

CHANGES: COM - Airspace - OBST.
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EBAW
DEURNE

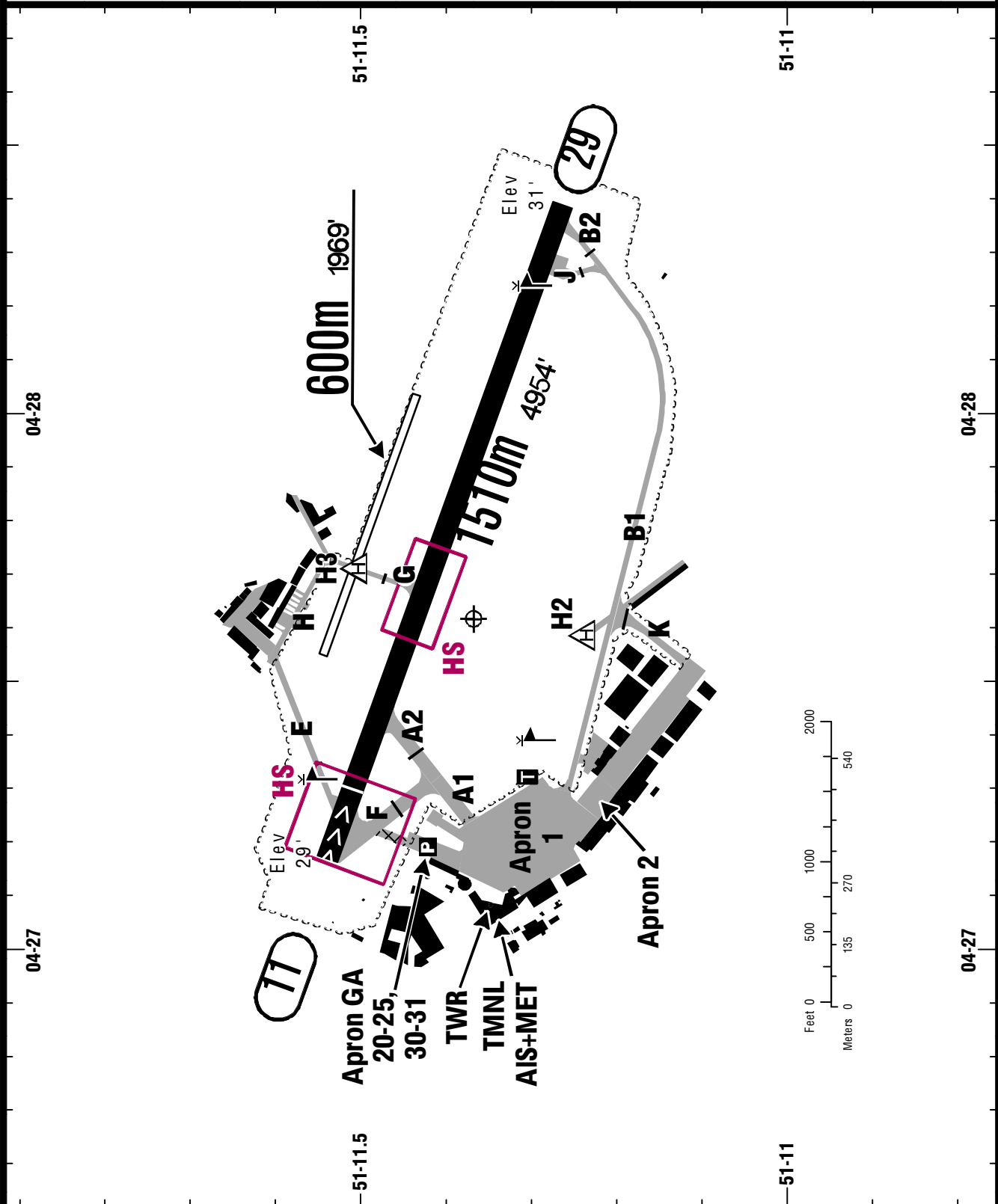
28 MAR 25 **(19-2)**

ANTWERPEN
BELGIUM

BRIEFING STRIP™

LOCATION Elev 32' /10m N51 11.4 E004 27.6	ATIS ATIS 124.205	TOWER ANTWERPEN GROUND 121.905 ANTWERPEN TOWER 135.205 ⁽¹⁾ (en)	ADMITTED AIRCRAFT 
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(1) VDF



