

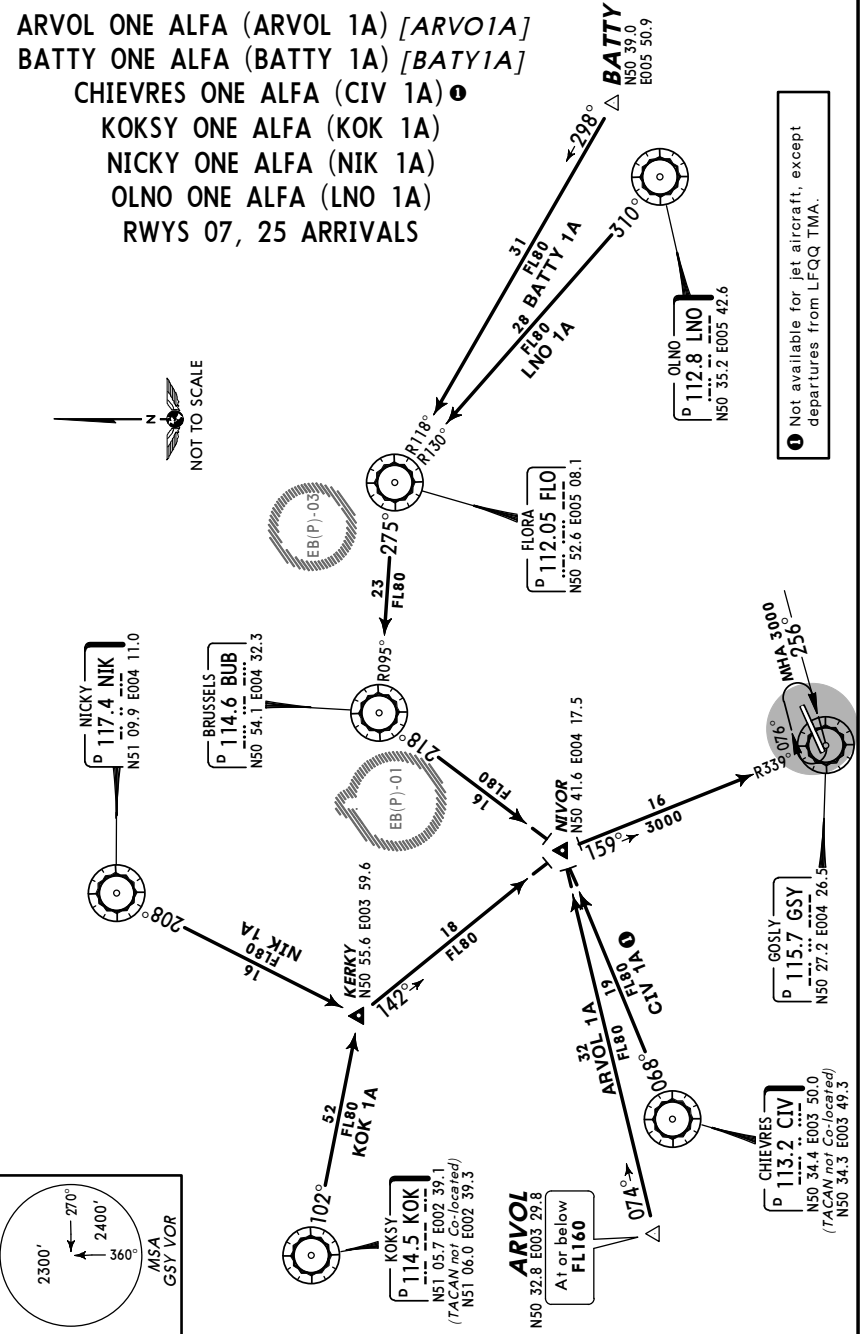
**EBCI/CRL** **JEPPESEN** **CHARLEROI, BELGIUM**  
**BRUSSELS SOUTH** 8 APR 05 **10-2** **Eff 14 Apr** **STAR**

ATIS  
 115.7 134.62

Apt Elev  
 614'

Alt Set: hPa Trans level: By ATC Trans alt: 4500'  
 ATC may deviate from standard route description and pilots may expect radar vectors for separation reasons in order to expedite traffic.

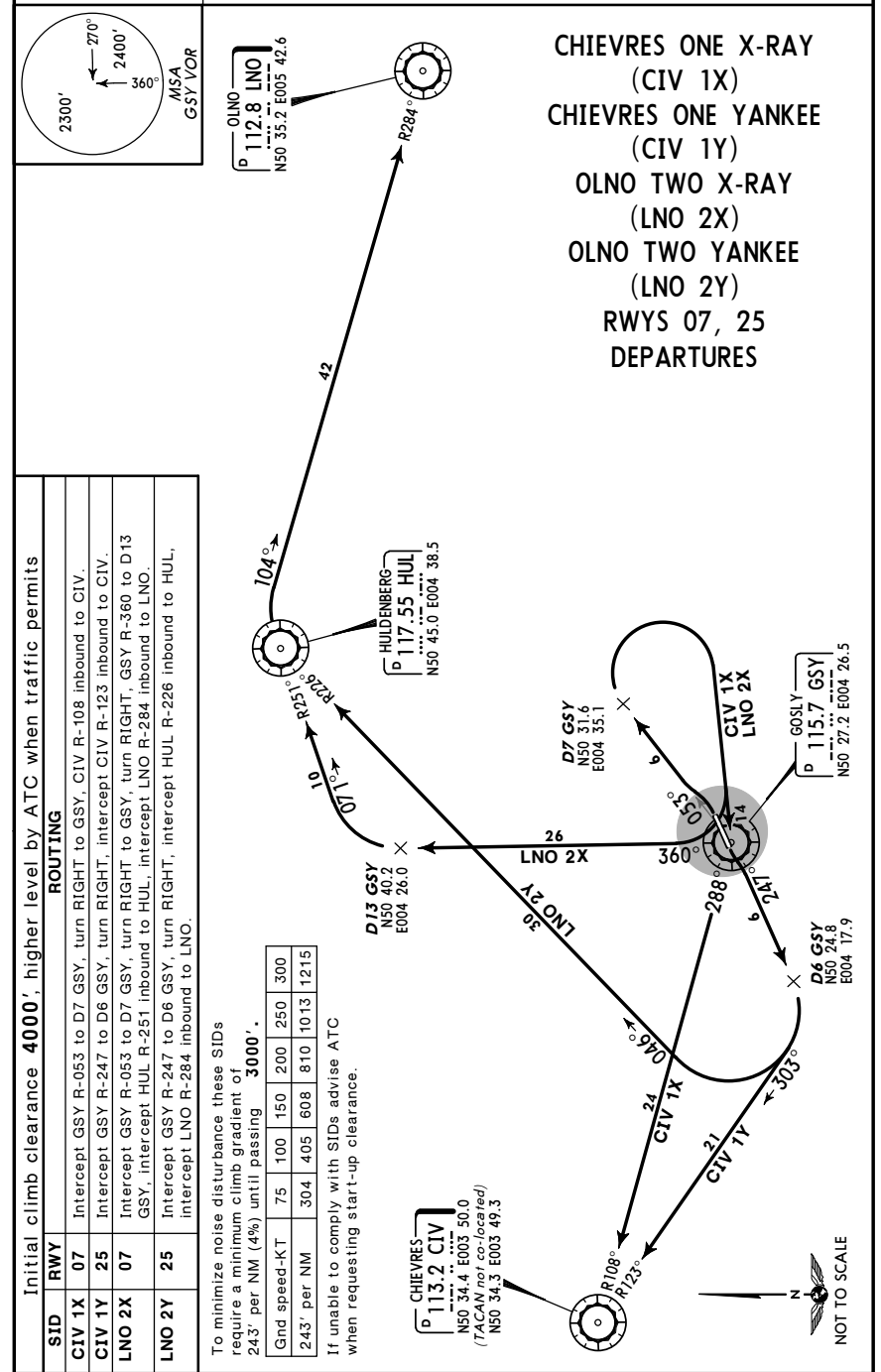
- ARVOL ONE ALFA (ARVOL 1A) [ARVO1A]
- BATTY ONE ALFA (BATTY 1A) [BATY1A]
- CHIEVRES ONE ALFA (CIV 1A) ●
- KOKSY ONE ALFA (KOK 1A)
- NICKY ONE ALFA (NIK 1A)
- OLNO ONE ALFA (LNO 1A)
- RWYS 07, 25 ARRIVALS



**EBCI/CRL** **JEPPESEN** **CHARLEROI, BELGIUM**  
**BRUSSELS SOUTH** 13 JAN 06 **10-3** **Eff 19 Jan** **SID**

Apt Elev  
 614'

Trans level: By ATC Trans alt: 4500'



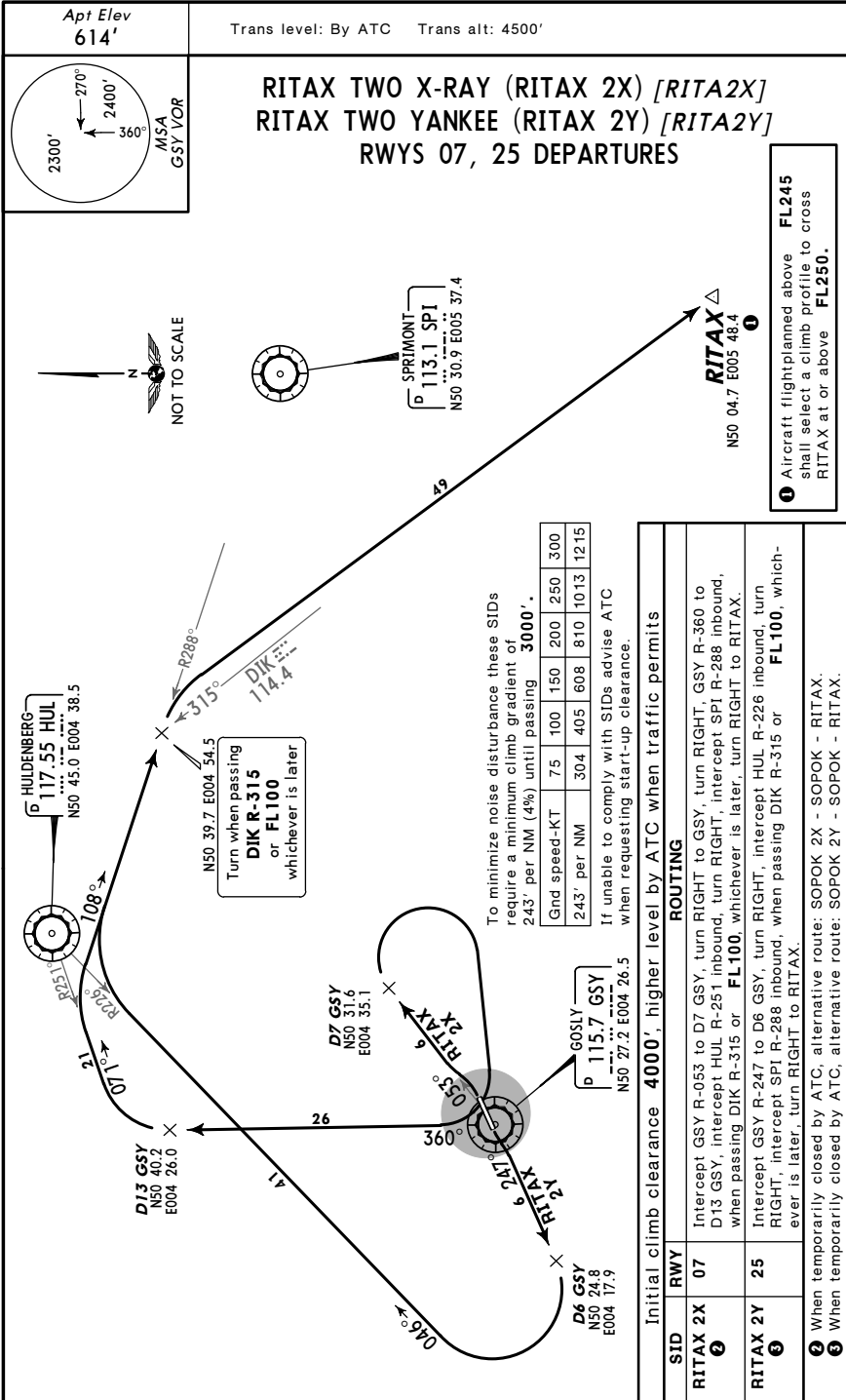
SID	RWY	ROUTING
CIV 1X	07	Intercept GSY R-053 to D7 GSY, turn RIGHT to GSY, CIV R-108 inbound to CIV.
CIV 1Y	25	Intercept GSY R-247 to D6 GSY, turn RIGHT, intercept CIV R-123 inbound to CIV.
LNO 2X	07	Intercept GSY R-053 to D7 GSY, turn RIGHT to GSY, turn RIGHT, GSY R-360 to D13 GSY, intercept HUL R-251 inbound to HUL, intercept LNO R-284 inbound to LNO.
LNO 2Y	25	Intercept GSY R-247 to D6 GSY, turn RIGHT, intercept HUL R-226 inbound to HUL, intercept LNO R-284 inbound to LNO.

Grnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

EBCI/CRL  
 BRUSSELS SOUTH

JEPPESEN CHARLEROI, BELGIUM  
 13 JAN 06 (10-3A) Eff 19 Jan

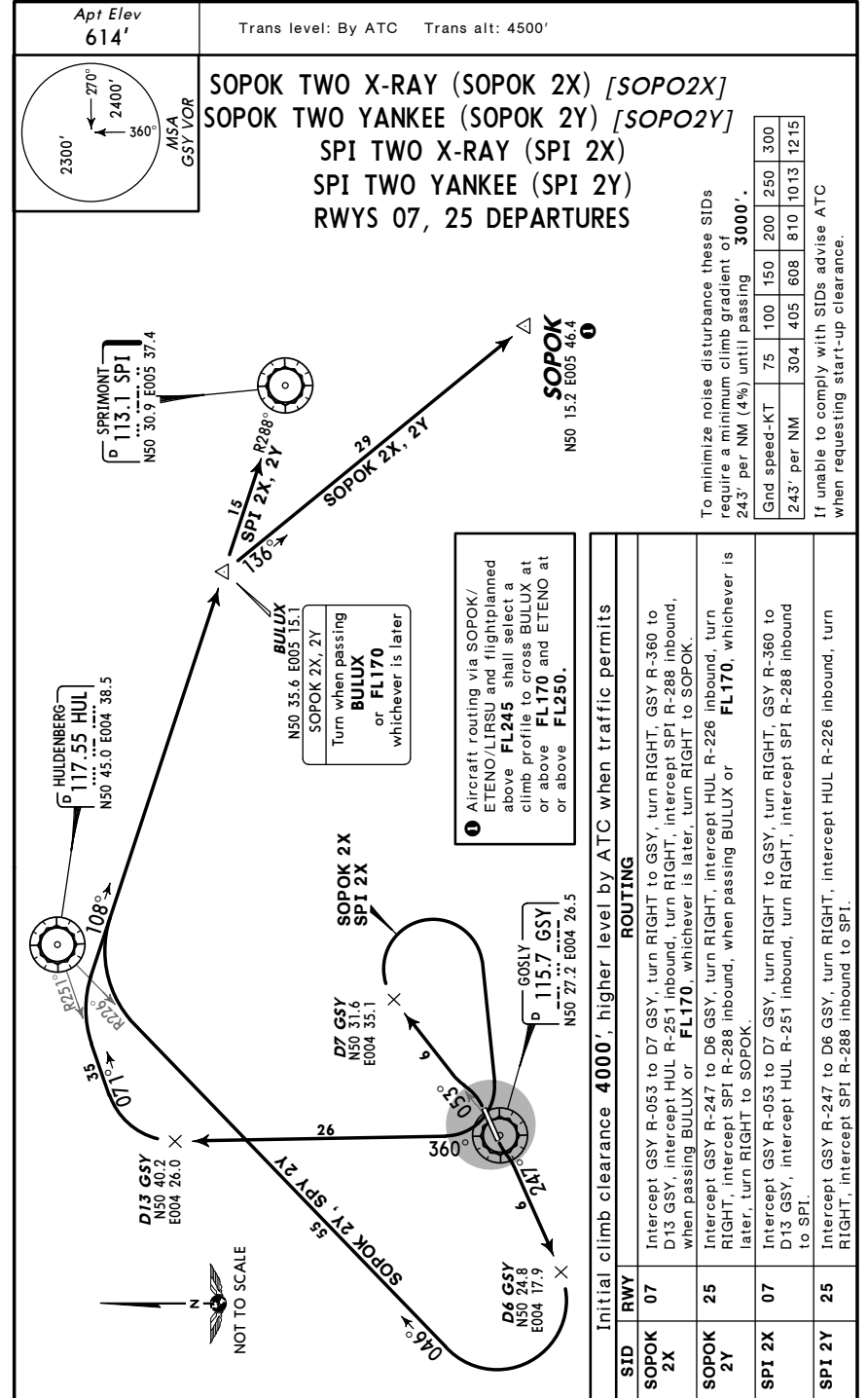
SID



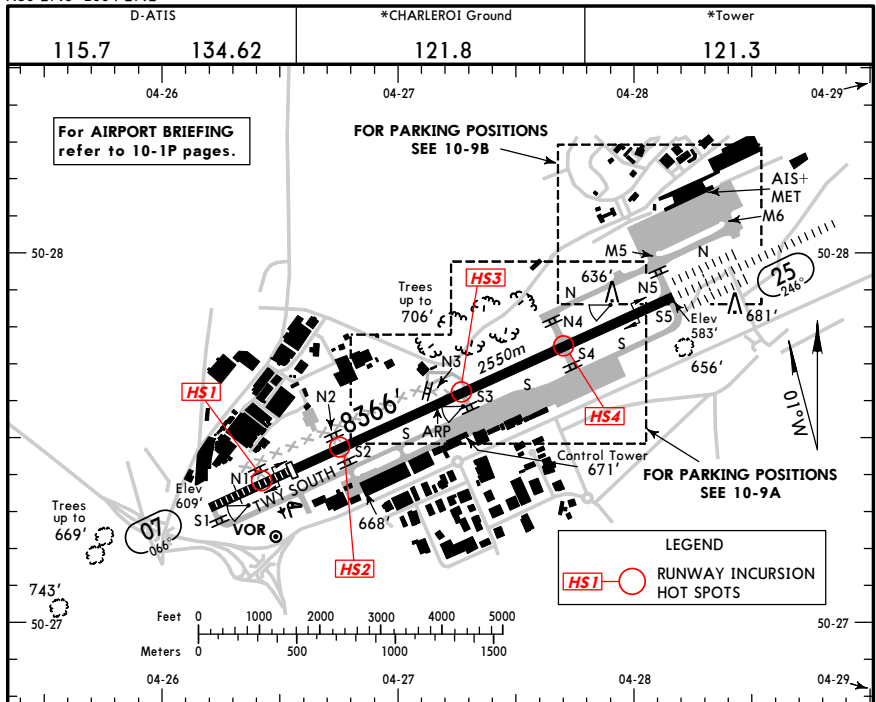
EBCI/CRL  
 BRUSSELS SOUTH

JEPPESEN CHARLEROI, BELGIUM  
 13 JAN 06 (10-3B) Eff 19 Jan

SID



**EBCI/CRL** **JEPPESEN** **CHARLEROI, BELGIUM**  
 Apt Elev 614' 19 MAY 09 (10-9) **BRUSSELS SOUTH**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07 25	HIRL (30m) CL (15m) HIALS PAPI-L(3.0°)	RVR 6890'	2100m	8366' 2550m	148' 45m
	HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) RVR	7890' 2405m	6979' 2127m	7890' 2405m	

- 1 Anti-skid layer.
  - 2 In order to reduce taxi procedure, ATC may authorize intersection take-off if VIS is 2km or more.
- RWY 07:**  
 From twy S2 int 6020' (1835m) From twy S4 int 5922' (1805m)  
 twy S3 int 3789' (1155m) twy S3 int 4101' (1250m)

**RUNWAY INCURSION "HOT SPOTS":** explicit rwy crossing clearance required  
 (For information only, not to be construed as ATC instructions.)

- HS1 Twys N1, N2, N3, S2 and S4 are prohibited to following types of acft:  
 B707, B747, B757, B767, B777, A300, A310, A340, TU144, TU154, MD11, DC8, DC10, L1011, C5A, AN124, IL86 and IL96.
- HS2
- HS3
- HS4

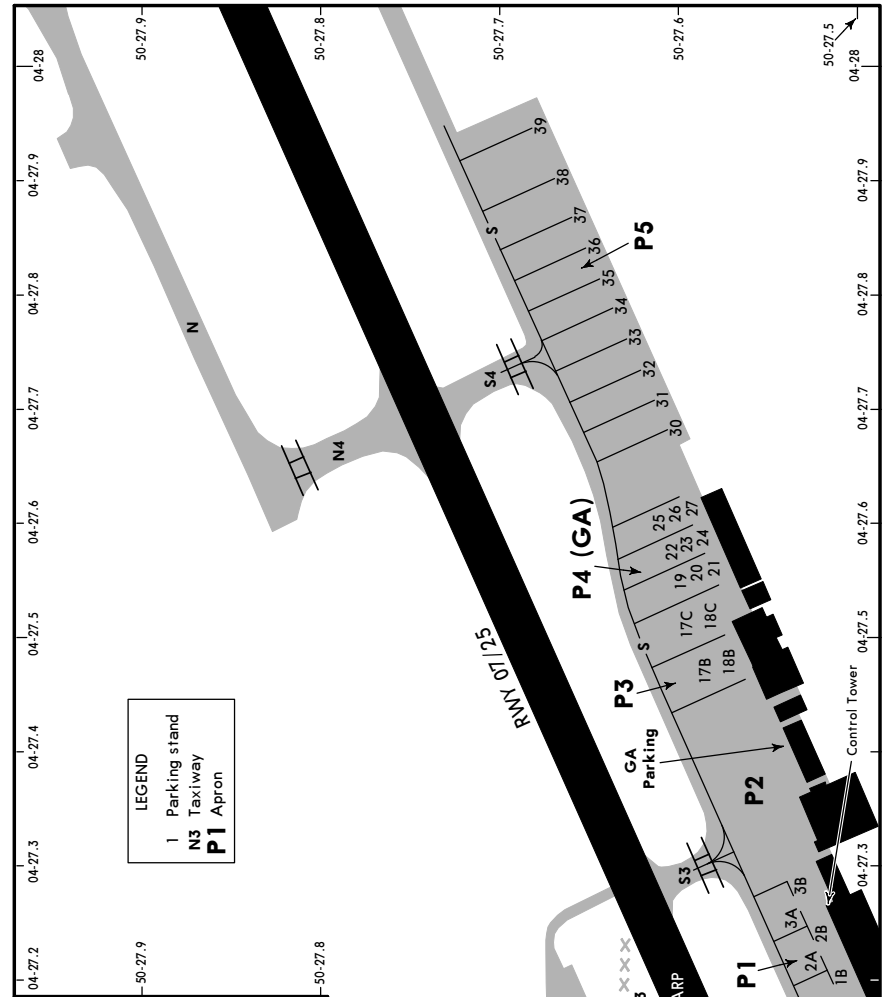
**JAR-OPS**

**TAKE-OFF 1**

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

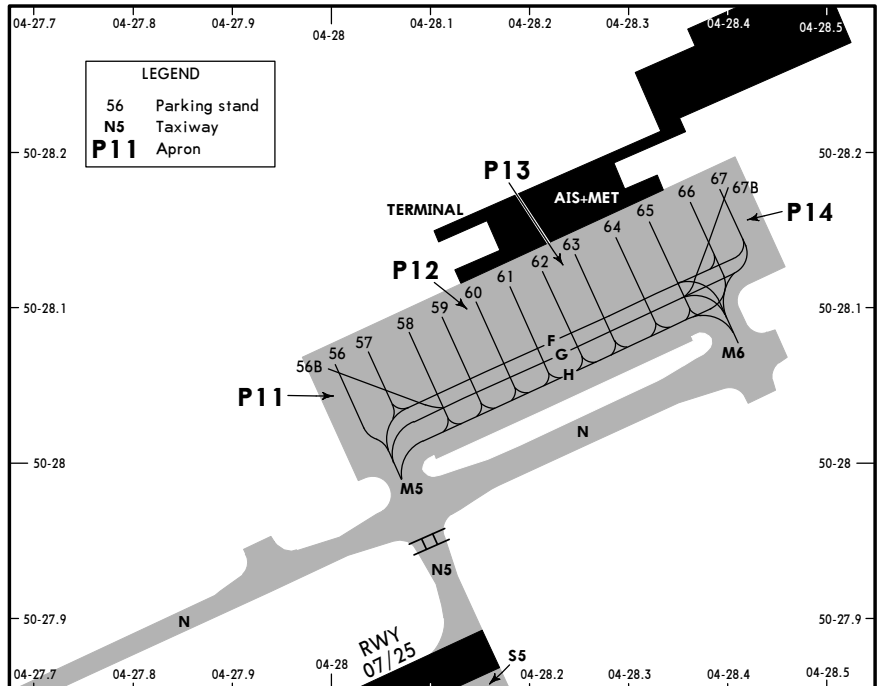
1 Operators applying U.S. Ops Specs: CL required below 300m.

**EBCI/CRL** **JEPPESEN** **CHARLEROI, BELGIUM**  
 19 MAY 09 (10-9A) **BRUSSELS SOUTH**



INS COORDINATES	COORDINATES
1A thru 2B	N50 27.5 E004 27.2
3A, 3B	N50 27.5 E004 27.3
17B thru 18C	N50 27.6 E004 27.5
19 thru 27	N50 27.6 E004 27.6
30 thru 32	N50 27.6 E004 27.7
33 thru 35	N50 27.6 E004 27.8
36	N50 27.6 E004 27.9
37, 38	N50 27.7 E004 27.9
39	N50 27.7 E004 28.0

EBCI/CRL JEPPESEN CHARLEROI, BELGIUM  
 BRUSSELS SOUTH 29 MAY 09 (10-9B)



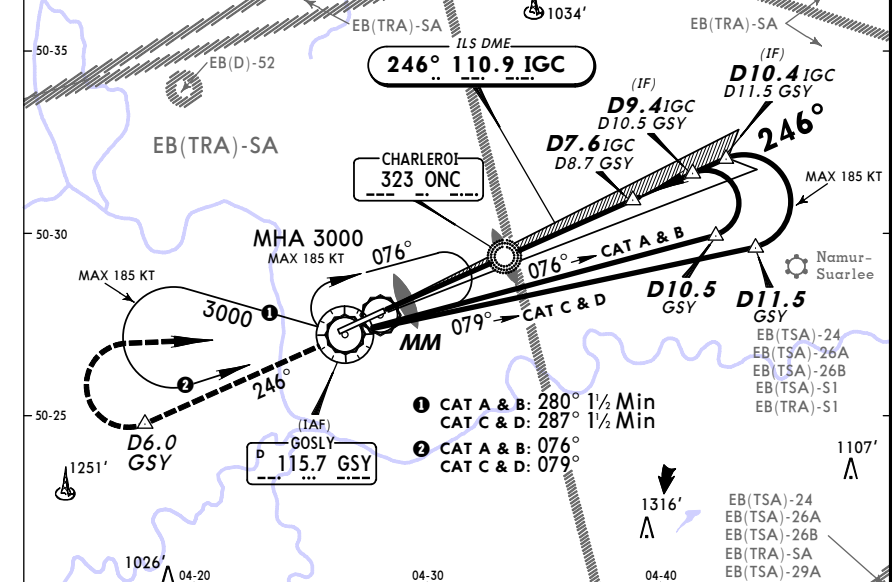
INS COORDINATES

STAND No.	COORDINATES
56, 56B, 57	N50 28.1 E004 28.0
58, 59	N50 28.1 E004 28.1
60 thru 62	N50 28.1 E004 28.2
63, 64	N50 28.1 E004 28.2
65	N50 28.2 E004 28.3
66, 67, 67B	N50 28.2 E004 28.4

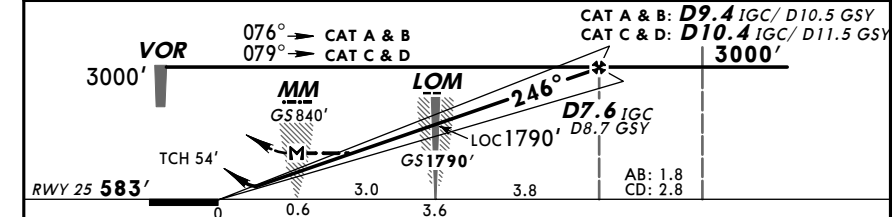
EBCI/CRL JEPPESEN CHARLEROI, BELGIUM  
 BRUSSELS SOUTH 2 JAN 09 (11-1) Eff 15 Jan ILS or LOC Rwy 25

D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7	134.62	119.7	133.12	121.3		121.8	
LOC	Final	GS	ILS	Apt Elev 614'			
IGC	Apch Crs	LOM	DA(H)	RWY 583'			
110.9	246°	1790' (1207')	783' (200')				

MISSED APCH: Climb STRAIGHT AHEAD on R-246 (MAX 185 KT).  
 At D6.0 GSY turn RIGHT inbound to VOR climbing to 3000'.



LOC (GS out)	IGC DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	910'	1230'	1540'	1860'	2180'	2500'	2820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 185 KT MAX on 115.7 R-246
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

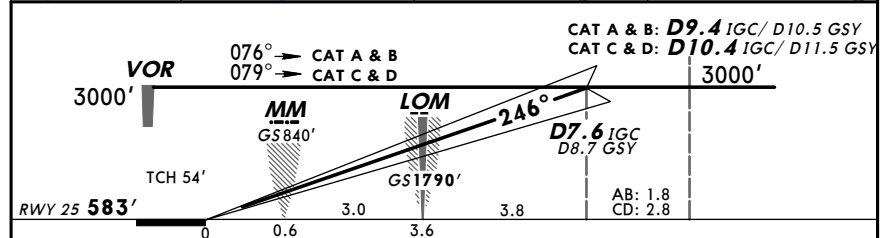
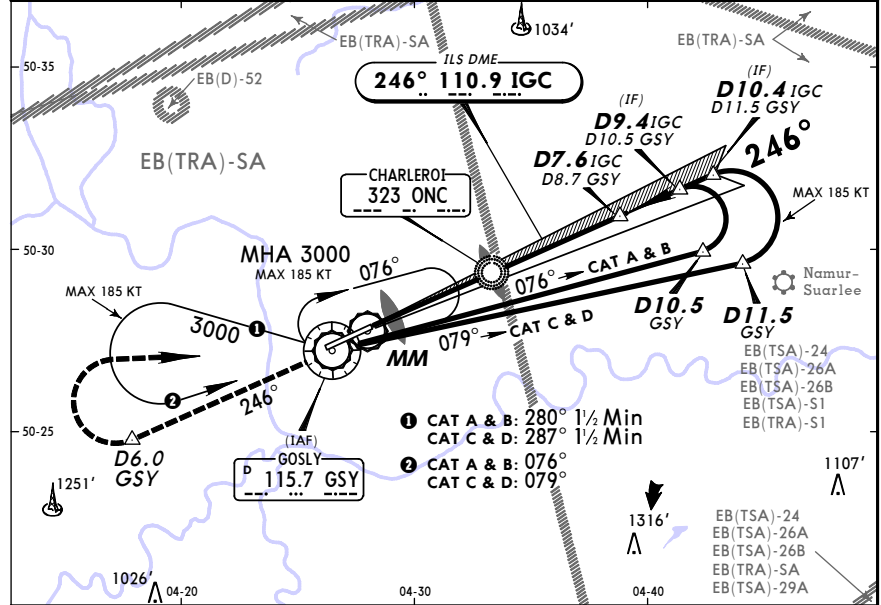
JAR-OPS		STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 783' (200')		MDA(H) 1040' (457')			
FULL	ALS out	MM out	ALS out	Max Kts	MDA(H) VIS
A			1500m	100	1090' (476') 1500m
B		1200m		135	1120' (506') 1600m
C	RVR 550m	RVR 1000m	2000m	180	1220' (606') 2400m
D		1600m		205	1320' (706') 3600m

**EBCI/CRL**  
**BRUSSELS SOUTH**  
 2 JAN 09 **(11-1A)** Eff 15 Jan **CAT II ILS Rwy 25**

D-ATIS 115.7		*CHARLEROI Approach (R) 134.62		*CHARLEROI Tower 119.7		*CHARLEROI Tower 133.12		*Ground 121.3		*Ground 121.8	
LOC 110.9	Final Apch Crs 246°	GS LOM 1790' (1207')	CAT II ILS RA 117' DA(H) 683' (100')		Apt Elev 614'		RWY 583'				

**MISSED APCH: Climb STRAIGHT AHEAD on R-246 (MAX 185 KT).  
 At D6.0 GSY turn RIGHT inbound to VOR climbing to 3000'.**

Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 4500'  
 Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	185 KT MAX on R-246
ILS Gs 3.00°	377	484	538	646	753	861		

**JAR-OPS** STRAIGHT-IN LANDING RWY 25

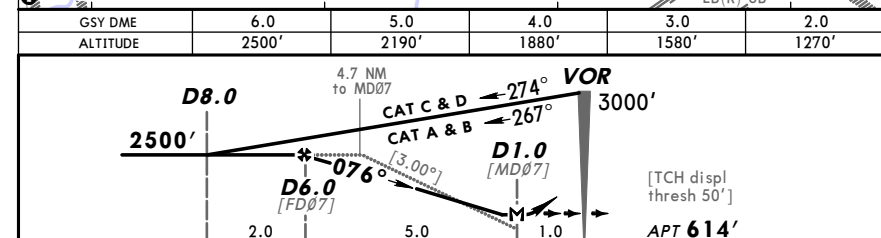
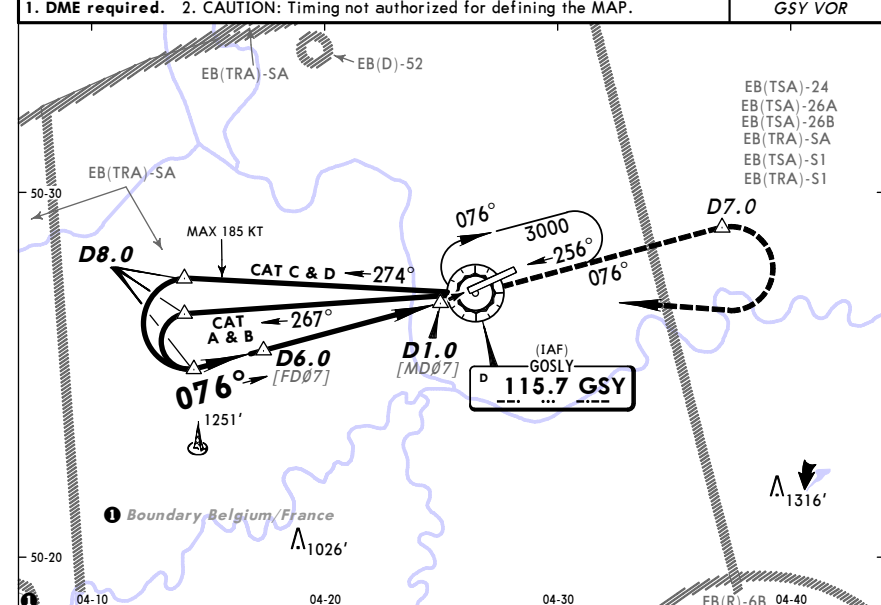
CAT II ILS ABCD RA 117' DA(H) 683' (100')	
RVR 350m	

**EBCI/CRL**  
**BRUSSELS SOUTH**  
 7 NOV 08 **(13-1)** Eff 20 Nov **VOR Rwy 07**

D-ATIS 115.7		*CHARLEROI Approach (R) 134.62		*CHARLEROI Tower 119.7		*CHARLEROI Tower 133.12		*Ground 121.3		*Ground 121.8	
VOR GSY 115.7	Final Apch Crs 076°	Minimum Alt D6.0 2500' (1886')	MDA(H) 1050' (436')		Apt Elev 614'		RWY 583'				

**MISSED APCH: Climb STRAIGHT AHEAD on R-076 (MAX 185 KT).  
 At D7.0 turn RIGHT inbound to VOR climbing to 3000'.**

Alt Set: hPa Apt Elev: 22 hPa Trans level: By ATC Trans alt: 4500'  
 1. DME required. 2. CAUTION: Timing not authorized for defining the MAP.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	185 KT MAX on R-076
ILS Gs 3.00°	377	484	538	646	753	861		

**JAR-OPS** STRAIGHT-IN LANDING RWY 07

MDA(H) 1050' (436')		CIRCLE-TO-LAND	
ALS out		Max Kts	MDA(H)
A	2000m	100	1090' (476')
B	2000m	135	1120' (506')
C	2400m	180	1220' (606')
D	2800m	205	1320' (706')

EBCI/CRL  
 BRUSSELS SOUTH

JEPPESEN  
 7 NOV 08 (13-2) Eff 20 Nov

CHARLEROI, BELGIUM  
 VOR Rwy 25

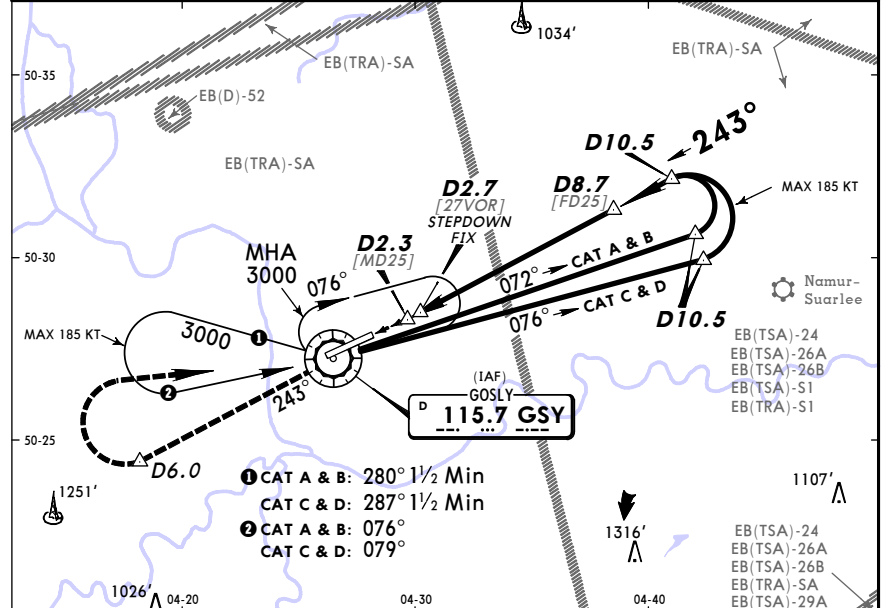
D-ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7	134.62	119.7	133.12	121.3		121.8	
VOR GSY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	614'		
115.7	243°	3000' (2417')	(CONDITIONAL) 1040' (457')	RWY	583'		

MISSED APCH: Climb STRAIGHT AHEAD on R-243 (MAX 185 KT).  
 At D6.0 turn RIGHT inbound to VOR climbing to 3000'.

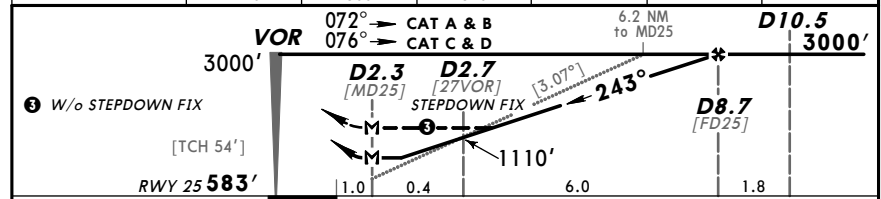
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 4500'

1. DME required. 2. CAUTION: Timing not authorized for defining the MAP.

MSA GSY VOR



GSY DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1110'	1500'	1810'	2130'	2450'	2760'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	185 KT	GSY
Descent gradient 5.36% or								PAPI	MAX	on 115.7
Descent angle [3.07°]	380	489	543	652	760	869				R-243

MAP at D2.3

JAR-OPS	STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
	With STEPDOWN FIX		W/o STEPDOWN FIX		Max Kts	VIS
	MDA(H)	ALS out	MDA(H)	ALS out		
A	1040' (457')		1180' (566')		1090' (476')	1600m
B		1600m		1600m	135	1120' (506')
C		2000m		2000m	180	1220' (606')
D		2800m		2800m	205	1320' (706')

After apch w/o Stepdown fix: MDA(H) 1180' (566').

EBCI/CRL  
 BRUSSELS SOUTH

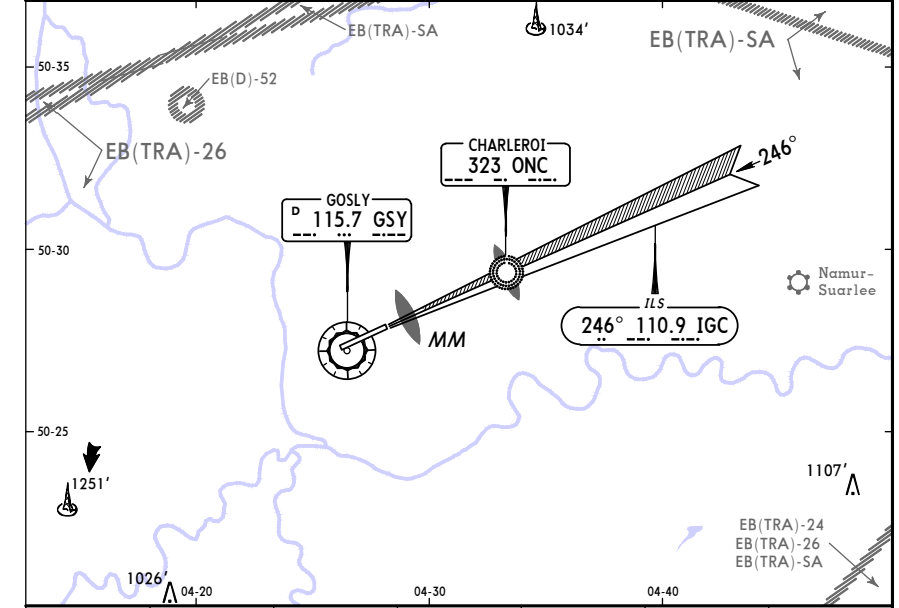
JEPPESEN  
 30 NOV 07 (18-1)

CHARLEROI, BELGIUM  
 \*SRA All Rwys

ATIS		*CHARLEROI Approach (R)		*CHARLEROI Tower		*Ground	
115.7	134.62	133.12	119.7	121.3		121.8	
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	614'		
	BY ATC	No FAF	Refer to Minimums	RWY 07	609'		
				RWY 25	583'		No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: hPa Apt Elev: 22 hPa Trans level: By ATC Trans alt: 4500'



RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2800'	2500'	2200'	1900'	1600'	1300'



Gnd speed-Kts	70	90	100	120	140	160		Lighting	Refer to
Descent gradient 5.2%	369	474	527	632	737	843		Refer to	Missed Apch
MAP 2.0 NM from touchdown								Chart	above

JAR-OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	SRA 07		SRA 25		Max Kts	VIS
	MDA(H)	ALS out	MDA(H)	ALS out		
A	1150' (541')		1110' (527')		1110' (496')	3500m
B		1600m		1600m	135	1120' (506')
C		2000m		2000m	180	1220' (606')
D		2800m		2800m	205	1320' (706')

After SRA 07: MDA(H) 1150' (536').