

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 turns).

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 1880	1140-1.5 1910	1240-1.5 2010	1590-1.5 2360	1910-1.5 2680	2270-1.5 3040
3%	ft-m/km ft	930-1.5 1700	960-1.5 1730	1050-1.5 1820	1370-1.5 2140	1670-1.5 2440	2010-1.5 2780
3.5%	ft-m/km ft	770-1.5 1540	790-1.5 1560	880-1.5 1650	1180-1.5 1950	1450-1.5 2220	1770-1.5 2540
4%	ft-m/km ft	630-1.5 1400	640-1.5 1410	720-1.5 1490	1000-1.5 1770	1250-1.5 2020	1550-1.5 2320
4.5%	ft-m/km ft	510-1.5 1280	510-1.5 1280	580-1.5 1350	830-1.5 1600	1060-1.5 1830	1350-1.5 2120
5%	ft-m/km ft	430-1.5 1200	430-1.5 1200	440-1.5 1210	680-1.5 1450	890-1.5 1660	1160-1.5 1930
5.5%	ft-m/km ft	370-1.3 1140	370-1.3 1140	380-1.3 1150	540-1.5 1310	740-1.5 1510	980-1.5 1750
6%	ft-m/km ft	320-1.1 1090	320-1.1 1090	330-1.1 1100	400-1.4 1170	590-1.5 1360	820-1.5 1590
6.5%	ft-m/km ft	310-1.0 1080	310-1.0 1080	310-1.0 1080	310-1.0 1080	450-1.5 1220	670-1.5 1440
7%	ft-m/km ft	310-1.0 1080	310-1.0 1080	310-1.0 1080	310-1.0 1080	340-1.1 1110	530-1.5 1300
7.5%	ft-m/km ft	300-900 1070	300-900 1070	300-900 1070	300-900 1070	300-900 1070	400-1.4 1170
8%	ft-m/km ft	300-900 1070	300-900 1070	300-900 1070	300-900 1070	300-900 1070	300-900 1070

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

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 2130	4%<5%	A	ft-m/km ft	1360-5.0 2130
	B	ft-m/km ft	2430-5.0 3190		B	ft-m/km ft	1560-5.0 2320
	C	ft-m/km ft	2800-5.0 3560		C	ft-m/km ft	1860-5.0 2620
3%<4%	A	ft-m/km ft	1360-5.0 2130	>5%	A	ft-m/km ft	1360-5.0 2130
	B	ft-m/km ft	2140-5.0 2900		B	ft-m/km ft	1370-5.0 2130
	C	ft-m/km ft	2480-5.0 3240		C	ft-m/km ft	1390-5.0 2150

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

CMF-LFLB

1-50

AOI

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 2910	4%	A	ft-m/km ft	1880-5.0 2650
	B	ft-m/km ft	2180-5.0 2940		B	ft-m/km ft	1910-5.0 2670
	C	ft-m/km ft	2230-5.0 2990		C	ft-m/km ft	1970-5.0 2730
4.5%	A	ft-m/km ft	1870-5.0 2640	4.5%	A	ft-m/km ft	1670-5.0 2440
	B	ft-m/km ft	1910-5.0 2670		B	ft-m/km ft	1710-5.0 2470
	C	ft-m/km ft	1970-5.0 2730		C	ft-m/km ft	1770-5.0 2530
5%	A	ft-m/km ft	1600-5.0 2370	5%	A	ft-m/km ft	1550-5.0 2320
	B	ft-m/km ft	1640-5.0 2400		B	ft-m/km ft	1560-5.0 2320
	C	ft-m/km ft	1700-5.0 2460		C	ft-m/km ft	1580-5.0 2340
6%	A	ft-m/km ft	1600-5.0 2370	6%	A	ft-m/km ft	1550-5.0 2320
	B	ft-m/km ft	1610-5.0 2370		B	ft-m/km ft	1560-5.0 2320
	C	ft-m/km ft	1620-5.0 2380		C	ft-m/km ft	1560-5.0 2320

CMF-LFLB

1-60

AOI

AOI

DEPARTURE

| Take-off Minima

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

Speed

MAX IAS 250KT below FL100

Departure Procedure

Departure Notes

BELUS 6C: Reserved for ACFT unable to maintain the MNM climb gradient.

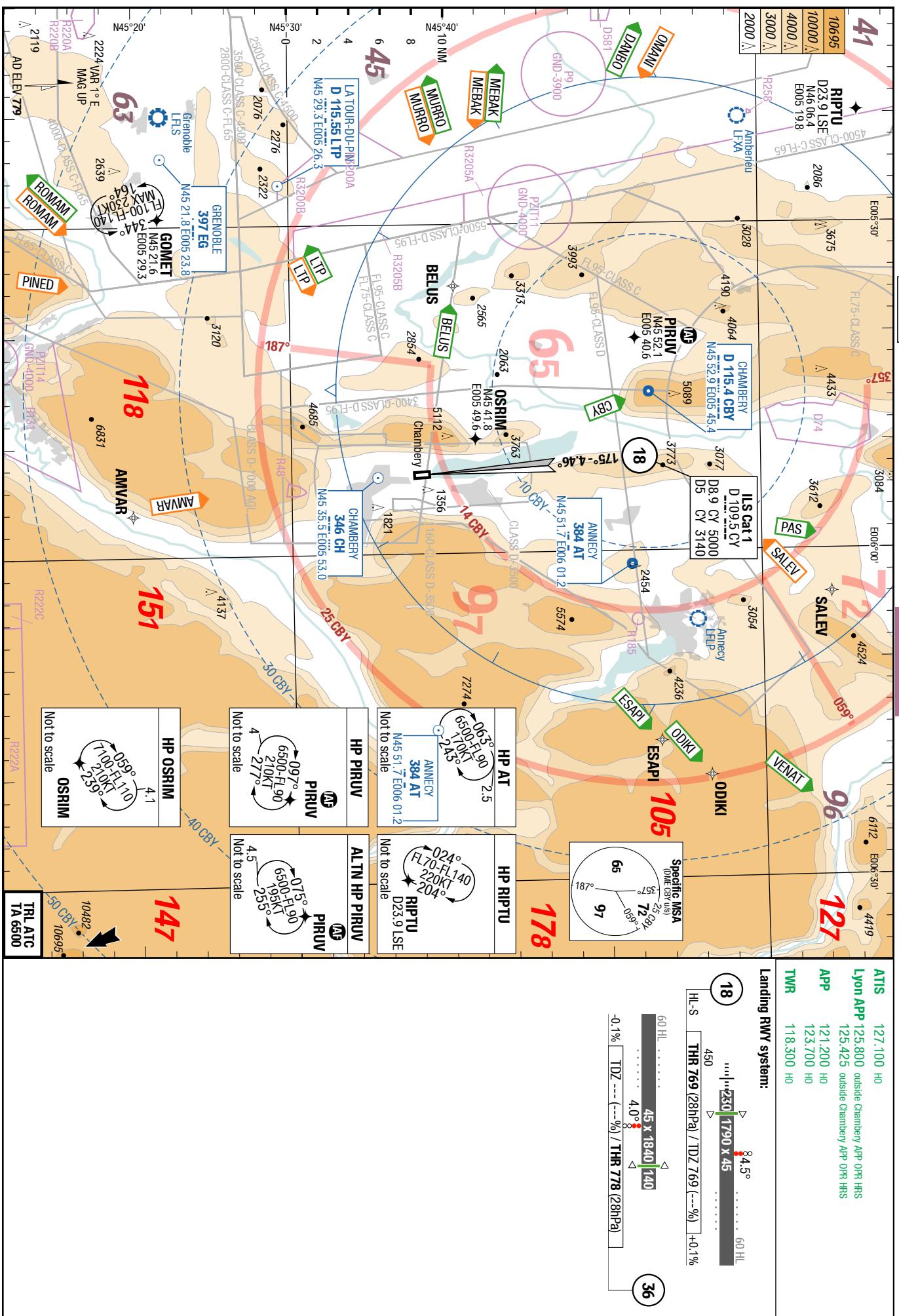
CY LOC failure: If no guidance is possible from LOC during the initial climb, the climbing slope becomes 8.6% up to 3400ft for all DEP passing through BANEK, and 9.6% up to 4500ft for those passing through NAZIM.

