

BRUSSELS SOUTH

18 JUL 25

19-1

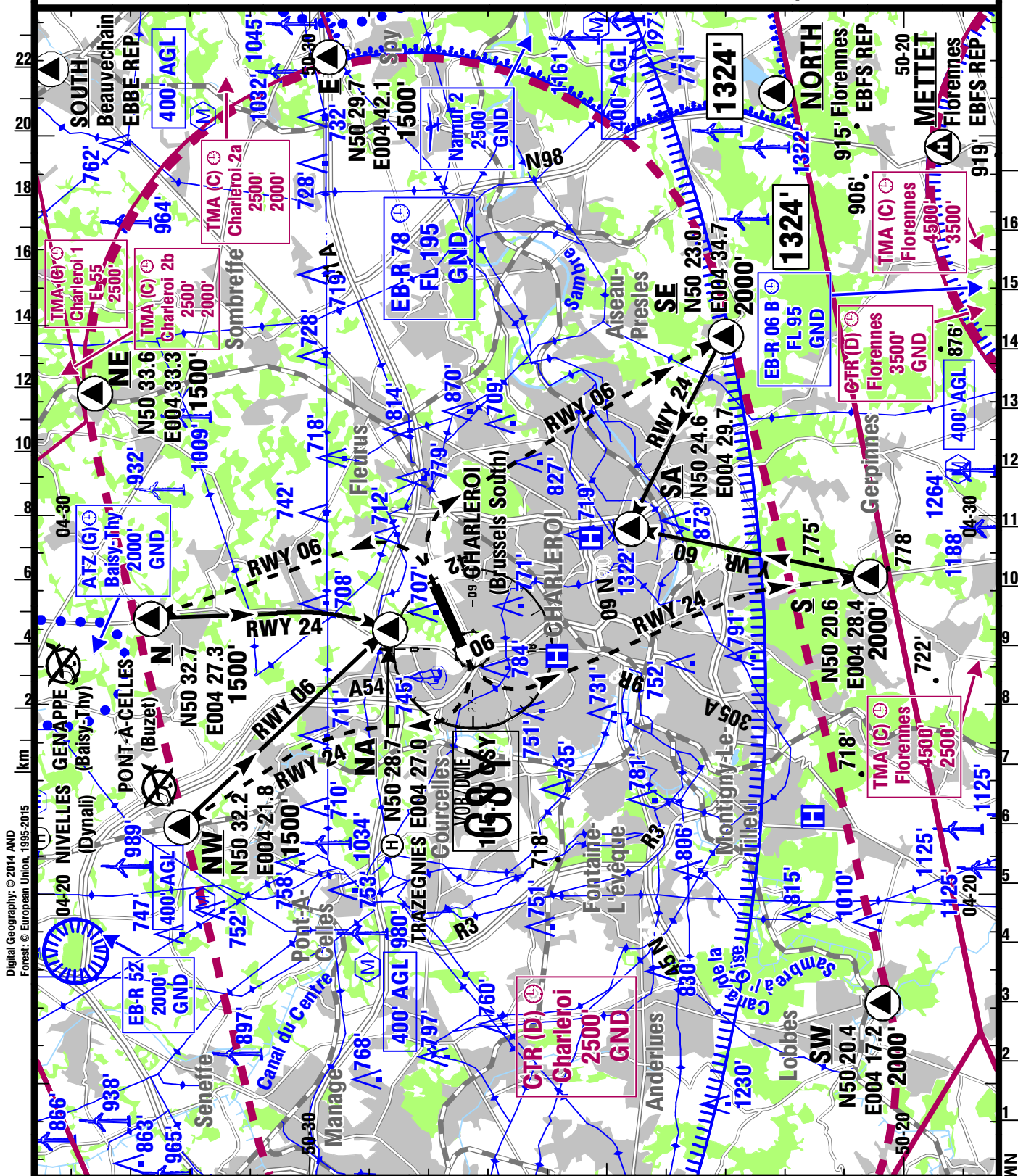
CHARLEROI

BELGIUM

VAR 1°E

BRIFFING STRIP™

⁽¹⁾ **VDF** ⁽²⁾ **MIL** ⁽³⁾ **CIV** ⁽⁴⁾ **GSY** ⁽⁵⁾ **Charleroi TMA** ⁽⁶⁾ **outside op hr EBCI**



CHANGES: Airspace - OBST.

© JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED

**Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015**

EBCI

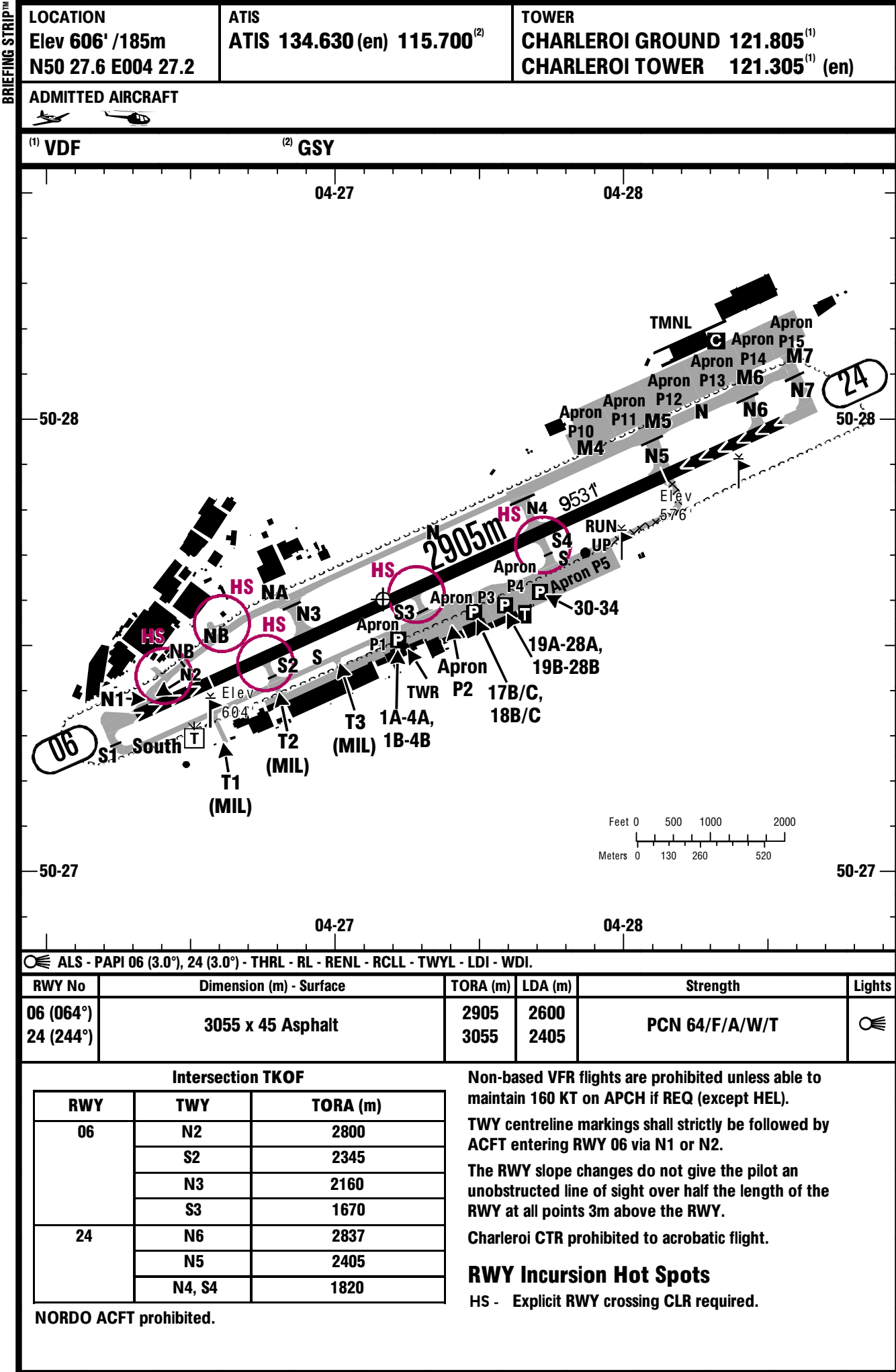
BRUSSELS SOUTH

18 JUL 25

19-2

CHARLEROI

BELGIUM



EBCI

BRUSSELS SOUTH

03 JAN 25

19-3

CHARLEROI

BELGIUM

Preferential Runway System

RWY 24 will be assigned for TKOF and LDG, provided the RWY is dry and the cross or tailwind component does not exceed 10 or 8 KT respectively. When the RWYCC is under 5, the tailwind component is 5 KT MAX.

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

Parking Restrictions

Apron P1 and P2: PRKG stands for code A or B ACFT with height MAX 4.78m, length MAX 18m and wingspan MAX 16.61m only.

Apron P4: PRKG stands 19-21, 23, 24, 26 and 27 for ACFT with MAX wingspan 13.60m. PRKG stands 22, 25 and 28 for ACFT with MAX wingspan 12m.

Long duration PRKG of tail wheel ACFT is prohibited on PRKG stands 26-28.

Ground Procedures

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

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

TWY S E of TWY S4 will be closed when a full power run-up is performed by ACFT code E.

During full power engine tests ACFT with a MTOW <= 5,7t are subject to the following restrictions:

- TWY S4 not available;
- only home-based ACFT are allowed to DEP from TWY S3 (no LDG, no touch and go);
- for training flights instructor must be on board;
- in case of emergency, RWY 06 will be used for LDG.

Traffic Circuit

Visual circuit of ACFT up to 6t shall be flown at 1500' MAX, unless otherwise instructed by ATC, or requested by the pilot. ACFT with a weight exceeding 6t that intend to make visual circuits below 2500' shall use left turn when RWY 06 is in use and right turn when RWY 24 is in use.

RWY 06 RH when inbound via S-SA.

RWY 24 RH when inbound via N-NA.

Radio Failure

Leave controlled airspace by the shortest way:

- N of RWY axis: via REP NW;
- S of RWY axis: via REP S.

Within the traffic circuit: Make a full-stop landing.

HEL

HEL TKOF and final APCH shall be performed on RWY 06/24.

Ground Surveillance - Use of Mode S Transponders

AD is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the AD should ensure that Mode S transponders are able to

operate when their ACFT 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 taxi request;
- after LDG, continuously until the ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

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