

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport EBCI

General Info

Charleroi, BEL

N 50° 27.6' E 04° 27.2' Mag Var: 1.5°W

Elevation: 614'

Public, IFR, Control Tower, Customs, Landing Fee,

Jet Starting Unit available

Pattern Altitude: 886 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 07-25 8366' x 148' asphalt

Runway 07 (66.0°M) TDZE 612'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 1476'

Runway 25 (246.0°M) TDZE 589'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Communications Info

ATIS **134.625**

ATIS **115.7**

Charleroi Tower **121.3**

Charleroi Tower **257.80** Military

Charleroi Ground Control **121.8**

Charleroi Approach Control **133.125**

Charleroi Approach Control **119.7** Secondary

Charleroi Approach Control **370.87** Military

Charleroi Approach Control **257.80** Military

Notebook Info

EBCI/CRL
BRUSSELS SOUTH**JEPPESEN**
6 AUG 10 (10-1P)**CHARLEROI, BELGIUM**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 115.7 134.62

1.2. NOISE ABATEMENT PROCEDURES

ACFT operating at Charleroi APT must be noise certificated according to ICAO Annex 16, Volume I.

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

1.2.1. PREFERENTIAL RUNWAY SYSTEM (for aircraft of more than 5.7t)

When RWY 25 is dry and the cross and/or tail wind component does not exceed respectively 10 KT and 8 KT surface wind, RWY 25 will always be assigned for take-off and landing. When RWY 25 is wet, covered with snow or slush, the tail wind component is maximum 5 KT.

1.2.2. LOCAL FLYING RESTRICTIONS

Re-certificated civil subsonic jet aircraft are prohibited between 2200-0600.

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 assistance.
- 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.

Noise Quota System between 0530-0600 and 2100-2200

ACFT certified according to the standards of ICAO Annex 16, Chapter 2, 3, 4 or 5 should contact APT authority prior flight.

1.2.3. RUN-UP TESTS

Outdoor engine test runs are prohibited between 2000-0800.

Engine tests are prohibited on stands 88 thru 94.

1.2.4. 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.

EBCI/CRL
BRUSSELS SOUTH

6 AUG 10

JEPPESEN
10-1P1**CHARLEROI, BELGIUM**
AIRPORT BRIEFING

1. GENERAL

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/III operations are expected.

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

LVP will be terminated when RVR or VIS 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 10 NM from touchdown.

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

During LVP movement on maneuvering area is limited to one ACFT or vehicle at a time. Back-track on the RWY is prohibited.

1.3.2. ROUTING

TWYs N2 to N to M5 to Apron North.

Code D ACFT: TWYs S1 to S4 to N4 to M5 to Apron North.

1.4 CAT II/III OPERATIONS

RWY 25 approved for CAT II/III operations, special aircrew and ACFT certification required.

1.5. TAXI PROCEDURES

Only two ACFT with reference code letter C at most are allowed simultaneously on the RWY and TWY S. When an ACFT with reference code letter D makes a movement on one of the RWYs, no ACFT is allowed on TWY S.

TWY N between N1 and N3 MAX wingspan less than 118'/36m.

TWYs S2 and S3 MAX wingspan 118'/36m.

CAUTION is advised as handling traffic will cross Taxilane F.

1.6. PARKING INFORMATION

Stands 88 thru 94 to be used by towing.

1.7. OTHER INFORMATION

180° turns of ACFT exceeding 20 tons MTOW permitted on RWY ends only.

Arresting gears can be removed with 30 min prior notice.

RWY 25 right-hand circuit for ACFT with MIM 5.7t.

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BRUSSELS SOUTH

20 NOV 09

JEPPESEN
10-1P2**CHARLEROI, BELGIUM**
AIRPORT BRIEFING

2. ARRIVAL

2.1. 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 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. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

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 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 |

EBCI/CRL
BRUSSELS SOUTH

JEPPesen

8 APR 05

10-2

Eff 14 Apr

CHARLEROI, BELGIUM

STAR

ATIS
115.7 134.62

Apt Elev
614'

Alt Set: hPa Trans level: By ATC Trans alt: 4500'
ATC may deviate from standard route description and pilots may expect radar vectors for separation reasons in order to expedite traffic.

ARVOL ONE ALFA (ARVOL 1A) [ARVO1A]
BATTY ONE ALFA (BATTY 1A) [BATY1A]

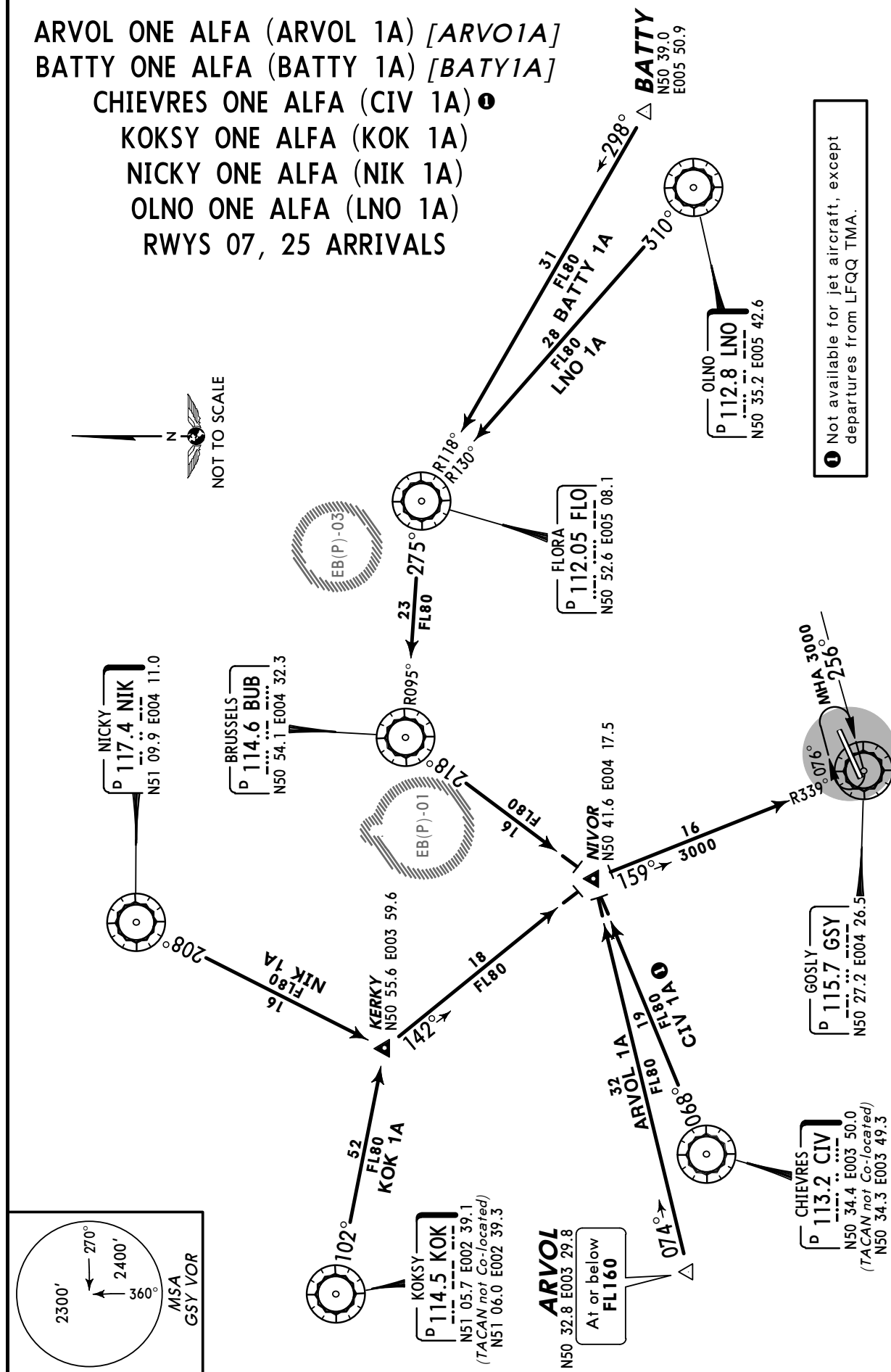
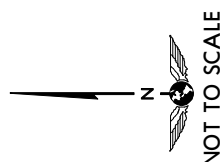
CHIEVRES ONE ALFA (CIV 1A) ①