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.



Effective 27-JUN-2018

14-JUN-2018

CMF-LFLB

3-20

France Chambery Aix-Les-Bains

AGC AGC
AGC AGC
AGC

Aix-Les-Bains Chambery France

ATIS 127.100 HO
TWR 118.300 HO

Changes: Declared distances, Editorial

RWY	TORA	ASDA	TODA
36	1980	1980	1980

ARP
N 45 38.4
E 005 52.8

VAR 1° E
MAG UP
AD ELEV 779

18

767

175°

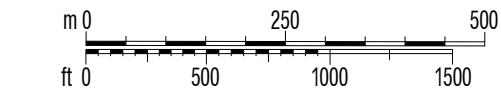
18L

2020 X 45

36

355°

779



(A)

N

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C

N1

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BUSINESS TERMINAL

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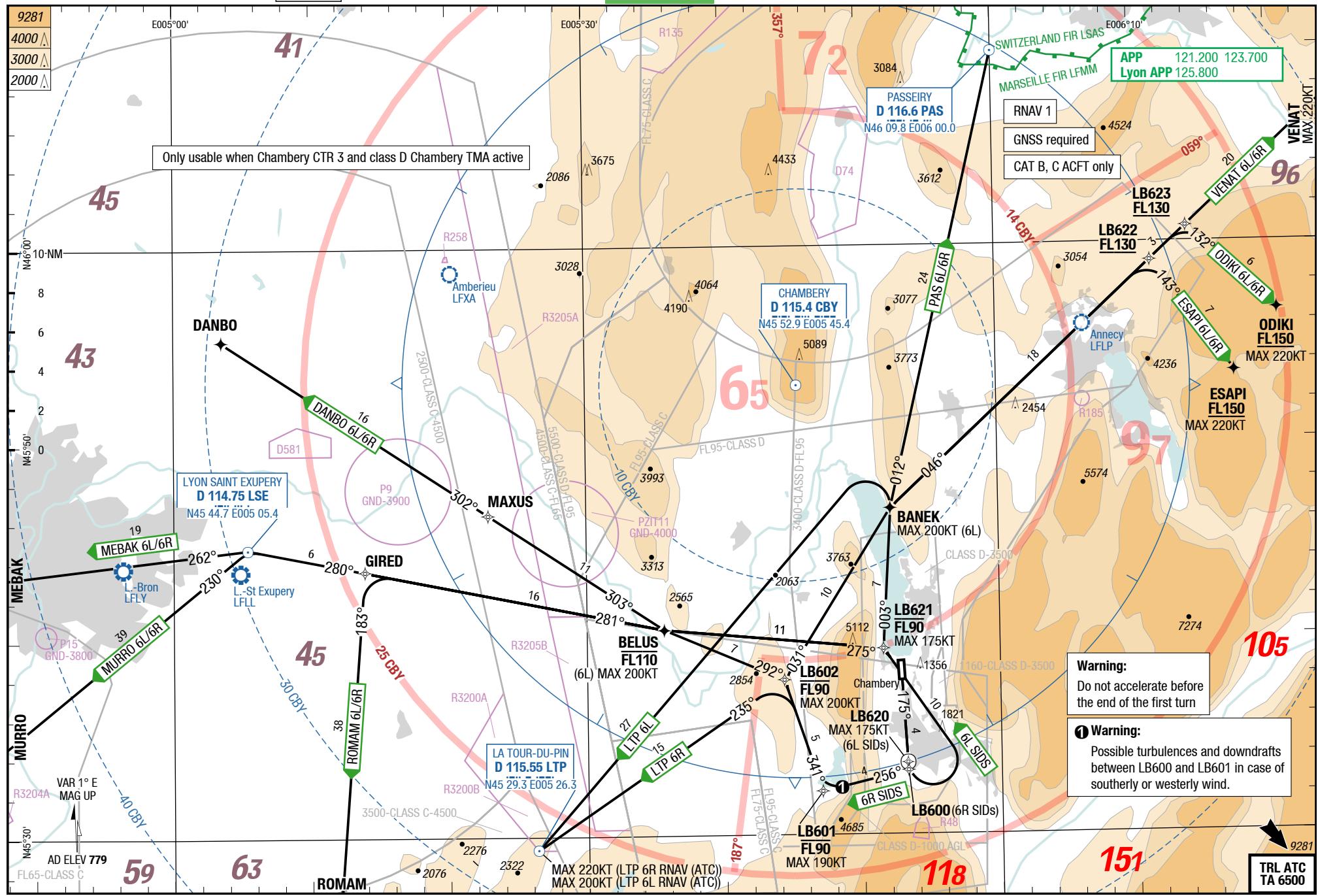
SIDs / RNAV SIDs RWY 36

4-10 RNAV SIDs RWY 18 (ATC)

Aix-Les-Bains Chambery France

SIDs / RNAV SIDs RWY 36

RNAV SIDs RWY 18 (ATC)



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France Chambery Aix-Les-Bains

