JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: LIEGE BEL
ICAO/IATA: EBLG / LGG
Lat/Long: N50° 38.2', E005° 26.6'
Elevation: 659 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0325 Z
Sunset: 1951 Z

Runway Information

Runway: 04R
Length x Width: 12106 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 652 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 774 ft

Runway: 22L
Length x Width: 12106 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 603 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1322 ft

Runway: 04L
Length x Width: 7677 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 637 ft
Lighting: Edge

Runway: 22R
Length x Width: 7677 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 585 ft
Lighting: Edge, ALS

Communication Information

ATIS: 115.450
ATIS: 126.255
Liege Tower: 130.625 Secondary VHF-DF
Liege Tower: 118.130 VHF-DF
Liege Ground: 121.930
Liege Approach: 119.280 VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS 126.255 115.450

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

ACFT operating to or from LIEGE APT must be noise-certificated according to ICAO Annex 16.

The APT authority is entitled to require any ACFT operator to provide any document or technical information related to the ACFT operated and to prohibit any ACFT from take-off if the required documents have not been forwarded.

1.2.2. ARRIVAL AND DEPARTURE RECOMMENDATION

Re-certificated civil subsonic jet aeroplanes are banned to operate on the APT between 2300-0700LT. Excluded from this prohibition are:

- Belgian or foreign royal flights, government flights and flights of Regional and Community governments, flights of Heads of State and flights carrying presidents and commissioners of the European Union on official mission;
- Missions in case of disasters or for medical assistance;
- Military missions;
- Flights in exceptional conditions, e.g. when there is immediate danger to the health of people or animals, or in case of diversion for meteorological reasons;
- Delayed flights, provided the delay is due to circumstances beyond the operator's control.

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

Full power engine tests are prohibited between 2100-0900LT.

1.3. LOW VISIBILITY PROCEDURES

The preparation phase will start when visibility falls below 1500m and/or ceiling is at or below 300', and CAT II/III operations are expected.

The operations phase will start when RVR falls below 550m or ceiling is below 200'.

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.

Departing ACFT shall report at take-off CAT II/III holding position or at any other point when so requested.

Arriving ACFT shall report when passing the OM (RWY 22L) or 3.9 DME 'IHH' (RWY 04R) on final, on the ground when the RWY and the sensitive area are vacated, and in case of missed APCH.

Landing ACFT should leave as soon as possible the ILS sensitive area signalled by alternated yellow and green TWY centerline lights.

Taxi is restricted to TWYs equipped with centerline lights.

1. GENERAL

A Follow-me car will assist pilots during taxi:

RWY 04R:

- Upon arrival: During taxi from TWY S4 (contingency: S5 or S6) to the apron when LVP are expected and visibility is less than 1500m or ceiling is less than 300'.
- Upon departure: During taxi from the apron to TWY A2 or C0 when RVR is less than 550m or the ceiling is less than 200'.

RWY 22L:

- Upon arrival: During taxi from TWY S2 or C0 to the apron when LVP are expected and visibility is less than 1500m or ceiling is less than 300'.
- Upon departure: During taxi from the apron to TWY A5 when RVR is less than 550m or the ceiling is less than 200'.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. USE OF MODE S TRANSPONDERS

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on 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 ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

The ACFT 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 ACFT 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 RWY.

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

1.5. RWY OPERATIONS

Backtrack and 180° turn not allowed on RWYs 04R/22L between TWYs S5 to S6.

B747-8 and A124 may use only RWY 04R/22L for take-off and landing.

1.6. TAXI PROCEDURES

On TWY S3, exit towards or entry from the westward side of TWY A2 is limited to MAX code C ACFT.

On TWY S5 no Right turn allowed onto RWY 04R/22L to TWY S6.

RWY 04R/22L: Turn pad on TWY S5 not available by NIGHT.

Apron E available for traffic up to 10t and with MAX wingspan 79'/24m during DAY only.

Apron closed in LVP.

CAUTION: Opposite traffic possible. Before taxiing to the holding point, contact ATC for traffic information.

Explicit RWY crossing clearance is required.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

ACFT being vectored shall reduce speed to 250KT when below FL 100.

Along the initial APCH segments, unless otherwise instructed by ATC, speed will not exceed 220KT.

Along the intermediate and final APCH segments for RWY 22L/R and 04L/R a speed of 220KT, unless otherwise instructed by ATC, will be maintained until established on ILS. The OM RWY 22L or 4 NM DME from RWY 22R or 04R shall be crossed at 170KT.

ATC may request speed adjustments. Pilots are requested to comply with these speed adjustments as promptly as feasible within their own operational constraints. ACFT unable to comply with the requested speed shall inform and state to ATC what speed will 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.

ACFT unable to maintain 160KT until base leg for visual approach or 4NM from THR for instrument approach will not be accepted between 2300-0500LT (times refer to ATA) unless prior permission is obtained from ATC.

2.2. CONTINUOUS DESCENT OPERATIONS (CDO)

When traffic permits, ATC will facilitate CDO based on vectoring or GNSS APCH. Facilitation of CDO will be provided at ATC discretion only.

When CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide distance to TD and an approval to descend at pilot's discretion with "when ready, descend".

Adopt a CDO profile that is to the greatest possible extent compatible with safe operation of the ACFT by employing minimum engine thrust, ideally in a low drag configuration, prior to FAF/FAP.

All Noise Abatement procedures and speeds published for the arrivals remain applicable.

2.3. CAT II/III OPERATIONS

RWY 04R/22L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

After landing, pilots shall monitor LIEGE Tower whilst still on the RWY and LIEGE Ground once the RWY is vacated via S2 as preferred exit TWY for RWY 22L and S4 for RWY 04R. If the pilots want to exit the RWY via another TWY, they shall inform ATC about their intentions as soon as applicable. ATC clearances will be passed to pilots accordingly.

Compass deviation exceeding 10° may occur on apron P1, P2 and P3.

3. DEPARTURE

3.1. START-UP PROCEDURES

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

10 minutes before the EOBT, pilots shall request start-up clearance from LIEGE Ground.

ATC clearance will only be provided by LIEGE Ground on push-back and taxi request.

3.2. NOISE ABATEMENT

SIDs 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.

TURBO-JET

Take-off to 2100'	Take-off power; take-off flaps; climb to V_2 + 10-20KT or as limited by body angle.
At 2100'	Reduce thrust to not less than climb thrust.
2100'-3600'	Climb at V_2 + 10-20KT.
At 3600'	Accelerate smoothly to the enroute climb speed with flap retraction.

PROPELLER ACFT

Take-off to 1600'	Take-off power; climb at a maximum gradient compatible with safety speed not less than single engine climb speed nor higher than best rate of climb speed.
At 1600'	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.
1600'-3600'	Climb at the maximum gradient with reduced power, maintaining constant speed.
Above 3600'	Accelerate smoothly to the enroute climb speed.

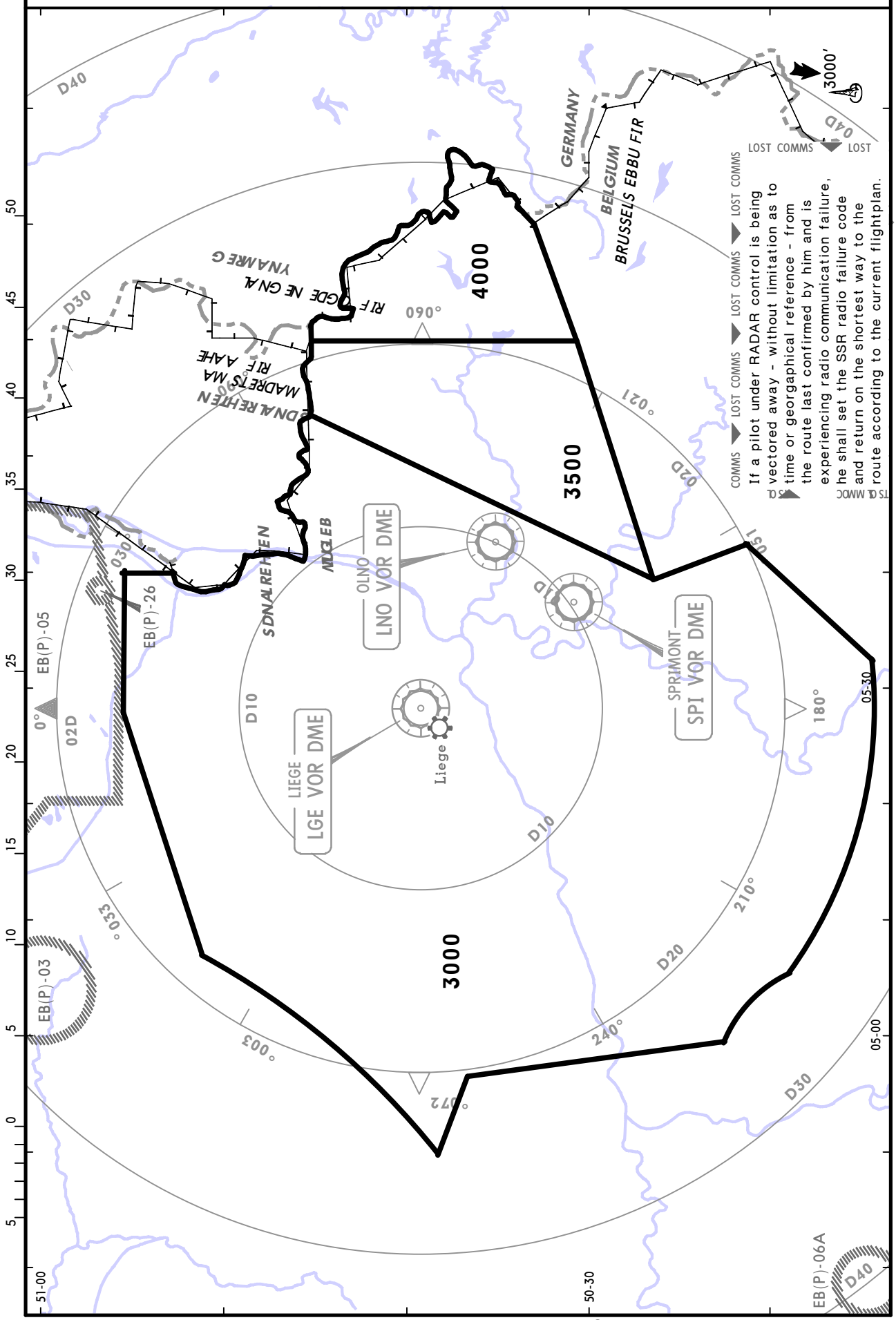
EBLG/LGG
LIEGE

JEPPESEN
2 MAY 14 (10-1R)

LIEGE, BELGIUM
RADAR MINIMUM ALTITUDES

Apt Elev 659′	Alt Set: hPa	Trans level: By ATC	Trans alt: 4500′

The indicated altitudes are the lowest altitudes to be allocated by the controller inside the radar vectoring area. Subsequent descent may be given when the aircraft is established on the 30° leg or has reached the IAF.



CHANGES: Sectors revised; LOST COMM note added.

D-ATIS	BRUSSELS Control	Apt Elev	Alt Set: hPa
115.450 126.255	125.0	659	Trans level: By ATC

CIV 5D, GESLO 4D KOK 5D, LNO 4D, NIK 5D ARRIVALS

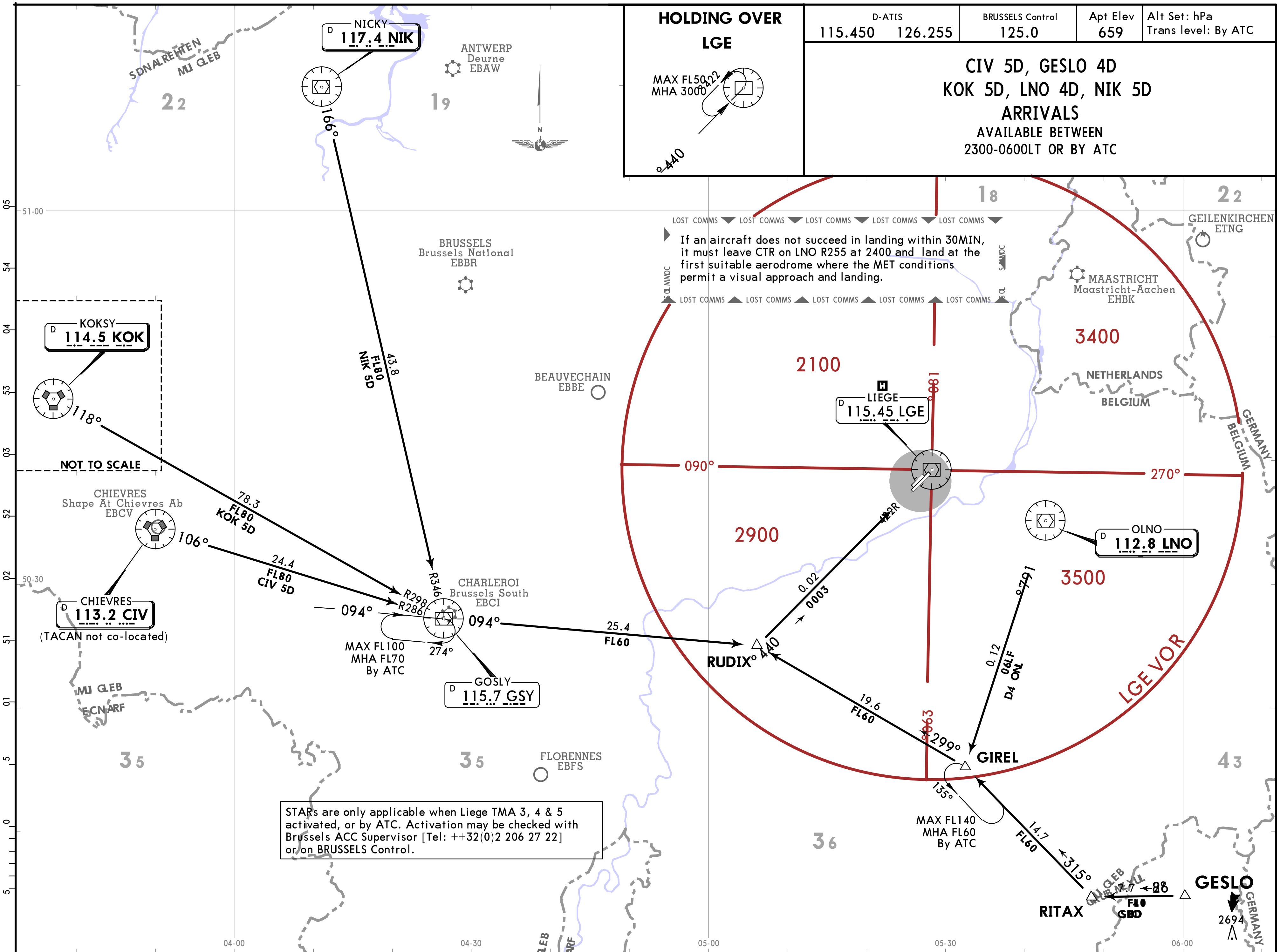
AVAILABLE BETWEEN 2300-0600LT OR BY ATC

HOLDING OVER LGE

MAX FL50 MHA 3000

If an aircraft does not succeed in landing within 30MIN, it must leave CTR on LNO R255 at 2400 and land at the first suitable aerodrome where the MET conditions permit a visual approach and landing.

STARs are only applicable when Liege TMA 3, 4 & 5 activated, or by ATC. Activation may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.


NICKY
117.4 NIK
KOKSY
114.5 KOK
NOT TO SCALE
CHIEVRES
113.2 CIV
(TACAN not co-located)
CHIEVRES Shape At Chievres Ab EBCV
ANTWERP Deurne EBAW
BRUSSELS Brussels National EBBR
BEAUVECHAIN EBBE
CHARLEROI Brussels South EBCI
FLORENNES EBFS
GOSLY
115.7 GSY
MAX FL100 MHA FL70 By ATC
LIEGE
115.45 LGE
OLNO
112.8 LNO
MAASTRICHT Maastricht-Aachen EHBK
GEILENKIRCHEN ETNG
NETHERLANDS
BELGIUM
GERMANY
LGE VOR
2100
2900
3400
3500
LOST COMMS
RUDIX
GIREL
RITAX
GESLO
MAX FL140 MHA FL60 By ATC
43.8 FL80 NIK 5D
78.3 FL80 KOK 5D
24.4 FL80 CIV 5D
25.4 FL60
19.6 FL60
14.7 FL60
D4 LNO
166°
118°
106°
094°
274°
299°
315°
135°
090°
270°
R346
R298
R286
2694

D-ATIS	BRUSSELS Control	Apt Elev	Alt Set: hPa
115.450 126.255	125.0	659	Trans level: By ATC

HOLDING OVER LGE

MAX FL50
MHA 3000
440°

CIV 5X
GESLO 4X
KOK 5X
LNO 4X
NIK 5X
ARRIVALS
AVAILABLE BETWEEN 0600-2300LT

KOKSY
D 114.5 KOK

NICKY
D 117.4 NIK

MACKEL
360.5 MAK

CHIEVRES
D 113.2 CIV
(TACAN not colocated)

LIEGE
D 115.45 LGE

OLNO
D 112.8 LNO

GILOM

GESLO

OOSTENDE-BRUGGE
Oostende
EBOS

KOKSIJDE
EBFN

WOENSDRECHT
EHWO

ANTWERP
Deurne
EBAW

WEERT
Budel
EHBD

KLEINE-BROGEL
EBBL

MAASTRICHT
Maastricht-Aachen
EHBK

GEILENKIRCHEN
ETNG

BRUSSELS
Brussels National
EBBR

KORTRIJK-WEVELGEM
EBKT

BEAUVECHAIN
EBBE

MERVILLE
Calonne
LFQT

LILLE
Lesquin
LFQQ

CHIEVRES
Shape At Chievres Ab
EBCV

CHARLEROI
Brussels South
EBCI

VALENCIENNES
Denain
LFAV

FLORENNES
EBFS

ALBERT
Bray
LFAQ

AMIENS
Glisy
LFAY

NETHERLANDS
BELGIUM
GERMANY
FRANCE

102°
32.9
FL80
KOK 5X

137°
33.4
FL80
NIK 5X

102°
77.4
FL60

101°
27.2
FL60

5.73
08LF
X5 VC

090°
270°
293°
339°

R282
R281
R113
R159

10.0
3000

GESLO 4X
LNO 4X

32.5
FL140
GESLO 4X

2100
3400
2900
3500

LGE VOR

2694

If an aircraft does not succeed in landing within 30MIN, it must leave CTR on LNO R255 at 2400 and land at the first suitable aerodrome where the MET conditions permit a visual approach and landing.

LOST COMMS

STARs are only applicable when Liege TMA 3, 4 & 5 de-activated. Activation may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

CHANGES: ATIS.

JEPPESEN
30 NOV 18
Eff 6 Dec
10-2B

LIEGE, BELGIUM

RNAV STAR (OVERLAY)

D-ATIS	BRUSSELS Control	Apt Elev
115.450 126.255	125.0	659

Alt Set: hPa Trans level: By ATC
RNAV 1.

