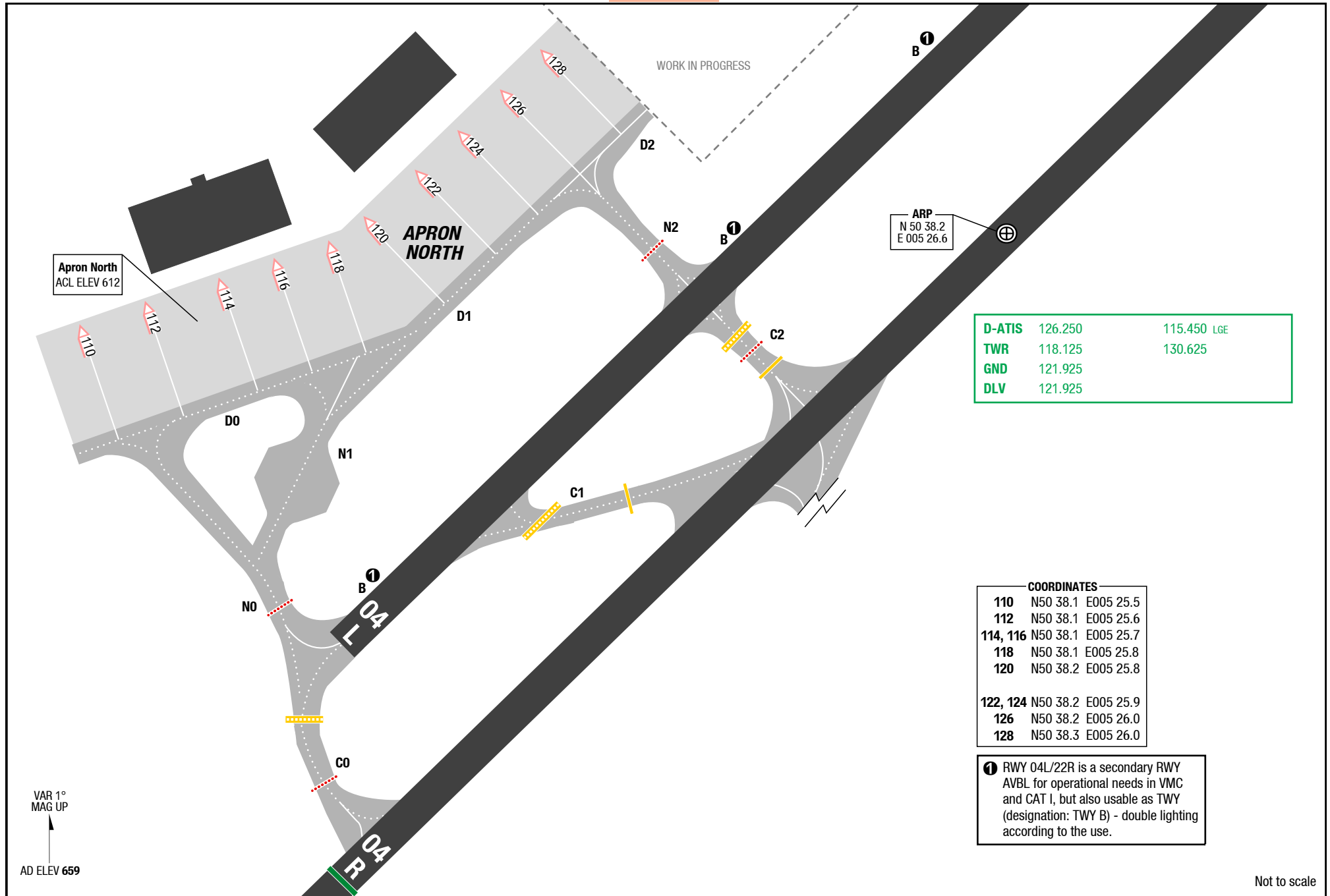


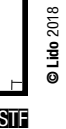
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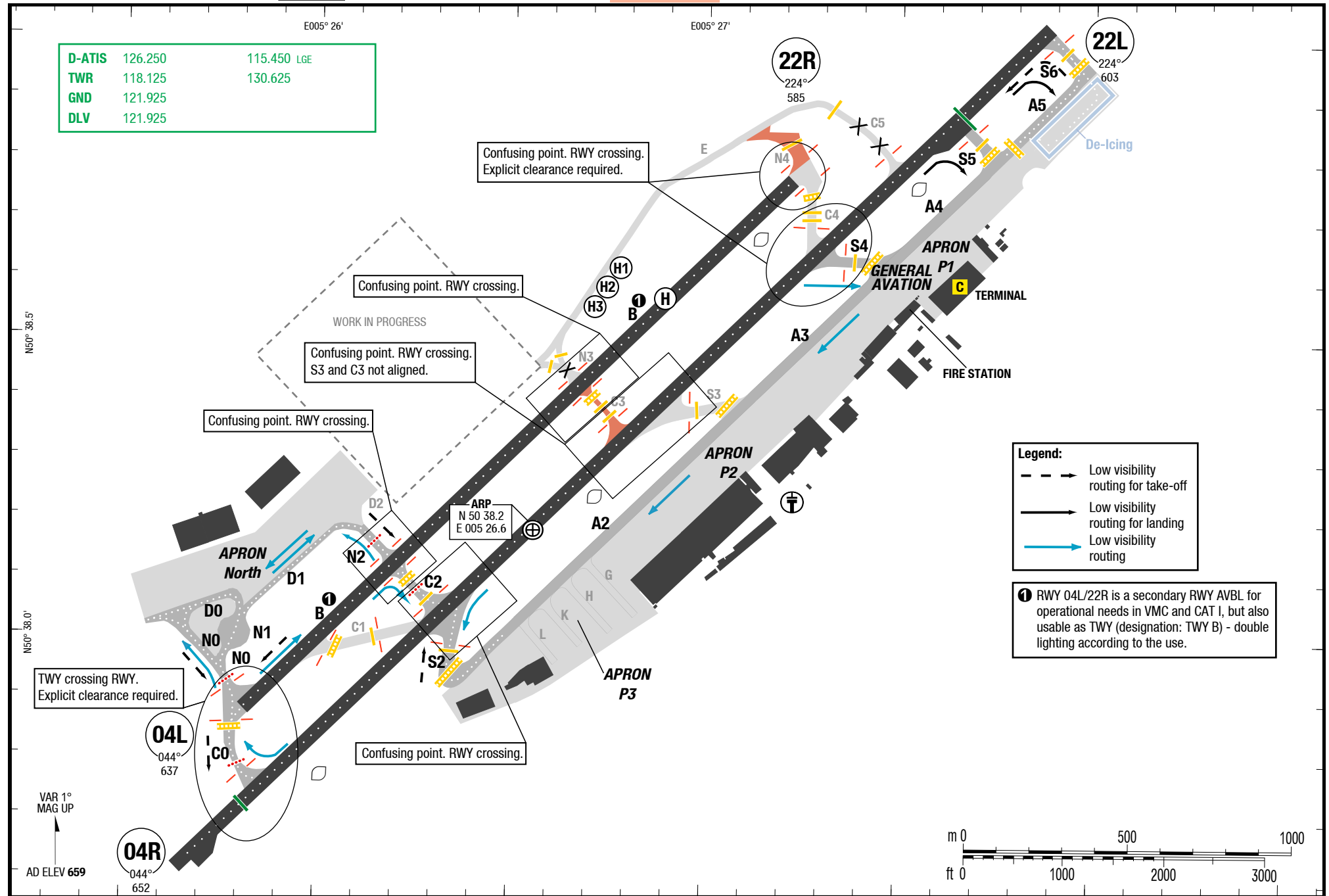
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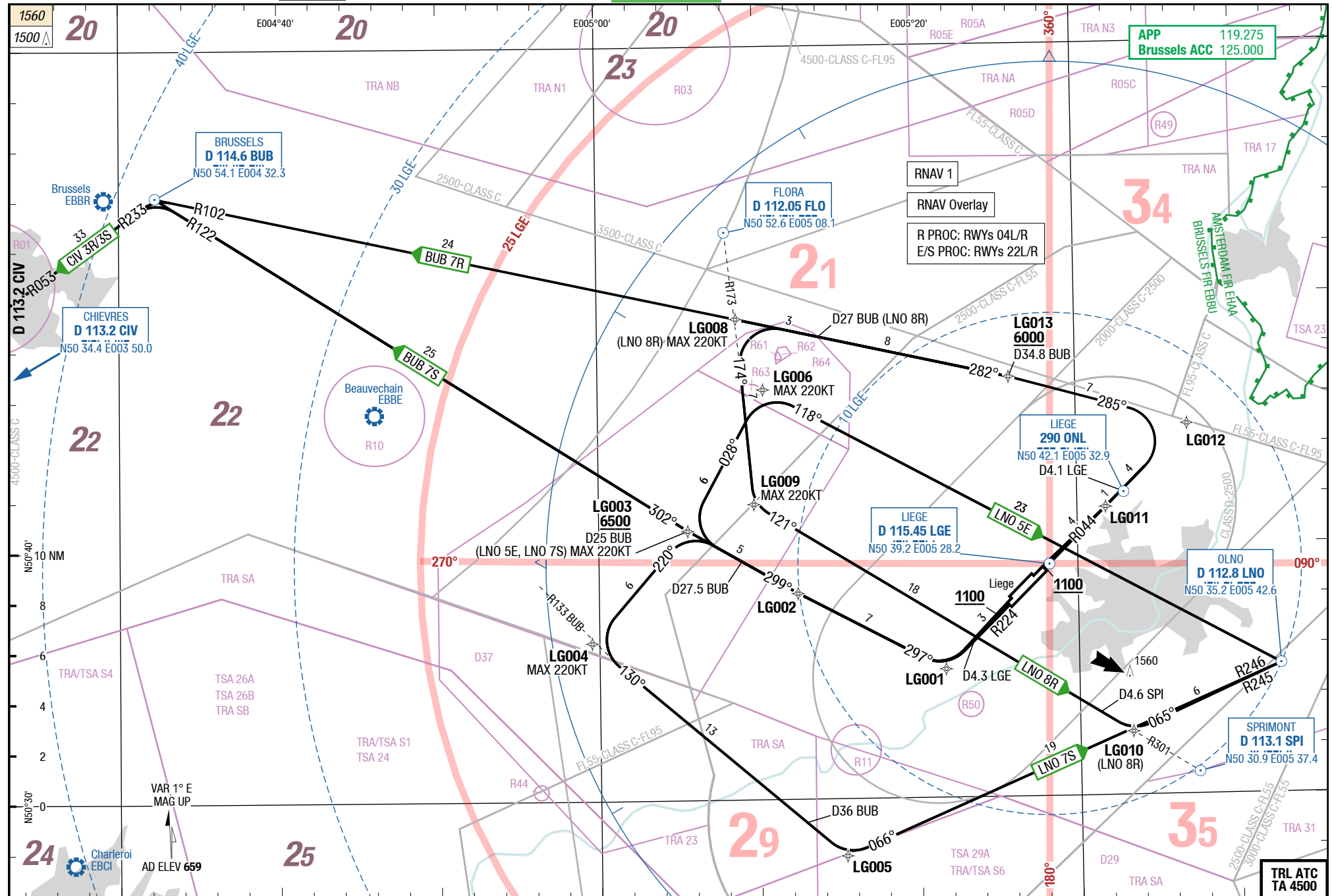


19-JUL-2018
LGG-EBLG

4-10

Belgium Liege
SID
SID
SIDs (RNAV Overlay)

Liege Belgium
SID
SID
SIDs (RNAV Overlay)



Changes: Track, Note

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	2000

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)
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)
	Runway 22L/22R	
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.