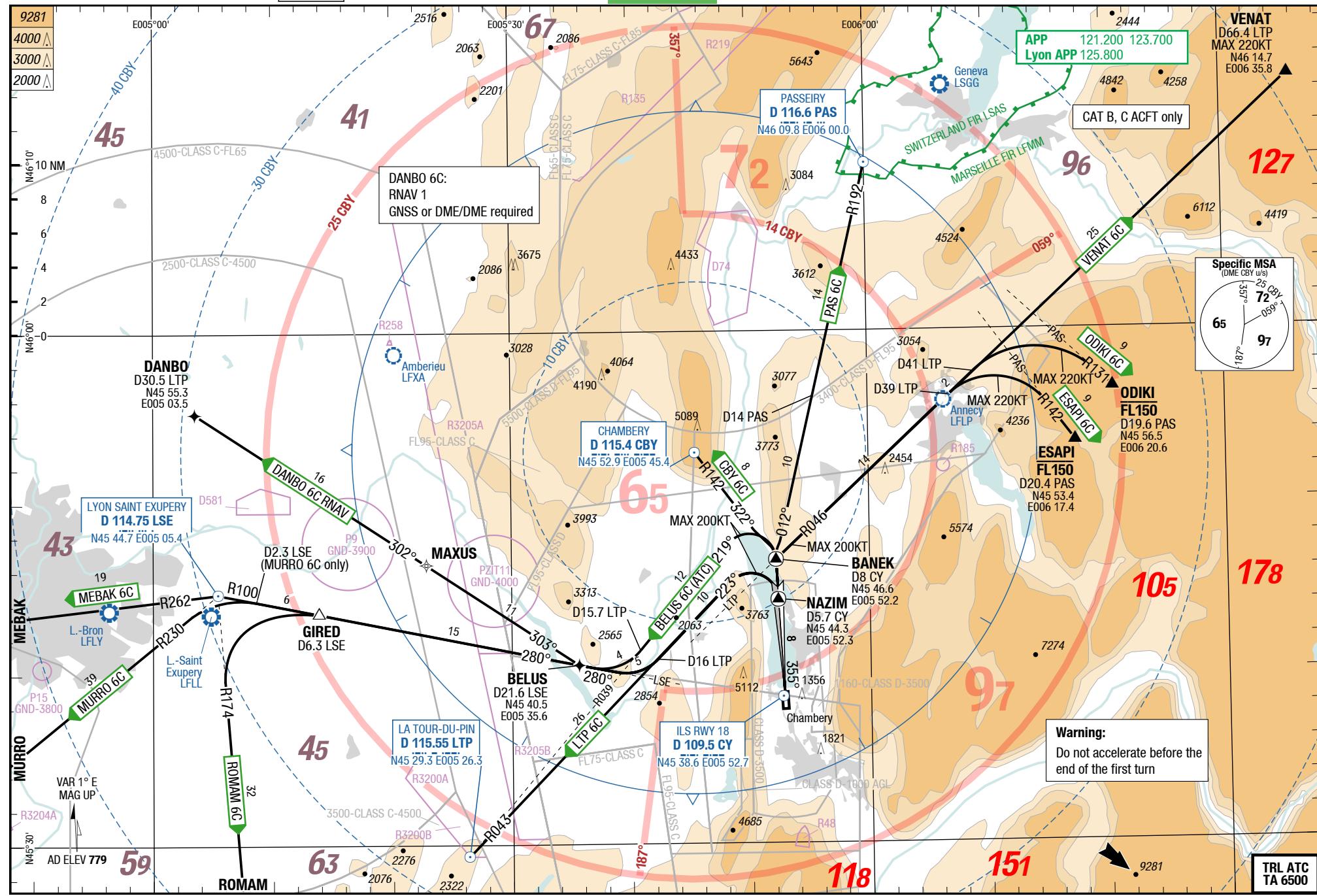
4-20 SIDs / RNAV SIDs RWY 36

Aix-Les-Bains Chambery France

SIDs / RNAV SIDs RWY 36

SID

SID



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

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.

CMF-LFLB

5-20

RNAV SIDs RWY 18 (ATC)

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

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

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.

CMF-LFLB**5-40****RNAV SIDs RWY 18 (ATC)****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
	Runway 18	
ROMAM 6R 10.3% to 5200 121.200 123.700 ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BELUS - GIRED - ROMAM	LB601 MAX FL90 LB602 MAX FL90 BELUS MAX FL110
VENAT 6L 11.2% to 5300 121.200 123.700 ②③	175° LB620 [K175- ;L] - DCT LB621 [K175-] - BANEK [K200-] - VENAT [K220-]	LB621 MAX FL90
VENAT 6R 10.3% to 5200 121.200 123.700 ①③④	175° LB600 - LB601 [K190-] - LB602 [K200-] - BANEK [K220-] - VENAT [K220-]	LB601 MAX FL90 LB602 MAX FL90

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

SIDPT

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

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

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
		Runway 36
ODIKI 6C 6.1% to 4100 7.1% to FL150 121.200 123.700 ②④	intercept LOC CY backcourse 355° to BANEK - RT (MAX 200KT) intercept R046 LTP - at D41 LTP RT (MAX 200KT) - intercept R131 PAS to ODIKI	ODIKI MAX FL150
PASSEIRY 6C PAS 6C 6.1% to 3200 121.200 123.700 ①	intercept LOC CY backcourse 355° to BANEK - RT intercept R192 PAS inbound to PAS	
ROMAM 6C 8.8% to 4900 9.3% to FL110 121.200 123.700 ③	intercept LOC CY backcourse 355° to NAZIM - LT (MAX 200KT) intercept R043 LTP inbound - at D16 LTP RT - intercept R100 LSE inbound to BELUS - R100 LSE inbound - at GIRED (D6.3 LSE) LT - intercept R174 LSE 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
	Runway 36	
VENAT 6C 6.1% to 3600 8.1% to FL130 121.200 123.700 ①②	intercept LOC CY backcourse 355° to BANEK - RT (MAX 200KT) - R046 LTP 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.

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France **Chambery** Aix-Les-Bains

