

# EBCI AD 2.21 Noise Abatement Procedures

Source :

[https://ops.skeyes.be/html/belgocontrol\\_static/eaip/eAIP\\_Main/pdf/EB\\_AD\\_2\\_EBCI\\_en.pdf](https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/pdf/EB_AD_2_EBCI_en.pdf)

## 3. Arrival procedures

### 3.1. Noise Abatement Approach and Landing Procedures

Noise abatement descent and approach procedures using continuous descent and reduced power/reduced drag techniques should be used when following conditions apply :

- ☐ ILS available ;
- ☐ Runway clear and dry ;
- ☐ Visibility exceeding 1 900 M ;
- ☐ Ceiling higher than 500 FT above AD ELEV ;
- ☐ Cross wind component lower than 15 KT (gusts incl) ;
- ☐ Tail wind component lower than 5 KT (gusts incl) ;
- ☐ No adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

Turbo-jet powered aircraft shall use as final flap setting the minimum certified setting published in the aircraft operating manual for the applicable conditions. However, each pilot-in-command may use a different flap setting approved for the aircraft if he determines that it is necessary in the interest of safety.

### 3.2. Continuous Descent Operations (CDO)

When the traffic situation permits, ATC<sup>1</sup> will facilitate continuous descent for all RWY, based on radar vectoring or RNP approach.

Facilitation of CDO will be provided at ATC discretion only.

When a CDO can be approved by ATC, as soon as practicable after first call on the APP<sup>2</sup> frequency, ATC will provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc.).

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<sup>1</sup> ATC = Air traffic control (in general).

<sup>2</sup> APP = Approach control office or approach control or approach control service.

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP<sup>3</sup>.

## 4. Departure procedures

### 4.1. Climb gradient

In order to minimize noise nuisance and to clear obstacles in the departure area, aircraft shall maintain a net climb gradient of 4% MNM until passing 3000FT QNH.

### 4.2. Noise Abatement Take-off and Climb Procedures

- From take-off to 2100 FT<sup>4</sup> QNH<sup>5</sup> :
  - Take-off power ;
  - Take-off flaps ;
  - Climb speed V2 + 10KT MNM ;
- À 2.100 FT QNH :
  - Maintain flaps in take-off configuration n;
  - Climb speed V2 + 10 to 20KT ;
  - Adjust power according to the noise abatement power thrust schedule provided in the aircraft operating manual ;
- From 2100FT QNH to 3600FT QNH :
  - Start accelerating ;
  - Start retracting flaps ;
  - Maintain a positive rate of climb; À 3.600 ft QNH :

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<sup>3</sup> FAF = Final approach fix.

FAP = Final approach point.

<sup>4</sup> Ft = feet (pieds, correspond à 0,304 m).

<sup>5</sup> QNH = Altimeter sub-scale setting to obtain elevation when on the ground.

## Illustration des procédures

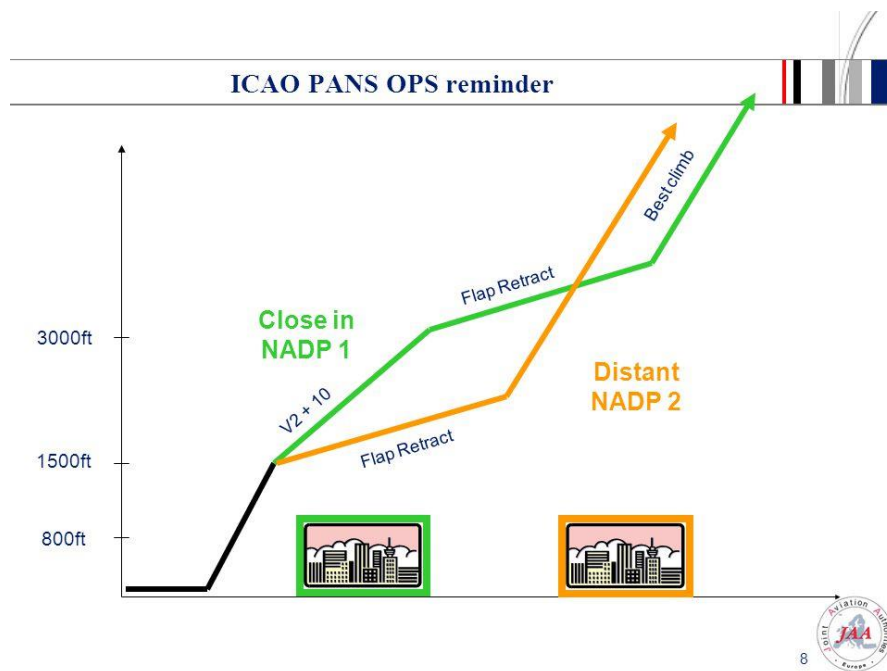


Figure 1 : illustration des procédures NADP (source ICAO)

