

# EBLG - LIÈGE / Liège

## EBLG AD 2.1 Aerodrome Location Indicator and Name

EBLG - LIÈGE / Liège

## EBLG AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	503811N 0052634E
	Site of ARP at aerodrome	261° MAG / 785M from TWR
2	Direction and distance from (city)	5NM W of Liège
3	Elevation / reference temperature	651FT / 22°C
4	Geoid undulation	153FT
5	Magnetic variation / annual change	2°E (2020) / INFO not AVBL
6	AD administration address	<b>Airport Authority:</b> Service Public de Wallonie Direction de l'aéroport de Liège Mr. Anselme (Airport Commander) Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM  <b>Airport Management:</b> Liège Airport SA Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM
	TEL	Service Public de Wallonie: +32 (0) 4 234 84 07 (Airport Authority, 0700-1500 (0600-1400)) +32 (0) 4 234 84 29 (Airport Inspection, H24)  Liège Airport SA: +32 (0) 4 234 84 11 (0700-1500 (0600-1400))
	FAX	Service Public de Wallonie: +32 (0) 4 234 84 08 (Airport Authority, 0700-1500 (0600-1400)) +32 (0) 4 234 84 20 (Airport Inspection, H24)  Liège Airport SA: +32 (0) 4 234 84 04 (0700-1500 (0600-1400)) +32 (0) 4 234 85 61 (H24)
	Telex	NIL
	AFS	EBLGYDYX (Airport Authority)
	Email	<a href="mailto:inspection-eblg@spw.wallonie.be">inspection-eblg@spw.wallonie.be</a> (Airport Inspection)
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

## EBLG AD 2.3 Operational Hours

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24

7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

## EBLG AD 2.4 Handling Services and Facilities

1	<b>Cargo-handling facilities</b>	Modern handling facilities Nearest railway siding: Cargo Village (1KM)
2	<b>Fuel types</b>	AVGAS 100 LL and JET A1
	<b>Oil types</b>	NIL
3	<b>Fuelling facilities and capacity</b>	<p>AVGAS 100 LL (sold via Liège Airport):</p> <ul style="list-style-type: none"> <li>• 1 tank 38M<sup>3</sup></li> <li>• 1 truck 5000l</li> </ul> <p>JET A1:</p> <ul style="list-style-type: none"> <li>• 3 trucks 85000L, 3000L/MIN</li> <li>• 3 trucks 60000L, 3000L/MIN</li> <li>• 3 trucks 40000L, 3000L/MIN</li> <li>• 2 Hydrant Cars, 3000L/MIN</li> </ul> <p>BP, Q8, TF, Vitol, WFS and TUI fuel cards accepted via TF, Q8 and WFS. Credit cards accepted via TF.</p>
4	<b>Oxygen</b>	NIL

5	Starting Units	NIL
6	De-icing facilities	AVBL
7	Hangar space for visiting aircraft	NIL
8	Repair facilities for visiting aircraft	Small repairs
9	Remarks	<p>Handling mandatory for aircraft with MTOW over 3 T except for home-based aircraft.</p> <p>AVIAPARTNER LIEGE SA (CH 131.455)  TEL: +32 (0) 4 225 51 85  FAX: +32 (0) 4 234 84 36  SITA: LGGLHXH (cargo flights)  SITA: LGGAPXH (passenger flights)  Email: <a href="mailto:lgg.ops@aviapartner.aero">lgg.ops@aviapartner.aero</a>  URL: <a href="http://www.aviapartner.aero">www.aviapartner.aero</a></p> <p>AVIAPARTNER LIEGE EXECUTIVE (CH 131.455)  TEL: +32 (0) 4 234 84 35  FAX: +32 (0) 4 234 84 36  SITA: LGGAPXH  Email: <a href="mailto:lgg.executive@aviapartner.aero">lgg.executive@aviapartner.aero</a></p> <p>LACHS OPS 24/7 (CH 131.980)  TEL: +32 (0) 4 234 73 76  TEL: +32 (0) 4 234 73 82  FAX: +32 (0) 4 234 00 80  SITA: LGGAP7X  Email: <a href="mailto:ops@lachs.be">ops@lachs.be</a></p> <p>SWISSPORT CARGO SERVICES BELGIUM NV  TEL: +32 (0) 4 224 61 00  TEL: +32 (0) 4 224 61 01  TEL: +32 (0) 4 224 61 03  FAX: +32 (0) 4 224 61 45  SITA: LGGCS8X  Email: <a href="mailto:LGG.Cargo16@swissport.com">LGG.Cargo16@swissport.com</a></p> <p>SWISSPORT PAX  TEL: +32 (0) 2 788 32 64  Email: <a href="mailto:LGG.Operations@swissport.com">LGG.Operations@swissport.com</a></p> <p>TAY AIRPORT SERVICES (CH 131.405)  TEL: +32 (0) 4 239 36 36  FAX: +32 (0) 4 239 36 39  SITA: LGGOW3V  Email: <a href="mailto:LGG.handling@tnt.com">LGG.handling@tnt.com</a>  URL: <a href="http://www.tntairways.com">www.tntairways.com</a></p> <p>AERO SERVICES  TEL: +32 (0) 4 235 88 34  TEL: +32 (0) 473 88 56 00  Email: <a href="mailto:aeroservices@aeroservices.be">aeroservices@aeroservices.be</a></p> <p>FENAIR  TEL: +32 (0) 4 854 54 05  Email: <a href="mailto:musty@fenair.eu">musty@fenair.eu</a></p> <p>ASL JET HANDLING  TEL: +32 (0) 3 535 02 33  Email: <a href="mailto:handling@aslgroup.eu">handling@aslgroup.eu</a>  URL: <a href="http://www.aslgroup.eu">www.aslgroup.eu</a></p> <p>For business aviation handling facilities, a demarcated area is exclusively managed by ASL for aircraft matching the following criteria: less than 30 seats, wingspan of less than 30M, landing gear of less than 6m and a maximum MTOW of 34T. The use of that demarcated area is mandatory for business aircraft matching the criteria. Contact ASL or the handler of your choice for more information.</p>

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**EBLG AD 2.5 Passenger Facilities**

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1	<b>Hotels</b>	Near aerodrome and in the city.
2	<b>Restaurants</b>	At aerodrome and in the city
3	<b>Transportation</b>	Taxis, buses and car hire.
4	<b>Medical facilities</b>	First aid treatment, recovery room and ambulances Hospitals in Liège (10KM)
5	<b>Bank</b>	Cash dispenser in passenger terminal
	<b>Post office</b>	In the city
6	<b>Tourist information</b>	At aerodrome / Tourist office in the city
7	<b>Remarks</b>	NIL

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**EBLG AD 2.6 Rescue and Fire Fighting Services**

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1	<b>Aerodrome category for fire fighting</b>	CAT 10
2	<b>Rescue equipment</b>	Water supply: 300 M³ on North apron; 200 M³ on South apron. RFFS vehicles: VM01-VM02-VM03: massive attack vehicles; PS09: mobile command unit; Rescue 123: logistics; Ambulance.
3	<b>Capability for removal of disabled aircraft</b>	No dedicated removal equipment on site, contact authority.
4	<b>Remarks</b>	NIL

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**EBLG AD 2.7 Seasonal Availability - Clearing**


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1	<b>Types of clearing equipment</b>	<p><b>Manoeuvring area (runways and taxiways):</b></p> <ul style="list-style-type: none"> <li>• 5 runway snow ploughs Schmidt (6M blade)</li> <li>• 2 runway snow ploughs Boschung (8M blade)</li> <li>• 1 snow blower Boschung (3000 T/HR)</li> <li>• 1 snow blower Schmidt (5000 T/HR)</li> <li>• 3 de-icers for taxiway/runway (liquid and solid)</li> </ul> <p><b>Traffic area (aprons and service roads):</b></p> <ul style="list-style-type: none"> <li>• 1 snow plough with 2.5M blade + solid de-icing spreader</li> <li>• 1 snow plough with 1.5M blade + solid de-icing spreader</li> <li>• 2 snow ploughs with 2.5M blade + liquid de-icing spreader</li> <li>• 1 tractor with blade + liquid de-icing spreader</li> <li>• up to 4 tractors with blade for stand positions (sub-contractors)</li> </ul>
2	<b>Clearance priorities</b>	<ol style="list-style-type: none"> <li>1. RWY 04R/22L and appropriate TWYs</li> <li>2. Apron</li> <li>3. RWY 04L/22R and other TWYs</li> <li>4. Remaining part of the movement area</li> </ol>
3	<b>Use of material for movement area surface treatment</b>	<ul style="list-style-type: none"> <li>• KAC (potassium acetate fluids)</li> <li>• NAFO (sodium formate solids)</li> </ul>
4	<b>Specially prepared winter runways</b>	Not applicable
5	<b>Remarks</b>	<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 (Service Publique de Wallonie):</p> <p>TEL: +32 (0) 4 234 84 29  Email: <a href="mailto:inspection-eblg@spw.wallonie.be">inspection-eblg@spw.wallonie.be</a> (Airport Inspection)  FAX: +32 (0) 4 234 84 20</p> <p>Braking action measured by Mu-meter or SARSYS Friction Tester on compacted snow and ice only.</p>