ALS - PAPI 11 (3.5°), 29 (3.0°) - THRL - RL - RENL - RCLL - TWYL (A1, A2, F, K) - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 (109°) 29 (289°)	1510 x 45 Asphalt	1510 1502	1366 1502	PCN 36/F/B/X/T	
	600 x 18 Grass			2t MTOW	---

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19-3

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Radio contact is mandatory.

Only home-based ULM are permitted. All ULM PPR.

Parachuting overhead the AD and aerobatic flights within AD traffic circuit are prohibited.

The altitude to enter, to leave or to fly within the CTR will be instructed by ATC.

Unless otherwise instructed by TWR, pilots shall use the predetermined VFR routes and they shall enter and leave the CTR via REPs on these routes.

ACFT to/from S and W shall route via KONTI. From KONTI arriving ACFT expect to join the southern circuit.

ACFT to/from N and E shall route via ALBER. From ALBER arriving ACFT expect to join the northern circuit.

All ACFT crew and AD personnel are required to wear high visibility clothing at all times when airspace.

Grass RWY: No solo training flights allowed. MAX crosswind 15KT. Horizontal visibility of MNM 5KM. PPR required.

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

If the PIC considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. ATC will accept such a request, provided that traffic and air safety conditions permit.

RWY Incursion Hot Spots

HS at the end of RWY 29 - Confusing point:

- no entry/exit to and from GAT parking;
- RWY crossing from TWY F to TWY E: explicit clearance required.

HS in the middle of RWY 11/29 - Taxiing on RWY from TWY G to TWY A2: explicit clearance required.

AD Traffic circuit

By day, VFR flights shall follow the AD traffic circuit depicted as instructed by ATC at a minimum altitude of 1000'.

Taxi Procedures

ACFT inbound to GA will hold position on the taxi guidance line when abeam the allocated parking stand number (stands 20-31). Stop the engine and push the ACFT on the allocated parking stand, nosewheel on the numbered yellow line.

Marshalling service on request.

Follow-me upon request for ARR ACFT at the end of TWY to stand.

Follow-me upon request for DEP ACFT from stand to RWY holding point.

North side

Single engine ACFT can taxi between the hangar to avoid damage to the ACFT.

Twin engine ACFT and HEL will be towed behind the white line and maximum use will be made of start-up area 1 and 2 for start-up and engine warm up purposes.

The same rules apply for arriving ACFT and HEL (use

start-up area 1 and 2).

Radio Failure

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

Training and Test Flights

Training flights (incl touch-and-go, stop-and-go and multiple approaches) are allowed from MON to SAT (HOL excl) between 0900LT and 1959LT. MAX 2 ACFT for touch-and-go will be accepted simultaneously. ATC will endeavour to alternate the circuits to be flown. touch-and-go and stop-and-go circuit training flights shall be flown at 1500' during night.

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

Following training activities are forbidden: Training flights without full-stop landing (unless prior permission has been obtained from the Airport Authority); When RWY 29 is in use: simulated engine failure after take-off and when RWY 11 is in use: simulated forced landing.

From 1 JUN till 31 AUG touch-and-go training flights on SAT allowed till 1400LT.

