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Airport Information For EBCI

Terminal Charts For EBCI

Revision Letter For Cycle 13-2016

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: 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: 1500 ft (886 ft AGL)

Sunrise: 0330 Z
Sunset: 1957 Z

Runway Information

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

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

Communication Information

ATIS: 134.625
ATIS: 115.700
Charleroi Tower: 25.780 VHF-DF
Charleroi Tower: 121.300 VHF-DF
Charleroi Ground: 121.800 VHF-DF
Charleroi Approach: 37.087 VHF-DF
Charleroi Approach: 119.700 Secondary VHF-DF
Charleroi Approach: 133.125 VHF-DF
Charleroi Approach: 25.780 VHF-DF

EBCI/CRL
BRUSSELS SOUTH

26 FEB 16

JEPPesen

10-1P

CHARLEROI, BELGIUM
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 115.7 134.62

1.2. NOISE ABATEMENT PROCEDURES

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

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:

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CHARLEROI, BELGIUM
AIRPORT BRIEFING

1. GENERAL

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

Prior to any concerned flight, operators shall provide following information to the Airport 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

Outdoor engine test runs are prohibited between 2300-0900LT.

Engine tests are prohibited on stands 80, 81, 84, 85 and 88 thru 94.

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/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.

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(10-1P2)

CHARLEROI, BELGIUM

AIRPORT BRIEFING

1. GENERAL

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.

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10-1P3

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 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.

CAT A/B ACFT not allowed between 2200-2300LT, except turbine ACFT able to maintain 160 KT 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.

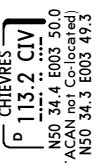
3. DEPARTURE

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

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.



1 By ATC.

NOT TO SCALE

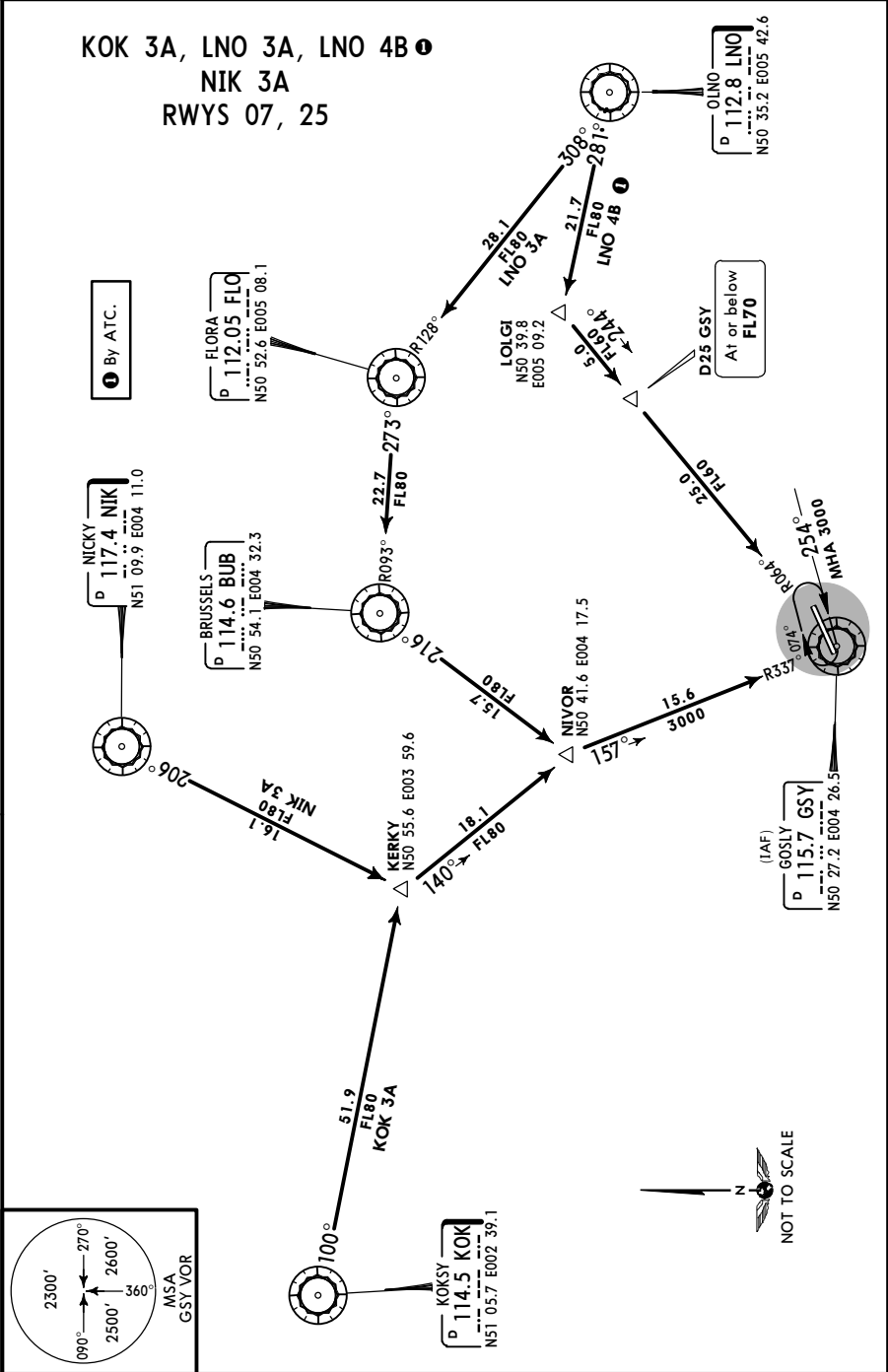
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26 FEB 16 (10-2A) Eff 3 Mar