KOKSY ONE ALFA (KOK 1A)

NICKY ONE ALFA (NIK 1A)

OLNO ONE ALFA (LNO 1A)

RWYS 07, 25 ARRIVALS



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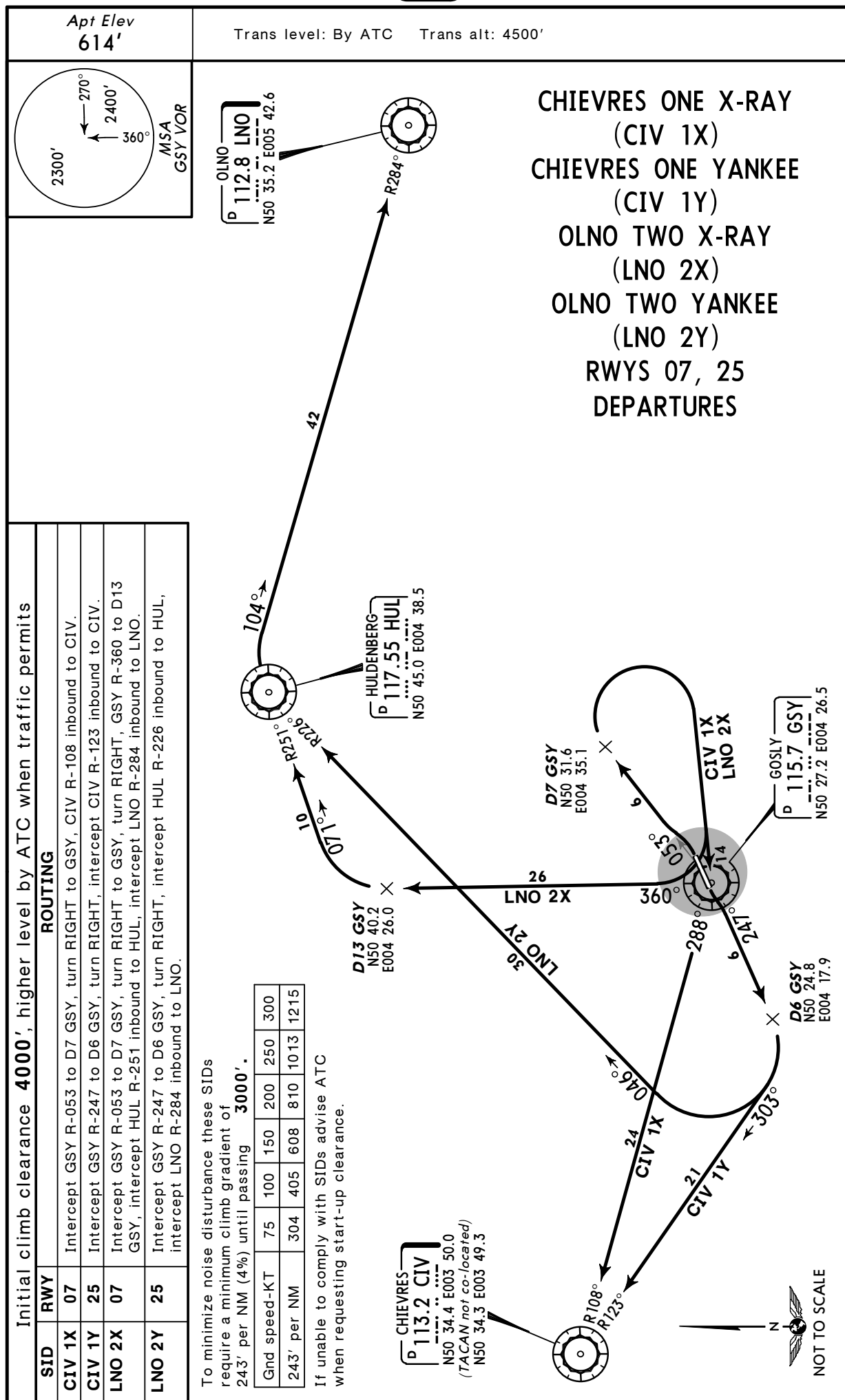
CHARLEROI, BELGIUM

13 JAN 06

10-3

Eff 19 Jan

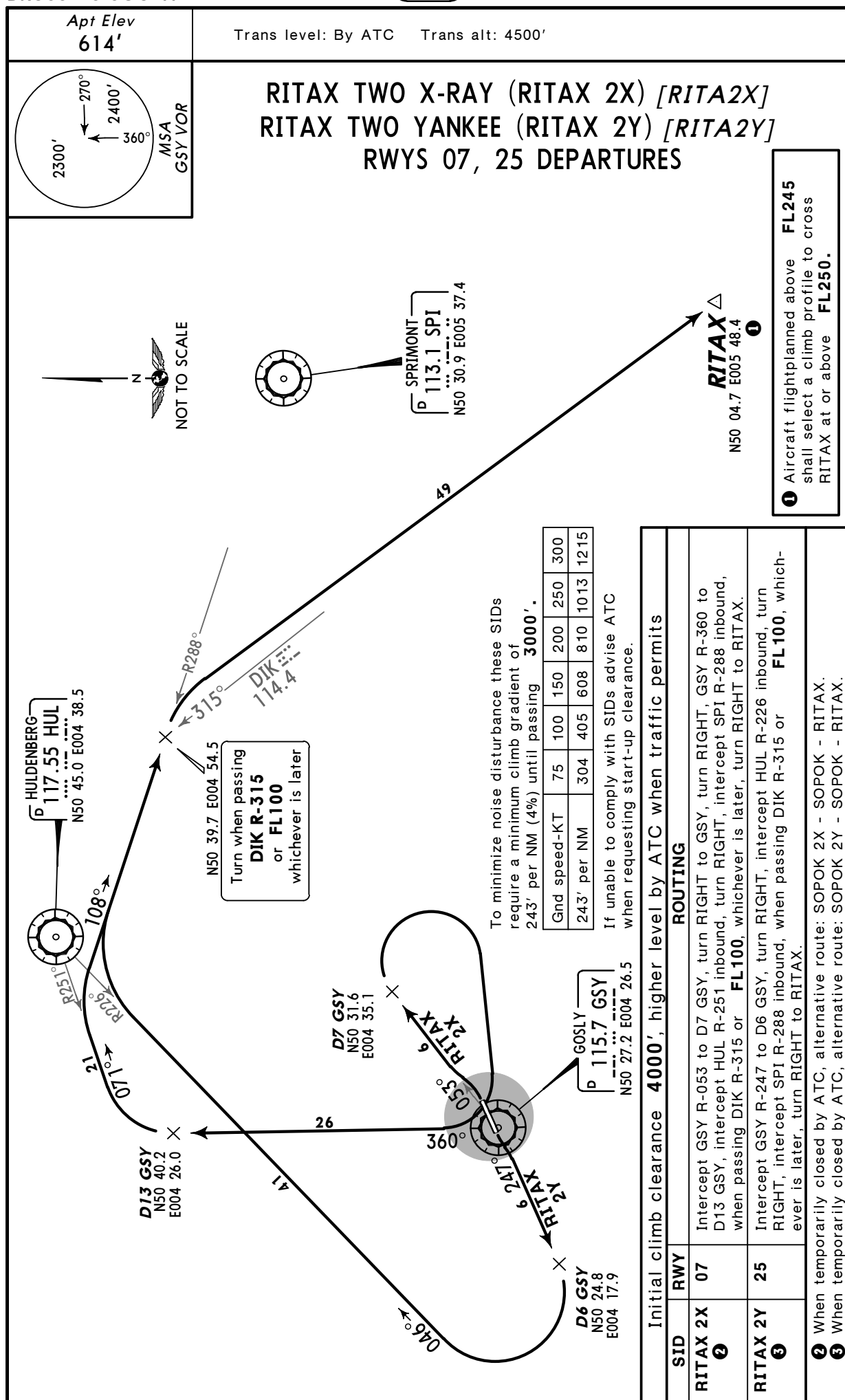
SID



EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
13 JAN 06 **10-3A** Eff 19 Jan

CHARLEROI, BELGIUM

SID

CHANGES: SIDs renumbered.

