

FORCES ARMÉES FRANÇAISES



MIAC 1



**MANUEL DE CARTES
DE PROCÉDURES AUX INSTRUMENTS
POUR LES AÉRONEFS D'ÉTAT**

SUR LES AÉRODROMES «AVIATION CIVILE»

PRÉAVIS

En vigueur / Effective date : 16 MAY 2024

FORCES ARMÉES FRANÇAISES
DIRECTION DE LA CIRCULATION AÉRIENNE MILITAIRE
DIVISION INFORMATION AÉRONAUTIQUE

BP 80370 33694 MERIGNAC CEDEX

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☎ CIV : 05.33.89.43.72 PNA : 865.337.4372 Information aéronautique
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BULLETIN DE MISE A JOUR
N° 06/24 MIAC 1
Mise en vigueur au 16 MAY 24

| Nom AD et volets à Remplacer, Ajouter ou Supprimer | R | A | S |
|--|---|---|---|
| PAGE DE GARDE | X | | |
| LISTE DE CONTRÔLE | X | | |
| ENR 4.1 AIDES DE RADIONAVIGATION EN-ROUTE | | | |
| ENR_4.1-1 | X | | |
| ENR_4.1-6 | X | | |
| ENR 4.4 INDICATIFS CODES DES POINTS SIGNICATIFS | | | |
| ENR_4.4-3 | X | | |
| ENR_4.4-4 | X | | |
| ENR_4.4-21 | X | | |
| ENR_4.4-22 | X | | |
| ENR_4.4-23 | X | | |
| ENR_4.4-24 | X | | |
| ENR_4.4-25 | X | | |
| ENR_4.4-26 | X | | |
| ENR_4.4-27 | X | | |
| ENR_4.4-28 | X | | |
| ENR_4.4-29 | X | | |
| ENR_4.4-30 | X | | |
| ENR_4.4-31 | X | | |
| ENR_4.4-32 | X | | |
| ENR_4.4-33 | X | | |
| AVIGNON CAUMONT | | | |
| AD-2.LFMV-1 | X | | |
| AD-2.LFMV-2 | X | | |
| AD-2.LFMV-4 | X | | |
| AD-2.LFMV-5 | X | | |
| AD-2.LFMV-7 | X | | |
| AD-2.LFMV-8 | X | | |
| AD-2.LFMV-9 | X | | |
| AD-2.LFMV-10 | | X | |
| AD_2_LFMV_DATA_STAR_RWY_ALL_RNAV_CODE_01 | | X | |
| AD_2_LFMV_STAR_RWY_ALL_RNAV | | X | |
| AD_2_LFMV_DATA_SID_RWY17_RNAV_CODE_01 | | X | |
| AD_2_LFMV_SID_RWY17_RNAV | | X | |
| AD_2_LFMV_SID_RWY17_RNAV_INSTR_01 | | X | |
| AD_2_LFMV_DATA_SID_RWY35_RNAV_CODE_01 | | X | |
| AD_2_LFMV_SID_RWY35_RNAV | | X | |
| AD_2_LFMV_SID_RWY35_RNAV_INSTR_01 | | X | |
| AD_2_LFMV_ADC_01 | X | | |
| AD_2_LFMV_APDC_01 | X | | |
| AD_2_LFMV_DATA_01 | X | | |
| AD_2_LFMV_IAC_RWY17_RNP_X | X | | |
| AD_2_LFMV_DATA_RWY17_RNP_X_CODE | X | | |

BULLETIN DE MISE A JOUR
N° 06/24 MIAC 1
Mise en vigueur au 16 MAY 24

| Nom AD et volets à Remplacer, Ajouter ou Supprimer | R | A | S |
|--|---|---|---|
| AD_2_LFMV_IAC_RWY17_RNP_Y | X | | |
| AD_2_LFMV_DATA_RWY17_RNP_Y_CODE | X | | |
| AD_2_LFMV_IAC_RWY17_RNP_Z | X | | |
| AD_2_LFMV_DATA_RWY17_RNP_Z_CODE | X | | |
| BERGERAC DORDOGNE PERIGORD | | | |
| AD-2.LFBE-1 | X | | |
| AD-2.LFBE-2 | X | | |
| AD-2.LFBE-3 | X | | |
| AD-2.LFBE-4 | X | | |
| AD-2.LFBE-5 | X | | |
| AD-2.LFBE-6 | X | | |
| AD_2_LFBE_ENV_01 | X | | |
| AD_2_LFBE_AMSR_01 | X | | |
| AD_2_LFBE_DATA_STAR_RWY09_RNAV_CODE_01 | X | | |
| AD_2_LFBE_STAR_RWY09_RNAV | X | | |
| AD_2_LFBE_DATA_STAR_RWY27_RNAV_CODE_01 | X | | |
| AD_2_LFBE_STAR_RWY27_RNAV | X | | |
| AD_2_LFBE_DATA_SID_RWY09_RNAV_CODE_01 | X | | |
| AD_2_LFBE_SID_RWY09_RNAV | X | | |
| AD_2_LFBE_SID_RWY09_RNAV_INSTR_01 | X | | |
| AD_2_LFBE_DATA_SID_RWY27_RNAV_CODE_01 | X | | |
| AD_2_LFBE_SID_RWY27_RNAV | X | | |
| AD_2_LFBE_SID_RWY27_RNAV_INSTR_01 | X | | |
| AD_2_LFBE_ADC_01 | X | | |
| AD_2_LFBE_DATA_01 | X | | |
| AD_2_LFBE_APDC_01 | X | | |
| AD_2_LFBE_IAC_RWY09_RNP | X | | |
| AD_2_LFBE_DATA_RWY09_RNP_CODE | X | | |
| AD_2_LFBE_DATA_RWY09_RNP_FASDB | X | | |
| AD_2_LFBE_IAC_RWY27_FNA_RNP | | | X |
| AD_2_LFBE_IAC_RWY27_RNP | | X | |
| AD_2_LFBE_DATA_RWY27_FNA_RNP_CODE | | | X |
| AD_2_LFBE_DATA_RWY27_RNP_CODE | | X | |
| AD_2_LFBE_DATA_RWY27_FNA_RNP_FASDB | | | X |
| AD_2_LFBE_DATA_RWY27_RNP_FASDB | | X | |
| AD_2_LFBE_IAC_RWY27_ILS | | X | |
| AD_2_LFBE_IAC_RWY27_INA_RNAV | | | X |
| AD_2_LFBE_DATA_RWY27_ILS_CODE | | X | |
| AD_2_LFBE_DATA_RWY27_INA_RNAV_CODE | | | X |
| AD_2_LFBE_IAC_RWY27_FNA_ILS | | | X |
| AD_2_LFBE_DATA_RWY27_FNA_ILS_CODE | | | X |
| BORDEAUX MERIGNAC | | | |
| AD-2.LFBD-8 | X | | |
| AD-2.LFBD-18 | X | | |
| AD_2_LFBD_TEXT_02 | X | | |
| AD_2_LFBD_ENV_01 | X | | |
| AD_2_LFBD_ENV_02 | X | | |
| AD_2_LFBD_ARC_01 | X | | |
| AD_2_LFBD_AMG_01 | X | | |
| AD_2_LFBD_STAR_RWY_ALL_RNAV | X | | |
| AD_2_LFBD_DATA_STAR_RWY_ALL_RNAV_CODE_01 | X | | |
| AD_2_LFBD_STAR_RWY_ALL_CONV | X | | |
| AD_2_LFBD_STAR_RWY_ALL_CONV_INSTR_01 | X | | |
| AD_2_LFBD_STAR_RWY_ALL_CONV_INSTR_02 | X | | |
| AD_2_LFBD_SID_RWY05_RNAV | X | | |

BULLETIN DE MISE A JOUR
N° 06/24 MIAC 1
Mise en vigueur au 16 MAY 24

| Nom AD et volets à Remplacer, Ajouter ou Supprimer | R | A | S |
|--|---|---|---|
| AD_2_LFBD_DATA_SID_RWY05_RNAV_CODE_01 | X | | |
| AD_2_LFBD_SID_RWY05_RNAV_INSTR_01 | X | | |
| AD_2_LFBD_SID_RWY05-23_CONV | X | | |
| AD_2_LFBD_SID_RWY05-23_CONV_INSTR_01 | X | | |
| AD_2_LFBD_SID_RWY05-23_CONV_INSTR_02 | X | | |
| AD_2_LFBD_SID_RWY11-29_CONV | X | | |
| AD_2_LFBD_SID_RWY11-29_CONV_INSTR_01 | X | | |
| AD_2_LFBD_SID_RWY11-29_CONV_INSTR_02 | X | | |
| AD_2_LFBD_SID_RWY23_RNAV | X | | |
| AD_2_LFBD_DATA_SID_RWY23_RNAV_CODE_01 | X | | |
| AD_2_LFBD_SID_RWY23_RNAV_INSTR_01 | X | | |
| AD_2_LFBD_SID_RWY29_RNAV | X | | |
| AD_2_LFBD_DATA_SID_RWY29_RNAV_CODE_01 | X | | |
| AD_2_LFBD_SID_RWY29_RNAV_INSTR_01 | X | | |
| AD_2_LFBD_SID_RWY05-23_CONV_INI | X | | |
| AD_2_LFBD_SID_RWY11-29_CONV_INI | X | | |
| AD_2_LFBD_DATA_01 | X | | |
| AD_2_LFBD_DATA_02 | X | | |
| AD_2_LFBD_IAC_RWY05_RNP_Y_AR | X | | |
| AD_2_LFBD_DATA_RWY05_RNP_AR_Y_CODE | X | | |
| AD_2_LFBD_IAC_RWY05_FNA_RNP_Z | X | | |
| AD_2_LFBD_DATA_RWY05_RNP_Z_CODE | X | | |
| AD_2_LFBD_IAC_RWY05_FNA_VOR | X | | |
| AD_2_LFBD_IAC_RWY05_INA_RNAV_Z | X | | |
| AD_2_LFBD_IAC_RWY05_INA_VOR | X | | |
| AD_2_LFBD_IAC_RWY11_INA_GNSS | | | X |
| AD_2_LFBD_IAC_RWY11_INA_RNAV | | X | |
| AD_2_LFBD_IAC_RWY11_FNA_RNP | X | | |
| AD_2_LFBD_DATA_RWY11_RNP_CODE | X | | |
| AD_2_LFBD_IAC_RWY11_FNA_VOR | X | | |
| AD_2_LFBD_IAC_RWY11_INA_VOR | X | | |
| AD_2_LFBD_IAC_RWY23_FNA_RNP | X | | |
| AD_2_LFBD_DATA_RWY23_RNP_CODE | X | | |
| AD_2_LFBD_IAC_RWY23_INA_RNAV | X | | |
| AD_2_LFBD_IAC_RWY23_INA_ILS_VOR | X | | |
| AD_2_LFBD_IAC_RWY23_FNA_ILS_LOC | X | | |
| AD_2_LFBD_IAC_RWY23_FNA_VOR | X | | |
| AD_2_LFBD_IAC_RWY29_FNA_RNP | X | | |
| AD_2_LFBD_DATA_RWY29_RNP_CODE | X | | |
| AD_2_LFBD_IAC_RWY29_INA_RNAV | X | | |
| AD_2_LFBD_IAC_RWY29_INA_ILS_VOR | X | | |
| AD_2_LFBD_IAC_RWY29_FNA_ILS_LOC | X | | |
| AD_2_LFBD_IAC_RWY29_FNA_VOR | X | | |
| CAHORS LALBENQUE | | | |
| AD-2.LFCC-1 | X | | |
| AD-2.LFCC-2 | X | | |
| AD-2.LFCC-3 | X | | |
| AD-2.LFCC-4 | X | | |
| AD-2.LFCC-5 | X | | |
| AD-2.LFCC-6 | | X | |
| AD_2_LFCC_ADC_01 | X | | |
| AD_2_LFCC_DATA_01 | X | | |
| AD_2_LFCC_IAC_RWY13_RNP | X | | |
| AD_2_LFCC_DATA_RWY13_RNP_CODE | X | | |
| FIGARI SUD CORSE | | | |

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| Nom AD et volets à Remplacer, Ajouter ou Supprimer | R | A | S |
|--|---|---|---|
| AD-2.LFKF-1 | X | | |
| AD-2.LFKF-2 | X | | |
| AD-2.LFKF-7 | X | | |
| AD-2.LFKF-8 | X | | |
| AD-2.LFKF-9 | X | | |
| AD-2.LFKF-10 | X | | |
| AD_2_LFKF_SID_RWY05_RNAV | X | | |
| AD_2_LFKF_SID_RWY05_RNAV_INSTR_01 | | X | |
| AD_2_LFKF_SID_RWY05_RNAV_INSTR_02 | | X | |
| AD_2_LFKF_DATA_SID_RWY05_RNAV_CODE_01 | X | | |
| AD_2_LFKF_SID_RWY05_CONV | X | | |
| AD_2_LFKF_SID_RWY05_CONV_INSTR_01 | X | | |
| AD_2_LFKF_ADC_01 | X | | |
| AD_2_LFKF_DATA_01 | X | | |
| AD_2_LFKF_IAC_RWY05_RNP | X | | |
| AD_2_LFKF_DATA_RWY05_RNP_CODE | X | | |
| AD_2_LFKF_IAC_RWY05_VOR | X | | |
| MONTBELIARD COURCELLES | | | |
| AD-2.LFSM-1 | X | | |
| AD-2.LFSM-2 | X | | |
| AD-2.LFSM-3 | X | | |
| AD-2.LFSM-6 | X | | |
| AD-2.LFSM-7 | X | | |
| AD_2_LFSM_ADC_01 | X | | |
| AD_2_LFSM_DATA_01 | X | | |
| AD_2_LFSM_IAC_RWY26_NDB_A | | | X |
| NIMES GARONS | | | |
| AD-2.LFTW-1 | X | | |
| AD-2.LFTW-6 | X | | |
| AD-2.LFTW-7 | X | | |
| AD_2_LFTW_STAR_RWY_ALL_RNAV_CONV | X | | |
| AD_2_LFTW_SID_RWY18_CONV | X | | |
| AD_2_LFTW_SID_RWY18_CONV_INSTR_01 | X | | |
| AD_2_LFTW_DATA_SID_RWY18_RNAV_CODE_01 | | X | |
| AD_2_LFTW_SID_RWY18_RNAV | | X | |
| AD_2_LFTW_SID_RWY18_RNAV_INSTR_01 | | X | |
| AD_2_LFTW_SID_RWY36_CONV | X | | |
| AD_2_LFTW_SID_RWY36_CONV_INSTR_01 | X | | |
| AD_2_LFTW_DATA_SID_RWY36_RNAV_CODE_01 | | X | |
| AD_2_LFTW_SID_RWY36_RNAV | | X | |
| AD_2_LFTW_SID_RWY36_RNAV_INSTR_01 | | X | |
| AD_2_LFTW_DATA_01 | X | | |
| AD_2_LFTW_IAC_RWY18_NDB | X | | |
| AD_2_LFTW_IAC_RWY36_NDB | X | | |
| PERIGUEUX BASSILLAC | | | |
| AD-2.LFBX-1 | X | | |
| AD-2.LFBX-2 | X | | |
| AD-2.LFBX-4 | X | | |
| AD-2.LFBX-5 | X | | |
| AD_2_LFBX_DATA_01 | X | | |
| AD_2_LFBX_IAC_RWY29_RNP | X | | |
| AD_2_LFBX_DATA_RWY29_RNP_FASDB | X | | |
| AD_2_LFBX_IAC_RWY29_NDB | | | X |
| VALENCE CHABEUIL | | | |
| AD_2_LFLU_DATA_RWY01_RNP_CODE | X | | |

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N° 06/24 MIAC 1
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| Nom AD et volets à Remplacer, Ajouter ou Supprimer | R | A | S |
|--|---|---|---|
| AD_2_LFLU_DATA_RWY19_RNP_CODE | X | | |
| Fin des mises à jour. | | | |
| | | | |
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| | | | |
| Synthèse mise à jour. | | | |
| Nombre de terrains mis à jour : 11 | | | |
| Nombre de fichiers remplacés : 162 | | | |
| Nombre de fichiers ajoutés : 24 | | | |
| Nombre de fichiers supprimés : 10 | | | |
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MIAC 1 LISTE DE CONTRÔLE

16 MAY 2024

AMDT 06/24

| VOLET | DATE | VOLET | DATE |
|---|--------------------|--|--------------------|
| Page de garde | 16 MAY 2024 | Anomalies/Erreurs | 23 MAR 2023 |
| Pagination | 15-juil.-21 | Liste de contrôle LC 1 à LC 24 | 16 MAY 2024 |
| Registre des bulletins de mise à jour | 28 DEC 2023 | | |
| Tableau des signes conventionnels | | | |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 1 | 02 DEC 2021 | AD-2.LFKJ-5 | 29 DEC 2022 |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 2 | 02 DEC 2021 | AD-2.LFKJ-6 | 10 AUG 2023 |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 3 | 02 DEC 2021 | AD-2.LFKJ-7 | 30 NOV 2023 |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 4 | 24 MAY 2018 | AD-2.LFKJ-8 | 30 NOV 2023 |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 5 | 19 JUL 2018 | AD-2.LFKJ-9 | 30 NOV 2023 |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 6 | 02 DEC 2021 | AD-2.LFKJ-10 | 29 DEC 2022 |
| GEN 2.3 - SIGNES CONVENTIONNELS CARTOGRAPHIQUES 7 | 24 MAY 2018 | AD-2.LFKJ-11 | 30 NOV 2023 |
| ENR 4.1 AIDES DE RADIONAVIGATION EN-ROUTE | | AD_2_LFKJ_MIA_TEXT_01 | 29 DEC 2022 |
| | | AD_2_LFKJ_MIA_TEXT_02 | 29 DEC 2022 |
| ENR 4.1-1 | 16 MAY 2024 | AD_2_LFKJ_AOC_RWY02-20 | 29 DEC 2022 |
| ENR 4.1-2 | 05 OCT 2023 | AD_2_LFKJ_ENV_01 | 30 DEC 2021 |
| ENR 4.1-3 | 22 FEB 2024 | AD_2_LFKJ_ARC_01 | 30 NOV 2023 |
| ENR 4.1-4 | 22 FEB 2024 | AD_2_LFKJ_AMSR_01 | 06 OCT 2022 |
| ENR 4.1-5 | 18 APR 2024 | AD_2_LFKJ_DATA_STAR_RWY_ALL_RNAV_HORRO_CODE_01 | 15 JUL 2021 |
| ENR 4.1-6 | 16 MAY 2024 | AD_2_LFKJ_STAR_RWY_ALL_RNAV_HORRO | 25 FEB 2021 |
| ENR 4.1-6 | 22 FEB 2024 | AD_2_LFKJ_DATA_STAR_RWY20_RNAV_PARATA_CODE_01 | 16 JUN 2022 |
| ENR 4.4 INDICATIFS CODES DES POINTS SIGNICATIFS | | AD_2_LFKJ_STAR_RWY20_RNAV_PARATA | 30 NOV 2023 |
| ENR 4.4-1 | 18 APR 2024 | AD_2_LFKJ_DATA_SID_RWY20_DEP_RNAV_OMNI | 30 DEC 2021 |
| ENR 4.4-2 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_DEP_RNAV_OMNI | 30 DEC 2021 |
| ENR 4.4-3 | 16 MAY 2024 | AD_2_LFKJ_DATA_SID_RWY20_RNAV_HORRO_CODE_01 | 16 JUN 2022 |
| ENR 4.4-4 | 16 MAY 2024 | AD_2_LFKJ_SID_RWY20_RNAV_HORRO | 16 JUN 2022 |
| ENR 4.4-5 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_RNAV_HORRO_INSTR_01 | 16 JUN 2022 |
| ENR 4.4-6 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_RNAV_HORRO_INSTR_02 | 30 DEC 2021 |
| ENR 4.4-7 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_CONV_HORRO | 30 DEC 2021 |
| ENR 4.4-8 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_CONV_HORRO_INSTR_01 | 27 JAN 2022 |
| ENR 4.4-9 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_CONV_PARATA | 16 JUN 2022 |
| ENR 4.4-10 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_CONV_PARATA_INSTR_01 | 25 FEB 2021 |
| ENR 4.4-11 | 18 APR 2024 | AD_2_LFKJ_SID_RWY20_CONV_PARATA_INSTR_02 | 25 FEB 2021 |
| ENR 4.4-12 | 18 APR 2024 | AD_2_LFKJ_ADC_01 | 30 NOV 2023 |
| ENR 4.4-13 | 18 APR 2024 | AD_2_LFKJ_DATA_01 | 06 OCT 2022 |
| ENR 4.4-14 | 18 APR 2024 | AD_2_LFKJ_APDC_01 | 29 DEC 2022 |
| ENR 4.4-15 | 18 APR 2024 | AD_2_LFKJ_APDC_02 | 29 DEC 2022 |
| ENR 4.4-16 | 18 APR 2024 | AD_2_LFKJ_APDC_03 | 29 DEC 2022 |
| ENR 4.4-17 | 18 APR 2024 | AD_2_LFKJ_DATA_RWY02_CODE_INA_GNSS | 30 DEC 2021 |
| ENR 4.4-18 | 18 APR 2024 | AD_2_LFKJ_IAC_RWY02_INA_GNSS | 30 NOV 2023 |
| ENR 4.4-19 | 18 APR 2024 | AD_2_LFKJ_IAC_RWY02_FNA_RNP_Y | 30 NOV 2023 |
| ENR 4.4-20 | 18 APR 2024 | AD_2_LFKJ_DATA_RWY02_FNA_RNP_Y_CODE | 25 FEB 2021 |
| ENR 4.4-21 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY02_FNA_RNP_Z | 30 NOV 2023 |
| ENR 4.4-22 | 16 MAY 2024 | AD_2_LFKJ_DATA_RWY02_FNA_RNP_Z_CODE | 30 NOV 2023 |
| ENR 4.4-23 | 16 MAY 2024 | AD_2_LFKJ_DATA_RWY02_FNA_RNP_Z_FASDB | 30 NOV 2023 |
| ENR 4.4-24 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY02_MINIMA_ILS | 23 JUN 2016 |
| ENR 4.4-25 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY02_ILS_Z_LOC_Y | 06 OCT 2022 |
| ENR 4.4-26 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY02_ILS_Z_LOC_Z | 06 OCT 2022 |
| ENR 4.4-27 | 16 MAY 2024 | AD_2_LFKJ_DATA_RWY20_RNP_AR_CODE | 14 JUL 2022 |
| ENR 4.4-28 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY20_RNP_AR | 14 JUL 2022 |
| ENR 4.4-29 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY20_VPT_A | 30 NOV 2023 |
| ENR 4.4-30 | 16 MAY 2024 | AD_2_LFKJ_IAC_RWY20_VPT_B | 23 FEB 2023 |
| ENR 4.4-31 | 16 MAY 2024 | ALBERT BRAY | |
| ENR 4.4-32 | 16 MAY 2024 | AD-2.LFAQ-1 | 10 AUG 2023 |
| ENR 4.4-33 | 16 MAY 2024 | AD-2.LFAQ-2 | 10 AUG 2023 |
| TERRAIN | | | |
| AD-2.LFAQ-3 | | | |
| AD-2.LFAQ-4 | | | |
| AD-2.LFAQ-5 | | | |
| AGEN LA GARENNE | | | |
| AD-2.LFBA-1 | 22 FEB 2024 | AD-2.LFAQ-6 | 10 AUG 2023 |
| AD-2.LFBA-2 | 22 FEB 2024 | AD-2.LFAQ-7 | 10 AUG 2023 |
| AD-2.LFBA-3 | 22 FEB 2024 | AD-2.LFAQ-8 | 10 AUG 2023 |
| AD-2.LFBA-4 | 22 FEB 2024 | AD_2_LFAQ_DATA_STAR_RWY08-26_RNAV_CODE_01 | 10 AUG 2023 |
| AD-2.LFBA-5 | 29 DEC 2022 | AD_2_LFAQ_STAR_RWY_ALL_RNAV | 10 AUG 2023 |
| AD-2.LFBA-6 | 02 NOV 2023 | AD_2_LFAQ_STAR_RWY_ALL_CONV | 10 AUG 2023 |
| AD-2.LFBA-7 | 02 NOV 2023 | AD_2_LFAQ_SID_RWY_ALL_CONV | 10 AUG 2023 |
| AD_2_LFBA_AOC_RWY11-29 | 22 FEB 2024 | AD_2_LFAQ_SID_RWY_ALL_CONV_INSTR_01 | 10 AUG 2023 |
| AD_2_LFBA_DATA_STAR_RWY29_RNAV_CODE_01 | 03 DEC 2020 | AD_2_LFAQ_ADC_01 | 10 AUG 2023 |
| AD_2_LFBA_STAR_RWY29_RNAV | 22 FEB 2024 | AD_2_LFAQ_DATA_01 | 10 AUG 2023 |
| AD_2_LFBA_DATA_SID_RWY29_RNAV_CODE_01 | 06 OCT 2022 | AD_2_LFAQ_IAC_RWY08_RNP | 10 AUG 2023 |
| AD_2_LFBA_SID_RWY29_RNAV | 22 FEB 2024 | AD_2_LFAQ_DATA_RWY08_RNP_CODE | 10 AUG 2023 |
| AD_2_LFBA_SID_RWY29_RNAV_INSTR_01 | 06 OCT 2022 | AD_2_LFAQ_DATA_RWY08_RNP_FASDB | 10 AUG 2023 |
| AD_2_LFBA_SID_RWY29_RNAV_INSTR_02 | 06 OCT 2022 | AD_2_LFAQ_IAC_RWY26_FNA_RNP | 10 AUG 2023 |
| AD_2_LFBA_ADC_01 | 22 FEB 2024 | AD_2_LFAQ_DATA_RWY26_RNP_CODE | 10 AUG 2023 |
| AD_2_LFBA_DATA_01 | 06 OCT 2022 | AD_2_LFAQ_DATA_RWY26_RNP_FASDB | 10 AUG 2023 |
| AD_2_LFBA_APDC_01 | 07 NOV 2019 | AD_2_LFAQ_IAC_RWY26_INA_RNAV | 10 AUG 2023 |
| AD_2_LFBA_IAC_RWY29_RNP | 28 DEC 2023 | AD_2_LFAQ_IAC_RWY26_ILS_Y_LOC_Y | 10 AUG 2023 |
| AD_2_LFBA_DATA_RWY29_RNP_CODE | 03 DEC 2020 | AD_2_LFAQ_IAC_RWY26_FNA_ILS_Z_LOC_Z | 10 AUG 2023 |
| AD_2_LFBA_DATA_RWY29_RNP_FASDB | 15 AUG 2019 | AD_2_LFAQ_DATA_RWY26_ILS_Z_LOC_Z_CODE | 10 AUG 2023 |
| AIX LES MILLES | | AD_2_LFAQ_IAC_RWY26_NDB | 10 AUG 2023 |
| AD-2.LFMA-1 | 15 JUN 2023 | ALBI LE SEQUESTRE | |
| AD-2.LFMA-2 | 15 JUN 2023 | AD-2.LFCI-1 | 24 FEB 2022 |
| AD-2.LFMA-3 | 10 SEP 2020 | AD-2.LFCI-2 | 15 JUN 2023 |
| AD-2.LFMA-4 | 15 JUN 2023 | AD-2.LFCI-3 | 10 AUG 2023 |
| AD_2_LFMA_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 30 NOV 2023 | AD-2.LFCI-4 | 02 NOV 2023 |
| AD_2_LFMA_STAR_RWY_ALL_RNAV_CONV | 30 NOV 2023 | AD-2.LFCI-5 | 02 NOV 2023 |
| AD_2_LFMA_SID_RWY_ALL_OMNI | 30 NOV 2023 | AD-2.LFCI-6 | 02 NOV 2023 |
| AD_2_LFMA_ADC_01 | 07 OCT 2021 | AD_2_LFCI_ADC_01 | 08 SEP 2022 |
| AD_2_LFMA_GMC_01 | 08 SEP 2022 | AD_2_LFCI_DATA_01 | 02 NOV 2023 |
| AD_2_LFMA_APDC_01 | 08 SEP 2022 | AD_2_LFCI_IAC_RWY09_RNP | 02 NOV 2023 |
| AD_2_LFMA_DATA_01 | 30 NOV 2023 | AD_2_LFCI_DATA_RWY09_RNP_CODE | 02 NOV 2023 |
| AJACCIO NAPOLEON BONAPARTE | | AD_2_LFCI_DATA_RWY09_RNP_FASDB | 15 AUG 2019 |
| AD-2.LFKJ-1 | 10 AUG 2023 | AD_2_LFCI_IAC_RWY27_RNP | 02 NOV 2023 |
| AD-2.LFKJ-2 | 07 SEP 2023 | AD_2_LFCI_DATA_RWY27_RNP_CODE | 02 NOV 2023 |
| AD-2.LFKJ-3 | 29 DEC 2022 | AD_2_LFCI_DATA_RWY27_RNP_FASDB | 02 NOV 2023 |
| AD-2.LFKJ-4 | 29 DEC 2022 | | |

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| AMIENS-GLUSY | | AD_2_LFDH_DATA_RWY36_RNP_FASDB | 15 AUG 2019 |
| AD-2.LFAY-1 | 03 NOV 2022 | AURILLAC | |
| AD-2.LFAY-2 | 05 OCT 2023 | AD-2.LFLW-1 | 28 JAN 2021 |
| AD-2.LFAY-3 | 03 NOV 2022 | AD-2.LFLW-2 | 07 SEP 2023 |
| AD-2.LFAY-4 | 05 OCT 2023 | AD-2.LFLW-3 | 23 MAR 2023 |
| AD_2_LFAY_ADC_01 | 05 OCT 2023 | AD-2.LFLW-4 | 22 FEB 2024 |
| AD_2_LFAY_DATA_01 | 10 SEP 2020 | AD-2.LFLW-5 | 15 JUN 2023 |
| AD_2_LFAY_IAC_RWY30_RNP_A | 05 OCT 2023 | AD_2_LFLW_MIA_TEXT_01 | 26 MAR 2020 |
| AD_2_LFAY_DATA_RWY30_RNP_A_CODE | 03 NOV 2022 | AD_2_LFLW_ADC_01 | 17 JUN 2021 |
| AD_2_LFAY_IAC_RWY30_NDB_B | 05 OCT 2023 | AD_2_LFLW_APDC_01 | 26 MAR 2020 |
| ANGERS MARCE | | AD_2_LFLW_DATA_01 | 25 FEB 2021 |
| AD-2.LFJR-1 | 19 MAY 2022 | AD_2_LFLW_DATA_RWY15_RNP_CODE | 25 FEB 2021 |
| AD-2.LFJR-2 | 07 SEP 2023 | AD_2_LFLW_IAC_RWY15_RNP | 22 FEB 2024 |
| AD-2.LFJR-3 | 23 MAR 2023 | AD_2_LFLW_DATA_RWY15_RNP_FASDB | 10 OCT 2019 |
| AD-2.LFJR-4 | 19 MAY 2022 | AD_2_LFLW_IAC_RWY15_RNP_MINIMA | 10 OCT 2019 |
| AD-2.LFJR-5 | 15 JUN 2023 | AUXERRE BRANCHES | |
| AD_2_LFJR_AOC_RWY08-26 | 19 MAY 2022 | AD-2.LFLA-1 | 25 JAN 2024 |
| AD_2_LFJR_ADC_01 | 23 MAR 2023 | AD-2.LFLA-2 | 28 DEC 2023 |
| AD_2_LFJR_DATA_01 | 23 MAR 2023 | AD-2.LFLA-3 | 28 DEC 2023 |
| AD_2_LFJR_IAC_RWY26_RNP | 30 NOV 2023 | AD-2.LFLA-4 | 28 DEC 2023 |
| AD_2_LFJR_DATA_RWY26_RNP_CODE | 26 JAN 2023 | AD-2.LFLA-5 | 28 DEC 2023 |
| AD_2_LFJR_DATA_RWY26_RNP_FASDB | 23 APR 2020 | AD_2_LFLA_ADC_01 | 28 DEC 2023 |
| ANGOULEME BRIE CHAMPNIER | | AD_2_LFLA_DATA_01 | 08 SEP 2022 |
| AD-2.LFBU-1 | 06 OCT 2022 | AD_2_LFLA_IAC_RWY18_RNP | 25 JAN 2024 |
| AD-2.LFBU-2 | 07 SEP 2023 | AD_2_LFLA_DATA_RWY18_RNP_CODE | 28 DEC 2023 |
| AD-2.LFBU-3 | 23 MAR 2023 | AD_2_LFLA_DATA_RWY18_RNP_FASDB | 10 SEP 2020 |
| AD-2.LFBU-4 | 23 MAR 2023 | AD_2_LFLA_IAC_RWY18_NDB | 28 DEC 2023 |
| AD-2.LFBU-5 | 07 SEP 2023 | AD_2_LFLA_IAC_RWY36_RNP | 28 DEC 2023 |
| AD_2_LFBU_MIA_TEXT_01 | 06 OCT 2022 | AD_2_LFLA_DATA_RWY36_RNP_CODE | 08 SEP 2022 |
| AD_2_LFBU_SID_RWY10_CONV | 06 OCT 2022 | AD_2_LFLA_DATA_RWY36_RNP_FASDB | 10 SEP 2020 |
| AD_2_LFBU_SID_RWY10_CONV_INSTR_01 | 25 MAR 2021 | AVIGNON CAUMONT | |
| AD_2_LFBU_SID_RWY28_CONV | 06 OCT 2022 | AD-2.LFMV-1 | 16 MAY 2024 |
| AD_2_LFBU_SID_RWY28_CONV_INSTR_01 | 25 MAR 2021 | AD-2.LFMV-2 | 16 MAY 2024 |
| AD_2_LFBU_ADC_01 | 06 OCT 2022 | AD-2.LFMV-3 | 05 NOV 2020 |
| AD_2_LFBU_DATA_01 | 25 MAR 2021 | AD-2.LFMV-4 | 16 MAY 2024 |
| AD_2_LFBU_APDC_01 | 06 OCT 2022 | AD-2.LFMV-5 | 16 MAY 2024 |
| AD_2_LFBU_IAC_RWY28_RNP_Y | 25 MAR 2021 | AD-2.LFMV-6 | 16 JUN 2022 |
| AD_2_LFBU_DATA_RWY28_RNP_Y_CODE | 17 JUN 2021 | AD-2.LFMV-7 | 16 MAY 2024 |
| AD_2_LFBU_DATA_RWY28_RNP_Y_FASDB | 15 AUG 2019 | AD-2.LFMV-8 | 16 MAY 2024 |
| AD_2_LFBU_IAC_RWY28_RNP_Z | 24 FEB 2022 | AD-2.LFMV-9 | 16 MAY 2024 |
| AD_2_LFBU_DATA_RWY28_RNP_Z_CODE | 25 MAR 2021 | AD-2.LFMV-10 | 16 MAY 2024 |
| AD_2_LFBU_DATA_RWY28_RNP_Z_FASDB | 15 AUG 2019 | AD_2_LFMV_COM_01 | 07 OCT 2021 |
| AD_2_LFBU_IAC_RWY28_ILS_LOC | 24 FEB 2022 | AD_2_LFMV_AOC_RWY17-35 | 02 NOV 2023 |
| AD_2_LFBU_IAC_RWY28_NDB | 24 FEB 2022 | AD_2_LFMV_STAR_RWY_ALL_CONV | 05 NOV 2020 |
| ANNECY MEYTHET | | AD_2_LFMV_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 16 MAY 2024 |
| AD-2.LFLP-1 | 22 FEB 2024 | AD_2_LFMV_STAR_RWY_ALL_RNAV | 16 MAY 2024 |
| AD-2.LFLP-2 | 22 FEB 2024 | AD_2_LFMV_SID_RWY17_CONV | 05 NOV 2020 |
| AD-2.LFLP-3 | 07 SEP 2023 | AD_2_LFMV_SID_RWY17_CONV_INSTR_01 | 16 JUN 2022 |
| AD-2.LFLP-4 | 07 SEP 2023 | AD_2_LFMV_SID_RWY17_CONV_INSTR_02 | 16 JUN 2022 |
| AD-2.LFLP-5 | 05 OCT 2023 | AD_2_LFMV_DATA_SID_RWY17_RNAV_CODE_01 | 16 MAY 2024 |
| AD-2.LFLP-6 | 22 FEB 2024 | AD_2_LFMV_SID_RWY17_RNAV | 16 MAY 2024 |
| AD-2.LFLP-7 | 05 OCT 2023 | AD_2_LFMV_SID_RWY17_RNAV_INSTR_01 | 16 MAY 2024 |
| AD-2.LFLP-8 | 02 NOV 2023 | AD_2_LFMV_SID_RWY35_CONV | 05 NOV 2020 |
| AD-2.LFLP-9 | 22 FEB 2024 | AD_2_LFMV_SID_RWY35_CONV_INSTR_01 | 07 OCT 2021 |
| AD-2.LFLP-10 | 22 FEB 2024 | AD_2_LFMV_SID_RWY35_CONV_INSTR_02 | 07 OCT 2021 |
| AD-2.LFLP-11 | 22 FEB 2024 | AD_2_LFMV_DATA_SID_RWY35_RNAV_CODE_01 | 16 MAY 2024 |
| AD-2.LFLP-12 | 07 SEP 2023 | AD_2_LFMV_SID_RWY35_RNAV | 16 MAY 2024 |
| AD_2_LFLP_MIA_TEXT_01 | 22 FEB 2024 | AD_2_LFMV_SID_RWY35_RNAV_INSTR_01 | 16 MAY 2024 |
| AD_2_LFLP_AOC_RWY04 | 02 DEC 2021 | AD_2_LFMV_ADC_01 | 16 MAY 2024 |
| AD_2_LFLP_AOC_RWY22 | 02 DEC 2021 | AD_2_LFMV_APDC_01 | 16 MAY 2024 |
| AD_2_LFLP_SID_RWY22_RNAV | 02 NOV 2023 | AD_2_LFMV_DATA_01 | 16 MAY 2024 |
| AD_2_LFLP_DATA_SID_RWY22_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFMV_IAC_RWY17_RNP_X | 16 MAY 2024 |
| AD_2_LFLP_SID_RWY22_RNAV_INSTR_01 | 02 NOV 2023 | AD_2_LFMV_DATA_RWY17_RNP_X_CODE | 16 MAY 2024 |
| AD_2_LFLP_SID_RWY22_RNAV_INSTR_02 | 02 NOV 2023 | AD_2_LFMV_DATA_RWY17_RNP_X_FASDB | 30 JAN 2020 |
| AD_2_LFLP_ADC_01 | 22 FEB 2024 | AD_2_LFMV_IAC_RWY17_RNP_Y | 16 MAY 2024 |
| AD_2_LFLP_DATA_01 | 02 NOV 2023 | AD_2_LFMV_DATA_RWY17_RNP_Y_CODE | 16 MAY 2024 |
| AD_2_LFLP_APDC_01 | 22 FEB 2024 | AD_2_LFMV_DATA_RWY17_RNP_Y_FASDB | 30 JAN 2020 |
| AD_2_LFLP_IAC_RWY04_RNP_MINIMA | 27 FEB 2020 | AD_2_LFMV_IAC_RWY17_RNP_Z | 16 MAY 2024 |
| AD_2_LFLP_IAC_RWY04_RNP_X | 22 FEB 2024 | AD_2_LFMV_DATA_RWY17_RNP_Z_CODE | 16 MAY 2024 |
| AD_2_LFLP_DATA_RWY04_RNP_X_CODE | 02 NOV 2023 | AD_2_LFMV_DATA_RWY17_RNP_Z_FASDB | 30 JAN 2020 |
| AD_2_LFLP_IAC_RWY04_RNP_Y | 22 FEB 2024 | AD_2_LFMV_IAC_RWY35_VPT | 02 NOV 2023 |
| AD_2_LFLP_DATA_RWY04_RNP_Y_CODE | 02 NOV 2023 | BALE-MULHOUSE | |
| AD_2_LFLP_DATA_RWY04_RNP_Y_FASDB | 27 FEB 2020 | AD-2.LFSB-1 | 30 NOV 2023 |
| AD_2_LFLP_IAC_RWY04_RNP_Z | 22 FEB 2024 | AD-2.LFSB-2 | 10 AUG 2023 |
| AD_2_LFLP_DATA_RWY04_RNP_Z_CODE | 02 NOV 2023 | AD-2.LFSB-3 | 07 SEP 2023 |
| AD_2_LFLP_DATA_RWY04_RNP_Z_FASDB | 27 FEB 2020 | AD-2.LFSB-4 | 10 AUG 2023 |
| AD_2_LFLP_IAC_RWY22_VPT | 22 FEB 2024 | AD-2.LFSB-5 | 28 DEC 2023 |
| AUCH GERS | | AD-2.LFSB-6 | 30 NOV 2023 |
| AD-2.LFDH-1 | 08 SEP 2022 | AD-2.LFSB-7 | 16 JUN 2022 |
| AD-2.LFDH-2 | 15 JUN 2023 | AD-2.LFSB-8 | 30 NOV 2023 |
| AD-2.LFDH-3 | 26 JAN 2023 | AD-2.LFSB-9 | 15 JUL 2021 |
| AD-2.LFDH-4 | 15 JUN 2023 | AD-2.LFSB-10 | 01 DEC 2022 |
| AD_2_LFDH_ADC_01 | 26 JAN 2023 | AD-2.LFSB-11 | 15 JUL 2021 |
| AD_2_LFDH_DATA_01 | 15 AUG 2019 | AD-2.LFSB-12 | 30 NOV 2023 |
| AD_2_LFDH_IAC_RWY18_RNP | 26 JAN 2023 | AD-2.LFSB-13 | 30 NOV 2023 |
| AD_2_LFDH_DATA_RWY18_RNP_CODE | 26 JAN 2023 | AD-2.LFSB-14 | 30 NOV 2023 |
| AD_2_LFDH_DATA_RWY18_RNP_FASDB | 15 AUG 2019 | AD-2.LFSB-15 | 30 NOV 2023 |
| AD_2_LFDH_IAC_RWY18_NDB | 26 JAN 2023 | AD-2.LFSB-16 | 30 NOV 2023 |
| AD_2_LFDH_IAC_RWY36_RNP | 26 JAN 2023 | AD-2.LFSB-17 | 30 NOV 2023 |
| AD_2_LFDH_DATA_RWY36_RNP_CODE | 26 JAN 2023 | AD-2.LFSB-18 | 30 NOV 2023 |

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| AD-2.LFSB-19 | 30 NOV 2023 | AD_2_LFKB_IAC_RWY16_RNP | 31 DEC 2020 |
| AD-2.LFSB-20 | 30 NOV 2023 | AD_2_LFKB_DATA_RWY16_RNP_CODE | 31 DEC 2020 |
| AD_2_LFSB_MIA_TEXT_01 | 10 AUG 2023 | AD_2_LFKB_IAC_RWY16_VOR_A | 18 MAY 2023 |
| AD_2_LFSB_MIA_TEXT_02 | 10 AUG 2023 | AD_2_LFKB_IAC_RWY16_VPT_A | 31 DEC 2020 |
| AD_2_LFSB_MIA_TEXT_03 | 10 AUG 2023 | AD_2_LFKB_IAC_RWY16_VPT_B | 23 MAR 2023 |
| AD_2_LFSB_MIA_TEXT_04 | 30 NOV 2023 | AD_2_LFKB_IAC_RWY34_RNP | 31 DEC 2020 |
| AD_2_LFSB_MIA_TEXT_05 | 30 NOV 2023 | AD_2_LFKB_IAC_RWY34_RNP_MINIMA | 02 JAN 2020 |
| AD_2_LFSB_COM_01 | 30 NOV 2023 | AD_2_LFKB_DATA_RWY34_RNP_CODE | 31 DEC 2020 |
| AD_2_LFSB_AOC_RWY07-25 | 02 DEC 2021 | AD_2_LFKB_DATA_RWY34_RNP_FASDB | 02 JAN 2020 |
| AD_2_LFSB_AOC_RWY15 | 02 DEC 2021 | AD_2_LFKB_IAC_RWY34_ILS_X_LOC_X | 15 JUN 2023 |
| AD_2_LFSB_AOC_RWY15-33 | 30 NOV 2023 | AD_2_LFKB_IAC_RWY34_ILS_Z_LOC_Z | 18 MAY 2023 |
| AD_2_LFSB_PATC_RWY15 | 02 DEC 2021 | AD_2_LFKB_IAC_RWY34_VOR | 23 MAR 2023 |
| AD_2_LFSB_ENV_01 | 11 AUG 2022 | BEAUVAIS TILLE | |
| AD_2_LFSB_ARC_01 | 01 DEC 2022 | AD-2.LFOB-1 | 10 AUG 2023 |
| AD_2_LFSB_AMSR_01 | 19 MAY 2022 | AD-2.LFOB-2 | 28 DEC 2023 |
| AD_2_LFSB_STAR_RWY_ALL_CONV | 30 NOV 2023 | AD-2.LFOB-3 | 28 DEC 2023 |
| AD_2_LFSB_STAR_RWY_ALL_CONV_INSTR_01 | 02 DEC 2021 | AD-2.LFOB-4 | 10 AUG 2023 |
| AD_2_LFSB_SID_RWY15_RNAV | 07 OCT 2021 | AD-2.LFOB-5 | 28 DEC 2023 |
| AD_2_LFSB_DATA_SID_RWY15_RNAV_CODE_01 | 07 OCT 2021 | AD-2.LFOB-6 | 28 DEC 2023 |
| AD_2_LFSB_SID_RWY15_RNAV_INSTR_01 | 07 OCT 2021 | AD-2.LFOB-7 | 10 AUG 2023 |
| AD_2_LFSB_SID_RWY33_RNAV | 30 NOV 2023 | AD-2.LFOB-8 | 10 AUG 2023 |
| AD_2_LFSB_DATA_SID_RWY33_RNAV_CODE_01 | 30 NOV 2023 | AD-2.LFOB-9 | 28 DEC 2023 |
| AD_2_LFSB_SID_RWY33_RNAV_INSTR_01 | 30 NOV 2023 | AD-2.LFOB-10 | 28 DEC 2023 |
| AD_2_LFSB_ADC_01 | 30 NOV 2023 | AD-2.LFOB-11 | 28 DEC 2023 |
| AD_2_LFSB_DATA_01 | 30 NOV 2023 | AD-2.LFOB-12 | 10 AUG 2023 |
| AD_2_LFSB_APDC_01 | 10 AUG 2023 | AD-2.LFOB-13 | 28 DEC 2023 |
| AD_2_LFSB_APDC_02 | 30 NOV 2023 | AD_2_LFOB_TEXT_01 | 19 SEP 2013 |
| AD_2_LFSB_GMC_01 | 30 NOV 2023 | AD_2_LFOB_TEXT_02 | 03 NOV 2022 |
| AD_2_LFSB_GMC_02 | 30 NOV 2023 | AD_2_LFOB_TEXT_03 | 08 JAN 2015 |
| AD_2_LFSB_IAC_RWYALL_INA_CONV_ALTIK_ADOGA | 26 JAN 2023 | AD_2_LFOB_TEXT_04 | 03 NOV 2022 |
| AD_2_LFSB_DATA_RWY15_CODE_INA_GNSS | 02 DEC 2021 | AD_2_LFOB_MIA_TEXT_01 | 17 JUN 2021 |
| AD_2_LFSB_IAC_RWY15_INA_GNSS | 26 JAN 2023 | AD_2_LFOB_AOC_RWY12-30 | 21 APR 2022 |
| AD_2_LFSB_IAC_RWY15_FNA_RNP | 10 AUG 2023 | AD_2_LFOB_PATC_RWY12 | 21 APR 2022 |
| AD_2_LFSB_DATA_RWY15_FNA_RNP_CODE | 02 DEC 2021 | AD_2_LFOB_MVA_01 | 15 JUN 2023 |
| AD_2_LFSB_DATA_RWY15_RNP_FASDB | 05 DEC 2019 | AD_2_LFOB_STAR_RWY12-30_RNAV_CMB | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY15_FNA_ILS_Z_CAT123_LOC_Z_VOR_Z_MINIMA | 10 AUG 2023 | AD_2_LFOB_STAR_RWY12-30_RNAV_DINAN_VEDUS_SONUR | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY15_FNA_ILS_Z_CAT123_LOC_Z_VOR_Z | 26 JAN 2023 | AD_2_LFOB_STAR_RWY12-30_RNAV_PEXIR_VELOL | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY15_ILS_Y_CAT123_LOC_Y_VOR_Y_MINIMA | 10 AUG 2023 | AD_2_LFOB_STAR_RWY12-30_RNAV_TRO_RLP_TINIL | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY15_ILS_Y_CAT123_LOC_Y_VOR_Y | 10 AUG 2023 | AD_2_LFOB_DATA_STAR_RWY12-30_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY25_VPT_A | 30 NOV 2023 | AD_2_LFOB_DATA_STAR_RWY12-30_RNAV_CODE_02 | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY25_VPT_B | 10 AUG 2023 | AD_2_LFOB_SID_RWY_ALL_POGO_01 | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY33_RNP | 10 AUG 2023 | AD_2_LFOB_SID_RWY_ALL_POGO_INSTR_01 | 25 MAR 2021 |
| AD_2_LFSB_DATA_RWY33_RNP_CODE | 02 DEC 2021 | AD_2_LFOB_SID_RWY_ALL_POGO_02 | 03 NOV 2022 |
| AD_2_LFSB_DATA_RWY33_RNP_FASDB | 05 DEC 2019 | AD_2_LFOB_SID_RWY_ALL_POGO_INSTR_02 | 03 NOV 2022 |
| AD_2_LFSB_IAC_RWY33_FNA_ILS_Y_CAT1_LOC_Y | 10 AUG 2023 | AD_2_LFOB_DATA_SID_RWY12-30_EAST_RNAV_AGOPA_PILUL_CODE_01 | 15 JUN 2023 |
| AD_2_LFSB_IAC_RWY33_FNA_ILS_Z_CAT1_LOC_Z | 10 AUG 2023 | AD_2_LFOB_DATA_SID_RWY12-30_EAST_RNAV_AGOPA_PILUL_CODE_02 | 15 JUN 2023 |
| AD_2_LFSB_IAC_RWY33_ILS_X_CAT1 | 10 AUG 2023 | AD_2_LFOB_DATA_SID_RWY12-30_EAST_RNAV_LGL_EVX_CODE_01 | 25 MAR 2021 |
| AD_2_LFSB_IAC_RWY33_INA_VPT_A | 10 AUG 2023 | AD_2_LFOB_DATA_SID_RWY12-30_EAST_RNAV_RANUX_BAXIR_CODE_01 | 25 MAR 2021 |
| AD_2_LFSB_IAC_RWY33_FNA_VPT_A | 10 AUG 2023 | AD_2_LFOB_DATA_SID_RWY12-30_EAST_RNAV_RANUX_BAXIR_CODE_02 | 25 MAR 2021 |
| AD_2_LFSB_IAC_RWY33_VPT_B | 10 AUG 2023 | AD_2_LFOB_DATA_SID_RWY12-30_WEST_RNAV_AGOPA_PILUL_CODE_01 | 15 JUN 2023 |
| BASTIA PORETTA | | AD_2_LFOB_DATA_SID_RWY12-30_WEST_RNAV_AGOPA_PILUL_CODE_02 | 15 JUN 2023 |
| AD-2.LFKB-1 | 28 DEC 2023 | AD_2_LFOB_DATA_SID_RWY12-30_WEST_RNAV_LGL_EVX_CODE_01 | 25 MAR 2021 |
| AD-2.LFKB-2 | 07 SEP 2023 | AD_2_LFOB_DATA_SID_RWY12-30_WEST_RNAV_RANUX_BAXIR_CODE_01 | 25 MAR 2021 |
| AD-2.LFKB-3 | 01 DEC 2022 | AD_2_LFOB_DATA_SID_RWY12-30_WEST_RNAV_RANUX_BAXIR_CODE_02 | 25 MAR 2021 |
| AD-2.LFKB-4 | 28 DEC 2023 | AD_2_LFOB_SID_RWY12-30_EAST_RNAV_AGOPA_PILUL | 15 JUN 2023 |
| AD-2.LFKB-5 | 20 APR 2023 | AD_2_LFOB_SID_RWY12-30_EAST_RNAV_AGOPA_PILUL_INSTR_01 | 15 JUN 2023 |
| AD-2.LFKB-6 | 23 MAR 2023 | AD_2_LFOB_SID_RWY12-30_EAST_RNAV_RANUX_BAXIR | 03 NOV 2022 |
| AD-2.LFKB-7 | 16 JUN 2022 | AD_2_LFOB_SID_RWY12-30_EAST_RNAV_RANUX_BAXIR_INSTR_01 | 08 SEP 2022 |
| AD-2.LFKB-8 | 31 DEC 2020 | AD_2_LFOB_SID_RWY12-30_EAST_RNAV_LGL_EVX | 03 NOV 2022 |
| AD-2.LFKB-9 | 05 NOV 2020 | AD_2_LFOB_SID_RWY12-30_EAST_RNAV_LGL_EVX_INSTR_01 | 25 MAR 2021 |
| AD-2.LFKB-10 | 05 NOV 2020 | AD_2_LFOB_SID_RWY12-30_WEST_RNAV_AGOPA_PILUL | 15 JUN 2023 |
| AD-2.LFKB-11 | 31 DEC 2020 | AD_2_LFOB_SID_RWY12-30_WEST_RNAV_AGOPA_PILUL_INSTR_01 | 15 JUN 2023 |
| AD-2.LFKB-12 | 22 FEB 2024 | AD_2_LFOB_SID_RWY12-30_WEST_RNAV_RANUX_BAXIR | 03 NOV 2022 |
| AD_2_LFKB_AOC_RWY16-34 | 16 JUN 2022 | AD_2_LFOB_SID_RWY12-30_WEST_RNAV_RANUX_BAXIR_INSTR_01 | 08 SEP 2022 |
| AD_2_LFKB_ENV_01 | 18 MAY 2023 | AD_2_LFOB_SID_RWY12-30_WEST_RNAV_LGL_EVX | 03 NOV 2022 |
| AD_2_LFKB_ARC_01 | 18 MAY 2023 | AD_2_LFOB_SID_RWY12-30_WEST_RNAV_LGL_EVX_INSTR_01 | 25 MAR 2021 |
| AD_2_LFKB_AMG_01 | 18 MAY 2023 | AD_2_LFOB_SID_RWY12_CONV | 03 NOV 2022 |
| AD_2_LFKB_STAR_RWY16_RNAV | 31 DEC 2020 | AD_2_LFOB_SID_RWY12_CONV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFKB_DATA_STAR_RWY16_RNAV_CODE_01 | 31 DEC 2020 | AD_2_LFOB_SID_RWY30_CONV | 03 NOV 2022 |
| AD_2_LFKB_STAR_RWY16_CONV | 18 MAY 2023 | AD_2_LFOB_SID_RWY30_CONV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFKB_STAR_RWY34_RNAV | 31 DEC 2020 | AD_2_LFOB_SID_RWY12_CONV_INI | 03 NOV 2022 |
| AD_2_LFKB_DATA_STAR_RWY34_RNAV_CODE_01 | 31 DEC 2020 | AD_2_LFOB_SID_RWY30_RNAV_INI | 03 NOV 2022 |
| AD_2_LFKB_STAR_RWY34_CONV | 18 MAY 2023 | AD_2_LFOB_SID_RWY30_CONV_INI | 03 NOV 2022 |
| AD_2_LFKB_SID_RWY16_RNAV_V | 31 DEC 2020 | AD_2_LFOB_ADC_01 | 10 AUG 2023 |
| AD_2_LFKB_SID_RWY16_RNAV_W | 31 DEC 2020 | AD_2_LFOB_DATA_01 | 15 JUN 2023 |
| AD_2_LFKB_DATA_SID_RWY16_RNAV_CODE_01 | 31 DEC 2020 | AD_2_LFOB_DATA_02 | 15 JUN 2023 |
| AD_2_LFKB_SID_RWY16_RNAV_INSTR_01 | 31 DEC 2020 | AD_2_LFOB_APDC_01 | 28 DEC 2023 |
| AD_2_LFKB_SID_RWY16_CONV | 23 MAR 2023 | AD_2_LFOB_GMC_01 | 10 AUG 2023 |
| AD_2_LFKB_SID_RWY16_CONV_INSTR_01 | 31 DEC 2020 | AD_2_LFOB_IAC_RWY12_RNP | 03 NOV 2022 |
| AD_2_LFKB_SID_RWY16_CONV_INSTR_02 | 31 DEC 2020 | AD_2_LFOB_DATA_RWY12_RNP_CODE | 25 MAR 2021 |
| AD_2_LFKB_SID_RWY34_RNAV_Q | 31 DEC 2020 | AD_2_LFOB_DATA_RWY12_RNP_FASDB | 25 MAR 2021 |
| AD_2_LFKB_SID_RWY34_RNAV_R | 31 DEC 2020 | AD_2_LFOB_IAC_RWY12_INA_ILS_Y_Z_LOC_Y_Z_VOR_Y_Z | 03 NOV 2022 |
| AD_2_LFKB_DATA_SID_RWY34_RNAV_CODE_01 | 31 DEC 2020 | AD_2_LFOB_IAC_RWY12_FNA_ILS_Y_LOC_Y | 03 NOV 2022 |
| AD_2_LFKB_SID_RWY34_RNAV_INSTR_01 | 31 DEC 2020 | AD_2_LFOB_IAC_RWY12_FNA_ILS_Z_LOC_Z | 03 NOV 2022 |
| AD_2_LFKB_SID_RWY34_CONV | 23 MAR 2023 | AD_2_LFOB_IAC_RWY12_FNA_VOR_Y | 03 NOV 2022 |
| AD_2_LFKB_SID_RWY34_CONV_INSTR_01 | 23 MAR 2023 | AD_2_LFOB_IAC_RWY12_FNA_VOR_Z | 03 NOV 2022 |
| AD_2_LFKB_SID_RWY34_CONV_INSTR_02 | 23 MAR 2023 | AD_2_LFOB_IAC_RWY12_VOR_X | 03 NOV 2022 |
| AD_2_LFKB_ADC_01 | 22 FEB 2024 | AD_2_LFOB_IAC_RWY12_NDB | 03 NOV 2022 |
| AD_2_LFKB_DATA_01 | 23 MAR 2023 | AD_2_LFOB_IAC_RWY12_VPT | 25 MAR 2021 |
| AD_2_LFKB_APDC_01 | 06 OCT 2022 | AD_2_LFOB_IAC_RWY30_INA_RNAV | 03 NOV 2022 |

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| VOLET | DATE | VOLET | DATE |
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| AD_2_LFOB_IAC_RWY30_FNA_RNP | 03 NOV 2022 | AD_2_LFBZ_TEXT_01 | 26 APR 2018 |
| AD_2_LFOB_DATA_RWY30_RNP_CODE | 03 NOV 2022 | AD_2_LFBZ_MIA_TEXT_01 | 18 APR 2024 |
| AD_2_LFOB_DATA_RWY30_RNP_FASDB | 14 JUL 2022 | AD_2_LFBZ_MIA_TEXT_02 | 10 AUG 2023 |
| AD_2_LFOB_IAC_RWY30_ILS_LOC | 03 NOV 2022 | AD_2_LFBZ_MIA_TEXT_03 | 10 AUG 2023 |
| AD_2_LFOB_IAC_RWY30_VOR_Y | 03 NOV 2022 | AD_2_LFBZ_AOC_RWY09-27 | 10 AUG 2023 |
| AD_2_LFOB_IAC_RWY30_VOR_Z | 03 NOV 2022 | AD_2_LFBZ_ARC_01 | 18 APR 2024 |
| BERGERAC DORDOGNE PERIGORD | | AD_2_LFBZ_AMG_01 | 18 APR 2024 |
| AD-2.LFBE-1 | 16 MAY 2024 | AD_2_LFBZ_STAR_RWY09_RNAV | 18 APR 2024 |
| AD-2.LFBE-2 | 16 MAY 2024 | AD_2_LFBZ_DATA_STAR_RWY09_RNAV_CODE_01 | 18 APR 2024 |
| AD-2.LFBE-3 | 16 MAY 2024 | AD_2_LFBZ_STAR_RWY09_CONV | 18 APR 2024 |
| AD-2.LFBE-4 | 16 MAY 2024 | AD_2_LFBZ_STAR_RWY27_RNAV | 18 APR 2024 |
| AD-2.LFBE-5 | 16 MAY 2024 | AD_2_LFBZ_DATA_STAR_RWY27_RNAV_CODE_01 | 18 APR 2024 |
| AD-2.LFBE-6 | 16 MAY 2024 | AD_2_LFBZ_STAR_RWY27_CONV | 18 APR 2024 |
| AD_2_LFBE_AOC_RWY09-27 | 06 OCT 2022 | AD_2_LFBZ_SID_RWY_ALL_CONV | 18 APR 2024 |
| AD_2_LFBE_ENV_01 | 16 MAY 2024 | AD_2_LFBZ_SID_RWY_ALL_CONV_INSTR_01 | 18 APR 2024 |
| AD_2_LFBE_AMSR_01 | 16 MAY 2024 | AD_2_LFBZ_SID_RWY09_RNAV | 18 APR 2024 |
| AD_2_LFBE_DATA_STAR_RWY09_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFBZ_DATA_SID_RWY09_RNAV_CODE_01 | 18 APR 2024 |
| AD_2_LFBE_STAR_RWY09_RNAV | 16 MAY 2024 | AD_2_LFBZ_SID_RWY09_RNAV_INSTR_01 | 18 APR 2024 |
| AD_2_LFBE_DATA_STAR_RWY27_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFBZ_SID_RWY27_RNAV | 18 APR 2024 |
| AD_2_LFBE_STAR_RWY27_RNAV | 16 MAY 2024 | AD_2_LFBZ_DATA_SID_RWY27_RNAV_CODE_01 | 18 APR 2024 |
| AD_2_LFBE_DATA_SID_RWY09_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFBZ_SID_RWY27_RNAV_INSTR_01 | 18 APR 2024 |
| AD_2_LFBE_SID_RWY09_RNAV | 16 MAY 2024 | AD_2_LFBZ_ADC_01 | 18 APR 2024 |
| AD_2_LFBE_SID_RWY09_RNAV_INSTR_01 | 16 MAY 2024 | AD_2_LFBZ_DATA_01 | 18 APR 2024 |
| AD_2_LFBE_DATA_SID_RWY27_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFBZ_APDC_01 | 18 APR 2024 |
| AD_2_LFBE_SID_RWY27_RNAV | 16 MAY 2024 | AD_2_LFBZ_GMC_01 | 18 APR 2024 |
| AD_2_LFBE_SID_RWY27_RNAV_INSTR_01 | 16 MAY 2024 | AD_2_LFBZ_IAC_RWY09_RNP | 18 APR 2024 |
| AD_2_LFBE_ADC_01 | 16 MAY 2024 | AD_2_LFBZ_DATA_RWY09_RNP_CODE | 18 APR 2024 |
| AD_2_LFBE_DATA_01 | 16 MAY 2024 | AD_2_LFBZ_DATA_RWY09_RNP_FASDB | 13 AUG 2020 |
| AD_2_LFBE_APDC_01 | 16 MAY 2024 | AD_2_LFBZ_IAC_RWY09_VOR | 18 APR 2024 |
| AD_2_LFBE_IAC_RWY09_RNP | 16 MAY 2024 | AD_2_LFBZ_DATA_RWY27_RNP_CODE | 18 APR 2024 |
| AD_2_LFBE_DATA_RWY09_RNP_CODE | 16 MAY 2024 | AD_2_LFBZ_DATA_RWY27_RNP_FASDB | 13 AUG 2020 |
| AD_2_LFBE_DATA_RWY09_RNP_FASDB | 16 MAY 2024 | AD_2_LFBZ_DATA_RWY27_ILS_Z_CODE | 18 APR 2024 |
| AD_2_LFBE_IAC_RWY27_RNP | 16 MAY 2024 | AD_2_LFBZ_IAC_RWY27_ILS_Z_LOC_Y | 18 APR 2024 |
| AD_2_LFBE_DATA_RWY27_RNP_CODE | 16 MAY 2024 | AD_2_LFBZ_IAC_RWY27_ILS_Z_LOC_Z | 18 APR 2024 |
| AD_2_LFBE_DATA_RWY27_RNP_FASDB | 16 MAY 2024 | AD_2_LFBZ_IAC_RWY27_RNP | 18 APR 2024 |
| AD_2_LFBE_IAC_RWY27_ILS | 16 MAY 2024 | AD_2_LFBZ_IAC_RWY27_VOR | 18 APR 2024 |
| AD_2_LFBE_DATA_RWY27_ILS_CODE | 16 MAY 2024 | BISCARROSSE PARENTIS | |
| BESANCON LA VEZE | | AD-2.LFBS-1 | 08 SEP 2022 |
| AD-2.LFQM-1 | 25 JAN 2024 | AD-2.LFBS-2 | 15 JUN 2023 |
| AD-2.LFQM-2 | 25 JAN 2024 | AD-2.LFBS-3 | 08 SEP 2022 |
| AD-2.LFQM-3 | 23 MAR 2023 | AD-2.LFBS-4 | 22 APR 2021 |
| AD-2.LFQM-4 | 23 MAR 2023 | AD-2.LFBS-5 | 15 JUN 2023 |
| AD-2.LFQM-5 | 15 JUN 2023 | AD_2_LFBS_ADC_01 | 07 SEP 2023 |
| AD_2_LFQM_ADC_01 | 23 FEB 2023 | AD_2_LFBS_DATA_01 | 22 APR 2021 |
| AD_2_LFQM_DATA_01 | 25 JAN 2024 | AD_2_LFBS_IAC_RWY27_INA_GNSS | 22 APR 2021 |
| AD_2_LFQM_IAC_RWY23_RNP_Y | 25 JAN 2024 | AD_2_LFBS_IAC_RWY27_FNA_RNP_X | 22 APR 2021 |
| AD_2_LFQM_DATA_RWY23_RNP_Y_CODE | 25 JAN 2024 | AD_2_LFBS_DATA_RWY27_RNP_X_CODE | 22 APR 2021 |
| AD_2_LFQM_IAC_RWY23_RNP_Z | 25 JAN 2024 | AD_2_LFBS_IAC_RWY27_FNA_RNP_Y | 02 DEC 2021 |
| AD_2_LFQM_DATA_RWY23_RNP_Z_CODE | 25 JAN 2024 | AD_2_LFBS_DATA_RWY27_RNP_Y_CODE | 22 APR 2021 |
| AD_2_LFQM_DATA_RWY23_RNP_Z_FASDB | 05 DEC 2019 | AD_2_LFBS_IAC_RWY27_FNA_RNP_Z | 24 FEB 2022 |
| BEZIERS VIAS | | AD_2_LFBS_DATA_RWY27_RNP_Z_CODE | 22 APR 2021 |
| AD-2.LFMU-1 | 10 AUG 2023 | AD_2_LFBS_DATA_RWY27_RNP_Z_FASDB | 22 APR 2021 |
| AD-2.LFMU-2 | 07 SEP 2023 | AD_2_LFBS_IAC_RWY27_NDB | 22 APR 2021 |
| AD-2.LFMU-3 | 10 AUG 2023 | BLOIS LE BREUIL | |
| AD-2.LFMU-4 | 29 DEC 2022 | AD-2.LFOQ-1 | 22 FEB 2024 |
| AD-2.LFMU-5 | 13 JUL 2023 | AD-2.LFOQ-2 | 22 FEB 2024 |
| AD-2.LFMU-6 | 10 AUG 2023 | AD-2.LFOQ-3 | 22 FEB 2024 |
| AD-2.LFMU-7 | 30 NOV 2023 | AD-2.LFOQ-4 | 22 FEB 2024 |
| AD-2.LFMU-8 | 30 NOV 2023 | AD-2.LFOQ-5 | 22 FEB 2024 |
| AD-2.LFMU-9 | 30 NOV 2023 | AD-2.LFOQ-6 | 22 FEB 2024 |
| AD_2_LFMU_COM_01 | 08 NOV 2018 | AD_2_LFOQ_ADC_01 | 22 FEB 2024 |
| AD_2_LFMU_AOC_RWY09-27 | 03 DEC 2020 | AD_2_LFOQ_DATA_01 | 23 MAR 2023 |
| AD_2_LFMU_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 30 NOV 2023 | AD_2_LFOQ_IAC_RWY12_RNP | 22 FEB 2024 |
| AD_2_LFMU_STAR_RWY_ALL_RNAV | 30 NOV 2023 | AD_2_LFOQ_DATA_RWY12_RNP_CODE | 22 FEB 2024 |
| AD_2_LFMU_SID_RWY_ALL_CONV | 30 NOV 2023 | AD_2_LFOQ_DATA_RWY12_RNP_FASDB | 23 MAR 2023 |
| AD_2_LFMU_SID_RWY_ALL_CONV_INSTR_01 | 30 NOV 2023 | AD_2_LFOQ_IAC_RWY30_RNP | 23 MAR 2023 |
| AD_2_LFMU_DATA_SID_RWY_ALL_RNAV_CODE_01 | 30 NOV 2023 | AD_2_LFOQ_DATA_RWY30_RNP_CODE | 22 FEB 2024 |
| AD_2_LFMU_SID_RWY_ALL_RNAV | 30 NOV 2023 | AD_2_LFOQ_DATA_RWY30_RNP_FASDB | 10 SEP 2020 |
| AD_2_LFMU_SID_RWY_ALL_RNAV_INSTR_01 | 30 NOV 2023 | AD_2_LFOQ_IAC_RWY30_NDB | 30 DEC 2021 |
| AD_2_LFMU_DATA_SID_RWY_ALL_DEP_RNAV_OMNI_CODE_01 | 30 NOV 2023 | BORDEAUX MERIGNAC | |
| AD_2_LFMU_SID_RWY_ALL_DEP_RNAV_OMNI | 30 NOV 2023 | AD-2.LFBD-1 | 28 DEC 2023 |
| AD_2_LFMU_ADC_01 | 10 AUG 2023 | AD-2.LFBD-2 | 05 OCT 2023 |
| AD_2_LFMU_DATA_01 | 30 NOV 2023 | AD-2.LFBD-3 | 05 OCT 2023 |
| AD_2_LFMU_APDC_01 | 10 AUG 2023 | AD-2.LFBD-4 | 05 OCT 2023 |
| AD_2_LFMU_IAC_RWY09_RNP | 03 DEC 2020 | AD-2.LFBD-5 | 28 DEC 2023 |
| AD_2_LFMU_DATA_RWY09_RNP_CODE | 03 DEC 2020 | AD-2.LFBD-6 | 23 FEB 2023 |
| AD_2_LFMU_DATA_RWY09_RNP_FASDB | 02 JAN 2020 | AD-2.LFBD-7 | 23 FEB 2023 |
| AD_2_LFMU_IAC_RWY09_NDB | 30 NOV 2023 | AD-2.LFBD-8 | 16 MAY 2024 |
| AD_2_LFMU_IAC_RWY27_RNP | 03 DEC 2020 | AD-2.LFBD-9 | 25 JAN 2024 |
| AD_2_LFMU_DATA_RWY27_RNP_CODE | 03 DEC 2020 | AD-2.LFBD-10 | 25 JAN 2024 |
| AD_2_LFMU_DATA_RWY27_RNP_FASDB | 02 JAN 2020 | AD-2.LFBD-11 | 05 OCT 2023 |
| AD_2_LFMU_IAC_RWY27_NDB | 30 NOV 2023 | AD-2.LFBD-12 | 28 DEC 2023 |
| BIARRITZ PAYS BASQUE | | AD-2.LFBD-13 | 28 DEC 2023 |
| AD-2.LFBZ-1 | 18 APR 2024 | AD-2.LFBD-14 | 28 DEC 2023 |
| AD-2.LFBZ-2 | 18 APR 2024 | AD-2.LFBD-15 | 28 DEC 2023 |
| AD-2.LFBZ-3 | 18 APR 2024 | AD-2.LFBD-16 | 25 JAN 2024 |
| AD-2.LFBZ-4 | 18 APR 2024 | AD-2.LFBD-17 | 25 JAN 2024 |
| AD-2.LFBZ-5 | 18 APR 2024 | AD-2.LFBD-18 | 16 MAY 2024 |
| AD-2.LFBZ-6 | 18 APR 2024 | AD-2.LFBD-19 | 25 JAN 2024 |
| AD-2.LFBZ-7 | 18 APR 2024 | AD_2_LFBD_TEXT_02 | 16 MAY 2024 |

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| VOLET | DATE | VOLET | DATE |
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| AD_2_LFBD_MIA_TEXT_01 | 13 JUL 2023 | AD-2.LFRB-6 | 28 DEC 2023 |
| AD_2_LFBD_MIA_TEXT_02 | 05 NOV 2020 | AD-2.LFRB-7 | 14 JUL 2022 |
| AD_2_LFBD_MIA_TEXT_03 | 13 JUL 2023 | AD-2.LFRB-8 | 23 FEB 2023 |
| AD_2_LFBD_MIA_TEXT_04 | 25 JAN 2024 | AD-2.LFRB-9 | 15 JUN 2023 |
| AD_2_LFBD_AOC_RWY05-23 | 13 JUL 2023 | AD_2_LFRB_COM_01 | 06 OCT 2022 |
| AD_2_LFBD_AOC_RWY11-29 | 05 NOV 2020 | AD_2_LFRB_AOC_RWY07R-25L | 10 SEP 2020 |
| AD_2_LFBD_PATC_RWY23 | 05 NOV 2020 | AD_2_LFRB_PATC_RWY25L | 10 SEP 2020 |
| AD_2_LFBD_ENV_01 | 16 MAY 2024 | AD_2_LFRB_ARC_01 | 23 MAR 2023 |
| AD_2_LFBD_ENV_02 | 16 MAY 2024 | AD_2_LFRB_MVA_01 | 21 MAR 2024 |
| AD_2_LFBD_ARC_01 | 16 MAY 2024 | AD_2_LFRB_STAR_RWY_ALL_RNAV | 21 APR 2022 |
| AD_2_LFBD_AMG_01 | 16 MAY 2024 | AD_2_LFRB_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 10 SEP 2020 |
| AD_2_LFBD_STAR_RWY_ALL_RNAV | 16 MAY 2024 | AD_2_LFRB_SID_RWY07R_RNAV | 23 FEB 2023 |
| AD_2_LFBD_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFRB_DATA_SID_RWY07R_RNAV_CODE_01 | 23 FEB 2023 |
| AD_2_LFBD_STAR_RWY_ALL_CONV | 16 MAY 2024 | AD_2_LFRB_SID_RWY07R_RNAV_INSTR_01 | 10 AUG 2023 |
| AD_2_LFBD_STAR_RWY_ALL_CONV_INSTR_01 | 16 MAY 2024 | AD_2_LFRB_SID_RWY07R_CONV | 21 APR 2022 |
| AD_2_LFBD_STAR_RWY_ALL_CONV_INSTR_02 | 16 MAY 2024 | AD_2_LFRB_SID_RWY07R_CONV_INSTR_01 | 10 SEP 2020 |
| AD_2_LFBD_SID_RWY05_RNAV | 16 MAY 2024 | AD_2_LFRB_SID_RWY25L_RNAV | 23 FEB 2023 |
| AD_2_LFBD_DATA_SID_RWY05_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFRB_DATA_SID_RWY25L_RNAV_CODE_01 | 23 FEB 2023 |
| AD_2_LFBD_SID_RWY05_RNAV_INSTR_01 | 16 MAY 2024 | AD_2_LFRB_SID_RWY25L_RNAV_INSTR_01 | 23 FEB 2023 |
| AD_2_LFBD_SID_RWY05-23_CONV | 16 MAY 2024 | AD_2_LFRB_SID_RWY25L_CONV | 23 MAR 2023 |
| AD_2_LFBD_SID_RWY05-23_CONV_INSTR_01 | 16 MAY 2024 | AD_2_LFRB_SID_RWY25L_CONV_INSTR_01 | 17 JUN 2021 |
| AD_2_LFBD_SID_RWY05-23_CONV_INSTR_02 | 16 MAY 2024 | AD_2_LFRB_ADC_01 | 10 AUG 2023 |
| AD_2_LFBD_SID_RWY11-29_CONV | 16 MAY 2024 | AD_2_LFRB_DATA_01 | 23 MAR 2023 |
| AD_2_LFBD_SID_RWY11-29_CONV_INSTR_01 | 16 MAY 2024 | AD_2_LFRB_APDC_01 | 30 JAN 2020 |
| AD_2_LFBD_SID_RWY11-29_CONV_INSTR_02 | 16 MAY 2024 | AD_2_LFRB_APDC_02 | 21 MAY 2020 |
| AD_2_LFBD_SID_RWY23_RNAV | 16 MAY 2024 | AD_2_LFRB_APDC_03 | 05 FEB 2015 |
| AD_2_LFBD_DATA_SID_RWY23_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFRB_GMC_01 | 10 AUG 2023 |
| AD_2_LFBD_SID_RWY23_RNAV_INSTR_01 | 16 MAY 2024 | AD_2_LFRB_IAC_RWY07R_RNP | 10 AUG 2023 |
| AD_2_LFBD_SID_RWY29_RNAV | 16 MAY 2024 | AD_2_LFRB_DATA_RWY07R_RNP_CODE | 15 JUL 2021 |
| AD_2_LFBD_DATA_SID_RWY29_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFRB_DATA_RWY07R_RNP_FASDB | 15 JUL 2021 |
| AD_2_LFBD_SID_RWY29_RNAV_INSTR_01 | 16 MAY 2024 | AD_2_LFRB_IAC_RWY07R_VPT | 21 APR 2022 |
| AD_2_LFBD_SID_RWY05-23_CONV_INI | 16 MAY 2024 | AD_2_LFRB_IAC_RWY25L_INA_GNSS | 10 AUG 2023 |
| AD_2_LFBD_SID_RWY11-29_CONV_INI | 16 MAY 2024 | AD_2_LFRB_DATA_RWY25L_INA_CODE_GNSS | 10 AUG 2023 |
| AD_2_LFBD_ADC_01 | 25 JAN 2024 | AD_2_LFRB_IAC_RWY25L_FNA_RNP | 06 OCT 2022 |
| AD_2_LFBD_DATA_01 | 16 MAY 2024 | AD_2_LFRB_DATA_RWY25L_FNA_RNP_CODE | 06 OCT 2022 |
| AD_2_LFBD_DATA_02 | 16 MAY 2024 | AD_2_LFRB_IAC_RWY25L_INA_CONV | 23 MAR 2023 |
| AD_2_LFBD_APDC_01 | 30 NOV 2023 | AD_2_LFRB_IAC_RWY25L_FNA_ILS_CAT_123_LOC_Y | 21 APR 2022 |
| AD_2_LFBD_GMC_01 | 05 OCT 2023 | AD_2_LFRB_IAC_RWY25L_FNA_ILS_CAT_123_LOC_Z | 21 APR 2022 |
| AD_2_LFBD_GMC_02 | 05 OCT 2023 | AD_2_LFRB_IAC_RWY25L_NDB | 21 APR 2022 |
| AD_2_LFBD_IAC_RWY05_RNP_A_VPT | 25 JAN 2024 | BRIVE SOULLIAC | |
| AD_2_LFBD_DATA_RWY05_RNP_A_VPT_CODE | 25 JAN 2024 | AD-2.LFSL-1 | 22 FEB 2024 |
| AD_2_LFBD_IAC_RWY05_RNP_Y_AR | 16 MAY 2024 | AD-2.LFSL-2 | 22 FEB 2024 |
| AD_2_LFBD_DATA_RWY05_RNP_AR_Y_CODE | 16 MAY 2024 | AD-2.LFSL-3 | 22 FEB 2024 |
| AD_2_LFBD_IAC_RWY05_FNA_RNP_Z | 16 MAY 2024 | AD-2.LFSL-4 | 22 FEB 2024 |
| AD_2_LFBD_DATA_RWY05_RNP_Z_CODE | 16 MAY 2024 | AD-2.LFSL-5 | 22 FEB 2024 |
| AD_2_LFBD_DATA_RWY05_RNP_Z_FASDB | 25 JAN 2024 | AD-2.LFSL-6 | 22 FEB 2024 |
| AD_2_LFBD_IAC_RWY05_FNA_VOR | 16 MAY 2024 | AD_2_LFSL_AOC_RWY11-29 | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY05_INA_RNAV_Z | 16 MAY 2024 | AD_2_LFSL_DATA_STAR_RWY11_RNAV_CODE_01 | 28 DEC 2023 |
| AD_2_LFBD_IAC_RWY05_INA_VOR | 16 MAY 2024 | AD_2_LFSL_STAR_RWY11_RNAV | 22 FEB 2024 |
| AD_2_LFBD_IAC_RWY11_INA_RNAV | 16 MAY 2024 | AD_2_LFSL_SID_RWY_ALL_RNAV | 22 FEB 2024 |
| AD_2_LFBD_IAC_RWY11_FNA_RNP | 16 MAY 2024 | AD_2_LFSL_DATA_SID_RWY11_CODE_01 | 13 AUG 2020 |
| AD_2_LFBD_DATA_RWY11_RNP_CODE | 16 MAY 2024 | AD_2_LFSL_SID_RWY11_RNAV_INSTR_01 | 13 AUG 2020 |
| AD_2_LFBD_DATA_RWY11_RNP_FASDB | 23 APR 2020 | AD_2_LFSL_DATA_SID_RWY29_CODE_01 | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY11_FNA_VOR | 16 MAY 2024 | AD_2_LFSL_SID_RWY29_RNAV_INSTR_01 | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY11_INA_VOR | 16 MAY 2024 | AD_2_LFSL_ADC_01 | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY23_FNA_RNP | 16 MAY 2024 | AD_2_LFSL_DATA_01 | 13 AUG 2020 |
| AD_2_LFBD_DATA_RWY23_RNP_CODE | 16 MAY 2024 | AD_2_LFSL_APDC_01 | 18 JUL 2019 |
| AD_2_LFBD_DATA_RWY23_RNP_FASDB | 05 NOV 2020 | AD_2_LFSL_APDC_02 | 04 NOV 2021 |
| AD_2_LFBD_IAC_RWY23_INA_RNAV | 16 MAY 2024 | AD_2_LFSL_IAC_RWY11_RNP | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY23_INA_ILS_VOR | 16 MAY 2024 | AD_2_LFSL_DATA_RWY11_RNP_CODE | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY23_FNA_ILS_LOC | 16 MAY 2024 | AD_2_LFSL_DATA_RWY11_RNP_FASDB | 30 JAN 2020 |
| AD_2_LFBD_IAC_RWY23_FNA_VOR | 16 MAY 2024 | AD_2_LFSL_IAC_RWY29_RNP | 13 AUG 2020 |
| AD_2_LFBD_IAC_RWY29_FNA_RNP | 16 MAY 2024 | AD_2_LFSL_DATA_RWY29_RNP_CODE | 13 AUG 2020 |
| AD_2_LFBD_DATA_RWY29_RNP_CODE | 16 MAY 2024 | AD_2_LFSL_DATA_RWY29_RNP_FASDB | 30 JAN 2020 |
| AD_2_LFBD_DATA_RWY29_RNP_FASDB | 23 APR 2020 | AD_2_LFSL_IAC_RWY29_ILS_LOC | 30 NOV 2023 |
| AD_2_LFBD_IAC_RWY29_INA_RNAV | 16 MAY 2024 | AD_2_LFSL_IAC_RWY29_NDB | 30 NOV 2023 |
| AD_2_LFBD_IAC_RWY29_INA_ILS_VOR | 16 MAY 2024 | CAEN CARPIQUET | |
| AD_2_LFBD_IAC_RWY29_FNA_ILS_LOC | 16 MAY 2024 | AD-2.LFRK-1 | 20 APR 2023 |
| AD_2_LFBD_IAC_RWY29_FNA_VOR | 16 MAY 2024 | AD-2.LFRK-2 | 10 AUG 2023 |
| BOURGES | | AD-2.LFRK-3 | 07 SEP 2023 |
| AD-2.LFLD-1 | 01 DEC 2022 | AD-2.LFRK-4 | 23 MAR 2023 |
| AD-2.LFLD-2 | 07 SEP 2023 | AD-2.LFRK-5 | 18 APR 2024 |
| AD-2.LFLD-3 | 28 DEC 2023 | AD-2.LFRK-6 | 10 AUG 2023 |
| AD-2.LFLD-4 | 01 DEC 2022 | AD-2.LFRK-7 | 18 APR 2024 |
| AD-2.LFLD-5 | 15 JUN 2023 | AD-2.LFRK-8 | 10 AUG 2023 |
| AD-2.LFLD-6 | 15 JUN 2023 | AD_2_LFRK_COM_01 | 18 APR 2024 |
| AD_2_LFLD_ADC_01 | 03 NOV 2022 | AD_2_LFRK_AOC_RWY13-31 | 10 AUG 2023 |
| AD_2_LFLD_DATA_01 | 03 NOV 2022 | AD_2_LFRK_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 25 JAN 2024 |
| AD_2_LFLD_IAC_RWY06_RNP_Y | 03 NOV 2022 | AD_2_LFRK_STAR_RWY_ALL_RNAV | 18 APR 2024 |
| AD_2_LFLD_DATA_RWY06_RNP_Y_CODE | 03 NOV 2022 | AD_2_LFRK_STAR_RWY_ALL_CONV | 18 APR 2024 |
| AD_2_LFLD_IAC_RWY06_RNP_Z | 03 NOV 2022 | AD_2_LFRK_STAR_RWY_ALL_CONV_INSTR_01 | 18 APR 2024 |
| AD_2_LFLD_DATA_RWY06_RNP_Z_CODE | 03 NOV 2022 | AD_2_LFRK_DATA_SID_RWY13_RNAV_CODE_01 | 25 JAN 2024 |
| AD_2_LFLD_DATA_RWY06_RNP_Z_FASDB | 05 DEC 2019 | AD_2_LFRK_SID_RWY13_RNAV | 18 APR 2024 |
| AD_2_LFLD_IAC_RWY06_NDB | 03 NOV 2022 | AD_2_LFRK_SID_RWY13_RNAV_INSTR_01 | 25 JAN 2024 |
| BREST BRETAGNE | | AD_2_LFRK_SID_RWY13_CONV | 18 APR 2024 |
| AD-2.LFRB-1 | 18 APR 2024 | AD_2_LFRK_SID_RWY13_CONV_INSTR_01 | 18 APR 2024 |
| AD-2.LFRB-2 | 18 APR 2024 | AD_2_LFRK_DATA_SID_RWY31_RNAV_CODE_01 | 25 JAN 2024 |
| AD-2.LFRB-3 | 07 SEP 2023 | AD_2_LFRK_SID_RWY31_RNAV | 18 APR 2024 |
| AD-2.LFRB-4 | 10 AUG 2023 | AD_2_LFRK_SID_RWY31_RNAV_INSTR_01 | 25 JAN 2024 |
| AD-2.LFRB-5 | 18 APR 2024 | AD_2_LFRK_SID_RWY31_CONV | 18 APR 2024 |

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| AD_2_LFRK_SID_RWY31_CONV_INSTR_01 | 18 APR 2024 | AD_2_LFMD_STAR_WEST_RWY17-35_RNAV_CONV | 03 NOV 2022 |
| AD_2_LFRK_ADC_01 | 18 APR 2024 | AD_2_LFMD_SID_RWY17_CONV_K | 29 DEC 2022 |
| AD_2_LFRK_DATA_01 | 25 JAN 2024 | AD_2_LFMD_SID_RWY17_CONV_K_INSTR_01 | 23 FEB 2023 |
| AD_2_LFRK_IAC_RWY13_RNP | 18 APR 2024 | AD_2_LFMD_SID_RWY17_CONV_INI_K | 23 FEB 2023 |
| AD_2_LFRK_DATA_RWY13_RNP_CODE | 25 JAN 2024 | AD_2_LFMD_ADC_01 | 16 JUN 2022 |
| AD_2_LFRK_IAC_RWY13_VOR | 18 APR 2024 | AD_2_LFMD_DATA_01 | 25 MAR 2021 |
| AD_2_LFRK_IAC_RWY13_VPT | 18 APR 2024 | AD_2_LFMD_DATA_02 | 25 MAR 2021 |
| AD_2_LFRK_IAC_RWY31_RNP | 18 APR 2024 | AD_2_LFMD_GMC_01 | 07 SEP 2023 |
| AD_2_LFRK_DATA_RWY31_RNP_CODE | 25 JAN 2024 | AD_2_LFMD_IAC_RWY17_FNA_RNP_A | 12 AUG 2021 |
| AD_2_LFRK_DATA_RWY31_RNP_FASDB | 23 APR 2020 | AD_2_LFMD_DATA_RWY17_FNA_RNP_A_CODE | 12 AUG 2021 |
| AD_2_LFRK_IAC_RWY31_ILS_Y_LOC_Y | 18 APR 2024 | AD_2_LFMD_DATA_RWY17_RNP_A_CODE | 12 AUG 2021 |
| AD_2_LFRK_IAC_RWY31_ILS_Z_LOC_Z | 18 APR 2024 | AD_2_LFMD_IAC_RWY17-35_INA_RNAV_INLOV | 23 FEB 2023 |
| AD_2_LFRK_IAC_RWY31_NDB | 18 APR 2024 | AD_2_LFMD_IAC_RWY17-35_INA_RNAV_NEKIP | 25 MAR 2021 |
| CAHORS LALBENQUE | | AD_2_LFMD_IAC_RWY17-35_INA_EAST_LOC | 29 DEC 2022 |
| AD-2.LFCC-1 | 16 MAY 2024 | AD_2_LFMD_IAC_RWY17-35_INA_WEST_LOC | 29 DEC 2022 |
| AD-2.LFCC-2 | 16 MAY 2024 | AD_2_LFMD_IAC_RWY17_FNA_LOC_A | 25 MAR 2021 |
| AD-2.LFCC-3 | 16 MAY 2024 | AD_2_LFMD_IAC_RWY17-35_FNA_LOC_B | 29 DEC 2022 |
| AD-2.LFCC-4 | 16 MAY 2024 | AD_2_LFMD_IAC_RWY17_VPT_A | 25 MAR 2021 |
| AD-2.LFCC-5 | 16 MAY 2024 | AD_2_LFMD_IAC_RWY35_FNA_RNP_Y | 25 MAR 2021 |
| AD-2.LFCC-6 | 16 MAY 2024 | AD_2_LFMD_DATA_RWY35_RNP_Y_CODE | 25 MAR 2021 |
| AD_2_LFCC_ADC_01 | 16 MAY 2024 | AD_2_LFMD_IAC_RWY35_FNA_RNP_Z | 07 SEP 2023 |
| AD_2_LFCC_DATA_01 | 16 MAY 2024 | AD_2_LFMD_DATA_RWY35_RNP_Z_CODE | 07 SEP 2023 |
| AD_2_LFCC_IAC_RWY13_RNP | 16 MAY 2024 | AD_2_LFMD_DATA_RWY35_RNP_Z_FASDB | 07 SEP 2023 |
| AD_2_LFCC_DATA_RWY13_RNP_CODE | 16 MAY 2024 | CARCASSONNE SALVAZA | |
| AD_2_LFCC_DATA_RWY13_RNP_FASDB | 25 FEB 2021 | AD-2.LFMK-1 | 05 OCT 2023 |
| CALAIS MARCK | | AD-2.LFMK-2 | 05 OCT 2023 |
| AD-2.LFAC-1 | 23 FEB 2023 | AD-2.LFMK-3 | 05 OCT 2023 |
| AD-2.LFAC-2 | 15 JUN 2023 | AD-2.LFMK-4 | 26 JAN 2023 |
| AD-2.LFAC-3 | 03 NOV 2022 | AD-2.LFMK-5 | 03 NOV 2022 |
| AD-2.LFAC-4 | 07 SEP 2023 | AD-2.LFMK-6 | 05 OCT 2023 |
| AD_2_LFAC_ADC_01 | 07 SEP 2023 | AD-2.LFMK-7 | 02 NOV 2023 |
| AD_2_LFAC_DATA_01 | 07 SEP 2023 | AD-2.LFMK-8 | 02 NOV 2023 |
| AD_2_LFAC_IAC_RWY24_RNP | 03 NOV 2022 | AD_2_LFMK_AOC_RWY09-27 | 21 APR 2022 |
| AD_2_LFAC_DATA_RWY24_RNP_CODE | 03 NOV 2022 | AD_2_LFMK_STAR_RWY_ALL_RNAV | 11 AUG 2022 |
| AD_2_LFAC_DATA_RWY24_RNP_FASDB | 10 SEP 2020 | AD_2_LFMK_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 11 AUG 2022 |
| AD_2_LFAC_IAC_RWY24_NDB | 03 NOV 2022 | AD_2_LFMK_SID_RWY09_RNAV | 11 AUG 2022 |
| CALVI SAINTE CATHERINE | | AD_2_LFMK_DATA_SID_RWY09_RNAV_CODE_01 | 11 AUG 2022 |
| AD-2.LFKC-1 | 13 JUL 2023 | AD_2_LFMK_SID_RWY09_RNAV_INSTR_01 | 11 AUG 2022 |
| AD-2.LFKC-2 | 07 SEP 2023 | AD_2_LFMK_SID_RWY27_RNAV | 11 AUG 2022 |
| AD-2.LFKC-3 | 07 SEP 2023 | AD_2_LFMK_DATA_SID_RWY27_RNAV_CODE_01 | 21 APR 2022 |
| AD-2.LFKC-4 | 30 NOV 2023 | AD_2_LFMK_SID_RWY27_RNAV_INSTR_01 | 21 APR 2022 |
| AD-2.LFKC-5 | 30 NOV 2023 | AD_2_LFMK_ADC_01 | 05 OCT 2023 |
| AD-2.LFKC-6 | 22 FEB 2024 | AD_2_LFMK_DATA_01 | 11 AUG 2022 |
| AD-2.LFKC-7 | 30 NOV 2023 | AD_2_LFMK_IAC_RWY09_RNP | 11 AUG 2022 |
| AD-2.LFKC-8 | 30 NOV 2023 | AD_2_LFMK_DATA_RWY09_RNP_CODE | 11 AUG 2022 |
| AD_2_LFKC_AOC_RWY18-36 | 30 NOV 2023 | AD_2_LFMK_DATA_RWY09_RNP_FASDB | 21 APR 2022 |
| AD_2_LFKC_DATA_STAR_RWY18_RNAV_CODE_01 | 22 FEB 2024 | AD_2_LFMK_IAC_RWY27_RNP | 11 AUG 2022 |
| AD_2_LFKC_STAR_RWY18_RNAV | 22 FEB 2024 | AD_2_LFMK_DATA_RWY27_RNP_CODE | 11 AUG 2022 |
| AD_2_LFKC_STAR_RWY18_CONV | 24 MAR 2022 | AD_2_LFMK_DATA_RWY27_RNP_FASDB | 21 APR 2022 |
| AD_2_LFKC_SID_RWY36_RNAV | 15 JUL 2021 | AD_2_LFMK_IAC_RWY27_RNP_MINIMA | 21 APR 2022 |
| AD_2_LFKC_DATA_SID_RWY36_RNAV_CODE_01 | 25 FEB 2021 | CASTRES MAZAMET | |
| AD_2_LFKC_SID_RWY36_RNAV_INSTR_01 | 28 JAN 2021 | AD-2.LFCK-1 | 19 MAY 2022 |
| AD_2_LFKC_SID_RWY36_CONV | 15 JUL 2021 | AD-2.LFCK-2 | 22 FEB 2024 |
| AD_2_LFKC_SID_RWY36_CONV_INSTR_01 | 28 JAN 2021 | AD-2.LFCK-3 | 13 JUL 2023 |
| AD_2_LFKC_ADC_01 | 30 NOV 2023 | AD-2.LFCK-4 | 13 JUL 2023 |
| AD_2_LFKC_DATA_01 | 30 NOV 2023 | AD-2.LFCK-5 | 13 JUL 2023 |
| AD_2_LFKC_APDC_01 | 13 JUL 2023 | AD-2.LFCK-6 | 02 NOV 2023 |
| AD_2_LFKC_IAC_RWY18_RNP_W | 28 JAN 2021 | AD_2_LFCK_AOC_RWY14-32 | 13 JUL 2023 |
| AD_2_LFKC_DATA_RWY18_RNP_W_CODE | 28 JAN 2021 | AD_2_LFCK_DATA_STAR_RWY14_RNAV_CODE | 22 FEB 2024 |
| AD_2_LFKC_DATA_RWY18_RNP_W_FASDB | 28 JAN 2021 | AD_2_LFCK_STAR_RWY14_RNAV_CONV | 22 FEB 2024 |
| AD_2_LFKC_IAC_RWY18_RNP_X | 28 JAN 2021 | AD_2_LFCK_SID_RWY_ALL_CONV | 22 FEB 2024 |
| AD_2_LFKC_DATA_RWY18_RNP_X_CODE | 28 JAN 2021 | AD_2_LFCK_SID_RWY_ALL_CONV_INSTR_01 | 01 DEC 2022 |
| AD_2_LFKC_DATA_RWY18_RNP_X_FASDB | 28 JAN 2021 | AD_2_LFCK_SID_RWY_ALL_CONV_INSTR_02 | 02 NOV 2023 |
| AD_2_LFKC_IAC_RWY18_RNP_Y | 28 JAN 2021 | AD_2_LFCK_ADC_01 | 22 FEB 2024 |
| AD_2_LFKC_DATA_RWY18_RNP_Y_CODE | 28 JAN 2021 | AD_2_LFCK_DATA_01 | 01 DEC 2022 |
| AD_2_LFKC_IAC_RWY18_RNP_Z | 28 JAN 2021 | AD_2_LFCK_APDC_01 | 27 JAN 2022 |
| AD_2_LFKC_DATA_RWY18_RNP_Z_CODE | 28 JAN 2021 | AD_2_LFCK_IAC_RWY14_RNP_X | 11 AUG 2022 |
| AD_2_LFKC_IAC_RWY18_LOC | 28 JAN 2021 | AD_2_LFCK_DATA_RWY14_RNP_X_CODE | 11 AUG 2022 |
| CANNES MANDELIEU | | AD_2_LFCK_IAC_RWY14_RNP_Y | 11 AUG 2022 |
| AD-2.LFMD-1 | 30 DEC 2021 | AD_2_LFCK_DATA_RWY14_RNP_Y_CODE | 11 AUG 2022 |
| AD-2.LFMD-2 | 07 SEP 2023 | AD_2_LFCK_IAC_RWY14_RNP_Z | 13 JUL 2023 |
| AD-2.LFMD-3 | 16 JUN 2022 | AD_2_LFCK_DATA_RWY14_RNP_Z_CODE | 13 JUL 2023 |
| AD-2.LFMD-4 | 20 MAY 2021 | AD_2_LFCK_DATA_RWY14_RNP_Z_FASDB | 13 JUL 2023 |
| AD-2.LFMD-5 | 20 MAY 2021 | AD_2_LFCK_IAC_RWY14_ILS_LOC | 11 AUG 2022 |
| AD-2.LFMD-6 | 30 DEC 2021 | AD_2_LFCK_IAC_RWY14_ILS_LOC_MINIMA | 10 OCT 2019 |
| AD-2.LFMD-7 | 28 DEC 2023 | AD_2_LFCK_IAC_RWY14_NDB_Y | 11 AUG 2022 |
| AD-2.LFMD-8 | 28 DEC 2023 | AD_2_LFCK_IAC_RWY14_NDB_Z | 11 AUG 2022 |
| AD-2.LFMD-9 | 25 MAR 2021 | AD_2_LFCK_IAC_RWY32_VPT | 11 AUG 2022 |
| AD-2.LFMD-10 | 07 SEP 2023 | CHALON CHAMPFORGEUIL | |
| AD-2.LFMD-11 | 28 DEC 2023 | AD-2.LFLH-1 | 01 DEC 2022 |
| AD-2.LFMD-12 | 28 DEC 2023 | AD-2.LFLH-2 | 07 SEP 2023 |
| AD-2.LFMD-13 | 28 DEC 2023 | AD-2.LFLH-3 | 01 DEC 2022 |
| AD-2.LFMD-14 | 07 SEP 2023 | AD-2.LFLH-4 | 01 DEC 2022 |
| AD-2.LFMD-15 | 28 DEC 2023 | AD-2.LFLH-5 | 15 JUN 2022 |
| AD_2_LFMD_MIA_TEXT_01 | 01 DEC 2022 | AD_2_LFLH_ADC_01 | 01 DEC 2022 |
| AD_2_LFMD_MIA_TEXT_02 | 01 DEC 2022 | AD_2_LFLH_DATA_01 | 01 DEC 2022 |
| AD_2_LFMD_ENV_01 | 29 DEC 2022 | AD_2_LFLH_IAC_RWY35_RNP | 01 DEC 2022 |
| AD_2_LFMD_DATA_STAR_EAST_RWY17-35_RNAV_CODE_01 | 23 FEB 2023 | AD_2_LFLH_DATA_RWY35_RNP_CODE | 17 JUN 2021 |
| AD_2_LFMD_STAR_EAST_RWY17-35_RNAV_CONV | 29 DEC 2022 | CHALONS VATRY | |
| AD_2_LFMD_DATA_STAR_WEST_RWY17-35_RNAV_CODE_01 | 03 NOV 2022 | AD-2.LFOK-1 | 01 DEC 2022 |

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| AD-2.LFOK-2 | 25 JAN 2024 | AD-2.LFLX-5 | 28 DEC 2023 |
| AD-2.LFOK-3 | 25 JAN 2024 | AD-2.LFLX-6 | 28 DEC 2023 |
| AD-2.LFOK-4 | 25 JAN 2024 | AD_2.LFLX_AOC_RWY03-21 | 27 JAN 2022 |
| AD-2.LFOK-5 | 25 JAN 2024 | AD_2.LFLX_STAR_RWY03_RNAV | 27 JAN 2022 |
| AD-2.LFOK-6 | 25 JAN 2024 | AD_2.LFLX_DATA_STAR_RWY03_RNAV_CODE_01 | 27 JAN 2022 |
| AD-2.LFOK-7 | 25 JAN 2024 | AD_2.LFLX_STAR_RWY21_RNAV | 27 JAN 2022 |
| AD-2.LFOK-8 | 25 JAN 2024 | AD_2.LFLX_DATA_STAR_RWY21_RNAV_CODE_01 | 27 JAN 2022 |
| AD-2.LFOK-9 | 25 JAN 2024 | AD_2.LFLX_STAR_RWY21_CONV | 27 JAN 2022 |
| AD_2.LFOK_MIA_TEXT_01 | 01 DEC 2022 | AD_2.LFLX_SID_RWY03_RNAV | 27 JAN 2022 |
| AD_2.LFOK_AOC_RWY10-28 | 27 JAN 2022 | AD_2.LFLX_DATA_SID_RWY03_RNAV_CODE_01 | 27 JAN 2022 |
| AD_2.LFOK_PATC_RWY10 | 27 JAN 2022 | AD_2.LFLX_SID_RWY03_RNAV_INSTR_01 | 27 JAN 2022 |
| AD_2.LFOK_STAR_RWY_ALL_RNAV | 01 DEC 2022 | AD_2.LFLX_SID_RWY21_RNAV | 27 JAN 2022 |
| AD_2.LFOK_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 27 JAN 2022 | AD_2.LFLX_DATA_SID_RWY21_RNAV_CODE_01 | 27 JAN 2022 |
| AD_2.LFOK_STAR_RWY_ALL_CONV | 01 DEC 2022 | AD_2.LFLX_SID_RWY21_RNAV_INSTR_01 | 27 JAN 2022 |
| AD_2.LFOK_SID_RWY10_CONV | 01 DEC 2022 | AD_2.LFLX_ADC_01 | 28 DEC 2023 |
| AD_2.LFOK_SID_RWY28_CONV | 01 DEC 2022 | AD_2.LFLX_DATA_01 | 27 JAN 2022 |
| AD_2.LFOK_ADC_01 | 25 JAN 2024 | AD_2.LFLX_IAC_RWY03_RNP | 27 JAN 2022 |
| AD_2.LFOK_DATA_01 | 10 SEP 2020 | AD_2.LFLX_DATA_RWY03_RNP_CODE | 27 JAN 2022 |
| AD_2.LFOK_APDC_01 | 25 JAN 2024 | AD_2.LFLX_DATA_RWY03_RNP_FASDB | 13 AUG 2020 |
| AD_2.LFOK_IAC_RWY10_RNP | 01 DEC 2022 | AD_2.LFLX_IAC_RWY21_RNP | 27 JAN 2022 |
| AD_2.LFOK_DATA_RWY10_RNP_CODE | 27 JAN 2022 | AD_2.LFLX_DATA_RWY21_RNP_CODE | 27 JAN 2022 |
| AD_2.LFOK_DATA_RWY10_RNP_FASDB | 10 SEP 2020 | AD_2.LFLX_DATA_RWY21_RNP_FASDB | 13 AUG 2020 |
| AD_2.LFOK_IAC_RWY10_ILS_Y_CAT123_LOC_Y | 01 DEC 2022 | AD_2.LFLX_IAC_RWY21_ILS_LOC | 27 JAN 2022 |
| AD_2.LFOK_IAC_RWY10_ILS_Z_CAT123_LOC_Z | 01 DEC 2022 | AD_2.LFLX_IAC_RWY21_NDB | 27 JAN 2022 |
| AD_2.LFOK_IAC_RWY10_VOR | 01 DEC 2022 | CHERBOURG MANCHE | |
| AD_2.LFOK_IAC_RWY28_RNP | 01 DEC 2022 | AD-2.LFRC-1 | 18 APR 2024 |
| AD_2.LFOK_DATA_RWY28_RNP_CODE | 27 JAN 2022 | AD-2.LFRC-2 | 18 APR 2024 |
| AD_2.LFOK_DATA_RWY28_RNP_FASDB | 10 SEP 2020 | AD-2.LFRC-3 | 07 SEP 2023 |
| AD_2.LFOK_IAC_RWY28_ILS_LOC | 01 DEC 2022 | AD-2.LFRC-4 | 18 APR 2024 |
| AD_2.LFOK_IAC_RWY28_VOR | 01 DEC 2022 | AD-2.LFRC-5 | 18 APR 2024 |
| AD_2.LFOK_IAC_RWY28_NDB | 01 DEC 2022 | AD_2.LFRC_AOC_RWY10-28 | 30 DEC 2021 |
| CHAMBERY AIX LES BAINS | | AD_2.LFRC_ADC_01 | 18 APR 2024 |
| AD-2.LFLB-1 | 20 APR 2023 | AD_2.LFRC_DATA_01 | 18 APR 2024 |
| AD-2.LFLB-2 | 07 SEP 2023 | AD_2.LFRC_APDC_01 | 30 DEC 2021 |
| AD-2.LFLB-3 | 07 SEP 2023 | AD_2.LFRC_IAC_RWY28_RNP | 18 APR 2024 |
| AD-2.LFLB-4 | 07 SEP 2023 | AD_2.LFRC_DATA_RWY28_RNP_CODE | 30 DEC 2021 |
| AD-2.LFLB-5 | 07 SEP 2023 | AD_2.LFRC_DATA_RWY28_RNP_FASDB | 30 DEC 2021 |
| AD-2.LFLB-6 | 30 NOV 2023 | CHOLET LE PONTREAU | |
| AD-2.LFLB-7 | 30 NOV 2023 | AD-2.LFOU-1 | 24 FEB 2022 |
| AD-2.LFLB-8 | 07 SEP 2023 | AD-2.LFOU-2 | 07 SEP 2023 |
| AD-2.LFLB-9 | 07 SEP 2023 | AD-2.LFOU-3 | 25 FEB 2021 |
| AD-2.LFLB-10 | 07 SEP 2023 | AD-2.LFOU-4 | 13 JUL 2023 |
| AD-2.LFLB-11 | 07 SEP 2023 | AD-2.LFOU-5 | 15 JUN 2023 |
| AD_2.LFLB_AOC_RWY18-36 | 29 DEC 2022 | AD_2.LFOU_ADC_01 | 12 AUG 2021 |
| AD_2.LFLB_ARC_01 | 20 APR 2023 | AD_2.LFOU_DATA_01 | 14 JUL 2022 |
| AD_2.LFLB_MVA_01 | 29 DEC 2022 | AD_2.LFOU_IAC_RWY21_RNP_Y | 14 JUL 2022 |
| AD_2.LFLB_STAR_RWY_ALL_RNAV | 20 APR 2023 | AD_2.LFOU_DATA_RWY21_RNP_Y_CODE | 14 JUL 2022 |
| AD_2.LFLB_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 29 DEC 2022 | AD_2.LFOU_DATA_RWY21_RNP_Y_FASDB | 14 JUL 2022 |
| AD_2.LFLB_DATA_STAR_RWY_ALL_RNAV_CODE_02 | 29 DEC 2022 | AD_2.LFOU_IAC_RWY21_RNP_Z | 14 JUL 2022 |
| AD_2.LFLB_SID_RWY18_RNAV | 20 APR 2023 | AD_2.LFOU_DATA_RWY21_RNP_Z_CODE | 14 JUL 2022 |
| AD_2.LFLB_DATA_SID_RWY18_RNAV_CODE_01 | 29 DEC 2022 | AD_2.LFOU_DATA_RWY21_RNP_Z_FASDB | 14 JUL 2022 |
| AD_2.LFLB_DATA_SID_RWY18_RNAV_CODE_02 | 29 DEC 2022 | CLERMONT FERRAND AUVERGNE | |
| AD_2.LFLB_SID_RWY18_RNAV_INSTR_01 | 29 DEC 2022 | AD-2.LFLC-1 | 03 NOV 2022 |
| AD_2.LFLB_SID_RWY18_RNAV_INSTR_02 | 29 DEC 2022 | AD-2.LFLC-2 | 23 MAR 2023 |
| AD_2.LFLB_SID_RWY18_RNAV_INSTR_03 | 29 DEC 2022 | AD-2.LFLC-3 | 07 SEP 2023 |
| AD_2.LFLB_SID_RWY18_RNAV_INSTR_04 | 29 DEC 2022 | AD-2.LFLC-4 | 23 MAR 2023 |
| AD_2.LFLB_SID_RWY36_RNAV_CONV | 20 APR 2023 | AD-2.LFLC-5 | 23 MAR 2023 |
| AD_2.LFLB_SID_RWY36_RNAV_CONV_INSTR_01 | 29 DEC 2022 | AD-2.LFLC-6 | 20 APR 2023 |
| AD_2.LFLB_SID_RWY36_RNAV_CONV_INSTR_02 | 29 DEC 2022 | AD-2.LFLC-7 | 03 NOV 2022 |
| AD_2.LFLB_SID_RWY36_RNAV_CONV_INSTR_03 | 29 DEC 2022 | AD-2.LFLC-8 | 03 NOV 2022 |
| AD_2.LFLB_ADC_01 | 29 DEC 2022 | AD-2.LFLC-9 | 03 NOV 2022 |
| AD_2.LFLB_DATA_01 | 26 JAN 2023 | AD-2.LFLC-10 | 15 JUN 2023 |
| AD_2.LFLB_DATA_02 | 26 JAN 2023 | AD_2.LFLC_MIA_TEXT_01 | 25 MAR 2021 |
| AD_2.LFLB_APDC_01 | 09 SEP 2021 | AD_2.LFLC_MIA_TEXT_02 | 25 MAR 2021 |
| AD_2.LFLB_IAC_RWY18_RNP_Y_AR | 30 NOV 2023 | AD_2.LFLC_AOC_RWY08 | 03 NOV 2022 |
| AD_2.LFLB_DATA_RWY18_RNP_Y_AR_CODE | 26 JAN 2023 | AD_2.LFLC_AOC_RWY26 | 03 NOV 2022 |
| AD_2.LFLB_IAC_RWY18_RNP_Z | 26 JAN 2023 | AD_2.LFLC_PATC_RWY26 | 03 NOV 2022 |
| AD_2.LFLB_DATA_RWY18_RNP_Z_CODE | 26 JAN 2023 | AD_2.LFLC_ARC_01 | 03 NOV 2022 |
| AD_2.LFLB_IAC_RWY18_RNP_Z_MINIMA | 26 JAN 2023 | AD_2.LFLC_MVA_01 | 13 JUL 2023 |
| AD_2.LFLB_IAC_RWY18_ILS_Y_LOC_Y | 29 DEC 2022 | AD_2.LFLC_MVA_02 | 20 APR 2023 |
| AD_2.LFLB_DATA_RWY18_CODE_ILS_Y | 29 DEC 2022 | AD_2.LFLC_DATA_STAR_RWY_NORD_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2.LFLB_IAC_RWY18_ILS_Z_LOC_Z | 26 JAN 2023 | AD_2.LFLC_STAR_RWY_NORD_RNAV | 03 NOV 2022 |
| AD_2.LFLB_DATA_RWY18_CODE_ILS_Z | 26 JAN 2023 | AD_2.LFLC_DATA_STAR_RWY_SUD_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2.LFLB_IAC_RWY18_ILS_LOC_MINIMA | 05 NOV 2020 | AD_2.LFLC_STAR_RWY_SUD_RNAV | 03 NOV 2022 |
| AD_2.LFLB_IAC_RWY36_VPT | 20 APR 2023 | AD_2.LFLC_DATA_SID_RWY08_RNAV_CODE_01 | 03 NOV 2022 |
| CHAMBLEY | | AD_2.LFLC_SID_RWY08_RNAV_INSTR_01 | 03 NOV 2022 |
| AD-2.LFIY-1 | 11 AUG 2022 | AD_2.LFLC_SID_RWY08_RNAV | 03 NOV 2022 |
| AD-2.LFIY-2 | 15 JUN 2023 | AD_2.LFLC_SID_RWY08_CONV | 03 NOV 2022 |
| AD-2.LFIY-3 | 14 JUL 2022 | AD_2.LFLC_SID_RWY08_CONV_INSTR_01 | 03 NOV 2022 |
| AD-2.LFIY-4 | 15 JUN 2023 | AD_2.LFLC_SID_RWY08_CONV_INSTR_02 | 03 NOV 2022 |
| AD-2.LFIY-5 | 15 JUN 2023 | AD_2.LFLC_DATA_SID_RWY26_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2.LFIY_ADC_01 | 16 JUN 2022 | AD_2.LFLC_SID_RWY26_RNAV_INSTR_01 | 03 NOV 2022 |
| AD_2.LFIY_DATA_01 | 05 DEC 2019 | AD_2.LFLC_SID_RWY26_RNAV | 03 NOV 2022 |
| AD_2.LFIY_IAC_RWY23_RNP_A | 16 JUN 2022 | AD_2.LFLC_SID_RWY26_CONV | 03 NOV 2022 |
| AD_2.LFIY_DATA_RWY23_RNP_A_CODE | 21 MAY 2020 | AD_2.LFLC_SID_RWY26_CONV_INSTR_01 | 03 NOV 2022 |
| CHATEAURoux DEOLS | | AD_2.LFLC_SID_RWY26_CONV_INSTR_02 | 03 NOV 2022 |
| AD-2.LFLX-1 | 28 DEC 2023 | AD_2.LFLC_ADC_01 | 03 NOV 2022 |
| AD-2.LFLX-2 | 28 DEC 2023 | AD_2.LFLC_DATA_01 | 03 NOV 2022 |
| AD-2.LFLX-3 | 28 DEC 2023 | AD_2.LFLC_APDC_01 | 25 MAR 2021 |
| AD-2.LFLX-4 | 28 DEC 2023 | AD_2.LFLC_APDC_02 | 25 MAR 2021 |

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| AD_2_LFLC_GMC_01 | 03 NOV 2022 | AD_2_LFSD_AOC_RWY17-35 | 19 JUL 2018 |
| AD_2_LFLC_IAC_RWY26_INA_RNAV | 03 NOV 2022 | AD_2_LFSD_ADC_01 | 08 SEP 2022 |
| AD_2_LFLC_IAC_RWY26_FNA_RNP_Y | 26 JAN 2023 | AD_2_LFSD_DATA_01 | 08 SEP 2022 |
| AD_2_LFLC_DATA_RWY26_RNP_Y_CODE | 03 NOV 2022 | AD_2_LFSD_IAC_RWY17_VOR | 25 MAR 2021 |
| AD_2_LFLC_IAC_RWY26_FNA_RNP_Z | 26 JAN 2023 | AD_2_LFSD_IAC_RWY35_RNP | 24 FEB 2022 |
| AD_2_LFLC_DATA_RWY26_RNP_Z_CODE | 03 NOV 2022 | AD_2_LFSD_DATA_RWY35_RNP_CODE | 24 FEB 2022 |
| AD_2_LFLC_DATA_RWY26_RNP_Z_FASDB | 10 OCT 2019 | AD_2_LFSD_DATA_RWY35_RNP_FASDB | 05 DEC 2019 |
| AD_2_LFLC_IAC_RWY26_FNA_ILS_LOC_CAT_123 | 03 NOV 2022 | AD_2_LFSD_IAC_RWY35_VOR_Y | 25 MAR 2021 |
| AD_2_LFLC_IAC_RWY26_VOR | 26 JAN 2023 | AD_2_LFSD_IAC_RWY35_VOR_Z | 25 MAR 2021 |
| COLMAR HOUSSEN | | DINARD PLEURTUIT SAINT MALO | |
| AD-2.LFGA-1 | 08 SEP 2022 | AD-2.LFRD-1 | 25 JAN 2024 |
| AD-2.LFGA-2 | 07 SEP 2023 | AD-2.LFRD-2 | 25 JAN 2024 |
| AD-2.LFGA-3 | 07 SEP 2023 | AD-2.LFRD-3 | 07 SEP 2023 |
| AD-2.LFGA-4 | 07 SEP 2023 | AD-2.LFRD-4 | 25 JAN 2024 |
| AD-2.LFGA-5 | 07 SEP 2023 | AD-2.LFRD-5 | 17 JUN 2021 |
| AD-2.LFGA-6 | 28 DEC 2023 | AD-2.LFRD-6 | 25 JAN 2024 |
| AD-2.LFGA-7 | 28 DEC 2023 | AD-2.LFRD-7 | 25 JAN 2024 |
| AD_2_LFGA_MIA_TEXT_01 | 28 JAN 2021 | AD_2_LFRD_AOC_RWY17-35 | 16 JUN 2022 |
| AD_2_LFGA_COM_01 | 08 SEP 2022 | AD_2_LFRD_SID_RWY17_RNAV | 25 MAR 2021 |
| AD_2_LFGA_ADC_01 | 08 SEP 2022 | AD_2_LFRD_DATA_SID_RWY17_RNAV_CODE_01 | 25 MAR 2021 |
| AD_2_LFGA_DATA_01 | 08 SEP 2022 | AD_2_LFRD_SID_RWY17_RNAV_INSTR_01 | 17 JUN 2021 |
| AD_2_LFGA_APDC_01 | 08 SEP 2022 | AD_2_LFRD_SID_RWY35_RNAV | 25 MAR 2021 |
| AD_2_LFGA_IAC_RWY01_FNA_RNP | 08 SEP 2022 | AD_2_LFRD_DATA_SID_RWY35_RNAV_CODE_01 | 25 MAR 2021 |
| AD_2_LFGA_DATA_RWY01_FNA_RNP_CODE | 18 JUN 2020 | AD_2_LFRD_SID_RWY35_RNAV_INSTR_01 | 25 MAR 2021 |
| AD_2_LFGA_DATA_RWY01_RNP_FASDB | 05 DEC 2019 | AD_2_LFRD_ADC_01 | 29 DEC 2022 |
| AD_2_LFGA_IAC_RWY01_INA_RNAV | 08 SEP 2022 | AD_2_LFRD_DATA_01 | 17 JUN 2021 |
| AD_2_LFGA_DATA_RWY01_INA_CODE_GNSS | 18 JUN 2020 | AD_2_LFRD_APDC_01 | 30 DEC 2021 |
| AD_2_LFGA_IAC_RWY01_VPT | 08 SEP 2022 | AD_2_LFRD_IAC_RWY17_RNP | 25 MAR 2021 |
| AD_2_LFGA_IAC_RWY19_RNP | 08 SEP 2022 | AD_2_LFRD_DATA_RWY17_RNP_CODE | 25 MAR 2021 |
| AD_2_LFGA_DATA_RWY19_RNP_CODE | 18 JUN 2020 | AD_2_LFRD_DATA_RWY17_RNP_FASDB | 15 AUG 2019 |
| AD_2_LFGA_DATA_RWY19_RNP_FASDB | 05 DEC 2019 | AD_2_LFRD_IAC_RWY17_VOR | 17 JUN 2021 |
| AD_2_LFGA_IAC_RWY19_NDB_Y | 08 SEP 2022 | AD_2_LFRD_IAC_RWY35_RNP | 17 JUN 2021 |
| AD_2_LFGA_IAC_RWY19_NDB_Z | 08 SEP 2022 | AD_2_LFRD_DATA_RWY35_RNP_CODE | 25 MAR 2021 |
| DEAUVILLE NORMANDIE | | AD_2_LFRD_DATA_RWY35_RNP_FASDB | 15 AUG 2019 |
| AD-2.LFRG-1 | 18 APR 2024 | AD_2_LFRD_IAC_RWY35_VOR | 30 DEC 2021 |
| AD-2.LFRG-2 | 18 APR 2024 | DOLE TAVALEUX | |
| AD-2.LFRG-3 | 07 SEP 2023 | AD-2.LFGJ-1 | 05 OCT 2023 |
| AD-2.LFRG-4 | 18 APR 2024 | AD-2.LFGJ-2 | 07 SEP 2023 |
| AD-2.LFRG-5 | 18 APR 2024 | AD-2.LFGJ-3 | 07 SEP 2023 |
| AD-2.LFRG-6 | 18 APR 2024 | AD-2.LFGJ-4 | 05 OCT 2023 |
| AD-2.LFRG-7 | 18 APR 2024 | AD-2.LFGJ-5 | 07 SEP 2023 |
| AD-2.LFRG-8 | 18 APR 2024 | AD-2.LFGJ-6 | 07 SEP 2023 |
| AD-2.LFRG-9 | 18 APR 2024 | AD-2.LFGJ-7 | 07 SEP 2023 |
| AD-2.LFRG-10 | 15 JUN 2023 | AD_2_LFGJ_COM_01 | 15 AUG 2019 |
| AD_2_LFRG_MIA_TEXT_01 | 25 JAN 2024 | AD_2_LFGJ_AOC_RWY05-23 | 31 DEC 2020 |
| AD_2_LFRG_MIA_TEXT_02 | 25 JAN 2024 | AD_2_LFGJ_ADC_01 | 15 JUN 2023 |
| AD_2_LFRG_COM_01 | 18 APR 2024 | AD_2_LFGJ_DATA_01 | 31 DEC 2020 |
| AD_2_LFRG_AOC_RWY12-30 | 20 MAY 2021 | AD_2_LFGJ_APDC_01 | 12 AUG 2021 |
| AD_2_LFRG_DATA_STAR_RWY12_RNAV_CODE_01 | 03 NOV 2022 | AD_2_LFGJ_IAC_RWY05_RNP_Y | 31 DEC 2020 |
| AD_2_LFRG_STAR_RWY12_RNAV | 18 APR 2024 | AD_2_LFGJ_DATA_RWY05_RNP_Y_CODE | 31 DEC 2020 |
| AD_2_LFRG_DATA_STAR_RWY30_RNAV_CODE_01 | 18 APR 2024 | AD_2_LFGJ_IAC_RWY05_RNP_Z | 31 DEC 2020 |
| AD_2_LFRG_STAR_RWY30_RNAV | 18 APR 2024 | AD_2_LFGJ_DATA_RWY05_RNP_Z_CODE | 31 DEC 2020 |
| AD_2_LFRG_STAR_RWY30_CONV | 18 APR 2024 | AD_2_LFGJ_DATA_RWY05_RNP_Z_FASDB | 05 DEC 2019 |
| AD_2_LFRG_SID_RWY12_RNAV | 18 APR 2024 | AD_2_LFGJ_IAC_RWY05_ILS_LOC | 26 JAN 2023 |
| AD_2_LFRG_SID_RWY12_RNAV_INSTR_01 | 18 APR 2024 | AD_2_LFGJ_IAC_RWY05_NDB | 26 JAN 2023 |
| AD_2_LFRG_SID_RWY12_CONV | 18 APR 2024 | EPINAL MIRECOURT | |
| AD_2_LFRG_SID_RWY12_CONV_INSTR_01 | 18 APR 2024 | AD-2.LFSG-1 | 23 MAR 2023 |
| AD_2_LFRG_SID_RWY30_RNAV | 18 APR 2024 | AD-2.LFSG-2 | 07 SEP 2023 |
| AD_2_LFRG_SID_RWY30_RNAV_INSTR_01 | 18 APR 2024 | AD-2.LFSG-3 | 23 MAR 2023 |
| AD_2_LFRG_SID_RWY30_CONV | 18 APR 2024 | AD-2.LFSG-4 | 23 MAR 2023 |
| AD_2_LFRG_SID_RWY30_CONV_INSTR_01 | 18 APR 2024 | AD-2.LFSG-5 | 15 JUN 2023 |
| AD_2_LFRG_ADC_01 | 18 APR 2024 | AD_2_LFSG_ADC_01 | 23 MAR 2023 |
| AD_2_LFRG_DATA_01 | 18 APR 2024 | AD_2_LFSG_DATA_01 | 31 DEC 2020 |
| AD_2_LFRG_APDC_01 | 20 MAY 2021 | AD_2_LFSG_IAC_RWY26_RNP | 06 OCT 2022 |
| AD_2_LFRG_IAC_RWY12_RNP | 18 APR 2024 | AD_2_LFSG_DATA_RWY26_RNP_CODE | 24 MAR 2022 |
| AD_2_LFRG_DATA_RWY12_RNP_CODE | 05 NOV 2020 | AD_2_LFSG_DATA_RWY26_RNP_FASDB | 05 DEC 2019 |
| AD_2_LFRG_DATA_RWY12_RNP_FASDB | 05 NOV 2020 | AD_2_LFSG_IAC_RWY26_ILS_LOC | 06 OCT 2022 |
| AD_2_LFRG_IAC_RWY30_RNP | 18 APR 2024 | AD_2_LFSG_IAC_RWY26_NDB | 06 OCT 2022 |
| AD_2_LFRG_DATA_RWY30_RNP_CODE | 02 NOV 2023 | FIGARI SUD CORSE | |
| AD_2_LFRG_DATA_RWY30_RNP_FASDB | 02 NOV 2023 | AD-2.LFKF-1 | 16 MAY 2024 |
| AD_2_LFRG_IAC_RWY30_ILS_Y_LOC_Y | 18 APR 2024 | AD-2.LFKF-2 | 16 MAY 2024 |
| AD_2_LFRG_DATA_RWY30_ILS_Y_LOC_Y_CODE | 02 NOV 2023 | AD-2.LFKF-3 | 01 DEC 2022 |
| AD_2_LFRG_IAC_RWY30_ILS_Z_LOC_Z | 18 APR 2024 | AD-2.LFKF-4 | 16 JUN 2022 |
| AD_2_LFRG_IAC_RWY30_VOR_Y | 18 APR 2024 | AD-2.LFKF-5 | 01 DEC 2022 |
| AD_2_LFRG_IAC_RWY30_VOR_Z | 18 APR 2024 | AD-2.LFKF-6 | 20 APR 2023 |
| AD_2_LFRG_DATA_SID_RWY12_RNAV_CODE_01 | 18 APR 2024 | AD-2.LFKF-7 | 16 MAY 2024 |
| AD_2_LFRG_DATA_SID_RWY30_RNAV_CODE_01 | 18 APR 2024 | AD-2.LFKF-8 | 16 MAY 2024 |
| DIEPPE SAINT AUBIN | | AD-2.LFKF-9 | 16 MAY 2024 |
| AD-2.LFAB-1 | 25 FEB 2021 | AD-2.LFKF-10 | 16 MAY 2024 |
| AD-2.LFAB-2 | 15 JUN 2023 | AD_2_LFKF_MIA_TEXT_01 | 16 JUN 2022 |
| AD-2.LFAB-3 | 03 NOV 2022 | AD_2_LFKF_AOC_RWY05-23 | 25 FEB 2021 |
| AD-2.LFAB-4 | 15 JUN 2023 | AD_2_LFKF_STAR_RWY05_RNAV | 10 AUG 2023 |
| DIJON LONGVIC | | AD_2_LFKF_DATA_STAR_RWY05_RNAV_CODE | 19 MAY 2022 |
| AD-2.LFSD-1 | 08 SEP 2022 | AD_2_LFKF_STAR_RWY05_CONV | 19 MAY 2022 |
| AD-2.LFSD-2 | 07 SEP 2023 | AD_2_LFKF_STAR_RWY23_RNAV | 19 MAY 2022 |
| AD-2.LFSD-3 | 08 SEP 2022 | AD_2_LFKF_DATA_STAR_RWY23_RNAV_CODE | 19 MAY 2022 |
| AD-2.LFSD-4 | 08 SEP 2022 | AD_2_LFKF_STAR_RWY23_CONV | 19 MAY 2022 |
| AD-2.LFSD-5 | 13 JUL 2023 | AD_2_LFKF_SID_RWY05_RNAV | 16 MAY 2024 |
| AD-2.LFSD-6 | 15 JUN 2023 | AD_2_LFKF_SID_RWY05_RNAV_INSTR_01 | 16 MAY 2024 |
| AD-2.LFSD-7 | 15 JUN 2023 | AD_2_LFKF_SID_RWY05_RNAV_INSTR_02 | 16 MAY 2024 |

