

GENERAL**Operational Hours****ATS Hours:**TWR: MON-FRI 0630-1730 \pm .AFIS: MON-FRI 1730-1900 \pm , SAT-SUN 0700-1900 \pm .

Other times 2HR PPR.

| **AD ADMIN Hours:** 0700-1900 \pm , outside these SKED permanence: AD operator.**Airport Information****RFF:** CAT 8 0700-1900 \pm , CAT 5 PPR 2HR PN, CAT 7/8 PPR previous day before 1900 \pm .**Fuel:** 0700-1900 \pm . Other times 2HR PN.**PCN:** RWY 03/21: 70F/C/W/T**Customs:** 4HR PN**Operation****Preferential RWY**

LDG: Use RWY 21 when tailwind <10KT.

TKOF: Use RWY 03 when tailwind <10KT.

Taxi

Taxiing on TWY F and G prohibited.

Warnings

Wildlife strike hazard.

| Training of heavy ACFT and MIL activity.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure**

In case of MISAP:

After second MISAP apply the procedure to vacate the TMA following SOPIL 6G routing at the first safety level and seek VMC.

Arrival Procedure**Noise Abatement Procedure**

APCH RWY 03 following visual maneuvering without prescribed track base leg must be flown in such a way as to make the final APCH short thus avoiding, as far as possible, the build up areas of Chateauroux. Final APCH must be flown following an angle of 3° (5.2%) MNM.

DEPARTURE**Take-off Minima**

RWY		21	
All ACFT	ft - m/km	0 - 300R/300V	-
		0 - 550R/550V	wo ATS, HJ only
RWY		03	
All ACFT	ft - m/km	0 - 300V	-
		0 - 550V	wo ATS, HJ only

Speed

MAX IAS 250KT below FL100.

Communication**COM Failure**

VMC: Turn back and land on AD.

IMC: Continue the flight till TMA limits, at last assigned LVL or if this one is not suitable with OBST, at first ENRT safety FL, then comply with flight plan in force.

Departure Procedure**Omnidirectional Departure**

RWY 21: From DER climb on track 229°. At 900 turn right 244° until D5 CX, proceed direct route climbing up to ENRT safety ALT.

OLINO 6E/6G

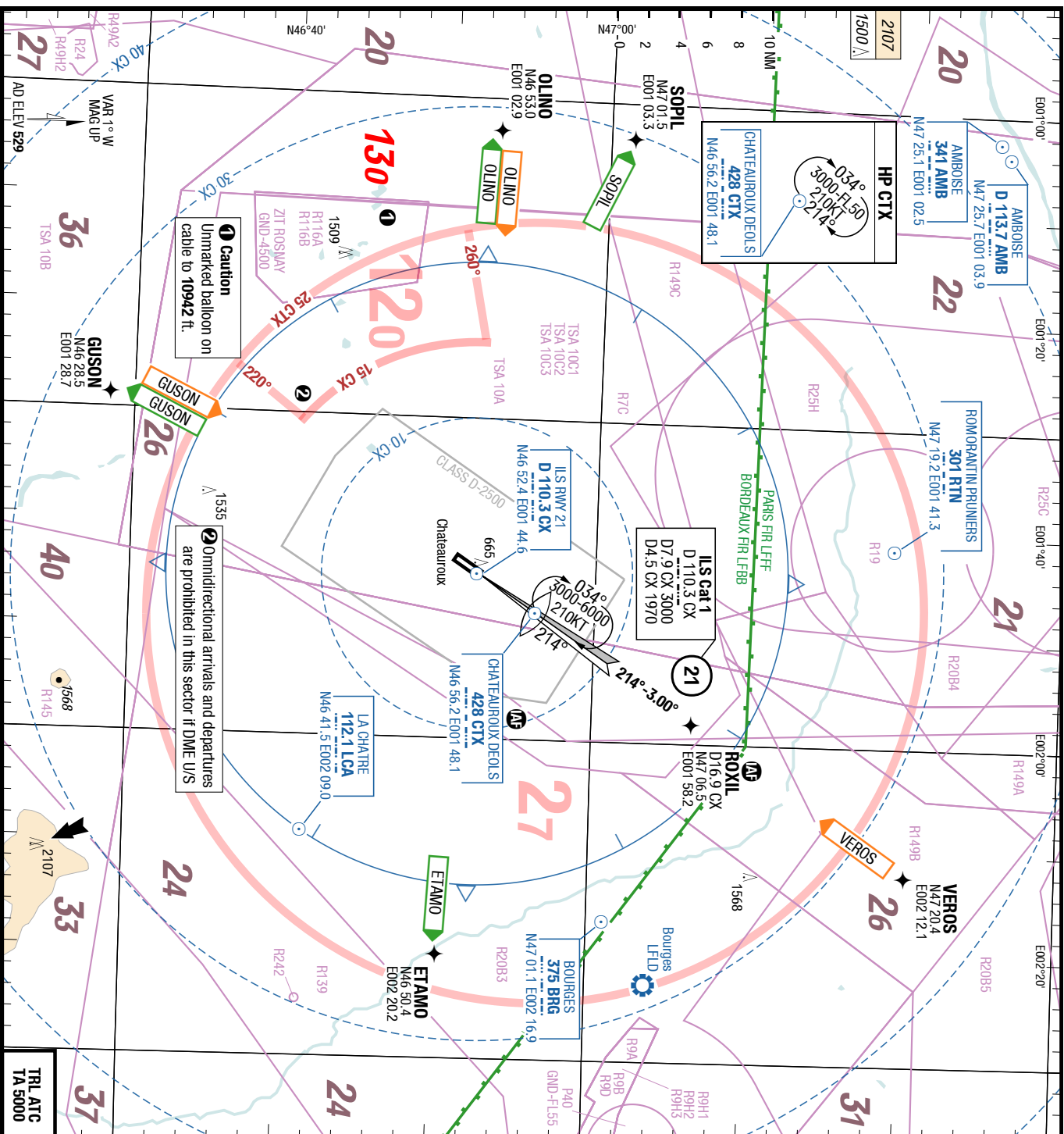
Usable for DEST LFBI, MAX FL60.