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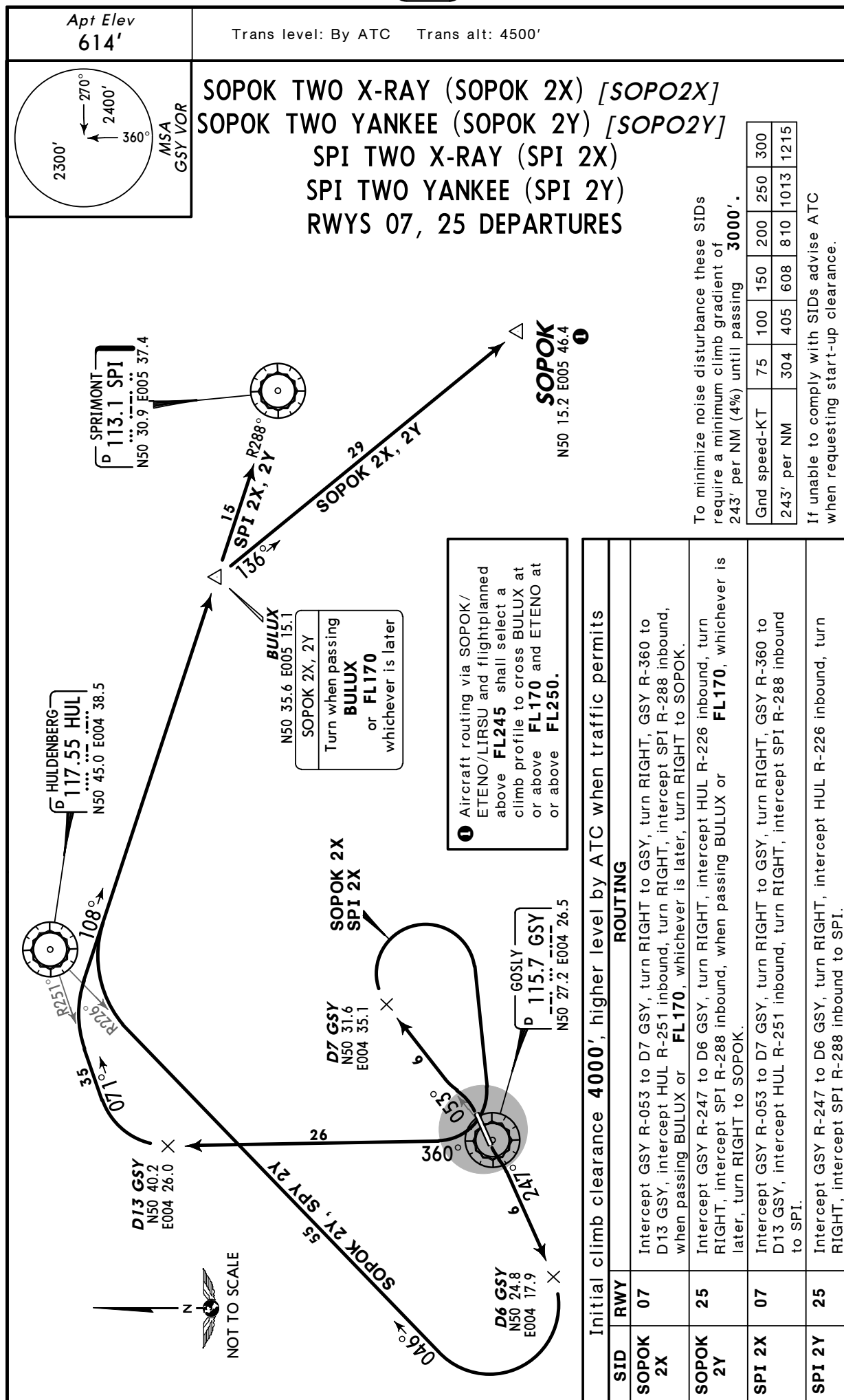
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BRUSSELS SOUTH

JEPPESEN

CHARLEROI, BELGIUM

13 JAN 06

10-3B

Eff 19 Jan**SID**

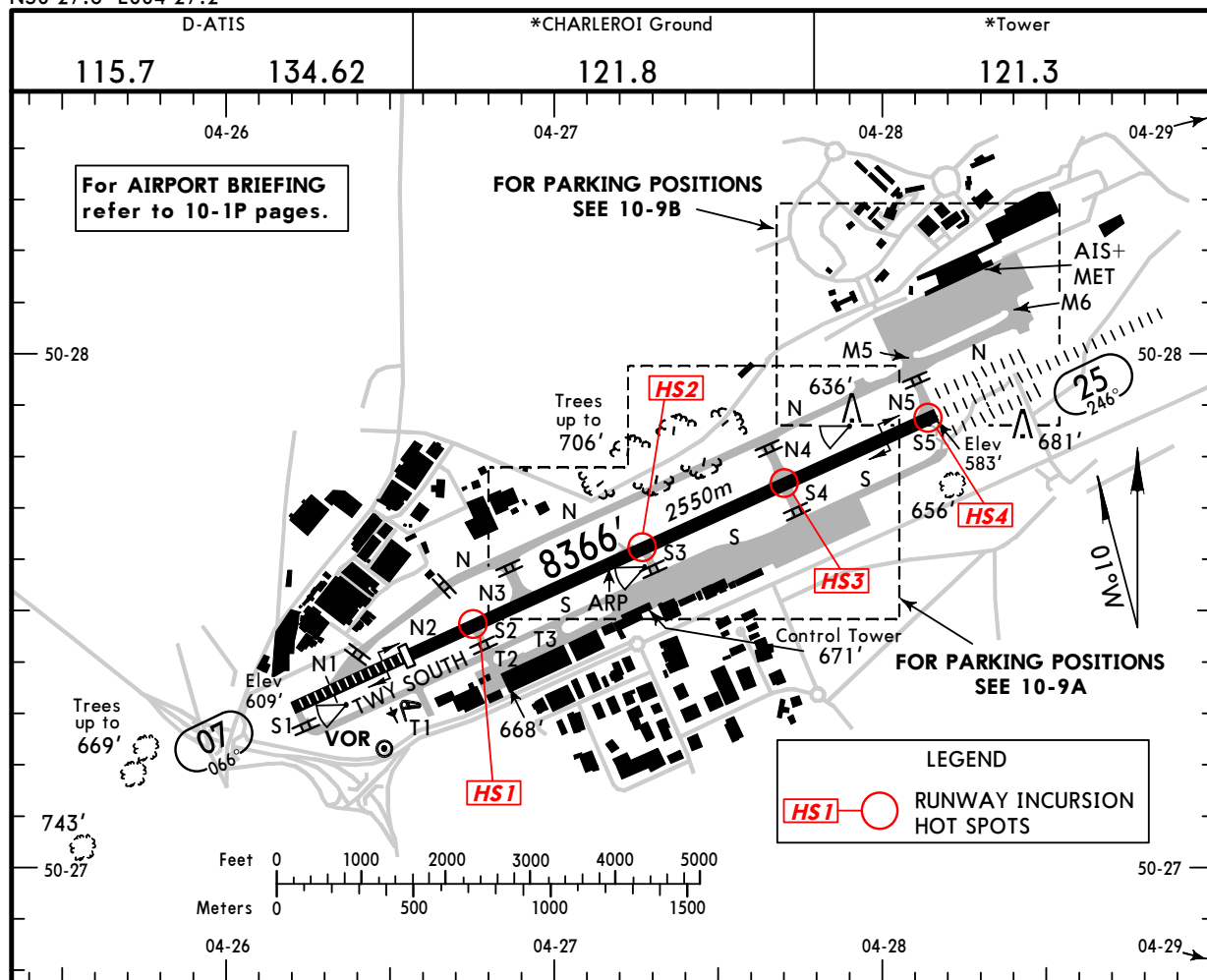
CHANGES: SIDs renumbered.

