

EBCI - CHARLEROI / Brussels South

EBCI AD 2.1 Aerodrome Location Indicator and Name

EBCI - CHARLEROI / Brussels South

EBCI AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	502736N 0042710E
	Site of ARP at aerodrome	335° MAG / 205M from TWR
2	Direction and distance from (city)	4NM N of Charleroi
3	Elevation / reference temperature	606FT / 22°C
4	Geoid undulation	151FT
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL
6	AD administration address	Airport Authority: Service Public de Wallonie Direction de l'aéroport de Charleroi / Brussels South, Mr. Marissal (Director) Aéroport de Charleroi / Brussels South Rue des Frères Wright 8 6041 Gosselies BELGIUM Airport Management: Brussels South Charleroi Airport (B.S.C.A.) s.a. Aéroport de Charleroi / Brussels South Rue des Frères Wright 8 6041 Gosselies BELGIUM
	TEL	+32 (0) 71 25 12 15 (Airport Authority) +32 (0) 71 25 12 12 (Airport Inspection) +32 (0) 71 25 12 60 (B.S.C.A. Management) +32 (0) 71 25 12 50 (B.S.C.A. Operations)
	FAX	+32 (0) 71 25 12 54 (Airport Authority) +32 (0) 71 25 12 91 (Airport Inspection) +32 (0) 71 25 12 02 (B.S.C.A. Management) +32 (0) 71 25 12 42 (B.S.C.A. Operations)
	Telex	NIL
	AFS	EBCIYDYX
	Email	NIL
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

EBCI AD 2.3 Operational Hours

1	AD Administration	0530-2200 (0430-2100) (see also EBCI AD 2.21, § 1.1)
2	Customs and immigration	Passengers: as AD Administration ⁽¹⁾ ⁽²⁾ Goods: MON to FRI (HOL excl), 0700-1100 (0600-1000) and 1145-1545 (1045-1445)
3	Health and sanitation	As AD Administration
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	0515-2200 (0415-2100) ⁽³⁾

8	Fuelling	Jet A1 delivery during opening hours, except for commercial based airplanes. AVGAS available from 0700 to 2130 (0600 to 2030). During LVP, AVGAS station is closed.
9	Handling	As AD Administration
10	Security	As AD Administration
11	De-icing	As AD Administration
12	Remarks	<p>(1) Customs clearance outside these hours is possible; fees depending on the number of customs officers required and on the nature of operations and if prior notice is given the preceding day before 1900 (1800) for clearance between 0500-0700 (0400-0600) and on the day itself for clearance after these hours.</p> <p>(2) If customs and immigration personnel is absent, the Airport Authority may authorize an aircraft to leave for or to arrive from abroad, on the understanding that the pilot fills out and signs a written declaration that the aircraft carries no goods.</p> <p>(3) OPR HR may vary, see <u>EBCI AD 2.17 ATS Airspace</u>.</p>

EBCI AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	<p>Handling facilities: conveyor belt, bag carts, trailers, waste truck, water truck, tractable stairs, motorized stairs, forklift, bag carts tractors-electrical, bag carts tractors-motorized, tow bar (range small size to wide body size), call ops for availability of types of TB, tow bar-less tractor (B737 to A340), ground power mobile unit (GPU), air starter unit, scissor lift, bus.</p> <p>Handling services: pushback, towing, walk around, headset assistance, communication, de-/anti-icing of aircraft, post check de-/anti-icing, external cleaning for aircraft, deep cleaning, bussing, offloading/loading aircraft (incl. DGR).</p> <p>Nearest railway siding: Charleroi (7KM).</p>
2	Fuel types	AVGAS 100 LL, JET A1 and UL91
	Oil types	oil for turbines
3	Fuelling facilities and capacity	<p>AVGAS 100 LL: 1 aircraft refueller 5000L, 200L/MIN + reserve 50000L</p> <p>JET A1:</p> <ul style="list-style-type: none"> • 2 ACFT refuellers 40000L, 1 aircraft refueller 20000L • 2 x 1200L/MIN for each aircraft refueller + reserve 6 x 100000L <p>Self-service for AVGAS and UL91: Payment with Bancontact card Credit cards accepted. Credit possible (B.S.C.A. s.a.)</p>
4	De-icing facilities	5 de-icers type 2 / de-icing farm all types of aircraft
5	Hangar space for visiting aircraft	1700M ² (not heated), hangar space for freight: 4000M ² (heated)
6	Repair facilities for visiting aircraft	All repairs
7	Remarks	<p>For general aviation flights, 24 hours prior permission is required for handling (contact ga@charleroi-airport.com).</p> <p>General Aviation OPS Office (BSCA Business Aviation): TEL: +32 (0) 71 25 19 34 (0600-2000 (0500-1900)) FAX: +32 (0) 71 25 11 29 Email: ga@charleroi-airport.com</p> <p>Handling compulsory for non-based aircraft (please contact the General Aviation OPS Office for pricing list).</p> <p>Navigation Office: TEL: + 32 (0) 71 25 12 14 (0300-0000 (0200-2300)) FAX: + 32 (0) 71 25 12 04 Email: bnav@charleroi-airport.com</p> <p>Handling OPS office (BSCA) TEL: +32 (0) 71 25 12 50 / 51 (0330-2200 (0230-2100)) FAX: +32 (0) 71 25 12 42 Email: ops@charleroi-airport.com</p>

EBCI AD 2.5 Passenger Facilities

1	Hotels	Near aerodrome and in the city
2	Restaurants	At aerodrome and in the city
3	Transportation	Bus/train connection to/from any station in Belgium, taxis and car hire Direct coach service to/from Brussels city centre in connection with scheduled flights
4	Medical facilities	First aid treatment and recovery room, 1 ambulance hospitals in Gosselies (3 KM) and Charleroi (7KM)
5	Bank	Self-banking at aerodrome
	Post office	In the city
6	Tourist information	At aerodrome / Tourist office in the city
7	Remarks	Other facilities: duty free shops, travel agency and foreign exchange office Large guarded car park next to the terminal

EBCI AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	CAT 9
2	Rescue equipment	Water supply: 275 M ³ under hangar S9; 135 M ³ under the ramp M6; 135 M ³ under the intersection of the service road and ramp N1. RFFS vehicles: Rescue 1, Rescue 2, Rescue 4, Rescue 5: massive attack vehicles; Rescue 10: mobile command unit; Rescue 3: operational command post (PC Ops); C902: vehicle for transporting people; Rescue 8: off-road intervention vehicle; Rescue 9: equipment transport vehicle; Rescue 11: rapid intervention vehicle; Rescue 12: ambulance.
3	Capability for removal of disabled aircraft	Disabled aircraft will be removed by B.S.C.A. s.a. on the responsibility of the aircraft operator or the aircraft owner.
4	Remarks	NIL