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| AD_2_LFKF_DATA_SID_RWY05_RNAV_CODE_01 | 16 MAY 2024 | AD_2_LFLG_DATA_SID_RWY249_RNAV_CODE_01 | 24 FEB 2022 |
| AD_2_LFKF_SID_RWY05_CONV | 16 MAY 2024 | AD_2_LFLG_ADC_01 | 28 DEC 2023 |
| AD_2_LFKF_SID_RWY05_CONV_INSTR_01 | 16 MAY 2024 | AD_2_LFLG_DATA_01 | 24 FEB 2022 |
| AD_2_LFKF_DATA_SID_RWY23_RNAV_CODE_01 | 23 FEB 2023 | AD_2_LFLG_IAC_048_RNP | 14 JUL 2022 |
| AD_2_LFKF_SID_RWY23_RNAV | 23 FEB 2023 | AD_2_LFLG_DATA_RWY048_RNP_CODE | 06 OCT 2022 |
| AD_2_LFKF_SID_RWY23_RNAV_INSTR_01 | 23 FEB 2023 | AD_2_LFLG_IAC_215_RNP | 24 FEB 2022 |
| AD_2_LFKF_SID_RWY23_CONV | 23 FEB 2023 | AD_2_LFLG_DATA_RWY215_RNP_CODE | 24 FEB 2022 |
| AD_2_LFKF_SID_RWY23_CONV_INSTR_01 | 23 FEB 2023 | AD_2_LFLG_DATA_RWY215_RNP_FASDB | 24 FEB 2022 |
| AD_2_LFKF_SID_RWY23_CONV_INSTR_01 | 25 FEB 2021 | ILE D'YEU | |
| AD_2_LFKF_DATA_SID_RWY23_RNAV_OMNI_CODE_01 | 23 FEB 2023 | AD-2.LFEY-1 | 15 JUN 2023 |
| AD_2_LFKF_SID_RWY23_RNAV_OMNI | 23 FEB 2023 | AD-2.LFEY-2 | 15 JUN 2023 |
| AD_2_LFKF_ADC_01 | 16 MAY 2024 | AD-2.LFEY-3 | 15 JUN 2023 |
| AD_2_LFKF_DATA_01 | 16 MAY 2024 | AD-2.LFEY-4 | 23 MAR 2023 |
| AD_2_LFKF_APDC_01 | 08 SEP 2022 | AD-2.LFEY-5 | 15 JUN 2023 |
| AD_2_LFKF_IAC_RWY05_RNP | 16 MAY 2024 | AD_2_LFEY_ADC_01 | 06 OCT 2022 |
| AD_2_LFKF_DATA_RWY05_RNP_CODE | 16 MAY 2024 | AD_2_LFEY_DATA_01 | 07 OCT 2021 |
| AD_2_LFKF_IAC_RWY05_VOR | 16 MAY 2024 | AD_2_LFEY_IAC_RWY14_RNP | 07 OCT 2021 |
| AD_2_LFKF_IAC_RWY23_RNP_Y | 19 MAY 2022 | AD_2_LFEY_DATA_RWY14_RNP_CODE | 07 OCT 2021 |
| AD_2_LFKF_DATA_RWY23_RNP_Y_CODE | 19 MAY 2022 | AD_2_LFEY_DATA_RWY14_RNP_FASDB | 28 JAN 2021 |
| AD_2_LFKF_IAC_RWY23_RNP_Z | 19 MAY 2022 | AD_2_LFEY_IAC_RWY32_RNP | 07 OCT 2021 |
| AD_2_LFKF_DATA_RWY23_RNP_Z_CODE | 19 MAY 2022 | AD_2_LFEY_DATA_RWY32_RNP_CODE | 07 OCT 2021 |
| AD_2_LFKF_DATA_RWY23_RNP_Z_FASDB | 19 MAY 2022 | AD_2_LFEY_DATA_RWY32_RNP_FASDB | 28 JAN 2021 |
| AD_2_LFKF_IAC_RWY23_ILS | 06 OCT 2022 | LA MOLE | |
| FONTENAY LE COMTE | | AD-2.LFTZ-1 | 02 NOV 2023 |
| AD-2.LFFK-1 | 18 MAY 2023 | AD-2.LFTZ-2 | 15 JUN 2023 |
| AD-2.LFFK-2 | 07 SEP 2023 | AD-2.LFTZ-3 | 25 MAR 2021 |
| AD-2.LFFK-3 | 28 JAN 2021 | AD-2.LFTZ-4 | 25 MAR 2021 |
| AD-2.LFFK-4 | 15 JUN 2023 | AD-2.LFTZ-5 | 25 MAR 2021 |
| AD_2_LFFK_ADC_01 | 18 MAY 2023 | AD-2.LFTZ-6 | 25 MAR 2021 |
| AD_2_LFFK_DATA_01 | 03 DEC 2020 | AD-2.LFTZ-7 | 25 MAR 2021 |
| AD_2_LFFK_IAC_RWY26_RNP_A | 18 MAY 2023 | AD-2.LFTZ-8 | 15 JUN 2023 |
| AD_2_LFFK_DATA_RWY26_RNP_A_CODE | 03 DEC 2020 | AD_2_LFTZ_AOC_RWY06 | 04 NOV 2021 |
| GRAY SAINT ADRIEN | | AD_2_LFTZ_AOC_RWY24 | 04 NOV 2021 |
| AD-2.LFEV-1 | 16 JUN 2022 | AD_2_LFTZ_DATA_STAR_NESE_RWY_ALL_RNAV_CODE_01 | 23 FEB 2023 |
| AD-2.LFEV-2 | 15 JUN 2023 | AD_2_LFTZ_STAR_NESE_RWY_ALL_RNAV_CONV | 29 DEC 2022 |
| AD-2.LFEV-3 | 23 MAR 2023 | AD_2_LFTZ_DATA_STAR_WEST_RWY_ALL_RNAV_CODE_01 | 23 FEB 2023 |
| AD-2.LFEV-4 | 13 JUL 2023 | AD_2_LFTZ_STAR_WEST_RWY_ALL_RNAV_CONV | 03 NOV 2022 |
| AD-2.LFEV-5 | 15 JUN 2023 | AD_2_LFTZ_SID_RWY06_CONV | 20 APR 2023 |
| AD_2_LFEV_ADC_01 | 16 JUN 2022 | AD_2_LFTZ_SID_RWY06_CONV_INSTR_01 | 20 MAY 2021 |
| AD_2_LFEV_DATA_01 | 15 AUG 2019 | AD_2_LFTZ_SID_RWY06_CONV_INSTR_02 | 20 MAY 2021 |
| AD_2_LFEV_IAC_RWY07_RNP_A | 16 JUN 2022 | AD_2_LFTZ_ADC_01 | 02 NOV 2023 |
| AD_2_LFEV_DATA_RWY07_RNP_A_CODE | 05 DEC 2019 | AD_2_LFTZ_DATA_01 | 25 MAR 2021 |
| GRENOBLE ALPES ISERE | | AD_2_LFTZ_IAC_RWY24_INA_CONV_INLOV_VOR_A | 25 MAR 2021 |
| AD-2.LFLS-1 | 18 APR 2024 | AD_2_LFTZ_IAC_RWY24_INA_CONV_NEKIP_VOR_A | 25 MAR 2021 |
| AD-2.LFLS-2 | 15 JUN 2023 | AD_2_LFTZ_IAC_RWY24_FNA_VOR_A | 25 MAR 2021 |
| AD-2.LFLS-3 | 18 APR 2024 | LA ROCHE SUR YON LES AJONCS | |
| AD-2.LFLS-4 | 07 SEP 2023 | AD-2.LFRI-1 | 25 JAN 2024 |
| AD-2.LFLS-5 | 15 JUN 2023 | AD-2.LFRI-2 | 18 APR 2024 |
| AD-2.LFLS-6 | 18 APR 2024 | AD-2.LFRI-3 | 25 JAN 2024 |
| AD-2.LFLS-7 | 18 APR 2024 | AD-2.LFRI-4 | 13 JUL 2023 |
| AD-2.LFLS-8 | 15 JUN 2023 | AD-2.LFRI-5 | 25 JAN 2024 |
| AD_2_LFLS_MIA_TEXT_01 | 15 JUN 2023 | AD_2_LFRI_ADC_01 | 06 OCT 2022 |
| AD_2_LFLS_MIA_TEXT_02 | 27 FEB 2020 | AD_2_LFRI_DATA_01 | 16 JUN 2022 |
| AD_2_LFLS_AOC_RWY09-27 | 20 MAY 2021 | AD_2_LFRI_APDC_01 | 25 JAN 2024 |
| AD_2_LFLS_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 18 APR 2024 | AD_2_LFRI_IAC_RWY10_RNP | 18 APR 2024 |
| AD_2_LFLS_STAR_RWY_ALL_RNAV | 18 APR 2024 | AD_2_LFRI_DATA_RWY10_RNP_CODE | 15 JUL 2021 |
| AD_2_LFLS_DATA_SID_RWY09_RNAV_CODE_01 | 18 APR 2024 | AD_2_LFRI_DATA_RWY10_RNP_FASDB | 15 JUL 2021 |
| AD_2_LFLS_SID_RWY09_RNAV | 18 APR 2024 | AD_2_LFRI_IAC_RWY28_RNP | 29 DEC 2022 |
| AD_2_LFLS_SID_RWY09_RNAV_INSTR_01 | 18 APR 2024 | AD_2_LFRI_DATA_RWY28_RNP_CODE | 29 DEC 2022 |
| AD_2_LFLS_SID_RWY09_RNAV_INSTR_02 | 18 APR 2024 | AD_2_LFRI_DATA_RWY28_RNP_FASDB | 23 APR 2020 |
| AD_2_LFLS_DATA_SID_RWY27_RNAV_CODE_01 | 18 APR 2024 | LA ROCHELLE ILE DE RE | |
| AD_2_LFLS_SID_RWY27_RNAV | 18 APR 2024 | AD-2.LFBH-1 | 28 DEC 2023 |
| AD_2_LFLS_SID_RWY27_RNAV_INSTR_01 | 18 APR 2024 | AD-2.LFBH-2 | 28 DEC 2023 |
| AD_2_LFLS_SID_RWY27_RNAV_INSTR_02 | 18 APR 2024 | AD-2.LFBH-3 | 28 DEC 2023 |
| AD_2_LFLS_ADC_01 | 18 APR 2024 | AD-2.LFBH-4 | 28 DEC 2023 |
| AD_2_LFLS_DATA_01 | 18 APR 2024 | AD-2.LFBH-5 | 18 APR 2024 |
| AD_2_LFLS_APDC_01 | 18 APR 2024 | AD-2.LFBH-6 | 28 DEC 2023 |
| AD_2_LFLS_IAC_RWY_ALL_INA | 18 APR 2024 | AD-2.LFBH-7 | 28 DEC 2023 |
| AD_2_LFLS_IAC_RWY09_RNP | 18 APR 2024 | AD_2_LFBH_TEXT_01 | 18 NOV 2010 |
| AD_2_LFLS_DATA_RWY09_RNP_CODE | 18 APR 2024 | AD_2_LFBH_AOC_RWY09-27 | 05 NOV 2020 |
| AD_2_LFLS_DATA_RWY09_RNP_FASDB | 27 FEB 2020 | AD_2_LFBH_ARC_01 | 28 DEC 2023 |
| AD_2_LFLS_IAC_RWY09_ILS_LOC | 18 APR 2024 | AD_2_LFBH_MVA_01 | 28 DEC 2023 |
| AD_2_LFLS_DATA_RWY09_ILS_LOC_CODE | 18 APR 2024 | AD_2_LFBH_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 28 DEC 2023 |
| AD_2_LFLS_IAC_RWY27_RNP | 18 APR 2024 | AD_2_LFBH_STAR_RWY_ALL_RNAV | 28 DEC 2023 |
| AD_2_LFLS_DATA_RWY27_RNP_CODE | 18 APR 2024 | AD_2_LFBH_STAR_RWY_ALL_CONV | 28 DEC 2023 |
| AD_2_LFLS_DATA_RWY27_RNP_FASDB | 27 FEB 2020 | AD_2_LFBH_SID_RWY_ALL_CONV | 25 MAR 2021 |
| AD_2_LFLS_IAC_RWY27_VPT | 18 APR 2024 | AD_2_LFBH_SID_RWY_ALL_CONV_INSTR_01 | 31 DEC 2020 |
| GRENOBLE LE VERSOUD | | AD_2_LFBH_ADC_01 | 28 DEC 2023 |
| AD-2.LFLG-1 | 09 SEP 2021 | AD_2_LFBH_DATA_01 | 28 DEC 2023 |
| AD-2.LFLG-2 | 28 DEC 2023 | AD_2_LFBH_APDC_01 | 28 DEC 2023 |
| AD-2.LFLG-3 | 21 MAY 2020 | AD_2_LFBH_IAC_RWY09_RNP | 28 DEC 2023 |
| AD-2.LFLG-4 | 25 JAN 2024 | AD_2_LFBH_DATA_RWY09_RNP_CODE | 20 MAY 2021 |
| AD-2.LFLG-5 | 15 JUN 2023 | AD_2_LFBH_DATA_RWY09_RNP_FASDB | 25 FEB 2021 |
| AD_2_LFLG_SID_030_RNP | 24 FEB 2022 | AD_2_LFBH_IAC_RWY27_RNP | 28 DEC 2023 |
| AD_2_LFLG_DATA_SID_RWY030_RNP_CODE_01 | 24 FEB 2022 | AD_2_LFBH_DATA_RWY27_RNP_CODE | 05 NOV 2020 |
| AD_2_LFLG_SID_030_RNAV | 24 FEB 2022 | AD_2_LFBH_IAC_RWY27_RNP | 05 NOV 2020 |
| AD_2_LFLG_DATA_SID_RWY030_RNAV_CODE_01 | 24 FEB 2022 | AD_2_LFBH_IAC_RWY27_ILS_LOC_NDB_Z | 28 DEC 2023 |
| AD_2_LFLG_SID_249_RNP | 24 FEB 2022 | AD_2_LFBH_IAC_RWY27_RNP_FASDB | 28 DEC 2023 |
| AD_2_LFLG_DATA_SID_RWY249_RNP_CODE_01 | 24 FEB 2022 | LANNION | |
| AD_2_LFLG_SID_249_RNAV | 24 FEB 2022 | AD-2.LFRO-1 | 22 FEB 2024 |

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| AD-2.LFRO-2 | 22 FEB 2024 | AD_2.LFHP_DATA_01 | 10 OCT 2019 |
| AD-2.LFRO-3 | 23 FEB 2023 | AD_2.LFHP_IAC_RWY15_RNP | 10 OCT 2019 |
| AD-2.LFRO-4 | 23 MAR 2023 | AD_2.LFHP_DATA_RWY15_RNP_CODE | 10 OCT 2019 |
| AD-2.LFRO-5 | 15 JUN 2023 | AD_2.LFHP_DATA_RWY15_RNP_FASDB | 10 OCT 2019 |
| AD_2.LFRO_AOC_RWY11-29 | 23 FEB 2023 | AD_2.LFHP_IAC_RWY15_VPT | 22 FEB 2024 |
| AD_2.LFRO_ADC_01 | 18 MAY 2023 | AD_2.LFHP_IAC_RWY33_RNP | 10 OCT 2019 |
| AD_2.LFRO_DATA_01 | 18 MAY 2023 | AD_2.LFHP_IAC_RWY33_RNP_MINIMA | 10 OCT 2019 |
| AD_2.LFRO_IAC_RWY29_RNP | 18 MAY 2023 | AD_2.LFHP_DATA_RWY33_RNP_CODE | 10 OCT 2019 |
| AD_2.LFRO_DATA_RWY29_RNP_CODE | 18 MAY 2023 | AD_2.LFHP_DATA_RWY33_RNP_FASDB | 10 OCT 2019 |
| AD_2.LFRO_DATA_RWY29_RNP_FASDB | 13 AUG 2020 | LE TOUQUET COTE D'OPALE | |
| LAVAL ENTRAMMES | | AD-2.LFAT-1 | 19 MAY 2022 |
| AD-2.LFOV-1 | 10 AUG 2023 | AD-2.LFAT-2 | 07 SEP 2023 |
| AD-2.LFOV-2 | 07 SEP 2023 | AD-2.LFAT-3 | 14 SEP 2017 |
| AD-2.LFOV-3 | 28 JAN 2021 | AD-2.LFAT-4 | 05 NOV 2020 |
| AD-2.LFOV-4 | 20 APR 2023 | AD-2.LFAT-5 | 07 SEP 2023 |
| AD-2.LFOV-5 | 10 AUG 2023 | AD_2.LFAT_SID_RWY13_CONV | 07 SEP 2023 |
| AD_2.LFOV_ADC_01 | 10 AUG 2023 | AD_2.LFAT_SID_RWY31_CONV | 07 SEP 2023 |
| AD_2.LFOV_DATA_01 | 26 JAN 2023 | AD_2.LFAT_ADC_01 | 05 NOV 2020 |
| AD_2.LFOV_IAC_RWY14_RNP | 26 JAN 2023 | AD_2.LFAT_DATA_01 | 07 SEP 2023 |
| AD_2.LFOV_DATA_RWY14_RNP_CODE | 26 JAN 2023 | AD_2.LFAT_IAC_RWY13_RNP | 07 SEP 2023 |
| AD_2.LFOV_DATA_RWY14_RNP_FASDB | 26 JAN 2023 | AD_2.LFAT_DATA_RWY13_RNP_CODE | 25 JAN 2024 |
| AD_2.LFOV_IAC_RWY32_RNP | 10 AUG 2023 | AD_2.LFAT_DATA_RWY13_RNP_FASDB | 10 SEP 2020 |
| AD_2.LFOV_DATA_RWY32_RNP_CODE | 26 JAN 2023 | AD_2.LFAT_DATA_RWY13_ILS_LOC_CODE | 05 NOV 2020 |
| AD_2.LFOV_DATA_RWY32_RNP_FASDB | 26 JAN 2023 | AD_2.LFAT_IAC_RWY13_ILS_LOC | 07 SEP 2023 |
| LE CASTELLET | | AD_2.LFAT_IAC_RWY31_RNP | 07 SEP 2023 |
| AD-2.LFMQ-1 | 15 JUN 2023 | AD_2.LFAT_DATA_RWY31_RNP_CODE | 25 JAN 2024 |
| AD-2.LFMQ-2 | 07 SEP 2023 | AD_2.LFAT_DATA_RWY31_RNP_FASDB | 10 SEP 2020 |
| AD-2.LFMQ-3 | 15 JUN 2023 | LILLE LESQUIN | |
| AD-2.LFMQ-4 | 13 JUL 2023 | AD-2.LFQQ-1 | 28 DEC 2023 |
| AD-2.LFMQ-5 | 15 JUN 2023 | AD-2.LFQQ-2 | 08 SEP 2022 |
| AD-2.LFMQ-6 | 15 JUN 2023 | AD-2.LFQQ-3 | 05 OCT 2023 |
| AD_2.LFMQ_AOC_RWY12-30 | 19 MAY 2022 | AD-2.LFQQ-4 | 05 OCT 2023 |
| AD_2.LFMQ_STAR_RWY_ALL_RNAV_NORTH_LFML_RWY13 | 05 NOV 2020 | AD-2.LFQQ-5 | 28 DEC 2023 |
| AD_2.LFMQ_DATA_STAR_RWY_ALL_RNAV_NORTH_LFML_RWY_13_CODE_01 | 05 NOV 2020 | AD-2.LFQQ-6 | 07 SEP 2023 |
| AD_2.LFMQ_STAR_RWY_ALL_RNAV_NORTH_LFML_RWY31 | 05 NOV 2020 | AD-2.LFQQ-7 | 18 APR 2024 |
| AD_2.LFMQ_DATA_STAR_RWY_ALL_RNAV_NORTH_LFML_RWY_31_CODE_01 | 05 NOV 2020 | AD-2.LFQQ-8 | 18 APR 2024 |
| AD_2.LFMQ_STAR_RWY_ALL_RNAV_SOUTH | 13 AUG 2020 | AD-2.LFQQ-9 | 05 OCT 2023 |
| AD_2.LFMQ_DATA_STAR_RWY_ALL_RNAV_SOUTH_CODE_01 | 17 JUN 2021 | AD-2.LFQQ-10 | 05 OCT 2023 |
| AD_2.LFMQ_SID_RWY12_RNAV | 05 NOV 2020 | AD-2.LFQQ-11 | 22 FEB 2024 |
| AD_2.LFMQ_DATA_SID_RWY12_RNAV_CODE_01 | 05 NOV 2020 | AD-2.LFQQ-12 | 22 FEB 2024 |
| AD_2.LFMQ_SID_RWY12_RNAV_INSTR_01 | 05 NOV 2020 | AD-2.LFQQ-13 | 30 NOV 2023 |
| AD_2.LFMQ_SID_RWY30_RNAV | 05 NOV 2020 | AD-2.LFQQ-14 | 30 NOV 2023 |
| AD_2.LFMQ_DATA_SID_RWY30_RNAV_CODE_01 | 05 NOV 2020 | AD_2.LFQQ_TEXT_01 | 26 MAY 2016 |
| AD_2.LFMQ_SID_RWY30_RNAV_INSTR_01 | 05 NOV 2020 | AD_2.LFQQ_TEXT_02 | 14 SEP 2017 |
| AD_2.LFMQ_ADC_01 | 15 JUN 2023 | AD_2.LFQQ_TEXT_03 | 03 MAR 2016 |
| AD_2.LFMQ_DATA_01 | 05 NOV 2020 | AD_2.LFQQ_MIA_TEXT_01 | 08 SEP 2022 |
| AD_2.LFMQ_IAC_RWY12_RNP_C | 05 NOV 2020 | AD_2.LFQQ_MIA_TEXT_02 | 08 SEP 2022 |
| AD_2.LFMQ_DATA_RWY12_RNP_C_CODE | 05 NOV 2020 | AD_2.LFQQ_AOC_RWY08-26 | 16 JUN 2022 |
| AD_2.LFMQ_IAC_RWY12_VPT | 28 JAN 2021 | AD_2.LFQQ_PATC_RWY26 | 16 JUN 2022 |
| AD_2.LFMQ_IAC_RWY30_RNP | 05 NOV 2020 | AD_2.LFQQ_ARC_01 | 18 APR 2024 |
| AD_2.LFMQ_DATA_RWY30_RNP_CODE | 28 JAN 2021 | AD_2.LFQQ_MVA_01 | 18 APR 2024 |
| LE HAVRE OCTEVILLE | | AD_2.LFQQ_STAR_RWY_ALL_CONV | 05 OCT 2023 |
| AD-2.LFOH-1 | 25 JAN 2024 | AD_2.LFQQ_STAR_RWY08_RNAV | 22 FEB 2024 |
| AD-2.LFOH-2 | 07 SEP 2023 | AD_2.LFQQ_DATA_STAR_RWY08_RNAV_CODE_01 | 22 FEB 2024 |
| AD-2.LFOH-3 | 09 SEP 2021 | AD_2.LFQQ_STAR_RWY26_RNAV | 22 FEB 2024 |
| AD-2.LFOH-4 | 05 OCT 2023 | AD_2.LFQQ_DATA_STAR_RWY26_RNAV_CODE_01 | 22 FEB 2024 |
| AD-2.LFOH-5 | 18 APR 2024 | AD_2.LFQQ_SID_RWY08_RNAV | 05 OCT 2023 |
| AD-2.LFOH-6 | 18 APR 2024 | AD_2.LFQQ_DATA_SID_RWY08_RNAV_CODE_01 | 22 FEB 2024 |
| AD_2.LFOH_AOC_RWY04-22 | 28 JAN 2021 | AD_2.LFQQ_SID_RWY08_RNAV_INSTR_01 | 16 JUN 2022 |
| AD_2.LFOH_ADC_01 | 26 JAN 2023 | AD_2.LFQQ_SID_RWY08_CONV | 05 OCT 2023 |
| AD_2.LFOH_DATA_01 | 25 JAN 2024 | AD_2.LFQQ_SID_RWY08_CONV_INSTR_01 | 16 JUN 2022 |
| AD_2.LFOH_IAC_RWY04_RNP | 18 APR 2024 | AD_2.LFQQ_SID_RWY26_RNAV | 05 OCT 2023 |
| AD_2.LFOH_DATA_RWY04_RNP_CODE | 28 JAN 2021 | AD_2.LFQQ_DATA_SID_RWY26_RNAV_CODE_01 | 22 FEB 2024 |
| AD_2.LFOH_DATA_RWY04_RNP_FASDB | 12 SEP 2019 | AD_2.LFQQ_SID_RWY26_RNAV_INSTR_01 | 16 JUN 2022 |
| AD_2.LFOH_IAC_RWY22_RNP | 18 APR 2024 | AD_2.LFQQ_SID_RWY26_RNAV_INSTR_02 | 16 JUN 2022 |
| AD_2.LFOH_DATA_RWY22_RNP_CODE | 28 JAN 2021 | AD_2.LFQQ_SID_RWY26_CONV | 05 OCT 2023 |
| AD_2.LFOH_DATA_RWY22_RNP_FASDB | 02 JAN 2020 | AD_2.LFQQ_SID_RWY26_CONV_INSTR_01 | 16 JUN 2022 |
| LE MANS ARNAGE | | AD_2.LFQQ_SID_RWY26_CONV_INSTR_02 | 16 JUN 2022 |
| AD-2.LFRM-1 | 29 DEC 2022 | AD_2.LFQQ_SID_RWY08-26_RNAV_INI | 22 FEB 2024 |
| AD-2.LFRM-2 | 25 JAN 2024 | AD_2.LFQQ_SID_RWY08-26_CONV_INI | 22 FEB 2024 |
| AD-2.LFRM-3 | 23 MAR 2023 | AD_2.LFQQ_ADC_01 | 22 FEB 2024 |
| AD-2.LFRM-4 | 25 JAN 2024 | AD_2.LFQQ_DATA_01 | 22 FEB 2024 |
| AD-2.LFRM-5 | 25 JAN 2024 | AD_2.LFQQ_APDC_01 | 08 NOV 2018 |
| AD-2.LFRM-6 | 25 JAN 2024 | AD_2.LFQQ_APDC_02 | 08 SEP 2022 |
| AD_2.LFRM_ADC_01 | 25 JAN 2024 | AD_2.LFQQ_APDC_03 | 23 MAY 2019 |
| AD_2.LFRM_DATA_01 | 15 JUN 2023 | AD_2.LFQQ_APDC_04 | 08 NOV 2018 |
| AD_2.LFRM_IAC_RWY02_RNP | 15 JUN 2023 | AD_2.LFQQ_IAC_RWY08_RNP_Y | 22 FEB 2024 |
| AD_2.LFRM_DATA_RWY02_RNP_CODE | 15 JUN 2023 | AD_2.LFQQ_DATA_RWY08_RNP_Y_CODE | 22 FEB 2024 |
| AD_2.LFRM_DATA_RWY02_RNP_FASDB | 23 APR 2020 | AD_2.LFQQ_DATA_RWY08_RNP_Y_FASDB | 10 SEP 2020 |
| AD_2.LFRM_IAC_RWY20_RNP | 15 JUN 2023 | AD_2.LFQQ_IAC_RWY08_RNP_Z | 22 FEB 2024 |
| AD_2.LFRM_DATA_RWY20_RNP_CODE | 15 JUN 2023 | AD_2.LFQQ_DATA_RWY08_RNP_Z_CODE | 22 FEB 2024 |
| LE PUY LOUDES | | AD_2.LFQQ_DATA_RWY08_RNP_Z_FASDB | 10 SEP 2020 |
| AD-2.LFHP-1 | 20 APR 2023 | AD_2.LFQQ_IAC_RWY08_VOR_Y | 22 FEB 2024 |
| AD-2.LFHP-2 | 07 SEP 2023 | AD_2.LFQQ_IAC_RWY08_VOR_Z | 22 FEB 2024 |
| AD-2.LFHP-3 | 23 MAR 2023 | AD_2.LFQQ_IAC_RWY08_VPT | 22 FEB 2024 |
| AD-2.LFHP-4 | 22 FEB 2024 | AD_2.LFQQ_IAC_RWY26_FNA_RNP | 22 FEB 2024 |
| AD-2.LFHP-5 | 22 FEB 2024 | AD_2.LFQQ_DATA_RWY26_FNA_RNP_CODE | 22 FEB 2024 |
| AD-2.LFHP-6 | 22 FEB 2024 | AD_2.LFQQ_DATA_RWY26_FNA_RNP_FASDB | 10 SEP 2020 |
| AD_2.LFHP_ADC_01 | 15 JUL 2021 | AD_2.LFQQ_DATA_RWY26_INA_RNAV_ILS_Z_CODE | 22 FEB 2024 |
| AD_2.LFHP_APDC_01 | 15 JUL 2021 | AD_2.LFQQ_IAC_RWY26_INA_RNAV_ILS_Z | 22 FEB 2024 |

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| AD_2_LFQQ_IAC_RWY26_FNA_ILS_Z_CAT123_LOC_Z | 22 FEB 2024 | AD-2.LFLL-19 | 18 APR 2024 |
| AD_2_LFQQ_IAC_RWY26_ILS_Y_CAT123_LOC_Y | 22 FEB 2024 | AD-2.LFLL-20 | 18 APR 2024 |
| AD_2_LFQQ_IAC_RWY26_VOR | 22 FEB 2024 | AD-2.LFLL-21 | 18 APR 2024 |
| LIMOGES BELLEGARDE | | AD-2.LFLL-22 | 18 APR 2024 |
| AD-2.LFBL-1 | 25 JAN 2024 | AD_2_LFLL_ATS_01 | 09 NOV 2017 |
| AD-2.LFBL-2 | 25 JAN 2024 | AD_2_LFLL_MIA_TEXT_01 | 10 SEP 2020 |
| AD-2.LFBL-3 | 25 JAN 2024 | AD_2_LFLL_MIA_TEXT_02 | 20 APR 2023 |
| AD-2.LFBL-4 | 25 JAN 2024 | AD_2_LFLL_MIA_TEXT_03 | 18 APR 2024 |
| AD-2.LFBL-5 | 25 JAN 2024 | AD_2_LFLL_MIA_TEXT_04 | 16 JUN 2022 |
| AD-2.LFBL-6 | 05 OCT 2023 | AD_2_LFLL_COM_01 | 18 JUL 2019 |
| AD-2.LFBL-7 | 18 APR 2024 | AD_2_LFLL_AOC_RWY17L-35R | 07 NOV 2019 |
| AD-2.LFBL-8 | 18 APR 2024 | AD_2_LFLL_AOC_RWY17R-35L | 07 NOV 2019 |
| AD_2_LFBL_TEXT_01 | 28 MAY 2015 | AD_2_LFLL_PATC_RWY35L | 15 SEP 2016 |
| AD_2_LFBL_AOC_RWY03-21 | 18 APR 2024 | AD_2_LFLL_PATC_RWY35R | 15 SEP 2016 |
| AD_2_LFBL_PATC_RWY21 | 18 APR 2024 | AD_2_LFLL_AMSR_01 | 03 NOV 2022 |
| AD_2_LFBL_AMSR_01 | 18 APR 2024 | AD_2_LFLL_DATA_STAR_RWY17L-17R_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2_LFBL_STAR_RWY03_RNAV | 18 APR 2024 | AD_2_LFLL_STAR_RWY17L-17R_RNAV_CONV | 10 AUG 2023 |
| AD_2_LFBL_DATA_STAR_RWY03_RNAV_CODE_01 | 20 APR 2023 | AD_2_LFLL_STAR_RWY17L-17R_RNAV_CONV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_STAR_RWY21_RNAV | 18 APR 2024 | AD_2_LFLL_DATA_STAR_RWY35L-35R_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2_LFBL_DATA_STAR_RWY21_RNAV_CODE_01 | 20 APR 2023 | AD_2_LFLL_STAR_RWY35L-35R_RNAV_CONV | 10 AUG 2023 |
| AD_2_LFBL_SID_RWY_ALL_RNAV | 18 APR 2024 | AD_2_LFLL_STAR_RWY35L-35R_RNAV_CONV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_DATA_SID_RWY03_RNAV_CODE_01 | 01 DEC 2022 | AD_2_LFLL_DATA_SID_RWY17L-17R_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2_LFBL_SID_RWY03_RNAV_INSTR_01 | 18 APR 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV | 03 NOV 2022 |
| AD_2_LFBL_DATA_SID_RWY21_RNAV_CODE_01 | 01 DEC 2022 | AD_2_LFLL_SID_RWY17L-17R_RNAV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_SID_RWY21_RNAV_INSTR_01 | 18 APR 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV_CONV | 03 NOV 2022 |
| AD_2_LFBL_ADC_01 | 25 JAN 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV_CONV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_DATA_01 | 18 APR 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV_CONV_INSTR_02 | 26 JAN 2023 |
| AD_2_LFBL_APDC_01 | 25 JAN 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV_CONV_H | 03 NOV 2022 |
| AD_2_LFBL_GMC_01 | 25 JAN 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV_CONV_H_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_IAC_RWY03_RNP | 18 APR 2024 | AD_2_LFLL_SID_RWY17L-17R_RNAV_CONV_H_INSTR_02 | 03 NOV 2022 |
| AD_2_LFBL_IAC_RWY03_RNP_MINIMA | 18 APR 2024 | AD_2_LFLL_DATA_SID_RWY35L-35R_RNAV_CODE_01 | 03 NOV 2022 |
| AD_2_LFBL_DATA_RWY03_RNP_CODE | 18 APR 2024 | AD_2_LFLL_SID_RWY35L-35R_RNAV | 03 NOV 2022 |
| AD_2_LFBL_DATA_RWY03_RNP_FASDB | 01 DEC 2022 | AD_2_LFLL_SID_RWY35L-35R_RNAV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_IAC_RWY21_RNP | 18 APR 2024 | AD_2_LFLL_SID_RWY35L-35R_CONV | 03 NOV 2022 |
| AD_2_LFBL_DATA_RWY21_RNP_CODE | 18 APR 2024 | AD_2_LFLL_SID_RWY35L-35R_CONV_INSTR_01 | 03 NOV 2022 |
| AD_2_LFBL_DATA_RWY21_RNP_FASDB | 01 DEC 2022 | AD_2_LFLL_SID_RWY35L-35R_CONV_INSTR_02 | 03 NOV 2022 |
| AD_2_LFBL_IAC_RWY21_ILS_LOC | 18 APR 2024 | AD_2_LFLL_SID_RWY35L-35R_RNAV_CONV_H | 03 NOV 2022 |
| LYON BRON | | AD_2_LFLL_SID_RWY35L-35R_RNAV_CONV_H_INSTR_01 | 03 NOV 2022 |
| AD-2.LFLY-1 | 30 NOV 2023 | AD_2_LFLL_SID_RWY35L-35R_RNAV_CONV_H_INSTR_02 | 03 NOV 2022 |
| AD-2.LFLY-2 | 27 FEB 2020 | AD_2_LFLL_ADC_01 | 18 APR 2024 |
| AD-2.LFLY-3 | 07 SEP 2023 | AD_2_LFLL_DATA_01 | 10 AUG 2023 |
| AD-2.LFLY-4 | 30 NOV 2023 | AD_2_LFLL_DATA_02 | 10 AUG 2023 |
| AD-2.LFLY-5 | 30 NOV 2023 | AD_2_LFLL_APDC_01 | 18 APR 2024 |
| AD-2.LFLY-6 | 30 NOV 2023 | AD_2_LFLL_APDC_02 | 20 APR 2023 |
| AD-2.LFLY-7 | 30 NOV 2023 | AD_2_LFLL_GMC_01 | 18 APR 2024 |
| AD-2.LFLY-8 | 30 NOV 2023 | AD_2_LFLL_GMC_02 | 18 APR 2024 |
| AD-2.LFLY-9 | 30 NOV 2023 | AD_2_LFLL_GMC_03 | 18 APR 2024 |
| AD_2_LFLY_DATA_SID_RWY_ALL_RNAV_CODE_01 | 03 NOV 2022 | AD_2_LFLL_GMC_04 | 18 APR 2024 |
| AD_2_LFLY_SID_RWY_ALL_RNAV | 03 NOV 2022 | AD_2_LFLL_IAC_RWY17L_17R_INA_RNAV | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY_ALL_RNAV_INSTR_01 | 03 NOV 2022 | AD_2_LFLL_DATA_RWY17L_INA_RNAV_CODE | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY16_RNAV_CONV | 26 JAN 2023 | AD_2_LFLL_DATA_RWY17R_INA_RNAV_CODE | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY16_RNAV_CONV_INSTR_01 | 03 NOV 2022 | AD_2_LFLL_IAC_RWY17L_FNA_RNP | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY16_RNAV_CONV_INSTR_02 | 03 NOV 2022 | AD_2_LFLL_DATA_RWY17L_FNA_RNP_CODE | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY34_RNAV_CONV | 03 NOV 2022 | AD_2_LFLL_DATA_RWY17L_FNA_RNP_FASDB | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY34_RNAV_CONV_INSTR_01 | 03 NOV 2022 | AD_2_LFLL_IAC_RWY17L_FNA_ILS_LOC | 10 AUG 2023 |
| AD_2_LFLY_SID_RWY34_RNAV_CONV_INSTR_02 | 03 NOV 2022 | AD_2_LFLL_IAC_RWY17R_FNA_RNP | 10 AUG 2023 |
| AD_2_LFLY_ADC_01 | 30 NOV 2023 | AD_2_LFLL_DATA_RWY17R_FNA_RNP_CODE | 10 AUG 2023 |
| AD_2_LFLY_DATA_01 | 03 NOV 2022 | AD_2_LFLL_DATA_RWY17R_FNA_RNP_FASDB | 10 AUG 2023 |
| AD_2_LFLY_APDC_01 | 20 JUL 2017 | AD_2_LFLL_IAC_RWY17R_FNA_VOR | 10 AUG 2023 |
| AD_2_LFLY_APDC_02 | 27 FEB 2020 | AD_2_LFLL_IAC_RWY35L_35R_INA_RNAV | 10 AUG 2023 |
| AD_2_LFLY_GMC_01 | 03 MAR 2016 | AD_2_LFLL_DATA_RWY35L_INA_RNAV_CODE | 10 AUG 2023 |
| AD_2_LFLY_IAC_RWY_ALL_INA | 03 NOV 2022 | AD_2_LFLL_DATA_RWY35R_INA_RNAV_CODE | 10 AUG 2023 |
| AD_2_LFLY_IAC_RWY16_RNP | 02 DEC 2021 | AD_2_LFLL_IAC_RWY35L_FNA_RNP | 10 AUG 2023 |
| AD_2_LFLY_DATA_RWY16_RNP_CODE | 02 DEC 2021 | AD_2_LFLL_DATA_RWY35L_FNA_RNP_CODE | 10 AUG 2023 |
| AD_2_LFLY_DATA_RWY16_RNP_FASDB | 27 FEB 2020 | AD_2_LFLL_DATA_RWY35L_FNA_RNP_FASDB | 10 AUG 2023 |
| AD_2_LFLY_IAC_RWY16_INA_RNAV | 03 NOV 2022 | AD_2_LFLL_IAC_RWY35L_FNA_ILS_CAT123_LOC | 10 AUG 2023 |
| AD_2_LFLY_IAC_RWY34_RNP | 02 DEC 2021 | AD_2_LFLL_IAC_RWY35L_FNA_VOR | 10 AUG 2023 |
| AD_2_LFLY_DATA_RWY34_RNP_CODE | 02 DEC 2021 | AD_2_LFLL_IAC_RWY35R_FNA_RNP | 10 AUG 2023 |
| AD_2_LFLY_DATA_RWY34_RNP_FASDB | 27 FEB 2020 | AD_2_LFLL_DATA_RWY35R_FNA_RNP_CODE | 10 AUG 2023 |
| AD_2_LFLY_IAC_RWY34_INA_NDB | 03 NOV 2022 | AD_2_LFLL_DATA_RWY35R_FNA_RNP_FASDB | 10 AUG 2023 |
| AD_2_LFLY_IAC_RWY34_FNA_NDB | 02 DEC 2021 | AD_2_LFLL_IAC_RWY35R_FNA_ILS_CAT123_LOC | 10 AUG 2023 |
| LYON SAINT EXUPERY | | AD_2_LFLL_IAC_RWY35R_FNA_VOR | 10 AUG 2023 |
| AD-2.LFLL-1 | 30 DEC 2021 | MARSEILLE PROVENCE | |
| AD-2.LFLL-2 | 18 APR 2024 | AD-2.LFML-1 | 13 JUL 2023 |
| AD-2.LFLL-3 | 18 APR 2024 | AD-2.LFML-2 | 13 JUL 2023 |
| AD-2.LFLL-4 | 18 APR 2024 | AD-2.LFML-3 | 07 SEP 2023 |
| AD-2.LFLL-5 | 18 APR 2024 | AD-2.LFML-4 | 13 JUL 2023 |
| AD-2.LFLL-6 | 20 MAY 2021 | AD-2.LFML-5 | 13 JUL 2023 |
| AD-2.LFLL-7 | 10 AUG 2023 | AD-2.LFML-6 | 26 JAN 2023 |
| AD-2.LFLL-8 | 18 APR 2024 | AD-2.LFML-7 | 25 FEB 2021 |
| AD-2.LFLL-9 | 18 APR 2024 | AD-2.LFML-8 | 26 JAN 2023 |
| AD-2.LFLL-10 | 18 APR 2024 | AD-2.LFML-9 | 26 JAN 2023 |
| AD-2.LFLL-11 | 18 APR 2024 | AD-2.LFML-10 | 30 NOV 2023 |
| AD-2.LFLL-12 | 18 APR 2024 | AD-2.LFML-11 | 26 JAN 2023 |
| AD-2.LFLL-13 | 30 NOV 2023 | AD-2.LFML-12 | 26 JAN 2023 |
| AD-2.LFLL-14 | 30 NOV 2023 | AD-2.LFML-13 | 26 JAN 2023 |
| AD-2.LFLL-15 | 30 NOV 2023 | AD-2.LFML-14 | 13 JUL 2023 |
| AD-2.LFLL-16 | 18 APR 2024 | AD-2.LFML-15 | 26 JAN 2023 |
| AD-2.LFLL-17 | 18 APR 2024 | AD-2.LFML-16 | 30 NOV 2023 |
| AD-2.LFLL-18 | 18 APR 2024 | AD-2.LFML-17 | 30 NOV 2023 |

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|---|-------------|---------------------------------------|-------------|
| AD-2.LFML-18 | 30 NOV 2023 | AD_2_LFPM_STAR_RWY_ALL_CONV | 21 APR 2022 |
| AD-2.LFML-19 | 13 JUL 2023 | AD_2_LFPM_STAR_RWY_ALL_CONV_INSTR_01 | 29 MAY 2014 |
| AD-2.LFML-20 | 30 NOV 2023 | AD_2_LFPM_SID_RWY10_CONV | 21 APR 2022 |
| AD-2.LFML-21 | 26 JAN 2023 | AD_2_LFPM_SID_RWY10_CONV_INSTR_01 | 10 DEC 2015 |
| AD-2.LFML-22 | 30 NOV 2023 | AD_2_LFPM_SID_RWY28_CONV | 21 APR 2022 |
| AD_2_LFML_COM_01 | 20 APR 2023 | AD_2_LFPM_SID_RWY28_CONV_INSTR_01 | 02 MAR 2017 |
| AD_2_LFML_AOC_RWY13L-31R | 25 FEB 2021 | AD_2_LFPM_SID_RWY28_CONV_INSTR_02 | 10 DEC 2015 |
| AD_2_LFML_AOC_RWY13R-31L | 25 FEB 2021 | AD_2_LFPM_ADC_01 | 21 APR 2022 |
| AD_2_LFML_PATC_RWY13L | 25 FEB 2021 | AD_2_LFPM_DATA_01 | 10 SEP 2020 |
| AD_2_LFML_ENV_01 | 16 JUN 2022 | AD_2_LFPM_APDC_01 | 21 APR 2022 |
| AD_2_LFML_ARC_01 | 20 APR 2023 | AD_2_LFPM_IAC_RWY28_INA_RNAV | 15 JUN 2023 |
| AD_2_LFML_AMSR_01 | 16 JUN 2022 | AD_2_LFPM_DATA_RWY28_INA_RNAV_CODE | 10 SEP 2020 |
| AD_2_LFML_DATA_STAR_RWY_ALL_RNAV_SUD_CODE_01 | 25 FEB 2021 | AD_2_LFPM_IAC_RWY28_FNA_RNP_Y | 15 JUN 2023 |
| AD_2_LFML_STAR_RWY_ALL_RNAV_SUD | 16 JUN 2022 | AD_2_LFPM_DATA_RWY28_FNA_RNP_Y_CODE | 10 SEP 2020 |
| AD_2_LFML_DATA_STAR_RWY13_RNAV_NORD_CODE_01 | 25 FEB 2021 | AD_2_LFPM_DATA_RWY28_FNA_RNP_Y_FASDB | 10 SEP 2020 |
| AD_2_LFML_STAR_RWY13_RNAV_NORD | 16 JUN 2022 | AD_2_LFPM_IAC_RWY28_FNA_RNP_Z | 15 JUN 2023 |
| AD_2_LFML_DATA_STAR_RWY31_RNAV_NORD_CODE_01 | 25 FEB 2021 | AD_2_LFPM_DATA_RWY28_FNA_RNP_Z_CODE | 10 SEP 2020 |
| AD_2_LFML_STAR_RWY31_RNAV_NORD | 16 JUN 2022 | AD_2_LFPM_DATA_RWY28_FNA_RNP_Z_FASDB | 10 SEP 2020 |
| AD_2_LFML_SID_RWY13_RNAV_NORD | 16 JUN 2022 | MENDE BRENOUX | |
| AD_2_LFML_DATA_SID_RWY13_RNAV_NORD_CODE_01 | 25 FEB 2021 | AD-2.LFNB-1 | 10 AUG 2023 |
| AD_2_LFML_SID_RWY13_RNAV_NORD_INSTR_01 | 13 JUL 2023 | AD-2.LFNB-2 | 15 JUN 2023 |
| AD_2_LFML_SID_RWY13_RNAV_SUD_EST | 08 SEP 2022 | AD-2.LFNB-3 | 10 AUG 2023 |
| AD_2_LFML_DATA_SID_RWY13_RNAV_SUD_EST_CODE_01 | 25 FEB 2021 | AD-2.LFNB-4 | 15 JUN 2023 |
| AD_2_LFML_SID_RWY13_RNAV_SUD_EST_INSTR_01 | 13 JUL 2023 | AD-2.LFNB-5 | 15 JUN 2023 |
| AD_2_LFML_SID_RWY13_CONV_SUD_EST | 16 JUN 2022 | AD-2.LFNB_ADC_01 | 10 AUG 2023 |
| AD_2_LFML_SID_RWY13_CONV_SUD_EST_INSTR_01 | 13 JUL 2023 | AD_2_LFNB_DATA_01 | 04 JAN 2018 |
| AD_2_LFML_SID_RWY13_CONV_NORD | 16 JUN 2022 | AD_2_LFNB_IAC_RWY12_RNP | 28 JAN 2021 |
| AD_2_LFML_SID_RWY13_CONV_NORD_INSTR_01 | 13 JUL 2023 | AD_2_LFNB_DATA_RWY12_RNP_CODE | 28 JAN 2021 |
| AD_2_LFML_SID_RWY31_RNAV_NORD | 16 JUN 2022 | AD_2_LFNB_DATA_RWY12_RNP_FASDB | 02 JAN 2020 |
| AD_2_LFML_DATA_SID_RWY31_RNAV_NORD_CODE_01 | 25 FEB 2021 | MERVILLE CALONNE | |
| AD_2_LFML_SID_RWY31_RNAV_NORD_INSTR_01 | 25 FEB 2021 | AD-2.LFQT-1 | 20 APR 2023 |
| AD_2_LFML_SID_RWY31_RNAV_SUD_EST | 08 SEP 2022 | AD-2.LFQT-2 | 15 JUN 2023 |
| AD_2_LFML_DATA_SID_RWY31_RNAV_SUD_EST_CODE_01 | 25 FEB 2021 | AD-2.LFQT-3 | 20 APR 2023 |
| AD_2_LFML_SID_RWY31_RNAV_SUD_EST_INSTR_01 | 08 SEP 2022 | AD-2.LFQT-4 | 13 JUL 2023 |
| AD_2_LFML_SID_RWY31_RNAV_SUD_EST_INSTR_02 | 25 FEB 2021 | AD-2.LFQT-5 | 20 APR 2023 |
| AD_2_LFML_SID_RWY31_CONV_SUD_EST | 13 JUL 2023 | AD-2.LFQT-6 | 07 SEP 2023 |
| AD_2_LFML_SID_RWY31_CONV_SUD_EST_INSTR_01 | 13 JUL 2023 | AD_2_LFQT_STAR_RWY_ALL_CONV | 26 JAN 2023 |
| AD_2_LFML_SID_RWY13_CONV_INI_03 | 16 JUN 2022 | AD_2_LFQT_SID_RWY04-22_CONV | 26 JAN 2023 |
| AD_2_LFML_SID_RWY13_CONV_INI | 16 JUN 2022 | AD_2_LFQT_SID_RWY04-22_CONV_INSTR_01 | 26 JAN 2023 |
| AD_2_LFML_SID_RWY31_RNAV_INI_01 | 16 JUN 2022 | AD_2_LFQT_ADC_01 | 07 SEP 2023 |
| AD_2_LFML_SID_RWY31_RNAV_INI_02 | 16 JUN 2022 | AD_2_LFQT_DATA_01 | 10 SEP 2020 |
| AD_2_LFML_SID_RWY31_CONV_INI | 13 JUL 2023 | AD_2_LFQT_IAC_RWY04_RNP | 07 SEP 2023 |
| AD_2_LFML_ADC_01 | 13 JUL 2023 | AD_2_LFQT_DATA_RWY04_RNP_CODE | 07 SEP 2023 |
| AD_2_LFML_DATA_01 | 26 JAN 2023 | AD_2_LFQT_DATA_RWY04_RNP_FASDB | 10 SEP 2020 |
| AD_2_LFML_DATA_02 | 26 JAN 2023 | AD_2_LFQT_IAC_RWY04_NDB | 07 SEP 2023 |
| AD_2_LFML_APDC_01 | 13 JUL 2023 | AD_2_LFQT_IAC_RWY04_VPT | 07 SEP 2023 |
| AD_2_LFML_GMC_01 | 30 NOV 2023 | AD_2_LFQT_IAC_RWY22_RNP | 26 JAN 2023 |
| AD_2_LFML_GMC_02 | 30 NOV 2023 | AD_2_LFQT_DATA_RWY22_RNP_CODE | 26 JAN 2023 |
| AD_2_LFML_GMC_03 | 21 MAR 2024 | AD_2_LFQT_DATA_RWY22_RNP_FASDB | 10 SEP 2020 |
| AD_2_LFML_DATA_RWY13_INA_RNAV_NORD_CODE_GNSS | 16 JUN 2022 | AD_2_LFQT_IAC_RWY22_ILS_LOC | 26 JAN 2023 |
| AD_2_LFML_DATA_RWY13_INA_RNAV_SUD_CODE_GNSS | 25 FEB 2021 | AD_2_LFQT_IAC_RWY22_NDB_Y | 26 JAN 2023 |
| AD_2_LFML_IAC_RWY13_INA_RNAV_NORD | 16 JUN 2022 | AD_2_LFQT_IAC_RWY22_NDB_Z | 26 JAN 2023 |
| AD_2_LFML_IAC_RWY13_INA_RNAV_SUD | 16 JUN 2022 | METZ NANCY LORRAINE | |
| AD_2_LFML_IAC_RWY13_INA_CONV_NORD | 16 JUN 2022 | AD-2.LFJL-1 | 18 APR 2024 |
| AD_2_LFML_IAC_RWY13_INA_CONV_SUD | 16 JUN 2022 | AD-2.LFJL-2 | 13 JUL 2023 |
| AD_2_LFML_IAC_RWY13L_FNA_RNP_Z | 16 JUN 2022 | AD-2.LFJL-3 | 18 APR 2024 |
| AD_2_LFML_DATA_RWY13L_FNA_RNP_Z_CODE | 16 JUN 2022 | AD-2.LFJL-4 | 23 MAR 2023 |
| AD_2_LFML_DATA_RWY13L_FNA_RNP_Z_FASDB | 16 JUN 2022 | AD-2.LFJL-5 | 18 APR 2024 |
| AD_2_LFML_IAC_RWY13L_FNA_RNP_Z_MINIMA | 16 JUN 2022 | AD-2.LFJL-6 | 13 JUL 2023 |
| AD_2_LFML_IAC_RWY13L_FNA_ILS_Z_Y_LOC_Z_Y | 16 JUN 2022 | AD-2.LFJL-7 | 18 APR 2024 |
| AD_2_LFML_IAC_RWY13R_RNP_H | 16 JUN 2022 | AD-2.LFJL-8 | 18 APR 2024 |
| AD_2_LFML_DATA_RWY13R_RNP_H_CODE | 25 FEB 2021 | AD_2_LFJL_TEXT_01 | 10 NOV 2016 |
| AD_2_LFML_DATA_RWY13R_RNP_H_FASDB | 30 JAN 2020 | AD_2_LFJL_TEXT_02 | 02 FEB 2017 |
| AD_2_LFML_IAC_RWY13R_FNA_RNP_Z | 16 JUN 2022 | AD_2_LFJL_COM_01 | 26 JAN 2023 |
| AD_2_LFML_DATA_RWY13R_FNA_RNP_Z_CODE | 16 JUN 2022 | AD_2_LFJL_AOC_RWY04-22 | 02 DEC 2021 |
| AD_2_LFML_DATA_RWY13R_FNA_RNP_Z_FASDB | 16 JUN 2022 | AD_2_LFJL_PATC_RWY22 | 02 DEC 2021 |
| AD_2_LFML_IAC_RWY13R_FNA_RNP_Z_MINIMA | 16 JUN 2022 | AD_2_LFJL_ARC_01 | 18 APR 2024 |
| AD_2_LFML_IAC_RWY13R_FNA_ILS_Z_Y_LOC_Z_Y | 16 JUN 2022 | AD_2_LFJL_AMSR_01 | 02 DEC 2021 |
| AD_2_LFML_IAC_RWY31L_RNP_H | 16 JUN 2022 | AD_2_LFJL_STAR_RWY_ALL_CONV | 18 APR 2024 |
| AD_2_LFML_DATA_RWY31L_RNP_H_CODE | 25 FEB 2021 | AD_2_LFJL_SID_RWY04_CONV | 16 JUN 2022 |
| AD_2_LFML_DATA_RWY31L_RNP_H_FASDB | 30 JAN 2020 | AD_2_LFJL_SID_RWY04_CONV_INSTR_01 | 18 APR 2024 |
| AD_2_LFML_DATA_RWY31_INA_RNAV_SUD_CODE_GNSS | 25 FEB 2021 | AD_2_LFJL_SID_RWY22_CONV | 16 JUN 2022 |
| AD_2_LFML_DATA_RWY31_INA_RNAV_NORD_CODE | 25 FEB 2021 | AD_2_LFJL_SID_RWY22_CONV_INSTR_01 | 18 APR 2024 |
| AD_2_LFML_IAC_RWY31_INA_RNAV_NORD | 26 JAN 2023 | AD_2_LFJL_ADC_01 | 18 APR 2024 |
| AD_2_LFML_IAC_RWY31_INA_RNAV_SUD | 26 JAN 2023 | AD_2_LFJL_DATA_01 | 24 FEB 2022 |
| AD_2_LFML_IAC_RWY31L_FNA_RNP_Z | 16 JUN 2022 | AD_2_LFJL_APDC_01 | 18 APR 2024 |
| AD_2_LFML_DATA_RWY31L_FNA_RNP_Z_CODE | 25 FEB 2021 | AD_2_LFJL_IAC_RWY04_RNP | 18 APR 2024 |
| AD_2_LFML_IAC_RWY31L_VPT | 13 JUL 2023 | AD_2_LFJL_DATA_RWY04_RNP_CODE | 02 DEC 2021 |
| AD_2_LFML_IAC_RWY31R_FNA_RNP_Z | 16 JUN 2022 | AD_2_LFJL_DATA_RWY04_RNP_FASDB | 05 DEC 2019 |
| AD_2_LFML_DATA_RWY31R_FNA_RNP_Z_CODE | 25 FEB 2021 | AD_2_LFJL_IAC_RWY04_NDB | 18 APR 2024 |
| AD_2_LFML_IAC_RWY31R_FNA_ILS_Z_LOC_Z | 26 JAN 2023 | AD_2_LFJL_IAC_RWY22_RNP | 18 APR 2024 |
| MELUN VILLAROCHE | | AD_2_LFJL_DATA_RWY22_RNP_CODE | 02 DEC 2021 |
| AD-2.LFPM-1 | 15 JUN 2023 | AD_2_LFJL_DATA_RWY22_RNP_FASDB | 05 DEC 2019 |
| AD-2.LFPM-2 | 07 SEP 2023 | AD_2_LFJL_IAC_RWY22_INA_CONV_MITZ_GTQ | 02 DEC 2021 |
| AD-2.LFPM-3 | 28 DEC 2023 | AD_2_LFJL_IAC_RWY22_FNA_ILS_Y_LOC_Y | 18 APR 2024 |
| AD-2.LFPM-4 | 15 JUN 2023 | AD_2_LFJL_IAC_RWY22_FNA_ILS_Z_LOC_Z | 18 APR 2024 |
| AD-2.LFPM-5 | 15 JUN 2023 | AD_2_LFJL_IAC_RWY22_NDB_X | 18 APR 2024 |
| AD-2.LFPM-6 | 15 JUN 2023 | AD_2_LFJL_IAC_RWY22_NDB_Y | 18 APR 2024 |
| AD_2_LFPM_ARC_01 | 07 SEP 2023 | AD_2_LFJL_IAC_RWY22_NDB_Z | 18 APR 2024 |
| AD_2_LFPM_AMG_01 | 07 SEP 2023 | AD_2_LFJL_IAC_RWY22_MINIMA | 26 JAN 2023 |

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| MONTBELIARD COURCELLES | | | |
| AD-2.LFSM-1 | 16 MAY 2024 | AD-2.LFHY-4 | 02 NOV 2023 |
| AD-2.LFSM-2 | 16 MAY 2024 | AD_2_LFHY_ADC_01 | 02 NOV 2023 |
| AD-2.LFSM-3 | 16 MAY 2024 | AD_2_LFHY_DATA_01 | 26 JAN 2023 |
| AD-2.LFSM-4 | 10 AUG 2023 | AD_2_LFHY_IAC_RWY26_RNP | 13 JUL 2023 |
| AD-2.LFSM-5 | 15 OCT 2015 | AD_2_LFHY_DATA_RWY26_RNP_CODE | 26 JAN 2023 |
| AD-2.LFSM-6 | 16 MAY 2024 | AD_2_LFHY_DATA_RWY26_RNP_FASDB | 26 JAN 2023 |
| AD-2.LFSM-7 | 16 MAY 2024 | MURET LHERM | |
| AD_2_LFSM_ADC_01 | 16 MAY 2024 | AD-2.LFBR-1 | 20 MAY 2021 |
| AD_2_LFSM_DATA_01 | 16 MAY 2024 | AD-2.LFBR-2 | 15 JUN 2023 |
| AD_2_LFSM_IAC_RWY26_RNP | 29 DEC 2022 | AD-2.LFBR-3 | 21 JUN 2018 |
| AD_2_LFSM_DATA_RWY26_RNP_CODE | 12 AUG 2021 | AD-2.LFBR-4 | 03 DEC 2020 |
| MONTLUCON GUERET | | | |
| AD-2.LFBK-1 | 27 JAN 2022 | AD-2.LFBR-5 | 02 NOV 2023 |
| AD-2.LFBK-2 | 15 JUN 2023 | AD-2.LFBR-6 | 15 JUN 2023 |
| AD-2.LFBK-3 | 27 JAN 2022 | AD_2_LFBR_ADC_01 | 25 MAR 2021 |
| AD-2.LFBK-4 | 10 AUG 2023 | AD_2_LFBR_DATA_01 | 15 AUG 2019 |
| AD_2_LFBK_ADC_01 | 14 JUL 2022 | AD_2_LFBR_IAC_RWY12_RNP | 15 JUL 2021 |
| AD_2_LFBK_DATA_01 | 10 AUG 2023 | AD_2_LFBR_DATA_RWY12_RNP_CODE | 03 DEC 2020 |
| AD_2_LFBK_IAC_RWY17_RNP | 10 AUG 2023 | AD_2_LFBR_DATA_RWY12_RNP_FASDB | 15 AUG 2019 |
| AD_2_LFBK_DATA_RWY17_RNP_CODE | 10 AUG 2023 | AD_2_LFBR_IAC_RWY12_NDB | 22 APR 2021 |
| AD_2_LFBK_DATA_RWY17_RNP_FASDB | 10 AUG 2023 | NANCY ESSEY | |
| MONTPELLIER MEDITERRANEE | | | |
| AD-2.LFMT-1 | 30 NOV 2023 | AD-2.LFSN-1 | 23 MAR 2023 |
| AD-2.LFMT-2 | 09 SEP 2021 | AD-2.LFSN-2 | 07 SEP 2023 |
| AD-2.LFMT-3 | 30 NOV 2023 | AD-2.LFSN-3 | 07 SEP 2023 |
| AD-2.LFMT-4 | 10 AUG 2023 | AD-2.LFSN-4 | 07 SEP 2023 |
| AD-2.LFMT-5 | 10 AUG 2023 | AD-2.LFSN-5 | 07 SEP 2023 |
| AD-2.LFMT-6 | 30 NOV 2023 | AD-2.LFSN-6 | 07 SEP 2023 |
| AD-2.LFMT-7 | 10 AUG 2023 | AD_2_LFSN_ADC_01 | 27 JAN 2022 |
| AD-2.LFMT-8 | 18 APR 2024 | AD_2_LFSN_DATA_01 | 13 JUL 2023 |
| AD-2.LFMT-9 | 18 APR 2024 | AD_2_LFSN_APDC_01 | 01 FEB 2018 |
| AD-2.LFMT-10 | 10 AUG 2023 | AD_2_LFSN_IAC_RWY03_RNP | 13 JUL 2023 |
| AD-2.LFMT-11 | 18 APR 2024 | AD_2_LFSN_DATA_RWY03_RNP_CODE | 13 JUL 2023 |
| AD-2.LFMT-12 | 30 NOV 2023 | AD_2_LFSN_DATA_RWY03_RNP_FASDB | 13 JUL 2023 |
| AD-2.LFMT-13 | 30 NOV 2023 | AD_2_LFSN_IAC_RWY03_RNP_MINIMA | 05 DEC 2019 |
| AD-2.LFMT-14 | 30 NOV 2023 | NANTES ATLANTIQUE | |
| AD_2_LFMT_COM_01 | 18 APR 2024 | AD-2.LFRS-1 | 18 MAY 2023 |
| AD_2_LFMT_AOC_RWY12L-30R | 25 MAR 2021 | AD-2.LFRS-2 | 18 MAY 2023 |
| AD_2_LFMT_ARC_01 | 18 APR 2024 | AD-2.LFRS-3 | 25 JAN 2024 |
| AD_2_LFMT_AMSR_01 | 06 OCT 2022 | AD-2.LFRS-4 | 02 NOV 2023 |
| AD_2_LFMT_STAR_RWY_ALL_RNAV_CONV | 30 NOV 2023 | AD-2.LFRS-5 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY12L_RNAV_NORD | 25 MAR 2021 | AD-2.LFRS-6 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY12L_RNAV_NORD_INSTR_01 | 25 MAR 2021 | AD-2.LFRS-7 | 18 APR 2024 |
| AD_2_LFMT_DATA_SID_RWY12L_RNAV_NORD_CODE_01 | 25 MAR 2021 | AD-2.LFRS-8 | 18 APR 2024 |
| AD_2_LFMT_DATA_SID_RWY12L_RNAV_NORD_CODE_02 | 25 MAR 2021 | AD-2.LFRS-9 | 30 NOV 2023 |
| AD_2_LFMT_SID_RWY12L_RNAV_SUD | 21 JUN 2018 | AD-2.LFRS-10 | 30 NOV 2023 |
| AD_2_LFMT_SID_RWY12L_RNAV_SUD_INSTR_01 | 25 MAR 2021 | AD-2.LFRS-11 | 30 NOV 2023 |
| AD_2_LFMT_DATA_SID_RWY12L_RNAV_SUD_CODE_01 | 25 MAR 2021 | AD-2.LFRS-12 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY12L-30R_CONV | 25 MAR 2021 | AD-2.LFRS-13 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY12L-30R_CONV_INSTR_01 | 25 MAR 2021 | AD-2.LFRS-14 | 23 MAR 2023 |
| AD_2_LFMT_SID_RWY30R_RNAV | 25 MAR 2021 | AD-2.LFRS-15 | 15 JUN 2023 |
| AD_2_LFMT_DATA_SID_RWY30R_RNAV_CODE_01 | 25 MAR 2021 | AD_2_LFRS_MIA_TEXT_01 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY30R_RNAV_INSTR_01 | 25 MAR 2021 | AD_2_LFRS_MIA_TEXT_02 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY30R_RNAV_INSTR_02 | 25 MAR 2021 | AD_2_LFRS_MIA_TEXT_03 | 28 DEC 2023 |
| AD_2_LFMT_SID_RWY12L_RNAV_INI | 10 AUG 2023 | AD_2_LFRS_MIA_TEXT_04 | 18 APR 2024 |
| AD_2_LFMT_SID_RWY12R-30L_CONV_INI | 25 MAR 2021 | AD_2_LFRS_COM_01 | 14 JUL 2022 |
| AD_2_LFMT_SID_RWY30R_RNAV_INI | 25 MAR 2021 | AD_2_LFRS_AOC_RWY03-21 | 18 MAY 2023 |
| AD_2_LFMT_ADC_01 | 10 AUG 2023 | AD_2_LFRS_PATC_RWY03 | 15 JUL 2021 |
| AD_2_LFMT_DATA_01 | 10 AUG 2023 | AD_2_LFRS_ENV_01 | 29 DEC 2022 |
| AD_2_LFMT_APDC_01 | 28 FEB 2019 | AD_2_LFRS_ARC_01 | 18 APR 2024 |
| AD_2_LFMT_APDC_02 | 06 OCT 2022 | AD_2_LFRS_MVA_01 | 30 NOV 2023 |
| AD_2_LFMT_GMC_01 | 25 MAR 2021 | AD_2_LFRS_STAR_RWY_03_CONV | 29 DEC 2022 |
| AD_2_LFMT_IAC_RWY12L_RNP | 25 MAR 2021 | AD_2_LFRS_STAR_RWY_21_CONV | 29 DEC 2022 |
| AD_2_LFMT_DATA_RWY12L_RNP_CODE | 02 JAN 2020 | AD_2_LFRS_SID_RWY03_RNAV | 29 DEC 2022 |
| AD_2_LFMT_IAC_RWY12L_VOR_Y | 10 AUG 2023 | AD_2_LFRS_DATA_SID_RWY03_RNAV_CODE_01 | 08 SEP 2022 |
| AD_2_LFMT_IAC_RWY12L_VOR_Z | 10 AUG 2023 | AD_2_LFRS_SID_RWY03_RNAV_INSTR_01 | 08 SEP 2022 |
| AD_2_LFMT_IAC_RWY30R_ILS_Y_LOC_Y | 30 NOV 2023 | AD_2_LFRS_SID_RWY03_RNAV_INSTR_02 | 28 DEC 2023 |
| AD_2_LFMT_IAC_RWY30R_ILS_Z_LOC_Z | 10 AUG 2023 | AD_2_LFRS_SID_RWY21_RNAV | 23 MAR 2023 |
| AD_2_LFMT_IAC_RWY30R_VOR | 10 AUG 2023 | AD_2_LFRS_DATA_SID_RWY21_RNAV_CODE_01 | 18 MAY 2023 |
| MORLAIX PLOUJEN | | | |
| AD-2.LFRU-1 | 14 JUL 2022 | AD_2_LFRS_SID_RWY21_RNAV_INSTR_01 | 18 MAY 2023 |
| AD-2.LFRU-2 | 07 SEP 2023 | AD_2_LFRS_SID_RWY03_RNAV_INI | 23 MAR 2023 |
| AD-2.LFRU-3 | 23 MAR 2023 | AD_2_LFRS_ADC_01 | 18 APR 2024 |
| AD-2.LFRU-4 | 28 DEC 2023 | AD_2_LFRS_DATA_01 | 23 MAR 2023 |
| AD-2.LFRU-5 | 15 JUN 2023 | AD_2_LFRS_APDC_01 | 18 APR 2024 |
| AD-2.LFRU-6 | 28 DEC 2023 | AD_2_LFRS_GMC_01 | 18 APR 2024 |
| AD_2_LFRU_ADC_01 | 14 JUL 2022 | AD_2_LFRS_GMC_02 | 18 APR 2024 |
| AD_2_LFRU_DATA_01 | 05 OCT 2023 | AD_2_LFRS_IAC_RWY03_INA_GNSS | 02 NOV 2023 |
| AD_2_LFRU_IAC_RWY04_RNP | 28 DEC 2023 | AD_2_LFRS_IAC_RWY03_FNA_RNP | 28 DEC 2023 |
| AD_2_LFRU_DATA_RWY04_RNP_CODE | 28 DEC 2023 | AD_2_LFRS_DATA_RWY03_RNP_CODE | 02 NOV 2023 |
| AD_2_LFRU_IAC_RWY22_RNP | 28 DEC 2023 | AD_2_LFRS_DATA_RWY03_RNP_FASDB | 02 NOV 2023 |
| AD_2_LFRU_DATA_RWY22_RNP_CODE | 28 DEC 2023 | AD_2_LFRS_IAC_RWY03_FNA_ILS_CAT123_LOC_Y | 28 DEC 2023 |
| AD_2_LFRU_IAC_RWY22_VOR | 28 DEC 2023 | AD_2_LFRS_IAC_RWY03_FNA_ILS_CAT123_LOC_Z | 28 DEC 2023 |
| AD_2_LFRU_DATA_RWY22_RNP_CODE | 28 DEC 2023 | AD_2_LFRS_IAC_RWY03_INA_CONV_ILS_LOC | 29 DEC 2022 |
| AD_2_LFRU_DATA_RWY22_RNP_FASDB | 05 OCT 2023 | AD_2_LFRS_IAC_RWY21_INA_GNSS | 29 DEC 2022 |
| MOULINS MONTBEUGNY | | | |
| AD-2.LFHY-1 | 26 JAN 2023 | AD_2_LFRS_IAC_RWY21_FNA_RNP | 28 DEC 2023 |
| AD-2.LFHY-2 | 07 SEP 2023 | AD_2_LFRS_DATA_RWY21_RNP_CODE | 28 DEC 2023 |
| AD-2.LFHY-3 | 02 NOV 2023 | AD_2_LFRS_IAC_RWY21_INA_CONV_VOR | 29 DEC 2022 |
| | | AD_2_LFRS_IAC_RWY21_FNA_VOR | 28 DEC 2023 |
| | | AD_2_LFRS_IAC_RWY21_VPT | 20 MAY 2021 |
| | | NEVERS FOURCHAMBAULT | |
| | | AD-2.LFOG-1 | 18 MAY 2023 |

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| AD-2.LFOG-2 | 07 SEP 2023 | AD_2_LFMN_GMC_05 | 01 DEC 2022 |
| AD-2.LFOG-3 | 16 JUN 2022 | AD_2_LFMN_IAC_RWY04_FNA_RNP_A | 29 DEC 2022 |
| AD-2.LFOG-4 | 18 MAY 2023 | AD_2_LFMN_DATA_RWY04_FNA_RNP_A_CODE | 25 MAR 2021 |
| AD-2.LFOG-5 | 15 JUN 2023 | AD_2_LFMN_IAC_RWY04L_FNA_RNP_Y | 29 DEC 2022 |
| AD_2_LFOG_ADC_01 | 07 OCT 2021 | AD_2_LFMN_DATA_RWY04L_FNA_RNP_Y_CODE | 25 MAR 2021 |
| AD_2_LFOG_DATA_01 | 18 MAY 2023 | AD_2_LFMN_IAC_RWY04L_FNA_RNP_Z | 20 APR 2023 |
| AD_2_LFOG_IAC_RWY30_RNP | 07 SEP 2023 | AD_2_LFMN_IAC_RWY04L_FNA_RNP_Z_MINIMA | 20 APR 2023 |
| AD_2_LFOG_DATA_RWY30_RNP_CODE | 18 MAY 2023 | AD_2_LFMN_DATA_RWY04L_FNA_RNP_Z_CODE | 20 APR 2023 |
| AD_2_LFOG_DATA_RWY30_RNP_FASDB | 18 MAY 2023 | AD_2_LFMN_DATA_RWY04L_FNA_RNP_Z_FASDB | 20 APR 2023 |
| AD_2_LFOG_IAC_RWY30_NDB | 18 MAY 2023 | AD_2_LFMN_IAC_RWY04L_ILS_Y_LOC_Y | 05 OCT 2023 |
| NICE COTE D'AZUR | | AD_2_LFMN_IAC_RWY04L_FNA_ILS_Z_LOC_Z_VECTORING | 05 OCT 2023 |
| AD-2.LFMN-1 | 28 DEC 2023 | AD_2_LFMN_IAC_RWY04_VPT_A | 29 DEC 2022 |
| AD-2.LFMN-2 | 28 DEC 2023 | AD_2_LFMN_IAC_RWY04R_FNA_RNP_Y | 29 DEC 2022 |
| AD-2.LFMN-3 | 28 DEC 2023 | AD_2_LFMN_DATA_RWY04R_FNA_RNP_Y_CODE | 25 MAR 2021 |
| AD-2.LFMN-4 | 23 MAR 2023 | AD_2_LFMN_IAC_RWY04R_FNA_RNP_Z | 20 APR 2023 |
| AD-2.LFMN-5 | 28 DEC 2023 | AD_2_LFMN_IAC_RWY04R_FNA_RNP_Z_MINIMA | 20 APR 2023 |
| AD-2.LFMN-6 | 21 MAR 2024 | AD_2_LFMN_DATA_RWY04R_FNA_RNP_Z_CODE | 20 APR 2023 |
| AD-2.LFMN-7 | 23 MAR 2023 | AD_2_LFMN_IAC_RWYALL_INA_RNAV_CONV | 28 DEC 2023 |
| AD-2.LFMN-8 | 21 MAR 2024 | AD_2_LFMN_DATA_RWY04R_FNA_RNP_Z_FASDB | 20 APR 2023 |
| AD-2.LFMN-9 | 21 MAR 2024 | AD_2_LFMN_IAC_RWY04R_ILS_Y_LOC_Y | 05 OCT 2023 |
| AD-2.LFMN-10 | 28 DEC 2023 | AD_2_LFMN_IAC_RWY04R_FNA_ILS_Z_LOC_Z_VECTORING | 05 OCT 2023 |
| AD-2.LFMN-11 | 23 MAR 2023 | AD_2_LFMN_IAC_RWY22_RNP_D | 29 DEC 2022 |
| AD-2.LFMN-12 | 23 MAR 2023 | AD_2_LFMN_DATA_RWY22L-22R_RNP_D_CODE | 15 JUL 2021 |
| AD-2.LFMN-13 | 13 JUL 2023 | AD_2_LFMN_IAC_RWY22_FNA_RNP_D | 29 DEC 2022 |
| AD-2.LFMN-14 | 23 MAR 2023 | AD_2_LFMN_DATA_RWY22L-22R_FNA_RNP_D_CODE | 25 MAR 2021 |
| AD-2.LFMN-15 | 28 DEC 2023 | AD_2_LFMN_IAC_RWY22L_RNP_Z_AR | 21 MAR 2024 |
| AD-2.LFMN-16 | 05 OCT 2023 | AD_2_LFMN_DATA_RWY22L_RNP_Z_AR_CODE | 21 MAR 2024 |
| AD-2.LFMN-17 | 05 OCT 2023 | AD_2_LFMN_IAC_RWY22R_RNP_Z_AR | 21 MAR 2024 |
| AD-2.LFMN-18 | 05 OCT 2023 | AD_2_LFMN_DATA_RWY22R_RNP_Z_AR_CODE | 21 MAR 2024 |
| AD-2.LFMN-19 | 23 MAR 2023 | AD_2_LFMN_IAC_RWY22_VOR_B | 28 DEC 2023 |
| AD-2.LFMN-20 | 21 MAR 2024 | AD_2_LFMN_IAC_RWY22_VPT_B | 21 MAR 2024 |
| AD-2.LFMN-21 | 23 MAR 2023 | AD_2_LFMN_IAC_RWY22_VPT_D | 21 MAR 2024 |
| AD-2.LFMN-22 | 23 MAR 2023 | NIMES GARONS | |
| AD-2.LFMN-23 | 23 MAR 2023 | AD-2.LFTW-1 | 16 MAY 2024 |
| AD-2.LFMN-24 | 13 JUL 2023 | AD-2.LFTW-2 | 07 SEP 2023 |
| AD-2.LFMN-25 | 13 JUL 2023 | AD-2.LFTW-3 | 16 JUN 2022 |
| AD-2.LFMN-26 | 13 JUL 2023 | AD-2.LFTW-4 | 16 JUN 2022 |
| AD-2.LFMN-27 | 13 JUL 2023 | AD-2.LFTW-5 | 16 JUN 2022 |
| AD-2.LFMN-28 | 23 MAR 2023 | AD-2.LFTW-6 | 16 MAY 2024 |
| AD-2.LFMN-29 | 21 MAR 2024 | AD-2.LFTW-7 | 16 MAY 2024 |
| AD-2.LFMN-30 | 21 MAR 2024 | AD_2_LFTW_AOC_RWY18-36 | 16 JUN 2022 |
| AD-2.LFMN-31 | 05 OCT 2023 | AD_2_LFTW_COM_01 | 08 NOV 2018 |
| AD_2_LFMN_ATS_01 | 24 MAR 2022 | AD_2_LFTW_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 23 FEB 2023 |
| AD_2_LFMN_MIA_TEXT_01 | 06 OCT 2022 | AD_2_LFTW_STAR_RWY_ALL_RNAV_CONV | 16 MAY 2024 |
| AD_2_LFMN_MIA_TEXT_02 | 04 NOV 2021 | AD_2_LFTW_SID_RWY18_CONV | 16 MAY 2024 |
| AD_2_LFMN_MIA_TEXT_03 | 04 NOV 2021 | AD_2_LFTW_SID_RWY18_CONV_INSTR_01 | 16 MAY 2024 |
| AD_2_LFMN_MIA_TEXT_04 | 20 MAY 2021 | AD_2_LFTW_DATA_SID_RWY18_RNAV_CODE_01 | 16 MAY 2024 |
| AD_2_LFMN_COM_01 | 24 MAR 2022 | AD_2_LFTW_SID_RWY18_RNAV | 16 MAY 2024 |
| AD_2_LFMN_AOC_RWY04L-22R | 20 MAY 2021 | AD_2_LFTW_SID_RWY18_RNAV_INSTR_01 | 16 MAY 2024 |
| AD_2_LFMN_AOC_RWY04R-22L | 21 MAR 2024 | AD_2_LFTW_SID_RWY36_CONV | 16 MAY 2024 |
| AD_2_LFMN_ENV_01 | 29 DEC 2022 | AD_2_LFTW_SID_RWY36_CONV_INSTR_01 | 16 MAY 2024 |
| AD_2_LFMN_ARC_01 | 29 DEC 2022 | AD_2_LFTW_DATA_SID_RWY36_RNAV_CODE_01 | 16 MAY 2024 |
| AD_2_LFMN_AMG_01 | 29 DEC 2022 | AD_2_LFTW_SID_RWY36_RNAV | 16 MAY 2024 |
| AD_2_LFMN_STAR_EAST_RWY_ALL_RNAV | 20 APR 2023 | AD_2_LFTW_SID_RWY36_RNAV_INSTR_01 | 16 MAY 2024 |
| AD_2_LFMN_DATA_STAR_EAST_RWY_ALL_RNAV_CODE_01 | 23 MAR 2023 | AD_2_LFTW_ADC_01 | 16 JUN 2022 |
| AD_2_LFMN_STAR_WEST_RWY_ALL_RNAV | 29 DEC 2022 | AD_2_LFTW_APDC_01 | 05 JAN 2017 |
| AD_2_LFMN_DATA_STAR_WEST_RWY_ALL_RNAV_CODE_01 | 03 NOV 2022 | AD_2_LFTW_APDC_02 | 05 JAN 2017 |
| AD_2_LFMN_DATA_SID_RWY04L-04R_RNAV_CODE_01 | 24 MAR 2022 | AD_2_LFTW_DATA_01 | 16 MAY 2024 |
| AD_2_LFMN_DATA_SID_RWY04L-04R_RNAV_CODE_02 | 24 MAR 2022 | AD_2_LFTW_IAC_RWY18_RNP | 03 DEC 2020 |
| AD_2_LFMN_DATA_SID_RWY04L-04R_RNAV_CODE_03 | 24 MAR 2022 | AD_2_LFTW_DATA_RWY18_RNP_CODE | 03 DEC 2020 |
| AD_2_LFMN_DATA_SID_RWY04L-04R_RNAV_CODE_04 | 24 MAR 2022 | AD_2_LFTW_DATA_RWY18_RNP_FASDB | 02 JAN 2020 |
| AD_2_LFMN_DATA_SID_RWY04L-04R_RNAV_CODE_05 | 24 MAR 2022 | AD_2_LFTW_IAC_RWY18_NDB | 16 MAY 2024 |
| AD_2_LFMN_SID_RWY04L-04R_RNAV | 29 DEC 2022 | AD_2_LFTW_IAC_RWY36_RNP | 03 DEC 2020 |
| AD_2_LFMN_SID_RWY04L-04R_RNAV_INSTR_01 | 23 FEB 2023 | AD_2_LFTW_DATA_RWY36_RNP_CODE | 03 DEC 2020 |
| AD_2_LFMN_SID_RWY04L-04R_RNAV_INSTR_02 | 24 MAR 2022 | AD_2_LFTW_DATA_RWY36_RNP_FASDB | 16 JUN 2022 |
| AD_2_LFMN_SID_RWY04L-04R_RNAV_INSTR_03 | 24 MAR 2022 | AD_2_LFTW_IAC_RWY36_NDB | 16 MAY 2024 |
| AD_2_LFMN_SID_RWY04L-04R_RNAV_INSTR_04 | 24 MAR 2022 | NIORT MARAIS POITEVIN | |
| AD_2_LFMN_SID_RWY04L-04R_RNAV_INSTR_05 | 24 MAR 2022 | AD-2.LFBN-1 | 30 NOV 2023 |
| AD_2_LFMN_DATA_SID_RWY22L-22R_RNAV_CODE_01 | 24 MAR 2022 | AD-2.LFBN-2 | 30 NOV 2023 |
| AD_2_LFMN_DATA_SID_RWY22L-22R_RNAV_CODE_02 | 24 MAR 2022 | AD-2.LFBN-3 | 30 NOV 2023 |
| AD_2_LFMN_DATA_SID_RWY22L-22R_RNAV_CODE_03 | 16 JUN 2022 | AD-2.LFBN-4 | 30 NOV 2023 |
| AD_2_LFMN_DATA_SID_RWY22L-22R_RNAV_CODE_04 | 24 MAR 2022 | AD-2.LFBN-5 | 30 NOV 2023 |
| AD_2_LFMN_DATA_SID_RWY22L-22R_RNAV_CODE_05 | 08 SEP 2022 | AD_2_LFBN_ADC_01 | 30 NOV 2023 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV | 29 DEC 2022 | AD_2_LFBN_DATA_01 | 30 DEC 2021 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV_INSTR_01 | 24 MAR 2022 | AD_2_LFBN_IAC_RWY07_VPT | 30 NOV 2023 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV_INSTR_02 | 24 MAR 2022 | AD_2_LFBN_IAC_RWY25_RNP | 30 NOV 2023 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV_INSTR_03 | 24 MAR 2022 | AD_2_LFBN_DATA_RWY25_RNP_CODE | 30 DEC 2021 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV_INSTR_04 | 24 MAR 2022 | AD_2_LFBN_DATA_RWY25_RNP_FASDB | 30 NOV 2023 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV_INSTR_05 | 24 MAR 2022 | ORLEANS SAINT DENIS DE L'HOTEL | |
| AD_2_LFMN_SID_RWY04L-04R_RNAV_INI | 23 FEB 2023 | AD-2.LFOZ-1 | 28 JAN 2021 |
| AD_2_LFMN_SID_RWY22L-22R_RNAV_INI | 23 FEB 2023 | AD-2.LFOZ-2 | 07 SEP 2023 |
| AD_2_LFMN_ADC_01 | 21 MAR 2024 | AD-2.LFOZ-3 | 28 DEC 2023 |
| AD_2_LFMN_DATA_01 | 21 MAR 2024 | AD-2.LFOZ-4 | 23 MAR 2023 |
| AD_2_LFMN_DATA_02 | 21 MAR 2024 | AD-2.LFOZ-5 | 23 MAR 2023 |
| AD_2_LFMN_APDC_01 | 06 OCT 2022 | AD-2.LFOZ-6 | 15 JUN 2023 |
| AD_2_LFMN_APDC_02 | 05 OCT 2023 | AD_2_LFOZ_MIA_TEXT_01 | 01 FEB 2018 |
| AD_2_LFMN_GMC_01 | 16 JUN 2022 | AD_2_LFOZ_ADC_01 | 26 JAN 2023 |
| AD_2_LFMN_GMC_02 | 13 JUL 2023 | AD_2_LFOZ_DATA_01 | 10 SEP 2020 |
| AD_2_LFMN_GMC_03 | 16 JUN 2022 | AD_2_LFOZ_APDC_01 | 18 AUG 2016 |
| AD_2_LFMN_GMC_04 | 16 JUN 2022 | AD_2_LFOZ_IAC_RWY05_RNP | 23 FEB 2023 |

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| AD_2_LFOZ_DATA_RWY05_RNP_CODE | 26 JAN 2023 | AD-2.LFPG-55 | 21 MAR 2024 |
| AD_2_LFOZ_DATA_RWY05_RNP_FASDB | 10 SEP 2020 | AD-2.LFPG-56 | 21 MAR 2024 |
| AD_2_LFOZ_IAC_RWY23_RNP | 23 FEB 2023 | AD-2.LFPG-57 | 21 MAR 2024 |
| AD_2_LFOZ_DATA_RWY23_RNP_CODE | 26 JAN 2023 | AD-2.LFPG-58 | 21 MAR 2024 |
| AD_2_LFOZ_DATA_RWY23_RNP_FASDB | 10 SEP 2020 | AD-2.LFPG-59 | 21 MAR 2024 |
| AD_2_LFOZ_IAC_RWY23_NDB | 18 MAY 2023 | AD-2.LFPG-60 | 21 MAR 2024 |
| OUessant | | AD-2.LFPG-61 | 21 MAR 2024 |
| AD-2.LFEC-1 | 30 DEC 2021 | AD-2.LFPG-62 | 21 MAR 2024 |
| AD-2.LFEC-2 | 15 JUN 2023 | AD-2.LFPG-63 | 21 MAR 2024 |
| AD-2.LFEC-3 | 02 DEC 2021 | AD_2_LFPG_COM_01 | 15 JUN 2023 |
| AD-2.LFEC-4 | 07 SEP 2023 | AD_2_LFPG_IAC_COM_01 | 02 DEC 2021 |
| AD_2_LFEC_ADC_01 | 07 SEP 2023 | AD_2_LFPG_AOC_RWY08L-26R | 08 OCT 2020 |
| AD_2_LFEC_DATA_01 | 08 SEP 2022 | AD_2_LFPG_AOC_RWY08R-26L | 25 MAR 2021 |
| AD_2_LFEC_IAC_RWY05_RNP | 28 DEC 2023 | AD_2_LFPG_AOC_RWY09L-27R | 16 JUN 2022 |
| AD_2_LFEC_DATA_RWY05_RNP_CODE | 28 DEC 2023 | AD_2_LFPG_AOC_RWY09R-27L | 08 OCT 2020 |
| AD_2_LFEC_DATA_RWY05_RNP_FASDB | 13 AUG 2020 | AD_2_LFPG_PATC_RWY08L | 27 APR 2017 |
| AD_2_LFEC_IAC_RWY23_RNP | 28 DEC 2023 | AD_2_LFPG_PATC_RWY08R | 27 APR 2017 |
| AD_2_LFEC_DATA_RWY23_RNP_CODE | 16 JUN 2022 | AD_2_LFPG_PATC_RWY09L | 27 APR 2017 |
| AD_2_LFEC_DATA_RWY23_RNP_FASDB | 13 AUG 2020 | AD_2_LFPG_PATC_RWY09R | 27 APR 2017 |
| AD_2_LFEC_IAC_RWY23_NDB | 28 DEC 2023 | AD_2_LFPG_PATC_RWY26L | 27 APR 2017 |
| PAMIER LES PUJOLS | | AD_2_LFPG_PATC_RWY26R | 27 APR 2017 |
| AD-2.LFDJ-1 | 05 OCT 2023 | AD_2_LFPG_PATC_RWY27L | 27 APR 2017 |
| AD-2.LFDJ-2 | 15 JUN 2023 | AD_2_LFPG_PATC_RWY27R | 27 APR 2017 |
| AD-2.LFDJ-3 | 25 FEB 2021 | AD_2_LFPG_AMG_01 | 15 JUN 2023 |
| AD-2.LFDJ-4 | 02 NOV 2023 | AD_2_LFPG_STAR_RWY09L_VPE_DEP | 17 FEB 2005 |
| AD-2.LFDJ-5 | 15 JUN 2023 | AD_2_LFPG_STAR_RWY08R_VPE_DEP | 17 FEB 2005 |
| AD_2_LFDJ_ADC_01 | 25 FEB 2021 | AD_2_LFPG_STAR_RWY26L_VPE_DEP | 17 FEB 2005 |
| AD_2_LFDJ_DATA_01 | 25 FEB 2021 | AD_2_LFPG_STAR_RWY27R_VPE_DEP | 17 FEB 2005 |
| AD_2_LFDJ_IAC_RWY09_RNP_Y | 25 FEB 2021 | AD_2_LFPG_STAR_RWY_EAST_RNAV_BIBAX_LUKIP | 15 JUN 2023 |
| AD_2_LFDJ_DATA_RWY09_RNP_Y_CODE | 25 FEB 2021 | AD_2_LFPG_STAR_RWY_EAST_RNAV_EPL_TRO | 21 MAR 2024 |
| AD_2_LFDJ_DATA_RWY09_RNP_Y_FASDB | 25 FEB 2021 | AD_2_LFPG_STAR_RWY_EAST_RNAV_MOPIIL_VEDUS | 21 MAR 2024 |
| AD_2_LFDJ_IAC_RWY09_RNP_Z | 14 JUL 2022 | AD_2_LFPG_STAR_RWY_EAST_RNAV_KEPER_ROMGO | 15 JUN 2023 |
| AD_2_LFDJ_DATA_RWY09_RNP_Z_CODE | 17 JUN 2021 | AD_2_LFPG_STAR_RWY_EAST_RNAV_MATIX_VEDUS | 07 SEP 2023 |
| AD_2_LFDJ_DATA_RWY09_RNP_Z_FASDB | 25 FEB 2021 | AD_2_LFPG_STAR_RWY_EAST_RNAV_TINIL | 21 MAR 2024 |
| AD_2_LFDJ_IAC_RWY09_NDB | 06 OCT 2022 | AD_2_LFPG_STAR_RWY_WEST_RNAV_BIBAX_LUKIP_01 | 15 JUN 2023 |
| PARIS CHARLES DE GAULLE | | AD_2_LFPG_STAR_RWY_WEST_RNAV_BIBAX_LUKIP_02 | 21 MAR 2024 |
| AD-2.LFPG-1 | 10 AUG 2023 | AD_2_LFPG_STAR_RWY_WEST_RNAV_BIBAX_LUKIP_H | 07 SEP 2023 |
| AD-2.LFPG-2 | 06 OCT 2022 | AD_2_LFPG_STAR_RWY_WEST_RNAV_EPL_TRO | 24 MAR 2022 |
| AD-2.LFPG-3 | 22 FEB 2024 | AD_2_LFPG_STAR_RWY_WEST_RNAV_KEPER | 21 MAR 2024 |
| AD-2.LFPG-4 | 28 DEC 2023 | AD_2_LFPG_STAR_RWY_WEST_RNAV_KEPER_ROMGO | 21 MAR 2024 |
| AD-2.LFPG-5 | 28 DEC 2023 | AD_2_LFPG_STAR_RWY_WEST_RNAV_MATIX_VEDUS | 05 OCT 2023 |
| AD-2.LFPG-6 | 22 FEB 2024 | AD_2_LFPG_STAR_RWY_ALL_HLDGCONV_NORTH | 08 OCT 2020 |
| AD-2.LFPG-7 | 28 DEC 2023 | AD_2_LFPG_STAR_RWY_ALL_HLDGCONV_SOUTH | 08 OCT 2020 |
| AD-2.LFPG-8 | 28 DEC 2023 | AD_2_LFPG_DATA_STAR_RWY08L_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-9 | 24 MAR 2022 | AD_2_LFPG_DATA_STAR_RWY08L_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-10 | 09 SEP 2021 | AD_2_LFPG_DATA_STAR_RWY08L_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-11 | 06 OCT 2022 | AD_2_LFPG_DATA_STAR_RWY08L_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-12 | 06 OCT 2022 | AD_2_LFPG_DATA_STAR_RWY09L_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-13 | 06 OCT 2022 | AD_2_LFPG_DATA_STAR_RWY09L_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-14 | 02 NOV 2023 | AD_2_LFPG_DATA_STAR_RWY09L_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-15 | 15 JUN 2023 | AD_2_LFPG_DATA_STAR_RWY09L_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-16 | 22 FEB 2024 | AD_2_LFPG_DATA_STAR_RWY08R_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-17 | 16 JUN 2022 | AD_2_LFPG_DATA_STAR_RWY08R_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-18 | 01 DEC 2022 | AD_2_LFPG_DATA_STAR_RWY08R_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-19 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY08R_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-20 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY09R_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-21 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY09R_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-22 | 30 DEC 2021 | AD_2_LFPG_DATA_STAR_RWY09R_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-23 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY09R_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-24 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY26L_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-25 | 30 DEC 2021 | AD_2_LFPG_DATA_STAR_RWY26L_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-26 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY26L_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-27 | 17 JUN 2021 | AD_2_LFPG_DATA_STAR_RWY26L_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-28 | 22 FEB 2024 | AD_2_LFPG_DATA_STAR_RWY27L_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-29 | 15 JUN 2023 | AD_2_LFPG_DATA_STAR_RWY27L_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-30 | 18 MAY 2023 | AD_2_LFPG_DATA_STAR_RWY27L_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-31 | 30 NOV 2023 | AD_2_LFPG_DATA_STAR_RWY27L_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-32 | 28 DEC 2023 | AD_2_LFPG_DATA_STAR_RWY26R_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-33 | 22 FEB 2024 | AD_2_LFPG_DATA_STAR_RWY26R_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-34 | 05 OCT 2023 | AD_2_LFPG_DATA_STAR_RWY26R_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-35 | 05 OCT 2023 | AD_2_LFPG_DATA_STAR_RWY26R_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-36 | 05 OCT 2023 | AD_2_LFPG_DATA_STAR_RWY27R_RNAV_CODE_01 | 28 DEC 2023 |
| AD-2.LFPG-37 | 05 OCT 2023 | AD_2_LFPG_DATA_STAR_RWY27R_RNAV_CODE_02 | 28 DEC 2023 |
| AD-2.LFPG-38 | 05 OCT 2023 | AD_2_LFPG_DATA_STAR_RWY27R_RNAV_CODE_03 | 28 DEC 2023 |
| AD-2.LFPG-39 | 18 MAY 2023 | AD_2_LFPG_DATA_STAR_RWY27R_RNAV_CODE_04 | 28 DEC 2023 |
| AD-2.LFPG-40 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08R_VPE_DEP | 29 DEC 2022 |
| AD-2.LFPG-41 | 21 MAR 2024 | AD_2_LFPG_SID_RWY09R_VPE_DEP | 29 DEC 2022 |
| AD-2.LFPG-42 | 21 MAR 2024 | AD_2_LFPG_SID_RWY26_VPE_DEP | 29 DEC 2022 |
| AD-2.LFPG-43 | 21 MAR 2024 | AD_2_LFPG_SID_RWY27_VPE_DEP | 29 DEC 2022 |
| AD-2.LFPG-44 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R_POGO_LFPO_RNAV | 28 DEC 2023 |
| AD-2.LFPG-45 | 18 MAY 2023 | AD_2_LFPG_DATA_SID_RWY08L-08R_POGO_LFPO_RNAV_CODE_01 | 07 SEP 2023 |
| AD-2.LFPG-46 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R-26L-26R_POGO_LFPO_RNAV_INSTR_01 | 07 SEP 2023 |
| AD-2.LFPG-47 | 18 MAY 2023 | AD_2_LFPG_SID_RWY26L-26R_POGO_LFPO_RNAV | 28 DEC 2023 |
| AD-2.LFPG-48 | 21 MAR 2024 | AD_2_LFPG_DATA_SID_RWY26L-26R_POGO_LFPO_RNAV_CODE_01 | 07 SEP 2023 |
| AD-2.LFPG-49 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_AGOPA_ERIXU_LATRA_OKASI_PIILUL | 28 DEC 2023 |
| AD-2.LFPG-50 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_DIKOL_RANUX_LANVI_BAXIR_BUBLI | 28 DEC 2023 |
| AD-2.LFPG-51 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_EVX_LGL | 28 DEC 2023 |
| AD-2.LFPG-52 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_OPALÉ_ATREX_NURMO | 28 DEC 2023 |
| AD-2.LFPG-53 | 18 MAY 2023 | AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_OLZOM_MONOT_DORDI | 28 DEC 2023 |
| AD-2.LFPG-54 | 18 MAY 2023 | AD_2_LFPG_DATA_SID_RWY08L-08R_RNAV_CODE_01 | 15 JUN 2023 |

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16 MAY 2024

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| VOLET | DATE | VOLET | DATE |
|---|-------------|---|-------------|
| AD_2_LFPG_DATA_SID_RWY08L-08R_RNAV_CODE_02 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY09L_INA_RNAV_LORNI_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY08L-08R_RNAV_CODE_03 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY09L_INA_RNAV_MOPAR_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY08L-08R_RNAV_CODE_04 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY09L_INA_RNAV_OKIPA_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY08L-08R_RNAV_CODE_05 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY09L_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_01 | 29 DEC 2022 | AD_2_LFPG_DATA_RWY08L_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_02 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY08L_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_03 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY08R_FNA_RNP | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_04 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY08R_FNA_RNP_CODE | 03 DEC 2020 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_05 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY09L_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_06 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY09L_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_07 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY08R_RNP_FASDB | 27 FEB 2020 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_08 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY08R_INA_RNAV_BANOX_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_09 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY08R_INA_RNAV_LORNI_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY08L-08R-09L-09R_RNAV_INSTR_10 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY08R_INA_RNAV_MOPAR_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY09L-09R_RNAV_CODE_01 | 29 DEC 2022 | AD_2_LFPG_IAC_RWY08R_INA_RNAV_OKIPA_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY09L-09R_RNAV_CODE_02 | 07 SEP 2023 | AD_2_LFPG_DATA_RWY08R_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY09L-09R_RNAV_CODE_03 | 07 SEP 2023 | AD_2_LFPG_IAC_RWY09R_FNA_RNP | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY09L-09R_RNAV_CODE_04 | 07 SEP 2023 | AD_2_LFPG_DATA_RWY09R_FNA_RNP_CODE | 03 DEC 2020 |
| AD_2_LFPG_DATA_SID_RWY09L-09R_RNAV_CODE_05 | 07 SEP 2023 | AD_2_LFPG_DATA_RWY09R_RNP_FASDB | 12 SEP 2019 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_AGOPA_ERIXU_LATRA_OKASI_PILUL | 28 DEC 2023 | AD_2_LFPG_DATA_RWY09R_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_EVX_LGL | 22 FEB 2024 | AD_2_LFPG_DATA_RWY08R_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_OPALÉ_ATREX_NURMO | 28 DEC 2023 | AD_2_LFPG_IAC_RWY08R_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_OLZOM_MONOT_DORDI | 28 DEC 2023 | AD_2_LFPG_DATA_RWY09R_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_RANUX_LANVI_BUBLI_DIKOL_BAXIR | 28 DEC 2023 | AD_2_LFPG_IAC_RWY08R_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY26L-26R_RNAV_CODE_01 | 29 DEC 2022 | AD_2_LFPG_IAC_RWY26L_FNA_RNP | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY26L-26R_RNAV_CODE_02 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY26L_FNA_RNP_CODE | 03 DEC 2020 |
| AD_2_LFPG_DATA_SID_RWY26L-26R_RNAV_CODE_03 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY26L_RNP_FASDB | 27 FEB 2020 |
| AD_2_LFPG_DATA_SID_RWY26L-26R_RNAV_CODE_04 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY26L_INA_RNAV_BANOX_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_01 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY26L_INA_RNAV_LORNI_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_02 | 05 OCT 2023 | AD_2_LFPG_IAC_RWY26L_INA_RNAV_MOPAR_MOBRO_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_03 | 05 OCT 2023 | AD_2_LFPG_IAC_RWY26L_INA_RNAV_OKIPA_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_04 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY26L_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_05 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY27L_FNA_RNP | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_06 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY27L_FNA_RNP_CODE | 16 JUN 2022 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_07 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY27L_RNP_FASDB | 12 SEP 2019 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_08 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY27L_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_09 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY26L_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY26L-26R-27L-27R_RNAV_INSTR_10 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY26L_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY27L-27R_RNAV_CODE_01 | 29 DEC 2022 | AD_2_LFPG_IAC_RWY26R_FNA_RNP | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY27L-27R_RNAV_CODE_02 | 29 DEC 2022 | AD_2_LFPG_DATA_RWY26R_FNA_RNP_CODE | 03 DEC 2020 |
| AD_2_LFPG_DATA_SID_RWY27L-27R_RNAV_CODE_03 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY27L_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY27L-27R_RNAV_CODE_04 | 15 JUN 2023 | AD_2_LFPG_IAC_RWY27L_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_DATA_SID_RWY27L-27R_RNAV_CODE_05 | 15 JUN 2023 | AD_2_LFPG_DATA_RWY26R_RNP_FASDB | 27 FEB 2020 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_01 | 09 SEP 2021 | AD_2_LFPG_DATA_RWY26R_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_02 | 29 DEC 2022 | AD_2_LFPG_IAC_RWY27R_FNA_RNP | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_03 | 29 DEC 2022 | AD_2_LFPG_DATA_RWY27R_FNA_RNP_CODE | 16 JUN 2022 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_04 | 09 SEP 2021 | AD_2_LFPG_DATA_RWY27R_RNP_FASDB | 12 SEP 2019 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_05 | 20 MAY 2021 | AD_2_LFPG_IAC_RWY27R_INA_RNAV_BANOX_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_06 | 29 DEC 2022 | AD_2_LFPG_IAC_RWY27R_INA_RNAV_LORNI_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_07 | 29 DEC 2022 | AD_2_LFPG_IAC_RWY27R_INA_RNAV_MOPAR_MOBRO_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_08 | 22 FEB 2024 | AD_2_LFPG_IAC_RWY27R_INA_RNAV_OKIPA_NIGHT | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_09 | 06 OCT 2022 | AD_2_LFPG_DATA_RWY27R_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFPG_SID_RWY_EAST_CONV_INI_INSTR_10 | 21 MAR 2024 | AD_2_LFPG_DATA_RWY26R_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_DATA_01 | 21 MAR 2024 | AD_2_LFPG_IAC_RWY26R_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_DATA_02 | 21 MAR 2024 | AD_2_LFPG_DATA_RWY26R_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_DATA_03 | 21 MAR 2024 | AD_2_LFPG_DATA_RWY27R_FNA_ILS_CAT123_LOC_CODE | 21 MAR 2024 |
| AD_2_LFPG_DATA_04 | 21 MAR 2024 | AD_2_LFPG_IAC_RWY27R_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_DATA_05 | 21 MAR 2024 | AD_2_LFPG_IAC_RWY27R_FNA_ILS_CAT123_LOC | 21 MAR 2024 |
| AD_2_LFPG_APDC_01 | 05 OCT 2023 | PARIS LE BOURGET | |
| AD_2_LFPG_APDC_02 | 22 FEB 2024 | AD-2.LFPB-1 | 18 APR 2024 |
| AD_2_LFPG_APDC_03 | 15 JUN 2023 | AD-2.LFPB-2 | 05 OCT 2023 |
| AD_2_LFPG_APDC_04 | 02 NOV 2023 | AD-2.LFPB-3 | 18 APR 2024 |
| AD_2_LFPG_APDC_05 | 02 NOV 2023 | AD-2.LFPB-4 | 18 APR 2024 |
| AD_2_LFPG_GMC_01 | 30 NOV 2023 | AD-2.LFPB-5 | 24 FEB 2022 |
| AD_2_LFPG_GMC_02 | 30 NOV 2023 | AD-2.LFPB-6 | 18 MAY 2023 |
| AD_2_LFPG_GMC_03 | 05 OCT 2023 | AD-2.LFPB-7 | 28 DEC 2023 |
| AD_2_LFPG_GMC_04 | 05 OCT 2023 | AD-2.LFPB-8 | 15 JUN 2023 |
| AD_2_LFPG_GMC_05 | 05 OCT 2023 | AD-2.LFPB-9 | 18 APR 2024 |
| AD_2_LFPG_GMC_06 | 05 OCT 2023 | AD-2.LFPB-10 | 18 APR 2024 |
| AD_2_LFPG_GMC_07 | 28 DEC 2023 | AD-2.LFPB-11 | 18 APR 2024 |
| AD_2_LFPG_GMC_08 | 28 DEC 2023 | AD-2.LFPB-12 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_BANOX | 21 MAR 2024 | AD-2.LFPB-13 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_LORNI_01 | 21 MAR 2024 | AD-2.LFPB-14 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_LORNI_02 | 21 MAR 2024 | AD-2.LFPB-15 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_MOPAR | 21 MAR 2024 | AD-2.LFPB-16 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_01 | 21 MAR 2024 | AD-2.LFPB-17 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_02 | 21 MAR 2024 | AD-2.LFPB-18 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_03 | 21 MAR 2024 | AD-2.LFPB-19 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_04 | 21 MAR 2024 | AD-2.LFPB-20 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_05 | 21 MAR 2024 | AD-2.LFPB-21 | 18 APR 2024 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_06 | 21 MAR 2024 | AD_2_LFPB_COM_01 | 15 JUN 2023 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_07 | 21 MAR 2024 | AD_2_LFPB_AOC_RWY07-25 | 31 DEC 2020 |
| AD_2_LFPG_IAC_RWY_EAST_INA_RNAV_OKIPA_08 | 21 MAR 2024 | AD_2_LFPB_AOC_RWY09 | 08 OCT 2020 |
| AD_2_LFPG_IAC_RWY08L_FNA_RNP | 21 MAR 2024 | AD_2_LFPB_AOC_RWY21 | 25 FEB 2021 |
| AD_2_LFPG_DATA_RWY08L_FNA_RNP_CODE | 03 DEC 2020 | AD_2_LFPB_AMG_01 | 20 APR 2023 |
| AD_2_LFPG_DATA_RWY08L_RNP_FASDB | 27 FEB 2020 | AD_2_LFPB_STAR_RWY_ALL_HLDGCONV_NORTH | 08 OCT 2020 |
| AD_2_LFPG_DATA_RWY08L_INA_RNAV_CODE_01 | 21 MAR 2024 | AD_2_LFPB_STAR_RWY_ALL_HLDGCONV_SOUTH | 08 OCT 2020 |
| AD_2_LFPG_IAC_RWY09L_FNA_RNP | 21 MAR 2024 | AD_2_LFPB_STAR_RWY07_RNAV_EPL_TRO | 08 OCT 2020 |
| AD_2_LFPG_DATA_RWY09L_FNA_RNP_CODE | 03 DEC 2020 | AD_2_LFPB_STAR_RWY07_RNAV_EPL_RLP_DJI_PIBAT_MOU_TRO | 24 MAR 2022 |
| AD_2_LFPG_DATA_RWY09L_RNP_FASDB | 12 SEP 2019 | AD_2_LFPB_STAR_RWY07_RNAV_KEPER_ROMGO | 28 DEC 2023 |
| AD_2_LFPG_IAC_RWY09L_INA_RNAV_BANOX_NIGHT | 21 MAR 2024 | AD_2_LFPB_STAR_RWY07_RNAV_MATIX_MOPIL_RENSA | 08 OCT 2020 |
| | | AD_2_LFPB_STAR_RWY07_RNAV_PEXIR_VELOL | 21 MAR 2024 |

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| AD_2_LFPB_DATA_STAR_RWY07_RNAV_CODE_01 | 28 DEC 2023 | AD_2_LFPB_IAC_RWY27_FNA_RNP | 06 OCT 2022 |
| AD_2_LFPB_DATA_STAR_RWY07_RNAV_CODE_02 | 28 DEC 2023 | AD_2_LFPB_DATA_RWY27_FNA_RNP_CODE | 16 JUN 2022 |
| AD_2_LFPB_STAR_RWY25-27_RNAV_EPL_TRO | 08 OCT 2020 | AD_2_LFPB_DATA_RWY27_RNP_FASDB | 16 JUN 2022 |
| AD_2_LFPB_STAR_RWY25-27_RNAV_EPL_RLP_DJL_PIBAT_MOU_TRO | 24 MAR 2022 | AD_2_LFPB_DATA_RWY27_INA_RNAV_CODE_GNSS | 21 MAR 2024 |
| AD_2_LFPB_STAR_RWY25-27_RNAV_KEPER_ROMGO | 28 DEC 2023 | AD_2_LFPB_IAC_RWY27_FNA_ILS_CAT1_LOC | 06 OCT 2022 |
| AD_2_LFPB_STAR_RWY25-27_RNAV_MATIX_MOPIL_RENSA | 08 OCT 2020 | AD_2_LFPB_DATA_RWY27_FNA_ILS_CAT_1_LOC_CODE | 16 JUN 2022 |
| AD_2_LFPB_STAR_RWY25-27_RNAV_PEXIR_VELOL | 21 MAR 2024 | | |
| AD_2_LFPB_DATA_STAR_RWY25_RNAV_CODE_01 | 28 DEC 2023 | PARIS ORLY | |
| AD_2_LFPB_DATA_STAR_RWY25_RNAV_CODE_02 | 28 DEC 2023 | AD-2.LFPO-1 | 18 MAY 2023 |
| AD_2_LFPB_DATA_STAR_RWY27_RNAV_CODE_01 | 28 DEC 2023 | AD-2.LFPO-2 | 07 SEP 2023 |
| AD_2_LFPB_DATA_STAR_RWY27_RNAV_CODE_02 | 28 DEC 2023 | AD-2.LFPO-3 | 18 APR 2024 |
| AD_2_LFPB_DATA_STAR_RWY27_RNAV_CODE_02 | 28 DEC 2023 | AD-2.LFPO-4 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY07-09-21_RNAV_EAST | 16 JUN 2022 | AD-2.LFPO-5 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY07-09-21_RNAV_NORTH | 16 JUN 2022 | AD-2.LFPO-6 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY07-09-21_RNAV_WEST | 16 JUN 2022 | AD-2.LFPO-7 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY07-09-21_RNAV_SOUTH | 15 JUN 2023 | AD-2.LFPO-8 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY07_RNAV_CODE_01 | 15 JUN 2023 | AD-2.LFPO-9 | 28 DEC 2023 |
| AD_2_LFPB_DATA_SID_RWY07_RNAV_CODE_02 | 15 JUN 2023 | AD-2.LFPO-10 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY07_RNAV_INSTR_01 | 15 JUN 2023 | AD-2.LFPO-11 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY07_RNAV_INSTR_02 | 15 JUN 2023 | AD-2.LFPO-12 | 05 OCT 2023 |
| AD_2_LFPB_DATA_SID_RWY09_RNAV_CODE_01 | 15 JUN 2023 | AD-2.LFPO-13 | 18 APR 2024 |
| AD_2_LFPB_DATA_SID_RWY09_RNAV_CODE_02 | 15 JUN 2023 | AD-2.LFPO-14 | 18 APR 2024 |
| AD_2_LFPB_DATA_SID_RWY09_RNAV_CODE_03 | 15 JUN 2023 | AD-2.LFPO-15 | 30 NOV 2023 |
| AD_2_LFPB_DATA_SID_RWY09_RNAV_CODE_04 | 15 JUN 2023 | AD-2.LFPO-16 | 30 NOV 2023 |
| AD_2_LFPB_DATA_SID_RWY09_RNAV_CODE_05 | 15 JUN 2023 | AD-2.LFPO-17 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY09_RNAV_INSTR_01 | 15 JUN 2023 | AD-2.LFPO-18 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY09_RNAV_INSTR_02 | 15 JUN 2023 | AD-2.LFPO-19 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY09_RNAV_INSTR_03 | 15 JUN 2023 | AD-2.LFPO-20 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY07-09_CONV | 03 NOV 2022 | AD-2.LFPO-21 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY07-09_CONV_INSTR_01 | 20 APR 2023 | AD-2.LFPO-22 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY07-09_CONV_POGO_EAST_LFPN_LFPV | 07 SEP 2023 | AD-2.LFPO-23 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY07-09_CONV_POGO_EAST_LFPN_LFPV_INSTR_01 | 15 JUN 2023 | AD-2.LFPO-24 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY21-25_RNAV_EAST | 16 JUN 2022 | AD-2.LFPO-25 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY21-25_RNAV_NORTH | 16 JUN 2022 | AD-2.LFPO-26 | 18 APR 2024 |
| AD_2_LFPB_SID_RWY21-25_RNAV_WEST | 16 JUN 2022 | AD-2.LFPO-27 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY21-25_RNAV_SOUTH | 15 JUN 2023 | AD-2.LFPO-28 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY21_RNAV_CODE_01 | 15 JUN 2023 | AD-2.LFPO-29 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY21_RNAV_CODE_02 | 15 JUN 2023 | AD-2.LFPO-30 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY21_RNAV_CODE_03 | 15 JUN 2023 | AD-2.LFPO-31 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY21_RNAV_CODE_04 | 15 JUN 2023 | AD-2.LFPO-32 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY21_RNAV_INSTR_01 | 15 JUN 2023 | AD-2.LFPO-33 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY21_RNAV_INSTR_02 | 15 JUN 2023 | AD-2.LFPO-34 | 28 DEC 2023 |
| AD_2_LFPB_SID_RWY21_RNAV_INSTR_03 | 15 JUN 2023 | AD-2.LFPO-35 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY25_RNAV_CODE_01 | 15 JUN 2023 | AD-2.LFPO-36 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY25_RNAV_CODE_02 | 15 JUN 2023 | AD-2.LFPO-37 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY25_RNAV_CODE_03 | 15 JUN 2023 | AD-2.LFPO-38 | 13 JUL 2023 |
| AD_2_LFPB_DATA_SID_RWY25_RNAV_CODE_04 | 15 JUN 2023 | AD-2.LFPO-39 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY25_RNAV_INSTR_01 | 15 JUN 2023 | AD-2.LFPO-40 | 13 JUL 2023 |
| AD_2_LFPB_SID_RWY25_RNAV_INSTR_02 | 15 JUN 2023 | AD_2_LFPO_COM_01 | 10 AUG 2023 |
| AD_2_LFPB_SID_RWY25_RNAV_INSTR_03 | 15 JUN 2023 | AD_2_LFPO_AOC_RWY06-24 | 28 DEC 2023 |
| AD_2_LFPB_SID_RWY25_CONV | 03 NOV 2022 | AD_2_LFPO_AOC_RWY07-25 | 07 SEP 2023 |
| AD_2_LFPB_SID_RWY25_CONV_INSTR_01 | 20 APR 2023 | AD_2_LFPO_AOC_RWY20 | 08 OCT 2020 |
| AD_2_LFPB_SID_RWY25_CONV_POGO_WEST_LFPN_LFPV | 07 SEP 2023 | AD_2_LFPO_PATC_RWY06 | 08 OCT 2020 |
| AD_2_LFPB_SID_RWY25_CONV_POGO_WEST_LFPN_LFPV_INSTR_01 | 07 SEP 2023 | AD_2_LFPO_PATC_RWY07 | 15 JUN 2023 |
| AD_2_LFPB_SID_RWY07-09_INI | 15 JUN 2023 | AD_2_LFPO_PATC_RWY24 | 08 OCT 2020 |
| AD_2_LFPB_SID_RWY07-09_INI_INSTR_01 | 15 JUN 2023 | AD_2_LFPO_PATC_RWY25 | 08 OCT 2020 |
| AD_2_LFPB_SID_RWY21_RNAV_EAST_INI | 20 MAY 2021 | AD_2_LFPO_AMG_01 | 03 NOV 2022 |
| AD_2_LFPB_SID_RWY21_RNAV_INSTR_INI | 20 MAY 2021 | AD_2_LFPO_STAR_RWY06_VPE_ILS | 23 MAR 2023 |
| AD_2_LFPB_SID_RWY25_INI | 15 JUN 2023 | AD_2_LFPO_STAR_RWY25_VPE_ILS | 12 SEP 2019 |
| AD_2_LFPB_SID_RWY25_INI_INSTR_01 | 15 JUN 2023 | AD_2_LFPO_STAR_RWY_ALL_HLDGCONV_NORTH | 02 DEC 2021 |
| AD_2_LFPB_ADC_01 | 28 DEC 2023 | AD_2_LFPO_STAR_RWY_ALL_HLDGCONV_SOUTH | 08 OCT 2020 |
| AD_2_LFPB_ADC_02 | 28 FEB 2019 | AD_2_LFPO_STAR_RWY_ALL_RNAV_EPL_MOU | 24 MAR 2022 |
| AD_2_LFPB_DATA_01 | 15 JUN 2023 | AD_2_LFPO_STAR_RWY02-06-07_RNAV_MATIX_MOPIL_RENSA | 07 SEP 2023 |
| AD_2_LFPB_DATA_02 | 15 JUN 2023 | AD_2_LFPO_STAR_RWY02-06-07_RNAV_NIMER_AMB_LUMAN_BOBSA_CAD | 27 JAN 2022 |
| AD_2_LFPB_DATA_03 | 15 JUN 2023 | AD_2_LFPO_DATA_STAR_RWY02_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFPB_APDC_01 | 18 APR 2024 | AD_2_LFPO_DATA_STAR_RWY02_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFPB_GMC_01 | 28 DEC 2023 | AD_2_LFPO_DATA_STAR_RWY06_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFPB_GMC_02 | 18 APR 2024 | AD_2_LFPO_DATA_STAR_RWY06_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFPB_IAC_RWY_WEST_INA_RNAV_BANOX | 21 MAR 2024 | AD_2_LFPO_DATA_STAR_RWY07_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFPB_IAC_RWY_WEST_INA_RNAV_MOBRO_MOPAR | 21 MAR 2024 | AD_2_LFPO_DATA_STAR_RWY07_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFPB_IAC_RWY_WEST_INA_RNAV_OKABO | 21 MAR 2024 | AD_2_LFPO_STAR_RWY20-24-25_RNAV_MATIX_MOPIL_RENSA | 07 SEP 2023 |
| AD_2_LFPB_IAC_RWY_WEST_INA_RNAV_VEBEK | 21 MAR 2024 | AD_2_LFPO_STAR_RWY20-24-25_RNAV_NIMER_AMB_LUMAN_BOBSA_CAD | 27 JAN 2022 |
| AD_2_LFPB_IAC_RWY07_FNA_RNP | 06 OCT 2022 | AD_2_LFPO_DATA_STAR_RWY20_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFPB_DATA_RWY07_FNA_RNP_CODE | 16 JUN 2022 | AD_2_LFPO_DATA_STAR_RWY20_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFPB_DATA_RWY07_RNP_FASDB | 16 JUN 2022 | AD_2_LFPO_DATA_STAR_RWY24_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFPB_IAC_RWY07_INA_RNAV_BANOX | 21 MAR 2024 | AD_2_LFPO_DATA_STAR_RWY24_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFPB_IAC_RWY07_INA_RNAV_KOLIV | 21 MAR 2024 | AD_2_LFPO_DATA_STAR_RWY25_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFPB_IAC_RWY07_INA_RNAV_OKABO | 21 MAR 2024 | AD_2_LFPO_DATA_STAR_RWY25_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFPB_IAC_RWY07_INA_RNAV_VEBEK | 21 MAR 2024 | AD_2_LFPO_SID_RWY07_VPE_DEP | 15 JUN 2023 |
| AD_2_LFPB_DATA_RWY07_INA_RNAV_CODE_GNSS | 21 MAR 2024 | AD_2_LFPO_SID_RWY24_VPE_DEP | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY03_VPT_A | 08 OCT 2020 | AD_2_LFPO_SID_RWY06-07_RNAV_NORTH | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY03_VPT_C | 08 OCT 2020 | AD_2_LFPO_SID_RWY06-07_RNAV_SOUTH | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY07_FNA_ILS_CAT1_LOC | 06 OCT 2022 | AD_2_LFPO_SID_RWY06-07_RNAV_EAST | 15 JUN 2023 |
| AD_2_LFPB_DATA_RWY07_FNA_ILS_CAT_1_LOC_CODE | 16 JUN 2022 | AD_2_LFPO_SID_RWY06-07_RNAV_WEST | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY07_FNA_VOR | 06 OCT 2022 | AD_2_LFPO_SID_RWY06-07_RNAV_OLZOM_MONOT_DORDI | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY21_VPT_B | 29 DEC 2022 | AD_2_LFPO_SID_RWY06_RNAV_NORTH_INSTR_01 | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY25_FNA_RNP | 29 DEC 2022 | AD_2_LFPO_SID_RWY06_RNAV_SOUTH_INSTR_01 | 15 JUN 2023 |
| AD_2_LFPB_DATA_RWY25_FNA_RNP_CODE | 08 OCT 2020 | AD_2_LFPO_SID_RWY06_RNAV_EAST_INSTR_01 | 15 JUN 2023 |
| AD_2_LFPB_DATA_RWY25_INA_RNAV_CODE_GNSS | 21 MAR 2024 | AD_2_LFPO_SID_RWY06_RNAV_WEST_INSTR_01 | 15 JUN 2023 |
| AD_2_LFPB_IAC_RWY25_LOC_A | 29 DEC 2022 | AD_2_LFPO_DATA_SID_RWY06_RNAV_CODE_01 | 02 NOV 2023 |
| AD_2_LFPB_IAC_RWY25_VPT_D | 08 OCT 2020 | AD_2_LFPO_DATA_SID_RWY06_RNAV_CODE_02 | 02 NOV 2023 |

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| AD_2_LFPO_DATA_SID_RWY06_RNAV_CODE_03 | 02 NOV 2023 | AD_2_LFPO_IAC_RWY24_FNA_RNP | 07 SEP 2023 |
| AD_2_LFPO_DATA_SID_RWY06_RNAV_CODE_04 | 02 NOV 2023 | AD_2_LFPO_DATA_RWY24_FNA_RNP_CODE | 08 OCT 2020 |
| AD_2_LFPO_DATA_SID_RWY06_RNAV_CODE_05 | 02 NOV 2023 | AD_2_LFPO_DATA_RWY24_RNP_FASDB | 12 SEP 2019 |
| AD_2_LFPO_SID_RWY07_RNAV_NORTH_INSTR_01 | 15 JUN 2023 | AD_2_LFPO_DATA_RWY24_INA_RNAV_CODE_GNSS | 21 MAR 2024 |
| AD_2_LFPO_SID_RWY07_RNAV_SOUTH_INSTR_01 | 15 JUN 2023 | AD_2_LFPO_IAC_RWY25_FNA_RNP | 07 SEP 2023 |
| AD_2_LFPO_SID_RWY07_RNAV_EAST_INSTR_01 | 15 JUN 2023 | AD_2_LFPO_DATA_RWY25_FNA_RNP_CODE | 03 NOV 2022 |
| AD_2_LFPO_SID_RWY07_RNAV_WEST_INSTR_01 | 15 JUN 2023 | AD_2_LFPO_DATA_RWY25_INA_RNAV_CODE_GNSS | 21 MAR 2024 |
| AD_2_LFPO_DATA_SID_RWY07_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFPO_IAC_RWY24_FNA_ILS_CAT123_LOC | 18 APR 2024 |
| AD_2_LFPO_DATA_SID_RWY07_RNAV_CODE_02 | 02 NOV 2023 | AD_2_LFPO_IAC_RWY25_FNA_ILS_CAT123_LOC | 07 SEP 2023 |
| AD_2_LFPO_DATA_SID_RWY07_RNAV_CODE_03 | 02 NOV 2023 | PAU PYRENEES | |
| AD_2_LFPO_DATA_SID_RWY07_RNAV_CODE_04 | 02 NOV 2023 | AD-2.LFBP-1 | 02 NOV 2023 |
| AD_2_LFPO_DATA_SID_RWY07_RNAV_CODE_05 | 02 NOV 2023 | AD-2.LFBP-2 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_NORTH | 15 JUN 2023 | AD-2.LFBP-3 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_SOUTH | 15 JUN 2023 | AD-2.LFBP-4 | 25 JAN 2024 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_EAST | 15 JUN 2023 | AD-2.LFBP-5 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_WEST | 15 JUN 2023 | AD-2.LFBP-6 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_OLZOM_MONOT_DORDI | 15 JUN 2023 | AD-2.LFBP-7 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20_RNAV_NORTH_INSTR_01 | 15 JUN 2023 | AD-2.LFBP-8 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20_RNAV_SOUTH_INSTR_01 | 15 JUN 2023 | AD-2.LFBP-9 | 23 MAR 2023 |
| AD_2_LFPO_SID_RWY20_RNAV_EAST_INSTR_01 | 15 JUN 2023 | AD-2.LFBP-10 | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20_RNAV_WEST_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_AOC_RWY13-31 | 08 SEP 2022 |
| AD_2_LFPO_DATA_SID_RWY20_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFBP_PATC_RWY31 | 03 DEC 2020 |
| AD_2_LFPO_DATA_SID_RWY20_RNAV_CODE_02 | 02 NOV 2023 | AD_2_LFBP_ARC_01 | 15 JUN 2023 |
| AD_2_LFPO_DATA_SID_RWY20_RNAV_CODE_03 | 02 NOV 2023 | AD_2_LFBP_MVA_01 | 15 JUN 2023 |
| AD_2_LFPO_DATA_SID_RWY20_RNAV_CODE_04 | 02 NOV 2023 | AD_2_LFBP_STAR_RWY_ALL_RNAV | 02 NOV 2023 |
| AD_2_LFPO_DATA_SID_RWY20_RNAV_CODE_05 | 02 NOV 2023 | AD_2_LFBP_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY24_RNAV_NORTH_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_STAR_RWY_ALL_RNAV_INSTR_01 | 23 JUN 2016 |
| AD_2_LFPO_SID_RWY24_RNAV_SOUTH_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_STAR_RWY_ALL_CONV | 15 JUN 2023 |
| AD_2_LFPO_SID_RWY24_RNAV_EAST_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_STAR_RWY_ALL_CONV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY24_RNAV_WEST_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_SID_RWY_ALL_RNAV | 29 DEC 2022 |
| AD_2_LFPO_DATA_SID_RWY24_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFBP_SID_RWY_ALL_CONV | 29 DEC 2022 |
| AD_2_LFPO_DATA_SID_RWY24_RNAV_CODE_02 | 02 NOV 2023 | AD_2_LFBP_SID_RWY_ALL_CONV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFPO_DATA_SID_RWY24_RNAV_CODE_03 | 02 NOV 2023 | AD_2_LFBP_SID_RWY_ALL_CONV_INSTR_02 | 29 DEC 2022 |
| AD_2_LFPO_DATA_SID_RWY24_RNAV_CODE_04 | 02 NOV 2023 | AD_2_LFBP_DATA_SID_RWY13_RNAV_CODE_01 | 29 DEC 2022 |
| AD_2_LFPO_DATA_SID_RWY24_RNAV_CODE_05 | 02 NOV 2023 | AD_2_LFBP_SID_RWY13_RNAV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY25_RNAV_NORTH_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_DATA_SID_RWY31_RNAV_CODE_01 | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY25_RNAV_SOUTH_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_SID_RWY31_RNAV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY25_RNAV_EAST_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_ADC_01 | 25 JAN 2024 |
| AD_2_LFPO_SID_RWY25_RNAV_WEST_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_DATA_01 | 25 JAN 2024 |
| AD_2_LFPO_DATA_SID_RWY25_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFBP_APDC_01 | 08 SEP 2022 |
| AD_2_LFPO_DATA_SID_RWY25_RNAV_CODE_02 | 02 NOV 2023 | AD_2_LFBP_IAC_RWY13_VPT_A | 25 JAN 2024 |
| AD_2_LFPO_DATA_SID_RWY25_RNAV_CODE_03 | 02 NOV 2023 | AD_2_LFBP_IAC_RWY31_FNA_RNP | 02 NOV 2023 |
| AD_2_LFPO_DATA_SID_RWY25_RNAV_CODE_04 | 02 NOV 2023 | AD_2_LFBP_DATA_RWY31_RNP_CODE | 02 NOV 2023 |
| AD_2_LFPO_DATA_SID_RWY25_RNAV_CODE_05 | 02 NOV 2023 | AD_2_LFBP_DATA_RWY31_RNP_FASDB | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY06-07_RNAV_POGO_LFPG | 15 JUN 2023 | AD_2_LFBP_IAC_RWY31_FNA_ILS_CAT_1_2_3_LOC | 29 DEC 2022 |
| AD_2_LFPO_DATA_SID_RWY06-07_RNAV_POGO_LFPG_CODE_01 | 15 JUN 2023 | AD_2_LFBP_IAC_RWY31_INA_CONV | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY06-07_RNAV_POGO_LFPG_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_IAC_RWY31_INA_RNAV_BAGRO | 02 NOV 2023 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_POGO_LFPG | 15 JUN 2023 | AD_2_LFBP_IAC_RWY31_INA_RNAV_OSVEG | 02 NOV 2023 |
| AD_2_LFPO_DATA_SID_RWY20-24-25_RNAV_POGO_LFPG_CODE_01 | 15 JUN 2023 | AD_2_LFBP_IAC_RWY31_NDB_Y | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_POGO_LFPG_INSTR_01 | 15 JUN 2023 | AD_2_LFBP_IAC_RWY31_FNA_NDB_Z | 29 DEC 2022 |
| AD_2_LFPO_SID_RWY06-07_RNAV_INI | 15 JUN 2023 | PERIGUEUX BASSILLAC | |
| AD_2_LFPO_SID_RWY20-24-25_RNAV_INI | 15 JUN 2023 | AD-2.LFBX-1 | 16 MAY 2024 |
| AD_2_LFPO_ADC_01 | 18 APR 2024 | AD-2.LFBX-2 | 16 MAY 2024 |
| AD_2_LFPO_ADC_02 | 18 APR 2024 | AD-2.LFBX-3 | 28 DEC 2023 |
| AD_2_LFPO_DATA_01 | 28 DEC 2023 | AD-2.LFBX-4 | 16 MAY 2024 |
| AD_2_LFPO_DATA_02 | 28 DEC 2023 | AD-2.LFBX-5 | 16 MAY 2024 |
| AD_2_LFPO_DATA_03 | 07 SEP 2023 | AD-2.LFBX-6 | 28 DEC 2023 |
| AD_2_LFPO_APDC_01 | 18 APR 2024 | AD_2_LFBX_ADC_01 | 28 DEC 2023 |
| AD_2_LFPO_APDC_02 | 30 NOV 2023 | AD_2_LFBX_DATA_01 | 16 MAY 2024 |
| AD_2_LFPO_GMC_01 | 18 APR 2024 | AD_2_LFBX_IAC_RWY29_RNP | 16 MAY 2024 |
| AD_2_LFPO_GMC_02 | 18 APR 2024 | AD_2_LFBX_DATA_RWY29_RNP_CODE | 28 DEC 2023 |
| AD_2_LFPO_GMC_03 | 18 APR 2024 | AD_2_LFBX_DATA_RWY29_RNP_FASDB | 16 MAY 2024 |
| AD_2_LFPO_GMC_04 | 18 APR 2024 | PERPIGNAN RIVESALTES | |
| AD_2_LFPO_IAC_RWY_EAST_INA_RNAV_MOLBA | 21 MAR 2024 | AD-2.LFMP-1 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY_EAST_INA_RNAV_ODILO | 21 MAR 2024 | AD-2.LFMP-2 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY_EAST_INA_RNAV_VEBEK | 21 MAR 2024 | AD-2.LFMP-3 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY_WEST_INA_RNAV_MOLBA | 21 MAR 2024 | AD-2.LFMP-4 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY_WEST_INA_RNAV_ODILO | 21 MAR 2024 | AD-2.LFMP-5 | 02 NOV 2023 |
| AD_2_LFPO_IAC_RWY_WEST_INA_RNAV_VEBEK | 21 MAR 2024 | AD-2.LFMP-6 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY02_FNA_RNP | 07 SEP 2023 | AD-2.LFMP-7 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY02_FNA_RNP_CODE | 08 OCT 2020 | AD-2.LFMP-8 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY02_RNP_FASDB | 12 SEP 2019 | AD-2.LFMP-9 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY02_INA_RNAV_CODE_GNSS | 21 MAR 2024 | AD_2_LFMP_COM_01 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY06_FNA_RNP | 07 SEP 2023 | AD_2_LFMP_AOC_RWY15-33 | 28 JAN 2021 |
| AD_2_LFPO_DATA_RWY06_FNA_RNP_CODE | 29 DEC 2022 | AD_2_LFMP_DATA_STAR_RWY15_RNAV_CODE_01 | 23 FEB 2023 |
| AD_2_LFPO_DATA_RWY06_RNP_FASDB | 29 DEC 2022 | AD_2_LFMP_STAR_RWY15_RNAV | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY06_INA_RNAV_ODILO | 21 MAR 2024 | AD_2_LFMP_DATA_STAR_RWY33_RNAV_CODE_01 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY06_INA_RNAV_CODE_GNSS | 21 MAR 2024 | AD_2_LFMP_STAR_RWY33_RNAV_CONV | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY07_FNA_RNP | 07 SEP 2023 | AD_2_LFMP_SID_RWY_ALL_RNAV | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY07_FNA_RNP_CODE | 07 SEP 2023 | AD_2_LFMP_DATA_SID_RWY_ALL_RNAV_CODE | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY02_FNA_ILS_CAT1_LOC | 07 SEP 2023 | AD_2_LFMP_SID_RWY_ALL_RNAV_INSTR_01 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY07_RNP_FASDB | 30 NOV 2023 | AD_2_LFMP_SID_RWY15_CONV | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY07_INA_RNAV_CODE_GNSS | 21 MAR 2024 | AD_2_LFMP_SID_RWY15_CONV_INSTR_01 | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY06_FNA_ILS_CAT123_LOC | 07 SEP 2023 | AD_2_LFMP_SID_RWY33_CONV | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY07_FNA_ILS_CAT123_LOC | 07 SEP 2023 | AD_2_LFMP_SID_RWY33_CONV_INSTR_01 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY07_FNA_ILS_CAT123_LOC_CODE | 07 SEP 2023 | AD_2_LFMP_DATA_DEP_OMNI_RWY_ALL_RNAV_CODE | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY07_VPT_B | 15 JUN 2023 | AD_2_LFMP_DEP_OMNI_RWY_ALL_RNAV | 05 OCT 2023 |
| AD_2_LFPO_IAC_RWY20_FNA_RNP | 07 SEP 2023 | AD_2_LFMP_ADC_01 | 05 OCT 2023 |
| AD_2_LFPO_DATA_RWY20_FNA_RNP_CODE | 19 MAY 2022 | AD_2_LFMP_GMC_01 | 23 FEB 2023 |
| AD_2_LFPO_DATA_RWY20_INA_RNAV_CODE_GNSS | 21 MAR 2024 | AD_2_LFMP_DATA_01 | 05 OCT 2023 |

