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Airport Information For EBCI

Terminal Charts For EBCI

Revision Letter For Cycle 24-2021

Change Notices

Notebook

General Information

Location: CHARLEROI BEL
ICAO/IATA: EBCI / CRL
Lat/Long: N50° 27.60', E004° 27.17'
Elevation: 606 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1492 ft (886 ft AGL)

Sunrise: 0653 Z
Sunset: 1700 Z

Runway Information

Runway: 06
Length x Width: 10023 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 604 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1475 ft

Runway: 24
Length x Width: 10023 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 581 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1653 ft

Communication Information

ATIS: 115.700
ATIS: 134.630
Charleroi Tower: 121.305 VHF-DF
Charleroi Ground: 121.805 VHF-DF
Charleroi Approach: 133.130 VHF-DF

Charleroi Approach: 128.725 Secondary VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS 115.7 134.630

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RWY SYSTEM

When RWY 24 is dry and the cross and/or tailwind component does not exceed respectively 10 KT and 8 KT surface wind, RWY 24 will always be assigned for take-off and landing. When RWY Condition Code is under 5, the tailwind component is maximum 5 KT. For safety reasons, pilots may request RWY 06 subject to delay.

1.2.2. LOCAL FLYING RESTRICTIONS

The APT Authority is entitled to require the ACFT operator to provide any related document or technical information concerning an operated ACFT, and to refuse take-off if these documents or information are not forwarded.

Re-certificated civil subsonic jet ACFT are prohibited between 2300-0700LT.

Excluded from this prohibition are:

- Belgian or foreign Royal Flights, government flights and flights of regional and community governments, flights of Heads of State and flights carrying Presidents and members of the European Union on official missions.
- Missions in case of disasters or for medical urgency.
- Military missions.
- Take-off or landing performed in exceptional conditions (flights on which an immediate threat exists to the health of people or animals, diverted flights, etc.).
- Delayed flights, provided the delay is due to circumstances beyond the operator's control.

Exceptionally and on explicit justified request, the Minister of Transport may authorize a take-off or landing of an ACFT that is banned for the reasons mentioned above.

1.2.3. NOISE CERTIFICATION

ACFT operating at EBCI must be noise-certificated according to ICAO Annex 16, Volume I. Between 0630-0700LT and 2200-2300LT, movements of ACFT with MTOW over 8618kg and certified according to the standards of chapters 2, 3, 4 or 5 of ICAO Annex 16, Volume I are restricted to a maximum Quota Count (QC) of 5 per movement.

The QC is calculated using the formula $QC = 10^{[(B-85)/10]}$, whereby 'B' equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the ACFT at its MTOW;
- for landing: the certified approach noise level in EPNdB of the ACFT at its maximum landing weight, minus 9 EPNdB.

At 2300LT the aerodrome is closed for all ACFT movements, except for delayed landing of based ACFT (scheduled landing before 2300LT and take-off the following day), provided the delay is due to circumstances beyond the operator's control and as far as the operator's points 'P' do not exceed 0.616 per day (averaged on a yearly basis).

For this purpose, 'P' is calculated using the formula $P = R \times 10^{[(B-85)/10]}$, whereby 'B' equals the certified approach noise level in EPNdB of the ACFT at its maximum landing weight, minus 9 EPNdB and 'R' equals:

- 0.3 for a landing between 0 and 15 minutes or between 421 and 450 minutes after 2300LT;
- 0.8 for a landing between 16 and 30 minutes after 2300LT;
- 1.3 for a landing between 31 and 90 minutes after 2300LT;
- 1.8 for a landing between 91 and 420 minutes after 2300LT.

1. GENERAL

Prior to any concerned flight, operators shall provide following information to the APT Authority:

- ACFT type and registration;
- MTOW and MLW;
- noise certification and, if necessary, all documents that include noise levels in EPNdB (sideline, take-off, approach).

Following flights are exempted from the noise quota system:

- flights carrying members of the Belgian Royal Family, the federal government, regional or community governments or foreign Royal Families, foreign Heads of State or Government Leaders, the President or members of the European Commission on official mission;
- missions in case of disaster or medical urgency;
- military missions;
- take-off or landing performed in exceptional conditions (flights on which an immediate threat exists to the health of people or animals, diverted flights, etc.).

1.2.4. RUN-UP TESTS

Engine tests runs (high power) are prohibited on stands.

Outdoor engine test runs (high power) are prohibited between 2100-0900LT.

Idle checks are only allowed during opening hours.

1.2.5. REVERSE THRUST

The reverse thrust should be kept to the minimum compatible with the safety of the ACFT. Use of reverse thrust is prohibited on the apron.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed via ATIS or ATC when LVP are in progress. ATIS message will contain the phrase "LOW VISIBILITY OPERATIONS IN PROGRESS" and will also provide details of any unavailability of equipment relevant to LVP. Pilots will be informed by ATC when LVP are terminated.

Preparation phase will start when VIS falls below 1500m and/or ceiling is MAX 300' and CAT II/IIIB operations are expected.

Operations phase will start when RVR falls below 550m and/or ceiling is below 200'.

LVP will be terminated when RVR exceeds 1000m and ceiling is MIM 200', and a continuing improvement in these conditions is expected.

When LVP are in operation, arriving ACFT will be vectored to intercept ILS at least 10NM from touchdown.

Landing clearance will normally be given not later than 2NM from touchdown.

During LVP when RVR is between 550m and 150m, movement of traffic on the maneuvering area is limited to one ACFT or vehicle at a time.

1.3.2. ROUTING

TWYs N1 - NB - NA - N - M4 or N2 - NB - NA - N - M4.

Take-off from RWY 24: TWY M7 to N7.

1. GENERAL**1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM****1.4.1. USE OF MODE S TRANSPONDERS**

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

ACFT identification (i.e. call sign used in flight), shall be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for ACFT identification, as specified in item 7 of the flight plan form (e.g. "DAT123").

To ensure that the performance of systems based on SSR frequencies (including airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the RWY.

ACFT taxiing without flight plan, shall select Mode A code 2000.

1.5. CAT II/III OPERATIONS

RWY 24 approved for CAT II/III operations, special aircrew and ACFT certification required.

1.6. TAXI PROCEDURES**1.6.1. GENERAL**

Only two ACFT with wingspan 79'/24m or less are allowed simultaneously on RWY and TWY S. When an ACFT with wingspan 119'/36m performs a movement on RWY, no ACFT allowed on TWY S and vice versa.

180° backtrack on RWY 24 by ACFT of more than 20t is only allowed on the turn pad after end of RWY 24.

Taxilanes F, G and H are under ATS guidance only. Pilots are responsible for their own separation.

Inbound traffic will enter the apron via TWY M4 for all stands. TWY M5 available at ATC discretion for stands 56 to 70.

When VIS decreases below 1500m and/or ceiling is at or below 300' and further deterioration is expected, entrance apron North (P10 to P15) via TWY M4 only.

TWY centerline markings shall strictly be followed by ACFT entering RWY 06 via TWY N1 or N2.

Taxilane H will be used as much as possible for inbound traffic.

ACFT parked on stand 51 to 57 will leave the apron via M5, M6 or M7.

ACFT parked on stand 58 to 66 and 67B will leave the apron via M6 or M7.

ACFT parked on stand 67 to 72 will leave the apron via M7.

180° turns are forbidden.

CAUTION is advised as handling traffic will cross taxilane F.

A340-300 ACFT shall be pushed on taxilane G.

1.6.2. A340-300 TAXI RESTRICTIONS

A340-300 taxiing on TWY N shall maintain both outer engines on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

A340-300 may be exceptionally allowed on TWY S via TWY S1 and TWY S4 upon prior approval by the APT authority, only with a Follow-me car and wingman. Both outer engines shall remain on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

EBCI/CRL
BRUSSELS SOUTH

JEPPESEN

1 OCT 21

10-1P3

Eff 7 Oct

CHARLEROI, BELGIUM

AIRPORT BRIEFING

1. GENERAL

1.7. PARKING INFORMATION

Stands 80 thru 94 to be used by towing only. Engine start is only allowed after towing on taxilane G facing East.

Parking guidance by marshalling on apron North - not available on apron South.

1.8. OTHER INFORMATION

Arresting gears can be removed with 30 minutes prior notice.

RWY 24 right-hand circuit for ACFT with MIM 5.7t.

It is prohibited to start ACFT engines outside the official opening hours of the APT.

This restriction applies to all ACFT categories.

2. ARRIVAL

2.1. GENERAL

Only jet and turbine engine ACFT are allowed between 2200-2300LT. For arrivals after 2200LT ACFT have to be able to maintain 160 KT till the OM as long as the IAF is overflown at 2230LT at the latest. If the IAF is not overflown before 2230LT, ATC cannot guarantee that a landing will be possible before 2300LT and the pilot may expect a diversion to another suitable aerodrome. ATC is the only one to allow the landing or not, depending on air traffic conditions.

2.2. NOISE ABATEMENT PROCEDURES

Noise abatement descent and approach procedures utilizing continuous descent and reduced power/reduced drag techniques should be used by all ACFT when operating conditions are as follows:

- ILS available;
- RWY is clear and dry;
- Visibility higher than 1900m;
- Ceiling higher than 1120';
- Cross wind component (including gusts) lower than 15 KT;
- Tail wind component (including gusts) lower than 5 KT;
- No adverse weather conditions that may affect the approach (such as reported or forecasted wind shears or thunderstorms).

Turbo-jet powered ACFT shall use as final flap setting the minimum certified setting published in the ACFT operating manual for the applicable conditions.

However, each pilot-in-command may use a different flap setting approved for the ACFT if he determines that it is necessary in the interest of safety.

2.3. CONTINUOUS DESCENT OPERATIONS (CDO)

When traffic permits, ATC will facilitate CDO based on vectoring or RNP APCH. Facilitation of CDO will be provided at ATC discretion only.

When CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide distance to TD and an approval to descend at pilot's discretion with "when ready, descend".

Adopt a CDO profile that is to the greatest possible extent compatible with safe operation of the ACFT by employing minimum engine thrust, ideally in a low drag configuration, prior to FAF/FAP.

All noise abatement procedures and speeds published for the arrivals remain applicable.

3. DEPARTURE**3.1. NOISE ABATEMENT PROCEDURES**

For additional information refer to chart 10-4.

Departures shall be performed as follows:

Take-off to 2100'	Take-off power Take-off flaps Climb at $V_2 + 10$ KT
At 2100'	Maintain flaps in take-off configuration Climb at $V_2 + 10 - 20$ KT Adjust power according to noise abatement power schedule provided in the ACFT Operating Manual
2100' - 3600'	Start accelerating Start retracting flaps Maintain a positive rate of climb
At 3600'	Accelerate to enroute climb speed

3.2. OTHER INFORMATION

ACFT with running engines can not stay more than 5 minutes on stand on aprons P1 thru P4.

Pre-departure checks, including engine/power checks, shall be performed only on dedicated area after receiving taxi clearance:

- Departure RWY 24: following ATC instructions, on P5 or on the dedicated zone on TWY S in front of stands 35 thru 39;
- Departure RWY 06: following ATC instructions, at the holding point S1 or S2.

Cross bleed procedure: First engine is started on the stand, second engine is started on the taxilane when push is finished.

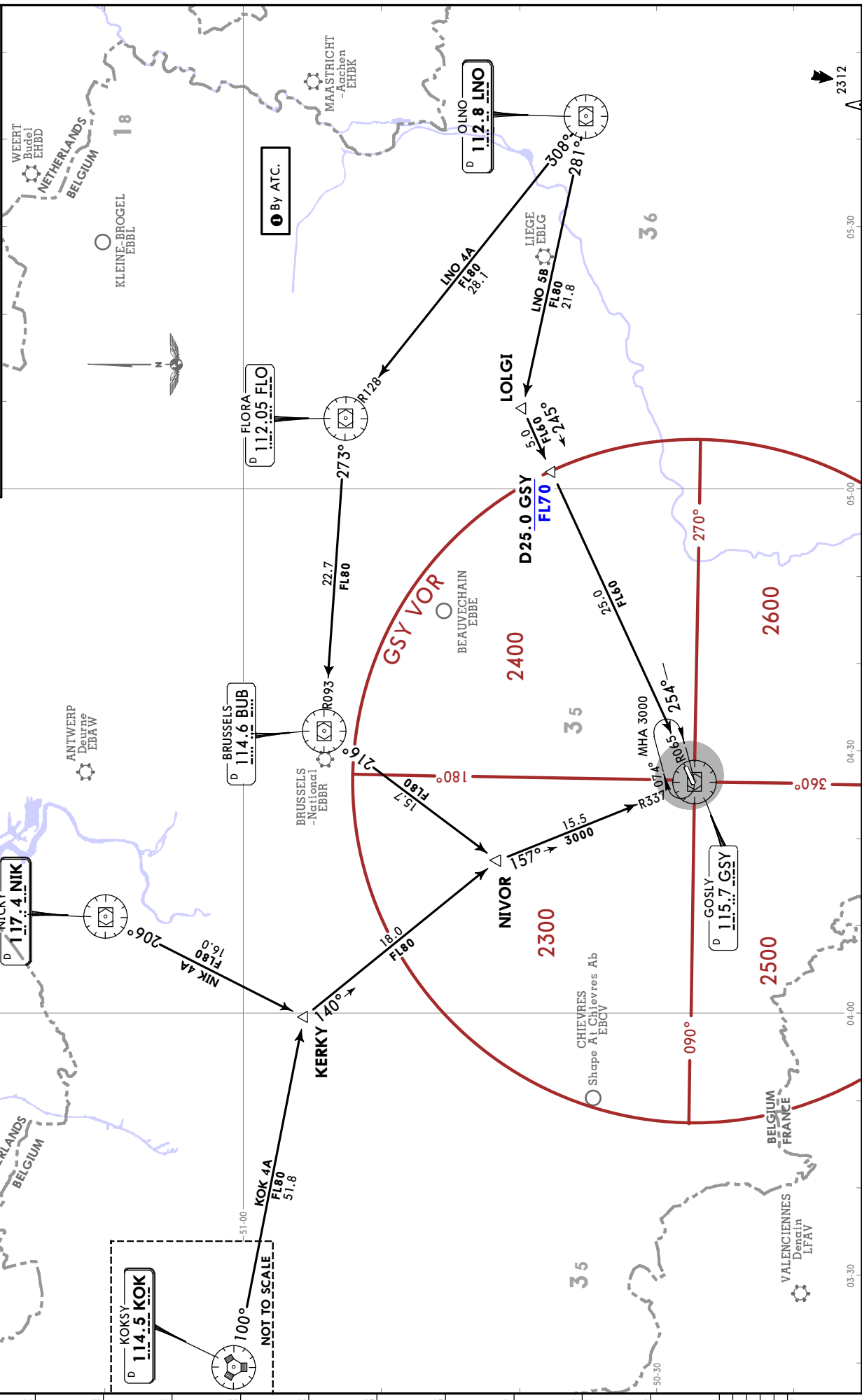
JEPPESEN
 5 JUN 20 (10-2A) Eff 18 Jun
STAR

