Page 1
Changed chart(s) since Disc 22-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport EBAW

General Info

Antwerp, BEL
N 51° 11.4' E 04° 27.6' Mag Var: 1.6°W
Elevation: 39'

Public, IFR, Control Tower, Customs, Landing Fee
Pattern Altitude: 961 feet AGL
Fuel: 100LL, Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 11-29 4954' x 148' asphalt

Runway 11 (111.0°M) TDZE 36'
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 472'
Runway 29 (291.0°M) TDZE 40'
  Lights: Edge, ALS, Centerline

Communications Info

Antwerp Tower **135.2**
Antwerp Tower **119.7** Secondary
Antwerp Ground Control **121.9**

Notebook Info

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

ACFT operating to/from Antwerp APT must be noise certificated according to ICAO Annex 16.

1.1.1 PREFERENTIAL RUNWAY SYSTEM

ATC shall use RWY 11 in preference to RWY 29 for departing aircraft with a weight exceeding 5700kg.

1.1.2. REVERSE THRUST

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

1.1.3. ENGINE TESTS

Outdoor engine test runs without silencers and must be restricted to the very minimum and may only take place between 0800LT and 1900LT and on the condition that a previous authorization has been obtained from the Airport Authority.

1.2. LOW VISIBILITY PROCEDURES (LVP) RWY 29

Operational phase of LVP will start when RVR falls below 550m.
Pilots will be informed by radio telephony about start and cancellation of LVP.
During operational phase of LVP only one ACFT is allowed on the movement area, guided by a follow-me.
Taxiing in LVP will only be authorized on TWYs A, B and F.
After take-off report being airborne.

1.3. OTHER INFORMATION

1.3.1. HANDLING SERVICES AND FACILITIES

Handling is compulsory for transport of arriving passengers and crew of general aviation and business flights, parked on apron 1 or general aviation terminal (local flights excepted).
For handling please contact Aviapartner/Flyinggroup (H24):
Tel: +32 (0) 3 285 34 76
Tel: +32 (0) 3 286 86 09
Fax: +32 (0) 3 218 68 25
Email: handling@flyinggroup.aero
URL: http://www.flyinggroup.aero

3. DEPARTURE

3.1. START-UP PROCEDURES

Pilots shall request start-up 10 min before it is expected that the ACFT will be ready to request taxi instructions. From the time of readiness an average time of 10 min is assumed to be needed for start-up, taxi and take-off maneuvers. Any call made deliberately in advance of the 10 min required hereabove, are made without reasonable assurance of being ready in time, may result in disruption of the departure sequence and cause delay for the operators.

3.2. NOISE ABATEMENT PROCEDURES

Using full take-off thrust with the maximum climb gradient compatible with safety until passing 800'.
Then reduce thrust so as to maintain V_2 + 15KT and climb a rate of 1000' per minute to 3000'.
Above 3000' resume normal climb procedure.

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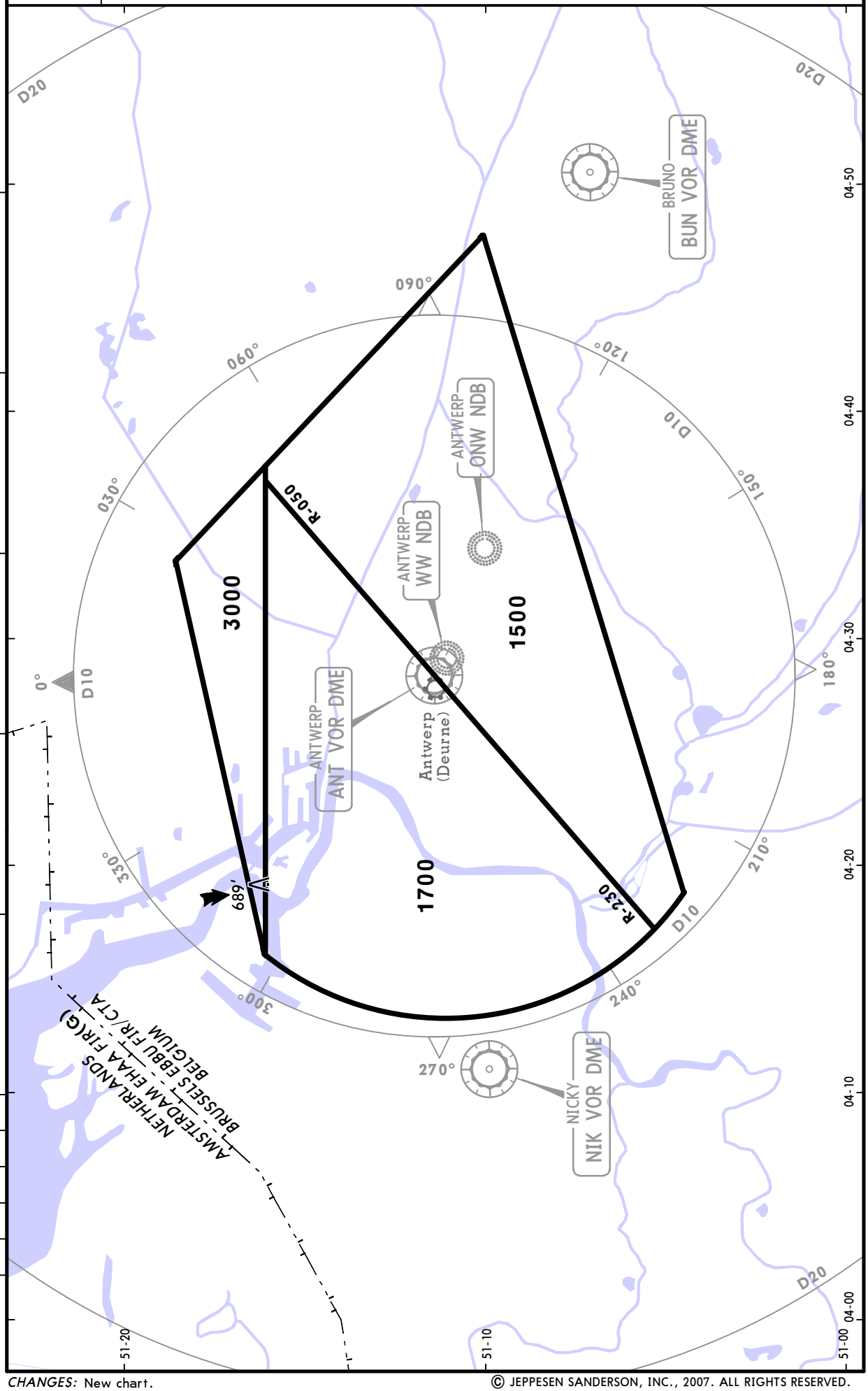
EBAW/ANR
DEURNE

JEPPESEN
29 JUN 07 (10-1R)

ANTWERP, BELGIUM
RADAR MINIMUM ALTITUDES

Apt Elev 39′ | Alt Set: hPa | Trans level: By ATC | Trans alt: 4500′



CHANGES: New chart.