CHARLEROI, BELGIUM
STAR

D - ATIS 115.7 134.625	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.
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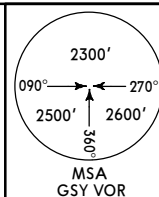
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26 FEB 16 (10-3) Eff 3 Mar

CHARLEROI, BELGIUM
SID

Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

CIV 4X, CIV 3Y



CHIEVRES
D 113.2 CIV
N50 34.4 E003 50.0
(TACAN not co-located)
N50 34.3 E003 49.3



R121°

CIV 4X

GOSLY
D 115.7 GSY
N50 27.2 E004 26.5

D7 GSY
N50 31.5
E004 35.1

D6 GSY
N50 24.8
E004 17.9

CIV 3Y

← 301°

051°

245°

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

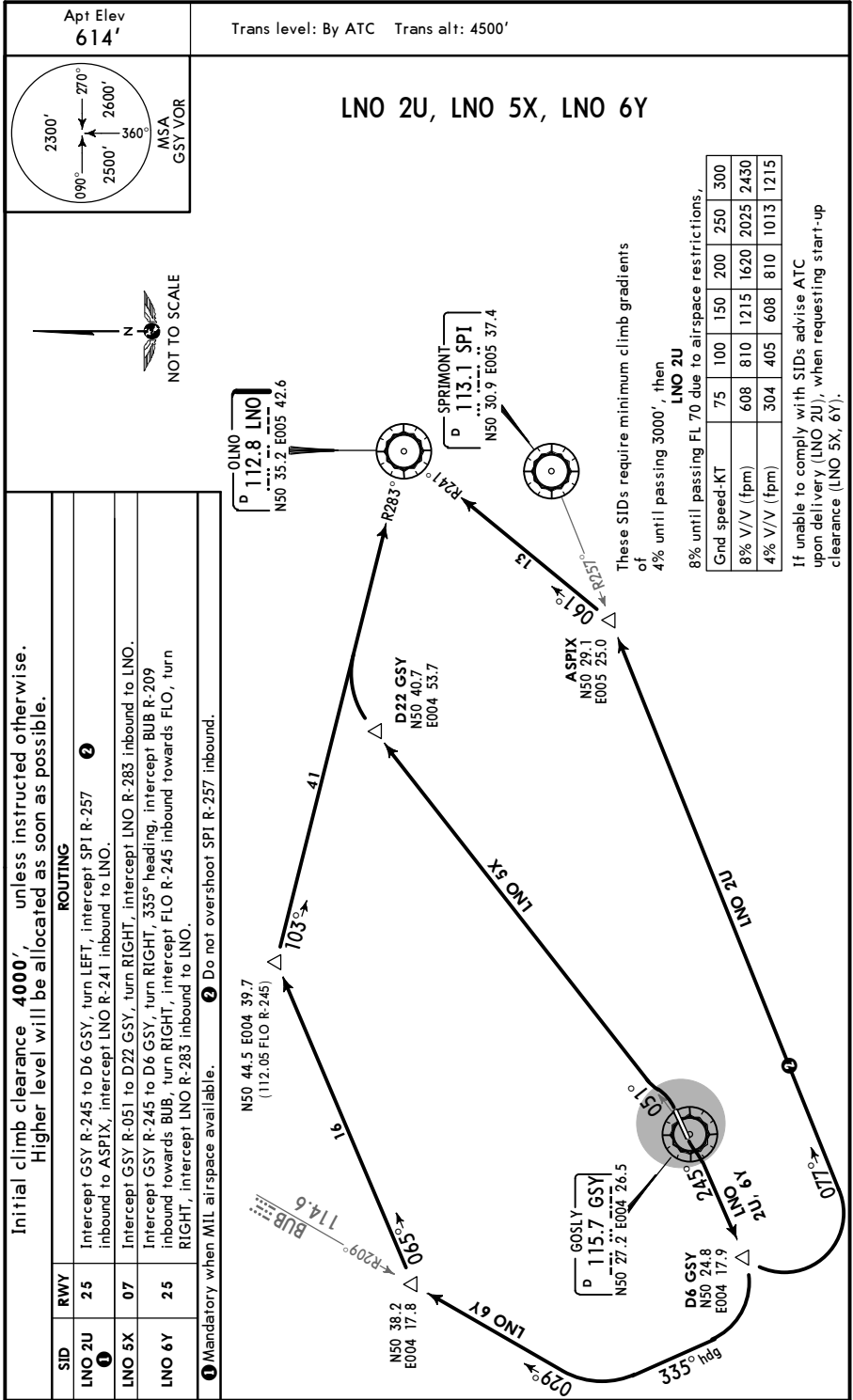
Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

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 4X	07	Intercept GSY R-051 to D7 GSY, turn LEFT direct to CIV.
CIV 3Y	25	Intercept GSY R-245 to D6 GSY, turn RIGHT, intercept CIV R-121 inbound to CIV.



