

# Antwerp Airport

IATA/ICAO CODE: ANR/EBAW  
 CITY: Antwerpen  
 COUNTRY: Belgium

## AIRPORT CONTACT

No changes reported by the airport in 2011  
 Verify information below with the airport

Name: Wim Verbist  
 Title: Airport Director  
 Airport: Antwerp Airport  
 Address: Antwerp Airport  
 Luchthavenlei 1,  
 Luchthavengebouw  
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 Airport Web Site: [www.antwerpairport.be](http://www.antwerpairport.be)

ELEVATION: 39 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
11/29	1510	-	3.0	45
Simple approach lighting system. type ODALS - OMNI DIRECTIONAL APPROACH LIGHT				

## NOISE ABATEMENT PROCEDURES

### Noise Abatement Take-off and Climb Procedures (RWY 11)

Using full take-off thrust with the MAX gradient compatible with safety until passing through 800 ft QNH. Then reduce thrust so as to maintain V2+15 kt and climb at a rate of 1,000 ft/min until 3,000 ft. QNH. Above this ALT, resume normal climb procedure.

### Noise Abatement Take-off and Climb Procedures (RWY 29)

Using full take-off thrust with the MAX gradient compatible with safety until passing through 800 ft QNH. Then reduce thrust so as to maintain V2+15 kt and climb at a rate of 1,000 ft/min until 3,000 ft. QNH. Above this ALT, resume normal climb procedure.

### Climb procedure:

A MNM climb gradient of 5.2% has to be maintained until leaving 600ft QNH. If unable to comply with this climb gradient, pilots shall advise ATC in advance.

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

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS**

Runway 29 – Landing / Runway 11 – Take-off

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS**

Engine test runs in the open air and without silencers may only take place between 0700 and 1800 and on the condition that a previous authorization has been obtained from the Airport Authority.

Idle thrust engine test runs in the open air and without silencers must be restricted to the very MNM. 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.

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	Concerned population within contour of 55 Db can not exceed the reference year.
Airport Noise Contour Overlay Maps	-	In accordance with the environmental permit.
Total Cost of Noise Mitigation Programs to Date	-	Installation costs of noise measurement system + yearly cost.
Source of Noise Mitigation Program Funding for Aircraft	-	-

Noise		
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FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE MONITORING SYSTEM

4 monitors (2 - Rwy 11 - 2 - Rwy 29)

NOISE LEVEL LIMITS

For touch-and-go flights (circuit flying), aircraft with a MTOW (maximum take-off weight) of less than 2,000 kg must be equipped with a silencer and have a maximum noise level of 76 dB(A), certified by the Aviation Directorate-General of the Federal Public Service for Mobility.
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CHAPTER 2 RESTRICTIONS

Aircraft operating to or from this airport must be noise certificated according to ICAO Annex 16, Chapter 3.

CHAPTER 2 PHASEOUT

[Chapter 2 airplanes >75,000 lbs are banned from operating in EU Member States as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)