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| AD_2_LFMP_APDC_01 | 05 NOV 2020 | AD_2_LFPT_IAC_RWY23_VPT | 25 JAN 2024 |
| AD_2_LFMP_APDC_02 | 05 NOV 2020 | QUIMPER PLUGUFFAN | |
| AD_2_LFMP_IAC_RWY15_RNP | 23 FEB 2023 | AD-2.LFRQ-1 | 10 AUG 2023 |
| AD_2_LFMP_DATA_RWY15_RNP_CODE | 28 JAN 2021 | AD-2.LFRQ-2 | 07 SEP 2023 |
| AD_2_LFMP_IAC_RWY15_VPT | 23 FEB 2023 | AD-2.LFRQ-3 | 10 AUG 2023 |
| AD_2_LFMP_IAC_RWY33_RNP_Y | 23 FEB 2023 | AD-2.LFRQ-4 | 05 OCT 2023 |
| AD_2_LFMP_DATA_RWY33_RNP_Y_CODE | 23 FEB 2023 | AD-2.LFRQ-5 | 05 OCT 2023 |
| AD_2_LFMP_IAC_RWY33_RNP_Z | 23 FEB 2023 | AD-2.LFRQ-6 | 10 AUG 2023 |
| AD_2_LFMP_DATA_RWY33_RNP_Z_CODE | 23 FEB 2023 | AD_2_LFRQ_AOC_RWY09-27 | 10 AUG 2023 |
| AD_2_LFMP_DATA_RWY33_RNP_Z_FASDB | 05 OCT 2023 | AD_2_LFRQ_SID_RWY09_RNAV | 10 AUG 2023 |
| AD_2_LFMP_IAC_RWY33_ILS_LOC | 05 OCT 2023 | AD_2_LFRQ_DATA_SID_RWY09_RNAV_CODE_01 | 20 MAY 2021 |
| AD_2_LFMP_IAC_RWY33_VOR | 05 OCT 2023 | AD_2_LFRQ_SID_RWY09_RNAV_INSTR_01 | 20 MAY 2021 |
| POITIERS BIARD | | AD_2_LFRQ_SID_RWY27_RNAV | 10 AUG 2023 |
| AD-2.LFBI-1 | 02 NOV 2023 | AD_2_LFRQ_DATA_SID_RWY27_RNAV_CODE_01 | 20 MAY 2021 |
| AD-2.LFBI-2 | 02 NOV 2023 | AD_2_LFRQ_SID_RWY27_RNAV_INSTR_01 | 20 MAY 2021 |
| AD-2.LFBI-3 | 23 MAR 2023 | AD_2_LFRQ_SID_RWY_ALL_DEP_CONV_OMNI_INSTR_01 | 30 DEC 2021 |
| AD-2.LFBI-4 | 02 NOV 2023 | AD_2_LFRQ_ADC_01 | 08 SEP 2022 |
| AD-2.LFBI-5 | 28 DEC 2023 | AD_2_LFRQ_DATA_01 | 16 JUN 2022 |
| AD-2.LFBI-6 | 02 NOV 2023 | AD_2_LFRQ_IAC_RWY09_RNP | 16 JUN 2022 |
| AD-2.LFBI-7 | 02 NOV 2023 | AD_2_LFRQ_DATA_RWY09_RNP_CODE | 20 MAY 2021 |
| AD_2_LFBI_TEXT_01 | 04 FEB 2016 | AD_2_LFRQ_DATA_RWY09_RNP_FASDB | 20 MAY 2021 |
| AD_2_LFBI_AOC_RWY03-21 | 02 NOV 2023 | AD_2_LFRQ_IAC_RWY27_RNP | 05 OCT 2023 |
| AD_2_LFBI_ARC_01 | 02 NOV 2023 | AD_2_LFRQ_DATA_RWY27_RNP_CODE | 20 MAY 2021 |
| AD_2_LFBI_AMSR_01 | 02 NOV 2023 | AD_2_LFRQ_DATA_RWY27_RNP_FASDB | 20 MAY 2021 |
| AD_2_LFBI_STAR_RWY_ALL_CONV | 02 NOV 2023 | REIMS PRUNAY | |
| AD_2_LFBI_STAR_RWY03_RNAV | 02 NOV 2023 | AD-2.LFQA-1 | 25 JAN 2024 |
| AD_2_LFBI_DATA_STAR_RWY03_RNAV_CODE_01 | 02 NOV 2023 | AD-2.LFQA-2 | 25 JAN 2024 |
| AD_2_LFBI_STAR_RWY21_RNAV | 02 NOV 2023 | AD-2.LFQA-3 | 14 SEP 2017 |
| AD_2_LFBI_DATA_STAR_RWY21_RNAV_CODE_01 | 02 NOV 2023 | AD-2.LFQA-4 | 25 JAN 2024 |
| AD_2_LFBI_SID_RWY03_RNAV | 02 NOV 2023 | AD-2.LFQA-5 | 25 JAN 2024 |
| AD_2_LFBI_DATA_SID_RWY03_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFQA_ADC_01 | 25 JAN 2024 |
| AD_2_LFBI_SID_RWY03_RNAV_INSTR_01 | 02 NOV 2023 | AD_2_LFQA_APDC_01 | 25 JAN 2024 |
| AD_2_LFBI_SID_RWY03_CONV | 02 NOV 2023 | AD_2_LFQA_DATA_01 | 15 AUG 2019 |
| AD_2_LFBI_SID_RWY03_CONV_INSTR_01 | 02 NOV 2023 | AD_2_LFQA_IAC_RWYALL_VOR_A | 07 OCT 2021 |
| AD_2_LFBI_SID_RWY21_RNAV | 02 NOV 2023 | AD_2_LFQA_IAC_RWY07_RNP | 25 JAN 2024 |
| AD_2_LFBI_DATA_SID_RWY21_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFQA_DATA_RWY07_RNP_CODE | 07 OCT 2021 |
| AD_2_LFBI_SID_RWY21_RNAV_INSTR_01 | 02 NOV 2023 | AD_2_LFQA_DATA_RWY07_RNP_FASDB | 25 JAN 2024 |
| AD_2_LFBI_SID_RWY21_CONV | 02 NOV 2023 | AD_2_LFQA_IAC_RWY25_RNP | 07 OCT 2021 |
| AD_2_LFBI_SID_RWY21_CONV_INSTR_01 | 02 NOV 2023 | AD_2_LFQA_DATA_RWY25_RNP_CODE | 07 OCT 2021 |
| AD_2_LFBI_ADC_01 | 02 NOV 2023 | RENNES SAINT JACQUES | |
| AD_2_LFBI_DATA_01 | 02 NOV 2023 | AD-2.LFRN-1 | 18 APR 2024 |
| AD_2_LFBI_APDC_01 | 16 JUL 2020 | AD-2.LFRN-2 | 18 APR 2024 |
| AD_2_LFBI_APDC_02 | 01 MAR 2018 | AD-2.LFRN-3 | 18 APR 2024 |
| AD_2_LFBI_IAC_RWY03_RNP | 22 FEB 2024 | AD-2.LFRN-4 | 18 APR 2024 |
| AD_2_LFBI_DATA_RWY03_RNP_CODE | 02 NOV 2023 | AD-2.LFRN-5 | 18 APR 2024 |
| AD_2_LFBI_DATA_RWY03_RNP_FASDB | 02 NOV 2023 | AD-2.LFRN-6 | 18 APR 2024 |
| AD_2_LFBI_IAC_RWY03_VPT | 02 NOV 2023 | AD-2.LFRN-7 | 18 APR 2024 |
| AD_2_LFBI_IAC_RWY21_RNP | 02 NOV 2023 | AD-2.LFRN-8 | 18 APR 2024 |
| AD_2_LFBI_DATA_RWY21_RNP_CODE | 02 NOV 2023 | AD-2.LFRN-9 | 18 APR 2024 |
| AD_2_LFBI_DATA_RWY21_RNP_FASDB | 13 AUG 2020 | AD-2.LFRN-10 | 18 APR 2024 |
| AD_2_LFBI_IAC_RWY21_VOR_Y | 02 NOV 2023 | AD-2.LFRN-11 | 18 APR 2024 |
| AD_2_LFBI_IAC_RWY21_VOR_Z | 02 NOV 2023 | AD_2_LFRN_COM_01 | 18 APR 2024 |
| PONTOISE CORMEILLES EN VEXIN | | AD_2_LFRN_AOC_RWY10-28 | 14 JUL 2022 |
| AD-2.LFPT-1 | 02 NOV 2023 | AD_2_LFRN_ARC_01 | 18 APR 2024 |
| AD-2.LFPT-2 | 02 NOV 2023 | AD_2_LFRN_MVA_01 | 18 APR 2024 |
| AD-2.LFPT-3 | 02 NOV 2023 | AD_2_LFRN_SID_RWY_ALL_OMNI_CONV_INSTR_01 | 24 MAR 2022 |
| AD-2.LFPT-4 | 02 NOV 2023 | AD_2_LFRN_SID_RWY10_RNAV | 23 MAR 2023 |
| AD-2.LFPT-5 | 25 JAN 2024 | AD_2_LFRN_SID_RWY10_RNAV_GODAN5R | 13 JUL 2023 |
| AD-2.LFPT-6 | 25 JAN 2024 | AD_2_LFRN_SID_RWY10_RNAV_GODAN5S | 13 JUL 2023 |
| AD-2.LFPT-7 | 25 JAN 2024 | AD_2_LFRN_DATA_SID_RWY10_RNAV_CODE_01 | 13 JUL 2023 |
| AD-2.LFPT-8 | 25 JAN 2024 | AD_2_LFRN_SID_RWY10_RNAV_INSTR_01 | 13 JUL 2023 |
| AD_2_LFPT_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 16 JUN 2022 | AD_2_LFRN_SID_RWY28_RNAV | 23 MAR 2023 |
| AD_2_LFPT_DATA_STAR_RWY_ALL_RNAV_CODE_02 | 16 JUN 2022 | AD_2_LFRN_DATA_SID_RWY28_RNAV_CODE_01 | 23 MAR 2023 |
| AD_2_LFPT_STAR_RWY_ALL_RNAV_MATIX_MOPIL_DINAN_VEDUS_SONUR | 07 SEP 2023 | AD_2_LFRN_SID_RWY28_RNAV_INSTR_01 | 23 MAR 2023 |
| AD_2_LFPT_STAR_RWY_ALL_RNAV_PEXIR_VELOL | 25 JAN 2024 | AD_2_LFRN_ADC_01 | 02 NOV 2023 |
| AD_2_LFPT_STAR_RWY_ALL_RNAV_TRO_RLP_TINIL | 07 SEP 2023 | AD_2_LFRN_GMC_01 | 02 NOV 2023 |
| AD_2_LFPT_SID_RWY05-23_POGO_LFPN_LFPV_01_CONV | 03 NOV 2022 | AD_2_LFRN_DATA_01 | 25 JAN 2024 |
| AD_2_LFPT_DATA_SID_RWY05-23_POGO_LFPN_LFPV_02_RNAV_CODE_01 | 20 MAY 2021 | AD_2_LFRN_APDC_01 | 18 APR 2024 |
| AD_2_LFPT_SID_RWY05-23_POGO_LFPN_LFPV_01_CONV_INSTR_01 | 20 MAY 2021 | AD_2_LFRN_APDC_02 | 18 APR 2024 |
| AD_2_LFPT_SID_RWY05-23_POGO_LFPN_LFPV_02_RNAV_CONV | 20 MAY 2021 | AD_2_LFRN_IAC_RWY10_RNP | 02 NOV 2023 |
| AD_2_LFPT_SID_RWY05-23_POGO_LFPN_LFPV_02_RNAV_CONV_INSTR_01 | 12 AUG 2021 | AD_2_LFRN_DATA_RWY10_RNP_CODE | 02 NOV 2023 |
| AD_2_LFPT_ADC_01 | 25 JAN 2024 | AD_2_LFRN_DATA_RWY10_RNP_FASDB | 02 NOV 2023 |
| AD_2_LFPT_DATA_01 | 29 DEC 2022 | AD_2_LFRN_IAC_RWY10_INA_CONV_VOR | 18 APR 2024 |
| AD_2_LFPT_DATA_02 | 16 JUN 2022 | AD_2_LFRN_IAC_RWY10_FNA_VOR | 13 JUL 2023 |
| AD_2_LFPT_GMC_01 | 01 DEC 2022 | AD_2_LFRN_IAC_RWY28_RNP | 02 NOV 2023 |
| AD_2_LFPT_DATA_RWY05_ILS_X_LOC_X_CODE | 03 DEC 2020 | AD_2_LFRN_DATA_RWY28_RNP_CODE | 02 NOV 2023 |
| AD_2_LFPT_DATA_RWY05_MOPAR_ILS_Y_CAT_1_LOC_Y_CODE | 16 JUN 2022 | AD_2_LFRN_DATA_RWY28_RNP_FASDB | 02 NOV 2023 |
| AD_2_LFPT_IAC_RWY05_MOPAR_RNP_Y | 25 JAN 2024 | AD_2_LFRN_IAC_RWY28_INA_ILS_LOC_VOR | 18 APR 2024 |
| AD_2_LFPT_DATA_RWY05_MOPAR_RNP_Y_CODE | 16 JUN 2022 | AD_2_LFRN_IAC_RWY28_FNA_ILS_LOC | 25 JAN 2024 |
| AD_2_LFPT_DATA_RWY05_MOPAR_RNP_Z_FASDB | 16 JUN 2022 | AD_2_LFRN_IAC_RWY28_FNA_VOR | 13 JUL 2023 |
| AD_2_LFPT_IAC_RWY05_OZHIS_RNP_Z | 25 JAN 2024 | ROANNE | |
| AD_2_LFPT_DATA_RWY05_OZHIS_RNP_Z_CODE | 16 JUN 2022 | AD-2.LFLO-1 | 16 JUN 2022 |
| AD_2_LFPT_DATA_RWY05_OZHIS_RNP_Z_FASDB | 16 JUN 2022 | AD-2.LFLO-2 | 15 JUN 2023 |
| AD_2_LFPT_IAC_RWY05_VEXAV_RNP_X | 25 JAN 2024 | AD-2.LFLO-3 | 16 JUN 2022 |
| AD_2_LFPT_DATA_RWY05_VEXAV_RNP_X_CODE | 16 JUN 2022 | AD-2.LFLO-4 | 15 JUN 2023 |
| AD_2_LFPT_DATA_RWY05_VEXAV_RNP_X_FASDB | 16 JUN 2022 | AD_2_LFLO_ADC_01 | 16 JUN 2022 |
| AD_2_LFPT_IAC_RWY23_MOPAR_OZHIS_RNP | 25 JAN 2024 | AD_2_LFLO_DATA_01 | 16 JUN 2022 |
| AD_2_LFPT_DATA_RWY23_MOPAR_OZHIS_RNP_CODE | 16 JUN 2022 | AD_2_LFLO_IAC_RWY20_RNP | 16 JUN 2022 |
| AD_2_LFPT_DATA_RWY23_MOPAR_OZHIS_RNP_FASDB | 16 JUN 2022 | AD_2_LFLO_DATA_RWY20_RNP_CODE | 16 JUN 2022 |
| AD_2_LFPT_DATA_RWY23_RNP_FASDB | 12 SEP 2019 | AD_2_LFLO_IAC_RWY20_VOR | 16 JUN 2022 |

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| ROCHEFORT CHARENTE-MARITIME | | AD_2_LFOP_IAC_RWY22_ILS_Y_LOC_Y | 18 APR 2024 |
| AD-2.LFDN-1 | 25 JAN 2024 | AD_2_LFOP_IAC_RWY22_ILS_Z_LOC_Z | 18 APR 2024 |
| AD-2.LFDN-2 | 25 JAN 2024 | AD_2_LFOP_DATA_RWY22_ILS_Z_LOC_Z_CODE | 18 APR 2024 |
| AD-2.LFDN-3 | 25 JAN 2024 | AD_2_LFOP_IAC_RWY22_VOR | 18 APR 2024 |
| AD-2.LFDN-4 | 25 JAN 2024 | ROYAN MEDIS | |
| AD_2_LFDN_AOC_RWY12-30 | 24 FEB 2022 | AD-2.LFCY-1 | 28 DEC 2023 |
| AD_2_LFDN_STAR_RWY12_RNAV | 25 JAN 2024 | AD-2.LFCY-2 | 28 DEC 2023 |
| AD_2_LFDN_DATA_STAR_RWY12_RNAV_CODE_01 | 25 JAN 2024 | AD-2.LFCY-3 | 24 MAY 2018 |
| AD_2_LFDN_STAR_RWY30_RNAV | 25 JAN 2024 | AD-2.LFCY-4 | 28 DEC 2023 |
| AD_2_LFDN_DATA_STAR_RWY30_RNAV_CODE_01 | 25 JAN 2024 | AD-2.LFCY-5 | 28 DEC 2023 |
| AD_2_LFDN_STAR_RWY30_CONV | 24 FEB 2022 | AD_2_LFCY_ADC_01 | 28 DEC 2023 |
| AD_2_LFDN_SID_RWY_ALL_CONV | 25 JAN 2024 | AD_2_LFCY_DATA_01 | 28 DEC 2023 |
| AD_2_LFDN_SID_RWY_ALL_CONV_INSTR_01 | 25 JAN 2024 | AD_2_LFCY_IAC_RWY28_RNP | 28 DEC 2023 |
| AD_2_LFDN_SID_RWY12_RNAV | 25 JAN 2024 | AD_2_LFCY_DATA_RWY28_RNP_CODE | 28 DEC 2023 |
| AD_2_LFDN_DATA_SID_RWY12_RNAV_CODE_01 | 25 JAN 2024 | AD_2_LFCY_DATA_RWY28_RNP_FASDB | 28 DEC 2023 |
| AD_2_LFDN_SID_RWY12_RNAV_INSTR_01 | 25 JAN 2024 | SAINT BRIEUCHARMOR | |
| AD_2_LFDN_SID_RWY30_RNAV | 25 JAN 2024 | AD-2.LFRT-1 | 05 OCT 2023 |
| AD_2_LFDN_DATA_SID_RWY30_RNAV_CODE_01 | 25 JAN 2024 | AD-2.LFRT-2 | 07 SEP 2023 |
| AD_2_LFDN_SID_RWY30_RNAV_INSTR_01 | 25 JAN 2024 | AD-2.LFRT-3 | 30 DEC 2021 |
| AD_2_LFDN_ADC_01 | 25 JAN 2024 | AD-2.LFRT-4 | 30 DEC 2021 |
| AD_2_LFDN_DATA_01 | 25 JAN 2024 | AD-2.LFRT-5 | 05 OCT 2023 |
| AD_2_LFDN_IAC_RWY12_RNP | 25 JAN 2024 | AD_2_LFRT_ADC_01 | 31 DEC 2020 |
| AD_2_LFDN_DATA_RWY12_RNP_CODE | 25 JAN 2024 | AD_2_LFRT_DATA_01 | 31 DEC 2020 |
| AD_2_LFDN_DATA_RWY12_RNP_FASDB | 24 FEB 2022 | AD_2_LFRT_IAC_RWY24_RNP | 09 SEP 2021 |
| AD_2_LFDN_IAC_RWY30_RNP | 25 JAN 2024 | AD_2_LFRT_DATA_RWY24_RNP_CODE | 31 DEC 2021 |
| AD_2_LFDN_DATA_RWY30_RNP_CODE | 25 JAN 2024 | AD_2_LFRT_DATA_RWY24_RNP_FASDB | 10 OCT 2019 |
| AD_2_LFDN_DATA_RWY30_RNP_FASDB | 10 OCT 2019 | AD_2_LFRT_IAC_RWY24_NDB | 31 DEC 2020 |
| AD_2_LFDN_IAC_RWY30_NDB | 24 FEB 2022 | SAINT ETIENNE LOIRE | |
| RODEZ AVEYRON | | AD-2.LFMH-1 | 05 OCT 2023 |
| AD-2.LFCR-1 | 30 NOV 2023 | AD-2.LFMH-2 | 28 DEC 2023 |
| AD-2.LFCR-2 | 07 SEP 2023 | AD-2.LFMH-3 | 05 OCT 2023 |
| AD-2.LFCR-3 | 20 APR 2023 | AD-2.LFMH-4 | 07 SEP 2023 |
| AD-2.LFCR-4 | 30 NOV 2023 | AD-2.LFMH-5 | 28 DEC 2023 |
| AD-2.LFCR-5 | 15 JUN 2023 | AD-2.LFMH-6 | 05 OCT 2023 |
| AD-2.LFCR-6 | 30 NOV 2023 | AD-2.LFMH-7 | 15 JUN 2023 |
| AD-2.LFCR-7 | 15 JUN 2023 | AD_2_LFMH_AOC_RWY17-35 | 03 NOV 2022 |
| AD-2.LFCR-8 | 15 JUN 2023 | AD_2_LFMH_DATA_STAR_RWY_ALL_RNAV_CODE_01 | 28 DEC 2023 |
| AD_2_LFCR_AOC_RWY13-31 | 26 JAN 2023 | AD_2_LFMH_STAR_RWY_ALL_RNAV | 28 DEC 2023 |
| AD_2_LFCR_ARC_01 | 02 NOV 2023 | AD_2_LFMH_SID_RWY_ALL_RNAV | 28 DEC 2023 |
| AD_2_LFCR_DATA_STAR_RWY13_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFMH_DATA_SID_RWY_ALL_RNAV_CODE_01 | 28 DEC 2023 |
| AD_2_LFCR_STAR_RWY13_RNAV | 28 DEC 2023 | AD_2_LFMH_SID_RWY_ALL_RNAV_INSTR_01 | 28 DEC 2023 |
| AD_2_LFCR_DATA_STAR_RWY31_RNAV_CODE_01 | 28 DEC 2023 | AD_2_LFMH_ADC_01 | 28 DEC 2023 |
| AD_2_LFCR_STAR_RWY31_RNAV | 28 DEC 2023 | AD_2_LFMH_DATA_01 | 24 MAR 2022 |
| AD_2_LFCR_DATA_SID_RWY13_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFMH_APDC_01 | 07 DEC 2017 |
| AD_2_LFCR_SID_RWY13_RNAV | 28 DEC 2023 | AD_2_LFMH_IAC_RWY17_RNP_X | 28 DEC 2023 |
| AD_2_LFCR_SID_RWY13_RNAV_INSTR_01 | 02 NOV 2023 | AD_2_LFMH_DATA_RWY17_RNP_X_CODE | 28 DEC 2023 |
| AD_2_LFCR_DATA_SID_RWY31_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFMH_IAC_RWY17_RNP_Y | 28 DEC 2023 |
| AD_2_LFCR_SID_RWY31_RNAV | 28 DEC 2023 | AD_2_LFMH_DATA_RWY17_RNP_Y_CODE | 28 DEC 2023 |
| AD_2_LFCR_SID_RWY31_RNAV_INSTR_01 | 02 NOV 2023 | AD_2_LFMH_IAC_RWY17_RNP_Z | 28 DEC 2023 |
| AD_2_LFCR_ADC_01 | 15 JUN 2023 | AD_2_LFMH_DATA_RWY17_RNP_Z_CODE | 28 DEC 2023 |
| AD_2_LFCR_DATA_01 | 28 DEC 2023 | AD_2_LFMH_DATA_RWY17_RNP_Z_FASDB | 10 OCT 2019 |
| AD_2_LFCR_APDC_01 | 07 OCT 2021 | AD_2_LFMH_IAC_RWY17_NDB | 28 DEC 2023 |
| AD_2_LFCR_APDC_02 | 20 APR 2023 | AD_2_LFMH_IAC_RWY35_RNP | 28 DEC 2023 |
| AD_2_LFCR_IAC_RWY13_RNP | 28 DEC 2023 | AD_2_LFMH_DATA_RWY35_RNP_CODE | 28 DEC 2023 |
| AD_2_LFCR_DATA_RWY13_RNP_CODE | 28 DEC 2023 | AD_2_LFMH_DATA_RWY35_RNP_FASDB | 10 OCT 2019 |
| AD_2_LFCR_DATA_RWY13_RNP_FASDB | 28 DEC 2023 | SAINT NAZAIRE MONTOIR | |
| AD_2_LFCR_IAC_RWY13_VPT | 15 JUN 2023 | AD-2.LFRZ-1 | 18 APR 2024 |
| AD_2_LFCR_IAC_RWY31_RNP | 28 DEC 2023 | AD-2.LFRZ-2 | 18 APR 2024 |
| AD_2_LFCR_DATA_RWY31_RNP_CODE | 28 DEC 2023 | AD-2.LFRZ-3 | 18 APR 2024 |
| AD_2_LFCR_DATA_RWY31_RNP_FASDB | 28 DEC 2023 | AD-2.LFRZ-4 | 18 APR 2024 |
| AD_2_LFCR_IAC_RWY31_ILS_LOC | 28 DEC 2023 | AD-2.LFRZ-5 | 18 APR 2024 |
| ROUEN VALLEE DE SEINE | | AD-2.LFRZ-6 | 18 APR 2024 |
| AD-2.LFOP-1 | 28 JAN 2021 | AD-2.LFRZ-7 | 18 APR 2024 |
| AD-2.LFOP-2 | 18 APR 2024 | AD_2_LFRZ_AOC_RWY07-25 | 16 JUN 2022 |
| AD-2.LFOP-3 | 07 SEP 2023 | AD_2_LFRZ_SID_RWY07_RNAV | 10 AUG 2023 |
| AD-2.LFOP-4 | 28 DEC 2023 | AD_2_LFRZ_DATA_SID_RWY07_RNAV_CODE_01 | 10 SEP 2020 |
| AD-2.LFOP-5 | 18 APR 2024 | AD_2_LFRZ_SID_RWY07_RNAV_INSTR_01 | 10 SEP 2020 |
| AD-2.LFOP-6 | 18 APR 2024 | AD_2_LFRZ_SID_RWY25_RNAV | 10 AUG 2023 |
| AD-2.LFOP-7 | 18 APR 2024 | AD_2_LFRZ_DATA_SID_RWY25_RNAV_CODE_01 | 03 DEC 2020 |
| AD-2.LFOP-8 | 15 JUN 2023 | AD_2_LFRZ_SID_RWY25_RNAV_INSTR_01 | 03 DEC 2020 |
| AD_2_LFOP_AOC_RWY04-22 | 06 OCT 2022 | AD_2_LFRZ_ADC_01 | 16 JUN 2022 |
| AD_2_LFOP_DATA_STAR_RWY04_RNAV_CODE_01 | 18 APR 2024 | AD_2_LFRZ_DATA_01 | 10 SEP 2020 |
| AD_2_LFOP_STAR_RWY04_RNAV | 18 APR 2024 | AD_2_LFRZ_GMC_01 | 18 APR 2024 |
| AD_2_LFOP_DATA_STAR_RWY22_RNAV_CODE_01 | 18 APR 2024 | AD_2_LFRZ_IAC_RWY07_VPT | 16 JUN 2022 |
| AD_2_LFOP_STAR_RWY22_RNAV | 18 APR 2024 | AD_2_LFRZ_IAC_RWY25_RNP | 20 MAY 2021 |
| AD_2_LFOP_DATA_SID_RWY04_RNAV_CODE_01 | 18 APR 2024 | AD_2_LFRZ_DATA_RWY25_RNP_CODE | 10 SEP 2020 |
| AD_2_LFOP_SID_RWY04_RNAV | 18 APR 2024 | AD_2_LFRZ_DATA_RWY25_RNP_FASDB | 23 APR 2020 |
| AD_2_LFOP_SID_RWY04_RNAV_INSTR_01 | 18 APR 2024 | AD_2_LFRZ_IAC_RWY25_NDB | 20 MAY 2021 |
| AD_2_LFOP_DATA_SID_RWY22_RNAV_CODE_01 | 18 APR 2024 | SAINT YAN | |
| AD_2_LFOP_SID_RWY22_RNAV | 18 APR 2024 | AD-2.LFLN-1 | 15 JUN 2023 |
| AD_2_LFOP_SID_RWY22_RNAV_INSTR_01 | 18 APR 2024 | AD-2.LFLN-2 | 15 JUN 2023 |
| AD_2_LFOP_ADC_01 | 18 APR 2024 | AD-2.LFLN-3 | 01 DEC 2022 |
| AD_2_LFOP_DATA_01 | 18 APR 2024 | AD-2.LFLN-4 | 25 JAN 2024 |
| AD_2_LFOP_APDC_01 | 30 JAN 2020 | AD-2.LFLN-5 | 15 JUN 2023 |
| AD_2_LFOP_GMC_01 | 18 JUN 2020 | AD-2.LFLN-6 | 19 MAY 2022 |
| AD_2_LFOP_IAC_RWY04_RNP | 18 APR 2024 | AD-2.LFLN-7 | 15 JUN 2023 |
| AD_2_LFOP_DATA_RWY04_RNP_CODE | 18 APR 2024 | AD-2.LFLN-8 | 15 JUN 2023 |
| AD_2_LFOP_IAC_RWY22_RNP | 18 APR 2024 | AD_2_LFLN_COM_01 | 15 AUG 2019 |
| AD_2_LFOP_DATA_RWY22_RNP_CODE | 18 APR 2024 | AD_2_LFLN_ARC_01 | 10 SEP 2020 |
| AD_2_LFOP_DATA_RWY22_RNP_FASDB | 18 APR 2024 | AD_2_LFLN_AMG_01 | 27 JAN 2022 |

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| AD_2_LFLN_STAR_RWY_ALL_CONV | 10 SEP 2020 | AD_2_LFBT_MIA_TEXT_01 | 08 OCT 2020 |
| AD_2_LFLN_SID_RWY15L_CONV | 19 MAY 2022 | AD_2_LFBT_MIA_TEXT_02 | 08 OCT 2020 |
| AD_2_LFLN_SID_RWY15L_CONV_INSTR_01 | 19 MAY 2022 | AD_2_LFBT_AOC_RWY02-20 | 03 DEC 2020 |
| AD_2_LFLN_SID_RWY33R_CONV | 10 SEP 2020 | AD_2_LFBT_SID_RWY_ALL_RNAV | 02 NOV 2023 |
| AD_2_LFLN_SID_RWY33R_CONV_INSTR_01 | 10 SEP 2020 | AD_2_LFBT_DATA_SID_RWY02_RNAV_CODE | 29 DEC 2022 |
| AD_2_LFLN_SID_RWY15L-33R_CONV_INI | 19 MAY 2022 | AD_2_LFBT_SID_RWY02_RNAV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFLN_ADC_01 | 27 JAN 2022 | AD_2_LFBT_SID_RWY_ALL_CONV | 02 NOV 2023 |
| AD_2_LFLN_DATA_01 | 19 MAY 2022 | AD_2_LFBT_SID_RWY_ALL_CONV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFLN_APDC_01 | 19 MAY 2022 | AD_2_LFBT_SID_RWY_ALL_CONV_INSTR_02 | 03 DEC 2020 |
| AD_2_LFLN_GMC_01 | 27 JAN 2022 | AD_2_LFBT_DATA_SID_RWY20_RNAV_CODE | 29 DEC 2022 |
| AD_2_LFLN_IAC_RWY15L_RNP | 27 JAN 2022 | AD_2_LFBT_SID_RWY20_RNAV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFLN_DATA_RWY15L_RNP_CODE | 10 SEP 2020 | AD_2_LFBT_ADC_01 | 02 NOV 2023 |
| AD_2_LFLN_DATA_RWY15L_RNP_FASDB | 27 JAN 2022 | AD_2_LFBT_DATA_01 | 29 DEC 2022 |
| AD_2_LFLN_IAC_RWY33R_RNP | 27 JAN 2022 | AD_2_LFBT_APDC_01 | 02 NOV 2023 |
| AD_2_LFLN_DATA_RWY33R_RNP_CODE | 10 SEP 2020 | AD_2_LFBT_IAC_RWY02_VPT | 02 NOV 2023 |
| AD_2_LFLN_DATA_RWY33R_RNP_FASDB | 27 JAN 2022 | AD_2_LFBT_IAC_RWY20_RNP | 22 FEB 2024 |
| AD_2_LFLN_IAC_RWY33R_INA_CONV_ROA_SN | 10 SEP 2020 | AD_2_LFBT_DATA_RWY20_RNP_CODE | 02 NOV 2023 |
| AD_2_LFLN_IAC_RWY33R_FNA_ILS_Y_LOC_Y | 27 JAN 2022 | AD_2_LFBT_DATA_RWY20_RNP_FASDB | 02 NOV 2023 |
| AD_2_LFLN_IAC_RWY33R_FNA_ILS_Z_LOC_Z | 27 JAN 2022 | AD_2_LFBT_IAC_RWY20_ILS_Y_LOC_Y_MINIMA | 28 APR 2016 |
| AD_2_LFLN_IAC_RWY33R_FNA_NDB_Y | 27 JAN 2022 | AD_2_LFBT_IAC_RWY20_ILS_Y_LOC_Y | 02 NOV 2023 |
| AD_2_LFLN_IAC_RWY33R_FNA_NDB_Z | 27 JAN 2022 | AD_2_LFBT_IAC_RWY20_ILS_Z_LOC_Z_MINIMA | 28 APR 2016 |
| AD_2_LFLN_IAC_RWY33R_LOC_X | 27 JAN 2022 | AD_2_LFBT_IAC_RWY20_ILS_Z_LOC_Z | 02 NOV 2023 |
| STRASBOURG ENTZHEIM | | | |
| AD-2.LFST-1 | 04 NOV 2021 | AD_2_LFBT_IAC_RWY20_NDB_Z | 02 NOV 2023 |
| AD-2.LFST-2 | 17 JUN 2021 | AD_2_LFBT_IAC_RWY20_NDB_Z_MINIMA | 14 SEP 2017 |
| AD-2.LFST-3 | 07 SEP 2023 | AD_2_LFBT_IAC_RWY20_RNP_MINIMA | 15 AUG 2019 |
| AD-2.LFST-4 | 08 SEP 2022 | TOULOUSE BLAGNAC | |
| AD-2.LFST-5 | 07 SEP 2023 | AD-2.LFBO-1 | 28 DEC 2023 |
| AD-2.LFST-6 | 18 MAY 2023 | AD-2.LFBO-2 | 22 FEB 2024 |
| AD-2.LFST-7 | 28 DEC 2023 | AD-2.LFBO-3 | 07 SEP 2023 |
| AD-2.LFST-8 | 20 APR 2023 | AD-2.LFBO-4 | 06 OCT 2022 |
| AD-2.LFST-9 | 20 APR 2023 | AD-2.LFBO-5 | 28 DEC 2023 |
| AD-2.LFST-10 | 18 MAY 2023 | AD-2.LFBO-6 | 16 JUN 2022 |
| AD-2.LFST-11 | 20 APR 2023 | AD-2.LFBO-7 | 17 JUN 2021 |
| AD-2.LFST-12 | 07 SEP 2023 | AD-2.LFBO-8 | 20 APR 2023 |
| AD-2.LFST-13 | 15 JUN 2023 | AD-2.LFBO-9 | 15 JUN 2023 |
| AD_2_LFST_MIA_TEXT_01 | 17 JUN 2021 | AD-2.LFBO-10 | 22 FEB 2024 |
| AD_2_LFST_MIA_TEXT_02 | 08 SEP 2022 | AD-2.LFBO-11 | 22 FEB 2024 |
| AD_2_LFST_MIA_TEXT_03 | 08 SEP 2022 | AD-2.LFBO-12 | 02 NOV 2023 |
| AD_2_LFST_COM_01 | 20 APR 2023 | AD-2.LFBO-13 | 02 NOV 2023 |
| AD_2_LFST_AOC_RWY_05-23 | 09 SEP 2021 | AD-2.LFBO-14 | 02 NOV 2023 |
| AD_2_LFST_PATC_RWY05 | 08 OCT 2020 | AD-2.LFBO-15 | 02 NOV 2023 |
| AD_2_LFST_PATC_RWY23 | 08 OCT 2020 | AD-2.LFBO-16 | 02 NOV 2023 |
| AD_2_LFST_ARC_01 | 20 APR 2023 | AD-2.LFBO-17 | 02 NOV 2023 |
| AD_2_LFST_AMSR_01 | 20 APR 2023 | AD-2.LFBO-18 | 02 NOV 2023 |
| AD_2_LFST_STAR_RNAV_EDSB_RWY03-21_EDTL_RWY_03-21 | 20 APR 2023 | AD-2.LFBO-19 | 02 NOV 2023 |
| AD_2_LFST_DATA_STAR_RNAV_EDSB_RWY03-21_EDTL_RWY03-21_CODE_01 | 24 MAR 2022 | AD_2_LFBO_ADC_TEXT01 | 15 SEP 2016 |
| AD_2_LFST_STAR_RWY05_CONV | 07 SEP 2023 | AD_2_LFBO_TEXT_01 | 02 NOV 2023 |
| AD_2_LFST_STAR_RWY23_CONV | 07 SEP 2023 | AD_2_LFBO_TEXT_02 | 02 NOV 2023 |
| AD_2_LFST_SID_RWY05_RNAV | 20 APR 2023 | AD_2_LFBO_MIA_TEXT_01 | 22 FEB 2024 |
| AD_2_LFST_DATA_SID_RWY05_RNAV_CODE_01 | 20 APR 2023 | AD_2_LFBO_MIA_TEXT_02 | 22 FEB 2024 |
| AD_2_LFST_SID_RWY05_RNAV_INSTR_01 | 20 APR 2023 | AD_2_LFBO_MIA_TEXT_03 | 22 FEB 2024 |
| AD_2_LFST_SID_RWY05_CONV | 20 APR 2023 | AD_2_LFBO_AOC_RWY14L-32R | 17 JUN 2021 |
| AD_2_LFST_SID_RWY05_CONV_INSTR_01 | 20 APR 2023 | AD_2_LFBO_AOC_RWY14R-32L | 17 JUN 2021 |
| AD_2_LFST_SID_RWY23_RNAV | 20 APR 2023 | AD_2_LFBO_PATC_RWY_14R | 17 JUN 2021 |
| AD_2_LFST_DATA_SID_RWY23_RNAV_CODE_01 | 08 OCT 2020 | AD_2_LFBO_AMSR_01 | 22 FEB 2024 |
| AD_2_LFST_SID_RWY23_RNAV_INSTR_01 | 21 APR 2022 | AD_2_LFBO_DATA_STAR_RWY14_RNAV_CODE_01 | 18 MAY 2023 |
| AD_2_LFST_SID_RWY23_CONV | 20 APR 2023 | AD_2_LFBO_STAR_RWY14_RNAV | 22 FEB 2024 |
| AD_2_LFST_SID_RWY23_CONV_INSTR_01 | 21 APR 2022 | AD_2_LFBO_STAR_RWY14_CONV | 22 FEB 2024 |
| AD_2_LFST_SID_RWY23_CONV_INSTR_02 | 21 APR 2022 | AD_2_LFBO_STAR_RWY14_CONV_INSTR_01 | 18 MAY 2023 |
| AD_2_LFST_ADC_01 | 07 SEP 2023 | AD_2_LFBO_DATA_STAR_RWY32_RNAV_CODE_01 | 18 MAY 2023 |
| AD_2_LFST_DATA_01 | 20 APR 2023 | AD_2_LFBO_STAR_RWY32_RNAV | 22 FEB 2024 |
| AD_2_LFST_APDC_01 | 10 SEP 2020 | AD_2_LFBO_STAR_RWY32_CONV | 22 FEB 2024 |
| AD_2_LFST_APDC_02 | 08 SEP 2022 | AD_2_LFBO_STAR_RWY32_CONV_INSTR_01 | 02 NOV 2023 |
| AD_2_LFST_IAC_RWY05_FNA_RNP | 08 SEP 2022 | AD_2_LFBO_SID_RWY14L-14R_RNAV | 22 FEB 2024 |
| AD_2_LFST_DATA_RWY05_FNA_RNP_CODE | 08 OCT 2020 | AD_2_LFBO_DATA_SID_RWY14L-14R_RNAV_CODE_01 | 22 FEB 2024 |
| AD_2_LFST_DATA_RWY05_RNP_FASDB | 05 DEC 2019 | AD_2_LFBO_SID_RWY14L-14R_RNAV_INSTR_01 | 22 FEB 2024 |
| AD_2_LFST_IAC_RWY05_INA_RNAV_ILS_LOC | 21 APR 2022 | AD_2_LFBO_SID_RWY14L-14R_RNAV_INI | 22 FEB 2024 |
| AD_2_LFST_DATA_RWY05_INA_RNAV_CODE | 08 OCT 2020 | AD_2_LFBO_DATA_SID_RWY_NORTH_RNAV_CODE_01 | 17 JUN 2021 |
| AD_2_LFST_IAC_RWY05_ILS_LOC | 07 SEP 2023 | AD_2_LFBO_SID_RWY14L-14R_CONV | 22 FEB 2024 |
| AD_2_LFST_IAC_RWY05_VOR | 07 SEP 2023 | AD_2_LFBO_SID_RWY14L-14R_CONV_INSTR_01 | 29 DEC 2022 |
| AD_2_LFST_IAC_RWY23_FNA_RNP | 08 SEP 2022 | AD_2_LFBO_SID_RWY14L-14R_CONV_INSTR_02 | 02 NOV 2023 |
| AD_2_LFST_DATA_RWY23_FNA_RNP_CODE | 08 OCT 2020 | AD_2_LFBO_SID_RWY14L-14R_CONV_INSTR_03 | 29 DEC 2022 |
| AD_2_LFST_DATA_RWY23_RNP_FASDB | 05 DEC 2019 | AD_2_LFBO_SID_RWY14L-14R_CONV_INSTR_04 | 02 NOV 2023 |
| AD_2_LFST_IAC_RWY23_FNA_ILS_CAT123_LOC | 07 SEP 2023 | AD_2_LFBO_SID_RWY14L-14R_CONV_INSTR_05 | 18 MAY 2023 |
| AD_2_LFST_IAC_RWY23_FNA_VOR | 07 SEP 2023 | AD_2_LFBO_SID_RWY14L-14R_CONV_INSTR_06 | 02 NOV 2023 |
| AD_2_LFST_IAC_RWY23_INA_RNAV_ILS_LOC | 07 SEP 2023 | AD_2_LFBO_SID_RWY14L-14R_CONV_INI | 02 NOV 2023 |
| AD_2_LFST_DATA_RWY23_INA_RNAV_CODE | 07 SEP 2023 | AD_2_LFBO_DATA_SID_RWY32L-32R_RNAV_CODE_01 | 22 FEB 2024 |
| AD_2_LFST_IAC_RWY23_INA_ILS_LOC_VOR | 07 SEP 2023 | AD_2_LFBO_SID_RWY32L-32R_RNAV | 22 FEB 2024 |
| TARBES LOURDES PYRENEES | | | |
| AD-2.LFBT-1 | 29 DEC 2022 | AD_2_LFBO_SID_RWY32L-32R_RNAV_INSTR_01 | 22 FEB 2024 |
| AD-2.LFBT-2 | 29 DEC 2022 | AD_2_LFBO_SID_RWY32L-32R_CONV | 22 FEB 2024 |
| AD-2.LFBT-3 | 29 DEC 2022 | AD_2_LFBO_SID_RWY32L-32R_CONV_INSTR_01 | 18 MAY 2023 |
| AD-2.LFBT-4 | 02 NOV 2023 | AD_2_LFBO_SID_RWY32L-32R_CONV_INSTR_02 | 22 FEB 2024 |
| AD-2.LFBT-5 | 02 NOV 2023 | AD_2_LFBO_SID_RWY32L-32R_CONV_INSTR_03 | 02 NOV 2023 |
| AD-2.LFBT-6 | 28 DEC 2023 | AD_2_LFBO_SID_RWY32L-32R_CONV_INI | 02 NOV 2023 |
| AD-2.LFBT-7 | 02 NOV 2023 | AD_2_LFBO_ADC_01 | 22 FEB 2024 |
| AD-2.LFBT-8 | 02 NOV 2023 | AD_2_LFBO_DATA_01 | 18 MAY 2023 |
| AD-2.LFBT-9 | 02 NOV 2023 | AD_2_LFBO_DATA_02 | 18 MAY 2023 |
| AD-2.LFBT-10 | 02 NOV 2023 | AD_2_LFBO_DATA_03 | 22 FEB 2024 |

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| AD_2_LFBO_APDC_01 | 15 JUN 2023 | AD_2_LFOT_DATA_RWY20_RNP_FASDB | 14 JUL 2022 |
| AD_2_LFBO_APDC_02 | 16 JUN 2022 | TOUSSUS LE NOBLE | |
| AD_2_LFBO_APDC_03 | 22 FEB 2024 | AD-2.LFPN-1 | 14 JUL 2022 |
| AD_2_LFBO_GMC_01 | 22 FEB 2024 | AD-2.LFPN-2 | 07 SEP 2023 |
| AD_2_LFBO_GMC_02 | 22 FEB 2024 | AD-2.LFPN-3 | 28 DEC 2023 |
| AD_2_LFBO_GMC_03 | 22 FEB 2024 | AD-2.LFPN-4 | 02 NOV 2023 |
| AD_2_LFBO_GMC_04 | 22 FEB 2024 | AD-2.LFPN-5 | 02 NOV 2023 |
| AD_2_LFBO_IAC_RWY_NORTH_INA_ILS_LOC_VOR | 15 JUN 2023 | AD-2.LFPN-6 | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY_SOUTH_INA_ILS_LOC_VOR | 15 JUN 2023 | AD-2.LFPN-7 | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY14L_INA_GNSS | 22 FEB 2024 | AD-2.LFPN-8 | 15 JUN 2023 |
| AD_2_LFBO_DATA_RWY14L_INA_CODE_GNSS | 22 FEB 2024 | AD-2.LFPN-9 | 07 SEP 2023 |
| AD_2_LFBO_IAC_RWY14L_FNA_RNP | 22 FEB 2024 | AD-2.LFPN-10 | 07 SEP 2023 |
| AD_2_LFBO_DATA_RWY14L_FNA_RNP_CODE | 22 FEB 2024 | AD-2.LFPN-11 | 07 SEP 2023 |
| AD_2_LFBO_DATA_RWY14L_RNP_FASDB | 22 FEB 2024 | AD_2_LFPN_COM_01 | 30 DEC 2021 |
| AD_2_LFBO_IAC_RWY14R_INA_GNSS | 22 FEB 2024 | AD_2_LFPN_STAR_RWY_ALL_RNAV_EPL_MOU | 24 MAR 2022 |
| AD_2_LFBO_DATA_RWY14R_INA_CODE_GNSS | 22 FEB 2024 | AD_2_LFPN_STAR_RWY_ALL_RNAV_NIMER_CAD | 27 JAN 2022 |
| AD_2_LFBO_IAC_RWY14L_FNA_ILS_LOC | 17 JUN 2021 | AD_2_LFPN_STAR_RWY07L-09_RNAV_MATIX_MOPIIL_RENSA | 14 JUL 2022 |
| AD_2_LFBO_IAC_RWY14L_FNA_VOR | 17 JUN 2021 | AD_2_LFPN_DATA_STAR_RWY07L_RNAV_CODE_01 | 14 JUL 2022 |
| AD_2_LFBO_IAC_RWY14L_VPT | 17 JUN 2021 | AD_2_LFPN_DATA_STAR_RWY07L_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFBO_IAC_RWY14R_FNA_RNP | 22 FEB 2024 | AD_2_LFPN_STAR_RWY25R-27_RNAV_MATIX_MOPIIL_RENSA | 15 JUN 2023 |
| AD_2_LFBO_DATA_RWY14R_FNA_RNP_CODE | 22 FEB 2024 | AD_2_LFPN_DATA_STAR_RWY25R_RNAV_CODE_01 | 14 JUL 2022 |
| AD_2_LFBO_DATA_RWY14R_RNP_FASDB | 22 FEB 2024 | AD_2_LFPN_DATA_STAR_RWY25R_RNAV_CODE_02 | 07 SEP 2023 |
| AD_2_LFBO_IAC_RWY14R_FNA_ILS_CAT_1_2_3_LOC | 17 JUN 2021 | AD_2_LFPN_SID_RWY25R_POGO_LFPT_LFPB_LFOB | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY14R_FNA_VOR | 17 JUN 2021 | AD_2_LFPN_SID_RWY25R_POGO_LFPT_LFPB_LFOB_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY32L_INA_GNSS | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_NORTH | 15 JUN 2023 |
| AD_2_LFBO_DATA_RWY32L_INA_CODE_GNSS | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_NORTH_INSTR_01 | 28 DEC 2023 |
| AD_2_LFBO_IAC_RWY32L_FNA_RNP | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_SOUTH | 15 JUN 2023 |
| AD_2_LFBO_DATA_RWY32L_FNA_RNP_CODE | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_SOUTH_INSTR_01 | 28 DEC 2023 |
| AD_2_LFBO_DATA_RWY32L_RNP_FASDB | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_EAST | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY32R_INA_GNSS | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_EAST_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBO_DATA_RWY32R_INA_CODE_GNSS | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_WEST | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY32L_FNA_ILS_LOC | 17 JUN 2021 | AD_2_LFPN_SID_RWY07L_RNAV_WEST_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY32L_FNA_VOR | 17 JUN 2021 | AD_2_LFPN_SID_RWY07L_RNAV_OLZOM_MONOT_DORDI | 15 JUN 2023 |
| AD_2_LFBO_IAC_RWY32R_FNA_RNP | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_OLZOM_MONOT_DORDI_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBO_DATA_RWY32R_FNA_RNP_CODE | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_OMNI_B_PACIQI | 28 DEC 2023 |
| AD_2_LFBO_DATA_RWY32R_RNP_FASDB | 22 FEB 2024 | AD_2_LFPN_DATA_SID_RWY07L_RNAV_CODE_01 | 28 DEC 2023 |
| AD_2_LFBO_IAC_RWY32R_FNA_ILS_LOC | 17 JUN 2021 | AD_2_LFPN_DATA_SID_RWY07L_RNAV_CODE_02 | 28 DEC 2023 |
| AD_2_LFBO_IAC_RWY32R_FNA_VOR | 17 JUN 2021 | AD_2_LFPN_DATA_SID_RWY07L_RNAV_CODE_03 | 28 DEC 2023 |
| AD_2_LFBO_IAC_RWY32R_VPT | 17 JUN 2021 | AD_2_LFPN_DATA_SID_RWY07L_RNAV_CODE_04 | 28 DEC 2023 |
| TOULOUSE FRANCAZAL | | AD_2_LFPN_DATA_SID_RWY07L_RNAV_CODE_05 | 28 DEC 2023 |
| AD-2.LFBF-1 | 22 FEB 2024 | AD_2_LFPN_DATA_SID_RWY07L_RNAV_CODE_06 | 28 DEC 2023 |
| AD-2.LFBF-2 | 22 FEB 2024 | AD_2_LFPN_SID_RWY25R_RNAV_NORTH | 15 JUN 2023 |
| AD-2.LFBF-3 | 22 FEB 2024 | AD_2_LFPN_SID_RWY25R_RNAV_NORTH_INSTR_01 | 28 DEC 2023 |
| AD-2.LFBF-4 | 24 FEB 2022 | AD_2_LFPN_SID_RWY25R_RNAV_SOUTH | 15 JUN 2023 |
| AD-2.LFBF-5 | 02 NOV 2023 | AD_2_LFPN_SID_RWY25R_RNAV_SOUTH_INSTR_01 | 28 DEC 2023 |
| AD_2_LFBF_AOC_RWY11-29 | 07 OCT 2021 | AD_2_LFPN_SID_RWY25R_RNAV_EAST | 15 JUN 2023 |
| AD_2_LFBF_DATA_STAR_RWY11_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFPN_SID_RWY25R_RNAV_EAST_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBF_STAR_RWY11_RNAV_CONV | 22 FEB 2024 | AD_2_LFPN_DATA_SID_RWY25R_RNAV_CODE_01 | 28 DEC 2023 |
| AD_2_LFBF_STAR_RWY11_RNAV_CONV_INSTR_01 | 02 NOV 2023 | AD_2_LFPN_DATA_SID_RWY25R_RNAV_CODE_02 | 28 DEC 2023 |
| AD_2_LFBF_STAR_RWY11_RNAV_CONV_INSTR_02 | 02 NOV 2023 | AD_2_LFPN_DATA_SID_RWY25R_RNAV_CODE_03 | 28 DEC 2023 |
| AD_2_LFBF_DATA_STAR_RWY29_RNAV_CODE_01 | 02 NOV 2023 | AD_2_LFPN_DATA_SID_RWY25R_RNAV_CODE_04 | 28 DEC 2023 |
| AD_2_LFBF_STAR_RWY29_RNAV_CONV | 22 FEB 2024 | AD_2_LFPN_SID_RWY25R_CONV_EVX_LGL | 15 JUN 2023 |
| AD_2_LFBF_STAR_RWY29_RNAV_CONV_INSTR_01 | 02 NOV 2023 | AD_2_LFPN_SID_RWY25R_CONV_EVX_LGL_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBF_SID_RWY11-29_CONV | 22 FEB 2024 | AD_2_LFPN_SID_RWY25R_RNAV_OLZOM_MONOT_DORDI | 15 JUN 2023 |
| AD_2_LFBF_SID_RWY11-29_CONV_INSTR_01 | 07 OCT 2021 | AD_2_LFPN_SID_RWY25R_RNAV_OLZOM_MONOT_DORDI_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBF_ADC_01 | 22 FEB 2024 | AD_2_LFPN_SID_RWY07L_RNAV_INI | 15 JUN 2023 |
| AD_2_LFBF_DATA_01 | 02 NOV 2023 | AD_2_LFPN_SID_RWY07L_RNAV_INI_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBF_IAC_RWY11_RNP | 30 DEC 2021 | AD_2_LFPN_SID_RWY25R_RNAV_CONV_INI | 07 SEP 2023 |
| AD_2_LFBF_DATA_RWY11_RNP_CODE | 07 OCT 2021 | AD_2_LFPN_SID_RWY25R_RNAV_CONV_INI_INSTR_01 | 15 JUN 2023 |
| AD_2_LFBF_DATA_RWY11_RNP_FASDB | 07 OCT 2021 | AD_2_LFPN_ADC_01 | 02 NOV 2023 |
| AD_2_LFBF_IAC_RWY11_NDB | 30 DEC 2021 | AD_2_LFPN_DATA_01 | 15 JUN 2023 |
| AD_2_LFBF_IAC_RWY29_RNP | 30 DEC 2021 | AD_2_LFPN_DATA_02 | 15 JUN 2023 |
| AD_2_LFBF_DATA_RWY29_RNP_CODE | 30 DEC 2021 | AD_2_LFPN_DATA_03 | 28 DEC 2023 |
| AD_2_LFBF_DATA_RWY29_RNP_FASDB | 07 OCT 2021 | AD_2_LFPN_APDC_01 | 18 JUN 2020 |
| AD_2_LFBF_IAC_RWY29_NDB_Y | 07 OCT 2021 | AD_2_LFPN_GMC_01 | 02 NOV 2023 |
| AD_2_LFBF_IAC_RWY29_NDB_Z | 07 OCT 2021 | AD_2_LFPN_IAC_RWY07L_FNA_RNP | 15 JUN 2023 |
| TOURS VAL DE LOIRE | | AD_2_LFPN_DATA_RWY07L_FNA_RNP_CODE | 15 JUN 2023 |
| AD-2.LFOT-1 | 07 SEP 2023 | AD_2_LFPN_DATA_RWY07L_RNP_FASDB | 15 JUN 2023 |
| AD-2.LFOT-2 | 07 SEP 2023 | AD_2_LFPN_IAC_RWY07L_INA_RNAV_MOLBA | 21 MAR 2024 |
| AD-2.LFOT-3 | 28 DEC 2023 | AD_2_LFPN_IAC_RWY07L_INA_RNAV_ODILO | 21 MAR 2024 |
| AD-2.LFOT-4 | 07 SEP 2023 | AD_2_LFPN_IAC_RWY07L_INA_RNAV_VEBEK | 21 MAR 2024 |
| AD-2.LFOT-5 | 07 SEP 2023 | AD_2_LFPN_DATA_RWY07L_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD-2.LFOT-6 | 07 SEP 2023 | AD_2_LFPN_IAC_RWY07L_INA_CONV_MOLBA | 15 JUN 2023 |
| AD_2_LFOT_AOC_RWY02-20 | 10 SEP 2020 | AD_2_LFPN_IAC_RWY07L_INA_CONV_ODILO | 15 JUN 2023 |
| AD_2_LFOT_DATA_STAR_RWY02_RNAV_CODE_01 | 14 JUL 2022 | AD_2_LFPN_IAC_RWY07L_FNA_VOR_Y | 03 NOV 2022 |
| AD_2_LFOT_STAR_RWY02_RNAV_OMARI-SOPIIL-VANAD | 14 JUL 2022 | AD_2_LFPN_IAC_RWY07L_FNA_VOR_Z | 07 SEP 2023 |
| AD_2_LFOT_DATA_STAR_RWY20_RNAV_CODE_01 | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_FNA_RNP | 02 NOV 2023 |
| AD_2_LFOT_STAR_RWY20_RNAV_OMARI-SOPIIL-VANAD | 14 JUL 2022 | AD_2_LFPN_DATA_RWY25R_FNA_RNP_CODE | 02 NOV 2023 |
| AD_2_LFOT_DATA_SID_RWY_ALL_RNAV_CODE_01 | 14 JUL 2022 | AD_2_LFPN_DATA_RWY25R_RNP_FASDB | 02 NOV 2023 |
| AD_2_LFOT_SID_RWY_ALL_RNAV_OMARI-SOPIIL-VANAD | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_INA_RNAV_MOLBA | 21 MAR 2024 |
| AD_2_LFOT_SID_RWY02_RNAV_OMARI_SOPIL_VANAD_INSTR_01 | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_INA_RNAV_ODILO | 21 MAR 2024 |
| AD_2_LFOT_SID_RWY20_RNAV_OMARI_SOPIL_VANAD_INSTR_01 | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_INA_RNAV_VEBEK | 21 MAR 2024 |
| AD_2_LFOT_ADC_01 | 07 SEP 2023 | AD_2_LFPN_DATA_RWY25R_INA_RNAV_CODE_01 | 21 MAR 2024 |
| AD_2_LFOT_APDC_01 | 07 SEP 2023 | AD_2_LFPN_IAC_RWY25R_INA_CONV_MOLBA | 15 JUN 2023 |
| AD_2_LFOT_DATA_01 | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_INA_CONV_ODILO | 28 DEC 2023 |
| AD_2_LFOT_IAC_RWY02_RNP | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_FNA_VOR_Z | 02 NOV 2023 |
| AD_2_LFOT_DATA_RWY02_RNP_CODE | 14 JUL 2022 | AD_2_LFPN_IAC_RWY25R_ILS_LOC | 02 NOV 2023 |
| AD_2_LFOT_IAC_RWY20_RNP | 14 JUL 2022 | TROYES BARBEREY | |
| AD_2_LFOT_DATA_RWY20_RNP_CODE | 14 JUL 2022 | AD-2.LFQB-1 | 08 SEP 2022 |
| AD_2_LFOT_DATA_RWY02_RNP_FASDB | 14 JUL 2022 | AD-2.LFQB-2 | 07 SEP 2023 |

MIAC 1 LISTE DE CONTRÔLE

16 MAY 2024

AMDT 06/24

| VOLET | DATE | VOLET | DATE |
|--|-------------|-------|------|
| AD-2.LFQB-3 | 08 SEP 2022 | | |
| AD-2.LFQB-4 | 13 JUL 2023 | | |
| AD-2.LFQB-5 | 15 JUN 2023 | | |
| AD_2_LFQB_STAR_RWY_ALL_CONV | 23 FEB 2023 | | |
| AD_2_LFQB_STAR_RWY17_RNAV | 23 FEB 2023 | | |
| AD_2_LFQB_DATA_STAR_RWY17_RNAV_CODE_01 | 23 FEB 2023 | | |
| AD_2_LFQB_STAR_RWY35_RNAV | 23 FEB 2023 | | |
| AD_2_LFQB_DATA_STAR_RWY35_RNAV_CODE_01 | 23 FEB 2023 | | |
| AD_2_LFQB_SID_RWY17_CONV | 08 SEP 2022 | | |
| AD_2_LFQB_SID_RWY17_CONV_INSTR_01 | 08 SEP 2022 | | |
| AD_2_LFQB_SID_RWY35_CONV | 08 SEP 2022 | | |
| AD_2_LFQB_SID_RWY35_CONV_INSTR_01 | 08 SEP 2022 | | |
| AD_2_LFQB_ADC_01 | 08 SEP 2022 | | |
| AD_2_LFQB_DATA_01 | 23 FEB 2023 | | |
| AD_2_LFQB_IAC_RWY17_RNP | 08 SEP 2022 | | |
| AD_2_LFQB_DATA_RWY17_RNP_CODE | 08 SEP 2022 | | |
| AD_2_LFQB_DATA_RWY17_RNP_FASDB | 10 SEP 2020 | | |
| AD_2_LFQB_IAC_RWY17_NDB | 08 SEP 2022 | | |
| AD_2_LFQB_IAC_RWY35_RNP | 08 SEP 2022 | | |
| AD_2_LFQB_DATA_RWY35_RNP_CODE | 08 SEP 2022 | | |
| AD_2_LFQB_DATA_RWY35_RNP_FASDB | 10 SEP 2020 | | |
| VALENCE CHABEUIL | | | |
| AD-2.LFLU-1 | 21 MAR 2024 | | |
| AD-2.LFLU-2 | 22 FEB 2024 | | |
| AD-2.LFLU-3 | 22 FEB 2024 | | |
| AD-2.LFLU-4 | 22 FEB 2024 | | |
| AD-2.LFLU-5 | 21 MAR 2024 | | |
| AD-2.LFLU-6 | 22 FEB 2024 | | |
| AD-2.LFLU-7 | 22 FEB 2024 | | |
| AD-2.LFLU-8 | 22 FEB 2024 | | |
| AD_2_LFLU_ADC_01 | 22 FEB 2024 | | |
| AD_2_LFLU_DATA_01 | 22 FEB 2024 | | |
| AD_2_LFLU_IAC_RWY01_RNP | 22 FEB 2024 | | |
| AD_2_LFLU_DATA_RWY01_RNP_CODE | 16 MAY 2024 | | |
| AD_2_LFLU_DATA_RWY01_RNP_FASDB | 27 FEB 2020 | | |
| AD_2_LFLU_IAC_RWY19_RNP | 22 FEB 2024 | | |
| AD_2_LFLU_DATA_RWY19_RNP_CODE | 16 MAY 2024 | | |
| AD_2_LFLU_DATA_RWY19_RNP_FASDB | 22 FEB 2024 | | |
| VALENCIENNES DENAIN | | | |
| AD-2.LFAV-1 | 08 SEP 2022 | | |
| AD-2.LFAV-2 | 15 JUN 2023 | | |
| AD-2.LFAV-3 | 23 MAR 2023 | | |
| AD-2.LFAV-4 | 15 JUN 2023 | | |
| AD_2_LFAV_ADC_01 | 23 MAR 2023 | | |
| AD_2_LFAV_DATA_01 | 10 SEP 2020 | | |
| AD_2_LFAV_IAC_RWY11_RNP | 10 AUG 2023 | | |
| AD_2_LFAV_DATA_RWY11_RNP_CODE | 29 DEC 2022 | | |
| AD_2_LFAV_DATA_RWY11_RNP_FASDB | 10 SEP 2020 | | |
| AD_2_LFAV_IAC_RWY11_NDB | 10 AUG 2023 | | |
| AD_2_LFAV_IAC_RWY29_RNP | 10 AUG 2023 | | |
| AD_2_LFAV_DATA_RWY29_RNP_CODE | 29 DEC 2022 | | |
| AD_2_LFAV_DATA_RWY29_RNP_FASDB | 10 SEP 2020 | | |
| VANNES MEUCON | | | |
| AD-2.LFRV-1 | 06 OCT 2022 | | |
| AD-2.LFRV-2 | 07 SEP 2023 | | |
| AD-2.LFRV-3 | 26 JAN 2023 | | |
| AD-2.LFRV-4 | 23 MAR 2023 | | |
| AD-2.LFRV-5 | 26 JAN 2023 | | |
| AD-2.LFRV-6 | 15 JUN 2023 | | |
| AD_2_LFRV_ADC_01 | 06 OCT 2022 | | |
| AD_2_LFRV_DATA_01 | 26 JAN 2023 | | |
| AD_2_LFRV_APDC_01 | 06 OCT 2022 | | |
| AD_2_LFRV_IAC_RWY04_RNP | 15 JUN 2023 | | |
| AD_2_LFRV_DATA_RWY04_RNP_CODE | 26 JAN 2023 | | |
| AD_2_LFRV_DATA_RWY04_RNP_FASDB | 26 JAN 2023 | | |
| AD_2_LFRV_IAC_RWY22_RNP | 28 DEC 2023 | | |
| AD_2_LFRV_DATA_RWY22_RNP_CODE | 26 JAN 2023 | | |
| AD_2_LFRV_DATA_RWY22_RNP_FASDB | 26 JAN 2023 | | |
| VICHY CHARMEIL | | | |
| AD-2.LFLV-1 | 24 MAR 2022 | | |
| AD-2.LFLV-2 | 15 JUN 2023 | | |
| AD-2.LFLV-3 | 01 DEC 2022 | | |
| AD-2.LFLV-4 | 13 JUL 2023 | | |
| AD_2_LFLV_AOC_RWY01 | 27 JAN 2022 | | |
| AD_2_LFLV_ADC_01 | 27 JAN 2022 | | |
| AD_2_LFLV_DATA_01 | 10 OCT 2019 | | |
| AD_2_LFLV_IAC_RWY01_RNP | 27 JAN 2022 | | |
| AD_2_LFLV_DATA_RWY01_RNP_CODE | 27 JAN 2022 | | |
| AD_2_LFLV_DATA_RWY01_RNP_FASDB | 10 OCT 2019 | | |
| AD_2_LFLV_IAC_RWY01_NDB | 27 JAN 2022 | | |
| VILLEFRANCHE TARARE | | | |
| AD-2.LFHV-1 | 23 MAR 2023 | | |
| AD-2.LFHV-2 | 15 JUN 2023 | | |
| AD-2.LFHV-3 | 29 DEC 2022 | | |
| AD-2.LFHV-4 | 15 JUN 2023 | | |
| AD-2.LFHV-5 | 15 JUN 2023 | | |
| AD_2_LFHV_ADC_01 | 29 DEC 2022 | | |
| AD_2_LFHV_DATA_01 | 27 FEB 2020 | | |
| AD_2_LFHV_IAC_RWY18_RNP | 14 JUL 2022 | | |
| AD_2_LFHV_DATA_RWY18_RNP_CODE | 27 FEB 2020 | | |

FORCES ARMÉES FRANÇAISES



MIAC 1



**MANUEL DE CARTES
DE PROCÉDURES AUX INSTRUMENTS
POUR LES AÉRONEFS D'ÉTAT**

SUR LES AÉRODROMES «AVIATION CIVILE»

En vigueur / *Effective date* : 16 MAY 2024

Prochaine édition / *Next edition* : 13 JUN 2024

ENR 4 AIDES/SYSTEMES DE RADIONAVIGATION

RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 AIDES DE RADIONAVIGATION EN-ROUTE

RADIO NAVIGATION AIDS EN-ROUTE

Les aides à la navigation utilisées pour les opérations en cheminement libre (FRA) sont présentées selon leur fonction. Une aide à la navigation peut avoir une ou plusieurs fonctions dans un ou plusieurs volumes FRA. La fonction abrégée entre parenthèses est indiquée dans la colonne "Observations" après le volume FRA concerné.

NavAids used for Free Route operations (FRA) are categorized according their function. One nvoid may have one or more functions in one several FRA volumes. The function is shown in column "Remarks" abbreviated in parentheses after the FRA volume concerned.

| | |
|---------|---|
| FRA (A) | Point de connexion d'arrivée FRA / FRA arrival connecting point |
| FRA (D) | Point de connexion de départ FRA / FRA departure connecting point |
| FRA (E) | Point d'entrée horizontale FRA / FRA horizontal entry point |
| FRA (I) | Point intermédiaire FRA / FRA intermediate point |
| FRA (X) | Point de sortie horizontale FRA / FRA horizontal exit point |

| Station | Service | ID | FREQ | HOR | Coordonnées Portée Coverage | ALT | Situation Location | Exploitant Operator | Observations Remarks |
|-------------------------|---------|-----|--------------------------|-----|--|---------|-----------------------|------------------------|---|
| ABBEVILLE | VOR-DME | ABB | 108.45 MHz Ch 21Y | H24 | 50°08'06.5"N 001°51'16.9"E 60NM FL500 | | | | |
| AGEN-Gaudonville | DME | AGN | 114.8 MHz Ch 95X | H24 | 43°53'16.9"N 000°52'22.3"E 120NM(315°..75°) 100NM FL500 | 896 ft | | | FRA(I): LFFRASW; FRA(A): LFFRASW, LEPP, LERJ, LESO, LFBA, LFBE, LFBM, LFBP, LFBT, LFBZ, LFCC, LFCG, LFCL, LFCN, LFCQ, LFCW, LFCX, LFDA, LFDJ, LFDH, LFDJ, LFDX, LFMW; FRA(D): LFFRASW, LFBA, LFBM, LFCC, LFCN, LFDA, LFDH, LFDJ |
| AJACCIO-Coti Chiavari | VOR-DME | AJO | 114.8 MHz Ch 95X | H24 | 41°46'13.9"N 008°46'28.8"E 200NM(90°..270°) 100NM FL500 | 2142 ft | | | FRA(IA): LFFRASE, LFKB, LFKC, LIEA, LIEO, FL195- 660; FRA(ID): LFFRASE, LIEO, FL195-660 |
| ← AMBOISE | DME | AMB | 113.7 MHz Ch 84X | H24 | 47°25'44.1"N 001°03'52.0"E 80NM FL500 | 387 ft | | | Pas de VOR associé. No associated VOR. |
| ANGERS | DME | ANG | 111.05 MHz Ch 47Y | H24 | 47°32'12.7"N 000°51'06.6"W 150NM FL500 | 304 ft | | | Pas de VOR associé. No associated VOR. |
| AVIGNON CAUMONT | NDB | CM | 369 kHz | H24 | 43°54'29.8"N 004°54'19.4"E 20NM | 160 ft | 143°/750m DTHR 17 | | |
| AVIGNON Pujaut | VOR-DME | AVN | 114.6 MHz Ch 93X | H24 | 43°59'43.3"N 004°44'47.0"E 60NM FL500 | 159 ft | | | |
| AVORD | NDB | AVD | 288.5 kHz | H24 | 47°07'14.4"N 002°47'58.6"E 50NM FL500 | 695 ft | | | |
| | TACAN | AVD | Ch 43X | H24 | 47°03'29.1"N 002°37'47.5"E 150NM FL600 | 578 ft | | | |
| BALE-MULHOUSE | VOR-DME | BLM | 117.45 MHz Ch 121Y | H24 | 47°37'58.1"N 007°29'58.2"E 100 NM(270°..360°) 60NM FL500 | 886 ft | 333°/1 NM THR 15 | | FRA(A): LFFRAE, LSMD, LSZH |
| BASTIA PORETTA | VOR-DME | BTA | 114.15 MHz Ch 88Y | H24 | 42°34'24.9"N 009°28'29.4"E 80NM FL500 | 36 ft | 340°/1170m THR 16 | | FRA(I): LFFRASE, FL195-660 |
| BIARRITZ PAYS BASQUE | VOR-DME | BTZ | 114.15 MHz Ch 88Y | H24 | 43°27'59.9"N 001°30'37.0"W 100NM(315°..45°) 60NM FL500 | 276 ft | 198°/223m THR 27 | | FRA(I): LFFRASW; FRA(AD): LFFRASW, LEPP, LERJ, LESO, LFBM, LFBP, LFBT, LFCN, LFDA |

| Station | Service | ID | FREQ | HOR | Coordonnées Portée Coverage | ALT | Situation Location | Exploitant Operator | Observations Remarks |
|-------------------------------|---------|-----|----------------------|-----|---|---------|------------------------|------------------------|---|
| RAMBOUILLET-Les Bordes | VOR-DME | RBT | 114.7 MHz Ch 94X | H24 | 48°39'14.2"N 001°59'39.2"E 110NM(135°..225°) 60NM FL500 | 604 ft | | | |
| REIMS | VOR | REM | 112.3 MHz | H24 | 49°18'41.9"N 004°02'43.3"E 60NM FL500 | 335 ft | | | |
| RENNES SAINT JACQUES | VOR-DME | REN | 109.25 MHz Ch 29Y | H24 | 48°04'09.3"N 001°44'30.0"W 150NM FL500 | 126 ft | | | |
| ROANNE | VOR | ROA | 110.25 MHz | H24 | 46°03'33.0"N 003°59'57.4"E 60NM FL250 | 1095 ft | 223°/450m THR 20 | | |
| ROLAMPONT | DME | RLP | 117.3 MHz Ch 120X | H24 | 47°54'22.7"N 005°14'57.0"E 120NM(105°..165°) 60NM FL500 | 1490 ft | | | FRA(EX): LFFRAE, EVEN FL for entering aircrafts |
| ROUEN VALLEE DE SEINE | VOR | ROU | 116.8 MHz | H24 | 49°27'56.3"N 001°16'50.3"E 40NM FL250 | 560 ft | 040°/5.9NM THR 22 | | |
| SAINT DIZIER ROBINSON | TACAN | SDI | Ch 87X | H24 | 48°38'13.2"N 004°53'21.1"E | 447 ft | 133°/507 m THR 11 | | |
| SAINT TROPEZ | VOR-DME | STP | 116.5 MHz Ch 112X | H24 | 43°13'10.1"N 006°36'06.5"E 200NM(90°..270°) 60NM FL500 | 1089 ft | | | FRA(IA): LFFRASE, LFMA, LFMF, LFMI, LFML, LFMQ, LFMV, LFMV, LIMG, LIMJ, FL195-660 |
| SAINTE LEOCADIE | NDB | SAL | 418 kHz | H24 | 42°26'47.9"N 002°00'44.7"E 25NM | | | | |
| SAVERNE | VOR-DME | SAV | 110.45 MHz Ch 41Y | H24 | 48°47'46.5"N 007°26'52.7"E 60NM FL250 | 1021 ft | | | |
| SOLENZARA | TACAN | SZA | Ch 87X | H24 | 41°56'14.9"N 009°23'58.4"E 200/60 200NM FL500 | 10 ft | 284°/476m THR 18 | | |
| STRASBOURG ENTZHEIM | VOR-DME | STR | 115.6 MHz Ch 103X | H24 | 48°30'19.4"N 007°34'19.1"E 150NM(135°..225°), 60NM(045°..135°) 100NM FL500 | 577 ft | | | |
| TARBES | VOR-DME | TBO | 113.9 MHz Ch 86X | H24 | 43°19'56.0"N 000°08'44.7"E 80NM FL500 | 1039 ft | 037°/10.6 NM THR 20 | | FRA(I): LFFRASW; FRA(D): LFFRASW, LEPP, LERJ, LESO, LFBZ |
| THIERS | DME | TIS | 117.5 MHz Ch 122X | H24 | 45°52'54.6"N 003°33'12.9"E 60NM FL250 | 2258 ft | | | FRA(EX): LFFRASW, EVEN FL for entering aircraft, ODD FL for exiting aircraft |
| TOULOUSE BLAGNAC | VOR-DME | TOU | 117.7 MHz Ch 124X | H24 | 43°40'51.0"N 001°18'35.3"E 120NM(195°..255°) 70NM FL500 | 574 ft | | | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBA, LFCK; FRA(D): LFFRASW, LFBM, LFCG, LFCL, LFCQ, LFCW, LFCX, LFDB, LFDH, LFDX, LFMW |
| TOUSSUS LE NOBLE | VOR | TSU | 108.25 MHz | H24 | 48°45'13.4"N 002°06'08.5"E 100NM(134°..314°) 80NM FL500 | 547 ft | 043°/386m THR 07L | | |
| TROYES BARBEREY | VOR | TRO | 116 MHz | H24 | 48°15'04.4"N 003°57'47.3"E 60NM FL500 | 861 ft | | | |
| VIENNE REVENTIN | VOR | VNE | 108.2 MHz | H24 | 45°33'23.2"N 004°53'00.3"E 40NM FL250 | 945 ft | | | |

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| Name-codes designator | Coordonnées Coordinates | Routes ATS ATS routes | Observations Remarks |
|-----------------------|----------------------------|-----------------------------|---|
| ARDEG | 44°40'09.0"N 004°32'15.0"E | T121 , UT121 , UZ168 | |
| ARDEN | 49°51'43.0"N 004°51'28.0"E | | |
| ARDOD | 47°43'53.0"N 000°54'21.0"W | A5 , UN873 , T15 , UZ15 | |
| ARDOL | 46°45'05.0"N 004°38'15.0"E | | FRA(A): LFFRAC, LFAI, LFPM, LFPN, LFPO, LFPV |
| ARFOZ | 46°46'58.0"N 005°05'42.0"E | UN854 | FRA(X): LFFRAC |
| ARGED | 48°55'47.0"N 000°15'00.0"W | H490 , UN502 , UT494 | |
| ARGIS | 45°58'16.0"N 005°35'57.0"E | G5 , UY305 , Z66 , UZ66 | |
| ARKIP | 47°38'00.0"N 002°02'11.0"E | R106 | FRA(I): LFFRASW |
| ARKOX | 45°26'24.0"N 005°18'27.0"E | UN871 | |
| ARLET | 43°15'39.0"N 005°19'45.2"E | | |
| ARLOP | 46°16'26.0"N 004°09'23.0"E | | |
| ARLOR | 48°37'38.4"N 002°37'54.1"W | | |
| ARMAL | 47°20'27.0"N 002°03'11.0"E | | FRA(I): LFFRASW |
| ARMAX | 45°01'42.9"N 001°44'42.1"E | | |
| ARMIV | 44°06'15.3"N 004°50'54.6"E | | |
| ARNAV | 47°12'24.0"N 001°47'25.0"E | | FRA(I): LFFRASW |
| ARNEV | 47°56'57.1"N 000°29'31.4"W | | |
| ARNOT | 47°24'08.0"N 006°55'12.0"E | T14 | |
| ARPIL | 45°41'09.7"N 000°41'52.3"E | | |
| ARPOB | 45°55'44.6"N 005°03'49.2"E | | |
| ARPUS | 47°40'21.3"N 006°39'56.8"E | A242 , G42 | |
| ARSAF | 49°21'02.6"N 002°08'03.0"E | UN874 | |
| ARSIG | 43°18'56.0"N 000°26'50.9"W | | |
| ARSIL | 48°33'36.0"N 004°03'42.0"E | A6 , B13 , G40 | |
| ARSOM | 46°08'14.0"N 003°25'11.0"E | J924 , Y600 | |
| ARSUK | 48°46'09.2"N 000°41'04.2"E | | |
| ARTAX | 46°15'27.0"N 001°47'00.0"E | | FRA(I): LFFRASW |
| ARTIV | 48°52'02.0"N 001°52'04.0"W | | |
| ARVEL | 43°27'08.0"N 002°02'30.0"E | | |
| ARVID | 43°04'33.6"N 001°27'52.9"W | | FRA(X): LFFRASW |
| ARVOL | 50°32'45.0"N 003°29'49.0"E | Z173 , UZ173 , Z373 , UZ373 | |
| ARZIP | 47°55'16.0"N 006°07'35.0"W | | FRA(I): LFFRANW, FL195-660 |
| ASBAR | 50°23'36.0"N 003°21'53.0"E | | |
| ASGUN | 49°11'05.0"N 003°25'40.0"E | | |
| ASKAG | 41°47'25.0"N 009°45'00.0"E | | |
| ASKAN | 45°02'40.0"N 001°02'23.0"W | | FRA(AD): LFFRASW, LFBC, LFCD, LFCH |
| ASLEG | 45°45'09.0"N 006°09'15.0"E | T45 | |
| ASPET | 43°00'00.0"N 000°58'47.0"E | A29 | FRA(A): LFFRASW, LFBA, LFBF, LFBO, LFCG, LFCL, LFCQ, LFCW, LFCX, LFDB, LFDH, LFDX, LFMW |
| ASRUL | 48°43'06.2"N 003°50'42.1"E | | |
| ASSEQ | 46°13'23.6"N 006°30'56.6"E | B46 | |
| ASTEK | 43°24'51.8"N 004°07'55.6"E | | |
| ASVOK | 48°57'33.5"N 001°29'42.8"E | | |
| ATGAL | 48°57'34.7"N 000°15'15.7"W | | |
| ATGEB | 48°41'09.1"N 001°39'18.4"W | | |
| ATGIV | 49°58'35.5"N 000°53'11.2"E | | |
| ATGUS | 40°55'02.0"N 006°38'58.0"E | | |
| ATLEN | 44°30'19.3"N 004°56'51.0"W | | FRA(X): LFFRANW, FL195-660 |
| ATMAD | 45°13'09.0"N 007°00'09.0"E | | |
| ATMOS | 49°26'20.3"N 000°03'31.7"W | | |
| ATNIS | 48°23'29.0"N 001°27'43.0"W | T501 | |
| ATNUL | 48°35'05.0"N 006°41'59.0"E | | |
| ATREX | 49°47'07.0"N 002°22'07.0"E | J22 , UT225 | |
| ATRID | 46°50'55.0"N 003°24'31.0"E | A3 , Y600 | |
| ATSUP | 45°44'33.9"N 002°57'09.7"E | | FRA(I): LFFRASW |
| AUCHE | 43°39'05.0"N 000°33'30.0"E | G5 , G17 | FRA(D): LFFRASW, LFBM |
| AULON | 44°22'43.0"N 001°38'51.0"E | G36 | |
| AVLON | 47°33'36.0"N 003°48'48.0"E | A2 , B373 , UM976 | FRA(X): LFFRAC; FRA(D): LFFRAC, LFOK, LFLA, LFQA, LFQB |
| AXIOS | 43°53'11.6"N 004°41'25.4"E | | |

| Name-codes designator | Coordonnées Coordinatas | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|---|--|
| AZFIC | 46°34'07.7"N 003°05'40.6"W | UN741 | FRA(EX): LFFRANW, FL195-660 |
| BABAT | 46°54'57.7"N 002°37'27.0"W | | |
| BABED | 43°18'54.0"N 008°36'01.0"E | UM616 | |
| BABOG | 47°30'51.0"N 001°22'09.9"E | | |
| BADAM | 44°05'11.0"N 003°10'14.0"E | | FRA(I): LFFRASW |
| BADBA | 43°59'24.0"N 007°39'48.0"E | | |
| BADET | 43°27'50.6"N 004°29'45.4"E | | |
| BADGI | 49°50'26.0"N 002°40'53.6"E | | |
| BADOD | 44°12'49.3"N 006°31'43.6"E | UZ12 | |
| BADPO | 43°39'33.1"N 007°34'07.7"E | | |
| BADUR | 48°42'39.0"N 002°57'04.0"W | G27 , T120 | FRA(I): LFFRANW, FL195-660; FRA(A): LFFRANW, LFRB, LFRJ, LFEC, LFRO, LFRU, LFRT, FL195- 660; FRA(D): LFFRANW, EGJB, EGJJ, EGJA, LFRC, LFRT, LFRD, FL195- 660 |
| BAGAD | 47°35'00.0"N 002°52'52.0"W | H34 , UT183 | FRA(E): LFFRANW, FL195-660 |
| BAGAP | 45°44'18.0"N 005°55'45.0"E | | |
| BAGBI | 46°48'52.0"N 004°35'48.0"E | | FRA(I): LFFRAC |
| BAGEK | 49°30'11.3"N 000°15'37.0"W | | |
| BAGIB | 46°31'07.0"N 002°09'45.4"W | | |
| BAGRO | 43°12'35.4"N 000°05'50.2"W | | |
| BAGSU | 41°29'53.0"N 009°13'31.0"E | | |
| BAKIX | 48°20'13.2"N 007°03'10.4"E | | |
| BAKNO | 46°30'00.0"N 003°31'53.3"E | A27 | |
| BAKTA | 43°50'12.0"N 001°06'10.0"W | | FRA(I): LFFRASW |
| BAKUL | 47°20'49.0"N 001°38'17.0"W | UN873 , UY110 | |
| BAKUP | 44°24'45.0"N 004°26'10.0"W | | FRA(X): LFFRANW, FL195-660 |
| BALAN | 46°30'58.0"N 001°02'00.0"E | A34 , R10 , R66 | FRA(I): LFFRASW; FRA(D): LFFRASW, LFBI, LFBL, LFJR, LFOD, LFRM |
| BALDA | 44°36'35.0"N 005°33'11.0"W | | FRA(X): LFFRANW, FL195-660 |
| BALEN | 40°56'48.0"N 005°41'24.0"E | M601 , UT250 | FRA(IA): LFFRASE, LEMH, LESL, FL195-660 |
| BALIV | 47°40'12.5"N 001°30'41.7"E | | |
| BALMO | 42°25'00.0"N 004°35'07.0"E | A6 , N86 | |
| BALMU | 47°50'48.2"N 004°38'22.9"E | A6 , R11 | |
| BALNI | 47°37'05.0"N 001°40'26.0"W | R14 , T497 | |
| BALRU | 43°28'47.1"N 003°42'35.1"E | | |
| BALSI | 45°28'38.6"N 005°57'38.8"E | UN852 , UP860 , R226 , UY11 , UY16 , UY36 | |
| BAMDI | 42°46'34.5"N 008°47'30.4"E | | |
| BAMES | 48°58'31.0"N 001°29'10.0"E | UN874 , UT191 | |
| BAMEV | 47°50'07.2"N 007°23'06.2"E | | FRA(I): LFFRAE |
| BAMGO | 42°52'56.1"N 003°02'25.3"E | | |
| BANEK | 45°46'37.0"N 005°52'10.0"E | | |
| BANKO | 45°49'12.0"N 007°03'17.0"E | A1 , B37 , Y52 | |
| BANOX | 48°34'27.1"N 001°30'19.8"E | T116 | |
| BANTI | 49°55'27.0"N 001°37'34.0"E | H20 , H22 | |
| BANUS | 45°19'46.6"N 004°28'38.1"E | | |
| BARAN | 45°45'19.4"N 005°12'20.7"E | A2 | |
| BARAT | 43°00'15.6"N 005°02'28.7"E | | |
| BARAX | 47°32'28.8"N 001°32'19.1"E | | |
| BARIL | 42°29'58.0"N 009°19'30.0"E | | |
| BARLI | 50°25'51.1"N 002°46'19.7"E | | |
| BARSO | 44°08'37.0"N 006°53'25.3"E | UM622 , UM623 , UM733 | |
| BASIK | 48°57'13.0"N 002°57'04.0"W | | |
| BASIP | 43°53'32.0"N 007°57'42.0"E | | Y15 |
| BASLI | 44°06'52.9"N 002°59'15.0"E | J27 | |
| BATAG | 48°49'22.1"N 003°22'20.2"E | | |
| BATEX | 43°40'11.0"N 005°43'11.0"E | Y30 , UY30 | |
| BATIV | 42°07'26.0"N 006°24'37.0"E | M731 | FRA(A): LFFRASE, LIEA, FL195-660; FRA(D): LFFRASE, LFMA, LFMI, LFML, LFMQ, LFMV, LFMV, FL195- 660 |
| BAVOL | 49°06'20.0"N 003°39'42.0"E | A6 , B13 | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS ATS routes | Observations Remarks |
|-----------------------|----------------------------|------------------------------------|---|
| NOGAT | 44°39'52.3"N 004°50'11.0"E | | |
| NOKVI | 48°51'27.6"N 003°51'15.9"W | | FRA(A): LFFRANW, LFRB, LFRJ, LFEC, LFRL, LFRU, LFRO, FL195-660 |
| NOLVI | 40°43'54.0"N 005°57'23.0"E | | FRA(I): LFFRASE, FL195-660 |
| NOQAS | 45°13'11.3"N 004°14'22.1"E | UM616 , UM728 | FRA(EX): LFFRASW |
| NORBU | 48°44'30.1"N 004°25'23.1"W | | FRA(D): LFFRANW, LFRB, LFRJ, LFEC, LFRL, LFRO, LFRU, LFRT, FL195-660 |
| NORKA | 42°57'11.0"N 008°47'29.0"E | A3 , G116 | FRA(I): LFFRASE, FL195-660 |
| NORMI | 46°53'46.0"N 002°05'31.0"W | A5 , UN26 , UN867 , UN873 , R14 | |
| NORON | 45°29'05.0"N 000°40'39.0"E | R10 | |
| NOSDU | 49°42'19.8"N 001°05'56.1"W | | |
| NOSTA | 43°49'09.9"N 007°45'18.7"E | | FRA(XD): LFFRASE, LFMF, LFTZ, FL195-660 |
| NOVAN | 46°19'20.0"N 003°41'57.0"W | | FRA(I): LFFRANW, FL195-660 |
| NOZHU | 49°41'41.1"N 003°45'52.5"W | | FRA(X): LFFRANW, FL195-660 |
| NUBVO | 49°04'37.0"N 003°12'29.0"E | | |
| NUCIF | 47°05'20.0"N 004°46'06.0"E | UM129 | FRA(EX): LFFRAC |
| NUGVA | 45°15'48.4"N 002°23'46.7"W | | |
| NUMLO | 51°05'07.7"N 002°08'43.4"E | | |
| NURMO | 49°49'34.0"N 002°45'19.0"E | UL613 , N874 , UN874 , UZ474 | |
| NUSBA | 46°06'24.0"N 005°42'48.0"E | UZ66 | |
| NUVNU | 47°17'45.6"N 000°43'49.1"W | | |
| OBAKI | 48°21'57.0"N 006°25'50.0"E | | |
| OBAMO | 48°27'37.7"N 002°29'16.6"E | | |
| OBATO | 48°04'01.0"N 000°15'00.0"W | A53 , UL976 , UM163 , UN873 | |
| OBIGO | 45°13'13.0"N 006°24'41.0"E | UY11 | |
| OBIMO | 48°36'32.6"N 003°48'00.4"W | | |
| OBIVA | 50°11'01.0"N 002°30'24.0"E | R50 | |
| OBJEQ | 46°48'14.0"N 002°24'01.0"W | | |
| OBLAD | 41°48'36.0"N 005°00'48.0"E | UM154 | FRA(I): LFFRASE, FL195-660 |
| OBLOC | 44°40'36.5"N 000°09'10.5"W | A25 , G39 , R10 , T19 , T616 , V14 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBE, LFBM; FRA(D): LFFRASW, LFBF, LFBE, LFBM |
| OBOBI | 49°21'20.0"N 003°04'50.0"E | | |
| OBOBO | 41°51'53.0"N 008°26'42.0"E | L978 , Z154 | FRA(I): LFFRASE, FL195-660 |
| OBORN | 48°27'43.0"N 007°12'06.0"E | R11 , R112 , V17 | FRA(I): LFFRAE |
| OBOTA | 43°22'35.9"N 006°59'54.9"E | | |
| OBUKO | 45°42'49.1"N 000°24'12.7"E | | |
| OBURO | 47°39'06.0"N 004°15'53.0"E | UH10 , UZ124 | |
| OBZAM | 44°41'04.0"N 000°21'43.9"W | | |
| OCSID | 44°41'55.1"N 000°42'53.1"W | | |
| OCWOF | 43°38'00.0"N 002°52'00.0"E | | |
| ODADI | 43°44'01.3"N 004°12'51.5"E | | |
| ODAKA | 40°14'07.0"N 006°33'43.0"E | | FRA(I): LFFRASE, FL195-660 |
| ODEBU | 48°16'52.0"N 002°37'34.0"E | UL194 , UL612 , R28 | |
| ODEGA | 43°23'55.0"N 005°59'33.0"E | G701 | |
| ODENI | 50°32'32.6"N 002°23'11.5"E | | |
| ODIKI | 45°56'32.0"N 006°20'37.0"E | G32 | |
| ODILO | 48°14'30.3"N 001°34'17.9"E | R10 | |
| ODIMI | 48°41'55.3"N 002°41'47.3"W | | |
| ODIXU | 43°05'56.5"N 005°34'56.2"E | | FRA(I): LFFRASE, FL195-660 |
| ODNUP | 46°11'22.9"N 006°42'39.9"E | A1 , Z64 | |
| ODREP | 50°00'00.0"N 001°30'07.5"W | UP88 | |
| ODUXA | 45°21'48.2"N 005°03'08.1"E | | |
| OGAGI | 49°27'22.0"N 005°01'57.0"W | | |
| OGALO | 44°16'04.6"N 002°43'24.1"E | | |
| OGLIB | 49°59'13.5"N 003°01'11.5"E | | |
| OGLOT | 47°16'32.0"N 001°22'59.0"W | H34 , T501 | |
| OGMAP | 48°29'03.2"N 003°50'18.8"E | | |
| OGQEH | 43°18'17.0"N 006°45'41.0"E | | |
| OGREN | 43°24'15.0"N 005°53'28.0"E | G701 | |

| Name-codes designator | Coordonnées Coordinatas | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|---------------------------------|---|
| OGRIL | 43°17'32.4"N 001°14'06.3"E | | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBR, LFDJ |
| OGULO | 48°13'06.0"N 002°40'09.0"E | UL612 | FRA(E): LFFRAC |
| OKABI | 42°36'58.0"N 001°29'00.9"E | | FRA(I): LFFRASW |
| OKABO | 48°32'57.8"N 003°29'25.4"E | B373 | |
| OKASI | 48°05'00.0"N 002°46'40.0"E | R28 | FRA(I): LFFRAC; FRA(D): LFFRAC, LFOB, LFPB, LFPG, LFPN, LFPO, LFPT, LFPV |
| OKBON | 42°28'02.0"N 008°26'19.0"E | | FRA(I): LFFRASE, FL195-660 |
| OKBUK | 48°48'59.3"N 003°52'25.8"E | | |
| OKEKO | 47°32'25.0"N 003°07'14.0"E | R28 | FRA(I): LFFRAC |
| OKEPI | 47°08'43.0"N 003°21'54.0"E | R28 | FRA(I): LFFRAC |
| OKIPA | 48°36'40.7"N 003°33'48.6"E | UM982 , Z303 | |
| OKIPO | 47°54'38.0"N 005°52'08.4"E | | FRA(A): LFFRAE, LFGB, LFSB, LSMA, LSMD, LSME, LSZB, LSZC, LSZG |
| OKIRA | 47°01'19.0"N 003°26'26.0"E | | FRA(I): LFFRAC |
| OKIVA | 41°20'00.0"N 009°06'23.0"E | P872 , P980 | FRA(E): LFFRASE, FL195-660 |
| OKPEM | 50°38'30.7"N 001°34'21.1"E | | |
| OKRIX | 47°57'58.0"N 003°34'03.0"E | A2 , UH10 , J301 , UM976 , UT15 | |
| OKROK | 42°48'29.0"N 008°53'29.0"E | A9 | FRA(IA): LFFRASE, LIRJ, FL195-660 |
| OKSER | 42°00'55.0"N 006°20'33.0"E | T175 | FRA(IA): LFFRASE, LFMI, LFML, FL195-660 |
| OKSOK | 50°36'28.0"N 002°28'04.0"E | | |
| OKTET | 44°29'06.0"N 006°34'10.2"E | UM733 , UN853 , UY31 | |
| OKTOV | 43°16'28.2"N 005°26'41.1"E | | |
| OKVIG | 48°54'52.4"N 003°54'09.9"E | | |
| OLALU | 47°15'21.0"N 000°53'34.9"W | | |
| OLBUS | 50°36'11.3"N 003°22'06.0"E | | |
| OLEBA | 47°09'25.0"N 001°50'53.0"W | UN471 , UN873 | |
| OLERO | 45°58'11.0"N 001°09'01.0"W | A25 | |
| OLIBO | 43°34'56.6"N 004°49'33.3"E | | |
| OLINO | 46°52'56.6"N 001°02'55.5"E | A34 , G54 , R10 | |
| OLIRI | 46°38'06.0"N 003°24'43.0"E | Y600 | |
| OLMAV | 50°41'57.0"N 001°28'39.1"E | | |
| OLMES | 49°37'53.0"N 001°00'10.0"E | H20 | |
| OLMOL | 50°41'53.3"N 002°05'35.5"E | UL10 | |
| OLNUL | 41°40'04.0"N 005°23'06.0"E | UM989 | FRA(IA): LFFRASE, LFMI, LFML, FL195-660 |
| OLOLO | 47°03'06.6"N 001°40'36.6"W | | |
| OLONU | 49°40'12.5"N 000°27'04.3"E | | |
| OLOXO | 42°26'06.8"N 001°30'45.9"E | | FRA(E): LFFRASW |
| OLUGI | 46°20'00.0"N 003°20'07.4"E | R31 | |
| OLZOM | 48°09'20.1"N 002°15'53.2"E | H20 , J18 , R31 | |
| OMANI | 46°27'26.4"N 003°46'04.7"E | A3 | FRA(I): LFFRAC; FRA(A): LFFRAC, LFLB, LFLP |
| OMARD | 43°06'17.0"N 007°35'28.0"E | A3 , M623 , N163 | FRA(A): LFFRASE, LFKF, LFKJ, LFKO, LFMC, LFMF, LFTH, LFTF, FL195-660; FRA(D): LFFRASE, LFKB, LFKC, LFKF, LFKJ, LFKO, LFKS, LFMC, LFMF, LFTH, LFTF, FL195-660 |
| OMARI | 47°10'00.0"N 000°49'29.0"E | B19 | |
| OMASI | 45°54'22.0"N 005°58'27.0"E | N871 , UN871 | |
| OMEDA | 42°19'44.0"N 008°21'43.0"E | M622 | FRA(IA): LFFRASE, LFMD, LFMN, LFTZ, FL195-660 |
| OMXEB | 46°07'30.1"N 006°32'33.4"E | B46 | |
| ONNOF | 45°57'13.8"N 005°54'50.8"E | UN852 , T14 | |
| ONZON | 45°50'06.4"N 004°06'29.6"E | A3 | |
| OPALE | 49°53'59.1"N 001°53'06.3"E | J20 , T421 , UT421 | |
| OQQAL | 48°51'38.7"N 002°42'05.6"E | UN858 | |
| OQSAM | 49°15'34.3"N 000°55'58.4"E | | |
| ORBIL | 43°11'24.0"N 002°29'36.0"E | G36 | |
| ORDIF | 44°08'34.2"N 004°50'16.8"E | | |
| ORIST | 50°00'00.0"N 001°50'42.0"W | UY110 | |
| ORKAC | 43°36'36.0"N 007°07'40.0"E | | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS ATS routes | Observations Remarks |
|-----------------------|----------------------------|--------------------------------------|---|
| ORKUM | 40°33'50.0"N 007°28'58.0"E | M603 , M986 , N725 | FRA(IA): LFFRASE, LIEO, FL195-660 |
| ORTAC | 49°59'57.0"N 002°00'18.0"W | Q41 | |
| ORTEZ | 43°21'56.0"N 000°43'00.0"W | G17 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBZ |
| ORTUX | 44°09'32.2"N 004°18'20.8"E | | |
| ORVAL | 49°02'02.0"N 001°49'31.0"W | V20 | |
| ORVOS | 49°30'24.3"N 005°29'55.7"E | | |
| OSBIB | 47°38'00.6"N 003°27'59.0"E | | |
| OSBUD | 50°26'02.8"N 002°46'52.8"E | | |
| OSDAG | 44°56'24.2"N 001°47'28.2"E | | |
| OSDIT | 50°36'00.3"N 001°19'47.3"E | | |
| OSGES | 47°18'04.2"N 002°37'08.1"W | | |
| OSGOT | 43°37'30.0"N 001°34'56.9"W | | |
| OSGOX | 44°18'40.7"N 004°38'56.6"E | | |
| OSKAM | 43°49'54.0"N 001°12'48.0"E | | |
| OSKIL | 43°00'51.2"N 005°12'47.7"E | | |
| OSKIN | 47°43'08.0"N 003°26'05.0"E | A27 , R11 , T11 | |
| OSLID | 50°30'20.0"N 003°24'06.8"E | | |
| OSLUT | 43°27'46.7"N 004°11'57.3"E | | |
| OSMAS | 45°16'46.9"N 005°31'06.5"E | Z40 , UZ40 | |
| OSMOB | 44°38'57.1"N 000°20'17.5"W | | FRA(I): LFFRASW |
| OSPIS | 48°24'35.4"N 002°53'05.7"E | | |
| OSPOK | 40°51'25.0"N 004°40'00.0"E | N725 | FRA(E): LFFRASE, FL195-660 |
| OSRIM | 45°41'48.0"N 005°49'34.0"E | | |
| OSTAD | 43°31'14.0"N 002°22'14.0"E | | |
| OSTIP | 48°29'22.2"N 002°36'39.5"E | | |
| OSVEG | 43°18'19.7"N 000°06'32.3"W | | |
| OTARO | 39°00'00.0"N 004°41'06.0"E | | FRA(EX): LFFRASE, FL195-660 |
| OTGUV | 50°56'36.2"N 001°44'38.7"E | UL10 | |
| OTKIG | 47°31'53.3"N 000°33'49.3"E | | |
| OTKUR | 47°24'10.2"N 000°30'44.7"E | | |
| OTLOV | 47°50'51.5"N 000°41'18.0"W | | |
| OTOFE | 48°56'19.5"N 002°29'18.3"W | UN491 , UZ57 | FRA(EX): LFFRANW, FL195-660 |
| OTOKE | 43°31'42.8"N 008°07'41.2"E | | |
| OTROT | 45°06'49.0"N 004°26'44.0"E | UM728 , UN871 , UT183 | |
| OVBEN | 48°03'26.5"N 003°25'37.0"E | | |
| OVDIL | 44°05'17.5"N 000°53'17.0"E | | FRA(A): LFFRASW, LFBA |
| OVTEC | 49°00'37.0"N 008°02'38.0"E | | FRA(E): LFFRAE, ODD FL for entering aircrafts |
| OXCEL | 48°43'48.5"N 002°23'23.2"E | | |
| OXIDA | 47°53'41.0"N 003°34'00.0"W | H34 | |
| OXIDO | 43°27'56.0"N 005°17'10.0"E | | |
| OXOTO | 47°58'32.0"N 002°00'58.0"E | H20 | |
| OXUBA | 50°47'16.6"N 002°44'05.3"E | | |
| OZMIC | 43°35'58.8"N 008°12'51.8"E | | |
| PABLA | 48°47'19.0"N 008°21'07.0"E | | |
| PACIQ | 48°55'43.6"N 001°51'52.0"E | | |
| PADCA | 46°00'58.0"N 006°27'26.0"E | B37 | |
| PADKO | 43°13'53.9"N 005°19'58.9"E | UL127 , UM984 , UN854 , UY38 , UY342 | FRA(EXD): LFFRASE, LFMF, FL195-660 |
| PAFFO | 42°05'47.6"N 007°36'48.1"E | Z154 | |
| PALME | 42°58'28.1"N 005°56'08.3"E | | |
| PAWUS | 45°53'45.0"N 006°36'17.7"E | B46 | |
| PECNO | 45°58'02.0"N 001°51'54.2"E | | FRA(I): LFFRASW |
| PEKIM | 48°16'33.0"N 002°49'32.0"E | UM975 , T36 | FRA(E): LFFRAC |
| PELOK | 47°20'40.0"N 006°35'24.0"E | T14 | |
| PELOS | 41°09'43.0"N 008°09'41.0"E | M623 , M731 , Y19 , Z240 | FRA(X): LFFRASE, FL195-660 |
| PENAR | 45°30'25.0"N 005°37'37.0"E | | |
| PENDU | 47°20'56.1"N 006°01'57.5"E | L856 | FRA(IA): LFFRAE, LFJL, LFSG, LFSN, LFSO; FRA(ID): LFFRAE, LFGA, LFGB, LFSB |
| PENJO | 45°45'44.0"N 006°25'41.0"E | J41 | |

| Name-codes designator | Coordonnées Coordinatas | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|---|---|
| PEPAL | 48°33'02.0"N 000°15'00.0"W | A361 | |
| PEPAX | 47°04'53.0"N 000°27'09.0"E | UT182 | FRA(EX): LFFRASW |
| PEPET | 45°05'03.0"N 003°52'02.0"W | | FRA(I): LFFFRANW, FL195-660 |
| PEPON | 48°21'00.0"N 000°15'00.0"W | A532 , UT176 | |
| PEQEF | 44°22'49.2"N 004°15'57.3"E | UZ38 | FRA(E): LFFRASW |
| PERAK | 46°02'47.0"N 006°24'35.0"E | | |
| PERDU | 42°43'55.5"N 000°09'04.3"E | | FRA(X): LFFRASW |
| PERIG | 45°07'02.0"N 000°58'10.0"E | A34 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBI, LFBK, LFBK, LFBU, LFLD, LFLX, LFOA; FRA(D): LFFRASW, LFBA, LFBX, LFCC, LFCU, LFDS, LFSL |
| PERON | 49°54'45.0"N 002°50'24.0"E | H20 , N874 , UN874 , UZ274 | |
| PERUS | 44°09'12.0"N 006°06'12.0"E | A3 , G374 , Z206 | |
| PESAN | 46°11'57.3"N 003°23'13.7"E | A27 | |
| PESHU | 43°20'31.2"N 005°18'07.5"E | | |
| PESUK | 49°12'39.0"N 000°17'27.0"E | J116 , Z294 , UZ297 | |
| PETAL | 46°22'04.9"N 006°18'01.3"E | G5 | |
| PETAX | 50°11'11.6"N 000°50'52.8"E | J150 , M605 , UM605 , UZ296 | |
| PETUR | 43°42'30.8"N 007°27'09.4"E | N736 | |
| PEVIS | 47°57'37.7"N 006°58'41.1"W | | FRA(I): LFFFRANW, FL195-660 |
| PEVIT | 47°41'52.1"N 007°11'33.4"E | | FRA(I): LFFRAE |
| PEXIR | 49°12'10.0"N 000°36'48.0"E | J116 , J251 , Z295 , UZ297 | |
| PEXOD | 45°19'04.0"N 003°01'02.0"W | | FRA(I): LFFFRANW, FL195-660 |
| PHALO | 48°46'40.0"N 007°05'43.0"E | R7 | |
| PIBAL | 46°40'55.0"N 000°42'50.0"E | | |
| PIBAT | 46°48'21.4"N 004°15'32.9"E | A2 , G40 | FRA(I): LFFFRAC; FRA(A): LFFFRAC, LFAI, LFPN, LFPN, LFPO, LFPV |
| PIBON | 43°35'55.1"N 006°58'59.5"E | | |
| PIGOP | 48°41'09.0"N 001°20'20.0"E | UN160 , UN491 | |
| PIGOS | 43°37'20.2"N 007°22'16.2"E | UM616 , M622 , UM733 , N86 , N736 , Y15 | FRA(ID): LFFFRASE, LIMJ, LFKB, LFKC, LFKF, LFKJ, LFKO, LFKS, LFMC, LFTH, LFTF, FL195-660 |
| PIGUL | 45°34'28.0"N 000°46'18.0"E | | |
| PIKAG | 49°07'36.0"N 003°18'33.0"E | | |
| PIKIV | 49°23'34.1"N 000°37'32.9"W | | |
| PIKOD | 49°24'38.0"N 005°15'59.0"W | | |
| PIKUP | 49°03'34.6"N 000°12'21.9"W | | |
| PILON | 48°00'06.5"N 005°41'30.9"E | | |
| PILUL | 48°05'00.0"N 003°02'53.0"E | T36 | FRA(I): LFFFRAC; FRA(D): LFFFRAC, LFOB, LFPB, LFPG, LFPN, LFPO, LFPT, LFPV |
| PIMAK | 45°23'30.0"N 004°00'53.0"E | R31 , T41 , Z48 | FRA(D): LFFFRASW, LFL |
| PIMIX | 50°42'16.9"N 002°44'47.4"E | | |
| PIMQO | 45°09'33.0"N 001°11'35.4"E | | FRA(I): LFFFRASW |
| PIMUP | 47°32'25.0"N 003°23'15.0"E | T36 | FRA(I): LFFFRAC |
| PIMZI | 48°24'55.0"N 006°49'21.0"E | R11 | |
| PINAL | 41°42'57.0"N 009°25'28.6"E | | |
| PINAN | 43°34'16.6"N 003°44'44.3"E | | |
| PINED | 45°00'00.0"N 005°31'16.0"E | Z42 | |
| PINOT | 45°59'07.6"N 005°55'33.5"E | | |
| PIPAX | 43°19'19.6"N 005°36'00.9"E | | |
| PIPOR | 43°00'33.0"N 001°06'29.0"W | | FRA(X): LFFFRASW |
| PIQFU | 46°07'39.5"N 001°12'34.5"W | A25 | |
| PIREG | 49°52'51.7"N 001°54'40.4"E | UM733 , UT421 | |
| PIRUV | 45°52'04.0"N 005°40'33.0"E | | |
| PITAV | 49°11'41.0"N 000°56'00.0"E | J116 , J250 | |
| PITHI | 50°11'26.5"N 003°34'22.2"E | UN872 | |
| PIVER | 48°47'45.4"N 002°16'03.1"E | | |
| PIWEB | 49°12'34.0"N 003°37'21.0"E | UN857 | |
| PIWIZ | 48°12'53.7"N 001°05'56.3"E | UN874 | |
| PIXIS | 46°56'25.0"N 003°45'14.0"E | | FRA(I): LFFFRAC |
| PODEM | 49°15'41.0"N 001°33'11.0"E | UN873 , UT191 | |
| PODUK | 49°14'45.8"N 003°21'02.2"E | UL613 , UT300 | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS ATS routes | Observations Remarks |
|-----------------------|----------------------------|---|---|
| POGOL | 48°23'56.5"N 006°41'36.1"E | A242 , R11 , T131 | FRA(ID): LFFRAE, ETAR, LFJL, LFJY, LFQE, LFSN, LFSO, ODD FL for DEP |
| POGZI | 48°32'42.0"N 002°58'15.1"E | UN491 | |
| POHKI | 43°55'18.4"N 000°11'44.3"W | | |
| POKET | 45°06'51.0"N 000°37'05.0"E | | FRA(I): LFFRASW |
| POLLY | 47°53'37.0"N 002°45'44.0"E | G54 | |
| POMEG | 43°17'39.1"N 005°19'42.3"E | G7 | |
| PONNE | 45°26'53.4"N 006°04'29.7"E | KY178 | |
| POPUL | 43°56'55.0"N 002°50'25.0"W | | FRA(E): LFFRANW, FL195-660 |
| PORBU | 42°25'52.0"N 003°12'03.0"E | | |
| POULP | 41°20'00.0"N 008°34'12.0"E | L42 | |
| POZOF | 47°03'45.0"N 004°15'55.0"W | | FRA(I): LFFRANW, FL195-660 |
| PUMAL | 42°22'00.5"N 002°00'30.5"E | B31 | FRA(X): LFFRASW |
| RALIX | 46°56'25.0"N 001°02'20.0"W | UP860 , UY120 | |
| RALOS | 43°20'37.2"N 005°29'26.4"E | | |
| RANUX | 49°08'19.6"N 004°21'41.5"E | UH101 , UL15 , UN858 | |
| RAPED | 43°22'24.0"N 006°53'36.0"E | P856 , Y15 | FRA(ID): LFFRASE, LFMA, LFMI, LFML, LFMQ, LFMV, LFMV, FL195-660 |
| RAPES | 43°14'48.0"N 001°54'47.8"E | | FRA(A): LFFRASW, LFMK |
| RAPOR | 49°35'29.0"N 005°12'47.0"E | UM170 , UN857 , Q763 , Z157 , UZ157 | |
| RAPOT | 43°27'54.2"N 006°57'13.9"E | | |
| RAPUR | 42°53'36.0"N 008°40'37.0"E | G374 , UN851 | FRA(I): LFFRASE, FL195-660 |
| RARAK | 44°01'44.0"N 000°41'33.0"E | A25 , T258 | FRA(I): LFFRASW |
| RARUS | 44°07'13.0"N 004°45'14.0"E | B16 | |
| RASCA | 50°08'44.6"N 004°52'52.4"E | | |
| RASPA | 42°09'28.2"N 005°23'47.3"E | UN854 | FRA(IA): LFFRASE, LFMI, LFML, FL195-660; FRA(ID): LFFRASE, LFMA, LFMI, LFML, LFMQ, LFMV, LFMV, FL195-660 |
| RATAP | 42°43'23.0"N 009°06'16.0"E | G374 , P980 | FRA(I): LFFRASE, FL195-660 |
| RATKA | 49°30'00.0"N 008°00'00.0"W | | |
| RATRA | 44°46'49.0"N 001°28'39.0"E | G36 | |
| RATUF | 46°12'50.0"N 003°40'39.0"W | | FRA(I): LFFRANW, FL195-660 |
| RATUK | 50°39'25.2"N 001°38'10.6"E | L613 , UL613 , T22 , UT191 | |
| RAVIG | 49°20'28.0"N 001°23'08.0"W | G273 , T501 | |
| RAVMU | 49°15'52.0"N 003°35'35.0"E | | |
| RAZQI | 46°28'27.0"N 001°15'00.0"E | | FRA(I): LFFRASW; FRA(D): LFFRASW, LFOA |
| RAZUD | 47°37'57.0"N 003°38'59.0"W | | |
| RECIF | 42°45'19.0"N 008°53'09.0"E | A9 | |
| REFEL | 47°34'48.0"N 007°00'41.0"E | | |
| REGHI | 48°00'00.0"N 008°00'00.0"W | UN480 | FRA(EX): LFFRANW, FL195-660 |
| REKLA | 47°32'07.9"N 005°51'02.7"E | | FRA(I): LFFRAE |
| REKMU | 46°05'09.4"N 004°38'57.7"E | | |
| REMDU | 44°32'21.0"N 003°01'00.0"E | G5 | |
| REMGO | 49°46'33.0"N 005°01'16.0"E | UY157 | |
| RENKO | 41°08'21.0"N 007°49'55.0"E | Z240 | |
| RENSA | 49°31'59.4"N 004°53'07.9"E | UN857 , Q763 , Z257 , UZ257 | |
| REPSI | 45°31'21.0"N 004°16'31.0"E | UN869 , T41 | FRA(E): LFFRASW |
| REQIN | 39°00'00.0"N 006°15'00.0"E | M986 | FRA(EX): LFFRASE, FL195-660 |
| RESBO | 43°10'38.0"N 006°57'34.0"E | | |
| RESKU | 45°32'28.9"N 005°01'23.5"E | | |
| RESMI | 48°34'07.0"N 002°11'31.0"E | UL612 , UM728 , UM729 , UM975 , UN491 , UN857 | |
| RESPO | 47°49'58.1"N 005°36'28.8"E | G4 | FRA(I): LFFRAE |
| RETNO | 44°22'48.0"N 005°37'24.6"E | A3 , UM728 , UN852 , Z42 | |
| REVDO | 41°20'00.0"N 008°41'27.0"E | M194 | |
| REVGO | 50°44'42.9"N 002°39'47.9"E | | |
| REVL | 46°35'11.0"N 006°44'36.0"E | A41 | |
| REVTU | 49°35'50.0"N 001°43'32.0"W | UP87 , UP88 , UT507 , UY110 | |
| RHONE | 43°23'09.7"N 004°50'40.4"E | | |
| RIBOU | 43°04'47.0"N 001°55'44.0"E | B31 | FRA(D): LFFRASW, LFBF, LFBO, LFBR |

| Name-codes designator | Coordonnées Coordinatas | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|---|---|
| RIDHO | 41°36'32.6"N 008°05'25.1"E | M623 | |
| RIGVI | 48°07'57.3"N 007°30'13.8"E | | |
| RIKLO | 46°48'13.1"N 001°35'58.8"W | | |
| RIKPO | 43°13'41.5"N 005°53'28.0"E | G7 | |
| RIKSI | 44°07'08.3"N 004°40'37.4"E | | |
| RILAV | 46°45'04.0"N 001°44'18.1"W | | |
| RILIP | 45°02'33.0"N 006°18'35.0"E | UL55 | |
| RILON | 43°55'30.0"N 001°00'36.0"W | R10 | |
| RILTI | 45°45'30.1"N 005°39'33.9"E | B16 | |
| RIMON | 47°30'26.0"N 002°11'09.0"W | R66 , T499 , V30 | |
| RIMOR | 46°01'21.8"N 003°28'47.8"E | | |
| RINED | 46°38'29.5"N 001°42'59.0"W | | |
| RINSO | 48°01'38.0"N 001°26'09.0"W | UM184 , UN867 , T497 , T501 , V20 | |
| RINTI | 51°01'58.0"N 001°36'56.0"E | B3 , UL10 | |
| RIPAL | 39°58'41.0"N 004°46'17.0"E | M603 , Z924 | FRA(I): LFFRASE, FL195-660 |
| RIPTU | 46°06'25.0"N 005°19'45.0"E | | |
| RISEP | 39°36'24.0"N 004°59'35.0"E | | FRA(I): LFFRASE, FL195-660 |
| RISNO | 47°56'11.7"N 002°26'55.9"E | | |
| RISOR | 45°32'18.0"N 005°57'51.0"E | T45 , T47 , UT47 | |
| RISPU | 45°51'32.1"N 000°19'16.9"W | | |
| RISUD | 47°46'15.5"N 001°41'48.2"W | | |
| RISUN | 46°21'56.0"N 002°36'12.0"E | G21 , R66 , V18 | FRA(A): LFFFRASW, LFB�; FRA(D): LFFFRASW, LFLC, LFLD, LFOA |
| RITOR | 46°11'03.1"N 001°32'30.1"W | | |
| RIVAK | 46°00'00.0"N 008°00'00.0"W | UN460 | FRA(EX): LFFFRANW, FL195-660 |
| RIVEK | 46°20'12.0"N 003°04'48.0"E | R66 , R161 | |
| RIVLA | 43°21'32.2"N 005°18'13.4"E | | |
| RIVRU | 43°28'44.2"N 007°09'42.7"E | | |
| RIXEL | 44°00'14.0"N 003°19'45.0"E | | |
| RIXIX | 46°28'22.3"N 005°05'07.8"W | | |
| RIXOT | 40°23'28.0"N 004°40'00.0"E | UT250 | FRA(X): LFFRASE, FL195-660 |
| ROBAL | 50°28'24.0"N 003°38'00.0"E | M617 , UM617 | |
| ROBEX | 45°06'54.2"N 006°35'38.1"E | UY11 | |
| ROBIR | 47°31'23.0"N 006°02'15.0"E | T10 | FRA(D): LFFRAE, LFGA, LFGB, LFSB, LFMS, EVEN FL |
| ROCAN | 42°40'24.0"N 001°56'48.0"E | | FRA(I): LFFFRASW; FRA(D): LFFFRASW, LFDJ |
| ROCCA | 45°44'43.0"N 006°38'44.1"E | B46 , G32 , T345 | |
| RODIN | 49°59'46.0"N 002°16'33.0"E | | |
| RODSA | 47°32'08.0"N 001°39'46.0"W | A532 , V30 | |
| ROGEK | 46°39'15.8"N 001°02'20.1"W | | |
| ROGEV | 50°04'59.4"N 003°00'27.4"E | | |
| ROGPU | 48°40'31.8"N 001°24'04.5"W | | |
| ROKAL | 47°57'19.2"N 003°21'21.5"W | | |
| ROKIX | 46°44'31.5"N 001°05'38.7"W | | |
| ROKNO | 43°26'14.0"N 007°14'58.7"E | | |
| ROKRO | 49°52'54.0"N 004°17'28.0"E | | |
| ROLEN | 48°34'48.0"N 000°09'24.0"E | A5 , A532 , UT176 , UZ15 | |
| ROLIR | 45°10'28.0"N 004°50'36.6"E | V44 , UV44 , Z46 , UZ46 | |
| ROLNU | 46°35'19.3"N 001°08'22.8"W | | |
| ROLOL | 44°17'16.0"N 000°21'29.0"E | A25 | |
| ROLUP | 43°29'36.0"N 006°58'43.0"E | | |
| ROMAK | 44°37'48.0"N 002°29'20.0"E | V14 , Z869 | FRA(I): LFFFRASW; FRA(A): LFFFRASW, LFBE, LFCU, LFD5, LFLW, LFSL |
| ROMAM | 45°06'09.5"N 005°09'48.4"E | A6 , B16 , UL55 , T43 , UT43 , UY23 , UZ871 | |
| ROMGI | 46°10'38.0"N 003°06'46.0"E | J924 | |
| ROMGO | 48°20'47.7"N 000°50'38.8"E | T116 , UT182 | |
| RONAX | 48°23'32.0"N 000°22'55.0"E | A53 , J55 , UL976 , UN873 | |
| RONIS | 45°46'51.5"N 004°42'47.0"E | | |
| RONLA | 46°21'08.7"N 005°25'19.1"E | J32 | |
| RONOR | 50°36'20.8"N 002°47'15.7"E | | |
| ROSEX | 48°28'15.8"N 002°35'39.5"E | | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|-----------------------------------|---|
| ROSIV | 50°01'32.0"N 002°45'54.0"E | | |
| ROSP0 | 47°57'41.5"N 003°45'02.9"W | H34 , V30 | FRA(AD): LFFRANW, LFRB, LFRJ, LFRQ, LFEC, LFRM, LFRO, LFRU, FL195-660 |
| ROTIS | 42°58'00.0"N 005°30'00.0"E | | FRA(I): LFFRASE, FL195-660 |
| ROTSI | 48°16'36.2"N 004°38'03.0"E | UL613 , UM164 | |
| ROUSY | 49°28'35.0"N 006°06'54.0"E | | FRA(EX): LFFRAE, FL195-245, ODD FL for entering aircrafts; FRA(I): LFFRAE, FL 245-660 |
| ROVFO | 45°08'51.0"N 000°33'00.0"W | | |
| ROVOT | 43°20'13.0"N 004°55'44.0"E | UL127 , UY373 | |
| ROXIL | 47°06'31.9"N 001°58'01.8"E | | |
| ROYAN | 45°40'00.0"N 001°02'12.0"W | A25 | FRA(A): LFFRASW, LFOU, LFRI |
| RUBAS | 42°22'37.0"N 006°34'08.0"E | Z154 | FRA(IA): LFFRASE, LFKF, LFKJ, LFKO, LFKS, LFMI, LFML, LFMN, FL195-660; FRA(ID): LFFRASE, LFMI, LFML, LFMN, LFMQ, FL195-660 |
| RUBEB | 43°45'15.0"N 005°34'12.0"E | Y30 , UY30 | |
| RUBGI | 45°20'52.0"N 002°30'00.0"E | T19 | |
| RUBIT | 43°13'20.0"N 006°24'44.0"E | A3 , G7 | |
| RUBIX | 49°04'09.0"N 000°15'00.0"W | UT300 | |
| RUBLO | 45°35'26.0"N 005°21'01.0"E | A2 , UP860 , Z87 , UZ87 | |
| RUBUT | 50°49'04.7"N 002°40'33.5"E | | |
| RUCAC | 50°52'59.4"N 001°44'30.5"E | A30 , B24 , UL15 | |
| RUMEL | 44°30'00.0"N 000°55'13.8"E | A34 | |
| RUMIL | 45°51'42.8"N 005°58'53.2"E | R226 | |
| RUSEX | 43°13'46.3"N 005°24'18.7"E | | |
| RUSIB | 48°58'37.0"N 003°48'31.0"W | | FRA(I): LFFRANW, FL195-660 |
| RUSIT | 45°40'05.0"N 004°53'26.0"E | H38 , UN854 , UP860 , UY305 , Z87 | |
| RUSTI | 48°10'36.0"N 007°39'36.0"E | | |
| RUTIP | 42°28'39.1"N 001°26'13.7"E | | FRA(E): LFFRASW |
| SABLE | 47°51'11.0"N 000°15'00.0"W | H34 , T15 , V20 | |
| SAKYR | 47°39'54.1"N 001°24'36.6"W | | |
| SALCO | 49°44'14.0"N 003°31'46.0"W | | FRA(E): LFFRANW, FL195-660 |
| SALEV | 46°04'25.6"N 006°03'57.4"E | Y52 , Y55 , Y56 , Y58 | |
| SALIN | 43°16'58.1"N 004°43'48.5"E | M731 , Y25 , UY25 , Y341 , UY341 | |
| SALMA | 39°00'00.0"N 006°43'00.0"E | | FRA(EX): LFFRASE, FL195-660 |
| SALSI | 43°20'52.0"N 002°21'26.0"E | G36 | |
| SAMPO | 48°13'12.0"N 001°16'56.0"W | A361 , R52 | |
| SANCE | 47°16'00.0"N 002°44'30.0"E | A3 , R31 | |
| SAULX | 48°31'43.6"N 005°17'00.6"E | | |
| SAUNI | 46°37'25.0"N 005°28'40.0"E | Z64 | |
| SAURG | 43°53'00.0"N 005°05'43.0"E | T123 , UT123 , T976 | |
| SECHE | 44°26'19.0"N 000°30'55.0"E | G39 , R17 , T259 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBG, LFBF, LFBO, LFBR, LFBS, LFBX, LFCC; FRA(D): LFFRASW, LFBA, LFBE, LFBX, LFDH |
| SECON | 42°49'43.6"N 005°06'14.1"E | | FRA(I): LFFRASE, FL195-660 |
| SENLO | 49°05'00.0"N 001°10'42.0"W | G274 , H490 , UN502 , UT300 | |
| SEPAL | 47°00'00.0"N 008°45'00.0"W | UN470 | |
| SHARA | 47°58'40.0"N 006°40'38.0"E | | FRA(I): LFFRAE |
| SIGOS | 43°41'25.0"N 001°25'03.0"W | | |
| SIJAN | 43°11'51.0"N 002°56'13.0"E | A27 | FRA(A): LFFRASW, LEGE, LFMP |
| SIMAR | 43°48'38.6"N 003°47'39.5"E | | |
| SINPO | 46°19'30.0"N 003°17'00.0"E | B25 , R66 | |
| SIQLE | 47°01'15.7"N 003°14'13.4"E | | FRA(E): LFFRASW; FRA(X): LFFRAC; |
| SIQOZ | 42°59'20.0"N 008°24'38.6"E | | FRA(I): LFFRASE, FL195-660 |
| SIROD | 46°43'37.3"N 006°01'10.4"E | A1 , UH10 , L47 , Z124 | |
| SIRSA | 41°37'01.9"N 008°28'58.0"E | | |
| SITET | 50°06'00.0"N 000°00'00.0"W | A34 , UN859 | |
| SITSA | 46°54'50.6"N 002°10'37.4"E | | |
| SIVIR | 46°00'00.0"N 008°45'00.0"W | UN460 | |
| SIZZA | 47°32'40.0"N 004°06'58.0"E | UM733 | FRA(X): LFFRAC |

| Name-codes designator | Coordonnées Coordinatas | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|---|---|
| SKERY | 50°00'00.0"N 003°10'23.0"W | | |
| SKESO | 49°49'29.0"N 003°02'03.0"W | A25 , UN862 | FRA(EX): LFFRANW, FL195-660 |
| SOBLI | 47°29'58.0"N 006°22'46.0"E | T10 | |
| SOCOF | 45°51'41.9"N 006°01'13.2"E | | |
| SODRI | 43°00'47.0"N 008°22'19.0"E | A3 , G374 | FRA(D): LFFRASE, LIRJ, LFMD, LFMN, LFTZ, FL195-660 |
| SOFFY | 43°01'13.5"N 005°10'49.9"E | UM976 , UP132 | FRA(X): LFFRASE, FL195-660 |
| SOFIK | 46°16'24.5"N 006°37'56.9"E | A1 | |
| SOGBO | 44°52'57.6"N 000°51'07.5"W | | |
| SOKDI | 43°32'36.0"N 006°40'29.5"E | UZ184 | |
| SOLEN | 41°56'14.9"N 009°23'58.4"E | | |
| SOLNO | 45°37'09.6"N 001°06'47.5"E | | |
| SOLSO | 44°23'05.9"N 000°28'39.2"W | | |
| SOMDA | 48°20'16.0"N 004°14'40.0"E | A6 , B13 , T11 | |
| SOMED | 47°26'09.0"N 000°56'31.0"E | UN482 | |
| SOMEN | 48°51'00.0"N 003°33'00.0"W | Y491 | FRA(D): LFFRANW, LFRB, LFRJ, LFEC, LFRU, FL195-660 |
| SOMEX | 48°12'47.3"N 003°20'03.6"E | | |
| SOMIL | 49°46'13.0"N 002°18'18.0"E | UN873 , UT421 , UY376 , UZ274 | |
| SOMOS | 44°32'55.0"N 001°14'21.0"W | | |
| SOMTI | 45°27'00.6"N 002°55'58.5"E | T19 , V12 | FRA(D): LFFRASW, LFLC |
| SOMTU | 49°35'47.0"N 004°21'27.0"E | | |
| SONGA | 44°11'55.9"N 001°00'47.0"E | | |
| SONUR | 49°26'13.6"N 004°21'26.9"E | Q763 | |
| SOPAD | 45°39'12.0"N 004°12'20.0"E | Q20 | |
| SOPEX | 48°36'48.0"N 003°33'00.0"W | T120 | |
| SOPIG | 49°22'25.0"N 002°19'53.0"E | | |
| SOPII | 47°01'33.0"N 001°03'18.0"E | A34 , UN859 , R10 | FRA(E): LFFRASW |
| SOPLO | 45°43'43.7"N 005°44'45.0"E | N871 , UN871 , Z87 | |
| SOPOL | 49°51'47.0"N 001°41'07.0"E | UT191 | |
| SORAL | 49°06'49.6"N 006°26'15.6"E | V36 | FRA(I): LFFRAE |
| SORAP | 48°31'20.0"N 000°38'07.0"E | UN859 , UN873 | |
| SORAS | 40°33'08.0"N 004°40'00.0"E | | FRA(X): LFFRASE, FL195-660 |
| SOREM | 48°28'16.0"N 007°01'08.0"E | V17 | |
| SOSAL | 46°33'29.0"N 006°53'04.0"E | T45 | |
| SOSIX | 48°41'25.0"N 004°50'34.0"E | | |
| SOSOV | 44°58'59.0"N 007°53'06.0"W | | FRA(EX): LFFRANW, FL195-660 |
| SOSTO | 43°47'51.0"N 001°16'33.0"W | | |
| SOSUN | 49°59'05.5"N 001°31'03.8"E | UM733 | |
| SOSUR | 42°33'36.8"N 004°59'50.6"E | B16 , UM154 , UM976 , UM989 , N86 , UN870 | FRA(IA): LFFRASE, LFTF, LFMC, LFMY, FL195-660; FRA(ID): LFFRASE, LFML, LFMI, LFMA, LFMQ, LFMY, LFMV, FL195-660 |
| SOTAK | 43°49'17.3"N 000°56'31.7"E | | FRA(I): LFFRASW |
| SOTAX | 39°35'04.0"N 004°40'00.0"E | | FRA(EX): LFFRASE, FL195-660 |
| SOTIP | 48°07'52.9"N 001°27'35.6"E | R10 | |
| SOTOX | 43°29'54.7"N 007°30'37.7"E | | |
| SOTUS | 49°22'48.0"N 004°03'01.0"E | Q763 , Z319 | |
| SOUKA | 42°53'23.0"N 008°47'31.0"E | | |
| SOVAD | 46°20'14.9"N 006°02'54.4"E | Y55 | |
| SOVAG | 41°08'49.0"N 007°12'23.7"E | UN851 | FRA(I): LFFRASE, FL195-660 |
| SOVAT | 50°46'46.0"N 001°28'00.0"E | L613 , UL613 | |
| SOVET | 44°08'20.1"N 001°46'51.1"E | | FRA(I): LFFRASW |
| SOVIM | 48°07'06.2"N 003°48'38.5"W | | |
| SOVOS | 43°23'13.0"N 000°54'00.0"W | G17 | FRA(D): LFFRASW, LFBZ |
| SUBAK | 47°04'09.3"N 001°29'27.2"W | | |
| SUBIL | 43°01'43.0"N 004°36'30.0"E | | |
| SUBIP | 50°26'44.4"N 000°53'06.2"E | UM733 | |
| SUBOX | 48°44'59.0"N 001°38'07.0"E | | |
| SUDAD | 43°09'50.0"N 000°00'40.0"W | | |
| SUDAP | 50°26'36.4"N 002°50'44.0"E | | |
| SUDAS | 42°56'17.3"N 008°54'22.5"E | A3 , A9 , Y48 | |
| SUDAV | 48°29'15.6"N 002°54'08.8"E | | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS ATS routes | Observations Remarks |
|-----------------------|----------------------------|---|---|
| SUDIL | 47°08'03.1"N 001°37'31.1"W | | |
| SUDOD | 50°59'31.4"N 002°15'14.0"E | | |
| SUGOM | 46°04'35.0"N 002°22'37.0"W | | |
| SUIPE | 49°15'12.0"N 004°15'54.0"E | H9 , J10 , M163 | |
| SUKHA | 48°34'29.0"N 005°06'28.0"E | UL161 | FRA(X): LFFRAE, EVEN FL |
| SULEX | 50°00'00.0"N 002°55'32.0"E | N874 , UN874 | |
| SULIT | 43°23'01.3"N 001°15'09.2"E | | |
| SULOT | 45°36'14.0"N 003°48'59.0"E | Q20 | |
| SUNUL | 47°10'37.0"N 002°49'41.0"W | | |
| SUPUX | 40°25'29.0"N 008°00'00.0"E | Z924 | FRA(E): LFFRASE, FL195-660 |
| SUQOC | 46°26'23.7"N 000°23'47.3"W | | FRA(X): LFFRASW |
| SURAS | 43°38'32.8"N 001°03'46.2"E | | |
| SURJU | 41°46'49.3"N 005°36'57.4"E | | FRA(I): LFFRASE, FL195-660 |
| SURUD | 43°27'15.5"N 000°58'45.2"E | | FRA(I): LFFRASW |
| SUSON | 50°25'32.6"N 002°24'40.6"E | | |
| SUSUK | 43°32'51.2"N 006°08'07.5"E | | |
| SUTAL | 49°28'00.0"N 006°23'30.0"E | N852 | FRA(EX): LFFRAE, FL195-245, ODD FL for entering aircrafts; FRA(I): LFFRAE, FL 245-660 |
| SUTUB | 48°47'39.5"N 001°39'46.4"E | | |
| SUVEL | 46°09'05.4"N 006°21'03.8"E | Y52 | |
| SUXER | 40°08'09.0"N 005°51'32.0"E | Z924 | FRA(IA): LFFRASE, LEMH, LESL, FL195-660 |
| SUXOV | 49°55'21.7"N 000°49'32.4"E | | |
| TABIL | 47°57'23.0"N 000°56'24.0"W | A532 , V20 | |
| TABOT | 39°09'00.0"N 008°00'00.0"E | | FRA(EX): LFFRASE, FL195-660 |
| TABOV | 48°38'39.0"N 001°38'56.0"E | UL976 , UM163 , UN491 , UN858 | |
| TACRO | 47°29'13.0"N 000°57'14.0"W | H34 | |
| TADAN | 43°34'37.0"N 000°33'30.0"E | | |
| TADUP | 48°56'19.3"N 000°32'27.4"E | | |
| TAHLE | 49°52'00.0"N 002°41'00.0"E | UZ274 | |
| TAJEF | 42°01'19.8"N 006°58'55.7"E | | FRA(I): LFFRASE, FL195-660 |
| TAKAS | 49°00'00.0"N 008°00'00.0"W | | |
| TAKAT | 44°37'36.2"N 002°36'02.1"E | V14 , V21 | FRA(D): LFFRASW, LFLC |
| TALAR | 45°57'23.0"N 004°36'15.7"E | | |
| TALEP | 43°27'44.0"N 008°42'44.0"E | | FRA(E): LFFRASE, FL195-660 |
| TALIG | 49°30'59.0"N 005°48'04.0"W | | FRA(EX): LFFRANW, FL245-660 |
| TALOL | 43°19'16.0"N 000°33'30.0"E | | |
| TALUD | 49°36'04.0"N 005°25'14.0"E | Q763 | |
| TANCA | 49°31'17.0"N 000°29'05.0"E | | |
| TEJOP | 48°49'44.6"N 004°59'50.6"W | | FRA(I): LFFRANW, FL195-660 |
| TELIN | 48°14'41.0"N 004°11'59.0"W | | |
| TEMPU | 44°50'49.0"N 000°59'44.0"W | | |
| TEMTO | 47°35'41.7"N 000°36'54.2"W | UN741 | |
| TEPRA | 46°29'45.0"N 002°25'28.0"W | UL14 , UN867 , UN873 | |
| TEPRI | 48°33'08.0"N 002°45'00.0"E | UN491 | |
| TEPTI | 43°24'33.6"N 000°23'55.5"E | | FRA(A): LFFRASW, LFBP, LFBT |
| TEREZ | 41°20'00.0"N 009°02'13.0"E | J19 | |
| TERKU | 48°01'48.0"N 003°37'00.0"W | | FRA(I): LFFRANW, FL195-660 |
| TERPO | 47°20'56.0"N 001°55'44.0"W | UM616 , UN461 , UN490 , UN862 , UN867 , UN872 , UP87 , UT176 | |
| TICRE | 42°55'12.5"N 004°58'52.3"E | | FRA(I): LFFRASE, FL195-660 |
| TILVI | 49°36'30.0"N 005°35'03.0"E | | |
| TINAM | 46°21'36.1"N 006°31'50.0"E | Z62 | |
| TINIL | 47°35'20.0"N 005°05'55.0"E | UM982 , UN854 | |
| TINOT | 42°41'51.8"N 005°18'54.4"E | M731 , N86 , UN854 , T175 , Z154 | FRA(IA): LFFRASE, LFMA, LFMV, LFMQ, LFMY, LFTH, FL195-660; FRA(ID): LFFRASE, LFKJ, LFKO, LFKS, FL195-660 |
| TIPIK | 43°30'14.0"N 006°26'04.0"E | | |
| TIQUH | 48°25'00.0"N 006°12'56.0"W | | FRA(I): LFFRANW, FL195-660 |
| TIRAV | 46°35'56.0"N 001°23'27.0"W | A25 , G54 , UN490 , UT183 , T501 , UT501 , Y95 , UY110 | |
| TIRSO | 47°48'22.2"N 006°40'14.8"E | A242 | |
| TITOX | 46°33'04.0"N 003°43'05.0"E | | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|---|---|
| TITUB | 48°47'33.0"N 003°34'43.0"W | | |
| TITVA | 45°21'47.6"N 003°57'31.6"E | | FRA(I): LFFRASW |
| TIVLI | 42°48'18.0"N 000°26'12.0"W | | FRA(X): LFFRASW |
| TIVLU | 46°30'00.0"N 008°00'00.0"W | UN536 | FRA(EX): LFFRANW, FL195-660 |
| TIVNO | 43°46'44.0"N 007°47'01.0"E | | Y15 |
| TIXIT | 43°20'46.0"N 006°50'30.0"E | | FRA(I): LFFRASE, FL195-660 |
| TOBVO | 44°08'28.0"N 002°02'16.0"E | V21 | |
| TODAC | 42°56'36.3"N 005°53'06.7"E | | |
| TOFLO | 47°47'39.0"N 004°06'34.0"W | | FRA(I): LFFRANW, FL195-660 |
| TOKDO | 46°01'30.2"N 005°42'40.1"E | G5 , UY305 | |
| TOLNA | 45°40'42.7"N 005°48'49.3"E | KY178 | |
| TOLVU | 49°37'31.0"N 005°22'18.0"E | UN857 | |
| TONDU | 43°36'04.7"N 005°08'01.3"E | | |
| TOPDA | 41°29'12.5"N 008°51'42.0"E | | |
| TOPTU | 42°47'47.8"N 000°11'37.0"W | | FRA(E): LFFRASW |
| TORPA | 47°28'45.9"N 006°39'30.9"E | T10 , V40 | FRA(D): LFFRAE, LSMD, LSZH |
| TORTU | 43°23'18.0"N 008°57'30.0"E | A9 , UN851 | FRA(EXA): LFFRASE, LFKF, LFKJ, LFKO, LFKS, FL195-660; FRA(EXD): LFFRASE, LFKF, LFKJ, LFKO, FL195-660 |
| TOZEZ | 44°03'39.5"N 004°44'04.0"E | | |
| TOZOT | 45°11'09.0"N 004°05'56.2"E | UT183 | FRA(X): LFFRASW |
| TRACA | 50°51'06.0"N 001°58'06.0"E | A30 , B3 | |
| TRETS | 43°24'47.0"N 005°43'51.0"E | G701 | |
| TUBDI | 47°43'46.9"N 003°22'51.5"E | | |
| TUDRA | 46°32'20.0"N 000°46'51.0"E | R66 | FRA(I): LFFRASW |
| TUFTA | 46°23'18.2"N 005°25'14.1"E | | FRA LSASFRA (I) |
| TUKVI | 50°38'58.7"N 001°24'13.0"E | | |
| TULNI | 50°33'27.0"N 003°16'56.0"E | Y473 , UY473 | |
| TULTA | 48°34'37.0"N 008°00'00.0"W | | FRA(EX): LFFRANW, FL195-660 |
| TUNAX | 47°54'45.0"N 000°12'06.0"E | H34 , J55 | |
| TUNIT | 49°22'53.0"N 003°00'00.0"W | N160 | FRA(A): LFFRANW, EGJJ, EGJB, EGJA, FL195-660; FRA(D): LFFRANW, EGJB, EGJJ, EGJA, LFRC, FL195-660 |
| TUNOR | 47°53'00.0"N 004°08'28.0"E | UH37 | |
| TUNUR | 44°38'25.0"N 004°50'24.0"E | UY22 | |
| TUPAR | 46°25'45.0"N 000°39'46.0"W | UM184 , UM616 , UN861 , UY120 | FRA(EX): LFFRASW |
| TUPID | 47°42'41.1"N 002°03'49.6"E | | |
| TUPOV | 47°45'27.0"N 007°14'13.0"E | | FRA(I): LFFRAE |
| TUPOX | 43°58'33.0"N 005°24'11.0"E | UN852 , T43 , UT43 , Y30 , UY30 | |
| TURDO | 47°26'52.0"N 006°58'05.0"W | | FRA(I): LFFRANW, FL195-660 |
| TURDU | 49°05'28.1"N 000°27'53.0"W | | |
| TURIL | 43°13'36.3"N 006°01'25.6"E | UL127 | FRA(D): LFFRASE, LFMD, LFMN, LFTZ, FL195-660 |
| TUROM | 46°50'31.0"N 005°57'59.1"E | T14 | |
| TUTAX | 46°55'17.0"N 005°14'49.0"E | UZ124 | |
| UBAVI | 43°57'34.8"N 004°48'35.4"E | | |
| UBEXU | 46°24'57.0"N 004°58'04.0"E | A6 | |
| UBIMA | 46°07'35.0"N 006°42'04.0"E | N853 | |
| UFFIX | 47°52'16.0"N 002°45'21.0"E | | FRA(X): LFFRASW; FRA(E): LFFRAC; |
| UFONE | 48°50'13.0"N 006°59'19.0"E | R7 | |
| UGLET | 43°34'52.0"N 005°52'31.0"E | Q302 , Y30 , UY30 | |
| ULKUX | 42°56'26.0"N 004°57'32.9"E | | |
| ULNAB | 45°24'49.5"N 002°26'26.2"W | | |
| UMLER | 47°30'00.0"N 008°45'00.0"W | UN734 | |
| UMNIQ | 43°11'33.7"N 006°50'15.2"E | | FRA(I): LFFRASE, FL195-660 |
| UMOGI | 48°04'12.5"N 002°18'01.9"E | | |
| UMOXA | 47°30'00.0"N 008°00'00.0"W | UN734 | FRA(EX): LFFRANW, FL195-660 |
| UNANA | 42°51'13.0"N 006°10'49.0"E | | FRA(I): LFFRASE, FL195-660 |
| UNEKO | 46°19'48.0"N 003°11'25.0"W | | |
| UNKIR | 46°48'56.0"N 005°43'37.0"E | UM729 , UM982 | |
| UPALO | 48°54'37.0"N 001°45'07.0"W | UN491 , UN585 , UN862 , UP87 , R111 , T120 , UT260 , T493 , T498 , UT510 , V20 , UY110 , Y491 | |

| Name-codes designator | Coordonnées Coordinates | Routes ATS ATS routes | Observations Remarks |
|-----------------------|----------------------------|------------------------------|---|
| UPMIT | 50°39'06.9"N 003°21'05.3"E | | |
| UPSAQ | 49°47'00.0"N 003°53'30.0"E | | |
| URATO | 41°56'44.0"N 008°09'29.0"E | Z154 | FRA(D): LFFRASE, LFKF, FL195-660 |
| UREKU | 43°28'37.2"N 001°22'25.3"W | | |
| URELO | 48°32'19.8"N 003°43'55.3"E | J302 , UJ310 , UM982 , Z303 | |
| URITI | 48°47'22.6"N 002°17'04.0"W | | |
| UROGO | 43°55'58.9"N 000°12'21.8"W | | |
| URQAP | 47°01'53.0"N 005°33'11.0"E | UM982 | |
| URUNA | 43°21'18.0"N 001°44'25.0"W | R10 | FRA(EX): LFFRASW |
| URUXI | 44°51'14.2"N 003°46'43.3"E | | |
| USAKU | 43°37'27.0"N 000°28'20.0"E | G17 , T258 | FRA(D): LFFRASW, LFBP, LFBT |
| USANO | 43°44'03.3"N 007°42'49.9"E | Y15 | |
| USAPI | 49°42'11.6"N 000°19'59.5"E | | |
| USODA | 46°58'19.0"N 001°21'54.0"W | UM184 , UM616 , T501 , UT501 | |
| UTELA | 48°54'21.2"N 002°57'37.6"E | UM733 , UM976 , UN858 | |
| UTISO | 46°02'43.8"N 001°27'48.6"W | UN862 | FRA(E): LFFRASW |
| UTORU | 41°10'50.0"N 007°49'53.0"E | Y19 | |
| UTUVA | 45°51'47.7"N 003°29'27.9"E | | FRA(I): LFFRASW |
| UVELI | 45°02'29.1"N 000°06'43.0"E | R17 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBA, LFCS, LFDI, LFDI, LFDI; FRA(D): LFFRASW, LFCS, LFDI, LFDI, LFDI |
| UVIKO | 47°58'45.0"N 000°03'41.0"E | | |
| UVRAK | 44°54'26.4"N 001°40'00.9"E | | |
| UVRAN | 49°36'26.7"N 001°07'42.2"W | | |
| UVRIL | 49°43'49.7"N 000°34'39.6"E | | |
| UVSUV | 49°29'17.3"N 001°40'28.4"W | UM25 | |
| UVUDO | 46°30'00.0"N 001°50'39.0"W | UN26 , UN862 | |
| UXANA | 45°16'35.0"N 003°10'45.0"E | | |
| VADAR | 46°39'26.0"N 006°45'13.0"E | Z669 | |
| VADEM | 46°43'18.2"N 006°29'00.5"E | | |
| VADEP | 50°14'29.6"N 003°48'17.5"E | | |
| VADOM | 48°33'02.0"N 001°16'15.0"E | UL976 , UN874 | |
| VADSU | 43°09'32.0"N 000°16'56.0"E | | |
| VAGNA | 45°05'43.3"N 000°20'14.2"W | | |
| VAKOP | 43°20'02.7"N 005°01'04.0"E | | |
| VAKOS | 49°34'10.7"N 004°00'10.3"E | Y50 | |
| VAKPA | 48°11'17.0"N 006°41'06.0"E | | FRA(I): LFFRAE |
| VAKPI | 43°22'30.3"N 000°05'36.6"E | | |
| VAKSI | 47°59'57.0"N 001°14'05.0"W | V20 | |
| VALAG | 43°40'39.9"N 003°25'04.5"E | | |
| VALAX | 47°33'46.0"N 001°06'38.0"W | A5 , V30 | |
| VALBU | 46°05'09.7"N 006°29'23.4"E | Y52 | |
| VALEK | 49°30'52.0"N 005°46'52.0"E | UM163 , UN858 | |
| VALKU | 45°59'53.4"N 002°49'05.0"E | | FRA(I): LFFRASW |
| VALNU | 48°04'54.0"N 003°16'00.0"E | | |
| VALOR | 46°03'34.6"N 006°58'25.9"E | Y1 , Y223 , Y224 | |
| VALPO | 48°50'05.1"N 003°07'17.8"E | | |
| VAMOP | 50°23'25.7"N 003°11'37.8"E | | |
| VAMTU | 44°08'44.0"N 007°37'31.0"E | M984 , UM984 | |
| VANAD | 47°50'14.0"N 000°54'26.0"E | A34 , UN858 , UN859 , UN874 | |
| VANAS | 45°27'25.8"N 006°44'48.7"E | B46 , J41 , N853 | |
| VANEG | 47°40'03.4"N 002°26'05.0"W | | |
| VANEX | 48°33'14.1"N 002°58'40.8"E | | |
| VANIS | 43°53'55.0"N 005°06'31.0"E | | |
| VAQOQ | 49°19'55.2"N 000°53'42.3"E | | |
| VAREK | 42°18'47.0"N 007°58'50.0"E | M623 , W54 | FRA(ID): LFFRASE, LFMD, LFMN, LFTZ, FL195-660 |
| VARES | 43°30'11.0"N 004°19'23.0"E | | |
| VARUX | 44°52'57.4"N 004°51'14.3"E | | |
| VASOL | 48°32'42.5"N 001°52'54.8"E | | |
| VATIR | 42°10'20.0"N 004°06'56.0"E | UN852 , UY38 | |

| Name-codes designator | Coordonnées Coordinatas | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|--|---|
| VATRI | 48°47'36.0"N 004°03'30.0"E | B3 , G40 , T11 | |
| VAVIT | 42°48'38.6"N 008°55'09.4"E | | |
| VAVIX | 44°16'40.0"N 000°41'38.7"W | B19 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBD, LFBM; FRA(D): LFFRASW, LFBD, LFBM, LFBZ |
| VAVOT | 49°29'13.0"N 005°34'00.0"E | Z110 | |
| VAXED | 48°52'49.4"N 004°07'04.4"E | | |
| VAXEL | 41°52'41.5"N 008°22'34.8"E | | |
| VEBEK | 49°16'07.0"N 003°40'59.0"E | Q763 | |
| VEDIK | 43°51'26.0"N 005°49'24.0"E | Y22 , UY22 | |
| VEDUS | 49°35'41.0"N 004°46'53.0"E | Z157 , UZ157 , UZ257 | |
| VEKIN | 50°24'15.0"N 003°16'30.0"E | N873 , UN873 , N874 , UN874 , Z173 , UZ173 | |
| VELIN | 44°58'48.0"N 000°09'20.0"E | R10 , R17 | FRA(I): LFFRASW; FRA(A): LFFRASW, LFBG, LFBH, LFBM, LFBX, LFCJ, LFCP, LFCY, LFDC, LFDK, LFDN, LFDP, LFDU, LFIV, LFXB; FRA(D): LFFRASW, LFBE, LFBG, LFBH, LFBM, LFBX, LFCJ, LFCP, LFCY, LFDC, LFDK, LFDN, LFDP, LFDU, LFIV, LFXB |
| VELIR | 45°24'15.4"N 003°10'56.6"E | | FRA(I): LFFRASW |
| VELLO | 43°31'08.7"N 005°15'43.2"E | | |
| VELOK | 50°11'18.0"N 002°49'09.0"E | | |
| VELOL | 49°56'19.0"N 001°17'12.0"E | J150 , UZ296 | |
| VELUD | 47°08'18.6"N 001°18'25.0"W | | |
| VEMIL | 49°13'29.5"N 002°23'10.3"E | | |
| VENAR | 46°08'37.0"N 000°43'14.0"W | | |
| VENAT | 46°14'39.0"N 006°35'48.0"E | T45 , T330 , Y223 , Z67 | |
| VENOR | 49°43'00.0"N 002°38'54.0"E | N874 | |
| VENTA | 43°34'59.0"N 005°14'04.1"E | | |
| VEPET | 49°42'37.0"N 001°30'04.0"E | J150 , J151 , Z293 | |
| VERAC | 46°17'25.0"N 000°06'17.0"E | B19 | |
| VERMA | 50°00'00.0"N 003°14'36.0"E | B3 , UM728 , T372 | |
| VEROB | 45°17'43.7"N 007°23'22.4"E | | |
| VEROS | 47°20'24.0"N 002°12'06.0"E | G54 , J18 | |
| VEROT | 45°12'59.5"N 004°10'37.7"E | G5 , R31 | |
| VEROX | 46°43'38.8"N 006°34'23.6"E | N869 | |
| VESAN | 50°22'18.8"N 002°01'35.1"E | J22 , L613 , UL613 , UT225 , UY376 | |
| VEULE | 49°51'24.0"N 000°37'12.0"E | UL612 | |
| VEVAR | 44°48'00.0"N 007°00'45.0"E | UM623 , Y24 | |
| VEVUT | 42°26'12.0"N 003°05'00.0"E | | |
| VEXAV | 49°12'32.0"N 001°56'11.2"E | | |
| VEXIP | 49°02'31.1"N 001°57'31.0"E | | |
| VEZAQ | 48°41'03.0"N 002°54'09.5"E | UL194 | |
| VIBUG | 45°57'26.9"N 003°21'37.6"E | | |
| VICCO | 42°08'22.0"N 008°48'57.0"E | | |
| VIFGO | 45°02'36.2"N 005°40'53.3"E | | |
| VIVOH | 42°14'40.6"N 009°36'44.0"E | | |
| VOJEL | 43°54'29.8"N 004°54'19.4"E | | |
| VUCTU | 48°13'41.4"N 004°49'20.4"E | B3 | |
| WEBCA | 46°03'50.3"N 006°49'42.9"E | A1 | |
| WERZU | 48°31'29.0"N 003°32'00.0"E | UN491 | |
| WIQMO | 47°16'37.2"N 001°37'42.0"W | | |
| WM801 | 48°12'26.7"N 007°30'58.1"E | KY110 | |
| WM802 | 47°59'08.4"N 007°23'36.2"E | KY110 | |
| XAMAB | 50°12'16.0"N 000°15'53.0"E | UL612 | |
| XAMAL | 43°28'43.0"N 007°05'40.0"E | G374 , M623 , Y15 | |
| XANOR | 49°28'16.4"N 000°37'09.9"E | | |
| XAPEL | 46°38'24.0"N 003°58'00.0"E | | |
| XASOT | 47°01'33.1"N 004°34'01.8"W | | |
| XASUD | 49°08'54.8"N 000°09'15.3"E | | |
| XATEL | 44°16'13.0"N 005°10'43.0"E | UY30 | |
| XATOS | 39°41'55.0"N 008°00'00.0"E | | FRA(EX): LFFRASE, FL195-660 |

