# **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

4	ARP coordinates	502736N 0042710E		
1	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 at AD ELEV PSN	151FT		
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL		
	Name of AD operator	Airport Authority: Service Public de Wallonie Airport Management: Brussels South Charleroi Airport (B.S.C.A.) SA		
	Address	Airport Authority: Direction de l'aéroport de Charleroi / Brussels South, Mr. Marissal (Director) Aéroport de Charleroi / Brussels South Rue des Frères Wright 8 6041 Gosselies BELGIUM		
6		Airport Management: 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)		
	Email	NIL		
	AFS	EBCIYDYX		
	Website	www.brussels-charleroi-airport.com		
7	Types of traffic permitted (IFR/VFR)	) IFR / VFR		
8	Remarks	NIL		

# EBCI AD 2.3 Operational Hours

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

6	MET Briefing Office	H24			
7	ATS	0515-2200 (0415-2100) <sup>(3)</sup>			
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 Operator			
10	Security	As AD Operator			
11	De-icing	As AD Operator			
12	<ul> <li>12 Remarks</li> <li>(1) Customs clearance outside these hours is possible; fees depending on the recustoms officers required and on the nature of operations and if prior notice is generating day before 1900 (1800) for clearance between 0500-0700 (0400-060 the day itself for clearance after these hours.</li> <li>(2) If customs and immigration personnel is absent, the Airport Authority may au aircraft to leave for or to arrive from abroad, on the understanding that the pilot fisigns a written declaration that the aircraft carries no goods.</li> </ul>				

# EBCI AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	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. Handling services: push-back, 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). Nearest railway siding: Charleroi (7KM).			
2	Fuel types	AVGAS 100 LL, JET A1 and UL91			
2	Oil types	oil for turbines			
		AVGAS 100 LL: 1 aircraft refueller 5000 L, 200 L/MIN + reserve 50000 L			
		JET A1:			
3	Fuelling facilities and capacity	<ul> <li>2 ACFT refuellers 400001, 1 aircraft refueller 20000L</li> <li>2 x 1200L/MIN for each aircraft refueller + reserve 6 x 100000L</li> </ul>			
		Self-service for AVGAS and UL91: Payment with Bancontact card			
		Credit cards accepted. Credit possible (B.S.C.A. s.a.)			
4	De-icing facilities	5 de-icers type 2 / de-icing farm all types of aircraft			
5	Hangar space for visiting aircraft	$1700 \text{M}^2$ (not heated), hangar space for freight: $4000 \text{M}^2$ (heated)			
6	Repair facilities for visiting aircraft	All repairs			
		For general aviation flights, 24 hours prior permission is required for handling (contact <u>ga@charleroi-airport.com</u> ).			
		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: <u>ga@charleroi-airport.com</u>			
-	Domorko	Handling compulsory for non-based aircraft (please contact the General Aviation OPS Office for pricing list).			
'	Remarks	Navigation Office:			
		TEL: + 32 (0) 71 25 12 14 (0300-0000 (0200-2300))			
		FAX: + 32 (0) 71 25 12 04			
		Email: <u>bnav@charleroi-airport.com</u>			
		Handling UPS Office (BSUA)			
		TEL: +32 (0) 71 25 12 50 / 51 (0330-2200 (0230-2100))			
		FAA. $\pm 32 (0) / 1 / 23 / 2 42$ Email: ons@charleroi-airnort.com			

# **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 flight			
4	Medical facilities	First aid treatment and recovery room, 1 ambulance hospitals in Gosselies (3 KM) and Charleroi (7 KM)		
E	Bank	Self-banking at aerodrome		
5	Post office	In the city		
6	Tourist office         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 <sup>3</sup> under hangar S9; 135 M <sup>3</sup> under the ramp M6; 135 M <sup>3</sup> 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 Runway Surface Condition Assessment and Reporting, and Snow Plan

1	Types of clearing equipment	<ul> <li>2 truck BOSCHUNG SNOW BOOSTER P5960 with milling cutter</li> <li>3 sweeper-blowers Schorling with snowplough</li> <li>1 snowplough adaptable on VOLVO dumper</li> <li>1 sweeper-blowers Boschung with snowplough</li> <li>3 sweeper-blowers Schmidt with snowplough</li> <li>1 Caterpillar wheel loader with snowplough</li> <li>1 Caterpillar wheel loader with snowplough</li> <li>1 truck UNIMOG with snow plough and spreader solid de-ice tank</li> <li>4 truck SCANIA with sprayers of de-icing liquid</li> <li>3 farm truck VALTRA with snowplough</li> <li>1 Autobren vaccum-sweeper</li> <li>1 farm truck Deutz-Fahr Agrokid 220</li> <li>1 farm truck Kubota B1820 with brush</li> <li>1 Skiddometre BV11</li> </ul>			
2	Clearance priorities	<ol> <li>RWY 06/24 and appropriate taxiways</li> <li>Apron North and aircraft stands</li> <li>Remaining part of the movement area</li> </ol>			
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and NAFO (sodium formate solids)			
4	Specially prepared winter runways	Not applicable			
5	Remarks	Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC).         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):         TEL:       +32 (0) 71 25 12 12         TEL:       +32 (0) 71 25 12 15         FAX:       +32 (0) 71 25 12 91			

