

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EBCI

Terminal Charts For EBCI

Revision Letter For Cycle 13-2014

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: 0331 Z
Sunset: 1958 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 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.

1.2.1. PREFERENTIAL RWY SYSTEM

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. For safety reasons, pilots may request RWY 07 subject to delay.

1.2.2. LOCAL FLYING RESTRICTIONS

Re-certificated civil subsonic jet ACFT 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 80, 81, 84, 85 and 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 550m 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 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 manoeuvring area is limited to one ACFT or vehicle at a time.

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 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 25 by ACFT of more than 20t is only allowed on the turn pad after end of RWY 25.

TWY S4 is prohibited to ACFT with wingspan exceeding 66'/20m if turning RIGHT on the RWY towards THR 25.

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.

Inbound traffic will enter the apron via TWY M4 for all stands. TWY M5 available at ATC discretion for stands 56 to 72.

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 or M6.

ACFT parked on stand 58 to 72 will leave the apron via M6.

180° turns are forbidden.

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

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:

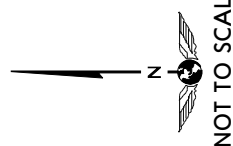
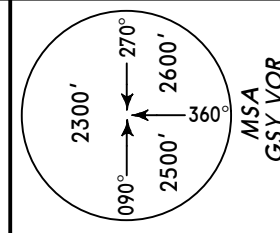
Take-off to 2100'	Take-off power Take-off flaps Climb at $V_2 + 10$ KT
At 2100'	Maintain flaps in take-off configuration Climb at $V_2 + 10 - 20$ KT Adjust power according to noise abatement power schedule provided in the ACFT Operating Manual
2100' - 3600'	Start accelerating Start retracting flaps Maintain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

D - ATIS
115.7 134.62

Apt Elev
614'

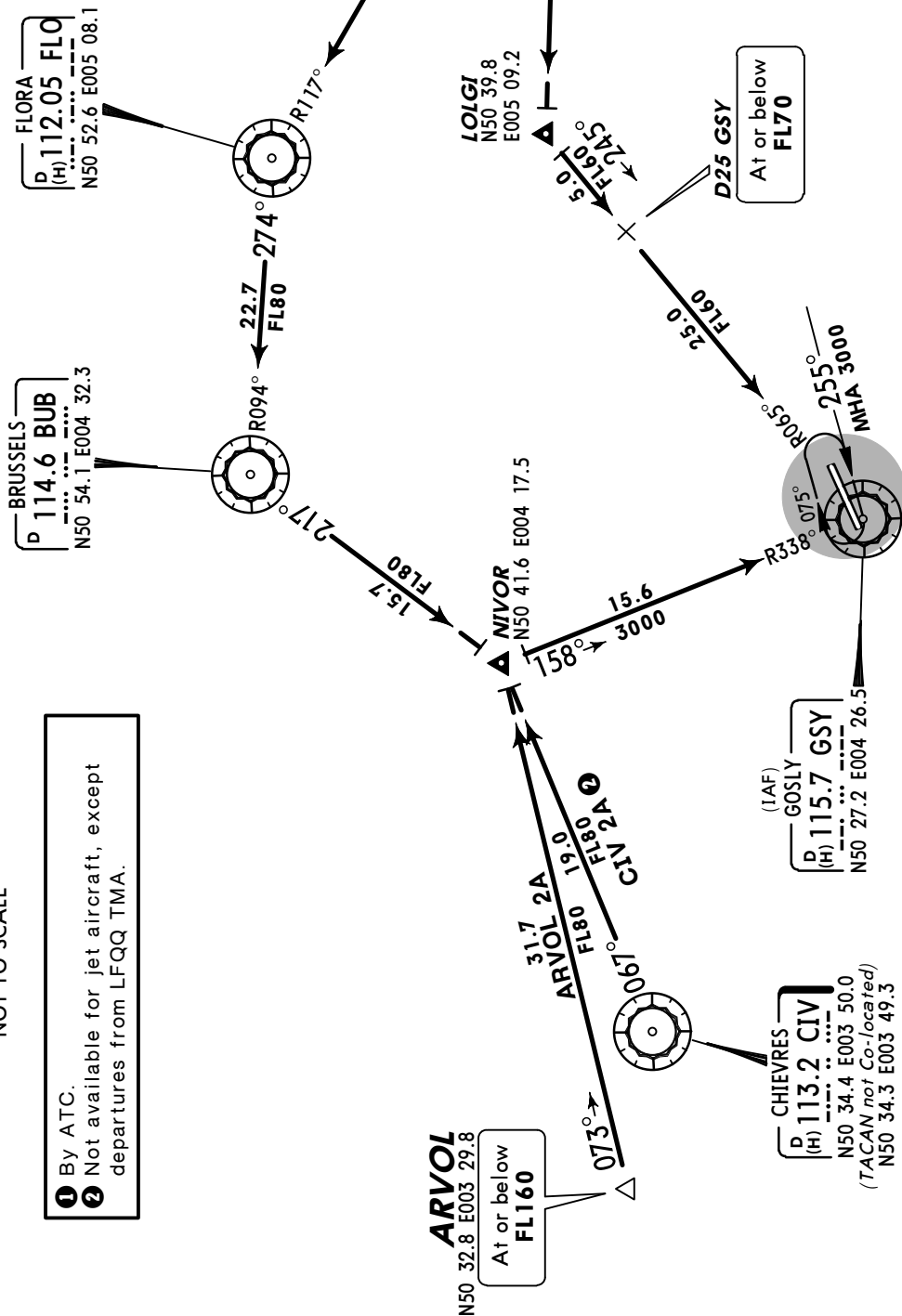
Alt Set: hPa Trans level: By ATC Trans alt: 4500'
ATC may deviate from standard route description and pilots may expect radar vectors for separation reasons in order to expedite traffic.

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.

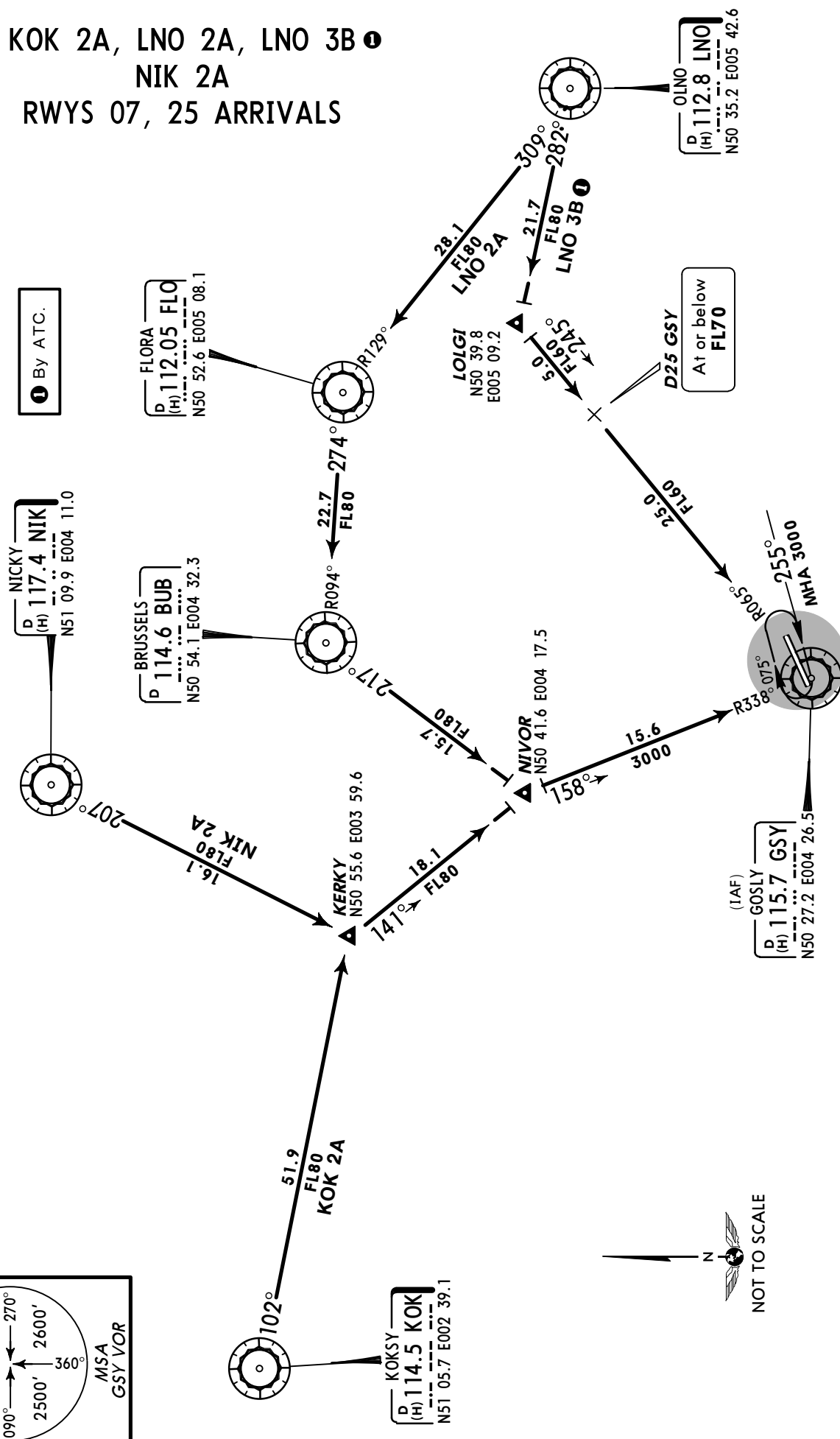


D - ATIS
115.7 134.62

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.

