

**AD 2 PUBLIC AERODROMES****EBAW - ANTWERPEN / Deurne****EBAW AD 2.1 Aerodrome Location Indicator and Name**

EBAW - ANTWERPEN / Deurne

**EBAW AD 2.2 Aerodrome Geographical and Administrative Data**

1	ARP coordinates	511122N 0042737E
	Site of ARP at aerodrome	091° MAG / 780M from TWR
2	Direction and distance from (city)	2.9NM SE of Antwerp
3	Elevation / reference temperature	32FT / 22°C
4	Geoid undulation	148FT
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL
6	AD administration address	Luchthaven Antwerpen/Deurne Luchthavenlei 2100 Deurne BELGIUM
	TEL	+32 (0) 3 285 65 20 (H24)
	FAX	+32 (0) 3 285 65 01 (Airport Authority) +32 (0) 2 208 55 13 (Self-briefing)
	Telex	NIL
	AFS	EBAWYDYX
	Email	<a href="mailto:info@antwerpairport.aero">info@antwerpairport.aero</a> <a href="mailto:security@antwerpairport.aero">security@antwerpairport.aero</a> (H24)
7	Types of traffic permitted (IFR / VFR)	IFR / VFR
8	Remarks	NIL

**EBAW AD 2.3 Operational Hours**

1	AD Administration	0530-2200 (0430-2100)
2	Customs and immigration	Passengers: 0530-2200 (0430-2100) Goods: MON-FRI (HOL excl): 0700-1100 (0600-1000) and 1130-1700 (1030-1600) <i>Note: Customs clearance outside these hours is possible. Fees depend on the number of customs officers required and on the nature of operations.</i>
3	Health and sanitation	As AD Administration
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	As AD Administration
7	ATS	As AD Administration

8	Fuelling	<p>MON-FRI: 0430-2030 (0330-1930) SAT-SUN: 0530-2130 (0430-2030)</p> <ul style="list-style-type: none"> <li>• Uplifts outside these hours but within operational hours of EBAW possible subject to prior notice at surcharge of 100EUR per uplift (+ VAT, if applicable).</li> <li>• No fuel services available when EBAW is closed.</li> <li>• Air BP facilities are staffed as from 0430 (0330). Air BP may be contacted during operational hours on TEL, FAX or email: TEL: +32 (0) 475 44 97 79 Email: <a href="mailto:air.bp@flyinggroup.aero">air.bp@flyinggroup.aero</a></li> </ul>
9	Handling	As AD Administration
10	Security	As AD Administration
11	De-icing	As AD Administration
12	Remarks	<p>Occasionally the aerodrome may be opened outside the published hours with:</p> <ol style="list-style-type: none"> <li>the agreement of the Airport Authority;</li> <li>the payment of the allowances effected by the necessary personnel (1580.88 EUR per full hour, VAT excl);</li> <li>a written request forwarded to the Airport Authority which has to reach it at least the preceding day before 1100 (1000).</li> </ol> <p>These provisions are not applicable to scheduled and diversion flights. The provision mentioned in point c is not applicable to medical flights.</p>