EBCI/CRL
BRUSSELS SOUTH

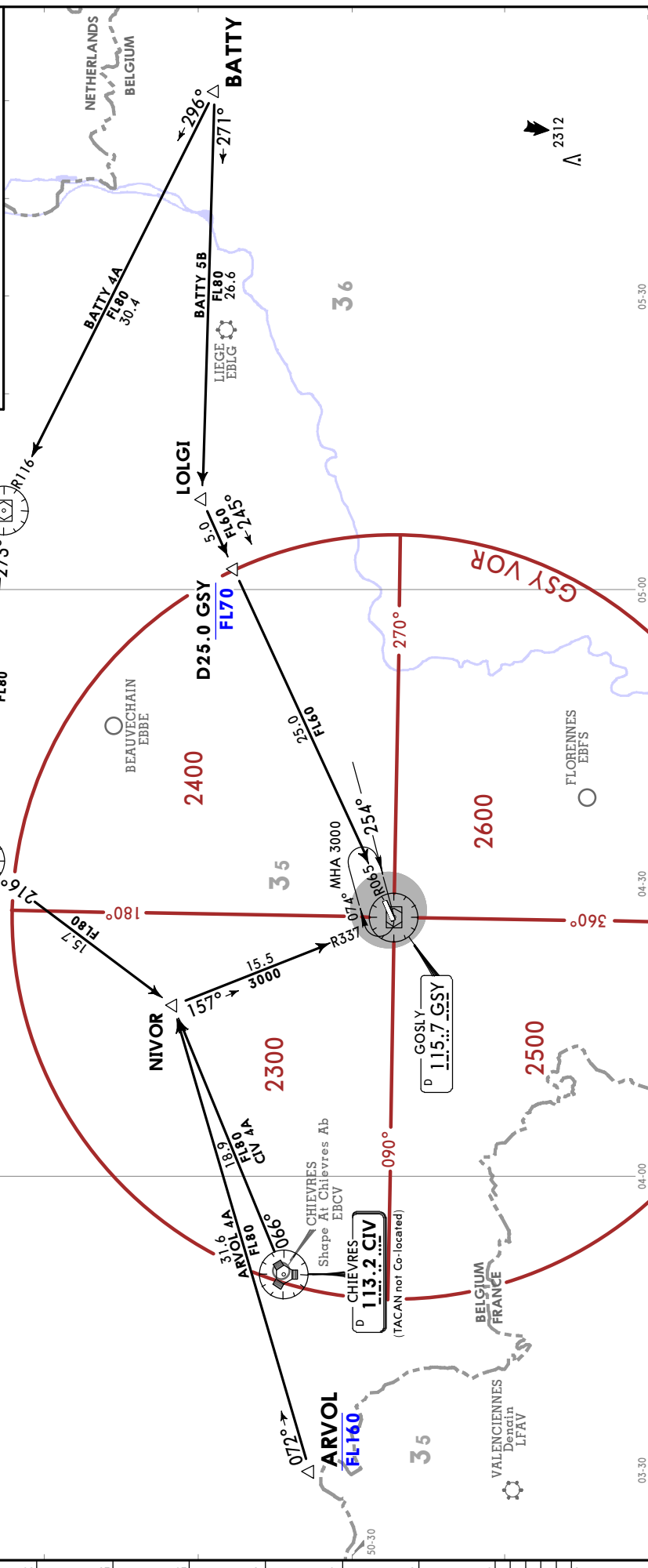
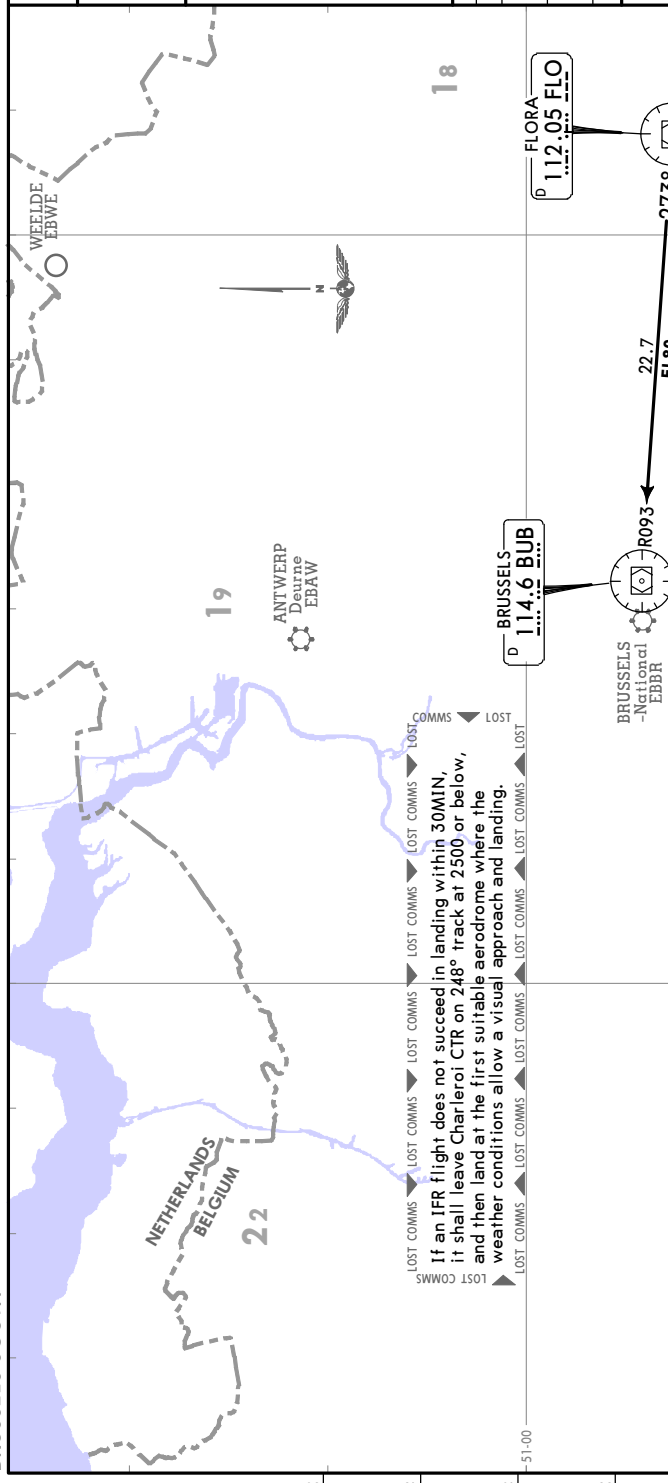
CHARLEROI, BELGIUM

D - ATIS 115.7 134.630	Apt Elev 606	Alt Set: hPa Trans level: By ATC ATC may deviate from standard route description and pilots may EXPECT RADAR vectors for separation reasons in order to expedite traffic.
KOK 4A, LNO 4A, LNO 5B		
ARRIVALS (ALL RWYS)		

WOENSDRECHT EHWO
 WEELDE EBWE
 ANTWERP Deurne EBAA
 BRUSSELS -Nelleghel EBBR
 BRUSSELS 114.6 BUB
 NIKY 117.4 NIK
 KOKSY 114.5 KOK
 KOK 4A FL80 51.8
 NIK 4A FL80 16.0
 LOST COMMS
 If an IFR flight does not succeed in landing within 30MIN, it shall leave Charleroi CIR on 248° track at 2500 or below, and then land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.



D- ATIS	Apt Elev
115.7 134.630	606
Alt Set: hPa Trans level: By ATC	
1. RNAV 1.	
2. ATC may deviate from standard route description and pilots may EXPECT RADAR vectors for separation reasons in order to expedite traffic.	
ARVOL 4A [ARVO4A] BATTY 4A [BATY4A] BATTY 5B [BATY5B] CIV 4A [CIV4A] RNAV ARRIVALS (ALL RWYS) (OVERLAY 10-2)	
ROUTING	
STAR	ARVOL - NIVOR - GSY VOR.
ARVOL 4A	ARVOL - NIVOR - GSY VOR.
BATTY 4A	BATTY - FLO VOR - BUB VOR - NIVOR - GSY VOR.
BATTY 5B	BATTY - LOLGI - GSY VOR.
By ATC	
CIV 4A ①	CIV VOR - NIVOR - GSY VOR.
① Not available for jet aircraft, except departures from LFQQ TMA.	



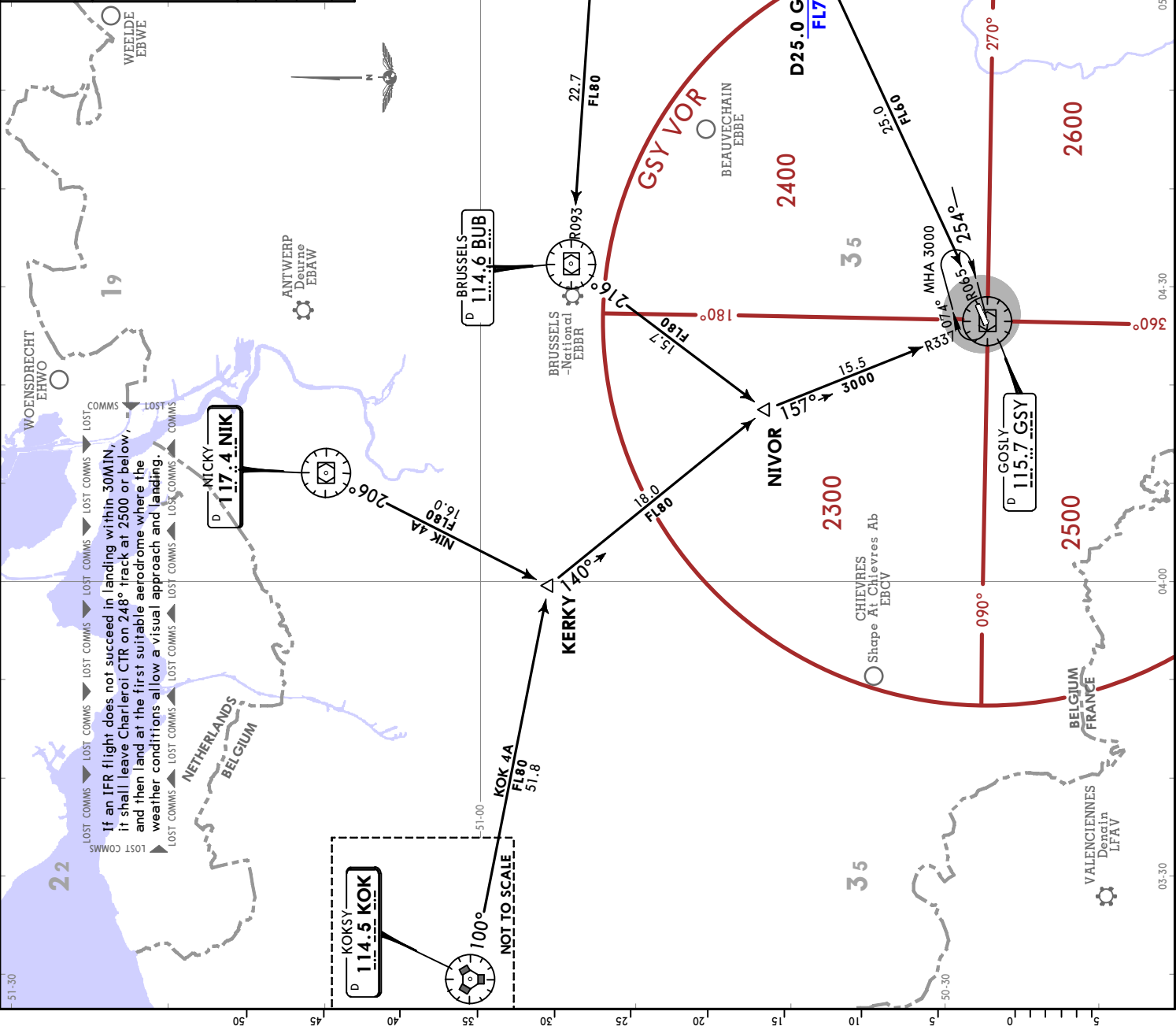
D - ATIS
 115.7
 134.630

Apt Elev
 606

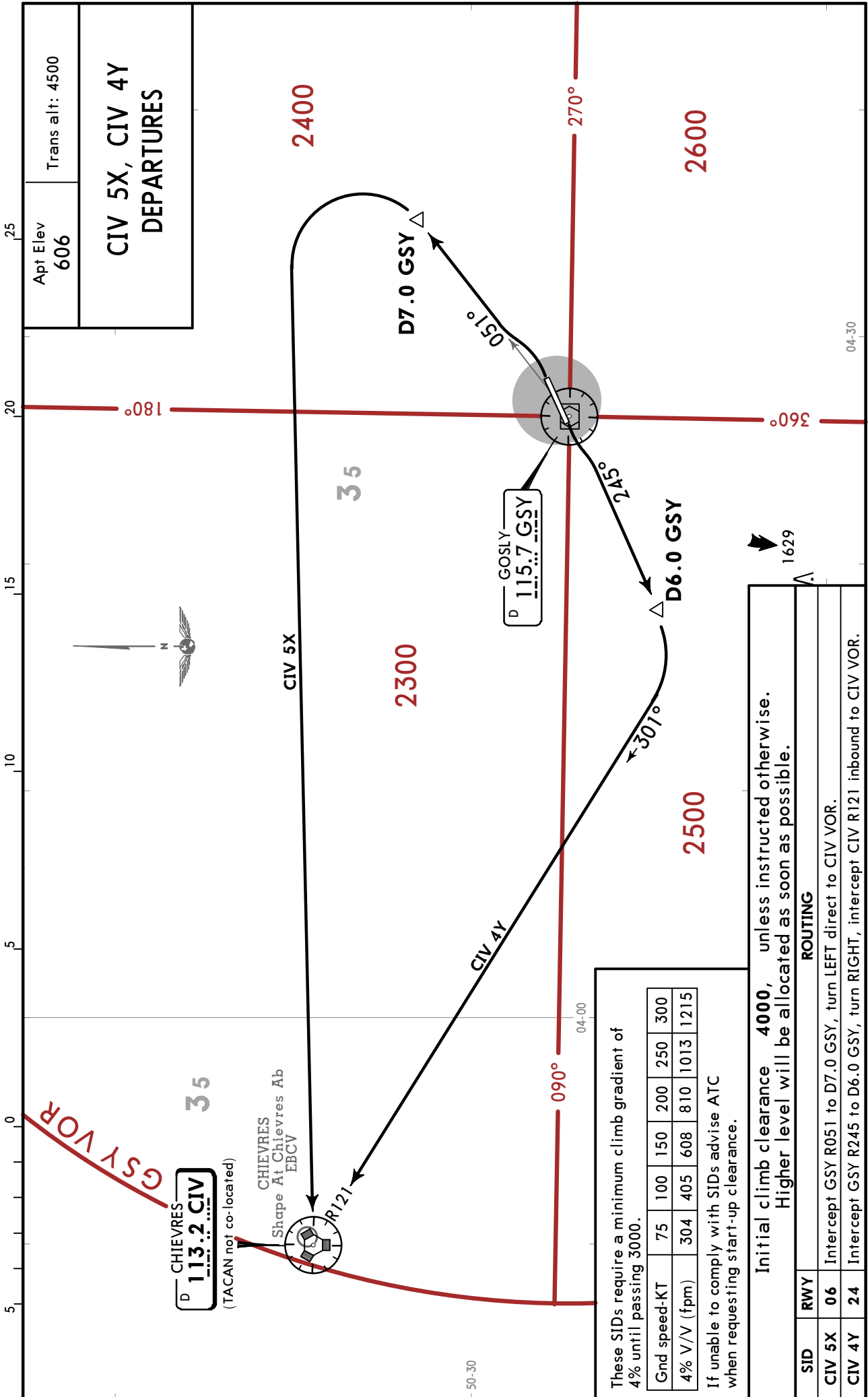
Alt Set: hPa Trans level: By ATC
 1. RNAV 1.
 2. ATC may deviate from standard route description and pilots may EXPECT RADAR vectors for separation reasons in order to expedite traffic.

KOK 4A, LNO 4A, LNO 5B, NIK 4A
RNAV ARRIVALS
(ALL RWYS)
(OVERLAY 10-2A)

STAR	ROUTING
KOK 4A	KOK VOR - KERKY - NIVOR - GSY VOR.
LNO 4A	LNO VOR - FLO VOR - BUB VOR - NIVOR - GSY VOR.
LNO 5B	LNO VOR - LOLGI - GSY VOR.
NIK 4A	NIK VOR - KERKY - NIVOR - GSY VOR.



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Apt Elev
606

Trans alt: 4500

CIV 5X, CIV 4Y
DEPARTURES

GSY VOR

CHIEVRES
113.2 CIV
(TACAN not co-located)

CHIEVRES
Shape At Chievres Ab
EBCV

GOSLY
115.7 GSY

These SIDs require a minimum climb gradient of 4% until passing 3000.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SIDs advise ATC when requesting start-up clearance.

Initial climb clearance **4000**, unless instructed otherwise. Higher level will be allocated as soon as possible.

ROUTING	
SID	RWY
CIV 5X	06
CIV 4Y	24

Intercept GSY R051 to D7.0 GSY, turn LEFT direct to CIV VOR.
Intercept GSY R245 to D6.0 GSY, turn RIGHT, intercept CIV R121 inbound to CIV VOR.

