

## Charleroi Brussels SUD Airport

IATA/ICAO CODE:	CRL/EBCI
CITY:	Brussels
COUNTRY:	Belgium

## AIRPORT CONTACT

Information updated by the airport 4/2011

Name:	Patrick Lambrechts	Christophe Coeymans
Title:	Director (Operations Department)	OPS and Nav. Office Manager
Airport:	Aeroport de Charleroi Bruxelles SUD Airport	
	Brussels South Charleroi Airport s.a.	
Address:	Management of the Airport	
	B-6041 Charleroi	
	Belgium	
Phone:	+32 71 251 245	+32 71 251 963
Fax:	+32 71 251 201	+32 71 251 242
Email:	p.lambrechts@charleroi-airport.com	c.coeymans@charleroi-airport.com
Airport Web Site:	<a href="http://www.charleroi-airport.com">www.charleroi-airport.com</a>	

ELEVATION: 614 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
07/25	07/2550 25/2405	-	3	45

## NOISE ABATEMENT PROCEDURES

## Noise Abatement Approach and Landing Procedures

Noise abatement descend 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 1 900 m
- ceiling higher than 500 ft above AD ELEV
- cross wind component lower than 15 kt (gusts incl)
- tail wind component lower than 5 kt (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.

## Departure Procedures

## 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 3 000 ft QNH.

### Noise Abatement Take-off and Climb Procedures

From take-off to 2,100 ft QNH	<ul style="list-style-type: none"> <li>- Take-off power</li> <li>- Take-off flaps</li> <li>- Climb speed <math>V_2 + 10</math> kt MNM</li> </ul>
At 2,100 ft QNH	<ul style="list-style-type: none"> <li>- Maintain flaps in take-off configuration</li> <li>- Climb speed <math>V_2 + 10</math> to 20 kt</li> <li>- Adjust power according to the noise abatement power thrust schedule provided in the aircraft operating manual</li> </ul>
From 2,100 ft QNH to 3,600 ft QNH	<ul style="list-style-type: none"> <li>- Start accelerating</li> <li>- Start retracting flaps</li> <li>- Maintain a positive rate of climb</li> </ul>
At 3,600 QNH	<ul style="list-style-type: none"> <li>- Accelerate to en-route climb speed</li> </ul>

### 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.

### 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.

**CONTINUOUS DESCENT ARRIVAL (CDA)** - See Noise Abatement Procedures

### AIRPORT CURFEWS

#### Noise Certification

Aircraft operating at Charleroi Airport must be noise certificated according to ICAO Annex 16, Volume I. Between 0530-0600 and 2100-2200, movements of aircraft with MTOW over 8,618 kg 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 the airport is closed for all aircraft movements, except for delayed landing of based

aircraft (scheduled landing before 2200 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 15 MIN or between 421 and 450 MIN after 2200
- 0.8 for a landing between 16 and 30 MIN after 2200
- 1.3 for a landing between 31 and 90 MIN after 2200
- 1.8 for a landing between 91 and 420 MIN after 2200.

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

- Aircraft type and registration
- MTOW and maximum landing weight
- 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.).

#### **Recertificated Aircraft\***

Recertificated civil subsonic jet aircraft are prohibited from 2200 to 0600. 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

**\*Recertificated civil subsonic jet aeroplane:** A CIV subsonic jet aeroplane initially certificated to Chapter 2 or equivalent standards, or initially not noise-certificated which has been modified to meet Chapter 3 standards either directly through technical measures or indirectly through operational restrictions; CIV subsonic jet aeroplanes which initially could only be dual-certificated to the standards of Chapter 3 by means of weight restrictions, have to be considered as recertificated aeroplanes; CIV subsonic jet aeroplanes which have been modified to meet Chapter 3 standards by being completely re-engined with engines having a by-pass ratio of three or more are not to be considered as recertificated aeroplanes.

PREFERENTIAL RUNWAYS

Aircraft with MTOW exceeding 5.7 t will always be assigned RWY 25 for take-off and landing, provided the runway is dry and the cross or tailwind component does not exceed 10 or 8 kt respectively. When the runway is wet or covered with snow or slush, the tailwind component is 5 kt MAX.

OPERATING QUOTA

See information under Airport Curfew

ENGINE RUN-UP RESTRICTIONS

Engine tests are prohibited on aircraft stands 88 to 94.  
Outdoor engine test runs are prohibited between 2000 and 0800.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS

See information under Airport Curfew

NOISE SURCHARGE

IATA Airport & En Route Aviation Charges Manual 5/2002	
Landing Charge	Basis: MTOW
Charleroi & Liege	EUR 4.96 per tonne
Chapter 2 Aircraft	
Between 2300 and 0700	50% Surcharge

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-

Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS- [NONE](#)

CHAPTER 2 RESTRICTIONS

See Chapter 2 Phase out.

CHAPTER 2 PHASEOUT

[Chapter 2 airplanes >75,000 lbs are ban from operating in EU Member States as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS

See information under Airport Curfew