

**GENERAL****Operational Hours****AD Hours:** HJ**Airport Information****RFF:** CAT 7 1230-2359‡, 0000-0100‡**Fuel:** 1230-0100‡**PCN:** RWY 01/19: 50/F/C/X/T**Warnings**

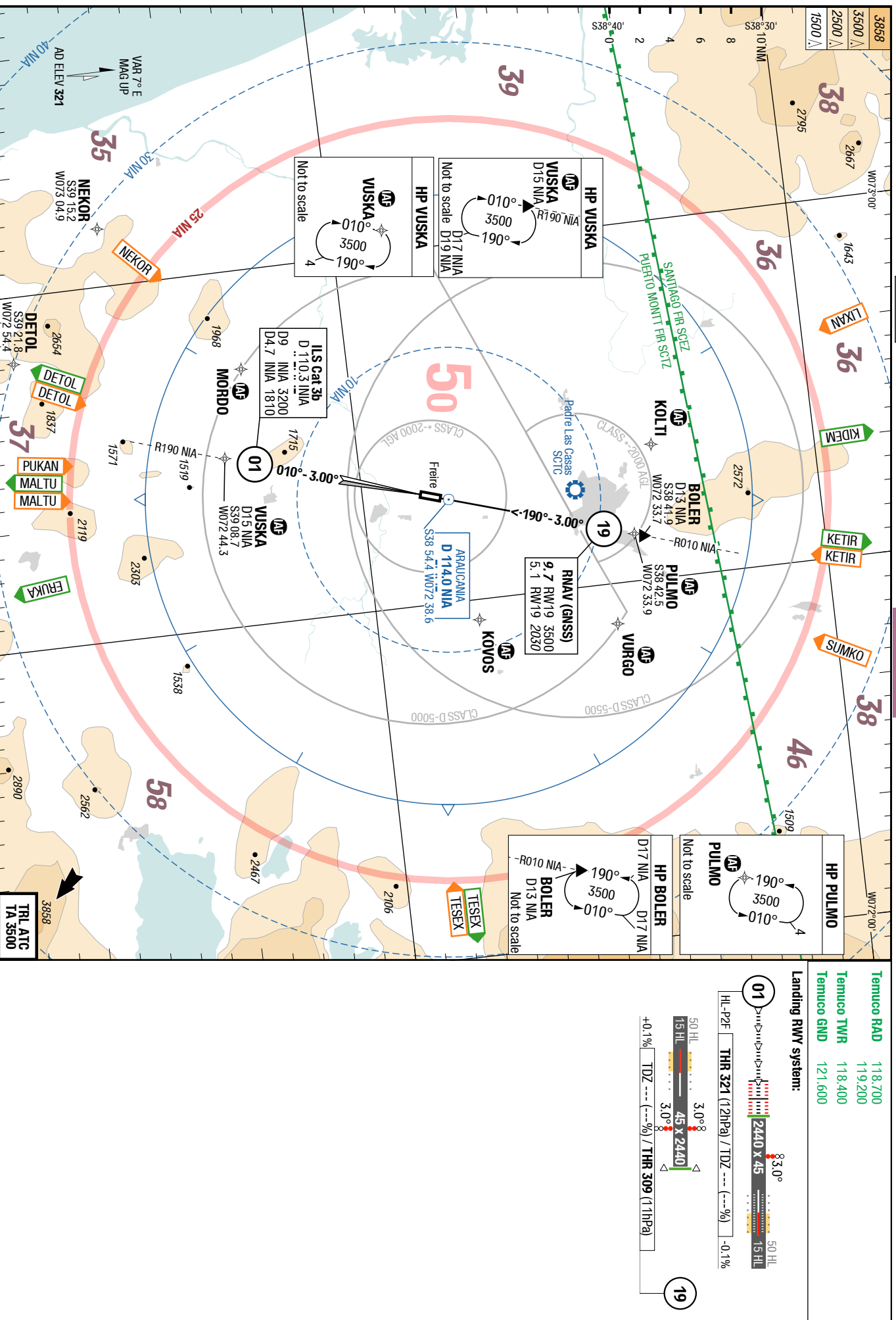
Birds in vicinity of AD.

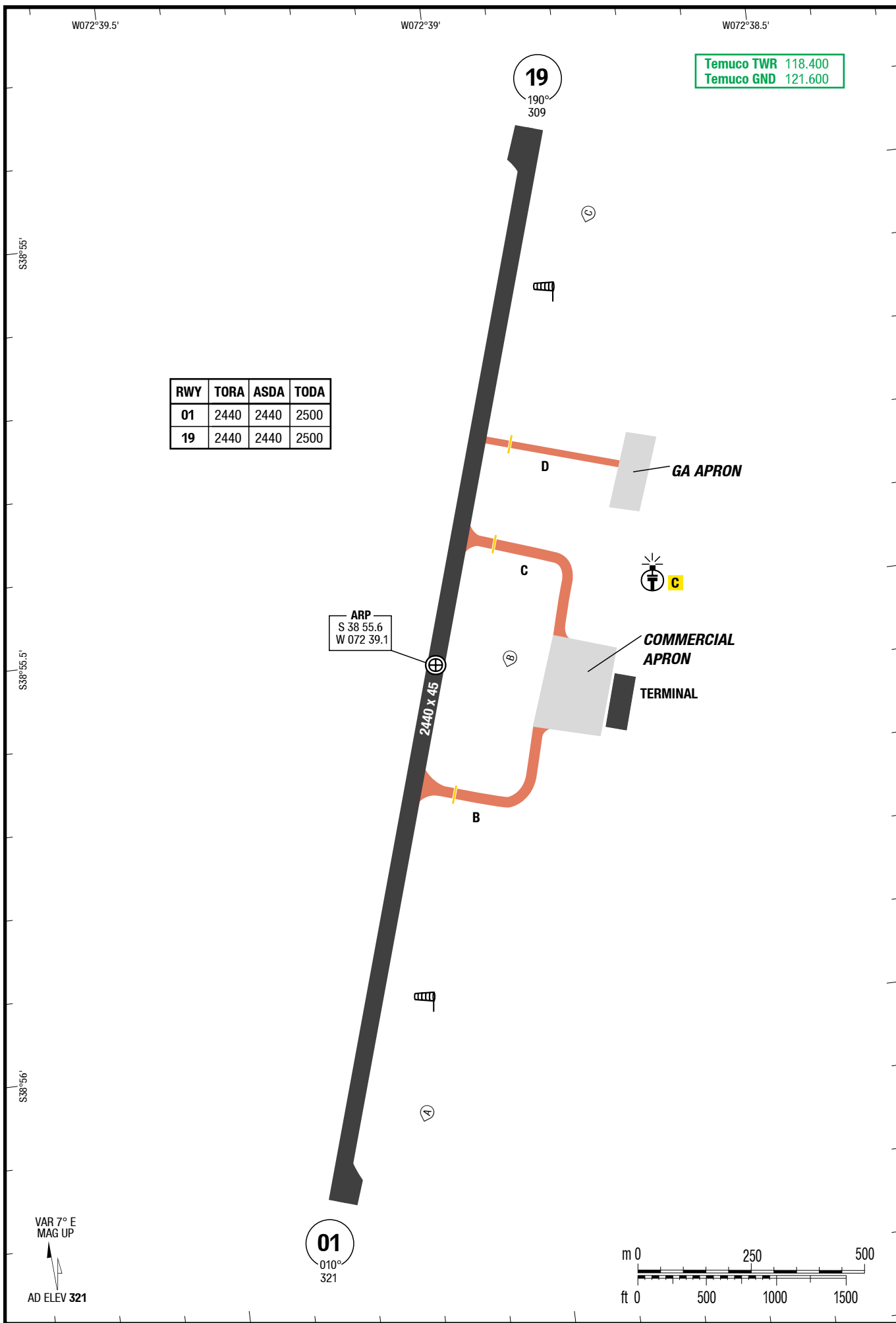
**DEPARTURE****Take-off Minima**

RWY		01	
Multi ENG	ft - m/km	0 - 150R	For conditions check CRAR.
RWY		19	
Multi ENG	ft - m/km	0 - 400V	For conditions check CRAR.

