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Airport Information For EBCI

Terminal Charts For EBCI

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Charleroi Bel
IATA Code: CRL
Lat/Long: N50° 27.6' E004° 27.2'
Elevation: 614 ft

Airport Use: Public
Magnetic Variation: 0.5°E

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

Sunrise: 0742 Z
Sunset: 1554 Z,

Runway Information

Runway: 07
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 612 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1476 ft

Runway: 25
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 589 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 134.625
ATIS 115.7
Charleroi Tower 121.3
Charleroi Tower 25.78 Military
Charleroi Ground Control 121.8
Charleroi Approach Control 133.125
Charleroi Approach Control 119.7 Secondary
Charleroi Approach Control 37.087 Military

Charleroi Approach Control 25.78 Military

1. GENERAL

1.1. ATIS

D-ATIS 115.7 134.62

1.2. NOISE ABATEMENT PROCEDURES

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

The Airport 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.

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 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.

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 are restricted to a maximum QC at 5 per movement.

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.

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 M4.

Take-off from RWY 25: TWY M6 to N to N5.

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 code C ACFT are allowed simultaneously on RWY and TWY S. When a code D ACFT performs a movement on RWY, no ACFT allowed on TWY S and vice versa.

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

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

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

Except for towed ACFT, taxilanes F, G and H shall be used one-way only. 180° turns are forbidden.

Entry to aprons P11 thru P14 via TWY M5, exit via TWY M6.

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 5.7 tons.

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. 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.

CAT A/B ACFT not allowed between 2200-2300LT, except turbine ACFT able to maintain 160KT until the OM as long as the IAF is overflown until 2230LT. If the IAF is not overflown before 2230LT, ATC can not guarantee that a landing will be possible before 2300LT and the pilot may expect a diversion to another aerodrome.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Departures shall be performed as follows:

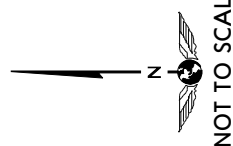
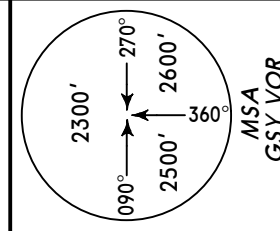
Take-off to 2100'	Take-off power Take-off flaps Climb at $V_2 + 10$ KT
At 2100'	Maintain flaps in take-off configuration Climb at $V_2 + 10 - 20$ KT Adjust power according to noise abatement power schedule provided in the ACFT Operating Manual
2100' - 3600'	Start accelerating Start retracting flaps Maintain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

D - 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 2A [ARVO2A]
BATTY 2A [BATY2A]
BATTY 3B [BATY3B]①
CIV 2A ②
RWYS 07, 25 ARRIVALS



NOT TO SCALE

- ① By ATC.
- ② Not available for jet aircraft, except departures from LFQQ TMA.

ARVOL
N50 32.8 E003 29.8
At or below
FL160

ARVOL 2A
FL80
31.7
073°

CHIEVRES
(H) 113.2 CIV
N50 34.4 E003 50.0
(TACAN not Co-located)
N50 34.3 E003 49.3

(IAF)