# EBCI AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

1	Apron designation, surface and strength	P1: CONC, PCN 30/R/C/W/T P2: CONC, PCN 58/R/C/W/T P3: CONC, PCN 50/R/C/W/U P4: CONC, PCN 72/R/C/W/T P5: CONC, PCN 72/R/C/W/T P10: CONC, PCN 73/R/B/W/U P11: CONC, PCN 73/R/B/W/T P12: CONC, PCN 73/R/B/W/T P13: CONC, PCN 73/R/B/W/T P14: CONC, PCN 73/R/B/W/T P15: CONC, PCN 73/R/B/W/U		
2	Taxiway designation, width, surface and strength	TWY N: 23M, ASPH, PCN 63/F/C/W/T (from N1 to N6), PCN 70/F/B/W/T (from N6 to N7) TWY N1, N2, N3, N4, N5, N6: 23M, ASPH, PCN 63/F/C/W/T TWY M4, M5 and M6: 23M, ASPH, PCN 63/F/C/W/T TWY N7: 23M, ASPH, PCN 70/F/B/W/T TWY M7: 23M, ASPH, PCN 70/F/B/W/T TWY S: 23M, CONC (between S1 and S4), ASPH (between S4 and S5), PCN 78/R/C/W/T TWY S1, S2, S3, S4: 23M, CONC, PCN 78/R/C/W/T TWY T1, T2 and T3: 20M, CONC / ASPH, INFO not AVBL		
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		
5	INS check points	At aircraft stands, see chart <u>AD 2.EBCI-GMC.01</u>		
6	Remarks	TWY S5 closed		

# EBCI AD 2.9 Surface Movement Guidance and Control System and Markings

	Aircraft stand identification signs	On apron P10, P11, P12, P13, P14 and P15		
	Taxiway guide lines	Guidance sign boards at entrance of taxiways to runways and at intersection of taxiways		
		Apron N:		
1		<ul> <li>Taxilane F: Centreline markings orange and lights green/yellow</li> <li>Taxilane G: Centreline markings yellow and lights green</li> <li>Taxilane H: Centreline markings blue and lights green/blue</li> </ul>		
	Visual docking/parking guidance system at aircraft stands	Parking guidance by marshalling on apron North Follow-me available on request on apron North and South		
2	Runway markings and lighting	Designation, threshold, touchdown zone, centre line and side stripe markings Aiming point of RWY 06 placed at 300 M from the threshold		
2	Taxiway markings and lighting	Centre line, edge lines, holding positions at the TWY/RWY intersections and intermediate holding position		
2	Stop bars	At holding positions		
3	Runway guard lights	Elevated runway guard lights available at all CAT 1 stop bars		
4	Other runway protection measures	NIL		
5	Remarks	NIL		

## **EBCI AD 2.10 Aerodrome Obstacles**

ID	Latitude	Longitude	ALT (M)	ALT (FT)	Remarks	Vegetation
EBCI_286	502808.7N	0042843.6E	180.5	591	RWY 06 Close-in	Yes
EBCI_285	502807.4N	0042844.1E	179.4	588	RWY 06 Close-in	Yes
EBCI_284	502807.1N	0042843.9E	178.7	584	RWY 06 Close-in	Yes
EBCI_255	502759.2N	0042854.4E	189.5	621	RWY 06 Close-in	No
EBCI_256	502759.7N	0042856.1E	189.3	621	RWY 06 Close-in	No
EBCI_272	502830.2N	0042929.2E	217.6	712	RWY 06 Close-in	No
EBCI_023	502713.5N	0042609.0E	200.6	657	RWY 24 Close-in	Yes
EBCI_571	502713.9N	0042603.6E	196.3	644	RWY 24 Close-in	Yes
EBCI_071	502720.6N	0042556.8E	199.0	653	RWY 24 Close-in	Yes
EBCI_022	502712.0N	0042602.4E	197.7	647	RWY 24 Close-in	Yes
EBCI_572	502718.0N	0042554.3E	197.6	647	RWY 24 Close-in	Yes
EBCI_070	502718.3N	0042551.4E	199.2	653	RWY 24 Close-in	Yes
EBCI_021	502704.8N	0042556.3E	205.9	673	RWY 24 Close-in	No
EBCI_028	502712.8N	0042553.6E	198.2	650	RWY 24 Close-in	Yes
EBCI_019	502703.2N	0042532.7E	223.6	765	RWY 24 Close-in	No
EBCI_073	502714.8N	0042550.3E	198.9	650	RWY 24 Close-in	Yes
EBCI_402	502704.2N	0042553.3E	199.6	653	RWY 24 Close-in	Yes
EBCI_027	502712.6N	0042558.4E	192.4	630	RWY 24 Close-in	Yes
EBCI_018	502702.0N	0042534.9E	211.6	693	RWY 24 Close-in	Yes
EBCI_098	502715.1N	0042558.9E	190.7	624	RWY 24 Close-in	Yes
EBCI_401	502703.2N	0042550.2E	201.2	660	RWY 24 Close-in	Yes
EBCI_072	502712.8N	0042544.4E	199.5	653	RWY 24 Close-in	Yes
EBCI_001	502659.5N	0042539.1E	208.3	683	RWY 24 Close-in	No