**EBLG AD 2.8 Aprons, Taxiways and Check Locations Data**

1	Apron surface	CONC / ASPH
	Apron strength	Apron north: PCN 89/R/B/W/T (stands 110 to 128) Apron north: PCN 81/R/B/W/T (stands 130 to 140) P1, P2 and P3: PCN 80/R/B/W/T De-icing zone: PCN 89/R/B/W/T Apron P0: PCN 24/F/B/W/T
2	Taxiway width	TWY A2, A3, A4 and A5: 30M TWY B (situated BTN TWY C0 and C4): 45M TWY C1: 25M / C2: 28M / C3: 15M / C4: 27M TWY C0, S2, S3, S4, S5 and S6: 30M TWY N0, N1, N2, D0, D1 and D2: 25M TWY N4: 15M TWY Z6: 13M
	Taxiway surface	TWY A2, A3, A4, A5, B, N4, S2, S3 and S4: CONC / ASPH TWY D0, D1 and D2: CONC TWY C0, C1, C2, C3, C4, N0, N1, N2, S5, S6 and Z6: ASPH
	Taxiway strength	S2 and S3: PCN 95/F/B/W/T S4: PCN 101/F/B/W/T S5: PCN 88/R/B/W/T S6: PCN 145/F/B/W/T C0, N0 and N1: PCN 133/F/B/W/T C1: PCN 127/F/B/W/T C2: PCN 81/F/B/W/T C3: PCN 56/R/A/W/T C4: PCN 158/F/A/W/T N2: PCN 133/F/B/W/T A2, A3 and A4: PCN 94/R/B/W/T A5: PCN 88/R/B/W/T D0, D1 and D2: PCN 111/F/B/W/T Z6: PCN 24/F/B/W/T
3	ACL and elevation	Apron P1 (596FT) Apron P2 (602FT) Apron P3 (608FT) Apron NORTH (604FT) Apron P0 (606FT)
4	VOR check points	NIL
	INS check points	At aircraft stands
5	Remarks	<b>Compass deviation exceeding 10° may occur on apron P1, P2 and P3.</b> Back track and 180° turn not allowed on RWY 04R/22L between S5 to S6. On TWY S3, exit towards or entry from the westward side of TWY A2 is allowed for aircraft ICAO Code C MAX. On TWY S5, right turn onto RWY 04R/22L toward TWY S6 is not allowed. On TWY C1, right turn onto RWY 04L/22R is limited to wingspan MAX 65M. C5 and N3 are concrete strips: U/S for aircraft, only serviceable for airport inspection. Apron E AVBL for traffic up to 10 T and with wingspan MAX 24 M. Apron AVBL 30 MIN before SR until 30MIN past SS unless, in exceptional circumstances, authorised by airport inspection and with assistance of a follow-me car. Apron closed in LVP. Caution: opposite traffic possible. Before taxi to the holding point, contact ATC for traffic information.

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

1	<b>Aircraft stand identification signs</b>	AVBL
	<b>Taxiway guide lines</b>	Guidance sign-boards at entrance of TWYs to RWYs and at intersections of TWYs
	<b>Visual docking/parking guidance system at aircraft stands</b>	Parking guidance lines are available at all stands. Advanced Visual Docking Guidance System is available on apron North (see <a href="#">EBLG AD 2.20 § 3</a> ).
2	<b>Runway markings</b>	RWY 22L/R and 04R: Designation, threshold, touchdown zone, centre line and edge lines RWY 04L: Designation, threshold, centre line and edge lines
	<b>Taxiway markings</b>	Centre line and holding positions at the TWY/RWY intersections
3	<b>Stop bars</b>	At TWY S2, S3, S4, S5, S6, C0, C1, C2, C3, C4, Z6, N0 and N2
4	<b>Remarks</b>	Turn pad RWY 04R available 185M before THR RWY 04R Turn pad RWY 22L available on TWY S5, except by night Turn pad RWY 04L available between TWY C0 and TWY N0 - Based on circle of 30M radius Turn pad RWY 22R available between TWY C4 and TWY N4 - Based on circle of 30M radius

## EBLG AD 2.10 Aerodrome Obstacles

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

Details on EBLG aerodrome obstacles can be found on the aerodrome obstacle charts (see [EBLG AD 2.24](#)).

## EBLG AD 2.11 Meteorological Information Provided

1	<b>Associated MET Office</b>	EBLG MET
2	<b>Hours of service</b>	H24
	<b>MET Office outside hours</b>	NIL
3	<b>Office responsible for TAF preparation</b>	EBBR
	<b>Periods of validity</b>	30HR
	<b>Interval of issuance</b>	6HR
4	<b>Trend forecast</b>	AVBL
	<b>Interval of issuance</b>	30MIN
5	<b>Briefing / consultation provided</b>	Personal consultation, TEL
6	<b>Flight documentation</b>	Charts, abbreviated plain language text
	<b>Languages used</b>	En
7	<b>Charts and other information available for briefing or consultation</b>	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	<b>Supplementary equipment available for providing information</b>	Self-briefing terminal, FAX, real-time weather display
9	<b>ATS units provided with information</b>	Liège TWR and Liège APP
10	<b>Additional information</b>	International aviation: TEL: +32 (0) 4 234 85 78 FAX: +32 (0) 2 206 28 29 (EBBR) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSUTEL) <i>Note: Communications automatically recorded on tape.</i>

## EBLG 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
04R	045.16°	3690 x 45	PCN 88/F/B/W/T ASPH	503743.10N 0052548.82E	THR 644FT TDZ 644FT
				503901.80N 0052753.53E (calculated)	
				153FT	
22L	225.16°	3690 x 45	PCN 88/F/B/W/T ASPH	503852.63N 0052739.08E	THR 595FT TDZ 595FT
				503737.74N 0052540.32E	
				153FT	
04L	045.16°	2340 x 45	PCN 101/F/A/W/T ASPH	503752.59N 0052548.50E	THR 629FT
				503845.91N 0052713.03E	
				153FT	
22R	225.16°	2340 x 45	PCN 101/F/A/W/T ASPH	503845.91N 0052713.03E	THR 577FT TDZ 577FT
				503752.59N 0052548.50E	
				153FT	

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
-0.94% (2387M) +0.47% (900M)	NIL	NIL	3810 x 300	Yes	NIL
-0.47% (900M) +0.94% (2387M)	NIL	NIL	3810 x 300	Yes	NIL
-1.03% (1900M) +0.86% (440M)	NIL	NIL	2460 x 300	NIL	NIL
-0.86% (440M) +1.03% (1900M)	NIL	NIL	2460 x 300	INFO not AVBL	NIL

Note 1: Displaced THR 04R: 237M and displaced THR 22L: 403M.

Note 2: RWY 04L/22R is a secondary runway, available for operational needs in VMC and CAT I but also usable as taxiway (designation: TWY B) - double lighting according to the use.

## EBLG AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
04R	3690	3690	3690	3453	NIL
22L	3690	3690	3690	3287	NIL
04L	2340	2340	2340	2340	NIL
22R	2340	2340	2340	2340	NIL



RWY	From	TORA (M)
04R	C0	3303
	C1	2573
	C2	2553
	S2	2478
	S3	1598
22L	C4	2550
	C3	1800
	S5	3287
	S4	2550
	S3	1800
04L	C2	1640
	N2	1640

### EBLG AD 2.14 Approach and Runway Lighting

RWY 04R			
<b>Approach lighting system</b>	<i>Type:</i> PALS CAT II/III <i>Length:</i> 900M <i>Intensity:</i> LIH	<b>VASIS</b>	<i>Type:</i> PAPI (left and right / 3°) <i>MEHT:</i> INFO not AVBL
<b>Runway threshold lights</b>	<i>Colour:</i> green <i>Wing bars:</i> present	<b>Touchdown zone lights</b>	900M
<b>Runway end lights</b>	<i>Colour:</i> red <i>Wing bars:</i> NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	<i>Length:</i> 3454M <i>Spacing:</i> 15M <i>Intensity:</i> LIH	<i>white:</i> from 237 to 2790M <i>red / white:</i> from 2790 to 3390M <i>red:</i> from 3390 to 3690M	
<b>Runway edge lights</b>	<i>Length:</i> 3690M <i>Spacing:</i> 60M <i>Intensity:</i> LIH	<i>red:</i> from 0 to 237M <i>white:</i> from 237 to 3090M <i>amber:</i> from 3090 to 3690M	
<b>Remarks</b>	NIL		

