

FRENCH ARMED FORCES



# MIAC 4



**COMPILATION OF INSTRUMENTS PROCEDURES  
AND VISUAL PATTERNS  
FOR MILITARY AIRCRAFT**

**COMBAT AND TRAINING AIRCRAFT**

**"DEFENSE" AERODROMES**

**Effective date : 16 MAY 2024  
Next edition : 13 JUN 2024**

### DME TACAN CHANNEL AND VOR FREQUENCIES CORRESPONDENCE




MHz	,00	,10	,20	,30	,40	,50	,60	,70	,80	,90
108	17	18	19	20	21	22	23	24	25	26
109	27	28	29	30	31	32	33	34	35	36
110	37	38	39	40	41	42	43	44	45	46
111	47	48	49	50	51	52	53	54	55	56
112	57	58	59	70	71	72	73	74	75	76
113	77	78	79	80	81	82	83	84	85	86
114	87	88	89	90	91	92	93	94	95	96
115	97	98	99	100	101	102	103	104	105	106
116	107	108	109	110	111	112	113	114	115	116
117	117	118	119	120	121	122	123	124	125	126

CHANNEL X or Y  
112,000 CH 57 X  
112,050 CH 57 Y (Y if + 50 Khz)

### ILS FREQUENCIES CORRESPONDENCE

MHz	,10	,30	,50	,70	,80
108	334,7	334,1	329,9	330,5	329,3
109	331,4	332,0	332,6	333,2	333,8
110	334,4	335,0	329,6	330,2	330,8
111	331,7	332,3	332,9	333,5	331,1

**FORCES ARMÉES FRANÇAISES**  
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**DIVISION INFORMATION AÉRONAUTIQUE**  
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## RWY TRUE HEADING

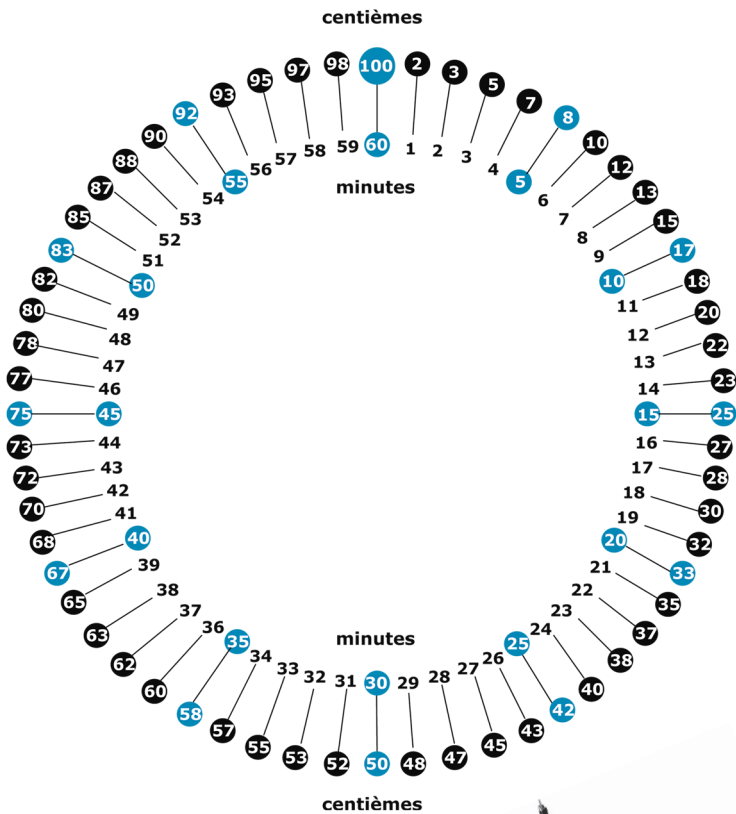
01 DEC 2022

<b>AVORD</b>	060,35°	240,38°
<b>BORDEAUX - MÉRIGNAC</b>	045,46°	225,48°
	106,42°	286,44°
<b>CAZAUX</b>	056,54°	236,56°
<b>COGNAC - CHÂTEAUBERNARD</b>	049,66°	229,67°
	083,66°	263,68°
<b>EVREUX - FAUVILLE</b>	039,86°	219,88°
<b>HYERES - LE PALYVESTRE</b>	051,29°	231,31°
	135,07°	315,08°
<b>ISTRES - LE TUBÉ</b>	152,63°	332,65°
<b>LANDIVISIAU</b>	073,29°	253,31°
<b>LORIENT - LANNBIHOUÉ</b>	071,74°	251,77°
	016,15°	196,15°
<b>LUXEUIL - ST SAUVEUR</b>	113,07°	293,09°
<b>MONT DE MARSAN</b>	087,20°	267,23°
<b>NANCY - OCHEY</b>	019,50°	199,51°
<b>ORANGE - CARITAT</b>	144,16°	323,73°
<b>ORLEANS - BRICY</b>	069,31°	249,33°
<b>SAINT DIZIER - ROBINSON</b>	113,01°	293,03°
<b>SALON</b>	159,64°	339,65°
<b>SOLENZARA</b>	178,95°	358,95°
<b>VILLACOUBLAY</b>	088,31°	268,33°

Orthodromic calculating made with WGS84 Threshold coordinates.

DIRCAM

# MINUTES TO DECIMAL CONVERSION



## UPDATE RECORDING

**Between 2 editions updates can be carried out  
with stickers.**

**Check list is not updated,  
this page is for recording of modifications  
between 2 editions.**

**Paste here the green page of BMJ sticker**

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this page is for recording of modifications  
between 2 editions.**

**Paste here the green page of BMJ sticker**

**WARNING****General criteria retained for instrument procedure :**

**1 - IAS for each segment of an approach procedure :** indicated airspeeds (IAS) are in knots.

INITIAL APCH	REVERSAL PATTERN AND INTERMEDIATE APCH	FINAL APCH	IAS MAX INITIAL MISSED APCH	IAS MAX MISSED APCH INTERMEDIATE	IAS MAX FINAL MISSED APCH	IAS MAX CIRCLING
MINI : 250 MAXI : 300	MINI : 250 MAXI : 300	MINI : 090 MAXI : 185	185	300	350	220

**2- turn :**

Whichever of the instrument approach phase (arrival, departure, holding, missed approach, ...) bank angle is 30°.

**3 - Flight technical tolerance :**

Turn carrying out delay is 5 sec, for a 30 ° bank angle.

**4- Arrival :**

The minimum sector height (MSH) is the sum of maximum height obstacle ( Obstacle Altitude minus AD Altitude ) located in the 26 Nm circle ( 25 NM + 1 NM buffer area) centred on the TACAN used for airport procedures and 300 m (984 ft) obstacle clearing margin. This sum is rounded to the nearest superior 100 ft multiple.

**5 - Initial approach segment**

Optimal descent slope is 1000 ft/Nm.

**6 - Intermediate approach segment**

Minimum length is 3 Nm.

**7 - Final approach segment :**

The lowest height (OCH) will be based in regard with the RWY threshold in use.

**8 - Missed approach segment :**

Climbing reference slope is a 6 % minimum.

**9 - Departure procedures :**

Departure with turn : - IAS max = 350 Kt

- Minimum slope = 8,75 %

Straight, omni departure : Minimum slope = 8,75%

**Altimetric reference for instrument approach charts:**

Information about obstacles height, decision height (DH:ILS/SPAR approach), minimum descent height (MDH:classical approach) are relative to the RWY threshold in use.



# MIAC 4 CHECK LIST

## 01 LC

GENERAL				
UPDATE RECORDING			INS GNSS RWY24	18 05 OCT 23
WARNING	01	27 APR 17	DATA INS GNSS RWY24	19 05 OCT 23
CONTROL LIST	01-03 LC	<b>16 MAY 24</b>	DEPARTURES RWY06	SID 01 10 AUG 23
AERODROME OPERATING MINIMA	01	24 MAR 22	DEPARTURES RWY24	SID 02 10 AUG 23
DOWNGRADED EQUIPMENTS	01	27 APR 17	<b>COGNAC</b> Chateaurenaud <b>LFBG</b>	
LEGEND	01	24 MAR 22	AERODROME CHART	01 18 MAY 23
LEGEND	02	10 AUG 23	OTHER INFORMATIONS	01A 20 APR 23
LEGEND	03	05 NOV 20	GROUND MOVEMENTS	01B 18 MAY 23
ICAO PHONETIC ALPHABET	01		JET RWY05 & 08	02 <b>16 MAY 24</b>
ABBREVIATIONS	01 AB	16 JUL 20	INSTRUCTIONS RWY05 & 08	03 20 APR 23
ABBREVIATIONS	02 AB	09 SEP 21	JET RWY23 & 26	04 <b>16 MAY 24</b>
ABBREVIATIONS	03 AB	07 DEC 17	INSTRUCTIONS RWY23 & 26	05 20 APR 23
ILS TOUCH DOWN ZONE COORDINATES	01	01 DEC 22	HMG	06 <b>22 FEB 24</b>
SIV 1	01	<b>18 APR 24</b>	HPMA TACAN / PAR RWY05	07 <b>22 FEB 24</b>
SIV 2	02	<b>18 APR 24</b>	HPMA TACAN / ILS RWY23	08 <b>22 FEB 24</b>
RWY TRUE HEADING	01	01 DEC 22	HPMA TACAN / PAR RWY23	09 <b>22 FEB 24</b>
			HPMA TACAN RWY23	10 <b>22 FEB 24</b>
AERODROMES				
<b>AVORD LFOA</b>				
AERODROME CHART	01	<b>02 NOV 23</b>	INS GNSS RWY23	11 <b>22 FEB 24</b>
OTHER INFORMATIONS	01A	<b>02 NOV 23</b>	DATA INS GNSS RWY23	12 31 DEC 20
GROUND MOVEMENTS	01B	20 APR 23	DEPARTURE BG RE RWY05	SID 01 20 APR 23
GROUND MOVEMENTS	01C	20 APR 23	DEPARTURE BG RNO RWY05	SID 02 20 APR 23
GROUND MOVEMENTS	01D	30 NOV 23	DEPARTURE BG RE RWY23	SID 03 20 APR 23
JET RWY06 & 24	02	25 JAN 23	DEPARTURE BG RNO RWY23	SID 04 20 APR 23
INSTRUCTIONS RWY06 & 24	03	25 FEB 21	<b>EVREUX</b> Fauville <b>LFOE</b>	
HMG	04	<b>20 APR 23</b>	AERODROME CHART	01 21 MAR 24
TACAN « S » PAR RWY06	05	30 NOV 23	OTHER INFORMATIONS	01A <b>16 MAY 24</b>
TACAN « S » RWY06	06	25 FEB 21	GROUND MOVEMENTS	01B 21 MAR 24
HPMA TACAN « S » ILS or LOC RWY24	07	<b>14 JUL 22</b>	JET RWY 04 & 22	02 18 APR 24
TACAN « S » PAR RWY24	08	30 NOV 23	INSTRUCTIONS RWY04 & 22	03 05 DEC 19
TACAN « S » RWY 24	09	<b>14 JUL 22</b>	HMG	04 18 APR 24
DEPARTURE OGAGA 1RE RWY06	SID 01	07 OCT 21	HPMA TACAN RWY04	05 18 APR 24
DEPARTURE OGAGA 1RN RWY06	SID 02	25 FEB 21	HPMA RADAR / ILS RWY22	06 18 APR 24
DEPARTURE OGAGA 1RW RWY24	SID 03	25 FEB 21	HPMA TACAN ILS or LOC RWY22	07 18 APR 24
<b>BORDEAUX</b> Mérignac <b>LFBD</b>				
AERODROME CHART	01	<b>28 DEC 23</b>	HPMA TACAN RWY22	08 18 APR 24
JET ARR/DEP RWY05/23 & 11/29	02	02 DEC 21	DEPARTURE DAMVI RWY04	SID 01 18 APR 24
INSTRUCTIONS RWY05/23 & 11/29	03	<b>21 MAR 24</b>	DEPARTURE DAMVI RWY22	SID 02 18 APR 24
<b>CAZAUX</b> LFBC				
AERODROME CHART	01	<b>21 MAR 24</b>	<b>HYERES</b> Le Palyvestre <b>LFTH</b>	
OTHER INFORMATIONS	01A	20 APR 23	AERODROME CHART	01 21 MAR 24
GROUND MOVEMENTS	01B	<b>28 DEC 23</b>	OTHER INFORMATIONS	01A 29 DEC 22
PARKING AREAS	01C	09 SEP 21	GROUND MOVEMENTS	01B <b>28 DEC 23</b>
JET RWY06	02	<b>21 MAR 24</b>	JET RWY31	02 <b>16 MAY 24</b>
INSTRUCTIONS RWY06	03	22 APR 21	JET RWY23	03 <b>16 MAY 24</b>
JET RWY24	04	<b>21 MAR 24</b>	INSTRUCTIONS RWY31 and RWY23	04 31 DEC 20
INSTRUCTIONS RWY24	05	22 APR 21	JET RWY05	05 <b>16 MAY 24</b>
HMG	06	10 AUG 23	INSTRUCTIONS RWY05	06 31 DEC 20
TACAN / PAR N RWY06	07	10 AUG 23	HMG	07 <b>16 MAY 24</b>
TACAN / PAR S RWY06	08	10 AUG 23	SRE/ PAR RWY05	08 31 DEC 20
SRA / PAR RWY06	09	10 AUG 23	TACAN / PAR RWY05	09 31 DEC 20
TACAN N RWY06	10	10 AUG 23	HPMA TACAN RWY05	10 31 DEC 20
TACAN S RWY06	11	10 AUG 23	<b>ISTRES</b> Le Tubé <b>LFMI</b>	
INS GNSS RWY06	12	10 AUG 23	AERODROME CHART	01 <b>16 MAY 24</b>
DATA INS GNSS RWY06	13	20 APR 23	OTHER INFORMATIONS	01A 22 APR 21
TACAN / ILS or LOC RWY24	14	10 AUG 23	GROUND MOVEMENTS	01B 19 MAY 22
SRA / ILS or LOC RWY24	15	10 AUG 23	GROUND MOVEMENTS	01C 19 MAY 22
TACAN / PAR RWY24	16	10 AUG 23	GROUND MOVEMENTS	01D 19 MAY 22
SRA / PAR RWY24	17	10 AUG 23	JET RWY15	02 18 APR 24
			JET RWY33	03 18 APR 24
			INSTRUCTIONS RWY15 & 33	04 21 MAY 20
			INSTRUCTIONS RWY15 & 33	05 <b>21 MAY 20</b>

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# MIAC 4 CHECK LIST

02 LC

HMG	06	18 APR 24	TACAN / PAR RWY09	05	31 DEC 20
SRE / ILS (DME) RWY15	07	18 APR 24	SRA / PAR RWY09	06	31 DEC 20
HPMA SRE / PAR RWY15	08	18 APR 24	TACAN RWY09	07	31 DEC 20
HPMA SRE / PAR RWY33	09	18 APR 24	RADAR INS GNSS RWY09	08	31 DEC 20
<b>LANDIVISIAU LFRJ</b>			DATA RADAR INS GNSS RWY09	09	31 DEC 20
AERODROME CHART	01	25 JAN 24	TACAN / ILS RWY27	10	31 DEC 20
OTHER INFORMATION	01A	21 APR 22	SRA / ILS or LOC RWY27	11	15 JUL 21
GROUND MOVEMENTS	01B	25 JAN 24	TACAN PAR RWY27	12	31 DEC 20
JET RWY07 & 25	02	18 APR 24	SRA / PAR RWY27	13	31 DEC 20
INSTRUCTIONS RWY07 & 25	03	21 APR 22	TACAN RWY27	14	20 MAY 21
INSTRUCTIONS RWY07 & 25	04	21 APR 22	INS GNSS RWY27	15	20 MAY 21
HMG	05	18 APR 24	DATA INS GNSS RWY27	16	31 DEC 20
HPMA TACAN / PAR RWY07	06	13 AUG 20	DEPARTURES RWY09	SID 01	31 DEC 20
HPMA TACAN RWY07	07	02 NOV 23	DEPARTURES RWY27	SID 01	31 DEC 20
HPMA INS GNSS RWY07	08	16 JUN 22	<b>NANCY OCHEY LFSO</b>		
DATA INS GNSS RWY07	09	16 JUN 22	AERODROME CHART	01	16 MAY 24
HPMA TACAN ILS or LOC RWY25	10	16 JUN 22	OTHER INFORMATION	01A	16 MAY 24
HPMA TACAN / PAR RWY25	11	16 JUN 22	GROUND MOVEMENTS	01B	16 MAY 24
HPMA TACAN RWY25	12	16 JUN 22	JET DEPARTURE RWY02 & 20	02	28 DEC 23
HPMA INS GNSS RWY25	13	16 JUN 22	INSTRUCTIONS DEP RWY02 & 20	03	21 APR 22
DATA INS GNSS RWY25	14	16 JUN 22	ARR JET RWY20 & 02	04	28 DEC 23
<b>LORIENT Lann Bihoué LFRH</b>			INSTRUCTIONS ARR RWY20 & 02	05	21 APR 22
AERODROME CHART	01	21 MAR 24	HMG	06	10 AUG 23
OTHER INFORMATION	01A	24 FEB 22	INA FREMM TO GERMA	07	25 MAR 21
GROUND MOVEMENTS	01B	18 MAY 23	IAF FREMM TACAN / PAR RWY02	08	25 MAR 21
JET RWY02 & 07 & 20 & 25	02	18 APR 24	IAF GERMA TACAN / PAR RWY02	09	25 MAR 21
INSTRUCTIONS RWY02 & 07 & 20 & 25	03	18 JUN 20	RADAR / PAR RWY02	10	25 MAR 21
HMG	04	23 FEB 23	IAF FREMM TACAN RWY02	11	25 MAR 21
RADAR PAR RWY07	05	18 APR 24	IAF GERMA TACAN RWY02	12	25 MAR 21
TACAN RWY07	06	18 APR 24	INS GNSS RWY02	13	22 APR 21
INS GNSS RWY07	07	18 APR 24	DATA INS GNSS RWY02	14	25 MAR 21
DATA INS GNSS RWY07	08	30 NOV 23	HPMA TACAN - ILS / LOC RWY20	15	25 MAR 21
TACAN ILS or LOC RWY25	09	18 APR 24	TACAN / PAR RWY20	16	25 MAR 21
RADAR ILS or LOC RWY25	10	18 APR 24	RADAR / PAR RWY20	17	25 MAR 21
RADAR PAR RWY25	11	18 APR 24	TACAN RWY20	18	25 MAR 21
INS GNSS RWY25	12	18 APR 24	INS GNSS RWY20	19	25 MAR 21
DATA INS GNSS RWY25	13	30 NOV 23	DATA INS GNSS RWY20	20	25 MAR 21
<b>LUXEUIL St Sauveur LFSX</b>			SID EPL 2RN RWY02	SID 01	25 MAR 21
AERODROME CHART	01	18 MAY 23	SID SO 1RN RWY02	SID 02	25 MAR 21
OTHER INFORMATION	01A	18 MAY 23	SID EPL 2RS RWY20	SID 03	22 APR 21
JET RWY11	02	18 APR 24	SID SO 1RS RWY20	SID 04	22 APR 21
JET RWY29	03	18 APR 24	<b>ORANGE Caritat LFMO</b>		
INSTRUCTIONS RWY11 & 29	04	18 MAY 23	AERODROME CHART	01	03 NOV 22
HMG	05	18 APR 24	OTHER INFORMATION	01A	06 OCT 22
HPMA TACAN ILS or LOC RWY11	06	18 APR 24	GROUND MOVEMENTS	01B	06 OCT 22
HPMA TACAN / PAR RWY11	07	18 APR 24	JET RWY14 & 32	02	28 DEC 23
HPMA RADAR / PAR RWY11	08	18 APR 24	INSTRUCTIONS RWY14 & 32	03	06 OCT 22
HPMA TACAN RWY11	09	18 APR 24	HMG	04	25 JAN 24
HPMA RADAR / PAR RWY29	10	18 APR 24	HPMA TACAN / ILS or LOC RWY14	05	06 OCT 22
DEPARTURE RWY11	SID 01	18 APR 24	RADAR / ILS RWY14	06	06 OCT 22
DEPARTURE RWY29	SID 02	18 APR 24	HPMA RADAR / PAR RWY14	07	06 OCT 22
<b>MONT DE MARSAN LFBM</b>			HPMA TACAN / PAR RWY14	08	06 OCT 22
AERODROME CHART	01	09 SEP 21	HPMA TACAN / TACAN RWY14	09	06 OCT 22
OTHER INFORMATION	01A	09 SEP 21	HPMA RADAR / PAR RWY32	10	06 OCT 22
GROUND MOVEMENTS	01B	15 JUL 21	HPMA TACAN / PAR RWY32	11	06 OCT 22
JET RWY09 & 27	02	15 JUL 21	HPMA TACAN / TACAN RWY32	12	06 OCT 22
INSTRUCTIONS RWY09 & 27	03	09 SEP 21	DEPARTURE RWY14	SID 01	06 OCT 22
HMG	04	26 JAN 23	DEPARTURE RWY32	SID 02	06 OCT 22

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16 MAY 2024

# MIAC 4 CHECK LIST

## 03 LC

<b>ORLEANS BRICY LFMO</b>			SRE - ILS / LOC RWY18	07	03 DEC 20
AERODROME CHART	01	02 NOV 23	TACAN RWY18	08	24 FEB 22
OTHER INFORMATIONS	01A	05 NOV 20	<b>VILLACOUBLAY VELIZY LFPV</b>		
GROUND MOVEMENTS	01B	02 NOV 23	AERODROME CHART	01	18 MAY 23
GROUND MOVEMENTS	01C	02 NOV 23	OTHER INFORMATIONS	01A	04 NOV 21
JET RWY07	02	16 MAY 24	GROUND MOVEMENTS	01B	04 NOV 21
JET RWY25	03	16 MAY 24	GENERAL PROVISIONS	02	04 NOV 21
INSTRUCTIONS RWY07 & 25	04	10 SEP 20	ARR 09 FROM EVREUX - INSTRUCTIONS	03	04 NOV 21
HMG	05	29 DEC 22	ARR RWY09 FROM EVREUX	04	04 NOV 21
HPMA VOR DME PAR RWY07	06	01 DEC 22	ARR 27 FROM EVREUX - INSTRUCTIONS	05	04 NOV 21
HPMA VOR DME RWY07	07	01 DEC 22	ARR RWY27 FROM EVREUX	06	04 NOV 21
HPMA VOR DME ILS or LOC RWY25	08	15 JUN 23	DEP 09 TO EVREUX - INSTRUCTIONS	07	04 NOV 21
HPMA RADAR ILS or LOC RWY25	09	01 DEC 22	DEP RWY09 TO EVREUX	08	04 NOV 21
HPMA VOR DME PAR RWY25	10	01 DEC 22	DEP 27 TO EVREUX-INSTRUCTIONS	09	04 NOV 21
HPMA VOR DME RWY25	11	20 APR 23	DEP RWY27 TO EVREUX	10	04 NOV 21
DEPARTURE OSCAR 1RE RWY07	SID 01	05 NOV 20	<b>DIVERSION AERODROMES / IAC PART</b>		
DEPARTURE OSCAR 1RW RWY25	SID 02	05 NOV 20	WARNING		
<b>SAINT DIZIER ROBINSON LFSI</b>			CONTROL LIST	01-02	16 MAY 24
AERODROME CHART	01	10 AUG 23	OTHER INFORMATIONS	01A	15 JUL 21
OTHER INFORMATIONS	01A	15 JUL 21	<b>FIRING RANGE</b>		
GROUND MOVEMENTS	01B	09 SEP 21	WARNING	01	06 DEC 18
JET RWY11 & 29	02	19 MAY 22	<b>CAPTIEUX</b>		
INSTRUCTIONS RWY11 & 29	03	10 AUG 23	ROUTES	01	22 APR 21
HMG	04	17 JUN 21	AIR TO GROUND TARGETS	02	07 SEP 23
TACAN / PAR RWY11	05	17 JUN 21	INSTRUCTIONS	03	18 MAY 23
RADAR / PAR RWY11	06	17 JUN 21	<b>DIANE (SOLENZARA)</b>		
IAF DEFAY HPMA TACAN RWY11	07	17 JUN 21	INSTRUCTIONS	01	28 FEB 19
IAF LOUPY HPMA TACAN RWY11	08	17 JUN 21	LANDMARKS AND LOW ALT ROUTING	02	25 MAR 21
INS GNSS RWY11	09	17 JUN 21	PRACTICE GUN NORIA / HIGH DRAG BOMBING	03	25 MAR 21
DATA INS GNSS RWY11	10	10 SEP 20	ROCKETS AND LIVE GUN	04	25 MAR 21
HPMA IAF LOUPY TACAN/ILS-LOC RWY29	11	17 JUN 21	HIGH ANGLE STRAFF	05	25 MAR 21
HPMA IAF DEFAY/DOLIN TACAN ILS-LOC RWY29	12	07 SEP 23	LOW DRAG BOMB AND LGTR	06	25 MAR 21
HPMA IAF SAULX TACAN/ILS-LOC RWY29	13	17 JUN 21	AIR TO GROUND TARGETS	07	25 MAR 21
RADAR / PAR RWY29	14	17 JUN 21	TARGETS COORDINATES	08	28 FEB 19
IAF LOUPY TACAN / PAR RWY29	15	17 JUN 21	<b>SUIPPES</b>		
IAF DEFAY / DOLIN TACAN / PAR RWY29	16	17 JUN 21	STANDARD PATTERN	01	25 APR 19
IAF SAULX TACAN / PAR RWY29	17	17 JUN 21	STANDARD PATTERN	02	05 DEC 19
INS GNSS RWY29	18	17 JUN 21	GENERAL OVERVIEW	03	28 DEC 23
DATA INS GNSS RWY29	19	10 SEP 20	EASTERN PATTERN	04	28 DEC 23
DEPARTURE SI MMD 3RE RWY11	SID 01	17 JUN 21	WESTERN PATTERN	05	28 DEC 23
DEPARTURE SI RLP 2RE RWY11	SID 02	17 JUN 21	MA - HA PATTERN	06	28 DEC 23
DEPARTURE SI MMD 3RW RWY29	SID 03	17 JUN 21	AIR-GROUND TARGETS	07	25 MAR 21
DEPARTURE SI RLP 2RW RWY29	SID 04	17 JUN 21	TARGETS COORDINATES	08	25 APR 19
<b>SALON LFMY</b>			<b>DIVERSION AD</b>		
AERODROME CHART	01	11 AUG 22	DIVERSION AD	01	24 FEB 22
OTHER INFORMATIONS	01A	22 APR 21	DIVERSION AD	02	09 SEP 21
JET RWY16 & 34	02	16 MAY 24	DIVERSION AD	03	16 JUN 22
INSTRUCTIONS RWY16 & 34	03	03 DEC 20			
HMG	04	16 MAY 24			
TACAN / ILS RWY16	05	16 MAY 24			
TACAN RWY16	06	16 MAY 24			
<b>SOLENZARA LFKS</b>					
AERODROME CHART	01	07 SEP 23			
OTHER INFORMATIONS	01A	08 SEP 22			
GROUND MOVEMENTS	01B	22 APR 21			
JET ARR RWY18 & 36	02	07 SEP 23			
JET DEP RWY18 & 36	03	07 SEP 23			
INSTRUCTIONS RWY18 & 36	04	08 SEP 22			
HMG	05	03 DEC 20			
TACAN - ILS / LOC RWY18	06	03 DEC 20			

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24 MAR 2022

**AERODROME OPERATING MINIMA**  
In compliance to title VII of instruction 350 / DIRCAM.

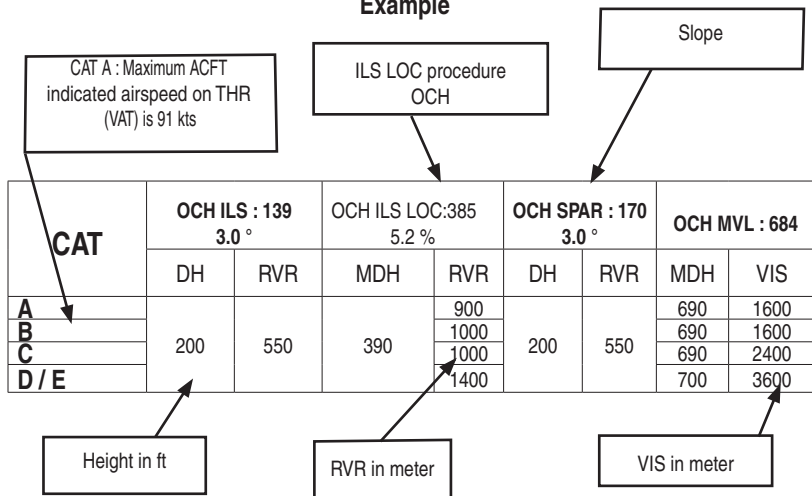
**TKOF MINIMA**

INSTALLATIONS	RVR / TKOF VISIBILITY	
	CAT : A B C	CAT : D E
None (day only)	500 m	500 m
Edge RWY lighting and/or RWY marking	250 m	300 m
Edge and centre line RWY lighting	200 m	250 m
Edge RWY lighting and RVR multiple information	150 m	200 m

Edge and end RWY lighting are compulsory during night operations.

**INSTRUMENT APPROACH MINIMA**

**Example**



**ALL vertical length are in feet & RVR / VIS are in meters.**

CAT A : Maximum ACFT indicated airspeed on THR (VAT) is 91 kt.

CAT B : Indicated ACFT airspeed on THR (VAT) is between 91 and 120 kt.

CAT C : Indicated ACFT airspeed on THR (VAT) is between 121 and 140 kt.

CAT D : Indicated ACFT airspeed on THR (VAT) is between 141 and 165 kt.

CAT E : Indicated ACFT airspeed on THR (VAT) is between 166 and 210 kt

**DOWNGRADED or DAMAGED EQUIPMENT  
EFFECTS ON LANDING MINIMUM  
NON PRECISION APPROACH AND CAT 1 OPERATIONS**

Failed or downgraded equipment	Effect on landing minima	
	Non precision	Category 1
OM	No effect except used as descent marker	Without effect unless PAR / SPAR
MM		No effect
Touch down zone report system	No effect	
Approach lights	Minima requirements for intermediate installation	
Stand-by power for approach lights		
All off RWY lights	Minima as for no approach light system	
RWY edge lights	Day only	
Centerline lights	No effect	
Touch down zone lights		
Stand-by power for RWY lights		
TWY lights	No effect except delays due to reduced movement rate	
Anemometer for RWY in use	No effect if other ground source available	
<p><b>Notice 1 : When TWY runs into RWY and lighting is damaged or downgraded, it must exist a RVR of at least 350 m or a non downgraded centerline TWY lighting.</b></p>		

DIRCAM

24 MAR 2022

The arrangements related to the elaboration of the Instrument approach charts for Jet Aircraft are defined in the Instruction 350/DIRCAM.

**NOTICE :****APP** : 306.700 (Recovery)

FREQ. monitored by CTL (Recovery).

**GUND (in ft)** :

Geoïd undulation (WGS84).

**HMSR / HMG** :

Minimum Vectoring Area (based on QFE).

**WGS 84** :

Geographic coordinates expressed in WGS reference

-°.'"-1/100<sup>es</sup> 84 wich concern only longitude and latitude.**AERODROMES.**

AERODROME REFERENCE POINT (ARP).....

RWY :

Paved (DTHR : displaced threshold).....  (1)Unpaved (DTHR : displaced threshold).....  (1)

Stopway (SWY).....

Clearway (CWY).....

Visual approach slope indication system (VASIS / PAPI).....

Flashing light.....

Radio Landing Aids.....

Fan Marker Beacons.....

Transmissometer.....

Heliport.....

Minimum Obstacle Clearance Height.....

(1) Localisation of AD, object of the chart.



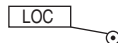
DTHR



DTHR



VV



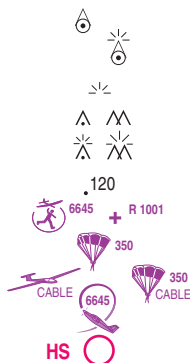
MOCH

DIRCAM

10 AUG 2023

## OBSTRUCTIONS (On or outside AD).

- Antenna (LOC, GP, VDF) constituting an obstruction.....
- Lightning Antenna (LOC, GP, VDF) constituting an obstruction.....
- Obstruction light.....
- Obstruction, obstruction group.....
- Obstruction, lighted obstructions group.....
- Stop elevation (Height based on QFE).....
- Aeromodelling.....
- Parachute drop.....
- Glider winching, parascending.....
- Aerobatic.....
- Hot spot (HS).....



## NAVIGATION.

### RADIONAVIGATION AIDS.

- Basic radio aid symbol.....
- NDB or LOCATOR.....
- VOR.....
- DME.....
- VOR and DME collocated.....
- TACAN.....
- VOR and TACAN collocated.....



### REPORTING POINTS

- Compulsory.....
- On request.....



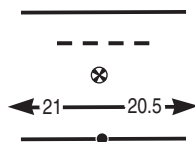
### WAYPOINTS

- To overfly.....
- With anticipation turn.....



## INSTRUMENT APPROACH.

- Initial, intermediate and final trajectory.....
- Missed approach trajectory.....
- IAF - Initial approach fix.....
- Distance of a segment on a trajectory.....
- Trajectory feature point.....





05 NOV 2020

### CHARTED HEIGHTS / FLIGHT LEVELS

Height / Flight Level "Window"	<u>17000</u> <u>10000</u>	<u>FL 220</u> <u>10000</u>
"At or Above" Height / Flight Level	<u>7000</u>	<u>FL 060</u>
"At or Below" Height / Flight Level	<u>5000</u>	<u>FL 050</u>
"Mandatory" Height / Flight Level	<u>3000</u>	<u>FL 030</u>
"Recommended" Height / Flight Level	3000	FL 030

### SYMBOLIZATION OF THE MISSED APPROACHES

The missed APCH are symbolized by a rebus which depicts simply each successive phases of the procedure.

Some examples of this symbolization :



Climb straight ahead up to 4000ft.



Climb on radial 103° of radio navigation aid LDV.



At 3 nautical miles from radio navigation aid LDV.



Turn right Mag track 123°, climbing up to 4000ft.



Intercept and follow radial 103° of radio navigation aid LDV.



Intercept the ARC 14 NM from TACAN LDV.



At or to radio navigation aid LDV.

# ICAO PHONETIC ALPHABET

A Alpha	• —	0 Ziro	— — — — —
B Bravo	— • • •	1 Ouann	• — — — —
C Charlie	— • — •	2 Tou	• • — — —
D Delta	— • •	3 Tri	• • • — —
E Echo	•	4 Fo-eur	• • • • —
F FoxTrot	• • — •	5 Fa-if	• • • • •
G Golf	— — •	6 Siks	— • • • •
H Hotel	• • • •	7 Sev'n'n	— — • • •
I India	• •	8 Eit	— — — • •
J Juliet	• — — —	9 Nai-neu	— — — — •
K Kilo	— • —		
L Lima	• — • •		
M Mike	— —		
N November	— •		
O Oscar	— — —		
P Papa	• — — •		
Q Quebec	— — • —		
R Romeo	• — •		
S Sierra	• • •		
T Tango	—		
U Uniform	• • —		
V Victor	• • • —		
W Whisky	• — —		
X X-Ray	— • • —		
Y Yankee	— • — —		
Z Zulu	— — • •		

# ABBREVIATIONS

01 AB

<b>A/A</b>	AIR to AIR communications	<b>CCM</b>	Military control centre
<b>AAL</b>	Above aerodrome level	<b>CDN</b>	Certificate of Airworthiness
<b>ABM</b>	Abeam	<b>CDT</b>	Officer in charge
<b>ABN</b>	AD beacon	<b>CH</b>	Channel
<b>ACFT</b>	Aircraft	<b>CHG</b>	Change
<b>ACL</b>	Altimeter check location	<b>CIV</b>	Civil
<b>ACN</b>	ACFT classification number	<b>CLSD</b>	Closed
<b>ACS</b>	Area control service	<b>COM</b>	Telecommunications
<b>ACT</b>	Active or activated or activity	<b>COND</b>	Condition(s)
<b>AD</b>	Aerodrome	<b>CRNA</b>	Air navigation regional centre
<b>Aé</b>	Lighthouse ray raised 10 degrees up above the horizon in order to be used by Air Men	<b>CTA</b>	Control Area
<b>AEM</b>	Model aircraft flight	<b>CTL</b>	Control
<b>AFIS</b>	AD flight information service	<b>CTR</b>	Control zone
<b>AFS</b>	Aeronautical fixed service	<b>CUST</b>	Customs
<b>AFTN</b>	Aeronautical fixed telecommunication network	<b>CWY</b>	Clearway
<b>A/G</b>	Air to ground radio communications	<b>D...</b>	Danger area (followed by identification)
<b>AGL</b>	Above ground level	<b>DCT</b>	Direct
<b>AIC</b>	Aeronautical information circular	<b>DEC</b>	Magnetic variation
<b>AIP</b>	Aeronautical information publication	<b>DEG</b>	Degrees
<b>AIRAC</b>	Aeronautical information regulation and control	<b>DEP</b>	Depart or departure or departure message
<b>AIS</b>	Aeronautical information service	<b>DER</b>	Departure end of the runway
<b>ALT</b>	Altitude	<b>DES</b>	Descend or descending to
<b>ALTN</b>	Alternate or alternating (light alternates in colour)	<b>DEST</b>	Destination
<b>ALTN</b>	Alternate ( AD)	<b>DH</b>	Decision height
<b>AMDT</b>	Amendment	<b>DIRCAM</b>	Military air traffic directorate
<b>AMSL</b>	Above medium sea level	<b>DIST</b>	Distance
<b>AOC</b>	AD obstruction charts	<b>DME</b>	Distance measuring equipment
<b>AP</b>	Airport	<b>DME/ATT</b>	Landing distance measuring equipment
<b>APCH</b>	Approach	<b>DNG</b>	danger or dangerous
<b>API</b>	Missed approach	<b>DOC</b>	Document
<b>APP</b>	Approach control office or Approach control	<b>DSAE</b>	French Aeronautical State Safety Management
<b>APR</b>	April	<b>DTHR</b>	Displaced threshold
<b>APPR</b>	Precision Approach	<b>DV</b>	flight director
<b>ARP</b>	AD reference point	<b>E</b>	East or East longitude
<b>ARR</b>	Arrive or arrival or arrival message	<b>EAT</b>	Expected approach time
<b>ASDA</b>	Accelerate stop distance available	<b>EM</b>	Emission
<b>ASFC</b>	Above surface	<b>ENR</b>	En route
<b>ASI</b>	Signal Area	<b>EQPT</b>	Equipment
<b>AST</b>	Parking area	<b>EST</b>	Estimate or estimated
<b>ATC</b>	Air traffic control ( in general )	<b>ETA</b>	Estimated time of arrival or estimating arrival
<b>ATIS</b>	Automatic terminal information service	<b>ETD</b>	Estimated time of departure
<b>ATS</b>	Air traffic services	<b>EUM</b>	Europe - Mediterranean region
<b>ATTN</b>	Attention	<b>EXC</b>	Except
<b>AUX</b>	Auxiliary	<b>EXER</b>	Exercise(s) or exercising or to exercise
<b>AVASIS</b>	Visual approach slope indicator system	<b>F</b>	Fixed light
<b>AVT</b>	refuelling	<b>FAC</b>	Facilities
<b>AWY</b>	Airway	<b>FAF</b>	Final approach fix
<b>BA</b>	Braking action	<b>FAF</b>	French air force
<b>BAR</b>	Jet barrier	<b>FAP</b>	Final approach point
<b>BATR</b>	Belly landing strip	<b>FAT</b>	Final approach track
<b>BCST</b>	Broadcast	<b>FIR</b>	Flight information region
<b>BDP</b>	ATS reporting office	<b>FIS</b>	Flight information service or sector
<b>BI</b>	Low light intensity	<b>FL</b>	Flight level
<b>BIA</b>	AIS office	<b>FLT</b>	Flight
<b>BIVC</b>	Central flight information office	<b>FNA</b>	Final approach
<b>BLW</b>	Below	<b>FNF</b>	French naval air force
<b>BMJ</b>	Updating bulletin	<b>FPL</b>	Filed flight plan message, type of flight plan
<b>BRA</b>	Arresting cable	<b>FPM</b>	feet per minute
<b>BRKG</b>	Braking	<b>FR</b>	French
<b>C</b>	Celsius degrees	<b>FREQ</b>	Frequency
<b>CAM</b>	Military air traffic	<b>FRNG</b>	Firing
<b>CAP</b>	Public air traffic	<b>FT</b>	Feet
<b>CAT</b>	Category		

DIRCAM

<b>G/A</b>	Ground to air radio communication	<b>LOC</b>	Localizer
<b>G/A/G</b>	Ground to air and Air to ground communication	<b>LOC</b>	Local mean time
<b>GCA</b>	Ground control approach system	<b>LONG</b>	Longitude
<b>GEN</b>	General	<b>LRG</b>	Long range
<b>GP</b>	Glide path	<b>LTA</b>	Lower traffic area
<b>GS</b>	Ground speed	<b>LVTO</b>	Low visibility take-off
<b>GUND</b>	Geoid undulation		
		<b>M</b>	Mach number or metre
<b>H...</b>	Give the minutes after the hour	<b>MAG</b>	Magnetic
<b>H24</b>	Continuous night and day service	<b>MAP</b>	Aeronautical maps and charts
<b>HAP</b>	Expected approach time	<b>MAPT</b>	Missed approach point
<b>HBN</b>	Hazard beacon	<b>MAX</b>	Maximum or maximal
<b>HEL</b>	Helicopter	<b>MDA</b>	Minimum descent altitude
<b>HF</b>	High frequency (3 000 to 30 000 KHz)	<b>MDH</b>	Minimum descent height
<b>HGT</b>	Height	<b>MEHT</b>	Minimum eye height over threshold
<b>HI</b>	Light intensity high	<b>MET</b>	Meteorological or meteorology
<b>HJ</b>	Day time	<b>METAR</b>	Aviation routine weather report
<b>HLDG</b>	Holding	<b>MFO</b>	Obstacle clearance limit
<b>HMSR</b>	Radar minimum safe height	<b>MHZ</b>	Megahertz
<b>HN</b>	During night	<b>MIL</b>	Military
<b>HO</b>	Service available to meet service requirements	<b>MIN</b>	Minutes
<b>HOL</b>	Public holiday	<b>MKR</b>	Marker
<b>HOR</b>	Fixed schedule or time	<b>MLS</b>	Microwave landing system
<b>HPA</b>	Hectopascal	<b>MM</b>	Middle marker
<b>HPMA</b>	High Performance Military Aircraft (NATO procedure)	<b>MNM AD</b>	AD operating minima
<b>HR</b>	Hours	<b>MNM</b>	Minimum or minima
<b>HS</b>	Service available during hours of scheduled ops	<b>MNTN</b>	Maintain
<b>HX</b>	No specific working hours	<b>MRT</b>	Multi radar tracking
<b>HZ</b>	Hertz	<b>MSG</b>	Message
		<b>MSH</b>	Minimum sector Height
<b>IAC</b>	Instrument approach chart	<b>MSL</b>	Mean sea level
<b>IAF</b>	Initial approach fix	<b>MT</b>	Magnetic Track
<b>IAS</b>	Indicated air speed	<b>MVI</b>	Visual manoeuvring with prescribed track
<b>IBN</b>	Identification beacon	<b>MVL</b>	Visual manoeuvring without prescribed track
<b>ICAO</b>	International civil aviation organization		
<b>IDENT</b>	Identification	<b>NATO</b>	North Atlantic Treaty Organization
<b>IF</b>	Intermediate approach fix	<b>NAV</b>	Navigation
<b>IFR</b>	Instruments flight rules	<b>NDB</b>	Non directional beacon
<b>IGN</b>	National geographic institute	<b>NIL</b>	None or I have nothing to send to you
<b>ILS</b>	Instrument landing system	<b>NL</b>	AD agreed for night VFR with restrictions
<b>IM</b>	Inner marker	<b>NM</b>	Nautical miles
<b>IMC</b>	Instrument meteorological condition	<b>NML</b>	Normal
<b>INA</b>	Initial approach	<b>NOSIG</b>	No significant change
<b>INFO</b>	Information	<b>NOTAM</b>	Notice to airmen
<b>INS</b>	Inertial navigation system	<b>NR</b>	Number
<b>INT</b>	Intersection	<b>NXT</b>	Next
<b>INTL</b>	International		
<b>ISA</b>	International standard atmosphere	<b>OACI</b>	International Civil aviation organization
		<b>OBS</b>	Observe or observed or observation
<b>JF</b>	Holidays	<b>OBST</b>	Obstacle
<b>JORF</b>	French Government official publications	<b>OCA</b>	Obstacle clearance altitude
		<b>OCH</b>	Obstacle clearance height
<b>KHZ</b>	Kilohertz	<b>OM</b>	Outer marker
<b>KM</b>	Kilometre	<b>OPS</b>	Operations
<b>KT</b>	knot (s)	<b>O/R</b>	On request
<b>KW</b>	Kilowatt(s)	<b>OR</b>	Orange
		<b>OTAN</b>	North Atlantic Treaty Organization
<b>L</b>	Locator		
<b>LAT</b>	Latitude	<b>P...</b>	Prohibited area
<b>LDA</b>	Landing distance available	<b>PA</b>	Stop way
<b>LDG</b>	Landing	<b>PANS</b>	Procedures for air navigation services
<b>LDI</b>	Landing direction indicator	<b>PAPI</b>	Precision approach path indicator
<b>LGAT</b>	Light or lighting	<b>PAR</b>	Precision approach radar
<b>LGTD</b>	Lighted	<b>PB</b>	Lighthouses and beacons
<b>LIH</b>	Light intensity high	<b>PC</b>	Coordination post
<b>LIL</b>	Light intensity low	<b>PCN</b>	Pavement classification number

# ABBREVIATIONS

03 AB

PJE	Parachute jumping exercise (or sector)	TMA	Terminal control area
PN	Prior notice required	TODA	Take off distance available
PPR	Prior permission required	TORA	Take off run available
PRKG	Parking area	TP	Turn point
PROC	Procedure	TRSI	Single isolated wheel load
PS	Plus	TSA	Temporary segregated area
PSN	Position	TWR	AD control tower
PTN	Procedure turn	TWY	Taxiway
<b>QDM</b>	Magnetic heading	TXT	Text
<b>QDR</b>	Magnetic bearing	TYP	Type of aircraft
<b>QFE</b>	Atmospheric pressure at aerodrome elevation	<b>UAC</b>	Upper area control centre
<b>QFU</b>	Magnetic orientation of runway	UDF	UHF direction finding station
<b>QNH</b>	Altimeter setting to obtain AD elevation When on the ground	UHF	Ultra high frequency (300 to 3000 MHz)
<b>R</b>	Right (runway identification)	UNL	Unlimited
R..	Restricted area	UTC	Coordinated universal time
RAG	Runway arresting gear	<b>VAC</b>	Visual approach and landing chart
RAI	Automatic information transmitter	VAR	Magnetic variation
RAP	Inbound track	VASIS	Visual approach slope indicator system
RCA	Air traffic regulations	VFR	Visual Flight rules
RCL	Runway center line	VDF	Vhf direction finding system
RCO	Range Control Officer	VH	Horizontal visibility
RDH	Reference datum height (for ILS/PAR)	VHF	Very high frequency (30 to 300 MHz)
RDL	Radial	VIS	visibility
REF	Reference to or refer to	VMC	Visual meteorological conditions
REG	Registration	VOR	Vhf omnidirectional radio range
REP	Reporting point	VORTAC	VOR and TACAN combination
REQ	Request or requested	VP	True air speed
RFL	Requested FL	VS	Ground speed
RFFS	Rescue and fire fighting services	VSP	Vertical speed
RMK	Remarks	VV	Vertical visibility
RNAV	Area navigation	<b>WBAR</b>	Wing bar light
RVR	Runway visual range	WDI	Wind direction indicator
RWY	Runway	WGS- 84	World geodesic system 1984
<b>S</b>	Secondary	WIN	Winter
Sc	Flashing light	WP	Way point
SDE	Landing displaced threshold	WRNG	Warning
SDF	Step down fix	<b>XBAR</b>	Cross bar ( of approach lighting system)
SFA	Aeronautical fixed serviced	<b>ZIT</b>	Temporary prohibited area
SFC	Surface ( ground or sea )	ZP	Pressure altitude
SIA	Aeronautical information service		
SID	Standard instrument departure		
SO	operational department		
SPAR	Slight precision approach radar		
SR	Sun rise		
SRE	Surveillance radar element of precision approach radar system		
SSR	Secondary surveillance radar		
STN	Station		
STOL	Short take off and landing aircraft		
SUP	Above or upper		
SWY	Stopway		
<b>TA</b>	Transition altitude		
TACAN	Tactical air navigation aid		
TAS	True air speed		
TDZ	Touch down zone		
TEL	Telephone		
THR	Threshold		
TIL	Until		
TJ	Tons per twin wheels		
TKOF	Take off		
TL	Transition level		

# ILS TOUCH DOWN ZONE COORDINATES

01 DEC 2022

## ILS TOUCH DOWN ZONE COORDINATES

AERODROME	ILS THR	WGS 72		WGS 84	
		LATITUDE	LONGITUDE	LATITUDE	LONGITUDE
AVORD	24	N 47° 03.707'	E 002° 38.855'	N 47° 03' 42.519"	E 002° 38' 50.742"
CAZAUX	24	N 44° 32.301'	W 001° 06.974'	N 44° 32' 18.222"	W 001° 06' 57.894"
COGNAC	23	N 45° 39.556'	W 000° 18.375'	N 45° 39' 33.438"	W 000° 18' 21.967"
EVREUX	22	N 49° 02.230'	E 001° 13.851'	N 49° 02' 13.908"	E 001° 13' 50.508"
ISTRES	15	N 43° 32.107'	E 004° 54.919'	N 43° 32' 06.503"	E 004° 54' 54.581"
LANDIVISIAU	25	N 48° 31.961'	W 004° 08.351'	N 48° 31' 57.756"	W 004° 08' 21.588"
LORIENT	25	N 47° 45.700'	W 003° 26.075'	N 47° 45' 42.090"	W 003° 26' 05.055"
LUXEUIL	11	N 47° 47.436'	E 006° 20.283'	N 47° 47' 26.247"	E 006° 20' 16.454"
MT DE MARSAN	27	N 43° 54.725'	W 000° 29.502'	N 43° 54' 43.640"	W 000° 29' 30.680"
NANCY	20	N 48° 35.498'	E 005° 57.552'	N 48° 35' 30.002"	E 005° 57' 32.560"
ORANGE	14	N 44° 08.754'	E 004° 51.772'	N 44° 08' 45.362"	E 004° 51' 45.789"
ORLEANS	25	N 47° 59.426'	E 001° 46.277'	N 47° 59' 25.681"	E 001° 46' 17.191"
SAINT DIZIER	29	N 48° 37.967'	E 001° 54.654'	N 48° 37' 58.140"	E 004° 54' 38.699"
SALON	16	N 43° 36.754'	E 005° 06.367'	N 43° 36' 45.356"	E 005° 06' 21.467"
SOLENZARA	18	N 41° 56.013'	E 009° 24.298'	N 41° 56' 00.870"	E 009° 24' 18.460"

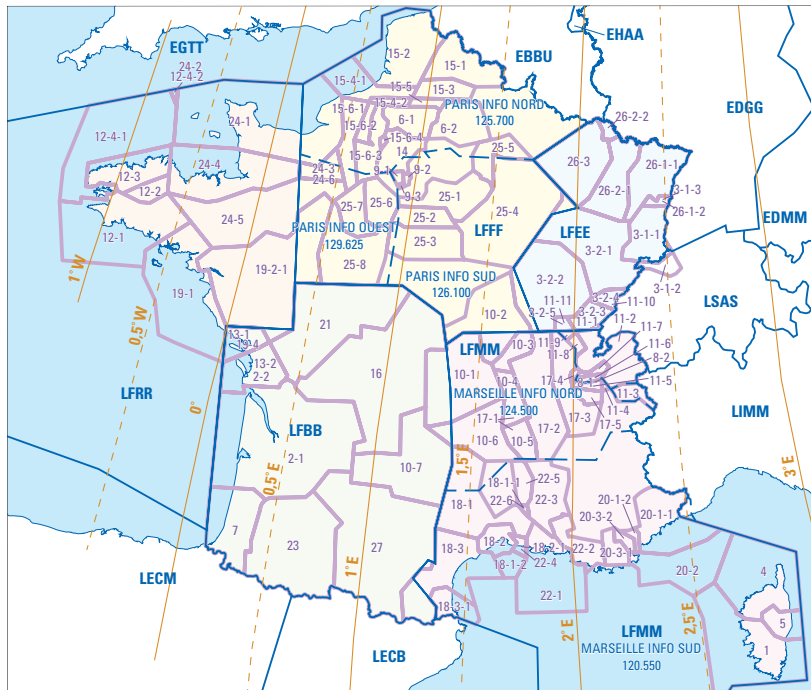
DIRCAM

CHG : Tours.

ILS TOUCH DOWN

# FREQUENCES D'INFORMATION DE VOL DECLINAISONS MAGNETIQUES

# FLIGHT INFORMATION FREQUENCIES MAGNETIC VARIATION



- |  |   |
|--|---|
| Limite de FIR<br>FIR boundary  | Limite de secteur d'information de vol (SIV APP)<br>Flight information sector boundary (SIV APP)                |
| Limite de secteur d'information de vol (FIC)<br>Flight information sector boundary (FIC) | Lignes d'égale déclinaison correspondant au 1-1-2020<br>Lines of equal magnetic variation (isogons) on 1.1.2020 |

Pour améliorer la lisibilité de la carte, certaines informations ne sont pas représentées dans les zones trop denses en information. Pour toute précision complémentaire dans ces zones, veuillez vous référer à l'AIP.  
To improve the readability of the chart, some information may be missing in the crowded areas. For further information about those areas, please check the AIP.

## SECTEURS D'INFORMATION DE VOL / FLIGHT INFORMATION SECTORS

- 1 AJACCIO INFO 119.825 <FL 145
- 2 AQUITAINE INFO  
2-1: 120.575 <FL 145  
2-2: 120.575\* <FL 145  
\*Hors HOR LA ROCHELLE
- 3 BALE INFO  
3-1-1: 130.900 <FL 145  
3-1-2: 130.900 <FL 105  
3-1-3: 130.900 <5000 ft  
3-2-1: 135.850 <FL 145  
3-2-2: 135.850 <FL 195  
3-2-3: 135.850 <6500 ft  
3-2-4: 135.850 <FL 115  
3-2-5: 135.850 <FL 145
- 4 BASTIA NORD 124.725 <FL 145
- 5 BASTIA SUD 135.135 <FL 145
- 6 BEAUVAIS INFO  
6-1: 123.985 <FL 085  
6-2: 119.800 <FL 085
- 7 BIARRITZ INFO 119.175 - 126.525\* <FL 145  
\*Hors HOR BIARRITZ
- 8 CHAMBERY INFO  
8-1: 123.700 - 135.525\* <FL 095  
8-2: 123.700 - 135.525\* FL 095 - FL 115  
\*Hors HOR CHAMBERY
- 9 CHEVREUSE INFO  
9-1: 119.300 <2000 ft  
9-2: 119.300 <1500 ft  
9-3: 119.300 <2500 ft
- 10 CLERMONT INFO  
10-1: 122.225 <FL 115  
10-2: 120.675 <FL 115  
10-3: 120.675 <FL 085  
10-4: 120.500 <FL 085  
10-5: 119.375 <FL 085  
10-6: 119.375 <FL 115  
10-7: 133.725 <FL 115
- 11 GENEVE INFO  
11-1: 126.350 6500 ft - FL 195  
11-2: 126.350 <FL 195  
11-3: 126.350 FL 175 - FL 195  
11-4: 126.350 <FL 155  
11-5: 126.350 FL 115 - FL 155  
11-6: 126.350 FL 115 - FL 195  
11-7: 126.350 FL 095 - FL 195
- 11-8: 126.350 FL 075 - FL 195  
11-9: 126.350 FL 145 - FL 195  
11-10: 126.350 FL 115 - FL 195  
11-11: 126.350 FL 145 - FL 195
- 12 IROISE INFO  
12-1: 135.825 <FL 115  
12-2: 119.575 <FL 115  
12-3: 122.400 - 119.575\* <FL 115  
12-4-1: 119.575 <FL 115  
12-4-2: 119.575 <FL 055  
\*Hors HOR LANDIVISIAU
- 13 LA ROCHELLE INFO  
13-1: 124.200 - 130.275\* <FL 115  
13-2: 124.200 - 120.575\* <FL 145  
\*Hors HOR LA ROCHELLE
- 14 LE BOURGET INFO 123.835 <4500 ft
- 15 LILLE INFO  
15-1: 126.480 <FL 115  
15-2: 127.015 <FL 115  
15-3: 129.360 <FL 115  
15-4-1: 132.610 <FL 115  
15-4-2: 132.610 <FL 085  
15-5: 129.360 <FL 085  
15-6-1: 134.825 <FL 115  
15-6-2: 134.825 <FL 085  
15-6-3: 134.825 <FL 065  
15-6-4: 134.825 <4500 ft
- 16 LIMOGES INFO 124.050 - 127.675\* <FL 115  
\*Hors HOR LIMOGES
- 17 LYON INFO  
17-1: 135.200 FL 085 - FL 115  
17-2: 135.200 <FL 115  
17-3: 135.525 <FL 115  
17-4: 135.525 FL 095 - FL 115  
17-5: 135.525 FL 095 - FL 115
- 18 MONTPELLIER INFO  
18-1: 134.375 <FL 115  
18-1-1: 134.375 <FL 075  
18-1-2: 134.375 <FL 115  
18-2: 125.650 <FL 115  
18-2-1: 125.650 <FL 095  
18-3: 136.625 <FL 115  
18-3-1: 136.625 <FL 115
- 19 NANTES INFO  
19-1: 122.800 <FL 115  
19-2-1: 130.275 <FL 115
- 19-4: 130.275\* <FL 115 \*Hors HOR LA ROCHELLE
- 20 NICE INFO  
20-1-1: 120.850 <FL 175  
20-1-2: 120.850 <FL 145  
20-2: 122.925 <FL 145  
20-3-1: 124.425 <FL 115  
20-3-2: 124.425 <FL 145
- 21 POITIERS INFO 124.000 - 127.675\* <FL 145  
\*Hors HOR POITIERS
- 22 PROVENCE INFO  
22-1: 132.950 <FL 115  
22-2: 124.350 <FL 115  
22-3: 132.300 <FL 115  
22-4: 132.950 FL 095 - FL 115  
22-5: 126.260 <FL 115  
22-6: 132.300 FL 075 - FL 115
- 23 PYRENEES INFO 126.525 <FL 145
- 24 RENNES INFO  
24-1: COTENTIN partie A  
134.200 FIR BREST / 120.350 FIR PARIS <FL 115  
24-2: COTENTIN partie B INFO 134.200 FL 055 - FL 115  
24-3: COTENTIN partie C INFO 120.350 FL 065 - FL 115  
24-4: RENNES NORD INFO 126.950 <FL 115  
24-5: RENNES SUD partie A INFO 134.000 <FL 115  
24-6: RENNES SUD partie B INFO 134.000 <FL 085
- 25 SEINE INFO  
25-1: 134.300 <FL 065(1)  
25-2: 134.300 <FL 085  
25-3: 134.300 <FL 115  
25-4: 120.325 <FL 115(1)  
25-5: 120.325 <FL 075(1)  
25-6: 127.815 <FL 065(1)  
25-7: 127.815 <FL 085  
25-8: 127.815 <FL 115
- 26 STRASBOURG INFO  
26-1-1: Secteur Ouest 120.700 Est 119.580 <FL 145  
26-1-2: Secteur Ouest 120.700 Est 119.580 5000 ft - FL 145  
26-2-1: 119.450 <FL 075 et 134.575 FL 075 - FL 145  
26-2-2: 119.450 <FL 075 et 134.575 FL 075 <FL 125  
26-3: 119.450 <FL 115 et 134.575 FL 115 <FL 145
- 27 TOULOUSE INFO 121.250 <FL 115
- (1) plafonds / upper limits.  
voir/see AIP ENR 2.2.7



# NATIONAL FRA AERODROME CHART

02 NOV 2023

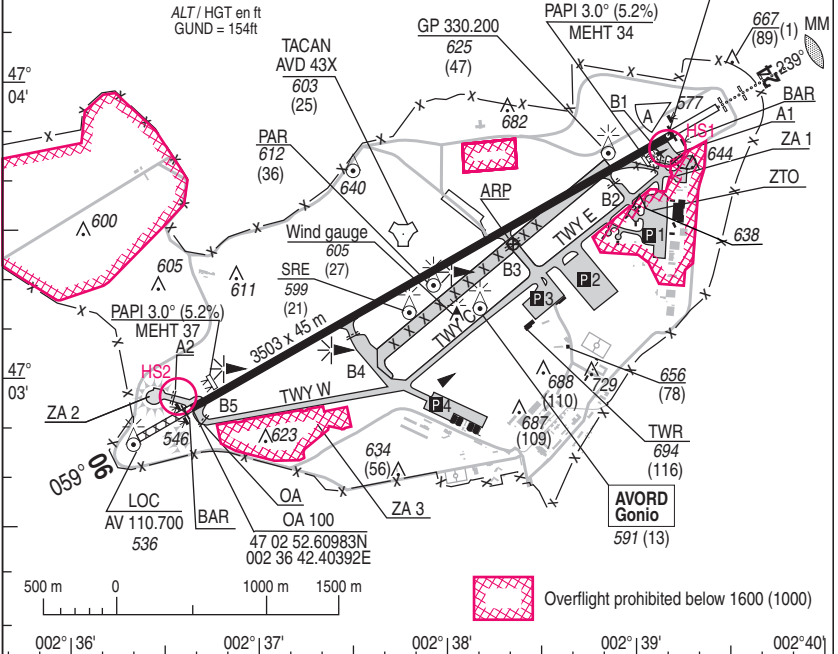
## 01 AVORD LFOA

ALT AD : 578 (21 hPa)

VAR : 1°E (20)

TYPE	LATITUDE	LONGITUDE
THR 06	47°02'52.61"N	002°36'42.40"E
THR 24	47°03'48.70"N	002°39'06.68"E

HS : HOT SPOT  
See 01 B



RWY	LIGHTING		DECLARED DISTANCES				Surface	Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA			CAT A. B. C		CAT D. E	
06	NIL	LIH	3503	3503	3903	3503	Paved	≥200		≥250		
24	LHI OTAN 900m	LIH	3503	3503	3503	3503	58 F/C/W/T	≥200		≥250		

### OMNIDIRECTIONAL DEPARTURES

**RWY06** (Alt THR : 546) : Climb **MT 059°** up to **1000** then direct route up to enroute safety level.  
**RWY24** (Alt THR : 577) : Climb **MT 239°** up to **7 AVD** then direct route up to enroute safety level.  
 (1) Theoretical climb gradient, most penalizing obstacle: vegetation, 667ft at 667m from DER and 274m left of track.

### MARKINGS - LIGHTINGS :

- HI line APP RWY 24 900m
- Wig-wag
- Red lights stopway
- Green lights (LED) U-turn
- Lights (LED) TWY and strips axis (RWY to P1 by B1, RWY to P2 by B3, RWY to P3 by B3, RWY to ZA3 by B5)

**DIRCAM**

47 03 25N - 002 38 20E

CHG : MNM TKOF.

01 AVORD LFOA

**DV (Flight director) : 811.702.4054 or 02.48.68.40.54**

**USE RESTRICTIONS :**

- AD forbidden to GAT and non radio equipped ACFT
- MIL : LDG are subjected to DV (flight director acceptance) previous day before 1700
- PPR NR must be written in the case 18 of FPL
- RWY24 Right hand turn
- Avoid fly over LFR-9. Follow TWR instructions when LFR-139, 142 & 149 are active
- LPV procedures activated if RVR < 1600m (see taxiing instructions and specificities on GMC)

**OTHER INFORMATION :**

- BAR (BLISS AERAZUR 2nd generation - F40 net type) for QFU 24

**INSTRUCTIONS :**

- For non based ACFT descent, climbing, APPROACH / APPROACH procedure & exercises flying in the associated aeronautical airspaces of AVORD are subjected to clearance of ESCA OPS supervisor (862.702.6239 or 02.45.41.44.00 extension 26239) or during day to the officer of the watch (811.702.7136 or 02.34.34.71.36). In this case the PPR APPROACH NR must be written in the case 18 of FPL
  - After omnidirectional DEP, plan MOTAL, NEV or LEMIN (first point of FPL route text field).
- For FPL with destination LFOA, pilots have to finish FPL route text field with MOTAL, NEV or LEMIN.

**REFUELING :**

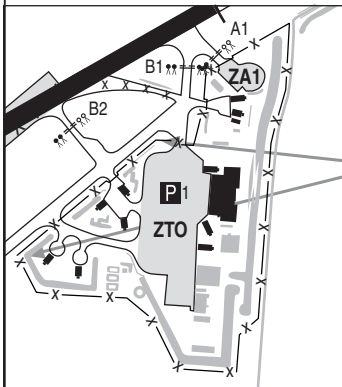
- F18 PN-7 days notice after written request - F34 - Oxygen

**ATS HOR (Summer : -1H) :**

- MON-THU : 0700-1600 (end of flight activity) - HN : O/R before 1500 and PPR before 1500
- FRI : 0700-1400 (end of flight activity)
- SAT, SUN, HOL : the last working day before 1300

DIRCAM

**GROUND TAXIING LIMITATIONS  
TWY E**



**TWY E fence**

Distance between TWY center line and P1 fence : 29.70m  
Height : 2.20m

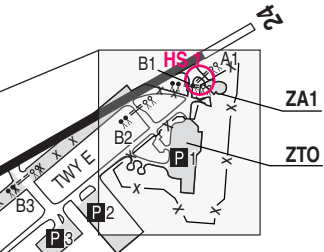
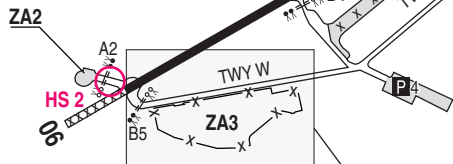
Authorized ACFT : Wingspan ≤ 45m

MAX speed : 15 KT



**GROUND TAXIING LIMITATIONS B2 AND B4**

- B2 : ACFT with code letter A and B
- B4 : ACFT with code letter A and E
- Holding bay B4 : ACFT with code letter A



**CAUTION**

- HS : HOT SPOT**
- HS 1 :** Many runway incursions from B1 to ZA1
- HS 2 :** Many runway incursions from ZA2 to TWY W

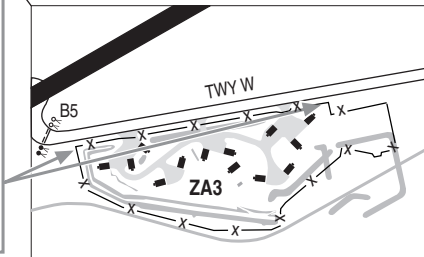
**TWY W fence**

Distance between TWY center line and ZA3 fence : 25.15m  
Height : 2.20m

- Authorized ACFT :
- ACFT with code letter A and B
  - ACFT with code letter C with wingspan ≤ 35m
  - E3F from EDCA 00.036 and C135 from GRV 02.091

MAX speed: 15 KT

**GROUND TAXIING LIMITATIONS  
TWY W**



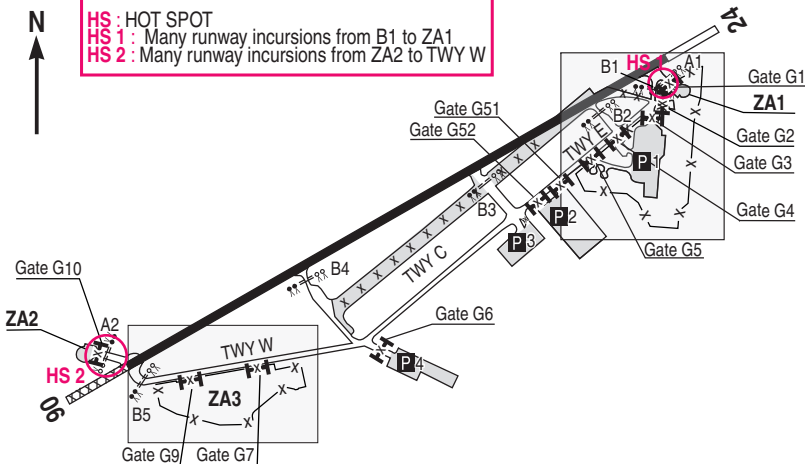
Overflight prohibited below 1600 (1000)

**CAUTION**

**HS** : HOT SPOT

**HS 1** : Many runway incursions from B1 to ZA1

**HS 2** : Many runway incursions from ZA2 to TWY W



**OPERATING RESTRICTIONS RELATING TO GATES AND SERVICE LANES**

Given the establishment of gates and fences protecting access to certain aprons, a majority of service lanes do not have regulatory clearances.

This non-compliance imposes ground taxiing restrictions on aircraft with larger wingspans than those stipulated in the table below

Gate	Operation requested (code letter)	Required width	Measured width	Operating restrictions
G1	D	67m	59m	Max. wingspan within D code : 44m
G2	A	24m	28m	NIL
G3	D	67m	60m	Max. wingspan within D code : 45m
G5	D	67m	60,3m	Max. wingspan within D code : 45m
G51	E	80m	79,15m	Max. wingspan within E code : 64m
G52	E	80m	79,05m	Max. wingspan within E code : 64m
G7	A	24m	23,65m	Max. wingspan within A code : 14,65m
G9	A	24m	20,4m	Max. wingspan within A code : 11,4m
G10	D	67m	71m	NIL

DIRCAM

RWY24 must be vacated at its extremity via B5.  
 TWY B and B4 should be used only on specific control clearances.  
 TWY B3 is usable for A330, A400M and C130 only (A330 cannot use TWY E and W, A400M and C130 cannot use TWY W).

Reporting points for departures from :

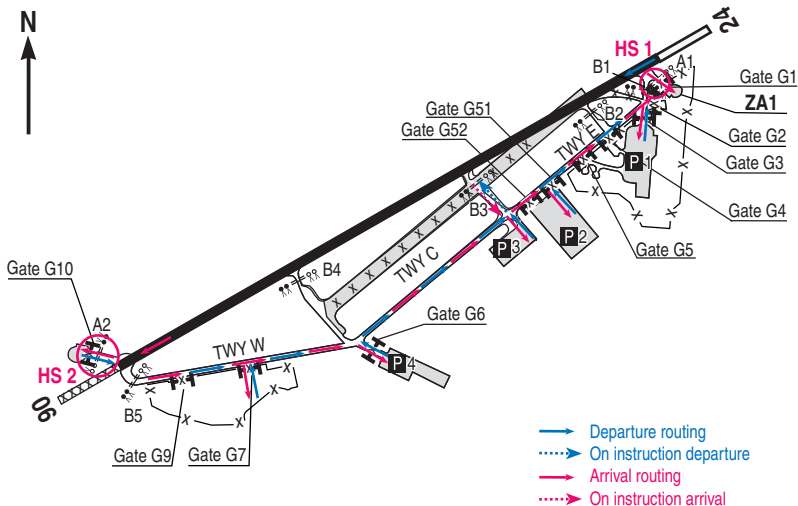
Apron → before each crossroads (intersection, strip, apron) → holding point

Once lined up, crew will report «breaks released»

After take-off, crew will report overhead LLZ

Reporting points for arrivals at :

Holding point → before each crossroads (intersection, strip, apron) → at apron



# VISUAL ARR & DEP

ALT AD : 578 (21 hPa)

25 JAN 2023

# 02 AVORD LFOA

JET RWY06 & 24

ATIS : 138.950 (1)

APP : 119.700 - 386.775 (1) - 373.775 (1) - 142.450

TWR : 122.100 - 142.225 (1) - 398.550 (1) - 257.800

(1) Reserved to MIL

FAF AD

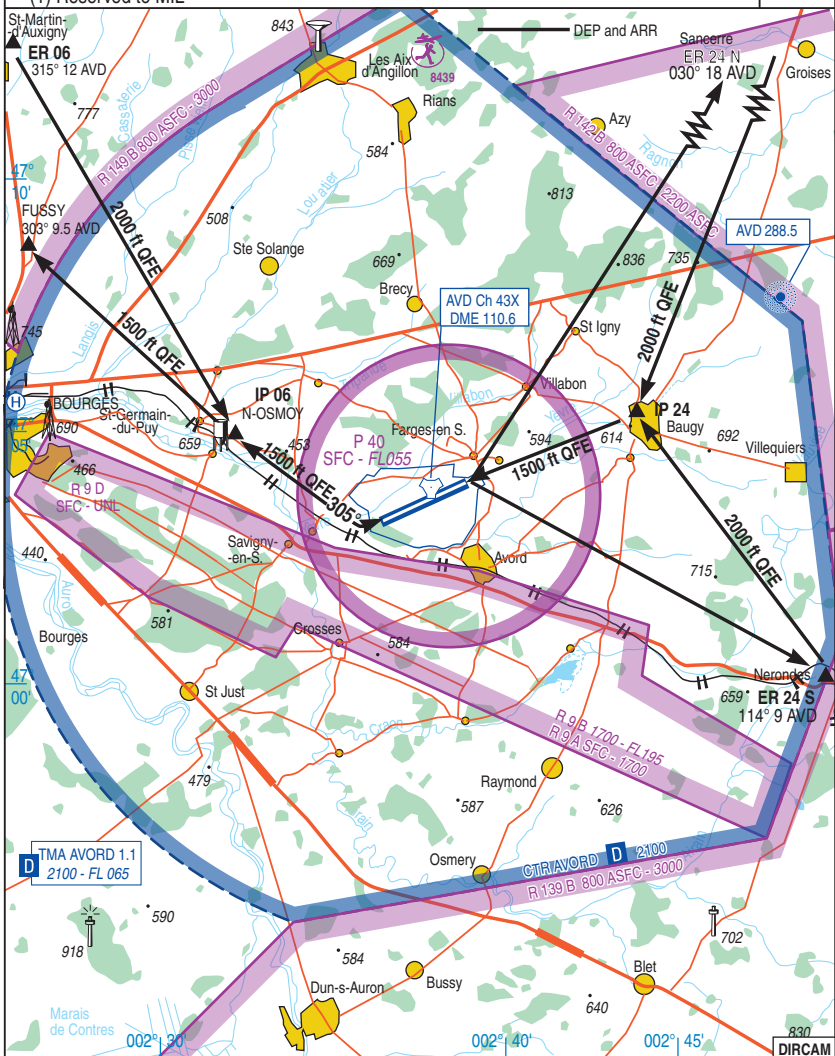
3 Km NNW from AVORD

TEL : 02.34.34.71.36 (Watch Officer)

VAR

1°E

(20)



JET RWY06 & 24

CHG : Revision.

02 AVORD LFOA

**VISUAL ARR & DEP INSTRUCTIONS RWY06 & RWY24**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**WARNING**

Overflight conditions : AD located in prohibited area (P40). See AIP France.

The flight training school high activity needs a sky attentive surveillance.

Fly over of BOURGES &amp; LF R 9 are forbidden .

Follow TWR clearance when areas : LFR 139 LFR 142 LFR 149 A (800 ft AGL to 1500 ft AGL) are active.

Fly over of ZTO, ZA2 (if active), ZA3 (if active), ZTNA, DVA and EPMu forbidden below 1000 FT AGL.

**ARRIVAL**

Radio contact 5 MIN before entry point

Fly the following entry points at 2000 FT QFE :

**RWY06** ER 06 : 315°/12 NM TAC AVD - ST MARTIN D'AUXIGNY - **47°12'03"N 002°25'43"E**.**RWY24** ER 24 N : 030°/18 NM TAC AVD – SANCERRE - **47°18'29"N 002°51'57"E**.ER 24 S : 114°/9 NM TAC AVD - NERONDES - **46°59'24"N 002°49'46"E**.

Fly at 2000 FT IP 06 or IP 24.

IP 06 : OSMOY (grain silo) - **47°04'45"N 002°32'11"E**.IP 24 : BAUGY - **47°05'17"N 002°43'08"E**.

Fly break at 1500 FT QFE

**RWY06** : break to left hand (**BEGIN DESCENT ONLY ON TURNING FINAL**)**RWY24** : break to right hand

NB : When school high activity RWY06, jet LDG are only performed on long final (GCA or VISUAL).

**DEPARTURE****RWY06** : Climb to 1500 FT QFE & call back exiting area

N : SANCERRE (030°/18 NM TAC AVD)

S : NERONDES (114°/9 NM TAC AVD)

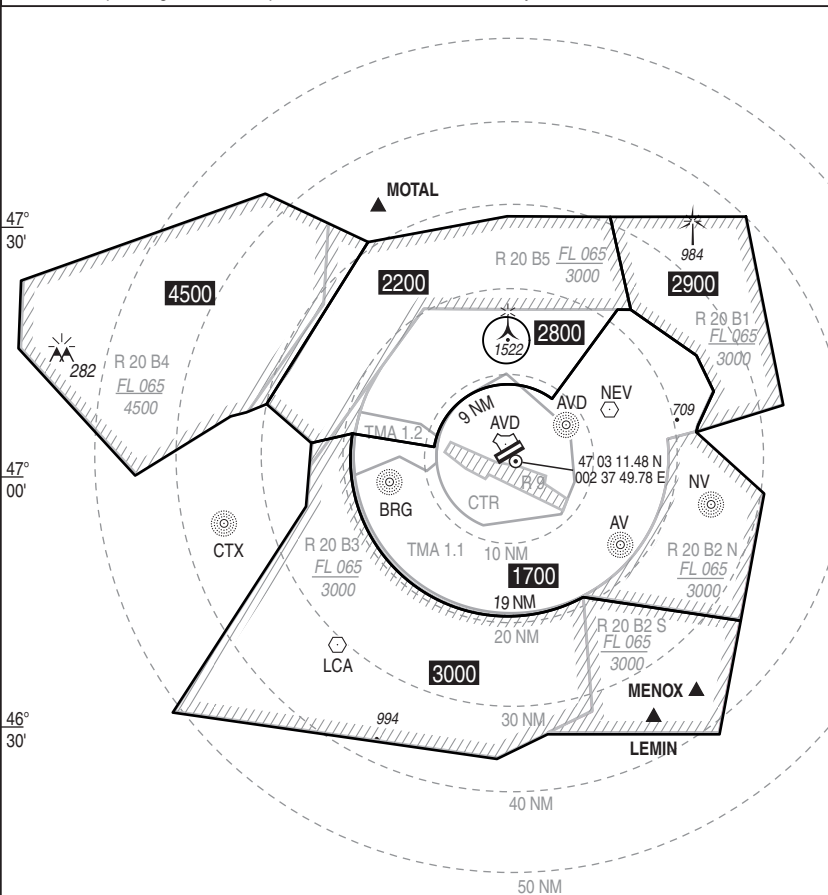
**RWY24** : Climb straight ahead, after railways & before D 976 road turn right heading 305°, avoiding fly over R9 area & BOURGES.

Climb quickly to 1500 FT QFE call back exiting area (across FUSSY), 303°/9,5 NM AVD.

ATIS : 138.950 (1)  
APP : AVORD APPROACH 119.700 - 373.775 (1) - 142.450  
TWR : AVORD TWR 122.100 - 142.225 (1) - 398.550 (1) (1) Reserved to MIL

VAR  
1°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.  
HMG corresponding to nominal operational mode of surveillance system.



The published minimum heights integrate a correction for low temperatures.

HGT AAL en ft



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 578 THR : 546

30 NOV 2023

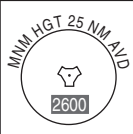
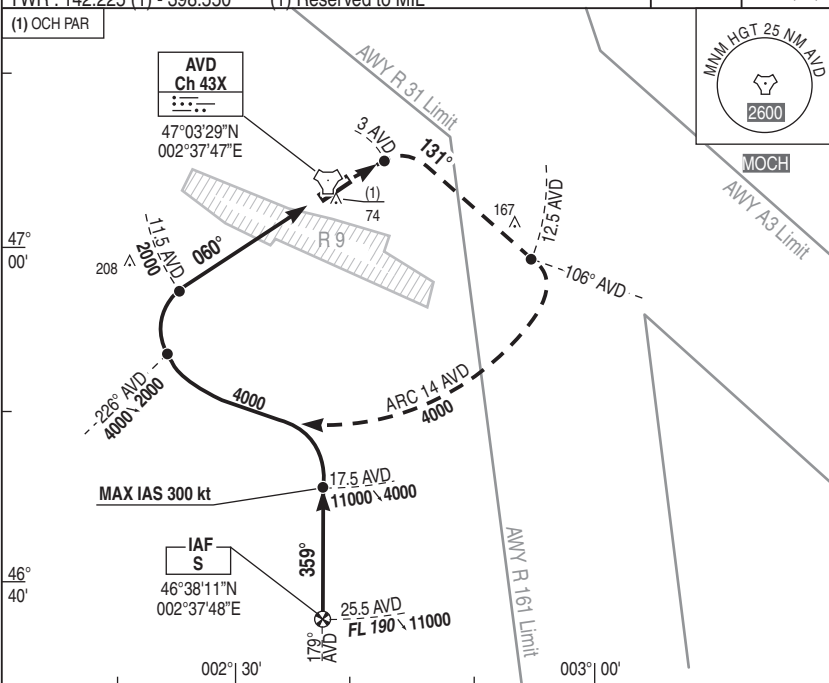
05 AVORD LFOA  
TACAN «S» PAR RWY06

ATIS : 138.950 (1)  
APP : 386.775 (1) - 373.775 (1) - 142.450  
TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

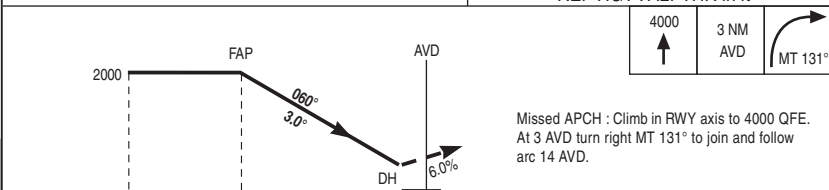
RDH : 49

VAR  
1°E (20)

(1) OCH PAR



REF HGT : ALT THR in ft



Missed APCH : Climb in RWY axis to 4000 QFE.  
At 3 AVD turn right MT 131° to join and follow arc 14 AVD.

CAT	PAR		
	DH	RVR	OCH
A	250	1300	172 (1)
B			
C			
D			

Remarks : (1) Increased minimums.

DIRCAM

TACAN «S» PAR RWY06

CHG : FAP.

05 AVORD LFOA

# NATIONAL FRA INSTRUMENT APPROACH

## 06 AVORD LFOA TACAN «S» RWY06

ALT AD : 578 THR : 546

25 FEB 2021

ATIS : 138.950 (1)  
APP : 386.775 (1) - 373.775 (1) - 142.450  
TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

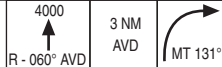
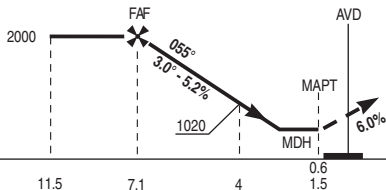
VAR  
1°E (20)

(1) OCH TACAN



REF HGT : ALT THR in ft

FAT not in RWY axis



API : Climb RDL 059° AVD to 4000 QFE. At 3 AVD turn right MT 131° to join and follow arc 14 AVD.

CAT	TACAN			TACAN	7	6	5	4	3	2	
	MDH	RVR	OCH								
A	340	1500	337	NM	7	6	5	4	3	2	
B				HGT	1980	1660	1340	1020	700	390	
C											
D/E											

Remarks :

DIRCAM

TACAN «S» RWY06

CHG : VAR.

06 AVORD LFOA

# NATIONAL FRA INSTRUMENT APPROACH

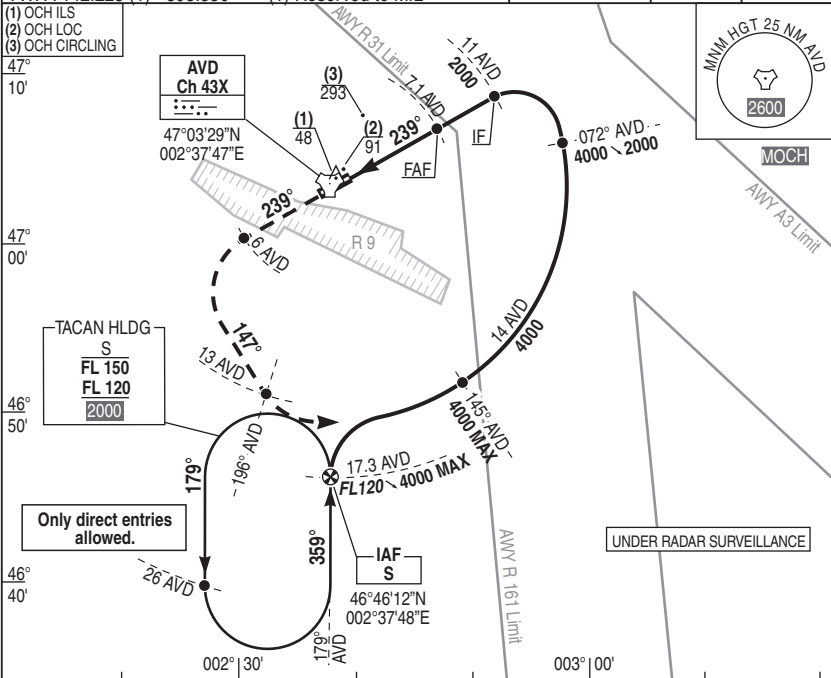
07 AVORD LFOA

ALT AD : 578 THR : 577

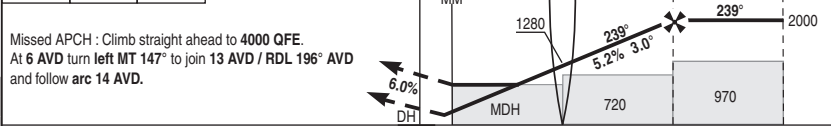
14 JUL 2022

HPMA TACAN «S» ILS or LOC RWY24

ATIS : 138.950 (1) APP : 386.775 (1) - 373.775 (1) - 142.450 TWR : 142.225 (1) - 398.550 (1) Reserved to MIL	ILS : AV 110.7 : : : -	RDH : 52	VAR 1°E (20)
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4000		6 NM AVD	MT 147°
ILS True heading : 240.38°		REF HGT : ALT THR in ft	



THR	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)
DME TAC	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)	← (NM)

CAT	ILS			LOC			CIRCLING			DME TACAN AVD					
	DH	RVR	OCH (1)	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4.8	4	3
A	250	800	147	340	800	337	590	1600	588	1660	1340	1280	1020	710	
B								1600							
C								2400							
D								3600							

Remarks : (1) Increased minimums. VSS checked. DIRCAM

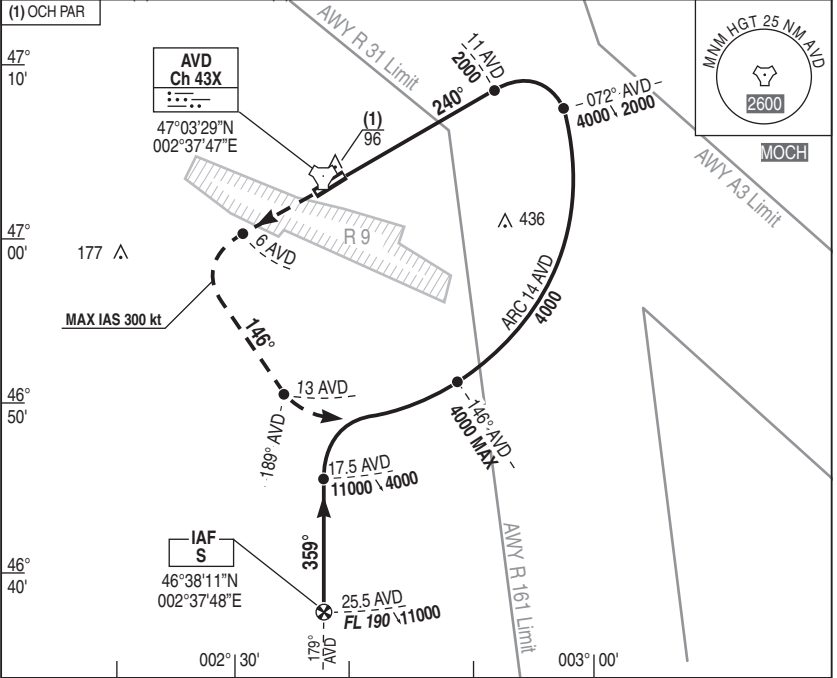
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 578 THR : 577

30 NOV 2023

08 AVORD LFOA  
TACAN «S» PAR RWY24

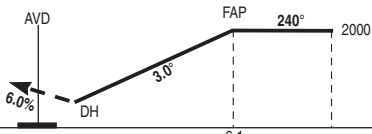
ATIS : 138.950 (1) APP : 386.775 (1) - 373.775 (1) - 142.450 TWR : 142.225 (1) - 398.550 (1) Reserved to MIL	RDH : 52	VAR 1°E (20)
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REF HGT : ALT THR in ft



Missed APCH : Climb straight ahead to 4000 QFE.  
At 6 AVD turn left MT 146° to join and follow arc 14 AVD.



THR ← (NM)	6.1	11
TAC ← (NM)	7	

CAT	PAR		
	DH	RVR	OCH (1)
A	250	800	194
B			
C			
D			

Remarks : (1) Increased minimums. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 578 THR : 577

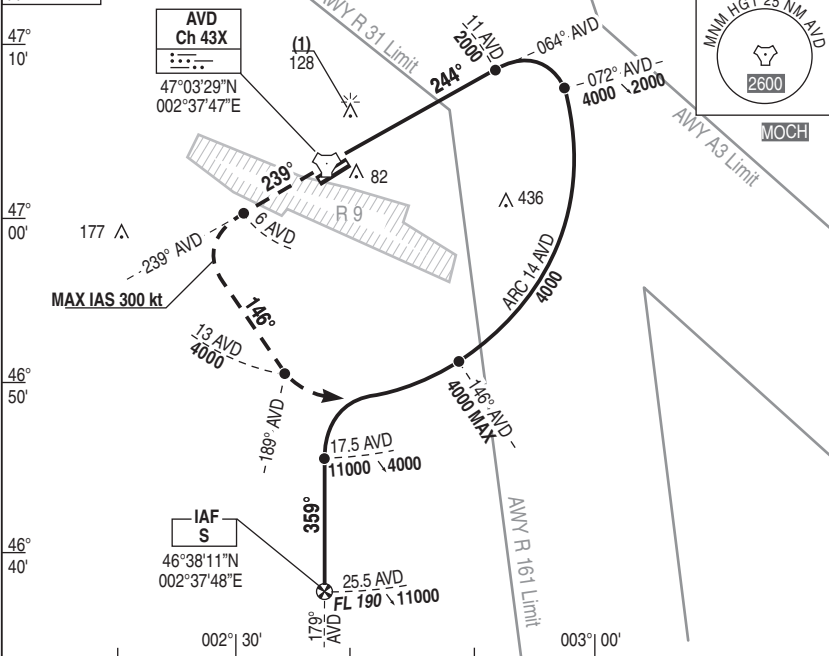
14 JUL 2022

09 AVORD LFOA  
TACAN «S» RWY24

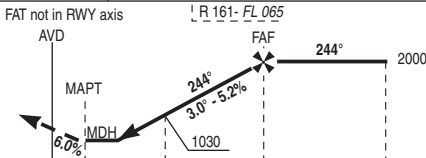
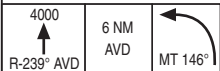
ATIS : 138.950 (1)  
APP : 386.775 (1) - 373.775 (1) - 142.450  
TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

VAR  
1°E (20)

(1) OCH TACAN



REF HGT : ALT THR in ft



API : Climb RDL 239° AVD to 4000 QFE.  
At 6 AVD turn left MT 146° to join  
and follow arc 14 AVD.

THR ← (NM)  
TAC ← (NM)

CAT	TACAN		
	MDH	RVR	OCH
A	350	900	342
B			
C			
D/E			

TACAN	2	3	4	5	6	7
NM	2	3	4	5	6	7
HGT	390	710	1030	1350	1670	1980

Remarks :

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

ALT AD : 578 THR : 546

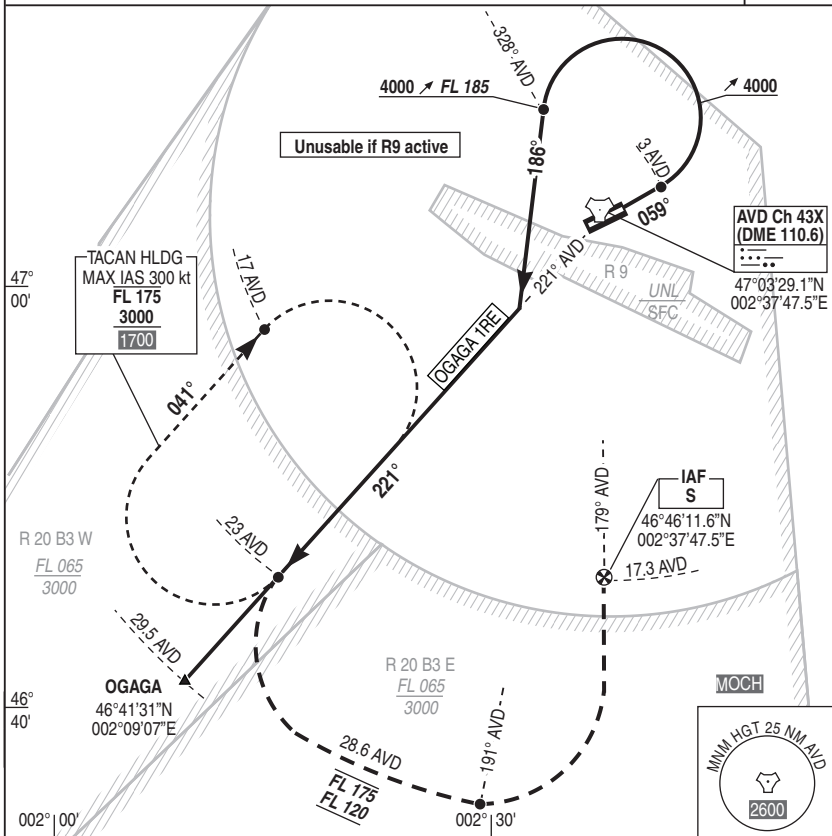
07 OCT 2021

SID 01 AVORD LFOA  
DEPARTURE OGAGA 1RE RWY06

APP : 386.775 (1) - 373.775 (1) - 142.450

TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

VAR  
1°E (20)



REF HGT : ALT THR in ft

**DEPARTURE OGAGA 1RE :**

Climb MT 059°, up to 4000 QFE, at 3 AVD turn left MT 186° to intercept and follow RDL 221° AVD (MT 221°) to OGAGA, crossing RDL 328° AVD climb FL 185.

**MISSED HANDOVER :** Hold at 23 AVD.

On CLR : at 23 AVD, turn left to intercept and follow arc 28.6 AVD.

Crossing RDL 191° AVD, turn left to intercept and follow RDL 179° AVD (MT 359°) to IAF "S".

Communication failure : 7600 and apply french national regulation.

DIRCAM

DEPARTURE OGAGA 1RE RWY06

CHG : Revision.

SID 01 AVORD LFOA

NATIONAL FRA  
INSTRUMENT DEPARTURE

ALT AD : 578 THR : 546

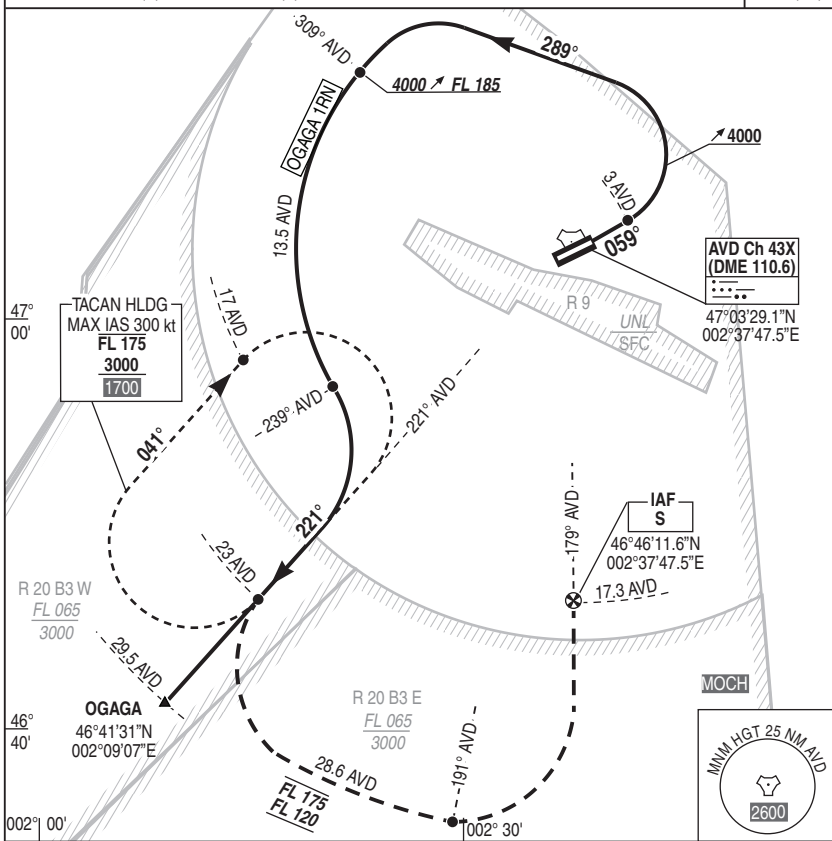
25 FEB 2021

SID 02 AVORD LFOA  
DEPARTURE OGAGA 1RN RWY06

APP : 386.775 (1) - 373.775 (1) - 142.450

TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

VAR  
1°E (20)



**DEPARTURE OGAGA 1RN :**  
Climb MT 059°, up to 4000 QFE, at 3 AVD turn left MT 289° to intercept and follow arc 13.5 AVD.  
Crossing RDL 309° AVD climb FL 185.  
Crossing RDL 239° AVD turn right to intercept and follow RDL 221° AVD (MT 221°) to OGAGA.

MAX IAS 400 kt.  
Mini gradient 8.75%.

**MISSED HANDOVER :** Hold at 23 AVD.  
On CLR : at 23 AVD, turn left to intercept and follow arc 28.6 AVD.  
Crossing RDL 191° AVD, turn left to intercept and follow RDL 179° AVD (MT 359°) to IAF "S".

Communication failure : 7600 and apply french national regulation.

DEPARTURE OGAGA 1RN RWY06

CHG : VAR.

SID 02 AVORD LFOA

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

SID 03 AVORD LFOA  
DEPARTURE OGAGA 1RW RWY24

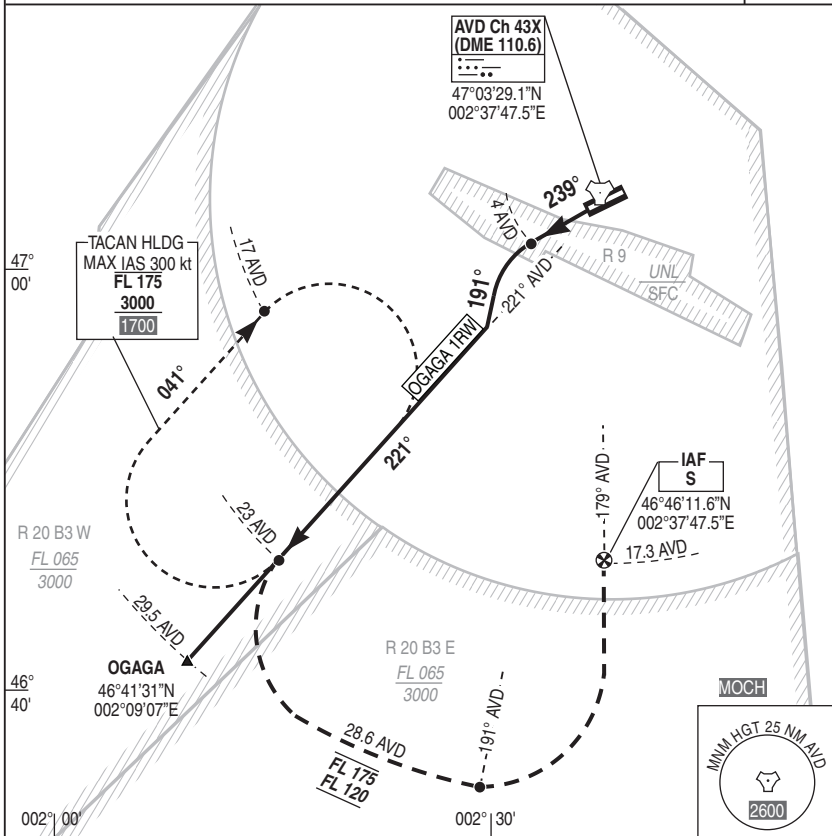
ALT AD : 578 THR : 577

25 FEB 2021

APP : 386.775 (1) - 373.775 (1) - 142.450

TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

VAR  
1°E (20)



REF HGT : ALT THR in ft

**DEPARTURE OGAGA 1RW :**

Climb MT 239°. At 4 AVD turn left MT 191° to intercept and follow RDL 221° AVD (MT 221°) to OGAGA.

MISSED HANDOVER : Hold at 23 AVD.

On CLR : at 23 AVD, turn left to intercept and follow arc 28.6 AVD.

Crossing RDL 191° AVD, turn left to intercept and follow RDL 179° AVD (MT 359°) to IAF "S".

Communication failure : 7600 and apply french national regulation.

DIRCAM

DEPARTURE OGAGA 1RW RWY24

CHG : VAR.

SID 03 AVORD LFOA



# NATIONAL FRA AERODROME CHART

28 DEC 2023

## 01 BORDEAUX MERIGNAC LFB

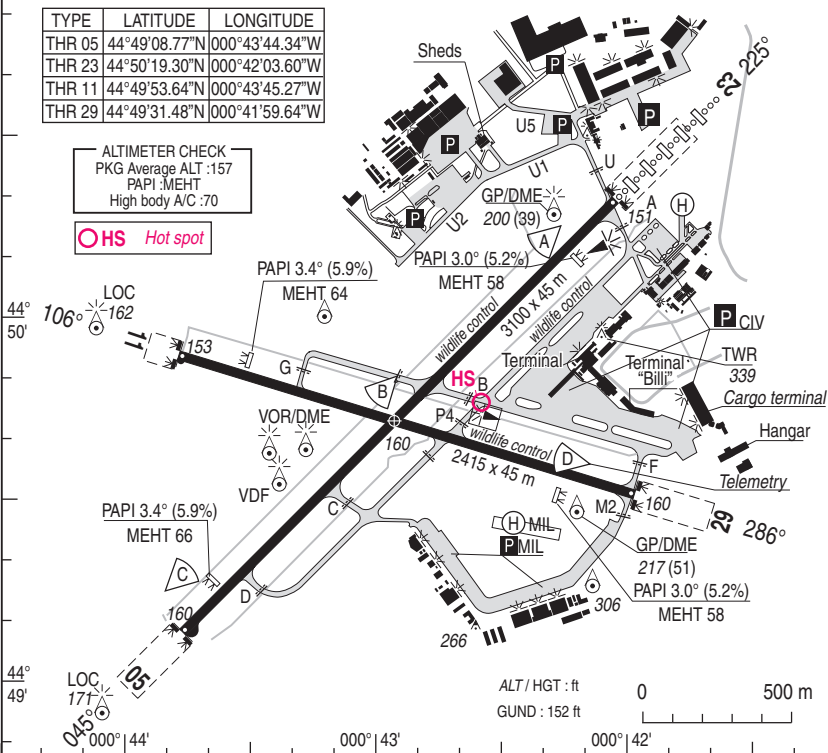
ALT AD : 166 (6 hPa)

VAR 0°(20)

TYPE	LATITUDE	LONGITUDE
THR 05	44°49'08.77"N	000°43'44.34"W
THR 23	44°50'19.30"N	000°42'03.60"W
THR 11	44°49'53.64"N	000°43'45.27"W
THR 29	44°49'31.48"N	000°41'59.64"W

ALTIMETER CHECK  
PKG Average ALT : 157  
PAPI : MEHT  
High body A/C : 70

○ H S Hot spot



RWY	LIGHTING		DECLARED DISTANCES				Surface	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	CAT B	CAT C	CAT D
05	NIL	LIH	2703-3100*	3103-3500*	2703-3100*	3100	Paved	150	150	150	200
23	LIH 900 m	LIH	3100	3500	3100	3100	64 F/C/W/T	150	150	150	200
11	NIL	LIH	2365	2765	2365	2415	Paved	550	550	550	550
29	NIL	LIH	2415	2575	2415	2415	53 F/C/W/T	550	550	550	550

\* On ATC clearance for heavy ACFT (H). Require when starting up.

RWY 23 : LVTO RVR < 150m authorized  
RVR MNM : 75 m

**MARKING :** RWY 05/23 : coded centerline LIH - RWY 23 : THR RWY ends LIH, TDZ LIH  
RWY 05/11/29 : THR RWY ends LIH - TWY P1 P2 P3 P4 P5 C : Axis lights

**REFUELING :** F18 -F34

**ATS HOR :** H 24

**RESTRICTIONS :** Refer to MIAM AD2 LFB (PPR MANDATORY)

**INSTRUCTIONS :** JET ACFT in OAT type "Victor" flight which destination is Bordeaux-Mérignac had to contact Aquitaine APP before for pick up and radar vectoring RWY 23.

DIRCAM

# VISUAL ARR & DEP

ALT AD : 166 (6 hPa)

02 DEC 2021

# 02 BORDEAUX MERIGNAC LFBF

JET ARR / DEP RWY05 / 23 & 11 / 29

APP : 129.875 - 126.725 (S)

TWR : 118.300

GND : 121.900

CIV AD opened to MIL

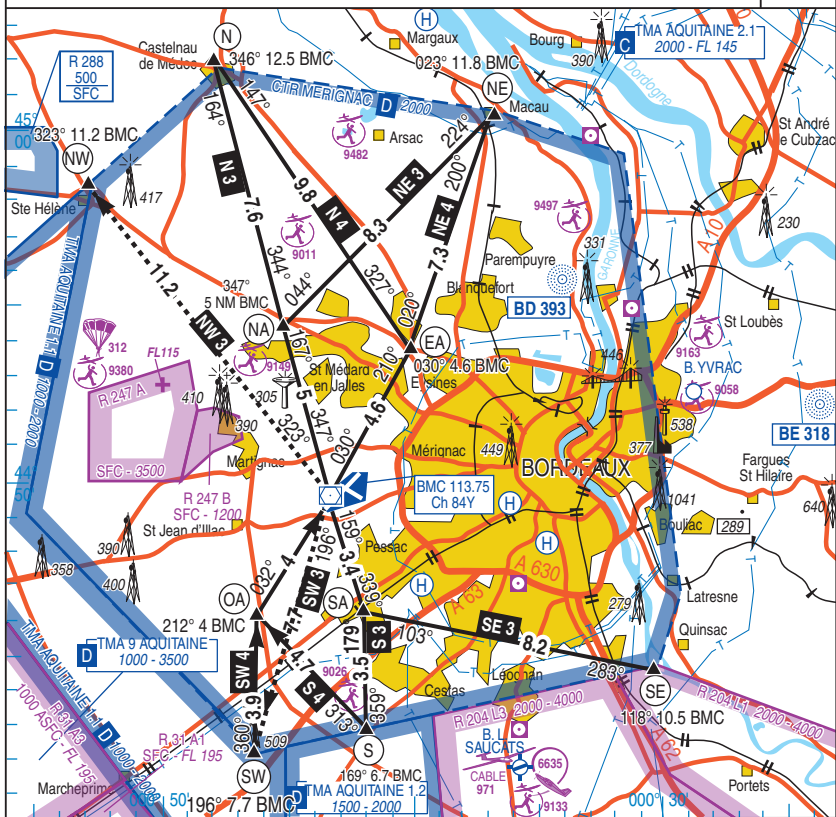
10 Km W from BORDEAUX

TEL : 05.56.55.80.48

VAR

0°

(15)



NW	44°58'32"N - 000°52'51"W	Ste Hélène
NA	44°54'27"N - 000°44'50"W	Crossroads D1215 / D6 St Médard
EA	44°53'37"N - 000°40'08"W	Crossroads D1215 / D1 Le Taillan
N	45°01'44"N - 000°47'49"W	Castelnau-de-Médoc
NE	45°00'30"N - 000°36'45"W	Macau
SW	44°42'15"N - 000°46'12"W	Antenna croix d'Hins
SA	44°46'30"N - 000°41'30"W	Factory Gazinet
S	44°43'00"N - 000°41'25"W	Crossroads D1010 / D214 La Birade
SE	44°44'45"N - 000°30'15"W	Ile de la Lande
OA	44°46'11"N - 000°46'16"W	Waste reception center

DIRCAM

JET ARR / DEP RWY05 / 23 & 11 / 29 CHG : AEM 9380, Creation AEM 9149 & 9163. 02 BORDEAUX MERIGNAC LFBF

**PROCEDURES AND SPECIAL INSTRUCTIONS****General AD operating conditions**

Engine tests should have been carried out before taxi request.

From 1<sup>st</sup> APR to 31<sup>st</sup> OCT, due to ACFT stands congestion, obtaining a stand is subject to request before DEP, to the airport manager SA-ADBM by FAX. This procedure does not apply to based ACFT, State and Medical ACFT.

Use of the crew facilities is compulsory: BRIA , Meteorology, Taxes, Customs and Police.

GLD and ULM prohibited within the CTR.

For all departing ACFT without FPL, report prior notice of flight to ATS reporting office (ARO).

**VFR Routes**

These routes are intended to : - special VFR conditions  
- VFR environmental respect

Routes ALT : 1500 ft AMSL except particular clearance.

**Transit within AQUITAINE FIS**

Flight information service given on FREQ AQUITAINE.

Information to VFR flights inside class E and G relevant from AQUITAINE FIS can be interrupted without any forecast.

In that case each class D airspace transit must be cleared on AQUITAINE Approach FREQ sector **BW on 129.875** or **BE on 119.275**.

**Arrival procedures**

ACFT bound for LFBD must call 3 MIN before overflying of entry points :

- MERIGNAC TWR if flying  $\leq$  2000 ft AMSL.

- AQUITAINE INFO if flying  $>$  2000 ft AMSL.

Clearing via inactive RWY :

- considered as effective as soon as ACFT nose crosses FLA way (bird control).

- Subject to ATC clearance and prohibited by night.

**Departing procedures**

SW exit : pilots' attention is drawn toward the ZIT of BARP proximity and the necessity to adapt their navigation.

**Night VFR**

Radio contact with AQUITAINE Approach compulsory before entering D airspaces.

**AD Traffic surveillance equipment** : AD equipped with primary and secondary surveillance radar.

**Special radiocommunication instructions****Radiocommunication failure on arrival**

Squawk **A 7600**.

If failure occurs before the reception of CTR entering clearance, ACFT shall not enter the airspace.

If failure occurs inside the CTR :

-before having received traffic pattern integration clearance, leave the CTR by the most suitable VFR route.

-after having received traffic pattern integration clearance, continue landing as cleared.

**Radiocommunication failure on departure**

Before TKOF: do not take off.

After TKOF: squawk **A 7600** and leave CTR according to last clearance (route and altitude)

**RMK**: FREQ MERIGNAC OPS 142.800 for MET INFO, stopover REQ, in case of diversion, EVASAN or VIP.

Radio contact 15 MIN before land to MIL area or requiring the assistance of a MIL stopover.

