

**GENERAL****Operational Hours****ATS Hours:** See NOTAM**AD ADMIN Hours:** 0700-2000±**Airport Information****RFF:** CAT 2, CAT 5 and 6 announced by NOTAM**Fuel:** 0700-1930± except SAT from DEC 15 - APR 15 0700-2100±**PCN:** RWY 18/36: 43/F/D/W/T**Customs:** 1HR PN**Operation****Qualification/Certification:** Special pilot qualification and ACFT certification required.**Low Visibility Procedure**

LVP in force when RVR between 250m and 400m. During LVP use TWY S; except B757 mandatory via TWY C. No LVP at arrival.

**TWY Restriction**

TWY width 15m / 49ft.

Main TWY width 18m / 59ft.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100

**Communication****COM Failure**

If the pilot has already been cleared for the APCH before the radio communication fails, he shall continue the APCH in accordance with the latest clearance.

**All STARs (except SALEV)**

Follow or join authorized STAR or failing that join the nearest one.

Join IAF HLDG at latest acknowledged assigned FL if it is usable in HLDG, if failing that at FL90.

At the time of first crossing IAF + 30min, descend to 6500ft in the holding, then perform standard APCH.

**STAR SALEV**

Before passing OSRIM or within OSRIM HLDG:

- Join or remain in OSRIM HLDG at the latest acknowledged assigned FL if it is usable in HLDG, if failing that at FL110.
- At the time of first crossing OSRIM + 30min, descend to FL80 in the holding, then continue the STAR to KENZO.
- At KENZO descend to 6500ft and perform PIRUV standard APCH.

After passing OSRIM:

- Continue the STAR to PIRUV and enter HLDG at latest acknowledged assigned FL if it is usable in HLDG, if failing that at FL90.
- At the time of first crossing PIRUV + 30min, descend to 6500ft in the holding, then perform standard APCH.

**COM Failure during MISAP**

Comply with MISAP procedure described on IAC, continue to ALTN AD climbing to MEA.

## ARRIVAL

## Arrival Procedure

## Arrival Note

The ILS LOC minima for RWY 18 below are determined according to the following two parameters:

- a) Indicated airspeed adopted in missed approach (airspeed must be compatible with 20° bank during turn); and
- b) Minimum climb gradient during missed approach (average geometrical slope to respect during all the trajectory from the beginning of climbing to 5000ft AMSL, taking into account the gradient of 20° bank during terms).

From these values it is up to the operators to determine the valid operating minima for their crew.

Note: Interpolation of minima values is not authorized.

Missed approach requirements:

Approach minima must be selected depending on:

- the required speed during MISAP (MAX 160 KIAS); and
- the climb gradient that can be achieved in a 20° bank turn and can be maintained up to 5000ft; and
- the actual ACFT configuration and performance from the table(s) below.

## MINIMA ILS CAT A, B

GA climb gradient up to 5000ft	DH-VIS DA	≤100 IAS (KT)	101-110 IAS (KT)	111-120 IAS (KT)	121-130 IAS (KT)	131-140 IAS (KT)	141-150 IAS (KT)
2.5%	ft-m/km ft	1110-1.5 <b>1880</b>	1140-1.5 <b>1910</b>	1240-1.5 <b>2010</b>	1590-1.5 <b>2360</b>	1910-1.5 <b>2680</b>	2270-1.5 <b>3040</b>
3%	ft-m/km ft	930-1.5 <b>1700</b>	960-1.5 <b>1730</b>	1050-1.5 <b>1820</b>	1370-1.5 <b>2140</b>	1670-1.5 <b>2440</b>	2010-1.5 <b>2780</b>
3.5%	ft-m/km ft	770-1.5 <b>1540</b>	790-1.5 <b>1560</b>	880-1.5 <b>1650</b>	1180-1.5 <b>1950</b>	1450-1.5 <b>2220</b>	1770-1.5 <b>2540</b>
4%	ft-m/km ft	630-1.5 <b>1400</b>	640-1.5 <b>1410</b>	720-1.5 <b>1490</b>	1000-1.5 <b>1770</b>	1250-1.5 <b>2020</b>	1550-1.5 <b>2320</b>
4.5%	ft-m/km ft	510-1.5 <b>1280</b>	510-1.5 <b>1280</b>	580-1.5 <b>1350</b>	830-1.5 <b>1600</b>	1060-1.5 <b>1830</b>	1350-1.5 <b>2120</b>
5%	ft-m/km ft	430-1.5 <b>1200</b>	430-1.5 <b>1200</b>	440-1.5 <b>1210</b>	680-1.5 <b>1450</b>	890-1.5 <b>1660</b>	1160-1.5 <b>1930</b>
5.5%	ft-m/km ft	370-1.3 <b>1140</b>	370-1.3 <b>1140</b>	380-1.3 <b>1150</b>	540-1.5 <b>1310</b>	740-1.5 <b>1510</b>	980-1.5 <b>1750</b>
6%	ft-m/km ft	320-1.1 <b>1090</b>	320-1.1 <b>1090</b>	330-1.1 <b>1100</b>	400-1.4 <b>1170</b>	590-1.5 <b>1360</b>	820-1.5 <b>1590</b>
6.5%	ft-m/km ft	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	450-1.5 <b>1220</b>	670-1.5 <b>1440</b>
7%	ft-m/km ft	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	340-1.1 <b>1110</b>	530-1.5 <b>1300</b>
7.5%	ft-m/km ft	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>	400-1.4 1170
8%	ft-m/km ft	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>	300-900 <b>1070</b>

**ARRIVAL****MINIMA ILS CAT C**

GA climb gradient up to 5000ft	DH-VIS DA	111-120 IAS (KT)	121-130 IAS (KT)	131-140 IAS (KT)	141-150 IAS (KT)	151-160 IAS (KT)
2.5%	ft-m/km ft	1240-2.4 <b>2010</b>	1590-2.4 <b>2360</b>	1910-2.4 <b>2680</b>	2270-2.4 <b>3040</b>	2550-2.4 <b>3320</b>
3%	ft-m/km ft	1050-2.4 <b>1820</b>	1370-2.4 <b>2140</b>	1670-2.4 <b>2440</b>	2010-2.4 <b>2780</b>	2250-2.4 <b>3020</b>
3.5%	ft-m/km ft	880-2.4 <b>1650</b>	1180-2.4 <b>1950</b>	1450-2.4 <b>2220</b>	1770-2.4 <b>2540</b>	1980-2.4 <b>2750</b>
4%	ft-m/km ft	720-2.4 <b>1490</b>	1000-2.4 <b>1770</b>	1250-2.4 <b>2020</b>	1550-2.4 <b>2320</b>	1740-2.4 <b>2510</b>
4.5%	ft-m/km ft	580-2.2 <b>1350</b>	830-2.4 <b>1600</b>	1060-2.4 <b>1830</b>	1350-2.4 <b>2120</b>	1520-2.4 <b>2290</b>
5%	ft-m/km ft	450-1.7 <b>1220</b>	680-2.4 <b>1450</b>	890-2.4 <b>1660</b>	1160-2.4 <b>1930</b>	1330-2.4 <b>2100</b>
5.5%	ft-m/km ft	380-1.3 <b>1150</b>	540-2.0 <b>1310</b>	740-2.4 <b>1510</b>	980-2.4 <b>1750</b>	1150-2.4 <b>1920</b>
6%	ft-m/km ft	340-1.1 <b>1110</b>	400-1.4 <b>1170</b>	590-2.3 <b>1360</b>	820-2.4 <b>1590</b>	980-2.4 <b>1750</b>
6.5%	ft-m/km ft	330-1.1 <b>1100</b>	330-1.1 <b>1100</b>	450-1.7 <b>1220</b>	670-2.4 <b>1440</b>	830-2.4 <b>1600</b>
7%	ft-m/km ft	320-1.0 <b>1090</b>	320-1.0 <b>1090</b>	360-1.1 <b>1130</b>	530-2.0 <b>1300</b>	680-2.4 <b>1450</b>
7.5%	ft-m/km ft	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	400-1.4 <b>1170</b>	550-2.1 <b>1320</b>
8%	ft-m/km ft	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	310-1.0 <b>1080</b>	420-1.5 <b>1190</b>

**ARRIVAL****MINIMA LOC CAT A, B, C**

GA climb gradient up to 5000ft	CAT	MDH-VIS MDA		GA climb gradient up to 5000ft	CAT	MDH-VIS MDA	
2.5%<3%	A	ft-m/km ft	1360-5.0 <b>2130</b>	4%<5%	A	ft-m/km ft	1360-5.0 <b>2130</b>
	B	ft-m/km ft	2430-5.0 <b>3190</b>		B	ft-m/km ft	1560-5.0 <b>2320</b>
	C	ft-m/km ft	2800-5.0 <b>3560</b>		C	ft-m/km ft	1860-5.0 <b>2620</b>
3%<4%	A	ft-m/km ft	1360-5.0 <b>2130</b>	>5%	A	ft-m/km ft	1360-5.0 <b>2130</b>
	B	ft-m/km ft	2140-5.0 <b>2900</b>		B	ft-m/km ft	1370-5.0 <b>2130</b>
	C	ft-m/km ft	2480-5.0 <b>3240</b>		C	ft-m/km ft	1390-5.0 <b>2150</b>

**MINIMA LNAV****MINIMA VNAV**

GA climb gradient	CAT	MDH-VIS MDA		GA climb gradient	CAT	MDH-VIS MDA	
2.5%	A	ft-m/km ft	2960-5.0 <b>3730</b>	2.5%	A	ft-m/km ft	2610-5.0 <b>3370</b>
	B	ft-m/km ft	2980-5.0 <b>3740</b>		B	ft-m/km ft	2640-5.0 <b>3400</b>
	C	ft-m/km ft	3020-5.0 <b>3780</b>		C	ft-m/km ft	2680-5.0 <b>3440</b>
3%	A	ft-m/km ft	2690-5.0 <b>3460</b>	3%	A	ft-m/km ft	2340-5.0 <b>3110</b>
	B	ft-m/km ft	2720-5.0 <b>3480</b>		B	ft-m/km ft	2380-5.0 <b>3140</b>
	C	ft-m/km ft	2760-5.0 <b>3520</b>		C	ft-m/km ft	2420-5.0 <b>3180</b>
3.5%	A	ft-m/km ft	2420-5.0 <b>3180</b>	3.5%	A	ft-m/km ft	2100-5.0 <b>2870</b>
	B	ft-m/km ft	2450-5.0 <b>3210</b>		B	ft-m/km ft	2130-5.0 <b>2890</b>
	C	ft-m/km ft	2500-5.0 <b>3260</b>		C	ft-m/km ft	2190-5.0 <b>2950</b>