### EBAW AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	Modern handling facilities available O/R (unlimited weight)									
2	Fuel types	AVGAS 100 LL and JET A1									
	Oil types	All types									
3	Fuelling facilities and capacity	<p>AVGAS 100 LL: 2 fixed pumps JET A1: 2 trucks (19 and 12.3m<sup>3</sup>, 2 x 800L/MIN)</p>									
4	De-icing facilities	AVBL									
5	Hangar space for visiting aircraft	NIL									
6	Repair facilities for visiting aircraft	All repairs									
7	Remarks	<p>Handling is compulsory for transport of arriving passengers and crew of general aviation and business flights, parked on apron 1 or general aviation terminal (local flights excepted). For handling, please contact:</p>									
		<p>Handling Regular Flights / Charter Flights</p> <table border="0"> <tr> <td style="text-align: center;">Aviapartner</td> <td style="text-align: center;">FENAIR</td> </tr> <tr> <td>TEL: +32 (0) 489 87 22 99</td> <td>TEL: +32 (0) 485 44 54 05</td> </tr> <tr> <td>TEL: +32 (0) 3 846 20 24</td> <td>Email: <a href="mailto:Soufiane.taleb@fenair.eu">Soufiane.taleb@fenair.eu</a></td> </tr> <tr> <td>Email: <a href="mailto:ops.anr@aviapartner.aero">ops.anr@aviapartner.aero</a></td> <td>Email: <a href="mailto:musty@fenair.eu">musty@fenair.eu</a></td> </tr> </table>		Aviapartner	FENAIR	TEL: +32 (0) 489 87 22 99	TEL: +32 (0) 485 44 54 05	TEL: +32 (0) 3 846 20 24	Email: <a href="mailto:Soufiane.taleb@fenair.eu">Soufiane.taleb@fenair.eu</a>	Email: <a href="mailto:ops.anr@aviapartner.aero">ops.anr@aviapartner.aero</a>	Email: <a href="mailto:musty@fenair.eu">musty@fenair.eu</a>
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<p>Handling General Aviation / Business Flight</p> <table border="0"> <tr> <td style="text-align: center;">ASL Jet Handling</td> <td style="text-align: center;">Flyinggroup</td> </tr> <tr> <td>TEL: +32 (0) 3 535 02 33</td> <td>TEL: +32 (0) 3 285 34 76</td> </tr> <tr> <td>Email: <a href="mailto:handling@aslgroup.eu">handling@aslgroup.eu</a></td> <td>TEL: +32 (0) 3 286 86 09</td> </tr> <tr> <td>URL: <a href="http://www.aslgroup.eu">www.aslgroup.eu</a></td> <td>Email: <a href="mailto:handling@flyinggroup.aero">handling@flyinggroup.aero</a></td> </tr> <tr> <td></td> <td>URL: <a href="http://www.flyinggroup.aero">www.flyinggroup.aero</a></td> </tr> </table>		ASL Jet Handling	Flyinggroup	TEL: +32 (0) 3 535 02 33	TEL: +32 (0) 3 285 34 76	Email: <a href="mailto:handling@aslgroup.eu">handling@aslgroup.eu</a>	TEL: +32 (0) 3 286 86 09	URL: <a href="http://www.aslgroup.eu">www.aslgroup.eu</a>	Email: <a href="mailto:handling@flyinggroup.aero">handling@flyinggroup.aero</a>		URL: <a href="http://www.flyinggroup.aero">www.flyinggroup.aero</a>
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### EBAW AD 2.5 Passenger Facilities

1	Hotels	In the city
2	Restaurants	At aerodrome and in the city
3	Transportation	Taxis, buses and car hire

4	Medical facilities	First aid treatment and recovery room Public ambulances and hospitals in the city (2.5KM)
5	Bank	Cash dispenser (EURO/GBP) in terminal building.
	Post office	In the city
6	Tourist information	At aerodrome / Tourist office in the city
7	Remarks	NIL

### EBAW AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	CAT 7
2	Rescue equipment	CAT 7 compliant
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

### EBAW AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	<ul style="list-style-type: none"> <li>• 1 wheel-loader with bucket</li> <li>• 2 trucks "UNIMOG" with snowplough (working width: 4.2M)</li> <li>• 1 truck "MBTRAC" with snowplough (working width: 4.2M)</li> <li>• 2 sweeper-blowers "SHÖRLING" (sweeping width: 3.3M)</li> <li>• 1 sweeper-blower "SWINGO" (sweeping width: 1 M)</li> <li>• 1 Sweeper "NEW HOLLAND" (sweeping width: 3.2M)</li> <li>• 1 sprayer of de-icing liquids (capacity: 4000L, spraying width: 30M)</li> </ul>
2	Clearance priorities	<ol style="list-style-type: none"> <li>1. RWY 11/29</li> <li>2. TWY A1, A2 and F</li> <li>3. Apron 1</li> <li>4. Apron 2</li> <li>5. TWY E, G, H and H3</li> <li>6. TWY B1, B2 and K</li> <li>7. Remaining part of the movement area, H2 and all roads outside the movement area</li> </ol>
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) used.
4	Specially prepared winter runways	Not applicable
5	Remarks	<p>Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC).</p> <p>Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the Airport Authority:</p> <p style="padding-left: 40px;">TEL: +32 (0) 3 285 65 02 or +32 (0) 3 285 65 32 or +32 (0) 496 24 59 50</p> <p>ASFT SAAB as an auxiliary means of evaluating the runway condition.</p>

### EBAW AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface	CONC / ASPH
	Apron strength	PCN 30/F/A/W/U (except General Aviation: MAX 5700KG)
2	Taxiway width	TWY A and F: 25M TWY B, E, G, H and J: 12M TWY K: 15M
	Taxiway surface	ASPH
	Taxiway strength	PCN 30/F/A/W/U (except TWY E, G and H MAX 5700KG)
3	ACL and elevation	At aprons (31FT)
4	VOR check points	NIL
	INS check points	At aircraft stands
5	Remarks	NIL

## EBAW AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	AVBL
	Taxiway guide lines	AVBL
	Visual docking / parking guidance system at aircraft stands	NIL
2	Runway markings	Designation, threshold, touchdown zone, centre line and edge lines, aiming point
	Taxiway markings	Centre line, edge lines and holding positions at the TWY/RWY intersections, intermediate holding position marking B1 for ILS critical area
3	Stop bars	TWY K
4	Remarks	Aircraft inbound to General Aviation will hold position on the taxi-guidance line when abeam the allocated parking stand number (stands 20 to 31). Stop the engine and push the aircraft on the allocated parking, nosewheel on the numbered yellow line. Marshalling service not available.