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EBCI/CRL
Apt Elev **614'**
N50 27.6 E004 27.2

JEPPesen
27 AUG 10 **(10-9)**

CHARLEROI, BELGIUM
BRUSSELS SOUTH



ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
07	HIRL (30m) CL (15m) HIALS PAPI-L(3.0°)	RVR	6890' 2100m			8366' 2550m	148'
25	HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	7890' 2405m	6979' 2127m		7890' 2405m	45m

① In order to reduce taxi procedure, ATC may authorize intersection take-off if VIS is 2km or more.

RWY 07:

From twy S2 int 6020' (1835m)
twy S3 int 3789' (1155m)

RWY 25:

From twy S4 int 5922' (1805m)
twy S3 int 4101' (1250m)

RUNWAY INCURSION "HOT SPOTS": explicit rwy crossing clearance required

(For information only, not to be construed as ATC instructions.)

HS1 Twys S2 and S4 are prohibited to following types of acft:

HS3 B707, B747, B757, B767, B777, A300, A310, A340, TU144, TU154, MD11, DC8, DC10, L1011, C5A, AN124, IL86 and IL96.

HS2 Twy S3 is prohibited for acft with a wingspan of more than 118'/36m.

HS4 Twy S5 permanently closed.

Standard

TAKE-OFF ①

	LVP must be in force							
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A	150m	150m	200m	250m	400m	500m		
B								
C		200m	250m	300m				
D								

① Operators applying U.S. Ops Specs: CL required below 300m.

EBCI/CRL

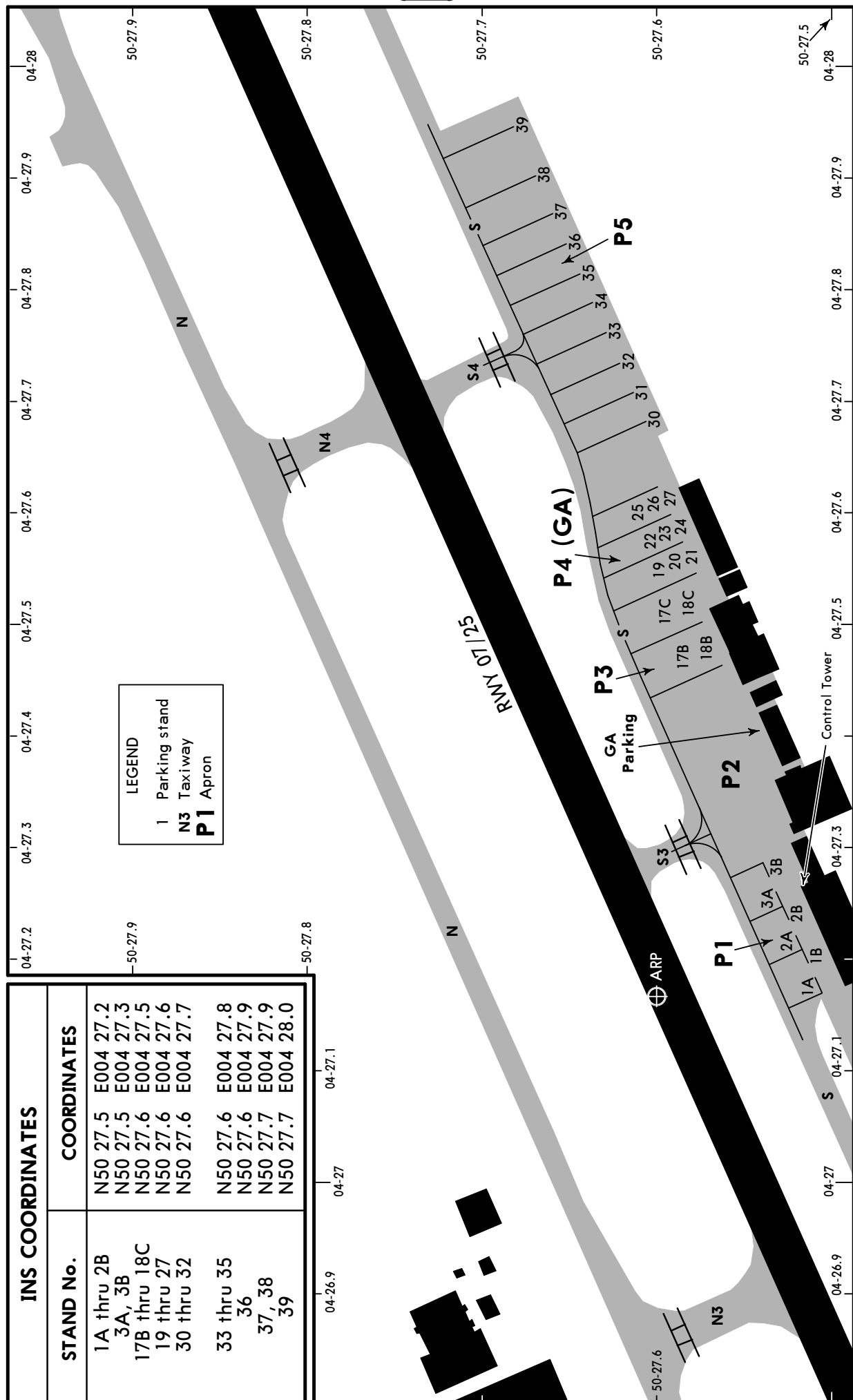
27 AUG 10

JEPPESEN

CHARLEROI, BELGIUM

BRUSSELS SOUTH

(10-9A)



CHANGES: None.