RNAV MEBAK/MURRO/OMANI/ROMAM 9P

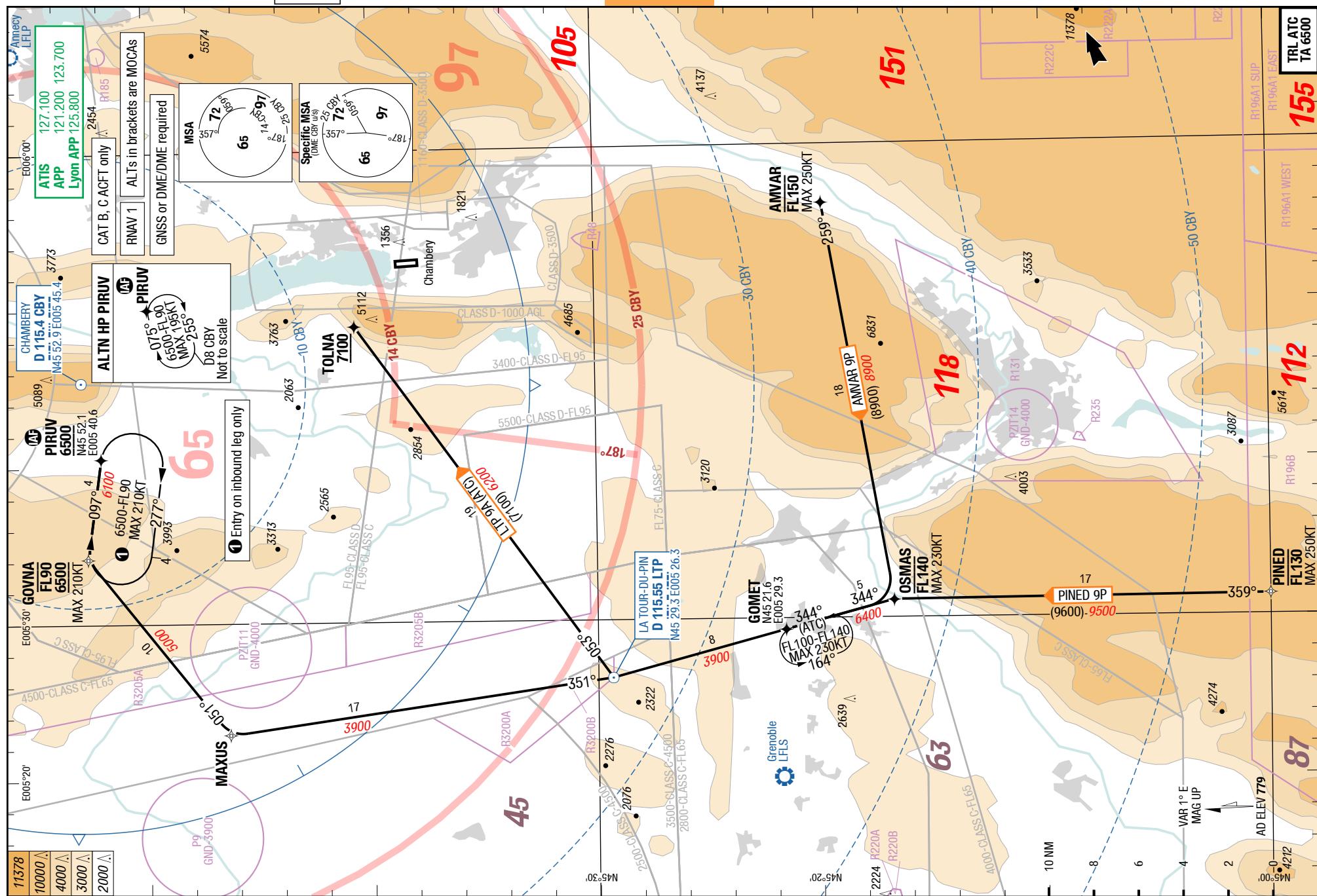
6-10

AV AMVAR 9P/LTP 9A/ PINED 9P

Aix-Les-Bains Chambery France

RNAV MEBAK/MURRO/OMANI/ROMAM 9P

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



Effective 09-NOV-2017

02-NOV-2017

France **Chambery** Aix-Les-Bains

CMF-LFLB

-20

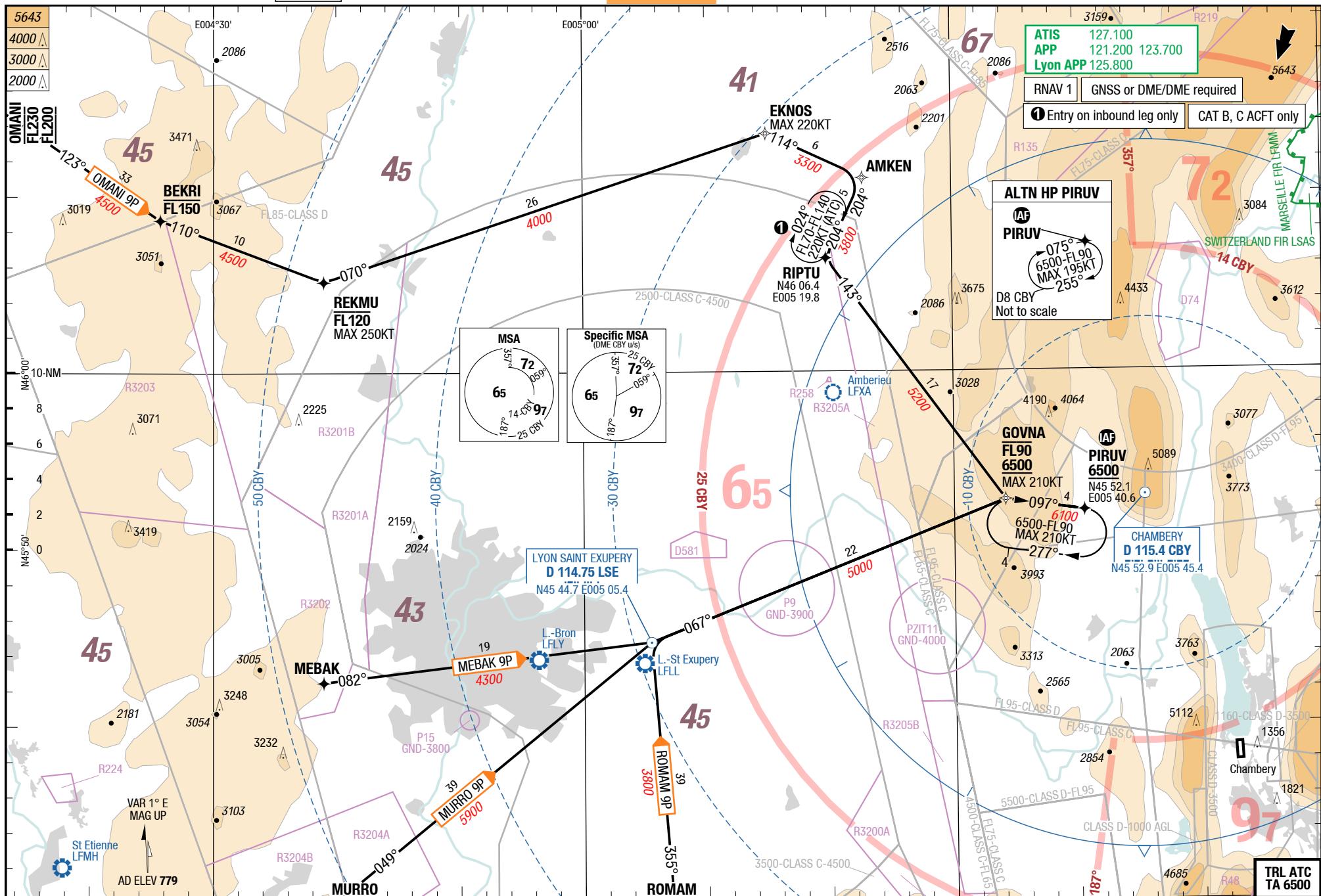
RNAV MEBAK/MURRO/OMANI/ROMAM 9P

STAR

11

Aix-Les-Bains Chambery France

RNAV MEBAK/MURRO/OMANI/ROMAM 9



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France **Chambery** Aix-Les-Bains

