

15-JUN-2017

CHR-LFLX

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:**

TWR: MON-FRI 0630-1730‡.  
 AFIS: MON-FRI 1730-1900‡, SAT-SUN 0700-1900‡.  
 Other times 2HR PPR.

| **AD ADMIN Hours:** 0700-1900‡, outside these SKED permanence: AD operator.

**Airport Information**

**RFF:** CAT 8 0700-1900‡, CAT 5 PPR 2HR PN, CAT 7/8 PPR previous day before 1900‡.

**Fuel:** 0700-1900‡. 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**

Taxing 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.

15-JUN-2017

**CHR-LFLX****1-20****AOI****AOI****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



**Effective 17-SEP-2015**

**CHR-LFLX**

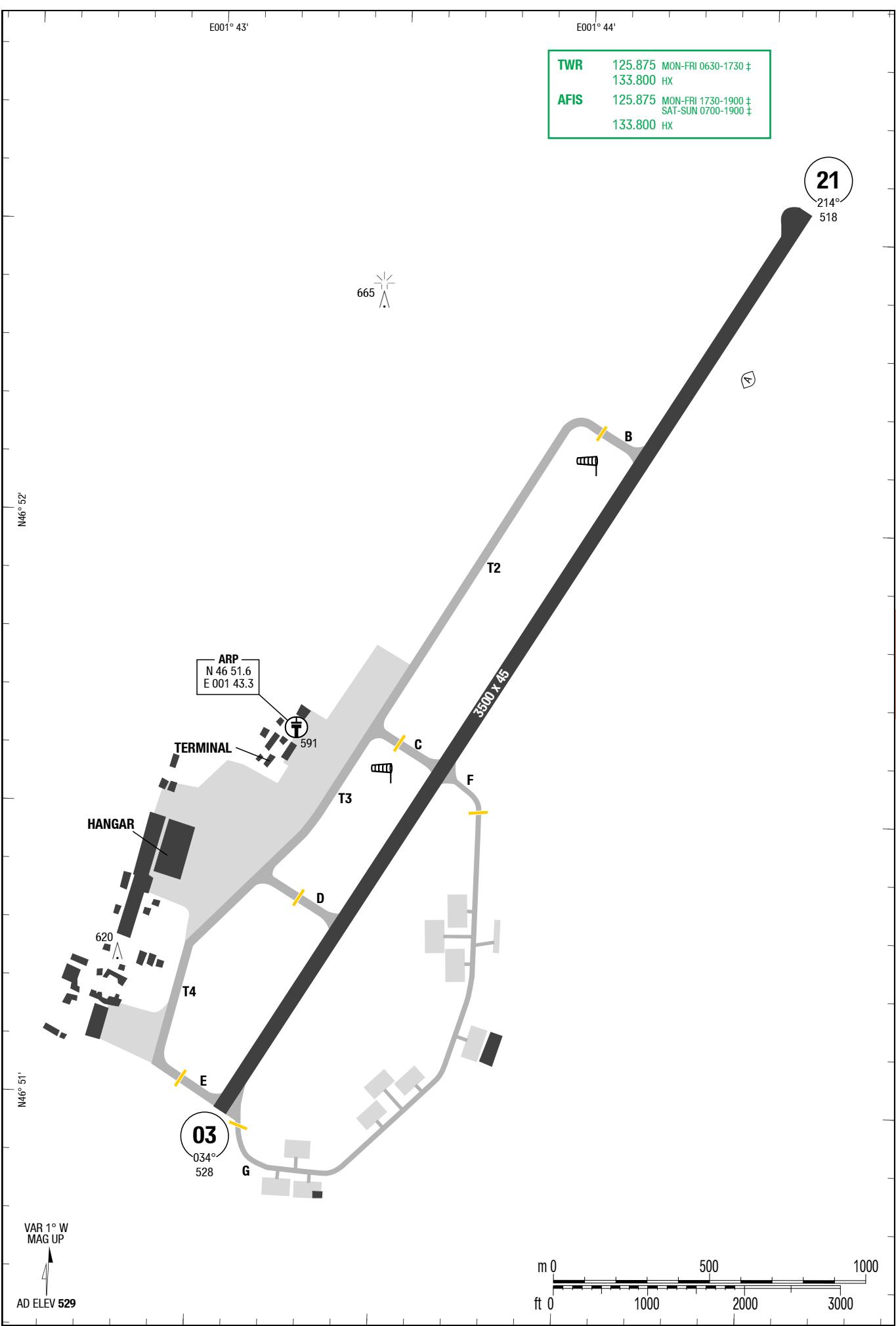
**3-20**

France Chateauroux Deols

**AGC**  
**AGC**  
**AGC**

Deols Chateauroux France

**TWR** 125.875 MON-FRI 0630-1730 ‡  
133.800 HX  
**AFIS** 125.875 MON-FRI 1730-1900 ‡  
SAT-SUN 0700-1900 ‡  
133.800 HX



Effective 06-FEB-2014

30-JAN-2014

CHR-LFLX

# France Chateauroux Deols

[RNAV SIDs RWY 21]