**BUREAU OPERATIONS BA106 / ARMY** : 05 33 89 81 05 - RSFTA : LFB DYX - U66U65U

E-mail : ba106-gaa-bob.marqueur.fct@intradef.gouv.fr



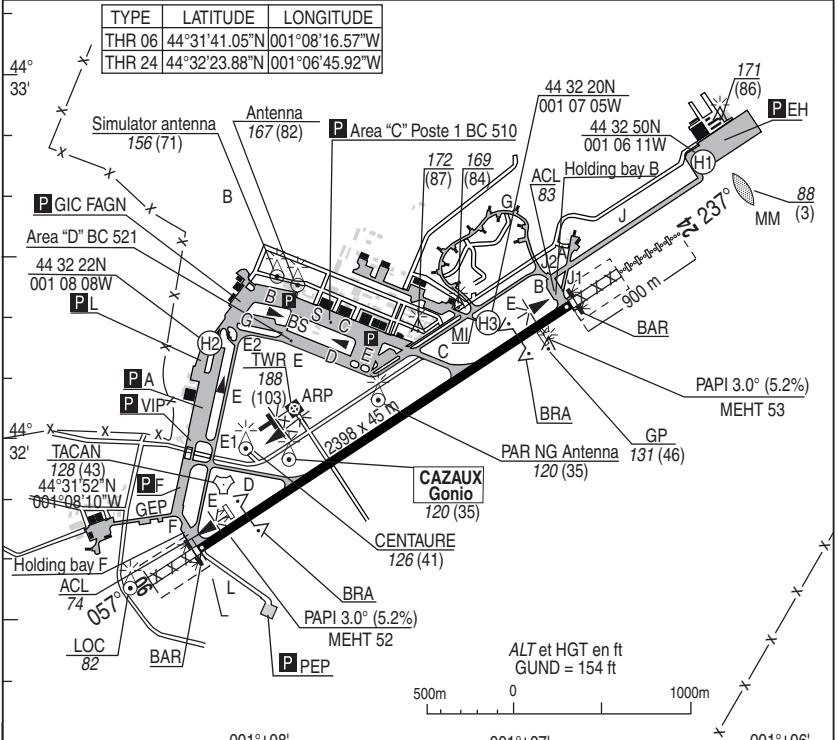
# NATIONAL FRA AERODROME CHART

21 MAR 2024

## 01 CAZAUX LFBC

ALT AD : 85 (3 hPa)

VAR : 0°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	CAT B	CAT C	CAT D
06	NIL	LIH	2398	2716	2398	2398	Paved	550	550	550	550
24	Axial 900m	LIH	2398	2712	2398	2398	21 R/B/W/T (*)	550	550	550	550

### OMNIDIRECTIONAL DEPARTURES

**RWY 06** (Alt THR : 74) : Climb **MT 057°** until **4 CAA**, then direct route up to enroute safety altitude (1).

**RWY 24** (Alt THR : 83) : Climb **MT 237°** until **4 CAA**, then direct route up to enroute safety altitude (1).

(1) Minimum climb gradient : 8.75%

### MARKINGS - LIGHTINGS :

(\*) From THR 06 to THR 24

0m - 150m : 22 R/B/W/T  
150m - 2250m : 23 F/C/W/T  
2250m - 2398m : 21 R/B/W/T

- Day lighting : LIH line APP RWY 24
- LIH RWY 06 & 24
- Flashing lights & PAPI (3° slope)
- RWY 06 & 24 Remaining distance panels Left side : 300 m

DIRCAM

**DV (Flights Director) : 865.120.3810 / 05.40.51.05.36 / 06.49.56.26.97**

**USE RESTRICTIONS**

- LDG submitted to Flight director agreement (Agreement N° in field 18 FPL)

**OTHER INFORMATIONS**

- BAR RWY06 & 24- PA RWY 06 : 315m - RWY 24 : 307m
- RWY 06: PAPI slope origin not as PAR
- RWY 24: PAPI slope origin not as ILS

**INSTRUCTIONS**

- Let down: APP CTL assume permeability with firing and bombardment areas.
  - Closed Beware of the clearance is requested.
  - BRA RWY 06 (391m BAR 06) BRA RWY 24 (386m BAR 24)
- If QFU change expect 20 MIN before implementation.

**REFUELING**

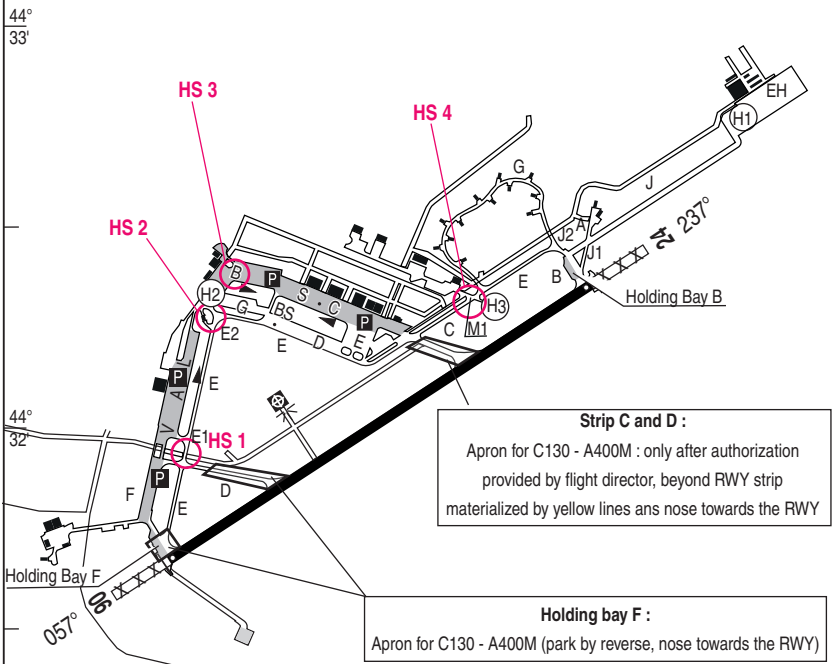
- F34

**ATS HOR**

- MON-THU : 0730-1610 and PPR before 1500
- FRI : 0730/-1430 before 1100
- SAT-SUN-HOL : PPR previous working day before 1100
- SUMMER (-1 Hr).

**GROUND TAXIING LIMITATIONS C130 - A400M**

TWY E forbidden



**Strip C and D :**  
Apron for C130 - A400M : only after authorization provided by flight director, beyond RWY strip materialized by yellow lines and nose towards the RWY

**Holding bay F :**  
Apron for C130 - A400M (park by reverse, nose towards the RWY)

**CAUTION**      **HS : HOT SPOT** ○

**HS 1 :** Crossing road and aeronautical traffic  
**HS 2 :** Chopper take-off and landing area close to exit of A apron.  
**HS 3 :** Chopper take-off and landing area close to entering gate of aeronautical areas.  
**HS 4 :** No visual from TWR on intersection between TWY E, TWY M and H3 strip.

AREA "B"

BC 502  
44 32 26.42N  
001 08 01.69W



BC 503  
44 32 25.25N  
001 07 54.13W

BC 500  
44 32 25.23N  
001 08 02.32W

BC 501  
44 32 24.04N  
001 07 54.20W

AREA "C"

BC 510  
44 32 20.75N  
001 07 44.20W



BC 511  
44 32 19.21N  
001 07 38.88W

AREA "D"

BC 520 : 44 32 14.43N 001 07 41.56W

BC 521 : 44 32 18.25N 001 07 54.81W

AREA "E"

BC 531  
44 32 13.94N  
001 07 32.34W

BC 530  
44 32 15.55N  
001 07 28.94W



AREA "F"

BC 540  
44 31 56.68N  
001 08 19.32W



BC 541  
44 31 51.79N  
001 08 20.80W

BC 543  
44 31 50.39N  
001 08 21.44W

BC 542  
44 31 50.86N  
001 08 21.30W

BC 544  
44 31 49.91N  
001 08 21.58W

BC 545  
44 31 49.44N  
001 08 21.72W

DIRCAM



# VISUAL ARR & DEP

ALT AD : 85 (3 hPa)

21 MAR 2024

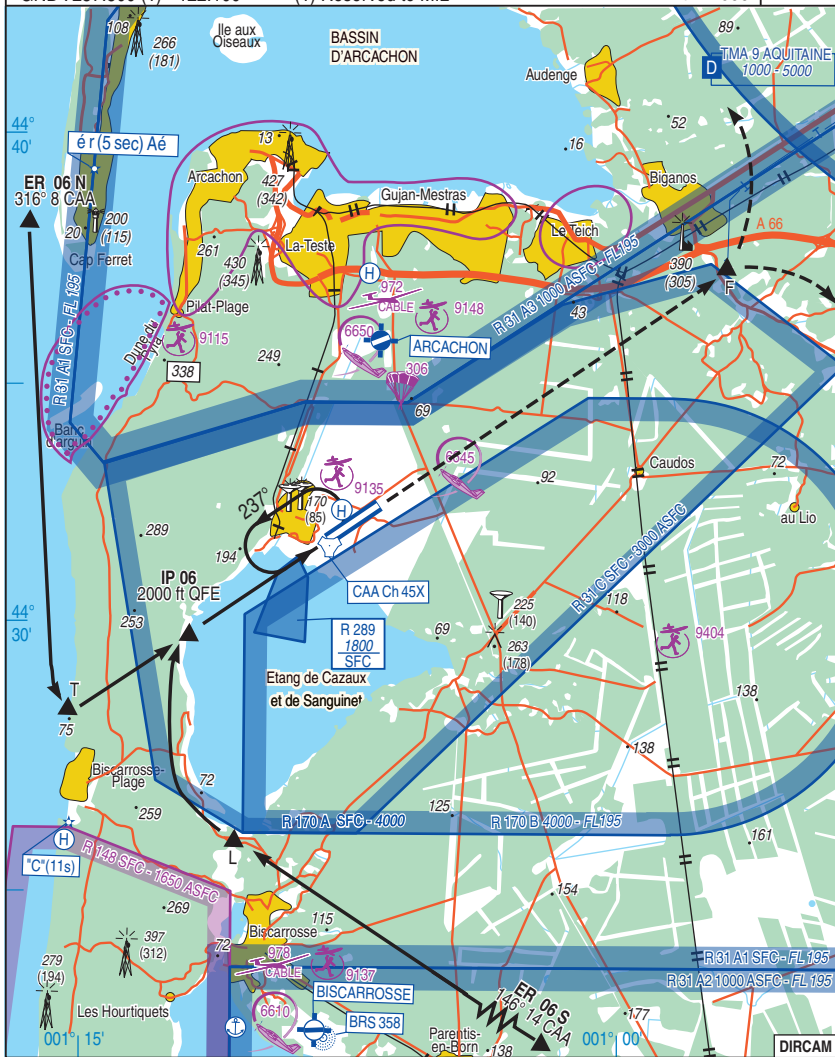
## 02 CAZAUX LFBC

JET RWY06

APP : Transit 232.600 (1) - 142.450 (1) 119.600  
 Radar : 251.500 (1) - 265.625 (1) - Climb 277.300 (1)  
 TWR : 375.975 (1) - 118.400  
 GND : 257.800 (1) - 122.100 (1) Reserved to MIL

AD FAF non GAT  
 8 NM South ARCACHON  
 TEL : 05.40.51.06.20  
 Ext : 24066

VAR  
 0°E  
 (20)



JET RWY06

CHG : NDB deleted

02 CAZAUX LFBC

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart

**ARRIVALS :**

Before entering area , contact CAZAUX APP before reaching 30 NM TACAN.

Fly at 2000 ft QFE (or under cloud ceiling ) at 350 kt at the following points :

**ER 06 N** : 316°/8 NM TACAN CAA (abeam CAP FERRET)**ER 06 S** : 146°/14 NM TACAN CAA (N-YCHOUX).**N ARRIVAL** :Join "T" point (TRENCAIT), then IP 06 (W edge of Lake of CAZAUX).**S or E ARRIVAL**: Join "L" point (South point of CAZAUX Lake), then IP 06 (W edge of Lac de CAZAUX).

Contact TWR when ordered by APP.

Break to the left (Right on clearance) at 1500 ft QFE.

**DEPARTURES:**After TKOF climb to MAX 800 ft QFE till end of RWY then 1500 ft QFE (or under cloud ceiling) and contact CAZAUX APP. Fly to "F" point (S FACTURE), then own navigation.

Report leaving area.

**USE RESTRICTIONS**

Areas DGA/EM, R 148, R 170 A / B associated to CALAMAR firing centre : flying over is forbidden unless Clearance.

Over flying of BANC d' ARGUIN is forbidden below 1000 ft QFE.

Beware of high activity on ARCACHON - LA TESTE DE BUCH AD and BISCARROSSE AD.

**NOISE ABATEMENT PROCEDURE (NAP)**

When "NAP" is in use, heights of circuits are increased by 1000 ft until IP for a break arrival at 1500 ft QFE.

# VISUAL ARR & DEP

ALT AD : 85 (3 hPa)

21 MAR 2024

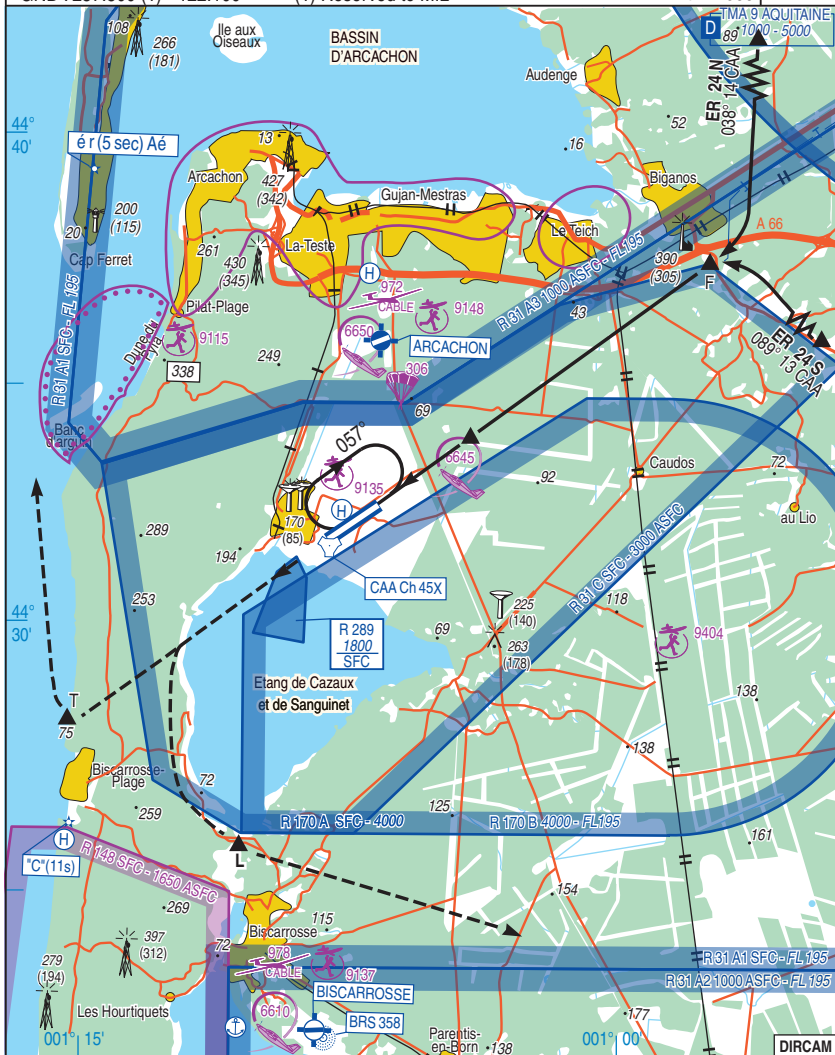
# 04 CAZAUX LFBC

JET RWY24

APP : Transit 232.600 (1) - 142.450 (1) 119.600  
 Radar : 251.500 (1) - 265.625 (1) - Climb 277.300 (1)  
 TWR : 375.975 (1) - 118.400  
 GND : 257.800 (1) - 122.100 (1) Reserved to MIL

AD FAF non GAT  
 8 NM South ARCACHON  
 TEL : 05.40.51.06.20  
 Ext : 24066

VAR  
 0°E  
 (20)



JET RWY24

CHG : NDB deleted.

04 CAZAUX LFBC

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**ARRIVALS :**

Before entering area, contact CAZAUX APP before reaching 30 NM TACAN.

Fly at 2000 ft QFE (or under clouds layer) at 350 kt at the following entry points :

**ER 24 N** : 038°/14 NM TACAN CAA (LUBEC) .**ER 24 S** : 089°/13 NM TACAN CAA (Motorway interchange).

Join point "F" (S FACTURE), then IP 24 (3 NM on RWY axis).

Contact TWR when ordered by APP.

Fly break right hand ( left hand on clearance ) at 1500 ft QFE.

**DEPARTURES :**After TKOF climb to 800 ft QFE MAX till end of RWY then 1500 ft QFE (or under cloud layer) and contact CAZAUX APP.**DEPARTURE N** : Join point "T" (TRENCAIT) then own navigation.**DEPARTURE SW** : Join point "L" (South point of CAZAUX Lake), then own navigation.

Report leaving area.

**USE RESTRICTIONS:**

Areas DGA/EM, R 148, R170 A / B associated to CALAMAR firing centre: flying over is forbidden unless clearance.

Overflying of BANC d' ARGUIN is forbidden below 1000 ft QFE.

Beware of high activity on ARCACHON - LA TESTE DE BUCH AD and BISCARROSSE AD

**NOISE ABATEMENT PROCEDURE (NAP)**

When "NAP" is in use, heights of circuits are increased by 1000 ft until IP for a break arrival at 1500 ft QFE.

# NATIONAL FRA

ALT AD : 85 (3 hPa)

10 AUG 2023

# 06 CAZAUX LFBC

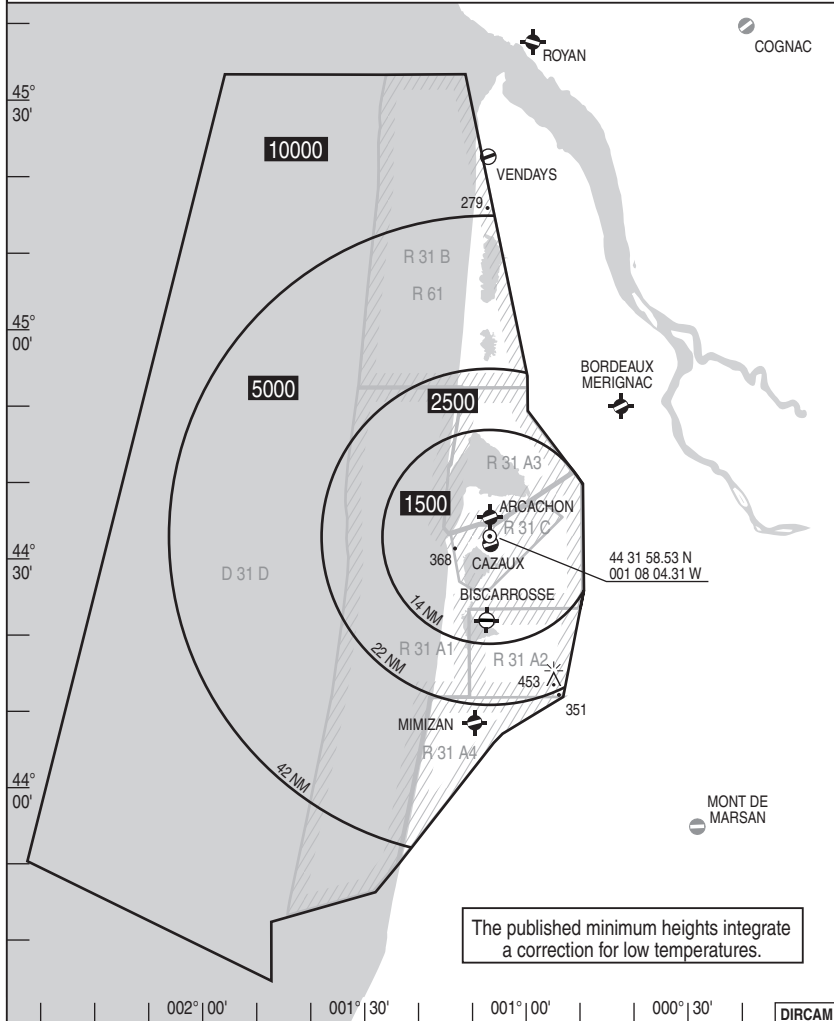
HMG

APP : transit 232.600 (1) - 142.450 - 119.600  
 radar 251.500 (1) - 265.625 (1) - Climb 277.300 (1)  
 TWR : 375.975 (1) - 118.400 GND : 257.800 (1) - 122.100

(1) Reserved to MIL

VAR  
 0°E  
 (20)

COMMUNICATION FAILURE : Apply french national regulation.  
 HMG corresponding to normal working of approach surveillance means.



The published minimum heights integrate a correction for low temperatures.

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 74

10 AUG 2023

07 CAZAUX LFBC  
TACAN / PAR N RWY06

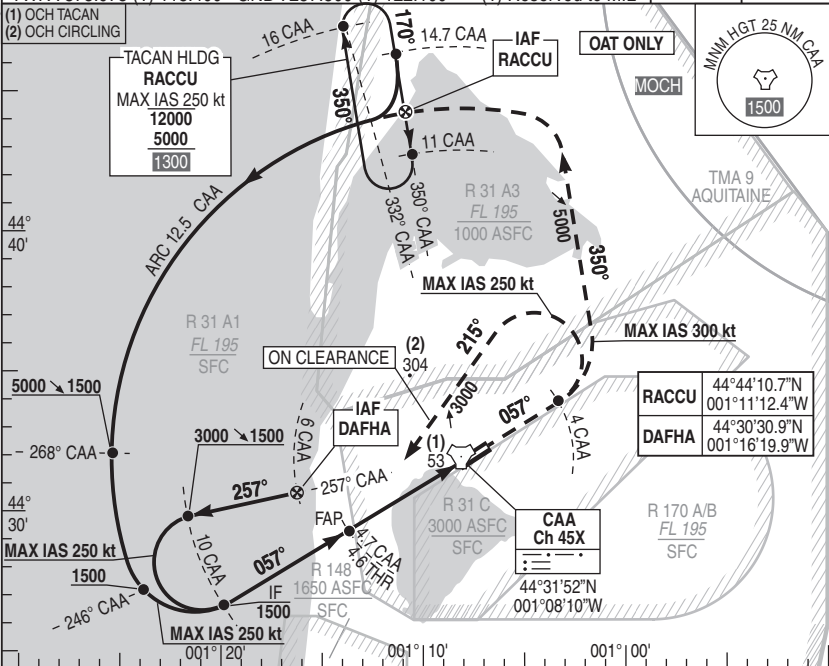
APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)

- Climb 277.300 (1)

TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

RDH : 50

VAR  
0°E (20)

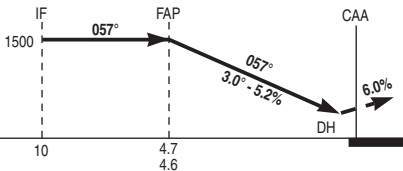


REF HGT : ALT THR in ft

5000

4 NM  
CAA

MT 350°



RACCU missed APCH: Climb straight ahead up to 5000 ft QFE. At 4 CAA turn left MT 350° to intercept and follow ARC 12.5 CAA to RACCU.

→ TAC (NM)  
→ THR (NM)

CAT	PAR (1)			CIRCLING (2)			ON CLEARANCE
	DH	RVR	OCH	MDH	VIS		
A	250	1300	152	810	1600	3600	DAFHA missed APCH: Climb straight ahead up to 3000 ft QFE. At 4 CAA turn left MT 215° to intercept and follow RDL 257° CAA to DAFHA.
B					1600		
C					2400		
D/E					3600		

Remarks : (1) Increased minimums. (2) Day only.

DIRCAM

TACAN / PAR N RWY06

CHG : R 31 C.

07 CAZAUX LFBC

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 74

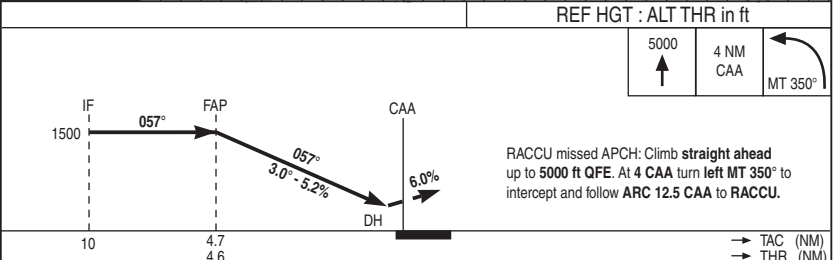
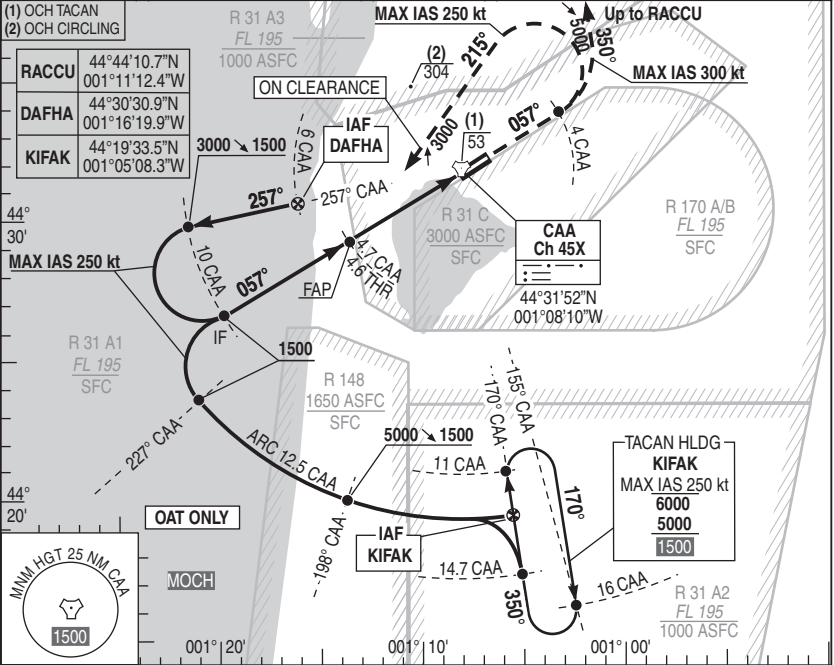
10 AUG 2023

08 CAZAUX LFBC  
TACAN / PAR S RWY06

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)  
 - Climb 277.300 (1)  
 TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

RDH : 50

VAR  
0°E (20)



CAT	PAR (1)			CIRCLING (2)		ON CLEARANCE DAFHA missed APCH: Climb straight ahead up to 3000 ft QFE. At 4 CAA turn left MT 215° to intercept and follow RDL 257° CAA to DAFHA.
	DH	RVR	OCH	MDH	VIS	
A	250	1300	152	810	1600	ON CLEARANCE
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Increased minimums. (2) Day only. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 74

10 AUG 2023

09 CAZAUX LFBC  
SRA / PAR RWY06

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)

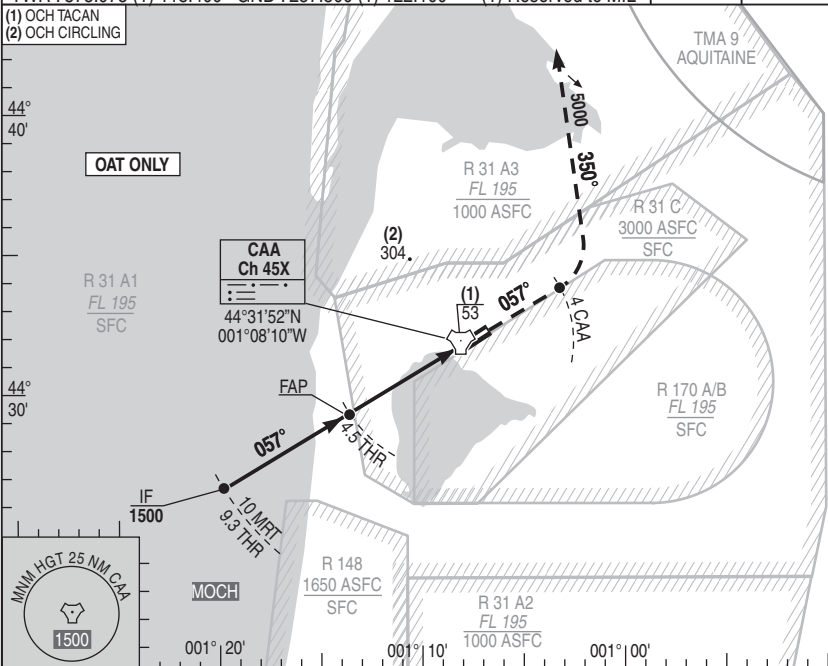
- Climb 277.300 (1)

TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

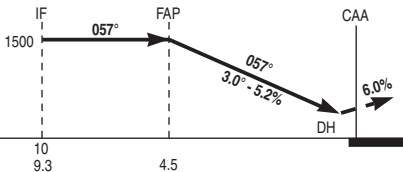
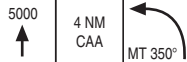
RDH : 50

VAR  
0°E (20)

(1) OCH TACAN  
(2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH: Climb straight ahead up to 5000 ft QFE. At 4 CAA, turn left MT 350° then follow CTL instructions.

→ MRT (NM)  
→ THR (NM)

CAT	PAR (1)			CIRCLING (2)	
	DH	RVR	OCH	MDH	VIS
A	250	1300	152	810	1600
B					1600
C					2400
D/E					3600

Remarks : (1) Increased minimums. (2) Day only.

DIRCAM

SRA / PAR S RWY06

CHG : R 31 C.

09 CAZAUX LFBC



# NATIONAL FRA INSTRUMENT APPROACH

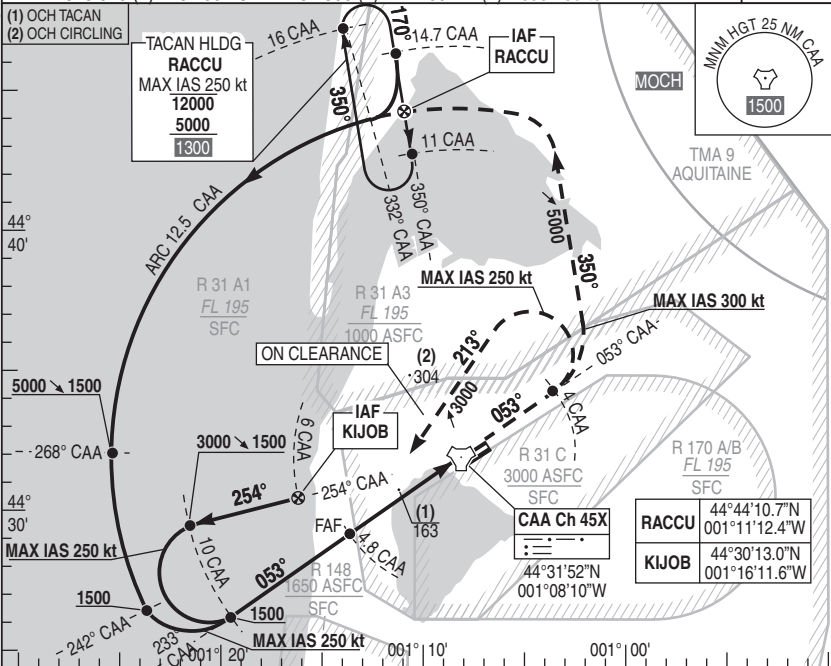
ALT AD : 85 THR : 74

10 AUG 2023

## 10 CAZAUX LFBC TACAN N RWY06

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)  
 - Climb 277.300 (1)  
 TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

VAR  
0°E (20)

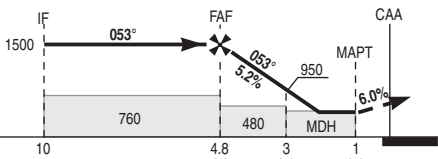


RACCU	44°44'10.7"N 001°11'12.4"W
KIJOB	44°30'13.0"N 001°16'11.6"W

REF HGT : ALT THR in ft



APCH not in RWY axis



**RACCU missed APCH:** Climb straight ahead up to 5000 ft QFE. At 4 CAA turn left MT 350° to intercept and follow ARC 12.5 CAA to RACCU.

CAT	TACAN			CIRCLING (1)		TACAN	NM	4	3	2
	MDH	RVR	OCH	MDH	VIS					
A		1500			1600	HGT	1260	950	630	
B	410	1500		810	1600					
C		1900	409		2400					
D/E		1900			3600					

**ON CLEARANCE**  
 KIJOB missed APCH: Climb straight ahead up to 3000 ft QFE. At 4 CAA turn left MT 213° to intercept and follow RDL 254° CAA to KIJOB.

Remarks : (1) Day only.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 74

10 AUG 2023

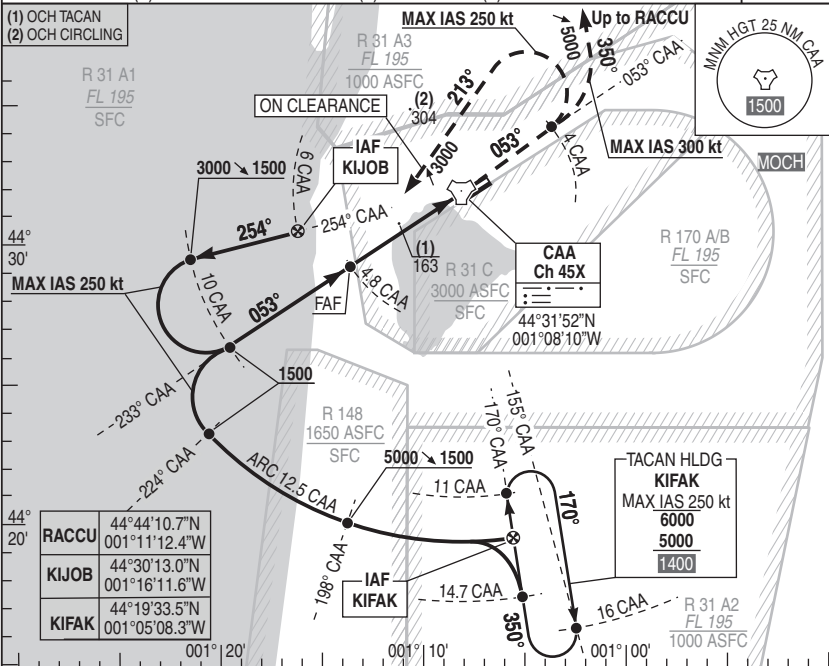
11 CAZAUX LFBC  
TACAN S RWY06

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)

- Climb 277.300 (1)

TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

VAR  
0°E (20)



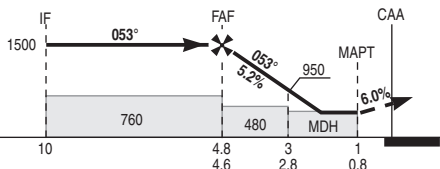
REF HGT : ALT THR in ft

APCH not in RWY axis

5000

4 NM  
CAA

MT 350°



RACCU missed APCH: Climb straight ahead up to 5000 ft QFE. At 4 CAA turn left MT 350° to intercept and follow ARC 12.5 CAA to RACCU.

→ TAC (NM)  
→ THR (NM)

CAT	TACAN			CIRCLING (1)			TACAN			ON CLEARANCE KIJOB missed APCH: Climb straight ahead up to 3000 ft QFE. At 4 CAA turn left MT 213° to intercept and follow RDL 254° CAA to KIJOB.
	MDH	RVR	OCH	MDH	RVR	VIS	NM	4	3	
A		1500			1600		HGT	1260	950	630
B		1500			1600					
C	410	1900	409	810	2400	3600				
D/E		1900			3600					

Remarks : (1) Day only.

DIRCAM

TACAN S RWY06

CHG : R 31 C.

11 CAZAUX LFBC

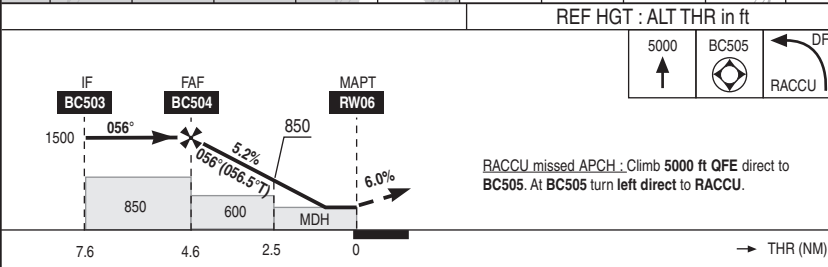
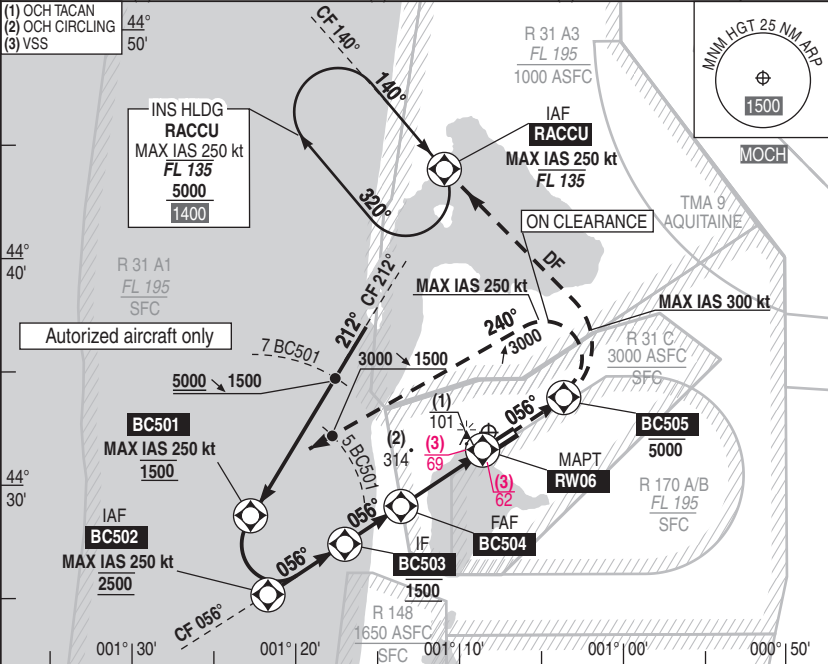
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 74

10 AUG 2023

12 CAZAUX LFBC  
INS GNSS RWY06

APP : Transit 232.600 (1) -142.450 (1) -119.600 - Radar 251.500 (1) - 265.625 (1)  
- Climb 277.300 (1)  
TWR : 375.975 (1) - 118.400 GND : 257.800 (1) - 122.100 (1) Reserved to MIL VAR 0°E (20)



CAT	INS			CIRCLING (1)			RW06	ON CLEARANCE BC501 missed APCH: Climb 3000 ft QFE direct to BC505. At BC505 turn left MT 240° to intercept and follow CF 212° to BC501.		
	MDH	RVR	OCH	MDH	VIS	OCH			NM	4
A	350	1500	346	610	1600	610	HGT	1330	1010	690
B		1500			1600					
C		1600			2400					
D/E		1600			3600					

Remarks : (1) Day only. (3) VSS Crossed DIRCAM

TABLE FOR DATA INDICATOR				LFBC INS GNSS RWY06 - MAG VAR 0.2°E (20)						
N° SEQ	CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	RACCU	44°44,180N 001°11,207W	FO		140	R	5000	F135	250
10	IF	RACCU	44°44,180N 001°11,207W	FO				5000	F135	250
20	CF	BC501	44°28,772N 001°22,807W	FO	17,5	212 (212,0)	R	1500	1500	250
30	CF	BC503	44°27,510N 001°17,083W	FO	4,3	056 (056,4)	L	1500	1500	250
10	IF/CF	BC502	44°25,297N 001°21,735W	FO		056 (056,4)		2500	2500	250
20	DF	BC503	44°27,510N 001°17,083W	FO	4,0			1500	1500	250
10	IF/CF	BC503	44°27,510N 001°17,083W	FO		056 (056,4)		1500	1500	250
20	CF	BC504	44°29,168N 001°13,590W	FO	3,0	056 (056,4)		1500	1500	
30	CF	RW06	44°31,684N 001°08,276W	FO	4,6	056 (056,5)				
40	DF	BC505	44°33,888N 001°03,608W	FO	4,0				5000	300
50	DF	RACCU	44°44,180N 001°11,207W	FO	11,6		L	5000	5000	250
40	DF	BC505	44°33,888N 001°03,608W	FO	4,0				3000	250
50	CF	BC501	44°28,772N 001°22,807W	FO	14,7	212 (212,0)	L	1500	1500	250

**LEGEND :** **TF** : Track to a Fix **DF** : Direct to a Fix **CF** : Course to a height **FO** : Fly Over **FB** : Fly By

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

10 AUG 2023

## 14 CAZAUX LFBC TACAN / ILS or LOC RWY24

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1)

265.625 (1) - Climb 277.300 (1)

TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

ILS : CAA 110.1

RDH : 52

VAR  
0°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING
- (4) 1500 under RADAR surveillance

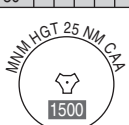
TACAN HLDG  
**RACCU**  
MAX IAS 250 kt  
12000  
5000  
1300

R 31 A1  
FL 195  
SFC

RACCU	44°44'10.7"N	001°11'12.4"W
JOFHI	44°36'43.3"N	001°03'13.5"W

ON CLEARANCE

MAX IAS 300 kt

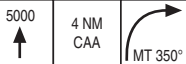


MAX IAS 250 kt

MOCH

ILS True heading : 236.55°

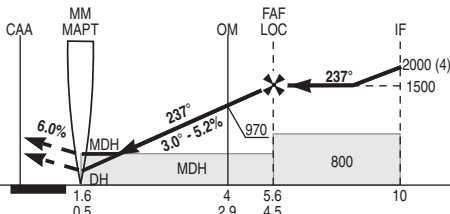
REF HGT : ALT THR in ft



**RACCU missed APCH** : Climb **straight ahead** up to **5000 ft QFE**. At **4 CAA** turn **right MT 350°** to intercept and follow **ARC 12.5 CAA** to **RACCU**.

**ON CLEARANCE**

**JOFHI missed APCH** : Climb **straight ahead** up to **3000 ft QFE**. At **4 CAA** turn **right MT 077°** to intercept and follow **RDL 036° CAA** to **JOFHI**.



TAC ← (NM)  
THR ← (NM)

CAT	ILS (1)			LOC			CIRCLING (2)		TACAN	NM	5	4	3
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS					
A	250	800	149	340	800	331	800	1600	1290	970	650		
B								1600					
C								2400					
D/E								3600					

Remarks : (1) Increased minimums, (2) Day only.

DIRCAM

TACAN / ILS or LOC RWY24

CHG : R 31 C.

14 CAZAUX LFBC

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

10 AUG 2023

15 CAZAUX LFBC  
SRA / ILS or LOC RWY24

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1)  
265.625 (1) - Climb 277.300 (1)

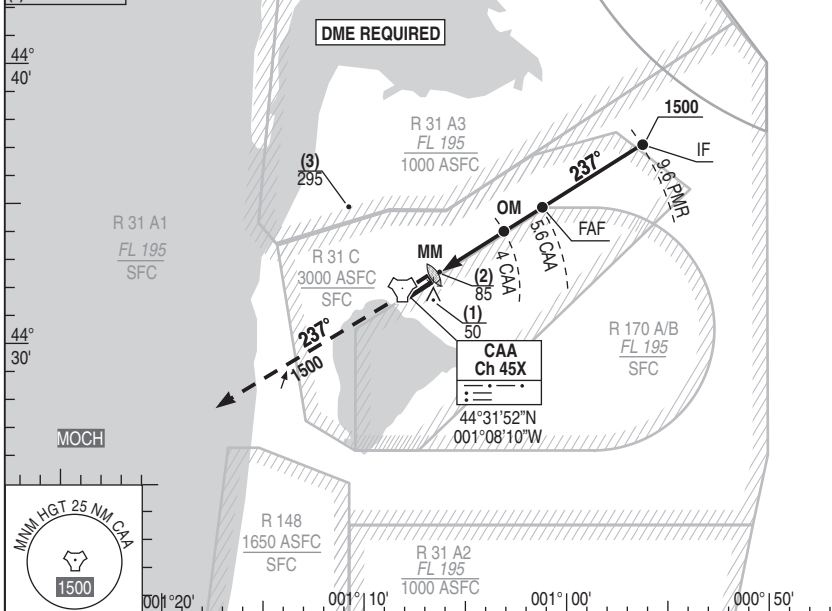
ILS : CAA 110.1

RDH : 52

VAR 0°E (20)

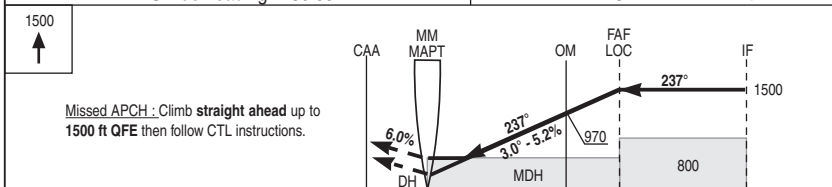
TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



ILS True heading : 236.55°

REF HGT : ALT THR in ft



Missed APCH : Climb straight ahead up to 1500 ft QFE then follow CTL instructions.

PMR ← (NM)								
THR ← (NM)								
TAC ← (NM)								
	0.5		2.9	4.5		9.6		
	1.6		4	5.6		10.1		

CAT	ILS (1)			LOC			CIRCLING (2)		TACAN	NM	2	3	4	5
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS						
A								1600						
B	250	800	149	340	800	331	800	1600		330	650	970	1290	
C								2400						
D/E								3600						

Remarks : (1) Increased minimums, (2) Day only.

DIRCAM

SRA / ILS or LOC RWY24

CHG : R 31 C.

15 CAZAUX LFBC

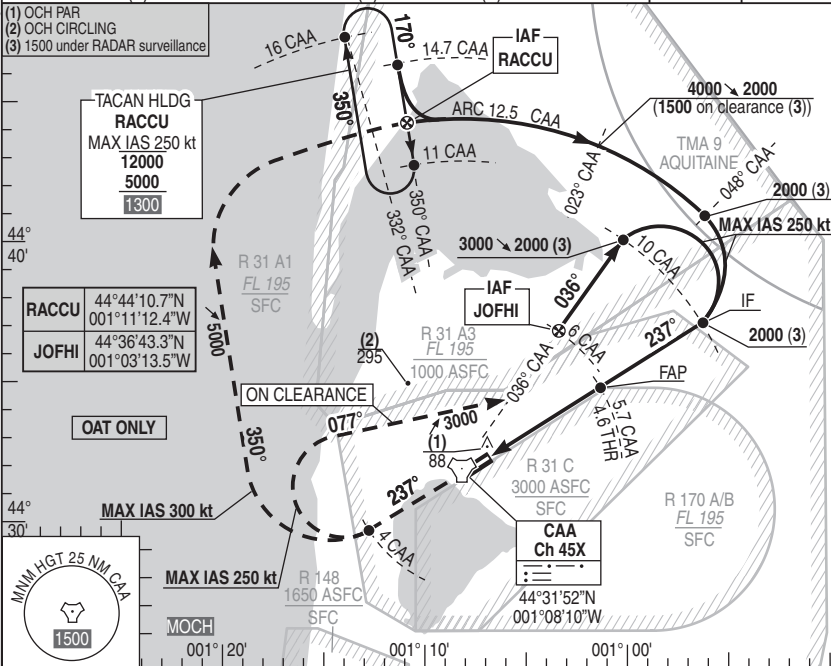
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

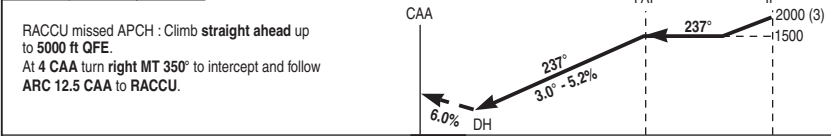
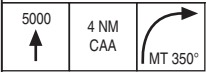
10 AUG 2023

16 CAZAUX LFBC  
TACAN / PAR RWY24

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1) - Climb 277.300 (1)	RDH : 52	VAR 0°E (20)
TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL		



REF HGT : ALT THR in ft



TAC ← (NM)  
THR ← (NM)

CAT	PAR (1)			CIRCLING (2)	
	DH	RVR	OCH	MDH	VIS
A	250	800	187	800	1600
B					1600
C					2400
D/E					3600

**ON CLEARANCE**  
JOFHI missed APCH : Climb straight ahead up to 3000 ft QFE.  
At 4 CAA turn right MT 077° to intercept and follow RDL 036° CAA to JOFHI.

Remarks : (1) Increased minimums, (2) Day only. DIRCAM

TACAN / PAR RWY24

CHG : R 31 C.

16 CAZAUX LFBC

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

10 AUG 2023

17 CAZAUX LFBC  
SRA / PAR RWY24

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)

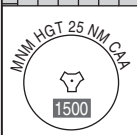
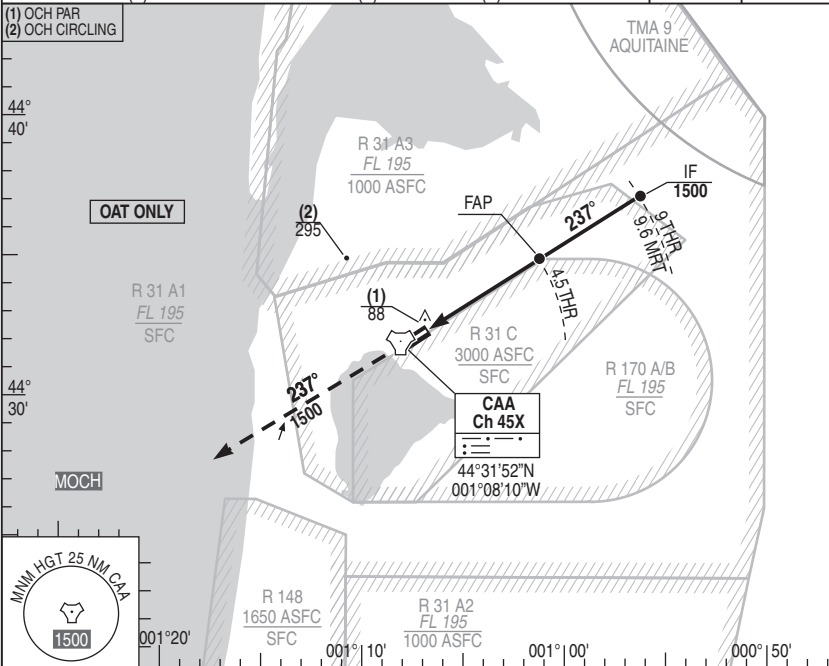
- Climb 277.300 (1)

TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

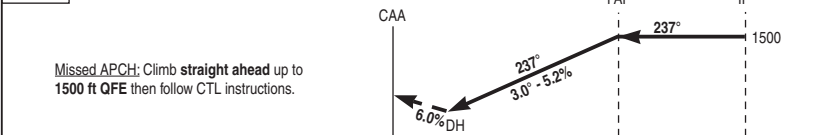
RDH : 52

VAR  
0°E (20)

(1) OCH PAR  
(2) OCH CIRCLING



REF HGT : ALT THR in ft



MRT ← (NM)  
THR ← (NM)

CAT	PAR (1)			CIRCLING (2)	
	DH	RVR	OCH	MDH	VIS
A					1600
B	250	800	187	800	1600
C					2400
D/E					3600

Remarks : (1) Increased minimums, (2) Day only.

DIRCAM

SRA / PAR RWY24

CHG : R 31 C.

17 CAZAUX LFBC



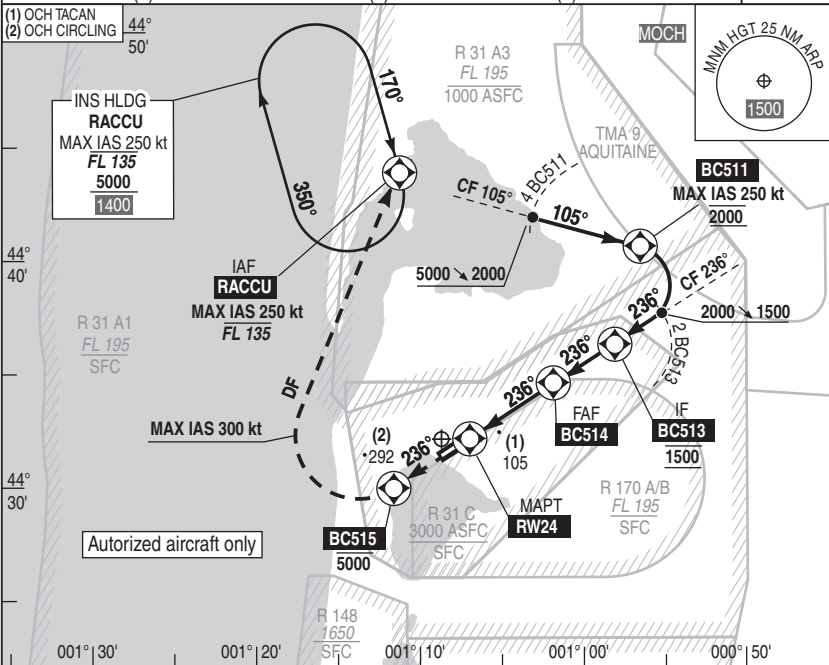
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

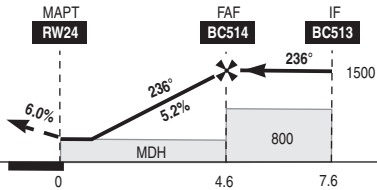
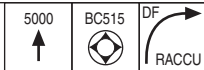
05 OCT 2023

18 CAZAUX LFBC  
INS GNSS RWY24

APP : Transit 232.600 (1) -142.450 (1) -119.600 - Radar 251.500 (1) - 265.625 (1)  
- Climb 277.300 (1)  
TWR : 375.975 (1) - 118.400 GND : 257.800 (1) - 122.100 (1) Reserved to MIL VAR 0°E (20)



REF HGT : ALT THR in ft



CAT	INS			CIRCLING (1)			RW24
	MDH	RVR	OCH	MDH	VIS	OCH	
A	350	900	350	600	1600	590	NM 2
B					1600		3
C					2400		4
D/E					3600		

Remarks : (1) Day only.

DIRCAM

TABLE FOR DATA INDICATOR			LFBC INS GNSS RWY24 - MAG VAR 0,2°E (20)								
N° SEQ	CODING	IDENT	COORDINATES		TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	RACCU	44°44.180'N	001°11.207'W	FO		120	R	5000	F135	250
10	IF	RACCU	44°44.180'N	001°11.207'W	FO				5000	F135	250
20	CF	BC511	44°40.830'N	000°56.315'W	FO	11,1	105(105.0)		2000	2000	250
30	CF	BC513	44°36.558'N	000°57.935'W	FO	4,4	236(236.6)	R	1500	1500	250
10	IF/CF	BC513	44°36.558'N	000°57.935'W	FO				1500	1500	250
20	CF	BC514	44°34.908'N	001°01.442'W	FO	3,0	236(236.6)		1500	1500	
30	CF	RW024	44°32.398'N	001°06.765'W	FO	4,6	236(236.6)				
40	DF	BC515	44°30.192'N	001°11.430'W	FO	4,0				5000	300
50	DF	RACCU	44°44.180'N	001°11.207'W	FO	14,0		R	5000	5000	300
40	DF	BC515	44°30.192'N	001°11.430'W	FO	4,0				3000	250
50	CF	BC511	44°40.830'N	000°56.315'W	FO	15,2	105(105.0)	R	2000	2000	250

**LEGEND :** CF : Course to fix DF : Direct to fix IF : Initial Fix FO : Fly Over FB : Fly By

# NATIONAL FRA INSTRUMENT DEPARTURE

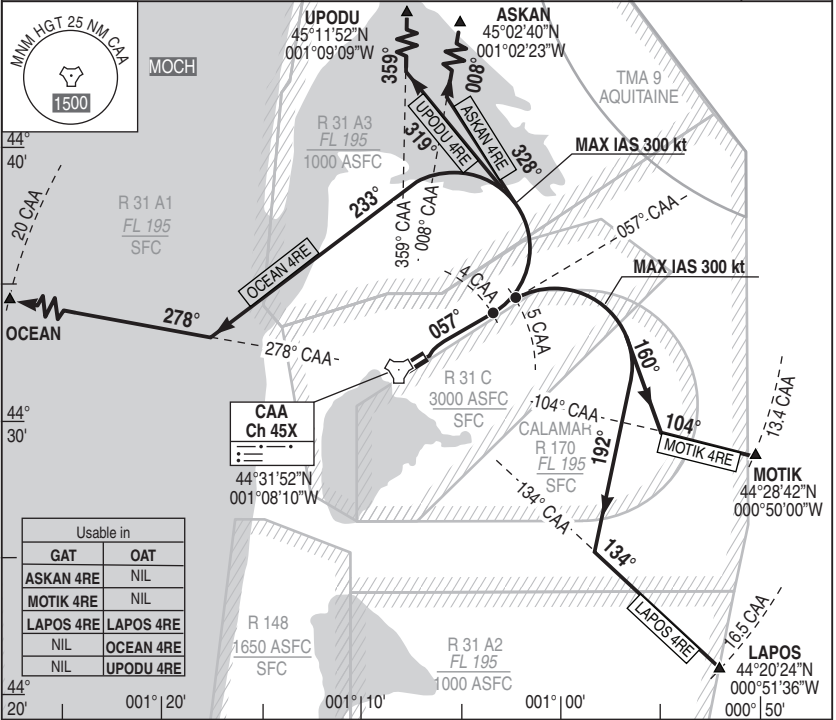
ALT AD : 85 THR : 74

10 AUG 2023

## SID 01 CAZAUX LFBC DEPARTURES RWY06

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1) - Climb 277.300 (1)  
TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

VAR  
0°E (20)



- ASKAN 4RE:** Climb RDL 057° CAA (MT 057°) to authorized flight level (1). At 4 CAA, turn left MT 328° to intercept and follow RDL 008° CAA (MT 008°) to ASKAN.
- MOTIK 4RE:** Climb RDL 057° CAA (MT 057°) to authorized flight level (1). At 5 CAA, turn right MT 160° to intercept and follow RDL 104° CAA (MT 104°) to MOTIK.
- LAPOS 4RE:** Climb RDL 057° CAA (MT 057°) to authorized flight level (1). At 5 CAA, turn right MT 192° to intercept and follow RDL 134° CAA (MT 134°) to LAPOS.
- OCEAN 4RE:** Climb RDL 057° CAA (MT 057°) to authorized flight level (1). At 4 CAA, turn left MT 233° to intercept and follow RDL 278° CAA (MT 278°) to OCEAN.
- UPODU 4RE:** Climb RDL 057° CAA (MT 057°) to authorized flight level (1). At 4 CAA, turn left MT 319° to intercept and follow RDL 359° CAA (MT 359°) to UPODU.

(1) Minimal climb gradient : 8.75%.

DIRCAM

DEPARTURES RWY06

CHG : R 31 C.

SID 01 CAZAUX LFBC

# NATIONAL FRA INSTRUMENT DEPARTURE

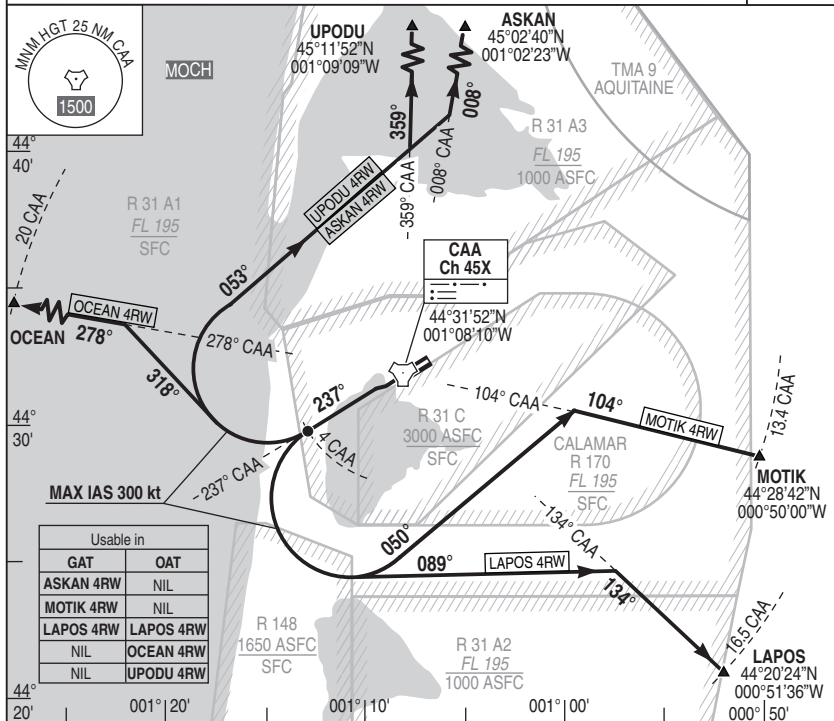
ALT AD : 85 THR : 83

10 AUG 2023

## SID 02 CAZAUX LFBC DEPARTURES RWY24

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1) - Climb 277.300 (1)  
TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL

VAR  
0°E (20)



Usable in	
GAT	OAT
ASKAN 4RW	NIL
MOTIK 4RW	NIL
LAPOS 4RW	LAPOS 4RW
NIL	OCEAN 4RW
NIL	UPODU 4RW

REF HGT : ALT THR in ft

**ASKAN 4RW:** Climb RDL 237° CAA (MT 237°) to authorized flight level (1). At 4 CAA, turn right MT 053° to intercept and follow RDL 008° CAA (MT 008°) to ASKAN.

**MOTIK 4RW:** Climb RDL 237° CAA (MT 237°) to authorized flight level (1). At 4 CAA, turn left MT 050° to intercept and follow RDL 104° CAA (MT 105°) to MOTIK.

**LAPOS 4RW:** Climb RDL 237° CAA (MT 237°) to authorized flight level (1). At 4 CAA, turn left MT 089° to intercept and follow RDL 134° CAA (MT 134°) to LAPOS.

**OCEAN 4RW:** Climb RDL 237° CAA (MT 237°) to authorized flight level (1). At 4 CAA, turn right MT 318° to intercept and follow RDL 278° CAA (MT 278°) to OCEAN.

**UPODU 4RW:** Climb RDL 237° CAA (MT 237°) to authorized flight level (1). At 4 CAA, turn right MT 053° to intercept and follow RDL 359° CAA (MT 359°) to UPODU.

(1) Minimal climb gradient : 8.75%.

DIRCAM

DEPARTURES RWY24

CHG : R 31 C.

SID 02 CAZAUX LFBC

# NATIONAL FRA AERODROME CHART

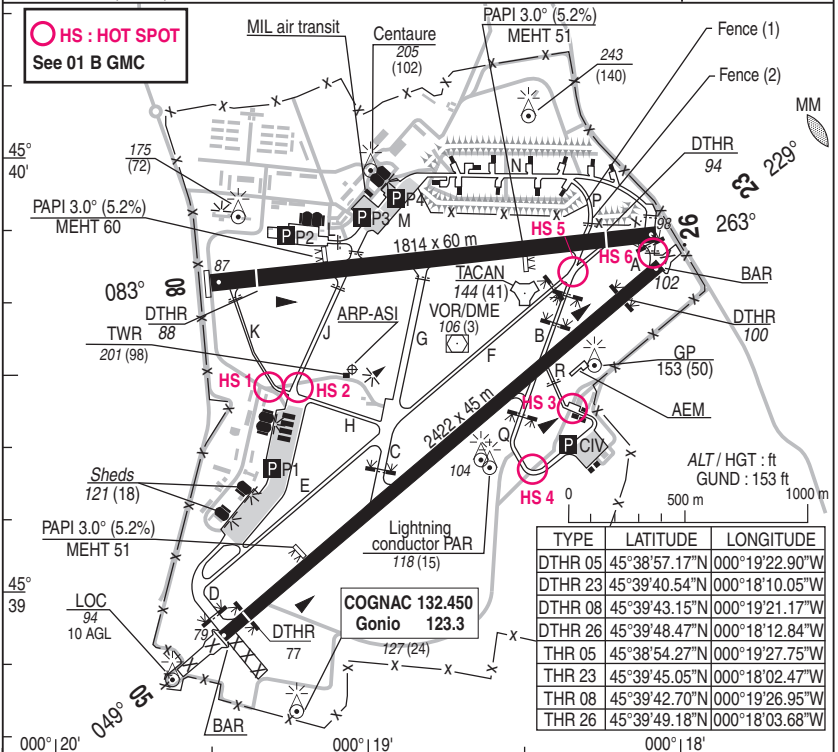
18 MAY 2023

# 01 COGNAC CHATEAUBERNARD LFBG

ALT AD : 103 (4 hPa)

VAR : 0°E (20)

**HS : HOT SPOT**  
See 01 B GMC



RWY	LIGHTING		DECLARED DISTANCES				Surface	Strength	MINIMUMS TKOF (RVR in m)				
	APPROACH	RWY	TORA	TODA	ASDA	LDA			CAT A	B	C	D	E
05	NIL	LIH	2422	2422	2422	2284	Paved		400			400	
23	NIL	LIH	2422	2422	2422	2207	38 R/C/W/T		400			400	

### OMNIDIRECTIONAL DEPARTURES

**RWY05** (Alt THR : 79) : Climb **MT 050°** to **1000ft QFE**, then direct route up to enroute safety altitude.

**RWY23** (Alt THR : 102) : Climb **MT 230°** to **1000ft QFE**, then direct route up to enroute safety altitude.

(1) (2) : see 01 A OTHER INFORMATIONS

DIRCAM

**DV (Flight director) :**

**TEL CIV : 05 45 32 74 29**

**TEL MIL : 865 709 7479**

**USE RESTRICTIONS :**

- MAX speed 10kt on TWY D, K and N (East part after TWY P).

(1) Fence : Distance between fence and TWY centre line 30.10m

(2) Fence : Distance between fence and TWY centre line 28.90m

- Non radio equipped ACFT are forbidden.

- Landing PPR submitted to GAA chief via DV (PPR NR reported in FPL box 18)

**REFUELING :**

- F 18 / F 34 / F 35

**HOR ATS :**

- MON-THU : 0715/1600, FRI : 0715-1400 (SUM -1H).

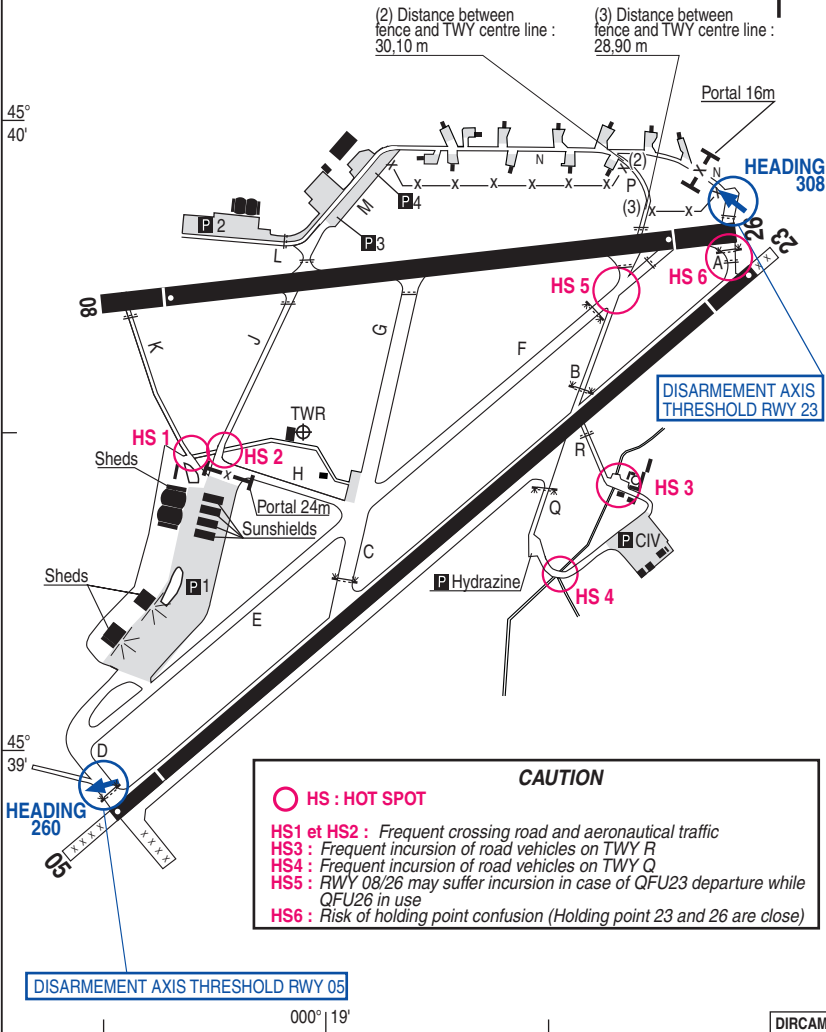
- SAT-SUN-HOL : Closed.

- SUM : -1 Hr

**DIRCAM**

SECURITY MEASURES FOR ARMED ACFT :

ENGINE MUST BE STOPPED IN DEFINED SPACES FOR DISARMEMENT BY THE PILOT. THEN, TOWING TO APRON WITH PILOT ON BOARD.



DISARMEMENT AXIS THRESHOLD RWY 23

DISARMEMENT AXIS THRESHOLD RWY 05

○ HS : HOT SPOT

- CAUTION**
- HS1 et HS2 : Frequent crossing road and aeronautical traffic
  - HS3 : Frequent incursion of road vehicles on TWY R
  - HS4 : Frequent incursion of road vehicles on TWY Q
  - HS5 : RWY 08/26 may suffer incursion in case of QFU23 departure while QFU26 in use
  - HS6 : Risk of holding point confusion (Holding point 23 and 26 are close)

# VISUAL ARR & DEP

# 02 COGNAC CHATEAUBERNARD LFBG

ALT AD : 103 (4 hPa)

16 MAY 2024

JET RWY05 & 08

APP : 142.450 - 387.300 (Recovery) - 281.625 (Climb)

TWR : 120.075 - 122.100 - 253.200

AD FAF restricted use

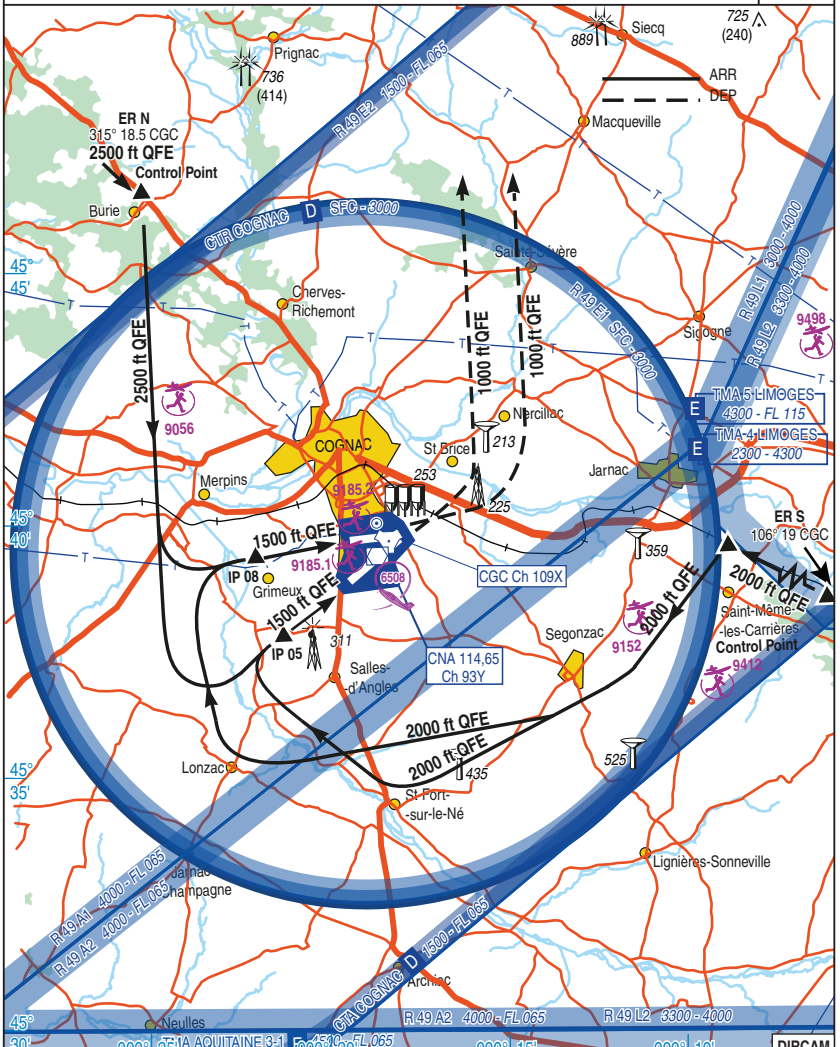
3 Km S from COGNAC

TEL : 05.79.20.03.00

VAR

0°E

(20)



JET RWY05 & 08

CHG : OBS 359.

02 COGNAC CHATEAUBERNARD LFBG



**VISUAL ARR & DEP JET INSTRUCTIONS RWY05 AND 08**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**WARNING**

TKOF climb surfaces crossed :

- Departure RWY 05, THR23 : obst. BG951, road template alt. + MOC = 119 ft
- Departure RWY 08, THR26 : obst. fences

Flying over COGNAC city is forbidden. The high flight training school activity in these areas needs a very careful sky awareness.

**Special VFR by day** : can be approved by COGNAC APP or TWR, inside control area,

**if** : speed  $\leq 140$  kt + flight visibility  $\geq 3700$  m + flight ceiling  $\geq 700$  ft

**and** weather AD conditions ground visibility  $\geq 3700$  m + AD ceiling  $\geq 700$  ft.

**Special OAT type Victor (only by day)** : can be approved by COGNAC APP or TWR, inside control area,

**if** : flight visibility  $\geq 3700$  m or  $30''$  of flight + nebulosity between 3/8 and 8/8 over AD  $\geq 700$  ft

**and** weather AD conditions ground visibility  $\geq 3000$ m + AD ceiling  $\geq 700$ ft.

**ARRIVAL**

Contact COGNAC APP 3 MIN before entry point.

Fly at 2500 ft QFE (or under ceiling) at 350 kt on the following point:

**ER N** : 5 NM SW ST JEAN D'ANGELY (bridge on motorway) 315°/ 18,5 NM TAC.

Fly at 2000 ft QFE (or under ceiling) at 350 kt on the following point:

**ER S** : abeam South MOUTIERS/BOEME 106° / 19 NM TAC.

Depending on traffic activity and ceiling the pilot may :

**(A) - Be cleared to continue on visual flight**

While reporting on control point BURIE (2500 ft QFE) then to IP (2500 ft QFE) of RWY in use for an arrival from ST JEAN D'ANGELY;

Reporting on control point SAINT MEME LES CARRIERES (2000 ft QFE) then to IP (2000 ft QFE) of RWY in use for an arrival from MOUTIERS.

\* **IP 05** : 226° / 2,4 NM TACAN CGC , 1,4 NM from RWY .

\* **IP 08** : 266° / 2,3 NM TACAN CGC , 1,7 NM from RWY

Contact TWR on APP orders.

Descent to 1500 ft QFE from IP for break (break to the south).

**(B) - Be controlled for:**

Possible holding

APP Regulation.

GCA

**DEPARTURE**

After TKOF climb to MAX 600 ft QFE till RWY end, then climb to 1000 ft QFE. Turn North heading whatever RWY in use.

# VISUAL ARR & DEP

ALT AD : 103 (4 hPa)

# 04 COGNAC CHATEAUBERNARD LFBG

16 MAY 2024

JET RWY23 & 26

APP : 142.450 - 387.300 (Recovery) - 281.625 (Climb)

TWR : 120.075 - 122.100 - 253.200

AD FAF restricted use

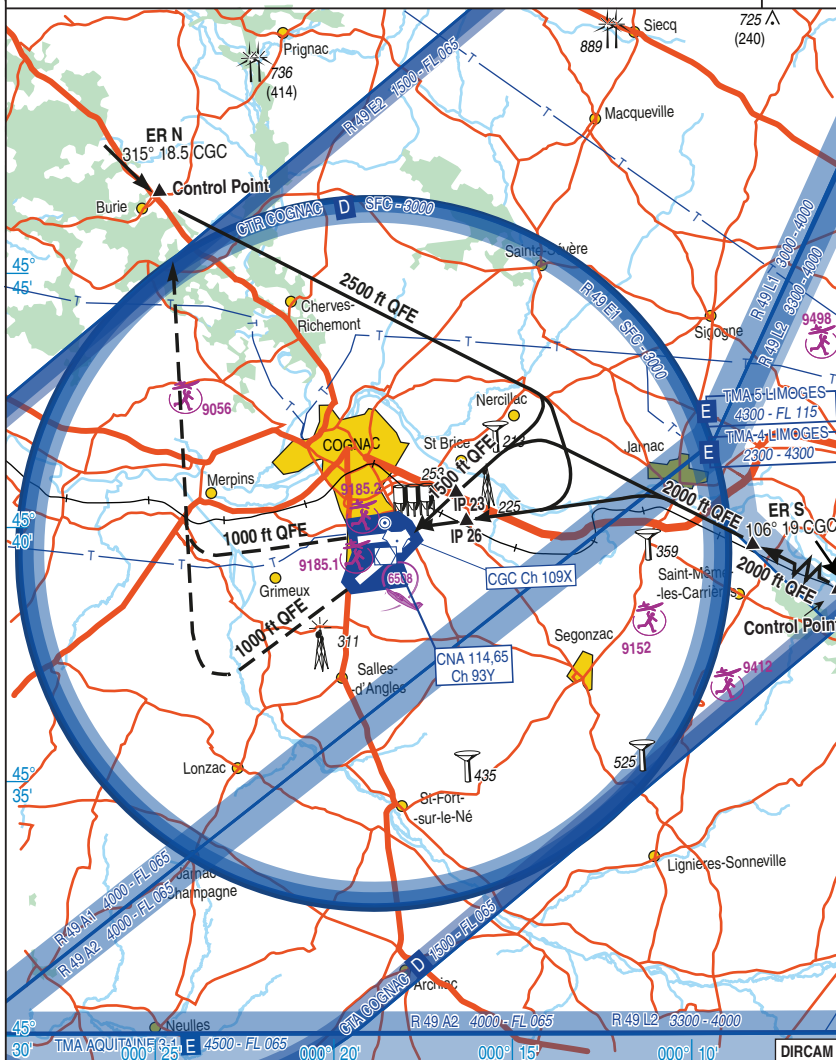
3 Km S from COGNAC

TEL : 05.79.20.03.58

VAR

0°E

(20)



JET RWY23 & 26

CHG : OBS 359.

04 COGNAC CHATEAUBERNARD LFBG

**VISUAL ARR & DEP JET INSTRUCTIONS RWY23 AND 26**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**WARNING**

TKOF climb surfaces crossed:

- Departure RWY 23, THR05 : -obst. BG950, road template alt. = 101 ft -obst. fences
- Departure RWY 26, THR08 : -obst. BG952, road template alt. = 102 ft -obst. fences

Flying over COGNAC city is forbidden. The high flight training school activity in these areas needs a very careful sky awareness.

**Special VFR by day** : can be approved by COGNAC APP or TWR, inside control area,

- if : speed  $\leq$  140 kts + flight visibility  $\geq$  3700 m + flight ceiling  $\geq$  700 ft
- and weather AD conditions ground visibility  $\geq$  3700 m + AD ceiling  $\geq$  700 ft.

**Special OAT type Victor (only by day)** : can be approved by COGNAC APP or TWR, inside control area,

- if : flight visibility  $\geq$  3700 m or 30" of flight + nebulosity between 3/8 and 8/8 over AD  $\geq$  700 ft
- and weather AD conditions ground visibility  $\geq$  3000m + AD ceiling  $\geq$  700ft.

**ARRIVAL**

Contact COGNAC APP 3 MIN before entry point.

Fly at 2500 ft QFE (or under ceiling) at 350 kt on the following point:

**ER N** : 5 NM SW ST JEAN D'ANGELY (bridge on motorway) 315°/ 18,5 NM TAC.

Fly at 2000 ft QFE (or under ceiling) at 350 kt on the following point:

**ER S** : abeam South MOUTIERS/BOEME 106° / 19 NM TAC.

Depending on traffic activity and ceiling the pilot may :

**(A) - Be cleared to continue flight on visual**

While reporting on control point BURIE (2500 ft QFE) then to IP (2500 ft QFE) of RWY in use for an arrival from ST JEAN D'ANGELY;

While reporting on control point SAINT MEME LES CARRIERES (2000 ft QFE) then to IP (2000 ft QFE) of RWY in use for an arrival from MOUTIERS.

\* **IP 23** : 053° / 1,6 NM TACAN CGC , 1,2 NM from RWY .\* **IP 26** : 081° / 1,6 NM TACAN CGC , 1,2 NM from RWY.

Contact TWR on APP orders.

Descent to 1500 ft QFE from IP for break (break to the south).

**(B) - Be controlled for:**

Possible holding

APP Regulation.

GCA

**DEPARTURE**

After TKOF climb to MAX 600 ft QFE till RWY end, then climb to 1000 ft QFE. Turn North heading whatever RWY in use.

# NATIONAL FRA

# 06 COGNAC CHATEAUBERNARD LFBG

ALT AD : 103 (4 hPa)

22 FEB 2024

HMG

APP : 142.450 - 387.300 (Recovery) - 281.625 (Climb)

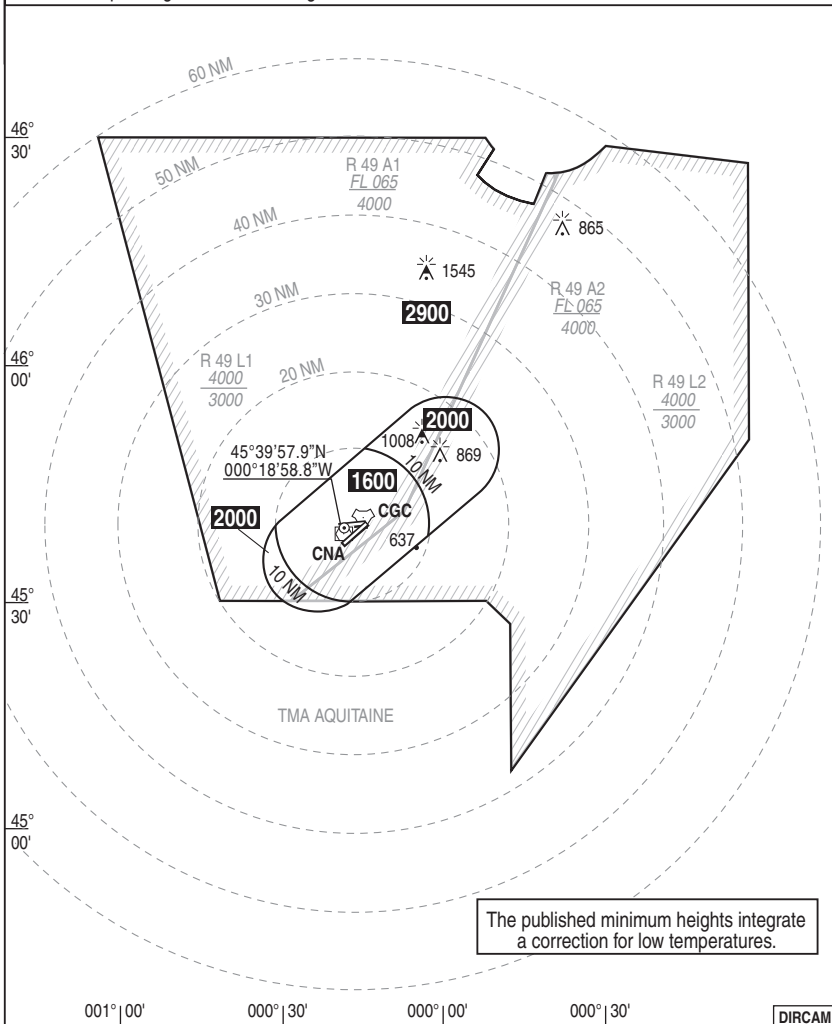
TWR : 120.075 - 122.100 - 253.200

ATIS : 386.625

VAR  
0°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



HMG

CHG : Obstacle file.

06 COGNAC CHATEAUBERNARD LFBG

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

# 07 COGNAC CHATEAUBERNARD LFBG

ALT AD : 103 DTHR : 77

22 FEB 2024

HPMA TACAN / PAR RWY05

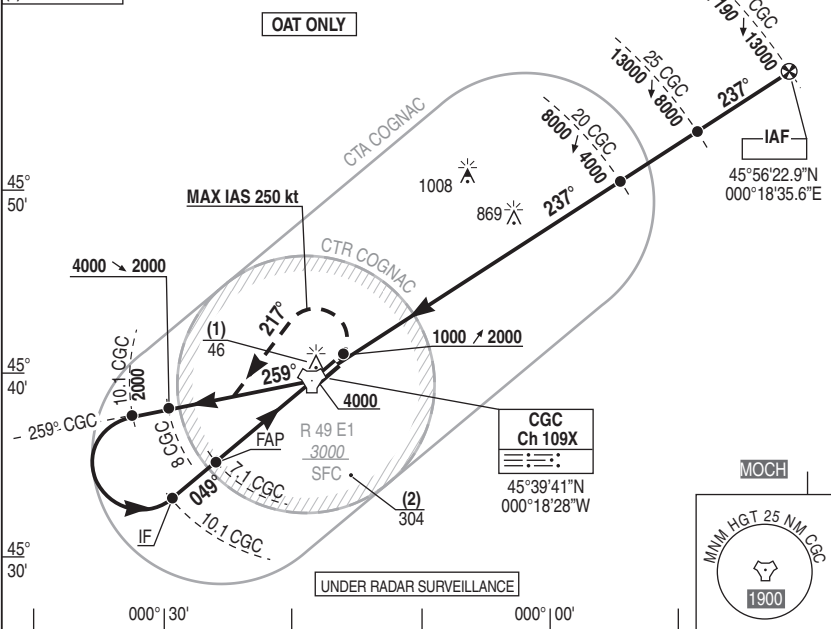
APP : 142.450 - 387.300

RDH : 50

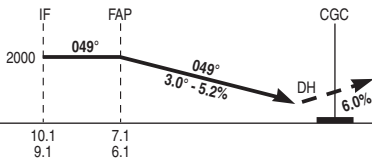
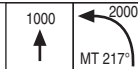
VAR  
0° E (20)

TWR : 120.075 - 253.200

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT DTHR in ft



Missed APCH: Climb RWY axis to 2000 ft QFE.  
At 1000 ft QFE, turn left MT 217° to join  
RDL 259° CGC (MT 259°) for new presentation.

→ TAC (NM)  
→ DTHR (NM)

CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	1200	143	600	1600	599
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Forbidden North 08/26.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 103 DTHR : 100

# 08 COGNAC CHATEAUBERNARD LFBG

22 FEB 2024

HPMA TACAN / ILS RWY23

APP : 142.450 - 387.300

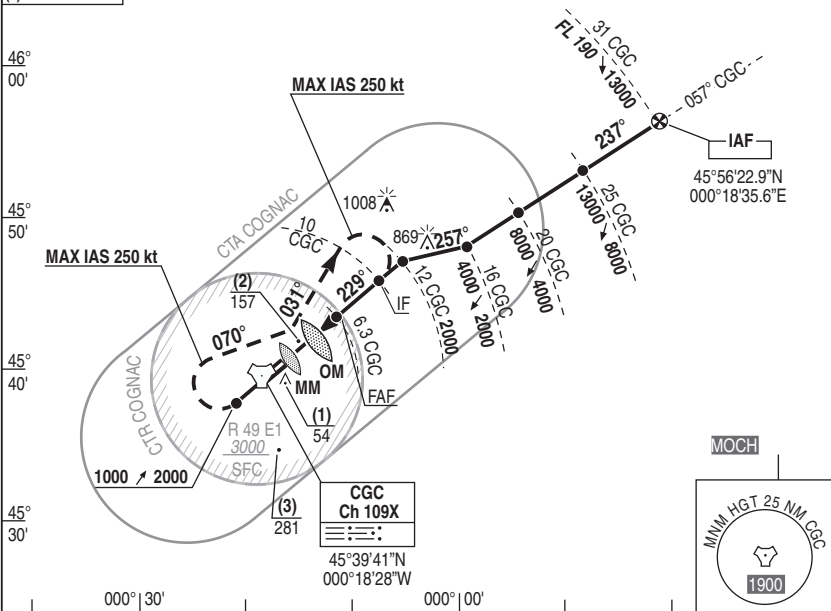
ILS : CGC 109.9

RDH : 51

VAR 0° E (20)

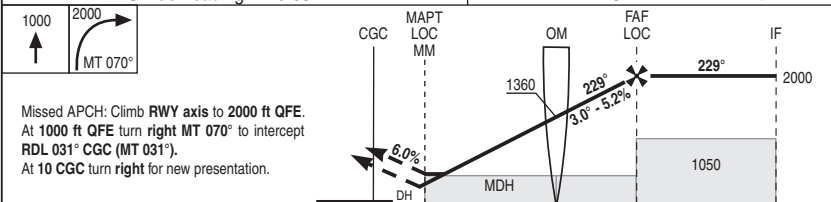
TWR : 120.075 - 253.200

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



ILS True heading : 229.68°

REF HGT : ALT DTHR in ft



TAC	← (NM)	0.8	4.3	6.3	10
DTHR	← (NM)	0.6	4.1	6.1	9.8

CAT	ILS			LOC			CIRCLING (1)			LOC - TACAN				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	5	4	3	2
A					1500			1600			1580	1260	950	640
B	200	1200	153	410	1500	403	580	1600						
C					1900			2400	576					
D					1900			3600						

Remarks : (1) Forbidden North 08/26. VSS checked.

DIRCAM

HPMA TACAN / ILS RWY23

CHG : Obstacle file.

08 COGNAC CHATEAUBERNARD LFBG

**NATIONAL FRA  
INSTRUMENT APPROACH**

**09 COGNAC CHATEAUBERNARD LFBG**

ALT AD : 103 DTHR : 100

22 FEB 2024

HPMA TACAN / PAR RWY23

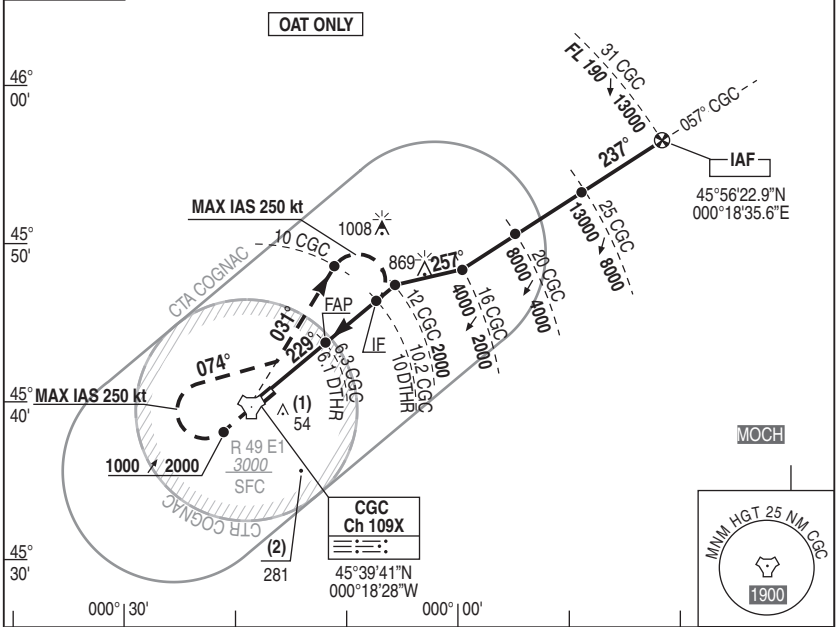
APP : 142.450 - 387.300

RDH : 49

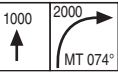
VAR  
0°E (20)

TWR : 120.075 - 253.200

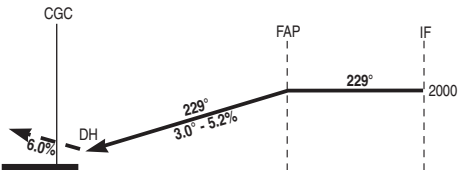
- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT DTHR in ft



Missed APCH: Climb RWY axis to 2000 ft QFE.  
At 1000 ft QFE turn right MT 074° to intercept  
RDL 031° CGC (MT 031°). At 10 CGC turn  
right for new presentation.



TAC ← (NM)  
DTHR ← (NM)

6.3  
6.1                      10.2  
10

CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	1200	154	580	1600	576
B					1600	
C					2400	
D					3600	

Remarks : (1) Forbidden North 08/26.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 103 DTHR : 100

## 10 COGNAC CHATEAUBERNARD LFBG

22 FEB 2024

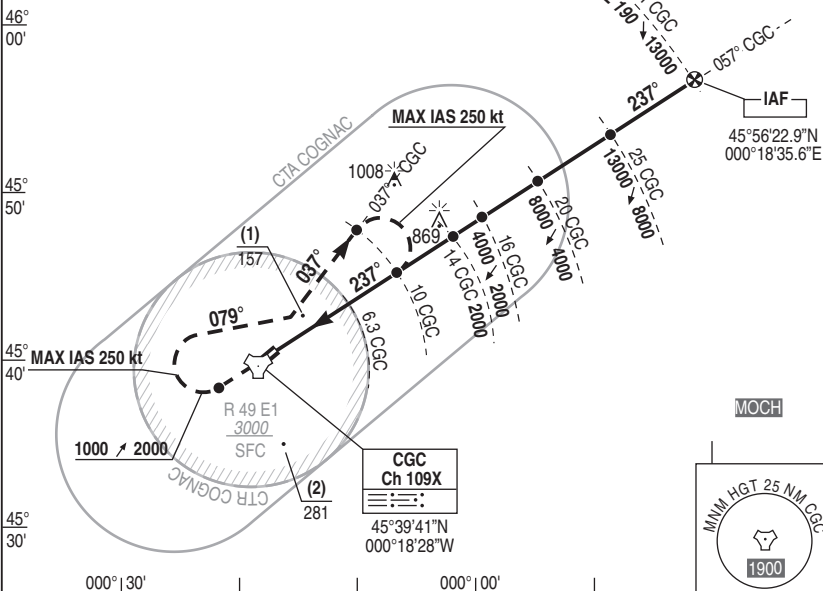
## HPMA TACAN RWY 23

APP : 142.450 - 387.300

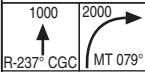
VAR  
0°E (20)

TWR : 120.075 - 253.200

(1) OCH TACAN  
(2) OCH CIRCLING

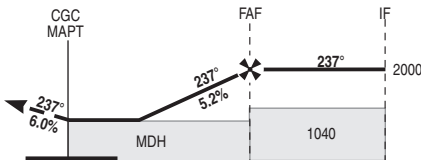


REF HGT : ALT DTMR in ft



APCH not in RWY axis

Missed APCH: Climb **RDL 237° CGC** to **2000ft QFE**. At **1000 ft QFE** turn **right MT079°** to intercept **RDL 037° CGC**. At **10 CGC** turn **right** for new presentation. Do not turn before **MAPT**.



TAC ← (NM)  
DTHR ← (NM)

CAT	TACAN (1)			CIRCLING (2)			TACAN					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	HGT	5	4	3	2
A	410	1500			1600		6	1900	1580	1270	950	640
B	410	1500			1600							
C	410	1900	403	580	2400	576						
D	430	2000			3600							

Remarks : (1) Increased minimums : APCH out of RWY axis. (2) Forbidden North 08/26. VSS checked.

DIRCAM

HPMA TACAN RWY 23

CHG : Obstacle file

10 COGNAC CHATEAUBERNARD LFBG



# NATIONAL FRA INSTRUMENT APPROACH

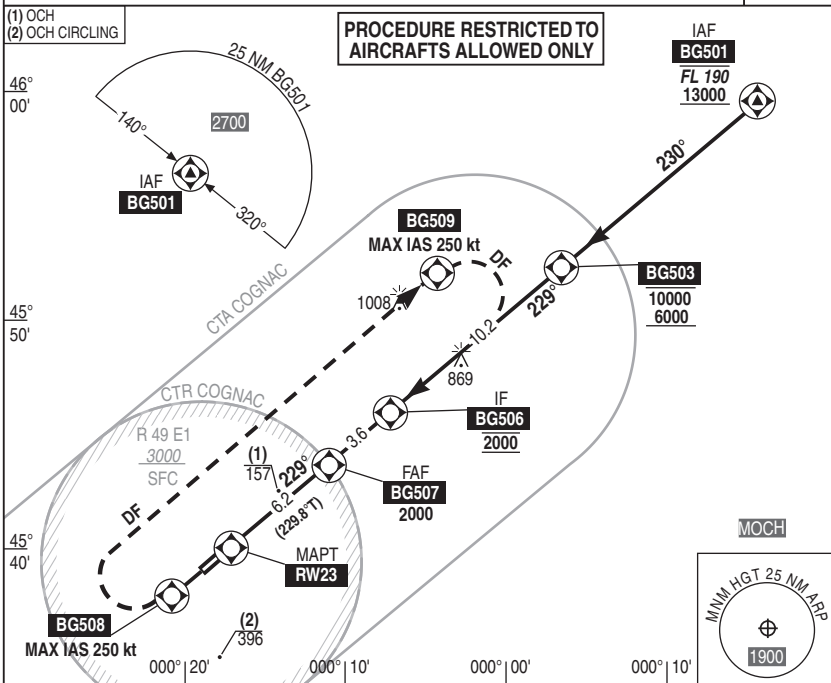
# 11 COGNAC CHATEAUBERNARD LFBG INS GNSS RWY23

ALT AD : 103 DTHR : 100

22 FEB 2024

APP : 142.450 234.050  
TWR : 120.075 308.875

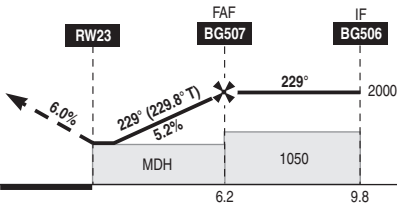
VAR  
0°E (20)



REF HGT : ALT DTHR in ft



Missed APCH : Climb to 2000ft QFE to BG508 then turn right direct to BG509 then right to direct to BG506.



DTHR ← (NM)

CAT	LNAV			CIRCLING			DIST RWY23	NM	2	3	4	5	6
	MDH	RVR	OCH	MDH	VIS	OCH							
A		1500			1600		HGT	690	1010	1320	1640	1960	
B	410	1500		700	1600	692							
C		1900	404		2400								
D		1900			3600								

Remarks :

TABLE FOR DATA INDICATOR

N° SEQ	CODING	IDENT	WGS84 COORDINATES		TYPE	DIST NM	MAG TRACK (TRUE TRACK) (°)	TURN	ALT DESCR (*)	ATS MIN	ATS MAX	SPD LIMIT (KT)
10	IF	BG501	N45°59'38,6"	E000°15'44,3"	FO				@	FL190	FL190	300
20	TF	BG503	N45°52'34,6"	E000°03'39,7"	FO	11,0	230 (230,1)		B	6000	10000	300
30	TF	BG506	N45°46'00,4"	W000°07'29,5"	FO	10,2	230 (229,8)		@	2000	2000	300
40	TF	BG507	N45°43'40,0"	W000°11'26,9"	FO	3,6	230 (229,8)		@	2000	2000	185
50	TF	RW23	N45°39'40,54"	W000°18'10,05"	FO	6,2	230 (229,8)		+	410		185
60	TF	BG508	N45°37'44,1"	W000°21'25,6"	FO	3,0	230 (229,8)		@		2000	250
70	DF	BG509	N45°52'41,2"	W000°03'58,0"	FO			R	@		2000	250
80	DF	BG506	N45°46'00,4"	W000°07'29,5"	FO			R	@	2000	2000	250

**LEGEND:HM:** Holding manual **IF:** Initial Fix **TF:** Track to Fix **DF:** Direct to Fix **FO:** Fly-Over **FB:** Fly-by **B:** Between **@:** At **+**: Above **-**: Below

NATIONAL FRA  
INSTRUMENT APPROACH

SID 01 **COGNAC** CHATEAUBERNARD LFBG

ALT AD : 103 DTHR : 77

20 APR 2023

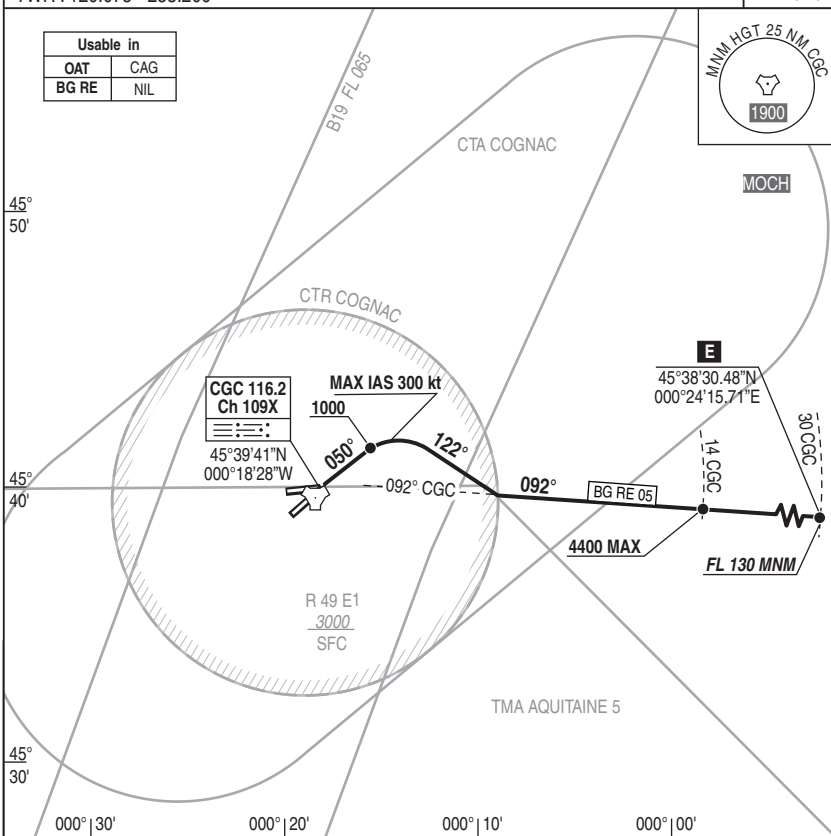
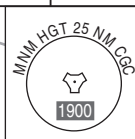
DEPARTURE BG RE RWY 05

APP : 142.450 - 387.300

VAR  
0°E (20)

TWR : 120.075 - 253.200

Usable in	
OAT	CAG
BG RE	NIL



**DEPARTURE BG RE RWY 05** : Climb MT 050° to 4400 ft QFE MAX.

At 1000ft QFE, turn right MT 122° to intercept and follow RDL 092° CGC (MT 092°).

At 14 CGC (4400 ft QFE MAX) continue climbing to «E» (30 CGC / FL 130 MNM).

Do not turn before DER.

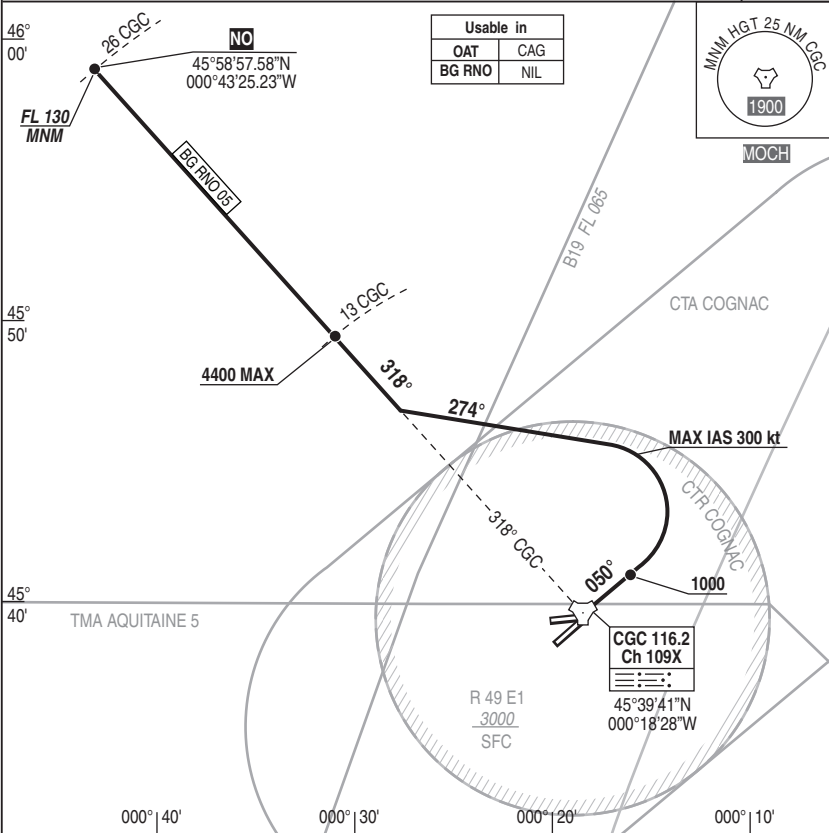
Communication failure : 7600 and apply french national regulation.

DIRCAM

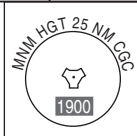
NATIONAL FRA  
 INSTRUMENT DEPARTURE **SID 02 COGNAC CHATEAUBERNARD LFBG**  
 ALT AD : 103 DTHR : 77 20 APR 2023 DEPARTURE BG RNO RWY05

APP : 142.450 - 387.300  
 TWR : 120.075 - 253.200

VAR  
 0°E (20)



Usable in	
OAT	CAG
BG RNO	NIL



REF HGT : ALT DTHR in ft

**DEPARTURE BG RNO RWY05 : Climb MT 050° to 4400 ft QFE MAX.**

At 1000ft QFE, turn left MT 274° to intercept and follow RDL 318° CGC (MT 318°).

At 13 CGC (4400 ft QFE MAX) continue climbing at 10.8% to «NO» (26 CGC / FL 130 MNM).

Do not turn before DER.

Communication failure : 7600 and apply french national regulation.

DIRCAM

DEPARTURE BG RNO RWY05

CHG : ATIS.

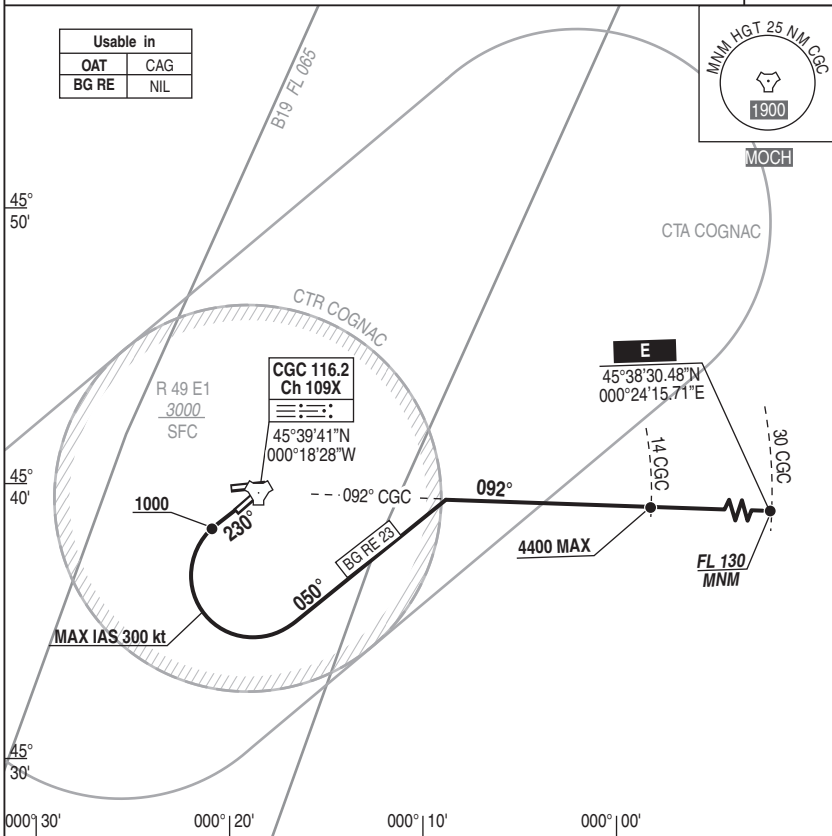
SID 02 COGNAC CHATEAUBERNARD LFBG

NATIONAL FRA  
 INSTRUMENT DEPARTURE SID 03 **COGNAC** CHATEAUBERNARD LFBG  
 ALT AD : 103 DTNR : 100 20 APR 2023 DEPARTURE BG RE RWY 23

APP : 142.450 - 387.300  
 TWR : 120.075 - 253.200

VAR  
 0°E (20)

Usable in	
OAT	CAG
BG RE	NIL



**DEPARTURE BG RE RWY 23 : Climb MT 230° to 4400 ft QFE MAX.**

At 1000ft QFE, turn left MT 050° to intercept and follow RDL 092° CGC (MT 092°).

At 14 CGC (4400 ft QFE MAX) continue climbing to «E» (30 CGC / FL 130 MNM).

Do not turn before DER.

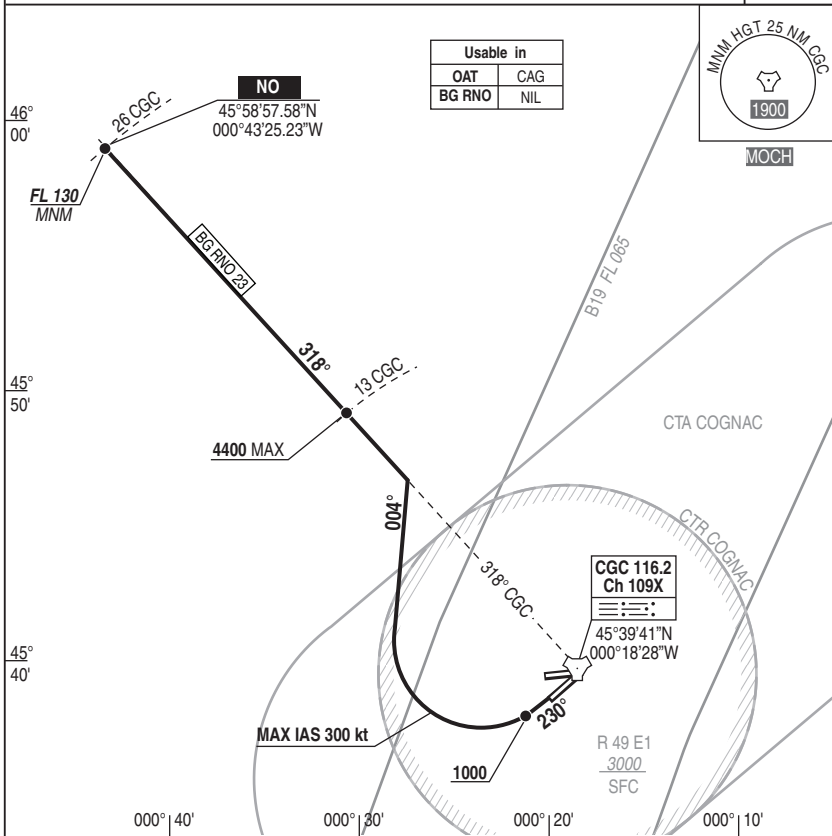
Communication failure : 7600 and apply french national regulation.