CIV 5D [CIV5D]
GESLO 4D [GESL4D]
KOK 5D [KOK5D], LNO 4D [LNO4D]
NIK 5D [NIK5D]
RNAV ARRIVALS (OVERLAY 10-2)

AVAILABLE BETWEEN
2300-0600LT OR BY ATC

STAR	ROUTING
CIV 5D	CIV (K250-) - GSY (K250-) - RUDIX (K250-) - LGE (K250-).
GESLO 4D	GESLO - RITAX - GIREL (K250-) - RUDIX (K250-) - LGE (K250-).
KOK 5D	KOK (K250-) - GSY (K250-) - RUDIX (K250-) - LGE (K250-).
LNO 4D	LNO (K250-) - GIREL (K250-) - RUDIX (K250-) - LGE (K250-).
NIK 5D	NIK (K250-) - GSY (K250-) - RUDIX (K250-) - LGE (K250-).

HOLDING OVER LGE

MAX FL50
MHA 3000
422
440

NICKY
117.4 NIK
MAX 250 KT

166°
43.8
FL80
NIK 5D

If an aircraft does not succeed in landing within 30MIN, it must leave CTR on LNO R255 at 2400 and land at the first suitable aerodrome where the MET conditions permit a visual approach and landing.

LOST COMMS

ANTWERP
Deurne
EBAW

BRUSSELS
Brussels National
EBBR

BEAUVECHAIN
EBBE

KOKSY
114.5 KOK
MAX 250 KT

118°
78.3
FL80
KOK 5D

NOT TO SCALE

CHIEVRES
Shape At Chievres Ab
EBCV

106°
24.4
FL80
CIV 5D

CHIEVRES
113.2 CIV
(TACAN not co-located)
MAX 250 KT

CHARLEROI
Brussels South
EBCI

R346
R298
R286
094°
MAX FL100
MHA FL70
By ATC
274°

GOSLY
115.7 GSY
MAX 250 KT

094°
25.4
FL60

RUDIX
440
MAX 250 KT

LIEGE
115.45 LGE
MAX 250 KT

0.02
0003
ARR

3500

OLNO
112.8 LNO
MAX 250 KT

0.12
D4 ONL
0.12
D4 LF

ARP

19.6
FL60
299°

GIREL
MAX 250 KT

135°
MAX FL140
MHA FL60
By ATC

14.7
FL60
315°

RITAX

GESLO

2694

FLORENNES
EBFS

STARs are only applicable when Liege TMA 3, 4 & 5 activated, or by ATC. Activation may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

GERMANY
BELGIUM

CHANGES: ATIS.

JEPPESEN
30 NOV 18 (10-2C) Eff 6 Dec

LIEGE, BELGIUM

RNAV STAR (OVERLAY)

D-ATIS	BRUSSELS Control	Apt Elev	Alt Set: hPa Trans level: By ATC
115.450 126.255	125.0	659	RNAV 1.

HOLDING OVER LGE

MAX FL50
MHA 3000
022°
440°

CIV 5X [CIV5X]
GESLO 4X [GESL4X]
KOK 5X [KOK5X]
LNO 4X [LNO4X]
NIK 5X [NIK5X]
RNAV ARRIVALS (OVERLAY 10-2A)

AVAILABLE BETWEEN 0600-2300LT

STAR	ROUTING
CIV 5X	CIV (K250-) - GILOM (K250-) - LGE (K250-).
GESLO 4X	GESLO - LNO - LGE (K250-).
KOK 5X	KOK (K250-) - MAK (K250-) - LGE (K250-).
LNO 4X	LNO (K250-) - LGE (K250-).
NIK 5X	NIK (K250-) - GILOM (K250-) - LGE (K250-).

KOKSY
D 114.5 KOK
MAX 250 KT

NICKY
D 117.4 NIK
MAX 250 KT

MACKEL
360.5 MAK
MAX 250 KT

LIEGE
D 115.45 LGE
MAX 250 KT

OLNO
D 112.8 LNO
LNO 4X: MAX 250 KT

CHIEVRES
D 113.2 CIV
(TACAN not colocated)
MAX 250 KT

GILOM
MAX 250 KT

GESLO

KOKSIJDE EBFN
OOSTENDE-BRUGGE Oostende EBOS
WOENSDRECHT EHWO
ANTWERP Deurne EBAW
BRUSSELS Brussels National EBBR
KORTRIJK-WEVELGEM EBKT
BEAUVECHAIN EBBE
MAASTRICHT Maastricht-Aachen EHBK
GEILENKIRCHEN ETNG
MERVILLE Calonne LFQT
LILLE Lesquin LFQQ
CHIEVRES Shape At Chievres Ab EBCV
CHARLEROI Brussels South EBCI
VALENCIENNES Denain LFAV
FLORENNES EBFS
ALBERT Bray LFAQ
AMIENS Glisy LFAY
NETHERLANDS
BELGIUM
GERMANY
FRANCE

ARP
3500

102°
32.9
FL80
KOK 5X

137°
33.4
FL80
NIK 5X

102°
77.4
FL60

101°
27.2
FL60

5.73
08LF
X5 VC

R282
R281
R113
3000
10.0
293°
R159
32.5
FL140
GESLO 4X
339°
2694

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If an aircraft does not succeed in landing within 30MIN, it must leave CTR on LNO R255 at 2400 and land at the first suitable aerodrome where the MET conditions permit a visual approach and landing.

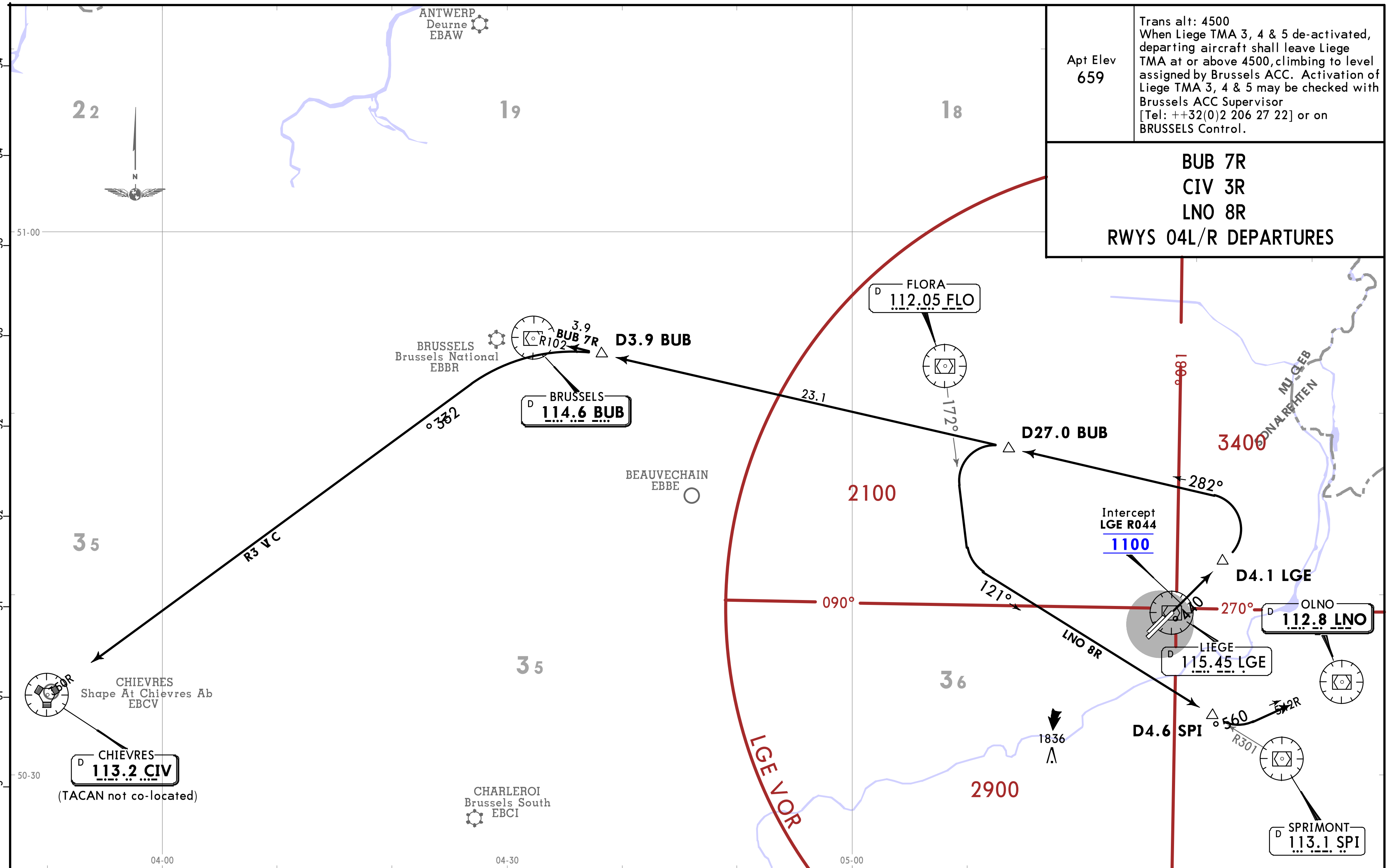
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STARs are only applicable when Liege TMA 3, 4 & 5 de-activated. Activation may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

CHANGES: ATIS.

Apt Elev 659	Trans alt: 4500 When Liege TMA 3, 4 & 5 de-activated, departing aircraft shall leave Liege TMA at or above 4500, climbing to level assigned by Brussels ACC. Activation of Liege TMA 3, 4 & 5 may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

BUB 7R
CIV 3R
LNO 8R
RWYS 04L/R DEPARTURES



Initial climb clearance **FL50** (**FL60** when Liege QNH is below 995 hPa) unless otherwise instructed.
BRUSSELS Control will allocate a higher level as soon as traffic permits.

SID	ROUTING
BUB 7R	Climb to 1100, intercept LGE R044 to D4.1 LGE, turn LEFT, intercept BUB R102 inbound to BUB.
CIV 3R	Climb to 1100, intercept LGE R044 to D4.1 LGE, turn LEFT, intercept BUB R102 inbound, turn LEFT, intercept CIV R053 inbound to CIV.
LNO 8R	Climb to 1100, intercept LGE R044 to D4.1 LGE, turn LEFT, intercept BUB R102 inbound to D27.0 BUB, turn LEFT, intercept FLO R172, turn LEFT, intercept SPI R301 inbound to D4.6 SPI, turn LEFT, intercept LNO R245 inbound to LNO.

These SIDs require a minimum climb gradient of
425 per NM (7%) until passing FL60 due to airspace.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

If unable to comply advise Liege DELIVERY prior to start-up.

CHANGES: New format.

Apt Elev
659

Trans alt: 4500
When Liege TMA 3, 4 & 5 de-activated, departing aircraft shall leave Liege TMA at or above 4500, climbing to level assigned by Brussels ACC. Activation of Liege TMA 3, 4 & 5 may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

BUB 7S, CIV 3S, LNO 5E, LNO 7S RWYS 22L/R DEPARTURES

BRUSSELS
Brussels National
EBBR

BRUSSELS
D 114.6 BUB

R122

6.6
BUB 7S

D6.6 BUB

332°

S3 VC

BEAUVECHAIN
EBBE

LGE VOR

20.9

2100

LIEGE
D 115.45 LGE

3400

OLNO
D 112.8 LNO

090°

D27.5 BUB

LNO 5E

Intercept
LGE R224
1100

270°

133°

302°

422°

D4.3 LGE

LNO 7S

2900

D36.0 BUB

660°

3500

CHIEVRES
Shape At Chievres Ab
EBCV

CHIEVRES
D 113.2 CIV
(TACAN not colocated)

❶ To be used when airspace SOUTH of Liege TMA is not available for civil operations.

CHARLEROI
Brussels South
EBCI

Initial climb clearance **FL50** (**FL60** when Liege QNH is below 995 hPa) unless otherwise instructed.
BRUSSELS Control will allocate a higher level as soon as traffic permits.

SID	ROUTING
BUB 7S	Climb to 1100, intercept LGE R224 to D4.3 LGE, turn RIGHT, intercept BUB R122 inbound to BUB.
CIV 3S	Climb to 1100, intercept LGE R224 to D4.3 LGE, turn RIGHT, intercept BUB R122 inbound, turn LEFT, intercept CIV R053 inbound to CIV.
LNO 5E ❶	Climb to 1100, intercept LGE R224 to D4.3 LGE, turn RIGHT, intercept BUB R122 inbound to D27.5 BUB, turn RIGHT to LNO.
LNO 7S	Climb to 1100, intercept LGE R224 to D4.3 LGE, turn RIGHT, intercept BUB R122 inbound to D27.5 BUB, turn LEFT, intercept BUB R133 to D36.0 BUB, turn LEFT, intercept LNO R246 inbound to LNO.

These SIDs require a minimum climb gradient of
425 per NM (7%) until passing FL60 due to airspace.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

If unable to comply advise Liege DELIVERY prior to start-up.

2312

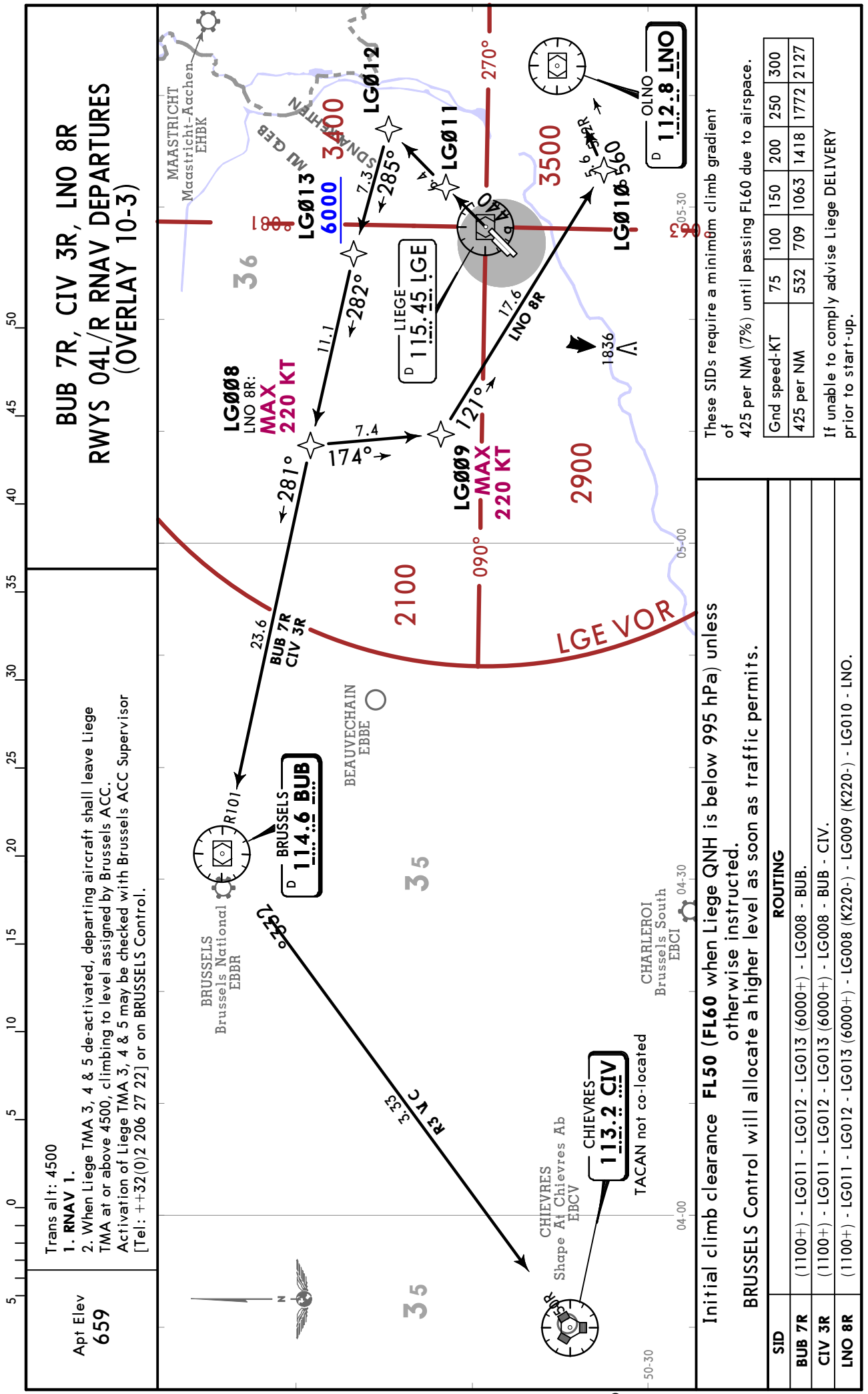
CHANGES: New format

EBLG/LGG
LIEGE

JEPPESEN
29 JUN 18 (10-3B)

LIEGE, BELGIUM
RNAV SID (OVERLAY)

BUB 7R, CIV 3R, LNO 8R
RWYS 04L/R RNAV DEPARTURES
(OVERLAY 10-3)



Trans alt: 4500
1. **RNAV 1.**
2. When Liege TMA 3, 4 & 5 de-activated, departing aircraft shall leave Liege TMA at or above 4500, climbing to level assigned by Brussels ACC.
Activation of Liege TMA 3, 4 & 5 may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

Apt Elev
659

These SIDs require a minimum climb gradient of
425 per NM (7%) until passing FL60 due to airspace.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

If unable to comply advise Liege DELIVERY prior to start-up.

Initial climb clearance **FL50** (**FL60** when Liege QNH is below 995 hPa) unless otherwise instructed.
BRUSSELS Control will allocate a higher level as soon as traffic permits.

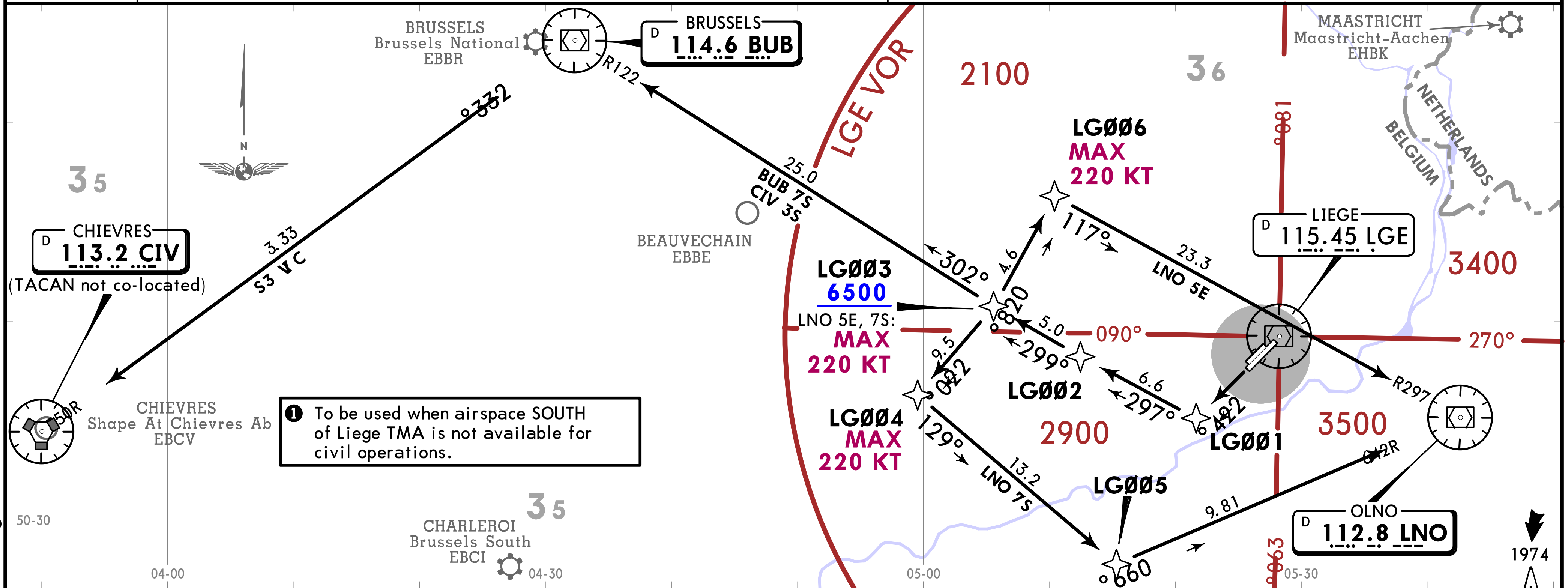
SID	ROUTING
BUB 7R	(1100+) - LG011 - LG012 - LG013 (6000+) - LG008 - BUB.
CIV 3R	(1100+) - LG011 - LG012 - LG013 (6000+) - LG008 - BUB - CIV.
LNO 8R	(1100+) - LG011 - LG012 - LG013 (6000+) - LG008 (K220-) - LG009 (K220-) - LG010 - LNO.