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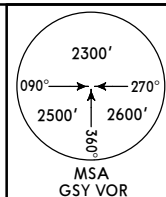
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26 FEB 16 (10-3B) Eff 3 Mar

CHARLEROI, BELGIUM
SID

Apt Elev
614'

Trans level: By ATC Trans alt: 4500'

MEDIL 2Y
BY ATC



MEDIL
N50 20.5
E003 40.5



22

D8.2 GSY
N50 23.9
E004 14.8



262°

245°

GOSLY
D 115.7 GSY
N50 27.2 E004 26.5

SPI
113.1

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.

RWY

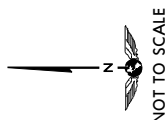
ROUTING

25

Intercept GSY R-245 to D8.2 GSY, turn RIGHT, intercept SPI R-262 to MEDIL.

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SPRIMONT
D 113.1 SPI
... ..
N50 30.9 E005 37.4



1 Mandatory when MIL airspace available.

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26 FEB 16 (10-3F)

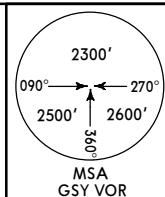
Eff 3 Mar

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)

Apt Elev
614'

Trans level: By ATC Trans alt: 4500'
P-RNAV (GNSS/DME/DME)

CIV 4X, CIV 3Y
P-RNAV (OVERLAY 10-3)



CHIEVRES
D 113.2 CIV
N50 34.4 E003 50.0
(TACAN not co-located)
N50 34.3 E003 49.3



GOSLY
D 115.7 GSY
N50 27.2 E004 26.5

CI105
N50 31.5 E004 35.1



19.2
CIV 3Y

CI009
N50 24.2
E004 15.5



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 4X	07	(1100'+) - CI105 - CIV.
CIV 3Y	25	(1100'+) - CI009 - CIV.

LNO 2U
MAX 220 KT

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BRUSSELS SOUTH

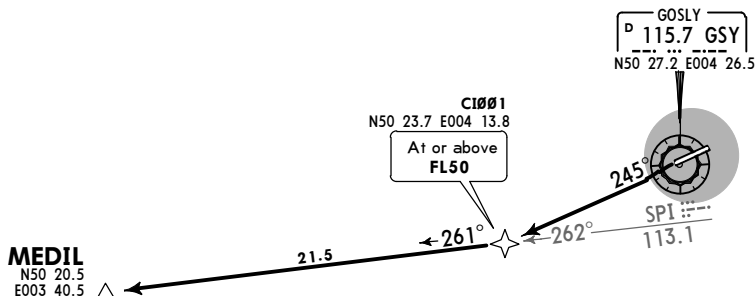
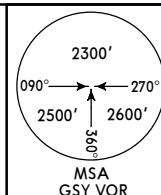
JEPPesen
26 FEB 16 (10-3H) Eff 3 Mar

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)

Apt Elev
614'

Trans level: By ATC Trans alt: 4500'
P-RNAV (GNSS/DME/DME)

MEDIL 2Y [MEDI2Y]
P-RNAV (OVERLAY 10-3B)
BY ATC



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.

RWY	ROUTING
25	(1100'+) - CI001 (FL50+) - MEDIL.

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26 FEB 16 (10-3K) Eff 3 Mar

CHARLEROI, BELGIUM
RNAV SID (OVERLAY)

Apt Elev
614'

Trans level: By ATC Trans alt: 4500'
P-RNAV (GNSS/DME/DME)

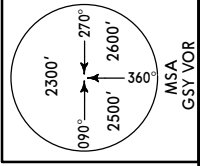
These RNAV SIDs require minimum climb gradients of 4% until passing 3000', then 8% until passing 3000', then 8% until passing FL 70 due to airspace restrictions.

SOPOK 2U

Grnd 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 (SOPOK 2U), when requesting start-up clearance (SOPOK 5X, 6Y).

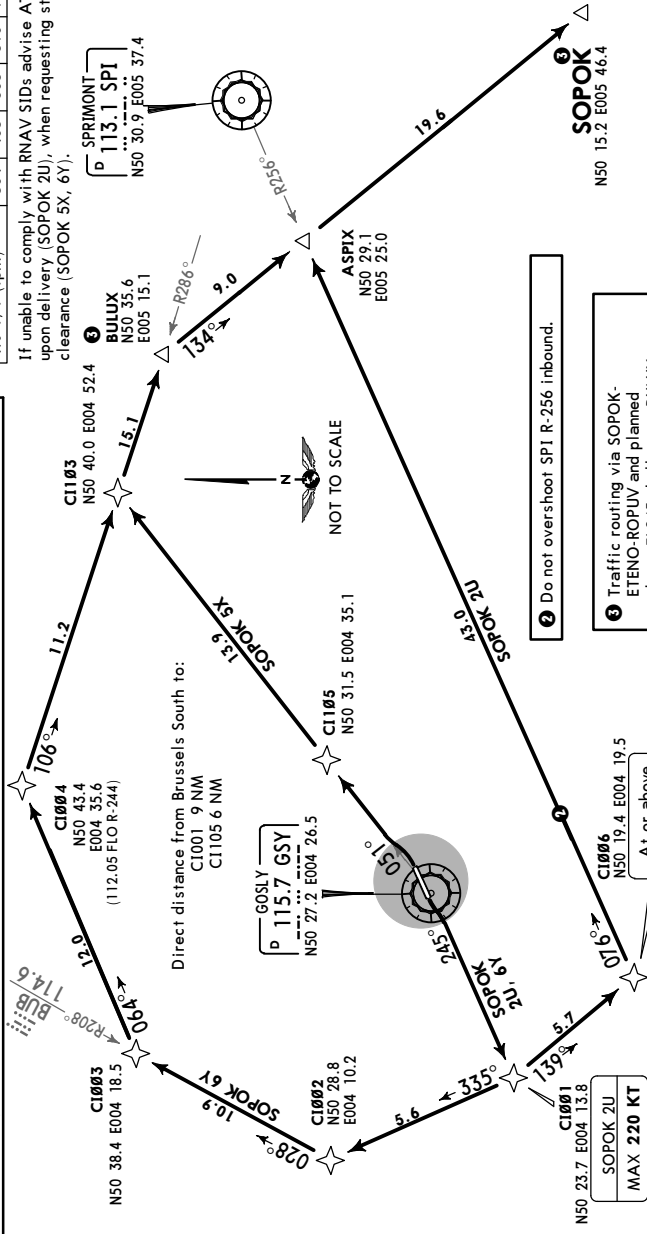
SOPOK 2U [SOPO2U]
SOPOK 5X [SOPO5X]
SOPOK 6Y [SOPO6Y]
P-RNAV (OVERLAY 10-3D)