Noise Abatement Procedure

TKOF RWY 21: The RWY must be used from its far northern end. All TKOFs must comply with the configuration and climb rating in accordance with noise reduction depending on the current operational conditions.

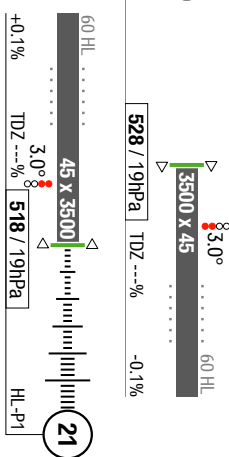
De-Icing

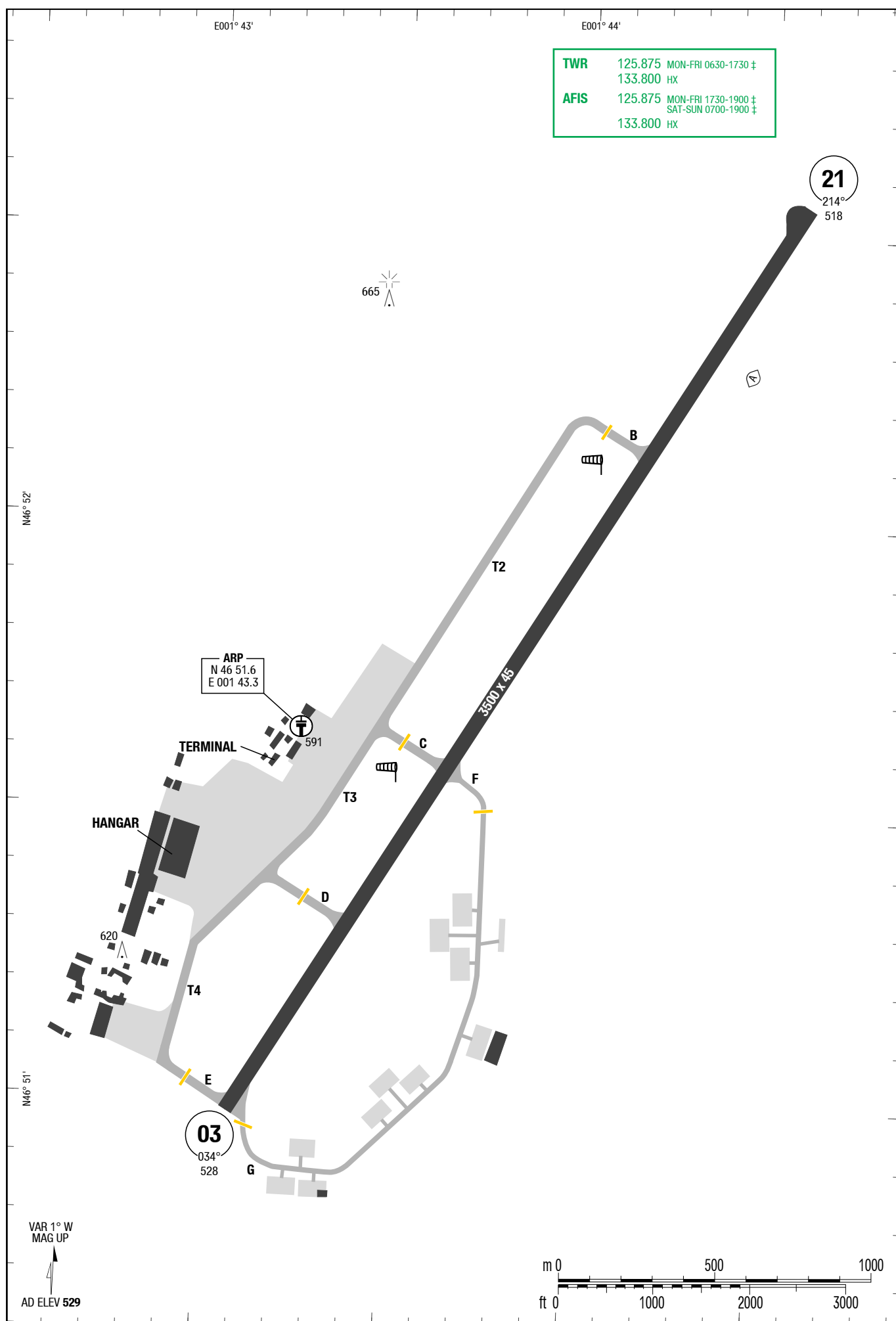
AVBL



Bordeaux CTL	127.675
Poitiers APP	134.100
TWR	125.875 MON-FRI 0630-1730 †
AFIS	133.800 HX
	125.875 MON-FRI 1730-1900 †
	SAT-SUN 0700-1900 †
	133.800 HX

Landing RWY system:





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CHR-LFLX

France Chateauroux Deals

RNAV SIDs RWY 21

RNAV SIDs RWY 03

4-10

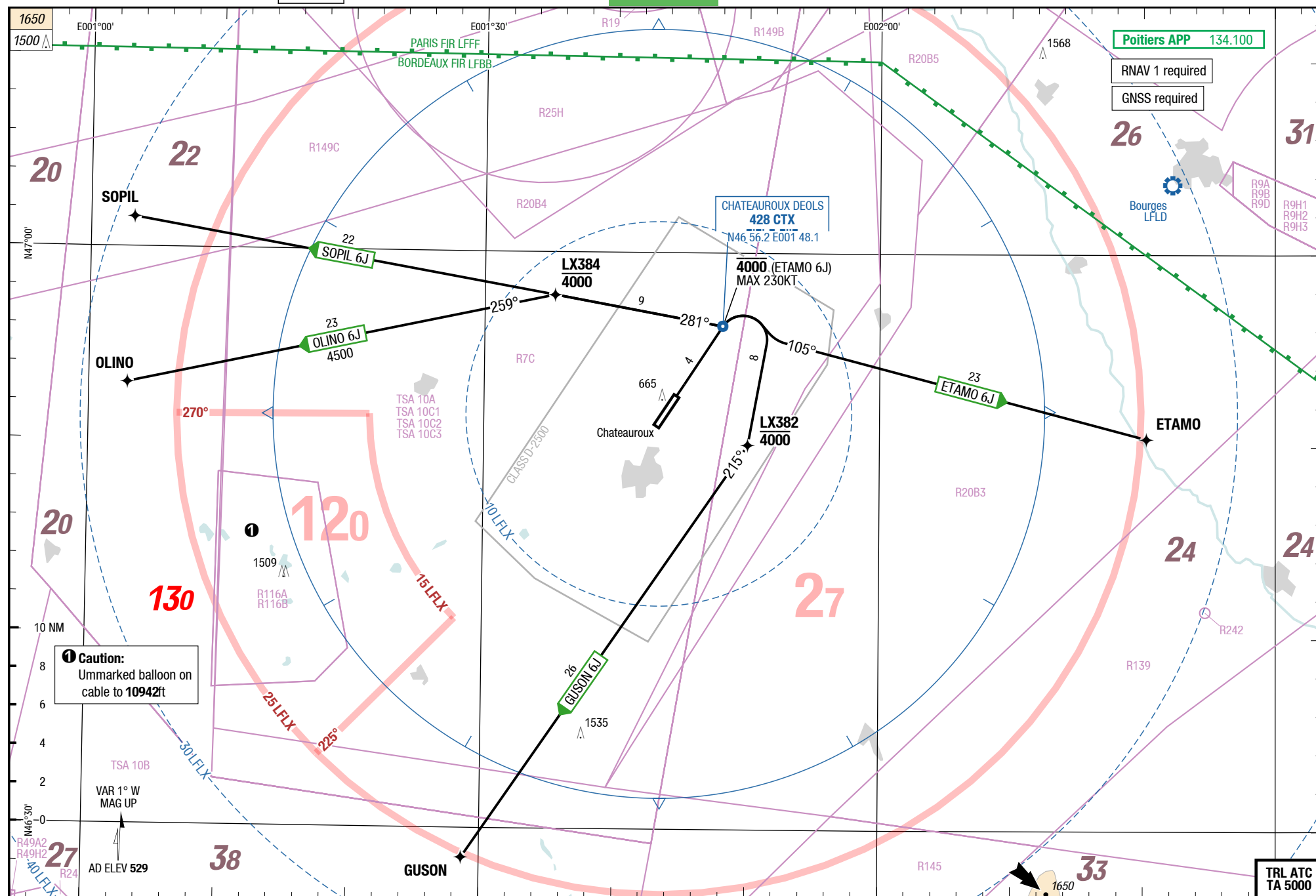
SID

SID

Deols **Chateauroux** France

RNAV SIDs RWY 21

RNAV SIDs RWY 03



Changes: new

TRL ATC
TA 5000

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France Chateauroux Deals

Deols **Chateauroux** France**CHR-LFLX**

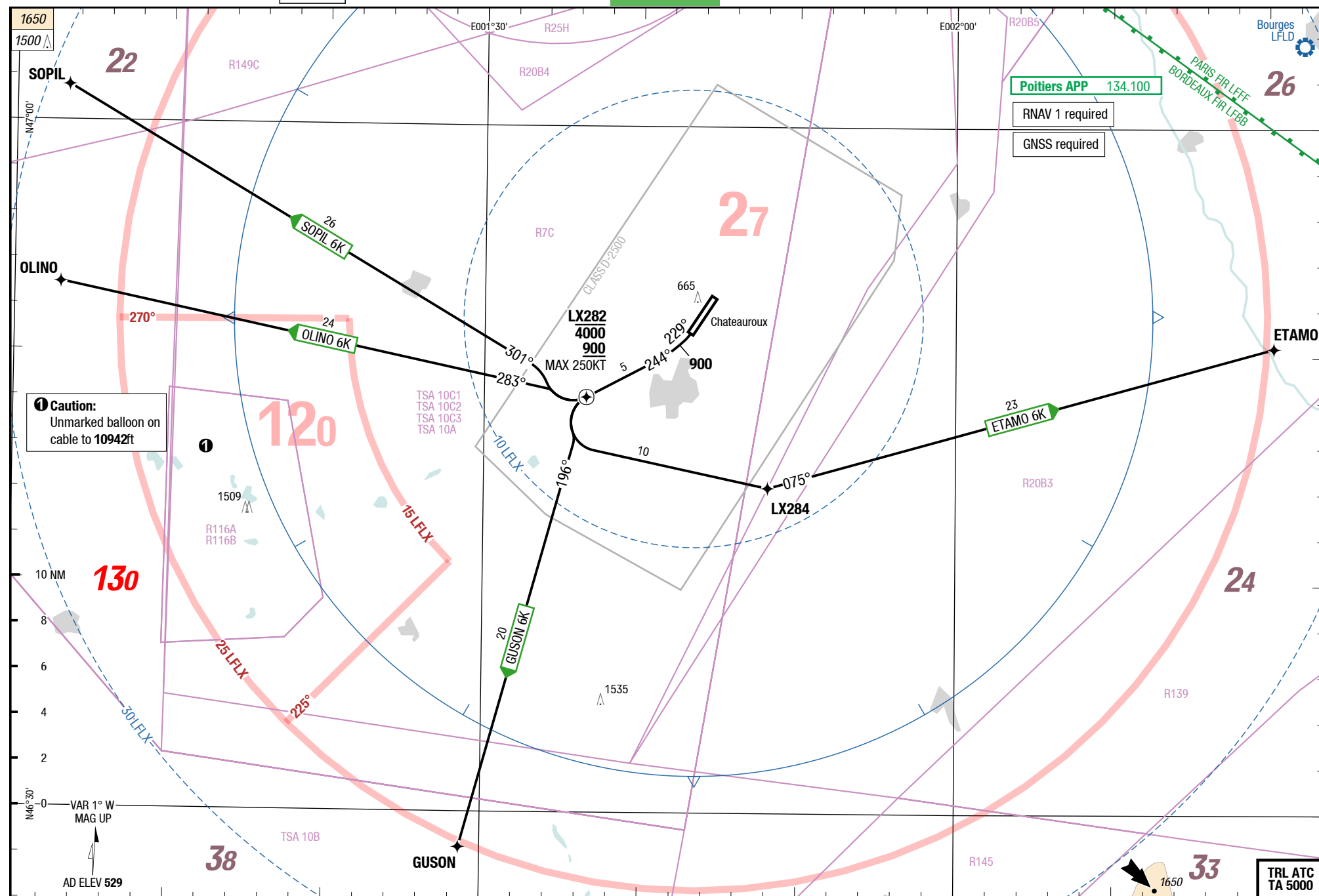
4-20

RNAV SIDs RWY 21

SID