GOSLY
(H) 115.7 GSY
N50 27.2 E004 26.5

NHA 3000
R065°
255°

D25 GSY
At or below
FL70

NIVOR
N50 41.6 E004 17.5

15.7
FL80
217°

BRUSSELS
(H) 114.6 BUB
N50 54.1 E004 32.3

FLORA
(H) 112.05 FLO
N50 52.6 E005 08.1

BATTY 2A
FL80
30.5
297°

BATTY
N50 39.0
E005 50.9

272°

BATTY 3B ①

27.0
FL80

243°

LOLGI
N50 39.8
E005 09.2

25.0
FL80

243°

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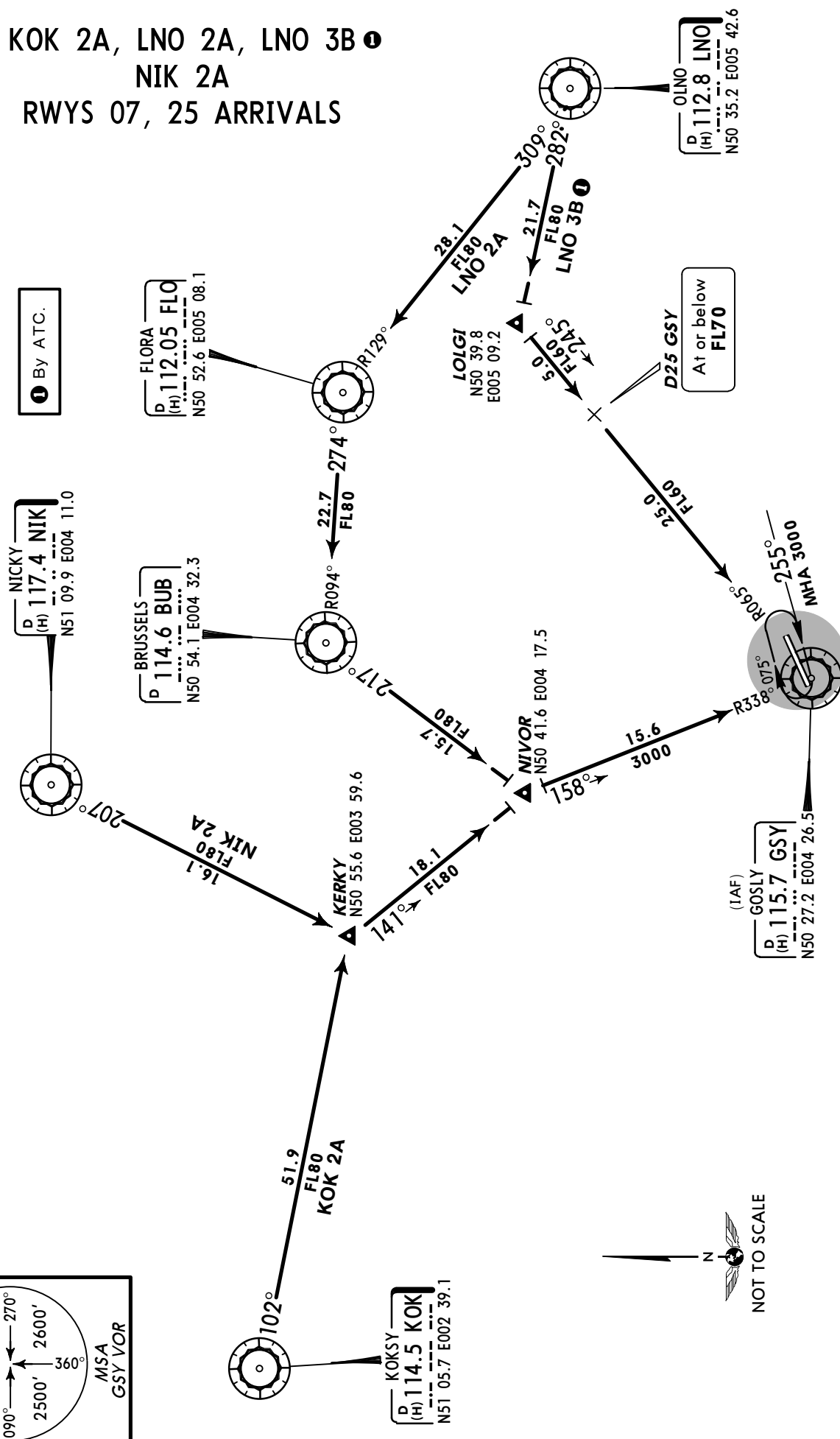
25.0
FL80