DIRCAM

NATIONAL FRA  
 INSTRUMENT DEPARTURE SID 04 **COGNAC** CHATEAUBERNARD LFBG  
 ALT AD : 103 DTHR : 100 20 APR 2023 DEPARTURE BG RNO RWY 23

APP : 142.450 - 387.300  
 TWR : 120.075 - 253.200

VAR  
 0°E (20)



REF HGT : ALT DTHR in ft

**DEPARTURE BG RNO RWY 23 : Climb MT 230° to 4400 ft QFE MAX.**

At 1000ft QFE, turn right MT 004° to intercept and follow RDL 318° CGC (MT 318°).

At 13 CGC (4400 ft QFE MAX) continue climbing at 10.8% to «NO» (26 CGC / FL 130 MNM).

Do not turn before DER.

Communication failure : 7600 and apply french national regulation.

DIRCAM

DEPARTURE BG RNO RWY 23

CHG : ATIS.

SID 04 COGNAC CHATEAUBERNARD LFBG

# NATIONAL FRA AERODROME CHART

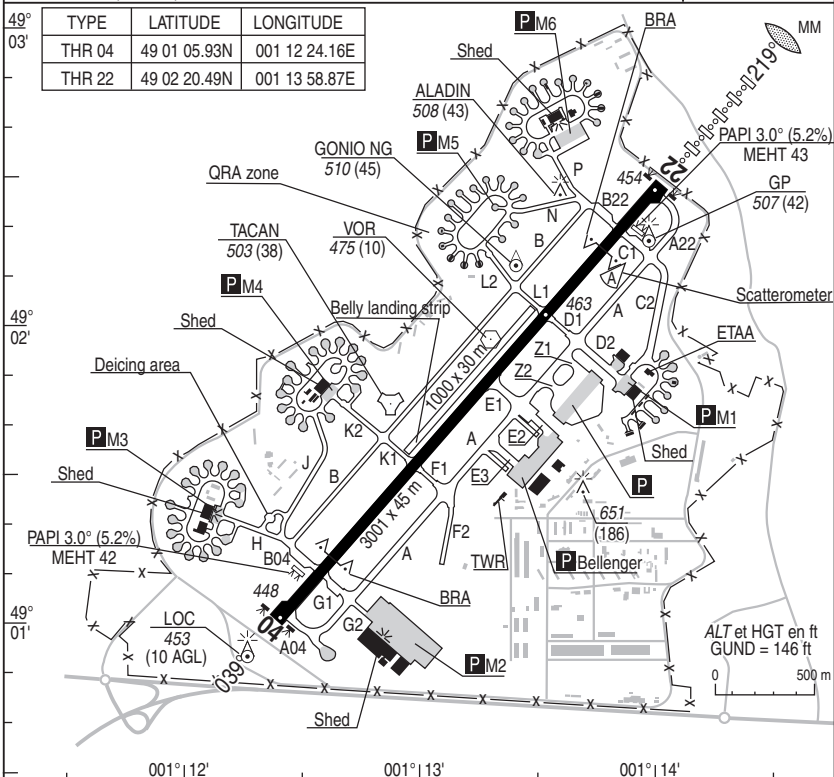
21 MAR 2024

## 01 EVREUX FAUVILLE LFOE

ALT AD : 465 (17 hPa)

VAR : 1°E (20)

49° 03'	TYPE	LATITUDE	LONGITUDE
	THR 04	49 01 05.93N	001 12 24.16E
	THR 22	49 02 20.49N	001 13 58.87E



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A.	B.	C.	D.
04	NIL	HI	3001	3001	3001	3001	Paved	400			400
22	HI axial 900m	HI axial O/R					55 F/C/W/T	400			400

### OMNIDIRECTIONAL DEPARTURES

**RWY04** (Alt THR : 454) : Climb **MT 040°** up to **1500ft QFE** then direct route up to enroute safety altitude.

**RWY22** (Alt THR : 448) : Climb **MT 220°** up to **800ft QFE** then direct route up to enroute safety altitude.

### MARKINGS - LIGHTINGS :

- THR : LIH green
- HI line axis
- RWY04/22 : distance panels : 300m
- TWY : blue inert reflector
- RWY end : LIH red
- HI line APP 900m RWY22
- Blue lights at RWY / TWY crossing

DIRCAM

**DV (Flight director) : HO 02.77.63.32.09 / 06.76.78.94.41**  
**HNO 06.76.78.94.41**

**BRA RWY 04 - BRA RWY 22 day markings only.**

Available O/R only :

Prior notice 45mn (working hours) and 2h (outside working hours)

**REFUELING :**

F18 (prior notice 15 days) - F34 - F35 - Oxygen.

**ATS HOR :**

- Mon/Wed: 0700/1600, Thu-Fri : 0700/1500. Outside HOR : O/R before 1400

- Saturday, Sunday, days off: O/R previous opened day before 1400

- SUM : -1 Hr

**PPR**

- PPR mandatory : please insert in field 18 of your FPL;  
For any changes, contact flight director(DV)

- Descent and climbing operations, procedures or exercises using airspaces associated  
to Evreux airfield are subjected to permission of :

ATS supervisor : 811.505.5510(MIL) 02.77.63.32.00(CIV)

DIRCAM



# NATIONAL FRA

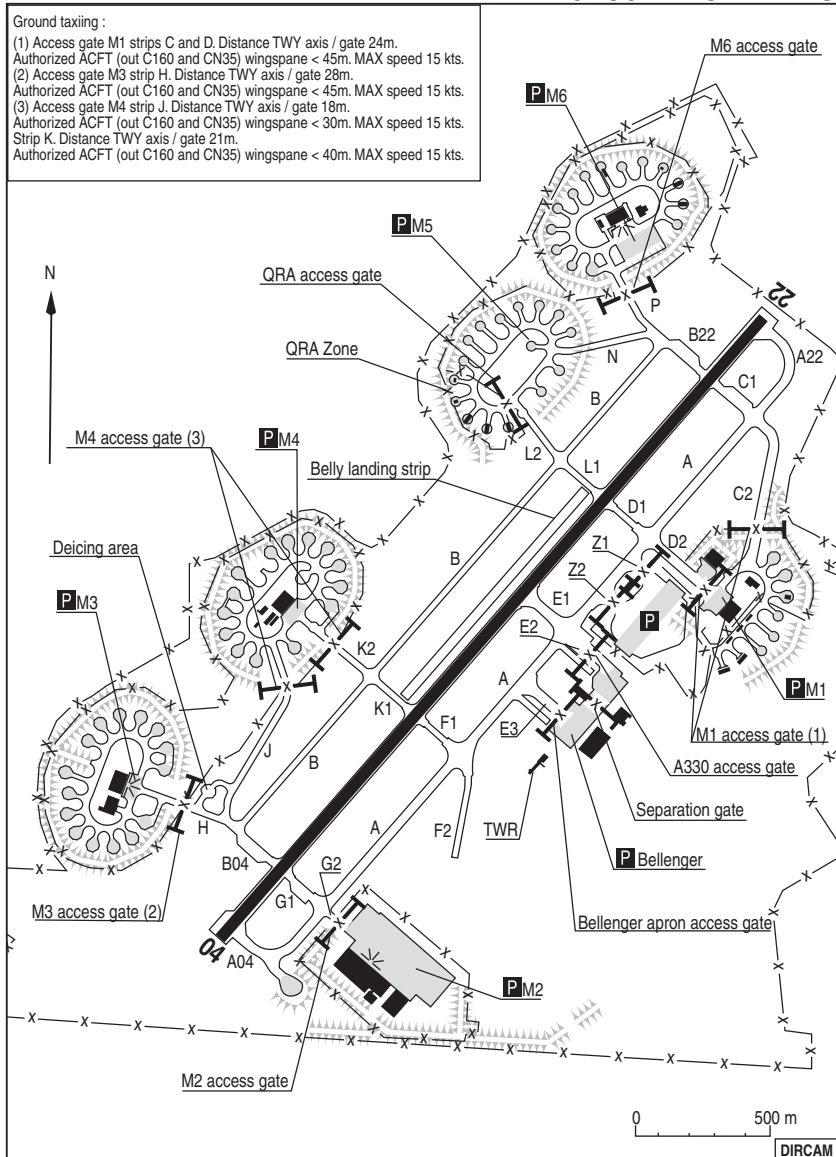
ALT AD : 465 (17 hPa)

21 MAR 2024

# 01 B EVREUX FAUVILLE LFOE GROUND MOVEMENTS

## Ground taxiing :

- (1) Access gate M1 strips C and D. Distance TWY axis / gate 24m.  
Authorized ACFT (out C160 and CN35) wingspan < 45m. MAX speed 15 kts.
- (2) Access gate M3 strip H. Distance TWY axis / gate 28m.  
Authorized ACFT (out C160 and CN35) wingspan < 45m. MAX speed 15 kts.
- (3) Access gate M4 strip J. Distance TWY axis / gate 18m.  
Authorized ACFT (out C160 and CN35) wingspan < 30m. MAX speed 15 kts.
- Strip K. Distance TWY axis / gate 21m.  
Authorized ACFT (out C160 and CN35) wingspan < 40m. MAX speed 15 kts.



# VISUAL ARR & DEP

ALT AD : 465 (17 hPa)

18 APR 2024

# 02 EVREUX FAUVILLE LFOE

JET RWY04 & 22

APP : 118.125 - 362.200

TWR : 119.700 - 122.100 - 125.375 - 399.525 - 257.800

AD FAF restricted use

5.5 Km E from EVREUX

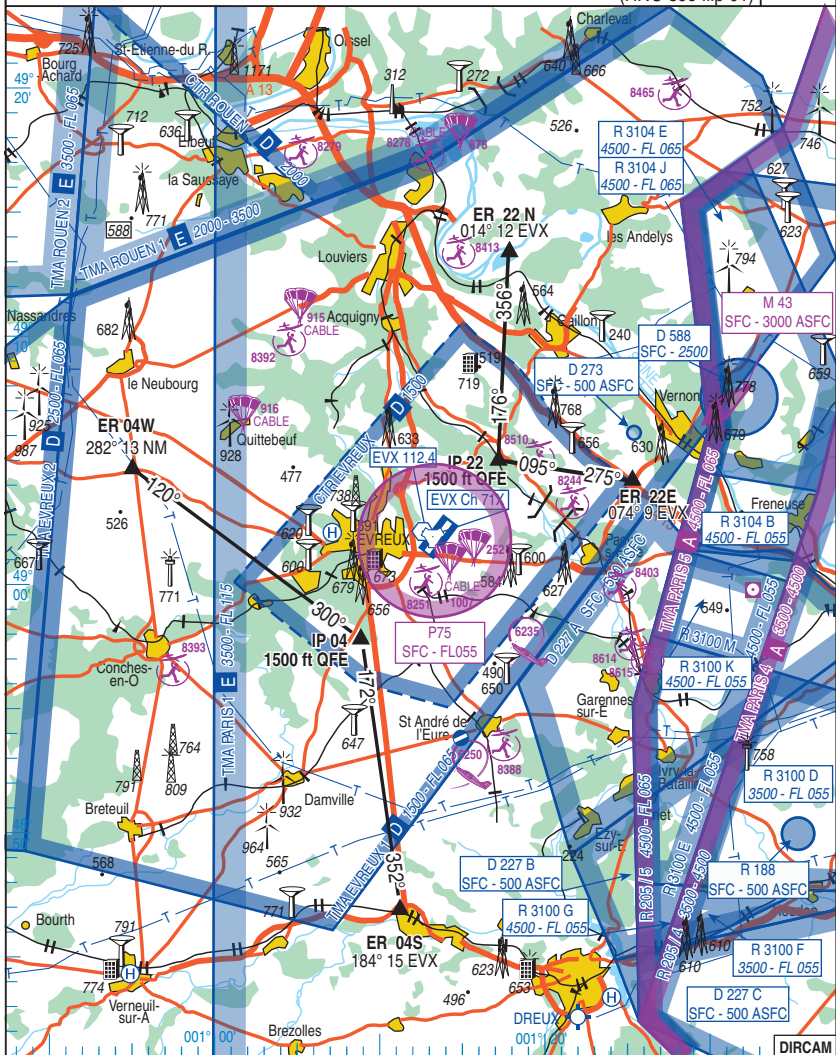
DV : HO 02.77.63.32.09 / 06.76.78.94.41

(HNO see flip 01)

VAR

1°E

(20)



JET RWY04 & 22

CHG : P75

02 EVREUX FAUVILLE LFOE

DIRCAM

05 DEC 2019

03 EVREUX FAUVILLE LFOE

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**ARR:**

Contact EVREUX APP 2 MIN before CTR class D ingress.

Fly at 1500 ft QFE on entry points (**ER**).

Join **IP 04** or **IP 22** (IP located 3 NM straight ahead from lead in RWY).

Fly break at 1500 ft QFE.

**RWY 04** : Break to RIGHT.

**RWY 22** : Break to LEFT.

**DEP:**

Climb straight ahead to 1500 ft till **IP 04** or **IP 22**.

Fly own navigation when cleared by CTL.

Report exiting CTR.

**OBSERVATIONS**

Overfly EVREUX city below 5000 ft AGL is forbidden.

ST ANDRE DE L'EURE aeroclub: high activity ACFT and ULM. Fly 3 NM MNM outside AD vicinity.

LDG submitted to PPR from flight director (LFOEZPZX or MIL TEL : 811.105.2308).PPR NR mentioned in FPL item 18.

DIRCAM

NATIONAL FRA

ALT AD : 465 (17 hPa)

18 APR 2024

04 EVREUX FAUVILLE LFOE

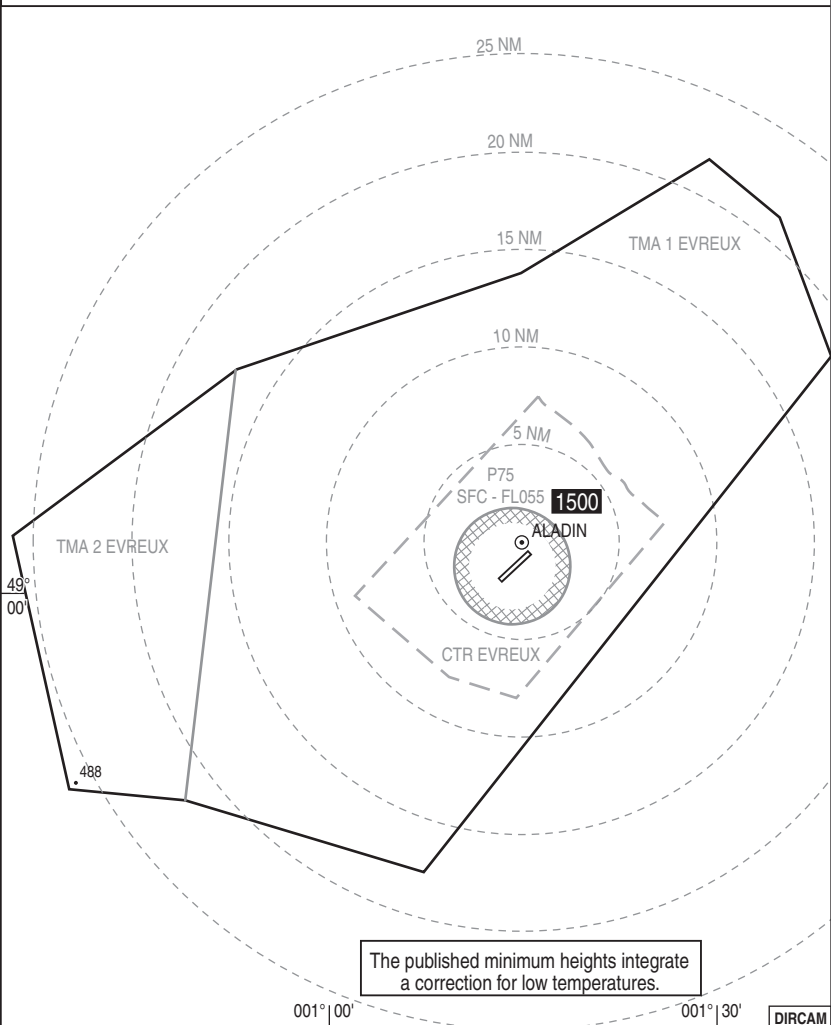
HMG

APP : 118.125 - 362.200

TWR : 119.700 - 122.100 - 125.375 - 399.525

VAR  
1°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.



HMG

CHG : P75, TMA 2 EVREUX.

04 EVREUX FAUVILLE LFOE

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 448

18 APR 2024

05 EVREUX FAUVILLE LFOE  
HPMA TACAN RWY 04

APP : 118.125 - 362.200

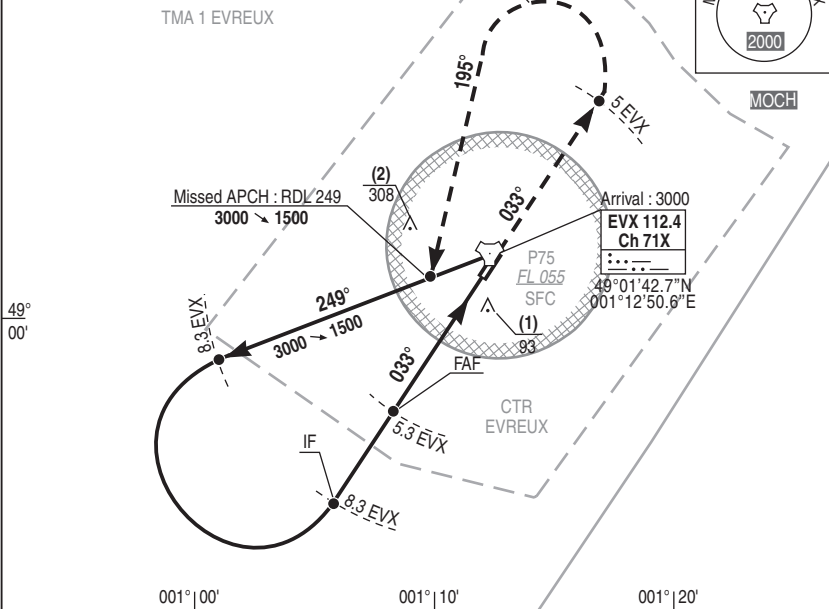
VAR  
1°E (20)

TWR : 125.375 - 399.525

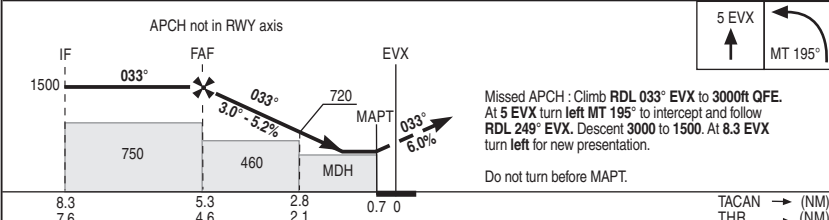
- (1) OCH TAC
- (2) OCH CIRCLING



MOCH



REF HGT : ALT THR in ft



CAT	TACAN			CIRCLING			TAC EVX			
	MDH	RVR	OCH	MDH	VIS	OCH	NM	5	4	3
A	340	1500	339	610	1600	603	5	4	3	2
B				610	1600		5	4	3	2
C				610	2400		5	4	3	2
D				700	3600		5	4	3	2

Remarks :

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 454

18 APR 2024

06 EVREUX FAUVILLE LFOE  
HPMA RADAR / ILS RWY 22

APP : 118.125 - 362.200

ILS : EVX 111.3

RDH : 49

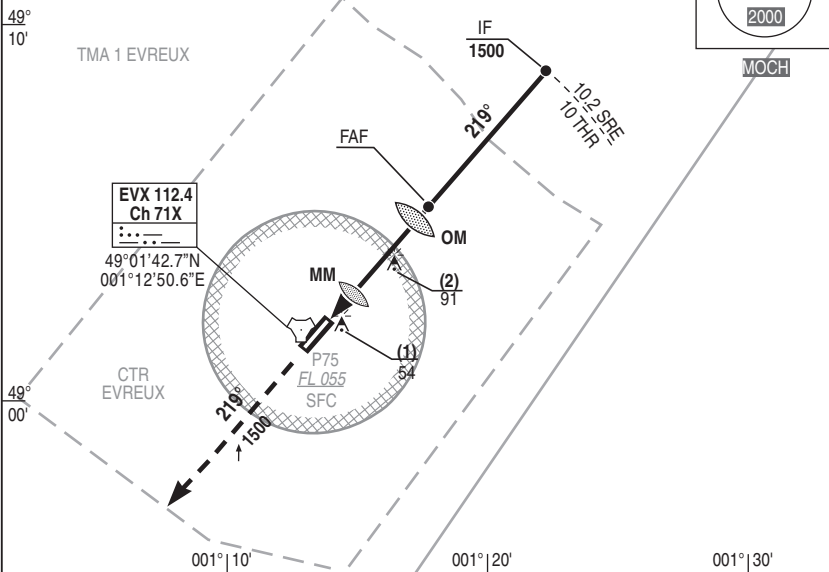
VAR  
1°E (20)

TWR : 125.375 - 399.525

⋯-⋯-⋯

(1) OCH ILS  
(2) OCH LOC

DME REQUIRED



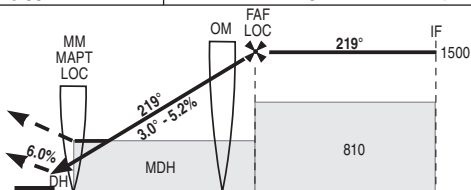
ILS True heading : 219.88°

REF HGT : ALT THR in ft

1500



Missed approach :  
Climb straight ahead to 1500 QFE,  
then as cleared.



THR ← (NM)

SRE ← (NM)

DME ← (NM)

0.6	3.9	4.6	10
0.8	4.1	4.8	10.2
1.6	4.9	5.6	11

CAT	ILS (1)			LOC			TACAN EVX				
	DH	RVR	OCH	MDH	RVR	OCH	NM	OM	4	3	2
A	250	800	152	340	800	337	1300	1020	700	380	
B											
C											
D											

Remarks : (1) Increased minimums. VSS checked.

DIRCAM

HPMA SRE / ILS RWY 22

CHG : P75.

06 EVREUX FAUVILLE LFOE

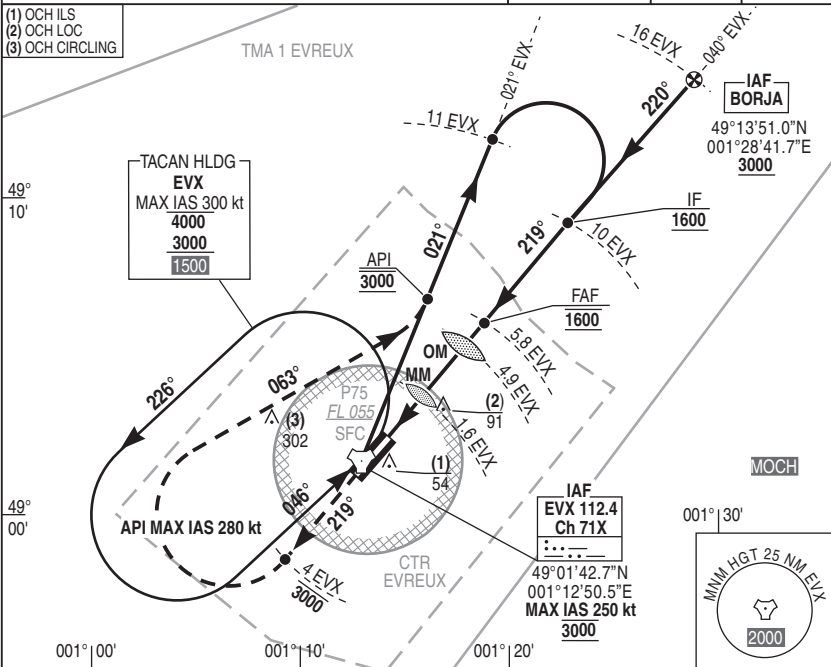
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 454

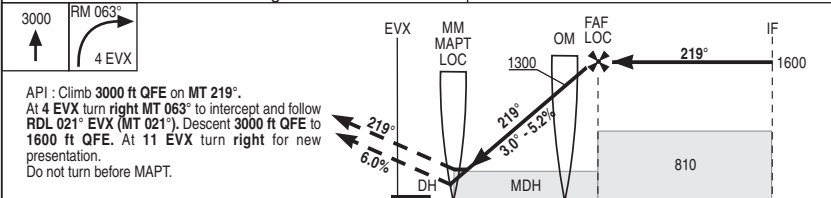
18 APR 2024

## 07 EVREUX FAUVILLE LFOE HPMA TACAN ILS or LOC RWY 22

APP : 118.125 - 362.200	ILS : EVX 111.3 ⋯⋯⋯	RDH : 49	VAR 1°E (20)
TWR : 125.375 - 399.525			



ILS True heading : 219.88° REF HGT : ALT THR in ft



TACAN	← (NM)	1.6	4.9	5.8	10.0
THR	← (NM)	0.6	4.0	4.9	9.0

CAT	ILS			LOC			CIRCLING			TACAN EVX				
	DH	RVR	OCH (1)	MDH	RVR	OCH	MDH	RVR	OCH	NM	OM 4.9	4	3	2
A							600	1600						
B							600	1600						
C	250	800	152	340	800	337	600	2400	597	1300	1020	700	380	
D							700	3600						

Remarks : (1) Increased minimums. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 454

18 APR 2024

08 EVREUX FAUVILLE LFOE  
HPMA TACAN RWY 22

APP : 118.125 - 362.200

VAR  
1°E (20)

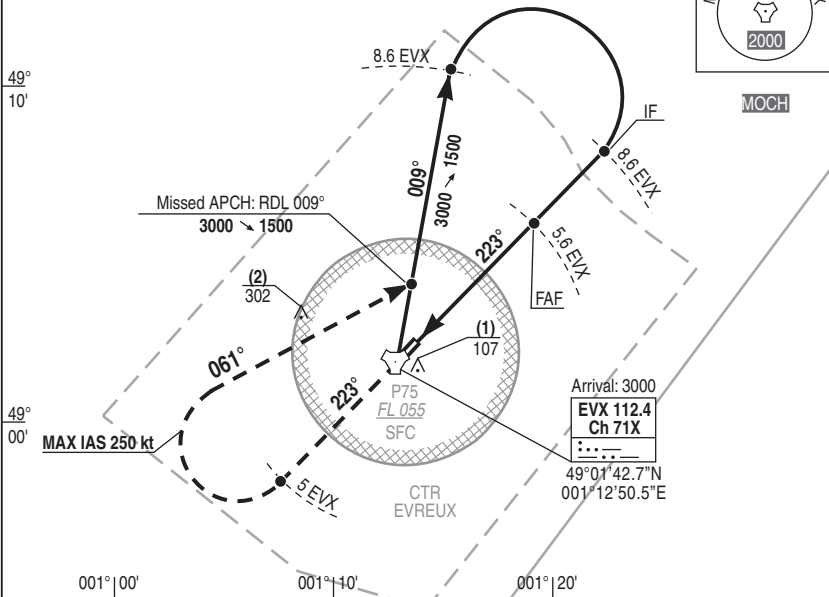
TWR : 125.375 - 399.525

(1) OCH TAC  
(2) OCH CIRCLING

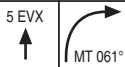
TMA 1 EVREUX



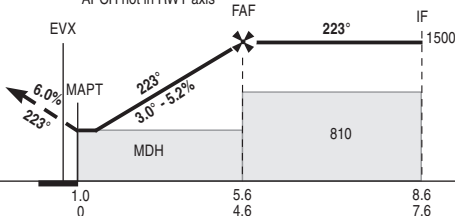
MOCH



REF HGT : ALT THR in ft



APCH not in RWY axis



Missed APCH : Climb RDL 223° EVX to 3000ft QFE.  
At 5 EVX turn right MT 061° to intercept and follow  
RDL 009° EVX. Descent 3000 to 1500. At 8.6 EVX  
turn right for new presentation.  
Do not turn before MAPT.

TACAN ← (NM)  
THR ← (NM)

CAT	TACAN			CIRCLING			TACAN EVX	NM	HGT	5	4	3
	DH	RVR	OCH	MDH	VIS	OCH						
A				600	1600							
B				600	1600							
C	360	900	353	600	1600	597						
D				600	2400							
				700	3600							
							1320	1000	690			

Remarks :

DIRCAM

HPMA TACAN RWY 22

CHG : P75.

08 EVREUX FAUVILLE LFOE



NATIONAL FRA  
INSTRUMENT APPROACH

ALT AD : 465 THR : 448

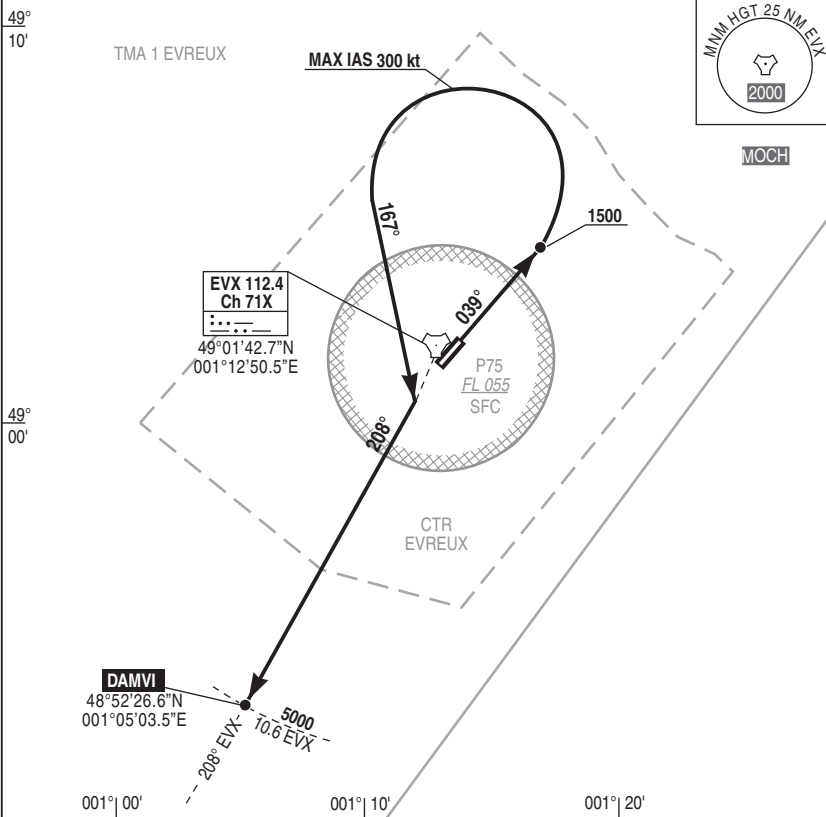
SID 01 EVREUX FAUVILLE LFOE  
DEPARTURE "DAMVI" RWY 04

18 APR 2024

APP : 118.125 - 362.200

TWR : 125.375 - 399.525

VAR  
1°E (20)



REF HGT : ALT THR in ft

DEPARTURE "DAMVI" RWY04 : Climb MT 039° up to 1500ft QFE then turn left MT 167° to intercept and follow RDL 208° EVX (MT 208°) up to 10.6NM EVX at 5000ft QFE.

Do not turn before DER.

Communication failure : 7600 and apply french national regulation.

DIRCAM

NATIONAL FRA  
INSTRUMENT APPROACH

ALT AD : 465 THR : 448

18 APR 2024

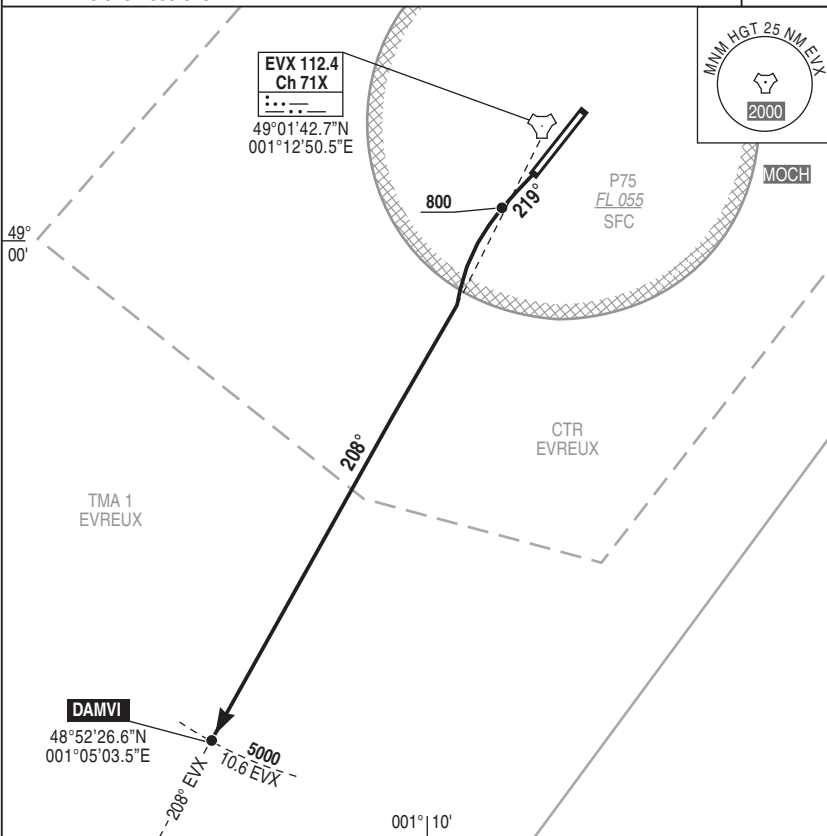
SID 02 **EVREUX** FAUVILLE LFOE  
DEPARTURE "DAMVI" RWY 22

APP : 118.125 - 362.200

TWR : 125.375 - 399.525

VAR  
1°E (20)

EVX 112.4  
Ch 71X  
49°01'42.7"N  
001°12'50.5"E



REF HGT : ALT THR in ft

**DEPARTURE "DAMVI" RWY22** : Climb MT 219° up to 800ft QFE then turn **left** to intercept and follow RDL 208° EVX (MT 208°) up to 10.6NM EVX at 5000ft QFE.

Do not turn before DER.

Communication failure : 7600 and apply french national regulation.

DIRCAM

DEPARTURE "DAMVI" RWY 22

CHG : P75.

SID 02 EVREUX FAUVILLE LFOE

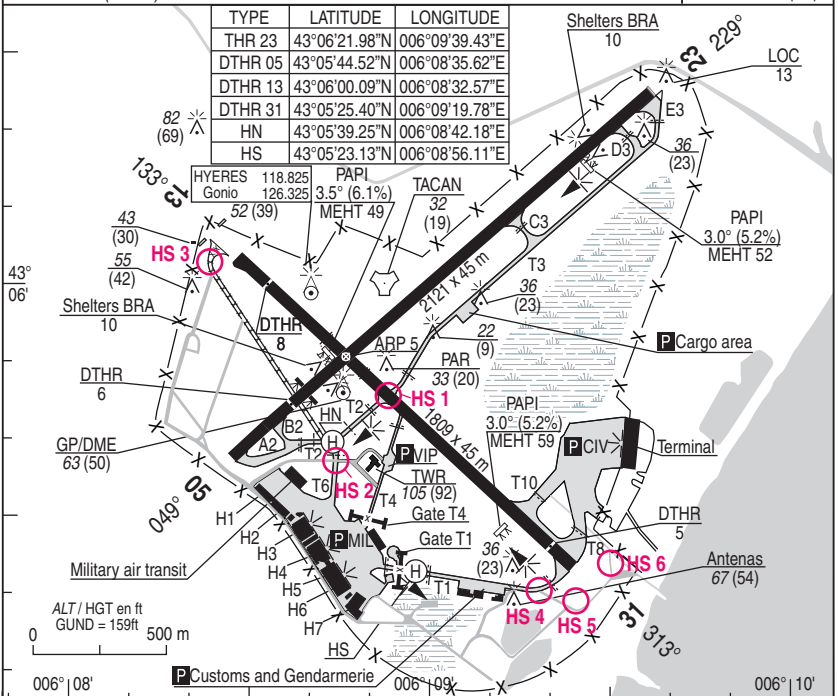
# NATIONAL FRA AERODROME CHART

21 MAR 2024

# 01 HYERES LE PALYVESTRE LFTH

ALT AD : 13 (1 hPa)

VAR : 2°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)					
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A. B. C. D.					CAT H
05	2 flashing light	HI/BI	2121	2121	2121	1850	Paved	≥ 400					200
23	NIL	HI/BI	2061	2061	2061	2061	49 F/C/W/T	≥ 550					200
13	NIL	BI	1809	1809	1809	1622	Paved						200
31	NIL	BI	1795 -1809*	1795 -1809*	1795 -1809*	1686 -1700*	51 F/C/W/T						200

\* RWY31 serviceable with this values only when average headwind is greater or equal to 20Kts.

TWY3 prohibited at night.

### MARKINGS :

- Day HI RWY05/23 - BI RWY13/31 - PAPI RWY05/23 and 31
- PAPI RWY05 (3.5° slope) & 23 (3.0° slope) AST.
- PAPI RWY05 : use is mandatory if RWY05 is in use (day and night).

DIRCAM

**USE RESTRICTIONS :**

- After burner is forbidden except with exemption from AD commander.
- RWY 05-23 is main RWY
- RWY 13-31 is secondary RWY only usable when meteorological conditions can not allow use of RWY 05-23 or RWY 05-23 unavailable
- LDG RWY 13 is forbidden expect with exemption from AD commander.
- LDG RWY 31 is forbidden with tail wind component.
- Forbidden to fighters of training Jet from 01/07 to 31/08
- All QFU, MAX crosswind limitation: - 25 kts dry RWY - 20 kts wet RWY calculated with medium wind

**OTHER INFORMATION**

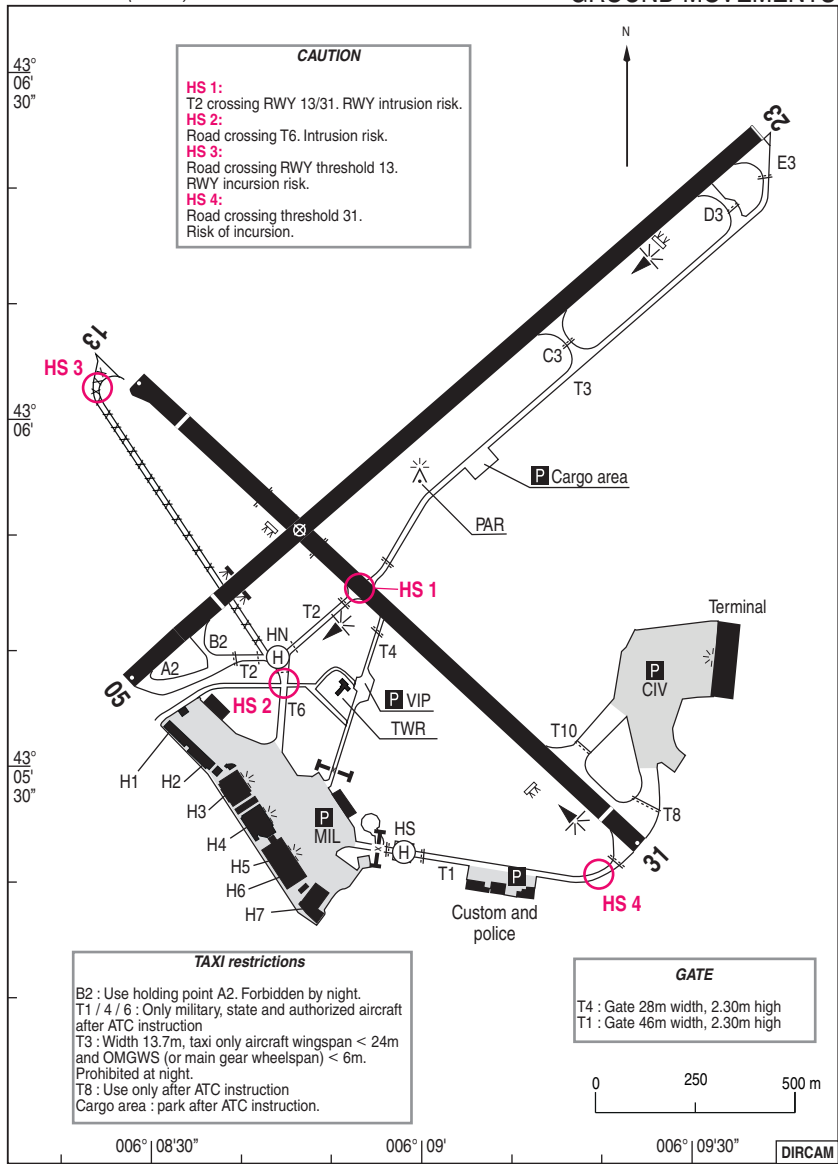
- For state ACFT marshalls mandatory for start-up.
- PPR mandatory for MIL ACFT
- Taxy is inadvisable on BRA (7cm outside ground) for light ACFT, small wheels or small ground clearance ACFT.
- RWY 05/23 : BAK arresting cable and arresting cable with textile brakes, announced by NOTAM and ATIS.
- RWY 13/31 : Arresting cable with textile brakes, announced by NOTAM and ATIS.
- Turn around area end of RWY 23, 31 until A 321
- Turn around area end of RWY 13 chosen until A 321
- Gate T4 : 28m width, 2.30m high ; Gate T1 : 46m width, 2.30m high.

**REFUELING**

- F34 – Gaseous Oxygen & Nitrogen
- HOR AVT : HOR ATS

**ATS HOR :**

Announced by NOTAM.



# VISUAL ARR & DEP

ALT AD : 13 (1 hPa)

16 MAY 2024

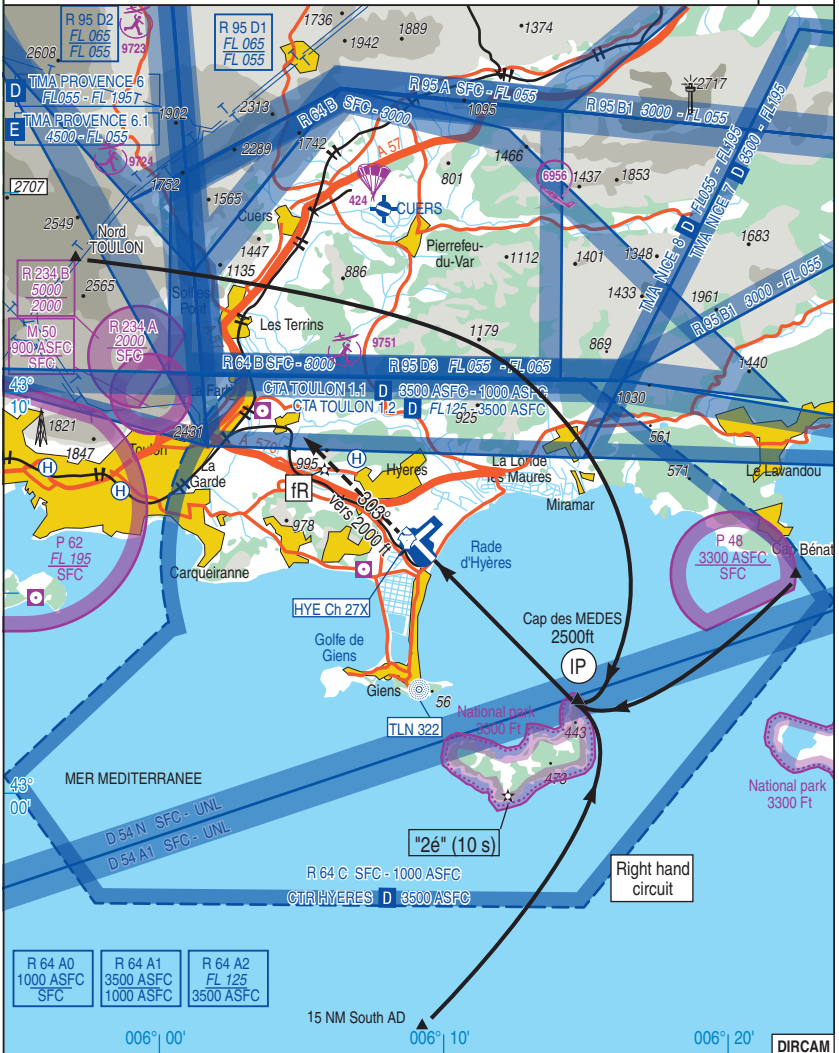
# 02 HYERES LE PALYVESTRE LFTH

JET RWY 31

APP : 126.325 - 339.250  
TWR : 121.000 - 343.325

AD FNF  
3 Km SE from HYERES  
TEL : 04.22.44.42.81 (CTL)

VAR  
2°E  
(20)



JET RWY 31 (right hand circuit)

CHG : CTR HYERES, R64C, CTA TOULON. 02 HYERES LE PALYVESTRE LFTH

DIRCAM

# VISUAL ARR & DEP

ALT AD : 13 (1 hPa)

16 MAY 2024

# 03 HYERES LE PALYVESTRE LFTH

JET RWY 23

APP : 126.325 - 339.250

TWR : 121.000 - 343.325

AD FNF

3 Km SE from HYERES

TEL : 04.22.44.42.81 (CTL)

VAR

2°E

(20)



JET RWY 23

CHG : CTR HYERES, R64C, CTA TOULON.

03 HYERES LE PALYVESTRE LFTH

**VISUAL ARR & DEP RWY31 and RWY 23****RWY31****ARRIVAL :**

Report Entry point 2500 ft QFE, then join IP : CAP DES MEDES at 2500 ft QFE on APP clearance.

**DEPARTURE :**

End of RWY, MT 303° is mandatory and climb to 2000 ft QFE MNM, fly own navigation only on APP clearance.

**RWY23****ARRIVAL :**

Report Entry point 2500 ft QFE, then join IP : North LA LONDE at 2500 ft QFE on APP clearance.

**DEPARTURE :**

End of RWY, MT 197° is mandatory and climb to 1500 ft QFE MNM, fly own navigation only on APP clearance.

**PATTERN CIRCUIT :**

QFU 23 : Left hand circuit.

QFU 31 : Right hand circuit.

QFU 13 : forbidden except Air Base Commander agreement.



# VISUAL ARR & DEP

ALT AD : 13 (1 hPa)

16 MAY 2024

# 05 HYERES LE PALYVESTRE LFTH

JET RWY 05

APP : 126.325 - 339.250

TWR : 121.000 - 343.325

AD FNF

3 Km SE from HYERES

TEL : 04.22.44.42.81 (CTL)

VAR

2°E

(20)



JET RWY 05

CHG : CTR HYERES, R64C, CTA TOULON.

05 HYERES LE PALYVESTRE LFTH

DIRCAM

**VISUAL ARR & DEP RWY05****ARRIVAL :**

Report Entry point 2500 ft QFE, then join IP : W Pt of GIENS at 2500 ft QFE on APP clearance.

**DEPARTURE :**

End of RWY, MT 049° is mandatory and climb to 1500 ft QFE MNM, fly own navigation only on APP clearance.

**PATTERN CIRCUIT :**

QFU 05 : Right hand circuit.

QFU 13 : forbidden except Air Base Commander agreement.

# NATIONAL FRA

ALT AD : 13 (1 hPa)

# 07 HYERES LE PALYVESTRE LFTH

16 MAY 2024

HMG

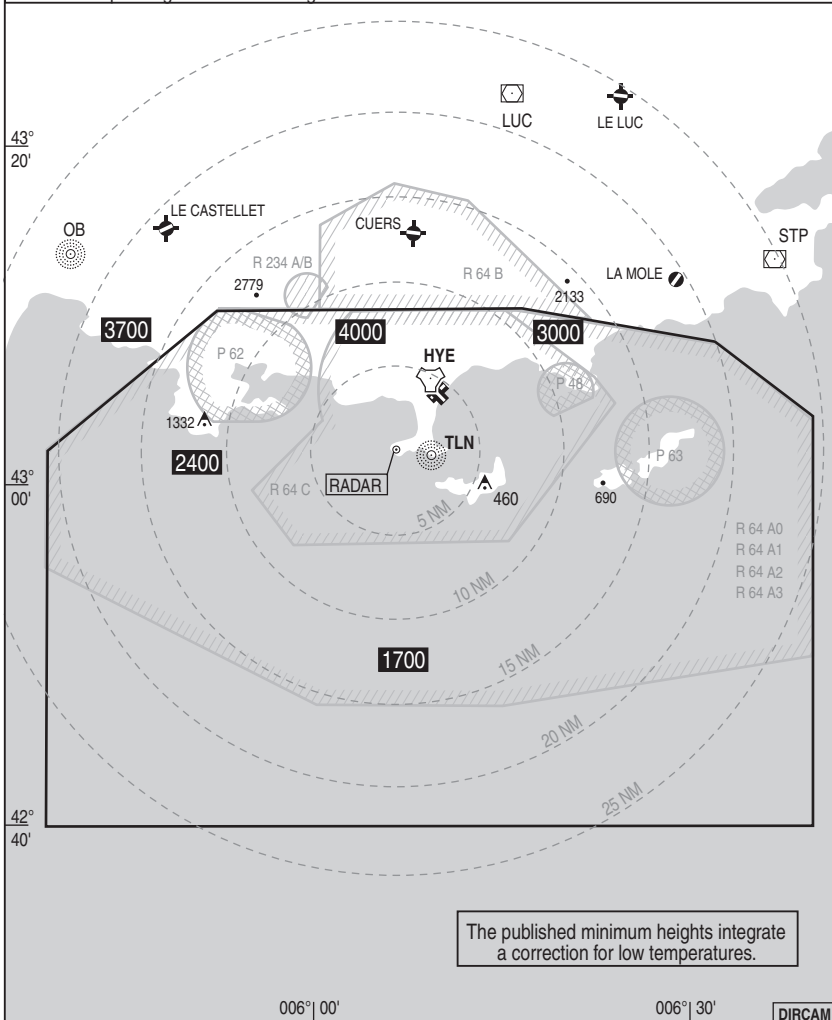
APP : 126.325 - 339.250

TWR : 121.000 - 343.325

VAR  
2°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



HMG

CHG : R 64 C

07 HYERES LE PALYVESTRE LFTH

# NATIONAL FRA INSTRUMENT APPROACH

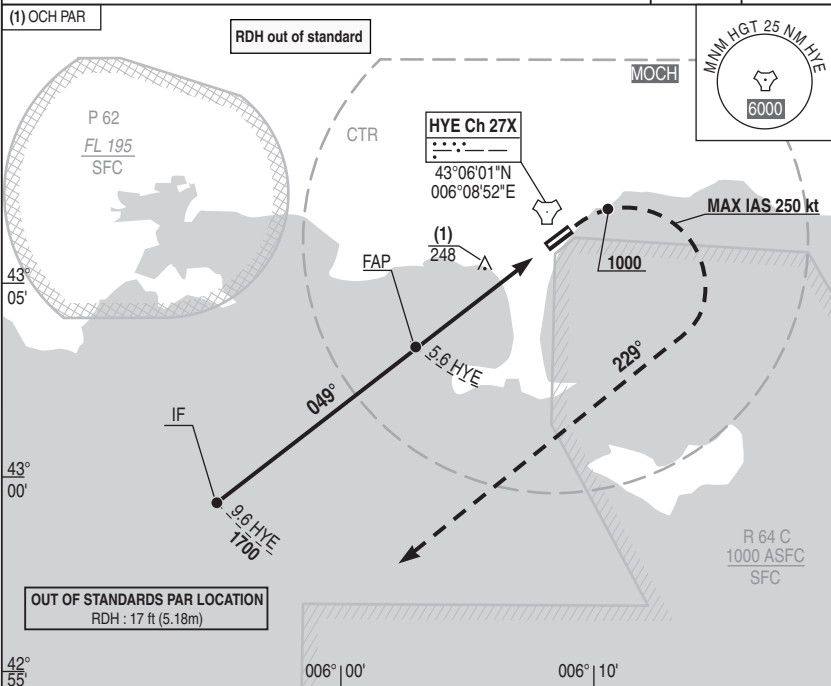
ALT AD : 13 DTHR : 6

## 08 HYERES LE PALYVESTRE LFTH

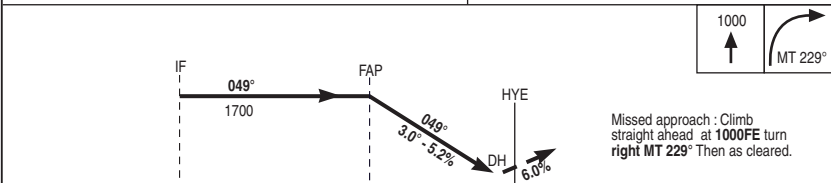
31 DEC 2020

SRE / PAR RWY 05

APP : 126.325 - 339.250	TWR : 121.000 - 343.325	RDH : 17	VAR 2°E (20)
PAR : 123.300 - 232.525			



REF HGT : ALT DTHR in ft



9.3	5.3	
9.6	5.6	

CAT	PAR			CIRCLING (2)		
	DH	RVR (1)	OCH	MDH	VIS	OCH
A		1500			1600	
B		1500			1600	
C	350	1600	346	1300	2400	1290
D/E		1600			3600	

Remarks : (1) By night use VIS circling. (2) Forbidden North of RWY 05/23. DIRCAM

SRE / PAR RWY 05 CHG : VAR 08 HYERES LE PALYVESTRE LFTH

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 13 DTHR : 6

31 DEC 2020

## 09 HYERES LE PALYVESTRE LFTH TACAN / PAR RWY 05

APP : 126.325 - 339.250

PAR : 123.300 - 232.525

TWR : 121.000 - 343.325

RDH : 17

VAR 2°E (20)

(1) OCH PAR

RDH out of standard

IAF  
HYE Ch 27X

MOCH



43° 10'

UNDER RADAR SURVEILLANCE

OUT OF STANDARDS PAR LOCATION  
RDH : 17 ft (5.18m)

43° 00'

IAF  
O  
42°47'19.94"N  
005°35'18.63"E

42° 50'

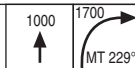
42° 40'

005° 40'

006° 00'

006° 20'

REF HGT : ALT DTHR in ft



5000

15.7  
16

11.7  
12

9.3  
9.6

5.3  
5.6

HYE

Missed APCH : Climb **straight ahead**. At 1000 ft QFE turn right MT 229° climbing to 1700ft QFE to intercept and follow RDL 208°(MT 208°) HYE. At 12 NM turn right for new presentation.

→ DTHR (NM)  
→ TAC (NM)

CAT	PAR			CIRCLING (2)		
	DH	RVR (1)	OCH	MDH	VIS	OCH
A	350	1500	346	1300	1600	1290
B		1500				
C		1600				
D/E		1600				

Remarks : (1) By night use VIS circling. (2) Forbidden North of RWY 05/23.

DIRCAM

TACAN / PAR RWY 05

CHG : VAR

09 HYERES LE PALYVESTRE LFTH

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 13 DTHR : 6

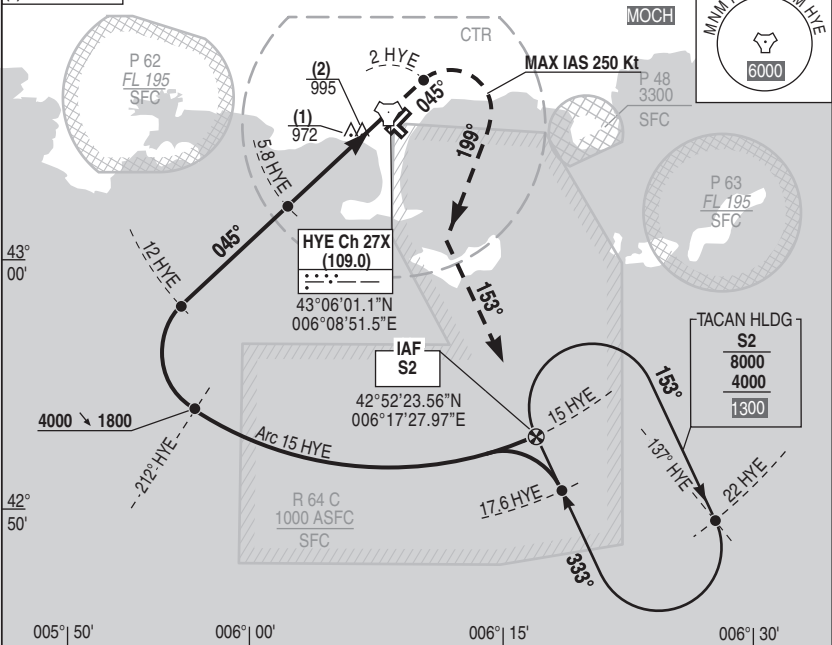
# 10 HYERES LE PALYVESTRE LFTH HPMA TACAN RWY 05

31 DEC 2020

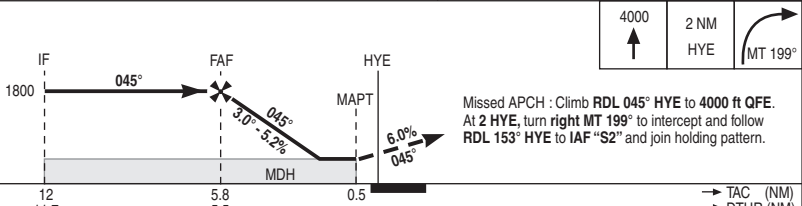
APP : 126.325 - 339.250  
TWR : 121.000 - 343.325

VAR 2°E (20)

(1) OCH TACAN  
(2) OCH CIRCLING



REF HGT : ALT DTHR in ft



CAT	TACAN			CIRCLING (1)			TACAN NM	HGT	5	4	3
	MDH	RVR	OCH	MDH	VIS	OCH					
A		1500			1600			1547		1237	917
B		1500			1600						
C	1090	2400	1083	1300	2400	1290					
D		2400			3600						

Remarks : (1) Forbidden North of RWY 05/23. DIRCAM

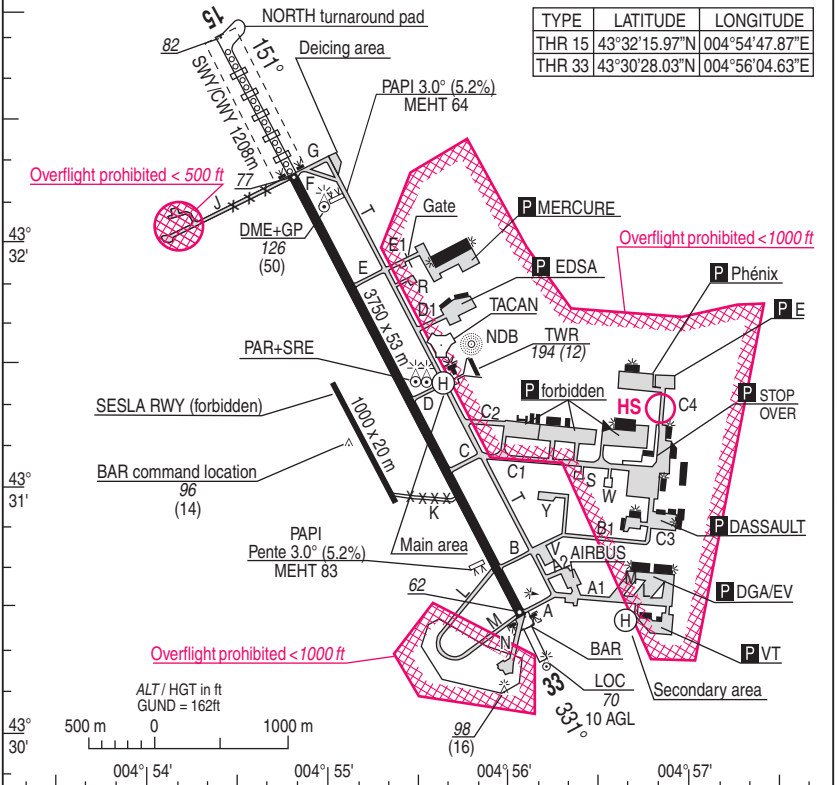
# NATIONAL FRA AERODROME CHART

16 MAY 2024

## 01 ISTRES LE TUBE LFMI

ALT AD : 82 (3 hPa)

VAR : 2°E (20)



TYPE	LATITUDE	LONGITUDE
THR 15	43°32'15.97"N	004°54'47.87"E
THR 33	43°30'28.03"N	004°56'04.63"E

RWY	LIGHTING		DECLARED DISTANCES				Surface	Strength	MINIMUMS TKOF (RVR in m)				
	APPROACH	RWY	TORA	TODA	ASDA	LDA			CAT A.	B.	C.	D.	E.
15	HI 900m	HI	3750	3750	3750	3750	Paved	Day - night ≥ 150m					
33	NIL	HI	3750	4958	4958	3750	74 F/B/W/T*						

\* 64 R/B/W/T (THR)

### LIGHTING :

- RWY15 : RWY : HI, THR : green HI, RWY end : red HI, APCH lights 900 m : white HI. Distance markers every 300 m (right side).
- RWY33 : RWY : HI, THR : green, RWY end : red HI, SWY north 1208 x 53 m : red HI. Distance markers every 300 m (left side).
- TWY : All TWY : blue except A1/B1 (reflectors) end D1/E1 (NIL), north turnaround pad : blue.

DIRCAM

**DV (Flight director): 04 42 56 13 49 - 811 125 8195 (or 4455)**

**SPECIFIC INSTRUCTIONS**

- See VISUAL APP
- JET pattern HGT : 2000 ft from entry point to IP then pattern at 1500 ft QFE.
- Right hand pattern QFU 15. No BAR QFU 33.

**REFUELING**

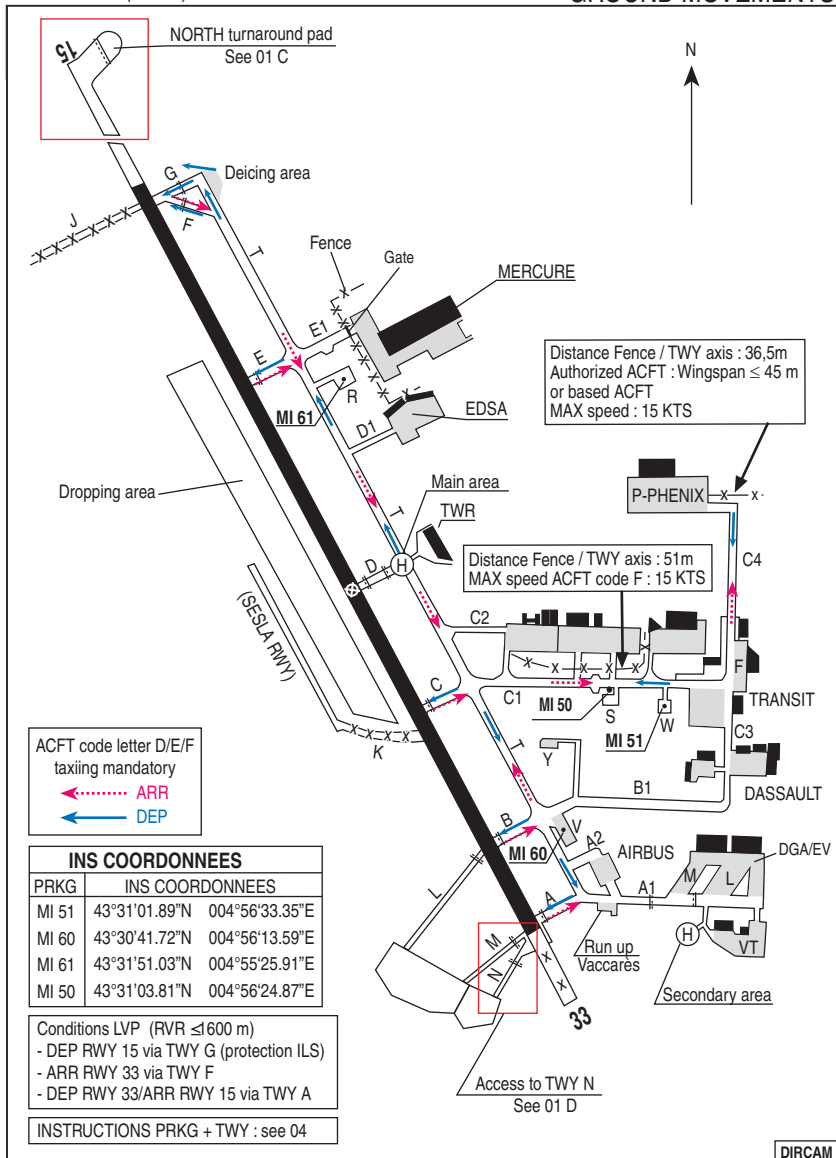
- F34 - F35 - Oxygen (ensured during working HOR)

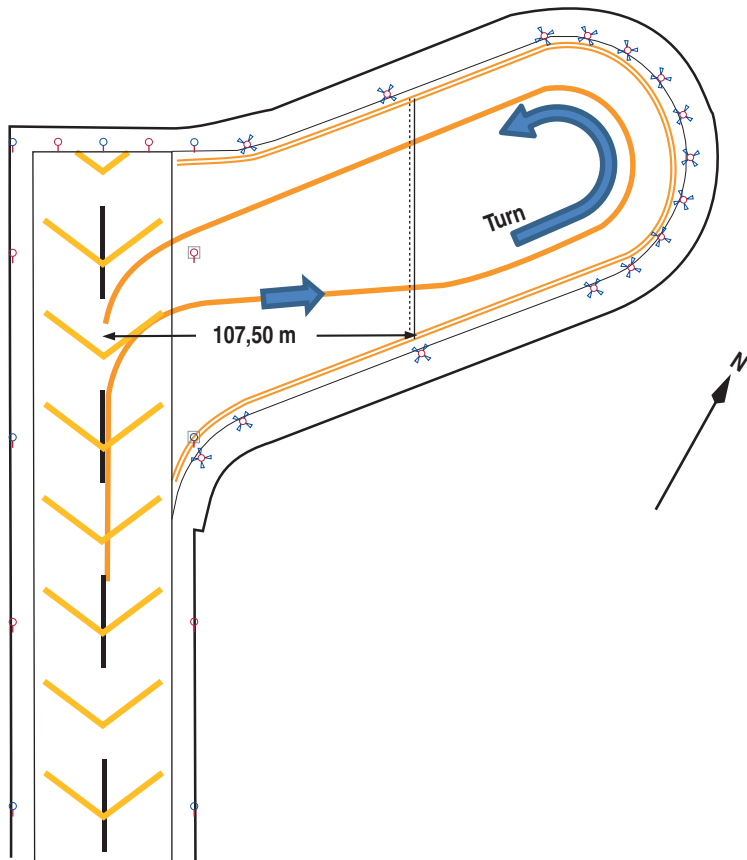
**ATS SKED**

- MON: 0715/1600, TUE - THU: 0700/1600, FRI: 0700/1400
  - Out of HOR and SAT, SUN, HOL : O/R depends on airbase alert status.
- PPR : LFMIZPZX or Flt DIR : 04.42.56.13.49 or e-mail at ba125.dv.fct@intradef.gouv.fr

DIRCAM







On ATC instruction, enter the loop and hold short of «holding point LOOP» :

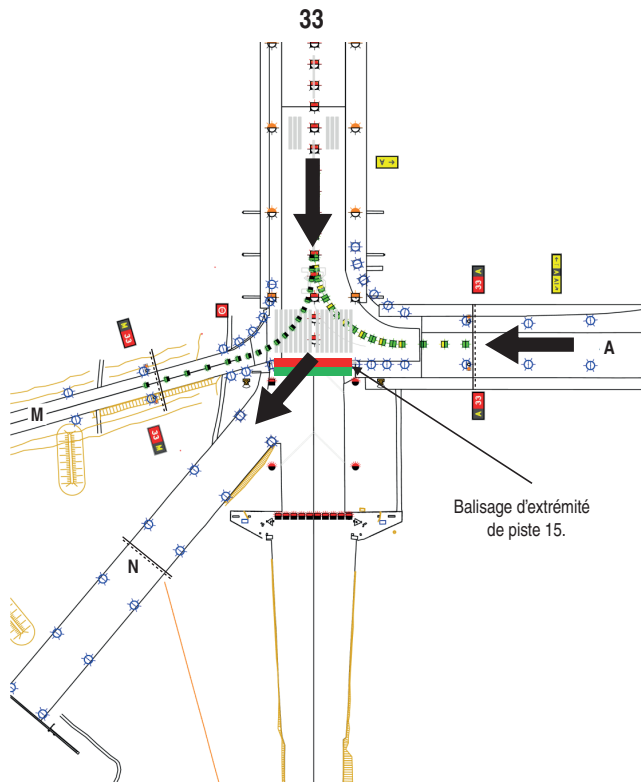
Maximum 4 combat ACFT (fighters) or 1 heavy ACFT.

- Available as a holding point by A330/A340/A400/C17/C135/E3 (RWY is considered as vacated when ACFT is holding short).

- **Not available as a holding point by A124/A350/A380 or any other ACFT code letter D/E/F not listed above (ACFT on loop means RWY engaged)**

At night, the loop side is lit (with blue lights).

No sign indicating the holding point, use taxi or landing lights to stop before the holding line.



Not available for non-French ACFT.

TWY N located beyond the end of RWY15.

Access with authorization from control tower by crossing the red light line marking this end.  
Taxiing with caution max 25 kts. - non compliant night lightning - side surfaces, unknow  
resistance plates.

**Cross end of RWY15 to access TWY N, taxi with caution, 20 kts maximum.**

# VISUAL ARR & DEP

ALT AD : 82 (3 hPa)

18 APR 2024

# 02 ISTRES LE TUBE LFMI

JET RWY15

APP : Rhône CTL 119.475 - 280.625  
ISTRES APP : 131.000 - 373.225  
TWR : ISTRES TWR 123.600 - 377.600  
GND : 121.850 - 397.050

AD FAF restricted use  
3.3 Km NNW from ISTRES  
TEL : 04.42.41.81.41

VAR  
2°E  
(20)



JET RWY15

CHG : P73 , obstacle file.

02 ISTRES LE TUBE LFMI

# VISUAL ARR & DEP

ALT AD : 82 (3 hPa)

18 APR 2024

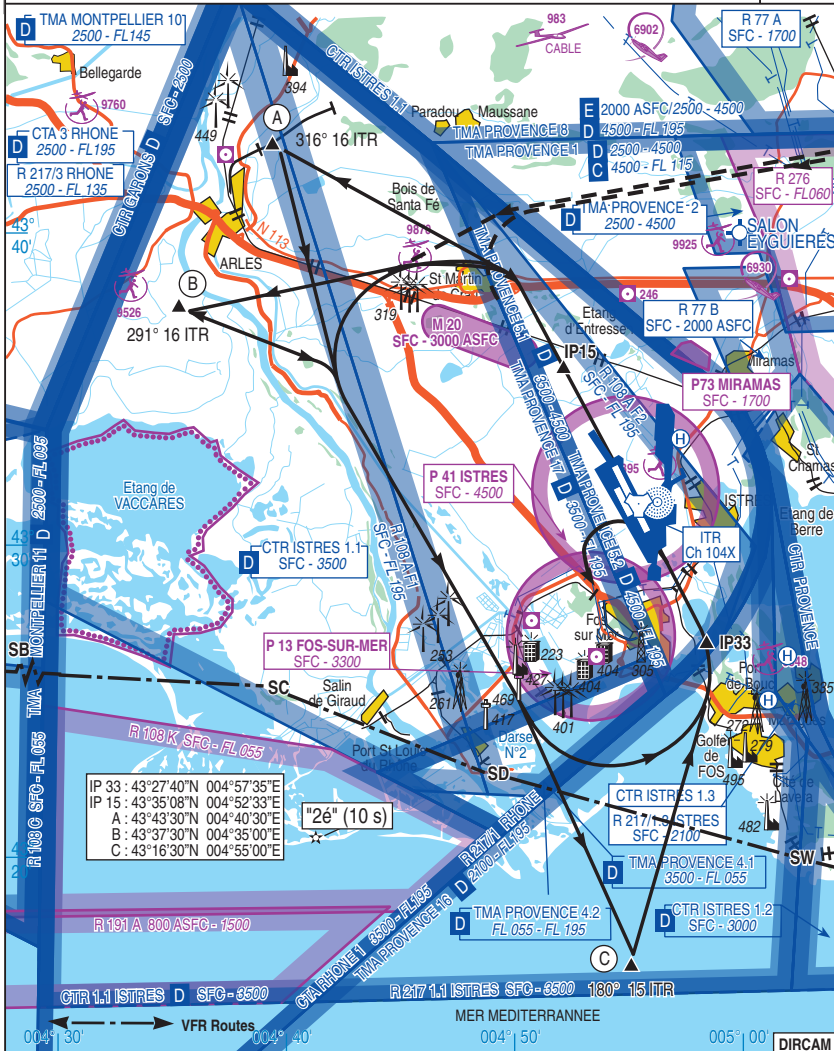
# 03 ISTRES LE TUBE LFM1

JET RWY33

APP : Rhône CTL 119.475 - 280.625  
 ISTRES APP : 131.000 - 373.225  
 TWR : ISTRES TWR 123.600 - 377.600  
 GND : 121.850 - 397.050

AD FAF restricted use  
 3.3 Km NNW from ISTRES  
 TEL : 04.42.41.81.41

VAR  
 2°E  
 (20)



JET RWY33

CHG : P73, obstacle file.

03 ISTRES LE TUBE LFM1

**THR, PRKG and TWY INFORMATIONS**

**PRKG A (ZTO)** : access limited to ACFT code letter C and C135.

**TWY A1, C3, D** : limited to ACFT code letter C.

**TWY B1** : limited to ACFT code letter B.

**TWY C, E** : ACFT code letter D/E/F on ATC clearance.

**TWY C4** : limited to ACFT code letter E.

**TWY D1** : limited to ACFT code letter A.

**TWY F** : not available for LVP DEP RWY 15.

**TWY L, M, N** : limited to FR MIL ACFT code letter A.

**THR** : 180 m concrete - ACFT code letter D/E/F : U-turn on RWY approved only on concrete THR.

**Taxi with caution on PRKG B, F, I, J, K, L, M, VT and TWY C1, C3, C4 invisible from TWR.**

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction : Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**ARRIVAL** : Due to CER activity, Radio contact is mandatory with ISTRES APP at least 30 NM from AD, IAS 350 kts. Conform to clearance.

**ARRIVAL North and East** : "A" Pt (West FONTVIEILLE / 2.5km) at 2000 ft QFE on APP clearance :

**RWY15** : Fly to IP at 2000 ft QFE to IP tracking North of M20 area and SAINT MARTIN de CRAU city following track defined to IP (ref visual APCH chart).

**RWY33** : Fly to IP at 2000 ft QFE and follow track through FOS/MER and PORT ST LOUIS (DARSE n°2) complex then when reaching coast line turn left over the sea and fly between mid-distance PORT de BOUC and FOS/MER built up areas, it is imperative not to fly over LAVERA and FOS/MER factories complex .( ref visual APCH chart).

**ARRIVAL West** : "B" Pt (North VACCARES POND / 5km) at 2000 ft QFE on APP clearance.

**RWY15**: Fly on to IP at 2000 ft QFE tracking North of M20 area and SAINT MARTIN de CRAU city following track defined to IP (ref visual APCH chart).

**RWY33**: Fly on to IP at 2000 ft QFE flying a track which connect to N ARR QFU 33 (Ref Visual APCH chart).

**ARRIVAL South** : Fly "C" Pt (South of FOS GULF) at 2000 ft QFE on APP Clearance.

Avoid to interfere with maritime areas D 142 - D 143 (SL to 3000 ft AMSL), TMA MARSEILLE PROVENCE, R191A if active and avoid sector named "C" between east of R108C and FARAMAN and BEAUDUC lighthouses, with CER activity between SFC and 5000 ft AMSL.

**RWY15**: Fly to IP and maintain track mid-distance between PORT ST LOUIS du RHONE and FOS/MER complex (DARSE n°2 ) tracking North of M20 area and SAINT MARTIN de CRAU city following track defined to IP (ref visual APCH chart).

**RWY33** : Fly to IP and maintain track mid distance between PORT de BOUC and FOS/MER built up areas (Ref visual APP chart).

DIRCAM

**VISUAL ARR & DEP INSTRUCTIONS (Continuation)****REMARKS**

- These tracks limit the aeronautical nuisances compatible with airspaces.
- All tracks are submitted to control agreement.
- Tactical breaks are submitted to flight supervisor agreement (DV).
- RWY 15 right hand circuit.

**EAST ARRIVAL :**

In case of necessity join direct North AD following this procedure :

- Transit 500 ft AGL tracking MALLEMORT - South of SENAS - South of MAUSSANE LES ALPILLES.
- Contact "SALON APP" for transit in R 77 A1.
- Contact "ISTRES APP" to obtain arrival clearance to IP 15 or IP 33. Only after agreement climb to 2000 ft QFE to IP 15 or IP 33 following track defined to IP (ref visual APCH chart).

**DEPARTURE :**

Request start clearance to ISTRES - TWR and precise JET exit point :

If R 108 areas are active, conform to clearances.

After TKOF RWY15 or 33, maintain 1500 ft QFE till JET exit point by following track defined to IP (ref visual APCH chart).

It is imperative to avoid flying over LAVERA and FOS/MER factories complex and have a closed respect of built up areas overflying rules by following noise abatement procedures tracks (ref VISUAL APP chart)

Maintain radio contact with ISTRES APP till exit of CTR (IFF/SIF : A/0300).

When leaving area contact :

**W DEP** : GARONS TWR Transit between "B" point and VAUVERT at 1500 ft QNH.

**E DEP** : In case of necessity and after ISTRES agreement : Transit 500 ft AGL on track South of MAUSSANE LES ALPILLES - South of SENAS - MALLEMORT following track defined to IP (ref visual APCH chart) and contact SALON APP.

**S and N DEP** : INFO CCT.

**REMARKS :**

- This tracks limit the aeronautical nuisances compatible with airspaces.
- All tracks are submitted to control agreement.

**RESTRICTIONS :**

Flying over powder factory of BAUSSENQ (zone M 20) FORBIDDEN below 3000 ft ASFC.

Except emergency, flying over FOS/MER and LAVERA factories and harbour complex is forbidden below 1500 ft/AGL.

Overflying ZTO and south area FORBIDDEN below 1000 ft QFE (flip 01).

# NATIONAL FRA

# 06 ISTRES LE TUBE LFMI

ALT AD : 82 (3 hPa)

18 APR 2024

HMG

APP : Rhône CTL 119.475 - 280.625

ISTRES APP : 131.000 - 373.225

VAR

TWR : ISTRES TWR 123.600 - 377.600

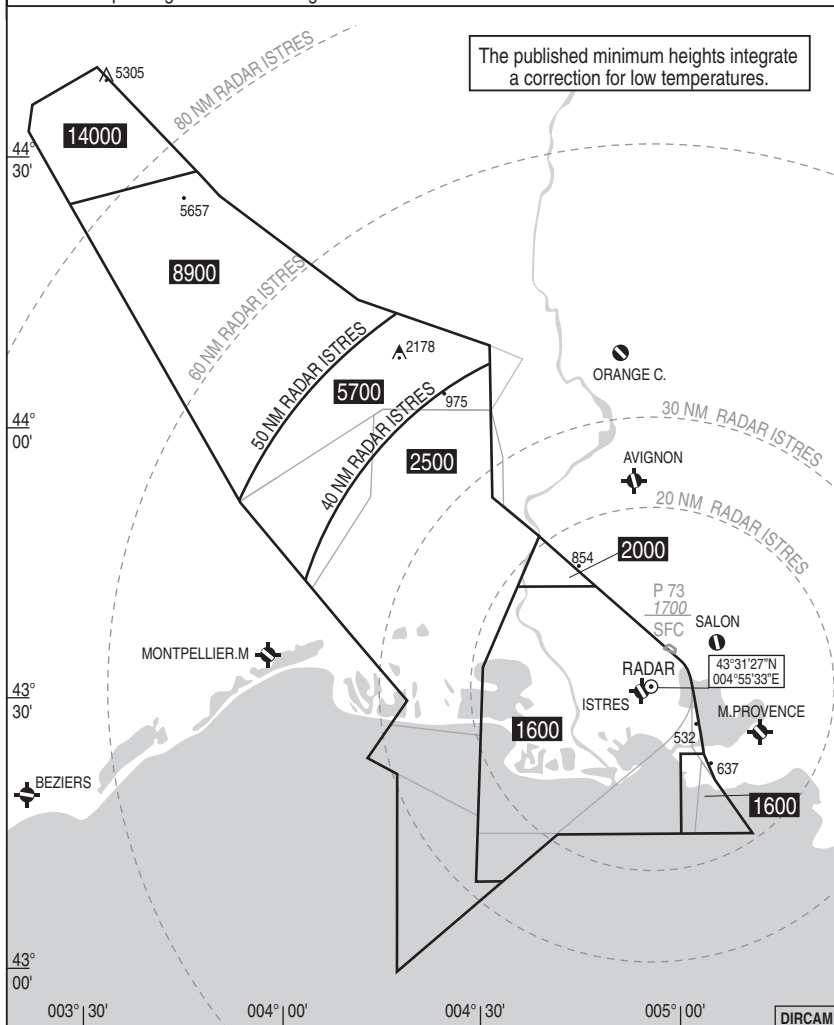
2°E

GND : 121.850 - 397.050

(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of ISTRES surveillance means.



HMG

CHG : P73

06 ISTRES LE TUBE LFMI

DIRCAM



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 82 THR : 77

18 APR 2024

07 ISTRES LE TUBE LFMI  
SRE / ILS (DME) RWY 15

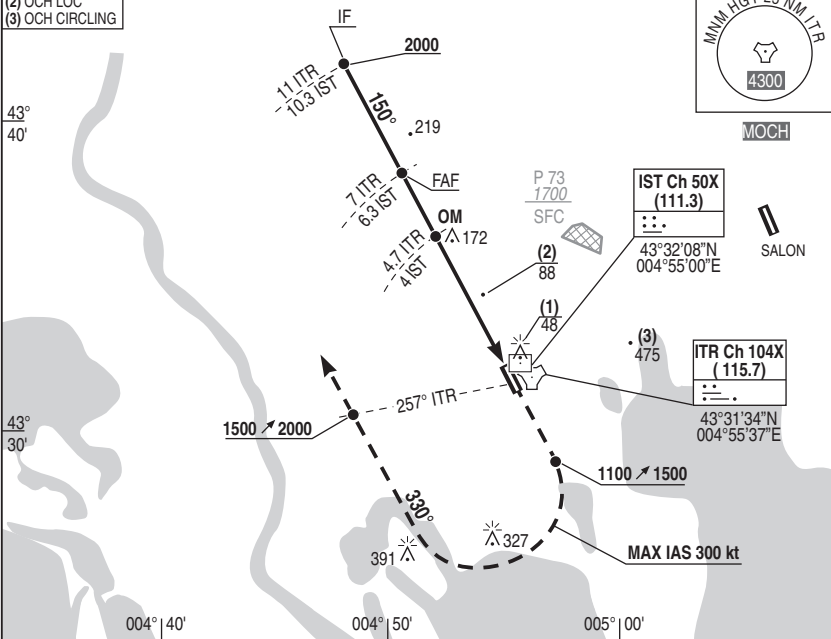
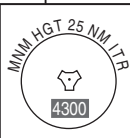
APP : Rhône CTL 119.475 - 280.625  
ISTRES APP : 131.000 - 373.225  
TWR : ISTRES TWR 123.600 - 377.600 GND : 121.850 - 397.050

ILS : IST 111.3

RDH : 56

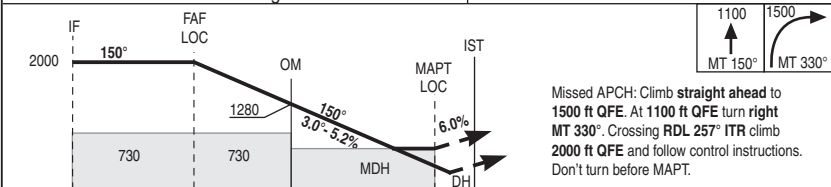
VAR  
2°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



ILS True heading : 152.37°

REF HGT : ALT THR in ft



Missed APCH: Climb straight ahead to 1500 ft QFE. At 1100 ft QFE turn right MT 330°. Crossing RDL 257° ITR climb 2000 ft QFE and follow control instructions. Don't turn before MAPT.

IF	FAF	OM	MAPT	IST
2000	150°	1280	770	1100
10.1	6.1	3.8	0.5	
10.3	6.3	4	0.7	
11	7	4.7	1.4	

- THR (NM)
- DME (ATT)
- TAC (NM)

CAT	ILS			LOC			CIRCLING			LOC DME (ATT) IST					
	DH	RVR (1)	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3	2
A	200	800	147	340	1100	334	770	1600	770	6	5	4	3	2	
B								1600							
C								2400							
D								3600							
										HGT	1890	1580	1260	950	630

Remarks : (1) Increased minimums. VSS verified.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

## 08 ISTRES LE TUBE LFM I HPMA SRE / PAR RWY 15

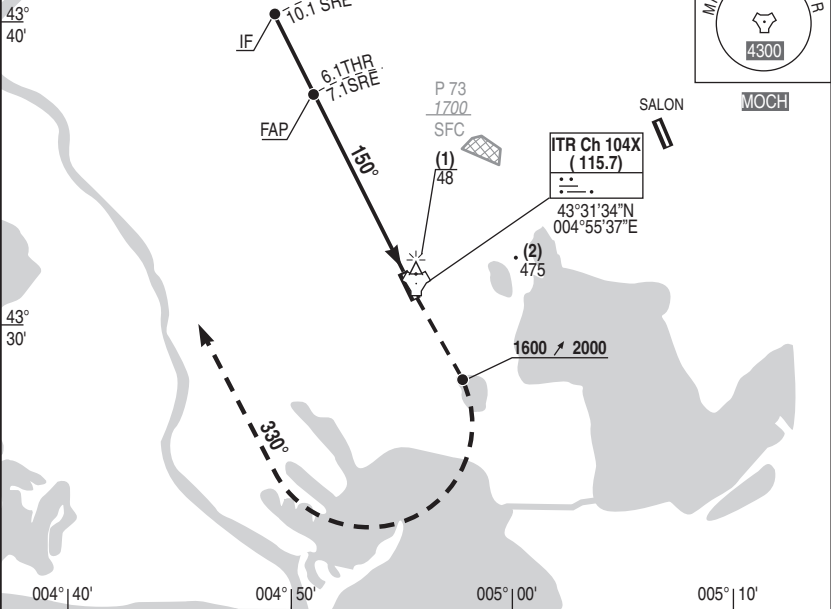
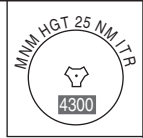
ALT AD : 82 THR : 77

18 APR 2024

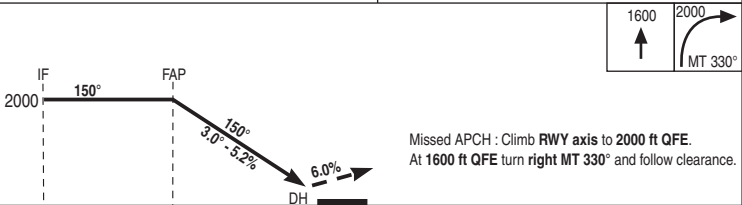
APP : Rhône CTL 119.475 - 280.625  
 ISTRES APP : 131.000 - 373.225  
 TWR : ISTRES TWR 123.600 - 377.600 GND : 121.850 - 397.050

PAR RDH : 56 VAR 2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis to 2000 ft QFE.  
 At 1600 ft QFE turn right MT 330° and follow clearance.

9.1 10.1 6.1 7.1 → THR (NM)  
 → SRE (NM)

CAT	PAR			CIRCLING		
	DH	RVR (1)	OCH	MDH	VIS	OCH
A					1600	
B	200	800	147	770	1600	770
C					2400	
D					3600	

Remarks : (1) RVR increased.

DIRCAM

HPMA SRE / PAR RWY 15

CHG : P73

08 ISTRES LE TUBE LFM I

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 82 THR : 62

18 APR 2024

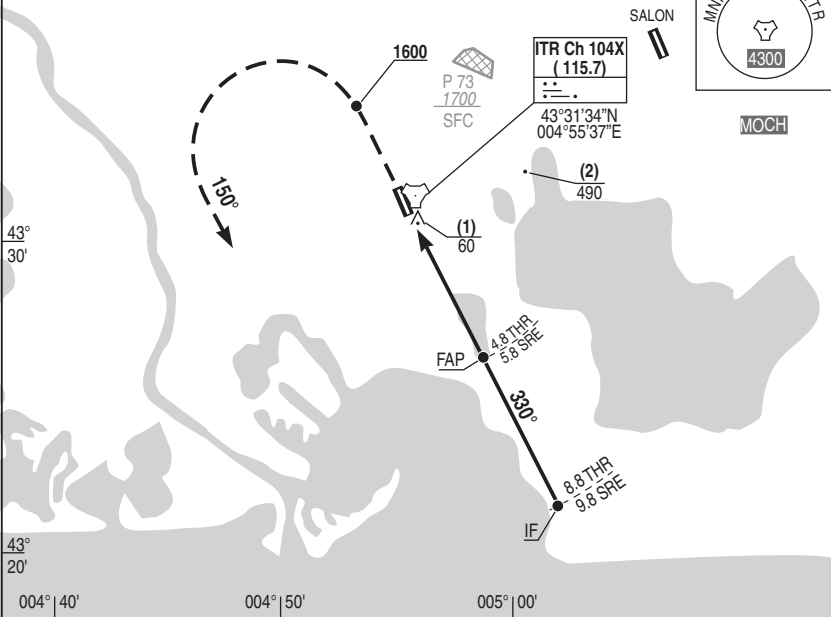
09 ISTRES LE TUBE LFMI  
HPMA SRE / PAR RWY 33

APP : Rhône CTL 119.475 - 280.625  
TWR : ISTRES TWR 123.600 - 377.600

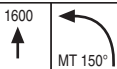
ISTRES APP : 131.000 - 373.225  
GND : 121.850 - 397.050

VAR  
2°E (20)

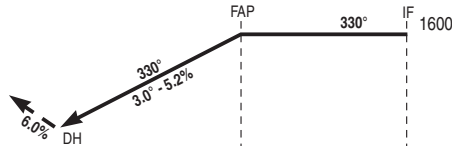
- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis to 1600 ft QFE,  
then turn left MT 150° and follow clearance.



THR ← (NM)  
SRE ← (NM)

4.8	8.8
5.8	9.8

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	1200	158	790	1600	785
B					1600	
C					2400	
D					3600	

Remarks :

DIRCAM



# NATIONAL FRA AERODROME CHART

25 JAN 2024

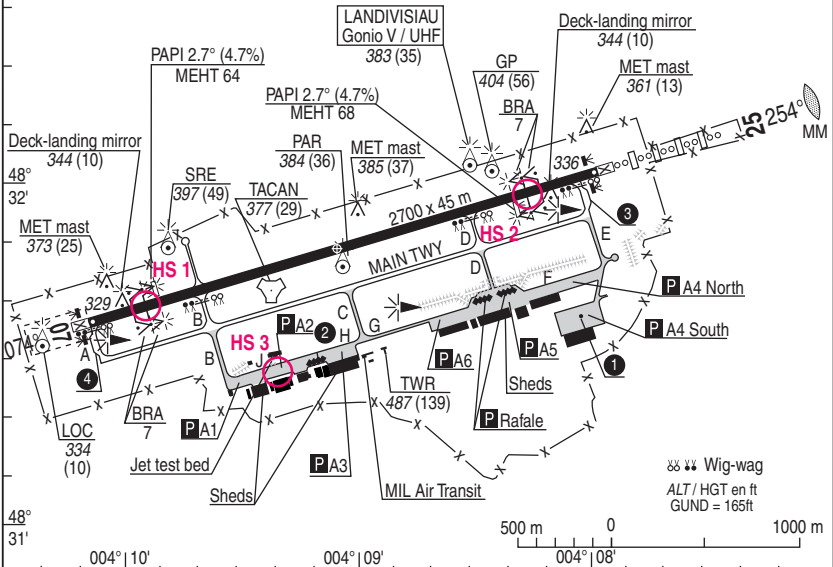
01 LANDIVISIAU LFRJ

ALT AD : 348 (13 hPa)

VAR : 1°W (20)

TYPE	LATITUDE	LONGITUDE
THR 07	48°31'36.28"N	004°10'09.42"W
THR 25	48°32'01.40"N	004°08'03.35"W
Pt INS 1	48°31'37.32"N	004°08'03.07"W
2	48°31'30.09"N	004°09'08.74"W
3	48°31'56.61"N	004°08'01.57"W
4	48°31'31.63"N	004°10'06.94"W

HS : HOT SPOT  
See 01 B



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA (1)	TODA (1)	ASDA (1)	LDA		CAT A	CAT B	CAT C	CAT D
07	NIL	LIH / LIL	2700	2700	2700	2700	Paved	250	250	250	300
25	LIH axial	LIH / LIL	2700	2700	2700	2700	64 R/A/W/T	250	250	250	300

(1) see flap 01 A

## MARKING

- Day : lighting: HI line APP RWY25 – HI/BI RWY07/25 – Flashing lights RWY07/25
- Remaining distance panels each 300m south RWY (Height 5ft)
- Stop indicators panels : TWY AST

DIRCAM

DV (Flight Director) : 862 724 21 06 - 02 98 24 21 06

**OTHER INFORMATION**

- Deck-Landing mirror & BRA RWY 07 & 25
- Slippery RWY if rain

(1) Non-based aircraft : TORA=TODA=ASDA=2410m because of the presence of specific infrastructures in the strip. Possible 2700m O/R.

**REFUELING**

- F34 – HOR HO O/R 24H PN

**ATS HOR**

- PPR mandatory with 48H MNM PN to LFRJZPX except for ACFT from French naval aviation. PPR NR mentioned in FPL box 18.
- Activity prohibited between 0000 and 0800 loc (except exemption from relevant authority).

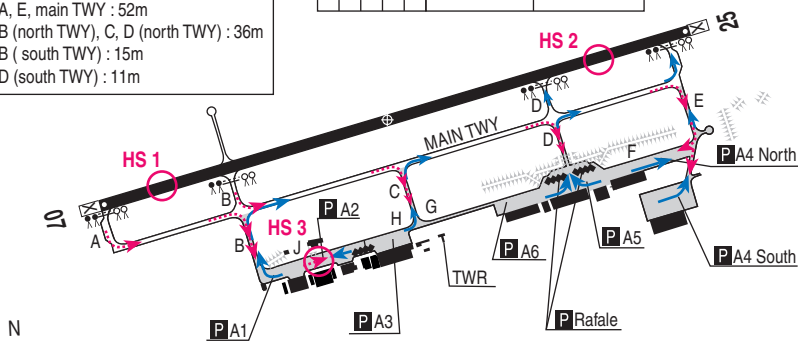
DIRCAM

WEST CONFIGURATION :  
RWY25 in use

←..... ARR  
←..... DEP

**MAX Wingspans**  
A, E, main TWY : 52m  
B (north TWY), C, D (north TWY) : 36m  
B (south TWY) : 15m  
D (south TWY) : 11m

500 m 0 1000 m



ACTF code 4D : TWY A, E and main TWY can be used, apron on A4S.  
Only behind "follow me" by night or when horizontal visibility is below 1600 m.

**CAUTION**

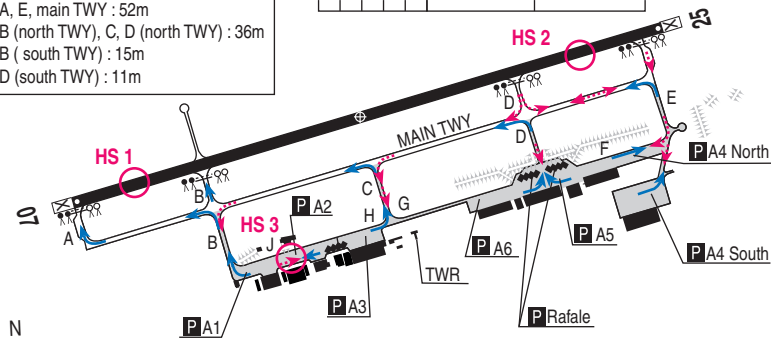
**HS 1 + HS 2 :** Frequent presence of Airfield Installation Teams near the runway  
**HS 3 :** Frequent presence of personnel accessing the Jet Test Bed on the service track

EAST CONFIGURATION :  
RWY07 in use

←..... ARR  
←..... DEP

**MAX Wingspans**  
A, E, main TWY : 52m  
B (north TWY), C, D (north TWY) : 36m  
B (south TWY) : 15m  
D (south TWY) : 11m

500 m 0 1000 m



ACTF code 4D : TWY A, E and main TWY can be used, apron on A4S.  
Only behind "follow me" by night or when horizontal visibility is below 1600 m.

**CAUTION**

**HS 1 + HS 2 :** Frequent presence of Airfield Installation Teams near the runway  
**HS 3 :** Frequent presence of personnel accessing the Jet Test Bed on the service track

# VISUAL ARR & DEP

ALT AD : 348 (13 hPa)

18 APR 2024

# 02 LANDIVISIAU LFRJ

JET RWY07 & 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

AD FNF non GAT

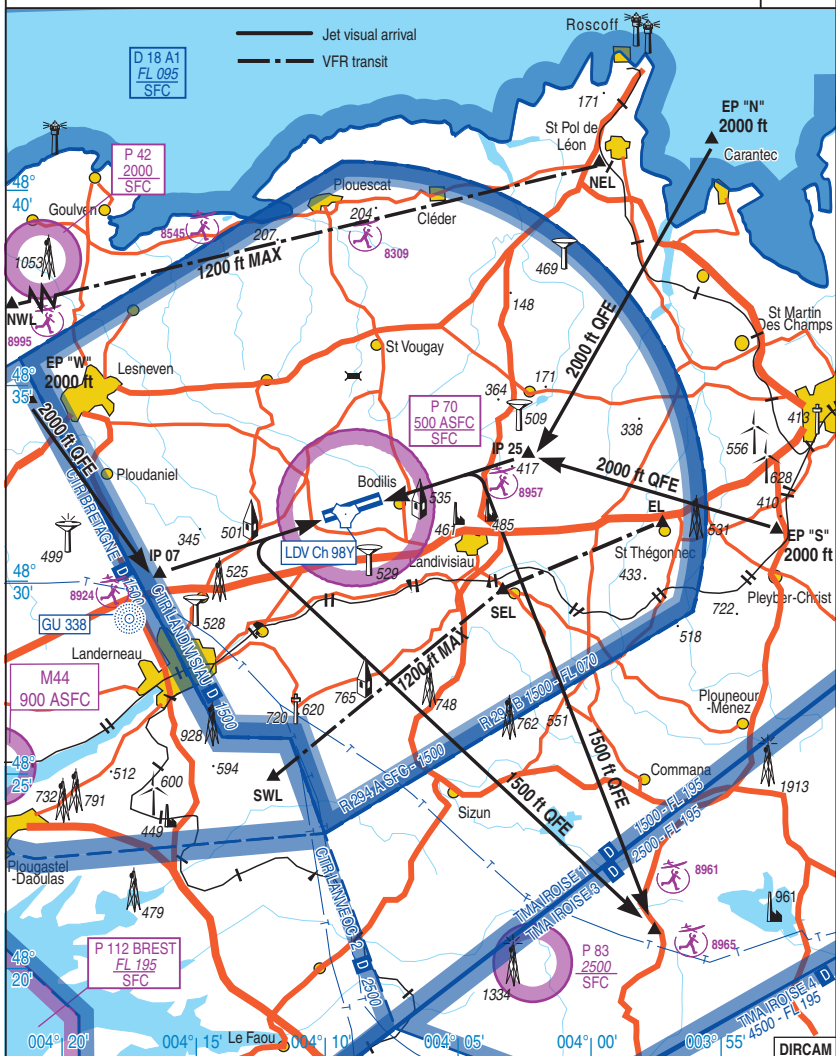
6 Km NW from LANDIVISIAU

TEL : 02.98.24.21.06

VAR

1°W

(20)



JET RWY07 & 25

CHG : obstacle file.

02 LANDIVISIAU LFRJ



**VISUAL ARR & DEP INSTRUCTIONS****ARR**

Radio contact with LANDI APP at 30 NM inbound.

Within a radius of 15 NM around AD : minimum 2000 ft QFE, speed limit 300 kts.

Contact LANDI TWR 1 MIN before joining break. Request TWR height clearance.

Left-hand break RWY 07 and 25.

Break at 1500 ft : Visibility more than 5 km / SCT / BKN / OVC higher than 1500 ft.

Break at 1000 ft : Visibility more than 5 km / SCT / BKN / OVC more than 1000 ft, less than 1500 ft.

Maximum IAS : 280 kt.

Patrol of 4 ACFT MAX at break.

**RWY 25** EP "N" : CALLOT Island.

EP "S" : North of PLEYBER-CHRIST town 2000 ft QFE.

IP 25 : 5 NM RWY axis QFU 25.

**RWY 07** EP "W" : West of LESNEVEN town 2000 ft QFE.

IP 07 : 5 NM RWY axis QFU 07.

**Overflying BODILIS and ST DERRIEN cities forbidden.**

ARR by South are done 2500 ft QFE vertical then proceed W point except CTL instructions.

**DEP**

Noise abatement procedures :

Initial climb : Maximum IAS: 300 kt. Minimal slope: 10° if possible.

**Low Altitude DEP:**

**RWY25** : the combat jet ACFT climb rapidly to 1500 ft in the runways axis, then, from the end of the runway or as soon as possible, make a sharp turn to the left or the right to avoid flying over the Plouneventer community area. (This procedure does not apply to section take-offs).

**RWY07** : the jet ACFT climb rapidly to 1500 ft, stay in the runway axis up to 3 NM TACAN (abeam Plougourvest town), then take the route scheduled in the flight plan.

(this procedure is to avoid flying over the Kervoanec home for the aged, located between Plougourvest and Landivisiau).

**High Altitude departure:**

**RWY25** : after take-off and retraction of landing gear, the combat jet aircraft turn to heading 290 while climbing to 5000 ft.

After passing 3NM TACAN, they take the route route scheduled in the flight plan. The climb speed is free above 5000 ft ( This procedure does not apply to sectino take-offs).

**RWY07** : after take-off and retraction of landing gear, the combat jet aircraft stay in the runway axis up to a distance of 3 NM TACAN, then take the route scheduled in the flight plan. The climb speed is free above 5000 ft.

**VISUAL ARR & DEP INSTRUCTIONS (CONTINUED)****SC DEP : SAINT MICHEL DE BRASPARTS Chapel.**

- After TKOF RWY 25, expedite climb on RWY axis up to 1500 ft QFE, then immediate left turn in order to avoid PLOUNEVENTER village, fly direct SC at 1500 ft QFE.
- After TKOF RWY 07, expedite climb on RWY axis up to 1500 ft QFE up to 3 NM TACAN (abeam PLOUGOURVEST village), bypass LANDIVISIAU city via the east, fly direct SC at 1500 ft QFE.

**FLY RESTRICTIONS :**

Jet combat ACFT TKOF, LDG, RWY patterns, go around and touch and go prohibited between 1230 and 1345 loc.

Jet combat ACFT LDG authorized during this slot will be performed only on long final

Overflying agglomerations to be avoided.

Flight carrier landing practice : height 600 ft according TWR clearance.

Proximity of Holding pattern of BREST BRETAGNE AD over "GU" beacon at 1700 ft QFE.

Direct proceed IP 07 or IP 25 only with CTL clearance.

Due to deck landing optical, expect line up behind the BRA, 2410 m of RWY available.

On request, after deck landing optical remove, 2700 m of RWY available (delay depending on the traffic).

Except TKOF, no full throttle or after-burner (shut down after-burner when gears are up if possible) in a 5 NM circle around AD, and below 10000 ft AGL.

**ADDITIONAL INFORMATION:**

BRA at each QFU.

Deck landing opticals, 25 m from RWY centre line, left side, 10 ft height ASFC with lighting.

Threshold distance : RWY 07 193 m

RWY 25 175 m

R 294A : HOR possible activation H24. Entry upon Landi TWR authorization.

R 294B : See AIP ENR 5.1-1.

VFR transit closed when R294A is active.

# NATIONAL FRA

ALT AD : 348 (13 hPa)

18 APR 2024

# 05 LANDIVISIAU LFRJ

HMG

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

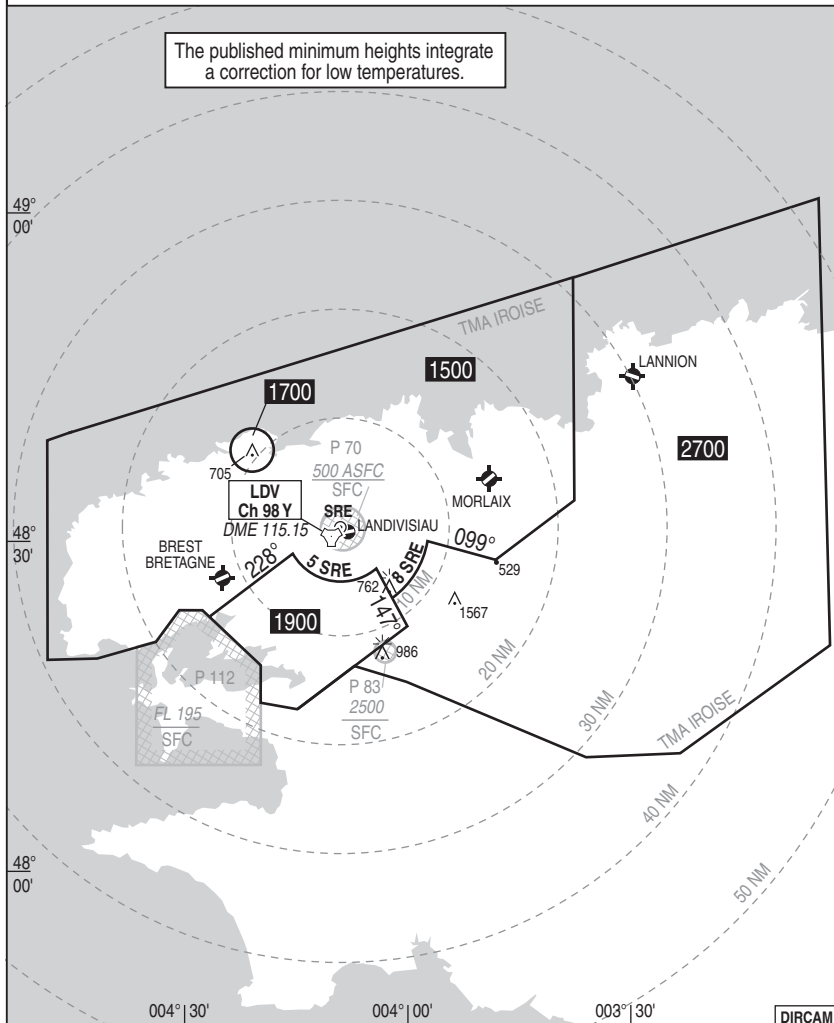
VAR

1°W

(20)

COMMUNICATION FAILURE : Apply french national regulation.

The published minimum heights integrate a correction for low temperatures.



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

13 AUG 2020

06 LANDIVISIAU LFRJ  
HPMA TACAN / PAR RWY 07

APP : 122.400 - 357.025

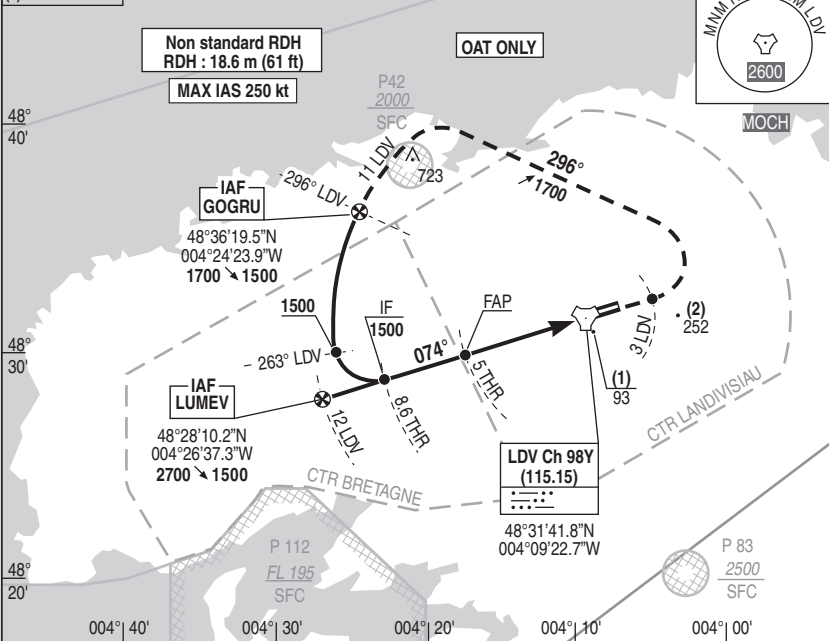
TWR : 119.200 - 233.750

ATIS : 142.225

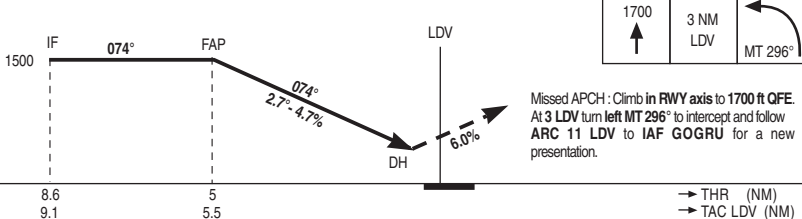
RDH : 61

VAR  
1°W (20)

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	1200	160	550	1600	547
B	200	1200	160	550	1600	547
C	200	1200	160	600	2400	547
D	200	1200	160	700	3600	547

Remarks : (1) Circling prohibited South of RWY.

DIRCAM

HPMA TACAN / PAR RWY 07

CHG : VAR, runway identification.