Aix-Les-Bains **Chambery** France

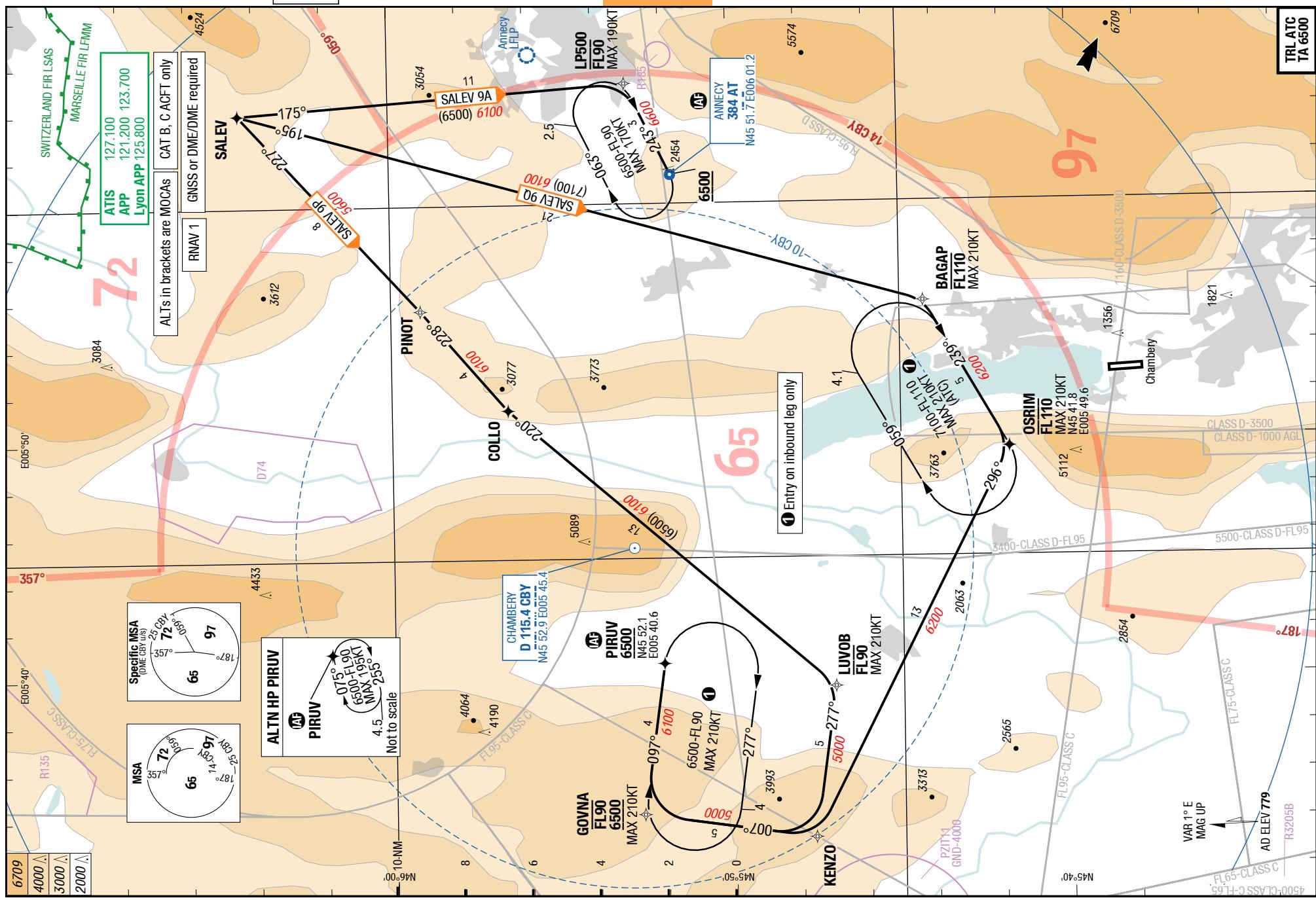
6-30

RNAV SALEV 9A/9P/9Q

SIAR

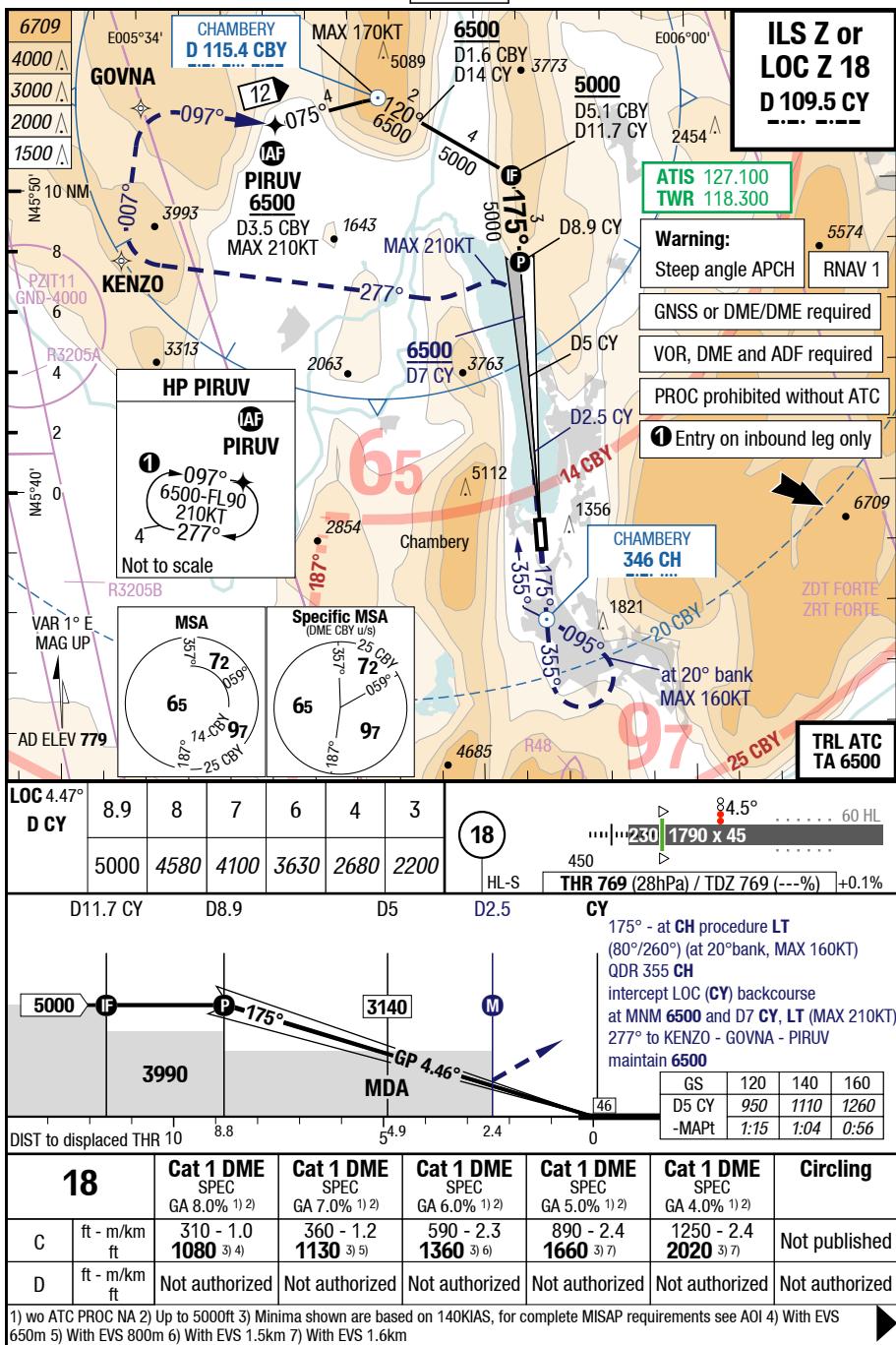
STAR

RNAV SALEV 9A/9P/9Q



7-10

ILS Z or LOC Z 18

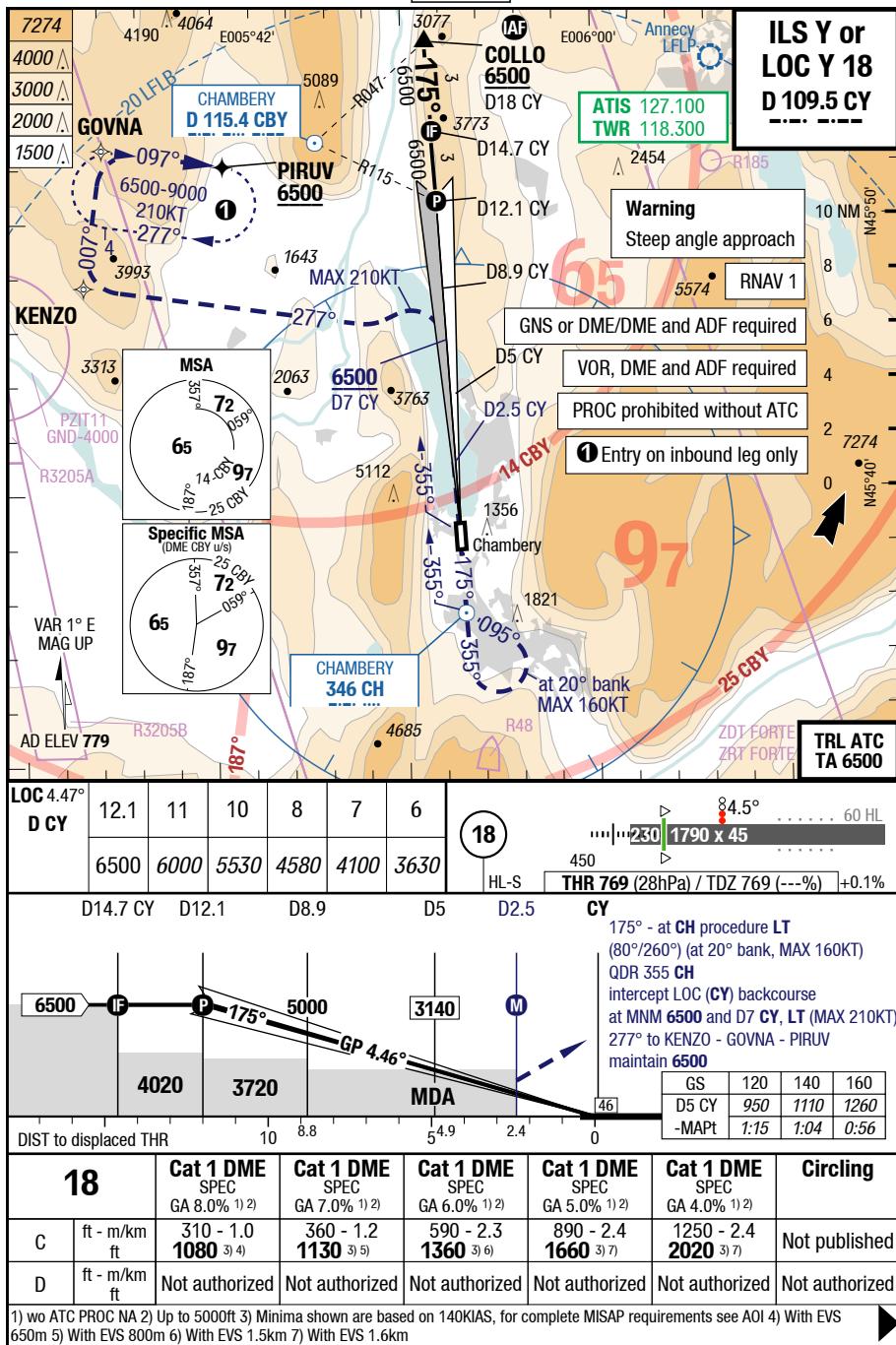


Changes: Completely revised

