

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
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport EBLG

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9) Until aprx 31 AUG 10, due to postponement of rwy extension, final 1322ft (403m) of Rwy 05R, Twy S6 and Twy A between S5 and S6 unusable. Rwy 05R/23L length and TORA from rwy head reduced to 10,784ft (3287m), LDA Rwy 05R reduced to 10,010ft (3051m), LDA/GS Rwy 05R reduced to 8804ft (2683m)

General Info

Liege, BEL

N 50° 38.2' E 05° 26.6' Mag Var: 1.2°W

Elevation: 659'

Public, IFR, Control Tower, Customs, Landing Fee,

Jet Starting Unit available

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 05L-23R 7677' x 148' concrete

Runway 05R-23L 12106' x 148' asphalt

Runway 05L (45.0°M) TDZE 637'

Lights: Edge

Runway 05R (45.0°M) TDZE 652'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 778'

Runway 23L (225.0°M) TDZE 603'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 1322'

Runway 23R (225.0°M) TDZE 585'

Lights: Edge, ALS

Communications Info

ATIS **126.25**

ATIS **115.45**

Liege Tower **130.625** At or below 4000' Secondary

Liege Tower **129.25** At or below 10000'

Liege Tower **122.1** Military

Liege Tower **257.80** Military

Liege Ground Control **121.925**

Liege Approach Control **122.5** Military

Liege Approach Control **119.275** At or below 10000'

Liege Approach Control **362.30** Military

Notebook Info

EBLG/LGG
LIEGE

3 SEP 10

JEPPESEN
10-1P**LIEGE, BELGIUM**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 126.25 115.45

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

ACFT operating to or from LIEGE Airport 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

Recertificated civil subsonic jet aeroplanes are banned to operate on the APT between 2200-0600.

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 life or health of persons as well as animals, or in case of diversion for meteorological reasons.
- when the take-off and landing is carried out with a delay compared to the schedule initially envisaged in so far as the delay is not ascribable with the airline companies.

Exceptionally and on explicit justified request, the Minister of Transport may authorize a take-off or landing of an aircraft concerned.

1.2.3. REVERSE THRUST

The 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

LVP become effective when the visibility is 1500m or below and/or ceiling is 300' or below and the weather forecast expects further deterioration below 800m.

Pilots will be informed via RT of the beginning and end of the LVP.

When LVP is effective RWY 23L will be used for take-off and landing.

However, for safety reason and subject to delay, RWY 05R may be used for take-off on pilots request only.

Departing ACFT shall report at take-off CAT II/III holding posn or at any other reporting point prescribed by ATC.

Arriving ACFT shall report when passing the OM 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 signaled by alternated yellow and green TWY centerline lights.

When LVP are performed, taxi procedures are only authorized on TWYs equipped with centerline lights.

When LVP are in progress on RWY 23L, taxi should be done via TWY S2 or C0, B, C2, S2 for landing ACFT and via TWY S5 for departing ACFT.

1.4. TAXI PROCEDURES**1.4.1. GENERAL**

On TWY S3, exit towards or entry from the westward side of TWY A is not allowed. Apron W available for home-based propeller ACFT, MAX 6t. Apron closed when RVR below 800m.

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LIEGE

3 SEP 10

JEPPESEN
10-1P1**LIEGE, BELGIUM**
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

Along the intermediate and final apch segments for RWY 23L/R and 05L/R a speed of 220 KT, unless otherwise instructed by ATC, will be maintained until established on ILS. The OM RWY 23L and 4 NM DME from RWY 23R and 05R shall be crossed at 170 KT.

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.

2.2. CAT II/III OPERATIONS

RWY 23L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. OTHER INFORMATION**2.3.1. PARKING POSITION**

After landing, pilots shall monitor frequency 129.25 (TWR) whilst still on the RWY and frequency 121.92 (GND) once the RWY is vacated via S2 as preferred exit TWY for RWY 23L and S3 for RWY 05R. 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. DEPARTURES

Noise abatement take-off and climb procedures are applicable for whatever runway-in-use and for SIDs.

TURBO-JET

Take-off to 2100'

Take-off power

take-off flaps

climb to $V_2 + 10$ -20 KT or as limited by body angle

At 2100'

Reduce thrust to not less than climb thrust

2100'-3600'

Climb at $V_2 + 10$ -20 KT

At 3600'

Accelerate smoothly to the enroute climb speed with flap retraction.

PROPELLER AIRCRAFT

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.

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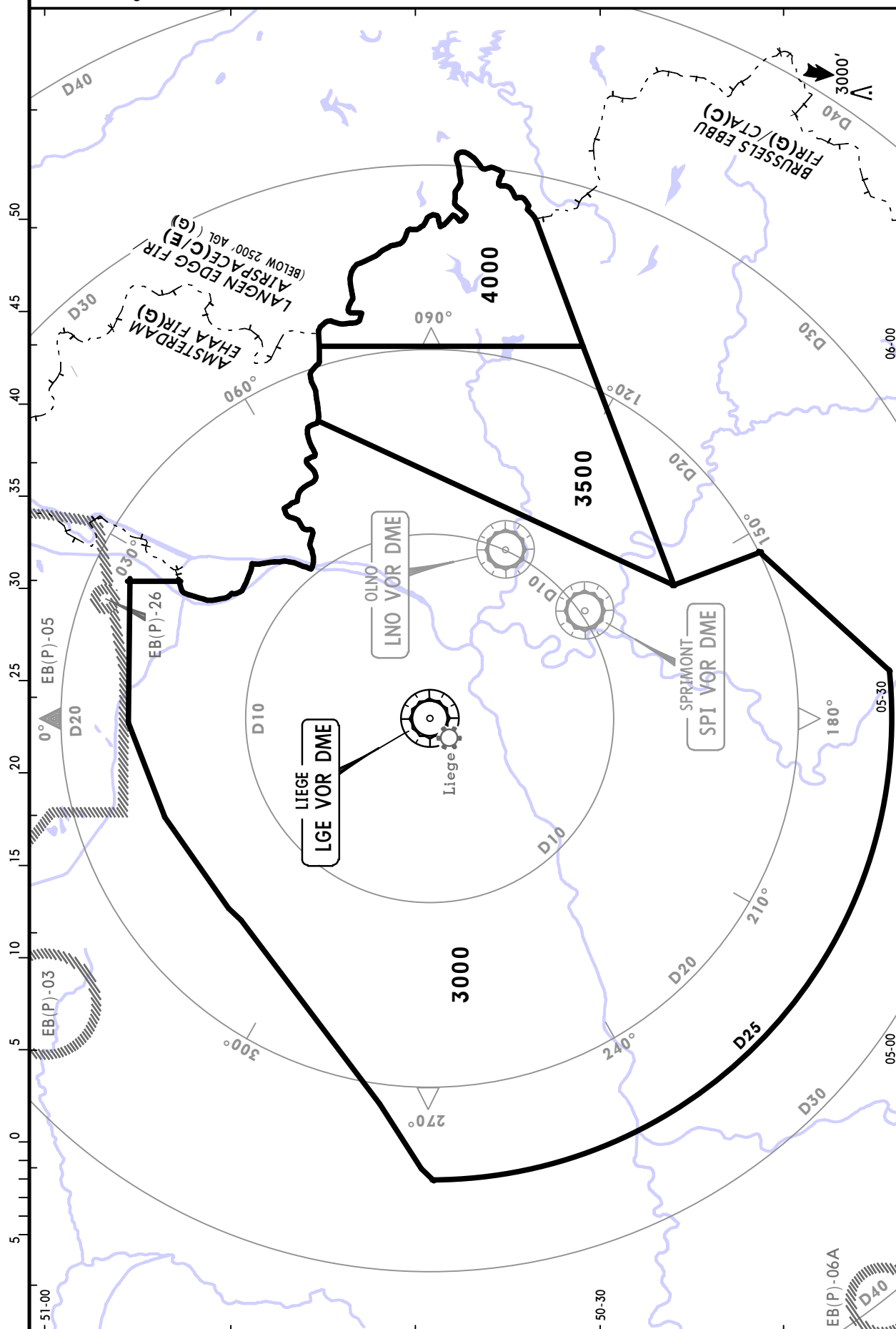
JEPPesen
24 JUL 09 **(10-1R)**

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.