#### **Close-in Obstacles**

#### Visual Segment Surface (VSS) Penetration

ID	Туре	Latitude	Longitude	ELEV (FT)	Minima Affected
EBCI_020	Building	502704.4N	0042556.3E	704	LNAV RWY 06, LNAV/VNAV RWY 06, VOR RWY 06
EBCI_229	Vegetation	502724.6N	0042604.2E	657	VOR RWY 06
EBCI_023	Vegetation	502713.6N	0042609.1E	658	LNAV RWY 06, LNAV/VNAV RWY 06, VOR RWY 06

Note 1: No Area 2 or Area 3 obstacle data sets are currently provided for EBCI.

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

	Flight documentation	Charts, approviated plain language text				
6	Flight documentation					
· ·	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				
		International aviation:				
		TEL: +32 (0) 71 25 12 24				
40	Additional information	FAX: +32 (0) 2 206 28 29 (EBBR)				
10	Additional information	VFR flights, gliding, ballooning:				
		TEL: 0902 / 88 173 (CONSULTEL)				
		Note: Communications automatically recorded on tape.				

# EBCI AD 2.12 Runway Physical Characteristics

				THR COORD	THR ELEV and	
RWY	True BRG	Dimensions of	Strength (PCN) and surface of	RWY end COORD	highest ELEV of	
designator		RWY (m)	RWY and SWY	THR geoid undulation	TDZ of precision APCH RWY	
1	2	3	4	5	6	
				502724.66N 0042632.97E		
06	065.47°	2905 x 45	64/F/A/W/T ASPH	502759.51N 0042832.95E	THR 604.0 FT TDZ 604.0 FT	
				151.0 FT		
				502752.83N 0042809.95E		
24	245.47° 3055 x 45	3055 x 45	64/F/A/W/T ASPH	502720.59 0042618.93E	THR 576.1 FT TDZ 581.0 FT	
				151.0 FT		

RWY designator	Slope of RWY and SWYSWY dimensions (M)CWY dimensions (M)Strip dimensions 		Strip dimensions (M)	Dimensions of RESA	
7	8	9	10	11	12
06	+ 0.1% (1155M) -0.8% (1250M) 0.0% (500M)	NIL	260 x 150	3175 x 300	200 x 90
24	0.0% (500M) + 0.8% (1250M) -0.1% (1155M)	NIL	205 x 150	3175 x 300	240 x 90

RWY designator	Location and description of arresting system	OFZ	RMK
13	14	15	16
06	AVBL O/R. At a height of about 8CM and at a distance of 460M from the end of RWY 06. See <u>AD2</u> <u>EBCI ADC.01</u>	NIL	Longitudinal slope third quarter > 0.8% and < 1.0%
24	AVBL O/R. At a height of about 8CM and at a distance of 205M from the end of RWY 24 06. See <u>AD2</u> <u>EBCI ADC.01</u>	yes	Longitudinal slope second quarter > 0.8% and < 1.0%

# EBCI AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	2905	3165	2905	2600	NIL
24	3055	3260	3055	2405	NIL

Note: In order to reduce the taxi procedure, ATC may authorize take-off from one of the following intersections when A-SMGCS is available. If A-SMGCS is not available this is only authorized with a RVR of 550 M or more:

RWY	From	TORA (M)
	N2	2800
06	N3	2160
00	S2	2345
	S3	1670
	N4	1820
24	N5	2405
24	N6	2837
	S4	1820

# EBCI AD 2.14 Approach and Runway Lighting

			RWY 06	3		
	Туре:	SALS			Туре:	PAPI (left / 3°)
Approach lighting system	Length:	420 M		VASIS	MEHT:	69 FT
	Intensity:	LIH				
Runway	Colour:	green		Touchdown	NIL	
threshold lights	Wing bars:	NIL		zone lights		
Runway end	Colour:	red		Stopway	NIL	
lights	Wing bars:	NIL		lights		
	Length:	2 905 M	white:	from 0 to 2 005	5 M	
Runway centre	Spacing:	15 M	red / white:	from 2 005 to 2	2 605 M	
	Intensity:	LIH	red:	from 2 605 to 2	2 905 M	
_	Length:	2 905 M	red:	from 0 to 305 N	Л	
Runway edge	Spacing:	30 M	white:	from 305 to 2 3	305 M	
ngino	Intensity:	LIH	yellow:	from 2 305 to 2	2 905 M	
Remarks	LED: thresh	old lights, end lights	and edge light	s		