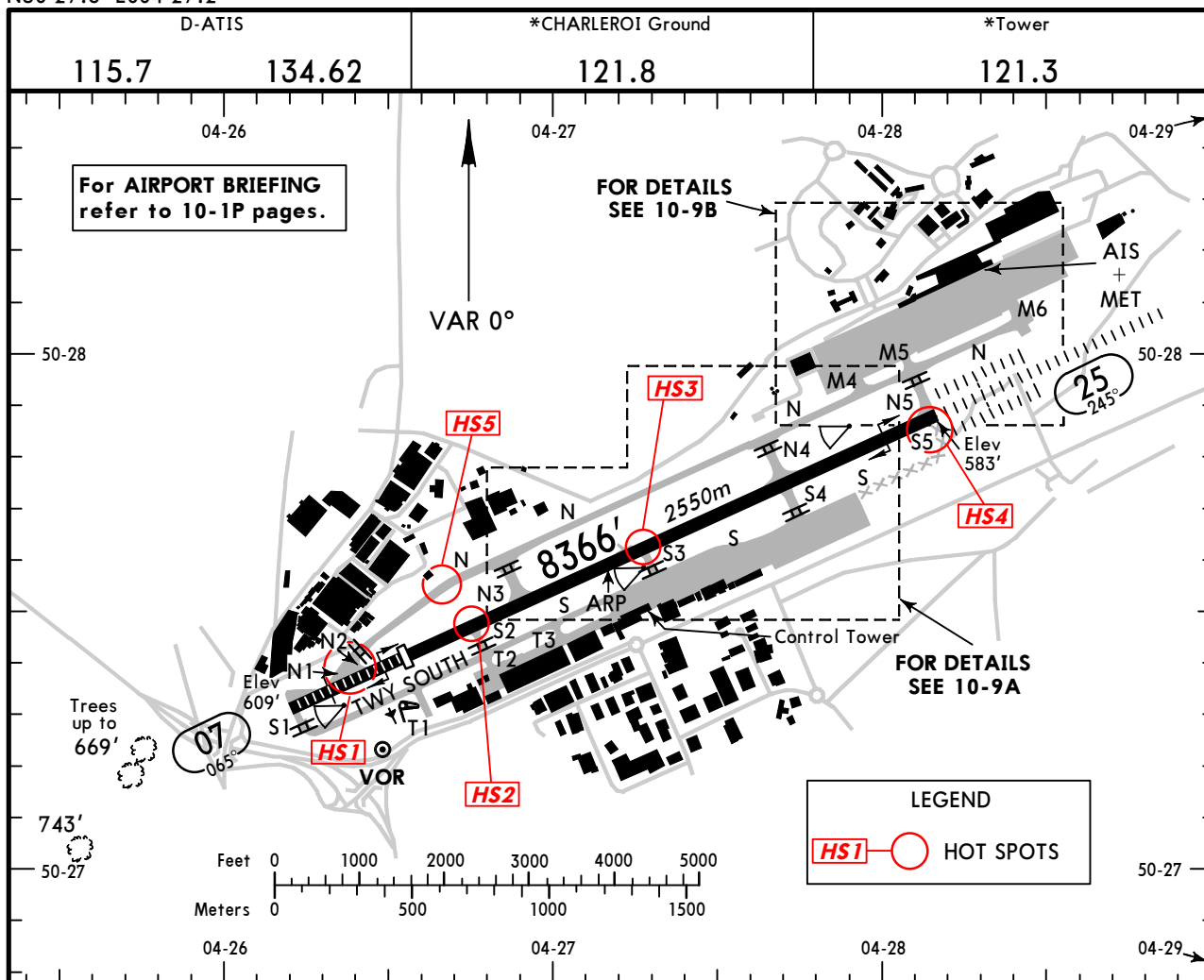
D - ATIS
115.7 134.62

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.

KOK 2A, LNO 2A, LNO 3B
NIK 2A
RWYS 07, 25 ARRIVALS





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
07	HIRL (30m) CL (15m) HIALS PAPI-L(3.0°) RVR	6890' 2100m			148'
25	HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) RVR	7890' 2405m	6979' 2127m	7890' 2405m ¹	45m

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

RWY 07:

From twy N2 int	7382' (2250m)
twy S2 int	6020' (1835m)
twy N3 int	5381' (1640m)
twy S3 int	3789' (1155m)

RWY 25:

From twy N4/S4 int	5922' (1805m)
twy S3 int	4101' (1250m)

HOT SPOTS: explicit rwy crossing clearance required

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

HS1 Twy N1, N2 and S2 MAX wingspan 118'/36m.

HS2 Access to rwy via Twy S3 MAX wingspan 118'/36m.

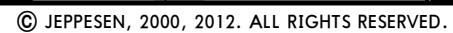
HS4 Twy S5 permanently closed.