## EBAW AD 2.10 Aerodrome Obstacles

No Area 2 or Area 3 obstacle data sets are currently provided for EBAW.

Details on EBAW aerodrome obstacles can be found on chart [AD 2 EBAW AOC.01](#).

## EBAW AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBAW MET EBBR MET
2	Hours of service	EBAW MET: 0530-1730 (0430-1630) and 1730-2200 (1630-2100) in case of adverse weather conditions
	MET Office outside hours	EBBR MET: outside AD OPR HR and 1730-2200 (1630-2100) in case of non-adverse weather conditions
3	Office responsible for TAF preparation	EBBR
	Periods of validity	9HR
	Interval of issuance	3 HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	Personal consultation (during EBAW MET hours of service only), TEL
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Self-briefing terminal, FAX, real-time weather display
9	ATS units provided with information	Antwerpen TWR
10	Additional information	International aviation: TEL: +32 (0) 3 285 69 16 FAX: +32 (0) 2 206 28 29 (EBBR) Outside EBAW AMO hours of service: contact EBBR AMO (see <a href="#">EBBR AD 2.11</a> ).  VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSULTEL) <i>Note: Communications automatically recorded on tape.</i>

## EBAW AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
11	109.80°	1510 x 45	36/F/A/W/T ASPH	511130.70N 0042717.19E	THR 28FT
				511115.75N 0042823.45E	
				148 FT	
29	289.80°	1502 x 45	36/F/A/W/T ASPH	511115.75N 0042823.45E	THR 31FT TDZ 32FT
				511132.27N 0042710.17E	
				148 FT	

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
+0.06%	NIL	NIL	1630 x 300	NIL	NIL
-0.06%	NIL	8 x 150	1630 x 300	YES	NIL

Note: A grass strip of 600M x 18M is available next to the runway for aircraft with MTOW below 2000KG. PPR only.

## EBAW AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
11	1510	1510	1510	1366	NIL
29	1502	1510	1502	1502	NIL

## EBAW AD 2.14 Approach and Runway Lighting

RWY 11						
Approach lighting system	Type:	SALS		VASIS	Type:	PAPI (left / 3.5°)
	Length:	420M			MEHT:	57FT
Runway threshold lights	Intensity:	LIH		Touchdown zone lights	NIL	
	Colour:	green				
Runway end lights	Wing bars:	NIL		Stopway lights	NIL	
	Colour:	red				
Runway centre line lights	Wing bars:	NIL				
	Length:	1358M	white:	from 0 to 633M		
	Spacing:	15M	red / white:	from 633 to 1053M		
Runway edge lights	Intensity:	LIH	red:	from 1053 to 1358M		
	Length:	1328M	white:	from 0 to 1328M		
	Spacing:	30M				
Intensity:	LIH					
Remarks	Approach lighting system no LED AVBL.					

RWY 29				
<b>Approach lighting system</b>	Type:	SALS	<b>VASIS</b>	
	Length:	620M		
	Intensity:	LIH		
	Type:	PAPI (left / 3°)		
	MEHT:	54FT		
<b>Runway threshold lights</b>	Colour:	green	<b>Touchdown zone lights</b>	
	Wing bars:	NIL		
			NIL	
<b>Runway end lights</b>	Colour:	red	<b>Stopway lights</b>	
	Wing bars:	NIL		
			NIL	
<b>Runway centre line lights</b>	Length:	1510M	white:	from 0 to 732M
	Spacing:	15M	red / white:	from 732 to 1204M
	Intensity:	LIH	red:	from 1204 to 1510M
<b>Runway edge lights</b>	Length:	1510M	white:	from 0 to 1510M
	Spacing:	30M		
	Intensity:	LIH		
<b>Remarks</b>	Approach lighting system no LED AVBL.			

### EBAW AD 2.15 Other Lighting, Secondary Power Supply

1	<b>ABN / IBN location, characteristics and hours of operation</b>	NIL
2	<b>LDI location and lighting</b>	NIL
	<b>WDI location and lighting</b>	Next to apron 2 (lighted) At THR 11 (lighted) At THR 29 (lighted)
3	<b>Taxiway edge lighting</b>	TWY A1, A2, F
	<b>Taxiway centre line lighting</b>	TWY A1, A2, F and K
4	<b>Secondary power supply</b>	To all lighting at aerodrome
	<b>Switch-over time</b>	0 SEC
5	<b>Remarks</b>	Blue reflective edge markers are installed on TWY A, B, E, F, G, H and J.