RWY 24					
	Туре:	PALS CAT II/III		Туре:	PAPI (left / 3°)
Approach lighting system	Length:	900 M	VASIS	MEHT:	59FT
	Intensity:	LIH			
Runway	Colour:	green	Touchdown		
threshold lights	Wing bars:	NIL	zone lights		
Runway end	Colour:	red	Stopway		
lights	Wing bars:	NIL	lights		

	RWY 24					
_	Length:	3 055 M	white:	from 0 to 2 155 M		
Runway centre	Spacing:	15 M	red / white:	from 2 155 to 2 755 M		
into lighto	Intensity:	LIH	red:	from 2 755 to 3 055 M		
	Length:	3 055 M	red:	from 0 to 650 M		
Runway edge	Spacing:	30 M	white:	from 650 to 2 455 M		
iigiito	Intensity:	LIH	yellow:	from 2 455 to 3 055 M		
Remarks	ks LED: approach lighting system, threshold lights, end lights and edge lights					

# EBCI AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL			
2	LDI location and lighting	Next to T1 (lighted)			
2	WDI location and lighting	Next to LDI (lighted) and East of P5 (lighted)			
3	Taxiway edge lighting	TWY N1, N2, N3, S1, S2, S3, and S4 Reflectors (edge lights on curves only): TWY N, N4, N5, N6, N7, M4, M5, M6 and M7			
	Taxiway centre line lighting	TWY N, N1, N2, N3, N4, N5, N6, N7, M4, M5, M6, M7, S, S1, S2, S3, and S4			
	Secondary power supply	To all lighting at aerodrome			
4	Switch-over time	15SEC for approach lighting and PAPI 06 0SEC for all other lights			
5	5 Remarks LED: TWY N, N1, N2, N3, N4, N5, N6, N7, M4, M5, M6, M7 (centre and edge light lane F, G, H				

# 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

	Designation	Charleroi CTR			
1	Lateral limits	503339N 0043136E then a clockwise arc radius 5.5 NM centered on 502817N 0043335E 502255N 0043533E - 502010N 0041725E then a clockwise arc radius 5.5 NM centered o 502532N 0041525E - 503054N 0041324E - 503339N 0043136E.			
2	Vertical limits 2500 FT AMSL				
3	Airspace classification	D			
4	ATS unit call sign Charleroi Tower				
4	Language(s)	En			
5	Transition altitude	4500FT AMSL			
6	Hours of activation	As ATS operational hours. See AD-2.3			
7	Remarks	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.			

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
		133.130	HS	Primary frequency 8.33 KHZ CH
		128.725MHZ	HS	Supplementary frequency
APP / TAR	Charleroi Approach	257.800MHZ 372.100MHZ	HS	NIL
		121.500MHZ 243.000MHZ	HS	Emergency frequency
	Charleroi Tower	121.305	HS	Primary frequency 8.33 KHZ CH
		257.800MHZ	HS	NIL
TWR		121.500MHZ 243.000MHZ	HS	Emergency frequency
	Charleroi Ground	121.805	HS	Ground movement control 8.33 KHZ CH
ATIC	Charleroi Information	134.630	H24	8.33 KHZ CH
Alls	(1)	115.700MHZ	H24	GSY frequency
		121.305 121.805 133.130	HS	8.33 KHZ CH
VDF	Charleroi Homer	128.725MHZ 257.800MHZ 372.100MHZ 121.500MHZ 243.000MHZ	HS	NIL
(1) D-ATIS AVI	BL (see <u>GEN 3.4, § 3.4.2</u>	<u></u> )		

# **EBCI AD 2.18 ATS Communication Facilities**

# EBCI AD 2.19 Radio Navigation and Landing Aids

Type (MAG	of aid VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1		2	3	4	5	6	7
DVOF (1°E/	R/DME 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
	ОМ	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

Circular turn path RWY 24 with radius of 30 M. Turn path allowed for aircraft with a steering angle not exceeding 45 degrees.

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 24 M or more are allowed simultaneously on RWY 06/24 and TWY S. When an aircraft with wingspan of 36 M 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, A330-200 and A330-900 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. For the Airbus A340-300, 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.