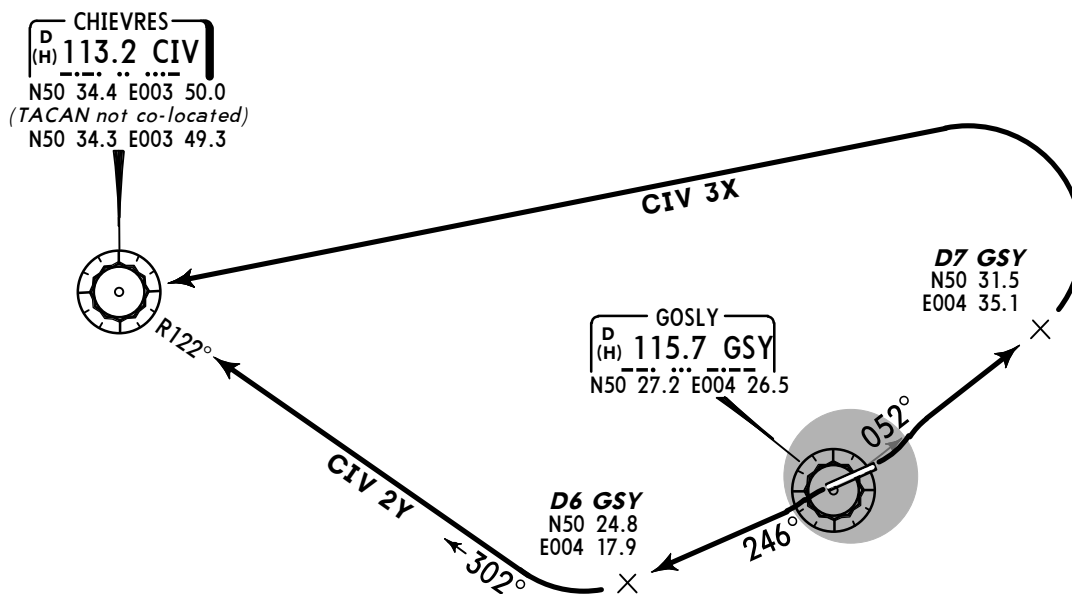
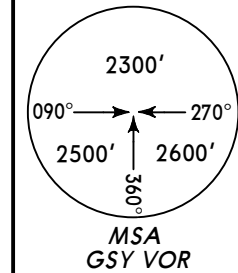
KOK 2A, LNO 2A, LNO 3B
NIK 2A
RWYS 07, 25 ARRIVALS



Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

CIV 3X, CIV 2Y
RWYS 25, 07
DEPARTURES



Direct distance from Brussels South to:
CI009 8 NM
CI105 6 NM

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

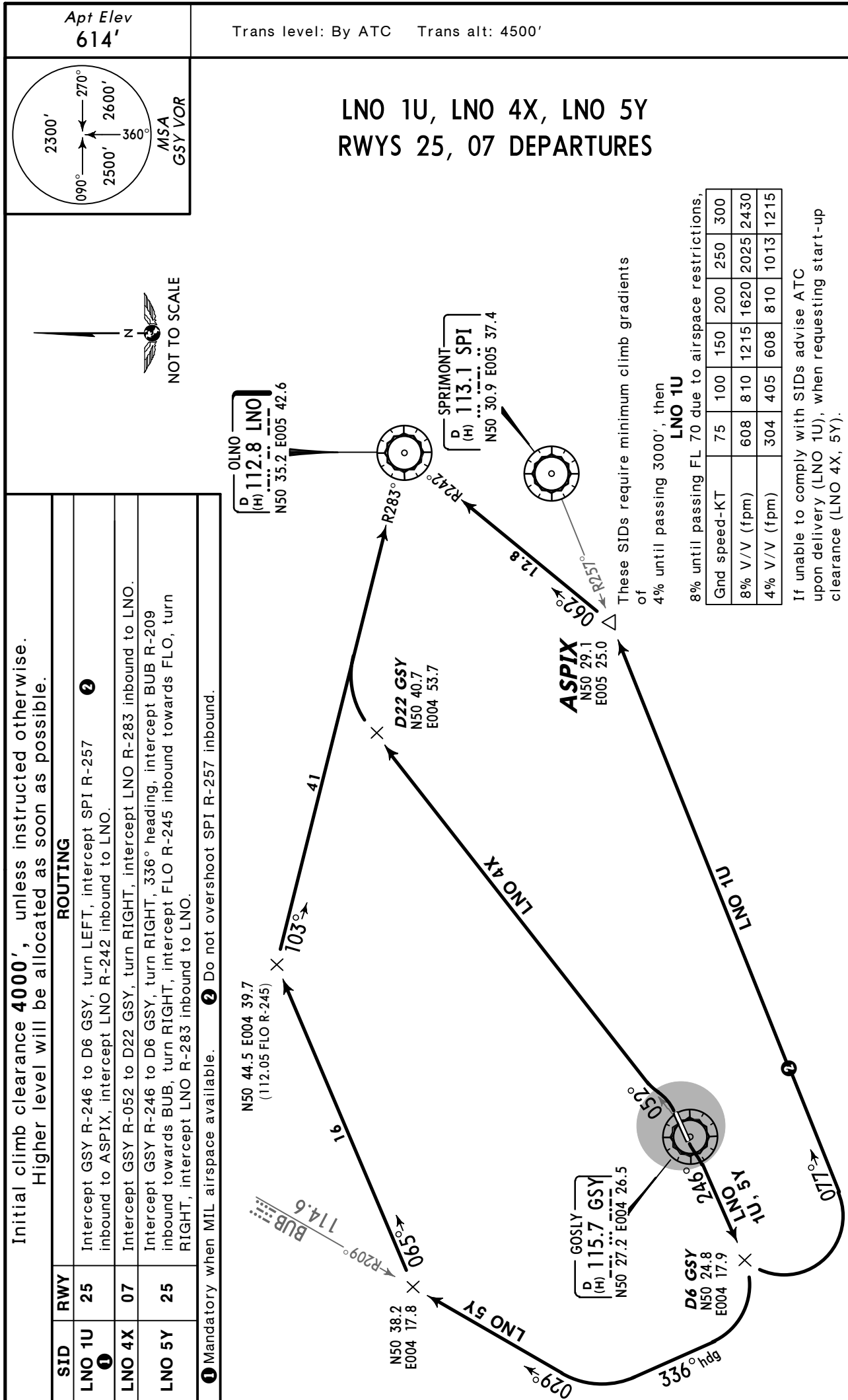
Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

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.

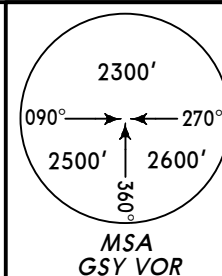
SID	RWY	ROUTING
CIV 3X	07	Intercept GSY R-052 to D7 GSY, turn LEFT to CIV.
CIV 2Y	25	Intercept GSY R-246 to D6 GSY, turn RIGHT, intercept CIV R-122 inbound to CIV.



Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

MEDIL 1Y
RWY 25 DEPARTURE
BY ATC



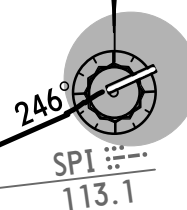
MEDIL
N50 20.5
E003 40.5



22

D8.2 GSY
N50 23.9
E004 14.8

GOSLY
P
(H) 115.7 GSY
N50 27.2 E004 26.5



This SID requires a minimum climb gradient
of
4% until passing 3000', then
8% until passing FL70 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 8% advise ATC upon
delivery, if unable to comply with 4% advise ATC
when requesting start-up clearance.

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

ROUTING

Intercept GSY R-246 to D8.2 GSY, turn RIGHT, intercept SPI R-263 to MEDIL.

Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

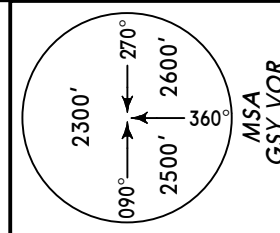
These SIDs require minimum climb gradients of 4% until passing 3000', then

RITAX 1U

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 1U), when requesting start-up clearance (RITAX 4X, 5Y).