### EBAW AD 2.16 Helicopter Landing Area

See chart [AD 2 EBAW ADC.01](#).

### EBAW AD 2.17 ATS Airspace

1	<b>Designation</b>	Antwerpen CTR
	<b>Lateral limits</b>	511606N 0041600E - 511606N 0043737E - 511005N 0044746E - 510432N 0041845E - an arc of circle, 8NM radius, centred at 511107N 0042600E and traced clockwise to 511606N 0041600E.
2	<b>Vertical limits</b>	2500FT AMSL
3	<b>Airspace classification</b>	D
4	<b>ATS unit call sign</b>	Antwerpen Tower
	<b>Language(s)</b>	En
5	<b>Transition altitude</b>	4500FT AMSL
6	<b>Remarks</b>	Antwerpen CTR is only active during EBAW operational hours. Activation may be checked with Brussels FIC. OPR HR may vary. Therefore, outside activation times, pilots shall maintain a listening watch with Brussels FIC. UAS can be encountered in UAS geographical zones EBAW VLL0, VLL1 and VLL2 (for specifications, see <a href="#">ENR 5.1, § 4</a> ). Systematic tracking of UAS by ATC cannot be ensured.

**EBAW AD 2.18 ATS Communication Facilities**

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Antwerpen Tower	135.205	HS	Primary frequency 8.33 KHZ CH
		119.700MHZ	HS	Supplementary frequency without protection
		121.500MHZ	HS	Emergency frequency
	Antwerpen Ground	121.905	HS	Ground movement control 8.33 KHZ CH
ATIS	Antwerpen Information	124.205	H24	D-ATIS available (see <u>GEN 3.4. § 3.4.2</u> ) 8.33 KHZ CH
VDF	Antwerpen Homer	135.205	HS	8.33 KHZ CH
		121.500MHZ	HS	NIL

**EBAW AD 2.19 Radio Navigation and Landing Aids**

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (1°E/2020)	ANT	113.500MHZ CH 82X	H24	511125.7N 0042821.3E	100FT	Coverage: 40NM/FL250
NDB	ONW	355KHZ	H24	511002.7N 0043358.4E		Coverage: 50NM Collocated with OM ILS 29
ILS 29 (CAT I)						
LOC	IAD	111.750MHZ	H24	511133.7N 0042704.0E		290° GEO / 0.89NM from THR 29 No back beam available LOC only reliable within 35° either side of course line
GP		333.350MHZ	H24	511115.6N 0042805.8E		Slope 3° RDH 52FT
DME	IAD	CH 54Y	H24	511115.6N 0042805.8E	30FT	Collocated with GP
OM	dash / dash	75MHZ	H24	511002.2N 0043358.7E		3.73NM from THR 29 or use IAD DME fix
MM	dot / dash	75MHZ	H24	511105.5N 0042911.1E		0.53NM from THR 29 or use IAD DME fix

**EBAW AD 2.20 Local Aerodrome Regulations****1 GENERAL****1.1 Use of SSR**

In order to improve safety, the carriage and operation of a serviceable Mode S transponder with basic functionality is mandatory for all aircraft operating within Antwerpen CTR. An exemption to this rule may be granted, provided that the request is made before the flight by telephone to the Antwerpen ATS authority.

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## 2 TAXI REGULATIONS

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### 2.1 Taxiway Restrictions

Aircraft with wingspan exceeding 29M can only use TWY A and F.

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## 3 APRON REGULATIONS

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### 3.1 Apron Restrictions

Aircraft with wingspan exceeding 29M can only park on Apron 1.

### 3.2 Aircraft Stand Regulation

Stand 111: follow-me and marshalling is available whenever alternate stand is needed.

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## 4 RUNWAY REGULATIONS

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### 4.1 Selection of Runway-in-use

Weather and traffic permitting, ATC will use RWY 11 in preference to RWY 29 for departing aircraft with a weight exceeding 5700KG.

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## 5 SPECIFIC TRAFFIC REGULATIONS

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### 5.1 Glider Flights

Glider flights are prohibited.

### 5.2 ULM Flights

ULM flights are prohibited.

### 5.3 Balloon Flights

Balloon flights will only be permitted in Antwerpen CTR if the traffic situation permits. The request shall be made prior to flight by TEL to Antwerpen TWR.

### 5.4 Parachuting

Parachuting is prohibited.

### 5.5 Acrobatic Flights

Acrobatic flights are prohibited.

### 5.6 Banner Towing

Banner towing is prohibited.