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.

LGG-EBLG

STARs (RNAV Overlay)

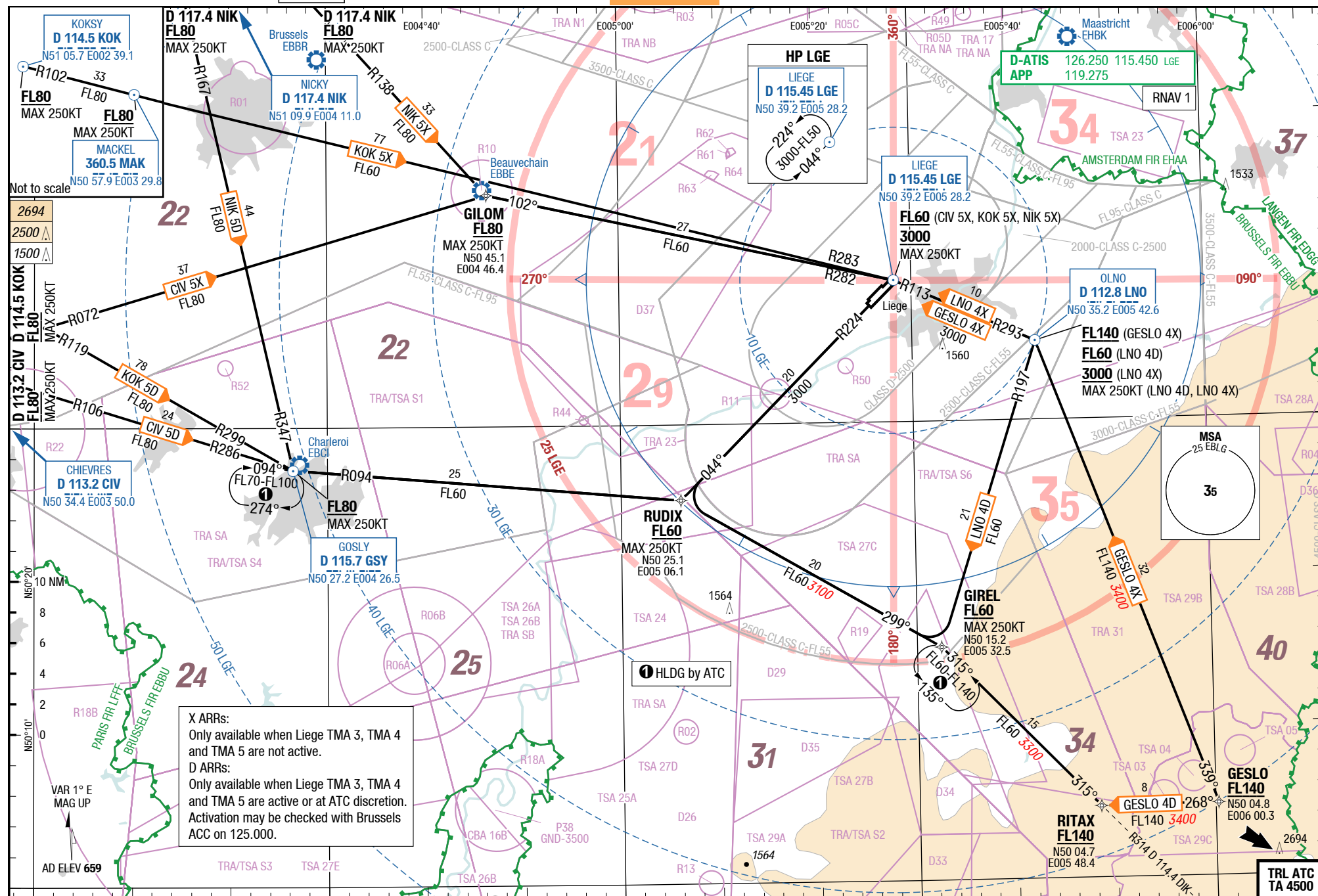
STAR

STAR

NIL

STARs (RNAV Overlay)