→

| Name-codes designator | Coordonnées Coordinates | Routes ATS <i>ATS routes</i> | Observations <i>Remarks</i> |
|-----------------------|----------------------------|-------------------------------------|-----------------------------|
| XAVAP | 49°14'02.0"N 006°08'35.0"W | | |
| XERAK | 44°57'55.0"N 002°00'00.0"E | T616 | |
| XERAM | 49°35'48.0"N 004°04'02.0"E | UY157 , Z157 , UZ157 , Z319 , UZ319 | |
| XERGI | 46°16'19.2"N 000°53'48.0"W | | |
| XIDAN | 47°02'43.0"N 006°13'06.0"W | | FRA(I): LFFFRANW, FL195-660 |
| XIDIL | 50°21'06.0"N 000°38'29.0"E | M605 , UM605 | |
| XIRBI | 44°22'22.0"N 005°15'56.0"E | UT43 , UY22 | |
| XORBI | 49°55'04.0"N 002°27'04.0"E | H20 , H40 | |
| XOVPA | 49°09'18.0"N 000°15'00.0"W | N160 | |
| XUPAL | 45°02'26.0"N 002°37'22.0"E | T616 , V12 | |
| XUREX | 43°32'06.4"N 001°01'42.3"E | | |
| YACIM | 43°16'17.2"N 003°39'16.6"E | UT21 | FRA(EX): LFFFRASW |
| YAQEL | 45°03'17.3"N 003°48'15.0"E | | FRA(X): LFFFRASW |
| YODHA | 49°43'30.0"N 003°51'50.0"E | | |
| YURZI | 46°10'26.3"N 002°28'34.0"W | UL14 | FRA(X): LFFFRANW, FL195-660 |
| ZEBRA | 43°36'57.2"N 004°57'36.3"E | | |
| ZEFIR | 41°50'30.3"N 008°03'15.4"E | M623 | |
| ZERFI | 48°44'18.0"N 006°51'46.0"E | V17 | |
| ZETCO | 42°09'18.2"N 006°41'41.8"E | | FRA(I): LFFFRASE, FL195-660 |
| ZOBBE | 45°52'13.0"N 003°37'41.0"E | | |

Horaires sauf indication contraire / Timetables unless otherwise specified
 AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
 AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFMV.1

Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*

LFMV - AVIGNON CAUMONT

AD 2 LFMV.2

Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data*

| | | | |
|---|---|---|---|
| 1 | Position GEO ARP Situation de l'ARP / <i>ARP location</i> | 43°54'24"N 004°54'07"E Intersection axe de piste 17/35 et TWY C | Intersection between RWY 17/35 centerline and TWY C |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 8 km SE d'Avignon (84 - Vaucluse) | 8 km SE of Avignon (84 - Vaucluse) |
| 3 | Altitude de référence / <i>Reference elevation</i> | 124 ft | |
| | Température de référence / <i>Reference temperature</i> | 33.5 ° C | |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 162 ft | |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> | 1.85°E | |
| | Année (variation annuelle) / <i>Year (annual change)</i> | 2020 | |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> | SOCIETE AEROPORT AVIGNON PROVENCE | |
| | Adresse / <i>Address</i> | 46 cours Jean Jaurès - BP 158 - 84008 Avignon CEDEX Sur AD/At AD : Aérodrome d'AVIGNON-CAUMONT - 75 rue Hélène Boucher - 84140 Montfavet | |
| | Telephone | 04 90 81 51 31 | |
| | FAX | 04 90 84 17 23 | |
| | TELEX | | |
| | AFS | | |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR | |
| 8 | Observations / <i>Remarks</i> | FREQ opérations : 131.750 MHz. Poste de Coordination d' Exploitation (PCE)/Coordination center (PCE) : 04 90 81 51 31. SITA : AVNAPXH. Site Web/Website : www.avignon.aeroport.fr . E-mail handling : handling@avignon.aeroport.fr | |

AD 2 LFMV.3

Horaires *Operational hours*

| | | | |
|----|--|--|--|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | LUN-VEN : ETE : 0500-1930, HIV : 0600-2000 SAM : 0600-1800 DIM : 0700-1900 | MON-FRI : SUM : 0500-1930, WIN : 0600-2000 SAT : 0600-1800 SUN : 0700-1900 |
| 2 | Douanes et police / <i>Customs and immigration</i> | Vols à destination/en provenance d'un pays en espace Schengen autorisés toute l'année, HOR gestionnaire AD, déclaration générale à : E-mail handling. Vols à destination/en provenance d'un pays hors Schengen autorisés toute l'année, 0700-1900, PN 24HR et déclaration générale à : E-mail handling. Flights to/from a country in the Shengen area authorised all year round, AD operator SKED, general declaration to : E-mail handling. Flights to/from a country outside the Shengen area authorised all year round, 0700-1900, PN 24HR and general declaration to : E-mail handling. | |
| 3 | Services de santé / <i>Health and sanitary</i> | | |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | BORDEAUX (voir GEN) | BORDEAUX (see GEN) |
| 5 | BDP / <i>ARO</i> | PCE : 04 90 81 51 31 | |
| 6 | Bureau MET / <i>MET briefing office</i> | | |
| 7 | ATS | LUN-VEN : ETE : 0500-1930, HIV : 0600-2000. SAM : ETE : 0500-1900, HIV : 0600-1800. DIM : ETE : 0600-1930, HIV : 0700-2000. Modifications possibles par NOTAM. Extension des horaires ATS au bénéfice des vols commerciaux programmés annoncée sur ATIS. | MON-FRI : SUM : 0500-1930, WIN : 0600-2000. SAT : SUM : 0500-1900, WIN : 0600-1800. SUN : SUM : 0600-1930, WIN : 0700-2000. Possible modifications via NOTAM. ATS extensions for scheduled commercial flights announced on ATIS. |
| 8 | Avitaillement / <i>Fueling</i> | LUN-VEN : ETE : 0500-1900, HIV : 0600-1930. SAM : 0630-1730. DIM : 0730-1830. Automate AVGAS 100LL et AVGAS UL91 : HOR AVI uniquement, paiement carte TOTAL et carte bancaire. En dehors de ces HOR : TEL gestionnaire d'AD. | MON-FRI : SUM : 0500-1900, WIN : 0600-1930. SAT : 0630-1730. SUN : 0730-1830. Automatic dispenser AVGAS 100LL and AVGAS UL91 : AVT SKED only, payment by TOTAL or credit card. Outside these SKED : TEL AD operator. |
| 9 | Services de manutention / <i>Handling</i> | | |
| 10 | Sûreté / <i>Safety</i> | HOR ATS | |
| 11 | Dégivrage / <i>De-icing</i> | | |
| 12 | Observations / <i>Remarks</i> | GRF (Service d'évaluation et de report de l'état de surface de piste) : HOR RFFS En dehors des horaires RFFS : GRF sur PPR PN 24HR E-mail handling. EVASAN hors HOR RFFS : GRF sur demande auprès du gestionnaire : E-mail handling ou TEL gestionnaire. | GRF (Global Reporting Format) : RFFS SKED Outside RFFS SKED : GRF with PPR PN 24 HR E-mail handling. Medical evacuations outside RFFS SKED : GRF O/R E-mail handling or TEL AD administrator. |

16 MAY 2024

AD 2 LFMV.4

Services d'escale et d'assistance *Handling services and facilities*

| | | | |
|---|--|---|---|
| 1 | Moyens de manutention de fret <i>Cargo handling facilities</i> | Escabeaux passagers, tracteurs, chariots (manutention bagages), élévateurs. | Passengers stairs, tractors, trolleys (for luggage carrying), boom lifts. |
| 2 | Types de carburants et lubrifiants <i>Fuel and oil types</i> | Carburants : AVGAS 100LL - AVGAS UL 91 - JET A1. Paiement : espèces, carte TOTAL, carte bancaire. | Fuel : AVGAS 100LL - AVGAS UL 91 - JET A1. Payment : cash, TOTAL card, credit card. |
| 3 | Moyens et capacités d'avitaillement <i>Fueling facilities and capacities</i> | AVGAS 100LL : 1 module tracté 2000 L, 1 automate avec réservoir 50 m3 (envergure max 15 m) UL91: 1 automate avec réservoir 30 m3 (envergure max 10 m) JET A1 : 1 camion 20 m3 (réservoirs : 100 m3). | AVGAS 100LL : 1 towed module 2000 L, 1 dispenser with a 50 m3 tank (max wingspan 15 m) UL91: 1 dispenser with a 30 m3 tank (max wingspan 10 m) JET A1 : 1 truck 20 m3 (tanks : 100 m3). |
| 4 | Moyens de dégivrage / <i>De-icing facilities</i> | | |
| 5 | Hangar pour aéronefs de passage <i>Hangar space for visiting aircraft</i> | Possible O/R auprès de l'exploitant d'AD. | Possible O/R to AD operator. |
| 6 | Réparations pour aéronefs de passage <i>Repair facilities for visiting aircraft</i> | Toutes réparations avions légers : ATA : TEL 04 90 80 07 00 / 06 09 88 46 54. FARMAN : 07 68 04 61 62. Sellerie aéronautique : Borghino : TEL 04 90 92 19 46. | Any reparations for light ACFT : ATA : TEL 04 90 80 07 00 / 06 09 88 46 54. FARMAN : 07 68 04 61 62. Aeronautical saddlery : Borghino : TEL 04 90 92 19 46. |
| 7 | Observations / <i>Remarks</i> | Service toilette, service eau potable. GPU 28 V, 115 V 400 Hz. Service tractage avec Mototok. MTOM Supérieure à 3,5 T. : assistance obligatoire. Contact : handling@avignon.aeroport.fr | Drinking water service, toilet washing service. GPU 28 V, 115 V 400 Hz. Towing service with Mototok. MTOM greater than 3.5 T. : handling is mandatory. Contact : handling@avignon.aeroport.fr . |

AD 2 LFMV.5

Services aux passagers *Passenger facilities*

| | | | |
|---|--|---|--|
| 1 | Hôtels | Sur AD et à proximité. | At AD and in the vicinity. |
| 2 | Restaurants | Sur AD et à proximité. | At AD and in the vicinity. |
| 3 | Moyens de transport / <i>Transportation facilities</i> | Autobus à proximité, taxis, véhicules de location, service limousine. | Bus in the vicinity, taxis, car rental, limousine service. |
| 4 | Services médicaux / <i>Medical facilities</i> | Hôpital à 8 km (hélicoptère médicalisé). | Hospital 8 km away (medicalized helicopter). |
| 5 | Services bancaires et postaux <i>Bank and Post Office</i> | A proximité. | In the vicinity. |
| 6 | Office de tourisme / <i>Tourist office</i> | En ville. | In town. |
| 7 | Observations / <i>Remarks</i> | | |

AD 2 LFMV.6

Services de sauvetage et de lutte contre l'incendie *Rescue and fire fighting services*

| | | | |
|---|---|---|---|
| 1 | Niveau RFFS de l'AD <i>AD level for fire fighting</i> | 5 | |
| 2 | Moyens de sauvetage / <i>Rescue equipment</i> | Véhicules d'intervention eau/émulseur : 2 VIM 60 : 6100 L d'eau et 250 kg de poudre. | Intervention vehicles water/emulsifier : 2 FIV 60 : 6100 L water and 250 kg powder. |
| 3 | Moyens d'enlèvement des aéronefs accidentés <i>Capability for removal of disabled aircraft</i> | Société de levage Foselev : 04 90 94 20 50 chateaubrenard@fosselev.fr Contact E-mail handling et TEL gestionnaire. | Lifting company Foselev : 04 90 94 20 50 chateaubrenard@fosselev.fr Contact E-mail handling and AD administrator. |
| 4 | Observations / <i>Remarks</i> | Niveau 5 : HOR gestionnaire. Niveau 6 : PPR PN 24 HR, TEL gestionnaire. | Level 5: administrator SKED. Level 6 : PPR PN 24 HR, TEL administrator. |

AD 2 LFMV.7 Évaluation et communication de l'état de surface des pistes, et plan neige *Runway surface condition assessment and reporting, and snow plan*

| | | | |
|---|---|---|---|
| 1 | Type d'équipements / <i>Type of clearing equipment</i> | Neige : 1 balayeuse, 1 véhicule spécialisé équipé d'une fraise à neige, 1 véhicule spécialisé équipé d'une lame braise. | Snow : 1 sweeper, 1 vehicle equipped with a snow cutter, 1 vehicle equipped with a skew blade. |
| 2 | Priorités de dégagement / <i>Clearance priority</i> | 1- RWY 17/35 en totalité 2- les raquettes 3- les voies de circulations (B, C) 4- les aires de trafic | 1- entire RWY 17/35 2- turning areas 3- taxiways (B, C) 4- aprons |
| 3 | Matériaux utilisés pour le traitement de la surface de l'aire de mouvement / <i>Material used for movement area surface treatment</i> | NIL | |
| 4 | Pistes spécialement préparées en condition hivernale / <i>Specially prepared winter runways</i> | Non applicable | Not applicable |
| 5 | Observations / <i>Remarks</i> | Délai d'intervention : 2 heures. La piste en herbe et les voies de circulation en herbe ne seront pas déblayées. Evaluation et report de l'état de surface des pistes conformément à la méthode "Global Reporting Format" (GRF) décrite en AD 1.2.2 Les horaires GRF sont publiés en AD 2.3. | Time to intervene : 2 hours. Grass trip and grass taxiways not cleared. Assessment and reporting of runway surface condition in accordance with the Global Reporting Format (GRF) described in AD 1.2.2 GRF operational hours are published in AD 2.3. |

AD 2 LFMV.12

Caractéristiques physiques des pistes *Runway physical characteristics*

| RWY ID | Orientation Geo (MAG) | Dimensions RWY | PCN | Surface | Position GEO THR (DTHR) | ALT | SWY CWY | Bande Strip |
|--|-----------------------|----------------|------------|-----------------|--|------------------------------|---------|-------------|
| 17 | 169 (167) | 1880 x 45 | 38 F/C/W/T | revêtue / paved | 43°54'56.16"N 004°53'58.54"E (43°54'49.80"N 004°54'00.26"E) | THR: 115 ft DTHR : 113 ft | | |
| 35 | 349 (347) | 1880 x 45 | 38 F/C/W/T | revêtue / paved | 43°53'56.41"N 004°54'14.67"E (43°54'06.26"N 004°54'12.01"E) | THR: 124 ft DTHR : 123 ft | | |
| 17L | 169 (167) | 250 x 20 | | gazon / grass | 43°54'33.85"N 004°54'14.21"E | THR: 112 ft | | (1) |
| 35R | 349 (347) | 250 x 20 | | gazon / grass | 43°54'25.86"N 004°54'16.40"E | THR: 114 ft | | (2) |
| 17R | 169 (167) | 700 x 50 | | gazon / grass | 43°54'46.46"N 004°53'57.96"E | THR: 109 ft | | (3) |
| 35L | 349 (347) | 700 x 50 | | gazon / grass | 43°54'24.21"N 004°54'03.98"E | THR: 114 ft | | (4) |
| (1) Utilisable sur PPR TWR/Usable on PPR from TWR. | | | | | | | | |
| (2) Utilisable sur PPR TWR/Usable on PPR from TWR. | | | | | | | | |
| (3) Utilisable sur PPR TWR/Usable on PPR from TWR. | | | | | | | | |
| (4) Utilisable sur PPR TWR/Usable on PPR from TWR. | | | | | | | | |

AD 2 LFMV.13

Distances déclarées *Declared distances*

| RWY ID | TORA | TODA | ASDA | LDA | Observations Remarks |
|--------|------|------|------|------|----------------------|
| 17 | 1880 | 1880 | 1880 | 1680 | |
| TWY B | 540 | 540 | 540 | | |
| TWY C | 880 | 880 | 880 | | |
| TWY C3 | 1680 | 1680 | 1680 | | |
| TWY E | 1280 | 1280 | 1280 | | |
| 35 | 1870 | 1870 | 1870 | 1560 | |
| TWY B | 1330 | 1330 | 1330 | | |
| TWY C | 990 | 990 | 990 | | |
| TWY E | 590 | 590 | 590 | | |
| 17L | 250 | 250 | 250 | 250 | |
| 35R | 250 | 250 | 250 | 250 | |
| 17R | 700 | 700 | 700 | 700 | |
| 35L | 700 | 700 | 700 | 700 | |

AD 2 LFMV.14

Balises d'approche et de piste *Approach and runway lighting*

| RWY ID | APCH | THR couleur colour | PAPI/VASIS | MEHT | TDZ Longueur Length | Balise axiale <i>Centerline LGT</i> | | | |
|--------|--------------------------------------|--------------------|------------------|---------------------|--------------------------|-------------------------------------|--------------------|----------------|---------------------|
| | | | | | | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity |
| 17 | | G | PAPI 3.0 ° 5.2 % | 35 ft | | | | | |
| 35 | | G | PAPI 3.0 ° 5.2 % | 52 ft | | | | | |
| RWY ID | Balise latérale <i>Edge lighting</i> | | | | Extrémité <i>RWY end</i> | | SWY | | |
| | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity | Couleur Colour | Longueur Length | Couleur Colour | | |
| 17 | 1880 | 50 | W | LIH/LIL | R | | | | |
| 35 | 1880 | 50 | W | LIH/LIL | R | | | | |

AD 2 LFMV.15

Autres balisages, système d'alimentation de secours *Other lighting, secondary power supply*

| | | |
|---|---|--|
| 1 | ABN IBN | |
| 2 | Té d'atterrissage / <i>LDI</i> Anémomètre / <i>Anemometer</i> | |
| 3 | Balise axiale TWY / <i>TWY centre line lighting</i> Balise latérale TWY / <i>TWY edge lighting</i> | TWY C et bordures parkings B et C : B LED. / TWY C and edges of aprons B and C : B LED. |
| 4 | Alimentation de secours / <i>Secondary power unit</i> Temps de commutation / <i>Switch-over time</i> | Oui. / Yes. 10,5 s en moyenne. RVR < 800 m : < 1 s en mode secours inversé. / 10.5 s on average. RVR < 800 m : < 1 s in reverse emergency mode. |
| 5 | Observations / <i>Remarks</i> | TWY B, TWY P3, E, P2, P4 et A2 : balise latérale par balises réflectorisantes. Feux de protection de piste (Wig-Wags) sur les points d'attente A, B, C, C3, D et E. Panneau point d'attente D non éclairé. TWY Alpha non utilisable de nuit. Hors horaires ATS, de nuit, utiliser le TWY C. TWY B, TWY P3, E, P2, P4 and A2 : edge lighting with reflective markers. Runway guard lights (Wig-Wags) at holding points A, B, C, C3, D and E. Holding point D sign not lit. TWY Alpha not usable at night. Outside ATS SKED, at night, use TWY C. |

AD 2 LFMV.16

Aire de poser pour hélicoptères *Helicopter landing area*

| | | | |
|---|-------------|---------------------|--------------------|
| 1 | Description | Sur instruction TWR | On TWR instruction |
|---|-------------|---------------------|--------------------|

AD 2 LFMV.17

Espaces ATS *ATS airspaces*

| Identification et limites latérales <i>Identification and lateral limits</i> | Classe <i>Class</i> | Limites verticales <i>Vertical limits</i> | Service / Service Indicatif d'appel (langue) <i>Call-sign (language)</i> | Observations <i>Remarks</i> |
|--|------------------------|--|--|--|
| CTR AVIGNON partie 1 44°00'44"N , 004°45'55"E - 43°58'15"N , 004°47'57"E - 43°58'15"N , 004°53'40"E - 43°54'50"N , 004°59'35"E - 43°49'00"N , 004°58'30"E - 43°48'20"N , 004°50'30"E - 43°49'00"N , 004°46'50"E - 44°00'44"N , 004°45'55"E | D | 2500ft AMSL ----- SFC | TWR AVIGNON Tour (FR) AVIGNON Tower (EN) | HOR ATC : voir AD 2.3 ATC SKED : see AD 2.3 |
| CTR AVIGNON partie 2 44°00'44"N , 004°45'55"E - 44°04'15"N , 004°40'47"E - 44°06'00"N , 004°45'30"E - 44°06'00"N , 004°57'48"E - 44°04'33"N , 005°02'33"E - 43°56'20"N , 005°02'20"E - 43°54'50"N , 004°59'35"E - 43°58'15"N , 004°53'40"E - 43°58'15"N , 004°47'57"E - 44°00'44"N , 004°45'55"E | D | 2500ft AMSL ----- SFC | TWR AVIGNON Tour (FR) AVIGNON Tower (EN) | Active hors activation CTR ORANGE (annoncée sur RAI FREQ ORANGE APP) et durant les HOR ATC AVIGNON (voir AD 2.3). Active out of ORANGE CTR SKED (announced on RAI ORANGE APP FREQ) and during AVIGNON ATC SKED (see AD 2.3). |

AD 2 LFMV.18

Moyens de radiocommunication ATS *ATS radiocommunication facilities*

| Service | Indicatif d'appel (langue) <i>Call-sign (language)</i> | FREQ | HOR | Observations <i>Remarks</i> |
|---------|---|-------------|-------|--------------------------------|
| TWR | AVIGNON Sol (FR) AVIGNON Ground (EN) | 121.755 MHz | HO | |
| TWR | AVIGNON Tour (FR) AVIGNON Tower (EN) | 122.600 MHz | HO | |
| VDF | AVIGNON Gonio (FR) AVIGNON Homer (EN) | 122.600 MHz | HO | |
| ATIS | AVIGNON (FR) AVIGNON (EN) | 120.830 MHz | H24 | TEL : 04 90 84 32 84 |
| A/A | AVIGNON (FR) | 122.600 MHz | OTHER | Absence ATS. |

AD 2 LFMV.20

Règlements de circulation locaux *Local traffic regulations*

20.1 MANOEUVRES AU SOL

- Afin de prévenir les incursions au niveau du point d'attente D, un Hotspot est identifié sur la carte AD 2 LFMV ADC 01.
- Taxiway P3 : utilisation uniquement pour les aéronefs OMGWS 9 m.
- Pour les ACFT de plus de 30 t, demi-tour obligatoire sur les raquettes.
- A l'arrivée : pendant HOR ATS, les appareils équipés de roues contactent directement AVIGNON SOL, une fois la piste dégagée.
- Accès sens unique aux postes d'avitaillement par A2.
- Interdiction d'accès en contre-sens moteur tournant.
- Interdiction aux hélicoptères rotor tournant.
- Sortie depuis le hangar H2 : respecter l'arrêt pour contrôle d'absence de trafic sur A2.
- Aéronef en accès station AVGAS depuis A2 prioritaire.

20.1 GROUND MOVEMENTS

- In order to prevent incursions at holding point D, a Hotspot is identified on map AD 2 LFMV ADC 01.*
- TWY P3 : use only for ACFT OMGWS 9 m.*
- For ACFT over 30 t, half-turn on turn-around areas compulsory.*
- On arrival : during ATS SKED, aircraft equipped with wheels shall contact AVIGNON GROUND straight after vacating runway.*
- One-way access to refueling station via A2.*
- Access prohibited in opposite direction with engine running.*
- Access prohibited to helicopters with rotating rotor.*
- Exit from hangar H2 : comply with the stop to check there is no traffic on A2.*
- Priority to aircraft accessing AVGAS station from A2.*

20.2 UTILISATION DES POSTES DE STATIONNEMENT

20.2 USE OF PARKING STANDS

| Postes Stands | Types d'aéronef ACFT types | Envergure aéronef MAX ACFT MAX wingspan | Longueur aéronef MAX ACFT MAX length | Consignes Instructions |
|------------------|----------------------------------|--|---|---|
| 1B à 9B | Maxi code A | 11.67 m | 10 m | Autonome / <i>Autonomous</i> Numéros de postes non marqués au sol / <i>Stands numbers not marked on the ground</i> |
| 10B | Maxi code A | 15 m | 14 m | Autonome / <i>Autonomous</i> Numéros de postes non marqués au sol / <i>Stands numbers not marked on the ground</i> Réservé DA42 et DA62 / <i>Reserved DA42 and DA62</i> |
| 1C | Maxi code A | 35.8 m | 37.6 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 2C | Maxi code C | 35.8 m | 37.6 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 3C | Maxi code C | 28.65 m | 30 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 4C | Maxi code C | 28.65 m | 30 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 5C | Maxi code C | 21.00 m | 26.92 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 6C Quick Turn | Maxi code C | 21.00 m | 26.92 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 7C | Maxi code B | 19.61 m | 20.86 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 71C | Maxi code B | 23.71 m | 25.32 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 8C | Maxi code B | < 19.61 m | 20.86 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 81C | Maxi code B | < 23.71 m | 25.32 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 9C | Maxi code B | < 19.61 m | 20.86 m | Arrivée et départ en oversteering / <i>Arrival and departure in oversteering</i> Vitesse 5 km/h recommandée / <i>Speed 5 km/h recommended</i> Placeur obligatoire / <i>Marshaller mandatory</i> |
| 10C | Maxi code B | 16.27 m | 14.4 m | Placeur obligatoire / <i>Marshaller mandatory</i> |
| 11C | Maxi code B | 17 m | 16 m | Placeur obligatoire / <i>Marshaller mandatory</i> |
| 12C | Maxi code B | 17 m | 16 m | Placeur obligatoire / <i>Marshaller mandatory</i> |
| 13C AVION | Maxi code B | 17 m | 16 m | Poste 13C HELICO condamné / <i>Stand 13C HELICO not available</i> |
| 13C HELICO | - | 12.16 m (overall dimension) | - | Poste 13C AVION condamné / <i>Stand 13C AVION not available</i> |
| 14C | Maxi code C | 35.8 m | 37.6 m | Placeur obligatoire / <i>Marshaller mandatory</i> |
| 15C | Maxi code C | 35.8 m | 37.6 m | Placeur obligatoire / <i>Marshaller mandatory</i> |
| H HELICO | - | 13.54 m (overall dimension) | - | - |
| 1F | Maxi code A | 11 m | 15 m | Poste autonome / <i>Autonomous stand</i> Poste 2F condamné / <i>Stand 2F not available</i> |

| | | | | |
|-----------|-------------|---------|---------|--|
| 2F | Maxi code B | 18.86 m | 18.60 m | Placeur obligatoire / <i>Marshaller mandatory</i> Postes 1F et 3F condamnés / <i>Stands 1F and 3F not available</i> |
|-----------|-------------|---------|---------|--|

| Postes Stands | Types d'aéronef ACFT types | Envergure aéronef MAX ACFT MAX wingspan | Longueur aéronef MAX ACFT MAX length | Consignes Instructions |
|------------------|----------------------------------|--|---|--|
| 3F | Maxi code A | 11 m | 15 m | Poste autonome / <i>Autonomous stand</i> Postes 2F et 4F condamnés / <i>Stands 2F and 4F not available</i> |
| 4F | Maxi code B | 18.86 m | 18.60 m | Placeur obligatoire / <i>Marshaller mandatory</i> Postes 3F et 5F condamnés / <i>Stands 3F and 5F not available</i> |
| 5F | Maxi code A | 11 m | 15 m | Poste autonome / <i>Autonomous stand</i> Poste 4F condamné / <i>Stand 4F not available</i> |
| 6F | Maxi code A | 11 m | 15 m | Poste autonome / <i>Autonomous stand</i> Poste 7F condamné / <i>Stand 7F not available</i> |
| 7F | Maxi code B | 18.86 m | 18.60 m | Placeur obligatoire / <i>Marshaller mandatory</i> Postes 6F et 8F condamnés / <i>Stands 6F and 8F not available</i> |
| 8F | Maxi code A | 11 m | 15 m | Poste autonome / <i>Autonomous stand</i> |

AD 2 LFMV.21**Procédures antibruit Noise abatement procedures****21.1 Procédures et consignes particulières**

Dans la mesure du possible éviter le survol de Caumont sur Durance, Châteauneuf de Gadagne, Morières, Montfavet et Noves.

Pour les départs vers l'ouest : ne pas virer avant une altitude de 1000ft AMSL ou la voie ferrée (sauf instruction contraire du contrôle). Privilégier un virage à droite suivi d'un report verticale au-dessus du circuit. Alignement recommandé pour les avions légers via le point d'attente Alpha. Alignement pour les hélicoptères lourds via les points d'attente Charlie ou Bravo.

Arrivées de l'ouest au QFU 167° : Passage verticale TWR pour effectuer un circuit à l'est (sauf clairance du contrôle).

Circuits basse hauteur autorisés dans le cadre des vols d'entraînement avec instructeur uniquement. RWY 17/35 hauteur minimale 500 ft AAL, circuits à l'est.

Vols d'entraînement des ACFT de plus 5,7 t : sur autorisation de l'exploitant. Interdit le WE et JF, sauf dérogation.

21.1 Procedures and special instructions

If possible avoid flying over Caumont sur Durance, Châteaunaf de Gadagne, Morières, Montfavet and Noves.

For departures to the west : do not turn before an altitude of 1000ft AMSL or the railway (unless ATC instruction). Favor a right turn followed by an overhead report over the circuit.

Recommended lining-up for light aircraft via Alpha holding point. Lining-up for heavy helicopters via holding points Charlie or Bravo.

Arrivals from the west to QFU 167° : overhead TWR passage for a circuit to the east (unless ATC clearance).

Low height circuits permitted for instructor-driven training flights only. RWY 17/35 minimum height 500 ft AAL, circuits to the east.

Training flights for more than 5,7 t ACFT : under aerodrome operator authorisation. Forbidden on WE and public holidays, except derogation.

AD 2 LFMV.22**Procédures de vol Flight procedures****→ 22.1 GENERALITES**

AD interdit aux planeurs.
AD réservé aux aéronefs munis de radio.

22.1 GENERAL INFORMATION

AD prohibited for gliders.
AD reserved for radio-equipped ACFT.

→ 22.2 UTILISATION DES PISTES

Piste non revêtue et bande ULM utilisables sur PPR TWR uniquement.
Piste non revêtue, bande ULM et TWY non revêtus utilisables de jour uniquement et en VMC.
Atterrissage et/ou décollage simultanés sur piste revêtue et piste non revêtue interdit.

22.2 RUNWAY USAGE

Unpaved RWY and ULM strip available on PPR from TWR only.
Unpaved RWY, ULM strip and TWY unpaved usable only during daytime and VMC.
Simultaneous TKOF and/or LDG on paved and unpaved RWY forbidden.

→ 22.3 ENTREE/SORTIE CTR

Sauf autorisation ou instructions particulières, l'entrée et la sortie de la CTR en VFR doivent s'effectuer par les points de compte rendu obligatoires.

22.3 ENTRY/EXIT CTR

Except special authorization or instruction, entering or exiting CTR on VFR shall be conducted compulsorily via reporting points.

→ 22.4 VFR DE NUIT

ACFT autres que monomoteurs et bimoteurs légers : sur autorisation de l'exploitant.

22.4 NIGHT VFR

All ACFT except single-engined and light twin-engined : with operator authorization.

→ 22.5 VOLS D'ENTRAINEMENT

Entraînement en tours de piste interdit après :

- HIV : 2100
- ETE : 2100

22.5 TRAINING FLIGHTS

Training traffic patterns prohibited after :

- WIN : 2100
- SUM : 2100

AD 2 LFMV.23

Renseignements supplémentaires Additional information

23.1 EQUIPEMENT DE SURVEILLANCE DU TRAFIC

AD équipé d'une visualisation radar (voir AD 1.0).
Présence d'un obstacle massif (ligne TGV) au décollage QFU 167° à 2200 m du lâcher des freins, ALT 157 ft.
En approche pistes 35, par temps ensoleillé, en fin d'après-midi, entre mars et septembre, la présence de panneaux photovoltaïques sur les ombrières du parking du terminal à l'ouest de la piste, est susceptible d'entraîner un éblouissement.

PCL/STAP : HN, absence ATS : PPR exploitant AD avant 1700 par E-mail handling.

STAP :

- TEL : 04 90 84 32 96
- FR uniquement
- paramètres disponibles : vent, VIS, RVR, base des nuages, T, DP, QNH, QFE.

23.1 TRAFFIC SURVEILLANCE EQUIPMENT

AD equipped with a radar display (see AD 1.0).
TKOF : massive obstacle (high speed train railway) QFU 167° at 2200 m from brakes off, ALT 157 ft.
On approach RWY 35, on sunny day in the late afternoon, between March and September, the presence of photovoltaic panels in the shade of terminal PRKG, West of RWY is likely to cause a glare.

PCL/STAP : HN, absence ATS : PPR from operator before 1700 by E-mail handling.

STAP :

- TEL : 04 90 84 32 96
- FR only
- available data : wind, VIS, RVR, cloud base, T, DP, QNH, QFE.

23.2 PERIL ANIMALIER

Continu pendant HOR SSLIA.

23.2 WILDLIFE STRIKE HAZARD

Permanent during RFFS SKED.

AD 2 LFMV.24

Cartes relatives à l'aérodrome Charts related to the aerodrome

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

AD 2 LFMV.25

Pénétration de la surface du segment à vue (VSS) Visual segment surface (VSS) penetration

Liste des procédures avec VSS percée et minimums opérationnels concernés.

List of procedures for which the Visual Segment Surface is penetrated and concerned lines of operational minima.

| IDENTIFICATION DE LA PROCÉDURE <i>PROCEDURE IDENTIFICATION</i> | MINIMUMS OPÉRATIONNELS CONCERNÉS <i>LINE OF OPERATIONAL MINIMA</i> |
|---|---|
| RNP X RWY 17 | LNAV, LNAV / VNAV |
| RNP Y RWY 17 | LNAV, LNAV / VNAV |
| RNP Z RWY 17 | LNAV, LNAV / VNAV |

AVIGNON CAUMONT
STAR RNAV RWY 17/35
(Protégés pour / Protected for CAT A, B, C)

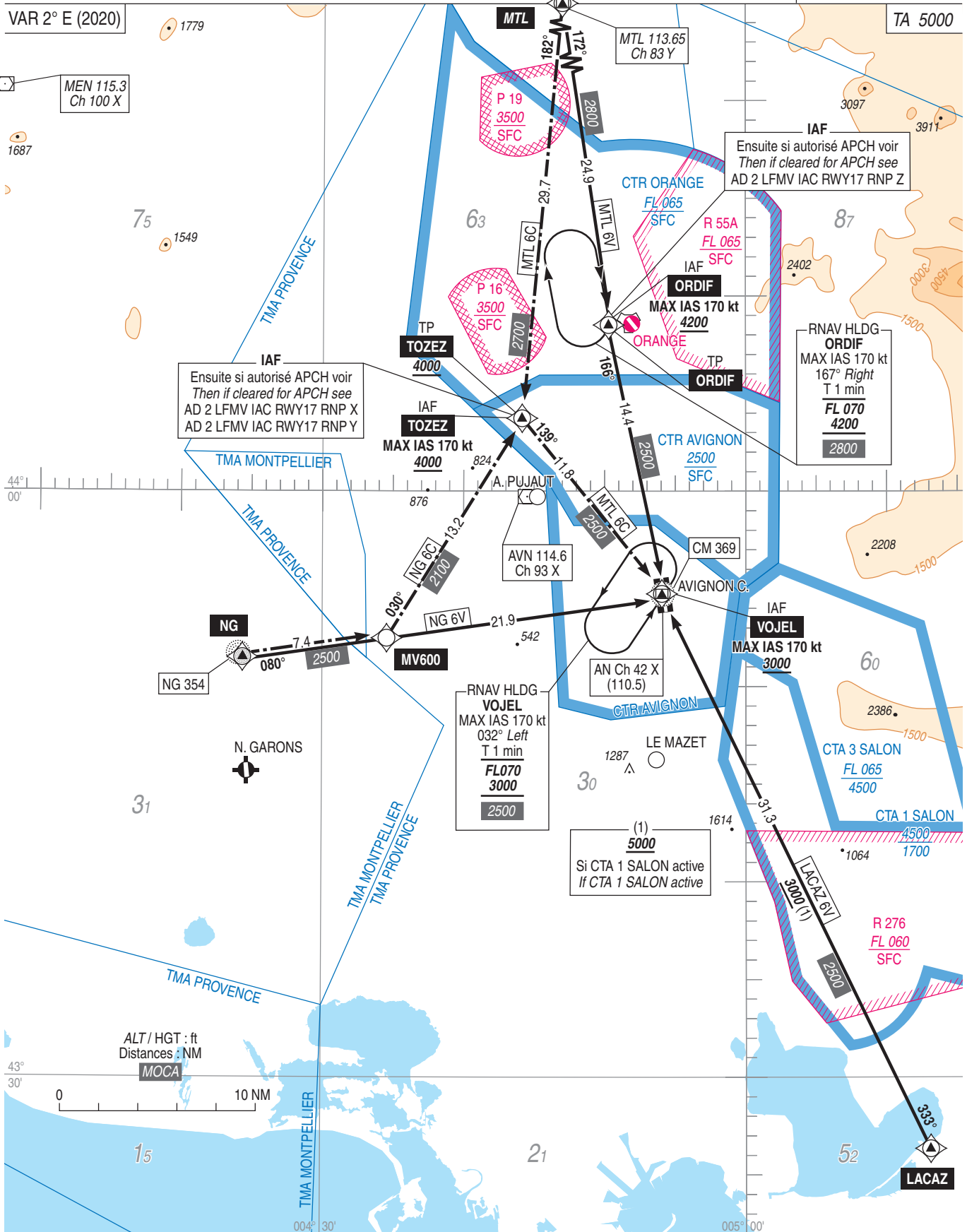
| STAR RNAV RWY ALL | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|-------------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS only | | | | | | MAG VAR 2020 1.9E | | | REF NAVAID : | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| HLDG | | | | | | | | | | | |
| VOJEL | - | VOJEL | - | - | - | - | - | - | - | - | - |
| ORDIF | - | ORDIF | - | - | - | - | - | - | - | - | - |
| NG 6V | | | | | | | | | | | |
| - | IF | NG | - | - | - | - | - | - | - | - | - |
| - | TF | VOJEL | - | 080 | 081.8 | 21.9 | - | 3000 | - | 170 | 1.0 |
| MTL 6V | | | | | | | | | | | |
| - | IF | MTL | - | - | - | - | - | - | - | - | - |
| - | TF | ORDIF | - | 172 | 174.2 | 24.9 | - | - | - | - | 1.0 |
| - | TF | VOJEL | - | 166 | 168.3 | 14.4 | - | 3000 | - | 170 | 1.0 |
| LACAZ 6V | | | | | | | | | | | |
| - | IF | LACAZ | - | - | - | - | - | - | - | - | - |
| - | TF | VOJEL | - | 333 | 334.5 | 31.3 | - | 3000 | - | 170 | 1.0 |
| MTL 6C | | | | | | | | | | | |
| - | IF | MTL | - | - | - | - | - | - | - | - | - |
| - | TF | TOZEZ | - | 182 | 183.8 | 29.7 | - | 4000 | - | - | 1.0 |
| - | TF | VOJEL | - | 139 | 141.0 | 11.8 | - | 3000 | - | 170 | 1.0 |
| NG 6C | | | | | | | | | | | |
| - | IF | NG | - | - | - | - | - | - | - | - | - |
| - | TF | MV600 | - | 80 | 81.8 | 7.4 | - | - | - | - | 1.0 |
| - | TF | TOZEZ | - | 30 | 31.8 | 13.2 | - | 4000 | - | 170 | 1.0 |

AVIGNON CAUMONT STAR RNAV RWY ALL (Protégées pour/Protected for CAT A, B, C)

FREQ AVIGNON Voir/See AD 2 LFMV COM 01
APP : ORANGE Approche/Approach 118.925
PROVENCE Approche /Approach Voir/See AD 2 LFML COM 01

Sur clairance CTL
On ATC clearance

RNAV 1
GNSS seulement / only



AVIGNON CAUMONT
SID RNAV RWY 17
(Protégés pour / Protected for CAT A, B, C)

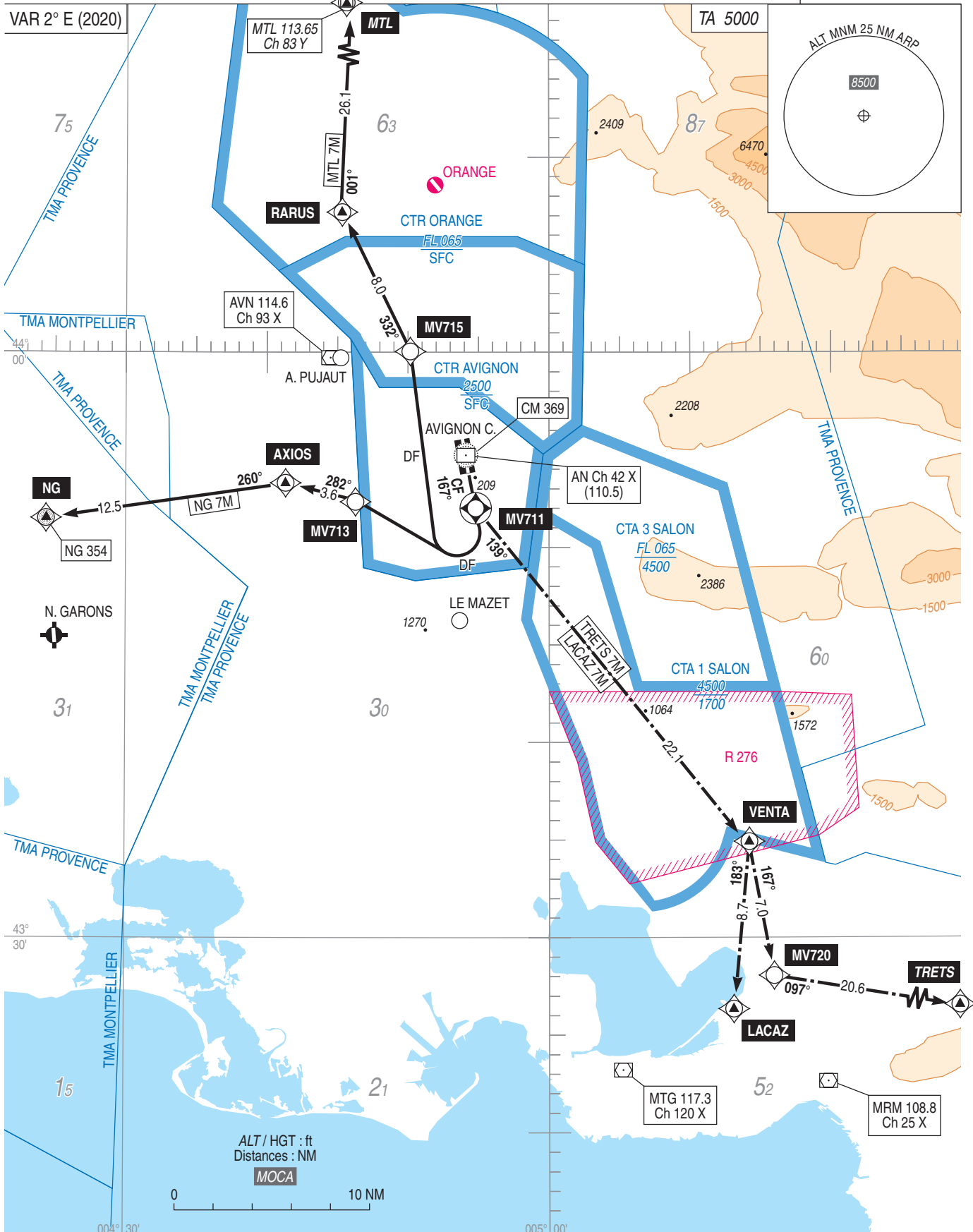
| SID RNAV RWY17 | | | | | | | | | | | |
|--------------------------|---------------------|-------------------------|----------|-------------------|--------------------|---------------|-------------------|------------------------------|------------------------------|--------------------------|--------------------------|
| RMK | GNSS only/seulement | | | | | | MAG VAR 2020 1.9E | | | REF NAVAID : VOR-DME AVN | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| NG 7M | | | | | | | | | | | |
| - | CF | MV711 | Yes | 167 | 169.0 | - | - | - | - | - | 1.0 |
| - | DF | MV713 | - | - | - | - | R | - | - | - | 1.0 |
| - | TF | AXIOS | - | 282 | 284.2 | 3.6 | - | - | - | - | 1.0 |
| - | TF | NG | - | 260 | 262.0 | 12.5 | - | - | - | - | 1.0 |
| MTL 7M | | | | | | | | | | | |
| - | CF | MV711 | Yes | 167 | 169.0 | - | - | - | - | - | 1.0 |
| - | DF | MV715 | - | - | - | - | R | - | - | - | 1.0 |
| - | TF | RARUS | - | 332 | 334.2 | 8.0 | - | - | - | - | 1.0 |
| - | TF | MTL | - | 001 | 002.4 | 26.1 | - | - | - | - | 1.0 |
| TRETS 7M | | | | | | | | | | | |
| - | CF | MV711 | Yes | 167 | 169.0 | - | - | - | - | - | 1.0 |
| - | TF | VENTA | - | 139 | 140.5 | 22.1 | - | - | - | - | 1.0 |
| - | TF | MV720 | - | 167 | 168.8 | 7.0 | - | - | - | - | 1.0 |
| - | TF | TRETS | - | 097 | 099.1 | 20.6 | - | - | - | - | 1.0 |
| LACAZ 7M | | | | | | | | | | | |
| - | CF | MV711 | Yes | 167 | 169.0 | - | - | - | - | - | 1.0 |
| - | TF | VENTA | - | 139 | 140.5 | 22.1 | - | - | - | - | 1.0 |
| - | TF | LACAZ | - | 183 | 185.2 | 8.7 | - | - | - | - | 1.0 |

AVIGNON CAUMONT SID RNAV RWY 17 (Protégés pour / Protected for CAT A, B, C)

FREQ AVIGNON Voir/See AD 2 LFMV COM 01
APP : ORANGE Approche/Approach 118.925
PROVENCE Approche/Approach Voir/See AD 2 LFML COM 01

← - - - Sur clairance CTL
On ATC clearance

RNAV 1
GNSS seulement / only



AVIGNON CAUMONT
SID RNAV RWY 17
(Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 17 | | | |
|-----------------|--|-----------------------------------|---|
| CAT | A B C | | |
| PBN Box | RNAV1, GNSS seulement / only | | |
| Climb gradient | Pente minimale théorique pour tous les départs 7M RWY17 : 6 % MNM jusqu'à <u>MV711</u> (déterminée par un arbre d'altitude 209 ft, situé à 462m de la DER à gauche de l'axe) puis 3.3%. Pentes dues aux contraintes ATS : En cas d'impossibilité de maintenir la pente ATS prescrite (cf RMK), le pilote doit aviser l'organisme ATC. | | For all "7M" RWY17 departures, minimal theoretical climb minimal : 6 % MNM up to <u>MV711</u> , (determined by a tree at an altitude of 209 ft, located at 462m from the DER, to the left of the axis) then 3.3%. Climb gradients due to ATS requirements: If unable to maintain the ATS climb gradient required (cf RMK), the pilot must inform the appropriate ATC unit. |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / Underlined waypoints are "flyover" WP | | |
| | Consignes générales : Sauf clairance contraire de l'organisme de contrôle, les aéronefs doivent se conformer aux spécifications fixées pour chaque itinéraire normalisé de départ. En cas d'impossibilité, le pilote doit en aviser le contrôle lors du premier contact. | | General instructions : Except opposite instructions, aircraft must comply with each departure specifications. In case of impossibility, the pilot must inform ATC at first contact. |
| SID | Itinéraires / Routes | Clr Initiale Initial clearance | RMK |
| NG 7M | Monter vers <u>MV711</u> , puis tourner à droite direct MV713, puis vers AXIOS et vers NG. <i>Climb to <u>MV711</u>, then turn right direct MV713, then to AXIOS and to NG.</i> | Par CTL By ATC | Pente ATS : 6.5% jusqu'à 3000ft. ATS Slope : 6.5% up to 3000ft. |
| MTL 7M | Monter vers <u>MV711</u> , puis tourner à droite direct MV715, puis vers RARUS et tourner à droite vers MTL. <i>Climb to <u>MV711</u>, then turn right direct MV715, then to RARUS and turn right to MTL.</i> | Par CTL By ATC | Pente ATS : 6.5% jusqu'à 3000ft. ATS Slope : 6.5% up to 3000 ft. |
| TRETS 7M | Monter vers <u>MV711</u> , puis tourner à gauche vers VENTA, puis tourner à droite vers MV720 et à gauche vers TRETS. <i>Climb to <u>MV711</u>, then turn left to VENTA, then turn right to MV720 and to the left to TRETS.</i> | Par CTL By ATC | Sur clairance CTL Pente ATS : 8% jusqu'à 3000ft. On ATC clearance ATS Slope : 8% up to 3000 ft. |
| LACAZ 7M | Monter vers <u>MV711</u> , puis tourner à gauche vers VENTA puis à droite vers LACAZ. <i>Climb to <u>MV711</u>, then turn left to VENTA then to the right to LACAZ.</i> | Par CTL By ATC | Sur clairance CTL Pente ATS : 8% jusqu'à 3000ft. On ATC clearance ATS Slope : 8% up to 3000 ft. |

Départs omnidirectionnels / Multidirectional departures RWY 17

Secteur OUEST / axe de piste

Monter dans l'axe jusqu'à 530 ft, puis route directe en montée jusqu'à l'altitude de sécurité en route.
 Pente minimale théorique de montée 6 % jusqu'à 530 ft (déterminée par un arbre d'altitude 209 ft, situé à 462m de la DER à gauche de l'axe) puis 4.7 % (déterminé par le relief d'altitude 411 ft situé à 2000 m de la DER à l'est du terrain).

Secteur EST / axe de piste

Monter dans l'axe jusqu'à 530 ft, puis route directe en montée jusqu'à l'altitude de sécurité en route.
 Pente minimale théorique de montée 6 % jusqu'à 8500ft (déterminée par un arbre d'altitude 209 ft, situé à 462 m de la DER à gauche de l'axe et par une tour d'altitude 6470 ft à 23 NM de la DER) puis 3.3 %.

WEST sector / runway heading

Climb runway heading up to 530 ft, then direct route climbing up to enroute safety altitude.
 Minimum theoretical gradient 6 % up to 530ft (determined by a tree at an altitude of 209 ft, located at 462 m from the DER, to the left of the axis) then 4.7 % (determined by terrain at an altitude of 411 ft located at 2000 m from the DER to the east of the airfield).

EAST sector / runway heading

Climb runway heading up to 530 ft, then direct route climbing up to enroute safety altitude.
 Minimum theoretical gradient 6 % up to 8500 ft (determined by a tree at an altitude of 209 ft, located at 462 m from the DER, to the left of the axis and by a tower at an altitude of 6470 ft located 23 NM from DER) then 3.3 %.

AVIGNON CAUMONT
SID RNAV RWY 35
(Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 35 | | | | | | | | | | | |
|--------------------------|---------------------|-------------------------|----------|-------------------|--------------------|---------------|-------------------|------------------------------|------------------------------|--------------------------|--------------------------|
| RMK | GNSS only/seulement | | | | | | MAG VAR 2020 1.9E | | | REF NAVAID : VOR-DME AVN | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| MTL 7P | | | | | | | | | | | |
| - | CF | MV500 | Yes | 347 | 349.0 | - | - | - | - | - | 1.0 |
| - | CA | - | - | 347 | 349.0 | - | - | 1500 | - | - | 1.0 |
| - | DF | MTL | - | - | - | - | - | - | - | - | 1.0 |
| NG 7P | | | | | | | | | | | |
| - | CF | MV500 | Yes | 347 | 349.0 | - | - | - | - | - | 1.0 |
| - | CA | - | - | 347 | 349.0 | - | - | 1500 | - | - | 1.0 |
| - | CF | MV501 | Yes | 228 | 229.9 | - | L | - | - | 210 | 1.0 |
| - | TF | AXIOS | - | 228 | 229.8 | 4.1 | - | - | - | - | 1.0 |
| - | TF | NG | - | 260 | 262.0 | 12.5 | - | - | - | - | 1.0 |
| TRETS 7P | | | | | | | | | | | |
| - | CF | MV500 | Yes | 347 | 349.0 | - | - | - | - | - | 1.0 |
| - | CA | - | - | 347 | 349.0 | - | - | 1500 | - | - | 1.0 |
| - | CF | MV501 | Yes | 228 | 229.9 | - | L | - | - | 210 | 1.0 |
| - | TF | VENTA | - | 133 | 135.2 | 29.3 | - | - | - | - | 1.0 |
| - | TF | MV720 | - | 167 | 168.8 | 7.0 | - | - | - | - | 1.0 |
| - | TF | TRETS | - | 097 | 099.1 | 20.6 | - | - | - | - | 1.0 |
| LACAZ 7P | | | | | | | | | | | |
| - | CF | MV500 | Yes | 347 | 349.0 | - | - | - | - | - | 1.0 |
| - | CA | - | - | 347 | 349.0 | - | - | 1500 | - | - | 1.0 |
| - | CF | MV501 | Yes | 228 | 229.9 | - | L | - | - | 210 | 1.0 |
| - | TF | VENTA | - | 133 | 135.2 | 29.3 | - | - | - | - | 1.0 |
| - | TF | LACAZ | - | 183 | 185.2 | 8.7 | - | - | - | - | 1.0 |
| MTL 7W | | | | | | | | | | | |
| - | CF | MV500 | Yes | 347 | 349.0 | - | - | - | - | - | 1.0 |
| - | CA | - | - | 347 | 349.0 | - | - | 1500 | - | - | 1.0 |
| - | DF | RARUS | - | - | - | - | - | - | - | - | 1.0 |
| - | TF | MTL | - | 001 | 002.4 | 26.1 | - | - | - | - | 1.0 |

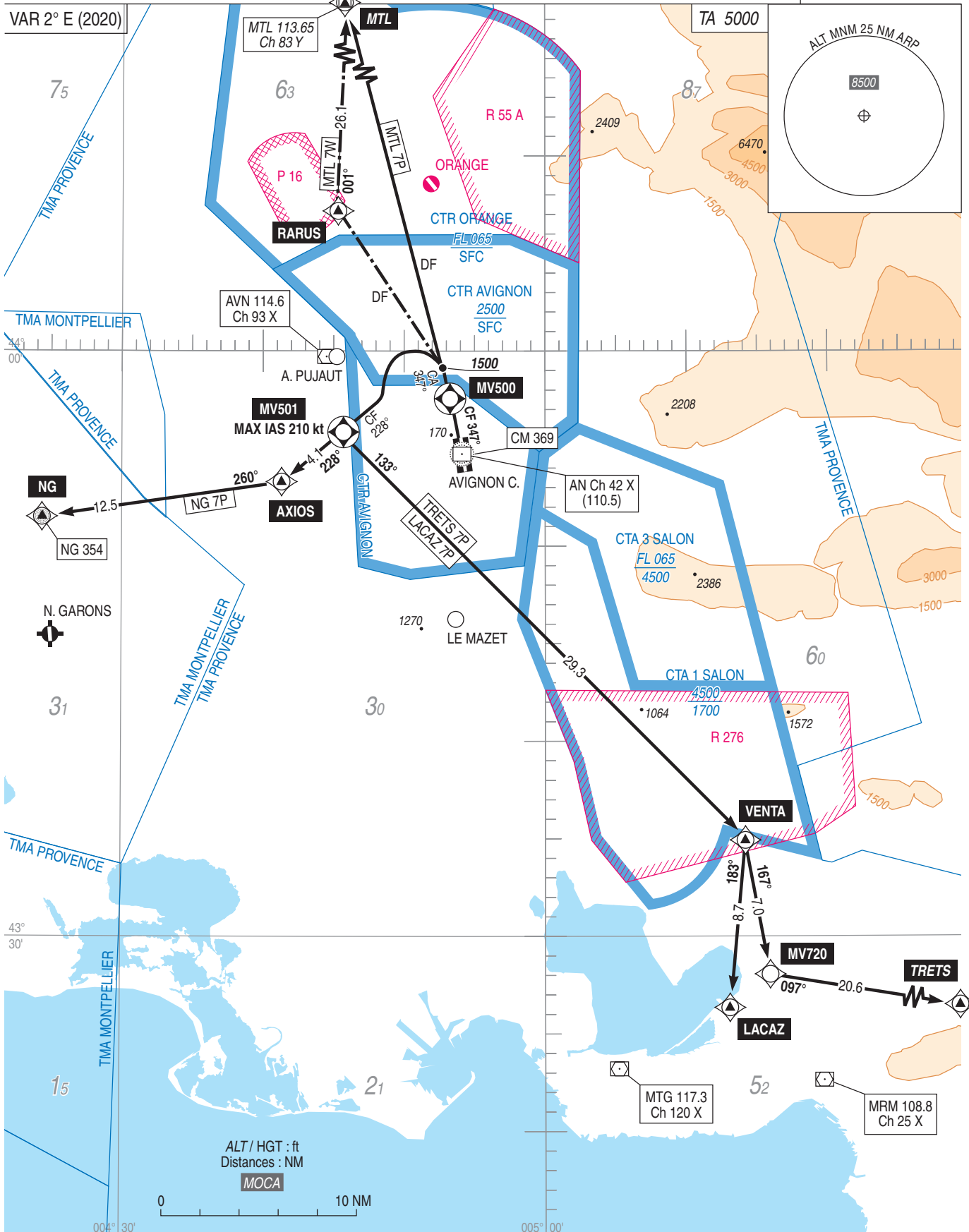
AVIGNON CAUMONT SID RNAV RWY 35 (Protégés pour/Protected for CAT A, B, C)

FREQ AVIGNON
APP : ORANGE Approche/Approach
PROVENCE Approche /Approach

Voir/See AD 2 LFMV COM 01
118.925
Voir/See AD 2 LFML COM 01

Sur clairance CTL
On ATC clearance

RNAV 1
GNSS seulement / only



AVIGNON CAUMONT
SID RNAV RWY 35
(Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 35 | | | |
|-----------------|---|-----------------------------------|--|
| CAT | A B C | | |
| PBN Box | RNAV1, GNSS seulement / only | | |
| Climb gradient | Pente minimale théorique pour les départs 7P et 7W RWY 35 : 4.7 % MNM jusqu'à 1500 ft (déterminée par une haie d'altitude 170 ft, à 298 m de la DER à gauche de l'axe) puis 3.3 %. | | For all "7P and 7W" RWY35 departures, minimal theoretical climb gradient : 4.7 % MNM up to 1500 ft (determined by a hedge at an altitude of 170 ft, located at 298 m from the DER, to the left of the axis) then 3.3 %. |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / Underlined waypoints are "flyover" WP | | |
| | Consignes générales : Sauf clairance contraire de l'organisme de contrôle, les aéronefs doivent se conformer aux spécifications fixées pour chaque itinéraire normalisé de départ. En cas d'impossibilité, le pilote doit en aviser le contrôle lors du premier contact. | | General instructions : Except opposite instructions, aircraft must comply with each departure specifications. In case of impossibility, the pilot must inform ATC at first contact. |
| SID | Itinéraires / Routes | Cir Initiale Initial clearance | RMK |
| MTL 7P | Monter vers <u>MV500</u> sur la route 347° MAG puis continuer la montée route 347° MAG. A 1500 ft direct MTL. <i>Climb to <u>MV500</u> on course 347° MAG then continue climbing 347° MAG. At 1500 ft direct MTL.</i> | Par CTL By ATC | - |
| NG 7P | Monter vers <u>MV500</u> sur la route 347° MAG puis continuer la montée route 347° MAG. A 1500ft tourner à gauche vers <u>MV501</u> sur la route 228° MAG puis vers AXIOS et à droite vers NG. <i>Climb to <u>MV500</u> on course 347° MAG then continue climbing 347° MAG. At 1500 ft turn left to <u>MV501</u> on course 228° MAG then to AXIOS and to the right to NG.</i> | Par CTL By ATC | MAX IAS 210 kt jusqu'à / up to MV501. |
| TRETS 7P | Monter vers <u>MV500</u> sur la route 347° MAG puis continuer la montée route 347° MAG. A 1500 ft tourner à gauche vers <u>MV501</u> sur la route 228° MAG puis tourner à gauche vers VENTA, puis tourner à droite vers MV720 et à gauche vers TRETS. <i>Climb to <u>MV500</u> on course 347° MAG then continue climbing 347° MAG. At 1500 ft turn left to <u>MV501</u> on course 228° MAG then turn left to VENTA, then turn right to MV720 and to the left to TRETS.</i> | Par CTL By ATC | MAX IAS 210 kt jusqu'à / up to MV501. |
| LACAZ 7P | Monter vers <u>MV500</u> sur la route 347° MAG puis continuer la montée route 347° MAG. A 1500 ft tourner à gauche vers <u>MV501</u> sur la route 228° MAG puis tourner à gauche vers VENTA et à droite vers LACAZ. <i>Climb to <u>MV500</u> on course 347° MAG then continue climbing 347° MAG. At 1500 ft turn left to <u>MV501</u> on course 228° MAG then turn left to VENTA and to the right to LACAZ.</i> | Par CTL By ATC | MAX IAS 210 kt jusqu'à / up to MV501. |
| MTL 7W | Monter vers <u>MV500</u> sur la route 347° MAG puis continuer la montée route 347° MAG. A 1500 ft direct vers RARUS puis tourner à droite vers MTL. <i>Climb to <u>MV500</u> on course 347° MAG then continue climbing 347° MAG. At 1500 ft direct RARUS then turn the right to MTL.</i> | Par CTL By ATC | Sur clairance CTL / On ATC clearance |

Départs omnidirectionnels / Multidirectional departures RWY 35

Secteur OUEST / axe de piste

Monter dans l'axe jusqu'à 530 ft, puis route directe en montée jusqu'à l'altitude de sécurité en route.
 Pente minimale théorique de montée 4.7 % MNM jusqu'à 530 ft (déterminée par une haie d'altitude 170 ft, située à 298 m de la DER à gauche de l'axe) puis 3.4 % (déterminée par un poteau haute tension d'altitude 445 ft situé à 1940 m de la DER).

Secteur EST / axe de piste

Monter dans l'axe jusqu'à 530 ft, puis route directe en montée jusqu'à l'altitude de sécurité en route.
 Pente minimale théorique de montée 6,1 % jusqu'à 8500 ft (déterminée par une tour d'altitude 6470 ft et à 22 NM de la DER) puis 3.3 %.

WEST sector / runway heading

Climb on runway heading up to 530 ft, then direct route climbing up to enroute safety altitude.
Minimal theoretical climb gradient : 4.7 % MNM up to 530 ft (determined by a hedge at an altitude of 170 ft, located at 298 m from the DER, to the left of the axis) then 3.4 % (determined by a high voltage pole at an altitude of 445 ft located at 1940 m from the DER).

EAST sector / runway heading

Climb on runway heading up to 530 ft, then direct route climbing up to enroute safety altitude.
Minimal theoretical climb gradient : 6.1 % up to 8500 ft (determined by a tower at an altitude of 6470 ft located 22 NM from DER) then 3.3 %.

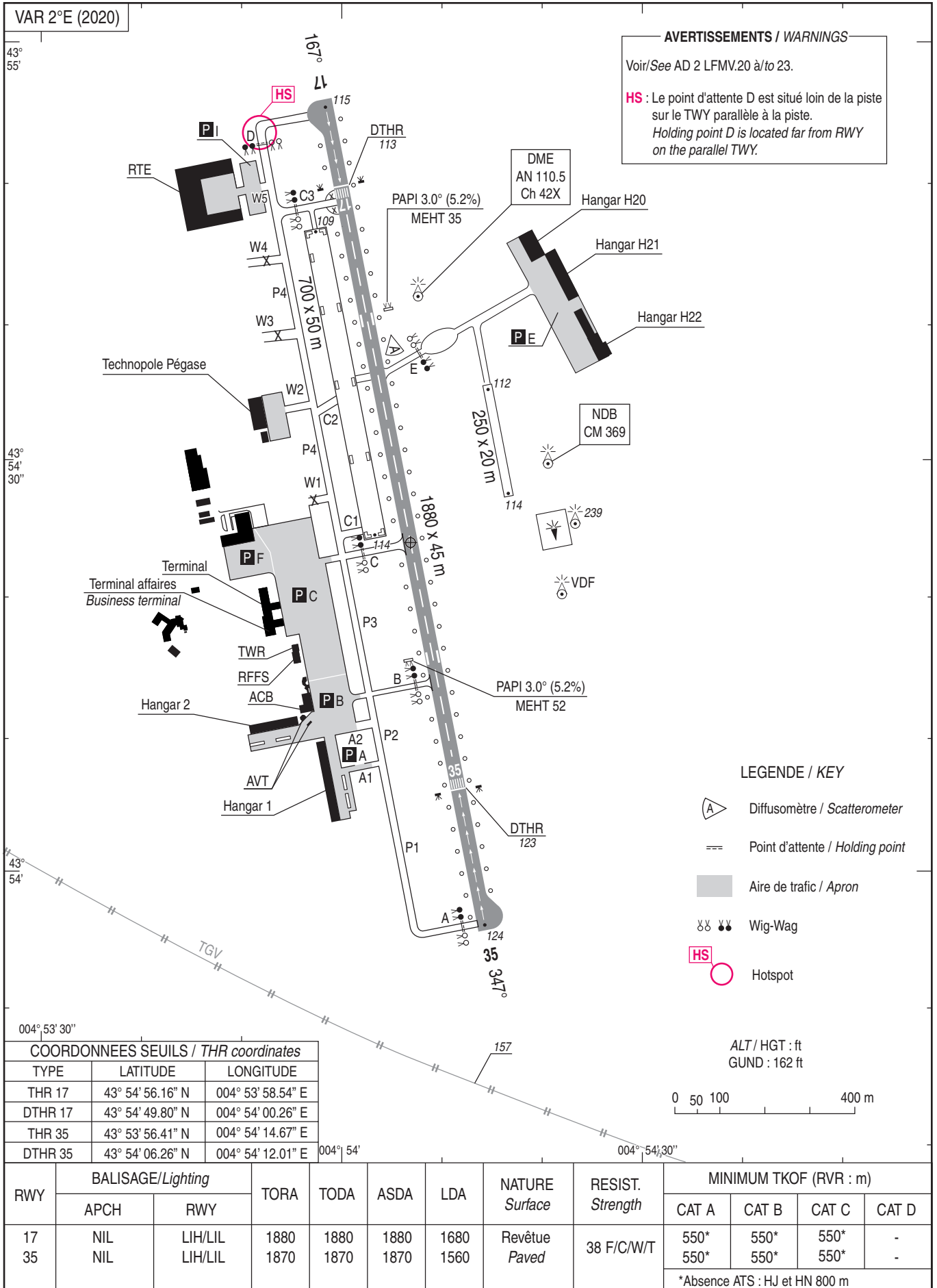
CARTE D'AERODROME

Aerodrome chart

ATIS AVIGNON 120.830 ☎ 04 90 84 32 84
STAP : 122.600 ☎ 04 90 84 32 96
GND (SOL) : 121.755

AVIGNON CAUMONT

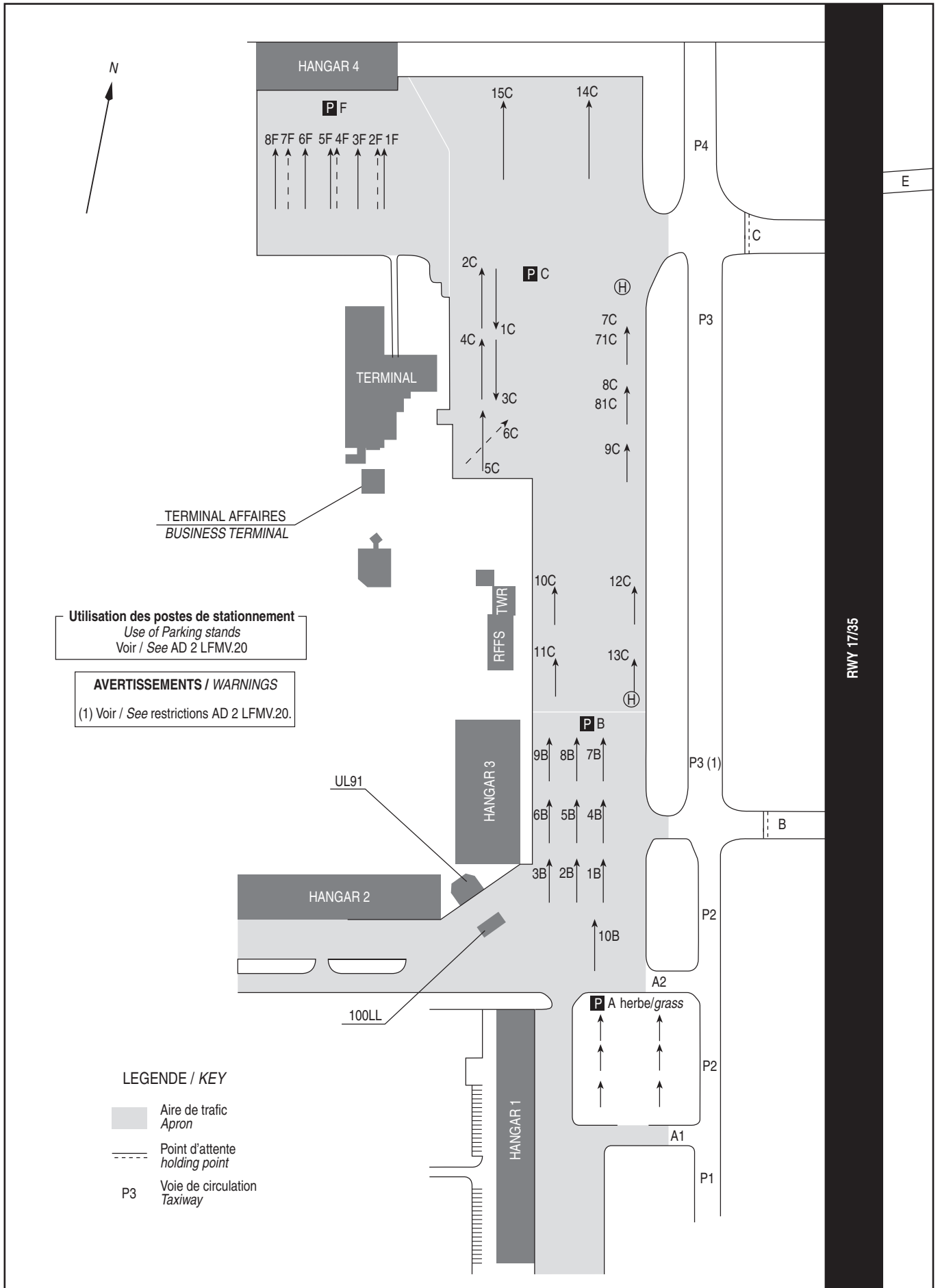
43 54 24 N - 004 54 07 E
ALT AD : 124 (5 hPa)



AIRE DE STATIONNEMENT

AVIGNON CAUMONT

Parking areas



DATA

AVIGNON CAUMONT

POINTS / REPERES ESSENTIELS DES PROCEDURES

Waypoints / Procedures main fixes

| Identification | Coordonnées Coordinates | RNAV | CONV | SID STAR | IAC |
|----------------|----------------------------|------|------|-------------|-----|
| AN | REF LFMV AD 2.19 | | X | | X |
| AVN | REF ENR 4.1 | | X | | X |
| CM | REF ENR 4.1 | | X | | X |
| | | | | | |
| MTL | REF ENR 4.1 | X | | X | |
| NG | REF LFTW AD 2.19 NDB NG | X | | X | |
| | | | | | |

| | | | | | |
|-------|-------------|---|--|---|---|
| ARMIV | REF ENR 4.4 | X | | | X |
| AXIOS | REF ENR 4.4 | X | | X | |
| LACAZ | REF ENR 4.4 | X | | X | |
| ORDIF | REF ENR 4.4 | X | | X | X |
| RARUS | REF ENR 4.4 | X | | X | |
| TOZEZ | REF ENR 4.4 | X | | X | X |
| TRETS | REF ENR 4.4 | X | | X | |
| VENTA | REF ENR 4.4 | X | | X | |
| VOJEL | REF ENR 4.4 | X | | X | X |

| | | | | | |
|-------|-------------------------|----------------|---|---|---|
| FV17X | 43°59'52.7" N | 004°52'38.3" E | X | | X |
| FV17Y | 43°59'52.7" N | 004°52'38.3" E | X | | X |
| FV17Z | 44°04'11.7" N | 004°51'28.1" E | X | | X |
| IV17X | 44°04'11.8" N | 004°51'28.1" E | X | | X |
| IV17Y | 44°03'07.1" N | 004°51'45.7" E | X | | X |
| MV402 | 43°58'50.3" N | 004°57'34.5" E | X | | X |
| MV404 | 44°03'44.8" N | 004°56'15.2" E | X | | X |
| MV410 | 43°58'23.5" N | 004°53'02.5" E | X | | X |
| MV412 | 44°01'11.1" N | 004°48'15.6" E | X | | X |
| MV414 | 44°03'56.2" N | 004°47'17.9" E | X | | X |
| MV416 | 43°52'57.9" N | 004°54'30.5" E | X | | X |
| MV500 | 43°57'35.2" N | 004°53'15.6" E | X | X | |
| MV501 | 43°55'48.6" N | 004°45'42.2" E | X | X | |
| MV600 | 43°52'28.8" N | 004°34'27.8" E | X | X | |
| MV711 | 43°52'04.5" N | 004°54'44.9" E | X | X | |
| MV713 | 43°52'18.7" N | 004°46'15.0" E | X | X | |
| MV715 | 44°00'00.0" N | 004°50'05.0" E | X | X | |
| MV720 | 43°28'06.9" N | 005°15'56.1" E | X | X | |
| RW17 | REF DTHR17 LFMV AD 2.12 | X | | | X |

APPROCHE AUX INSTRUMENTS

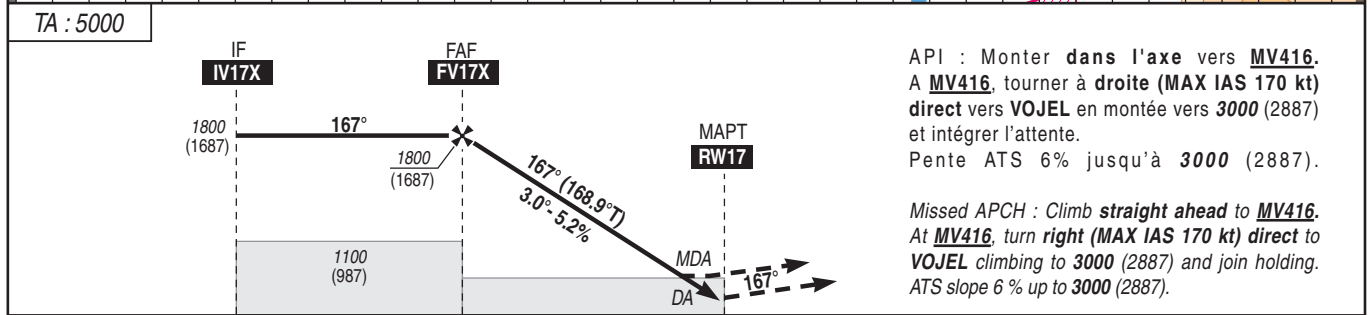
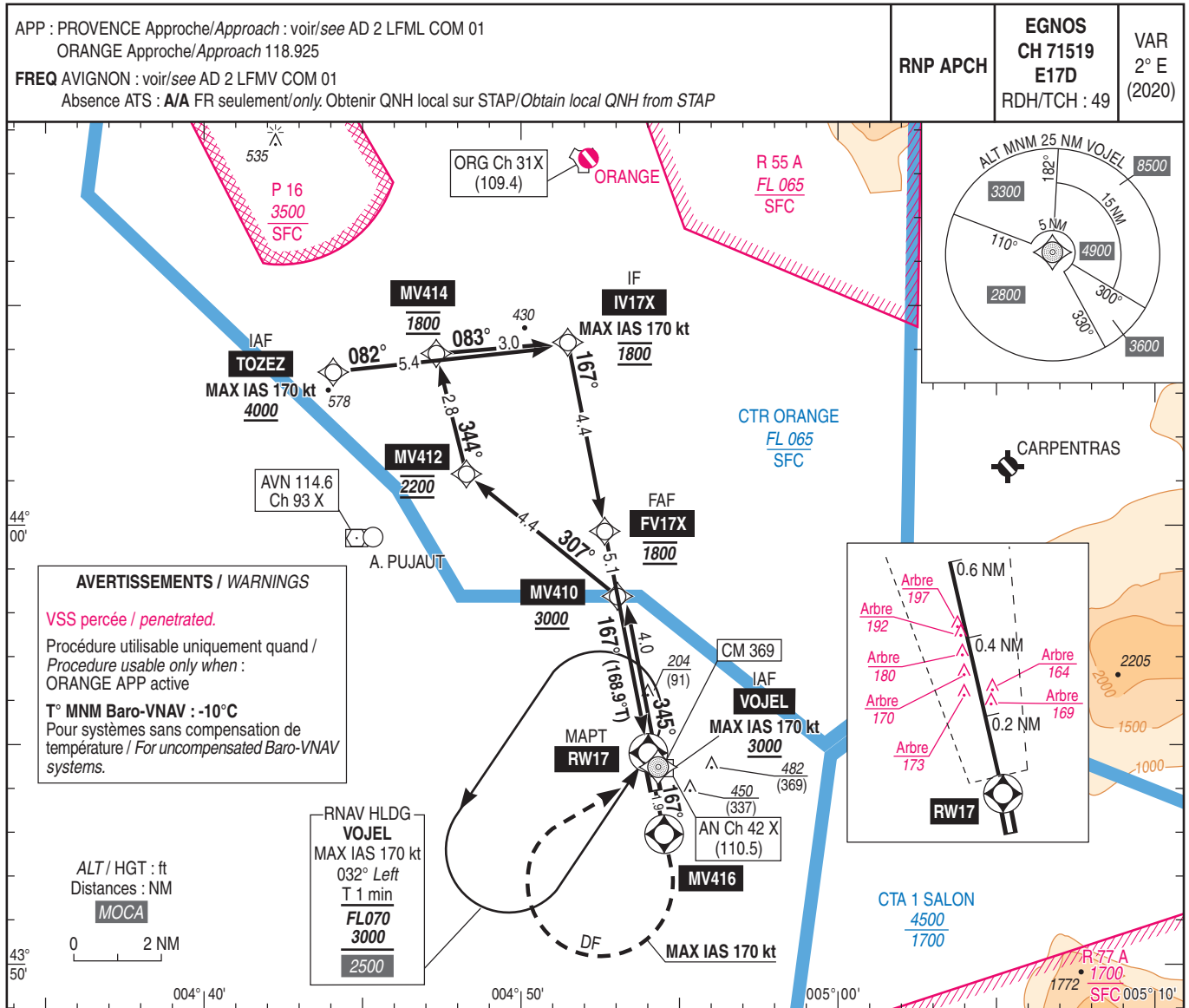
AVIGNON CAUMONT

Instrument approach

CAT A B C

ALT AD : 124, DTHR : 113 (5 hPa)

RNP X RWY 17



API : Monter dans l'axe vers **MV416**. A **MV416**, tourner à **droite** (MAX IAS 170 kt) direct vers **VOJEL** en montée vers **3000** (2887) et intégrer l'attente.
Pente ATS 6% jusqu'à **3000** (2887).

Missed APCH : Climb **straight ahead** to **MV416**. At **MV416**, turn **right** (MAX IAS 170 kt) direct to **VOJEL** climbing to **3000** (2887) and join holding.
ATS slope 6% up to **3000** (2887).

→ DTHR (NM) 9.5 5.1 0

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTHR

| CAT | LPV X | | | LNAV-VNAV X | | | LNAV X | | | MVL / Circling ⁽¹⁾ | | DIST RW17 NM | 5 | 4 | 3 | 2 |
|-----|-----------|------|-----|-------------|------|-----|-----------|------|-----|-------------------------------|------|-----------------|--------|--------|-------|---|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | | | | | |
| A | 420 (300) | 1400 | 300 | 510 (400) | 1500 | 397 | 560 (450) | 1500 | 447 | 820 (700) | 1500 | 1750 | 1440 | 1120 | 800 | |
| B | 430 (310) | 1400 | 310 | 520 (410) | 1500 | 407 | 580 (470) | 1500 | 463 | 820 (700) | 1600 | (1637) | (1327) | (1007) | (687) | |
| C | 440 (320) | 1400 | 320 | 540 (430) | 2000 | 427 | 600 (490) | 2300 | 487 | 920 (800) | 2400 | | | | | |

Observations/Remarks : (1) absence ATS : MVL interdite à l'Ouest de la piste / Circling prohibited West of RWY.
Panne de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir / see AIP ENR 1.5.

| | FAF - RW17 | 5.1 NM | 70 kt | 4 min 22 | 85 kt | 3 min 36 | 100 kt | 3 min 04 | 115 kt | 2 min 40 | 130 kt | 2 min 21 | 145 kt | 2 min 07 | 160 kt | 1 min 55 |
|--------------|------------|--------|-------|----------|-------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|
| VSP (ft/min) | | | 370 | | 450 | | 530 | | 610 | | 690 | | 770 | | 850 | |

| RNP X RWY 17 | | | | | | | | | | | | | |
|--------------|--------------|--------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | Leg sequence | MAG VAR 2020 1,9°E | | | | | | | REF NAVAI : - | | | | |
| | | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| | HLDG | - | VOJEL | - | - | - | - | - | - | - | - | - | - |
| | | IF | VOJEL | - | - | - | - | - | - | - | - | - | - |
| | | TF | MV410 | - | 345 | 346.6 | 4.0 | - | 3000 | - | 170 | - | - |
| | | TF | MV412 | - | 307 | 309.0 | 4.4 | - | 3000 | - | - | - | 1.0 |
| | | TF | MV414 | - | 344 | 345.9 | 2.8 | - | 2200 | 2200 | - | - | 1.0 |
| | | TF | IV17X | - | 083 | 085.1 | 3.0 | - | 1800 | 1800 | 170 | - | 1.0 |
| | | IF | TOZEZ | - | - | - | - | - | 4000 | - | 170 | - | - |
| | | TF | IV17X | - | 082 | 084.2 | 5.4 | - | 1800 | 1800 | 170 | - | 1.0 |
| | | IF | IV17X | - | - | - | - | - | 1800 | 1800 | 170 | - | - |
| | | TF | FV17X | - | 167 | 168.9 | 4.4 | - | 1800 | 1800 | - | - | 1.0 |
| | | TF | RW17 | Yes | 167 | 168.9 | 5.1 | - | - | - | - | -3.00 / 49 | 0.3 |
| | | TF | MV416 | Yes | 167 | 168.9 | 1.9 | - | - | - | - | - | 1.0 |
| | | DF | VOJEL | - | - | - | - | R | - | 3000 | 170 | - | 1.0 |

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APPROCHE AUX INSTRUMENTS

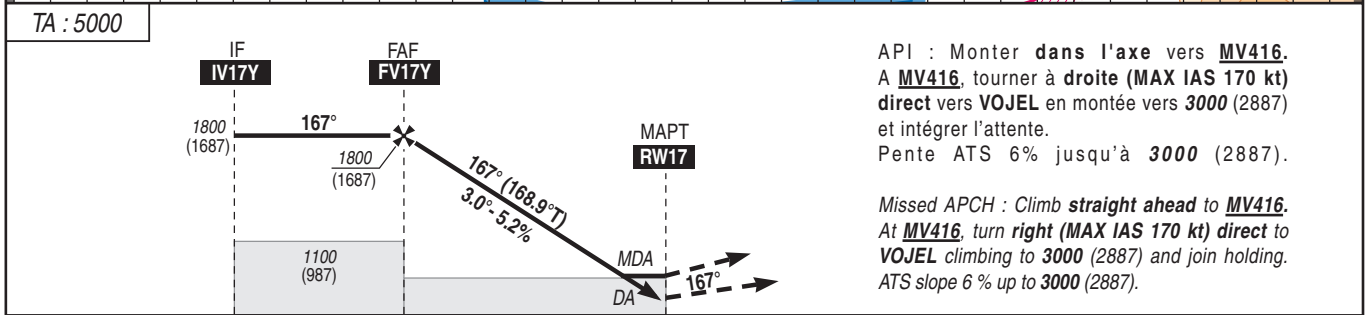
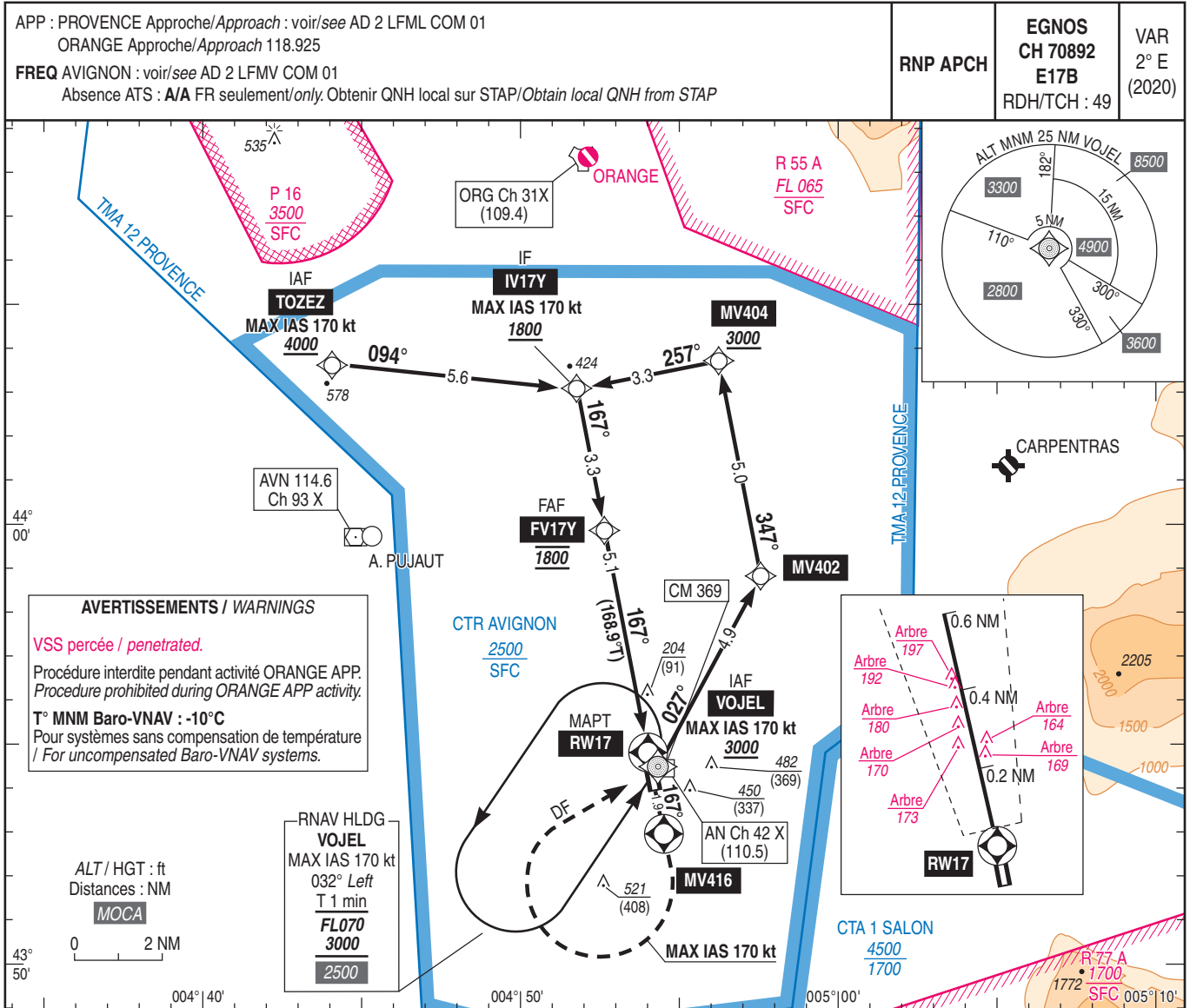
AVIGNON CAUMONT

Instrument approach

CAT A B C

ALT AD : 124, DTHR : 113 (5 hPa)

RNP Y RWY 17



TA : 5000

API : Monter dans l'axe vers **MV416**. A **MV416**, tourner à droite (MAX IAS 170 kt) direct vers **VOJEL** en montée vers 3000 (2887) et intégrer l'attente. Pente ATS 6% jusqu'à 3000 (2887).

Missed APCH : Climb **straight ahead** to **MV416**. At **MV416**, turn **right** (MAX IAS 170 kt) direct to **VOJEL** climbing to 3000 (2887) and join holding. ATS slope 6% up to 3000 (2887).

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTHR

| CAT | LPV Y | | | LNAV-VNAV Y | | | LNAV Y | | | MVL / Circling ⁽¹⁾ | | DIST RW17 | | | | |
|-----|-----------|------|-----|-------------|------|-----|-----------|------|-----|-------------------------------|------|-----------|--------|--------|--------|-------|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | 5 | 4 | 3 | 2 |
| A | 420 (300) | 1400 | 300 | 510 (400) | 1500 | 397 | 560 (450) | 1500 | 447 | 820 (700) | 1500 | ALT | 1750 | 1440 | 1120 | 800 |
| B | 430 (310) | 1400 | 310 | 520 (410) | 1500 | 407 | 580 (470) | 1500 | 463 | 820 (700) | 1600 | (HGT) | (1637) | (1327) | (1007) | (687) |
| C | 440 (320) | 1400 | 320 | 540 (430) | 2000 | 427 | 600 (490) | 2300 | 487 | 920 (800) | 2400 | | | | | |

Observations/Remarks : (1) Absence ATS : MVL interdite à l'Ouest de la piste / Circling prohibited West of RWY. Panne de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir / see AIP ENR 1.5.

| | FAF - RW17 | 5.1 NM | 70 kt | 4 min 22 | 85 kt | 3 min 36 | 100 kt | 3 min 04 | 115 kt | 2 min 40 | 130 kt | 2 min 21 | 145 kt | 2 min 07 | 160 kt | 1 min 55 |
|--------------|------------|--------|-------|----------|-------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|
| VSP (ft/min) | | | 370 | | 450 | | 530 | | 610 | | 690 | | 770 | | 850 | |

RNP Y RWY 17

| RMK | MAG VAR 2020 1,9°E | | | | | | | | | | REF NAVAIID :- | | |
|-----|--------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|----------------|-------------------------------|--------------------------|
| | Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| | HLDG | - | VOJEL | - | - | - | - | - | - | - | - | - | - |
| | | IF | VOJEL | - | - | - | - | 3000 | - | 170 | - | - | - |
| | | TF | MV402 | - | 027 | 028.4 | - | - | - | - | - | - | 1.0 |
| | | TF | MV404 | - | 347 | 349.0 | - | 3000 | - | - | - | - | 1.0 |
| | | TF | IV17Y | - | 257 | 259.0 | L | 1800 | - | 170 | - | - | 1.0 |
| | | IF | TOZEZ | - | - | - | - | 4000 | - | 170 | - | - | - |
| | | TF | IV17Y | - | 094 | 095.5 | - | 1800 | - | 170 | - | - | 1.0 |
| | | IF | IV17Y | - | - | - | - | 1800 | - | 170 | - | - | - |
| | | TF | FV17Y | - | 167 | 168.9 | - | 1800 | 1800 | - | - | - | 1.0 |
| | | TF | RW17 | Yes | 167 | 168.9 | - | - | - | - | -3.00 / 49 | - | 0.3 |
| | | TF | MV416 | Yes | 167 | 168.9 | - | - | - | - | - | - | 1.0 |
| | | DF | VOJEL | - | - | - | R | - | 3000 | 170 | - | - | 1.0 |

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APPROCHE AUX INSTRUMENTS

AVIGNON CAUMONT

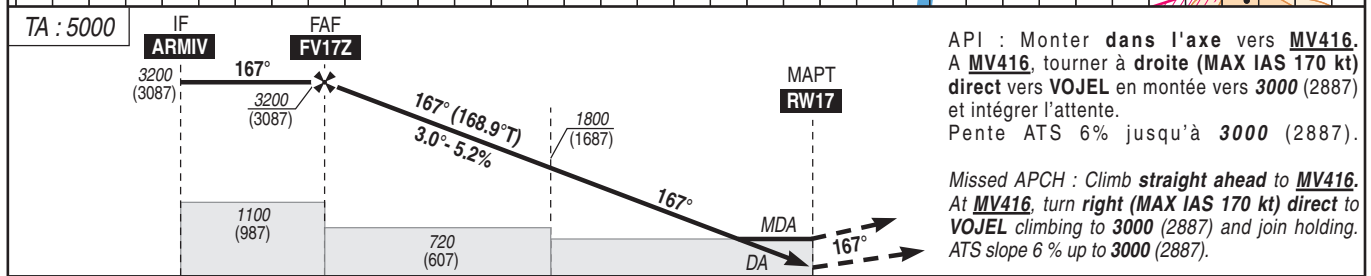
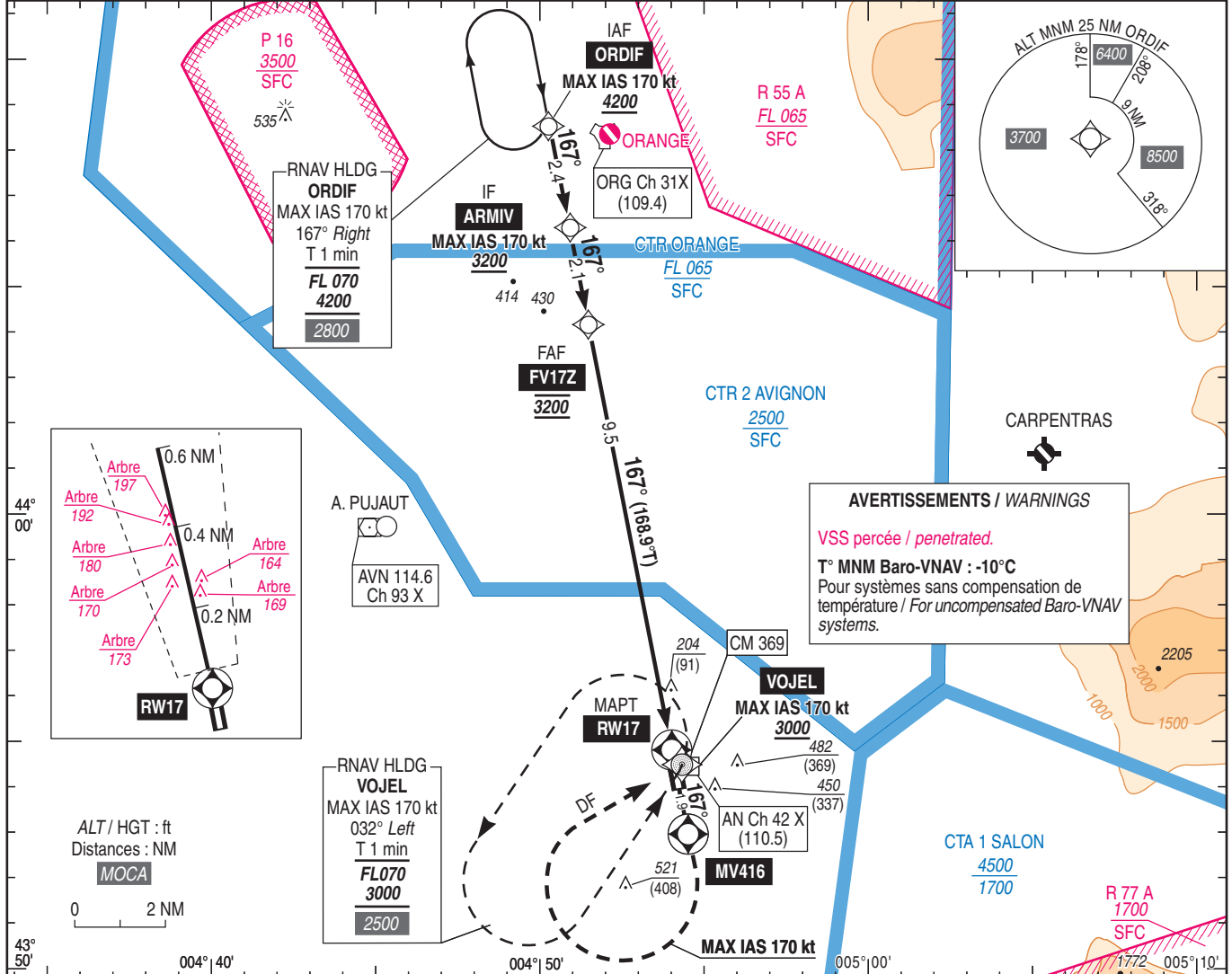
Instrument approach

CAT A B C

ALT AD : 124, DTHR : 113 (5 hPa)

RNP Z RWY 17

| | | | |
|--|----------|---|-----------------------|
| APP : PROVENCE Approche/Approach : voir/see AD 2 LFML COM 01 ORANGE Approche/Approach 118.925 | RNP APCH | EGNOS CH 62581 E17A RDH/TCH : 49 | VAR 2° E (2020) |
| FREQ AVIGNON : voir/see AD 2 LFMV COM 01 Absence ATS : A/A FR seulement/only. Obtenir QNH local sur STAP/Obtain local QNH from STAP | | | |



API : Monter dans l'axe vers **MV416**. A **MV416**, tourner à droite (MAX IAS 170 kt) direct vers **VOJEL** en montée vers 3000 (2887) et intégrer l'attente.
Pente ATS 6% jusqu'à 3000 (2887).

Missed APCH : Climb straight ahead to **MV416**. At **MV416**, turn right (MAX IAS 170 kt) direct to **VOJEL** climbing to 3000 (2887) and join holding.
ATS slope 6% up to 3000 (2887).

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTHR

| CAT | LPV Z | | | LNAV-VNAV Z | | | LNAV Z | | | MVL / Circling ⁽¹⁾ | | DIST RWY17 | | | | |
|-----|-----------|------|-----|-------------|------|-----|-----------|------|-----|-------------------------------|------|-------------|-------------|-------------|-------------|---|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | 9 | 8 | 7 | 6 |
| A | 420 (300) | 1400 | 300 | 510 (400) | 1500 | 397 | 560 (450) | 1500 | 447 | 820 (700) | 1500 | 3030 (2917) | 2710 (2597) | 2390 (2277) | 2070 (1957) | |
| B | 430 (310) | 1400 | 310 | 520 (410) | 1500 | 407 | 580 (470) | 1500 | 463 | 820 (700) | 1600 | 5 | 4 | 3 | 2 | |
| C | 440 (320) | 1400 | 320 | 540 (430) | 2000 | 427 | 600 (490) | 2300 | 487 | 920 (800) | 2400 | 1750 (1637) | 1440 (1327) | 1120 (1007) | 800 (687) | |

Observations/Remarks : (1) Absence ATS : MVL interdite à l'Ouest de la piste / Circling prohibited West of RWY.
Panne de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir / see AIP ENR 1.5.

| | | | | | | | | |
|--------------|--------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| FAF - RW17 | 9.5 NM | 70 kt 8 min 09 | 85 kt 6 min 42 | 100 kt 5 min 42 | 115 kt 4 min 57 | 130 kt 4 min 23 | 145 kt 3 min 56 | 160 kt 3 min 34 |
| VSP (ft/min) | | 370 | 450 | 530 | 610 | 690 | 770 | 850 |

| RNP Z RWY 17 | | | | | | | | | | | | |
|--------------|--------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | MAG VAR 2020 1.9°E | | | | | | | | | | | |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | REF NAV/VAID :- | |
| | | | | | | | | | | | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| | - | | - | - | - | - | - | - | - | - | - | - |
| HLDG | - | ORDIF | - | - | - | - | - | - | - | - | - | - |
| | - | VOJEL | - | - | - | - | - | - | - | - | - | - |
| INA Z ORDIF | IF | ORDIF | - | - | - | - | - | 4200 | - | 170 | - | - |
| | TF | ARMIV | - | 167 | 168.9 | 2.4 | - | 3200 | - | 170 | - | 1.0 |
| | IF | ARMIV | - | - | - | - | - | 3200 | - | 170 | - | - |
| | TF | FV17Z | - | 167 | 168.9 | 2.1 | - | 3200 | 3200 | - | - | 1.0 |
| APCH | TF | RW17 | Yes | 167 | 168.9 | 9.5 | - | - | - | - | -3.00 / 49 | 0.3 |
| | TF | MV416 | Yes | 167 | 168.9 | 1.9 | - | - | - | - | - | 1.0 |
| | DF | VOJEL | - | - | - | - | R | - | 3000 | 170 | - | 1.0 |

Horaires sauf indication contraire / Timetables unless otherwise specified
 AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
 AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFBE.1

Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*

LFBE - BERGERAC DORDOGNE PERIGORD

AD 2 LFBE.2

Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data*

| | | | |
|---|---|---|---|
| 1 | Position GEO ARP Situation de l'ARP / <i>ARP location</i> | 44°49'28"N 000°31'14"E Intersection des axes de la piste et du TWY B | RWY center line and TWY B intersection. |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 3 km SSE BERGERAC (24 - Dordogne) | |
| 3 | Altitude de référence / <i>Reference elevation</i> | 172 ft | |
| | Température de référence / <i>Reference temperature</i> | 27.9 ° C | |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 154 ft | |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> | 0.69°E | |
| | Année (variation annuelle) / <i>Year (annual change)</i> | 2020 (0.17°) | |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> | EGC AERO | |
| | Adresse / <i>Address</i> | Route d'Agen 24100 BERGERAC | |
| | Telephone | 05 53 22 25 25 | |
| | FAX | 05 53 24 35 43 | |
| | TELEX | | |
| | AFS | | |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR | |
| 8 | Observations / <i>Remarks</i> | ARINC gestionnaire : EGCAMXH E-mail : aeroport-bergerac@bergerac.aeroport.fr | |

AD 2 LFBE.3

Horaires *Operational hours*

| | | | |
|----|--|---|--|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | 0700-1700 | |
| 2 | Douanes et police / <i>Customs and immigration</i> | MAR-VEN : PPR PN 24 HR SAM, DIM et LUN : PPR PN VEN 1300 TEL : 05 53 22 25 33 | TUE-FRI : PPR PN 24 HR SAT, SUN and MON : PPR PN FRI 1300 TEL : 05 53 22 25 33 |
| 3 | Services de santé / <i>Health and sanitary</i> | | |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | BORDEAUX (voir/see GEN) | |
| 5 | BDP / <i>ARO</i> | NIL | NIL |
| 6 | Bureau MET / <i>MET briefing office</i> | 0500-0200 | |
| 7 | ATS | 0700-1900 TEL : Chef CA : 05 53 63 53 51 Adj. Chef CA : 05 53 63 53 50 Extension possible pour tout vol régulier programmé, vols sanitaires (transfert d'organes) et pour tout trafic avec PN 48 HR, PPR à EGC AERO pendant les heures de bureau. TEL : 05 53 22 25 33 - 06 33 35 50 32. Extension des horaires ATS au bénéfice des vols commerciaux programmés annoncée sur ATIS. | 0700-1900 TEL : ATC manager : 05 53 63 53 51 Deputy ATC manager : 05 53 63 53 50 Possible extension for all planned scheduled flights, organ sanitary flights and for all traffic with PN 48 HR, PPR from EGC AERO during office hours. TEL : 05 53 22 25 33 - 06 33 35 50 32. ATS SKED extension for commercial scheduled flights announced on ATIS. |
| 8 | Avitaillement / <i>Fueling</i> | 100 LL, JET A1 ETE 0700-1600 HIV 0800-1600 Sans interruption pour les vols commerciaux réguliers programmés. | 100 LL, JET A1 SUM 0700-1600 WIN 0800-1600 Without interruption for regular commercial scheduled flights. |
| 9 | Services de manutention / <i>Handling</i> | Se renseigner auprès du gestionnaire | Contact AD administration |
| 10 | Sûreté / <i>Safety</i> | En fonction des horaires des vols réguliers programmés. Pour les vols supplémentaires, contacter l'aéroport à J-2. | According to scheduled regular flights. For additional flights, contact airport 2 days before. |
| 11 | Dégivrage / <i>De-icing</i> | 0800-1600 | |
| 12 | Observations / <i>Remarks</i> | GRF (service d'évaluation et de report de l'état de surface de piste) : HOR RFFS. | GRF (global reporting format) : RFFS SKED. |

AD 2 LFBE.4

Services d'escale et d'assistance *Handling services and facilities*

| | | | |
|---|--|---|--|
| 1 | Moyens de manutention de fret <i>Cargo handling facilities</i> | NIL | NIL |
| 2 | Types de carburants et lubrifiants <i>Fuel and oil types</i> | Carburants : AVGAS 100 LL - JET A1 (CIV-MIL) Paiement : carte WFS, carte de crédit. | Fuel : AVGAS 100 LL - JET A1 (CIV-MIL) Payment : WFS card, credit card. |
| 3 | Moyens et capacités d'avitaillement <i>Fueling facilities and capacities</i> | JET A1 : Capacités cuves : 140 000 litres Capacité camion : 20 000 litres Débit camion : 60 m3/h 100LL : Capacité cuve : 30 000 litres Débit : 5m3/h | JET A1 : Tanks capacity : 140 000 litres Truck capacity : 20 000 litres Truck flow : 60 m3/h 100LL : Tank capacity : 30 000 litres Flow : 5m3/h |
| 4 | Moyens de dégivrage / <i>De-icing facilities</i> | 1 dégivreuse et liquide antigivre type 1 avec mélange : 50/50. | 1 de-icer and type 1 de-icing product with mixe : 50/50. |
| 5 | Hangar pour aéronefs de passage <i>Hangar space for visiting aircraft</i> | Non | No |
| 6 | Réparations pour aéronefs de passage <i>Repair facilities for visiting aircraft</i> | Groupe ACD email : aircd@orange.fr TEL : 05 53 74 09 61 Air Charlie Delta TEL : 05 53 24 94 10 STCA (radio) TEL : 05 53 63 24 05 Maintenance aviation générale, chaudronnerie, menuiserie, peinture CAMO (M/F M/G + I) | Group ACD email : aircd@orange.fr TEL : 05 53 74 09 61 Air Charlie Delta TEL : 05 53 24 94 10 STCA (radio) TEL : 05 53 63 24 05 General aviation maintenance, boiler making, carpentry, painting CAMO (M/F M/G + I) |
| 7 | Observations / <i>Remarks</i> | Escale : TEL 05 53 22 25 25 Avitaillement : TEL 05 53 22 25 23 Assistance aviation générale TEL 05 53 22 25 33 - FAX 05 53 24 35 43 Courriel : egcops@bergerac.aeroport.fr Fréquence Escale : TRAFIC BERGERAC 131.790 MHz Vide toilettes et plein d'eau. GPU - ASU : sur demande PN 48HR. | Handling : TEL 05 53 22 25 25 Refuelling : TEL 05 53 22 25 23 General aviation handling TEL 05 53 22 25 33 - FAX 05 53 24 35 43 email : egcops@bergerac.aeroport.fr Stopover frequency : BERGERAC TRAFFIC 131.790 MHz Empty toilet and water filling. GPU - ASU : on request PN 48 HR. |

AD 2 LFBE.5

Services aux passagers *Passenger facilities*

| | | | |
|---|--|--|---|
| 1 | Hôtels | Aéroport : NIL Nombreux hôtels à Bergerac et environs | Airport : NIL Several hotels in BERGERAC and neighbourhood |
| 2 | Restaurants | <u>Sur l'aéroport, à Bergerac et environs.</u> | <u>At airport, in BERGERAC and neighbourhood.</u> |
| 3 | Moyens de transport / <i>Transportation facilities</i> | Taxis, voitures de location | Taxis, car rental |
| 4 | Services médicaux / <i>Medical facilities</i> | Hôpitaux à BERGERAC et PERIGUEUX | Hospitals in BERGERAC and PERIGUEUX |
| 5 | Services bancaires et postaux <i>Bank and Post Office</i> | Distributeur de billets dans l'aérogare | Cash point in terminal |
| 6 | Office de tourisme / <i>Tourist office</i> | A Bergerac | In Bergerac |
| 7 | Observations / <i>Remarks</i> | | |

AD 2 LFBE.6

Services de sauvetage et de lutte contre l'incendie *Rescue and fire fighting services*

| | | | |
|---|---|---|--|
| 1 | Niveau RFFS de l'AD <i>AD level for fire fighting</i> | 7 | |
| 2 | Moyens de sauvetage / <i>Rescue equipment</i> | 2 véhicules d'intervention contenant 6100 l d'eau, 750 l d'émulseur et 250 kg de poudre extinctrice. | 2 rescue vehicles, each equipped with 6100 l of water, 750 l of foaming agent and 250 kg of powder. |
| 3 | Moyens d'enlèvement des aéronefs accidentés <i>Capability for removal of disabled aircraft</i> | Contacter astreinte aéroport, TEL : 06 33 44 54 30. - ACFT de MTOW < 5.7 t : intervention société de levage selon procédure gestionnaire. - Tonnage supérieur : contact entreprises extérieures selon procédure gestionnaire. | Contact airport on-call duty, TEL : 06 33 44 54 30. - ACFT with MTOW < 5.7 t : intervention by lifting company according to AD manager procedure. - Higher tonnage : external companies are contacted according to AD manager procedure. |
| 4 | Observations / <i>Remarks</i> | Niveau 7 : Horaires modulés en fonction de la saison aéronautique (voir NOTAM) ou PPR PN 48 HR - TEL : 05 53 22 25 33. Niveau 5 : Horaires ATS. Pas de niveau en dehors des horaires ATS. | Level 7 : Modulated SKED according to the aeronautical season (see NOTAM) or PPR PN 48 HR - TEL : 05 53 22 25 33. Level 5 : ATS SKED. No level outside ATS SKED. |

AD 2 LFBE.7 Évaluation et communication de l'état de surface des pistes, et plan neige *Runway surface condition assessment and reporting, and snow plan*

| | | | |
|---|---|---|---|
| 1 | Type d'équipements / <i>Type of clearing equipment</i> | NIL | NIL |
| 2 | Priorités de dégagement / <i>Clearance priority</i> | NIL | NIL |
| 3 | Matériaux utilisés pour le traitement de la surface de l'aire de mouvement / <i>Material used for movement area surface treatment</i> | | |
| 4 | Pistes spécialement préparées en condition hivernale / <i>Specially prepared winter runways</i> | Non applicable | Not applicable |
| 5 | Observations / <i>Remarks</i> | Evaluation et report de l'état de surface des pistes conformément à la méthode "Global Reporting Format" (GRF) décrite en AD 1.2.2 Les horaires GRF sont publiés en AD 2.3 Aucun moyen permettant de déneiger ou dévergler l'aire de mouvement. | Assessment and reporting of runway surface condition in accordance with the Global Reporting Format (GRF) described in AD 1.2.2 GRF operational hours are published in AD 2.3 No snow or ice removal available for the movement area. |

AD 2 LFBE.8

Aires de trafic, TWY et emplacements de vérification *Aprons, TWY and check locations*

| | | | |
|---|--|---|--|
| 1 | Revêtement de l'aire de trafic / <i>Apron surface</i> | Béton bitumineux | Bituminous concrete |
| | Résistance de l'aire de trafic / <i>Apron strength</i> | Parking commercial D1 : 26 F/C/W/T, D2/D3/D31/D4 : 59 F/C/W/T Parking aviation générale : 15 F/C/W/T | Commercial apron D1 : 26 F/C/W/T, D2/D3/D31/D4 : 59 F/C/W/T General aviation apron : 15 F/C/W/T |
| 2 | Largeur TWY / <i>TWY width</i> | TWY A,B : 15m. TWY Air CD : 7.5m | TWY A,B : 15m. TWY Air CD : 7.5m |
| | Revêtement des TWY / <i>TWY surface</i> | Béton bitumineux | Bituminous concrete |
| | Résistance des TWY / <i>TWY strength</i> | TWY A : 41 F/C/W/T - TWY B : 40 F/C/W/T | |
| 3 | Emplacement des ACL / <i>ACL location</i> | | |
| | Altitude des ACL / <i>ACL elevation</i> | | |
| 4 | Points de vérification VOR / <i>VOR checkpoints</i> | | |
| 5 | Points de vérification INS / <i>INS checkpoints</i> | | |
| 6 | Observations / <i>Remarks</i> | La largeur des TWY est portée à 25 m entre le point d'attente et la piste. Pentes parking aviation générale : 2,4% | TWY width of 25 m between the holding point and the RWY. General Aviation apron slopes : 2,4% |

AD 2 LFBE.9

Guidage et contrôle des mouvements à la surface, balisage / *Surface movement guidance and control system, marking*

| | | | |
|---|--|--|---|
| 1 | ID postes de stationnement <i>Aircraft stands ID signs</i> | Parking commercial : D1, D2, D3, D31, D4 Parking aviation générale : C1-C2-C3, E1-E2-E3-E4-E5-E6, G1-G2-G3-G4-G5-G6-G7-G8 | Commercial apron : D1, D2, D3, D31, D4 General aviation apron : C1-C2-C3, E1-E2-E3-E4-E5-E6, G1-G2-G3-G4-G5-G6-G7-G8 |
| | Lignes de guidage TWY / <i>TWY guide lines</i> | OU | YES |
| | Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i> | Marquage au sol vers postes de stationnement. | Ground marking towards apron stands. |
| 2 | Marquage RWY et TWY / <i>RWY and TWY marking</i> | Toutes RWY : seuils, points cibles, axe. Tous TWY : axe, point d'attente. | All RWY : THR, aiming points markings, centre line. All TWY : centre line, holding point. |
| | Balisage RWY et TWY / <i>RWY and TWY lighting</i> | Voir/see AD 2 LFBE .14/15 | |
| 3 | Barres d'arrêt / <i>Stop bars</i> | | |
| 4 | Observations / <i>Remarks</i> | Le marquage nocturne des aires de demi-tour est non conforme aux caractéristiques applicables. | Turn-around areas night marking does not comply with the applicable specifications. |

AD 2 LFBE.10

Obstacles aux abords de l'aérodrome *Aerodrome obstacles*

Voir carte d'aérodrome OACI et cartes d'obstacles / *See aerodrome ICAO chart and obstacle charts*

AD 2 LFBE.11

Renseignements météorologiques *Meteorological information*

| | | | |
|----|---|--|---|
| 1 | Centre MET associé / <i>Associated MET Office</i> | BORDEAUX MERIGNAC | |
| 2 | Horaires de service / <i>Hours of service</i> | voir/see AD 2 LFBE .3 | |
| | Centre MET hors HOR / <i>MET Office outside HOR</i> | TOULOUSE BLAGNAC | |
| 3 | Centre MET responsable des TAF <i>Office in charge of TAF</i> | BORDEAUX MERIGNAC | |
| | Période de validité / <i>Validity period</i> | 24 HIV/WIN : 06-12-18, CNL 21 ETE/SUM : 00-06-12, CNL 20 | |
| 4 | Type de prévision d'atterrissage <i>Type of landing forecast</i> | TREND | |
| | Périodicité / <i>Interval of issuance</i> | HIV : TREND entre 0600 et 2100 ETE : TREND entre 0000 et 2000. | WIN : TREND between 0600 and 2100 SUM : TREND between 0000 and 2000. |
| 5 | Briefing, consultation | T | |
| 6 | Documentation de vol / <i>Flight documentation</i> | C-PL | |
| | Langue utilisée / <i>Language used</i> | FR | |
| 7 | Cartes, autres informations <i>Charts, other information</i> | AD WARNING HIV/WIN : 0600-2100 ETE/SUM : 0000-2000 METAR AUTO | |
| 8 | Équipement complémentaire <i>Supplementary equipment</i> | AEROWEB | |
| 9 | Organismes ATS desservis / <i>ATS units served</i> | TWR | |
| 10 | Informations complémentaires <i>Additional information</i> | TEL MET (IFR) : 05 57 29 12 79. | |

AD 2 LFBE.12

Caractéristiques physiques des pistes *Runway physical characteristics*

| RWY ID | Orientation Geo (MAG) | Dimensions RWY | PCN | Surface | Position GEO THR (DTHR) | ALT | SWY CWY | Bande Strip |
|--------|-----------------------|----------------|------------|--|--|------------------------------|---------|----------------|
| 09 | 094 (094) | 2205 x 45 | 43 F/C/W/T | béton bitumineux / bituminous concrete | 44°49'30.98"N 000°30'17.53"E (44°49'30.47"N 000°30'27.05"E) | THR: 166 ft DTHR : 170 ft | | 2265 x 280 (1) |
| 27 | 274 (274) | 2205 x 45 | 43 F/C/W/T | béton bitumineux / bituminous concrete | 44°49'25.58"N 000°31'57.62"E (44°49'26.19"N 000°31'46.48"E) | THR: 161 ft DTHR : 162 ft | | 2265 x 280 (2) |
| 09R | 094 (094) | 770 x 60 | | non revêtue / not paved | 44°49'27.24"N 000°30'31.18"E | THR: 169 ft | | |
| 27L | 274 (274) | 770 x 60 | | non revêtue / not paved | 44°49'25.36"N 000°31'06.12"E | THR: 168 ft | | |

(1) RESA (aire de sécurité d'extrémité de piste) 90x90m, à 60m de l'extrémité de piste.
RESA (Runway End Safety Area) 90x90m, 60m from the runway end.

(2) Bande : 2365 x 280 m.
RESA (aire de sécurité d'extrémité de piste) 90x90m, à 60m de l'extrémité de piste.
Strip : 2365 x 280 m.
RESA (Runway End Safety Area) 90x90m, 60m from the runway end.

La piste 09/27 présente des pentes longitudinales et transversales légèrement supérieures aux caractéristiques applicables.
RWY 09/27 has longitudinal and transverse slopes slightly greater than the applicable characteristics.

AD 2 LFBE.13

Distances déclarées *Declared distances*

| RWY ID | TORA | TODA | ASDA | LDA | Observations Remarks |
|--------|------|------|------|------|--|
| 09 | 2145 | 2145 | 2145 | 1935 | Fin des distances déclarées située à 60 m avant l'extrémité physique de la piste. 945 m disponible à partir de l'intersection RWY/TWY B. End of declared distances located 60 m before RWY physical extremity. 945 m available from the RWY/TWY B intersection. |
| 27 | 2205 | 2205 | 2205 | 1960 | |
| 09R | 770 | 770 | 770 | 770 | |
| 27L | 770 | 770 | 770 | 770 | |

AD 2 LFBE.14

Balises d'approche et de piste *Approach and runway lighting*

| RWY ID | APCH | THR couleur colour | PAPI/VASIS | MEHT | TDZ Longueur Length | Balise axiale <i>Centerline LGT</i> | | | |
|--------|---------------------------------------|--------------------|------------------|---------------------|---------------------|-------------------------------------|--------------------|----------------|---------------------|
| | | | | | | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity |
| 09 | | G - LIH/LIL | PAPI 3.5 ° 6.1 % | 68 ft | | | | | |
| 27 | CAT I - 420 m - 2 feux à éclats - LIH | G - LIH/LIL | PAPI 3.0 ° 5.2 % | 51 ft | | | | | |
| RWY ID | Balise latérale <i>Edge lighting</i> | | | | Extrémité RWY end | | SWY | | |
| | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity | Couleur Colour | Longueur Length | Couleur Colour | | |
| 09 | 2205 m | 55 m | R/WY | LIH-LIL | R - LIH/LIL | | | | |
| 27 | 2205 m | 55 m | R/WY | LIH-LIL | R - LIH/LIL | | | | |

AD 2 LFBE.15

Autres balisages, système d'alimentation de secours *Other lighting, secondary power supply*

| | | |
|---|---|--|
| 1 | ABN IBN | |
| 2 | Té d'atterrissage / <i>LDI</i> Anémomètre / <i>Anemometer</i> | |
| 3 | Balise axiale TWY / <i>TWY centre line lighting</i> Balise latérale TWY / <i>TWY edge lighting</i> | Tous TWY All TWY |
| 4 | Alimentation de secours / <i>Secondary power unit</i> Temps de commutation / <i>Switch-over time</i> | Alimentation électrique auxiliaire par groupe électrogène conforme aux spécifications de l'OACI Auxiliary power supply by generator in accordance with ICAO specifications Inférieur à 1 seconde. Less than 1 second. |
| 5 | Observations / <i>Remarks</i> | |

AD 2 LFBE.16

Aire de poser pour hélicoptères *Helicopter landing area*

| | | |
|---|-------------|--|
| 1 | Description | Poste de stationnement C3, parking aviation générale. Parking stand C3, general aviation apron. |
|---|-------------|--|

AD 2 LFBE.17

Espaces ATS *ATS airspaces*

| Identification et limites latérales <i>Identification and lateral limits</i> | Classe <i>Class</i> | Limites verticales <i>Vertical limits</i> | Service / Service Indicatif d'appel (langue) <i>Call-sign (language)</i> | Observations <i>Remarks</i> |
|--|------------------------|--|--|---|
| CTR BERGERAC 44°55'18"N , 000°23'32"E - 44°54'24"N , 000°40'05"E - arc horaire de 8 NM de rayon centré sur 44°49'28"N , 000°31'14"E (ARP) - 44°43'38"N , 000°38'55"E - 44°44'31"N , 000°22'24"E - arc horaire de 8 NM de rayon centré sur 44°49'28"N , 000°31'14"E (ARP) - 44°55'18"N , 000°23'32"E | D | 2000ft AMSL ----- SFC | TWR BERGERAC Tour (FR) BERGERAC Tower (EN) | 0700-1900 (SUM-1HR). Extension possible pour tout vol régulier programmé, vols sanitaires (pour transfert d'organe), et pour tout trafic avec PPR au chef CA pendant les heures de bureau, PN 24 HR. Possible extension for all scheduled flights, Medevac (organ transplant) and for all traffic with PPR from AD Manager during office opening hours, PN H24. |

AD 2 LFBE.18

Moyens de radiocommunication ATS *ATS radiocommunication facilities*

| Service | Indicatif d'appel (langue) <i>Call-sign (language)</i> | FREQ | HOR | Observations <i>Remarks</i> |
|---------|---|-------------|-----|--------------------------------|
| TWR | BERGERAC Tour (FR) BERGERAC Tower (EN) | 119.800 MHz | HO | |
| ATIS | BERGERAC (FR) BERGERAC (EN) | 127.480 MHz | HO | TEL : 05 53 63 53 55 |
| A/A | BERGERAC (FR) | 119.800 MHz | HX | Absence ATS. |

AD 2 LFBE.19

Moyens radio de navigation et d'atterrissage *Radio navigation and landing aids*

| Type (CAT ILS) | ID | FREQ | HOR | Position GEO | ALT au pied <i>Root ALT</i> | Portée <i>Coverage</i> | RDH (pente) <i>(slope)</i> | Situation <i>Location</i> |
|----------------|----|------------|-----|----------------------------|--------------------------------|---------------------------|-------------------------------|------------------------------|
| LOC 27 (I.E.1) | RM | 108.15 MHz | H24 | 44°49'31.2"N 000°30'12.6"E | 166 ft | | | 274°/317 m DTHR 09 |
| GP 27 | | 334.55 MHz | H24 | 44°49'22.8"N 000°31'33.1"E | 160 ft | | 14.6 m/48 ft (3 °) | 250°/313 m DTHR 27 |
| DME 27 | | CH 18Y | H24 | 44°49'22.8"N 000°31'33.0"E | 215 ft | 25NM FL250 | | 250°/314 m DTHR 27 (1) |

(1) Risque de non réception au-delà de 17 NM et au-delà de 10° au Sud de l'axe du LOC 27.
Risk of non-reception beyond 17 NM and beyond 10° South of LOC 27 axis.

AD 2 LFBE.20

Règlements de circulation locaux *Local traffic regulations*

→ 20.1 GENERALITES

La piste et la voie de circulation non revêtues sont exclusivement exploitées de jour et en condition de vol à vue par bonnes conditions de visibilité, par des avions en aviation générale basés et avec faible densité de trafic.

20.1 GENERAL INFORMATION

Unpaved RWY and TWY are used exclusively during the day and in visual flight condition with good visibility, by home-based general aviation ACFT and low traffic density.