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

SID	RWY	ROUTING
SOPOK 2U	25	(1100'+) - CI001 (K220-) - CI006 (FL65'+; K220-) - ASPIX - SOPOK.
SOPOK 5X	07	(1100'+) - CI105 - CI103 - BULUX - SOPOK.
SOPOK 6Y	25	(1100'+) - CI001 - CI002 - CI003 - CI004 - BULUX - SOPOK.

① Mandatory when MIL airspace available.



② Do not overshoot SPI R-256 inbound.

③ Traffic routing via SOPOK-ETENO-ROPUV and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

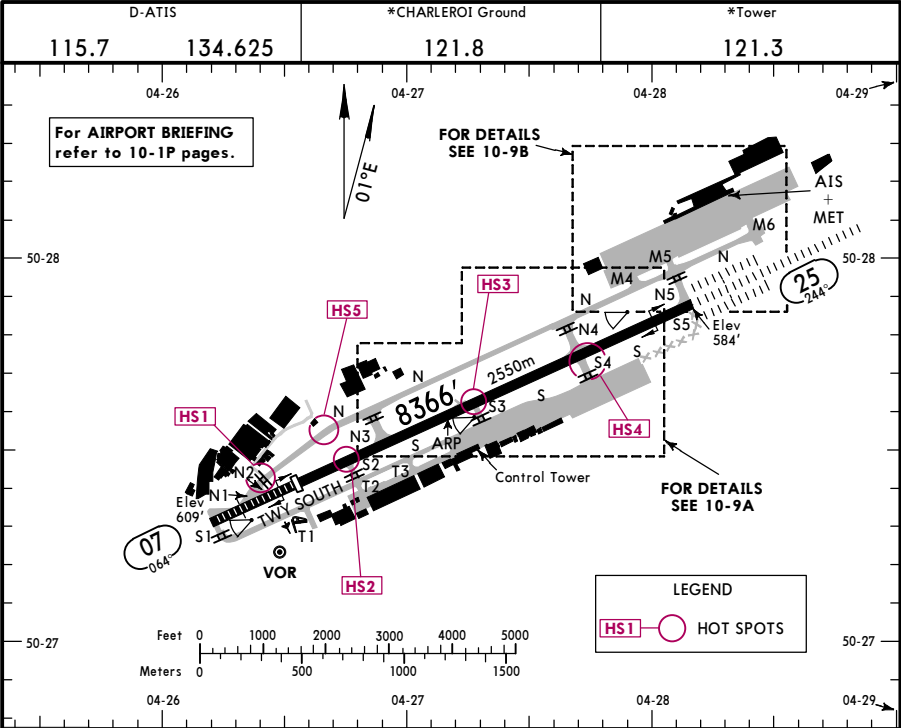
CI006
N50 19.4 E004 19.5
At or above
FL65
MAX 220 KT

CI001
N50 23.7 E004 13.8
SOPOK 2U
MAX 220 KT

EBCI/CRL
Apt Elev 614'
N50 27.6 E004 27.2

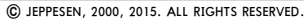
JEPESEN
26 FEB 16 10-9 Eff 3 Mar

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			148' 45m
25	HIRL (30m)	CL (15m)	HIALS-II	TDZ PAPI-L (3.0°)	RVR	7890' 2405m	6979' 2127m	7890' 2405m	①
① In order to reduce taxi procedure, ATC may authorize intersection take-off if VIS is 2km or more.									
RWY 07:					RWY 25:				
From twy N2 int					From twy N4/S4 int				
twy S2 int					twy S3 int				
twy N3 int									
twy S3 int									
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					400m	500m
RL, CL & mult. RVR req		RL & CL		RCLM (DAY only) or RL		
A						
B	150m	200m	250m			
C						
D	200m	250m	300m			
1 Operators applying U.S. Ops Specs: CL required below 300m.						