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LIEGE

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13 JAN 06

10-2

Eff 19 Jan

LIEGE, BELGIUM

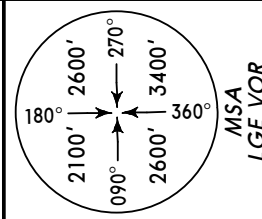
STAR

ATIS 115.45 126.25	BRUSSELS Control 125.0	Apt Elev 659'	Alt Set: hPa Trans level: By ATC	Trans alt: 4500'
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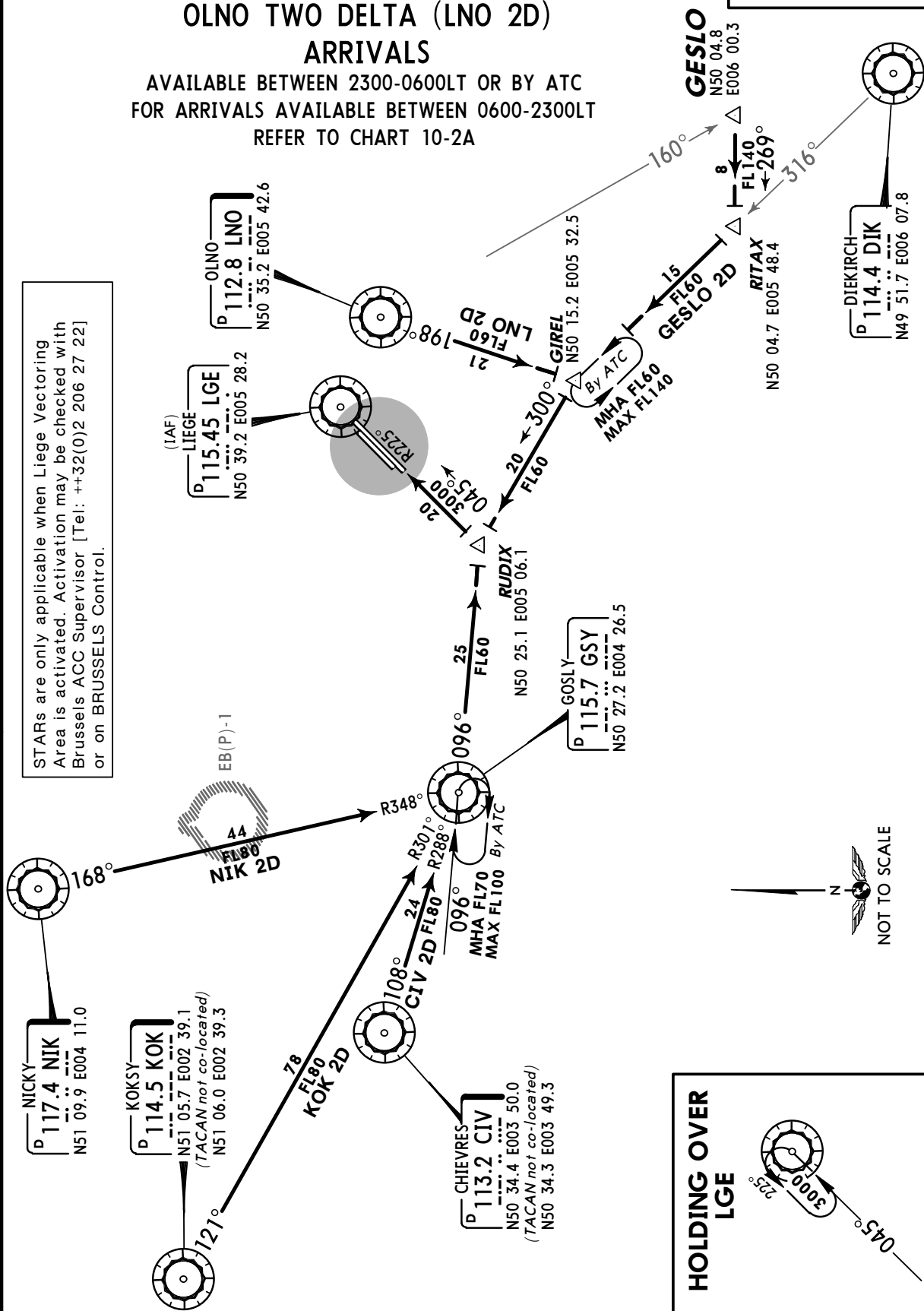
CHIEVRES TWO DELTA (CIV 2D)
GESLO TWO DELTA (GESLO 2D) [GESL2D]
KOKSY TWO DELTA (KOK 2D)
NICKY TWO DELTA (NIK 2D)
OLNO TWO DELTA (LNO 2D)

ARRIVALS

AVAILABLE BETWEEN 2300-0600LT OR BY ATC
 FOR ARRIVALS AVAILABLE BETWEEN 0600-2300LT
 REFER TO CHART 10-2A



STARs are only applicable when Liege Vectoring Area is activated. Activation may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.



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LIEGE

JEPPESSEN
 13 JAN 06 **10-2A** **Eff 19 Jan**

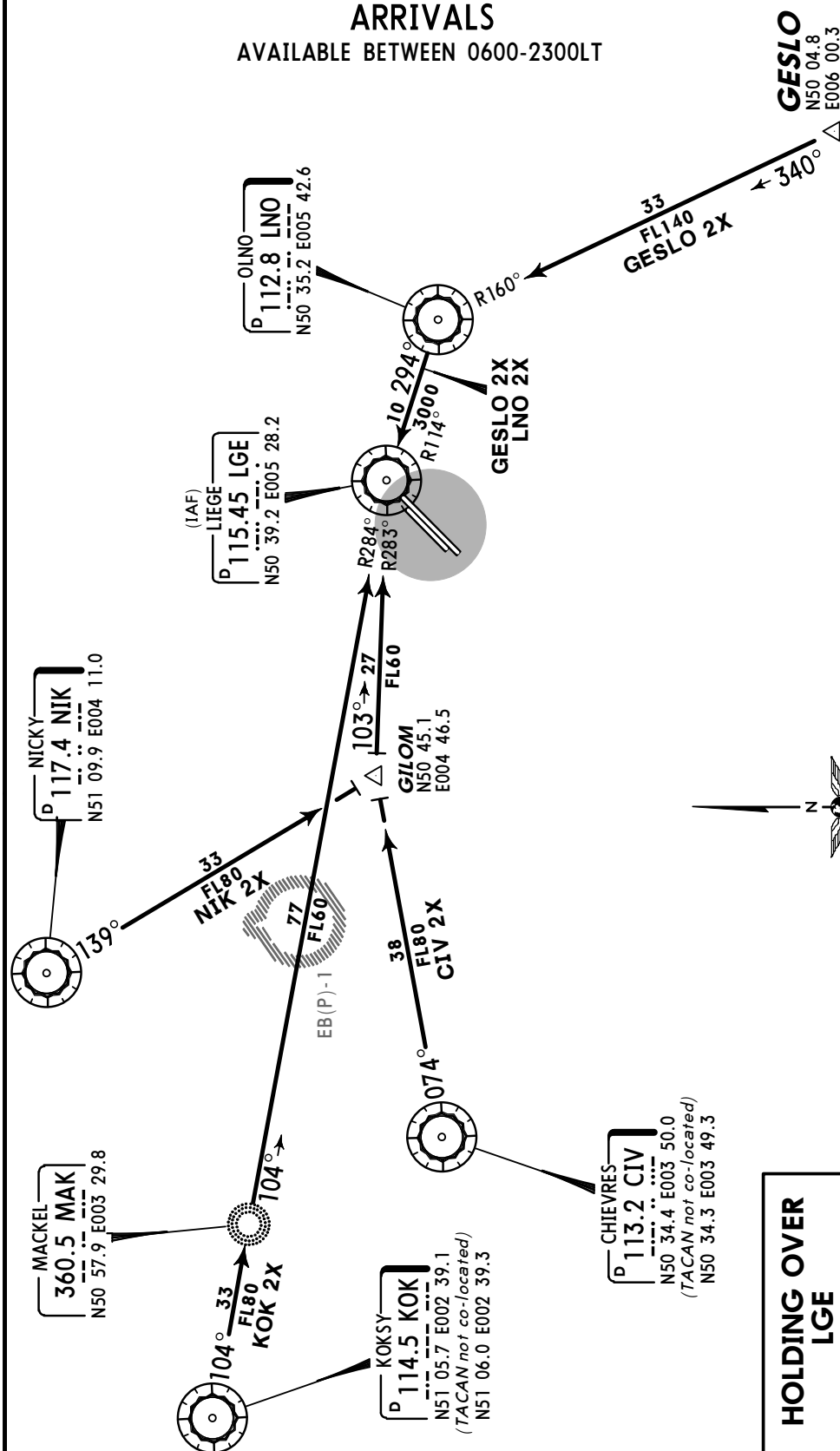
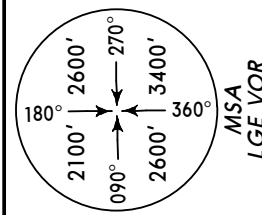
LIEGE, BELGIUM
STAR

ATIS 115.45 126.25	BRUSSELS Control 125.0	Apt Elev 659'	Alt Set: hPa Trans level: By ATC	Trans alt: 4500'
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CHIEVRES TWO X-RAY (CIV 2X)
GESLO TWO X-RAY (GESLO 2X)[GESL2X]
KOKSY TWO X-RAY (KOK 2X)
NICKY TWO X-RAY (NIK 2X)
OLNO TWO X-RAY (LNO 2X)

ARRIVALS

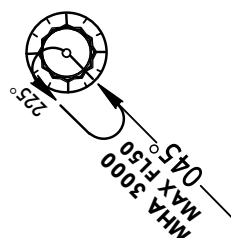
AVAILABLE BETWEEN 0600-2300LT



NOT TO SCALE

STARs are only applicable when Liege Vectoring Area is de-activated. Activation may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

HOLDING OVER LGE



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LIEGE

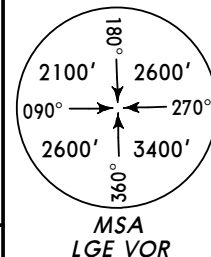
JEPPESSEN
 13 JAN 06 **10-3** Eff 19 Jan