20.2 UTILISATION DES POSTES DE STATIONNEMENT

→ 20.2.1 PRKG aviation commerciale

- D1 : aéronefs d'envergure MAX 29 m.
- D2, D3, D31, D4 : aéronefs d'envergure MAX 36 m.
- D3 utilisable quand D31 et D4 libres.
- D31 utilisable quand D3 libre.

→ 20.2.2 PRKG aviation générale

De SS à SR , mouvements aéronefs interdits sur aire de trafic Aviation Générale sauf SAMU et EVASAN.

- C1, E2 : aéronefs d'envergure MAX 31 m.
- C2 : aéronefs d'envergure MAX 43 m. Poste de stationnement obligatoire pour A 400 M, C 130, utilisable quand C1 et C3 libres.
- C3 : poste de stationnement hélicoptères.
- C3, E5 : aéronefs d'envergure MAX 24 m.
- E1, E3, E4, G1, G4, G5, G6, G7, G8 : aéronefs d'envergure MAX 14 m.
- E6, G2, G3 : aéronefs d'envergure MAX 12 m.

20.2 USE OF PARKING STANDS

20.2.1 Commercial aviation apron

- D1 : ACFT with MAX wingspan 29 m.*
- D2, D3, D31, D4 : ACFT with MAX wingspan 36 m.*
- D3 available when D31 and D4 free.*
- D31 available when D3 free.*

20.2.2 General aviation apron

From SS to SR, no aircraft movements on General Aviation apron except ambulance and MEDEVAC.

- C1, E2 : ACFT with MAX wingspan 31 m.*
- C2 : ACFT with MAX wingspan 43 m. PRKG stand mandatory for A 400 M, C 130, available when C1 and C3 free.*
- C3 : helicopter parking stand.*
- C3, E5 : ACFT with MAX wingspan 24 m*
- E1, E3, E4, G1, G4, G5, G6, G7, G8 : ACFT with MAX wingspan 14 m.*
- E6, G2, G3 : ACFT with MAX wingspan 12 m.*

20.3 ROULAGE

Voie de relation Air CD privée à l'usage exclusif de la société Air CD.
Conditions de roulage pour DH8D, A 400 M, C 130 sur TWY :
- limitation de vitesse à 15 km/h,
- respect du marquage axial.

TWY Bravo interdit aux A 400 M, C 130.

L'accès à la piste revêtue n'est pas autorisé en dehors de la voie de circulation revêtue.

Veiller à suivre le marquage axial lors du retournement sur les aires de demi-tour et adopter une vitesse réduite.

20.3 TAXIING

Private way of relation Air CD reserved only to Air CD society.
Taxiing conditions for DH8D, A 400 M, C 130 on TWY :
- speed limit at 15 km/h,
- compliance with axial marking.

TWY Bravo prohibited for A 400 M, C 130.

Access to the paved RWY is not allowed outside the paved TWY.

Make sure to follow the axial marking when turning on the U-turn areas and adopt a reduced speed.

AD 2 LFBE.21

Procédures antibruit *Noise abatement procedures*

AD 2 LFBE.22

Procédures de vol *Flight procedures*

22.1 ARRIVEES NORMALISEES AUX INSTRUMENTS (STAR)

22.1 STANDARD INSTRUMENT ARRIVALS (STAR)

22.1.1 Panne de radiocommunication

22.1.1 Radiocommunication failure

22.1.1.1 Cas général

22.1.1.1 General case

- Afficher le code 7600.
- Appliquer la procédure définie dans la Réglementation Nationale.

- Squawk code 7600.
- Comply with procedure defined in the National Regulation.

22.1.2 Panne de radiocommunication suivie d'une API

22.1.2 Radiocommunication failure followed by a missed approach

Appliquer la procédure d'API définie sur le volet IAC et effectuer une nouvelle tentative. Si cette dernière échoue, appliquer la procédure de dégagement de la TMA.

Comply with the missed approach procedure as defined in the IAC in order to perform a second attempt. If this latter is followed by a new missed approach, clear the TMA according to the specified procedure.

22.1.3 Procédure de dégagement de la TMA

22.1.3 Procedure for clearing the TMA

Utiliser la trajectoire de départ VELIN 7W au premier niveau de sécurité et rechercher les conditions VMC.

Use the departing route VELIN 7W at the first safety level and seek VMC.

22.1.2 Approche à vue

22.1.2 Visual approach

Lors de l'exécution d'une approche à vue, les pilotes devront se conformer aux consignes de la carte Environnement Approche à Vue (AD 2 LFBE ENV 01).

For visual approach, pilots must comply with instructions on Environment Visual Approach chart (AD 2 LFBE ENV 01).

22.2 DEPARTS NORMALISES AUX INSTRUMENTS (SID)

22.2 STANDARD INSTRUMENT DEPARTURES (SID)

22.2.1 Panne de radiocommunication

22.2.1 Radiocommunication failure

En toutes conditions de vol, les ACFT équipés de transpondeur doivent afficher le code 7600.

In all flight conditions, the ACFT equipped with transponder must squawk code 7600.

- En VMC, faire demi-tour pour atterrir sur l'AD.
- En IMC, poursuivre le vol jusqu'aux limites de la TMA au dernier FL assigné pour entreprendre la montée vers le niveau de croisière.

- VMC : turn back and land at AD.
- IMC : continue the flight until reaching the TMA limits at the last assigned level, then climb up to the cruising level.

AD 2 LFBE.23

Renseignements supplémentaires *Additional information*

23.1 GENERALITES

23.1 GENERAL INFORMATION

AD réservé aux ACFT munis de radio.

AD reserved for radio-equipped ACFT.

23.2 EQUIPEMENTS D'AERODROME

23.2 AD EQUIPMENT

Equipement de surveillance de trafic : Aéroport équipé d'une visualisation radar (voir AD 1.0).

Traffic surveillance equipment : AD equipped with a radar display (see AD 1.0).

23.3 PERIL ANIMALIER

23.3 WILDLIFE STRIKE HAZARD

De jour et durant horaires ATS.

Daytime and during ATS SKED.

23.4 DANGERS A LA NAVIGATION AERIENNE

23.4 AIR NAVIGATION HAZARD

Obstacles aux abords de l'aérodrome

Aérodrome obstacles

La surface de montée au décollage de la piste 27, de code 4, est percée par le gabarit routier de la RN21 :

The code-4 RWY 27 take-off climb funnel is penetrated by the RN21 road height restriction :

- sur une hauteur de 0,40 m à 160 m au nord de l'origine de la surface,
- sur une hauteur de 1,55 m au centre, à 123 m de l'origine de la surface,
- sur une hauteur de 2,30 m à 94 m au sud de l'origine de la surface.

- height of 0.40 m at 160 m north of the funnel origin,
- height of 1.55 m at 123 m center of the funnel origin,
- height of 2.30 m at 94 m south of the funnel origin.

AD 2 LFBE.24

Cartes relatives à l'aérodrome *Charts related to the aerodrome*

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

AD 2 LFBE.25

Pénétration de la surface du segment à vue (VSS) *Visual segment surface (VSS) penetration*

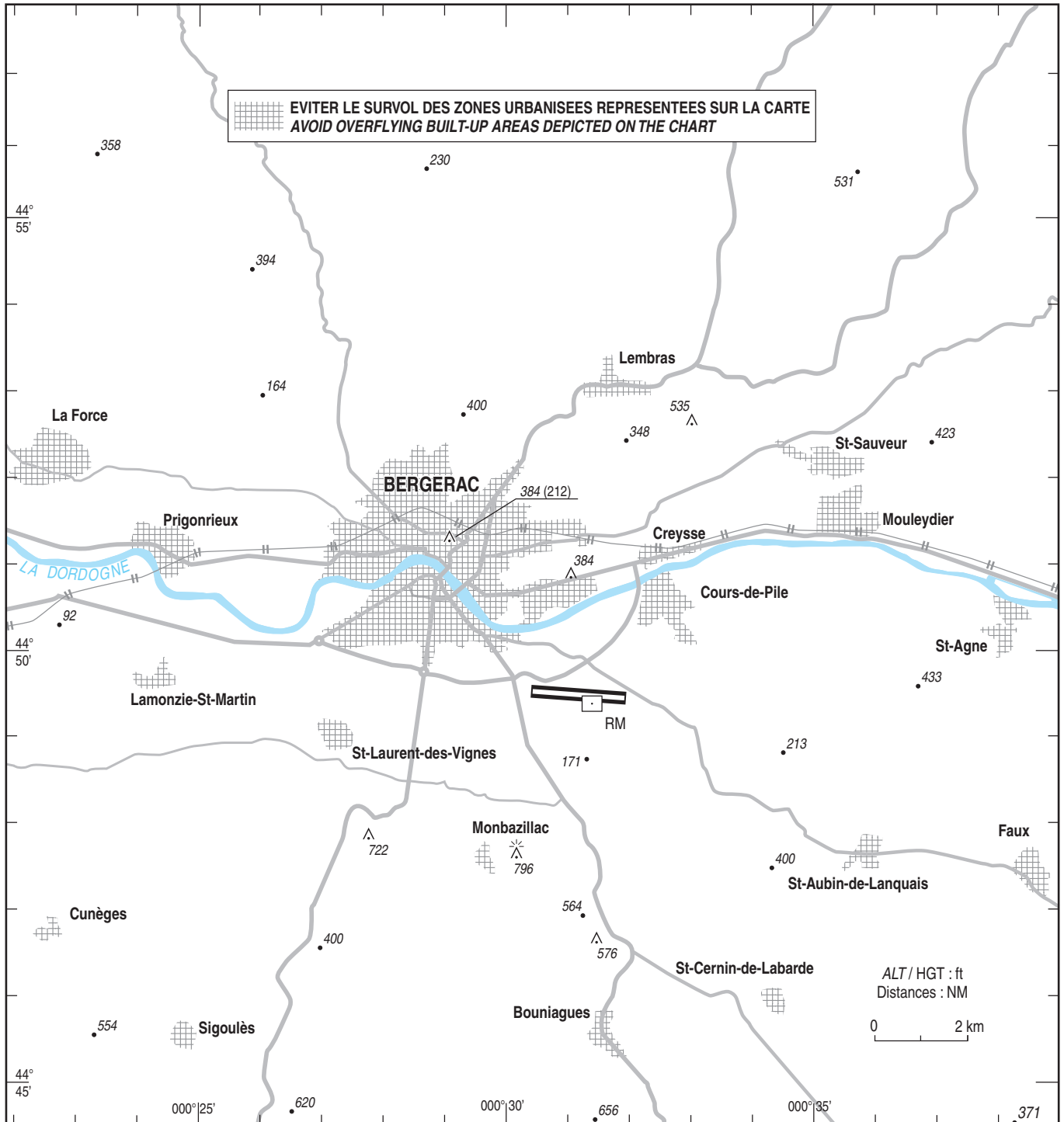
Liste des procédures avec VSS percée et minimums opérationnels concernés.

List of procedures for which the Visual Segment Surface is penetrated and concerned lines of operational minima.

| IDENTIFICATION DE LA PROCÉDURE <i>PROCEDURE IDENTIFICATION</i> | MINIMUMS OPÉRATIONNELS CONCERNÉS <i>LINE OF OPERATIONAL MINIMA</i> |
|---|---|
| Sans objet / <i>Not applicable.</i> | Sans objet / <i>Not applicable.</i> |

ENVIRONNEMENT APPROCHE A VUE
Environment visual approach

BERGERAC DORDOGNE PERIGORD

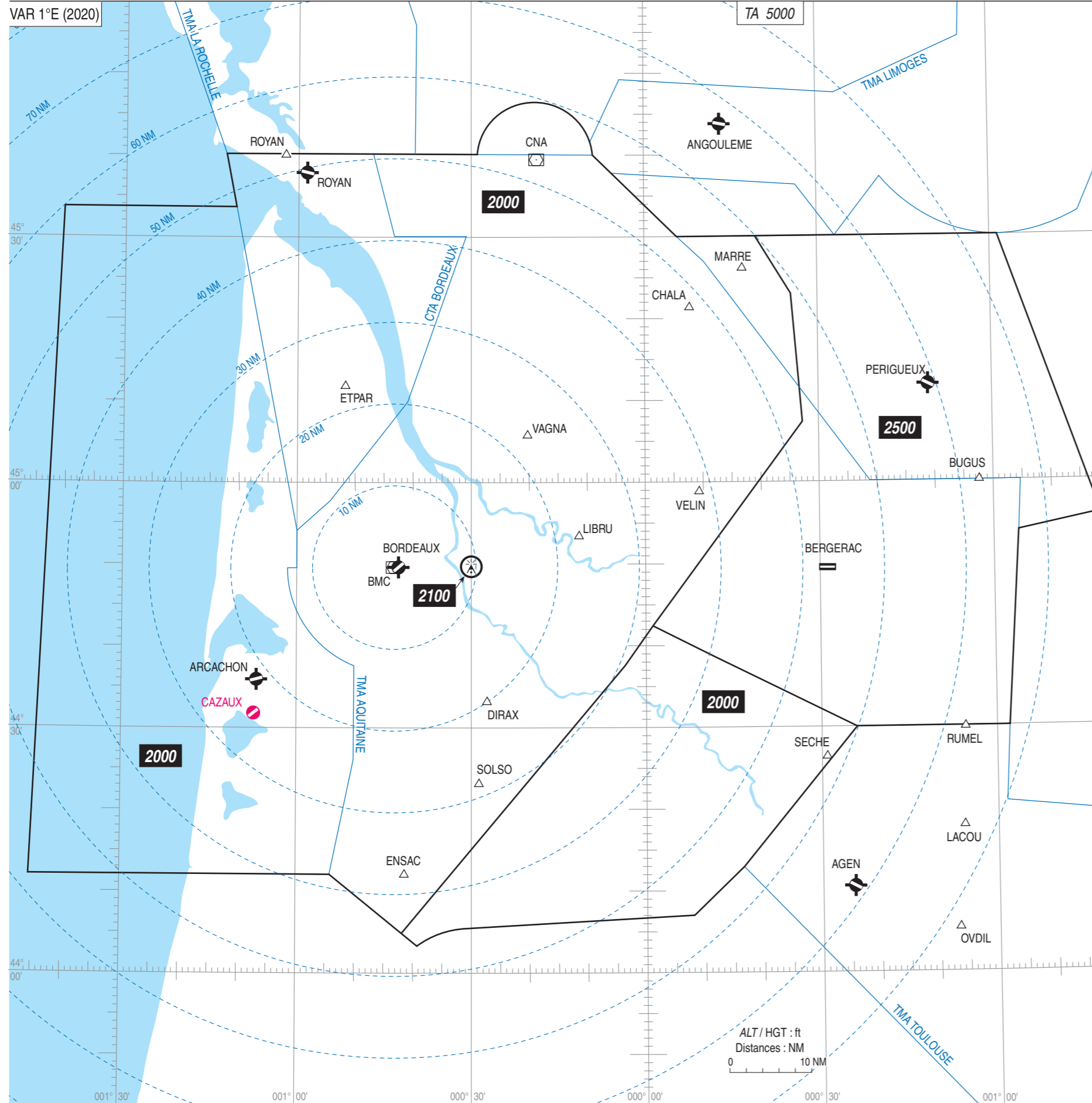


EVITER LE SURVOL DES ZONES URBANISEES REPRESENTES SUR LA CARTE
AVOID OVERFLYING BUILT-UP AREAS DEPICTED ON THE CHART

CONSIGNES, SAUF IMPERATIF DE SECURITE :
 Clearance d'approche à vue délivrée sur demande du pilote ou de jour sur proposition du contrôleur. Le contrôleur d'approche peut proposer un guidage radar pour l'acquisition des conditions de vol à vue. La demande d'approche à vue sera toujours confirmée par le pilote dès visuel sur l'AD.
RWY 27 : Arrivée par BUGUS : évolutions propres à l'approche à vue à effectuer dans le Nord de l'aérodrome avant la rejoincte de l'axe d'approche finale. Arrivée par VELIN : procéder à une branche vent arrière Nord évitant le survol de la ville de Bergerac.
 Arrivée par OBLOC : procéder à une branche vent arrière Sud.
 Arrivée par RUMEL : évolutions propres à l'approche à vue à effectuer dans le Sud de l'aérodrome avant la rejoincte de l'axe d'approche finale.
RWY 09 : Respect d'une distance MNM (4 NM RM) d'alignement en finale avant le seuil de piste.
 Arrivée par BUGUS : procéder à une branche vent arrière Nord évitant le survol de la ville de Bergerac.
 Arrivée par VELIN et OBLOC : rejoincte de l'axe d'approche finale après guidage radar, les évolutions propres à l'approche à vue seront contenues dans un rayon de 10 NM autour du DME ATT RM, afin d'éviter le survol de l'AD de Sainte-Foy-la-Grande.
 Arrivée par RUMEL : procéder à une branche vent arrière Sud.

INSTRUCTIONS, EXCEPT FOR SAFETY REQUIREMENT :
Visual APCH only issued on pilot request or by day on ATC proposal. The ATC can suggest a radar vectoring to obtain visual flight conditions. The visual APCH request will be always confirmed by the pilot AD in sight.
RWY 27 : Arrival from BUGUS : visual APCH manoeuvres must be performed in the North of AD before joining final APCH axis.
 Arrival from VELIN : proceed to a North downwind leg avoiding to overfly Bergerac city.
 Arrival from OBLOC : proceed to a South downwind leg.
 Arrival from RUMEL : visual APCH manoeuvres must be performed in the South of AD before joining final APCH axis.
RWY 09 : Respect MNM distance (4 NM RM) of lining up in final before the threshold.
 Arrival from BUGUS : proceed to a North downwind leg avoiding to overfly Bergerac city.
 Arrival from VELIN and OBLOC : join final APCH axis after radar vectoring. After radar vectoring, visual APCH manoeuvres will be contain within a radius of 10 NM around ATT DME RM, to avoid the low altitude overflight of AD Sainte-Foy-la-Grande.
 Arrival from RUMEL : proceed to a South downwind leg.

BERGERAC DORDOGNE PERIGORD
Altitudes Minimales de Sécurité Radar
Minimum Radar Safety Altitudes



BERGERAC DORDOGNE PERIGORD
STAR RNAV RWY 09
(Protégées pour / Protected for CAT A, B, C)

| STAR RNAV RWY 09 | | | | | | | | | | | | |
|-------------------------|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|--------------------|----------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS only | | | | | | MAG VAR 2020 0.7°E | | | REF NAVAI D :- | | |
| | Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| HLDG | | | | | | | | | | | | |
| BE090 | - | | BE090 | - | - | - | - | - | - | - | - | - |
| VELIN 8P | | | | | | | | | | | | |
| - | IF | | VELIN | - | - | - | - | 4000 | - | - | - | - |
| - | TF | | BE091 | - | 120 | 121.1 | 6.7 | 3000 | 4400 | 185 | 1.0 | |
| BUGUS 8P | | | | | | | | | | | | |
| - | IF | | BUGUS | - | - | - | - | FL070 | - | - | - | - |
| - | TF | | BE091 | - | 260 | 260.9 | 28.9 | 3000 | 4400 | 185 | 1.0 | |
| RUMEL 8P | | | | | | | | | | | | |
| - | IF | | RUMEL | - | - | - | - | - | - | - | - | - |
| - | TF | | BE092 | - | 298 | 298.9 | 31.6 | 2500 | 4000 | 185 | 1.0 | |



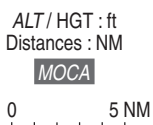
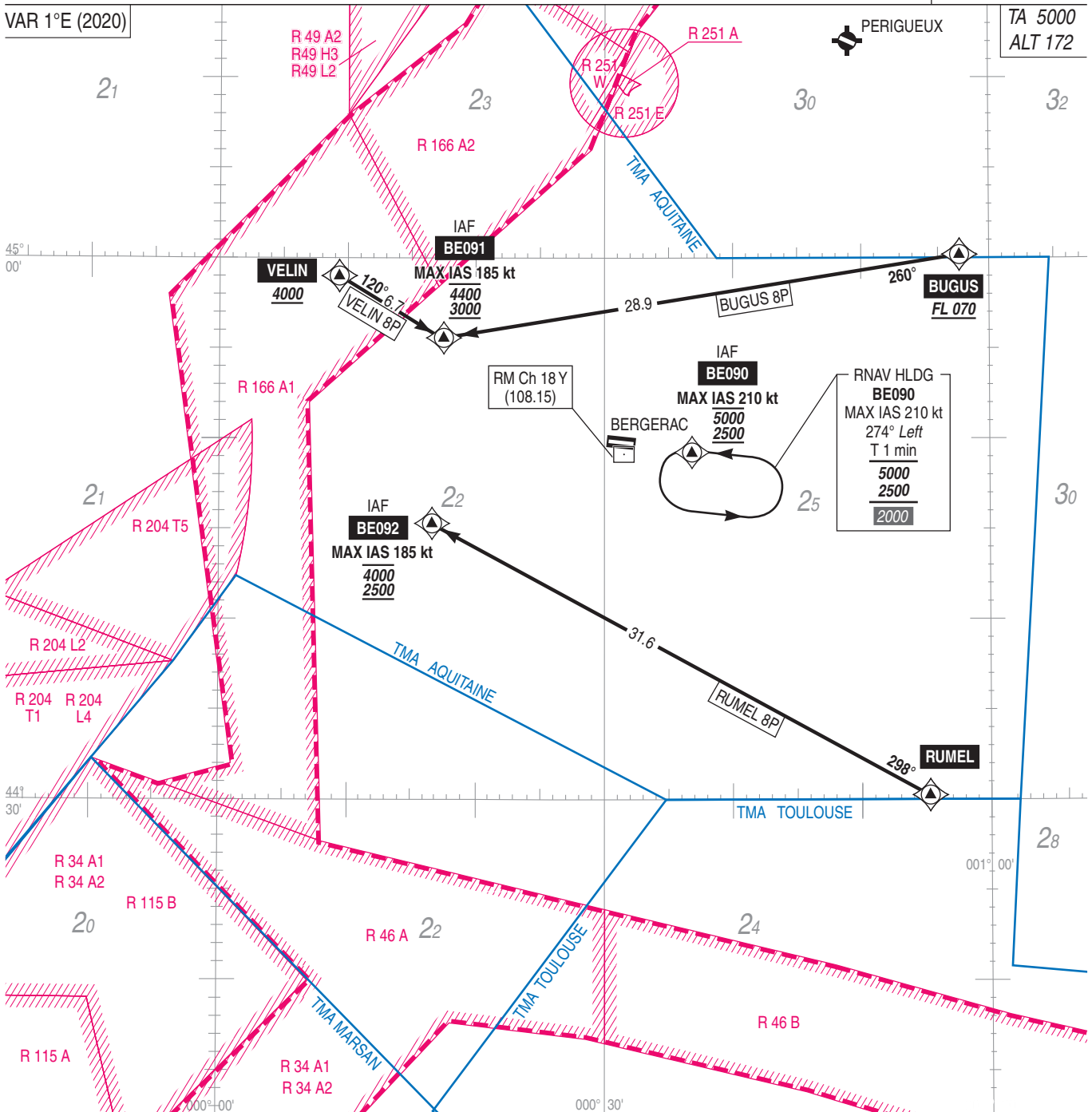
BERGERAC DORDOGNE PERIGORD
STAR RNAV RWY 09
(Protégées pour / Protected for CAT A, B, C)

ATIS : BERGERAC 127.480
APP : AQUITAINE Approche / Approach (L) 119.275
TWR : BERGERAC Tour / Tower 119.800

RNAV 1
GNSS seulement / only

VAR 1°E (2020)

TA 5000
ALT 172



BERGERAC DORDOGNE PERIGORD
STAR RNAV RWY 27
(Protégées pour / Protected for CAT A, B, C)

| STAR RNAV RWY 27 | | | | | | | | | | | | |
|------------------|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|--------------------------|------------------------------|--------------|
| RMK | GNSS only | | MAG VAR 2020 | | | 0.7°E | | REF NAV AID :- | | Navigation Accuracy (NM) | | |
| | Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) |
| HLDG | | | | | | | | | | | | |
| BE090 | - | | BE090 | - | - | - | - | - | - | - | - | - |
| VELIN 8T | | | | | | | | | | | | |
| - | IF | | VELIN | - | - | - | - | - | FL060 | - | - | - |
| - | TF | | BE273 | - | 099 | 100.2 | 7.9 | - | FL060 | - | - | 1.0 |
| - | TF | | BE271 | - | 100 | 100.3 | 21.0 | - | 2500 | 4400 | 185 | 1.0 |
| BUGUS 8T | | | | | | | | | | | | |
| - | IF | | BUGUS | - | - | - | - | - | FL070 | - | - | - |
| - | TF | | IBE27 | - | 208 | 208.5 | 13.1 | - | 2500 | 2500 | 185 | 1.0 |
| RUMEL 8T | | | | | | | | | | | | |
| - | IF | | RUMEL | - | - | - | - | - | - | - | - | - |
| - | TF | | IBE27 | - | 346 | 346.2 | 19.0 | - | 2500 | 2500 | 185 | 1.0 |



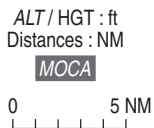
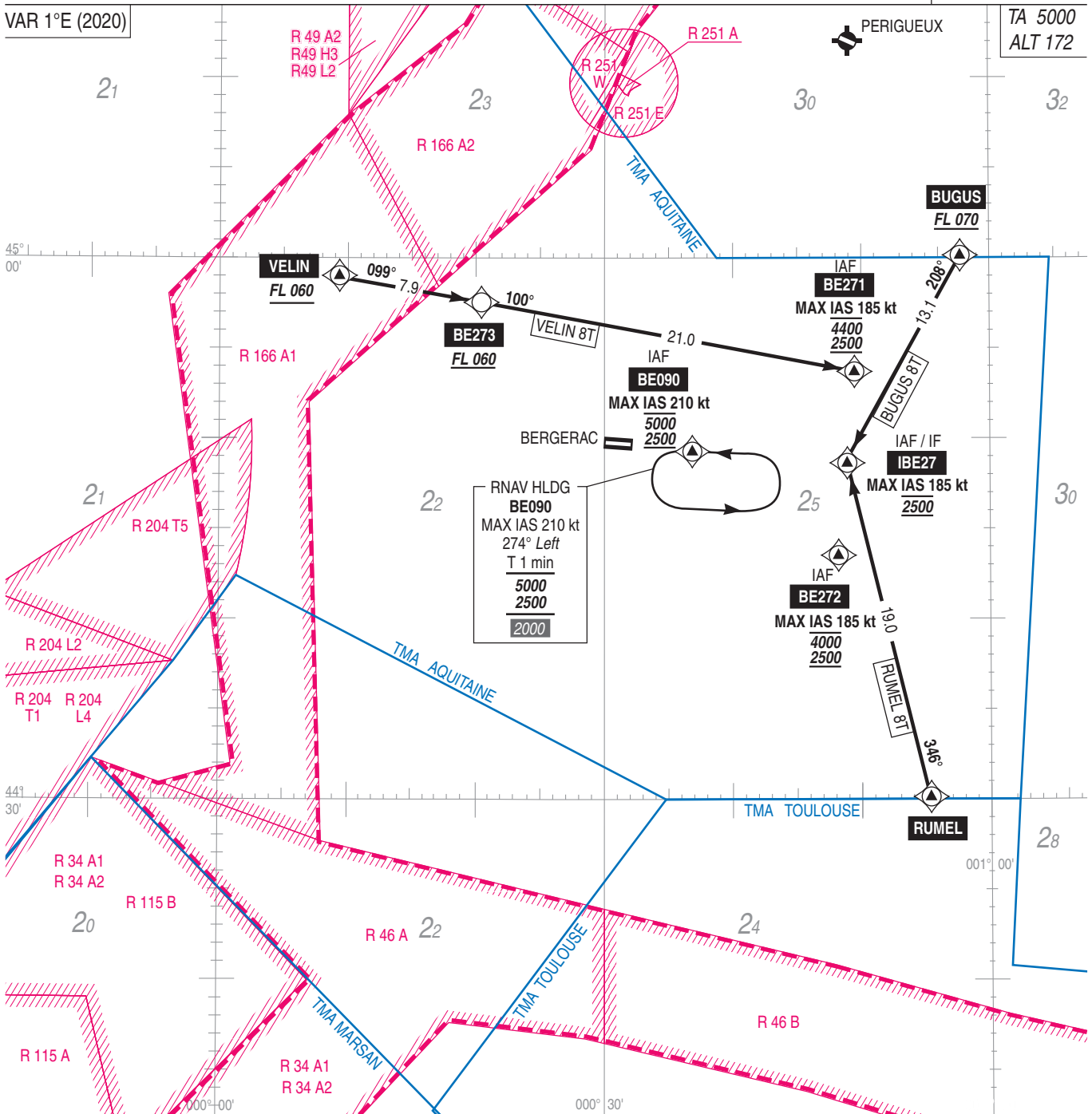
BERGERAC DORDOGNE PERIGORD
STAR RNAV RWY 27
(Protégées pour / Protected for CAT A, B, C)

ATIS : BERGERAC 127.480
APP : AQUITAINE Approche / Approach (L) 119.275
TWR : BERGERAC Tour / Tower 119.800

RNAV 1
GNSS seulement / only

VAR 1°E (2020)

TA 5000
ALT 172



BERGERAC DORDOGNE PERIGORD
SID RNAV RWY 09
(Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 09 | | | | | | | | | | | | |
|------------------------|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS only | | | | | MAG VAR 2020 0.7°E | | | | REF NAV/VAID : BMC | | |
| | Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| VELIN 8E | | | | | | | | | | | | |
| - | CF | BE090 | Yes | 094 | 094.3 | - | - | - | - | - | - | 1.0 |
| - | DF | BE099 | - | - | - | - | L | - | - | - | - | 1.0 |
| - | TF | VELIN | - | 277 | 277.3 | 18.3 | - | - | - | - | - | 1.0 |
| BUGUS 8E | | | | | | | | | | | | |
| - | CF | BE090 | Yes | 094 | 094.3 | - | - | - | - | - | - | 1.0 |
| - | TF | BUGUS | - | 053 | 053.7 | 18.4 | - | - | - | - | - | 1.0 |
| SECHE 8E | | | | | | | | | | | | |
| - | CF | BE090 | Yes | 094 | 094.3 | - | - | - | - | - | - | 1.0 |
| - | DF | BE098 | - | - | - | - | R | - | - | - | - | 1.0 |
| - | TF | SECHE | - | 190 | 190.3 | 13.0 | - | - | - | - | - | 1.0 |

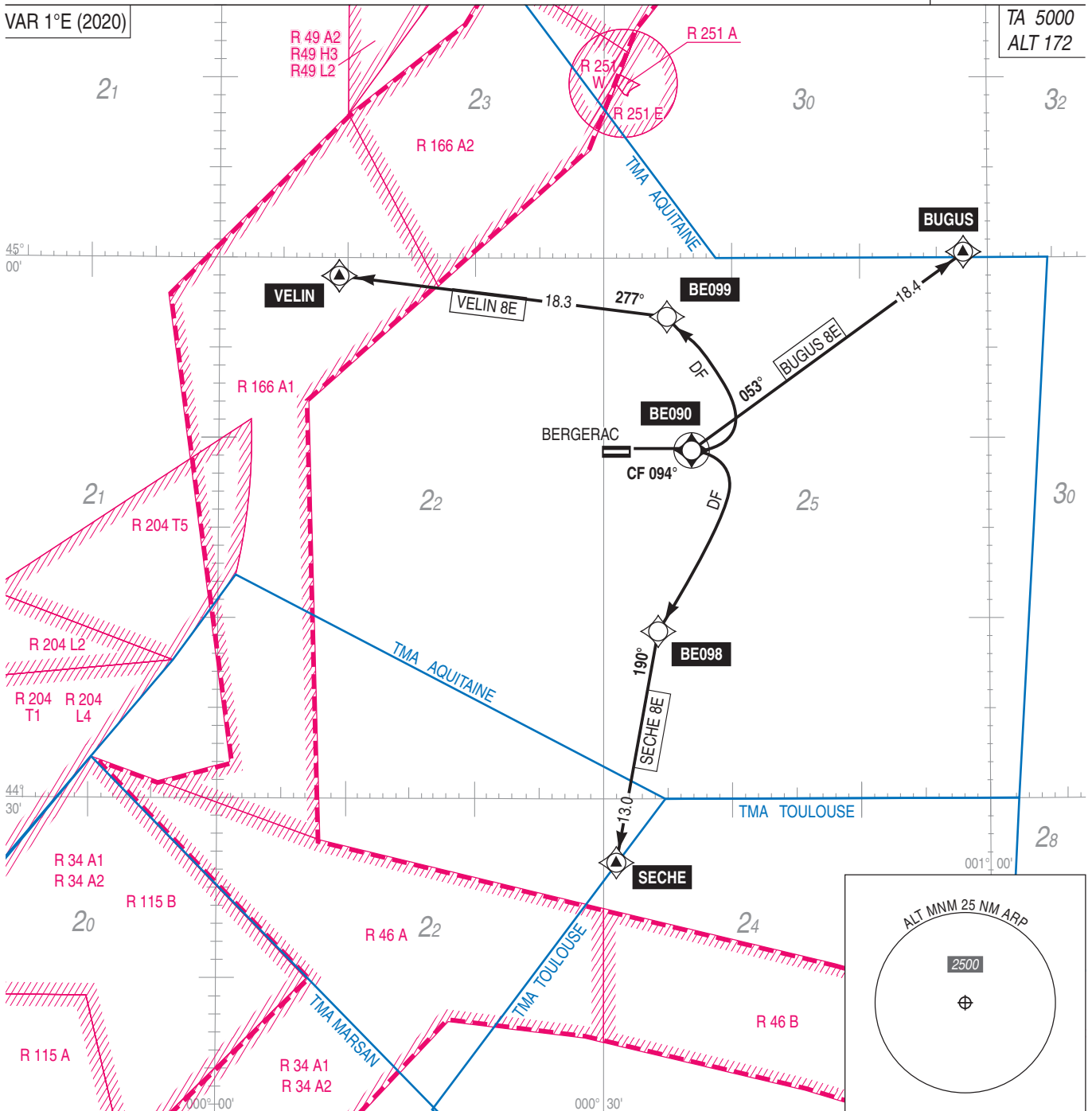
BERGERAC DORDOGNE PERIGORD
SID RNAV RWY 09
(Protégés pour / Protected for CAT A, B, C)

ATIS : BERGERAC 127.480
APP : AQUITAINE Approche / Approach (L) 119.275
TWR : BERGERAC Tour / Tower 119.800

RNAV 1
GNSS seulement / only

VAR 1°E (2020)

TA 5000
ALT 172



ALT / HGT : ft
Distances : NM
MOCA
0 5 NM

BERGERAC DORDOGNE PERIGORD
SID RNAV RWY 09
 (Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 09 | | | |
|-----------------|--|-----------------------------------|-------------------------------|
| CAT | A B C | | |
| PBN Box | RNAV 1 (GNSS seulement / only). | | |
| Climb gradient | <p>4,3 % jusqu'à <u>BE090</u>, 3,3 % ensuite. Pente déterminée par la végétation à 207 ft AMSL située à 263 m du THR 27 et à 166 m à droite de l'axe de piste. Cette pente fait abstraction de la :</p> <ul style="list-style-type: none"> - végétation à 210 ft AMSL située à 83 m du THR 27 et à 140 m à gauche de l'axe de piste, - végétation à 202 ft AMSL située à 108 m du THR 27 et à 106 m à gauche de l'axe de piste, - végétation à 202 ft AMSL située à 113 m du THR 27 et à 104 m à gauche de l'axe de piste. <p>4.3 % up to <u>BE090</u>, then 3.3 %. Climb gradient due to trees 207 ft AMSL located 263 m from THR 27 and 166 m right of RWY centre line. This climb gradient does not take into account :</p> <ul style="list-style-type: none"> - trees 210 ft AMSL located 83 m from THR 27 and 140 m left of RWY centre line, - trees 202 ft AMSL located 108 m from THR 27 and 106 m left of RWY centre line, - trees 202 ft AMSL located 113 m from THR 27 and 104 m left of RWY centre line. | | |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / Underlined waypoints are "flyover" WP. | | |
| SID | Itinéraires / Routes | Clr Initiale Initial clearance | RMK |
| VELIN 8E | Monter RM 094° jusqu'à <u>BE090</u> puis tourner à gauche direct vers BE099, puis vers VELIN. <i>Climb MAG 094° to <u>BE090</u> then turn left direct to BE099, then to VELIN.</i> | | Pente ATS / ATS Slope : 6,4 % |
| BUGUS 8E | Monter RM 094° jusqu'à <u>BE090</u> puis vers BUGUS. <i>Climb MAG 094° to <u>BE090</u> then to BUGUS.</i> | | Pente ATS / ATS Slope : 5,4 % |
| SECHE 8E | Monter RM 094° jusqu'à <u>BE090</u> puis tourner à droite direct vers BE098, puis vers SECHE. <i>Climb MAG 094° to <u>BE090</u> then turn right direct to BE098, then to SECHE.</i> | | Pente ATS / ATS Slope : 7,0 % |

Départs omnidirectionnels / Multidirectional departures RWY 09

| | |
|--|---|
| Climb gradient | <p>4,3 % MNM jusqu'à 980 (808), 3,3 % ensuite. Pente déterminée par la végétation à 207 ft AMSL située à 263 m du THR 27 et à 166 m à droite de l'axe de piste. Cette pente fait abstraction de la :</p> <ul style="list-style-type: none"> - végétation à 210 ft AMSL située à 83 m du THR 27 et à 140 m à gauche de l'axe de piste, - végétation à 202 ft AMSL située à 108 m du THR 27 et à 106 m à gauche de l'axe de piste, - végétation à 202 ft AMSL située à 113 m du THR 27 et à 104 m à gauche de l'axe de piste. <p>4.3 % MNM up to 980 (808), then 3.3 %. Climb gradient due to trees 207 ft AMSL located 263 m from THR 27 and 166 m right of RWY centre line. This climb gradient does not take into account :</p> <ul style="list-style-type: none"> - trees 210 ft AMSL located 83 m from THR 27 and 140 m left of RWY centre line, - trees 202 ft AMSL located 108 m from THR 27 and 106 m left of RWY centre line, - trees 202 ft AMSL located 113 m from THR 27 and 104 m left of RWY centre line. |
| Monter RM 094° jusqu'à 980 (808) puis route directe jusqu'à l'altitude de sécurité en route. <i>Climb MAG 094° up to 980 (808) then direct route climbing up to en route safety altitude.</i> | |

BERGERAC DORDOGNE PERIGORD
SID RNAV RWY 27
(Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 27 | | | | | | | | | | | | |
|-----------------|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS only | | | | | MAG VAR 2020 0.7°E | | | REF NAVAID : BMC | | | |
| | Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| BUGUS 8W | | | | | | | | | | | | |
| - | CF | BE270 | Yes | 274 | 274.3 | - | - | - | - | - | - | 1.0 |
| - | DF | BE279 | - | - | - | - | R | - | - | - | - | 1.0 |
| - | TF | BUGUS | - | 082 | 082.6 | 23.9 | R | - | - | - | - | 1.0 |
| VELIN 8W | | | | | | | | | | | | |
| - | CF | BE270 | Yes | 274 | 274.3 | - | - | - | - | - | - | 1.0 |
| - | TF | VELIN | - | 308 | 308.3 | 14.6 | - | - | - | - | - | 1.0 |
| SECHE 8W | | | | | | | | | | | | |
| - | CF | BE270 | Yes | 274 | 274.3 | - | - | - | - | - | - | 1.0 |
| - | DF | BE278 | - | - | - | - | L | - | - | - | - | 1.0 |
| - | TF | SECHE | - | 170 | 170.6 | 13.4 | - | - | - | - | - | 1.0 |

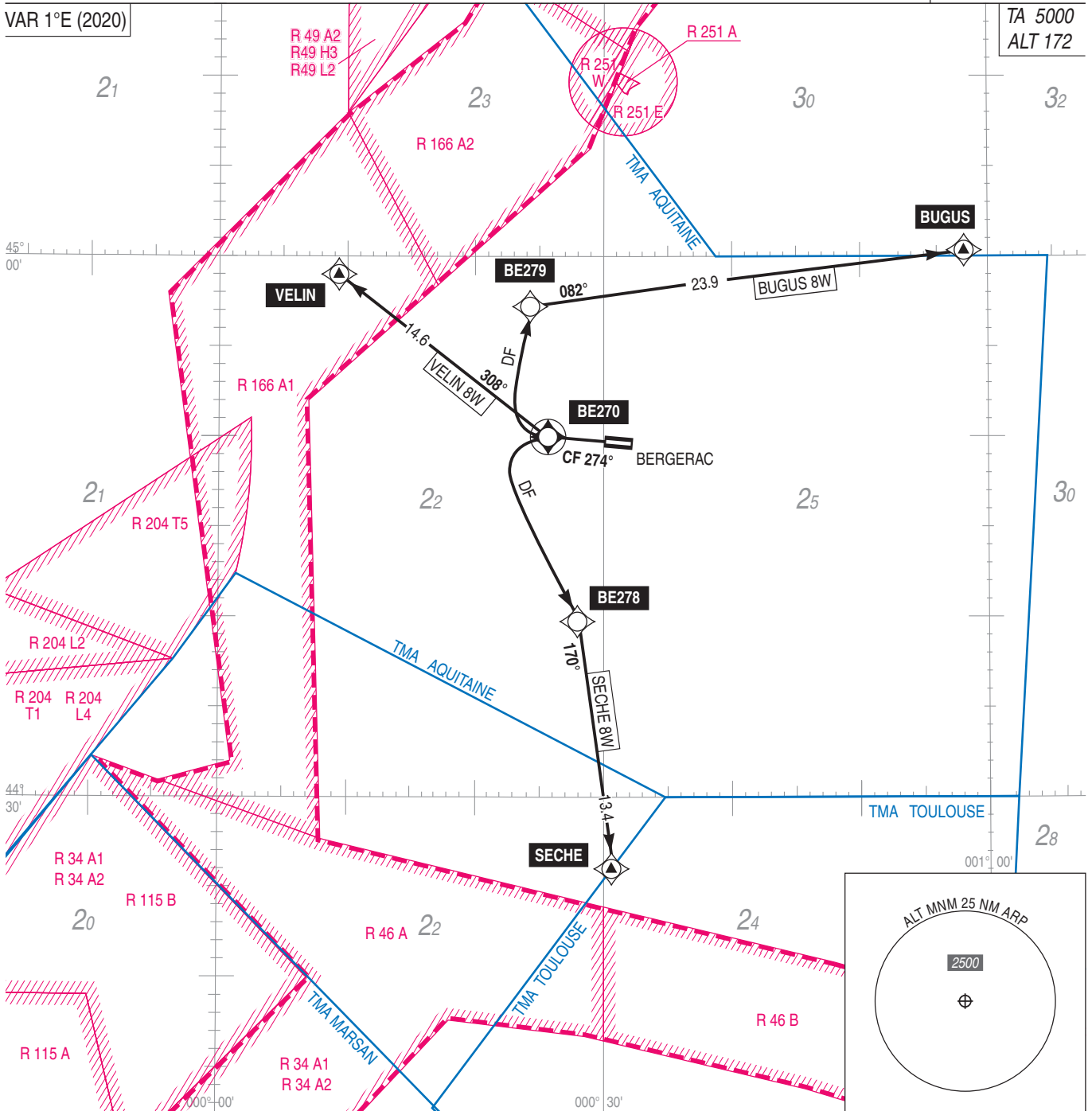
BERGERAC DORDOGNE PERIGORD SID RNAV RWY 27 (Protégés pour / Protected for CAT A, B, C)

ATIS : BERGERAC 127.480
APP : AQUITAINE Approche / Approach (L) 119.275
TWR : BERGERAC Tour / Tower 119.800

RNAV 1
GNSS seulement / only

VAR 1°E (2020)

TA 5000
ALT 172



ALT / HGT : ft
Distances : NM

MOCA



BERGERAC DORDOGNE PERIGORD
SID RNAV RWY 27
 (Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY 27 | | | |
|-----------------|---|-----------------------------------|-------------------------------|
| CAT | A B C | | |
| PBN Box | RNAV 1 (GNSS seulement / only). | | |
| Climb gradient | 4,8 % jusqu'à <u>BE270</u> , 3,3 % ensuite. Pente déterminée par la végétation à 231 ft AMSL située à 379 m du THR 09 et à 242 m à droite de l'axe de piste. 4.8 % up to <u>BE270</u> , then 3.3 %. <i>Climb gradient due to trees 231 ft AMSL located 379 m from THR 09 and 242 m right of RWY centre line.</i> | | |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / Underlined waypoints are "flyover" WP. | | |
| SID | Itinéraires / Routes | Clr Initiale Initial clearance | RMK |
| BUGUS 8W | Monter RM 274° jusqu'à <u>BE270</u> puis tourner à droite direct vers BE279, puis tourner à droite vers BUGUS. <i>Climb MAG 274° to <u>BE270</u> then turn right direct to BE279, then turn right to BUGUS.</i> | | Pente ATS / ATS Slope : 5,3 % |
| VELIN 8W | Monter RM 274° jusqu'à <u>BE270</u> puis vers VELIN. <i>Climb MAG 274° to <u>BE270</u> then to VELIN.</i> | | Pente ATS / ATS Slope : 5,3 % |
| SECHE 8W | Monter RM 274° jusqu'à <u>BE270</u> puis tourner à gauche direct vers BE278, puis vers SECHE. <i>Climb MAG 274° to <u>BE270</u> then turn left direct to BE278, then to SECHE.</i> | | Pente ATS / ATS Slope : 7,3 % |

| Départs omnidirectionnels / Multidirectional departures RWY 27 | |
|--|---|
| Climb gradient | 4,8 % MNM jusqu'à 980 (808), 3,3 % ensuite. Pente déterminée par la végétation à 231 ft AMSL située à 379 m du THR 09 et à 242 m à droite de l'axe de piste. 4.8 % MNM up to 980 (808), then 3.3 %. <i>Climb gradient due to trees 231 ft AMSL located 379 m from THR 09 and 242 m right of RWY centre line.</i> |
| Monter RM 274° jusqu'à 980 (808) puis route directe jusqu'à l'altitude de sécurité en route. <i>Climb MAG 274° up to 980 (808) then direct route climbing up to en route safety altitude.</i> | |

CARTE D'AERODROME
Aerodrome chart

ATIS BERGERAC
127.480 ☎ 05 53 63 53 55

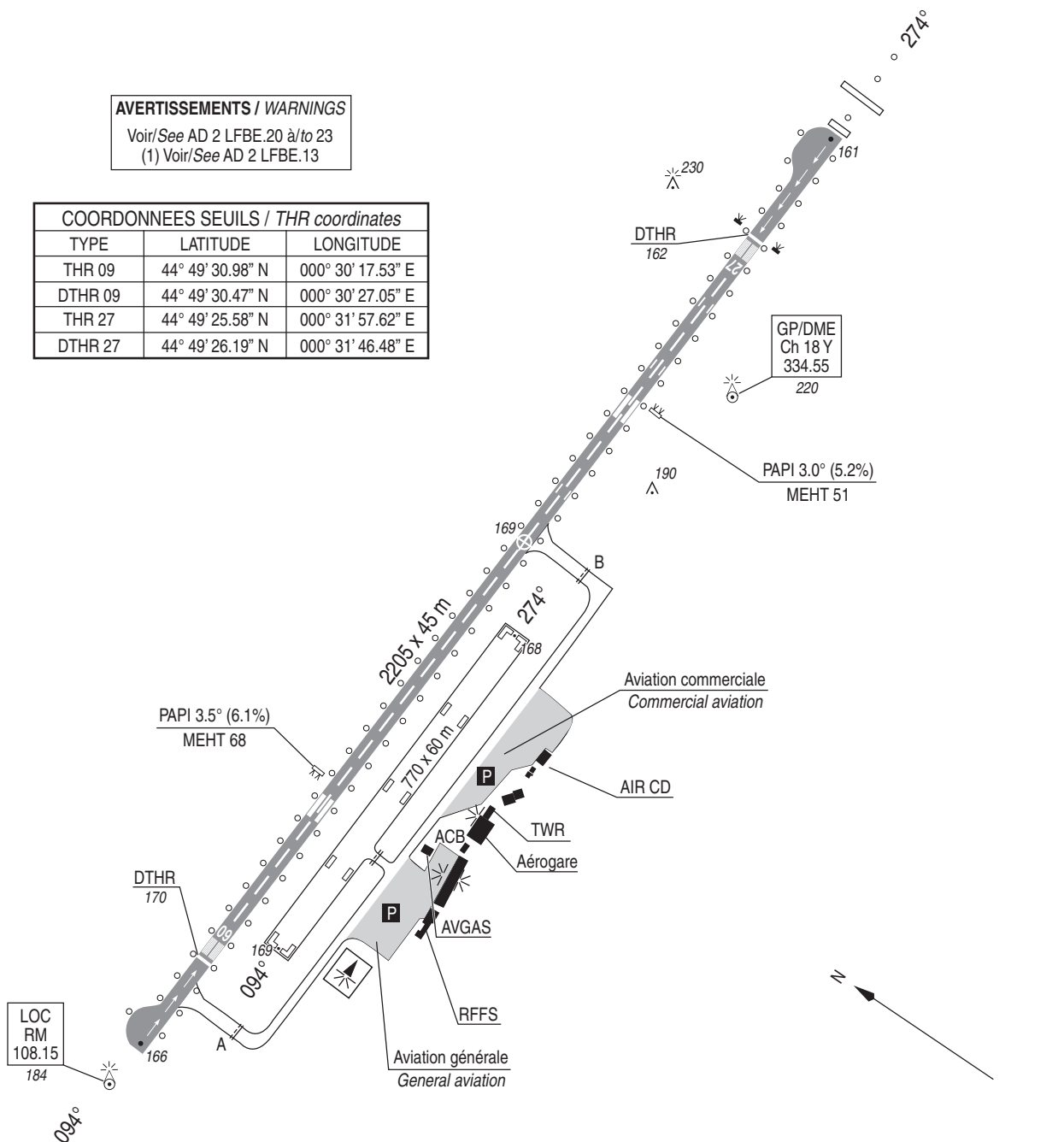
BERGERAC DORDOGNE PERIGORD
44 49 28 N - 000 31 14 E
ALT AD : 172 (7 hPa)

VAR 1°E (2020)

AVERTISSEMENTS / WARNINGS

Voir/See AD 2 LFBE.20 à/to 23
(1) Voir/See AD 2 LFBE.13

| COORDONNEES SEUILS / THR coordinates | | |
|--------------------------------------|------------------|-------------------|
| TYPE | LATITUDE | LONGITUDE |
| THR 09 | 44° 49' 30.98" N | 000° 30' 17.53" E |
| DTHR 09 | 44° 49' 30.47" N | 000° 30' 27.05" E |
| THR 27 | 44° 49' 25.58" N | 000° 31' 57.62" E |
| DTHR 27 | 44° 49' 26.19" N | 000° 31' 46.48" E |



LEGENDE / KEY

=== Point d'attente / Holding point

■ Aire de trafic / Apron

ALT / HGT : ft
GUND : 154 ft



| RWY | BALISAGE / Lighting | | TORA | TODA | ASDA | LDA | NATURE Surface | RESIST. Strength | MINIMUM TKOF (RVR : m) | | | |
|-----------------------|---------------------|--------------------|------------------|------------------|------------------|------------------|-----------------|------------------|------------------------|--------------|--------------|--------|
| | APCH | RWY | | | | | | | CAT A | CAT B | CAT C | CAT D |
| 09 27 | NIL 420 m LIH | LIH/LIL LIH/LIL | 2145 (1) 2205 | 2145 (1) 2205 | 2145 (1) 2205 | 1935 (1) 1960 | Revêtu Paved | 43 F/C/W/T | 550* 550* | 550* 550* | 550* 550* | - - |
| * Absence ATS : 800 m | | | | | | | | | | | | |

DATA

BERGERAC DORDOGNE PERIGORD

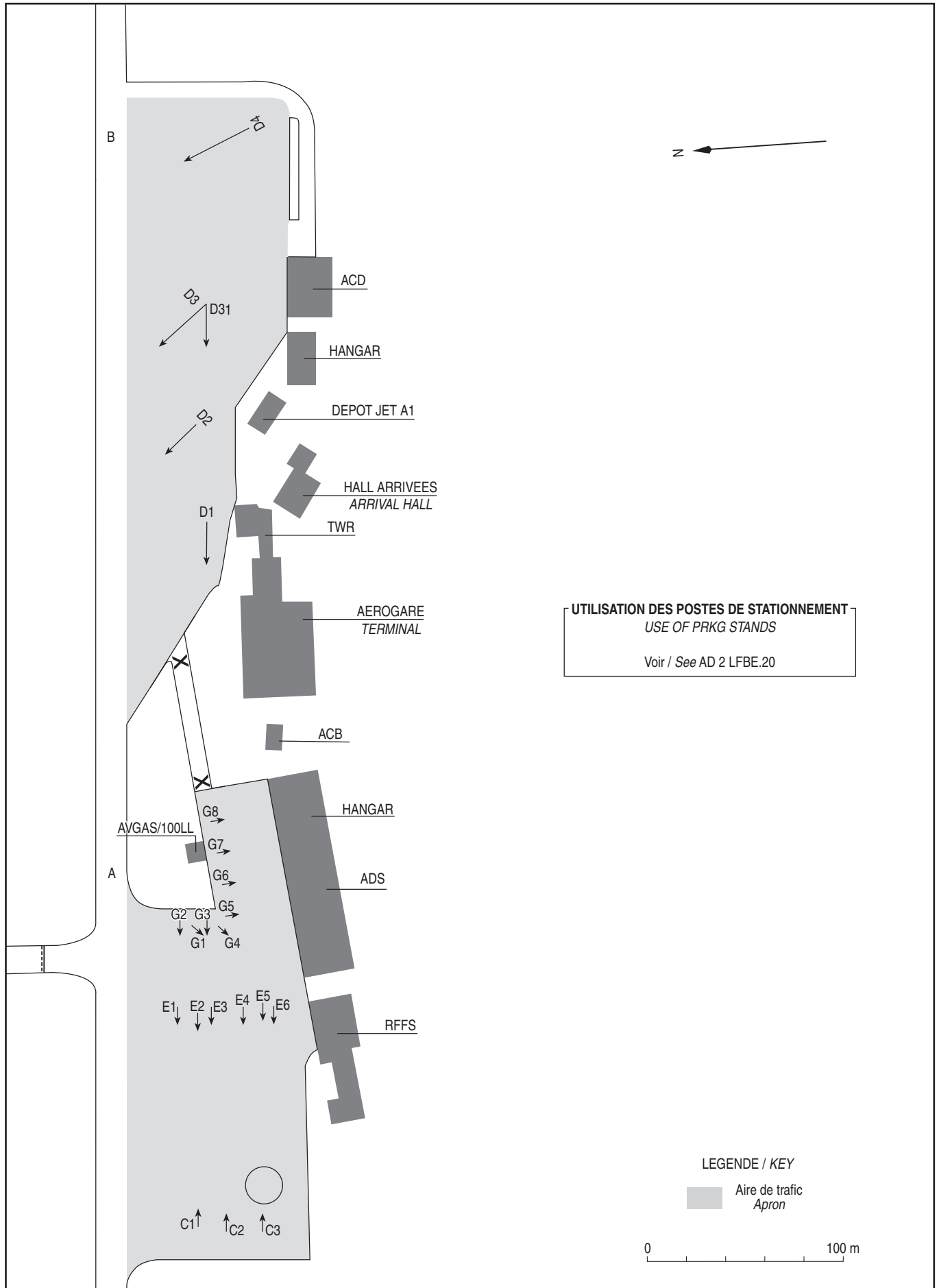
POINTS / REPERES ESSENTIELS DES PROCEDURES

Waypoints / Procedures main fixes

| Identification | Coordonnées Coordinates | RNAV | CONV | SID STAR | IAC |
|----------------|------------------------------|------|------|-------------|-----|
| RW09 | REF LFBE AD 2.12 DTHR 09 | X | | | X |
| RW27 | REF LFBE AD 2.12 DTHR 27 | X | | | X |
| VELIN | REF ENR 4.4 | X | | X | |
| BUGUS | REF ENR 4.4 | X | | X | |
| RUMEL | REF ENR 4.4 | X | | X | |
| SECHE | REF ENR 4.4 | X | | X | |
| IBE09 | 44°50'13.3" N 000°16'56.8" E | X | | | X |
| FBE09 | 44°49'57.9" N 000°21'51.1" E | X | | | X |
| IBE27 | 44°48'29.6" N 000°48'51.0" E | X | | | X |
| FBE27 | 44°48'53.1" N 000°41'50.9" E | X | | | X |
| FAP ILS RWY 27 | 44°48'53.8" N 000°41'39.3" E | | X | | X |
| BE090 | 44°49'09.9" N 000°36'45.3" E | X | | X | X |
| BE091 | 44°55'18.5" N 000°17'28.0" E | X | | X | X |
| BE092 | 44°45'08.1" N 000°16'25.4" E | X | | X | X |
| BE096 | 44°44'46.4" N 000°23'25.3" E | X | | X | |
| BE098 | 44°39'06.3" N 000°34'10.5" E | X | | X | |
| BE099 | 44°56'31.2" N 000°34'55.7" E | X | | X | |
| BE270 | 44°49'46.4" N 000°25'28.2" E | X | | X | X |
| BE271 | 44°53'34.7" N 000°49'25.1" E | X | | X | X |
| BE272 | 44°43'24.5" N 000°48'17.1" E | X | | X | X |
| BE273 | 44°57'23.4" N 000°20'21.1" E | X | | X | |
| BE274 | 44°44'23.2" N 000°30'34.3" E | X | | | X |
| BE276 | 44°43'48.3" N 000°41'17.6" E | X | | X | |
| BE278 | 44°39'32.2" N 000°27'51.4" E | X | | X | |
| BE279 | 44°57'00.3" N 000°24'13.2" E | X | | X | |
| BE280 | 44°49'48.9" N 000°24'41.1" E | X | | | X |

AIRE DE STATIONNEMENT
Parking areas

BERGERAC DORDOGNE PERIGORD



APPROCHE AUX INSTRUMENTS

BERGERAC DORDOGNE PERIGORD

Instrument approach

CAT A B C

ALT AD : 172, DTHR : 170 (7 hPa)

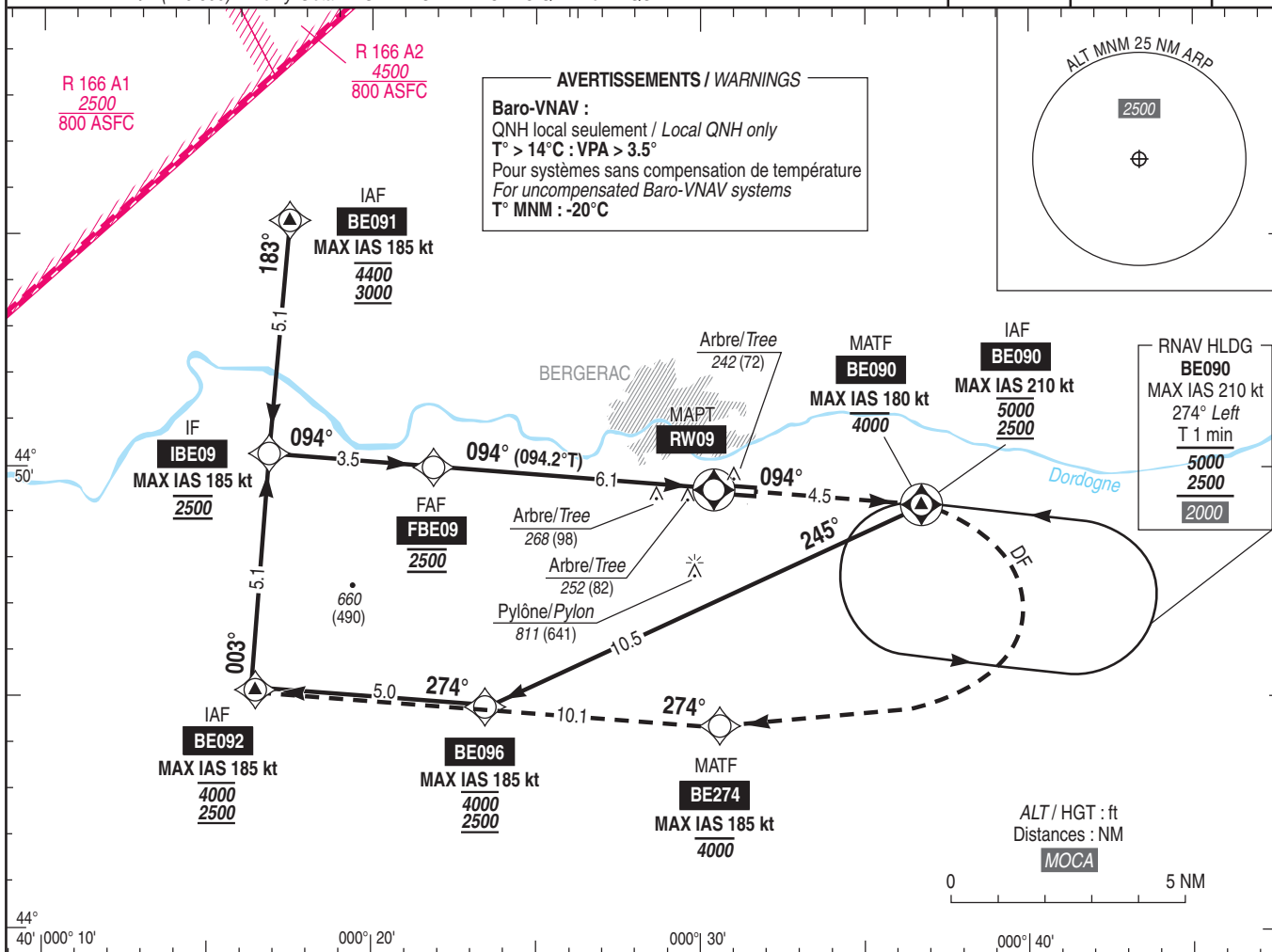
RNP RWY 09

ATIS BERGERAC 127.480
APP : AQUITAINE Approche/Approach 119.275
TWR : BERGERAC Tour/Tower 119.800
Absence ATS : A/A (119.800) FR seulement. Obtenir QNH BORDEAUX MERIGNAC auprès d'AQUITAINE APP.
A/A (119.800) FR only. Obtain BORDEAUX MERIGNAC QNH from AQUITAINE APP.

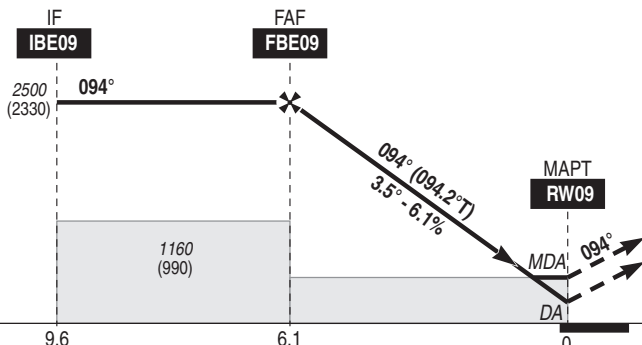
RNP APCH

EGNOS
Ch 41125
E09A
RDH/TCH : 49

VAR
1°E
(2020)



TA : 5000



API : Monter jusqu'à **BE090** (MAX IAS 180 KT), puis tourner à droite direct vers **BE274** (MAX IAS 185 KT), puis vers **BE092** en montée vers 2500 (2330). Monter à 1130 (960) avant d'accélérer en palier.

Missed APCH : Climb up to **BE090** (MAX IAS 180 KT), then turn right direct to **BE274** (MAX IAS 185 KT), then to **BE092** climbing up to 2500 (2330). Climb up to 1130 (960) prior to level acceleration.

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres.

REF HGT : ALT DTHR

| CAT | LPV | | | LNAV-VNAV | | | LNAV | | | MVL / Circling ⁽¹⁾ | | MVL / Circling ⁽¹⁾ absence ATS HJ seulement/only | | RWY09 NM ALT (HGT) |
|-----|-----------|------|-----|-----------|------|-----|-----------|------|-----|-------------------------------|------|---|------|-----------------------------|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | MDA (H) | VIS | |
| A | | | 181 | | | 218 | 1500 | | | 1110 (940) | 1500 | 1350 (1180) | 1500 | 6 |
| B | 420 (250) | 1300 | 196 | 420 (250) | 1300 | 232 | 520 (350) | 1500 | 344 | 1110 (940) | 1600 | 1350 (1180) | 1600 | 5 |
| C | | | 206 | | | 242 | | 1600 | | 1210 (1040) | 2400 | 1450 (1280) | 2400 | 4 |
| | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | 1 |

Observations / Remarks : (1) MVL interdites au Nord de la piste - Circuit AD RWY 27 : gauche / Circling prohibited North of runway - Left hand AD circuit RWY 27.

| | | | | | | | | | | | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FBE09 - RW09 | 6.1 NM | 70 kt | 80 kt | 90 kt | 100 kt | 110 kt | 120 kt | 130 kt | 140 kt | 150 kt | 160 kt |
| | | 5 min 16 | 4 min 36 | 4 min 05 | 3 min 41 | 3 min 21 | 3 min 04 | 2 min 50 | 2 min 38 | 2 min 27 | 2 min 18 |
| VSP (ft/min) | | 435 | 495 | 555 | 620 | 680 | 745 | 805 | 865 | 930 | 990 |

| RNP RWY 09 | | | | | | | | | | | | | |
|------------|--------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|-------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | MAG VAR 2020 0.7°E | | | | | | | | | | | REF NAV/VAID : NIL | |
| | Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MINM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| INA BE091 | IF | BE091 | - | - | - | - | - | 3000 | 4400 | 185 | - | - | - |
| | TF | IBE09 | - | 183 | 184.2 | 5.1 | - | 2500 | 2500 | 185 | - | - | 1.0 |
| | IF | BE092 | - | - | - | - | - | 2500 | 4000 | 185 | - | - | - |
| | TF | IBE09 | - | 003 | 004.2 | 5.1 | - | 2500 | 2500 | 185 | - | - | 1.0 |
| INA BE090 | IF | BE090 | - | - | - | - | - | 2500 | 5000 | 210 | - | - | - |
| | TF | BE096 | - | 245 | 245.3 | 10.5 | - | 2500 | 4000 | 185 | - | - | 1.0 |
| | TF | BE092 | - | 274 | 274.2 | 5.0 | - | 2500 | 4000 | 185 | - | - | 1.0 |
| | TF | IBE09 | - | 003 | 004.2 | 5.1 | - | 2500 | 2500 | 185 | - | - | 1.0 |
| APCH | IF | IBE09 | - | - | - | - | - | 2500 | 2500 | 185 | - | - | - |
| | TF | FBE09 | - | 094 | 094.2 | 3.5 | - | 2500 | 2500 | - | - | - | 1.0 |
| | TF | RW09 | Yes | 094 | 094.2 | 6.1 | - | - | - | - | -3.50 / 49 | - | 0.3 |
| | TF | BE090 | Yes | 094 | 094.3 | 4.5 | - | - | 4000 | 180 | - | - | 1.0 |
| | DF | BE274 | - | - | - | - | R | - | 4000 | 185 | - | - | 1.0 |
| | TF | BE092 | - | 274 | 274.3 | 10.1 | - | 2500 | 4000 | 185 | - | - | 1.0 |

↑

Input data

| | |
|-------------------------------------|---------------|
| Operation Type | 0 |
| SBAS Provider | 1 (EGNOS) |
| Airport Identifier | LFBE |
| Runway | 09 |
| Runway Letter | 0 (None) |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E09A |
| LTP/FTP Latitude | 444930.4715N |
| LTP/FTP Longitude | 0003027.0470E |
| LTP/FTP Ellipsoidal Height (metres) | 98.7 |
| FPAP Latitude | 444925.5820N |
| Delta FPAP Latitude (seconds) | -4.8895 |
| FPAP Longitude | 0003157.6205E |
| Delta FPAP Longitude (seconds) | 90.5735 |
| Threshold Crossing Height | 49.0 |
| TCH Units Selector | 0 (feet) |
| Glidepath Angle (degrees) | 3.50 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 0 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

Output data

| | |
|----------------------|--|
| Data Block | 10 05 02 06 0C 09 00 00 01 39 30 05 CF A2 3C 13 CE C1 37 00 DB 17 CD D9 FF 9B C3 02 EA 01 5E 01 64 00 C8 AF 94 B4 AB 66 |
| Calculated CRC Value | 94B4AB66 |

Required Additional Data

| | |
|-------------------------------------|------|
| ICAO Code | LF |
| LTP/FTP Orthometric Height (metres) | 51.8 |

APPROCHE AUX INSTRUMENTS

BERGERAC DORDOGNE PERIGORD

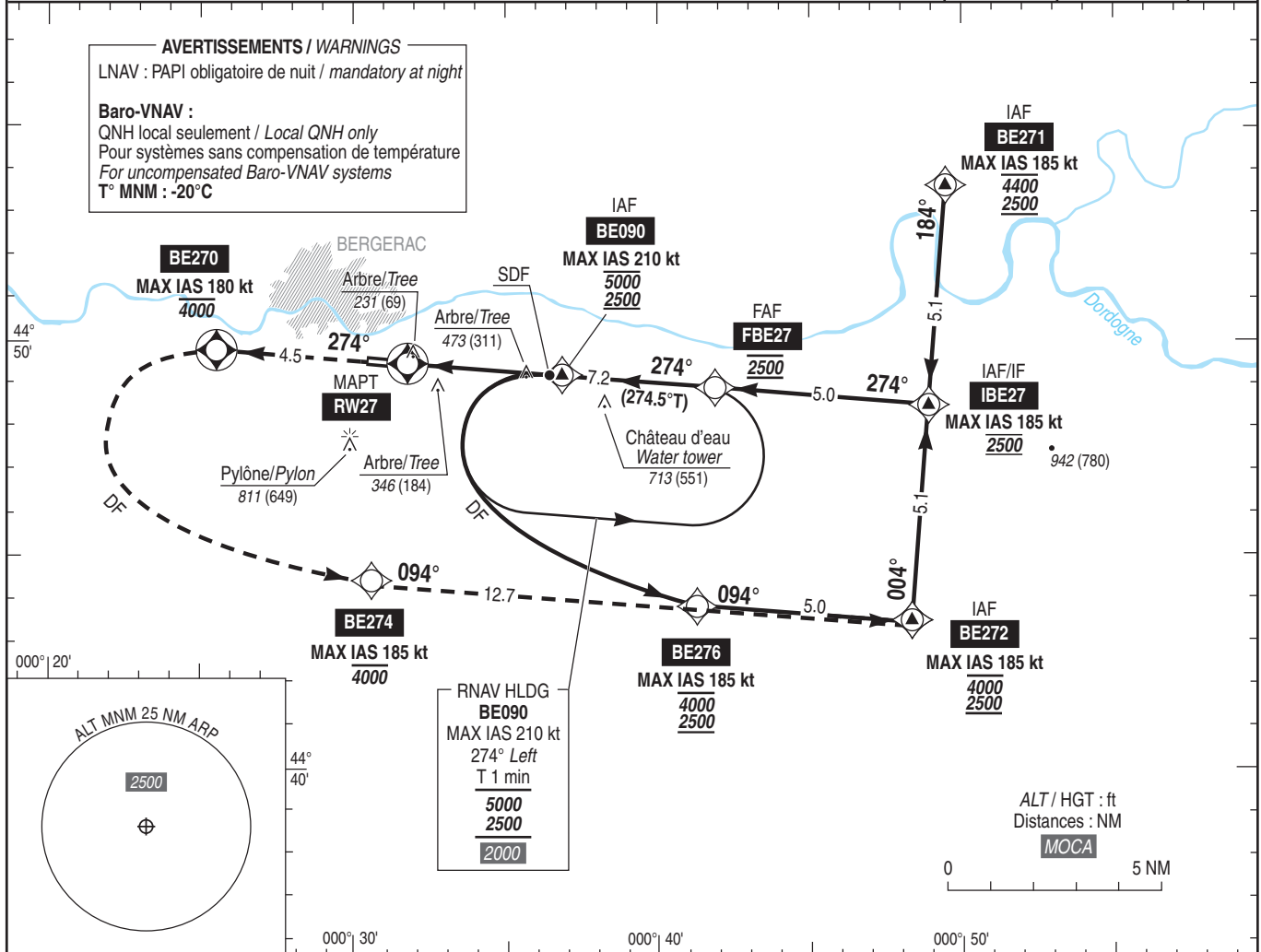
Instrument approach

CAT A B C

ALT AD : 172, DTHR : 162 (6 hPa)

RNP RWY 27

| | | | |
|---|------------------------|--|--|
| <p>ATIS BERGERAC 127.480 APP : AQUITAINE Approche/Approach 119.275 TWR : BERGERAC Tour/Tower 119.800 Absence ATS : A/A (119.800) FR seulement. Obtenir QNH BORDEAUX MERIGNAC auprès d'AQUITAINE APP. A/A (119.800) FR only. Obtain BORDEAUX MERIGNAC QNH from AQUITAINE APP.</p> | <p>RNP APCH</p> | <p>EGNOS Ch 42333 E27A RDH/TCH : 48</p> | <p>VAR 1°E (2020)</p> |
|---|------------------------|--|--|



TA : 5000

API : Monter dans l'axe jusqu'à **BE270** (MAX 180 KT), puis tourner à **gauche** direct vers **BE274** (MAX 185 KT), puis vers **BE272** en montée vers **2500** (2338). Monter à 1240 (1078) avant d'accélérer en palier.

Missed APCH : Climb straight ahead up to **BE270** (MAX 180 KT), then turn **left** direct to **BE274** (MAX 185 KT), then to **BE 272** climbing up to **2500** (2338). Climb up to 1240 (1078) prior to level acceleration.

RW27 ← (NM)

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTHR

| CAT | LPV | | | LNAV-VNAV | | | LNAV | | | MVL / Circling ⁽¹⁾ | | MVL / Circling ⁽¹⁾ absence ATS HJ seulement/only | | RW27 | | | | | | |
|-----|-----------|-----|-----|-----------|------|-----|-----------|------|-----|-------------------------------|------|---|------|-------------|--------|--------|--------|--------|--------|---|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | VIS | OCH | MDA (H) | VIS | MDA (H) | VIS | NM | 2 | 3 | 4 | 5 | 6 | 7 |
| A | 370 (200) | 750 | 199 | 480 (320) | 1000 | 314 | 720 (560) | 1500 | 557 | 1110 (950) | 1500 | 1350 (1190) | 1500 | 850 | 1170 | 1480 | 1800 | 2120 | 2440 | |
| B | 380 (220) | 800 | 211 | 490 (330) | 1100 | 327 | 720 (560) | 1500 | 557 | 1110 (950) | 1600 | 1350 (1190) | 1600 | (HGT) (688) | (1008) | (1318) | (1638) | (1958) | (2278) | |
| C | 390 (220) | 800 | 219 | 500 (340) | 1100 | 335 | 720 (560) | 2100 | | 1210 (1050) | 2400 | 1450 (1290) | 2400 | | | | | | | |

Observations / Remarks : (1) MVL interdites au Nord de la piste - Circuit AD RWY 09 : droite / Circling prohibited North of runway - Right hand AD circuit RWY 09.

| | | | | | | | | | | | |
|-------------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FBE27 - RW27 | 7.2 NM | 70 kt | 80 kt | 90 kt | 100 kt | 110 kt | 120 kt | 130 kt | 140 kt | 150 kt | 160 kt |
| 3.3NM RW27 - RW27 | 3.3 NM | 6 min 10 | 5 min 24 | 4 min 48 | 4 min 19 | 3 min 55 | 3 min 36 | 3 min 19 | 3 min 05 | 2 min 53 | 2 min 42 |
| VSP (ft/min) | | 370 | 425 | 480 | 530 | 585 | 635 | 690 | 745 | 795 | 850 |

| RNP RWY 27 | | | | | | | | | | | | | |
|------------|--------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MAG VAR 2020 0.7°E | | | REF NAV AID :- | |
| | | | | | | | | | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| | INA BE271 | IF | BE271 | - | - | - | - | - | 2500 | 4400 | 185 | - | - |
| | | TF | IBE27 | - | 184 | 184.5 | 5.1 | - | 2500 | 2500 | 185 | - | 1.0 |
| | INA IBE27 | IF | IBE27 | - | - | - | - | - | 2500 | 2500 | 185 | - | - |
| | | IF | BE272 | - | - | - | - | - | 2500 | 4000 | 185 | - | - |
| | INA BE272 | TF | IBE27 | - | 004 | 004.5 | 5.1 | - | 2500 | 2500 | 185 | - | 1.0 |
| | | IF | BE090 | Yes | - | - | - | - | 2500 | 5000 | 210 | - | - |
| | | DF | BE276 | - | - | - | - | - | 2500 | 4000 | 185 | - | 1.0 |
| | INA BE090 | TF | BE272 | - | 094 | 094.5 | 5.0 | - | 2500 | 4000 | 185 | - | 1.0 |
| | | TF | IBE27 | - | 004 | 004.5 | 5.1 | - | 2500 | 2500 | 185 | - | 1.0 |
| | | IF | IBE27 | - | - | - | - | - | 2500 | 2500 | 185 | - | - |
| | | TF | FBE27 | - | 274 | 274.5 | 5.0 | - | 2500 | 2500 | - | - | 1.0 |
| | APCH | TF | RW27 | Yes | 274 | 274.5 | 7.2 | - | - | - | - | -3.00 / 48 | 0.3 |
| | RNP RWY 27 | TF | BE270 | Yes | 274 | 274.3 | 4.5 | - | - | 4000 | 180 | - | 1.0 |
| | | DF | BE274 | - | - | - | - | L | - | 4000 | 185 | - | 1.0 |
| | | TF | BE272 | - | 094 | 094.3 | 12.7 | - | 2500 | 4000 | 185 | - | 1.0 |



BERGERAC DORDOGNE PERIGORD

SBAS FAS DATA BLOCK RNP RWY 27

Input data

| | |
|-------------------------------------|---------------|
| Operation Type | 0 |
| SBAS Provider | 1 (EGNOS) |
| Airport Identifier | LFBE |
| Runway | 27 |
| Runway Letter | 0 (None) |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E27A |
| LTP/FTP Latitude | 444926.1850N |
| LTP/FTP Longitude | 0003146.4795E |
| LTP/FTP Ellipsoidal Height (metres) | 96.3 |
| FPAP Latitude | 444930.9845N |
| Delta FPAP Latitude (seconds) | 4.7995 |
| FPAP Longitude | 0003017.5280E |
| Delta FPAP Longitude (seconds) | -88.9515 |
| Threshold Crossing Height | 48.0 |
| TCH Units Selector | 0 (feet) |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 0 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

Output data

| | |
|----------------------|--|
| Data Block | 10 05 02 06 0C 1B 00 00 01 37 32 05 52 81 3C 13 5F 2E 3A 00 C3 17 7F 25 00 11 49 FD E0 01 2C 01 64 00 C8 AF 3B 49 8B 10 |
| Calculated CRC Value | 3B498B10 |

Required Additional Data

| | |
|-------------------------------------|------|
| ICAO Code | LF |
| LTP/FTP Orthometric Height (metres) | 49.3 |

APPROCHE AUX INSTRUMENTS

BERGERAC DORDOGNE PERIGORD

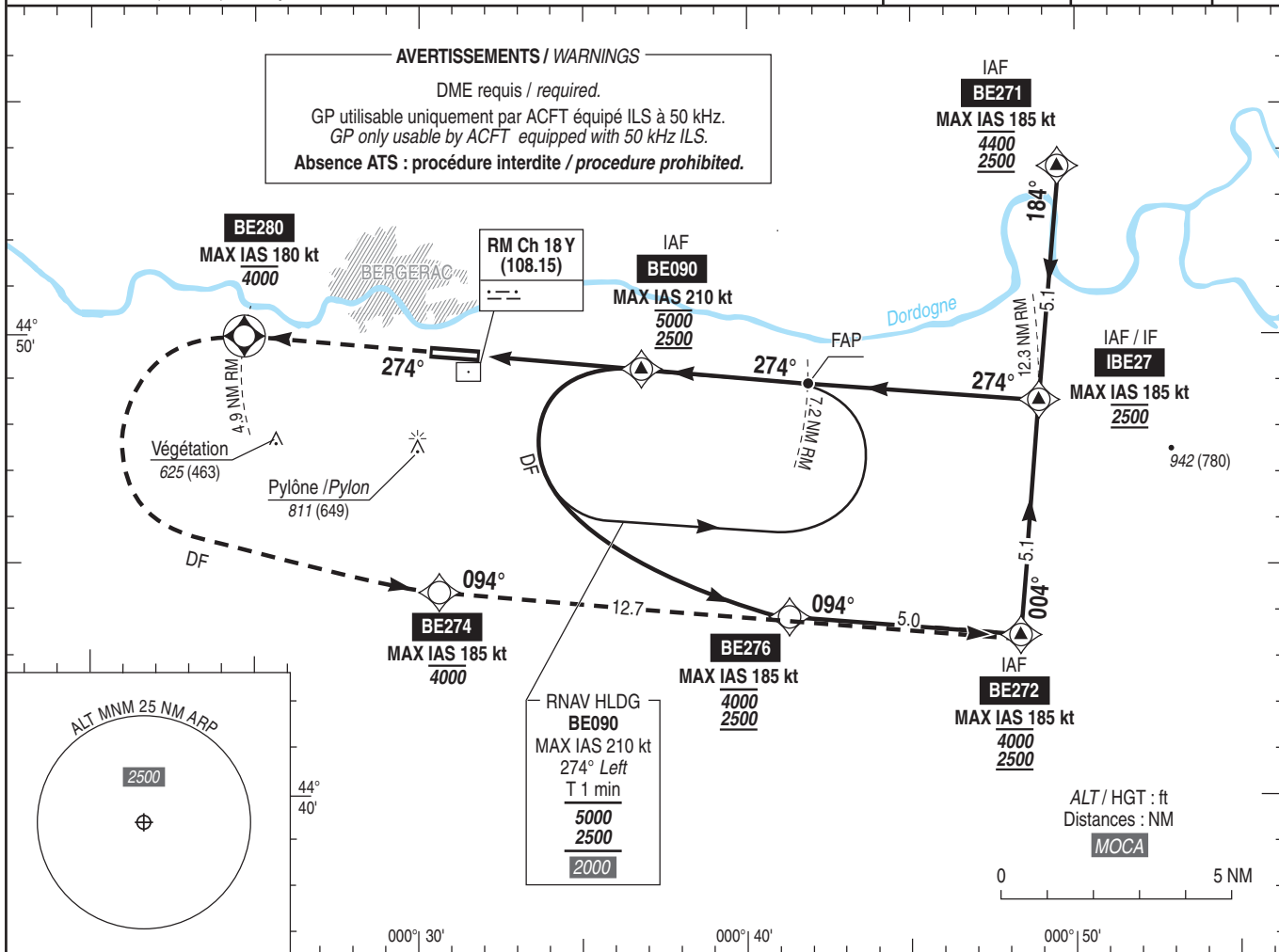
Instrument approach

CAT A B C

ALT AD : 172, DTHR : 162 (6 hPa)

ILS RWY 27

| | | | |
|---|---------------------------------|------------------------------------|----------------------|
| ATIS : BERGERAC 127.480 APP : AQUITAINE Approche/Approach 119.275 TWR : BERGERAC Tour/Tower 119.800 Absence ATS : A/A (119.800) FR seulement. Obtenir QNH BORDEAUX MERIGNAC auprès d'AQUITAINE APP. A/A (119.800) FR only. Obtain BORDEAUX MERIGNAC QNH from AQUITAINE APP. | RNAV 1 GNSS seulement / only | ILS - DME RM 108.15 RDH : 48 | VAR 1°E (2020) |
|---|---------------------------------|------------------------------------|----------------------|



TA : 5000

API : Monter RM 274° jusqu'à **BE280** (MAX IAS 180 KT), puis tourner à gauche direct vers **BE274** (MAX IAS 185 KT), puis vers **BE272** en montée vers 2500 (2338).
Ne pas tourner avant BE280.
 Monter à 1240 (1078) avant d'accélérer en palier.
 Missed APCH : Climb MAG 274° to **BE280** (MAX IAS 180 KT), then turn left direct to **BE274** (MAX IAS 185 KT), then to **BE272** climbing up to 2500 (2338).
Do not turn before BE280.
 Climb up to 1240 (1078) prior to level acceleration.

| | | | | |
|----------------|---|-----|-----|------|
| DTHR 27 ← (NM) | 0 | 3.8 | 7.1 | 12.2 |
| DME RM ← (NM) | 0 | 4.0 | 7.2 | 12.3 |

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTHR

| CAT | ILS | | | MVL / Circling (1) | | MVL / Circling (1) absence ATS HJ seulement/only | |
|-----|-----------|-----|-----|--------------------|------|--|------|
| | DA (H) | RVR | OCH | MDA (H) | VIS | MDA (H) | VIS |
| A | | | 146 | 1110 (950) | 1500 | 1350 (1190) | 1500 |
| B | 370 (200) | 750 | 158 | 1110 (950) | 1600 | 1350 (1190) | 1600 |
| C | | | 166 | 1210 (1050) | 2400 | 1450 (1290) | 2400 |

Observations/Remarks : (1) MVL interdites au Nord de la piste - Circuit AD RWY 09 : droite / Circling prohibited North of RWY - Right hand AD circuit RWY 09.

| ILS RWY 27 | | | | | | | | | | | | |
|----------------------|--------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | MAG VAR 2020 0.7°E | | | | | | | | | | | REF NAVAID :- |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| | IF | BE271 | - | - | - | - | - | 2500 | 4400 | 185 | - | - |
| | TF | IBE27 | - | 184 | 184.5 | 5.1 | - | 2500 | 2500 | 185 | - | 1.0 |
| | IF | IBE27 | - | - | - | - | - | 2500 | 2500 | 185 | - | - |
| | IF | BE272 | - | - | - | - | - | 2500 | 4000 | 185 | - | - |
| | TF | IBE27 | - | 004 | 004.5 | 5.1 | - | 2500 | 2500 | 185 | - | 1.0 |
| | IF | BE090 | Yes | - | - | - | - | 2500 | 5000 | 210 | - | - |
| | DF | BE276 | - | - | - | - | - | 2500 | 4000 | 185 | - | 1.0 |
| | TF | BE272 | - | 094 | 094.5 | 5.0 | - | 2500 | 4000 | 185 | - | 1.0 |
| | TF | IBE27 | - | 004 | 004.5 | 5.1 | - | 2500 | 2500 | 185 | - | 1.0 |
| | IF | IBE27 | - | - | - | - | - | 2500 | 2500 | 185 | - | - |
| See chart ILS RWY 27 | | | | | | | | | | | | |
| APCH | - | BE280 | Yes | - | - | - | - | - | 4000 | 180 | - | 1.0 |
| ILS RWY 27 | DF | BE274 | - | - | - | - | L | - | 4000 | 185 | - | 1.0 |
| | TF | BE272 | - | 094 | 094.3 | 12.7 | - | 2500 | 4000 | 185 | - | 1.0 |

↑

↑

↑

↑

AD 2 LFBD.18

Moyens de radiocommunication ATS *ATS radiocommunication facilities*

| Service | Indicatif d'appel (langue) <i>Call-sign (language)</i> | FREQ | HOR | Observations <i>Remarks</i> |
|---------|---|-------------|-----|---|
| FIS | AQUITAINE Information (FR) <i>AQUITAINE Information (EN)</i> | 120.575 MHz | HO | |
| APP | AQUITAINE Approche (FR) <i>AQUITAINE Approach (EN)</i> | 119.275 MHz | H24 | Secteurs/Sectors BE 1 et/and 2. |
| APP | AQUITAINE Approche (FR) <i>AQUITAINE Approach (EN)</i> | 126.730 MHz | H24 | Fréquence supplétive/Auxiliary frequency. Sur instruction CTL |
| APP | AQUITAINE Approche (FR) <i>AQUITAINE Approach (EN)</i> | 129.875 MHz | H24 | Secteurs/Sectors BW 1 et/and 2. |
| APP | MERIGNAC Approche (FR) <i>MERIGNAC Approach (EN)</i> | 121.200 MHz | H24 | Sur instruction CTL |
| TWR | MERIGNAC Sol (FR) <i>MERIGNAC Ground (EN)</i> | 121.730 MHz | H24 | Sur instruction CTL |
| TWR | MERIGNAC Sol (FR) <i>MERIGNAC Ground (EN)</i> | 121.900 MHz | H24 | |
| TWR | MERIGNAC Tour (FR) <i>MERIGNAC Tower (EN)</i> | 118.300 MHz | H24 | |
| VDF | MERIGNAC Gonio (FR) <i>MERIGNAC Homer (EN)</i> | 118.300 MHz | H24 | |
| VDF | MERIGNAC Gonio (FR) <i>MERIGNAC Homer (EN)</i> | 119.275 MHz | H24 | |
| VDF | MERIGNAC Gonio (FR) <i>MERIGNAC Homer (EN)</i> | 120.575 MHz | H24 | |
| VDF | MERIGNAC Gonio (FR) <i>MERIGNAC Homer (EN)</i> | 121.500 MHz | H24 | |
| VDF | MERIGNAC Gonio (FR) <i>MERIGNAC Homer (EN)</i> | 126.730 MHz | H24 | |
| VDF | MERIGNAC Gonio (FR) <i>MERIGNAC Homer (EN)</i> | 129.875 MHz | H24 | |
| CEV | BORDEAUX Essais (FR) <i>BORDEAUX Test flights (EN)</i> | 122.900 MHz | H24 | Fréquence d'information. |
| ATIS | MERIGNAC (FR) <i>MERIGNAC (EN)</i> | 131.155 MHz | H24 | |

AD 2 LFBD.19

Moyens radio de navigation et d'atterrissage *Radio navigation and landing aids*

| Type (CAT ILS) | ID | FREQ | HOR | Position GEO | ALT au pied <i>Root ALT</i> | Portée <i>Coverage</i> | RDH (pente) <i>(slope)</i> | Situation <i>Location</i> | |
|------------------|-----|----------------------|-----|----------------------------|--------------------------------|----------------------------------|-------------------------------|------------------------------|-----|
| VOR-DME | BMC | 113.75 MHz CH 84Y | H24 | 44°49'37.0"N 000°43'16.0"W | 210 ft | 150NM(225°..315°) 100NM FL500 | | | (1) |
| LOC 23 (III.E.4) | BD | 110.3 MHz | H24 | 44°48'53.8"N 000°44'05.8"W | 160 ft | | | 225°/660m THR 05 | |
| GP 23 | | 335 MHz | H24 | 44°50'15.8"N 000°42'18.5"W | 152 ft | | 18.2 m/60 ft (3 °) | 251°/345m THR 23 | |
| DME 23 | | CH 40X | H24 | 44°50'15.7"N 000°42'18.5"W | 207 ft | 25NM FL250 | | 251°/345m THR 23 | |
| LOC 29 (I.E.1) | BEI | 111.15 MHz | H24 | 44°49'56.3"N 000°43'58.2"W | 160 ft | | | 286°/296m THR 11 | |
| GP 29 | | 331.55 MHz | H24 | 44°49'30.8"N 000°42'14.0"W | 158 ft | | 16.4 m/54 ft (3 °) | 266°/316m THR 29 | |
| DME 29 | | CH 48Y | H24 | 44°49'30.8"N 000°42'14.0"W | 214 ft | 25NM FL250 | | 266°/316m THR 29 | |

(1) ALT VOR 161

22.7 ZONES REGLEMENTES ASSOCIEES A L'ACTIVITE VELIVOLE DE SAUCATS
Conditions VMC.
L'aérodrome de BORDEAUX LEOGNAN SAUCATS est le siège d'une importante activité de vol à voile.
Les vols de planeurs sont interdits à l'intérieur de la CTR de BORDEAUX-MERIGNAC.

22.7.1 Description des zones réglementées

Le paragraphe 8.4.1 mentionne les zones réglementées R 204 L1, L2, L3 et L4 liées à l'activité vélivole locale. Ces zones sont activables du plancher TMA à 4000 ft AMSL en fonction de la configuration piste :

- Pistes 23, 05, 11 en service : activation des zones R 204 L1, L2, L3 et L4
- Piste 29 en service : activation des zones R 204 L3 et L4.

Le paragraphe 8.4.2 mentionne :

Les zones réglementées R 204 T1, T2, T3, T4, T5 liées au transit des planeurs :

- R 204 T1 "Saucats transit est" 4000 ft AMSL / 5000 ft AMSL
- R 204 T2 "Saucats transit centre" 4000 ft AMSL / 5000 ft AMSL

La zone R 204 T2 n'est pas activable RWY 05 en service.

- R 204 T3 "Saucats transit ouest" 3000 ft AMSL / 5000 ft AMSL
- R 204 T4 "Saucats transit sud" FL 065 / FL 080
- R 204 T5 "Saucats transit nord" 3000 ft AMSL/4000 ft AMSL

La zone R 204 T5 n'est pas activable RWY 29 en service.

22.7.2 Service rendu aux vols de planeurs

Les conditions d'exercice de certaines activités vélivoles font l'objet de protocoles signés entre les services de la circulation aérienne et les clubs de vol à voile concernés. Les vols de planeurs à l'intérieur des zones réglementées ne bénéficient pas de l'information de trafic ni entre eux, ni vis-à-vis des autres usagers.

22.7.3 Information des usagers

Dans le cadre de l'information de vol, seule une information globale sur l'activité vélivole est fournie sur la fréquence de contrôle aux autres usagers lorsque leurs trajectoires interfèrent avec les zones réglementées.

L'activation des zones réglementées est diffusée :

- en ce qui concerne les zones R 204 L1, L2, L3, L4 sur l'ATIS de Mérignac ou sur les fréquences de contrôle.

- en ce qui concerne les zones R 204 T1, T2, T3, T4, T5 sur les fréquences de contrôle.

22.7.4 Cartographie des zones réglementées (voir TEXT 02)

22.8 ACTIVITE DANGEREUSE EN TMA

La partie de la TMA située au Sud du parallèle 441900N est traversée par deux itinéraires de vols à basse altitude en circulation aérienne opérationnelle militaire (LF-D 122).

22.9 DEPART IFR DES AERODROMES SITUES SOUS LE SIV AQUITAINE

Si la clairance n'a pu être obtenue par téléphone avant le départ, les pilotes contacteront AQUITAINE APP dès la sortie du circuit d'aérodrome en maintenant VMC.

Cas particulier d'ARCACHON et d'ANDERNOS :

En cas d'activité de la R 61, AQUITAINE APP pourra imposer le point TEMPU en remplacement du point ASKAN. Ces deux points sont représentés sur les cartes AD 2 LFBD SID RWY05-23 CONV et AD 2 LFBD SID RWY11-29 CONV.

22.7 RESTRICTED AREAS DESIGNED FOR THE GLIDING ACTIVITY OF SAUCATS

VMC Conditions.

A large amount of glider flying activity takes place at the BORDEAUX LEOGNAN SAUCATS aerodrome.

Glider flying is prohibited inside the BORDEAUX-MERIGNAC CTR.

22.7.1 Description of restricted areas

The paragraph 8.4.1 mentions the restricted areas R 204 L1, L2, L3 and L4 linked to the local glider flying activity. These areas are activable from TMA floor to 4000 ft AMSL depending on RWY configuration:

- RWY 23, 05, 11 in use : activation of R 204 L1, L2, L3 and L4 areas.

- RWY 29 in use : activation of R 204 L3 and L4 areas.

The paragraph 8.4.2 mentions :

The restricted areas R 204 T1, T2, T3 and T4, T5 linked to gliders transit :

- R 204 T1 "Saucats East Transit" 4000 ft AMSL / 5000 ft AMSL
- R 204 T2 "Saucats Centre Transit" 4000 ft AMSL / 5000 ft AMSL

R 204 T2 not activable RWY 05 in use.

- R 204 T3 "Saucats West Transit" 3000 ft AMSL / 5000 ft AMSL
- R 204 T4 "Saucats South Transit" FL 065 / FL 080
- R 204 T5 "Saucats North Transit" 3000 ft AMSL/4000 ft AMSL

R 204 T5 not activable RWY 29 in use.

22.7.2 Service provided to glider flights

The conditions for carrying out certain gliding activities are the subject of protocols signed between the air traffic services and the glider clubs in question. Glider flights within the restricted areas do not benefit from traffic information neither with respect to each other nor with respect to other users.

22.7.3 Users information

Flight information: only an overall information about the gliding activity is given on the control frequency to other users, when their trajectories interfere with the restricted areas.

The activation of the restricted areas is broadcasted :

- regarding areas R 204 L1, L2, L3, L4, on ATIS Mérignac or on control frequencies.

- regarding areas R 204 T1, T2, T3, T4, T5 on control frequencies.

22.7.4 Restricted areas charts (see TEXT 02)

22.8 DANGEROUS ACTIVITY IN TMA

The section of the TMA located to south of parallel 441900N is crossed by two low altitude flight paths for military operational air traffic (LF-D 122).

22.9 IFR DEPARTURE FROM AD LOCATED UNDER SIV AQUITAINE

If clearance could not be obtained by phone before departure, pilots should contact AQUITAINE APP as soon as they leave the traffic pattern while maintaining VMC.

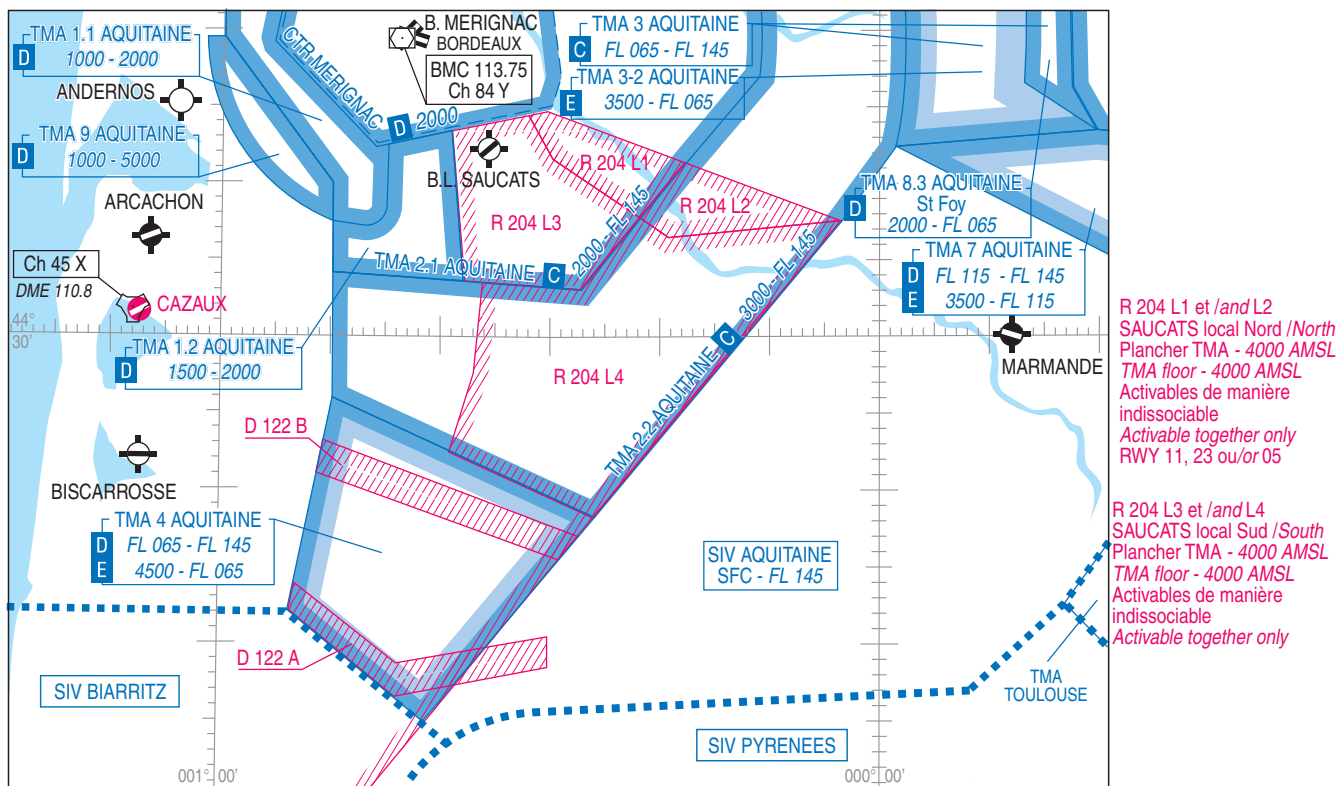
Specific case of ARCACHON and ANDERNOS :

In case of R 61 activity, AQUITAINE APP may impose TEMPU as first reporting point instead of ASKAN. Both these points are shown on AD 2 LFBD SID RWY05-23 CONV and AD 2 LFBD SID RWY11-29 CONV charts.

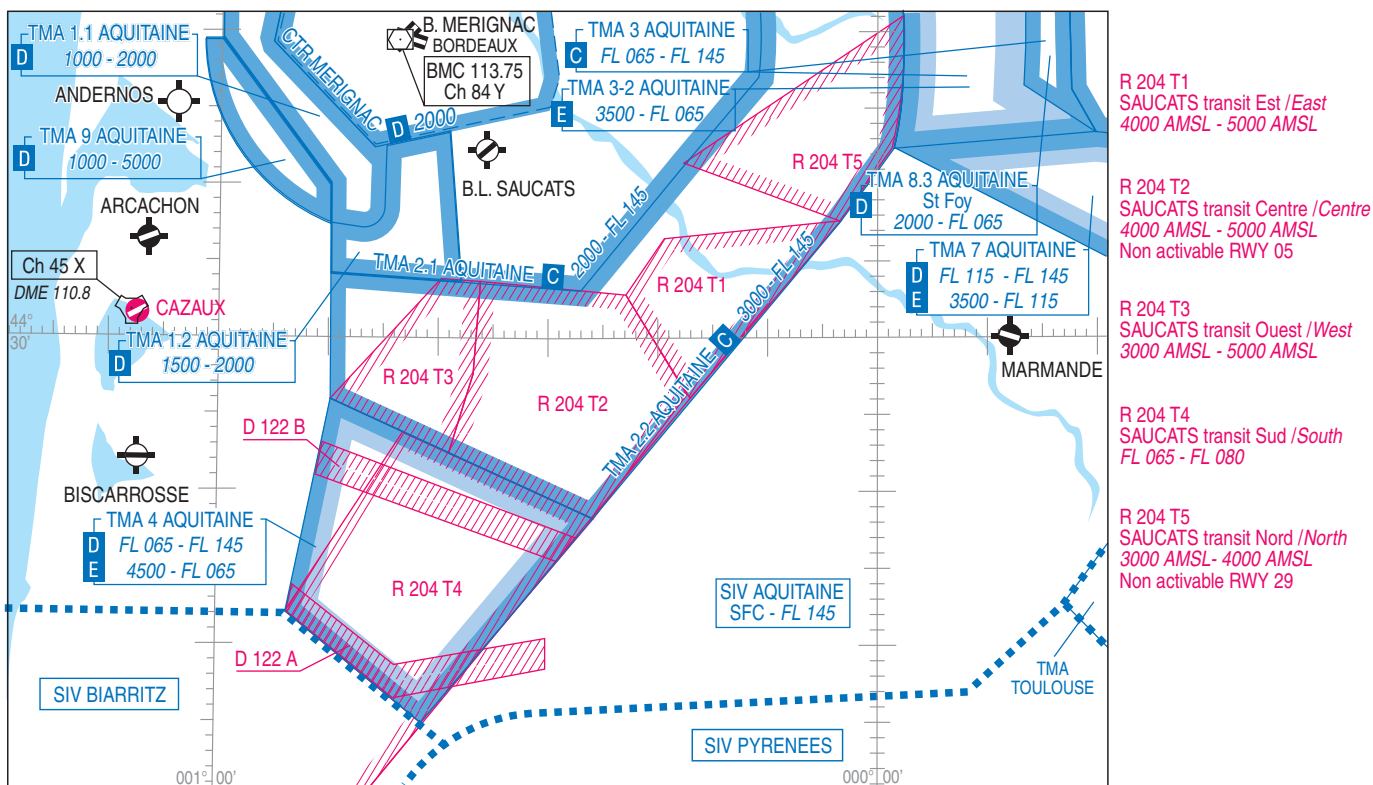
BORDEAUX MERIGNAC

8.4 ZONES REGLEMENTEES LIEES A L'ACTIVITE VELIVOLE EN TMA AQUITAINE / RESTRICTED AREAS RELATED TO GLIDERS ACTIVITY WITHIN AQUITAINE TMA

8.4.1 Zones réglementées liées à l'activité locale / Restricted areas related to local gliders activity

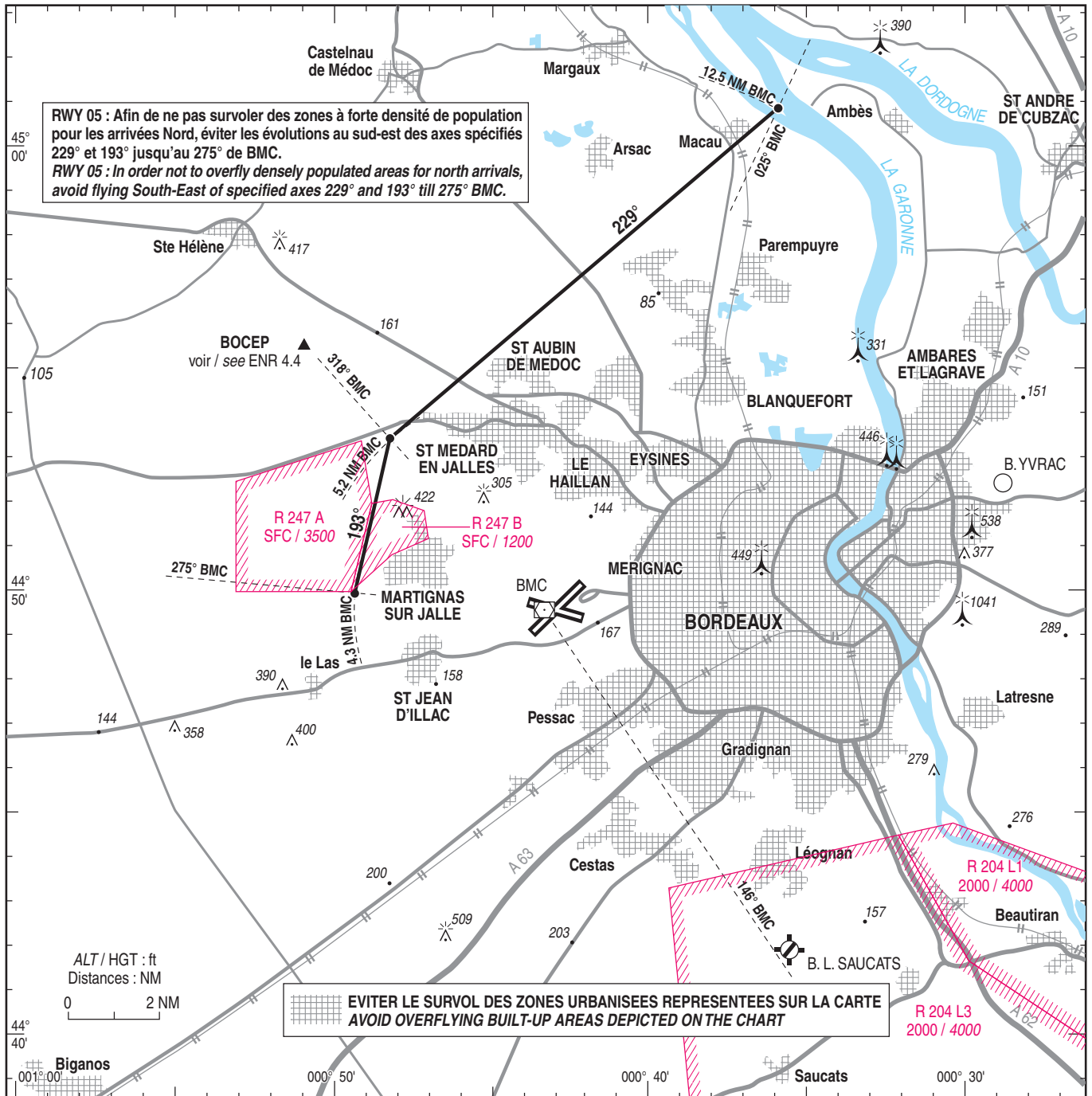


8.4.2 Zones réglementées liées au transit des planeurs / Restricted areas related to gliders transit



ENVIRONNEMENT APPROCHE A VUE
Environment visual approach

BORDEAUX MERIGNAC
RWY 05



CONSIGNES, SAUF IMPERATIF DE SECURITE :

RWY 23 : Approche à vue interdite.

RWY 05 :

- Clairance d'approche à vue délivrée sur demande du pilote, ou, de jour, sur proposition du contrôle.
- Le contrôleur d'approche peut proposer un guidage radar pour acquisition des conditions de vol à vue.
- La demande d'approche à vue sera toujours confirmée par le pilote dès visuel sur l'aérodrome.
- Pour les branches vent arrière Nord, éviter les évolutions au sud des axes ci-dessus, respect d'une altitude de 3000 ft jusqu'au RDL 275° de BMC.
- En cas d'activité des zones R 247, vérifier les conditions de séparation par rapport à cette zone auprès du CCA AQUITAINE.
- Pour les branches vent arrière Sud, respect d'une altitude de 5000 ft jusqu'au RDL 146° de BMC (ou 166° BMC en cas d'activité des zones R 204).
- Respect d'une distance minimum (3.5 NM BMC) d'alignement en finale avant le seuil de piste.

INSTRUCTIONS, EXCEPT FOR SAFETY REQUIREMENT :

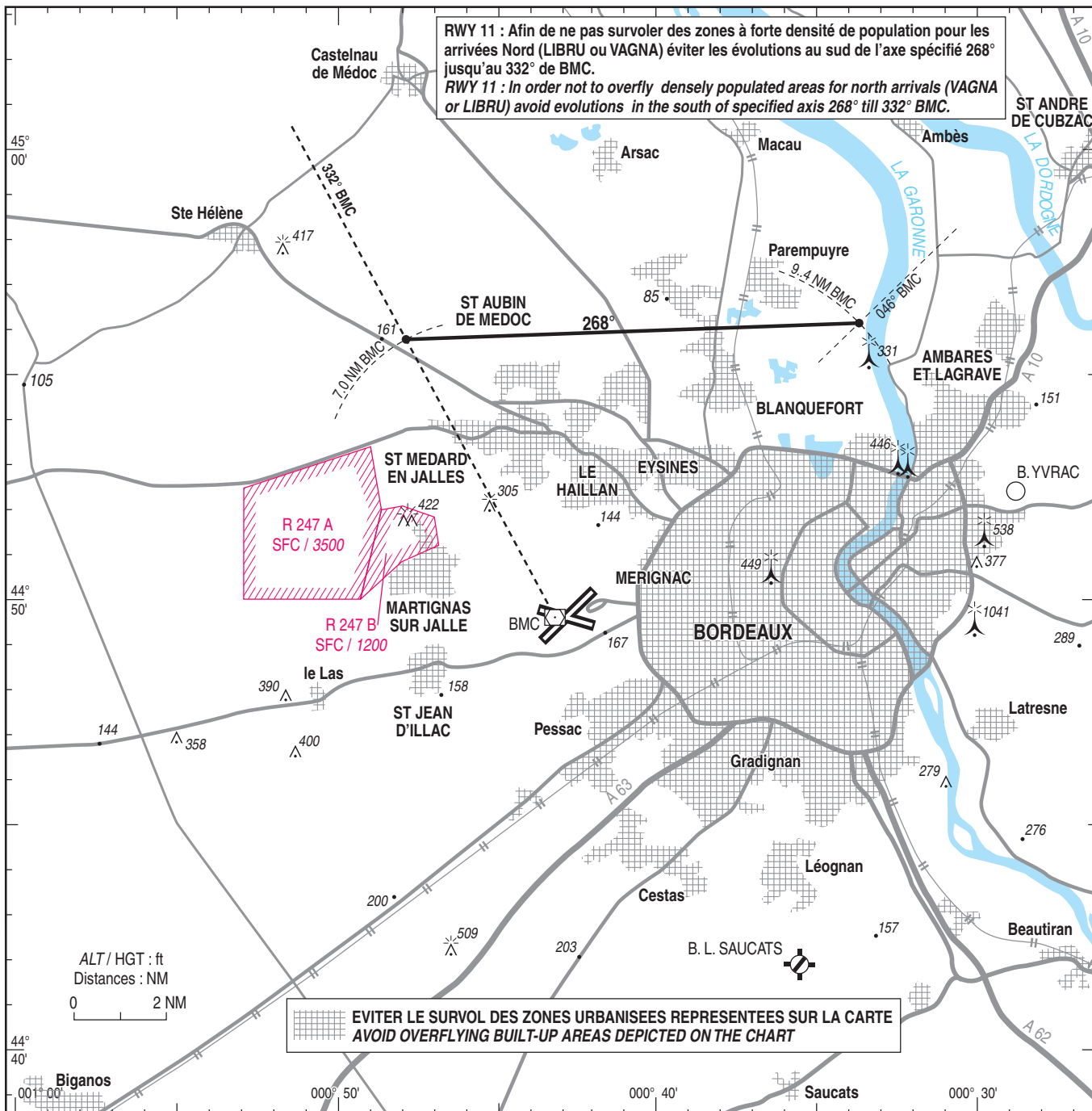
RWY 23 : Visual approach prohibited.

RWY 05 :

- Visual APCH clearance only issued on pilot's request, or, by day, on ATC proposal.
- The ATC can suggest a radar vectoring to obtain visual flight conditions.
- The visual APCH request will be always confirmed by the pilot AD in sight.
- For North downwind legs : avoid flying South of the axes above, respect an altitude of 3000 ft till RDL 275° BMC.
- When R 247 active, check the conditions of separation from this area with AQUITAINE ATC.
- For South downwind legs : respect an altitude of 5000 ft till RDL 146° BMC (or RDL 166° BMC in case of R 204 activity).
- Respect MNM distance (3.5 NM BMC) on final APCH before the RWY threshold.

ENVIRONNEMENT APPROCHE A VUE
Environment visual approach

BORDEAUX MERIGNAC
RWY 11



RWY 11 : Afin de ne pas survoler des zones à forte densité de population pour les arrivées Nord (LIBRU ou VAGNA) éviter les évolutions au sud de l'axe spécifié 268° jusqu'au 332° de BMC.
RWY 11 : In order not to overfly densely populated areas for north arrivals (VAGNA or LIBRU) avoid evolutions in the south of specified axis 268° till 332° BMC.

EVITER LE SURVOL DES ZONES URBANISEES REPRESENTES SUR LA CARTE
AVOID OVERFLYING BUILT-UP AREAS DEPICTED ON THE CHART

CONSIGNES, SAUF IMPERATIF DE SECURITE :

RWY 29 : Approche à vue interdite.

RWY 11 :

- Clairance d'approche à vue délivrée sur demande du pilote, ou, de jour, sur proposition du contrôle.
- Le contrôleur d'approche peut proposer un guidage radar pour acquisition des conditions de vol à vue.
- La demande d'approche à vue sera toujours confirmée par le pilote dès visuel sur l'aérodrome.
- Pour les branches vent arrière Nord : éviter les évolutions au sud de l'axe ci-dessus, maintenir une altitude de 3000 ft jusqu'au RDL 332° de BMC.
- Respect d'une distance minimum (3.5 NM BMC) d'alignement en finale avant le seuil de piste.

INSTRUCTIONS, EXCEPT FOR SAFETY REQUIREMENT :

RWY 29 : Visual approach prohibited.

RWY 11 :

- Visual APCH only issued on pilot request or, by day, on ATC proposal.
- The ATC can suggest a radar vectoring to obtain visual flight conditions.
- The visual APCH request will be always confirmed by the pilot AD in sight.
- For North downwind legs : avoid evolutions in the south of the axis above maintain an altitude of 3000 ft till RDL 332° BMC.
- Respect a MNM distance (3.5 NM BMC) in final APCH before the runway threshold.

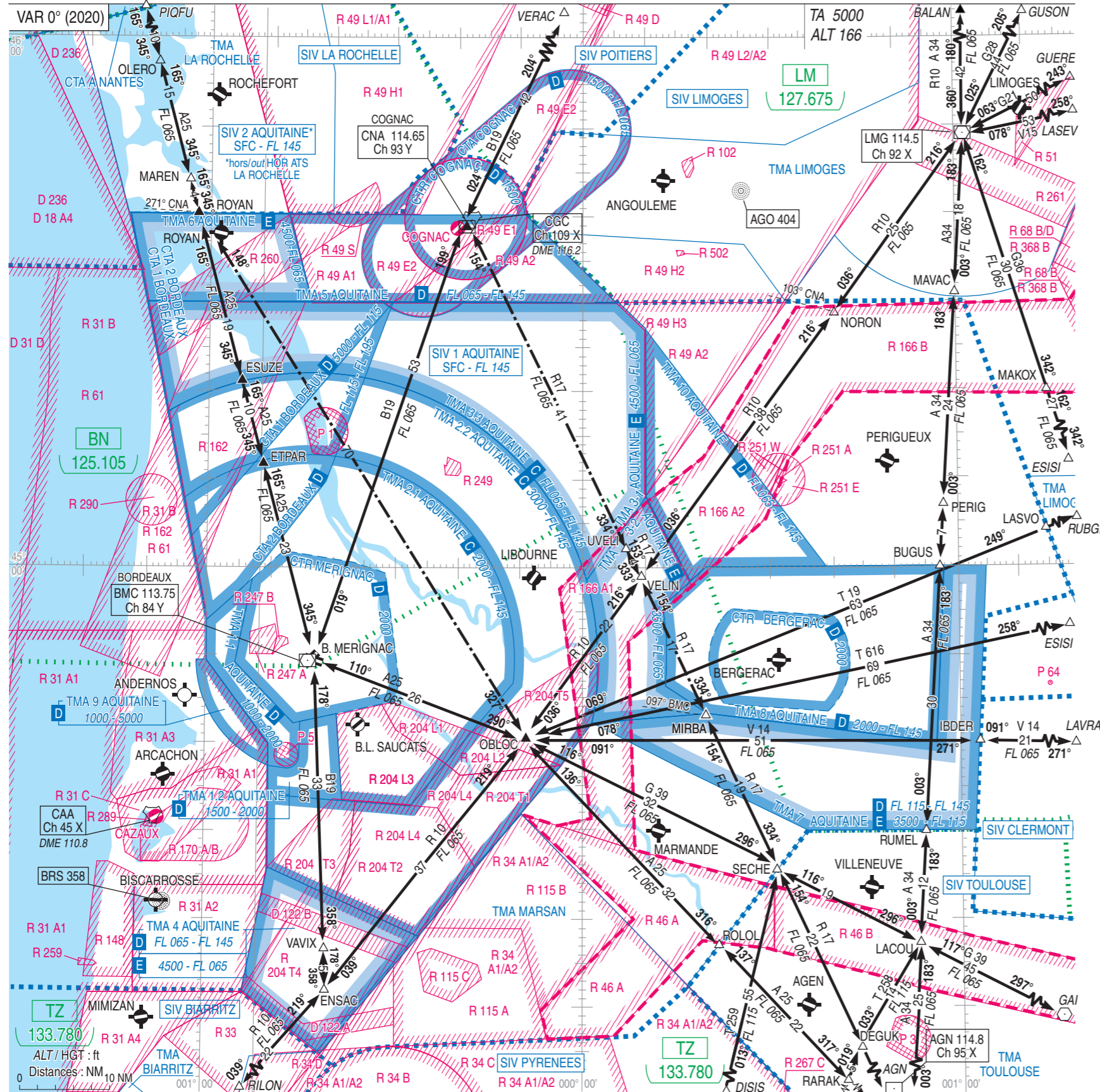
BORDEAUX MERIGNAC
Carte régionale
Area chart

ATIS MERIGNAC 131.155
FIS : AQUITAINE Information 120.575
APP : AQUITAINE Approche/Approach 129.875(1) - 119.275(2) - 126.730 (s)
APP : MERIGNAC Approche/Approach 121.200 (3)
TWR : MERIGNAC Tour/Tower 118.300

APP : CAZAUX Approche/Approach 119.600
TWR : CAZAUX Tour/Tower 118.400 - 122.100
AFIS : ARCACHON Information 119.080

(1) Secteur/Sector BW
(2) Secteur/Sector BE
(3) Sur instruction du CTL/On ATC instruction

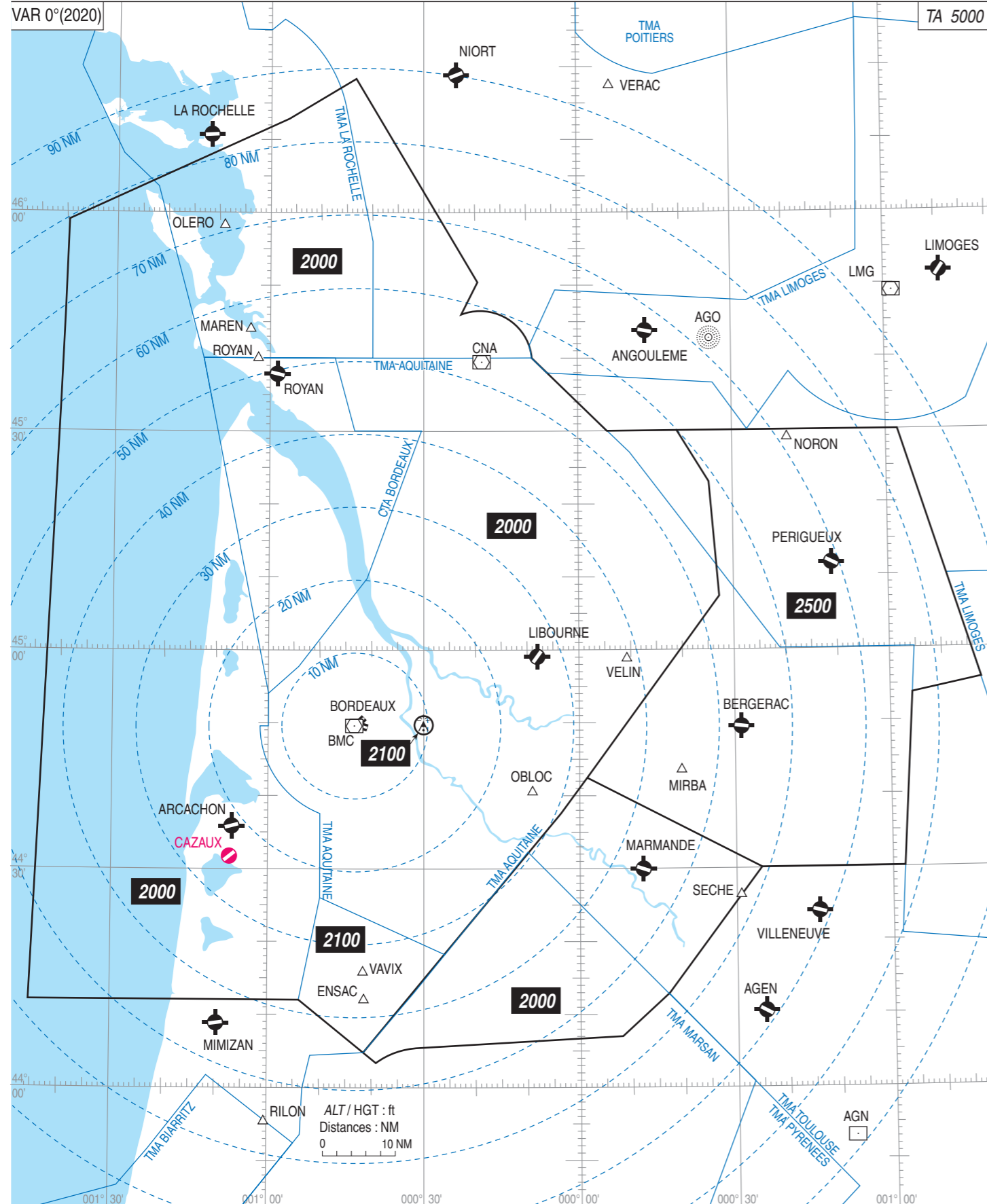
Sur clairance particulière ACC
On special ACC clearance



BORDEAUX MERIGNAC
Altitudes Minimales de Guidage Radar
Minimum Radar Vectoring Altitudes

APP : AQUITAINE Approche/Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
APP : MERIGNAC Approche/Approach 121.200 (3)

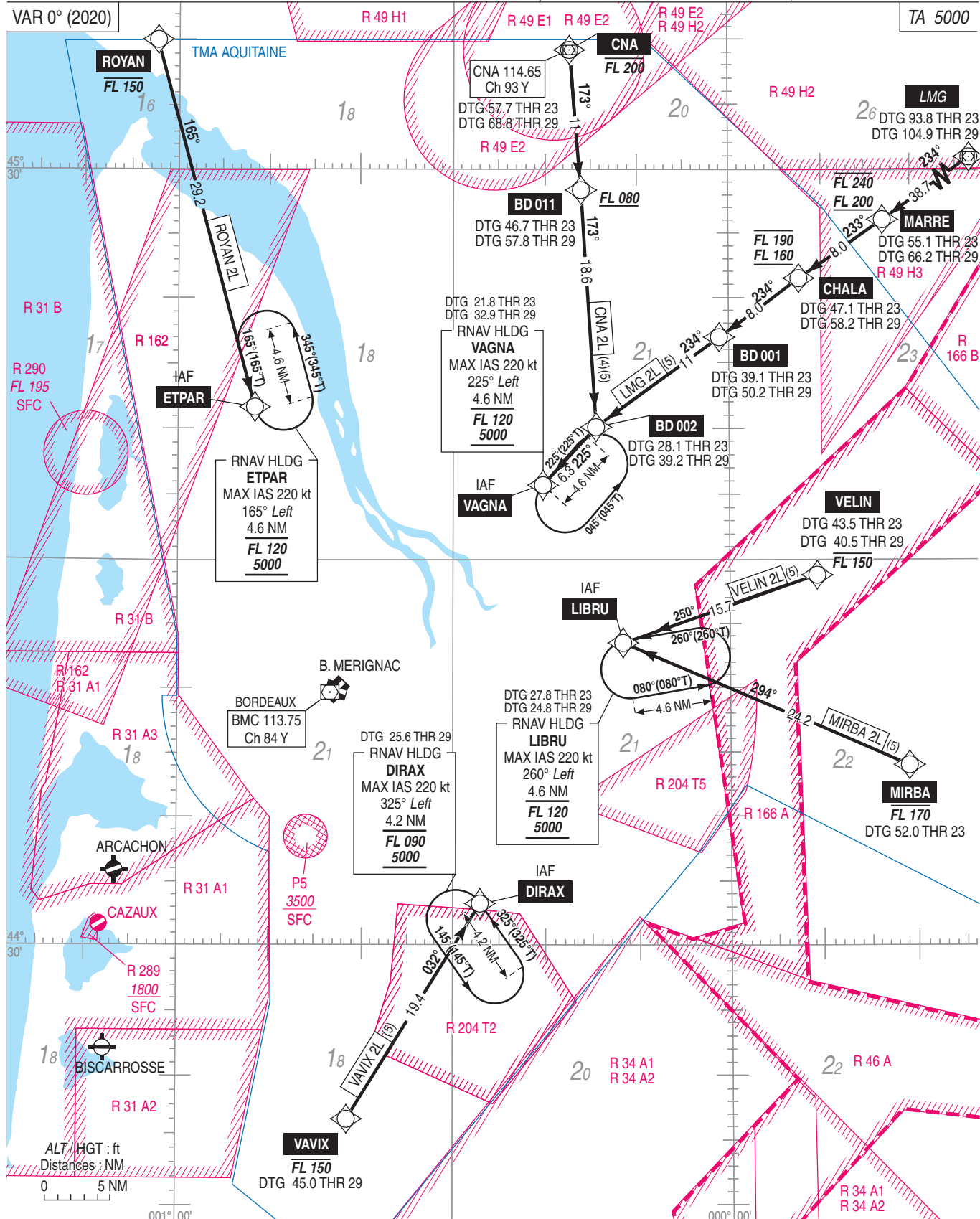
(1) Secteur/Sector BW
(2) Secteur/Sector BE
(3) Sur instruction du CTL/On ATC instruction



BORDEAUX MERIGNAC STAR RNAV RWY ALL (Protégées pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s) (1) Secteur BW / BW sector. (2) Secteur BE / BE sector.
MERIGNAC Approche / Approach 121.200 (3) (3) Sur instruction du CTL / On ATC instruction.
TWR : MERIGNAC Tour / Tower 118.300 (4) STAR CNA2L LMG DME critique 3 NM autour de CNA
MERIGNAC Sol / Ground 121.900 - 121.730 (3) en dessous de FL100
ATIS : MERIGNAC 131.155 (5) STAR basée sur le concept CDO / STAR based on CDO concept.

RNAV 1
GNSS ou/ou DME/DME
Fonction Attente RNAV requise
RNAV Holding function required



BORDEAUX MERIGNAC

STAR RNAV RWY ALL

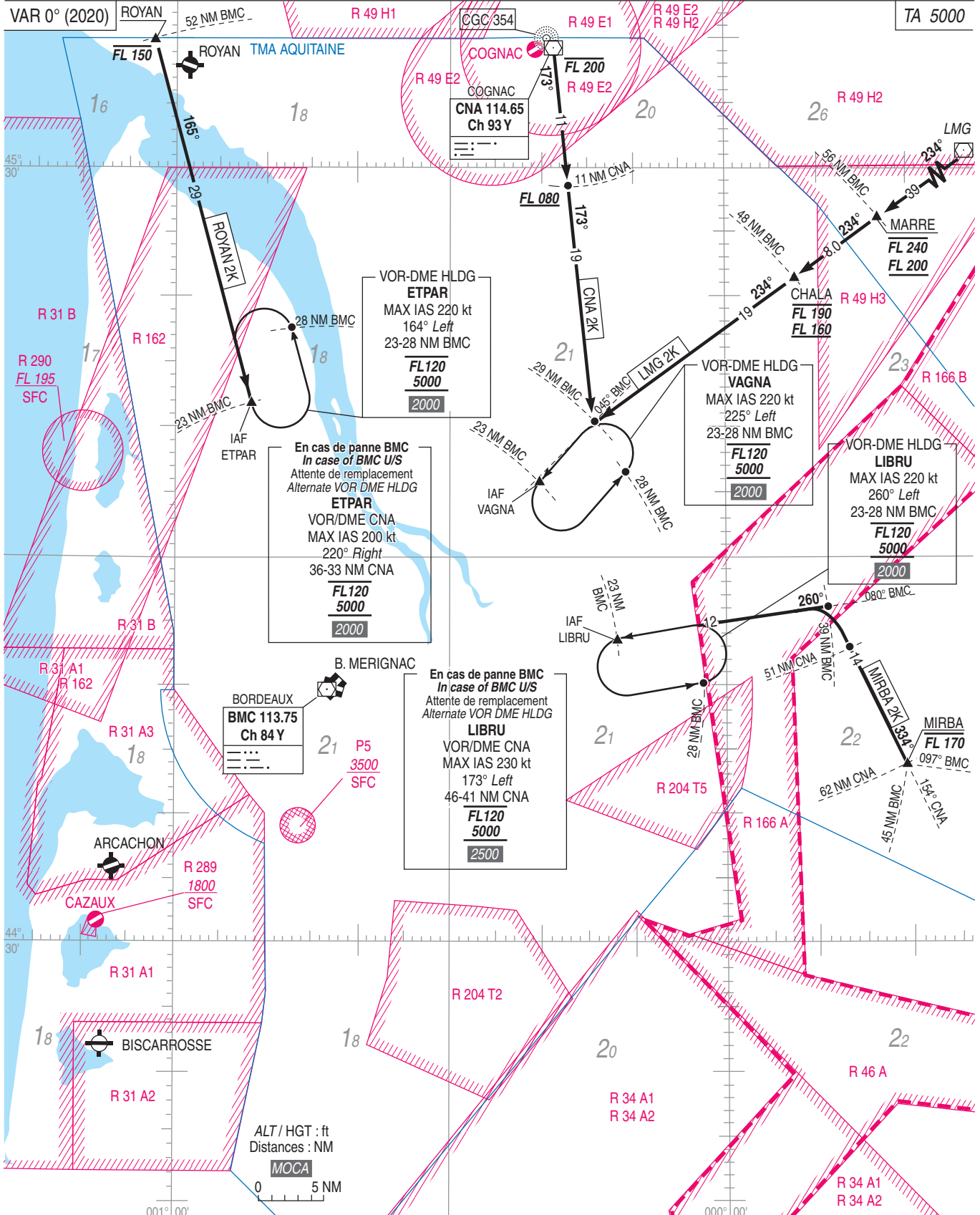
| STAR RNAV RWY ALL | | | | | | | | | | | |
|--------------------------|--|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS et / and DME/DME (* bas e sur le concept CDO / based on CDO concept. | | | | | | | MAG VAR 2020 0.3°E | REF NAVAID : BMC | | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| HLDG | | | | | | | | | | | |
| ETPAR | - | ETPAR | Yes | 165 | 165 | 4.6 | L | 5000 | FL120 | 220 | - |
| VAGNA | - | VAGNA | Yes | 225 | 225 | 4.6 | L | 5000 | FL120 | 220 | - |
| LIBRU | - | LIBRU | Yes | 260 | 260 | 4.6 | L | 5000 | FL120 | 220 | - |
| DIRAX | - | DIRAX | Yes | 325 | 325 | 4.2 | L | 5000 | FL090 | 220 | - |
| ROYAN 2L | | | | | | | | | | | |
| - | IF | ROYAN | - | - | - | - | - | - | FL150 | - | - |
| - | TF | ETPAR | - | 165 | 165.3 | 29.2 | - | 5000 | FL120 | - | 1.0 |
| CNA 2L (*) | | | | | | | | | | | |
| - | IF | CNA | - | - | - | - | - | - | FL200 | - | - |
| - | TF | BD011 | - | 173 | 173.4 | 11.0 | - | FL080 | - | - | 1.0 |
| - | TF | BD002 | - | 173 | 173.4 | 18.6 | - | - | - | - | 1.0 |
| - | TF | VAGNA | - | 225 | 225.6 | 6.3 | - | 5000 | FL120 | - | 1.0 |
| LMG 2L (*) | | | | | | | | | | | |
| - | IF | LMG | - | - | - | - | - | - | - | - | - |
| - | TF | MARRE | - | 234 | 234.1 | 38.7 | - | FL200 | FL240 | - | 1.0 |
| - | TF | CHALA | - | 233 | 233.5 | 8.0 | - | FL160 | FL190 | - | 1.0 |
| - | TF | BD001 | - | 234 | 234.0 | 8.0 | - | - | - | - | 1.0 |
| - | TF | BD002 | - | 234 | 233.9 | 11.0 | - | - | - | - | 1.0 |
| - | TF | VAGNA | - | 225 | 225.6 | 6.3 | - | 5000 | FL120 | - | 1.0 |
| VELIN 2L (*) | | | | | | | | | | | |
| - | IF | VELIN | - | - | - | - | - | - | FL150 | - | - |
| - | TF | LIBRU | - | 250 | 165.3 | 15.7 | - | 5000 | FL120 | - | 1.0 |
| MIRBA 2L (*) | | | | | | | | | | | |
| - | IF | MIRBA | - | - | - | - | - | - | FL170 | - | - |
| - | TF | LIBRU | - | 294 | 294.4 | 24.2 | - | 5000 | FL120 | - | 1.0 |
| VAVIX 2L (*) | | | | | | | | | | | |
| - | IF | VAVIX | - | - | - | - | - | - | FL150 | - | - |
| - | TF | DIRAX | - | 032 | 032.0 | 19.4 | - | 5000 | FL090 | - | 1.0 |

BORDEAUX MERIGNAC STAR CONV RWY ALL

(Protégées pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (3)
 MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 MERIGNAC Sol / Ground 121.900 - 121.730 (3)
 ATIS : MERIGNAC 131.155
 AFIS : ARCACHON Info 119.080

(1) Secteur BW / BW sector
 (2) Secteur BE / BE sector
 (3) Sur instruction du CTL / On ATC instruction



BORDEAUX MERIGNAC
STAR CONV
Protégées pour / Protected for CAT A, B, C, D

1.1 POINTS CARACTERISTIQUES

1.1 SIGNIFICANT POINTS

| STAR | POINTS CARACTERISTIQUES <i>Significant Points</i> | COORDONNEES <i>Coordinates</i> | REMARQUES <i>Remarks</i> |
|----------|--|-----------------------------------|--------------------------------|
| ROYAN 2K | ▲ ROYAN | Voir / See ENR 4.4 | ROYAN FL 150 MAX |
| | ▲ ETPAR | Voir / See ENR 4.4 | IAF |
| CNA 2K | ◻ CNA | Voir / See ENR 4.1 | CNA FL 200 MAX |
| | 045° BMC 29 NM | | |
| | ▲ VAGNA | Voir / See ENR 4.4 | IAF |
| LMG 2K | ▲ MARRE | Voir / See ENR 4.4 | MARRE FL 240 MAX FL 200 MNM |
| | ▲ CHALA | Voir / See ENR 4.4 | CHALA FL 190 MAX FL 160 MNM |
| | 045° BMC 29 NM | | |
| | ▲ VAGNA | Voir / See ENR 4.4 | IAF |
| MIRBA 2K | ▲ MIRBA | Voir / See ENR 4.4 | MIRBA FL 170 MAX |
| | 080° BMC 39 NM | | |
| | ▲ LIBRU | Voir / See ENR 4.4 | IAF |

RESPECT DE FL MAX HORS STAR

Les niveaux maximum indiqués sur les STAR doivent également être respectés à des distances équivalentes par les arrivées clairées hors STAR.