ARRIVAL							
MINIMA LNAV				MINIMA VNAV			
GA climb gradient	CAT	MDH-VIS MDA		GA climb gradient	CAT	MDH-VIS MDA	
4%	A	ft-m/km ft	2140-5.0 <b>2910</b>	4%	A	ft-m/km ft	1880-5.0 <b>2650</b>
	B	ft-m/km ft	2180-5.0 <b>2940</b>		B	ft-m/km ft	1910-5.0 <b>2670</b>
	C	ft-m/km ft	2230-5.0 <b>2990</b>		C	ft-m/km ft	1970-5.0 <b>2730</b>
4.5%	A	ft-m/km ft	1870-5.0 <b>2640</b>	4.5%	A	ft-m/km ft	1670-5.0 <b>2440</b>
	B	ft-m/km ft	1910-5.0 <b>2670</b>		B	ft-m/km ft	1710-5.0 <b>2470</b>
	C	ft-m/km ft	1970-5.0 <b>2730</b>		C	ft-m/km ft	1770-5.0 <b>2530</b>
5%	A	ft-m/km ft	1600-5.0 <b>2370</b>	5%	A	ft-m/km ft	1550-5.0 <b>2320</b>
	B	ft-m/km ft	1640-5.0 <b>2400</b>		B	ft-m/km ft	1560-5.0 <b>2320</b>
	C	ft-m/km ft	1700-5.0 <b>2460</b>		C	ft-m/km ft	1580-5.0 <b>2340</b>
6%	A	ft-m/km ft	1600-5.0 <b>2370</b>	6%	A	ft-m/km ft	1550-5.0 <b>2320</b>
	B	ft-m/km ft	1610-5.0 <b>2370</b>		B	ft-m/km ft	1560-5.0 <b>2320</b>
	C	ft-m/km ft	1620-5.0 <b>2380</b>		C	ft-m/km ft	1560-5.0 <b>2320</b>

**DEPARTURE****Take-off Minima**

RWY		18	
A, B, C	ft - m/km	0 - 400R/400V	-
		0 - 800R/800V	wo ATS, HN
D		Not applicable	-
RWY		36	
A, B, C	ft - m/km	0 - 400V	-
		0 - 800V	wo ATS, HN
D		Not applicable	-

**Speed**

MAX IAS 250KT below FL100

**Departure Procedure****Departure Notes****BELUS 6C:** Reserved for ACFT unable to maintain the MNM climb gradient.

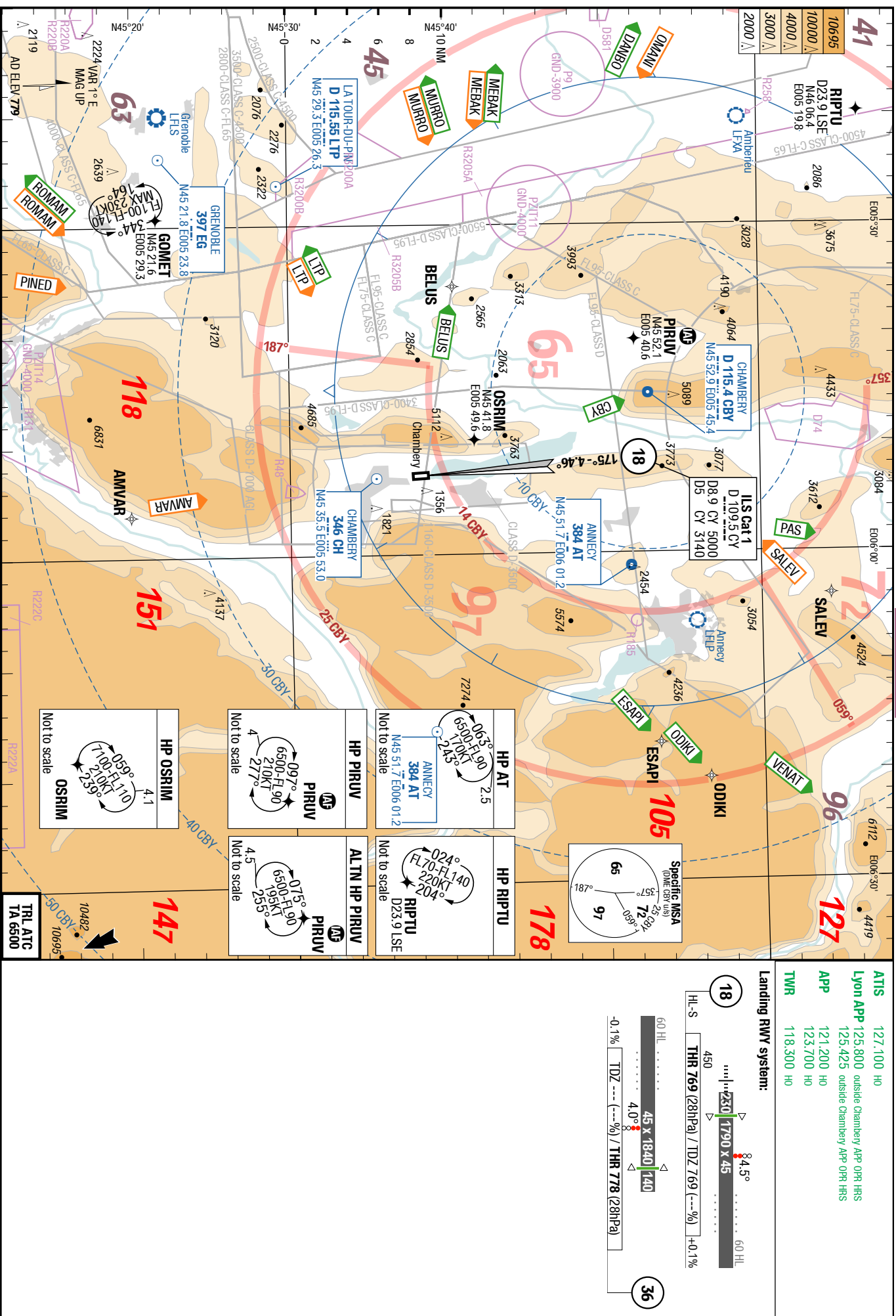
CY LOC failure: If no guidance is possible from LOC during the initial climb, the climbing slope becomes 8.6% up to 3400ft for all DEP passing through BANEK, and 9.6% up to 4500ft for those passing through NAZIM.

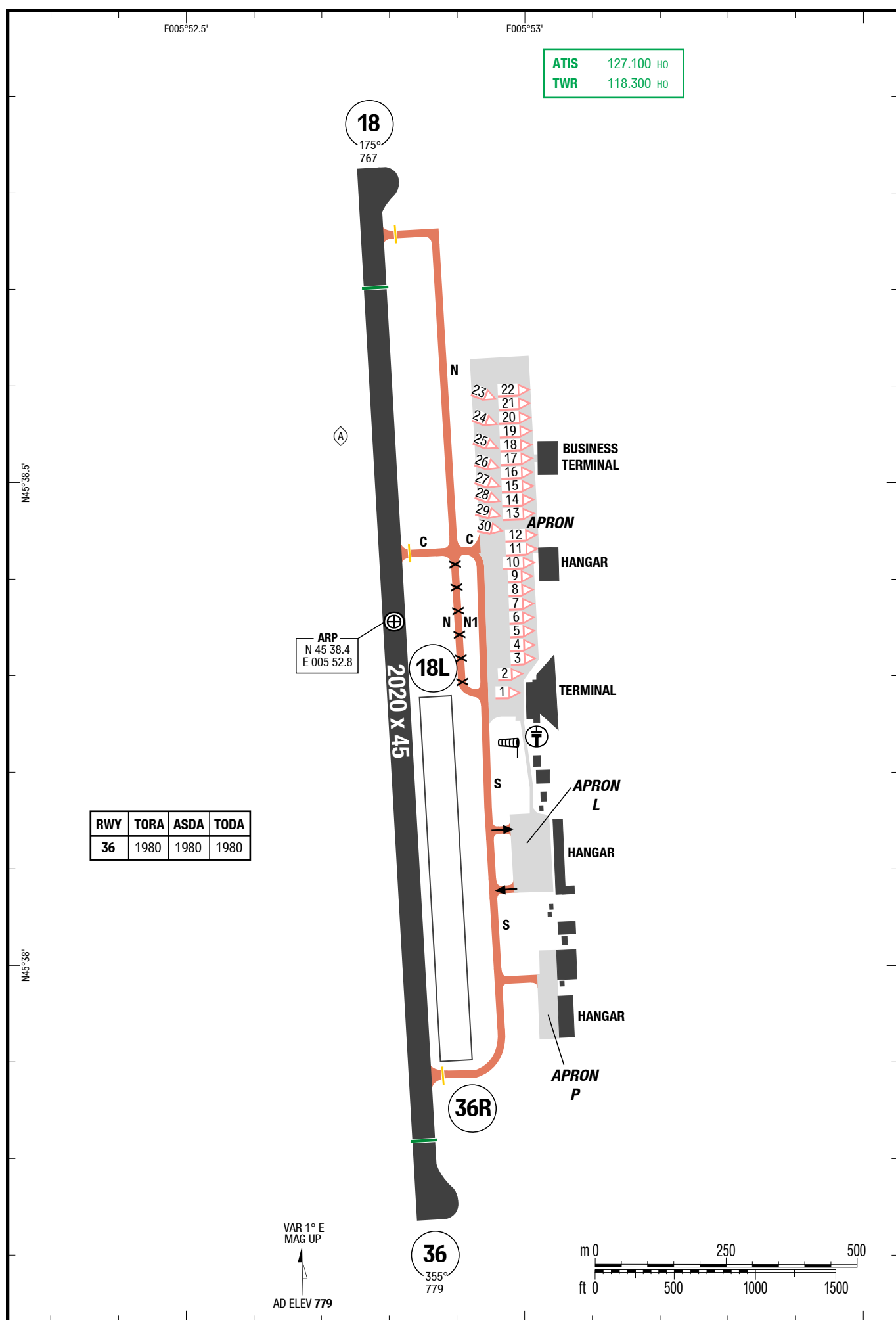
**ATC Slot, Clearance**

Outside ATS hours, CLR for IFR DEP shall be requested by a phone call to Bordeaux (+33 557 926 084). TKOF shall be performed within 10min.