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## RNAV SIDs RWY 03

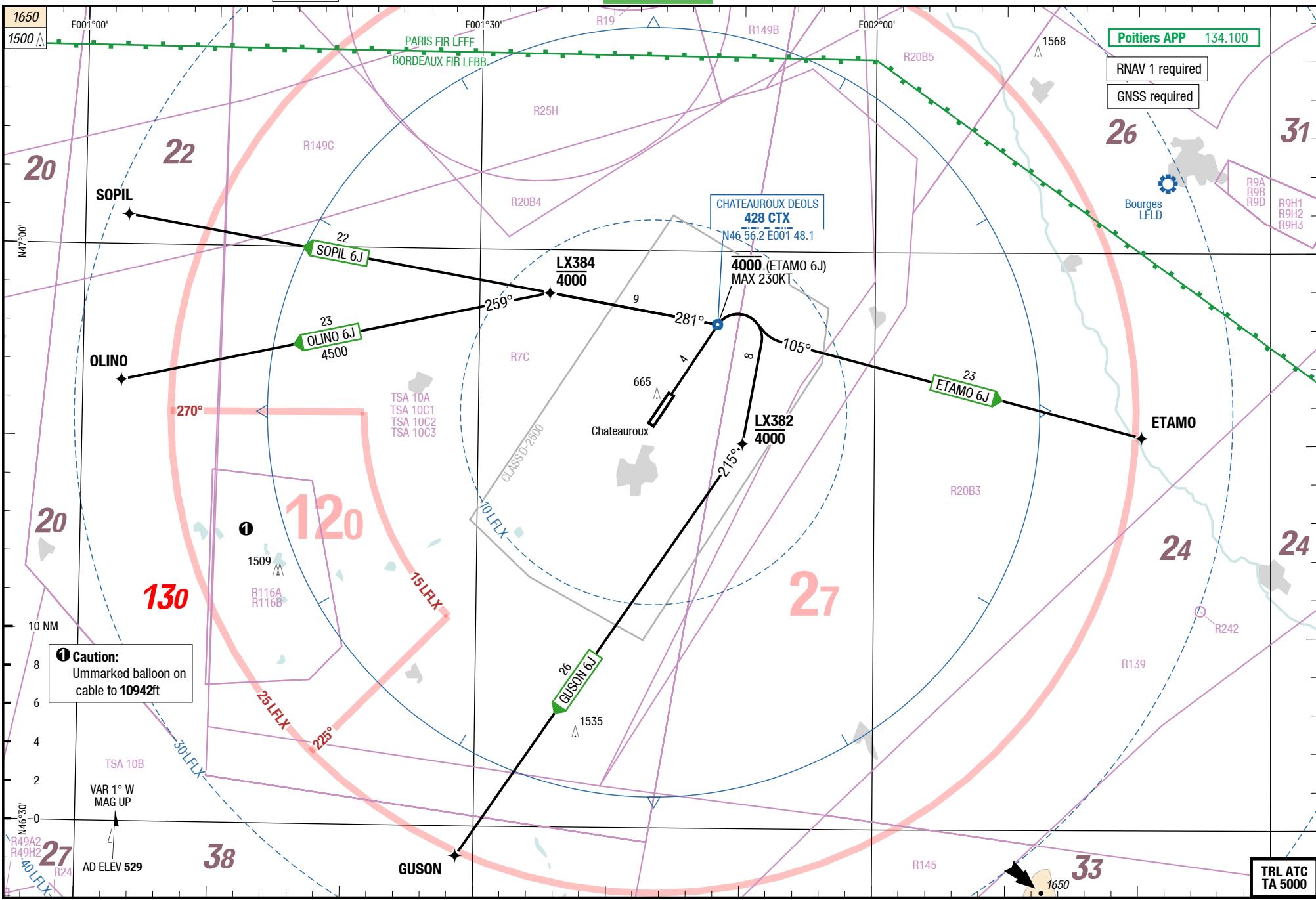
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# Deols Chateauroux France

[RNAV SIDs RWY 21]