CHANGES: Availability.

Apt Elev 659

Trans alt: 4500
1. **RNAV 1.**
2. When Liege TMA 3, 4 & 5 de-activated, departing aircraft shall leave Liege TMA at or above 4500, climbing to level assigned by Brussels ACC.
Activation of Liege TMA 3, 4 & 5 may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

BUB 7S, CIV 3S, LNO 5E, LNO 7S RWYS 22L/R RNAV DEPARTURES (OVERLAY 10-3A)



❶ To be used when airspace SOUTH of Liege TMA is not available for civil operations.

Initial climb clearance **FL50 (FL60** when Liege QNH is below 995 hPa) unless otherwise instructed.
BRUSSELS Control will allocate a higher level as soon as traffic permits.

SID	ROUTING
BUB 7S	(1100+) - LG001 - LG002 - LG003 (6500+) - BUB.
CIV 3S	(1100+) - LG001 - LG002 - LG003 (6500+) - BUB - CIV.
LNO 5E ❶	(1100+) - LG001 - LG002 - LG003 (K220-; 6500+) - LG006 (K220-) - LNO.
LNO 7S	(1100+) - LG001 - LG002 - LG003 (K220-; 6500+) - LG004 (K220-) - LG005 - LNO.

These SIDs require a minimum climb gradient of
425 per NM (7%) until passing FL60 due to airspace.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

If unable to comply advise Liege DELIVERY prior to start-up.

CHANGES: Availability.

STAGE 2 LOW VISIBILITY TAXI ROUTES RWY 04R

REFER ALSO TO LATEST NOTAMS

05-26 05-27 05-28

50-39 50-38 50-37

FOR FURTHER INFORMATION SEE 10-1P PAGES

Confusing point. Crossing of rwy. Explicit clearance required.

Confusing point. Crossing of rwy. Twys C3 and S3 not aligned.

Confusing point. Crossing of rwy.

Twy crossing rwy. Explicit clearance required.

Taxiway B

Taxiway B

NORTH

RWY 04L/22R

RWY 04R/22L

P1

P2

P3

AIS + MET

Fire Station

Control Tower

De-icing area

N0 N1 N2 N3 N4

C0 C1 C2 C3 C4 C5

S2 S3 S4 S5 S6

A2 A3 A4 A5

D0 D1 D2

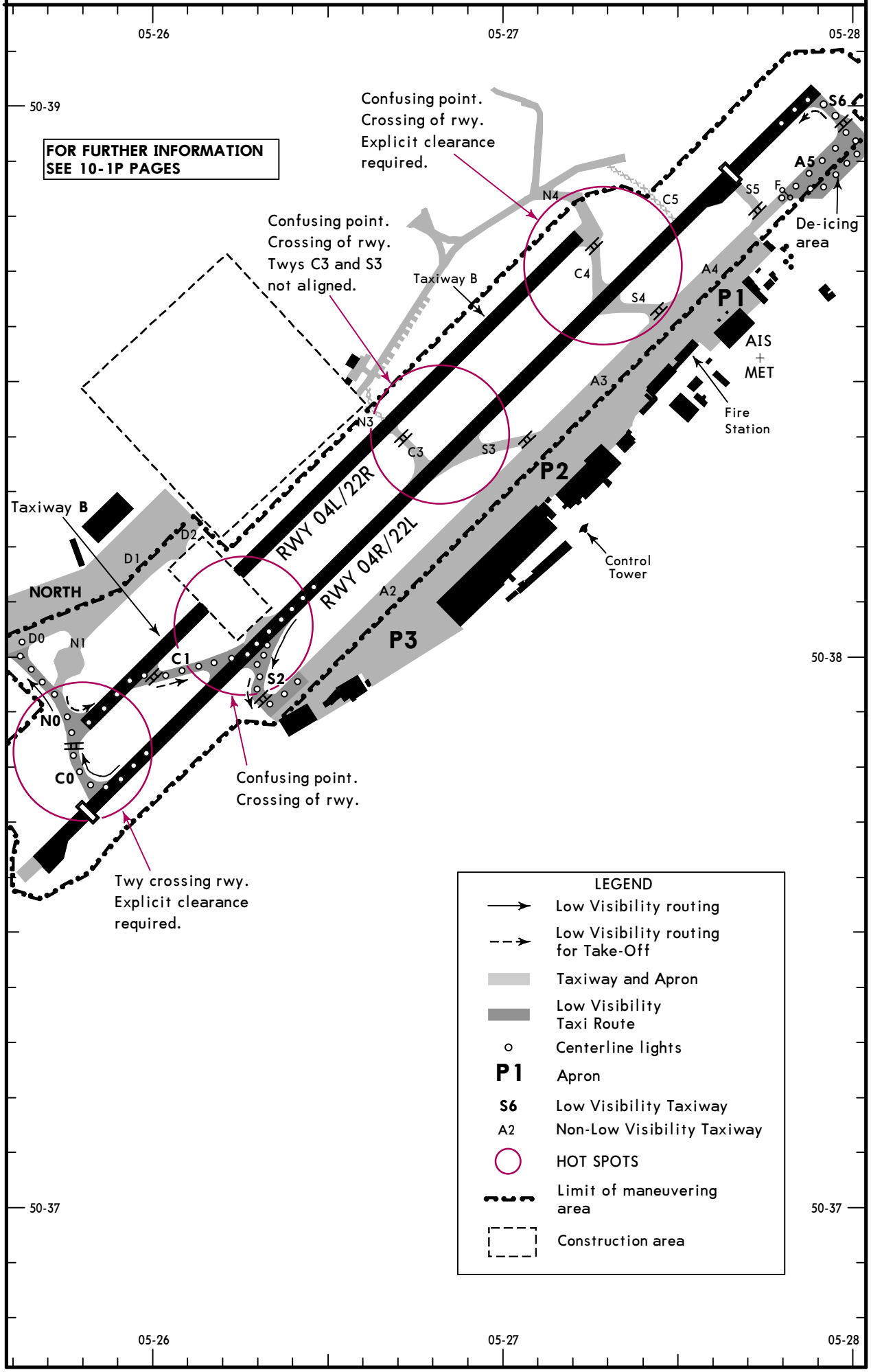
LEGEND

- Low Visibility routing
- Contingency Low Visibility routing for Landing
- Low Visibility routing for Take-Off
- Taxiway and Apron
- Low Visibility Taxi Route
- Centerline lights
- P1 Apron
- S4 Low Visibility Taxiway
- D2 Non-Low Visibility Taxiway
- HOT SPOTS
- Limit of maneuvering area
- Construction area

CHANGES: New temporary chart.

STAGE 2 LOW VISIBILITY TAXI ROUTES RWY 22L

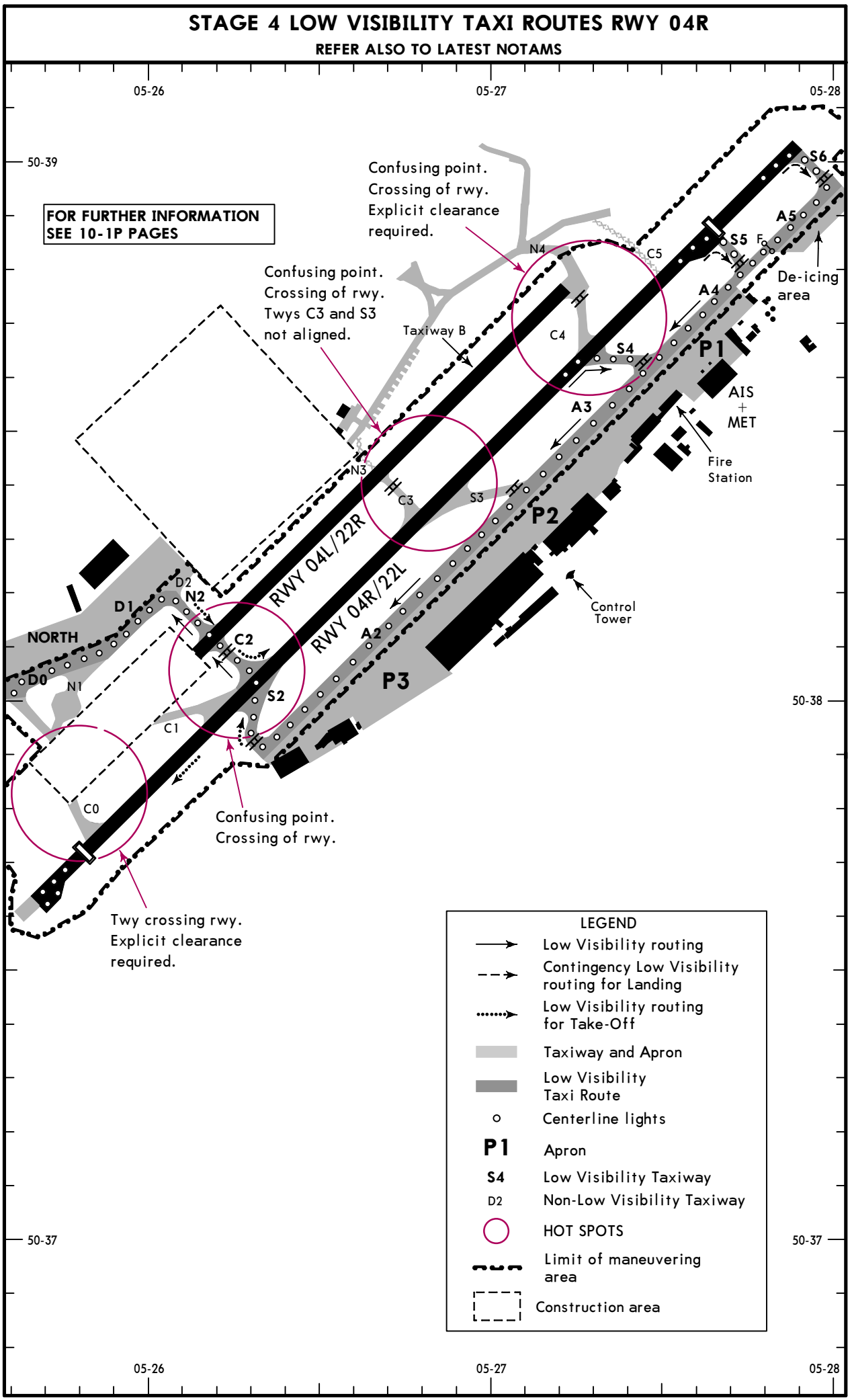
REFER ALSO TO LATEST NOTAMS



CHANGES: New temporary chart.

STAGE 4 LOW VISIBILITY TAXI ROUTES RWY 04R

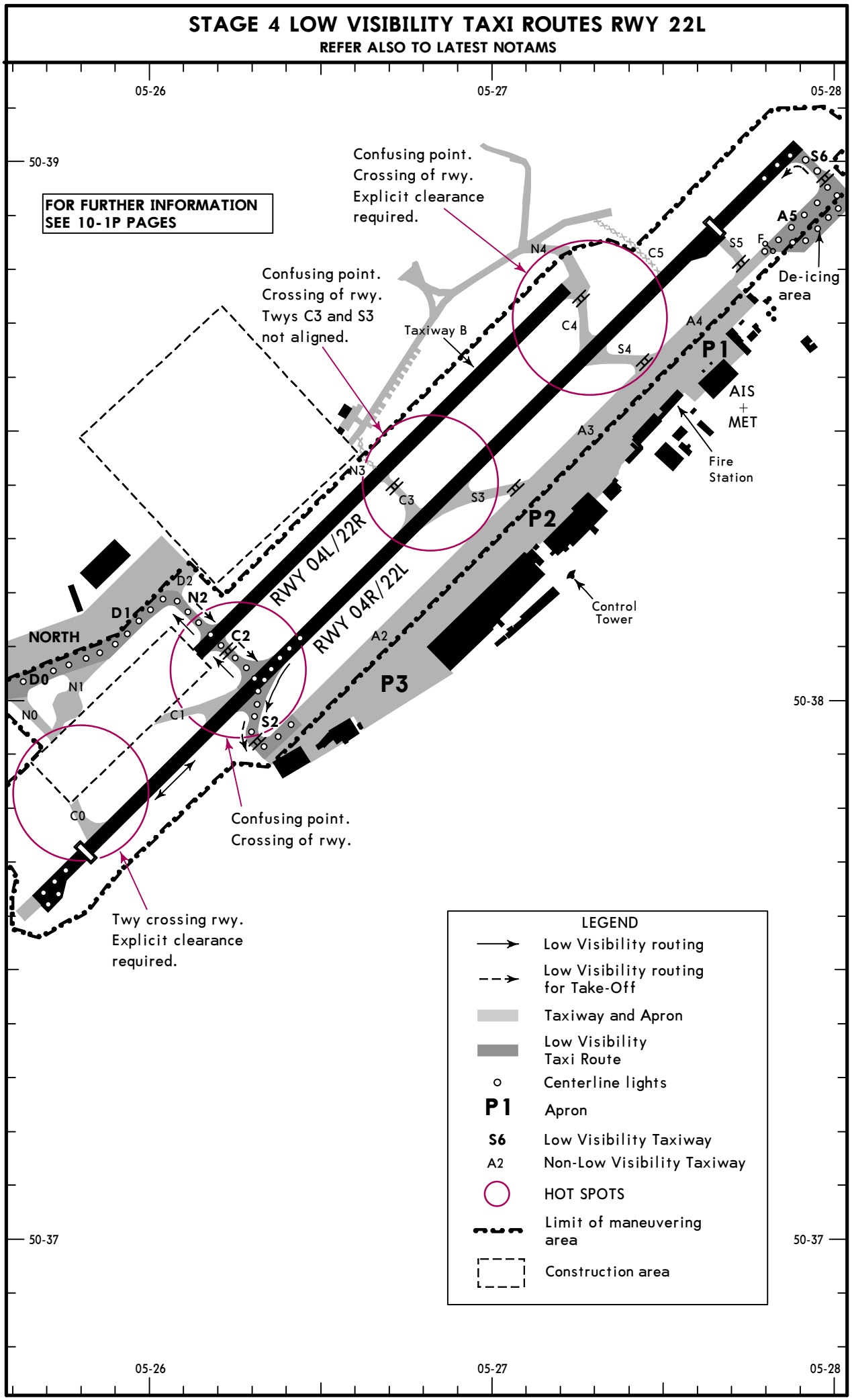
REFER ALSO TO LATEST NOTAMS



CHANGES: New temporary chart.

STAGE 4 LOW VISIBILITY TAXI ROUTES RWY 22L

REFER ALSO TO LATEST NOTAMS



CHANGES: New temporary chart.

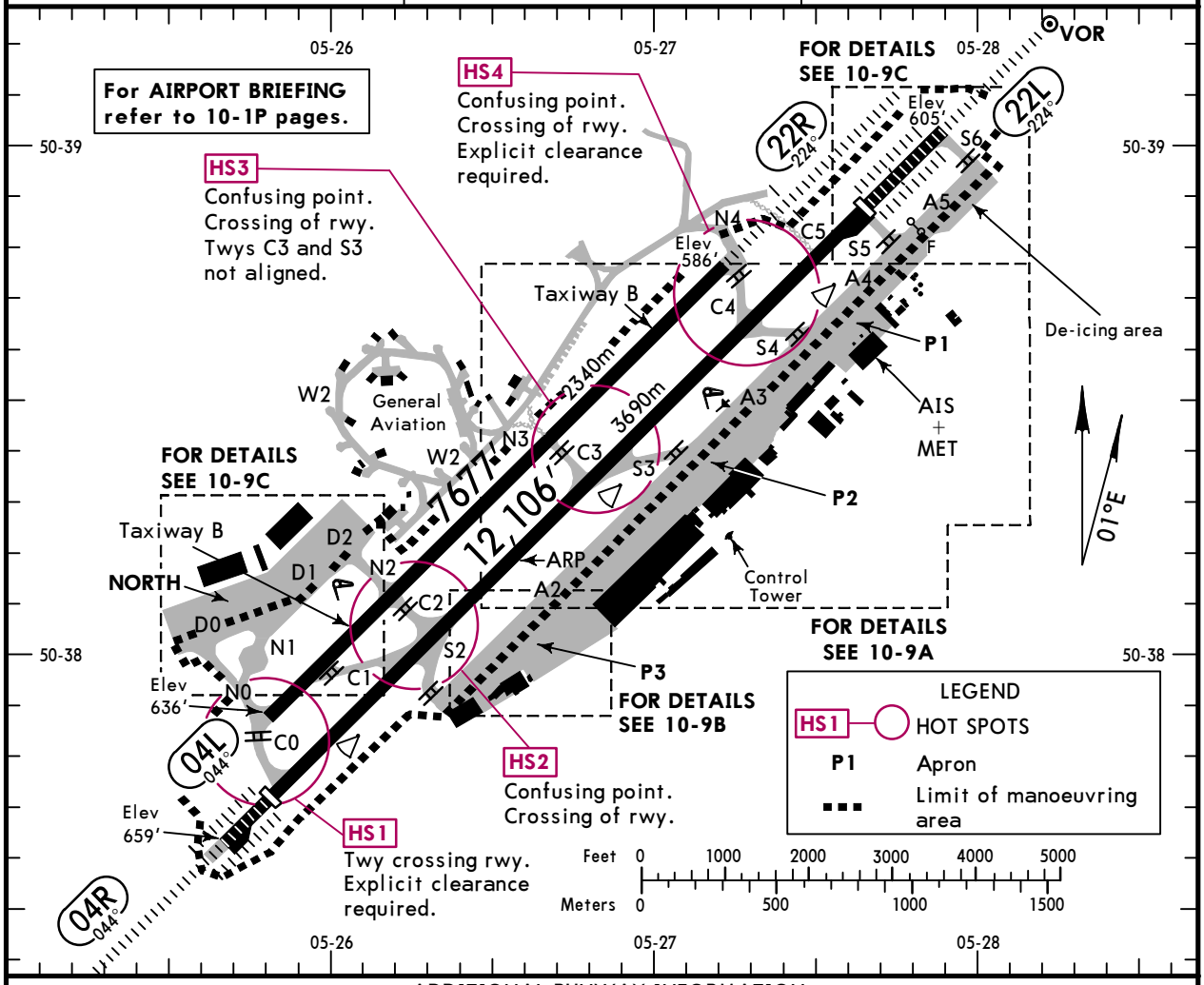
EBLG/LGG

Apt Elev **659'**
N50 38.2 E005 26.6

JEPPESEN
8 FEB 19 (10-9)

LIEGE, ~~BELGIUM~~
LIEGE

D-ATIS		LIEGE Ground	Tower
126.255	115.450	121.930	118.130



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L ❶ 22R	HIRL (30m) PAPI-L(angle 3.0°) HIRL (30m) HIALS PAPI-L(angle 3.0°)		6377' 1944m	❷	148' 45m

❶ Available as secondary rwy for operational needs in VMC and CAT I, but also available as twy B, double lighting according to the use.