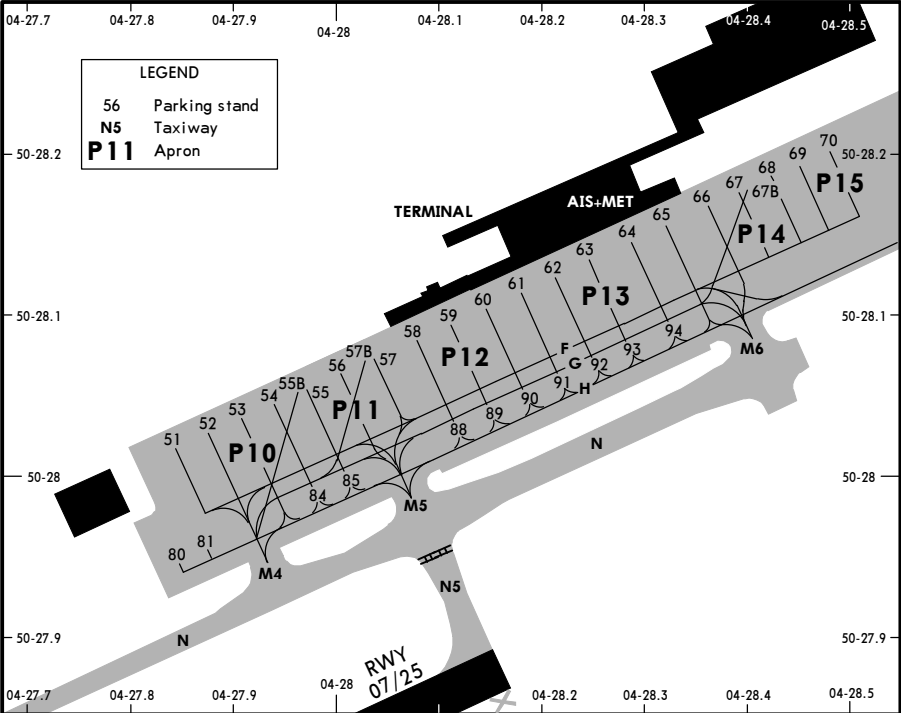


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CHARLEROI, BELGIUM
BRUSSELS SOUTH

13 FEB 15 (10-9B)



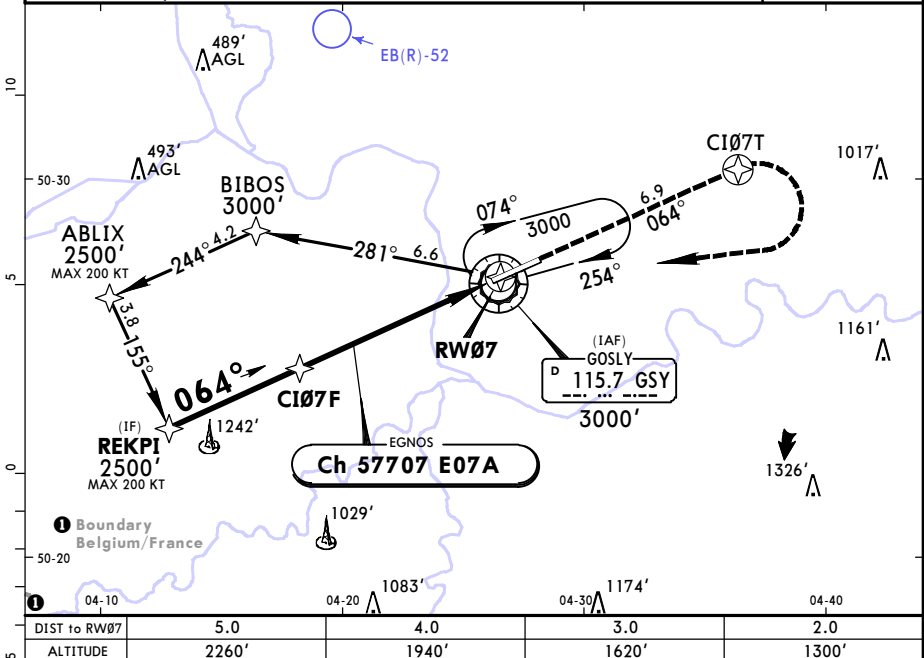
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
51	N50 28.0 E004 27.8	80	N50 28.0 E004 27.8
52 thru 54	N50 28.0 E004 27.9	81	N50 28.0 E004 27.9
55, 55B	N50 28.0 E004 28.0	84, 85	N50 28.0 E004 28.0
56, 57, 57B	N50 28.1 E004 28.0	88	N50 28.0 E004 28.1
58, 59	N50 28.1 E004 28.1	89, 90	N50 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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JEPPesen
18 MAR 16 (12-1) Eff 31 Mar

CHARLEROI, BELGIUM
RNAV (GNSS) Rwy 07

BRIEFING STRIP™	D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
	115.7 134.625		119.7 133.125		121.3		121.8	
	EGNOS Ch 57707 E07A	Final Apch Crs 064°	Mandatory Alt CI07F 2500' (1888')	LPV DA(H) Refer to Minimums	Apt Elev 614' Rwy 612'		2600' MSA ARP	
	MISSED APCH: Climb STRAIGHT AHEAD to CI07T. Turn RIGHT direct to VOR. Climb to and maintain 3000'.							
	Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 4500' 1. Pilots should request RNAV approach on first contact with CHARLEROI APP. 2. Minimum temperature -10°C.							