SID

RNAV SIDs RWY 21



Changes: new

Effective 06-FEB-2014

30-JAN-2014

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France Chateauroux Deols

SIDs RWY 21

SIDs RWY 03

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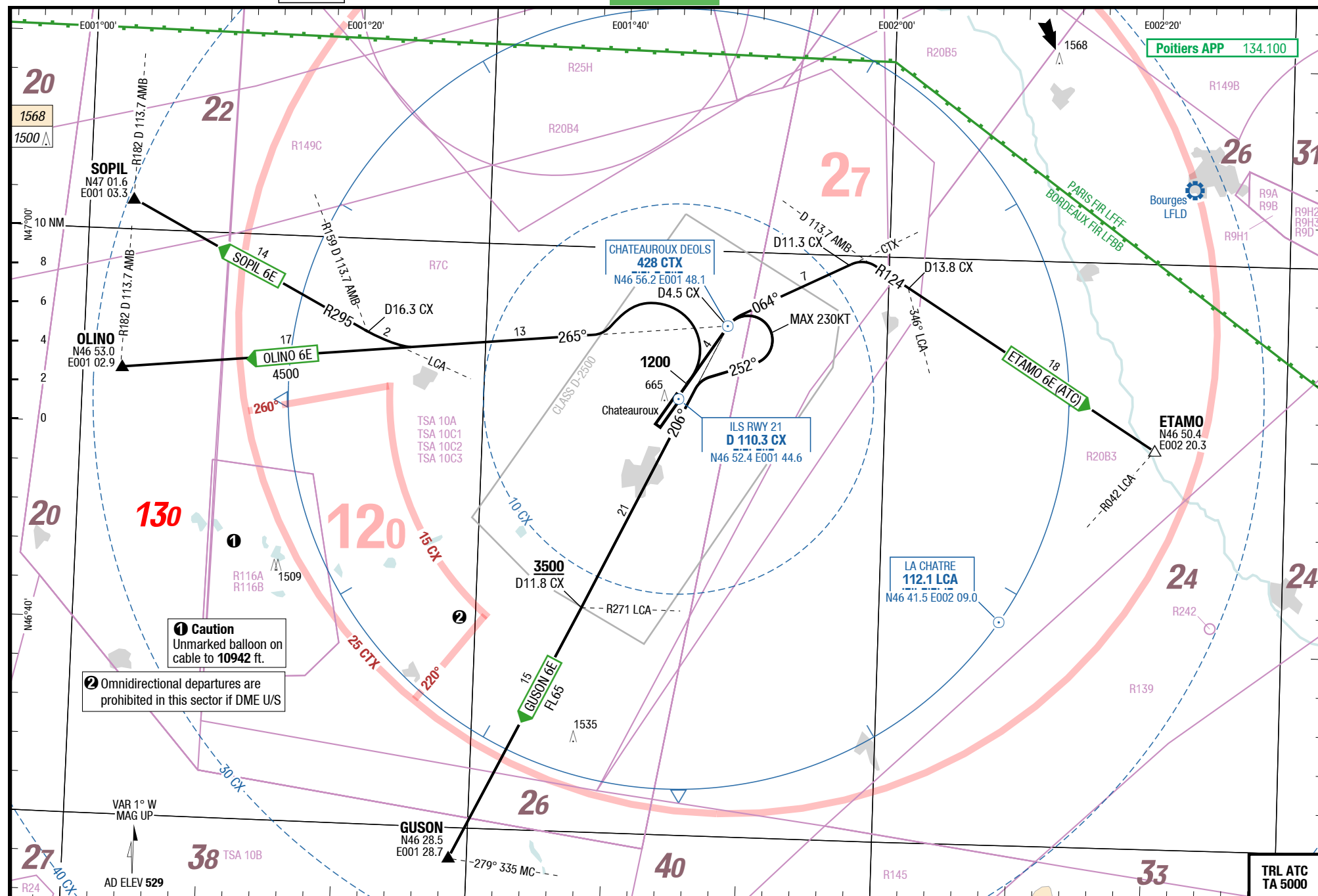
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Deols Chateauroux France

SIDs RWY 21

SIDs RWY 03

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Deols **Chateauroux** France**CHR-LFLX**