❷ TAKE-OFF RUN AVAILABLE

RWY 04L:

From rwy head	7677'(2340m)
twy C2/N2 int	5381'(1640m)

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04R 22L	HIRL (60m)	CL (15m)	HIALS-II	TDZ ❸	RVR	11,332' 3454m 10,784' 3287m	10,117' 3084m 9570' 2917m	❹	148' 45m

❸ PAPI(angle 3.0°).

❹ TAKE-OFF RUN AVAILABLE

RWY 04R:

From rwy head	12,106'(3690m)
twy C0 int	10,837'(3303m)
twy C1 int	8442'(2573m)
twy C2 int	8376'(2553m)
twy S2 int	8130'(2478m)
twy S3 int	5243'(1598m)

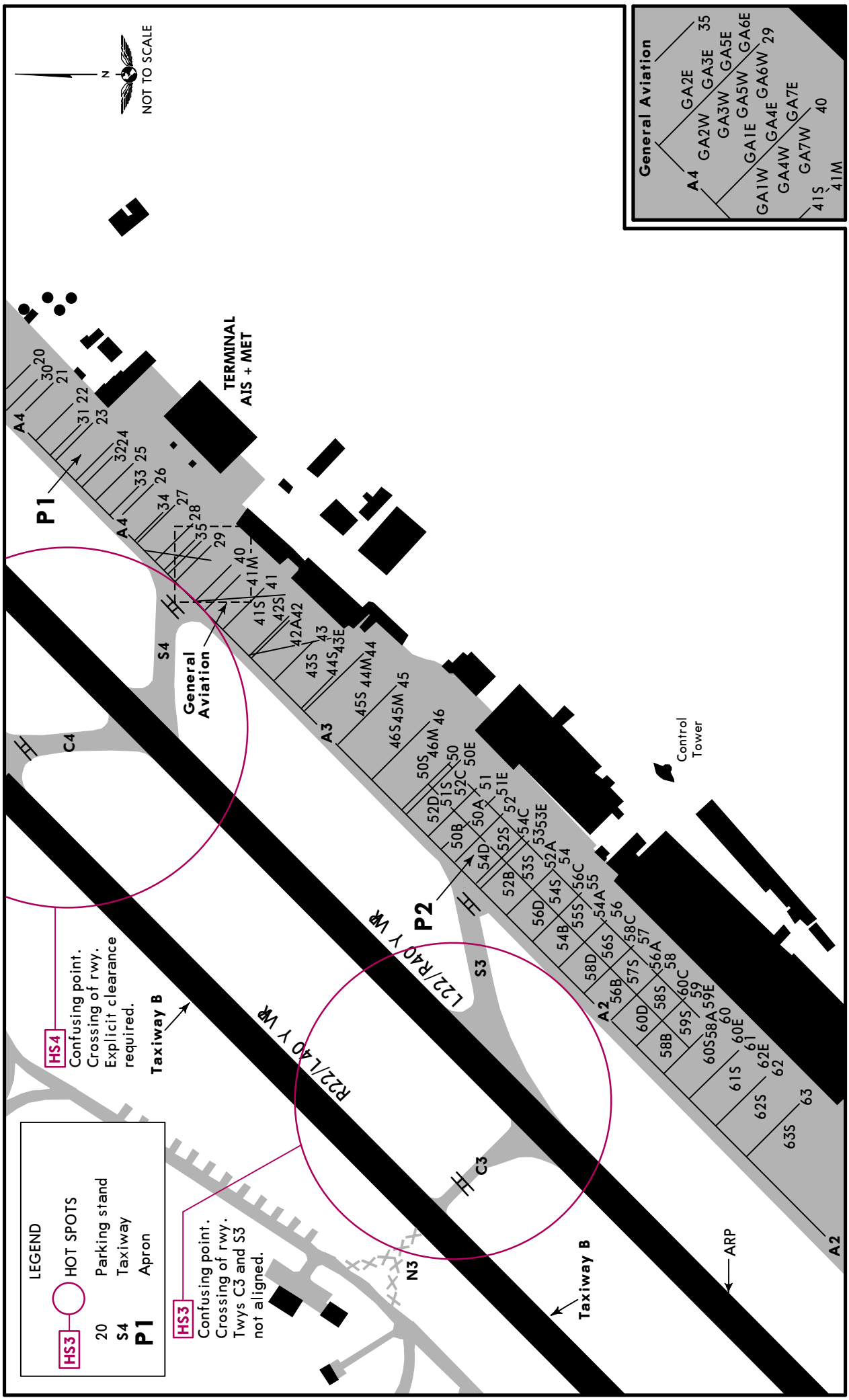
RWY 22L:

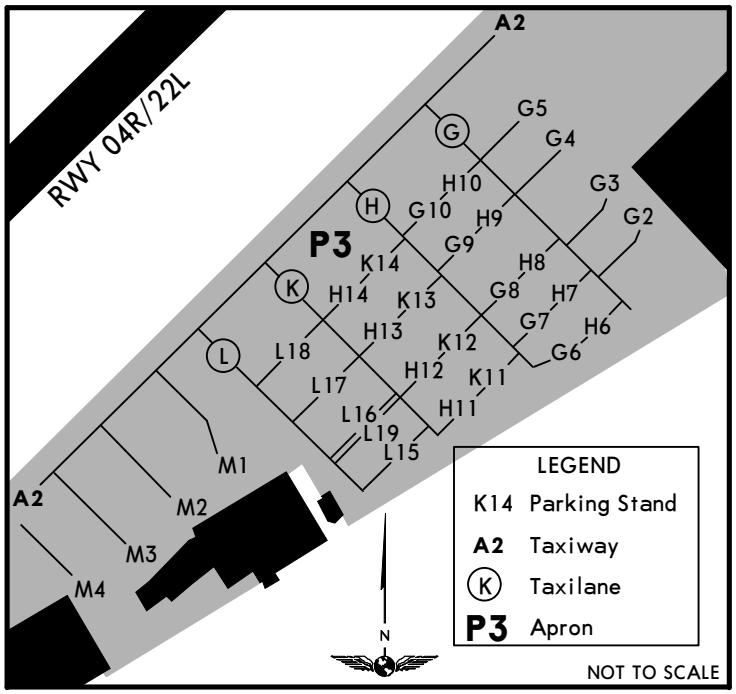
From rwy head	12,106'(3690m)
twy S5 int	10,784'(3287m)
twy C4/S4 int	8367'(2550m)
twy C3/S3 int	5906'(1800m)

Standard TAKE-OFF

	Rwy 04R/22L Low Visibility Take-off				All Rwys	
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

CHANGES: Usable lenghts Rwy 04L.





INS COORDINATES

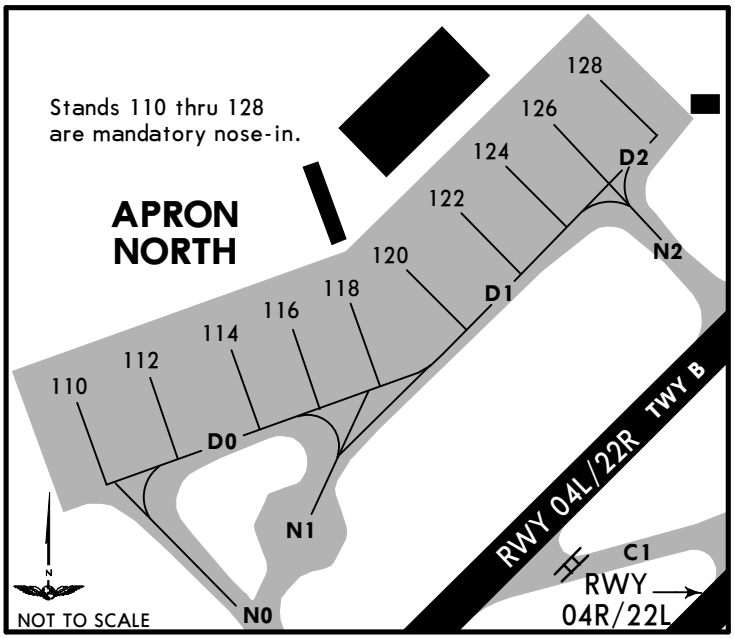
STAND No.	COORDINATES
APRON P3	
G2 thru G5	N50 38.1 E005 26.8
G6, G7	N50 38.0 E005 26.8
G8	N50 38.0 E005 26.7
G9, G10	N50 38.1 E005 26.7
H6, H7	N50 38.0 E005 26.8
H8	N50 38.1 E005 26.8
H9, H10	N50 38.1 E005 26.7
H11 thru H13	N50 38.0 E005 26.7
H14	N50 38.0 E005 26.6
K11 thru K13	N50 38.0 E005 26.7
K14	N50 38.1 E005 26.7
L15	N50 38.0 E005 26.7
L16 thru L19	N50 38.0 E005 26.6
M1, M2	N50 38.0 E005 26.5
M3, M4	N50 37.9 E005 26.5

INS COORDINATES

STAND No.	COORDINATES
APRON P1	
20 thru 23	N50 38.7 E005 27.7
24, 25	N50 38.7 E005 27.6
26, 27	N50 38.6 E005 27.6
28, 29	N50 38.6 E005 27.5
30, 31	N50 38.7 E005 27.7
32	N50 38.7 E005 27.6
33,34	N50 38.6 E005 27.6
35, 40, 41	N50 38.6 E005 27.5
41E	N50 38.5 E005 27.5
41M	N50 38.6 E005 27.5
41S	N50 38.6 E005 27.4
42 thru 43S	N50 38.5 E005 27.4
GENERAL AVIATION	
GA1E thru GA7W	N50 38.6 E005 27.5

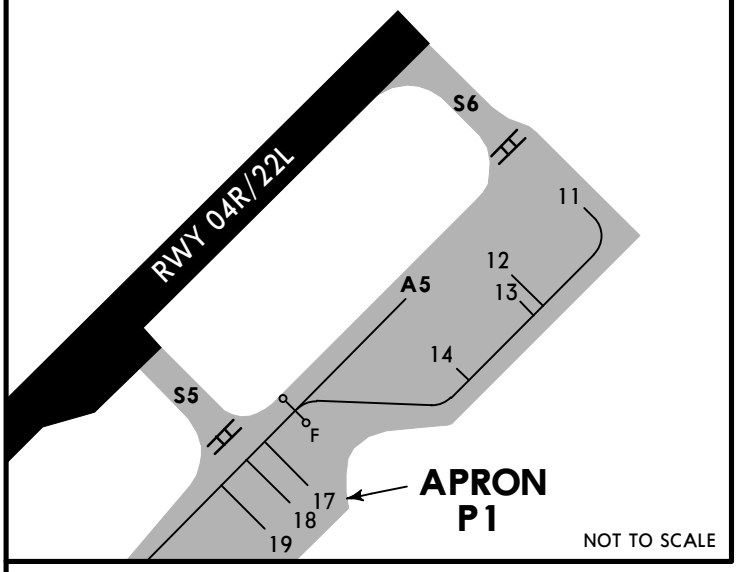
STAND No.	COORDINATES
APRON P2	
44 ,44M	N50 38.5 E005 27.4
44S	N50 38.5 E005 27.3
45	N50 38.4 E005 27.3
45M, 45S	N50 38.5 E005 27.3
46 thru 46S	N50 38.4 E005 27.3
50 thru 52	N50 38.4 E005 27.2
52A	N50 38.3 E005 27.1
52B	N50 38.4 E005 27.1
52C thru 52S	N50 38.4 E005 27.2
53	N50 38.3 E005 27.1
53E	N50 38.3 E005 27.2
53S	N50 38.4 E005 27.1
54, 54A	N50 38.3 E005 27.1
54B	N50 38.3 E005 27.0
54C	N50 38.4 E005 27.2
54D	N50 38.4 E005 27.1
54S thru 55S	N50 38.3 E005 27.1
56 thru 56B	N50 38.3 E005 27.0
56C, 56D	N50 38.3 E005 27.1
56S thru 57S	N50 38.3 E005 27.0
58	N50 38.2 E005 27.0
58A, 58B	N50 38.2 E005 26.9
58C thru 58S	N50 38.3 E005 27.0
59	N50 38.2 E005 26.9
59E	N50 38.2 E005 27.0
59S, 60	N50 38.2 E005 26.9
60C	N50 38.2 E005 27.0
60D thru 62E	N50 38.2 E005 26.9
62S	N50 38.2 E005 26.8
63 thru 63S	N50 38.1 E005 26.8

CHANGES: Stand L19 added. Coordinates revised.



INS COORDINATES

STAND No.	COORDINATES
DE-ICING	
11 thru 13	N50 38.9 E005 28.0
14	N50 38.9 E005 27.9
APRON P1	
17, 18	N50 38.8 E005 27.8
19	N50 38.7 E005 27.8
APRON NORTH	
110	N50 38.1 E005 25.5
112	N50 38.1 E005 25.6
114, 116	N50 38.1 E005 25.7
118	N50 38.1 E005 25.8
120	N50 38.2 E005 25.8
122, 124	N50 38.2 E005 25.9
126	N50 38.2 E005 26.0
128	N50 38.3 E005 26.0



CHANGES: None.

D-ATIS		LIEGE Ground	Tower
126.255	115.450	121.930	118.130

TAXI ROUTES RWY 04R

FOR FURTHER INFORMATION SEE 10-1P PAGES

HS4 Confusing point. Crossing of rwy. Explicit clearance required.

HS3 Confusing point. Crossing of rwy. Twys C3 and S3 not aligned.

HS2 Confusing point. Crossing of rwy.

HS1 Twy crossing rwy. Explicit clearance required.

RWY 04L/22R
RWY 04R/22L
Taxiway B
Taxiway B
NORTH
General Aviation
De-icing area
AIS + MET
Fire Station
Control Tower
P1
P2
P3
A2
A3
A4
A5
C0
C1
C2
C3
C4
C5
D0
D1
D2
N0
N1
N2
N3
N4
S2
S3
S4
S5
S6
W2

LEGEND
- Low Visibility routing
- Contingency Low Visibility routing for Landing
- Low Visibility routing for Take-Off
- Taxiway and Apron
- Low Visibility Taxi Route
- Centerline lights
- P1 Apron
- S4 Low Visibility Taxiway
- D2 Non-Low Visibility Taxiway
- HS1 HOT SPOTS
- Limit of maneuvering area

50-39 50-38 50-37

05-26 05-27 05-28

CHANGES: Communications. Hot spot numbering added.

D-ATIS		LIEGE Ground	Tower
126.255	115.450	121.930	118.130

05-26 05-27 05-28

TAXI ROUTES RWY 22L

50-39

FOR FURTHER INFORMATION SEE 10-1P PAGES

HS4 Confusing point. Crossing of rwy. Explicit clearance required.

HS3 Confusing point. Crossing of rwy. Twys C3 and S3 not aligned.

HS2 Confusing point. Crossing of rwy.

HS1 Twy crossing rwy. Explicit clearance required.

Taxiway B
Taxiway B
NORTH
General Aviation
RWY 04L/22R
RWY 04R/22L
P1
P2
P3
AIS + MET
Fire Station
Control Tower
De-icing area
S6
A5
A4
A3
A2
S5
S4
S3
S2
C5
C4
C3
C2
C1
C0
N4
N3
N2
N1
N0
D2
D1
D0
W2
W2

LEGEND
- Low Visibility routing
- Low Visibility routing for Take-Off
- Taxiway and Apron
- Low Visibility Taxi Route
- Centerline lights
- P1 Apron
- S6 Low Visibility Taxiway
- A2 Non-Low Visibility Taxiway
- HS1 HOT SPOTS
- Limit of maneuvering area

50-38
50-37
50-37

05-26 05-27 05-28

CHANGES: Communications. Hot spot numbering added.

LIEGE, BELGIUM

LIEGE

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
04L RNAV (LPV) ❶	1137′ (500′)	800m / 1000m
RNAV (LNAV/VNAV) ❶	1137′ (500′)	800m / 1000m
RNAV (LNAV) ❶	1140′ (503′)	800m / 1000m
04R CAT 2 ILS ❶	752′ (100′)	RA 92′ - 300m
ILS ❶	852′ (200′)	500m / 1000m
RNAV (LNAV/VNAV) ❶	902′ (250′)	750m / 1000m
RNAV (LNAV) ❶	1110′ (458′)	800m / 1000m
LOC ❶	960′ (308′)	800m / 1000m
VOR ❷	1090′ (438′)	800m / 1000m
22L CAT 2 ILS ❸	703′ (100′)	RA 99′ - 300m
ILS ❸	803′ (200′)	500m / 1000m
RNAV (LPV) ❸	888′ (285′)	600m / 1000m
RNAV (LNAV/VNAV) ❸	859′ (256′)	600m / 1000m
RNAV (LNAV) ❸	980′ (377′)	800m / 1000m
LOC ❸	970′ (367′)	800m / 1000m
VOR ❸	1000′ (397′)	800m / 1000m
22R ILS ❹	785′ (200′)	500m / 1000m
RNAV (LPV) ❸	835′ (250′)	550m / 1000m
RNAV (LNAV/VNAV) ❸	888′ (303′)	750m / 1000m
RNAV (LNAV) ❸	970′ (385′)	800m / 1000m
LOC ❹	1010′ (425′)	800m / 1000m

❶ Missed apch climb gradient mim 3.0%, required due to airspace restrictions only.
❷ Missed apch climb gradient mim 3.0%.
❸ Missed apch climb gradient mim 3.5%, required due to airspace restrictions only.
❹ Missed apch climb gradient mim 3.5%.

CIRCLE-TO-LAND	MDA(H)	VIS
	1300′ (641′)	1000m

TAKE-OFF RWY 04R, 22L

Low Visibility Take-off ❺				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❻	800m

TAKE-OFF RWY 04L, 22R

Nil Facilities DAY	Nil Facilities NIGHT
400m ❻	800m

❺ Without Low Visibility Take-off approval 400m are stipulated.
❻ Or rejected take-off distance whichever is the greater.