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EBCI/CRL

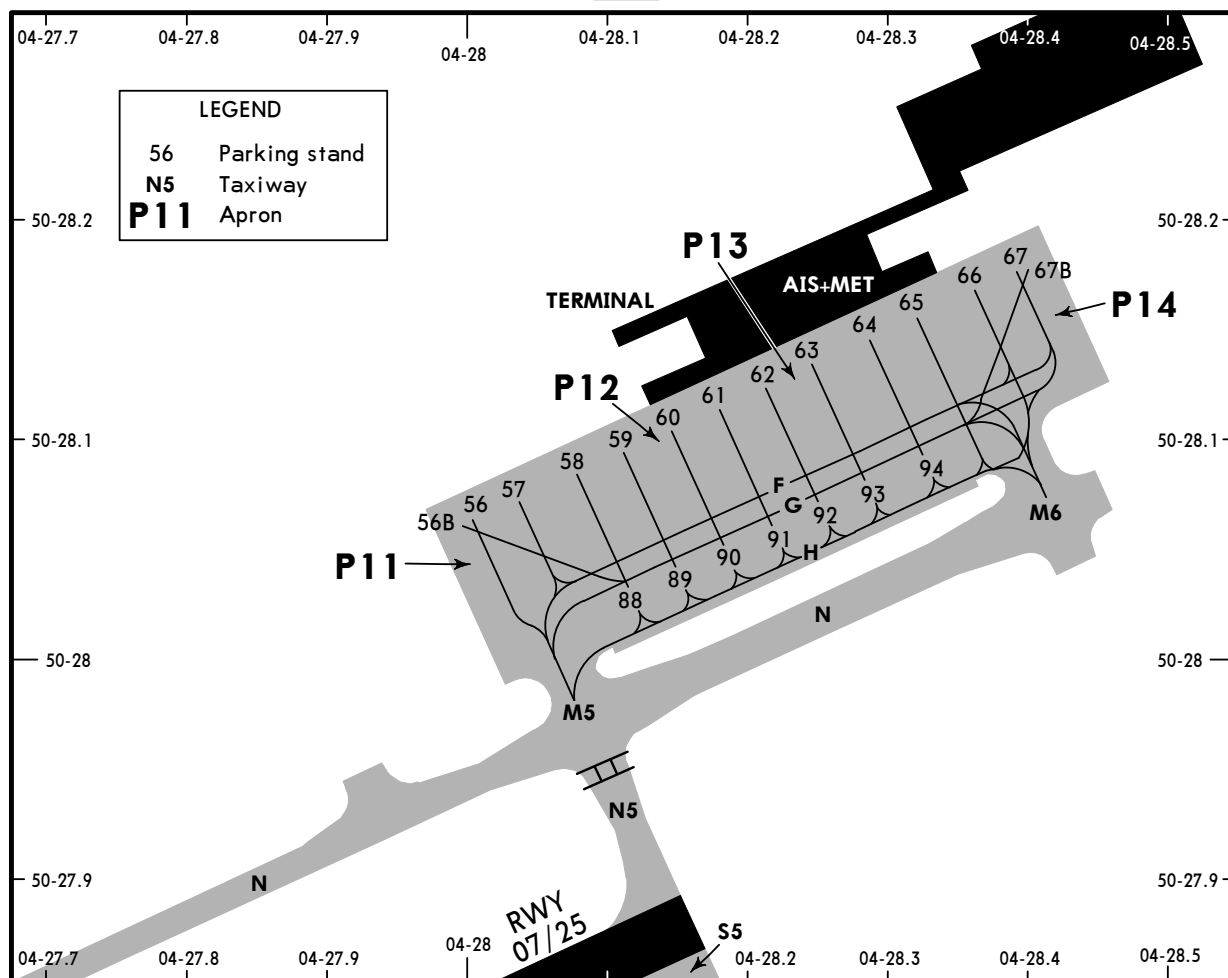
JEPPESEN

CHARLEROI, BELGIUM

26 FEB 10 **10-9B**

Eff 11 Mar

BRUSSELS SOUTH



INS COORDINATES

STAND No.	COORDINATES
56, 56B, 57	N50 28.1 E004 28.0
58, 59	N50 28.1 E004 28.1
60 thru 62	N50 28.1 E004 28.2
63, 64	N50 28.1 E004 28.2
65	N50 28.2 E004 28.3
66, 67, 67B	N50 28.2 E004 28.4
88	N50 28.0 E004 28.1
89, 90	N50 28.0 E004 28.2
91	N50 28.1 E004 28.2
92, 93, 94	N50 28.1 E004 28.3

EBCI/CRL **JEPPESEN**27 AUG 10 **10-9X****JAA MINIMUMS**
CHARLEROI, BELGIUM
BRUSSELS SOUTH

STRAIGHT-IN RWY		A	B	C	D
07	VOR	1050' (436')	1050' (436')	1050' (436')	1050' (436')
		2000m	2000m	2400m	2800m
	SRA	1150' (541')	1150' (541')	1150' (541')	1150' (541')
		V3500m	V3500m	V3500m	V3500m
25	CAT 3A ILS	RA50'R200m	RA68'R200m	RA86'R200m	RA114'R200m
	CAT 2 ILS	683' (100')	683' (100')	683' (100')	683' (100')
		RA117' R300m	RA117' R300m	RA117' R300m	RA117' R300m
	ILS	783' (200')	783' (200')	783' (200')	783' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	1040' (457')	1040' (457')	1040' (457')	1040' (457')
		1200m	1200m	1200m	1600m
	ALS out	1500m	1500m	2000m	2000m
	VOR ❷	1040' (457')	1040' (457')	1040' (457')	1040' (457')
		1600m	1600m	2000m	2800m
	VOR ❸	1180' (597')	1180' (597')	1180' (597')	1180' (597')
		1600m	1600m	2000m	2800m
	SRA	1110' (527')	1110' (527')	1110' (527')	1110' (527')
		V3500m	V3500m	V3500m	V3500m

❶ MM out: NOT AUTHORIZED.

❷ With Stepdown Fix.

❸ W/o Stepdown Fix.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS rwy 25	1090' (476')	1120' (506')	1220' (606')	1320' (706')
	V1500m	V1600m	V2400m	V3600m
After VOR rwy 07	1090' (476')	1120' (506')	1220' (606')	1320' (706')
	V2000m	V2000m	V2400m	V3600m
After VOR rwy 25	1090' (476') ❹	1120' (506') ❹	1220' (606')	1320' (706')
	V1600m	V1600m	V2400m	V3600m
After SRA rwy 07	1110' (496')	1120' (506')	1220' (606')	1320' (706')
	V3500m	V3500m	V3500m	V3600m
After SRA rwy 25	1150' (536')	1150' (536')	1220' (606')	1320' (706')
	V3500m	V3500m	V3500m	V3600m

❹ After apch w/o Stepdown Fix: 1180' (566').

TAKE-OFF RWY 07, 25

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	150m	150m	200m	250m	400m	500m
B						
C						
D						

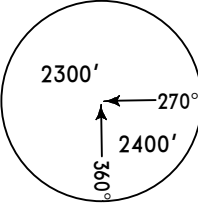
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BRUSSELS SOUTH

JEPPesen
27 AUG 10 **(11-1)**

CHARLEROI, BELGIUM
ILS or LOC Rwy 25

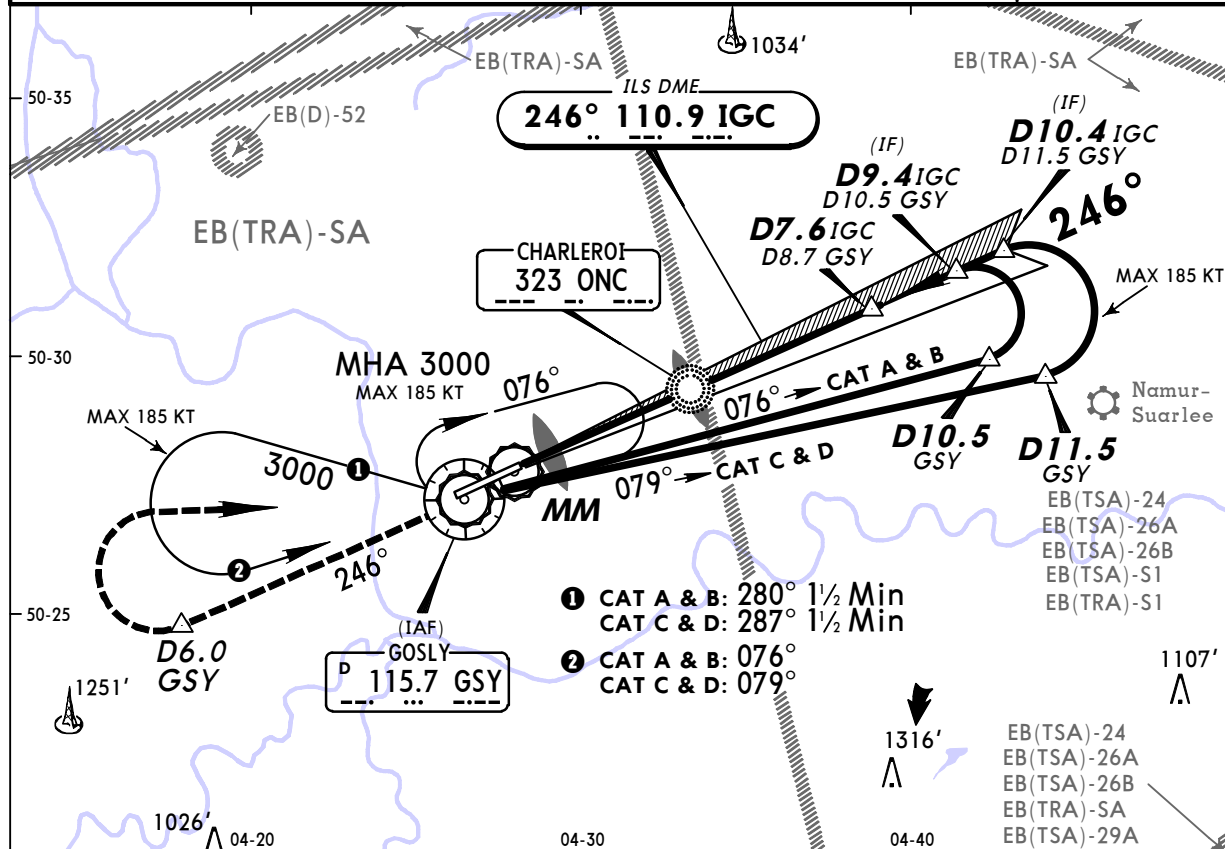
BRIEFING STRIP

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7 134.62		119.7 133.12		121.3		121.8	
LOC IGC 110.9		Final Apch Crs 246°		GS LOM 1790' (1207')		ILS DA(H) 783' (200')	
				Apt Elev 614'		RWY 583'	
MISSED APCH: Climb STRAIGHT AHEAD on R-246 (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'	