## RNAV SIDs RWY 03



Changes: new

**Effective 06-FEB-2014**

30-JAN-2014

## France Chateauroux Deols

**CHR-LFLX**

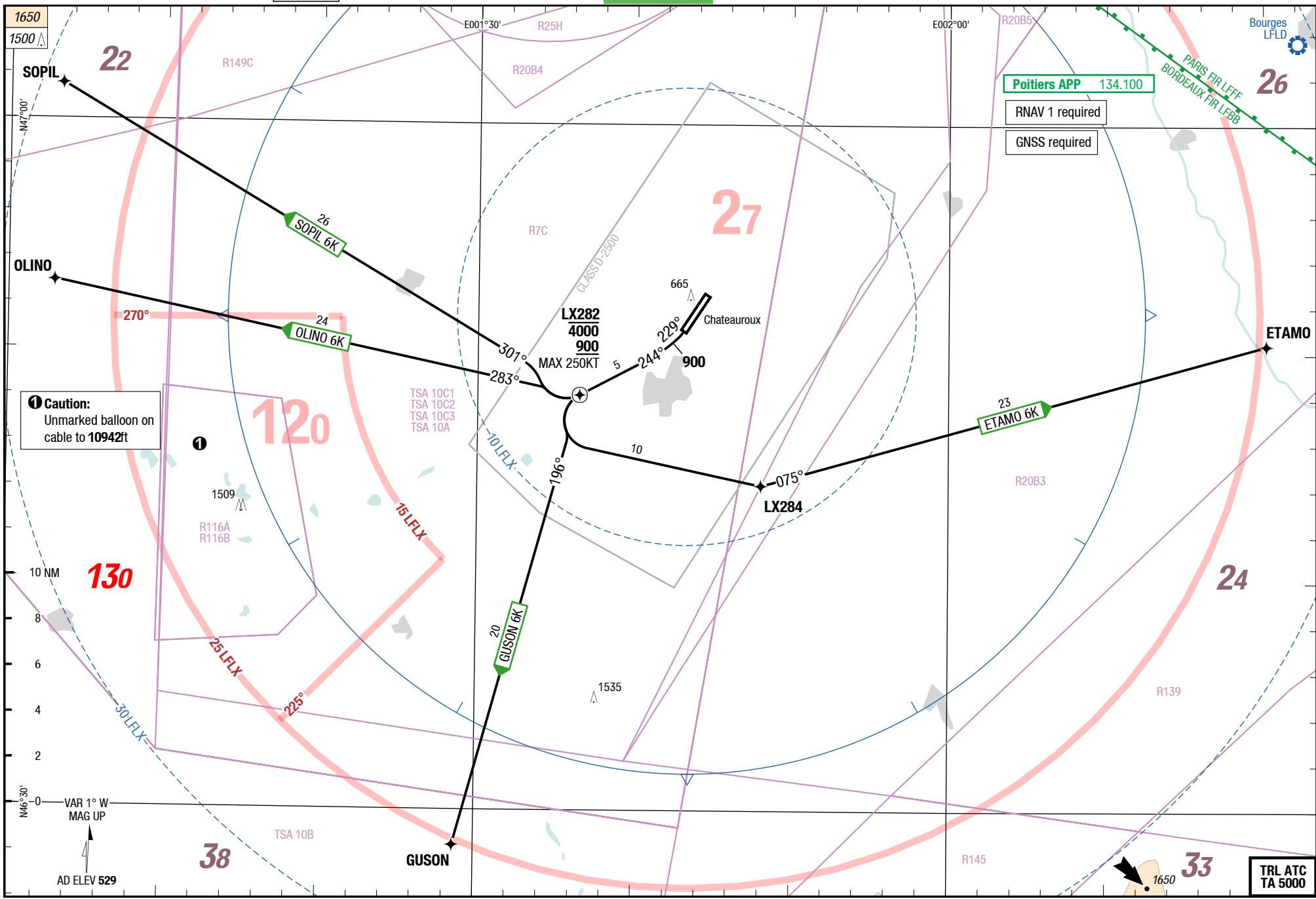
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RNAV SIDs RWY 21

Deols Chateauroux Franc

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RNAV SIDs RWY 2



Effective 06-FEB-2014

30-JAN-2014

CHR-LFLX

# France Chateauroux Deols

SIDs RWY 21

SIDs RWY 03

4-30

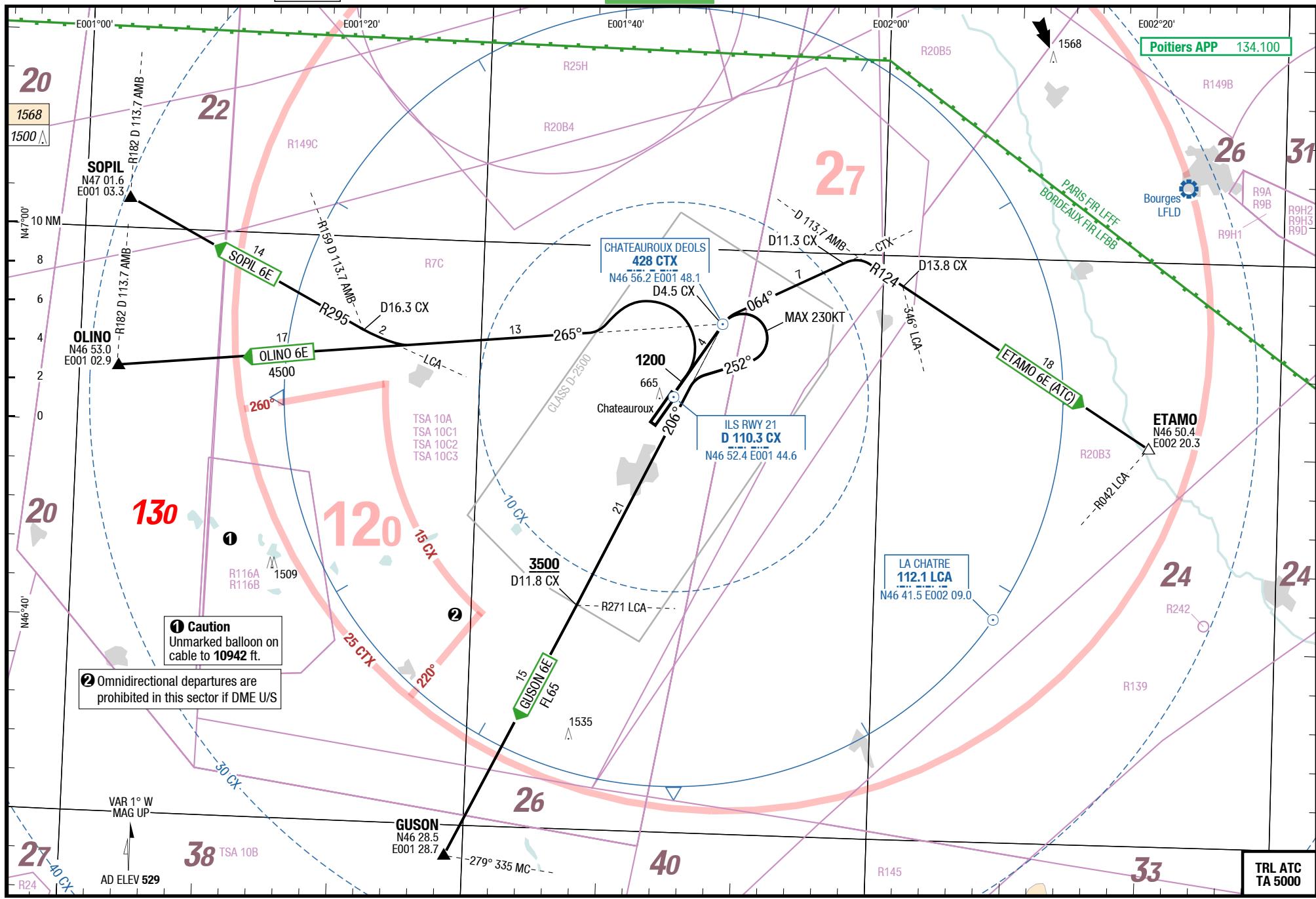
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# Deols Chateauroux France