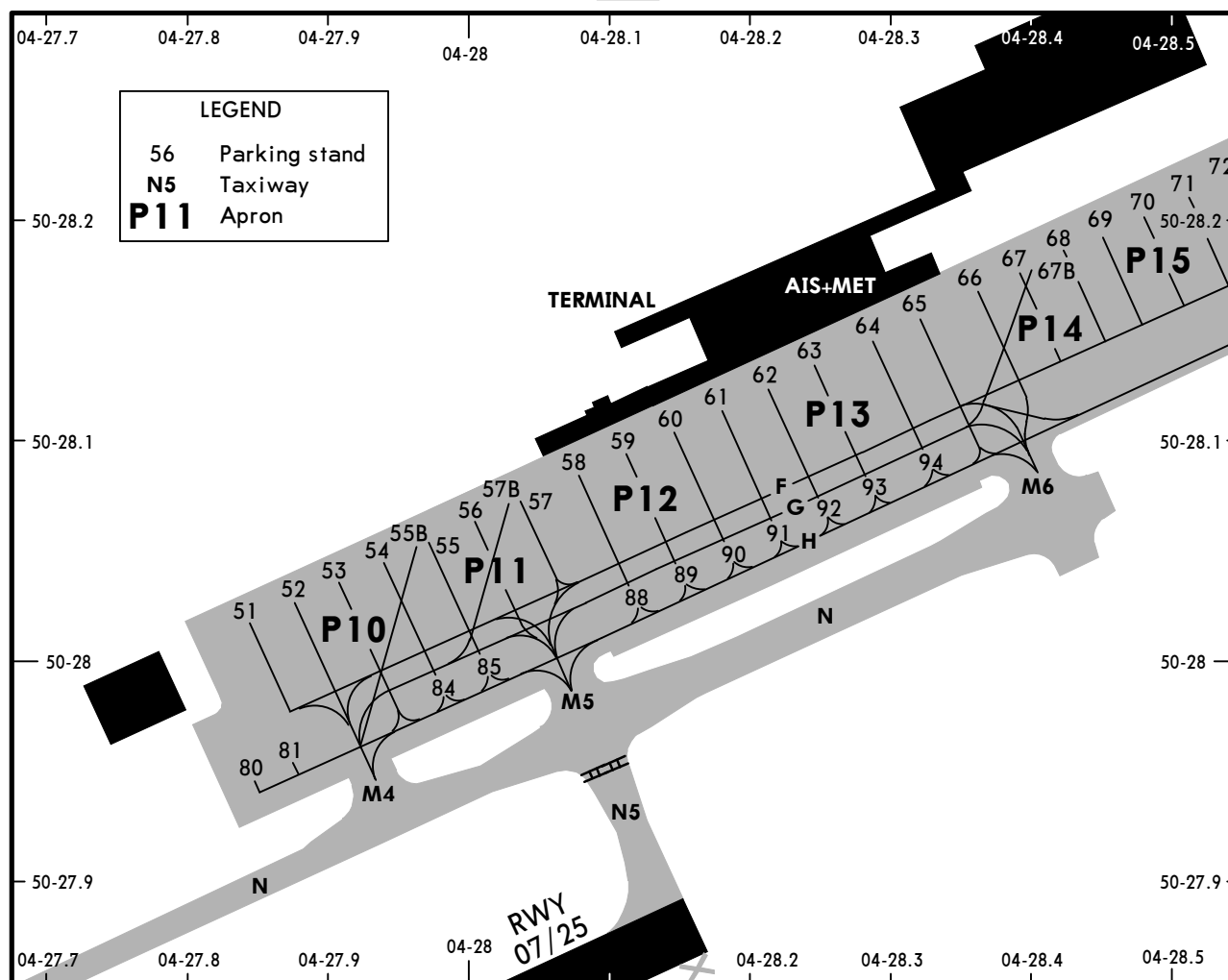
Standard

TAKE-OFF ❶

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

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

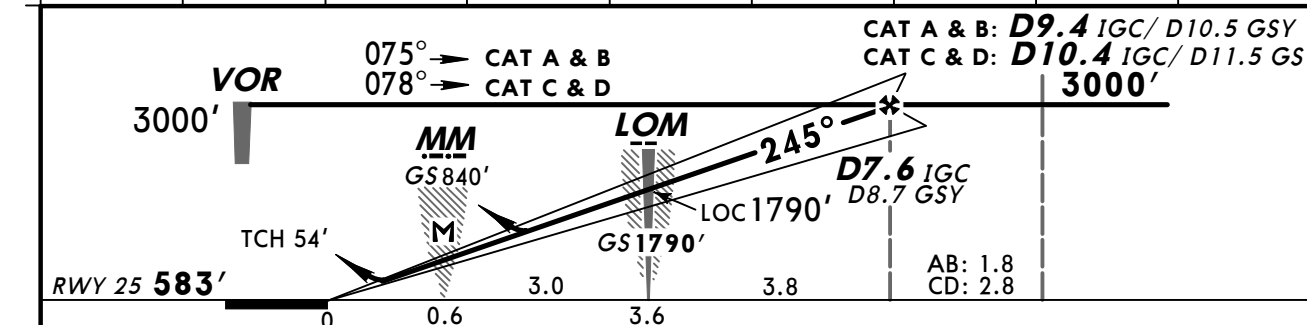
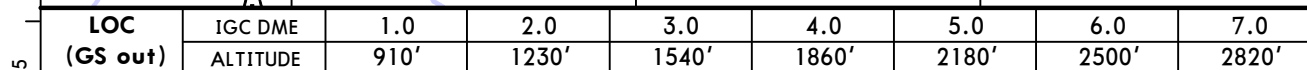




INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
51	N50 28.0 E004 27.8	80	N50 28.0 E004 27.8
52 thru 54	N50 28.0 E004 27.9	81	N50 28.0 E004 27.9
55, 55B	N50 28.0 E004 28.0	84, 85	N50 28.0 E004 28.0
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 72	N50 28.2 E004 28.5		