06 LANDIVISIAU LFRJ

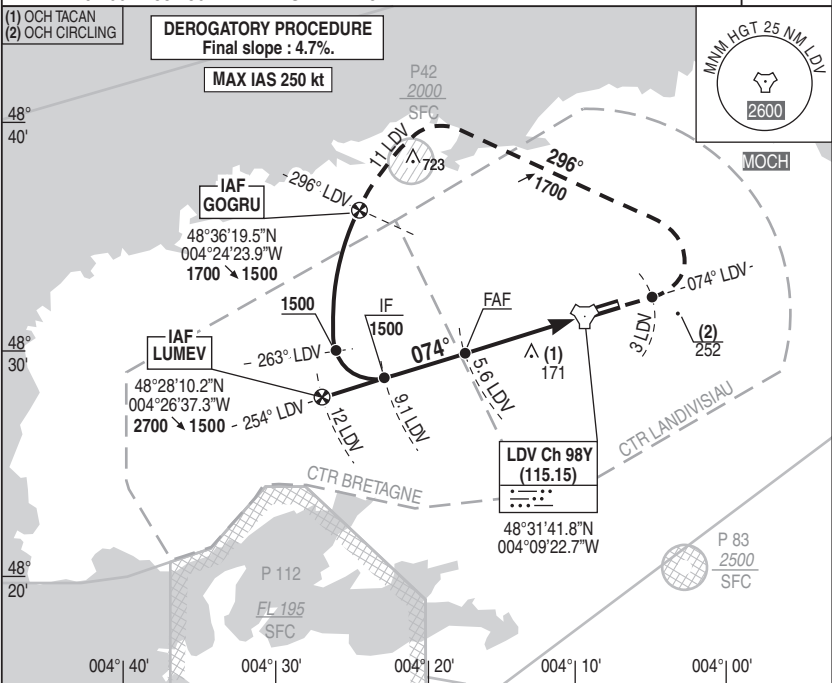
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

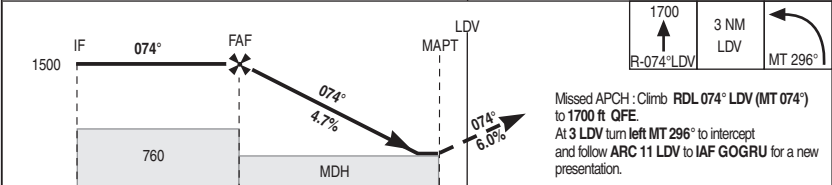
02 NOV 2023

## 07 LANDIVISIAU LFRJ HPMA TACAN RWY07

APP : 122.400 - 357.025  
TWR : 119.200 - 233.750 ATIS : 142.225  
VAR 1°W (20)



REF HGT : ALT THR in ft



→ THR (NM)  
→ TACLDV (NM)

CAT	TACAN			CIRCLING (1)			TACAN							
	MDH	RVR	OCH	MDH	VIS	OCH	NM	HGT						
A	1500			550	1600		5	1330	4	1050	3	760	2	480
B	1500			550	1600									
C	420	1900	418	600	2400	547								
D	1900			700	3600									

Remarks : (1) South circling prohibited. VSS checked. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

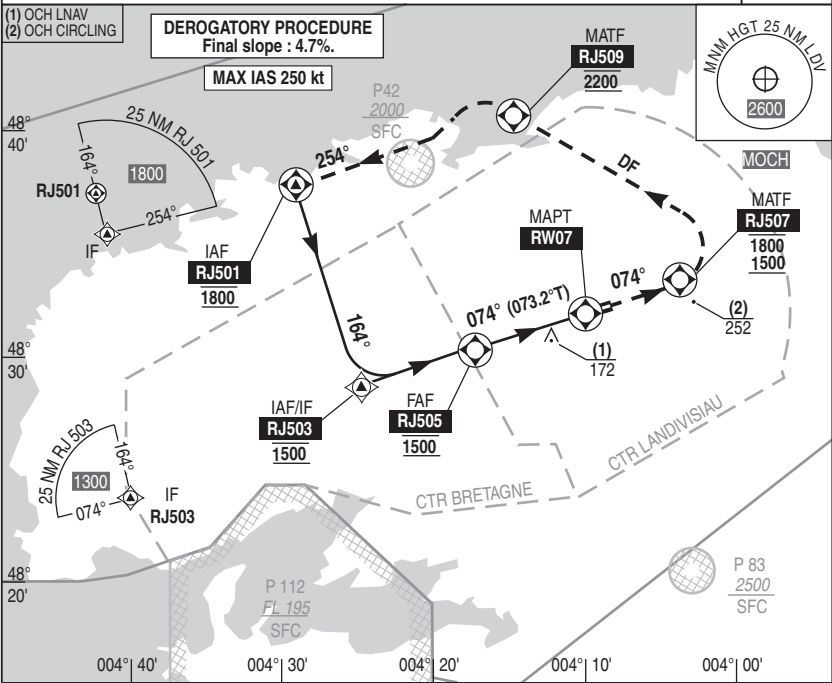
16 JUN 2022

08 LANDIVISIAU LFRJ  
HPMA INS GNSS RWY 07

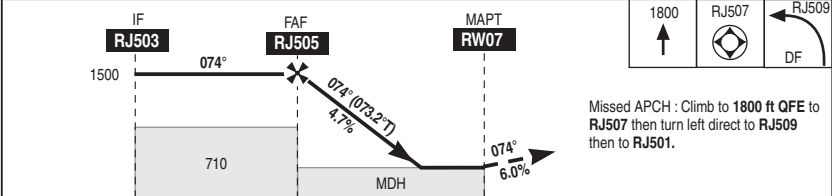
APP : 122.400 - 357.025  
TWR : 119.200 - 233.750 ATIS : 142.225

**PROCEDURE RESTRICTED TO  
AUTHORIZED ACFT ONLY**

VAR 1°W (20)



REF HGT : ALT THR in ft



Missed APCH : Climb to 1800 ft QFE to RWY07 then turn left direct to RJ509 then to RJ501.

→ THR (NM) 10.2 5.1 0

CAT	LNAV			CIRCLING (1)			RW07 NM	4	3	2
	MDH	RVR	OCH	MDH	VIS	OCH				
A		1500		550	1600		HGT	1200	910	630
B	420	1500		550	1600					
C		1900	418	600	2400	547				
D		1900		700	3600					

Remarks : (1) Circling prohibited South of RWY. VSS checked. DIRCAM

HPMA INS GNSS RWY 07 CHG : Renaming flap. 08 LANDIVISIAU LFRJ

TABLE FOR DATA INDICATOR		LFRJ INS GNSS RWY07 - MAG VAR 1.0°W (20)								
N° SEQ	CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	IF	RJ501	48°37'32.9»N 004°28'54.8»W	FO				1800	1800	250
20	TF	RJ503	48°28'39.5»N 004°24'50.4»W	FB	9,3	164 (163,1)		1500	1500	250
10	IF	RJ503	48°28'39.5»N 004°24'50.4»W	FB				1500	1500	250
20	TF	RJ505	48°30'08.8»N 004°17'26.7»W	FO	5,1	074 (073,1)		1500	1500	
30	TF	RW07	48°31'36.28»N 004°10'09.42»W	FO	5,1	074 (073,2)				
40	TF	RJ507	48°32'53.6»N 004°03'43.0»W	FO	4,5	074 (073,2)		1500	1800	250
50	DF	RJ509	48°40'29.5»N 004°14'12.5»W	FO		254 (253,3)	L	2200	2200	250
60	TF	RJ501	48°37'32.9»N 004°28'54.8»W	FO	10,2			1800	1800	250

**LEGEND :** TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CH : Course to a height FO : Fly Over FB : Fly By

# NATIONAL FRA INSTRUMENT APPROACH

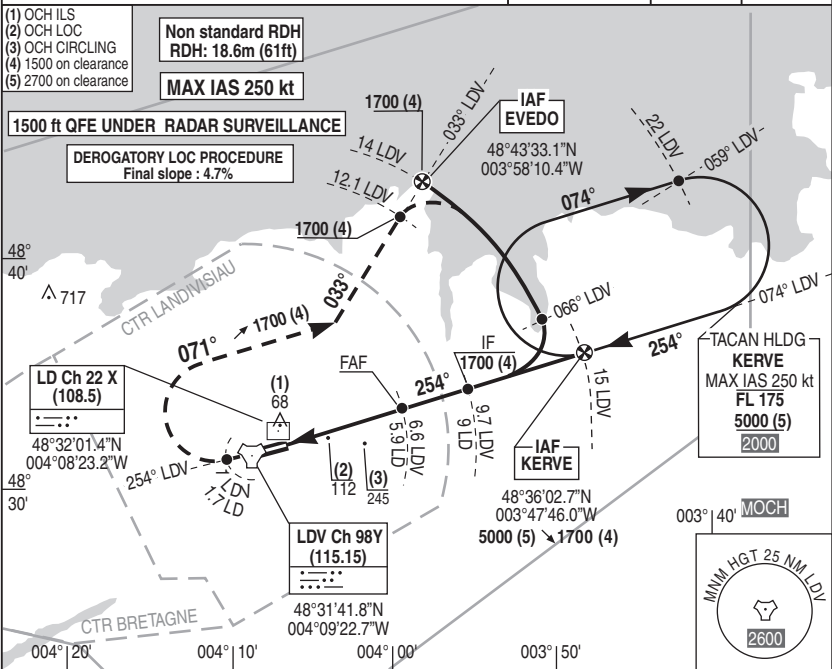
## 10 LANDIVISIAU LFRJ

ALT AD : 348 THR : 336

16 JUN 2022

HPMA TACAN ILS or LOC RWY 25

APP : 122.400 - 357.025	ILS : LD 108.5	RDH : 61	VAR 1°W (20)
TWR : 119.200 - 233.750	ATIS : 142.225		



ILS True heading : 253.31° REF HGT : ALT THR in ft



Missed APCH :  
Climb RWY axis to 1700 ft QFE.  
At 1 LDV (1.7 LD) turn right MT 071° to intercept and follow RDL 033° LDV (MT 033°).  
At 12.1 LDV turn right to follow ARC 14 LDV.

THR	← (NM)	0.1	2.2	5	5.7	8	8.8
DME ATT LD	← (NM)	0.3	2.4	5.2	5.9	8.2	9
TAC LDV	← (NM)			5.9	6.6	8.9	9.7

CAT	ILS			LOC			CIRCLING (1)			LOC / DME ATT				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	2	3	4	5
A							550	1600						
B	200	550	166	360	900	358	550	1600	540	580	860	1150	1440	
C							600	2400						
D							700	3600						

Remarks : (1) South circling prohibited. VSS checked. DIRCAM

HPMA TACAN ILS or LOC RWY 25 CHG : Renaming flap. 10 LANDIVISIAU LFRJ



# NATIONAL FRA INSTRUMENT APPROACH

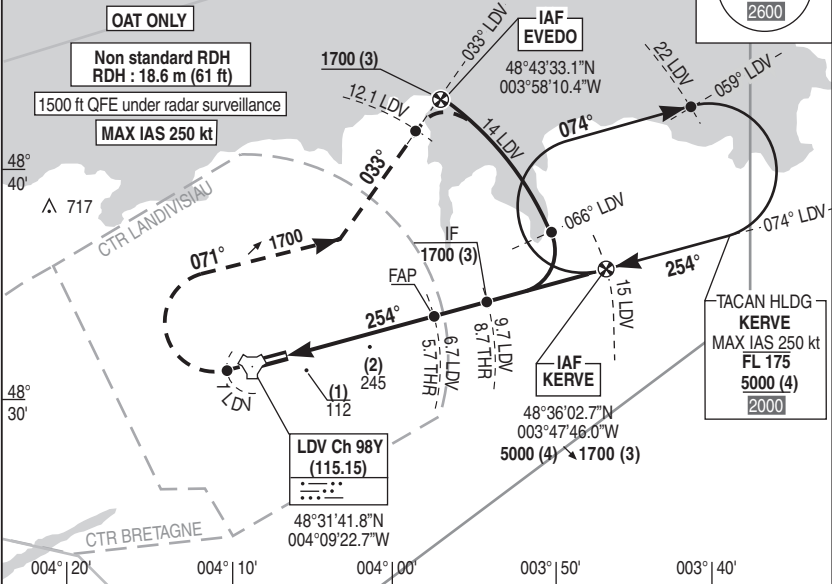
ALT AD : 348 THR : 336

16 JUN 2022

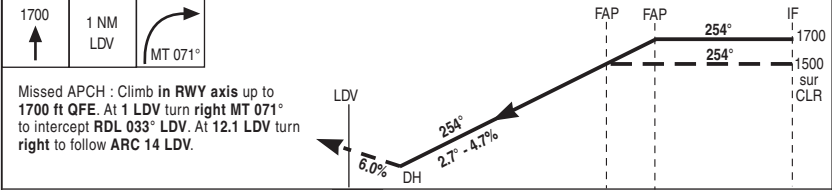
## 11 LANDIVISIAU LFRJ HPMA TACAN / PAR RWY 25

APP : 122.400 - 357.025	RDH : 61	VAR 1°W (20)
TWR : 119.200 - 233.750	ATIS : 142.225	

- (1) OCH PAR
- (2) OCH CIRCLING
- (3) 1500 on clearance
- (4) 2700 on clearance



REF HGT : ALT THR in ft



THR ← (NM)	5	5.7	8.7
TAC ← (NM)	6	6.7	9.7

CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	210	550	210	550	1600	540
B				550	1600	
C				600	2400	
D				700	3600	

Remarks : (1) Circling prohibited South of RWY. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

16 JUN 2022

12 LANDIVISIAU LFRJ  
HPMA TACAN RWY 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

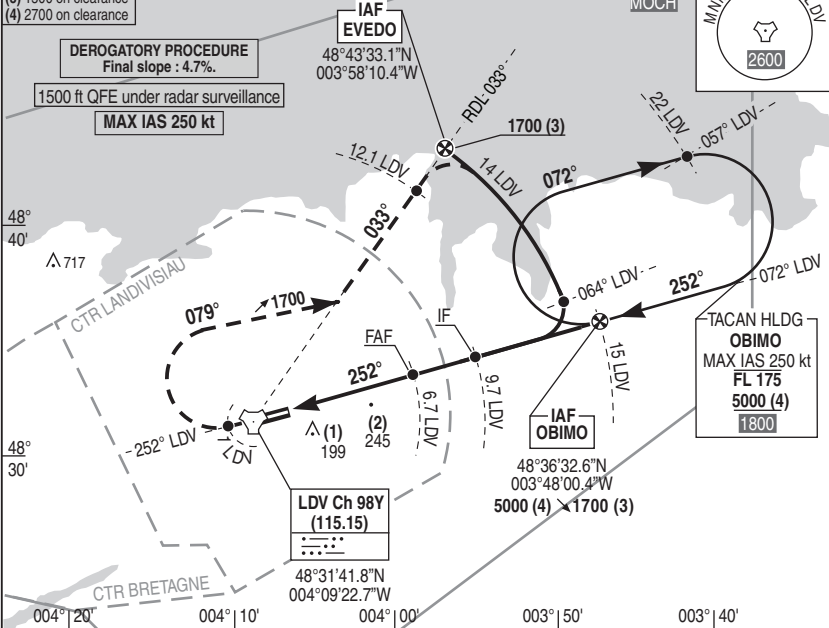
VAR  
1°W (20)

- (1) OCH TACAN
- (2) OCH CIRCLING
- (3) 1500 on clearance
- (4) 2700 on clearance

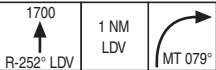
**DEROGATORY PROCEDURE**  
Final slope : 4.7%.

1500 ft QFE under radar surveillance

**MAX IAS 250 kt**

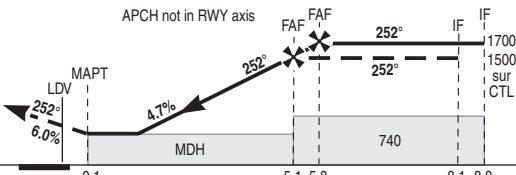


REF HGT : ALT THR in ft



Missed APCH : Climb RDL 252° LDV to 1700 ft QFE.

At 1 LDV turn right MT 079° to intercept and follow RDL 033° LDV. At 12.1 LDV turn right to follow ARC 14 LDV. Intercepting RDL 064° LDV, turn right for a new presentation.



THR ← (NM)  
TAC LDV ← (NM)

CAT	TACAN			CIRCLING (1)			TACAN NM HGT	3	4	5	6
	MDH	RVR	OCH	MDH	VIS	OCH					
A				550	1600		640		930	1220	1500
B	450	1400	445	550	1600	540					
C				600	2400						
D				700	3600						

Remarks : (1) Circling prohibited South of RWY. VSS checked.

DIRCAM

HPMA TACAN RWY 25

CHG : Renaming flap.

12 LANDIVISIAU LFRJ

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

16 JUN 2022

## 13 LANDIVISIAU LFRJ HPMA INS GNSS RWY 25

APP : 122.400 - 357.025

**PROCEDURE RESTRICTED TO  
AUTHORIZED ACFT ONLY**

VAR  
1°W (20)

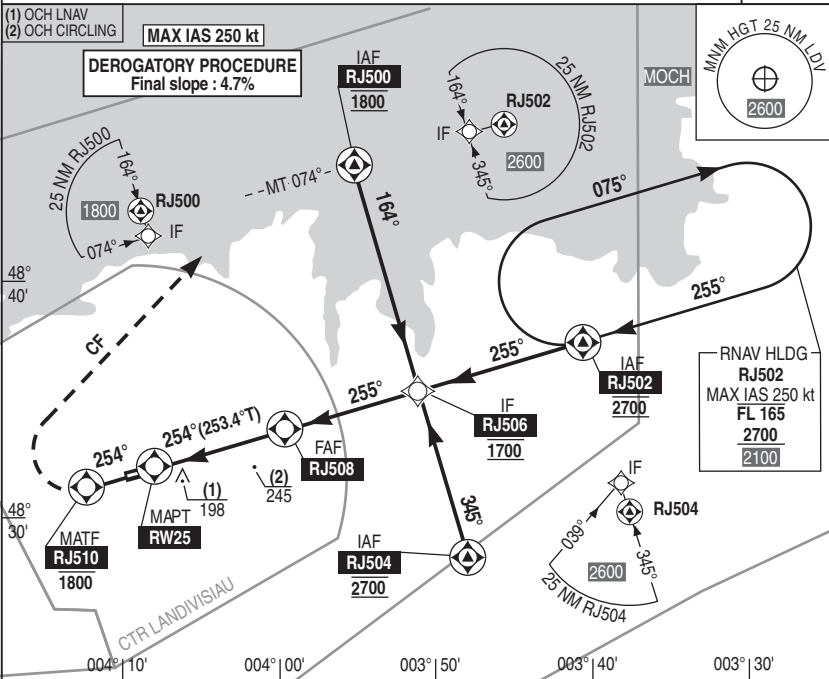
TWR : 119.200 - 233.750

ATIS : 142.225

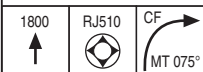
- (1) OCH LNAV
- (2) OCH CIRCLING

**MAX IAS 250 kt**

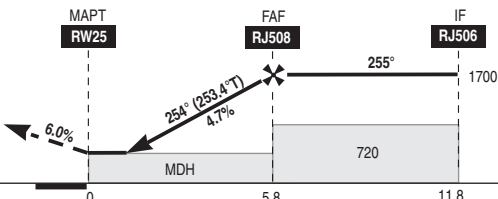
**DEROGATORY PROCEDURE**  
Final slope : 4.7%



REF HGT : ALT THR in ft



Missed APCH : Climb to 1800 ft QFE to RJ510. At RJ510 turn right to intercept MT 075° to RJ500.



THR ← (NM)

CAT	LNAV			CIRCLING (1)			DIST RW25							
	MDH	RVR	OCH	MDH	VIS	OCH	NM	HGT						
A	450	1400	445	550	1600	540	2	630	3	910	4	1200	5	1490
B				550	1600									
C				600	2400									
D				700	3600									

Remarks : (1) Circling prohibited South of RWY. VSS checked.

DIRCAM

TABLE FOR DATA INDICATOR			LFRJ INS GNSS RWY25 - MAG VAR 1.0°W (20)						
N° SEQ CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
	HM	48°37'26.2»N 003°40'32.3»W	FO		255 (253,9)		2700	FL165	250
10	IF	48°44'57.4»N 003°55'22.9»W	FO				1800	1800	250
20	TF	48°35'22.6»N 003°51'05.4»W	FB	10,0	164 (163,4)		1700	1700	250
10	IF	48°37'26.2»N 003°40'32.3»W	FO				2700	2700	250
20	TF	48°35'22.6»N 003°51'05.4»W	FB	7,3	255 (254,8)		1700	1700	250
10	IF	48°28'22.9»N 003°47'58.5»W	FO				2700	2700	250
20	TF	48°35'22.6»N 003°51'05.4»W	FB	7,3	345 (343,5)		1700	1700	250
10	IF	48°35'22.6»N 003°51'05.4»W	FB				1700	1700	250
20	TF	48°33'40.2»N 003°59'45.1»W	FO	6,0	255 (253,5)		1700	1700	
30	TF	48°32'01.40»N 004°08'03.40»W	FO	5,8	254 (253,4)				
40	TF	48°31'09.7»N 004°12'22.7»W	FO	3,0	254 (253,3)			1800	250
50	CF	48°44'57.4»N 003°55'22.9»W	FO		075 (073,9)		1800	1800	250

**LEGEND :** TF : Track to a Fix **DF** : Direct to a Fix **CF** : Course to a Fix **CH** : Course to a Fix **Over** **FO** : Fly Over **FB** : Fly By

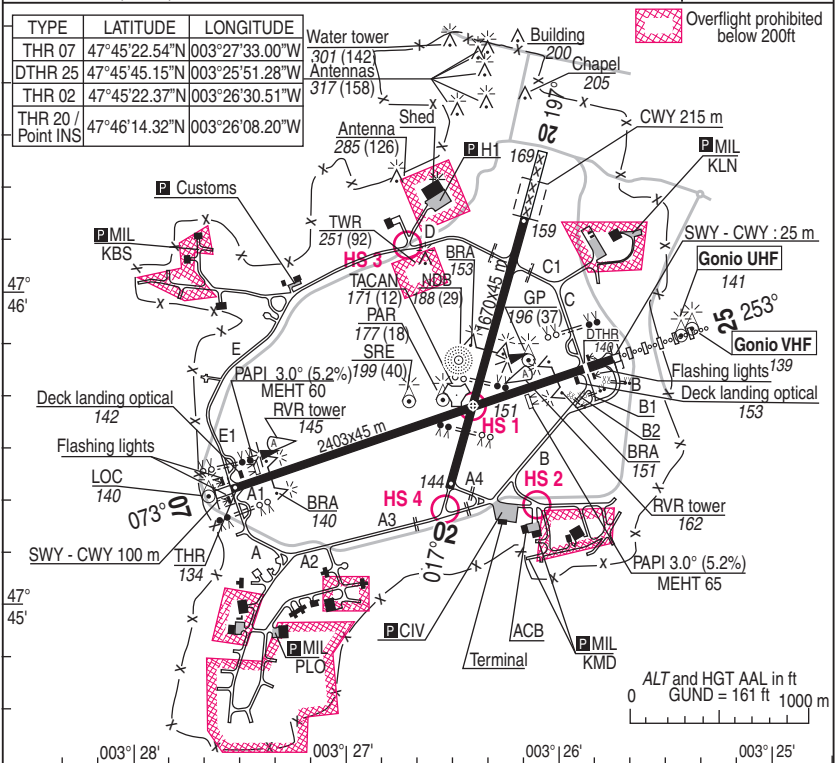
# NATIONAL FRA AERODROME CHART

21 MAR 2024

## 01 LORIENT LANN BIHOUE LFRH

ALT AD : 159 (6 hPa)

VAR : 1°W (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)*			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	CAT B	CAT C	CAT D
07	NIL	LIH / LIL	2403	2428	2428	2403	Paved	400	400	400	400
25	LIH 900m	LIH / LIL	2403	2503	2503	2230	59 R/B/W/T	400	400	400	400
02	NIL	LIL	1670	1885	1670	1670	Paved	400	400	400	400
20	NIL	LIL	1670	1670	1670	1670	17 R/C/W/T	400	400	400	400

### MARKINGS - LIGHTINGS

- Day : lighting: HI/BI line APP RWY07/25 - HI RWY07/25 - BI RWY02/20 - Flashing lights RWY07 AST.
- PAPI (3°) RWY07/25 370 m from THR.
- A - A1 - A2 - A3 - B - B1 - B2 centre line lighting marking and lateral back reflecting.
- C - C1 - D - E - E1 edge lighting marking only.

### \* OPERATIONAL MISSION

	ABC	D
07	250	300
25	250	300

DIRCAM

**DV (Flight Director) : 02 97 12 90 25 - 862 772 90 25**

**OTHER INFORMATIONS**

- BRA 07/25 & 02/20.
- Presence of "NO ENTRY" panels for vehicule on TWY.
- Textile brakes, height 9cm, 114m from THR 07 and 8m before DTHR 25.
- Deck landing opticals, 27.5m from left side of RWY in use (height : 10ft ASFC).

**REFUELING**

- F34 - Gas oxygen (LOX on request - PN 72H).

**ATS HOR**

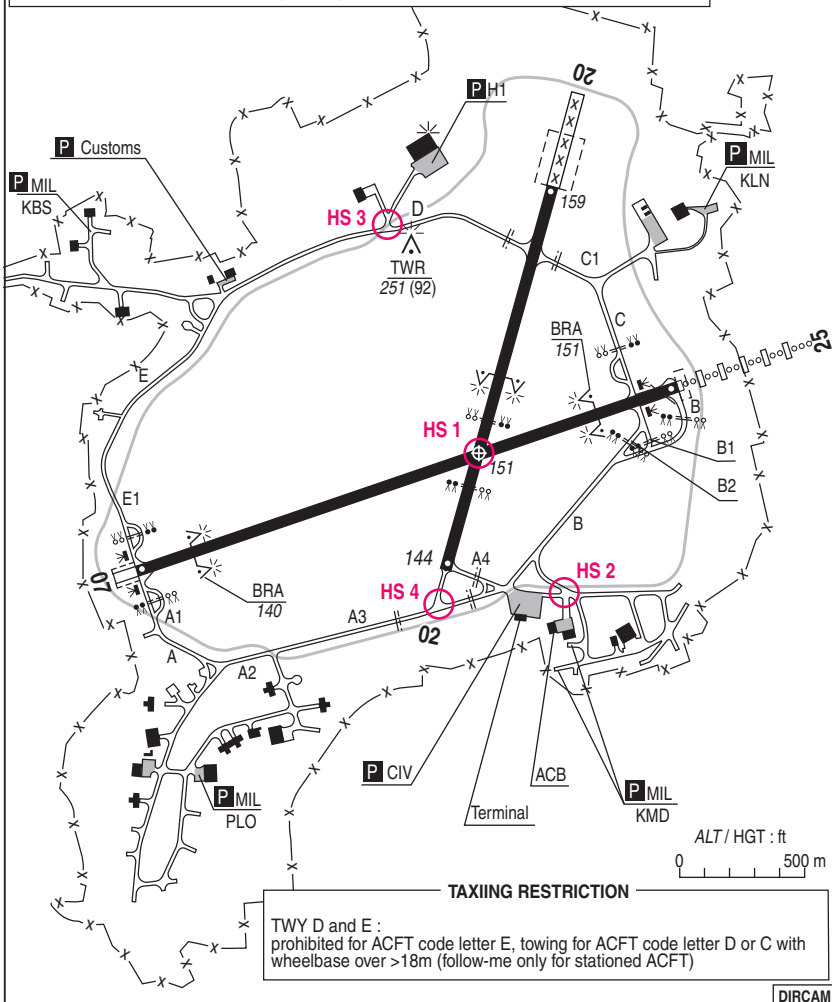
- Mon/Fri (outside HOL) : 0700/1600 on PPR (SUMMER -1H). Possible extension.
- ATIS : 129.125

DIRCAM

CAUTION

 HS : Hot spot

- HS 1 : At RWY crossroads, maintaining holding points is mandatory.
- HS 2 : At the CIV ACB and MIL PRKG exit, road signs for vehicles only.
- HS 3 : Intersection between TWY and ring road. Be careful and request red crossroads traffic lights to stop any vehicles.
- HS 4 : To cross THR 02, maintaining holding points is mandatory.



**TAXIING RESTRICTION**

TWY D and E :  
prohibited for ACFT code letter E, towing for ACFT code letter D or C with  
wheelbase over >18m (follow-me only for stationed ACFT)

DIRCAM

# VISUAL ARR & DEP

ALT AD : 159 (6 hPa)

18 APR 2024

# 02 LORIENT LANN BIHOUE LFRH

JET RWY02 & 07 & 20 & 25

APP : 123.000 - 231.875 - 362.300

TWR : 122.700 - 281.550

GND : 119.700 - 387.600

ATIS : 129.125

AD FNF restricted use

5 Km WNW from LORIENT

TEL : 02.97.12.90.25

VAR

1°W

(20)



JET RWY02 & 07 & 20 & 22

CHG : P71

02 LORIENT LANN BIHOUE LFRH



**VISUAL ARR and DEP INSTRUCTIONS****ARRIVAL AND PATTERN CIRCUIT :**

Radio contact mandatory with LORIENT APP, 3 MIN before JET entry points (EP). Fly direct on (IP) on APP clearance.

Fly at 2000 ft QFE (2200 ft QNH) on following « EP » :

Ceiling < 2000 ft QFE : Fly « EP » at 1500 ft QFE on APP clearance.

Fly to « IP » of RWY in use at 2000 ft QFE - VI MAX : 300 kt

Landmarks	RDL/Distance « LOR » Ch 105X	Location
EP - W	296° / 08 NM LOR	MOELAN SUR MER
EP - N	026° / 10 NM LOR	PLOUAY
EP - E	116° / 12 NM LOR	ETEL
EP - S	196° / 07 NM LOR	PEN MEN
IP - 02	197° / 04 NM LOR	3,7 NM THR 02
IP - 07	253° / 04 NM LOR	3,2 NM THR 07
IP - 20	017° / 04 NM LOR	3,4 NM THR 20
IP - 25	073° / 04 NM LOR	3,6 NM THR 25

Descent to 1500 ft QFE, before IP on APP clearance.

Any presentation against QFU in use for RWY 07/25 are to be fly north of AD, and must not interfere with low level holding procedures, height must be coordinated with APP.

**FLY RESTRICTIONS :**

Flying over LORIENT is forbidden below 5000 ft QNH. Presence of M 46 area and buildings with special markings.

Do not overfly poultry farming located 106° LOR, dead end of CTR, close to a pool, (47°42'51"N – 003°10'24"W)

R13 (SFC-UNL) and R14 (SFC-3000 ft AMSL) located South-East of AD : Pass round is mandatory when active.

Hand over with LORIENT TWR on APP instructions.

For all presentations: call back TWR over « IP ».

Break presentation: 1500 ft QFE. Speed 300 kts. Left hand break.

**DEPARTURE****NOISE ABATEMENT:****Controlled OAT:**

QFU 25 : After TKOF, Maintain RWY heading, maximum rate of climb, crossing 5000 ft, resume own navigation.

QFU 07 : After TKOF, turn left heading 068°, maximum rate of climb, crossing 5000 ft, resume own navigation.

**VICTOR OAT :**

QFU 25 : After TKOF, maintain RWY heading till coast line then own navigation.

East departure, fly south of LORIENT.

North departure, fly north of GUIDEL then north PONT-SCORFF.

QFU 07 : After TKOF, fly heading 067°, Do not turn before 5,5 NM.

South departure, turn RIGHT avoiding flying over LORIENT if R13 not active.

West and south departure, after left turn, transit north PONT-SCORFF then north GUIDEL then own navigation.

In 15 NM radius AD vicinity: MNM height 1000ft / ASFC, speed limit 300 kt, avoid flying over built-up areas.

NATIONAL FRA  
ALT AD : 159 (6 hPa)

23 FEB 2023

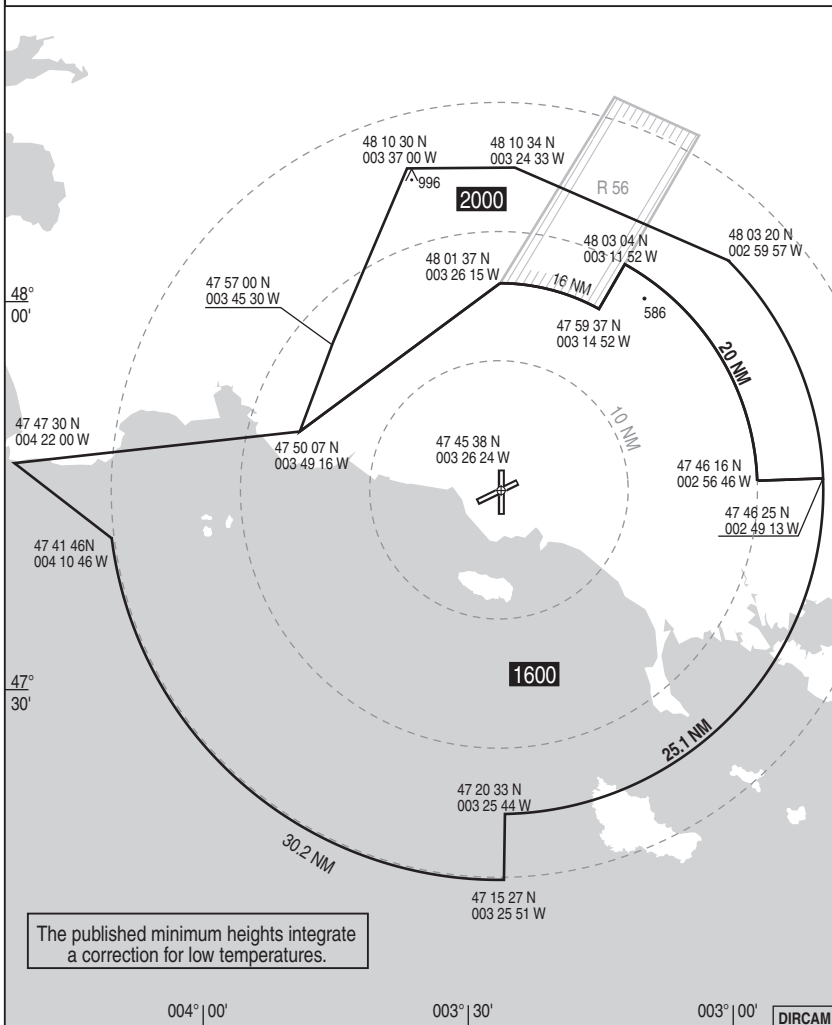
04 LORIENT LANN BIHOUE LFRH  
HMG

APP : 123.000 - 231.875  
TWR : 122.700 - 281.550

ATIS : 129.125

VAR  
1°W  
(20)

COMMUNICATION FAILURE : Apply french national regulation.



HMG

CHG : APP.

04 LORIENT LANN BIHOUE LFRH

NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 159 THR : 134

05 LORIENT LANN BIHOUE LFRH  
 RADAR PAR RWY07

18 APR 2024

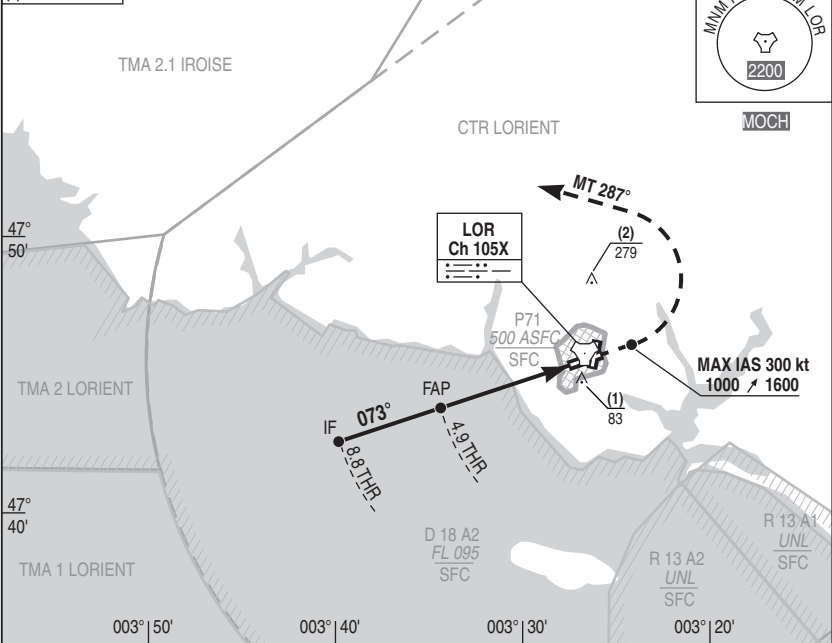
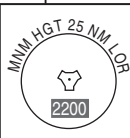
APP : 118.175 123.000 231.875 362.300  
 TWR : 122.700 281.550

ATIS : 129.125

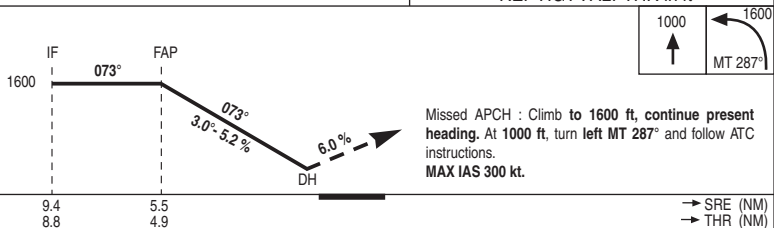
RDH : 49

VAR  
 1°W (20)

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



CAT	PAR			CIRCLING	
	DH	RVR	OCH	MDH	VIS
A	200	1200	182	580	1600
B				580	1600
C				630	2400
D				730	3600

Remarks : DIRCAM

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 159 THR : 134

06 LORIENT LANN BIHOUE LFRH  
TACAN RWY07

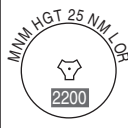
18 APR 2024

APP : 123.000 231.875  
TWR : 122.700 281.550

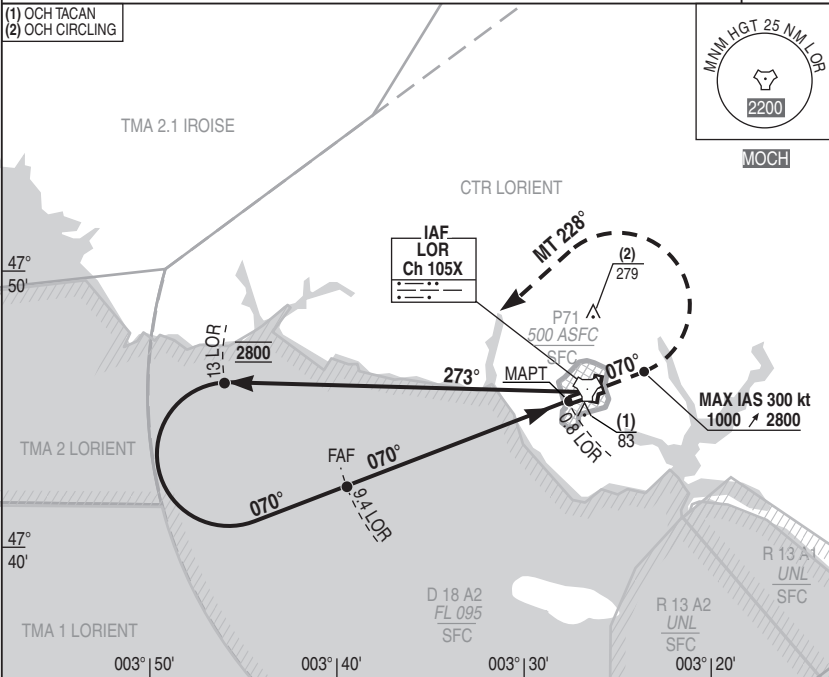
ATIS : 129.125

VAR  
1°W (20)

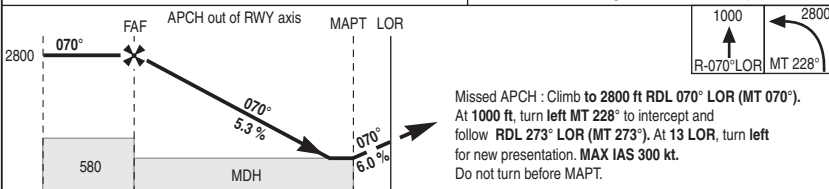
- (1) OCH TACAN
- (2) OCH CIRCLING



MOCH



REF HGT : ALT THR in ft



13 12.2 9.4 8.6 0.8 0

→ LOR (NM)  
→ THR (NM)

CAT	TACAN			CIRCLING	
	MDH	RVR	OCH	MDH	VIS
A	330	1500	329	580	1600
B				580	1600
C				630	2400
D				730	3600

DIST LOR		9	8	7	6	5	4	3	2
NM		9	8	7	6	5	4	3	2
HGT		2670	2350	2030	1710	1390	1080	760	440

Remarks : DIRCAM

TACAN RWY 07 CHG : P.71. 06 LORIENT LANN BIHOUE LFRH

NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 159 THR : 134

07 LORIENT LANN BIHOUE LFRH  
 INS GNSS RWY07

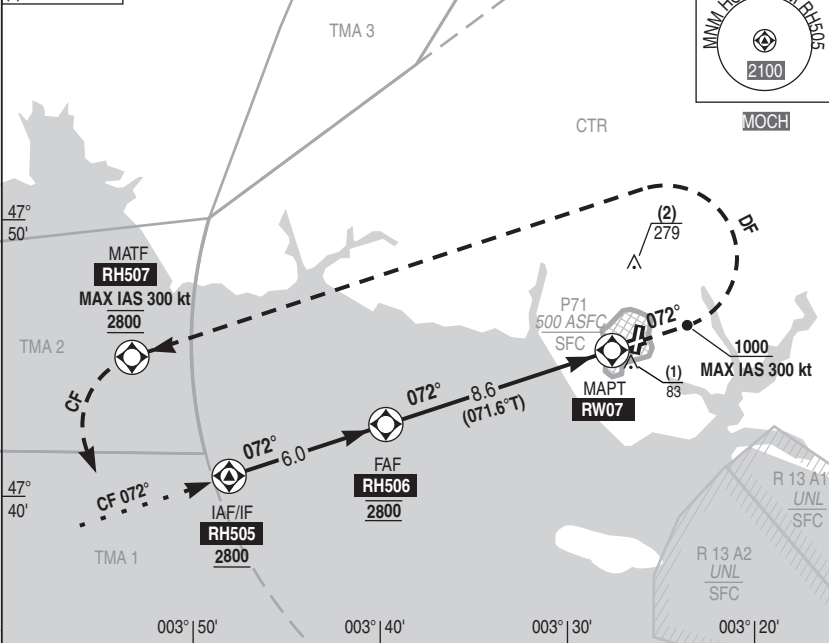
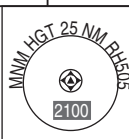
18 APR 2024

APP : 123.000 231.875  
 TWR : 122.700 281.550

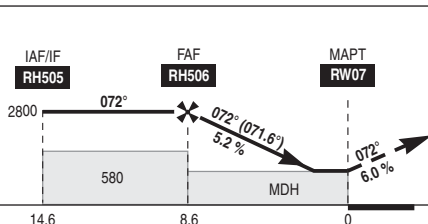
ATIS : 129.125

VAR  
 1°W (20)

- (1) OCH INS GNSS
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb to 2800 MT 072°.  
 At 1000 ft, turn left direct to RH507.  
 Then turn left to intercept and follow CF 072° to RH505.  
 MAX IAS 300 kt.  
 Do not turn before MAPT.

CAT	INS GNSS			CIRCLING		DIST RW07	NM	8	7	6	5	4	3	2	1		
	MDH	RVR	OCH	MDH	VIS												
A	350	1500	329	580	1600												
B		1500		580	1600												
C		1600		630	2400												
D		1600		730	3600												
							HGT	2600	2280	1960	1650	1330	1010	690	370		

Remarks :

DIRCAM

TABLE FOR DATA INDICATOR				LFRH INS GNSS RWY07 - MAG VAR 0,7°W (20)						
N° SEQ	CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	IF	RH505	47°40'45.7»N 003°48'07.5»W	FO		072 (071.5)		2800		
20	TF	RH506	47°42'39.6»N 003°39'42.0»W	FO	6.0	072 (071.5)		2800	2800	
30	TF	RW07	47°45'22.54»N 003°27'33.00»W	FO	8.6	072 (071.6)				
40	CH					072 (071.7)		1000	1000	300
50	DF	RH507	47°45'03.4»N 003°53'21.9»W	FO			L	2800	2800	300
60	CF	RH505	47°40'45.7»N 003°48'07.5»W	FO		072 (071.5)	L	2800	2800	300

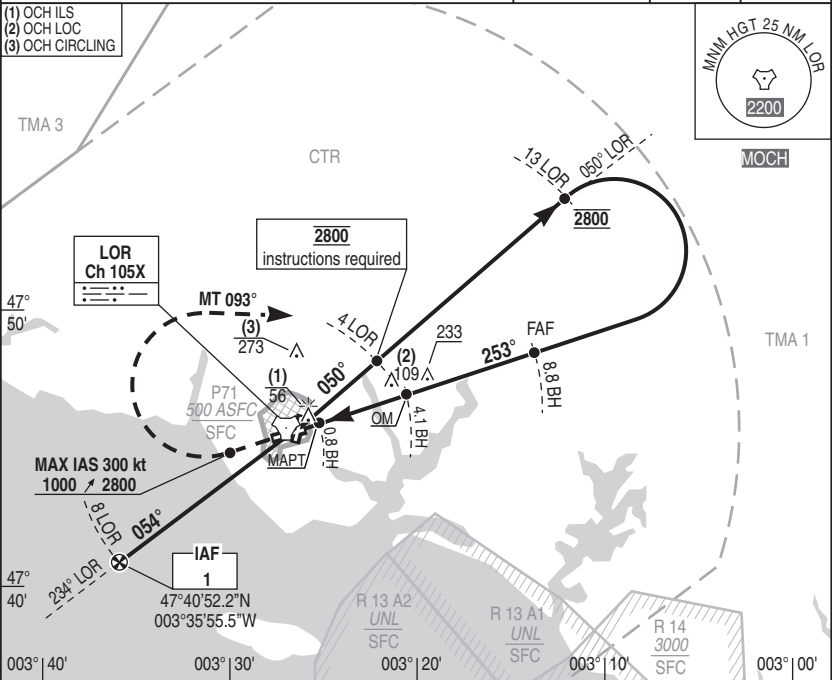
**LEGEND :** TF : Track to a Fix **DF** : Direct to a Fix **CF** : Course to a Fix **CH** : Course to a height **FO** : Course to a height **FO** : Fly Over **FB** : Fly By

NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 159 DTHR : 140

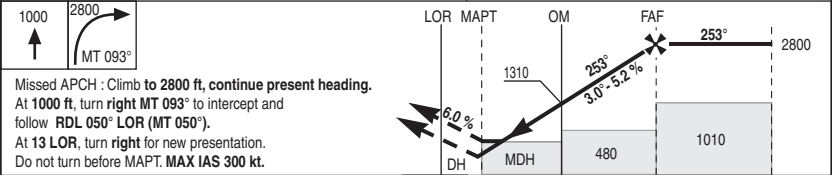
09 LORIENT LANN BIHOUE LFRH  
 TACAN ILS or LOC RWY25

18 APR 2024

APP : 123.000 231.875 TWR : 122.700 281.550	ATIS : 129.125	ILS : BH 108.15 .....	RDH : 57	VAR 1°W (20)
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REF HGT : ALT THR in ft



DTHR ← (NM)	0.6	3.9	8.6	12.6
DME BH ← (NM)	0.8	4.1	8.8	12.7
LOR ← (NM)				13.0

CAT	ILS			LOC			CIRCLING		DIST DME BH NM	2	3	4	5	6	7	8
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS								
A							570	1600	640							
B	200	550	155	360	900	355	570	1600	960							
C							620	2400	1280							
D							720	3600	1600							
									1920							
									2230							
									2550							

Remarks : DIRCAM

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 159 DTHR : 140

10 LORIENT LANN BIHOUE LFRH  
RADAR ILS or LOC RWY25

18 APR 2024

APP : 123.000 231.875  
TWR : 122.700 281.550

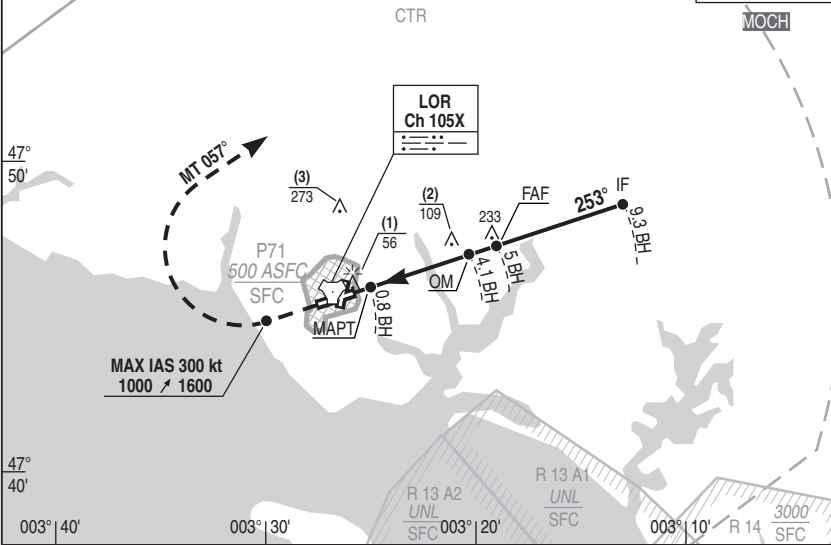
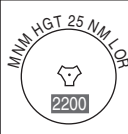
ATIS : 129.125

ILS : BH 108.15  
.....

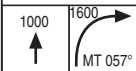
RDH : 57

VAR 1°W (20)

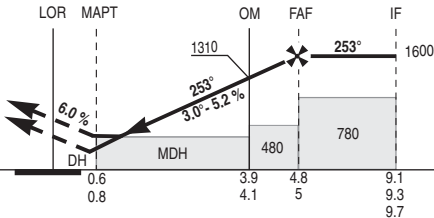
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb to 1600ft, continue present heading. At 1000ft, turn right MT 057° and follow ATC instructions. MAX IAS 300 kt. Do not turn before MAPT.



DTHR ← (NM)  
DME BH ← (NM)  
SRE ← (NM)

CAT	ILS			LOC			CIRCLING		DIST DME BH
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	
A							570	1600	NM 2 3 4 HGT 640 960 1280
B							570	1600	
C	200	550	155	360	900	355	620	2400	
D							720	3600	

Remarks :

DIRCAM

RADAR ILS or LOC RWY 25

CHG : P71.

10 LORIENT LANN BIHOUE LFRH



# NATIONAL FRA

## INSTRUMENT APPROACH

ALT AD : 159 DTHR : 140

11 LORIENT LANN BIHOUE LFRH  
RADAR PAR RWY25

18 APR 2024

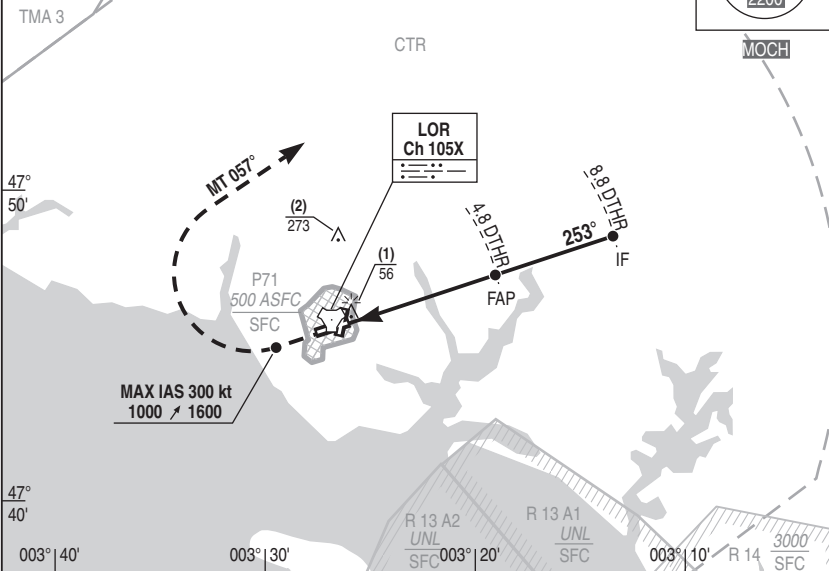
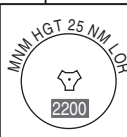
APP : 118.175 123.000 231.875 362.300  
TWR : 122.700 281.550

ATIS : 129.125

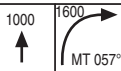
RDH : 57

VAR  
1°W (20)

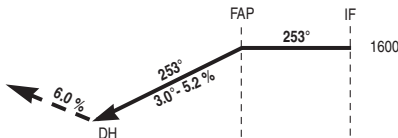
(1) OCH PAR  
(2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb to 1600 ft, continue present heading.  
At 1000 ft, turn right MT 057° and follow ATC instructions.  
MAX IAS 300 kt.



SRE ← (NM)  
DTHR ← (NM)

CAT	PAR			CIRCLING	
	DH	RVR	OCH	MDH	VIS
A	200	550	155	570	1600
B				570	1600
C				620	2400
D				720	3600

Remarks :

DIRCAM

RADAR PAR RWY 25

CHG : P71.

11 LORIENT LANN BIHOUE LFRH

NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 159 DTHR : 140

12 LORIENT LANN BIHOUE LFRH  
 INS GNSS RWY25

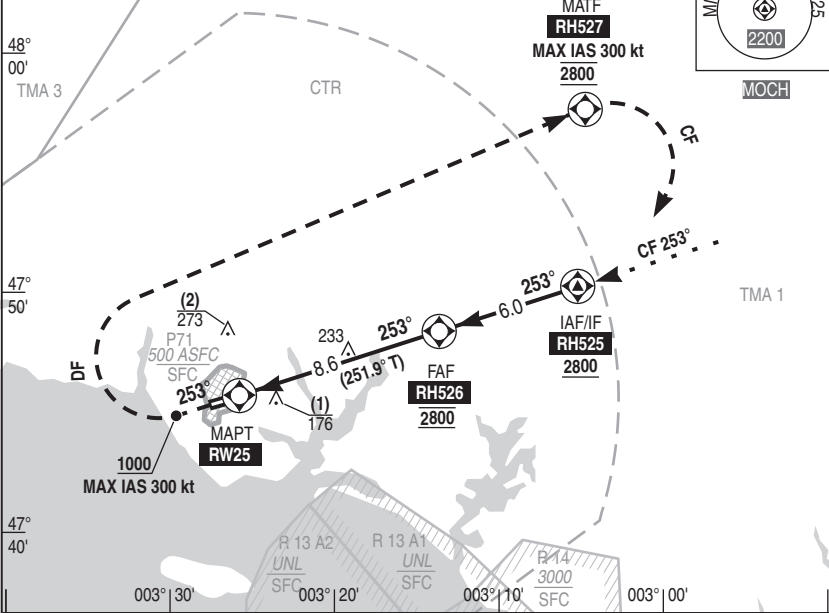
18 APR 2024

APP : 123.00 231.875  
 TWR : 122.700 281.550

ATIS : 129.125

VAR  
 1°W (20)

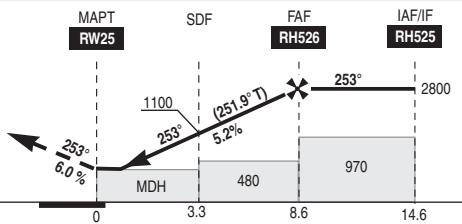
- (1) OCH INS GNSS
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb to 2800 MT 253°.  
 At 1000 ft, turn right direct to RH527.  
 Then turn right to intercept and follow CF 253° to RH525.  
 MAX IAS 300 kt.  
 Do not turn before MAPT.



DTHR ← (NM)

CAT	INS GNSS			CIRCLING	
	MDH	RVR	OCH	MDH	VIS
A				570	1600
B	400	1100	393	570	1600
C				620	2400
D				720	3600

DIST RW25								
NM	2	3	4	5	6	7	8	
HGT	690	1000	1320	1640	1960	2280	2600	

Remarks :

DIRCAM

INS GNSS RWY25

CHG : P71.

12 LORIENT LANN BIHOUE LFRH

30 NOV 2023

TABLE FOR DATA INDICATOR			LFRH INS GNSS RWY25 - MAG VAR 0,7°W (20)								
N° SEQ	CODING	IDENT	COORDINATES		TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	IF	RH525	47°50'18.0»N	003°05'13.0»W	FO		253 (252.0)		2800		
20	TF	RH526	47°48'26.6»N	003°13'41.0»W	FO	6.0	253 (252.0)		2800	2800	
30	TF	RW25	47°45'45.15»N	003°25'51.28»W	FO	8.6	253 (251.9)				
40	CH						253 (251.8)		1000	1000	300
50	DF	RH527	47°57'45.9»N	003°04'46.8»W	FO			R	2800	2800	300
60	CF	RH525	47°50'18.0»N	003°05'13.0»W	FO		253 (252.0)	R	2800	2800	300

**LEGEND :** TF : Track to a Fix DF : Direct to a Fix CF : Course to a Height FO : Course to a Height CH : Fly Over FB : Fly By



# NATIONAL FRA AERODROME CHART

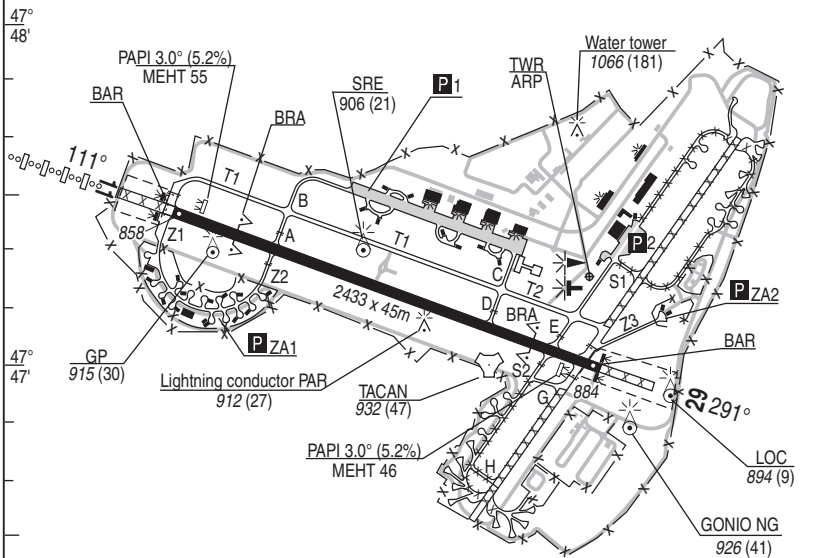
18 MAY 2023

## 01 LUXEUIL ST SAUVEUR LFSX

ALT AD : 885 (32 hPa)

VAR : 2°E (20)

TYPE	LATITUDE	LONGITUDE
THR 11	47 47 29.73N	006 20 04.32E
THR 29	47 46 58.84N	006 21 51.87E



ALT and HGT AAL in ft  
GUND = 158ft

RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)				
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A.	B.	C.	D.	E.
11	HI OTAN 900m	HI / BI	2433	2803	2433	2433	Paved	550				550
29	NIL	HI / BI	2433	2708	2433	2433		550				550

### OMNIDIRECTIONAL DEPARTURES

**RWY 11** (Alt THR : 858) : Climb **MT 111°** up to **1000ft QFE** then direct route up to enroute safety altitude.

**RWY 29** (Alt THR : 884) : Climb **MT 291°** up to **1000ft QFE** then direct route up to enroute safety altitude.

### MARKINGS - LIGHTINGS :

- Day : lighting: HI/BI line APP RWY (ICAO type cat 1) RWY 11 -BI RWY 11/29
- Flashing lights RWY 11/29 - TWY - AST

DIRCAM

DV (Flight director) : 03.70.56.12.05 - MIL : 863.116.1205

**OTHER INFORMATIONS :**

- BAR RWY11/29
- BRA RWY11 (407m BAR11), RWY29 (423m BAR29)
- QFU change, 20mn delay for set up
- Stopway RWY11/29 downgraded with day marking
- Strip B reserved to ACFT code letter A.

**REFUELING :**

- F34 - Oxygen

**ATS HOR :**

- MON-THU : 0700-1620Z or end of flights
- FRI : 0700-1400 or end of flights
- SAT, SUN, HOL, HN : O/R previous opened day before 1200 (Summer : -1H).

DIRCAM

# VISUAL ARR & DEP

ALT AD : 885 (32 hPa)

18 APR 2024

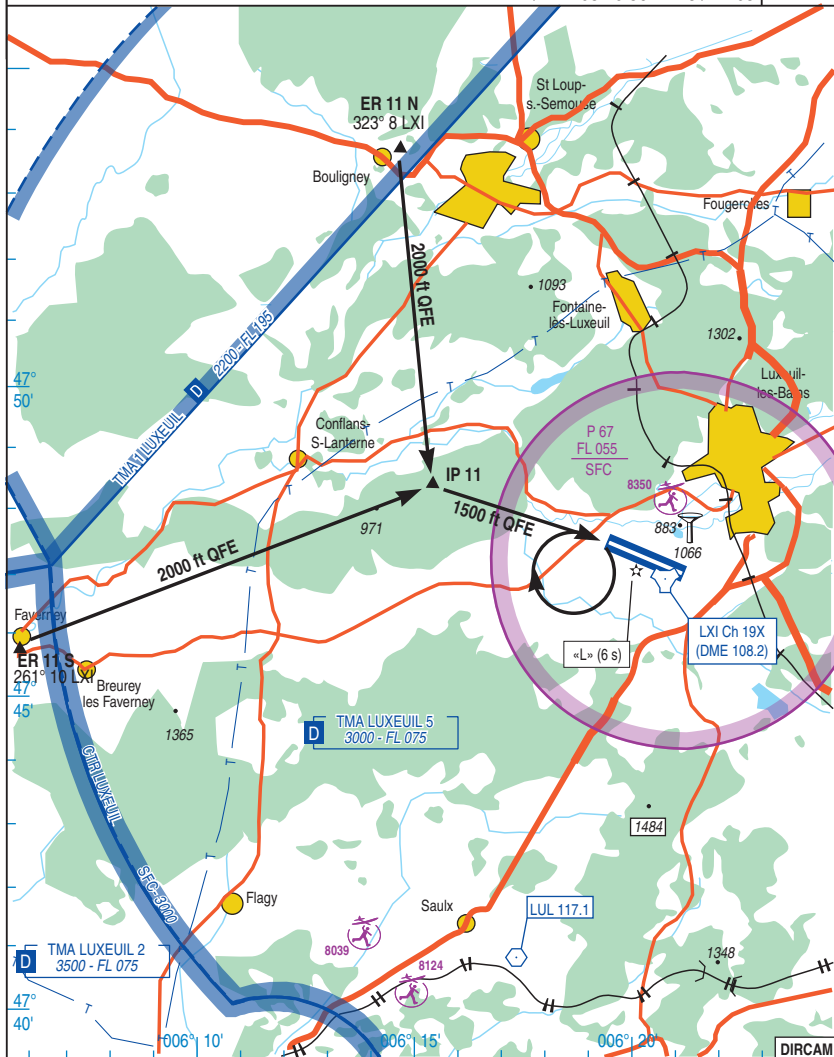
# 02 LUXEUIL ST SAUVEUR LFSX

JET RWY11

APP : 129.925 - 338.725  
TWR : 122.100 - 244.350 - 257.800

AD FAF non GAT  
3.5 Km SSW from LUXEUIL  
MIL TEL : 863.116.1205  
BIA - BDP / DV : 03.70.56.12.18 / 12.05

VAR  
2°E  
(20)



JET RWY11

CHG : P67

02 LUXEUIL ST SAUVEUR LFSX

DIRCAM

# VISUAL ARR & DEP

ALT AD : 885 (32 hPa)

18 APR 2024

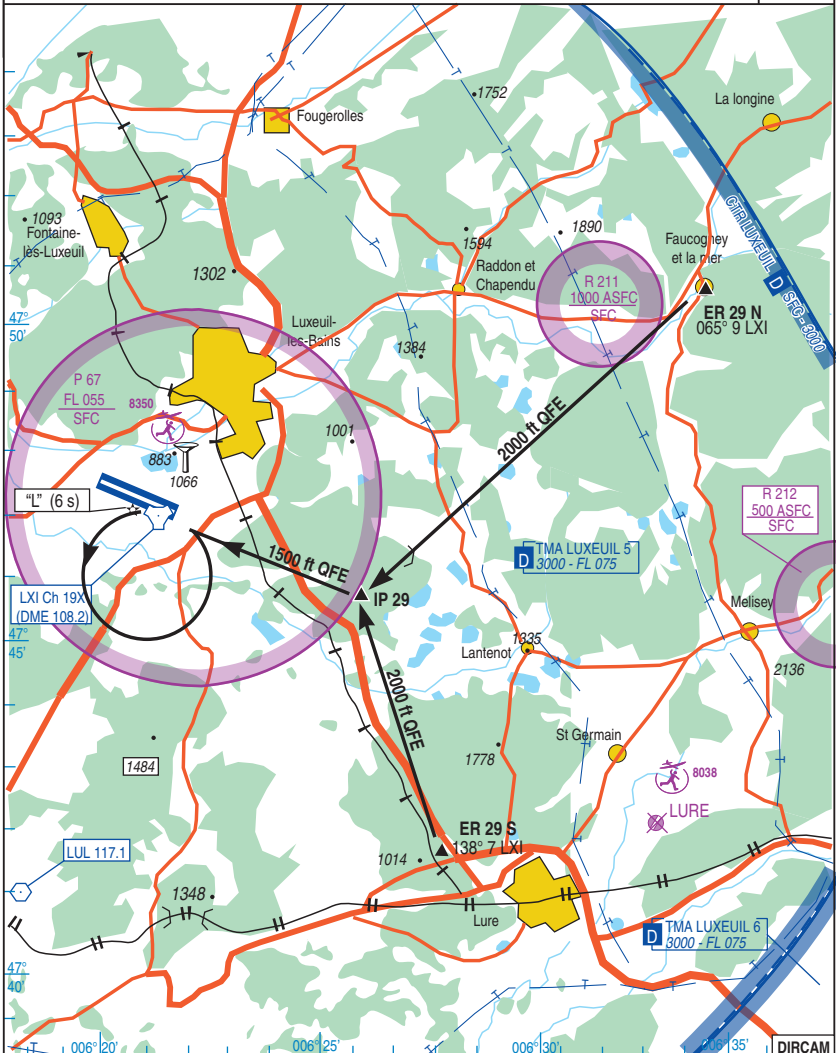
# 03 LUXEUIL ST SAUVEUR LFSX

JET RWY29

APP : 129.925 - 338.725  
TWR : 122.100 - 244.350 - 257.800

AD FAF non GAT  
3.5 Km SSW from LUXEUIL  
MIL TEL : 863.116.1205  
BIA - BDP / DV : 03.70.56.12.18 / 12.05

VAR  
2°E  
(20)



JET RWY29

CHG : P67.

03 LUXEUIL ST SAUVEUR LFSX

DIRCAM



18 MAY 2023

04 LUXEUIL ST SAUVEUR LFSX

**VISUAL ARR AND DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**ARRIVAL :**

Radio contact with APP (CH. 17 or 5), 2min before entering circuit.

Fly at 2000 ft QFE (1500 ft QFE for training ACFT) or under ceiling at the following entry points at IAS 350 kt :

**RWY11** : ER 11 N : 323°/ 8 NM TAC LXI BOULIGNEY (W ST LOUP)- **47°53'42"N - 006°14'25"E**

ER 11 S : 261°/10 NM TAC LXI Bridge south of FAVERNEY - **47°45'38"N - 006°06'15"E**

**RWY29** : ER 29 N : 065°/ 9 NM TAC LXI FAUCOGNEY ET LA MER - **47°50'30"N - 006°33'50"E**

ER 29 S : 138°/ 7 NM TAC LXI FACTORY WEST LURE - **47°41'21"N - 006°28'25"E**

Report IP 11 - IP 29 at 2000 ft QFE (IP are located 3 NM ahead from lead in RWY). Then descent to 1500 ft QFE (1000 ft QFE training ACFT).

Fly level 1500 ft QFE (Fighters ACFT), at 1000 ft QFE (training ACFT).

RWY11 : break right.

RWY29 : break left.

**RESTRICTIONS QFU 29:**

Fly by ER 29 N when AD status "BLUE" or "WHITE" only.

**DEPARTURE:**

Multidirectionnal departure 1500 ft QFE MAX, except in ARR sectors (between ER and IP) of QFU in use 1000 ft QFE MAX.

Say HGT and exit point when taxiing. When airborne, DEP at or below 2500 ft QFE expect contact on CH TWR CH 14; above 2500 ft QFE expect contact on CH 15

**SPECIAL INSTRUCTIONS:**

When AD is color state GREEN "OAT Victor Special": DEP under OAT Victor Special are possible at 1000 ft QFE or below clouds.

Report HGT and exit point when taxiing. DEP through ARR sectors are submitted to APP before TKOF.

U-turn not available for aircraft letter code > C.

Work Descent and climb for non based ACFT are submitted to Duty Officer permission.

DIRCAM

NATIONAL FRA

05 LUXEUIL SAINT-SAUVEUR LFSX

ALT AD : 885 (32 hPa)

18 APR 2024

HMG

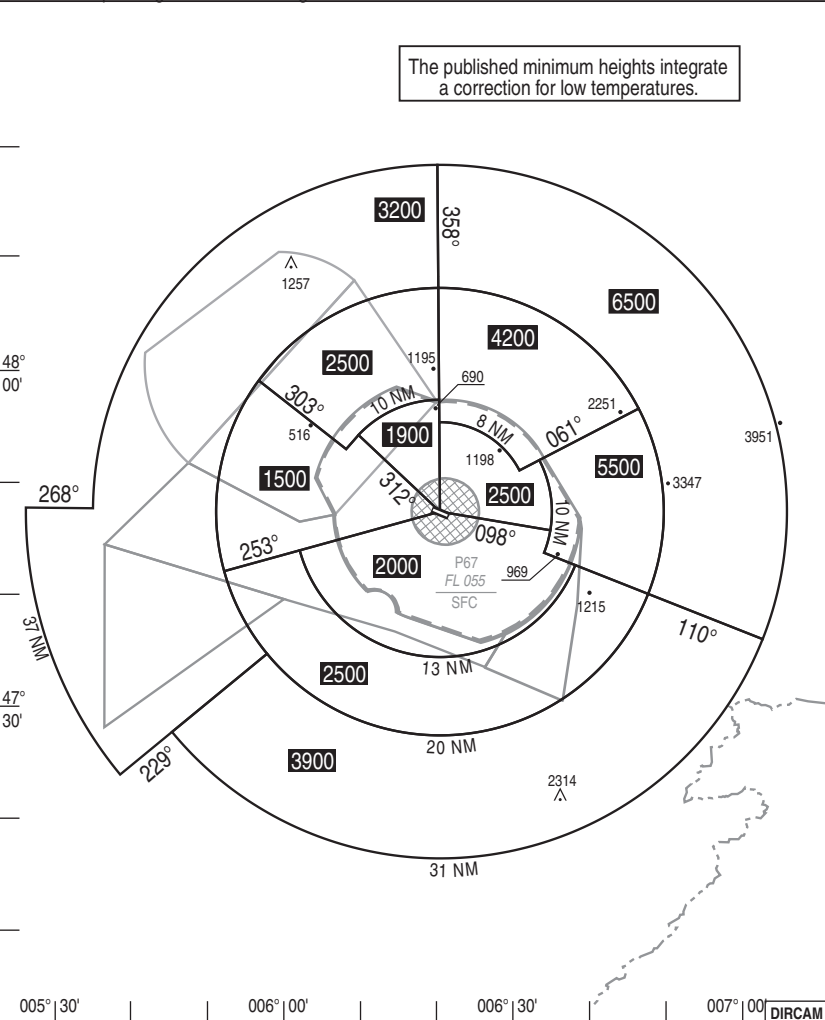
APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

VAR  
2°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



HMG

CHG : P67.

05 LUXEUIL SAINT-SAUVEUR LFSX

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

# 06 LUXEUIL SAINT-SAUVEUR LFSX HPMA TACAN ILS or LOC RWY11

ALT AD : 885 THR : 858

18 APR 2024

APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

ILS : LXI 108.10

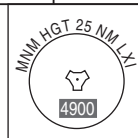


RDH : 52

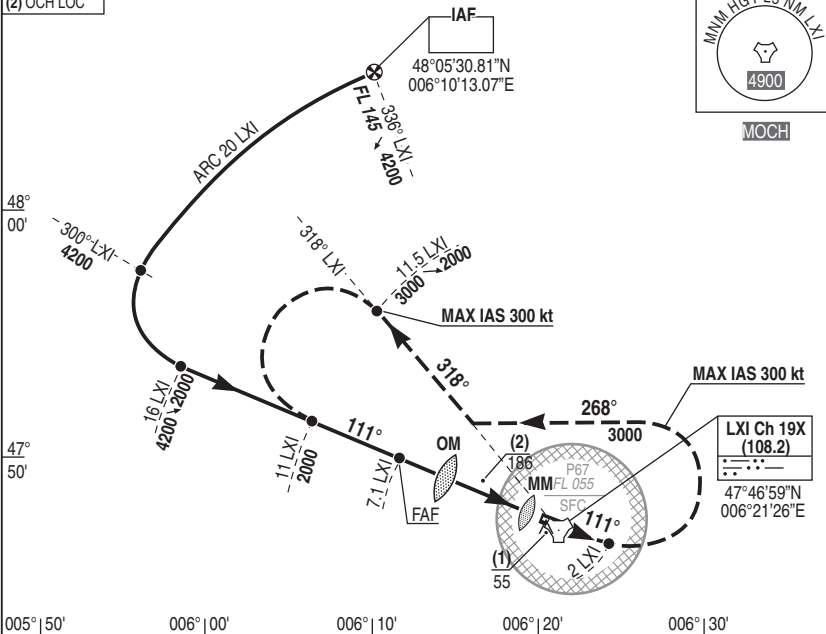
VAR

2°E (20)

- (1) OCH ILS
- (2) OCH LOC

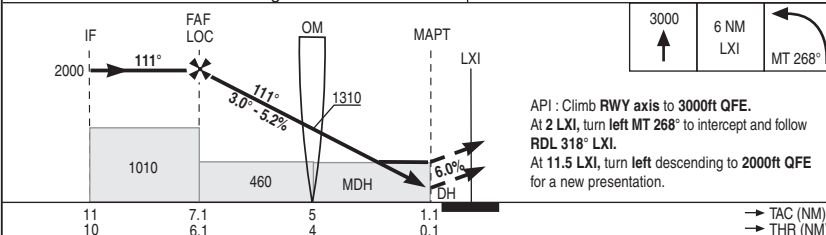


MOCH



ILS True heading : 113.07°

REF HGT : ALT THR in ft



CAT	ILS			LOC			CIRCLING (1)			TACAN						
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	7	6	5	4	3	2
A	200	550	152	440	1300	432	1020	1600	1013	1950	1630	1310	990	680	360	
B								1600								
C								2400								
D/E								3600								

Remarks : (1) Circling by day. VSS checked.

DIRCAM

HPMA TACAN ILS or LOC RWY11

CHG : P67.

06 LUXEUIL SAINT-SAUVEUR LFSX

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 858

18 APR 2024

# 07 LUXEUIL SAINT-SAUVEUR LFSX

HPMA TACAN / PAR RWY11

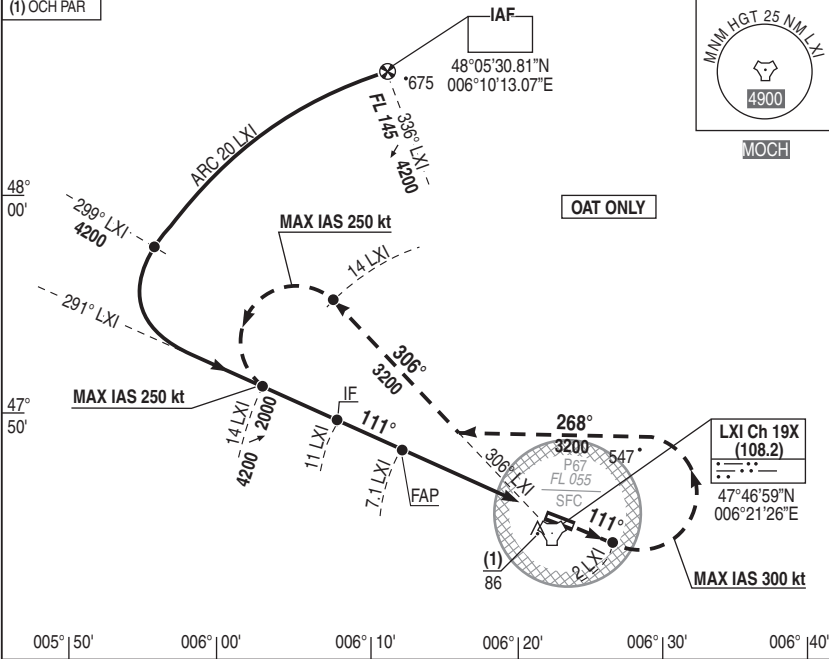
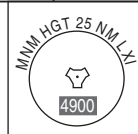
APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

RDH : 52

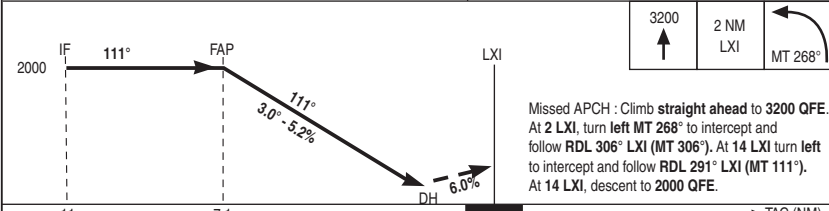
VAR  
2°E (20)

(1) OCH PAR



OAT ONLY

REF HGT : ALT THR in ft



Missed APCH : Climb straight ahead to 3200 QFE.  
At 2 LXI, turn left MT 268° to intercept and follow RDL 306° LXI (MT 306°).  
At 14 LXI turn left to intercept and follow RDL 291° LXI (MT 111°).  
At 14 LXI, descent to 2000 QFE.

→ TAC (NM)  
→ THR (NM)

CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	800	185	1020	1600	1013
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Circling by day.

DIRCAM

HPMA TACAN / PAR RWY11

CHG : P67.

07 LUXEUIL SAINT-SAUVEUR LFSX

# NATIONAL FRA INSTRUMENT APPROACH

## 08 LUXEUIL SAINT-SAUVEUR LFSX HPMA RADAR / PAR RWY11

ALT AD : 885 THR : 858

18 APR 2024

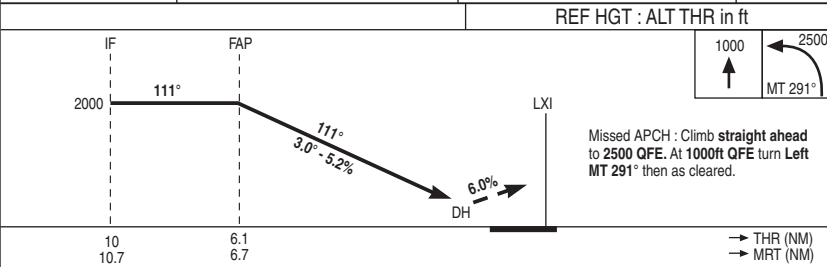
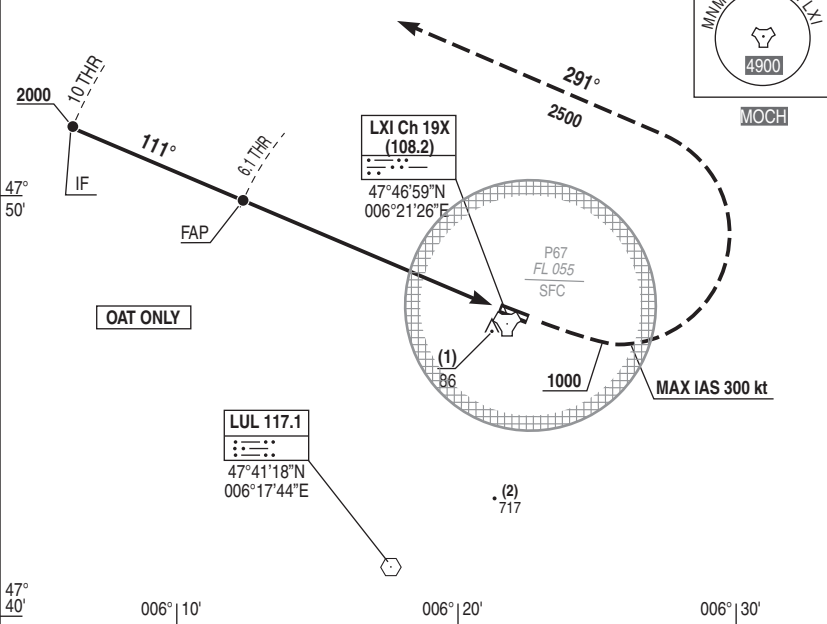
APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

RDH : 52

VAR  
2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING



CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	800	185	1020	1600	1013
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Circling by day.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

## 09 LUXEUIL SAINT-SAUVEUR LFSX HPMA TACAN RWY11

ALT AD : 885 THR : 858

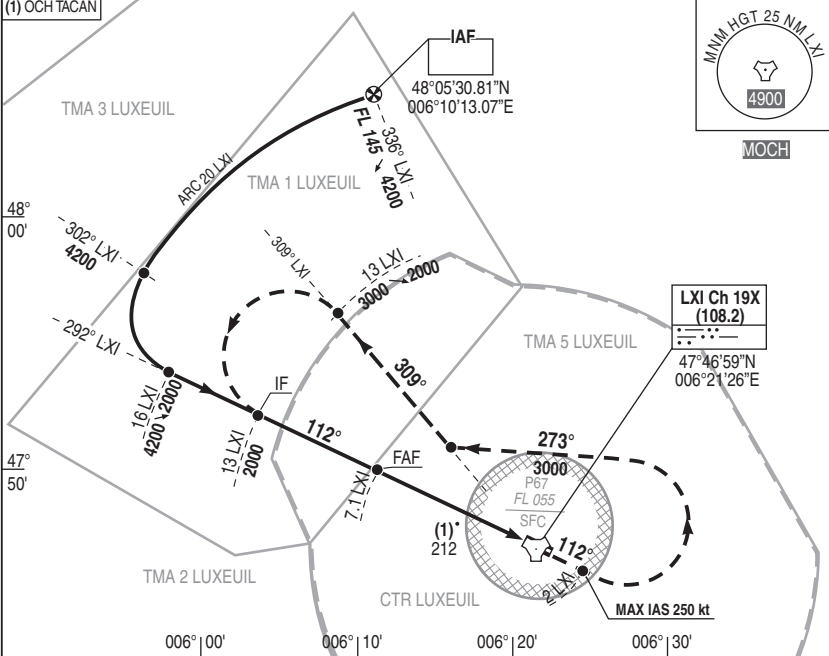
18 APR 2024

APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

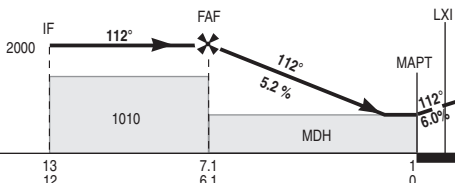
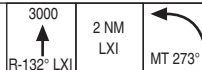
VAR  
2°E (20)

(1) OCH TACAN



REF HGT : ALT THR in ft

APCH not in RWY axis



Missed APCH : Climb RDL 112° LXI (MT 112°) up to 3000ft QFE.  
At 2 LXI, turn left MT 273° to intercept and follow RDL 309° LXI (MT 309°).  
At 13 LXI turn left for a new presentation.

13  
12

7.1  
6.1

1  
0

→ TAC (NM)  
→ THR (NM)

CAT	TACAN			CIRCLING (1)			TACAN	NM	6	5	4	3
	MDH	RVR	OCH	MDH	VIS	OCH						
A	460	1400	459	1020	1600	1013	HPMA	6	1620	1300	980	670
B					1600							
C					2400							
D					3600							

Remarks : (1) Circling by day.

DIRCAM

HPMA TACAN RWY11

CHG : P67.

09 LUXEUIL SAINT-SAUVEUR LFSX

# NATIONAL FRA INSTRUMENT APPROACH

# 10 LUXEUIL SAINT-SAUVEUR LFSX HPMA RADAR / PAR RWY29

ALT AD : 885 THR : 884

18 APR 2024

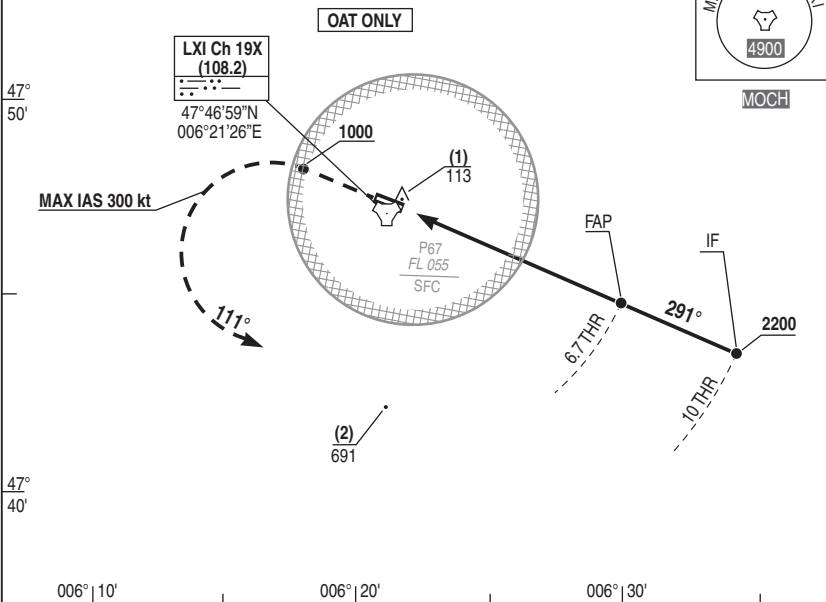
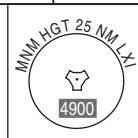
APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

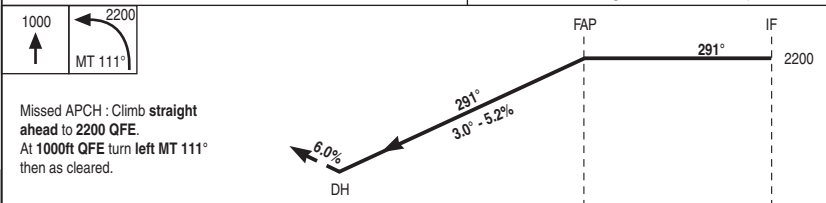
RDH : 50

VAR  
2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



THR ← (NM)					
MRT ← (NM)		6.7	7.5	10	10.7

CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	210	1200	210	990	1600	987
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Circling by day.

DIRCAM

NATIONAL FRA  
INSTRUMENT APPROACH

ALT AD : 885 THR 11 : 858

SID 01 LUXEUIL SAINT-SAUVEUR LFSX

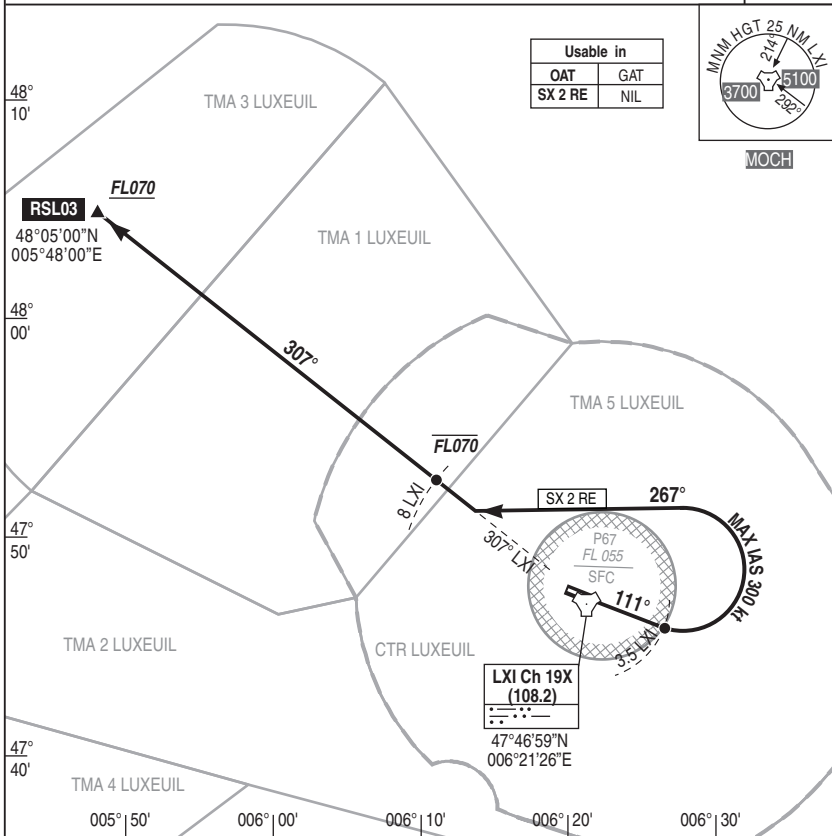
18 APR 2024

DEPARTURE RWY11

APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

VAR  
2°E (20)



**SX 2 RE :** Climb MT 111° up to **FL 070**.

At 3.5 LXI, turn **left** MT 267° to intercept and follow **RDL 307° LXI (MT 307°)** to RSL03.

At 8 LXI resume climbing to cleared level until handover.

DIRCAM

DEPARTURE RWY11

CHG : P67.

SID 01 LUXEUIL SAINT-SAUVEUR LFSX



NATIONAL FRA  
INSTRUMENT APPROACH

ALT AD : 885 THR 11 : 884

SID 02 LUXEUIL SAINT-SAUVEUR LFSX  
DEPARTURE RWY29

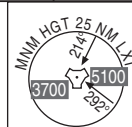
18 APR 2024

APP : 129.925 - 338.725

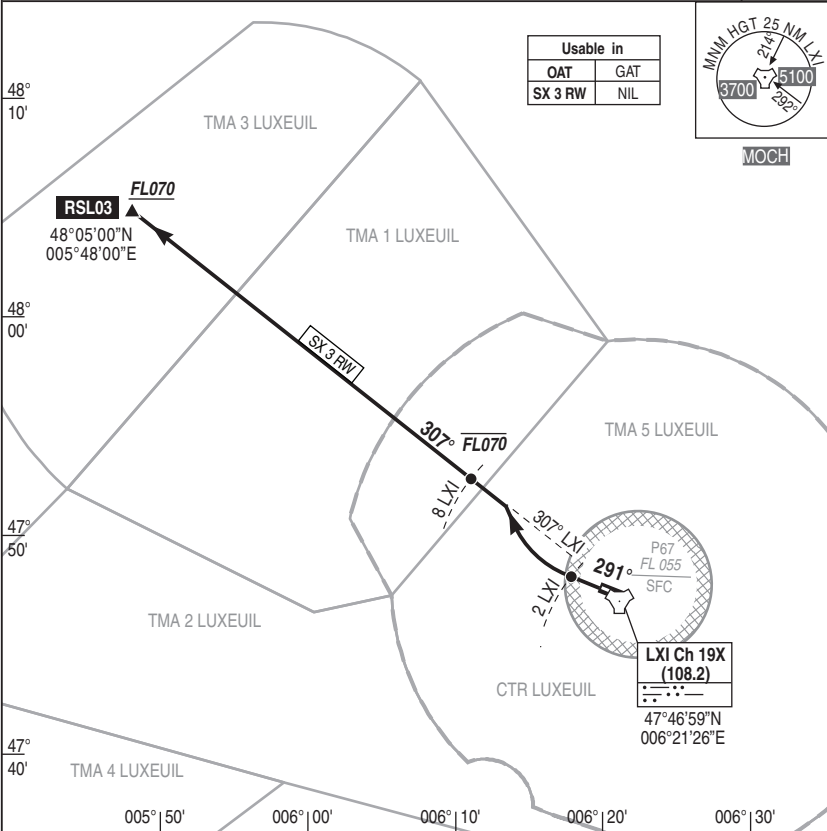
TWR : 122.100 - 244.350 - 257.800

VAR  
2°E (20)

Usable in	
OAT	GAT
SX 3 RW	NIL



MOCH



REF HGT : ALT THR in ft

**SX 3 RW** : Climb MT 291° up to **FL 070**.

At **2 LXI**, turn **right** to intercept and follow **RDL 307° LXI** (MT 307°) to **RSL 03**.

At **8 LXI** resume climbing to cleared level until handover.

DIRCAM



# NATIONAL FRA AERODROME CHART

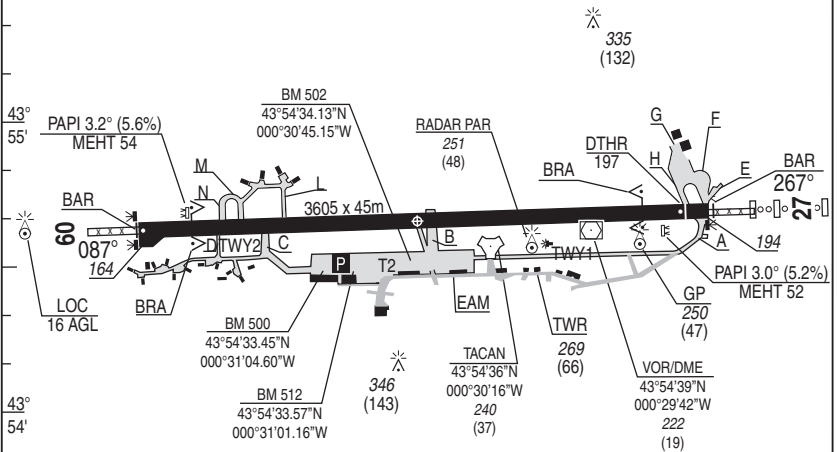
09 SEP 2021

## 01 MONT DE MARSAN LFBM

ALT AD : 203 (8 hPa)

VAR : 0°E (20)

TYPE	LATITUDE	LONGITUDE
THR 09	43°54'38.58"N	000°31'54.40"W
THR 27	43°54'44.25"N	000°29'13.07"W
DTHR 27	43°54'44.07"N	000°29'18.50"W



ALT et HGT en ft  
GUND = 157 ft

RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	B	C	D
09	NIL	HI	3605	3605	3605	3605	Paved	550			
27	HI 720m	HI	3605	3605	3605	3482		550			

### OMNIDIRECTIONAL DEPARTURES

- RWY09** (Alt THR : 164) : Climb **MT 087°** up to **1000ft QFE** then direct route up to enroute safety altitude.
- RWY27** (Alt THR : 194) : Climb **MT 267°** up to **1000ft QFE** then direct route up to enroute safety altitude.

### MARKINGS - LIGHTINGS :

- Day lighting HI line APP (720m only) RWY 27 – HI/BI RWY 09/27
- Flashing lights RWY09/27
- Retro-reflective strips spaced 60m apart.

DIRCAM

**DV (Flights Director) : 05.33.94.05.57 - 865.118.0557**

**OTHERS INFORMATIONS:**

- BAR F40 at each QFU Stop brake Bliss: (500 m, 1640 ft)
- BAR RWY 09 (width: (45 m, 148 ft) -BAR RWY 27: (width: (45 m, 148 ft))
- Warning : Be aware of not to land on BAR RWY 27 (cause of topographic configuration)
- JET CRASH on RWY 09/27
- BRA RWY 27 - BRA RWY 09
- Break arrival and go around are prohibited after 0000 LOC except for security
- Descent and climbing operations, APP/APP procedures and exercices using the airspaces associated to Mont de Marsan by non based ACFT are subjected to permission of the ESCA operations chief (811 118 6289 or 05.58.46.76.00 ext 26289) or on the day itself of the duty officer (811 518 5001 - 811 518 4679 - emergency 05.58.46.28.41)
- AD limitations : MON-FRI : 1100-1300 LOC; 1800-1900 LOC non based ACFT training prohibited

**APPROACH LIGHTING SYSTEM**

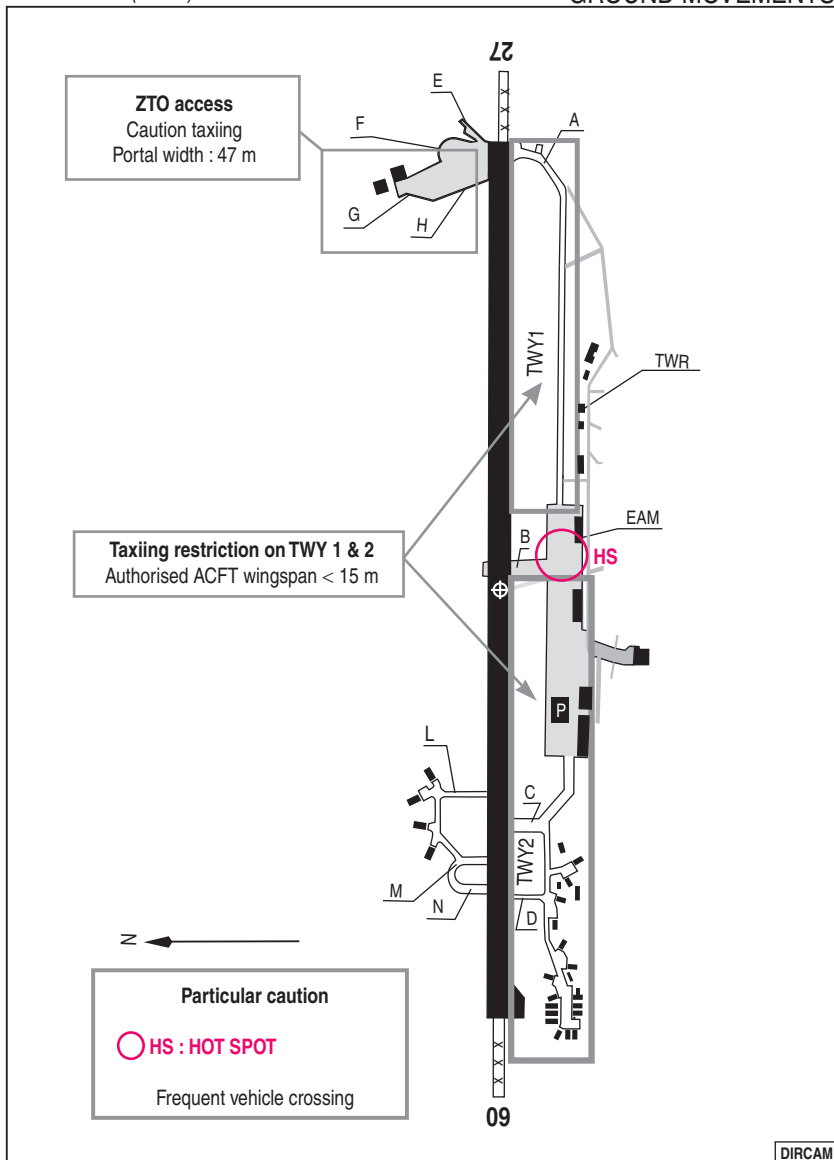
- PAPI RWY 09 : Distance from THR : (294 m, 964 ft)
- PAPI RWY 27 : Distance from THR : (287 m, 941 ft)
- Sequence Flashing lights RWY 09

**REFUELING**

- F35 - F34 - F63 - F54 – Liquid (O/R) or gaseous oxygen.

**ATS HOR ( Summer -1 h )**

- MON-THU: 0730-1600, Out of HOR: O/R before 1530
  - FRI: 0730-1430 HN: O/R before 1330
  - SAT, SUN, HOL: O/R before 1330
- The last previous open day



# VISUAL ARR & DEP

ALT AD : 203 (8 hPa)

15 JUL 2021

# 02 MONT DE MARSAN LFBM

JET RWY 09 & 27

APP : 142.450 - 375.100 (Climb) - 344.175 - 362.300

TWR : 142.750 - 282.350

AD FAF non GAT  
2 Km N from MONT DE MARSAN

TEL : 05.58.05.49.78

MIL TEL : 811 518 50 01

VAR  
0°E  
(20)



JET RWY 09 & 27

CHG : Modif Obs 535ft

02 MONT DE MARSAN LFBM

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart

**ARRIVALS :**

Contact MARSAN APP 3 MIN before entry point. Level 2000 ft QFE on following points:

**RWY 09 :** ER NW 294° / 10,8 NM TACAN MDM. ( 43°58'32.59"N – 000°44'16.14"W )  
 ER SW 230° / 14,4 NM TACAN MDM. ( 43°45'02.10"N – 000°44'57.57"W )  
**RWY 27 :** ER NE 055° / 10,5 NM TACAN MDM. ( 44°01'06.75"N – 000°18'39.19"W )  
 ER SE 117° / 10 NM TACAN MDM. ( 43°50'08.69"N – 000°18'01.20"W )

Fly on to IP 09 ( 43°54'29.70"N – 000°36'03.10"W ) or  
 IP 27 ( 43°54'52.71"N – 000°25'09.77"W ) steady level 2000 ft QFE (IP are 3 NM  
 centre line from lead in RWY).

Break presentation at 1500 ft QFE.

**RWY 09 :** Break to left.**RWY 27 :** Break to right.**NORTH CIRCUITS:****CP** ( 43°58'08.36"N – 000°31'53.00"W ) : abeam CERE / mandatory report point.**G** ( 43°58'00.57"N – 000°37'03.95"W ) / **L** ( 43°58'19.19"N – 000°24'13.13"W ) : Report points on TWR request.**HEIGHT** : 1500 ft QFE.**DEPARTURES:**

Arrival and departure points are the same, at 1500 ft QFE.

**RWY 09 :** NOISE ABATEMENT PROCEDURE(NAP):

Climb and maintain RWY axis to 800 ft QFE MAX till end of RWY, then turn left heading 059 ° and climb to 1500 ft QFE. Report exiting CTR / R34B or TMA2 / R34C.

**RWY 27 :** Climb and maintain RWY axis 800 ft QFE MAX till end of RWY, then climb to 1500 ft QFE.

For south departure, do not turn before 2 NM TACAN MNM,

For north departure, avoid flying over ST MARTIN D'ONEY.

Report exiting CTR / R34B or TMA2 / R34C.

**NOISE ABATEMENT PROCEDURE : "NAP"**

When "NAP" is in use, heights of circuits (arrivals, north circuits and departures) are increased by 1000 ft until IP for a break arrival at 1500 ft QFE.

NATIONAL FRA  
ALT AD : 209 (8 hPa)

26 JAN 23

04 MONT DE MARSAN LFBM  
HMG

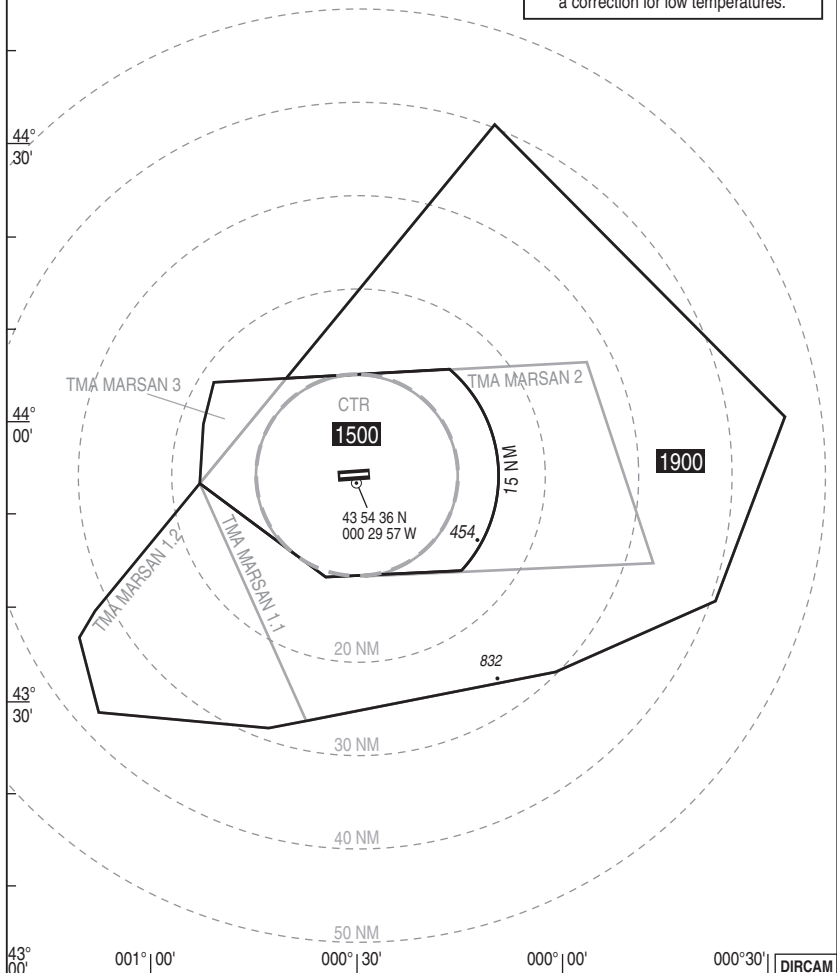
APP : 142.450 - 375.100 - 344.175 - 362.300

TWR : 142.750 - 282.350

VAR  
0°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.  
HMG corresponding to normal working of approach surveillance means.

The published minimum heights integrate  
a correction for low temperatures.



HMG

CHG : Low Temperatures revise.

04 MONT DE MARSAN LFBM



# NATIONAL FRA INSTRUMENT APPROACH

## 05 MONT DE MARSAN LFBM TACAN / PAR RWY 09

ALT AD : 203 THR : 164

31 DEC 2020

APP : 142.450 - 375.100 - 344.175 - 362.300

RDH : 50

VAR  
0°E (20)

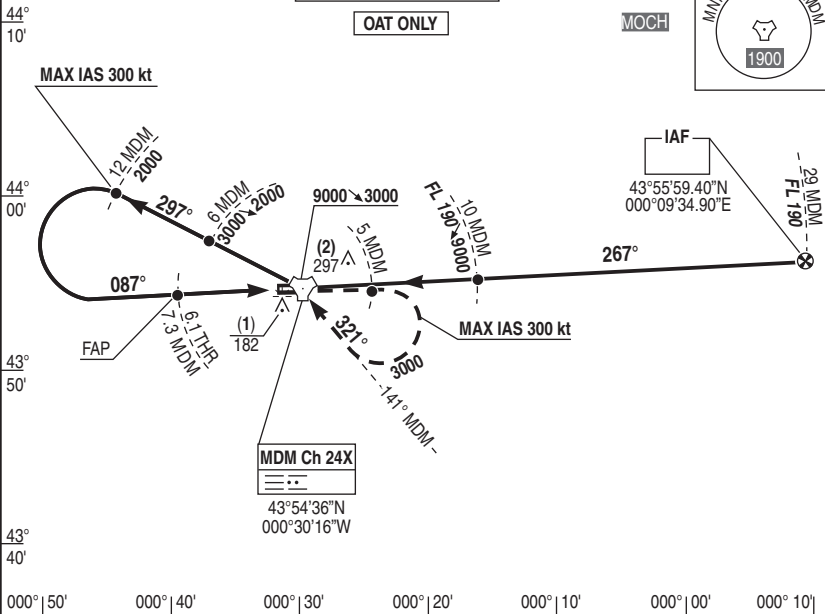
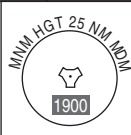
TWR : 142.750 - 282.350

(1) OCH PAR  
(2) OCH CIRCLING

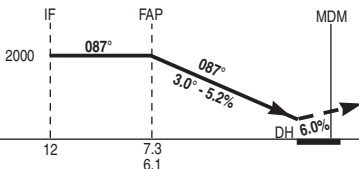
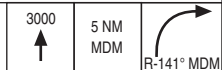
UNDER RADAR SURVEILLANCE

OAT ONLY

MOCH



REF HGT : ALT THR in ft



Missed APCH : Climb and maintain RWY axis to 3000 ft. At 5 TAC MDM turn right to intercept RDL 141° MDM (MT 321°) for a new presentation.

→ TAC (NM)  
→ THR (NM)

CAT	PAR (1)			CIRCLING (2) (3)		
	DH	RVR	OCH	MDH	VIS	OCH
A	250	1300	209	800	1600	797
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Increased minimums. (2) Forbidden south of RWY. (3) Circling by day only.

DIRCAM

TACAN / PAR RWY 09

CHG : VAR

05 MONT DE MARSAN LFBM

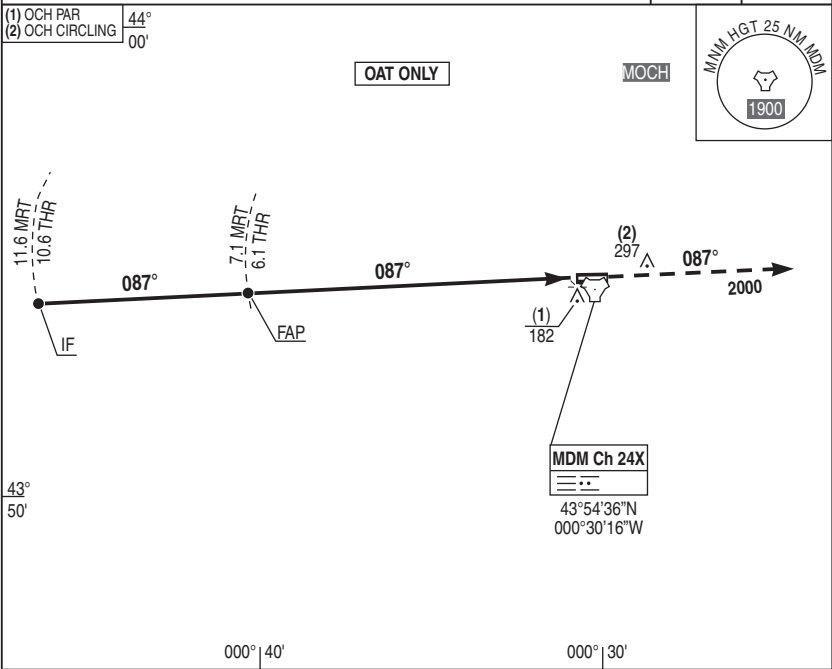
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 THR : 164

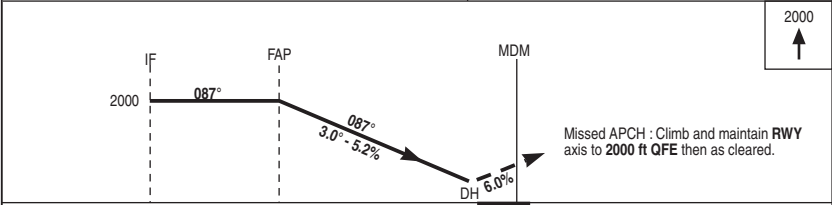
31 DEC 2020

06 MONT DE MARSAN LFBM  
SRA / PAR RWY 09

APP : 142.450 - 375.100 - 344.175 - 362.300	RDH : 50	VAR 0°E (20)
TWR : 142.750 - 282.350		



REF HGT : ALT THR in ft



→ THR (NM)  
→ MRT (NM)

CAT	PAR (1)			CIRCLING (2) (3)		
	DH	RVR	OCH	MDH	VIS	OCH
A	250	1300	209	800	1600	797
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Increased minimums. (2) Forbidden south of RWY. (3) Circling by day only. DIRCAM

SRA / PAR RWY 09 CHG : VAR 06 MONT DE MARSAN LFBM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 THR : 164

31 DEC 2020

07 MONT DE MARSAN LFBM  
TACAN RWY 09

APP : 142.450 - 375.100 - 344.175 - 362.300

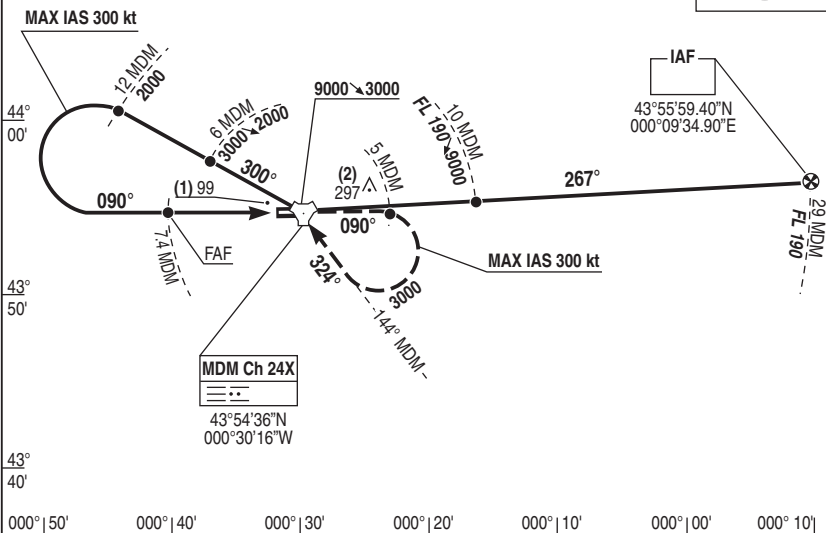
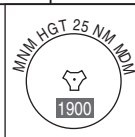
TWR : 142.750 - 282.350

VAR  
0°E (20)

(1) OCH TACAN  
(2) OCH CIRCLING

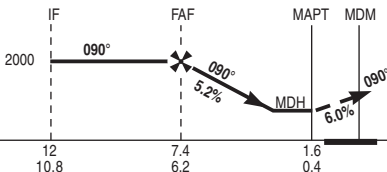
UNDER RADAR SURVEILLANCE

MOCH

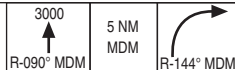


REF HGT : ALT THR in ft

APCH not in RWY axis



Missed APCH : Climb towards 3000 ft on course to TAC MDM. Above MDM intercept RDL 090° (MT 090°).  
At 5 TAC MDM turn right to intercept RDL 144° MDM (MT 324°) for new presentation.