CMF-LFLB

7-20

ILS Y or LOC Y 18

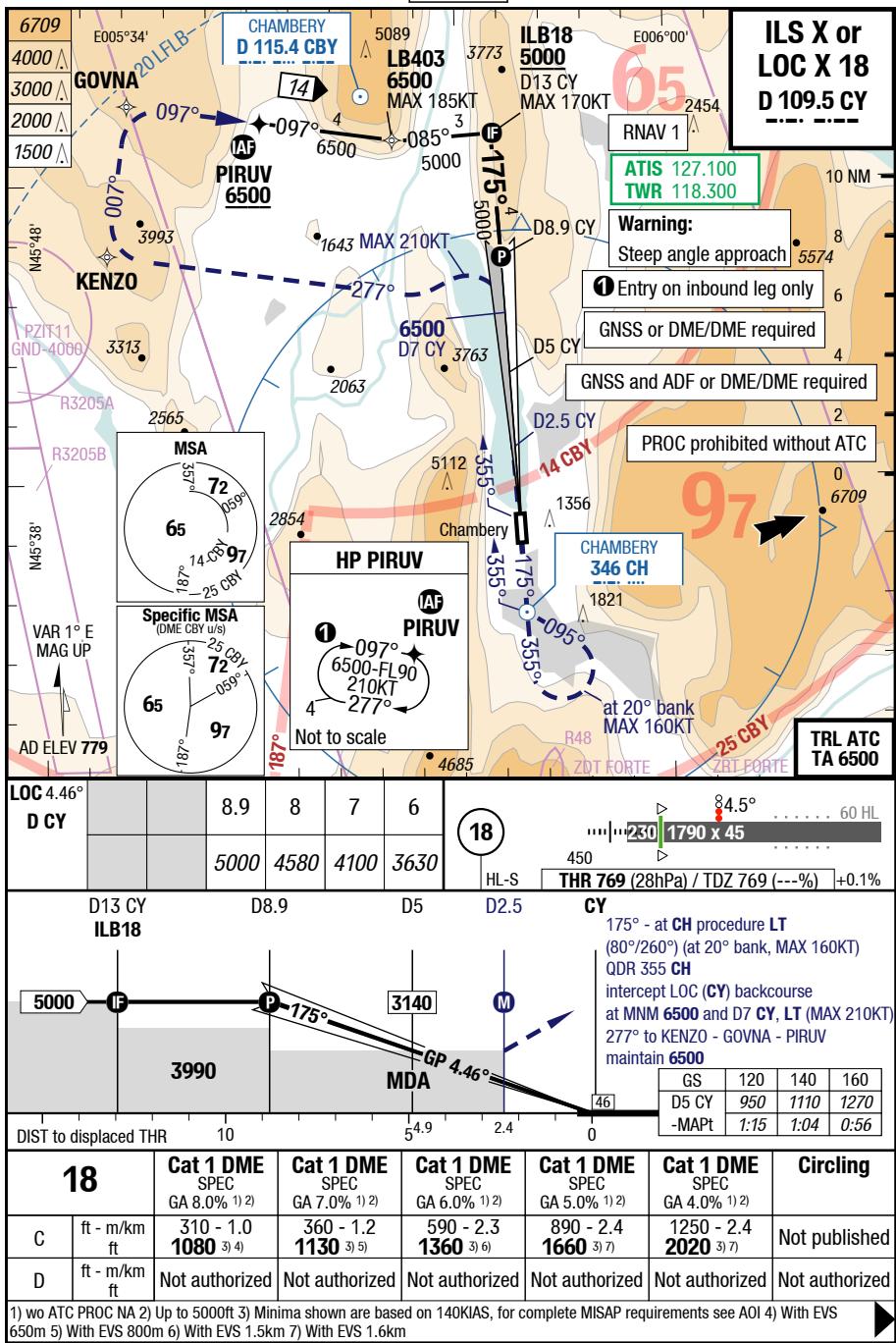


1) wo ATC PROC NA 2) Up to 5000ft 3) Minima shown are based on 140KIAS, for complete MISAP requirements see AOI 4) With EVS 650m 5) With EVS 800m 6) With EVS 1.5km 7) With EVS 1.6km