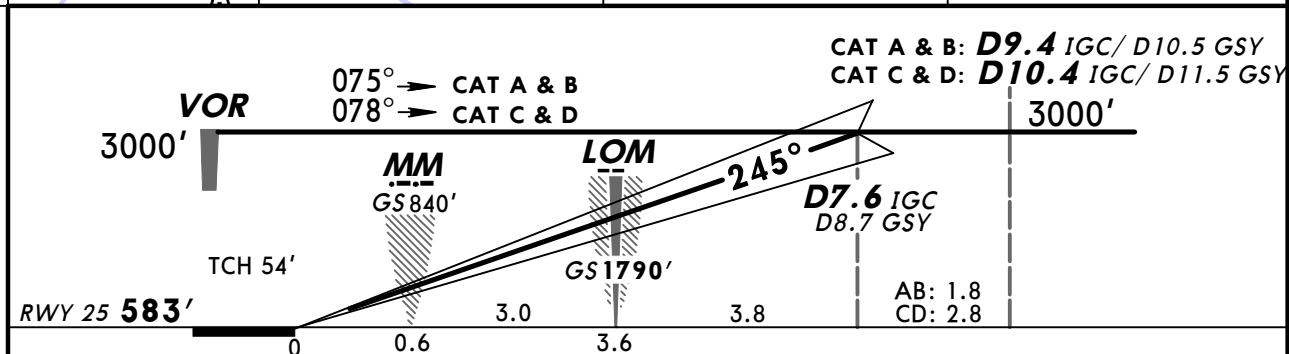
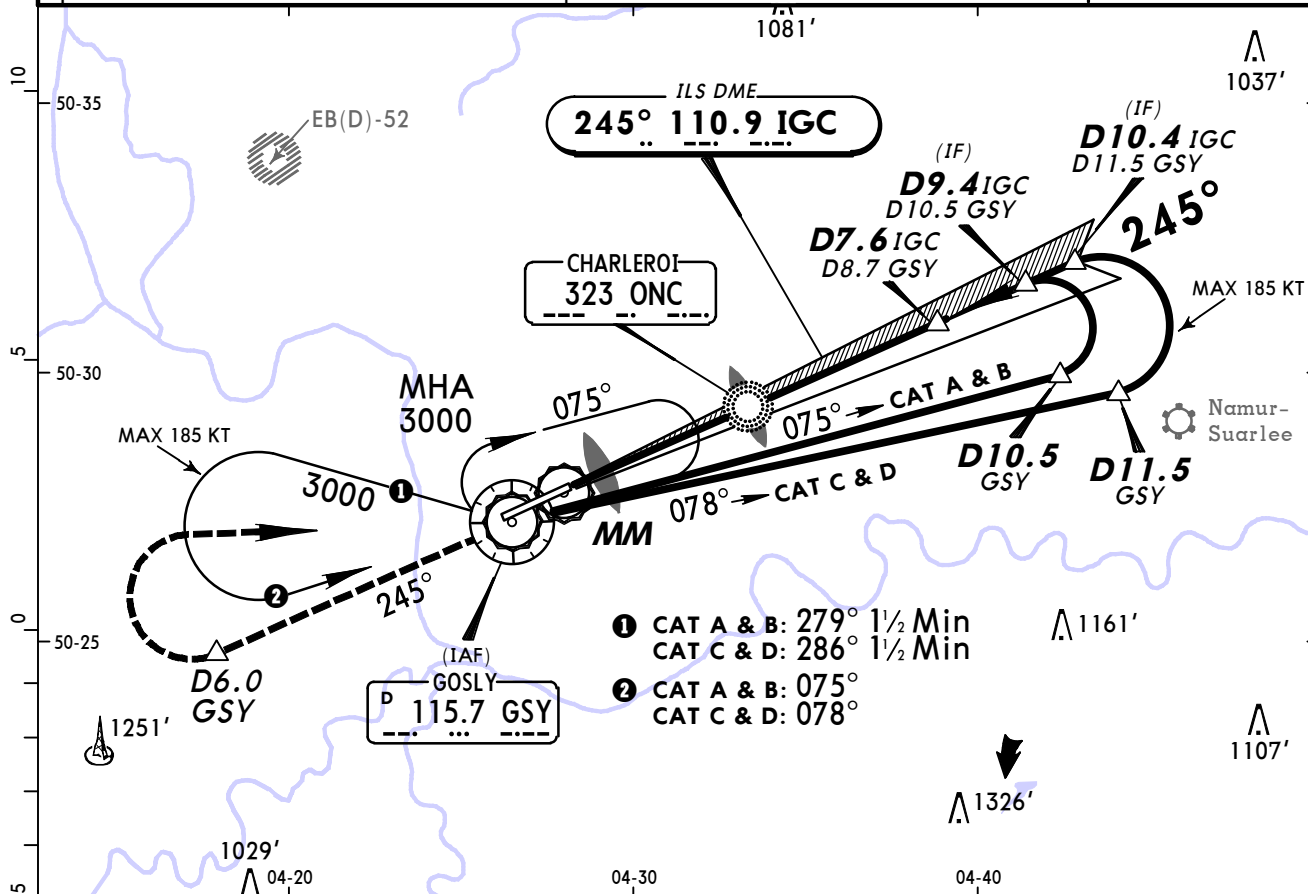
BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		185 KT MAX on 115.7 R-245
<i>ILS GS or LOC Descent Angle 3.00°</i>	372	478	531	637	743	849		
<i>MAP at MM</i>								