LIEGE, BELGIUM
SID

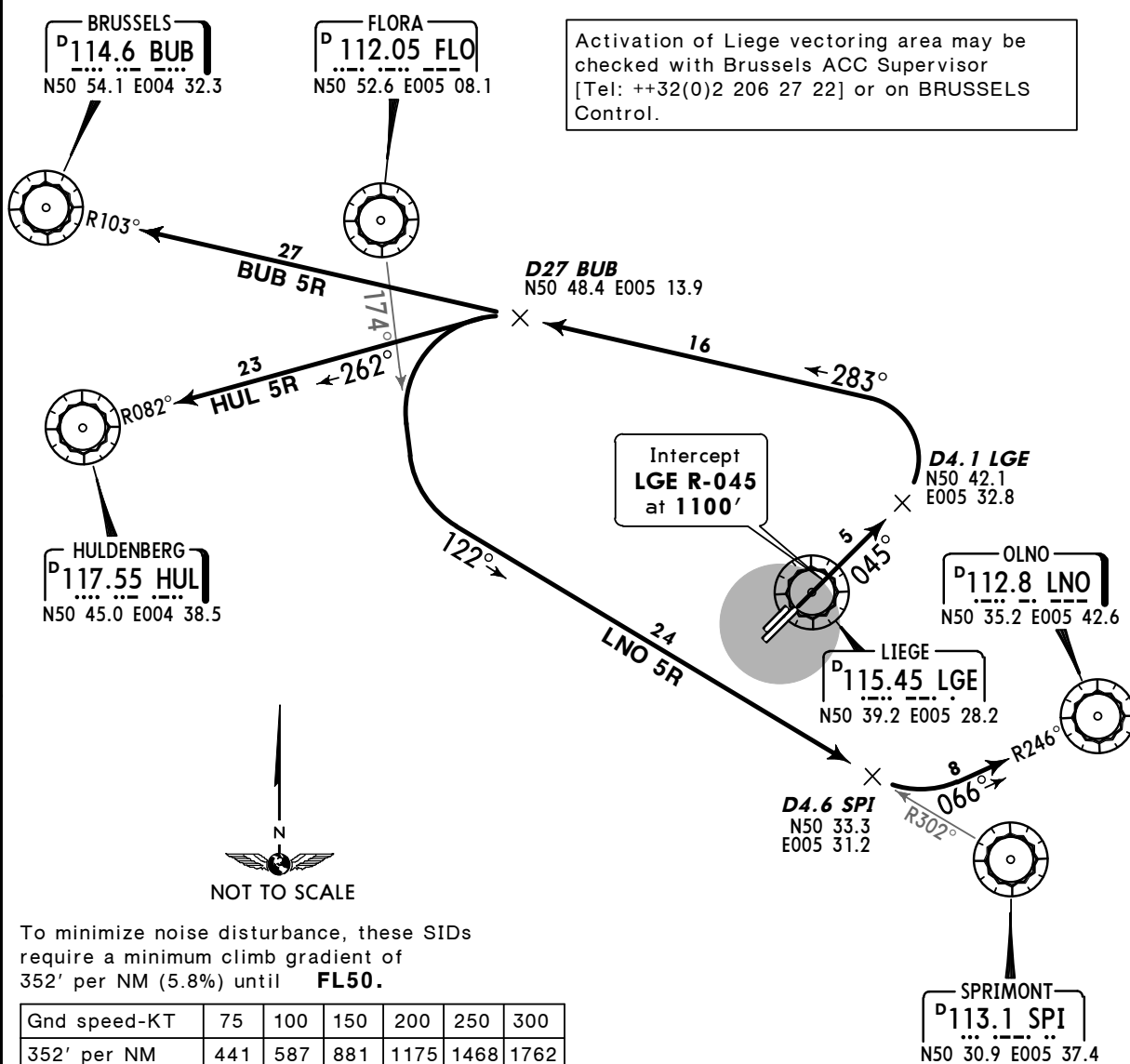
Apt Elev
659'

Trans level: By ATC Trans alt: 4500'

1. When Liege vectoring area de-activated, departing aircraft shall leave Liege TMA at or above 4500', climbing to level assigned by Brussels ACC.
2. Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. If unable to comply, advise ATC when requesting start-up.



BRUSSELS FIVE ROMEO (BUB 5R)
HULDENBERG FIVE ROMEO (HUL 5R)
OLNO FIVE ROMEO (LNO 5R)
RWYS 05L/R DEPARTURES
BETWEEN 2300-0600LT



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

SID	ROUTING
BUB 5R	Climb to 1100' , intercept LGE R-045 to D4.1 LGE, turn LEFT, intercept BUB R-103 inbound to BUB.
HUL 5R	Climb to 1100' , intercept LGE R-045 to D4.1 LGE, turn LEFT, intercept BUB R-103 inbound to D27 BUB, turn LEFT, intercept HUL R-082 inbound to HUL.
LNO 5R	Climb to 1100' , intercept LGE R-045 to D4.1 LGE, turn LEFT, intercept BUB R-103 inbound to D27 BUB, turn LEFT, intercept FLO R-174, turn LEFT, intercept SPI R-302 inbound to D4.6 SPI, turn LEFT, intercept LNO R-246 inbound to LNO.

EBLG/LGG
LIEGE

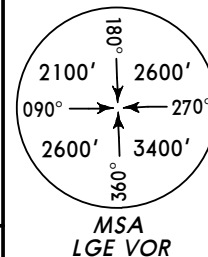
JEPPESEN
13 JAN 06 **(10-3A)** **Eff 19 Jan**

LIEGE, BELGIUM
SID

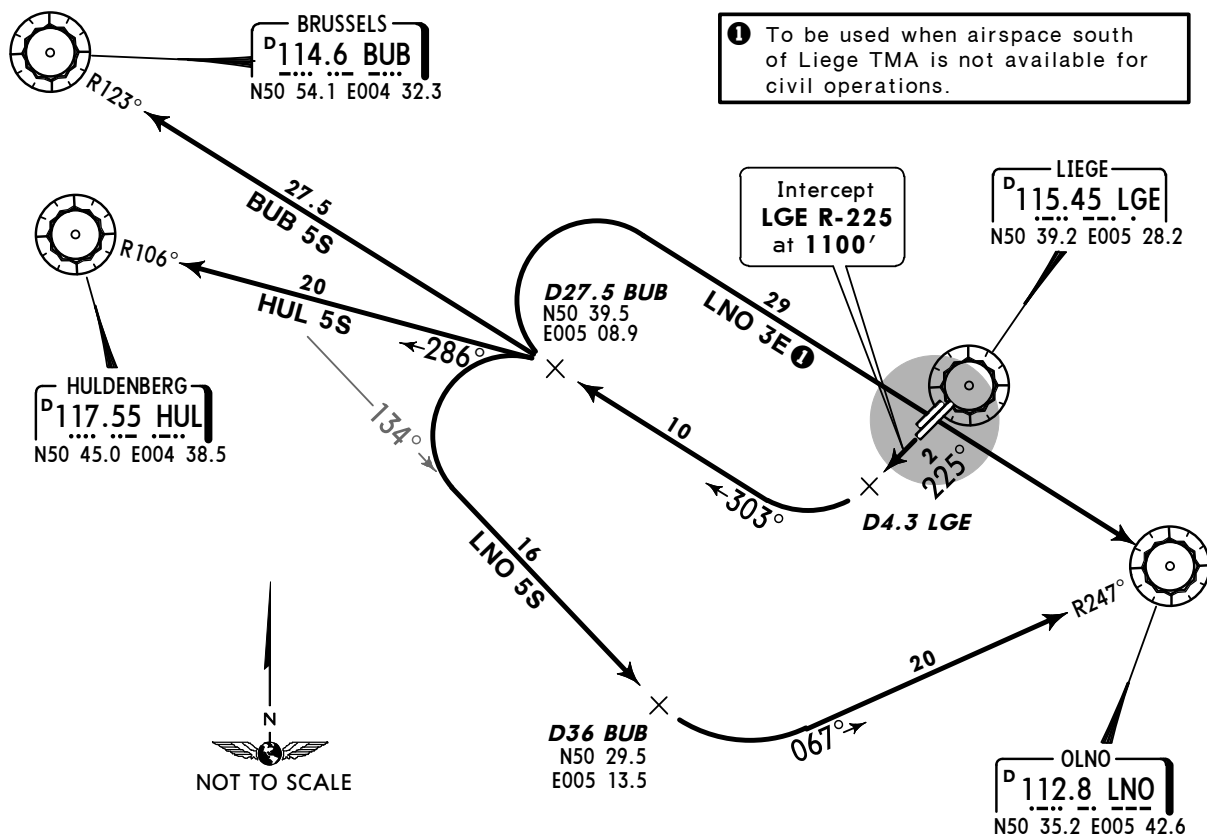
Apt Elev
659'

Trans level: By ATC Trans alt: 4500'

1. When Liege vectoring area de-activated, departing aircraft shall leave Liege TMA at or above 4500', climbing to level assigned by Brussels ACC.
2. Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. If unable to comply, advise ATC when requesting start-up.



BRUSSELS FIVE SIERRA (BUB 5S)
HULDENBERG FIVE SIERRA (HUL 5S)
OLNO THREE ECHO (LNO 3E) ①
OLNO FIVE SIERRA (LNO 5S)
RWYS 23L/R DEPARTURES



To minimize noise disturbance, these SIDs require a minimum climb gradient of 352' per NM (5.8%) until **FL50**.

Gnd speed-KT	75	100	150	200	250	300
352' per NM	441	587	881	1175	1468	1762

Activation of Liege vectoring area may be checked with Brussels ACC Supervisor [Tel: ++32(0)2 206 27 22] or on BRUSSELS Control.

Initial climb clearance **FL50 (FL60 when Liege QNH is 995 hPa or below)** unless otherwise instructed.

BRUSSELS Control will allocate a higher level as soon as traffic permits.

SID	ROUTING
BUB 5S	Climb to 1100' , intercept LGE R-225 to D4.3 LGE, turn RIGHT, intercept BUB R-123 inbound to BUB.
HUL 5S	Climb to 1100' , intercept LGE R-225 to D4.3 LGE, turn RIGHT, intercept BUB R-123 inbound to D27.5 BUB, turn LEFT, intercept HUL R-106 inbound to HUL.
LNO 3E	Climb to 1100' , intercept LGE R-225 to D4.3 LGE, turn RIGHT, intercept BUB R-123 inbound to D27.5 BUB, turn RIGHT to LNO.
LNO 5S	Climb to 1100' , intercept LGE R-225 to D4.3 LGE, turn RIGHT, intercept BUB R-123 inbound to D27.5 BUB, turn LEFT, intercept BUB R-134 to D36 BUB, turn LEFT, intercept LNO R-247 inbound to LNO.