RWY 22L			
<b>Approach lighting system</b>	<i>Type:</i> PALS CAT II/III <i>Length:</i> 900M <i>Intensity:</i> LIH	<b>VASIS</b>	<i>Type:</i> PAPI (left and right / 3°) <i>MEHT:</i> INFO not AVBL
<b>Runway threshold lights</b>	<i>Colour:</i> green <i>Wing bars:</i> present	<b>Touchdown zone lights</b>	900M
<b>Runway end lights</b>	<i>Colour:</i> red <i>Wing bars:</i> NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	<i>Length:</i> 3287M <i>Spacing:</i> 15M <i>Intensity:</i> LIH	<i>white:</i> from 403 to 2790M <i>red / white:</i> from 2790 to 3390M <i>red:</i> from 3390 to 3690M	
<b>Runway edge lights</b>	<i>Length:</i> 3287M <i>Spacing:</i> 60M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 2687M <i>amber:</i> from 2687 to 3287M	
<b>Remarks</b>	NIL		

RWY 04L			
<b>Approach lighting system</b>	NIL	<b>VASIS</b>	Type: PAPI (left / 3°) MEHT: INFO not AVBL
<b>Runway threshold lights</b>	Colour: green Wing bars: NIL	<b>Touchdown zone lights</b>	NIL
<b>Runway end lights</b>	Colour: red Wing bars: NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	NIL <sup>(1)</sup>		
<b>Runway edge lights</b>	Length: 2340M Spacing: 30M Intensity: LIH	white: from 0 to 1740M amber: from 1740 to 2340M	
<b>Remarks</b>	(1) Green centre line (length 2340M, spacing 15M) when runway is used as TWY B.		

RWY 22R			
<b>Approach lighting system</b>	Type: PALS CAT I Length: 900M Intensity: LIH	<b>VASIS</b>	Type: PAPI (left / 3°) MEHT: INFO not AVBL
<b>Runway threshold lights</b>	Colour: green Wing bars: NIL	<b>Touchdown zone lights</b>	NIL
<b>Runway end lights</b>	Colour: red Wing bars: NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	NIL <sup>(1)</sup>		
<b>Runway edge lights</b>	Length: 2340M Spacing: 30M Intensity: LIH	white: from 0 to 1740M amber: from 1740 to 2340M	
<b>Remarks</b>	(1) Green centre line (length 2340M, spacing 15M) when runway is used as TWY B.		

### EBLG 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>	Between TWY S3 and S4 (lighted)
	<b>WDI location and lighting</b>	Next to the LDI (lighted) and between TWY N1 and N2 (lighted)
3	<b>Taxiway edge lighting</b>	All TWY except C1, D0, D1, D2, N0, N2, N3, N4 and Z6 (reflectors only) and TWY B (no edge lighting)
	<b>Taxiway centre line lighting</b>	TWY A, B, C0, C1, C2, C4, D0, D1, D2, N0, N1, N2, S2, S3, S4, S5, S6, Z6
4	<b>Secondary power supply</b>	To all lighting at aerodrome
	<b>Switch-over time</b>	0SEC: RWY 04R/22L (ALS, THR, RCLL, TDZ, stop bars, WDI and LDI), RWY 04L/22R (ALS, stop bars, WDI and LDI) 10SEC: THR 04L/22R, REDL, taxiway edge and centre line lights, signs and runway guard lights
5	<b>Remarks</b>	NIL

**EBLG AD 2.16 Helicopter Landing Area**

1	Coordinates of TLOF and FATO THR	503833.49N 0052653.34E
2	TLOF / FATO elevation	566FT
3	TLOF dimensions, surface and strength	<ul style="list-style-type: none"> <li>• Dimensions: 40M x 40M</li> <li>• Surface: ASPH</li> <li>• Strength: PCN 101/F/A/W/T</li> </ul>
4	FATO true bearing	045° / 225°
5	Declared distances available	
6	TLOF and FATO marking	Standard markings
7	Approach and FATO lighting	
8	Remarks	<p>Helicopter operating area named T. Available only for helicopters operating for Heli and Co. Maximum allowed D-value 12.94 M.</p> <p>Helicopters shall proceed to and from Heli and Co via air TWY R.</p> <p>VFR (day only).</p> <p>FATO / TLOF is situated on RWY 22R/04L.</p> <p>3 stands available (1-2-3). Simultaneous movements allowed only if stand 2 is clear.</p> <p>RWY holding position is situated on stand, marking available.</p>

**EBLG AD 2.17 ATS Airspace**

1	Designation	Liège CTR
	Lateral limits	504512N 0052633E - an arc of circle, 5NM radius, centred on 504137N 0053205E and traced clockwise to 503802N 0053736E - 503113N 0052641E - an arc of circle, 5NM radius, centred on 503447N 0052110E and traced clockwise to 503821N 0051538E - 504512N 0052633E.
2	Vertical limits	2500FT AMSL
3	Airspace classification	D
4	ATS unit call sign	Liège Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Remarks	UAS can be encountered in UAS geographical zones EBLG VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured.

**EBLG AD 2.18 ATS Communication Facilities**

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Liège Approach	119.280	H24	Primary frequency 8.33 KHZ CH
		121.500MHZ 243.000MHZ	H24	Emergency frequency
TWR	Liège Tower	118.130	H24	Primary frequency 8.33 KHZ CH
		130.625MHZ	H24	Secondary frequency
		121.500MHZ 243.000MHZ	H24	Emergency frequency
	Liège Ground	121.915	H24	Ground movement control and start-up clearance 8.33 KHZ CH

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
ATIS	Liège Information <sup>(1)</sup>	126.255	H24	8.33 KHZ CH
		115.450MHZ	H24	LGE frequency
VDF	Liège Homer	119.280 118.130	H24	8.33 KHZ CH
		130.625MHZ 128.200MHZ 121.500MHZ	H24	NIL

(1) D-ATIS AVBL (see GEN 3.4. § 3.4.2)

## EBLG AD 2.19 Radio Navigation and Landing Aids

Type of aid MAG VAR	ID	FREQ	Hours of operation	Position of transmitting antenna	DME antenna elevation	RMK
1	2	3	4	5	6	7
DVOR/DME (2°E/2020)	LGE	115.450MHZ CH101Y	H24	503914.3N 0052813.5E	600FT	Coverage: 40NM/FL250
NDB	ONL	290KHZ	H24	504203.9N 0053257.0E		Coverage: 25NM Collocated with OM ILS 22L
ILS 04R (CAT III)						
LOC	IHH	108.750MHZ	H24	503905.8N 0052759.9E		045° GEO / 1.96NM from THR 04R No back beam available LOC only reliable within 35° either side of course line
GP		330.350MHZ	H24	503754.3N 0052558.0E		Slope 3° RDH 58FT
DME	IHH	CH 24Y	H24	503754.3N 0052558.1E	583FT	Collocated with GP 0 at 370 M from THR 04R
ILS 22L (CAT III)						
LOC	ILG	109.350MHZ	H24	503733.6N 0052533.8E		225° GEO / 1.87NM from THR 22L No back beam available LOC only reliable within 35° either side of course line
GP		331.850MHZ	H24	503847.1N 0052721.6E		Slope 3° RDH 56FT
DME	ILG	CH 30Y	H24	503846.9N 0052721.8E	642FT	Collocated with GP 0 at 370 M from THR 22L
OM	dash / dash	75MHZ	H24	504204N 0053257E		4.64NM from THR 22L or use ILG DME Fix
MM	dot / dash	75MHZ	H24	503920N 0052823E		0.65NM from THR 22L
ILS 22R (CAT I)						
LOC	IBI	109.350MHZ	H24	503742.7N 0052532.8E		225° GEO / 1.50NM from THR 22R No back beam available LOC only reliable within 35° either side of course line
GP		331.850MHZ	H24	503839.9N 0052654.7E		Slope 3° RDH 54FT Operations restricted to 5° left and right from course line Full fly down indications may not be maintained when high above GP
DME	IBI	CH 30Y	H24	503839.5N 0052654.4E	583FT	Collocated with GP 0 at 400 M from THR 22R

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## EBLG AD 2.20 Local Aerodrome Regulations

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### 1 GENERAL

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#### 1.1 Use of SSR

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

#### 1.2 Security

Security rules for aircraft not handled and with origin different than EBLG:

- When full stop landing, transit parking mandatory in GAT area with engine(s) shut down.
- Airport security shuttle mandatory for flat fee of 60 EUR, excluding VAT. All people on board must stay in aircraft until arrival of airport security staff.
- People leaving the airport will immediately be taken by airport security to the airside/landside boundary located at the passenger terminal. Airport security will perform a hand search of crew members staying in the aircraft as well as a hand search of their personal effects.

#### 1.3 Ground Surveillance - Use of Mode S Transponders

EBLG is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the airport should ensure that Mode S transponders are able to operate when their aircraft are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- from the request for push back or taxi, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

The aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "DAT123").