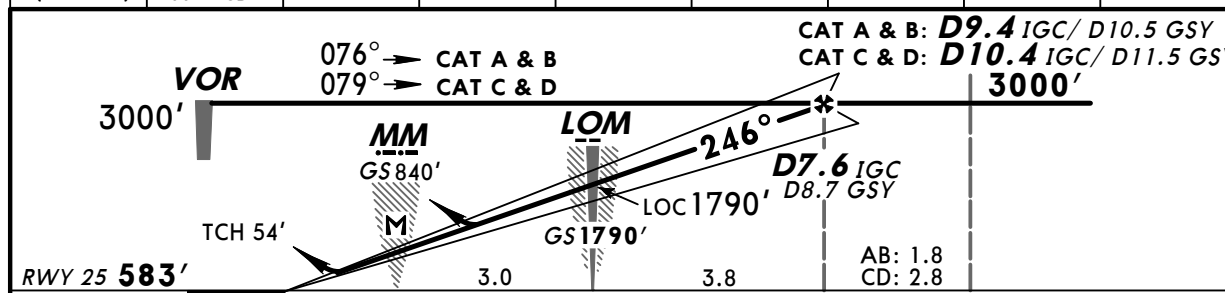


2300'
270°
2400'
360°
246°

MSA GSY VOR



LOC (GS out)	IGC DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	910'	1230'	1540'	1860'	2180'	2500'	2820'



Gnd speed-Kts	70	90	100	120	140	160	185 KT MAX on 115.7 R-246
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	
MAP at MM							

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
ILS			LOC (GS out)		
DA(H) 783' (200')			DA(H) 1040' (457')		
FULL	Limited	ALS out	ALS out		Max Kts
RVR 550m	RVR 750m	RVR 1200m	1400m	1500m	100
					135
				2100m	180
					205
					MDA(H)
					VIS
					1090' (476') 1500m
					1120' (506') 1600m
					1220' (606') 2400m
					1320' (706') 3600m

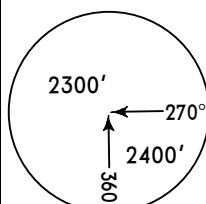
PANS OPS 3

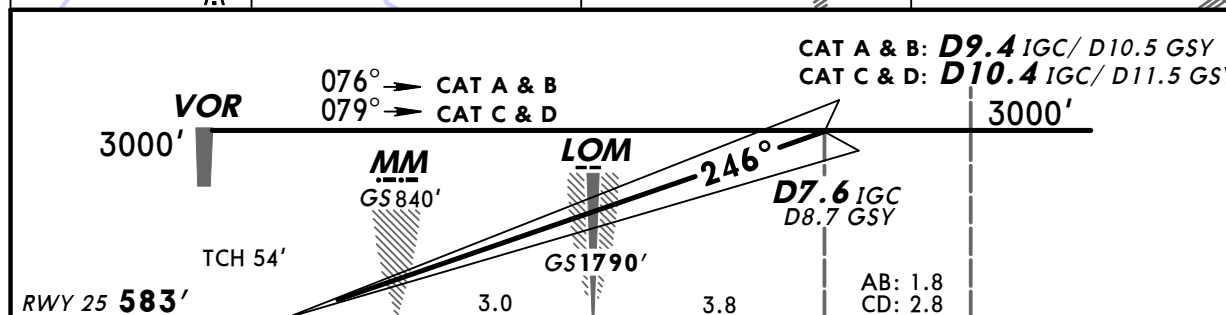
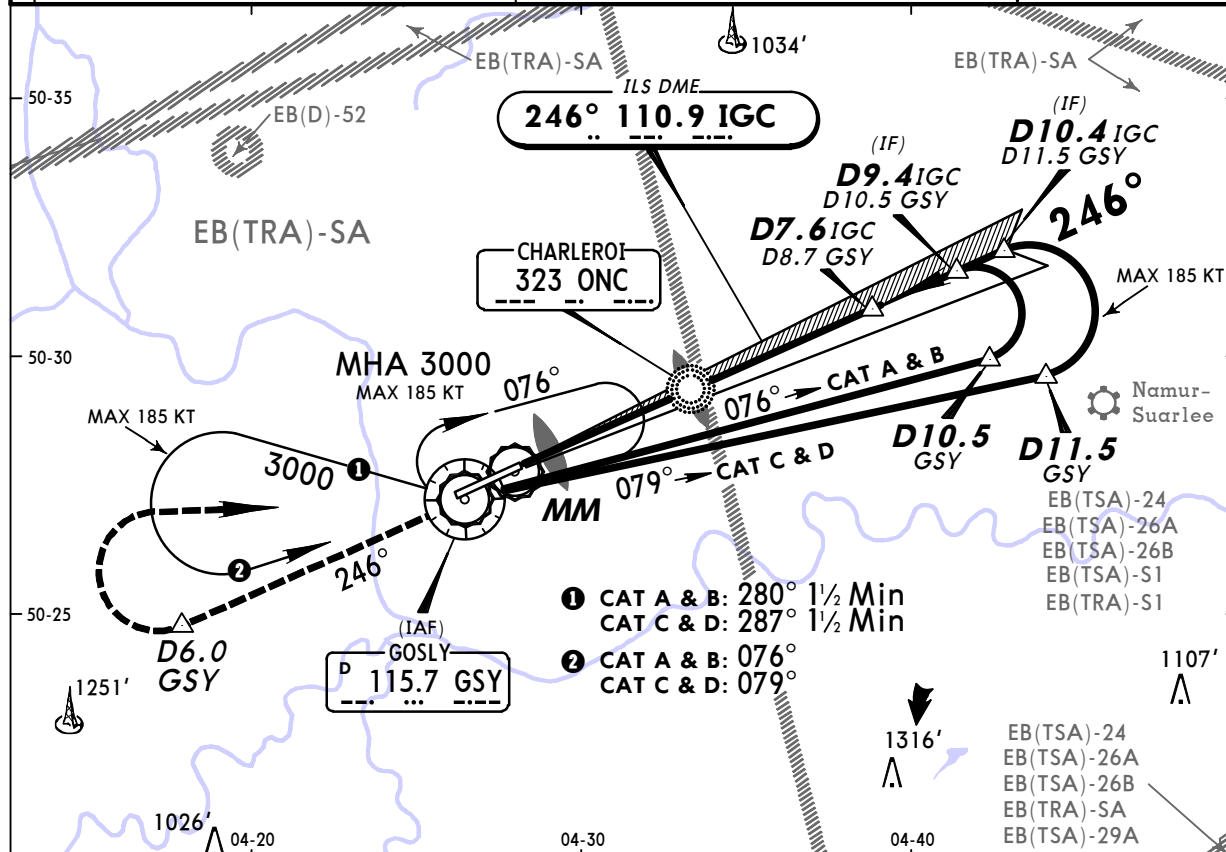
EBCI/CRL
BRUSSELS SOUTH

JEPPesen
27 AUG 10 **(11-1A)**

CHARLEROI, BELGIUM
CAT II ILS Rwy 25

BRIEFING STRIP

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower	*Ground	
115.7	134.62	119.7	133.12	121.3	121.8	
LOC IGC 110.9	Final Apch Crs 246°	GS LOM 1790' (1207')	CAT II ILS RA 117' DA(H) 683'(100')	Apt Elev 614' RWY 583'	 MSA GSY VOR	
MISSED APCH: Climb STRAIGHT AHEAD on R-246 (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'
Special Aircrew & Aircraft Certification Required.						