EBAW HELICOPTERS
DEURNE

23 JUN 23

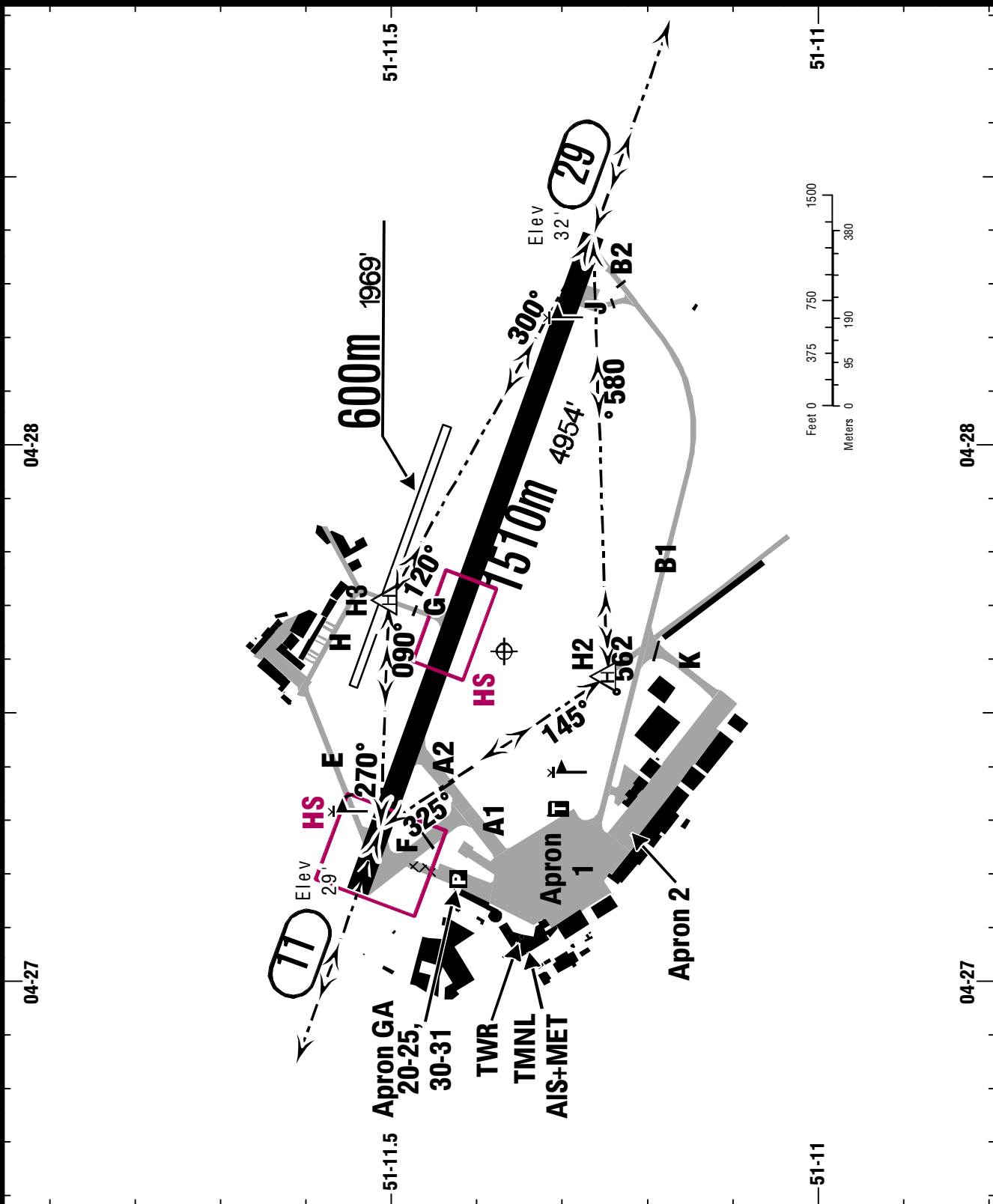
19-5

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19-6

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Arrivals:

- HEL shall join the traffic circuit at MNM 1000'.
- All approaches should terminate at the assigned FATO (H2-H3) or RWY and then proceed to the marked parking spaces, by taxiing.

Departures:

- HEL shall TKOF from a FATO or RWY and proceed towards the end of RWY in use.
- HEL shall climb straight ahead until reaching 600' before turning.
- All DEPs shall start from a FATO or RWY.

Delay on ATC discretion due to traffic may be imposed.

FATO H2-H3 only to be used during day.

MAX D-value: FATO H2 - 15.66m, FATO H3 - 14.05m. MAX strength for both is 3.175t.

HEL no taxi allowed BTN buildings N side and TWY H (after LDG at H3, proceed via grass strip to TWY E).

Shut down engine at crossing of TWY E and H.