### 5.7 Training and Test Flights

Training flights (incl touch-and-go, stop-and-go and multiple approaches) are allowed from MON to SAT (HOL excl) between 0800 and 1900 (0700 and 1700). Maximum two aircraft for touch-and-go will be accepted simultaneously. ATC will endeavour to alternate the circuits to be flown. Touch-and-go and stop-and-go circuit training flights shall be flown at 1500ft during night (as published on chart [AD 2.EBAW-VAC.02](#)).

Helicopter training is limited to maximum four circuits per hour. Helicopter ground training may only take place at heli 2 spot, after prior permission from the Airport Authority has been obtained.

Following training activities are forbidden:

- local training flights of MIL jet aircraft (transport aircraft excl);



- training flights of aircraft with MTOW exceeding 50T (unless prior permission has been obtained from the Airport Authority);
- training flights without full-stop landing (unless prior permission has been obtained from the Airport Authority);
- when RWY 29 is in use: simulated engine failure after take-off;
- when RWY 11 is in use: simulated forced landing.

## 5.8 Safety instructions

All aircraft crew and airport personnel are required to wear high visibility clothing at all times when airside, in accordance with EU standard 471.

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## EBAW AD 2.21 Noise Abatement Procedures

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### 1 GENERAL

Aircraft operating to or from EBAW must be noise certificated according to *ICAO Annex 16*.

Aircraft with MTOW below 2000KG, performing touch-and-go should have a maximum noise level of 76dB (CAA certified). These aircraft need prior approval from the Airport Authority.

The use of reverse thrust should be kept to a minimum, compatible with the safety of the aircraft.

### 2 GROUND PROCEDURES

#### 2.1 Engine Tests

Engine test runs in the open air and without silencers may only take place between 0700 and 1800 (0600 and 1700), except on SUN and public holidays (as listed in [GEN 2.1, § 6](#)) and on the condition that a previous authorization has been obtained from the Airport Authority.

Idle thrust engine test runs in the open air and without silencers must be restricted to the very minimum. A prior permission from the Airport Authority is required.

The Airport Authority has the right to stop or restrict all ongoing tests in the event of violation of airport regulations or circumstances arising that necessitate such a decision.

Aircraft with MTOW of 2000KG are allowed to perform engine test runs at the N-side of the airfield at the designated location. Aircraft over 2000KG MTOW are obliged to execute their engine test runs on H2.

### 3 ARRIVAL PROCEDURES

NIL

### 4 DEPARTURE PROCEDURES

#### 4.1 Noise Abatement Take-off and Climb Procedures

Using full take-off thrust climb with the maximum gradient compatible with safety until passing through 800FT QNH. Then reduce thrust so as to maintain  $V_2 + 15KT$  and climb at a rate of 1000FT/MIN until 3000FT QNH. Above this altitude, resume normal climb procedure.

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## EBAW AD 2.22 Flight Procedures

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### 1 GENERAL

#### 1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below the following minima:

- RWY 11: 150M RVR;
- RWY 29: 150M RVR.

For specific landing minima: see instrument approach charts ([EBAW AD 2.24](#)).

## 2 IFR FLIGHTS (INBOUND)

### 2.1 Holding Patterns

#### ANTWERPEN (ANT)

Fix	ANT DVOR/DME
Turn / inbound track (MAG)	Right / 290°
Holding level (MNM)	2000FT QNH
Remarks	185 KIAS MAX

### 2.2 Approach Procedures

#### 2.2.1 General

If the MET conditions permit a visual straight-in or a direct approach on RWY 11, aircraft shall not intercept the approach slope of the PAPI (3.5°) below 1700FT AMSL.

When cleared for a visual approach, aircraft shall not intercept the final APCH path below 1000FT AMSL.

#### 2.2.2 RNP RWY 11

Pilots shall request RNP approach on first contact with Brussels APP.

#### PATH TERMINATORS

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM/ MIN)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	ANT	IF	N			+3000		-220		RNP APCH	IAF
2	NIK	TF	N	262.1	R	@3000	11.0			RNP APCH	
3	ARPUR	TF	N	293.5	R		4.1			RNP APCH	
4	BEVRI	TF	N	039.7	R		5.0			RNP APCH	IF
5	AW11F	TF	N	109.7		@3000	3.6			RNP APCH	FAF
6	RW11	TF	Y	109.7			7.8		-3.50°/50	RNP APCH	MAPt
7	AW011	TF	Y	109.7	L		4.7	-160		(RNP APCH)*	MATF
8	ANT	DF				@2000					MAHF

\* revert to conventional

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

#### WAYPOINTS

	ID	LATITUDE	LONGITUDE
	ARPUR	511131.8N	0040505.2E
IF	BEVRI	511522.1N	0041010.5E
FAF	AW11F	511409.1N	0041534.0E
MAPt	RW11	511130.70N	0042717.19E
MATF	AW011	510956.4N	0043415.1E