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**AFC**





## ZCO-SCQP

RNAV 01/19 TESEX 2G

SID

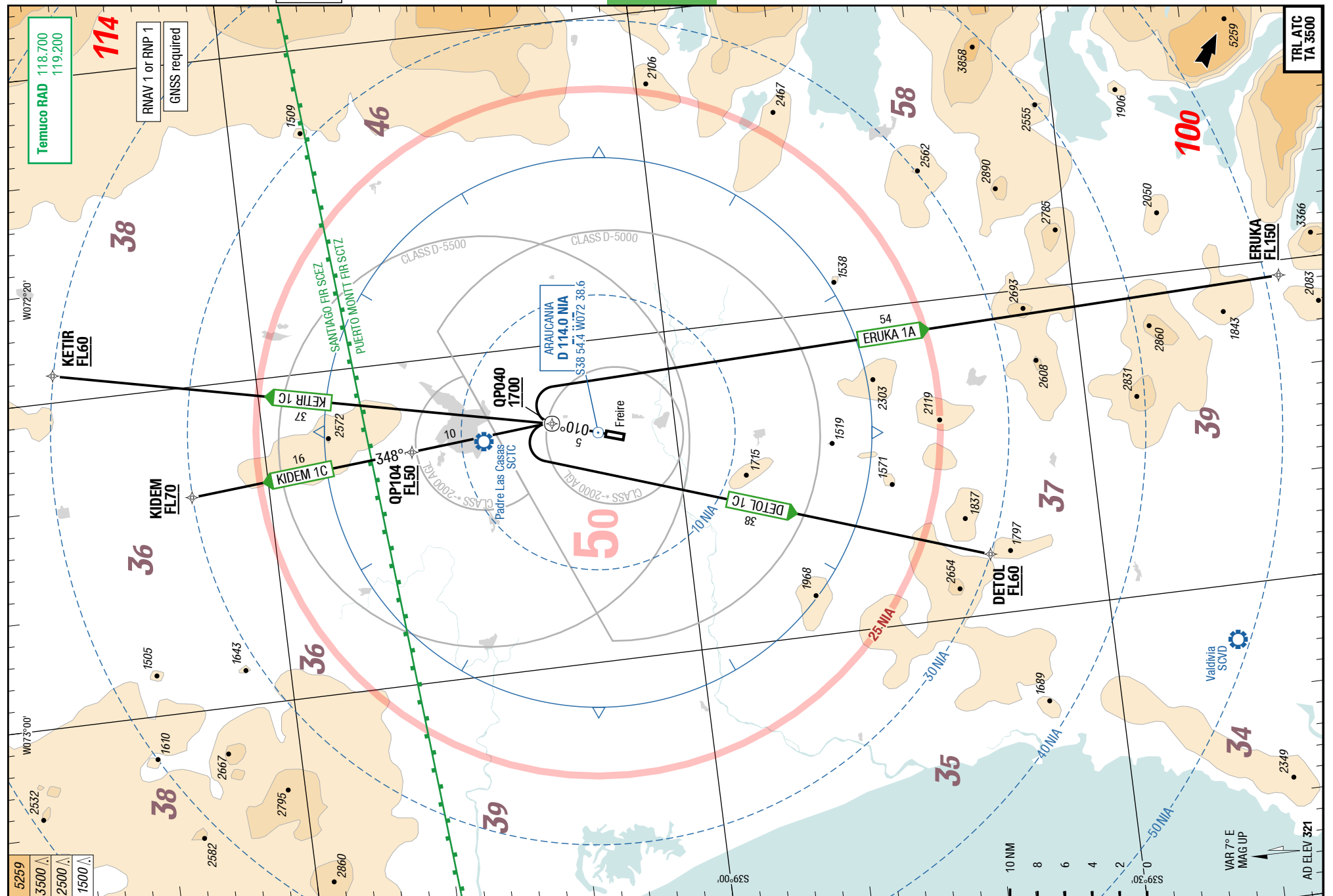
SID

RNAV 01/19 TESEX 2G

**RNAV 01 DETOL 1C / KETIR 1C / KIDEM 1C / ERUKA 1A**

**4-10**

RNAV 01 DETOL 1C / KETIR 1C / KIDEM 1C / ERUKA 1A



Changes: PROC renamed, WPT ERUKA, chart title, Editorial

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Effective 16-AUG-2018

09-AUG-2018

ZCO-SCQP

4-20

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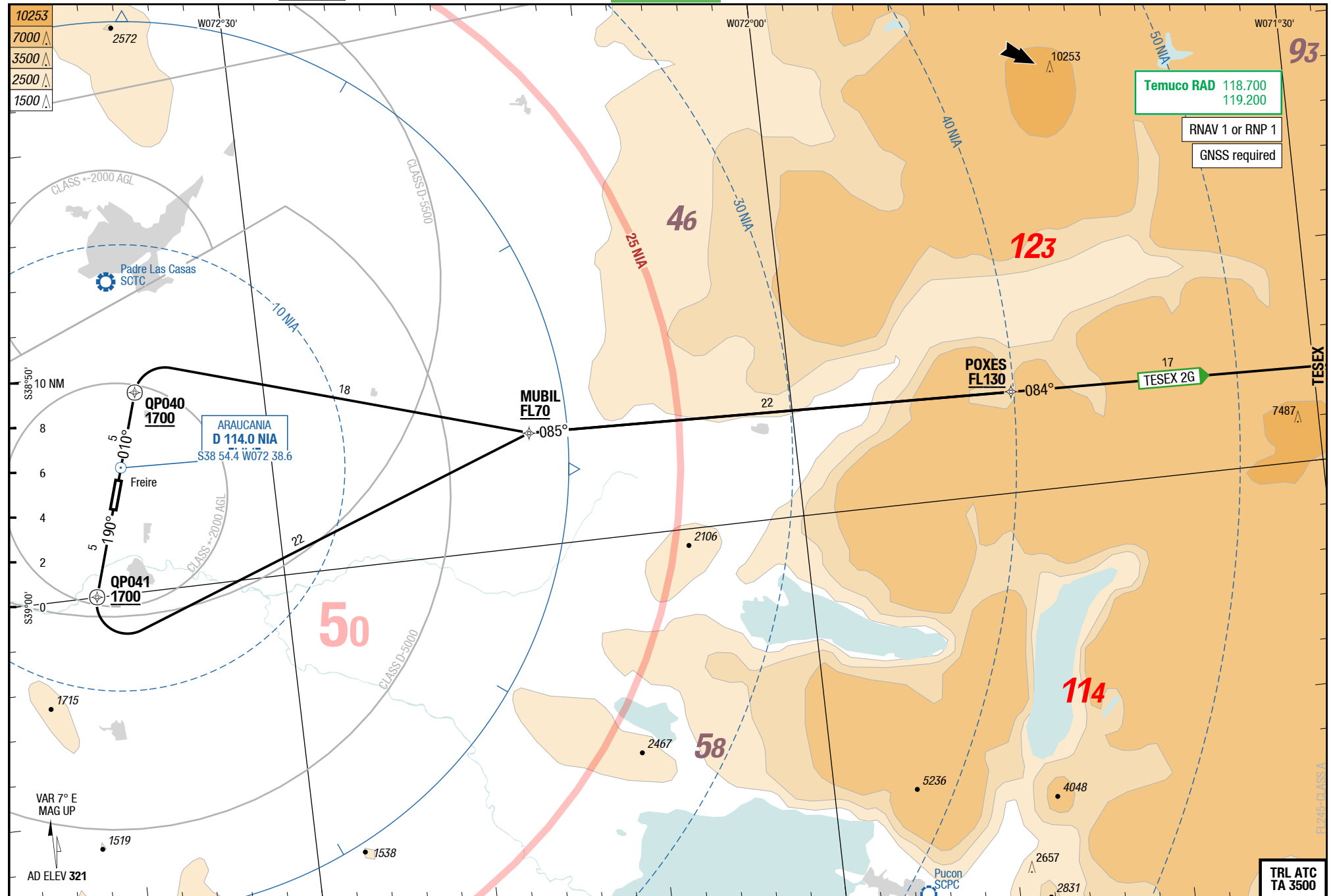
RNAV 01/19 TESEX 2G

SID

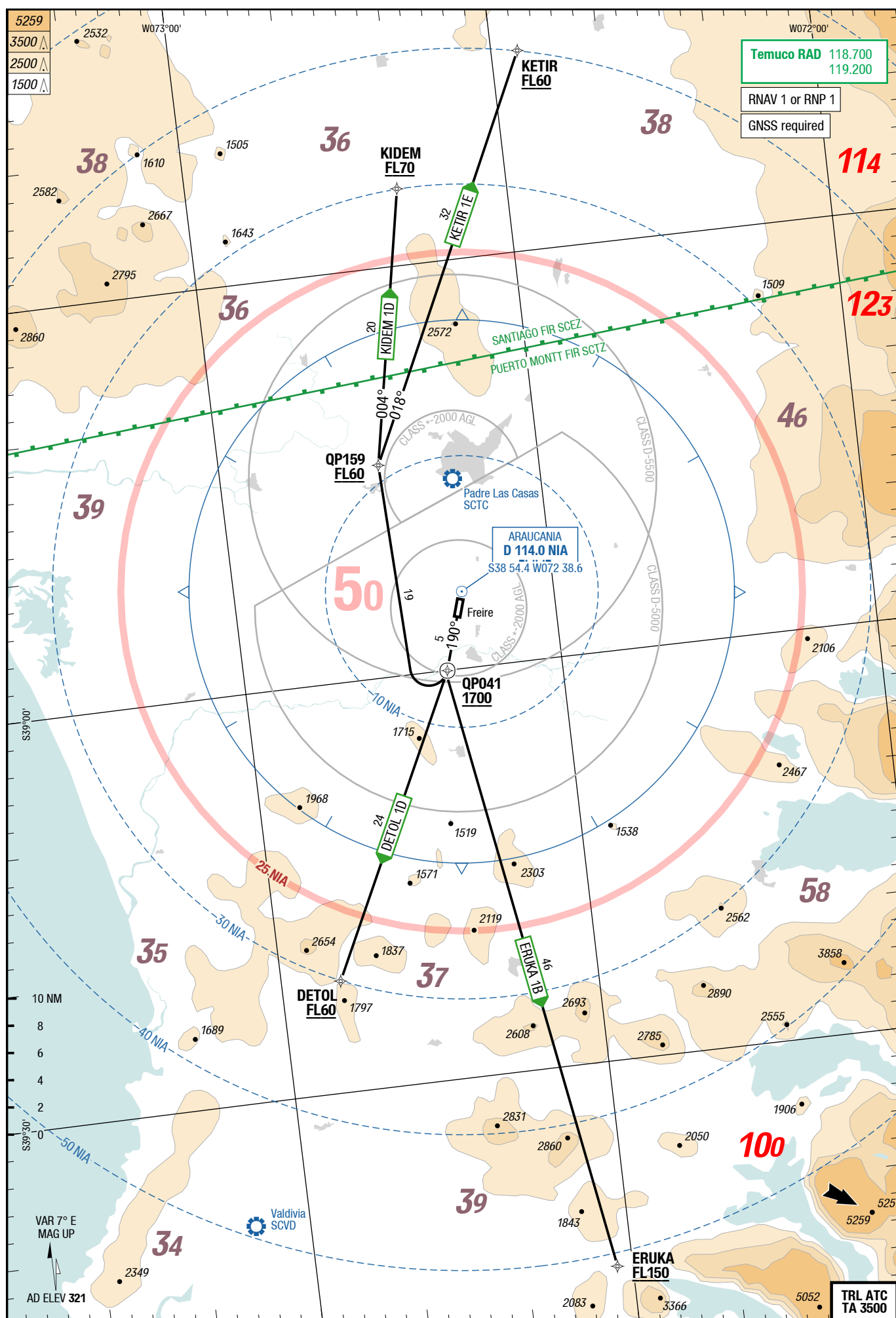
SID

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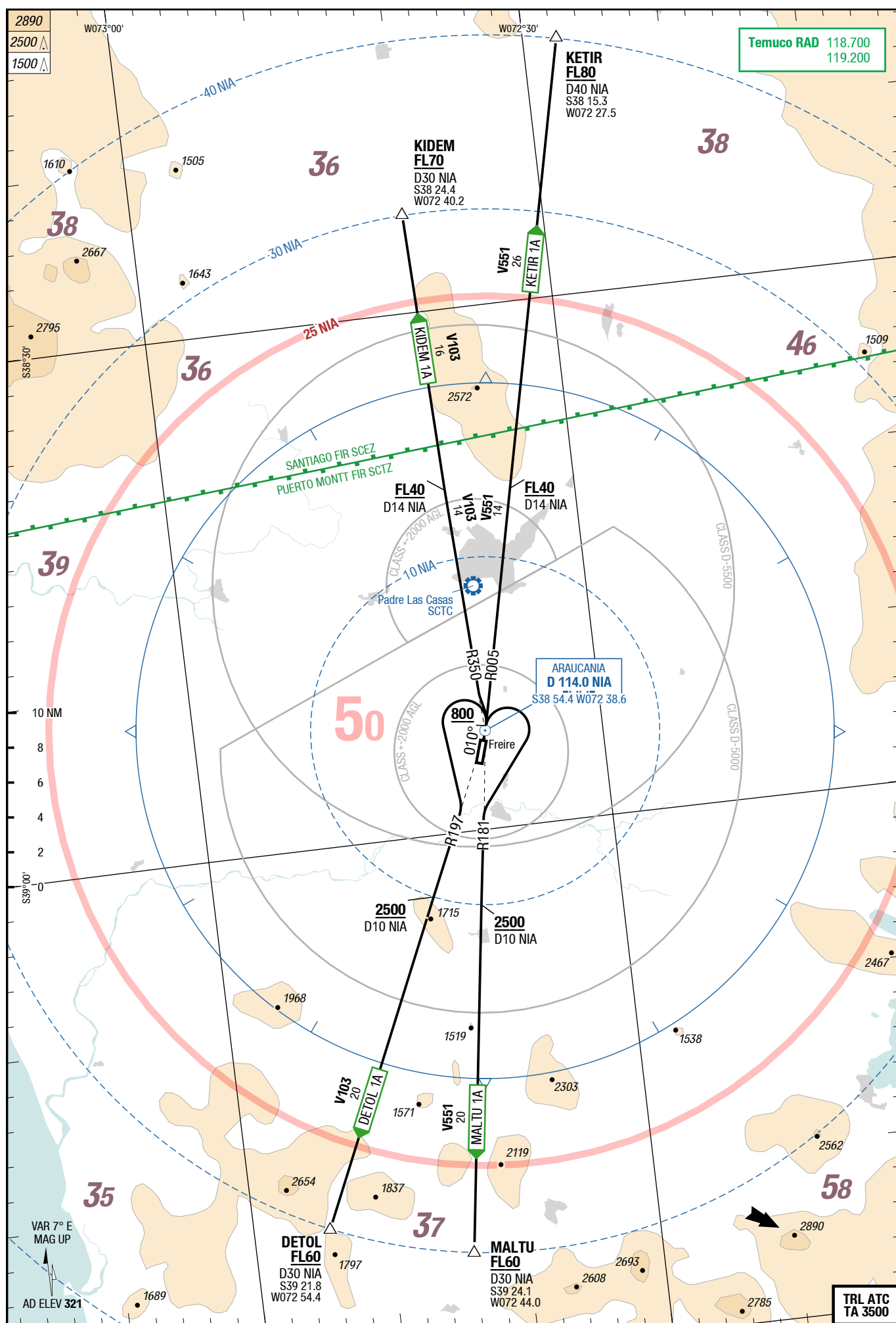
RNAV 01/19 TESEX 2G