SIDs RWY 21

SIDs RWY 03



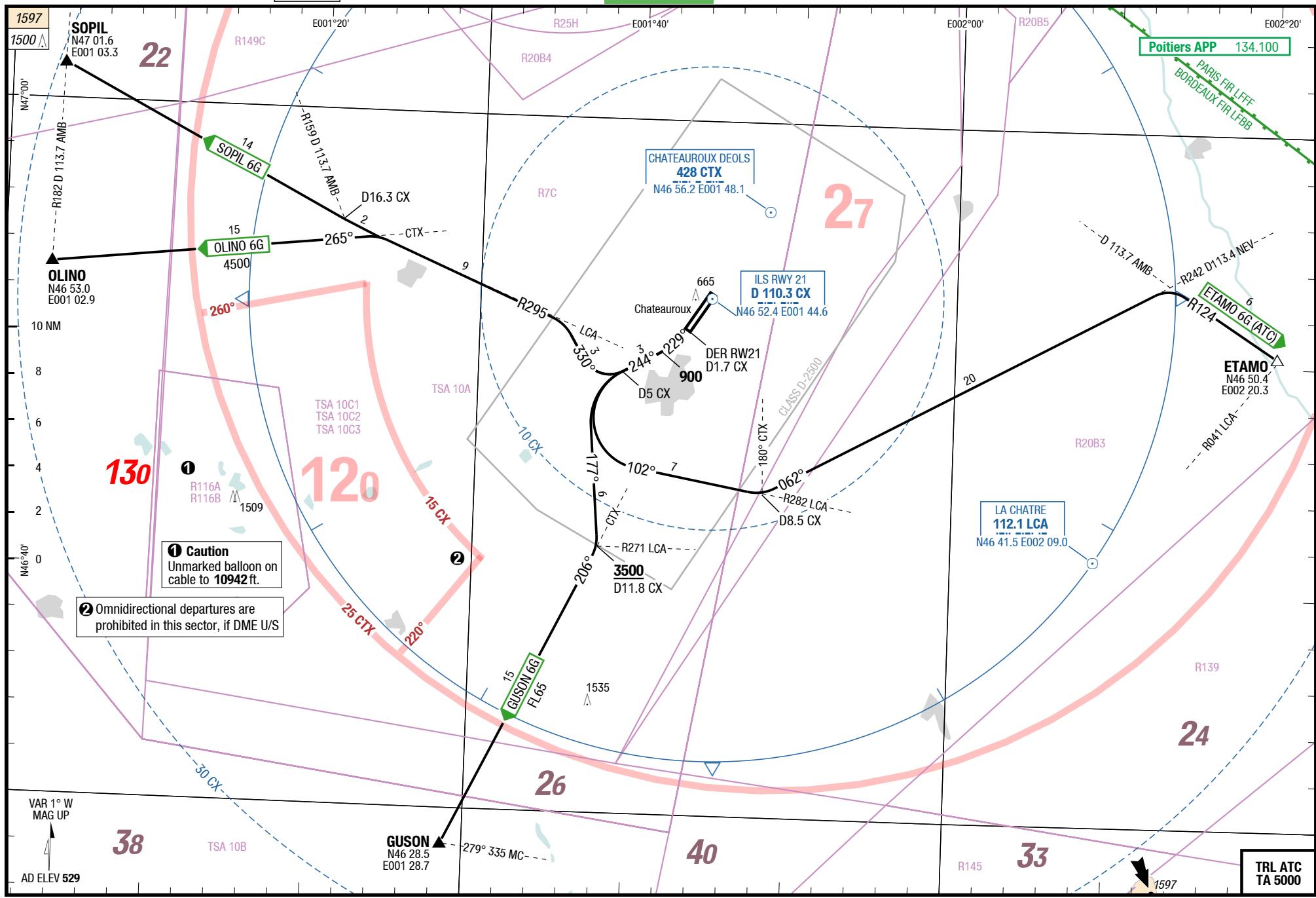
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SIDs RWY 21