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BRUSSELS SOUTH

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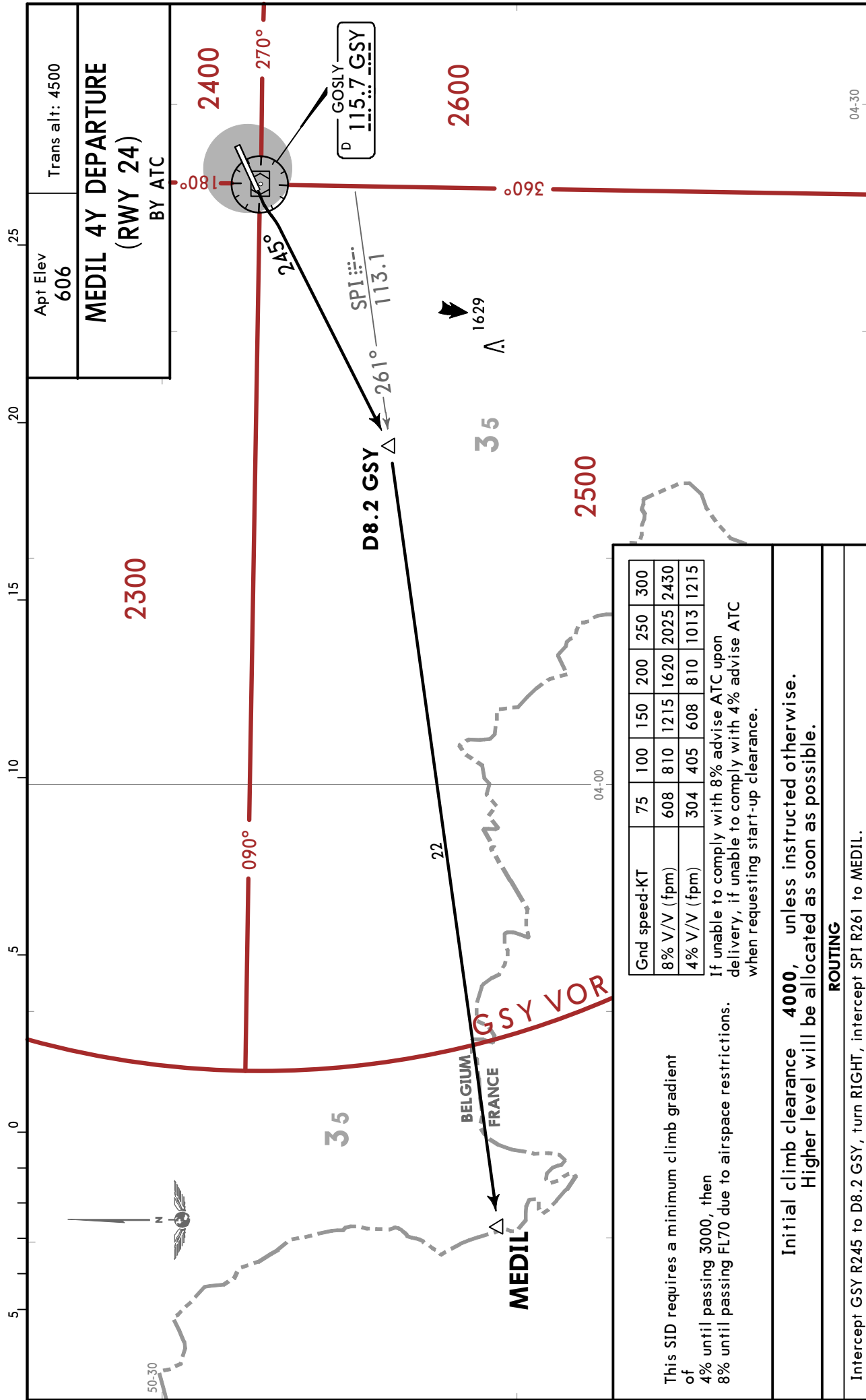
CHARLEROI, BELGIUM

22 JAN 21

10-3B

Eff 28 Jan

SID



CHANGES: SID renumbered, radial from SPI VOR to D8.2 GSY.

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EBCI/CRL BRUSSELS SOUTH

JEPPESSEN

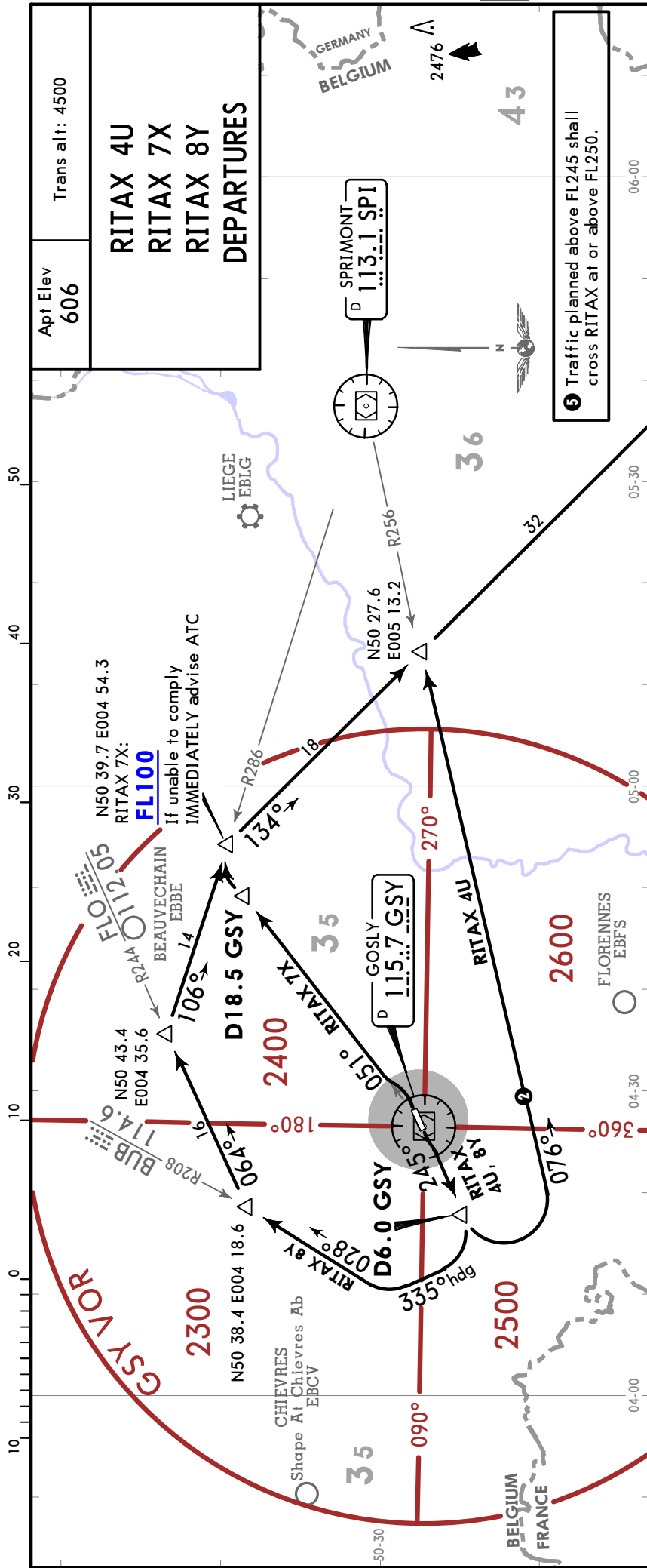
CHARLEROI, BELGIUM

22 JAN 21

10-3C

Eff 28 Jan

SID



NOT TO SCALE **5 RITAX**
(114.4 DIK R314)

These SIDs require minimum climb gradients of 4% until passing 3000, then 8% until passing FL 70 due to airspace restrictions.

RITAX 4U	
Gnd speed-KT	75 100 150 200 250 300
8% V/V (fpm)	608 810 1215 1620 2025 2430
4% V/V (fpm)	304 405 608 810 1013 1215

If unable to comply with SIDs advise ATC upon delivery (RITAX 4U), when requesting start-up clearance (RITAX 7X, 8Y).

Initial climb clearance 4000, unless instructed otherwise. Higher level will be allocated as soon as possible.

ROUTING	
RITAX 4U 1	Intercept GSY R245 to D6.0 GSY, turn LEFT, intercept SPI R256 inbound towards SPI VOR, turn RIGHT, intercept DIK R314 inbound to RITAX.
RITAX 7X 3	Intercept GSY R051 to D18.5 GSY, turn RIGHT, intercept SPI R286 inbound towards SPI VOR, turn RIGHT, intercept DIK R314 inbound to RITAX.
RITAX 8Y 4	Intercept GSY R245 to D6.0 GSY, turn RIGHT, 335° heading, intercept BUB R208 inbound towards BUB VOR, turn RIGHT, intercept FLO R244 inbound towards FLO VOR, turn RIGHT, intercept SPI R286 inbound towards SPI VOR, turn RIGHT, intercept DIK R314 inbound to RITAX.

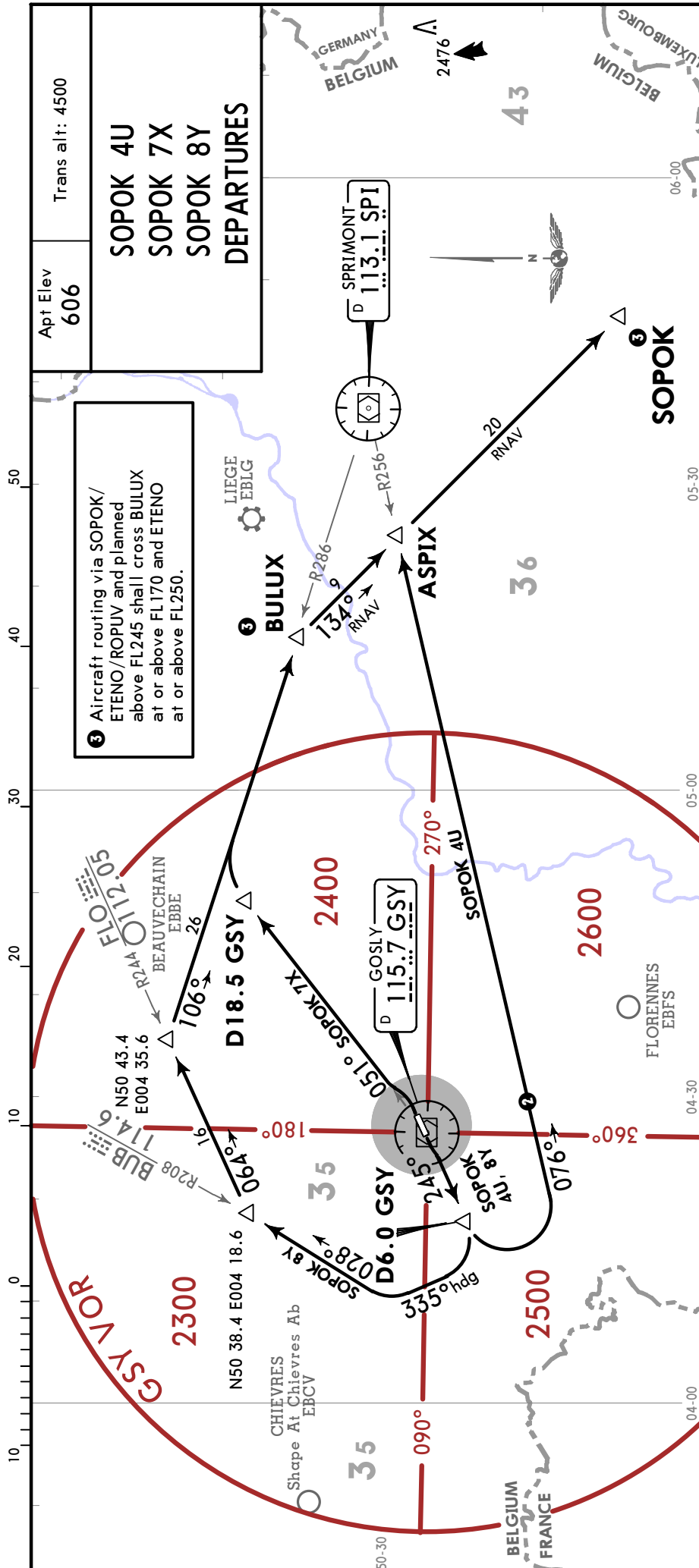
1 Mandatory when MIL airspace available. **2** Do not overshoot SPI R256 inbound.
3 When temporarily closed by ATC, alternative route: SOPOK 7X - SOPOK - RITAX.
4 When temporarily closed by ATC, alternative route: SOPOK 8Y - SOPOK - RITAX.

EBCI/CRL BRUSSELS SOUTH

JEPPESSEN
22 JAN 21 (10-3D) Eff 28 Jan

CHARLEROI, BELGIUM

SID



Trans alt: 4500
Apt Elev 606

SOPOK 4U
SOPOK 7X
SOPOK 8Y
DEPARTURES

These SIDs require minimum climb gradients of 4% until passing 3000, then SOPOK 4U 8% until passing FL 70 due to airspace restrictions, 4% until passing 3000, then SOPOK 4U

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SIDs advise ATC upon delivery (SOPOK 4U), when requesting start-up clearance (SOPOK 7X, 8Y).

Initial climb clearance 4000, unless instructed otherwise. Higher level will be allocated as soon as possible.

ROUTING	
SID	RWY
SOPOK 4U	24
SOPOK 7X	06
SOPOK 8Y	24

Intercept GSY R245 to D6.0 GSY, turn LEFT, intercept SPI R256 inbound to ASPIX, then to SOPOK.

Intercept GSY R051 to D18.5 GSY, turn RIGHT, intercept SPI R286 inbound to BULUX, then to SOPOK.

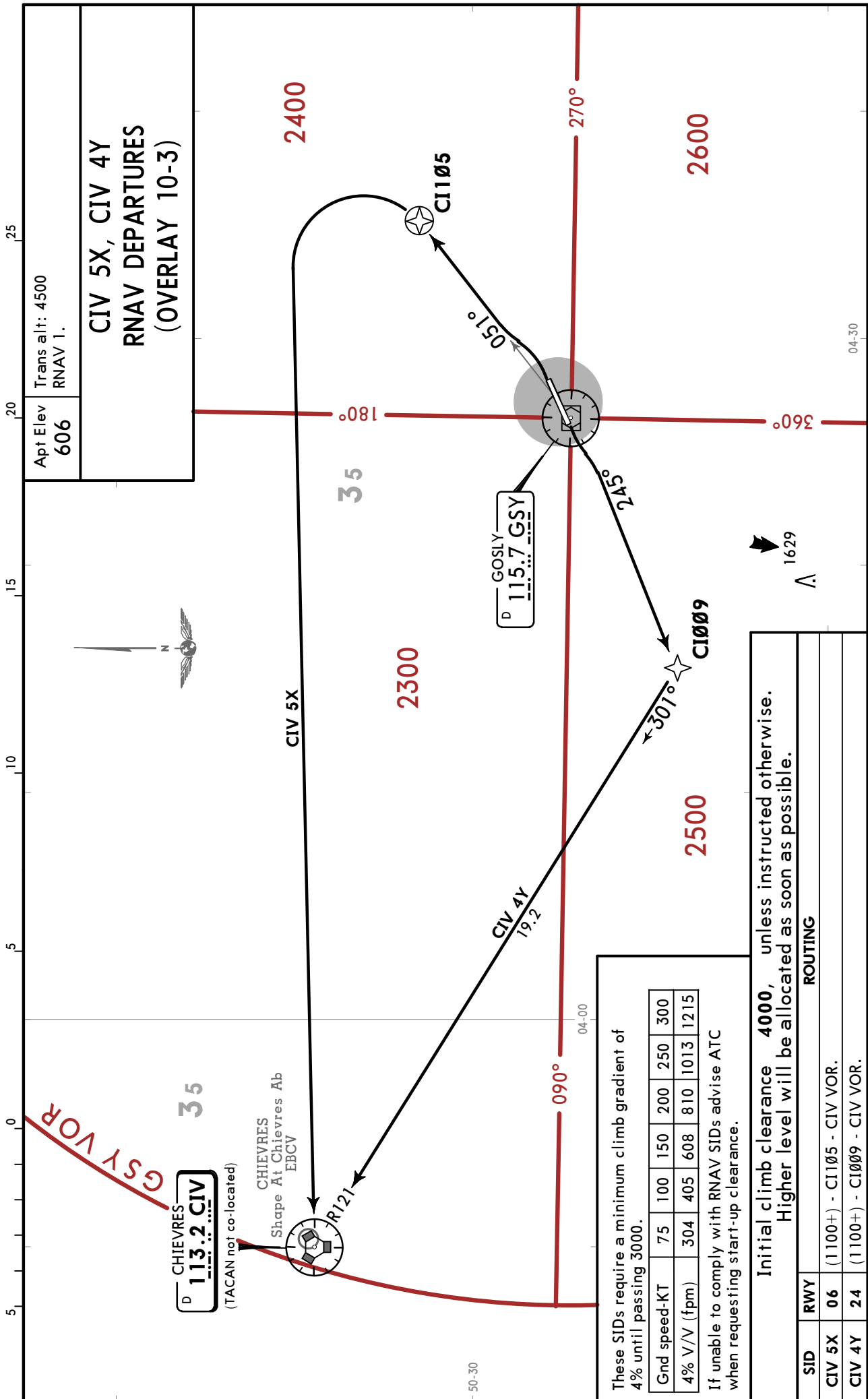
Intercept GSY R245 to D6.0 GSY, turn RIGHT, 335° heading, intercept BUB R208 inbound towards BUB VOR, turn RIGHT, intercept FLO R244 inbound towards FLO VOR, turn RIGHT, intercept SPI R286 inbound to BULUX, then to SOPOK.

1 Mandatory when MIL airspace available. 2 Do not overshoot SPI R256 inbound.

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BRUSSELS SOUTH

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22 JAN 21 **10-3F** Eff 28 Jan

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)



CHANGES: None.