EBCI AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	<ul style="list-style-type: none"> • 1 sweeper-blower with snowplough (sweeping width: 5.60M) • 1 farm tractor VALTRA 180 HP with snowplough (sweeping width: 5.60M) • 1 wheel loader Caterpillar with snowplough (sweeping width: 5.6M) • 1 snow bucked adaptable on wheel loader Caterpillar • 1 sweeper-blower with liquid spreader (capacity: 2000L) and snowplough (working width: 6M) • 2 sweeper-blowers with snowplough (sweeping width: 6M) • 1 truck UNIMOG with snow plough (sweeping width: 3.50M) and spreader solid de-ice tank (1800KG) • 1 snowplough (sweeping width: 8M) adaptable on VOLVO dumper • 1 trailer with solid spreader (1000KG) • 1 sprayer of de-icing liquids (capacity: 6000L, spraying width: 12M) • 1 sprayer of de-icing liquids and solids (capacity: 4400L/4M³, spraying width 15/24M) • 1 sprayer of de-icing liquids and solids (capacity: 8000L/6M³, spraying width 15/24M) • 1 sprayer of de-icing solids (capacity: 1M³, spraying width 1/5M) • 1 truck with milling cutter (working width: 2.3M) • 1 truck with milling cutter (working width: 2M) • 4 trucks de-icing / anti icing type 2 (all aircraft types)
2	Clearance priorities	<ol style="list-style-type: none"> 1. RWY 06/24 and appropriate taxiways 2. Apron 3. Remaining part of the movement area
3	Remarks	<p>Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC).</p> <p>Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the Airport Authority (Service Public de Wallonie):</p> <p style="padding-left: 40px;">TEL: +32 (0) 71 25 12 12</p> <p style="padding-left: 40px;">TEL: +32 (0) 71 25 12 15</p> <p style="padding-left: 40px;">FAX: +32 (0) 71 25 12 91</p> <p>Braking action measured by Mu-meter or SARSYS friction tester on compacted snow and ice only.</p>

EBCI AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface	CONC
1	Apron strength	<p>P1: PCN 30/R/C/W/T</p> <p>P2: PCN 58/R/C/W/T</p> <p>P3: PCN 50/R/C/W/U</p> <p>P4: PCN 72/R/C/W/T</p> <p>P5: PCN 72/R/C/W/T</p> <p>P10: PCN 73/R/B/W/U</p> <p>P11: PCN 73/R/B/W/T</p> <p>P12: PCN 73/R/B/W/T</p> <p>P13: PCN 73/R/B/W/T</p> <p>P14: PCN 73/R/B/W/T</p> <p>P15: PCN 73/R/B/W/U</p>

2	Taxiway width	TWY N and S: 23M
	Taxiway surface	CONC: S between S1 and S4 ASPH: N, S between S4 and S5, N1, N2, N3, N5 CONC / ASPH: N4, M5, M6
	Taxiway strength	TWY S: PCN 78/R/C/W/T TWY N: PCN 63/F/C/W/T
3	ACL and elevation	P1 (596FT) P2 (598FT) P3 (595FT) P4 (592FT) P5 (583FT) P10 (569FT) P11 (566FT) P12 (563FT) P13 (563FT) P14 (563FT) P15 (563FT)
4	VOR check points	NIL
	INS check points	At aircraft stands
5	Remarks	TWY S5 closed

EBCI AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	AVBL
	Taxiway guide lines	Guidance sign boards at entrance of taxiways to runways and at intersection of taxiways Apron N: <ul style="list-style-type: none"> Taxilane F: Centerline markings orange and lights green/orange Taxilane G: Centerline markings yellow and lights green Taxilane H : Centerline markings blue and lights green/blue
	Visual docking/parking guidance system at aircraft stands	Parking guidance lines are available at all stands. Marshalling available for all stand entry.
2	Runway markings	Designation, threshold, touchdown zone, centre line and edge lines Aiming point of RWY 06 placed at 300 M from the threshold
	Taxiway markings	Centre line, edge lines and holding positions at the TWY/RWY intersections
3	Stop bars	At holding positions
4	Remarks	NIL

EBCI AD 2.10 Aerodrome Obstacles

No Area 2 or Area 3 obstacle data sets are currently provided for EBCI.

Details on EBCI aerodrome obstacles can be found on chart [AD2 EBCI AOC.01](#).

EBCI AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBCI MET
2	Hours of service	H24
	MET Office outside hours	NIL
3	Office responsible for TAF preparation	EBBR
	Periods of validity	30HR
	Interval of issuance	6HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	Personal consultation, TEL

6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Self-briefing terminal, FAX, real-time weather display
9	ATS units provided with information	Charleroi TWR and Charleroi APP
10	Additional information	International aviation: TEL: +32 (0) 71 25 12 24 FAX: +32 (0) 2 206 28 29 (EBBR) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSULTEL) <i>Note: Communications automatically recorded on tape.</i>

EBCI AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
06	065.47°	2550 x 45	64/F/A/W/T ASPH	502724.66N 0042632.97E	THR 604FT TDZ 604FT
				502752.83N 0042809.95E	
				151FT	
24	245.47°	2550 x 45	64/F/A/W/T ASPH	502752.83N 0042809.95E	THR 576FT TDZ 581FT
				502720.59 0042618.93E	
				151FT	

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
+ 0.1% (1300M) -0.8% (1250M)	NIL	NIL	2525 x 300	NIL	NIL
+ 0.8% (1250M) -0.1% (1155M)	NIL	205 x 150	2525 x 300	yes	NIL

Note: Arresting gears for MIL purposes may be rigged across RWY 06 and 24 at a height of about 8CM and at a distance of 205M from the end of RWY 24 and of 350M from the end of RWY 06.

EBCI AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	2550	2550	2550	2100	NIL
24	2405	2610	2405	2405	NIL

Note: In order to reduce the taxi procedure, ATC may, with a RVR of 550m or more, authorize take-off from one of the following intersections:

RWY	From	TORA (M)
06	N2	2250
	N3	1640
24	N4	1805

Note: Intersection TORA are measured from the intersection of the extended taxiway centre line and the runway centre line, except for N2 where TORA is measured from the point of contact of taxiway centre line marking and runway centre line.