**De-Icing**

AVBL.







14-JUN-2018  
CMF-LFLB

France **Chambery** Aix-Les-Bains

SIDs / RNAV SIDs RWY 36

4-10 RNAV SIDs RWY 18 (ATC)

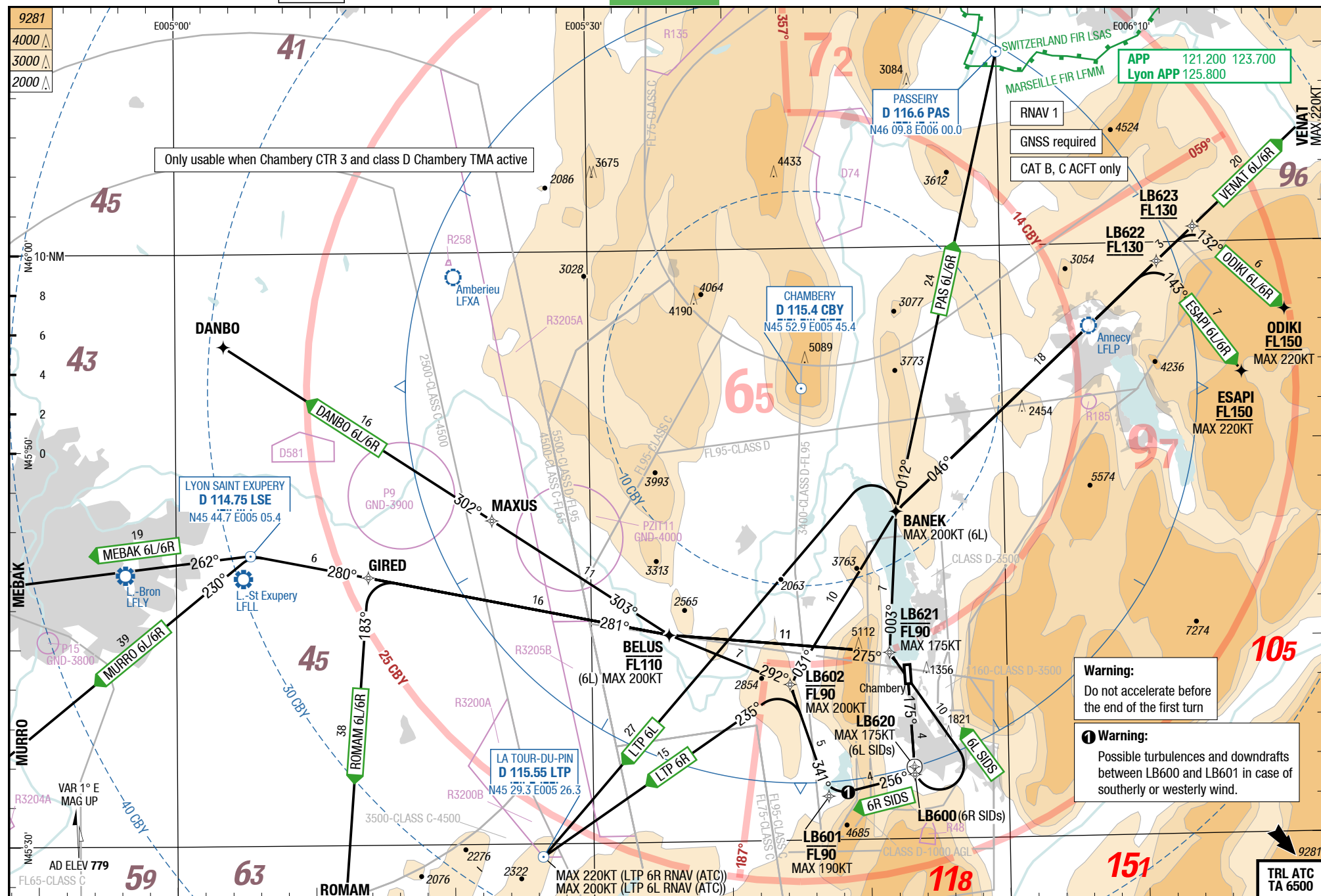
SID

SID

Aix-Les-Bains **Chambery** France

SIDs / RNAV SIDs RWY 36

RNAV SIDs RWY 18 (ATC)



Changes: Nil

14-JUN-2018  
CMF-LFLB

France **Chambery** Aix-Les-Bains

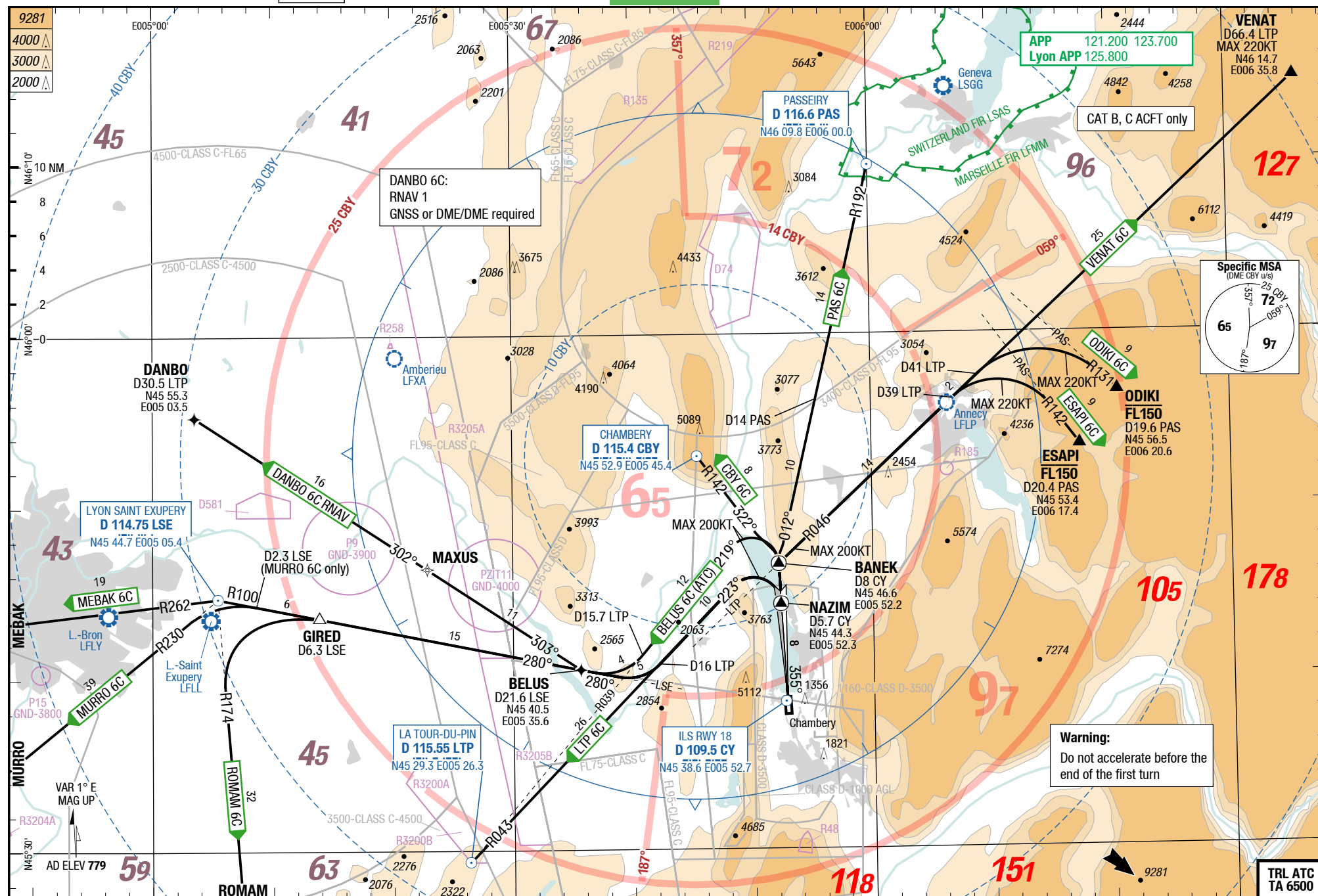
Aix-Les-Bains **Chambery** France

4-20 **SIDs / RNAV SIDs RWY 36**

**SID**

**SID**

**SIDs / RNAV SIDs RWY 36**



Changes: WPT NAZIM, ASP

TRL ATC  
TA 6500

02-NOV-2017

**CMF-LFLB**

5-10

**RNAV SIDs RWY 18 (ATC)****DANBO 6L / DANBO 6R / ESAPI 6L / ESAPI 6R / LA TOUR-DU-PIN 6R**

RWY 18 (175°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900
11.2%	ft/MIN	1400	1800	2100	2400	2800	3100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>DANBO 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BELUS [K200-] - MAXUS - DANBO	LB621 MAX <b>FL90</b> BELUS MAX <b>FL110</b>
<b>DANBO 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BELUS - MAXUS - DANBO	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b> BELUS MAX <b>FL110</b>
<b>ESAPI 6L</b> 11.2% to 5300 4.0% to FL150 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BANEK [K200-] - LB622 - ESAPI [K220-]	LB621 MAX <b>FL90</b> LB622 MNM <b>FL130</b> ESAPI MNM <b>FL150</b>
<b>ESAPI 6R</b> 10.3% to 5200 3.7% to FL150 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BANEK - LB622 - ESAPI [K220-]	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b> LB622 MNM <b>FL130</b> ESAPI MNM <b>FL150</b>
<b>LA TOUR-DU-PIN 6R</b> <b>LTP 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - LTP [K220-]	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b>

① Climb gradient calculated from pylons at 11700m from DER and 5700m right of CL.