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These SIDs require a minimum climb gradient of 4% until passing 3000.
If unable to comply with RNAV SIDs advise ATC when requesting start-up clearance.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

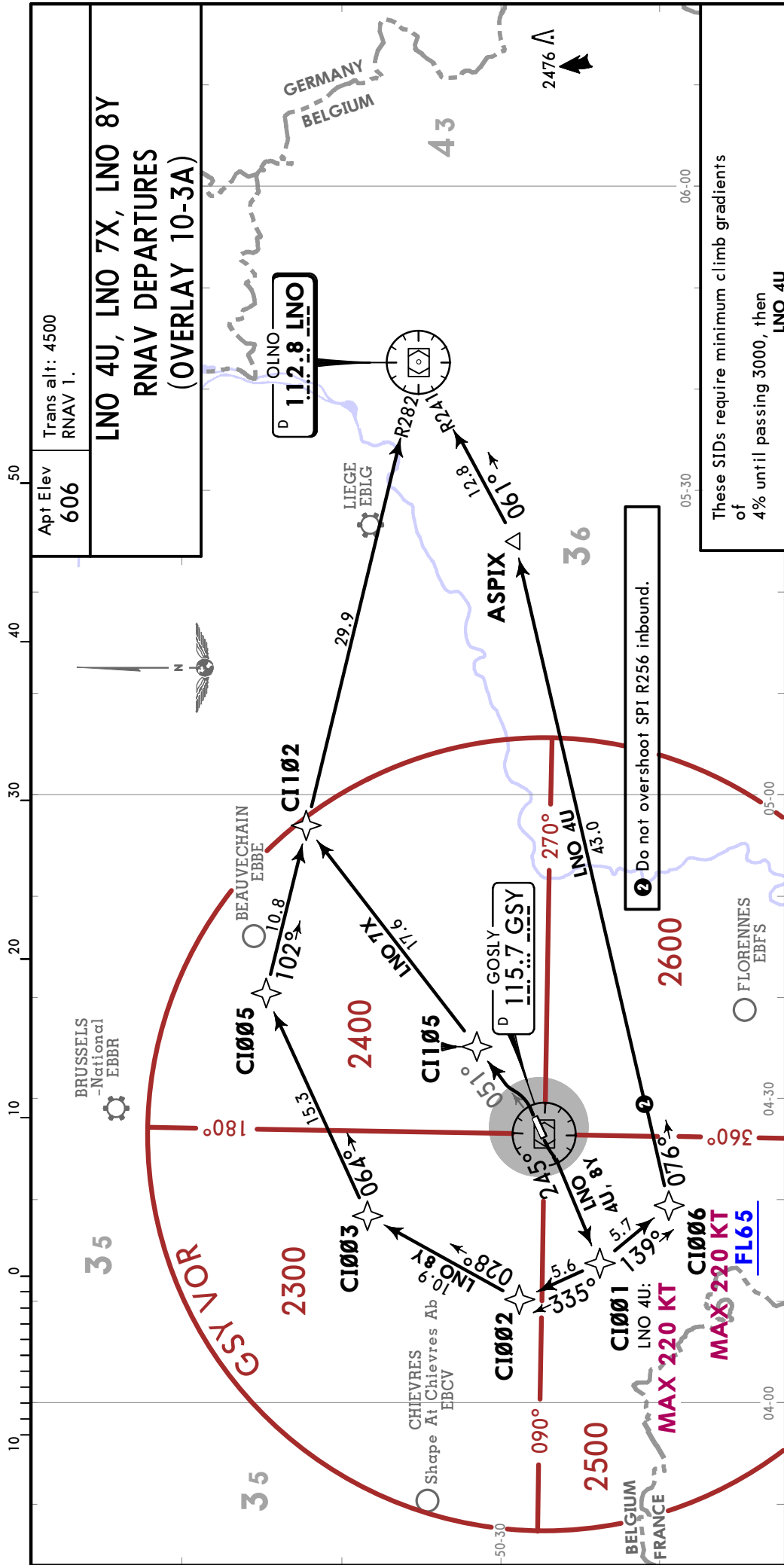
Initial climb clearance **4000**, unless instructed otherwise.
Higher level will be allocated as soon as possible.

ROUTING	
SID	RWY
CIV 5X	06
CIV 4Y	24

EBCI/CRL BRUSSELS SOUTH

22 JAN 21 **10-3G** Eff 28 Jan

CHARLEROI, BELGIUM RNAV SID (OVERLAY)



Apt Elev **606**
Trans alt: 4500
RNAV 1.

**LNO 4U, LNO 7X, LNO 8Y
RNAV DEPARTURES
(OVERLAY 10-3A)**

These SIDs require minimum climb gradients of 4% until passing 3000, then **LNO 4U**

8% until passing FL 70 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with RNAV SIDs advise ATC upon delivery (LNO 4U), when requesting start-up clearance (LNO 7X, 8Y).

Initial climb clearance **4000**, unless instructed otherwise. Higher level will be allocated as soon as possible.

SID	RWY	ROUTING
LNO 4U ①	24	(1100+) - CI001 (K220-) - CI006 (K220-; FL65+) - ASPIX - LNO VOR.
LNO 7X	06	(1100+) - CI105 - CI102 - LNO VOR.
LNO 8Y	24	(1100+) - CI001 - CI002 - CI003 - CI005 - LNO VOR.

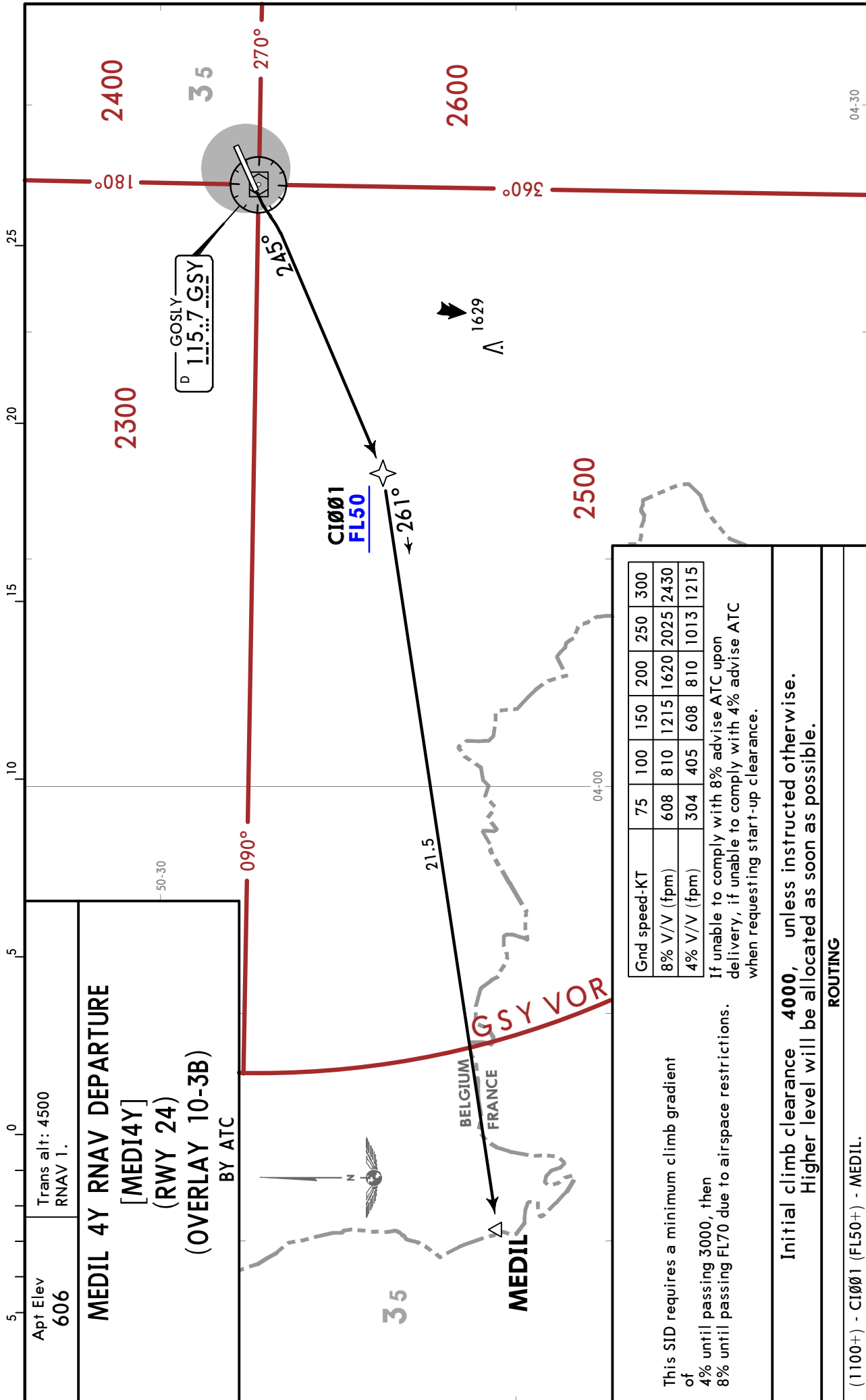
① Mandatory when MIL airspace available.

CHANGES: SIDs renumbered.

EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
22 JAN 21 **10-3H** Eff 28 Jan

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)



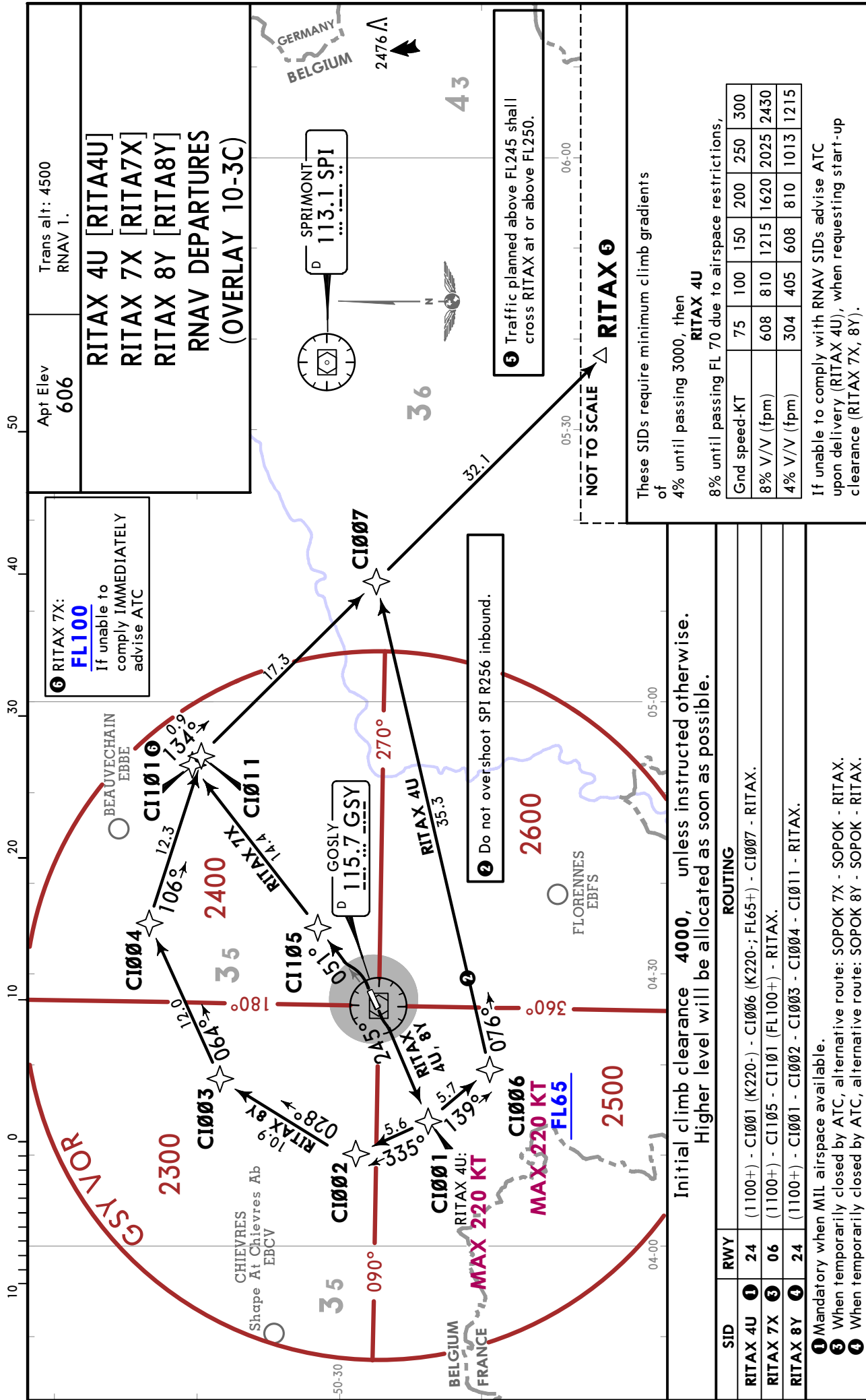
CHANGES: SID renumbered.

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EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
22 JAN 21 **(10-3J)**

CHARLEROI, BELGIUM
Eff 28 Jan **RNAV SID (OVERLAY)**



Trans alt: 4500
RNAV 1.

RITAX 4U [RITA4U]
RITAX 7X [RITA7X]
RITAX 8Y [RITA8Y]
RNAV DEPARTURES
(OVERLAY 10-3C)

RITAX 7X:
FL100
If unable to comply **IMMEDIATELY** advise ATC

5 Traffic planned above FL245 shall cross RITAX at or above FL250.

NOT TO SCALE **RITAX 5**

These SIDs require minimum climb gradients of
4% until passing 3000, then **RITAX 4U**
8% until passing FL 70 due to airspace restrictions,

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with RNAV SIDs advise ATC upon delivery (RITAX 4U), when requesting start-up clearance (RITAX 7X, 8Y).

Initial climb clearance **4000**, unless instructed otherwise. Higher level will be allocated as soon as possible.

ROUTING

SID	RWY
RITAX 4U 1	24 (1100+) - CI001 (K220-) - CI006 (K220-; FL65+) - CI007 - RITAX.
RITAX 7X 5	06 (1100+) - CI105 - CI101 (FL100+) - RITAX.
RITAX 8Y 4	24 (1100+) - CI001 - CI002 - CI003 - CI004 - CI011 - RITAX.

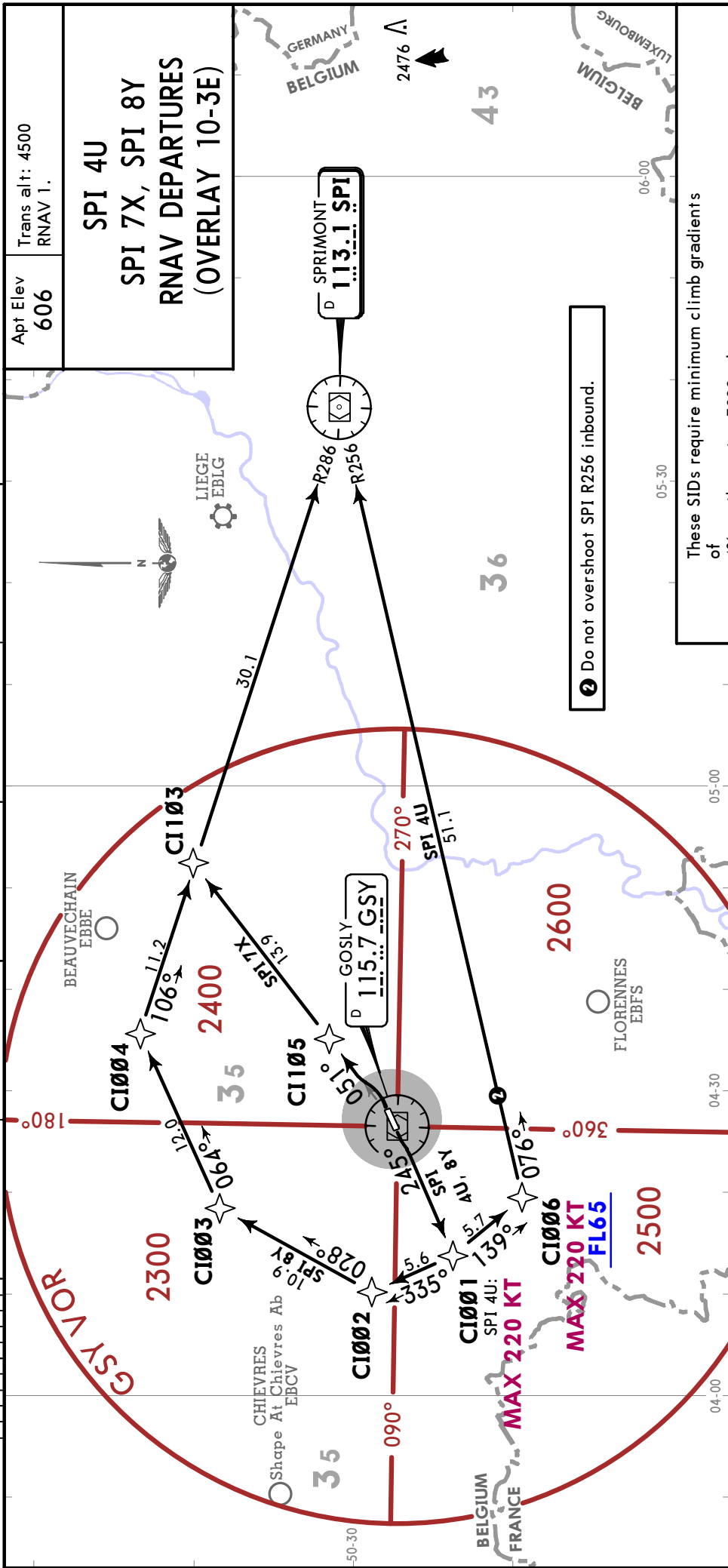
- 1** Mandatory when MIL airspace available.
- 5** When temporarily closed by ATC, alternative route: SOPOK 7X - SOPOK - RITAX.
- 4** When temporarily closed by ATC, alternative route: SOPOK 8Y - SOPOK - RITAX.