REKPI MANDATORY CI07F 2500' 2500' 2500' 064° 2500' 9.6 3.8 5.8 5.8 0 RW07 M TCH 50' Rwy 612'									
Gnd speed-Kts		70	90	100	120	140	160	HIALS CI07T GSY	
Glide Path Angle		3.00°	372	478	531	637	743	849	PAPI 115.7
LPV, LNAV/VNAV: MAP at DA									RT
LNAV: MAP at RW07									
Standard STRAIGHT-IN LANDING RWY 07 CIRCLE-TO-LAND									
DA(H)		LPV		LNAV/VNAV		LNAV			
A: 875' (263') C: 894' (282')		A: 903' (291') C: 920' (308')		A: 1020' (408')					
B: 885' (273') D: 904' (292')		B: 912' (300') D: 929' (317')							
		ALS out		ALS out		ALS out		Max Kts	
A	RVR 900m	RVR 1300m	RVR 900m	RVR 1400m	RVR 1500m	RVR 1500m	100	1240' (626')	1500m
B							135	1240' (626')	1600m
C							180	1330' (716')	2400m
D							205	1340' (726')	3600m

CHANGES: New procedure.

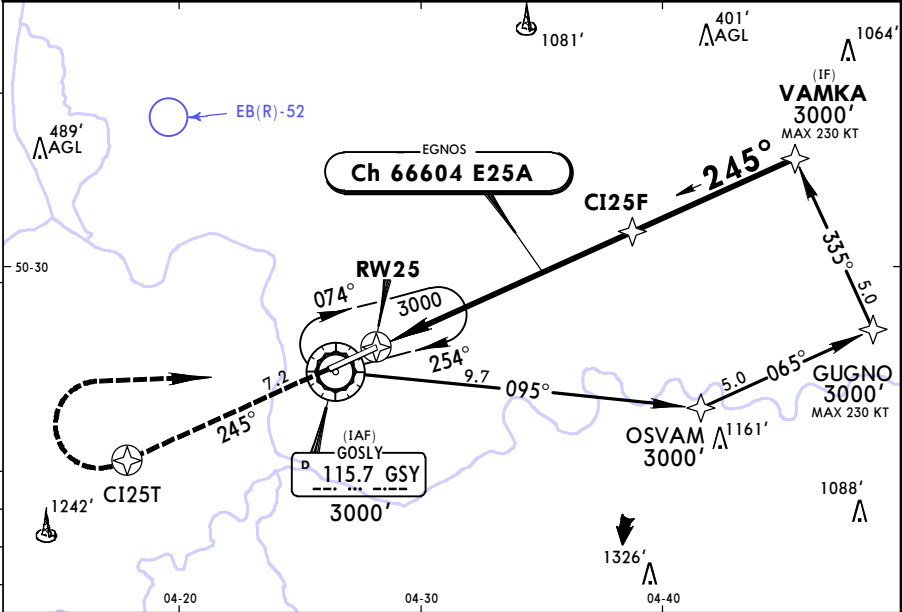
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EBCI/CRL
BRUSSELS SOUTH

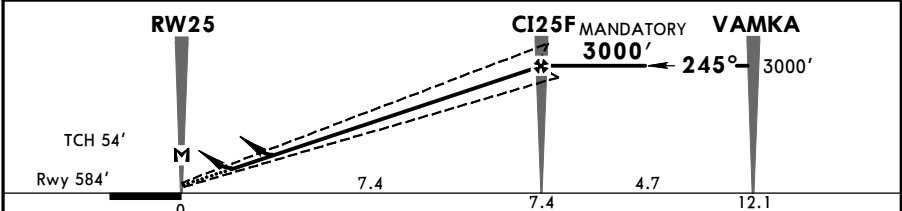
JEPPesen
18 MAR 16 (12-2) Eff 31 Mar

CHARLEROI, BELGIUM
RNAV (GNSS) Rwy 25

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7 134.625		119.7 133.125		121.3		121.8	
EGNOS Ch 66604 E25A	Final Apch Crs 245°	Mandatory Alt CI25F 3000' (2416')	LPV DA(H) Refer to Minimums	Apt Elev 614' Rwy 584'	2600' MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to CI25T. Turn RIGHT direct to VOR. Climb to and maintain 3000'.							
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 4500'							
1. Pilots should request RNAV approach on first contact with CHARLEROI APP. 2. Minimum temperature -10°C.							



DIST to RW25	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	960'	1280'	1600'	1920'	2240'	2550'	2870'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		CI25T	GSY 115.7
Glide Path Angle	3.00°	372	478	531	637	743	849			RT
LPV/LNAV/VNAV: MAP at DA										
LNAV: MAP at RW25										

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV			
DA(H) A: 864' (280')C: 884' (300') B: 874' (290')D: 894' (310')		DA(H) A: 864' (280') C: 884' (300') B: 874' (290') D: 894' (310')		DA(H) 1010' (426')			