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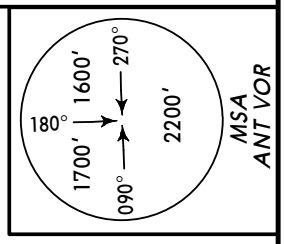
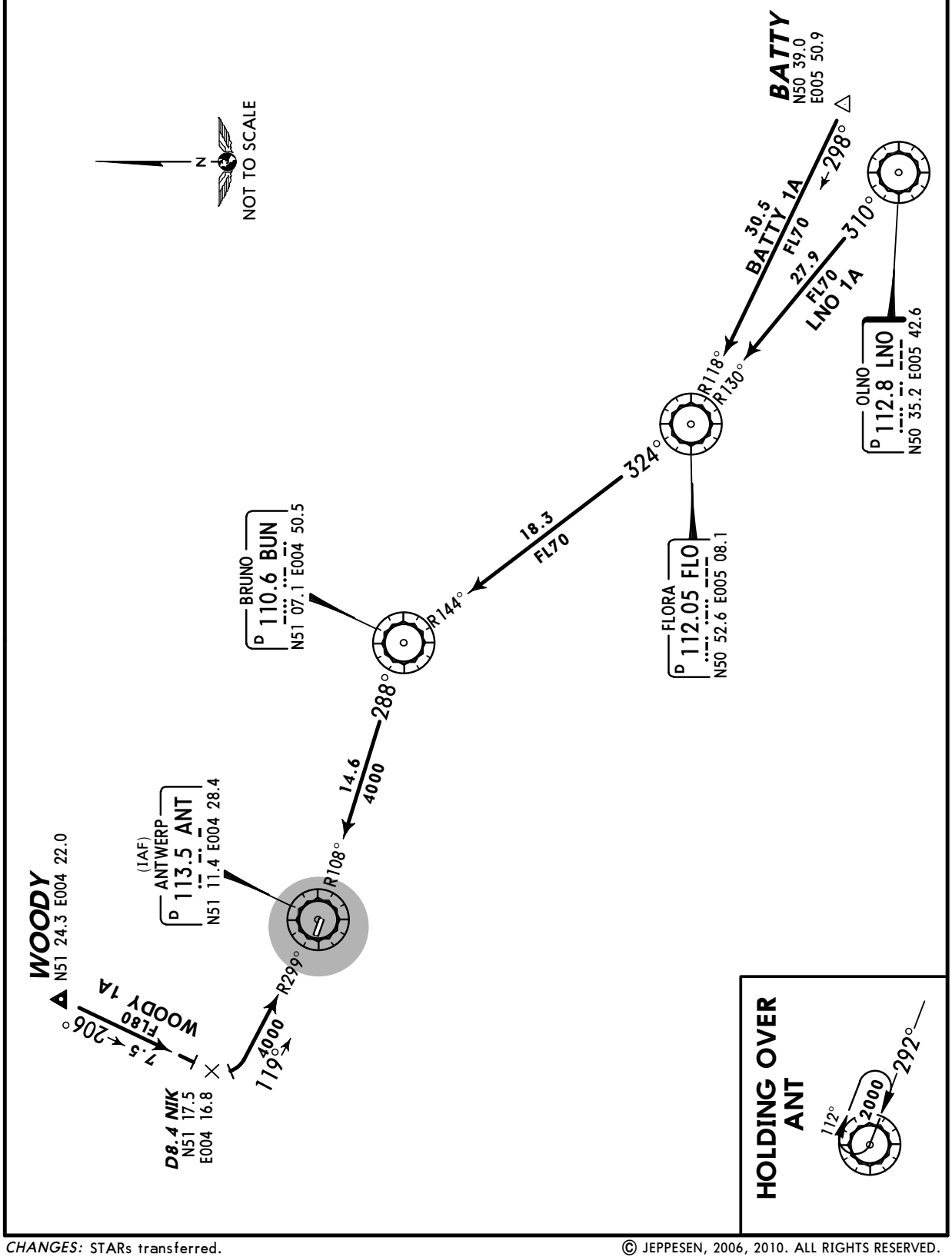
Apt Elev 39′	Alt Set: hPa Trans level: By ATC Trans alt: 4500′ ATC instructions may deviate from STAR descriptions and pilots may expect radar vectors for separation reasons.

BATTY ONE ALFA (BATTY 1A) *[BATY1A]*
OLNO ONE ALFA (LNO 1A)
WOODY ONE ALFA (WOODY 1A) *[WODY1A]*
ARRIVALS
FROM NORTH & EAST





CHANGES: STARs transferred.

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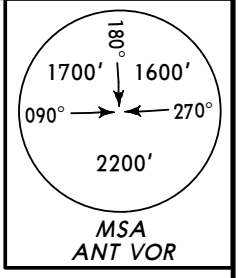
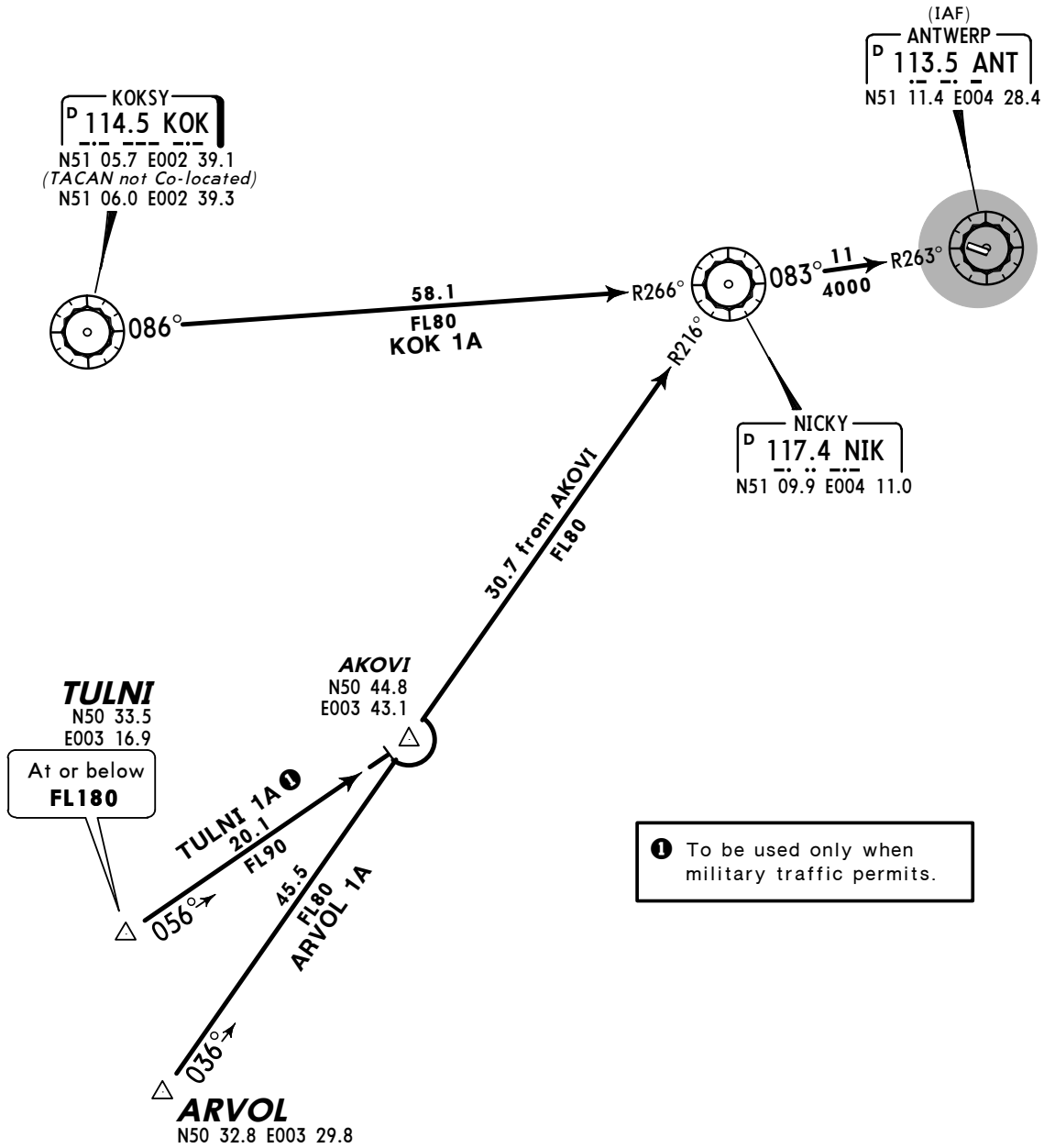
Apt Elev 39′	Alt Set: hPa Trans level: By ATC Trans alt: 4500′ ATC instructions may deviate from STAR descriptions and pilots may expect radar vectors for separation reasons.