EBLG/LGG
LIEGE

JEPPESEN
14 DEC 18 (11-1)

MISSED APCH CLIMB GRAD MIM 3.0% ❶

LIEGE, ~~BELGIUM~~
ILS or LOC Rwy 04R

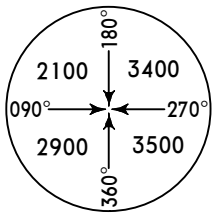
BRIEFING STRIP ™

D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

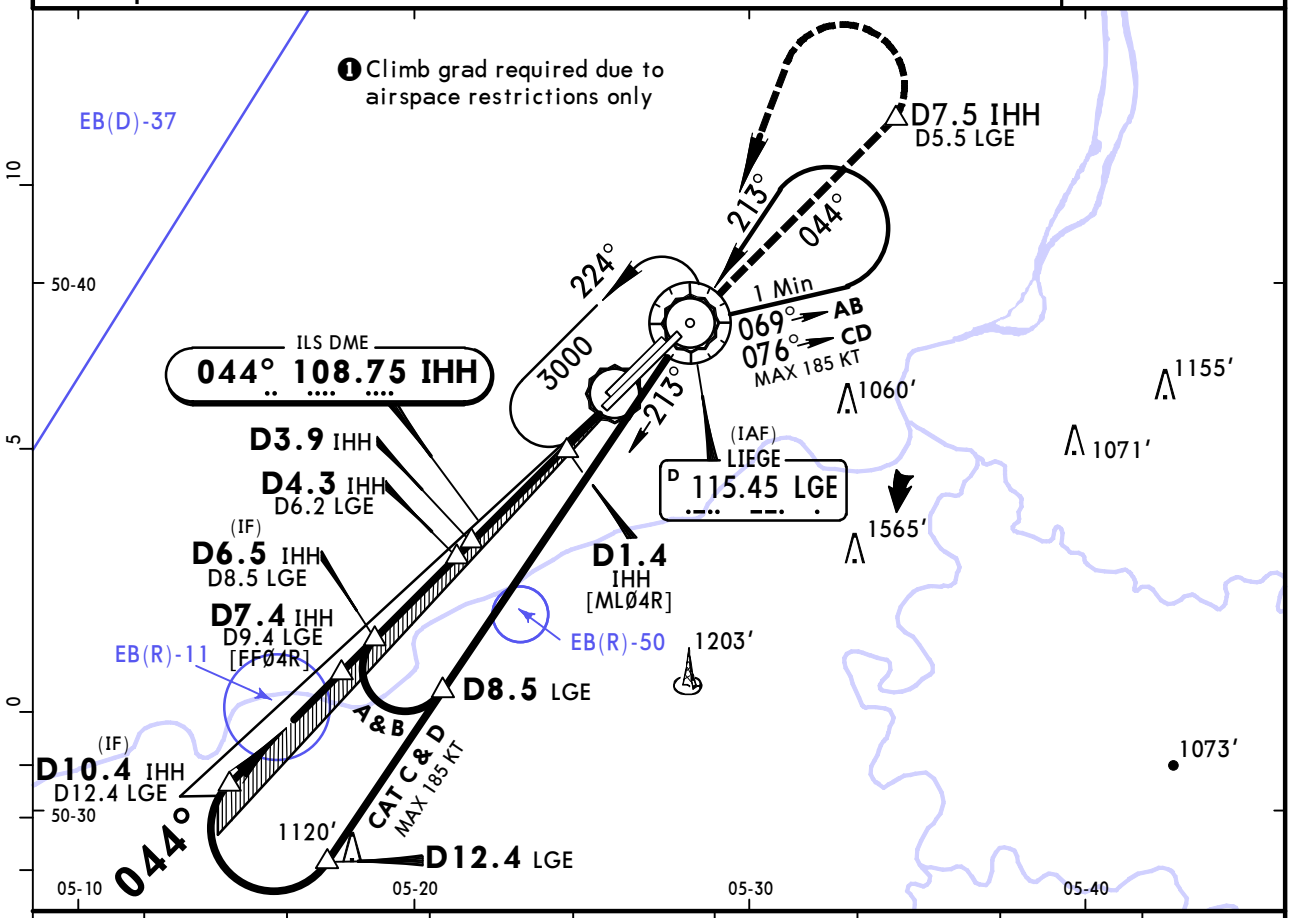
LOC IHH	Final Apch Crs	GS	ILS DA(H)	Apt Elev 659′
108.75	044°	D3.9 IHH 1900′ (1248′)	852′ (200′)	Rwy 652′

MISSED APCH: Climb STRAIGHT AHEAD (CAT AB: MAX 140 KT, CAT CD: 215 KT). At D7.5 IHH/D5.5 LGE turn LEFT to VOR climbing to 3000′.

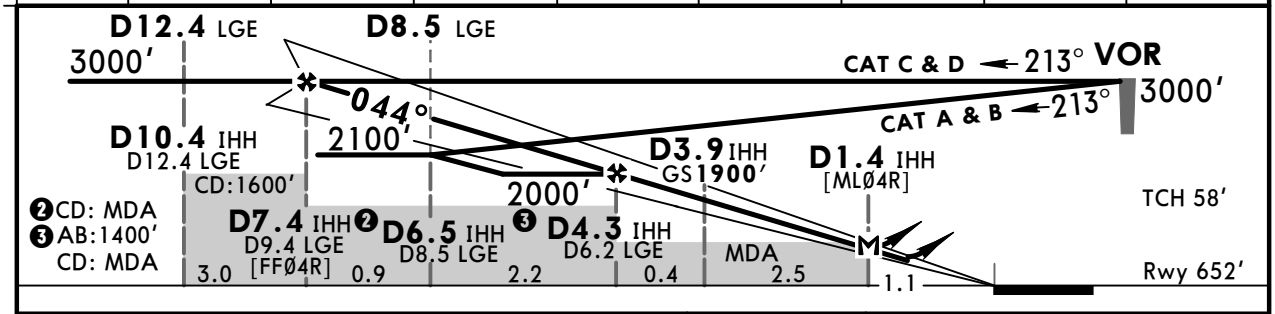
Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4500′
DME required.



MSA LGE VOR



LOC (GS out)	IHH DME	7.0	6.0	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	2880′	2560′	2240′	1920′	1600′	1280′	1100′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 IHH							

HIALS-II PAPI PAPI

AB: 140 KT MAX
CD: 215 KT MAX

D7.5 IHH

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**
Missed apch climb gradient mim 3.0%

	ILS DA(H) 852′ (200′) FULL	ILS DA(H) 852′ (200′) TDZ or CL out	ILS DA(H) 852′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 960′ (308′)	LOC (GS out) CDFA DA/MDA(H) 960′ (308′) ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

❶ W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

CHANGES: Communications.

EBLG/LGG
LIEGE

JEPPESEN
14 DEC 18 (11-1A)

MISSED APCH CLIMB GRAD MIM 3.0% ❶

LIEGE, ~~BELGIUM~~
CAT II/III ILS Rwy 04R

BRIEFING STRIP

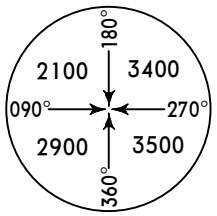
D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

LOC IHH	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 659′
108.75	**044°**	**D3.9 IHH** **1900′** (1248′)	Refer to Minimums	Rwy 652′

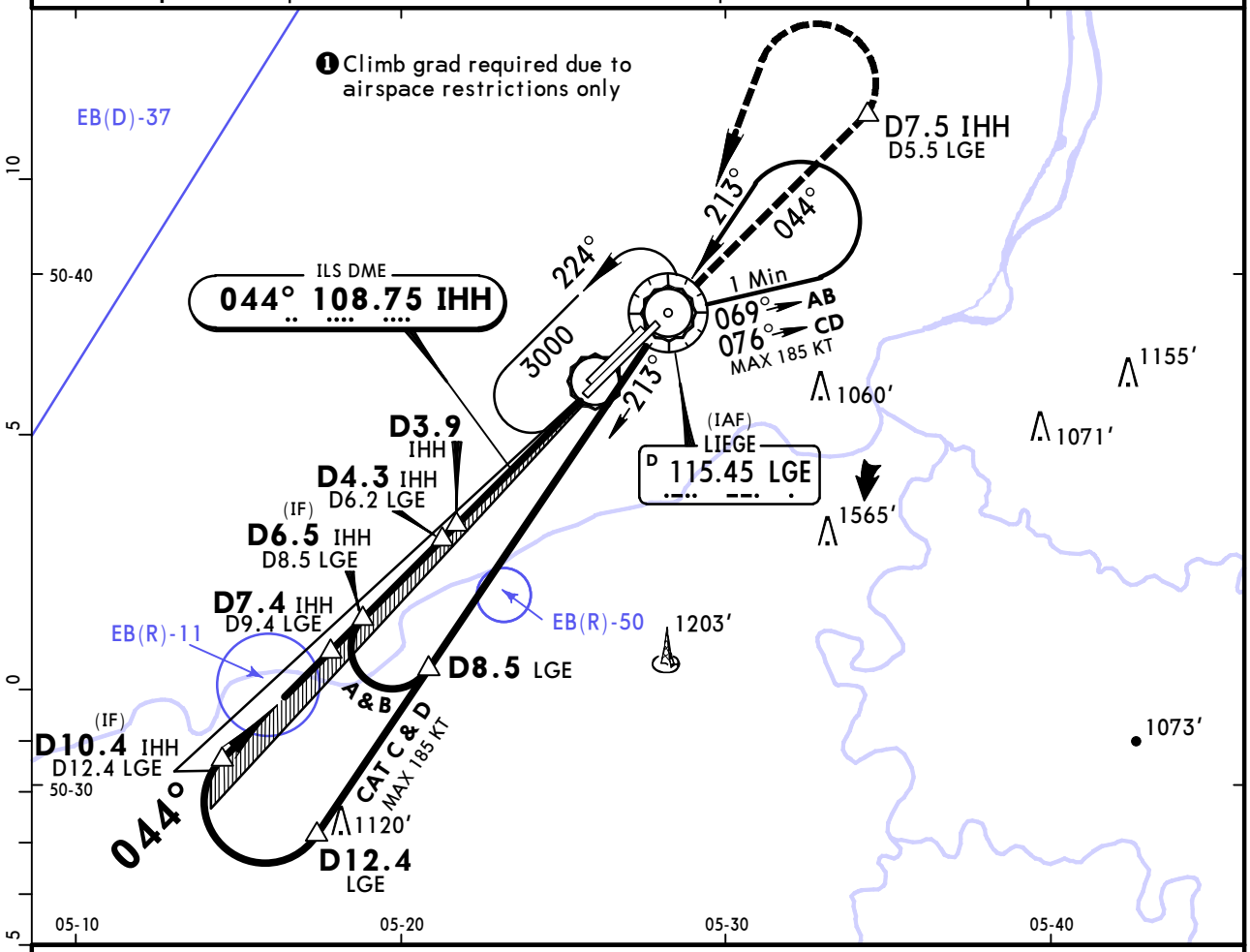
MISSED APCH: Climb STRAIGHT AHEAD (CAT AB: MAX 140 KT, CAT CD: 215 KT). At D7.5 IHH/D5.5 LGE turn LEFT to VOR climbing to 3000′.

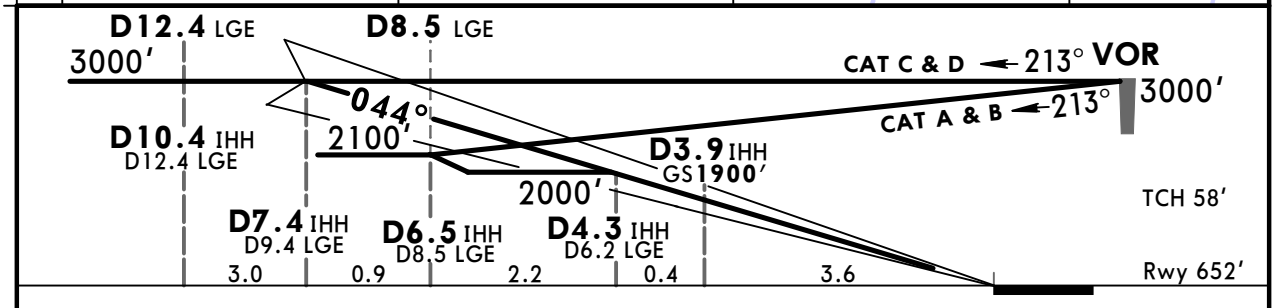
Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4500′

1. **DME required.** 2. Special Aircrew & Acft Certification Required.



MSA LGE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

AB: **140 KT** MAX
CD: **215 KT** MAX

D7.5 IHH

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**
Missed apch climb gradient mim 3.0%

CAT IIIA ILS ❶	CAT II ILS
DH **50′**	**RA 92′** DA(H) **752′** (100′)
RVR 200m	RVR 300m

❶ CAT IIIB: Mim RVR 125m

CHANGES: Communications.

EBLG/LGG
LIEGE

JEPPESEN
14 DEC 18 (11-2)

MISSED APCH CLIMB GRAD MIM 3.5% ❶

LIEGE, ~~BELGIUM~~
ILS or LOC Rwy 22L

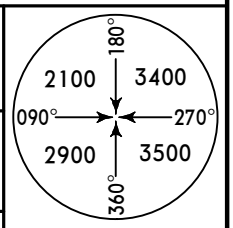
D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

BRIEFING STRIP

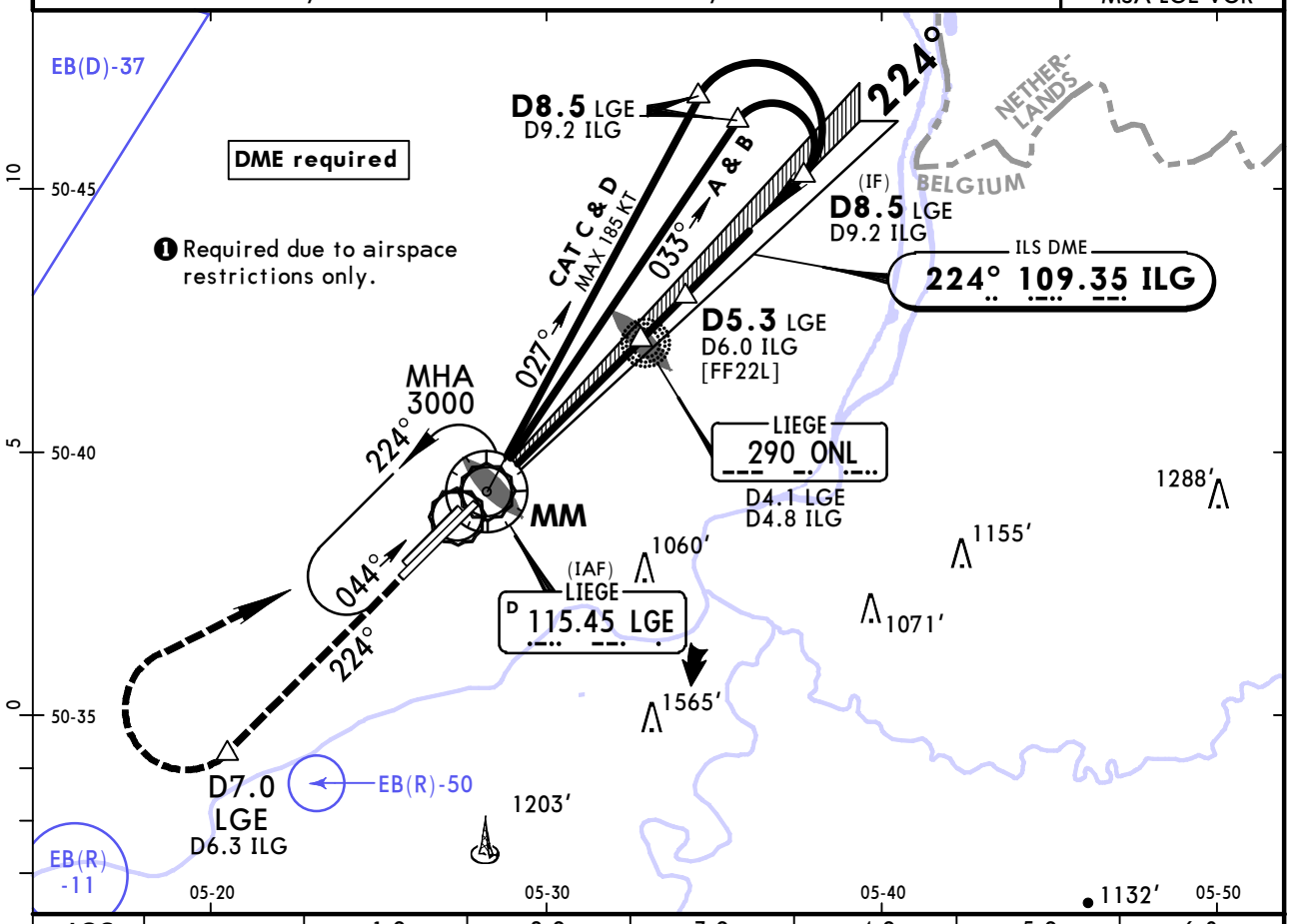
LOC ILG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 659′ Rwy 603′
109.35	224°	2160′ (1557′)	803′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT). At D7.0 LGE/D6.3 ILG turn RIGHT to VOR climbing to 3000′.

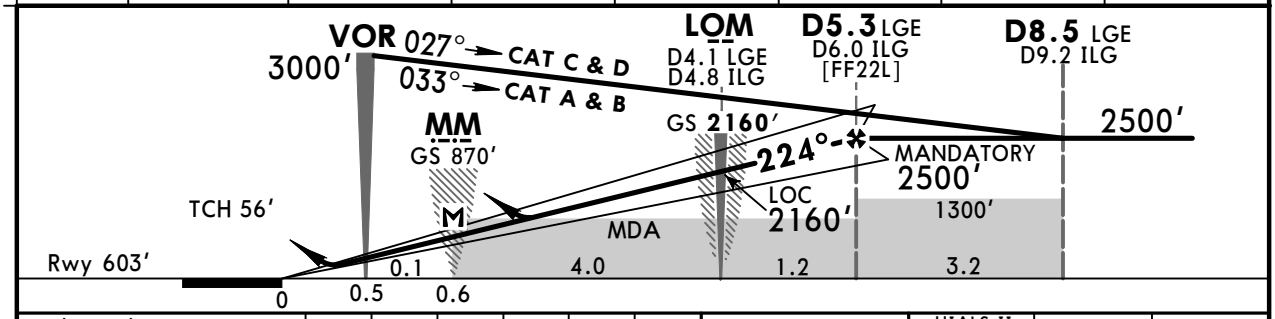
Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 4500′



MSA LGE VOR



LOC (GS out)	ILG DME	1.9	2.9	3.9	4.9	5.9	6.0
	ALTITUDE	1200′	1520′	1840′	2150′	2470′	2500′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							

HIALS-II PAPI PAPI

215 KT MAX

D7.0 LGE

Standard STRAIGHT-IN LANDING RWY 22L
Missed apch climb gradient mim 3.5%

	ILS DA(H) 803′ (200′) FULL	ILS DA(H) 803′ (200′) TDZ or CL out	ILS DA(H) 803′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 970′ (367′)	LOC (GS out) CDFA DA/MDA(H) 970′ (367′) ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

EBLG/LGG
LIEGE

JEPPESEN
14 DEC 18 (11-2A)

MISSED APCH CLIMB GRAD MIM 3.5%. ❶

LIEGE, ~~BELGIUM~~
CAT II/III ILS Rwy 22L

D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

LOC ILG	Final Apch Crs	GS LOM	CAT II & IIIA ILS Refer to Minimums	Apt Elev 659′ Rwy 603′
109.35	224°	2160′ (1557′)		

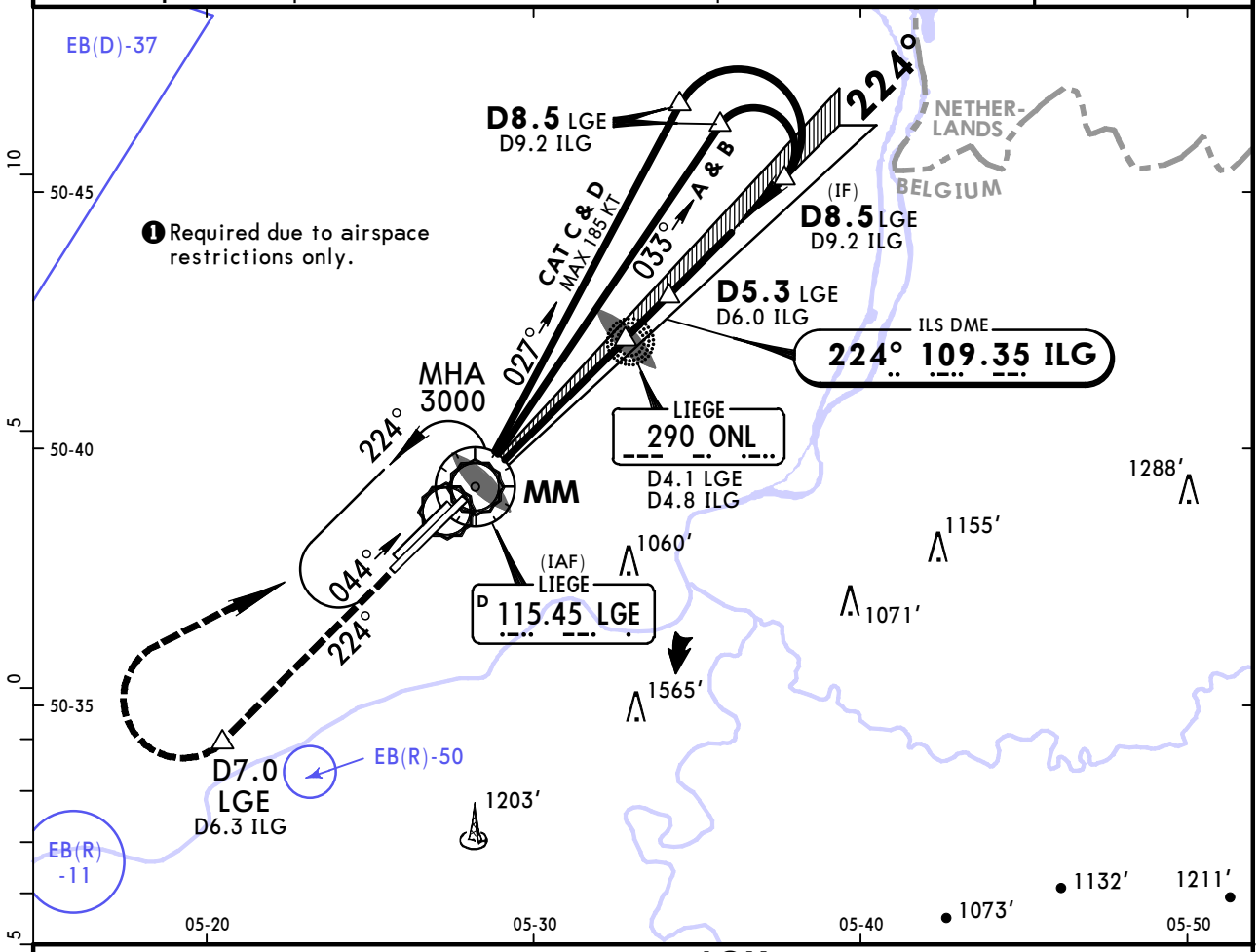
MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT). At D7.0 LGE/D6.3 ILG turn RIGHT to VOR climbing to 3000′.