EBCI/CRL
BRUSSELS SOUTH

JEPPesen
22 JAN 21 **10-3L**

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)

Eff 28 Jan



These SIDs require minimum climb gradients of 4% until passing 3000, then **SPI 4U** 8% until passing FL 70 due to airspace restrictions, 8% until passing FL 70 due to airspace restrictions, 4% V/V (fpm) 304 405 608 810 1013 1215 1215

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with RNAV SIDs advise ATC upon delivery (SPI 4U), when requesting start-up clearance (SPI 7X, 8Y).

Initial climb clearance **4000**, unless instructed otherwise. Higher level will be allocated as soon as possible.

SID	RWY	ROUTING
SPI 4U ①	24	(1100+) - CI001 (K220-) - CI006 (K220-; FL65+) - SPI VOR.
SPI 7X	06	(1100+) - CI105 - CI103 - SPI VOR.
SPI 8Y	24	(1100+) - CI001 - CI002 - CI003 - CI004 - SPI VOR.

① Mandatory when MIL airspace available.

EBCI/CRL
BRUSSELS SOUTH

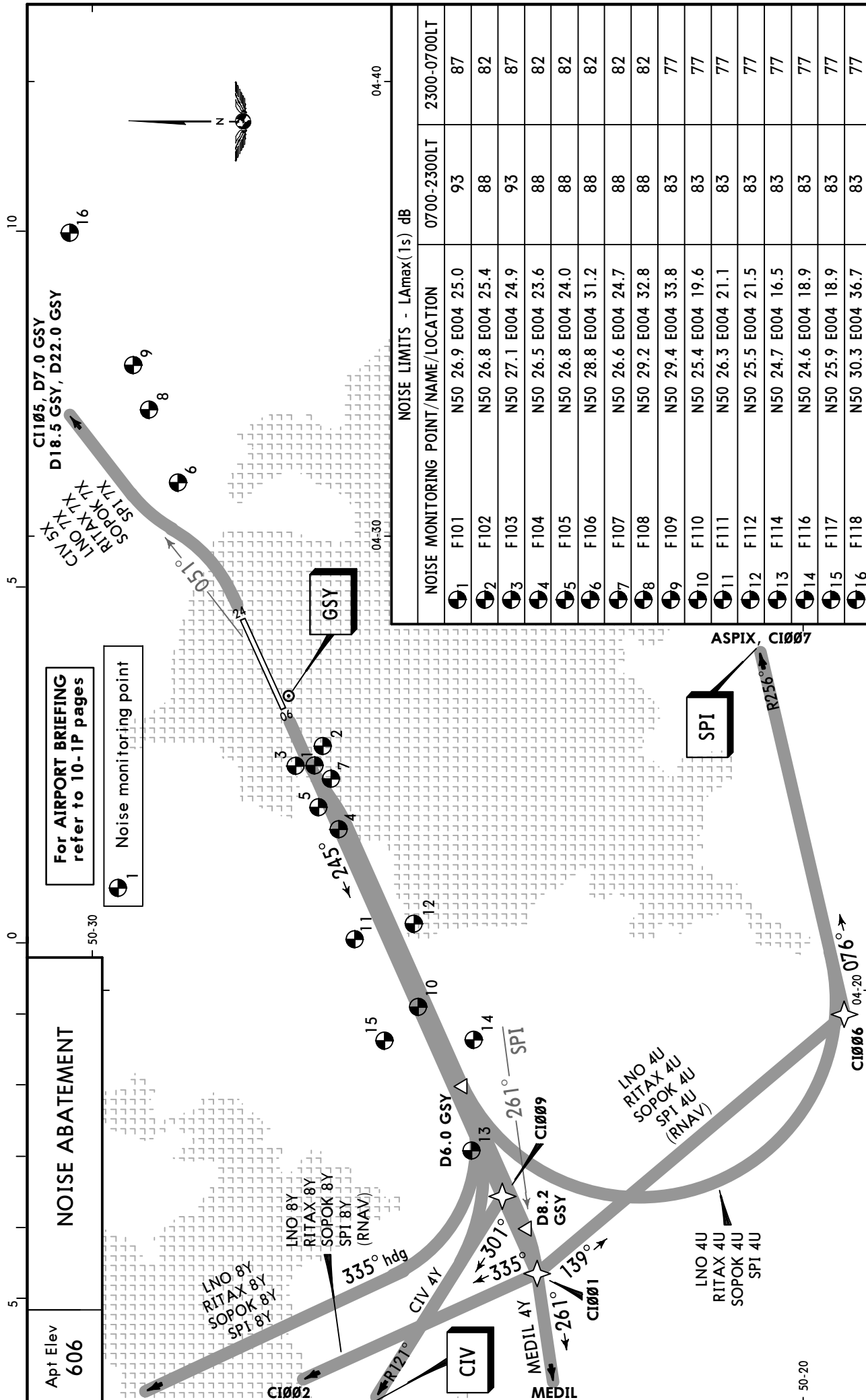


CHARLEROI, BELGIUM

13 AUG 21

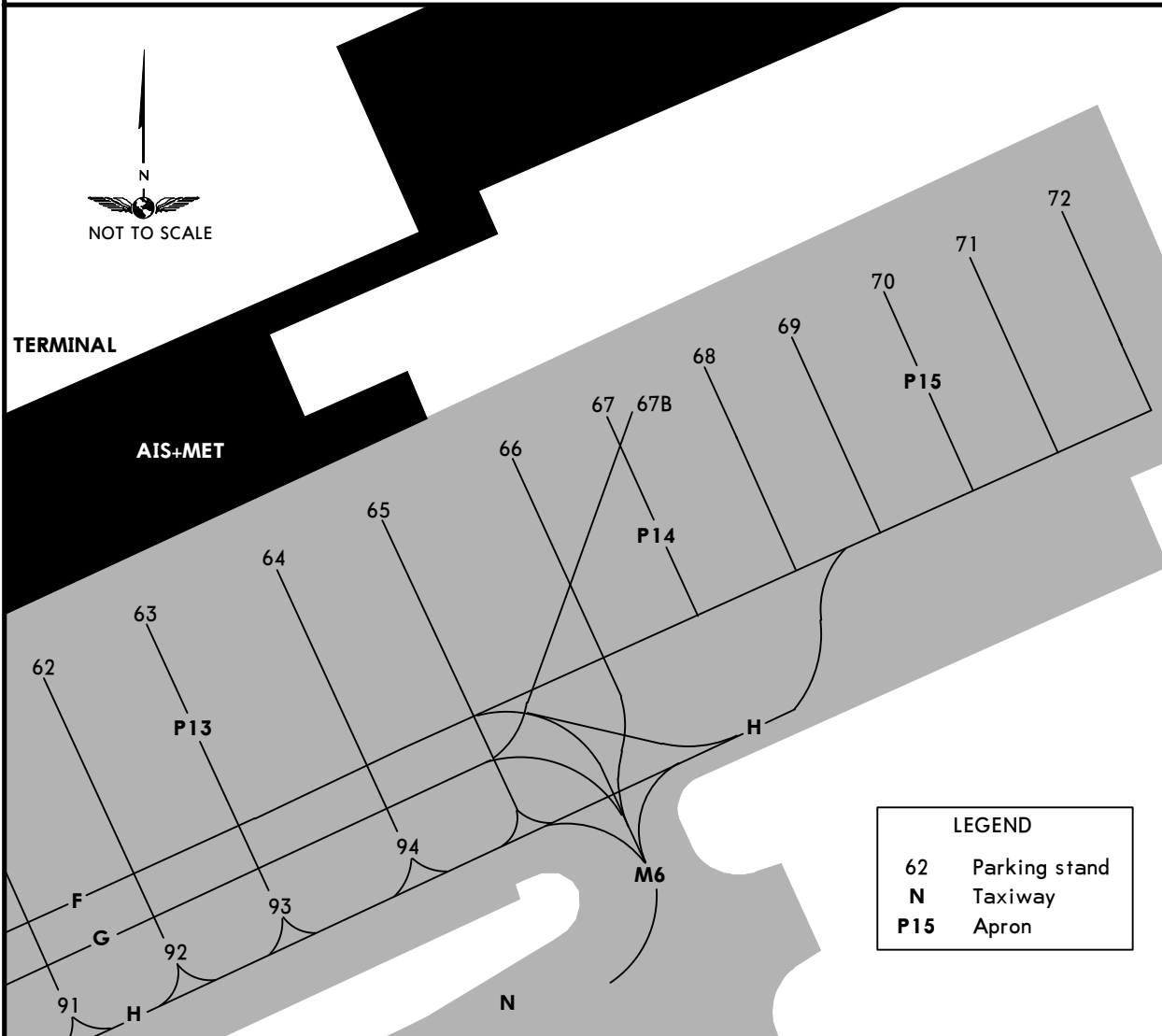
10-4

NOISE



INFRASTRUCTURAL WORKS

REFER ALSO TO LATEST NOTAMS

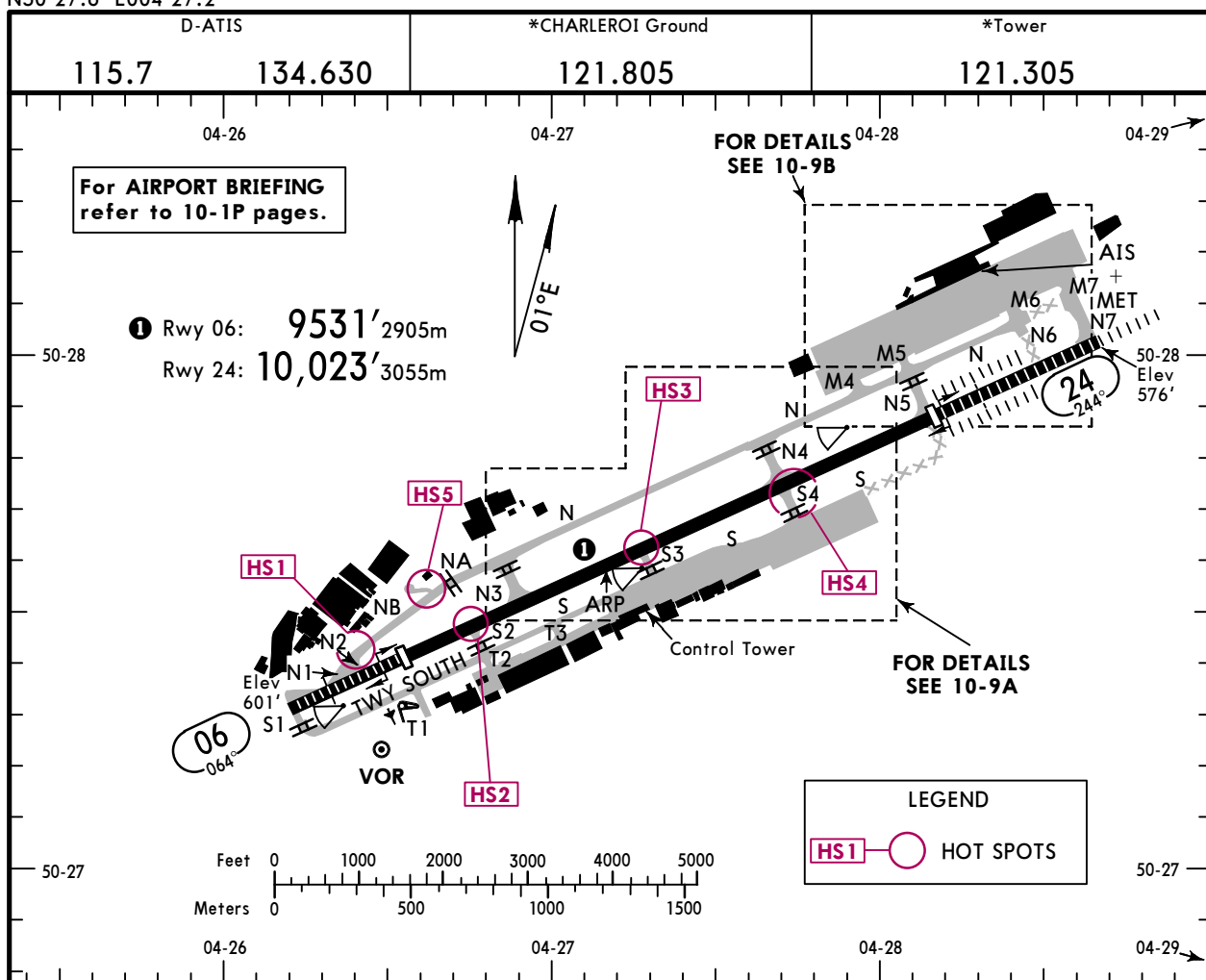


Infrastructural works are taking place on apron P15.
Taxilane H on apron P15 deviates for stands 69 to 72 due to work in progress.
During LVP follow me mandatory for those stands.

EBCI/CRL
 Apt Elev **606'**
 N50 27.6 E004 27.2

JEPPESEN
 12 NOV 21 **(10-9)**

CHARLEROI, BELGIUM
BRUSSELS SOUTH



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
	Threshold	Glide Slope	TAKE-OFF			
06	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) RVR	8530' 2600m	9531' 2905m	2	148'	
24	HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	7890' 2405m	10023' 3055m		45m	

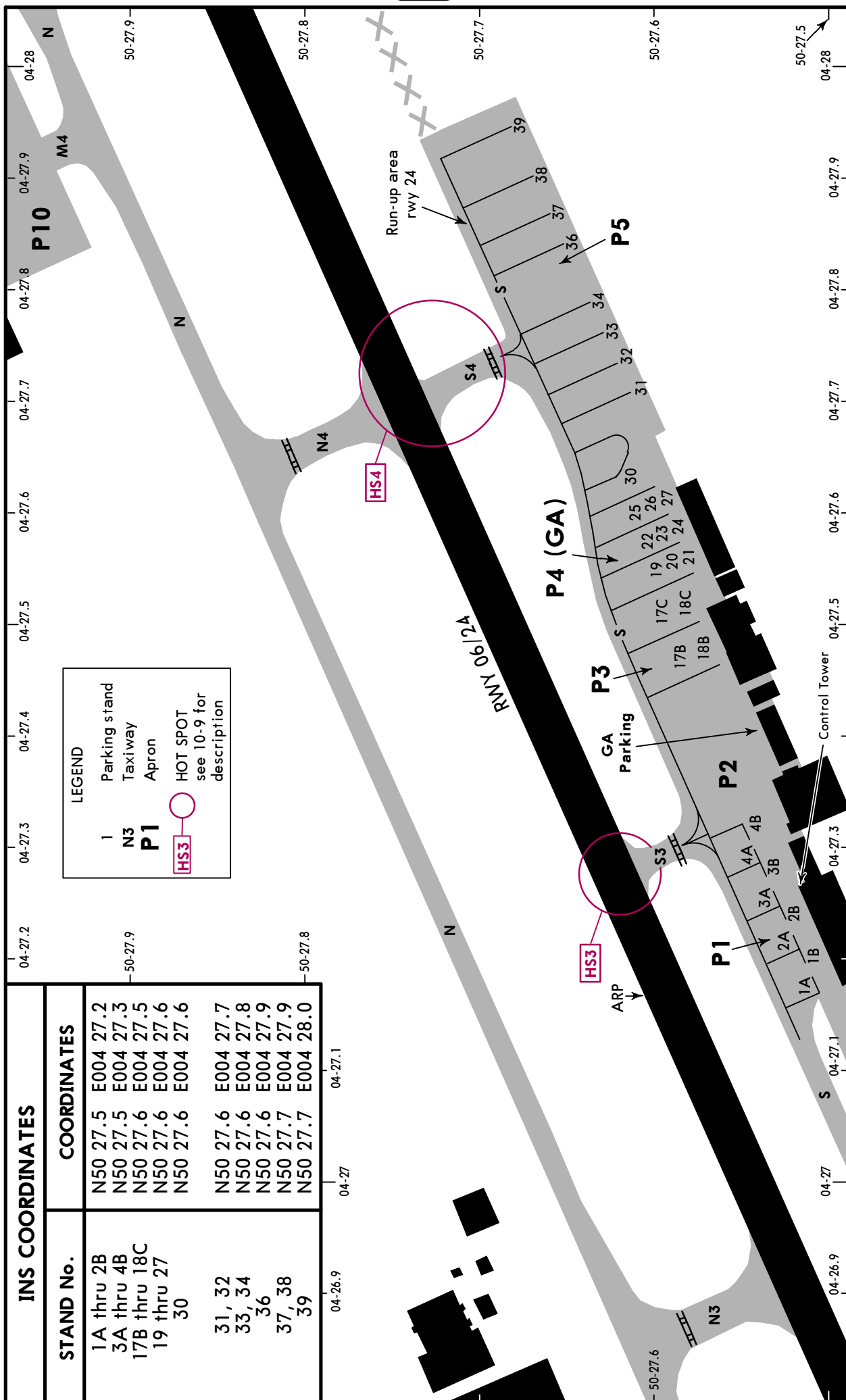
2 In order to reduce taxi procedure, ATC may authorize intersection take-off if RVR is 550m or more.