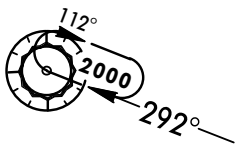
ARVOL ONE ALFA (ARVOL 1A) *[ARVO1A]*
KOKSY ONE ALFA (KOK 1A)
TULNI ONE ALFA (TULNI 1A) *[TULN1A]* ❶
ARRIVALS
FROM WEST





❶ To be used only when military traffic permits.

HOLDING OVER ANT



CHANGES: STARs withdrawn & transferred.

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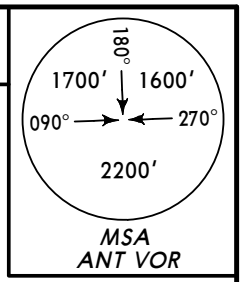
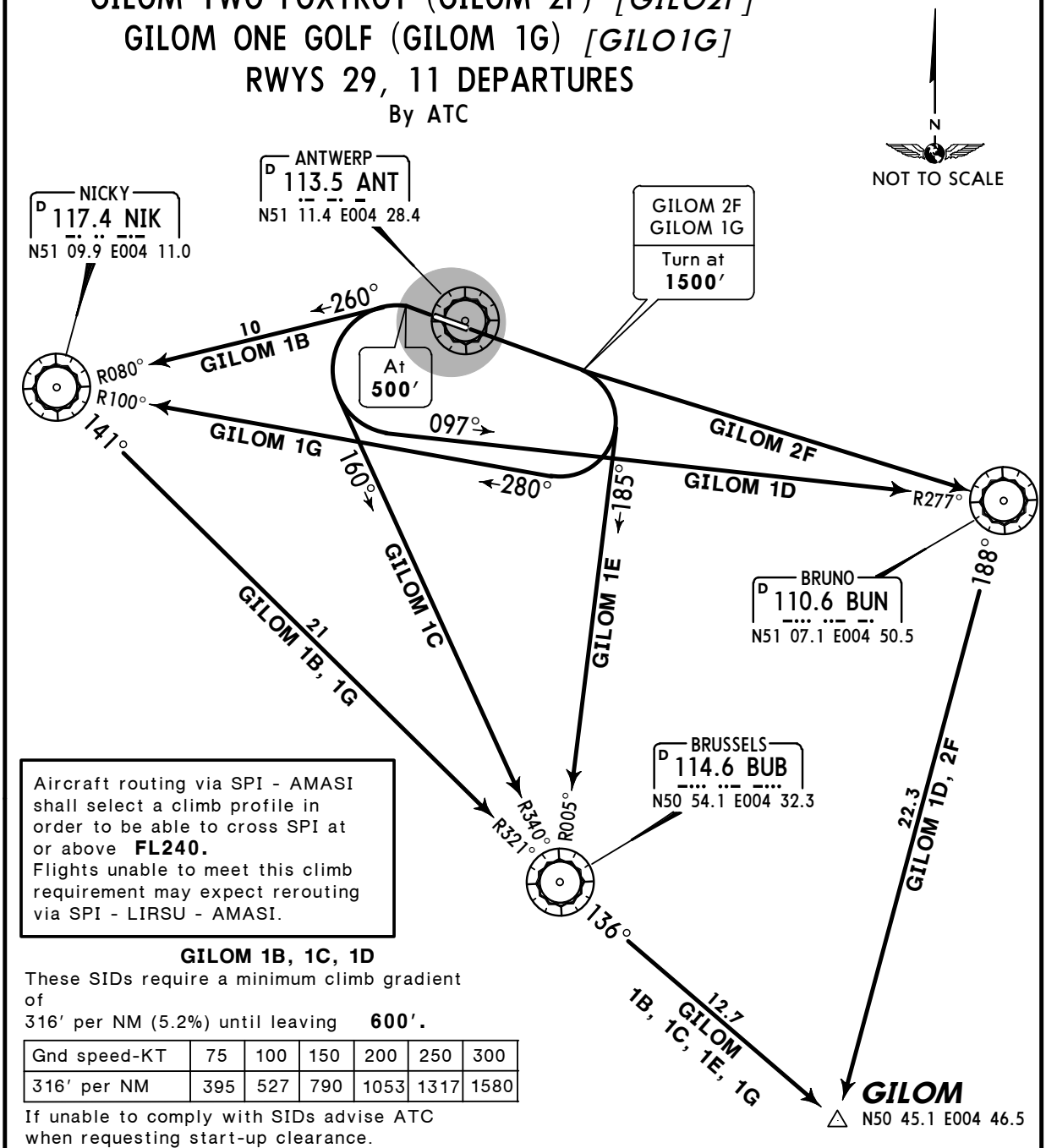
Apt Elev 39′	Trans level: By ATC Trans alt: 4500′

GILOM ONE BRAVO (GILOM 1B) *[GILO1B]*
GILOM ONE CHARLIE (GILOM 1C) *[GILO1C]*
GILOM ONE DELTA (GILOM 1D) *[GILO1D]*
GILOM ONE ECHO (GILOM 1E) *[GILO1E]*
GILOM TWO FOXTROT (GILOM 2F) *[GILO2F]*
GILOM ONE GOLF (GILOM 1G) *[GILO1G]*
RWYS 29, 11 DEPARTURES
By ATC





Aircraft routing via SPI - AMASI shall select a climb profile in order to be able to cross SPI at or above **FL240.**
Flights unable to meet this climb requirement may expect rerouting via SPI - LIRSU - AMASI.

GILOM 1B, 1C, 1D
These SIDs require a minimum climb gradient of
316′ per NM (5.2%) until leaving **600′.**

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply with SIDs advise ATC when requesting start-up clearance.

SID	RWY	ROUTING
GILOM 1B	**29**	Climb to **500′**, turn LEFT, intercept NIK R-080 inbound to NIK, then via BUB to GILOM.
GILOM 1C		Climb to **500′**, turn LEFT, intercept BUB R-340 inbound to BUB, then to GILOM.
GILOM 1D		Climb to **500′**, turn LEFT, intercept BUN R-277 inbound to BUN, then to GILOM.
GILOM 1E	**11**	Straight ahead, intercept BUB R-005 inbound to BUB, then to GILOM.
GILOM 2F		Climb straight ahead, at **1500′** direct to BUN, then to GILOM.
GILOM 1G		Climb straight ahead, at **1500′** turn RIGHT, intercept NIK R-100 inbound to NIK, then via BUB to GILOM.

CHANGES: SID GILOM 1F renumbered 2F & revised.

