

Liege Airport

IATA/ICAO CODE: LGG/EBLG
CITY: Grâce-Hollogne
COUNTRY: Belgium

AIRPORT CONTACT

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

Name: Mr. Dumonceaux
Title: Director
Airport: Liège Airport
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ELEVATION: 659 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
23L/05R	3690	5R/237 23L/404	3	45
23R/05L	2340	-	3	45

NOISE ABATEMENT PROCEDURES

a. General Noise abatement take-off and climb procedures are applicable for whatever runway-in-use and for SID's.	
b. Climb gradient : In order to minimize noise disturbance and to clear OBST in the DEP area, aircraft shall maintain a net climb gradient of not less than 5.8% until FL 50.	
c. Turbo-jet powered aircraft	
- From take-off to 2100 ft QNH :	- take-off power; - take-off flaps - climb to V2 + 10 or 20 kt or as limited by body angle
- At 2100 ft QNH :	- reduce thrust to not less than climb thrust
- From 2100 ft QNH to 3600 ft QNH:	- climb at V2 + 10 or 20 kt.

- At 3600 ft QNH :	- accelerate smoothly to the en-route climb speed with flaps retraction.
Propeller aircraft	
- From take-off to 1600 ft QNH :	- 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 ft QNH :	- reduce power to the max normal operating power if this power has been used for showing compliance with the noise certification requirements or to the maximum climb power.
- From 1600 ft QNH to 3600 ft QNH:	- climb at the maximum gradient with reduced power, maintaining constant speed
- Above 3600 ft QNH :	- accelerate smoothly to the en-route climb speed.
Use of reverse thrust : the reverse thrust should be kept to a minimum compatible with the safety of the aircraft.	

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

AIRPORT CURFEWS

Recertificated Civil Subsonic Jet Aircraft*

Recertificated CIV subsonic jet aircraft are banned from 2200 to 0600 UTC. However, their operation is authorized during this period until 01 JUL 2002 provided those aircraft have been operated before this decree (08 NOV 2000) entered into force.

Are excluded from this prohibition:

- take-off and landing performed by aircraft carrying members of the Belgian Royal Family, the Belgian government, the Regional and Community governments and foreign Royal Families and Heads of State or leaders of foreign governments, presidents and commissioners of the European Union, on official mission
- take-off and landing performed with regard to missions in case of disasters or for the purpose of medical assistance
- take-off and landing concerning Military missions
- take-off and landing performed in exceptional conditions such as:
 - flights on which there is immediate danger to the life or health of persons as well as animals
 - flights diverted for MET reasons
- take-off and landing being carried out with a delay compared to the schedule initially envisaged in so far as this one 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.

*Recertificated civil subsonic jet aeroplane: CIV subsonic jet aeroplane initially certificated to Chapter 2 or equivalent standards, or initially not noise-certificated which has been modified to meet Chapter 3 standards either directly through technical measures or indirectly through operational restrictions; CIV subsonic jet aeroplanes which initially could only be dual-certificated to the standards of Chapter 3 by means of weight restrictions, have to be considered as recertificated aeroplanes; CIV subsonic jet aeroplanes which have been modified to meet Chapter 3 standards by being completely re-engined with engines having a by-pass ratio of three or more are not to be considered as recertificated aeroplanes.

PREFERENTIAL RUNWAYS

23L/05R

OPERATING QUOTA

The maximum number of movements/hour is 20.

ENGINE RUN-UP RESTRICTIONS

Full power engine test runs are prohibited from 2100-0900 local time.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Note: The information shown below for Chapter 2 airplanes is for historical purposes only as landing and takeoff is forbidden.](#)

Landing Charge	Basis: MTOW
Liege	EUR 5.49 per tonne
Chapter 2 Aircraft	
Between 2300 and 0700	50% Surcharge

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	-	-

Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

11 sonometers in use.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

The principle of the repression against noise pollution generated by the airline traffic is into force by the Walloon Region decree dated 2001, 08 June.

Noise level limits by area, based on Noise Exposition Map, and are :

AREA	LAeq (1s) MAX
B	87 dBA
C	82 dBA
D	77 dBA

Penalties will are 200 to 7500 EUR / offense.

Rules, limits and penalties table are published in the Walloon Region decree dated 2004, 29 January.

CHAPTER 2 RESTRICTIONS

1.3 **Recertificated Civil Subsonic Jet Aircraft***

Recertificated civil subsonic jet aircraft are banned from 2200 to 0600 UTC. However, their operation authorized during this period until 1 July 2002 provided those aircraft have been operated before the Nov. 8, 2000 decree, entered into force.

* Recertificated civil subsonic jet aircraft are aircraft that were initially certificated to Chapter 2 or equivalent standards or initially not noise certificated but have been modified to meet Chapter 3 standards either directly through technical measures or indirectly through operational restrictions. Airplanes which initially could only be dual certificated to the standards of Chapter 3 by means of weight restrictions, have to be considered as re certificated airplanes. Airplanes that have been modified to meet Chapter 3 standards by being completely re-engine with engines having a by- pass ration of three or more are not to be considered re certificated airplanes.

There are exceptions to this regulation for operations related to missions in case of disasters or for the purpose of medical assistance, military missions, flights on which there is immediate danger to the life or health of persons as well as animals and flights diverted to the airport for meteorological reasons.

Exceptionally and on explicit justified request, the Minister of Transport may authorize a take-off or landing of an aircraft that is banned by virtue of para above.

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

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