To ensure that the performance of systems based on SSR frequencies (incl airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft taxiing without flight plan, shall select Mode A code 2000.

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### 2 TAXI REGULATIONS

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"Follow-me" car services only available on pilot's request.

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### 3 APRON REGULATIONS

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Stands 110 to 140 are mandatory nose-in positions.

Only stands 110, 112, 130, 132, 134, 136, 138 and 140 are available for A124.

Only stands 110, 112, 120, 130, 132, 134, 136, 138 and 140 are available for B747-8.

Apron P0 available only for aircraft less than 30 seats, wingspan MAX 30M, landing gear MAX 6M and a maximum MTOW of 34T.

Parking stands 110 to 140 are equipped with a docking guidance system.

When the pilot receives from the guidance system a wrong type of aircraft, a wrong flight number, an ERR message, an ESTOP emergency stop message or if the display becomes unreadable, the aircraft must be stopped immediately, contact GND and ask for a marshaller and hold position.

System messages on parking stands 110 to 140	
WAIT (in red)	Self test after starting of the system or when losing track of aircraft 15 M before stop-position.
"Aircraft type" + "rolling arrows"	DGS ready for docking. Aircraft not yet detected.
"Aircraft type" + "yellow centre line"	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
"Aircraft type" + "distance"	Distance from stop position in meters.
Arrow >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
Arrow <	Correction to the left required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red)	Stop now, docking position has been reached or emergency stop.
OK	Docking successful.
STOP + TOO FAR	Aircraft has gone past the stop position.
"Aircraft type" + SLOW	Approach on too high speed, reduce approach speed.
WAIT + VIEW BLOCK	Message coming when the closest view is hindered. (Laser problem, dust on the glass,...). Closing rate display comes again when the problem is resolved.
STOP + SBU	Internal error (safety backup). <b>Stop aircraft</b> and contact ATC.
ERR	Configuration error. <b>Stop aircraft</b> and contact ATC.
STOP (in red) + ID FAIL	Wrong type of aircraft detected. <b>Stop aircraft</b> and contact ATC.
ACFT Type: ICAO / IATA on altn mode FLT Nr: ICAO / IATA on altn mode ETA / ETD: "xx:xx"z -XX min	Aircraft type in ICAO code and IATA code with alternative mode. Flight number in ICAO code and IATA code with alternative mode. Estimated Time of Arrival or Estimated Time of Departure in Zulu Time. Countdown to ETA / ETD in minutes.

## 4 RUNWAY REGULATIONS

The simultaneous use of the 2 runways (04L/22R and 04R/22L) is not allowed.

## 5 SPECIFIC TRAFFIC REGULATIONS

### 5.1 Aircraft Without Radio

Aircraft without radio are prohibited

### 5.2 Glider Flights

Glider flights are prohibited.

### 5.3 ULM Flights

ULM flights are prohibited.

### 5.4 Balloon Flights

NIL

### 5.5 Parachuting

Parachuting is prohibited.

### 5.6 Acrobatic Flights

NIL

## 5.7 Training and Test Flights

Training flights are always subject to PPR. Requests shall be made by telephone to ATC via the number: +32(0)42348492.

Training flights may only be operated by jet and propeller aircraft of more than 6000KG from MON to FRI between 0800 and 1800 (0700 and 1700), except on HOL and during the official school holiday periods of the Belgian French-speaking Community, provided they have already been operated in the territory of the Walloon Region before 08 NOV 2000 or provided the operator develops commercial activities in that area.

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# EBLG AD 2.21 Noise Abatement Procedures

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## 1 GENERAL

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### 1.1 Noise Restrictions

Aircraft operating at EBLG must be noise certificated according to *ICAO Annex 16*.

Recertificated civil subsonic jet aircraft are prohibited from 2200 to 0600 (2100 to 0500). The Airport Authority is entitled to require any aircraft operator to provide any document or technical information related to the aircraft operated and to prohibit any aircraft from take-off if the required documents have not been forwarded.

Following flights are exempted from this restriction:

- Flights carrying members of the Belgian Royal Family, the Belgian government, the Regional and Community governments and foreign Royal Families and Heads of State or leaders of foreign governments, presidents and commissioners of the European Union, on official mission;
- Missions in case of disasters or for the purpose of medical assistance;
- Military missions;
- Take-off and landing performed in exceptional conditions (flights on which there is immediate danger to the life or health of persons as well as animals, flights diverted for meteorological reasons, etc.);
- Delayed flights, provided the delay is due to circumstances beyond the operator's control.

Exceptionally and on explicit justified request, the Minister of Transport of the Walloon Region may authorize take-off or landing of a non-compliant aircraft.

### 1.2 Use of Reverse Thrust

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

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## 2 GROUND PROCEDURES

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### 2.1 Engine Tests

Full power engine tests are prohibited from 2000 to 0800 (1900 to 0700).

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## 3 ARRIVAL PROCEDURES

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### 3.1 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY, based on radar vectoring or RNP approach.

Facilitation of CDO will be provided at ATC discretion only.

When a CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc.).

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

*Note: All noise abatement procedures for arrivals as well as the speed limitations as specified in the AIP Belgium & Luxembourg remain applicable when performing CDO.*

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## 4 DEPARTURE PROCEDURES

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### 4.1 General

The SID (see § 3.2.1) constitute noise abatement procedures. Therefore, it is emphasized that pilots, except when being radar vectored, shall adhere to the allocated route as closely as performance criteria permit. If unable to comply with these procedures, they shall advise ATC immediately.

### 4.2 Climb Gradient

In order to minimize noise disturbance, aircraft shall maintain a net climb gradient of not less than 5.8% until FL50.

### 4.3 Noise Abatement Take-Off and Climb Procedures

The following operational noise abatement take-off procedures must be applied for outbound flights:

For turbo-jet aircraft:

- From take-off to 2100FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V<sub>2</sub> + 10 to 20KT or as limited by body angle;
- At 2100FT QNH:
  - reduce thrust to not less than climb thrust;
- From 2100FT QNH to 3600FT QNH:
  - climb at V<sub>2</sub> + 10 to 20KT;
- At 3600FT QNH:
  - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- From take-off to 1600FT QNH:
  - take-off power;
  - climb at maximum gradient compatible with safety;
  - speed not less than single engine climb speed, nor higher than best rate of climb speed.
- At 1600FT QNH:
  - reduce power to the maximum normal operating power (if this power has been used for showing compliance with the noise certification requirements) or to the maximum climb power;
- From 1600FT QNH to 3600FT QNH:
  - climb at the maximum gradients with reduced power, maintaining constant speed;
- At 3600FT QNH:
  - accelerate smoothly to en-route climb speed.

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## EBLG AD 2.22 Flight Procedures

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## 1 GENERAL

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### 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 04R/22L: 125M RVR;
- RWY 04L/22R: 400M RVR.

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## 2 IFR FLIGHTS (INBOUND)

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### 2.1 General

#### 2.1.1 Radar vectoring

Inbound traffic is radar vectored by Liège APP or Liège TWR, on FREQ 119.280 (8.33 KHZ CH) or 118.130 (8.33 KHZ CH) respectively, until the interception of ILS or until the IAF.



### 2.1.2 Speed Limitations

In the interest of accurate spacing and in order to maintain a smooth and orderly traffic flow, following speed limitations apply:

- Aircraft being vectored shall reduce speed to 250KIAS when below FL100;
- The holding patterns within Brussels FIR are protected up to 14000FT inclusive and shall be entered at or below 170KIAS by aircraft CAT A/B and at 230KIAS or below by aircraft CAT C/D;
- Along the initial approach segments, unless otherwise instructed by ATC, 220KIAS shall not be exceeded;
- Along the intermediate and final approach segments 220KIAS shall be maintained until established on the ILS (unless otherwise instructed by ATC);
- The OM of RWY 22L or 4 DME from RWY 22R or RWY 04R shall be crossed at 170KIAS;
- ATC may request speed adjustments. Pilots are requested to comply with these speed adjustments as promptly as feasible within their own operational constraints. Aircraft unable to comply with the requested speed shall inform and state to ATC what speed shall be used. Application or non-application of the speed restrictions does not relieve the pilot of his responsibility for the observation of any noise abatement procedures;
- Aircraft unable to maintain 160KT until base leg for visual approach or 4NM from THR for instrument approach will not be accepted between 2200 and 0400 (2100 and 0300) ATA, unless prior permission is obtained from ATC.