**RITAX 1U, RITAX 4X, RITAX 5Y
RWYS 25, 07 DEPARTURES**

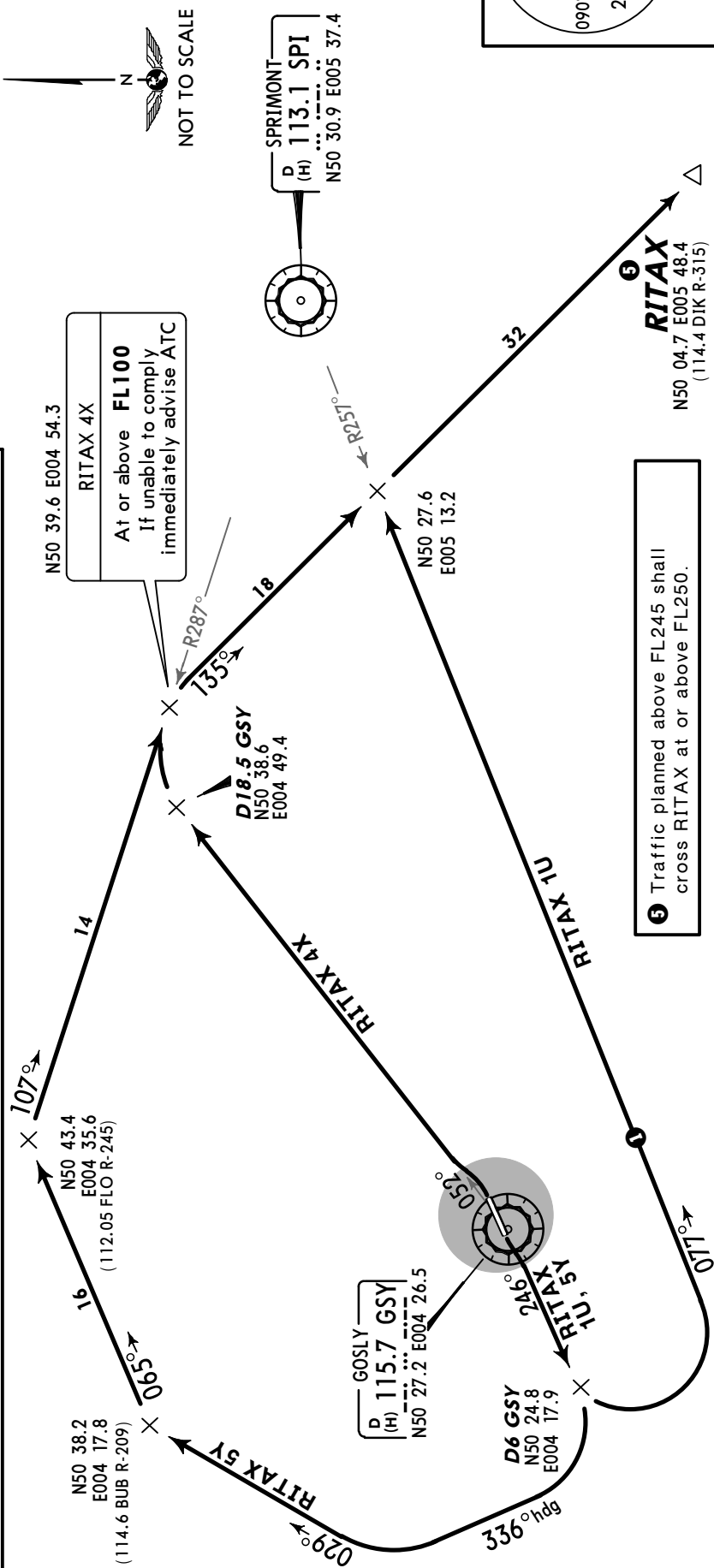


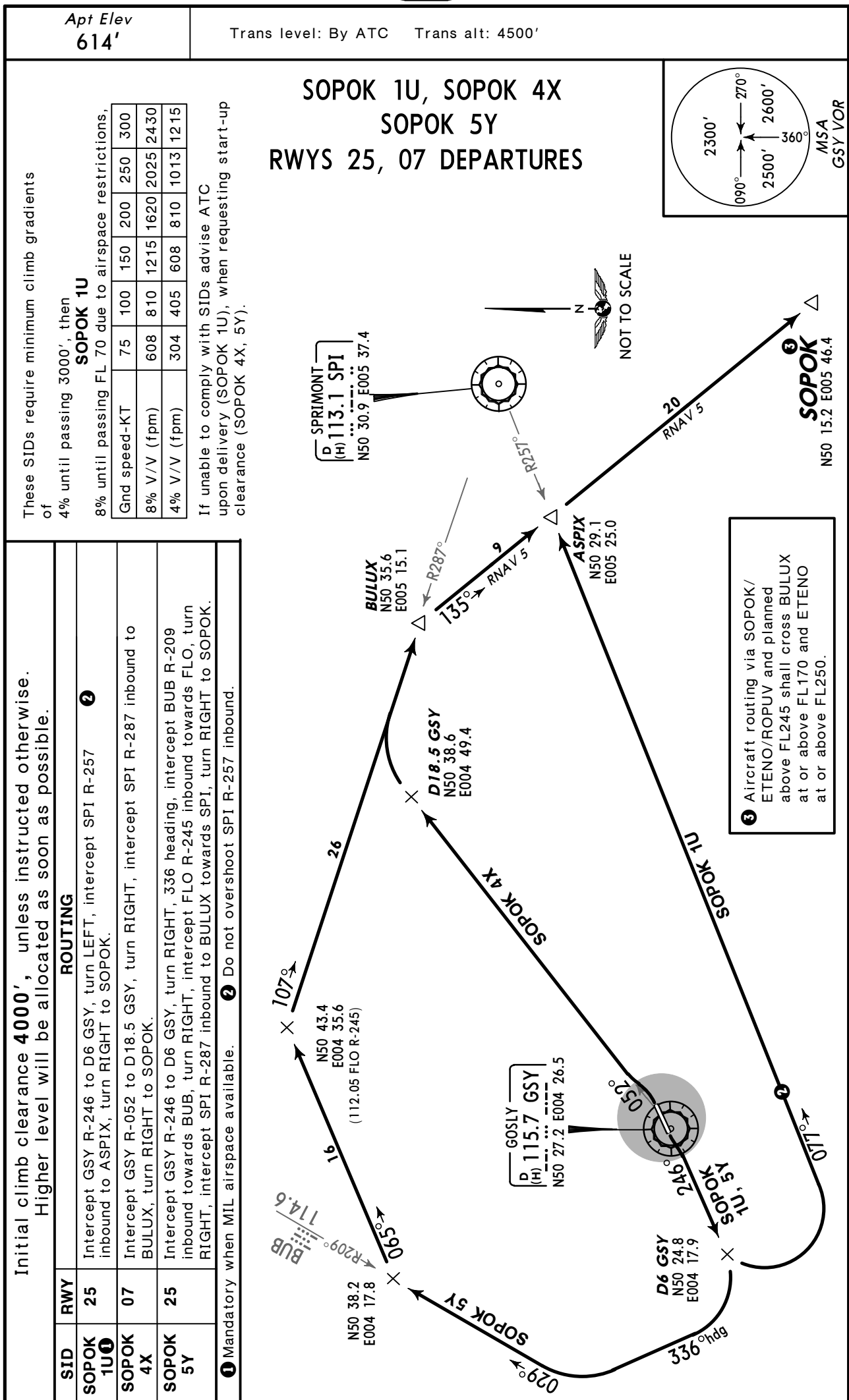
Initial climb clearance 4000', unless instructed otherwise.
Higher level will be allocated as soon as possible.

ROUTING

SID	RWY	ROUTING
RITAX 1U ①	25	Intercept GSY R-246 to D6 GSY, turn LEFT, intercept SPI R-257 inbound towards SPI, turn RIGHT, intercept DIK R-315 inbound to RITAX.
RITAX 4X ③	07	Intercept GSY R-052 to D18.5 GSY, turn RIGHT, intercept SPI R-287 inbound towards SPI, turn RIGHT, intercept DIK R-315 inbound to RITAX.
RITAX 5Y ④	25	Intercept GSY R-246 to D6 GSY, turn RIGHT, intercept BUB R-209 inbound towards BUB, turn RIGHT, intercept FLO R-245 inbound towards FLO, turn RIGHT, intercept SPI R-287 inbound towards SPI, turn RIGHT, intercept DIK R-315 inbound to RITAX.

- ① Mandatory when MIL airspace available.
- ② Do not overshoot SPI R-257 inbound.
- ③ When temporarily closed by ATC, alternative route: SOPOK 4X - SOPOK - RITAX.
- ④ When temporarily closed by ATC, alternative route: SOPOK 5Y - SOPOK - RITAX.





Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

SPI 1U, SPI 4X, SPI 5Y RWYS 25, 07 DEPARTURES

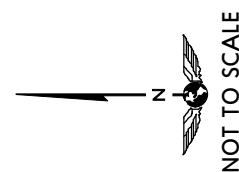
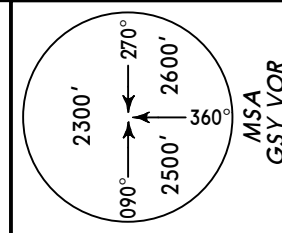
These SIDs require minimum climb gradients of

4% until passing 3000', then
SPI 1U

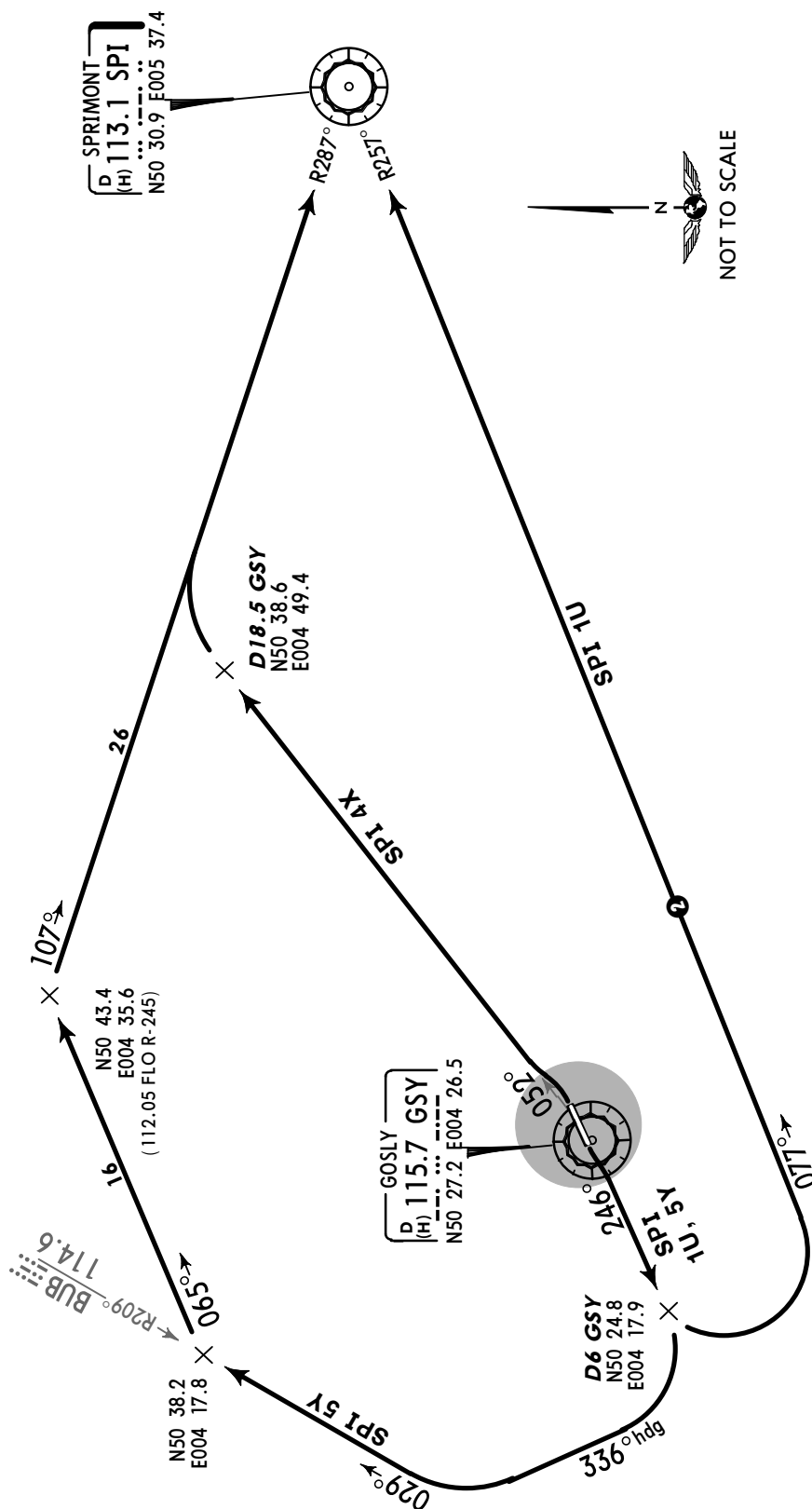
8% until passing FL 70 due to airspace restrictions.