Changes: PROC, chart layout, chart title, ALT, Track, Note







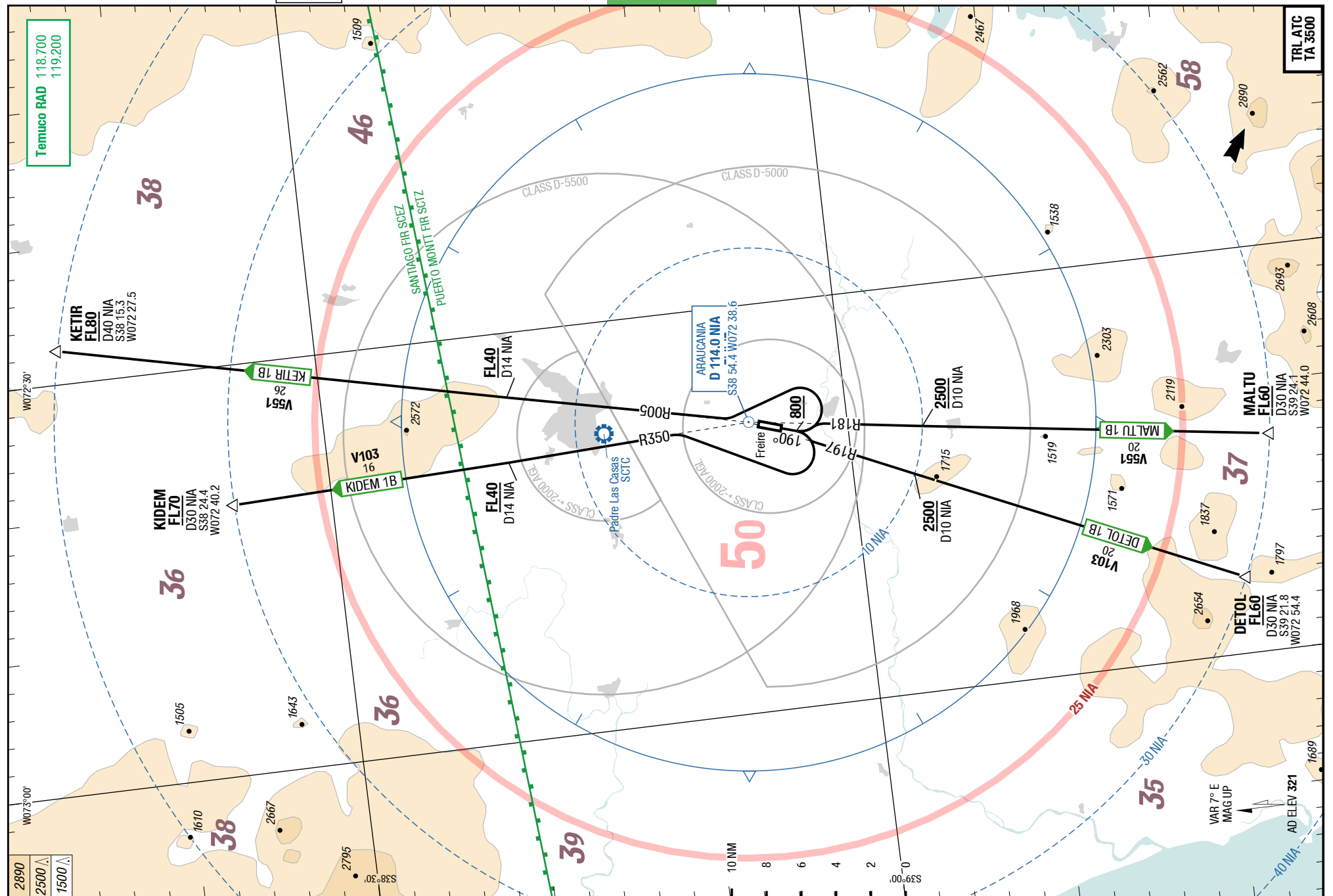
## ZCO-SCQP

RWY 19 DETOL 1B / KETIR 1B / KIDEM 1B / MALTU 1B

SID

SID

RWY 19 DETOL 1B / KETIR 1B / KIDEM 1B / MALTU 1B



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Changes: Editorial



Effective 16-AUG-2018

09-AUG-2018

ZCO-SCQP

4-60

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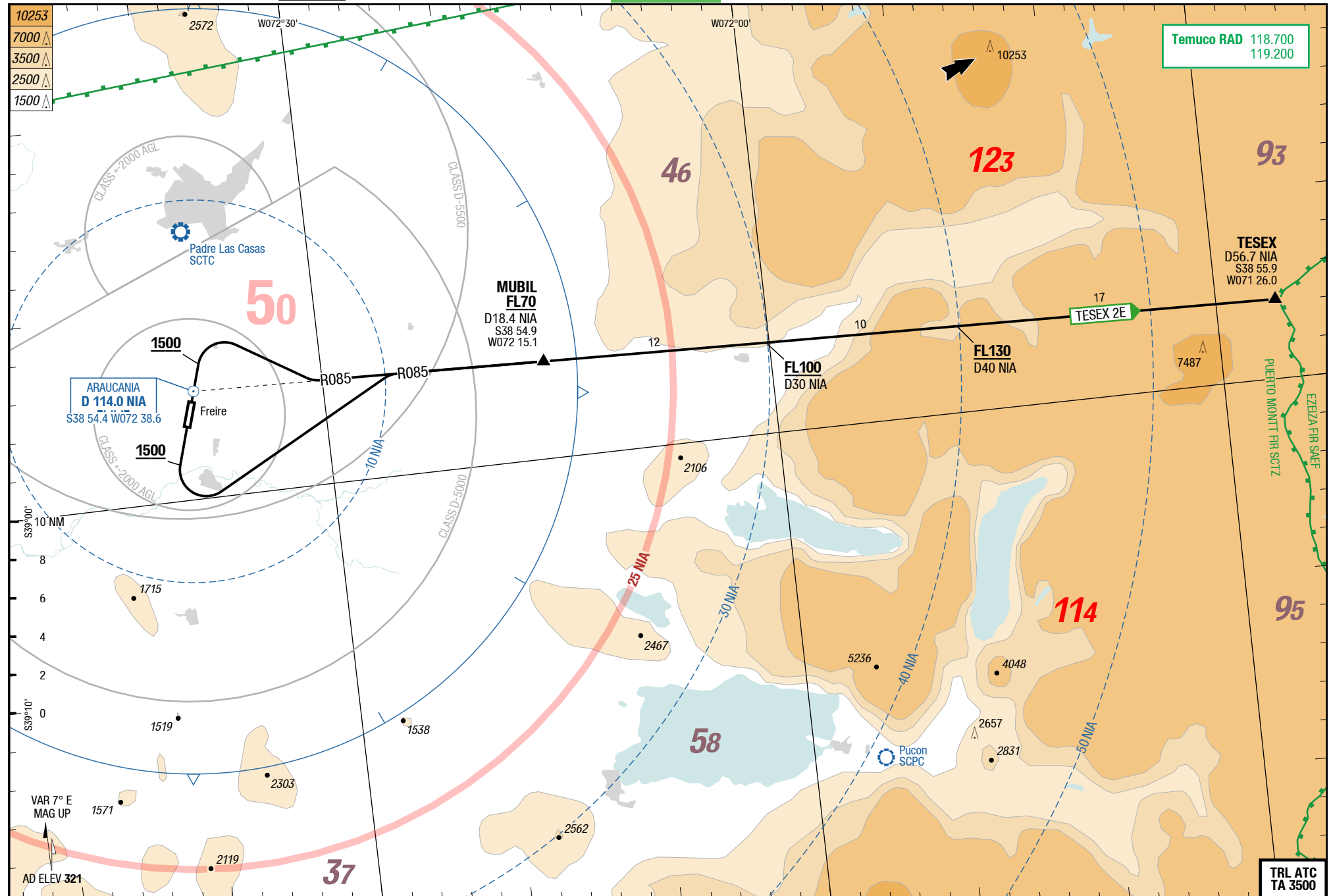
RWYs 01/19 TESEX 2E

SID

SID

La Araucania Freire Chile

RWYs 01/19 TESEX 2E



Changes: PROC, chart title, ALT, PROC renumbered

**DETOL 1C / ERUKA 1A / KETIR 1C / KIDEM 1C**

RWY 01 (010°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>DETOL 1C</b> 5.8% to FL60 <b>118.700</b>	RW01 - <u>QP040</u> [L] - DCT DETOL	QP040 MNM <b>1700</b> DETOL MNM <b>FL60</b>
<b>ERUKA 1A</b> 5.8% to FL60 <b>118.700</b>	RW01 - <u>QP040</u> [R] - DCT ERUKA	QP040 MNM <b>1700</b> ERUKA MNM <b>FL150</b>
<b>KETIR 1C</b> 5.8% to FL60 <b>118.700</b>	RW01 - <u>QP040</u> - DCT KETIR	QP040 MNM <b>1700</b> KETIR MNM <b>FL60</b>
<b>KIDEM 1C</b> 5.8% to FL60 <b>118.700</b>	RW01 - <u>QP040</u> - DCT QP104 - KIDEM	QP040 MNM <b>1700</b> QP104 MNM <b>FL50</b> KIDEM MNM <b>FL70</b>

**TESEX 2G**

RWYs 01 (010°) / 19 (190°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>TESEX 2G</b> 5.8% to FL70 4.9% to FL130 <b>118.700</b>	<u>QP040</u> [R] - DCT MUBIL - POXES - TESEX	QP040 MNM <b>1700</b> MUBIL MNM <b>FL70</b> POXES MNM <b>FL130</b>
	<b>Runway 19</b>	
<b>TESEX 2G</b> 5.8% to FL70 4.9% to FL130 <b>118.700</b>	<u>QP041</u> [L] - DCT MUBIL - POXES - TESEX	QP041 MNM <b>1700</b> MUBIL MNM <b>FL70</b> POXES MNM <b>FL130</b>

## DETOL 1D / ERUKA 1B / KETIR 1E / KIDEM 1D

RWY 19 (190°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>DETOL 1D</b> 5.8% to FL60 <b>118.700</b>	RW19 - <u>QP041</u> - DCT DETOL	QP041 MNM <b>1700</b> DETOL MNM <b>FL60</b>
<b>ERUKA 1B</b> 5.8% to FL60 <b>118.700</b>	RW19 - <u>QP041</u> - DCT ERUKA	QP041 MNM <b>1700</b> ERUKA MNM <b>FL150</b>
<b>KETIR 1E</b> 5.8% to FL60 <b>118.700</b>	RW19 - <u>QP041</u> [R] - DCT QP159 - KETIR	QP041 MNM <b>1700</b> QP159 MNM <b>FL60</b> KETIR MNM <b>FL60</b>
<b>KIDEM 1D</b> 5.8% to FL60 <b>118.700</b>	RW19 - <u>QP041</u> [R] - DCT QP159 - KIDEM	QP041 MNM <b>1700</b> QP159 MNM <b>FL60</b> KIDEM MNM <b>FL70</b>

## DETOL 1A / KETIR 1A / KIDEM 1A / MALTU 1A

RWY 01 (010°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>DETOL 1A</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 LT</b> join AWY V103 to DETOL	D10 <b>NIA MNM 2500</b> DETOL MNM <b>FL60</b>
<b>KETIR 1A</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 LT</b> join AWY V551 to KETIR	D14 <b>NIA MNM FL40</b> KETIR MNM <b>FL80</b>
<b>KIDEM 1A</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 LT</b> join AWY V103 to KIDEM	D14 <b>NIA MNM FL40</b> KIDEM MNM <b>FL70</b>
<b>MALTU 1A</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 RT</b> join AWY V551 to MALTU	D10 <b>NIA MNM 2500</b> MALTU MNM <b>FL60</b>

## DETOL 1B / KETIR 1B / KIDEM 1B / MALTU 1B

RWY 19 (190°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>DETOL 1B</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 RT</b> join AWY V103 to DETOL	D10 <b>NIA MNM 2500</b> DETOL MNM <b>FL60</b>
<b>KETIR 1B</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 LT</b> join AWY V551 to KETIR	D14 <b>NIA MNM FL40</b> KETIR MNM <b>FL80</b>
<b>KIDEM 1B</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 RT</b> join AWY V103 to KIDEM	D14 <b>NIA MNM FL40</b> KIDEM MNM <b>FL70</b>
<b>MALTU 1B</b> 4.2% to FL40 <b>118.700</b>	at MNM <b>800 LT</b> join AWY V551 to MALTU	D10 <b>NIA MNM 2500</b> MALTU MNM <b>FL60</b>