② Climb gradient calculated from relief at 2100m from DER and 6500m left of CL.

③ Departure only usable when CTR 3 Chambery and Class D Chambery TMA active.

④ Warning: Possible turbulences and downdrafts between LB600 and LB601 in case of southerly and westerly wind.

**LTP 6L / MEBAK 6L / MEBAK 6R / MURRO 6L / MURRO 6R**

RWY 18 (175°)

	GS	120	150	180	210	240	270
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900
11.2%	ft/MIN	1400	1800	2100	2400	2800	3100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>LTP 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BANEK [K200- ;L] - DCT LTP [K200-]	LB621 MAX <b>FL90</b>
<b>MEBAK 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BELUS [K200-] - GIRED - LSE - MEBAK	LB621 MAX <b>FL90</b> BELUS MAX <b>FL110</b>
<b>MEBAK 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③⑤	175° LB600 - LB601 [K190-] - LB602 [K200-] - BELUS - GIRED - LSE - MEBAK	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b> BELUS MAX <b>FL110</b>
<b>MURRO 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③④	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BELUS [K200-] - GIRED - LSE - MURRO	LB621 MAX <b>FL90</b> BELUS MAX <b>FL110</b>
<b>MURRO 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③④⑤	175° LB600 - LB601 [K190-] - LB602 [K200-] - BELUS - GIRED - LSE - MURRO	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b> BELUS MAX <b>FL110</b>

① Climb gradient calculated from pylons at 11700m from DER and 5700m right of CL.

② Climb gradient calculated from relief at 2100m from DER and 6500m left of CL.

③ Departure only usable when CTR 3 Chambery and Class D Chambery TMA active.

④ FIR only

⑤ Warning: Possible turbulences and downdrafts between LB600 and LB601 in case of southerly and westerly wind.

**CMF-LFLB**

5-30

**RNAV SIDs RWY 18 (ATC)****ODIKI 6L / ODIKI 6R / PAS 6L / PAS 6R / ROMAM 6L**

RWY 18 (175°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900
11.2%	ft/MIN	1400	1800	2100	2400	2800	3100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>ODIKI 6L</b> 11.2% to 5300 3.8% to FL150 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BANEK [K200-] - LB623 - ODIKI [K220-]	LB621 MAX <b>FL90</b> LB623 MNM <b>FL130</b> ODIKI MNM <b>FL150</b>
<b>ODIKI 6R</b> 10.3% to 5200 3.6% to FL150 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BANEK - LB623 - ODIKI [K220-]	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b> LB623 MNM <b>FL130</b> ODIKI MNM <b>FL150</b>
<b>PAS 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BANEK [K200-] - PAS	LB621 MAX <b>FL90</b>
<b>PAS 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BANEK - PAS	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b>
<b>ROMAM 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BELUS [K200-] - GIRED - ROMAM	LB621 MAX <b>FL90</b> BELUS MAX <b>FL110</b>

① Climb gradient calculated from pylons at 11700m from DER and 5700m right of CL.

② Climb gradient calculated from relief at 2100m from DER and 6500m left of CL.

③ Departure only usable when CTR 3 Chambery and Class D Chambery TMA active.

④ Warning: Possible turbulences and downdrafts between LB600 and LB601 in case of southerly and westerly wind.

**ROMAM 6R / VENAT 6L / VENAT 6R**

RWY 18 (175°)

	GS	120	150	180	210	240	270
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900
11.2%	ft/MIN	1400	1800	2100	2400	2800	3100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>ROMAM 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BELUS - GIRED - ROMAM	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b> BELUS MAX <b>FL110</b>
<b>VENAT 6L</b> 11.2% to 5300 <b>121.200</b> <b>123.700</b> ②③	175° <u>LB620</u> [K175- ;L] - DCT LB621 [K175-] - BANEK [K200-] - VENAT [K220-]	LB621 MAX <b>FL90</b>
<b>VENAT 6R</b> 10.3% to 5200 <b>121.200</b> <b>123.700</b> ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BANEK [K220-] - VENAT [K220-]	LB601 MAX <b>FL90</b> LB602 MAX <b>FL90</b>

① Climb gradient calculated from pylons at 11700m from DER and 5700m right of CL.

② Climb gradient calculated from relief at 2100m from DER and 6500m left of CL.

③ Departure only usable when CTR 3 Chambery and Class D Chambery TMA active.

④ Warning: Possible turbulences and downdrafts between LB600 and LB601 in case of southerly and westerly wind.

14-JUN-2018

**CMF-LFLB****5-50****SIDs / RNAV SIDs RWY 36****BELUS 6C (ATC) / CHAMBERY 6C / DANBO 6C RNAV**

RWY 36 (355°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>BELUS 6C (ATC)</b> 6.1% to 4100 9.3% to FL110 <b>121.200</b> <b>123.700</b> ②④	intercept LOC <b>CY</b> backcourse 355° to BANEK - <b>LT</b> (MAX 200KT) - intercept R039 <b>LTP</b> inbound - at D15.7 <b>LTP RT</b> - intercept R100 <b>LSE</b> inbound to BELUS	
<b>CHAMBERY 6C</b> <b>CBY 6C</b> 6.1% to 5000 <b>121.200</b> <b>123.700</b> ③	intercept LOC <b>CY</b> backcourse 355° to BANEK - intercept R142 <b>CBY</b> inbound to <b>CBY</b>	
<b>DANBO 6C RNAV</b> 8.8% to 4900 9.3% to FL110 <b>121.200</b> <b>123.700</b> ①④	<b>Conventional</b> intercept LOC <b>CY</b> backcourse 355° to NAZIM - <b>LT</b> (MAX 200KT) - intercept R043 <b>LTP</b> inbound - at D16 <b>LTP RT</b> - intercept R100 <b>LSE</b> inbound to BELUS  <b>RNAV</b> BELUS - MAXUS - DANBO	

- ① Theoretical gradient 8.8% determined by LA CHARVAZ relief 3800ft. The 5112ft high antenna requires to maintain this climb gradient up to 4900ft.
- ② Theoretical gradient 6.1% determined by the MONT CORSUET relief 2750ft. The 3800ft La Charvaz relief requires to maintain this climb gradient up to 4100ft.
- ③ Theoretical gradient 6.1% up to 3200ft determined by the MONT CORSUET relief 2750ft. The 5089ft pylon located on the "Grand Colombier" relief requires to maintain this climb gradient up to 5000ft.
- ④ ATS gradient 9.3% to MNM FL110 at BELUS if cruising LVL higher than FL110. If unable to maintain ATS gradient, inform ATC.

14-JUN-2018

**CMF-LFLB****5-60****SIDs / RNAV SIDs RWY 36****ESAPI 6C / LA TOUR-DU-PIN 6C / MEBAK 6C / MURRO 6C**

RWY 36 (355°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>ESAPI 6C</b> 6.1% to 4100 7.5% to FL150 <b>121.200</b> <b>123.700</b> ②④	intercept LOC <b>CY</b> backcourse 355° to BANEK - <b>RT</b> (MAX 200KT) intercept R046 <b>LTP</b> - at D39 <b>LTP RT</b> (MAX 220KT) - intercept R142 <b>PAS</b> to ESAPI	ESAPI MAX <b>FL150</b>
<b>LA TOUR-DU-PIN 6C</b> <b>LTP 6C</b> 8.8% to 4900 <b>121.200</b> <b>123.700</b> ①	intercept LOC <b>CY</b> backcourse 355° to NAZIM - <b>LT</b> (MAX 200KT) intercept R043 <b>LPT</b> inbound to <b>LTP</b>	
<b>MEBAK 6C</b> 8.8% to 4900 9.3% to FL110 <b>121.200</b> <b>123.700</b> ①③⑤	intercept LOC <b>CY</b> backcourse 355° to NAZIM - <b>LT</b> (MAX 200KT) intercept R043 <b>LTP</b> inbound - at D16 <b>LTP RT</b> - intercept R100 <b>LSE</b> inbound to BELUS - <b>LSE</b> - at <b>LSE LT</b> R262 <b>LSE</b> to MEBAK	
<b>MURRO 6C</b> 8.8% to 4900 9.3% to FL110 <b>121.200</b> <b>123.700</b> ①③⑥	intercept LOC <b>CY</b> backcourse 355° to NAZIM - <b>LT</b> (MAX 200KT) intercept R043 <b>LTP</b> inbound - at D16 <b>LTP RT</b> - intercept R100 <b>LSE</b> inbound to BELUS - <b>LSE</b> - at D2.3 <b>LSE LT</b> intercept R230 <b>LSE</b> to MURRO	

- ① Theoretical gradient 8.8% determined by LA CHARVAZ relief 3800ft. The 5112ft high antenna requires to maintain this climb gradient up to 4900ft.
- ② Theoretical gradient 6.1% determined by LA CHARVAZ relief 3800ft. The 6087ft high relief requires to maintain this climb gradient up to 4100ft.
- ③ ATS gradient 9.3% to MNM FL110 at BELUS if cruising LVL higher than FL110. If unable to maintain ATS gradient, inform ATC.
- ④ If unable to maintain higher ATS climb gradient, inform ATC.
- ⑤ If cruising LVL higher than FL195, MEBAK MNM FL200
- ⑥ FIR only

Changes: Editorial



14-JUN-2018

**CMF-LFLB**

5-70

**SIDs / RNAV SIDs RWY 36****ODIKI 6C / PASSEIRY 6C / ROMAM 6C**

RWY 36 (355°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.1%	ft/MIN	900	1100	1300	1600	1800	2000
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>ODIKI 6C</b> 6.1% to 4100 7.1% to FL150 <b>121.200</b> <b>123.700</b> ②④	intercept LOC <b>CY</b> backcourse 355° to BANEK - <b>RT</b> (MAX 200KT) intercept R046 <b>LTP</b> - at D41 <b>LTP RT</b> (MAX 200KT) - intercept R131 <b>PAS</b> to ODIKI	ODIKI MAX <b>FL150</b>
<b>PASSEIRY 6C</b> <b>PAS 6C</b> 6.1% to 3200 <b>121.200</b> <b>123.700</b> ①	intercept LOC <b>CY</b> backcourse 355° to BANEK - <b>RT</b> intercept R192 <b>PAS</b> inbound to <b>PAS</b>	
<b>ROMAM 6C</b> 8.8% to 4900 9.3% to FL110 <b>121.200</b> <b>123.700</b> ③	intercept LOC <b>CY</b> backcourse 355° to NAZIM - <b>LT</b> (MAX 200KT) intercept R043 <b>LTP</b> inbound - at D16 <b>LTP RT</b> - intercept R100 <b>LSE</b> inbound to BELUS - R100 <b>LSE</b> inbound - at GIRED (D6.3 <b>LSE</b> ) <b>LT</b> - intercept R174 <b>LSE</b> to ROMAM	

① Theoretical gradient 6.1% up to 3200ft determined by the MONT CORSUET relief 2750ft.