EBCI AD 2.14 Approach and Runway Lighting

RWY 06			
Approach lighting system	Type: SALS	VASIS	Type: PAPI (left / 3°)
	Length: 420M		MEHT: 69FT
Runway threshold lights	Intensity: LIH	Touchdown zone lights	NIL
	Colour: green		
Runway end lights	Wing bars: NIL	Stopway lights	NIL
	Colour: red		
Runway centre line lights	Wing bars: NIL		
	Length: 2100M	white: from 0 to 1200M	
	Spacing: 15M	red / white: from 1200 to 1800M	
	Intensity: LIH	red: from 1800 to 2100M	
Runway edge lights	Length: 2550M	red: from 0 to 450M	
	Spacing: 30M	white: from 450 to 1950M	
	Intensity: LIH	amber: from 1950 to 2550M	
Remarks	NIL		

RWY 24			
Approach lighting system	Type: PALS CAT II/III	VASIS	Type: PAPI (left / 3°)
	Length: 900M		MEHT: 59FT
Runway threshold lights	Intensity: LIH	Touchdown zone lights	900M
	Colour: green		
Runway end lights	Wing bars: NIL	Stopway lights	NIL
	Colour: red		
Runway centre line lights	Wing bars: NIL		
	Length: 2405M	white: from 0 to 1505M	
	Spacing: 15M	red / white: from 1505 to 2105M	
	Intensity: LIH	red: from 2105 to 2405M	
Runway edge lights	Length: 2405M	white: from 0 to 1805M	
	Spacing: 30M	amber: from 1805 to 2405M	
	Intensity: LIH		
Remarks	PAPI RWY 24 only usable by aircraft with code A to E		

EBCI AD 2.15 Other Lighting, Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting	NIL
	WDI location and lighting	
3	Taxiway edge lighting	TWY N1, N2, N3, S1, S2, S3, and S4 Reflectors (edge lights on curves only): TWY N, N4, N5, N6, M4, M5 and M6
	Taxiway centre line lighting	TWY N, N1, N2, N3, N4, N5, M4, M5, M6, S, S1, S2, S3, and S4
4	Secondary power supply	To all lighting at aerodrome
	Switch-over time	15SEC for approach lighting and PAPI 06 0SEC for all other lights
5	Remarks	NIL

EBCI AD 2.16 Helicopter Landing Area

Helicopter take-off and final approach shall be performed on RWY 06/24.

EBCI AD 2.17 ATS Airspace

1	Designation	Charleroi CTR
	Lateral limits	503339N 0043136E - an arc of circle, 5.5NM radius, centred on 502817N 0043335E and traced clockwise to 502255N 0043533E - 502010N 0041725E - an arc of circle, 5.5NM radius, centred on 502532N 0041525E and traced clockwise to 503054N 0041324E.
2	Vertical limits	2500FT AMSL
3	Airspace classification	D
4	ATS unit call sign	Charleroi Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Remarks	Charleroi CTR is only active during EBCI ATS operational hours. Activation may be checked with Brussels FIC. OPR HR may vary. Therefore, outside activation times, pilots shall maintain a listening watch with Brussels FIC. UAS can be encountered in UAS geographical zones EBCI VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured.

EBCI AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Charleroi Approach	133.130	HS	Primary frequency 8.33 KHZ CH
		128.725MHZ	HS	Supplementary frequency
		257.800MHZ 372.100MHZ	HS	NIL
		121.500MHZ 243.000MHZ	HS	Emergency frequency

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Charleroi Tower	121.305	HS	Primary frequency 8.33 KHZ CH
		257.800MHZ	HS	NIL
		121.500MHZ 243.000MHZ	HS	Emergency frequency
	Charleroi Ground	121.805	HS	Ground movement control 8.33 KHZ CH
ATIS	Charleroi Information (1)	134.630	H24	8.33 KHZ CH
		115.700MHZ	H24	GSY frequency
VDF	Charleroi Homer	121.305 121.805 133.130	HS	8.33 KHZ CH
		128.725MHZ 257.800MHZ 372.100MHZ 121.500MHZ 243.000MHZ	HS	NIL

(1) D-ATIS AVBL (see GEN 3.4, § 3.4.2)

EBCI AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (1°E/2020)	GSY	115.700MHZ CH 104X	H24	502714.1N 0042629.0E	600FT	Coverage: 30NM/FL260
NDB	ONC	323KHZ	H24	502922.3N 0043319.4E		Coverage: 25NM Collocated with OM ILS 24
ILS 24 (CAT III)						
LOC	IGC	110.900MHZ	H24	502716.3N 0042604.3E		245° GEO / 1.47NM from THR 24 No back beam available LOC only reliable within 35° either side of course line
GP		330.800MHZ	H24	502745.5N 0042759.5E		Slope 3° RDH 54FT
DME	IGC	CH 46X	H24	502745.7N 0042759.5E	577FT	Collocated with GP
OM	dash / dash	75MHZ	H24	502922N 0043319E		3.62NM from THR 24 or use IGC DME fix
MM	dot / dash	75MHZ	H24	502808N 0042905E		0.64NM from THR 24 or use IGC DME fix

EBCI AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Restrictions for Aircraft Categories

All arriving IFR flights operated by CAT A and B aircraft are strictly PPR. Permission shall be requested from EBCI ATC by phone prior departure.

Only jet and turbine engine aircraft are allowed between 2100-2200 (2000-2100).

For arrivals after 2100 (2000) aircraft have to be able to maintain 160 KT till the OM as long as the IAF is overflown at 2130 (2030) at the latest. If the IAF is not overflown before 2130 (2030), ATC cannot guarantee that a landing will be possible

before 2200 (2100) and the pilot may expect a diversion to another suitable airport. ATC is the only one to allow the landing or not, depending on air traffic conditions.

1.2 Alternate Aerodrome

EBCI shall not be used as alternate aerodrome in flight plans by flights requiring handling services, unless prior agreement has been reached with BSCA operations (TEL: +32 (0) 71 25 12 50).

1.3 Ground surveillance - Use of Mode S transponders

EBCI is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the airport should ensure that Mode S transponders are able to operate when their aircraft are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- from the request for push back or taxi, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

The aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "DAT123").

To ensure that the performance of systems based on SSR frequencies (including airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft taxiing without flight plan, shall select Mode A code 2000.

1.4 Pre-departure Checks, including Engine/Power Check

Aircraft with engine(s) running can not stay more than five minutes on its parking position on P1, P2, P3 and P4.