## ZCO-SCQP

5-60

## RWYs 01/19 TESEX 2E

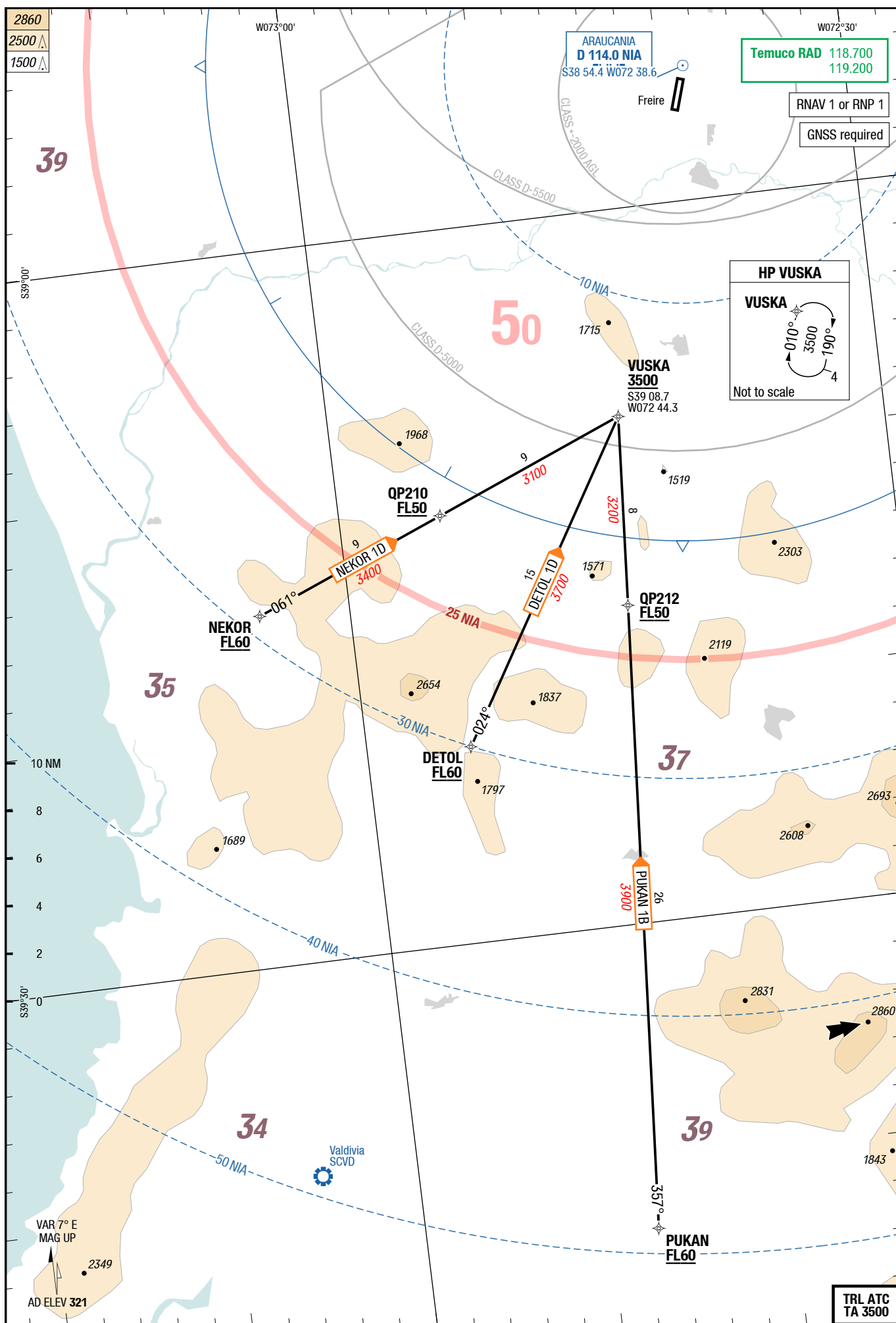
SIDPT

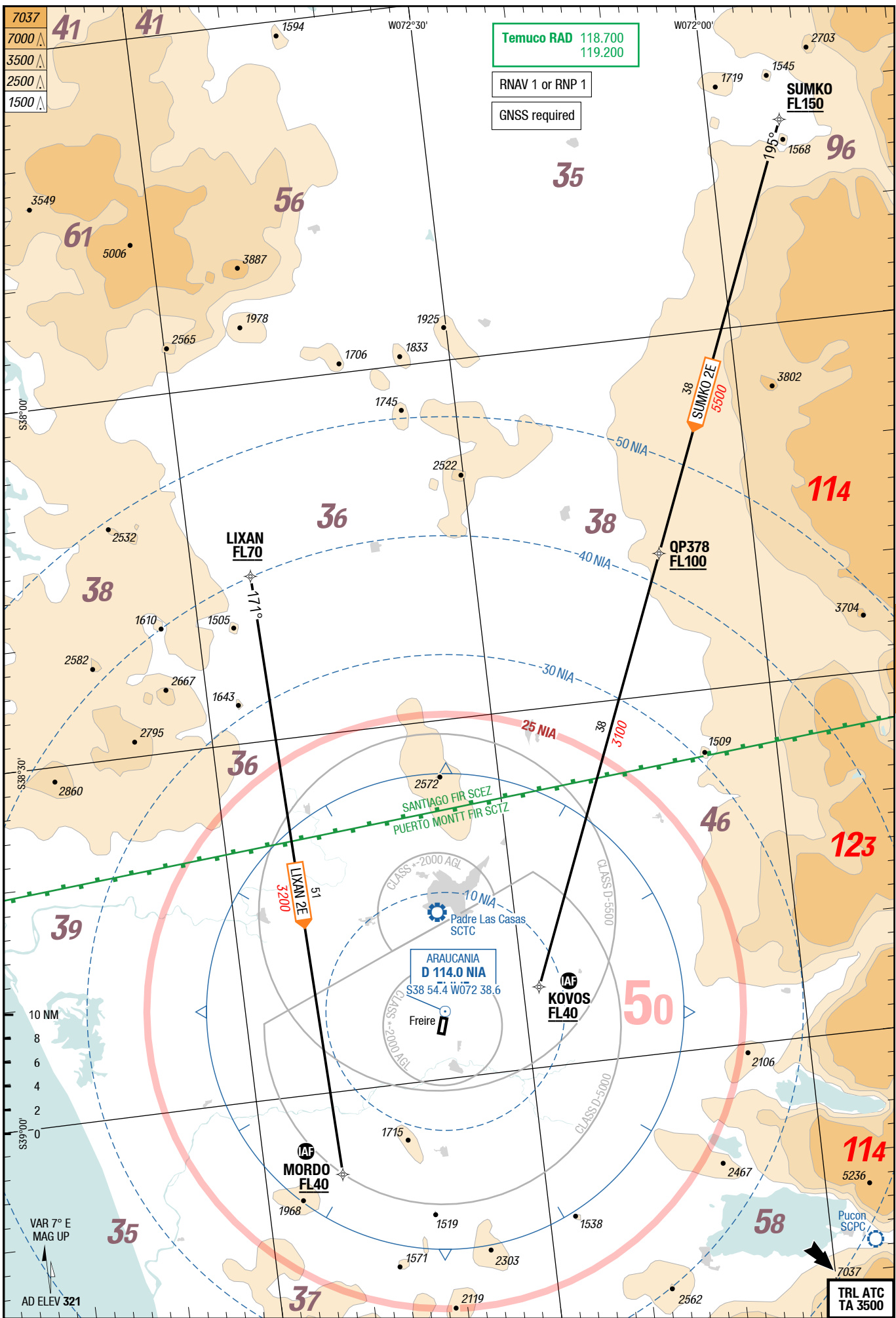
## TESEX 2E

RWYs 01 (010°) / 19 (190°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>TESEX 2E</b> 4.8% to FL130 <b>118.700</b>	at MNM <b>1500 RT</b> intercept R085 <b>NIA</b> to MUBIL - TESEX	MUBIL MNM <b>FL70</b> R085/D30 <b>NIA</b> MNM <b>FL100</b> R085/D40 <b>NIA</b> MNM <b>FL130</b>
	<b>Runway 19</b>	
<b>TESEX 2E</b> 4.8% to FL130 <b>118.700</b>	at MNM <b>1500 LT</b> intercept R085 <b>NIA</b> to MUBIL - TESEX	MUBIL MNM <b>FL70</b> R085/D30 <b>NIA</b> MNM <b>FL100</b> R085/D40 <b>NIA</b> MNM <b>FL130</b>