TAC → (NM)  
THR → (NM)

CAT	TACAN			CIRCLING (1) (2)			TACAN	NM	HGT
	MDH	RVR	OCH	MDH	VIS	OCH			
A	350	1500	345	800	1600	797	7	6	5
B		1500			1600		4		
C		1600			2400		3		
D/E		1600			3600		620		

Remarks : (1) Forbidden south of RWY. (2) Circling by day only.

DIRCAM

TACAN RWY 09

CHG : VAR

07 MONT DE MARSAN LFBM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 THR : 164

31 DEC 2020

# 08 MONT DE MARSAN LFBM RADAR INS GNSS RWY 09

APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

PROCEDURE RESTRICTED TO  
AIRCRAFTS ALLOWED ONLY

RNP APCH

VAR  
0°E (20)

- (1) OCH LNAV
- (2) OCH CIRCLING

CTR MARSAN

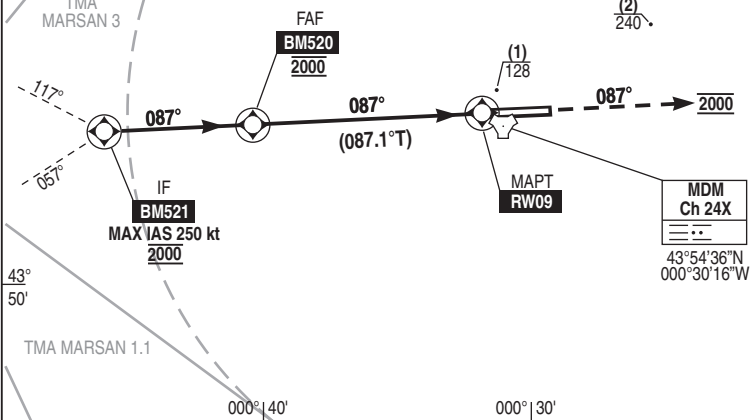
Radar vectoring for initial approach,  
see MIAC 4 LFBM HMSR.  
Interception sector defined by RDL 057°  
and RDL 117° to join BM521



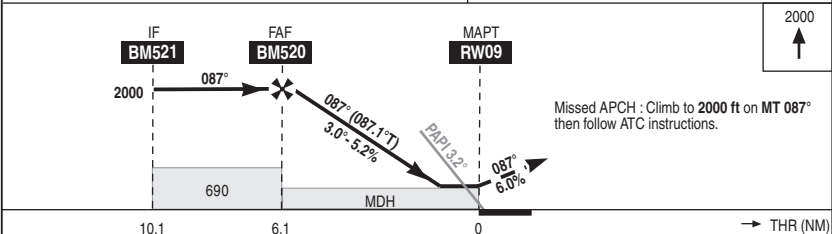
43°  
50'

CALAGE PAPI 3.2°

MOCH



REF HGT : ALT THR in ft



CAT	LNAV			CIRCLING (1) (2)		DIST RW09					
	MDH	RVR	OCH	MDH	VIS	NM	5	4	3	2	
A	380	1700	375	590	1600	5	4	3	2		
B				590	1600						
C				640	2400						
D				740	3600						
						HGT	1640	1320	1010	690	

Remarks : (1) Increased minima. (2) Forbidden south of RWY and by night.

DIRCAM

RADAR INS GNSS RWY 09

CHG : VAR

08 MONT DE MARSAN LFBM

TABLE FOR DATA INDICATOR		LFBM INS GNSS RWY09 - MAG VAR 0.4°E (20)									
N° SEQ	CODING	IDENT	COORDINATES		TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	CF	BM521	43°54'08.1»N	000°45'53.8»W	FO		087		2000		250
20	TF	BM520	43°54'20.3»N	000°40'22.3»W	FO	4,0			2000		
30	TF	RW09	43°54'38.59N	000°31'54.35»W	FO	6,1					
40	CH						087		2000		

**LEGEND :** TF : Track to a Fix CF : Course to a Fix CH : Course to a Height FO : Fly Over

# NATIONAL FRA INSTRUMENT APPROACH

## 10 MONT DE MARSAN LFBM TACAN / ILS RWY 27

ALT AD : 203 THR : 197

31 DEC 2020

APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

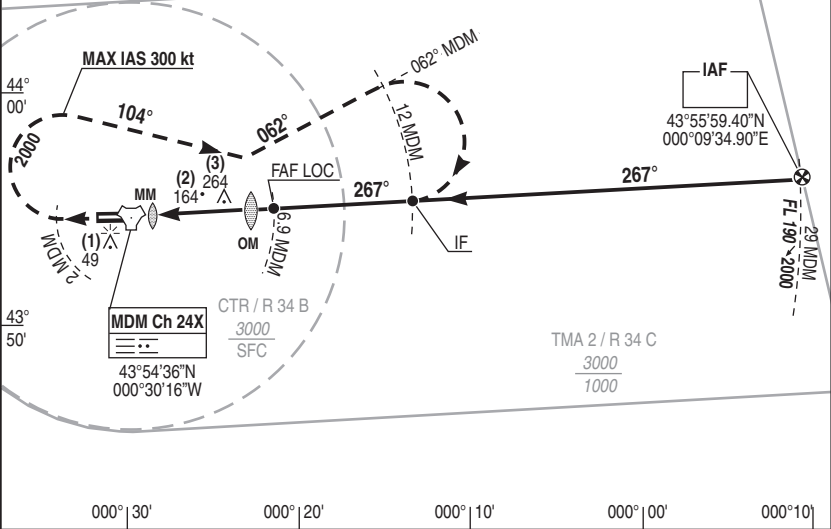
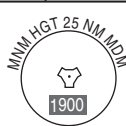
ILS : MDM 110.5  
≡ ≡ ≡

RDH : 52

VAR 0°E (20)

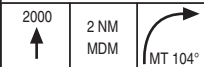
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING

MOCH

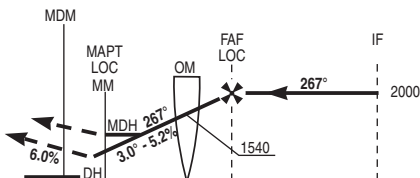


ILS true heading : 267.23

REF HGT : ALT THR in ft



Missed APCH : Climb and maintain RWY axis to 2000 ft QFE. At 2 MDM turn right MT 104° to intercept RDL 062° MDM (062° MT). At 12 MDM turn RIGHT for new presentation.



TAC ← (NM)

DTHR ← (NM)

1.3	5.4	6.9	12
0.6	4.7	6.2	11.3

CAT	ILS (1)			LOC			CIRCLING (2) (3)			ILS - TACAN
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	
A								1600		NM 6 5 4 3 2
B								1600		
C	250	800	146	420	1200	414	770	2400	764	HGT 1730 1410 1100 780 460
D/E								3600		

Remarks : (1) Increased minimums due to technical - ops reason, (2) Forbidden south of RWY, (3) Circling by day only. DIRCAM

TACAN / ILS RWY 27

CHG : VAR

10 MONT DE MARSAN LFBM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 DTHR : 197

15 JUL 2021

## 11 MONT DE MARSAN LFBM SRA / ILS or LOC RWY27

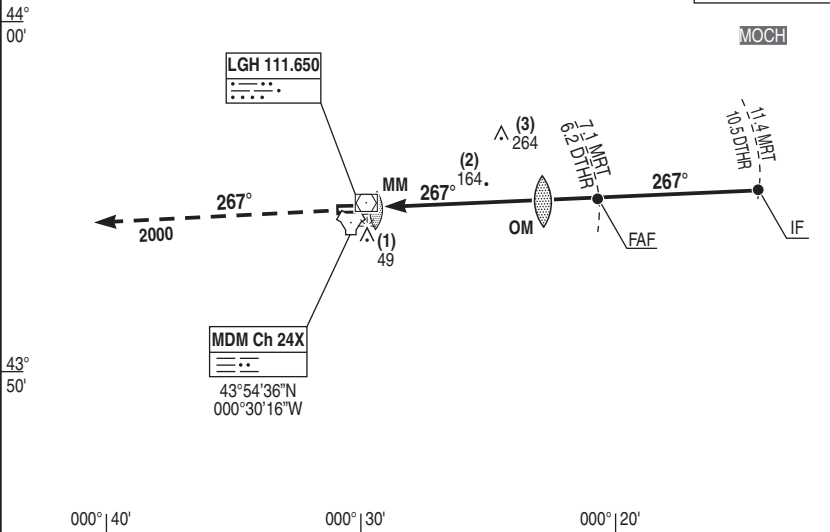
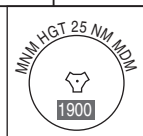
APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

ILS : MDM 110.5  
≡ ≡ ≡

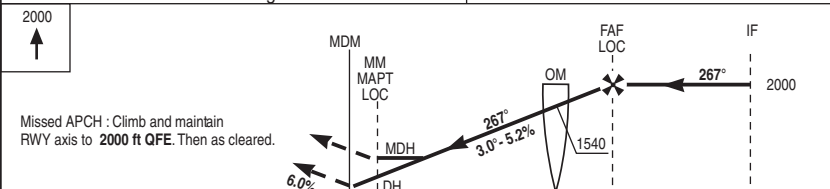
RDH : 52

VAR 0°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



ILS true heading : **267.23** REF HGT : ALT DTHR in ft



DTHR	← (NM)	0.6	4.7	6.2	10.5
LGH	← (NM)	0.9	5.0	6.5	10.8
MRT	← (NM)	1.5	5.6	7.1	11.4

CAT	ILS (1)			LOC			CIRCLING (2) (3)			PMR/LOC				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3
A	250	800	146	420	1200	414	770	1600	764	1670	1350	1040	720	
B								1600						
C								2400						
D/E								3600						

Remarks : (1) Increased minimums due to technical – ops reason, (2) Forbidden south of RWY, (3) Circling by day only. DIRCAM

SRA / ILS or LOC RWY27

CHG : VOR DME LGH.

11 MONT DE MARSAN LFBM

# NATIONAL FRA INSTRUMENT APPROACH

## 12 MONT DE MARSAN LFBM TACAN PAR RWY 27

ALT AD : 203 DTHR : 197

31 DEC 2020

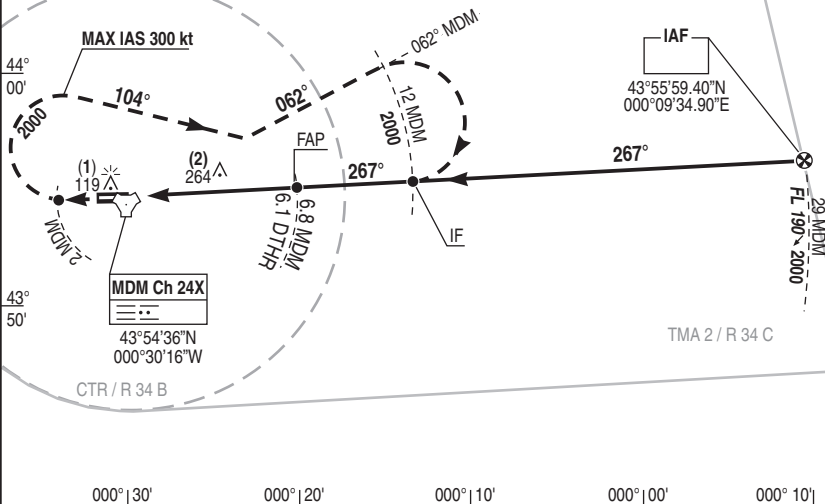
APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

PAR RDH : 52 VAR 0°E (20)

(1) OCH PAR  
(2) OCH CIRCLING

OAT ONLY

MOCH



MDM Ch 24X  
43°54'36"N  
000°30'16"W

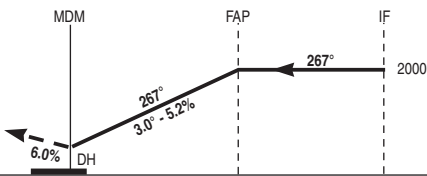
IAF  
43°55'59.40"N  
000°09'34.90"E

000° 30'      000° 20'      000° 10'      000° 00'      000° 10'

REF HGT : ALT DTHR in ft



Missed APCH : Climb and maintain RWY axis to 2000 ft QFE. At 2 TAC MDM turn right MT 104° to intercept RDL 062° MDM (MT 062°). At 12 TAC MDM turn right for new presentation.



TAC ← (NM)  
DTHR ← (NM)

6.8      12  
6.1      11.3

CAT	PAR (1)			CIRCLING (2) (3)		
	DH	RVR	OCH	MDH	VIS	OCH

A					1600	
B	250	800	218	770	1600	764
C					2400	
D/E					3600	

Remarks : (1) Increased minimums due to technical – ops reason, (2) Forbidden south of RWY, (3) Circling by day only. DIRCAM

TACAN PAR RWY 27

CHG : VAR

12 MONT DE MARSAN LFBM



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 DTHR : 197

31 DEC 2020

13 MONT DE MARSAN LFBM  
SRA / PAR RWY 27

APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

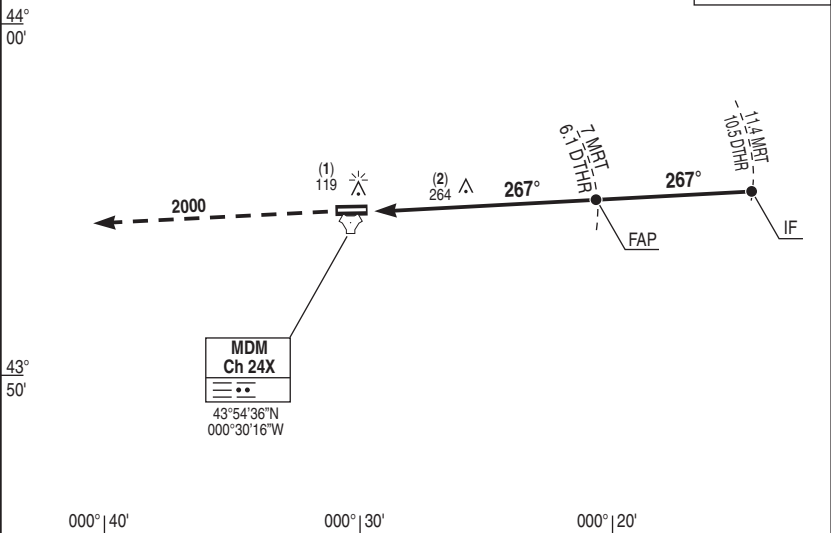
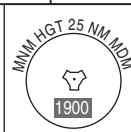
RDH : 52

VAR  
0°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING

OAT ONLY

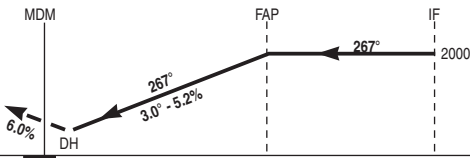
MOCH



2000  
↑

REF HGT : ALT DTHR in ft

Missed APCH : Climb and maintain  
RWY axis to 2000 ft QFE.  
Then as cleared.



DTHR ← (NM)  
MRT ← (NM)

6.1	10.5
7	11.4

CAT	PAR (1)			CIRCLING (2) (3)		
	DH	RVR	OCH	MDH	VIS	OCH
A	250	800	218	770	1600	764
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Increased minimums due to technical – ops reason, (2) Forbidden south of RWY, (3) Circling by day only.

DIRCAM

SRA / PAR RWY 27

CHG : VAR

13 MONT DE MARSAN LFBM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 DTHR : 197

20 MAY 2021

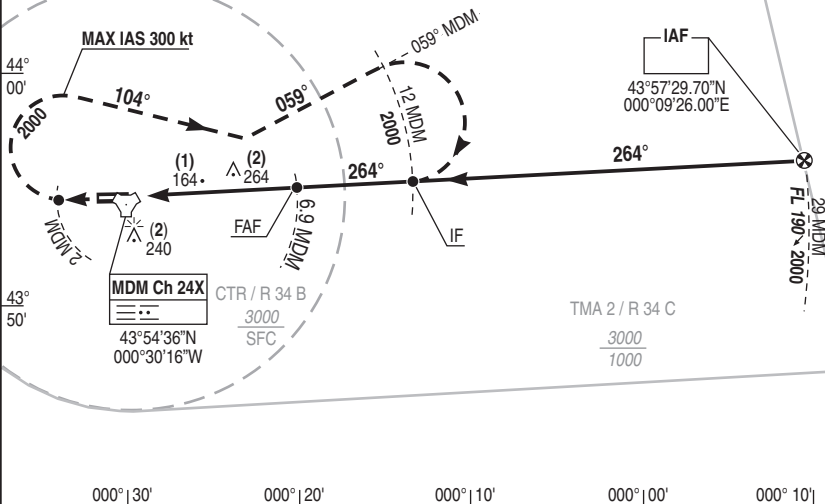
# 14 MONT DE MARSAN LFBM TACAN RWY 27

APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

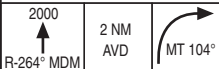
VAR  
0°E (20)

(1) OCH TACAN  
(2) OCH CIRCLING

MOCH

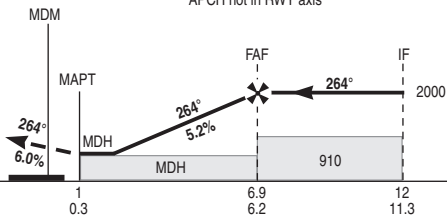


REF HGT : ALT DTHR in ft



APCH not in RWY axis

Missed APCH : Climb and maintain RDL 264° TAC MDM (MT 264°) to 2000 ft QFE. At 2 TAC MDM turn right MT 104° to intercept RDL 059° TAC MDM (MT 059°).  
At 12 TAC MDM turn right for new presentation.



TAC ← (NM)  
DTHR ← (NM)

CAT	TACAN			CIRCLING (1)		
	MDH	RVR	OCH	MDH	VIS	OCH
A					1600	
B	420	1200	414	770	1600	764
C					2400	
D/E					3600	

TACAN						
NM	2	3	4	5	6	
HGT	460	760	1100	1410	1730	

Remarks : (1) Forbidden south of RWY, circling by day only.

DIRCAM

TACAN RWY 27

CHG : Normalisation

14 MONT DE MARSAN LFBM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 DTHR : 197

20 MAY 2021

# 15 MONT DE MARSAN LFBM INS GNSS RWY27

APP : 142.450 - 375.100 - 344.175 - 362.300

VAR  
0°E (20)

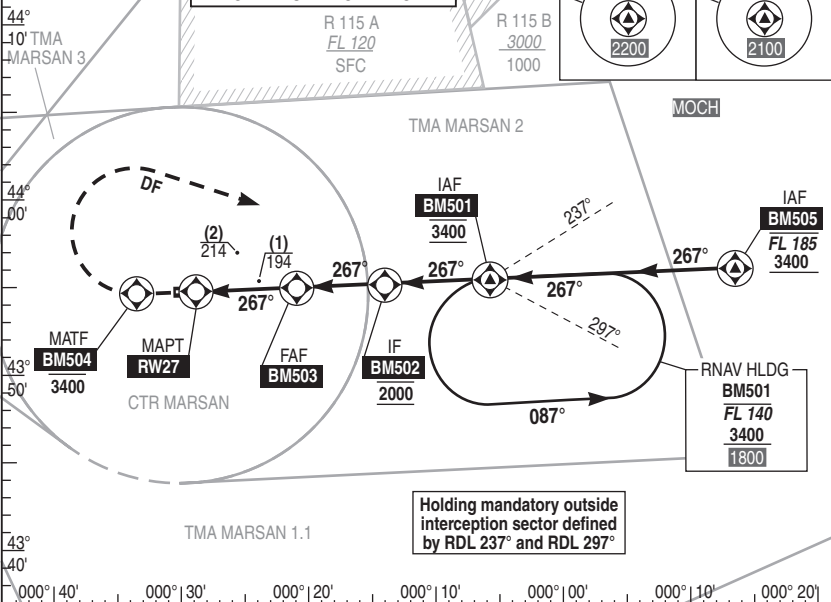
TWR : 142.750 - 282.350

- (1) OCH LNAV
- (2) OCH CIRCLING

**PROCEDURE RESTRICTED TO  
AIRCRAFTS ALLOWED ONLY**

R 115 A  
FL 120  
SFC

R 115 B  
3000  
1000

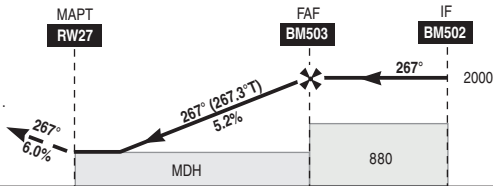


**Holding mandatory outside  
interception sector defined  
by RDL 237° and RDL 297°**

REF HGT : ALT DTHR in ft



Missed APCH : Climb to 3400 ft QFE  
inbound BM504, then turn right direct to BM501.



DTHR ← (NM)

CAT	LNAV			CIRCLING (1) (2)			DIST RWY27					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	2	3	4	5	6
A	440	1300	440	550	1600	509	NM	2	3	4	5	6
B				550	1600							
C				600	2400							
D				700	3600							
							HGT	680	1000	1320	1640	1960

Remarks : (1) Increased minimums. (2) Forbidden south of RWY and by night. VSS checked.

DIRCAM

TABLE FOR DATA INDICATOR				LFBM INS GNSS RWY27 - MAG VAR 0.4°E (20)						
N° SEQ	CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	BM501	43°55'31.3»N 000°05'38.3»W	FO		267 (267)	L	3400	FL140	
10	IF	BM505	43°56'06.2»N 000°13'43.1»E	FO				3400	FL185	
20	TF	BM502	43°55'15.3»N 000°13'55.9»W	FO	20.0			2000		
10	IF	BM501	43°55'31.3»N 000°05'38.3»W	FO				3400		
20	TF	BM502	43°55'15.3»N 000°13'55.9»W	FO	6.0			2000		
10	IF	BM502	43°55'15.3»N 000°13'55.9»W	FO				2000		
20	TF	BM503	43°55'01.5»N 000°20'50.6»W	FO	5.0			2000		
30	TF	RW27	43°54'44.07»N 000°29'18.50»W	FO	6.1	267 (267.3)				
40	TF	BM504	43°54'35.3»N 000°33'27.2»W	FO	3.0				3400	
50	DF	BM501	43°55'31.3»N 000°05'38.3»W	FO			R	3400		

**LEGEND :** TF : Track to a Fix DF : Direct to a Fix CF : Course to a Height CH : Course to a Height FO : Fly Over FB : Fly By

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

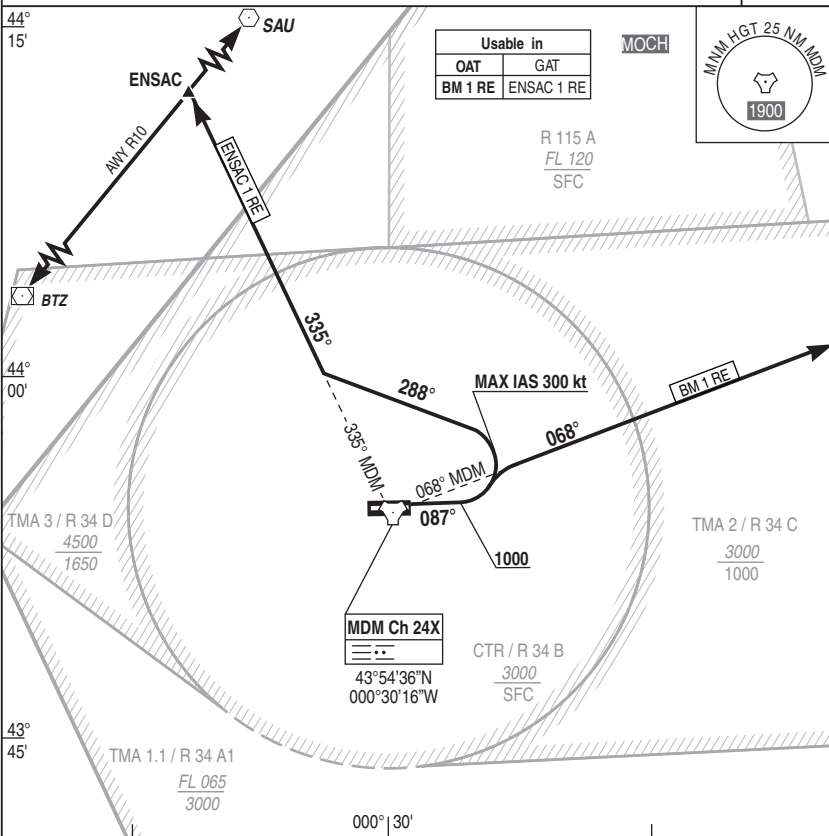
ALT AD : 203 THR : 164

31 DEC 2020

SID 01 MONT DE MARSAN LFBM  
DEPARTURES RWY 09

APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

VAR  
0°E (20)



REF HGT : ALT THR in ft

**DEPARTURE BM 1 RE :** Climb MT 087°. At 1000ft, turn left MT 038° to intercept and follow RDL 068° MDM (MT 068°) until hand over.

**DEPARTURE ENSAC 1 RE :** Climb MT 087°. At 1000ft, turn left MT 288° to intercept and follow RDL 335° MDM (MT 335°) to ENSAC.

Communication failure : 7600 and apply french national regulation.

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

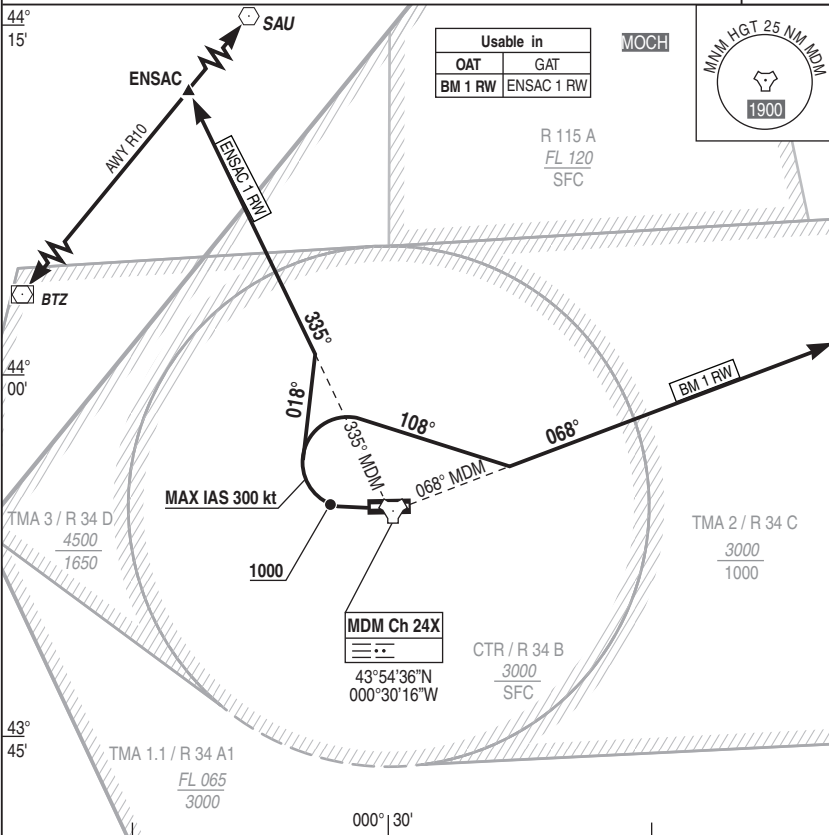
ALT AD : 203 THR : 194

31 DEC 2020

SID 02 MONT DE MARSAN LFBM  
DEPARTURES RWY 27

APP : 142.450 - 375.100 - 344.175 - 362.300  
TWR : 142.750 - 282.350

VAR  
0°E (20)



REF HGT : ALT THR in ft

**DEPARTURE BM 1 RW** : Climb MT 267°. At 1000ft, turn right MT 108° to intercept and follow RDL 068° MDM (MT 068°) until hand over.

**DEPARTURE ENSAC 1 RW** : Climb MT 267° (1). At 1000ft, turn right MT 018° to intercept and follow RDL 335° MDM (MT 335°) to ENSAC.

(1) ATS climb slope : 10%. If not possible to maintain this slope, advise ATC when starting up and expect a 8.75% climb slope.

Communication failure : 7600 and apply french national regulation.

DIRCAM

DEPARTURES RWY 27

CHG : VAR

SID 02 MONT DE MARSAN LFBM

# NATIONAL FRA AERODROME CHART

16 MAY 2024

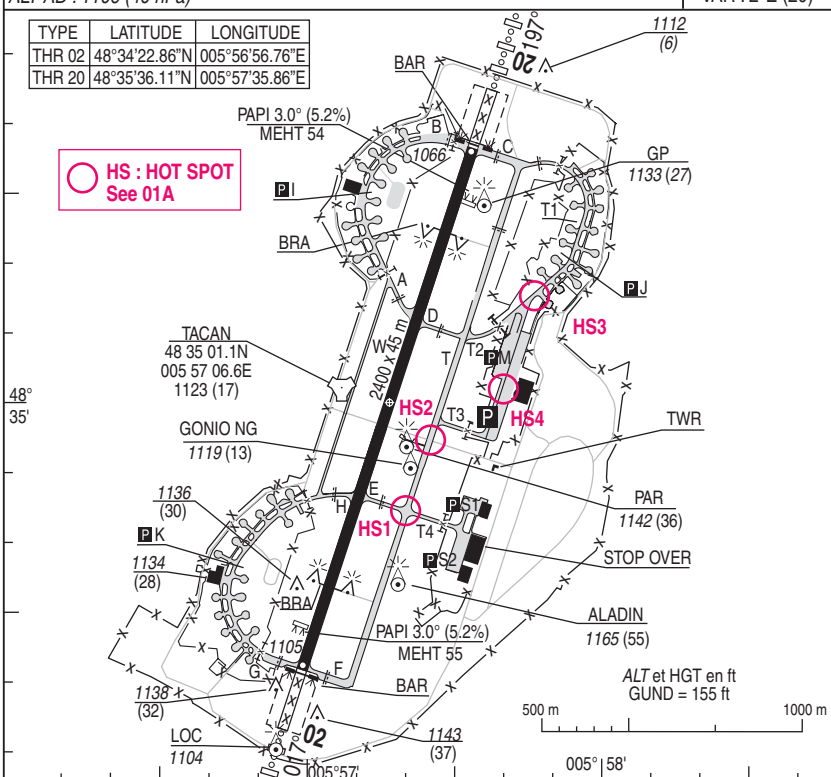
## 01 NANCY OCHEY LFSO

ALT AD : 1106 (40 hPa)

VAR : 2°E (20)

TYPE	LATITUDE	LONGITUDE
THR 02	48°34'22.86"N	005°56'56.76"E
THR 20	48°35'36.11"N	005°57'35.86"E

**○ HS : HOT SPOT**  
See 01A



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)				
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	B	C	D	E
02	LIH	LIH	2400	2457	2400	2400	Paved	550			550	
20	NATO 900m	LIH	2400	2455	2398	2400	48 F/B/W/T*	550			550	

\*Concrete at both end over 240m : -THR 02 : 89 R/C/W/T  
-THR 20 : 36 R/C/W/T Asphalt in the center over 1920.

### OMNIDIRECTIONAL DEPARTURES

**RWY 02 :** Climb MT 017° to 1000 ft QFE, then direct route up to enroute safety altitude.  
**RWY 20 :** Climb MT 197° to 1000 ft QFE, then direct route up to enroute safety altitude.

**MARKINGS - LIGHTINGS :**

- Threshold RWY02/20 : green
- End of RWY02/20 : red
- Side RWY02/20 : white OMNI / BIDI
- Remaining distance lighting panel : every 300m
- TWY : Main, A, B, C, D, E, F, G, H, T1, T2, T3, T4 : blue lights
- Approach lightning 02/20
- Flashing lights

**DIRCAM**

**DV (Flight director) : 03 83 52 65 34**

**OTHER INFORMATIONS :**

- BAR RWY 02/20
- UNUSABLE OUT OF RWY and TWY

**REFUELING :**

- F34 - F35 Oxygen

**ATS HOR :**

- MON-THU: 0730-1610, FRI: 0730-1400
- SAT, SUN, HOL: O/R before 1530 The last previous working day
- FRI before 1400
- Summer (-1 Hr).

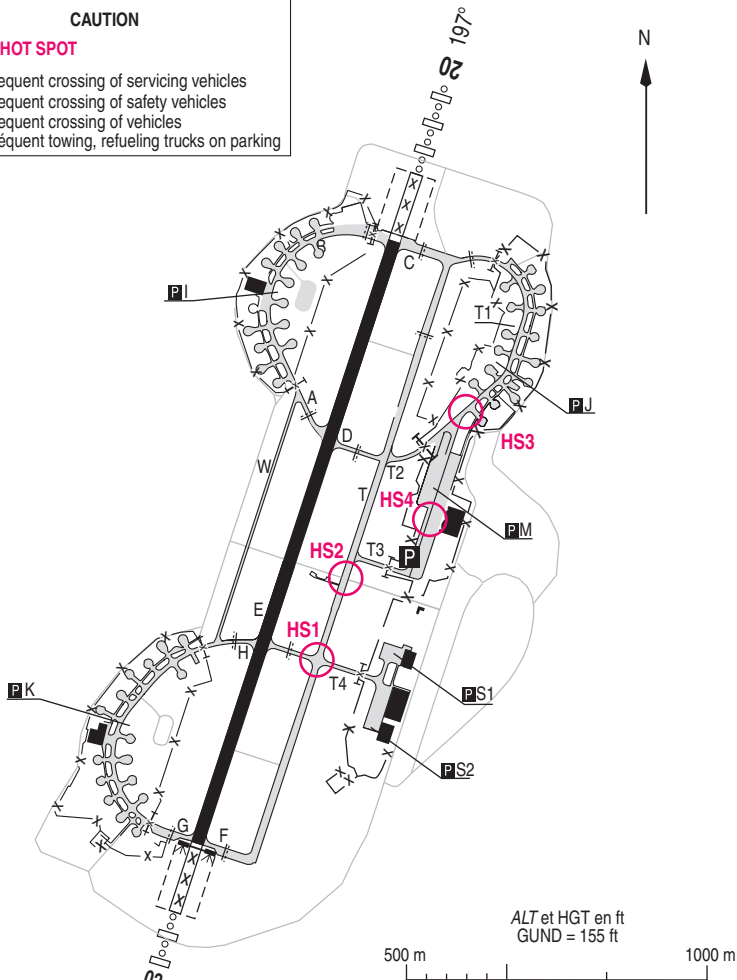
DIRCAM



**CAUTION**

**○ HS : HOT SPOT**

**HS 1 :** frequent crossing of servicing vehicles  
**HS 2 :** frequent crossing of safety vehicles  
**HS 3 :** frequent crossing of vehicles  
**HS 4 :** fréquent towing, refueling trucks on parking



**GROUND MOVEMENTS**

TWY G, H prohibited to ACFT with code letter  $\geq B$  ( $15m \leq \text{wingspan} < 24m$  ;  $4.5m \leq \text{wheelbase of main gear} < 6m$ )  
 TWY W limited to ACFT with code letter A ( $\text{wingspan} < 15m$ ,  $\text{wheelbase of main gear} < 4.5m$ )  
 TWY T1, T2, T3, T4, A, B, prohibited for ACFT with code letter  $\geq C$  ( $24m \leq \text{wingspan} < 36m$  ;  $6m \leq \text{wheelbase of main gear} < 9m$ )

DIRCAM

# VISUAL ARR & DEP

ALT AD : 1106 (40 hPa)

28 DEC 2023

# 02 NANCY OCHEY LFSO JET DEPARTURE RWY02 & 20

APP : 127.250 - 142.450 - 362.300 -

336.450 (Climb) - 267.000 (Recovery)

TWR : 122.100 - 257.800 - 344.025

AD FAF non GAT

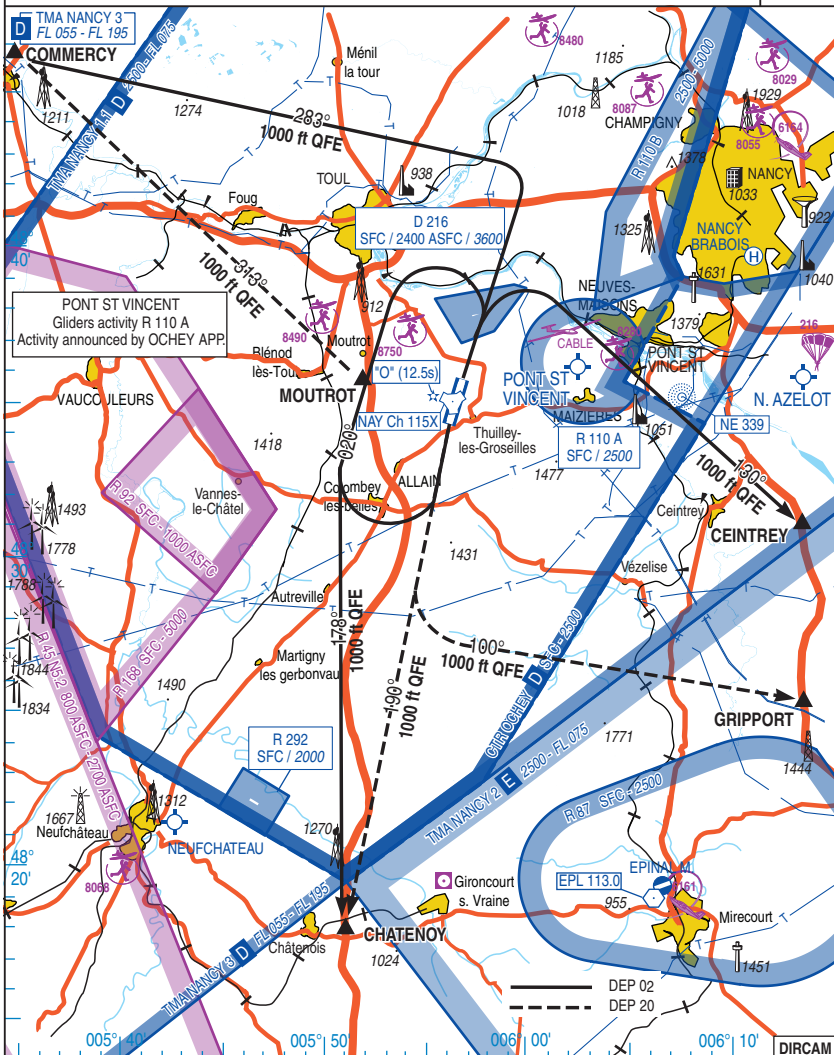
20 Km SW from NANCY

TEL : 03.83.52.66.20

VAR

2°E

(20)



JET DEPARTURE RWY02 & 20

CHG : Revision obs.

02 NANCY OCHEY LFSO

**VISUAL DEPARTURE INSTRUCTIONS**

Airspace restriction : Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**DEPARTURE**

On taxi, announce exiting sector. All non published DEP have to be coordinated with TWR.

**RWY20:**

- SOUTH departure : climb 1000 ft on RWY heading, then left turn heading 190° to join CHATENOIS.
- EAST departure : Climb 1000ft on RWY heading, then at 6 NM TACAN, turn left heading 100° inbound GRIPPOR.
- WEST departure : Climb 1000 ft on RWY heading, then at 3 NM TACAN, turn right circling Colombey-les-Belles by the south to join MOUTROT heading 020°. After MOUTROT, left turn heading 313 inbound COMMERCY.

**RWY 02:**

- SOUTH departure : Climb 1000 ft on RWY heading, then left turn inbound MOUTROT before Moselle river. At MOUTROT, left turn heading SOUTH inbound CHATENOIS.
- EAST departure : climb 1000 ft on RWY heading. At 3 NM TACAN, right turn heading 130° inbound CEINTREY.
- WEST departure : Climb 1000 ft on RWY heading, then passing the highway, turn left heading 283° inbound COMMERCY circling Gondreville by the north.

**NOTA** : If NAP, exit height is 2000 ft QFE except for EAST departures which stays at 1000 ft QFE.

Point Coordinate	Bearing Range from TACAN	Description
<b>IP 20</b> 48°37.723'N - 005°58.974'E	024°/3NM	North airfield, on main TWY axis
<b>IP 02</b> 48°32.085'N - 005°55.872'E	196°/3NM	South airfield, on main TWY axis
<b>ER E</b> 48°28.396'N - 006°06.391'E	137°/9NM	Silo between Tantonville and Quevilloncourt
<b>ER S</b> 48°24.072'N - 005°39.515'E	227°/16NM	«X» crossroad D3/D53, SW Coussey
<b>ER W</b> 48°41.056'N - 005°43.458'E	304°/11NM	Interchange N4/D36, SE Pagny sur Meuse
<b>MOUTROT</b> 48°36.216'N - 005°52.861'E	293°/3NM	90° turn of the road EAST of Moutrot
<b>CEINTREY</b> 48°30.892'N - 006°14.024'E	110°/11,5NM	Bridge of D51 road on N57 road, EAST Ceintrey
<b>GRIPPOR</b> 48°25.010'N - 006°13.900'E	132°/14,5NM	Interchange D904/N57, WEST Grippor
<b>COMMERCY</b> 48°47.176'N - 005°34.008'E	309°/19,5NM	«Y» mouth between «le canal de l'est» and «la meuse» river, north of Commercy
<b>CHATENOIS</b> 48°17.781'N - 005°51.451'E	192°/18NM	Bridge of D136 road over A31 highway, EAST Chate-nois

# VISUAL ARR & DEP

ALT AD : 1106 (40 hPa)

28 DEC 2023

# 04 NANCY OCHEY LFSS

## ARR JET RWY20 & 02

APP : 127.250 - 142.450 - 362.300 -

336.450 (Climb) - 267.000 (Recovery)

TWR : 122.100 - 257.800 - 344.025

AD FAF non GAT

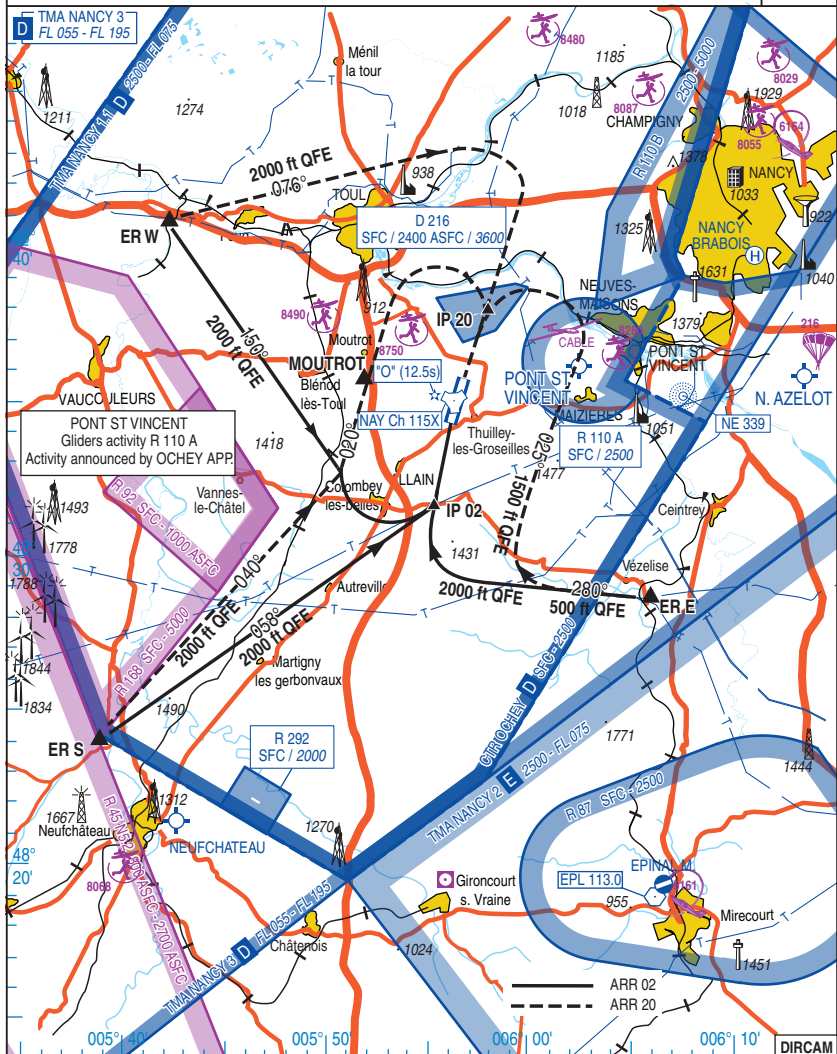
20 Km SW from NANCY

TEL : 03.83.52.66.20

VAR

2°E

(20)



ARR JET RWY20 & 02

CHG : Revision obs.

04 NANCY OCHEY LFSS

**VISUAL ARRIVAL INSTRUCTIONS**

Airspace restriction : Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**ARRIVAL**

Radio contact with OCHEY APP, 2 MIN before ER, on APP channel.

**RWY 20:**

- SOUTH arrival : fly at 500 ft QFE (due to R45 N5.2). At ER S, climb 2000ft QFE and fly heading 040°. At the bridge over the railway (west Colombey-les Belles), turn left heading 020° inbound MOUTROT. After MOUTROT turn right inbound IP 20 before the Moselle river.
- EAST arrival : fly heading WEST at 500 ft QFE to joint ER E. At ER E, fly heading 280° at 500 ft QFE (due to IFR arrival at Essey), then turn right circling «Mont d'Anon» inbound Pont-Saint-Vincent airfield, heading 025°. When steady, climb 1500 ft QFE (due to R110A). Passing Pont-saint-Vincent, left turn inbound IP 20.
- WEST arrival : ER W 2000 ft QFE, then fly heading 076°. Turn right inbound IP20 circling Gondreville by the north.

**RWY 02:**

- SOUTH arrival : fly at 500 ft QFE (due to R45 N5.2). At ER S, climb 2000ft QFE and fly heading 058 inbound IP 02.
- EAST arrival : fly heading WEST at 500 ft QFE to joint ER E. At ER E, fly heading 280° at 500 ft QFE (due to IFR arrival at Essey). Passing south « mont d'Anon », climb 2000 ft, then turn right inbound IP 02.
- WEST arrival : ER W 2000 ft QFE, then fly heading 150°. Turn left inbound IP 02 circling Colombey-les-Belles by the SOUTH.

**NOTA** : If NAP, circuit entry height coming from ER is 3000 ft QFE except for arrival by ER E which stays at 500 ft QFE (due to IFR arrival at ESSEY).

Point Coordinate	Bearing Range from TACAN	Description
<b>IP 20</b> 48°37.723'N - 005°58.974'E	024°/3NM	North airfield, on main TWY axis
<b>IP 02</b> 48°32.085'N - 005°55.872'E	196°/3NM	South airfield, on main TWY axis
<b>ER E</b> 48°28.396'N - 006°06.391'E	137°/9NM	Silo between Tantonville and Quevilloncourt
<b>ER S</b> 48°24.072'N - 005°39.515'E	227°/16NM	«X» crossroad D3/D53, SW Coussey
<b>ER W</b> 48°41.056'N - 005°43.458'E	304°/11NM	Interchange N4/D36, SE Pagny sur Meuse
<b>MOUTROT</b> 48°36.216'N - 005°52.861'E	293°/3NM	90° turn of the road EAST of Moutrot
<b>CEINTREY</b> 48°30.892'N - 006°14.024'E	110°/11,5NM	Bridge of D51 road on N57 road, EAST Ceintrey
<b>GRIPPORT</b> 48°25.010'N - 006°13.900'E	132°/14,5NM	Interchange D904/N57, WEST Gripport
<b>COMMERCY</b> 48°47.176'N - 005°34.008'E	309°/19,5NM	«Y» mouth between «le canal de l'est» and «la meuse» river, north of Commercy
<b>CHATENOIS</b> 48°17.781'N - 005°51.451'E	192°/18NM	Bridge of D136 road over A31 highway, EAST Chate-nois

NATIONAL FRA

06 NANCY OCHEY LFSO

ALT AD : 1106 (40 hPa)

10 AUG 2023

HMG

APP : 127.250 - 142.450 (1) - 267.000

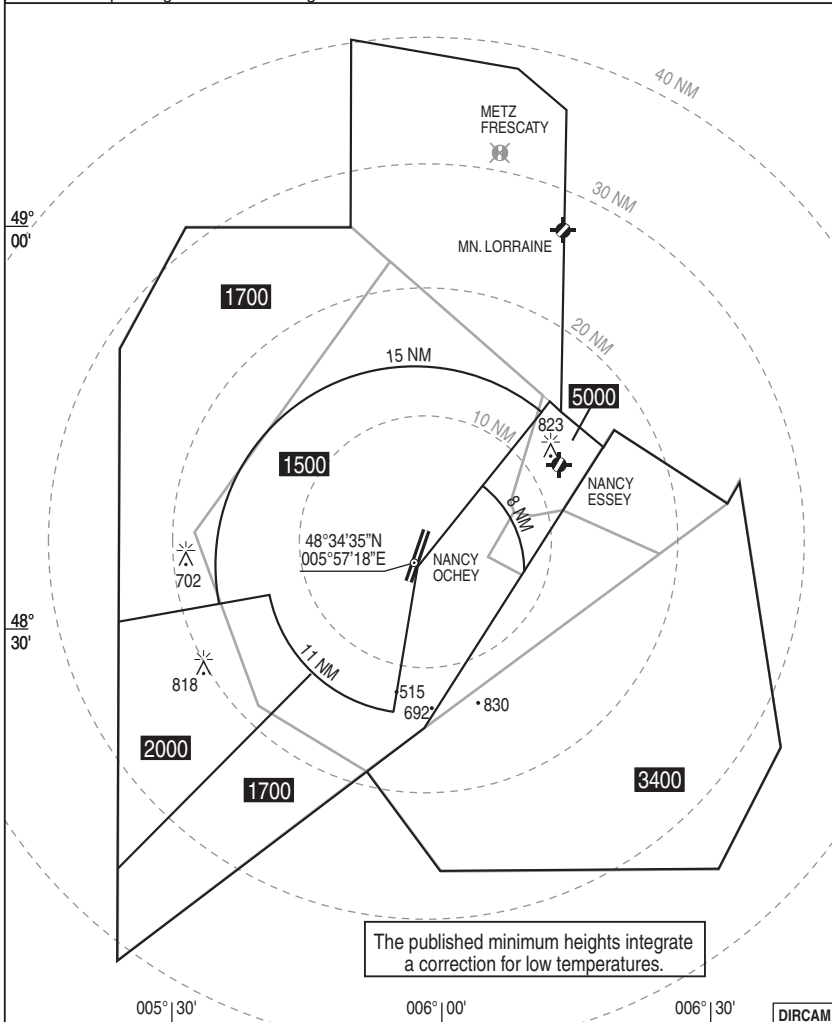
VAR  
2°E  
(20)

TWR : 122.100 - 130.275 (1) - 344.025 (1)

(1) Reserved to MIL

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



The published minimum heights integrate a correction for low temperatures.

HMG

CHG : FREQ TWR.

06 NANCY OCHEY LFSO

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

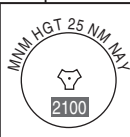
ALT AD : 1106 THR : 1066

25 MAR 2021

# 07 NANCY OCHEY LFSO INA FREMM TO GERMA

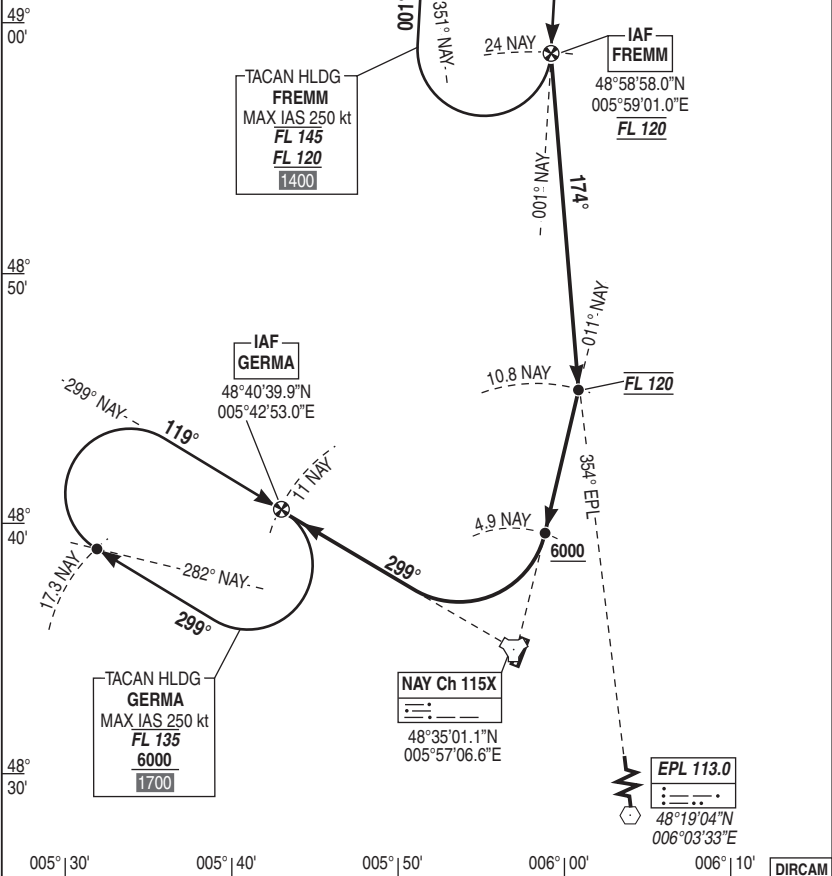
APP : 267.000 (Recovery) - 336.450 (Climb)  
TWR : 122.100 - 257.800 - 344.025

VAR  
2°E (20)



MOCH

VOR REQUIRED



INA FREMM TO GERMA

CHG : VAR.

07 NANCY OCHEY LFSO

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

25 MAR 2021

08 NANCY OCHEY LFSSO  
IAF FREMM TACAN / PAR RWY 02

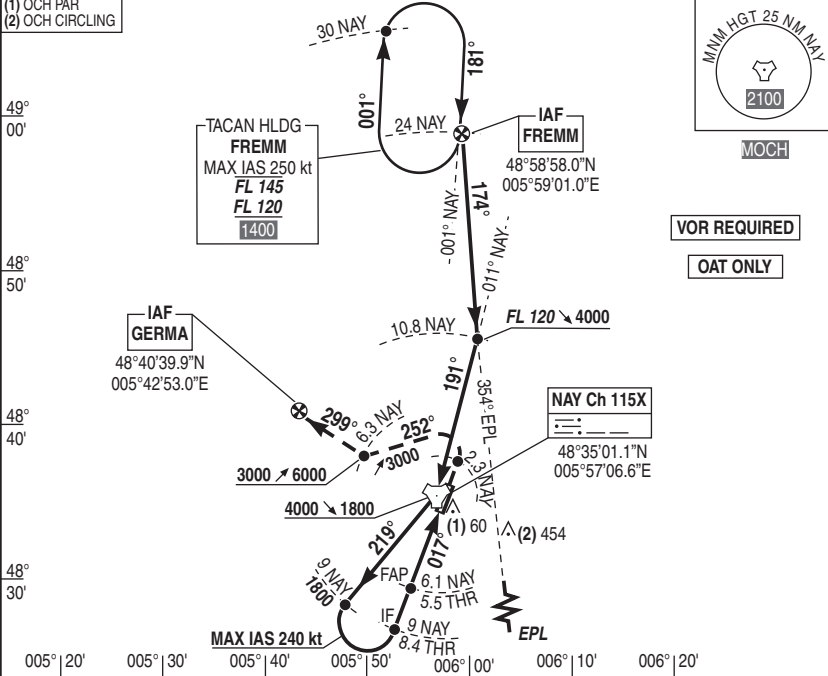
APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

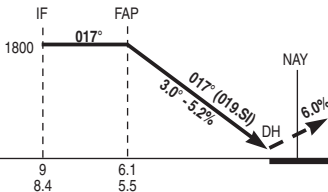
PAR  
RDH : 50

VAR  
2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb and maintain RWY heading 3000ft QFE.  
At 2.3 NAY turn left MT 252° to intercept and follow RDL 299° NAY (MT 299°).  
At 6.3 NAY climb up to 6000ft QFE to IAF GERMA then follow clearance.

→ TAC (NM)  
→ THR (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	800	158	750	1600	749
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

IAF FREMM TACAN / PAR RWY 02

CHG : VAR.

08 NANCY OCHEY LFSSO



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

25 MAR 2021

## 09 NANCY OCHEY LFSO IAF GERMA TACAN / PAR RWY 02

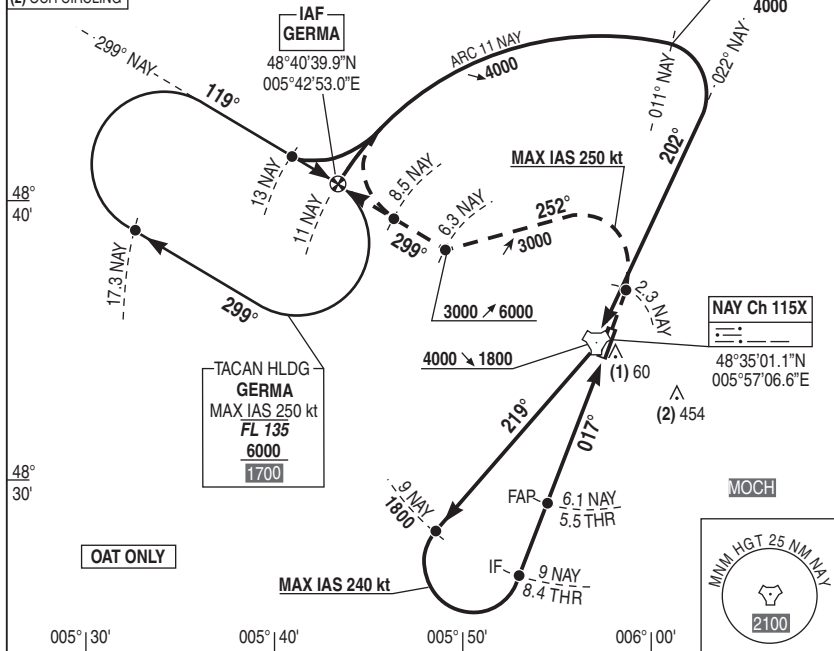
APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

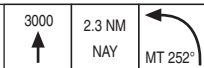
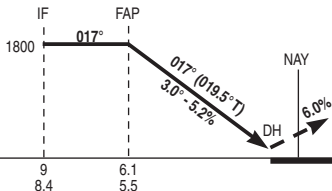
**PAR**  
RDH : 50

**VAR**  
2°E (20)

(1) OCH PAR  
(2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb and maintain RWY heading to 3000 ft QFE. At 2.3 NAY turn left MT 252° to intercept and follow RDL 299° NAY (MT 299°). At 6.3 NAY climb 6000 ft QFE to IAF. On Clearance : At 8.5 NAY turn right to join and follow ARC 11 NAY.

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	800	158	750	1600	749
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

IAF GERMA TACAN / PAR RWY 02

CHG : VAR.

09 NANCY OCHEY LFSO

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

25 MAR 2021

10 NANCY OCHEY LFSSO  
RADAR / PAR RWY 02

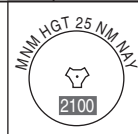
APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

PAR  
RDH : 50

VAR  
2°E (20)

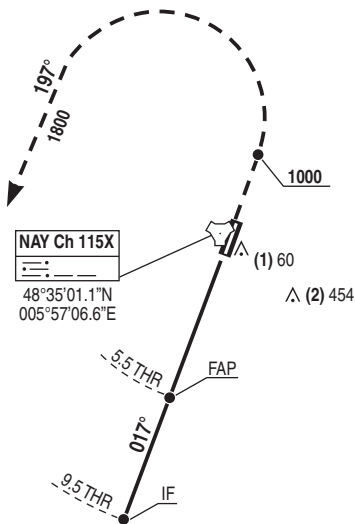
(1) OCH PAR  
(2) OCH CIRCLING



OAT ONLY

48°  
40'

48°  
30'



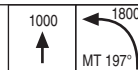
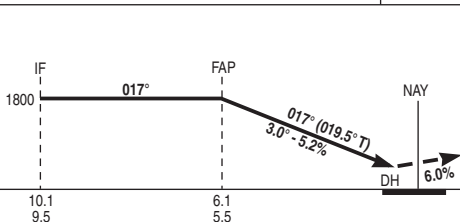
005° | 40'

005° | 50'

006° | 00'

006° | 10'

REF HGT : ALT THR in ft



Missed APCH : Climb and maintain  
RWY heading.  
At 1000 ft QFE turn left MT 197° to  
1800 ft QFE then as cleared.

→ MRT (NM)  
→ THR (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	800	158	750	1600	749
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

RADAR / PAR RWY 02

CHG : VAR.

10 NANCY OCHEY LFSSO

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

25 MAR 2021

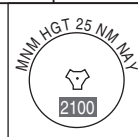
## 11 NANCY OCHEY LFSO IAF FREMM TACAN RWY 02

APP : 267.000 (Recovery) - 336.450 (Climb)

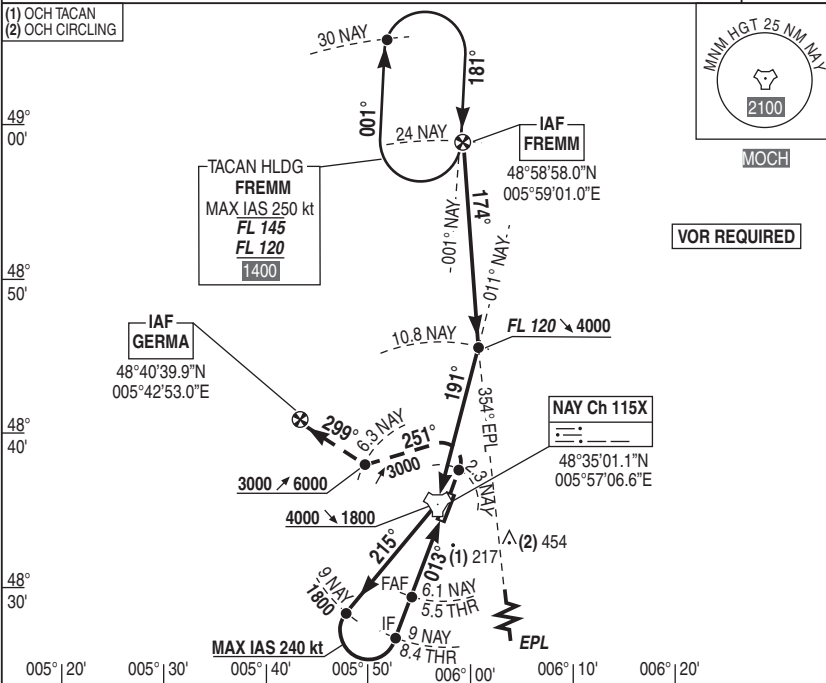
VAR  
2°E (20)

TWR : 122.100 - 257.800 - 344.025

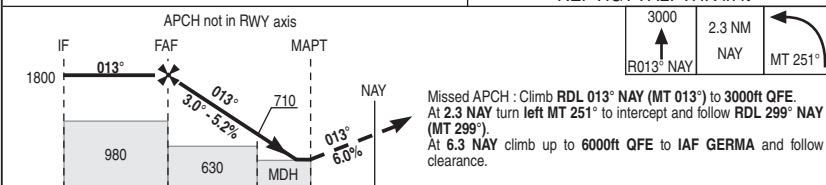
- (1) OCH TACAN
- (2) OCH CIRCLING



VOR REQUIRED



REF HGT : ALT THR in ft



→ TAC (NM)  
→ THR (NM)

CAT	TACAN			CIRCLING			TACAN					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3	2
A					1600		HGT	1760	1440	1120	800	480
B	470	1500	464	750	1600							
C					2400	749						
D/E					3600							

Remarks : DIRCAM

IAF FREMM TACAN RWY 02

CHG : VAR.

11 NANCY OCHEY LFSO

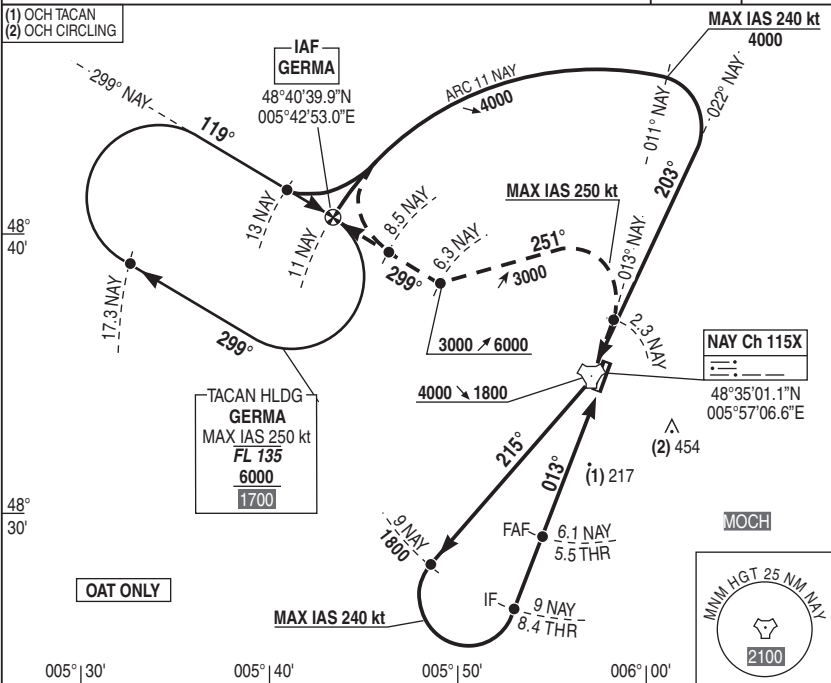
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

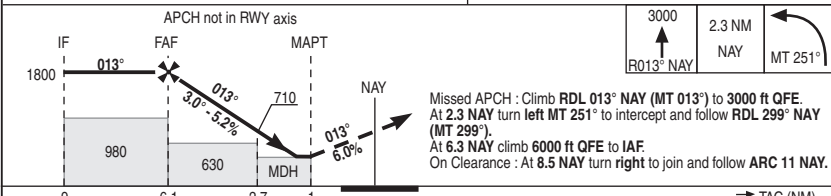
25 MAR 2021

# 12 NANCY OCHEY LFSO IAF GERMA TACAN RWY 02

APP : 267.000 (Recovery) - 336.450 (Climb)	PAR	VAR
TWR : 122.100 - 257.800 - 344.025	RDH : 50	2°E (20)



REF HGT : ALT THR in ft



CAT	TACAN			CIRCLING			TACAN					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	HGT	NM	HGT	NM	HGT
A	470	1500	464	750	1600	749	6	1760	5	1440	4	1120
B					1600		3	800				
C					2400		2	480				
D/E					3600							

Remarks : DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

22 APR 2021

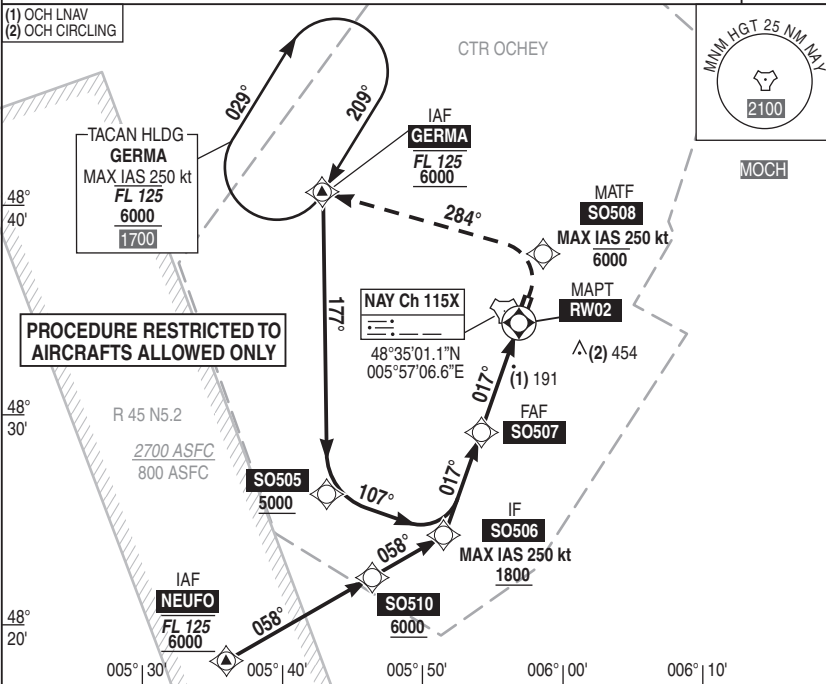
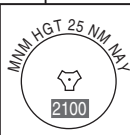
## 13 NANCY OCHEY LFSO INS GNSS RWY02

APP : 267.000 (Recovery) - 336.450 (Climb)

VAR  
2°E (20)

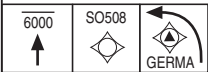
TWR : 122.100 - 257.800 - 344.025

- (1) OCH LNAV
- (2) OCH CIRCLING

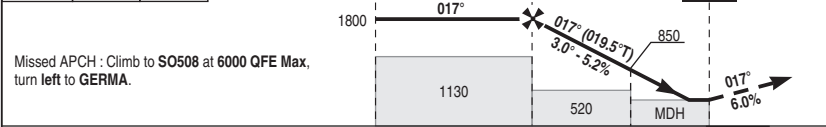


**PROCEDURE RESTRICTED TO  
AIRCRAFTS ALLOWED ONLY**

REF HGT : ALT THR in ft



Missed APCH : Climb to SO508 at 6000 QFE Max, turn left to GERMA.



→ THR (NM) 10.7 5.5 2.5

CAT	LNAV			CIRCLING			DIST RW02				
	MDH	RVR	OCH	MDH	VIS	OCH	NM	5	4	3	2
A	440	1300	437	750	1600	749	5	1640	1320	1000	690
B					1600						
C					2400						
D/E					3600						

Remarks : VSS checked.

DIRCAM

TABLE FOR DATA INDICATOR						LFSC INS GNSS RWY02 - MAG VAR 2,1°E (20)					
N° SEQ	COD-ING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)	
10	HM	GERMA	48°40'39,9»N 005°42'53,0»E	FO		209° (211°T)	R	6000	FL 125	250 kt	
10	IF	GERMA	48°40'39,9»N 005°42'53,0»E	FB				6000	FL 125		
20	TF	SO505	48°26'16,1»N 005°43'10,1»E	FB	14,4	177° (179,2°T)	L	5000			
30	TF	SO506	48°24'18,0»N 005°51'35,4»E	FB	5,9	107° (109,3°T)	L	1800		250 kt	
10	IF	NEUFO	48°18'19,6»N 005°35'59,3»E	FB				6000	FL 125		
20	TF	SO510	48°22'18,8»N 005°46'22,9»E	FB	8,0	058° (060,0°T)		6000			
30	TF	SO506	48°24'18,0»N 005°51'35,4»E	FB	4,0	058° (060,2°T)	L	1800		250 kt	
10	IF	SO506	48°24'18,0»N 005°51'35,4»E	FB				1800		250 kt	
20	TF	SO507	48°29'12,1»N 005°54'11,2»E	FB	5,2	017° (019,4°T)		1800			
30	TF	RW02	48°34'22,85»N 005°56'56,72»E	FO	5,5	017° (019,5°T)		440			
40	TF	SO508	48°37'40,6»N 005°58'42,4»E	FB	3,5	017° (019,5°T)	L		6000	250 kt	
50	TF	GERMA	48°40'39,9»N 005°42'53,0»E	FB	10,9	284° (286,0°T)		6000	FL 125		

LEGEND : TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CH : Course to a Height FO : Fly Over FB : Fly By

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

25 MAR 2021

## 15 NANCY OCHEY LFSO HPMA TACAN - ILS / LOC RWY 20

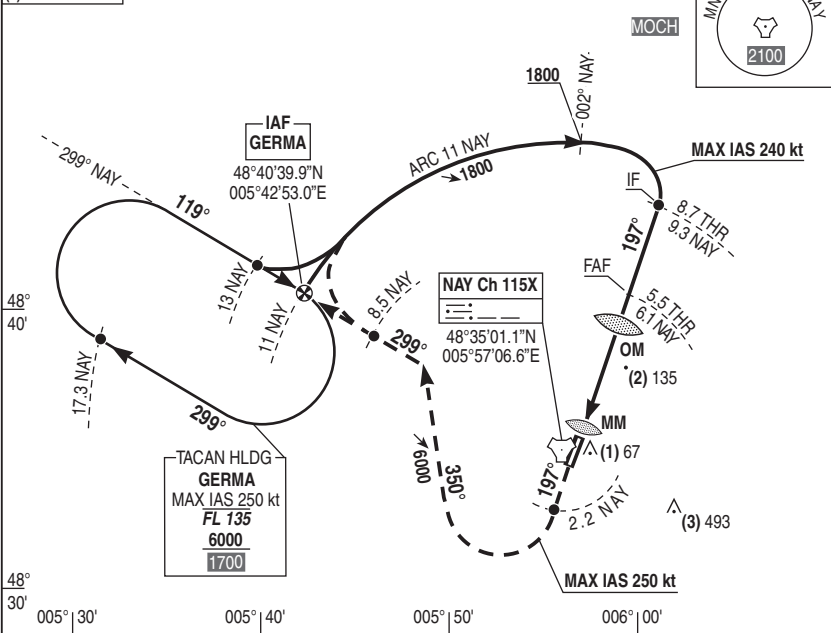
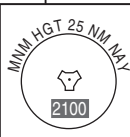
APP : 267.000 (Recovery) - 336.450 (Climb)  
TWR : 122.100 - 257.800 - 344.025

ILS : NAY 108.7

RDH : 54

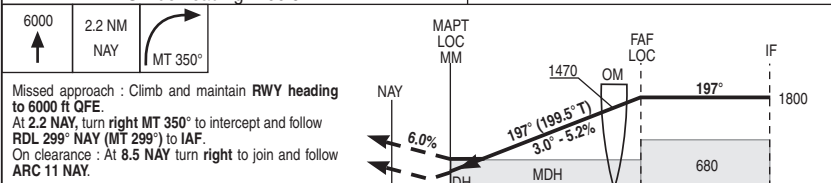
VAR 2°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



ILS True heading : 199.51°

REF HGT : ALT THR in ft



TAC	← (NM)	1.1	5.1	6.1	9.3
THR	← (NM)	0.5	4.4	5.5	8.7

CAT	ILS			LOC			CIRCLING			TACAN				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	RVR	OCH					
A	200	800	165	390	1100	381	790	1600	788	NM	5	4	3	2
B								1600		HGT	1440	1120	800	480
C								2400						
D/E								3600						

Remarks : DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

25 MAR 2021

16 NANCY OCHEY LFSO  
TACAN /PAR RWY 20

APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

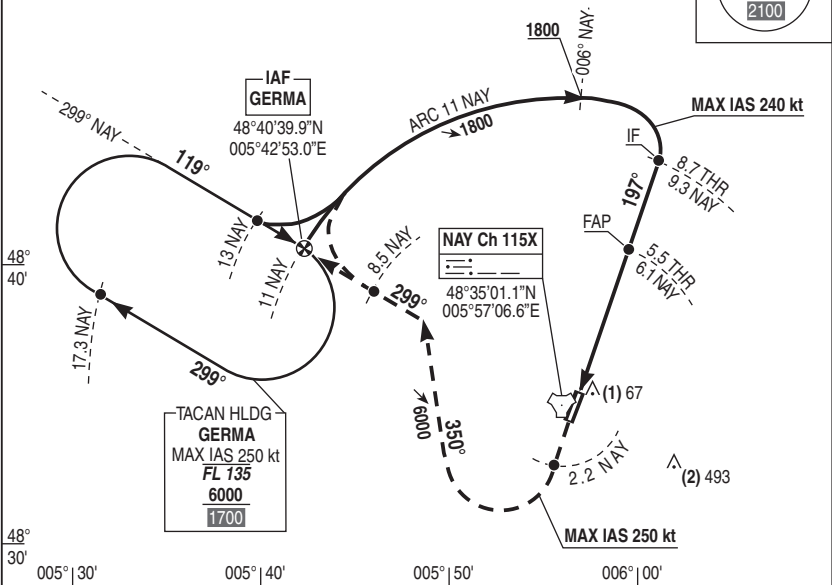
PAR  
RDH : 54

VAR  
2°E (20)

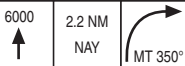
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



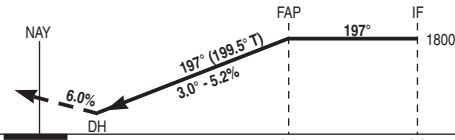
MOCH



REF HGT : ALT THR in ft



Missed APCH : Climb and maintain RWY heading to 6000 ft QFE.  
At 2.2 NAY turn right MT 350° to intercept and follow RDL 299° NAY (MT 299°) to IAF.  
On Clearance : At 8.5 NAY turn right to join and follow ARC 11 NAY.



TAC ← (NM)  
THR ← (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	RVR	OCH
A	200	800	166	790	1600	788
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

TACAN / PAR RWY 20

CHG : VAR.

16 NANCY OCHEY LFSO



# NATIONAL FRA INSTRUMENT APPROACH

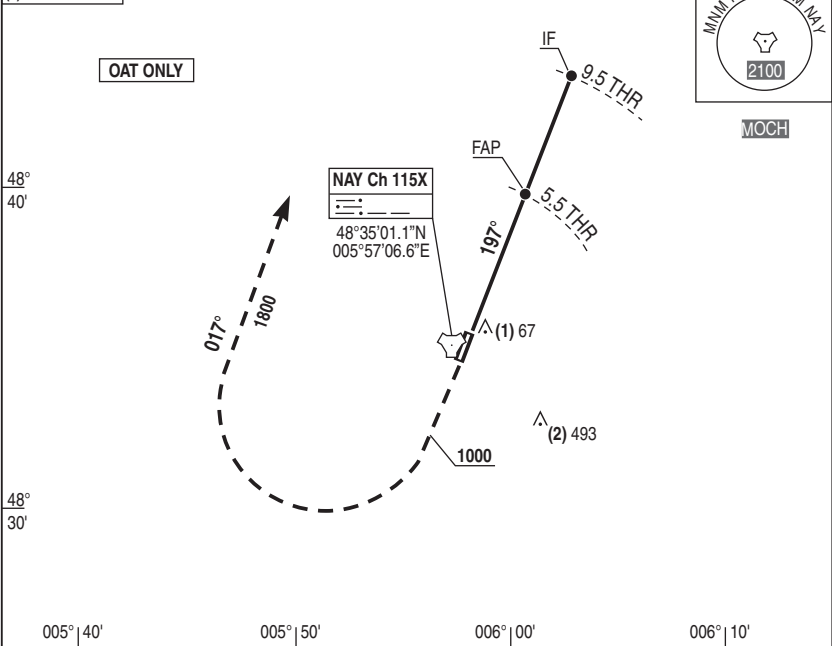
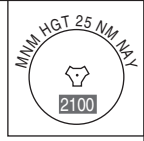
ALT AD : 1106 THR : 1066

25 MAR 2021

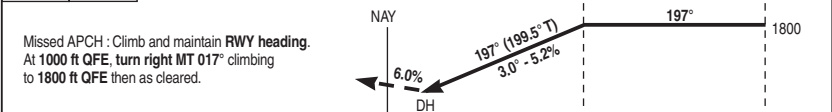
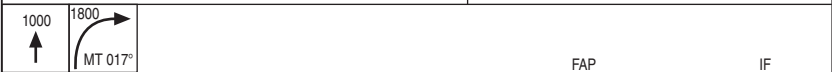
## 17 NANCY OCHEY LFSO RADAR / PAR RWY 20

APP : 267.000 (Recovery) - 336.450 (Climb)	PAR RDH : 54	VAR 2°E (20)
TWR : 122.100 - 257.800 - 344.025		

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	800	166	790	1600	788
B					1600	
C					2400	
D/E					3600	

Remarks : DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

25 MAR 2021

## 18 NANCY OCHEY LFSO TACAN RWY 20

APP : 267.000 (Recovery) - 336.450 (Climb)

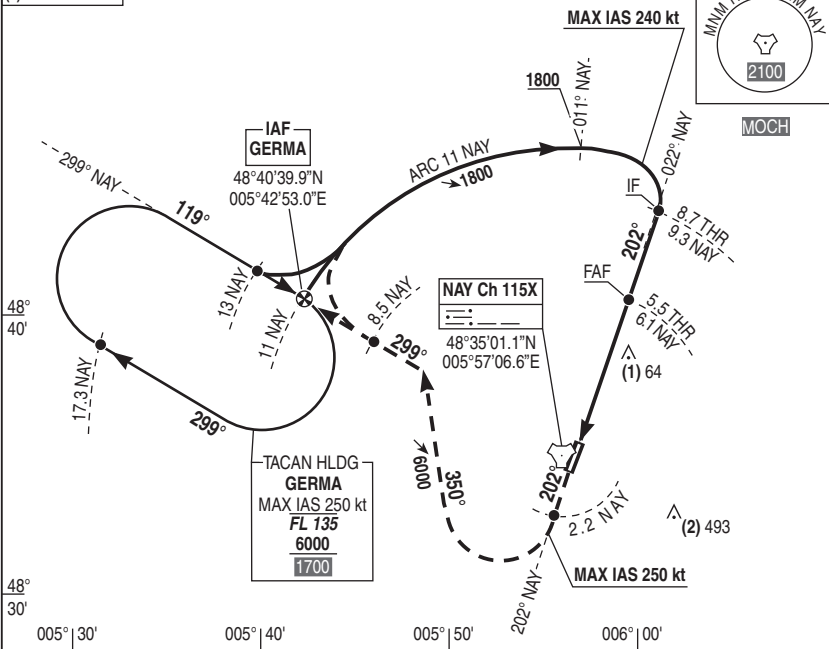
TWR : 122.100 - 257.800 - 344.025

VAR  
2°E (20)

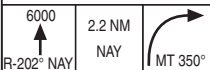
- (1) OCH TACAN
- (2) OCH CIRCLING



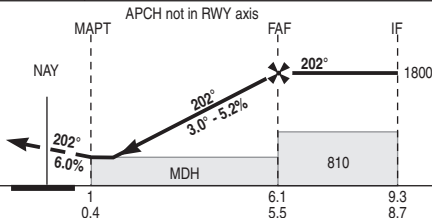
MOCH



REF HGT : ALT THR in ft



Missed APCH : Climb RDL 202° NAY (MT 202°) to 6000 QFE.  
At 2.2 NAY turn right MT 350° to intercept and follow RDL 299° NAY (MT 299°) to IAF.  
On clearance : At 8.5 NAY turn right to join and follow ARC 11 NAY.



TAC ← (NM)  
THR ← (NM)

CAT	TACAN			CIRCLING			TACAN					
	MDH	RVR	OCH	MDH	RVR	OCH	NM	6	5	4	3	2
A	410	1200	410	790	1600	788	1750	1430	1110	800	480	
B					1600							
C					2400							
D/E					3600							

Remarks :

DIRCAM

TACAN RWY 20

CHG : VAR.

18 NANCY OCHEY LFSO

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

25 MAR 2021

# 19 NANCY OCHEY LFSO INS GNSS RWY 20

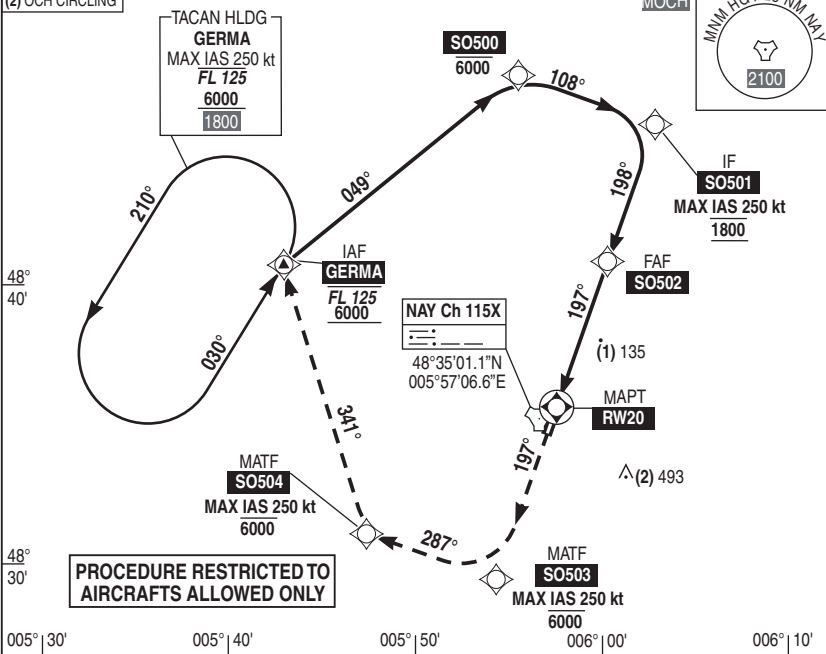
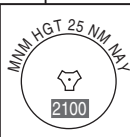
APP : 267.000 (Recovery) - 336.450 (Climb)

VAR  
2°E (20)

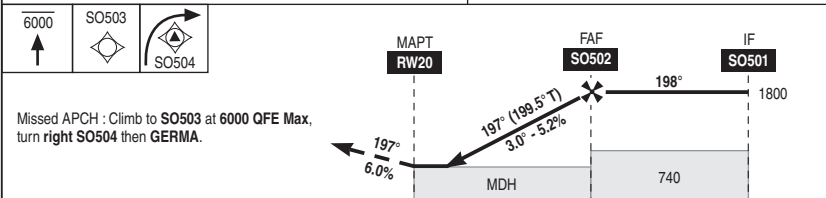
TWR : 122.100 - 257.800 - 344.025

- (1) OCH LNAV
- (2) OCH CIRCLING

MOCH



REF HGT : ALT THR in ft



THR ← (NM) 5.5 10.7

CAT	LNAV			CIRCLING			DIST RW20					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	2	3	4	5	
A					1600							
B					1600							
C	390	1100	381	790	2400	788	HGT	690	1000	1320	1640	
D/E					3600							

Remarks : DIRCAM

TABLE FOR DATA INDICATOR				LFSO INS GNSS RWY20 - MAG VAR 2,1°E(20)						
N° SEQ	COD-ING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	GERMA	48°40'39,9»N 005°42'53,0»E	FO		030° (031°T)	L	6000	FL 125	250 kt
10	IF	GERMA	48°40'39,9»N 005°42'53,0»E	FB				6000	FL 125	
20	TF	SO500	48°47'28,0»N 005°55'32,3»E	FB	10,8	049° (050,8°T)	R		6000	
30	TF	SO501	48°45'40,6»N 006°02'59,8»E	FB	5,2	108° (109,9°T)	R	1800		250 kt
40	TF	SO502	48°40'46,8»N 006°00'22,0»E	FB	5,2	198° (199,6°T)		1800		
50	TF	RW20	48°35'36,10»N 005°57'35,82»E	FO	5,5	197° (199,5°T)		390		
60	TF	SO503	48°29'28,7»N 005°54'20,0»E	FB	6,5	197° (199,5°T)	R		6000	250 kt
70	TF	SO504	48°31'06,6»N 005°47'23,2»E	FB	4,9	287° (289,5°T)	R		6000	250 kt
80	TF	GERMA	48°40'39,9»N 005°42'53,0»E	FB	10,0	341° (342,7°T)		6000		

LEGEND : TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CH : Course to a Height FO : Fly Over FB : Fly By

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

ALT AD : 1106 THR : 1105

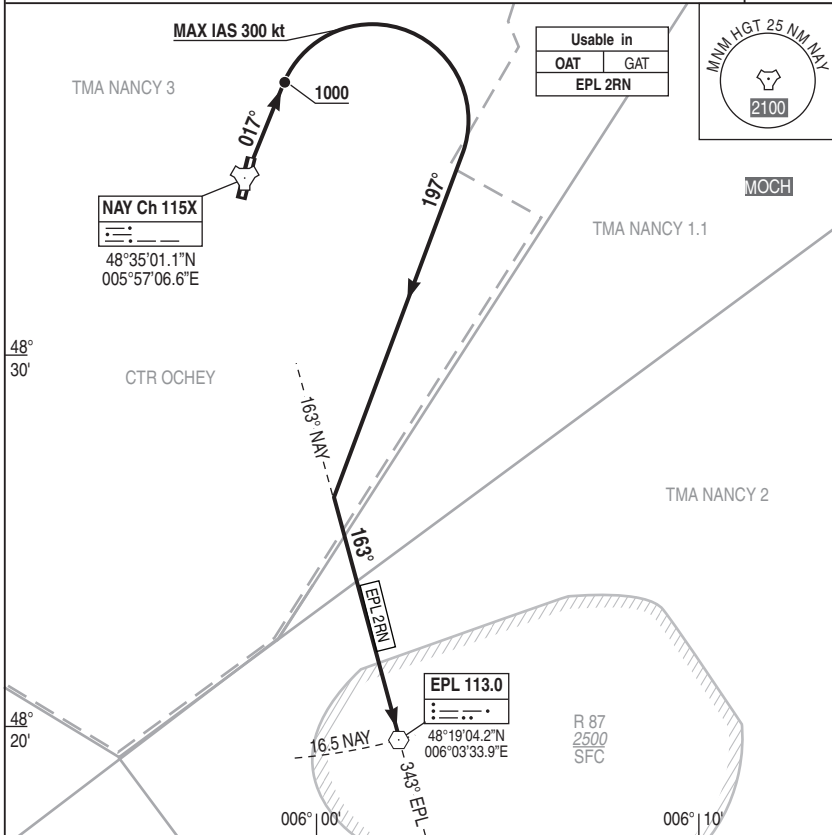
25 MAR 2021

SID 01 NANCY OCHEY LFSO  
SID EPL 2RN RWY 02

APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

VAR  
2°E (20)



SID EPL 2RN : Climb MT 017°. At 1000 ft QFE, turn RIGHT MT 197° to intercept and follow RDL 343° EPL (MT 163°)(1) to EPL.

(1) if EPL unserviceable follow RDL 163° NAY (MT 163°).

MAX IAS : 300 kt

Communication failure : 7600 and apply french national regulation.

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

SID 02 NANCY **OCHEY** LFSO

ALT AD : 1106 THR : 1105

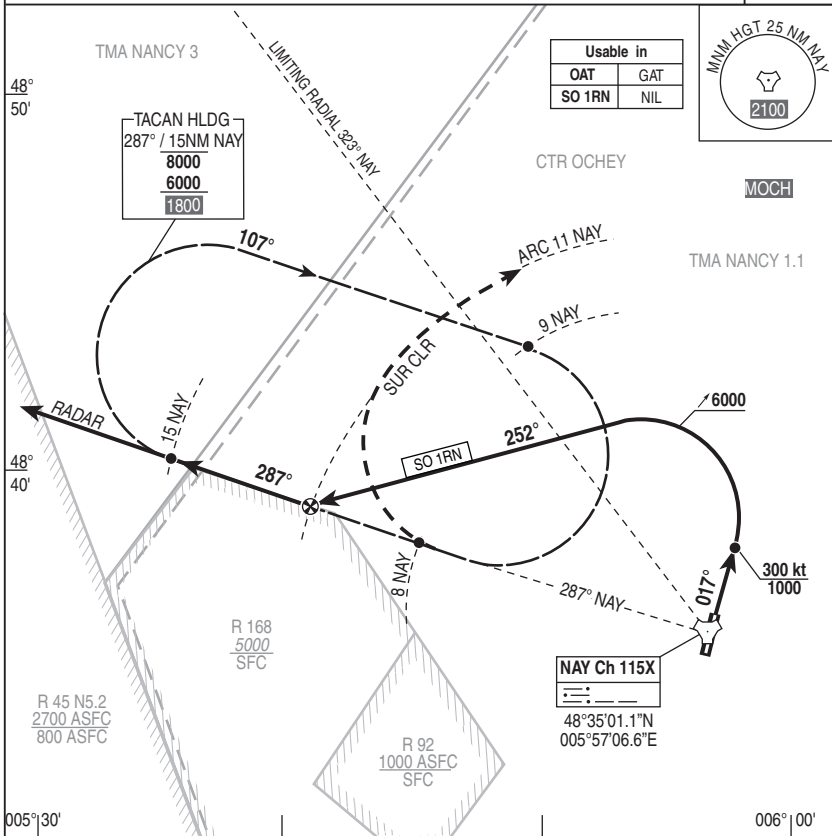
25 MAR 2021

SID SO 1RN RWY 02

APP : 267.000 (Recovery) - 336.450 (Climb)

VAR  
2°E (20)

TWR : 122.100 - 257.800 - 344.025



REF HGT : ALT THR in ft

**SID SO 1RN :**

Climb **MT 017°** to **6000ft QFE**. At **1000ft QFE**, turn **left MT 252°** to intercept and follow **RDL 287° NAY (MT 287°)** to **15 NAY**.

**MISSING TRANSFERT :**

Hold at **15 NAY**. On clearance : at **8 NAY**, turn **right** to intercept and follow **ARC 11 NAY** to perform an approach.

**MAX IAS : 300 kt**

Communication failure : 7600 and apply french national regulation.

DIRCAM

SID SO 1RN RWY 02

CHG : VAR.

SID 02 NANCY **OCHEY** LFSO

NATIONAL FRA  
INSTRUMENT DEPARTURE

ALT AD : 1106 THR : 1066

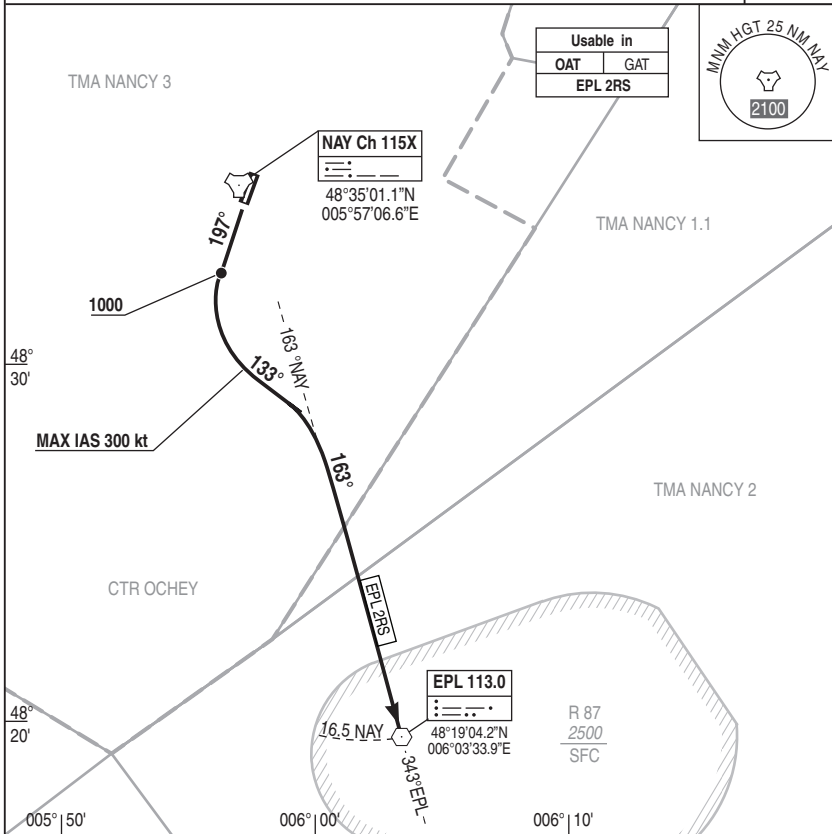
22 APR 2021

SID 03 NANCY OCHEY LFSO  
SID EPL 2RS RWY20

APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

VAR  
2°E (20)



REF HGT : ALT THR in ft

**SID EPL 2RS :**

Climb MT 197°. At 1000ft QFE turn LEFT MT 133° to intercept and follow RDL 343° EPL (MT 163°)(1) to EPL.

(1) If EPL unserviceable follow RDL 163° NAY (MT 163°).

**MAX IAS : 300 kt**

Communication failure : 7600 and apply french national regulation.

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

SID 04 NANCY **OCHEY** LFSO  
SID SO 1RS RWY20

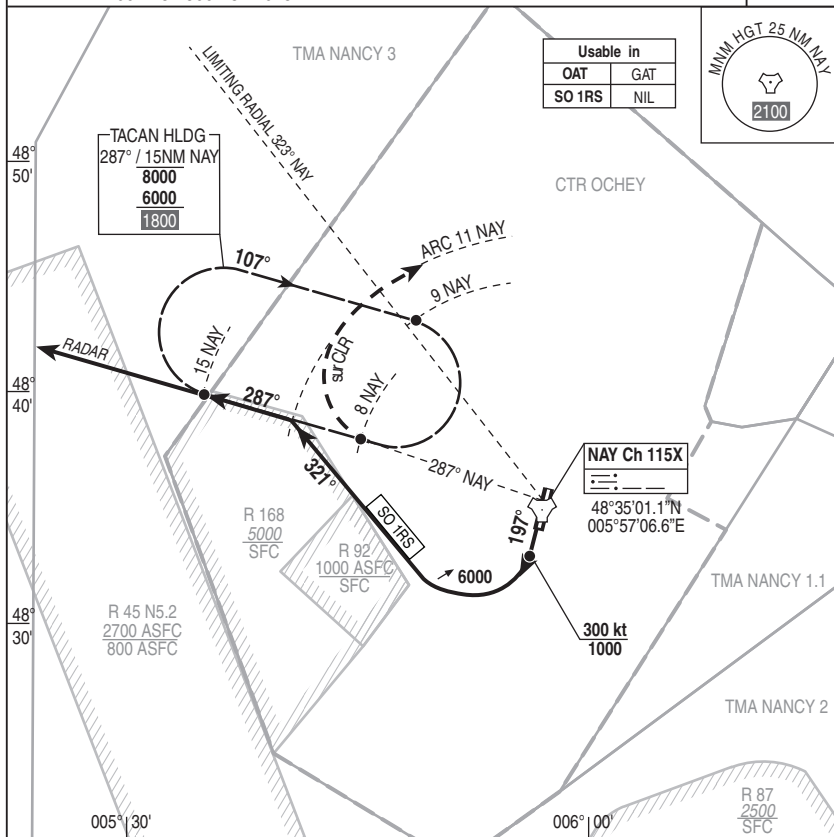
ALT AD : 1106 THR : 1066

22 APR 2021

APP : 267.000 (Recovery) - 336.450 (Climb)

VAR  
2°E (20)

TWR : 122.100 - 257.800 - 344.025



REF HGT : ALT THR in ft

**SID SO 1RS :**

Climb **MT 197°** to **6000 ft QFE**. At **1000**, turn **right MT 321°** to intercept and follow **RDL 287° NAY (MT 287°)** to **15 NAY**.

**MISSING TRANSFERT :**

**HOLD** at **15 NAY**. On **CLR** : at **8 NAY**, turn **right** to intercept and follow **ARC 11 NAY** to perform an approach.

**MAX IAS : 300 kt**

Communication failure : 7600 and apply french national regulation.

**DIRCAM**



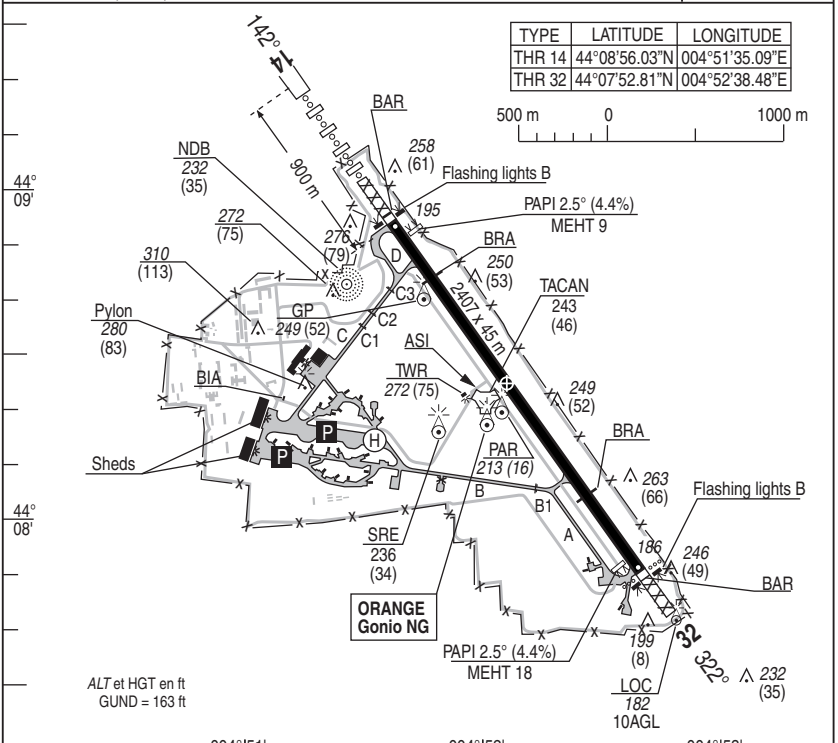
# NATIONAL FRA AERODROME CHART

03 NOV 2022

## 01 ORANGE CARITAT LFMO

ALT AD : 197 (7 hPa)

VAR : 2°E (20)



TYPE	LATITUDE	LONGITUDE
THR 14	44°08'56.03"N	004°51'35.09"E
THR 32	44°07'52.81"N	004°52'38.48"E



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)				
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	B	C	D	E
14	HI OTAN 900m	LHI / LIL	2407	2407	2407	2407	Paved	550			550	
32	NIL	LHI / LIL	2407	2407	2407	2407	14 R/B/W/T	550			550	

### OMNIDIRECTIONAL DEPARTURES

**RWY 14** (Alt THR 194): Climb **MT 157°** until **3.9 ORG** then direct route up to enroute safety altitude.

**RWY 32** (Alt THR 186): Climb **(1) MT 322°** until **3.9 ORG** then direct route up to enroute safety altitude.

(1) Théorique climb gradient **10.6 %** (2) until 100 ft then 8.75 %.

(2) Determining obstacle : Vegetation of 73 ft at 142 m from DER and at 187m right of runway axis (Minimum climb gradient 8.75 %).

### MARKINGS - LIGHTINGS :

- Day lighting : HI APP line (NATO type, 900 m)RWY 14- BI RWY 32
- Flashing lights and PAPI RWY 14/32. TWY AST. PAPI 14 and 32 out of norm, use prohibited expect ACFT authorized by their command.

**DIRCAM**

**OTHER INFORMATIONS:**

- Presence of BRA and BAR at each end of RWY
- Slippery RWY.

**PARTICULAR INSTRUCTIONS:**

- Descent and climb for non based ACFT are submitted to Duty officer permission tel: 811 115 5611 or 04 90 11 56 11.
- When A/D is green and ceiling <1500 ft, low level departure only after instrument procedure final.
- LANDING : PPR mandatory, Number to filed in case 18 FPL : Tel Flight director : 811 115 5700 or 04 90 11 57 00.

**REFUELING:**

- F34 - Oxygen 1OOLL : prior notice 1 week before

**ATS HOR:**

- MON-THU : 0700-1600 - FRI : 0700-1400 - SAT, SUN, HOL : O/R before 1400 the last previous working day  
HN : O/R before 1600 (SUMMER -1 Hr).

DIRCAM

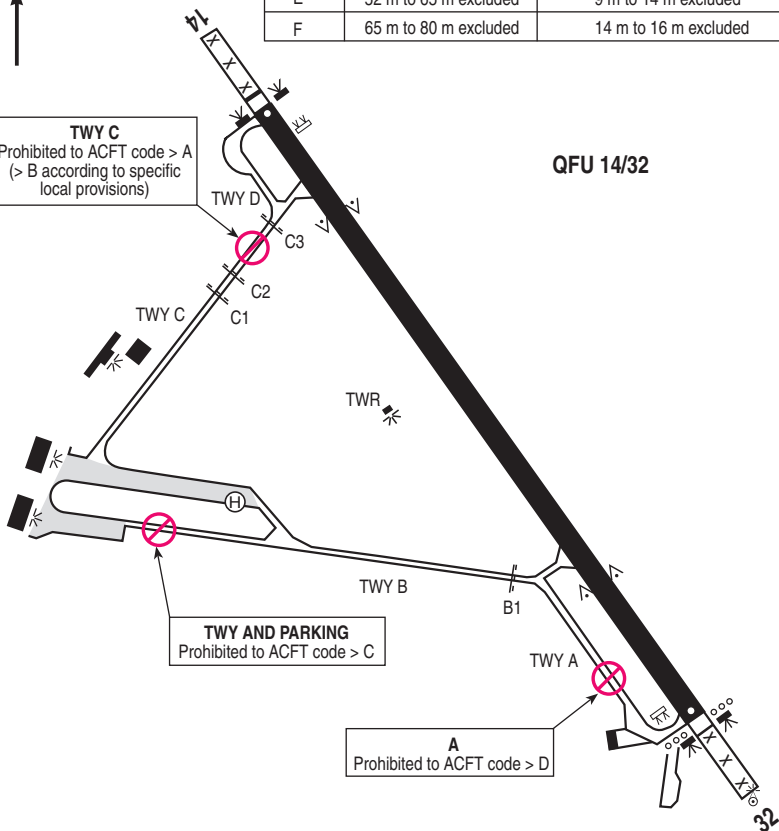


Code letter	Wingspan	Overall width of main landing gear. Distance between exterior edge of main landing gear wheels.
A	<15 m	< 4,5 m
B	15 m to 24 m excluded	4,5 m to 6 m excluded
C	24 m to 36 m excluded	6 m to 9 m excluded
D	36 m to 52 m excluded	9 m to 14 m excluded
E	52 m to 65 m excluded	9 m to 14 m excluded
F	65 m to 80 m excluded	14 m to 16 m excluded



**TWY C**  
Prohibited to ACFT code > A  
(> B according to specific local provisions)

QFU 14/32



**TWY AND PARKING**  
Prohibited to ACFT code > C

**A**  
Prohibited to ACFT code > D

# VISUAL ARR & DEP

ALT AD : 197 (7 hPa)

28 DEC 2023

# 02 ORANGE CARITAT LFMO

JET RWY14 & 32

APP : 118.925 - 299.775 (Recovery)

TWR : 128.950 - 388.775 - 257.800 - 122.100

AD FAF restricted use

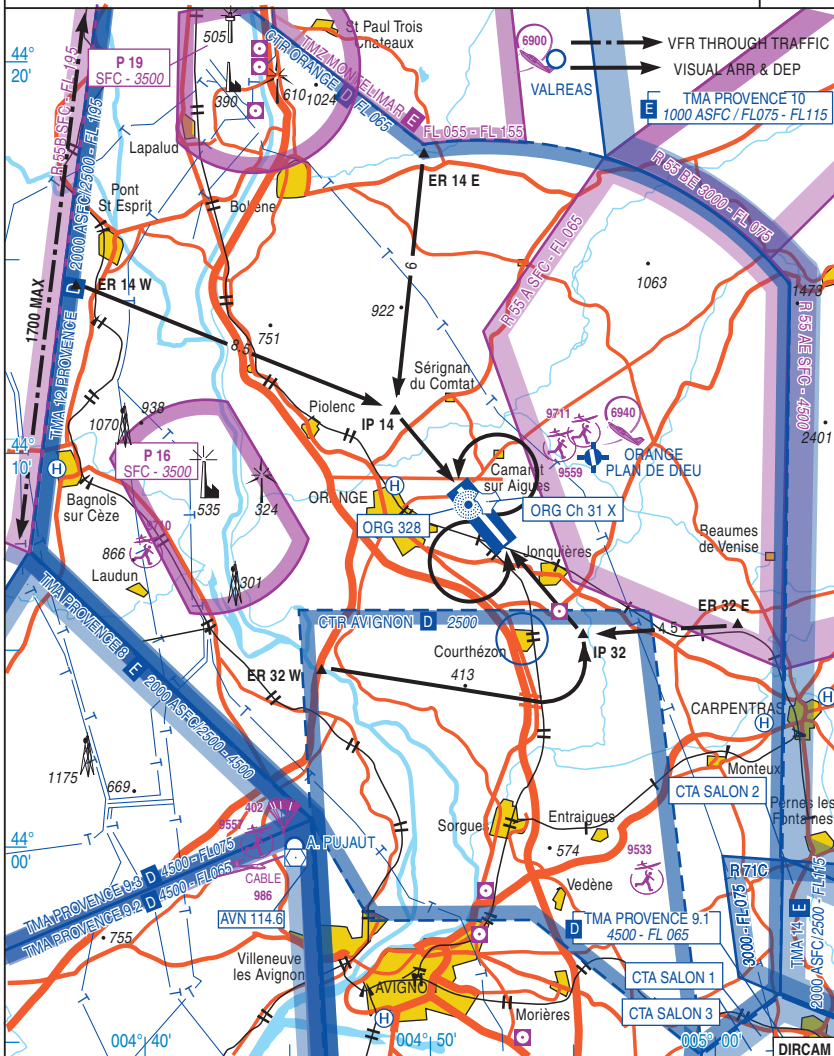
5 Km E from ORANGE

TEL : 04.90.11.57.00

VAR

2°E

(20)



CHG : Revision obs.

02 ORANGE CARITAT LFMO

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or french defense 1/1.000.000 aeronautical chart instructions.

**ARRIVAL**

Contact APP 3 MIN before entering CTR.

QFU 32 ARRIVAL : avoid flying over COURTHEZON village.

**Radio contact mandatory on following points :****RWY14** : Entry points

ER 14 E : 348° / 9 NM TACAN ORG.

ER 14 W : 296° / 11,6 NM TACAN ORG.

**RWY32** : Entry points

ER 32 E : 114° / 7,7 NM TACAN ORG.

ER 32 W : 223° / 6 NM TACAN ORG.

**HEIGHTS AND SPEED**

Fighters : from entry point to IP 350 kt / 2000 ft QFE.

Others : from entry point to IP 1500 ft QFE.

BREAK left : Fighters 1500 ft QFE.

Others : 1000 ft QFE.

IP 14 : 2,5 NM from threshold, on center line (3,2 NM TACAN).

IP 32 : 3 NM from threshold, on center line (3,7 NM TACAN).

**DEPARTURE****Whatever RWY in use** : Do not overpass 800 ft QFE till end of RWY.

Shut down after burner as soon as possible.

Maintain 2000 ft QFE minimum till ORANGE CTR limits.

**RWY14** : After TKOF in order to avoid overfly JONQUIERES and to limit noise nuisances

Fly heading 158°

West departure : At 3,5 NM TACAN, turn and fly south east round COURTHEZON.East departure : Fly heading 088° turn and fly south round JONQUIERES.**Without CTR procedures :**

Departure and arrival possible without Orange airspace area active in OAT V flight or VFR in those conditions :

Airfield Blue, no TGO, no going around for training, no dep/arr close formation, no failures exercices, Squawk 7000.

**Visual pattern runway 32 :**Departure on axis 2000 ft QFE then omnidirectional departure.Arrival : descend 1500 ft QFE before lateral CTR limits.

By the ouest, inbound Pont Saint Esprit direct left hand downwind 32.

By the east, inbound Carpentras then overhead ORG TACAN to join left hand downwind 32.

**Visual pattern runway 14 :**Departure by avoiding Avignon CTR or direct left hand downwind 32 passing 500 ft inbound 2000 ft QFE.Arrival : descend 1500 ft QFE before lateral CTR limits.

By the ouest, inbound Pont Saint Esprit direct straight in approach 14.

By the east, inbound Carpentras to join left hand downwind 14.

**Silent Slot procedure** : Every day from 11h30Z to 12h30Z (-1h during summer time) : fighters departures will be only according to the flight director. Arrivals are possible only by straight in approach.