SID

5

SIDs RWY 21



**CHR-LFLX****5-10****RNAV SIDs RWY 03****ETAMO 6J / GUSON 6J / OLINO 6J / SOPIL 6J**

RWY 03 (034°)

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

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

RWY 21 (214°)

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

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SIDs RWY 03

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

RWY 03 (034°)

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

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

10-SEP-2015

CHR-LFLX

France Chateauroux Deols

STABs BWY 21

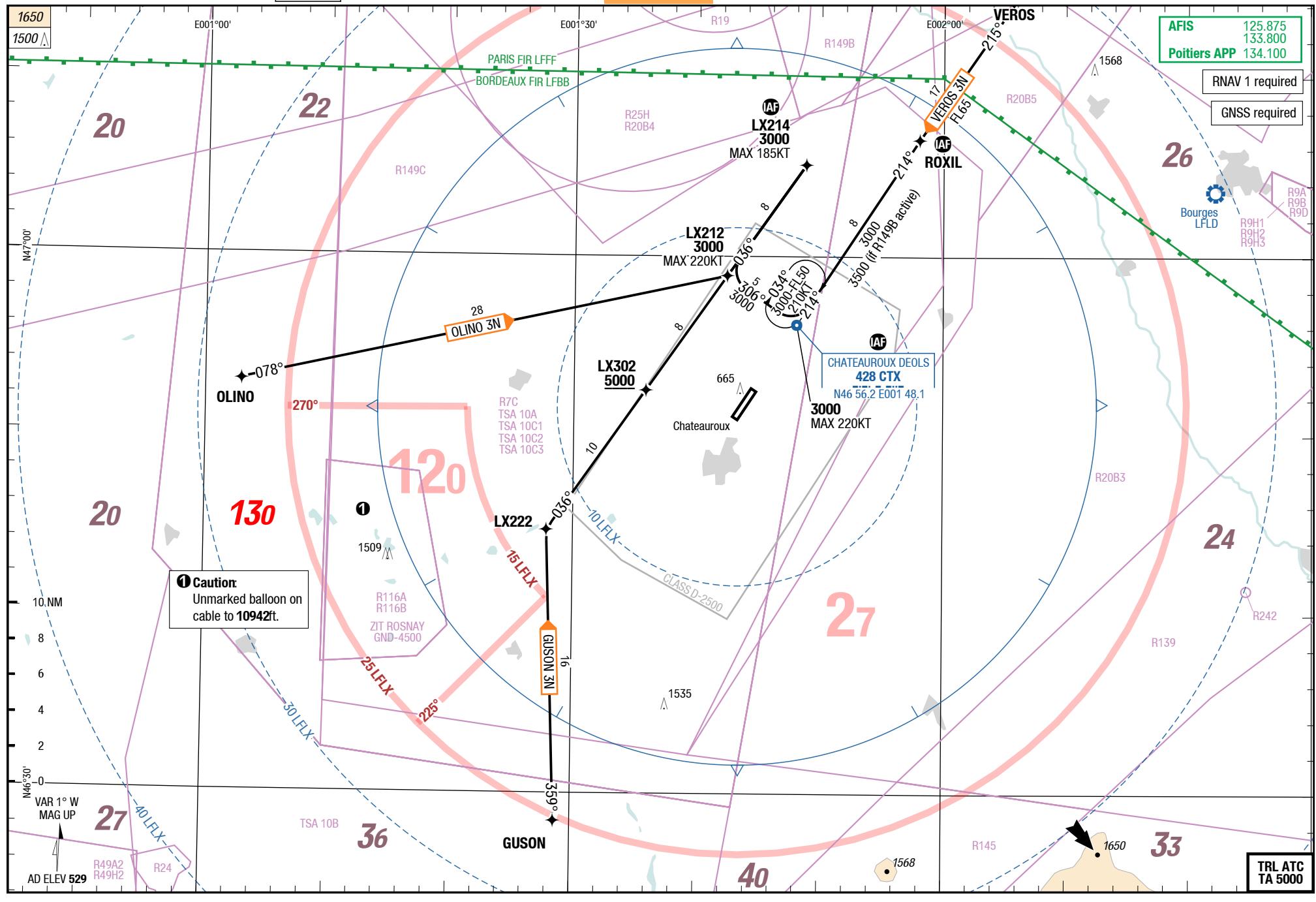
Deols Chateauroux France

**STARs RWY 2**

6-10