EBLG/LGG

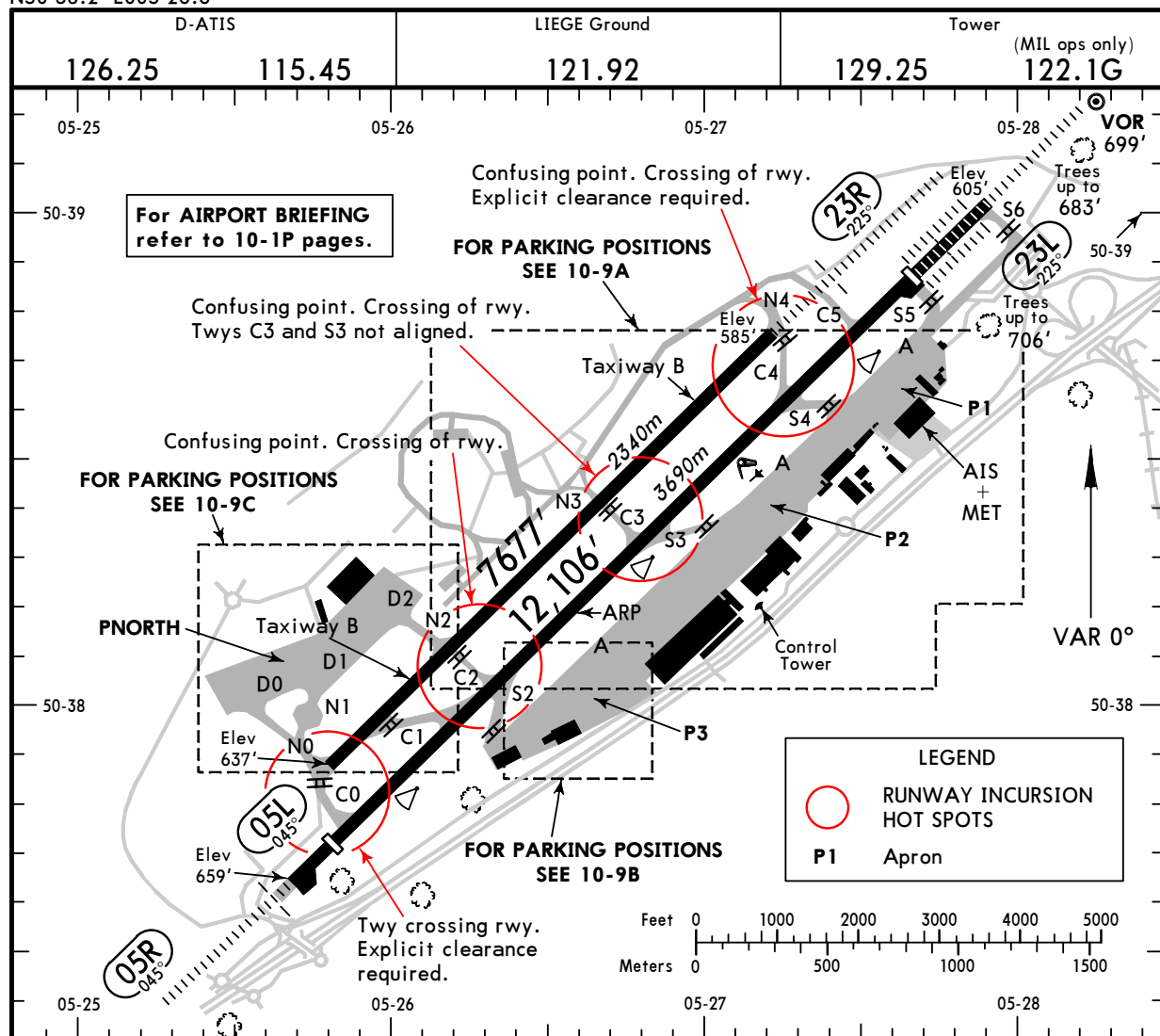
Apt Elev **659'**
N50 38.2 E005 26.6

JEPPesen

3 SEP 10 (10-9)

LIEGE, BELGIUM

LIEGE



RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05L	RL PAPI-L (angle 3.0°)				148'
23R	RL HIALS PAPI-L (angle 3.0°)		6377' 1944m		45m

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

05R	HIRL (60m) CL (15m) HIALS PAPI (angle 3.0°)	2	RVR	11,332' 3454m	10,117' 3084m	3	148'	45m
23L	HIRL (60m) CL (15m) HIALS-II 3 SFL TDZ 4	RVR	10,784' 3287m	9447' 2879m				

2 HST-S3 with HSTIL. **3** If TDZ RVR 500m or more. **4** PAPI (angle 3.0°), HST-C1, HST-S2 with HSTIL.

5 TAKE-OFF RUN AVAILABLE (with a VIS of 2000m or more)

RWY 05R:

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 23L:

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 1

	Rwy 05R/23L LVP must be in Force				All Rwys	
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

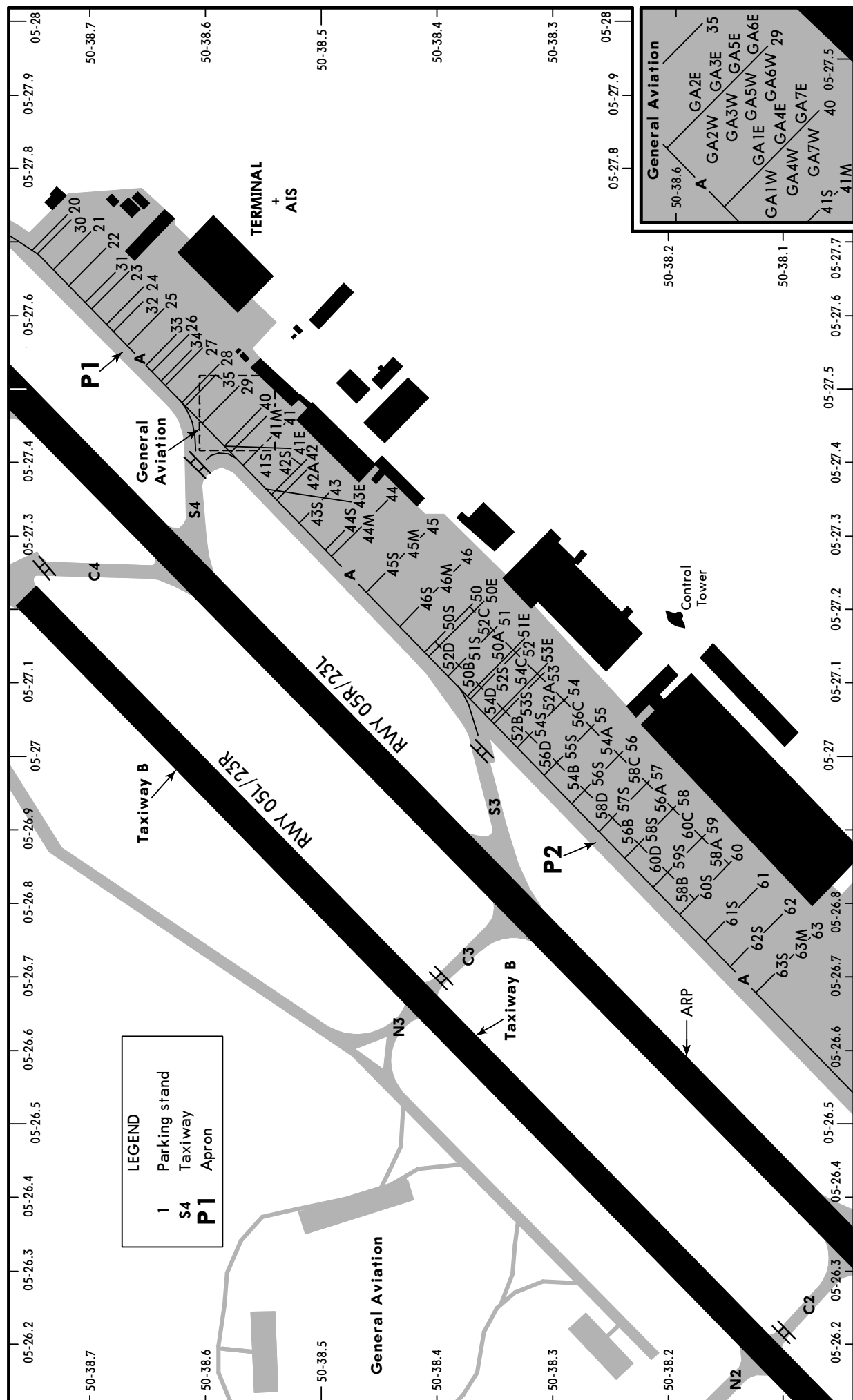
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

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3 SEP 10 (10-9A)

LIEGE, BELGIUM

LIEGE

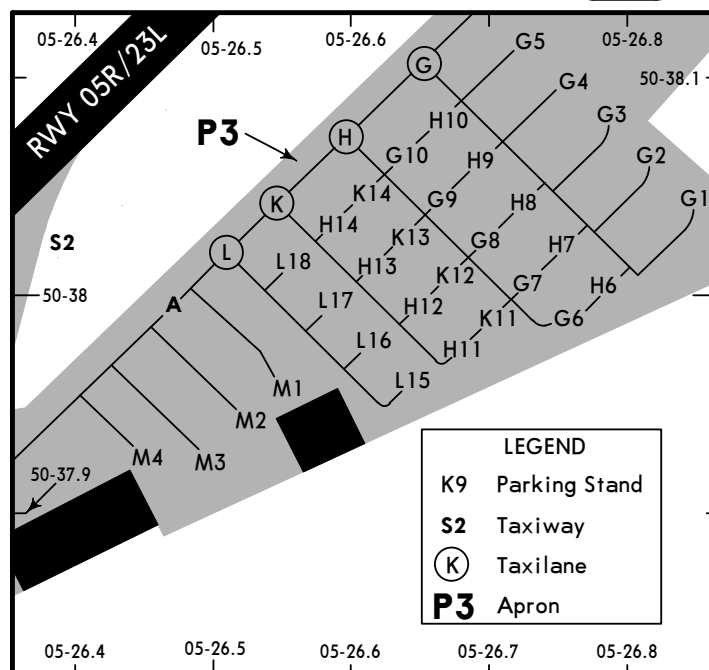


CHANGES: None.