Pre-departure checks, including engine/power checks shall not be performed on the parking position.

Pre-departure checks, including engine/power checks shall be performed on dedicated area after receiving the taxi clearance:

- RWY 24 in use: following ATC instructions, on P5 or on the dedicated zone on TWY S in front of parking position 35-39
- RWY 06 in use: following ATC instructions, at the holding point S1 or S2

2 TAXI REGULATIONS

2.1 Taxiway Restrictions

TWY S2 and S3 are prohibited to aircraft with wingspan exceeding 36M.

TWY S4 is prohibited to aircraft with wingspan exceeding 20M if turning right on the RWY towards THR 24.

180° backtrack on RWY 24 by aircraft of more than 20T is only allowed on the turn pad after the end of RWY 24.

Due to safety reasons, no more than two aircraft with wingspan of 24M or more are allowed simultaneously on RWY 06/24 and TWY S. When an aircraft with wingspan of 36M or more performs a movement on RWY 06/24, no aircraft are allowed on TWY S and vice versa.

Airbus A340-300 taxiing on TWY N shall maintain both outer engines on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

Airbus A340-300 may be exceptionally allowed on TWY S via S1 and S4 upon prior approval by the airport authority, only with a follow-me car and wingman. Both outer engines shall remain on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

TWY centreline markings shall strictly be followed by aircraft entering RWY 06 via N1 or N2.

3 APRON REGULATIONS

3.1 General

It is prohibited to start aircraft engines outside the official opening hours of EBCI. This restriction applies to all aircraft categories.

Cross bleed procedure: first engine is started on the stand, second engine is started on the taxilane when push is finished.

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

Inbound traffic will enter the apron via TWY M4 for all stands. M5 is available at ATC discretion for stands 56 to 70.

H will be used as much as possible for inbound traffic.

When the VIS decreases BLW 1500M and/or the ceiling is at or BLW 300FT and further deterioration is expected, entrance apron North (P10 to P15) via TWY M4 only.

Outbound traffic:

- aircraft with wingspan below 36M will be pushed on F;
- aircraft parked on stands 51 to 65 will be pushed facing East;
- aircraft parked on stands 66 to 70 will be pushed facing West;
- aircraft parked on stands 51 to 57 will leave the apron via M5 or M6;
- aircraft parked on stands 58 to 70 will leave the apron via M6;
- A343 aircraft shall be pushed on taxiway G.

180° turns are forbidden.

3.2 Aircraft Stand Restrictions

- P1 and P2: Code A or B aircraft with height 4.78M MAX, length 18M MAX and wingspan 16.61M MAX only;
- P3: Aircraft with wingspan and length of 20M MAX only;
- P4: Long duration parking of tail wheel aircraft prohibited on stands 25 to 27;
- P5: Medium body aircraft maximum (tail wheel aircraft prohibited). Stands 30A, 30B, 30C, 30D & 30E are only available for code A or B. Stand 30 is not available to aircraft with wingspan over 21M and length over 22M. Stands 31, 32, 33 and 34 are not available to aircraft with wingspan over 32M. Stand 36 not available;
- P10: No code D aircraft west side from M4;
- P10: Aircraft higher than code C allowed on West side of apron subject to airport authority prior approval;
- P15: No code D aircraft;
- Aircraft stands 51B, 55B, 57B, 67B and 80B dedicated to A343 and code D aircraft.

3.3 Specific Regulations on Aircraft Stands 80 to 94

Aircraft stands 80 to 94 are restricted to code C aircraft with length 39.5M MAX. Aircraft shall enter and leave these stands on tow only.

Specific traffic restrictions apply when stands 88 to 94 are in use:

- taxiways G and H are closed between M5 and M6;
- taxiway F shall be used one-way only, direction TWY M5 to TWY M6 except for towed aircraft;
- code D aircraft are not allowed on aprons P12, P13 and P14;
- caution is advised as handling traffic will cross taxiway F.

Specific traffic restrictions apply when stands 84 to 85 are in use:

- taxiways G and H are closed between M4 and M5;
- taxiway F shall be used one-way only, direction TWY M4 to TWY M5 except for towed aircraft;
- code D aircraft are not allowed on apron P10 and P11;
- caution is advised as handling traffic will cross taxiway F.

Specific traffic restrictions apply when stands 80 to 81 are in use:

- caution is advised as handling traffic will cross taxiway F.

On aircraft stand 80B, aircraft shall enter and leave on tow only. Engine start is only allowed after towing on taxiway G facing East.

4 RUNWAY REGULATIONS

4.1 Preferential Runway System

RWY 24 will be assigned for take-off and landing, provided the runway is dry and the cross or tailwind component does not exceed 10 or 8KT respectively. When the runway is wet or covered with snow or slush, the tailwind component is 5KT MAX. For safety reasons, pilots may request RWY 06, subject to delay.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft Without Radio

Aircraft without radio are prohibited.

5.2 Glider Flights

Glider flights are prohibited.

5.3 ULM Flights

ULM flights are prohibited.

5.4 Balloon Flights

Balloon flights are prohibited.

5.5 Parachuting

Parachuting is prohibited overhead the airfield. For parachuting at EBNM, see ENR 5.5 ([Namur Area One](#)).

5.6 Acrobatic Flights

Acrobatic flights are prohibited.

5.7 Training and Test Flights

5.7.1 General

Training flights may only be performed by based aircraft or operators, using aircraft with a wingspan below 36M.

Training flights with propeller aircraft of 6T MTOW MAX are allowed from 0600 to 2100 (0500 to 2000). Provided they form part of an existing training schedule or if the operator concerned has commercial activities in the Walloon Region, training flights with propeller aircraft of more than 6T MTOW or with jet aircraft are allowed MON to FRI from 0600 to 2000 (0500 to 1900), except on HOL and during the official school holiday periods of the French Community of Belgium (see AIP SUP published yearly).

Training and test flights may only be performed provided air traffic conditions permit. Prior permission from Charleroi TWR shall be obtained for every flight.

During LVP, all training flights are prohibited.

These restrictions include all exercises such as touch and go, IFR approach, holding, etc.

EBCI AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Certification

Aircraft operating at EBCI must be noise certificated according to *ICAO Annex 16, Volume I*. Between 0530-0600 (0430-0500) and 2100-2200 (2000-2100), movements of aircraft 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 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 aircraft at its MTOW
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB.