### CDO

- Avion en descente continue dans la mesure du possible,
- en utilisant la poussée moteur minimum,

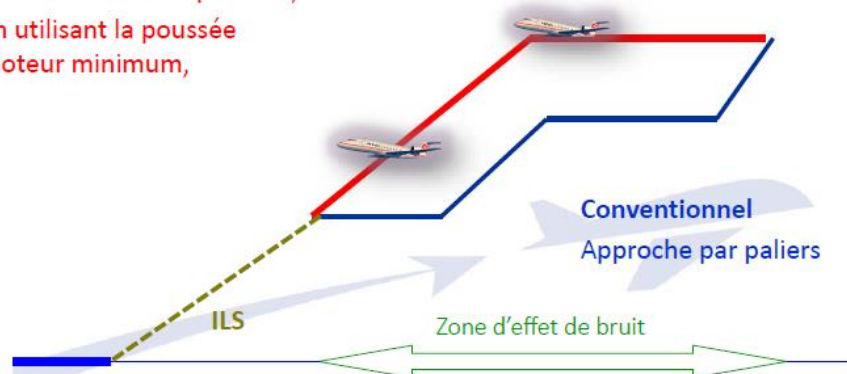
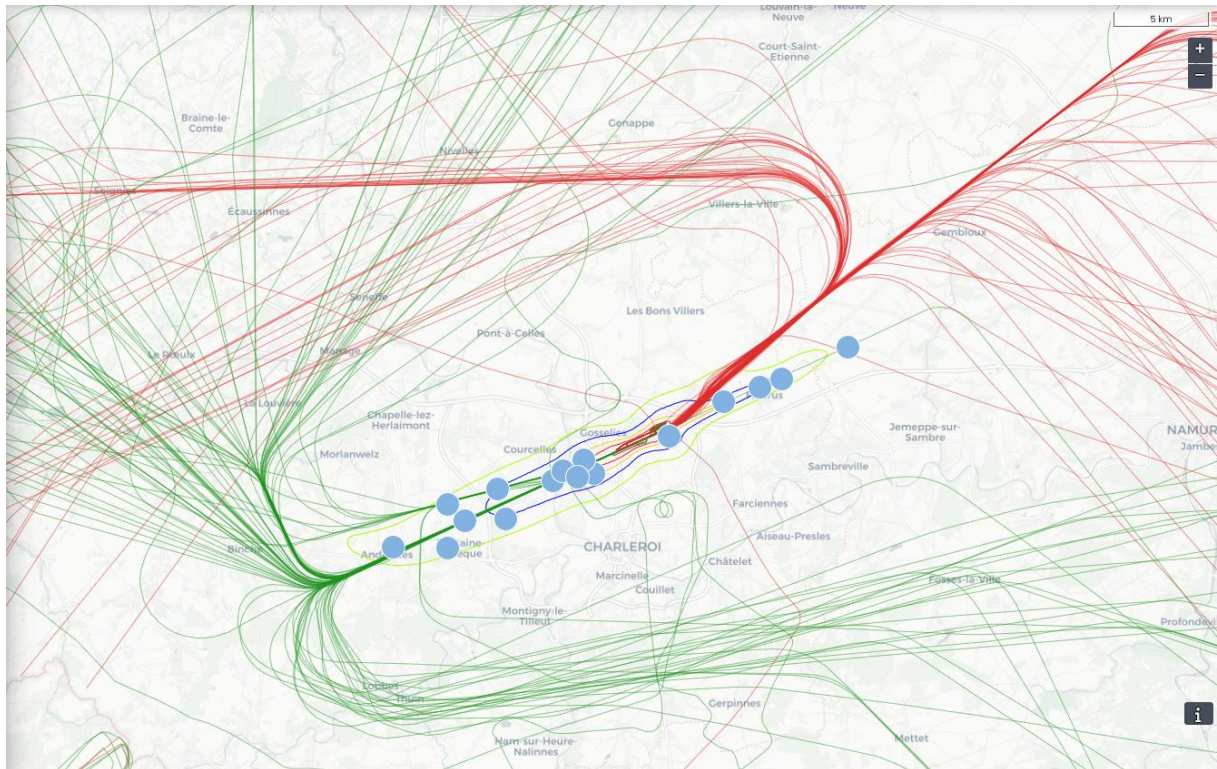