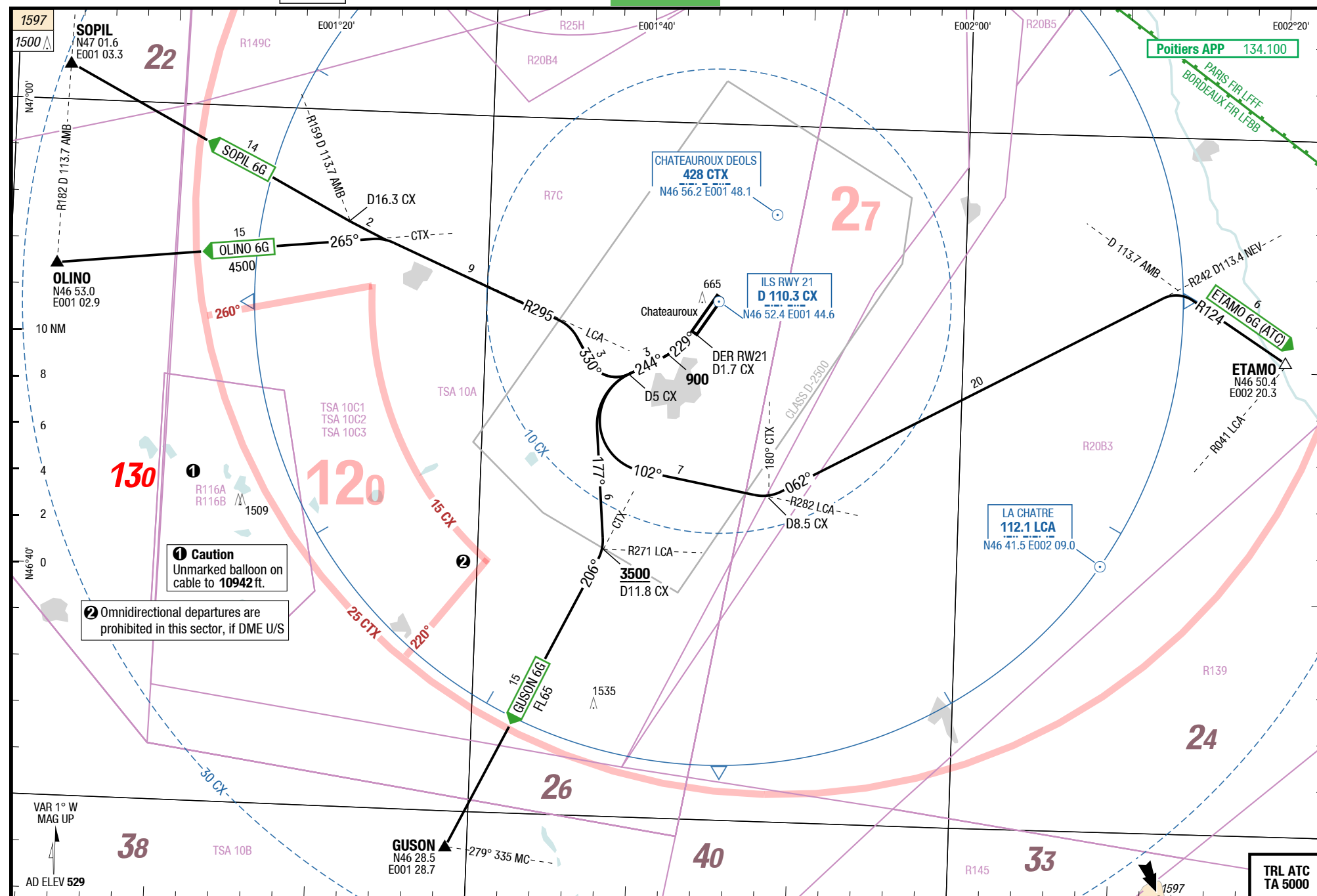
4-40

SIDs RWY 21

SID

SID

SIDs RWY 21



Changes: Page Number, PROC renumbered, OBST

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RNAV SIDs RWY 03

SIDPT

ETAMO 6J / GUSON 6J / OLINO 6J / SOPIL 6J

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
ETAMO 6J 134.100	CTX [K230- ; A4000- ; R] - ETAMO	
GUSON 6J 134.100	CTX [K230- ; R] - LX382 [A4000- ; R] - GUSON	
OLINO 6J 134.100	CTX [K230- ; L] - LX384 [A4000- ; L] - OLINO	
SOPIL 6J 134.100	CTX [K230- ; L] - LX384 [A4000-] - SOPIL	

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5-20

RNAV SIDs RWY 21

SIDPT

ETAMO 6K / GUSON 6K / OLINO 6K / SOPIL 6K

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
ETAMO 6K 134.100	M229 - [A900 ;R] - <u>LX282</u> [K250- ;A900-A4000 ;L]- LX284 [L] - ETAMO	
GUSON 6K 134.100	M229 - [A900 ;R] - <u>LX282</u> [K250- ;A900-A4000 ;L] - GUSON	
OLINO 6K 134.100	M229 - [A900 ;R] - <u>LX282</u> [K250- ;A900-A4000 ;R] - OLINO	
SOPIL 6K 134.100	M229 - [A900 ;R] - <u>LX282</u> [K250- ;A900-A4000 ;R] - SOPIL	

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SIDs RWY 03

SIDPT

ETAMO 6E / GUSON 6E / OLINO 6E / OMNIDIRECTIONAL DEP / SOPIL 6E

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
ETAMO 6E (ATC) 134.100	at CTX (D4.5 CX) RT - QDR 064 CTX - intercept R124 AMB to ETAMO	
GUSON 6E 134.100	at CTX (D4.5 CX) RT 252° (MAX 230KT) - intercept QDR 206 CTX to GUSON	D11.8 CX / R271 LCA MNM 3500
OLINO 6E 134.100 ①	at 1200 LT intercept QDR 265 CTX to OLINO	
OMNIDIRECTIONAL DEP 134.100 ②	at 1200 proceed direct route climbing to MEA	
SOPIL 6E 134.100	at 1200 LT intercept QDR 265 CTX - intercept R295 LCA to SOPIL	

① Usable for destination LFBI, MAX FL60.

② Omnidirectional departures in sector QDR 220° CTX to QDR 260° CTX (between D15 CX and 25 CTX) are prohibited if DME U/S.