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II		185 KT	GSY
ILS GS 3.00°		377	484	538	646	753	861	PAPI		MAX	on 115.7
											R-246

Standard		STRAIGHT-IN LANDING RWY 25									
		CAT II ILS ABCD RA 117' DA(H) 683' (100')									
		RVR 300m									

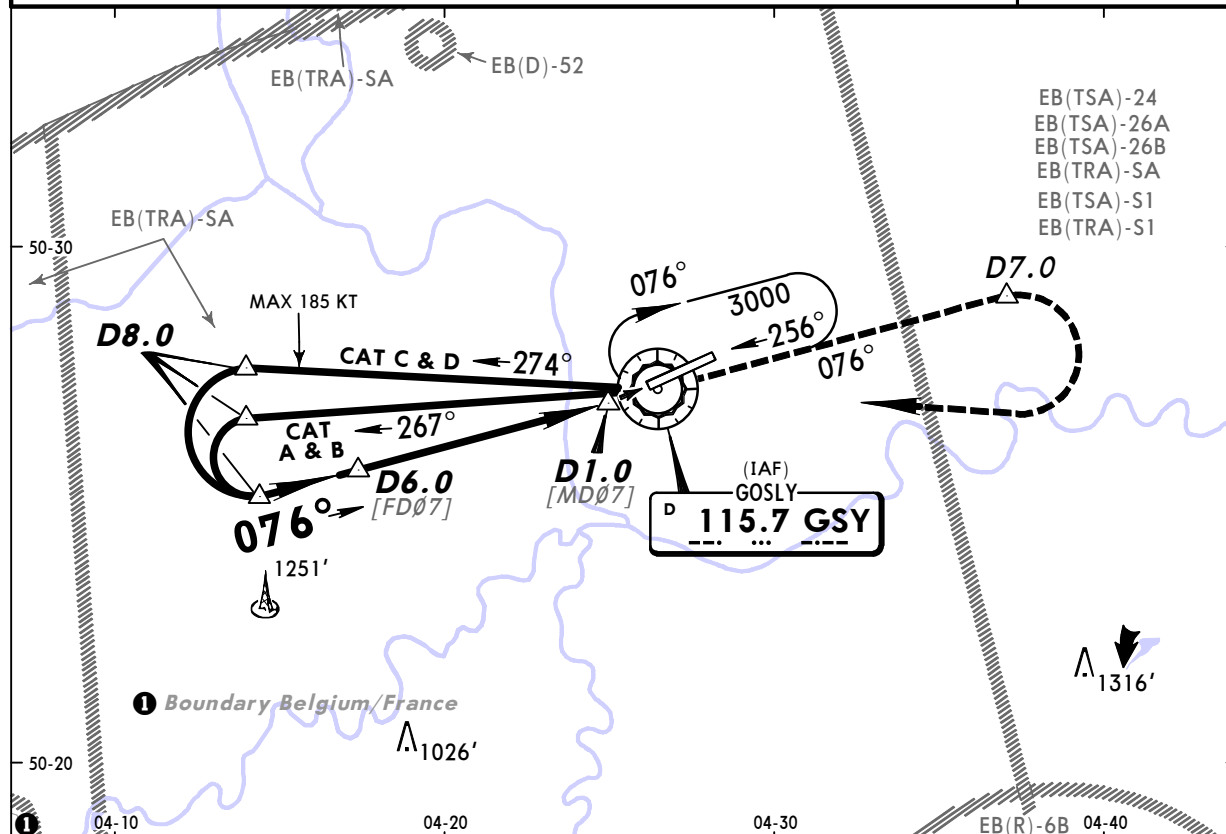
PANS OPS 3

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BRUSSELS SOUTH

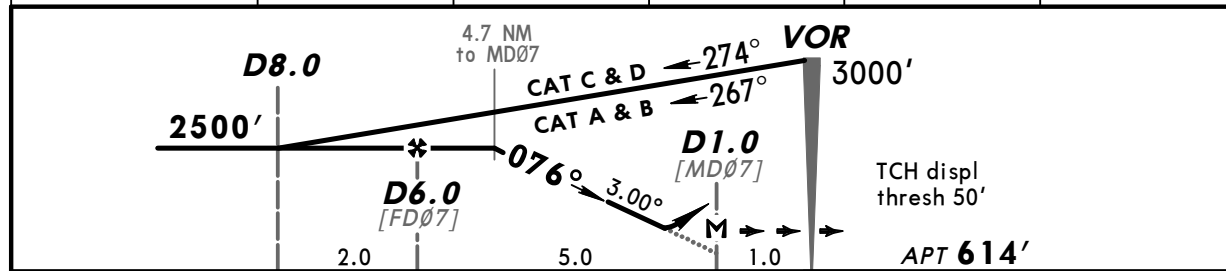
JEPPesen
27 AUG 10 **(13-1)**

CHARLEROI, BELGIUM
VOR Rwy 07

BRIEFING STRIP



GSY DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2500'	2190'	1880'	1580'	1270'



TO DISPLACED THRESHOLD						
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 07					
DA(H) 1050' (436')					
ALS out			Max Kts	MDA(H)	VIS
A			100	1090' (476')	2000m
B	2000m		135	1120' (506')	2000m
C	2400m		180	1220' (606')	2400m
D	2800m		205	1320' (706')	3600m

