

LIÈGE
BELGIUM

15 AUG 25

19-1

BELGIUM

BRIEFING STRIP™

VAR 2°E

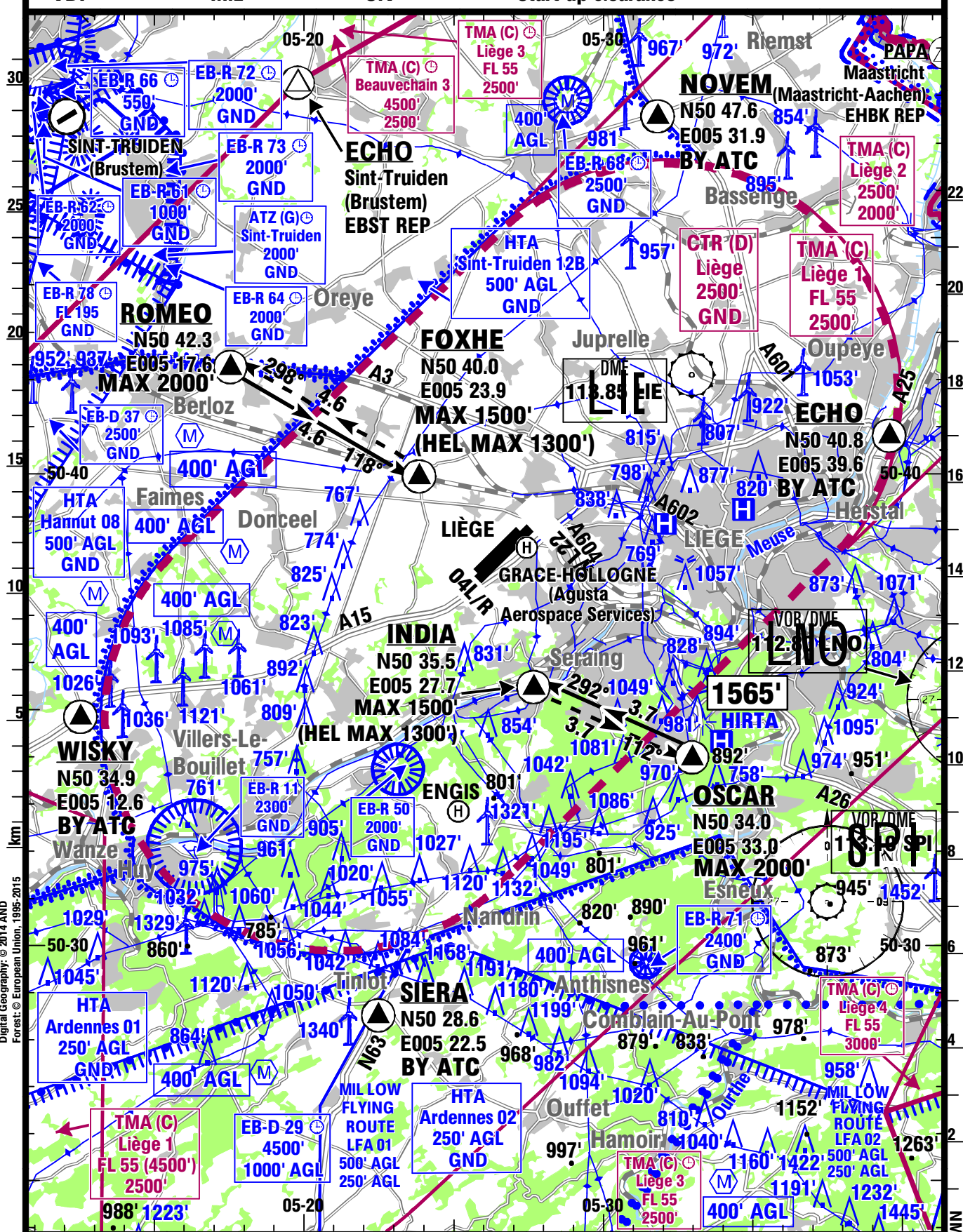
LOCATION Elev 651' /198m N50 38.2 E005 26.6	FIS BELGA INFORMATION 129.325⁽²⁾ BRUSSELS INFORMATION 126.900⁽³⁾	ATIS ATIS 126.255
APPROACH LIÈGE APPROACH 119.280⁽¹⁾ (en)		TOWER LIÈGE TOWER 118.130⁽¹⁾ (en) LIÈGE GROUND 121.915⁽⁴⁾