APP : 299.775 (Recovery) (1)

TWR : 128.950 - 388.775 (1) - 257.800 - 122.100

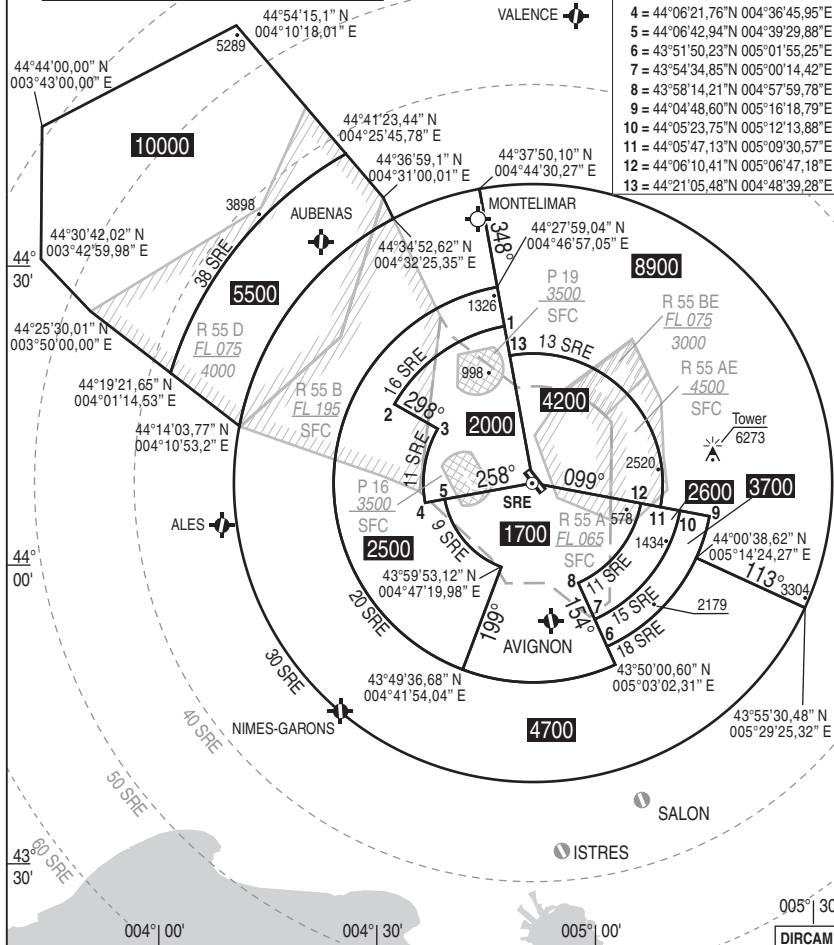
(1) Reserved to MIL

VAR  
2°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.

The published minimum heights integrate  
a correction for low temperatures.

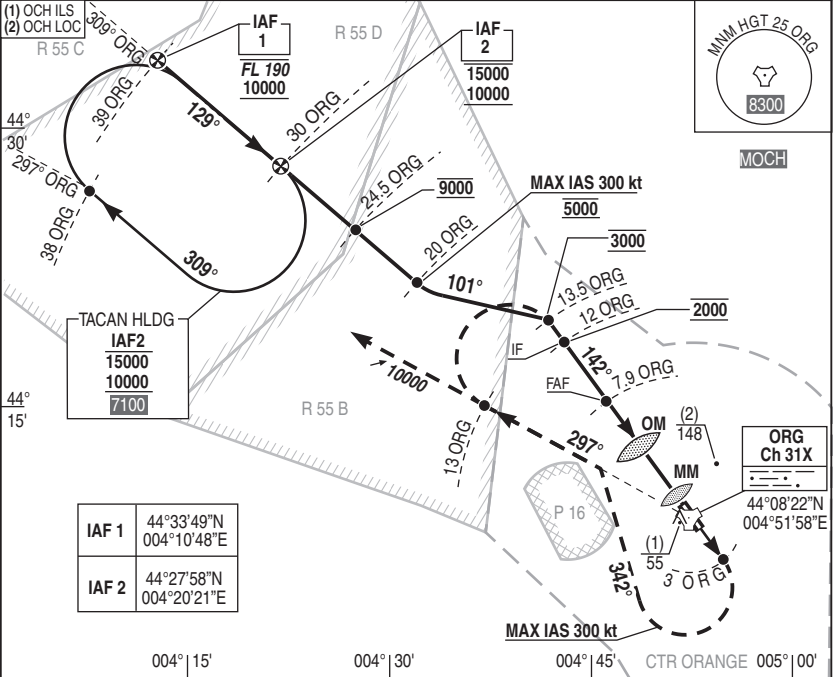
- SRE = 44°08'17,35"N 004°51'48,05"E
- 1 = 44°24'02,76"N 004°47'55,53"E
  - 2 = 44°16'15,76"N 004°32'30,97"E
  - 3 = 44°13'46,61"N 004°38'33,11"E
  - 4 = 44°06'21,76"N 004°36'45,95"E
  - 5 = 44°06'42,94"N 004°39'29,88"E
  - 6 = 43°51'50,23"N 005°01'55,25"E
  - 7 = 43°54'34,85"N 005°00'14,42"E
  - 8 = 43°58'14,21"N 004°57'59,78"E
  - 9 = 44°04'48,60"N 005°16'18,79"E
  - 10 = 44°05'23,75"N 005°12'13,88"E
  - 11 = 44°05'47,13"N 005°09'30,57"E
  - 12 = 44°06'10,41"N 005°06'47,18"E
  - 13 = 44°21'05,48"N 004°48'39,28"E



NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 197 THR : 194

06 OCT 2022 HPMA TACAN / ILS or LOC RWY 14  
05 ORANGE CARITAT LFMO

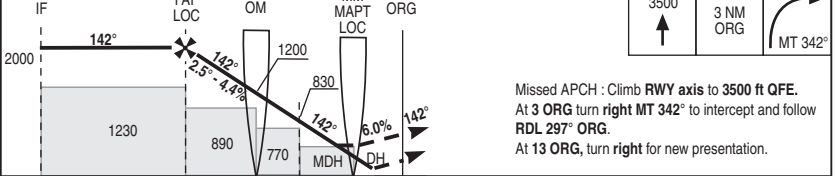
APP : 299.775 (Recovery)	ILS : ORG 109.9	RDH : 57	VAR 2°E (20)
TWR : 128.950 - 388.775 - 257.800 - 122.100			



IAF 1	44°33'49"N 004°10'48"E
IAF 2	44°27'58"N 004°20'21"E

004° 15'                      004° 30'                      004° 45'                      CTR ORANGE 005° 00'

ILS True Heading : 144.16                      REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis to 3500 ft QFE.  
At 3 ORG turn right MT 342° to intercept and follow RDL 297° ORG.  
At 13 ORG, turn right for new presentation.

12	7.9	4.9	3.5	1.1					
11.4	7.3	4.3	2.9	0.5					

CAT	ILS (1)			LOC			TACAN	NM	7	6	5	4	3	2
	DH	RVR	OCH	MDH	RVR	OCH								
A	250	1000	154	400	1100	394	HGT	1760	1490	1230	960	690	420	
B														
C														
D/E														

On clearance:  
Missed APCH : Climb RWY axis to 3500 ft QFE. At 3 ORG turn right MT 342° to intercept and follow RDL 297° ORG. At 13 ORG, continue climb to 10000 ft QFE.

Remarks : (1) Increased minimums. VSS checked.                      DIRMCA

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 197 THR : 195

06 OCT 2022

06 ORANGE CARITAT LFMO  
RADAR / ILS RWY14

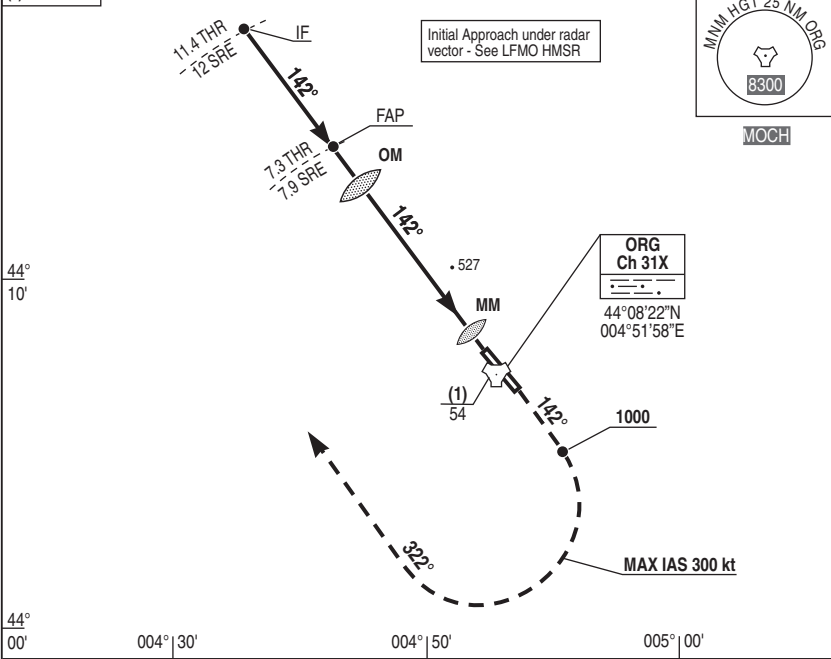
APP : 299.775 (Recovery)  
TWR : 128.950 - 388.775 - 122.100 - 257.800

ILS : ORG 109.9

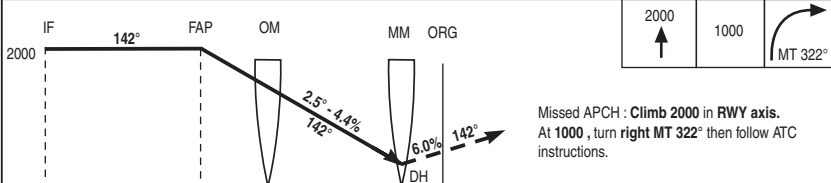
RDH : 57

VAR  
2°E (20)

(1) OCH ILS



REF HGT : ALT THR in ft



12	7.9	4.9	1.1	
11.4	7.3	4.3	0.5	

→ SRE (NM)  
→ THR (NM)

CAT	ILS (1)			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A					1600	
B	250	1000	153	830	1600	822
C					2400	
D/E					3600	

Remarks : (1) Increased minimums.

DIRCAM

RADAR / ILS RWY14

CHG : Frequency.

06 ORANGE CARITAT LFMO



NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 197 THR : 194

06 OCT 2022

07 ORANGE CARITAT LFMO  
 HPMA RADAR / PAR RWY14

APP : 299.775 (Recovery)

TWR : 128.950 - 388.775 - 257.800 - 122.100

RDH : 58

VAR  
 2°E (20)

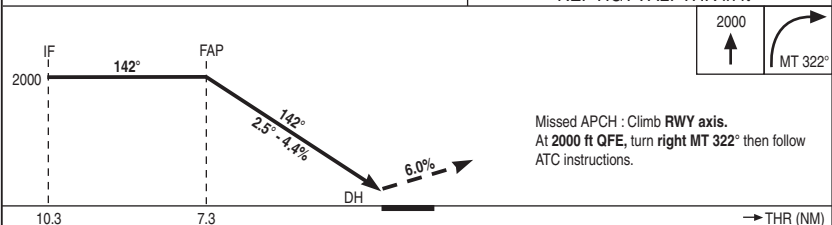
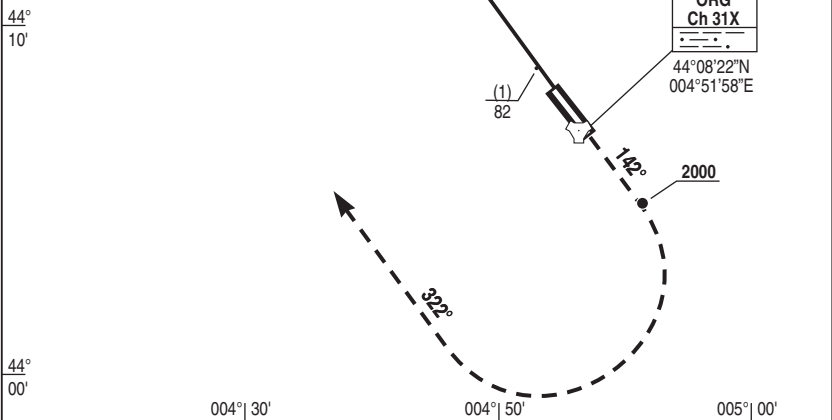
(1) OCH PAR

Initial Approach under radar  
 vector - See LFMO HMSR

OAT ONLY



MOCH



CAT	(1)		
	DH	RVR	OCH
A	250	1000	181
B			
C			
D/E			

Remarks : (1) Increased due to operational reason.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 197 THR : 194

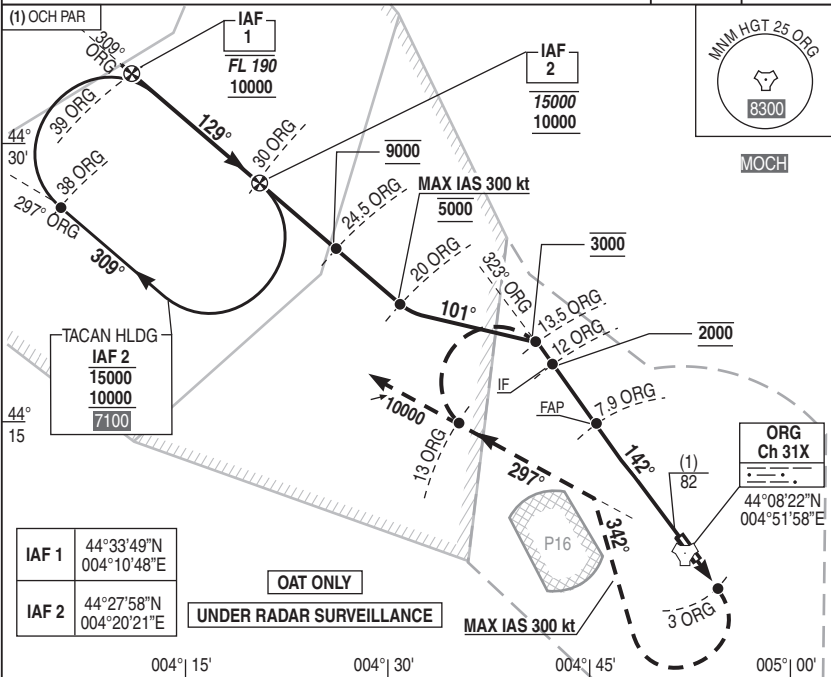
06 OCT 2022

08 ORANGE CARITAT LFMO  
HPMA TACAN / PAR RWY14

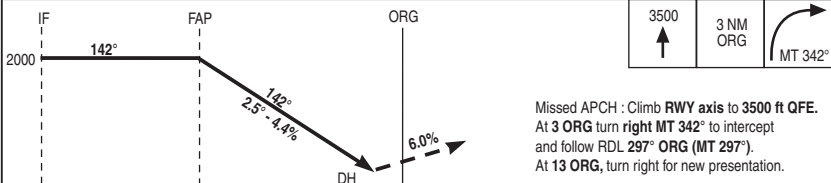
APP : 299.775 (Recovery)  
TWR : 128.950 - 388.775 - 257.800 - 122.100

RDH : 58

VAR  
2°E (20)



REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis to 3500 ft QFE.  
At 3 ORG turn right MT 342° to intercept and follow RDL 297° ORG (MT 297°).  
At 13 ORG, turn right for new presentation.

→ TAC (NM)  
→ THR (NM)

CAT	PAR (1)		
	DH	RVR	OCH
A	250	1000	181
B			
C			
D/E			

On clearance:  
Missed APCH : Climb RWY axis to 3500 ft QFE.  
At 3 ORG turn right MT 342° to intercept and follow RDL 297° ORG (MT 298°).  
At 13 ORG, continue climb to 10000 ft QFE.

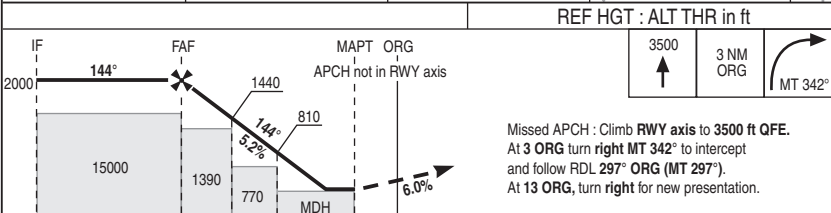
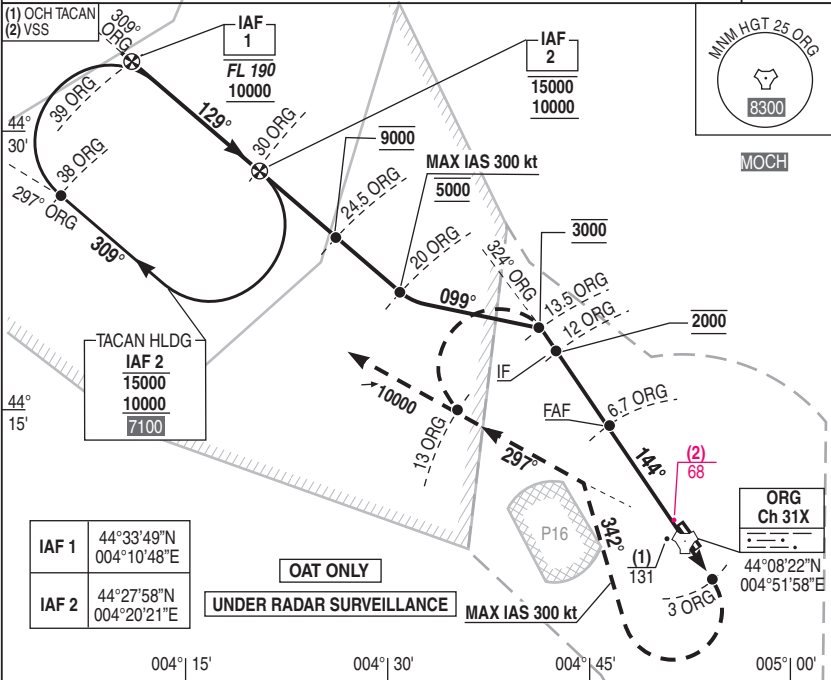
Remarks : (1) Increased minimums. DIRCAM

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 197 THR : 194

06 OCT 2022

09 ORANGE CARITAT LFMO  
HPMA TACAN / TACAN RWY14

APP : 299.775 (Recovery) VAR 2°E (20)  
TWR : 128.950 - 388.775 - 257.800 - 122.100



CAT	TACAN			TACAN	NM	6	5	4	3	2	
	MDH	RVR	OCH								HGT
A	380	1000	377								
B											
C											
D/E											

On clearance:  
Missed APCH : Climb RWY axis to 3500 ft QFE.  
At 3 ORG turn right MT 342° to intercept and follow RDL 297° ORG (MT 297°).  
At 13 ORG, continue climb to 10000 ft QFE.

Remarks : (2) VSS crossed. DIRCAM

NATIONAL FRA  
INSTRUMENT APPROACH

ALT AD : 197 THR : 186

06 OCT 2022

10 ORANGE CARITAT LFMO  
HPMA RADAR / PAR RWY32

APP : 299.775 (Recovery)

TWR : 128.950 - 388.775 - 257.800 -122.100

RDH : 50

VAR  
2°E (20)

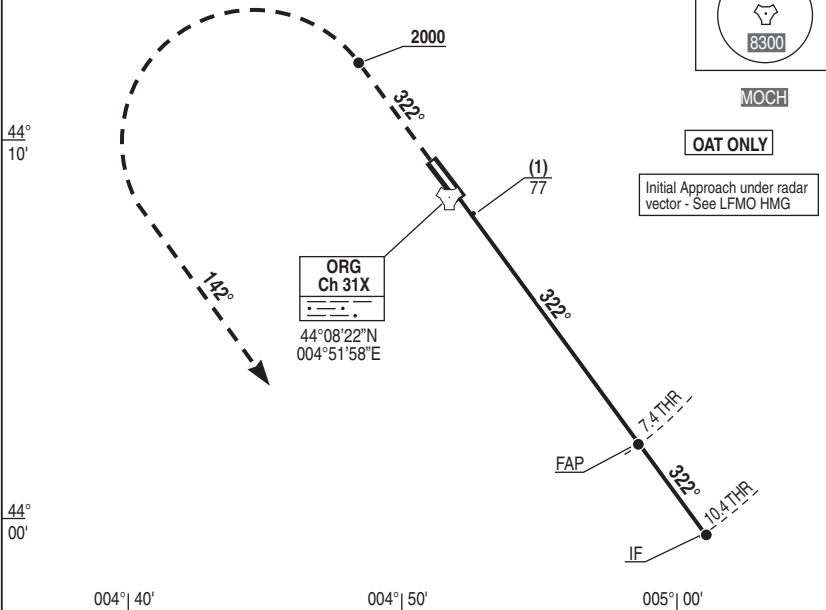
(1) OCH PAR



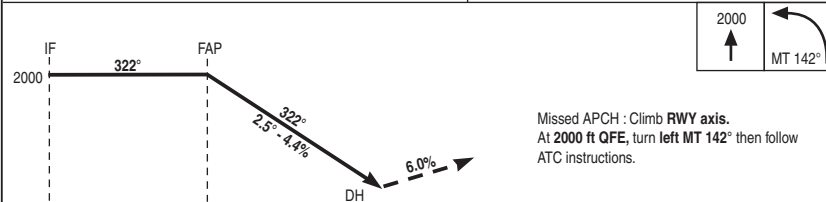
MOCH

OAT ONLY

Initial Approach under radar  
vector - See LFMO HMG



REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis.  
At 2000 ft QFE, turn left MT 142° then follow  
ATC instructions.

10.4 7.4 → THR (NM)

CAT	(1)		
	DH	RVR	OCH
A	250	1300	171
B			
C			
D/E			

Remarks : (1) Increased minimum.

DIRCAM

HPMA RADAR / PAR RWY32

CHG : Frequency.

10 ORANGE CARITAT LFMO

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 197 THR : 186

11 ORANGE CARITAT LFMO  
HPMA TACAN / PAR RWY32

06 OCT 2022

APP : 299.775 (Recovery)  
TWR : 128.950 - 388.775 - 257.800 - 122.100

RDH : 50

VAR  
2°E (20)

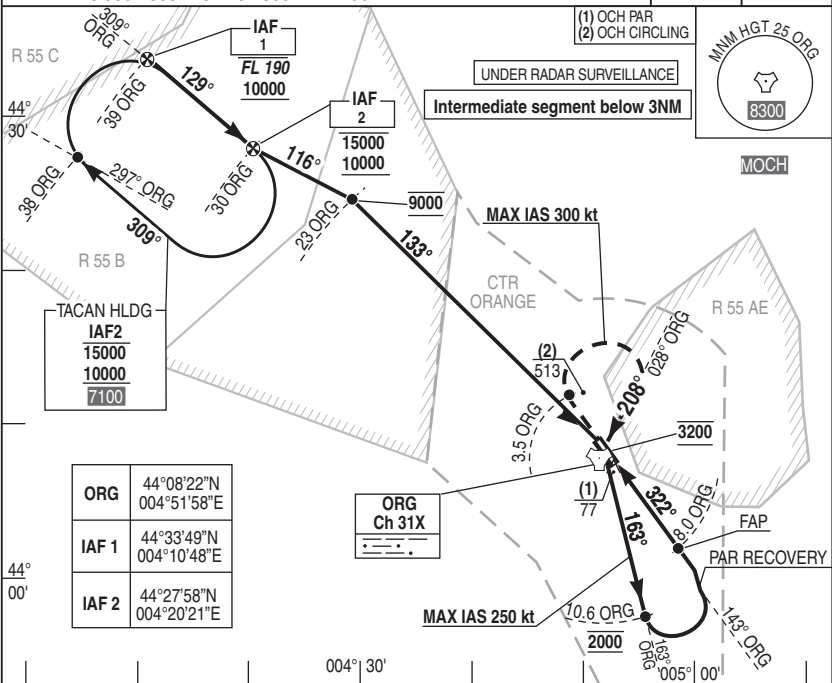
- (1) OCH PAR
- (2) OCH CIRCLING



UNDER RADAR SURVEILLANCE

Intermediate segment below 3NM

MOCH



TACAN HLDG

IAF2
15000
10000
7100

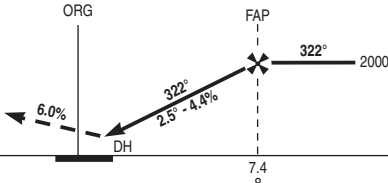
ORG	44°08'22"N 004°51'58"E
IAF 1	44°33'49"N 004°10'48"E
IAF 2	44°27'58"N 004°20'21"E

ORG	Ch 31X
-----	--------

REF HGT : ALT THR in ft



Missed APCH : Climb straight ahead to 2000 QFE.  
At 3.5 ORG, turn right to intercept RDL 028° ORG  
for a new presentation.



THR (NM) ←  
TAC ORG (NM) ←

CAT	PAR (1)			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	250	1300	171	810	1600	808
B					1600	
C					2400	
D/E					3600	

Remarks : (1) Increased minima.

DIRCAM

NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 197 THR : 186

06 OCT 2022

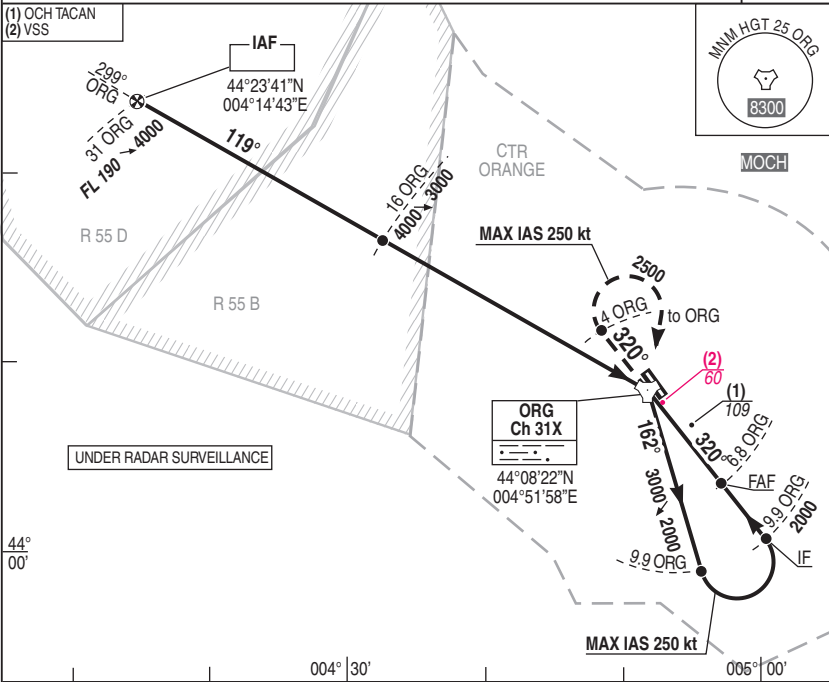
12 ORANGE CARITAT LFMO  
 HPMa TACAN / TACAN RWY32

APP : 299.775 (Recovery)

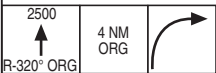
VAR  
 2°E (20)

TWR : 128.950 - 388.775 - 257.800 - 122.100

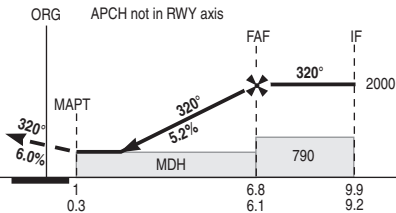
(1) OCH TACAN  
 (2) VSS



REF HGT : ALT THR in ft



Missed APCH:  
 Climb RDL 320° ORG to 2500 ft QFE  
 At 4 ORG turn right to ORG.



TAC ← (NM)  
 THR ← (NM)

CAT	TACAN		
	MDH	RVR	OCH
A		1500	
B		1500	
C	360	1600	356
D		1600	

TACAN	6	5	4	3	2
NM	6	5	4	3	2
HGT	1730	1410	1100	780	470

Remarks : (2) VSS crossed.

DIRCAM

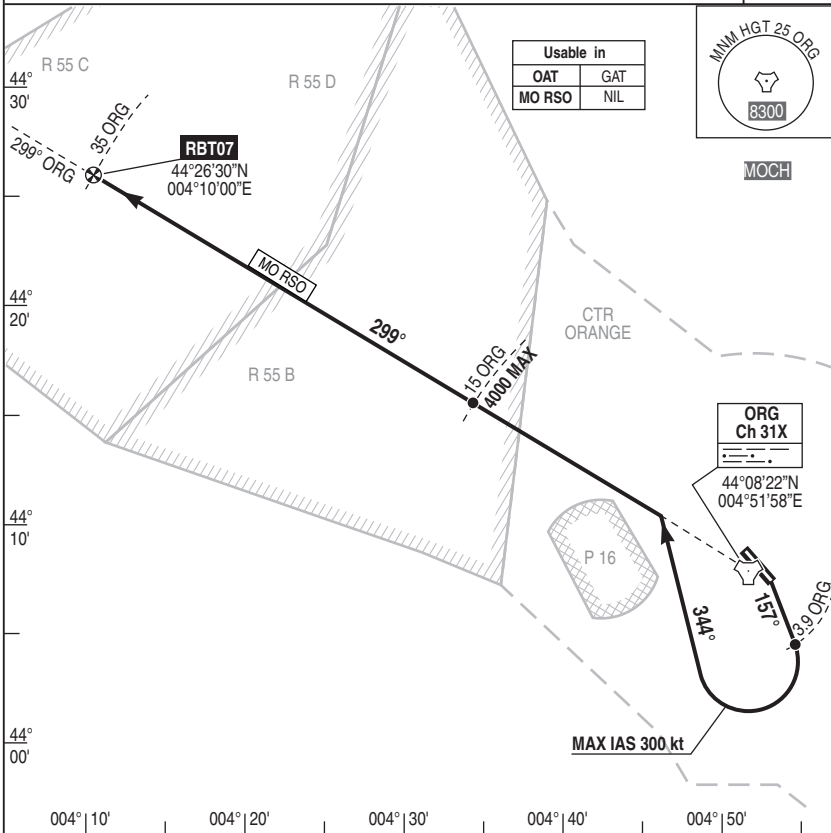
NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 197 THR : 194

06 OCT 2022

SID 01 ORANGE CARITAT LFMO  
 DEPARTURE RWY14

APP : 299.775 (Recovery)  
 TWR : 128.950 - 388.775 - 257.800 - 122.100

VAR  
 2°E (20)



REF HGT : ALT THR in ft

DEPARTURE MO RSO RWY14 : Climb MT 157° up to 4000 MAX. At 3.9 ORG turn RIGHT MT 344° to intercept and follow RDL 299° ORG (MT 299°) to RBT07.

At 15 ORG, climb up to cleared level.

Radio failure : squawk 7600 and apply french national regulation.

DIRCAM

DEPARTURE RWY14

CHG : Frequency.

SID 01 ORANGE CARITAT LFMO

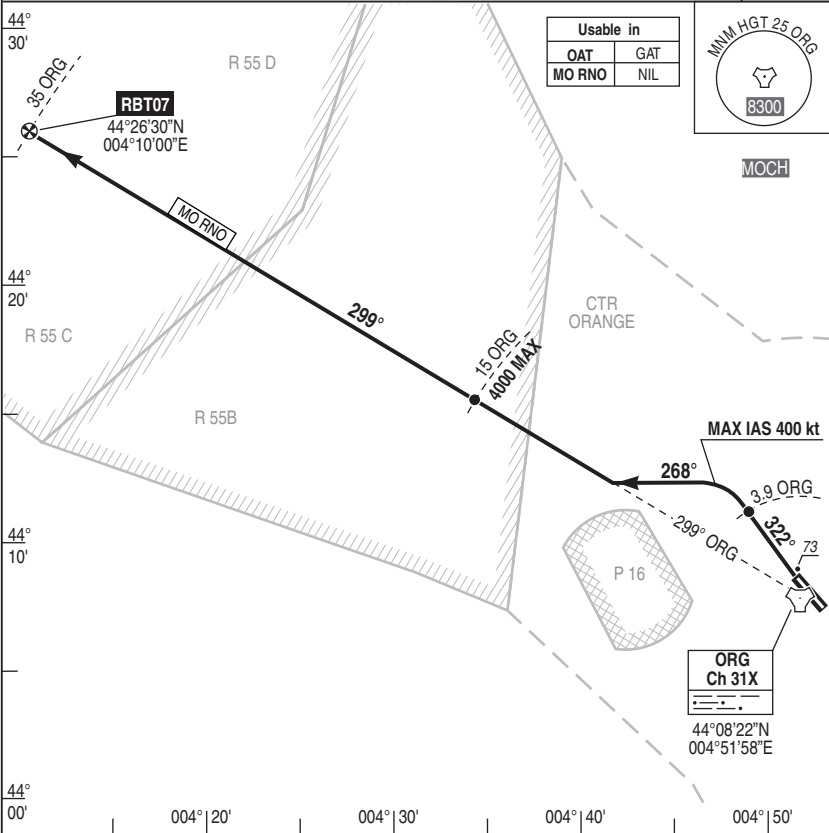
NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 197 THR : 186

06 OCT 2022

SID 02 ORANGE CARITAT LFMO  
DEPARTURE RWY32

APP : 299.775 (Recovery)  
TWR : 128.950 - 388.775 - 257.800 - 122.100

VAR  
2°E (20)



Usable in	
OAT	GAT
MO RNO	NIL

MNM HGT 25 ORG

8300

MOCH

CTR ORANGE

MAX IAS 400 kt

ORG  
Ch 31X

44°08'22"N  
004°51'58"E

REF HGT : ALT THR in ft

DEPARTURE MO RNO RWY 32 : Climb (1) straight ahead MT 322° up to 4000 MAX. At 3.9 ORG turn LEFT MT 268° to intercept and follow RDL 299° ORG (MT 299°) to RBT07. At 15 ORG, climb up to cleared level.

- (1) Théorique climb gradient 10.6 % (2) until 100 ft then 8.75 %.
- (2) Determining obstacle : Vegetation of 73 ft at 142 m from DER and at 187 m right of runway axis.

Radio failure : squawk 7600 and apply french national regulation.

DIRCAM

DEPARTURE RWY32

CHG : Frequency.

SID 02 ORANGE CARITAT LFMO



# NATIONAL FRA AERODROME CHART

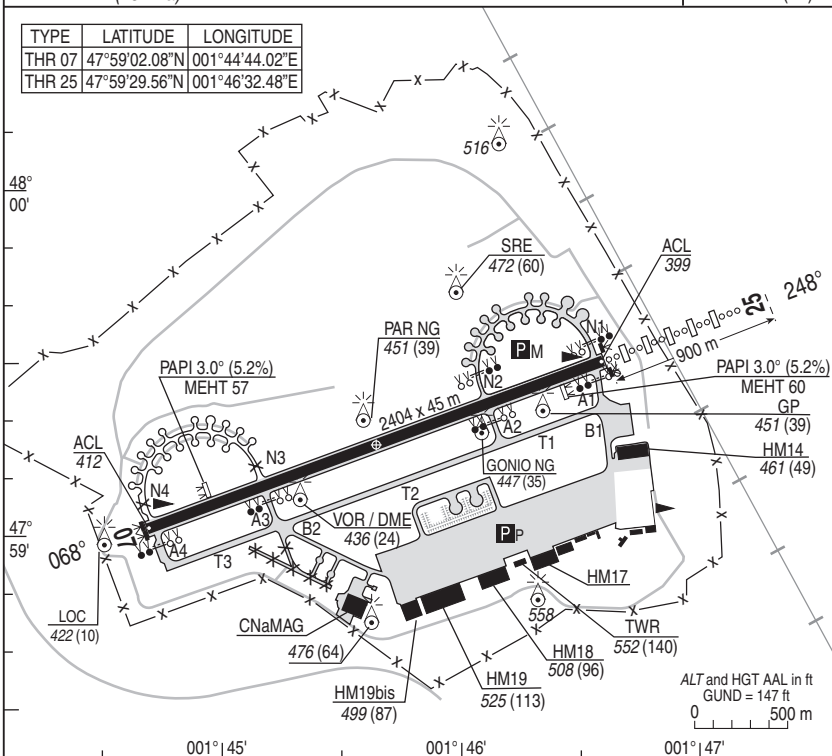
02 NOV 2023

## 01 ORLEANS BRICY LFOJ

ALT AD : 412 (15 hPa)

VAR : 1°E (20)

TYPE	LATITUDE	LONGITUDE
THR 07	47°59'02.08"N	001°44'44.02"E
THR 25	47°59'29.56"N	001°46'32.48"E



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)				
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	B	C	D	E
07	NIL	HI	2404	2404	2404	2404	Paved	550				550
25	HI axial 900m	HI	2404	2404	2404	2404	Paved	550				550

### OMNIDIRECTIONAL DEPARTURES

**RWY07 :** Climb MT 068° until 3 BCY, then direct route up to enroute safety altitude.

**RWY25 :** Climb MT 248° until 3 BCY, then direct route up to enroute safety altitude.

### MARKINGS - LIGHTINGS :

- Day lighting
- LIH APP line RWY25 - LIH RWY07/25
- Flashing lights TWY AST.

DIRCAM

**DV (Flights Director) : 02 38 42 66 55 - 811 123 25 35**

**USE RESTRICTIONS**

- Landing submitted to PPR from flights Director, O/R before 1500 from MON to FRI.
- Agreement number shall be mentioned in FPL item 18.

**OTHER INFORMATIONS**

- JET crash on RWY
- Power line

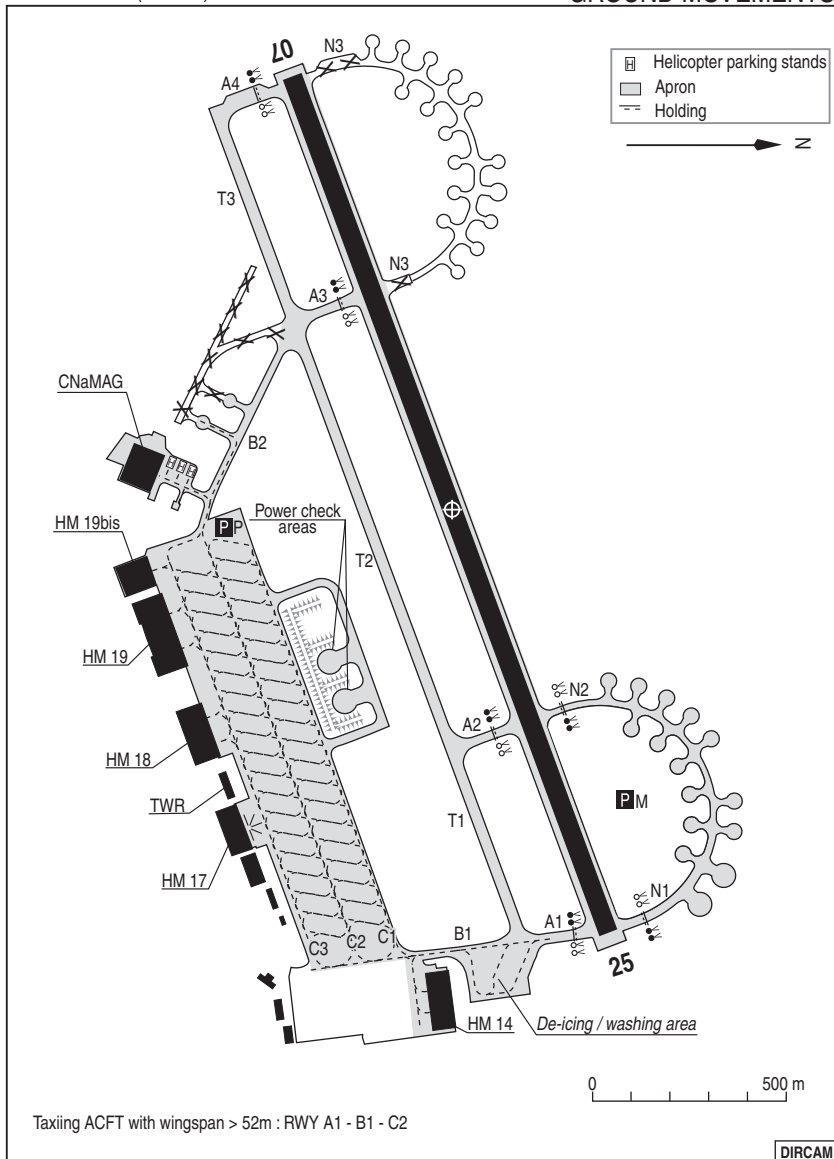
**REFUELING**

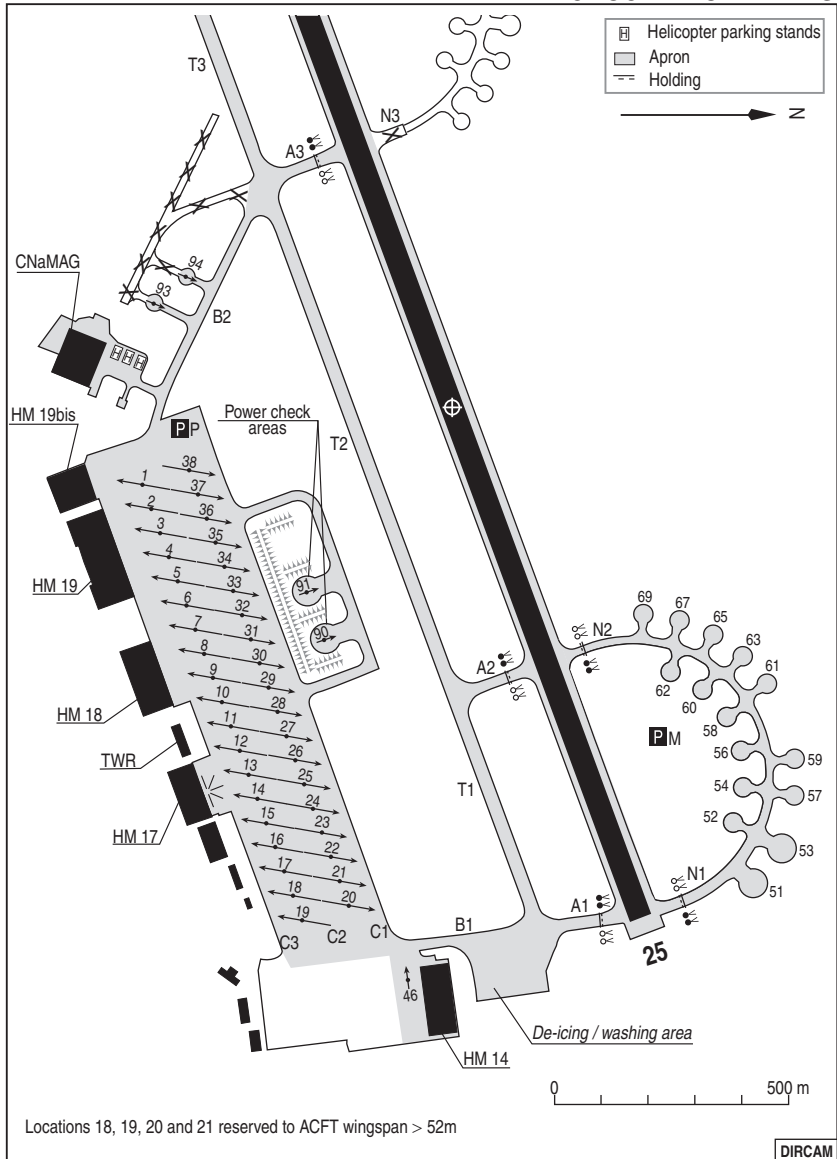
- F34 - F35 - Oxygen

**ATS HOR**

- MON-THU: 0700-1600. FRI: 0700-1400
- SAT, SUN, HOL : O/R before 1600 the previous open day
- SUMMER (-1 Hr).

DIRCAM





# VISUAL ARR & DEP

ALT AD : 412 (15 hPa)

16 MAY 2024

# 02 ORLEANS BRICY LFOJ

JET RWY07

APP : 122.700 - 374.225  
TWR : 121.100 - 378.750

AD FAF non GAT  
12 Km NW from ORLEANS  
DV : 02.38.42.66.55

VAR  
1°E  
(20)



JET RWY07

CHG : Obstacle removal.

02 ORLEANS BRICY LFOJ

# VISUAL ARR & DEP

ALT AD : 412 (15 hPa)

16 MAY 2024

# 03 ORLEANS BRICY LFOJ

JET RWY25

APP : 122.700 - 374.225

TWR : 121.100 - 378.750

AD FAF non GAT

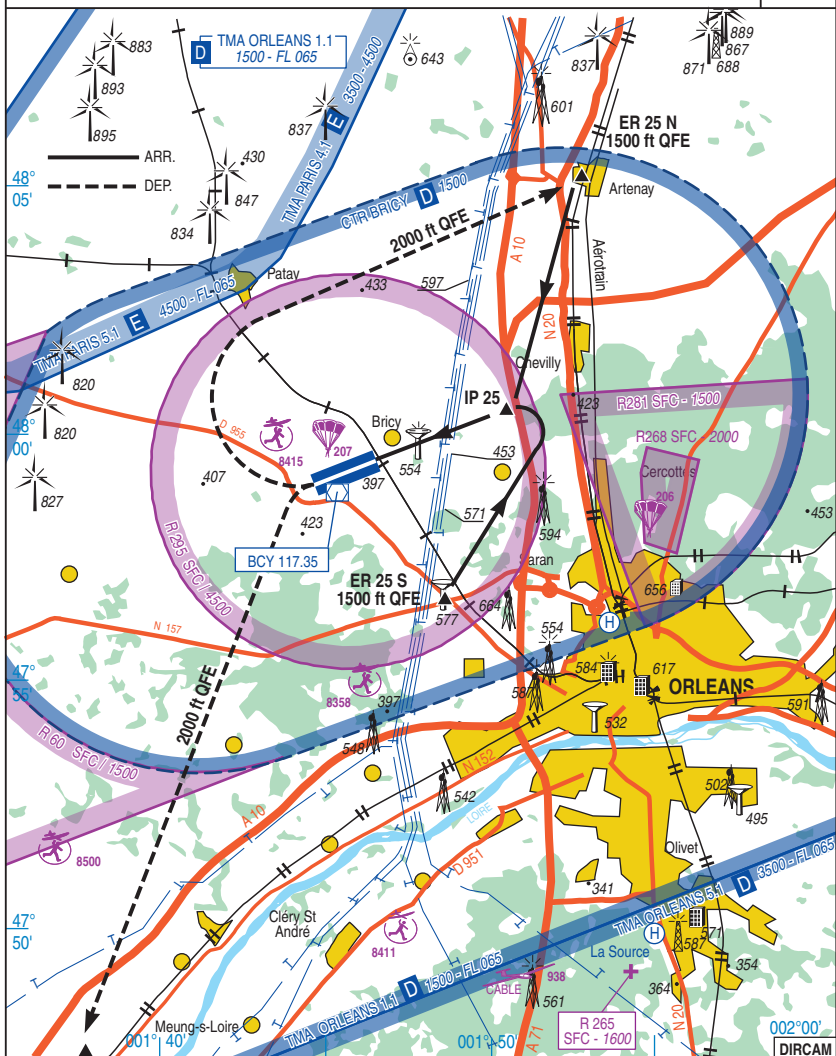
12 Km NW from ORLEANS

DV : 02.38.42.66.55

VAR

1°E

(20)



JET RWY25

CHG : Obstacle removal.

03 ORLEANS BRICY LFOJ

10 SEP 2020

04 ORLEANS BRICY LFOJ

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart Instructions.

**ARRIVAL :**

Radio contact at MNM 10 NM.

Fly level 1500 ft QFE on the following points

**RWY07** : ER 07 N : 307° / 6,8 NM BCY  
ER 07 S : 220° / 7,6 NM BCY

**RWY25** : ER 25 N : 040° / 7,6 NM BCY  
ER 25 S : 139° / 3,9 NM BCY

Fly on to IP 07 or IP 25 (IP are located 3 NM from lead in RWY centre line)

Fly level 1500 ft QFE.

**RWY07 and 25** : Break to left (unless ordered by TWR).

**DEPARTURE :**

**North** : **RWY07** : turn left to ARTENAY 2000 ft QFE  
**RWY25** : turn right to ARTENAY 2000 ft QFE

**South**: **RWY07** : turn right to BEAUGENCY 2000 ft QFE  
**RWY25** : turn left to BEAUGENCY 2000 ft QFE.

**NAVIGATION WARNING :**

Birds and cervidae concentration near and on platform. Especially in and near ACFT wrecks located on north-west apron area (near threshold RWY 07)

And on and around the BUCY SAINT LIPHARD dump and SAINT PERAVY LA COLOMBE composting plant

DIRCAM

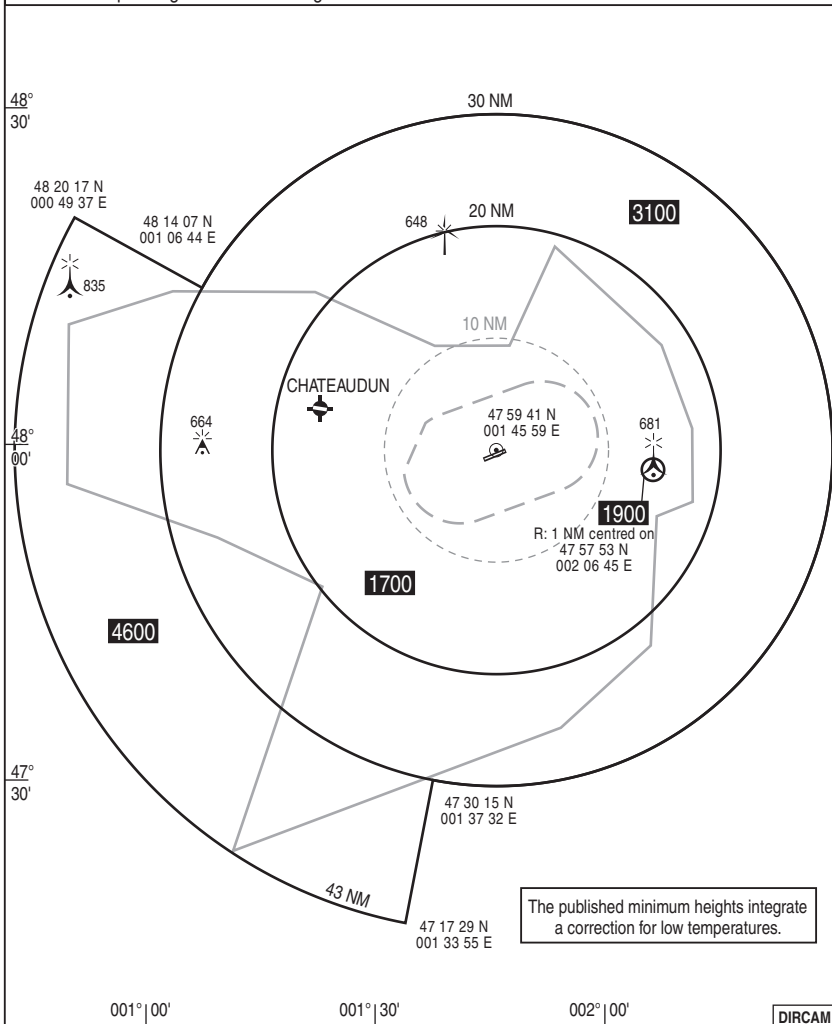
APP : 122.700 - 374.225

TWR : 122.100 - 378.750

VAR  
1°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



DIRCAM



# NATIONAL FRA INSTRUMENT APPROACH

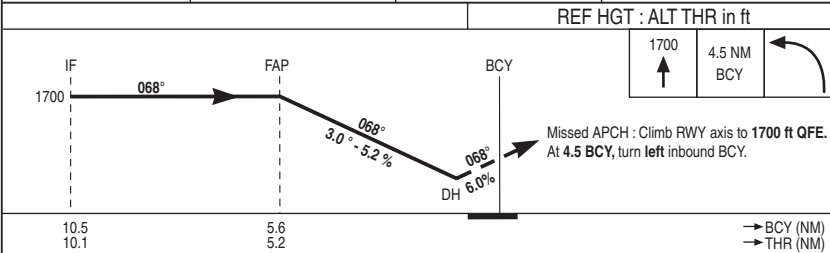
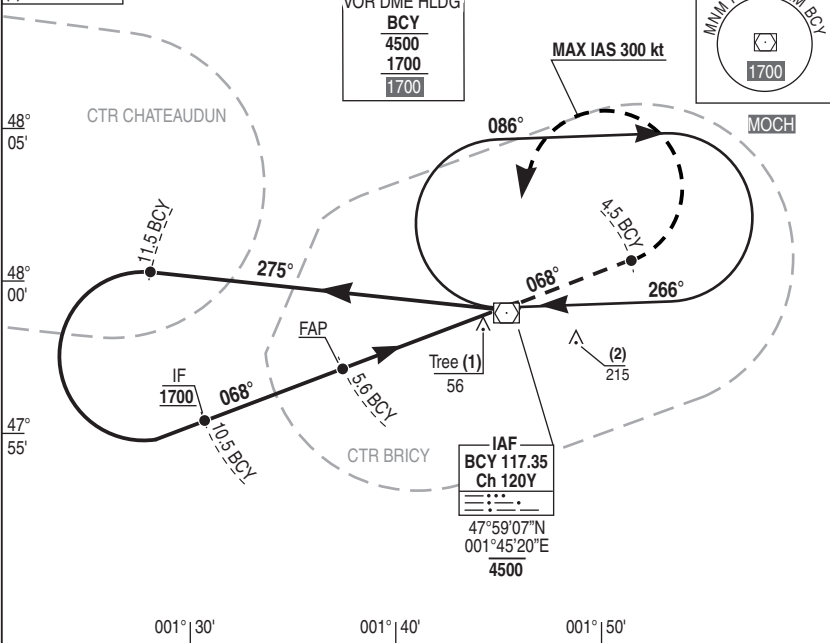
ALT AD : 412 THR : 412

01 DEC 2022

06 ORLEANS **BRICY** LFOJ  
HPMA VOR DME PAR RWY07

APP : 122.700 - 374.225	RDH : 46	VAR 1°E (20)
TWR : 122.100 - 378.750		

- (1) OCH PAR
- (2) OCH CIRCLING



CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	1300	154	550	1600	510
B				550	1600	
C				600	2400	
D/E				700	3600	

Remarks : VSS checked. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 412

01 DEC 2022

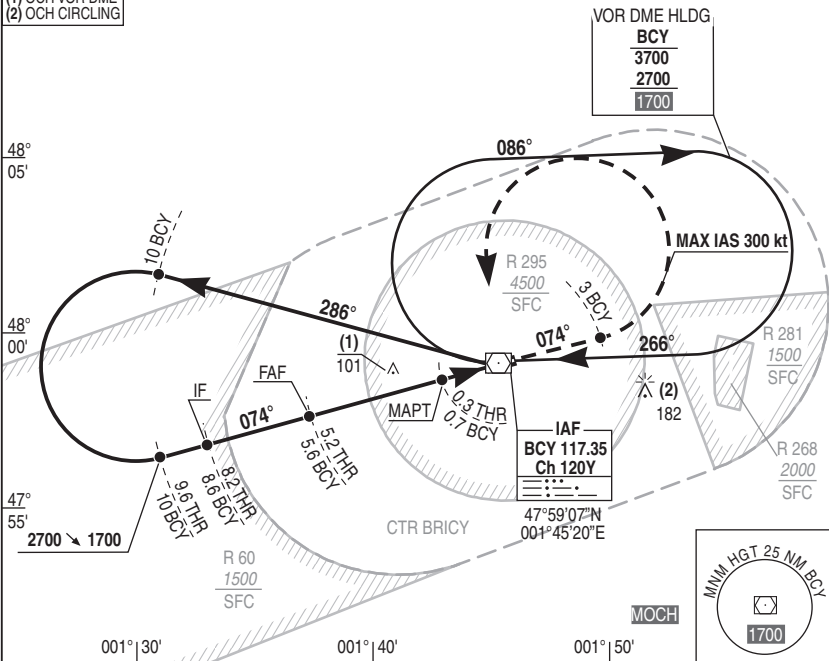
07 ORLEANS BRICY LFOJ  
HPMA VOR DME RWY07

APP : 122.700 - 374.225

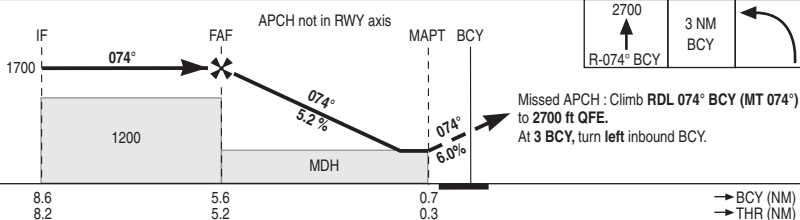
VAR  
1°E (20)

TWR : 122.100 - 378.750

- (1) OCH VOR DME
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



CAT	VOR DME			CIRCLING			BCY VOR/DME
	MDH	RVR	OCH	MDH	VIS	OCH	
A		1500		550	1600		NM 5 4 3 2
B		1500		550	1600		HGT 1500 1190 870 560
C	350	1600	347	600	2400		
D/E		1600		700	3600		

Remarks : VSS checked.

DIRCAM

HPMA VOR DME RWY07

CHG : Renaming.

07 ORLEANS BRICY LFOJ

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 399

15 JUN 2023

# 08 ORLEANS BRICY LFOJ HPMA VOR DME ILS or LOC RWY25

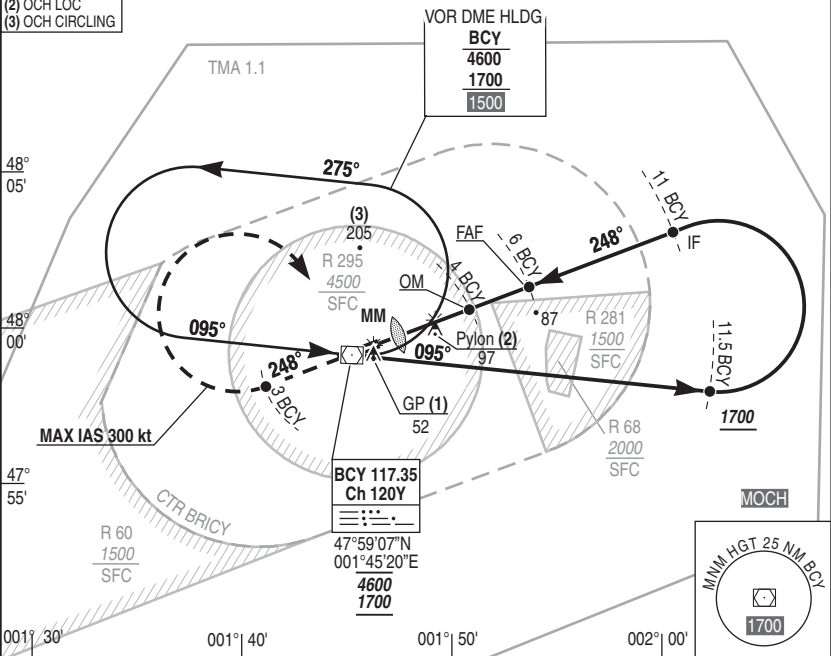
APP : 122.700 374.225  
TWR : 122.100 378.750

ILS : OAN 111.3

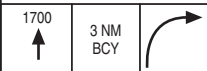
RDH : 58

VAR 1°E (20)

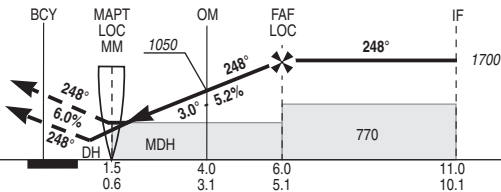
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis to 1700 ft QFE or follow ATC instructions. At 3 NM BCY, turn right inbound BCY.



BCY ← (NM)  
THR ← (NM)

CAT	ILS			LOC			CIRCLING			BCY VOR/DME
	DH	RVR	OCH	MDH	VIS	OCH	MDH	VIS	OCH	
A	200	550	150	350	900	343	550	1600	500	NM 2 3 4 5
B							550	1600		HGT 410 730 1050 1370
C							600	2400		
D/E							700	3600		

Remarks : VSS checked.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 399

01 DEC 2022

09 ORLEANS BRICY LFOJ  
HPMA RADAR ILS or LOC RWY25

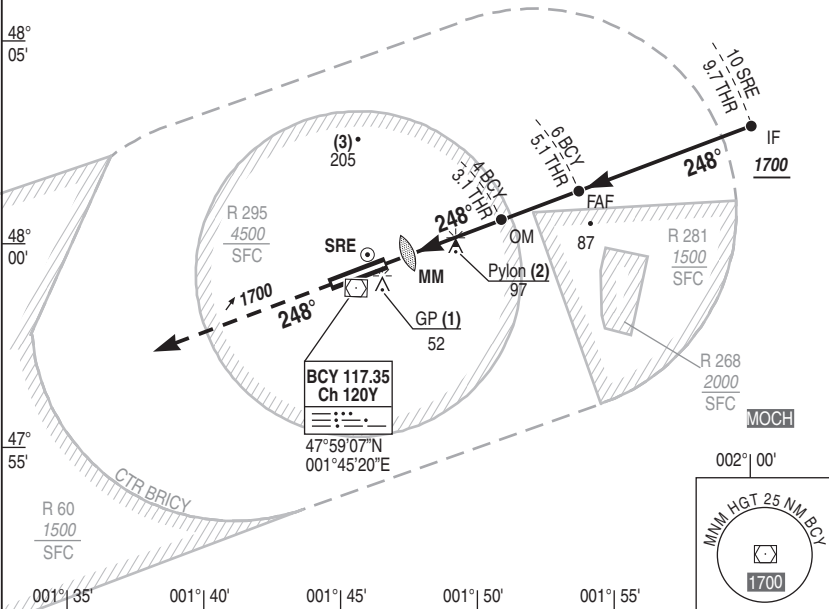
APP : 122.700 374.225  
TWR : 122.100 378.750

ILS : OAN 111.3

RDH : 58

VAR 1°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



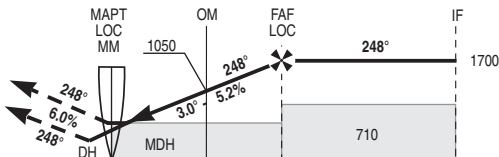
ILS true heading : 249.33°

REF HGT : ALT THR in ft

1700



Missed APCH : Climb to 1700 ft QFE  
and maintain RWY heading.  
Follow ATC instructions.



SRE ← (NM)	0.9	3.4	5.4	10
BCY ← (NM)	1.5	4.0	6.0	10.6
THR ← (NM)	0.6	3.1	5.1	9.7

CAT	ILS			LOC			CIRCLING			BCY VOR/DME				
	DH	RVR	OCH	MDH	VIS	OCH	MDH	VIS	OCH	NM	2	3	4	5
A	200	550	150	350	900	343	550	1600	500	410	730	1050	1370	
B							550	1600						
C							600	2400						
D/E							700	3600						

Remarks : VSS checked.

DIRCAM

HPMA RADAR ILS or LOC RWY25

CHG : Renaming.

09 ORLEANS BRICY LFOJ

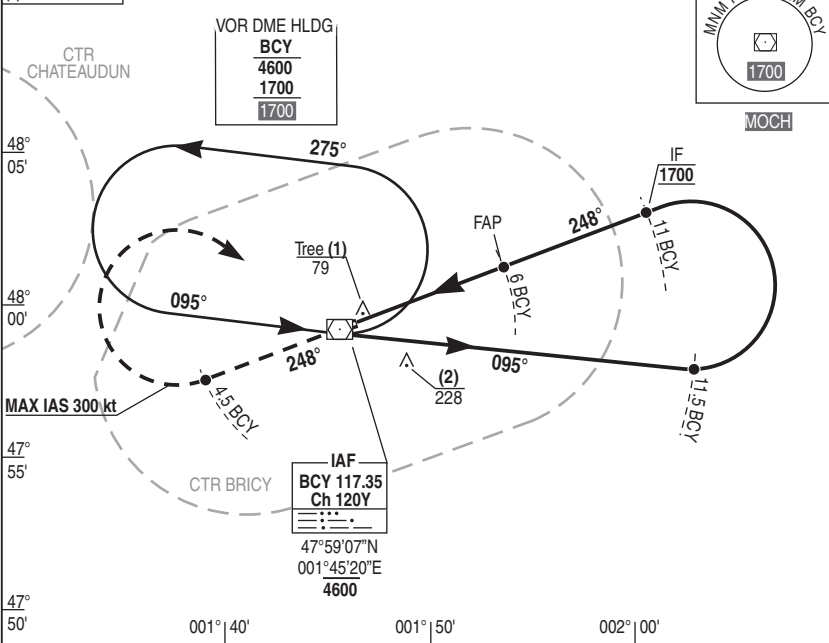
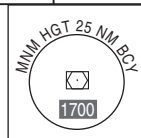
NATIONAL FRA  
 INSTRUMENT APPROACH  
 ALT AD : 412 THR : 399

10 ORLEANS BRICY LFOJ  
 HPM VOR DME PAR RWY25

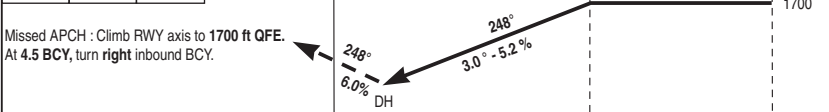
01 DEC 2022

APP : 122.700 - 374.225	RDH : 58	VAR 1°E (20)
TWR : 122.100 - 378.750		

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



BCY ← (NM)		6	11
THR ← (NM)		5.1	10.1

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	550	177	550	1600	523
B				550	1600	
C				600	2400	
D/E				700	3600	

Remarks : VSS checked. DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 399

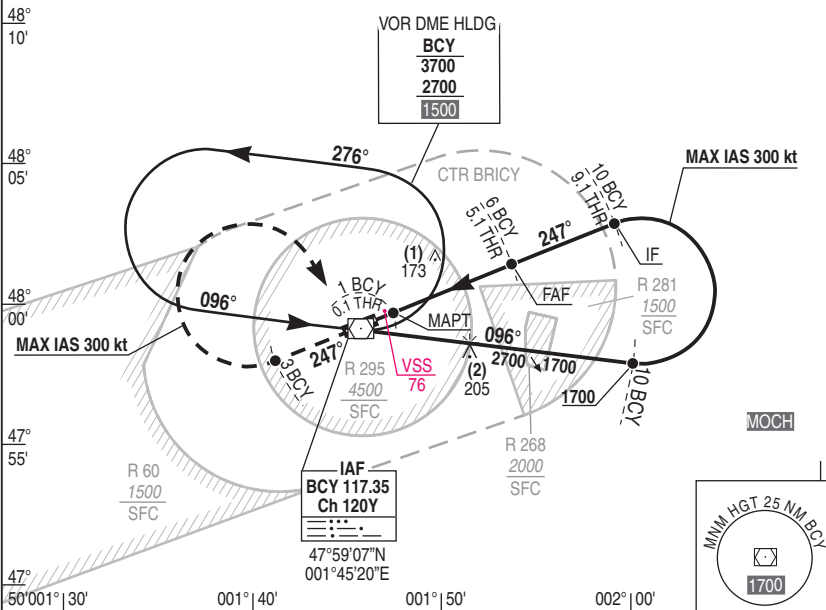
20 APR 2023

11 ORLEANS BRICY LFOJ  
HPMA VOR DME RWY25

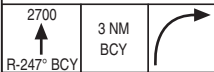
APP : 122.700 374.225  
TWR : 122.100 378.750

VAR  
1°E (20)

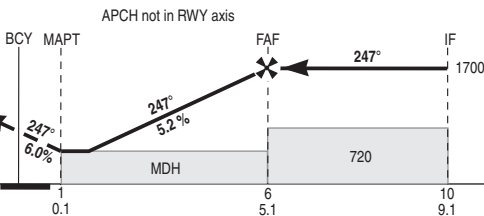
(1) OCH VOR DME  
(2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb RDL 247° BCY (MT 247°) to 2700 ft QFE.  
At 3 BCY, turn right inbound BCY.



BCY ← (NM)  
THR ← (NM)

CAT	VOR DME			CIRCLING			BCY VOR/DME				
	MDH	RVR	OCH	MDH	VIS	OCH	NM	3	4	5	6
A				550	1600						
B				550	1600		720	1040	1360	1680	
C	420	1200	419	600	2400	500					
D/E				700	3600						

Remarks : VSS crossed

DIRCAM

NATIONAL FRA  
INSTRUMENTS DEPARTURE

SID 01 ORLEANS BRICY LFOJ  
DEPARTURE OSCAR 1RE RWY 07

ALT AD : 412 THR : 412

05 NOV 2020

APP : 122.700 - 374.225

TWR : 122.100 - 378.750

VAR  
1°E (20)

Usable in	
OAT	GAT
OSCAR 1RE	NIL

MAX IAS 280 Kt

BCY 117.35  
Ch 120Y  
47°59'07"N  
001°45'20"E

3600 MAX

48°  
00'

H20

172°

068°

3 BCY

TMA4

TMA 1.1

47°  
50'

10 BCY

3600 MAX / FL055

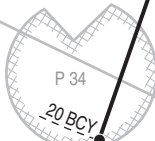
TMA 5.1

13 BCY

198°

FL 055 MAX

A3



P 34

20 BCY

FL055 / FL090

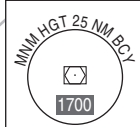
47°  
40'

OSCAR

47°33'38"N  
001°32'22"E  
FL090

002° 00'

MOCH



27 BCY

001° 40'

001° 50'

REF HGT : ALT THR in ft

DEPARTURE OSCAR 1RE : Climb MT 068° to 3600 MAX.

At 3 BCY, turn left MT 172° (RDL 352° BCY) to BCY then follow RDL 198° BCY (MT 198°).

At 10 BCY (3600 MAX) continue climb to 13 BCY (FL 055 MAX) maintain FL 055 until 20 BCY and then climb to OSCAR at FL 090.

COMMUNICATION FAILURE : 7600 and apply French national regulation.

DIRCAM

DEPARTURE OSCAR 1RE RWY 07

CHG : Pagination.

SID 01 ORLEANS BRICY LFOJ

NATIONAL FRA  
INSTRUMENTS DEPARTURE

SID 02 ORLEANS BRICY LFOJ  
DEPARTURE OSCAR 1RW RWY 25

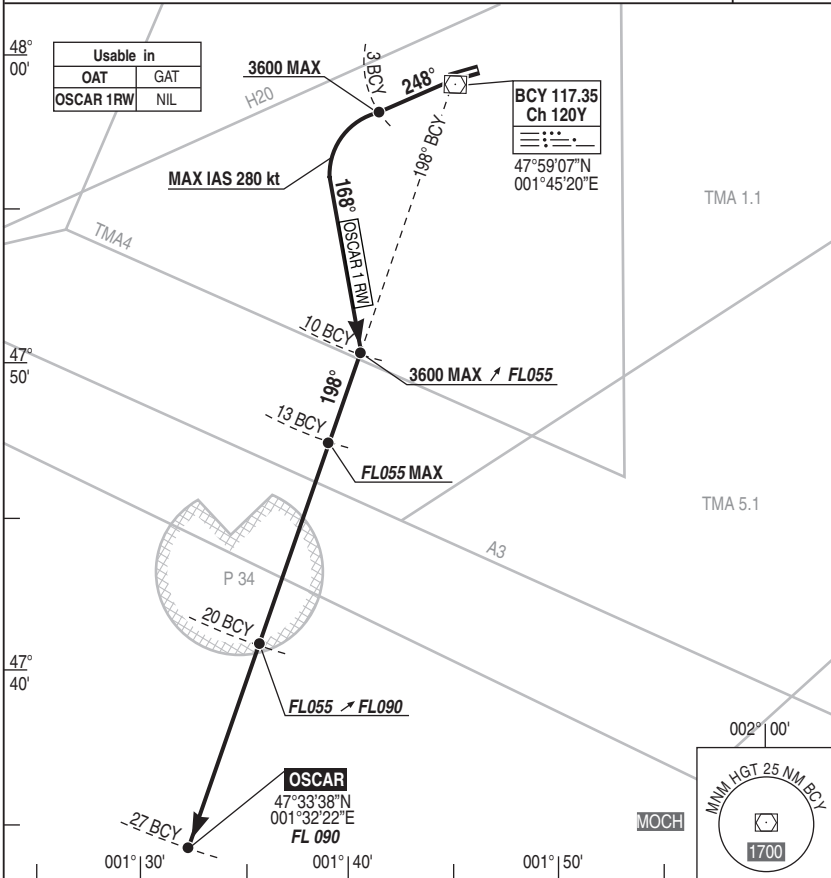
ALT AD : 412 THR : 399

05 NOV 2020

APP : 122.700 - 374.225

TWR : 122.100 - 378.750

VAR  
1°E (20)



**DEPARTURE OSCAR 1RW :** Climb MT 248° up to 3600 MAX.

At 3 BCY, turn left MT 168° to intercept and follow RDL 198° BCY (MT 198°).

At 10 BCY (3600 MAX) continue climb to 13 BCY (FL 055 MAX) maintain FL 055 until 20 BCY and then climb to OSCAR at FL 090.

COMMUNICATION FAILURE : 7600 and apply French national regulation.

**DIRCAM**

DEPARTURE OSCAR 1RW RWY 25

CHG : Pagination.

SID 02 ORLEANS BRICY LFOJ



# NATIONAL FRA AERODROME CHART

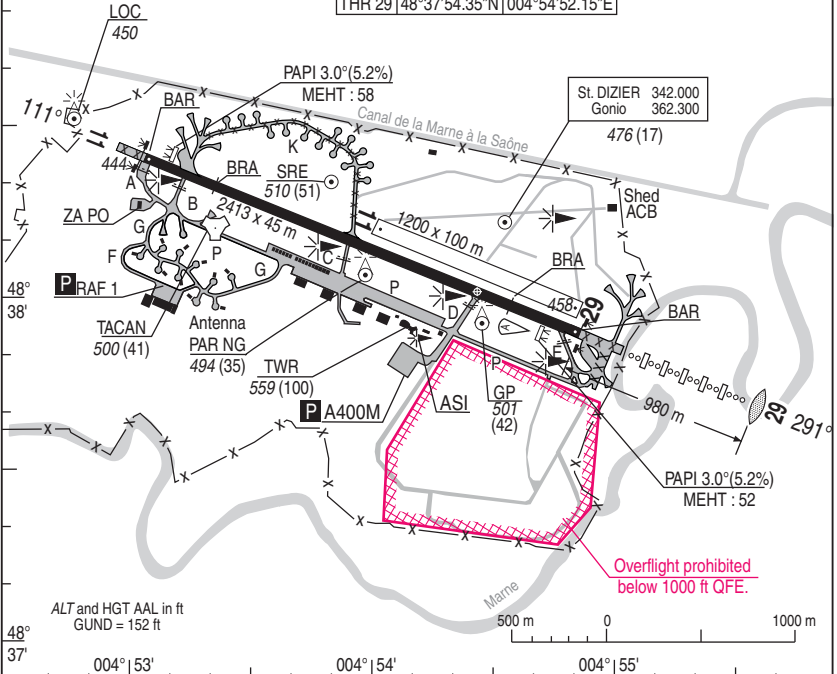
10 AUG 2023

# 01 SAINT DIZIER ROBINSON LFSI

ALT AD : 459 (17 hPa)

VAR : 2°E (20)

TYPE	LATITUDE	LONGITUDE
THR 11	48°38'24.90"N	004°53'03.68"E
THR 29	48°37'54.35"N	004°54'52.15"E



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)		
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A. B. C	CAT D. E	PO
11	NIL	LIH	2413	2413	2413	2413	Paved	400	400	300
29	OACI CAT 1	LIH	2413	2413	2413	2413	22 F/C/W/T (1)	400	400	300

(1) THR 11 / THR 29 : 38/F/C/W/T

### OMNIDIRECTIONAL DEPARTURES

**RWY11** (Alt THR : 444) : Climb **MT 116°** up to **3000 ft QFE** then direct route up to enroute safety altitude.

**RWY29** (Alt THR : 458) : Climb **MT 286°** up to **3000 ft QFE** then direct route up to enroute safety altitude.

### MARKINGS - LIGHTINGS :

- Day lighting : LIH
- RWY11-29 : THR : Green
- Flashing lights and PAPI RWY 11/29 (3°)
- End : Red
- IRDM south side of RWY : each 300m - TWY - AST

**DIRCAM**

**OTHER INFORMATIONS :**

- BRA / BAR RWY 11/29
- PPR mandatory for landing for non based ACFT. PPR submitted to Flights Director (03 51 73 10 43 / 863 113 1043). PPR number must be filed in case 18 of FPL.

**PARTICULAR INSTRUCTION :**

- Simultaneous use of paved and unpaved RWY prohibited.
- Taxi between B and C strip limited to ACFT with a wingspan lower than 20m
- D strip is mandatory to join and vacate RWY for ACFT with a wingspan higher than 36m
- Descent, climb and APP/APP procedures are submitted to APP supervisor (03 25 07 80 15 / 811 113 8015).
- Descent below HMG are possible only by performing a IFR procedure until finding VMC
- After omnidirectional departure, plan MMD, RLP, EPL, REM or TRO (first point in FPL route text field).

**REFUELING:**

- F 34 - Oxygen (O/R).

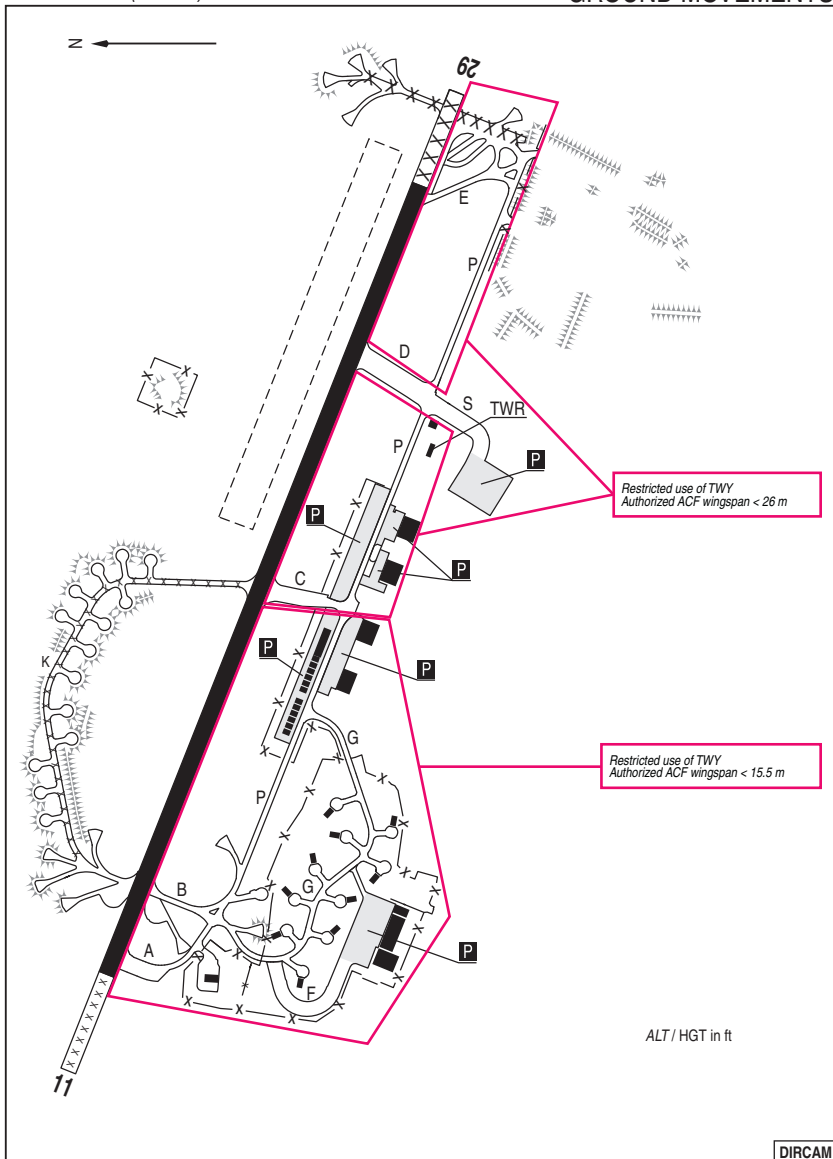
**HOR ATS:**

- WINTER : Mon /Thu : 0715/1620 - Fri : 0715/1400 - Sat, Sun, days off : O/R previous Friday before 1430.  
HN : O/R before 1530 previous open day.  
(SUMMER : - 1h)

NATIONAL FRA  
ALT AD : 459 (17 hPa)

09 SEP 2021

01 B SAINT DIZIER ROBINSON LFSI  
GROUND MOVEMENTS



# VISUAL ARR & DEP

ALT AD : 459 (17 hPa)

19 MAY 2022

# 02 SAINT DIZIER ROBINSON LFSI

JET RWY11 & 29

APP : 134.775 - 142.450\* - 342.000\* (Recovery) -

388.800\* (Climb) 362.300\*

TWR : 134.775 (O/R) - 140.175\* - 374.875\*

GND : 122.100 - 257.800\* \* Reserved to MIL

AD FAF restricted use

3 Km SW from ST DIZIER

APP : 03.25.07.80.15

OPS : 03.25.07.70.34

VAR  
2°E  
(20)



JET RWY11 & 29

CHG : ZIT42 deleted, creation P72.

02 SAINT DIZIER ROBINSON LFSI

10 AUG 2023

03 SAINT DIZIER ROBINSON LFSI

**VISUAL ARR & DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart.

**ARRIVAL**

Contact APP CH 17 2 MIN before entering circuit.

Fly level 2000 ft QFE at the following points :

**RWY11** : ER 11 N : 317°/ 7 NM TACAN SDI.

ER 11 S : 247°/ 8 NM TACAN SDI.

**RWY29** : ER 29 N : 067°/ 8,5 NM TACAN SDI.

ER 29 S : 141°/ 10 NM TACAN SDI.

Join IP 11 or IP 29 at level 2000 ft QFE (IP 3 NM from lead in RWY on RWY axis).

Steady level 1500 ft QFE for break

**RWY11** : Break to right .

**RWY29** : Break to left.

**PARTICULAR INSTRUCTIONS :**

In case of pull up : - Maintain RWY axis till end of RWY, then fly on to S entry point of RWY in use at level 2000 ft QFE.

- Non stationed or foreign ACFT will perform their downwind leg after TWR instructions.

**DEPARTURE**

**RWY11** : Climb straight ahead to 800 ft QFE then own navigation. Maintain level < 1500 ft QNH until TMA limits.

**RWY29** : Climb straight ahead to 800 ft QFE then own navigation. Maintain level < 1500 ft QNH until TMA limits.

**SPECIAL VFR FLIGHT(day only) :**

authorized by SAINT-DIZIER APP or TWR, within the CTR, if the following conditions are applied :

- Flight Visibility  $\geq$  1500m (800m HEL) + clear of cloud and surface in sight + IAS  $\leq$  140 kts

- Ground Visibility  $\geq$  1500m (800m HEL) + AD ceiling  $\geq$  600 ft.

**SPECIAL OAT TYPE VICTOR FLIGHT (day only) :**

authorized by SAINT-DIZIER APP or TWR, within the CTR, if the following conditions are applied :

- Flight Visibility  $\geq$  3700m or distance covered in 30 sec of flight

- Nebulosity between 3/8 and 8/8 over AD  $\geq$  700 ft.

DIRCAM

# NATIONAL FRA

# 04 SAINT DIZIER ROBINSON LFSI

ALT AD : 459 (17 hPa)

17 JUN 2021

HMG

APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) 362.300\*

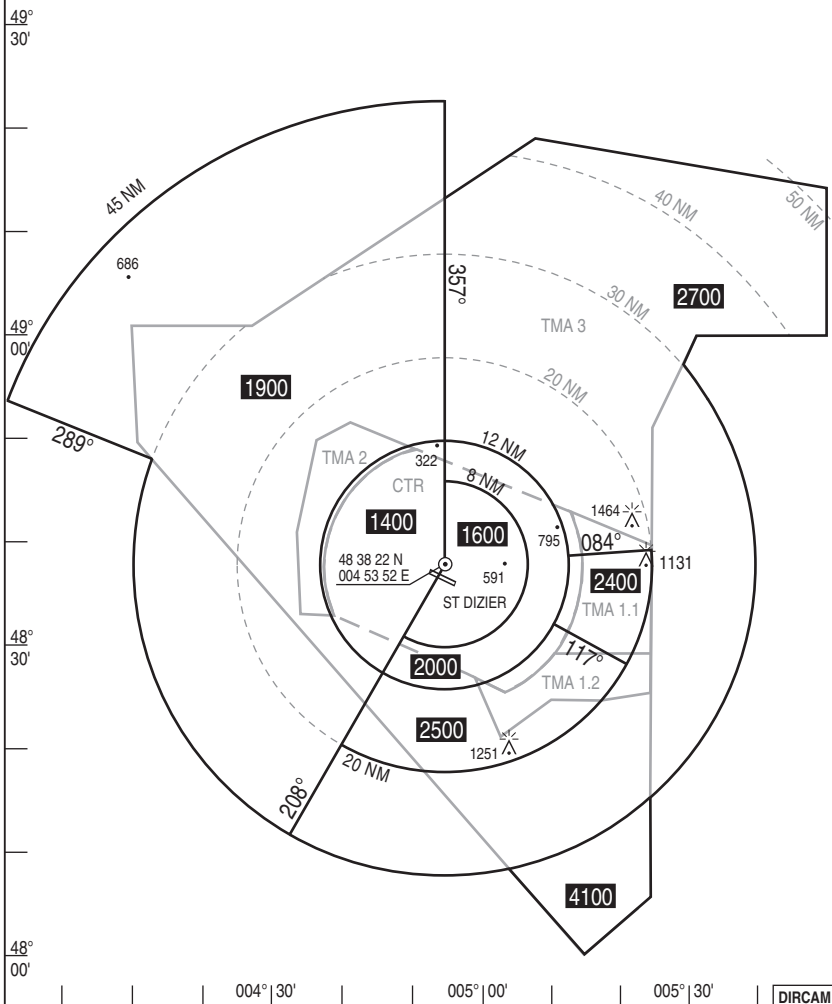
VAR  
2°E  
(20)

TWR : 134.775 (O/R) - 140.175\* - 374.875\*

GND : 122.100 - 257.800\* \* Reserved to MIL

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



HMG

CHG : UHF APP Frequency.

04 SAINT DIZIER ROBINSON LFSI

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

# 05 SAINT-DIZIER ROBINSON LFSI TACAN / PAR RWY11

ALT AD : 459 THR : 444

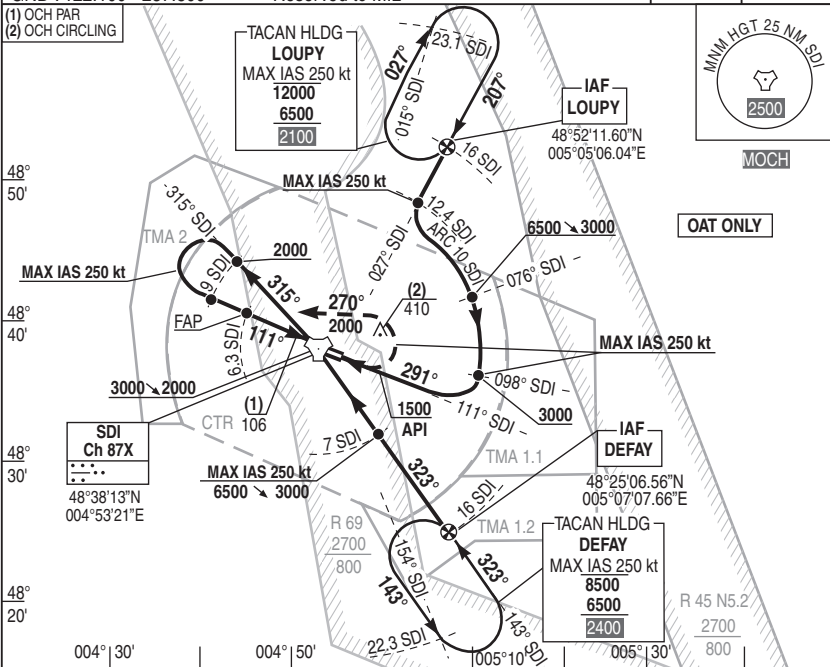
17 JUN 2021

APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) 362.300\*  
 TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

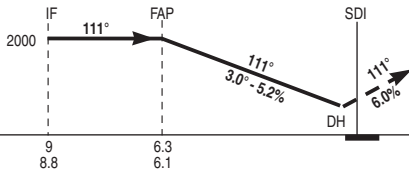
RDH : 50

VAR  
2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb straight ahead up to 2000 ft QFE. At 1500 ft QFE turn left MT 270° to intercept and follow RDL 315° SDI (MT 315°). A 9 SDI turn left for new presentation.

→ TAC (NM)  
→ THR (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	210	1200	204	710	1600	705
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

TACAN / PAR RWY11

CHG : UHF APP Frequency.

05 SAINT DIZIER ROBINSON LFSI

# NATIONAL FRA INSTRUMENT APPROACH

## 06 SAINT-DIZIER ROBINSON LFSI RADAR / PAR RWY11

ALT AD : 459 THR : 444

17 JUN 2021

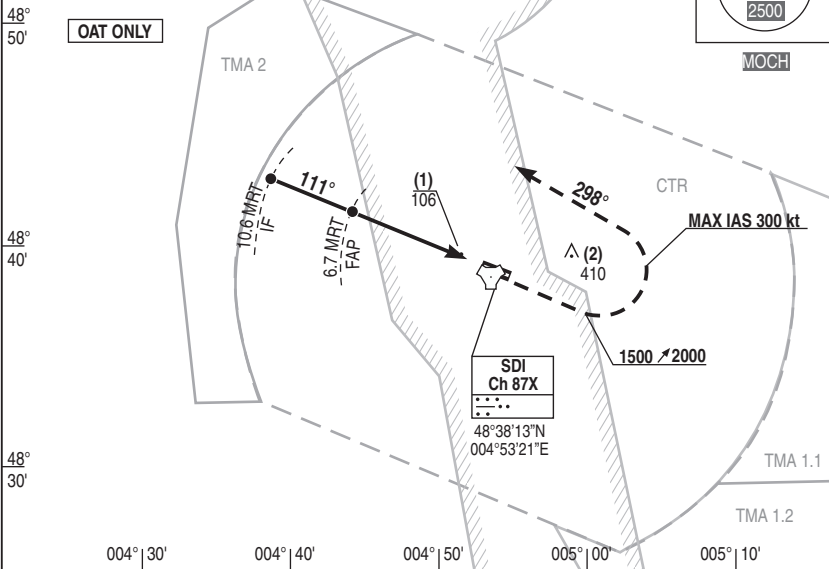
APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) 362.300\*  
 TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

RDH : 50

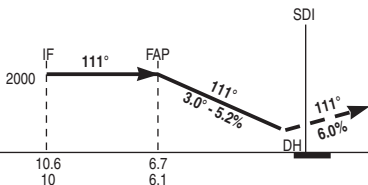
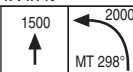
VAR  
2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING

R 69  
2700  
800



REF HGT : ALT THR in ft



Missed APCH: Climb **straight ahead** up to 2000 ft QFE. At 1500 ft QFE turn left **MT 298°**. Then follow clearance.

→ MRT (NM)  
→ THR (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	210	1200	204	710	1600	705
B					1600	
C					2400	
D/E					3600	

Remarks :

**DIRCAM**

**RADAR / PAR RWY11**

**CHG : UHF APP Frequency.**

**06 SAINT DIZIER ROBINSON LFSI**



# NATIONAL FRA INSTRUMENT APPROACH

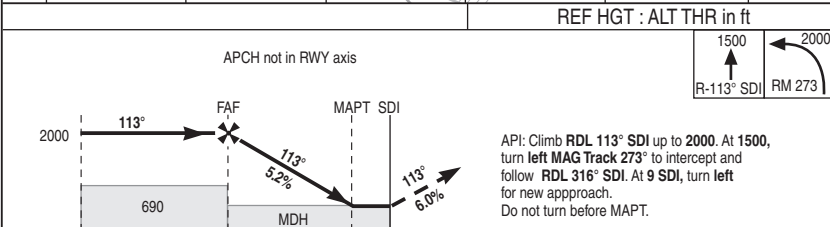
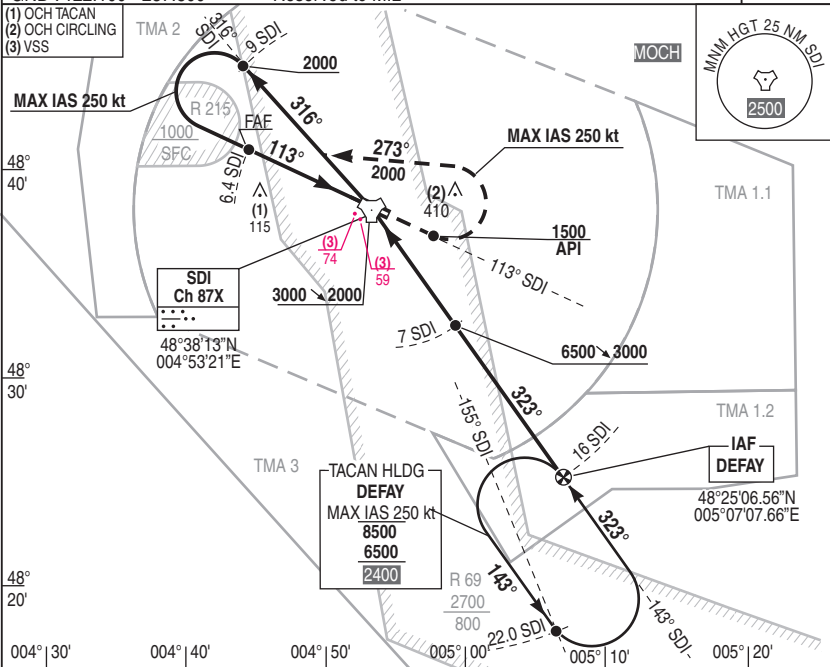
# 07 SAINT-DIZIER ROBINSON LFSI IAF DEFAY HPMA TACAN RWY11

ALT AD : 459 THR : 444

17 JUN 2021

APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) 362.300\*  
 TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

VAR  
2°E (20)



APCH not in RWY axis

REF HGHT : ALT THR in ft

1500  
R-113° SDI RM 273

CAT	TACAN			CIRCLING			TACAN					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3	2
A		1500			1600		HGT	1870	1550	1240	920	600
B	410	1500	410	710	1600	705						
C		1900			2400							
D/E		1900			3600							

Remarks : (3) VSS Crossed. DIRCAM

IAF DEFAY TACAN RWY11

CHG : UHF APP Frequency.

07 SAINT DIZIER ROBINSON LFSI

# NATIONAL FRA INSTRUMENT APPROACH

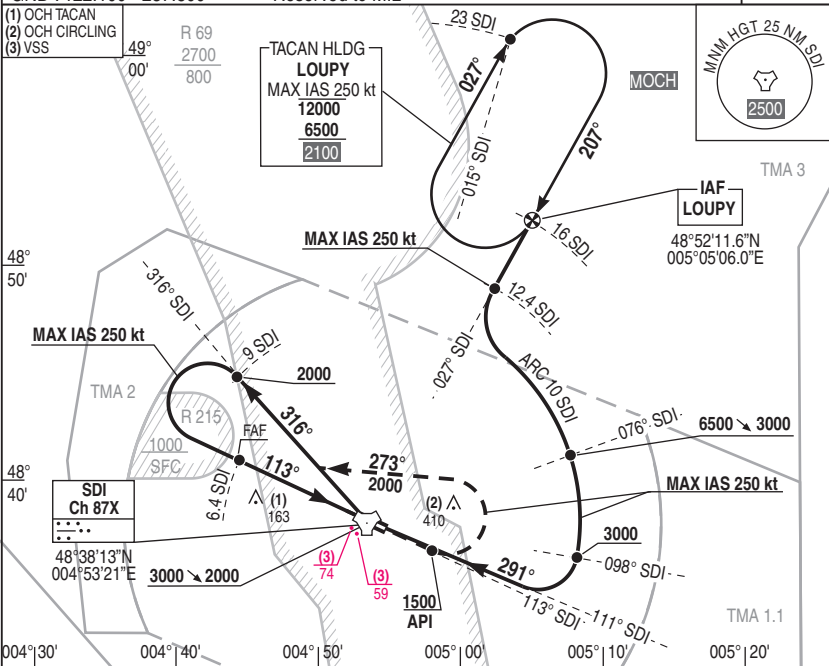
# 08 SAINT-DIZIER ROBINSON LFSI IAF LOUPY HPMA TACAN RWY11

ALT AD : 459 THR : 444

17 JUN 2021

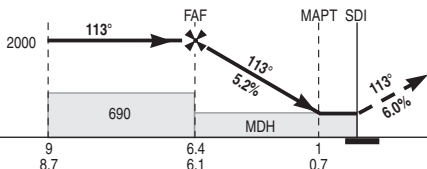
APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) 362.300\*  
 TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

VAR  
2°E (20)

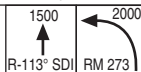


REF HGT : ALT THR in ft

APCH not in RWY axis



API: Climb RDL 113° SDI up to 2000. At 1500, turn left MAG Track 273° to intercept and follow RDL 316° SDI. At 9 SDI, turn left for new approach. Do not turn before MAPT.



→ TAC (NM)  
→ THR (NM)

CAT	TACAN			CIRCLING			TACAN					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3	2
A	1500				1600		HGT	1870	1550	1240	920	600
B	1500				1600							
C	1900		410	710	2400	705						
D/E	1900				3600							

Remarks : (3) VSS Crossed.

DIRCAM

IAF LOUPY TACAN RWY11

CHG : UHF APP Frequency.

08 SAINT DIZIER ROBINSON LFSI

# NATIONAL FRA INSTRUMENT APPROACH

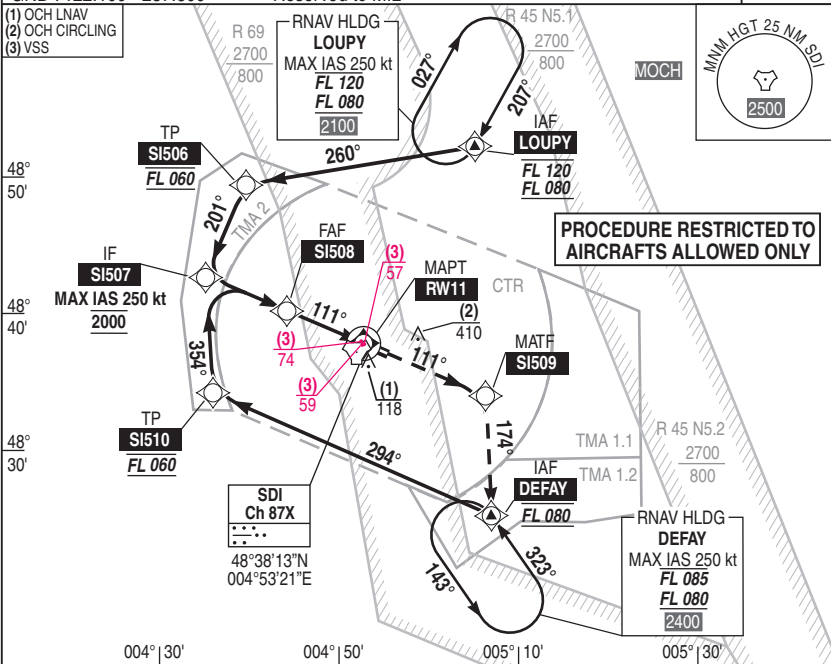
ALT AD : 459 THR : 444

17 JUN 2021

# 09 SAINT-DIZIER ROBINSON LFSI INS GNSS RWY11

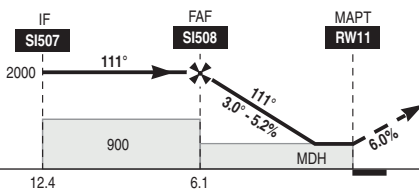
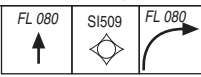
APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) 362.300\*  
 TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

VAR  
2°E (20)



**PROCEDURE RESTRICTED TO  
AIRCRAFTS ALLOWED ONLY**

REF HGT : ALT THR in ft



Missed APCH : Climb to **FL080**  
inbound **SI509** then **DEFAY**.

CAT	LNAV			CIRCLING			DIST RW11					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3	2
A		1500			1600							
B		1500			1600							
C	370	1700	365	710	2400	705	HGT	1960	1640	1320	1010	690
D/E		1700			3600							

Remarks : (3) VSS Crossed.

DIRCAM

10 SEP 2020

TABLE FOR DATA INDICATOR				LFSI INS GNSS RWY11 - MAG VAR 1.8°E (20)						
N° SEQ	CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	LOUPY	48°52'11.6"N 005°05'06.0"E	FO		207 (209)	R	FL80	FL120	250
10	IF	LOUPY	48°52'11.6"N 005°05'06.0"E	FB				FL80	FL120	300
20	TF	SI506	48°49'49.0"N 004°39'58.5"E	FB	16,8	260 (262,0)	L	FL60	FL60	300
30	TF	SI507	48°43'15.0"N 004°35'45,8"E	FB	7,1	201 (203,0)	L	2000	2000	250
10	HM	DEFAY	48°25'06.6"N 005°07'07.7"E	FO		323 (325)	L	FL80	FL80	250
10	IF	DEFAY	48°25'06.6"N 005°07'07.7"E	FB				FL80	FL80	300
20	TF	SI510	48°34'54.5"N 004°36'38.5"E	FB	22,5	294 (296,0)	R	FL60	FL60	300
30	TF	SI507	48°43'15.0"N 004°35'45,8"E	FB	8,4	354 (356,0)	R	2000	2000	250
10	IF	SI507	48°43'15.0"N 004°35'45,8"E	FB				2000	2000	250
20	TF	SI508	48°40'48.0"N 004°44'33.1"E	FB	6,3	111 (112,8)		2000	2000	
30	TF	RW11	48°38'24.92"N 004°53'03.56"E	FO	6,1	111 (112,9)		370		
40	TF	SI509	48°34'43.4"N 005°06'06.9"E	FB	9,4	111 (113,0)	R			300
50	TF	DEFAY	48°25'06.6"N 005°07'07.7"E	FB	9,6	174 (176,0)		FL80	FL80	300

LEGEND : TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CH : Course to a height FO : Fly Over FB : Fly By

DIRCAM

# NATIONAL FRA

## INSTRUMENT APPROACH

17 JUN 2021

# 11 SAINT-DIZIER ROBINSON LFSI

ALT AD : 459 THR : 458

HPMA IAF LOUPY TACAN / ILS or LOC RWY29

APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°  
 TWR : 134.775 (O/R) - 140.175° - 374.875°  
 GND : 122.100 - 257.800° \* Reserved to MIL

ILS : SDI 108.9

RDH : 52

VAR 2°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING

R 69  
2700  
800

TACAN HLDG  
LOUPY  
MAX IAS 250 kt  
12000  
6500  
2100



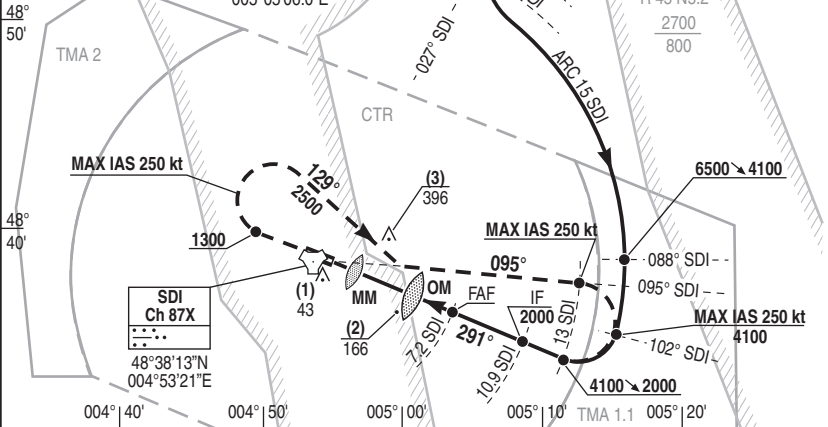
MOCH

IAF  
LOUPY

48°52'11.6"N  
005°05'06.0"E

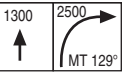
MAX IAS 250 kt

R 45 N5.2  
2700  
800

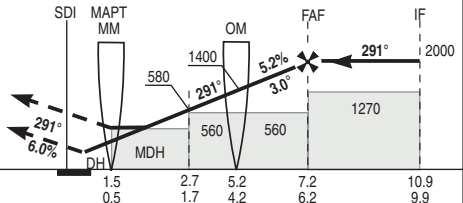


ILS True Heading : 293.03

REF HGT : ALT THR in ft



Missed APCH: Climb RWY axis to 2500 ft QFE.  
 At 1300 ft QFE turn right MT 129° to intercept and follow RDL 095° SDI (MT 095°).  
 At 13 SDI turn right for new presentation.  
 At 13 SDI inbound descent at 2000 ft QFE.  
 Do not turn before MAPT.



TAC ← (NM)  
 THR ← (NM)

CAT	ILS			LOC			CIRCLING			TACAN					
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	3	4	5	6	7
A	200	550	142	420	1200	412	700	1600	691	3	4	5	6	7	
B								1600		HGT	670	990	1300	1620	1940
C								2400							
D/E								3600							

Remarks : VSS checked.

DIRCAM

HPMA IAF LOUPY TACAN / ILS or LOC RWY29

CHG : UHF APP Frequency.

11 SAINT DIZIER ROBINSON LFSI

# NATIONAL FRA

## INSTRUMENT APPROACH

07 SEP 2023

## 12 SAINT-DIZIER ROBINSON LFSI

ALT AD : 459 THR : 458

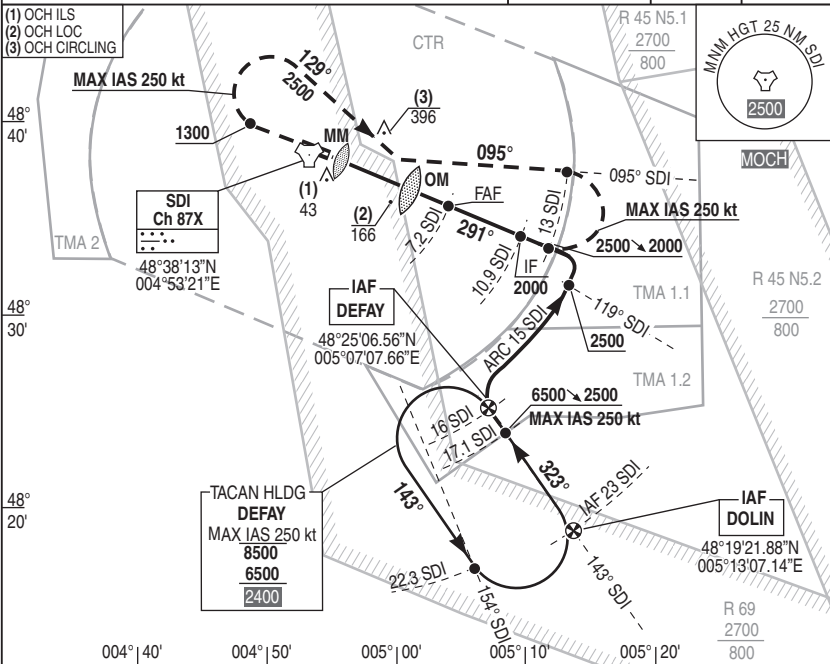
HPMA IAF DEFAY / DOLIN TACAN / ILS or LOC RWY29

APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°  
 TWR : 134.775 (O/R) - 140.175 \* - 374.875 \*  
 GND : 122.100 - 257.800 \* \* Reserved to MIL

ILS : SDI 108.9

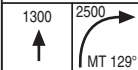
RDH : 52

VAR 2°E (20)

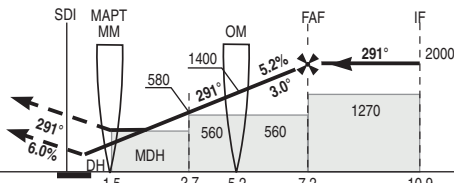


ILS True Heading : 293.03

REF HGT : ALT THR in ft



Missed APCH: Climb RWY axis to 2500 ft QFE.  
 At 1300 ft QFE turn right MT 129° to intercept and follow RDL 095° SDI (MT 095°).  
 At 13 SDI turn right for new presentation.  
 At 13 SDI inbound descent at 2000 ft QFE.  
 Do not turn before MAPT.



TAC ← (NM)  
 THR ← (NM)

CAT	ILS			LOC			CIRCLING			TACAN					
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	3	4	5	6	7
A	200	550	142	420	1200	412	700	1600	691	670	990	1300	1620	1940	
B								1600							
C								2400							
D/E								3600							

Remarks : VSS checked.

DIRCAM

HPMA IAF DEFAY / DOLIN TACAN / ILS or LOC RWY29

CHG : Revision.

12 SAINT-DIZIER ROBINSON LFSI

# NATIONAL FRA

## INSTRUMENT APPROACH

17 JUN 2021

## 13 SAINT-DIZIER ROBINSON LFSI

ALT AD : 459 THR : 458

HPMA IAF SAULX TACAN / ILS or LOC RWY29

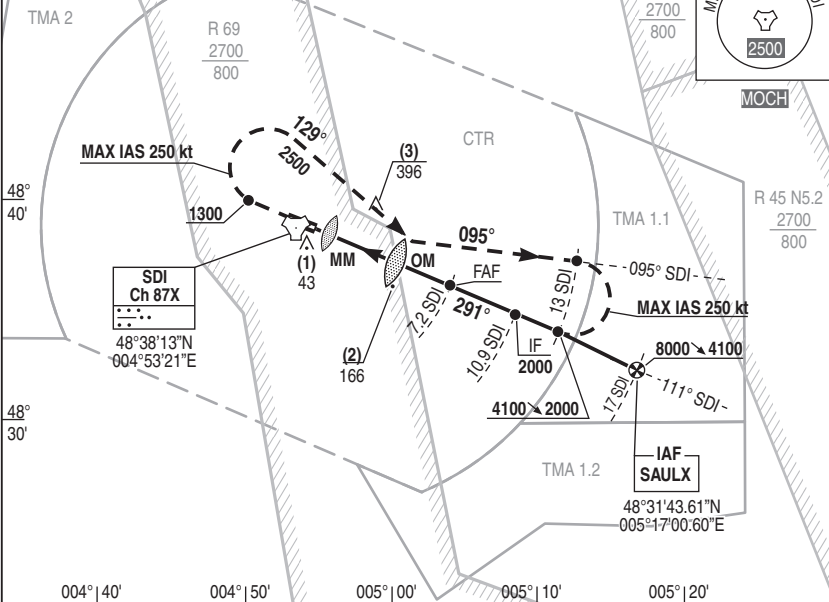
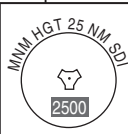
APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°  
 TWR : 134.775 (O/R) - 140.175° - 374.875°  
 GND : 122.100 - 257.800° \* Reserved to MIL

ILS : SDI 108.9

RDH : 52

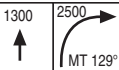
VAR 2°E (20)

- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING

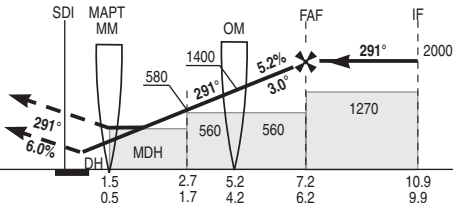


ILS True Heading : 293.03

REF HGT : ALT THR in ft



Missed APCH: Climb RWY axis to 2500 ft QFE.  
 At 1300 ft QFE turn right to intercept and follow RDL 095° SDI (MT 095°).  
 At 13 SDI turn right for new presentation.  
 At 13 SDI inbound descent at 2000 ft QFE.  
 Do not turn before MAPT.