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EBLG/LGG**JEPPESSEN**

11 JUL 08

10-9B**LIEGE, BELGIUM****LIEGE****INS COORDINATES**

STAND No.	COORDINATES
APRON P3	
G1 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 26.6
L15 thru L18	N50 38.0 E005 26.6
M1, M2	N50 38.0 E005 26.5
M3	N50 37.9 E005 26.5
M4	N50 37.9 E005 26.4

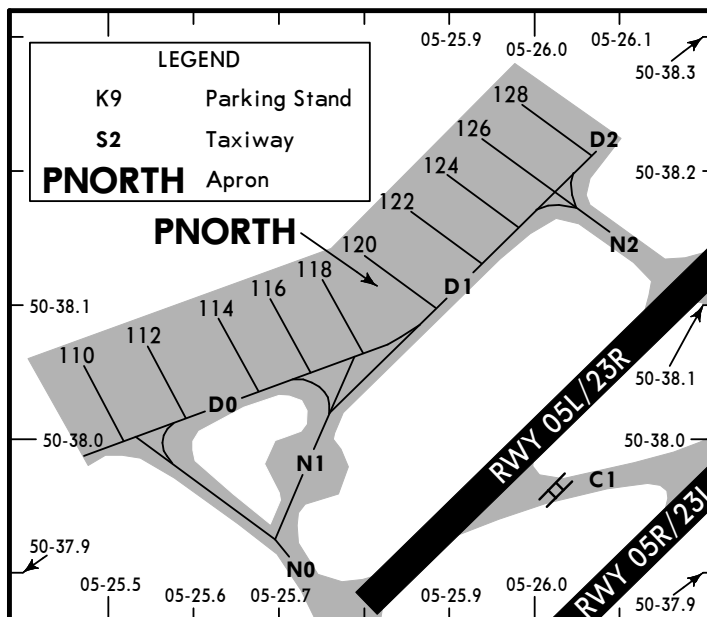
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON P1		APRON P2	
1	N50 38.6 E005 27.7	44, 44M	N50 38.5 E005 27.4
2	N50 38.6 E005 27.6	44S	N50 38.5 E005 27.3
20 thru 23	N50 38.7 E005 27.7	45	N50 38.4 E005 27.3
24, 25	N50 38.7 E005 27.6	45M, 45S	N50 38.5 E005 27.3
26, 27	N50 38.6 E005 27.6	46 thru 46S	N50 38.4 E005 27.3
28, 29	N50 38.6 E005 27.5	50 thru 52	N50 38.4 E005 27.2
30, 31	N50 38.7 E005 27.7	52A	N50 38.3 E005 27.1
32	N50 38.7 E005 27.6	52B	N50 38.4 E005 27.1
33, 34	N50 38.6 E005 27.6	52C thru 52S	N50 38.4 E005 27.2
35, 40, 41	N50 38.6 E005 27.5	53	N50 38.3 E005 27.1
41E	N50 38.5 E005 27.5	53E	N50 38.3 E005 27.2
41M	N50 38.6 E005 27.5	53S	N50 38.4 E005 27.1
41S	N50 38.6 E005 27.4	54, 54A	N50 38.3 E005 27.1
42 thru 43S	N50 38.5 E005 27.4	54B	N50 38.3 E005 27.0
		54C	N50 38.4 E005 27.2
GENERAL AVIATION		54D	N50 38.4 E005 27.1
GA1E thru GA7W	N50 38.6 E005 27.5	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 thru 60	N50 38.2 E005 26.9
		60C	N50 38.2 E005 27.0
		60D thru 62	N50 38.2 E005 26.9
		62S	N50 38.2 E005 26.8
		63 thru 63S	N50 38.1 E005 26.8

EBLG/LGG

11 JUL 08 **JEPPESEN** 10-9C

LIEGE, BELGIUM
 LIEGE



INS COORDINATES	
STAND No.	COORDINATES
APRON PNORTH	
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

Stands 110 thru 128 are mandatory nose-in.

EBLG/LGG **JEPPESEN**4 SEP 09 **10-9X****JAA MINIMUMS**
LIEGE, BELGIUM
LIEGE

STRAIGHT-IN RWY		A	B	C	D
05R	ILS ❶	852' (200')	852' (200')	852' (200')	852' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	1090' (438')	1090' (438')	1090' (438')	1090' (438')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR ❶	1090' (438')	1090' (438')	1090' (438')	1090' (438')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
23L	CAT 2 ILS ❷	703' (100')	703' (100')	703' (100')	703' (100')
		RA116' R350m	RA116' R350m	RA116' R350m	RA116' R350m
	ILS ❷	803' (200')	803' (200')	803' (200')	803' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❷	1010' (407')	1010' (407')	1010' (407')	1010' (407')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR ❷	1010' (407')	1010' (407')	1010' (407')	1010' (407')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
23R	ILS ❷	785' (200')	787' (202')	797' (212')	797' (212')
		R550m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❷	1010' (425')	1010' (425')	1010' (425')	1010' (425')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

❶ Missed approach climb gradient min 3.0%.

❷ Missed approach climb gradient min 3.5%.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1090' (431') ❸	1360' (701')	1450' (791')	1900' (1241')
	V1500m	V1600m	V2400m	V3600m

❸ After ILS/LOC/VOR 05R: 1120' (461').

TAKE-OFF RWY 05L/R, 23L/R

Rwy 05R/23L LVP must be in Force					All Rwys	
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

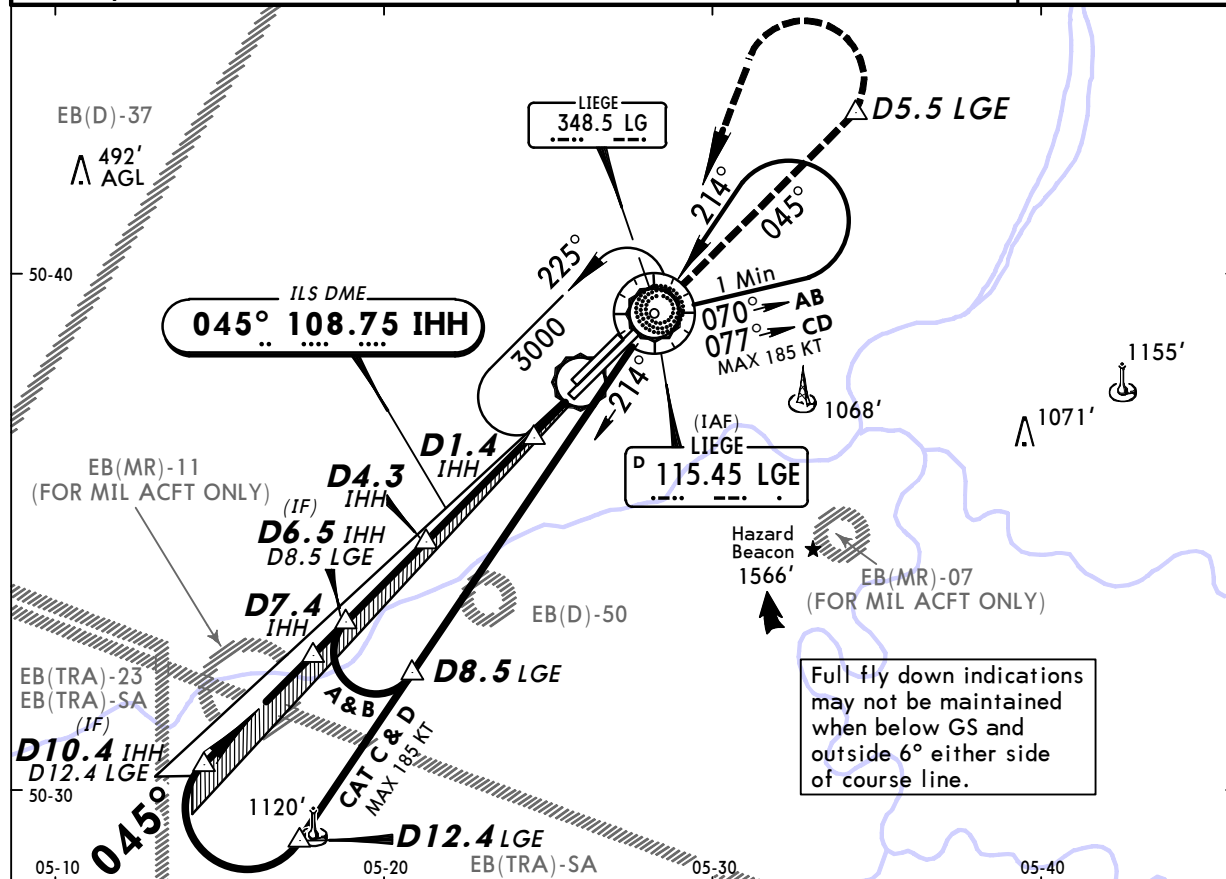
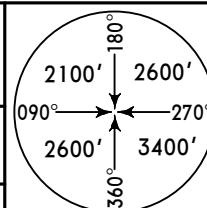
EBLG/LGG
LIEGE

JEPPESSEN
11 DEC 09
Eff 17 Dec (11-1) **MISSED APCH CLIMB**
GRAD MIM 3.0%

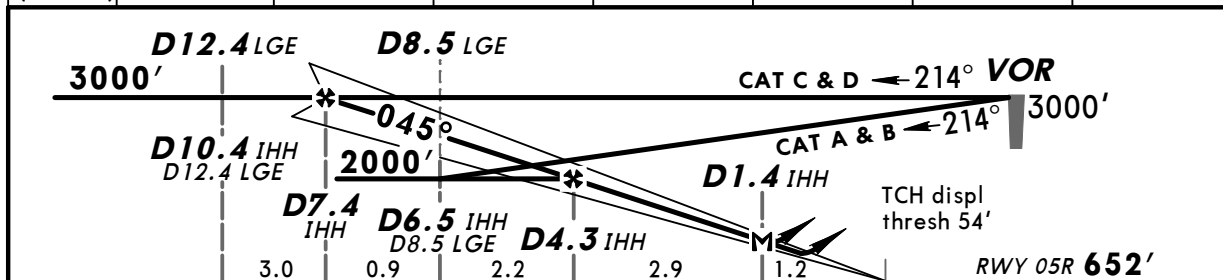
LIEGE, BELGIUM
ILS or LOC Rwy 05R

BRIEFING STRIP

D-ATIS	BRUSSELS Control	LIEGE Approach (MIL ops only)	LIEGE Tower (MIL ops only)	Ground
126.25 115.45	125.0 129.57	119.27 122.5G	129.25 122.1G	121.92
LOC IHH 108.75	Final Apch Crs 045°	GS No Alt published	ILS DA(H) 852' (200')	Apt Elev 659' RWY 652'
MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 KT). At 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	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2570'	2250'	1930'	1610'	1290'	970'



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 D1.4 IHH								

STRAIGHT-IN LANDING RWY 05R					CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.0%							
ILS			LOC (GS out)				
DA(H) 852' (200')			DA(H) 1090' (438')				
FULL	Limited	ALS out	ALS out			Max Kts.	MDA(H) VTS
A						100	1120' (461') 2000m
B						135	1360' (701') 2000m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 2000m	180	1450' (791') 2400m
D						205	1900' (1241') 3600m