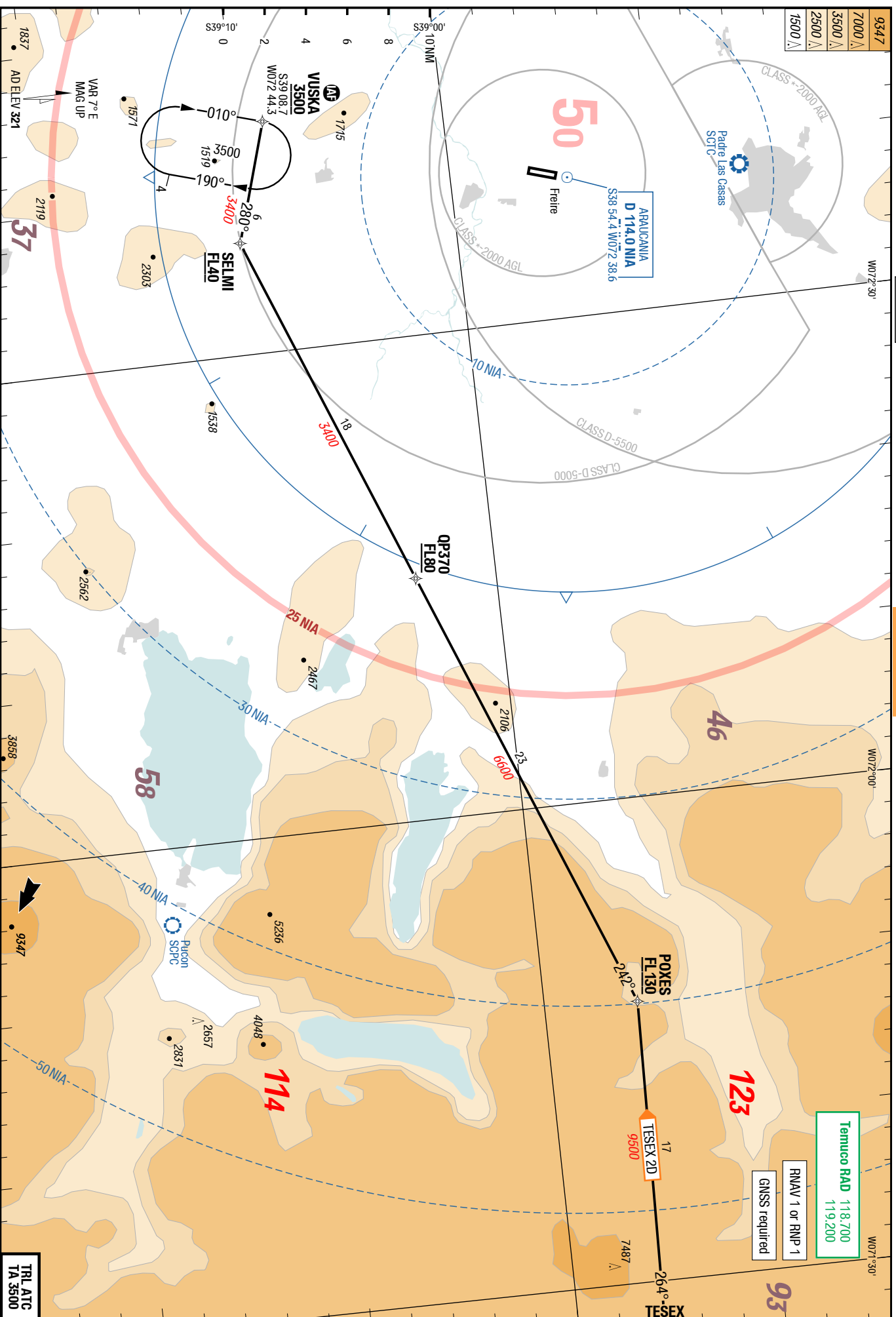




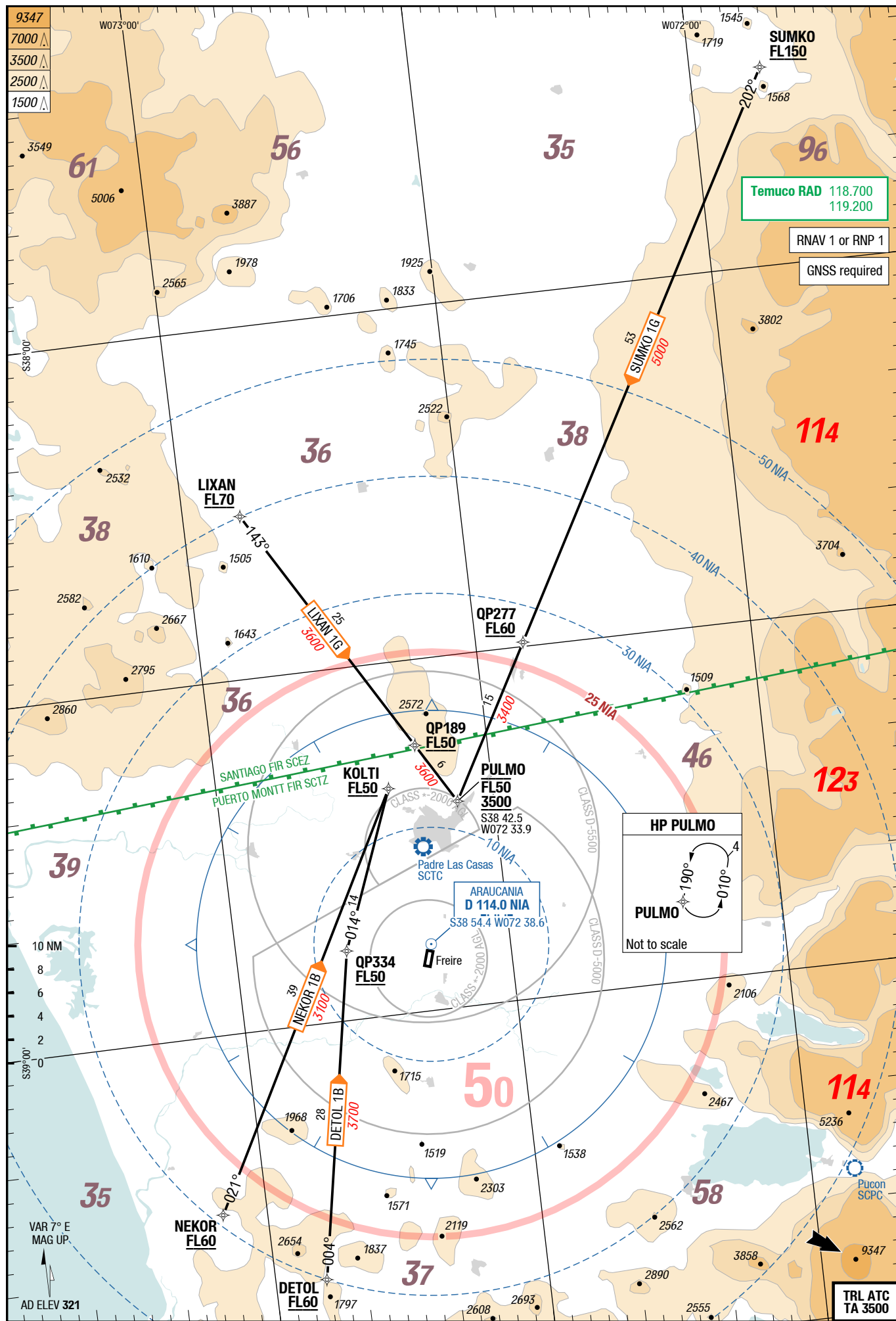
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CaAl<sub>2</sub>Si<sub>2</sub>O<sub>7</sub> 1B/1XAN 1G/NEKOB 1B/SUMKO 1G

**RNAV 01 TESEX 2D**



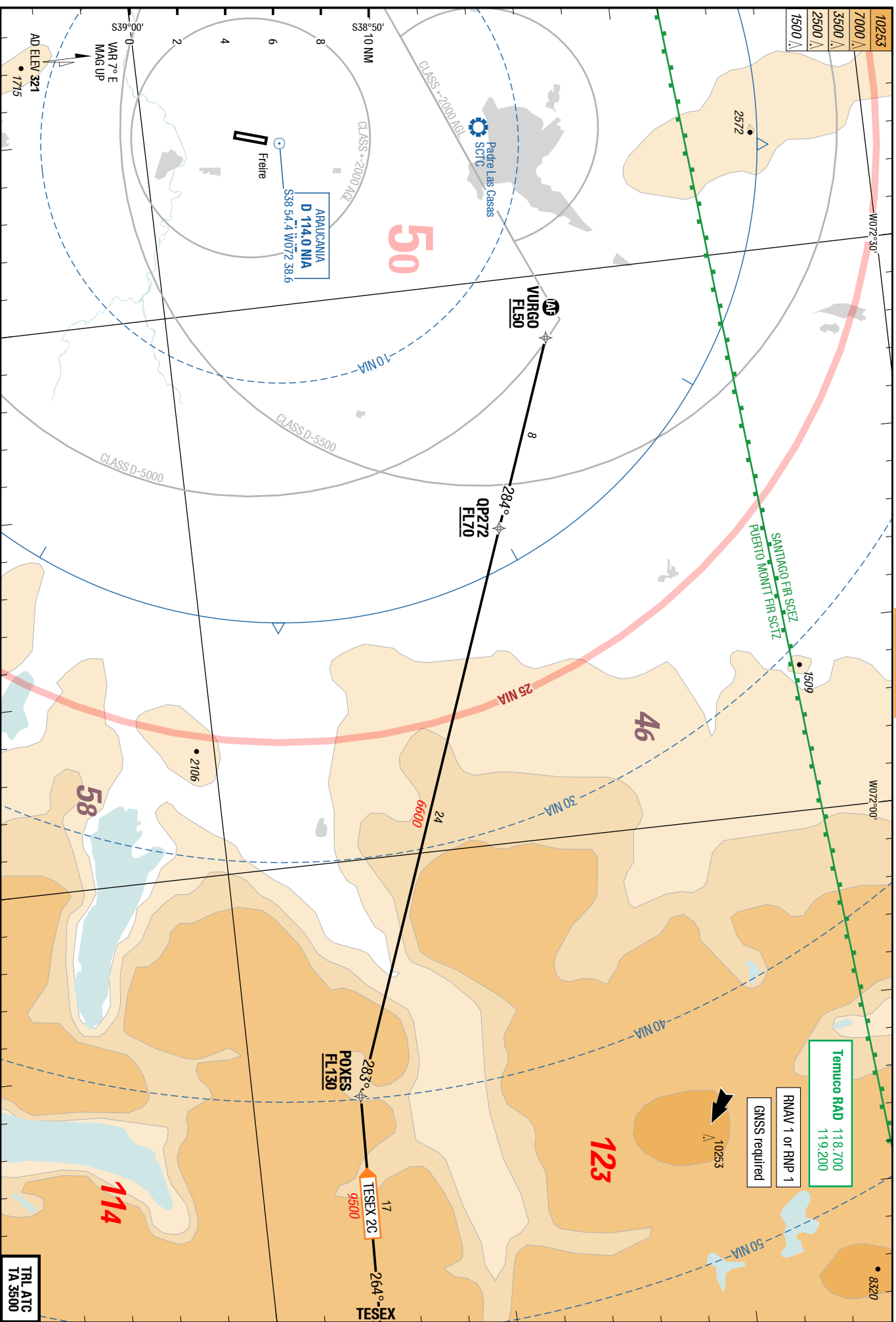
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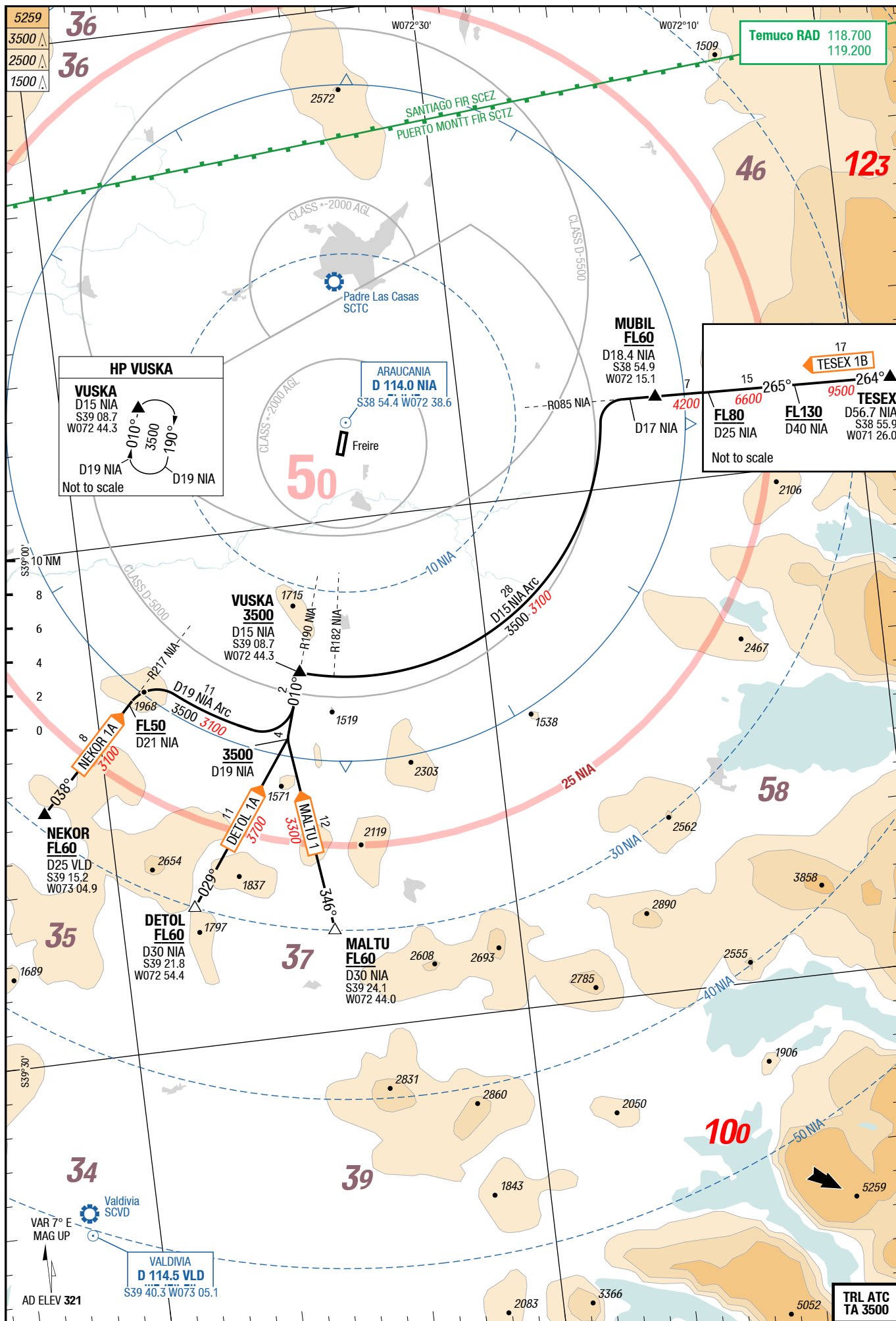
RWY 01 DETOL 1A / MALTU 1 / NEKOR 1A / TESEX 1B