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SIDs RWY 21

SIDPT

ETAMO 6G / GUSON 6G / OLINO 6G / OMNIDIRECTIONAL DEP / SOPIL 6G

RWY 21 (214°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
ETAMO 6G (ATC) 134.100 ①	229° - at 900 RT 244° - at D5 CX LT intercept R282 LCA inbound - crossing QDR 180 CTX and D8.5 CX LT intercept R242 NEV inbound - intercept R124 AMB to ETAMO	
GUSON 6G 5.0% to 3500 134.100	229° - at 900 RT 244° - at D5 CX LT 177° intercept QDR 206 CTX to GUSON	D11.8 CX / R271 LCA MNM 3500
OLINO 6G 134.100 ②	229° - at 900 RT 244° - at D5 CX RT 330° intercept R295 LCA - intercept QDR 265 CTX to OLINO	
OMNIDIRECTIONAL DEP 134.100 ③	229° - at 900 RT 244° - at D5 CX proceed direct route climbing to MEA	
SOPIL 6G 134.100	229° - at 900 RT 244° - at D5 CX RT 330° intercept R295 LCA to SOPIL	

① Only for ACFT unable to comply with MNM climb gradient of 5.0%.

② Usable for destination LFBI, MAX FL60.

③ Omnidirectional departures in sector QDR 220° CTX to QDR 260° (between D15 CX and 25 CTX) are prohibited if DME U/S.

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6-10

France **Chateauroux** Deals

STARs RWY 21

RNAV STARs RWY 21

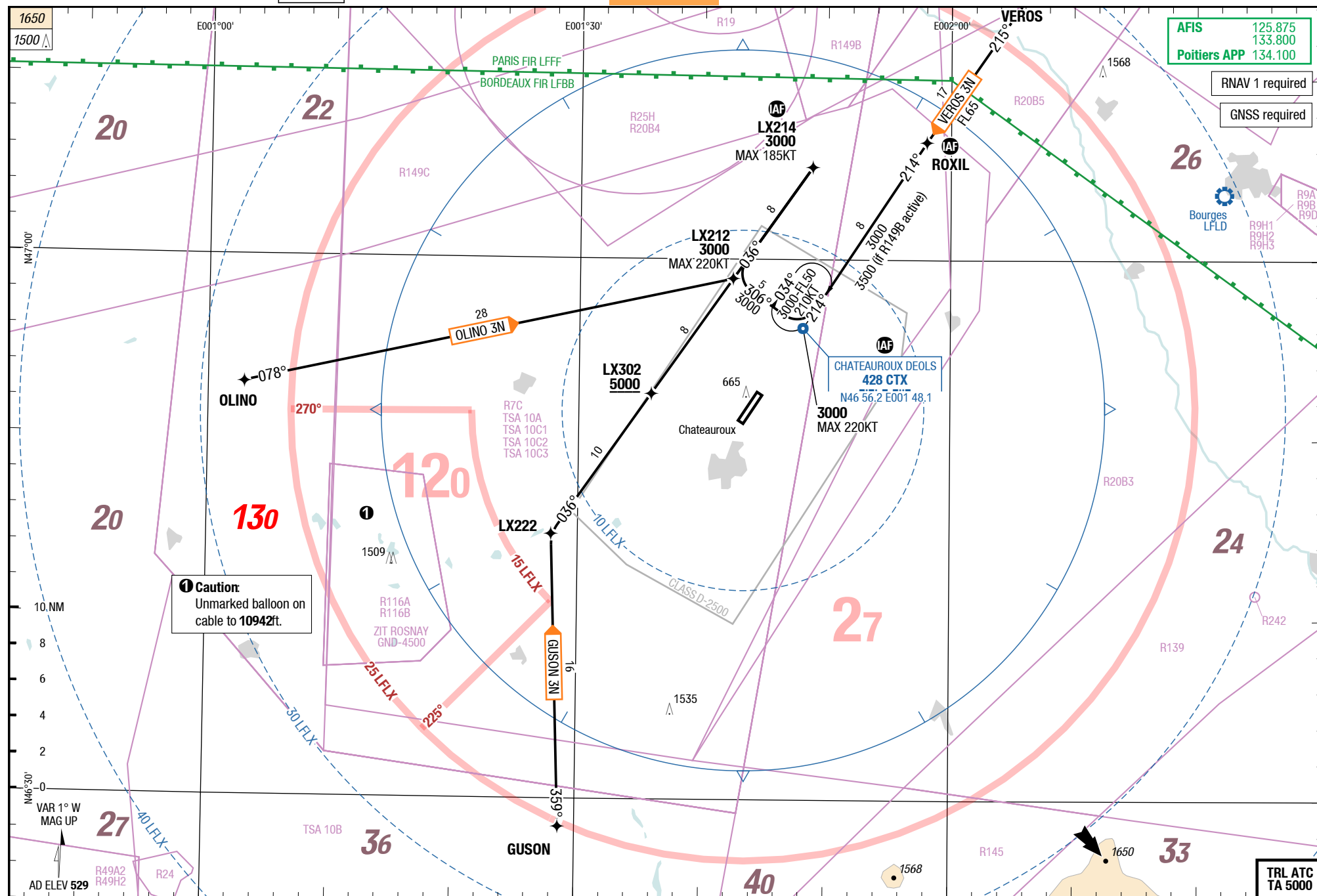
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Deals **Chateauroux** France

STARs RWY 21

RNAV STARs RWY 21



Changes: MGA, FREQ, SUAs

TRL ATC
TA 5000

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France **Chateauroux** Deals