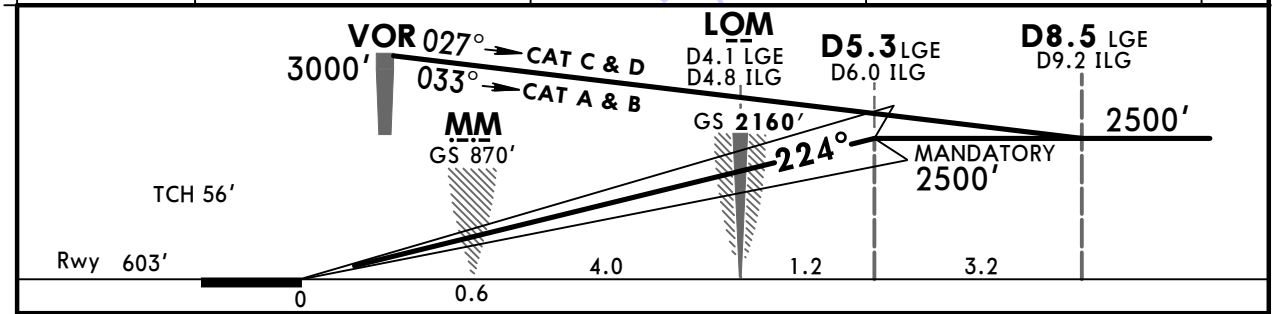
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 4500′

1. DME required. 2.Special Aircrew & Acft Certification Required.

MSA
LGE VOR
2100 (180°–090°) 3400
2900 (090°–360°) 3500

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

215 KT MAX

D7.0 LGE

Standard

STRAIGHT-IN LANDING RWY **22L**
Missed apch climb gradient mim 3.5%

CAT IIIA ILS ❶	CAT II ILS
DH **50′**	**RA 99′** DA(H) **703′** (100′)
RVR 200m	RVR 300m

❶ CAT IIIB: Mim RVR 125m

PANS OPS

CHANGES: Communications.

EBLG/LGG
LIEGE

JEPPESEN

14 DEC 18 (11-3)

MISSED APCH CLIMB GRAD MIM 3.5%

LIEGE, ~~BELGIUM~~
ILS or LOC Rwy 22R

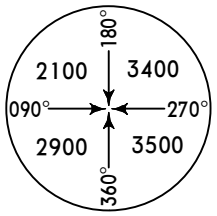
D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

BRIEFING STRIP™

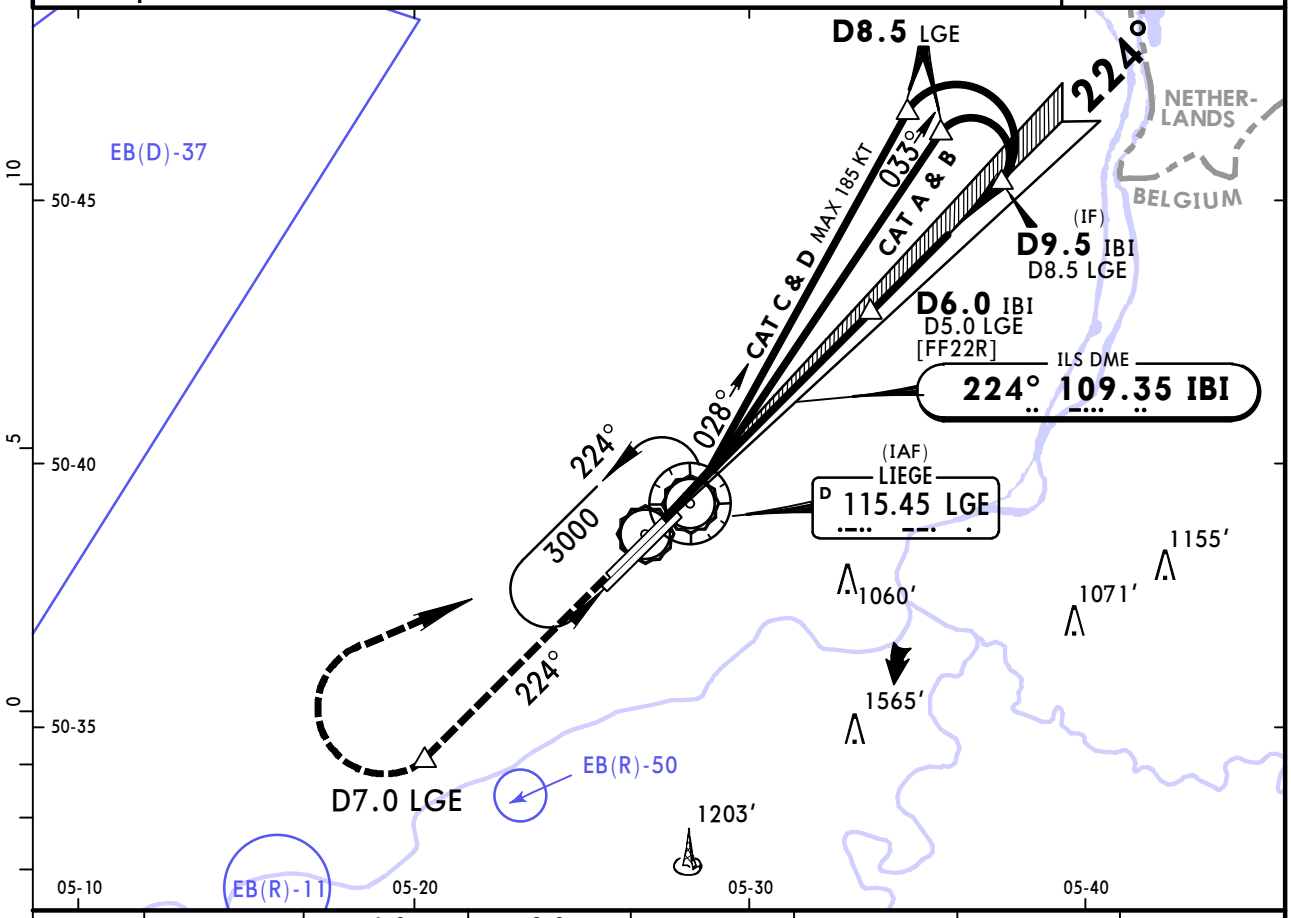
LOC IBI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 659′
109.35	**224°**	**D6.0 IBI** **2500′** (1915′)	Refer to Minimums	Rwy 585′

MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 KT). At D7.0 LGE turn RIGHT to VOR climbing to 3000′.

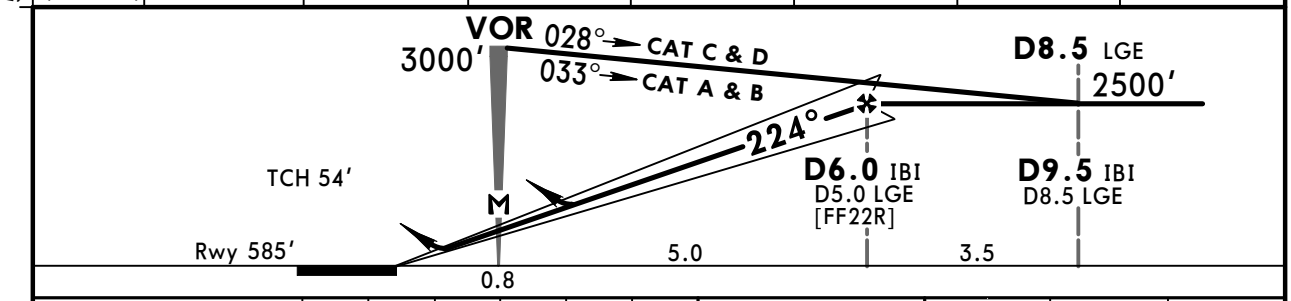
Alt Set: hPa **DME required.** Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 4500′



MSA LGE VOR



LOC (GS out)	IBI DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	910′	1230′	1540′	1860′	2180′	2500′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS PAPI

185 KT MAX

D7.0 LGE

PANS OPS

Standard STRAIGHT-IN LANDING RWY **22R**

Missed apch climb gradient mim 3.5%

	ILS DA(H)			LOC (GS out) CDFA DA/MDA(H)	
	A: **785′** (200′)	B: **787′** (202′) CD: **797′** (212′)		**1010′** (425′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

[1] W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

EBLG/LGG LIEGE

JEPPESEN

14 DEC 18 (12-1) MISSED APCH CLIMB GRAD MIM 3.0% ❶ RNAV (GNSS) LIEGE, ~~BELGIUM~~ Rwy 04L

D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

BRIEFING STRIP

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev / Rwy
Ch 73288 E04B	044°	LØ4LF 3000′ (2363′)	1137′ (500′)	Apt Elev 659′ / Rwy 637′

MISSED APCH: Climb STRAIGHT AHEAD. At LØ4LT turn LEFT direct to VOR and climb to 3000′. MAX 215 KT.

Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 4500′
Pilots shall request RNAV approach on first contact with Brussels ACC or Liege APP.

3500
MSA ARP

Penetration of the VSS due to trees.

Minimum temperature -10°C.

❶ Required due to airspace restrictions only.

NETHERLANDS

BELGIUM

HOLDING FIX
224°
044°
LGE VOR
MHA 3000

EB(D)-37

EGNOS
Ch 73288 E04B

LØ4LT

7.6 044°

(IAF) LIEGE
D 115.45 LGE
3000′

RWØ4L

1060′ 1155′ 1288′

LITPO
3000′

254° 12.1 (By ATC)

4.1 224°

1071′

1565′

EB(R)-11

EB(R)-50

11.6 194°

1203′

1129′

OSTAT
3000′

5.8 134°

044°

LØ4LF

1073′ 1132′ 1211′

1120′

(IF)
MAPUP
3000′

1299′ 1974′

314° 6.0

4.6 224°

NEPIV
3000′

1152′ 1263′ 1749′ 1299′

EVSEN
3000′

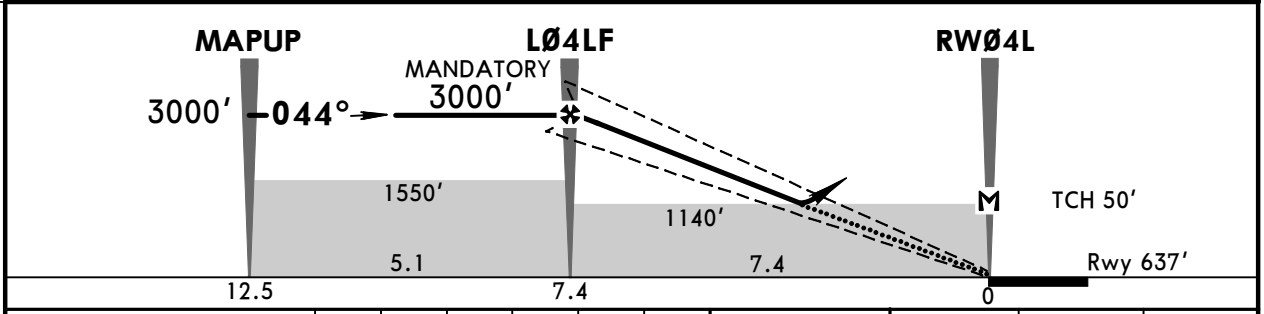
1239′ 1073′ 1320′

05-00 05-10 05-20 05-30 05-40 05-50

50-40 50-30

20 15 10 5 0 5

DIST to RWØ4L	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2920′	2600′	2280′	1970′	1650′	1330′	1010′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ4L						

PAPI-L | 215 KT MAX | LØ4LT ↑

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04L
Missed apch climb gradient mim 3.0%

	LPV	LNAV/VNAV	LNAV CDFA
	DA(H) 1137′ (500′)	DA(H) 1137′ (500′)	DA/MDA(H) 1140′ (503′)
A	RVR 1500m	RVR 1500m	RVR 1500m
B			
C	RVR 2300m	RVR 2300m	RVR 2400m
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

CHANGES: Communications.

EBLG/LGG LIEGE

JEPPESEN

14 DEC 18 (12-2) MISSED APCH CLIMB GRAD MIM 3.0% ❶ RNAV

LIEGE, ~~BELGIUM~~ (GNSS) Rwy 04R

D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

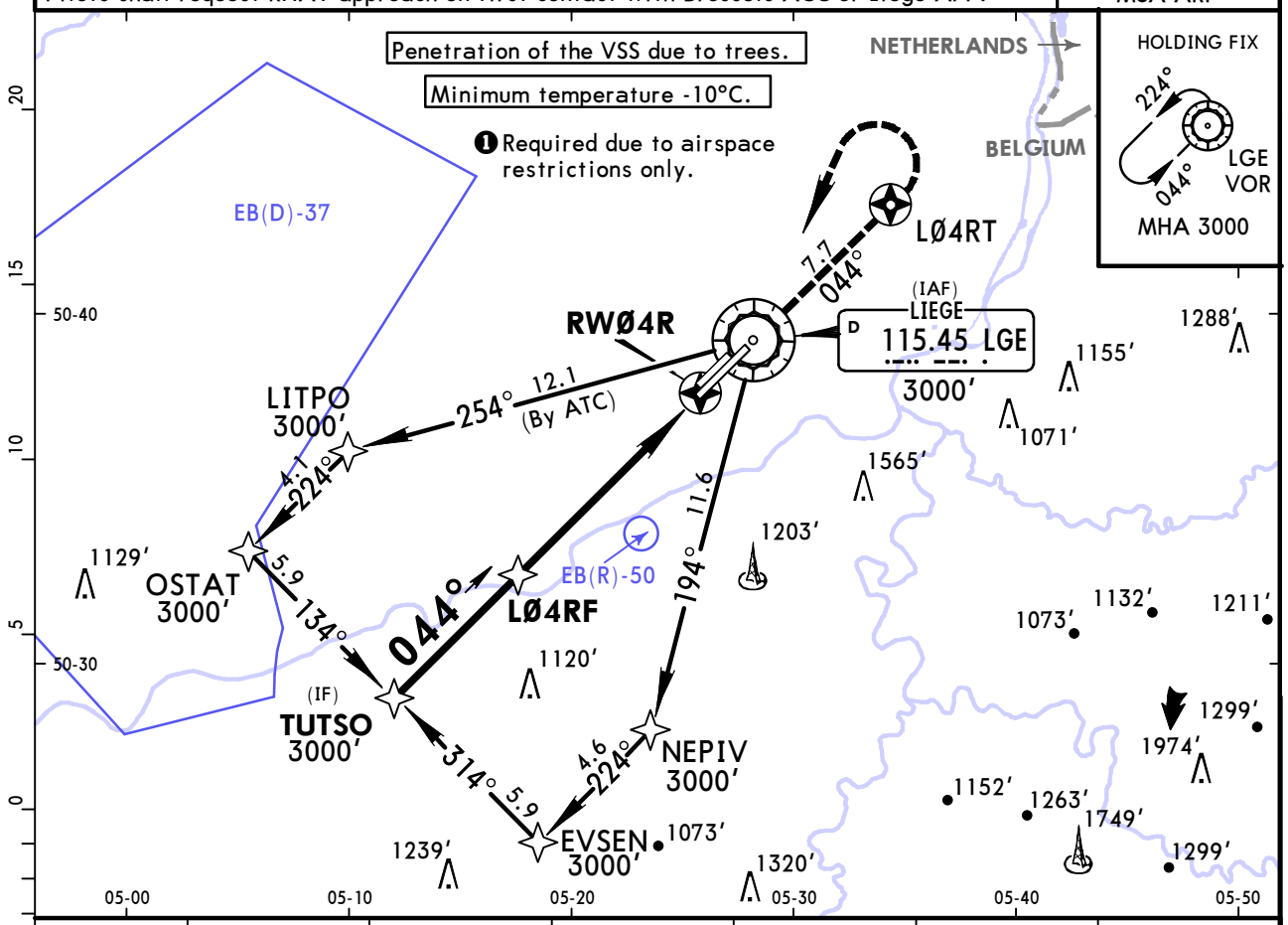
BRIEFING STRIP TM

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev / Rwy
	044°	LØ4RF 3000′ (2348′)		659′ / 652′

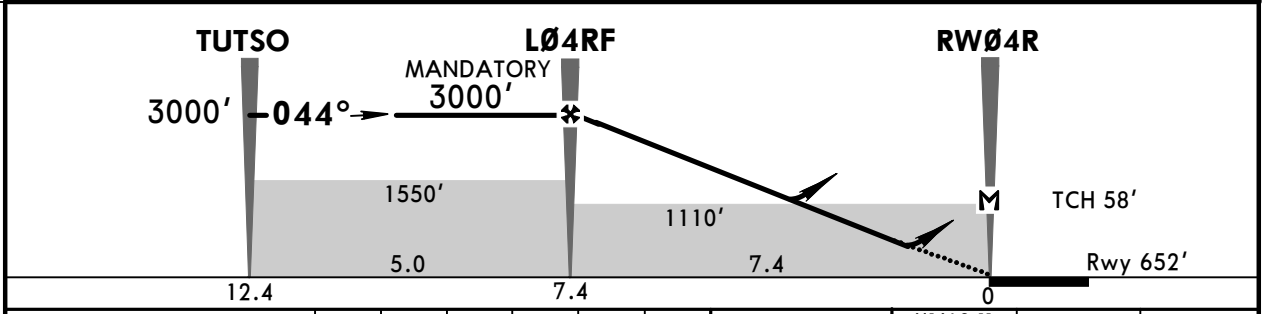
MISSED APCH: Climb STRAIGHT AHEAD. At LØ4RT turn LEFT direct to VOR and climb to 3000′. MAX 215 KT.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 4500′
Pilots shall request RNAV approach on first contact with Brussels ACC or Liege APP.