6-10



Changes: Track, Speed RESTR, ALT, PROC renumbered

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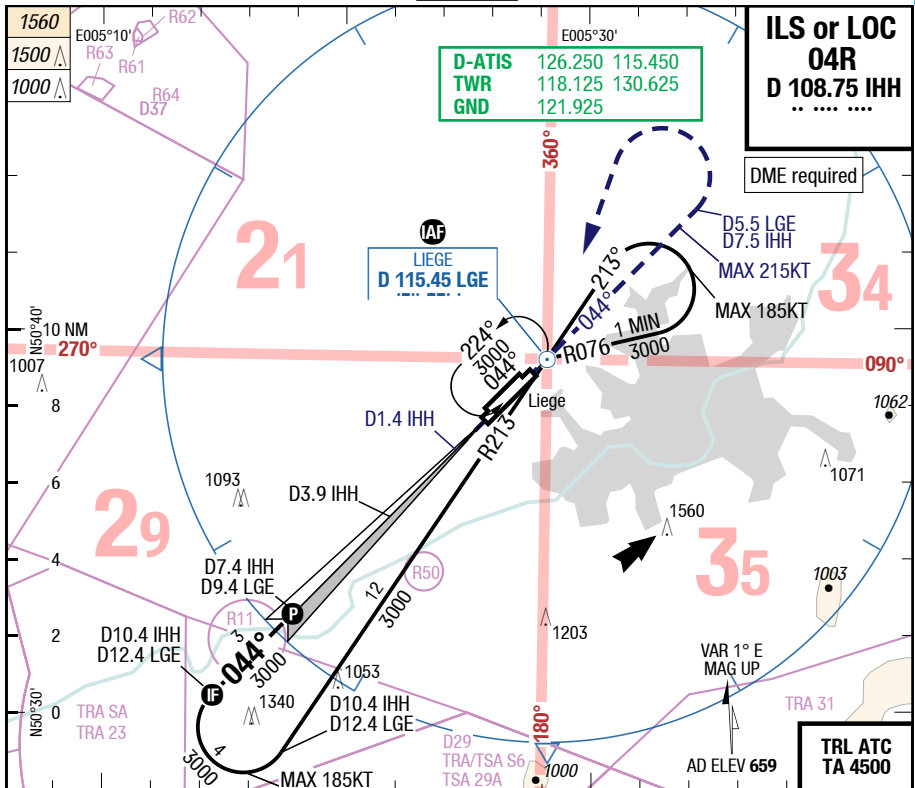
19-JUL-2018
LGG-EBLG

Belgium Liege

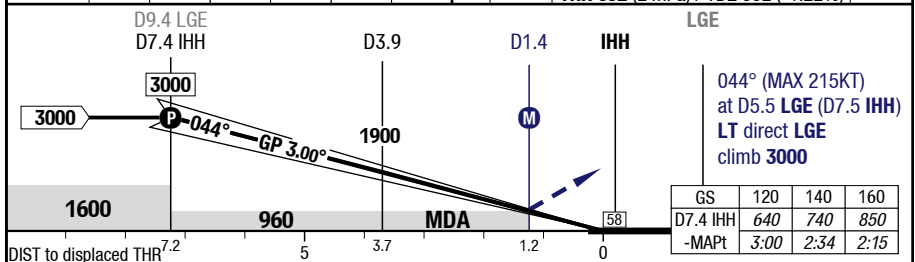
IAC

7-10

ILS or LOC 04R



LOC 3.00° D IHH	7.4	6	5	4	3	2	
	3000	2580	2260	1940	1610	1290	

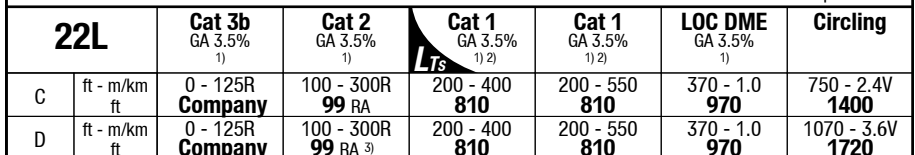


04R	Cat 3b DME GA 3.0% 1)	Cat 2 DME GA 3.0% 1)	Cat 1 DME GA 3.0% 1) 2)	Cat 1 DME GA 3.0% 1) 2)	LOC DME GA 3.0% 1)	Circling
C	0 - 125R Company	100 - 300R 93 RA	200 - 400 860	200 - 550 860	310 - 750 960	750 - 2.4V 1400
D	0 - 125R Company	100 - 300R 93 RA 3)	200 - 400 860	200 - 550 860	310 - 750 960	1070 - 3.6V 1720

1) GA for airspace reasons
2) With EVS 350m
3) If not conducting autoland RVR 350m required

Changes: APL

ILS or LOC 22L



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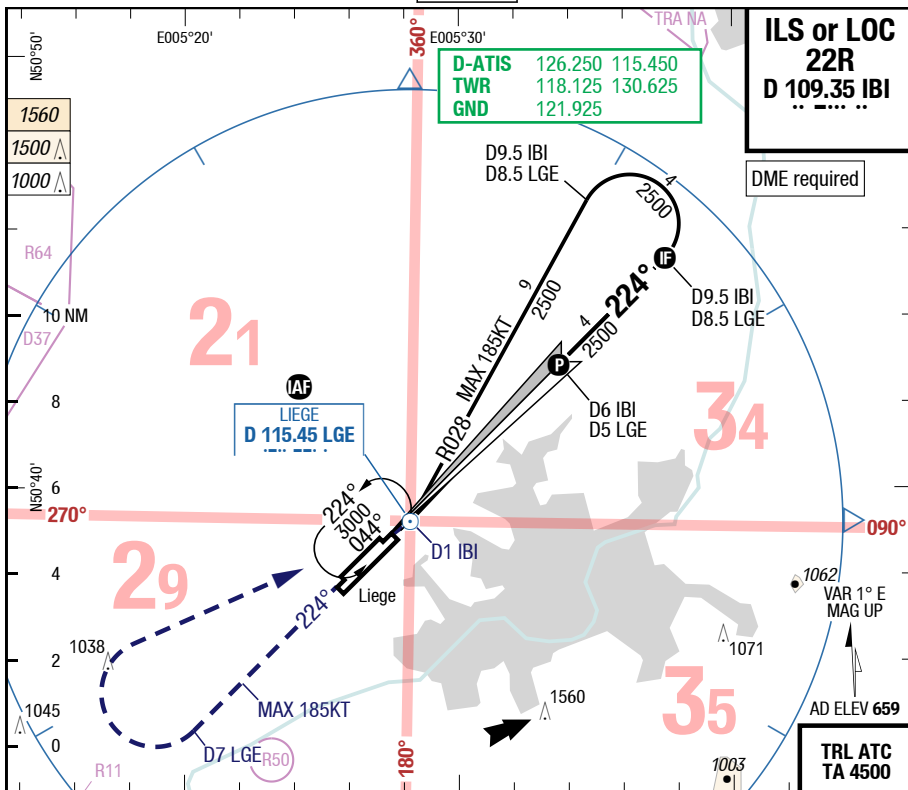
19-JUL-2018
LGG-EBLG