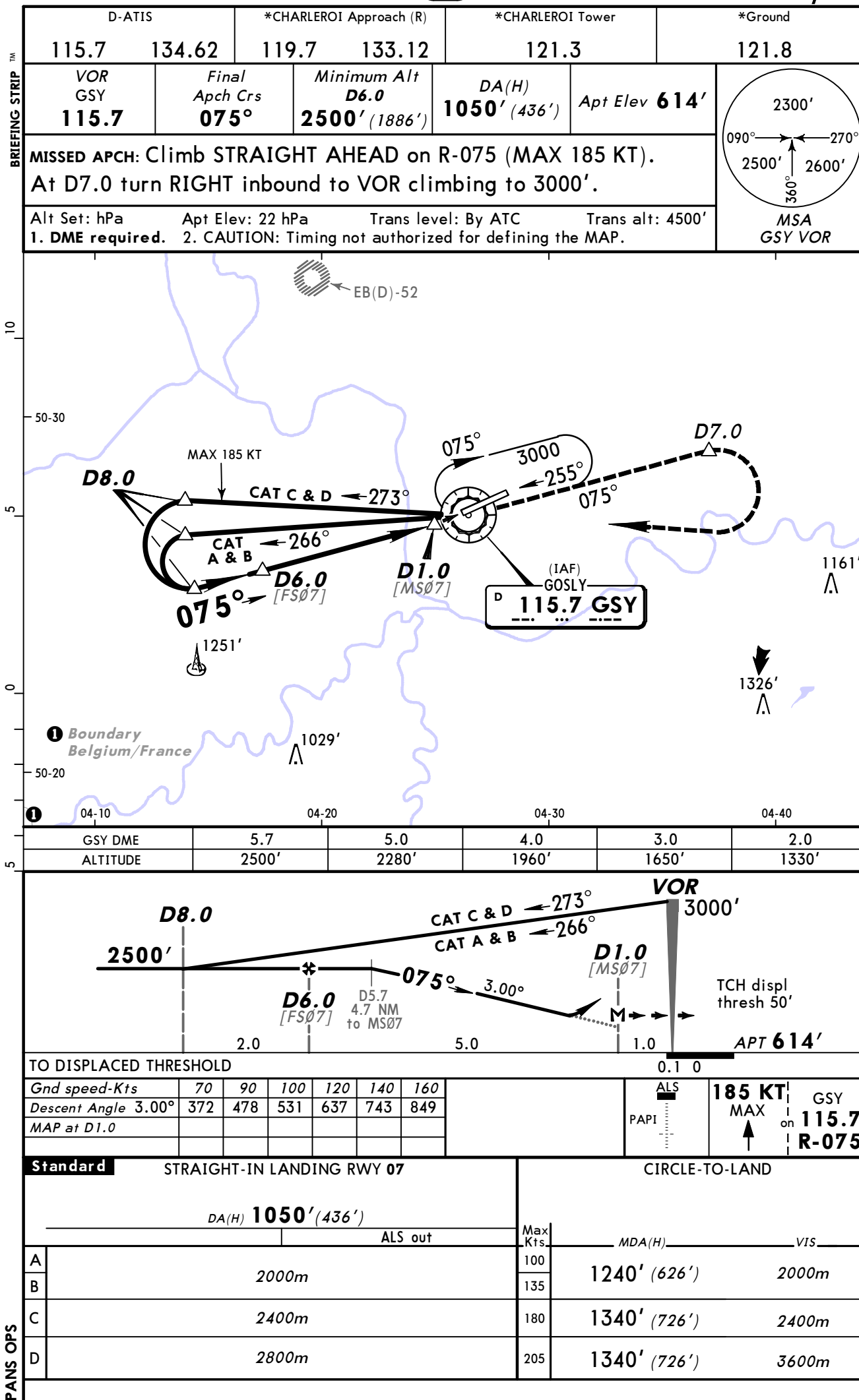
STANDARD		STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND		
		ILS			LOC (GS out)		Max Kts.	MDA(H) _____ VIS _____
		DA(H) 783' (200')			DA(H) 1040' (457')			
		FULL	Limited	ALS out		ALS out		
PANS OPS	A	RVR 550m	RVR 750m	RVR 1200m	1400m	1500m	100	1240' (626') 1500m
	B						135	1240' (626') 1600m
	C						180	1340' (726') 2400m
	D						205	1340' (726') 3600m