**RNAV 19 TESEX 2C**



Changes: ALT, Track





Effective 16-AUG-2018

09-AUG-2018

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RWY 19 KETIR 1A / LIXAN 1A / TESEX 1A

RWY 01 KETIR 1B / LIXAN 1B / SUMKO 1A

6-70

RWY 01 KETIR 1B / LIXAN 1B / SUMKO 1A

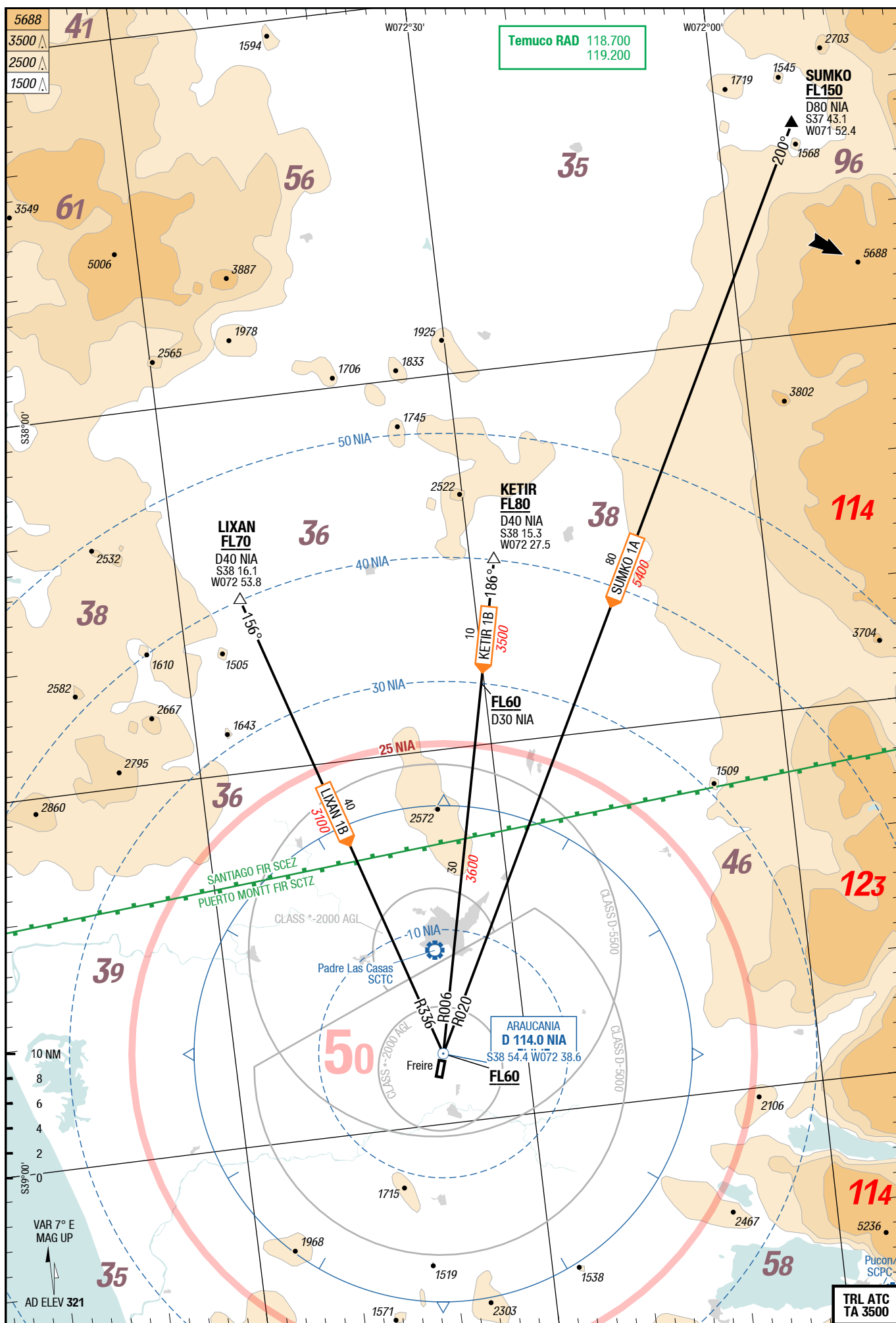
STAR

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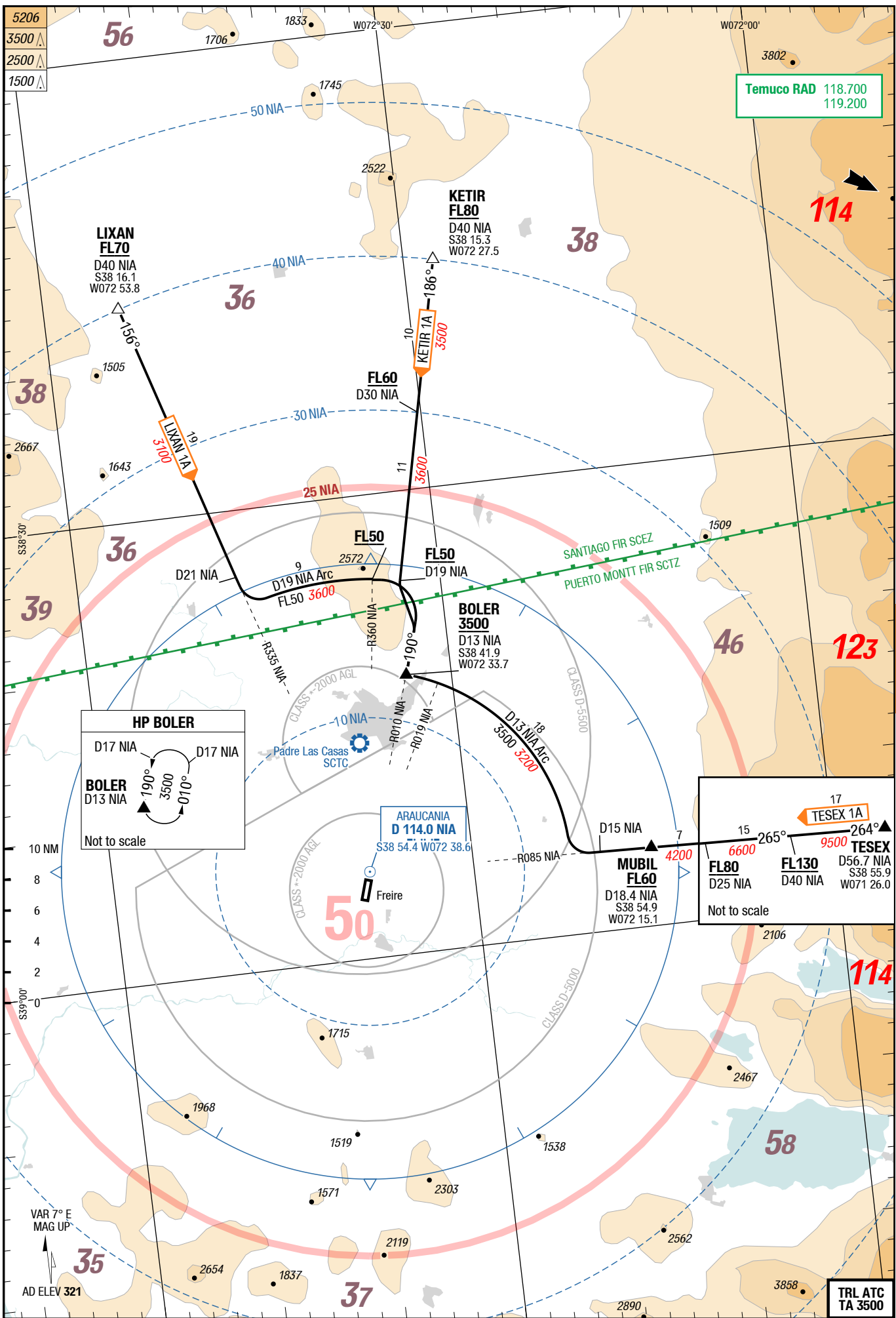
La Araucania Freire Chile

RWY 19 KETIR 1A / LIXAN 1A / TESEX 1A

RWY 01 KETIR 1B / LIXAN 1B / SUMKO 1A



Changes: chart title, RWY Designator, Track, DIST



Temuco RAD 118.700  
119.200

LIXAN  
FL70  
D40 NIA  
S38 16.1  
W072 53.8

KETIR  
FL80  
D40 NIA  
S38 15.3  
W072 27.5

FL60  
D30 NIA

FL50  
D19 NIA

BOLER  
3500  
D13 NIA  
S38 41.9  
W072 33.7

HP BOLER  
D17 NIA  
D17 NIA  
BOLER  
D13 NIA  
Not to scale

ARAUCANIA  
D 114.0 NIA  
S38 54.4 W072 38.6

TESEX 1A  
TESEX  
D56.7 NIA  
S38 55.9  
W071 26.0  
Not to scale

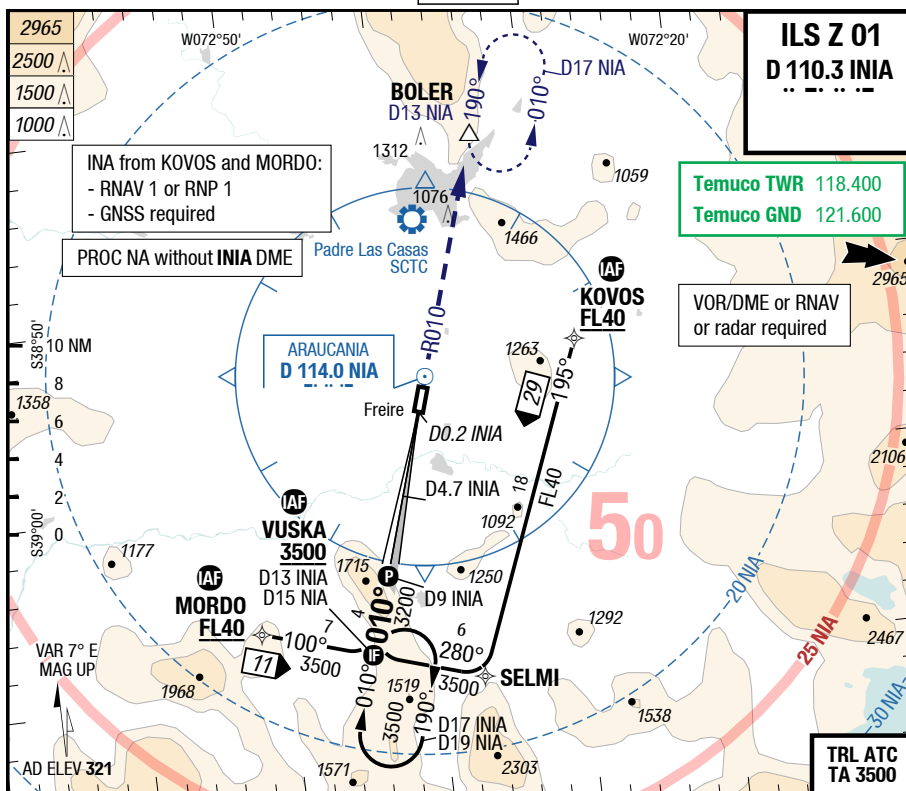
MUBIL  
FL60  
D18.4 NIA  
S38 54.9  
W072 15.1