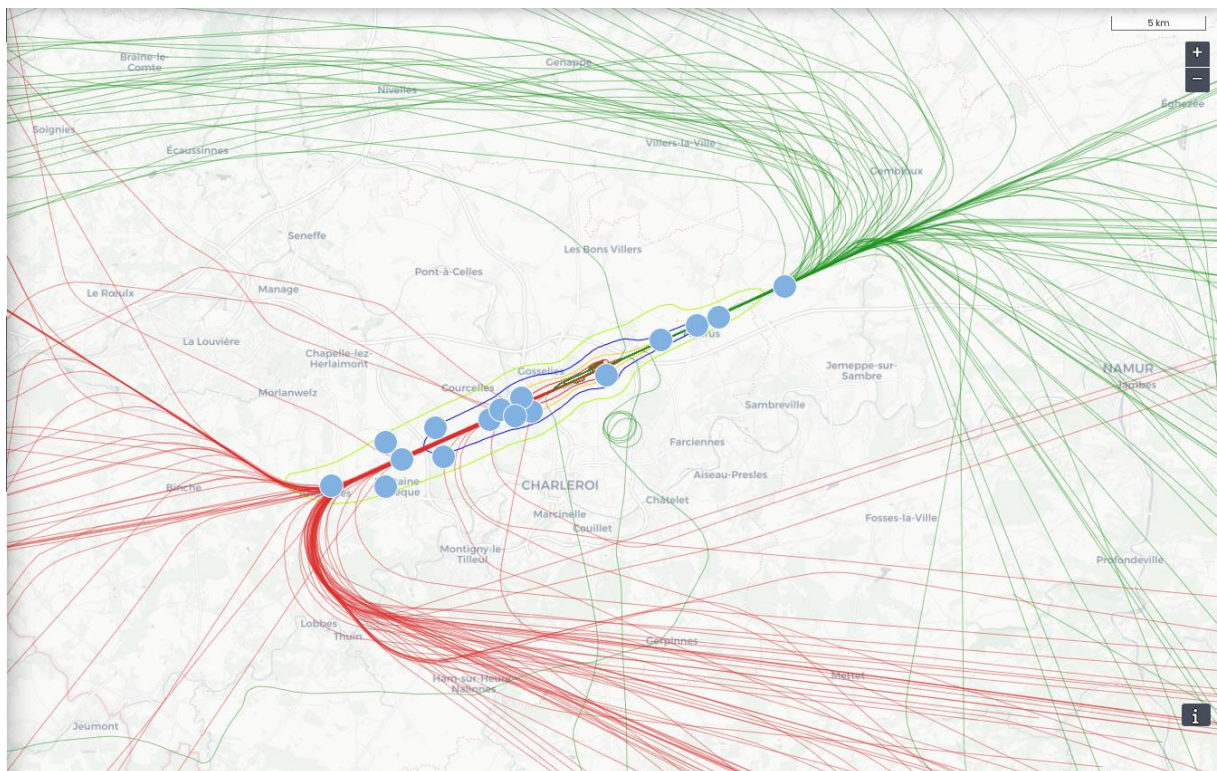
Figure 2 : illustration des procédures CDO (source SOWAER)

## **Illustration de trajectoires EBCI**

Source : <https://ebci.aerovision.cloud/appmap>



**Figure 3 : Copie écran trajectoires du 19/06/2024 avec vols en sens inversé  
(source : SOWAER)**



**Figure 4 : Copie écran trajectoires du 27/04/2024 avec vols en sens normal  
(source : SOWAER)**