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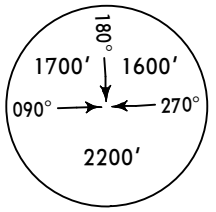
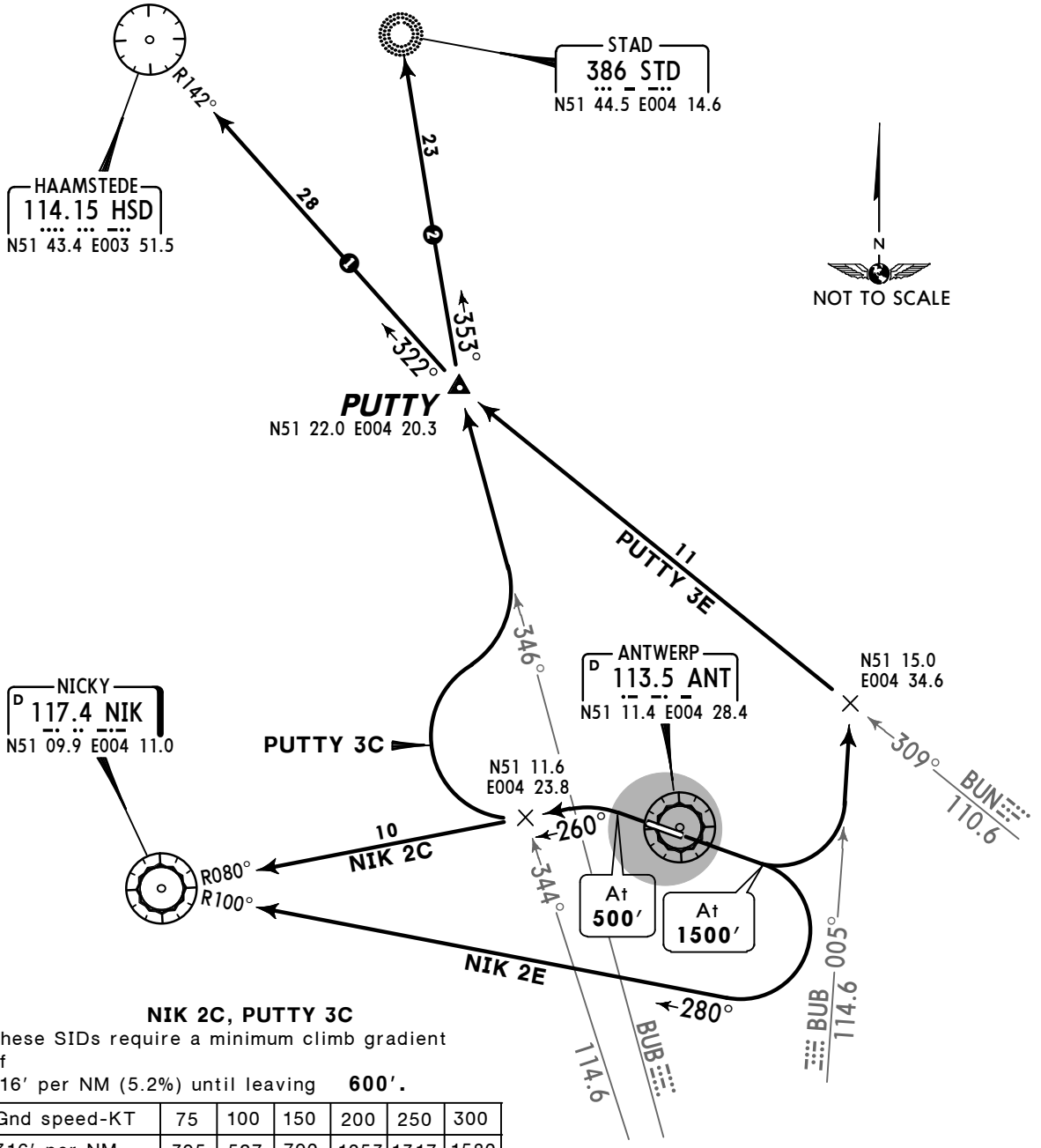
Apt Elev 39′	Trans level: By ATC Trans alt: 4500′



NICKY TWO CHARLIE (NIK 2C)
NICKY TWO ECHO (NIK 2E)
PUTTY THREE CHARLIE (PUTTY 3C) *[PUTY3C]*
PUTTY THREE ECHO (PUTTY 3E) *[PUTY3E]*
RWYS 29, 11 DEPARTURES



NIK 2C, PUTTY 3C

These SIDs require a minimum climb gradient of
316′ per NM (5.2%) until leaving **600′.**

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply with SIDs advise ATC when requesting start-up clearance.

SID	RWY	ROUTING
NIK 2C	**29**	Climb to **500′**, turn LEFT, intercept NIK R-080 inbound to NIK.
NIK 2E	**11**	Climb straight ahead, at **1500′** turn RIGHT, intercept NIK R-100 inbound to NIK.
PUTTY 3C	**29**	Climb to **500′**, turn LEFT, intercept NIK R-080 inbound, at BUB R-344 turn RIGHT, intercept BUB R-346 to PUTTY. ❶ **To EHAM:** To HSD. ❷ **Other destinations:** To STD.
PUTTY 3E	**11**	Climb straight ahead, at **1500′** turn LEFT, intercept BUB R-005, turn LEFT, intercept BUN R-309 to PUTTY. ❶ **To EHAM:** To HSD. ❷ **Other destinations:** To STD.

CHANGES: SID PUTTY 2E renumbered 3E & revised.

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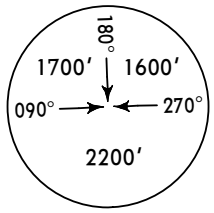
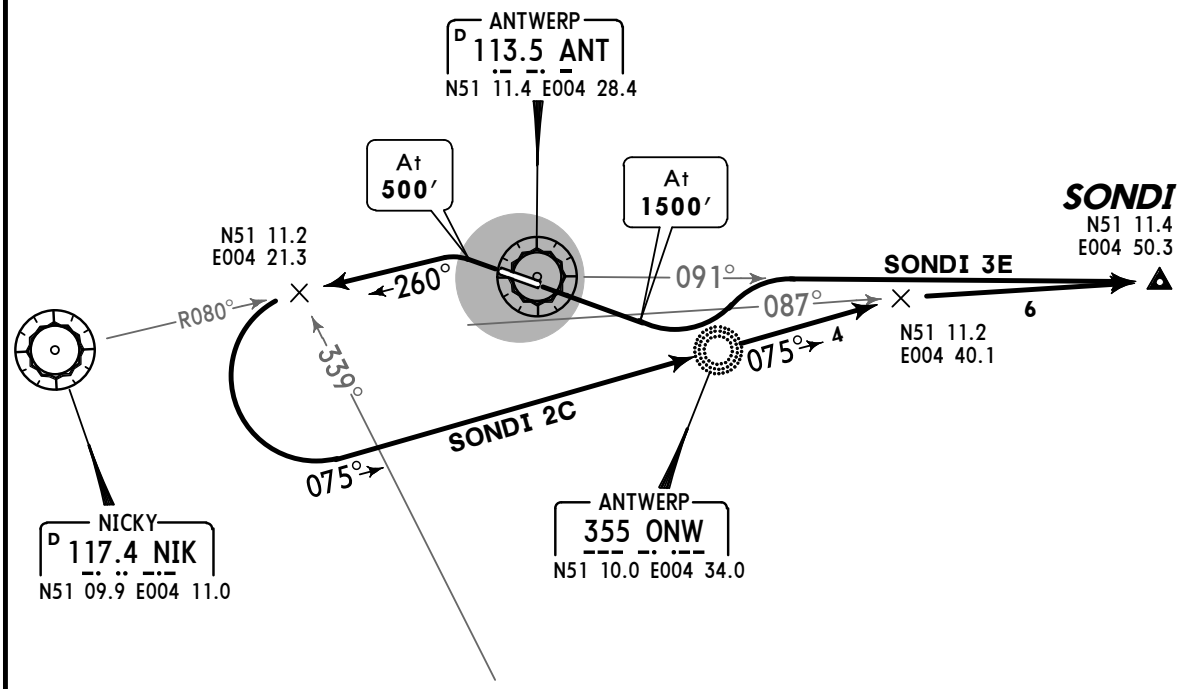
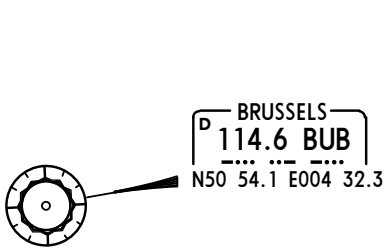
Apt Elev	Trans level: By ATC Trans alt: 4500′
39′	



SONDI TWO CHARLIE (SONDI 2C) *[SOND2C]*
SONDI THREE ECHO (SONDI 3E) *[SOND3E]*
RWYS 29, 11 DEPARTURES





SONDI 2C

This SID requires a minimum climb gradient of
316′ per NM (5.2%) until leaving **600′.**

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply with SIDs advise ATC when requesting start-up clearance.