Belgium Liege

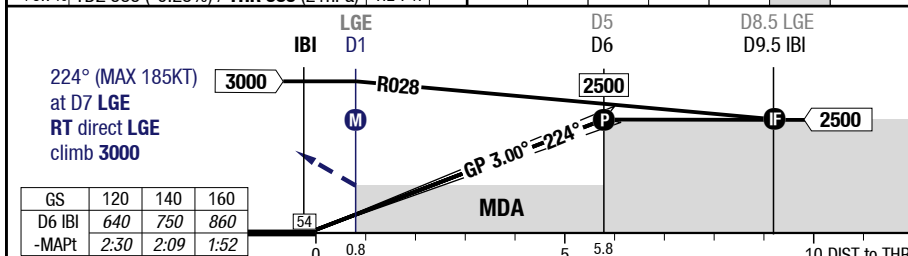
IAC

7-30

ILS or LOC 22R



green, when RWY used as TWY B	2	3	4	5	6	LOC 3.03°
60 HL						D IBI
45 x 2340	1210	1530	1860	2180	2500	
3.0°						
+0.7% TDZ 585 (-0.28%) / THR 585 (21hPa) HL-P1F						



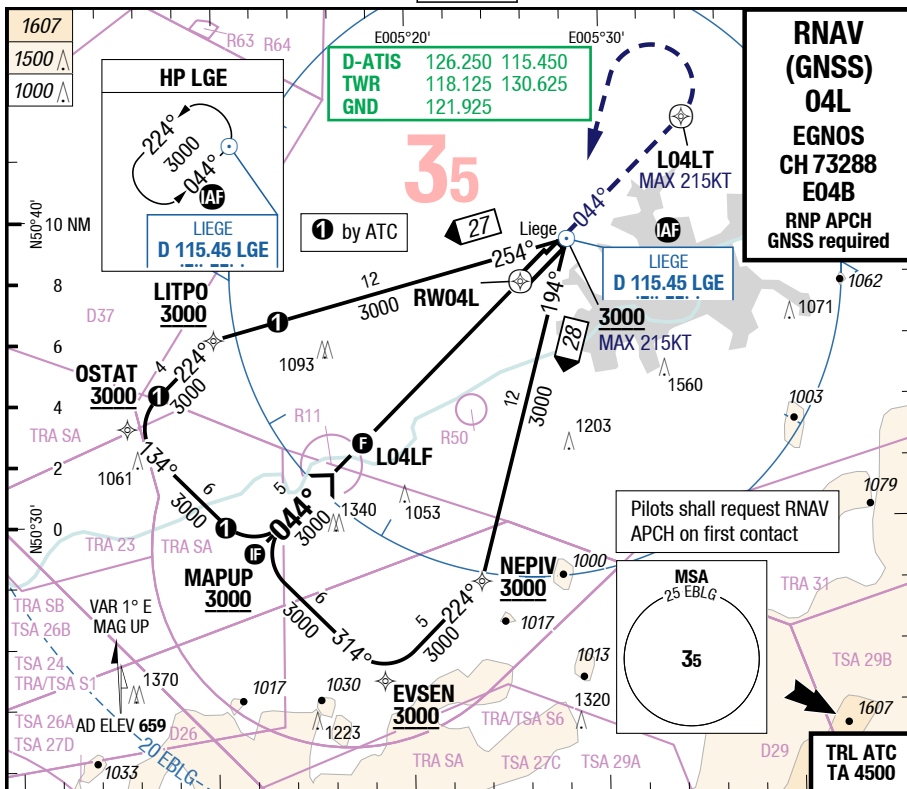
22R	Cat 1 DME GA 3.5% 1)	LOC DME GA 3.5%				Circling
C	ft - m/km ft 220 - 550 800	430 - 1.3 1010				750 - 2.4V 1400
D	ft - m/km ft 220 - 550 800	430 - 1.3 1010				1070 - 3.6V 1720




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



Changes: APL



7-50

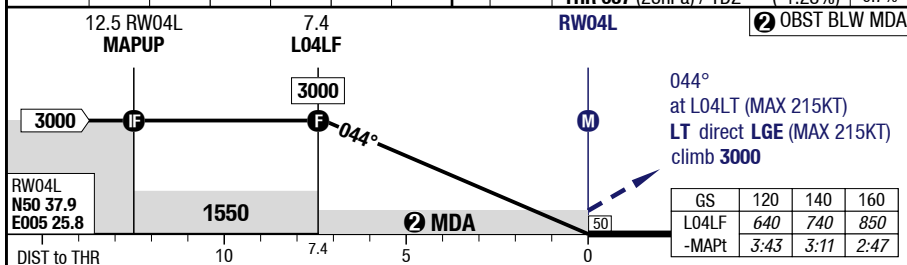
RNAV (GNSS) 04L



3.00° RW04L	7.4	6	5	4	3	2	  
	3000	2600	2280	1960	1650	1330	



04L		RNAV GNSS LPV GA 3.0% 1) 2)	RNAV GNSS VNAV GA 3.0% 1) 2) 3)	RNAV GNSS LNAV GA 3.0% 1)			Circling
C	ft - m/km ft	500 - 2.3 1140	500 - 2.3 1140	510 - 2.4 1140			750 - 2.4V 1400
D	ft - m/km ft	500 - 2.3 1140	500 - 2.3 1140	510 - 2.4 1140			1070 - 3.6V 1720