RWY 06:		RWY 24:	
From twy N2 int	9186' (2800m)	From twy N4 int	5971' (1820m)
twy N3 int	7087' (2160m)	twy N5 int	7890' (2405m)
twy S2 int	7694' (2345m)	twy S4 int	5971' (1820m)
twy S3 int	5479' (1670m)		

HOT SPOTS: explicit rwy crossing clearance required
 (For information only, not to be construed as ATC instructions.)

- HS1** Connection between service road and twy.
- HS2** Twy S2 MAX wingspan 118'/36m.
- HS3** Access to rwy via Twy S3 MAX wingspan 118'/36m.
- HS4** No rwy entry towards THR 24 from twy S4, except acft with MAX wingspan 66'/20m.

	TAKE-OFF			
	Low Visibility Take-off			
	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A				Adequate vis ref (Day only)
B	TDZ, MID, RO			
C	RVR 150m	RVR 200m	RVR 300m	400m
D				500m



LEGEND

- 1 Parking stand
- N3 Taxiway
- P1 Apron
- HS3 HOT SPOT see 10-9 for description

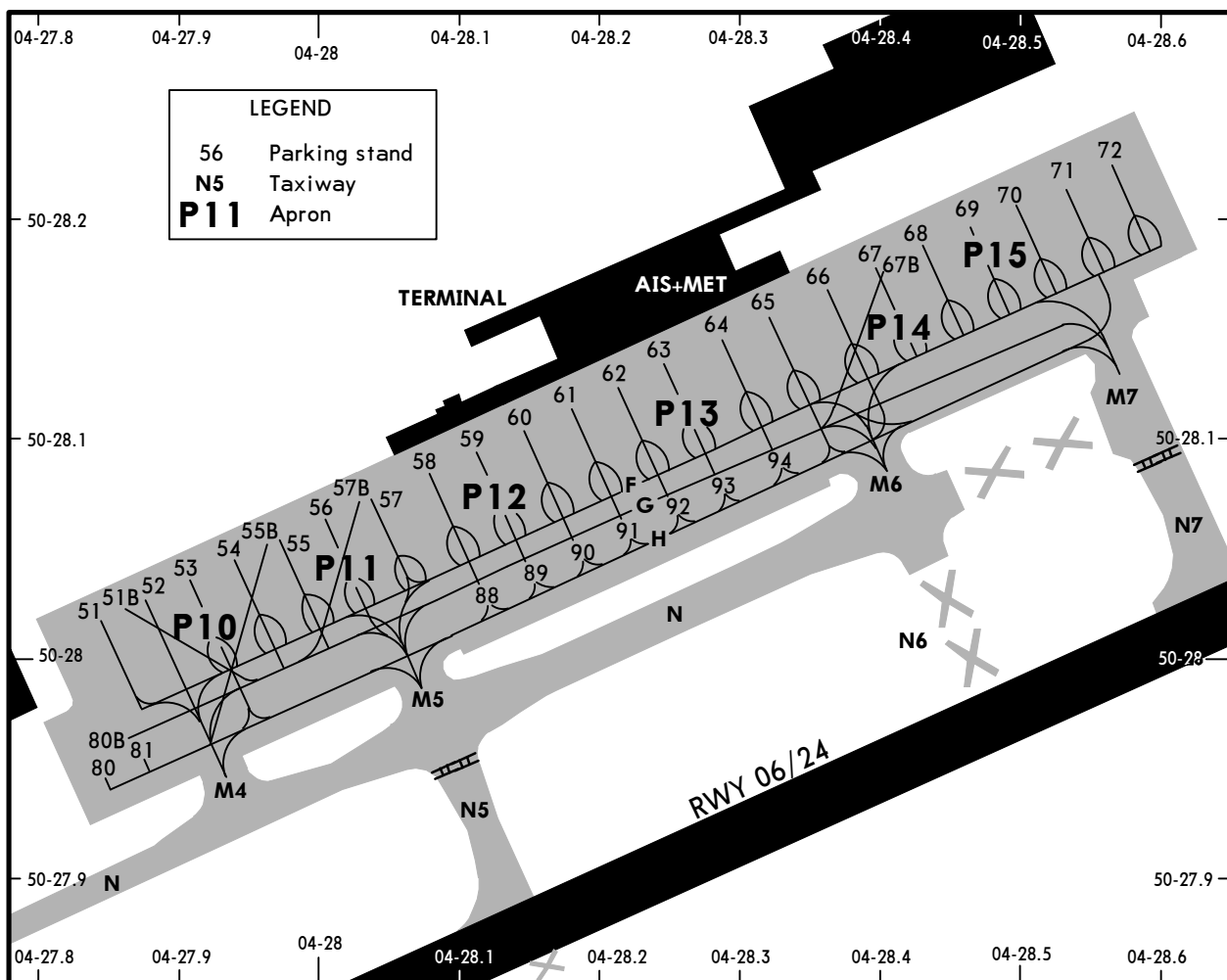
INS COORDINATES	
STAND No.	COORDINATES
1A thru 2B	N50 27.5 E004 27.2
3A thru 4B	N50 27.5 E004 27.3
17B thru 18C	N50 27.6 E004 27.5
19 thru 27	N50 27.6 E004 27.6
30	N50 27.6 E004 27.6
31, 32	N50 27.6 E004 27.7
33, 34	N50 27.6 E004 27.8
36	N50 27.6 E004 27.9
37, 38	N50 27.7 E004 27.9
39	N50 27.7 E004 28.0

EBCI/CRL

JEPPESEN
1 OCT 21 **10-9B** Eff 7 Oct

CHARLEROI, BELGIUM

BRUSSELS SOUTH



INS COORDINATES

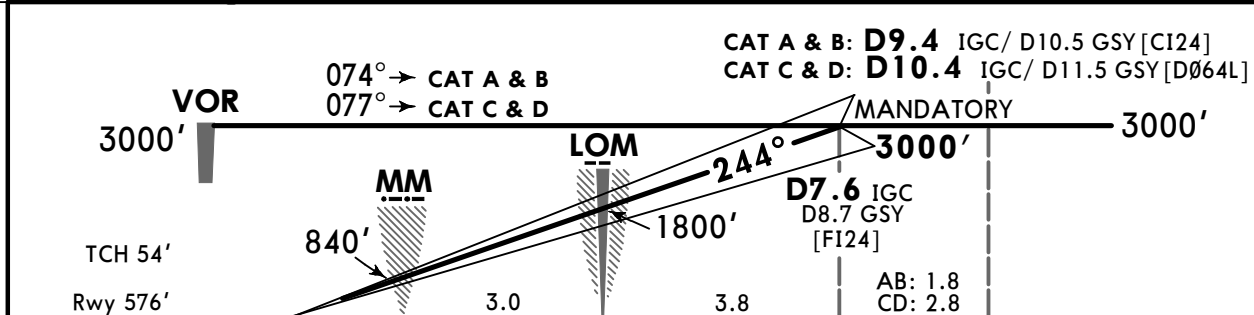
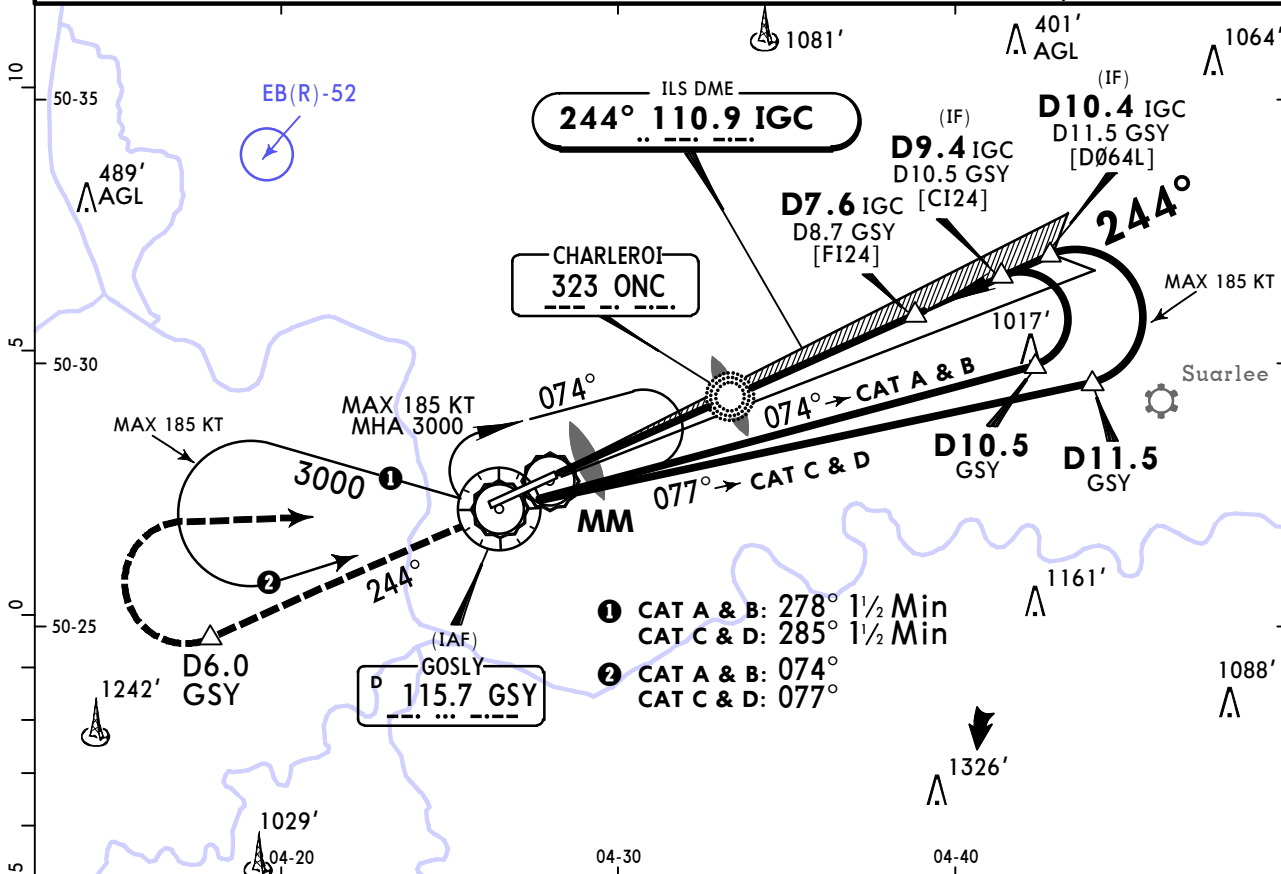
STAND No.	COORDINATES	STAND No.	COORDINATES
51, 51B	N50 28.0 E004 27.8	72	N50 28.2 E004 28.6
52 thru 54	N50 28.0 E004 27.9	80	N50 27.9 E004 27.8
55, 55B	N50 28.0 E004 28.0	80B, 81	N50 28.0 E004 27.9
56, 57, 57B	N50 28.1 E004 28.0	88	N50 28.0 E004 28.1
58, 59	N50 28.1 E004 28.1	89, 90	N50 28.0 E004 28.2
60 thru 62	N50 28.1 E004 28.2	91	N50 28.1 E004 28.2
63, 64	N50 28.1 E004 28.2	92 thru 94	N50 28.1 E004 28.3
65	N50 28.2 E004 28.3		
66 thru 68	N50 28.2 E004 28.4		
69 thru 71	N50 28.2 E004 28.5		

EBCI/CRL
BRUSSELS SOUTH

JEPPESEN
12 JUN 20
Eff 18 Jun **11-1A**

CHARLEROI, BELGIUM
CAT II/III ILS Rwy 24

D-ATIS 115.7		*CHARLEROI Approach (R) 134.630		*CHARLEROI Tower 121.305		*Ground 121.805
LOC IGC 110.9	Final Apch Crs 244°	D7.6 IGC MANDATORY 3000' (2424')		CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 606' Rwy 576'
MISSED APCH: Climb STRAIGHT AHEAD on R-244 (MAX 185 KT). At D6.0 GSY turn RIGHT inbound to VOR climbing to 3000'.						
Alt Set: hPa		Rwy Elev: 21 hPa		Trans level: By ATC		Trans alt: 4500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 185 KT GSY MAX on 115.7 ↑ R-244
GS	3.00°	372	478	531	637	743	

Standard			STRAIGHT-IN LANDING RWY 24		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 117' DA(H) 676' (100')	
RVR 150m		RVR 200m		RVR 300m	

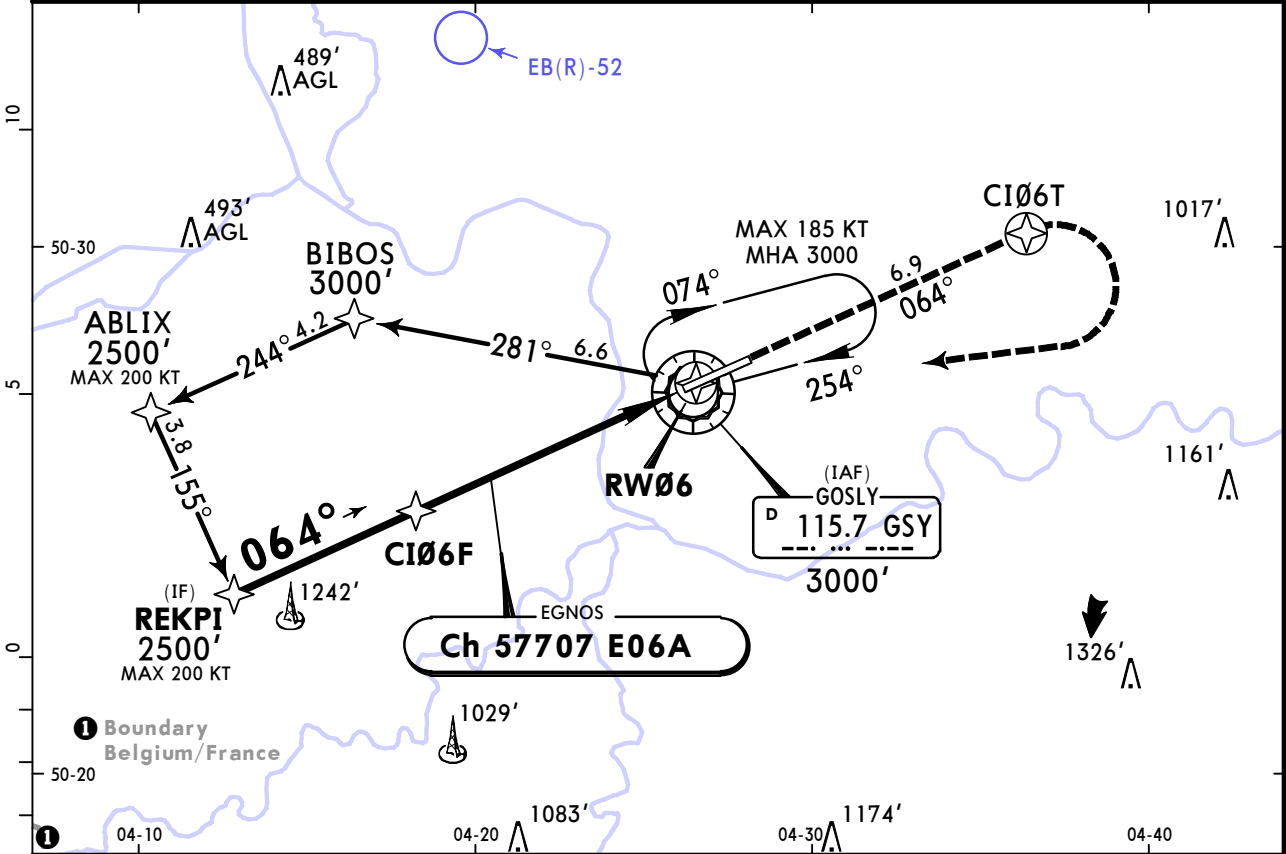
PANS OPS

EBCI/CRL BRUSSELS SOUTH

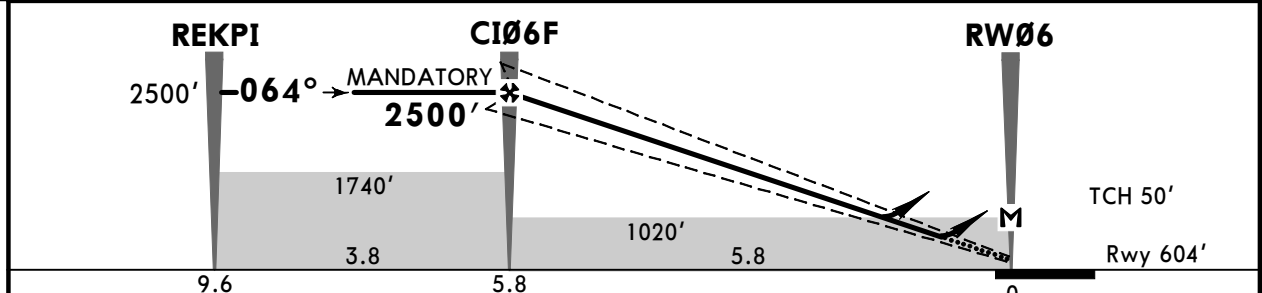
JEPPesen
17 APR 20 (12-1) Eff 23 Apr

CHARLEROI, BELGIUM RNP Rwy 06

D-ATIS 115.7 134.630		*CHARLEROI Approach (R) 128.725 133.130		*CHARLEROI Tower 121.305	*Ground 121.805
EGNOS Ch 57707 E06A	Final Apch Crs 064°	CI06F MANDATORY 2500' (1896')	LPV DA(H) Refer to Minimums	Apt Elev 606' Rwy 604'	2600 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to CI06T. Turn RIGHT direct to VOR. Climb to and maintain 3000'.					
RNP Apch	Alt Set: hPa	Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 4500'	
1. Pilots shall request RNP approach on first contact with BRUSSELS ACC. 2. Minimum temperature -10°C.					