RESPECT OF FL MAX OUT OF STAR

The maximum levels given on STAR must be also respected at equal distances by non STAR authorized arrivals.

1.2 INDISPONIBILITE DU VOR BMC

En cas d'indisponibilité du VOR BMC, utiliser les attentes de remplacement ETPAR ou LIBRU définies sur le VOR/DME CNA, et se conformer aux instructions du contrôle pour le raccordement sur la procédure ILS ou LOC pour le QFU concerné, ainsi qu'en cas d'API.

1.2 UNAVAILABILITY OF VOR BMC

If VOR BMC, is U/S, use substitution holdings ETPAR or LIBRU defined on VOR/DME CNA and comply with ATC instructions to join ILS or LOC procedure according to RWY in use or in case of missed APCH.

1.3 INDISPONIBILITE DU DME BMC UNIQUEMENT

En fonction de la piste en service, les attentes de remplacement sont décrites ci-dessous :

1.3 UNAVAILABILITY OF DME BMC ONLY

According to the RWY in use, substitution holdings are described hereunder :

1.3.1 RWY 23 - 05

Utilisation du DME BD.
Attente ETPAR : paramètres identiques + distances 23/28 NM DME BD.
Attente VAGNA : paramètres identiques + distances 22/27 NM DME BD.
Attente LIBRU : paramètres identiques + distances 22/27 NM DME BD.
Attente DIRAX : paramètres identiques + distances 20/25 NM DME BD.

1.3.1 RWY 23 - 05

Use of BD DME.
Holding ETPAR : same parameters + distances 23/28 NM BD DME.
Holding VAGNA : same parameters + distances 22/27 NM BD DME.
Holding LIBRU : same parameters + distances 22/27 NM BD DME.
Holding DIRAX : same parameters + distances 20/25 NM BD DME.

1.3.2 RWY 29 - 11

Utilisation du DME BEI.
Attente ETPAR : paramètres identiques + distances 23/28 NM DME BEI.
Attente VAGNA : paramètres identiques + distances 23/28 NM DME BEI.
Attente LIBRU : paramètres identiques + distances 22/27 NM DME BEI.
Attente DIRAX : paramètres identiques + distances 20/25 NM DME BEI.

1.3.2 RWY 29 - 11

Use of BEI DME.
Holding ETPAR : same parameters + distances 23/28 NM BEI DME.
Holding VAGNA : same parameters + distances 23/28 NM BEI DME.
Holding LIBRU : same parameters + distances 22/27 NM BEI DME.
Holding DIRAX : same parameters + distances 20/25 NM BEI DME.

BORDEAUX MERIGNAC
STAR CONV
(Protégées pour / Protected for CAT A, B, C, D)

2 PANNE DE COMMUNICATION**2.1 Afficher le code 7600****2.2 Le pilote a connaissance de la piste en service**

RWY 23, 29 et 11 en service :

- Arrivées ETPAR, LIBRU, VAGNA :

Se présenter au dernier FL reçu aux IAF et descendre à 5000 ft AMSL dans le circuit d'attente puis suivre la procédure d'approche en service pour le QFU en service.

RWY 05 en service :

- Arrivées ETPAR, VAGNA, LIBRU :

Se présenter au dernier FL reçu aux IAF et descendre à 5000 ft AMSL dans le circuit d'attente puis suivre la procédure d'approche aux instruments.

2.3 Le pilote n'a pas la connaissance de la piste en service

- Arrivées ETPAR, LIBRU, VAGNA :

Se présenter au dernier FL reçu aux IAF et descendre à 5000 ft AMSL dans le circuit d'attente puis suivre la procédure d'approche ILS 23 (éventuellement suivie d'une MVL si le vent déterminé par le pilote indique qu'une autre piste est en service).

2.4 Panne radio suivie d'une API

Appliquer la procédure API décrite sur le volet IAC pour effectuer une seconde présentation. Si cette deuxième et dernière tentative est suivie d'une nouvelle API, dégager la TMA en recherchant les conditions VMC en suivant le RDL 345° BMC (RM 345°).

Note 2 : aux abords de l'aéroport de BORDEAUX MERIGNAC limités par la CTR et dans un secteur d'approche de 45° d'ouverture centré sur BD et orienté NE, sont à signaler des procédures de percée propres au trafic COM sous contrôle de l'APP de BORDEAUX MERIGNAC.

3 APPROCHES A VUE

Lors de l'exécution d'une approche à vue, les pilotes devront se conformer aux consignes de la carte Environnement Approche à Vue (AIP France AD 2 LFBD ENV 01).

2 RADIOCOMMUNICATION FAILURE**2.1 Squawk 7600****2.2 The pilot knows the RWY in use**

RWY 23, 29 and 11 in use :

- Arrivals ETPAR, LIBRU, VAGNA :

Conduct your flight according to the last FL received over the IAF and descent to 5000 ft AMSL in holding pattern then follow the approach procedure in use for QFU in use.

RWY 05 in use :

- Arrivals ETPAR, VAGNA, LIBRU :

Conduct your flight according to the last FL received over the IAF and descent to 5000 ft AMSL in holding pattern then follow the approach procedure in use.

2.3 The pilot does not know the RWY in use

- Arrivals ETPAR, LIBRU, VAGNA :

Conduct your flight according to the last FL received over the IAF and descent to 5000 ft AMSL in holding pattern then follow the approach procedure ILS 23 (possibly followed by a MVL if the wind determined by the pilot indicates that another RWY is in use).

2.4 Radiofailure followed by missed approach

Apply the missed approach procedure described in IAC chart to carry out a second attempt. If this second and last attempt is followed by a new missed approach, clear the TMA seeking VMC conditions tracking RDL 345° BMC (MAG 345°).

Note 2 : pilots are informed that let down procedures for COM traffic under control of MERIGNAC APP have been established in the vicinity of BORDEAUX MERIGNAC within boundaries including MERIGNAC CTR and a 45° opened approach sector centered on BD and orientated North-East.

3 VISUAL APPROACHES

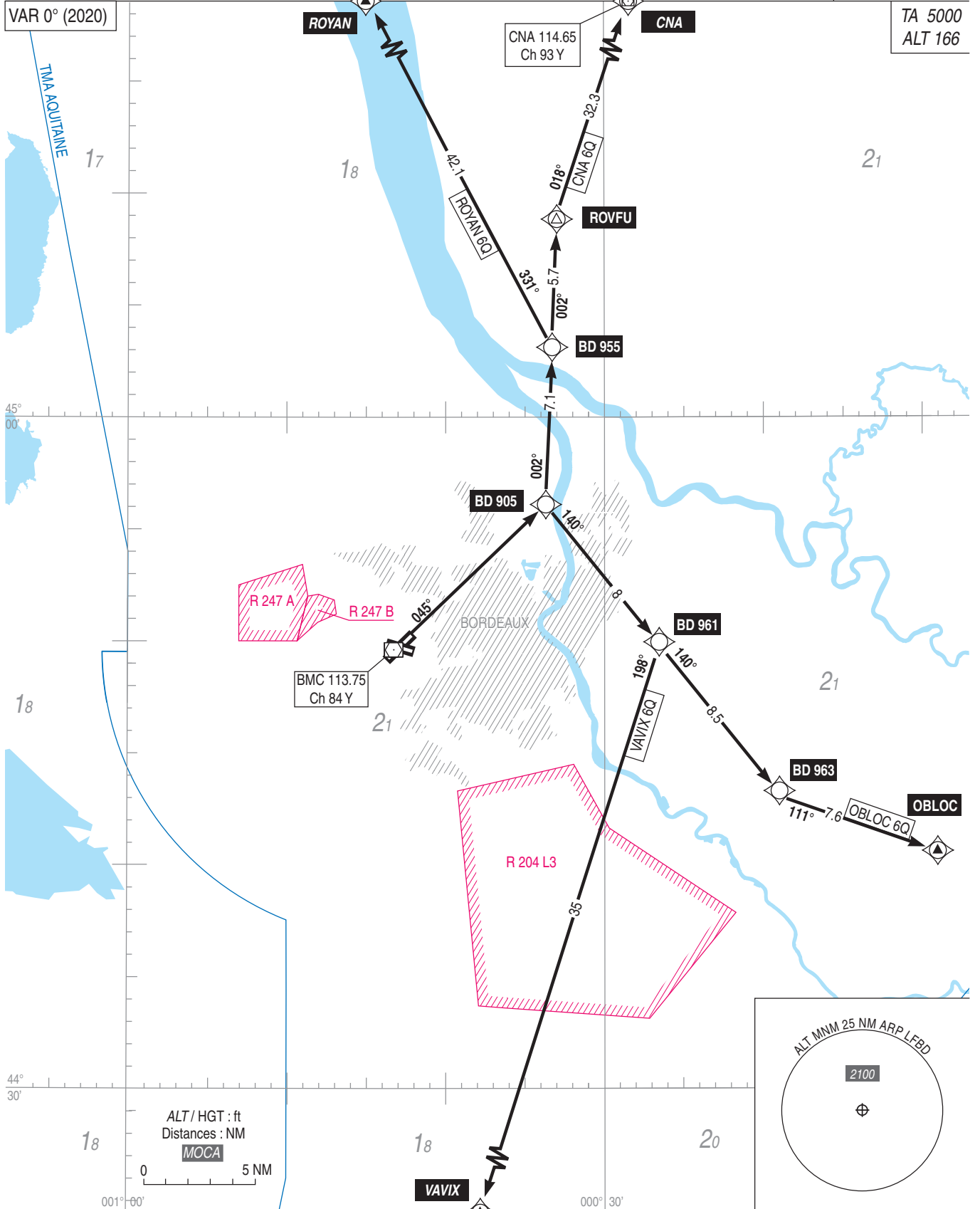
During a visual approach, pilots must comply with Environment Visual Approach chart instructions (AIP France AD 2 LFBD ENV 01).

BORDEAUX MERIGNAC
SID RNAV RWY 05
(Protégés pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
APP : MERIGNAC Approche / Approach 121.200 (3)
TWR : MERIGNAC Tour / Tower 118.300
TWR : MERIGNAC Sol / Ground 121.900 - 121.730 (3)
ATIS : MERIGNAC 131.155

(1) Secteur BW / BW sector
 (2) Secteur BE / BE sector
 (3) Sur instruction du CTL / On ATC instruction

RNAV 1
GNSS seulement / only



BORDEAUX MERIGNAC
SID RNAV RWY 05
(Protégés pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 05 | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|--------------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS only | | | | | | MAG VAR 2020 0.3°E | | REF NAVAID : BMC | | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| ROYAN 6Q | | | | | | | | | | | |
| - | CF | BD905 | - | 045 | 045.6 | - | - | - | - | - | 1.0 |
| - | TF | BD955 | - | 002 | 002.4 | 7.1 | - | - | - | - | 1.0 |
| - | TF | ROYAN | - | 331 | 331.2 | 42.1 | - | - | - | - | 1.0 |
| CNA 6Q | | | | | | | | | | | |
| - | CF | BD905 | - | 045 | 045.6 | - | - | - | - | - | 1.0 |
| - | TF | BD955 | - | 002 | 002.4 | 7.1 | - | - | - | - | 1.0 |
| - | TF | ROVFU | - | 002 | 002.3 | 5.7 | - | - | - | - | 1.0 |
| - | TF | CNA | - | 018 | 018.1 | 32.3 | - | - | - | - | 1.0 |
| OBLOC 6Q | | | | | | | | | | | |
| - | CF | BD905 | - | 045 | 045.6 | - | - | - | - | - | 1.0 |
| - | TF | BD961 | - | 140 | 140.6 | 8.0 | R | - | - | - | 1.0 |
| - | TF | BD963 | - | 140 | 140.7 | 8.5 | - | - | - | - | 1.0 |
| - | TF | OBLOC | - | 111 | 111.2 | 7.6 | - | - | - | - | 1.0 |
| VAVIX 6Q | | | | | | | | | | | |
| - | CF | BD905 | - | 045 | 045.6 | - | - | - | - | - | 1.0 |
| - | TF | BD961 | - | 140 | 140.6 | 8.0 | R | - | - | - | 1.0 |
| - | TF | VAVIX | - | 198 | 198.0 | 35.0 | - | - | - | - | 1.0 |

BORDEAUX MERIGNAC
SID RNAV RWY 05
(Protégés pour / *Protected for* CAT A, B, C, D)

| SID RNAV RWY 05 | | | |
|------------------------|---|--|-----|
| CAT | A B C D | | |
| PBN Box | RNAV1, GNSS seulement / <i>only</i> . | | |
| Climb gradient | <p>Les pentes théoriques de montée sont applicables aux départs omnidirectionnels et aux SID RNAV et conventionnels pour RWY 05. <i>The theoretical climb gradients apply to omnidirectional departures and RNAV and conventional SID for RWY 05.</i></p> <p>Pente théorique de montée 6,3 % MNM jusqu'à 500 AAL. Obstacle pénalisant : arbre de 226 ft AMSL situé à 330 m de la DER à 200 m à droite de l'axe de piste. <i>Theoretical climb gradient 6.3 % MNM until 500 AAL. Most penalizing obstruction : tree 226 ft located at 330 m from the DER, 200 m right of RWY axis.</i></p> | | |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP.</i> | | |
| SID | Itinéraires / Routes | Clr Initiale <i>Initial clearance</i> | RMK |
| ROYAN 6Q | <p>Monter vers BD905 direction 045° puis virer à gauche vers BD955 et ROYAN.</p> <p><i>Climb to BD905 on course 045° then next turn left to BD955 and ROYAN.</i></p> | FL 070 | NIL |
| CNA 6Q | <p>Monter vers BD905 direction 045° puis virer à gauche vers BD955 puis ROVFU et CNA.</p> <p><i>Climb to BD905 on course 045° then next turn left to BD955 then ROVFU and CNA.</i></p> | FL 070 | NIL |
| OBLOC 6Q | <p>Monter vers BD905 direction 045° puis virer à droite vers BD961, BD963 et OBLOC.</p> <p><i>Climb to BD905 on course 045° then next turn right to BD961, BD963 and OBLOC.</i></p> | FL 070 | NIL |
| VAVIX 6Q | <p>Monter vers BD905 direction 045° puis virer à droite vers BD961 puis VAVIX.</p> <p><i>Climb to BD905 on course 045° then next turn right to BD961 then VAVIX.</i></p> | FL 070 | NIL |

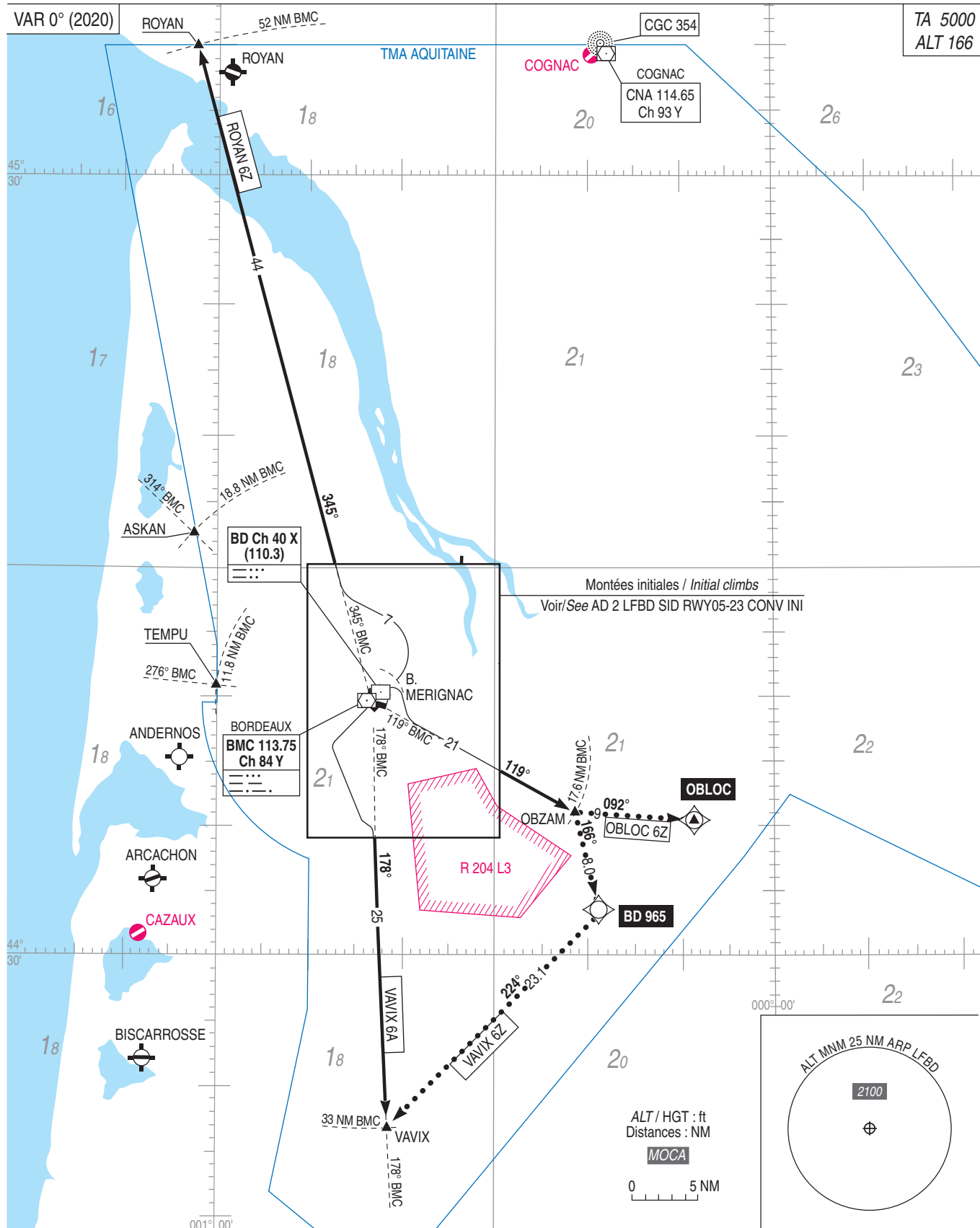
Départs omnidirectionnels / *Omnidirectional departures* RWY 05

Voir / see AD 2 LFBD SID RWY 05-23 CONV INSTR 01.

BORDEAUX MERIGNAC SID CONV RWY 05 - 23 (Protégés pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
 APP : MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 TWR : MERIGNAC Sol / Ground 121.900 - 121.730 (3)
 ATIS : MERIGNAC 131.155

(1) Secteur BW / BW sector
 (2) Secteur BE / BE sector
 (3) Sur instruction du CTL / On ATC instruction
 ●●●●●●●●▶ RNAV 1



BORDEAUX MERIGNAC
SID CONV RWY 05-23

Protégés pour / Protected for CAT A, B, C, D

1 PENTES THEORIQUES DE MONTEE
Ces pentes sont applicables aux départs omnidirectionnels et aux SID RNAV et conventionnels.
RWY 23 : pente théorique de montée 4,8 % MNM jusqu'à 500 AAL.
Obstacle pénalisant : arbre de 230 ft situé à 440 m de la DER dans l'axe de piste. Cette pente fait abstraction de la végétation de 243 ft AMSL à 230 m de la DER et à 200 m à gauche de l'axe.
RWY 05 : pente théorique de montée 6,3 % MNM jusqu'à 500 AAL.
Obstacle pénalisant : arbres de 226 ft AMSL à 330 m de la DER et à 200 m à droite de l'axe.

1 THEORETICAL CLIMB GRADIENTS
These climb gradients apply to omnidirectional departures and RNAV and conventional SID.
RWY 23 : theoretical climb gradient 4.8 % MNM until 500 AAL.
Most penalizing obstruction : tree 230 ft located at 440 m from the DER on the axis. This slope doesn't take into account the 243 ft AMSL vegetation located 230 m from DER, 200 m left of RWY axis.
RWY 05 : theoretical climb gradient 6.3% MNM until 500 AAL.
Most penalizing obstruction : trees 226 ft AMSL located at 330 m from the DER and 200 m on the right hand side of the axis.

2 DEPARTS OMNIDIRECTIONNELS
Utilisables uniquement sur autorisation du contrôle.
RWY 23 : Monter RM 225° jusqu'à 500 AAL puis route directe en montée jusqu'à l'ALT de sécurité en route.
RWY 05 : Monter RM 045° jusqu'à 500 AAL puis route directe en montée jusqu'à l'ALT de sécurité en route.

2 OMNIDIRECTIONNAL DEPARTURES
These departures may be used only with ATC clearance.
RWY 23 : climb MAG 225° up to 500 AAL then direct route up to safety en route altitude.
RWY 05 : climb MAG 045° up to 500 AAL then direct route up to safety en route altitude.

3 ITINERAIRES NORMALISES DE DEPART DE BORDEAUX MERIGNAC
3.1 Consignes générales
Sauf clairance contraire de l'APP, en particulier en matière de pente, les aéronefs doivent se conformer aux spécifications fixées pour chaque itinéraire normalisé de départ.
Les pentes «circulation aérienne» associées sont à respecter jusqu'à 6000 ft QNH. En cas d'impossibilité, en aviser le CTL lors de la demande de mise en route.

3 BORDEAUX MERIGNAC STANDARDIZED DEPARTURES
3.1 General instructions
Unless other clearance given by APP, particularly in matter of slope, the aircraft must comply with the specifications published for each standardized departure routing.
The ATS slope associated with these SID, must be respected up to 6000 ft QNH. In case of impossibility, advise ATC when requesting start-up.

3.2 Consignes moindre bruit (Voir AD 2 LFBD. 21)

3.2 Noise reduction instructions (See AD 2 LFBD. 21)

3.3 SID RWY 23

3.3 SID RWY 23

| SID | ITINERAIRES Routes | CLR Initiale Initial CLR | Pente circulation aérienne ATS slope |
|----------|---|-----------------------------|---|
| VAVIX 6A | Monter dans l'axe. A 4 NM BMC, virer à gauche RM 166°. A 8.5 NM BMC, tourner à gauche RM 133° puis tourner à droite pour intercepter et suivre le RDL 178° BMC (RM 178°) vers VAVIX (3). Climb straight ahead. At 4 NM BMC, turn left MAG 166°. At 8.5 NM BMC, turn left MAG 133° then turn right to intercept and follow RDL 178° BMC (MAG 178°) inbound VAVIX (3). | FL 070 | |

3.4 SID RWY 05

3.4 SID RWY 05

| SID | ITINERAIRES Routes | CLR Initiale Initial CLR | PENTE Circulation aérienne ATS slope |
|--|--|-----------------------------|---|
| ROYAN 6Z Réservé aux ACFT de CAT A Reserved for CAT A ACFT | Monter dans l'axe (RM 045°). A 2.5 NM BMC, virer à gauche RM 297° pour intercepter et suivre le RDL 345° de BMC (RM 345°) vers ROYAN (1). Climb straight ahead (MAG 045°). At 2.5 NM BMC, turn left MAG 297° to intercept and follow RDL 345° BMC (MAG 345°) inbound ROYAN (1). | 4000 ft AMSL | NIL |

BORDEAUX MERIGNAC
SID CONV RWY 05-23
 Protégés pour / Protected for CAT A, B, C, D

| SID | ITINERAIRES <i>Routes</i> | CLR Initiale <i>Initial CLR</i> | Pente circulation aérienne <i>ATS slope</i> |
|---|---|------------------------------------|--|
| OBLOC 6Z Réservé aux ACFT de CAT A <i>Reserved for CAT A ACFT</i> En partie / Partly RNAV | Monter dans l'axe. A 500 ft AAL, virer à droite pour intercepter et suivre le RDL 119° de BMC (RM 119°) jusqu'à OBZAM à 17.6 NM BMC, puis virer à gauche vers OBLOC (2). <i>Climb straight ahead. At 500 ft AAL, turn right to intercept and follow RDL 119° BMC (MAG 119°) as far as OBZAM at 17.6 NM BMC, then turn left to OBLOC (2).</i> | 4000 ft AMSL | NIL |
| VAVIX 6Z Réservé aux ACFT de CAT A <i>Reserved for CAT A ACFT</i> En partie / Partly RNAV | Monter dans l'axe. A 500 ft AAL, virer à droite pour intercepter et suivre le RDL 119° de BMC (RM 119°) jusqu'à OBZAM à 17.6 NM BMC puis virer à droite vers BD965 et VAVIX (3). <i>Climb straight ahead. At 500 ft AAL, turn right to intercept and follow RDL 119° BMC (MAG 119°) as far as OBZAM at 17.6 NM BMC then turn right to BD965 and VAVIX (3).</i> | 4000 ft AMSL | NIL |

- (1) Les ACFT à destination de LA ROCHELLE sont limités au FL 140.
 (2) Les ACFT à destination de BERGERAC sont limités au FL 140.
 (3) Les ACFT à destination de BIARRITZ sont limités au FL 140.

- (1) ACFT bound for LA ROCHELLE are limited to FL 140.
 (2) ACFT bound for BERGERAC are limited to FL 140.
 (3) ACFT bound for BIARRITZ are limited to FL 140.

4 PANNE DE RADIOCOMMUNICATION

ACFT équipés de transpondeur : afficher code 7600.
 En VMC : faire demi-tour pour atterrir sur l'aérodrome ou continuer vers un aérodrome approprié.
 En IMC : poursuivre son vol jusqu'aux limites de la TMA au dernier FL assigné, et ensuite seulement entreprendre la montée jusqu'au FL de croisière indiqué dans le PLN.
 Si la panne intervient au cours d'un guidage radar : lorsque le dernier cap magnétique assigné rejoint un itinéraire de départ autorisé, le pilote maintient ce cap jusqu'à l'interception de cet itinéraire. Dans le cas contraire, le pilote rejoint l'itinéraire de départ autorisé de la façon la plus directe.

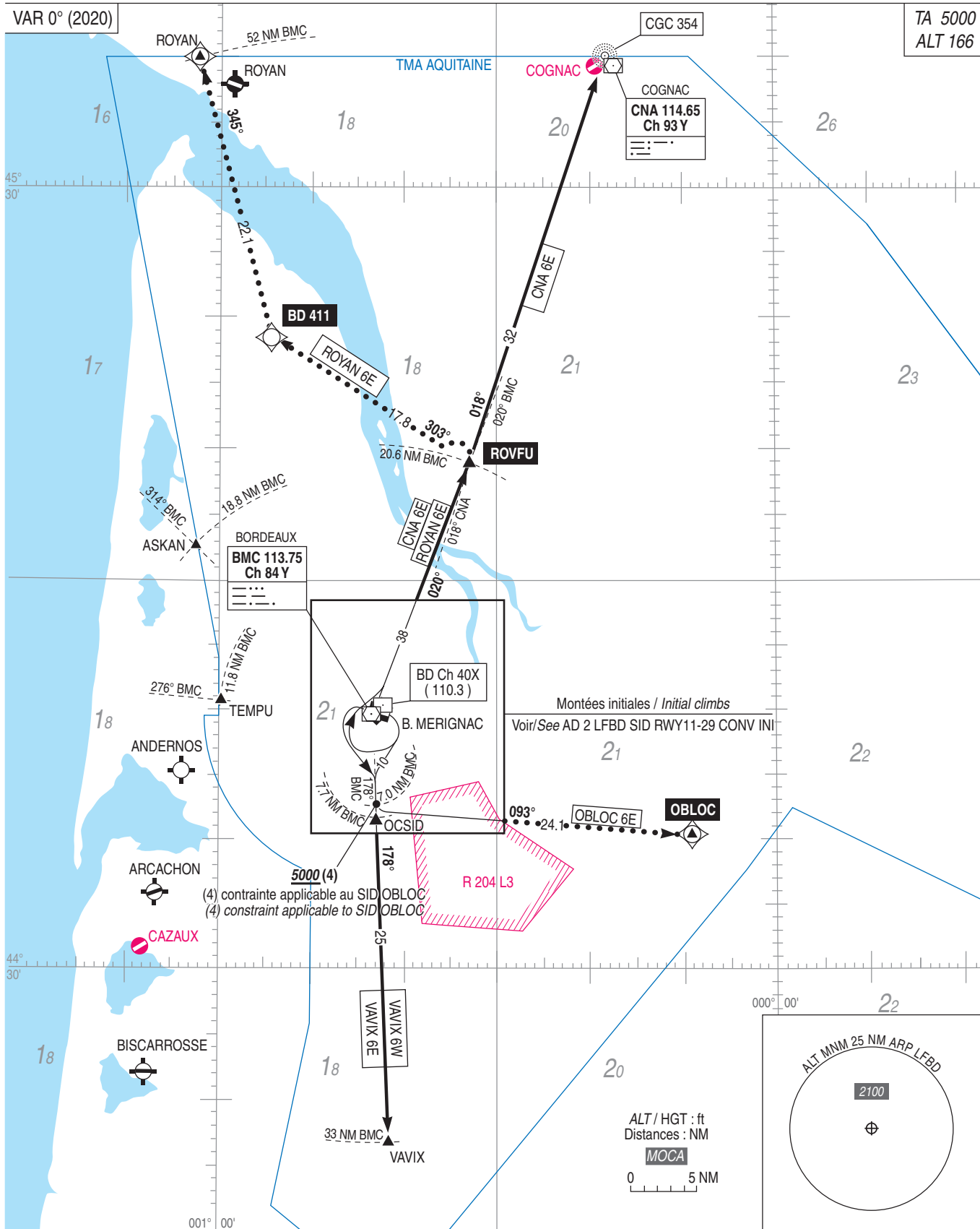
4 RADIOCOMMUNICATION FAILURE

ACFT transponder equipped : squawk code 7600.
 VMC : turn back to land on the aerodrome or continue inbound an appropriate aerodrome.
 IMC : continue your flight inbound the TMA limits at the last assigned FL, and only after start climbing up to cruise FL specified in the FPL.
 If the failure appears during a radar guidance : if the last magnetic heading assigned joins an authorized standard departure, the pilot maintains this heading as far as the interception of this routing. In an other case, the pilot joins the authorized standard departure in the most direct way.

BORDEAUX MERIGNAC SID CONV RWY 11 - 29 (Protégés pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
APP : MERIGNAC Approche / Approach 121.200 (3)
TWR : MERIGNAC Tour / Tower 118.300
TWR : MERIGNAC Sol / Ground 121.900 - 121.730 (3)
ATIS : MERIGNAC 131.155

(1) Secteur BW / BW sector
(2) Secteur BE / BE sector
(3) Sur instruction du CTL / On ATC instruction
.....➔ RNAV 1



BORDEAUX MERIGNAC
SID CONV RWY 11-29
(Protégés pour / Protected for CAT A, B, C, D)

1 PENTES THEORIQUES DE MONTEE

Ces pentes sont applicables aux départs omnidirectionnels et aux SID conventionnels et RNAV.
RWY 29 : pente théorique de montée 7,7 % MNM jusqu'à 660 (500). Cette pente fait abstraction de la végétation de 241 ft AMSL à 150 m de la DER et à 130 m à gauche de l'axe et de la végétation de 231 ft AMSL à 200 m de la DER à 180 m à droite de l'axe.
Obstacle le plus pénalisant : bosquet de 220 ft à 225 m de la DER et à 130 m à gauche de l'axe.
RWY 11 : pente théorique de montée 3,6 % MNM jusqu'à 660 (500). Obstacle le plus pénalisant : bosquet de 251 ft AMSL à 830 m de la DER et à 200 m à droite de l'axe.

1 THEORETICAL CLIMB GRADIENTS

These climb gradients apply to omnidirectional departures and conventional and RNAV SID.
RWY 29 : theoretical climb gradient 7.7 % MNM until 660 (500). This slope doesn't take into account the 241 ft AMSL vegetation located 150 m from DER, 130 m left of RWY axis, and the 231 ft AMSL vegetation located 200 m from DER, 180 m right of RWY axis.
Most penalizing obstruction : copse 220 ft located at 225 m from the DER and 130 m on the left hand side of the axis.
RWY 11 : theoretical climb gradient 3.6 % MNM until 660 (500). Most penalizing obstruction : copse 251 ft AMSL located at 830 m from the DER and 200 m on the right hand side of the axis.

2 DEPARTS OMNIDIRECTIONNELS

Utilisables uniquement sur autorisation du contrôle.
RWY 29 : Monter RM 286° jusqu'à 660 (500) puis route directe en montée jusqu'à l'ALT de sécurité en route.
RWY 11 : Monter RM 106° jusqu'à 660 (500) puis route directe en montée jusqu'à l'ALT de sécurité en route.

2 OMNIDIRECTIONAL DEPARTURES

These departures may be used only with ATC clearance.
RWY 29 : climb MAG track 286° up to 660 (500) then direct route up to safety en route altitude.
RWY 11 : climb MAG track 106° up to 660 (500) then direct route up to safety en route altitude.

3 ITINERAIRES NORMALISES DE DEPART DE BORDEAUX MERIGNAC

3 BORDEAUX MERIGNAC STANDARDIZED DEPARTURES

3.1 Consignes générales

Sauf clairance contraire de l'APP, en particulier en matière de pente, les aéronefs doivent se conformer aux spécifications fixées pour chaque itinéraire normalisé de départ.
Les pentes "circulation aérienne" associées sont à respecter jusqu'à 5000 ft QNH. En cas d'impossibilité, en aviser le CTL lors de la demande de mise en route.

3.1 General instructions

Unless other clearance given by APP, particularly in matter of slope, the aircraft must comply with the specification published for each standardized departure routing.
The ATS slope associated with these SID must be respected up to 5000 ft QNH. In case of impossibility advise ATC when requesting start-up.

3.2 Consignes moindre bruit (Voir AD 2 LFBD. 21)

3.2 Noise reduction instructions (See AD 2 LFBD. 21)

3.3 SID RWY 29

3.3 SID RWY 29

| SID | ITINERAIRES Routes | CLR Initiale Initial CLR | Pente circulation aérienne ATS slope |
|----------|--|-----------------------------|---|
| VAVIX 6W | A la DER, monter RM 276°. A 500 ft AAL, virer à gauche RM 148° pour intercepter et suivre le RDL 178° BMC (RM 178°) vers VAVIX. <i>At DER, climb MAG 276°. At 500 ft AAL, turn left MAG 148° to intercept and follow RDL 178° BMC (MAG 178°) inbound VAVIX.</i> | FL 070 | NIL |

3.4 SID RWY 11

3.4 SID RWY 11

| SID | ITINERAIRES Routes | CLR Initiale Initial CLR | Pente circulation aérienne ATS slope |
|--|---|-----------------------------|---|
| ROYAN 6E En partie / Partly RNAV | Monter dans l'axe. A 500 ft AAL, tourner à droite RM 258° en montée vers 4000 ft (ne pas tourner avant 1.5 NM BMC ou 0.8 NM BEI). A 4000 ft, tourner à droite pour intercepter et suivre le RDL 020° BMC (RM 020°) jusqu'à ROVFU à 20.6 NM de BMC, puis virer à gauche vers BD 411, puis ROYAN. <i>Climb straight ahead. At 500 ft AAL, turn right MAG 258° up to 4000 ft (do not turn before 1.5 NM BMC or 0.8 NM BEI). At 4000 ft, turn right to intercept and follow RDL 020° BMC (MAG 020°) to ROVFU at 20.6 NM BMC, then turn left to BD 411, then ROYAN.</i> | FL 070 | 7,0 % |
| CNA 6E | Monter dans l'axe. A 500 ft AAL, tourner à droite RM 258° en montée vers 4000 ft (ne pas tourner avant 1.5 NM BMC ou 0.8 NM BEI). A 4000 ft, tourner à droite pour intercepter et suivre le RDL 020° BMC (RM 020°). A ROVFU, suivre le RDL 198° CNA (RM 018°) vers CNA. <i>Climb straight ahead. At 500 ft AAL, turn right MAG 258° up to 4000 ft (do not turn before 1.5 NM BMC or 0.8 NM BEI). At 4000 ft, turn right to intercept and follow RDL 020° BMC (MAG 020°). At ROVFU, follow RDL 198° CNA (MAG 018°) to CNA.</i> | FL 070 | 7,0 % |

BORDEAUX MERIGNAC
SID CONV RWY 11-29
 (Protégés pour / Protected for CAT A, B, C, D)

| SID | ITINERAIRES <i>Routes</i> | CLR Initiale <i>Initial CLR</i> | Pente circulation aérienne <i>ATS slope</i> |
|---|---|------------------------------------|--|
| OBLOC 6E En partie / Partly RNAV | Monter dans l'axe. A 500 ft AAL, virer à droite RM 223° pour intercepter et suivre le RDL 178° BMC jusqu'à 7,7 NM BMC ou OCSID, puis virer à gauche vers OBLOC. <i>Climb straight ahead. At 500 ft AAL, turn right MAG 223° to intercept and follow RDL 178° BMC as far as 7.7 NM BMC or OCSID, then turn left to OBLOC.</i> | FL 070 | 8,8 % (1) |
| VAVIX 6E | Monter dans l'axe. A 500 ft AAL, virer à droite RM 223° pour intercepter et suivre le RDL 178° de BMC (RM 178°) vers VAVIX. <i>Climb straight ahead. At 500 ft AAL, turn right MAG 223° to intercept and follow RDL 178° BMC (MAG 178°) inbound VAVIX.</i> | FL 070 | |

(1) 5000 ft AMSL MNM, passant 7 NM DME BMC.

(1) 5000 ft AMSL MNM, crossing 7 NM DME BMC.

4 PANNE DE RADIOCOMMUNICATION

ACFT équipés de transpondeur : afficher code 7600.

En VMC : faire demi-tour pour atterrir sur l'aérodrome ou continuer vers un aérodrome approprié.

En IMC : poursuivre son vol jusqu'aux limites de la TMA au dernier FL assigné, et ensuite seulement entreprendre la montée jusqu'au FL de croisière indiqué dans le PLN.

Si la panne intervient au cours d'un guidage radar : lorsque le dernier cap magnétique assigné rejoint un itinéraire de départ autorisé, le pilote maintient ce cap jusqu'à l'interception de cet itinéraire. Dans le cas contraire, le pilote rejoint l'itinéraire de départ autorisé de la façon la plus directe.

4 RADIOCOMMUNICATION FAILURE

ACFT transponder equipped : squawk code 7600.

VMC : turn back to land on the aerodrome or continue inbound an appropriate aerodrome.

IMC : continue your flight inbound the TMA limits at the last assigned FL, and only after start climbing up to cruise FL specified in the FPL.

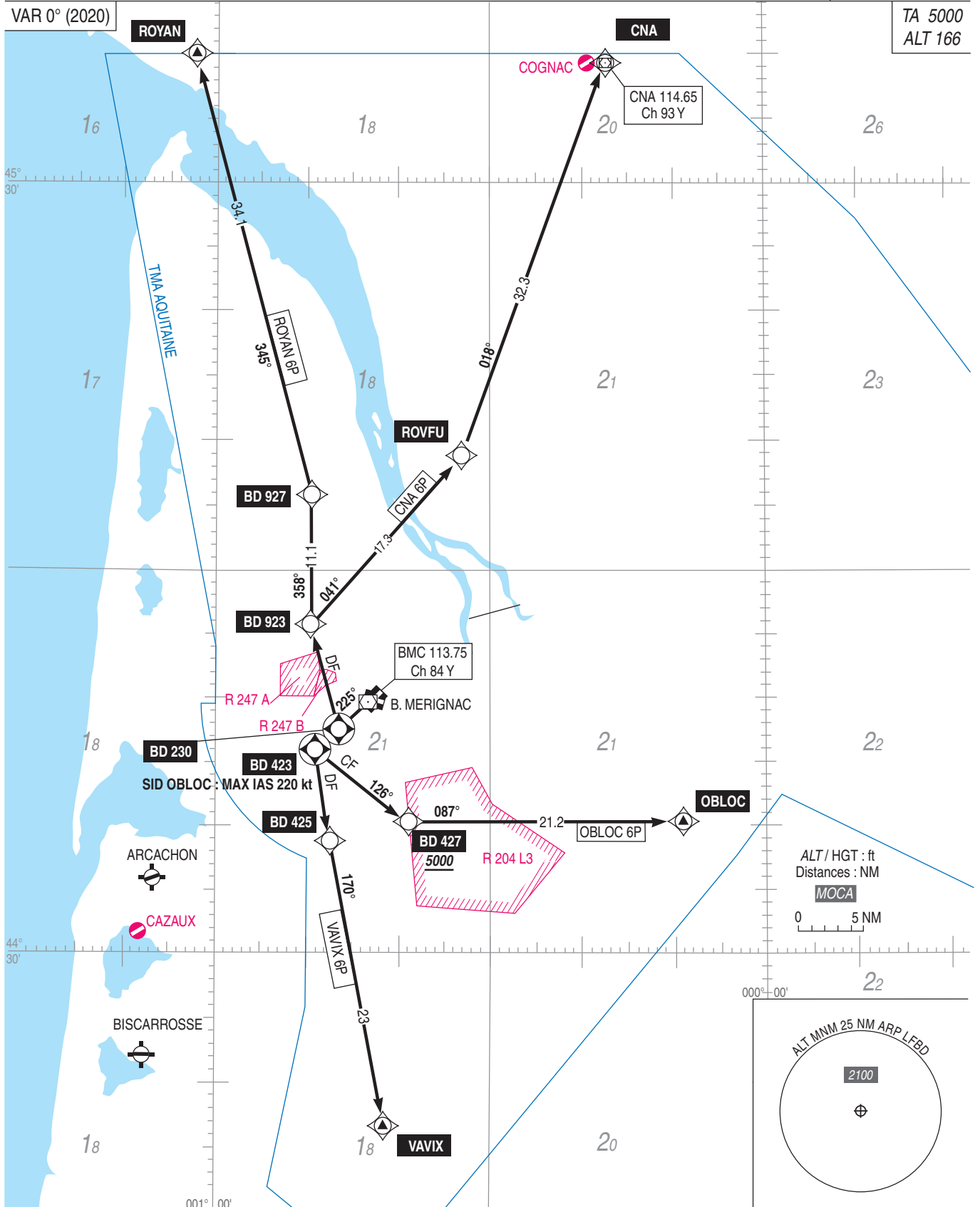
If the failure appears during a radar guidance : if the last magnetic heading assigned joins an authorized standard departure, the pilot maintains this heading as far as the interception of this routing. In an other case, the pilot joins the authorized standard departure in the most direct way.

BORDEAUX MERIGNAC
SID RNAV RWY 23
(Protégés pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
 APP : MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 TWR : MERIGNAC Sol / Ground 121.900 - 121.730 (3)
 ATIS : MERIGNAC 131.155

(1) Secteur BW / BW sector
 (2) Secteur BE / BE sector
 (3) Sur instruction du CTL / On ATC instruction

RNAV 1
GNSS seulement / only



BORDEAUX MERIGNAC
SID RNAV RWY 23
 (Protégés pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 23 | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|--------------------|------------------------------|------------------------------|------------------|--------------------------|
| RMK | GNSS only. | | | | | | MAG VAR 2020 0.3°E | | | REF NAVAID : BMC | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| ROYAN 6P | | | | | | | | | | | |
| - | CF | BD230 | Yes | 225 | 225.5 | - | - | - | - | - | 1.0 |
| - | DF | BD923 | - | - | - | - | R | - | - | - | 1.0 |
| - | TF | BD927 | - | 358 | 358.2 | 11.1 | - | - | - | - | 1.0 |
| - | TF | ROYAN | - | 345 | 345.2 | 34.1 | - | - | - | - | 1.0 |
| CNA 6P | | | | | | | | | | | |
| - | CF | BD230 | Yes | 225 | 225.5 | - | - | - | - | - | 1.0 |
| - | DF | BD923 | - | - | - | - | R | - | - | - | 1.0 |
| - | TF | ROVFU | - | 041 | 041.7 | 17.3 | - | - | - | - | 1.0 |
| - | TF | CNA | - | 018 | 018.1 | 32.3 | - | - | - | - | 1.0 |
| OBLOC 6P | | | | | | | | | | | |
| - | CF | BD423 | Yes | 225 | 225.5 | - | - | - | - | 220 | 1.0 |
| - | CF | BD427 | - | 126 | 125.9 | - | - | 5000 | - | - | 1.0 |
| - | TF | OBLOC | - | 087 | 087.2 | 21.2 | - | - | - | - | 1.0 |
| VAVIX 6P | | | | | | | | | | | |
| - | CF | BD423 | Yes | 225 | 225.5 | - | - | - | - | - | 1.0 |
| - | DF | BD425 | - | - | - | - | L | - | - | - | 1.0 |
| - | TF | VAVIX | - | 170 | 170.8 | 23.0 | - | - | - | - | 1.0 |

BORDEAUX MERIGNAC
SID RNAV RWY 23
(Protégés pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 23 | | | |
|-----------------|---|--|--|
| CAT | A B C D | | |
| PBN Box | RNAV1, GNSS seulement / only. | | |
| Climb gradient | <p>Les pentes théoriques de montée sont applicables aux départs omnidirectionnels et aux SID RNAV et conventionnels pour RWY 23. <i>The theoretical climb gradients apply to omnidirectional departures and RNAV and conventional SID for RWY 23.</i></p> <p>Pente théorique de montée 4,8 % MNM jusqu'à 500 AAL. Obstacle pénalisant : arbre de 230 ft situé à 440 m de la DER dans l'axe de piste. <i>Theoretical climb gradient 4.8 % MNM until 500 AAL. Most penalizing obstruction : tree 230 ft located at 440 m from the DER on the axis.</i></p> <p>Cette pente fait abstraction de la végétation de 243 ft AMSL à 230 m de la DER et à 200 m à gauche de l'axe. <i>This slope doesn't take into account the 243 ft AMSL vegetation located 230 m from the DER, 200 m left of RWY axis.</i></p> | | |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP.</i> | | |
| SID | Itinéraires / Routes | Clr Initiale <i>Initial clearance</i> | RMK |
| ROYAN 6P | <p>Monter jusqu'à <u>BD230</u> direction 225° puis virer à droite direct vers BD923 puis BD927 et ROYAN.</p> <p><i>Climb to <u>BD230</u> on course 225°. Next turn right direct to BD923 then BD927 and ROYAN.</i></p> | FL 070 | Pente ATS / <i>ATS slope</i> : 8,6 % |
| CNA 6P | <p>Monter jusqu'à <u>BD230</u> direction 225° puis virer à droite direct vers BD923 puis ROVFU et CNA.</p> <p><i>Climb to <u>BD230</u> on course 225°. Next turn right direct to BD923 then ROVFU and CNA.</i></p> | FL 070 | Pente ATS / <i>ATS slope</i> : 8,6 % |
| OBLOC 6P | <p>Monter jusqu'à <u>BD423</u> (MAX IAS 220 kt) direction 225° puis virer à gauche vers BD427 sur RM 126° puis vers OBLOC.</p> <p><i>Climb to <u>BD423</u> (MAX IAS 220 kt) on course 225°. Next turn left to BD427 on course MAG 126° then OBLOC.</i></p> | FL 070 | Pente ATS / <i>ATS slope</i> : 7,6 % (5000 ft AMSL MNM à / at BD427). |
| VAVIX 6P | <p>Monter jusqu'à <u>BD423</u> direction 225° puis virer à gauche direct vers BD425 puis VAVIX.</p> <p><i>Climb to <u>BD423</u> on course 225°. Next turn left direct to BD425 then VAVIX.</i></p> | FL 070 | NIL |

Départs omnidirectionnels / Omnidirectional departures RWY 23

Voir / see AD 2 LFBD SID RWY 05-23 CONV INSTR 01.

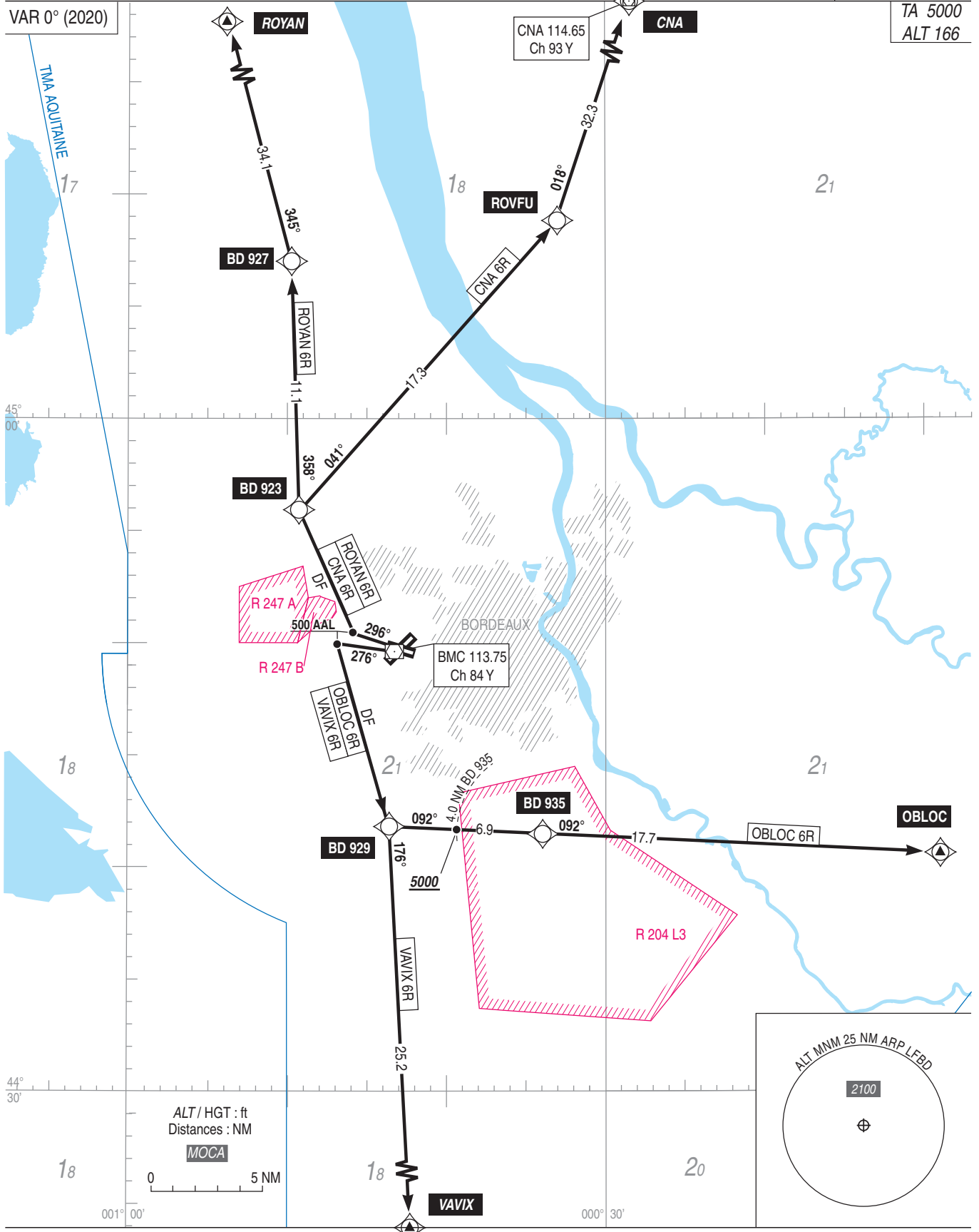
BORDEAUX MERIGNAC
SID RNAV RWY 29

(Protégés pour / Protected for CAT A, B, C, D)

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
APP : MERIGNAC Approche / Approach 121.200 (3)
TWR : MERIGNAC Tour / Tower 118.300
TWR : MERIGNAC Sol / Ground 121.900 - 121.730 (3)
ATIS : MERIGNAC 131.155

(1) Secteur BW / BW sector
(2) Secteur BE / BE sector
(3) Sur instruction du CTL / On ATC instruction

RNAV 1
GNSS seulement / only



BORDEAUX MERIGNAC
SID RNAV RWY 29
(Protégés pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 29 | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|--------------------|------------------------------|------------------------------|------------------|--------------------------|
| RMK | GNSS only. | | | | | | MAG VAR 2020 0.3°E | | | REF NAVAID : BMC | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| ROYAN 6R | | | | | | | | | | | |
| - | CA | - | - | 296 | 296.0 | - | - | 660 | - | - | 1.0 |
| - | DF | BD923 | - | - | - | - | R | - | - | - | 1.0 |
| - | TF | BD927 | - | 358 | 358.2 | 11.1 | - | - | - | - | 1.0 |
| - | TF | ROYAN | - | 345 | 345.2 | 34.1 | - | - | - | - | 1.0 |
| CNA 6R | | | | | | | | | | | |
| - | CA | - | - | 296 | 296.0 | - | - | 660 | - | - | 1.0 |
| - | DF | BD923 | - | - | - | - | R | - | - | - | 1.0 |
| - | TF | ROVFU | - | 041 | 041.7 | 17.3 | L | - | - | - | 1.0 |
| - | TF | CNA | - | 018 | 018.1 | 32.3 | - | - | - | - | 1.0 |
| OBLOC 6R | | | | | | | | | | | |
| - | CA | - | - | 276 | 276.0 | - | - | 660 | - | - | 1.0 |
| - | DF | BD929 | - | - | - | - | L | - | - | - | 1.0 |
| - | TF | BD935 | - | 092 | 092.6 | 6.9 | L | 5000(1) | - | - | 1.0 |
| - | TF | OBLOC | - | 092 | 092.7 | 17.7 | - | - | - | - | 1.0 |
| VAVIX 6R | | | | | | | | | | | |
| - | CA | - | - | 276 | 276.0 | - | - | 660 | - | - | 1.0 |
| - | DF | BD929 | - | - | - | - | L | - | - | - | 1.0 |
| - | TF | VAVIX | - | 176 | 176.8 | 25.2 | - | - | - | - | 1.0 |

(1) 5000 ft AMSL MNM 4 NM avant / before BD935

BORDEAUX MERIGNAC
SID RNAV RWY 29
(Protégés pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 29 | | | |
|------------------------|---|--|--|
| CAT | A B C D | | |
| PBN Box | RNAV1, GNSS seulement / only. | | |
| Climb gradient | <p>Les pentes théoriques de montée sont applicables aux départs omnidirectionnels et aux SID RNAV et conventionnels pour RWY 29. <i>The theoretical climb gradients apply to omnidirectional departures and RNAV and conventional SID for RWY 29.</i></p> <p>Pente théorique de montée 7,7 % MNM jusqu'à 500 AAL. Obstacle pénalisant : bosquet de 220 ft AMSL situé à 225 m de la DER et à 130 m à gauche de l'axe de piste. Cette pente fait abstraction de la végétation de 241 ft AMSL à 150 m de la DER et à 130 m à gauche de l'axe et de la végétation de 231 ft AMSL à 200 m de la DER à 180 m à droite de l'axe de piste. <i>Theoretical climb gradient 7.7 % MNM until 500 AAL. Most penalizing obstruction : copse 220 ft located at 225 m from the DER and 130 m on the left hand side of the axis. This slope doesn't take into account the 241 ft AMSL vegetation located 150 m from the DER 130 m left on the RWY axis, and the 231 ft AMSL vegetation located 200 m from the DER 180 m right of RWY axis.</i></p> | | |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP.</i> | | |
| | | | |
| SID | Itinéraires / Routes | Clr Initiale <i>Initial clearance</i> | RMK |
| ROYAN 6R | <p>A la DER, monter RM 296°. A 500 ft AAL, virer à droite direct vers BD923 puis BD927 et ROYAN.</p> <p><i>From the DER, climb MAG 296°. At 500 ft AAL, turn right direct to BD923 then BD927 and ROYAN.</i></p> | FL 070 | NIL |
| CNA 6R | <p>A la DER, monter RM 296°. A 500 ft AAL, virer à droite direct vers BD923 puis ROVFU et CNA.</p> <p><i>From the DER, climb MAG 296°. At 500 ft AAL, turn right direct to BD923 then ROVFU and CNA.</i></p> | FL 070 | NIL |
| OBLOC 6R | <p>A la DER, monter RM 276°. A 500 ft AAL, virer à gauche direct vers BD929 puis vers BD935 et OBLOC.</p> <p><i>From the DER, climb MAG 276°. At 500 ft AAL, turn left direct to BD929 then BD935 and OBLOC.</i></p> | FL 070 | Pente ATS / <i>ATS slope 8,0 %</i> (5000 ft AMSL MNM 4 NM avant / <i>before BD935</i>) |
| VAVIX 6R | <p>A la DER, monter RM 276°. A 500 ft AAL, virer à gauche direct vers BD929 puis vers VAVIX.</p> <p><i>From the DER, climb MAG 276°. At 500 ft AAL, turn left direct to BD929 then VAVIX.</i></p> | FL 070 | NIL |

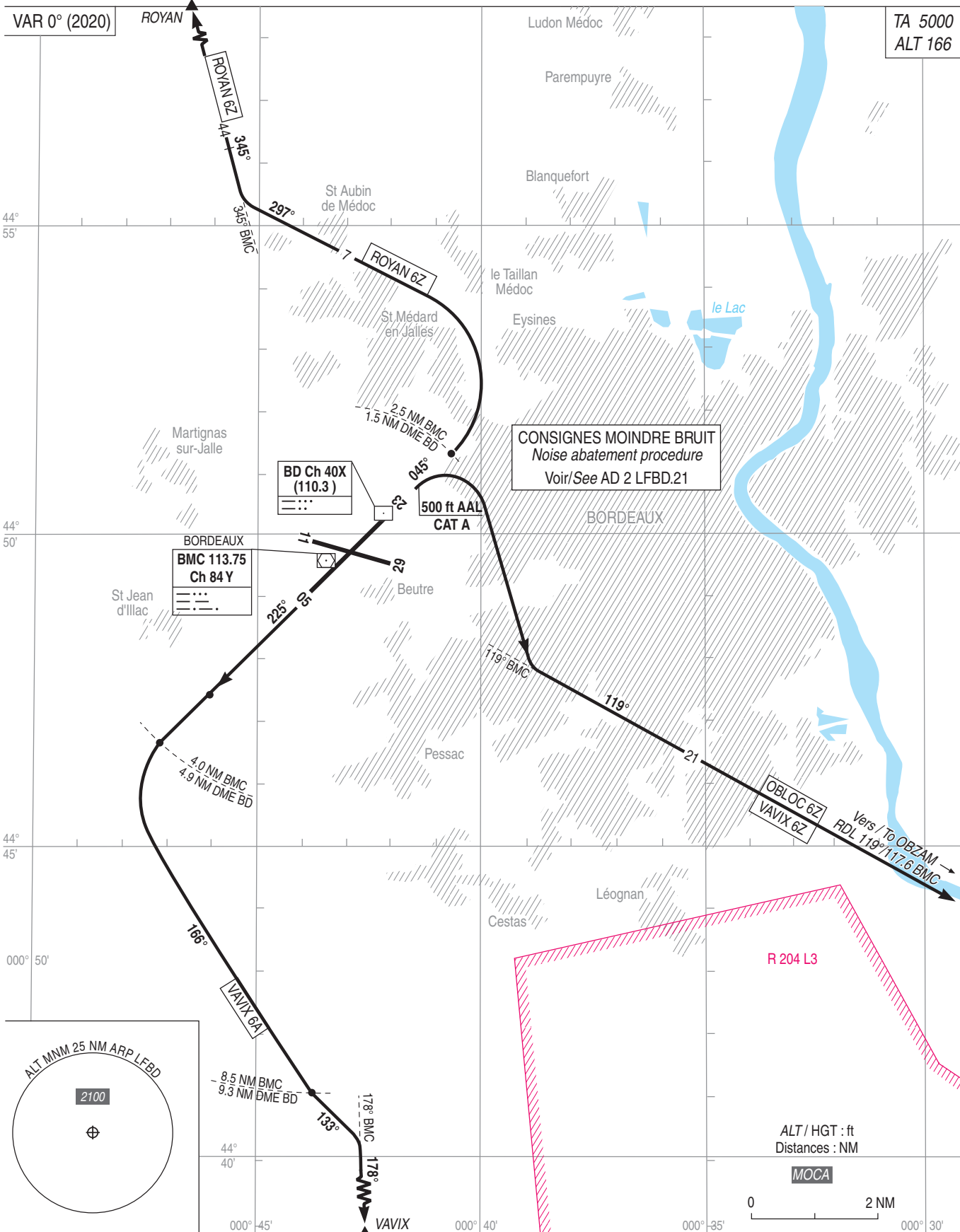
Départs omnidirectionnels / Omnidirectional departures RWY 29

Voir / see AD 2 LFBD SID RWY 11-29 CONV INSTR 01.

BORDEAUX MERIGNAC
Départs initiaux et procédures moindre bruit RWY 05/23
Initial departures and noise abatement procedures RWY 05/23

APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s)
 APP : MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 TWR : MERIGNAC Sol / Ground 121.900 - 121.730 (3)
 ATIS : MERIGNAC 131.155

(1) Secteur BW / BW sector
 (2) Secteur BE / BE sector
 (3) Sur instruction du CTL / On ATC instruction



POINTS / REPERES ESSENTIELS DES PROCEDURES

Waypoints / Procedures main fixes

| Identification | Coordonnées Coordinates | RNAV | CONV | SID STAR | IAC |
|----------------|----------------------------|-------------|------|-------------|-----|
| ← | | | | | |
| ← | | | | | |
| | BMC | REF ENR 4.1 | | X | X |
| | CNA | REF ENR 4.1 | X | X | X |
| | LMG | REF ENR 4.1 | X | X | |
| ← | | | | | |
| ← | | | | | |

| | | | | | | |
|---|-------|-------------|---|---|---|---|
| | BOCEP | REF ENR 4.4 | X | | | X |
| | CHALA | REF ENR 4.4 | X | | X | |
| | DIRAX | REF ENR 4.4 | X | X | X | X |
| | ETPAR | REF ENR 4.4 | X | X | X | X |
| | LIBRU | REF ENR 4.4 | X | X | X | X |
| | MAPRI | REF ENR 4.4 | | X | X | |
| | MARRE | REF ENR 4.4 | X | | X | |
| | MIRBA | REF ENR 4.4 | X | | X | |
| → | OBLOC | REF ENR 4.4 | X | | X | |
| → | OBZAM | REF ENR 4.4 | X | X | X | |
| → | OCSID | REF ENR 4.4 | X | X | X | |
| → | ROVFU | REF ENR 4.4 | X | X | X | |
| | ROYAN | REF ENR 4.4 | X | X | X | |
| | TEMPU | REF ENR 4.4 | | X | X | |
| | VAGNA | REF ENR 4.4 | X | X | X | X |
| | VAVIX | REF ENR 4.4 | X | X | X | |
| | VELIN | REF ENR 4.4 | X | | X | |

| | | | | | | |
|---|-------|------------------------------|---|--|---|--|
| | BD001 | 45°16'36.1" N 000°01'20.1" W | X | | X | |
| | BD002 | 45°10'06.8" N 000°13'54.0" W | X | | X | |
| | BD011 | 45°28'36.8" N 000°16'54.2" W | X | | X | |
| | BD955 | 45°03'11.2" N 000°33'19.5" W | X | | X | |
| → | BD905 | 44°56'06.8" N 000°33'44.1" W | X | | X | |
| | BD961 | 44°49'55.8" N 000°26'35.8" W | X | | X | |
| | BD963 | 44°43'21.1" N 000°19'02.4" W | X | | X | |
| → | BD965 | 44°33'15.8" N 000°19'11.4" W | X | | X | |
| | BD923 | 44°55'56.3" N 000°49'15.8" W | X | | X | |
| | BD927 | 45°07'01.0" N 000°49'44.5" W | X | | X | |
| → | BD411 | 45°18'37.0" N 000°54'05.8" W | X | | X | |
| | BD423 | 44°46'44.5" N 000°47'10.4" W | X | | X | |
| | BD425 | 44°39'20.0" N 000°46'45.0" W | X | | X | |
| | BD427 | 44°39'37.1" N 000°38'54.2" W | X | | X | |
| | BD929 | 44°41'48.5" N 000°43'35.6" W | X | | X | |
| | BD935 | 44°41'29.5" N 000°33'59.0" W | X | | X | |

POINTS / REPERES ESSENTIELS DES PROCEDURES

Waypoints / Procedures main fixes

| Identification | Coordonnées Coordinates | RNAV | CONV | SID STAR | IAC |
|----------------------|------------------------------|------|------|-------------|-----|
| BD057 | 45°07'00.0" N 000°35'30.0" W | X | | | X |
| BD055 | 44°55'00.0" N 000°51'30.0" W | X | | | X |
| BD053 | 44°50'36.6" N 000°57'15.1" W | X | | | X |
| BD051 | 44°47'43.0" N 000°58'05.4" W | X | | | X |
| BDN05 | 44°45'14.6" N 000°55'05.7" W | X | | | X |
| BD058 | 44°53'41.7" N 000°21'31.9" W | X | | | X |
| BD056 | 44°42'00.7" N 000°36'54.6" W | X | | | X |
| BD054 | 44°39'05.2" N 000°40'44.6" W | X | | | X |
| BD052 | 44°39'37.4" N 000°47'18.4" W | X | | | X |
| BDS05 | 44°41'06.8" N 000°49'22.7" W | X | | | X |
| ID05Z | 44°43'10.7" N 000°52'14.2" W | X | | | X |
| FD05Z | 44°45'38.2" N 000°48'44.4" W | X | | | X |
| BD050 | 44°51'17.7" N 000°40'39.7" W | X | | | X |
| BD291 | 44°51'08.2" N 000°22'18.7" W | X | | | X |
| BD292 | 44°39'54.3" N 000°25'48.8" W | X | | | X |
| IBD29 | 44°45'50.1" N 000°24'32.4" W | X | | | X |
| FBD29 | 44°47'02.1" N 000°30'11.4" W | X | | | X |
| BD290 | 44°50'06.2" N 000°44'45.3" W | X | | | X |
| BD232 | 44°53'41.7" N 000°21'31.9" W | X | | | X |
| BD231 | 45°05'13.7" N 000°37'26.2" W | X | | | X |
| IBD23 | 44°59'16.1" N 000°29'13.6" W | X | | | X |
| FBD23 | 44°56'28.8" N 000°33'14.2" W | X | | | X |
| BD230 | 44°47'26.6" N 000°46'10.3" W | X | | X | X |
| BD113 | 44°54'46.7" N 000°27'48.5" W | X | | | X |
| BD111 | 44°56'55.8" N 000°54'03.0" W | X | | | X |
| IBD11 | 44°52'25.6" N 000°55'53.8" W | X | | | X |
| FBD11 | 44°51'18.5" N 000°50'31.1" W | X | | | X |
| BD110 | 44°49'19.0" N 000°41'00.3" W | X | | | X |
| BD112 | 44°41'50.0" N 000°43'17.0" W | X | | | X |
| BD114 | 44°29'40.0" N 000°41'22.0" W | X | | | X |
| BD05R | 44°59'00.8" N 000°46'10.0" W | X | | | X |
| BD05S | 44°52'57.6" N 000°51'07.5" W | X | | | X |
| BD05B | 44°48'41.0" N 000°52'31.1" W | X | | | X |
| BD05C | 44°46'37.2" N 000°47'20.2" W | X | | | X |
| BD05D | 44°54'45.9" N 000°39'50.1" W | X | | | X |
| ID05Y | 44°52'57.6" N 000°51'07.5" W | X | | | X |
| FD05Y | 44°49'52.9" N 000°52'07.7" W | X | | | X |
| FD05A | 44°49'52.9" N 000°52'07.7" W | X | | | X |
| CD051 | 44°48'11.2" N 000°49'30.4" W | X | | | X |
| CD052 | 44°53'26.1" N 000°43'37.1" W | X | | | X |
| RW05 | REF THR05 LFBD AD 2.12 | X | | | X |
| RW11 | REF THR11 LFBD AD 2.12 | X | | | X |
| RW23 | REF THR23 LFBD AD 2.12 | X | | | X |
| RW29 | REF THR29 LFBD AD 2.12 | X | | | X |
| FAF VOR/DME RWY 05 | 44°45'29.3" N 000°48'28.9" W | | X | | X |
| FAF VOR/DME RWY 23 | 44°56'16.0" N 000°32'51.5" W | | X | | X |
| FAF LOC + DME RWY 23 | 44°56'28.0" N 000°33'14.7" W | | X | | X |
| FAF LOC + DME RWY 29 | 44°47'01.8" N 000°30'11.6" W | | X | | X |
| FAF VOR/DME RWY 29 | 44°47'40.8" N 000°29'59.3" W | | X | | X |
| FAF VOR/DME RWY 11 | 44°51'48.5" N 000°50'12.2" W | | X | | X |

APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

Instrument approach

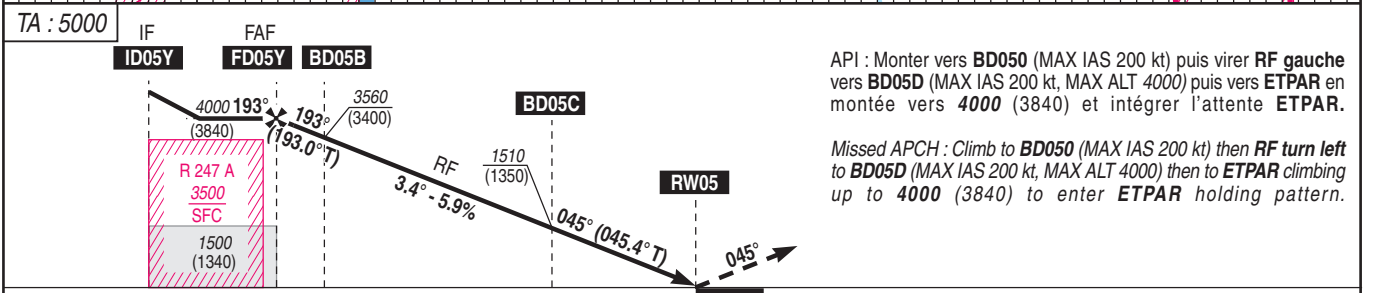
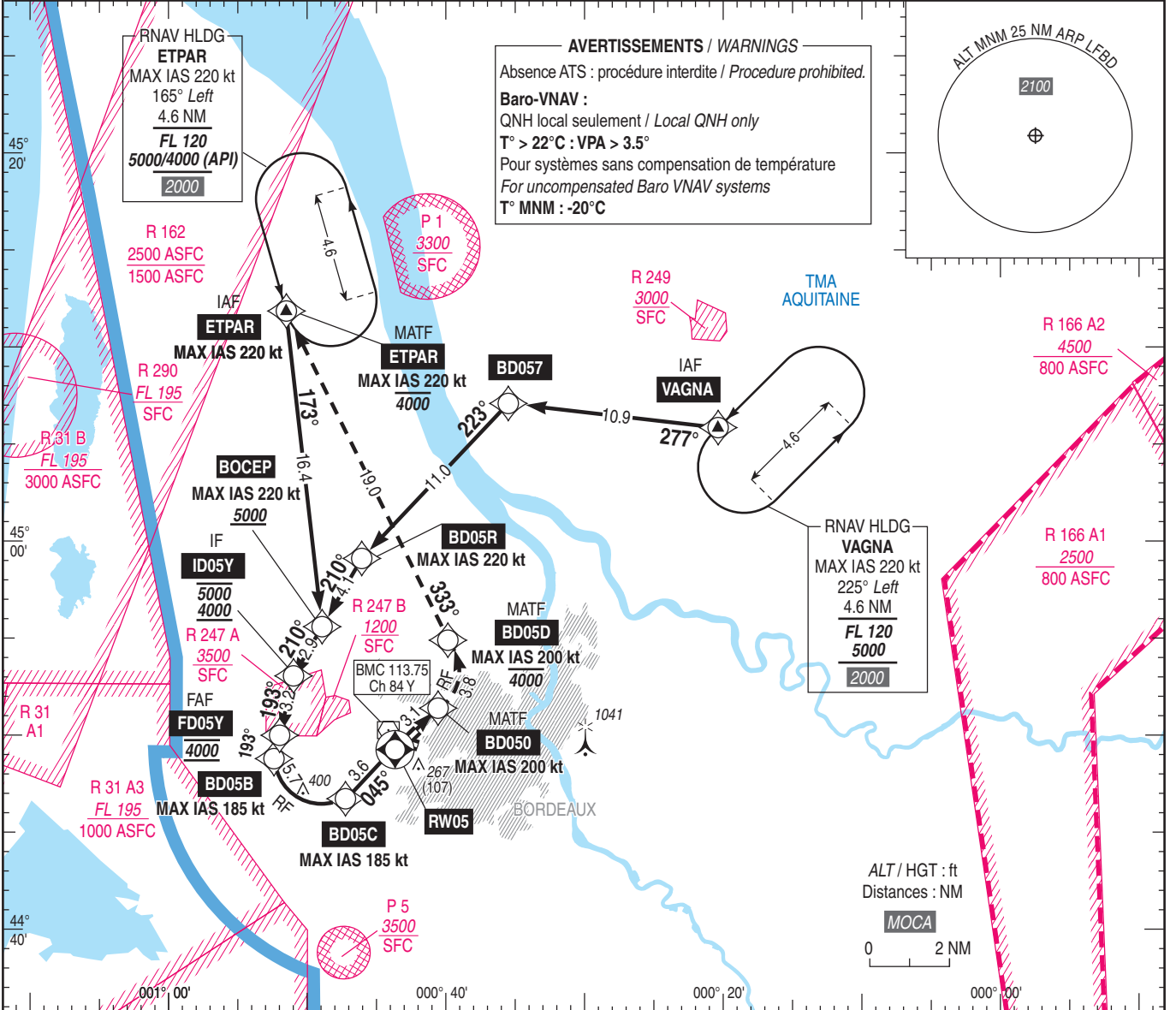
CAT A B C D

ALT AD : 166, THR : 160 (6 hPa)

Réservée aux exploitants munis d'une approbation
Reserved for operators holding an approval
voir / see AIP ENR 1.5

RNP Y RWY 05 (AR)

| | | | |
|--|---|-------------------|---------------------|
| ATIS MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (3) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW - (2) Secteur / Sector BE - (3) Sur instruction du CTL / On ATC instruction. | RNP AR APCH Fonctionnalité attendue RNAV requise RNAV holding functionality required | RDH / TCH : 49 | VAR 0° (2020) |
|--|---|-------------------|---------------------|



API : Monter vers **BD050** (MAX IAS 200 kt) puis virer **RF gauche** vers **BD05D** (MAX IAS 200 kt, MAX ALT 4000) puis vers **ETPAR** en montée vers 4000 (3840) et intégrer l'attente **ETPAR**.

Missed APCH : Climb to **BD050** (MAX IAS 200 kt) then **RF turn left** to **BD05D** (MAX IAS 200 kt, MAX ALT 4000) then to **ETPAR** climbing up to 4000 (3840) to enter **ETPAR** holding pattern.

MNM AD : distances verticales en pieds, VIS en mètres / vertical distances in feet, VIS in metres. REF HGT : ALT THR

| CAT | RNP 0.3 | | |
|-----|-----------|------|-----|
| | DA (H) | RVR | OCH |
| A | 420 (260) | 1300 | 260 |
| B | 440 (280) | 1300 | 279 |
| C | 460 (300) | 1400 | 299 |
| D | 480 (320) | 1400 | 319 |

Observations / Remarks : Panne de guidage durant l'approche voir / Loss of GNSS guidance during approach : voir / see AIP ENR 1.5

BORDEAUX MERIGNAC

PRECODING RNP AR Y RWY 05

| RNP Y RWY 05 (AR) | | | | | | | | | | | | | |
|-------------------|------------------------|-------------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|------------------------------|--------------------------|-----|
| RMK | Authorization required | | | | | | | MAG VAR 2020 0.3°E | | | REF NAVAID : - | | |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) /TCH (ft) | Navigation Accuracy (NM) | |
| HLDG | - | VAGNA | Yes | 225 | 225.0 | 4.6 | L | 5000 | FL120 | 220 | - | - | |
| | - | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 5000 | FL120 | 220 | - | - | |
| INA VAGNA | IF | VAGNA | - | - | - | - | - | - | - | - | - | - | |
| | TF | BD057 | - | 277 | 276.8 | 10.9 | - | - | - | - | - | 1.0 | |
| | TF | BD05R | - | 223 | 223.5 | 11.0 | - | - | - | 220 | - | 1.0 | |
| | TF | BOCEP | - | 210 | 210.2 | 4.1 | - | 5000 | - | 220 | - | 1.0 | |
| INA ETPAR | TF | ID05Y | - | 210 | 210.2 | 2.9 | - | 4000 | 5000 | - | - | 1.0 | |
| | IF | ETPAR | - | - | - | - | - | - | - | 220 | - | - | |
| | TF | BOCEP | - | 173 | 173.4 | 16.4 | - | 5000 | - | - | - | 1.0 | |
| APCH | TF | ID05Y | - | 210 | 210.2 | 2.9 | - | 4000 | 5000 | - | - | 1.0 | |
| | IF | ID05Y | - | - | - | - | - | 4000 | 5000 | - | - | - | |
| | TF | FD05Y | - | 193 | 193.1 | 3.2 | - | 4000 | 4000 | - | - | 1.0 | |
| | TF | BD05B | - | 193 | 193.0 | 1.2 | - | - | - | 185 | -3.40 /49 | 0.3 | |
| | RF | Center CD051 Radius 2,20NM | BD05C | - | - | - | 5.7 | L | - | - | 185 | -3.40 /49 | 0.3 |
| | TF | RW05 | Yes | 045 | 045.4 | 3.6 | - | - | - | - | - | -3.40 /49 | 0.3 |
| | TF | BD050 | - | 045 | 045.5 | 3.1 | - | - | - | 200 | - | 1.0 | |
| | RF | Center CD052 Radius 3,00NM | BD05D | - | - | - | 3.8 | L | - | 4000 | 200 | - | 1.0 |
| TF | ETPAR | - | 333 | 333.7 | 19.0 | - | - | 4000 | 220 | - | 1.0 | | |
| HM | ETPAR | Yes | 165 | 165.0 | 4.6 | L | - | 4000 | 220 | - | - | | |

APPROCHE AUX INSTRUMENTS

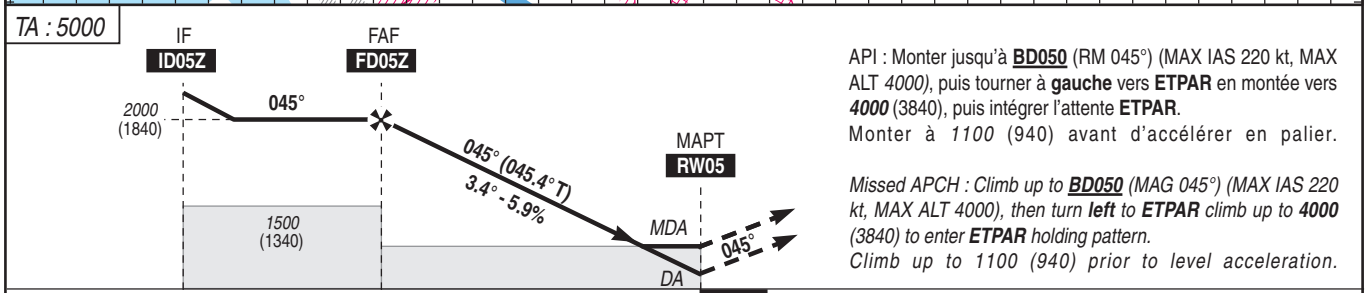
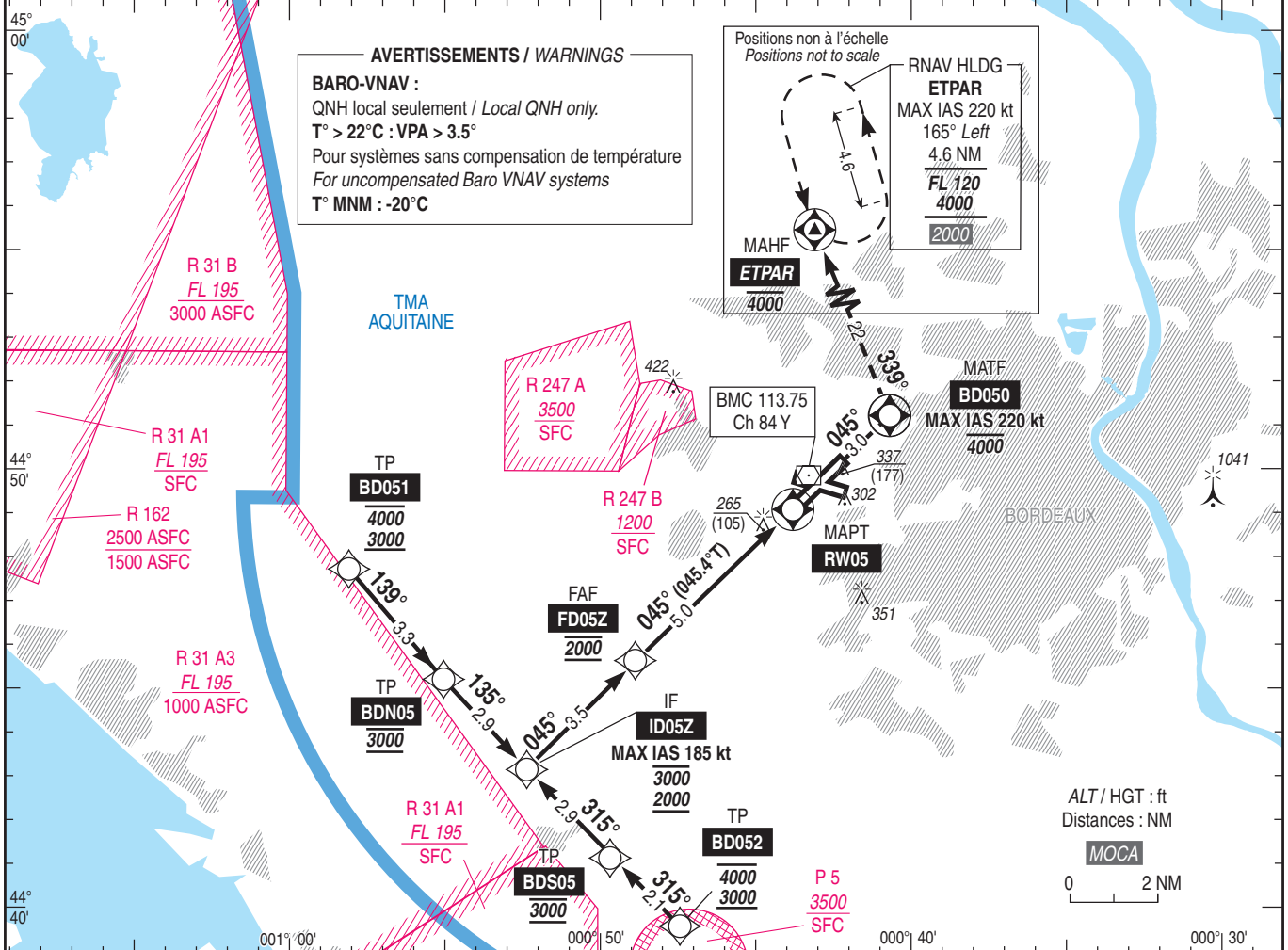
BORDEAUX MERIGNAC

Instrument approach
CAT A B C D

ALT AD : 166, THR : 160 (6 hPa)

FNA RNP Z RWY 05

| | | | |
|--|--|--|---|
| <p>ATIS MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (3) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW - (2) Secteur / Sector BE - (3) Sur instruction du CTL / On ATC instruction</p> | <p>RNP APCH Fonctionnalité d'attente RNAV requise RNAV holding functionality required</p> | <p>EGNOS Ch 63352 E05A RDH/TCH : 49</p> | <p>VAR 0° (2020)</p> |
|--|--|--|---|



API : Monter jusqu'à **BD050** (RM 045°) (MAX IAS 220 kt, MAX ALT 4000), puis tourner à gauche vers **ETPAR** en montée vers 4000 (3840), puis intégrer l'attente **ETPAR**.
 Monter à 1100 (940) avant d'accélérer en palier.

Missed APCH : Climb up to **BD050** (MAG 045°) (MAX IAS 220 kt, MAX ALT 4000), then turn left to **ETPAR** climb up to 4000 (3840) to enter **ETPAR** holding pattern.
 Climb up to 1100 (940) prior to level acceleration.

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT THR

| CAT | LPV | | | LNAV-VNAV | | | LNAV | | | MVL/Circling (4) | | DIST RW05 | 4 | 3 | 2 | 1 |
|-----|-----------|------|-----|-----------|------|-----|-----------|------|-----|------------------|------|-----------|---|---|---|---|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | | | | | |
| A | | | 164 | 410 (250) | | 239 | | 1500 | | 640 (480) | 1500 | | | | | |
| B | | | 178 | 420 (260) | | 253 | | 1500 | | 670 (510) | 1600 | | | | | |
| C | 410 (250) | 1300 | 188 | 430 (270) | 1300 | 262 | 520 (360) | 1600 | 351 | 820 (660) | 2400 | | | | | |
| D | | | 199 | 440 (280) | | 274 | | 1600 | | 870 (710) | 3600 | | | | | |

Observations / Remarks : Panne de guidage durant l'approche / Loss of GNSS guidance during approach : voir/see AIP ENR 1.5.
 (4) MVL interdites au Sud-Est des pistes / Circling prohibited South-East of RWY.

| | | | | | | | | | | | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FAF - RW05 | 5.0 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| | | 4 min 17 | 3 min 45 | 3 min 20 | 3 min 00 | 2 min 37 | 2 min 18 | 2 min 04 | 1 min 53 | 1 min 43 | 1 min 37 |
| VSP (ft/min) | | 415 | 475 | 535 | 595 | 685 | 775 | 865 | 955 | 1045 | 1105 |

BORDEAUX MERIGNAC

PRECODING RNP Z RWY 05

| RNP Z RWY 05 | | | | | | | | | | | | |
|--------------------------------|---|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | Fonctionnalité d'attente RNAV requise/ RNAV holding functionality required. | | | | | | | | MAG VAR 2020 | 00.3°E | REF NAVAID : NIL | |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| HLDG | - | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | VAGNA | Yes | 225 | 225.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | LIBRU | Yes | 260 | 260.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | DIRAX | Yes | 325 | 325.0 | 4.2 | L | 5000 | FL090 | 220 | - | - |
| INA ETPAR | IF | ETPAR | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD055 | - | 179 | 179.5 | 16.8 | - | 5000 | - | 220 | - | 1.0 |
| | TF | BD053 | - | 223 | 223.0 | 6.0 | - | 4000 | - | - | - | 1.0 |
| | TF | BD051 | - | 191 | 191.7 | 3.0 | - | 3000 | 4000 | - | - | 1.0 |
| | TF | BDN05 | - | 139 | 139.2 | 3.3 | - | 3000 | 3000 | - | - | 1.0 |
| TF | ID05Z | - | 135 | 135.4 | 2.9 | - | 2000 | 3000 | 185 | - | 1.0 | |
| INA VAGNA 1 | IF | VAGNA | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD057 | - | 277 | 276.8 | 10.9 | - | - | - | - | - | 1.0 |
| | TF | BD055 | - | 223 | 223.5 | 16.5 | - | 5000 | - | 220 | - | 1.0 |
| | TF | BD053 | - | 223 | 223.0 | 6.0 | - | 4000 | - | - | - | 1.0 |
| | TF | BD051 | - | 191 | 191.7 | 3.0 | - | 3000 | 4000 | - | - | 1.0 |
| | TF | BDN05 | - | 139 | 139.2 | 3.3 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | ID05Z | - | 135 | 135.4 | 2.9 | - | 2000 | 3000 | 185 | - | 1.0 |
| INA VAGNA 2 on ATC instruction | IF | VAGNA | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD058 | - | 184 | 184.4 | 12.1 | - | - | - | - | - | 1.0 |
| | TF | BD056 | - | 223 | 223.2 | 16.0 | - | - | - | - | - | 1.0 |
| | TF | BD054 | - | 223 | 223.1 | 4.0 | - | 5000 | - | 220 | - | 1.0 |
| | TF | BD052 | - | 276 | 276.6 | 4.7 | - | 3000 | 4000 | - | - | 1.0 |
| | TF | BDS05 | - | 315 | 315.2 | 2.1 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | ID05Z | - | 315 | 315.4 | 2.9 | - | 2000 | 3000 | 185 | - | 1.0 |
| INA LIBRU | IF | LIBRU | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD058 | - | 272 | 272.6 | 7.2 | - | - | - | - | - | 1.0 |
| | TF | BD056 | - | 223 | 223.2 | 16.0 | - | - | - | - | - | 1.0 |
| | TF | BD054 | - | 223 | 223.1 | 4.0 | - | 5000 | - | 220 | - | 1.0 |
| | TF | BD052 | - | 276 | 276.6 | 4.7 | - | 3000 | 4000 | - | - | 1.0 |
| | TF | BDS05 | - | 315 | 315.2 | 2.1 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | ID05Z | - | 315 | 315.4 | 2.9 | - | 2000 | 3000 | 185 | - | 1.0 |
| INA DIRAX | IF | DIRAX | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD054 | - | 301 | 301.8 | 11.3 | - | 5000 | - | 220 | - | 1.0 |
| | TF | BD052 | - | 276 | 276.6 | 4.7 | - | 3000 | 4000 | - | - | 1.0 |
| | TF | BDS05 | - | 315 | 315.2 | 2.1 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | ID05Z | - | 315 | 315.4 | 2.9 | - | 2000 | 3000 | 185 | - | 1.0 |
| APCH | IF | ID05Z | - | - | - | - | - | 2000 | 3000 | 185 | - | - |
| | TF | FD05Z | - | 045 | 045.4 | 3.5 | - | 2000 | 2000 | - | - | 1.0 |
| | TF | RW05 | Yes | 045 | 045.4 | 5.0 | - | - | - | - | -3.40° / 49 | 0.3 |
| | TF | BD050 | Yes | 045 | 045.5 | 3.0 | - | - | 4000 | 220 | - | 1.0 |
| | TF | ETPAR | - | 339 | 339.1 | 22.0 | - | - | 4000 | - | - | 1.0 |
| | HM | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 4000 | FL120 | 220 | - | - |

APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

Instrument approach

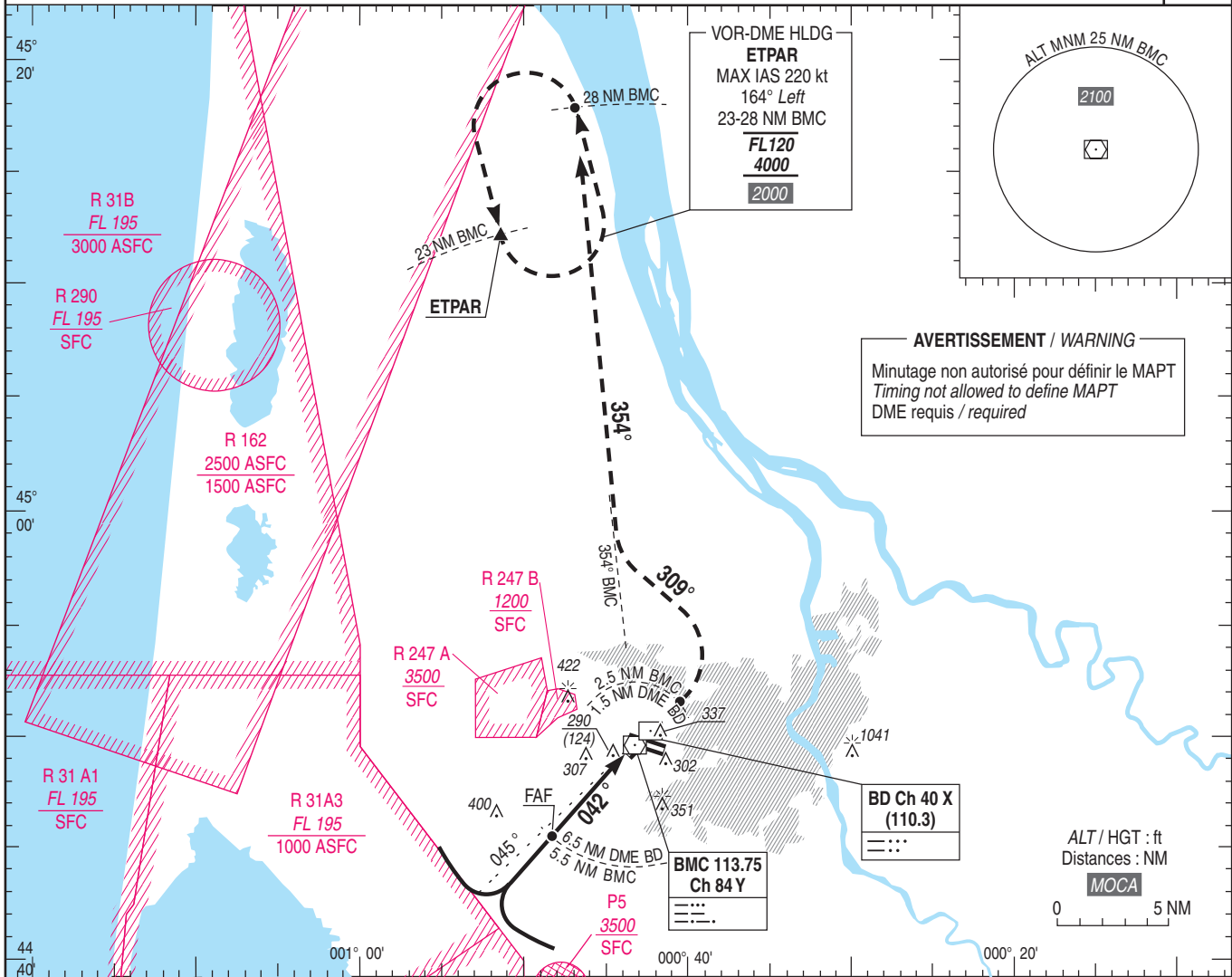
CAT A B C D

ALT AD : 166 (6 hPa), THR : 160

FNA VOR RWY 05

ATIS : MERIGNAC : 131.155
 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s)
 MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction

VAR
0°
(2020)



TA : 5000

APCH non dans l'axe
APCH out of RWY axis

API : Monter RDL 042° BMC (RM 042°).
 A 2.5 NM BMC (1.5 NM BD), tourner à gauche RM 309° pour intercepter et suivre le RDL 354° BMC vers l'attente ETPAR en montée vers 4000 (3834).
 Monter à 1100 (934) avant d'accélérer en palier.

Missed APCH : Climb RDL 042° BMC (MAG 042°).
 At 2.5 NM BMC (1.5 NM BD), turn left MAG 309° to intercept and follow RDL 354° BMC to ETPAR holding up to 4000 (3834).
 Climb up to 1100 (934) prior to level acceleration.

| | | |
|----------------|-----|-----|
| → DME BD (NM) | 6.5 | 1.5 |
| → DME BMC (NM) | 5.5 | 0.5 |

MNM AD : distances verticales en pieds, RVR et VIS en mètres. / Vertical distances in feet, RVR and VIS in metres

| CAT | VOR | | | MVL/Circling ⁽¹⁾ | | DME BMC | | | | DME BD | | | | | | | | | | | | |
|-----|-----------|------|-----|-----------------------------|------|---------|-------------|----|-------------|--------|------------|----|-----------|---|-------------|---|-------------|---|------------|---|-----------|--|
| | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | ALT (HGT) | NM | ALT (HGT) | NM | ALT (HGT) | NM | ALT (HGT) | | | | | | | | | |
| A | | 1500 | | 640 (470) | 1500 | 5 | 1820 (1654) | 4 | 1460 (1294) | 3 | 1100 (934) | 2 | 740 (574) | 6 | 1820 (1654) | 5 | 1460 (1294) | 4 | 1100 (934) | 3 | 740 (574) | |
| B | | 1500 | | 670 (500) | 1600 | | | | | | | | | | | | | | | | | |
| C | 540 (370) | 1700 | 369 | 820 (650) | 2400 | | | | | | | | | | | | | | | | | |
| D | | 1700 | | 870 (700) | 3600 | | | | | | | | | | | | | | | | | |

Observations / Remarks : (1) MVL interdites au Sud-Est des pistes. / (1) Circling prohibited SE of RWY.

| | | | | | | | | | | | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FAF - MAPT | 5.5 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| VSP (ft/min) | | 4 min 43 | 4 min 08 | 3 min 40 | 3 min 18 | 2 min 52 | 2 min 33 | 2 min 17 | 2 min 04 | 1 min 53 | 1 min 47 |
| | | 420 | 480 | 540 | 600 | 690 | 780 | 870 | 960 | 1050 | 1110 |

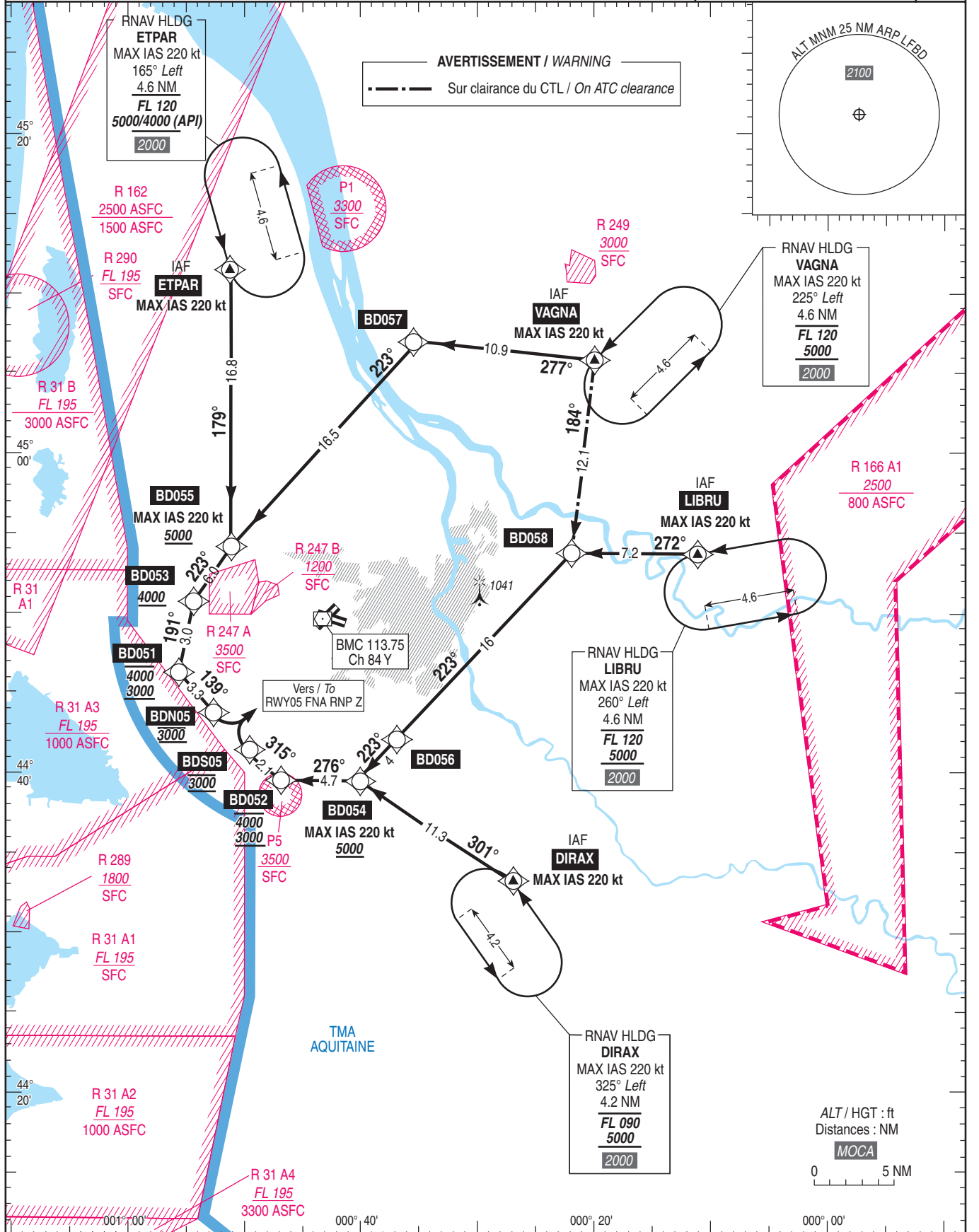
APPROCHE AUX INSTRUMENTS
Instrument approach

BORDEAUX MERIGNAC

CAT A B C D

INA RNAV Z RWY 05

| | | |
|--|--|---|
| <p>ATIS MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (s) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW - (2) Secteur / Sector BE - (3) Sur instruction du CTL / On ATC instruction</p> | <p>RNP APCH Fonctionnalité d'attente RNAV requise RNAV holding functionality required</p> | <p>VAR 0° (2020)</p> |
|--|--|---|



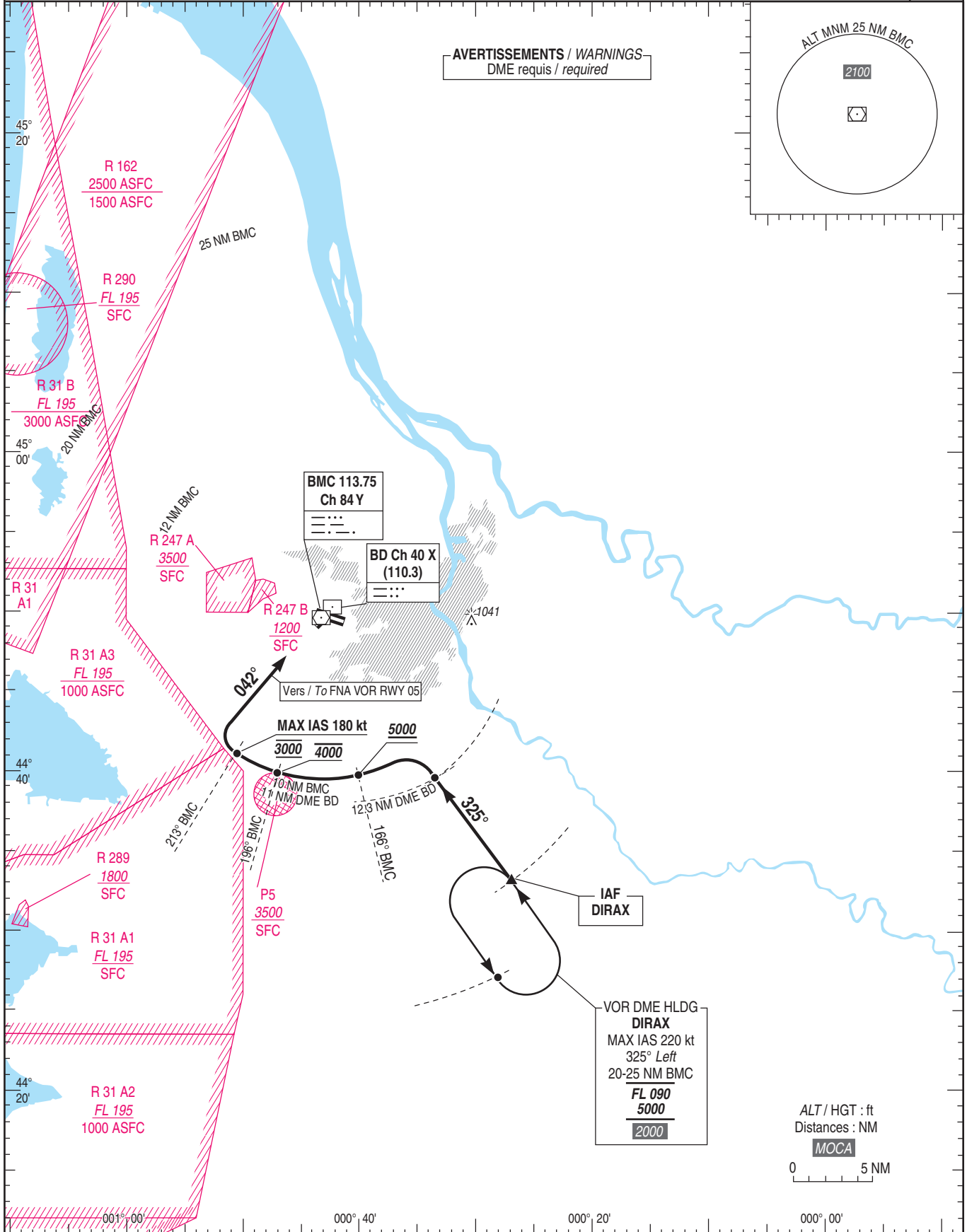
APPROCHE AUX INSTRUMENTS
Instrument approach

BORDEAUX MERIGNAC

CAT A B C D

INA VOR RWY 05

| | |
|--|-------------------------------------|
| <p>ATIS : MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction</p> | <p>VAR 0° (2020)</p> |
|--|-------------------------------------|



APPROCHE AUX INSTRUMENTS
Instrument approach

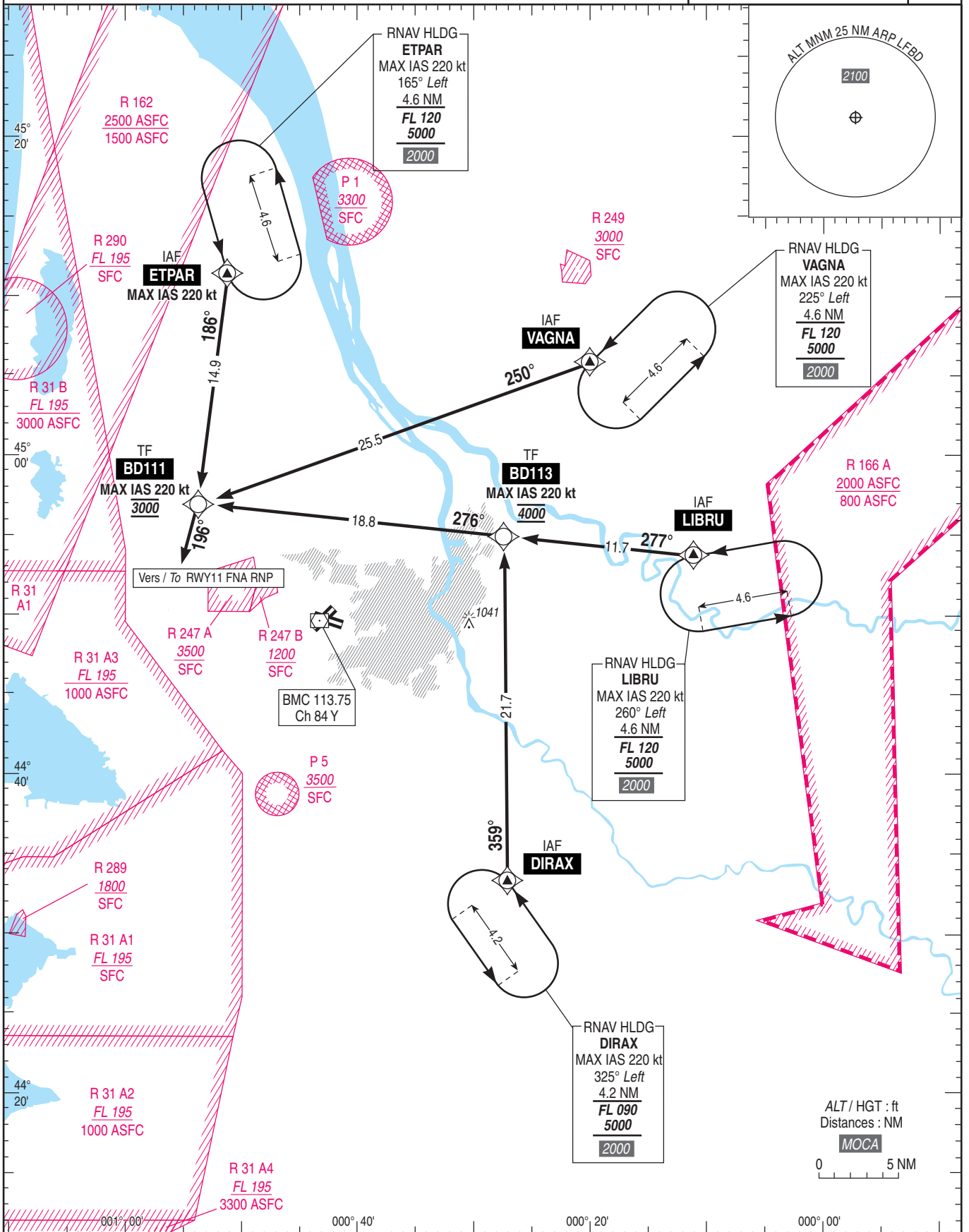
BORDEAUX MERIGNAC

CAT A B C D

INA RNAV (GNSS) RWY 11

ATIS : MERIGNAC : 131.155
 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s)
 MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction

| | |
|--|--------------|
| RNP APCH | VAR |
| Fonctionnalité d'attente RNAV requise RNAV holding functionality required | 0° (2020) |



APPROCHE AUX INSTRUMENTS

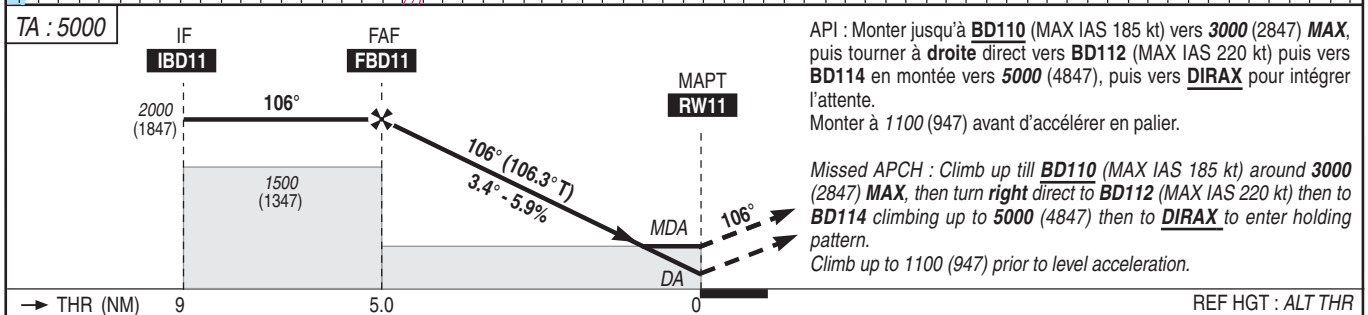
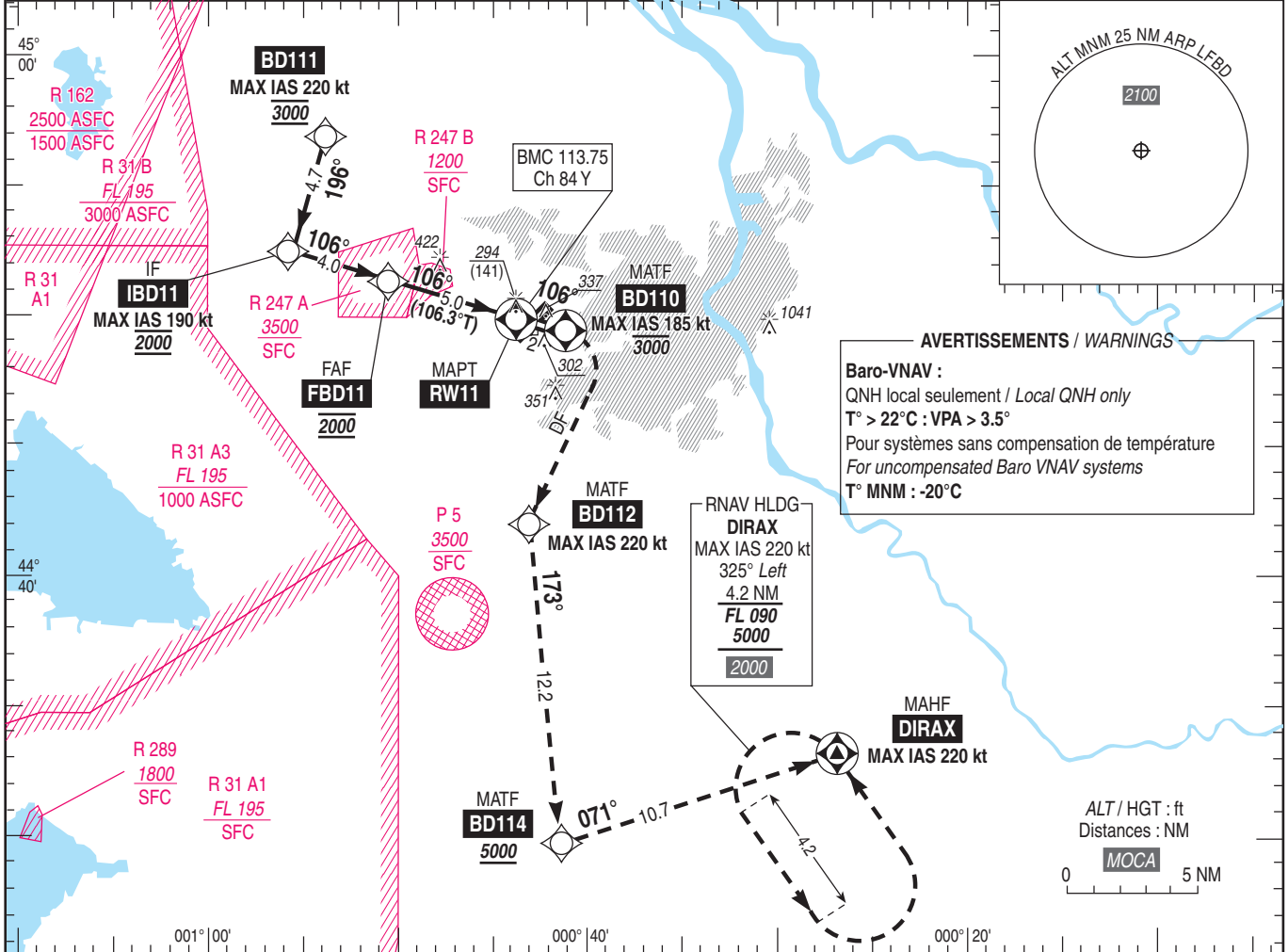
BORDEAUX MERIGNAC

Instrument approach
CAT A B C D

ALT AD : 166, THR : 153 (6 hPa)

FNA RNP RWY 11

| | | | |
|---|--|--|------------------------------|
| <p>ATIS : MERIGNAC 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (3) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction</p> | <p>RNP APCH Fonctionnalité d'attente RNAV requise RNAV holding functionality required</p> | <p>EGNOS Ch 50040 E11A RDH/TCH : 49</p> | <p>VAR 0° (2020)</p> |
|---|--|--|------------------------------|



MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres.

| C.A.T. | LPV | | | LNAV-VNAV | | | LNAV | | | MVL / Circling (1) | | DIST RW11 |
|--------|-----------|------|-----|-----------|------|-----|-----------|------|-----|--------------------|------|---------------------------------|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | |
| A | | | 207 | 430 (280) | 1300 | 275 | | 1500 | | 640 (480) | 1500 | NM 4 3 2 1 |
| B | 410 (250) | 1300 | 221 | 450 (290) | 1400 | 289 | 550 (390) | 1500 | 388 | 670 (520) | 1600 | ALT 1640 1280 920 560 |
| C | | | 231 | 460 (310) | 1400 | 306 | | 1800 | | 820 (670) | 2400 | (HGT) (1487) (1127) (767) (407) |
| D | | | 242 | 490 (340) | 1500 | 335 | | 1800 | | 870 (720) | 3600 | |

Observations / Remarks : Panne de guidage durant l'approche / Loss of GNSS guidance during approach : voir / see ENR 1.5.
(1) MVL interdites au Nord de la piste / Circling prohibited North of RWY.

| | | | | | | | | | | | |
|--------------|--------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| FAF - THR | 5.0 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| VSP (ft/min) | | 420 | 480 | 540 | 600 | 690 | 780 | 870 | 960 | 1050 | 1110 |

| RNP RWY 11 | | | | | | | | | | | | |
|--------------|--|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|------------------------------|--------------------------|
| RMK | Fonctionnalité d'attente RNAV requise / RNAV holding functionality required. | | | | | | | MAG VAR 2020 0.3°E | | | REF NAVAID : - | |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) /TCH (ft) | Navigation Accuracy (NM) |
| HLDG | - | VAGNA | Yes | 225 | 225.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | LIBRU | Yes | 260 | 260.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | DIRAX | Yes | 325 | 325.0 | 4.2 | L | 5000 | FL090 | 220 | - | - |
| INA ETPAR | IF | ETPAR | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD111 | - | 186 | 186.4 | 14.9 | - | 3000 | 3000 | 220 | - | 1.0 |
| | TF | IBD11 | - | 196 | 196.3 | 4.7 | - | 2000 | 2000 | 190 | - | 1.0 |
| INA VAGNA | IF | VAGNA | - | - | - | - | - | - | - | - | - | - |
| | TF | BD111 | - | 250 | 250.1 | 25.5 | - | 3000 | 3000 | 220 | - | 1.0 |
| | TF | IBD11 | - | 196 | 196.3 | 4.7 | - | 2000 | 2000 | 190 | - | 1.0 |
| INA LIBRU | IF | LIBRU | - | - | - | - | - | - | - | - | - | - |
| | TF | BD113 | - | 277 | 276.9 | 11.7 | - | 4000 | 4000 | 220 | - | 1.0 |
| | TF | BD111 | - | 276 | 276.7 | 18.8 | L | 3000 | 3000 | 220 | - | 1.0 |
| | TF | IBD11 | - | 196 | 196.3 | 4.7 | - | 2000 | 2000 | 190 | - | 1.0 |
| INA DIRAX | IF | DIRAX | - | - | - | - | - | - | - | - | - | - |
| | TF | BD113 | - | 359 | 359.0 | 21.7 | - | 4000 | 4000 | 220 | - | 1.0 |
| | TF | BD111 | - | 276 | 276.7 | 18.8 | L | 3000 | 3000 | 220 | - | 1.0 |
| | TF | IBD11 | - | 196 | 196.3 | 4.7 | - | 2000 | 2000 | 190 | - | 1.0 |
| APCH | IF | IBD11 | - | - | - | - | - | 2000 | 2000 | 190 | - | - |
| | TF | FBD11 | - | 106 | 106.3 | 4.0 | - | 2000 | 2000 | - | - | 1.0 |
| | TF | RW11 | Yes | 106 | 106.3 | 5.0 | - | - | - | - | -3.40°/49 | 0.3 |
| | TF | BD110 | Yes | 106 | 106.4 | 2.0 | - | - | 3000 | 185 | - | 1.0 |
| | DF | BD112 | - | - | - | - | R | - | - | 220 | - | 1.0 |
| | TF | BD114 | - | 173 | 173.6 | 12.2 | - | 5000 | - | - | - | 1.0 |
| | TF | DIRAX | - | 071 | 071.0 | 10.7 | L | - | - | 220 | - | 1.0 |
| | HM | DIRAX | Yes | 325 | 325.0 | 4.2 | L | 5000 | FL090 | 220 | - | - |

→

APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

Instrument approach

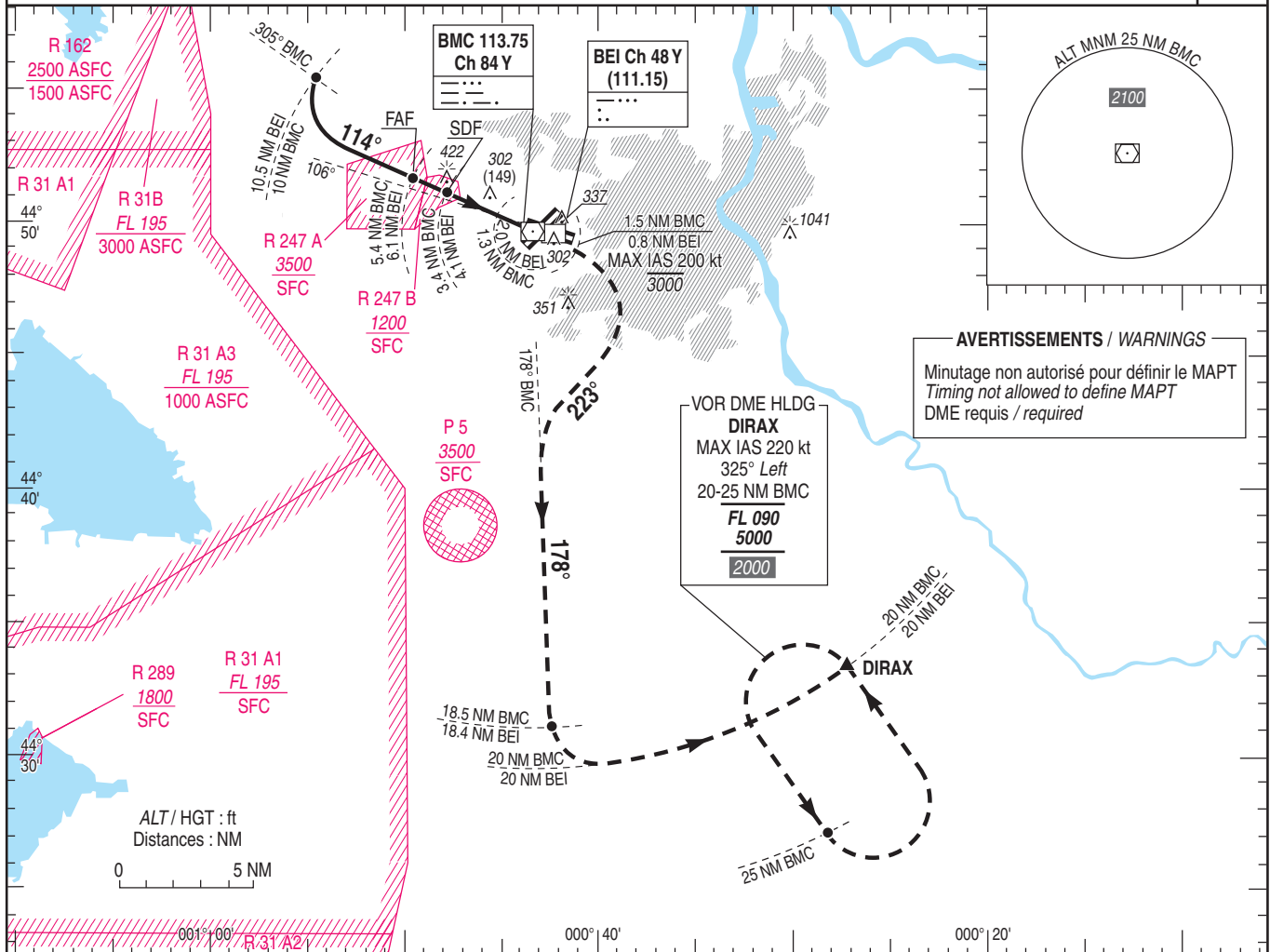
CAT A B C D

ALT AD : 166, THR : 153 (6 hPa)

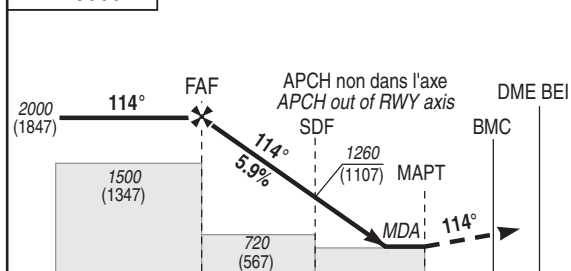
FNA VOR RWY 11

ATIS : MERIGNAC : 131.155
 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s)
 MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction

VAR
0°
(2020)



TA : 5000



API : Monter **RDL 114° BMC** (RM 114°) jusqu'à **1.5 NM BMC** ou **0.8 NM BEI** vers **3000 MAX** (2847)(MAX IAS 200 kt). A **1.5 NM BMC** ou **0.8 NM BEI**, sauf instructions du contrôle, tourner à **droite RM 223°** en montée vers **5000** (4847) pour intercepter et suivre le **RDL 178° BMC** (RM 178°), puis à **5000 MNM** (4847) suivre l'arc **20 NM** du **DME BMC** vers **DIRAX**.
 Monter à **1100** (947) avant d'accélérer en palier.

Missed APCH : Climb **RDL 114° BMC** (MAG 114°) till **1.5 NM BMC** or **0.8 NM BEI** up to **3000 MAX** (2847) (MAX IAS 200 kt). At **1.5 NM BMC** or **0.8 NM BEI**, except ATC instructions, turn **right MAG 223°** climbing up to **5000** (4847) to intercept and follow **RDL 178° BMC** (MAG 178°), then at **5000 MNM** (4847) follow **20 NM DME BMC** course to **DIRAX**.
 Climb up to **1100** (947) prior level acceleration.

| | | | | |
|----------------|-----|-----|-----|-----|
| → DME BMC (NM) | 5.4 | 3.4 | 1.3 | 0.4 |
| → DME BEI (NM) | 6.1 | 4.1 | 2 | 1.1 |

MNM AD : distances verticales en pieds, RVR et VIS en mètres. / Vertical distances in feet, RVR and VIS in metres. REF HGT : ALT THR

| CAT | VOR | | | MVL/Circling ⁽¹⁾ | | DME BMC | | | | DME BEI | | | | |
|-----|-----------|------|-----|-----------------------------|------|---------|------|------|----|---------|-----|----|------|------|
| | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | ALT | HGT | NM | ALT | HGT | NM | ALT | HGT |
| A | 600 (450) | 1500 | 447 | 640 (480) | 1500 | 5 | 1850 | 1490 | 4 | 1130 | 770 | 6 | 1950 | 1590 |
| B | 600 (450) | 1500 | 447 | 670 (520) | 1600 | 3 | 1130 | 977 | 2 | 770 | 617 | 5 | 1590 | 1437 |
| C | 620 (470) | 2200 | 461 | 820 (670) | 2400 | | | | | | | 4 | 1230 | 1077 |
| D | 640 (490) | 2300 | 481 | 870 (720) | 3600 | | | | | | | 3 | 870 | 717 |

Observations /Remarks : (1) MVL interdites au Nord de la piste. / (1) Circling prohibited N of RWY.

| | | | | | | | | | | | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FAF - MAPT | 4.1 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| | | 3 min 31 | 3 min 05 | 2 min 44 | 2 min 28 | 2 min 08 | 1 min 54 | 1 min 42 | 1 min 32 | 1 min 24 | 1 min 20 |
| VSP (ft/min) | | 420 | 480 | 540 | 600 | 690 | 780 | 870 | 960 | 1050 | 1110 |



APPROCHE AUX INSTRUMENTS
Instrument approach

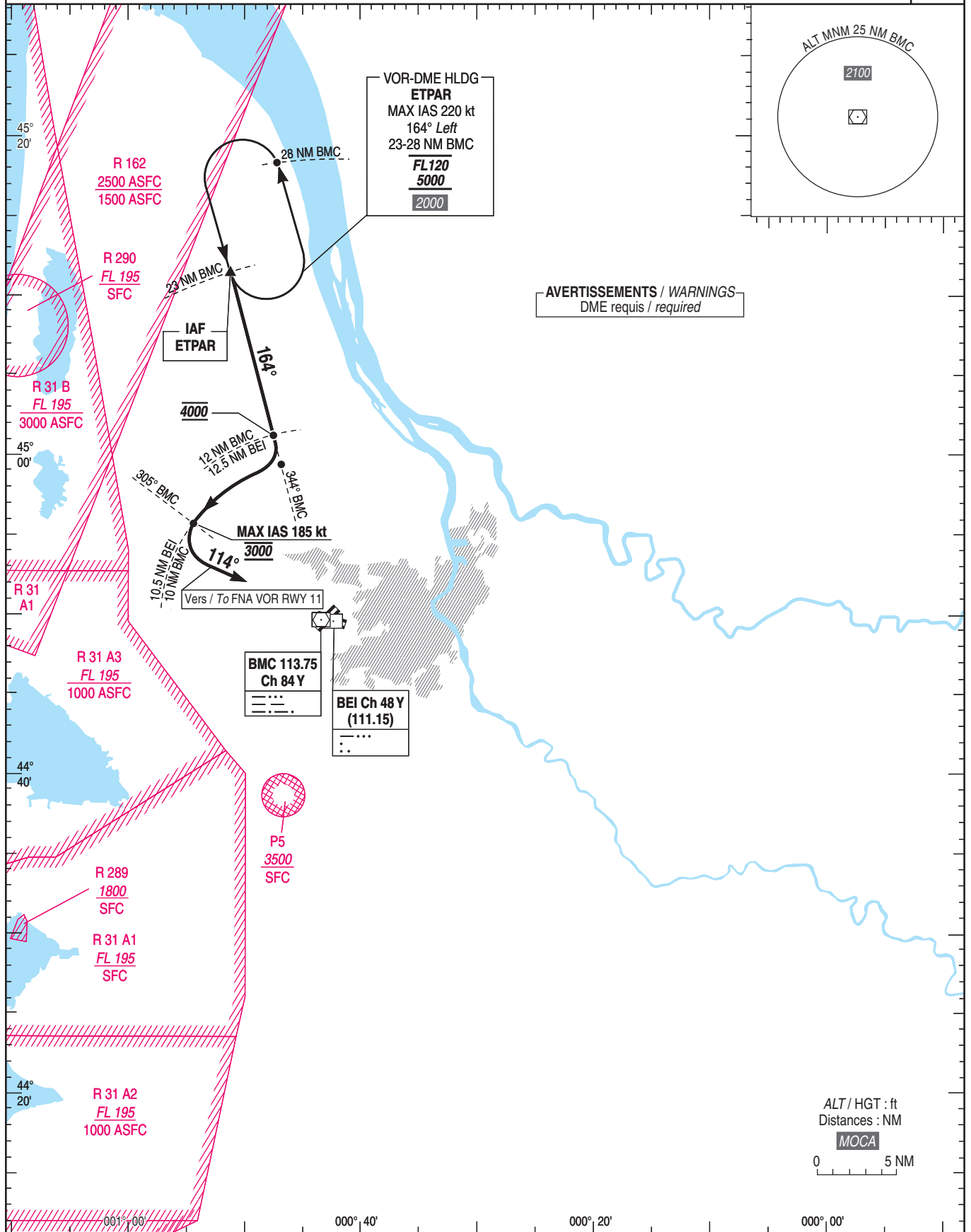
BORDEAUX MERIGNAC

CAT A B C D

INA VOR RWY 11

ATIS : MERIGNAC : 131.155
 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s)
 MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction

VAR
0°
(2020)



APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

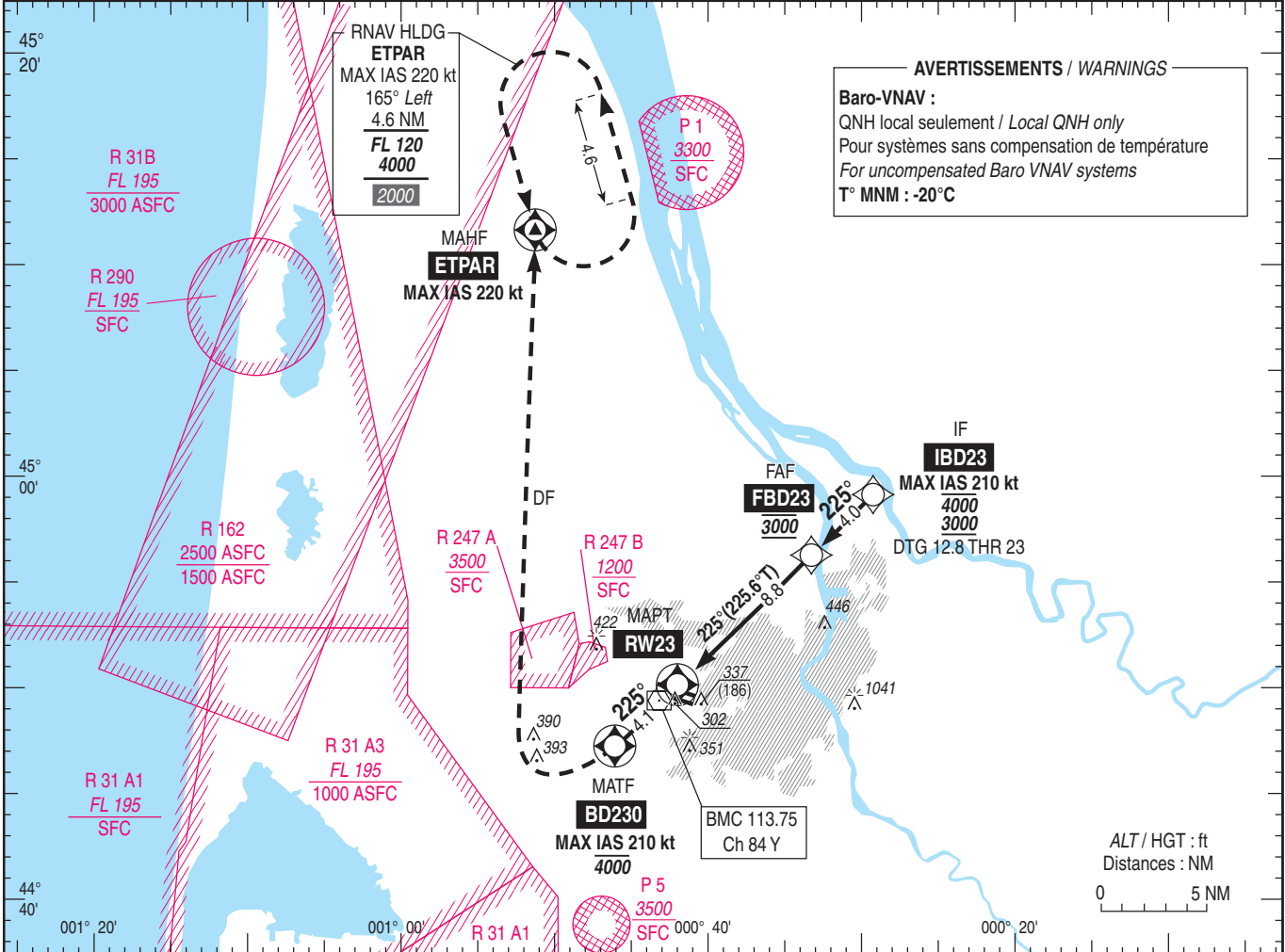
Instrument approach

CAT A B C D

ALT AD : 166, THR : 151 (6 hPa)

FNA RNP RWY 23

| | | | |
|---|--|--|---|
| <p>ATIS : MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approche / Approach 121. 200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction</p> | <p>RNP APCH Fonctionnalité d'attente RNAV requise RNAV holding functionality required</p> | <p>EGNOS Ch 64171 E23A RDH/TCH : 54</p> | <p>VAR 0° (2020)</p> |
|---|--|--|---|



TA : 5000

API : Monter direct vers **BD230** (MAX IAS 210 kt, MAX ALT 4000), puis tourner à droite vers **ETPAR** en montée vers **4000** (3849), puis intégrer l'attente **ETPAR**.
 Monter à **1100** (949) avant d'accélérer en palier.