SID	RWY	ROUTING
SONDI 2C	**29**	Climb to **500′**, turn LEFT, intercept NIK R-080 inbound, at BUB R-339 turn LEFT, intercept 075° bearing to ONW, continue on 075° bearing, intercept NIK R-087 to SONDI.
SONDI 3E	**11**	Climb straight ahead, at **1500′** turn LEFT, intercept ANT R-091 to SONDI.

CHANGES: SID SONDI 2E renumbered 3E & revised.

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JEPPESEN
JeppView 3.7.2.1

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
Winter	: LT minus 1 HOUR	= UTC (Z)

GENERAL

Aircraft operating to or from Antwerp/Deurne must be noise certificated according to ICAO Annex 16.

PREFERENTIAL RUNWAY SYSTEM

ATC shall use runway 11 in preference to runway 29 for departing aircraft with a weight exceeding 5700kg.

DEPARTURES

Using full take-off thrust climb with the maximum gradient compatible with safety until passing 800′. Then reduce thrust so as to maintain V_2 + 15 KT and climb at a rate of 1000′ per minute to 3000′. Above 3000′ resume normal climb procedure.

RUN-UP TESTS

Engine test runs in the open air and without silencers may only take place on Apron 2 between 0700 - 1800LT and on the condition that a previous authorization has been obtained from the airport authority.
Idle thrust engine test runs in open air and without silencers must be restricted to the very minimum. A prior permission from the airport authority is required.
The airport authority has the right to stop or restrict all ongoing tests in the event of violation of airport regulations or circumstances arising that necessitate such a decision.

REVERSE THRUST

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

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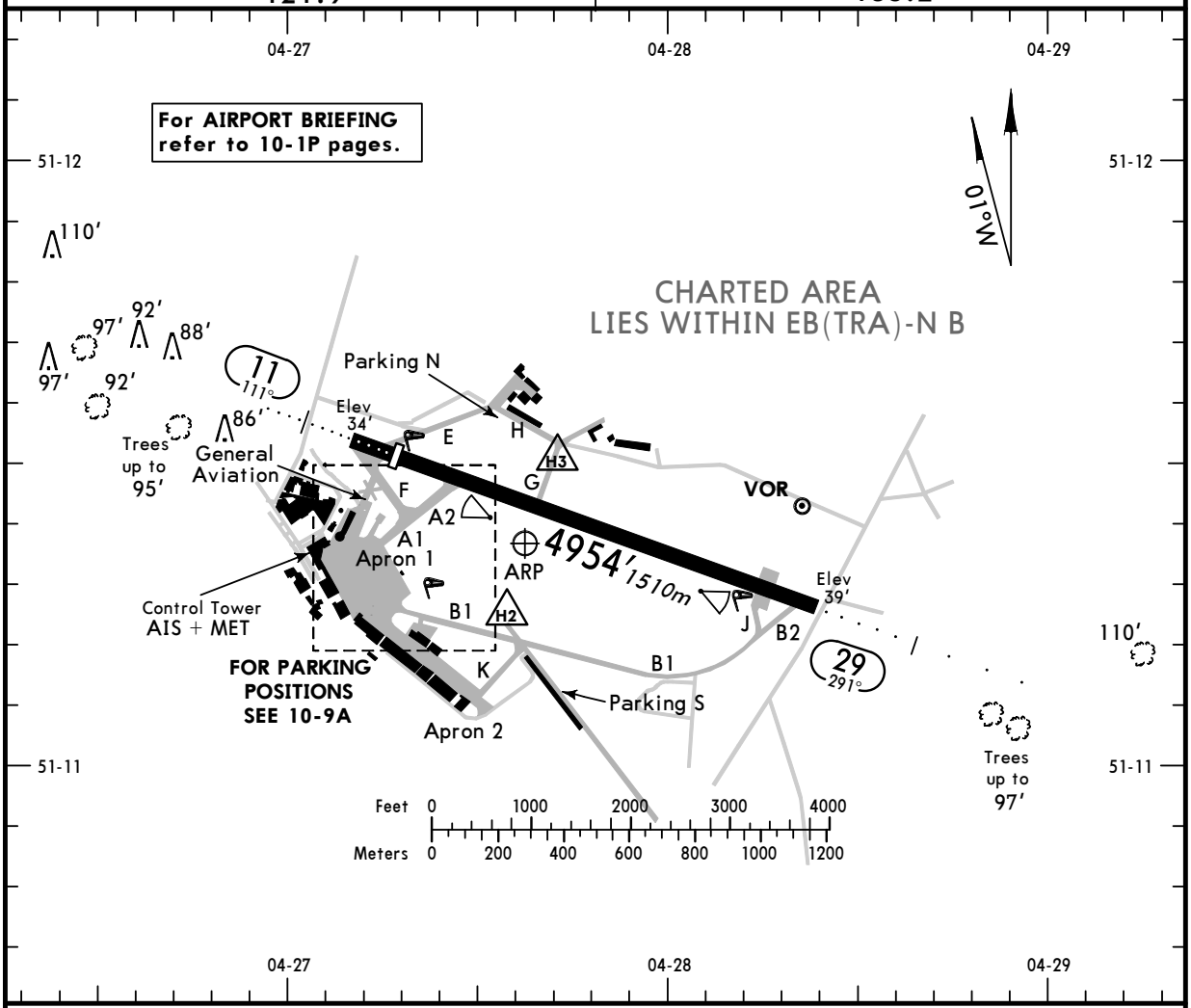
EBAW/ANR

Apt Elev **39′**
N51 11.4 E004 27.6

JEPPESEN
24 SEP 10 (10-9)

ANTWERP, BELGIUM
DEURNE

*ANTWERP Ground	*Tower
121.9	135.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL *(30m)* CL *(15m)* HIALS PAPI-L(3.5°) ❶ RVR	4482′ *1366m*			148′ *45m*
29	HIRL *(30m)* CL *(15m)* HIALS PAPI-L(3.0°) RVR		3901′ *1189m*		

❶ For visual straight-in or direct apch, acft shall not intercept the slope of PAPI below 1700′.

Standard TAKE-OFF **1**

	Rwy 11		Rwy 29 LVP must be in force				
	RCLM (DAY only) or RL	NIL (DAY only)	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*400m*	*500m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	NOT APPLICABLE						

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Helipad H1 withdrawn.