At 2200 (2100) the aerodrome is closed for all aircraft movements, except for delayed landing of based aircraft (scheduled landing before 2200 (2100) 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 aircraft at its maximum landing weight, minus 9 EPNdB and "R" equals:

- 0.3 for a landing between 0 and 15MIN or between 421 and 450MIN after 2200 (2100);
- 0.8 for a landing between 16 and 30MIN after 2200 (2100);
- 1.3 for a landing between 31 and 90MIN after 2200 (2100);
- 1.8 for a landing between 91 and 420MIN after 2200 (2100).

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

- aircraft 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 Recertificated Aircraft

Recertificated civil subsonic jet aircraft are prohibited from 2200 to 0600 (2100 to 0500). 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.

Following flights are exempted from this restriction:

- 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.);
- 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 take-off or landing of a non-compliant aircraft.

1.3 Reverse Thrust

The use of reverse thrust shall be kept to a minimum compatible with the safety of the aircraft. On the aprons, it is prohibited at any time.

1.4 Penalties

Penalties are applied for any infringement found by the Airport Authority on:

- the permanent or temporary restrictions for the use of some aircraft types according to *ICAO Annex 16, Volume I*;
- the maximum values for noise generated on the ground;
- the permanent or temporary restrictions for some aircraft activities due to the caused noise disturbance;
- the rules concerning engine tests;
- the noise abatement procedures for take-off and landing.

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

Engine tests runs (high power) are prohibited on aircraft stands.

Outdoor engine test runs (high power) are prohibited between 2000 and 0800 (1900 and 0700).

Idle checks are only allowed during opening hours.

3 ARRIVAL PROCEDURES

3.1 Noise Abatement Approach and Landing Procedures

Noise abatement descent and approach procedures using continuous descent and reduced power/reduced drag techniques should be used when following conditions apply:

- ILS available;
- runway clear and dry;
- visibility exceeding 1900M;
- ceiling higher than 500FT above AD ELEV;
- cross wind component lower than 15KT (gusts incl);
- tail wind component lower than 5KT (gusts incl);
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

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.

3.2 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY, based on radar vectoring or RNP approach.

Facilitation of CDO will be provided at ATC discretion only.

When a CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc.).

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

Note: All noise abatement procedures for arrivals as well as the speed limitations as specified in the AIP Belgium & Luxembourg remain applicable when performing CDO.

4 DEPARTURE PROCEDURES

4.1 Climb Gradient

In order to minimize noise nuisance and to clear obstacles in the departure area, aircraft shall maintain a net climb gradient of 4% MNM until passing 3000FT QNH.

4.2 Noise Abatement Take-off and Climb Procedures

- From take-off to 2100FT QNH:
 - take-off power;
 - take-off flaps;
 - climb speed $V_2 + 10KT$ MNM;
- At 2100FT QNH:
 - maintain flaps in take-off configuration;
 - climb speed $V_2 + 10$ to 20KT;
 - adjust power according to the noise abatement power thrust schedule provided in the aircraft operating manual;
- From 2100FT QNH to 3600FT QNH:
 - start accelerating;
 - start retracting flaps;
 - maintain a positive rate of climb;
- At 3600FT QNH:
 - accelerate to en-route climb speed.

EBCI AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below a minimum of 150M RVR.

2 IFR FLIGHTS (INBOUND)

2.1 General

When radar service is available, military aircraft Code E and military aircraft not equipped with VOR may expect radar vectors to LOC RWY 24. Before starting the final approach, missed approach instructions will be issued by ATC.

2.2 Holding Patterns

The holding pattern shall be entered at 185 KIAS MAX.

GOSLY

Fix	GSY DVOR/DME
Turn / inbound track (MAG)	Right / 254°
Levels (MNM)	3000FT QNH
Remarks	NIL

2.3 Approach Procedures

2.3.1 RNP RWY 06

PATH TERMINATORS

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (kts)	VPA (°)/TCH (ft)	NAV Spec	Remarks
1	GSY	IF	N			+3000				RNP APCH	IAF
2	BIBOS	TF	N	282.3	L	+3000	6.6			RNP APCH	
3	ABLIX	TF	N	245.4	L	+2500	4.2	-200		RNP APCH	
4	REKPI	TF	N	155.5	L	+2500	3.8	-200		RNP APCH	IF
5	CI06F	TF	N	065.4		@2500	3.8			RNP APCH	FAP
6	RW06	TF	Y	065.4			5.8		-3.00°/50	RNP APCH	MAPT
7	CI06T	TF	Y	065.5	R		6.9			RNAV1	MATF
8	GSY	DF	N			@3000				RNAV1	
	GSY	HM	Y	255.0	R	+3000	1MIN			RNAV1	

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

WAYPOINTS

	ID	LATITUDE	LONGITUDE
IAF	GSY	502714.1N	0042629.0E
	BIBOS	502837.9N	0041624.9E
	ABLIX	502652.0N	0041022.5E
IF	REKPI	502324.8N	0041250.5E
FAF	CI06F	502459.5N	0041814.8E
MAPT	RW06	502724.66N	0042632.97E
MATF	CI06T	503015.2N	0043622.1E

2.3.2 RNP RWY 24

PATH TERMINATORS

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM/MIN)	Speed limit (kts)	VPA (°)/TCH (ft)	NAV Spec	Remarks
1	GSY	IF	N			+3000				RNP APCH	IAF
2	OSVAM	TF	N	095.6	L	+3000	9.7			RNP APCH	
3	GUGNO	TF	N	065.6	L	+3000	5.0	-230		RNP APCH	
4	VAMKA	TF	N	335.5	L	+3000	5.0	-230		RNP APCH	IF
5	CI24F	TF	N	245.8		@3000	4.7			RNP APCH	FAF
6	RW24	TF	Y	245.7			7.4		-3.00°/54	RNP APCH	MAPT
7	CI24T	TF	Y	245.6	R		7.2			RNP APCH	MATF
8	GSY	DF	N			@3000				RNAV1	
	GSY	HM	Y	255.0	R	+3000	1 MIN			RNAV1	

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

WAYPOINTS

	ID	LATITUDE	LONGITUDE
IAF	GSY	502714.1N	0042629.0E
	OSVAM	502616.7N	0044134.7E
	GUGNO	502820.6N	0044842.2E
IF	VAMKA	503252.0N	0044528.4E
FAF	CI24F	503056.2N	0043845.0E
MAPT	RW24	502752.82N	0042809.95E
MATF	CI24T	502452.8N	0041751.2E