*Missed APCH : Climb up direct to **BD230** (MAX IAS 210 kt, MAX ALT 4000), then turn right to **ETPAR** climb up to **4000** (3849) to join **ETPAR** holding pattern.
 Climb up to **1100** (949) prior to level acceleration.*

THR ← (NM) 0 8.8 12.8

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT THR

| CAT | LPV | | | LNAV-VNAV | | | LNAV | | | MVL / Circling ⁽¹⁾ | | DIST RW23 |
|------|-----------|-----|-----|-----------|-----|-----|-----------|------|-----|-------------------------------|------|---|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | |
| A | | | 136 | 430 (280) | 600 | 274 | | | | 640 (490) | 1500 | NM 2 3 4 5 6 7 8 |
| B | 360 (200) | 550 | 144 | 440 (290) | 650 | 287 | 590 (440) | 1300 | 433 | 670 (520) | 1600 | ALT 840 1160 1480 1800 2120 2430 2750 |
| C | | | 159 | 460 (310) | 700 | 306 | | | | 820 (670) | 2400 | (HGT) (689) (1009) (1329) (1649) (1969) (2279) (2599) |
| D/DL | | | 173 | 490 (340) | 800 | 333 | | | | 870 (720) | 3600 | |

Observations / Remarks : (1) MVL interdites au Sud-Est des pistes / Circling prohibited SE of RWY.
 Panne de guidage radar durant l'approche / Loss of GNSS guidance during approach : voir / see ENR 1.5.

| | | | | | | | | | | | |
|--------------|--------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| FAF - MAPT | 8.8 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| VSP (ft/min) | | 370 | 425 | 480 | 530 | 610 | 690 | 770 | 850 | 925 | 980 |

| RNP RWY 23 | | | | | | | | | | | | |
|--------------|---|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | Fonctionnalité d'attente RNAV requise/ RNAV holding functionality required. | | | | | | | | MAG VAR 2020 | 00.3°E | REF NAVAID | NIL |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| HLDG | - | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | VAGNA | Yes | 225 | 225.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | LIBRU | Yes | 260 | 260.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | DIRAX | Yes | 325 | 325.0 | 4.2 | L | 5000 | FL090 | 220 | - | - |
| INA ETPAR | IF | ETPAR | - | - | - | - | - | - | - | - | - | - |
| | TF | BD231 | - | 122 | 122.8 | 12.0 | - | - | - | 220 | - | 1.0 |
| | TF | IBD23 | - | 135 | 135.5 | 8.3 | - | 3000 | 4200 | 210 | - | 1.0 |
| INA VAGNA | IF | VAGNA | - | - | - | - | - | - | - | - | - | 1.0 |
| | TF | IBD23 | - | 224 | 224.7 | 9.1 | - | 3000 | 4200 | 210 | - | 1.0 |
| INA LIBRU | IF | LIBRU | - | - | - | - | - | - | - | - | - | - |
| | TF | BD232 | - | 272 | 272.6 | 7.2 | - | - | - | 220 | - | 1.0 |
| | TF | IDB23 | - | 315 | 315.6 | 7.8 | - | 3000 | 4200 | 210 | - | 1.0 |
| INA DIRAX | IF | DIRAX | - | - | - | - | - | - | - | - | - | - |
| | TF | BD232 | - | 011 | 011.2 | 21.0 | - | - | - | 220 | - | 1.0 |
| | TF | IDB23 | - | 315 | 315.6 | 7.8 | - | 3000 | 4200 | 210 | - | 1.0 |
| APCH | IF | IBD23 | - | - | - | - | - | 3000 | 4200 | 210 | - | - |
| | TF | FBD23 | - | 225 | 225.6 | 4.0 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | RW23 | Yes | 225 | 225.6 | 8.8 | - | - | - | - | -3.00° / 54 | 0.3 |
| | TF | BD230 | Yes | 225 | 225.5 | 4.1 | - | - | 4000 | 210 | - | 1.0 |
| | DF | ETPAR | - | - | - | - | R | - | - | 220 | - | 1.0 |
| | HM | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 4000 | FL120 | 220 | - | - |

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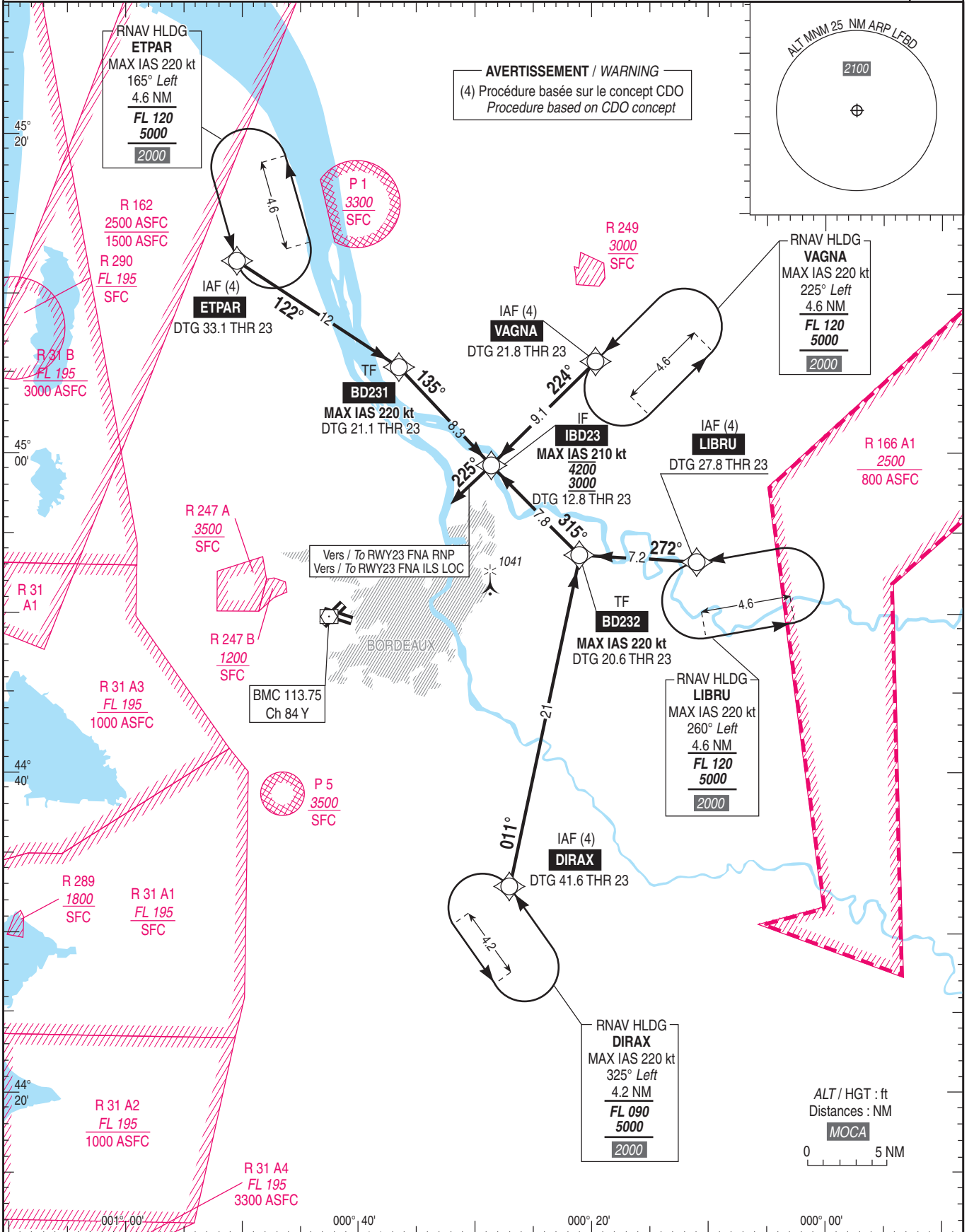
APPROCHE AUX INSTRUMENTS
Instrument approach

BORDEAUX MERIGNAC

CAT A B C D

INA RNAV RWY 23

| | | |
|---|--|--|
| <p>ATIS : MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) - 119.275 (2) - 126.730 (3) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur / Sector BW - (2) Secteur / Sector BE - (3) Sur instruction du CTL / On ATC instruction</p> | <p>RNP APCH Fonctionnalité d'attente RNAV requise RNAV holding functionality required</p> | <p>VAR 0° (2020)</p> |
|---|--|--|



APPROCHE AUX INSTRUMENTS
Instrument approach

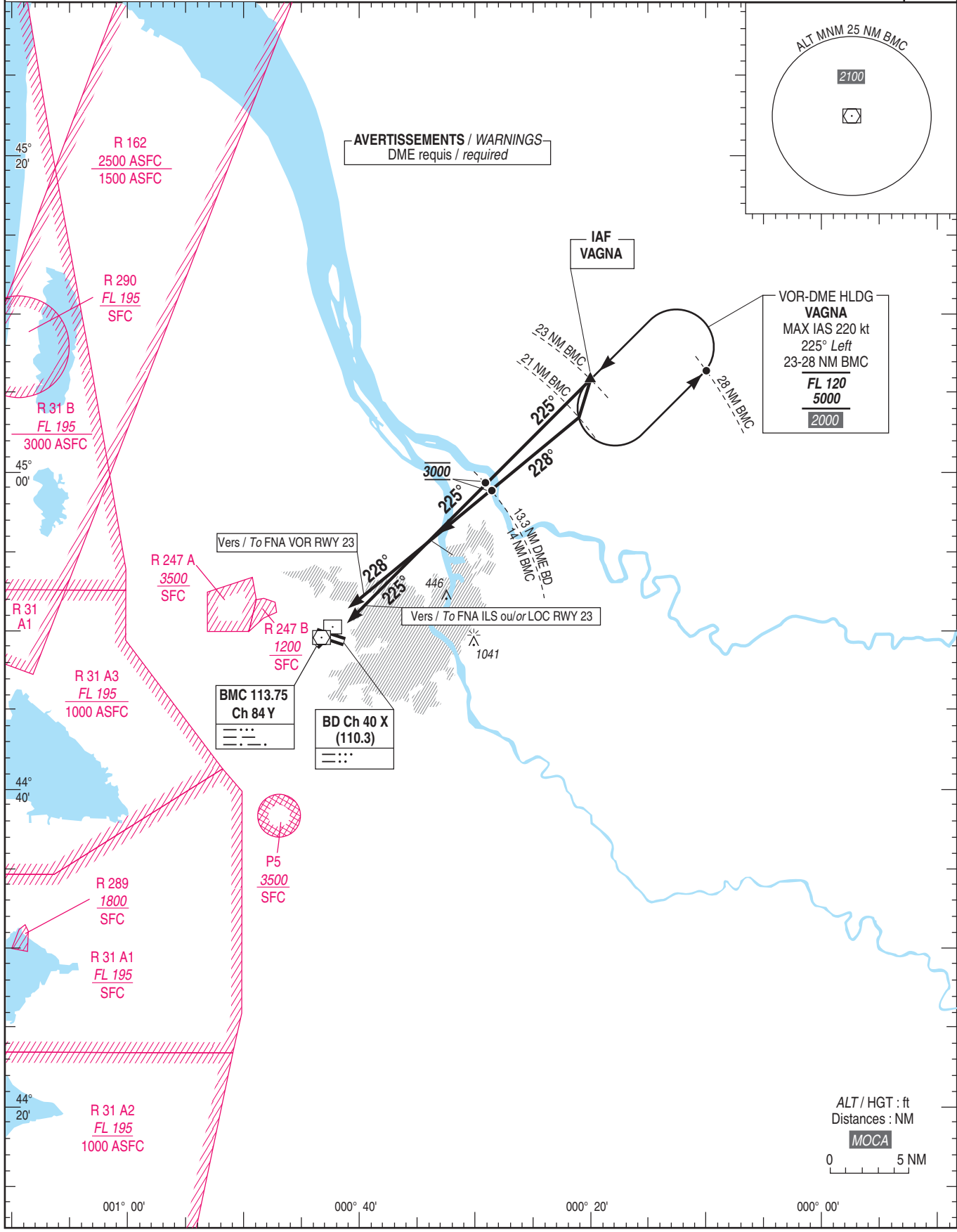
BORDEAUX MERIGNAC

INA VOR RWY23

INA ILS ou/or LOC RWY23

CAT A B C D

| | |
|--|------------------------------|
| <p>ATIS : MERIGNAC : 131.155 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approche / Approach 121.200 (3) TWR : MERIGNAC Tour / Tower 118.300 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction</p> | <p>VAR 0° (2020)</p> |
|--|------------------------------|



APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

Instrument approach

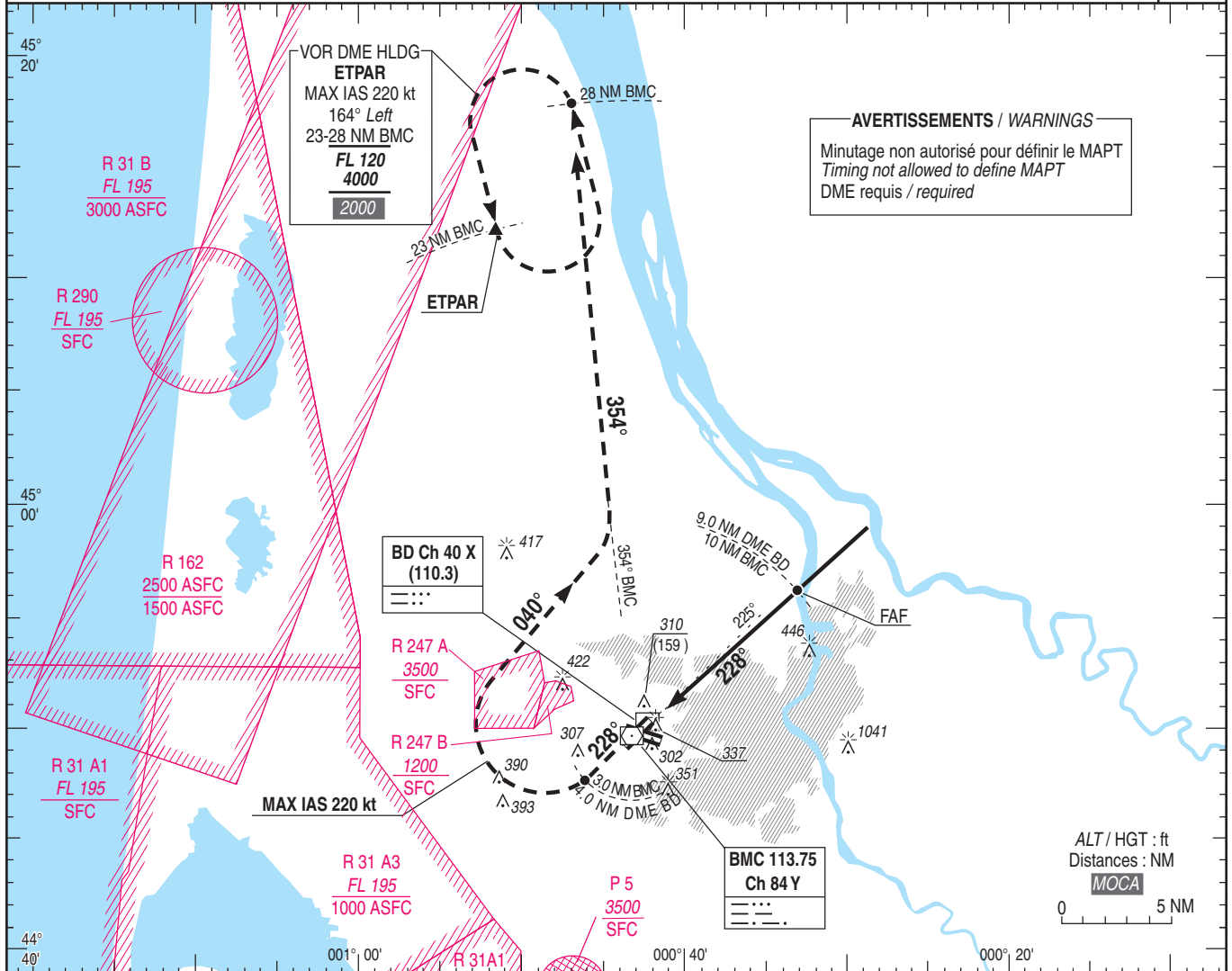
CAT A B C D

ALT AD : 166, THR : 151 (6 hPa)

FNA VOR RWY 23

ATIS : MERIGNAC : 131.155
 APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s)
 MERIGNAC Approche / Approach 121.200 (3)
 TWR : MERIGNAC Tour / Tower 118.300
 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction

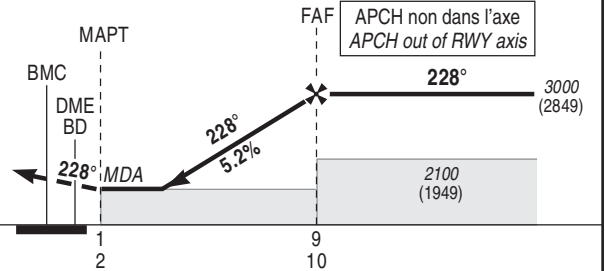
VAR
0°
(2020)



TA : 5000

API : Monter sur **RDL 228° BMC** (RM 228°).
 A 3 NM BMC, tourner à droite RM 040° (MAX IAS 220 kt) pour intercepter et suivre le **RDL 354° BMC** vers l'attente **ETPAR** en montée vers 4000 (3849).
 Monter à 1100 (949) avant d'accélérer en palier.

Missed APCH : Climb **RDL 228° BMC** (MAG 228°).
 At 3 NM BMC turn right MAG 040° (MAX IAS 220 kt) to intercept and follow **RDL 354° BMC** to **ETPAR holding at 4000** (3849).
 Climb up to 1100 (949) prior to level acceleration.



DME BD ← (NM)
 DME BMC ← (NM)

MNM AD : distances verticales en pieds, RVR et VIS en mètres. / Vertical distances in feet, RVR and VIS in metres. REF HGT : ALT THR

| CAT | VOR | | | MVL/Circling (1) | | DME BMC | | | | | | | | |
|-----|-----------|------|-----|------------------|------|---------|-----------|------|------|------|------|------|------|---|
| | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | ALT (HGT) | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| A | | | | 640 (490) | 1500 | 3 | 800 | 1120 | 1430 | 1750 | 2070 | 2380 | 2700 | |
| B | 560 (410) | 1200 | 406 | 670 (520) | 1600 | 2 | 780 | 1110 | 1410 | 1730 | 2050 | 2360 | 2680 | |
| C | | | | 820 (670) | 2400 | | | | | | | | | |
| D | | | | 870 (720) | 3600 | | | | | | | | | |

Observations/Remarks : (1) MVL interdites au Sud-Est de la piste. / (1) Circling prohibited SE of RWY.

| | FAF - MAPT | 8.0 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
|--------------|------------|--------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| VSP (ft/min) | | | 370 | 420 | 475 | 525 | 605 | 685 | 760 | 845 | 920 | 970 |

APPROCHE AUX INSTRUMENTS

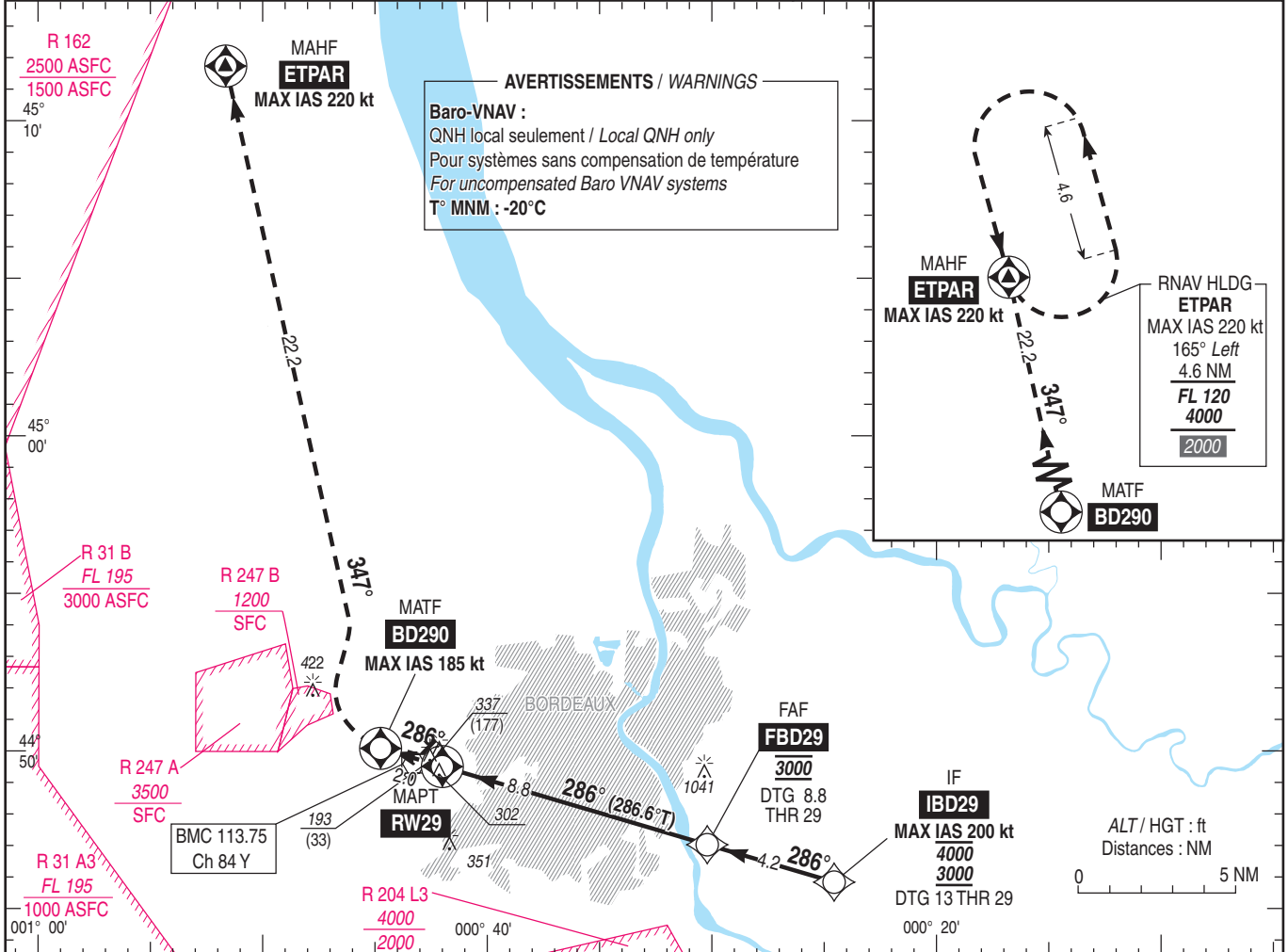
BORDEAUX MERIGNAC

Instrument approach
CAT A B C D

ALT AD : 166, THR : 160 (6 hPa)

FNA RNP RWY 29

| | | | |
|---|---|---|----------------------------|
| ATIS : MERIGNAC 131.155 APP : AQUITAINE Approche/Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approche/Approach 121.200 (3) TWR : MERIGNAC Tour/Tower 118.300 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction | RNP APCH Fonctionnalité d'attente RNAV requise RNAV holding functionality required | EGNOS Ch 82949 E29A RDH/TCH : 50 | VAR 0° (2020) |
|---|---|---|----------------------------|



TA : 5000

API : Monter vers **BD290** (MAX IAS 185 kt), puis tourner à **droite** jusqu'à **ETPAR** (MAX IAS 220 kt) en montée vers **4000** (3840), puis intégrer l'attente **ETPAR**.
 Monter à **1100** (940) avant d'accélérer en palier.

Missed APCH : Climb up to **BD290** (MAX IAS 185 kt), then turn **right** to **ETPAR** (MAX IAS 220 kt) climbing up to **4000** (3840), to enter **ETPAR** holding pattern.
 Climb up to **1100** (940) prior to level acceleration.

| | | | |
|------------|---|-----|----|
| THR ← (NM) | 0 | 8.8 | 13 |
|------------|---|-----|----|

| MNM AD : distances verticales en pieds, RVR et VIS en mètres / Vertical distances in feet, RVR and VIS in metres. | | | | | | | | | | REF HGT : ALT THR | | | | | | | | | |
|---|-----------|------|-----|-----------|------|-----|-----------|------|-----|-------------------|------|-----------|-------------|----|-------------|----|-------------|---|-------------|
| CAT | LPV | | | LNAV/VNAV | | | LNAV | | | MVL/Circling (1) | | DIST RW29 | | | | | | | |
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | ALT (HGT) | NM | ALT (HGT) | NM | ALT (HGT) | | |
| A | | | 159 | 440 (280) | 1300 | 278 | | 1500 | | 640 (480) | 1500 | 2 | 850 (690) | 3 | 1170 (1010) | 4 | 1490 (1330) | 5 | 1810 (1650) |
| B | 360 (200) | 1200 | 171 | 450 (290) | 1400 | 290 | 590 (430) | 1500 | 423 | 670 (520) | 1600 | 6 | 2120 (1960) | 7 | 2440 (2280) | 8 | 2760 (2600) | | |
| C | | | 179 | 470 (310) | 1400 | 309 | | 2000 | | 820 (660) | 2400 | | | | | | | | |
| D | | | 189 | 500 (340) | 1500 | 336 | | 2000 | | 870 (720) | 3600 | | | | | | | | |

Observations / Remarks : Panne de guidage durant l'approche / Loss of GNSS guidance during approach : voir / see ENR 1.5.
 (1) MVL interdites au Nord de la piste / Circling prohibited N of RWY.

| | | | | | | | | | | | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FAF - RW29 | 8.8 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| | | 7 min 32 | 6 min 36 | 5 min 52 | 5 min 16 | 4 min 35 | 4 min 03 | 3 min 38 | 3 min 18 | 3 min 01 | 2 min 51 |
| VSP (ft/min) | | 370 | 420 | 475 | 530 | 610 | 685 | 765 | 845 | 925 | 980 |

| RNP RWY 29 | | | | | | | | | | | | |
|--------------|---|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | Fonctionnalité d'attente RNAV requise/ RNAV holding functionality required. | | | | | | | | MAG VAR 2020 | 00.3°E | REF NAVAID : | NIL |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| HLDG | - | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | VAGNA | Yes | 225 | 225.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | LIBRU | Yes | 260 | 260.0 | 4.6 | L | 5000 | FL120 | 220 | - | - |
| | - | DIRAX | Yes | 325 | 325.0 | 4.2 | L | 5000 | FL090 | 220 | - | - |
| INA ETPAR | IF | ETPAR | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD291 | - | 134 | 134.5 | 29.3 | - | - | 6000 | 220 | - | 1.0 |
| | TF | IBD29 | - | 196 | 196.7 | 5.5 | - | 3000 | 4000 | 200 | - | 1.0 |
| INA VAGNA | IF | VAGNA | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD291 | - | 185 | 185.8 | 14.7 | - | - | 6000 | 220 | - | 1.0 |
| | TF | IBD29 | - | 196 | 196.7 | 5.5 | - | 3000 | 4000 | 200 | - | 1.0 |
| INA LIBRU | IF | LIBRU | - | - | - | - | - | - | - | 220 | - | - |
| | TF | IDB29 | - | 231 | 231.2 | 12.0 | - | 3000 | 4000 | 200 | - | 1.0 |
| INA DIRAX | IF | DIRAX | - | - | - | - | - | - | - | 220 | - | - |
| | TF | BD292 | - | 008 | 008.7 | 6.9 | - | 3000/5000(1) | 6000 | 220 | - | 1.0 |
| | TF | IDB29 | - | 008 | 008.7 | 6.0 | - | 3000 | 4000 | 200 | - | 1.0 |
| APCH | IF | IBD29 | - | - | - | - | - | 3000 | 4000 | 200 | - | - |
| | TF | FBD29 | - | 286 | 286.6 | 4.2 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | RW29 | Yes | 286 | 286.6 | 8.8 | - | - | - | - | -3.00°/ 50 | 0.3 |
| | TF | BD290 | Yes | 286 | 286.4 | 2.0 | - | - | - | 185 | - | 1.0 |
| | TF | ETPAR | - | 347 | 347.2 | 22.2 | - | - | - | 220 | - | 1.0 |
| | HM | ETPAR | Yes | 165 | 165.0 | 4.6 | L | 4000 | FL120 | 220 | - | - |

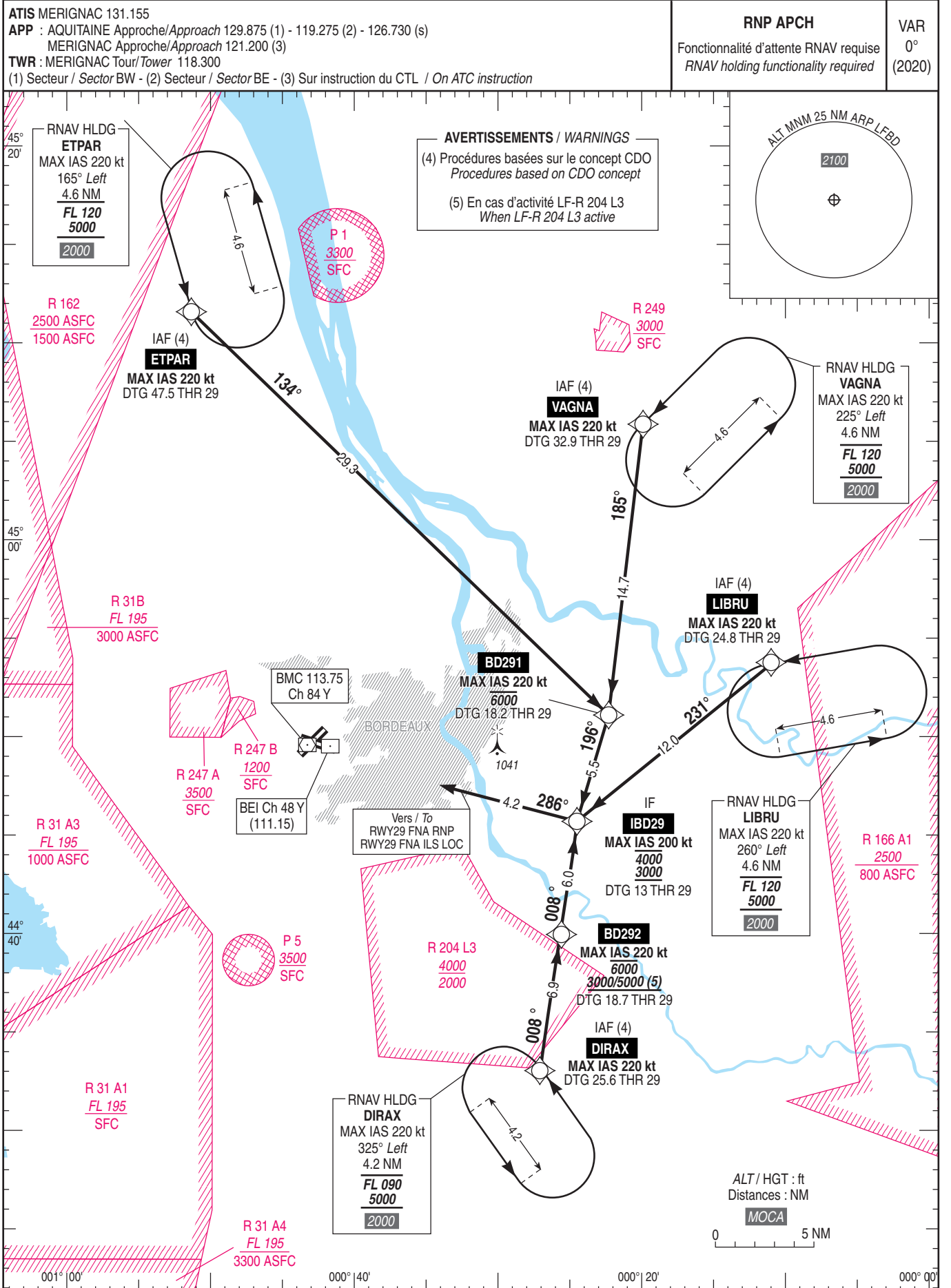
(1) 5000 MNM only if activity in R204 L3

APPROCHE AUX INSTRUMENTS
Instrument approach

BORDEAUX MERIGNAC

CAT A B C D

INA RNAV RWY 29



APPROCHE AUX INSTRUMENTS
Instrument approach

BORDEAUX MERIGNAC

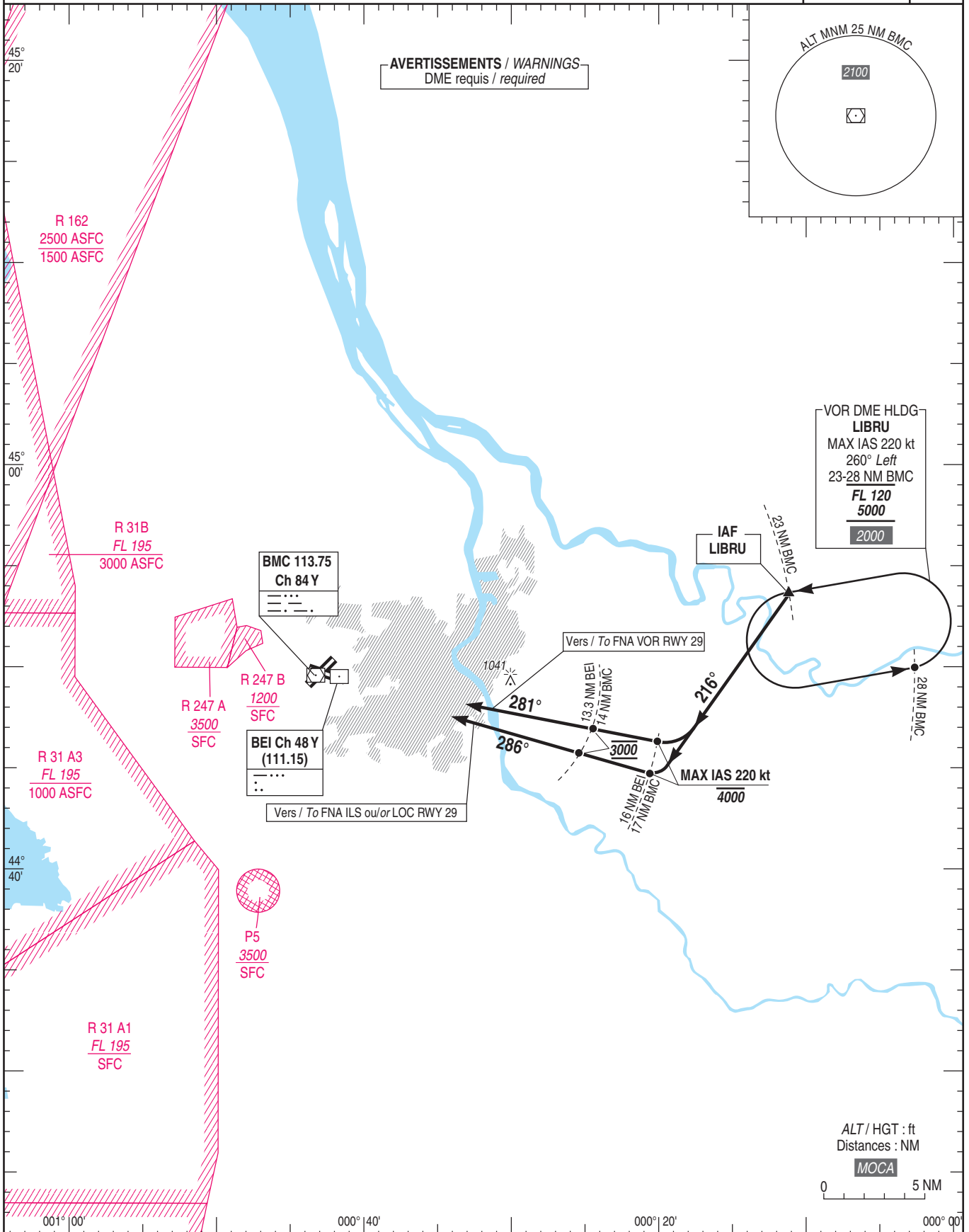
INA VOR RWY29

INA ILS ou/ou LOC RWY29

CAT A B C D

ATIS MERIGNAC 131.155
APP : AQUITAINE Approche/Approach 129.875 (1) 119.275 (2) 126.730 (s)
 MERIGNAC Approche/Approach 121.200 (3)
TWR : MERIGNAC Tour/Tower 118.300
 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction

| | |
|-------------------|---------------|
| ILS - DME | VAR |
| BEI 111.15 | 0° |
| RDH : 50 | (2020) |



APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

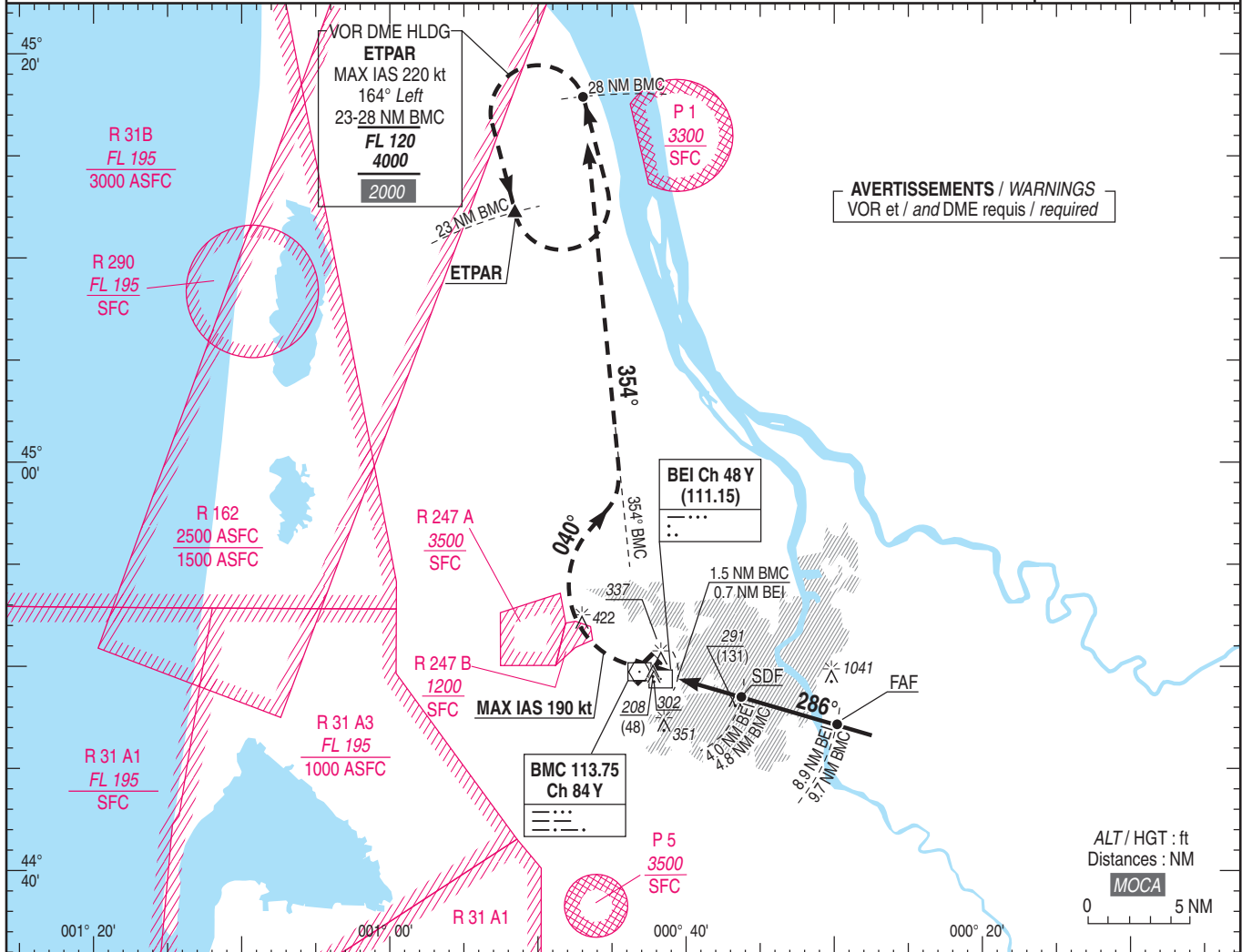
Instrument approach

CAT A B C D

ALT AD : 166, THR : 160 (6 hPa)

FNA ILS ou / or LOC RWY 29

| | | |
|--|--|---|
| <p>ATIS MERIGNAC 131.155 APP : AQUITAINE Approche/Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approche/Approach 121.200 (3) TWR : MERIGNAC Tour/Tower 118.300 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction</p> | <p>ILS - DME BEI 111.15 RDH : 50</p> | <p>VAR 0° (2020)</p> |
|--|--|---|



TA : 5000

API : Monter dans l'axe. A 700 (540), tourner à droite RM 040° (MAX IAS 190 kt) pour intercepter et suivre le RDL 354° BMC vers l'attente ETPAR en montée vers 4000 (3840).

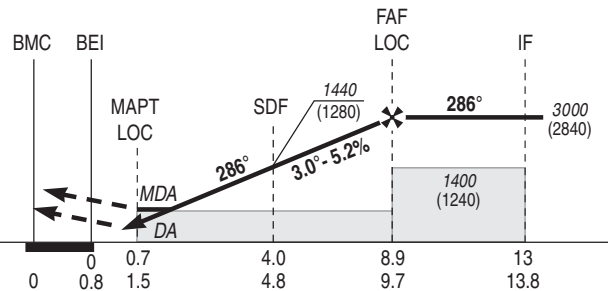
Ne pas tourner avant le MAPT.

Monter à 1100 (940) avant d'accélérer en palier.

Missed APCH : Climb straight ahead. At 700 (540), turn right MAG 040° (MAX IAS 190 kt) to intercept and follow RDL 354° BMC to ETPAR holding at 4000 (3840).

Do not turn before MAPT.

Climb up to 1100 (940) prior to level acceleration.



DME BEI ← (NM)
 DME BMC ← (NM)

MNM AD : distances verticales en pieds, RVR et VIS en mètres. / Vertical distances in feet, RVR and VIS in metres.

REF HGT : ALT THR

| CAT | ILS | | | LOC | | | MVL / Circling (1) | | DME BMC | | | | | | | | |
|-----|-----------|------|-----|-----------|------|-----|--------------------|------|---------|-------|-------|--------|--------|--------|--------|--------|--------|
| | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| A | | | 158 | | 1500 | | 640 (480) | 1500 | ALT | 560 | 880 | 1200 | 1520 | 1840 | 2150 | 2470 | 2790 |
| B | | | 171 | | 1500 | | 670 (510) | 1600 | (HGT) | (400) | (720) | (1040) | (1360) | (1680) | (1990) | (2310) | (2630) |
| C | 360 (200) | 1200 | 179 | 540 (380) | 1700 | 378 | 820 (660) | 2400 | DME BEI | | | | | | | | |
| D | | | 189 | | 1700 | | 870 (710) | 3600 | NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| | | | | | | | | | ALT | 800 | 1120 | 1440 | 1760 | 2070 | 2390 | 2710 | |
| | | | | | | | | | (HGT) | (640) | (960) | (1280) | (1600) | (1910) | (2230) | (2550) | |

Observations/Remarks : (1) MVL interdites au Nord de la piste.
 (1) Circling prohibited N of RWY.

| | | | | | | | | | | | |
|--------------|--------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| FAF - THR | 8.8 NM | 70 kt 7 min 32 | 80 kt 6 min 36 | 90 kt 5 min 52 | 100 kt 5 min 16 | 115 kt 4 min 35 | 130 kt 4 min 03 | 145 kt 3 min 38 | 160 kt 3 min 18 | 175 kt 3 min 01 | 185 kt 2 min 51 |
| VSP (ft/min) | | 370 | 420 | 470 | 530 | 610 | 690 | 770 | 850 | 930 | 980 |

APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

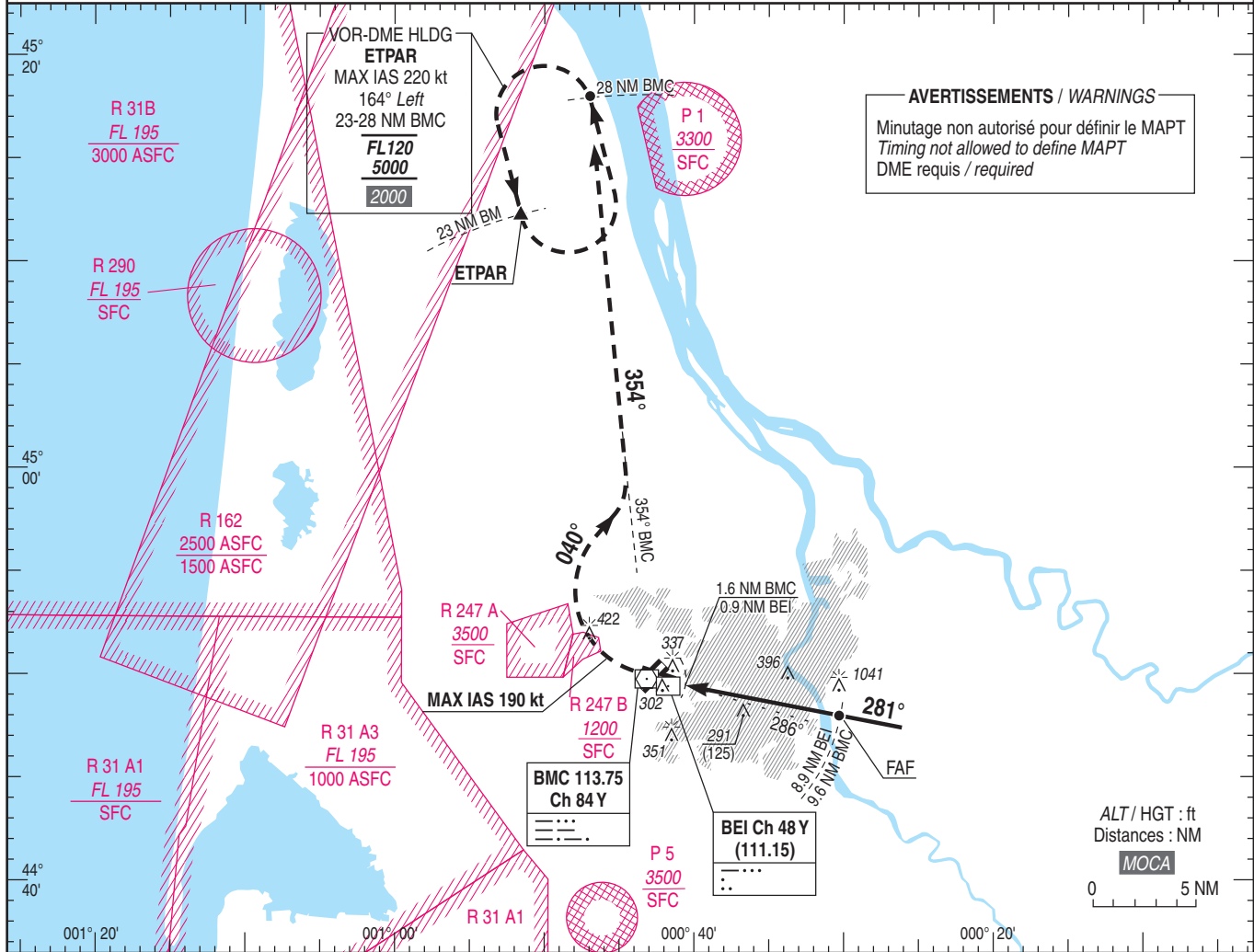
Instrument approach

CAT A B C D

ALT AD : 166 (6 hPa), THR : 160

FNA VOR RWY 29

| | |
|---|------------------------------|
| <p>ATIS : MERIGNAC 131.155 APP : AQUITAINE Approche/Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approche/Approach 121.200 (3) TWR : MERIGNAC Tour/Tower 118.300 (1) Secteur BW (2) Secteur BE (3) Sur instruction du CTL / (1) BW Sector (2) BE Sector (3) On ATC instruction</p> | <p>VAR 0° (2020)</p> |
|---|------------------------------|



TA : 5000

API : Monter sur **RDL 281° BMC** (RM 281°). A **BMC**, tourner à droite **RM 040°** (MAX IAS 190 kt) pour intercepter et suivre le **RDL 354° BMC** vers l'attente **ETPAR** en montée vers **4000** (3834). Monter à **1200** (1034) avant d'accélérer en palier.

Missed APCH : Climb **RDL 281° BMC** (MAG 281°). At **BMC**, turn right **MAG 040°** (MAX IAS 190 kt) to intercept and follow **RDL 354° BMC** to **ETPAR** holding at **4000** (3834). Climb up to **1200** (1034) prior to level acceleration.

APCH non dans l'axe
APCH out of RWY axis



MNM AD : distances verticales en pieds, RVR et VIS en mètres. / Vertical distances in feet, RVR and VIS in metres. REF HGT : ALT AD

| CAT | VOR | | | MVL / Circling (1) | | DME BMC | | | | | | | | | |
|-----|-----------|------|-----|--------------------|------|---------|-------|-------|--------|--------|--------|--------|--------|--------|--|
| | MDA (H) | RVR | OCH | MDA (H) | VIS | NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| A | 540 (380) | 1500 | 372 | 640 (480) | 1500 | ALT | 560 | 870 | 1190 | 1510 | 1820 | 2140 | 2460 | 2770 | |
| B | | 1500 | | 670 (510) | 1600 | (HGT) | (394) | (704) | (1024) | (1344) | (1654) | (1974) | (2294) | (2604) | |
| C | | 1700 | | 820 (660) | 2400 | DME BEI | NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| D | | 1700 | | 870 (710) | 3600 | ALT | 790 | 1110 | 1430 | 1740 | 2060 | 2380 | 2690 | | |
| | | | | | | (HGT) | (624) | (944) | (1264) | (1574) | (1894) | (2214) | (2524) | | |

Observations/Remarks : (1) MVL interdites au Nord de la piste / Circling prohibited N of RWY.

| | | | | | | | | | | | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FAF - MAPT | 8.0 NM | 70 kt | 80 kt | 90 kt | 100 kt | 115 kt | 130 kt | 145 kt | 160 kt | 175 kt | 185 kt |
| VSP (ft/min) | | 6 min 51 | 6 min 00 | 5 min 20 | 4 min 48 | 4 min 10 | 3 min 42 | 3 min 19 | 3 min 00 | 2 min 45 | 2 min 36 |
| | | 370 | 420 | 470 | 530 | 610 | 680 | 760 | 840 | 920 | 970 |

Horaires sauf indication contraire / Timetables unless otherwise specified
 AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
 AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFCC.1

Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*

LFCC - CAHORS LALBENQUE

AD 2 LFCC.2

Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data*

| | | |
|---|---|---|
| 1 | Position GEO ARP Situation de l'ARP / <i>ARP location</i> | 44°21'02"N 001°28'43"E |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 12 km S Cahors |
| 3 | Altitude de référence / <i>Reference elevation</i> Température de référence / <i>Reference temperature</i> | 912 ft |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 161 ft |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> Année (variation annuelle) / <i>Year (annual change)</i> | 0.97°E 2020 (0.17°) |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> Adresse / <i>Address</i> Telephone FAX TELEX AFS | SYNDICAT MIXTE OUVERT DE CAHORS SUD (SMOCS) Syndicat Mixte Ouvert de Cahors Sud (SMOCS) Aérodrome 46230 CIEURAC 05 65 21 52 12 |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR |
| 8 | Observations / <i>Remarks</i> | E-mail : afis@cahors-sud.fr |

AD 2 LFCC.3

Horaires *Operational hours*

| | | | |
|----|--|---|--|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | LUN-VEN : 0800-1100 , 1300-1700. Contact : exploitation@cahors-sud.fr | MON-FRI : 0800-1100 , 1300-1700 Contact : exploitation@cahors-sud.fr |
| 2 | Douanes et police / <i>Customs and immigration</i> | | |
| 3 | Services de santé / <i>Health and sanitary</i> | | |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | BORDEAUX (voir/see GEN). | |
| 5 | BDP / <i>ARO</i> | | |
| 6 | Bureau MET / <i>MET briefing office</i> | 0145-2245 | |
| 7 | ATS | AFIS : LUN-VEN : 0815-1100, 1300-1700. En dehors de ces HOR O/R pour vols IFR à AFIS. SAM, DIM et JF : assuré uniquement au profit des vols IFR avec PPR le jour ouvrable précédent avant 1600. Aérodrome de CAHORS - 46230 CIEURAC TEL : 05 65 21 00 48 (AFIS). E-mail : afis@cahors-sud.fr | AFIS : MON-FRI : 0815-1100, 1300-1700. Outside these SKED, O/R AFIS for IFR only. SAT, SUN and HOL : possible only for IFR flights on PPR before 1600 on the previous working day. Aérodrome de CAHORS - 46230 CIEURAC TEL : 05 65 21 00 48 (AFIS). E-mail : afis@cahors-sud.fr |
| 8 | Avitaillement / <i>Fueling</i> | JET A1 : LUN-VEN : 0815-1100, 1300-1700. Pas d'automate, présence obligatoire de l'agent d'avitaillement. AVGAS 100 LL : - automate H24 avec la carte TOTAL, - sinon : LUN-VEN : 0815-1100, 1300-1700. Paiement accepté : espèces, carte TOTAL, chèques, carte SEA AEG FUEL (MIL) | JET A1 : MON-FRI : 0815-1100, 1300-1700. No automatic dispenser, compulsory presence of the refuelling agent. AVGAS 100 LL : - automatic dispenser H24 with TOTAL card, - otherwise MON-FRI : 0815-1100, 1300-1700. Payment : cash, TOTAL card, cheques, SEA AEG FUEL card (MIL). |
| 9 | Services de manutention / <i>Handling</i> | | |
| 10 | Sûreté / <i>Safety</i> | | |
| 11 | Dégivrage / <i>De-icing</i> | | |
| 12 | Observations / <i>Remarks</i> | GRF (Service d'évaluation et de report de l'état de surface de piste) : HOR ATS | GRF (RWY surface condition assessment and report service) : ATS SKED |

AD 2 LFCC.4

Services d'escale et d'assistance *Handling services and facilities*

| | | | |
|---|--|---|--|
| 1 | Moyens de manutention de fret <i>Cargo handling facilities</i> | | |
| 2 | Types de carburants et lubrifiants <i>Fuel and oil types</i> | Carburant : 100 LL, JET A1 - Lubrifiant : NIL | Fuel : 100 LL, JET A1 - Lubricant : NIL |
| 3 | Moyens et capacités d'avitaillement <i>Fueling facilities and capacities</i> | Station fixe. JET A1 : pistolet et couplage disponibles. | Fixed gas station. JET A1 : nozzle and connector available. |
| 4 | Moyens de dégivrage / <i>De-icing facilities</i> | | |
| 5 | Hangar pour aéronefs de passage <i>Hangar space for visiting aircraft</i> | Possible O/R SCI FKairbase TEL : 06 11 46 65 88. www.fkairbase.com | |
| 6 | Réparations pour aéronefs de passage <i>Repair facilities for visiting aircraft</i> | AEROMAINTEENANCE du Quercy : TEL : 06 95 63 01 21 E-mail : stephane.chaussard@aeroscd.fr ICARIUS TEL : 05 65 24 75 28 E-mail : j.deidda@icarius.fr | |
| 7 | Observations / <i>Remarks</i> | | |

AD 2 LFCC.5

Services aux passagers *Passenger facilities*

| | | | |
|---|--|---|--|
| 1 | Hôtels | | |
| 2 | Restaurants | CAP180 TEL : 05 65 21 78 00 | |
| 3 | Moyens de transport / <i>Transportation facilities</i> | Taxi O/R AFIS. | |
| 4 | Services médicaux / <i>Medical facilities</i> | | |
| 5 | Services bancaires et postaux <i>Bank and Post Office</i> | | |
| 6 | Office de tourisme / <i>Tourist office</i> | Office de Tourisme de Cahors - Vallée du Lot Place François Mitterrand, 46000 Cahors 05 65 53 20 65 | |
| 7 | Observations / <i>Remarks</i> | | |

AD 2 LFCC.6

Services de sauvetage et de lutte contre l'incendie *Rescue and fire fighting services*

| | | | |
|---|---|---|--|
| 1 | Niveau RFFS de l'AD <i>AD level for fire fighting</i> | 1 | |
| 2 | Moyens de sauvetage / <i>Rescue equipment</i> | | |
| 3 | Moyens d'enlèvement des aéronefs accidentés <i>Capability for removal of disabled aircraft</i> | | |
| 4 | Observations / <i>Remarks</i> | | |

AD 2 LFCC.7 Évaluation et communication de l'état de surface des pistes, et plan neige *Runway surface condition assessment and reporting, and snow plan*

| | | | |
|---|---|--|--|
| 1 | Type d'équipements / <i>Type of clearing equipment</i> | | |
| 2 | Priorités de dégagement / <i>Clearance priority</i> | | |
| 3 | Matériaux utilisés pour le traitement de la surface de l'aire de mouvement / <i>Material used for movement area surface treatment</i> | | |
| 4 | Pistes spécialement préparées en condition hivernale / <i>Specially prepared winter runways</i> | | |
| 5 | Observations / <i>Remarks</i> | | |

AD 2 LFCC.8

Aires de trafic, TWY et emplacements de vérification *Aprons, TWY and check locations*

| | | | |
|---|---|--------------------------------------|--|
| 1 | Revêtement de l'aire de trafic / <i>Apron surface</i> Résistance de l'aire de trafic / <i>Apron strength</i> | Bitume | Asphalt |
| 2 | Largeur TWY / <i>TWY width</i> Revêtement des TWY / <i>TWY surface</i> Résistance des TWY / <i>TWY strength</i> | A = 15 m /Bitume B = 15 m /Bitume | A = 15 m /Asphalt B = 15 m /Asphalt |
| 3 | Emplacement des ACL / <i>ACL location</i> Altitude des ACL / <i>ACL elevation</i> | | |
| 4 | Points de vérification VOR / <i>VOR checkpoints</i> | | |
| 5 | Points de vérification INS / <i>INS checkpoints</i> | | |
| 6 | Observations / <i>Remarks</i> | | |

AD 2 LFCC.9 Guidage et contrôle des mouvements à la surface, balisage / Surface movement guidance and control system, marking

| | | |
|---|--|---------------------------|
| 1 | ID postes de stationnement <i>Aircraft stands ID signs</i> | |
| | Lignes de guidage TWY / <i>TWY guide lines</i> | |
| | Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i> | |
| 2 | Marquage RWY et TWY / <i>RWY and TWY marking</i> | |
| | Balisage RWY et TWY / <i>RWY and TWY lighting</i> | Voir/see AD 2 LFCC .14/15 |
| 3 | Barres d'arrêt / <i>Stop bars</i> | |
| 4 | Observations / <i>Remarks</i> | |

AD 2 LFCC.10 Obstacles aux abords de l'aérodrome Aerodrome obstacles

Voir carte d'aérodrome OACI et cartes d'obstacles / *See aerodrome ICAO chart and obstacle charts*

AD 2 LFCC.11 Renseignements météorologiques Meteorological information

| | | |
|----|---|---------------------------------|
| 1 | Centre MET associé / <i>Associated MET Office</i> | TOULOUSE BLAGNAC |
| 2 | Horaires de service / <i>Hours of service</i> | voir/see AD 2 LFCC .3 |
| | Centre MET hors HOR / <i>MET Office outside HOR</i> | |
| 3 | Centre MET responsable des TAF <i>Office in charge of TAF</i> | |
| | Période de validité / <i>Validity period</i> | |
| 4 | Type de prévision d'atterrissage <i>Type of landing forecast</i> | |
| | Périodicité / <i>Interval of issuance</i> | |
| 5 | Briefing, consultation | T |
| 6 | Documentation de vol / <i>Flight documentation</i> | C-PL |
| | Langue utilisée / <i>Language used</i> | FR-EN |
| 7 | Cartes, autres informations <i>Charts, other information</i> | |
| 8 | Équipement complémentaire <i>Supplementary equipment</i> | |
| 9 | Organismes ATS desservis / <i>ATS units served</i> | AFIS |
| 10 | Informations complémentaires <i>Additional information</i> | TEL MET (IFR) : 05 61 16 43 12. |

AD 2 LFCC.12 Caractéristiques physiques des pistes Runway physical characteristics

| RWY ID | Orientation Geo (MAG) | Dimensions RWY | PCN | Surface | Position GEO THR (DTHR) | ALT | SWY CWY | Bande Strip |
|--------|-----------------------|----------------|------------|-------------------------|------------------------------|-------------|---------|-------------|
| 13 | 128 (127) | 1500 x 30 | 32 F/B/W/T | revêtue / paved | 44°21'22.61"N 001°28'06.43"E | THR: 884 ft | | |
| 31 | 308 (307) | 1500 x 30 | 32 F/B/W/T | revêtue / paved | 44°20'52.40"N 001°28'59.81"E | THR: 911 ft | | |
| 13L | 128 (127) | 1080 x 50 | | non revêtue / not paved | 44°21'16.39"N 001°28'20.74"E | THR: 884 ft | | |
| 31R | 308 (307) | 1080 x 50 | | non revêtue / not paved | 44°20'54.63"N 001°28'59.04"E | THR: 907 ft | | |

AD 2 LFCC.13 Distances déclarées Declared distances

| RWY ID | TORA | TODA | ASDA | LDA | Observations Remarks |
|--------|------|------|------|------|----------------------|
| 13 | 1500 | 1500 | 1500 | 1500 | |
| 31 | 1500 | 1500 | 1500 | 1500 | |
| 13L | 1080 | 1080 | 1080 | 1080 | |
| 31R | 1080 | 1080 | 1080 | 1080 | |

AD 2 LFCC.14 Balisage d'approche et de piste Approach and runway lighting

| RWY ID | APCH | THR couleur colour | PAPI/VASIS | MEHT | TDZ Longueur Length | Balisage axial Centerline LGT | | | |
|--------|--------------------------------|--------------------|----------------|---------------------|---------------------|-------------------------------|--------------------|----------------|---------------------|
| | | | | | | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity |
| | | | | | | | | | |
| | | | | | | | | | |
| RWY ID | Balisage latéral Edge lighting | | | | Extrémité RWY end | | SWY | | |
| | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity | Couleur Colour | Longueur Length | Couleur Colour | | |
| | | | | | | | | | |
| | | | | | | | | | |

AD 2 LFCC.15 **Autres balisages, système d'alimentation de secours *Other lighting, secondary power supply***

| | | | |
|---|---|-------|-----|
| 1 | ABN | NIL | |
| | IBN | NIL | |
| 2 | Té d'atterrissage / <i>LDI</i> | | |
| | Anémomètre / <i>Anemometer</i> | Oui | Yes |
| 3 | Balisage axial TWY / <i>TWY centre line lighting</i> | | |
| | Balisage latéral TWY / <i>TWY edge lighting</i> | | |
| 4 | Alimentation de secours / <i>Secondary power unit</i> | Oui | Yes |
| | Temps de commutation / <i>Switch-over time</i> | 15 s. | |
| 5 | Observations / <i>Remarks</i> | | |

AD 2 LFCC.16 **Aire de poser pour hélicoptères *Helicopter landing area***

| | | |
|---|-------------|--|
| 1 | Description | |
|---|-------------|--|

AD 2 LFCC.17 **Espaces ATS *ATS airspaces***

| Identification et limites latérales <i>Identification and lateral limits</i> | Classe <i>Class</i> | Limites verticales <i>Vertical limits</i> | Service / Service Indicatif d'appel (langue) <i>Call-sign (language)</i> | Observations <i>Remarks</i> |
|---|------------------------|--|--|--------------------------------|
| | G | | | NIL |

AD 2 LFCC.18 **Moyens de radiocommunication ATS *ATS radiocommunication facilities***

| Service | Indicatif d'appel (langue) <i>Call-sign (language)</i> | FREQ | HOR | Observations <i>Remarks</i> |
|---------|---|-------------|-----|--------------------------------|
| AFIS | CAHORS Information (FR) <i>CAHORS Information (EN)</i> | 119.225 MHz | HO | |

AD 2 LFCC.19 **Moyens radio de navigation et d'atterrissage *Radio navigation and landing aids***

| Type (CAT ILS) | ID | FREQ | HOR | Position GEO | ALT au pied <i>Root ALT</i> | Portée <i>Coverage</i> | RDH (pente) <i>(slope)</i> | Situation <i>Location</i> |
|----------------|----|------|-----|--------------|--------------------------------|---------------------------|-------------------------------|------------------------------|
| | | | | | | | | |

AD 2 LFCC.20 **Règlements de circulation locaux *Local traffic regulations***

| | |
|--|--|
| RWY 13L/13R inutilisables après fortes pluies. | <i>RWY 13L/13R unusable after heavy rainfalls.</i> |
|--|--|

AD 2 LFCC.21 **Procédures antibruit *Noise abatement procedures***

| |
|--|
| |
|--|

AD 2 LFCC.22**Procédures de vol Flight procedures****22.1 VOLS AU DEPART****22.1 DEPARTURE FLIGHTS****22.1.1 Consignes recommandées pour un départ IFR****22.1.1 Recommended instructions for IFR departures**

Départs omnidirectionnels établis selon les critères OACI.

Multidirectional departures established with ICAO criteria.

RWY 13 : Monter RM 127° jusqu'à 1412 (500) puis route directe en montée jusqu'à l'altitude de sécurité en route.

RWY 13 : Climb MAG 127° up to 1412 (500) then direct route up to enroute safety altitude.

Les pentes (supérieures à 3,3%) associées aux obstacles suivants proches de la DER ne sont pas publiées (critères OACI).

The slopes (above 3.3%) due to the following obstacles near the DER are not published (ICAO criteria).

| Type d'obstacle Obstacle type | Distance à la DER (m) Distance to DER (m) | Distance latérale à l'axe de piste (m) Lateral distance to runway axis (m) | Position par rapport à l'axe de piste Position in relation to runway axis | Altitude obstacle (ft) Obstacle altitude (ft) | Hauteur / ARP (ft) Height / ARP (ft) |
|----------------------------------|--|---|--|--|---|
| Arbre / Tree | 28 | 143 | Droite / Right | 933 | 21 |
| Arbre / Tree | 36 | 153 | Droite / Right | 947 | 35 |
| Arbre / Tree | 193 | 98 | Droite / Right | 953 | 41 |
| Arbre / Tree | 273 | 69 | Droite / Right | 955 | 43 |
| Arbre / Tree | 404 | 115 | Gauche / Left | 961 | 49 |

RWY 31 : Monter RM 307° jusqu'à 1412 (500) puis route directe en montée jusqu'à l'altitude de sécurité en route.

RWY 31 : Climb MAG 307° up to 1412 (500) then direct route up to enroute safety altitude.

Les pentes (supérieures à 3,3%) associées aux obstacles suivants proches de la DER ne sont pas publiées (critères OACI).

The slopes (above 3.3%) due to the following obstacles near the DER are not published (ICAO criteria).

| Type d'obstacle Obstacle type | Distance à la DER (m) Distance to DER (m) | Distance latérale à l'axe de piste (m) Lateral distance to runway axis (m) | Position par rapport à l'axe de piste Position in relation to runway axis | Altitude obstacle (ft) Obstacle altitude (ft) | Hauteur / ARP (ft) Height / ARP (ft) |
|----------------------------------|--|---|--|--|---|
| Bâtiment / building | 278 | 199 | Gauche / Left | 942 | 30 |
| Arbre / Tree | 389 | 130 | Droite / Right | 943 | 31 |
| Bâtiment / building | 313 | 204 | Gauche / Left | 936 | 24 |
| Arbre / Tree | 467 | 208 | Gauche / Left | 944 | 32 |
| Arbre / Tree | 280 | 75 | Droite / Right | 928 | 16 |
| Arbre / Tree | 464 | 114 | Droite / Right | 943 | 31 |
| Arbre / Tree | 338 | 101 | Gauche / Left | 931 | 19 |
| Arbre / Tree | 263 | 86 | Gauche / Left | 924 | 12 |
| Arbre / Tree | 487 | 122 | Gauche / Left | 942 | 30 |
| Arbre / Tree | 188 | 82 | Droite / Right | 917 | 5 |

AD 2 LFCC.23**Renseignements supplémentaires Additional information****23.1 GENERALITES****23.1 GENERAL INFORMATION**

AD réservé aux ACFT munis de radio.

AD reserved for radio-equipped ACFT.

Opérations de nuit interdites (sauf opération militaire autorisée par l'exploitant).

Night operations are forbidden (except for military operation authorized by the operator).

Parking en pente. Cales de roues recommandées.

Sloping apron. Wheel chocks are recommended.

Lors du stationnement d'aéronefs, attention à ne pas obstruer l'accès du pélicandrome.

When parking aircraft, take care not to obstruct access to the pelicanndrome.

23.2 DANGER A LA NAVIGATION AERIENNE**23.2 AIR NAVIGATION HAZARDS**

Dans certaines conditions météorologiques, les attelages avions-planeurs du Centre de vol à voile Lotois peuvent être amenés à décoller depuis le QFU 31 alors que la piste 13 est en service (lors de cette configuration, les trafics utilisant la piste en service restent prioritaires).

Under certain weather conditions, paired aeroplanes and gliders of the based gliding center (Centre de vol à voile Lotois) are likely to take-off RWY 31 while RWY 13 is in use (in that configuration ACFT using RWY 13 still have priority).

23.3 PERIL ANIMALIER**23.3 WILDLIFE STRIKE HAZARD**

NIL

NIL

AD 2 LFCC.24**Cartes relatives à l'aérodrome Charts related to the aerodrome**

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

AD 2 LFCC.25

Pénétration de la surface du segment à vue (VSS) *Visual segment surface (VSS) penetration*

Liste des procédures avec VSS percée et minimums opérationnels concernés.

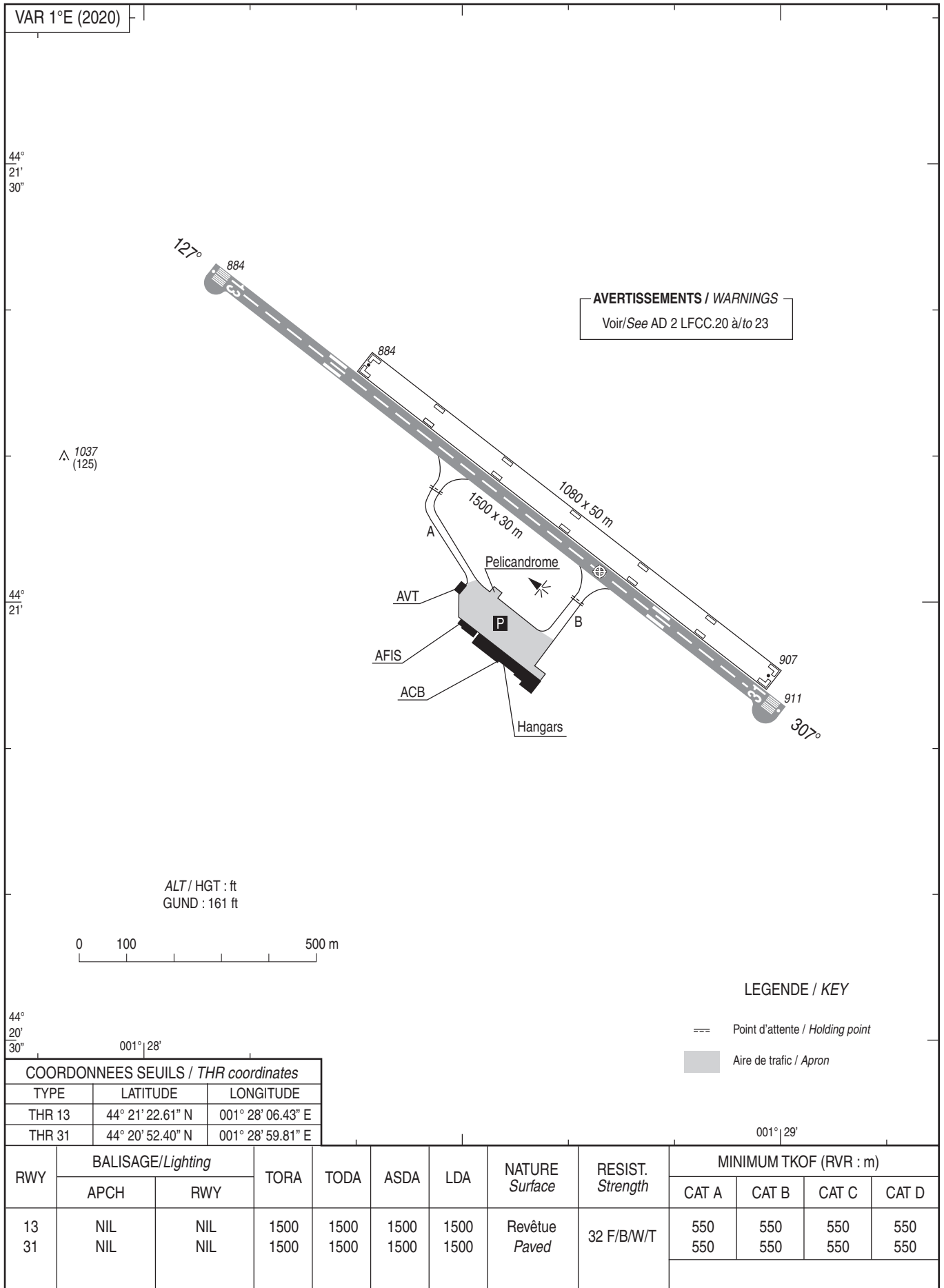
List of procedures for which the Visual Segment Surface is penetrated and concerned lines of operational minima.

| IDENTIFICATION DE LA PROCÉDURE <i>PROCEDURE IDENTIFICATION</i> | MINIMUMS OPÉRATIONNELS CONCERNÉS <i>LINE OF OPERATIONAL MINIMA</i> |
|---|---|
| AD 2 LFCC IAC RWY 13 RNP | LNAV, LNAV/VNAV |

CARTE D'AERODROME
Aerodrome chart

AFIS : CAHORS Information 119.225

CAHORS LALBENQUE
44 21 02 N - 001 28 43 E
ALT AD : 912 (33 hPa)



DATA

CAHORS LALBENQUE

POINTS / REPERES ESSENTIELS DES PROCEDURES CONVENTIONNELLES*Waypoints / Conventional procedures main fixes*

| Identification | Coordonnées <i>Coordinates</i> | | RNAV | CONV | SID STAR | IAC |
|----------------|-----------------------------------|---------------|------|------|-------------|-----|
| CC402 | 44°32'24.6"N | 001°19'49.6"E | X | | | X |
| CC404 | 44°24'33.0"N | 001°11'11.6"E | X | | | X |
| ICC13 | 44°28'28.8"N | 001°15'30.3"E | X | | | X |
| FCC13 | 44°25'23.5"N | 001°20'59.7"E | X | | | X |
| RW13 | REF THR13 LFCC AD 2. 12 | | X | | | X |
| CC410 | 44°20'08.3"N | 001°30'17.7"E | X | | | X |
| CC412 | 44°27'53.3"N | 001°29'07.2"E | X | | | X |

APPROCHE AUX INSTRUMENTS

CAHORS LALBENQUE

Instrument approach

CAT A B C

ALT AD : 912, THR : 884 (32 hPa)

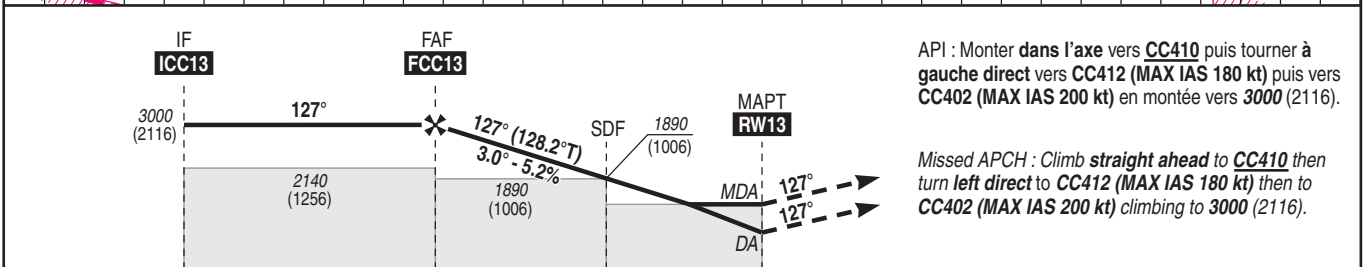
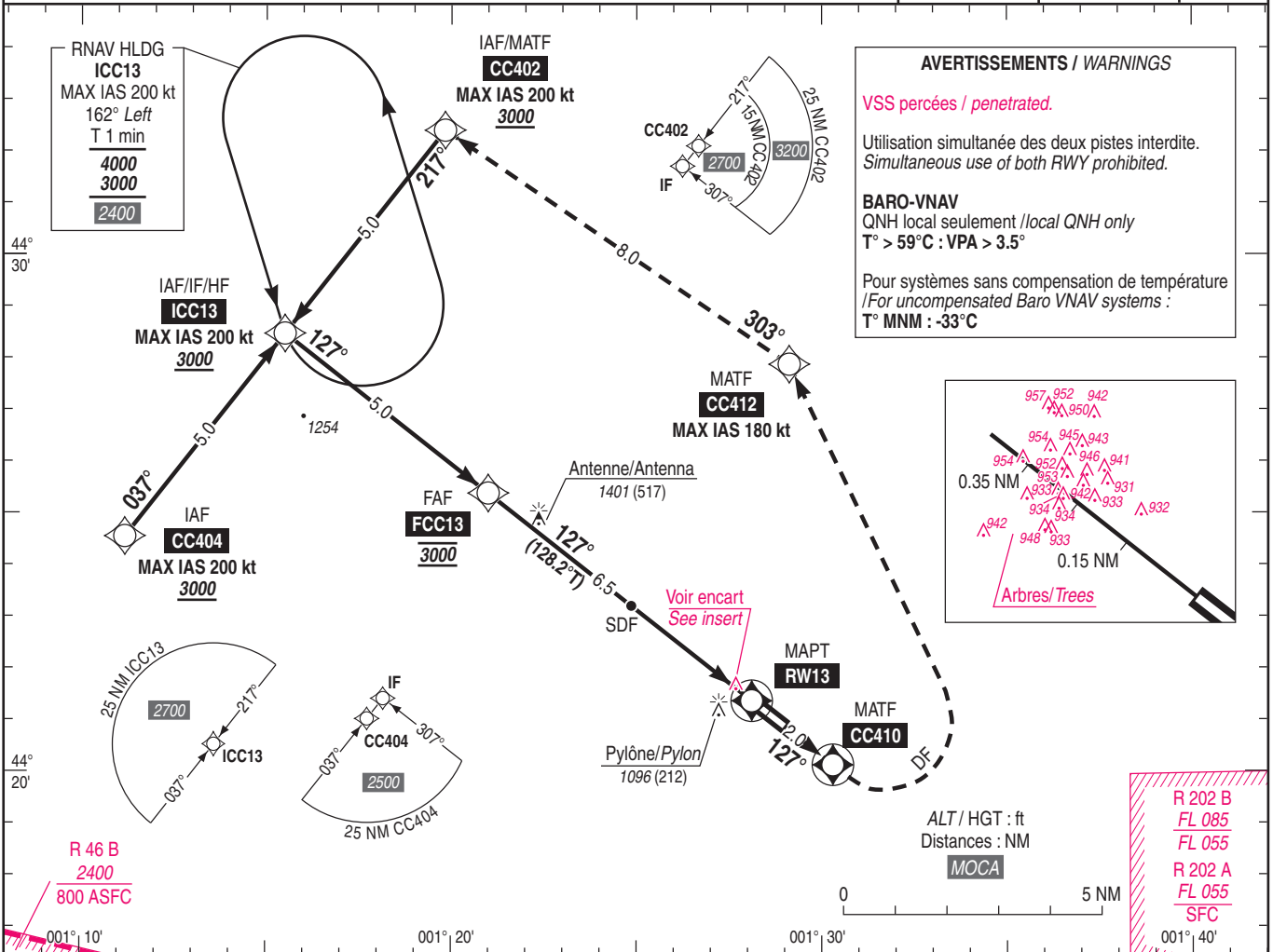
RNP RWY13

APP : NIL
TWR : NIL (AD non contrôlé/AD not controlled)
AFIS : CAHORS Information 119.225
Absence ATS : A/A (119.225) FR seulement. Obtenir le QNH de Bagnac auprès de ATIS BLAGNAC ou à défaut TOULOUSE APP 129.305
A/A (119.225) FR only. Obtain Bagnac QNH from BLAGNAC ATIS 123.130 or TOULOUSE APP 129.305

RNP APCH

EGNOS
Ch 71521
E13A
RDH/TCH : 49

VAR
1° E
(2020)



API : Monter dans l'axe vers CC410 puis tourner à gauche direct vers CC412 (MAX IAS 180 kt) puis vers CC402 (MAX IAS 200 kt) en montée vers 3000 (2116).

Missed APCH : Climb straight ahead to CC410 then turn left direct to CC412 (MAX IAS 180 kt) then to CC402 (MAX IAS 200 kt) climbing to 3000 (2116).

MNM AD : distances verticales en pieds, RVR et VIS en mètres. / Vertical distances in feet, RVR and VIS in metres. REF HGT : ALT THR

| CAT | LPV | | | LNAV-VNAV | | | LNAV | | | MVL / Circling | | MVL / Circling ⁽¹⁾ absence ATS | | DIST RWY13 | | | | | |
|-----|------------|------|-----|------------|------|-----|------------|------|-----|----------------|------|--|------|------------|--------|--------|--------|--------|-------|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | MDA (H) | VIS | NM | 6 | 5 | 4 | 3 | 2 |
| A | 1180 (300) | 1400 | 295 | 1210 (330) | 1500 | 325 | | | | 1480 (600) | 1500 | 1720 (830) | 1500 | ALT | 2840 | 2530 | 2210 | 1890 | 1570 |
| B | 1200 (310) | 1400 | 307 | 1230 (340) | 1500 | 337 | 1350 (470) | 1500 | 462 | 1480 (600) | 1600 | 1720 (830) | 1600 | (HGT) | (1956) | (1646) | (1326) | (1006) | (686) |
| C | 1220 (330) | 1500 | 329 | 1240 (350) | 1600 | 348 | | | | 1580 (700) | 2400 | 1820 (930) | 2400 | | | | | | |

Observations/Remarks : (1) HJ seulement / Daytime only.
Circuit AD RWY 31 : droite / Right hand circuit RWY 31.
En l'absence AFIS, procédure obligatoirement suivie de MVL / In case of absence AFIS, procedure compulsory followed by circling.
Panne ou perte de guidage GNSS durant l'approche / Loss or failure of GNSS guidance during approach : voir/see AIP ENR 1.5.

| | | | | | | | | |
|--------------|--------|-------------------|-------------------|--------------------|--------------------|-----------------|--------------------|--------------------|
| FAF - THR | 6.5 NM | 70 kt 5 min 34 | 85 kt 4 min 35 | 100 kt 3 min 54 | 115 kt 3 min 23 | 130 kt 3 min | 145 kt 2 min 41 | 160 kt 2 min 26 |
| VSP (ft/min) | | 370 | 450 | 530 | 610 | 685 | 765 | 845 |

RNP RWY 13

| RMK | MAG VAR 2020 1.0°E | | | | | | | | | | REF NAVAID : | |
|-----------|--------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|-------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNIM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| - | | | | | | | | | | | | |
| HLDG | - | ICC13 | - | - | - | - | - | - | - | - | - | - |
| INA CC402 | IF | CC402 | - | - | - | - | - | 3000 | - | 200 | - | - |
| | TF | ICC13 | - | 217 | 218.2 | 5.0 | - | 3000 | - | 200 | - | 1.0 |
| INA CC404 | IF | CC404 | - | - | - | - | - | 3000 | - | 200 | - | - |
| | TF | ICC13 | - | 037 | 038.1 | 5.0 | - | 3000 | - | 200 | - | 1.0 |
| INA ICC13 | IF | ICC13 | - | - | - | - | - | 3000 | - | 200 | - | - |
| | IF | ICC13 | - | - | - | - | - | 3000 | - | 200 | - | - |
| | TF | FCC13 | - | 127 | 128.1 | 5.0 | - | 3000 | 3000 | - | - | 1.0 |
| APCH | TF | RW13 | Yes | 127 | 128.2 | 6.5 | - | - | - | - | -3.0 / 49 | 0.3 |
| | TF | CC410 | Yes | 127 | 128.3 | 2.0 | - | - | - | - | - | 1.0 |
| | DF | CC412 | - | - | - | - | L | - | - | 180 | - | 1.0 |
| | TF | CC402 | - | 303 | 304.3 | 8.0 | - | 3000 | - | 200 | - | 1.0 |

Horaires sauf indication contraire / Timetables unless otherwise specified
AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFKF.1

Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*

LFKF - FIGARI SUD CORSE

AD 2 LFKF.2

Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data*

| | | | |
|---|---|--|---|
| 1 | Position GEO ARP <i>Situation de l'ARP / ARP location</i> | 41°30'08"N 009°05'48"E | Intersection RWY et TWY <i>Intersection of RWY and TWY</i> |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 1,6 NM NW FIGARI | |
| 3 | Altitude de référence / <i>Reference elevation</i> | 85 ft | |
| | Température de référence / <i>Reference temperature</i> | 30.3 ° C | |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 157 ft | |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> | 2.73°E | |
| | Année (variation annuelle) / <i>Year (annual change)</i> | 2020 (0.14°) | |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> | CCI DE CORSE | |
| | Adresse / <i>Address</i> | Aérodrome FIGARI SUD-CORSE, 20114 FIGARI | |
| | Telephone | 04 95 71 10 10 | |
| | FAX | 04 95 71 10 00 | |
| | TELEX | SITA - FSCCFXH | |
| | AFS | | |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR | |
| 8 | Observations / <i>Remarks</i> | Affectataire principal : CAA | Main assignee: CAA |

AD 2 LFKF.3

Horaires *Operational hours*

| | | | |
|----|--|--|---|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | | |
| 2 | Douanes et police / <i>Customs and immigration</i> | <u>Douanes : 0400-1600 PPR PN 48 HR</u> TEL : 09 70 27 89 77 - 06 07 77 90 95. Police : vols Internationaux 0400-1500 <u>PPR PN 48 HR PAF FIGARI</u> TEL : 04 84 52 05 15 - 07 85 84 35 57. PAF LFKJ : H24 <u>TEL : 04 84 52 07 50 - FAX : 04 95 20 47 04.</u> | <u>Customs : 0400-1600 PPR PN 48 HR</u> TEL : 09 70 27 89 77 - 06 07 77 90 95. Police : international flights 0400-1500 <u>PPR PN 48 HR to PAF FIGARI</u> TEL : 04 84 52 05 15 - 07 85 84 35 57. PAF LFKJ : H24 <u>TEL : 04 84 52 07 50 - FAX : 04 95 20 47 04.</u> |
| 3 | Services de santé / <i>Health and sanitary</i> | | |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | AJACCIO : 0600-2100 (voir / see GEN) | |
| 5 | BDP / <i>ARO</i> | | |
| 6 | Bureau MET / <i>MET briefing office</i> | Voir/See AD 2 LFKB.3.6 | |
| 7 | ATS | HOR annoncés par NOTAM | SKED announced by NOTAM |
| 8 | Avitaillement / <i>Fueling</i> | HOR : 0400 - 2000 Extension si départ planifié après 2000. | SKED : 0400 - 2000 Extension if planned departure after 2000. |
| 9 | Services de manutention / <i>Handling</i> | SCALA Handling 04 95 70 57 18 | |
| 10 | Sûreté / <i>Safety</i> | CCI de Corse, TEL : 04 95 71 10 10. | |
| 11 | Dégivrage / <i>De-icing</i> | Pour vols commerciaux réguliers. Selon accord préalable avec le prestataire d'assistance en escale. | For scheduled commercial flights. According to prior agreement with the ground handling service provider. |
| 12 | Observations / <i>Remarks</i> | GRF (service d'évaluation et de report de l'état de surface de piste) : HOR ATS. | GRF (Global Reporting Format) : ATS SKED. |

AD 2 LFKF.4

Services d'escale et d'assistance *Handling services and facilities*

| | | | |
|---|--|---|--|
| 1 | Moyens de manutention de fret <i>Cargo handling facilities</i> | | |
| 2 | Types de carburants et lubrifiants <i>Fuel and oil types</i> | Carburants/Fuel grades : JET A1 - AVGAS 100LL : SEA, CIV, SFACT (CIV-MIL). Lubrifiants/Oil grades: NIL. | |
| 3 | Moyens et capacités d'avitaillement <i>Fueling facilities and capacities</i> | 1/ JET A1 : cuve 300 m3 + 2 camions de 20 m3 (débit 70 m3/HR) 2/ AVGAS 100LL : cuve 15 m3 - pompe fixe - poste d'avitaillement dédié (poste 55) | 1/ JET A1 : tank 300 m3 + 2 trucks 20 m3 (70 m3/HR dish) 2/ AVGAS 100LL : tank 15 m3 - fix pomp - special refueling stand (stand 55) |
| 4 | Moyens de dégivrage / <i>De-icing facilities</i> | Selon accord préalable avec le prestataire d'assistance en escale. | According to prior agreement with the ground handling service provider. |
| 5 | Hangar pour aéronefs de passage <i>Hangar space for visiting aircraft</i> | | |
| 6 | Réparations pour aéronefs de passage <i>Repair facilities for visiting aircraft</i> | | |
| 7 | Observations / <i>Remarks</i> | 1/ Aviation générale PPR auprès de l'exploitant par e-mail : fsc.ppr@sudcorse.cci.fr. 2/ AVT Aviation Générale : PPR obligatoire auprès de l'exploitant. 3/ Pour les hélicoptères utilisant du 100LL : roulage manuel du poste de stationnement au poste 55. Prévoir équipements si nécessaire. 4/ Pour les aéronefs non assistés, prévoir moyens de lestage et de calage. | 1/ General Aviation on PPR from AD operator by e-mail : fsc.ppr@sudcorse.cci.fr. 2/ General Aviation refuelling : only on PPR from AD operator. 3/ For helicopters using 100LL : manual taxiing from PRKG stand to stand 55. Provide equipment if necessary. 4/ For ACFI without facilities, expected means of ballasting and blocking. |

AD 2 LFKF.5

Services aux passagers *Passenger facilities*

| | | | |
|---|--|---|--|
| 1 | Hôtels | Hôtels a Sotta, Pianottoli, Porto-Vecchio, Bonifacio | Hotels in Sotta, Pianottoli, Porto-Vecchio, Bonifacio |
| 2 | Restaurants | A Figari | In Figari |
| 3 | Moyens de transport / <i>Transportation facilities</i> | Taxis et location de voitures - Services réguliers d'autocars en période estivale sur Porto-Vecchio | Taxis and car rental - Regular bus services during summer period to Porto-Vecchio. |
| 4 | Services médicaux / <i>Medical facilities</i> | Poste de secours RFFS sur AD - Médecins à Figari (4 km) et Pianottoli (13 km) - Clinique à Porto-Vecchio (23 km) - Hôpital à Bonifacio (22 km). | RFFS first aid room at AD - Doctors in Figari (4 km) and Pianottoli (13 km) - Hospital in Porto-Vecchio (23 km) - Hospital in Bonifacio (22 km). |
| 5 | Services bancaires et postaux <i>Bank and Post Office</i> | Distributeur automatique de billets sur AD. La Poste à Figari. | Automatic cash dispenser on AD. La Poste in Figari. |
| 6 | Office de tourisme / <i>Tourist office</i> | Porto-Vecchio 04 95 70 09 58 Bonifacio 04 95 73 11 88 | |
| 7 | Observations / <i>Remarks</i> | | |

AD 2 LFKF.6

Services de sauvetage et de lutte contre l'incendie *Rescue and fire fighting services*

| | | | |
|---|---|--|---|
| 1 | Niveau RFFS de l'AD <i>AD level for fire fighting</i> | 7 | |
| 2 | Moyens de sauvetage / <i>Rescue equipment</i> | 2 VIM 90 P2.5 + 1 VIM 60 (Véhicules d'Intervention Mousse) 1 VCS (Véhicule de Commandement et de Soutien) | 2 VIM 90 P2.5 + 1 VIM 60 (foam intervention vehicles) 1 VCS (command and support vehicle) |
| 3 | Moyens d'enlèvement des aéronefs accidentés <i>Capability for removal of disabled aircraft</i> | Contacter le Cadre de Permanence Opérationnelle (CPO) de l'exploitant - TEL : 07 64 87 06 27. L'exploitant d'aérodrome possède des moyens pour des aéronefs légers. Autres : intervention d'une société de levage en fonction des disponibilités. | Contact the operator's duty officer - TEL : 07 64 87 06 27. The airfield operator has means for ligh aircraft. Other : intervention of a lifting company depending on availability. |
| 4 | Observations / <i>Remarks</i> | Niveau SSLIA assuré pendant les horaires d'activation CTR. | RFFS level guaranteed during CTR activation SKED. |

AD 2 LFKF.7 Évaluation et communication de l'état de surface des pistes, et plan neige *Runway surface condition assessment and reporting, and snow plan*

| | | | |
|---|---|--|--|
| 1 | Type d'équipements / <i>Type of clearing equipment</i> | NIL | |
| 2 | Priorités de dégagement / <i>Clearance priority</i> | NIL | |
| 3 | Matériaux utilisés pour le traitement de la surface de l'aire de mouvement / <i>Material used for movement area surface treatment</i> | NIL | |
| 4 | Pistes spécialement préparées en condition hivernale / <i>Specially prepared winter runways</i> | NIL | |
| 5 | Observations / <i>Remarks</i> | En cas de contamination de piste, l'état de surface sera communiqué aux équipages par la diffusion de la nature des contaminants constatés (type, profondeur et pourcentage de couverture), par tiers de piste, par le biais de message ATIS et/ou d'information aéronautique. Pour les généralités relatives à l'évaluation et la transmission de l'état de surface des pistes, voir AD 1.2.2.1. | In the event of RWY contamination, the state of the surface will be communicated to the crew by broadcasting the nature of contaminants observed (type, depth and percentage of coverage) by third of the RWY by means of an ATS message and/or aeronautical information. For general information on the assessment and transmission of RWY surface conditions, see AD 1.2.2.1. |

AD 2 LFKF.19

Moyens radio de navigation et d'atterrissage *Radio navigation and landing aids*

| Type (CAT ILS) | ID | FREQ | HOR | Position GEO | ALT au pied Root ALT | Portée Coverage | RDH (pente) (slope) | Situation Location |
|----------------|-----|----------------------|-----|----------------------------|-------------------------|--------------------|-------------------------|-----------------------|
| VOR-DME | FGI | 116.7 MHz CH 114X | H24 | 41°30'07.9"N 009°05'00.3"E | 144 ft | 40NM FL500 | | 343°/857m THR 05 |
| LOC 23 (I) | GR | 110.5 MHz | H24 | 41°29'42.1"N 009°05'05.5"E | 34 ft | | | 287°/102m THR 05 |
| GP 23 | | 329.6 MHz | H24 | 41°30'32.2"N 009°06'16.4"E | 75 ft | | 14.9 m/49 ft (3.5 °) | 249°/301m THR 23 |
| DME 23 | | CH 42X | H24 | 41°30'32.2"N 009°06'16.4"E | 131 ft | 25NM FL250 | | 249°/301m THR 23 |

AD 2 LFKF.20

Règlements de circulation locaux *Local traffic regulations*

| | |
|--|--|
| 20.1 ORGANISMES CHARGES DU CONTROLE DE LA CIRCULATION AERIENNE | 20.1 AIR TRAFFIC CONTROL UNITS |
| 20.1.1 L'ACC MARSEILLE assure les services du contrôle de la circulation aérienne de la TMA AJACCIO. | 20.1.1 MARSEILLE ACC provides air traffic control services within AJACCIO. |
| 20.1.2 AJACCIO APP assure les services du contrôle de la circulation aérienne en dessous du FL145. | 20.1.2 AJACCIO APP provides air traffic control services below FL145. |
| 20.2 CALAGE ALTIMETRIQUE L'altitude de transition en TMA AJACCIO est de 5000ft. Le niveau de transition en TMA AJACCIO est calculé par AJACCIO APP. | 20.2 ALTIMETER SETTING The transition altitude within AJACCIO TMA is 5000ft. The transition level within AJACCIO TMA is calculated by AJACCIO APP. |
| 20.3 DEMI-TOUR SUR PISTE Utilisation obligatoire des raquettes intermédiaires ou de fin de piste pour demi-tour sur piste. | 20.3 HALF-TURN ON RUNWAY Intermediate or end of the RWY turnaround areas compulsory for half-turn on runway. |
| 20.4 UTILISATION DES POSTES DE STATIONNEMENT Voir tableau AD 2 LFKF MIA_TEXT 01 1- PRKG aviation commerciale : La demande de mise en route et le repoussage s'effectuent sur la FREQ SOL. 2- PRKG aviation générale : Les postes 22-23-24 et 31 à 38 possèdent un double sens de stationnement pour permettre une orientation de l'aéronef face au vent. 3- Postes hélicoptères : H1, H2, H3, H4 : uniquement accessible par translation par effet de sol depuis la FATO. 21 : uniquement accessible par roulage depuis la piste via le TWY C. | 20.4 USE OF PARKING STANDS See table AD 2 LFKF MIA_TEXT 01 1- Commercial aviation apron : Request for engine start-up and push-back on GROUND FREQ. 2- General aviation apron : The stands 22-23-24 and 31 to 38 are two-way to allow orientation of the ACFT into the wind. 3- Helicopter stands : H1, H2, H3, H4 : use only by ground translation from the FATO. 21 : reachable only by taxiing via TWY C. |
| 20.5 CONSIGNES PARTICULIERES Limitation à 20 kt de vent traversier sur piste mouillée. En cas d'activation de la procédure LVTO (400 m < RVR - 550 m), la circulation sera restreinte à un seul mobile sur l'aire de manoeuvre (aéronef ou véhicule). La circulation sur l'aire de trafic sera réduite au minimum opérationnel. Utilisation des TWY O et P par DASH-8-Q400 uniquement dans les conditions suivantes : - présence d'un placeur lors des opérations de roulage, - pratique du survirage si nécessaire, - vitesse adaptée : 5 km/h MAX. | 20.5 SPECIAL INSTRUCTIONS Crosswind limitation : 20 kt on wet RWY. If you activate the procedure LVTO (400 m < RVR - 550 m), the traffic will be restricted to a single mobile on the manoeuvring area (ACFT or vehicle). Traffic on the apron will be reduced to an operational minimum. Use of TWY O and P by DASH-8-Q400 only under the following conditions : - a marshaller is mandatory for taxiing operations, - use oversteering technic if needed, - adapted speed : 5 km/h MAX. |
| 20.6 ESSAIS MOTEUR Les essais de moteurs ne sont pas autorisés sur la plateforme. Cependant, en cas de nécessité absolue, des essais moteurs peuvent être réalisés sur l'aire de manoeuvre après accord TWR : - Au niveau du PAI K1 pour les aéronefs stationnés sur les postes 22 à 55. - Sur la piste pour les autres aéronefs. En tout état de cause les essais moteurs seront réalisés dans le respect des règles de sécurité en vigueur sur la plateforme et avec une protection incendie assurée par le service de sauvetage et de lutte contre l'incendie de la plateforme (RFFS) durant la durée des essais. | 20.6 ENGINE TESTS The engine tests are forbidden on the platform. However, if absolutely necessary, engine test may be carried out on the manoeuvring area with the agreement of TWR : - At PAI K1 for ACFT parked on stands 22 to 55 - On the RWY for other ACFT. In all cases, engine tests will be carried out in compliance with safety rules, in force on the platform, and with fire protection provided by the platform rescue and fire-fighting service (RFFS) during the test. |

AD 2 LFKF.21

Procédures antibruit *Noise abatement procedures*

AD 2 LFKF.22

Procédures de vol Flight procedures

22.1 CIRCUIT D'AERODROME

Circuit d'aérodrome côté Nord déconseillé.
Altitude circuit d'aérodrome recommandée : 300 m (1100 ft).

22.2 VOLS INTERNATIONAUX

Vols internationaux dans la période horaire 0400-1500 : préavis douanier et policier de 48 HR.

22.3 FRANCHISSEMENT MONT CALDARELLO

Franchissement Mt Caldarello (altitude 388 ft, QDR 232° 1.7 NM AD, balisé de nuit) assuré par PAPI.

22.4 PROCEDURES

22.4.1 Itinéraires IFR à l'intérieur de la TMA

224.1.1 Départs

Les itinéraires de départ RNAV sont préférés.

Départs omnidirectionnels :

Pour optimiser la gestion des départs, est publié un départ omnidirectionnel RNAV de type B vers GIMSI en RWY 23 utilisable sur clairance ATC, pour rejoindre la route planifiée.

La spécification de navigation requise est RNAV1 avec senseur GNSS seulement.

Traitement des plans de vol : un départ omnidirectionnel n'étant pas un SID planifiable, le plan de vol sera déposé suivant un SID existant, même si le VOR-DME FGI est indisponible.

224.1.2 Arrivées

Les STAR en mode de navigation conventionnel ont pour indicateur d'itinéraire les lettres "G" (à destination de l'IAF GALDA), "M" (MASAL) et "P" (PINAL).

De même, pour les STAR en mode de navigation RNAV les indicateurs d'itinéraires sont "R" (à destination de l'IAF GALDA), "V" (MASAL) et "F" (PINAL).

Les itinéraires d'arrivées RNAV sont préférés.

En l'absence de la capacité RNAV requise, le pilote doit s'annoncer "non RNAV" afin, soit de bénéficier d'un guidage radar, soit de se voir attribuer une arrivée conventionnelle.

En cas de perte de la capacité RNAV en cours de procédure le pilote doit l'annoncer et suivre ou rejoindre l'arrivée conventionnelle correspondante.

22.4.2 Procédures RADAR

AJACCIO APP utilise les fonctions de surveillance, d'assistance et guidage radar pour rendre les services de contrôle, d'information et d'alerte.

22.5 PANNE DE COMMUNICATION

22.5.1 Départ

En VMC : faire demi-tour pour atterrir sur l'aérodrome.

En IMC : poursuivre le vol jusqu'aux limites de la TMA au dernier FL assigné ou, si celui-ci n'est pas compatible avec le relief, au premier FL de sécurité, puis entreprendre la montée vers le FL de croisière.

22.5.2 Arrivée

225.1 Le pilote a connaissance de la piste en service

- RWY 23 : appliquer la réglementation nationale en retenant l'attente MASAL ou l'attente PINAL sur autorisation obtenue du contrôle.

- RWY 05 : appliquer la réglementation nationale en retenant l'attente GALDA.

225.2 Le pilote n'a pas connaissance de la piste en service

Considérer que la RWY 05 est en service et appliquer la réglementation nationale en retenant l'attente GALDA (éventuellement procédure MVL si le vent déterminé par le pilote indique que la RWY 23 est en service).

22.1 AERODROME CIRCUIT

North aerodrome circuit not recommended.
Recommended circuit altitude : 300 m (1100 ft).

22.2 INTERNATIONAL FLIGHTS

International flights during 0400-1500 time period : PN 48 HR to customs and police.

22.3 CLEARING OF MONT CALDARELLO

Clearing of Mt Caldarello (altitude 388 ft, QDR 232° 1.7 NM AD, marked at night) provided by PAPI.

22.4 PROCEDURES

22.4.1 IFR routes within the TMA

224.1.1 Departures

The RNAV departure routes are preferred.

Omnidirectional departures :

To optimise management departures, one type B RNAV omnidirectional departure is published to GIMSI RWY 23 usable on ATC clearance, to join planned route.

Required navigation specification is RNAV1 with GNSS sensor only.

Processing of flight plans : omnidirectional departure is not a scheduled SID, FPL shall be filed according to an existing SID, even if VOR-DME FGI is not available.

224.1.2 Arrivals

STARs in conventional navigation mode have as a route indicator the letters "G" (inbound for GALDA IAF), "M" (MASAL) and "P" (PINAL).

Similarly, for the STARs in RNAV navigation mode, the route indicators are "R" (inbound for GALDA IAF), "V" (MASAL) and "F" (PINAL).

The RNAV arrival routes are preferred.

In the absence of the required RNAV capability, the pilot must announce his flight as "non-RNAV" in order to either benefit from radar guidance, or to be assigned a conventional arrival.

In case of loss of the RNAV capability during the procedure, the pilot must announce it and follow or join the corresponding conventional arrival.

22.4.2 RADAR procedures

AJACCIO APP use radar monitoring, assistance and guiding functions for providing alert, information and control services.

22.5 COMMUNICATION FAILURE

22.5.1 Departure

In VMC : turn back to land on the AD.

In IMC : continue flight at the last assigned FL to the TMA limits or, if unable to fly at the last assigned FL due to relief, fly at the first safe FL, then begin climbing to the cruising FL.

22.5.2 Arrival

225.1 The pilot knows the runway in service

- RWY 23: apply the national regulation selecting MASAL holding or PINAL holding upon authorization from the control unit.

- RWY 05: apply the national regulation selecting GALDA holding.

225.2 The pilot does not know the runway in service

Consider that RWY 05 is in service and apply the national regulation selecting GALDA holding (possibly the MVL procedure (visual maneuvers without prescribed track) if the wind determined by the pilot indicates that RWY 23 is in use).

AD 2 LFKF.23

Renseignements supplémentaires *Additional information*

23.1 DIVERS

Pendant les saisons aéronautiques d'été, l'aéroport FIGARI SUD CORSE est un aéroport coordonné au sens du règlement communautaire N°95/93 du 18 janvier 1993 modifié, désigné comme tel par arrêté du ministre chargé de l'aviation civile.

Ainsi, tout vol IFR sur cet aéroport doit faire l'objet d'une attribution préalable de créneaux d'horaires par l'association COHOR.

COHOR est responsable du contrôle de l'existence de créneaux aéroportuaires pour les plans de vol déposés et de la cohérence des horaires du plan de vol avec les créneaux aéroportuaires attribués et, le cas échéant, de la demande auprès d'EUROCONTROL de suspendre un plan de vol IFR sans créneau horaire sur FIGARI SUD CORSE.

Point particulier : sauf habilitation pour un vol IFR d'aviation d'affaires et d'aviation générale sur FIGARI SUD CORSE, la demande d'attribution préalable de créneaux horaires est réalisée par l'exploitant. Le numéro d'identification est alors transmis à l'opérateur lors de la validation du PPR, afin qu'il renseigne le champ 18 du plan de vol, conformément aux instructions figurant dans l'AIP France ENR 1.10 (paragraphe 1.10.4).

Coordonnées de COHOR : site web : www.cohor.org

23.2 EQUIPEMENT D'AERODROME

Equipement de surveillance du trafic :

AD équipé d'une visualisation radar (voir AD 1.0).

23.3 DANGERS A LA NAVIGATION AERIENNE

23.3.1 Turbulences en approche

- RWY 05 : la trajectoire d'approche est soumise à des turbulences, quelle que soit la direction du vent.

- RWY 23 : par vent moyen et fort, plus particulièrement de secteur W-NW, de fortes à très fortes turbulences sont susceptibles d'être rencontrées aux abords de l'AD. Il est recommandé de ne pas initier l'approche par vent fort > 25G35 kt.

23.3.2 Turbulences en finale

Attention, possibilité de cisaillement en finale RWY 23.

23.3.3 Risque d'éblouissement

En approche piste 05, la présence d'une toiture photovoltaïque sur un hangar agricole, à environ 900 mètres avant le seuil 05 et 70 mètres sur la droite de l'axe de piste, est susceptible d'entraîner un éblouissement peu avant le passage travers hangar.

23.3.4 Limites opérationnelles en cas de panne de feu d'obstacle de nuit.

| Moyen en panne <i>Unserviceable device</i> | Procédure autorisée / <i>procedure authorized</i> | | | |
|---|---|------|---------|------|
| | QFU 05 | | QFU 23 | |
| De nuit <i>At night</i> | APP/LDG | TKOF | APP/LDG | TKOF |
| PISCIA | | | | |
| Feu d'obstacle clignotant <i>Obstacle flashing light</i> | NO | NO | NO | YES |
| Feu d'obstacle fixe <i>Obstacle fixed light</i> | NO | NO | NO | YES |
| Feu clignotant + fixe <i>Flashing + fixed light</i> | NO | NO | NO | YES |
| CALDARELLO | | | | |
| Feu d'obstacle clignotant <i>Obstacle flashing light</i> | NO | YES | NO | NO |
| Feu d'obstacle fixe <i>Obstacle fixed light</i> | NO | YES | NO | NO |
| Feu clignotant + fixe <i>Flashing + fixed light</i> | NO | YES | NO | NO |
| U MONTE | YES | YES | NO | YES |
| BUFFUA | NO | YES | YES | YES |

23.4 PERIL ANIMALIER

LS - 30 / CS + 30.

23.5 OBSTACLES

23.5.1 Obstacles dans la bande piste :

- présence d'un ouvrage hydraulique à 420 m du seuil 23 et à 70 m de part et d'autre de l'axe de piste.

- présence au sud de la piste, à la largeur de la bande de piste sur les 400 premiers mètres de la piste 05 d'une forte déclivité du relief et de la clôture de l'emprise aéroportuaire en pied de talus.

- présence au nord de la piste (à 90 m environ de l'axe de piste), en amont du début de la piste 05 de l'abri du LOCALISER.

23.1 MISCELLANEOUS

During the summer aeronautical seasons, FIGARI SUD CORSE airport is a coordinated airport in the sense of modified Community regulation No 95/93 of 18 January 1993, designated as such by order of the minister in charge of civil aviation.

Thus, any IFR flight at this airport must be subject to a prior allocation of schedule slots by the COHOR association.

COHOR is responsible for checking the existence of airport slots for the flight plans submitted and the consistency of the flight plan schedules with the airport slots allocated and, if necessary, for requesting EUROCONTROL to suspend an IFR flight plan without a slot at FIGARI SUD CORSE.

Particular point : except authorisation for an IFR business and general aviation flight at FIGARI SUD CORSE, the request for prior allocation of a time slot is made by the operator. The identification number is then transmitted to the operator during the validation of the PPR in order to fill in the field 18 of the flight plan, in accordance with the instructions contained in the AIP France ENR 1.10 (paragraph 1.10.4).

COHOR contact details : website : www.cohor.org

23.2 AD EQUIPMENT

Traffic surveillance equipment :

AD equipped with a radar display (see AD 1.0).

23.3 AIR NAVIGATION HAZARDS

23.3.1 Turbulences during approach

- RWY 05 : the approach path is subject to turbulence whatever the wind direction.

- RWY 23 : with medium and strong wind, particularly from W-NW sector, strong to very strong turbulence is likely to be encountered in the vicinity of the AD. It is not recommended to start the approach if wind > 25G35 kt.

23.3.2 Turbulences during final

Caution, wind shear possibility during final RWY 23.

23.3.3 Risk of dazzle

During approach runway 05, the presence of a photovoltaic roof on an agricultural hangar, about 900 metres ahead of THR 05 and 70 metres to the right of runway axis, is likely to cause a dazzle just before passing abeam the hangar.

23.3.4 Operational limits in case of unserviceable lighting aid at night.

23.4 WILDLIFE STRIKE HAZARD

SR - 30 / SS + 30.

23.5 OBSTACLES

23.5.1 Obstacles in RWY strip :

- presence of hydraulic structure at 420 m from THR 23 and 70 m on both sides of RWY axis.

- presence at the south of the RWY, at the width of RWY strip on the first 400 meters of RWY 05, of high relief gradient and the fence of airport site at the foot of embankment.

- presence at the north of the RWY (around 90 m to the RWY axis), upstream on the beginning of RWY 05 of LOCALIZER shelter.

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- présence au nord de la piste (à 120 m environ de l'axe de piste) en aval du seuil 23 de l'abri du GLIDE.

- présence au nord de la piste, côté 05, à une distance de 105 m de l'axe de piste, d'un fossé d'une longueur de 105 m présentant une forte déclivité négative puis positive.

- présence au sud de la piste, côté 05, à une distance de 105 m de l'axe de piste, d'un fossé d'une longueur de 330 m présentant une forte déclivité négative puis positive.

- presence at the north of the RWY (around 120 m to the RXY axis) downstream on THR 23 of glide shelter.

- presence at the north of the RWY, side 05, at a distance of 105 m from the RWY axis, of a ditch 105 m long with a high negative then positive high gradient.

- presence at the south of the RWY, side 05, at a distance of 105 m from the RWY axis, of a ditch 330 m long with a high negative then positive high gradient.

AD 2 LFKF.24**Cartes relatives à l'aérodrome Charts related to the aerodrome**

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

AD 2 LFKF.25**Pénétration de la surface du segment à vue (VSS) Visual segment surface (VSS) penetration**

Liste des procédures avec VSS percée et minimums opérationnels concernés.

List of procedures for which the Visual Segment Surface is penetrated and concerned lines of operational minima.

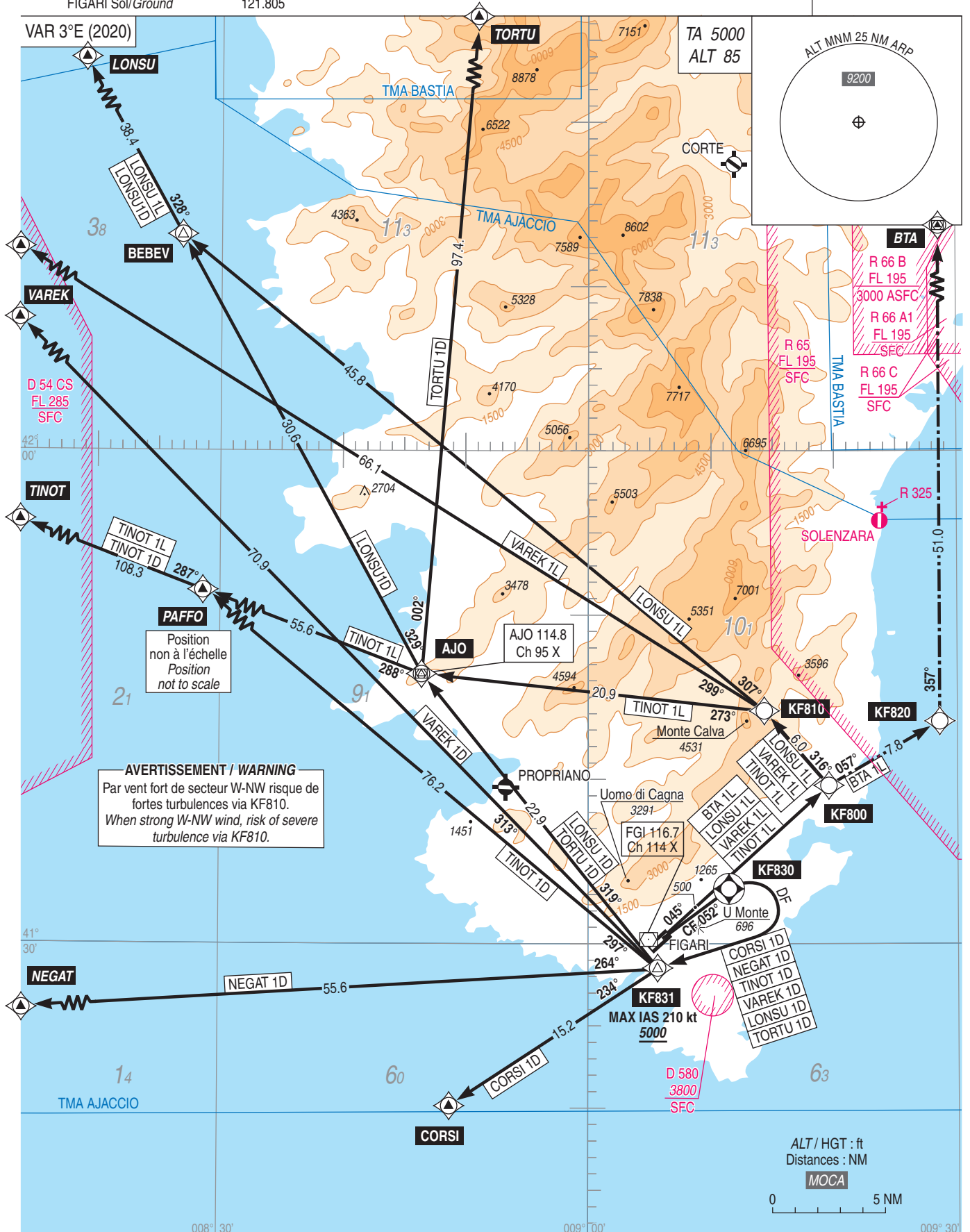
| IDENTIFICATION DE LA PROCÉDURE PROCEDURE IDENTIFICATION | MINIMUMS OPÉRATIONNELS CONCERNÉS LINE OF OPERATIONAL MINIMA |
|--|--|
| VOR RWY 05 | VOR |
| RNP RWY 05 | LNAV |
| Autres procédures / Other procedures | Sans objet / not applicable |

FIGARI SUD CORSE
SID RNAV RWY05
(Protégés pour / Protected for CAT A, B, C)

ATIS FIGARI 118.730
APP : AJACCIO Approche/Approach 121.050
TWR : FIGARI Tour/Tower 120.300
FIGARI Sol/Ground 121.805

← Sur autorisation CTL
On ATC clearance

RNAV 1
GNSS seulement / only



FIGARI SUD CORSE
SID RNAV RWY 05
(Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY05 | | | |
|----------------|--|--|--|
| CAT | A B C | | |
| PBN Box | RNAV1, GNSS seulement / only. | | |
| Climb gradient | Au-delà des pentes minimales théoriques de montée indiquées, la pente minimale théorique réglementaire de 3,3 % s'applique. <i>Beyond minimum theoretical climb gradient indicated, the regulatory minimum theoretical climb gradient of 3.3 % applies.</i> | | |
| | Pentes ATS : voir RMK . <i>ATS climb gradient : see RMK.</i> | | |
| | CORSI 1D NEGAT 1D TINOT 1D | La pente minimale théorique est 6,7 % à maintenir jusqu'à 1500 ft, déterminée par le relief U Monte 696 ft, QDR 064°, 2,4 NM de l'ARP. <i>The minimum theoretical climb gradient is 6.7 % up to 1500 ft determined by mountain U Monte 696 ft QDR 064°, 2.4 NM from ARP.</i> | |
| | VAREK 1D LONSU 1D TORTU 1D | La pente minimale théorique est 6,7 % à maintenir jusqu'à 3000 ft, déterminée par le relief U Monte 696 ft, QDR 064°, 2,4 NM de l'ARP et par le relief "Uomu di Cagna" 3291 ft, QDR 329° 4 NM de l'ARP. <i>The minimum theoretical climb gradient is 6.7 % up to 3000 ft, determined by mountain U Monte 696 ft QDR 064°, 2.4 NM from ARP, and by mountain "Uomu di Cagna" 3291 ft, QDR 329° 4 NM from l'ARP.</i> | |
| | BTA 1L | La pente minimale théorique est 6,2 % à maintenir jusqu'à 1500 ft, déterminée par le relief 1265 ft QDR 031°, 4,4 NM de l'ARP. <i>The minimum theoretical climb gradient is 6.2 % up to 1500 ft, determined by mountain 1265 ft QDR 031°, 4.4 NM from ARP.</i> | |
| | LONSU 1L | La pente minimale théorique est 6,5 % à maintenir jusqu'à 6200 ft, déterminée par le relief Monte Calva 4531 ft et le sommet 5351 ft à 39 NM en amont de BEBEV. <i>The minimum theoretical climb gradient is 6.5 % up to 6200 ft, determined by mountain Monte Calva 4531 ft and peak 5351 ft 39 NM before BEBEV.</i> | |
| | VAREK 1L TINOT 1L | La pente minimale théorique est 6,5 % à maintenir jusqu'à 6000 ft, déterminée par le relief Monte Calva 4531 ft. <i>The minimum theoretical climb gradient is 6.5 % up to 6000 ft, determined by mountain Monte Calva 4531 ft.</i> | |
| General RMK | Les waypoints soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP.</i> | | |
| SID | Itinéraires / Routes | Cir Initiale Initial clearance | RMK |
| CORSI 1D | Monter RM 052° vers <u>KF830</u> , puis tourner à droite direct vers KF831, MAX IAS 210 kt, puis vers CORSI. <i>Climb MAG 052° to <u>KF830</u>, then turn right direct to KF831, MAX IAS 210 kt, then to CORSI.</i> | Niveau de transition Transition level | 5000 ft MNM à / at KF831 pour ATS / for ATS. |
| NEGAT 1D | Monter RM 052° vers <u>KF830</u> , puis tourner à droite direct vers KF831, MAX IAS 210 kt, puis vers NEGAT. <i>Climb MAG 052° to <u>KF830</u>, then turn right direct to KF831, MAX IAS 210 kt, then to NEGAT.</i> | Niveau de transition Transition level | 5000 ft MNM à / at KF831 pour ATS / for ATS. |
| TINOT 1D | Monter RM 052° vers <u>KF830</u> , puis tourner à droite direct vers KF831, MAX IAS 210 kt, puis vers PAFFO et TINOT. <i>Climb MAG 052° to <u>KF830</u>, then turn right direct to KF831, MAX IAS 210 kt, then to PAFFO and TINOT.</i> | Niveau de transition Transition level | 5000 ft MNM à / at KF831 pour ATS / for ATS. |
| VAREK 1D | Monter RM 052° vers <u>KF830</u> , puis tourner à droite direct vers KF831, MAX IAS 210 kt, puis vers VAREK. <i>Climb MAG 052° to <u>KF830</u>, then turn right direct to KF831, MAX IAS 210 kt, then to VAREK.</i> | Niveau de transition Transition level | 5000 ft MNM à / at KF831 pour ATS / for ATS. |

FIGARI SUD CORSE
SID RNAV RWY 05
 (Protégés pour / Protected for CAT A, B, C)

| SID RNAV RWY05 | | | |
|--|---|--|--|
| SID | Itinéraires / Routes | Clr Initiale Initial clearance | RMK |
| LONSU 1D | Monter RM 052° vers <u>KF830</u> , puis tourner à droite direct vers KF831, MAX IAS 210 kt, puis vers AJO, BEBEV et LONSU. <i>Climb MAG 052° to <u>KF830</u>, then turn right direct to KF831, MAX IAS 210 kt, then to AJO, BEBEV and LONSU.</i> | Niveau de transition Transition level | 5000 ft MNM à / at KF831 pour ATS / for ATS. |
| TORTU 1D | Monter RM 052° vers <u>KF830</u> , puis tourner à droite direct vers KF831, MAX IAS 210 kt, puis vers AJO et TORTU. <i>Climb MAG 052° to <u>KF830</u>, then turn right direct to KF831, MAX IAS 210 kt, then to AJO and TORTU.</i> | FL120 | 5000 ft MNM à / at KF831 pour ATS / for ATS. |
| BTA 1L Sur autorisation CTL / On ATC clearance | Monter RM 045°, à 500 ft ou au-dessus, direct vers KF800, puis vers KF820 et BTA. <i>Climb MAG 045°, at 500 ft or above, direct to KF800, then to KF820 and BTA.</i> | FL80 | Pente ATS 6,2 % à maintenir jusqu'à 3000 ft puis 3,3 % pour rester en espace aérien contrôlé. <i>ATS climb gradient 6.2 % up to 3000 ft then 3.3 % to remain in ATC airspace.</i> |
| LONSU 1L | Monter RM 045°, à 500 ft ou au-dessus, direct vers KF800, puis tourner à gauche vers KF810, BEBEV et LONSU. <i>Climb MAG 045°, at 500 ft or above, direct to KF800, then turn left to KF810, BEBEV and LONSU.</i> | FL90 | Pente ATS à maintenir jusqu'au FL 90 pour rester en espace aérien contrôlé : |
| VAREK 1L | Monter RM 045°, à 500 ft ou au-dessus, direct vers KF800, puis tourner à gauche vers KF810 et VAREK. <i>Climb MAG 045°, at 500 ft or above, direct to KF800, then turn left to KF810 and VAREK.</i> | FL80 | 9,4 % si QNH >1013 8,6 % si QNH ≤1013 <i>ATS climb gradient up to FL90 to remain in ATC airspace :</i> |
| TINOT 1L | Monter RM 045°, à 500 ft ou au-dessus, direct vers KF800, puis tourner à gauche vers KF810, AJO, PAFFO et TINOT. <i>Climb MAG 045°, at 500 ft or above, direct to KF800, then turn left to KF810, AJO, PAFFO and TINOT.</i> | FL80 | 9.4 % if QNH >1013 8.6 % if QNH ≤1013 |

Multidirectional departures RWY 05

NIL

FIGARI SUD CORSE
SID RNAV RWY 05
(Protégés pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 05 | | | | | | | | | | | |
|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|--------------------|------------------------------|------------------------------|-------------------|--------------------------|
| RMK | GNSS only | | | | | | MAG VAR 2020 2.7°E | | | REF NAVAI D : FGI | |
| Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| CORSI 1D | | | | | | | | | | | |
| - | CF | KF830 | Yes | 052 | 054.5 | - | - | - | - | - | 1.0 |
| - | DF | KF831 | - | - | - | - | R | 5000 | - | 210 | 1.0 |
| - | TF | CORSI | - | 234 | 236.9 | 15.2 | - | - | - | - | 1.0 |
| NEGAT 1D | | | | | | | | | | | |
| - | CF | KF830 | Yes | 052 | 054.5 | - | - | - | - | - | 1.0 |
| - | DF | KF831 | - | - | - | - | R | 5000 | - | 210 | 1.0 |
| - | TF | NEGAT | - | 264 | 266.7 | 55.6 | - | - | - | - | 1.0 |
| TINOT 1D | | | | | | | | | | | |
| - | CF | KF830 | Yes | 052 | 054.5 | - | - | - | - | - | 1.0 |
| - | DF | KF831 | - | - | - | - | R | 5000 | - | 210 | 1.0 |
| - | TF | PAFFO | - | 297 | 299.9 | 76.2 | - | - | - | - | 1.0 |
| - | TF | TINOT | - | 287 | 290.2 | 108.3 | - | - | - | - | 1.0 |
| VAREK 1D | | | | | | | | | | | |
| - | CF | KF830 | Yes | 052 | 054.5 | - | - | - | - | - | 1.0 |
| - | DF | KF831 | - | - | - | - | R | 5000 | - | 210 | 1.0 |
| - | TF | VAREK | - | 313 | 315.7 | 70.9 | R | - | - | - | 1.0 |
| LONSU 1D | | | | | | | | | | | |
| - | CF | KF830 | Yes | 052 | 054.5 | - | - | - | - | - | 1.0 |
| - | DF | KF831 | - | - | - | - | R | 5000 | - | 210 | 1.0 |
| - | TF | AJO | - | 319 | 321.4 | 22.9 | R | - | - | - | 1.0 |
| - | TF | BEBEV | - | 329 | 331.4 | 30.6 | - | - | - | - | 1.0 |
| - | TF | LONSU | - | 328 | 331.0 | 38.4 | - | - | - | - | 1.0 |
| TORTU 1D | | | | | | | | | | | |
| - | CF | KF830 | Yes | 052 | 054.5 | - | - | - | - | - | 1.0 |
| - | DF | KF831 | - | - | - | - | R | 5000 | - | 210 | 1.0 |
| - | TF | AJO | - | 319 | 321.4 | 22.9 | R | - | - | - | 1.0 |
| - | TF | TORTU | - | 002 | 004.7 | 97.4 | - | - | - | - | 1.0 |
| BTA 1L | | | | | | | | | | | |
| - | CA | - | - | 045 | 047.5 | - | - | 500 | - | - | 1.0 |
| - | DF | KF800 | - | - | - | - | - | - | - | - | 1.0 |
| - | TF | KF820 | - | 057 | 059.9 | 7.8 | - | - | - | - | 1.0 |
| - | TF | BTA | - | 357 | 360.0 | 51.0 | - | - | - | - | 1.0 |
| LONSU 1L | | | | | | | | | | | |
| - | CA | - | - | 045 | 047.5 | - | - | 500 | - | - | 1.0 |
| - | DF | KF800 | - | - | - | - | - | - | - | - | 1.0 |
| - | TF | KF810 | - | 316 | 319.2 | 6.0 | L | - | - | - | 1.0 |
| - | TF | BEBEV | - | 307 | 309.6 | 45.8 | - | - | - | - | 1.0 |
| - | TF | LONSU | - | 328 | 331 | 38.4 | - | - | - | - | 1.0 |
| VAREK 1L | | | | | | | | | | | |
| - | CA | - | - | 045 | 047.5 | - | - | 500 | - | - | 1.0 |
| - | DF | KF800 | - | - | - | - | - | - | - | - | 1.0 |
| - | TF | KF810 | - | 316 | 319.2 | 6.0 | L | - | - | - | 1.0 |
| - | TF | VAREK | - | 299 | 302.1 | 66.1 | - | - | - | - | 1.0 |
| TINOT 1L | | | | | | | | | | | |
| - | CA | - | - | 045 | 047.5 | - | - | 500 | - | - | 1.0 |
| - | DF | KF800 | - | - | - | - | - | - | - | - | 1.0 |
| - | TF | KF810 | - | 316 | 319.2 | 6.0 | L | - | - | - | 1.0 |
| - | TF | AJO | - | 273 | 276.1 | 20.9 | - | - | - | - | 1.0 |
| - | TF | PAFFO | - | 288 | 291.0 | 55.6 | - | - | - | - | 1.0 |
| - | TF | TINOT | - | 287 | 290.2 | 108.3 | - | - | - | - | 1.0 |

FIGARI SUD CORSE
SID CONV RWY 05
(Protégés pour / Protected for CAT A, B, C)

| SID CONV RWY 05 | | | | |
|-----------------|--|---|--|--|
| CAT | A B C | | | |
| Climb gradient | BTA 3G CORSI 3G NEGAT 3G | Pentes théoriques minimales de montée : La pente théorique minimale de montée est de 6,8 % jusqu'à 1500 ft, déterminée par la Punta senza Nome (1289 ft QDR 033° - 3.7 NM ARP), puis la pente théorique minimale réglementaire de 3,3 % s'applique. <i>Minimum theoretical climb gradients : The minimum theoretical climb gradient is 6.8 % up to 1500 ft, determined by Punta senza Nome (1289 ft QDR 033° - 3.7 NM ARP), then the regulatory minimum theoretical climb gradient of 3.3 % applies.</i> | | |
| | AJO 3G | Pentes théoriques minimales de montée : La pente théorique minimale de montée est de 6,8 % jusqu'à 4800 ft, déterminée par la Punta senza Nome (1289 ft QDR 033° - 3.7 NM ARP) et le relief Uomo di Cagna, 3993 ft. Puis la pente théorique minimale réglementaire de 3,3 % s'applique. <i>Minimum theoretical climb gradients : The minimum theoretical climb gradient is 6.8 % up to 4800 ft, determined by Punta senza Nome (1289 ft QDR 033° - 3.7 NM ARP) and mountain "Uomo di Cagna," 3993 ft. Then the regulatory minimum theoretical climb gradient of 3.3 % applies.</i> | | |
| General RMK | NIL | | | |
| SID | Itinéraires / Routes | | Clr Initiale Initial clearance | RMK |
| BTA 3G | Monter RM 045°. A 3,5 NM DME FGI intercepter et suivre le radial 051° FGI (RM 051°). Ensuite intercepter et suivre le radial 176° BTA (RM 356°) vers BTA. <i>Climb MAG 045°. At 3.5 NM DME FGI intercept and follow RDL 051° FGI (MAG 051°). Then intercept and follow RDL 176° BTA (MAG 356°) to BTA.</i> | | FL80 | Ce départ pénétrant dans la zone R65 pourra ne pas être autorisé pendant l'activité de cette zone. <i>As this SID is passing through area R65, pilots can be unauthorized to use it during the activity of this area.</i> |
| AJO 3G | Monter RM 045°. A 3,5 NM DME FGI intercepter et suivre le radial 051° FGI (RM 051°). A 7 NM DME FGI tourner à droite (MAX IAS 210 kt) pour rejoindre et suivre le radial 072° FGI (RM 252°) vers FGI. A FGI intercepter et suivre le QDR 136° AJO (RM 316°) vers AJO. <i>Climb MAG 045°. At 3.5 NM DME FGI intercept and follow RDL 051° FGI (MAG 051°). At 7 NM DME FGI turn right (MAX IAS 210 kt) to join and follow RDL 072° FGI (MAG 252°) to FGI. At FGI intercept and follow QDR 136° AJO (MAG 316°) to AJO.</i> | | FL70 | 5000 ft MNM verticale FGI pour raison ATS. <i>5000 ft MNM over FGI due to ATS.</i> |
| CORSI 3G | Monter RM 045°. A 3,5 NM DME FGI intercepter et suivre le radial 051° FGI (RM 051°). A 7 NM DME FGI tourner à droite (MAX IAS 210 kt) pour rejoindre et suivre le radial 072° FGI (RM 252°) vers FGI. A FGI suivre le radial 228° FGI (RM 228°) vers CORSI. <i>Climb MAG 045°. At 3.5 NM DME FGI intercept and follow RDL 051° FGI (MAG 051°). At 7 NM DME FGI turn right (MAX IAS 210 kt) to join and follow RDL 072° FGI (MAG 252°) to FGI. At FGI follow RDL 228° FGI (MAG 228°) to CORSI.</i> | | Niveau de transition Transition level | 5000 ft MNM verticale FGI pour raison ATS. <i>5000 ft MNM over FGI due to ATS.</i> |
| NEGAT 3G | Monter RM 045°. A 3,5 NM DME FGI intercepter et suivre le radial 051° FGI (RM 051°). A 7 NM DME FGI tourner à droite (MAX IAS 210 kt) pour rejoindre et suivre le radial 072° FGI (RM 252°) vers FGI. A FGI suivre le radial 262° FGI (RM 262°) vers NEGAT. <i>Climb MAG 045°. At 3.5 NM DME FGI intercept and follow RDL 051° FGI (MAG 051°). At 7 NM DME FGI turn right (MAX IAS 210 kt) to join and follow RDL 072° FGI (MAG 252°) to FGI. At FGI follow RDL 262° FGI (MAG 262°) to NEGAT.</i> | | Niveau de transition Transition level | 5000 ft MNM verticale FGI pour raison ATS. <i>5000 ft MNM over FGI due to ATS.</i> |