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 SIDs advise ATC upon delivery (SPI 1U), when requesting start-up clearance (SPI 4X, 5Y).



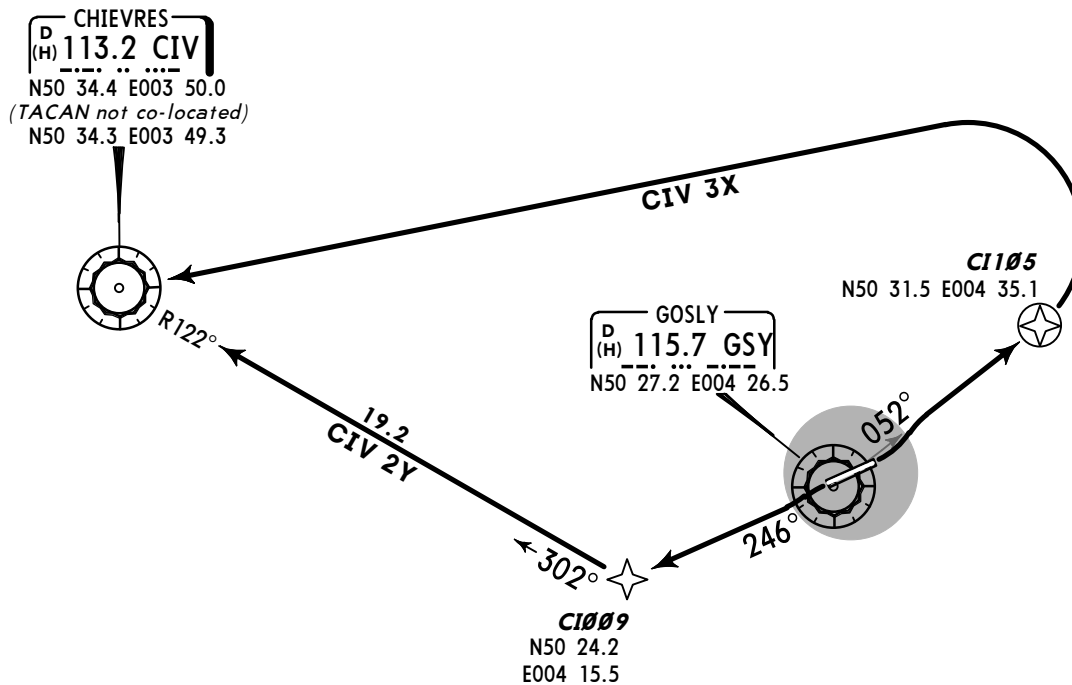
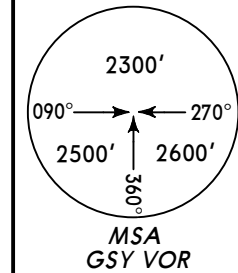
Initial climb clearance 4000', unless instructed otherwise. Higher level will be allocated as soon as possible.		
SID	RWY	ROUTING
SPI 1U ①	25	Intercept GSY R-246 to D6 GSY, turn LEFT, intercept SPI R-257 inbound to SPI. ②
SPI 4X	07	Intercept GSY R-052 to D18.5 GSY, turn RIGHT, intercept SPI R-287 inbound to SPI.
SPI 5Y	25	Intercept GSY R-246 to D6 GSY, turn RIGHT, 336 heading, intercept BUB R-209 inbound towards BUB, turn RIGHT, intercept FLO R-245 inbound towards FLO, turn RIGHT, intercept SPI R-287 inbound to SPI.
① Mandatory when MIL airspace available. ② Do not overshoot SPI R-257 inbound.		



Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

CIV 3X, CIV 2Y
RWYS 07, 25
RNAV DEPARTURES (OVERLAY 10-3)
P-RNAV (GNSS/DME-DME)



Direct distance from Brussels South to:
CI009 8 NM
CI105 6 NM

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

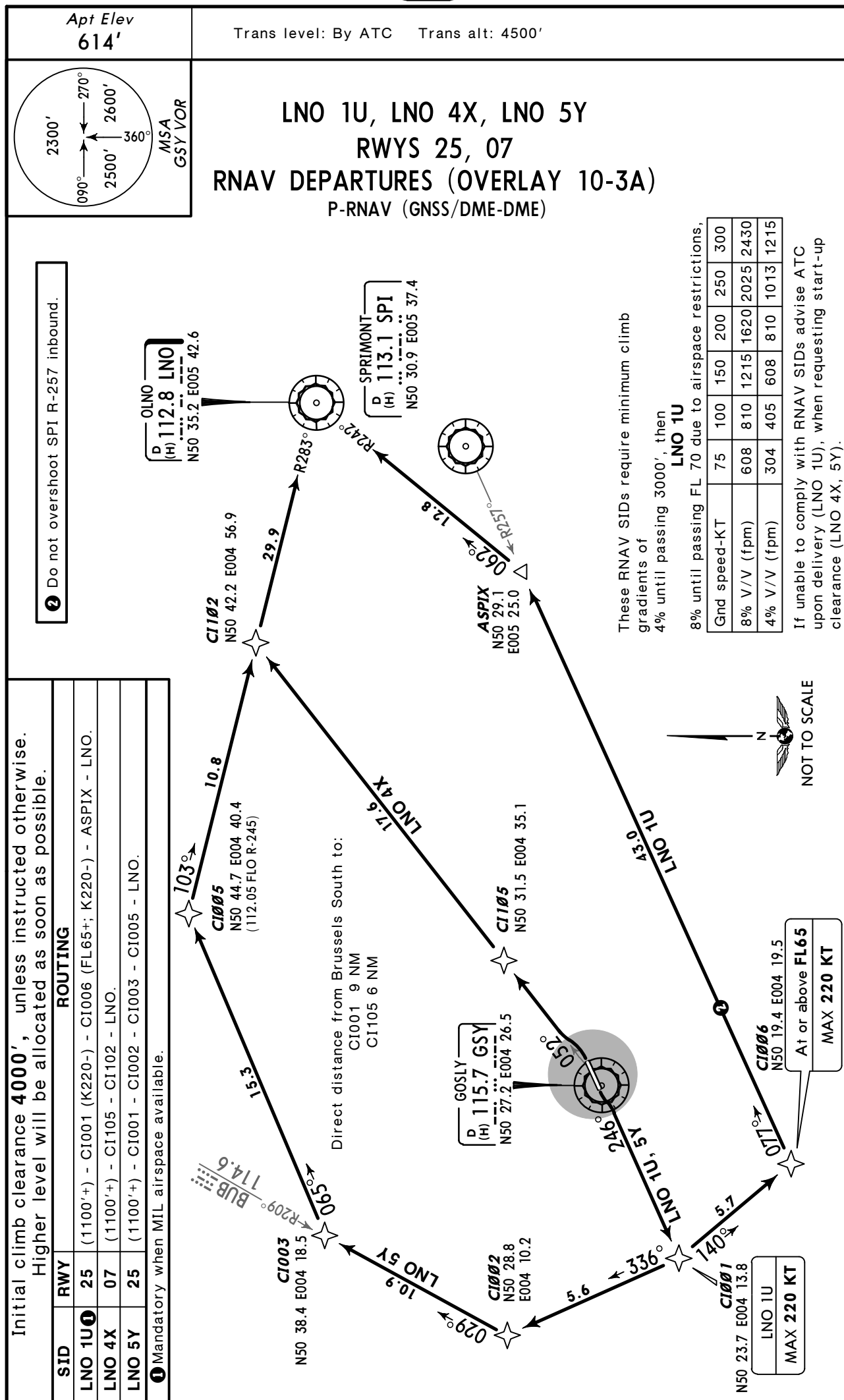
Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

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



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

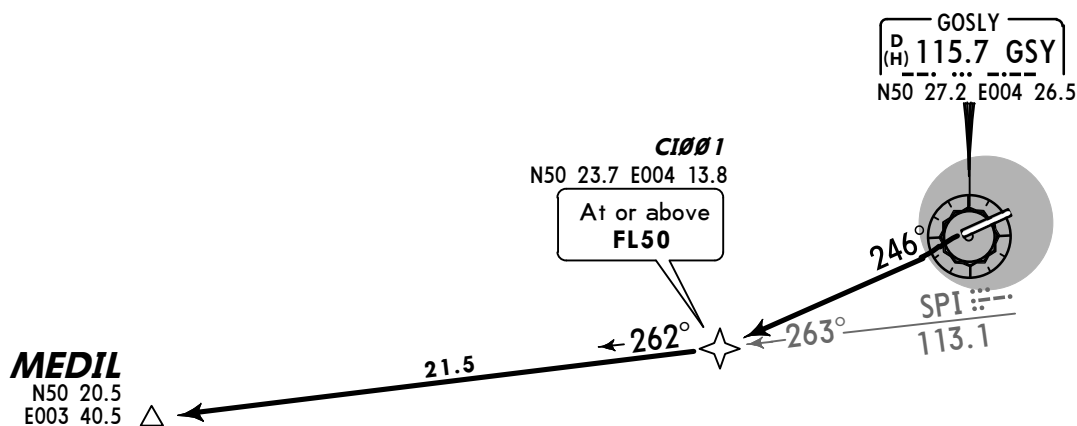
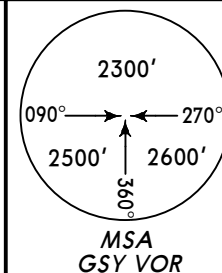
SID	RWY	ROUTING
CIV 3X	07	(1100'+) - CI105 - CIV.
CIV 2Y	25	(1100'+) - CI009 - CIV.



Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

MEDIL 1Y [MED11Y]
RWY 25 RNAV DEPARTURE (OVERLAY 10-3B)
BY ATC
P-RNAV (GNSS/DME-DME)



Direct distance from Brussels South to:
CI001 9 NM



This RNAV SID requires a minimum climb gradient of
4% until passing 3000', then
8% until passing FL70 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 8% advise ATC upon delivery, if unable to comply with 4% advise ATC when requesting start-up clearance.

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

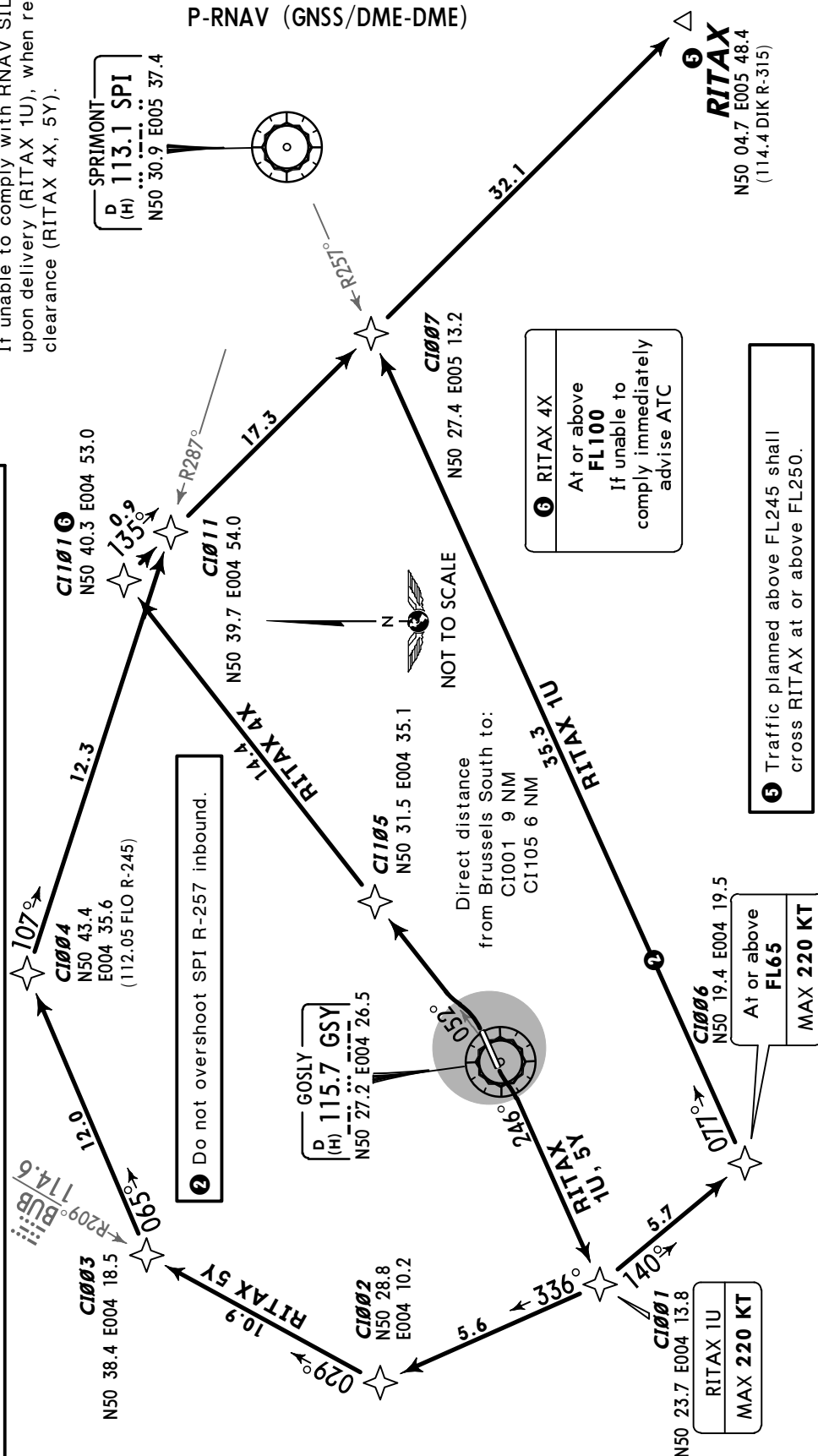
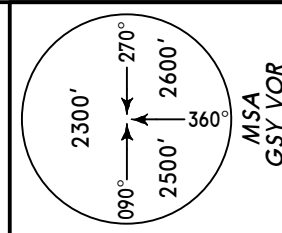
ROUTING

(1100'+) - CI001 (FL50+) - MEDIL.

Trans level: By ATC Trans alt: 4500'

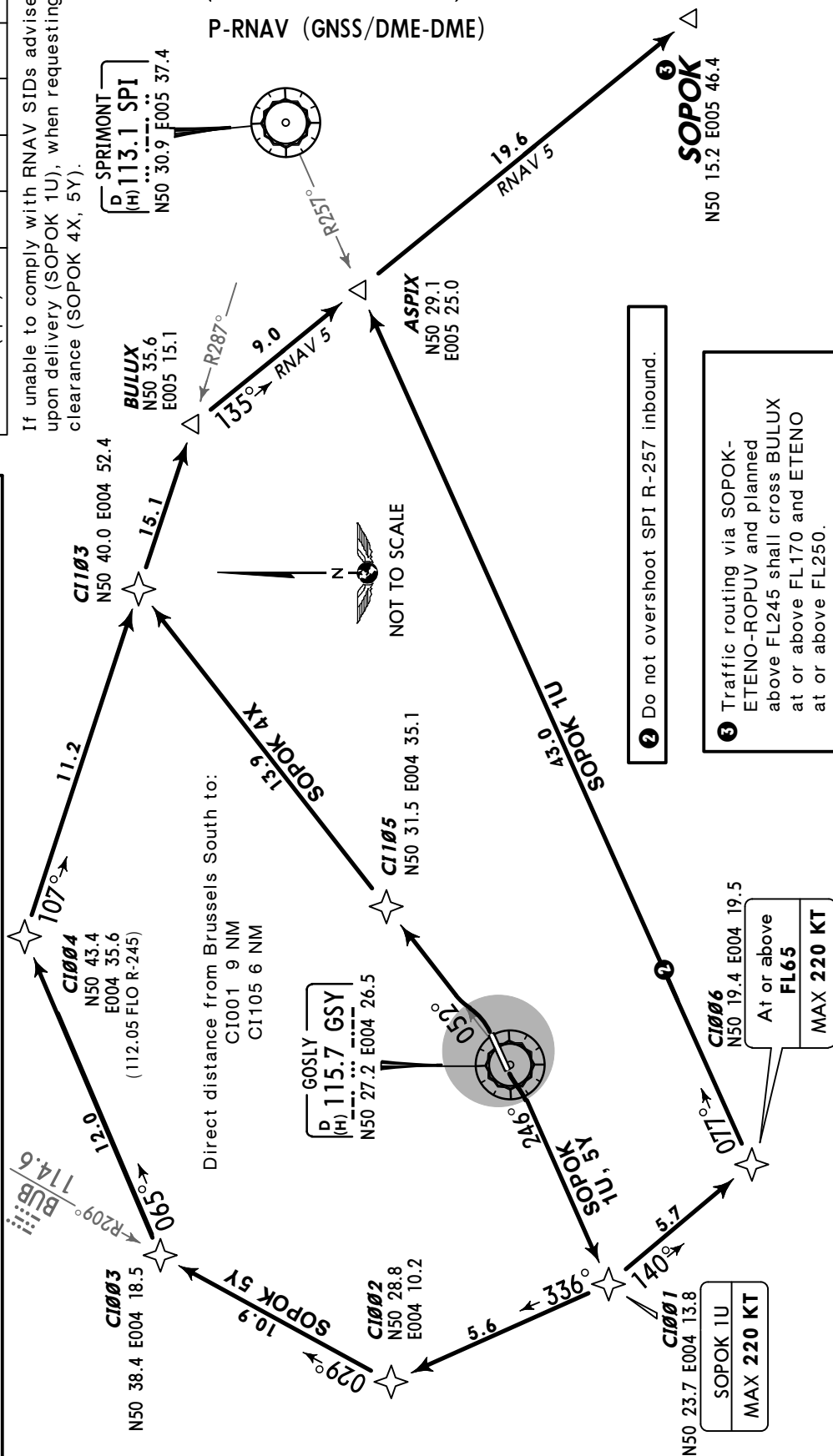
If unable to comply with RNAV SIDs advise ATC upon delivery (RITAX 1U), when requesting start-up clearance (RITAX 4X, 5Y).

P-RNAV (GNSS/DME-DME)



Trans level: By ATC Trans alt: 4500'

If unable to comply with RNAV SIDs advise ATC upon delivery (SOPOK 1U), when requesting start-up clearance (SOPOK 4X, 5Y).



© JEPPESEN, 2014. ALL RIGHTS RESERVED.

Trans level: By ATC Trans alt: 4500'

NOT TO SCALE

2 Do not overshoot SPI R-257 inbound.

FL65	MAX 220 KT
------	------------

Flight Plan Diagram:

- CI003** N50 38.4 E004 18.5 (114.6 BUB R-209)
- CI004** N50 43.4 E004 35.6 (112.05 FLO R-245)
- CI002** N50 28.8 E004 10.2
- CI001** N50 27.2 E004 26.5
- CI105** N50 31.5 E004 35.1
- CI106** N50 19.4 E004 19.5
- CI006** N50 19.4 E004 19.5

Direct distance from Brussels South to:

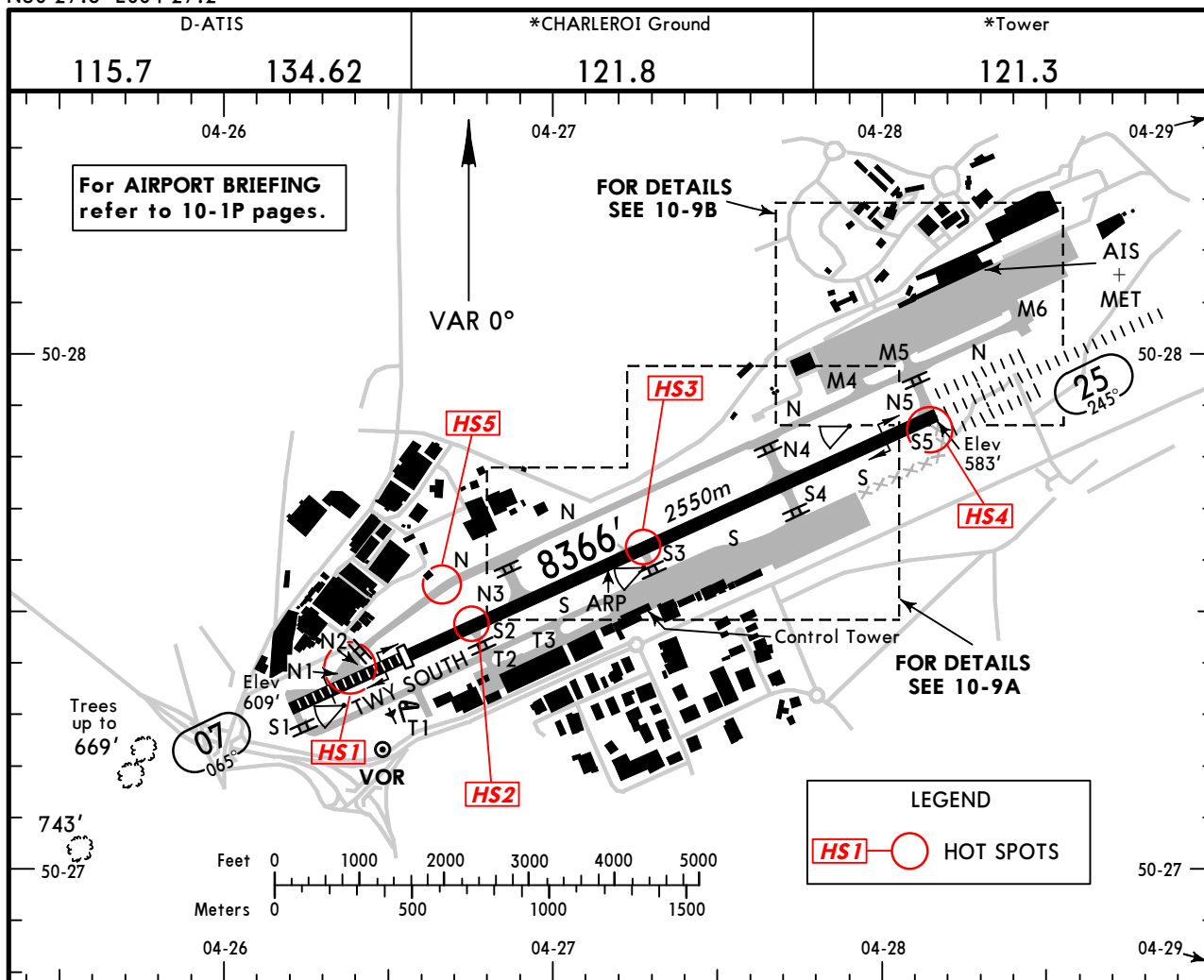
- CI001 9 NM
- CI105 6 NM

Legend:

- GOSLY
- (H)
- GSY

At or above FL65 MAX 220 KT

© JEPPESEN, 2014. ALL RIGHTS RESERVED.



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS				
RWY						LANDING BEYOND		TAKE-OFF	WIDTH
						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

HS3 Access to rwy via Twy S3 MAX wingspan 118'/36m.

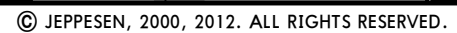
HS4 Twy S5 permanently closed.

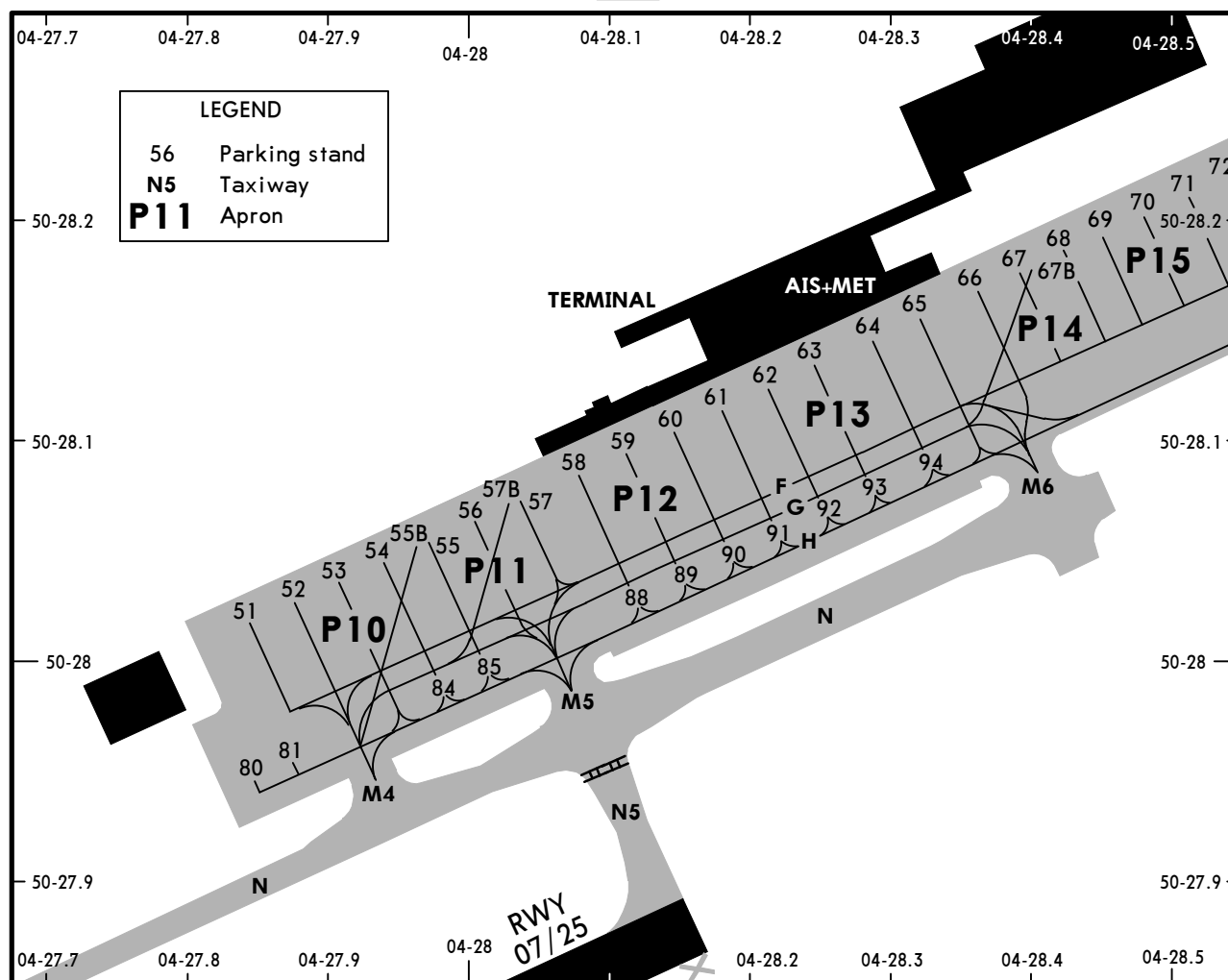
Standard

TAKE-OFF ❶

	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					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

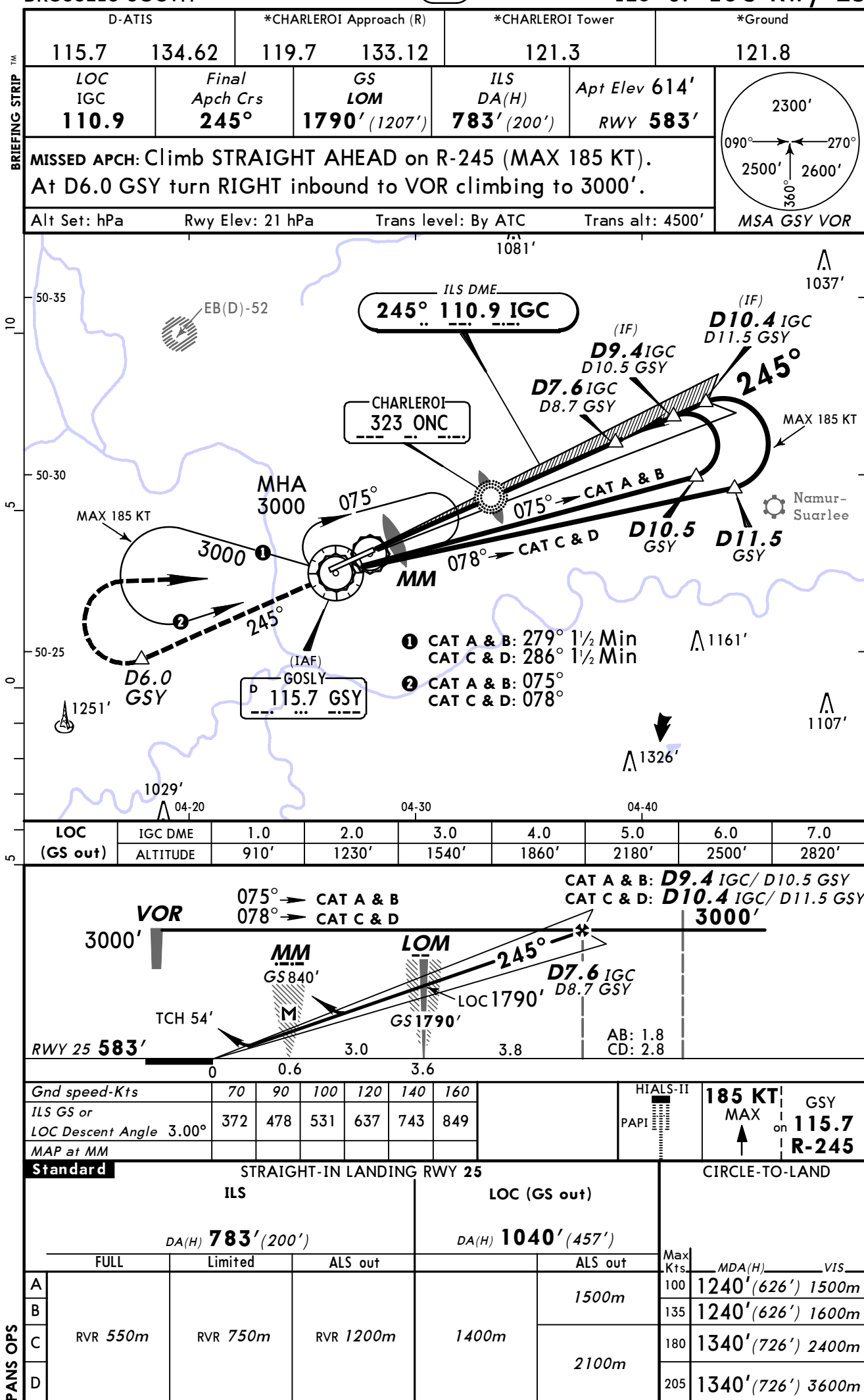
❶ Operators applying U.S. Ops Specs: CL required below 300m.

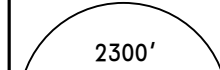


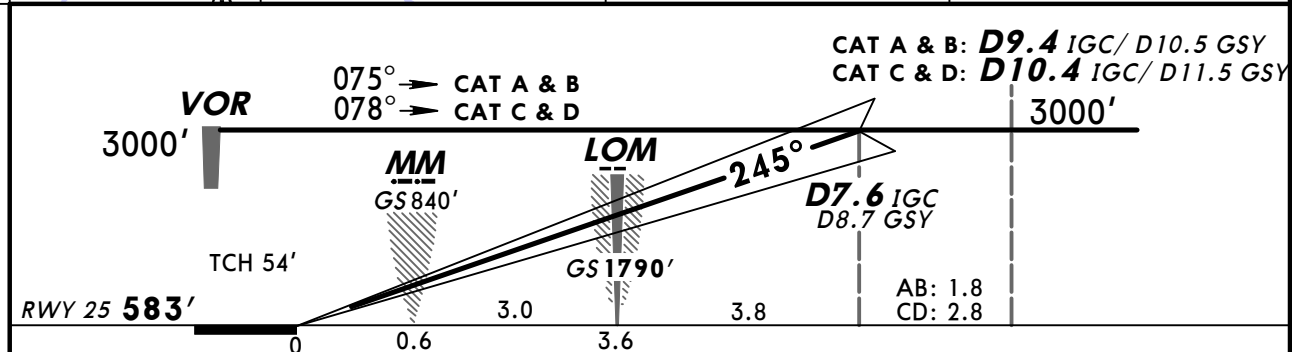
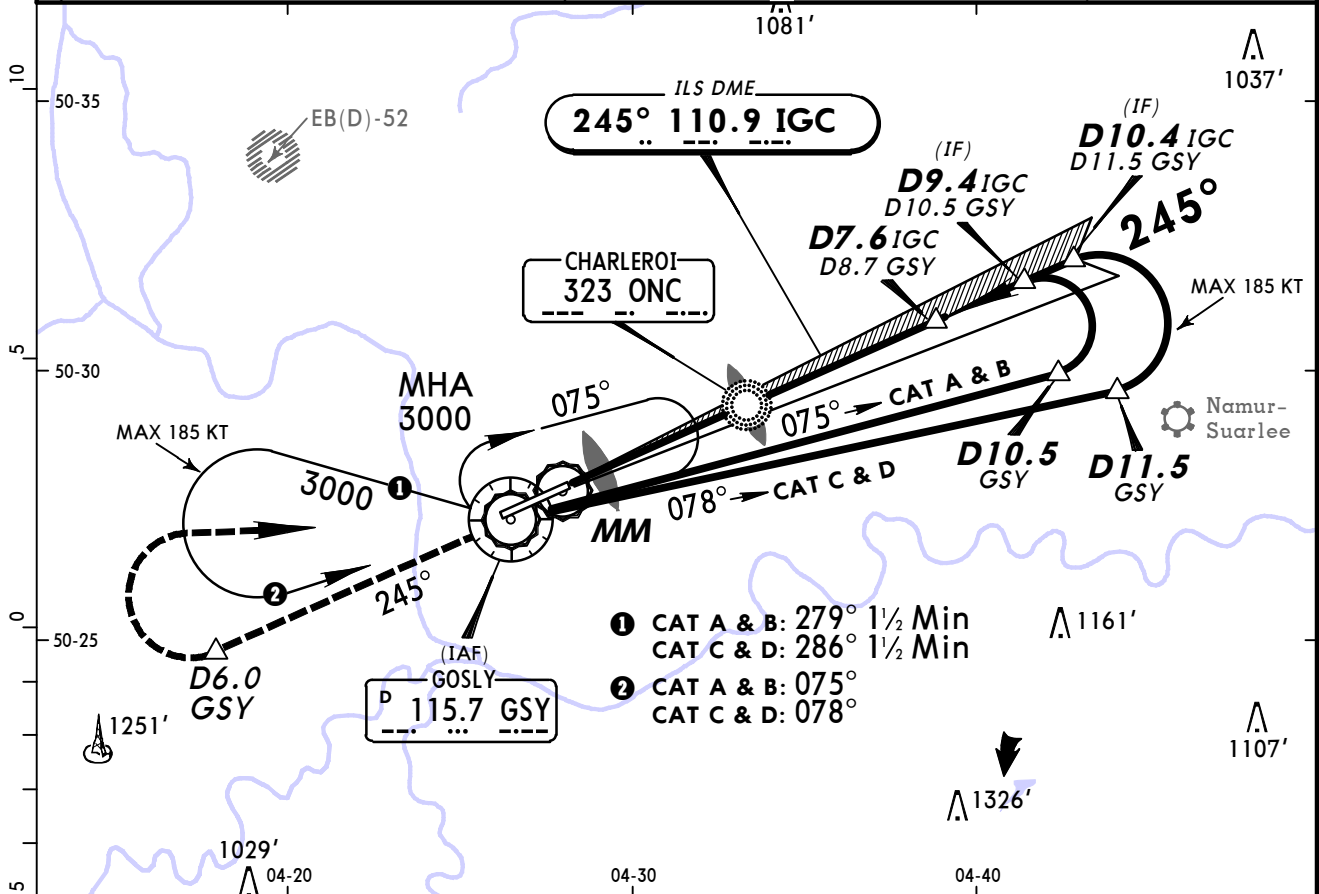


INS COORDINATES

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		



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 & IIIA ILS Refer to Minimums		Apt Elev 614' RWY 583'	 MSA GSY VOR	
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.							



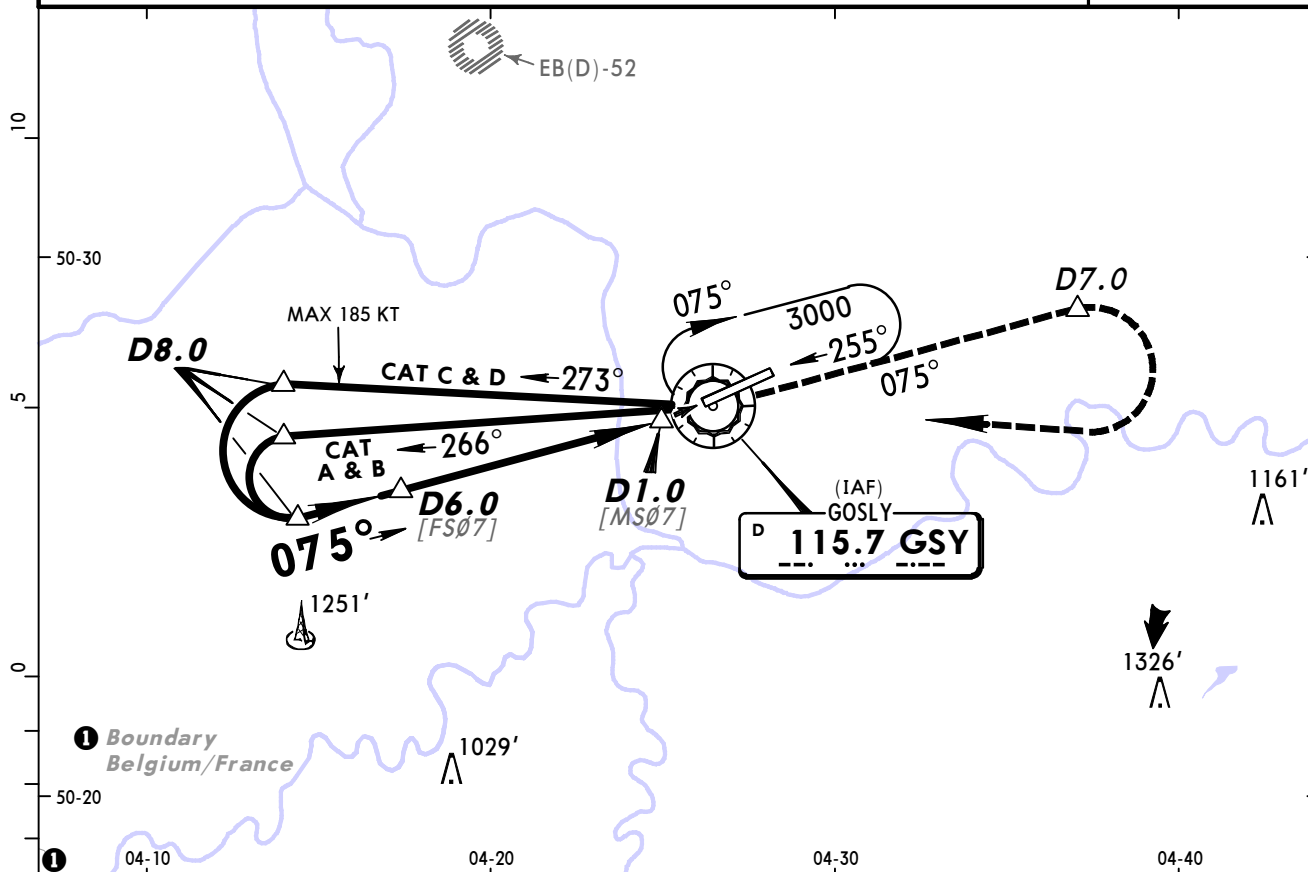
Gnd speed-Kts							HIALS-II PAP:	185 KT MAX on 115.7 R-245
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 25	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 117' DA(H) 683' (100')	
RVR 200m		RVR 300m I	

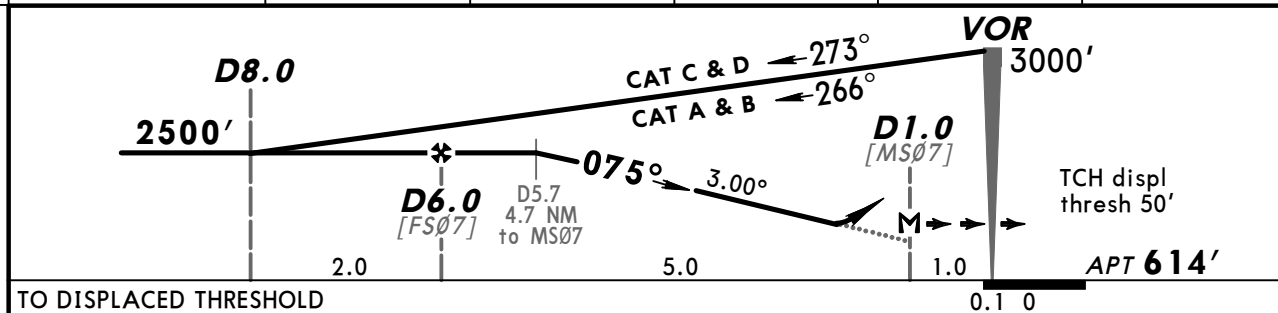
I Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

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 075°	Minimum Alt D6.0 2500' (1886')	DA(H) 1050' (436')	Apt Elev 614'			
MISSED APCH: Climb STRAIGHT AHEAD on R-075 (MAX 185 KT). At D7.0 turn RIGHT inbound to VOR climbing to 3000'.							
Alt Set: hPa Apt Elev: 22 hPa Trans level: By ATC Trans alt: 4500' 1. DME required. 2. CAUTION: Timing not authorized for defining the MAP.							

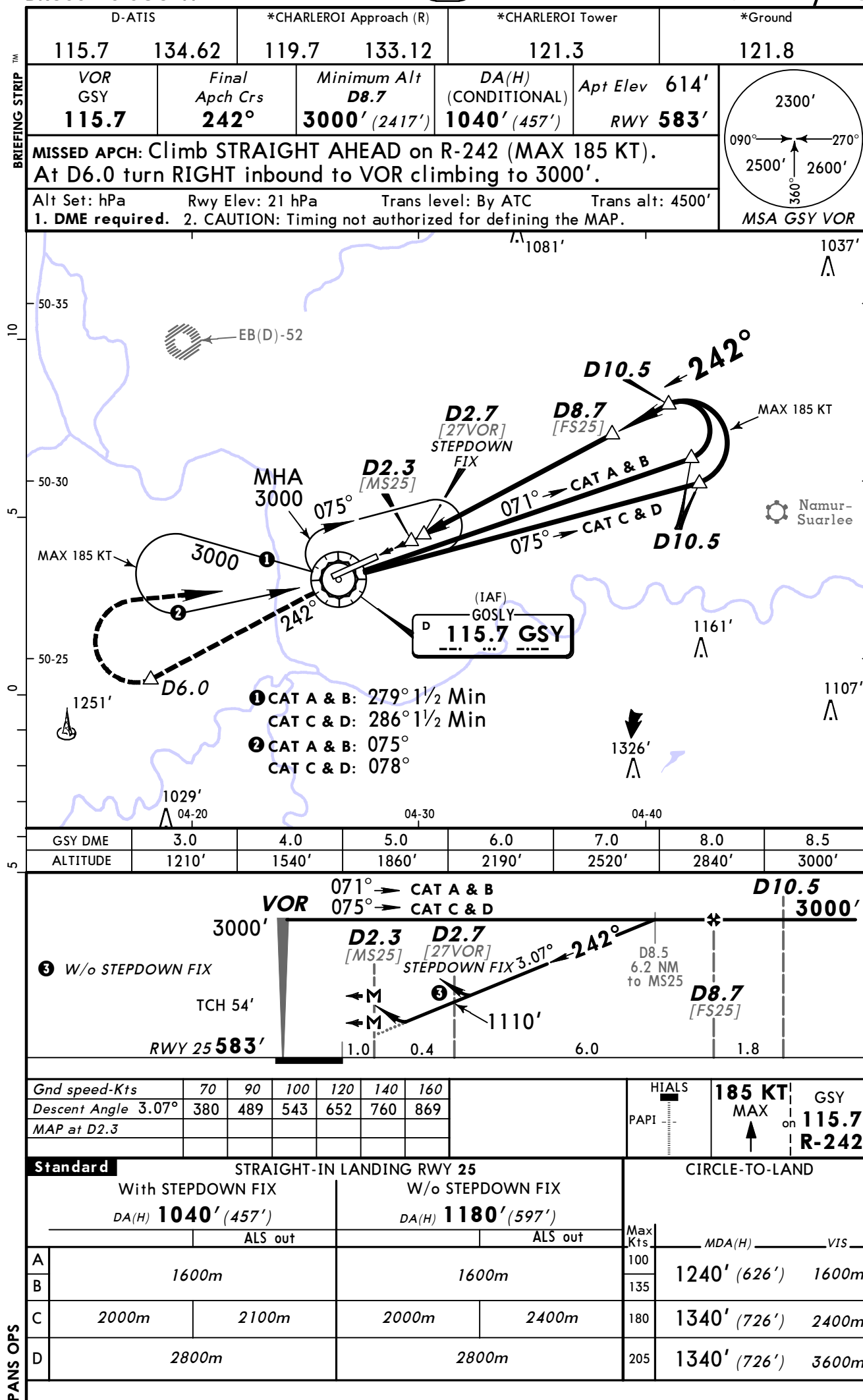


GSY DME	5.7	5.0	4.0	3.0	2.0
ALTITUDE	2500'	2280'	1960'	1650'	1330'

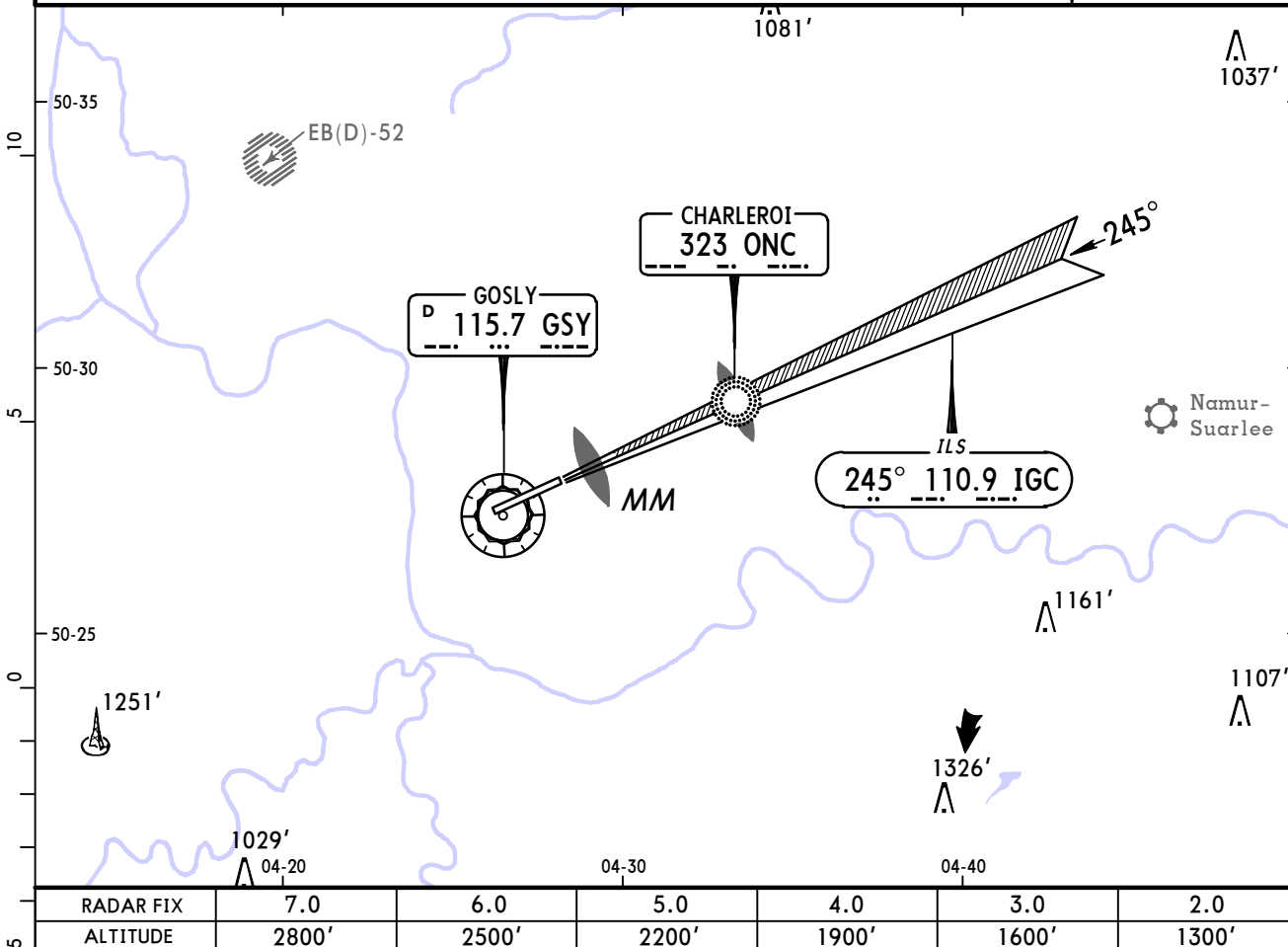


TO DISPLACED THRESHOLD						
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

Standard STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND		
DA(H) 1050' (436')			Max Kts.		
ALS out			MDA(H) VIS		
A	2000m		100	1240' (626')	2000m
B	2400m		135	1340' (726')	2400m
C	2800m		180	1340' (726')	3600m
D	2800m		205	1340' (726')	3600m



BRIEFING STRIP TM	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' 611' 583'	No MSA published		
		MISSED APCH: As directed by RADAR CONTROLLER.							
		Alt Set: hPa		Apt Elev: 22 hPa		Trans level: By ATC			Trans alt: 4500'



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

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		SRA 07		SRA 25	
		MDA(H) 1150' (539')		MDA(H) 1110' (527')	
		ALS out		ALS out	
A	3500m			Max Kts	MDA(H) _____ VIS _____
B				100	1150' (536') 1 3500m
C				135	
D				180	1220' (606') 3500m
				205	1320' (706') 3600m

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

CHARLEROI, (BRUSSELS SOUTH - EBCI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EBCI