2.3.3 Standard Instrument Arrivals

STAR have been established as shown on chart [AD 2.EBCI-STAR.01](#) and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

2.3.3.1 Route Description

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
ARVOL 4A	ARVOL				ARVOL MAX FL 160
		072°	31.6	FL 80	
	NIVOR				
		157°	15.5	3000FT	
	GSY DVOR				
RNAV1: ARVOL[F160-] - NIVOR[F080+; R] - GSY[A3000+]					
CIV 4A	CIV DVOR				Not available for jet aircraft, except departures LFQQ TMA
		066°	18.9	FL 80	
	NIVOR				
		157°	15.5	3000FT	
	GSY DVOR				
RNAV1: CIV[F080+] - NIVOR[F080+; R] - GSY[A3000+]					
KOK 4A	KOK VORTAC				NIL
		100°	51.8	FL 80	
	KERKY				
		140°	18.0	FL 80	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: KOK[F080+] - KERKY[F080+; R] - NIVOR[F080+; R] - GSY[A3000+]					
NIK 4A	NIK DVOR				NIL
		206°	16.0	FL 80	
	KERKY				
		140°	18.0	FL 80	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: NIK[F080+] - KERKY[F080+; L] - NIVOR[F080+; R] - GSY[A3000+]					
BATTY 4A	BATTY				NIL
		296°	30.4	FL 80	
	FLO DVOR				
		273°	22.7	FL 80	
	BUB DVOR				
		216°	15.7	FL 80	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: BATTY[F080+] - FLO[F080+; L] - BUB[F080+; L] - NIVOR[F080+; L] - GSY[A3000+]					
BATTY 5B	BATTY				25NM DME GSY MAX FL 70. At ATC discretion only.
		271°	26.6	FL 80	
	LOLGI				
		245°	30.0	FL 60	
	GSY DVOR				
RNAV1: BATTY[F080+] - LOLGI[F080+; L] - GSY[F60+]					

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
LNO 4A	LNO DVOR				NIL
		308°	28.1	FL80	
	FLO DVOR				
		273°	22.7	FL80	
	BUB DVOR				
		216°	15.7	FL80	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: LNO[F080+] - FLO[F080+; L] - BUB[F080+; L] - NIVOR[F080+; L] - GSY[A3000+]					
LNO 5B	LNO DVOR				25NM DME GSY MAX FL70. At ATC discretion only.
		281°	21.8	FL80	
	LOLGI				
		245°	30.0	FL60	
	GSY DVOR				
RNAV1: LNO[F080+] - LOLGI[F080+; L] - GSY[F60+]					

2.3.3.2 Suggested Database Coding

ARVOL 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	ARVOL	IF	N			FL160-		
2	NIVOR	TF	N	073.4	R	FL80+	31.6	
3	GSY	TF	N	158.2		3000+	15.5	

CIV 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	CIV	IF	N			FL80+		
2	NIVOR	TF	N	067.4	R	FL80+	18.9	
3	GSY	TF	N	158.2		3000+	15.5	

KOK 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	KOK	IF	N			FL80+		
2	KERKY	TF	N	100.7	R	FL80+	51.8	
3	NIVOR	TF	N	140.8	R	FL80+	18.0	
4	GSY	TF	N	158.2		3000+	15.5	

NIK 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	NIK	IF	N			FL80+		
2	KERKY	TF	N	206.9	L	FL80+	16.0	
3	NIVOR	TF	N	140.8	R	FL80+	18.0	
4	GSY	TF	N	158.2		3000+	15.5	

BATTY 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL80+		
2	FLO	TF	N	296.9	L	FL80+	30.4	
3	BUB	TF	N	274.1	L	FL80+	22.7	
4	NIVOR	TF	N	217.0	L	FL80+	15.7	
5	GSY	TF	N	158.2		3000+	15.5	

BATTY 5B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL80+		
2	LOLGI	TF	N	272.0	L	FL80+	26.6	
3	GSY	TF	N	245.6		FL60+	30.0	

LNO 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL80+		
2	FLO	TF	N	308.7	L	FL80+	28.1	
3	BUB	TF	N	274.1	L	FL80+	22.7	
4	NIVOR	TF	N	217.0	L	FL80+	15.7	
5	GSY	TF	N	158.2		3000+	15.5	

LNO 5B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL80+		
2	LOLGI	TF	N	282.5	L	FL80+	21.8	
3	GSY	TF	N	245.6		FL60+	30.0	

2.3.4 Circling Approach

Except for traffic reasons, aircraft with a weight exceeding 5.7T that intend to make visual circuits below 2500FT AMSL shall use left turn when RWY 06 is in use and right turn when RWY 24 is in use.

3 IFR FLIGHTS (OUTBOUND)

3.1 Departure Procedures**3.1.1 Standard Instrument Departures**

SID have been established as shown on the EBCI SID charts (see [EBCI AD 2.24](#)) and as listed below. They are compulsory for all IFR flights. Pilots unable to comply shall inform ATC when requesting start-up clearance.

Note: ATC may deviate from these routes.

3.1.1.1 Route Description

RWY 06

Designator	Route	Remarks
SOPOK7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD BULUX. SOPOK next. RNAV1: [A1100+] - CI105 - CI103[R] - BULUX[R] - SOPOK	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI105 - CI101[F100+; R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 7X - SOPOK - RITAX). Intercept R-314 DIK at FL100 or above. If unable to meet this requirement, advise ATC immediately.
CIV 5X	Intercept R-051 GSY. At 7 DME GSY LT DCT to CIV. RNAV1: [A1100+] - CI105[L] - CIV	NIL
LNO7X	Intercept R-051 GSY. At 22 DME GSY RT to intercept R-282 LNO INBD to LNO. RNAV1: [A1100+] - CI105 - CI102[R] - LNO	NIL
SPI7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD to SPI. RNAV1: [A1100+] - CI105 - CI103[R] - SPI	NIL

RWY 24

Designator	Route	Remarks
SOPOK4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to ASPIX. SOPOK next. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - SOPOK	PDG 8% (490FT/NM) until passing FL70 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI. ASPIX-SOPOK is a RNAV segment.
SOPOK8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD to BULUX. SOPOK next. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - BULUX[R] - SOPOK	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD. RT to intercept R-314 DIK to RITAX. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - CI007[R] - RITAX	PDG 8% (490FT/NM) until passing FL70 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
RITAX8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 8Y - SOPOK - RITAX).
MEDIL4Y	Intercept R-245 GSY. At 8.2 DME GSY RT to intercept R-261 SPI INBD to MEDIL. RNAV1: [A1100+] - CI001[A5000+; R] - MEDIL	At ATC discretion only. PDG 8% (490FT/NM) until passing FL70 due to airspace restrictions. If unable to comply, advise ATC upon delivery.