(1) **VDF**

(2) MIL

(3) CIV

⁽⁴⁾ Start-up clearance

**CHANGES: OBST.**

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EBLG

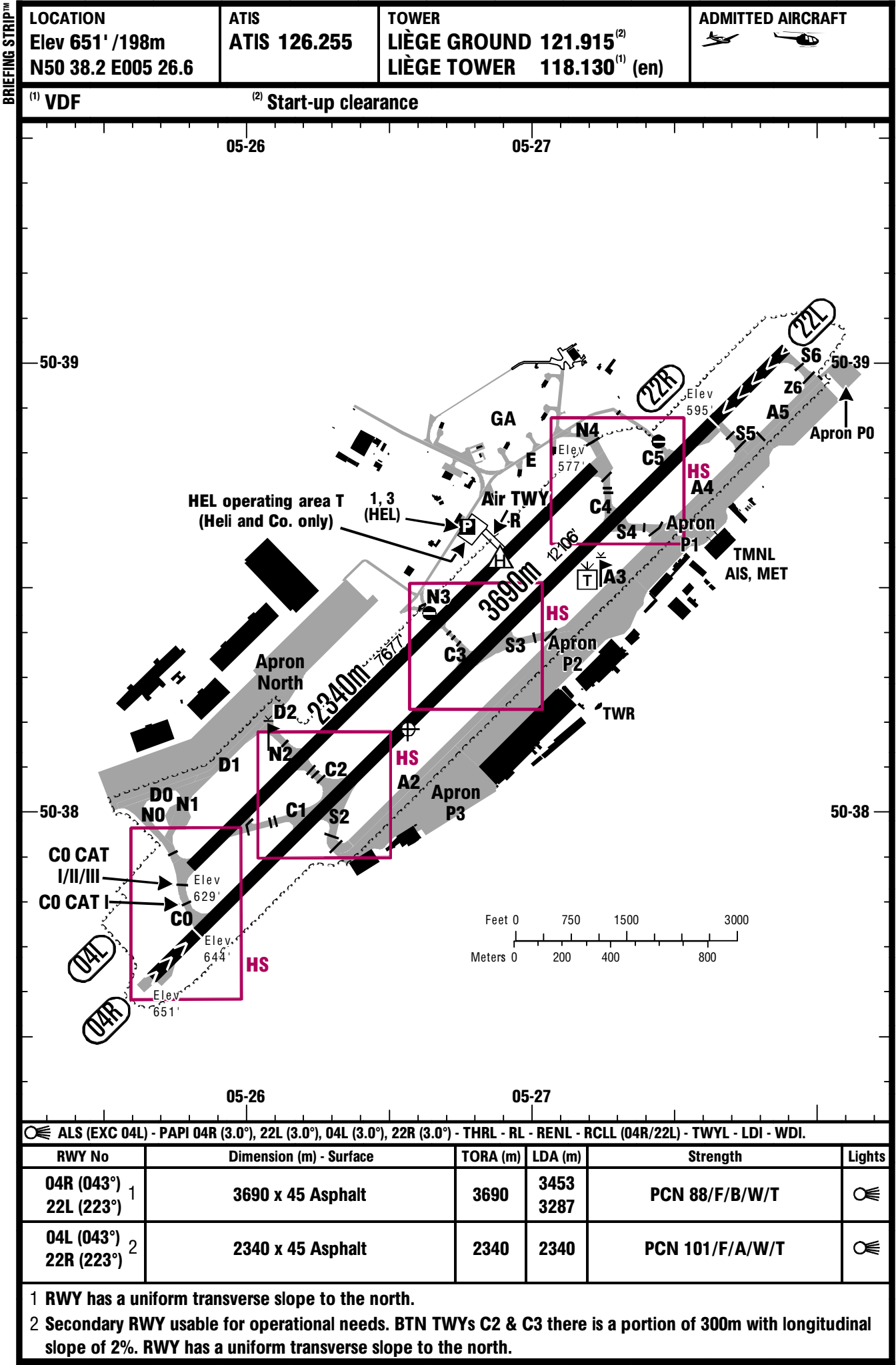
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Intersection TKOF

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
04L	C2	1640
	N2	1640

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/TWY 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.

GA area located NW of THR 22R or on Apron P0. Once the ACFT has arrived on its PRKG stand, ground handling activities start if required.

RWY Incursion Hot Spots

HS (TWYs C0, N0) - TWY crossing RWY. Explicit clearance required. Attention: Holding point CAT I and CAT II/III are collocated. Do not proceed beyond CAT I/II/III holding point RWY 04R/22L when TAX from Apron North to RWY 04R. ATC CLR required to enter and hold position on 04L/22R.

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.

RWY regulations

The simultaneous use of the RWYs 04L/22R and 04R/22L is not allowed.

Traffic permitting, the following criteria for the selection of the runway-in-use are applied: the crosswind component, including gusts, does not exceed 15 KT or the tailwind component, including gusts, does not exceed 5 KT.

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 request, provided that traffic and air safety conditions permit.

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.

HEL

NOTE: MAX allowed overall length on HEL operating area T: 12.94m.

HEL have to proceed to/from Heli and Co via Air TWY R.