3500
MSA ARP



DIST to RWØ4R	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2620′	2300′	1980′	1660′	1340′	1030′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ4R							

HIALS-II PAPI PAPI

215 KT MAX

LØ4RT

Standard STRAIGHT-IN LANDING RWY **04R**
Missed apch climb gradient mim 3.0%

PANS OPS

	LNAV/VNAV DA(H) ABC: 902′ (250′) D: 909′ (257′)		LNAV CDFA DA/MDA(H) 1110′ (458′)	
		ALS out		ALS out
A	RVR 750m	RVR 1300m	RVR 1400m	RVR 1500m
B				
C				RVR 2100m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

CHANGES: Communications.

EBLG/LGG LIEGE

JEPPESEN

14 DEC 18 (12-3) MISSED APCH CLIMB GRAD MIM 3.5%❶ RNAV (GNSS)

LIEGE, ~~BELGIUM~~ Rwy 22L

D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

BRIEFING STRIP™

RNAV	Final Apch Crs 224°	Mandatory Alt L22LF 2500′ (1897)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 659′ Rwy 603′

MISSED APCH: Climb STRAIGHT AHEAD. At L22LT turn RIGHT direct to VOR and climb to 3000′. MAX 215 KT.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 4500′

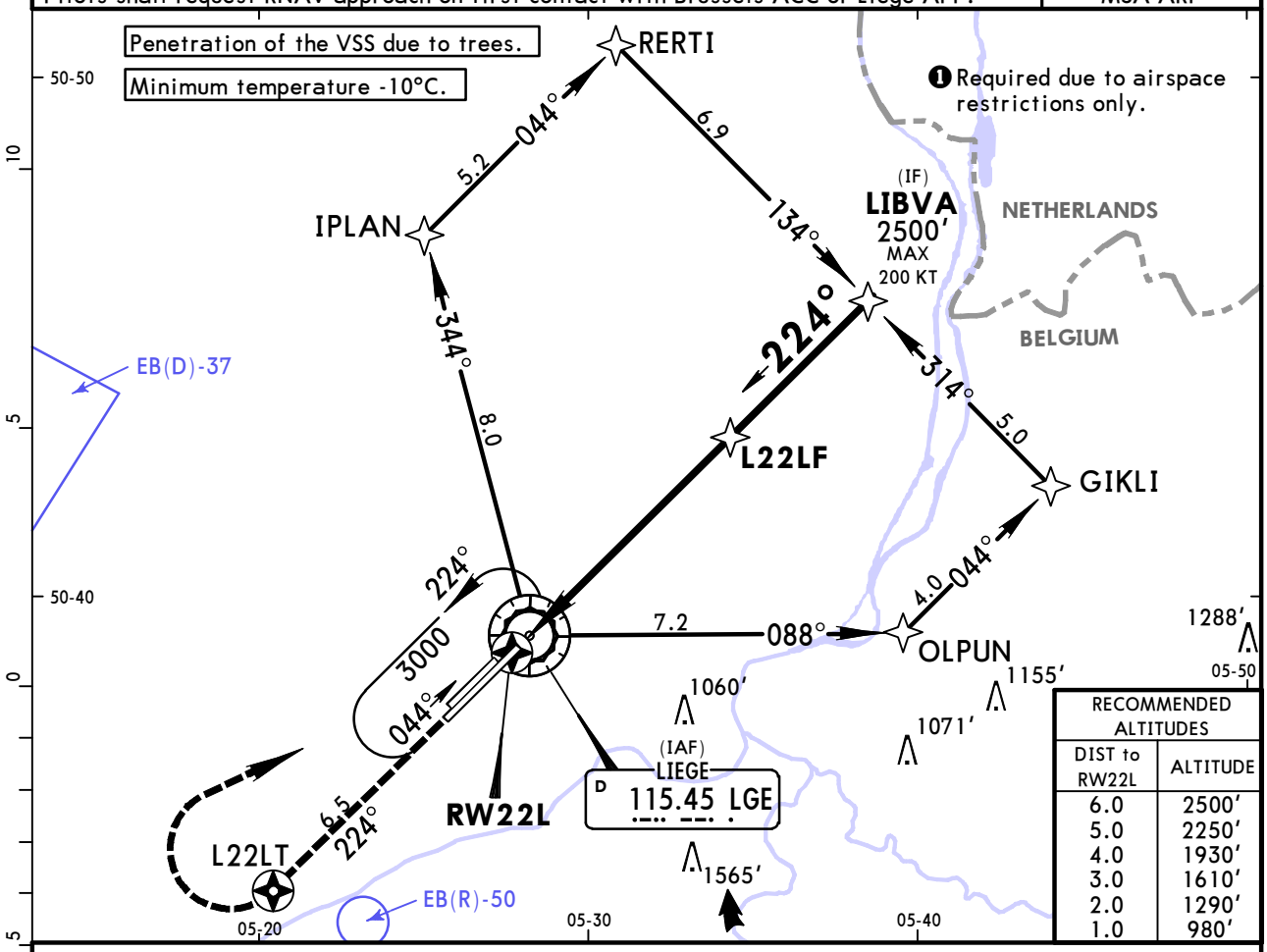
Pilots shall request RNAV approach on first contact with Brussels ACC or Liege APP.

3500 MSA ARP

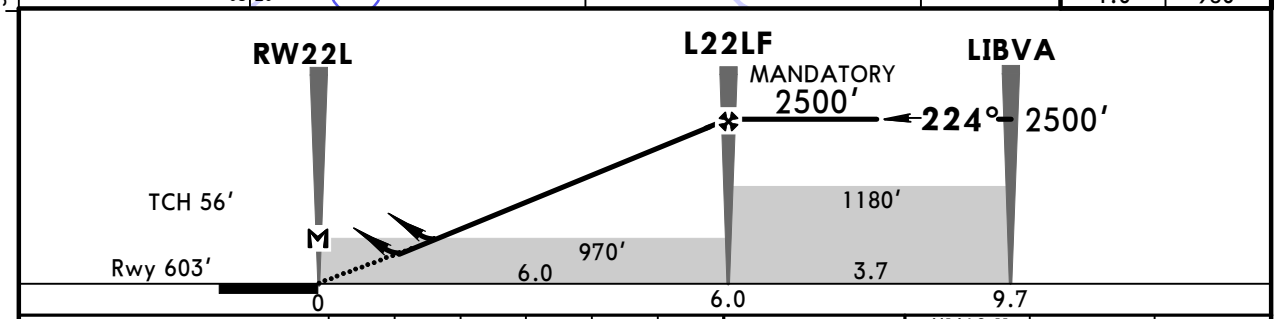
Penetration of the VSS due to trees.

Minimum temperature -10°C.

❶ Required due to airspace restrictions only.



RECOMMENDED ALTITUDES	
DIST to RW22L	ALTITUDE
6.0	2500′
5.0	2250′
4.0	1930′
3.0	1610′
2.0	1290′
1.0	980′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22L							

HIALS-II PAPI PAPI

215 KT MAX

L22LT

Standard STRAIGHT-IN LANDING RWY 22L

Missed apch climb gradient mim 3.5%

CIRCLE-TO-LAND

	LNAV/VNAV DA(H)	ALS out	LNAV CDFA DA/MDA(H)	ALS out
A	A: 859′ (256′) C: 879′ (276′)	RVR 1300m	980′ (377′)	RVR 1500m
B	B: 869′ (266′) D: 919′ (316′)			
C				RVR 1700m
D		RVR 1400m		
	RVR 750m ❶		RVR 1000m	

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

PANS OPS

❶ With TDZ,CL and HUD: Cat A,B&C: RVR 600m, Cat D: RVR 700m.

CHANGES: Communications.

EBLG/LGG LIEGE

JEPPESEN

14 DEC 18 (12-4) MISSED APCH CLIMB GRAD MIM 3.5%❶

LIEGE, ~~BELGIUM~~ RNAV (GNSS) Rwy 22R

BRIEFING STRIP

D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev / Rwy
Ch 72498 E22B	**224°**	**L22RF** **2500′** (1915′)	**835′** (250′)	Apt Elev 659′ Rwy 585′

MISSED APCH: Climb STRAIGHT AHEAD. At L22RT turn RIGHT direct to VOR and climb to 3000′. MAX 215 KT.

Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 4500′

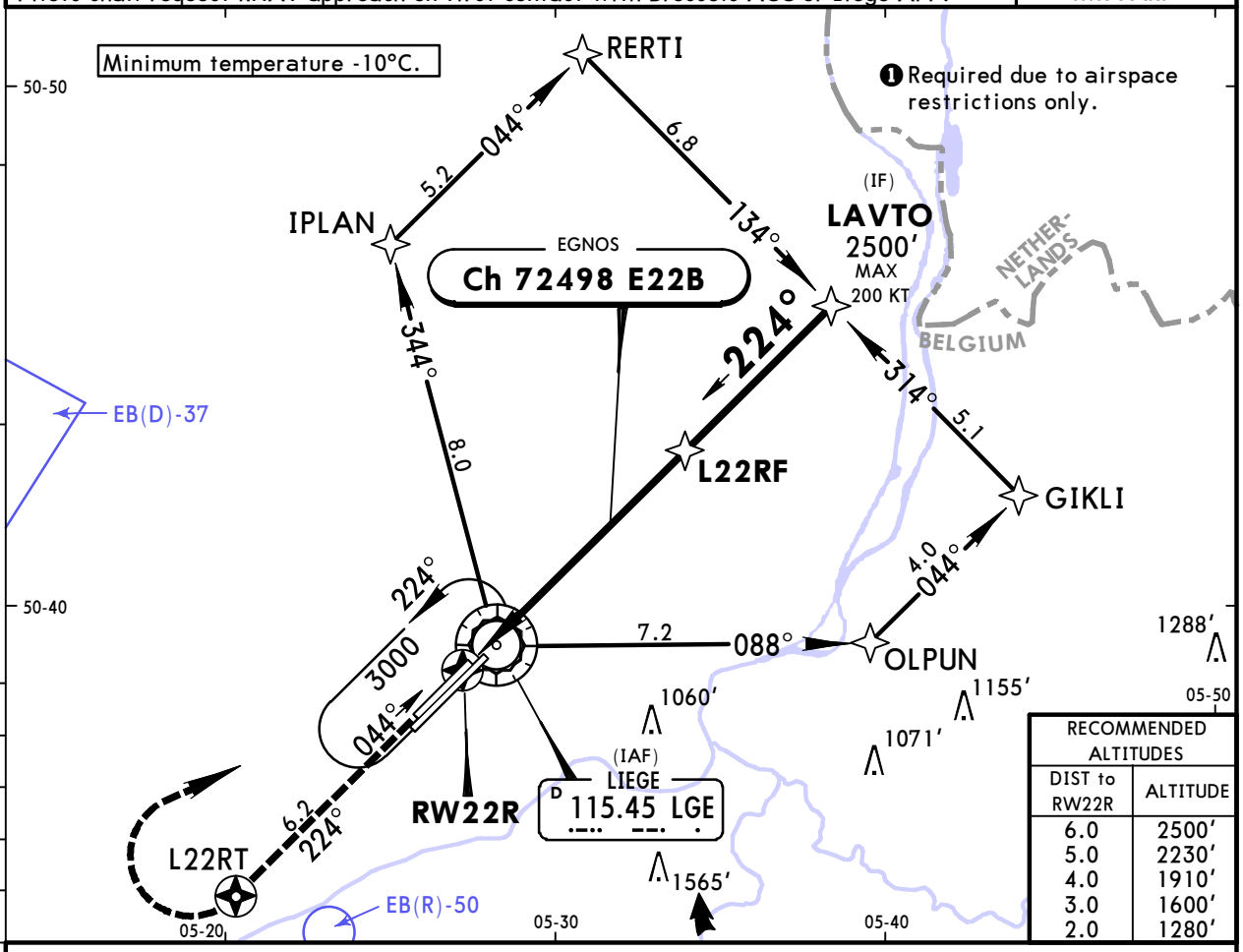
Pilots shall request RNAV approach on first contact with Brussels ACC or Liege APP.

3500

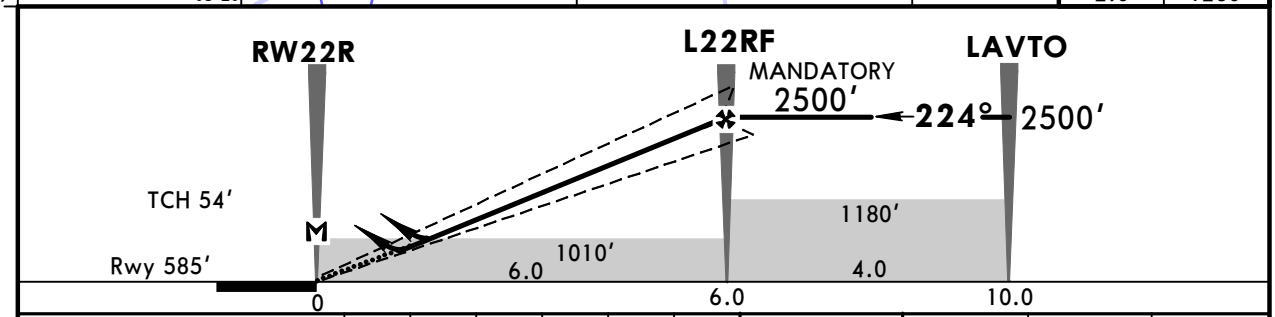
MSA ARP

Minimum temperature -10°C.

❶ Required due to airspace restrictions only.



RECOMMENDED ALTITUDES	
DIST to RW22R	ALTITUDE
6.0	2500′
5.0	2230′
4.0	1910′
3.0	1600′
2.0	1280′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22R							

HIALS PAPI

215 KT MAX

L22RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY **22R**

Missed apch climb grad mim 3.5%

	LPV DA(H)		LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
		ALS out		ALS out		ALS out
A	DA(H) **835′** (250′)	RVR 750m	A:**888′** (303′) C:**907′** (322′)	RVR 750m	RVR 1100m	RVR 1500m
B			B:**897′** (312′) D:**917′** (332′)			
C		RVR 1300m		RVR 1400m		
D				RVR 1500m	RVR 1300m	RVR 2000m
					BCD:**1010′** (425′)	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

CHANGES: Communications.

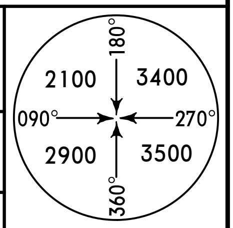
D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

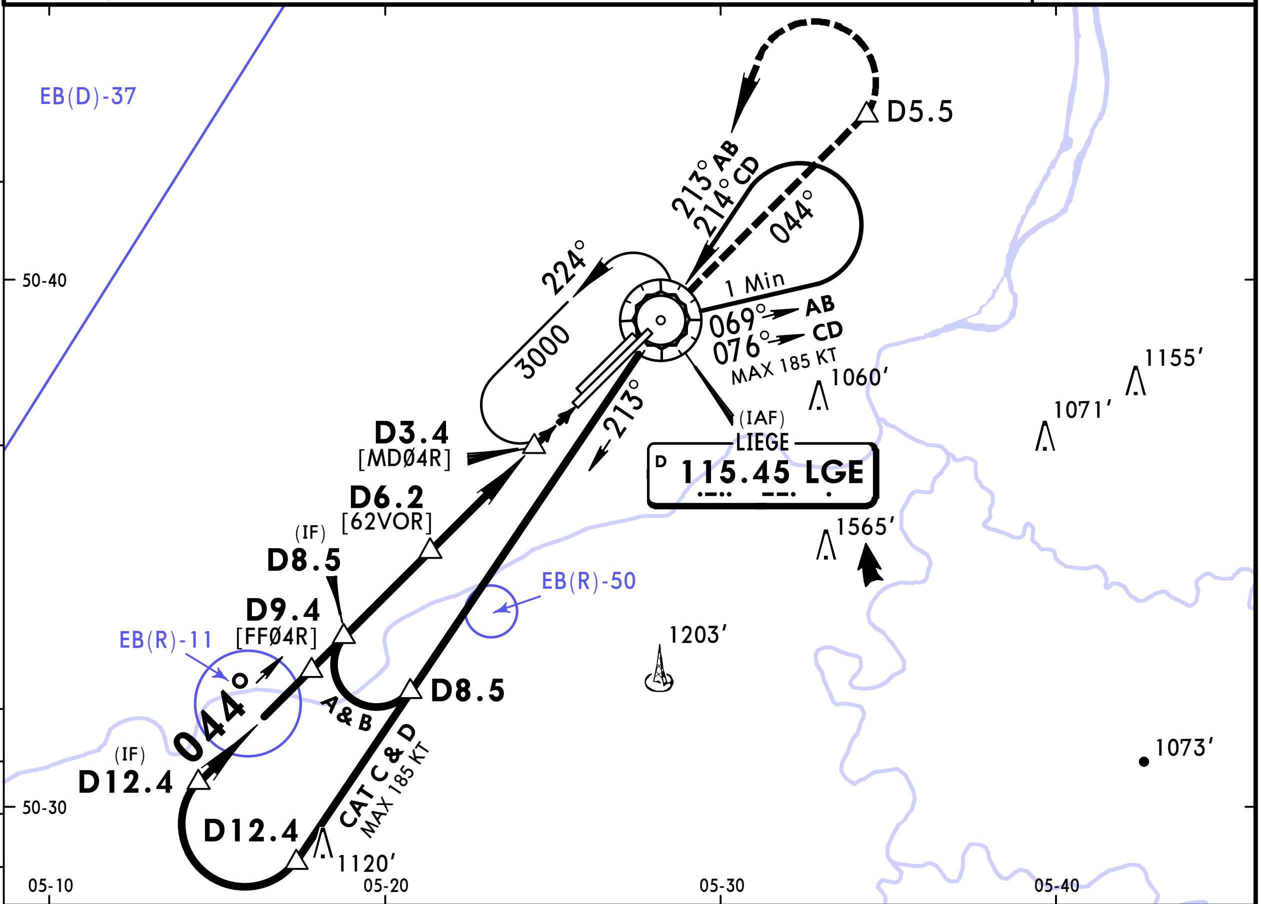
VOR LGE	Final Apch Crs	Minimum Alt (CONDITIONAL)	(CONDITIONAL) DA/MDA(H)	Apt Elev / Rwy
115.45	044°	Refer to Profile	1090′ (438′)	Apt Elev 659′ / Rwy 652′

BRIEFING STRIP ™

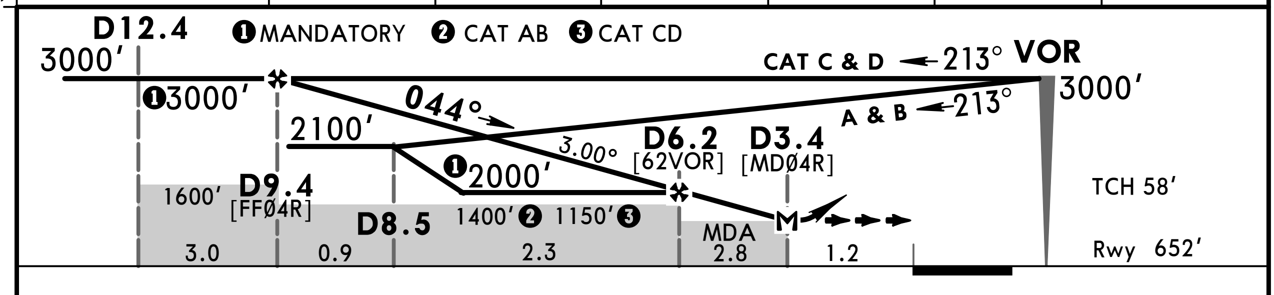
MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 KT). At D5.5 turn LEFT to VOR climbing to 3000′.