**2.2.3 Standard Instrument Arrivals**

STAR have been established as shown on chart AD 2.EBAW-STAR.01 and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
<b>BATTY4A</b>	BATTY				NIL
		296°	30.4	FL 70	
	FLO DVOR				
		322°	18.3	FL 70	
	BUN DVOR				
		286°	14.6	4000FT	
<b>LNO4A</b>	LNO DVOR				NIL
		308°	28.0	FL 70	
	FLO DVOR				
		322°	18.3	FL 70	
	BUN DVOR				
		286°	14.6	4000FT	
<b>ARVOL3A</b>	ARVOL				NIL
		034°	45.5	FL 80	
	NIK DVOR				
		081°	11.0	4000FT	
<b>TULNI4A</b>	TULNI				TULNI MAX FL 180 To be used only when MIL activities permit
		054°	20.2	FL 90	
	AKOVI				
		034°	30.7	FL 80	
	NIK DVOR				
		081°	11.0	4000FT	
<b>KOK4A</b>	KOK VORTAC				NIL
		084°	57.9	FL 80	
	NIK DVOR				
		081°	11.0	4000FT	
<b>WOODY3A</b>	WOODY				NIL
		204°	7.5	FL 80	
	8.4 DME NIK				
		117°	-	4000FT	
	ANT DVOR				

**2.2.4 Instrument Approach Procedures**

If the meteorological conditions permit a visual straight-in or a direct approach on RWY 11, aircraft shall not intercept the approach slope of the PAPI (3.5°) below 1700FT AMSL. When cleared for a visual approach on RWY 29, aircraft shall not intercept the final approach path below 1000FT AMSL.

**2.2.5 Missed Approach**

Unless instructed otherwise by ATC, the missed approach procedures as published on the instrument approach charts (see EBAW AD 2.24) shall be followed.

**3 IFR FLIGHTS (OUTBOUND)****3.1 Starting Procedures**

In order to allow ATC units to co-ordinate ATC clearances, pilots shall request start-up 10MIN before it is expected that the aircraft will be ready to request taxi instructions.

The ATC clearance issued upon this initial call is based on the assumption that, from the time of readiness, an average period of 10MIN is needed for start-up, taxi and take-off manoeuvres.

Consequently, any call made deliberately in advance of the 10MIN required here above and made without reasonable assurance of being ready in time, may result in disruption of the departure sequence and cause delay for the operators.

**3.2 Departure Procedures****3.2.1 Standard Instrument Departures**

SID have been established as shown on the SID charts (see [EBAW AD 2.24](#)) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance.

*Note: ATC may deviate from these routes.*

**RWY 11**

Designator	Route	Remarks
<b>GILOM3E</b>	Climb straight ahead. At 1500FT QNH RT to intercept R-003 BUB INBD to BUB, GILOM next.	At ATC discretion only.
<b>GILOM3F</b>	Climb straight ahead. At 1500FT QNH DCT to BUN, GILOM next.	At ATC discretion only.
<b>GILOM3G</b>	Climb straight ahead. At 1500FT QNH RT to intercept R-098 NIK INBD to NIK. BUB, GILOM next.	At ATC discretion only.
<b>NIK4E</b>	Climb straight ahead. At 1500FT QNH RT to intercept R-098 NIK INBD to NIK.	NIL
<b>PUTTY6E</b>	Climb straight ahead. At 1500FT QNH, LT to intercept R-003 BUB, LT to intercept R-307 BUN to PUTTY.	At ATC discretion only.
<b>PUTTY2G</b>	Climb straight ahead. At 1500FT QNH RT to intercept R-098 NIK INBD to NIK. RT to intercept R-025 NIK to PUTTY.	At ATC discretion only.
<b>SONDI5E</b>	Climb straight ahead. At 1500FT QNH LT to intercept R-089 ANT to SONDI.	NIL

**RWY 29**

Designator	Route	Remarks
<b>GILOM4B</b>	At 600FT QNH LT to intercept R-078 NIK INBD to NIK, BUB, GILOM next.	At ATC discretion only.
<b>GILOM3C</b>	At 600FT QNH LT to intercept R-338 BUB INBD to BUB, GILOM next.	At ATC discretion only.
<b>GILOM4D</b>	At 600FT QNH LT to intercept R-275 BUN INBD to BUN, GILOM next.	At ATC discretion only.
<b>NIK5C</b>	At 600FT QNH LT to intercept R-078 NIK INBD to NIK.	NIL
<b>PUTTY6C</b>	At 600FT QNH LT to intercept R-078 NIK INBD. When crossing R-342 BUB RT to intercept R-344 BUB to PUTTY.	At ATC discretion only.
<b>PUTTY2B</b>	At 600FT QNH LT to intercept R-078 NIK INBD to NIK. RT to intercept R-025 NIK to PUTTY.	At ATC discretion only.
<b>SONDI6C</b>	At 600FT QNH LT to intercept R-078 NIK INBD. When crossing R-337 BUB LT to intercept QDM-073 ONW to ONW. At ONW continue on QDR-073 ONW to intercept R-085 NIK to SONDI.	NIL

**3.2.2 ATC Climb Requirements**

When taking off from RWY 29, a minimum PDG of 5.2% has to be maintained until leaving 600FT QNH. If unable to comply with this climb gradient, pilots shall advise ATC in advance.