1) GA for airspace reasons

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

Changes: APL

19-JUL-2018

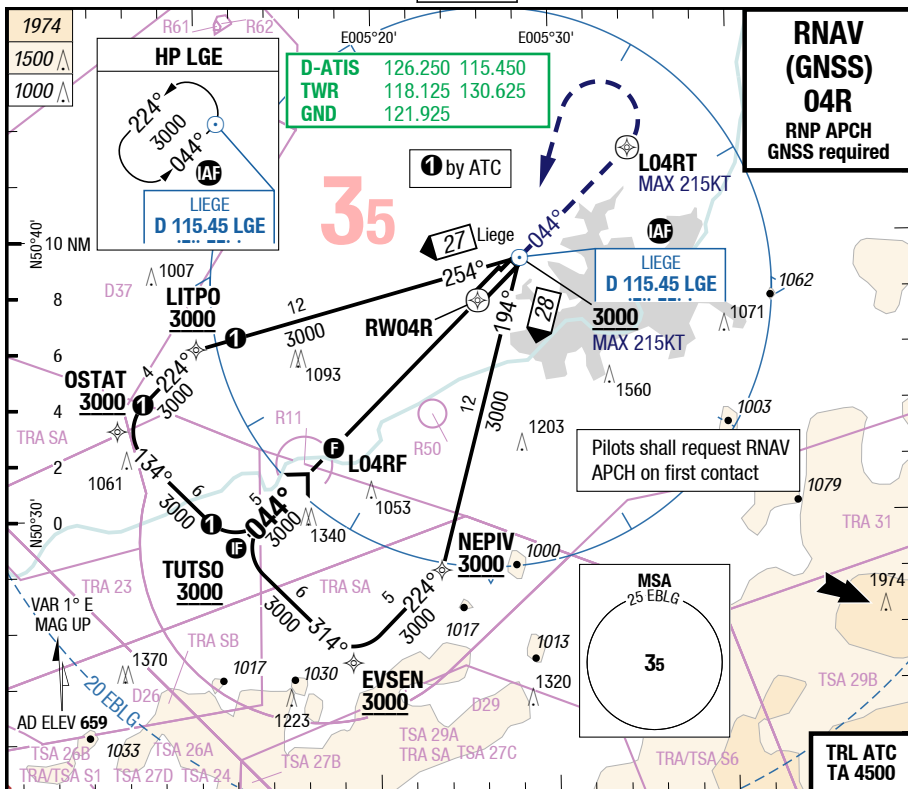
Belgium Liege

IAC

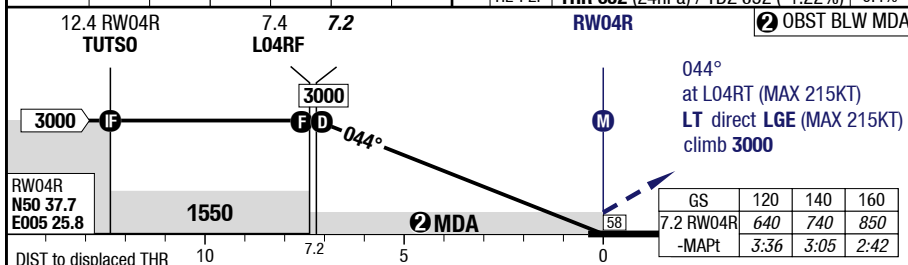
LGG-EBLG

7-60

RNAV (GNSS) 04R



3.00°	7.2	6	5	4	3	2	04R	83.0°	60 HL
RW04R	3000	2620	2310	1990	1670	1350		237	15 HL
								83.0°	
								HL-P2F	



04R	RNAV GNSS VNAV GA 3.0% 1) 2) 3) 4)	RNAV GNSS LNAV GA 3.0% 3)			Circling
C	ft - m/km ft 250 - 600 910	460 - 1.4 1110			750 - 2.4V 1400
D	ft - m/km ft 260 - 600 910	460 - 1.4 1110			1070 - 3.6V 1720