DIST to RW06	5.0	4.0	3.0	2.0
ALTITUDE	2250'	1930'	1610'	1290'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI CI06T
Glide Path Angle	3.00°	372	478	531	637	849	
LPV/LNAV/VNAV: MAP at DA							
LNAV: MAP at RW06							

Standard					STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND			
DA(H) LPV		DA(H) LNAV/VNAV		LNAV CDFA		DA/MDA(H)			Max Kts		
A: 867' (263') C: 886' (282')		A: 895' (291') C: 912' (308')		1020' (416')					100		
B: 877' (273') D: 896' (292')		B: 904' (300') D: 921' (317')							135		
ALS out		ALS out		ALS out					180		
RVR 1300m		RVR 900m		RVR 1400m		RVR 1500m			205		
RVR 900m		RVR 1000m				RVR 1500m			MDA(H) VIS		
RVR 1400m						RVR 1900m			1240' (634') 1500m		
									1330' (724') 2400m		
									1340' (734') 3600m		

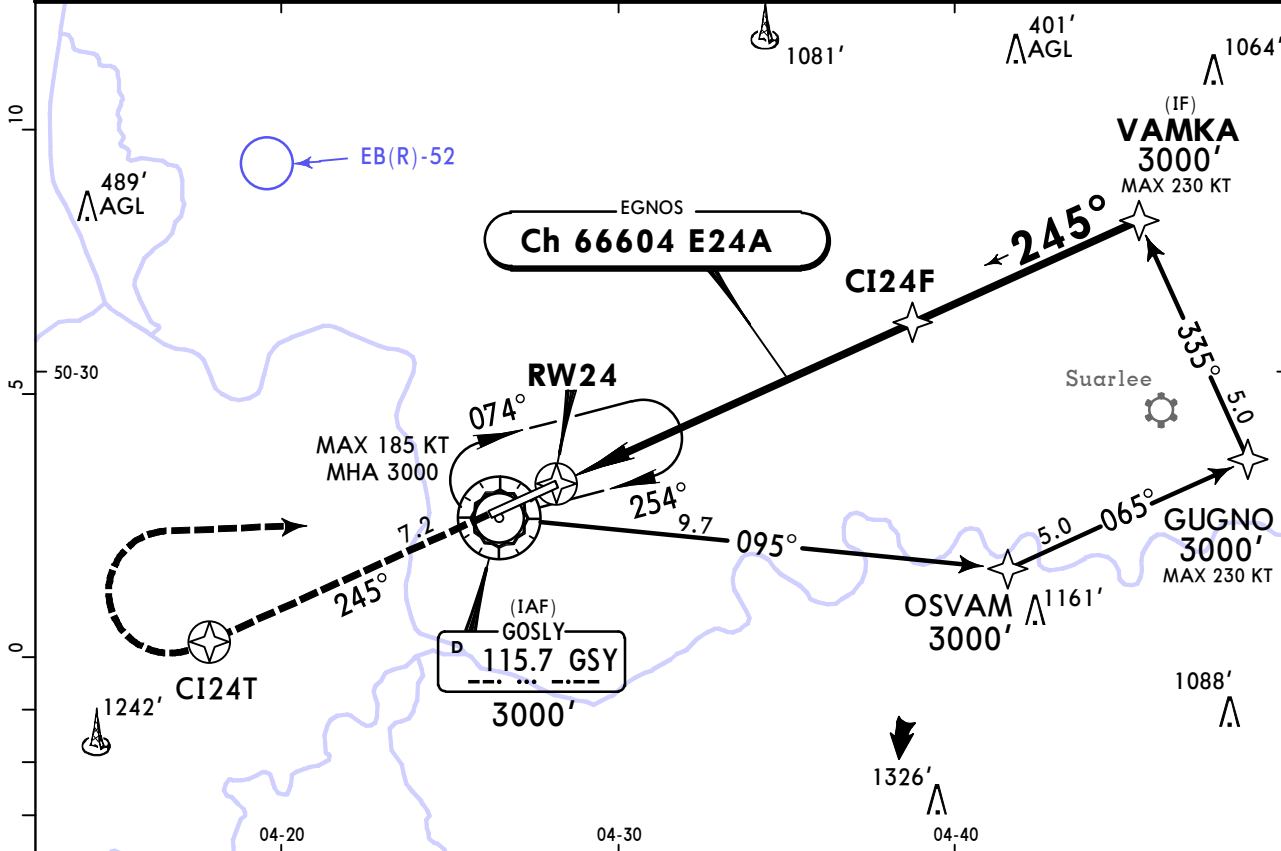
CHANGES: Apt and rwy elev. Proc alt. Minimums.

EBCI/CRL BRUSSELS SOUTH

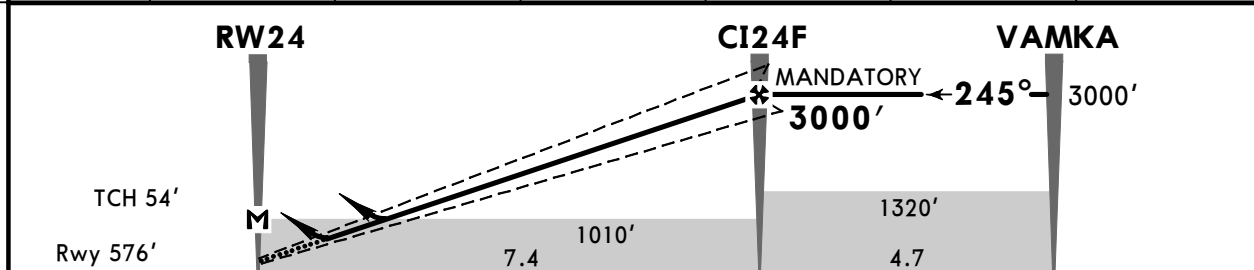
JEPPESEN
17 APR 20 (12-2) Eff 23 Apr

CHARLEROI, BELGIUM RNP Rwy 24

D-ATIS 115.7 134.630		*CHARLEROI Approach (R) 128.725 133.130		*CHARLEROI Tower 121.305	*Ground 121.805
EGNOS Ch 66604 E24A	Final Apch Crs 245°	CI24F MANDATORY 3000' (2424')	LPV DA(H) Refer to Minimums	Apt Elev 606' Rwy 576'	
MISSED APCH: Climb STRAIGHT AHEAD to CI24T. Turn RIGHT direct to VOR. Climb to and maintain 3000'.					
RNP Apch	Alt Set: hPa	Rwy Elev: 21 hPa	Trans level: By ATC	Trans alt: 4500'	
1. Pilots shall request RNP approach on first contact with BRUSSELS ACC. 2. Minimum temperature -10°C.					MSA ARP



DIST to RW24	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1270'	1590'	1900'	2220'	2540'	2860'



Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW24							

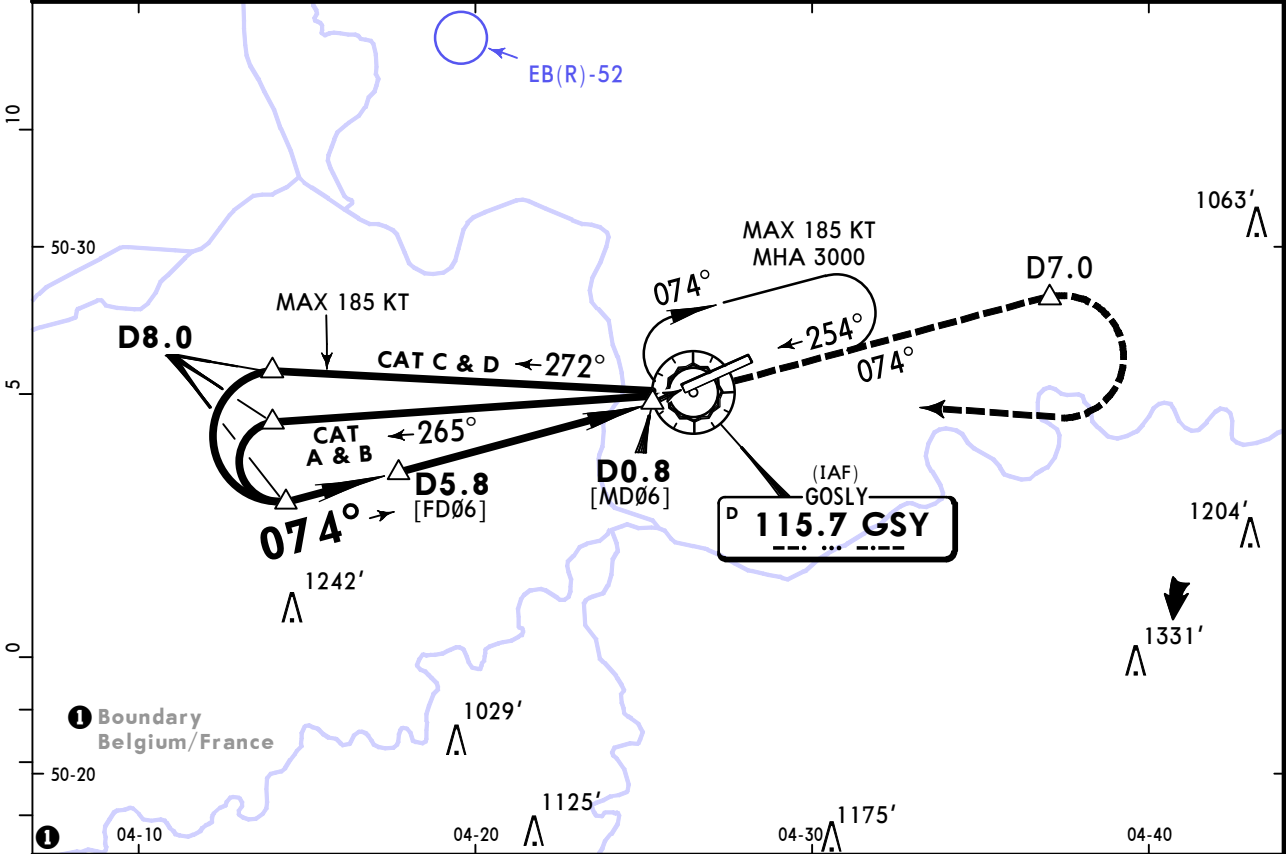
Standard				STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND				
DA(H)		LPV		DA(H)		LNAV/VNAV		LNAV CDFA		DA/MDA(H)	
A: 856' (280')		C: 876' (300')		A: 856' (280')		C: 876' (300')		1010' (434')			
B: 866' (290')		D: 886' (310')		B: 866' (290')		D: 886' (310')					
PANS OPS	ALS out		ALS out		ALS out		ALS out		Max Kts		
	RVR 1300m		RVR 1300m		RVR 1300m		RVR 1500m		100		
	RVR 750m I		RVR 750m I		RVR 1400m		RVR 2000m		135		
	RVR 1400m		RVR 1400m		RVR 1400m		RVR 2000m		180		
								205		MDA(H) VIS	
										1240' (634') 1500m	
										1240' (634') 1600m	
										1330' (724') 2400m	
										1340' (734') 3600m	

EBCI/CRL
BRUSSELS SOUTH

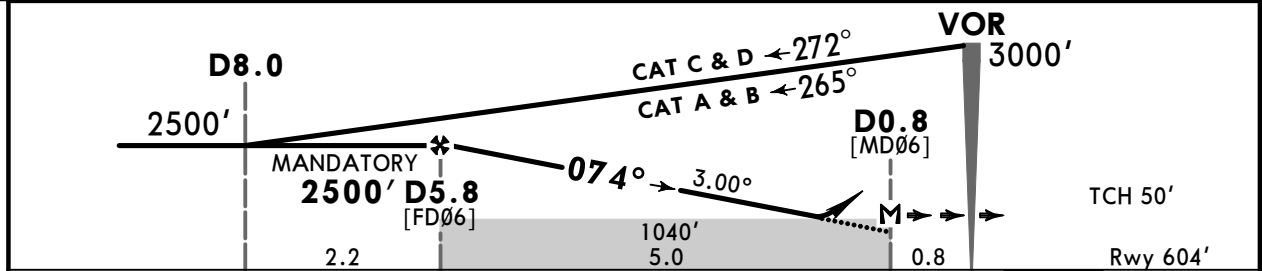
JEPPESSEN
12 JUN 20 **(13-1)** Eff 18 Jun

CHARLEROI, BELGIUM
VOR Rwy 06

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7 134.630		128.725 133.130		121.305		121.805	
VOR GSY	Final Apch Crs	D5.8 MANDATORY	DA/MDA(H)	Apt Elev 606'			
115.7	074°	2500' (1896')	1040' (436')	Rwy 604'			
MISSED APCH: Climb STRAIGHT AHEAD on R-074 (MAX 185 KT). At D7.0 turn RIGHT inbound to VOR climbing to 3000'.							
Alt Set: hPa		Rwy Elev: 22 hPa		Trans level: By ATC		Trans alt: 4500'	
1. DME required.				2. Penetration of visual segment due to trees on LEFT-hand side.			