TAC ← (NM)  
 THR ← (NM)

CAT	ILS			LOC			CIRCLING			TACAN				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH	NM	3	4	5	6
A	200	550	142	420	1200	412	700	1600	691	3	4	5	6	7
B										670	990	1300	1620	1940
C														
D/E														

Remarks : VSS checked.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

# 14 SAINT-DIZIER ROBINSON LFSI RADAR / PAR RWY29

ALT AD : 459 THR : 458

17 JUN 2021

RADAR / PAR RWY29

APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°  
 TWR : 134.775 (O/R) - 140.175 \* - 374.875 \*  
 GND : 122.100 - 257.800 \* \* Reserved to MIL

RDH : 52

VAR  
2°E (20)

- (1) OCH PAR
- (2) OCH CIRCLING

R 69  
2700  
800



48°  
50'

TMA 2

OAT ONLY

MOCH

R 45 N5.2

2700  
800

48°  
40'

MAX IAS 300 kt

088°

(2)  
396

6.7 MRT  
FAP

10.6 MRT  
IF

1300 ↗ 2000

297°

2000

SDI  
Ch 87X  
48°38'13"N  
004°53'21"E

(1)  
48

297°

TMA 1.1

48°  
30'

TMA 1.2

004° 40'

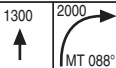
004° 50'

005° 00'

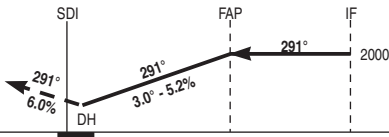
005° 10'

005° 20'

REF HGT : ALT THR in ft



Missed APCH : Climb runway heading to 2000 ft QFE. At 1300 ft QFE turn right MT 088°. Then follow clearance.



MRT ← (NM)  
THR ← (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	550	147	700	1600	691
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

RADAR / PAR RWY29

CHG : UHF APP Frequency.

14 SAINT DIZIER ROBINSON LFSI



# NATIONAL FRA INSTRUMENT APPROACH

# 15 SAINT-DIZIER ROBINSON LFSI IAF LOUPY TACAN / PAR RWY29

ALT AD : 459 THR : 458

17 JUN 2021

APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°

TWR : 134.775 (O/R) - 140.175 \* - 374.875\*

GND : 122.100 - 257.800\* \* Reserved to MIL

RDH : 52

VAR  
2°E (20)

(1) OCH PAR  
(2) OCH CIRCLING

R 69  
2700  
800

OAT ONLY

IAF  
LOUPY

48°52'11.6"N  
005°05'06.0"E

TACAN HLDG  
LOUPY  
MAX IAS 250 kt  
12000  
6500  
2100

MAX IAS 250 kt

MMM HGT 25 NM SDI  
2500

MOCH

48°  
50'

TMA 2

R 45 N5.2  
2700  
800

48°  
40'

MAX IAS 250 kt

1300

SDI  
Ch 87X  
48°38'13"N  
004°53'21"E

(2)

396

MAX IAS 250 kt

095°

FAP

291°

13 SDI

10.9 SDI

2000

IF

4100

2000

API 2500

2000

TMA 1

1

102° SDI

095° SDI

088° SDI

6500

4100

MAX IAS 250 kt

4100

48°  
30'

004° 40'

004° 50'

005° 00'

005° 10'

005° 20'

REF HGT : ALT THR in ft

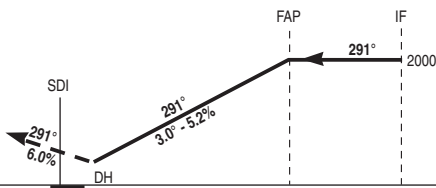
1300

2500



MT 129°

Missed APCH: climb straight ahead up to 2500 ft QFE.  
At 1300 ft QFE turn right MT 129° to intercept and follow RDL 095° SDI (MT 095°).  
At 13 SDI turn right for a new presentation.  
At 13 SDI inbound descent at 2000 ft QFE.



TAC ← (NM)  
THR ← (NM)

7.1  
6.1

10.9  
9.9

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	550	147	700	1600	691
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

IAF LOUPY TACAN / PAR RWY29

CHG : UHF APP Frequency.

15 SAINT DIZIER ROBINSON LFSI

# NATIONAL FRA INSTRUMENT APPROACH

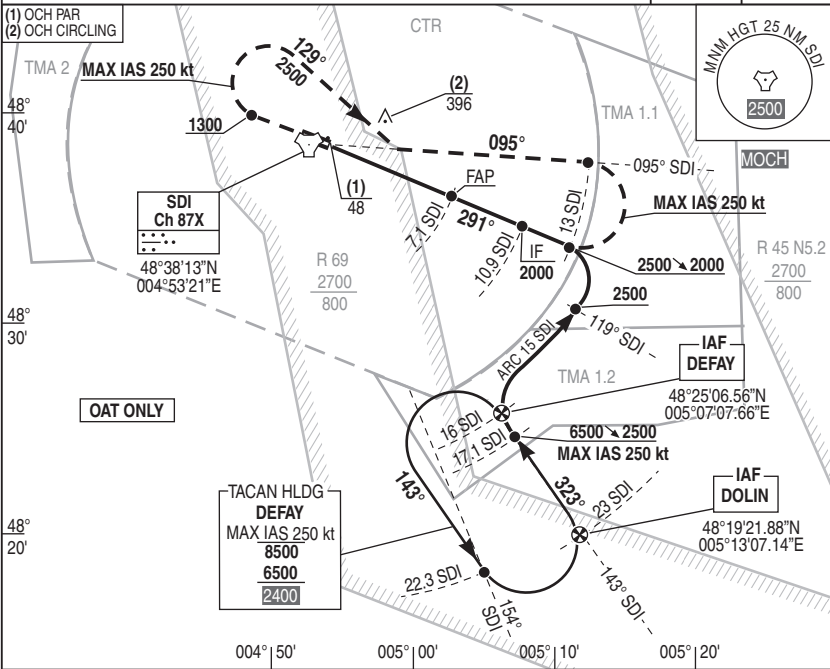
# 16 SAINT-DIZIER ROBINSON LFSI

ALT AD : 459 THR : 458 17 JUN 2021 IAF DEFAY / DOLIN TACAN / PAR RWY29

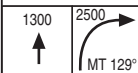
APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) - 362.300\*  
 TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

RDH : 52

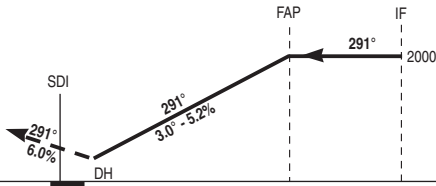
VAR  
2°E (20)



REF HGT : ALT THR in ft



Missed APCH: climb straight ahead up to 2500 ft QFE. At 1300 ft QFE turn right MT 129° to intercept and follow RDL 095° SDI (MT 095°). At 13 SDI turn right for a new presentation. At 13 SDI inbound descent at 2000 ft QFE.



TAC ← (NM)  
 THR ← (NM)

7.1 10.9  
 6.1 9.9

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A					1600	
B	200	550	147	700	1600	691
C					2400	
D/E					3600	

Remarks :

DIRCAM

IAF DEFAY / DOLIN TACAN / PAR RWY29

CHG : UHF APP Frequency.

16 SAINT DIZIER ROBINSON LFSI

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 459 THR : 458

17 JUN 2021

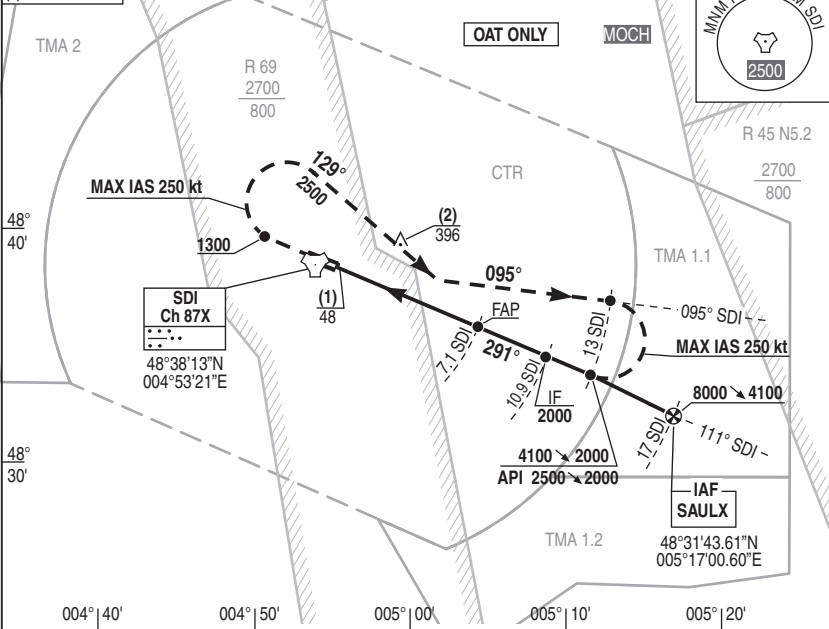
# 17 SAINT-DIZIER ROBINSON LFSI IAF SAULX TACAN / PAR RWY29

APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) - 362.300\*  
 TWR : 134.775 (O/R) - 140.175 \* - 374.875\*  
 GND : 122.100 - 257.800\* \* Reserved to MIL

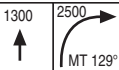
RDH : 52

VAR  
2°E (20)

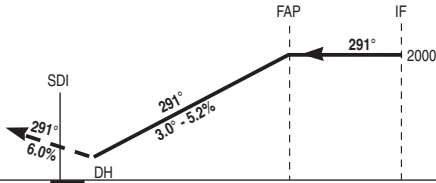
- (1) OCH PAR
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH: climb straight ahead up to 2500 ft QFE. At 1300 ft QFE turn right MT 129° to intercept and follow RDL 095° SDI (MT 095°). At 13 SDI turn right for a new presentation. At 13 SDI inbound descent at 2000 ft QFE.



TAC ← (NM)  
THR ← (NM)

7.1 10.9  
6.1 9.9

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	550	147	700	1600	691
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

# 18 SAINT-DIZIER ROBINSON LFSI INS GNSS RWY29

ALT AD : 459 THR : 458

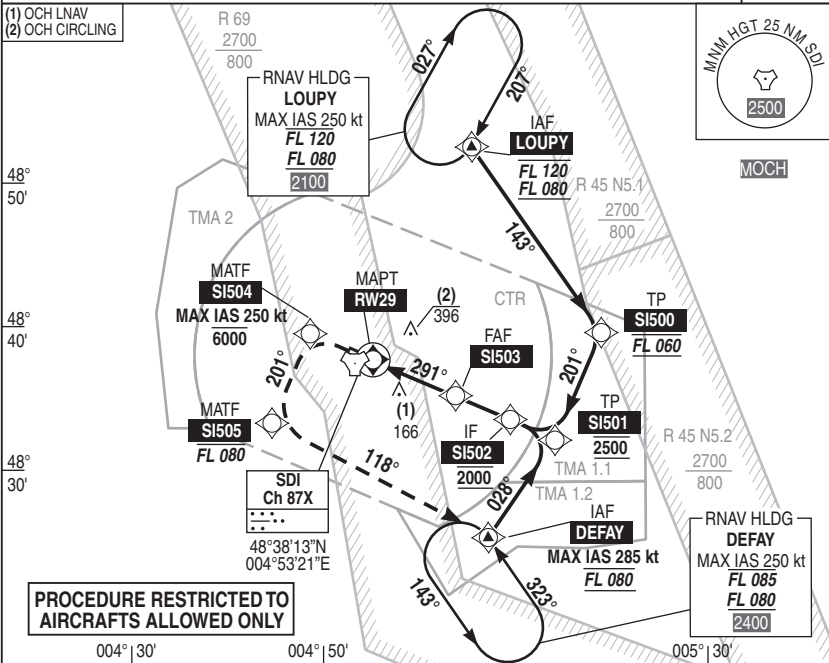
17 JUN 2021

INS GNSS RWY29

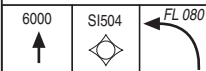
APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°  
 TWR : 134.775 (O/R) - 140.175° - 374.875°  
 GND : 122.100 - 257.800° \* Reserved to MIL

VAR  
2°E (20)

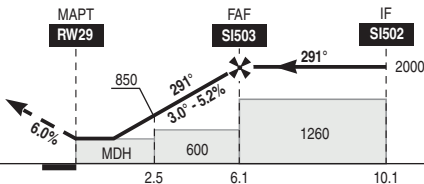
- (1) OCH LNAV
- (2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb to 6000 FT QFE inbound SI504, then continue climb to FL080 inbound SI505 and DEFAY.



THR ← (NM)

CAT	LNAV			CIRCLING			DIST RWY29						
	MDH	RVR	OCH	MDH	VIS	OCH	NM	2	3	4	5	6	
A					1600								
B	420	1200	412	700	1600	691	2	3	4	5	6		
C					2400		HGT	690	1010	1320	1640	1960	
D/E					3600								

Remarks : VSS checked.

DIRCAM

INS GNSS RWY29

CHG : UHF APP Frequency.

18 SAINT DIZIER ROBINSON LFSI

19 SAINT DIZIER ROBINSON LFSI  
DATA INS GNSS RWY29

10 SEP 2020

TABLE FOR DATA INDICATOR				LFSI INS GNSS RWY29 - MAG VAR 1.8°E (20)						
N° SEQ	CODING	IDENT	COORDINATES	TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	LOUPY	48°52'11.6"N 005°05'06.0"E	FO		207 (209.0)	R	FL80	FL120	250
10	IF	LOUPY	48°52'11.6"N 005°05'06.0"E	FB				FL80	FL120	300
20	TF	SI500	48°39'49.2"N 005°18'09.9"E	FB	15,1	143 (145.0)	R	FL60	FL60	300
30	TF	SI501	48°32'36.4"N 005°13'33.2"E	FB	7,8	201 (203.0)	R	2500	2500	250
10	HM	DEFAY	48°25'06.6"N 005°07'07.7"E	FO		323 (325.0)	L	FL80	FL80	250
10	IF	DEFAY	48°25'06.6"N 005°07'07.7"E	FB				FL80	FL80	285
20	TF	SI501	48°32'36.4"N 005°13'33.2"E	FB	8,6	028 (029.6)	L	2500	2500	300
10	IF	SI501	48°32'36.4"N 005°13'33.2"E	FB				2500	2500	300
20	TF	SI502	48°33'55.9"N 005°08'53.9"E	FB	3,4	291 (293.2)		2000	2000	300
30	TF	SI503	48°35'30.3"N 005°03'21.7"E	FB	4,0	291 (293.2)		2000	2000	300
40	TF	RW29	48°37'54.35"N 004°54'52.11"E	FO	6,1	291 (293.1)		420		
50	TF	SI504	48°39'41.9"N 004°48'29.8"E	FB	4,6	291 (293.0)	L		6000	250
60	TF	SI505	48°33'41.2"N 004°44'39.2"E	FB	6,5	201 (203.0)	L		FL80	300
70	TF	DEFAY	48°25'06.6"N 005°07'07.7"E	FB	17,2	118 (119.7)		FL80	FL80	285

LEGEND : TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CH : Course to a height FO : Fly Over FB : Fly By

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTMENT

SID 01 SAINT DIZIER ROBINSON LFSI  
DEPARTURE SI MMD 3RE RWY11

ALT AD : 459 THR : 444

17 JUN 2021

APP : 134.775 - 142.450° - 342.000° (Recovery) - 388.800° (Climb) - 362.300°

TWR : 134.775 (O/R) - 140.175 \* - 374.875\*

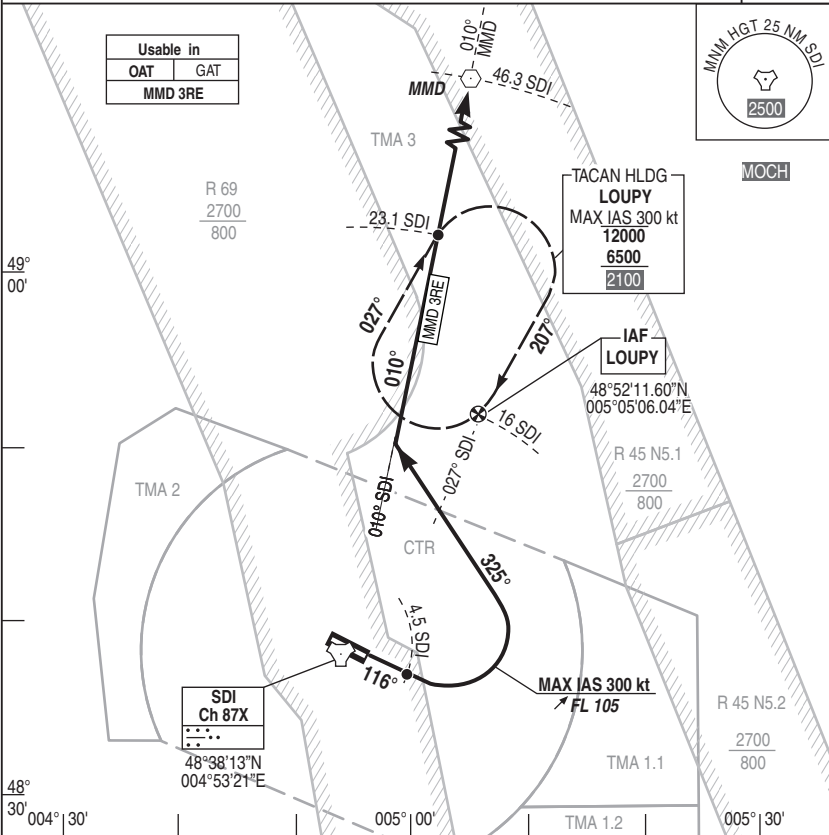
GND : 122.100 - 257.800\* \* Reserved to MIL

VAR  
2°E (20)

Usable in	
OAT	GAT
MMD 3RE	



MOCH



REF HGT : ALT THR in ft

**DEPARTURE MMD 3RE** : Climb MT 116° up to **FL 105** (1).  
At 4.5 SDI turn **left** MT 325° to intercept and follow  
**RDL 010° SDI** (MT 010°) to **MMD**.

(1) ATS climb slope 9% up to 6500 ft QFE then 8.75%.

Instruction :

If no handover, join the holding pattern at 23.1 SDI.  
Reduce 250 kt for approach procedure.

MAX IAS 300 kt

DIRCAM

DEPARTURE SI MMD 3RE RWY11

CHG : UHF APP Frequency.

SID 01 SAINT DIZIER ROBINSON LFSI

NATIONAL FRA  
INSTRUMENT DEPARTURE

SID 02 SAINT DIZIER ROBINSON LFSI  
DEPARTURE SI RLP 2RE RWY11

ALT AD : 459 THR : 444

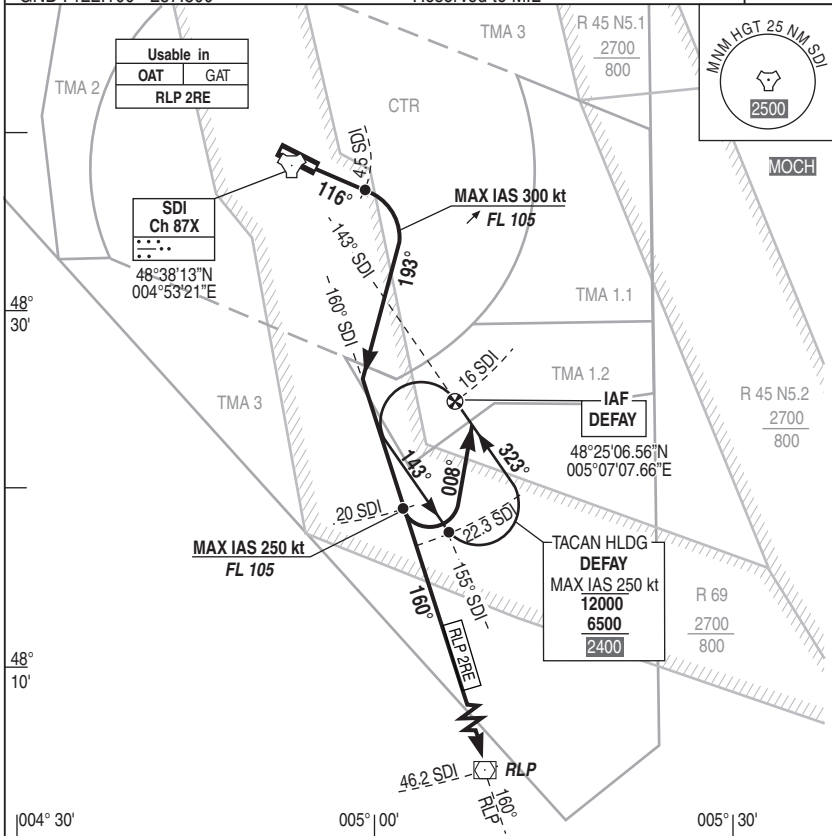
17 JUN 2021

DEPARTURE SI RLP 2RE RWY11

APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) - 362.300\*  
TWR : 134.775 (O/R) - 140.175\* - 374.875\*  
GND : 122.100 - 257.800\*

VAR  
2°E (20)

\* Reserved to MIL



REF HGT : ALT THR in ft

DEPARTURE RLP 2RE :  
Climb MT 116° up to FL 105 (1).  
At 4.5 SDI turn right MT 193° to intercept and follow  
RDL 160° SDI (MT 160°) to RLP.

If no handover:  
At 20 SDI, RDL 160° SDI, FL 105 reduce 250 kt, turn left  
MT 008° to intercept and follow RDL 143° SDI (MT 323°)  
then join holding pattern.

(1) ATS climb slope 10% up to 6500 ft QFE then 8.75%.

MAX IAS 300 Kt

DIRCAM

NATIONAL FRA  
INSTRUMENT DEPARTURE

SID 03 SAINT DIZIER ROBINSON LFSI  
DEPARTURE SI MMD 3RW RWY29

ALT AD : 459 THR : 458

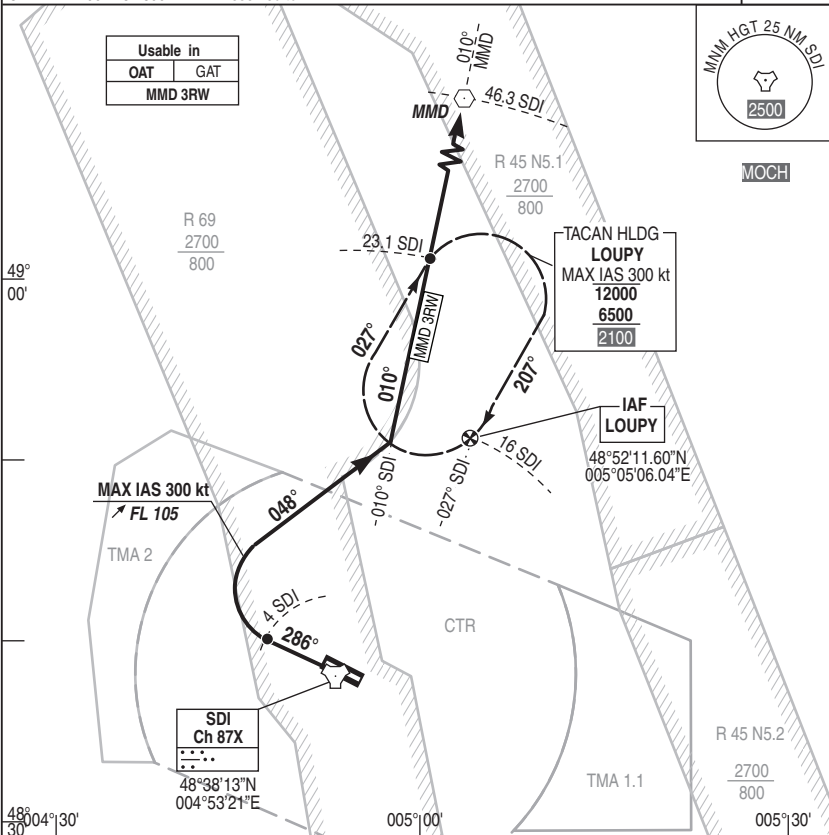
17 JUN 2021

APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) - 362.300\*

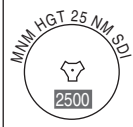
TWR : 134.775 (O/R) - 140.175\* - 374.875\*

GND : 122.100 - 257.800\* \* Reserved to MIL

VAR  
2°E (20)



Usable in	
OAT	GAT
MMD 3RW	



TACAN HLDG  
**LOUPY**  
MAX IAS 300 kt  
**12000**  
**6500**  
**2100**

IAF  
**LOUPY**

48°52'11.60"N  
005°05'06.04"E

SDI  
Ch 87X

48°38'13"N  
004°53'21"E

REF HGT : ALT THR in ft

**DEPARTURE MMD 3RW** : Climb MT 286° up to **FL 105** (1).  
**At 4 SDI**, turn **right** MT 048° to intercept and follow **RDL 010° SDI** (MT 010°) to **MMD**.

(1) ATS climb slope 9% up to 6500ft QFE then 8.75%.

Instruction :  
If no handover, join the holding pattern at **23.1 SDI**.  
Reduce 250 kt for approach procedure.

MAX IAS 300 kt

DIRCAM

DEPARTURE SI MMD 3RW RWY29

CHG : UHF APP Frequency.

SID 03 SAINT DIZIER ROBINSON LFSI



NATIONAL FRA  
INSTRUMENT DEPARTURE

SID 04 SAINT DIZIER ROBINSON LFSI  
DEPARTURE SI RLP 2RW RWY29

ALT AD : 459 THR : 458

17 JUN 2021

DEPARTURE SI RLP 2RW RWY29

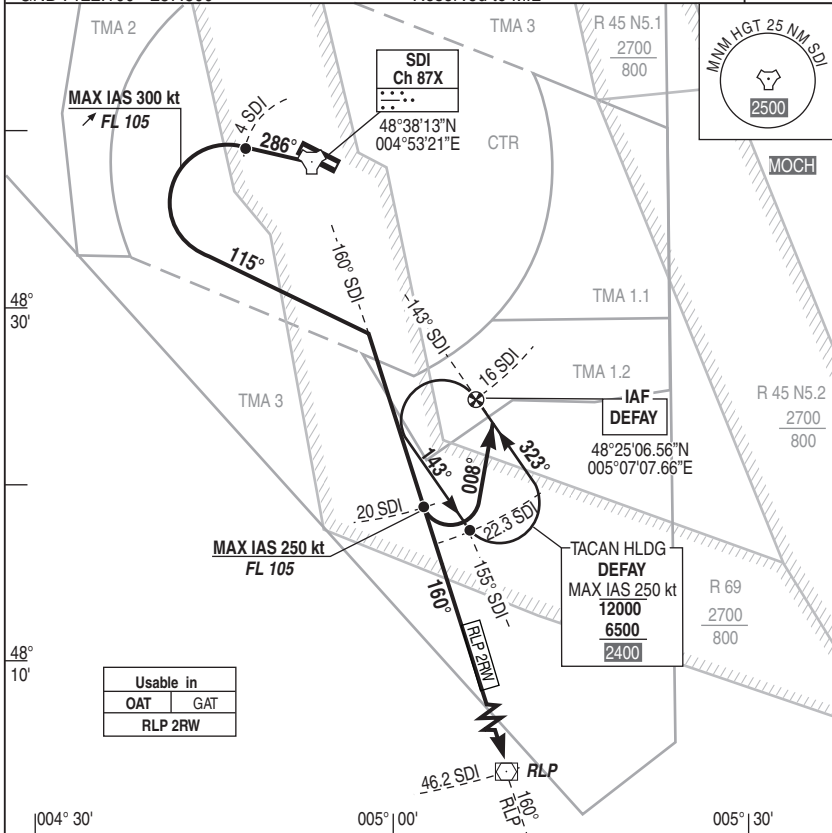
APP : 134.775 - 142.450\* - 342.000\* (Recovery) - 388.800\* (Climb) - 362.300\*

TWR : 134.775 (O/R) - 140.175\* - 374.875\*

GND : 122.100 - 257.800\*

\* Reserved to MIL

VAR  
2°E (20)



Usable in	
OAT	GAT
RLP 2RW	

REF HGT : ALT THR in ft

DEPARTURE RLP 2RW : Climb MT 286° up to FL 105 (1).  
At 4 SDI turn left MT 115° to intercept and follow RDL 160° SDI (MT 160°) to RLP.

If no handover :  
At 20 SDI, RDL 160° SDI, FL 105 reduce 250 kt,  
turn left MT 008° to intercept and follow  
RDL 143° SDI (MT 323°) then join holding pattern.

- (1) ATS climb slope 10%(2) up to 6500 ft QFE then 8.75%.
- (2) If impossibility to maintain ATS climb slope, radar monitoring mandatory.

MAX IAS 300 Kt

DIRCAM



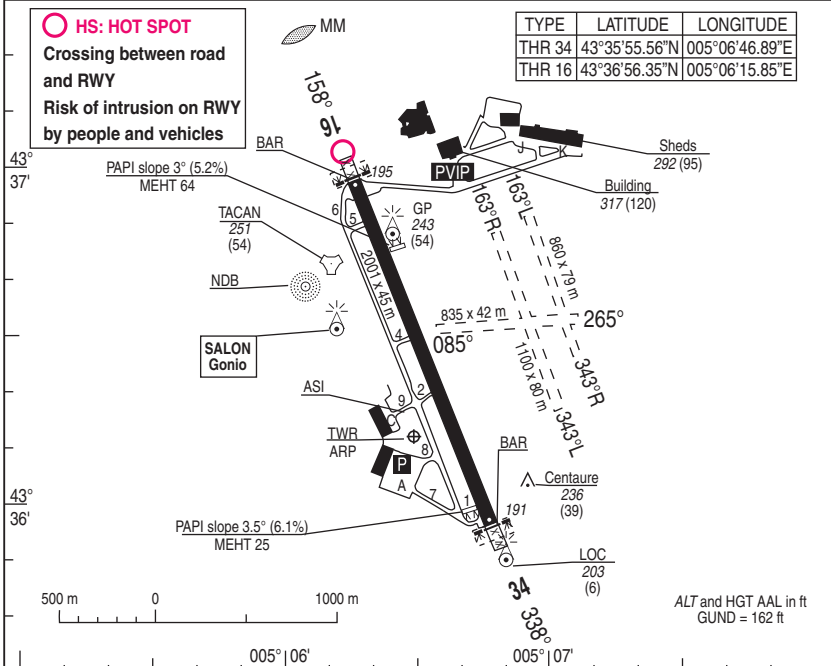
# NATIONAL FRA AERODROME CHART

11 AUG 2022

01 SALON LFMY

ALT AD : 197 (7 hPa)

VAR : 2°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)		
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	CAT B	CAT C
16	NIL	HI / BI	1951	2001	1951	1951	Paved	3000	3000	3000
34	NIL	HI / BI					41 F/C/W/T			

**MARKING**

- Day lighting: HI/BI -flashing lights RWY 16/34

DIRCAM

**DV (Flight Director) : 04 90 17 81 99**

**USE RESTRICTIONS**

- AD prohibited to armed ACFT.
- AD only usable by day and visually.
- AD restricted use (see AIP LFMY AD 2.20) and GAT ACFT – East side of AD reserved to GLD, remote controlled UAV, air school light ACFT.
- Fixed mandatory circuit speed: 180 kt – Training slots for the 'PATROUILLE DE FRANCE'
- Outside R71 activity HOR, OAT ARR and DEP must be made under IST CTL

**OTHER INFORMATION**

- AD located in a high level ornithological area
- French BAR type F30 RWY 16/34 (O/R automatic)
- If rain RWY SLIPPERY
- Simultaneous use of TWY and RWY is the object of a particular taxiing plan. See MILAIP LFMY AD 2.20.

**PARTICULAR INSTRUCTIONS**

- Whatever RWY in use WEST circuit
- IFR / GAT DEP : visual DEP until radar vectoring according to HMG.
- HIGH POWER line North AD

**REFUELING**

- F18- F34

**ATS HOR**

- MON-THU : 0700-1600.
- FRI : 0700-1400
- SAT, SUN, HOL : Actual activity known on SALON APP or RAI 135.150 Mhz
- SUMMER -1Hr

DIRCAM

# VISUAL ARR & DEP

ALT AD : 197 (7 hPa)

16 MAY 2024

# 02 SALON LFMY

JET RWY16 & 34

APP : 135.150 - 142.450 -

372.800 (Recovery) - 370.700 (Climb)

TWR : 122.100 - 130.300 - 232.125

AD FAF restricted use

4 Km S from SALON

Flight director (DV) : 04.90.17.81.99

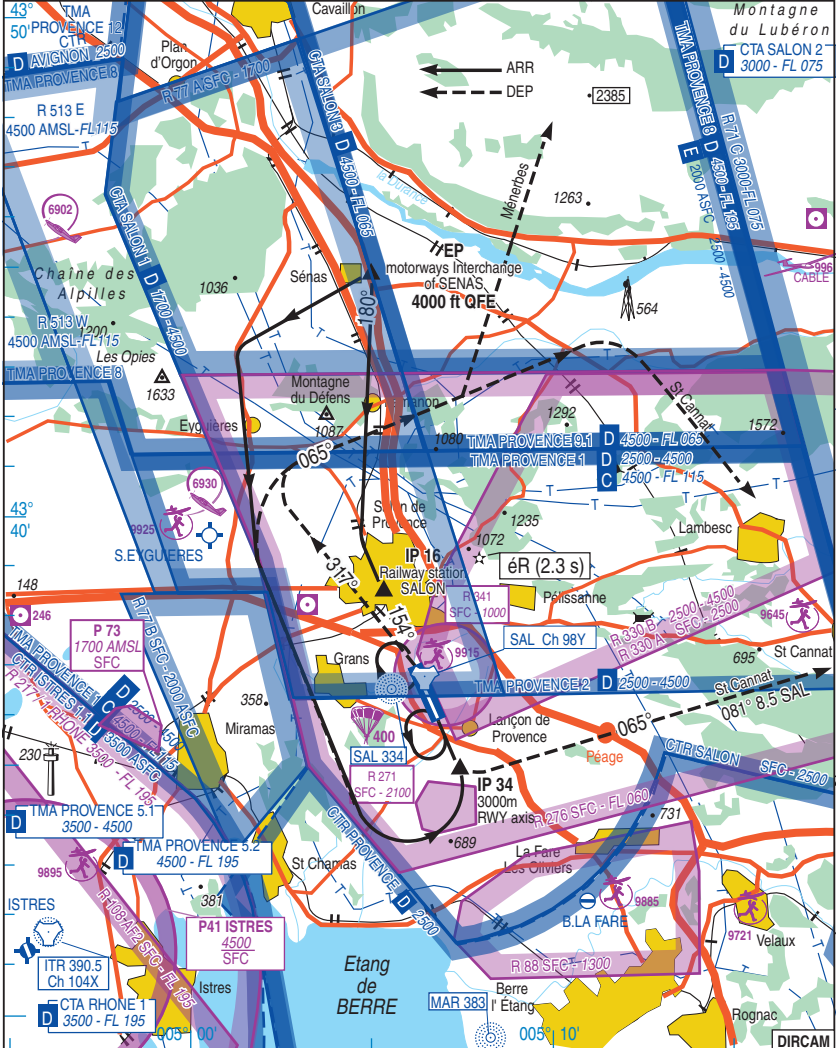
Supervisor : 04.90.17.83.94

OPC (out of HOR) : 06.03.01.26.96

VAR

2°E

(20)



JET RWY16 & 34

CHG : P73, R513E, R513W.

02 SALON LFMY

**VISUAL ARRIVAL AND DEPARTURE INSTRUCTIONS**

Airspace restriction :Refer to AIP FRANCE

**ARRIVAL**

All end users must be advise of the complexity of all airspaces and visual circuits used by flying school of SALON.  
Consequently :

- APP contact is mandatory before entering LFR 77.
- The knowledge of the circuits is essential.
- Speed 300 Kt MAX.

**LANDING CIRCUIT**

**ENTRY POINT** : SENAS motorway Interchange - **43°44'44"N 005°05'06"E** - 4000 ft QFE, 300 Kt MAX.

**RWY16** :

- Descent to 2500 ft QFE on course to IP 16 via LAMANON (abeam EAST LAMANON, announce "LAMANON, QFE...").

**RWY34** :

- Heading to « les OPIES ». Fly round west EYGUIERES village.
- Across West EYGUIERES descent to 2500 ft QFE announce " HIPPODROME 2500 ft ".

**BREAK** : - In all case, break is made WEST side at 2500 ft QFE.

**DEPARTURE** :**RWY 16** :

- After TKOF, maintain 500 ft QFE and RWY axis till EDF canal, then climb to 1000 ft QFE on RWY axis.
- EAST departure: turn LEFT on course to SAINT CANNAT climbing to 3000 ft QFE.
- NORTH and WEST : turn RIGHT and maintain level 2000 ft QFE till hippodrome.
- Then proceed as mentioned for RWY 34 departure.

**RWY 34** : Noise Abatement Procedure (NAP)

- After TKOF heading 320° and maintain 500 ft QFE .
- Flying over motorway, climb to 3000 ft QFE.
- At 6 NM TACAN SAL, turn RIGHT and fly across AMV axis steady level 3000 ft QFE , on heading to MALLEMORT.

NATIONAL FRA  
ALT AD : 197 (7 hPa)

16 MAY 2024

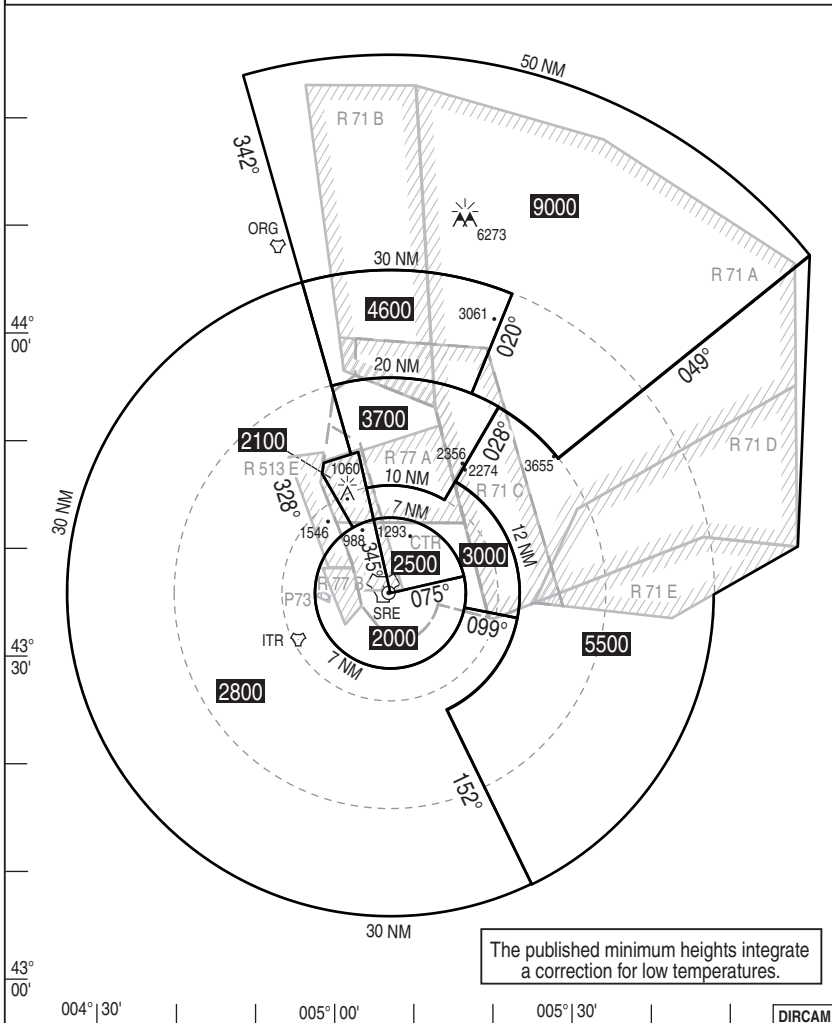
04 SALON LFMY  
HMG

APP : 135.150 - 370.700 (Climb) - 372.800 (Recovery)

TWR : 122.100 - 130.300 - 232.125

VAR  
2° E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.



The published minimum heights integrate a correction for low temperatures.

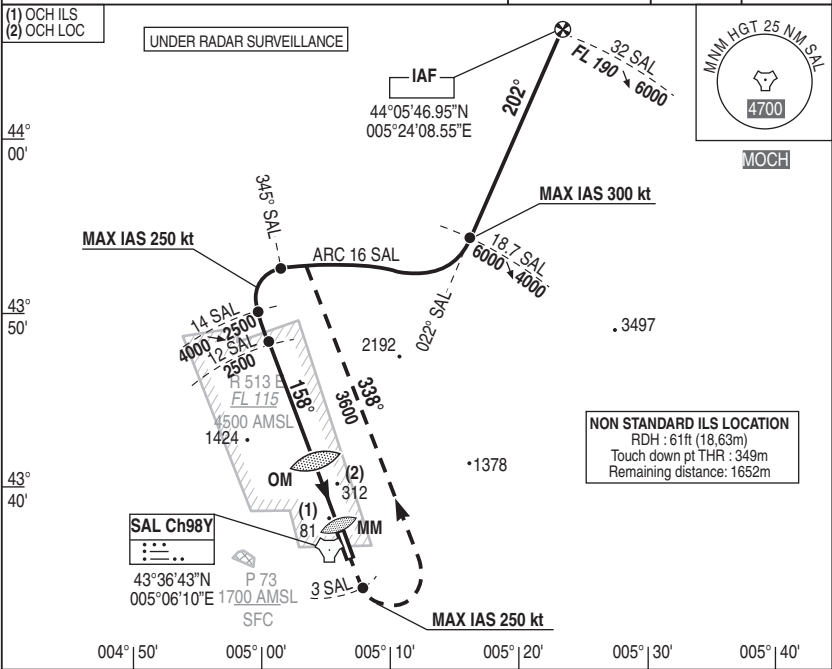
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 197 THR : 195

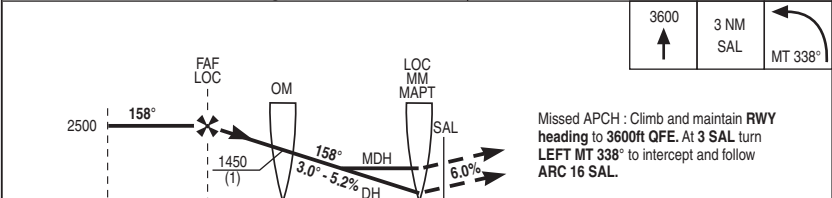
16 MAY 2024

05 SALON LFMY  
TACAN / ILS RWY 16

APP : 135.150 - 370.700 (Climb) - 372.800 (Recovery)	ILS : SAL 110.9 ⋮⋮⋮	RDH : 61	VAR 2°E (20)
TWR : 122.100 - 130.300 - 232.125			



ILS True heading : 159.64° REF HGT : ALT THR in ft



Missed APCH : Climb and maintain RWY heading to 3600ft QFE. At 3 SAL turn LEFT MT 338° to intercept and follow ARC 16 SAL.

CAT	ILS			LOC			ILS - TACAN							
	DH	RVR	OCH	MDH	RVR	OCH	NM	7	6	5	4.6	4	3	2
A	250	1300	180	480	1500	476	2230	1890	1570	1450	1260	940	630	
B					1500									
C					2200									
D/E					2200									

Remarks : (1) Minimum height is mandatory. DIRCAM

TACAN / ILS RWY 16 CHG : P73, R513.E. 05 SALON LFMY



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 197 THR : 195

16 MAY 2024

06 **SALON** LFMY  
TACAN RWY 16

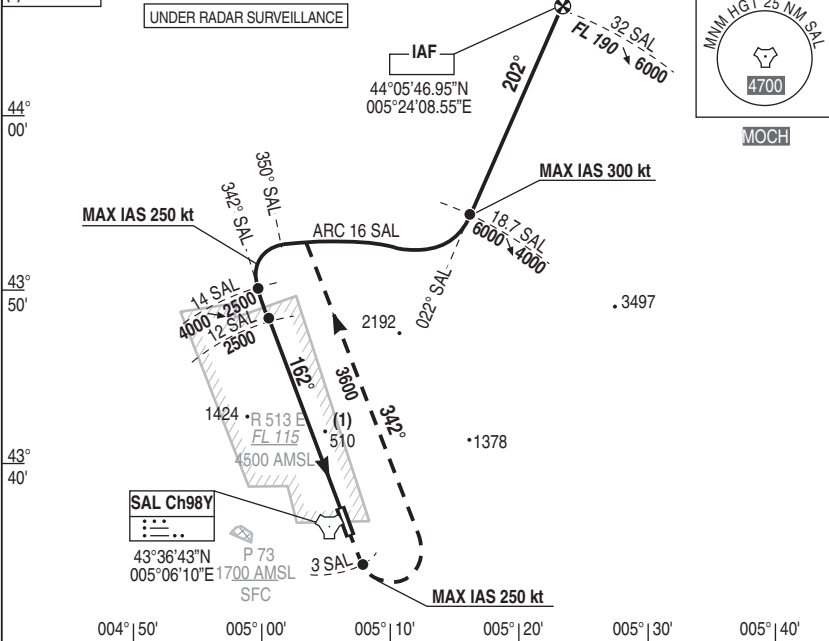
APP : 135.150 - 370.700 (Climb) - 372.800 (Recovery)

VAR  
2°E (20)

TWR : 122.100 - 130.300 - 232.125

(1) OCH TACAN

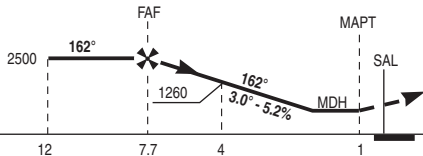
UNDER RADAR SURVEILLANCE



004° | 50'    005° | 00'    005° | 10'    005° | 20'    005° | 30'    005° | 40'

REF HGT : ALT THR in ft

APCH not in RWY axis



Missed APCH : Climb on RDL 162° SAL to 3600 ft QFE. At 3 SAL, turn LEFT MT 342° to intercept ARC 16 SAL.

CAT	TACAN		
	MDH	RVR	OCH
A	700	1500	697
B		1500	
C		2200	
D/E		2200	

Remarks :

DIRCAM

TACAN RWY 16

CHG : P73, R513E.

06 SALON LFMY



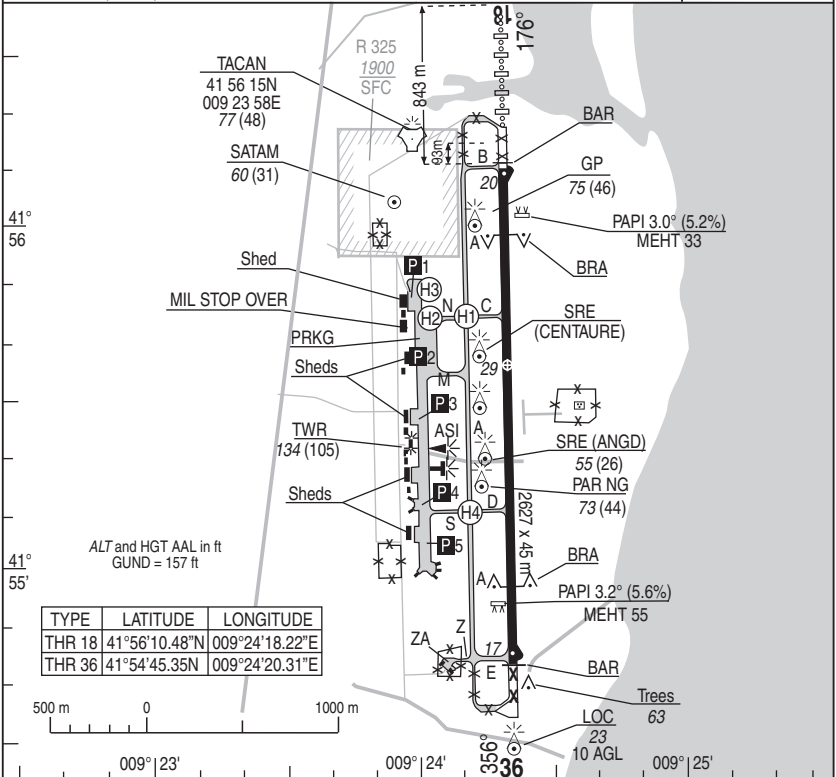
# NATIONAL FRA AERODROME CHART

07 SEP 2023

## 01 SOLENZARA LFKS

ALT AD : 29 (1 hPa)

VAR : 3°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	CAT B	CAT C	CAT D
18	HI axiale 843m	LIH / LIL	2487	2487	2487	2487	Paved	Day : ≥ 550			
36	NIL	LIH / LIL					25 F/C/W/T	Night : ≥ 800			

### MARKINGS - LIGHTINGS

- Day lighting
- HI APP line RWY 18, the last transversal BAR is 93 m from THR
- HI/ BI RWY 18/36
- Flashing lights RWY 18/36. TWY AST.

DIRCAM

**DV (Flight Director) : 06 24 73 63 21 - 864 126 26 28**

**OTHER INFORMATIONS**

In case of accomodation or meal supply needs, foreign crew must coordinate before departure with Flight Director.

- BAR RWY 18/36 – BRA (Bliss type) RWY 18/36, located 400m before stop bar.

**PARTICULAR INSTRUCTIONS**

- Circuit : Right hand on QFU 36

- PPR mandatory from OPS Office HOR ATS : 04.95.56.84.43 - TEL MIL 811.526.5091 / E-mail :

cmc-solenzara-sect-ops.resp.fct@intra.def.gouv.fr

- NR reported in box 18

**REFUELING** : F34 - Oxygen

**ATS HOR**

- SUMMER (-1 Hr)

- MON - THU: 0715-1615.

- FRI : 0715-1045

- FRI PM, SAT, SUN : MIL ACFT O/R FRI before 1100. HOL, MIL ACFT O/R previous day before 1500.

DIRCAM



# VISUAL ARR & DEP

ALT AD : 28 (1 hPa)

07 SEP 2023

# 02 SOLENZARA LFKS

JET ARR RWY18 & 36

APP : 119.900 - 233.625

TWR : 118.350 - 301.200

AD FAF non GAT

4 NM N from SOLENZARA

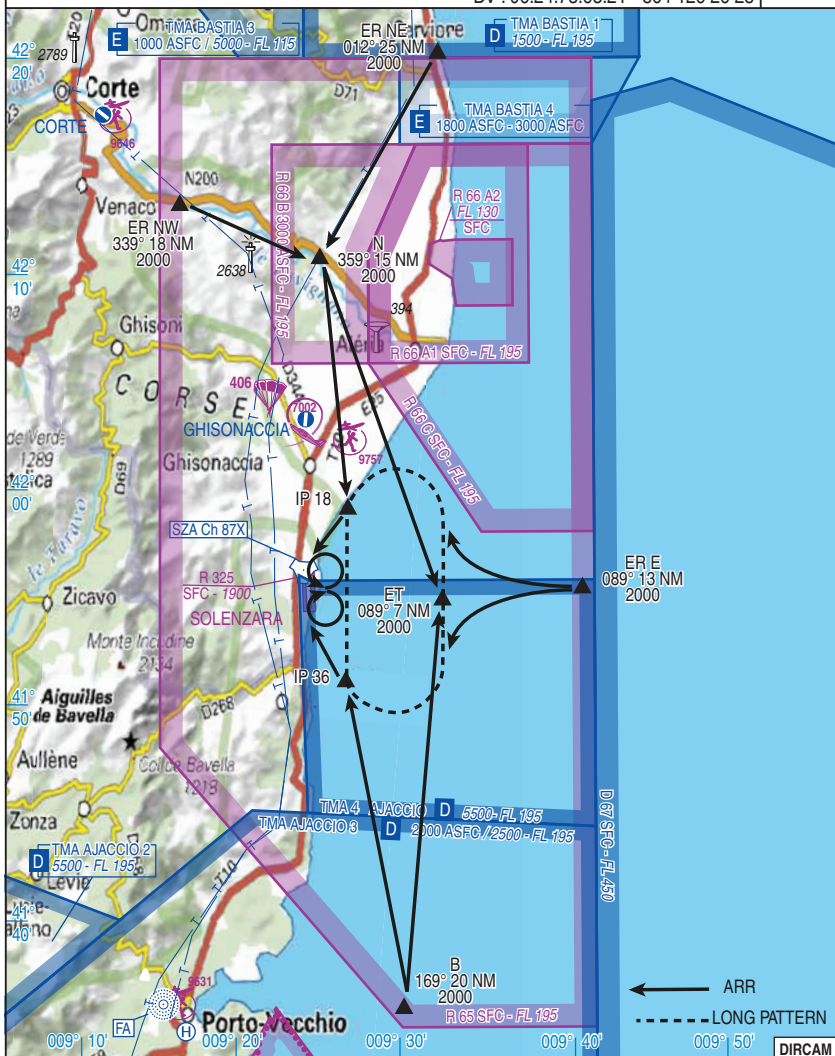
APP TEL : 04.95.56.85.96

DV : 06.24.73.63.21 - 864 126 26 28

VAR

3°E

(20)



JET ARR RWY18 & 36

CHG : Delete NDB SZA.

02 SOLENZARA LFKS

# VISUAL ARR & DEP

ALT AD : 28 (1 hPa)

07 SEP 2023

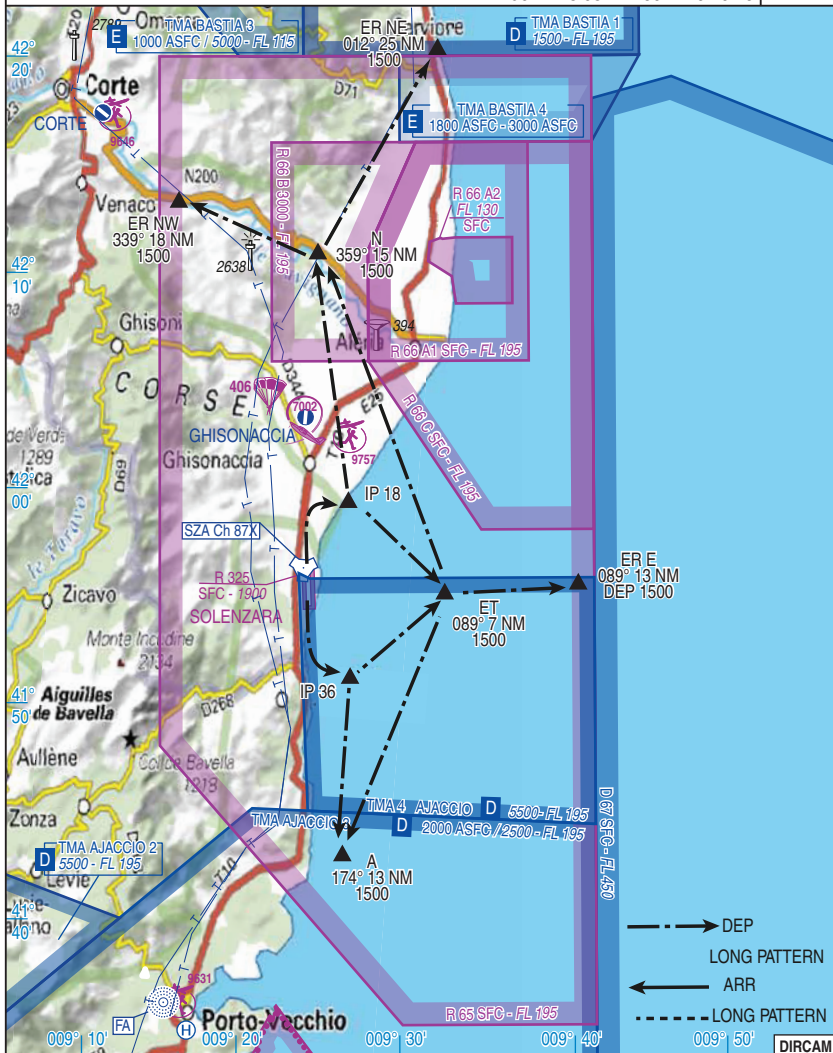
# 03 SOLENZARA LFKS

JET DEP RWY18 & 36

APP : 119.900 - 233.625  
TWR : 118.350 - 301.200

AD FAF non GAT  
4 NM N from SOLENZARA  
APP TEL : 04.95.56.85.96  
DV : 06.24.73.63.21 - 864 126 26 28

VAR  
3°E  
(20)



JET DEP RWY18 & 36

CHG : Delete NDB SZA.

03 SOLENZARA LFKS

**VISUAL ARR AND DEP INSTRUCTIONS**

Airspace restriction :

Refer to AIP FRANCE or French Defense 1/1.000.000 aeronautical chart instruction.

**WARNING :**

Flying over Air base buildings forbidden below 1500 ft QFE.

Flying over built up areas of TRAVO, GHISONACCIA and SOLENZARA is forbidden.

R325 : SFC / 1900ft - remain clear off when active

**ARRIVAL :**

Contact SOLENZARA APP 2 MIN before entering R 65 and D 67 areas.

Fly at 2000ft QFE (or under cloud ceiling) at 350kts at the following point.

ER NW	339° / 18NM	Genoese bridge and road crossing
N	359° / 15NM	Power line and road crossing
ER NE	012° / 25NM	Taverna Harbor
ER E	089° / 13NM	
ET	089° / 7NM	
A	174° / 13NM	
B	169° / 20NM	
IP 18	41°59'14"N 009°26'42"E	Across east side of Calzarell tower
IP 36	41°51'34"N 009°26'42"E	Across east Solenzara village

Be steady 2000ft QFE, 350kt MAX for IP 18 or IP 36

Break 1500ft QFE.

**RWY18** break to LEFT.**RWY36** break to RIGHT.**DEPARTURE :**

Whatever type of flight , apply noise abatement procedure:

After TKOF , shut down after burner and take heading 090° as soon as permitted by flight parameters

Stabilise imperatively at 1000 ft QFE.

Contact APP on given FREQ.



# NATIONAL FRA

ALT AD : 29 (1 hPa)

03 DEC 2020

# 05 SOLENZARA LFKS

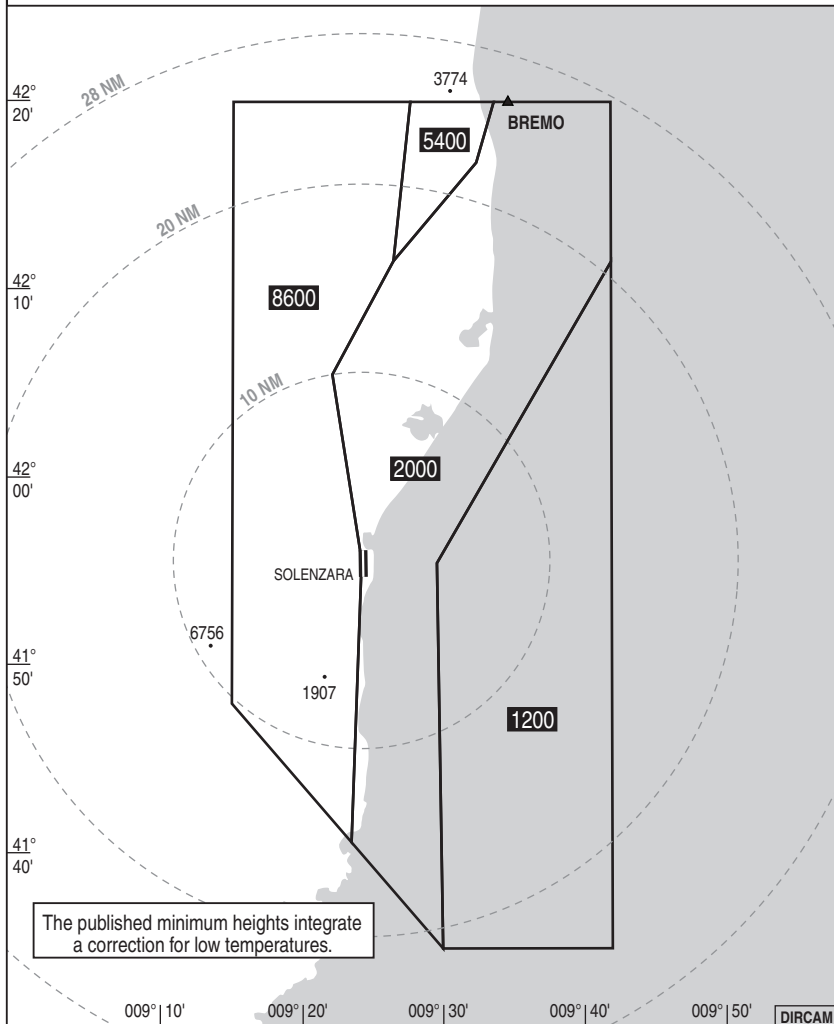
HMG

APP : 119.900 - 233.625

TWR : 118.350 - 301.200

VAR  
3°E  
(20)

COMMUNICATION FAILURE : Apply french national regulation.



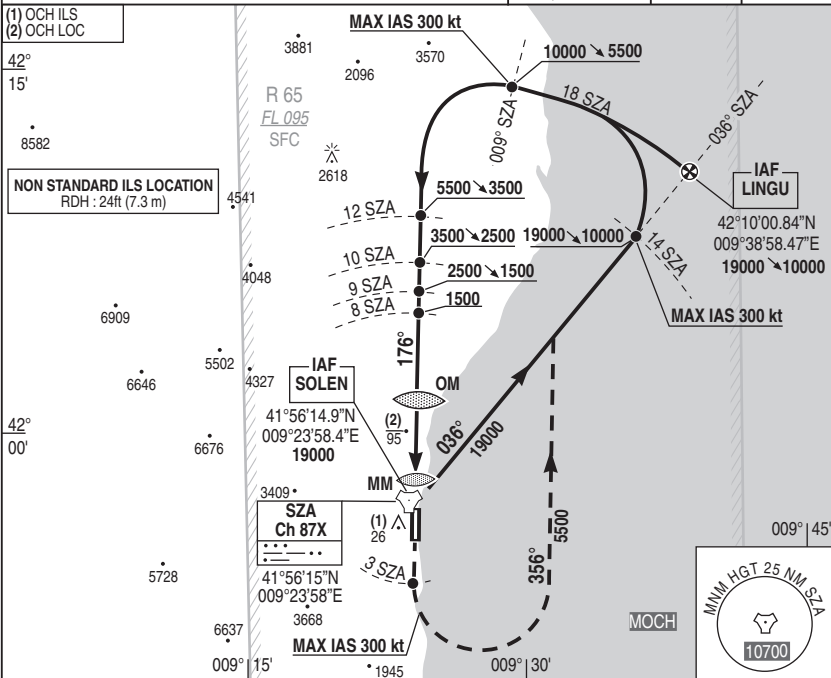
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 29 THR : 20

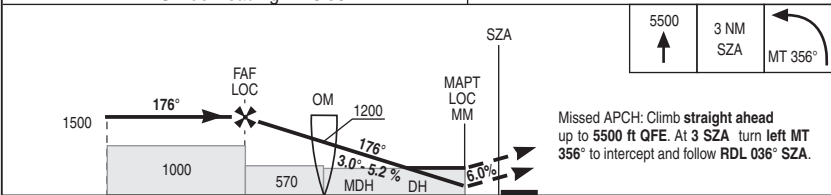
03 DEC 2020

06 SOLENZARA LFKS  
TACAN - ILS / LOC RWY18

APP : 119.900 - 233.625	ILS : SZA 109.1 ... ..	RDH : 24	VAR 3°E (20)
TWR : 118.350 - 301.200			



ILS True Heading : 178.95 REF HGT : ALT THR in ft



8	4.7	3.7	0.6	→ THR (NM)
	4.6	3.6		→ TAC (NM)

CAT	ILS (1)			LOC			DME TACAN		
	DH	RVR	OCH	MDH	RVR	OCH	NM	HGT	
A	250	1300	125	350	1300	342	4	3	2
B							1330	1010	690
C									
D/E									

Remarks : (1) Increased RVR : Non standard RDH & tech-ops reason. DIRCAM

TACAN - ILS / LOC RWY18 CHG : VAR. 06 SOLENZARA LFKS

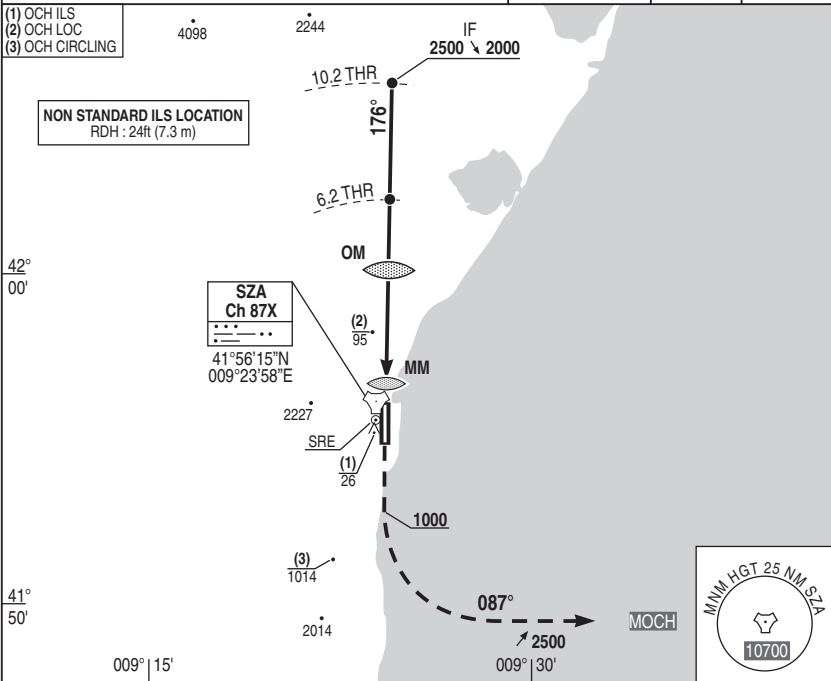
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 29 THR : 20

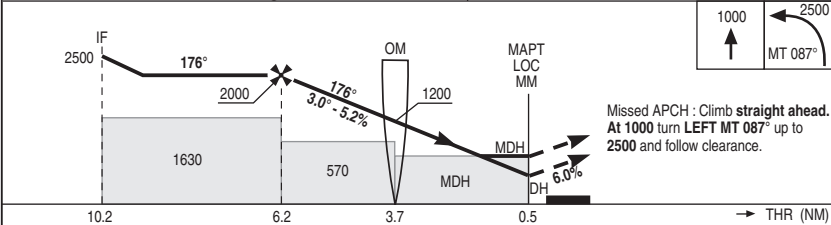
03 DEC 2020

07 SOLENZARA LFKS  
SRE - ILS / LOC RWY18

APP : 119.900 - 233.625 TWR : 118.350 - 301.200	ILS : SZA 109.1 ⋯⋯⋯ ⋯⋯⋯	RDH : 24	VAR 3°E (20)
--	-------------------------------	----------	-----------------



ILS True Heading : 178.95 REF HGT : ALT THR in ft



CAT	ILS (1)			LOC			CIRCLING (2)	
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS
A	250	1300	125	350	1300	342	1520	1600
B								1600
C								2400
D/E								3600

Remarks : (1) Increased RVR: Non standard RDH & tech-ops reason. (2) West quadrant circling prohibited, MAX IAS 230 KT. DIRCAM

SRE - ILS / LOC RWY18

CHG : VAR.

07 SOLENZARA LFKS

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 29 THR : 20

24 FEB 2022

## 08 SOLENZARA LFKS TACAN RWY18

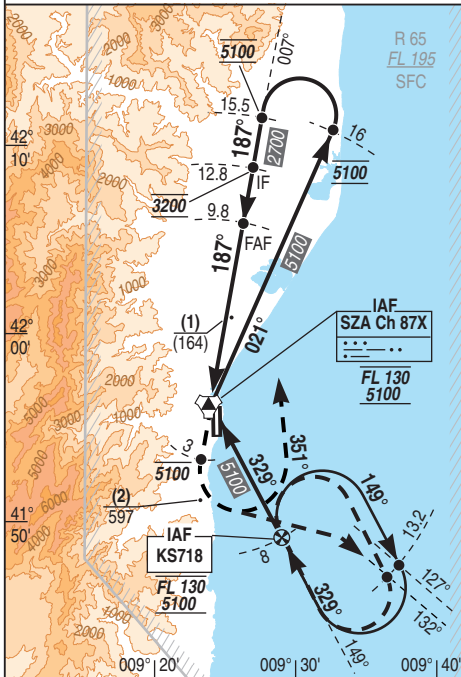
APP : 119.900 - 233.625

RDH : 49

VAR  
3°E (20)

TWR : 118.350 - 301.200

(1) OCH TACAN  
(2) OCH CIRCLING



Radial and DME distance  
from TACAN SZA

Inversion entry protected  
from IAF KS718 to SZA  
on radial 329°

MAX IAS procedure  
at 250 KT

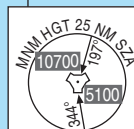
IAF KS718 41°49'10.8"N  
009°28'59.8"E

IAF SZA 41°56'14.9"N  
009°23'58.4"E

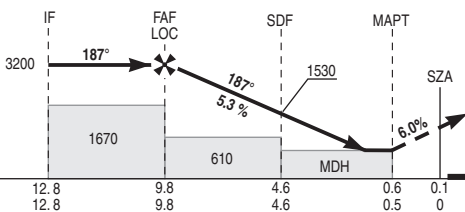
TACAN HLDG  
KS718  
MAX IAS 250 kt  
FL 130  
5100  
3800

MOCH

010° | 00'



REF HGT : ALT THR in ft



Missed APCH: Climb straight ahead at 5100 ft QFE. At 3 SZA, turn left MT 351° to intercept and follow RDL 021° SZA, or turn left to intercept RDL 132° SZA for holding.

→ THR (NM)  
→ TAC (NM)

CAT	TACAN (1)			CIRCLING (2)			DME SZA								
	MDH	RVR	OCH	MDH	RVR	OCH	NM	9	8	7	6	5	4	3	2
A	410	1900	410		1900										
B	410	1900	410		1900										
C	410	1900	410	900	2400	893									
D/E	430	2000	430		3600										
							HGT	2890	2570	2250	1930	1620	1300	980	660

Remarks : (1) Increased minima. (2) West circling prohibited

DIRCAM

TACAN RWY18

CHG : New procedure.

08 SOLENZARA LFKS

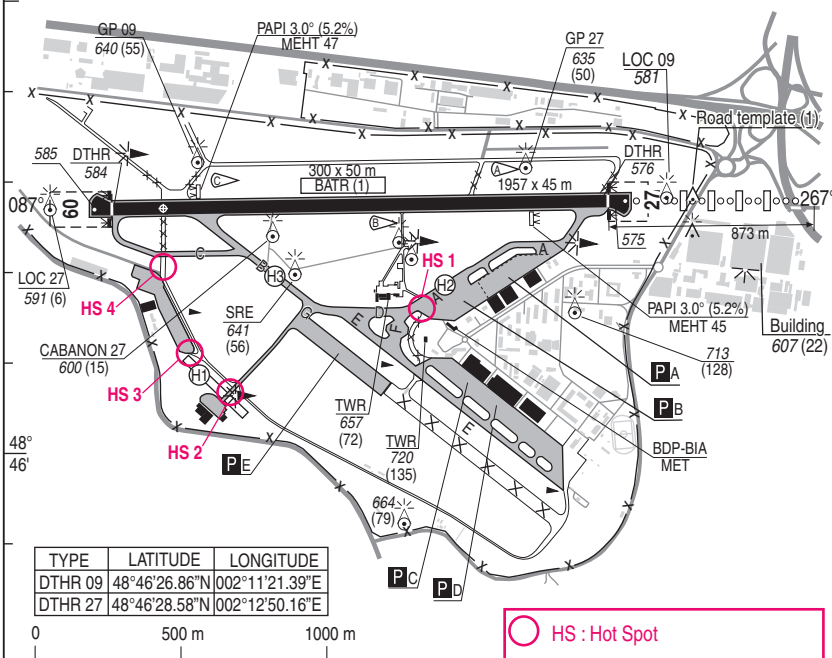
# NATIONAL FRA AERODROME CHART

18 MAY 2023

## 01 VILLACOUBLAY LFPV

ALT AD : 585 (21 hPa)

VAR : 1°E (20)



TYPE	LATITUDE	LONGITUDE
DTHR 09	48°46'26.86"N	002°11'21.39"E
DTHR 27	48°46'28.58"N	002°12'50.16"E

0 500 m 1000 m

ALT / HGT : ft  
GUND = 144 ft

**○ HS : Hot Spot**

HS 1 : Crossing between road and TWY A2  
 HS 2 : Crossing between road and FATO  
 HS 3 : Crossing between road and PKG EH  
 HS 4 : Crossing between road and TWY J

RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	CAT B	CAT C	CAT D
09	HI 420m	HI / BI axial	1957	2067	1957	1886	Paved	250	250	250	300
27	HI 873m		1957	2107	1957	1884	37 F/C/W/T	250	250	250	300

### MARKING

(1) Height : 6.3m

- RWY 09/27 threshold : green HI.
- RWY 09/27 end : red.
- CAT II marks
- line axis
- Flashing lights

DIRCAM

**DV (Flight director) :**

**TEL CIV : 01 45 07 36 33**

**REMARKS :**

- AD with restricted use. PPR mandatory.
  - AD restricted the first wednesday of each month from 0600 to 0800 (SUMMER - 1H).
  - LDG submitted to PPR from flights director (PPR number shall be mentioned in FPL field 18).
  - AD prohibited to training flights, technical refuelling stops, armed ACFT and heavy HEL, expect VIP.
- (1) Belly landing grass strip 300x50m dedicated to light HEL emergency procedures, submitted to flight director agreement.

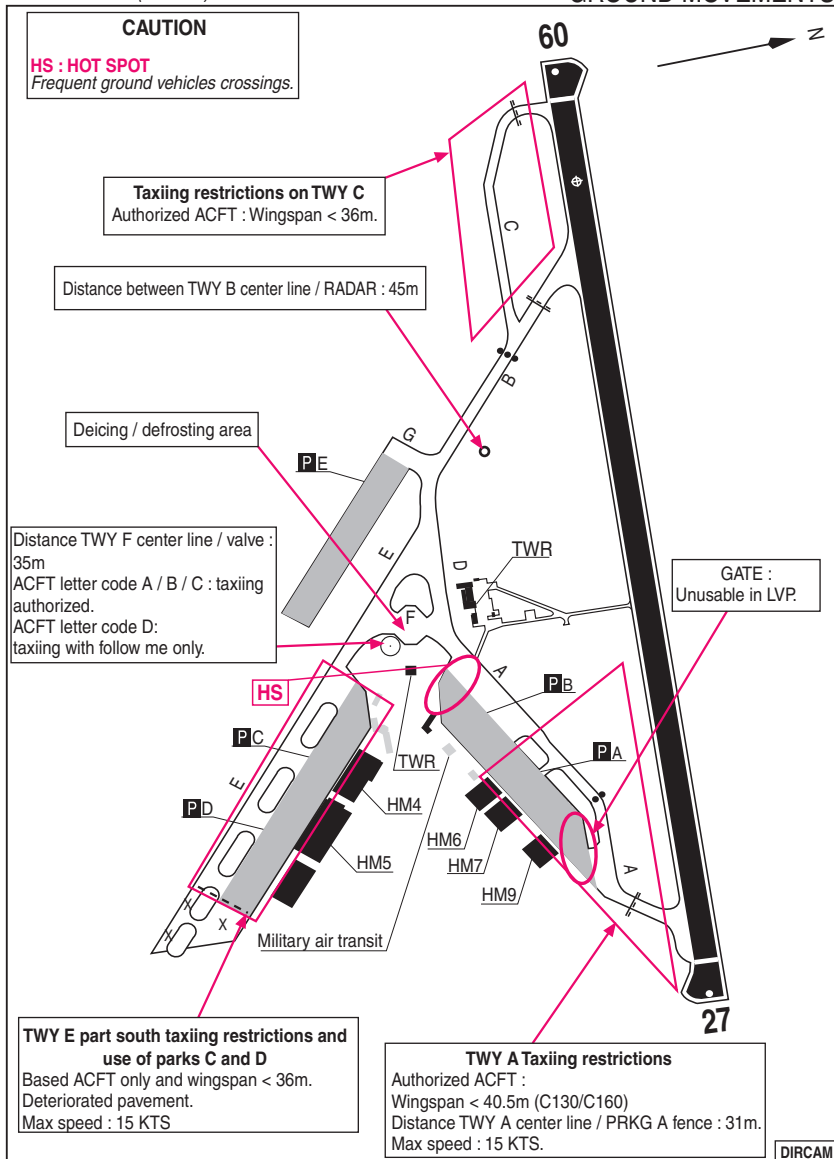
**REFUELING :**

- F 34 / O135 / O138

**HOR ATS :**

- MON-THU : 0700/1600, FRI : 0700-1400 (SUM -1H).

DIRCAM



04 NOV 2021

**DEPARTURE and ARRIVAL PROCEDURES  
AERODROME of VILLACOUBLAY - VELIZY****GENERAL PROVISIONS**

OAT DEP and ARR procedures of VILLACOUBLAY-VELIZY are usable by all the state ACFT which for technical or operational reasons cannot leave or join VILLACOUBLAY in GAT-IFR, To use them, the ACFT will have to be equipped with the mode 3/A+C transponder. These flights are carried out in OAT I under radar monitoring ,

The described procedures are established only as a support of trajectories or as an help in case of radio or radar breakdown.

These procedures are applicable during the openings hours of the concerned ATC.

Except particular instruction of control, maximum speed is 250 kt in the PARIS TMA.

The AFLD and the concerned ATC must be recipients of the OAT FPL

**Unavailability of the EVREUX APP :**

The transfers are carried out directly between the VILLACOUBLAY APP and the CDC of RAKI (or any other CDC transferee of the zone in the event of plan of replacement) in the window of transfer to the FL 70.

DIRCAM



04 NOV 2021

**PROCEDURES VILLACOUBLAY – EVREUX**

These procedures are executed under the control of VILLACOUBLAY APP and EVREUX APP. They can be followed or preceded by a transfer between EVREUX and the CDC of CINQ MARS LA PILE (RAKI), or of any other CDC in case of replacement plan.

Special points : **TANGO** 48°51'02"N – 000°51'43"E (RDL 234°/ EVX D 18 Nm)  
**VICTOR** 48°52'24"N – 001°13'15"E (RDL 277°/ VILLA D 39 Nm)

**ARRIVAL PROCEDURES****RWY09**

Proceed to VICTOR at 5000 ft AMSL.

After VICTOR, proceed to EPR (MT 129°)

At D 13,5 NM/EPR align on RDL 268° TA (MT 088°)

For final ILS RWY 09

**Descent specification :**

Enter PARIS TMA at 5000 ft AMSL MAX.

Leave 5000 ft AMSL to 3000 ft AMSL when crossing RDL 020° EPR.

**VILLACOUBLAY - RAKI procedures (or other CRC in charge of RAKI area of responsibility)**

Procedures are used when ALADIN radar is U/S or EVREUX APP closed.

TANGO presentation at FL 070.

At TANGO, proceed to VICTOR descending to 5000 ft AMSL. (MT 080°)

Then arrival procedures are the same as VILLACOUBLAY - EVREUX procedures.

**Holding pattern :**

In case of delay prior to integrate OAT in PARIS TMA, a holding pattern should be imposed by VILLACOUBLAY under radar control by RAKI or EVREUX APP.

**Radar failure**

In case of Impossibility to provide radar service of one of the APP, crews must strictly comply to the control instructions.

**Communication failure****Flight to VILLACOUBLAY :**

a) After transfer to VILLACOUBLAY APP, the ACFT carry on its flight on the OAT track published or join it as quick as possible, squawking 3/A 7600.

In this case the special procedure will not be perform.

b) Before transfer to VILLACOUBLAY APP, the ACFT must divert to EVREUX.

**Flight from VILLACOUBLAY :**

The ACFT carry on the published departure track, squawking 3/A 7600 then divert to EVREUX.

OAT

04 NOV 2021

# 04 VILLACOUBLAY LFPV ARR RWY09 FROM EVREUX

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR  
1°E  
(20)

UNDER RADAR SURVEILLANCE

<b>EVX 112.4</b>
<b>Ch 71X</b>
.....
49°01'54"N
001°13'15"E

EVREUX

234° SRE EVREUX -

<b>VICTOR</b>
48°52'24"N
001°13'15"E

277° SRE VILLACOUBLAY -

129° - 9.4 -

23 EPR

5000

FL070

14

080°

18 EVX

268° TA

13.5 EPR

308° EPR

48°46'16.96"N

001°24'03.96"E

27.6

5000

3000

020° EPR

3.6

SRE

TA 286.5

48°46'18"N

002°05'51"E

<b>EPR 115.65</b>
<b>Ch 103Y</b>
.....
48°37'33"N
001°39'24"E

ALT and HGT in ft  
Distances in NM  
NOT TO SCALE

49° 00'

48° 30'

002° 00'

001° 30'

001° 00'

DIRCAM

ARR RWY09 FROM EVREUX

CHG : Renommage.

04 VILLACOUBLAY LFPV

04 NOV 2021

**ARRIVAL PROCEDURES****RWY27**

Proceed to VICTOR at 5000 ft AMSL.

From VICTOR, proceed to EPR (MT 129°),

At D 13,5 Nm EPR align on RDL 268° TA (MT 088°),

Intercept and follow RDL 045° EPR (MT 045°),

Intercept and follow RDL 267° CLM (MT 087°),

When crossing QDR 297°POY follow MT 095° (to avoid over flying P23 Paris),

When crossing QDR 337°POY turn right to proceed for final ILS.

**Descent and speed specification :**

Enter PARIS TMA at 5000 ft AMSL MAX.

Leave 5000 ft AMSL to 3000 ft AMSL when crossing RDL 020° EPR.

Leave 3000 ft to 2000 ft AMSL and reduce speed to 160 KT MAX when crossing QDR 297° POY.

**NOTA: Special arrival RWY27**

In VMC condition, VILLACOUBLAY APP may impose, for traffic reason, a special arrival by proceeding South downwind RWY 27.

Follow the initial legs of an arrival RWY 09 until TA. From that point, turn right to proceed South downwind RWY 27.

Enter PARIS TMA at 5000 ft AMSL MAX.

Leave 5000 ft AMSL to 3000 ft AMSL when crossing RDL 020° EPR.

Leave 3000 ft to 1300 ft AMSL (700 ft AAL) over flying TA.

**VILLACOUBLAY - RAKI procedures (or other CRC in charge of RAKI area of responsibility)**

TANGO presentation at FL 070.

At TANGO, proceed to VICTOR descending to 5000 ft AMSL.

Then arrival procedures are the same as VILLACOUBLAY - EVREUX procedures.

**HOLDING PATTERN :**

In case of delay prior to integrate OAT in PARIS TMA, an holding pattern should be imposed by VILLACOUBLAY under radar control by RAKI or EVREUX APP.

OAT

04 NOV 2021

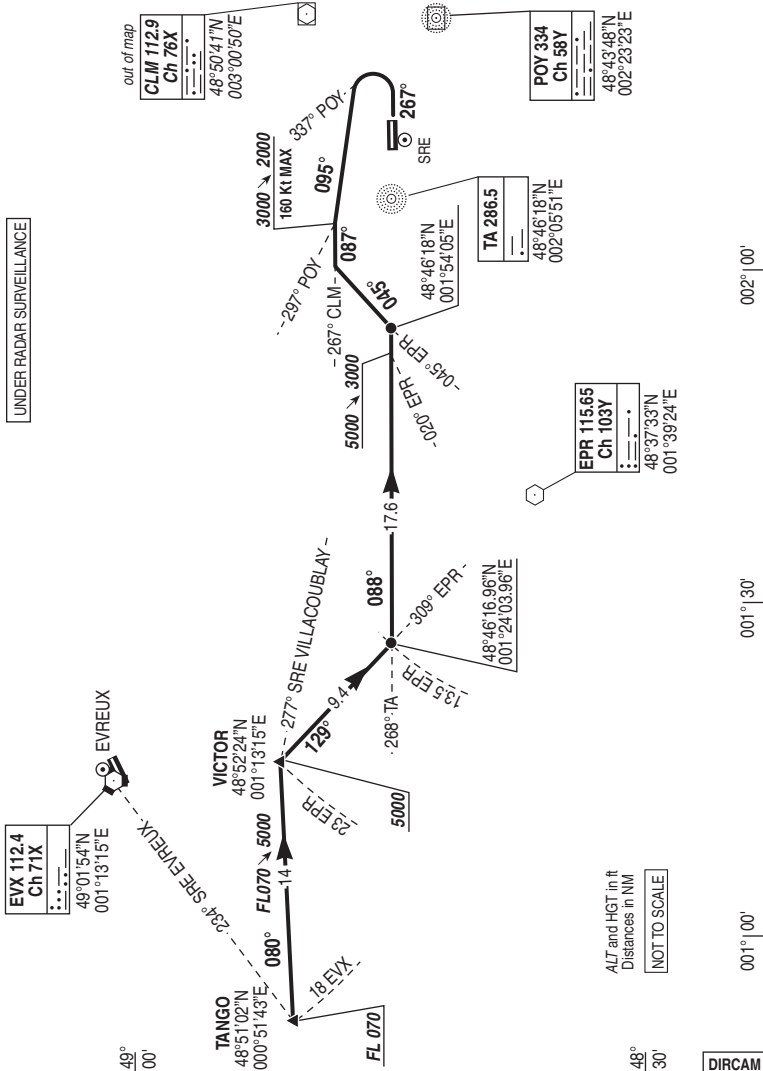
06 VILLACOUBLAY LFPV  
ARR RWY27 FROM EVREUX

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR  
1°E  
(20)

UNDER RADAR SURVEILLANCE



ALT and HGT in ft  
Distances in NM  
[NOT TO SCALE]

002° 00'  
001° 30'  
001° 00'

ARR RWY27 FROM EVREUX

CHG : Renommage.

06 VILLACOUBLAY LFPV

DIRCAM

04 NOV 2021

**DEPARTURE PROCEDURES.****RWY09**

After TKOF, turn left to TA then intercept and follow RDL 268°TA (MT 268°),

Intercept and follow RDL 309° EPR (MT 309°) to VICTOR,

At VICTOR turn left to TANGO (MT 260°).

From TANGO join the junction point to the appropriate OAT route according to the destination.

**Climb specification :**

Initial climb 2000 ft AMSL .

At D 14 NM /POY leave 2000 ft AMSL to 3000 ft AMSL,

When crossing RDL 326° RBT (D 20 NM/POY) leave 3000 ft AMSL to 5000 ft AMSL,

Flight to EVREUX maintain 5000 ft AMSL.

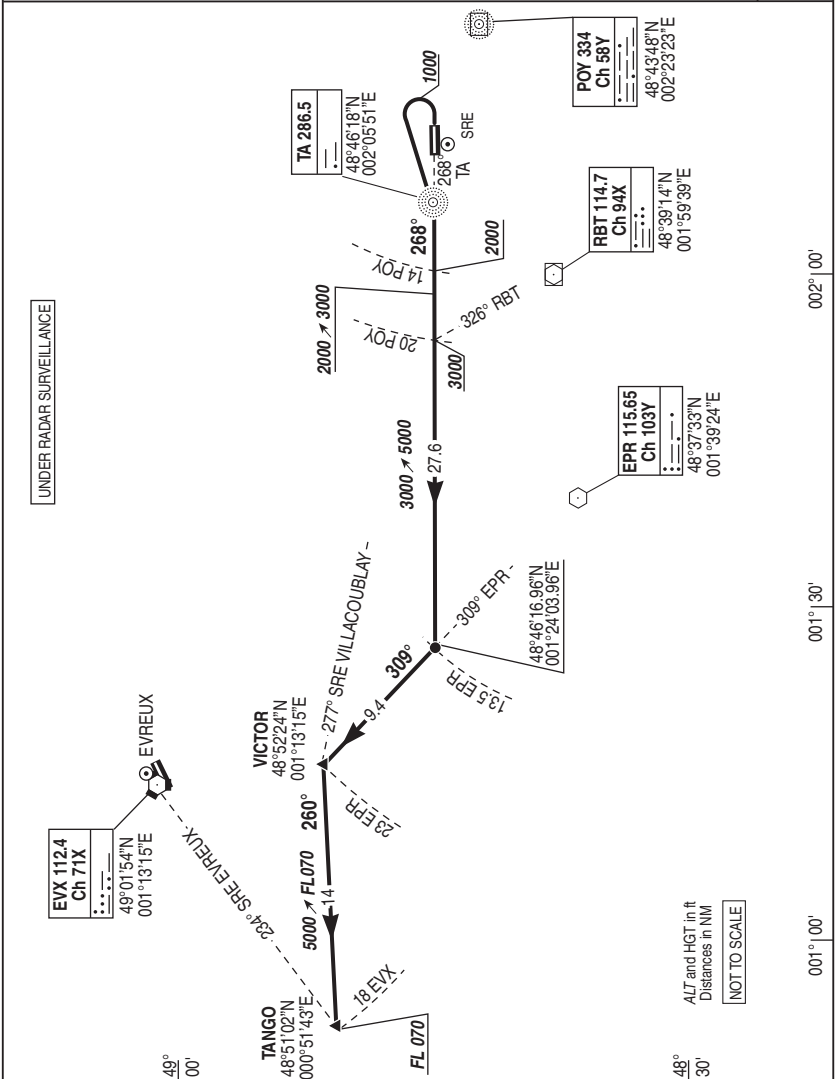
Flight followed by a transfer to a CCT leave 5000 ft AMSL to FL 070.

**Transfer window :** between VICTOR and TANGO.

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR  
1°E  
(20)



ALT and HGT in ft  
Distances in NM  
NOT TO SCALE

04 NOV 2021

**DEPARTURE PROCEDURES.****RWY27**

After TKOF, maintain RWY axis until TA (MT 268°),

After TA maintain MT 268°,

Intercept and follow RDL 309° EPR (MT 309°) to VICTOR,

At VICTOR turn left to TANGO (MT 260°)

From TANGO join the junction point to the appropriate OAT route according to the destination.

**Climb specification :**

Initial climb 2000 ft AMSL

At D 14 Nm/POY leave 2000 ft AMSL to 3000 ft AMSL,

When crossing RDL 326°RBT (D 20 Nm/POY) leave 3000 ft AMSL to 5000 ft AMSL,

Flight to EVREUX, maintain 5000 ft AMSL

Flight followed by a transfer to a CCT, leave 5000 ft AMSL to FL 070

**Transfer window :** between VICTOR and TANGO.





# WARNING

Procedures conception criteria from «MIAC 1» comply with the Decree of 24 January 2022 and are different from those used for procedures conception of « training and combat aircraft ».



Required altimeter setting : QNH / Angle of bank : 25° (Missed approach: 15°)

Maximum speed : 250 kt (Missed approach: 275 kt) / Initial approach max rate of descent: 8%

Pilots shall respect procedure flip parameters mandatorily.

*Coordinates conversion from the sexagesimals to the decimals in the DATA flap is given as an indication and used under crews responsibility.*

## CIVIL AD CHECK LIST / LISTE DE CONTROLE

### DIVERSION AERODROMES / IAC PART

WARNING		
CHECK LIST / LISTE DE CONTROLE	<b>16 MAY 24</b>	
<b>AGEN LA GARENNE LFBA</b>		
ADC 01	22 FEB 24	
DATA M 01	28 DEC 23	
RNP RWY29	28 DEC 23	
<b>AJACCIO NAPOLEON BONAPARTE LFKJ</b>		
ADC 01	30 NOV 23	
DATA M 01	28 DEC 23	
RWY02 MINIMA ILS	23 JUN 16	
ILS Y ou/or LOC Y RWY02	06 OCT 22	
ILS Z ou/or LOC Z RWY02	06 OCT 22	
VPT A RWY20	30 DEC 21	
VPT B RWY20	23 FEB 23	
<b>BALE MULHOUSE LFSB</b>		
ADC 01	30 NOV 23	
DATA M 01	28 DEC 23	
ILS Y CAT I, II, III or LOC Y VOR Y RWY15	10 AUG 23	
ILS X CAT I ou/or LOC X RWY33	26 JAN 23	
<b>BASTIA PORETTA LFKB</b>		
ADC 01	22 FEB 24	
DATA M 01	28 DEC 23	
VOR A RWY16	18 MAY 23	
ILS Z ou LOC Z RWY34	18 MAY 23	
<b>BEAUVAIS TILLE LFOB</b>		
ADC 01	10 AUG 23	
DATA M 01	28 DEC 23	
FNA VOR Y RWY12	03 NOV 22	
ILS ou/or LOC RWY30	03 NOV 22	
<b>BERGERAC DORDOGNE PERIGORD LFBF</b>		
ADC 01	<b>16 MAY 24</b>	
DATA M 01	28 DEC 23	
RNP RWY09	<b>16 MAY 24</b>	
FNA ILS RWY27	<b>16 MAY 24</b>	
<b>BIARRITZ PAYS BASQUE LFBZ</b>		
ADC 01	18 APR 24	
DATA M 01	28 DEC 23	
VOR RWY09	18 APR 24	
<b>BORDEAUX MERIGNAC LFBD</b>		
ADC 01		25 JAN 24
DATA M 01		28 DEC 23
INA RNAV RWY05		<b>16 MAY 24</b>
FNA RNP RWY11		<b>16 MAY 24</b>
FNA ILS CAT I, II, III ou/or FNA LOC RWY23		<b>16 MAY 24</b>
FNA ILS ou/or LOC RWY29		<b>16 MAY 24</b>
<b>BREST BRETAGNE LFRB</b>		
ADC 01		10 AUG 23
DATA M 01		28 DEC 23
RNP RWY07R		10 AUG 23
FNA ILS Z CAT I,II,III ou / or FNA LOC Z RWY25L		21 APR 22
<b>BRIVE SOUILLAC LFSL</b>		
ADC 01		13 AUG 20
DATA M 01		28 DEC 23
RNP RWY11		13 AUG 20
ILS ou/or LOC RWY29		30 NOV 23
<b>CALVI STE CATHERINE LFKC</b>		
ADC 01		30 NOV 23
DATA M 01		28 DEC 23
LOC RWY18		28 JAN 21
<b>CHALONS VATRY LFOK</b>		
ADC 01		25 JAN 24
DATA M 01		28 DEC 23
ILS Y CAT I, II, III ou/or LOC Y RWY10		01 DEC 22
ILS ou/or LOC RWY28		01 DEC 22
<b>CHATEAUROUX DEOLS LFLX</b>		
ADC 01		28 DEC 23
DATA M 01		28 DEC 23
RNP RWY03		27 JAN 22
ILS ou/or LOC RWY21		27 JAN 22
<b>CHERBOURG MANCHE LFRG</b>		
ADC 01		30 DEC 21
DATA M 01		28 DEC 23
ILS ou/or LOC RWY28		30 DEC 21
<b>CLERMONT FERRAND AUVERGNE LFLC</b>		
ADC 01		03 NOV 22
DATA M 01		28 DEC 23

# CIVIL AD CHECK LIST / LISTE DE CONTROLE

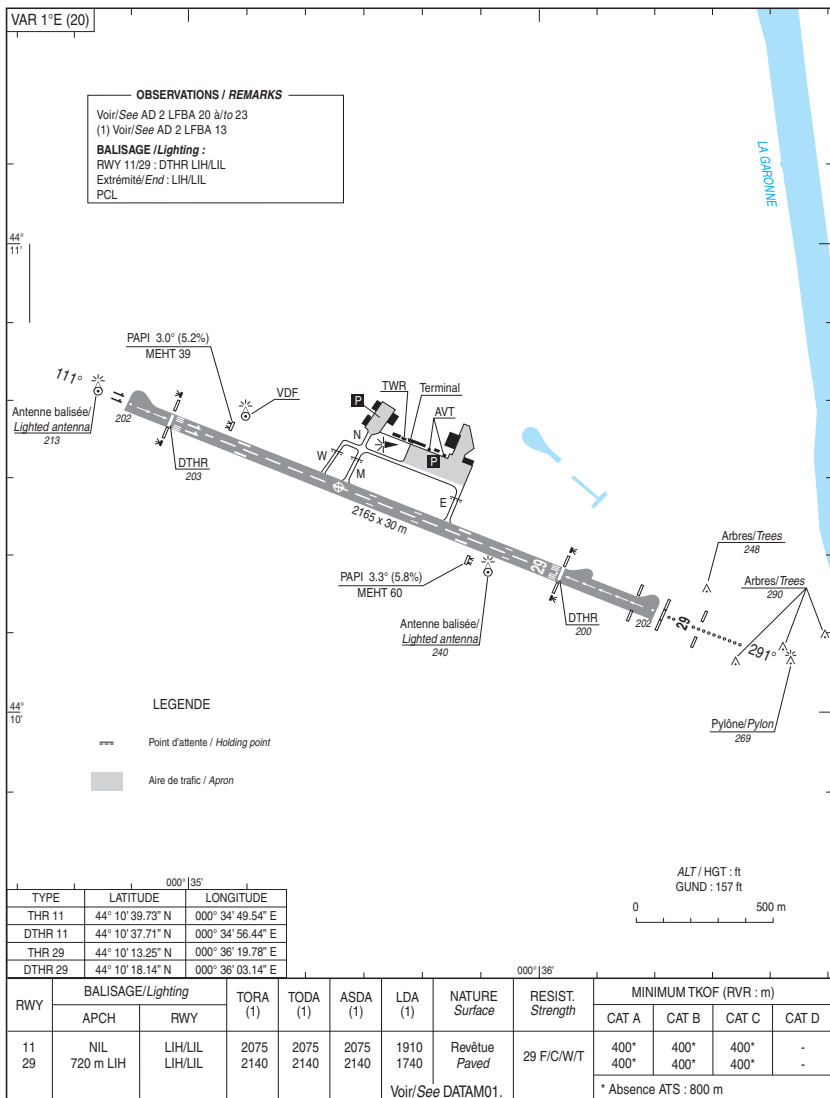
VOR RWY26	26 JAN 23	NICE COTE D'AZUR LFMN	
FNA ILS CAT I, II, III or LOC RWY26	03 NOV 22	ADC 01	21 MAR 24
<b>DEAUVILLE NORMANDIE LFRG</b>		DATA M 01	28 DEC 23
ADC 01	18 MAY 23	FNA ILS ou LOC RWY04L	29 DEC 22
DATA M 01	28 DEC 23	VOR B RWY22L/22R	28 DEC 23
RNP RWY12	18 MAY 23	<b>PAU PYRENEES LFBB</b>	
ILS Y ou/ou/ LOC Y RWY30	02 NOV 23	ADC 01	25 JAN 24
<b>DOLE TAUVAUX LFGJ</b>		DATA M 01	28 DEC 23
ADC 01	15 JUN 23	VPT B RWY13	03 DEC 20
DATA M 01	28 DEC 23	FNA ILS CAT I, II, III FNA LOC RWY31	29 DEC 22
ILS ou/ou/ LOC RWY05	26 JAN 23	<b>PERPIGNAN RIVESALTES LFMP</b>	
<b>FIGARI SUD CORSE LFKF</b>		ADC 01	05 OCT 23
ADC 01	16 MAY 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RNP RWY15	23 FEB 23
VOR RWY05	16 MAY 24	ILS ou/ou/ LOC RWY33	05 OCT 23
ILS RWY23	06 OCT 22	<b>POITIERS BIAIRD LFBI</b>	
<b>GRENOBLE ALPES ISERE LFLS</b>		ADC 01	02 NOV 23
ADC 01	18 APR 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RNP RWY03	02 NOV 23
ILS ou/ou/ LOC RWY09	18 APR 24	VOR Y RWY21	02 NOV 23
VPT RWY27	18 APR 24	<b>RENNES ST JACQUES LFRN</b>	
<b>LA ROCHELLE ILE DE RE LFBH</b>		ADC 01	02 NOV 23
ADC 01	28 DEC 23	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	FNA VOR RWY10	13 JUL 23
ILS ou/ou/ LOC ou/ou/ NDB Z RWY27	28 DEC 23	FNA ILS ou/ou/ LOC RWY28	25 JAN 24
<b>LILLE LESQUIN LFQQ</b>		<b>RODEZ AVEYRON LFCR</b>	
ADC 01	22 FEB 24	ADC 01	15 JUN 23
DATA M 01	28 DEC 23	DATA M 01	28 DEC 23
VOR Z RWY08	22 FEB 24	RNP RWY13	28 DEC 23
ILS Y CAT I, II, III ou/ou/ LOC Y RWY26	22 FEB 24	ILS ou/ou/ LOC RWY31	28 DEC 23
<b>LIMOGES BELLEGARDE LFBL</b>		<b>SAINT ETIENNE LOIRE LFMH</b>	
ADC 01	25 JAN 24	ADC 01	28 DEC 23
DATA M 01	28 DEC 23	DATA M 01	28 DEC 23
RNP RWY03	18 APR 24	RNP X RWY17	28 DEC 23
RNP MINIMA RWY03	18 APR 24	RNP RWY35	28 DEC 23
ILS CAT I, II, III ou/ou/ LOC RWY21	18 APR 24	<b>SAINT YAN LFLN</b>	
<b>LYON SAINT EXUPERY LFLF</b>		ADC 01	27 JAN 22
ADC 01	18 APR 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RNP RWY15L	27 JAN 22
FNA ILS ou LOC RWY17L	10 AUG 23	FNA ILS Z ou/ou/ LOC Z RWY33R	27 JAN 22
FNA VOR RWY17R	10 AUG 23	<b>STRASBOURG ENTZHEIM LFST</b>	
FNA ILS CAT I, II, III or LOC RWY35L	10 AUG 23	ADC 01	07 SEP 23
<b>MARSEILLE PROVENCE LFML</b>		DATA M 01	28 DEC 23
ADC 01	13 JUL 23	ILS ou/ou/ LOC RWY05	07 SEP 23
DATA M 01	28 DEC 23	FNA ILS CAT I, II, III ou/ou/ FNA LOC RWY23	07 SEP 23
FNA ILS Z YCAT I, II, III or LOC ZY RWY13L	16 JUN 22	TARBES <b>LOURDES PYRENEES LFBT</b>	
FNA ILS Z ou/ou/ LOC Z RWY31R	26 JAN 23	ADC 01	02 NOV 23
<b>METZ NANCY LORRAINE LFJL</b>		DATA M 01	28 DEC 23
ADC 01	18 APR 24	VPT RWY02	03 DEC 20
DATA M 01	28 DEC 23	ILS Y ou/ou/ LOC Y RWY20	02 NOV 23
RNP RWY04	18 APR 24	<b>TOULOUSE BLAGNAC LFBO</b>	
FNA ILS Y ou/ou/ LOC Y RWY22	18 APR 24	ADC 01	22 FEB 23
<b>MONTPELLIER MEDITERRANEE LFMT</b>		DATA M 01	28 DEC 23
ADC 01	10 AUG 23	FNA ILS ou/ou/ LOC RWY14L	17 JUN 21
DATA M 01	28 DEC 23	FNA ILS ou/ou/ LOC RWY32L	17 JUN 21
VOR X RWY12L	25 MAR 21	<b>TOURS VAL DE LOIRE LFOT</b>	
ILS Z ou/ou/ LOC Z RWY30R	10 AUG 23	ADC 01	07 SEP 23
<b>NANTES ATLANTIQUE LFRS</b>		DATA M 01	28 DEC 23
ADC 01	18 APR 24	RNP RWY02	14 JUL 22
DATA M 01	28 DEC 23	RNP RWY20	14 JUL 22
FNA ILS Z CAT I, II, III LOC Z RWY03	28 DEC 23		
FNA VOR RWY21	28 DEC 23		

**DIRCAM**

**CARTE D'AERODROME**  
Aerodrome chart

ATIS : AGEN 129.605

**AGEN LA GARENNE**  
44 10 29 N - 000 35 26 E  
ALT AD : 204 (8 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'
	COORDONNEES D°M'S"
AGN Ch 95X (114.8) DME	<b>43°53'16.9"N - 000°52'22.3" E</b>
	<i>43°53.28'N – 000°52.37'E</i>
IBA29	<b>44°06'21.1"N - 000°49'26.9" E</b>
	<i>44°06.35'N – 000°49.45'E</i>
FBA29	<b>44°07'52.3"N - 000°44'18.7" E</b>
	<i>44°07.87'N – 000°44.31'E</i>
BA306	<b>44°10'30.8"N - 000°51'49.5" E</b>
	<i>44°10.51'N – 000°51.83'E</i>
BA312	<b>44°13'35.6"N - 000°38'41.7" E</b>
	<i>44°13.59'N – 000°38.70'E</i>

**APPROCHE AUX INSTRUMENTS**

**AGEN LA GARENNE**

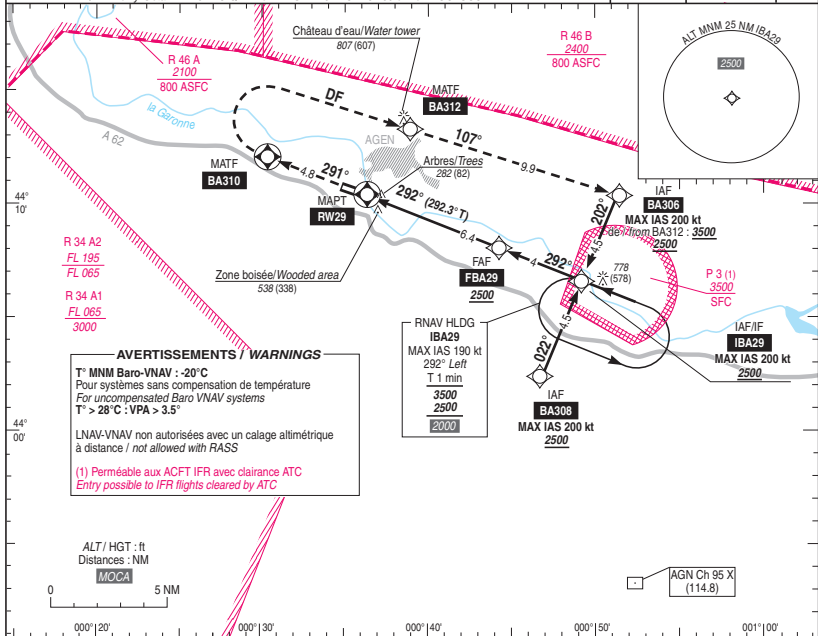
Instrument approach  
CAT A B C

**RNP RWY 29**

ALT AD : 204, DTHR : 200 (8 hPa)

ATIS : AGEN 129.605  
APP : TOULOUSE Approche/Approach 120.355 (en dessous du/below FL 075)  
TWR : AGEN Tour/Tower 121.300  
Absence ATIS : A/A FR seulement. Obtenir ONH BLAGNAC auprès de ATIS BLAGNAC 123.130 ou à défaut TOULOUSE APP.  
: A/A FR only. Obtain BLAGNAC ONH from ATIS BLAGNAC 123.130 or from TOULOUSE APP.

RNP APCH	EGNOS	VAR
	CH 41129	1°E
	E29A	(20)
	RDH/TCH : 50	



**AVERTISSEMENTS / WARNINGS**

T° MNM Baro-VNAV : -20°C  
Pour systèmes sans compensation de température  
For uncompensated Baro VNAV systems  
T° > 28°C : VPA > 3.5°

LNAV-VNAV non autorisées avec un calage altimétrique à distance / not allowed with RASS

(1) Perméable aux ACFT IFR avec clairance ATC  
Entry possible to IFR flights cleared by ATC

TA : 5000

API : Monter dans l'axe vers BA310 (MAX IAS 200 kt), puis tourner à droite direct vers BA312 en montée vers 3500 (3300) puis vers BA306 ou suivre les instructions du contrôle.  
Une pente ATS de 5 % minimum est nécessaire pour franchir la zone LF-R 46 B. Dans le cas contraire, suivre instructions du contrôle.

Missed APCH : Climb straight ahead to BA310 (MAX IAS 200 kt), then turn right direct to BA312 climbing to 3500 (3300) then to BA306 or follow ATC instructions.  
A 5 % minimum ATS gradient is required to clear LF-R 46 B. In contrary situation, follow ATC instructions.

DTHR ← (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 <sup>(2)</sup>		MVL/Circling <sup>(2)</sup> absence ATIS		DIST RWY29						
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM (HGT)	6	5	4	3	2	
A	420 (220)		212	640 (440)	1500	437		1500		940 (740)	1500	1160 (960)	1500							
B	430 (230)	800	225	650 (450)	1500	446	730 (530)	1500	522	1000 (800)	1600	1220 (1020)	1600							
C	440 (240)		236	660 (460)	1700	453		2000		1270 (1070)	2400	1490 (1290)	2400							

Observations / Remarks : (2) Circuit AD RWY 11 : Droite / AD circuit RWY 11 : Right hand.

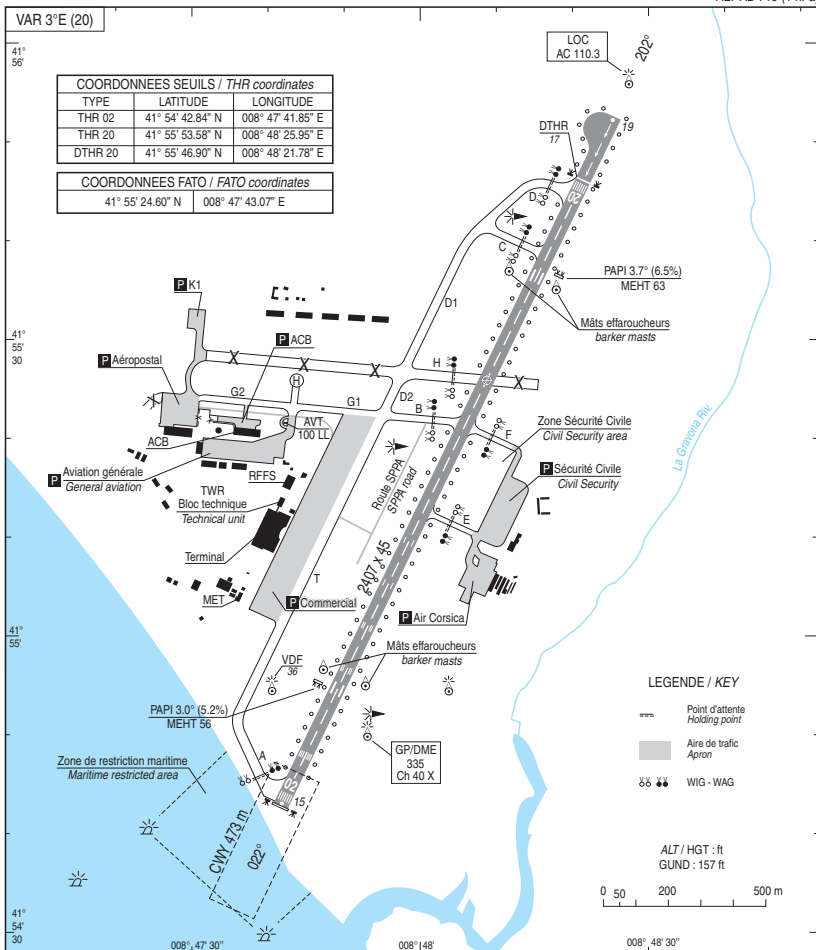
FAF - DTHR	6.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
VSP (ft/min)		410	500	580	670	760	850	930
		5 min 30	4 min 32	3 min 51	3 min 21	2 min 58	2 min 39	2 min 24



**CARTE D'AERODROME**  
Aerodrome chart

ATIS AJACCIO 126.930  
GND (SOL) : 121.705

**AJACCIO NAPOLEON BONAPARTE**  
41 55 26 N - 008 48 09 E  
ALT AD : 19 (1 hPa)



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
02 20	NIL NIL	LIH/LIL LIH/LIL	2407 2299 (1)	2407 2772 (1)	2407 2299 (1)	2407 2072 (1)	Revêtement Paved	35 F/C/W/T	400 400	400 400	400 400	400 400

(1) voir/see AD 2 LFKJ.13

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
RB 365 NDB	<b>41°54'54.2"N - 008°48'04.1"E</b>
	<i>41°54.90'N - 008°48.07'E</i>
AJO 114.8 Ch 95X VOR-DME	<b>41°46'13.9"N - 008°46'28.3" E</b>
	<i>41°46.23'N - 008°46.47'E</i>
AC Ch 40X (110.3)	<b>41°54'49.4"N - 008°47'53.1"E</b>
	<i>41°54.82'N - 008°47.89'E</i>
HORRO	<b>41°39'54.5"N - 008°34'27.5" E</b>
	<i>41°39.91'N - 008°34.46'E</i>
IDDOL	<b>41°53'55.7"N - 008°36'43.5"E</b>
	<i>41°53.93'N - 008°36.73'E</i>



**CONSIGNES***Instructions***AJACCIO NAPOLEON BONAPARTE****MINIMUMS ILS :**

Les MNM ILS standard ci-dessous sont déterminés pour les ACFT effectuant une procédure ILS et pouvant assurer en approche interrompue une pente supérieure à 2,5 %.