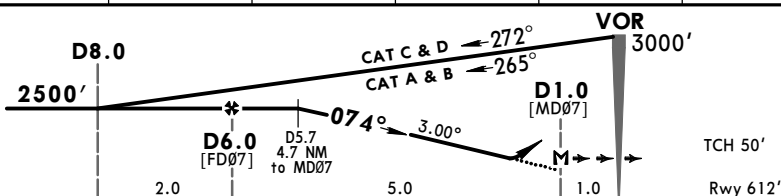
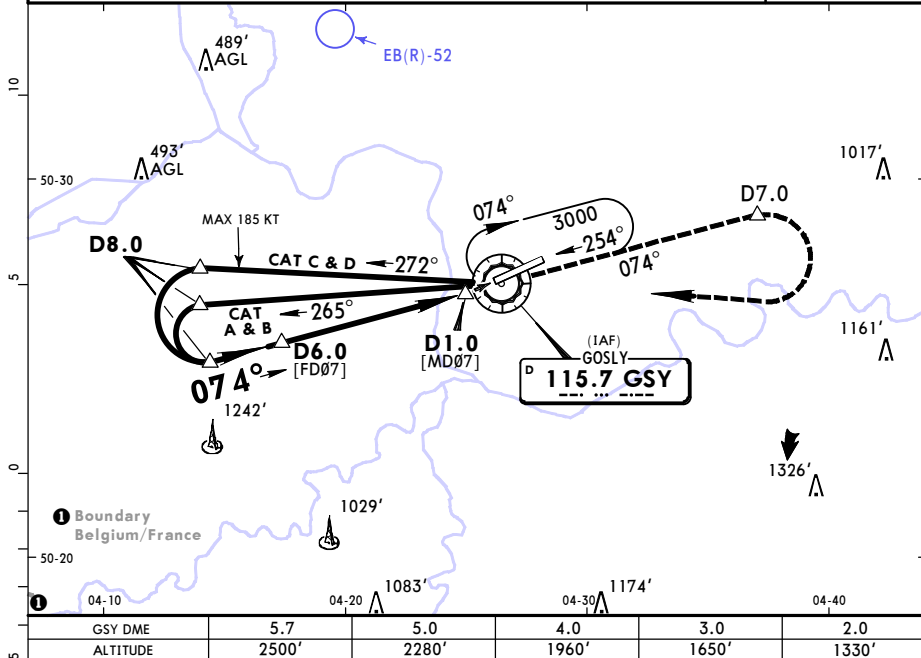
EBCI/CRL
BRUSSELS SOUTH

JEPPesen
18 MAR 16 **13-1** Eff 31 Mar

CHARLEROI, BELGIUM
VOR Rwy 07

BRIEFING STRIP

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 074°	Minimum Alt D6.0 2500' (1888')	DA(H) 1050' (438')	Apt Elev 614' Rwy 612'	
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. CAUTION: Timing not authorized for defining the MAP.					



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

HIALS	185 KT	GSY
PAPI	MAX	on 115.7
		R-074

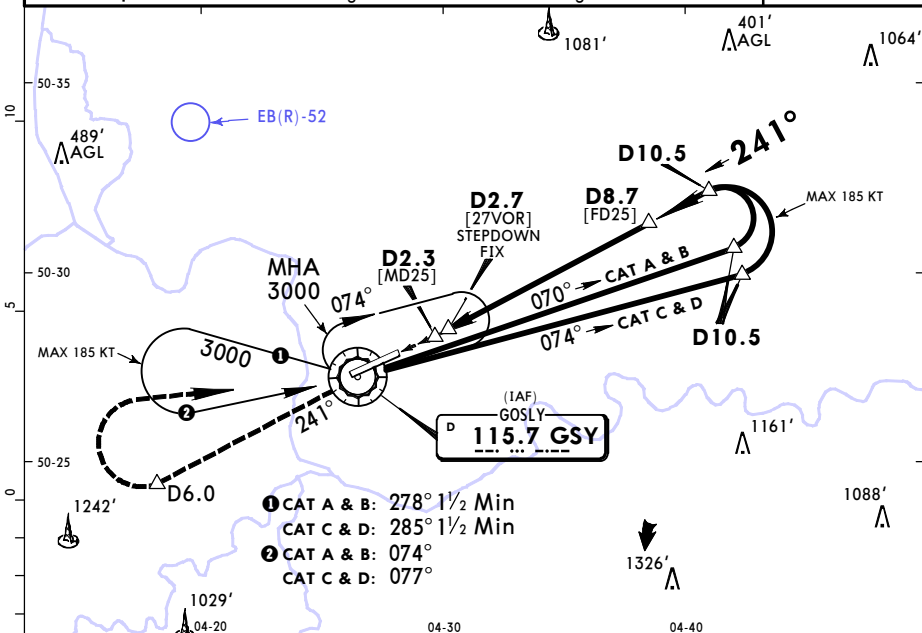
Standard			STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND		
DA(H) 1050' (438')			ALS out			Max Kts	MDA(H)	VIS
A			RVR 1500m			100	1240' (626')	1500m
B						135	1240' (626')	1600m
C			RVR 1600m RVR 2000m			180	1330' (716')	2400m
D						205	1340' (726')	3600m