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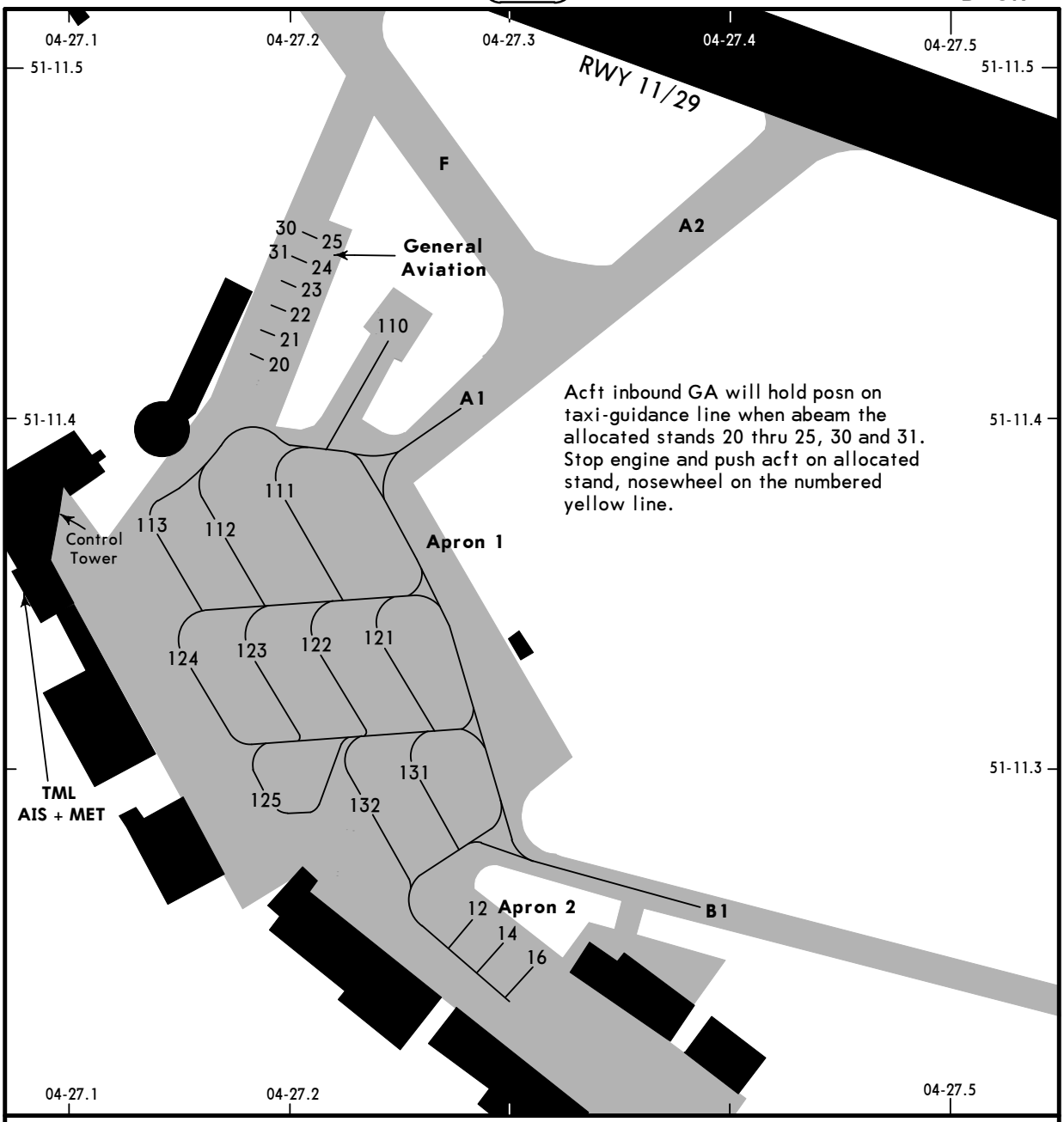
EBAW/ANR

JEPPESEN

24 SEP 10 (10-9A)

ANTWERP, BELGIUM
DEURNE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
12, 14, 16	N51 11.2 E004 27.3	113	N51 11.3 E004 27.1
20 thru 25	N51 11.4 E004 27.2	121 thru 123	N51 11.3 E004 27.2
30, 31	N51 11.4 E004 27.2	124	N51 11.3 E004 27.1
110, 111	N51 11.4 E004 27.2	125, 131, 132	N51 11.3 E004 27.2
112	N51 11.3 E004 27.2		

CHANGES: Apron extended. Helipad withdrawn. Stand 110 added.

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EBAW/ANR
DEURNE

JEPPESEN
5 FEB 10
Eff 11 Feb
11-1
CAT A, B & C

ANTWERP, BELGIUM
ILS or LOC Rwy 29

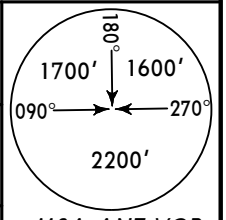
BRIEFING STRIP ™

*ANTWERP Tower	*Ground
135.2	121.9

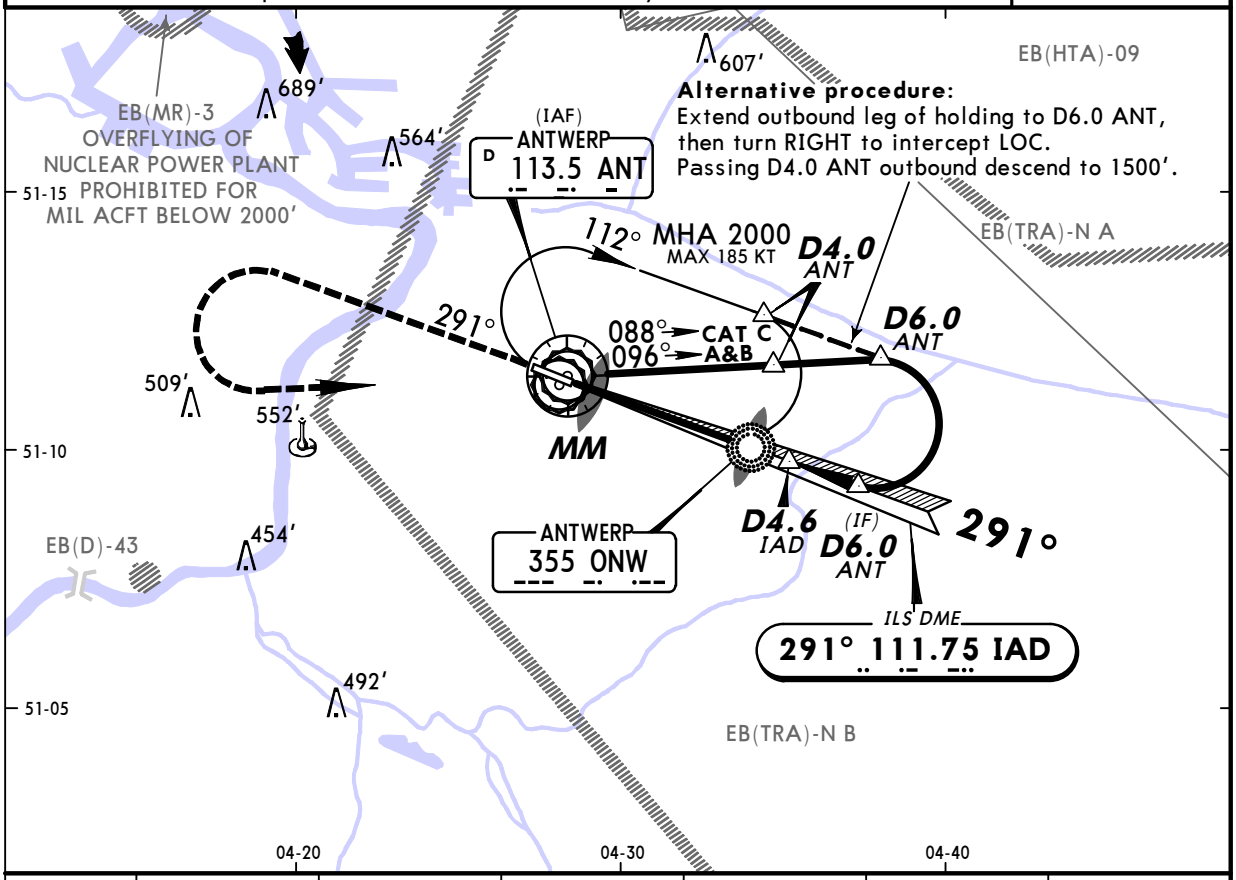
LOC IAD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev
111.75	291°	1280′ (1241′)	239′ (200′)	39′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn LEFT to VOR climbing to 2000′. MAX 160 KT.