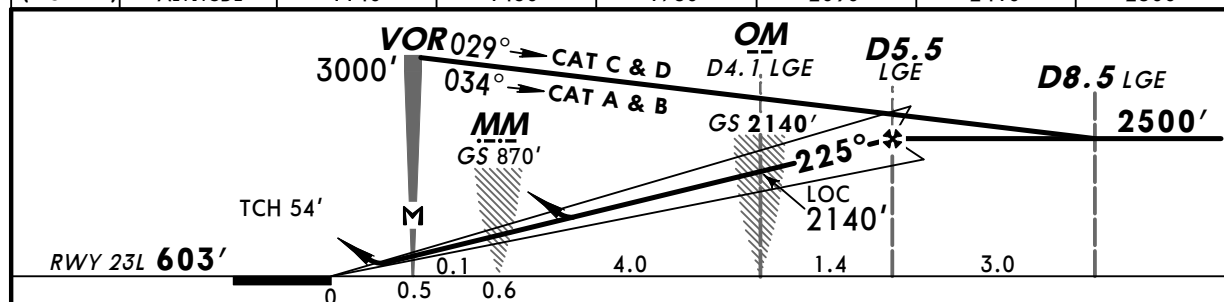
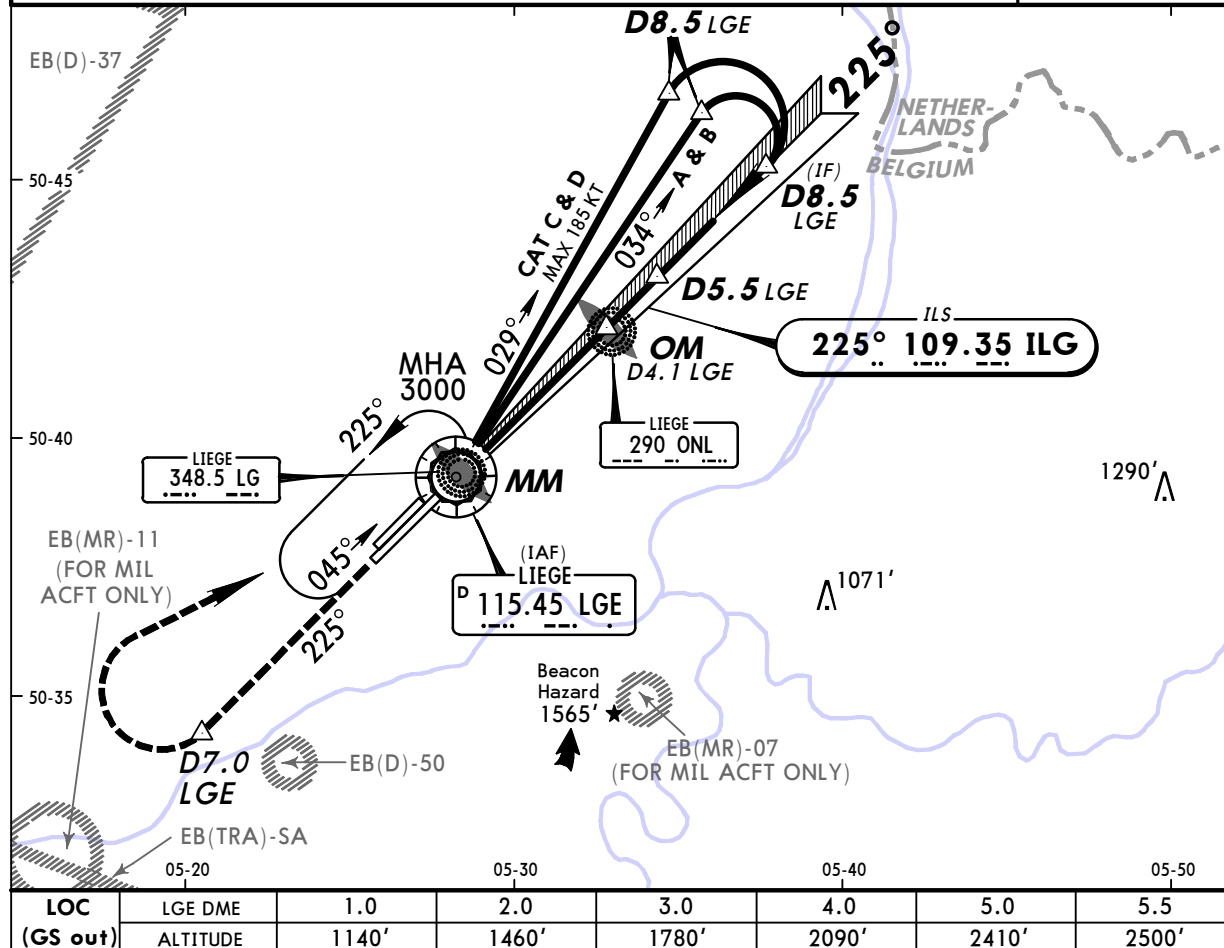
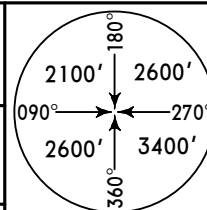
CHANGES: ILS frequency.

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EBLG/LGG
LIEGEJEPPESEN
13 FEB 09 (11-2)MISSED APCH CLIMB
GRAD MIM 3.5%LIEGE, BELGIUM
ILS or LOC Rwy 23L

BRIEFING STRIP

D-ATIS	BRUSSELS Control	LIEGE Approach (MIL ops only)	LIEGE Tower (MIL ops only)	Ground
126.25 115.45	125.0 129.57	119.27 122.5G	129.25 122.1G	121.92
LOC ILG 109.35	Final Apch Crs 225°	GS OM 2140' (1537')	ILS DA(H) 803' (200')	Apt Elev 659' RWY 603'
MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 KT). At D7.0 LGE turn RIGHT to VOR climbing to 3000'.				
Alt Set: hPa	Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 4500'	MSA LGE VOR



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 VOR									

Standard

STRAIGHT-IN LANDING RWY 23L
Missed apch climb gradient mim 3.5%

CIRCLE-TO-LAND

	ILS DA(H) 803' (200')			LOC (GS out) DA(H) 1010' (407')		Max Kts	MDA(H)		VIS
	FULL	Limited	ALS out		ALS out				
A						100	1090'	(431')	1500m
B					RVR 1500m	135	1360'	(701')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m		180	1450'	(791')	2400m
D					RVR 1900m	205	1900'	(1241')	3600m

PANS OPS 3

CHANGES: Minimums.

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EBLG/LGG
LIEGE

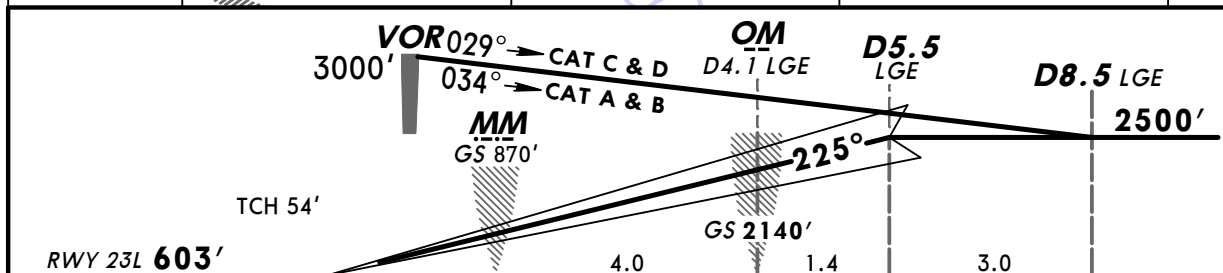
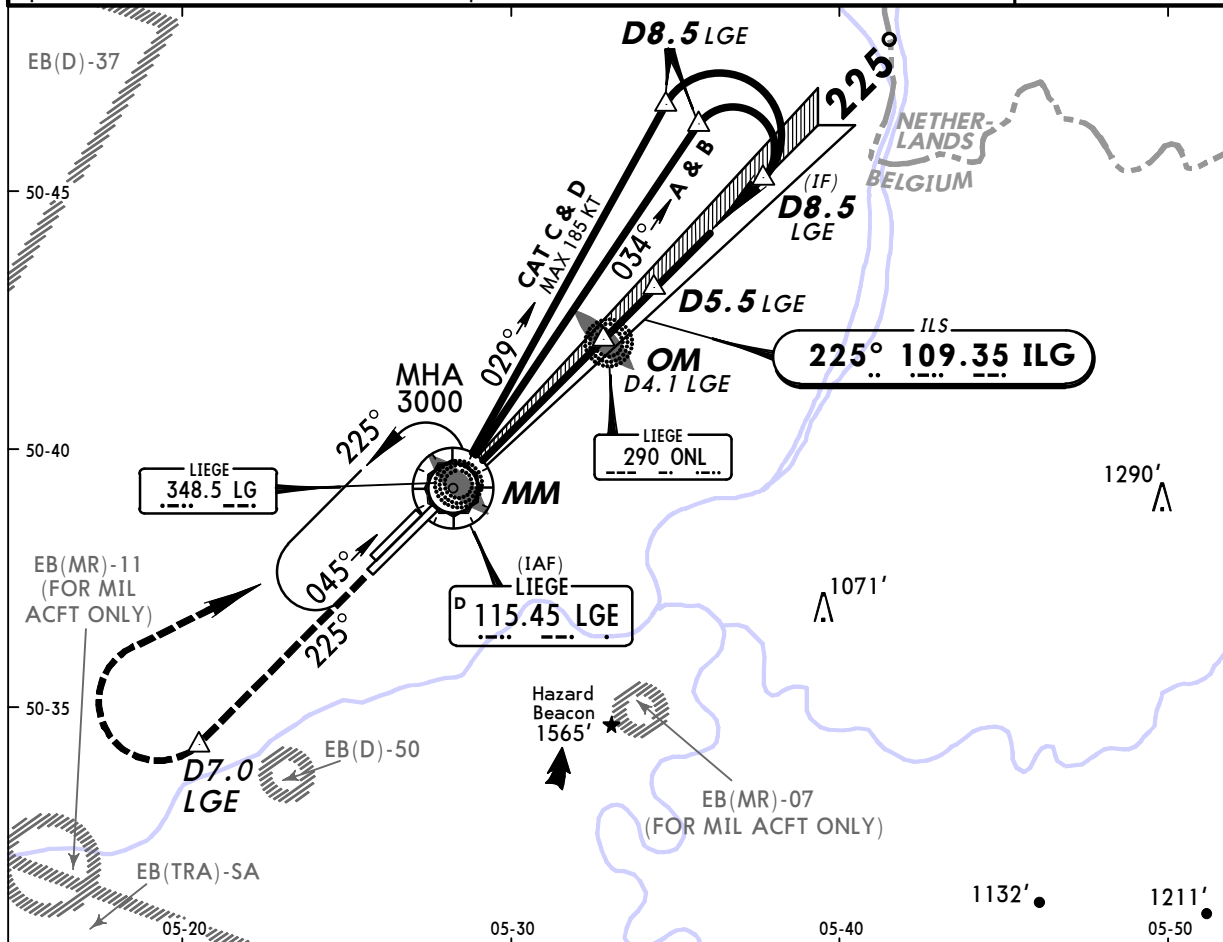
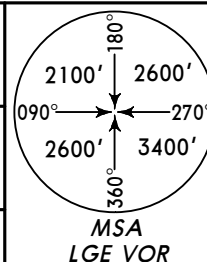
JEPPESSEN
13 FEB 09 **11-2A**