TRL ATC  
TA 3500

## ZCO-SCQP

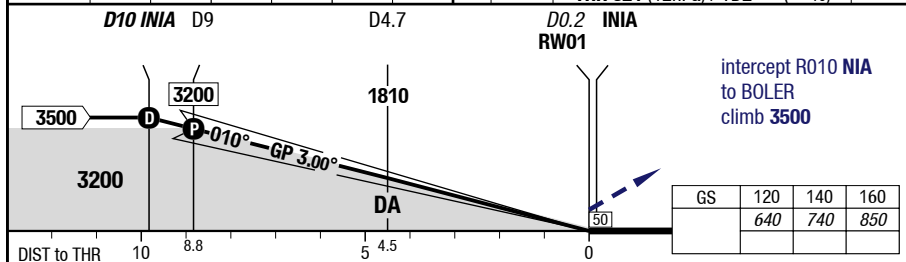
7-10

ILS Z 01



D INIA	10	8	6	4	2	1	
	3500	2880	2240	1600	960	640	

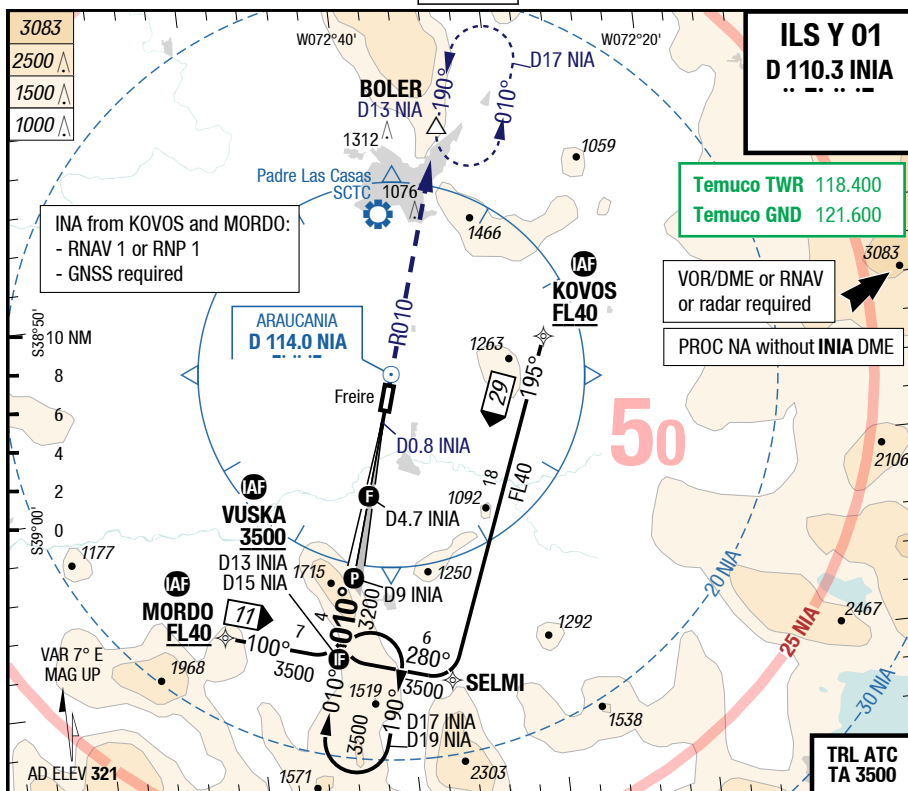
HL-P2F **THR 321 (12hPa) / TDZ --- (---%)** -0.1%



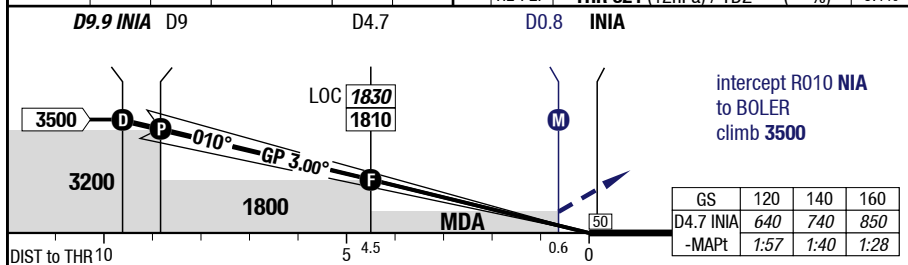
01	Cat 3b DME INIA	Cat 2 DME INIA				
C	ft - m/km ft 0 - 150R <b>Company</b>	100 - 350R <b>100 RA</b>				
D	ft - m/km ft 0 - 150R <b>Company</b>	100 - 350R <b>100 RA</b>				

7-20

**ILS Y 01**



LOC 3.00° D INIA	9.9	8	6	4	3	2	
	3500	2880	2240	1600	1280	960	



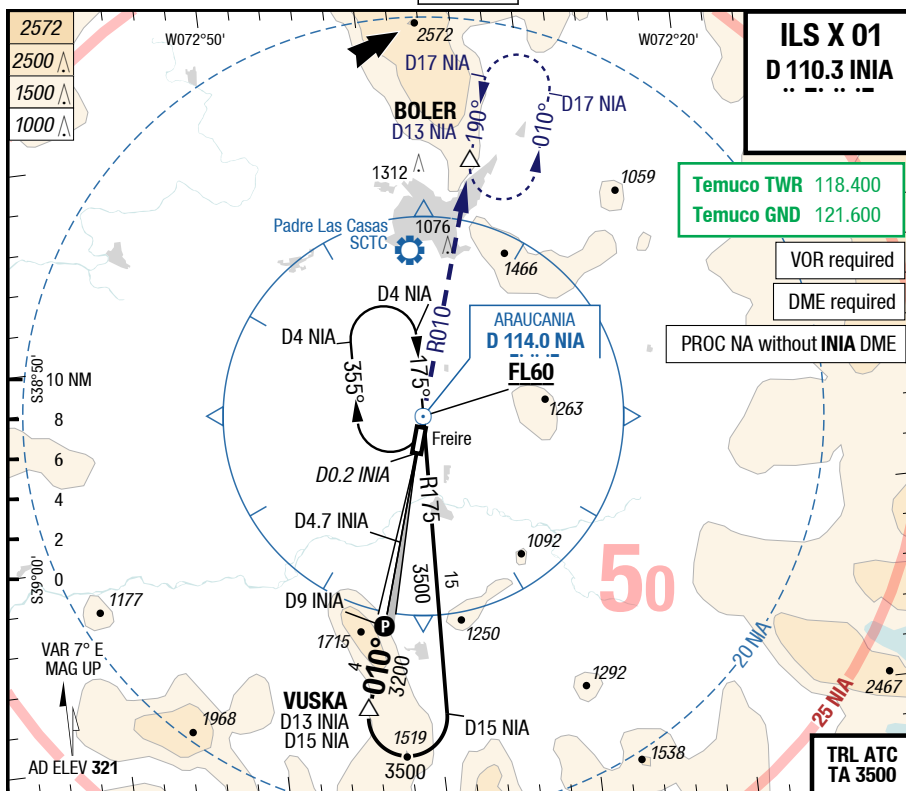
<div> <div>TERPS</div> <div>01</div> </div>		Cat 1 DME INIA 1)	LOC DME INIA	LOC DME INIA APL U/S			Circling
		TERPS					
C	ft - m/km ft	240 - 550R/800V <b>560</b>	380 - 1.6V <b>700</b>	380 - 2.0V <b>700</b>			600 - 2.4V <b>930</b>
D	ft - m/km ft	240 - 550R/800V <b>560</b>	380 - 1.6V <b>700</b>	380 - 2.0V <b>700</b>			700 - 3.6V <b>1030</b>

1) With EVS RVR 350m/ VIS 550m

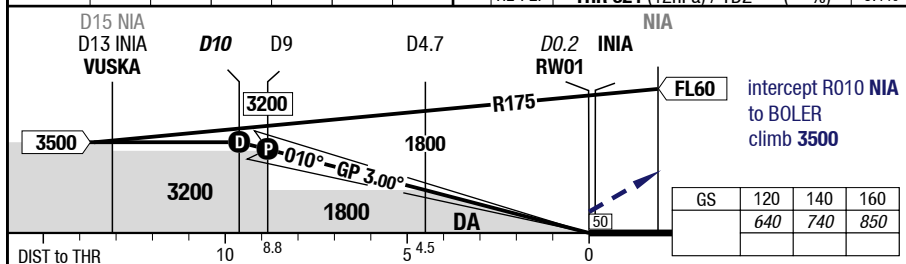
Changes: MIN, Note, DIST, Editorial

7-30

**ILS X 01**



D INIA	10	8	6	4	2	1	
	3500	2880	2240	1600	960	640	

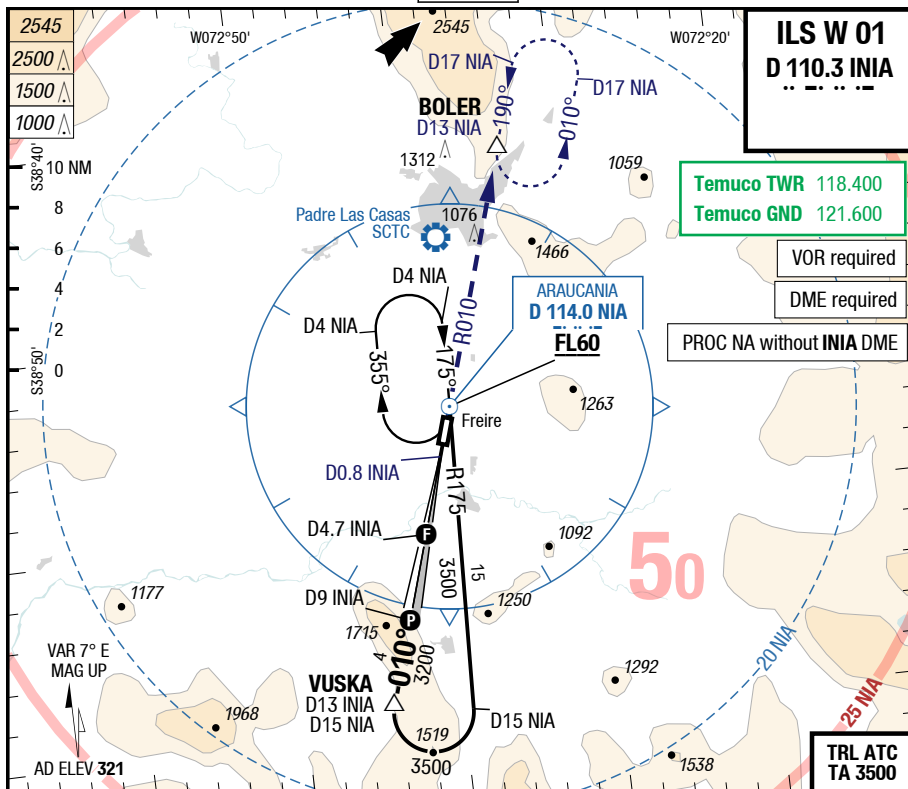


01		Cat 3b DME INIA	Cat 2 DME INIA			
C	ft - m/km ft	0 - 150R <b>Company</b>	100 - 350R <b>100</b> RA			
D	ft - m/km ft	0 - 150R <b>Company</b>	100 - 350R <b>100</b> RA			



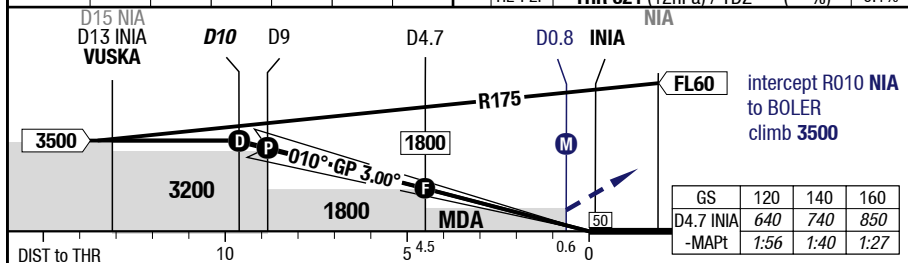
7-40

ILS W 01



LOC 3.00° D INIA	10	7	5	4	3	2	
	3500	2560	1920	1600	1280	960	

HL-P2F THR 321 (12hPa) / TDZ --- (---%) -0.1%

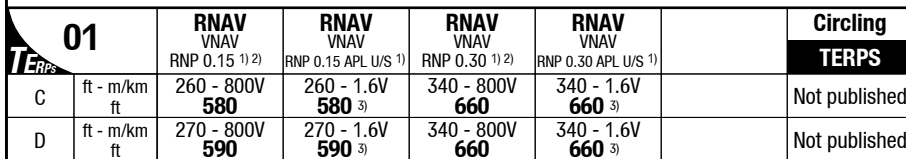


01	Cat 1 DME INIA 1)	LOC DME INIA	LOC DME INIA APL U/S			Circling TERPS
C	ft - m/km ft	240 - 550R/800V 560	380 - 1.6V 700	380 - 2.0V 700		600 - 2.4V 930
D	ft - m/km ft	240 - 550R/800V 560	380 - 1.6V 700	380 - 2.0V 700		700 - 3.6V 1030