CMF-LFLB

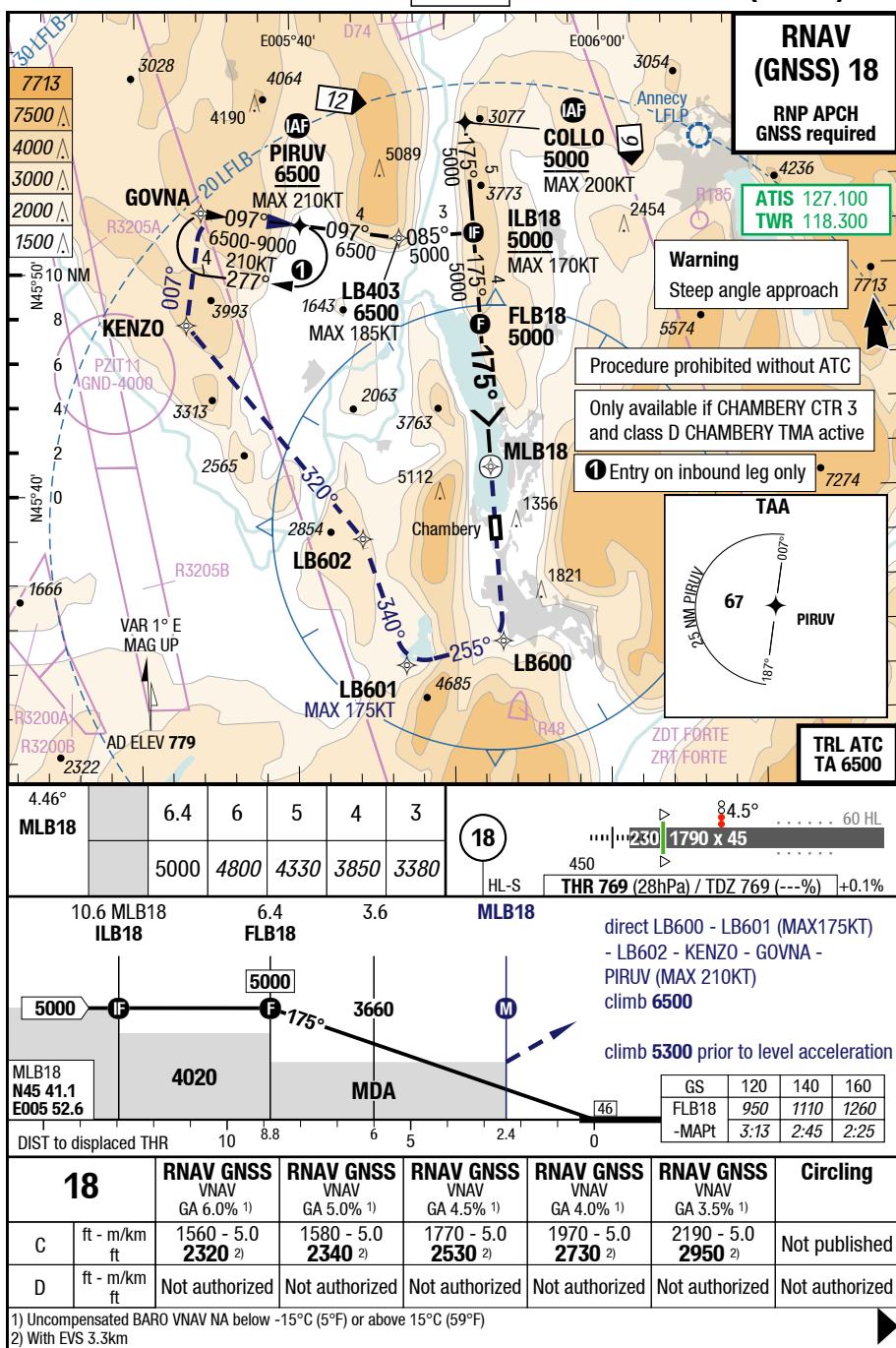
7-30

ILS X or LOC X 18



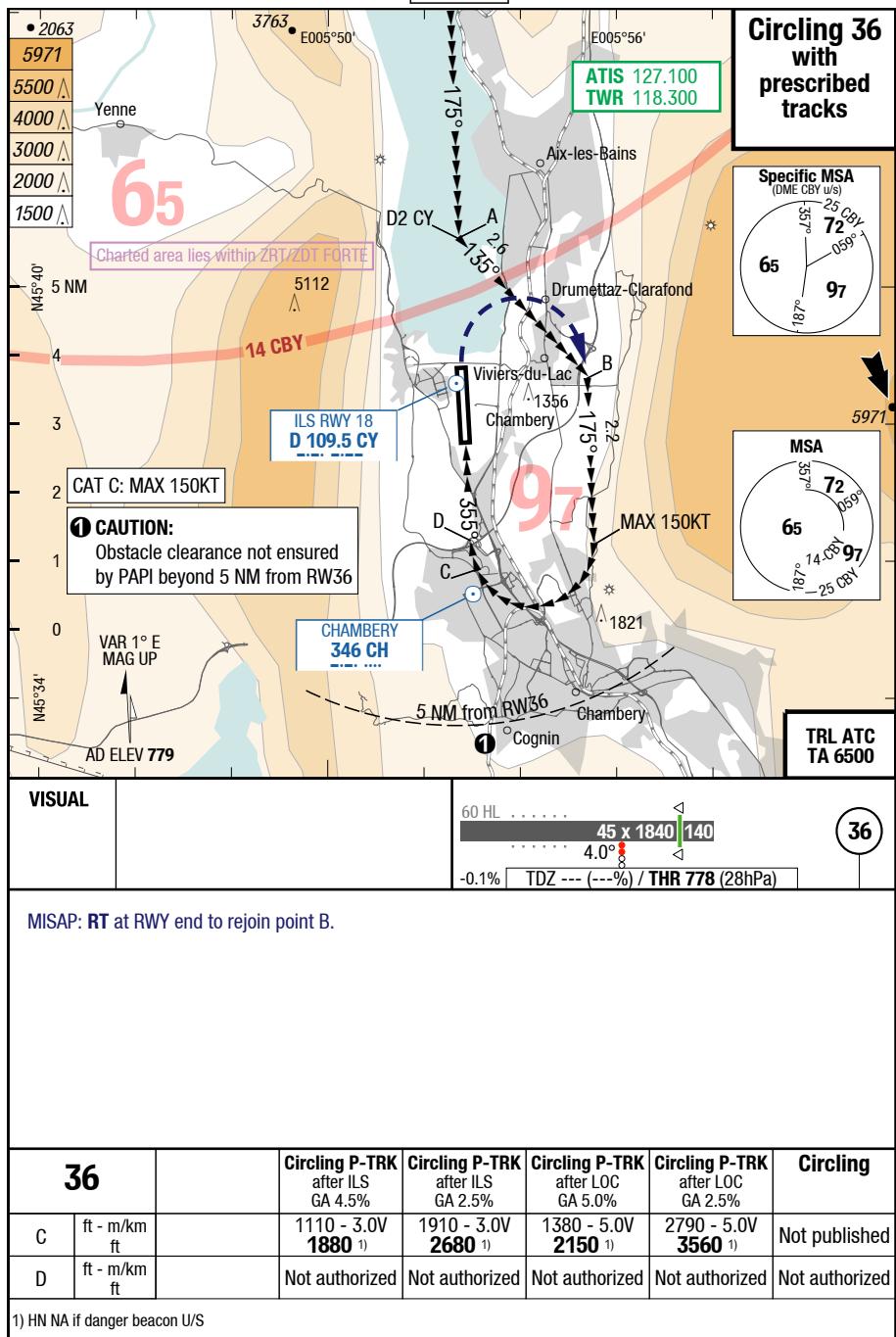
Changes: MISAP, Note

7-50



7-70

Circling 36 with prescribed tracks



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7-90

WxMinima Overflow

18		Cat 1 DME SPEC GA 3.0% 1) 2)	Cat 1 DME SPEC GA 2.5% 1) 2)	LOC DME GA 5.0% 1) 2)	LOC DME GA 4.0% 1) 2)	LOC DME GA 3.0% 1) 2)	LOC DME GA 2.5% 1) 2)
C	ft - m/km ft	1670 - 2.4 2440 3) 4)	1910 - 2.4 2680 3) 4)	1390 - 5.0 2150	1860 - 5.0 2620	2480 - 5.0 3240	2800 - 5.0 3560
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% 1)	RNAV GNSS VNAV GA 2.5% 1)	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 3180 2)	2680 - 5.0 3440 2)	1620 - 5.0 2380	1700 - 5.0 2460	1970 - 5.0 2730	2230 - 5.0 2990
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 3260	2760 - 5.0 3520	3020 - 5.0 3780			
D	ft - m/km ft	Not authorized	Not authorized	Not authorized			

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02-NOV-2017