② Theoretical gradient 6.1% determined by LA CHARVAZ relief 3800ft. The 6087ft high relief requires to maintain this climb gradient up to 4100ft.

③ ATS gradient 9.3% to MNM FL110 at BELUS if cruising LVL higher than FL110. If unable to maintain ATS gradient, inform ATC.

④ If unable to maintain higher ATS climb gradient, inform ATC.

14-JUN-2018

**CMF-LFLB****5-80****SIDs / RNAV SIDs RWY 36****VENAT 6C**

RWY 36 (355°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>VENAT 6C</b> 6.1% to 3600 8.1% to FL130 <b>121.200</b> <b>123.700</b> ①②	intercept LOC <b>CY</b> backcourse 355° to BANEK - <b>RT</b> (MAX 200KT) - R046 <b>LTP</b> to VENAT (MAX 220KT)	

① Theoretical gradient 6.1% determined by the MONT CORSUET relief 2750ft. The 6012ft "Tete du Parmelan" requires to maintain this climb gradient up to 3600ft.

② If unable to maintain higher ATS climb gradient, inform ATC.

Effective 09-NOV-2017

02-NOV-2017

CMF-LFLB

France **Chambery** Aix-Les-Bains

[RNAV MEBAK/MURRO/OMANI/ROMAM 9P]

6-10

RNAV AMVAR 9P/LTP 9A/ PINED 9P

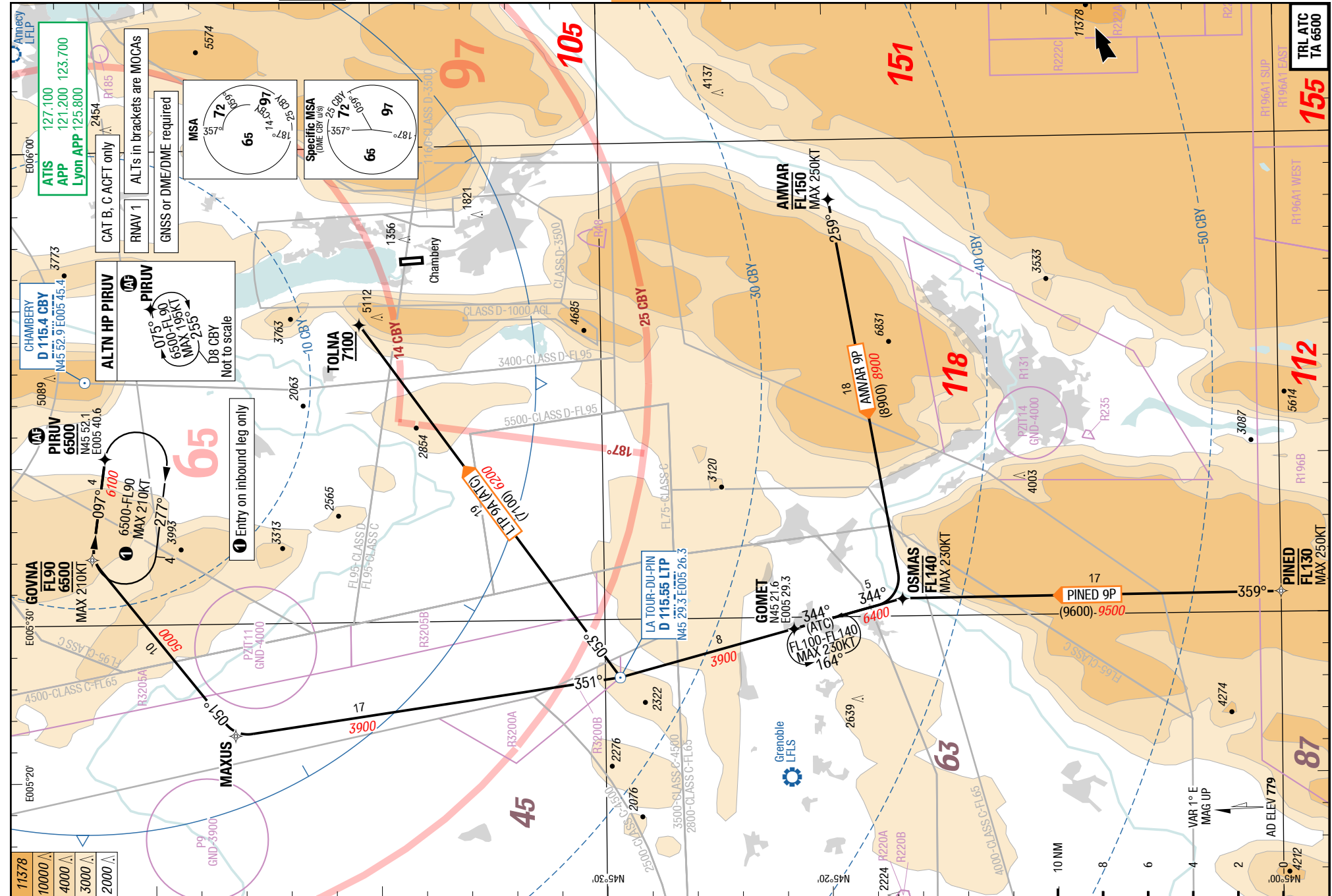
STAR

STAR

Aix-Les-Bains **Chambery** France

[RNAV MEBAK/MURRO/OMANI/ROMAM 9P]