Pilots-in-command of departing aircraft 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 routing via SPI-LIRSU-AMASI.

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## 4 LOW VISIBILITY PROCEDURES

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### 4.1 Facilities and Equipment Available

#### 4.1.1 Runways

RWY 29 and RWY 11 are approved for low visibility take-off when RVR  $\geq$  150M.

The runway is equipped with markings, threshold lights, edge lights, end lights and centre line lights (15M spacing in two electrical circuits).

#### 4.1.2 Taxiways

During the preparation phase and the termination phase taxiing will be done by preference on TWY A and F.

During the operations phase taxiing will only be authorized on TWY A and F.

Departures from RWY 29 can expect taxi via A1-A2 followed by a backtrack.

Departures from RWY 11 can expect taxi via A1-F.

#### 4.1.3 Communications

Pilots will be informed of the start and termination of the LVP by RTF.

### 4.2 Criteria for the Initiation and Termination of LVP

The preparation phase will start when visibility or RVR (whichever is lower) falls below 800M and further deterioration is expected. The operations phase will start when RVR falls below 550M.

The operations phase will be terminated when RVR is  $\geq$  550M and a continuing improvement is anticipated. The termination phase ends when the RVR or visibility (whichever is lower) reaches 800M.

### 4.3 Other Information

During the operational phase the movement of traffic on the manoeuvring area is limited to one aircraft at a time, guided by a follow-me car. A follow-me car will guide the aircraft from its stand to the runway holding point and (after clearance from Antwerpen TWR) further to the line-up position.

After the follow-me car has reported vacating the runway, the pilot will be instructed to report "ready for departure". The next aircraft for departure may only start its (guided) taxi when the preceding departure has reported being airborne.

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## 5 VFR FLIGHTS

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Before entering Antwerpen CTR, VFR flights must establish and maintain two-way radio communications with the designated ATC unit on the appropriate frequency. They must comply with ATC instructions.

### 5.1 Inbound and Outbound Traffic

#### 5.1.1 General

Radio is compulsory.

The altitude to enter, to leave or to fly within the CTR will be instructed by ATC. Unless otherwise instructed by Antwerp TWR, pilots shall use the predetermined VFR routes and they shall enter and leave the CTR via the visual reporting points on these routes.

### 5.1.2 Visual Reporting Points

Name	Associated landmark	Position
ALBER	Schoten, junction of Albert Canal and Schoten waterway	511417N 0043002E
DELTA	Beveren, dock left bank new port	511710N 0041359E
DUFFY	Duffel, railway bridge on the river Nete	510509N 0042941E
EKERE	Ekeren, switch-yard with three-way railways crossing	511713N 0042559E
HOTEL	Herentals, railway bridge over Albert Canal	511023N 0044829E
KALLO	Kallo village	511510N 0041656E
KONTI	Kontich, cloverleaf E19	510735N 0042545E
PORTA	Merksem, event hall Sportpaleis	511351N 0042628E
RUPEL	Rupelmonde, junction of rivers Rupel and Schelde	510714N 0041830E
TANGO	Temse, bridge on the river Schelde	510714N 0041308E
WISKY	Rupel Yacht Club north of Willebroek	510448N 0042159E
ZOREL	Zoersel, intersection of cloverleaf motorway E34 and hight tension line	511437N 0044206E

Note: Visual reporting points DELTA, HOTEL, KALLO and PORTA can be used at ATC discretion only.

### 5.1.3 VFR Routes

#### Inbound Traffic

<b>From south and west</b>	Traffic shall route via: <ul style="list-style-type: none"> <li>• TANGO - RUPEL - KONTI</li> <li>• WISKY - KONTI</li> <li>• DUFFY - KONTI</li> </ul> After KONTI expect to join the southern circuit.
<b>From north and east</b>	Traffic shall route via: <ul style="list-style-type: none"> <li>• EKERE - ALBER</li> <li>• ZOREL - ALBER</li> </ul> After ALBER expect to join the northern circuit.