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

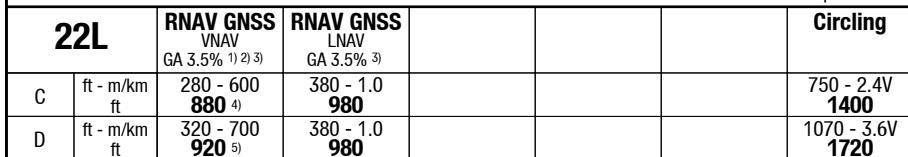
2) wo HGS RVR 750m required

3) GA for airspace reasons

4) With EVS 400m

Changes: APL

RNAV (GNSS) 22L



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RNAV (GNSS) 22R

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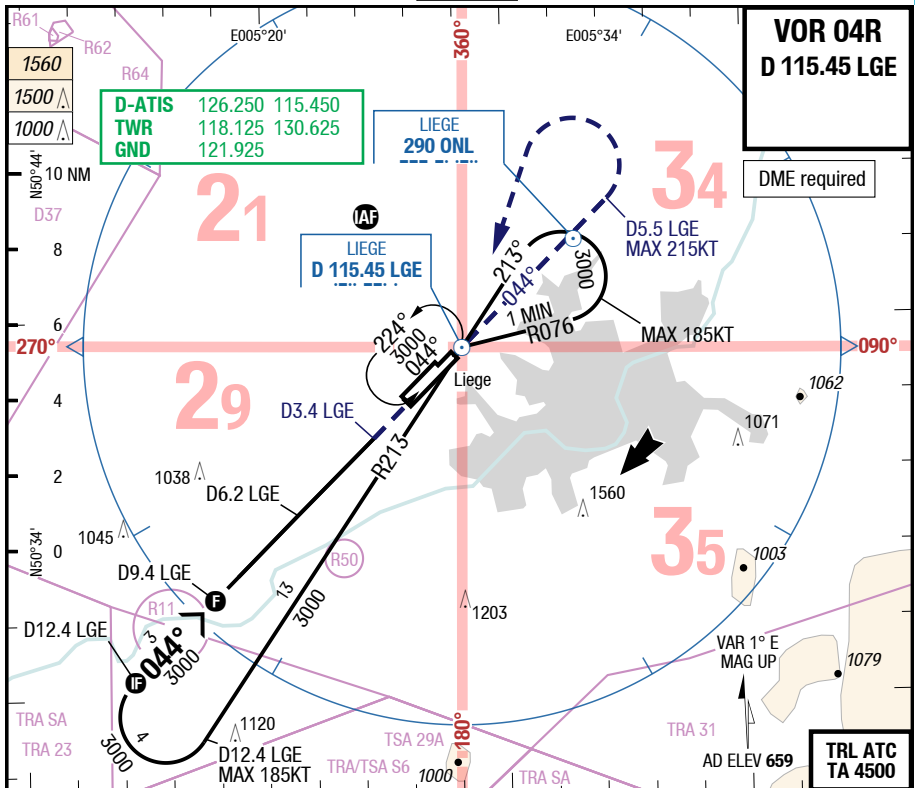
19-JUL-2018
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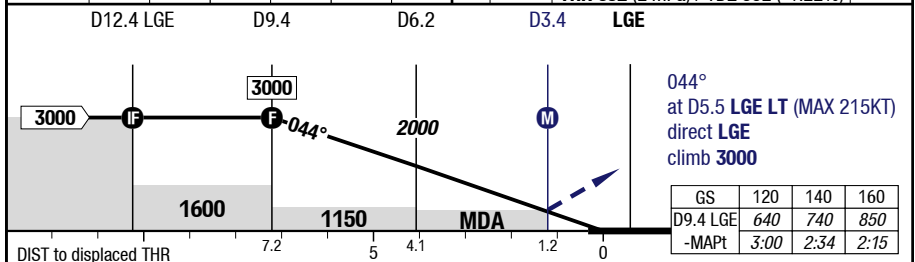
IAC

7-90

VOR 04R



3.00° D LGE	9.4	8	7	6	5	4	04R	83.0°	60 HL
	3000	2560	2240	1930	1610	1290		237 3454 x 45	15 HL
	D12.4 LGE	D9.4	D6.2	D3.4	LGE				

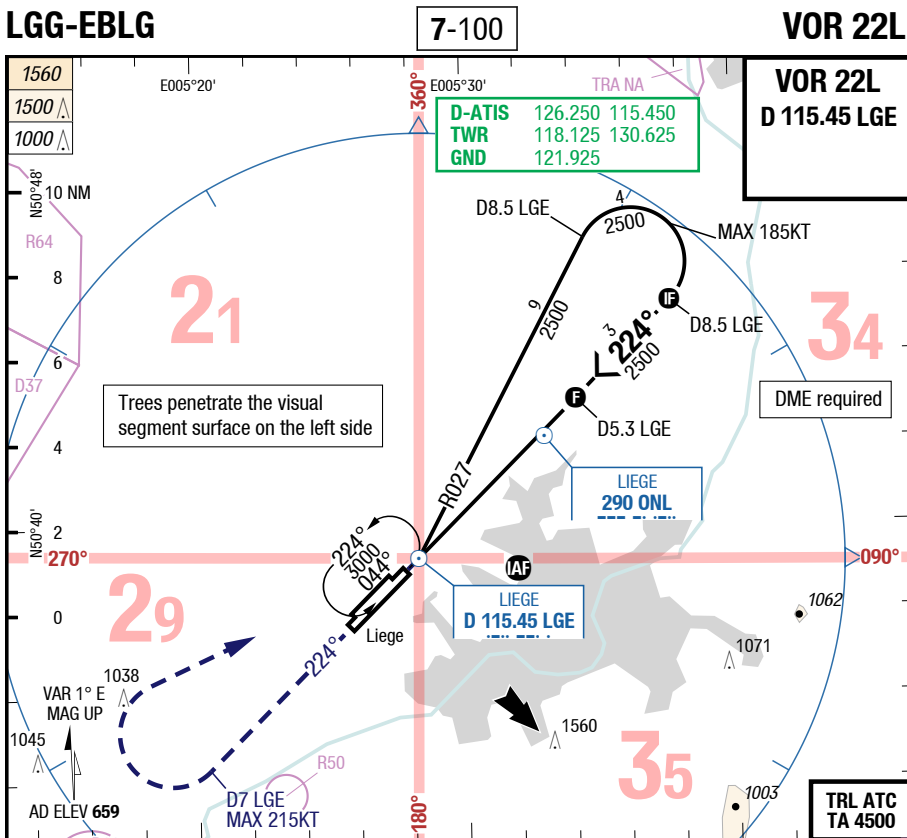



04R	VOR DME	VOR DME				Circling
	GA 3.0% 1)	wo D6.2 LGE GA 3.0% 1)				
C	ft - m/km ft	440 - 1.3 1090	500 - 1.5 1150			750 - 2.4V 1400
D	ft - m/km ft	440 - 1.3 1090	500 - 1.5 1150			1070 - 3.6V 1720