MISSED APCH CLIMB
GRAD MIN 3.5%

LIEGE, BELGIUM
CAT II ILS Rwy 23L

BRIEFING STRIP

D-ATIS	BRUSSELS Control	LIEGE Approach (MIL ops only)	LIEGE Tower (MIL ops only)	Ground
126.25 115.45	125.0 129.57	119.27 122.5G	129.25 122.1G	121.92
LOC ILG 109.35	Final Apch Crs 225°	GS OM 2140' (1537')	CAT II ILS RA 116' DA(H) 703'(100')	Apt Elev 659' RWY 603'
MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 KT). At D7.0 LGE turn RIGHT to VOR climbing to 3000'.				
Alt Set: hPa		Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 4500'
Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	185 KT MAX 	D7.0 LGE
GS 3.00°	377	484	538	646	753	861		

Standard

STRAIGHT-IN LANDING RWY 23L

CAT II ILS

Missed apch climb gradient min 3.5%

ABCD

RA 116'

DA(H) **703'** (100')

RVR 350m

PANS OPS 3

EBLG/LGG
LIEGE

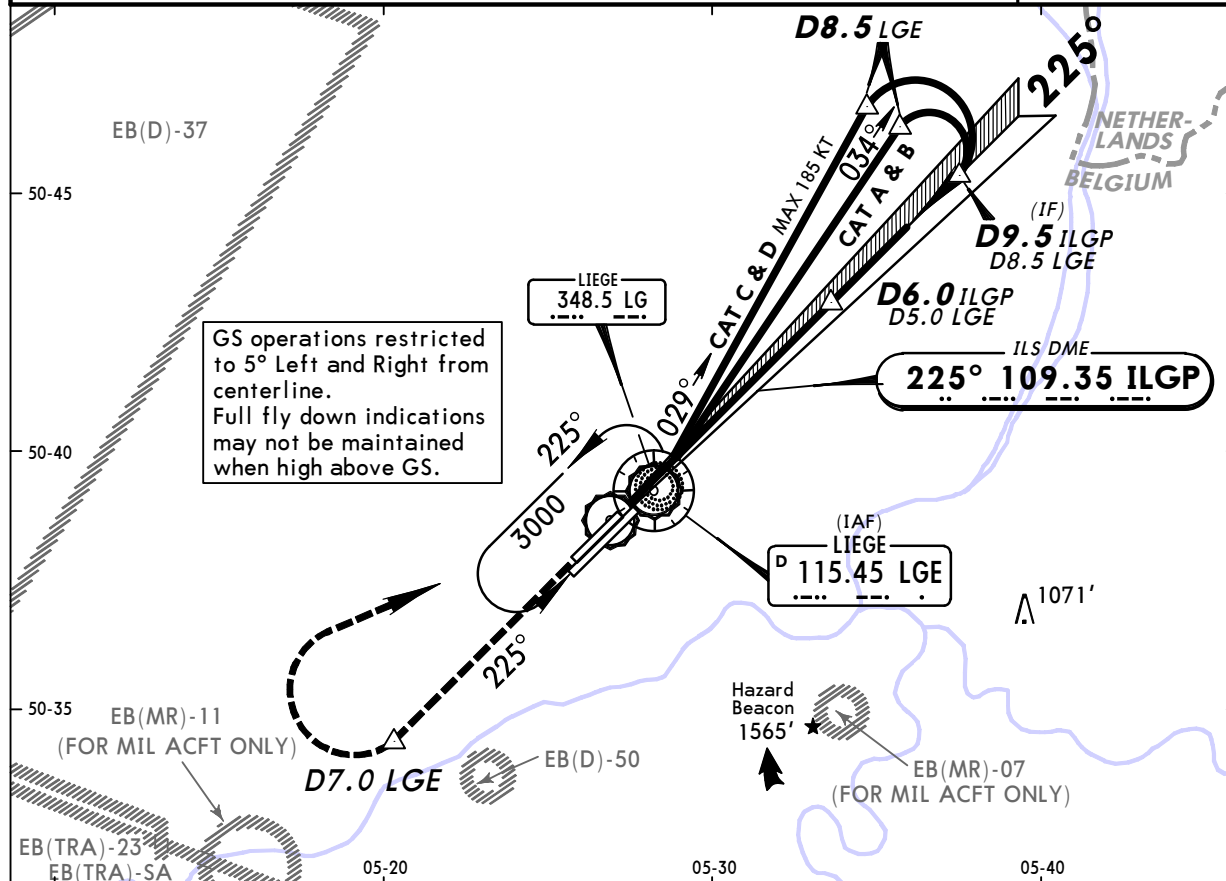
JEPPesen

13 FEB 09 (11-3)

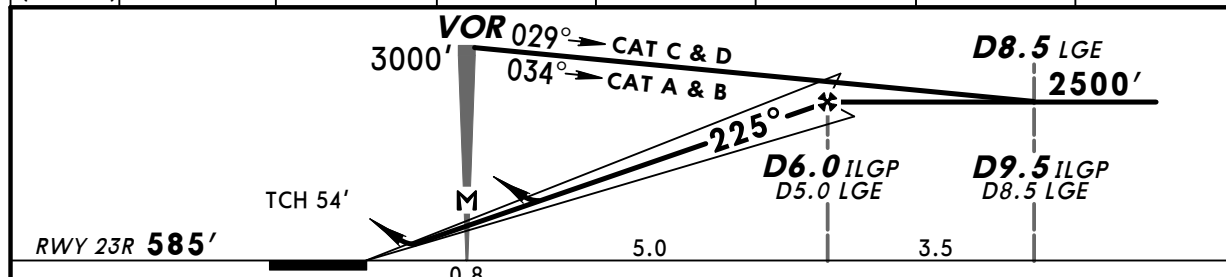
MISSED APCH CLIMB
GRAD MIM 3.5%LIEGE, BELGIUM
ILS or LOC Rwy 23R

BRIEFING STRIP

D-ATIS	BRUSSELS Control	LIEGE Approach (MIL ops only)	LIEGE Tower (MIL ops only)	Ground
126.25 115.45	125.0 129.57	119.27 122.5G	129.25 122.1G	121.92
LOC ILGP 109.35	Final Apch Crs 225°	GS D6.0 ILGP 2500' (1915')	ILS DA(H) Refer to Minimums	Apt Elev 659' RWY 585'
MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 KT). At D7.0 LGE turn RIGHT to VOR climbing to 3000'.				
Alt Set: hPa	Rwy Elev: 21 hPa	Trans level: By ATC	Trans alt: 4500'	MSA LGE VOR
DME required.				



LOC (GS out)	ILGP 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°	377	484	538	646	753	861			
MAP at VOR									

Standard				STRAIGHT-IN LANDING RWY 23R		CIRCLE-TO-LAND			
				Missed apch climb gradient mim 3.5%					
ILS				LOC (GS out)					
DA(H) B: 787'(202')									
A: 785'(200') CD: 797'(212')				DA(H) 1010'(425')					
FULL		Limited	ALS out			Max Kts.	MDA(H) VIS.		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	100	1090' (431')	1500m	
B						135	1360' (701')	1600m	
C						180	1450' (791')	2400m	
D					RVR 2000m	205	1900'(1241')	3600m	

EBLG/LGG
LIEGE

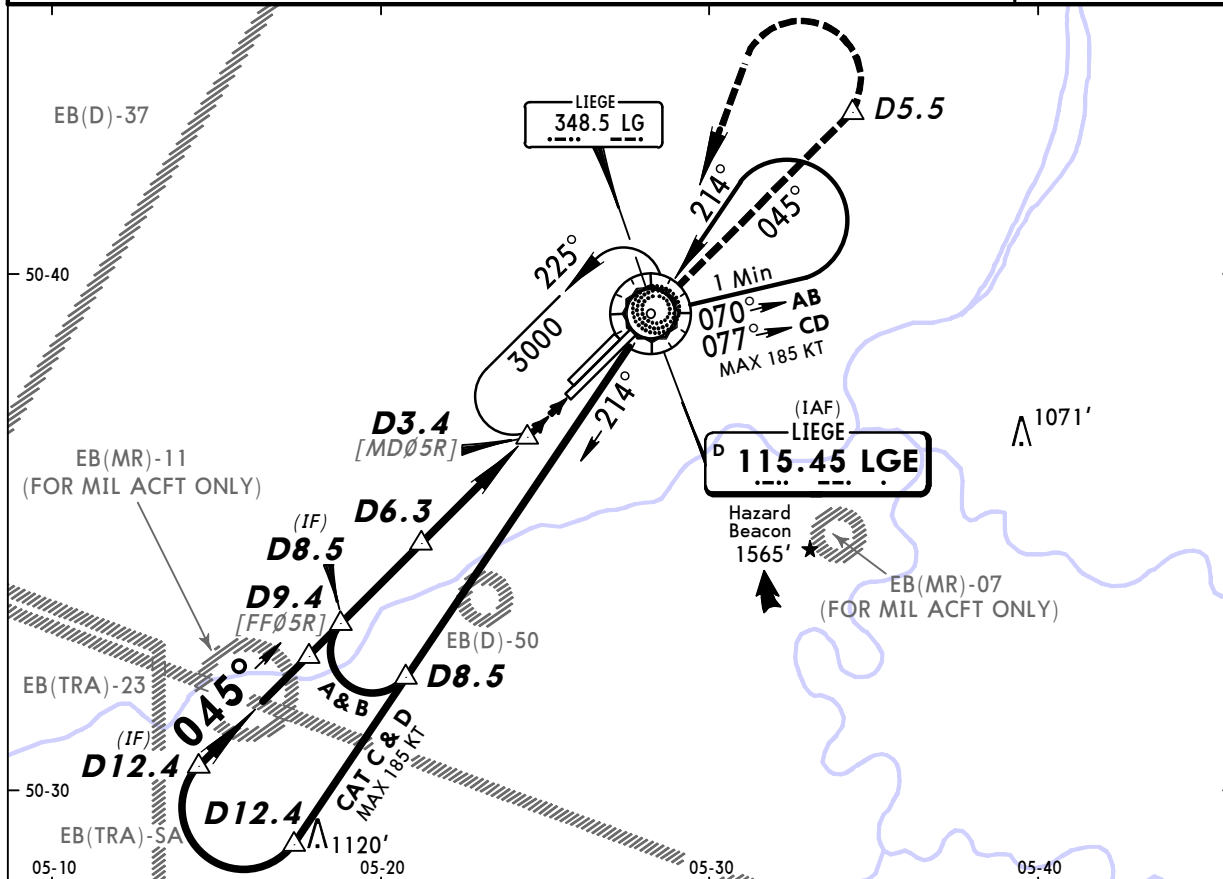
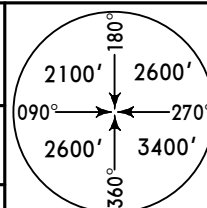
JEPPesen
13 FEB 09 **(13-1)**