## 2.2 Holding Patterns

### LIÈGE

Fix	LGE DVOR/DME
Turn / inbound track (MAG)	Left / 043°
Levels (MAX / MNM)	FL50 / 3000FT
Remarks	NIL

### GIREL

Fix	GIREL
Turn / inbound track (MAG)	Left / 314°
Levels (MAX / MNM)	FL140 / FL60
Remarks	At ATC discretion only

### GOSLY

Fix	GSY DVOR/DME
Turn / inbound track (MAG)	Right / 093°
Levels (MAX / MNM)	FL100 / FL70
Remarks	At ATC discretion only

## 2.3 Approach Procedures

### 2.3.1 RNP RWY 22L

#### 2.3.1.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF	LGE	503914.35N	0052813.70E
	IPLAN	504657.49N	0052501.18E
	RERTI	505036.42N	0053049.87E
	OLPUN	503917.67N	0053933.06E
	GIKLI	504207.18N	0054402.19E
IF22L	LIBVA	504541.52N	0053829.56E
FAF22L	L22LF	504304.08N	0053418.56E
MAPT22L	RW22L	503852.68N	0052739.15E
MATF22L	L22LT	503418.97N	0052026.00E

#### 2.3.1.2 Path Terminators

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

#### Via IPLAN - RERTI

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH FT	NAV Spec	Remarks
1	LGE	IF	N			+3000				RNP APCH	IAF
2	IPLAN	TF	N	345.2	R		8.0			RNP APCH	
3	RERTI	TF	N	045.2	R		5.2			RNP APCH	
4	LIBVA	TF	N	135.3	R	+2500	6.9	-200		RNP APCH	IF
5	L22LF	TF	N	225.4		@2500	3.7			RNP APCH	FAF
6	RW22L	TF	Y	225.3			6.0		-3.00°/50	RNP APCH	MAPT
7	L22LT	TF	Y	225.2	R		6.5	-215		RNP APCH	MATF
8	LGE	DF	N			@3000		-215		RNP APCH	
9	LGE	HM	Y	045.0	L	+3000	1MIN			RNP APCH	

## Via OLPUN - GIKLI

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH (FT)	NAV Spec	Remarks
1	LGE	IF	N			+3000				RNP APCH	IAF
2	OLPUN	TF	N	089.5	L		7.2			RNP APCH	
3	GIKLI	TF	N	045.2	L		4.0			RNP APCH	
4	LIBVA	TF	N	315.5	L	+2500	5.0	-200		RNP APCH	IF
5	L22LF	TF	N	225.4		@2500	3.7			RNP APCH	FAF
6	RW22L	TF	Y	225.3			6.0		-3.00°/50	RNP APCH	MAPT
7	L22LT	TF	Y	225.2	R		6.5	-215		RNP APCH	MATF
8	LGE	DF	N			@3000		-215		RNP APCH	
9	LGE	HM	Y	045.0	L	+3000	1 MIN			RNP APCH	

## 2.3.2 RNP RWY 22R

## 2.3.2.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF	LGE	503914.35N	0052813.70E
	IPLAN	504657.49N	0052501.18E
	RERTI	505036.42N	0053049.87E
	OLPUN	503917.67N	0053933.06E
	GIKLI	504207.18N	0054402.19E
IF22R	LAVTO	504546.60N	0053821.66E
FAF22R	L22RF	504259.56N	0053355.57E
MAPT22R	RW22R	503845.74N	0052712.75E
MATF22R	L22RT	503423.48N	0052018.45E

## 2.3.2.2 Path Terminators

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

## Via IPLAN - RERTI

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH(FT)	NAV Spec	Remarks
1	LGE	IF	N			+3000				RNP APCH	IAF
2	IPLAN	TF	N	345.2	R		8.0			RNP APCH	
3	RERTI	TF	N	045.2	R		5.2			RNP APCH	
4	LAVTO	TF	N	135.3	R	+2500	6.8	-200		RNP APCH	IF
5	L22RF	TF	N	225.3		@2500	4.0			RNP APCH	FAF
6	RW22R	TF	Y	225.3			6.0		-3.00°/54	RNP APCH	MAPT
7	L22RT	TF	Y	225.2	R		6.2	-215		RNP APCH	MATF
8	LGE	DF	N			@3000		-215		RNP APCH	
9	LGE	HM	Y	045.0	L	+3000	1 MIN			RNP APCH	

## Via OLPUN - GIKLI

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH(FT)	NAV Spec	Remarks
1	LGE	IF	N			+3000				RNP APCH	IAF
2	OLPUN	TF	N	089.5	L		7.2			RNP APCH	
3	GIKLI	TF	N	045.2	L		4.0			RNP APCH	
4	LAVTO	TF	N	315.5	L	+2500	5.1	-200		RNP APCH	IF

## Via OLPUN - GIKLI

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH(FT)	NAV Spec	Remarks
5	L22RF	TF	N	225.3		@2500	4.0			RNP APCH	FAF
6	RW22R	TF	Y	225.3			6.0		-3.00°/54	RNP APCH	MAPT
7	L22RT	TF	Y	225.2	R		6.2	-215		RNP APCH	MATF
8	LGE	DF	N			@3000		-215		RNP APCH	
9	LGE	HM	Y	045.0	L	+3000	1MIN			RNP APCH	

## 2.3.3 RNP RWY 04L

## 2.3.3.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF	LGE	503914.4N	0052813.7E
	LITPO	503605.0N	0050958.1E
	OSTAT	503311.7N	0050529.3E
	NEPIV	502805.3N	0052334.5E
	EVSEN	502450.7N	0051831.7E
IF04L	MAPUP	502904.7N	0051156.0E
FAF04L	L04LF	503239.1N	0051733.1E
MAPt04L	RW04L	503752.60N	0052548.51E
MATF04L	L04LT	504311.2N	0053414.7E

## 2.3.3.2 Path Terminators

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

## Via LITPO - OSTAT

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH ft	NAV Spec	Remarks
1	LGE	IF	N			3000+				RNP APCH	IAF
2	LITPO	TF	N	254.9		3000+	12.1			RNP APCH	
3	OSTAT	TF	N	224.7		3000+	4.1			RNP APCH	
4	MAPUP	TF	N	135.0		3000+	5.8			RNP APCH	IF
5	L04LF	TF	N	045.0		@3000	5.1			RNP APCH	FAF
6	RW04L	TF	Y	045.1			7.4		-3.0°/50	RNP APCH	MAPt
7	L04LT	TF	Y	045.2			7.6	-215		RNP APCH	MATF
8	LGE	DF	N		L	@3000		-215		RNP APCH	MAHF
9	LGE	HM	Y	045.0	L	+3000	1MIN			RNP APCH	

Note: ATC discretion only.

## Via NEPIV - EVSEN

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH ft	NAV Spec	Remarks
1	LGE	IF	N			3000+				RNP APCH	IAF
2	NEPIV	TF	N	194.9		3000+	11.6			RNP APCH	
3	EVSEN	TF	N	224.9		3000+	4.6			RNP APCH	
4	MAPUP	TF	N	315.2		3000+	6.0			RNP APCH	IF
5	L04LF	TF	N	045.0		@3000	5.1			RNP APCH	FAF
6	RW04L	TF	Y	045.1			7.4		-3.0°/50	RNP APCH	MAPt
7	L04LT	TF	Y	045.2			7.6	-215		RNP APCH	MATF
8	LGE	DF	N		L	@3000		-215		RNP APCH	MAHF
9	LGE	HM	Y	045.0	L	+3000	1MIN			RNP APCH	

**2.3.4 RNP RWY 04R****2.3.4.1 Waypoints**

	ID	LATITUDE	LONGITUDE
IAF	LGE	503914.4N	0052813.7E
	LITPO	503605.0N	0050958.1E
	OSTAT	503311.7N	0050529.3E
	NEPIV	502805.3N	0052334.5E
	EVSEN	502450.7N	0051831.7E
IF04R	TUTSO	502859.8N	0051203.6E
FAF04R	L04RF	503231.5N	0051736.5E
MAPt04R	RW04R	503743.09N	0052548.83E
MATF04R	L04RT	504306.3N	0053422.4E

**2.3.4.2 Path Terminators**

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

**Via LITPO - OSTAT**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH ft	NAV Spec	Remarks
1	LGE	IF	N			3000+				RNP APCH	IAF
2	LITPO	TF	N	254.9		3000+	12.1			RNP APCH	
3	OSTAT	TF	N	224.7		3000+	4.1			RNP APCH	
4	TUTSO	TF	N	135.0		3000+	5.9			RNP APCH	IF
5	L04RF	TF	N	045.0		@3000	5.0			RNP APCH	FAF
6	RW04R	TF	Y	045.1			7.4		-3.0°/50	RNP APCH	MAPt
7	L04RT	TF	Y	045.2			7.7	-215		RNP APCH	MATF
8	LGE	DF	N		L	@3000		-215		RNP APCH	MAHF
9	LGE	HM	Y	045.0	L	+3000	1MIN			RNP APCH	

Note: ATC discretion only.