## **RNAV STARs RWY 21**

## **RNAV STARs RWY 21**



10-SEP-2015

## France Chateauroux Deols

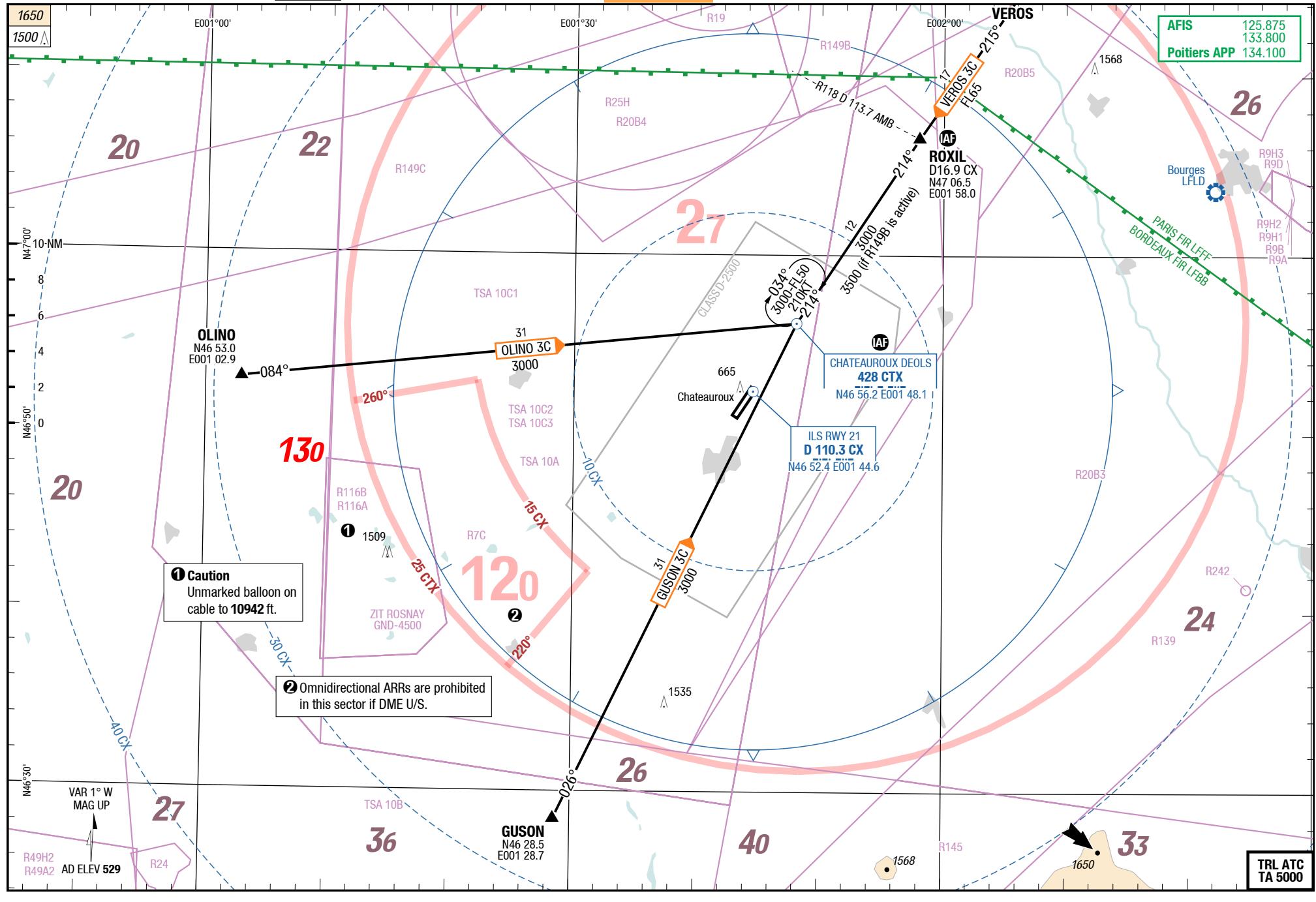
CHR-LFLX

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**STARs RWY 21**

Deols Chateauroux France

**STARS RWY 21**

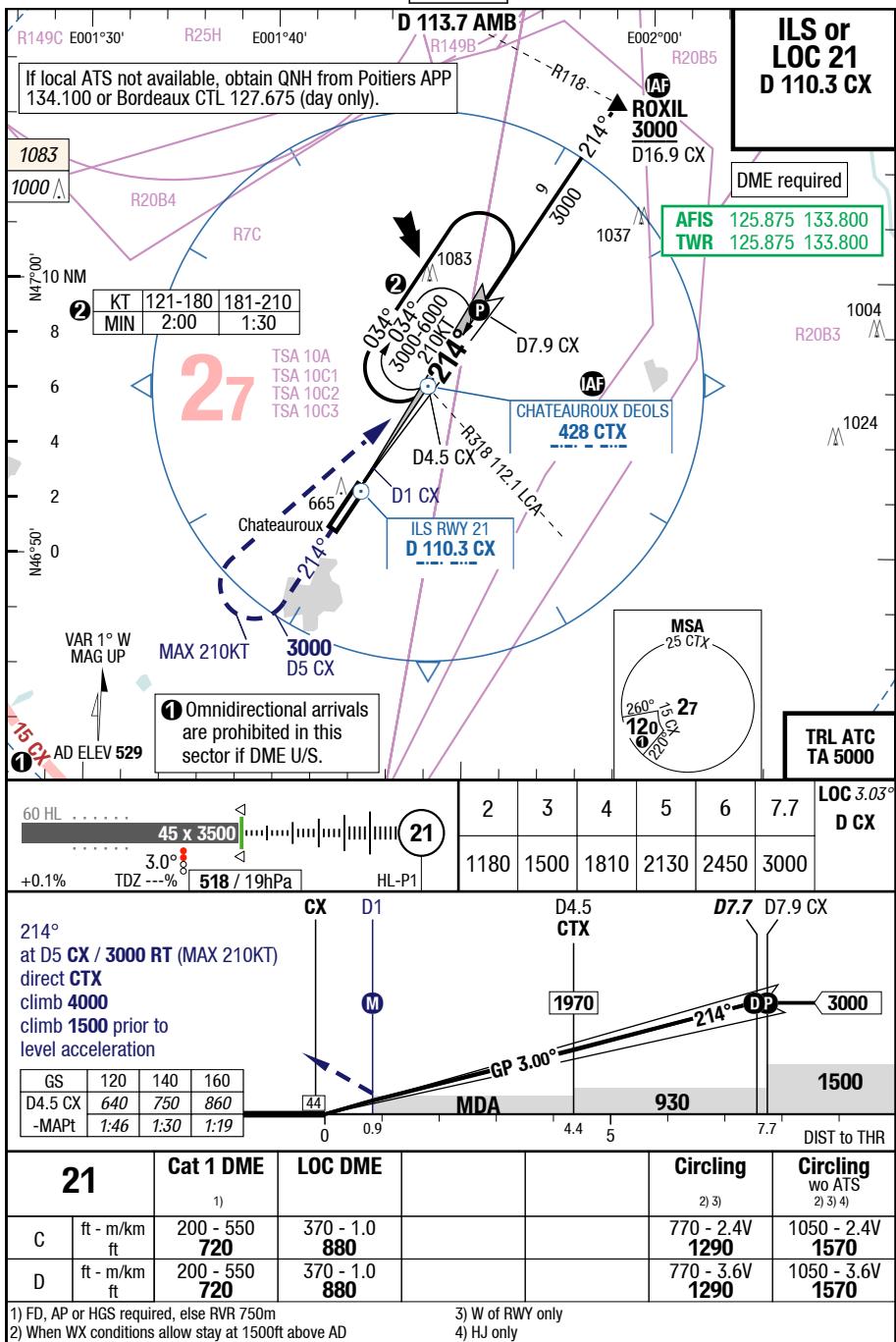


10-SEP-2015

CHR-LFLX