EBCI/CRL
BRUSSELS SOUTH

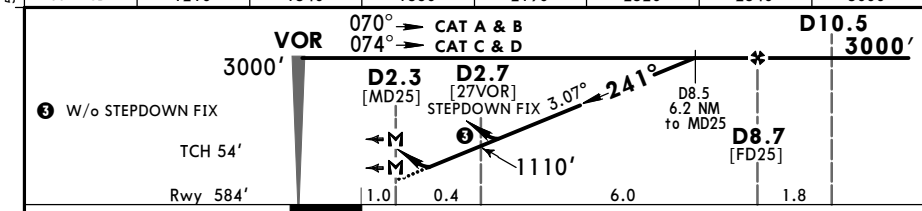
JEPPESSEN
18 MAR 16 (13-2) Eff 31 Mar

CHARLEROI, BELGIUM
VOR Rwy 25

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower	*Ground
115.7	134.625	119.7	133.125	121.3	121.8
VOR GSY	Final Apch Crs	Minimum Alt D8.7	DA(H) (CONDITIONAL)	Apt Elev 614'	
115.7	241°	3000' (2416')	1040' (456')	Rwy 584'	
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'	MSA GSY VOR	
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	8.5
ALTITUDE	1210'	1540'	1860'	2190'	2520'	2840'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Descent Angle 3.07°	380	489	543	652	760	869	PAPI	185 KT MAX on 115.7 R-241
MAP at D2.3								

Standard				STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
With STEPDOWN FIX				W/o STEPDOWN FIX							
DA(H) 1040' (456')				DA(H) 1180' (596')							
ALS out				ALS out							
A											
B	RVR 1500m			RVR 1500m						Max Kts	MDA(H)
C	RVR 1400m									100	1240' (626')
D	CMV 2100m			RVR 2000m			CMV 2400m			135	1240' (626')
										180	1330' (716')
										205	1340' (726')

EBCI/CRL
BRUSSELS SOUTH

26 FEB 16 (18-1) Eff 3 Mar

CHARLEROI, BELGIUM
*SRA All Rws

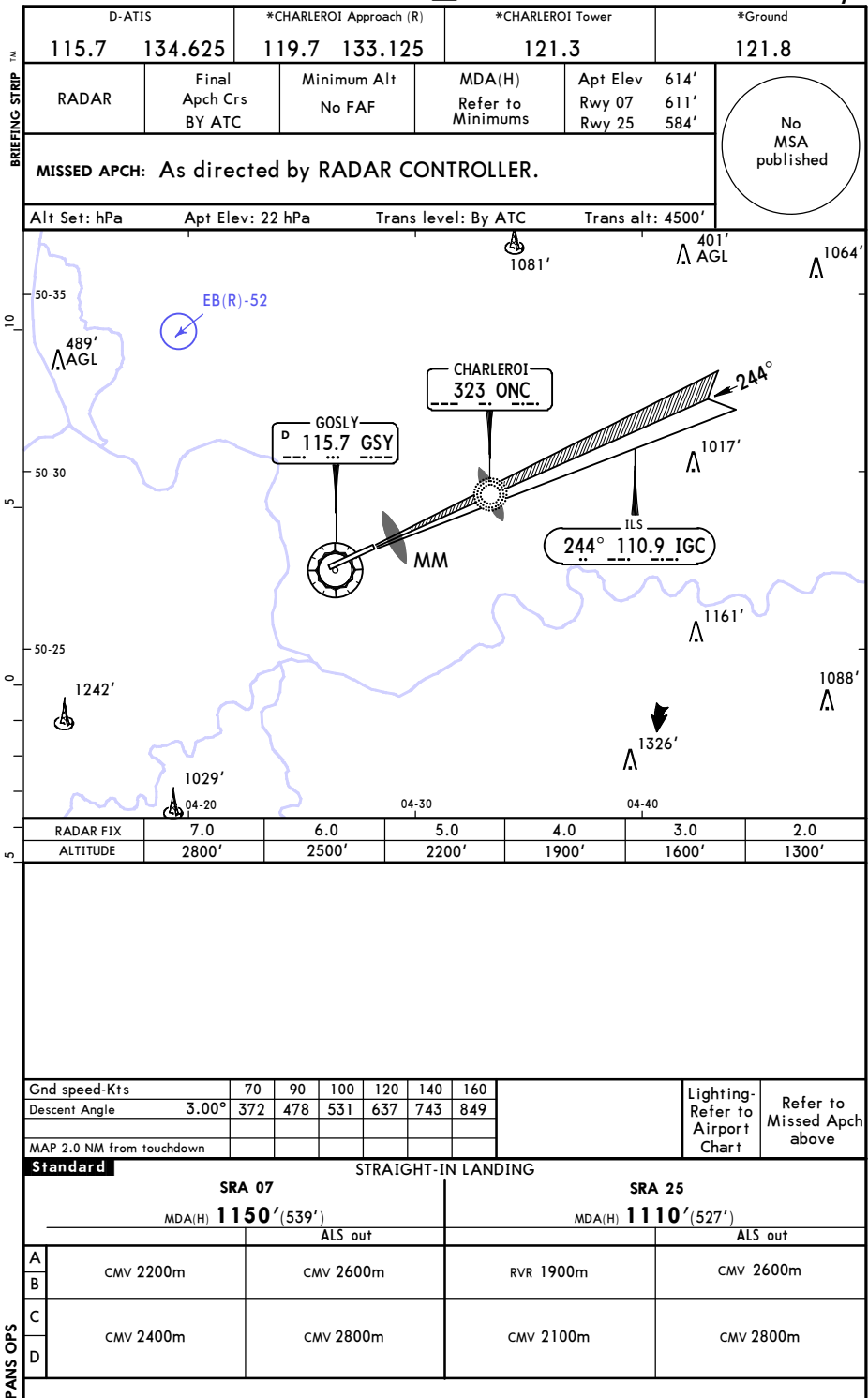




Chart changes since cycle 12-2016

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