**Via NEPIV - EVSEN**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	VPA(°)/TCH ft	NAV Spec	Remarks
1	LGE	IF	N			3000+				RNP APCH	IAF
2	NEPIV	TF	N	194.9		3000+	11.6			RNP APCH	
3	EVSEN	TF	N	224.9		3000+	4.6			RNP APCH	
4	TUTSO	TF	N	315.2		3000+	5.9			RNP APCH	IF
5	L04RF	TF	N	045.0		@3000	5.0			RNP APCH	FAF
6	RW04R	TF	Y	045.1			7.4		-3.0°/50	RNP APCH	MAPt
7	L04RT	TF	Y	045.2			7.7	-215		RNP APCH	MATF
8	LGE	DF	N		L	@3000		-215		RNP APCH	MAHF
9	LGE	HM	Y	045.0	L	+3000	1MIN			RNP APCH	

**2.3.5 Standard Instrument Arrivals**

STAR have been established as shown on the STAR charts (see [EBLG AD 2.24](#)) and as listed below. These procedures shall be followed unless instructed otherwise by ATC.

## 2.3.5.1 Route Description

## LIÈGE TMA THREE, FOUR AND FIVE NOT ACTIVE

DESIGNATOR	ROUTE	MAG TRACKS	DIST(NM)	MNM IFR LEVEL	RMK
LNO5X	LNO				
		292°	10.0	3000FT	
	LGE				
	<b>RNAV1:</b> LNO[A3000+; K250-] - LGE[A3000+; K250-]				
GESLO5X	GESLO				
		338°	32.5	FL140	
	LNO				
		292°	10.0	3000FT	
	LGE				
<b>RNAV1:</b> GESLO[F140+] - LNO[F140+; L] - LGE[A3000+; K250-]					
CIV6X	CIV				
		071°	37.5	FL80	
	GILOM				
		100°	27.2	FL60	
	LGE				
<b>RNAV1:</b> CIV[F080+; K250-] - GILOM[F080+; K250-; R] - LGE[F60+; K250-]					
KOK6X	KOK				
		101°	32.9	FL80	
	MAK				
		101°	77.4	FL60	
	LGE				
<b>RNAV1:</b> KOK[F080+; K250-] - MAK[F080+; K250-] - LGE[F60+; K250-]					
NIK6X	NIK				
		136°	33.4	FL80	
	GILOM				
		100°	27.2	FL60	
	LGE				
<b>RNAV1:</b> NIK[F080+; K250-] - GILOM[F080+; K250-; L] - LGE[F60+; K250-]					

## LIÈGE TMA THREE, FOUR AND FIVE ACTIVE (OR AT ATC DISCRETION)

DESIGNATOR	ROUTE	MAG TRACKS	DIST(NM)	MNM IFR LEVEL	RMK
LNO5D	LNO				
		196°	21.0	FL60	
	GIREL				
		298°	19.6	FL60	
	RUDIX				
		043°	20.0	3000FT	
	LGE				
<b>RNAV1:</b> LNO[F060+; K250-] - GIREL[F060+; K250-; R] - RUDIX[F060+; K250-; R] - LGE[A3000+; K250-]					

## LIÈGE TMA THREE, FOUR AND FIVE ACTIVE (OR AT ATC DISCRETION)

DESIGNATOR	ROUTE	MAG TRACKS	DIST(NM)	MNM IFR LEVEL	RMK
GESLO5D	GESLO				
		267°	7.7	FL140	
	RITAX				
		314°	14.7	FL60	
	GIREL				
		298°	19.6	FL60	
	RUDIX				
		043°	20.0	3000FT	
	LGE				
	<b>RNAV1:</b> GESLO[F0140+] - RITAX[F140+; R] - GIREL[F060+; K250-; L] - RUDIX[F060+; K250-; R] - LGE[A3000+; K250-]				
CIV6D	CIV				
		105°	24.4	FL80	
	GSY				
		093°	25.4	FL60	
	RUDIX				
		043°	20.0	3000FT	
	LGE				
	<b>RNAV1:</b> CIV[F080+; K250-] - GSY[F080+; K250-; L] - RUDIX[F060+; K250-; L] - LGE[A3000+; K250-]				
KOK6D	KOK				
		117°	78.3	FL80	
	GSY				
		093°	25.4	FL60	
	RUDIX				
		043°	20.0	3000FT	
	LGE				
	<b>RNAV1:</b> KOK[F080+; K250-] - GSY[F080+; K250-; L] - RUDIX[F060+; K250-; L] - LGE[A3000+; K250-]				
NIK6D	NIK				
		165°	43.8	FL80	
	GSY				
		093°	25.4	FL60	
	RUDIX				
		043°	20.0	3000FT	
	LGE				
	<b>RNAV1:</b> NIK[F080+; K250-] - GSY[F080+; K250-; L] - RUDIX[F060+; K250-; L] - LGE[A3000+; K250-]				

## 2.3.5.2 Suggested Database Coding

## LNO5X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			3000+		250-
2	LGE	TF	N	294.1		3000+	10.0	250-

## GESLO5X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	GESLO	IF	N			FL140+		
2	LNO	TF	N	339.7	L	FL140+	32.5	
3	LGE	TF	N	294.1		3000+	10.0	250-

## CIV6X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	CIV	IF	N			FL80+		250-
2	GILOM	TF	N	073.1	R	FL80+	37.5	250-
3	LGE	TF	N	102.2		FL60+	27.2	250-

## KOK6X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	KOK	IF	N			FL80+		250-
2	MAK	TF	N	103.4		FL80+	32.9	250-
3	LGE	TF	N	103.2		FL60+	77.4	250-

## NIK6X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	NIK	IF	N			FL80+		250-
2	GILOM	TF	N	137.7	L	FL80+	33.4	250-
3	LGE	TF	N	102.2		FL60+	27.2	250-

## LNO5D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL60+		250-
2	GIREL	TF	N	198.1	R	FL60+	21.0	250-
3	RUDIX	TF	N	300.4	R	FL60+	19.6	250-
4	LGE	TF	N	044.7		3000+	20.0	250-

## GESLO5D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	GESLO	IF	N			FL140+		
2	RITAX	TF	N	269.5	R	FL140+	7.7	
3	GIREL	TF	N	316.0	L	FL60+	14.7	250-
4	RUDIX	TF	N	300.4	R	FL60+	19.6	250-
5	LGE	TF	N	044.7		3000+	20.0	250-



**CIV6D**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	CIV	IF	N			FL80+		250-
2	GSY	TF	N	107.0	L	FL80+	24.4	250-
3	RUDIX	TF	N	094.6	L	FL60+	25.4	250-
4	LGE	TF	N	044.7		3000+	20.0	250-

**KOK6D**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	KOK	IF	N			FL80+		250-
2	GSY	TF	N	118.8	L	FL80+	78.3	250-
3	RUDIX	TF	N	094.6	L	FL60+	25.4	250-
4	LGE	TF	N	044.7		3000+	20.0	250-

**NIK6D**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	NIK	IF	N			FL80+		250-
2	GSY	TF	N	167.0	L	FL80+	43.8	250-
3	RUDIX	TF	N	094.6	L	FL60+	25.4	250-
4	LGE	TF	N	044.7		3000+	20.0	250-
5		TF	N					250-

**2.4 After Landing**

After landing, pilots shall monitor TWR FREQ 118.130 (8.33 KHZ CH) until reaching their parking position. If requested by ATC, they will change to GND FREQ 121.915 (8.33 KHZ CH).

Preferential exit taxiway for RWY 22L is TWY S2 and TWY S4 for RWY 04R. If pilots want to exit the runway via another taxiway, they shall inform ATC about their intentions as soon as applicable and ATC clearances will be issued accordingly.

Pilots shall follow the marshaller instructions to their parking position. In case of doubt regarding their parking position, confirmation can be obtained from ATC on the appropriate frequency.

**3 IFR FLIGHTS (OUTBOUND)****3.1 Starting procedures****3.1.1 General**

Pilots shall make sure that they received the appropriate slot-time, if any.

10MIN before the EOBT, pilots shall request start-up clearance from Liège GND on FREQ 121.915 (8.33 KHZ CH).

ATC clearance will only be provided by Liège GND on push-back and taxi request.

**3.1.2 Exchange of Data with Network Manager Operations Center (NMOC) - Advanced ATC TWR**

EBLG exchanges information for departure flights by applying the Advanced ATC TWR procedures.

Message exchange from the local system to the ATM network complies with the European standard for A-CDM airports, using the following message types:

- A-DPI: ATC departure planning information message, for all instrumental departure flights
- C-DPI: Cancel DPI, cancellation of departure planning information, when required

When push back approval has been given and the aircraft starts to exit the stand, the TTOT is calculated and transmitted to NMOC via an A-DPI message. The use of the variable taxiing time increases the precision of the TTOT.

After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an aircraft has to abort taxiing for technical reasons, the TWR will send a C-DPI message to the NMOC. The result of the C-DPI is that the flight shall be suspended by informing the operator via an FLS (flight suspension message) with the comment "suspended by departure airport". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

## **3.2 Departure procedures**

### **3.2.1 Standard Instrument Departures**

SID have been established as shown on the SID charts (see [EBLG AD 2.24](#)) and as listed below. ATC will either issue a SID or specify otherwise the departure route to be flown. Pilots unable to comply shall inform ATC when requesting start-up clearance.