RNAV AMVAR 9P/LTP 9A/ PINED 9P



Changes: new

Effective 09-NOV-2017

02-NOV-2017

CMF-LFLB

France **Chambery** Aix-Les-Bains

6-20

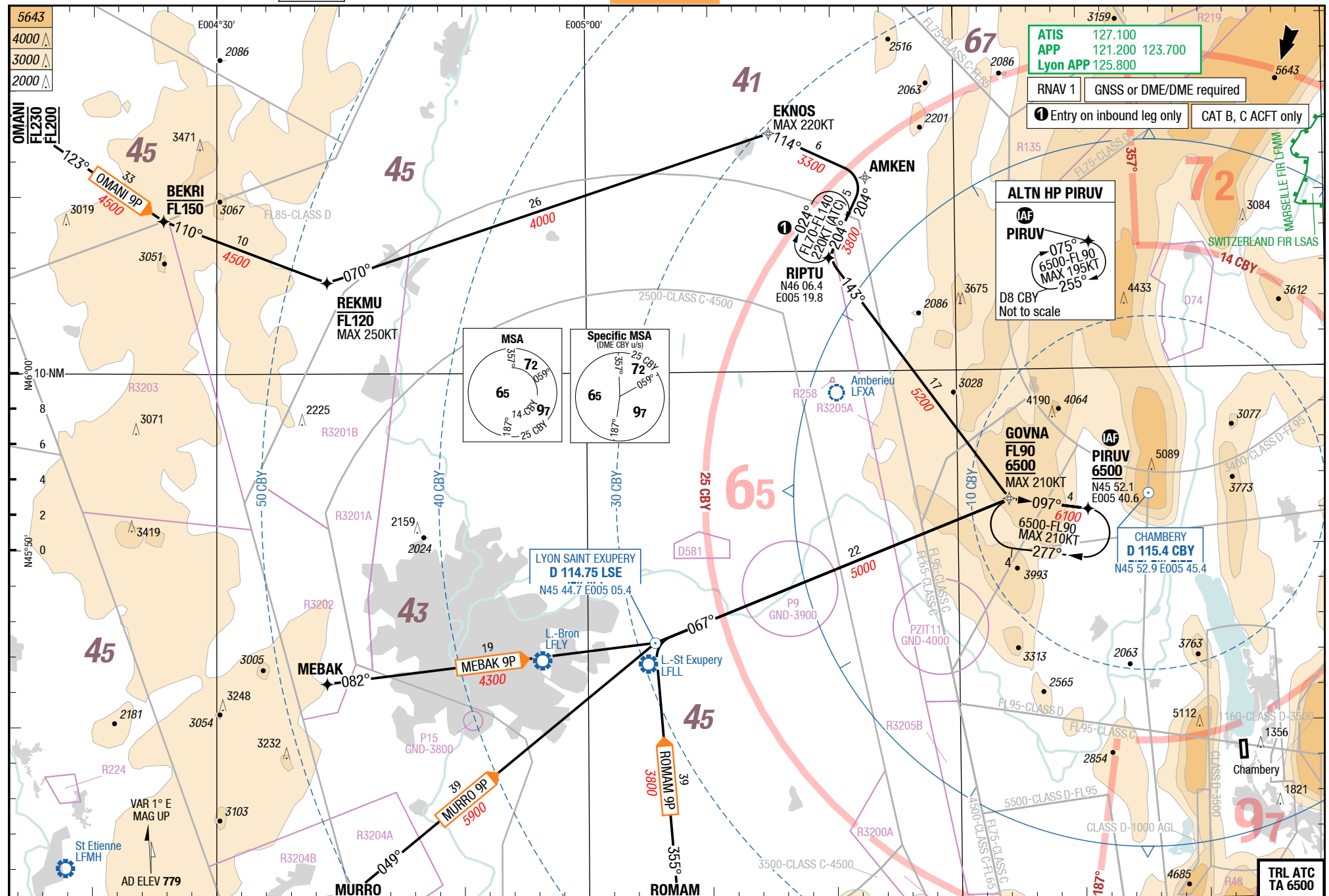
RNAV MEBAK/MURRO/OMANI/ROMAM 9P

STAR

STAR

Aix-Les-Bains **Chambery** France

RNAV MEBAK/MURRO/OMANI/ROMAM 9P



Changes: new

Effective 09-NOV-2017

02-NOV-2017

CMF-LFLB

France **Chambery** Aix-Les-Bains

NIL

6-30

RNAV SALEV 9A/9P/9Q

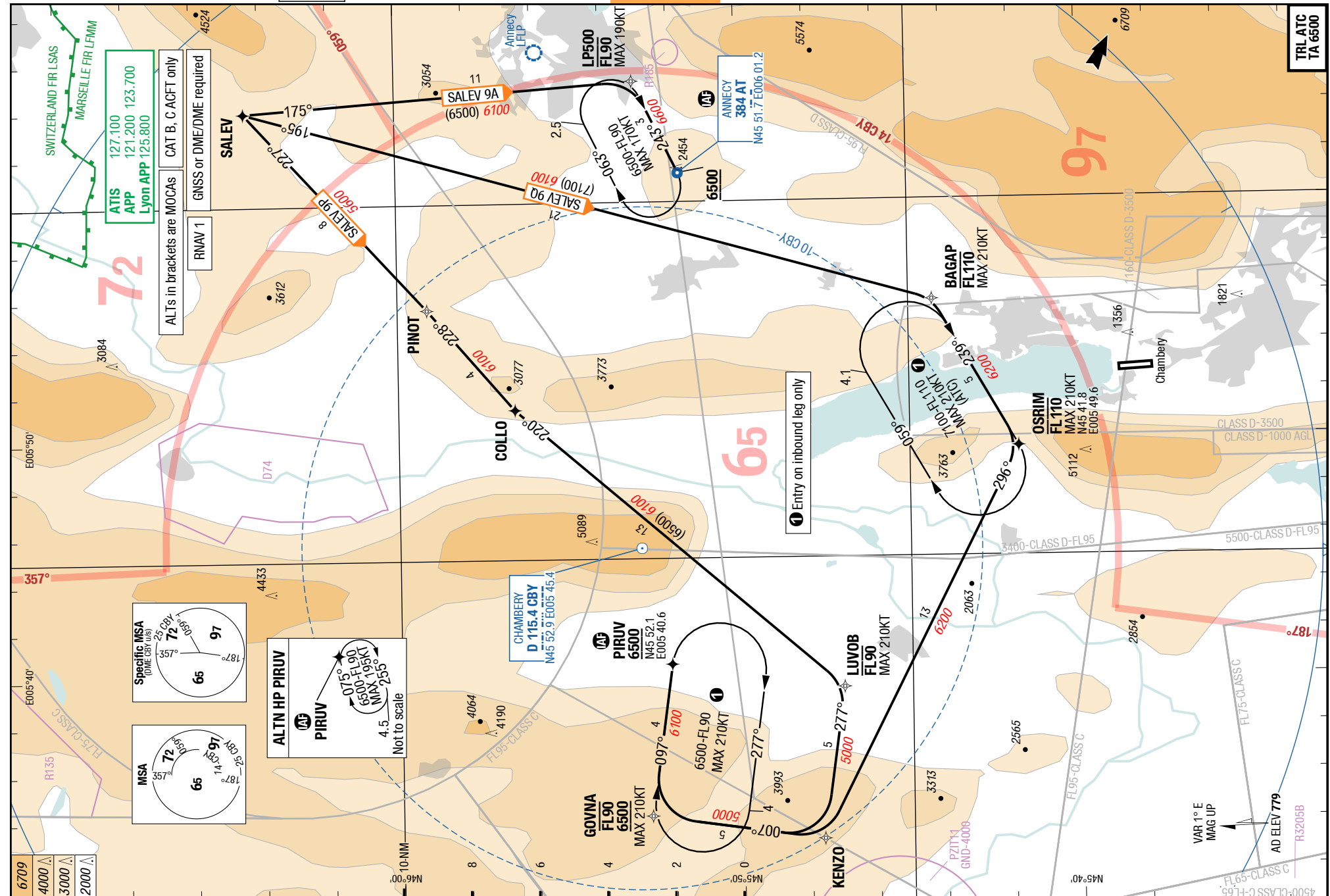
STAR

STAR

Aix-Les-Bains **Chambery** France

NIL

RNAV SALEV 9A/9P/9Q

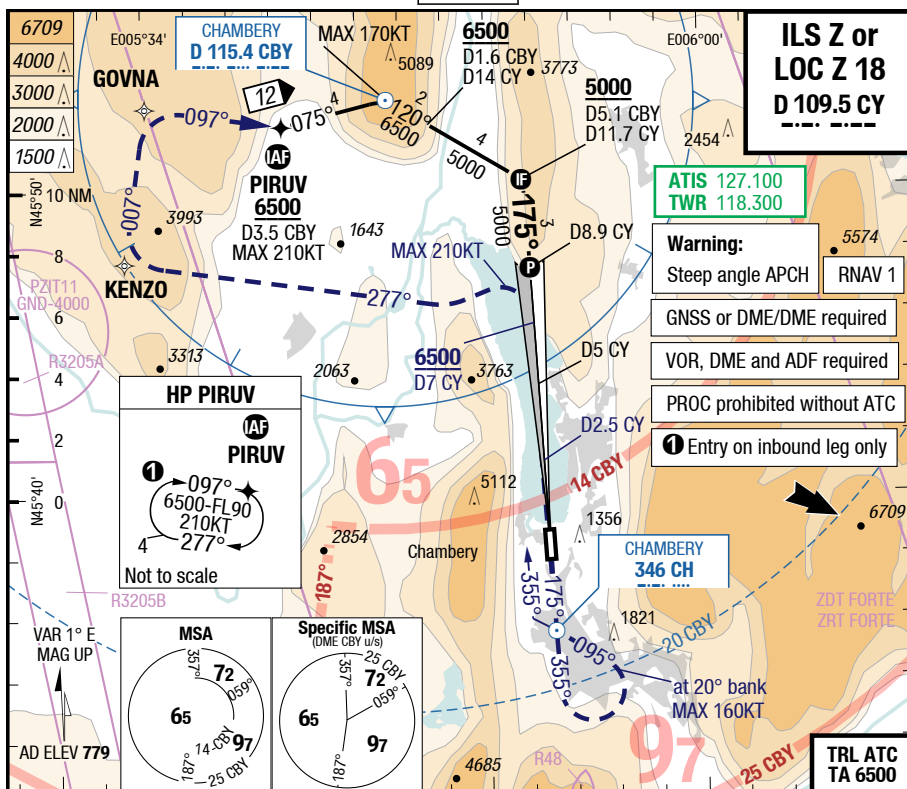


Changes: Completely revised

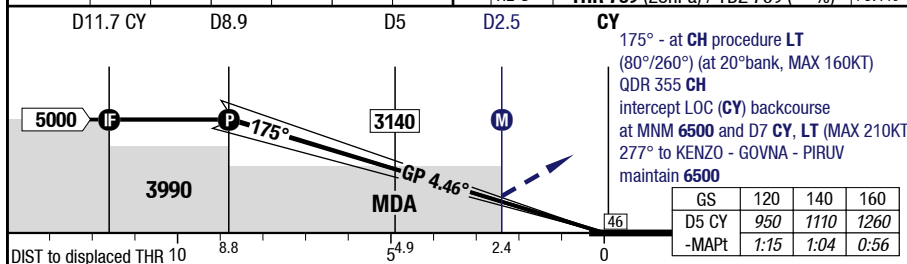
**CMF-LFLB**

7-10

**ILS Z or LOC Z 18**



LOC 4.47° D CY	8.9	8	7	6	4	3	<div> <div>18</div> <div>HL-S</div> </div>	<div> <div> <div>450</div> <div>230</div> <div>1790 x 45</div> <div>84.5°</div> <div>60 HL</div> </div> <div> <div>THR 769 (28hPa) / IDZ 769 (---%)</div> <div>+0.1%</div> </div> </div>
	5000	4580	4100	3630	2680	2200		

[illegible]

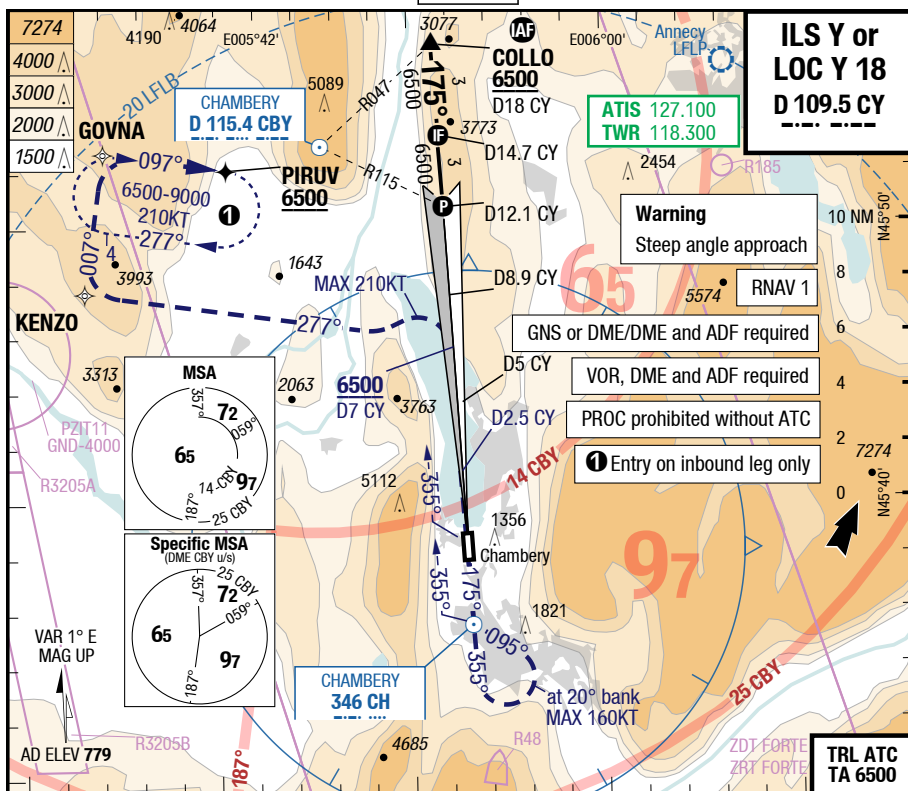
1) wo ATC PROC NA 2) Up to 5000ft 3) Minima shown are based on 140KIAS, for complete MISAP requirements see AOI 4) With EVS 650m 5) With EVS 800m 6) With EVS 1.5km 7) With EVS 1.6km