RWY 24

Designator	Route	Remarks
CIV 4Y	Intercept R-245 GSY. At 6 DME GSY RT to intercept R-121 CIV INBD to CIV. RNAV1: [A1100+] - CI009[R] - CIV	NIL
LNO4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI to ASPIX. At ASPIX, intercept R-240 LNO to LNO. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - LNO	PDG 8% (490FT/NM) until passing FL 70 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
LNO8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-282 LNO INBD to LNO. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI005[R] - LNO	NIL
SPI4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to SPI. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - SPI	PDG 8% (490 FT/NM) until passing FL 70 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
SPI8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD to SPI. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - SPI	NIL

3.1.1.2 Waypoint Information

RWY 06

ID	Latitude	Longitude	Fly-over
CI101	504020.1N	0045302.4E	N
CI102	504214.3N	0045656.3E	N
CI103	504001.9N	0045225.3E	N
CI105	503131.0N	0043506.9E	Y(*)/N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

(*) CIV 5X only

RWY 24

ID	Latitude	Longitude	Fly-over
CI001	502344.8N	0041346.9E	N
CI002	502849.9N	0041010.4E	N
CI003	503822.6N	0041827.5E	N
CI004	504321.4N	0043537.9E	N
CI005	504443.4N	0044023.0E	N
CI006	501924.8N	0041928.8E	N
CI007	502725.8N	0051314.3E	N
CI009	502414.1N	0041528.5E	N
CI011	503942.7N	0045401.4E	N
ASPIX	502907.3N	0052459.7E	N
BULUX	503534.0N	0051505.0E	N

RWY 24

ID	Latitude	Longitude	Fly-over
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
MEDIL	502032.0N	0034030.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

3.1.1.3 Suggested Database Coding

The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

3.1.1.3.1 RWY 06

SOPOK7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		15.1	
5	SOPOK	501510.0N	0054626.0E	TF	N	135.3			28.6	

RITAX7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				A1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI101	504020.1N	0045302.4E	TF	N	052.2	R	F100+	14.4	
4	RITAX	500440.0N	0054825.0E	TF	N	134.8			50.3	

CIV 5X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	Y	052.1	L			
3	CIV	503426.3N	0034958.4E	DF	N					

LNO7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI102	504214.3N	0045656.3E	TF	N	052.2	R		17.6	
4	LNO	503509.3N	0054237.0E	TF	N	103.4			29.9	

SPI7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	SPI	503053.1N	0053725.0E	TF	N	107.4			30.1	

3.1.1.3.2 RWY 24

SOPOK8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		26.3	
7	SOPOK	501510.0N	0054626.0E	TF	N	135.3			28.6	

RITAX8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	CI011	503942.7N	0045401.4E	TF	N	107.2	R		12.3	
7	RITAX	500440.0N	0054825.0E	TF	N	134.9			49.4	

MEDIL4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R	5000+		
3	MEDIL	502032.0N	0034030.0E	TF	N	261.6			21.5	

CIV 4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI009	502414.1N	0041528.5E	CF	N	245.9	R			
3	CIV	503426.3N	0034958.4E	DF	N	302.3			19.2	

LNO8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI005	504443.4N	0044023.0E	TF	N	065.4	R		15.3	
6	LNO	503509.3N	0054237.0E	TF	N	103.2			40.7	

SPI8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	SPI	503053.1N	0053725.0E	TF	N	107.2			41.3	

SOPOK4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	SOPOK	501510.0N	0054626.0E	TF	N	135.4			19.6	

RITAX4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	CI007	502725.8N	0051314.3E	TF	N	076.5	R		35.3	
5	RITAX	500440.0N	0054825.0E	TF	N	135.0			32.1	

LNO4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	LNO	503509.3N	0054237.0E	TF	N	061.6			12.8	

SPI4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	SPI	503053.1N	0053725.0E	TF	N	076.5			51.1	

3.1.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH, unless instructed otherwise by ATC. a higher level will be allocated as soon as possible.

Following additional requirements apply:

- traffic proceeding via SOPOK- ETENO - ROPUV and planned above FL245 shall cross BULUX at FL 170 MNM and ETENO at FL250 MNM;
- traffic proceeding via RITAX and planned above FL245 shall cross RITAX at FL250 MNM.

Aircraft unable to meet these requirements shall advise ATC when requesting start-up clearance, allowing for appropriate coordination to be made with adjacent ATS units in due time.

4 LOW VISIBILITY PROCEDURES**4.1 Facilities and Equipment Available****4.1.1 Runways**

RWY 24 is equipped with ILS and is approved for CAT II and IIIB. Following RVR minima apply:

- CAT II: below 550M to 300M;
- CAT IIIB: below 300M to 150M;
- TKOF: 150M.

RWY 06 is approved for low visibility take-off when RVR \geq 150M

150M RVR has been fixed as minimum RVR value by the Belgian CAA. Pilots requesting to land with RVR below 150M will be advised that they are below minimum, but will not be refused landing clearance.

The runway exits are equipped with alternating green and yellow centre line lights within the ILS sensitive areas. Landing aircraft should leave this area as soon as possible.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft has passed the OM and has not completed its landing run.

Departing aircraft shall use the CAT II/III holding positions.

Guided take-off is not available.

During LVP when RVR is between 550M and 150M, movement of traffic on the manoeuvring area is limited to one aircraft or vehicle at the time.

4.1.2 Taxiways

Taxi is restricted to the taxiways equipped with centre line lights. Standard routes are established for departing and arriving aircraft (see chart [AD2.EBCI-GMC.02](#)).

When RVR at TDZ falls below 400M, a follow-me car is available on stand-by to assist pilots during taxi upon request.

Neither vehicles nor aircraft shall pass through a stop bar unless, in case of technical problems, behind a follow-me car.

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The 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.

4.2 Criteria for the Initiation and Termination of LVP

LVP includes preparation, operational and termination phases. The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/IIIB operations are expected. The operational phase will start when RVR falls below 550M and/or ceiling is below 200FT.

LVP will be terminated when RVR exceeds 1000 M and ceiling is at or higher than 200FT, and a continuing improvement in these conditions is expected.