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France **Chambery** Aix-Les-Bains

Aix-Les-Bains Chambery France

RC

3

AI
NI

MRC

3-10

41 25 CBY 40°CY

9291 4000 3000 2000

2086 3675 4433 3612

Amberieu LFXA 3028 4064 4190 3054

MSA 65 72 97 65 72 97

Specific MSA (DME CBY w/s) 65 72 97 187° 25° 059° 187° 25° 059°

10 NM 45 8 6 4 2 0

VAR 1° E MAG UP AD ELEV 779 2276 2076 2322

41 25 CBY 40°CY

3612 3675 4433 3612

TOKDO PINOT

COLLO OMASI RUMIL

GOVNA PIRUV

DEPUL ARGIS KENZO BELUS GIPNO NAVLA LUVOB SPOLO SOLOMOSOSRIM OSRIM TOLNA BANEK NAZIM BAGAP BEVEN RISOR LAMDO ASLEG

3993 3313 2565 2854 5112 3763 1356 1821 4685 9800 4236 5574 7274

3612 3675 4433 3612

7000 6500 2063 7000 7200 8500 9800

CHAMBERY D 115.4 CBY N45 52.9 E005 45.4

ILS RWY 18 D 109.5 CY N45 38.6 E005 52.7

CHAMBERY 346 CH N45 35.5 E005 53.0

14 CBY 187° 10 CY

TRL ATC TA 6500 9291

The published minimum altitudes integrate a correction for low temperatures.

Changes: RADAR SECT, WPT , OBST