Alt Set: hPa　Rwy Elev: 24 hPa　Trans level: By ATC　Trans alt: 4500′
DME required.





LGE DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2880′	2560′	2240′	1920′	1600′	1280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.4							

HIALS-II
PAPI　PAPI

185 KT MAX

D5.5 ↑

Standard

STRAIGHT-IN LANDING RWY 04R
Missed apch climb gradient mim 3.0%
CDFA
DA/MDA(H) **1090′**(438′) 1

	ALS out
A	
B	
C RVR 1300m	RVR 2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	2000m
135	1300′ (641′)	2000m
180	1400′ (741′)	2400m
205	1720′(1061′)	3600m

PANS OPS

1 CAT CD: Without SDF D6.2: DA/MDA(H) 1150′ (498′) RVR 1500m, ALS out RVR 2300m.

CHANGES: Communications.

EBLG/LGG
LIEGE

JEPPESEN
14 DEC 18 (13-2)
MISSED APCH CLIMB GRAD MIM 3.5%[1]

LIEGE, ~~BELGIUM~~
VOR Rwy 22L

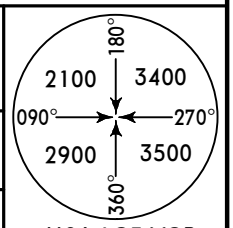
D-ATIS	LIEGE Approach	LIEGE Tower	Ground
126.255 115.450	119.280	118.130	121.930

BRIEFING STRIP™

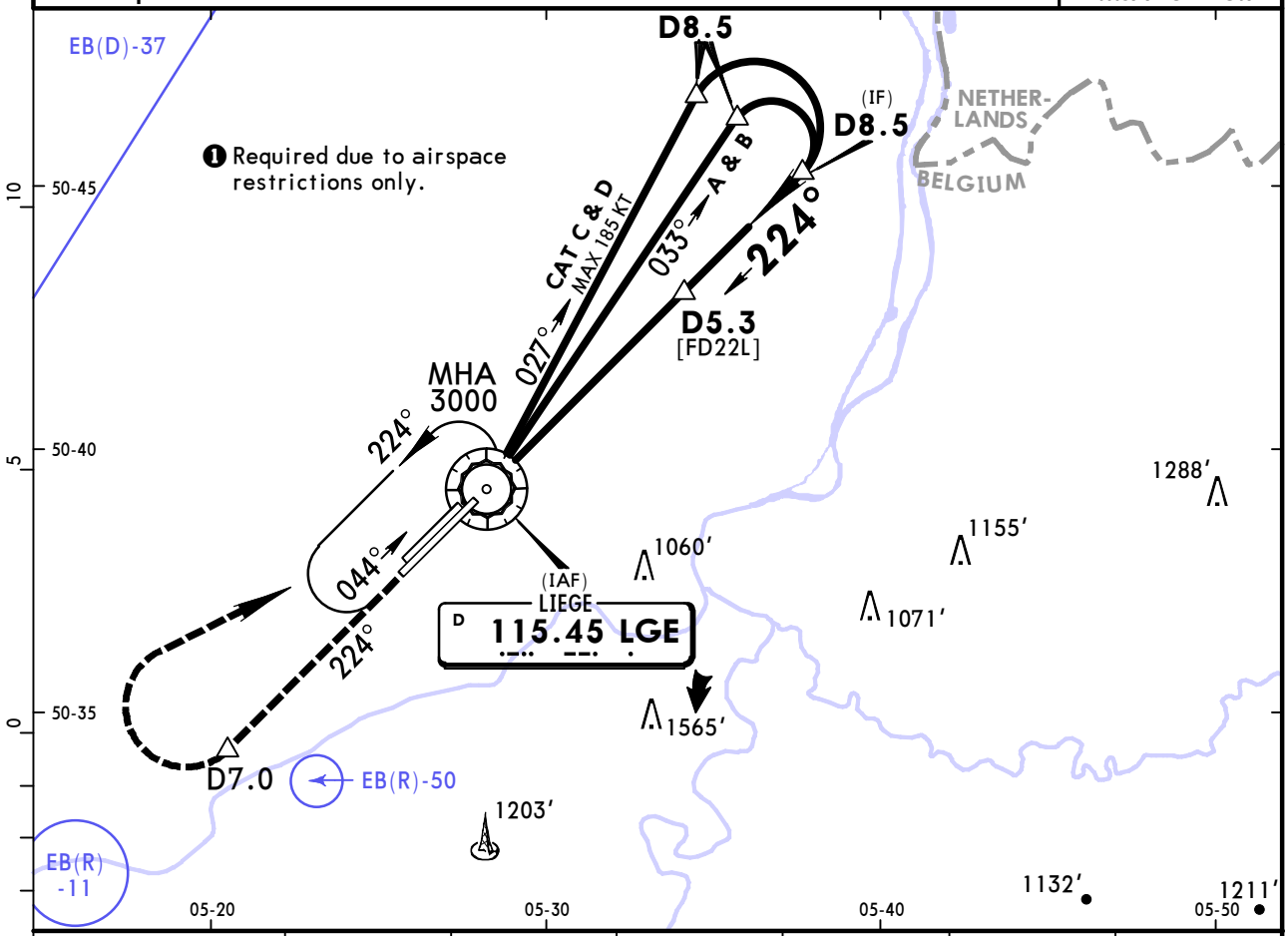
VOR LGE	Final Apch Crs	Mandatory Alt	DA/MDA(H)	Apt Elev / Rwy
115.45	224°	D5.3 2500′ (1897′)	1000′ (397′)	Apt Elev 659′ Rwy 603′

MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT). At D7.0 turn RIGHT to VOR climbing to 3000′.

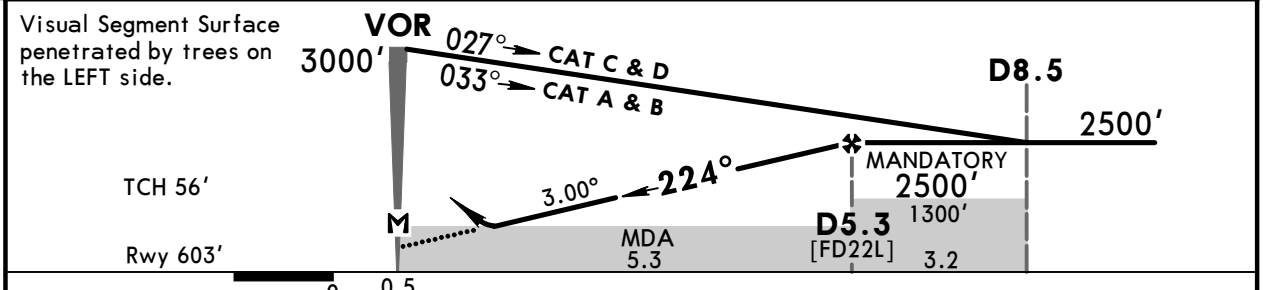
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 4500′
DME required.



MSA LGE VOR



LGE DME	1.2	2.2	3.2	4.2	5.2	5.3
ALTITUDE	1200′	1520′	1840′	2150′	2470′	2500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II
PAPI PAPI
215 KT MAX
D7.0

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22L
Missed apch climb gradient mim 3.5%
CDFA
DA/MDA(H) 1000′ (397′)

	ALS out	RVR
A		RVR 1500m
B		
C	RVR 1100m	RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1300′ (641′)	1500m
135	1300′ (641′)	1600m
180	1400′ (741′)	2400m
205	1720′ (1061′)	3600m

CHANGES: Communications.

LIEGE

LIEGE
BELGIUM

EBLG

Elev **659'** / 201 m
N50 38.2
E005 26.6
5 NM W Liège

(APP) VDF
LIEGE APPROACH **119.280** (en)

(TWR) *VDF
LIEGE TOWER **118.130*** (en)

GROUND **121.930**

ATIS **126.255** **115.450** (LGE)

*ILS/DME freq paired.

RWY	ILS	RWY	ILS
04R*	108.75 IHH 044°	22L*	109.35 ILG 224°
		22R*	109.35 IBI 224°

Model FLTs 400' SFC

❶ Only to be used at ATC discretion.

TMA (C) Beauvechain 3 2500'/4500'

TMA (C) Liège 3 FL 55 2500'

TMA (C) Liège 1 FL 55 2500'

TMA (C) Liège 2 2500' 2000'

CTR (C) TMA (D) Maastricht

CTR (D) SFC/2500'

Altitudes in ft
Distances in NM

Borgloon
Tongeren
Oreye
Waremme
Oupeye
Herstal
Ans
Grâce-Hollogne
St.-Nicolas
LIEGE
Hollogne
Flémalle
Seraing
Fléron
Embourg
Trooz
Esneux
Sprimont
Amay
Soheit-Tinlot

Borgloon 05-25
Soheit-Tinlot 05-25

NOVEM ❶
N50 47.6
E005 31.9
Crossroads

ROMEO
MAX 2000'
N50 42.3
E005 17.6
Crossroads

ECHO ❶
N50 40.8
E005 39.6
Crossroads

WISKY ❶
N50 34.9 E005 12.6
Crossroads

FOXHE
MAX 1500'
HEL MAX 1300'
N50 40.0 E005 23.9
Church of
Fexhe-le-Haut-Clocher

INDIA
MAX 1500'
HEL MAX 1300'
N50 35.5
E005 27.7
Ivoz-Ramet

OSCAR
MAX 2000'
N50 34.0
E005 33.0
Crossroads

SIERA ❶
N50 28.6
E005 22.5
Soheit-Tinlot

HTA12 250' SFC SFC

HTA08 50-40 500' SFC SFC

EB-R11 2300' SFC

EB-R50 2000' SFC

EB-D29 4500' 1000' SFC

LFA01 500' SFC 250' SFC

HTA01 250' SFC SFC

LFA02 500' SFC 250' SFC

HTA02 50-30 250' SFC SFC

NDB 290 ONL

VOR/DME 115.45 LGE

VOR/DME 113.10 SPI

GRACE-HOLLOGNE (Agusta Aerospace Services)

04L/R

A3 A13 A15 A2 A26

Canal Albert Meuse

299° 4.6 119°

293° 3.7 113°

1565' HIRTA

660' SFC 196' SFC 805' 877' 838' 820' 780' 769' 716' 1060' 1071' 828' 1552' 722' 1044' 901' 716' 951' 761' 992' 1057' 1053' 1203' 1120' 962'

Forest: © WorldSat International Inc., 2002 www.worldsat.ca All Rights Reserved.
© 2007 AND Data Solutions B.V. © 2007 AND Data Ireland Limited.
Digital Geography Europe:

LIEGE

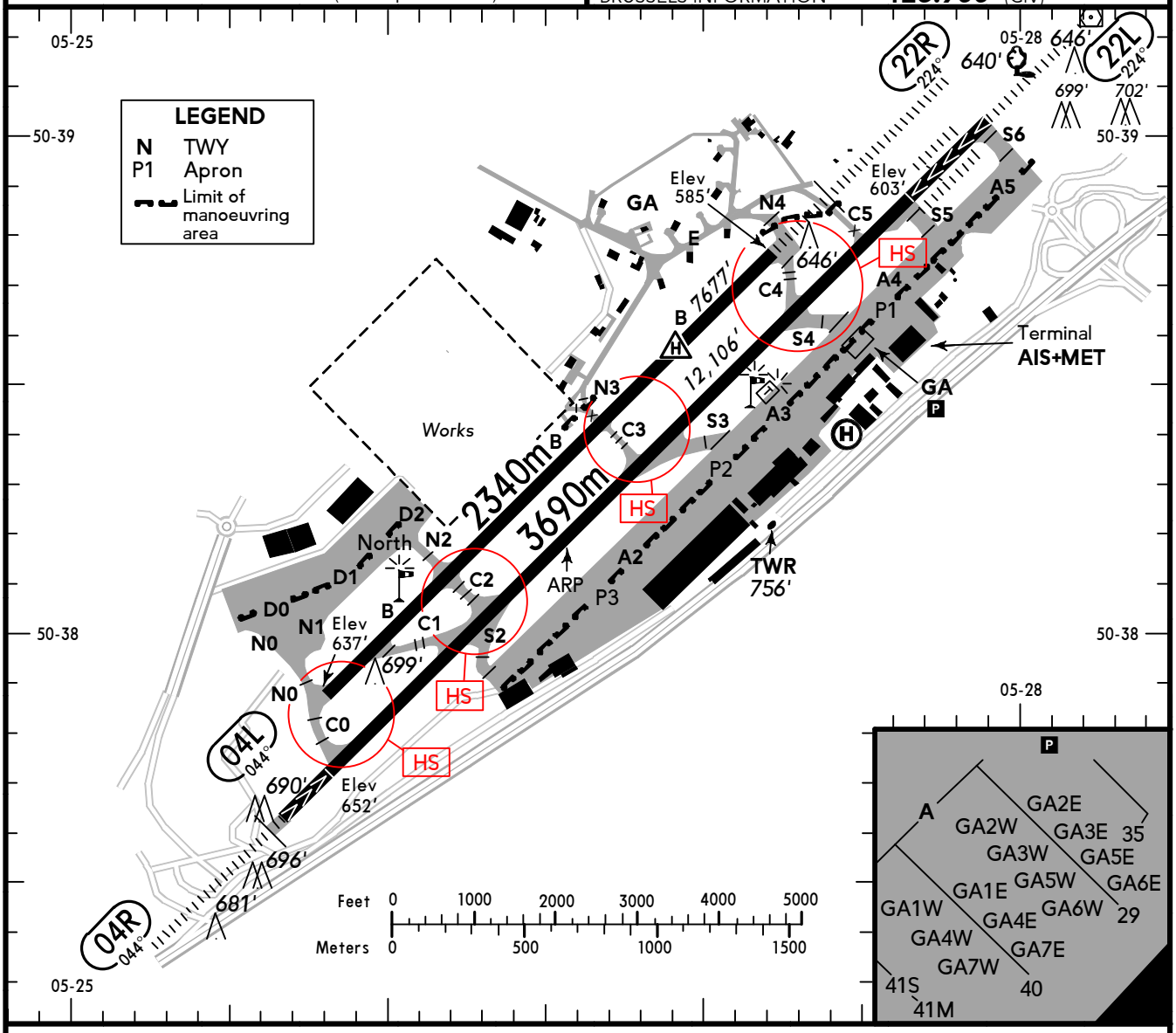
LIEGE

BELGIUM

JEPPESEN

ATIS **126.255** **115.450** (LGE)
LIEGE GROUND **121.930** (Start-up clearance)

(FIS)
BELGA INFORMATION **129.325** (MIL)
BRUSSELS INFORMATION **126.900** (CIV)



ALS (EXC 04L) - PAPI - THRL - RL - RCLL (04R/22L) - TWYL - LDI - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04R 22L	3690 x 45 Asphalt	3690 3690	3454 3287	PCN 88/F/B/W/T	
❶ 04L 22R	2340 x 45 Concrete/Asphalt	2340	2340	PCN 52/F/B/W/T	

❶ RWY 04L/22R is a secondary RWY available for VMC OPS, but also usable as TWY B. Double lighting according to the use.

For text please refer to 19-3.

CHANGES: COM - RWY Strength - Text.

Intersection TKOF

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

NORDO ACFT prohibited.

NOTE: Manoeuvring Area is under ATC control. Apron is under ATC guidance only (Pilots & drivers are responsible for their own separation).

TWY S5: Right turn onto RWY 04R/22L to TWY S6 is not allowed.

Apron E: AVBL SR-30 until SS+30, unless, in exceptional circumstances, authorised by airport inspection and with assistance of follow-me car.

CAUTION: Opposite traffic possible, before taxi to the holding point contact ATC for traffic information.

RWY Incursion Hot Spots

HS (TWYs C0, N0) - TWY crossing RWY. Explicit clearance required.

HS (TWYs N2, C1, C2, S2) - Confusing point. Crossing of RWY.

HS (TWYs C3, S3, N3) - Confusing point. Crossing of RWY. TWYs C3 and S3 not aligned.

HS (TWYs C4, S4, N4) - Confusing point. Crossing of RWY. Explicit clearance required.

ARR

Unless otherwise instructed:

- entry from W & N: proceed towards ROMEO, then to FOXHE;
- entry from E & S: proceed towards OSCAR, then to INDIA;
- FOXHE and INDIA are clearance limit points (holding). Upon reaching one of the points, pilots shall perform orbits at 1500' (HEL 1300').

MAX ALT:

- 2000' at ROMEO and OSCAR when entering the CTR, descending to 1500' (HEL 1300');
- 1500' at FOXHE and INDIA (HEL 1300').

ACFT shall join the AD traffic circuit at 1500' (HEL 1300').

DEP

Unless otherwise instructed:

- exit to the W & N: proceed to FOXHE, then to ROMEO;
- exit to the E & S: proceed to INDIA, then to OSCAR.

MAX ALT:

- FOXHE and INDIA shall be crossed at MAX 1500'.
- MAX ALT to leave the CTR: 2000'.

Traffic Circuits

AD traffic circuits MAX 1500' and continuously in sight of TWR.

Transponder

ACFT operators intending to use EBLG should ensure that the Mode S transponders are able to operate when ACFT is on the ground.

ACFT taxiing without flight plan shall select Mode A code 2000.

Radio COM Failure

- Outside controlled airspace: In all cases remain outside controlled airspace.
- Within controlled airspace but outside the AD traffic circuit: Leave controlled airspace by the shortest way:
  a. N of RWY axis: via REP ROMEO;
  b. S of RWY axis: via REP OSCAR.
- Within AD traffic circuit: Full-stop landing is requested.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LIEGE, (LIEGE - EBLG)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EBLG

Type: Terminal
Effectivity: Temporary
Begin Date: 20180309
End Date: Until Further Notice

During renovation of rwy 04L/22R refer to 10-8 temp charts for Low visibility taxi routes. For stage 2 refer to 10-8 and 10-8A. For stage 4 refer to 10-8B and 10-8C. Stage 1, 3 and 5 have no input onLVP. During stage 6 LVP not available. The 6 geographical working zones are as follows: Zone 1: between C0-N0 and C1 included. Zone 2: between C1 and C2-N2 (included). Zone 3: between C2-N2 (excluded) and C4-N4 (excluded). Zone 4: C4-N4 at more than 90 m (295') from the axis of RWY 04R/22L. Zone 5: Concrete area at C4 at less than 90m (295') from axis of RWY 04R/22L. Zone 6: Renovation ofthe apch lights and associated masts. Refer also to latest NOTAMS.

Chart Change Notices for Country BEL

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA Brussels and TMA Charleroi airspace class (B) chgd to (C).