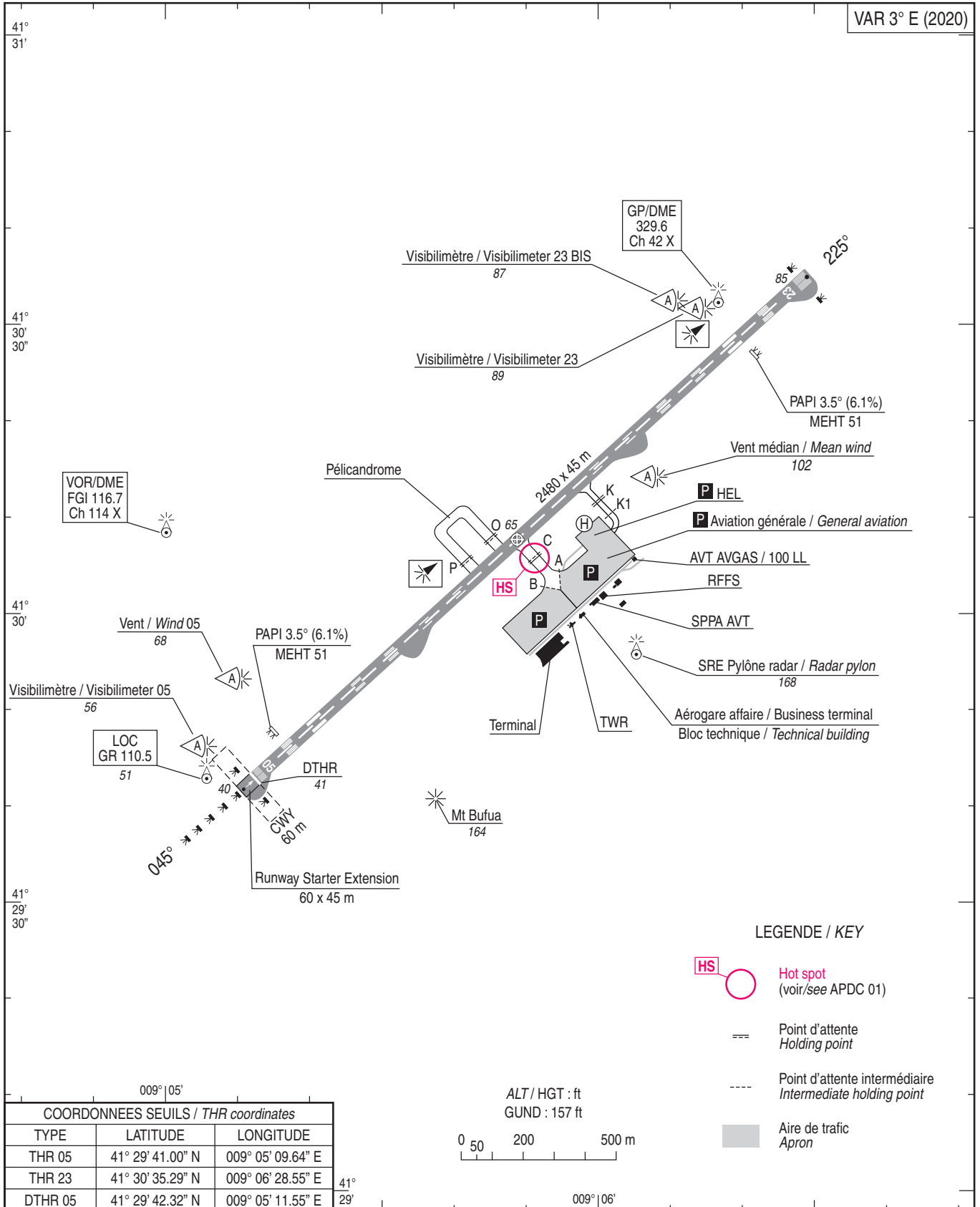
| Conventional Multidirectional departures RWY 05 |
|---|
| NIL |

CARTE D'AERODROME
Aerodrome chart

ATIS 118.730 ☎ 04 95 71 10 99
GND (SOL) : 121.805

FIGARI SUD CORSE
41 30 08 N - 009 05 48 E
ALT AD : 85 (4 hPa)

VAR 3° E (2020)



| COORDONNEES SEUILS / THR coordinates | | |
|--------------------------------------|------------------|-------------------|
| TYPE | LATITUDE | LONGITUDE |
| THR 05 | 41° 29' 41.00" N | 009° 05' 09.64" E |
| THR 23 | 41° 30' 35.29" N | 009° 06' 28.55" E |
| DTHR 05 | 41° 29' 42.32" N | 009° 05' 11.55" E |

| RWY | BALISAGE / Lighting | | TORA | TODA | ASDA | LDA | NATURE Surface | RESIST. Strength | MINIMUM TKOF (RVR : m) | | | |
|-----|---------------------|-----|------|------|------|------|------------------|------------------|------------------------|-------|-------|-------|
| | APCH | RWY | | | | | | | CAT A | CAT B | CAT C | CAT D |
| 05 | NIL | LIH | 2480 | 2480 | 2480 | 2420 | Revêtement Paved | 69 F/C/W/T | 400 | 400 | 400 | - |
| 23 | NIL | LIH | 2420 | 2480 | 2420 | 2420 | | | 400 | 400 | 400 | - |

POINTS / REPERES ESSENTIELS DES PROCEDURES

Waypoints / Procedures main fixes

| Identification | Coordonnées Coordinates | RNAV | CONV | SID STAR | IAC |
|-----------------------|------------------------------|------|------|-------------|-----|
| AJO | REF ENR 4.1 | X | X | X | |
| BTA | REF ENR 4.1 | X | X | X | |
| FGI | REF AD 2 LFKF.19 | | X | X | X |
| RW23 | REF THR23 LFKF AD 2.12 | X | | | X |
| ASKAG | REF ENR 4.4 | X | | X | |
| ← BEBEV | REF ENR 4.4 | X | | X | |
| CORSI | REF ENR 4.4 | X | X | X | |
| GALDA | REF ENR 4.4 | X | X | X | X |
| GIMSI | REF ENR 4.4 | X | | X | |
| LIBLO | REF ENR 4.4 | X | X | X | |
| LONSU | REF ENR 4.4 | X | X | X | |
| MASAL | REF ENR 4.4 | X | X | X | X |
| NEGAT | REF ENR 4.4 | X | X | X | |
| PAFFO | REF ENR 4.4 | X | | X | |
| PINAL | REF ENR 4.4 | X | X | X | X |
| POULP | REF ENR 4.4 | X | X | X | |
| RUBAS | REF ENR 4.4 | X | X | X | |
| SIRSA | REF ENR 4.4 | X | | X | |
| TEREZ | REF ENR 4.4 | X | X | X | |
| TINOT | REF ENR 4.4 | X | | X | |
| TORTU | REF ENR 4.4 | X | X | X | |
| VAREK | REF ENR 4.4 | X | X | X | |
| VICCO | REF ENR 4.4 | X | X | X | |
| KF400 | 41°24'35,0"N 009°02'19,4"E | X | | X | |
| KF410 | 41°24'34,4"N 008°50'53,2"E | X | | X | |
| KF600 | 41°30'00,0" N 008°49'16,0" E | X | | X | |
| KF610 | 41°40'57,0" N 008°55'50,0" E | X | | X | |
| KF620 | 41°51'53,0" N 009°02'26,0" E | X | | X | |
| KF630 | 41°32'54,0" N 008°55'28,0" E | X | | X | |
| KF640 | 41°30'07,0" N 009°01'48,0" E | X | | X | |
| KF680 | 41°29'18,0" N 008°41'19,0" E | X | | X | |
| KF700 | 41°28'52,5" N 009°15'29,0" E | X | | X | |
| KF710 | 41°35'10,0" N 009°13'00,0" E | X | | X | |
| KF730 | 41°45'31,0" N 009°29'34,5" E | X | | X | |
| KF750 | 41°33'14,9" N 009°08'12,3" E | X | | X | |
| KF501 | 41°33'21,8" N 009°26'40,9" E | X | | | X |
| KF502 | 41°34'27,5" N 009°25'27,5" E | X | | | X |
| KF520 | 41°27'12,6" N 009°01'34,2" E | X | | | X |
| KF522 | 41°28'47,2" N 009°03'51,5" E | X | | | X |
| → KF800 | 41°39'29,4" N 009°19'28,1" E | X | | X | |
| → KF810 | 41°44'01,9" N 009°14'14,0" E | X | | X | |
| → KF820 | 41°43'23,7" N 009°28'29,4" E | X | | X | |
| → KF830 | 41°33'11,9" N 009°11'21,4" E | X | | X | |
| → KF831 | 41°28'19,0" N 009°05'34,0" E | X | | X | |
| IF IKF05 | 41°22'56,5" N 008°55'03,2" E | X | | | X |
| FAF FKF05 | 41°25'21,8" N 009°01'13,1" E | X | | | X |
| MAPT MKF05 | 41°29'14,0" N 009°04'30,3" E | X | | | X |
| IF IF23Z | 41°39'23,5" N 009°19'19,5" E | X | | | X |
| FAF FF23Z | 41°36'41,8" N 009°15'22,9" E | X | | | X |
| IF IF23Y | 41°34'00,6" N 009°18'28,4" E | X | | | X |
| FAF FF23Y | 41°33'34,5" N 009°11'50,3" E | X | | | X |
| MAPT MF23Y | 41°31'29,3" N 009°07'47,1" E | X | | | X |
| FAP 4000 ft ILS RWY23 | 41°37'23,5" N 009°16'57,5" E | | X | | X |
| FAF VOR RWY 05 | 41°26'08,6" N 009°01'41,6" E | | X | | X |

APPROCHE AUX INSTRUMENTS

FIGARI SUD CORSE

Instrument approach

CAT A B C

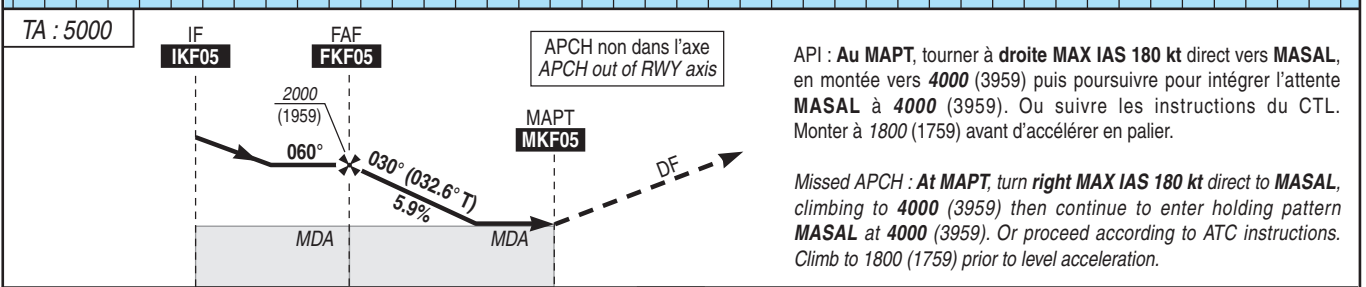
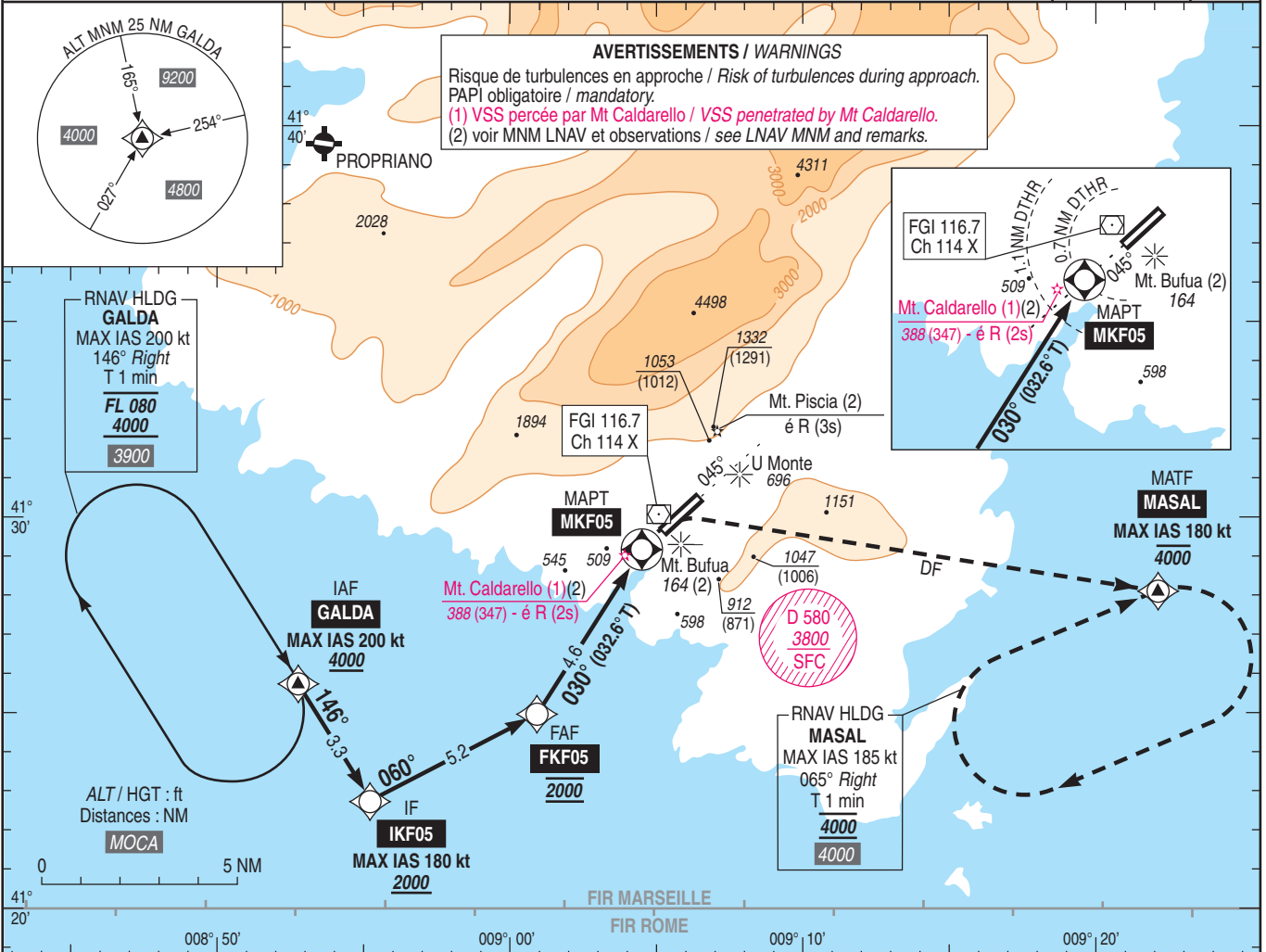
ALT AD : 85, DTHR : 41 (2 hPa)

RNP RWY 05

ATIS : FIGARI 118.730
APP : AJACCIO Approche / Approach 121.050
TWR : FIGARI Tour / Tower 120.300

RNP APCH

VAR
3° E
(2020)



| | | | | |
|----------------|------|-----|-----|-----|
| → MKF05 (NM) | 9.8 | 4.6 | 0 | 0.7 |
| → DTHR 05 (NM) | 10.5 | 5.3 | 0.7 | 0 |

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTHR

| CAT | LNAV (3) API 2.5 % | | | LNAV (3) API 3 % | | | LNAV (3) API 4 % | | | LNAV (3) API 5 % | | | MVL / Circling (4) HJ seulement Daytime only | | | DIST MKF05 | | | |
|-----|--------------------|------|------|------------------|------|------|------------------|------|------|------------------|------|-----|--|------|------|------------|--------|--------|--------|
| | MDA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | OCH | NM | 4 | 3 | 2 |
| A | 1150 (1110) | 5000 | 1105 | 1110 (1070) | 4900 | 1061 | 1020 (980) | 4500 | 973 | 940 (900) | 4000 | 896 | 1400 (1360) | 5000 | 1357 | ALT | 1790 | 1430 | 1060 |
| B | | | | | | | | | | | | | 1540 (1500) | 5000 | 1492 | (HGT) | (1749) | (1389) | (1019) |
| C | 1170 (1130) | 5000 | 1122 | 1130 (1090) | 4900 | 1082 | 1050 (1010) | 4900 | 1001 | 970 (920) | 4300 | 920 | 1780 (1740) | 5000 | 1734 | | | | |

Observations / Remarks : Panne de guidage GNSS durant l'approche / Loss of GNSS guidance during approach : voir / see AIP ENR 1.5.
(3) Procédure inutilisable de nuit si indisponibilité des feux suivants : feux à éclats séquentiels, feux d'identification de piste 05 et Piscia, Bufua, Caldarello selon conditions / Procedure cannot be used at night if the following lights are not operating : flashing sequential lights, RWY 05 identification lights and Piscia, Bufua, Caldarello according to conditions : voir see AD 2 LFKF.23.
(4) MVL interdite au Nord-Ouest de la piste / Circling prohibited North-West of runway.

| | | | | | | | | |
|---------------|--------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| FKF05 - MKF05 | 4.6 NM | 70 kt 3 min 56 | 85 kt 3 min 14 | 100 kt 2 min 45 | 115 kt 2 min 24 | 130 kt 2 min 07 | 145 kt 1 min 54 | 160 kt 1 min 43 |
| VSP (ft/min) | | 420 | 510 | 600 | 690 | 780 | 870 | 960 |

**FIGARI SUD CORSE
PRECODING RNP RWY 05**

| RNP RWY 05 | | | | | | | | | | | | |
|--------------|--------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|-------------------------------|------------------------------|--------------|-------------------------------|--------------------------|
| RMK | MAG VAR 2020 2.7°E | | | | | | | REF NAVAD : | | | | |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MINM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (ft) | Navigation Accuracy (NM) |
| HLDG | - | GALDA | - | - | - | - | - | - | - | - | - | - |
| INA | IF | GALDA | - | - | - | - | - | 4000 | - | 200 | - | - |
| | TF | IKF05 | - | 146 | 148.4 | 3.3 | - | 2000 | - | 180 | - | 1.0 |
| APCH | IF | IKF05 | - | - | - | - | - | 2000 | - | 180 | - | - |
| | TF | FKF05 | - | 060 | 062.4 | 5.2 | - | 2000 | 2000 | - | - | 1.0 |
| | TF | IMKF05 | Yes | 030 | 032.6 | 4.6 | - | - | - | - | -3.4°/- | 0.3 |
| | DF | MASAL | - | - | - | - | R | - | 4000 | 180 | - | 1.0 |
| HLDG | - | MASAL | - | - | - | - | - | - | - | - | - | |

Horaires sauf indication contraire / Timetables unless otherwise specified
 AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
 AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFSM.1**Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*****LFSM - MONTBELIARD COURCELLES****AD 2 LFSM.2****Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data***

| | | |
|---|---|--|
| 1 | Position GEO ARP Situation de l'ARP / <i>ARP location</i> | 47°29'12"N 006°47'29"E |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 2 km S Montbéliard |
| 3 | Altitude de référence / <i>Reference elevation</i> Température de référence / <i>Reference temperature</i> | 1041 ft 28 ° C |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 160 ft |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> Année (variation annuelle) / <i>Year (annual change)</i> | 2.31°E 2020 (0.17°) |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> Adresse / <i>Address</i> Telephone FAX TELEX AFS | SYNDICAT MIXTE DE L'AERODROME DU PAYS DE MONTBELIARD Aérodrome de MONTBELIARD COURCELLES rue Etienne Oehmichen 25420 Courcelles-les-Montbéliard 03 81 90 71 50 |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR |
| 8 | Observations / <i>Remarks</i> | |

AD 2 LFSM.3**Horaires *Operational hours***

| | | |
|----|--|--|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | |
| 2 | Douanes et police / <i>Customs and immigration</i> | Douanes : PN 24 HR TEL : 09 70 27 30 28 - FAX : 04 72 82 12 02 E-mail : codt-metz@douane.finances.gouv.fr Customs : PN 24 HR TEL : 09 70 27 30 28 - FAX : 04 72 82 12 02 E-mail : codt-metz@douane.finances.gouv.fr |
| 3 | Services de santé / <i>Health and sanitary</i> | |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | BORDEAUX (voir / see GEN). |
| 5 | BDP / <i>ARO</i> | |
| 6 | Bureau MET / <i>MET briefing office</i> | H24 |
| 7 | ATS | LUN-VEN : 0730-1100, 1300-1700. En dehors de ces HOR, ainsi que SAM, DIM et JF : PPR la veille ou le dernier jour ouvrable avant 1600. TEL : 03 81 90 18 00 - FAX : 03 81 90 53 44. Aérodrome de MONTBELIARD COURCELLES, rue Etienne Oehmichen 25420 Courcelles-les-Montbéliard E-mail : afis@aerodrome-montbeliard.fr MON-FRI : 0730-1100, 1300-1700. Outside these SKED and SAT, SUN and public HOL: PPR before 1600 on previous day or on the last working day. TEL : 03 81 90 18 00 - FAX : 03 81 90 53 44. Aérodrome de MONTBELIARD COURCELLES, rue Etienne Oehmichen 25420 Courcelles-les-Montbéliard E-mail : afis@aerodrome-montbeliard.fr |
| 8 | Avitaillement / <i>Fueling</i> | H24 CB Carte AVIA : j.rota@thevenin-ducrot.fr H24 credit card AVIA card : j.rota@thevenin-ducrot.fr |
| 9 | Services de manutention / <i>Handling</i> | |
| 10 | Sûreté / <i>Safety</i> | |
| 11 | Dégivrage / <i>De-icing</i> | NIL |
| 12 | Observations / <i>Remarks</i> | GRF (Service d'évaluation et de report de l'état de surface de piste) : HOR ATS GRF (RWY surface condition assessment and report service) : ATS SKED |

AD 2 LFSM.4**Services d'escale et d'assistance *Handling services and facilities***

| | | |
|---|--|--|
| 1 | Moyens de manutention de fret <i>Cargo handling facilities</i> | |
| 2 | Types de carburants et lubrifiants <i>Fuel and oil types</i> | Carburant : 100LL - JET A1 (CIV-MIL sous convention). Lubrifiants : NIL. Fuel : 100LL - JET A1 (CIV-MIL under agreement). Lubricant : NIL. |
| 3 | Moyens et capacités d'avitaillement <i>Fueling facilities and capacities</i> | |
| 4 | Moyens de dégivrage / <i>De-icing facilities</i> | |
| 5 | Hangar pour aéronefs de passage <i>Hangar space for visiting aircraft</i> | |
| 6 | Réparations pour aéronefs de passage <i>Repair facilities for visiting aircraft</i> | |
| 7 | Observations / <i>Remarks</i> | |

AD 2 LFSM.5

Services aux passagers Passenger facilities

| | | | |
|---|--|-------------------------------------|---|
| 1 | Hôtels | A proximité | in the vicinity |
| 2 | Restaurants | A proximité | in the vicinity |
| 3 | Moyens de transport / <i>Transportation facilities</i> | Taxis sur demande, bus à proximité. | Taxis on request, bus stop in the vicinity. |
| 4 | Services médicaux / <i>Medical facilities</i> | | |
| 5 | Services bancaires et postaux <i>Bank and Post Office</i> | | |
| 6 | Office de tourisme / <i>Tourist office</i> | | |
| 7 | Observations / <i>Remarks</i> | | |

AD 2 LFSM.6

Services de sauvetage et de lutte contre l'incendie Rescue and fire fighting services

| | | | |
|---|---|------------------|-----------------|
| 1 | Niveau RFFS de l'AD <i>AD level for fire fighting</i> | I | |
| 2 | Moyens de sauvetage / <i>Rescue equipment</i> | | |
| 3 | Moyens d'enlèvement des aéronefs accidentés <i>Capability for removal of disabled aircraft</i> | Moyens externes. | External means. |
| 4 | Observations / <i>Remarks</i> | | |

AD 2 LFSM.7 Évaluation et communication de l'état de surface des pistes, et plan neige Runway surface condition assessment and reporting, and snow plan

| | | | |
|---|---|---|--|
| 1 | Type d'équipements / <i>Type of clearing equipment</i> | Aucun équipement. | No equipment. |
| 2 | Priorités de dégagement / <i>Clearance priority</i> | | |
| 3 | Matériaux utilisés pour le traitement de la surface de l'aire de mouvement / <i>Material used for movement area surface treatment</i> | | |
| 4 | Pistes spécialement préparées en condition hivernale / <i>Specially prepared winter runways</i> | Non applicable | Not applicable |
| 5 | Observations / <i>Remarks</i> | Evaluation et report de l'état de surface des pistes conformément à la méthode "Global Reporting Format" (GRF) décrite en AD 1.2.2 Les horaires GRF sont publiés en AD 2.3 | Assessment and reporting of runway surface condition in accordance with the Global Reporting Format (GRF) described in AD 1.2.2 GRF operational hours are published in AD 2.3 |

AD 2 LFSM.8

Aires de trafic, TWY et emplacements de vérification Aprons, TWY and check locations

| | | | |
|---|--|---|--|
| 1 | Revêtement de l'aire de trafic / <i>Apron surface</i> | Revêtu | Paved |
| | Résistance de l'aire de trafic / <i>Apron strength</i> | 9 F/C/W/T | |
| 2 | Largeur TWY / <i>TWY width</i> | TWY A, B : 10 m | |
| | Revêtement des TWY / <i>TWY surface</i> | Revêtu | Paved |
| | Résistance des TWY / <i>TWY strength</i> | TWY A : 10 F/C/W/T TWY B : 11 F/C/W/T | |
| 3 | Emplacement des ACL / <i>ACL location</i> | Point d'attente 26 <u>Parking pied de la tour</u> | Holding point 26 <u>Apron vicinity of tower</u> |
| | Altitude des ACL / <i>ACL elevation</i> | <u>1037 ft au point d'attente 26</u> <u>1033 ft au pied de la tour</u> | <u>1037 ft at holding point 26</u> <u>1033 ft vicinity of tower</u> |
| 4 | Points de vérification VOR / <i>VOR checkpoints</i> | | |
| 5 | Points de vérification INS / <i>INS checkpoints</i> | | |
| 6 | Observations / <i>Remarks</i> | <u>Les voies de circulation A et B sont limitées aux aéronefs dont la largeur hors-tout du train d'atterrissage est inférieure à 5 m.</u> | <u>TWY A and TWY B are limited to ACFT with a main gear overall width smaller than 5 meters.</u> |

AD 2 LFSM.9

Guidage et contrôle des mouvements à la surface, balisage / Surface movement guidance and control system, marking

| | | | |
|---|--|-----------------------------|----------------------------|
| 1 | ID postes de stationnement <i>Aircraft stands ID signs</i> | NIL | |
| | Lignes de guidage TWY / <i>TWY guide lines</i> | | |
| | Systèmes de guidage pour l'accostage des aéronefs <i>Visual docking/parking guidance system</i> | | |
| 2 | Marquage RWY et TWY / <i>RWY and TWY marking</i> | Voir carte AD 2 LFSM ADC 01 | See chart AD 2 LFSM ADC 01 |
| | Balisage RWY et TWY / <i>RWY and TWY lighting</i> | Voir/see AD 2 LFSM .14/15 | |
| 3 | Barres d'arrêt / <i>Stop bars</i> | | |
| 4 | Observations / <i>Remarks</i> | | |

AD 2 LFSM.10

Obstacles aux abords de l'aérodrome Aerodrome obstacles

| | | | |
|---|--|--|--|
| Voir carte d'aérodrome OACI et cartes d'obstacles / <i>See aerodrome ICAO chart and obstacle charts</i> | | | |
|---|--|--|--|

AD 2 LFSM.11

Renseignements météorologiques *Meteorological information*

| | | |
|----|---|---------------------------------|
| 1 | Centre MET associé / <i>Associated MET Office</i> | BALE MULHOUSE |
| 2 | Horaires de service / <i>Hours of service</i> | voir/see AD 2 LFSM .3 |
| | Centre MET hors HOR / <i>MET Office outside HOR</i> | |
| 3 | Centre MET responsable des TAF <i>Office in charge of TAF</i> | |
| | Période de validité / <i>Validity period</i> | |
| 4 | Type de prévision d'atterrissage <i>Type of landing forecast</i> | |
| | Périodicité / <i>Interval of issuance</i> | |
| 5 | Briefing, consultation | T |
| 6 | Documentation de vol / <i>Flight documentation</i> | C-PL |
| | Langue utilisée / <i>Language used</i> | FR |
| 7 | Cartes, autres informations <i>Charts, other information</i> | METAR AUTO |
| 8 | Équipement complémentaire <i>Supplementary equipment</i> | |
| 9 | Organismes ATS desservis / <i>ATS units served</i> | AFIS |
| 10 | Informations complémentaires <i>Additional information</i> | TEL MET (IFR) : 03 68 08 11 08. |

AD 2 LFSM.12

Caractéristiques physiques des pistes *Runway physical characteristics*

| RWY ID | Orientation Geo (MAG) | Dimensions RWY | PCN | Surface | Position GEO THR (DTHR) | ALT | SWY CWY | Bande Strip |
|--------|--------------------------|-------------------|------------|----------------------------|--|--------------------------------|---------|-------------|
| 08 | 079 (077) | 1700 x 23 | 16 F/C/W/T | revêtue / paved | 47°29'06.93"N 006°46'49.12"E (47°29'09.33"N 006°47'08.23"E) | THR: 1030 ft DTHR : 1030 ft | | 1820 x 150 |
| 26 | 259 (257) | 1700 x 23 | 16 F/C/W/T | revêtue / paved | 47°29'17.01"N 006°48'09.14"E (47°29'14.58"N 006°47'49.96"E) | THR: 1041 ft DTHR : 1037 ft | | 1820 x 150 |
| 08L | 079 (077) | 855 x 50 | | non revêtue / not paved | 47°29'10.86"N 006°47'07.94"E | THR: 1028 ft | | 855 x 60 |
| 26R | 259 (257) | 855 x 50 | | non revêtue / not paved | 47°29'15.92"N 006°47'48.21"E | THR: 1037 ft | | 855 x 60 |

AD 2 LFSM.13

Distances déclarées *Declared distances*

| RWY ID | TORA | TODA | ASDA | LDA | Observations Remarks |
|--------|------|------|------|------|--|
| 08 | 1700 | 1700 | 1700 | 1300 | |
| 26 | 1650 | 1650 | 1650 | 1250 | Distances déclarées réduites de 50 m par rapport aux dimensions de la piste revêtue afin de prendre en compte le respect d'une bande aménagée de 60 m exigée contigüe à l'extrémité de la piste 26. Declared distances reduced of 50 m compared to the paved RWY dimension in order to take into account a required 60 m clear strip adjacent to the end of RWY 26. |
| 08L | 855 | 855 | 855 | | |
| 26R | 855 | 855 | 855 | | |

AD 2 LFSM.14

Balisage d'approche et de piste *Approach and runway lighting*

| RWY ID | APCH | THR couleur colour | PAPI/VASIS | MEHT | TDZ Longueur Length | Balisage axial <i>Centerline LGT</i> | | | |
|--------|---------------------------------------|--------------------------|-------------------|------------------------|---------------------------|--------------------------------------|-----------------------|-------------------|------------------------|
| | | | | | | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity |
| 08 | | G | | | | | | | |
| 26 | | G | PAPI 4.0 ° 7.0 % | 27 ft | | | | | |
| RWY ID | Balisage latéral <i>Edge lighting</i> | | | | Extrémité RWY end | | SWY | | |
| | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity | Couleur Colour | Longueur Length | Couleur Colour | | |
| 08 | 1700 m | 60 m | W | LIL | R | | | | |
| 26 | 1700 m | 60 m | W | LIL | R | | | (1) | |

(1) Faisceau PAPI désaxé à gauche de 3°
(1) PAPI light beam 3° offset to the left

AD 2 LFSM.22

Procédures de vol *Flight procedures*

22.1 Vols à l'arrivée

22.1 *Arriving flights*

CONSIGNES GENERALES

Présence d'obstacles aux environs immédiats de l'aérodrome :

- trouée Est : pylône à 900 m de l'extrémité de la piste 08,
- trouée Ouest : relief (Mont Bart) à 1000 m de l'extrémité de la piste 26.

En l'absence d'organisme AFIS, PCL PPR agent AFIS avant 1500.

CONSIGNES PARTICULIERES (AVIONS)

De nuit : seule la trouée Est est utilisable au décollage et à l'atterrissage. L'entraînement de nuit est réservé aux pilotes autorisés qui en auront fait la demande auprès de l'exploitant d'aérodrome et conformément aux consignes en vigueur.

• Décollage (RWY 08)

Du fait de la présence d'obstacles proches (voir consignes générales), le respect des marges de franchissement d'obstacles (tous moteurs ou n-1 moteurs selon les dispositions opposables à l'exploitant) au décollage peut ne pas être respecté.

Dans ce cas, l'exploitant devra établir des minimums permettant de voir et d'éviter les obstacles. Ces minimums ne seront pas inférieurs à :

- de jour : VH = 1500 m, plafond 1000 ft
- de nuit : VH = 2500 m, plafond 1000 ft

• Atterrissage (RWY 26)

ATT interdit de nuit en cas d'indisponibilité du PAPI.

• Atterrissage (RWY 08)

Interdit de nuit

Du fait de la présence du Mont Bart, à proximité du terrain (secteur ouest), la procédure MVL pour un atterrissage 08 nécessite une trajectoire courbe garantissant des marges latérales par rapport au relief.

• Approche interrompue

A la MDA(H) ou au plus tard au MAPT, selon consignes publiées. En dessous de la MDA(H) (cas de l'atterrissage avorté à vue), l'attention des équipages est attirée sur le fait que la remise de gaz (avec ou sans prise en compte de la panne moteur) peut s'avérer impossible en respectant les marges de franchissement d'obstacles. Dans ce cas, la procédure opérationnelle devra prévoir un "point de décision" au delà duquel l'atterrissage devra impérativement avoir lieu. Pour cette même raison et sauf cas de force majeure, les exploitants ne devront pas débiter l'approche en cas de panne d'un moteur.

EXIGENCES OPERATIONNELLES APPLICABLES AUX EXPLOITANTS FRANÇAIS ET ETRANGERS UTILISANT LEURS AVIONS SELON LES REGLES APPLICABLES AU TRANSPORT PUBLIC (AVIONS).

ACFT < 9 sièges passagers et masse < 5,7 t : pas d'exigence hormis le respect des consignes particulières.

ACFT > 9 sièges passagers ou masse > 5,7 t : une reconnaissance du site ou un entraînement sur un simulateur pourvu d'un visuel spécifique approuvé à cet effet est requise.

A défaut de reconnaissance, les minimums d'atterrissage et de décollage suivants seront utilisés : VH = 5000 m - Plafond = 1500 ft

La reconnaissance doit être effectuée par les commandants de bord couvrant toutes les procédures aux instruments de l'aérodrome, ainsi que les procédures d'utilisation sur site propres à l'exploitant sur l'aéronef concerné.

De plus, le commandant de bord devra avoir suivi une formation définie par l'exploitant portant notamment sur l'étude des cartes, des trajectoires, des obstacles dans les trouées opérationnelles, des caractéristiques aérologiques et des performances normales et dégradées de l'aéronef.

ACFT > 30 sièges passagers : en plus des exigences spécifiées en 3.2, un dossier devra être déposé à la DSAC Nord-Est au minimum un mois avant le début de l'exploitation souhaitée.

Ce dossier comprendra :

- une étude opérationnelle avec calcul des performances au décollage, à l'atterrissage, en remise de gaz (N et N - 1 moteurs). Pour le décollage, un plan précis et coté faisant apparaître la (ou les) trouée(s) d'envol, la trajectoire suivie et les marges de franchissement d'obstacles devra être fourni.

- les consignes spécifiques figurant au manuel d'exploitation pour l'utilisation du cycle (conditions MTO, trajectoires (arrivées, départs, remise de gaz, configuration avion...)).

- le programme de formation théorique (études des cartes, obstacles, performances) et pratique (procédures normales, occasionnelles, urgences) des équipages.

GENERAL INSTRUCTIONS

Obstacles in the immediate vicinity of the aerodrome :

- *Eastern funnel : pylon 900 m from the end of runway 08.*
- *Western funnel : high ground (Mont Bart) 1000 m from the end of runway 26.*

Without AFIS, PCL PPR from AFIS agent before 1500.

SPECIAL INSTRUCTIONS (AIRPLANES)

At night, only the Eastern funnel can be used for take-offs and landings. Night training flights are reserved for authorized pilots, who have placed a request with the aerodrome operator, and in accordance with the instructions in force.

• *Take-off (RWY 08)*

Due to the presence of close obstacles (see general instructions), compliance with obstacle clearance heights (all engines or n-1 engines, dependent on the provisions affecting the operator) on take-off may not be maintained.

In this case, the operator must obtain minima which enable him to see and avoid the obstacles. These minima shall not be lower than :

- *by day : VH = 1500 m, ceiling 1000 ft*
- *at night : VH = 2500 m, ceiling 1000 ft*

• *Landing (RWY 26)*

Landing prohibited at night if PAPI not available.

• *Landing (RWY 08)*

Prohibited at night.

Due to the presence of Mont Bart close to the field (western sector), the circling procedure for landings on 08 demands a curved approach path which ensures lateral clearances with respect to the high ground.

• *Missed approach*

At MDA(H) or not later than MAPT, dependent on the published instructions. Below MDA(H) (in the case of a visual aborted landing), the attention of crews is drawn to the fact that a go-around (with or without taking into account the loss of an engine) may be found to be impossible while complying with the obstacle clearances. In this case, the operational procedure must include a "decision point", beyond which the landing must take place. For this same reason, saving any unavoidable circumstances, operators must not begin an approach in the event of the loss of an engine.

OPERATIONAL REQUIREMENTS APPLICABLE TO FRENCH AND FOREIGN OPERATORS WHOSE AIRCRAFT ARE BEING USED IN ACCORDANCE WITH THE RULES APPLICABLE TO PUBLIC TRANSPORT (AIRPLANE)

ACFT with 9 passenger seats or less and weight < 5.7 tons : no requirements apart from compliance with the special instructions.

ACFT with more than 9 passenger seats or weight > 5.7 tons : an inspection of the site or training on a simulator equipped with a specific visual view, approved for this purpose, is required.

Failing an inspection, the following landing and take-off minima are to be used : VH = 5000 m - Ceiling = 1500 ft

The inspection must be carried out by aircraft commanders, covering all the aerodrome instrument procedures, as well as the operator's on-site operating procedures on the aircraft concerned.

In addition, the aircraft commander must have undergone training, defined by the operator and covering in particular charts, flight paths, obstacles inside operating funnels and the aerological characteristics and the normal and degraded performances of the aircraft.

ACFT with more than 30 passenger seats : in addition to the requirements specified in 3.2, a file must be submitted for approval to DSAC Nord-Est at least one month before the start of the intended operations.

This file should comprise :

- an operational study with a calculation of the performance on take-off, on landing and on go-around (N and N-1 engines). For the take-off, a precise, dimensioned drawing, showing the take-off funnel(s), the flight path followed and the obstacle clearance heights, must be supplied.

- the specific instructions contained in the operating manual for the duty cycle (MTO conditions, flight paths (arrivals, departures, go-arounds, aircraft configuration...)).

- the programme for the theoretical training (study of charts, obstacles, performances) and the practical training (normal, occasional and emergency procedures) of crews.

Après étude du dossier la DSAC Nord-Est délivrera une autorisation à l'exploitant pour les vols demandés.

CAS DES HELICOPTERES

Les minima d'atterrissage à utiliser sont ceux de la catégorie A avion.

Les hélicoptères sont soumis aux consignes particulières décrites au § 2, avec, dans le cas du non respect des marges des franchissements d'obstacles, des minima de décollage suivants :

- de jour VH = 1000 m, plafond = 1000 ft
- de nuit VH = 1500 m, plafond = 1000 ft (décollage interdit de nuit au QFU 257°).

Les exigences opérationnelles du § 3.2 sont applicables aux hélicoptères disposant de plus de 9 sièges passagers, quelle que soit leur masse.

Les exigences opérationnelles du § 3.3, exigeant un dépôt de dossier et une autorisation préalable, sont applicables aux hélicoptères dont la masse maximale dépasse 9t et disposant de plus de 15 sièges passagers.

22.2 Vols au départ

Consignes recommandées pour un départ IFR

RWY 08 : Monter RM 077° à 7.4% (1)(2) jusqu'à 2037 ft (996 ft) puis route directe en montée à 4.2 % jusqu'à l'altitude de sécurité en route.

- (1) Obstacle le plus pénalisant : arbre de 1074 ft situé à 75 m de la DER et à 118 m au Sud de l'axe.
- (2) Cette consigne fait abstraction des obstacles suivants :
 - Arbres situés à proximité de la DER au Nord de l'axe, le plus proche situé à 8 m de la DER et à 87 m au Nord de l'axe, induisant une pente minimale de 71.7%.
 - Ligne d'arbres située à 8 m de la DER et à 83 m au Sud de l'axe induisant une pente minimale de 72.0%.
 - Ligne d'arbres située à 56 m de la DER et à 141 m au Sud de l'axe induisant une pente minimale de 18.3%.

RWY 26 : Compte tenu de la présence du Mont Bart, les départs IFR RWY 26 sont interdits.

After analysis of the file, the DSAC Nord-Est will issue an operator clearance for the requested flights.

FOR HELICOPTERS

The landing minima to be used are those for a category A aircraft.

Helicopters are subject to the special instructions described in § 2 with, if the obstacle clearance heights are not maintained, the following take-off minima :

- by day VH = 1000 m, ceiling 1000 ft
- by night VH = 1500 m, ceiling 1000 ft (take-off from QFU 257° prohibited at night).

The operational requirements in § 3.2 are applicable to helicopters which have more than 9 passenger seats, whatever their weight.

The operational requirements in § 3.3, requiring the submission of a file and prior permission, are applicable to helicopters whose maximum weight exceeds 9 tons and which have more than 15 passenger seats.

22.2 Departing flights

Recommended instructions for IFR departures

RWY 08 : Climb MAG 077° at 7.4% (1)(2) up to 2037 ft (996 ft), then direct route climbing at 4.2% up to enroute safety altitude.

- (1) Most penalizing obstacle : 1074 ft tree located at 75 m from the DER and 118 m South of axis.
- (2) This instruction ignores the following obstacles :
 - Trees located near the DER North of axis, the nearest located at 8 m from the DER and 87 m North of axis, inducing a minimum slope of 71.7%.
 - Trees line located at 8 m from the DER and 83 m South of axis, inducing a minimum slope of 72.0%.
 - Trees line located at 56 m from the DER and 141 m South of axis, inducing a minimum slope of 18.3%.

RWY 26 : Due to the presence of the Mont Bart, IFR departures RWY 26 are prohibited.

AD 2 LFSM.23 Renseignements supplémentaires Additional information

23.1 GENERALITES

AD réservé aux ACFT munis de radio.

23.2 EQUIPEMENT AD

PCL pour le balisage et PAPI :

- 3 coups d'alternat pour allumage balisage basse intensité.
- 5 coups d'alternat pour allumage balisage haute intensité.
- 7 coups d'alternat en moins de 5 secondes pour éteindre le balisage.
- Extinction automatique 13'40 s.

23.3 PERIL ANIMALIER

NIL.

23.1 GENERAL

AD reserved for radio-equipped ACFT.

23.2 AD EQUIPEMENT

PCL for lighting and PAPI :

- 3 microphone switch actions for low intensity lighting.
- 5 microphone switch actions for high intensity lighting.
- 7 microphone switch actions in less than 5 seconds to switch off lighting.
- Automatic extinguishing 13'40 s.

23.3 WILDLIFE STRIKE HAZARD

NIL.

AD 2 LFSM.24

Cartes relatives à l'aérodrome Charts related to the aerodrome

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

AD 2 LFSM.25

Pénétration de la surface du segment à vue (VSS) Visual segment surface (VSS) penetration

Liste des procédures avec VSS percée et minimums opérationnels concernés.

List of procedures for which the Visual Segment Surface is penetrated and concerned lines of operational minima.



| IDENTIFICATION DE LA PROCÉDURE PROCEDURE IDENTIFICATION | MINIMUMS OPÉRATIONNELS CONCERNÉS LINE OF OPERATIONAL MINIMA |
|--|--|
| RNP RWY26 | LNAV |

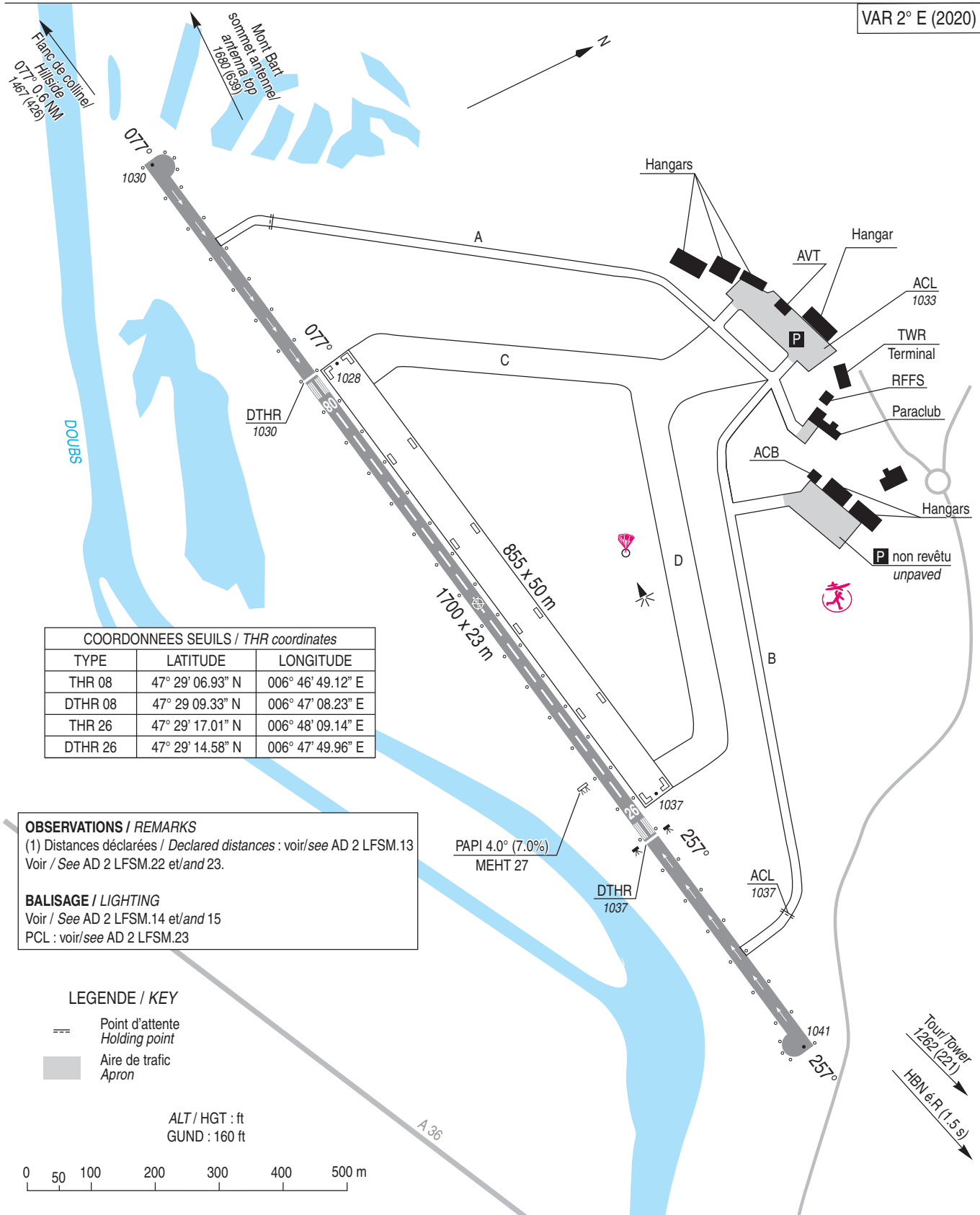
CARTE D'AERODROME
Aerodrome chart

AFIS : MONTBELIARD Information 132.025

MONTBELIARD COURCELLES

47 29 12 N - 006 47 29 E
ALT AD : 1041 (38 hPa)

VAR 2° E (2020)



| RWY | BALISAGE / Lighting | | TORA | TODA | ASDA | LDA | NATURE Surface | RESIST. Strength | MINIMUM TKOF (RVR : m) | | | |
|-----|---------------------|-----|----------|----------|----------|----------|--------------------|------------------|------------------------|-------|-------|-------|
| | APCH | RWY | | | | | | | CAT A | CAT B | CAT C | CAT D |
| 08 | NIL | LIL | 1700 | 1700 | 1700 | 1300 | Revêtement / Paved | 16 F/C/W/T | 1000 | 1000 | - | - |
| 26 | NIL | LIL | 1650 (1) | 1650 (1) | 1650 (1) | 1250 (1) | | | - | - | - | - |

DATA

MONTBELIARD COURCELLES

POINTS / REPERES ESSENTIELS DES PROCEDURES*Waypoints / Procedures main fixes*

| Identification | Coordonnées Coordinates | RNAV | CONV | SID STAR | IAC |
|----------------|------------------------------|------|------|-------------|-----|
| IAF HR | REF ENR 4.1 | X | | | |
| | | | | | |
| SM 404 | 47°35'52.1" N 007°01'23.2" E | X | | | |
| ISM 26 | 47°31'05.4" N 007°02'40.4" E | X | | | |
| FSM 26 | 47°30'14.7" N 006°55'51.2" E | X | | | |
| RW 26 | 47°29'14.6" N 006°47'50.0" E | X | | | |
| SM 410 | 47°27'57.3" N 006°37'48.6" E | X | | | |

←

Horaires sauf indication contraire / Timetables unless otherwise specified
 AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
 AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFTW.1

Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*

LFTW - NIMES GARONS

AD 2 LFTW.2

Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data*

| | | | |
|---|---|--|---|
| 1 | Position GEO ARP Situation de l'ARP / <i>ARP location</i> | 43°45'27"N 004°24'59"E milieu de piste | middle of RWY |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 9 km SSE de NÎMES | 9 km SSE NÎMES |
| 3 | Altitude de référence / <i>Reference elevation</i> Température de référence / <i>Reference temperature</i> | 309 ft 33.1 ° C | |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 162 ft | |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> Année (variation annuelle) / <i>Year (annual change)</i> | 1.74°E 2020 | |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> Adresse / <i>Address</i> Telephone FAX TELEX AFS | EDEIS AEROPORT NIMES Aéroport Nîmes Grande Provence Méditerranée 30800 Saint Gilles (0)4 66 70 49 49/57 (0)4 66 70 91 24 SITA : FNIAPXH LFTWYDYX | |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR | |
| 8 | Observations / <i>Remarks</i> | E-mail : nimes.ops@edeis.com Affectataire principal : CAA. Affectataire secondaire : Ministère de l'intérieur. | E-mail : nimes.ops@edeis.com. Main assignee: CAA. Secondary assignee: Ministry of the Interior. |

AD 2 LFTW.3

Horaires *Operational hours*

| | | | |
|----|--|--|---|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | 0800-1700 | |
| 2 | Douanes et police / <i>Customs and immigration</i> | Vols commerciaux réguliers selon le programme de l'exploitant. Vols internationaux LUN-VEN : - si mouvements prévus entre 0700 et 1600 : O/R PN 1 HR, - si mouvements prévus entre 1600 et 1900 : PN avant 1500, - si mouvements prévus entre 2100 et 0700 : PN 24 HR. SAM, DIM et JF : PN avant 1500 le dernier jour ouvrable. | Outside commercial regular flights according to AD operator SKED. International flights MON-FRI : - flight between 0700 and 1600 : O/R PN 1 HR, - flight between 1600 and 1900 : PN before 1500, - flight between 2100 and 0700 : PN 24 HR. SAT, SUN and HOL : PN on the last working day before 1500. |
| 3 | Services de santé / <i>Health and sanitary</i> | Non disponible | Not available |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | BORDEAUX (voir/see GEN) | |
| 5 | BDP / <i>ARO</i> | NIL | |
| 6 | Bureau MET / <i>MET briefing office</i> | NEANT | |
| 7 | ATS | Voir NOTAM. Absence ATS : O/R EDEIS par TEL : - LUN-VEN : PN avant 1500, - JF : PN le dernier jour ouvrable avant 1500. | See NOTAM. Absence ATS : O/R EDEIS by TEL : - MON-FRI : PN before 1500. - Public HOL : PN on the last working day before 1500. |
| 8 | Avitaillement / <i>Fueling</i> | Voir NOTAM. Hors HOR : - LUN-VEN : O/R avant 1700. - SAM, DIM et JF : PN le dernier jour ouvrable avant 1700. | See NOTAM. Outside SKED : - MON-FRI : O/R before 1700. - SAT, SUN and HOL : PN on the last working day before 1700. |
| 9 | Services de manutention / <i>Handling</i> | O/R EDEIS | |
| 10 | Sûreté / <i>Safety</i> | O/R EDEIS | |
| 11 | Dégivrage / <i>De-icing</i> | O/R EDEIS | |
| 12 | Observations / <i>Remarks</i> | GRF (Service d'évaluation et de report de l'état de surface de piste) : HOR ATS. | GRF (Global Reporting Format) : ATS SKED. |

AD 2 LFTW.18 Moyens de radiocommunication ATS ATS radiocommunication facilities

| Service | Indicatif d'appel (langue) Call-sign (language) | FREQ | HOR | Observations Remarks |
|---------|--|-------------|-----|-------------------------|
| TWR | GARONS Sol (FR) GARONS Ground (EN) | 121.800 MHz | HO | |
| TWR | GARONS Tour (FR) GARONS Tower (EN) | 123.200 MHz | HO | |
| VDF | GARONS Gonio (FR) GARONS Homer (EN) | 123.200 MHz | HO | |
| ATIS | GARONS (FR) GARONS (EN) | 129.355 MHz | HO | |

AD 2 LFTW.19 Moyens radio de navigation et d'atterrissage Radio navigation and landing aids

| Type (CAT ILS) | ID | FREQ | HOR | Position GEO | ALT au pied Root ALT | Portée Coverage | RDH (pente) (slope) | Situation Location |
|----------------|----|----------------------|-----|----------------------------|-------------------------|--------------------|------------------------|------------------------|
| DME | NG | 109.55 MHz CH 32Y | H24 | 43°45'57.2"N 004°25'03.2"E | 340 ft | 25NM FL250 | | 148°/322 m THR 18 (1) |
| NDB | NG | 354 kHz | H24 | 43°51'25.9"N 004°24'22.6"E | 249 ft | 25NM | | 354°/5,34NM THR 18 (2) |

(1) DME ATT omnidirectionnel

(2) Situé à NIMES Courbessac.

AD 2 LFTW.20 Règlements de circulation locaux Local traffic regulations

AD 2 LFTW.21 Procédures antibruit Noise abatement procedures

21.1 VOLS D'ENTRAINEMENT

Autorisations après accord EDEIS. E-mail : nimes.ops@edeis.com.

Les entraînements aux tours de piste et aux approches aux instruments sont :

- interdits toute l'année aux aéronefs des groupes acoustiques 1, 2 et 3,
- autorisés aux aéronefs équipés de turboréacteurs et turbopropulseurs des groupes acoustiques 4 et 5 : LUN-SAM sauf JF : 0700-1900 avec 1HR d'interruption obligatoire entre 1100 et 1300 (ETE - 1HR),
- autorisés toute l'année aux aéronefs à pistons : 0700-1900 avec 1HR d'interruption obligatoire entre 1100 et 1300 (ETE - 1HR).

Les entraînements aux tours de piste basse hauteur ne sont autorisés que dans le circuit à l'ouest de l'aérodrome et limités à 3 par heure.

Les entraînements aux procédures IFR peuvent être limités par les Services de la Navigation Aérienne (Approche d'Istres et/ou Montpellier) et sont annoncés par NOTAM.

21.1 TRAINING FLIGHTS

Authorizations subject to EDEIS agreement. E-mail : nimes.ops@edeis.com.

Traffic patterns and instrument approaches trainings are :

- prohibited for ACFT in CAT 1, 2 and 3 acoustic groups,
- authorized for ACFT with turbojet and turbopropeller engines in CAT 4 and 5 acoustic groups : MON-SAT except HOL : 0700-1900 with a mandatory interruption of 1HR between 1100 and 1300 (SUM - 1HR),
- authorized for piston engined ACFT : 0700-1900 with a mandatory interruption of 1HR between 1100 and 1300 (SUM - 1HR).

Low altitude pattern trainings can only be performed in the circuit in the West from AD and are limited to 3 per hour.

Instrument approaches trainings can be restricted by Air Navigation Services (Istres and/or Montpellier Approach) and are announced by NOTAM.

AD 2 LFTW.22 Procédures de vol Flight procedures

22.1 VFR SPECIAL

Possible uniquement sur clairance de la TWR.

Conditions :

- pour les avions : VIS supérieure ou égale à 3000 m, plafond supérieur ou égal à 1000 ft,
- pour les hélicoptères : VIS supérieure ou égale à 800 m, plafond supérieur ou égal à 600 ft.

VFR Spécial de nuit interdit pour tout appareil.

22.1 SPECIAL VFR

Possible only with TWR clearance.

Conditions :

- for airplanes : VIS higher than ou equal to 3000 m, ceiling higher than or equal to 1000 ft,
- for helicopters : VIS higher than or equal to 800 m, ceiling higher than or equal to 600 ft.

Special VFR at night prohibited for all aircraft.

AD 2 LFTW.23

Renseignements supplémentaires *Additional information*

23.1 GENERALITES

AD réservé aux ACFT munis de radio.
Interdit au VAV.

Interdit aux ULM. Une dérogation peut être accordée par le chef de la Circulation Aérienne (TEL : 04 66 05 31 00) lorsque les caractéristiques de l'avion le permettent.

23.2 PLAN DE VOL IFR

Déposer un plan de vol IFR pour chacune des procédures aux instruments programmées.

23.3 FREQUENCE OPERATION

FREQ OPS : NIMES Opérations 131.700 Mhz.

23.4 APPAREILS EN ESCALE

En raison de la capacité d'accueil réduite, les aéronefs IFR et VFR désirant faire escale sont admis sur autorisation auprès de EDEIS (E-mail : nimes.ops@edeis.com).

NOTA : pour ARR ou DEP hors HOR ATS, PPR PN LUN-VEN avant 1500 et JF avant 1500 le dernier jour ouvrable précédant le vol.

23.5 EQUIPEMENT DE SURVEILLANCE DU TRAFIC

AD équipé d'une visualisation radar (voir AD 1.0).

23.6 EQUIPEMENT D'AERODROME

STAP :

- réservé aux aéronefs basés,
- FR uniquement,
- O/R. Absence ATS : 123.200 ; TEL : 04 66 05 31 11,
- paramètres disponibles : vent, VIS, RVR, base des nuages, T, DP, QNH, QFE.

PCL : PPR auprès exploitant d'aérodrome.

23.1 GENERAL

AD reserved for radio-equipped ACFT.
Prohibited to gliders.

Prohibited to ULM. Exemptions may be granted by the ATC manager (TEL : 04 66 05 31 00) when the characteristics of the ACFT afford it.

23.2 IFR FLIGHT PLAN

File an IFR flight plan for each procedure planned.

23.3 OPERATION FREQUENCY

OPS FREQ : NIMES Operations 131.700 MHz.

23.4 AIRCRAFT ON STOPOVER

Because of few parking stands, IFR and VFR ACFT are admitted to stop over after EDEIS authorization (E-mail : nimes.ops@edeis.com).

NOTE : for ARR or DEP outside ATS SKED, PPR PN MON-FRI before 1500 and HOL before 1500 the last working day before the flight.

23.5 TRAFFIC SURVEILLANCE EQUIPMENT

AD equipped with a radar display (see AD 1.0).

23.6 AD EQUIPMENT

STAP :

- reserved for based aircraft,
- FR only,
- O/R. Absence ATS : 123.200 ; TEL : 04 66 05 31 11,
- available data : wind, VIS, RVR, cloud base, T, DP, QNH, QFE.

PCL : PPR from AD operator.

23.7 PERIL ANIMALIER

De jour, HOR ATS pour IFR programmé.

23.7 WILDLIFE STRIKE HAZARD

Daytime, ATS SKED for scheduled IFR.

AD 2 LFTW.24

Cartes relatives à l'aérodrome *Charts related to the aerodrome*

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

AD 2 LFTW.25

Pénétration de la surface du segment à vue (VSS) *Visual segment surface (VSS) penetration*

Liste des procédures avec VSS percée et minimums opérationnels concernés.

List of procedures for which the Visual Segment Surface is penetrated and concerned lines of operational minima.

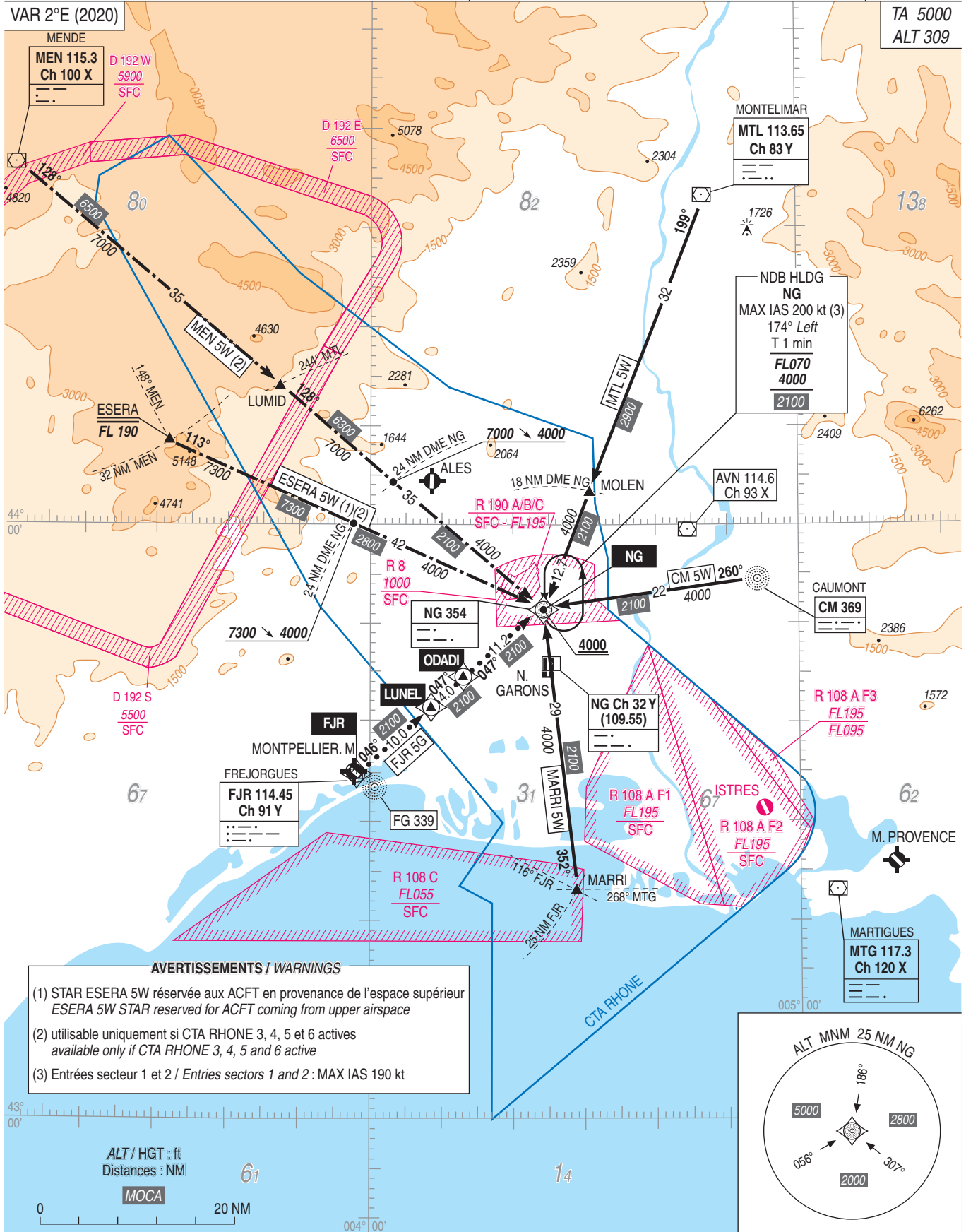
| IDENTIFICATION DE LA PROCÉDURE <i>PROCEDURE IDENTIFICATION</i> | MINIMUMS OPÉRATIONNELS CONCERNÉS <i>LINE OF OPERATIONAL MINIMA</i> |
|---|---|
| sans objet / <i>not applicable</i> | sans objet / <i>not applicable</i> |

NIMES GARONS
STAR RNAV CONV RWY ALL
(Protégées pour / Protected for CAT A, B, C, D)

ATIS GARONS 129.355
TWR : GARONS Tour / Tower (voir/see AD 2 LFTW COM 01)
APP : MONTPELLIER Approche / Approach (voir/see AD 2 LFMT COM 01)
RHONE Contrôle / Control 119.475

←····· RNAV 1
←- - - Sur clearance CTL / On ATC clearance

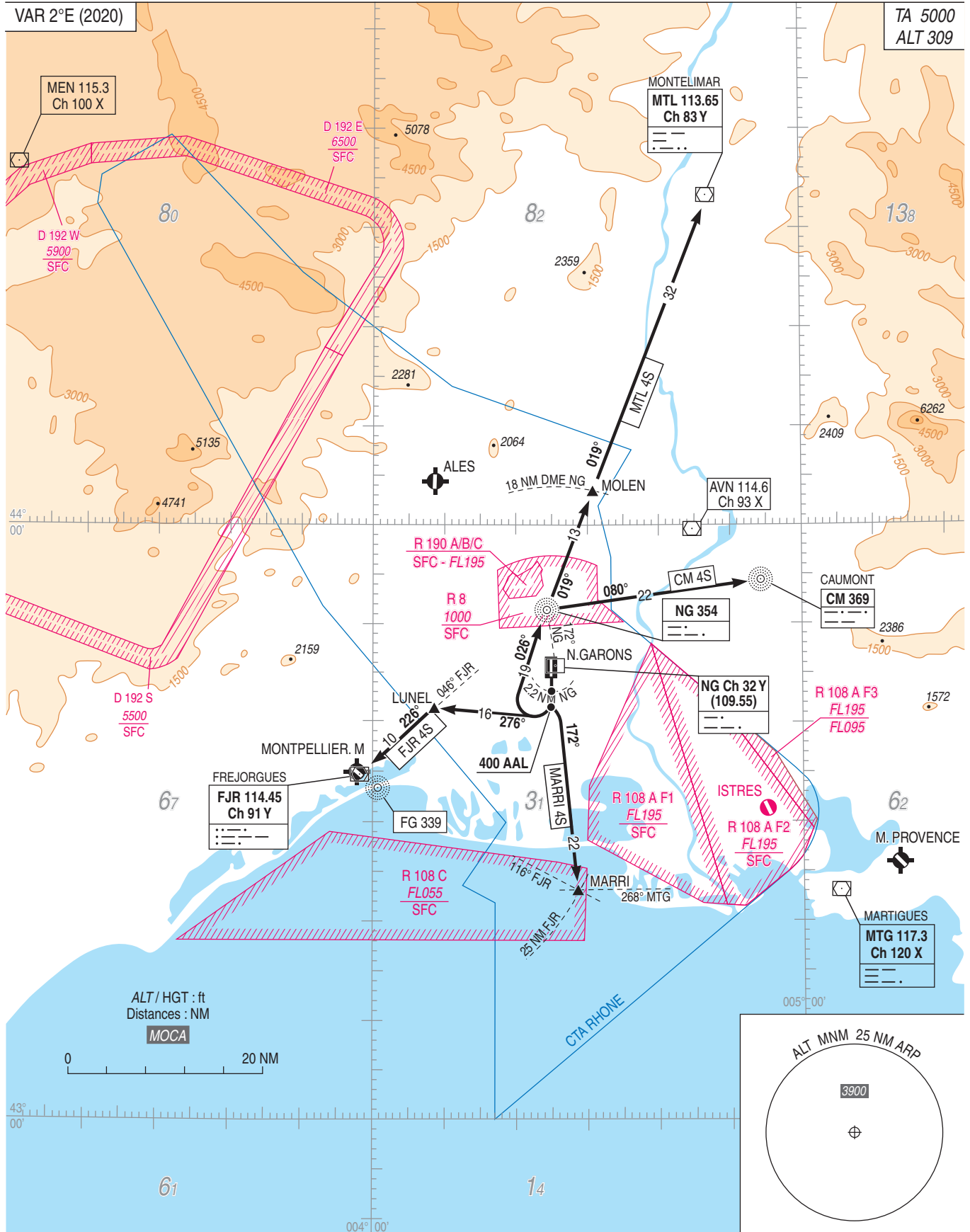
RNAV 1



NIMES GARONS SID CONV RWY 18

(Protégés pour / Protected for CAT A, B, C, D)

ATIS GARONS 129.355
TWR : GARONS Tour / Tower Voir/See AD 2 LFTW COM 01
APP : MONTPELLIER Approche / Approach Voir/See AD 2 LFMT COM 01
RHONE Contrôle / Control 119.475



NIMES GARONS
SID CONV RWY 18
(Protégés pour / Protected for CAT A, B, C, D)

| SID CONV RWY 18 | | | |
|------------------------|--|--|-----|
| CAT | A B C D | | |
| PBN Box | | | |
| Climb gradient | <p>Pente ATS :</p> <p>Dans toutes les phases de montée, et jusqu'au FL 070, la pente minimale de 5 % doit être adoptée. En cas d'impossibilité de maintenir la pente ATS prescrite, le pilote doit aviser l'organisme ATC à la mise en route.</p> <p>ATS climb gradient :</p> <p><i>Minimum climb gradient 5 % up to FL 070 during all climbing stages. In case of impossibility, the pilot must inform the ATC unit upon requesting the starting clearance.</i></p> | | |
| General RMK | | | |
| SID | Itinéraires / Routes | Clr Initiale <i>Initial clearance</i> | RMK |
| MTL 4S | <p>Monter dans l'axe. A 400 ft AAL, tourner à droite (ne pas tourner avant 2.2 NM DME NG) pour intercepter et suivre le QDM 026° NG (RM 026°). A NG intercepter et suivre le QDR 019° NG (RM 019°) vers MOLEN puis MTL.</p> <p><i>Climb straight ahead. At 400 ft AAL, turn right (do not turn before 2.2 NM DME NG) to intercept and follow QDM 026° NG (MAG 026°). At NG intercept and follow QDR 019° NG (MAG 019°) to MOLEN then MTL.</i></p> | | |
| CM 4S | <p>Monter dans l'axe. A 400 ft AAL, tourner à droite (ne pas tourner avant 2.2 NM DME NG) pour intercepter et suivre le QDM 026° NG (RM 026°). A NG suivre le QDR 080° NG (RM 080°) vers CM.</p> <p><i>Climb straight ahead. At 400 ft AAL, turn right (do not turn before 2.2 NM DME NG) to intercept and follow QDM 026° NG (MAG 026°). At NG follow QDR 080° NG (MAG 080°) to CM.</i></p> | | |
| MARRI 4S | <p>Monter dans l'axe. A 400 ft AAL, rejoindre et suivre le QDR 172° NG (RM 172°) vers MARRI.</p> <p><i>Climb straight ahead. At 400 ft AAL, join and follow QDR 172° NG (MAG 172°) towards MARRI.</i></p> | | |
| FJR 4S | <p>Monter dans l'axe. A 400 ft AAL tourner à droite RM 276° (ne pas tourner avant 2.2 NM DME NG) pour intercepter et suivre le RDL 046° FJR (RM 226°) vers LUNEL puis FJR.</p> <p><i>Climb straight ahead. At 400 ft AAL, turn right MAG 276° (do not turn before 2.2 NM DME NG) to intercept and follow RDL 046° FJR (MAG 226°) to LUNEL then FJR.</i></p> | | |

Départs omnidirectionnels / Multidirectional departures RWY 18

Utilisables sur clairance particulière de l'APP.
Monter RM 175° jusqu'à 500 ft AAL, puis route directe en montée jusqu'à l'altitude de sécurité en route (R 190 active, suivre instructions du contrôle).

*Usable with APP specific clearance.
Climb MAG 175° up to 500 ft AAL, then direct route climbing to en-route safety altitude (R 190 active, follow ATC instructions).*

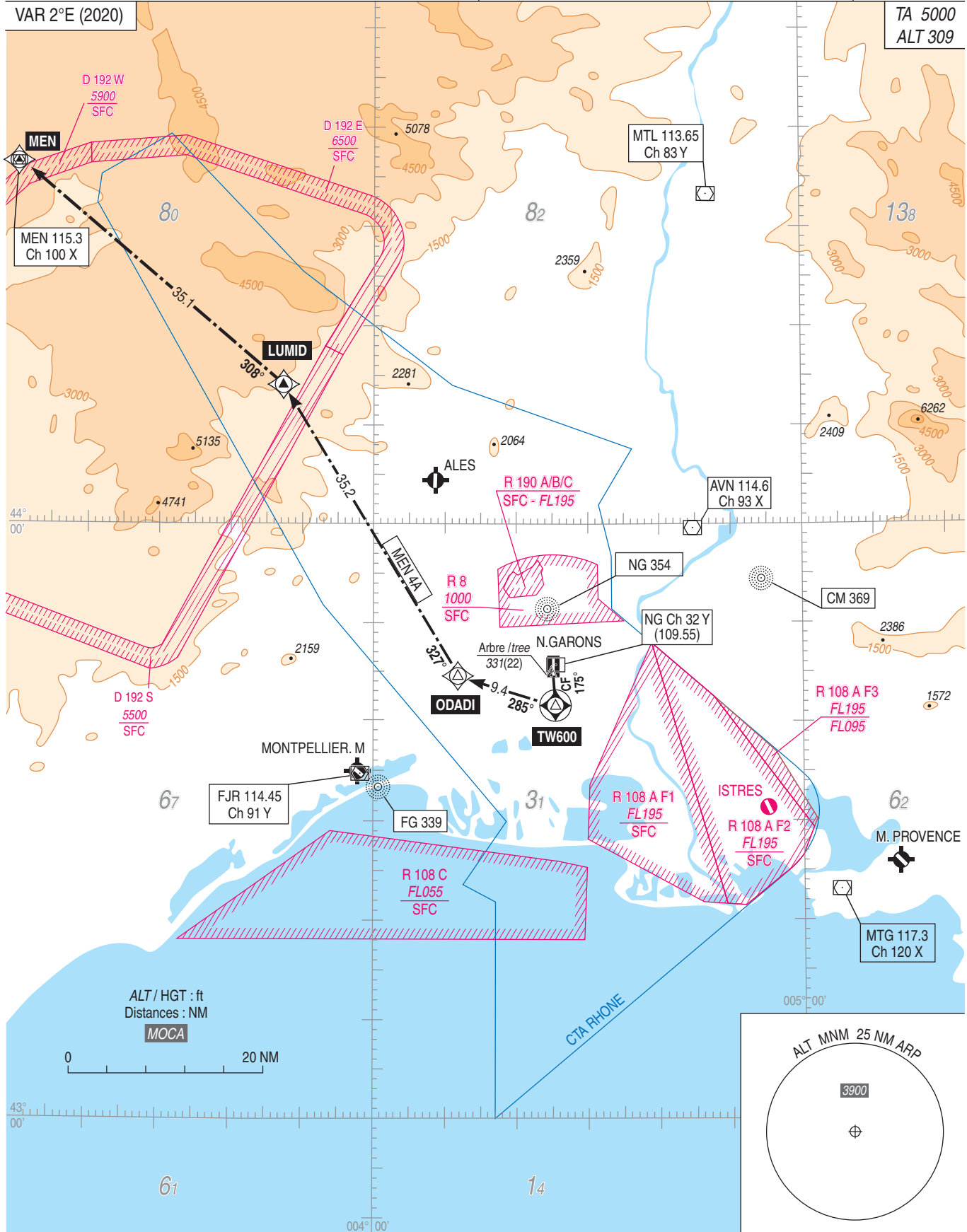
**NIMES GARONS
SID RNAV RWY 18**

(Protégé pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 18 | | | | | | | | | | | | |
|-----------------|--------------------------|-----------------|-------------------------|----------|--------------------|--------------------|---------------|------------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS or DME/DME/IRU | | | | MAG VAR 2020 1.7°E | | | REF NAVAID : AVN | | | | |
| | Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| MEN 4A | | | | | | | | | | | | |
| - | CF | TW600 | Yes | 175 | 177.0 | - | - | - | - | - | - | 1.0 |
| - | TF | ODADI | - | 285 | 286.2 | 9.4 | R | - | - | - | - | 1.0 |
| - | TF | LUMID | - | 327 | 328.6 | 35.2 | - | - | - | - | - | 1.0 |
| - | TF | MEN | - | 308 | 310.1 | 35.1 | - | - | - | - | - | 1.0 |

NIMES GARONS
SID RNAV RWY 18
(Protégés pour / Protected for CAT A, B, C, D)

| | | |
|--|---|---|
| ATIS GARONS 129.355 TWR : GARONS Tour / Tower Voir/See AD 2 LFTW COM 01 APP : MONTPELLIER Approche / Approach Voir/See AD 2 LFTM COM 01 RHONE Contrôle / Control 119.475 | Utilisable uniquement si CTA RHONE 3, 4, 5 et 6 actives Available only if CTA RHONE 3, 4, 5 and 6 active | RNAV 1 GNSS ou /or DME/DME/IRU |
|--|---|---|



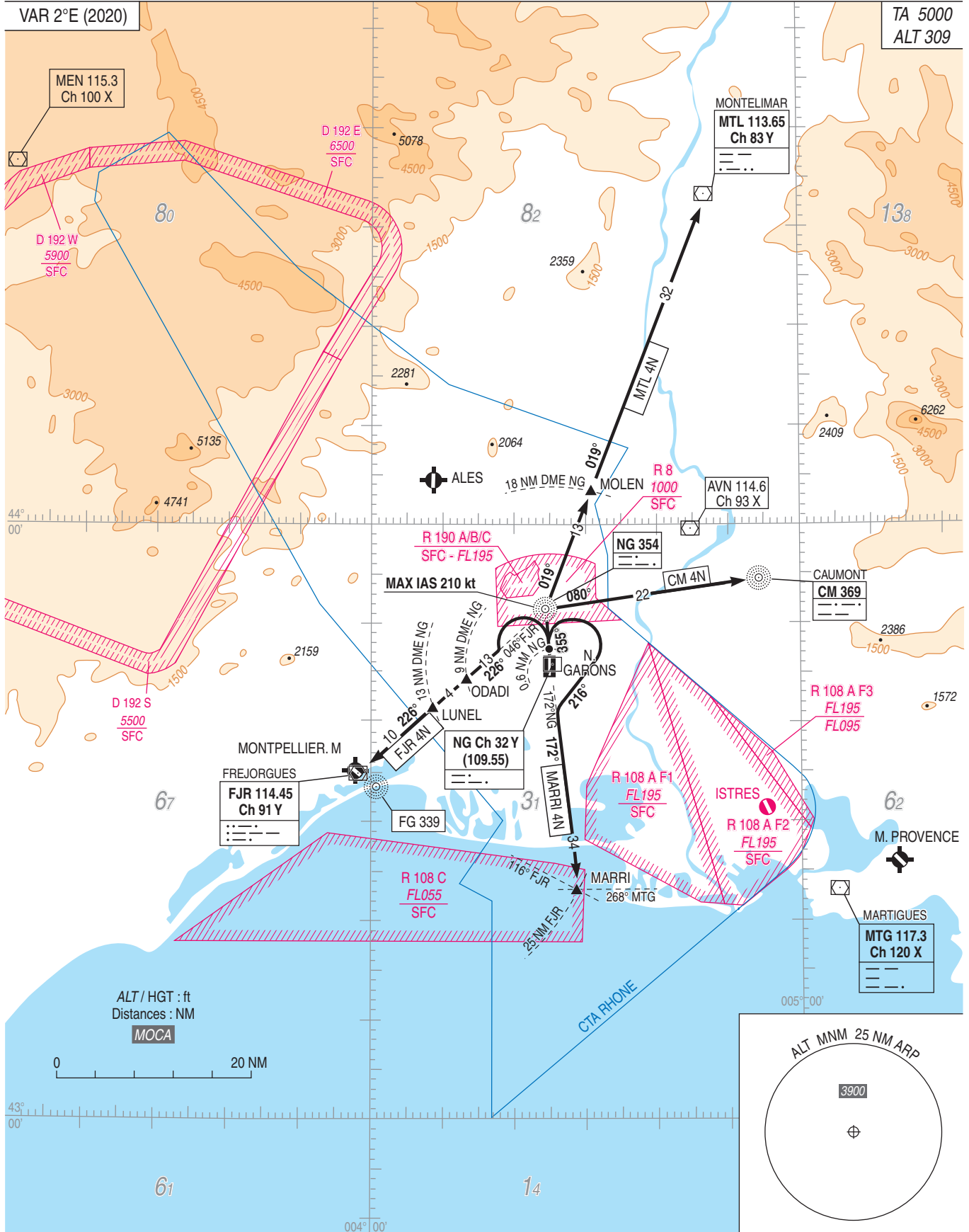
NIMES GARONS
SID RNAV RWY 18
(Protégé pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 18 | | | |
|-----------------|---|--|---|
| CAT | A B C D | | |
| PBN Box | RNAV1, GNSS or DME/DME/IRU | | |
| Climb gradient | <p>- Pentes minimales théoriques de montée : 5,4 % jusqu'à 1200 ft, déterminée par un arbre (331 ft QDR 176° - 0.8 NM ARP), puis la pente théorique minimale règlementaire de 3,3 % s'applique.</p> <p>- <i>Minimum theoretical climb gradients : 5.4 % up to 1200 ft, determined by a tree (331 ft QDR 176° - 0.8 NM ARP), then the regulatory minimum theoretical climb gradient of 3.3 % applies.</i></p> <p>- ATS : Dans toutes les phases de montée, et jusqu'au FL 070, la pente minimale de 5,4 % doit être adoptée. En cas d'impossibilité de maintenir la pente ATS prescrite, le pilote doit en aviser l'organisme ATC à la mise en route.</p> <p>- <i>ATS : Minimum climb gradient 5.4 % up to FL 070 during all climbing stages. In case of impossibility, the pilot must inform the ATC unit upon requesting the starting clearance.</i></p> | | |
| General RMK | Les points de cheminement soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP.</i> | | |
| SID | Itinéraires / Routes | Clr Initiale <i>Initial clearance</i> | RMK |
| MEN 4A | <p>Monter vers <u>TW600</u> RM 175°, puis vers ODADI, puis vers LUMID, puis vers MEN.</p> <p><i>Climb to <u>TW600</u> MAG 175°, then to ODADI, then to LUMID, then to MEN.</i></p> | | <p>Utilisable uniquement si CTA RHONE 3, 4, 5 et 6 actives.</p> <p><i>Only usable in case of CTA RHONE 3, 4 5 and 6 active.</i></p> |

| Départs omnidirectionnels / <i>Multidirectional departures</i> RWY 18 |
|---|
| NIL |

NIMES GARONS
SID CONV RWY 36
(Protégés pour / Protected for CAT A, B, C, D)

ATIS GARONS 129.355
TWR : GARONS Tour / Tower Voir/See AD 2 LFTW COM 01
APP : MONTPELLIER Approche / Approach Voir/See AD 2 LFMT COM 01
RHONE Contrôle / Control 119.475



NIMES GARONS
SID CONV RWY 36
(Protégés pour / Protected for CAT A, B, C, D)

| SID CONV RWY 36 | | | |
|-----------------|--|-----------------------------------|-----|
| CAT | A B C D | | |
| PBN Box | | | |
| Climb gradient | <p>Pente ATS :</p> <p>Dans toutes les phases de montée, et jusqu'au FL 070, la pente minimale de 5 % doit être adoptée. En cas d'impossibilité de maintenir la pente ATS prescrite, le pilote doit aviser l'organisme ATC à la mise en route.</p> <p>ATS climb gradient :</p> <p><i>Minimum climb gradient 5 % up to FL 070 during all climbing stages. In case of impossibility, the pilot must inform the ATC unit upon requesting the starting clearance.</i></p> | | |
| General RMK | | | |
| SID | Itinéraires / Routes | Clr Initiale Initial clearance | RMK |
| MTL 4N | <p>Monter QDM 355° NG (RM 355°) vers NG. A NG (5.5 NM DME NG) tourner à droite (MAX IAS 210 kt) pour intercepter et suivre QDR 019° NG (RM 019°) vers MOLEN puis MTL.</p> <p><i>Climb QDM 355° NG (MAG 355°) to NG. At NG (5.5 NM DME NG), turn right (MAX IAS 210 kt) to join and follow QDR 019° NG (MAG 019°) to MOLEN then MTL.</i></p> | | |
| CM 4N | <p>Monter QDM 355° NG (RM 355°) vers NG. A NG (5.5 NM DME NG) tourner à droite (MAX IAS 210 kt) pour intercepter et suivre QDR 080° NG (RM 080°) vers CM.</p> <p><i>Climb QDM 355° NG (MAG 355°) to NG. At NG (5.5 NM DME NG), turn right (MAX IAS 210 kt) to join and follow QDR 080° NG (MAG 080°) to CM.</i></p> | | |
| MARRI 4N | <p>Monter dans l'axe. A 400 ft AAL, tourner à droite RM 216° (ne pas tourner avant 0.6 NM DME NG) pour intercepter et suivre le QDR 172° NG (RM 172°) vers MARRI.</p> <p><i>Climb straight ahead. At 400 ft AAL, turn right MAG 216° (do not turn before 0.6 NM DME NG) to intercept and follow QDR 172° (MAG 172°) to MARRI.</i></p> | | |
| FJR 4N | <p>Monter dans l'axe. A 400 ft AAL, tourner à gauche (ne pas tourner avant 0.6 NM DME NG) pour intercepter et suivre le RDL 046° FJR (RM 226°) vers ODADI puis LUNEL, FJR ensuite.</p> <p><i>Climb straight ahead. At 400 ft AAL, turn left (do not turn before 0.6 NM DME NG) to intercept and follow RDL 046° FJR (MAG 226°) to ODADI then LUNEL, FJR next.</i></p> | | |

Départs omnidirectionnels / Multidirectional departures RWY 36

Utilisables sur clairance particulière de l'APP.

Monter RM 355° jusqu'à 500 ft AAL, puis route directe en montée jusqu'à l'altitude de sécurité en route (R 190 active, suivre instructions du contrôle).

Usable with APP specific clearance.

Climb MAG 355° up to 500 ft AAL, then direct route climbing to en-route safety altitude (R 190 active, follow ATC instructions).

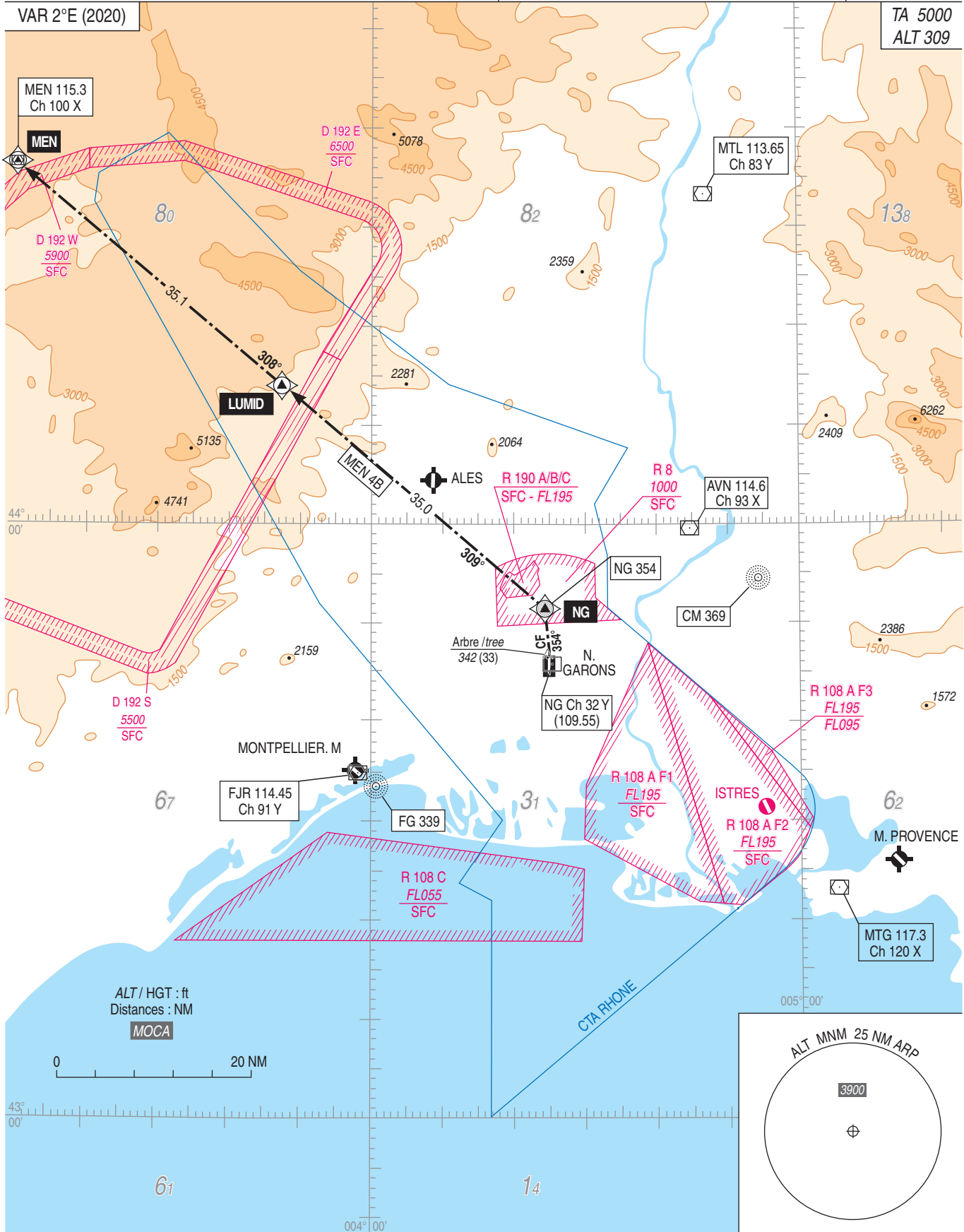
**NIMES GARONS
SID RNAV RWY 36**

(Protégé pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 36 | | | | | | | | | | | | |
|------------------------|--------------------------|-----------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|--------------------------|
| RMK | GNSS or DME/DME/IRU | | | | | MAG VAR 2020 1.7°E | | | REF NAVAID : AVN | | | |
| | Procedure Identification | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MMW Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Navigation Accuracy (NM) |
| MEN 4B | | | | | | | | | | | | |
| - | CF | NG | - | 354 | 355.6 | - | - | - | - | - | - | 1.0 |
| - | TF | LUMID | - | 309 | 310.4 | 35.0 | - | - | - | - | - | 1.0 |
| - | TF | MEN | - | 308 | 310.1 | 35.1 | - | - | - | - | - | 1.0 |

NIMES GARONS
SID RNAV RWY 36
(Protégés pour / Protected for CAT A, B, C, D)

| | | |
|--|---|---|
| ATIS GARONS 129.355 TWR : GARONS Tour / Tower Voir/See AD 2 LFTW COM 01 APP : MONTPELLIER Approche / Approach Voir/See AD 2 LFMT COM 01 RHONE Contrôle / Control 119.475 | Utilisable uniquement si CTA RHONE 3, 4, 5 et 6 actives Available only if CTA RHONE 3, 4, 5 and 6 active | RNAV 1 GNSS ou /or DME/DME/IRU |
|--|---|---|



NIMES GARONS
SID RNAV RWY 36
(Protégé pour / Protected for CAT A, B, C, D)

| SID RNAV RWY 36 | | | |
|------------------------|---|--|---|
| CAT | A B C D | | |
| PBN Box | RNAV1, GNSS or DME/DME/IRU | | |
| Climb gradient | <p>- Pentes minimales théoriques de montée : 3,9 % jusqu'à 1200 ft, déterminée par un arbre (342 ft QDR 353° - 1 NM ARP), puis la pente théorique minimale réglementaire de 3,3 % s'applique.</p> <p>- <i>Minimum theoretical climb gradients : 3.9 % up to 1200 ft, determined by a tree (342 ft QDR 353° - 1 NM ARP), then the regulatory minimum theoretical climb gradient of 3.3 % applies.</i></p> <p>- ATS : Dans toutes les phases de montée, et jusqu'au FL 070, la pente minimale de 7,4 % doit être adoptée. En cas d'impossibilité de maintenir la pente ATS prescrite, le pilote doit en aviser l'organisme ATC à la mise en route.</p> <p>- <i>ATS : Minimum climb gradient 7.4 % up to FL 070 during all climbing stages. In case of impossibility, the pilot must inform the ATC unit upon requesting the starting clearance.</i></p> | | |
| General RMK | Les points de cheminement soulignés sont des WP "à survoler" / <i>Underlined waypoints are "flyover" WP.</i> | | |
| SID | Itinéraires / Routes | Clr Initiale <i>Initial clearance</i> | RMK |
| MEN 4B | Monter vers NG RM 354°, puis vers LUMID, puis vers MEN. <i>Climb to NG MAG 354°, then to LUMID, then to MEN.</i> | | Utilisable uniquement si CTA RHONE 3, 4, 5 et 6 actives. <i>Only usable in case of CTA RHONE 3, 4, 5 and 6 active.</i> |

Départs omnidirectionnels / Multidirectional departures RWY 36

NIL

DATA

NIMES GARONS

POINTS / REPERES ESSENTIELS DES PROCEDURES
Waypoints / Procedures main fixes

| Identification | Coordonnées <i>Coordinates</i> | RNAV | CONV | SID STAR | IAC |
|----------------|-----------------------------------|------|------|-------------|-----|
| CM | REF ENR 4.1 | | X | X | |
| FJR | REF ENR 4.1 | X | X | X | |
| MEN | REF ENR 4.1 | X | X | X | |
| MTL | REF ENR 4.1 | | X | X | |
| NG | REF AD 2 LFTW.19 NDB NG | X | X | X | X |

| | | | | | |
|-------|-------------|---|---|---|---|
| BADET | REF ENR 4.4 | X | X | | X |
| ESERA | REF ENR 4.4 | | X | X | |
| LUMID | REF ENR 4.4 | X | X | X | |
| LUNEL | REF ENR 4.4 | X | X | X | |
| MARRI | REF ENR 4.4 | | X | X | |
| MOLEN | REF ENR 4.4 | | X | X | |
| ODADI | REF ENR 4.4 | X | X | X | |
| VARES | REF ENR 4.4 | X | X | | X |

| | | | | | | |
|----------------|----------------|-----------------|---|---|---|---|
| FAF NDB RWY 36 | 43°36'30.4" N | 004°25'48.8" E | | X | | X |
| ITW18 | 43°59'24.2" N | 004°23'58.3" E | X | | | X |
| FTW18 | 43°54'24.5" N | 004°24'20.1" E | X | | | X |
| ITW36 | 43°31'01.9" N | 004°26'00.8" E | X | | | X |
| FTW36 | 43°36'30.4" N | 004°25'37.3" E | X | | | X |
| TW410 | 43°55'49.0" N | 004°27'20.2" E | X | | | X |
| TW500 | 43°59'08.3" N | 004°17'03.3" E | X | | | X |
| TW502 | 43°59'34.5" N | 004°28'32.2" E | X | | | X |
| TW510 | 43°40'42.7" N | 004°25'19.4" E | X | | | X |
| TW 511 | 43°43'13.5" N | 004°15'52.1" E | X | | | X |
| TW 512 | 43°51'07.9" N | 004°17'38.1" E | X | | | X |
| → TW600 | 43°41'25.1" N | 004°25'16.2" E | X | | X | |
| RW18 | 43°46'06.27" N | 004°24'56.00" E | X | | | X |
| RW36 | 43°44'47.21" N | 004°25'01.69" E | X | | | X |

APPROCHE AUX INSTRUMENTS

NIMES GARONS

Instrument approach

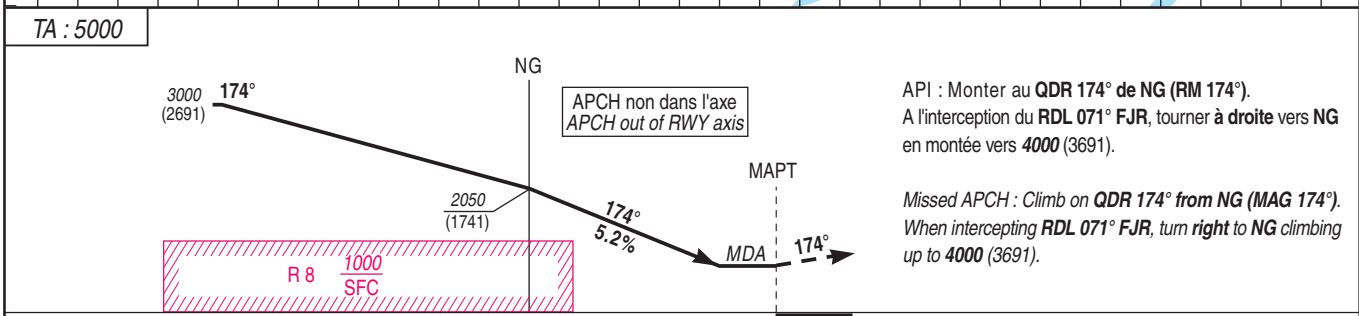
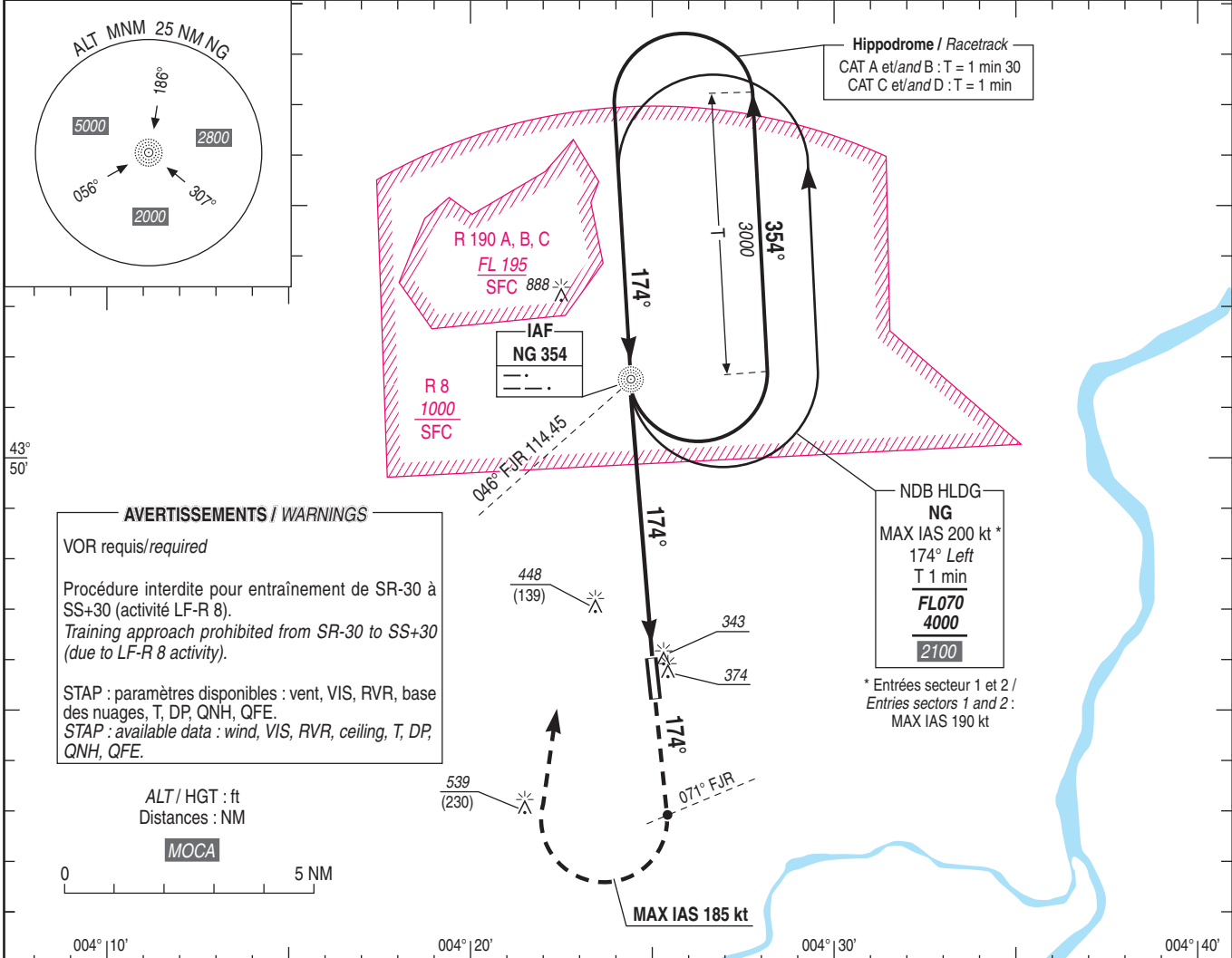
CAT A B C D

ALT AD : 309 (11hPa), THR : 301

NDB RWY 18

ATIS GARONS 129.355
APP : MONTPELLIER Approche / Approach : voir/see AD 2 LFMT COM 01
RHONE Contrôle / Control 119.475
TWR : GARONS Tour / Tower : voir/see AD 2 LFTW COM 01.
Absence ATS : A/A. Obtenir QNH local sur STAP / Obtain local QNH on STAP.

VAR
2°E
(2020)



→ THR (NM) 5.3 0
MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distance in feet, RVR and VIS in metres. REF HGT : ALT AD

| CAT | NDB | | | MVL / Circling (1) | |
|-----|-----------|------|-----|--------------------|------|
| | MDA (H) | RVR | OCH | MDA (H) | VIS |
| A | | | | 750 (450) | 1500 |
| B | 700 (390) | 1100 | 389 | 810 (500) | 1600 |
| C | | | | 940 (640) | 2400 |
| D | | | | 1010 (700) | 3600 |

Observations / Remarks : (1) MVL interdites à l'Est de la piste / Circling prohibited East of RWY.

| NG - MAPT (THR) 5.3 NM | 70 kt | 85 kt | 100 kt | 115 kt | 130 kt | 160 kt | 185 kt |
|------------------------|----------|----------|----------|----------|----------|----------|----------|
| | 4 min 33 | 3 min 44 | 3 min 11 | 2 min 46 | 2 min 27 | 1 min 59 | 1 min 43 |

Horaires sauf indication contraire / Timetables unless otherwise specified
 AIP France : UTC HIV ; HOR ETE : - 1HR / UTC WIN ; SKED SUM : - 1HR
 AIP CAR SAM NAM, AIP PAC-P, AIP PAC-N, AIP RUN: UTC

AD 2 LFBX.1

Indicateur d'emplacement - nom de l'aérodrome *Aerodrome location indicator - name*

LFBX - PERIGUEUX BASSILLAC

AD 2 LFBX.2

Données géographiques et administratives de l'aérodrome *Aerodrome geographical and administrative data*

| | | |
|---|---|--|
| 1 | Position GEO ARP Situation de l'ARP / <i>ARP location</i> | 45°11'51"N 000°48'55"E Intersection RWY et TWY central |
| 2 | Direction, distance de la ville <i>Direction, distance from city</i> | 8 km ENE Périgueux |
| 3 | Altitude de référence / <i>Reference elevation</i> Température de référence / <i>Reference temperature</i> | 328 ft |
| 4 | Ondulation du géoïde / <i>Geoid undulation</i> | 156 ft |
| 5 | Déclinaison magnétique / <i>Magnetic variation</i> Année (variation annuelle) / <i>Year (annual change)</i> | 0.76°E 2020 (0.17°) |
| 6 | Gestionnaire de l'AD / <i>AD administration</i> Adresse / <i>Address</i> Telephone FAX TELEX AFS | SYNDICAT MIXTE AIR DORDOGNE Aéroport Bergerac-Roumanière - Route d'Agen - 24100 BERGERAC AFIS : +33 5 53 02 79 75 Exploitation HOR ATS : +33 7 86 62 00 62 Direction Administrative : +33 6 74 34 16 22 Astreinte H24 : +33 6 08 82 98 68 NIL NIL NIL |
| 7 | Type de trafic / <i>Type of traffic</i> | IFR, VFR |
| 8 | Observations / <i>Remarks</i> | E-mail AFIS : afis@smad-aeroport.fr E-mail Resp.Exploitation : c.lehair@smad-aeroport.fr E-mail Direction : direction@smad-aeroport.fr |

AD 2 LFBX.3

Horaires *Operational hours*

| | | | | |
|--|--|--|--|--|
| 1 | Gestionnaire de l'AD / <i>AD administration</i> | SYNDICAT MIXTE AIR DORDOGNE | | |
| 2 | Douanes et police / <i>Customs and immigration</i> | NIL | | |
| 3 | Services de santé / <i>Health and sanitary</i> | | | |
| 4 | BIA, BRIA / <i>AIS briefing office</i> | BORDEAUX (voir / see GEN). | | |
| 5 | BDP / <i>ARO</i> | | | |
| 6 | Bureau MET / <i>MET briefing office</i> | 0450-0150 | | |
| 7 | ATS | <table border="1"> <tr> <td>AFIS : LUN-VEN sauf JF : 0700 - 1100, 1200 - 1600 (ETE: -1HR) En dehors de ces HOR : PPR PN 48 HR par mail. TEL : 05 53 02 79 75 TEL astreinte : 06 08 82 98 68 pour vols commerciaux, officiels et sanitaires . E-mail : afis@smad-aeroport.fr</td> <td>AFIS : MON-FRI except public HOL : 0700 - 1100, 1200 - 1600 (SUM : -1HR) Outside these SKED, PPR PN 48 HR by mail . TEL : 05 53 02 79 75 On call TEL: 06 08 82 98 68 for commercial, official and medical flights. E-mail : afis@smad-aeroport.fr</td> </tr> </table> | AFIS : LUN-VEN sauf JF : 0700 - 1100, 1200 - 1600 (ETE: -1HR) En dehors de ces HOR : PPR PN 48 HR par mail. TEL : 05 53 02 79 75 TEL astreinte : 06 08 82 98 68 pour vols commerciaux, officiels et sanitaires . E-mail : afis@smad-aeroport.fr | AFIS : MON-FRI except public HOL : 0700 - 1100, 1200 - 1600 (SUM : -1HR) Outside these SKED, PPR PN 48 HR by mail . TEL : 05 53 02 79 75 On call TEL: 06 08 82 98 68 for commercial, official and medical flights. E-mail : afis@smad-aeroport.fr |
| AFIS : LUN-VEN sauf JF : 0700 - 1100, 1200 - 1600 (ETE: -1HR) En dehors de ces HOR : PPR PN 48 HR par mail. TEL : 05 53 02 79 75 TEL astreinte : 06 08 82 98 68 pour vols commerciaux, officiels et sanitaires . E-mail : afis@smad-aeroport.fr | AFIS : MON-FRI except public HOL : 0700 - 1100, 1200 - 1600 (SUM : -1HR) Outside these SKED, PPR PN 48 HR by mail . TEL : 05 53 02 79 75 On call TEL: 06 08 82 98 68 for commercial, official and medical flights. E-mail : afis@smad-aeroport.fr | | | |
| 8 | Avitaillement / <i>Fueling</i> | JET A1 : HOR ATS AVGAS 100LL : H24 et 7/7J. | | |
| 9 | Services de manutention / <i>Handling</i> | HOR ATS. | | |
| 10 | Sûreté / <i>Safety</i> | ATS SKED. | | |
| 11 | Dégivrage / <i>De-icing</i> | | | |
| 12 | Observations / <i>Remarks</i> | GRF (Service d'évaluation et de report de l'état de la surface de piste) : HOR RFFS; GRF (Global Reporting Format) : RFFS SKED | | |

AD 2 LFBX.4

Services d'escale et d'assistance *Handling services and facilities*

| | | | |
|---|--|--|---|
| 1 | Moyens de manutention de fret <i>Cargo handling facilities</i> | NIL | |
| 2 | Types de carburants et lubrifiants <i>Fuel and oil types</i> | Carburants : AVGAS, 100LL - Jet A1 Lubrifiants ; NIL Paiement carte TOTAL, VISA, chèque ou espèces. | Fuel :AVGAS, 100LL - Jet A1 Lubricants : NIL Payment : TOTAL card, VISA card, cheque or cash. |
| 3 | Moyens et capacités d'avitaillement <i>Fueling facilities and capacities</i> | Station fixe - Pas de camion. AVGAS 100LL : cuve de 30 m ³ - Automate H24 carte TOTAL seulement - Pistolet. JET A1 : cuve de 30 m ³ - Pistolet et couplage. | Fixed refuelling station - No truck. AVGAS 100LL : tank 30 m ³ - Automatic dispenser H24 TOTAL card only. JET A1 : tank 30 m ³ - Dispenser and coupling. |
| 4 | Moyens de dégivrage / <i>De-icing facilities</i> | NIL | |
| 5 | Hangar pour aéronefs de passage <i>Hangar space for visiting aircraft</i> | Possible | |
| 6 | Réparations pour aéronefs de passage <i>Repair facilities for visiting aircraft</i> | | |
| 7 | Observations / <i>Remarks</i> | Assistance obligatoire pour tout aéronef de MTOW > 1.9 T. GPU 28V disponible sur demande. | Handling mandatory for all MTOW aircraft > 1.9 T. GPU 28V available on request. |

AD 2 LFBX.5

Services aux passagers *Passenger facilities*

| | | | |
|---|--|---|--|
| 1 | Hôtels | A proximité | In the vicinity |
| 2 | Restaurants | A proximité - 10 min à pied. | In the vicinity - 10 min walk. |
| 3 | Moyens de transport / <i>Transportation facilities</i> | Taxis O/R PN 20 min. | |
| 4 | Services médicaux / <i>Medical facilities</i> | Centre Hospitalier de Périgueux. | Périgueux hospital. |
| 5 | Services bancaires et postaux <i>Bank and Post Office</i> | NIL | |
| 6 | Office de tourisme / <i>Tourist office</i> | | |
| 7 | Observations / <i>Remarks</i> | Voie verte (pédestre et cycliste) au départ de l'aéroport vers le centre-ville de Périgueux - 10km. | Greenway (walking and cycling) from the airport to the city center of Périgueux - 10 km. |

AD 2 LFBX.6

Services de sauvetage et de lutte contre l'incendie *Rescue and fire fighting services*

| | | | |
|---|---|---|--|
| 1 | Niveau RFFS de l'AD <i>AD level for fire fighting</i> | 5 | |
| 2 | Moyens de sauvetage / <i>Rescue equipment</i> | 1 VIM69 P2.5 - Lot de sauvetage disponible. | 1 VIM69 P2.5 - Rescue kit available. |
| 3 | Moyens d'enlèvement des aéronefs accidentés <i>Capability for removal of disabled aircraft</i> | DOUMEN Transports : 05 53 03 34 22. | |
| 4 | Observations / <i>Remarks</i> | Niveau 5 : HOR ATS. Niveau 1 : hors HOR ATS. | Level 5 : ATS SKED. Level 1 : outside ATS SKED. |

AD 2 LFBX.7 Évaluation et communication de l'état de surface des pistes, et plan neige *Runway surface condition assessment and reporting, and snow plan*

| | | | |
|---|---|---|---|
| 1 | Type d'équipements / <i>Type of clearing equipment</i> | NIL | |
| 2 | Priorités de dégagement / <i>Clearance priority</i> | | |
| 3 | Matériaux utilisés pour le traitement de la surface de l'aire de mouvement / <i>Material used for movement area surface treatment</i> | NIL | |
| 4 | Pistes spécialement préparées en condition hivernale / <i>Specially prepared winter runways</i> | | |
| 5 | Observations / <i>Remarks</i> | Evaluation et report de l'état de surface des pistes conformément à la méthode "Global Reporting Format" (GRF) décrite en AD 1.2.2. Les HOR GRF sont publiés en AD 2.3. Piste non revêtue inutilisable pendant et après de fortes pluies. | Assessment and reporting of RWY surface condition in accordance with the "Global Reporting Format" (GRF) described in AD 1.2.2. GRF operational hours are published in AD 2.3. Unpaved RWY unusable during and after heavy rainfalls. |

AD 2 LFBX.8

Aires de trafic, TWY et emplacements de vérification *Aprons, TWY and check locations*

| | | | |
|---|--|--|---|
| 1 | Revêtement de l'aire de trafic / <i>Apron surface</i> | Revêtue | Paved |
| | Résistance de l'aire de trafic / <i>Apron strength</i> | PRKG commercial : 26 F/C/W/T PRKG aviation légère : 5.7 T MAX | Commercial apron : 26 F/C/W/T Light aviation apron : 5.7 T MAX |
| 2 | Largeur TWY / <i>TWY width</i> | TWY A : 10 m - TWY B : 15 m. | |
| | Revêtement des TWY / <i>TWY surface</i> | Revêtus. | Paved. |
| | Résistance des TWY / <i>TWY strength</i> | 26 F/C/W/T | |
| 3 | Emplacement des ACL / <i>ACL location</i> | | |
| | Altitude des ACL / <i>ACL elevation</i> | | |
| 4 | Points de vérification VOR / <i>VOR checkpoints</i> | | |
| 5 | Points de vérification INS / <i>INS checkpoints</i> | | |
| 6 | Observations / <i>Remarks</i> | Restriction sur parking commercial : voir AD 2.20. | Commercial apron restriction : see AD 2.20. |

AD 2 LFBX.12

Caractéristiques physiques des pistes Runway physical characteristics

| RWY ID | Orientation Geo (MAG) | Dimensions RWY | PCN | Surface | Position GEO THR (DTHR) | ALT | SWY CWY | Bande Strip |
|--------|-----------------------|----------------|------------|-------------------------|--|------------------------------|---------|-------------|
| 11 | 114 (113) | 1750 x 30 | 31 F/C/W/T | revêtue / paved | 45°12'01.48"N 000°48'20.77"E (45°11'57.60"N 000°48'33.33"E) | THR: 300 ft DTHR : 303 ft | | |
| 29 | 294 (293) | 1750 x 30 | 31 F/C/W/T | revêtue / paved | 45°11'38.75"N 000°49'34.27"E (45°11'40.45"N 000°49'28.75"E) | THR: 324 ft DTHR : 324 ft | | |
| 11L | 114 (113) | 845 x 80 | | non revêtue / not paved | 45°11'59.18"N 000°48'34.63"E (45°11'55.77"N 000°48'45.53"E) | THR: 303 ft DTHR : 310 ft | | |
| 29R | 294 (293) | 845 x 80 | | non revêtue / not paved | 45°11'48.18"N 000°49'10.10"E (45°11'50.76"N 000°49'01.69"E) | THR: 325 ft DTHR : 319 ft | | |

AD 2 LFBX.13

Distances déclarées Declared distances

| RWY ID | TORA | TODA | ASDA | LDA | Observations Remarks |
|--------|------|------|------|------|---|
| 11 | 1750 | 1750 | 1750 | 1450 | |
| 29 | 1722 | 1750 | 1722 | 1592 | TORA, ASDA et LDA réduites cause RESA. TORA, ASDA and LDA reduced due to RESA. |
| 11L | 845 | 845 | 845 | 585 | |
| 29R | 845 | 845 | 845 | 645 | |

AD 2 LFBX.14

Balisage d'approche et de piste Approach and runway lighting

| RWY ID | APCH | THR couleur colour | PAPI/VASIS | MEHT | TDZ Longueur Length | Balisage axial Centerline LGT | | | |
|--------|--------------------------------|--------------------|------------------|---------------------|---------------------|-------------------------------|--------------------|----------------|---------------------|
| | | | | | | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity |
| 11 | | G | PAPI 4.5 ° 7.9 % | 27 ft | | | | | |
| 29 | - 420 m - LIH | G | PAPI 3.4 ° 5.9 % | 56 ft | | | | | |
| RWY ID | Balisage latéral Edge lighting | | | | Extrémité RWY end | | SWY | | |
| | Longueur Length | Espacement Spacing | Couleur Colour | Intensité Intensity | Couleur Colour | Longueur Length | Couleur Colour | | |
| 11 | 1750 m | 60 m | W | LIH/LIL | R | | | (1) | |
| 29 | 1750 m | 60 m | W | LIH/LIL | R | | | (2) | |

(1) PAPI : En service HOR ATS. / PAPI : in use during ATS SKED.
(2) PAPI : En service HOR ATS. / PAPI : in use during ATS SKED.

AD 2 LFBX.15

Autres balisages, système d'alimentation de secours Other lighting, secondary power supply

| | | |
|---|---|---|
| 1 | ABN IBN | |
| 2 | Té d'atterrissage / LDI Anémomètre / Anemometer | Oui Yes |
| 3 | Balisage axial TWY / TWY centre line lighting Balisage latéral TWY / TWY edge lighting | Non Oui No Yes |
| 4 | Alimentation de secours / Secondary power unit Temps de commutation / Switch-over time | Onduleur et groupe < 1 sec Inverter and generator |
| 5 | Observations / Remarks | |

AD 2 LFBX.16

Aire de poser pour hélicoptères Helicopter landing area

| | | |
|---|-------------|--|
| 1 | Description | |
|---|-------------|--|

AD 2 LFBX.17

Espaces ATS ATS airspaces

| Identification et limites latérales Identification and lateral limits | Classe Class | Limites verticales Vertical limits | Service / Service Indicatif d'appel (langue) Call-sign (language) | Observations Remarks |
|---|--------------|------------------------------------|---|----------------------|
| | G | | | NIL |

AD 2 LFBX.18

Moyens de radiocommunication ATS ATS radiocommunication facilities

| Service | Indicatif d'appel (langue) Call-sign (language) | FREQ | HOR | Observations Remarks |
|---------|--|-------------|-----|----------------------|
| AFIS | PERIGUEUX Information (FR) PERIGUEUX Information (EN) | 118.775 MHz | HO | |
| A/A | PERIGUEUX (FR) | 118.775 MHz | HX | Absence ATS |

AD 2 LFBX.19

Moyens radio de navigation et d'atterrissage Radio navigation and landing aids

| Type (CAT ILS) | ID | FREQ | HOR | Position GEO | ALT au pied Root ALT | Portée Coverage | RDH (pente) (slope) | Situation Location |
|----------------|----|------|-----|--------------|----------------------|-----------------|---------------------|--------------------|
| | | | | | | | | |

AD 2 LFBX.20 Règlements de circulation locaux Local traffic regulations**20.1 MANOEUVRES AU SOL**

Roulage interdit hors RWY et TWY.
Hors HOR ATS : le parking commercial au pied de la TWR doit rester libre.

20.2 UTILISATION DE NUIT

Vois VFR MTOW < 1.9 T : PPR PN 48HR.
Vois IFR et VFR MTOW > 1.9 T : PPR PN 48HR et présence ATS obligatoire.

20.1 GROUND MOVEMENTS

Taxiing prohibited except on RWY and TWY.
Outside ATS SKED : commercial apron in front of the TWR must remain cleared.

20.2 NIGHT USE

VFR MTOW < 1.9 T : PPR PN 48HR.
IFR and VFR MTOW > 1.9 T : PPR PN 48HR and ATS presence mandatory.

AD 2 LFBX.21**Procédures antibruit Noise abatement procedures****AD 2 LFBX.22 Procédures de vol Flight procedures****22.1 VOLS AU DEPART**

Décollage piste 29 revêtue : de nuit, en raison de la trouée courbe, passant l'extrémité de piste, prendre la RM 242°.

22.1.1 Consignes recommandées pour un départ IFR

22.1.1 **RWY 11** : Monter RM 113° jusqu'à 1050 (722) à 11% (1) puis route directe en montée jusqu'à l'altitude de sécurité en route.

(1) Obstacles constitués par des arbres :
- ALT 365 ft à 34 m de la DER et 122 m de l'axe,
- ALT 467 ft à 284 m de la DER et 204 m de l'axe,
- ALT 518 ft à 520 m de la DER et 272 m de l'axe

Ces obstacles déterminent des pentes de montée respectives de 23%, 14,4% et 12,4%.

22.1.2 **RWY 29** : Monter RM 293° jusqu'à 1050 (722) à 9,6% (2) puis route directe en montée jusqu'à l'altitude de sécurité en route.

(2) Obstacles constitués par des arbres : ALT 378 ft à 170,6 m en amont de la DER et 139 m de l'axe, déterminant une pente de montée de 13,6%

22.1 OUTBOUND AIRCRAFT

TKOF on paved RWY 29 : by night, due to curved funnel, overhead end of RWY, take MAG track 242°.

22.1.1 Recommended instructions for IFR departures

22.1.1 **RWY 11** : Climb MAG 113° up to 1050 (722) at 11% (1) then direct route climbing to en-route safety altitude.

(1) Obstacles made up of trees :
- ALT 365 ft, 34 m from DER and 122 m from RWY axis,
- ALT 467 ft, 284 m from DER and 204 m from RWY axis,
- ALT 518 ft, 520 m from DER and 272 m from RWY axis.

These obstacles imply respectively 23%, 14.4% and 12.4% climb slopes.

22.1.2 **RWY 29** : Climb MAG 293° up to 1050 (722) at 9.6% (2) then direct route climbing to en-route safety altitude.

(2) Obstacles made up of trees : ALT 378 ft, 170.6 m upstream DER and 139 m from RWY axis, implying a 13.6% climb slope.

AD 2 LFBX.23 Renseignements supplémentaires Additional information**23.1 GENERALITES**

AD réservé aux ACFT munis de radio.
→ Radiocommunications en langue anglaise possible uniquement si présence AFIS.
→ Radiocommunications en langue française hors présence AFIS.

23.2 UTILISATION DES PISTES

→ Piste en herbe réservée aux aéronefs basés et pilotes de planeurs autorisés par la DSAC-SO.
→ Utilisation simultanée des pistes interdite.
→ Accès en zone côté piste règlementé par code. Contacter la TWR le dernier jour ouvrable de la semaine.

23.3 DANGERS A LA NAVIGATION AERIENNE

Par fort vent de travers, turbulences modérées à fortes aux seuils 11 et 29.

Cause relief, le terrain se trouve dans la pénombre à CS+15 min.
Piste bombée : du point d'attente BRAVO, le seuil 29 est invisible.

→ Décollage piste 29 revêtue : de nuit, en raison de la trouée courbe, passant l'extrémité de piste, prendre la RM 242°.

→ En HOR ATS, les redevances sont payables à la tour. Toute redevance impayée en HOR ATS sera majorée lors de l'envoi de la facture.

23.4 EQUIPEMENT D'AERODROME

→ PCL : PPR PN 48HR, consignes fournies par l'exploitant lors de la demande.

23.5 PERIL ANIMALIER

→ Occasionnel, HOR RFFS.

23.1 GENERAL

AD reserved for radio-equipped ACFT.
English possible only in the presence of AFIS.

Only French outside AFIS presence.

23.2 RUNWAY USAGE

Unpaved runway only for based aircraft and gliders authorized by DSAC-SO.

Simultaneous use of RWY prohibited.

Access to the airside area regulated by code. Contact TWR on the last working day of the week.

23.3 AIR NAVIGATION HAZARDS

When strong crosswind, light to severe turbulence THR 11 and 29.

Due to reliefs, the airfield is in darkness at SS+15 min.

Convex runway : from BRAVO holding point, THR 29 is invisible.

TKOF RWY 29L : by night, due to curved funnel, overhead end of RWY, follow MAG track 242°.

During ATS SKED, fees are payable at the TWR. All unpaid fee during ATS SKED will be increased when the invoice will be sent.

23.4 AD EQUIPMENT

PCL : PPR PN 48HR, instructions provided by AD operator during the request.

23.5 WILDLIFE STRIKE HAZARD

Random, RFFS SKED.

AD 2 LFBX.24**Cartes relatives à l'aérodrome Charts related to the aerodrome**

Pour la version PDF, les cartes figurent à la suite de la rubrique AD 2.25.

For the PDF version, charts to be found after item AD 2.25.

DATA

PERIGUEUX BASSILLAC

POINTS / REPERES ESSENTIELS DES PROCEDURES
Waypoints / Procedures main fixes

| Identification | Coordonnées | | RNAV | CONV | SID STAR | IAC |
|----------------|--------------------------|----------------|------|------|-------------|-----|
| | Coordinates | | | | | |
| BX290 | 45°13'04,5" N | 000°44'56,6" E | X | | | X |
| BX291 | 45°10'48,9" N | 001°05'27,9" E | X | | | X |
| BX292 | 45°04'43,0" N | 001°06'58,9" E | X | | | X |
| BX293 | 45°13'34,5" N | 001°01'22,3" E | X | | | X |
| BX294 | 45°09'58,7" N | 000°54'46,0" E | X | | | X |
| IBX29 | 45°07'55,3" N | 001°01'33,8" E | X | | | X |
| FBX29 | 45°09'31,9" N | 000°56'23,4" E | X | | | X |
| RWY29 | REF AD 2 LFBX.12 DTHR 29 | | X | | | X |

APPROCHE AUX INSTRUMENTS

PERIGUEUX BASSILLAC

Instrument approach

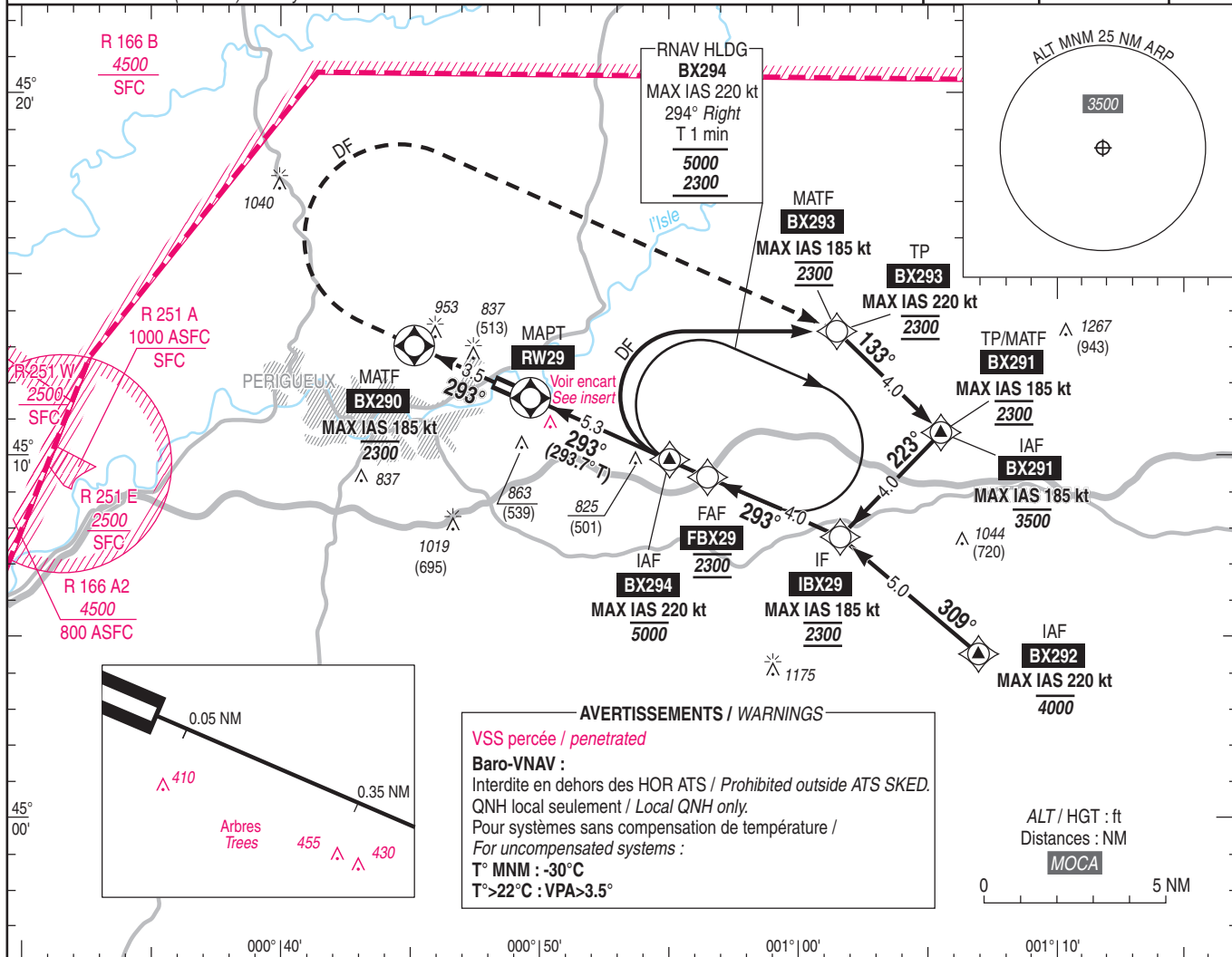
CAT A B C

ALT AD : 328, DTBR : 324 (12 hPa)

RNP RWY 29

APP : AQUITAINE Approche / Approach 119.275
TWR : NIL (AD non contrôlé / AD not controlled)
AFIS : PERIGUEUX Information 118.775 (1)
(1) Absence ATS : A/A (118.775) FR seulement. Obtenir QNH de MERIGNAC sur ATIS MERIGNAC 131.155 ou AQUITAINE APP A/A (188.775) FR only. Obtenir MERIGNAC QNH from MERIGNAC ATIS 131.155 or AQUITAINE APP

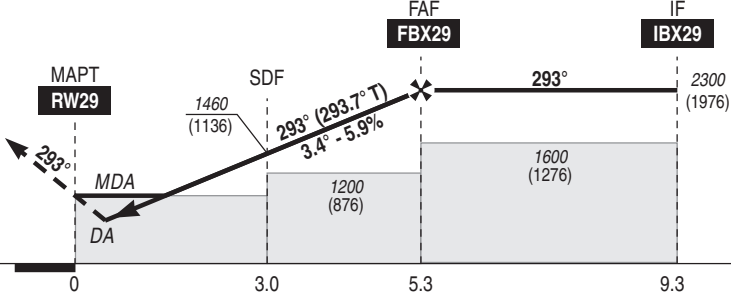
| | | |
|--------------|----------|--------|
| RNP APCH | EGNOS | VAR |
| | Ch 53232 | 1°E |
| | E29A | (2020) |
| RDH/TCH : 49 | | |



TA : 5000

API : Monter **direct** vers **BX290**, puis tourner à **droite** vers **BX293** en montée vers **2300** (1976).
A **BX293** poursuivre vers **BX291** pour une nouvelle présentation. Monter à **1300** (976) avant d'accélérer en palier.

*Missed APCH : Climb **straight ahead** up to **BX290**, then turn **right** to **BX293** climbing up to **2300** (1976). At **BX293**, continue to **BX291** for another approach. Climb up to **1300** (976) prior to level acceleration.*



DTBR ← (NM)

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT DTBR

| CAT | LPV | | | LNAV-VNAV | | | LNAV | | | MVL / Circling ⁽²⁾ | | MVL / Circling ⁽²⁾ Absence ATS | | DIST RW29 NM ALT (HGT) | 2 | 3 | 4 | 5 |
|-----|-----------|------|-----|-----------|------|-----|------------|------|-----|-------------------------------|------|--|------|------------------------------------|-------------|-------------|-------------|---|
| | DA (H) | RVR | OCH | DA (H) | RVR | OCH | MDA (H) | RVR | OCH | MDA (H) | VIS | MDA (H) | VIS | | | | | |
| A | 710 (380) | 1300 | 378 | 910 (590) | 1500 | 585 | | 1500 | | 1160 (840) | 1500 | 1480 (1160) | 1500 | 1100 (776) | 1460 (1136) | 1820 (1496) | 2180 (1856) | |
| B | 720 (390) | 1400 | 390 | 930 (600) | 1500 | 597 | 1020 (700) | 1500 | 696 | 1250 (920) | 1600 | 1570 (1240) | 1600 | | | | | |
| C | 730 (410) | 1500 | 401 | 940 (610) | 2400 | 608 | | 2400 | | 1420 (1090) | 2400 | 1740 (1410) | 2400 | | | | | |

Observations / Remarks : (2) MVL interdites au Nord de la piste / Circling prohibited North of RWY.

| | 70 kt | 80 kt | 90 kt | 100 kt | 110 kt | 120 kt | 130 kt | 140 kt | 150 kt | 160 kt | |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| FAF - RW29 | 5.3 NM | 4 min 35 | 4 min 00 | 3 min 34 | 3 min 12 | 2 min 55 | 2 min 40 | 2 min 28 | 2 min 17 | 2 min 08 | 2 min 00 |
| VSP (ft/min) | | 420 | 480 | 540 | 600 | 660 | 720 | 780 | 840 | 900 | 965 |

Input data

| | |
|-------------------------------------|---------------|
| Operation Type | 0 |
| SBAS Provider | 1 (EGNOS) |
| Airport Identifier | LFBX |
| Runway | 29 |
| Runway Letter | 0 (None) |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E29A |
| LTP/FTP Latitude | 451140.4480N |
| LTP/FTP Longitude | 0004928.7510E |
| LTP/FTP Ellipsoidal Height (metres) | 146.5 |
| FPAP Latitude | 451202.4580N |
| Delta FPAP Latitude (seconds) | 22.0100 |
| FPAP Longitude | 0004817.6060E |
| Delta FPAP Longitude (seconds) | -71.1450 |
| Threshold Crossing Height | 49.0 |
| TCH Units Selector | 0 (feet) |
| Glidepath Angle (degrees) | 3.40 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 80 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

Output data

| | |
|----------------------|--|
| Data Block | 10 18 02 06 0C 1D 00 00 01 39 32 05 40 39 65 13 5E 99 5A 00 B9 19 F4 AB 00 2E D4 FD EA 01 54 01 64 0A C8 AF 19 03 3A 91 |
| Calculated CRC Value | 19033A91 |

Required Additional Data

| | |
|-------------------------------------|------|
| ICAO Code | LF |
| LTP/FTP Orthometric Height (metres) | 98.9 |

| RNP RWY 01 | | | | | | | | | | | | |
|--------------|---------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|------------------------------|--------------------------|
| RMK | MAG VAR 2020 1.86°E | | | | | | | | | | | REF NAV/VAID : - |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MMM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (m) | Navigation Accuracy (NM) |
| HLDG | - | VARUX | - | - | - | - | - | - | - | - | - | - |
| INA LARSU | IF | LARSU | - | - | - | - | - | 4300 | - | 220 | - | - |
| | TF | ILU01 | - | 006 | 007.7 | 3.2 | - | 3000 | - | 200 | - | 1.0 |
| INA VARUX | IF | VARUX | - | - | - | - | - | 4000 | - | 200 | - | - |
| | TF | LU405 | - | 186 | 187.8 | 9.2 | - | 3100 | - | - | - | 1.0 |
| | TF | ILU01 | - | 096 | 097.9 | 4.6 | - | 3000 | - | 200 | - | 1.0 |
| APCH | IF | ILU01 | - | - | - | - | - | 3000 | - | 200 | - | - |
| | TF | FLU01 | - | 006 | 007.7 | 4.1 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | RW01 | Yes | 006 | 007.8 | 7.6 | - | - | - | - | -3.0° / 15.0 | 0.3 |
| | TF | LU410 | Yes | 006 | 007.8 | 6.3 | - | - | - | 200 | - | 1.0 |
| | DF | VARUX | - | - | - | - | L | 4000 | - | 200 | - | 1.0 |

↑

| RNP 19 | | | | | | | | | | | | |
|--------------|---------------------|-------------------------|----------|-------------------|--------------------|---------------|----------------|------------------------------|------------------------------|--------------|------------------------------|--------------------------|
| RMK | MAG VAR 2020 1.86°E | | | | | | REF NAVAID :- | | | | | |
| Leg sequence | Path Terminator | Waypoint Identification | Fly Over | Direction MAG (°) | Direction True (°) | Distance (NM) | Turn direction | MNM Altitude (FL or AMSL ft) | MAX Altitude (FL or AMSL ft) | MAX IAS (kt) | Vertical angle (°) / TCH (m) | Navigation Accuracy (NM) |
| HLDG | - | IKNAH | - | - | - | - | - | - | - | - | - | - |
| INA LUCMA | IF | LUCMA | - | - | - | - | - | 3900 | - | 220 | - | - |
| | TF | ILU19 | - | 186 | 187.8 | 3.0 | - | 3000 | - | 200 | - | 1.0 |
| INA IKNAH | IF | IKNAH | - | - | - | - | - | 4000 | - | 200 | - | - |
| | TF | LU502 | - | 006 | 007.8 | 8.5 | - | 3500 | - | 200 | - | 1.0 |
| | TF | ILU19 | - | 096 | 097.8 | 5.0 | - | 3000 | - | 200 | - | 1.0 |
| | IF | ILU19 | - | - | - | - | - | 3000 | - | 200 | - | - |
| APCH | TF | FLU19 | - | 186 | 187.8 | 4.0 | - | 3000 | 3000 | - | - | 1.0 |
| | TF | RW19 | yes | 186 | 187.8 | 7.6 | - | - | - | - | -3.0° / 15.0 | 0.3 |
| | TF | LU522 | yes | 186 | 187.8 | 4.0 | - | - | - | 160 | - | 1.0 |
| | DF | IKNAH | - | - | - | - | R | 4000 | - | 200 | - | 1.0 |
| | | | | | | | | | | | | |