Apron P10-P15: when RWY 24 is in use for landing, inbound traffic enters apron via TWY M4, M5 or M6. Outbound traffic will leave via TWY M5, M6 or M7. Aircraft will be pushed facing east, clockwise movement on the apron. When RWY 06 is in use for landing, inbound traffic enters apron via TWY M5, M6 or M7. Outbound traffic will leave via TWY M4, M5 or M6. Aircraft will be pushed facing west, counter clockwise movement on the apron.

Outbound traffic:

- aircraft with wingspan below 36M will be pushed on F;
- Airbus A340-300, A330-200 and A330-900 aircraft shall be pushed on taxilane G.

180° turns on Apron North 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 20 M MAX only;
- P4: Aircraft with wingspan of 10.5M MAX only. Long duration parking of tail wheel aircraft prohibited on stands 25 to 27;
- P5: Medium body aircraft maximum (tail wheel aircraft prohibited). 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: 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 Airbus A340-300, A330-200, A330-900 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:

- taxilanes G and H are closed between M5 and M6;
- taxilane 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 taxilane F.

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

- taxilanes G and H are closed between M4 and M5;
- taxilane 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 taxilane F.

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

• caution is advised as handling traffic will cross taxilane F.

On aircraft stand 80B, aircraft shall enter and leave on tow only. Engine start is only allowed after towing on taxilane 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 RWYCC is under 5, the tailwind component is 5KT MAX.

If the pilot-in-command considers the runway-in-use not usable for reasons of safety, he shall request permission to use another runway. ATC will accept such a request, provided that traffic and air safety conditions permit.

### 5 SPECIFIC TRAFFIC REGULATIONS

#### 5.1 Aircraft Without Radio

Take-off and landing of aircraft without radio is prohibited.

#### 5.2 Glider Flights

Take-off and landing of glider flights is prohibited.

#### 5.3 ULM Flights

Take-off and landing of ULM flights is prohibited.

#### 5.4 Balloon Flights

Take-off and landing of balloon flights is prohibited.

#### 5.5 Parachuting

Parachuting overhead the aerodrome is prohibited.

#### 5.6 Acrobatic Flights

Acrobatic flights within the aerodrome traffic circuit 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, except for military aircraft.

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 30 MIN after 2200 (2100);
- 1.3 for a landing between 31 and 90 MIN after 2200 (2100);

• 1.8 for a landing between 91 and 420 MIN 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.

During the engine test, no aircraft < than 10 T shall be on final RWY 24.

TWY S E of TWY S4 will be closed when a full power run-up is performed by an Airbus A340-300, A330-200 or an Airbus A330-900.

Full power engine tests of aircraft code C or above:

- will be notified by NOTAM;
- · are performed on P5;
- · only when RWY 24 is in use.

During full power engine tests aircraft with a MTOW  $\leq$  5.7 T are subject to the following restrictions:

TWY S4 not available;

- only home-based aircraft are allowed to depart from TWY S3 (no landing, no touch and go);
- for training flights, instructor must be on board;
- in case of emergency, RWY 06 will be used for landing.

#### 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 2100 FT QNH:
  - take-off power;
    - take-off flaps;
    - climb speed V2 + 10KT MNM;
- At 2100 FT QNH:
  - maintain flaps in take-off configuration;
  - climb speed V2 + 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 3600 FT 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 not equipped with VOR or not RNAV capable may only expect radar vectors to ILS or 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.

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

GOSLY

#### 2.3 Approach Procedures

#### 2.3.1 RNP RWY 06

#	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	Ν			+3000				RNP APCH	IAF
2	BIBOS	TF	Ν	282.3	L	+3000	6.6			RNP APCH	
3	ABLIX	TF	Ν	245.4	L	+2500	4.2	-200		RNP APCH	
4	REKPI	TF	Ν	155.5	L	+2500	3.8	-200		RNP APCH	IF
5	CI06F	TF	Ν	065.4		@2500	3.8			RNP APCH	FAP
6	RW06	TF	Y	065.4			5.8		-3.00°/50	RNP APCH	MAPT
7	CI06T	DF	Y	065.5			6.9	-230		RNP APCH	MATF
8	GSY	DF	Ν		R	@3000		-230		RNP APCH	
	GSY	HM	Y	255.0	R	+3000	1 MIN	-230		RNAV1	GNSS Only

#### PATH TERMINATORS

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

	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	

#### WAYPOINTS

#### 2.3.2 RNP RWY 24

#	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	Ν			+3000				RNP APCH	IAF
2	OSVAM	TF	Ν	095.6	L	+3000	9.7			RNP APCH	
3	GUGNO	TF	Ν	065.6	L	+3000	5.0	-230		RNP APCH	
4	VAMKA	TF	Ν	335.5	L	+3000	5.0	-230		RNP APCH	IF
5	CI24F	TF	Ν	245.8		@3000	4.7			RNP APCH	FAF
6	RW24	TF	Y	245.7			7.4		-3.00°/54	RNP APCH	MAPT
7	CI24T	DF	Y	245.6			7.2	-230		RNP APCH	MATF
8	GSY	DF	Ν		R	@3000		-230		RNP APCH	
	GSY	HM	Y	255.0	R	+3000	1 MIN	-230		RNAV1	GNSS Only

