

## GENERAL

## Operational Hours

**ATS Hours:** 0515-2200‡

**Night Restriction**

TKOF and LDG: 0530-0600‡ and 2100-2200‡ with special permission only. Except ALTN LDG, EMERG.  
ACFT code letter A and B not allowed between 2100-2200‡, except for turbine ENG able to maintain 160KT till the OM as long as the IAF is overflowed at 2130‡ at latest, if not able expect diversion.

## Airport Information

**RFF:** CAT 9

**PCN:** RWY 06/24: 64/F/A/W/T

**Customs:** PAX: 0530-2200‡

Goods: MON-FRI 0700-1100‡, 1145-1545‡ (EXC HOL)

Other times O/R.

## Operation

**Transponder Mode S**

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL; after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

**Preferential RWY**

TKOF/LDG RWY 24, provided the RWY is dry and cross or tailwind component does not exceed 10KT or 8KT. When RWY is wet or covered with snow or slush, the tailwind component is MAX 5KT.

RWY 06 AVBL O/R, subject to delay.

**Low Visibility Procedures**

LVP in use when RVR falls below 550m and/or CEIL is at or below 200ft.

Follow-me O/R when RVR falls below 400m at TDZ.

When stopbars cannot be switched off, cross them behind follow-me car.

Guided TKOF not AVBL.

Back-track on RWY 24 prohibited if RVR below 350m.

**DEP**

- ACFT will be instructed to taxi from stand to RWY HLDG point and then to line-up PSN.
- Next ACFT for DEP may only start taxi when preceding DEP has reported lined-up. It will be cleared to line-up when the preceding ACFT is identified to be airborne.

Whenever the visibility is below 1500m and/or the ceiling is at or below 300ft, entrance APN north (stands P10 to P15) via TWY M4 only.

**RWY Restriction**

180° turn for ACFT 20t / 44090lbs and above at RWY 24 end only.

**GENERAL****TWY Restrictions**

TWY S2, S3 MAX wingspan 36m / 118ft.

TWY S4 prohibited to ACFT with wingspan above 20m / 66ft if turning right on RWY towards THR 24.

TWY S1 is only permitted in combination with the use of turnpad at THR RWY 06.

Taxilanes F, G, H under ATS guidance only.

TWY N1 and N2 centerline markings shall strictly be followed while entering RWY 06.

4 ENG code letter E ACFT taxiing on TWY N shall maintain both outer ENG on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

4 ENG code letter E ACFT may be exceptionally allowed on TWY S via S1 and S4 upon prior approval by AD authority, only with a follow-me and wingman. Both outer ENG shall remain on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

**Taxi/Parking**

Enter APN via TWY M4 for all stands. TWY M5 AVBL at ATC discretion for stands 56-70.

Exit stands 51-57 via M5/6 and stands 58-70 via M6.

Enter/Exit stand 80B by towing only.

**Engine Run-up Area**

ENG run-ups shall not be performed on the stands.

ENG run-up area locations assigned by TWR:

- RWY 24 on P5 or on the dedicated zone on TWY S in front of stand 35-39.
- RWY 06 at the HLDG point S1 or S2.

**Warning**

During LVP, fluctuations in the ILS signal may occur. Pilots will be informed by ATC if protection of the sensitive area is not provided.

Arresting gears may be rigged across RWY 06 and 24 at a height of about 8cm / 0.3ft and at a DIST of 350m / 1148ft from RWY end. Can be removed with 30min PN.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

If unable to land within 30min, leave Charleroi CTR on 248° at 2500ft QNH or below and land at first suitable AD in VMC.

**Arrival Procedure****Continuous Descent Operations (CDO)**

CDO AVBL at ATC discretion only.

**VFR-Traffic Pattern:** RWY 06 right-hand circuit.

## ARRIVAL

**Noise Abatement Procedures**

Noise Abatement descent and APCH PROCs utilizing continuous descent and reduced PWR/reduced drag techniques should be used by all ACFT when operating CONDs are as follows:

- ILS AVBL
- RWY clear and dry
- VIS higher than 1900m
- CEIL higher than 500ft above AD ELEV
- Crosswind component, including gusts lower than 15KT
- Tailwind component, including gusts lower than 5KT
- no adverse WX COND that may affect the APCH (such as reported or forecasted windshears or thunderstorms).

JET ACFT shall use MNM final flap setting if compatible with ACFT safety.

**Reverse:** Do not use more than idle reverse if possible. Use of reverse on APNs prohibited.

**Non-standard GP Intercept Position on RWY 24**

GP intercepts RWY 24 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2091m / 6860ft.

## DEPARTURE

**Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 150R	-

**Departure Procedure**

**Intersection TKOF:** If RVR 550m or more ATC may authorize intersection TKOF.

**Start-up / Push-back**

Cross bleed PROC: first engine is started on parking stand, second engine on taxiway, when pushing is finished.

**Departure Note**

Advise ATC if not able to comply with DEP PROC when REQ start-up CLR.

**Noise Abatement Procedure**

ICAO Standard: TKOF-PROC A.

ENG start outside operating HRs is prohibited.

**De-icing**

0530-2200±.

Effective 13-SEP-2018

06-SEP-2018

CRL-EBCI

Belgium Charleroi Brussels South

AGC

AFC

AFC

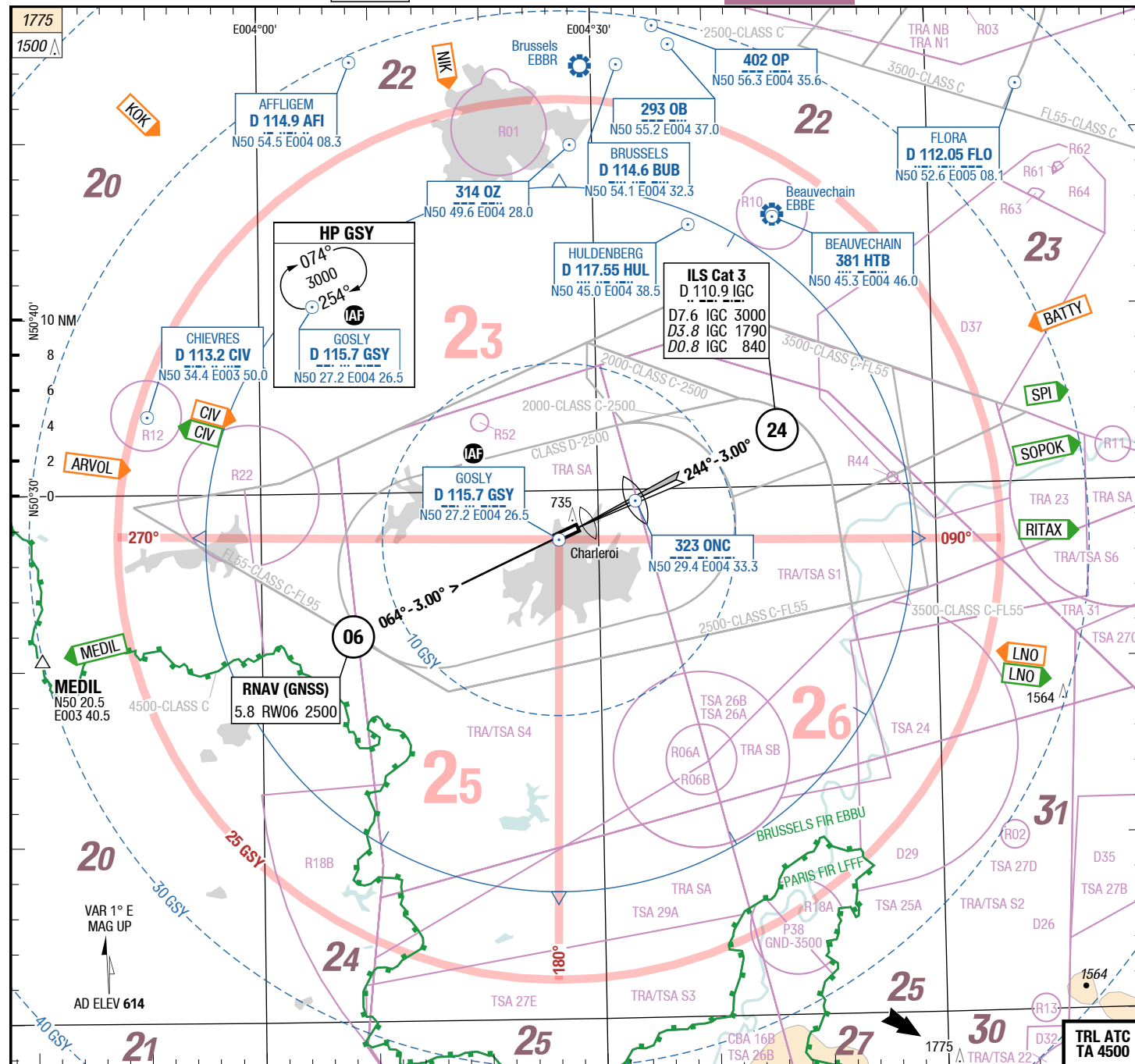
AFC

Brussels South Charleroi Belgium

AGC

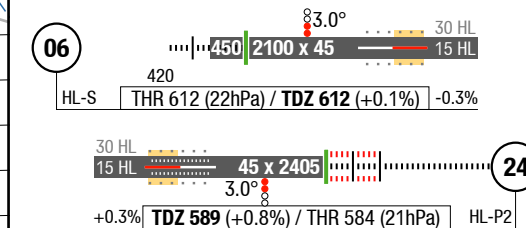
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2-10

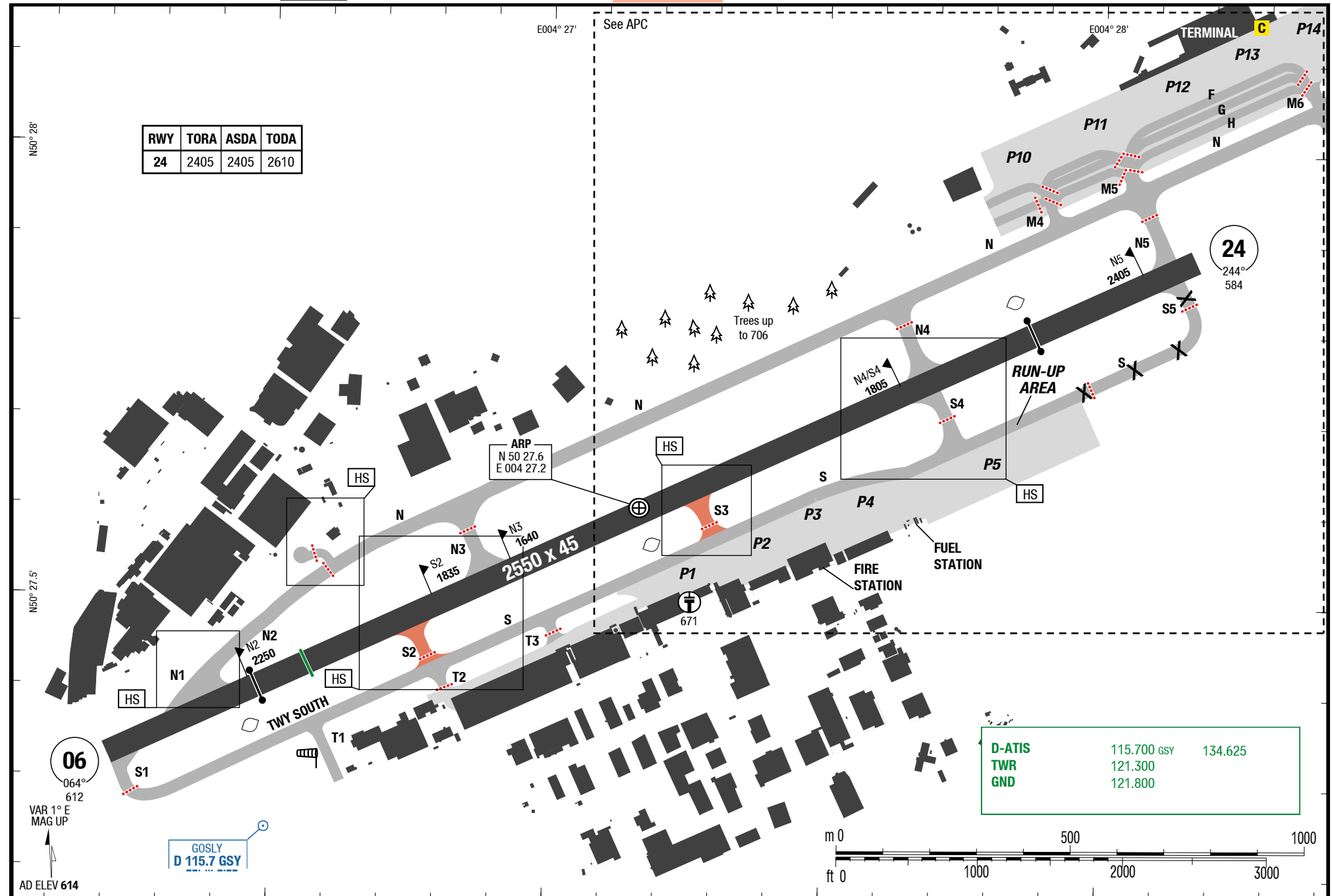


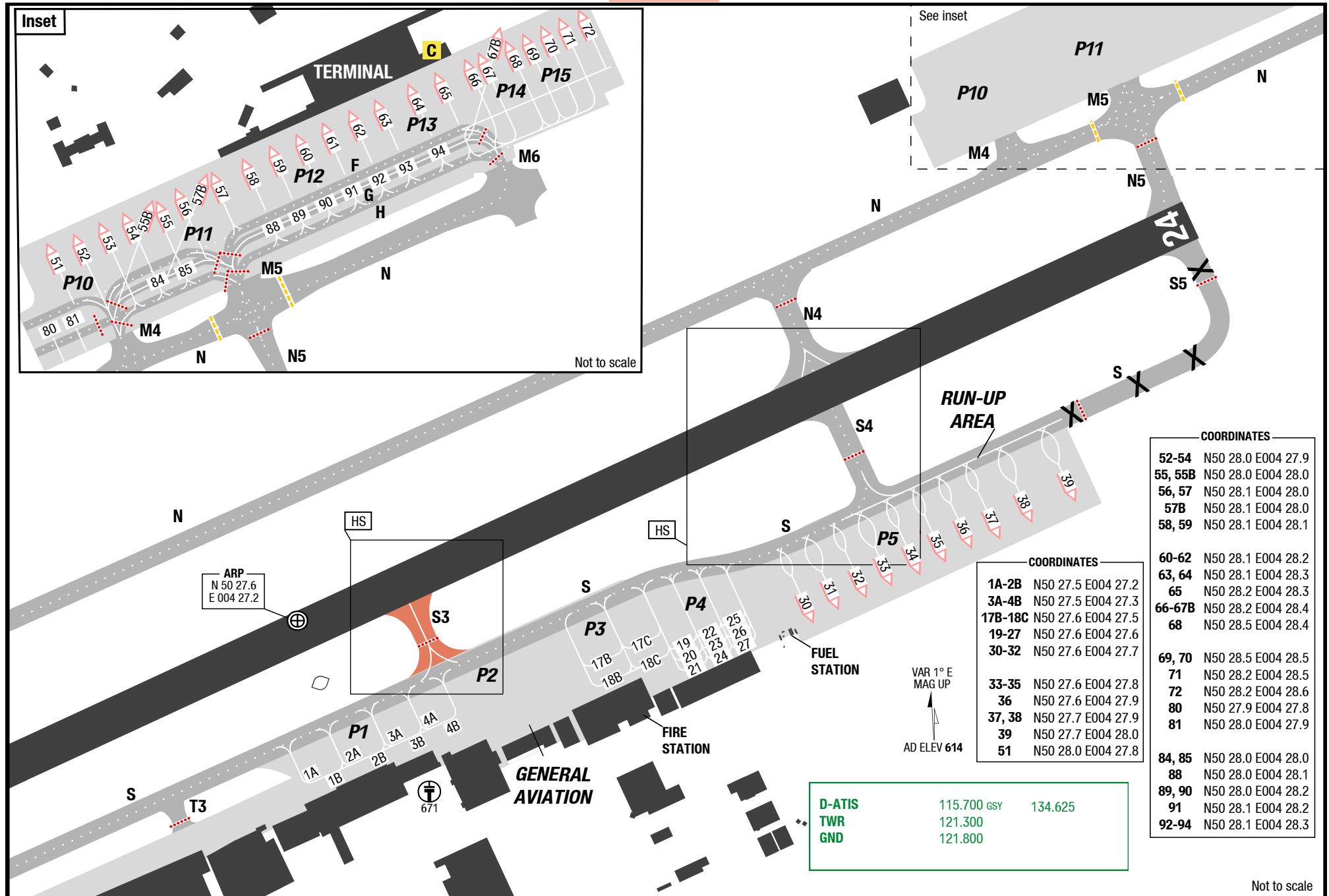
D-ATIS 115.700 GSY 134.625  
APP 133.125 119.700  
TWR 121.300  
GND 121.800

Landing RWY system:



Changes: RWY Designator, OBST





Effective 13-SEP-2018

06-SEP-2018

CRL-EBCI

Belgium Charleroi Brussels South

LVC

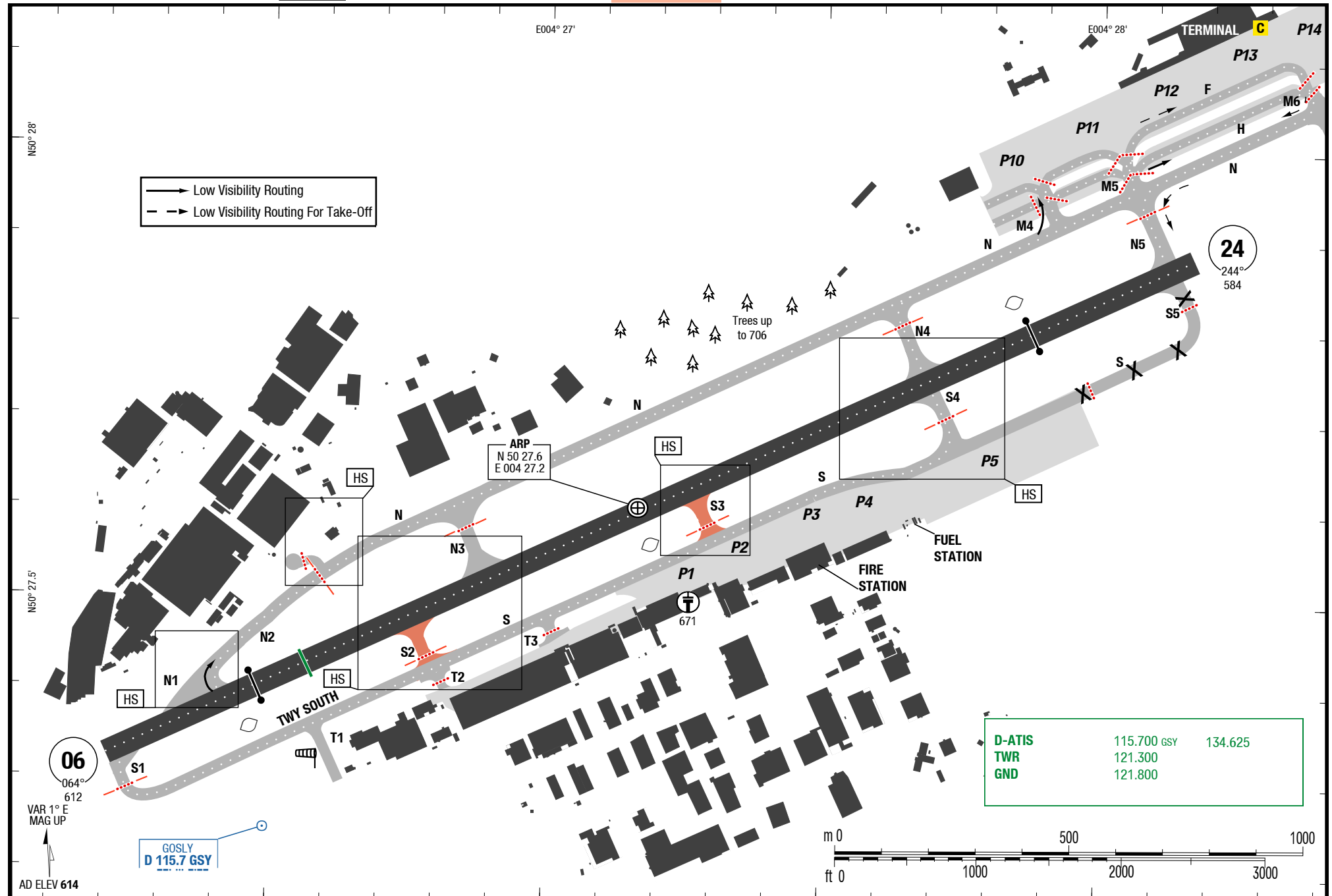
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Brussels South Charleroi Belgium

LVC

3-40



Changes: RWY Designator

**CRL-EBCI**

## SIDs RWY 24 (RNAV Overlay)

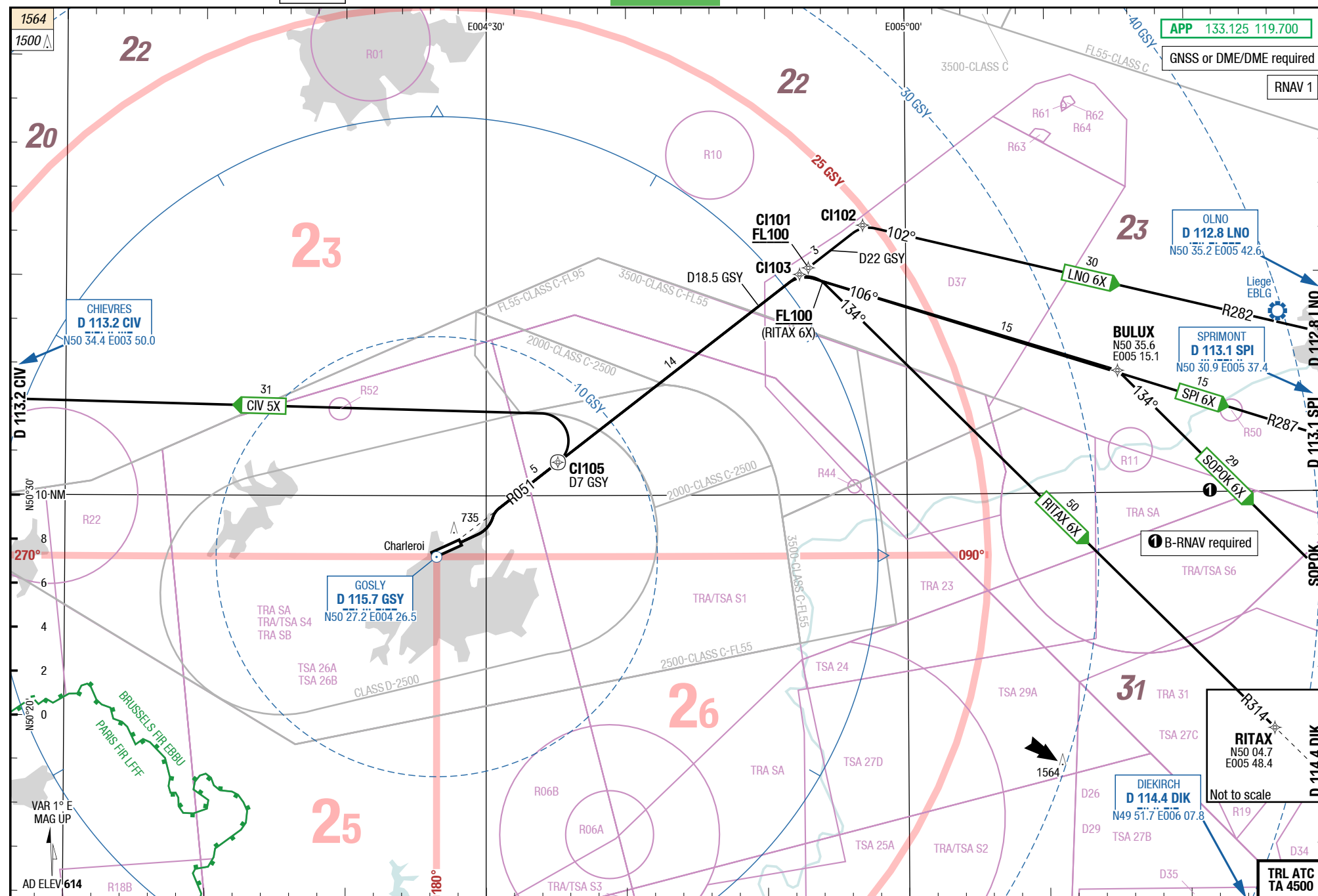
#### 4-10 **SIDs RWY 06 (RNAV Overlay)**

SID

SID

## SIDs RWY 24 (RNAV Overlay)

### SIDs RWY 06 (RNAV Overlay)



Changes: Track, RWY Designator, OBST, PROC renumbered

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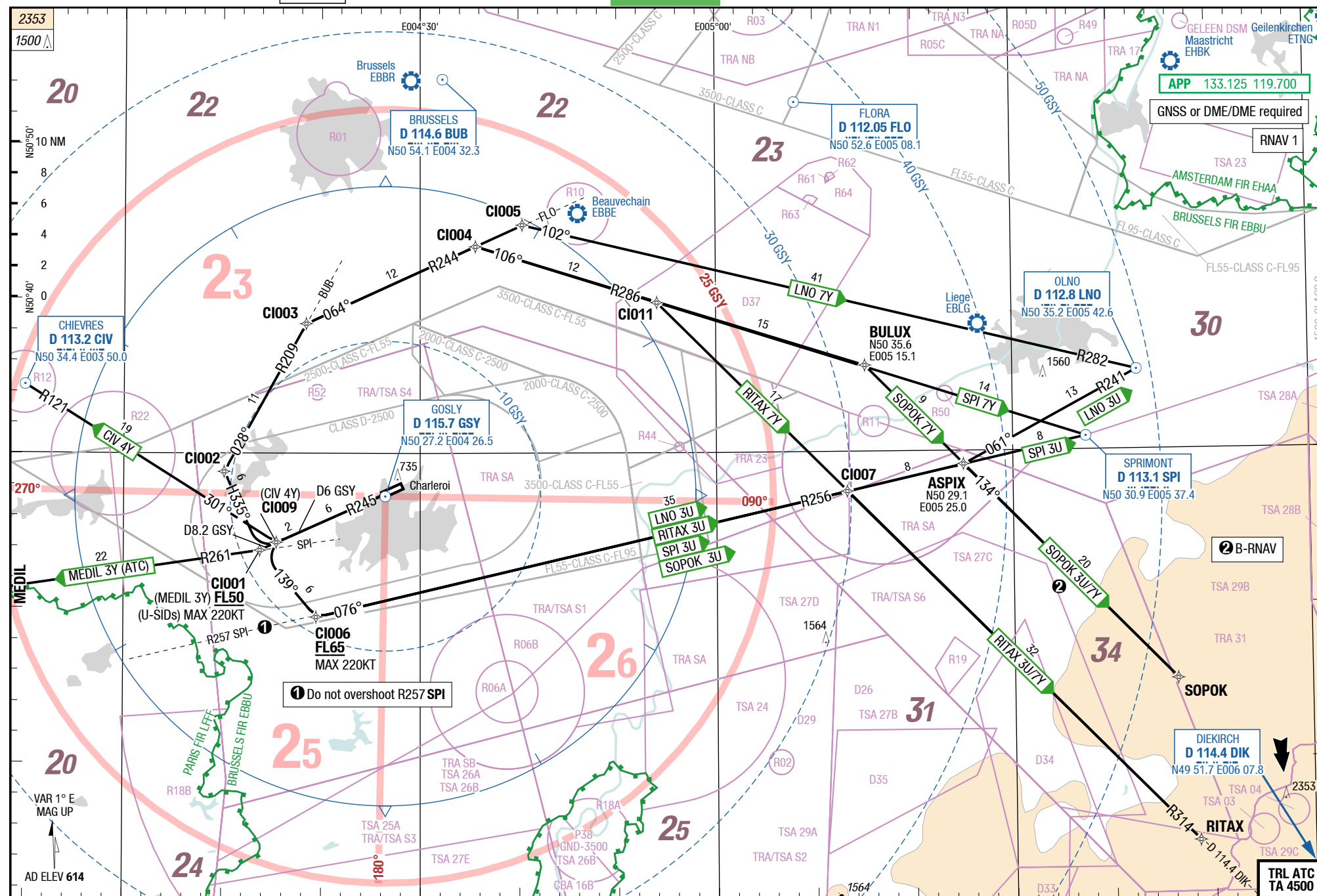
**CRL-EBCI**

## 4-20 **SIDs RWY 24 (RNAV Overlay)**

SID

SID

## SIDs RWY 24 (RNAV Overlay)



Changes: RWY Designator, OBST, PROC renumbered

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## CRL-EBCI

5-10

## SIDs RWY 06 (RNAV Overlay)

## CHIEVRES 5X / OLNO 6X / RITAX 6X / SOPOK 6X / SPRIMONT 6X

RWY 06 (064°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
<b>CHIEVRES 5X</b> <b>CIV 5X</b> <b>133.125</b>	intercept R051 <b>GSY</b> - at D7 <b>GSY LT</b> direct <b>CIV</b>  <b>FMS</b> [A1100+] - <u>CI105</u> [L] - CIV	<b>initial climb 4000</b>
<b>OLNO 6X</b> <b>LNO 6X</b> <b>133.125</b>	intercept R051 <b>GSY</b> - at D22 <b>GSY RT</b> intercept R282 <b>LNO</b> to <b>LNO</b>  <b>FMS</b> [A1100+] - CI105 - CI102 [R] - LNO	<b>initial climb 4000</b>
<b>RITAX 6X</b> <b>133.125</b> ①②	intercept R051 <b>GSY</b> - at D18.5 <b>GSY RT</b> intercept R287 <b>SPI</b> - <b>RT</b> intercept R314 <b>DIK</b> inbound to RITAX  <b>FMS</b> [A1100+] - CI105 - CI101 [R] - RITAX	R314 <b>DIK</b> MNM <b>FL100</b>  CI101 MNM <b>FL100</b>  <b>initial climb 4000</b>
<b>SOPOK 6X</b> <b>133.125</b> ③	intercept R051 <b>GSY</b> - at D18.5 <b>GSY RT</b> intercept R287 <b>SPI</b> inbound to BULUX - <b>RT</b> to SOPOK  <b>FMS</b> [A1100+] - CI105 - CI103 [R] - BULUX [R] - SOPOK	<b>initial climb 4000</b>
<b>SPRIMONT 6X</b> <b>SPI 6X</b> <b>133.125</b>	intercept R051 <b>GSY</b> - at D18.5 <b>GSY RT</b> intercept R287 <b>SPI</b> to <b>SPI</b>  <b>FMS</b> [A1100+] - CI105 - CI103 [R] - SPI	<b>initial climb 4000</b>

① Temporary closed on ATC instructions due to MIL requirements (alternate route: SOPOK 6X - SOPOK - RITAX).

② Traffic via RITAX and planned above FL245, cross RITAX MNM FL250. If unable to comply, advise ATC when requesting start-up clearance.

③ Traffic via SOPOK - ETENO - ROPUV and planned above FL245 cross BULUX MNM FL170 and ETENO MNM FL250. If unable to comply, advise ATC when requesting start-up clearance.

## CRL-EBCI

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SIDs RWY 24 (RNAV Overlay)

## CHIEVRES 4Y / MEDIL 3Y / OLNO 3U / OLNO 7Y / RITAX 3U

RWY 24 (244°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>CHIEVRES 4Y</b> <b>CIV 4Y</b> <b>133.125</b>	R245 <b>GSY</b> - at D6 <b>GSY RT</b> intercept R121 <b>CIV</b> to <b>CIV</b>  <b>FMS</b> [A1100+] - CI009 [R] - CIV	<b>initial climb 4000</b>
<b>MEDIL 3Y</b> 8.0% to FL70 (ATC) <b>133.125</b> ①	R245 <b>GSY</b> - at D8.2 <b>GSY RT</b> intercept R261 <b>SPI</b> to MEDIL  <b>FMS</b> [A1100+] - CI001 [R] - MEDIL	CI001 MNM <b>FL50</b>  <b>initial climb 4000</b>
<b>OLNO 3U</b> <b>LNO 3U</b> 8.0% to FL70 <b>133.125</b> ①②	R245 <b>GSY</b> - at D6 <b>GSY LT</b> (do not overshoot R257 <b>SPI</b> ) intercept R256 <b>SPI</b> inbound to ASPIX - intercept R241 <b>LNO</b> to <b>LNO</b>  <b>FMS</b> [A1100+] - CI001 [K220- ;L] - CI006 [K220- ;L] - ASPIX [L] - LNO	CI006 MNM <b>FL65</b>  <b>initial climb 4000</b>
<b>OLNO 7Y</b> <b>LNO 7Y</b> <b>133.125</b>	R245 <b>GSY</b> - at D6 <b>GSY RT</b> HDG 335° - intercept R209 <b>BUB</b> inbound - <b>RT</b> intercept R244 <b>FLO</b> inbound - <b>RT</b> intercept R282 <b>LNO</b> to <b>LNO</b>  <b>FMS</b> [A1100+] - CI001 [R] - CI002 [R] - CI003 [R] - CI005 [R] - LNO	<b>initial climb 4000</b>
<b>RITAX 3U</b> 8.0% to FL70 <b>133.125</b> ①②	R245 <b>GSY</b> - at D6 <b>GSY LT</b> (do not overshoot R257 <b>SPI</b> ) intercept R256 <b>SPI</b> inbound - <b>RT</b> intercept R314 <b>DIK</b> inbound to RITAX  <b>FMS</b> [A1100+] - CI001 [K220- ;L] - CI006 [K220- ;L] - CI007 [R] - RITAX	CI006 MNM <b>FL65</b>  <b>initial climb 4000</b>

① Climb gradient due to airspace restrictions. If unable to comply, advise ATC upon delivery.

② Mandatory when MIL airspace is AVBL.

## CRL-EBCI

5-30

## SIDs RWY 24 (RNAV Overlay)

## RITAX 7Y / SOPOK 3U / SOPOK 7Y / SPRIMONT 3U

RWY 24 (244°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>RITAX 7Y</b> <b>133.125</b> ②③	R245 <b>GSY</b> - at D6 <b>GSY RT</b> HDG 335° - intercept R209 <b>BUB</b> inbound - <b>RT</b> intercept R244 <b>FLO</b> inbound - <b>RT</b> intercept R286 <b>SPI</b> inbound- <b>RT</b> intercept R314 <b>DIK</b> inbound to RITAX  <b>FMS</b> [A1100+] - CI001 [R] - CI002 [R] - CI003 [R] - CI004 [R] - CI011 [R] - RITAX	initial climb 4000
<b>SOPOK 3U</b> 8.0% to FL70 <b>133.125</b> ①④⑤	R245 <b>GSY</b> - at D6 <b>GSY LT</b> (do not overshoot R257 <b>SPI</b> ) intercept R256 <b>SPI</b> inbound to ASPIX - <b>RT</b> to SOPOK  <b>FMS</b> [A1100+] - CI001 [K220- ;L] - CI006 [K220- ;L] - ASPIX [R] - SOPOK	CI006 MNM FL65  initial climb 4000
<b>SOPOK 7Y</b> <b>133.125</b> ④	R245 <b>GSY</b> - at D6 <b>GSY RT</b> HDG 335° - intercept R209 <b>BUB</b> inbound - <b>RT</b> intercept R244 <b>FLO</b> inbound - <b>RT</b> intercept R286 <b>SPI</b> to BULUX - <b>RT</b> to SOPOK  <b>FMS</b> [A1100+] - CI001 [R] - CI002 [R] - CI003 [R] - CI004 [R] - BULUX [R] - SOPOK	initial climb 4000
<b>SPRIMONT 3U</b> <b>SPI 3U</b> 8.0% to FL70 <b>133.125</b> ①⑤	R245 <b>GSY</b> - at D6 <b>GSY LT</b> (do not overshoot R257 <b>SPI</b> ) intercept R256 <b>SPI</b> to <b>SPI</b>  <b>FMS</b> [A1100+] - CI001 [K220- ;L] - CI006 [K220- ;L] - SPI	CI006 MNM FL65  initial climb 4000

- ① Climb gradient due to airspace restrictions. If unable to comply, advise ATC upon delivery.
- ② Traffic via RITAX and planned above FL245, cross RITAX MNM FL250. If unable to comply, advise ATC when requesting start-up clearance.
- ③ Temporary closed on ATC instructions due to MIL requirements (alternate route: SOPOK 7Y - SOPOK - RITAX).
- ④ Traffic via SOPOK - ETENO - ROPIV and planned above FL245 cross BULUX MNM FL170 and ETENO MNM FL250. If unable to comply, advise ATC when requesting start-up clearance.
- ⑤ Mandatory when MIL airspace is AVBL.

**CRL-EBCI**

5-40

**SIDs RWY 24 (RNAV Overlay)****SPRIMONT 7Y**

RWY 24 (244°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
<b>SPRIMONT 7Y</b> <b>SPI 7Y</b> <b>133.125</b>	R245 <b>GSY</b> - at D6 <b>GSY RT</b> HDG 335° - intercept R209 <b>BUB</b> inbound - <b>RT</b> intercept R244 <b>FLO</b> inbound- <b>RT</b> intercept R286 <b>SPI</b> to <b>SPI</b>  <b>FMS</b> [A1100+] - CI001 [R] - CI002 [R] - CI003 [R] - CI004 [R] - SPI	<b>initial climb 4000</b>

**CRL-EBCI**

**6-10**

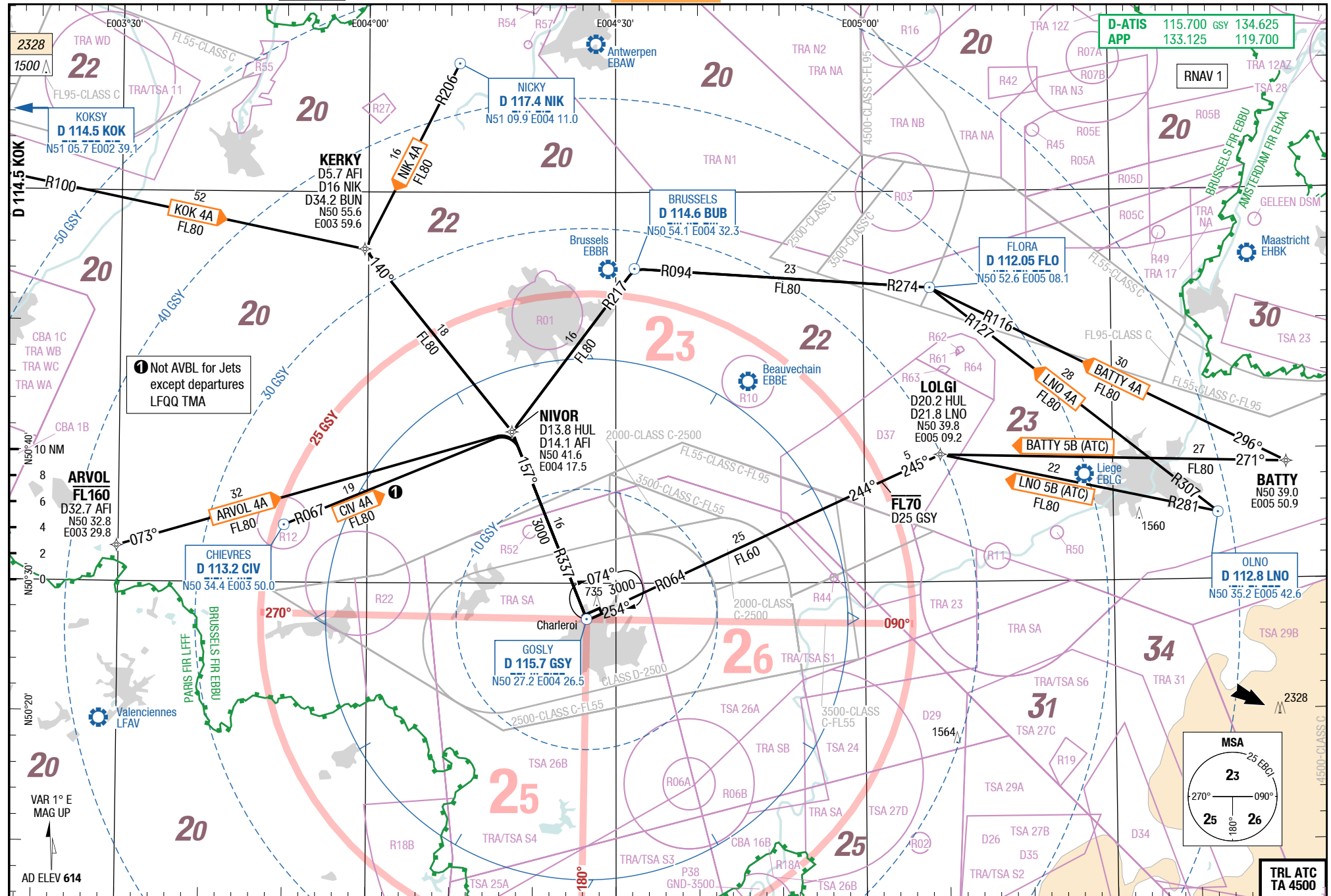
### STARs (RNAV Overlay)

# STAR

# STAR

NIL

### STARs (RNAV Overlay)

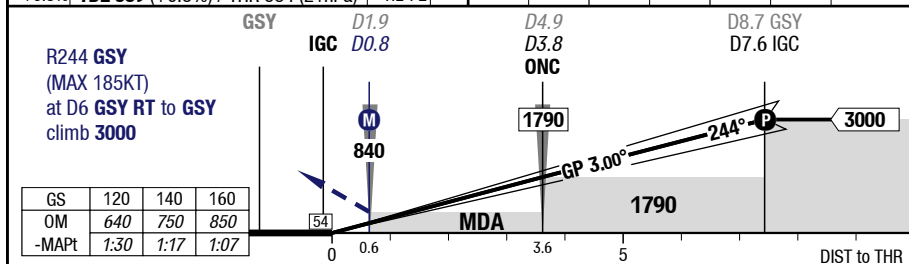
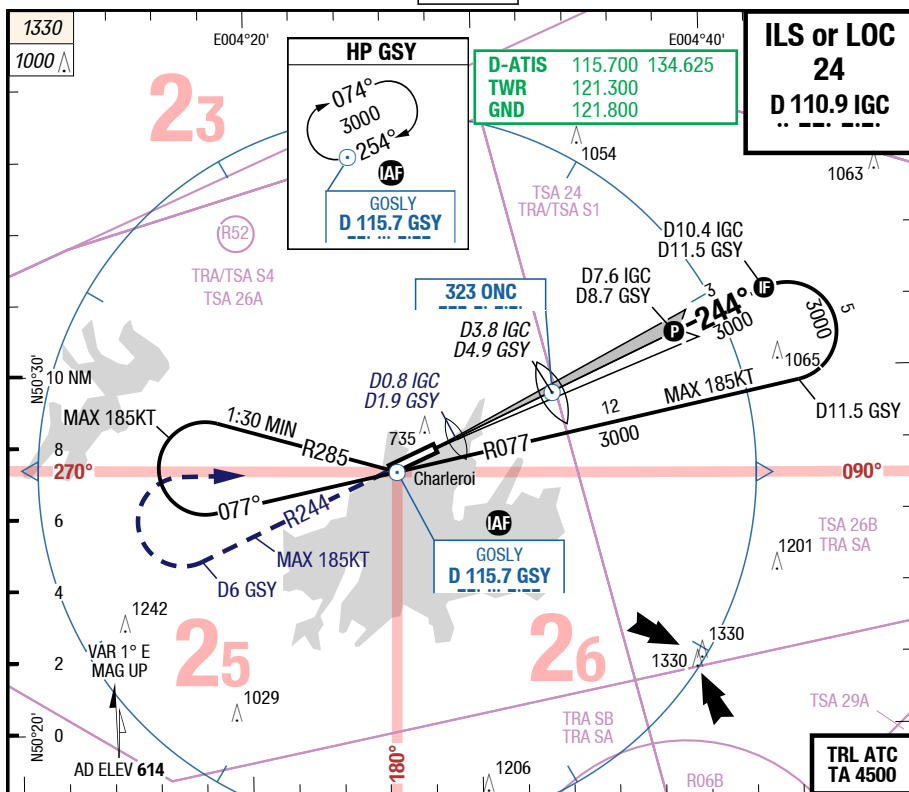


Changes: chart title, PROC renumbered

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**7-10**

## ILS or LOC 24



24		Cat 3b	Cat 2	Cat 1 <i>L<sub>TS</sub></i> 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 150R <b>Company</b>	100 - 300R <b>116 RA</b>	200 - 400 <b>790</b>	200 - 550 <b>790</b>	460 - 1.4 <b>1040</b>	720 - 2.4V <b>1330</b>
D	ft - m/km ft	0 - 150R <b>Company</b>	100 - 300R <b>116 RA 2)</b>	200 - 400 <b>790</b>	200 - 550 <b>790</b>	460 - 1.4 <b>1040</b>	730 - 3.6V <b>1340</b>

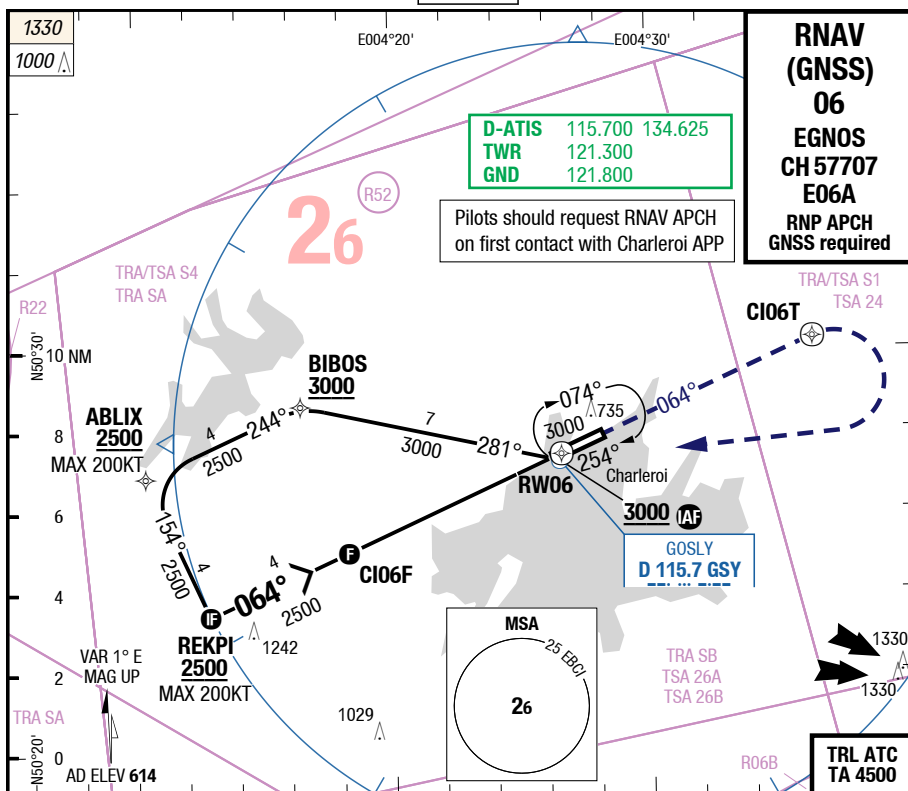
1) With EVS 350m

2) If not conducting autoland RVR 350m required

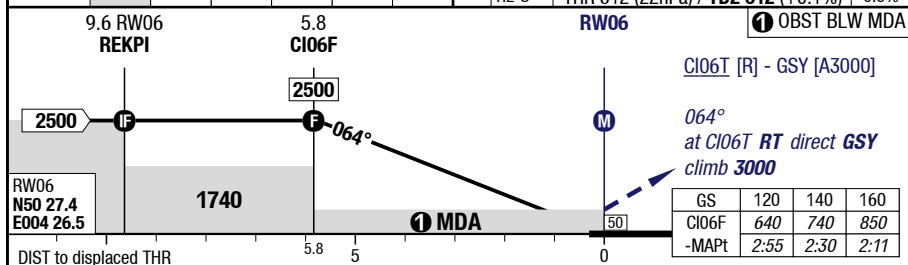
Changes: RWY Designator, OBST

7-30

## RNAV (GNSS) 06



3.00° <b>RW06</b>	5.8	5	4	3	2	
	2500	2260	1940	1620	1300	



06		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2,3)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	290 - 900 <b>900</b>	310 - 1.0 <b>920</b>	410 - 1.5 <b>1020</b>			720 - 2.4V <b>1330</b>
D	ft - m/km ft	300 - 900 <b>910</b>	320 - 1.0 <b>930</b>	410 - 1.5 <b>1020</b>			730 - 3.6V <b>1340</b>

1) With EVS 600m	
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2) Uncompensated BARO VNAV NA below -10°C (14°F)

3) With EVS 650m

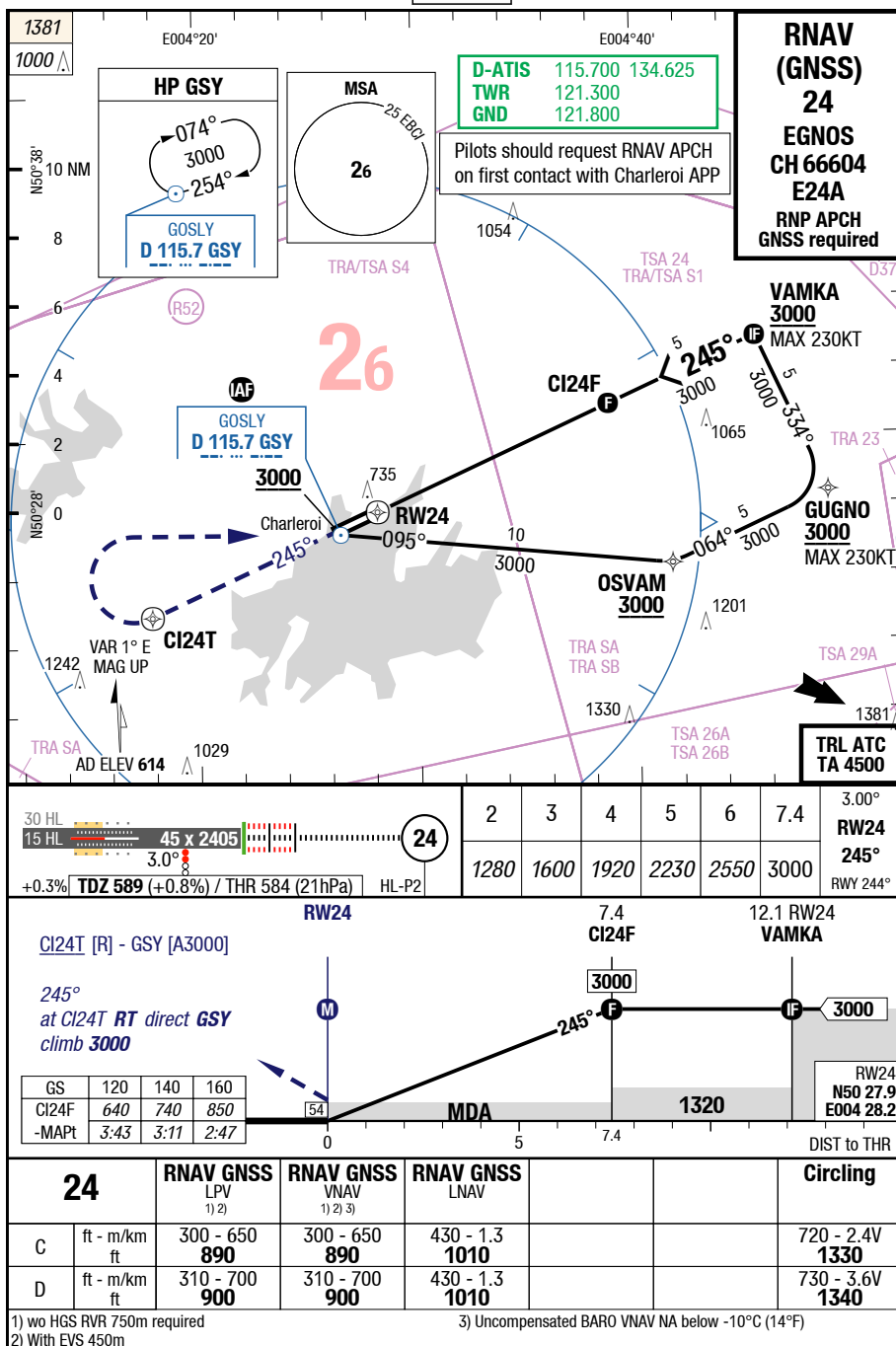
Changes: RWY Designator, WPT , OBST



CRL-EBCI

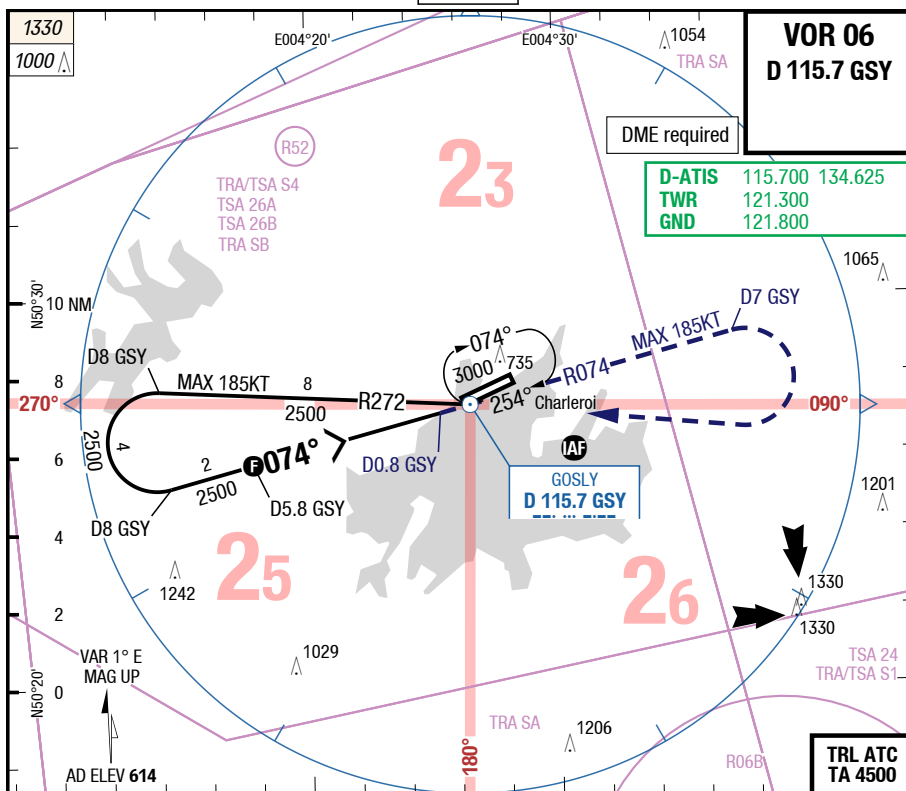
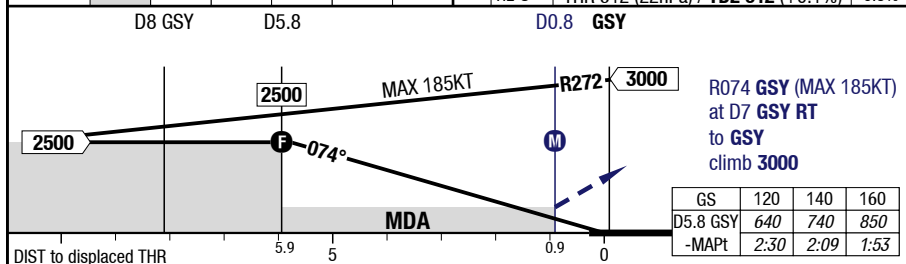
7-40

RNAV (GNSS) 24



7-50

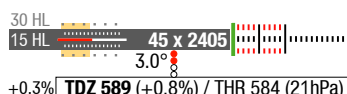
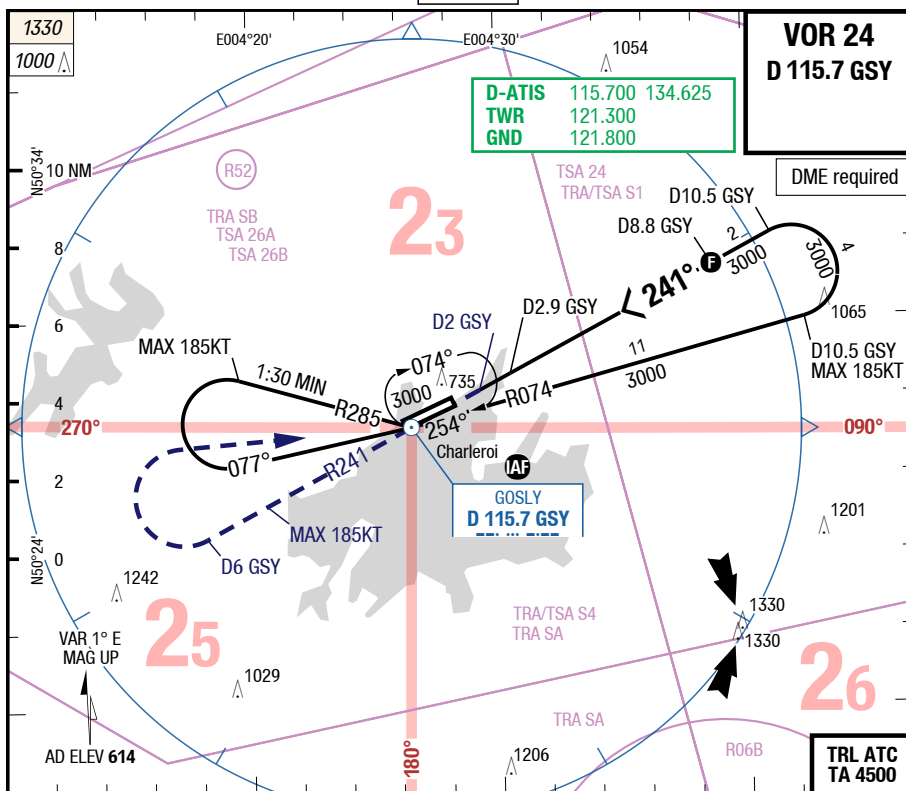
**VOR 06**

[illegible]

06		VOR DME	SRA RTR2			Circling	Circling SRA
C	ft - m/km ft	430 - 1.6 <b>1040</b>	540 - 2.0 <b>1150</b>			720 - 2.4V <b>1330</b>	Not published
D	ft - m/km ft	440 - 1.6 <b>1050</b>	540 - 2.0 <b>1150</b>			730 - 3.6V <b>1340</b>	Not published

**7-60**

**VOR 24**

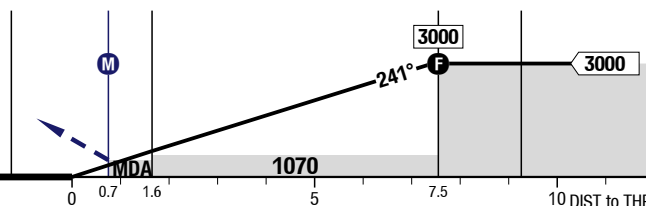


4	5	6	7	8	8.8	3.00° D GSY 241° RWY 244°
1510	1830	2150	2470	2790	3000	

**GSY**      **D2** D2.9      D8.8      D10.5 **GSY**

R241 **GSY** (MAX 185KT)  
at D6 **GSY RT**  
direct **GSY**  
climb **3000**

GS	120	140	160
D8.8 GSY	640	740	850
-MAPt	3:24	2:55	2:33



24		VOR DME	VOR DME wo D2.9 GSY				Circling
C	ft - m/km ft	390 - 1.1 <b>970</b>	490 - 1.5 <b>1070</b>				720 - 2.4V <b>1330</b>
D	ft - m/km ft	390 - 1.1 <b>970</b>	490 - 1.5 <b>1070</b>				730 - 3.6V <b>1340</b>

CRL-EBCI

7-70

WxMinima Overflow

24		SRA RTR2					Circling SRA
C	ft - m/km ft	530 - 1.7 1110					Not published
D	ft - m/km ft	530 - 1.7 1110					Not published