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ILS or LOC 21

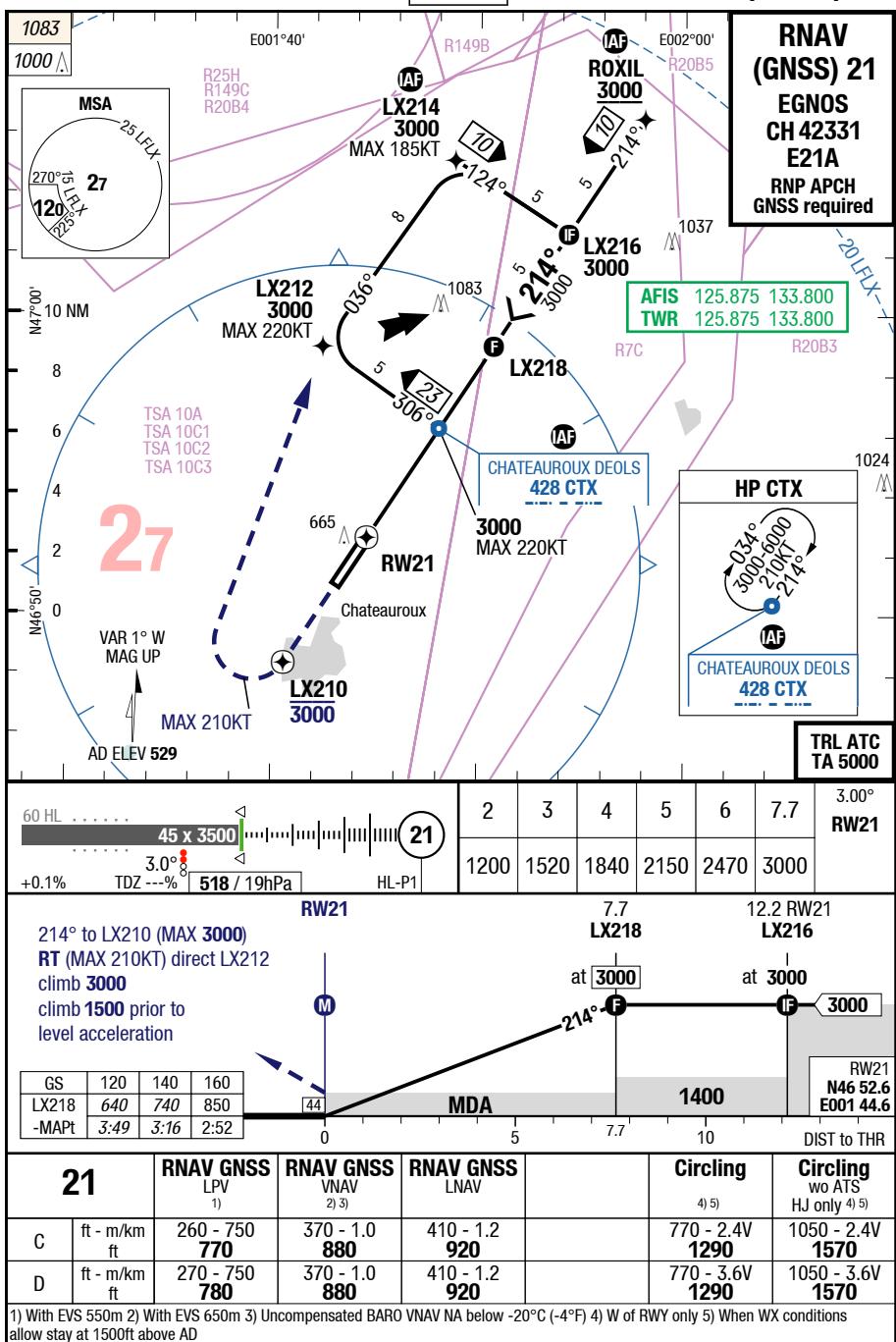


22-SEP-2016

## CHR-LFLX

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## RNAV (GNSS) 21

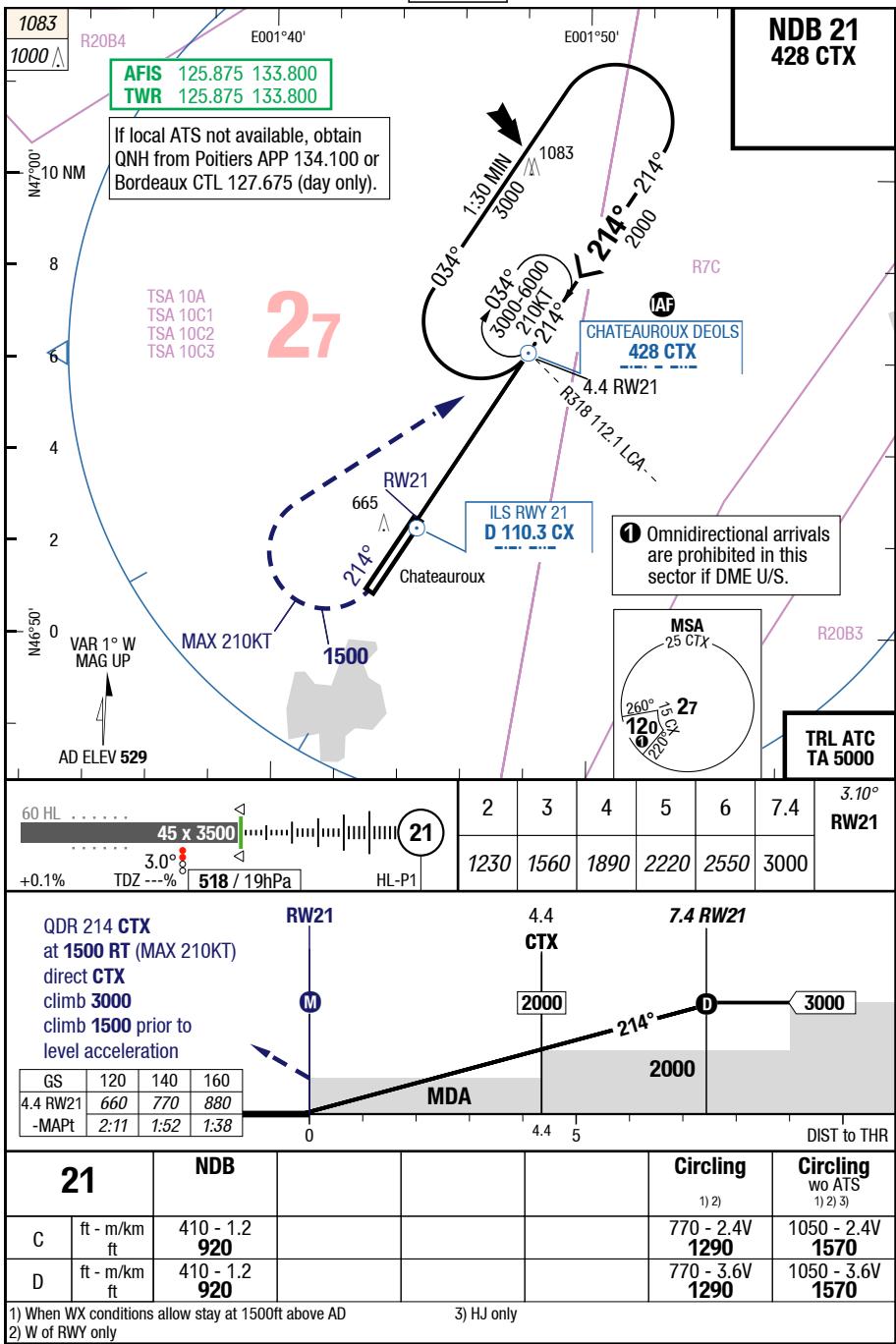


Changes: MIN, FREQ, OBST

7-50

NDB 21

14



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

3) HJ only