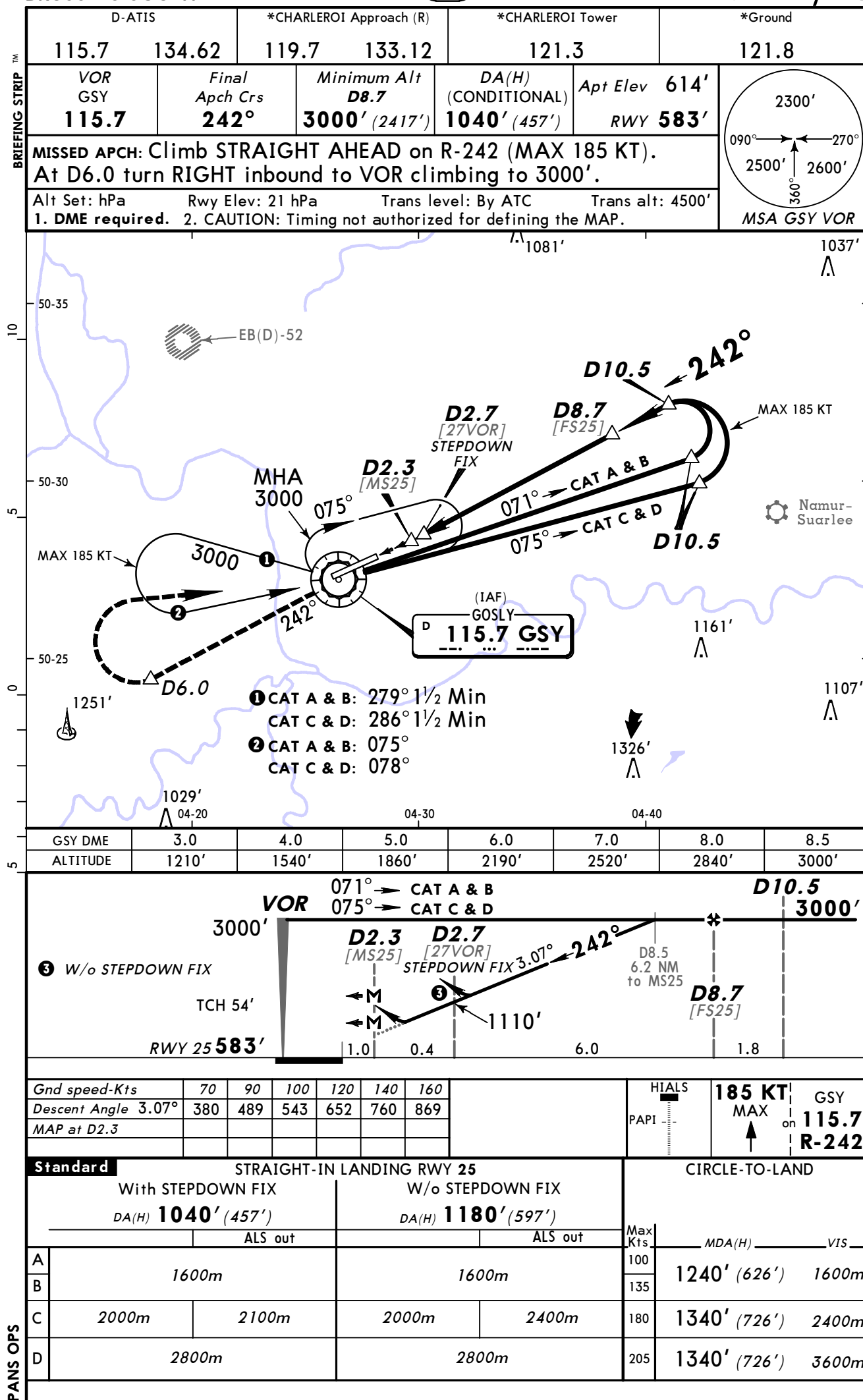
D-ATIS	*CHARLEROI Approach (R)	*CHARLEROI Tower	*Ground
115.7 134.62	119.7 133.12	121.3	121.8
LOC IGC 110.9	Final Apch Crs 245°	GS LOM 1790' (1207')	CAT II ILS RA 117' DA(H) 683' (100')
Apt Elev 614' RWY 583'			
MISSED APCH: Climb STRAIGHT AHEAD on R-245 (MAX 185 KT). At D6.0 GSY turn RIGHT inbound to VOR climbing to 3000'.			
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 4500' Special Aircrew & Aircraft Certification Required.			



Grnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743

Standard	STRAIGHT-IN LANDING RWY 25		
CAT II ILS ABCD RA 117' DA(H) 683' (100')			
RVR 300m 1			
1 Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.			