## 3.2.1.1 Route Description

## RWY 04L/R

DESIGNATOR	ROUTE	RMK
LNO9R	At 1100FT QNH intercept R-043 LGE. At 4.1 DME LGE LT to intercept R-101 BUB INBD. At 27 DME BUB LT to intercept R-171 FLO, LT to intercept R-300 SPI INBD. At 4.6 DME SPI LT to intercept R-244 LNO INBD to LNO. <b>RNAV1:</b> RWR04[A1100+]-LG011-LG012[L]-LG013-LG008[K220-;L]-LG009[K220-;L]-LG010[L]-LNO	PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
CIV4R	At 1100FT QNH intercept R-043 LGE. At 4.1 DME LGE LT to intercept R-101 BUB. LT to intercept R-053 CIV INBD to CIV. <b>RNAV1:</b> RWR04[A1100+]-LG011-LG012[L]-LG013-LG008-BUB[L]-CIV.	PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
BUB8R	At 1100FT QNH intercept R-043 LGE. At 4.1 DME LGE LT to intercept R-101 BUB INBD to BUB. <b>RNAV1:</b> RWR04[A1100+]-LG011-LG012[L]-LG013-LG008-BUB.	PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.

## RWY 22L/R

DESIGNATOR	ROUTE	RMK
LNO6E	At 1100FT QNH intercept R-223 LGE. At 4.3 DME LGE RT to intercept R-121 BUB INBD. At 27.5 DME BUB RT direct to LNO. <b>RNAV1:</b> RWL22[A1100+]-LG001[R]-LG002-LG003[K220-;R]-LG006[K220-;R]-LNO	Will be allocated when the airspace S of Liège TMA is not AVBL for CIV OPS PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
LNO8S	At 1100FT QNH intercept R-223 LGE. At 4.3 DME LGE RT to intercept R-121 BUB INBD. At 27.5 DME BUB LT to intercept R-132 BUB. At 36 DME BUB LT to intercept R-245 LNO INBD to LNO. <b>RNAV1:</b> RWL22[A1100+]-LG001[R]-LG002-LG003[K220-;L]-LG004[K220-;L]-LG005[L]-LNO	PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
CIV4S	At 1100FT QNH intercept R-223 LGE. At 4.3 DME LGE RT to intercept R-121 BUB INBD. LT to intercept R-053 CIV INBD to CIV. <b>RNAV1:</b> RWL22[A1100+]-LG001[R]-LG002-LG003[R]-BUB[L]-CIV	PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
BUB8S	At 1100FT QNH intercept R-223 LGE. At 4.3 DME LGE RT to intercept R-121 BUB INBD to BUB. <b>RNAV1:</b> RWL22[A1100+]-LG001[R]-LG002-LG003[R]-BUB	PDG 7% (430FT/NM) until passing FL60 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.

## 3.2.1.2 Waypoint Information

## RWY 04L/R

ID	Latitude	Longitude	Fly-over
LG008	504909.0N	0050844.6E	N
LG009	504146.6N	0050945.6E	N
LG010	503230.9N	0053318.5E	N
LG011	504129.0N	0053147.5E	N

**RWY 04L/R**

ID	Latitude	Longitude	Fly-over
LG012	504444.5N	0053659.1E	N
LG013	504643.1N	0052550.3E	N
BUB	505408.4N	0043217.1E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N

**RWY 22L/R**

ID	Latitude	Longitude	Fly-over
LG001	503506.7N	0052139.4E	N
LG002	503812.8N	0051227.8E	N
LG003	504044.7N	0050535.8E	N
LG004	503617.9N	0045932.2E	N
LG005	502743.5N	0051519.1E	N
LG006	504619.4N	0051023.9E	N
BUB	505408.4N	0043217.1E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N

**3.2.1.3 Suggested Database Coding**

The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

**LNO9R**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		045.3		1100+		
2	LG011	504129.0N	0053147.5E	DF	N					
3	LG012	504444.5N	0053659.1E	TF	N	045.3	L		4.6	
4	LG013	504643.1N	0052550.3E	TF	N	285.7		6000+	7.4	
5	LG008	504909.0N	0050844.6E	TF	N	282.8	L		11.1	220-
6	LG009	504146.6N	0050945.6E	TF	N	175.0	L		7.4	220-
7	LG010	503230.9N	0053318.5E	TF	N	121.6	L		17.6	
8	LNO	503509.3N	0054237.0E	TF	N	065.9			6.5	

**CIV4R**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		045.3		1100+		
2	LG011	504129.0N	0053147.5E	DF	N					
3	LG012	504444.5N	0053659.1E	TF	N	045.3	L		4.6	
4	LG013	504643.1N	0052550.3E	TF	N	285.7		6000+	7.4	
5	LG008	504909.0N	0050844.6E	TF	N	282.8			11.1	
6	BUB	505408.4N	0043217.1E	TF	N	282.4	L		23.6	
7	CIV	503426.3N	0034958.4E	TF	N	234.0			33.3	

**BUB8R**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		045.3		1100+		
2	LG011	504129.0N	0053147.5E	DF	N					
3	LG012	504444.5N	0053659.1E	TF	N	045.3	L		4.6	
4	LG013	504643.1N	0052550.3E	TF	N	285.7		6000+	7.4	
5	LG008	504909.0N	0050844.6E	TF	N	282.8			11.1	
6	BUB	505408.4N	0043217.1E	TF	N	282.4			23.6	

**LNO6E**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1	R	6500+	5.1	220-
5	LG006	504619.4N	0051023.9E	TF	N	028.6	R		6.4	220-
6	LNO	503509.3N	0054237.0E	TF	N	118.4			23.3	

**LNO8S**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1	L	6500+	5.1	220-
5	LG004	503617.9N	0045932.2E	TF	N	220.9	L		5.9	220-
6	LG005	502743.5N	0051519.1E	TF	N	130.3	L		13.2	
7	LNO	503509.3N	0054237.0E	TF	N	066.7			18.9	

**CIV4S**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1		6500+	5.1	
5	BUB	505408.4N	0043217.1E	TF	N	302.6	L		25.0	
6	CIV	503426.3N	0034958.4E	TF	N	234.0			33.3	

**BUB8S**

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1		6500+	5.1	
5	BUB	505408.4N	0043217.1E	TF	N	302.6			25.0	

**3.2.1.4 Climb Requirements**

All traffic shall initially climb to FL 50 (FL 60 when QNH is below 995 HPA), unless instructed otherwise by ATC. Brussels ACC will assign a higher level as soon as traffic permits.

When Liège TMA Three, Four and Five are not active, aircraft bound for BUB, HUL, SPI or LNO shall leave Liège TMA at 4 500FT AMSL or above, climbing to the level assigned by Brussels ACC.

**4 LOW VISIBILITY PROCEDURES****4.1 Facilities and Equipment Available****4.1.1 Runways**

RWY 22L and 04R are equipped with ILS and are approved for CAT IIIB operations. A minimum of 125M RVR applies for landing and take-off.

The runway exits are equipped with alternating green and yellow centre line lights within the ILS sensitive areas. Landing aircraft should leave this area as soon as possible.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft is within 2 NM from touchdown and has not completed its landing run.

#### 4.1.2 Taxiways

An advanced surface movement guidance and control system (A-SMGCS) is operational.

Taxi is restricted to the taxiways equipped with centre line lights. Standard routes are established for departing and arriving aircraft (see chart [AD 2.EBLG-GMC.02a](#) for 22L and [AD 2.EBLG-GMC.02b](#) for 04R) when RVR is less than 550 M or ceiling is less than 200 FT.

A "Follow-me" car will assist pilots during taxi only on pilot's request.

If A-SMGCS is not operational, "Follow-me" car is mandatory when RVR is less than 550M or ceiling is less than 200FT.

#### 4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase "LOW VISIBILITY PROCEDURES IN PROGRESS" and will also provide details of any unavailability of equipment relevant to LVP.

Pilots will be informed by ATC when LVP are terminated.

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

The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/III operations are expected. The operations phase will start when RVR falls below 550M or ceiling is below 200FT.

LVP will be terminated when RVR is 550M or more and ceiling is 200FT or higher, and a continuing improvement in these conditions is expected.

The cancellation phase will occur when visibility is 1500M, ceiling is 300FT and both improving.

#### 4.3 Other Information

When LVP are in progress, departing aircraft shall report at the take-off CAT II/III holding position or at any other point when so requested by ATC.

Arriving aircraft shall report:

- passing the OM (RWY 22L) or 3.9 DME IHH (RWY 04R) on final;
- when having vacated the sensitive area after landing;
- when initiating a missed approach.