PANS OPS 3

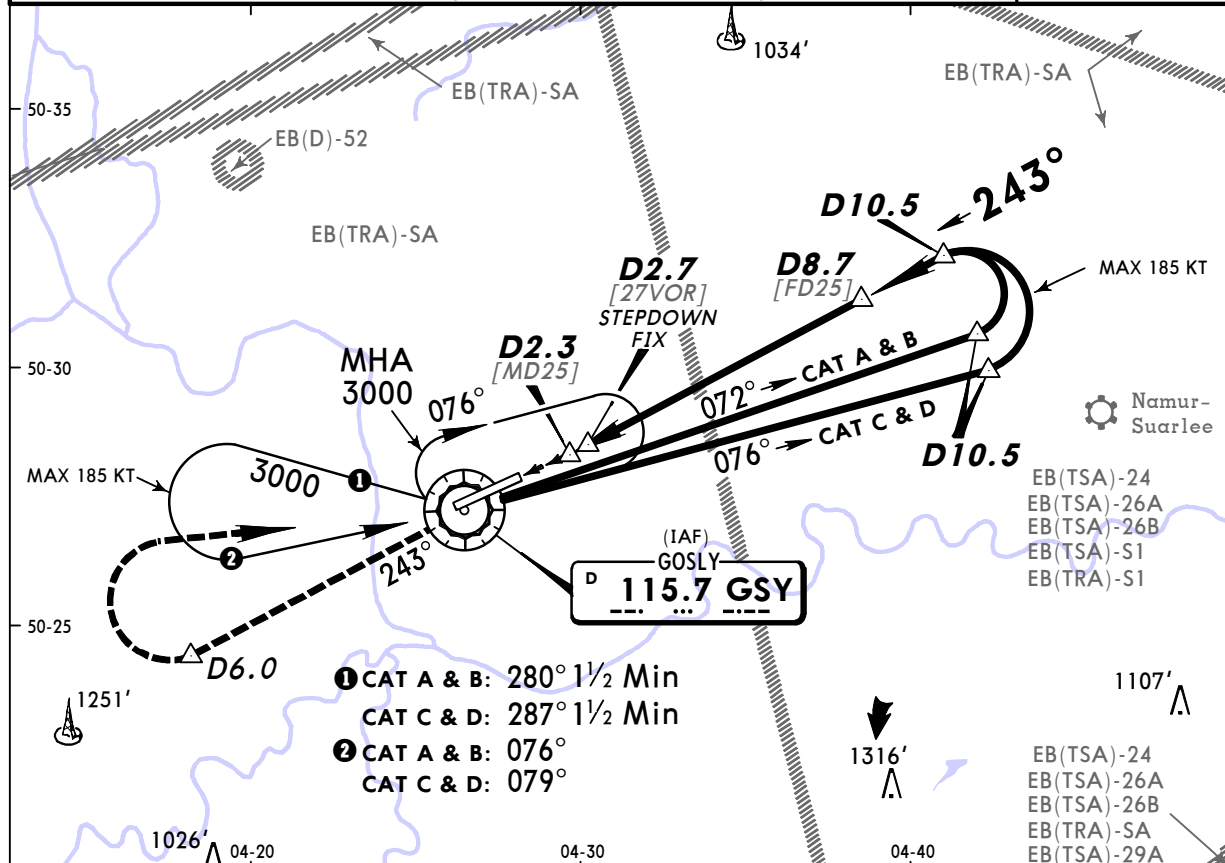
EBCI/CRL
BRUSSELS SOUTH

JEPPesen
27 AUG 10 **(13-2)**

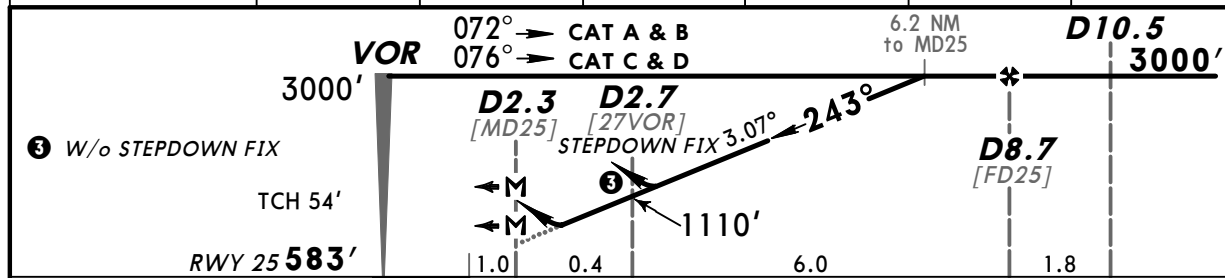
CHARLEROI, BELGIUM
VOR Rwy 25

BRIEFING STRIP

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower	*Ground
115.7	134.62	119.7	133.12	121.3	121.8
VOR GSY 115.7	Final Apch Crs 243°	Minimum Alt D8.7 3000' (2417')	DA(H) (CONDITIONAL) 1040' (457')	Apt Elev 614' RWY 583'	 MSA GSY VOR
MISSED APCH: Climb STRAIGHT AHEAD on R-243 (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' 1. DME required. 2. CAUTION: Timing not authorized for defining the MAP.					



GSY DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1110'	1500'	1810'	2130'	2450'	2760'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.07°	380	489	543	652	760	869
MAP at D2.3						

Standard				CIRCLE-TO-LAND	
With STEPDOWN FIX		W/o STEPDOWN FIX		Max Kts	MDA(H) VIS
DA(H) 1040' (457')		DA(H) 1180' (597')			
ALS out		ALS out			
A	1600m	1600m		100	1090' (476') 1600m
B	1600m	1600m		135	1120' (506') 1600m
C	2000m 2100m	2000m	2400m	180	1220' (606') 2400m
D	2800m	2800m		205	1320' (706') 3600m

① After apch w/o Stepdown fix: MDA(H) 1220' (606').

CHANGES: Minimums.

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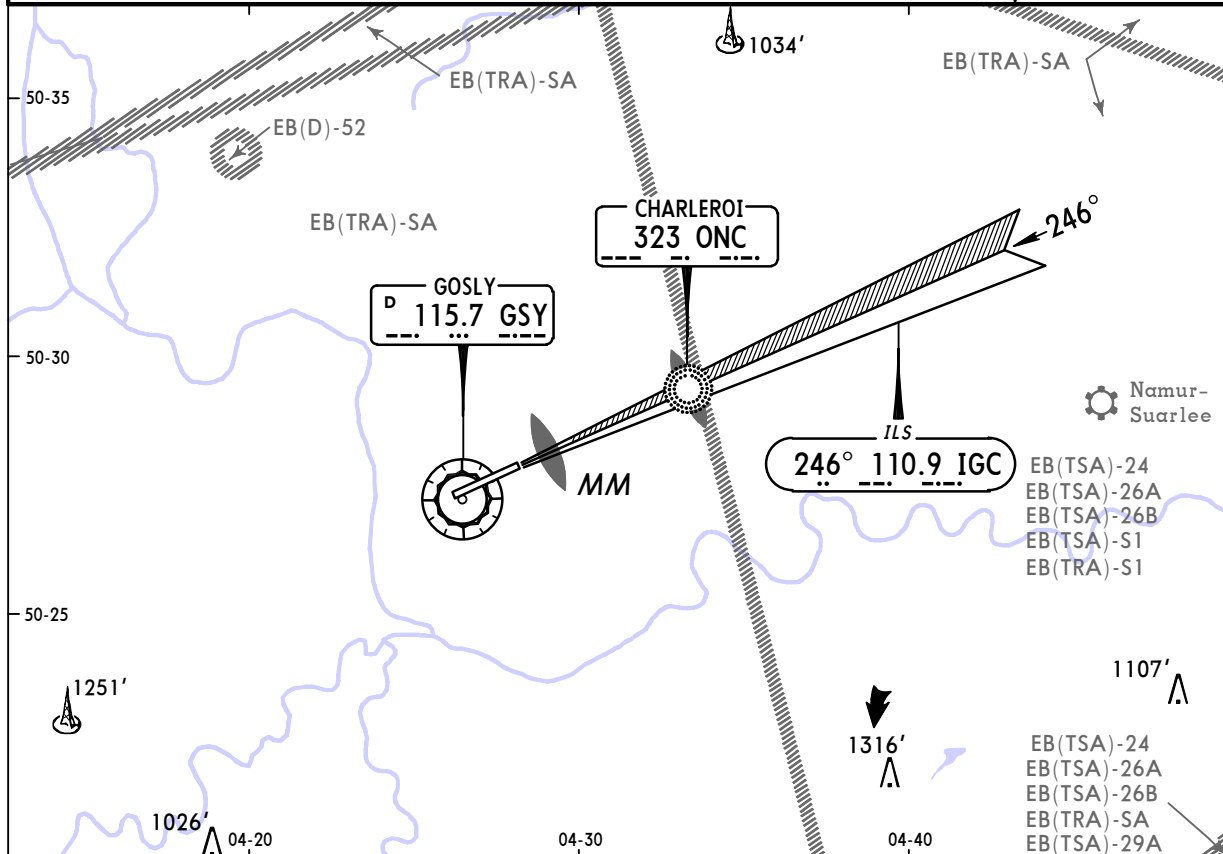
EBCI/CRL
BRUSSELS SOUTH

JEPPesen
27 AUG 10 **(18-1)**

CHARLEROI, BELGIUM
***SRA All Rws**

BRIEFING STRIP

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7 134.62		133.12 119.7		121.3		121.8	
RADAR	Final Apch Crs BY ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev RWY 07 RWY 25	614' 609' 583'	No MSA published	
MISSED APCH: As directed by RADAR CONTROLLER.							
Alt Set: hPa		Apt Elev: 22 hPa		Trans level: By ATC			



RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2800'	2500'	2200'	1900'	1600'	1300'

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	Lighting- Refer to Airport Chart	Refer to Missed Apch above
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849		
<i>MAP 2.0 NM from touchdown</i>								

Standard		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
		SRA 07		SRA 25					
		MDA(H) 1150' (541')		MDA(H) 1110' (527')					
		ALS out		ALS out		Max Kts.	MDA(H) _____ VIS _____		
A	3500m					100	1150' (536') I 3500m		
B						135			
C						180	1220' (606') 3500m		
D						205	1320' (706') 3600m		

I After SRA 07: MDA(H) 1160' (546').

CHANGES: ATIS. Minimums.

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