#### PATH TERMINATORS

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

	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

#### WAYPOINTS

#### 2.3.3 Standard Instrument Arrivals

STAR have been established as shown on chart <u>AD 2.EBCI-STAR.01</u> 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	FL080	-	
	NIVOR				-	
		157°	15.5	3000FT	-	
	GSY DVOR				-	
	RNAV1:	1	1	1	-	
	ARVOL[F160-] - N	IVOR[F080+; R] - G	SY[A3000+]			
CIV 4A	CIV DVOR				Not available for jet aircraft, except	
		066°	18.9	FL080	departures LFQQ TMA	
	NIVOR				-	
		157°	15.5	3000FT	-	
	GSY DVOR				-	
	RNAV1:			I		
	CIV[F080+] - NIVC	)R[F080+; R] - GSY[	[A3000+]			
KOK 4A	KOK VORTAC		NIL			
		100°	51.8	FL080	1	
	KERKY				1	
		140°	18.0	FL080		
	NIVOR				-	
		157°	15.5	3000FT	1	
	GSY DVOR			1		
	RNAV1:		-			
	KOK[F080+] - KEF	RKY[F080+; R] - NIV				
NIK 4A	NIK DVOR				NIL	
		206°	16.0	FL080	1	
	KERKY				1	
		140°	18.0	FL080	1	
	NIVOR				1	
		157°	15.5	3000FT	1	
	GSY DVOR				1	
	RNAV1:		-			
	NIK[F080+] - KER	KY[F080+; L] - NIVC				
BATTY 4A	BATTY				NIL	
		296°	30.4	FL080	1	
	FLO DVOR				-	
		273°	22.7	FL080	-	
	BUB DVOR				1	
		216°	15.7	FL080	1	
	NIVOR					
		157°	15.5	3000FT	1	
	GSY DVOR				-	
	RNAV1:				1	
	BATTY[F080+] -	FLO[F080+; L] - E	3UB[F080+; L] - N	IIVOR[F080+; L] -		
	GSY[A3000+]					
BATTY 5B	BATTY				25NM DME GSY MAX FL070.	
		271°	26.6	FL080	At ATC discretion only.	
	LOLGI					
		245°	30.0	FL060		
	GSY DVOR		1			
	RNAV1:					
	BATTY[F080+] - L	OLGI[F080+; L] - GS	SY[F60+]			

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
LNO 4A	LNO DVOR				NIL
		308°	28.1	FL080	
	FLO DVOR				
		273°	22.7	FL080	
	BUB DVOR				
		216°	15.7	FL080	
	NIVOR				
		157°	15.5	3000FT	
	GSY DVOR				
	RNAV1:				
	LNO[F080+] - FI GSY[A3000+]	_O[F080+; L] - BI			
LNO 5B	LNO DVOR				25NM DME GSY MAX FL070.
		281°	21.8	FL080	At ATC discretion only.
	LOLGI				
		245°	30.0	FL060	
	GSY DVOR				
	RNAV1:	·			
	LNO[F080+] - LOL	GI[F080+; L] - GSY[			

#### 2.3.3.2 Suggested Database Coding

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	ARVOL	IF	N			FL160-		
2	NIVOR	TF	Ν	073.4	R	FL 080+	31.6	
3	GSY	TF	Ν	158.2		3000+	15.5	

**ARVOL 4A** 

#### # ID P/T F/O Course (°T) Turn ALT DIST (NM) Speed limit (KIAS) Dir. 1 CIV IF Ν FL 080+ 2 NIVOR ΤF Ν 067.4 R FL 080+ 18.9 3 GSY ΤF Ν 158.2 3000+ 15.5

	-										
#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)			
1	КОК	IF	N			FL 080+					
2	KERKY	TF	N	100.7	R	FL 080+	51.8				
3	NIVOR	TF	N	140.8	R	FL 080+	18.0				
4	GSY	TF	Ν	158.2		3000+	15.5				

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	NIK	IF	N			FL 080+		
2	KERKY	TF	N	206.9	L	FL 080+	16.0	
3	NIVOR	TF	N	140.8	R	FL 080+	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	Ν			FL 080+					
2	FLO	TF	Ν	296.9	L	FL 080+	30.4				
3	BUB	TF	N	274.1	L	FL 080+	22.7				
4	NIVOR	TF	Ν	217.0	L	FL 080+	15.7				
5	GSY	TF	N	158.2		3000+	15.5				

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL 080+		
2	LOLGI	TF	Ν	272.0	L	FL 080+	26.6	
3	GSY	TF	Ν	245.6		FL 060+	30.0	