## 5 VFR FLIGHTS

### 5.1 Visual Reporting Points

Following reporting points shall be used to join and leave EBLG or to cross the EBLG CTR:

Name	Associated landmark	Position
ROMEO	intersection motorway E40 (Brussels - Liège) and road N69 (Tongeren - Waremmes)	504217N 0051736E
INDIA	Ivoz-Ramet, bridge on dam	503530N 0052742E
OSCAR	intersection roads N63 (Liège - Marche-en-Famenne) and road N663 (Seraing - Tilf)	503400N 0053258E
FOXHE	church of Fexhe-le-haut-Clocher	503958N 0052353E

Additional reporting points to be used only at ATC discretion:

Name	Associated landmark	Position
ECHO	intersection motorway E40/E42 and E25	504049N 0053934E
WISKY	intersection motorway E42 (Liège - Namur) and road N64 (Huy - Hannut)	503451N 0051238E
NOVEM	intersection motorway E313 (Liège - Antwerpen) and road N79 (Maastricht - Tongeren)	504736N 0053151E
SIERA	Soheit-Tinlot, crossroads on the road N63 (Liège - Marche-en-Famenne)	502833N 0052232E

Pilots shall comply with ATC routing instructions. All points are mandatory reporting points.

Standard routings "ROMEO-FOXHE" and "OSCAR-INDIA" are deemed separated from STAR and SID.

### 5.2 Inbound Traffic

VFR and special VFR flights must be conducted in accordance with the following provisions:

- a. Unless otherwise instructed:
  - Entry from the west and the north: proceed towards ROMEO, then to FOXHE;

- Entry from the east and the south: proceed towards OSCAR, then to INDIA;
  - FOXHE and INDIA are clearance limit points (HLDG). Upon reaching one of the points, pilots shall perform orbits at 1500FT AMSL (HEL 1300FT AMSL) unless otherwise instructed by ATC;
- b. MAX ALT:
- 2000FT AMSL at ROMEO and OSCAR when entering the CTR, descending to 1500FT AMSL (HEL 1300FT AMSL);
  - 1500FT AMSL at FOXHE and INDIA (HEL 1300FT AMSL);
- c. Aircraft shall join the aerodrome circuit at 1500FT AMSL (HEL 1300FT AMSL).

### 5.3 Outbound Traffic

VFR and special VFR flights shall be conducted in accordance with the following provisions:

- a. Unless otherwise instructed:
- Exit to the west and the north: proceed to FOXHE, then to ROMEO;
  - Exit to the east and the south: proceed to INDIA, then to OSCAR;
- b. MAX ALT:
- FOXHE and INDIA shall be crossed at 1500FT AMSL MAX;
  - MAX ALT to leave the CTR: 2000FT AMSL.

### 5.4 Aerodrome Traffic Circuits

Aerodrome traffic circuits shall be operated continuously in sight of Liège TWR and at an altitude not exceeding 1500FT AMSL.

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## 6 HELICOPTER FLIGHTS

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NIL

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## 7 RADIO COMMUNICATION FAILURE

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### 7.1 IFR Flight

If an aircraft does not succeed in landing within the 30MIN normally allowed to make its approach and landing, it must leave the CTR on QDR 255° of ONL at 2400FT AMSL and land at the first suitable aerodrome where the MET conditions permit a visual approach and landing.

### 7.2 VFR Flights

#### 7.2.1 Outside Controlled Airspace

In all cases, the aircraft shall remain outside the controlled airspace.

#### 7.2.2 Within Controlled Airspace But Outside the Aerodrome Traffic Circuit

According to its position from the RWY axis, the aircraft shall leave the controlled airspace by the shortest way:

- a. north of the RWY axis: via visual reporting point ROMEO;
- b. south of the RWY axis: via visual reporting point OSCAR.

#### 7.2.3 Within the Aerodrome Traffic Circuit

A full-stop landing shall be performed.

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## EBLG AD 2.23 Additional Information

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### 1 AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

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ATIS broadcast messages serving INBD and OUBD TFC are broadcasted H24 (for FREQ, see [EBLG AD 2.18](#)).

They contain the following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	LIÈGE	Liège...
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	RSCD AT HHMM	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	...
LVPP	LVP in progress	Low visibility procedures in progress
TWY LG closed in case of LVO RWY 22L	TWY S3, S4, S5, N1, N3, N4, C1, C3 and C4 not AVBL	TWY S3, S4, S5, N1, N3, N4, C1, C3 and C4 not AVBL
TWY LG closed in case of LVO RWY 04R	TWY S3, N1, N3, N4, C1, C3 and C4 not AVBL	TWY S3, N1, N3, N4, C1, C3 and C4 not AVBL
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	CAVOK or visibility...
RVR	RVR (RWY) TDZ / M, MID / M, END / M	RVR runway... ..metres, ...metres, ...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 ATIS broadcast, the MET data are omitted and expressed as follows:

“MET REPORT OMITTED DUE TO RAPID CHANGES”.

The omitted data are AVBL on ATC FREQs.

Pilots are requested to listen to ATIS broadcast prior to the first contact with an ATS unit. Upon establishing communication with the relevant ATS unit, the pilot will acknowledge receipt of ATIS message by using the following expression:

“INFORMATION . . . [alphabetical designator] RECEIVED”.

ATC shall confirm the validity of the alphabetical designator received. If the designator has changed in the mean time, he shall only give the designator valid at that moment.

## EBLG AD 2.24 Charts Related to EBLG

AD 2.EBLG-ADC.01	Aerodrome Chart - ICAO
AD 2.EBLG-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.EBLG-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBLG-GMC.02a	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Low Visibility Procedures (RWY 22L)
AD 2.EBLG-GMC.02b	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Low Visibility Procedures (RWY 04R)
AD 2.EBLG-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 3: Ground Movement Responsibilities



AD 2.EBLG-GMC.04	Aerodrome Ground Movement Chart - ICAO. Appendix 4: Hot Spots
AD 2.EBLG-GMC.05	Aerodrome Ground Movement Chart - ICAO. Appendix 5: De-icing Area
AD 2.EBLG-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 04R/22L
AD 2.EBLG-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 04L/22R
AD 2.EBLG-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 04R
AD 2.EBLG-PATC.02	Precision Approach Terrain Chart - ICAO: RWY 22L
AD 2.EBLG-PATC.03	Precision Approach Terrain Chart - ICAO: RWY 22R
AD 2.EBLG-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.EBLG-STAR.01	Standard Arrival Chart - Instrument - ICAO: Liège TMA 3, 4 and 5 active
AD 2.EBLG-STAR.02	Standard Arrival Chart - Instrument - ICAO: Liège TMA 3, 4 and 5 not active
AD 2.EBLG-STAR.03	Standard Arrival Chart - Instrument - ICAO: Liège TMA 3, 4 and 5 active (RNAV1 Overlay)
AD 2.EBLG-STAR.04	Standard Arrival Chart - Instrument - ICAO: Liège TMA 3, 4 and 5 not active (RNAV1 Overlay)
AD 2.EBLG-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 04L/R
AD 2.EBLG-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 22L/R
AD 2.EBLG-SID.03	Standard Departure Chart - Instrument - ICAO: RWY 04L/R (RNAV1 Overlay)
AD 2.EBLG-SID.04	Standard Departure Chart - Instrument - ICAO: RWY 22L/R (RNAV1 Overlay)
AD 2.EBLG-IAC.01	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC RWY 22L
AD 2.EBLG-IAC.02	Instrument Approach Chart - ICAO: VOR RWY 22L
AD 2.EBLG-IAC.03	Instrument Approach Chart - ICAO: ILS or LOC RWY 22R
AD 2.EBLG-IAC.04	Instrument Approach Chart - ICAO: ILS or LOC RWY 04R (CAT A-B)
AD 2.EBLG-IAC.05	Instrument Approach Chart - ICAO: ILS or LOC RWY 04R (CAT C-D)
AD 2.EBLG-IAC.06	Instrument Approach Chart - ICAO: VOR RWY 04R (CAT A-B)
AD 2.EBLG-IAC.07	Instrument Approach Chart - ICAO: VOR RWY 04R (CAT C-D)
AD 2.EBLG-IAC.08	Instrument Approach Chart - ICAO: RNP RWY 22L
AD 2.EBLG-IAC.09	Instrument Approach Chart - ICAO: RNP RWY 22R
AD 2.EBLG-IAC.09a	Instrument Approach Chart - ICAO: RNP RWY 22R. Appendix: FAS Datablock
AD 2.EBLG-IAC.10	Instrument Approach Chart - ICAO: RNP RWY 04L
AD 2.EBLG-IAC.10a	Instrument Approach Chart - ICAO: RNP RWY 04L. Appendix: FAS Datablock
AD 2.EBLG-IAC.11	Instrument Approach Chart - ICAO: RNP RWY 04R
AD 2.EBLG-VAC.01	Visual Approach Chart - ICAO

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