MISSED APCH CLIMB
GRAD MIM 3.0%

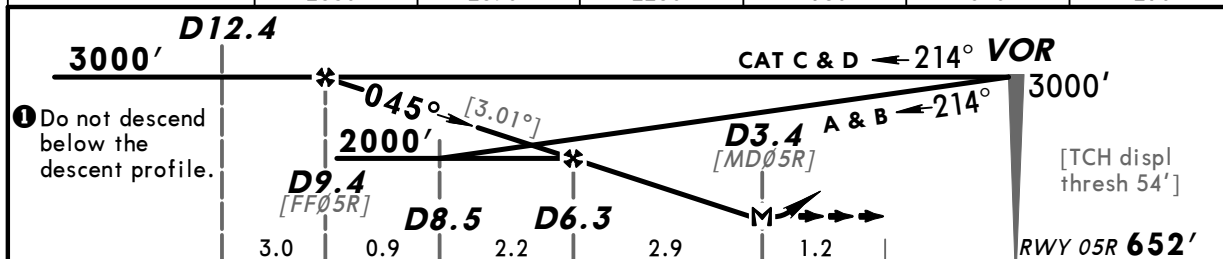
LIEGE, BELGIUM
VOR Rwy 05R

BRIEFING STRIP

D-ATIS	BRUSSELS Control	LIEGE Approach (MIL ops only)	LIEGE Tower (MIL ops only)	Ground
126.25 115.45	125.0 129.57	119.27 122.5G	129.25 122.1G	121.92
VOR LGE 115.45	Final Apch Crs 045°	Minimum Alt (CONDITIONAL) Refer to Profile	DA(H) 1090' (438')	Apt Elev 659' RWY 652'
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.				MSA LGE VOR



LGE DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2880'	2570'	2250'	1930'	1610'	1290'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.01°	369	474	527	632	737	843
MAP at D3.4						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 05R					
Missed apch climb gradient mim 3.0%					
DA(H) 1090' (438')					
ALS out					
A			Max Kts	MDA(H)	VIS
B			100	1120' (461')	2000m
C			135	1360' (701')	2000m
D			180	1450' (791')	2400m
			205	1900' (1241')	3600m

EBLG/LGG
LIEGE

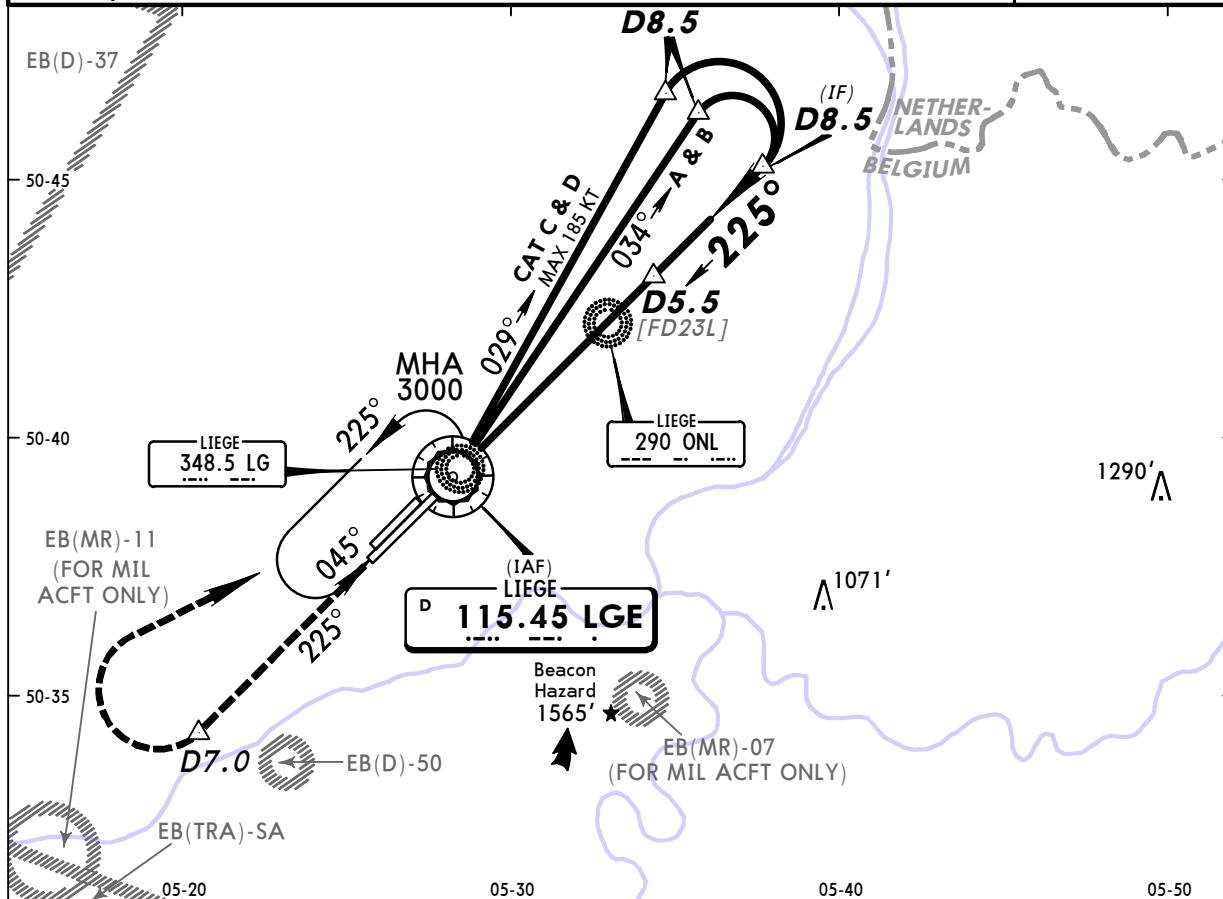
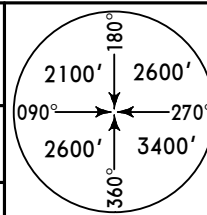
JEPPESSEN
13 FEB 09 **(13-2)**

MISSED APCH CLIMB
GRAD MIM 3.5%

LIEGE, BELGIUM
VOR Rwy 23L

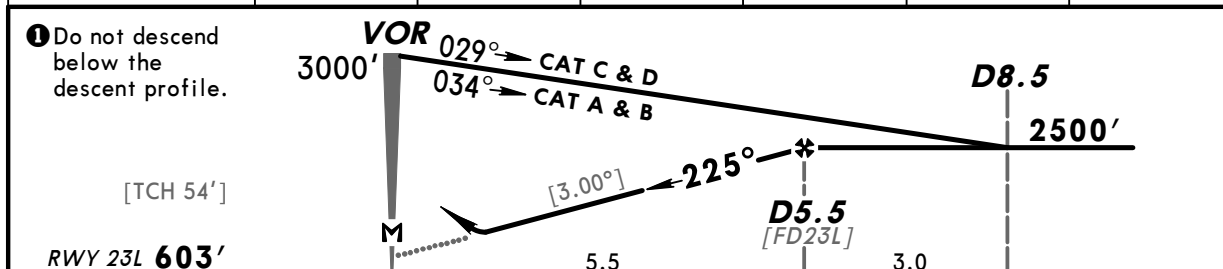
BRIEFING STRIP

D-ATIS	BRUSSELS Control	LIEGE Approach (MIL ops only)	LIEGE Tower (MIL ops only)	Ground
126.25 115.45	125.0 129.57	119.27 122.5G	129.25 122.1G	121.92
VOR LGE 115.45	Final Apch Crs 225°	Minimum Alt D5.5 2500' (1897')	DA(H) 1010' (407')	Apt Elev 659' RWY 603'
MISSED APCH: Climb STRAIGHT AHEAD (MAX 185 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	1.0	2.0	3.0	4.0	5.0	5.5
ALTITUDE	1140'	1460'	1780'	2090'	2410'	2500'

Do not descend below the descent profile.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	369	474	527	632	737	843
MAP at VOR						

HIALS-II
PAPI **PAPI** **185 KT** **D7.0**
MAX

Standard STRAIGHT-IN LANDING RWY 23L			CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.5%					
DA(H) 1010' (407')					
ALS out		Max Kts	MDA(H)	VIS	
A		100	1090' (431')	1500m	
B	RVR 1500m	135	1360' (701')	1600m	
C	RVR 1200m	180	1450' (791')	2400m	
D	RVR 1900m	205	1900' (1241')	3600m	