4.3 Other Information

When LVP are in operation, arriving aircraft will be vectored to intercept the ILS at least 10NM from touchdown. ATC will provide suitable spacing between arrivals to achieve sufficient protection of the ILS sensitive area (see [§ 4.1.1](#) above). Landing clearance will normally be given not later than 2NM from touchdown.

The traffic manager will determine the applicable traffic acceptance rate according to the circumstances.

AVGAS refuelling is not allowed during LVP.

CAT II and CAT III approach practice during normal operations is allowed, but pilots should be aware that protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur. Pilots will be informed by ATC when protection of the sensitive area is not provided.

5 VFR FLIGHTS**5.1 General**

Unless instructed otherwise by Charleroi TWR, pilots shall use the VFR routes established for their benefit and they shall join the visual reporting points used for entering or leaving Charleroi CTR at the specified altitude.

Special VFR flights may be performed as specified in [ENR 1.2, § 1.2](#)

5.2 Visual Reporting Points

VFR traffic shall only use following reporting points.

Name	Associated landmark	Position
NW	railway station of Obaix-Buzet	503210N 0042148E
N	Frasnes-les-Gosselies, gas tank "Cargas"	503241N 0042718E
NE	village of Tilly	503338N 0043315E
NA	water tower, east of Gosselies	502840N 0042701E
SW	belfry of Thuin	502023N 0041712E
S	Bultia, intersection roads N5 and N574	502036N 0042824E
SE	village of Presles	502302N 0043443E
SA	CORA shopping facility at exit R3 Charleroi	502437N 0042940E
E	Spy, gas station on motorway E42	502941N 0044206E

5.3 Inbound Traffic

RWY 06

Arrivals from the north	Join Charleroi CTR via NW at 1500FT and proceed inbound NA. At NA, expect to enter left-hand pattern.
Arrivals from the south	Join Charleroi CTR via S at 2000FT and proceed inbound SA. Expect to enter right-hand pattern.

RWY 24

Arrivals from the north	Join Charleroi CTR via N at 1500FT and proceed inbound NA. At NA, expect to enter right-hand pattern.
Arrivals from the south	Join Charleroi CTR via SE at 2000FT and proceed inbound SA. Expect to enter left-hand pattern.

Pilots shall report over each reporting point.

Note: Reporting points NE, E and SW can be used at ATC discretion.

5.4 Outbound Traffic

RWY 06

Departures to the north	After take-off, left turn and proceed to N.
Departures to the south	After take-off, right turn and proceed to SE.

RWY 24

Departures to the north	After take-off, right turn and proceed to NW.
Departures to the south	After take-off, left turn and proceed to S.

Note: Reporting points NE, E and SW can be used at ATC discretion.

5.5 Visual Circuit

Visual circuit shall be flown at 1500FT AMSL MAX, unless otherwise instructed by ATC, or requested by the pilot.

6 RADIO COMMUNICATION FAILURE

If an IFR flight does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Charleroi CTR on a track of 248° MAG at 2500FT QNH MAX, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

VFR flights flying within the aerodrome traffic circuit shall make a full-stop landing. Other VFR flights shall leave the controlled airspace via the shortest way:

- when north of the runway axis: via NW;
- when south of the runway axis: via S.

EBCI AD 2.23 Additional Information

1 ATIS

ATIS messages serving inbound and outbound traffic are broadcasted H24 (see [EBCI AD 2.18](#)).

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	CHARLEROI	Charleroi...
Alphabetical designator	INFO (A till Z)	Information... (alfa - zulu)
ATIS Time	HHMM
Type of approach to be expected	TYPE APCH	Expecting vectoring...
Runway in use for ARR and DEP	RiU for ARR and DEP	RWY... for ARR and DEP
RSCD time	RSCD at HHMM	Runway surface condition at....

Item	ATIS	Start of expression
RSCD for complete RWY or per third part of RWY including depth	TDZ...UP TO...mm MID...UP TO...mm END...UP...mm	touchdown zone...up to...mm middle...up to...mm end...up to...mm
RWYCC	RWYCC	Runway condition code...
Transition level	TRL	Transition level...
Operational status	OPS STS	...
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	CAVOK or visibility...
RVR	RVR (RWY) TDZ / M, MID / M, END / M	RVR runway...metres, ...metres, ...metres
Present weather	WX	weather...
Cloud base or vertical visibility	CLD VV / FT	Cloud...or vertical visibility...
Air temperature	T	Temperature...
Dewpoint temperature	DP	Dewpoint...
Altimeter settings	QNH	QNH...
Recent weather	REWX	Recent...
Supplementary meteorological phenomena	SIGWX	Wind shear..., cumulonimbus in climb out, severe icing,...
Landing forecast TREND	TREND	NOSIG, trend BCMG...or trend TEMPO...
CONFIRM ATIS	CFM...(A till Z)	Confirm information...(alfa - zulu) on first contact

When rapidly changing weather conditions make it inadvisable to include a weather report in the ATIS broadcast, the weather data are omitted and replaced by the phrase "MET REPORT OMITTED DUE TO RAPID CHANGES". The omitted data can be requested from ATC.

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase "INFORMATION ... [alphabetical designator] RECEIVED". ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

EBCI AD 2.24 Charts Related to EBCI

AD 2.EBCI-ADC.01	Aerodrome Chart - ICAO
AD 2.EBCI-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Light Aids
AD 2.EBCI-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBCI-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Low Visibility Procedures
AD 2.EBCI-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.EBCI-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)
AD 2.EBCI-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.EBCI-STAR.01	Standard Arrival Chart - Instrument - ICAO
AD 2.EBCI-STAR.02	Standard Arrival Chart - Instrument - ICAO (RNAV1 Overlay)
AD 2.EBCI-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 06
AD 2.EBCI-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 24
AD 2.EBCI-SID.03	Standard Departure Chart - Instrument - ICAO: RWY 06 (RNAV1 Overlay)
AD 2.EBCI-SID.04	Standard Departure Chart - Instrument - ICAO: RWY 24 (RNAV1 Overlay)
AD 2.EBCI-IAC.01	Instrument Approach Chart - ICAO: ILS or LOC RWY 24
AD 2.EBCI-IAC.02	Instrument Approach Chart - ICAO: VOR RWY 24
AD 2.EBCI-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06
AD 2.EBCI-IAC.04	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.EBCI-IAC.04a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.EBCI-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.EBCI-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.EBCI-VAC.01	Visual Approach Chart - ICAO

THIS PAGE INTENTIONALLY LEFT BLANK