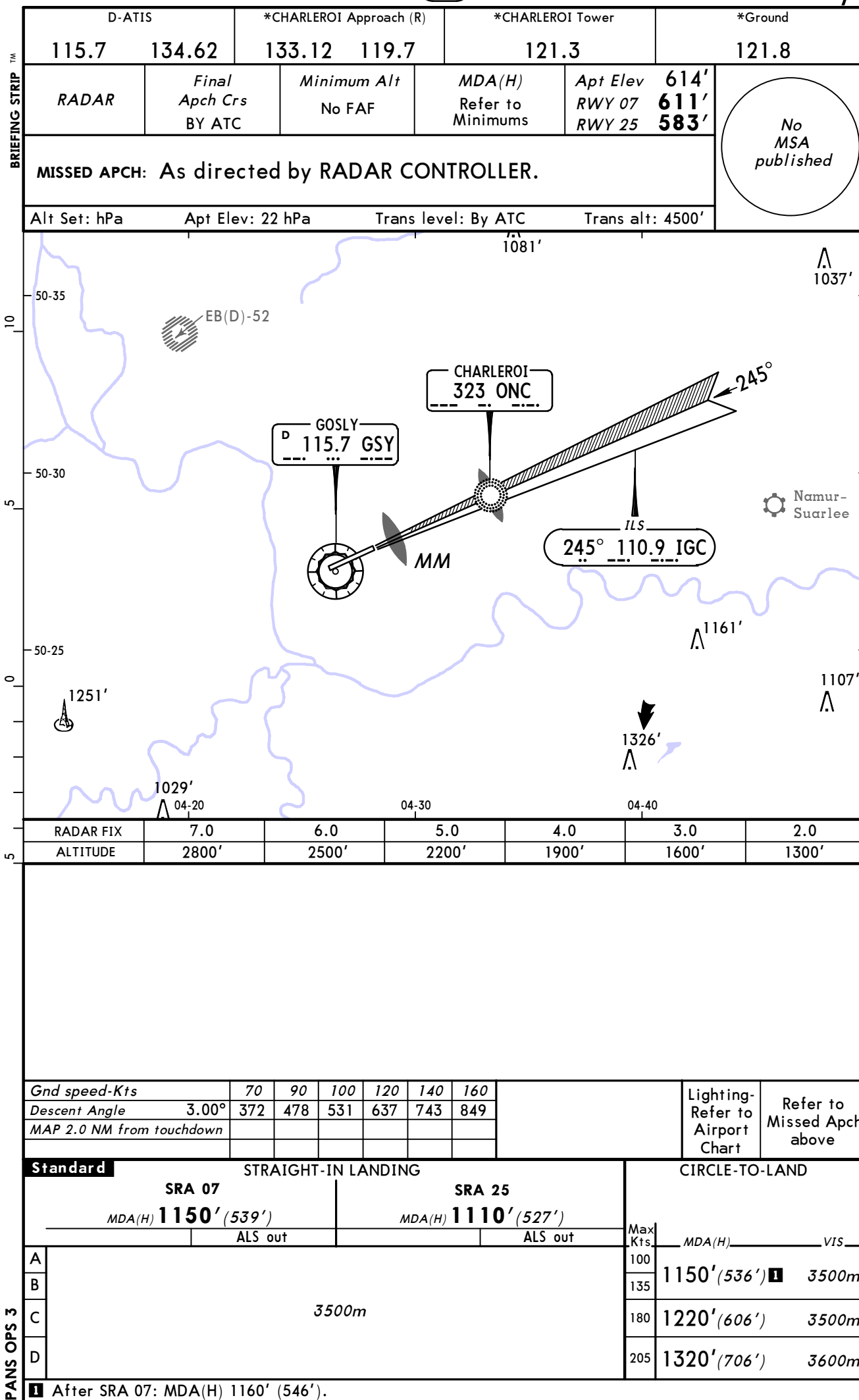


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHARLEROI, (BRUSSELS SOUTH - EBCI)				
REV	ILS OR LOC RWY 25	11-1	06 Dec 2013	12 Dec 2013
ADD	CAT II ILS RWY 25	11-1A	06 Dec 2013	12 Dec 2013
DEL	CAT II/III ILS RWY 25	11-1A	06 Dec 2013	12 Dec 2013
REV	VOR RWY 07	13-1	06 Dec 2013	12 Dec 2013
REV	VOR RWY 25	13-2	06 Dec 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EBCI

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

CAT A/B ACFT not allowed btn 2200-2300LT, except turbine ACFT able to maintain 160KT until OM as long as the IAF is overflown until 2230LT. 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 aerodrome.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20131212

until 31 MAR 2013 construction work East of apron P14 with following restriction; Apron P11 for ACFT code D allowed with entry via M4 and exit via M5, Apron P12, P13 and P14 only for ACFT max Code C,

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20131212

(11-1, 11-1A, 13-1, 13-2) MSA should read 2500' in SW sector, 2300' in NW and NE sector.