1) GA for airspace reasons

Changes: APL

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	1	2	3	4	5	5.3	3.00° D LGE
60 HL 15 HL 	1140	1460	1780	2090	2410	2500	

1 OBST BELOW MDA

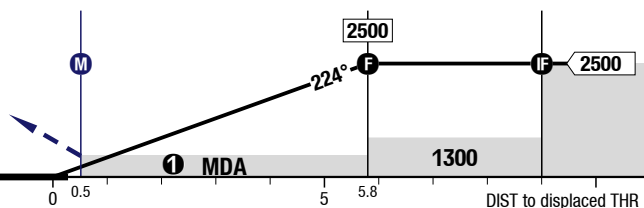
LGE

D5.3

D8.5 LGE

224° (MAX 215KT)
at D7 **LGE RT**
direct **LGE**
climb **3000**

GS	120	140	160
D5.3 LGE	640	740	850
-MAPt	2:39	2:16	1:59



22L		VOR DME GA 3.5% ¹⁾					Circling
C	ft - m/km ft	400 - 1.1 1000					750 - 2.4V 1400
D	ft - m/km ft	400 - 1.1 1000					1070 - 3.6V 1720

1) GA for airspace reasons

Changes: APL

Effective 25-MAY-2017

18-MAY-2017

LGG-EBLG

Belgium Liege

NIL

MRC

MRC

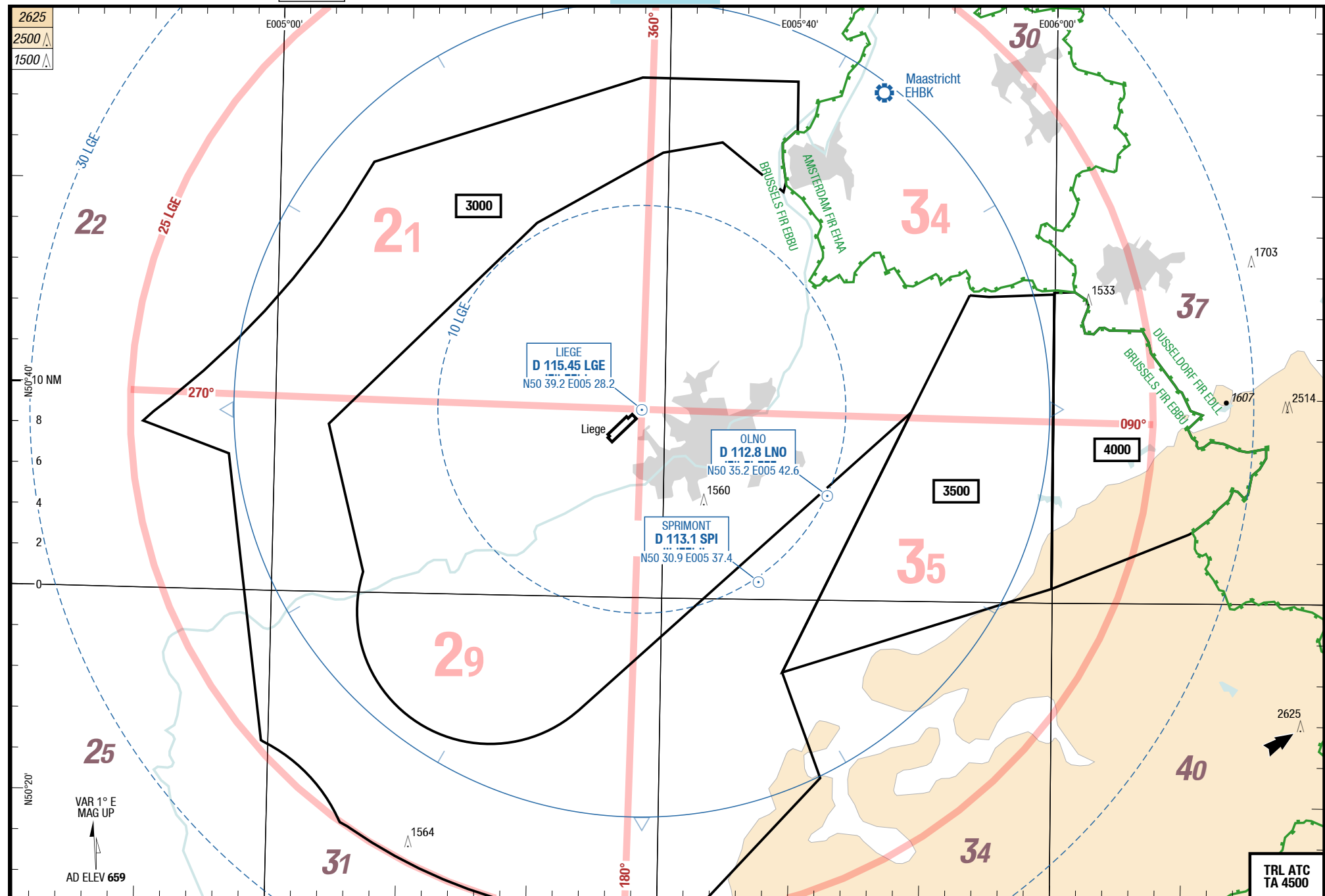
MRC

Liege Belgium

NIL

MRC

8-10



Changes: MSA, MGA, OBST