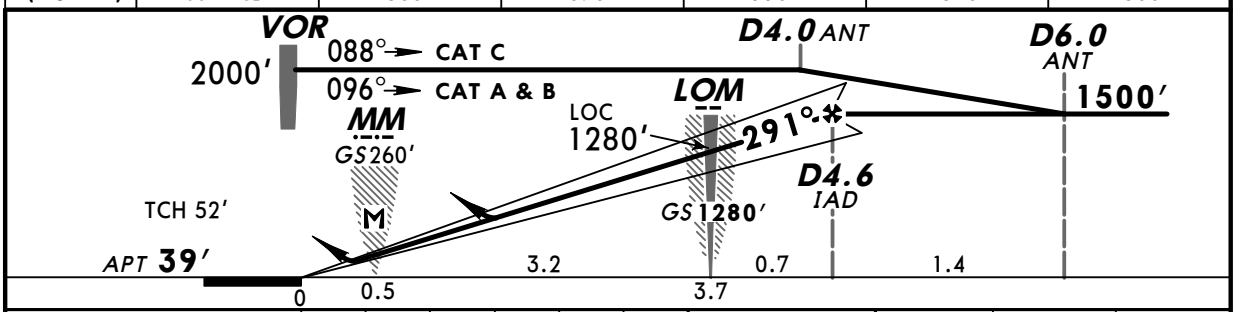
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 4500′



MSA ANT VOR



LOC (GS out)	IAD DME	1.0	2.0	3.0	4.0	4.6
	ALTITUDE	360′	670′	990′	1310′	1500′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861
MAP at MM						

HIALS
PAPI

160 KT MAX

1500′

Standard STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 239′ (200′) FULL/Limited	ILS DA(H) 239′ (200′) ALS out	LOC (GS out) DA(H) 560′ (521′)	LOC (GS out) DA(H) 560′ (521′) ALS out
A	750m	1200m	1500m	
B				
C			2000m	2400m
D	NOT APPLICABLE			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (561′)	1900m
135	720′ (681′)	2800m
180	820′ (781′)	3700m
D	NOT APPLICABLE	

PANS OPS 3

CHANGES: WW Lctr withdrawn. Minimums.

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JEPPESEN
JeppView 3.7.2.1

EBAW/ANR
DEURNE

JEPPESEN
5 FEB 10
Eff 11 Feb
13-1
CAT A, B & C

ANTWERP, BELGIUM
VOR Rwy 11

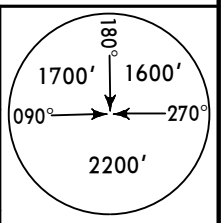
BRIEFING STRIP ™

*ANTWERP Tower	*Ground
135.2	121.9

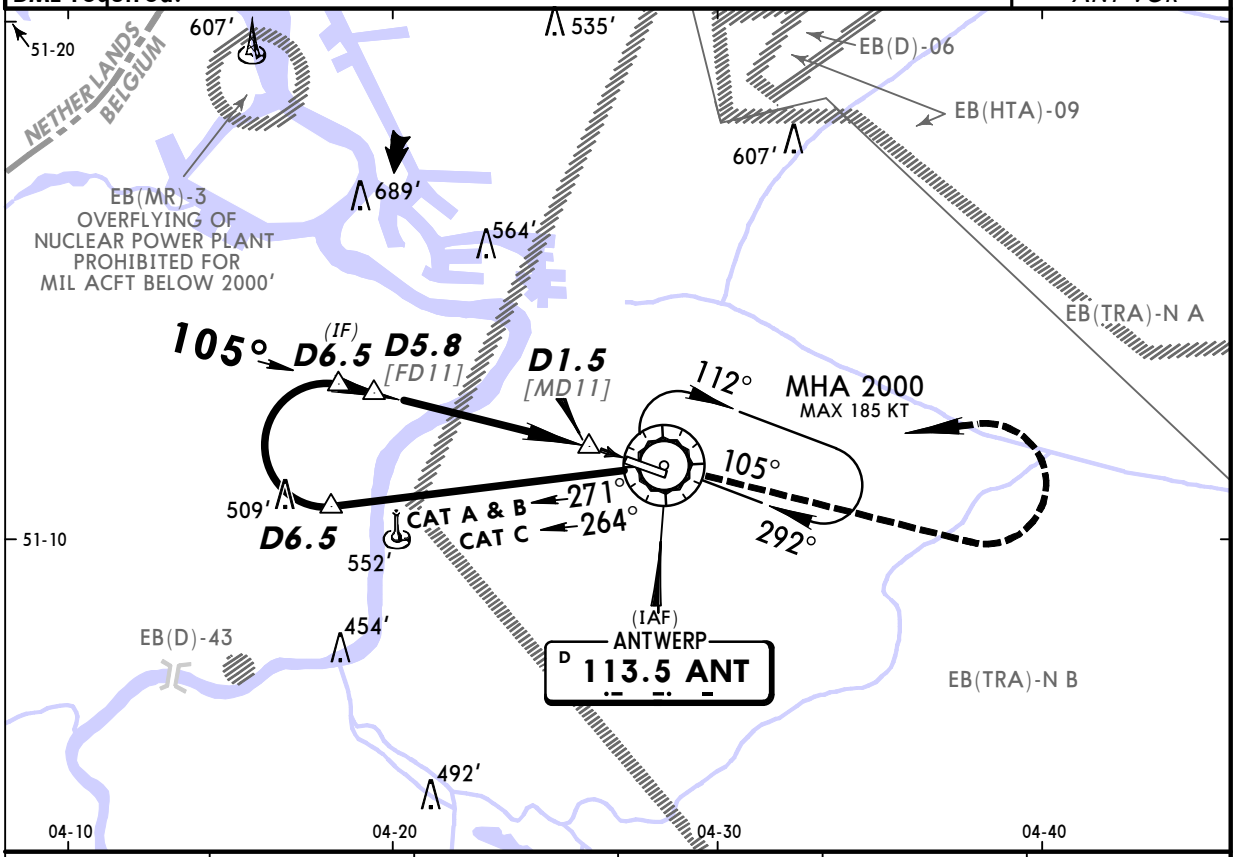
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
ANT 113.5	105°	D5.8 2000′ (1961′)	550′ (511′)	39′

MISSED APCH: Climb STRAIGHT AHEAD to VOR. Continue climb on R-105 to 1500′, then turn LEFT to VOR climbing to 2000′.
MAX 160 KT.

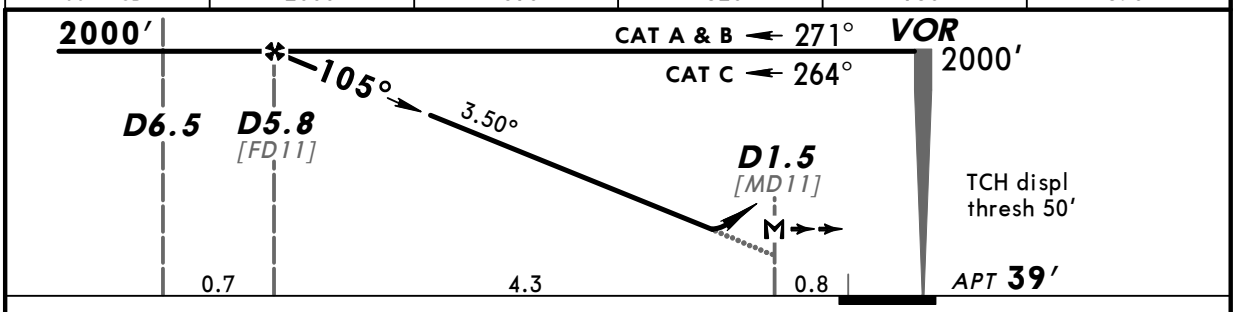
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 4500′
DME required.