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	Ν			FL 080+		
2	FLO	TF	Ν	308.7	L	FL 080+	28.1	
3	BUB	TF	Ν	274.1	L	FL 080+	22.7	
4	NIVOR	TF	Ν	217.0	L	FL 080+	15.7	
5	GSY	TF	Ν	158.2		3000+	15.5	

# LNO 4A

#### AMDT 004/2022

# CIV 4A

# KOK 4A

# NIK 4A

#### LNO 5B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	Ν			FL 080+		
2	LOLGI	TF	N	282.5	L	FL 080+	21.8	
3	GSY	TF	N	245.6		FL 060+	30.0	

#### 2.3.4 Visual Approaches

IFR traffic with a MTOW > 11 T, executing visual approaches, shall not intercept the final approach leg closer than 6 NM from THR except for aircraft in emergency.

#### 2.3.5 Missed Approach

IFR flights performing a visual approach shall use the missed approach segment of the IAP communicated via ATIS.

#### 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 <u>EBCI AD 2.24</u>) and as listed below. They constitute noise abatement procedures. Therefore, it is emphasized that traffic with a MTOW > 11 T, except when otherwise instructed by ATC, shall adhere to the allocated routes as closely as performance criteria permit. If unable to comply with these procedures, they shall advise ATC immediately.

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

#### **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.	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL		
	[A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - SOPOK	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.	ATC climb requirements: see below (§ $3.1.2$ ).		
	<b>RNAV1:</b> [A1100+] - Cl001[R] - Cl002[R] - Cl003[R] - Cl004[R] - BULUX[R] - SOPOK	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.	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery.		
	RNAV1: [A1100+] - Cl001[K220-; L] - Cl006[K220-; A6500+; L] - Cl007[R] - RITAX	Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.		
	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.	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24.		
RITAX8Y	<b>RNAV1:</b> [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	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 FL070 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. <b>RNAV1:</b> [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. <b>RNAV1:</b> [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - LNO	PDG 8% (490FT/NM) until passing FL070 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. <b>RNAV1:</b> [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. <b>RNAV1:</b> [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - SPI	PDG 8% (490 FT/NM) until passing FL 070 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. <b>RNAV1:</b> [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - SPI	NIL

#### 3.1.1.2 Waypoint Information

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

#### (\*) CIV 5X only

**RWY 24** 

ID	Latitude	Longitude	Fly-over
CI001	502344.8N	0041346.9E	Ν
C1002	502849.9N	0041010.4E	Ν
CI003	503822.6N	0041827.5E	Ν
C1004	504321.4N	0043537.9E	Ν
C1005	504443.4N	0044023.0E	Ν
C1006	501924.8N	0041928.8E	Ν
CI007	502725.8N	0051314.3E	Ν
C1009	502414.1N	0041528.5E	Ν
CI011	503942.7N	0045401.4E	Ν
ASPIX	502907.3N	0052459.7E	Ν
BULUX	503534.0N	0051505.0E	Ν

#### **RWY 06**

RWY	24
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ID	Latitude	Longitude	Fly-over
CIV	503426.3N	0034958.4E	Ν
LNO	503509.3N	0054237.0E	Ν
MEDIL	502032.0N	0034030.0E	Ν
RITAX	500440.0N	0054825.0E	Ν
SOPOK	501510.0N	0054626.0E	Ν
SPI	503053.1N	0053725.0E	Ν

#### 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	Ν	052.1					
3	CI103	504001.9N	0045225.3E	TF	Ν	052.2	R		13.9		
4	BULUX	503534.0N	0051505.0E	TF	Ν	107.1	R		15.1		
5	SOPOK	501510.0N	0054626.0E	TF	Ν	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	Ν	052.1				
3	CI101	504020.1N	0045302.4E	TF	Ν	052.2	R	F100+	14.4	
4	RITAX	500440.0N	0054825.0E	TF	Ν	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	Ν					

#### 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	Ν	052.1				
3	CI102	504214.3N	0045656.3E	TF	Ν	052.2	R		17.6	
4	LNO	503509.3N	0054237.0E	TF	Ν	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	Ν	052.1				
3	CI103	504001.9N	0045225.3E	TF	Ν	052.2	R		13.9	
4	SPI	503053.1N	0053725.0E	TF	Ν	107.4			30.1	

#### 3.1.1.3.2 RWY 24

#	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	Ν	245.9	R						
3	CI002	502849.9N	0041010.4E	TF	Ν	335.6	R		5.6				
4	CI003	503822.6N	0041827.5E	TF	Ν	028.9	R		10.9				
5	CI004	504321.4N	0043537.9E	TF	Ν	065.4	R		12.0				
6	BULUX	503534.0N	0051505.0E	TF	Ν	107.1	R		26.3				
7	SOPOK	501510.0N	0054626.0E	TF	Ν	135.3			28.6				

### 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	Ν	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	Ν	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	Ν	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	Ν	065.4	R		12.0	
6	CI011	503942.7N	0045401.4E	TF	Ν	107.2	R		12.3	
7	RITAX	500440.0N	0054825.0E	TF	Ν	134.9			49.4	

#### **RITAX8Y**

#### 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	Ν	245.9	R	5000+		
3	MEDIL	502032.0N	0034030.0E	TF	Ν	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	C1009	502414.1N	0041528.5E	CF	Ν	245.9	R					
3	CIV	503426.3N	0034958.4E	DF	Ν	302.3			19.2			

#	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	Ν	245.9	R				
3	CI002	502849.9N	0041010.4E	TF	Ν	335.6	R		5.6		
4	CI003	503822.6N	0041827.5E	TF	Ν	028.9	R		10.9		
5	CI005	504443.4N	0044023.0E	TF	Ν	065.4	R		15.3		
6	LNO	503509.3N	0054237.0E	TF	Ν	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	Ν	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	Ν	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	Ν	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	Ν	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	Ν	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	Ν	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	Ν	076.5	R		43.0	
5	SOPOK	501510.0N	0054626.0E	TF	Ν	135.4			19.6	

# 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	Ν	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	Ν	139.9	L	6500+	5.7	220-
4	CI007	502725.8N	0051314.3E	TF	Ν	076.5	R		35.3	
5	RITAX	500440.0N	0054825.0E	TF	Ν	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	Ν	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	Ν	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	Ν	076.5	R		43.0	
5	LNO	503509.3N	0054237.0E	TF	Ν	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	Ν	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	Ν	139.9	L	6500+	5.7	220-
4	SPI	503053.1N	0053725.0E	TF	Ν	076.5			51.1	

#### 3.1.2 Climb Requirements

All traffic shall initially climb to 4000 FT 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 FL170 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  $RVR \ge 150M$ 

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.

#### 4.1.2 Taxiways

An advanced surface movement guidance and control system (A-SMGCS) is operational.

All taxiways equipped with centre line lights are available.

In case the aircraft needs to be escorted by a follow-me car, the pilot shall be informed about this by ATC together with the position of the follow-me car on TWY N.

Neither vehicles nor aircraft shall pass through a stop bar.

If A-SMGCS is not operational, and RVR is less than 550 M, taxi restricted to taxiways with centre line lights on and movements on the manoeuvring area will be limited to one movement at a time, except if RWY 24 and TWY N are in use, in that case 2 aircraft (MAX code C) may be allowed simultaneously.

#### 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" 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, operations 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 operations phase will start when RVR falls below 550M and/or ceiling is below 200FT.

LVP will be terminated when VIS is 800 M or more and ceiling is 200 FT or more, 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  $\S$  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
Ν	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 2000 FT 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 of aircraft up to 6 T shall be flown at 1 500 FT AMSL, unless otherwise instructed by ATC, or requested by the pilot. Aircraft with a weight exceeding 6 T that intend to make visual circuits below 2 500 FT AMSL shall use left turn when RWY 06 is in use and right turn when RWY 24 is in use.

#### 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.

For HPMA flight with alternate EBFS or EBBE:

- Directly after the initial call, the pilot shall communicate his intended alternate airfield (EBFS or EBBE) in case of radio communication failure.
- In VMC:
  - Squawk A/7600 and leave the controlled airspace via the VFR exit point as per the Visual Approach Chart <u>AD</u> <u>2 EBCI VAC.01</u>
- In IMC:
  - After being cleared for the ILS or LOC RWY 24:
    - Squawk A/7600
    - Continue the ILS approach RWY 24:
      - If previously cleared to land, land and vacate RWY via the South to SABCA parking.
      - If not previously cleared to land or in case of missed approach, at DA, maintain runway axis and climb to 3000 FT AMSL. At 2 NM outbound (or 40 seconds if distance data is unavailable) steer direct to the IAF TACAN or TAC-ILS of the alternate airfield as coordinated during the initial call.

Prior being cleared for the ILS or LOC RWY 24:

- Squawk A/7600
- Maintain last assigned instructions for 2 NM (or 40 seconds if distance data is unavailable)
- Climb to 3000 FT AMSL and when levelled, steer direct to the IAF TACAN or TAC-ILS of the alternate airfield as coordinated during the initial call.

### **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
RSCD for complete RWY or per third part of RWY including depth	TDZUP TOmm MIDUP TOmm ENDUPmm	touchdown zoneup tomm middleup tomm endup tomm
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 runwaymetres,metres,metres
Present weather	WX	weather
Cloud base or vertical visibility	CLD VV / FT	Cloudor vertical visibility
Air temperature	Т	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 BCMGor 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: Ground Movement Responsibilities
AD 2.EBCI-GMC.04	Aerodrome Ground Movement Chart - ICAO. Appendix 3: 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

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