1) With EVS RVR 350m/ VIS 550m

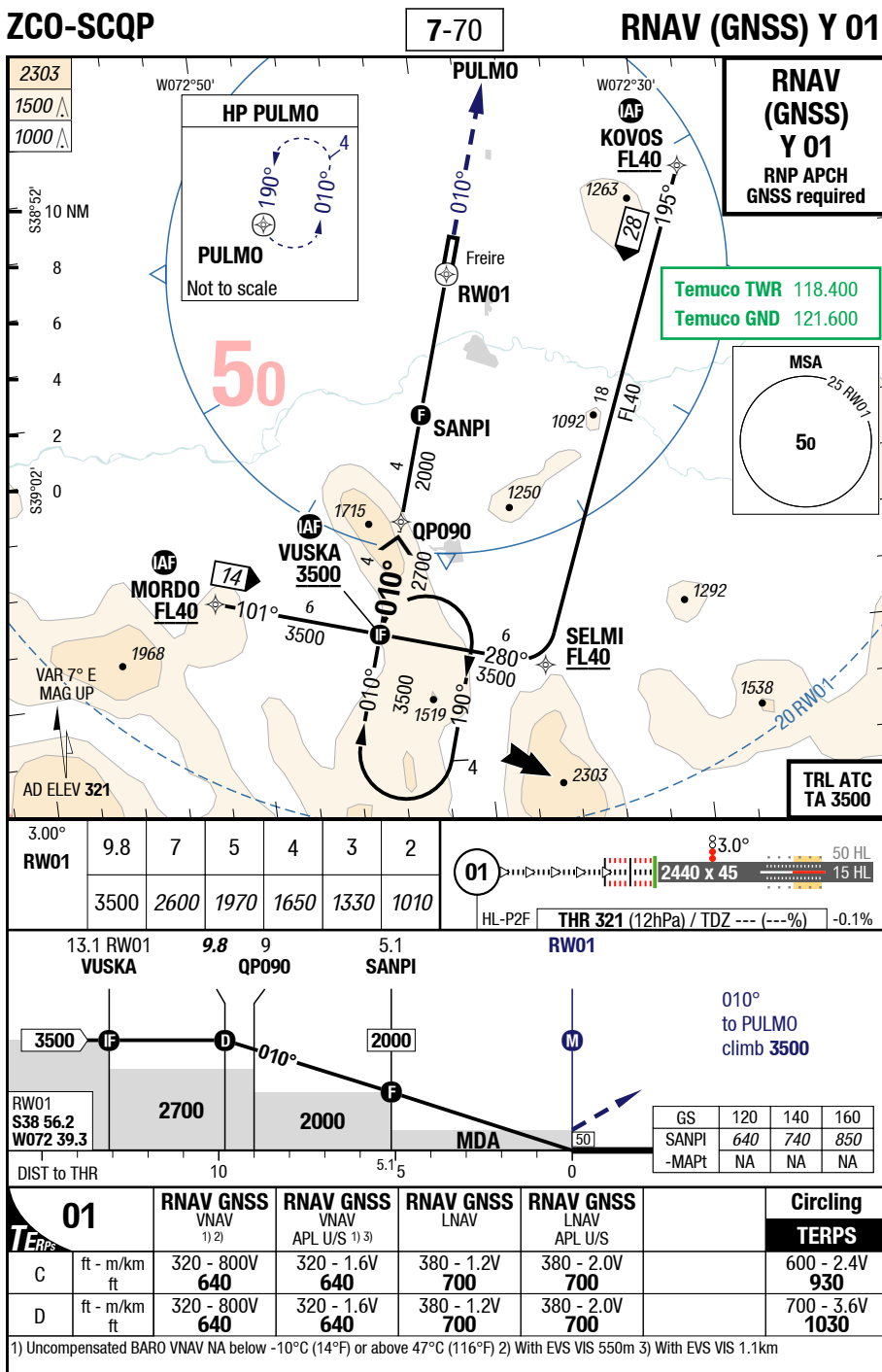
Changes: MIN

## RNAV (RNP) Z 01



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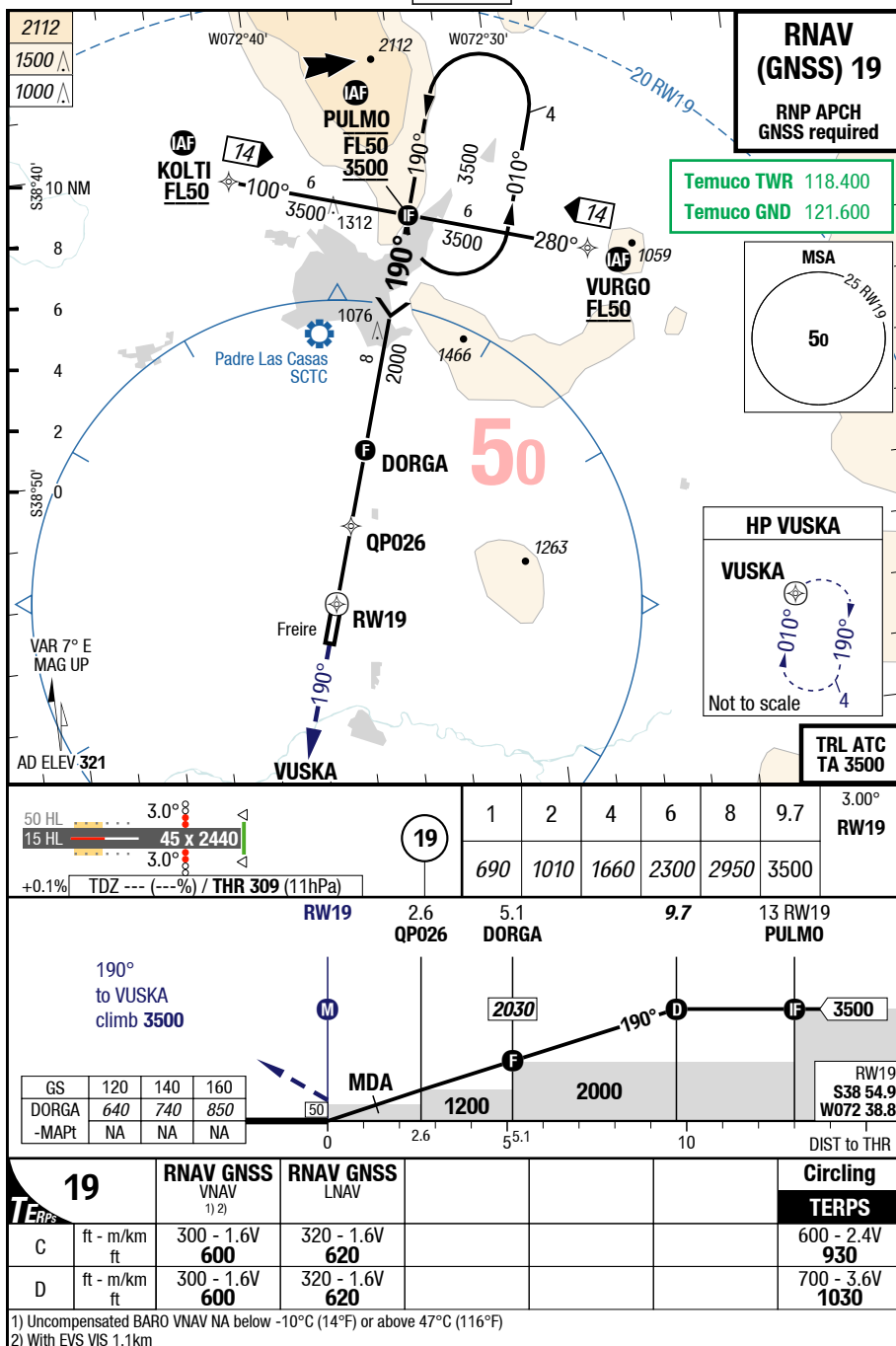
Changes: new



## ZCO-SCQP

7-80

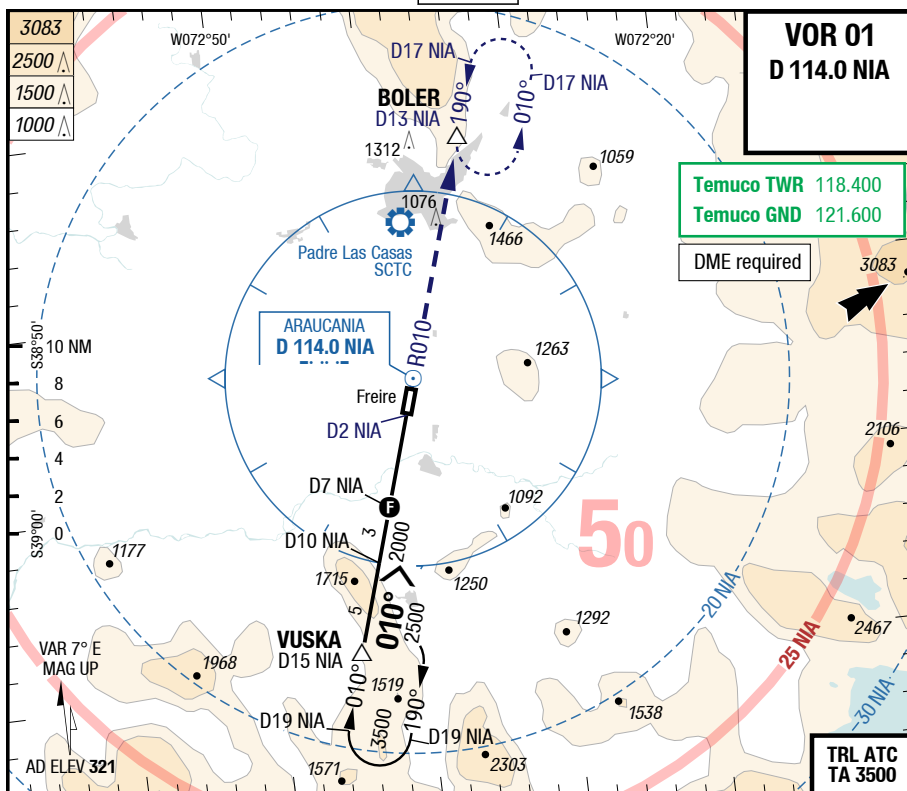
## RNAV (GNSS) 19



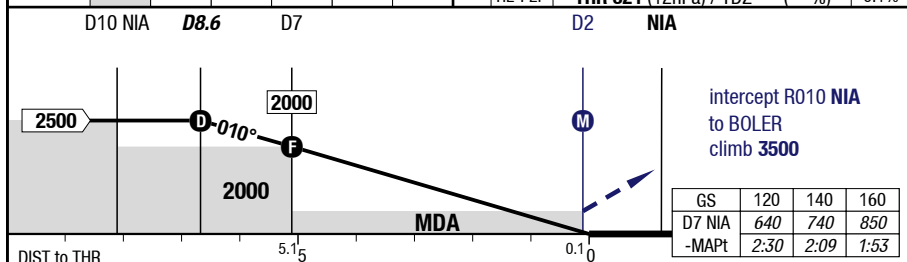
Changes: APL

7-90

# VOR 01



3.00° <b>D NIA</b>		8.6	8	6	5	4	
		2500	2320	1680	1370	1050	



<b>01</b>		<b>VOR DME</b>					<b>Circling TERPS</b>
C	ft - m/km ft	440 - 1.2V <b>760</b>					600 - 2.4V <b>930</b>
D	ft - m/km ft	440 - 1.2V <b>760</b>					700 - 3.6V <b>1030</b>