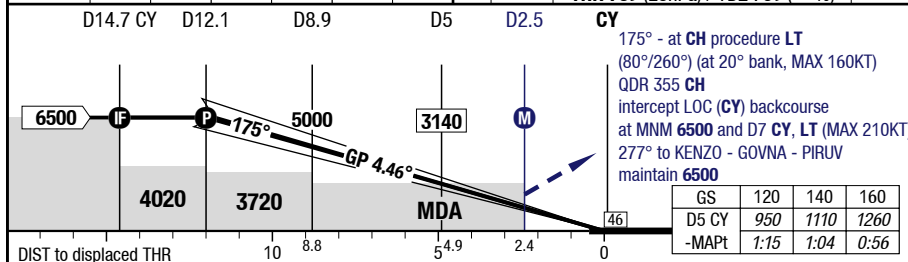
## CMF-LFLB

7-20

## ILS Y or LOC Y 18



LOC 4.47° D CY	12.1	11	10	8	7	6	18	HL-S	THR 769 (28hPa) / TDZ 769 (---%)	+0.1%
	6500	6000	5530	4580	4100	3630				



18	Cat 1 DME SPEC GA 8.0% 1) 2)	Cat 1 DME SPEC GA 7.0% 1) 2)	Cat 1 DME SPEC GA 6.0% 1) 2)	Cat 1 DME SPEC GA 5.0% 1) 2)	Cat 1 DME SPEC GA 4.0% 1) 2)	Circling
C	ft - m/km ft 310 - 1.0 1080 3) 4)	360 - 1.2 1130 3) 5)	590 - 2.3 1360 3) 6)	890 - 2.4 1660 3) 7)	1250 - 2.4 2020 3) 7)	Not published
D	ft - m/km ft Not authorized	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized

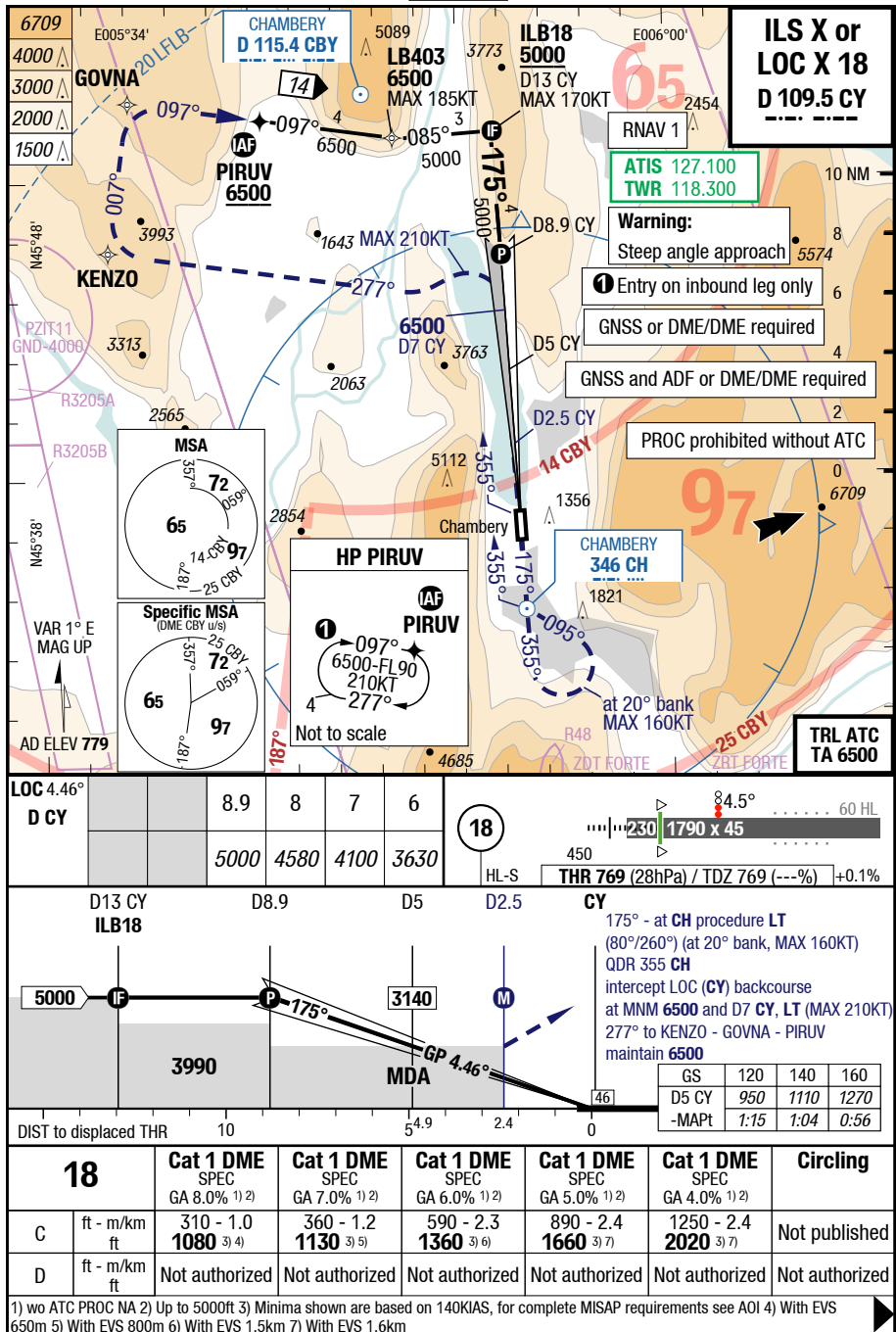
1) wo ATC PROC NA 2) Up to 5000ft 3) Minima shown are based on 140KIAS, for complete MISAP requirements see AOI 4) With EVS 650m 5) With EVS 800m 6) With EVS 1.5km 7) With EVS 1.6km

Changes: MISAP, Note

## CMF-LFLB

7-30

## ILS X or LOC X 18

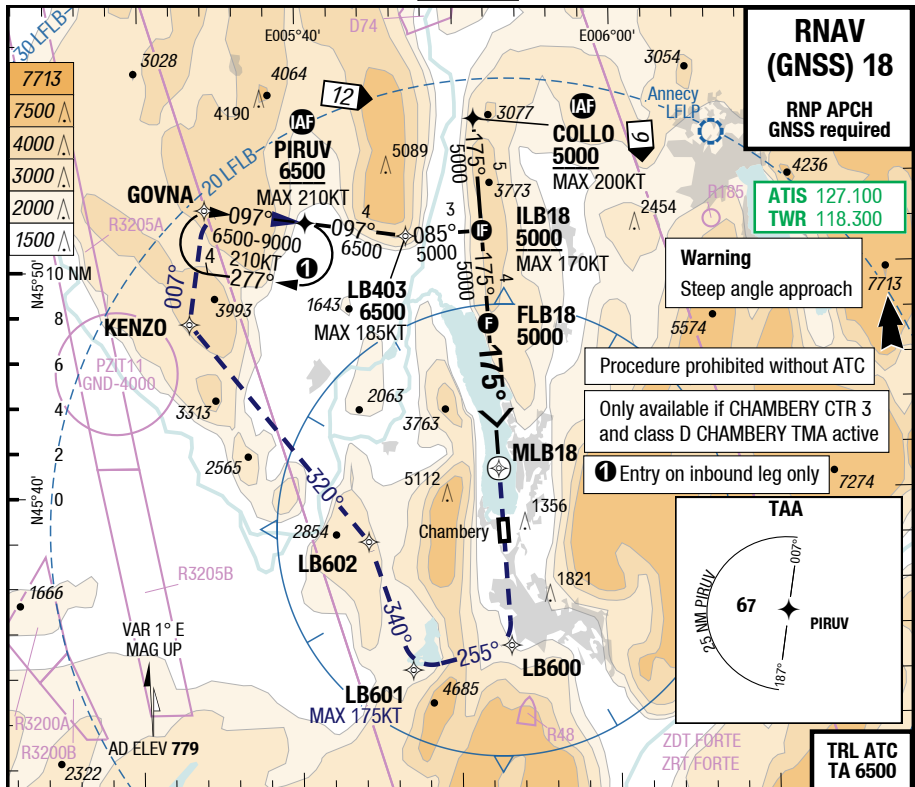




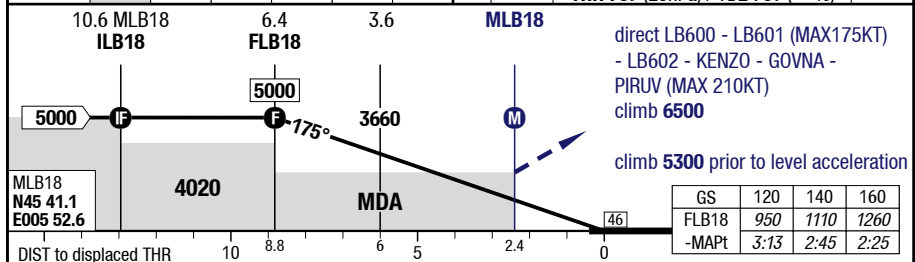
## CMF-LFLB

7-50

## RNAV (GNSS) 18



4.46°	6.4	6	5	4	3	18	8.45°	60 HL
MLB18	5000	4800	4330	3850	3380	HL-S	230	1790 x 45
THR 769 (28hPa) / TDZ 769 (---%) +0.1%								