GSY DME	5.0	4.0	3.0	2.0
ALTITUDE	2290'	1970'	1650'	1330'



Gnd speed-Kts	70	90	100	120	140	160		185 KT MAX on R-074 GSY
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8								

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
	CDFA					
	DA/MDA(H) 1040' (436')					
	ALS out				Max Kts	
	A	RVR 1500m			100	1240' (634')
B	RVR 1500m			135	1240' (634')	1600m
C	RVR 1600m		RVR 2000m	180	1330' (724')	2400m
D				205	1340' (734')	3600m

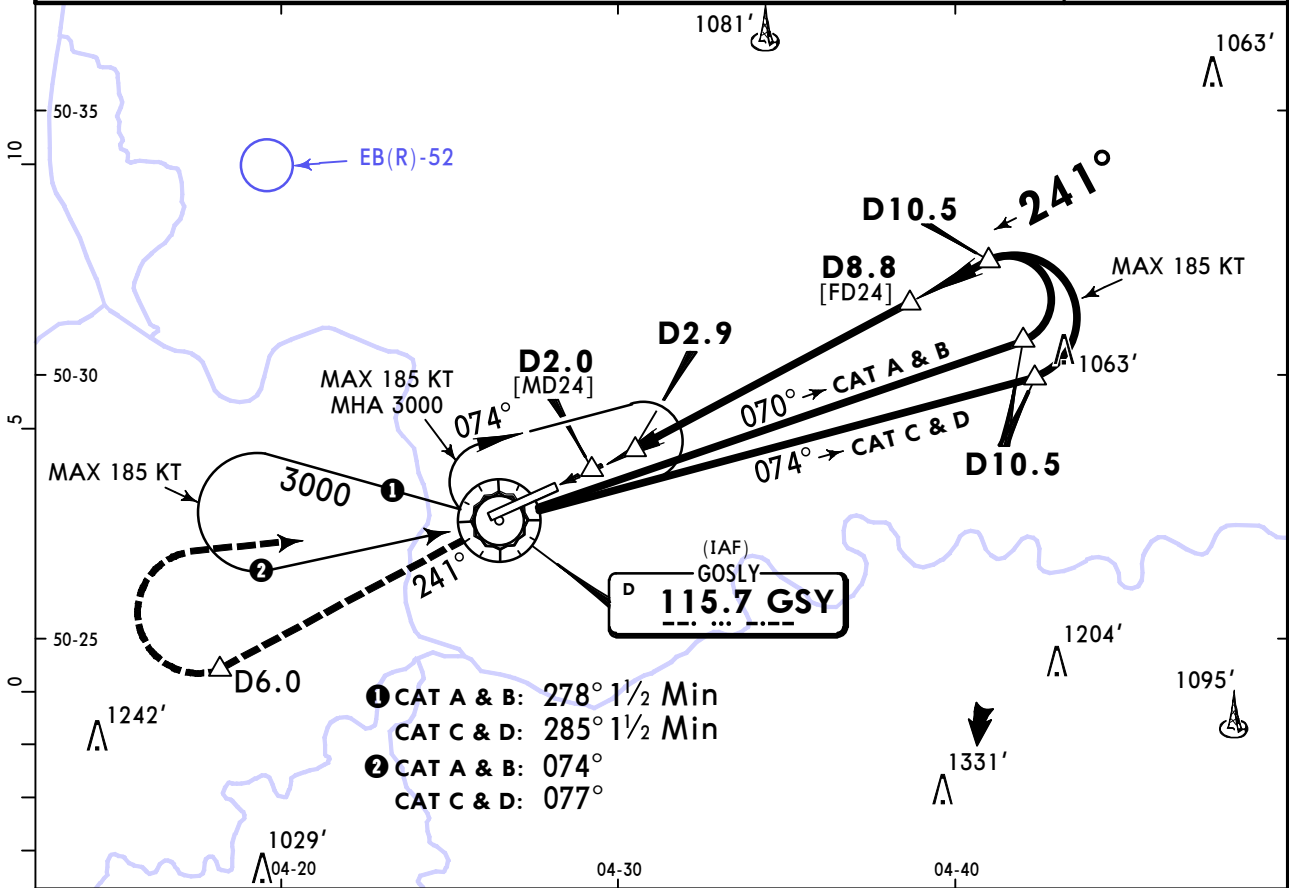
CHANGES: MSA.

EBCI/CRL
BRUSSELS SOUTH

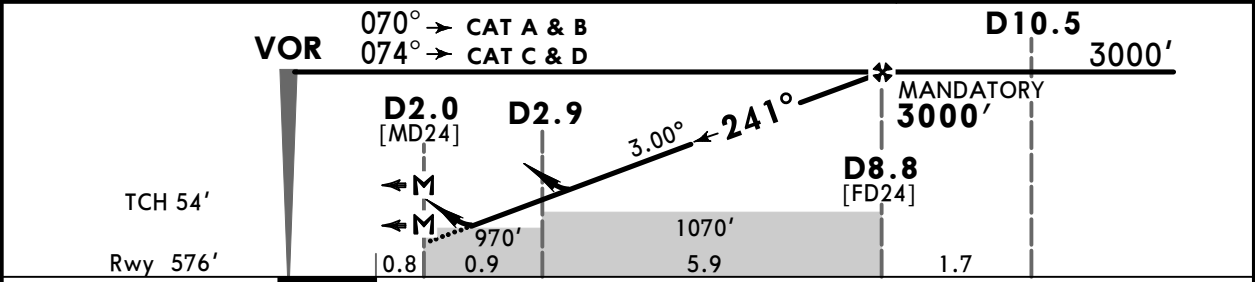
JEPPesen
12 JUN 20 **13-2** Eff 18 Jun

CHARLEROI, BELGIUM
VOR Rwy 24

D-ATIS 115.7 134.630		*CHARLEROI Approach (R) 128.725 133.130		*CHARLEROI Tower 121.305		*Ground 121.805		
VOR GSY 115.7	Final Apch Crs 241°	D8.8 MANDATORY 3000' (2424')		DA/MDA(H) (CONDITIONAL) 970' (394')		Apt Elev 606' Rwy 576'		
MISSED APCH: Climb STRAIGHT AHEAD on R-241 (MAX 185 KT). At D6.0 turn RIGHT inbound to VOR climbing to 3000'.								
Alt Set: hPa		Rwy Elev: 21 hPa		Trans level: By ATC		Trans alt: 4500'		
DME required.								



GSY DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1190'	1510'	1820'	2140'	2460'	2780'



Gnd speed-Kts	70	90	100	120	140	160		185 KT GSY MAX on 115.7 ↑ R-241
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.0								

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND					
	With D2.9 CDFA		W/o D2.9 CDFA		With D2.9 CDFA		W/o D2.9 CDFA		Max Kts		MDA(H)		VIS	
	DA/MDA(H) 970' (394')		DA/MDA(H) 1070' (494')		DA/MDA(H) 970' (394')		DA/MDA(H) 1070' (494')							
	ALS out		ALS out		ALS out		ALS out							
	A	RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m		100	1240' (634')		1500m	
B	RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m		135	1240' (634')		1600m		
C	RVR 1100m		RVR 1500m		RVR 1500m		RVR 2300m		180	1330' (724')		2400m		
D	RVR 1800m		RVR 1500m		RVR 1500m		RVR 2300m		205	1340' (734')		3600m		

EBCI

BRUSSELS SOUTH

15 OCT 21

19-1

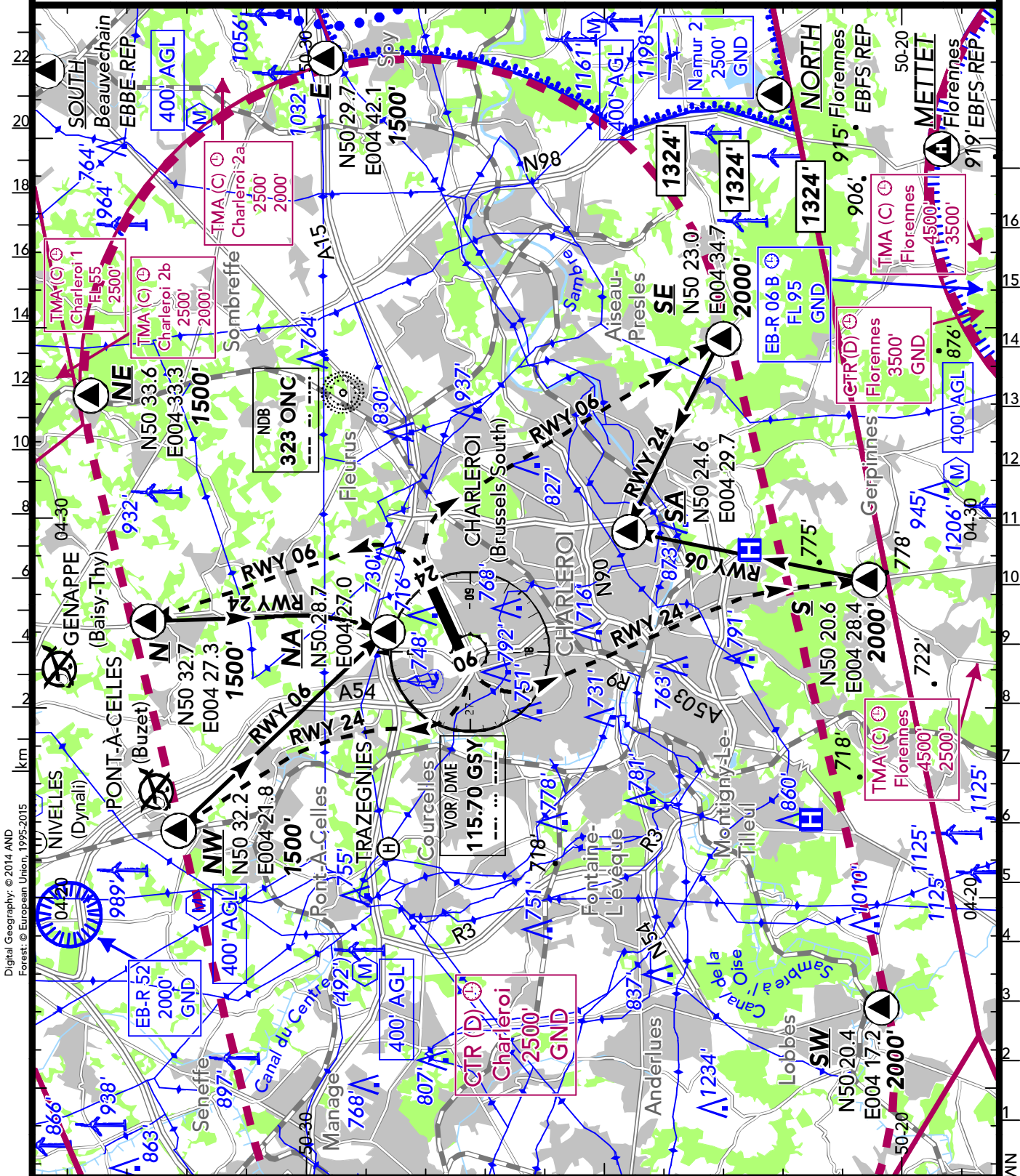
CHARLEROI

BELGIUM

BRIEFING STRIP™

LOCATION Elev 606' /185m N50 27.6 E004 27.2	FIS BELGA INFORMATION 129.325 ⁽²⁾ BRUSSELS INFORMATION 126.900 ⁽³⁾	ATIS ATIS 134.630 (en) 115.700 ⁽⁴⁾
AIRSPACE BRUSSELS ARRIVAL 120.105 ^{(5) (6)} BRUSSELS DEPARTURE 126.630 ^{(5) (6)}	APPROACH CHARLEROI APPROACH 133.130 ⁽¹⁾	
TOWER CHARLEROI TOWER 121.305 ⁽¹⁾ (en) CHARLEROI GROUND 121.805 ⁽¹⁾		

(1) VDF (2) MIL (3) CIV (4) GSY (5) Charleroi TMA (6) outside op hr EBCI



Digital Geography: © 2014, AND
Forest: © European Union, 1995-2015

VAR 1°E

EBCI

BRUSSELS SOUTH

15 OCT 21

19-2

CHARLEROI

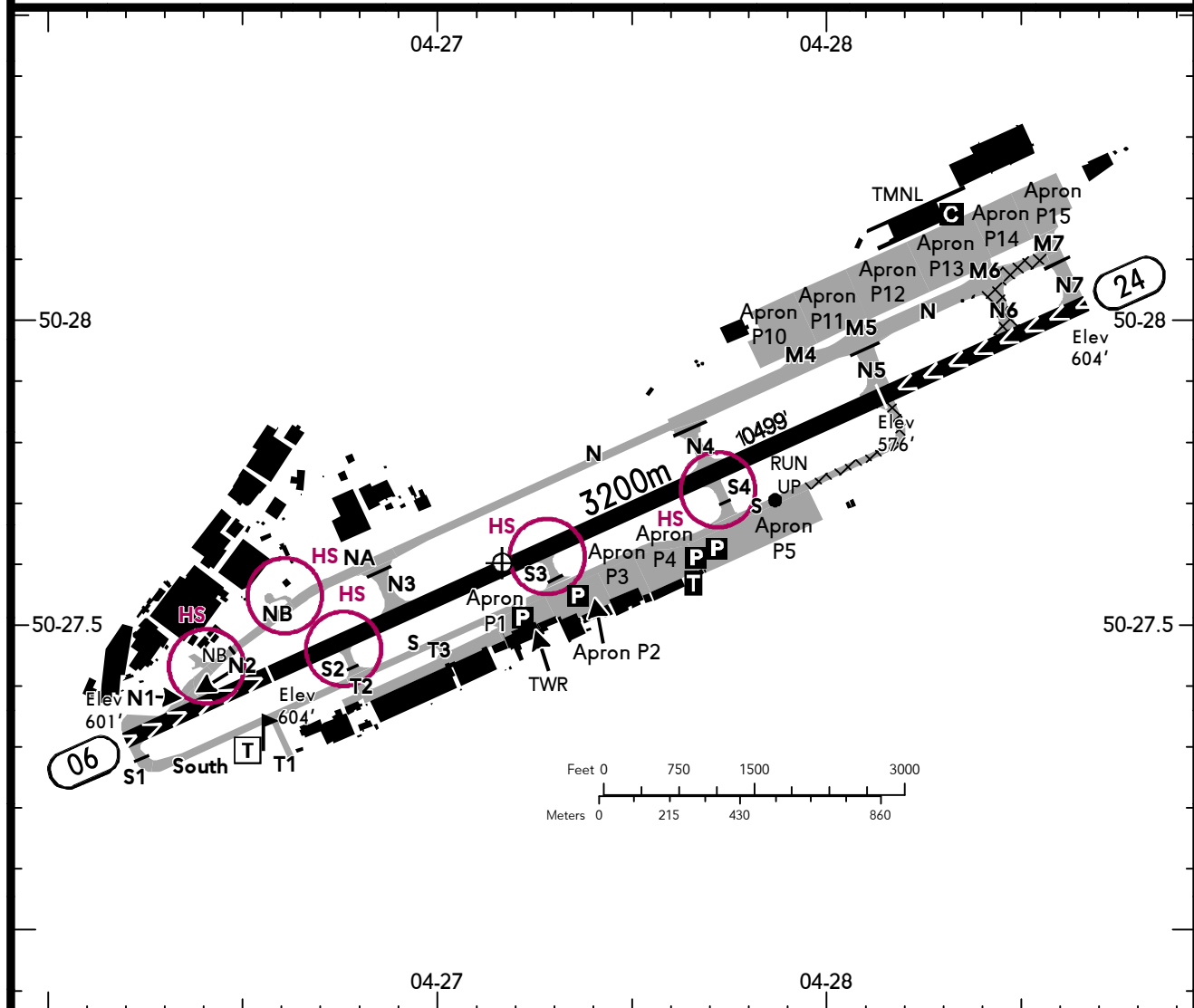
BELGIUM

BRIEFING STRIP™


LOCATION Elev 606' /185m N50 27.6 E004 27.2	ATIS ATIS 134.630 (en) 115.700 ⁽²⁾	TOWER CHARLEROI GROUND 121.805 ⁽¹⁾ CHARLEROI TOWER 121.305 ⁽¹⁾ (en)
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ADMITTED AIRCRAFT  
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(1) VDF (2) GSY



ALS - PAPI 06 (3.0°), 24 (3.0°) - THRL - RL - RCLL - TWYL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (064°)	3200 x 45 Asphalt	2905	2600	PCN 64/F/A/W/T	
24 (244°)		3055	2405		

Intersection TKOF

RWY	TWY	TORA (m)
06	N2	2800
	S2	2345
	N3	2160
	S3	1670
24	N5	2405
	N4, S4	1820

RWY Incursion Hot Spots

HS - Explicit RWY crossing CLR required.

Parking Restrictions

ACFT stands on Apron P1 and P2: code A or B ACFT with height MAX 4.78m, length MAX 18m and wingspan MAX 16.61m only.

Traffic Circuit

Visual circuit shall be flown at 1500' MAX, unless otherwise instructed by ATC, or requested by the pilot.

RWY 06 RH when inbound via S-SA.

RWY 24 RH when inbound via N-NA.

NORDO ACFT prohibited.

TWY centreline markings shall strictly be followed by ACFT entering RWY 06 via N1 or N2.

Charleroi CTR prohibited to acrobatic flight.

Radio Failure

Leave controlled airspace by the shortest way:

- N of RWY axis: via REP NW;
- S of RWY axis: via REP S.

Within the traffic circuit: Make a full-stop landing.

HEL

HEL TKOF and final APCH shall be performed on RWY 06/24.

Ground Surveillance - Use of Mode S Transponders

AD is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the AD should ensure that Mode S transponders are able to operate when their ACFT are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- from the taxi request;
- after LDG, continuously until the ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

ACFT taxiing without flight plan, shall select Mode A code 2000.

Chart changes since cycle 23-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHARLEROI, (BRUSSELS SOUTH - EBCI)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EBCI

Type: Terminal

Effectivity: Temporary

Begin Date: 20201009

End Date: Until Further Notice

Infrastructural works (based on SUP 035-20). Please refer to temp chart 10-8 and latest NOTAMs.

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 04 NOV 21 RWY 06 length chgd from 3200m to 2905m and RWY 24 length chgd from 3200m to 3055m.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT