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Airport Information For EBCI

Terminal Charts For EBCI

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: CHARLEROI BEL
ICAO/IATA: EBCI / CRL
Lat/Long: N50° 27.60', E004° 27.17'
Elevation: 614 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° 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: 1500 ft (886 ft AGL)

Sunrise: 0740 Z
Sunset: 1559 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: 115.700
ATIS: 134.625
Charleroi Tower: 121.300 VHF-DF
Charleroi Tower: 25.780 VHF-DF
Charleroi Ground: 121.800 VHF-DF
Charleroi Approach: 25.780 VHF-DF

Charleroi Approach: 119.700 Secondary VHF-DF
Charleroi Approach: 37.087 VHF-DF
Charleroi Approach: 133.125 VHF-DF

EBCI/CRL
BRUSSELS SOUTH

JEPPESEN

13 FEB 15

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 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.

EBCI/CRL
BRUSSELS SOUTH

13 FEB 15

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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 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 70.

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 70 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 80 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:

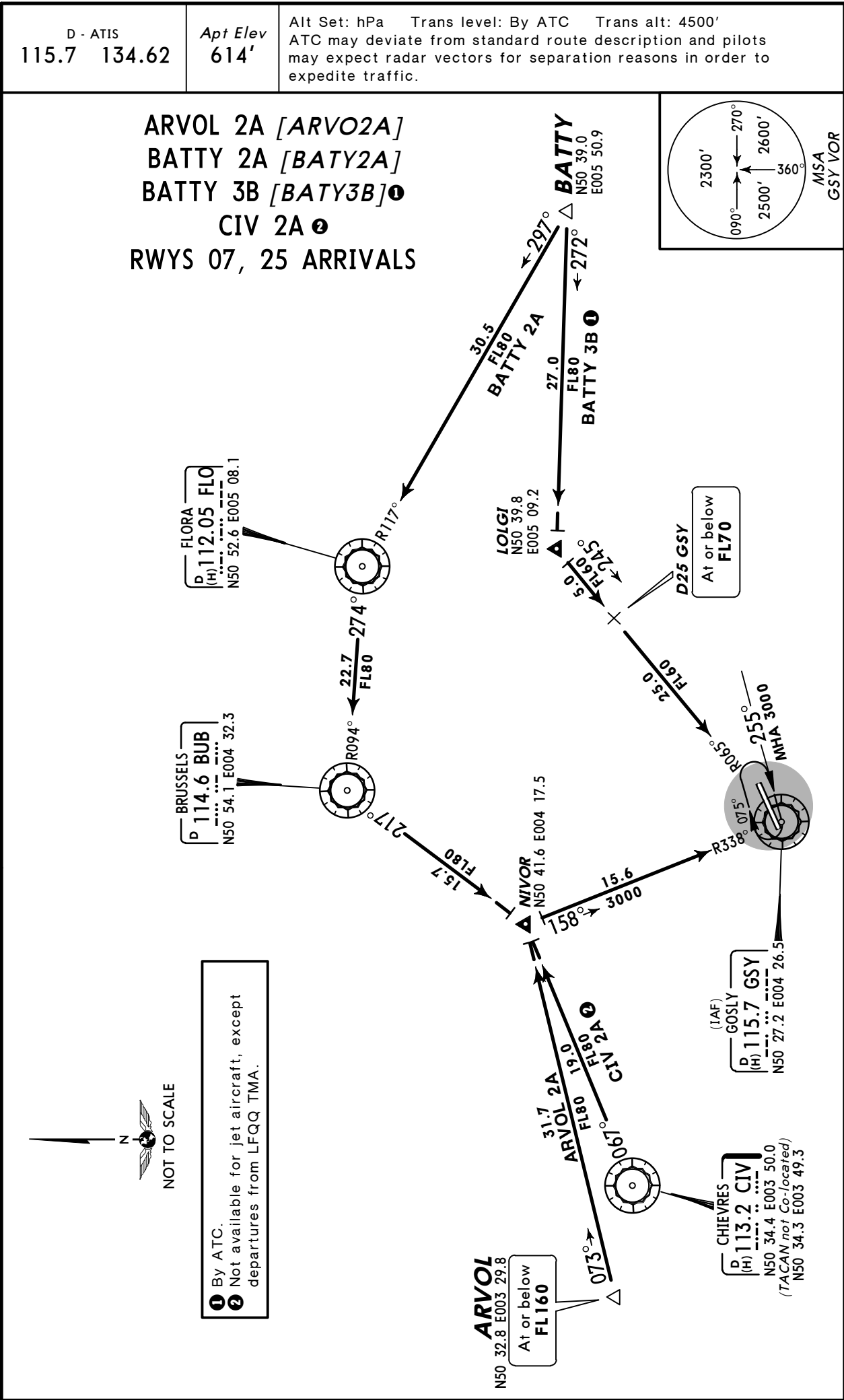
Take-off to 2100'	Take-off power Take-off flaps Climb at $V_2 + 10$ KT
At 2100'	Maintain flaps in take-off configuration Climb at $V_2 + 10 - 20$ KT Adjust power according to noise abatement power schedule provided in the ACFT Operating Manual
2100' - 3600'	Start accelerating Start retracting flaps Maintain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

EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
21 DEC 12 10-2

CHARLEROI, BELGIUM

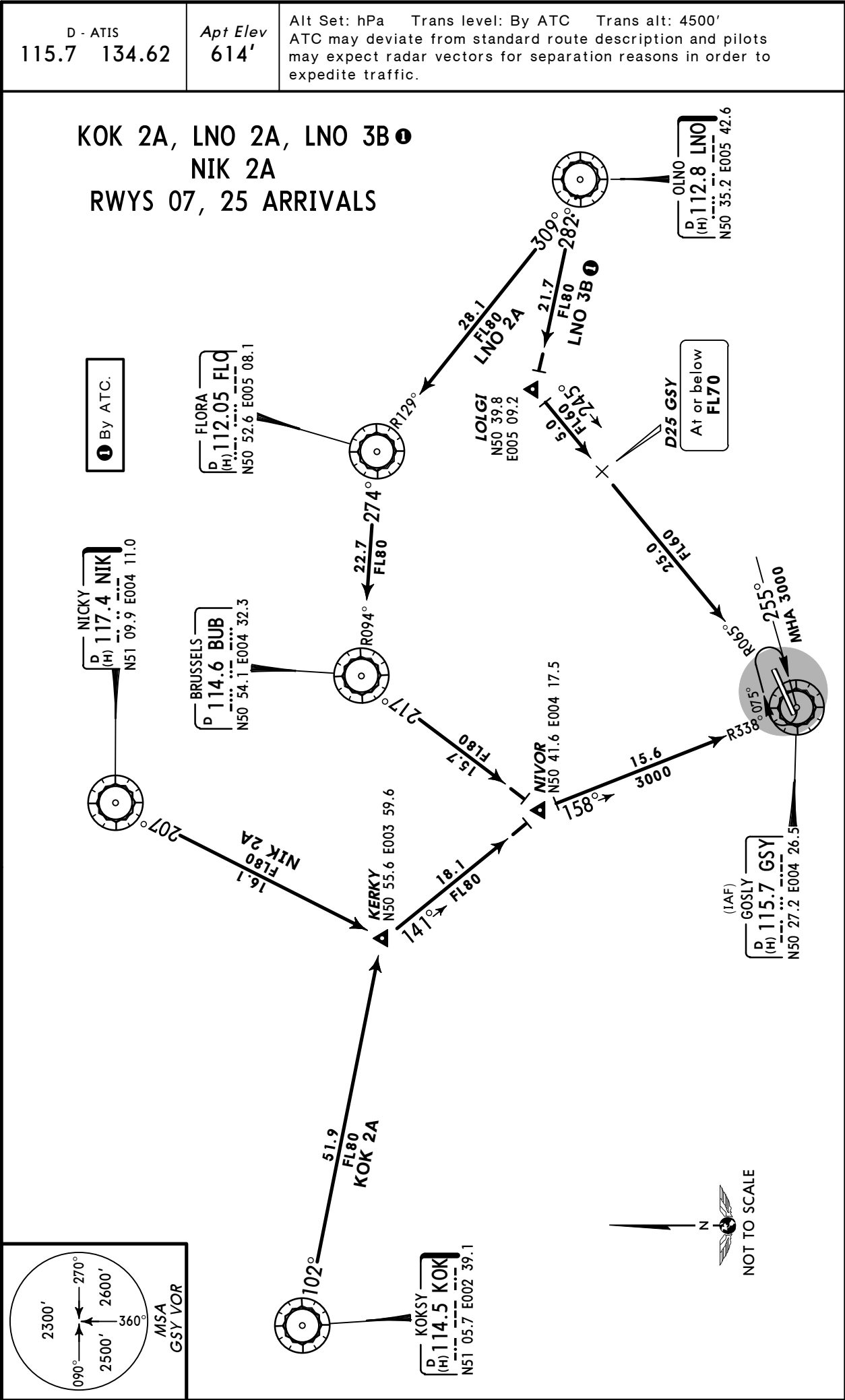
STAR



EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
21 DEC 12 10-2A

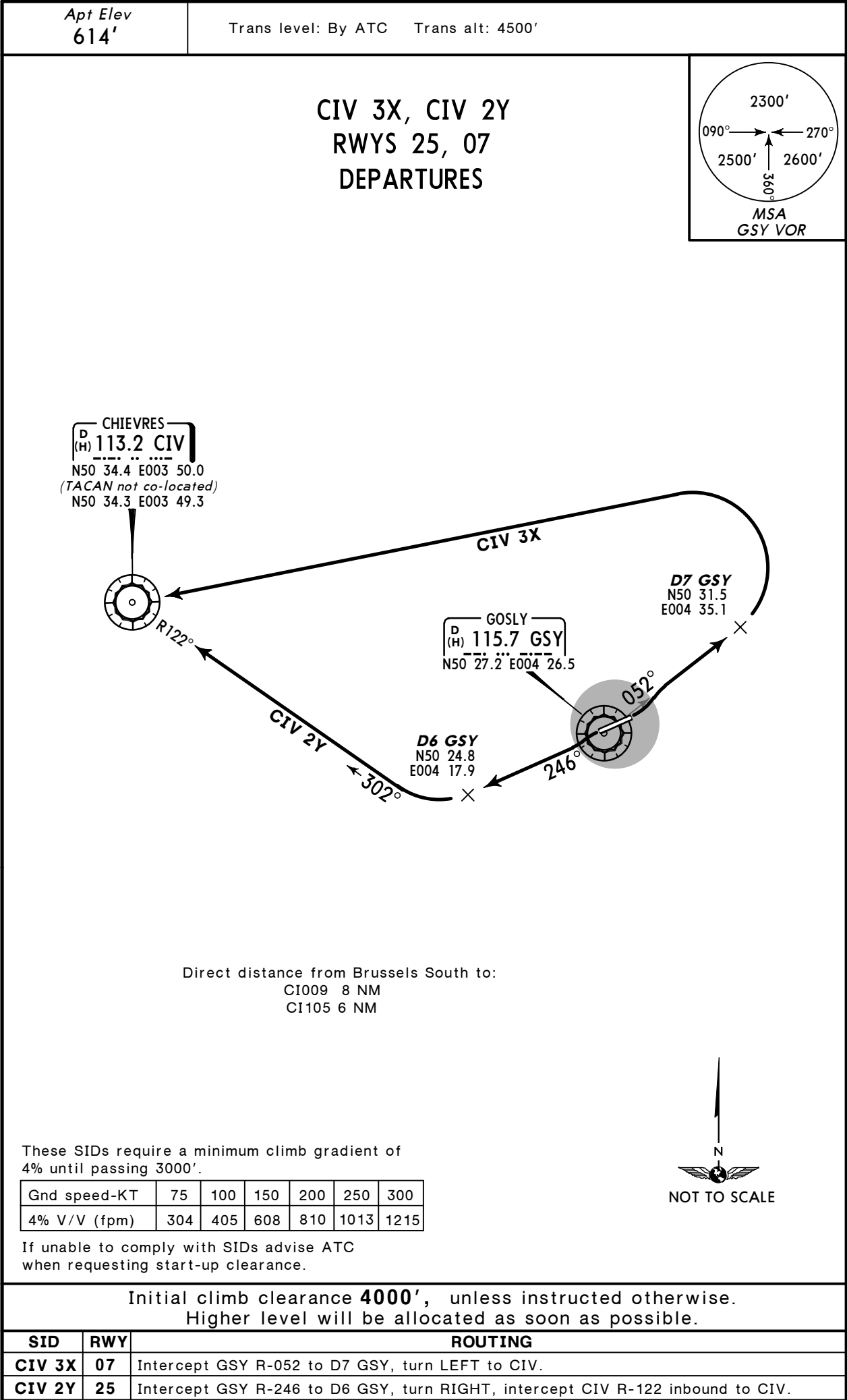
CHARLEROI, BELGIUM
STAR



EBCI/CRL
BRUSSELS SOUTH

11 APR 14 10-3

CHARLEROI, BELGIUM
SID



OLNO 1112.8 LNO
35.2 E005 42.6

SPRIMONT
D 113.1 SPI
(H)
N50 30.9 E005 37.4

require minimum climb gradients

ing 3000', then
LNO 1U
ing FL 70 due to airspace restrictions

75	100	150	200	250	300
608	810	1215	1620	2025	2430
304	405	608	810	1013	1216

comply with SIDs advise ATC
(LNO 1U), when requesting start-up
O 4X, 5Y).

[illegible]

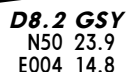
2300'

090° 270°

2500' 2600'

360°

MSA
GSY VOR





 GOSLY

 (H) 115.7 GSY

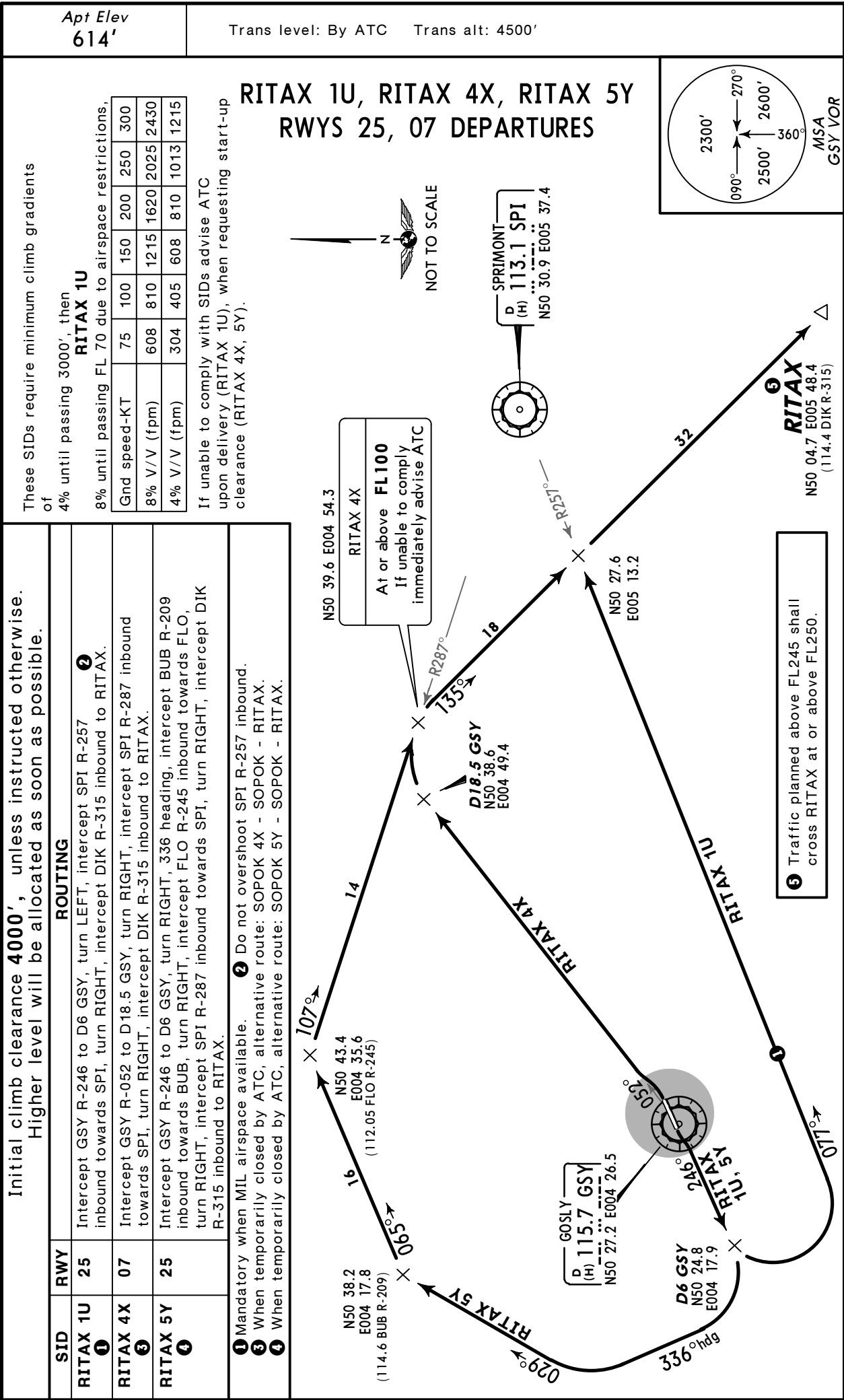
 N50 27.2 E004 26.5

246°
SPI :--
113.1

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BRUSSELS SOUTH

JEPPESSEN
4 APR 14 10-3C

CHARLEROI, BELGIUM
SID

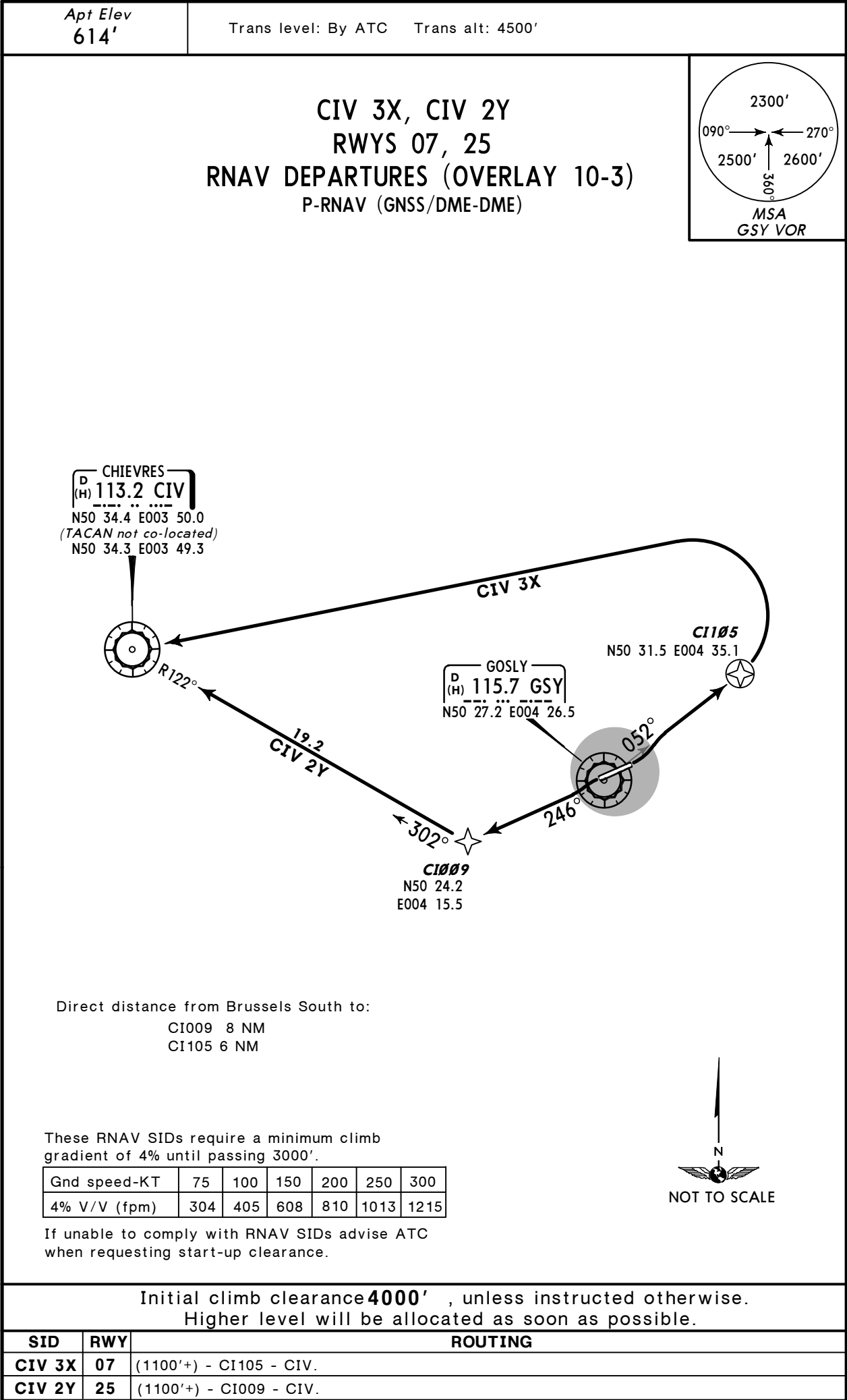


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BRUSSELS SOUTH

JEPPESEN
3 JAN 14 10-3F Eff 9 Jan

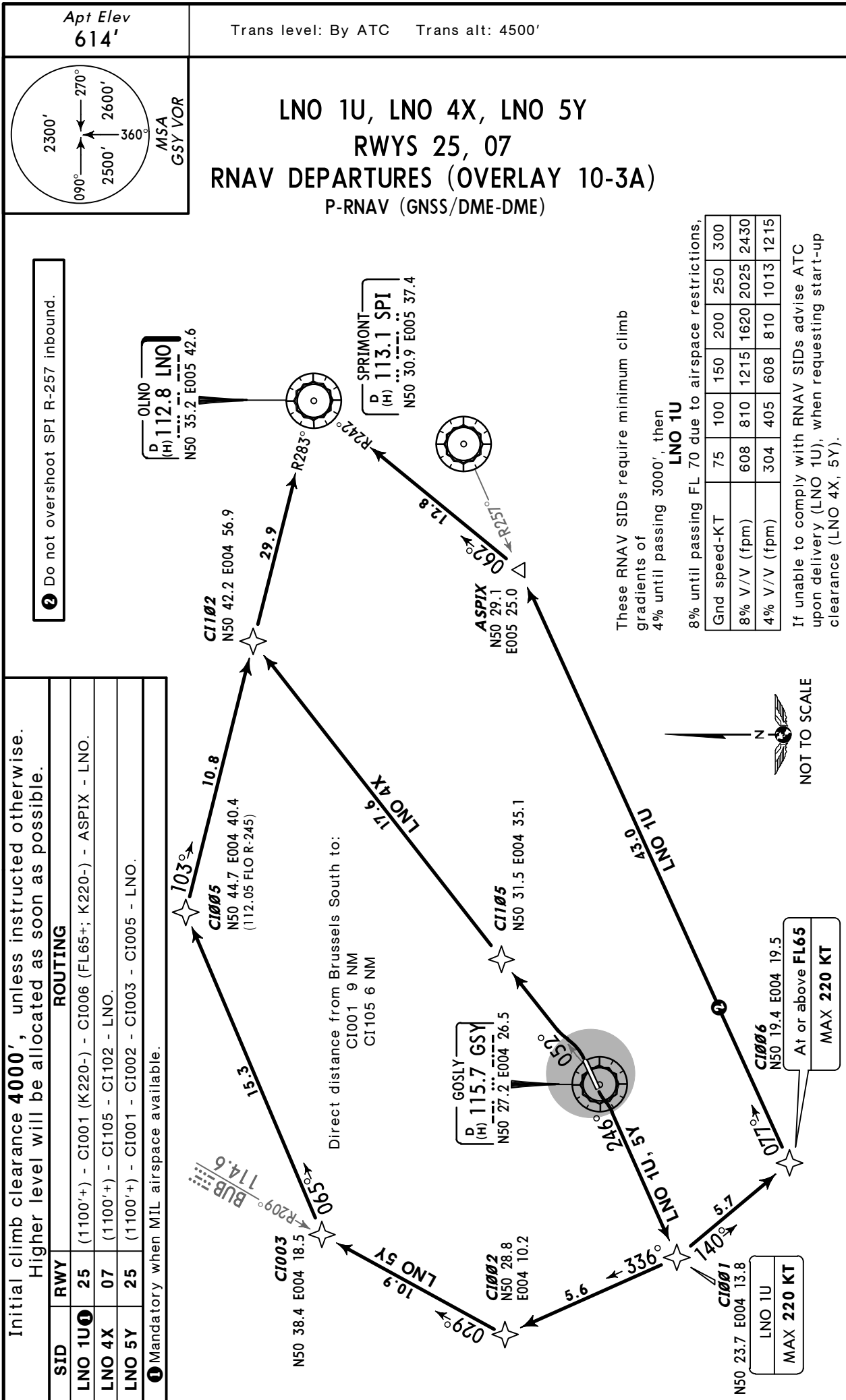
CHARLEROI, BELGIUM
RNAV SID (OVERLAY)



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BRUSSELS SOUTH

JEPPesen
3 JAN 14 10-3G Eff 9 Jan

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)



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BRUSSELS SOUTH

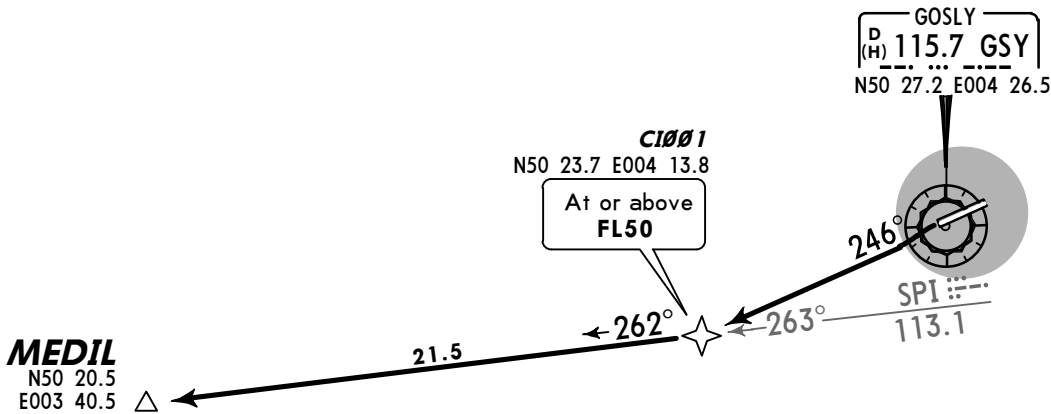
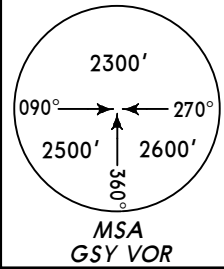
JEPPESSEN
4 APR 14 10-3H

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)

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.

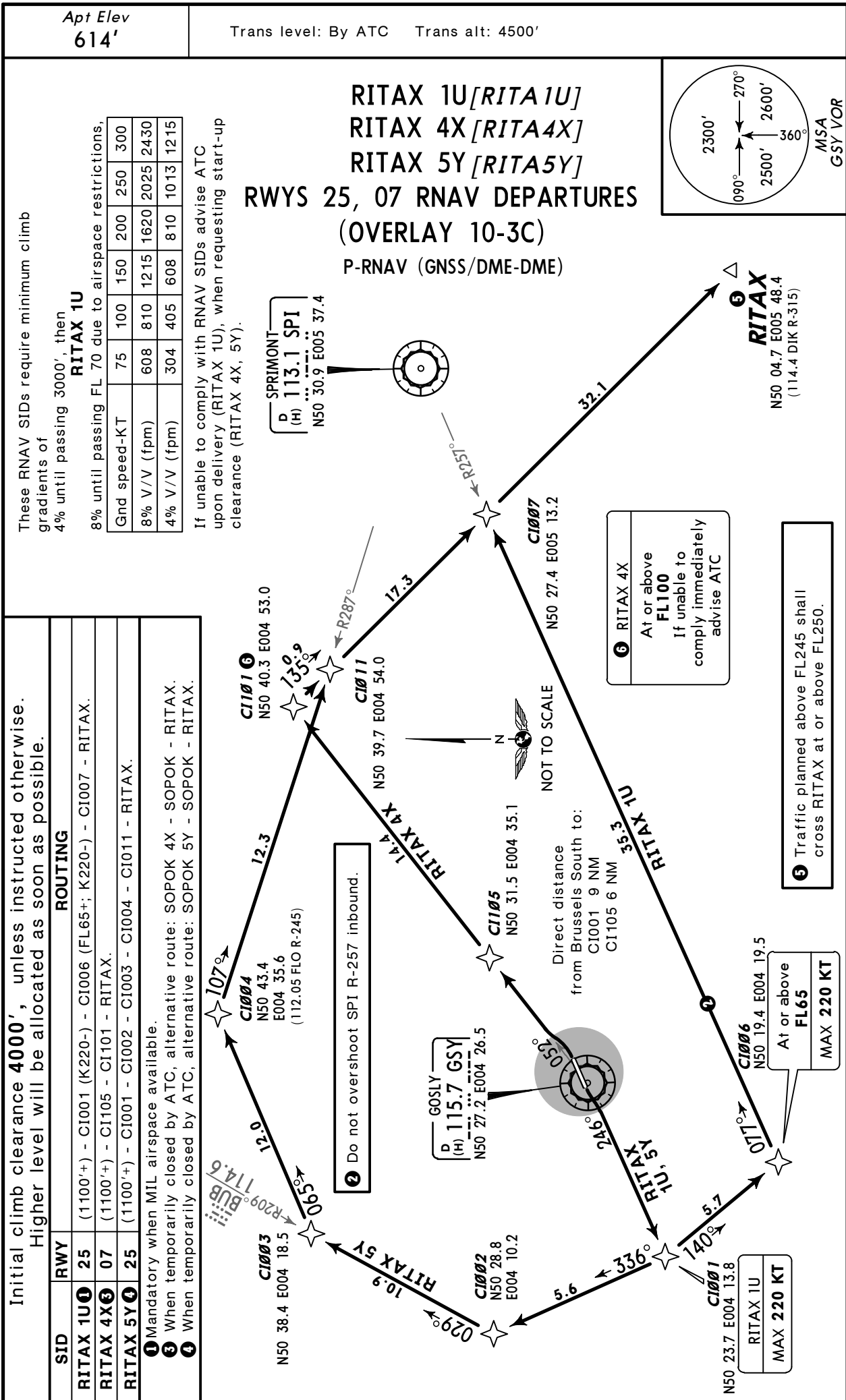
ROUTING

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

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JEPPesen
4 APR 14 (10-3J)

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)

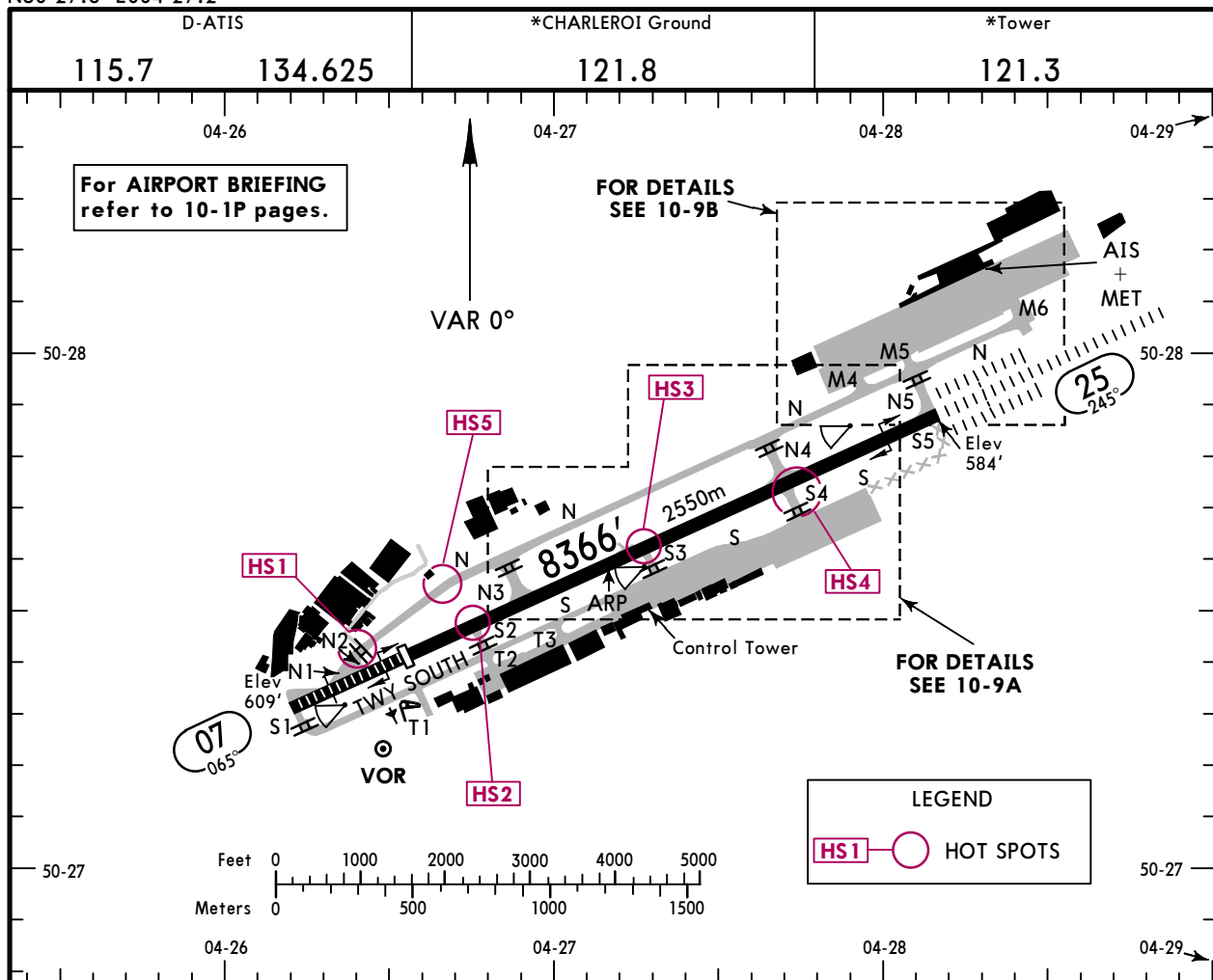


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EBCI/CRL

Apt Elev **614'**
N50 27.6 E004 27.2

JEPPESSEN

11 DEC 15 **(10-9)**
CHARLEROI, BELGIUM
BRUSSELS SOUTH


1 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 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 25 from twy S4.

Standard

TAKE-OFF 1

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

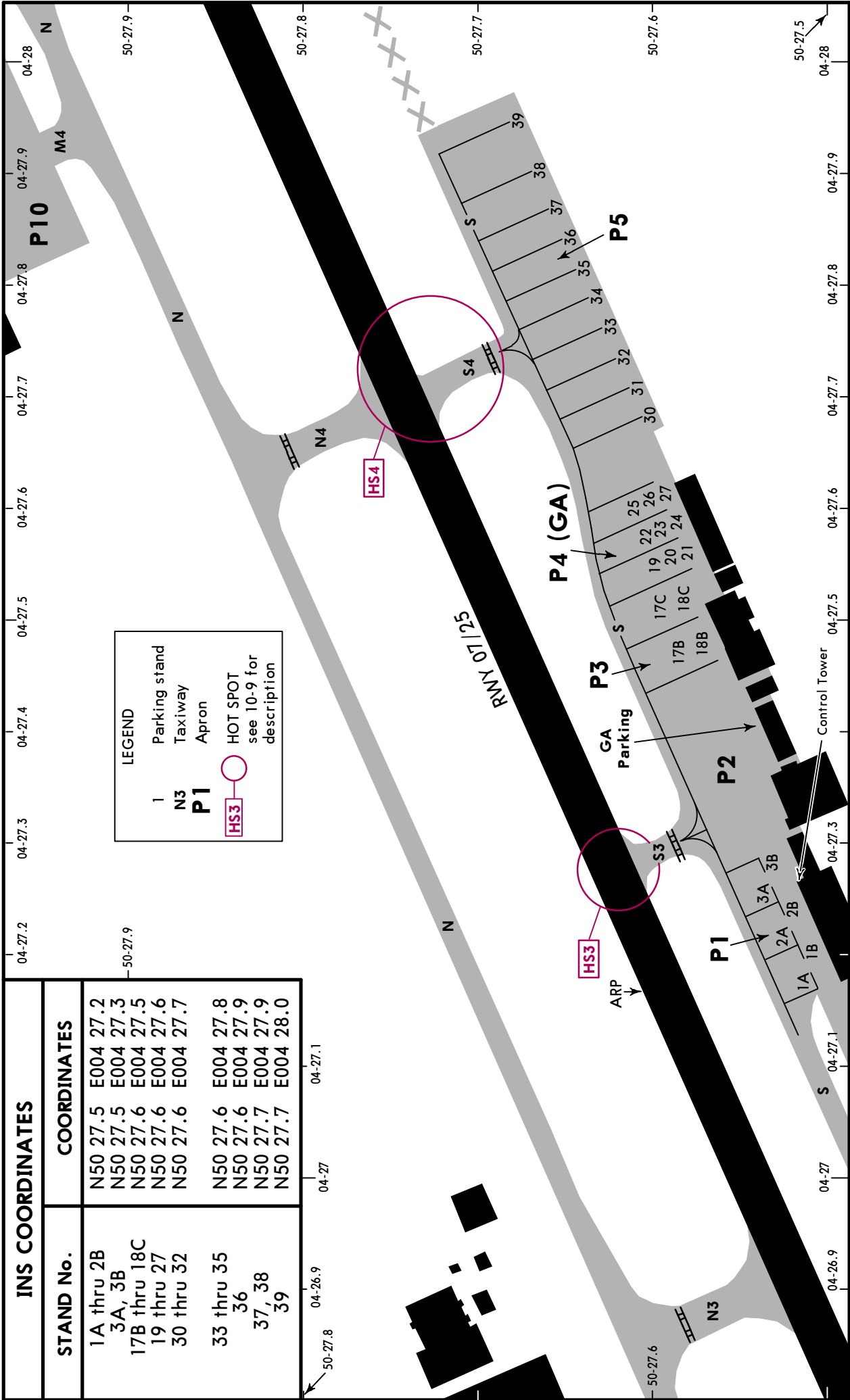
1 Operators applying U.S. Ops Specs: CL required below 300m.

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CHARLEROI, BELGIUM
BRUSSELS SOUTH

11 DEC 15 10-9A



EBCI/CRL

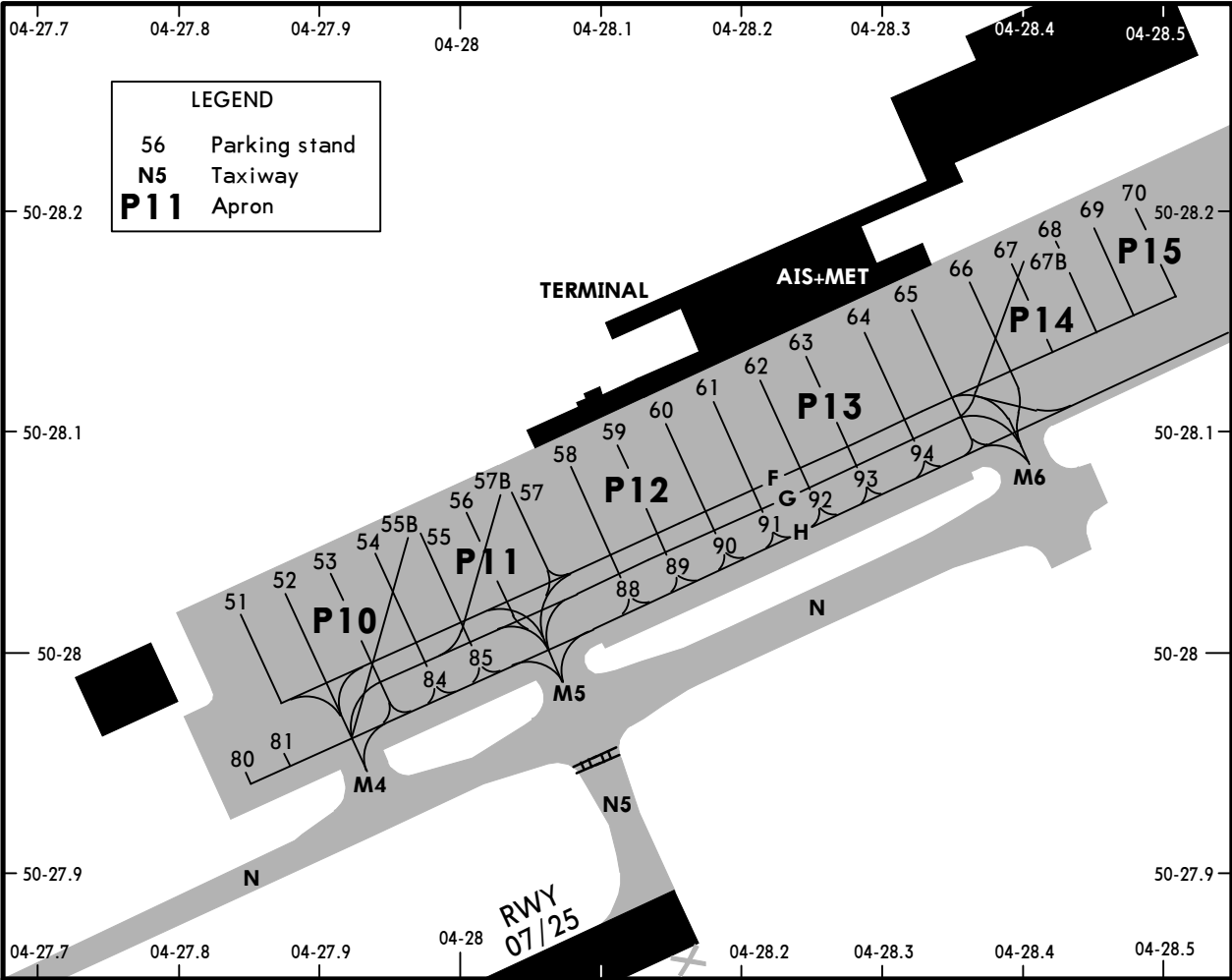
JEPPesen

CHARLEROI, BELGIUM

13 FEB 15

10-9B

BRUSSELS SOUTH



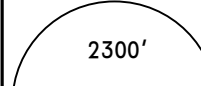
INS COORDINATES

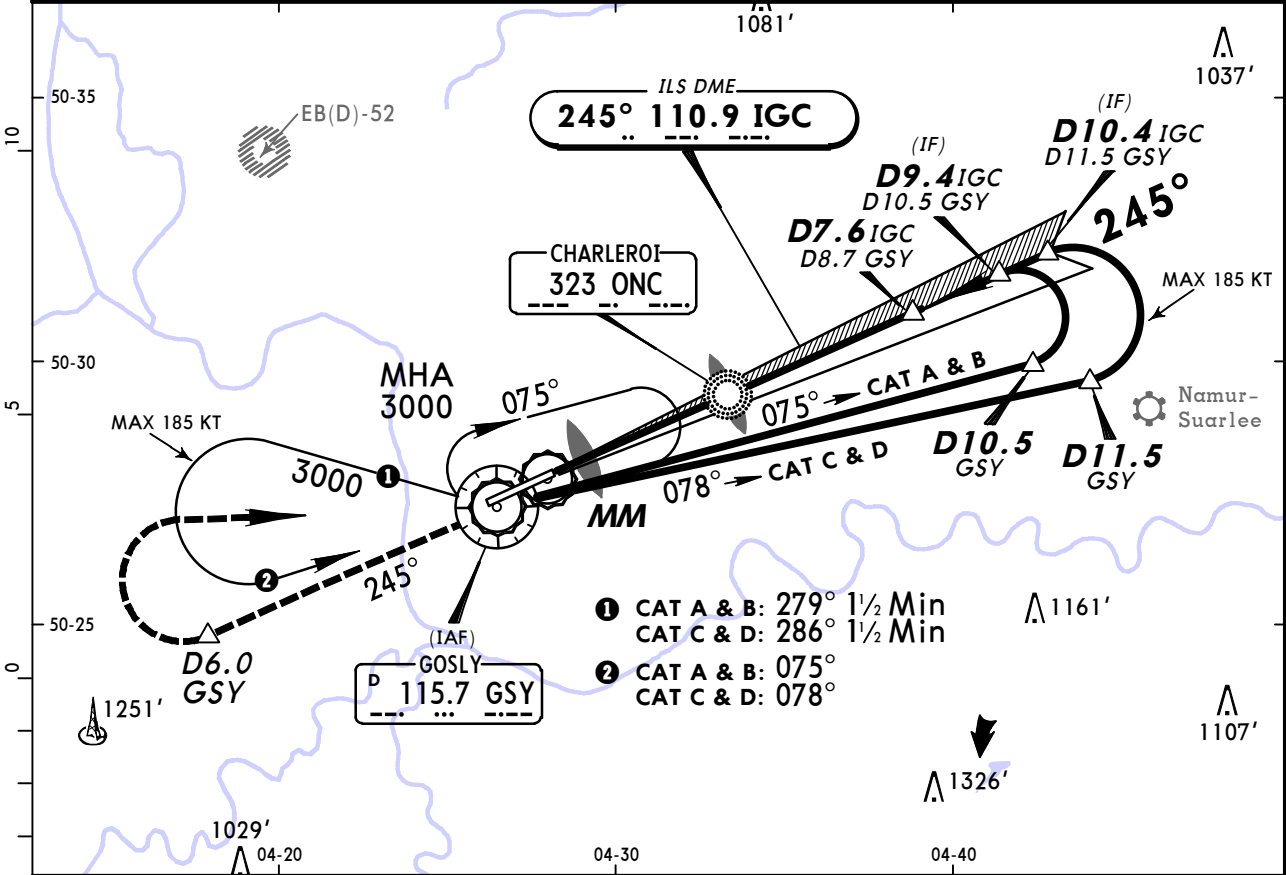
STAND No.	COORDINATES	STAND No.	COORDINATES
51	N50 28.0 E004 27.8	80	N50 28.0 E004 27.8
52 thru 54	N50 28.0 E004 27.9	81	N50 28.0 E004 27.9
55, 55B	N50 28.0 E004 28.0	84, 85	N50 28.0 E004 28.0
56, 57, 57B	N50 28.1 E004 28.0	88	N50 28.0 E004 28.1
58, 59	N50 28.1 E004 28.1	89, 90	N50 28.0 E004 28.2
60 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, 70	N50 28.2 E004 28.5		

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BRUSSELS SOUTH

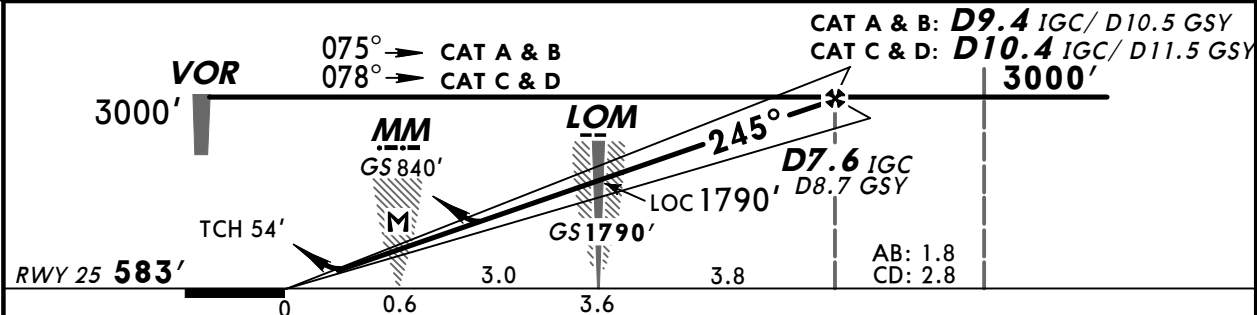
JEPPESSEN
2 JAN 15 (11-1) Eff 8 Jan

CHARLEROI, BELGIUM
ILS or LOC Rwy 25

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7 134.625		119.7 133.125		121.3		121.8	
LOC IGC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 614'			
110.9	245°	1790' (1207')	783' (200')	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			
						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	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM							

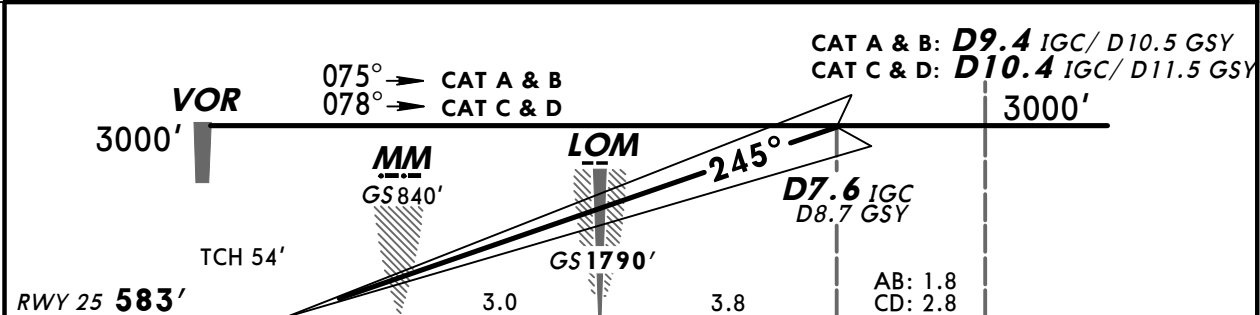
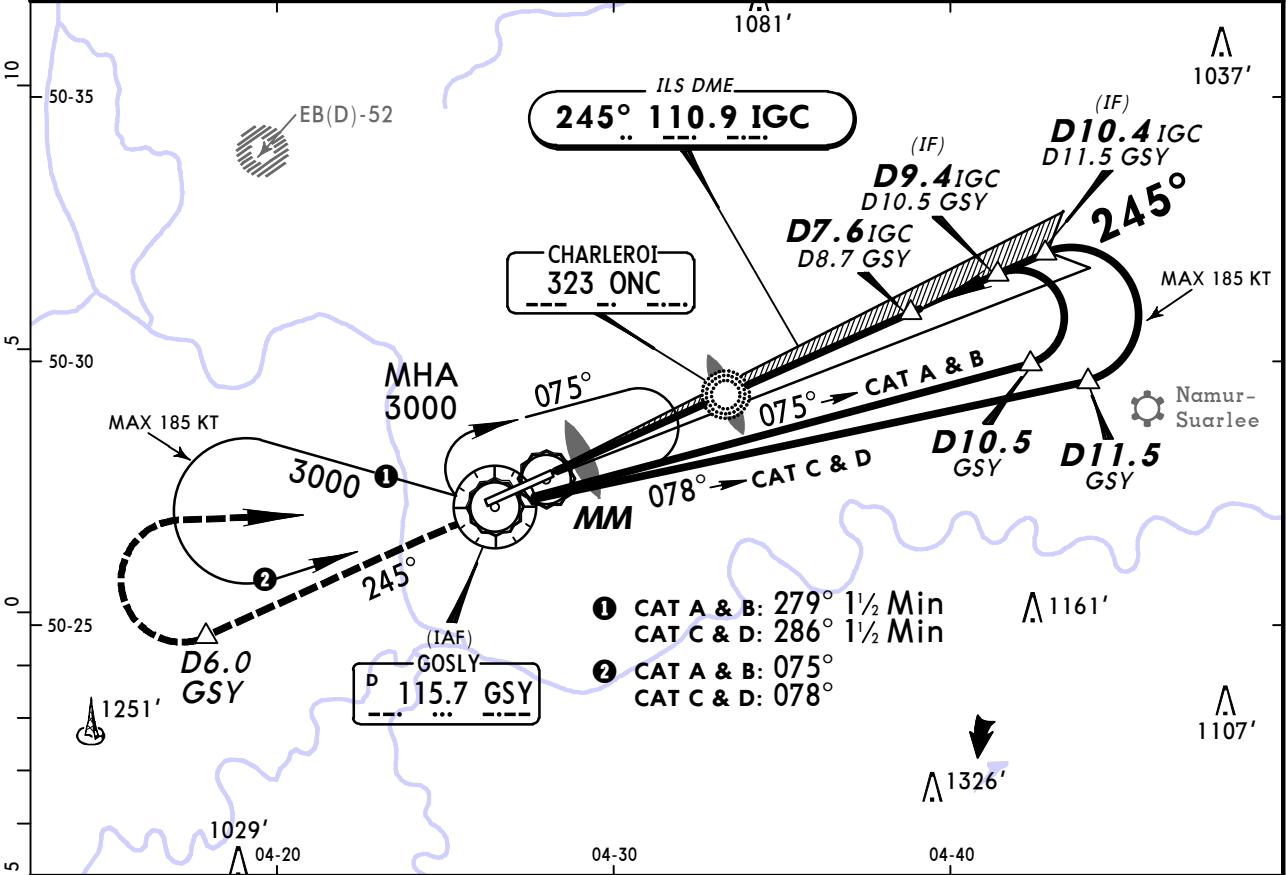
STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
ILS			LOC (GS out)				
DA(H) 783' (200')			DA(H) 1040' (457')				
FULL Limited ALS out			ALS out			Max Kts	MDA(H) VIS
PANS OPS	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	100	1240' (626') 1500m
						135	1240' (626') 1600m
					CMV 2100m	180	1340' (726') 2400m
						205	1340' (726') 3600m

EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
2 JAN 15
Eff 8 Jan 11-1A

CHARLEROI, BELGIUM
CAT II/III ILS Rwy 25

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7	134.625	119.7	133.125	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'	2300' 090°→←270° 2500'↑2600' 360° 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.							



		0		0.6		3.6			
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	185 KT
GS	3.00°	372	478	531	637	743	849	PAPI	GSY
									MAX
									on
									115.7
									R-245

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

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

EBCI/CRL
BRUSSELS SOUTH

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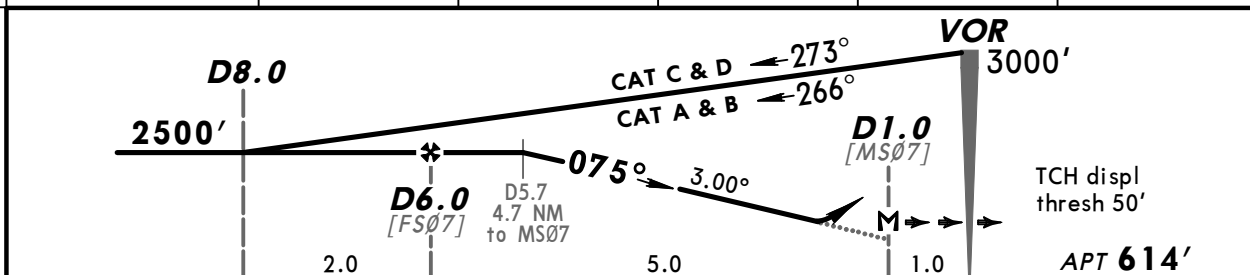
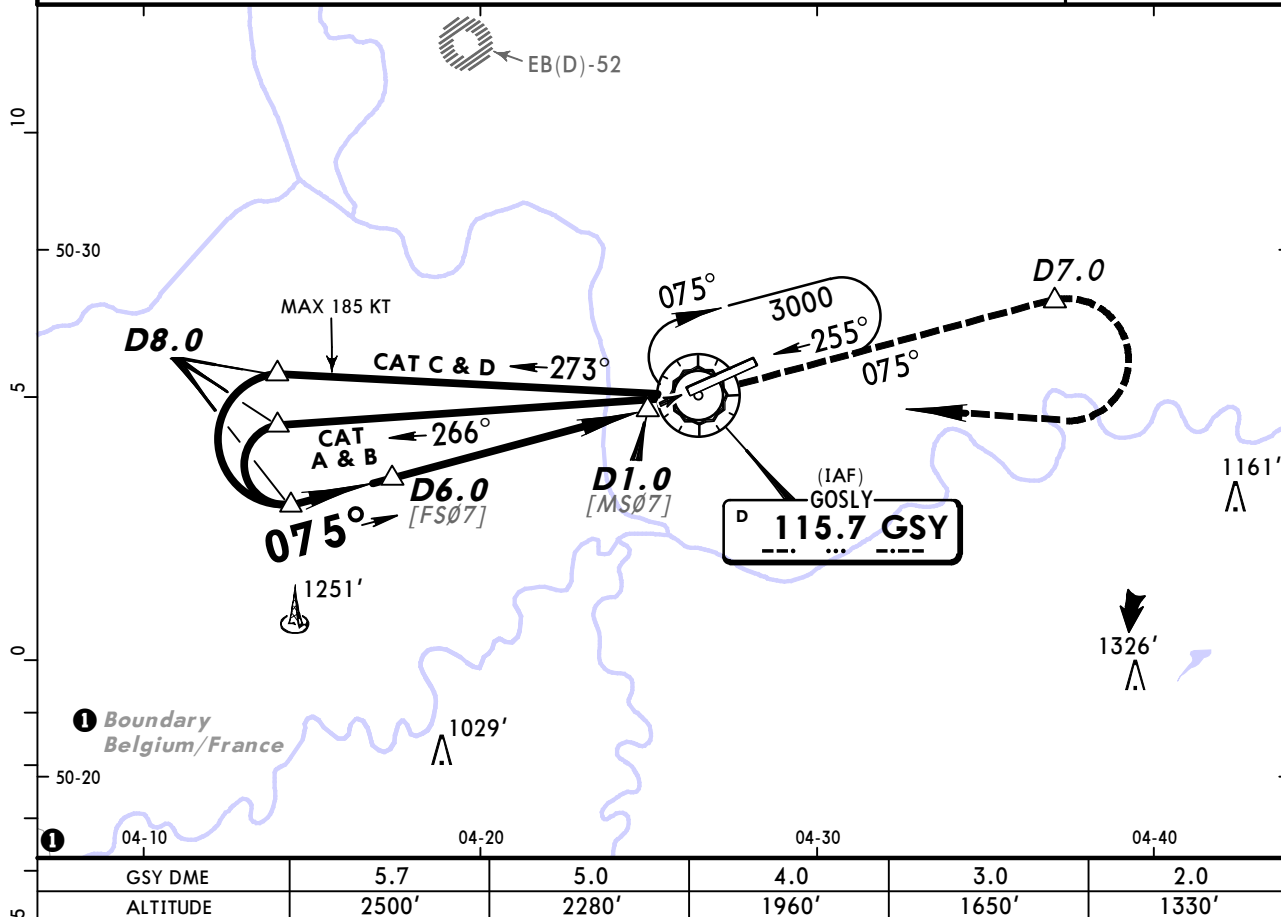
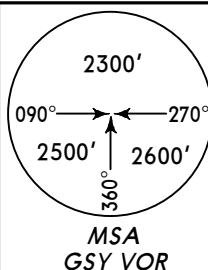
2 JAN 15

(13-1)

Eff 8 Jan

CHARLEROI, BELGIUM
VOR Rwy 07

D-ATIS	*CHARLEROI Approach (R)	*CHARLEROI Tower	*Ground
115.7 134.625	119.7 133.125	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.			



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			CIRCLE-TO-LAND		
DA(H) 1050' (436')			MDA(H) 1240' (626')		
ALS out			VIS 1500m		
A	RVR 1500m		100	1240' (626')	
B	RVR 1500m		135	1240' (626')	
C	RVR 1600m	RVR 2000m	180	1340' (726')	
D	RVR 1600m	RVR 2000m	205	1340' (726')	

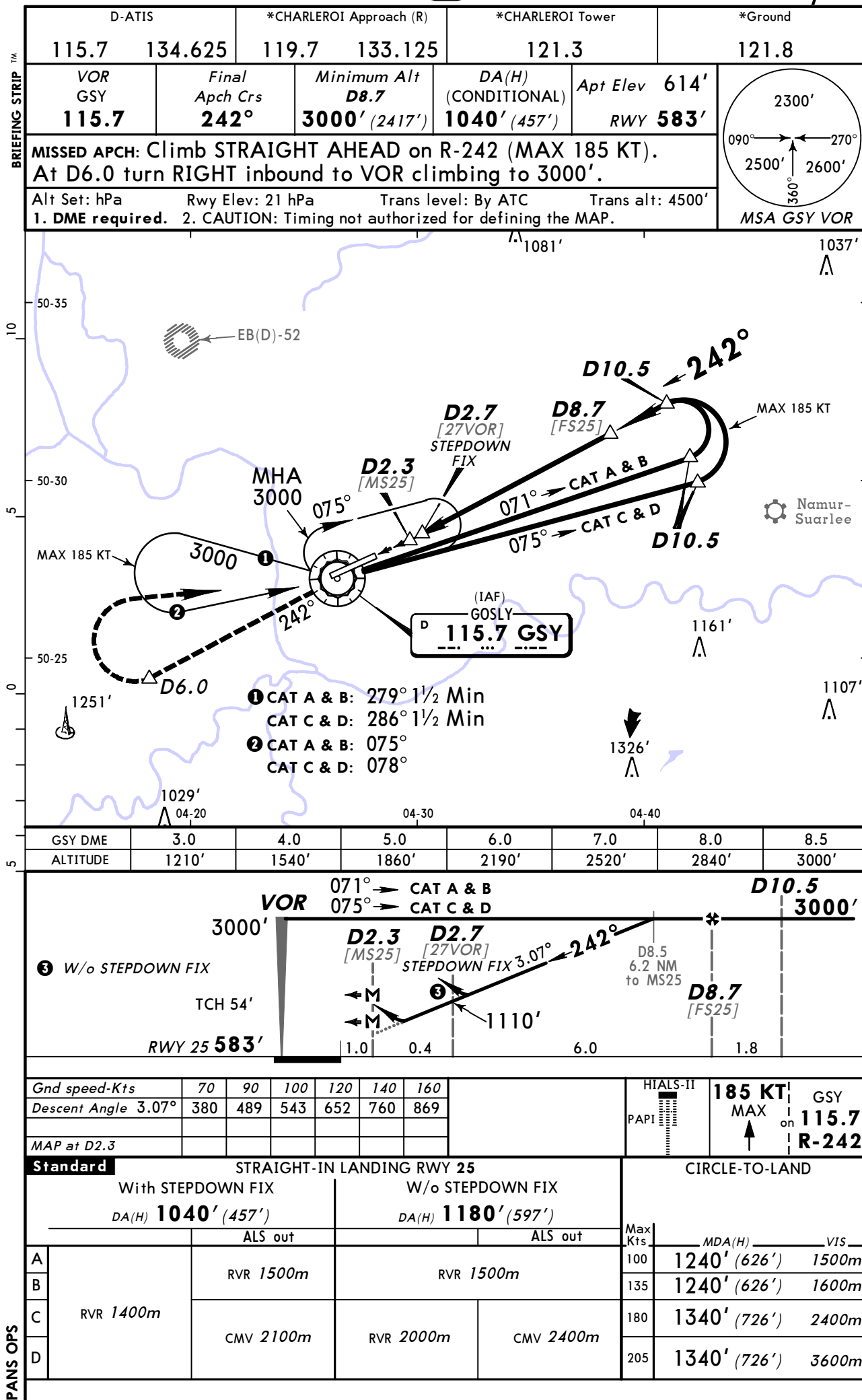
CHANGES: Lights. Minimums.

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EBCI/CRL
BRUSSELS SOUTH

JEPPESEN
2 JAN 15 **(13-2)** **Eff 8 Jan**

CHARLEROI, BELGIUM
VOR Rwy 25

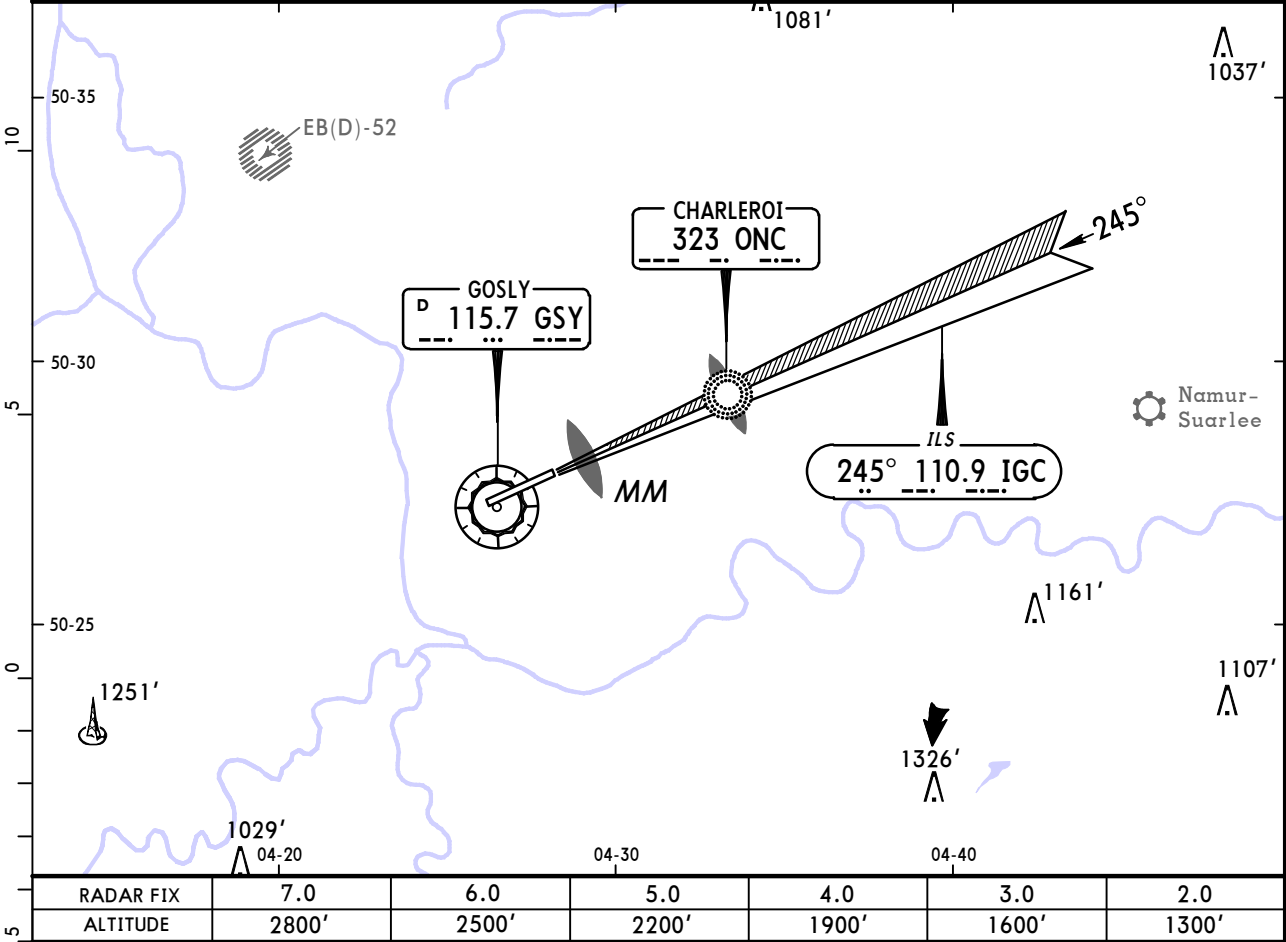


EBCI/CRL
BRUSSELS SOUTH

JEPPESSEN
2 JAN 15 (18-1) Eff 8 Jan

CHARLEROI, BELGIUM
*SRA All Rwys

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7	134.625	119.7	133.125	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			



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								

STRAIGHT-IN LANDING			
SRA 07		SRA 25	
MDA(H) 1150' (539')		MDA(H) 1110' (527')	
ALS out		ALS out	
A	CMV 2200m	CMV 2600m	CMV 2600m
B			
C	CMV 2400m	CMV 2800m	CMV 2800m
D			

CHANGES: Minimums.

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Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EBCI