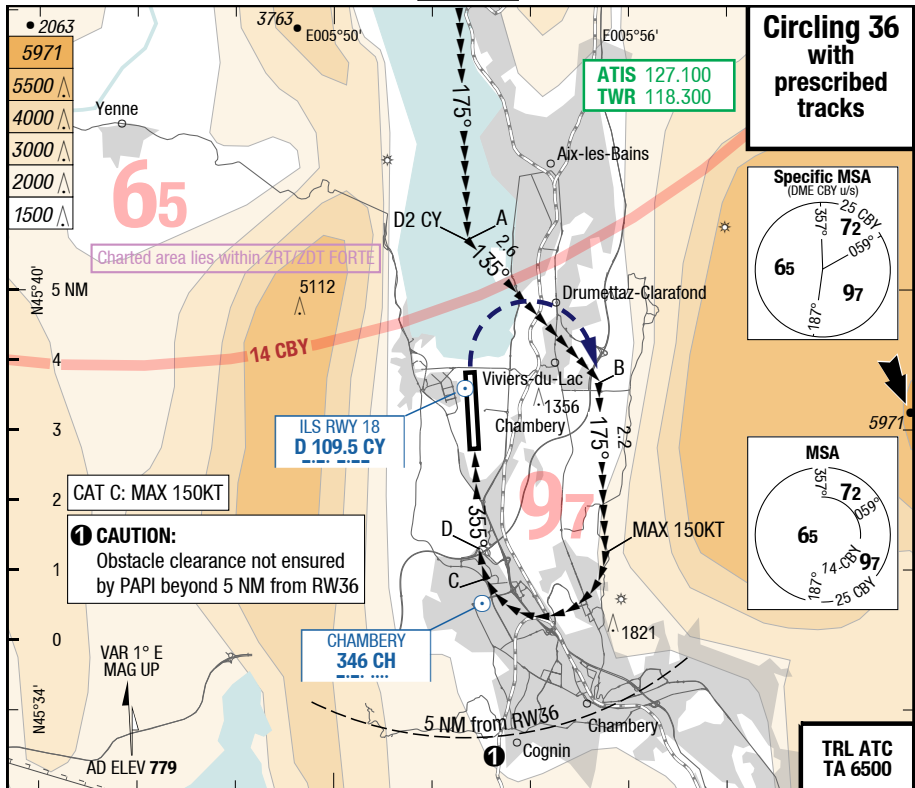


18	RNAV GNSS VNAV GA 6.0% 1)	RNAV GNSS VNAV GA 5.0% 1)	RNAV GNSS VNAV GA 4.5% 1)	RNAV GNSS VNAV GA 4.0% 1)	RNAV GNSS VNAV GA 3.5% 1)	Circling
C	ft - m/km ft 1560 - 5.0 2320 2)	1580 - 5.0 2340 2)	1770 - 5.0 2530 2)	1970 - 5.0 2730 2)	2190 - 5.0 2950 2)	Not published
D	ft - m/km ft Not authorized	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 15°C (59°F)

2) With EVS 3.3km

Changes: new

**CMF-LFLB****7-70****Circling 36 with prescribed tracks****VISUAL**

MISAP: RT at RWY end to rejoin point B.

<b>36</b>		<b>Circling P-TRK</b> after ILS GA 4.5%	<b>Circling P-TRK</b> after ILS GA 2.5%	<b>Circling P-TRK</b> after LOC GA 5.0%	<b>Circling P-TRK</b> after LOC GA 2.5%	<b>Circling</b>
C	ft - m/km ft	1110 - 3.0V <b>1880</b> <sup>1)</sup>	1910 - 3.0V <b>2680</b> <sup>1)</sup>	1380 - 5.0V <b>2150</b> <sup>1)</sup>	2790 - 5.0V <b>3560</b> <sup>1)</sup>	Not published
D	ft - m/km ft	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized

1) HN NA if danger beacon U/S

Changes: LDA

02-NOV-2017

## CMF-LFLB

7-90

## WxMinima Overflow

18		Cat 1 DME SPEC GA 3.0% <sup>1) 2)</sup>	Cat 1 DME SPEC GA 2.5% <sup>1) 2)</sup>	LOC DME GA 5.0% <sup>1) 2)</sup>	LOC DME GA 4.0% <sup>1) 2)</sup>	LOC DME GA 3.0% <sup>1) 2)</sup>	LOC DME GA 2.5% <sup>1) 2)</sup>
C	ft - m/km ft	1670 - 2.4 <b>2440</b> <sup>3) 4)</sup>	1910 - 2.4 <b>2680</b> <sup>3) 4)</sup>	1390 - 5.0 <b>2150</b>	1860 - 5.0 <b>2620</b>	2480 - 5.0 <b>3240</b>	2800 - 5.0 <b>3560</b>
D	ft - m/km ft	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized
1) wo ATC PROC NA 2) Up to 5000ft 3) Minima shown are based on 140KIAS, for complete MISAP requirements see AOI 4) With EVS 1.6km							
18		RNAV GNSS VNAV GA 3.0% <sup>1)</sup>	RNAV GNSS VNAV GA 2.5% <sup>1)</sup>	RNAV GNSS LNAV GA 6.0%	RNAV GNSS LNAV GA 5.0%	RNAV GNSS LNAV GA 4.5%	RNAV GNSS LNAV GA 4.0%
C	ft - m/km ft	2420 - 5.0 <b>3180</b> <sup>2)</sup>	2680 - 5.0 <b>3440</b> <sup>2)</sup>	1620 - 5.0 <b>2380</b>	1700 - 5.0 <b>2460</b>	1970 - 5.0 <b>2730</b>	2230 - 5.0 <b>2990</b>
D	ft - m/km ft	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized	Not authorized
1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 15°C (59°F) 2) With EVS 3.3km							
18		RNAV GNSS LNAV GA 3.5%	RNAV GNSS LNAV GA 3.0%	RNAV GNSS LNAV GA 2.5%			
C	ft - m/km ft	2500 - 5.0 <b>3260</b>	2760 - 5.0 <b>3520</b>	3020 - 5.0 <b>3780</b>			
D	ft - m/km ft	Not authorized	Not authorized	Not authorized			

Changes: MIN

Effective 09-NOV-2017

02-NOV-2017

CMF-LFLB

France Chambéry Aix-Les-Bains

NIL

MRC

MRC

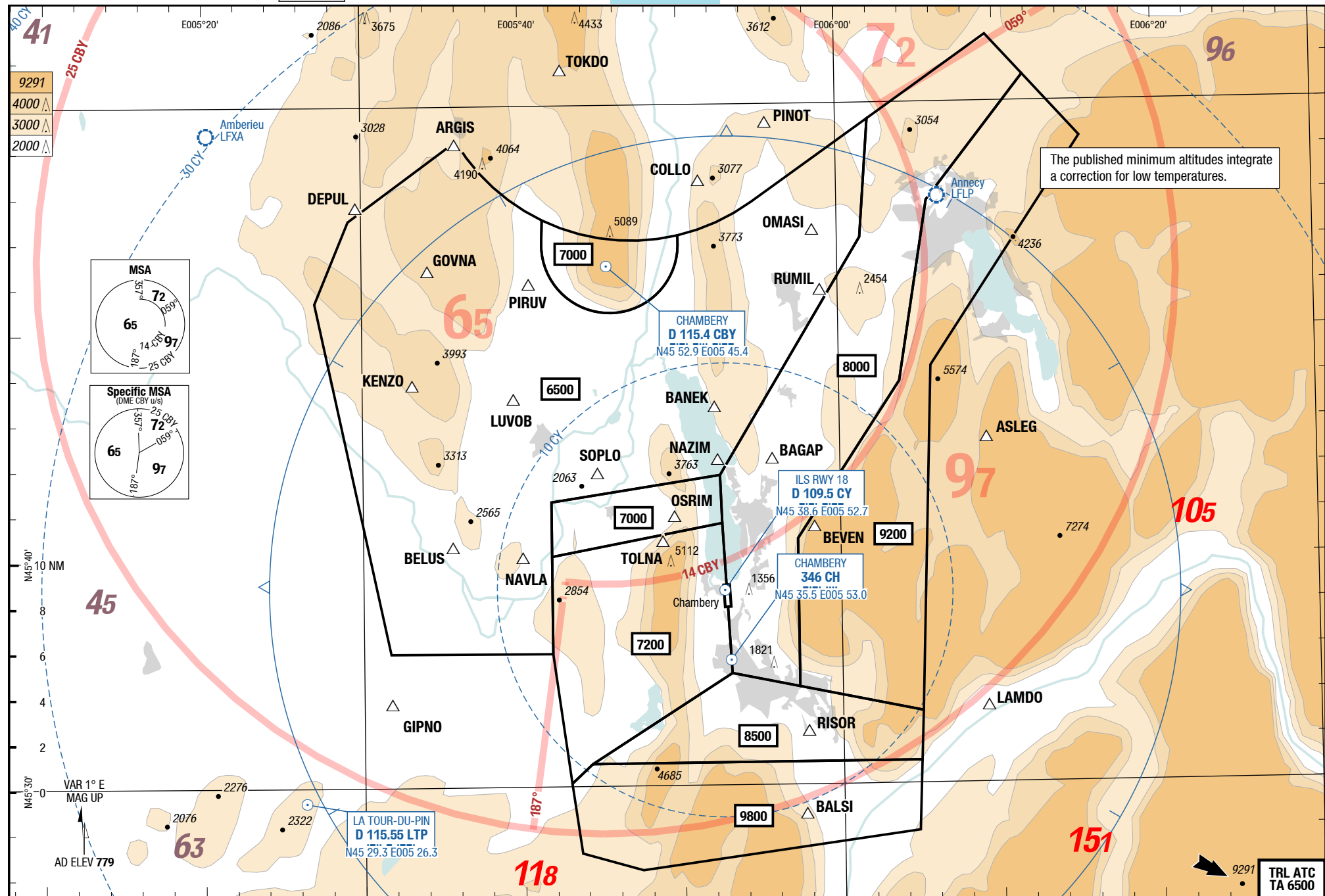
MRC

Aix-Les-Bains Chambéry France

NIL

MRC

8-10



Changes: RADAR SECT, WPT, OBST