MSA
ANT VOR



ANT DME	5.8	5.0	4.0	3.0	2.0
ALTITUDE	2000′	1690′	1320′	950′	570′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.50°	434	557	619	743	867	991
MAP at D1.5							

HIALS
PAPI

160 KT MAX

ANT 113.5

1500′

ANT 113.5 on R-105

Standard STRAIGHT-IN LANDING RWY 11

DA(H) 550′ (511′)

		ALS out
A	1500m	
B		
C	1900m	2400m
D	NOT APPLICABLE	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (561′)	1900m
135	720′ (681′)	2800m
180	820′ (781′)	3700m
D	NOT APPLICABLE	

PANS OPS 3

CHANGES: Minimums.

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Notice: After 3 Dec 2010 0901Z, this chart may no longer be valid. Disc 23-2010

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EBAW/ANR
DEURNE

JEPPESEN
5 FEB 10
Eff 11 Feb
13-2
CAT A, B & C

ANTWERP, BELGIUM
VOR Rwy 29

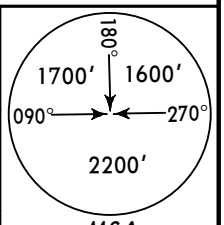
BRIEFING STRIP ™

*ANTWERP Tower	*Ground
135.2	121.9

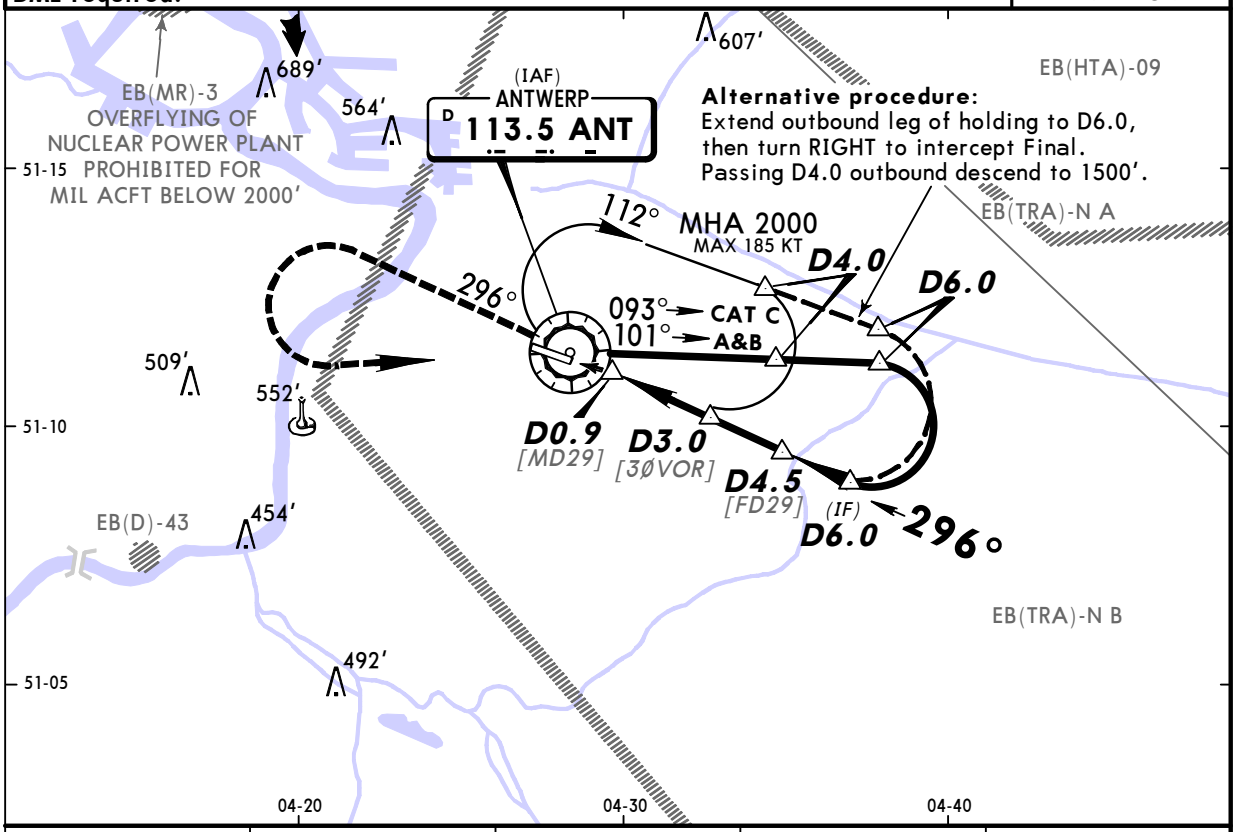
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev
ANT 113.5	296°	D4.5 1500′ (1461′)	(CONDITIONAL) 440′ (401′)	39′

MISSED APCH: Climb STRAIGHT AHEAD to VOR. Continue climb on R-296 to 1500′, then turn LEFT to VOR climbing to 2000′.
MAX 160 KT.

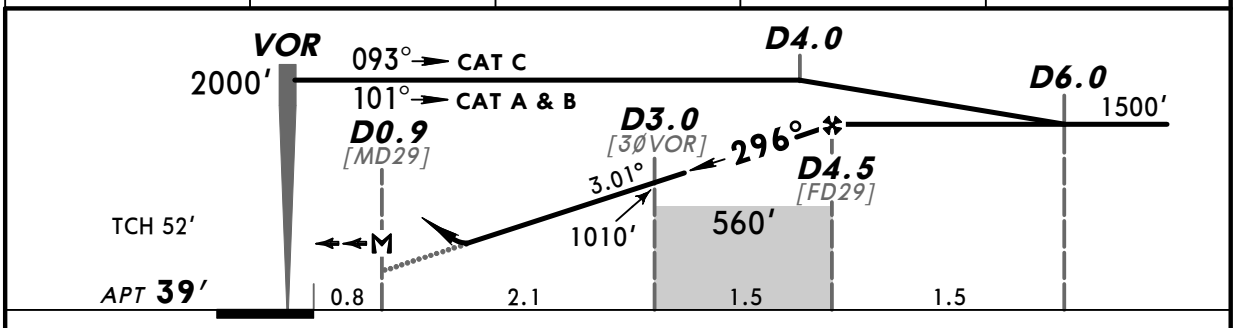
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 4500′
DME required.



MSA
ANT VOR



ANT DME	2.0	3.0	4.0	4.5
ALTITUDE	690′	1010′	1330′	1500′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.01°	373	479	532	639	745	852
MAP at D0.9							

HIALS
PAPI

160 KT MAX

ANT 113.5

1500′

ANT 113.5 on R-296

Standard STRAIGHT-IN LANDING RWY **29**

	With D3.0		W/o D3.0	
	DA(H) 440′ (401′)		DA(H) 560′ (521′)	
		ALS out		ALS out
A	1500m		1500m	
B				
C	1500m	1900m	2000m	2400m
D	NOT APPLICABLE			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (561′)	1900m
135	720′ (681′)	2800m
180	820′ (781′)	3700m
D	NOT APPLICABLE	

PANS OPS 3

CHANGES: WW Lctr withdrawn. Minimums.

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