#### Outbound Traffic

<b>To south and west</b>	Traffic shall route via: <ul style="list-style-type: none"> <li>• KONTI - RUPEL - TANGO</li> <li>• KONTI - WISKY</li> <li>• KONTI - DUFFY</li> </ul>
<b>To north and east</b>	Traffic shall route via: <ul style="list-style-type: none"> <li>• ALBER - EKERE</li> <li>• ALBER - ZOREL</li> </ul>

## 5.2 Local Flights

### 5.2.1 General

Radio is compulsory.

### 5.2.2 By Day

Local VFR flights shall remain in the aerodrome traffic circuit depicted on chart AD2 EBAW VAC.02 and shall be operated at an altitude of 1000FT AMSL MNM.

### 5.2.3 At Night

Minima for local VFR flights at night:

- ceiling: 1500FT (450M)
- ground visibility: 5KM

Such flights shall remain within 3KM from the ARP and continuously in sight of the TWR. They shall be operated at an altitude of 1500FT AMSL MNM.

Only two aircraft will be given authorization for night flight at the same time.

### 5.2.4 Take-off from RWY 11

Aircraft taking off from RWY 11 shall maintain runway heading until reaching 700FT AMSL and comply with the prescribed aerodrome traffic circuit.

**5.2.5 Landing on RWY 29**

When on final approach for RWY 29 and until touchdown, VFR flights shall not descend below the glide slope indicated by the PAPI.

**6 HELICOPTER FLIGHTS**

See chart [AD 2 EBAW-VAC.03](#)

**7 RADIO COMMUNICATION FAILURE**

If an aircraft does not succeed in landing within the 30MIN normally allowed to make its approach and landing, it must leave Antwerpen CTR on a track of 310° MAG at 2000FT QNH or below and land at the first suitable aerodrome where the meteorological conditions permit a visual approach and landing.

**EBAW AD 2.23 Additional Information****1 ATIS**

ATIS messages serving inbound and outbound traffic are broadcasted H24 (see [EBAW AD 2.18](#))

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	ANTWERP	Antwerp...
Alphabetical designator	INFO (A till Z)	Information... (alfa - zulu)
ATIS Time	HHMM	....
Type of approach to be expected	TYPE APCH	Expecting vectoring...
Runway in use for ARR and DEP	RiU for ARR and DEP	RWY... for ARR and DEP
RSCD time		Runway surface condition at....
RSCD for complete RWY or per third part of RWY including depth	TDZ...UP TO...mm MID...UP TO...mm END...UP...mm	touchdown zone...up to...mm middle...up to...mm end...up to...mm
RWYCC	RWYCC	Runway condition code...
Transition level	TRL	Transition level...
Operational status	OPS STS	...
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	CAVOK or visibility...
RVR	RVR (RWY) TDZ / M	RVR runway... ..metres, ...
Present weather	WX	weather...
Cloud base or vertical visibility	CLD VV / FT	Cloud...or vertical visibility...
Air temperature	T	Temperature...
Dewpoint temperature	DP	Dewpoint...
Altimeter settings	QNH	QNH...
Recent weather	REWX	Recent...
Supplementary meteorological phenomena	SIGWX	Wind shear..., cumulonimbus in climb out, severe icing,...
Landing forecast TREND	TREND	NOSIG, trend BCMG...or trend TEMPO...
CONFIRM ATIS	CFM...(A till Z)	Confirm information...(alfa - zulu) on first contact

When rapidly changing weather conditions make it inadvisable to include a weather report in the ATIS broadcast, the weather data are omitted and replaced by the phrase "MET REPORT OMITTED DUE TO RAPID CHANGES". The omitted data can be requested from ATC.

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase "INFORMATION ... (alphabetical designator) RECEIVED". ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

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## EBAW AD 2.24 Charts Related to EBAW

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AD 2.EBAW-ADC.01	Aerodrome Chart - ICAO
AD 2.EBAW-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Marking and Lighting Aids
AD 2.EBAW-ADC.03	Aerodrome Chart - ICAO. Appendix 2: Hot Spots
AD 2.EBAW-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)
AD 2.EBAW-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.EBAW-STAR.01	Standard Arrival Chart - Instrument - ICAO
AD 2.EBAW-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 11
AD 2.EBAW-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 29
AD 2.EBAW-IAC.01	Instrument Approach Chart - ICAO: ILS or LOC RWY 29
AD 2.EBAW-IAC.02	Instrument Approach Chart - ICAO: RNP RWY 11
AD 2.EBAW-IAC.02a	Instrument Approach Chart - ICAO: RNP RWY 11. Appendix: FAS Datablock
AD 2.EBAW-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 11
AD 2.EBAW-IAC.04	Instrument Approach Chart - ICAO: VOR RWY 29
AD 2.EBAW-VAC.01	Visual Approach Chart - ICAO
AD 2.EBAW-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit
AD 2.EBAW-VAC.03	Visual Approach Chart - ICAO. Appendix 2: Helicopter Procedures