Deals **Chateauroux** France

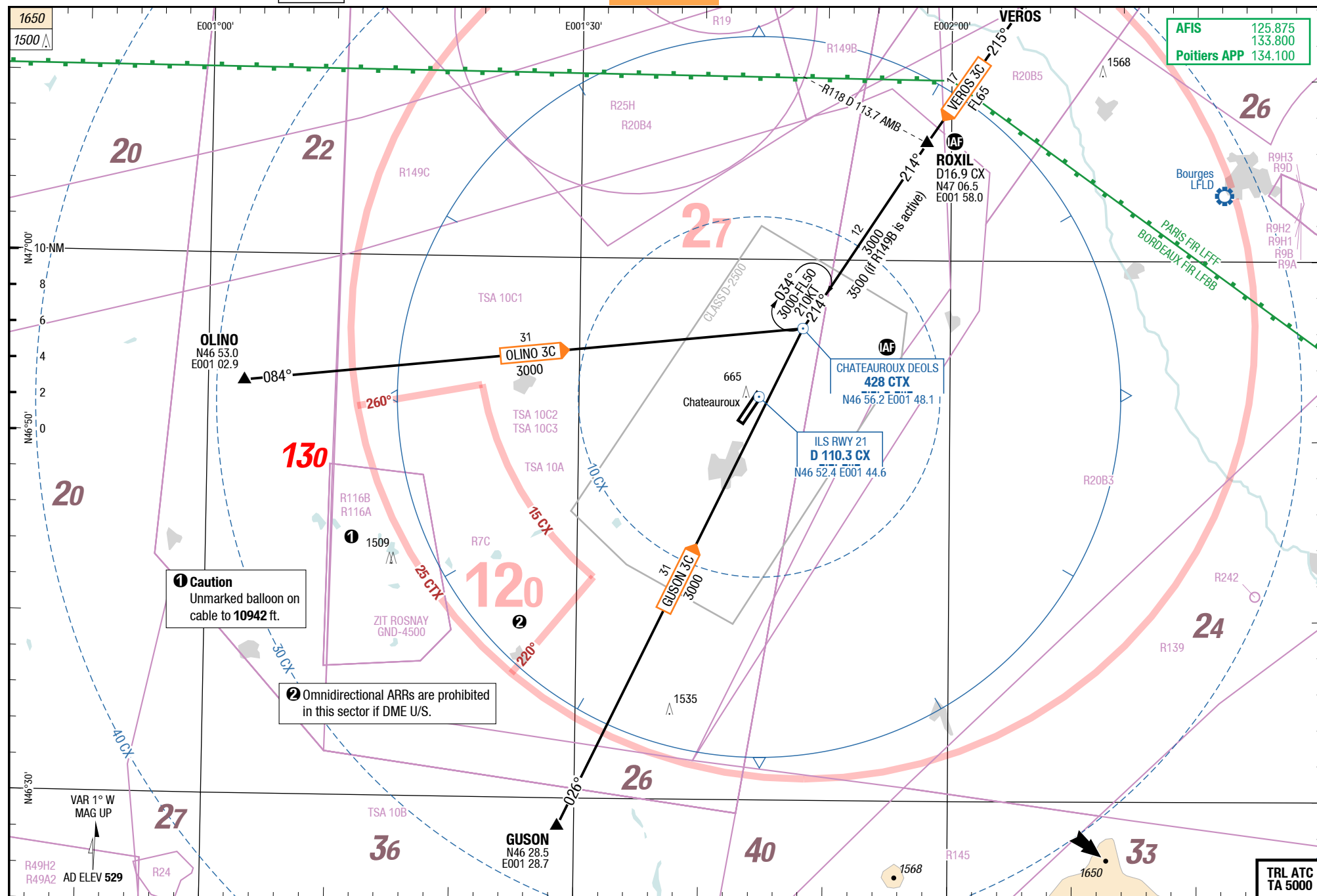
6-20

STARs RWY 21

STAR

STAR

STARs RWY 21



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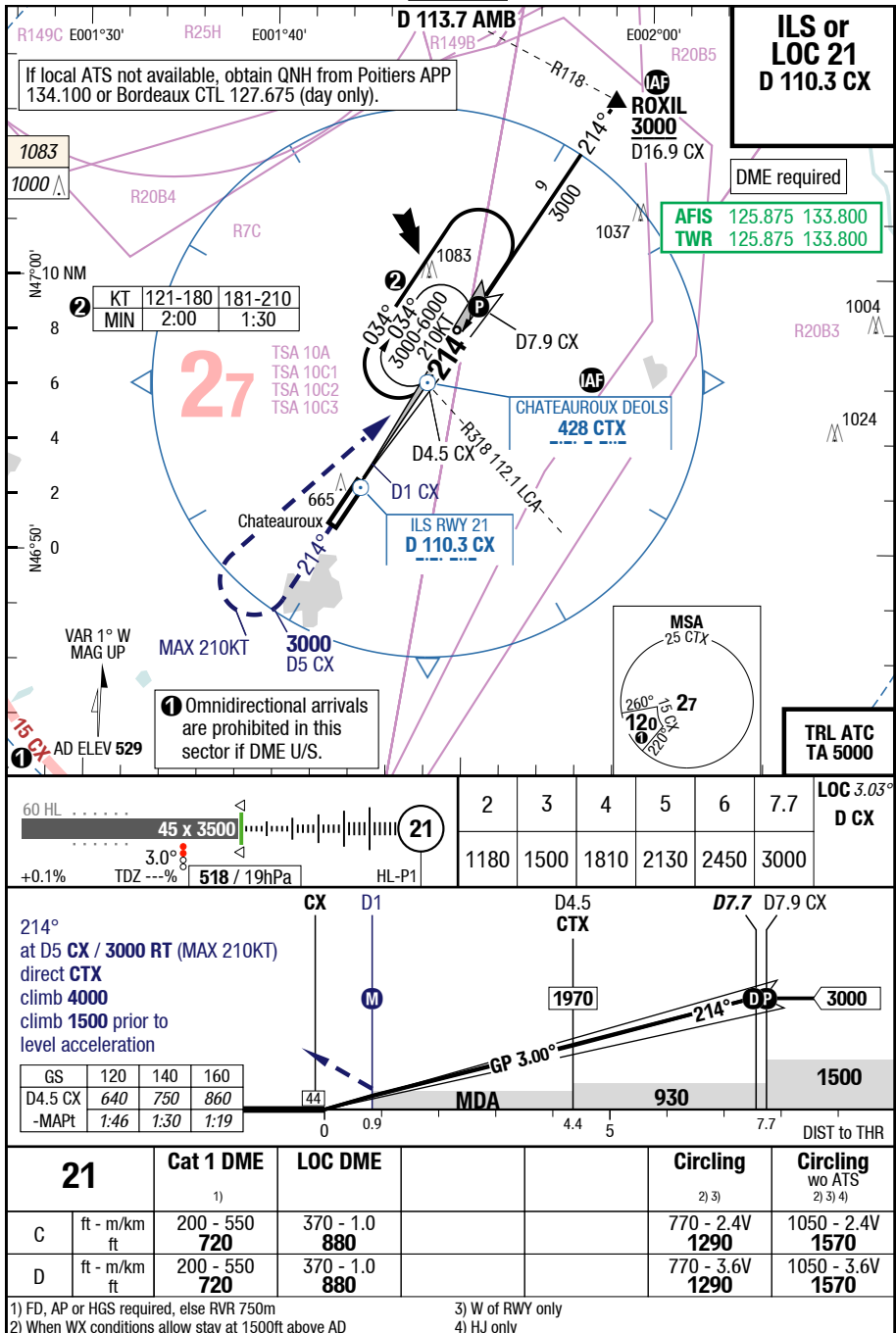
France Chateauroux Deols

IAC

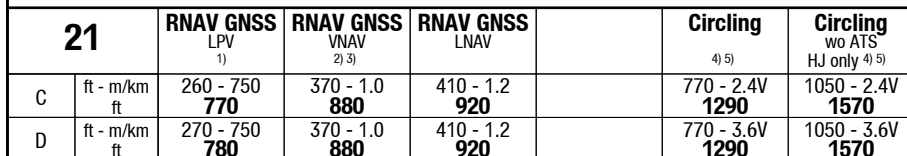
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7-10

ILS or LOC 21



Changes: FREQ, OBST



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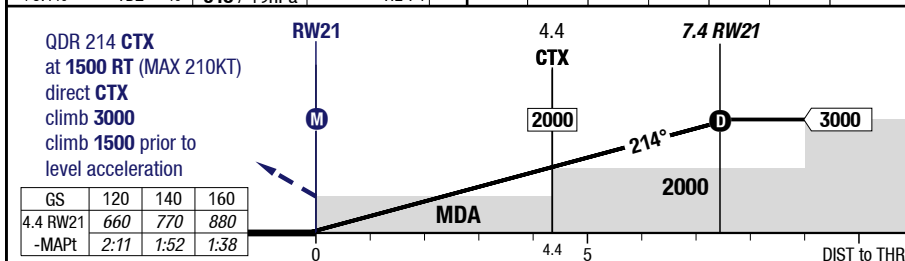
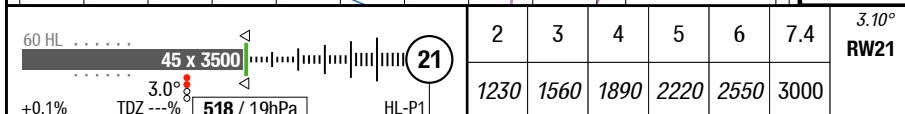
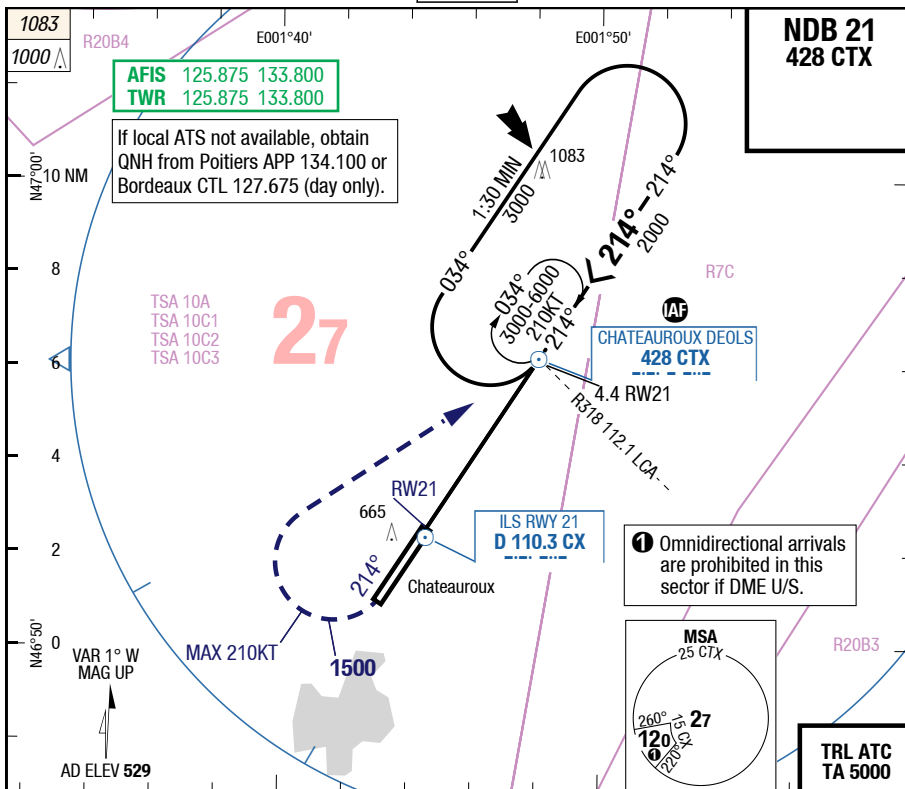
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IAC

7-50

NDB 21



21		NDB				Circling 1) 2)	Circling wo ATS 1) 2) 3)
C	ft - m/km ft	410 - 1.2 920				770 - 2.4V 1290	1050 - 2.4V 1570
D	ft - m/km ft	410 - 1.2 920				770 - 3.6V 1290	1050 - 3.6V 1570

1) When WX conditions allow stay at 1500ft above AD 3) HJ only
 2) W of RWY only

Changes: FREQ, OBST