Les ACFT des CAT C et D devront pour utiliser ces minimums, maintenir une IAS en API inférieure ou égale à 185 kt et monter à 2500 ft avant d'accélérer en palier.

Pour les opérations de transport public, l'utilisation de ces minimums impose la prise en compte de la panne d'un moteur en API.

**ILS MNM:**

*Standard ILS MNM below are determined for ACFT using an ILS procedure and being able to do a missed approach with a slope greater than 2.5 %.*

*CAT C and D ACFT have to maintain an IAS during a missed approach less than or equal to 185 kt and climb up to 2500 ft prior to level acceleration, in order to use these MNM.*

*For public transport operation, the use of these MNM imposes the consideration of an engine breakdown during a missed approach.*

<b>PENTE en API / Missed APCH slope</b>	<b>CAT</b>	<b>DA</b>	<b>DH</b>	<b>RVR</b>	<b>OCH ILS</b>
3%	A	<b>1060</b>	(1040)	1500	1040
	B	<b>1060</b>	(1040)	1500	1040
	C	<b>1230</b>	(1210)	2400	1207
	D	<b>1240</b>	(1220)	2400	1217
4%	A	<b>850</b>	(830)	1500	827
	B	<b>850</b>	(830)	1500	827
	C	<b>1030</b>	(1010)	2400	1007
	D	<b>1040</b>	(1020)	2400	1017
5%	A	<b>580</b>	(560)	1500	558
	B	<b>580</b>	(560)	1500	558
	C	<b>960</b>	(940)	2400	938
	D	<b>970</b>	(950)	2400	948

**APPROCHE AUX INSTRUMENTS**

**AJACCIO NAPOLEON BONAPARTE**

Instrument approach

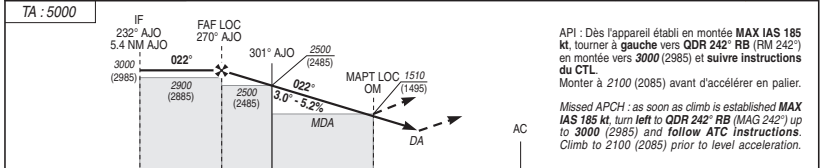
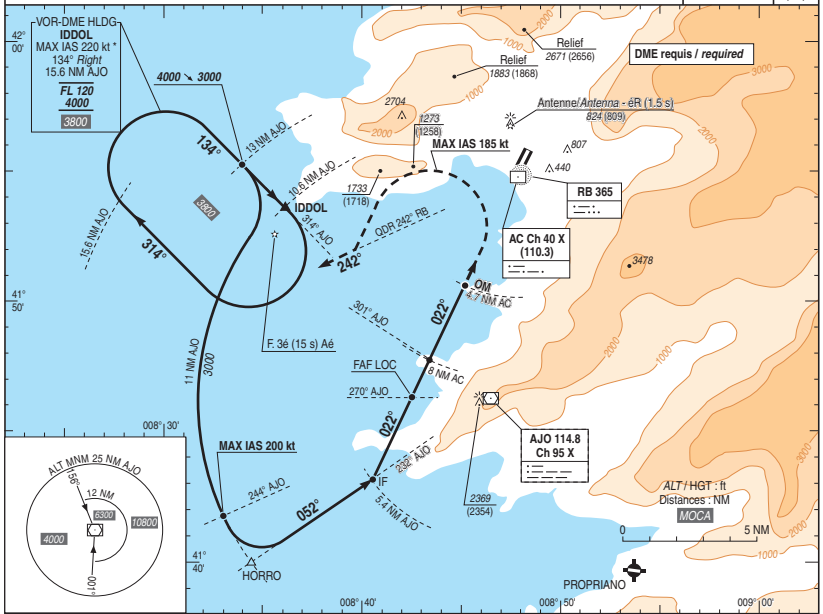
CAT A B C D

ALT AD : 19, THR : 15 (1 hPa)

ILS Y ou/or LOC Y RWY 02

ATIS AJACCIO : 126.930  
APP : AJACCIO Approch/Approach 121.050 - 127.780  
TWR : AJACCIO Tour/Tower 118.075

ILS-DME	VAR
AC 110.3	3° E
RDH : 51	(20)



API : Dès l'appareil établi en montée **MAX IAS 185 kt**, tourner à **gauche** vers **QDR 242° RB (RM 242°)** en montée vers **3000 (2985)** et **suivre instructions du CTL**.  
Monter à 2100 (2085) avant d'accélérer en palier.

Missed APCH : as soon as climb is established **MAX IAS 185 kt**, turn **left** to **QDR 242° RB (MAG 242°)** up to **3000 (2985)** and **follow ATC instructions**. Climb to 2100 (2085) prior to level acceleration.

→ THR (NM)	12.6	9.2	7.8	4.5	0
→ DME AC (NM)	12.8	9.4	8	4.7	0

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

CAT	ILS Y API 2.5%			LOC Y + DME AC			MVL/Circling (2) ILS			MVL/Circling (2) LOC		
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS
A	1070 (1050)	1500	1047				1120 (1100)	1500	1510 (1500)			
B	1070 (1050)	1500	1047				1120 (1100)	1600	1510 (1500)			
C	1350 (1340)	2400	1332	1510 (1500)	5000	1495	2630 (2610)	2400	2630 (2610)		5000	
D	1360 (1350)	2400	1342				3160 (3140)	3600	3160 (3140)			

Observations/Remarks : (1) Pour MNM particuliers, voir feuillet complémentaire / For special MNM, see further page.  
(2) HJ seulement et interdites à l'Est de la piste / HJ only and prohibited East of RWY.

OM - THR	4.5 NM	70 kt	3 min 51	85 kt	3 min 11	100 kt	2 min 42	115 kt	2 min 21	130 kt	2 min 05	160 kt	1 min 41	185 kt	1 min 28
301° AJO ou/or 8 NM AC - THR	7.8 NM		6 min 41		5 min 30			4 min 41	4 min 04		3 min 36		2 min 56		2 min 32

VSP (ft/min) Non disponible/Not available



**APPROCHE AUX INSTRUMENTS**

**AJACCIO NAPOLEON BONAPARTE**

Instrument approach

CAT A B C D

ALT AD : 19, THR : 15 (1 hPa)

ILS Z ou/ou LOC Z RWY 02

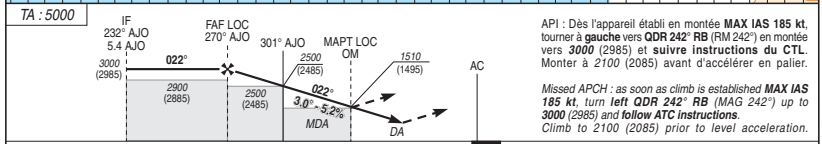
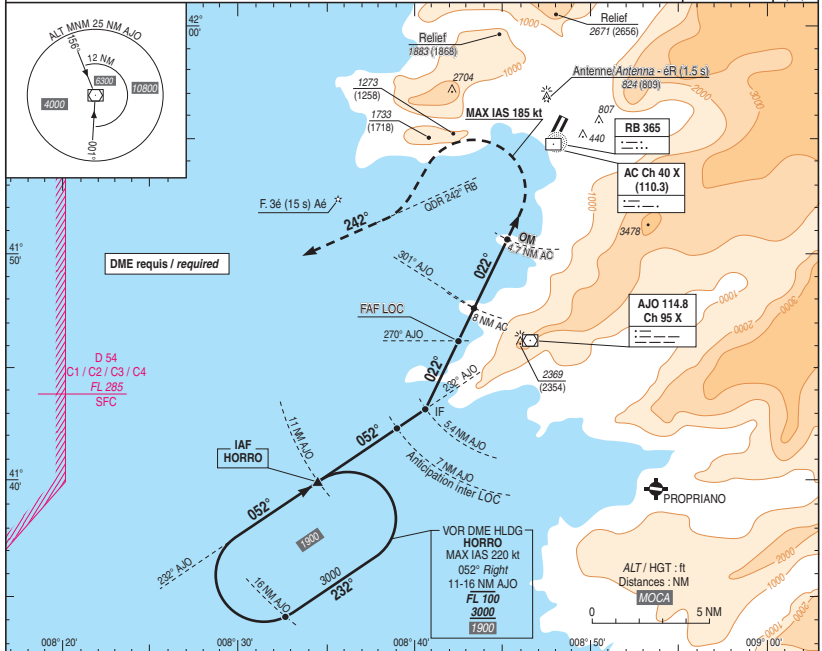
ATIS AJACCIO : 126.930

APP : AJACCIO Approch/Approach 121.050 - 127.780

TWR : AJACCIO Tour/Tower 118.075

ILS-DME  
AC 110.3  
RDH : 51

VAR  
3° E  
(20)



→ THR (NM)	12.6	9.2	7.8	4.5	0
→ DME AC (NM)	12.8	9.4	8	4.7	0

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

CAT	ILS Z (1)			LOC Z + DME AC			MVL/Circling (2)		MVL/Circling (2)	
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS
A	1070 (1050)	1500	1047				1120 (1100)	1500	1510 (1500)	
B	1070 (1050)	1500	1047	1510 (1500)	5000	1495	1120 (1100)	1600	1510 (1500)	5000
C	1350 (1340)	2400	1332				2630 (2610)	2400	2630 (2610)	
D	1350 (1350)	2400	1342				3160 (3140)	3600	3160 (3140)	

Observations/Remarks: (1) Pour MNM particuliers, voir feuillet complémentaire / For special MNM, see further page.  
(2) HJ seulement et interdites à l'Est de la piste / HJ only and prohibited East of RWY.

OM - THR	4.5 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
301° AJO ou/ou 8 NM AC -THR 7.8 NM		3 min 51	3 min 11	2 min 42	2 min 21	2 min 05	1 min 41	1 min 28
VSP (ft/min)		6 min 41	5 min 30	4 min 41	4 min 04	3 min 36	2 min 56	2 min 32

VSP (ft/min) Non disponible/Not available

**APPROCHE AUX INSTRUMENTS**

**AJACCIO NAPOLEON BONAPARTE**

Instrument approach

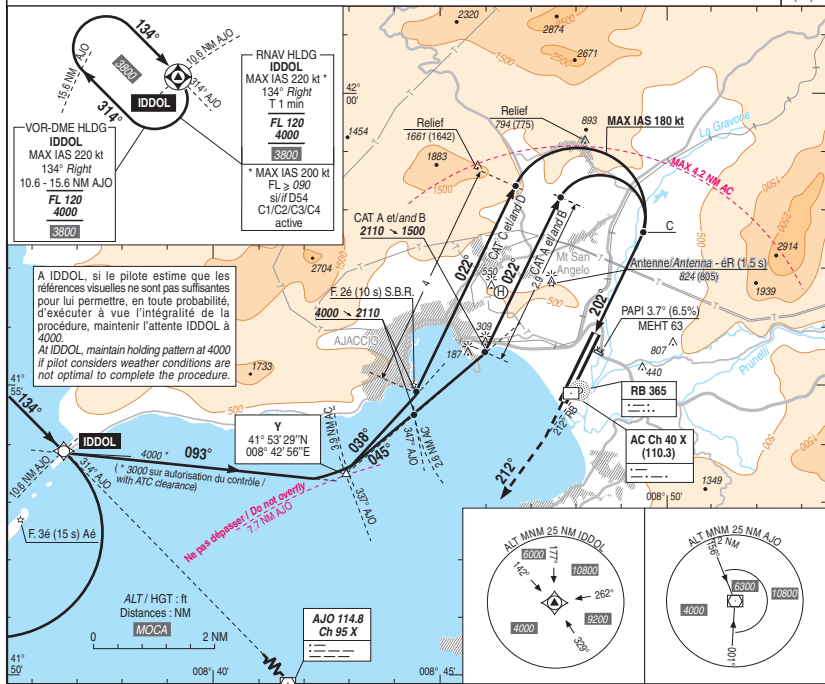
CAT A B C D

ALT AD : 19 (1 hPa), DTHR : 17

VPT A RWY 20

ATIS AJACCIO 126.930  
APP : AJACCIO Approch/Approach 121.050 - 127.780  
TWR : AJACCIO Tour/Tower 118.075

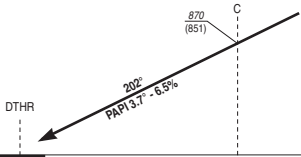
VAR  
3° E  
(20)



TA : 5000

API : En fin de piste, rejoindre et suivre le **QDR 212° RB** (RM 212°) en montée vers **3000** (2981) puis suivre les instructions du CTL.

Missed APCH : At the end of RWY, join and follow **QDR 212° RB** (MAG 212°) climbing up to **3000** (2981) then follow ATC instructions.



DTHR ← (NM)

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

REF HGT : ALT AD

CAT	VPT A (1)	
	MDA (H)	VIS
A	4000 (3950)	10000
B		
C		
D		

(1) Conditions de mise en service / Operating conditions :  
- De jour seulement / Daytime only  
- VIS ≥ 10 km  
- Plafond / Ceiling ≥ 4000 ft

Observations / Remarks : NIL

**APPROCHE AUX INSTRUMENTS**

**AJACCIO NAPOLEON BONAPARTE**

Instrument approach

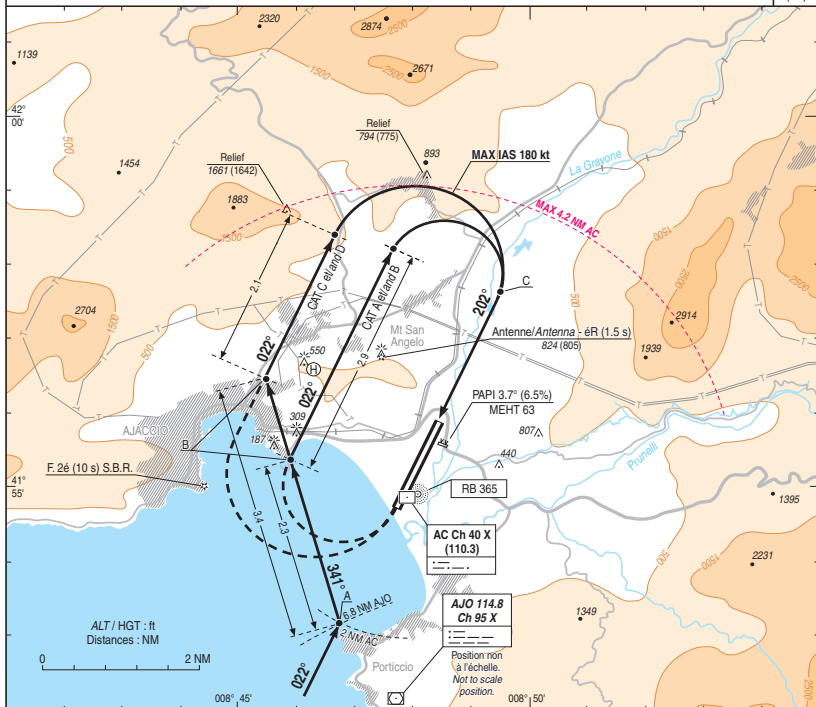
CAT A B C D

ALT AD : 19 (1 hPa), DTHR : 17

VPT B RWY 20

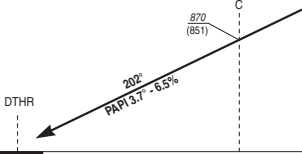
ATIS AJACCIO : 126.930  
APP : AJACCIO Approche/Approach 121.050 - 127.780  
TWR : AJACCIO Tour/Tower 118.075

VAR  
3°E  
(20)



TA : 5000

API : Tourner à droite en fin de piste, rejoindre le point B pour une nouvelle présentation.  
Missed APCH : Turn right at end of RWY, join point B for a new approach.



DTHR ← (NM)

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

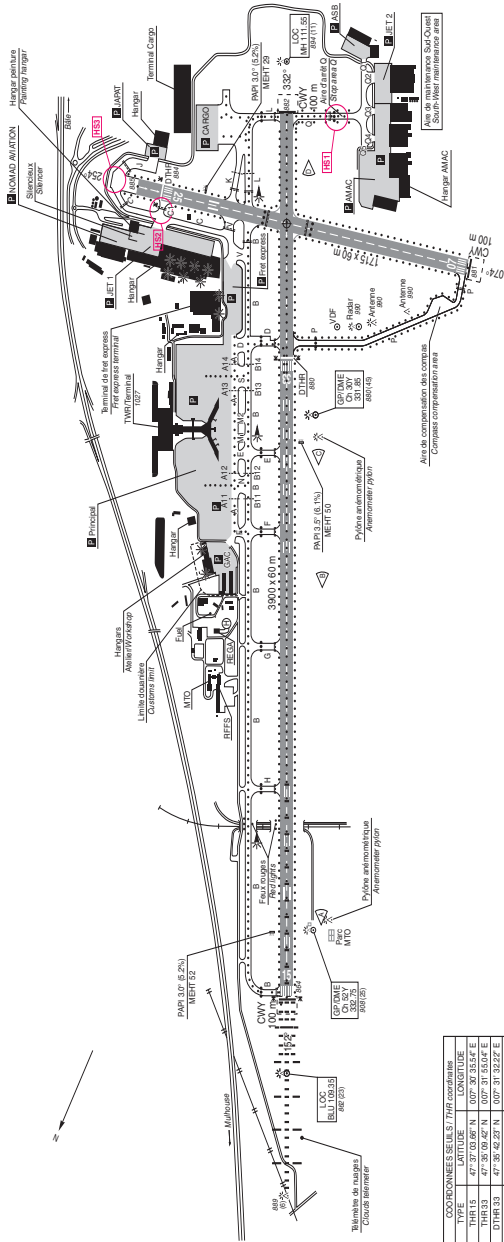
REF HGT : ALT AD

CAT	VPT B via ILS (1)		VPT B via LOC (1)		VPT B via RNP(1)	
	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS
A	1190 (1170)	1500	1520 (1500)	1500	1480 (1460)	1500
B	1190 (1170)	1600	1520 (1500)	1600	1480 (1460)	1600
C	2110 (2090)	2400	2110 (2090)	2400	2110 (2090)	2400
D	2110 (2090)	3600	2110 (2090)	3600	2110 (2090)	3600

Approche à vue : survol de la ville d'Ajaccio interdit à une ALT < 3000  
Visual approach : overflying Ajaccio prohibited if ALT < 3000

Observations / Remarks : (1) HJ seulement - MAX IAS 180 kt / Daytime only - MAX IAS 180 kt.





LEGENDE / KEY

- D'axe de taxi / Taxiway centerline
- Bord de piste / Strip edge
- Point caténaire / Holding point
- Point caténaire intermédiaire / Intermediate holding point
- Ais de taxi / Apron
- RSB**   
 Point d'arrêt obligatoire (voir l'art 121.05 du GAC 01)

RWY	BALISAGE/Lighting		TODA	ASDA	LDA	NATURE Surface	RESIST. Strength	MINIMUM TKPF (RVR : m)						
	APCH	RWY						CAT A	CAT B	CAT C	CAT D	NIL	NIL	NIL
07	NIL	LH-LED	1715 (1)	1715 (1)	(2)	Revêtement	75 RAWWT	NIL	1500	1500	1500	1500	NIL	NIL
25	NIL	LH-LED	1715	1915	1600	Revêtu	90 RBWWT	150	150	150	150	200	200	200
15	NIL	LH-LED	3900	4000	3900	Revêtu	90 RBWWT	400	400	400	400	400	400	400
33	NIL	LH-LED	3900	4000	3900	Revêtu	90 RBWWT	400	400	400	400	400	400	400

(1) DEC RWY 07 uniquement en VFR de nuit / TKPF RWY 07 only for daytime VFR nights.  
 (2) ATIS RWY 07 interditi / DOG RWY 07 prohibited.  
 Voir SHEAD 2 LF5B 13.  
 Voir SHEAD 2 LF5B 20 A/B/C 23.

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BLM 117.45 Ch 121Y VOR-DME	<b>47°37'58.1"N - 007°29'58.2"E</b>
	<i>47°37.97'N - 007°29.97'E</i>
BLU Ch 30Y (109.5)	<b>47°35'47.5"N - 007°31'20.6"E</b>
	<i>47°35.79'N - 007°31.34'E</i>
MH Ch 52Y (111.55)	<b>47°36'53.0"N - 007°30'36.7"E</b>
	<i>47°36.88'N - 007°30.61'E</i>
ALTIK	<b>47°38'58.7"N - 007°07'50.3"E</b>
	<i>47°38.98'N - 007°07.84'E</i>
IF RWY15 (4000 ft)	<b>47°47'17.1"N - 007°23'24.6"E</b>
	<i>47°47.29'N - 007°23.41'E</i>
FAP/FAF RWY15 (4000 ft)	<b>47°45'28.3"N - 007°24'40.2"E</b>
	<i>47°45.47'N - 007°24.67'E</i>
IF X RWY33 (5700 ft)	<b>47°22'35.22"N - 007°40'37.3"E</b>
	<i>47°22.59'N - 007°40.62'E</i>
FAP/FAF X RWY33 (5700 ft)	<b>47°24'31.1"N - 007°39'17.5"E</b>
	<i>47°24.52'N - 007°39.29'E</i>

FREQ.:

**ATIS BALE**            127.880  
**TWR BALE**            Ground : 121.605  
                               Tower : 118.300  
**APP BALE**            Approach : 119.355  
                               Control : 124.105



**APPROCHE AUX INSTRUMENTS**

**BALE MULHOUSE**

Instrument approach  
CAT A B C D

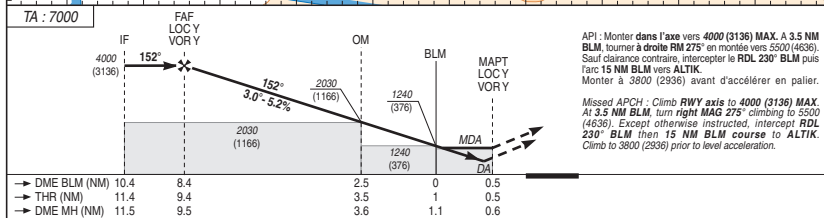
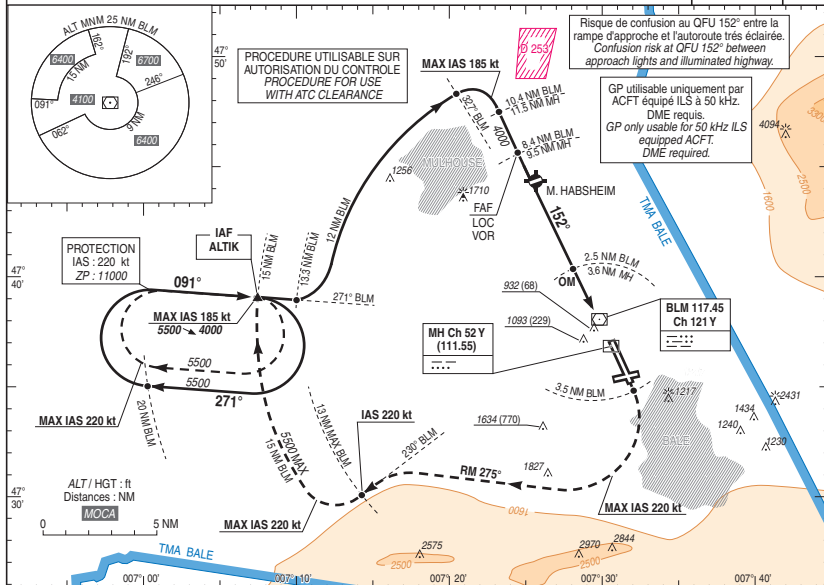
ILS Y CAT I ou/ou CAT II et/and CAT III  
ou/ou LOC Y RWY 15

ALT AD : 885, THR : 864 (31 hPa)

VOR Y RWY 15

FREQ : Voir / See AD 2 LFSB COM 01

<b>ILS - DME</b>	VAR
<b>MH 111.55</b>	2°E
<b>RDH : 50</b>	(20)



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

CAT	ILS Y + DME MH API 2.5%				LOC Y + DME BLM			DME BLM										
	DA (H)	RVR	OCH CAT 1	OCH CAT 2	MDA (H)	RVR	OCH	NM	8	7	6	5	4	3	2	1		
A	1110 (240)	550	237	131	1230 (360)	900	360	NM	8	7	6	5	4	3	2	1		
B	1110 (250)	550	244	145				ALT	3780	3461	3143	2825	2506	2188	1869	1551		
C	1140 (270)	600	269	158				(HGT)	(2916)	(2597)	(2279)	(1961)	(1642)	(1324)	(1005)	(687)		
D	1140 (290)	650	282	170														
DL	1160 (290)	650	288	170														

Observations / Remarks : NIL.

FAF - THR	9.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
FAF - MAPT	8.9 NM	8 min 03	6 min 38	5 min 38	4 min 54	4 min 20	3 min 31	3 min 03
VSP (ft/min)		7 min 38	6 min 17	5 min 20	4 min 39	4 min 06	3 min 20	2 min 53

Non disponible / Not available

**APPROCHE AUX INSTRUMENTS**

Instrument approach

CAT A B C D

ALT AD : 885, DTHR : 880 (31 hPa)

**BALE MULHOUSE**

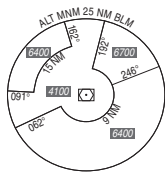
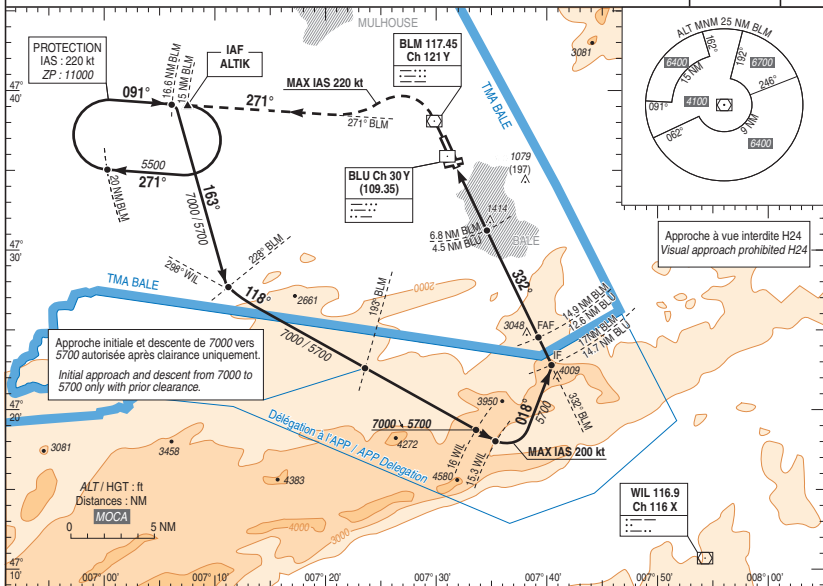
ILS X CAT I

ou/ or LOC X RWDY 33

FREQ : Voir / See AD 2 LFSB COM 01

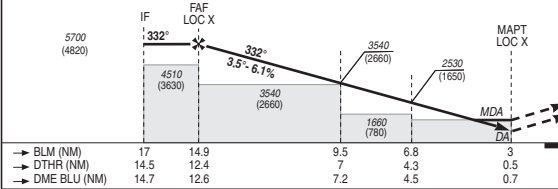
ILS - DME  
BLU 109.35  
RDH : 50

VAR  
2°E  
(20)



Approche à vue interdite H24  
Visual approach prohibited H24

TA : 7000



API : Monter dans l'axe. A BLM, tourner à gauche et suivre le RDL 271° BLM vers ALTIK, en montée vers 5500 ft. Monter à 3800 (2920) avant d'accélérer en palier.  
Missed APCH : Climb RWY axis. At BLM, turn left and follow RDL 271° BLM to ALTIK climbing to 5500 ft. Climb to 3800 (2920) 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	ILS X			LOC X			MVU/Circling		DME BLU NM ALT (HGT)
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	
A	1080 (200)	186		1500			2000 (1120)		12 11 10 9 8 7 6 5 4
B	1080 (200)	194		1500			2000 (1120)		5342 4970 4598 4227 3855 3483 3112 2740 2369
C	1090 (210)	209		2200	482		2030 (1150)	5000	(4462) (4090) (3718) (3347) (2975) (2603) (2232) (1860) (1489)
D	1110 (230)	221		2200			2230 (1350)		
DL	-	222		-	-	-	-	-	

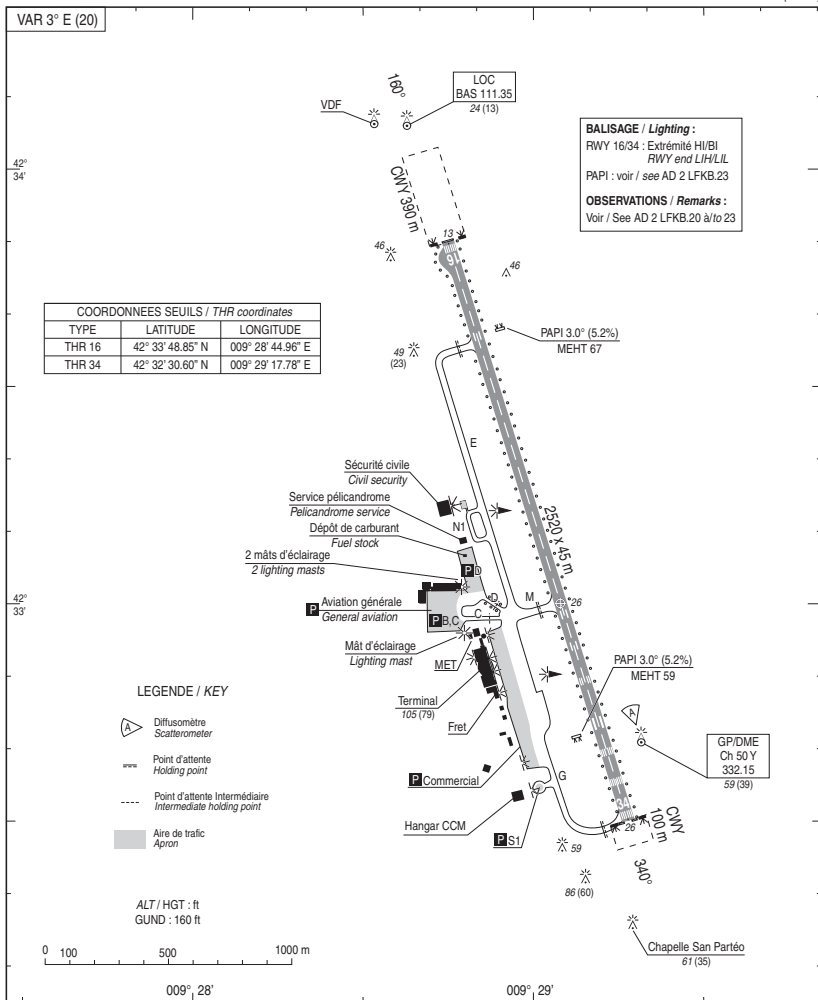
Observations/Remarks : Base OCH : aéronef au point d'arrêt/ACFT at holding point 955 (73).

	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
FAF - DTHR	12.4 NM	10 min 37	8 min 45	7 min 26	6 min 28	5 min 43	4 min 01
FAF - MAPT	11.9 NM	10 min 12	8 min 24	7 min 08	6 min 13	5 min 30	4 min 28
VSP (ft/min)	Non disponible / Not available						

**CARTE D'AERODROME**  
Aerodrome chart

ATIS BASTIA 125.930 ☎ 04 95 59 19 40  
GND (SOL) : 121.830

**BASTIA PORETTA**  
42 33 00 N - 009 29 05 E  
ALT AD : 26 (1 hPa)



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
16 34	NIL	LIH/LIL	2520	2620	2520	2520	Revêtu Paved	68 F/B/W/T	550	550	550	550

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BTA 114.15 Ch 88Y VOR-DME	<b>42°34'24.9"N - 009°28'29.4" E</b>
	<i>42°34.42'N - 009°28.49'E</i>
BAS Ch 50Y (111.35)	<b>42°32'41.6"N - 009°29'18.8" E</b>
	<i>42°32.69'N - 009°29.31'E</i>
ALISO	<b>42°55'40.0"N - 009°36'14.4" E</b>
	<i>42°55.67'N - 009°36.24'E</i>
CAPCO FAF VOR A RWY16 (+VPT A RWY16)	<b>42°50'50.3"N - 009°34'28.2" E</b>
	<i>42°50.84'N - 009°34.47'E</i>
FAF ILS Z ou LOC Z RWY34	<b>42°25'40.1"N - 009°32'09.4" E</b>
	<i>42°25.67'N - 009°32.16'E</i>

**APPROCHE AUX INSTRUMENTS**

**BASTIA PORETTA**

Instrument approach

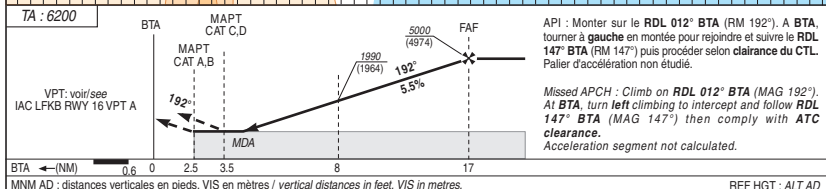
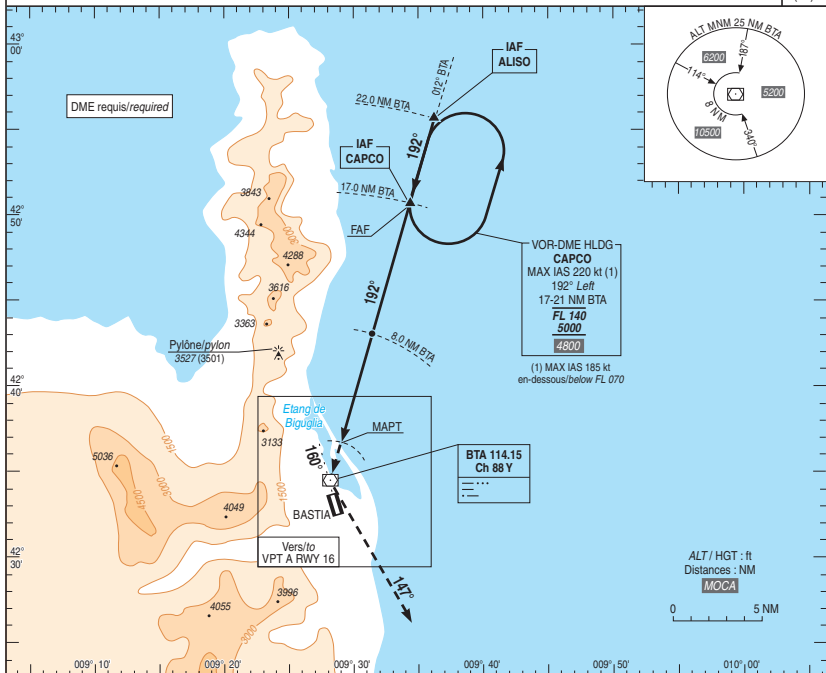
CAT A B C D

ALT AD : 26 (1 hPa), THR : 13

VOR A RWY 16

ATIS BASTIA : 125.930  
APP : BASTIA Approche / Approach 123.825 - 127.255(s) - 340.775  
TWR : BASTIA Tour / Tower 118.000

VAR  
3°E  
(20)



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

CAT	VPT A		DME BTA	NM												
	MDA (H)	VIS		16	15	14	13	12	11	10	9	8	7	6	5	4
A	490 (460)	1500	ALT	4670	4330	4000	3660	3330	3000	2660	2330	1990	1660	1330	990	660
B	530 (500)	1600	(HGT)	(4646)	(4304)	(3974)	(3634)	(3304)	(2974)	(2634)	(2304)	(1964)	(1634)	(1304)	(964)	(634)
C	630 (600)	2400														
D	730 (700)	3600														

Observations / Remarks : NIL

VSP (ft/min)	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
	390	470	560	640	720	890	1030

**APPROCHE AUX INSTRUMENTS**

**BASTIA PORETTA**

Instrument approach

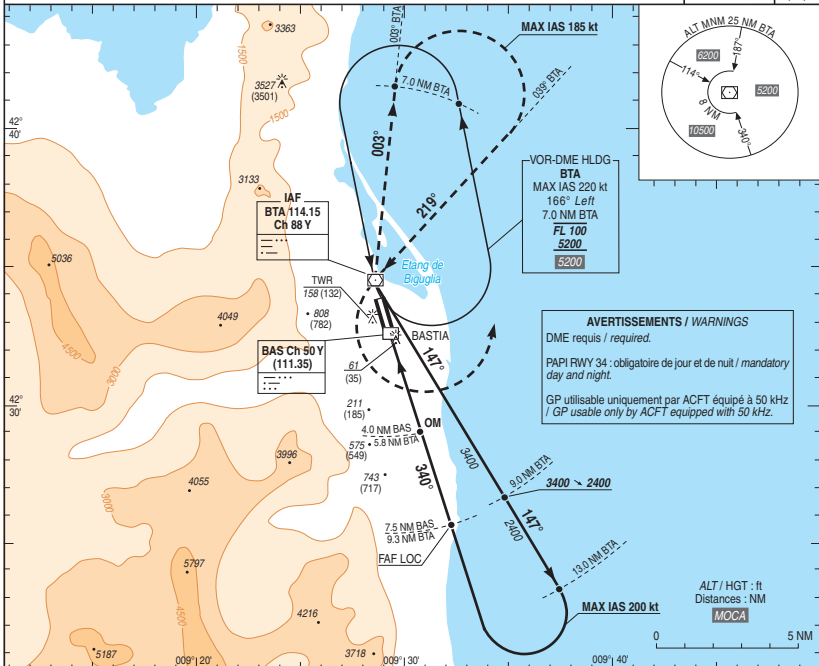
CAT A B C D

ALT AD : 26, THR : 26 (1 hPa)

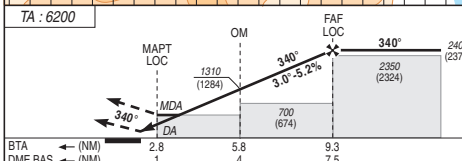
ILS Z ou/or LOC Z RWFY 34

ATIS BASTIA : 125.930  
APP : BASTIA Approch / Approach 123.825 - 127.255(s) - 340.775  
TWR : BASTIA Tour / Tower 118.000

ILS - DME BAS 111.35	VAR 3°E
RDH : 51	(20)



**AVERTISSEMENTS / WARNINGS**  
DME requis / required.  
PAPI RWFY 34 : obligatoire de jour et de nuit / mandatory day and night.  
GP utilisable uniquement par ACFT équipé à 50 kHz / GP usable only by ACFT equipped with 50 kHz.



API : Monter dans l'axe. A BTA, 2400 (2374) MAX, tourner à droite pour rejoindre et suivre le RDL 003° BTA (RM 003°) en montée vers 5200 (5174). A 7.0 NM BTA, tourner à droite pour rejoindre et suivre le RDL 039° BTA (RM 219°) vers BTA. A BTA, tourner à gauche pour intégrer l'attente à 5200 (5174).  
Missed APCH : Climb straight ahead. At BTA 2400 (2374) MAX, turn right to intercept and follow RDL 003° BTA (MAG 003°) climbing to 5200 (5174). At 7.0 NM BTA, turn right to intercept and follow RDL 039° BTA (MAG 219°) to BTA. At BTA, turn left and join holding at 5200 (5174).

BTA	← (NM)	2.8	5.8	9.3
DME BAS	← (NM)	1	4	7.5

MNN 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 <sup>(1)</sup>		DME BAS							
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	7	6	5	4	3	2	1
A	250 (220)	1200	220				510 (480)	1500								
B	260 (230)	1200	229	350 (320)	1400	320	530 (500)	1600	2300	1970	1640	1310	990	670	345	
C	270 (240)	1200	239				970 (950)	2400	(HGT)	(2274)	(1944)	(1614)	(1284)	(964)	(644)	(319)
D	280 (250)	1300	249				1140 (1110)	3600								
DL	280 (250)	1300	249											850		980

Observations / Remarks : (1) MVL interdites à l'Ouest de la piste / Circling prohibited West of RWFY.

FAF - THR	7.3 NM	70 kt 5 min 06	85 kt 5 min 01	100 kt 4 min 16	115 kt 3 min 43	130 kt 3 min 17	160 kt 2 min 40	185 kt 2 min 18
VSP (ft/min)		370	450	530	610	690	850	980

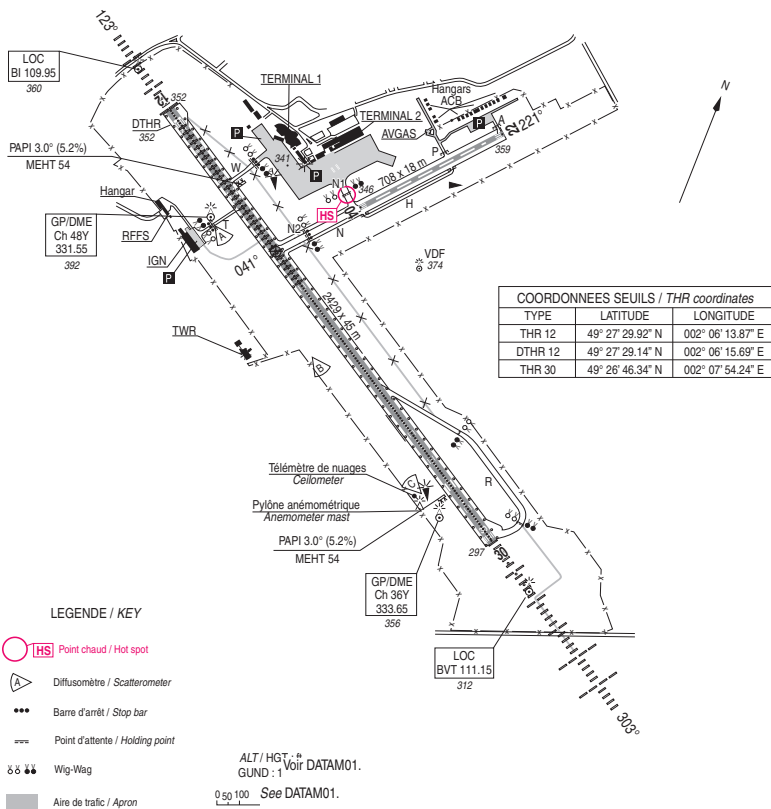


**CARTE D'AERODROME**  
Aerodrome chart

ATIS : 118.380 ☎ 03 44 84 69 41

**BEAUVAIS TILLE**  
49 27 16 N - 002 06 46 E  
ALT AD : 359 (13 hPa)

VAR 1° E (20)



**OBSERVATIONS / REMARKS**

HS : Voir / See GMC 01.

(1) Décollage RWY 12 depuis l'intersection avec le TWY W / Take-off RWY 12 from the intersection with TWY W: voir / see AD 2 LFOB.13 et/and 20

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
12	420 m LIH	LIH	2429 (1)	2429 (1)	2429 (1)	2385	Revêtement Paved	52 F/C/W/T	150*	150*	150*	200*
30	900 m LIH	LIH	2429	2429	2429	2429			350*	350*	350*	350*
* Absence ATS : 800 m. RWY 12 : LVTO RVR < 150/200 m.												

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BV 391 NDB	<b>49°29'30.1"N - 002°01'46.3" E</b>
	<i>49°29.50'N - 002°01.77'E</i>
BOV 109.65 Ch 33Y VOR-DME	<b>49°26'10.9"N - 002°09'11.5" E</b>
	<i>49°26.18'N - 002°09.19'E</i>
BI Ch 36Y (109.95)	<b>49°26'47.6"N - 002°07'40.6" E</b>
	<i>49°26.79'N - 002°07.68'E</i>
BVT Ch 48Y (111.15)	<b>49°27'19.3"N - 002°06'27.7" E</b>
	<i>49°27.32'N - 002°06.46'E</i>
EGOZE	<b>49°33'09.5"N - 002°29'22.1" E</b>
	<i>49°33.16'N - 002°29.37'E</i>



**APPROCHE AUX INSTRUMENTS**

**BEAUVAIS TILLE**

Instrument approach

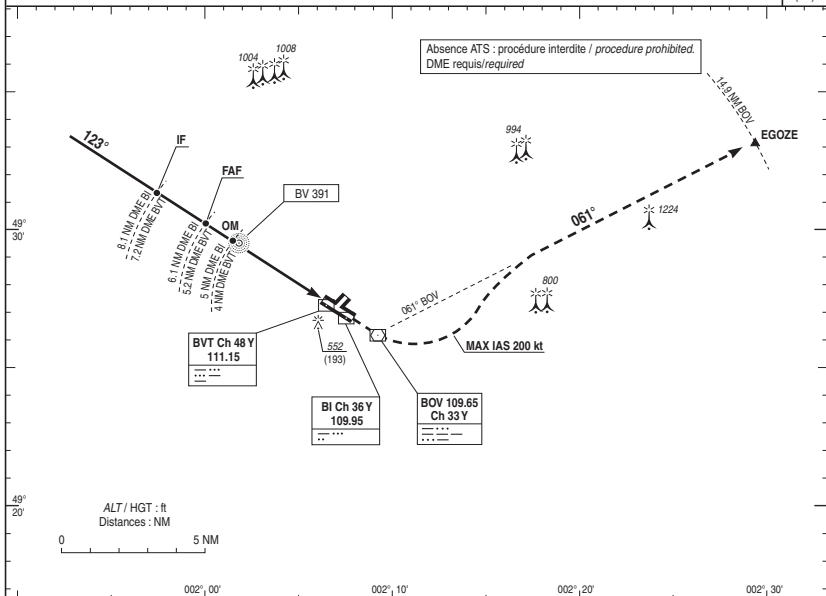
CAT A B C D

ALT AD : 359 (13 hPa), DTHR : 352

FNA VOR Y RWY 12

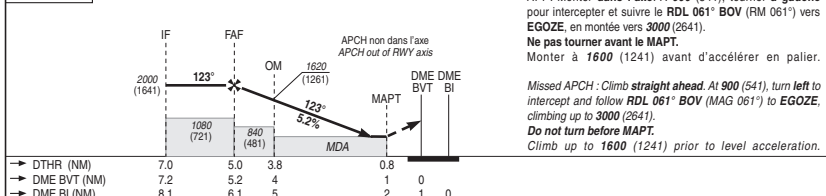
ATIS : BEAUVAIS : 118.380  
APP : BEAUVAIS Approche / Approach 123.985  
TWR : BEAUVAIS Tour / Tower 121.400

VAR  
1° E  
(20)



Absence ATIS : procédure interdite / procedure prohibited.  
DME requis/required

TA : 5000



API : Monter dans l'axe. A 900 (541), tourner à gauche pour intercepter et suivre le RDL 061° BOV (RM 061°) vers EGOZE, en montée vers 3000 (2641).  
**Ne pas tourner avant le MAPT.**  
Monter à 1600 (1241) avant d'accélérer en palier.  
  
Missed APCH : Climb straight ahead. At 900 (541), turn left to intercept and follow RDL 061° BOV (MAG 061°) to EGOZE, climbing up to 3000 (2641).  
**Do not turn before MAPT.**  
Climb up to 1600 (1241) 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 AD

CAT	VOR Y			MVL / Circling <sup>(1)</sup>		DME BVT								
	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	8	7	6	5	4	3	2	1
A				860 (500)	1500	8	2890	2580	2260	1940	1620	1300	980	670
B	760 (400)	1400	397	900 (540)	1600	(HGT)	(2531)	(2221)	(1901)	(1581)	(1261)	(941)	(621)	(311)
C				-	-	DME BI	9	8	7	6	5	4	3	2
D				-	-	NM	2910	2590	2270	1950	1640	1320	1000	680
				-	-	(HGT)	(2551)	(2231)	(1911)	(1591)	(1281)	(961)	(641)	(321)

Observations / Remarks : (1) MVL CAT C et D interdites / Circling CAT C and D prohibited.

FAF - DTHR	5.0 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		370	450	530	610	690	850	985

**APPROCHE AUX INSTRUMENTS**

**BEAUVAIS TILLE**

*Instrument approach*

**CAT A B C D**

ALT AD : 359, **THR : 297 (11 hPa)**

ILS ou/ou LOC RWY 30

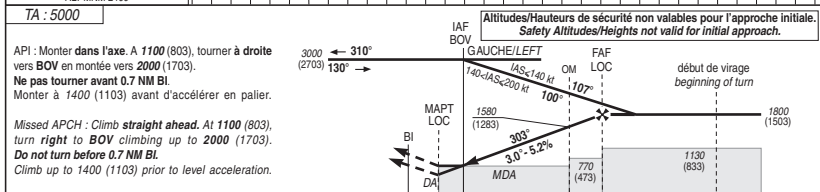
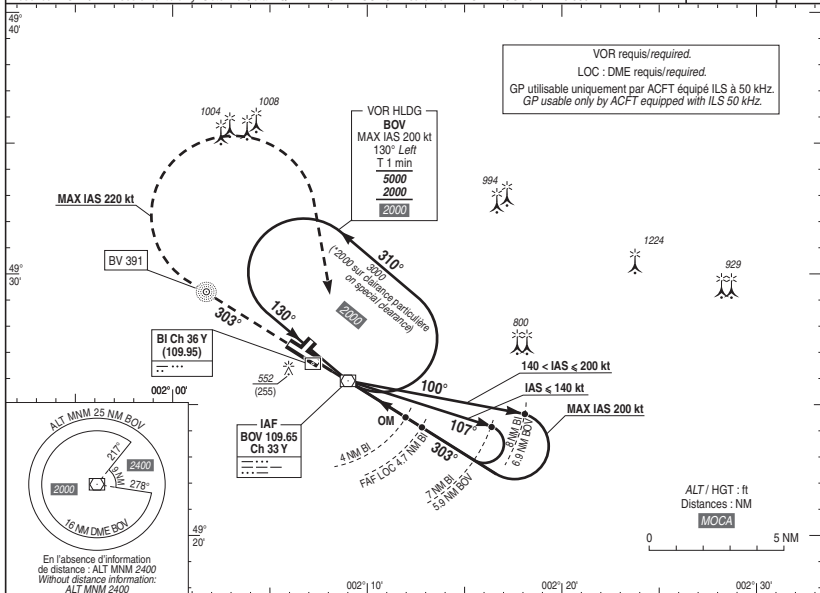
ATIS BEAUVAIS 118.380

APP : BEAUVAIS Approche / Approach 123.985

TWR : BEAUVAIS Tour / Tower 121.400

Absence ATS : **AIA** FR seulement / only. Obtenir / Obtain QNH PARIS LE BOURGET sur / from ATIS LE BOURGET 120.000

ILS - DME	VAR
BI 109.95	1° E
RDH : 53	(20)



THR	← (NM)	0.6	1	3.9	4.6	
DME BI	← (NM)	0	0.7	1.1	4	4.7

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 <sup>(1)</sup>		MVL / Circling <sup>(1)</sup> absence ATS HJ seulement/only		DME BI NM ALT (HGT)
	DA (H)	FVR	OCH	MDA (H)	FVR	OCH	MDA (H)	VIS	MDA (H)	VIS	
A	500 (200)	550	157	600 (300)	750	296	860 (560)	1500	1000 (700)	1500	4 1580 (1283) 3 1260 (963) 2 940 (643) 1 620 (323)
B			166				900 (600)	1600	1040 (860)	1600	
C			180				-	-	-	-	
D			190				-	-	-	-	

Observations / Remarks : (1) MVL CAT C et D interdites / Circling CAT C and D prohibited.

FAF - THR	4.6 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		3 min 57	3 min 15	2 min 46	2 min 24	2 min 07	1 min 44	1 min 30
		365	445	525	605	685	835	965

**CARTE D'AERODROME**  
Aerodrome chart

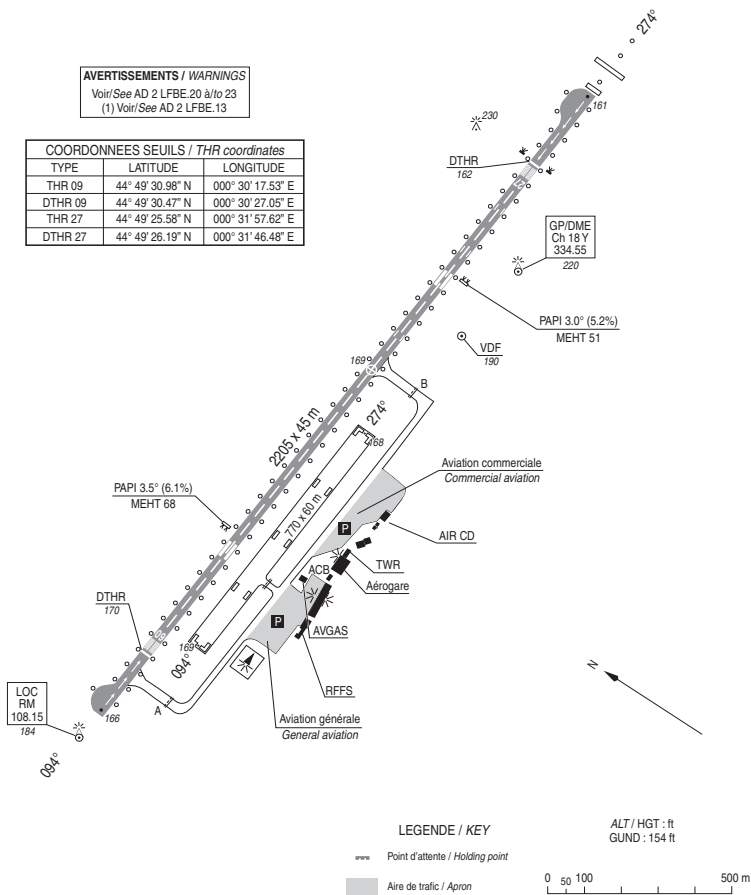
ATIS BERGERAC  
127.480 ☎ 05 53 63 53 55

**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



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	NIL	LIH/LIL	2145 (1)	2145 (1)	2145 (1)	1935 (1)	Revêtuée Paved	43 F/C/W/T	550*	550*	550*	-
27	420 m LIH	LIH/LIL	2205	2205	2205	1960			550*	550*	550*	-
									* Absence ATS : 800 m			

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
RM Ch 18Y (108.15)	<b>44°49'22.8"N - 000°31'33.1" E</b>
	<i>44°49.38'N - 000°31.55'E</i>
BE090	<b>44°49'09.9"N - 000°36'45.3" E</b>
	<i>44°49.17'N - 000°36.76'E</i>
BE091	<b>44°55'18.5"N - 000°17'28.0" E</b>
	<i>44°55.31'N - 000°17.47'E</i>
BE272	<b>44°43'24.5"N - 000°48'17.1" E</b>
	<i>44°43.41'N - 000°48.29'E</i>
BE274	<b>44°44'23.2"N - 000°30'34.3" E</b>
	<i>44°44.39'N - 000°30.57'E</i>
FBE09	<b>44°49'57.9"N - 000°21'51.1" E</b>
	<i>44°49.97'N - 000°21.85'E</i>
IBE27	<b>44°48'29.6"N - 000°48'51.0" E</b>
	<i>44°48.49'N - 000°48.85'E</i>

**APPROCHE AUX INSTRUMENTS**

**BERGERAC DORDOGNE PERIGORD**

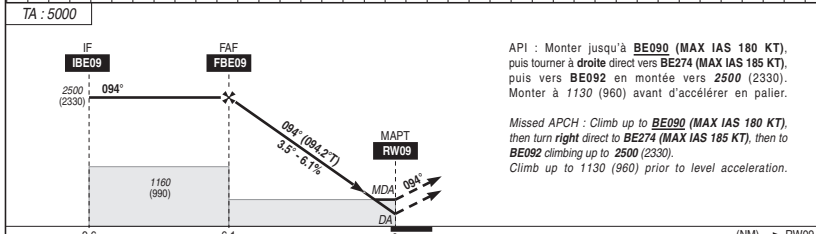
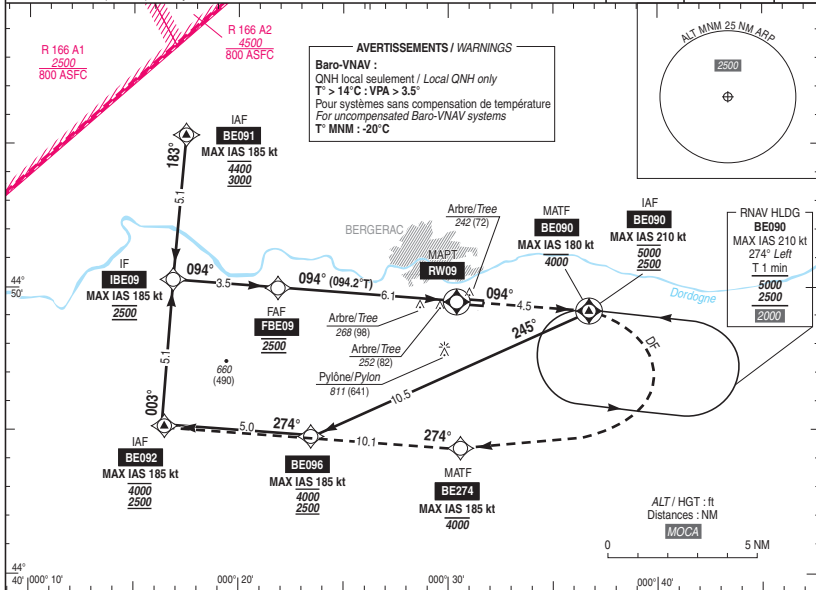
Instrument approach

CAT A B C

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

RNP RWY 09

<p>ATIS BERGERAC 127.480 APP : AQUITAINE Approch/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><b>RNP APCH</b></p>	<p>EGNOS Ch 41125 E09A RDH/TCH : 49</p>	<p>VAR 1°E (2020)</p>
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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 <sup>(1)</sup>						LNAV				MVL / Circling <sup>(1)</sup>				MVL / Circling <sup>(1)</sup>						
	DA (H)		RVR		OCH		DA (H)		RVR		OCH		MDA (H)		RVR		OCH		MDA (H)		VIS		MDA (H)		VIS		
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS			
A	420 (250)	1300	181	206	420 (250)	1300	218	232	520 (350)	1500	1500	344	1110 (940)	1500	1350 (1180)	1500	1350 (1180)	1500	1350 (1180)	1500	1350 (1180)	1500	1350 (1180)	1500	1350 (1180)	1500	
B																											
C																											

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
VSP (ft/min)		435	495	555	620	680	745	805	865	930	990

**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

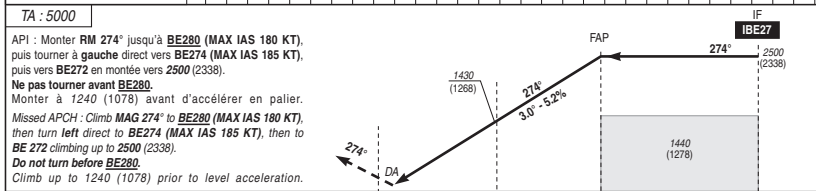
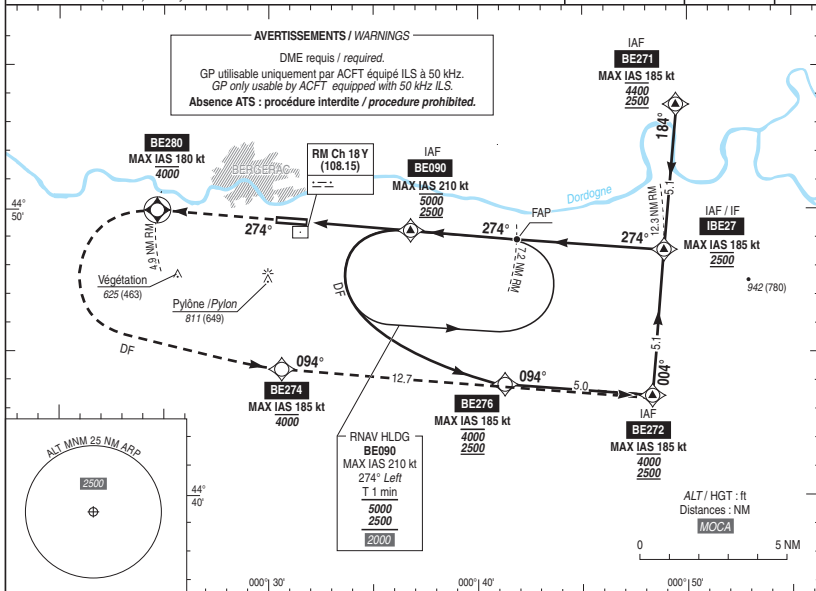
Absence ATS : A/A (119.800) FR seulement. Obtenir QNH BORDEAUX MERIGNAC auprès d'AQUITAINE APP.

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)



DTHR 27 ← (NM) 0 3.8 7.1 12.2  
DME RM ← (NM) 0 3.8 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

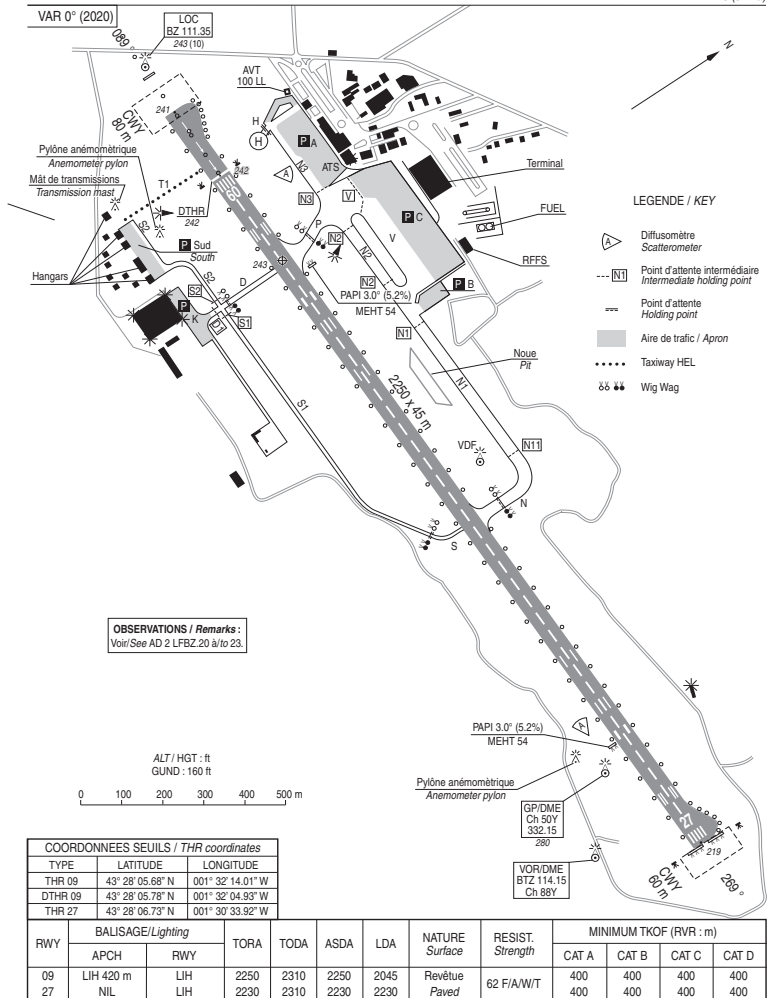
CAT	ILS			MVL / Circling (1)		MVL / Circling (1) absence ATS HJ seulement/only		REF HGT : ALT DTHR
	DA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	
A				146	1110 (950)	1500	1350 (1190)	1500
B	370 (200)	750		158	1110 (950)	1600	1350 (1190)	1600
C				166	1210 (1050)	2400	1450 (1290)	2400

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.

**CARTE D'AERODROME**  
Aerodrome chart

ATIS BIARRITZ : 128.230 ☎ 05 59 22 43 72  
GND (SOL) : 121.950

**BIARRITZ PAYS BASQUE**  
43 28 06 N - 001 31 52 W  
ALT AD : 245 (9 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BZ 341 NDB	<b>43°28'13.9"N - 001°24'13.3"W</b>
	<i>43°28.23'N - 001°24.22'W</i>
BTZ 114.15 Ch 88Y VOR-DME	<b>43°27'59.9"N - 001°30'37.0"W</b>
	<i>43°28.00'N - 001°30.62'W</i>
BZ Ch 50Y (111.35)	<b>43°28'02.7"N - 001°30'46.9"W</b>
	<i>43°28.05'N - 001°30.78'W</i>
MONOX	<b>43°37'19.5"N - 001°20'14.0"W</b>
	<i>43°37.33'N - 001°20.23'W</i>
OSGOT	<b>43°37'30.0"N - 001°34'56.9"W</b>
	<i>43°37.50'N - 001°34.95'W</i>
FAF VOR RWY09	<b>43°28'12.0"N - 001°37'20.4"W</b>
	<i>43°28.20'N - 001°37.34'W</i>
FAF LOC RWY27	<b>43°28'12.1"N - 001°20'56.4"W</b>
	<i>43°28.20'N - 001°20.94'W</i>



**APPROCHE AUX INSTRUMENTS**

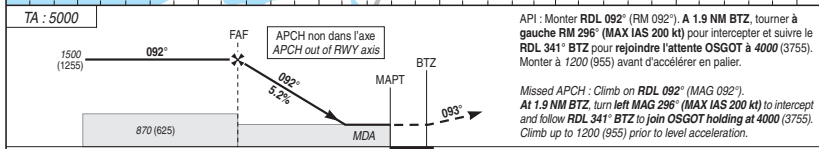
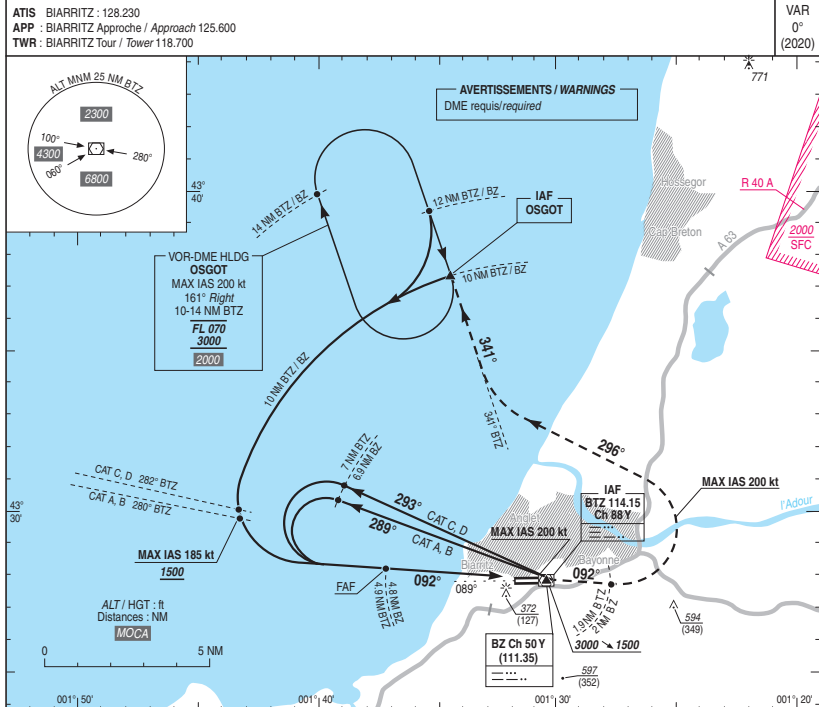
Instrument approach

CAT A B C D

**BIARRITZ PAYS BASQUE**

ALT AD : 245 (9 hPa), DTHR : 242

VOR RWY 09



API : Monter RDL 092° (RM 092°). A 1.9 NM BTZ, tourner à gauche RM 296° (MAX IAS 200 kt) pour intercepter et suivre le RDL 341° BTZ pour rejoindre l'attente OSGOT à 4000 (3755). Monter à 1200 (955) avant d'accélérer en palier.  
Missed APCH : Climb on RDL 092° (MAG 092°).  
At 1.9 NM BTZ, turn left MAG 296° (MAX IAS 200 kt) to intercept and follow RDL 341° BTZ to join OSGOT holding at 4000 (3755). Climb up to 1200 (955) 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 AD

CAT	VOR			MVL / Circling (1)			DME BTZ			DME BZ			
	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	4	3	NM	4	3		
A	630 (380)	1300	377	720 (470)	1500	4	3	4	4	3	3		
B				900 (650)	1600	3	3	3	3	3	3	3	
C				1000 (750)	2400	3	3	3	3	3	3	3	3
D				1070 (820)	3600	3	3	3	3	3	3	3	3

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

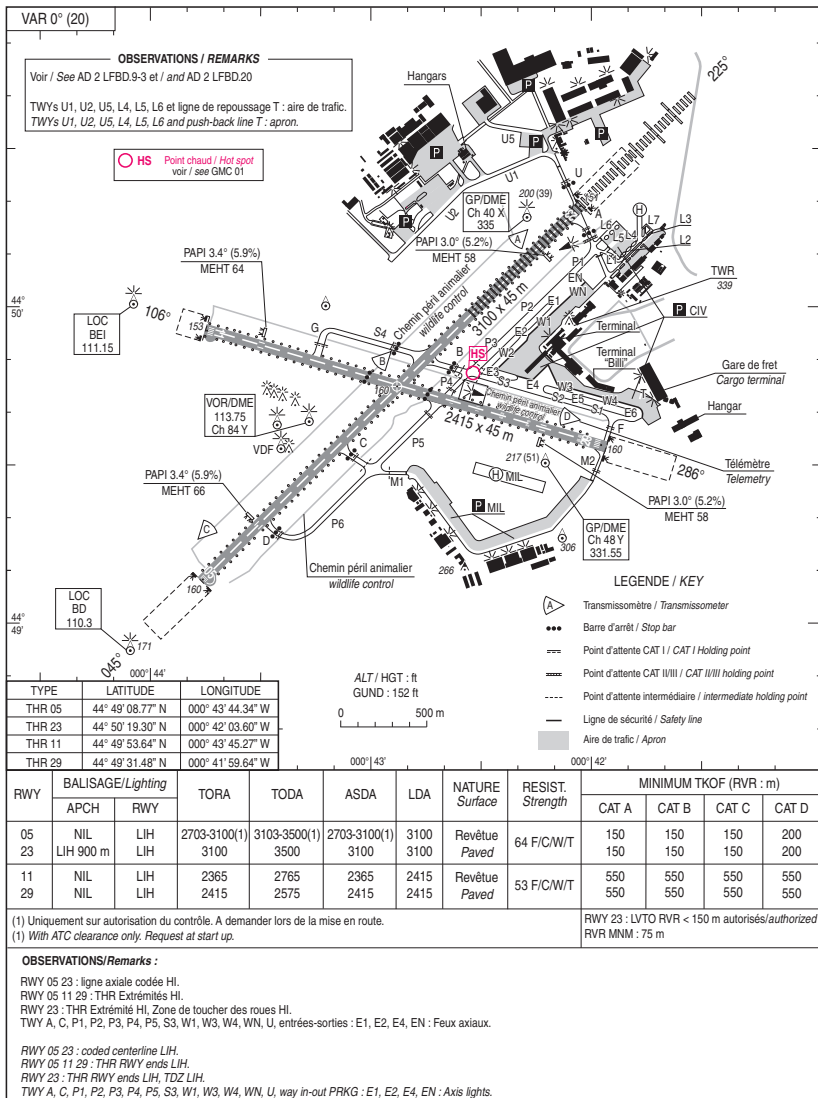
FAF - DTHR	3.8 NM	3 min 15	2 min 51	2 min 32	2 min 16	1 min 59	1 min 45	1 min 34	1 min 25	1 min 18	1 min 14
VSP (ft/min)		370	420	475	530	610	690	770	850	930	980



**CARTE D'AERODROME**  
Aerodrome chart

ATIS : 131.155 ☎ 05 57 92 81 04  
GND (SOL) : 121.900 - 121.730

**BORDEAUX MERIGNAC**  
44 49 43 N - 000 42 55 W  
ALT AD : 166 (6 hPa)



IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BD 393 NDB	<b>44°56'06.8"N - 000°33'44.1"W</b>
	<i>44°56.11'N - 000°33.74'W</i>
BE 318 NDB	<b>44°52'14.1"N - 000°23'52.1"W</b>
	<i>44°52.24'N - 000°23.87'W</i>
NB 361 NDB	<b>45°08'51.0"N - 000°32'59.7"W</b>
	<i>45°08.85'N - 000°33.00'W</i>
BMC 113.75 Ch 84Y VOR-DME	<b>44°49'37.0"N - 000°43'16.0"W</b>
	<i>44°49.62'N - 000°43.27'W</i>
BD Ch 40X (110.3)	<b>44°50'15.8"N - 000°42'18.5"W</b>
	<i>44°50.26'N - 000°42.31'W</i>
BEI Ch 48Y (111.15)	<b>44°49'30.8"N - 000°42'14.0"W</b>
	<i>44°49.51'N - 000°42.23'W</i>
DIRAX	<b>44°33'07.7"N - 000°27'15.8"W</b>
	<i>44°33.13'N - 000°27.26'W</i>
ETPAR	<b>45°11'45.3"N - 000°51'42.4"W</b>
	<i>45°11.76'N - 000°51.71'W</i>
LIBRU	<b>44°53'22.8"N - 000°11'23.7"W</b>
	<i>44°53.38'N - 000°11.40'W</i>
VAGNA	<b>45°05'43.3"N - 000°20'14.2"W</b>
	<i>45°05.72'N - 000°20.24'W</i>
IBD11	<b>44°52'25.6"N - 000°55'53.8"W</b>
	<i>44°52.43'N - 000°55.90'W</i>
FAF LOC + DME RWY23	<b>44°56'28.0"N - 000°33'14.7"W</b>
	<i>44°56.47'N - 000°33.25'W</i>

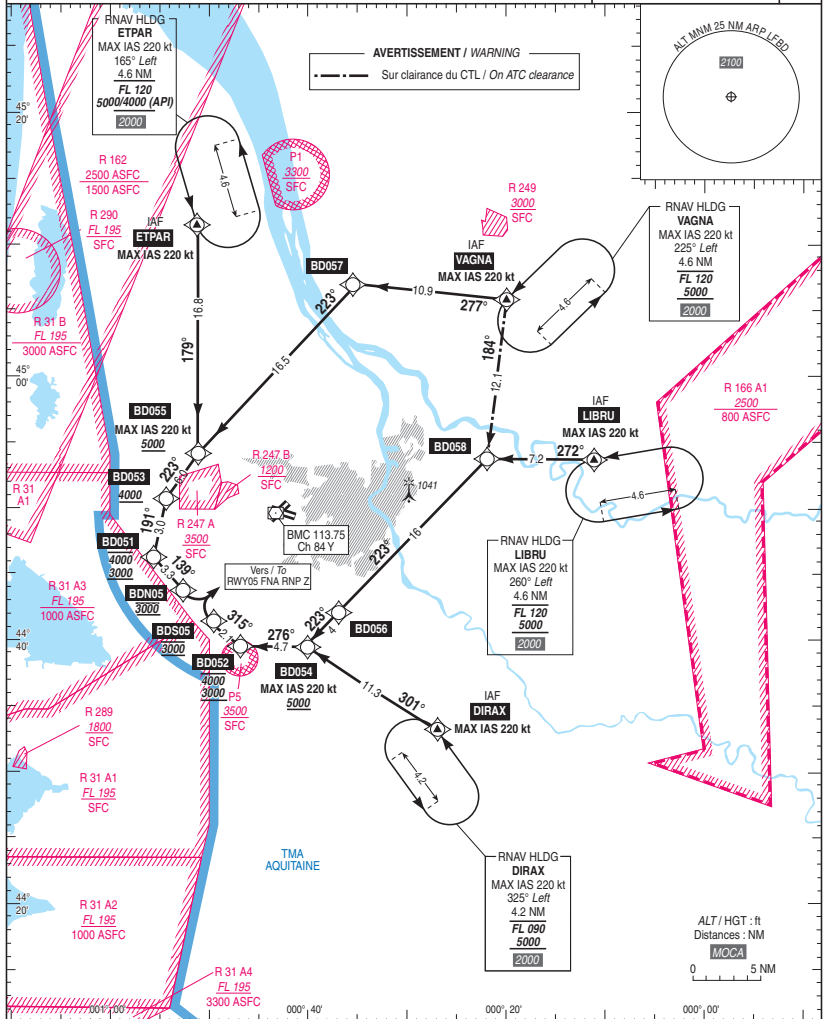
**APPROCHE AUX INSTRUMENTS**  
Instrument approach

**BORDEAUX MERIGNAC**

CAT A B C D

INA RNAV Z RWY 05

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

**BORDEAUX MERIGNAC**

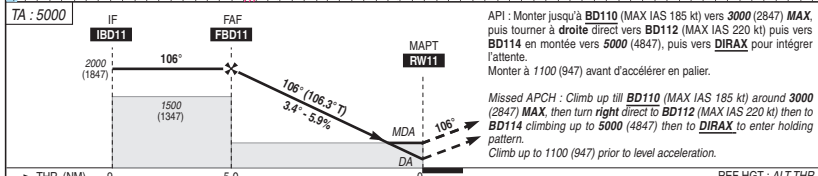
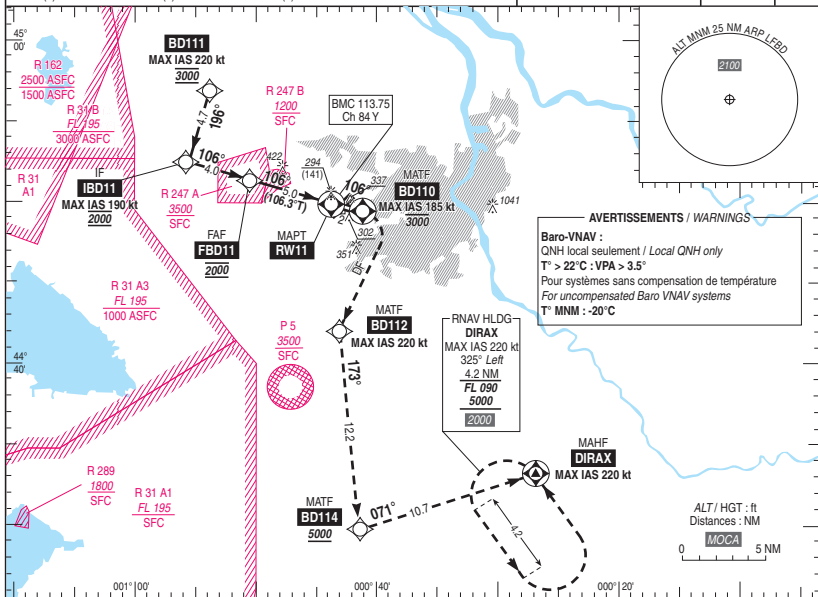
Instrument approach  
CAT A B C D

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

FNA RNP RWY 11

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

<b>RNP APCH</b> Fonctionnalité d'attente RNAV requise RNAV holding functionality required	<b>EGNOS</b> Ch 50040 <b>E11A</b> RDHTCH : 49	<b>VAR</b> 0° (2020)
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MMN 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 RW11 NM ALT (HGT)
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	
A	410 (250)	1300	207	430 (280)	1300	275	1500	1500	1500	640 (480)	1500	4
B			221	450 (290)	1400	289	550 (390)	1500	1800	670 (520)	1600	3
C			231	460 (310)	1400	306		1800	1800	820 (670)	2400	2
D			242	490 (340)	1500	335		1800	1800	870 (720)	3600	1

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 4 min 17	80 kt 3 min 45	90 kt 3 min 20	100 kt 3 min 00	115 kt 2 min 37	130 kt 2 min 18	145 kt 2 min 04	160 kt 1 min 53	175 kt 1 min 43	185 kt 1 min 37
VSP (ft/min)		420	480	540	600	690	780	870	960	1050	1110



**APPROCHE AUX INSTRUMENTS**

**BORDEAUX MERIGNAC**

Instrument approach

FNA ILS CAT I ou/ou

CAT A B C D

FNA ILS CAT II et/and CAT III ou/ou

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

FNA LOC RWY 23

ATIS : MERIGNAC : 131.155

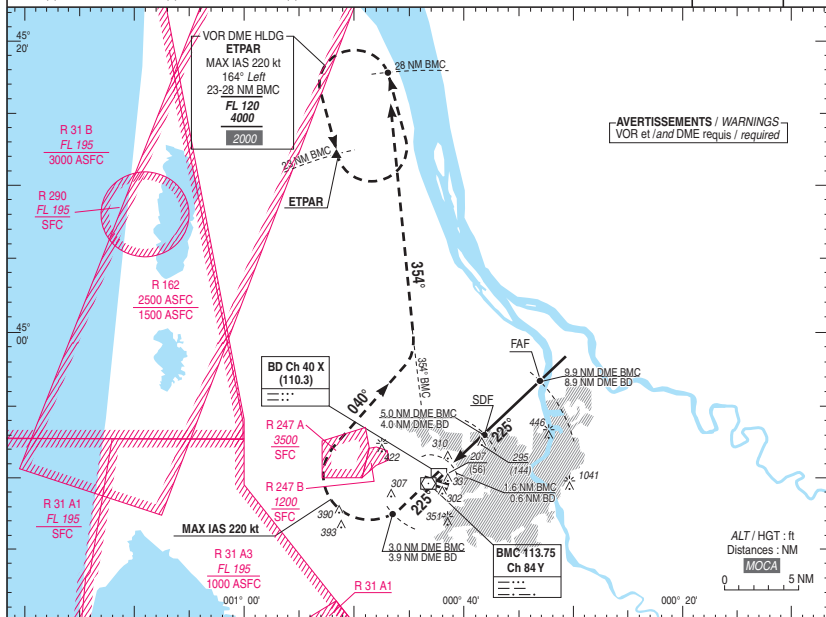
APP : AQUITAINE Approche / Approach 129.875 (1) 119.275 (2) 126.730 (s)

ILS - DME  
BD 110.3  
RDH : 54  
VAR  
0°  
(2020)

MERIGNAC Approche / Approach 121.200 (3)

TWR : MERIGNAC Tour / Tower 118.300

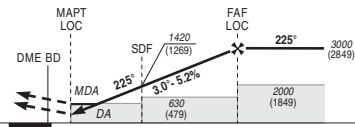
(1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction



TA : 5000

API : Monter dans l'axe. A 3.9 NM BD, 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 au palier.

Missed APCH : Climb straight ahead. At 3.9 NM BD 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	ILS			LOC			MVL/Circling (1)		DME BMC														
	DA (H)	RVR	OCH ILS CAT 1	OCH ILS CAT 2 (2)	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	DME BD												
											ALT (HGT)	3	4	5	6	7	8	9					
A	360 (200)	550	137	49	550 (400)	1100	391	640 (490)	1500	3	810	1130	1440	1760	2080	2440	2760						
B			145	59				670 (520)	1600	4	659	970	1289	1609	1929	2249	2569						
C			159	72				820 (670)	2400	5	1289	1609	1929	2249	2569								
D/DL			173	85				870 (720)	3600														

Observations/Remarks : (1) MVL interdites au Sud-Est de la piste. (2) Base OCH ILS CAT II et CAT I : Plan sol.  
(1) Circling prohibited SE of RWY (2) OCH base ILS CAT II and CAT I : Ground.

	70 kt	80 kt	90 kt	100 kt	115 kt	130 kt	145 kt	160 kt	175 kt	185 kt
FAF - THR	8.8 NM	7 min 31	6 min 35	5 min 51	5 min 16	4 min 35	4 min 03	3 min 38	3 min 17	2 min 51
VSP (ft/min)	370	425	480	530	610	690	770	850	925	980



**APPROCHE AUX INSTRUMENTS**

**BORDEAUX MERIGNAC**

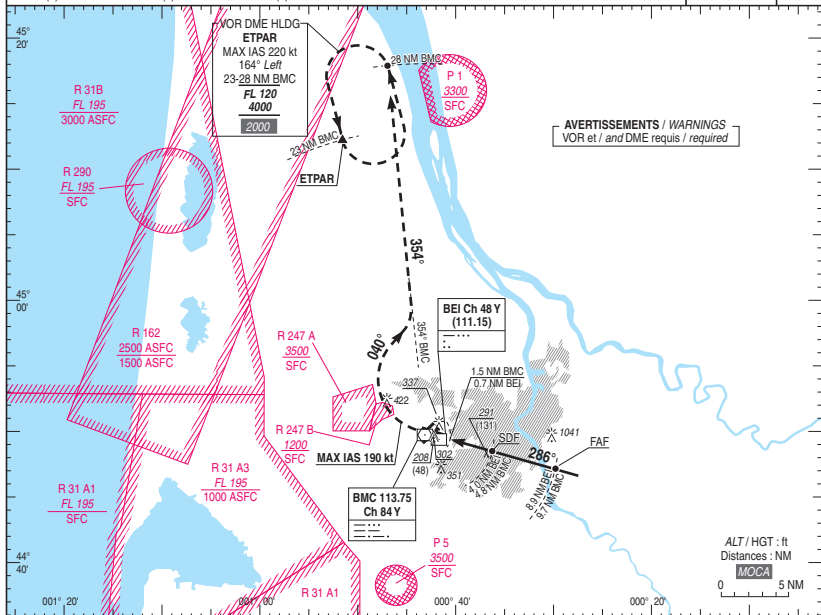
Instrument approach

CAT A B C D

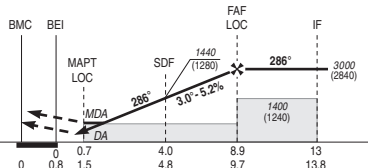
ALT AD : 166, THR : 160 (6 hPa)

FNA ILS ou / or LOC RWY 29

<b>ATIS MERIGNAC 131.155</b> <b>APP :</b> AQUITAINE Approch/Approach 129.875 (1) 119.275 (2) 126.730 (s) MERIGNAC Approch/Approach 121.200 (3) <b>TWR :</b> MERIGNAC Tour/Tower 118.300 (1) Secteur / Sector BW (2) Secteur / Sector BE (3) Sur instruction du CTL / On ATC instruction	<b>ILS - DME</b> <b>BEI 111.15</b> RDH : 50	<b>VAR</b> 0° (2020)
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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 au 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)	0	0.8	1.5	4.0	4.8	8.9	9.7	13.8
DME BMC ← (NM)	0	0.8	1.5	4.0	4.8	8.9	9.7	13.8

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

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

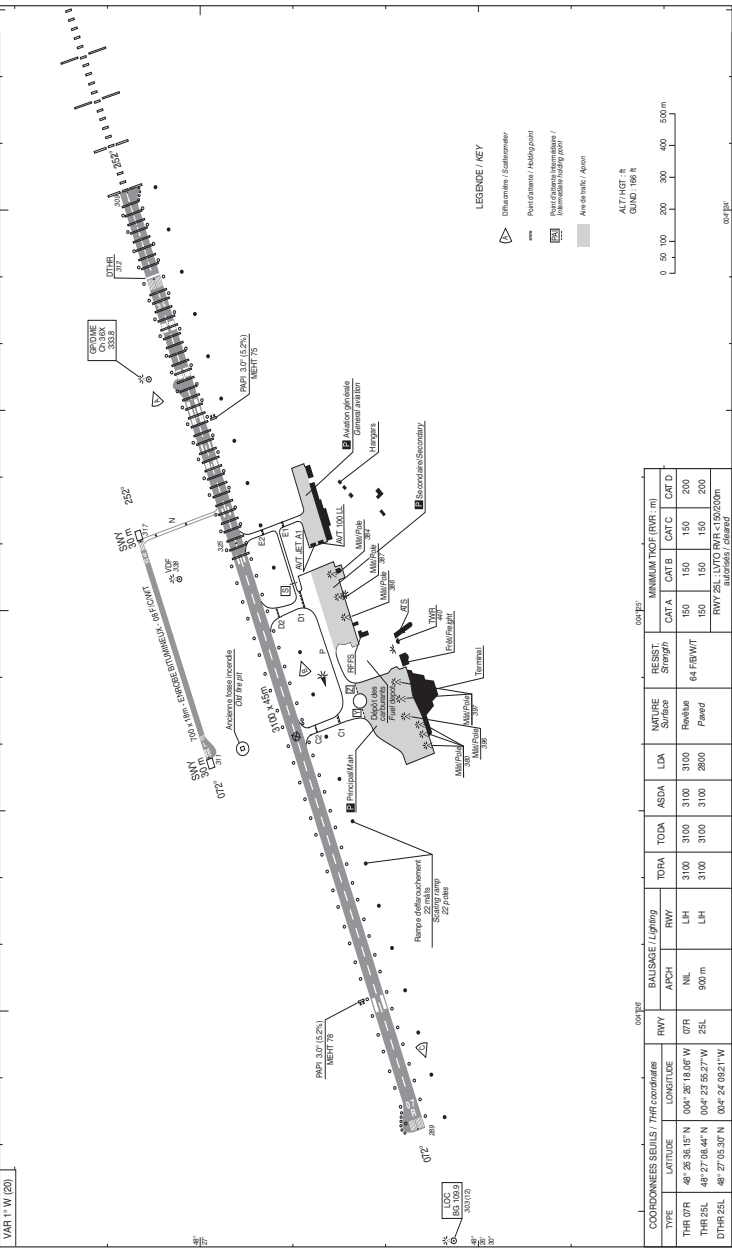
Observations/Remarks : (1) MVL interdites au Nord de la piste.  
 (1) Circling prohibited N of RWY.

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





AIP FRANCE  
 AD 2 LRFB ADC 01  
 10 AUG 23  
**BREST BRETAGNE**  
 ATIS BRETAGNE 129.355 ☞ 02.98.30.02.02  
 48 26 50 N - 004 25 18 W  
 ALT AD : 352 (12 ft APL)  
**CARTE D'AERODROME**  
 Aerodrome chart  
 VAR 1° W (20)



**LEGENDRE / KEY**

- Distance / Scalometer
- Point d'altitude / Holding point
- Point d'altitude temporaire / Intermediate holding point
- Aire de trafic / Apron

**ALT / HGT - R**  
 GND: 166 ft

0 50 100 200 300 400 500 m

0 50 100 200 300 400 500 ft

0 50 100 200 300 400 500 m

0 50 100 200 300 400 500 ft

**COORDONNEES SEILS / THR coordinates**

TYPE	LATITUDE	LONGITUDE
THR 07R	48° 26 36.15' N	004° 26' 18.05' W
THR 25L	48° 27' 08.44' N	004° 25' 52.77' W
DTHR 25L	48° 27' 05.50' N	004° 24' 09.21' W

**BALISAGE / Lighting**

RWY	APCH	RWY

**TOBA**

TOBA	ASDA	LDA	MSURF Strength	RESIST Strength
3100	3100	3100	Rehab	64 FBWWT
3100	3100	2800	Paved	

**MINIMUM T/OFF (RPL - m)**

CAT A	CAT B	CAT C	CAT D
150	150	150	200
150	150	150	200

RWY ZSL: LVTO R/R < 150/200m autograss / célergras

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
GU 338 NDB	<b>48°28'39.7"N - 004°17'07.8"W</b>
	<i>48°28.66'N – 004°17.13'W</i>
BG Ch 36X (109.9)	<b>48°27'06.2"N - 004°24'24.1"W</b>
	<i>48°27.10'N – 004°24.40'W</i>
LDV Ch98Y TACAN	<b>48°31'41.8"N - 004°09'22.7"W</b>
	<i>48°31.70'N – 004°09.38'W</i>
BODIL	<b>48°31'23.4"N - 004°05'09.3"W</b>
	<i>48°31.39'N – 004°05.16'W</i>
FB07R	<b>48°24'55.1"N - 004°33'42.9"W</b>
	<i>48°24.92'N – 004°33.72'W</i>
IB07R	<b>48°23'55.0"N - 004°38'06.9"W</b>
	<i>48°23.92'N – 004°38.12'W</i>
RB504	<b>48°29'11.8"N - 004°42'43.1"W</b>
	<i>48°29.20'N – 004°42.72'W</i>
RB510	<b>48°27'28.2"N - 004°22'27.6"W</b>
	<i>48°27.47'N – 004°22.46'W</i>
FAF - FAP ILS Z RWY25L	<b>48°29'44.23"N - 004°12'21.2"W</b>
	<i>48°29.74'N – 004°12.35'W</i>

FREQ :

ATIS BRETAGNE 129.355  
 TWR BRETAGNE Ground / Tower : 120.100  
 TWR LANDI 119.200  
 APP IROISE Approach : 125.860  
 APP LANDI 122.400

**APPROCHE AUX INSTRUMENTS**

**BREST BRETAGNE**

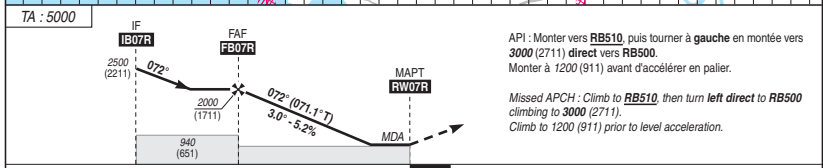
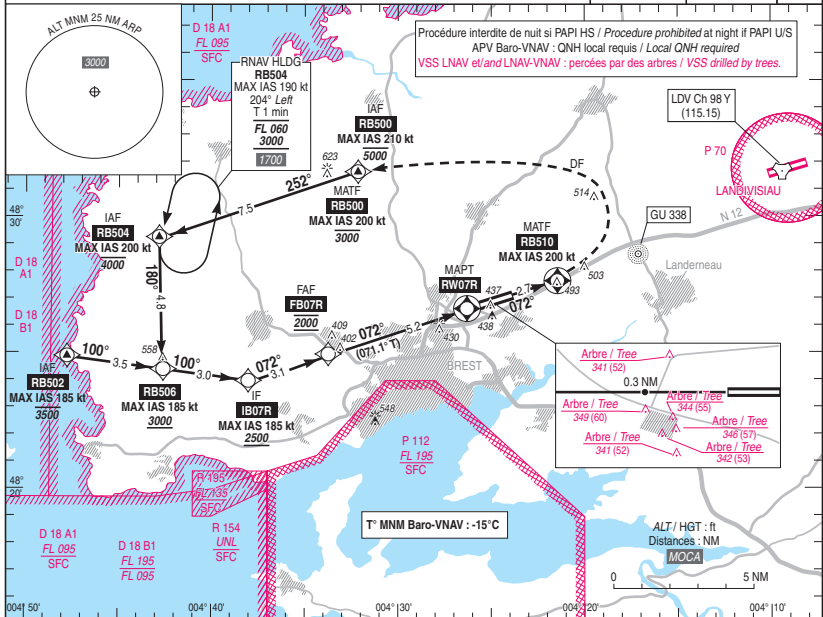
Instrument approach

CAT A B C D

ALT AD : 325, THR : 289 (11 hPa)

**RNP RWY 07R**

FREQ : Voir / See AD 2 LFRB COM 01	RNP APCH	EGNOS Ch 51177 E07 A RDH : 49	VAR 1° W (20)
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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 <sup>(1)</sup>		DIST RW07R
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	
A			212	560 (270)	1300	262	1500	1500		790 (500)	1500	5
B	540 (250)	1300	224	570 (280)	1300	273	680 (390)	1500	387	800 (510)	1600	4
C			233	570 (290)	1400	281	1800	1800		910 (620)	2400	3
D			243	580 (290)	1400	290	1800	1800		1070 (780)	3600	2

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

FAF - RW07R	5.22 NM	70 kt	4 min 28	85 kt	3 min 41	100 kt	3 min 08	115 kt	2 min 43	130 kt	2 min 25	160 kt	1 min 57	185 kt	1 min 42
VSP (ft/min)			370		450		530		610		690		850		980

**APPROCHE AUX INSTRUMENTS**

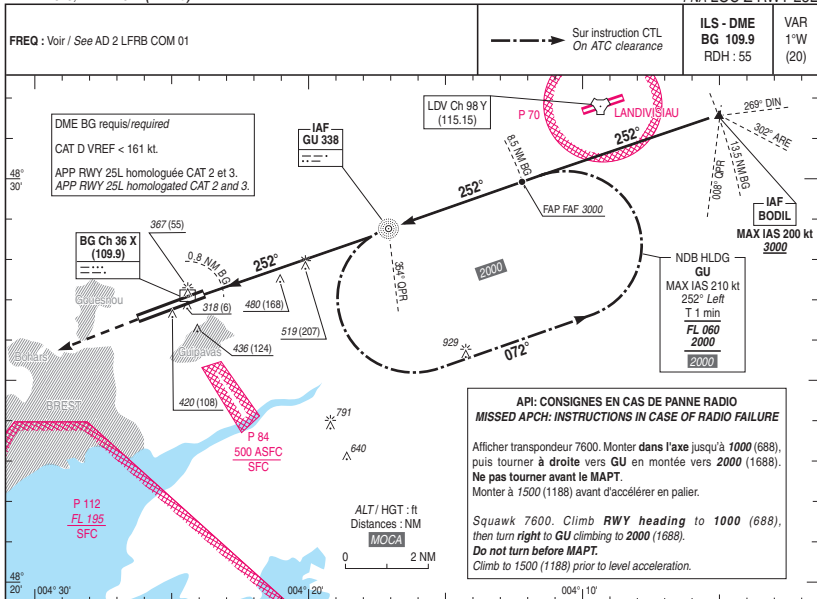
Instrument approach

CAT A B C D

ALT AD : 325, DTHR : 312 (12 hPa)

**BREST BRETAGNE**

FNA ILS Z CAT I RWY 25L ou/ou  
FNA ILS Z CAT II et/and III RWY 25L ou/ou  
FNA LOC Z RWY 25L

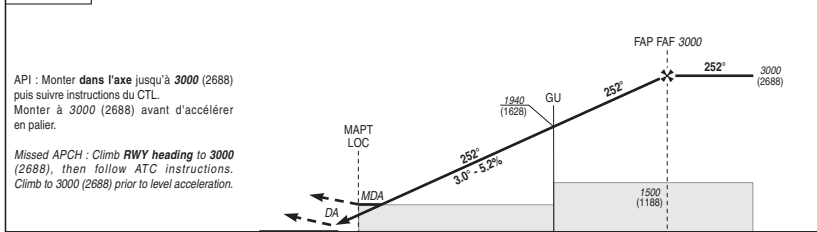


**API: CONSIGNES EN CAS DE PANNE RADIO**  
**MISSED APCH: INSTRUCTIONS IN CASE OF RADIO FAILURE**

Afficher transpondeur 7600. Monter dans l'axe jusqu'à 1000 (688), puis tourner à droite vers GU en montée vers 2000 (1688). Ne pas tourner avant le MAPT.  
Monter à 1500 (1188) avant d'accélérer en palier.

Squawk 7600. Climb RWY heading to 1000 (688), then turn right to GU climbing to 2000 (1688). Do not turn before MAPT. Climb to 1500 (1188) prior to level acceleration.

TA : 5000



DTHR (NM) ← (NM) 0 0.6 4.9 8.3  
DME ATT BG (NM) ← (NM) 0.2 0.8 5.1 8.5

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 Z		LOC Z			MVL / Circling <sup>(2)</sup>		DME BG NM ALT (HGT)	2 940 (628)	3 1260 (948)	4 1580 (1268)
	DA (H)	RVR	OCH CAT 1	OCH CAT 2	MDA (H)	RVR	OCH				
A	520 (200)	550	148	53	780 (470)	1500	463	880 (570)	1500	690	800
B			160	64				890 (580)	1600		
C			177	84				1070 (760)	2400		
D			191	100				1190 (880)	3600		

Observations / Remarques : (2) MVL interdites au Sud de la piste. Circuit RWY 25L : droite / Circling prohibited South of RWY. Right hand circuit RWY 25L.

FAF 3000 - DTHR	8.3 NM	7 min 06	6 min 13	5 min 32	4 min 58	4 min 31	3 min 50	3 min 19	2 min 56	2 min 37
FAF 3000 - MAPT	7.7 NM	6 min 33	5 min 44	5 min 06	4 min 35	4 min 10	3 min 32	3 min 03	2 min 42	2 min 25
VSP (ft/min)		370	420	480	530	580	690	800	900	1010

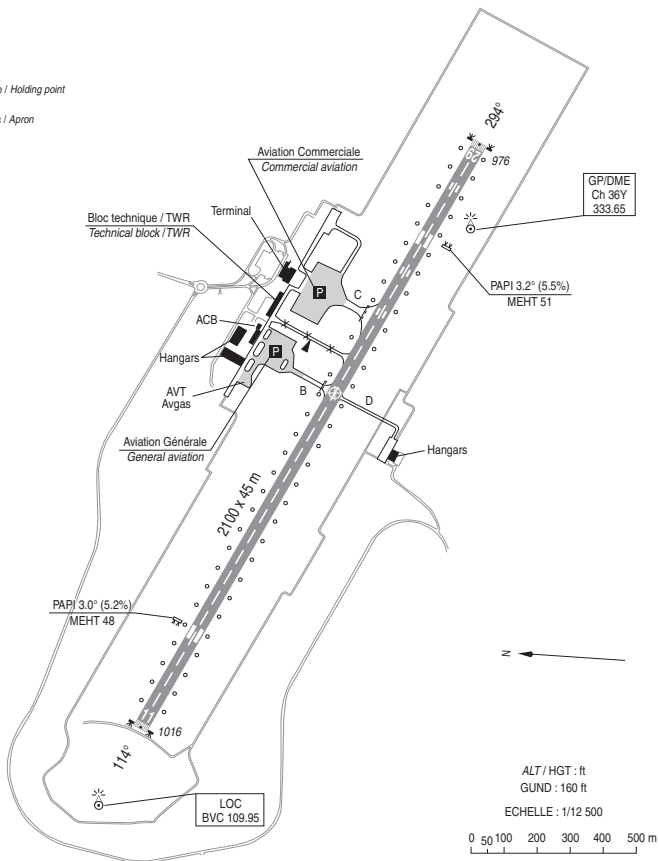
**CARTE D'AERODROME - OACI**  
Aerodrome chart

**BRIVE SOUILLAC**  
45 02 23 N - 001 29 08 E  
ALT : 1016 ft (37 hPa)

VAR 1°E (20)

LEGENDE

- Point d'attente / Holding point
- Aire de trafic / Apron



COORDONNEES SEUILS / THR coordinates

TYPE	LATITUDE	LONGITUDE	BALISAGE / Lighting :	OBSERVATIONS / Remarks :
THR 11	45° 02' 38.41" N	001° 28' 20.13" E	RWY 11/29 : THR et extrémités.	Voir / See AD 2 LFSL.20 à I/O 23
THR 29	45° 02' 10.13" N	001° 29' 47.39" E	RWY 11/29 : THR and RWY ends.	

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
11	NIL	LIH/LIL	2100	2100	2100	2100	Revêtement Paved	58 F/C/W/T	400*	400*	400*	-
29	NIL	LIH/LIL	2100	2100	2100	2100			400*	400*	400*	-

\* Absence ATS : 550 m.

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BSC 351 NDB	<b>44°59'42.6"N - 001°37'19.4"E</b>
	<i>44°59.71'N - 001°37.32'E</i>
BVC Ch 36Y (109.95)	<b>45°02'10.9"N - 001°29'32.0"E</b>
	<i>45°02.18'N - 001°29.53'E</i>
ISL11	<b>45°06'39.1"N - 001°15'54.2"E</b>
	<i>45°06.65'N - 001°15.90'E</i>
FSL11	<b>45°05'09.6"N - 001°20'32.3"E</b>
	<i>45°05.16'N - 001°20.54'E</i>
SL504	<b>45°07'51.8"N - 001°25'47.5"E</b>
	<i>45°07.86'N - 001°25.79'E</i>

**APPROCHE AUX INSTRUMENTS**

**BRIVE SOULLAC**

Instrument approach

CAT A B C

ALT AD : 1016, THR : 1016 (37 hPa)

RNP RWY 11

APP : LIMOGES Approche/Approach 118.080

TWR : BRIVE Tour/Tower 121.125

AFIS : BRIVE Information 121.125

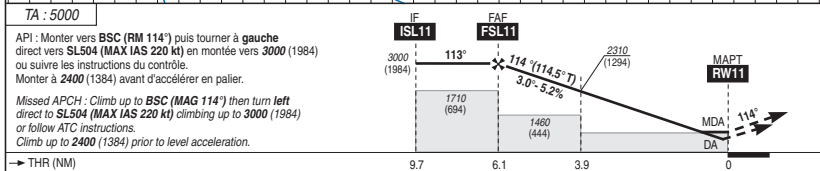
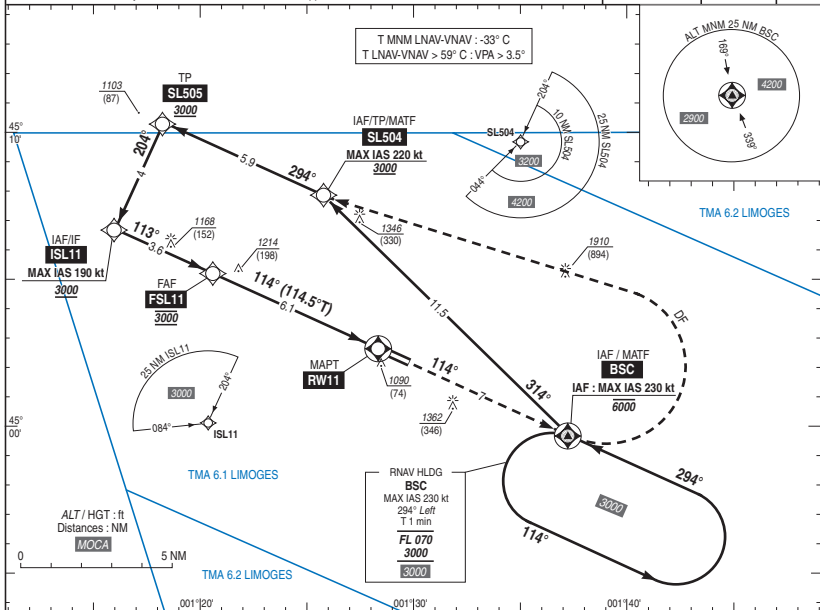
Absence ATS : A/A FR seulement. Obtenir QNH de BRIVE auprès de LIMOGES Approche.

A/A FR only. Obtain BRIVE QNH on LIMOGES Approach.

RNP APCH

EGNOS  
Ch 98046  
E11A  
RDH : 49

VAR  
1°E  
(20)



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

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				175	1270 (250)	228				1660 (650)	1500	6
B	1270 (250)	1300	187	1270 (250)	1300	236	1350 (330)	1500	330	1660 (650)	1600	5
C			199	1270 (260)		251				1760 (750)	2400	4
												3
												2
												1

Observations / Remarks : Panne de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir / see GEN IAC.  
(1) PAPI RWY 29 requis / PAPI RWY 29 required.

FAF - MAPT	6.1 NM	70 kt	5 min 13	85 kt	4 min 18	100 kt	3 min 38	115 kt	3 min 10	130 kt	2 min 48	145 kt	2 min 31	160 kt	2 min 17
VSP (ft/min)		370		450		530		610		690		770		850	

**APPROCHE AUX INSTRUMENTS**

**BRIVE SOUILLAC**

Instrument approach

CAT A B C

ALT AD : 1016, THR : 976 (35 hPa)

ILS ou/ou LOC RWY 29

APP : LIMOGES Approche/Approach 118.080

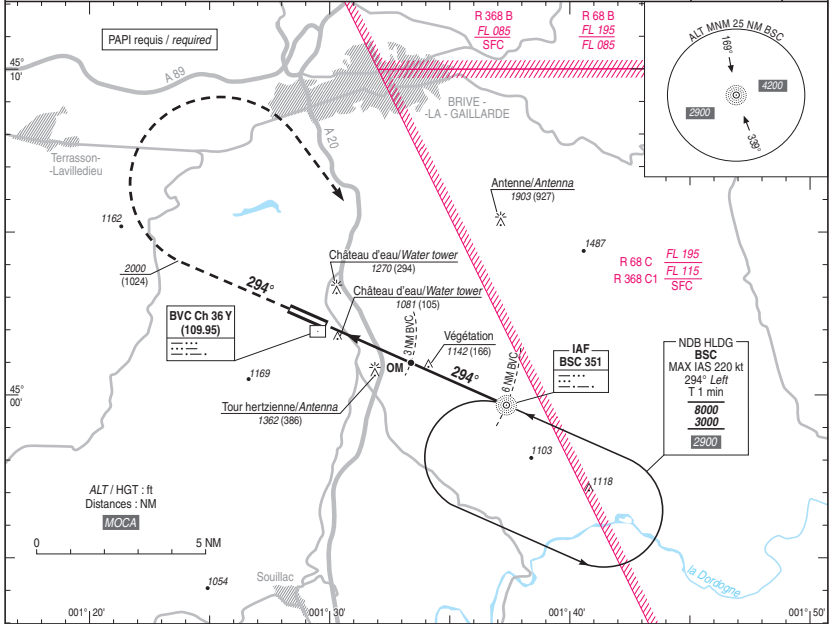
TWR : BRIVE Tour/Tower 121.125

AFIS : BRIVE Information 121.125

Absence ATS : A/A FR seulement. Obtenir QNH de BRIVE auprès de LIMOGES Approche.

A/A FR only. Obtain BRIVE QNH from LIMOGES Approach.

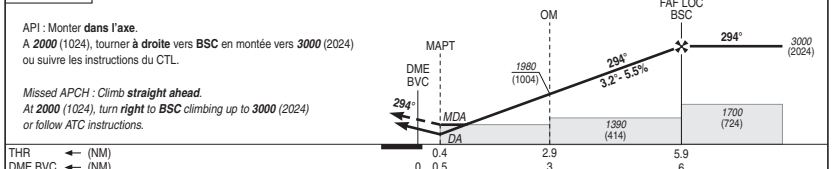
<b>ILS - DME</b>	<b>VAR</b>
<b>BVC 109.95</b>	<b>1° E</b>
<b>RDH : 49</b>	<b>(20)</b>



TA : 5000

API : Monter dans l'axe.  
A 2000 (1024), tourner à droite vers BSC en montée vers 3000 (2024) ou suivre les instructions du CTL.

Missed APCH : Climb straight ahead.  
At 2000 (1024), turn right to BSC climbing up to 3000 (2024) or follow ATC instructions.



THR ← (NM)  
DME BVC ← (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+DME			LOC			MVL / Circling		DME BVC							
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	ALT (HGT)	6 (2024)	5 (1674)	4 (1334)	3 (1004)	2 (664)	
A		149		1500			1500			1660 (680)	1500								
B	1180 (200)	1200	160	1330 (350)	1500	349	1390 (410)	1500	410	1660 (680)	1600								
C			174	1600			1900			1760 (780)	2400								

Observations/Remarks : NIL

FAF - MAPT	5.5 NM	70 kt 4 min 43	85 kt 3 min 53	100 kt 3 min 18	115 kt 2 min 52	130 kt 2 min 32	145 kt 2 min 17	160 kt 2 min 04
VSP (ft/min)		390	480	560	640	730	810	900

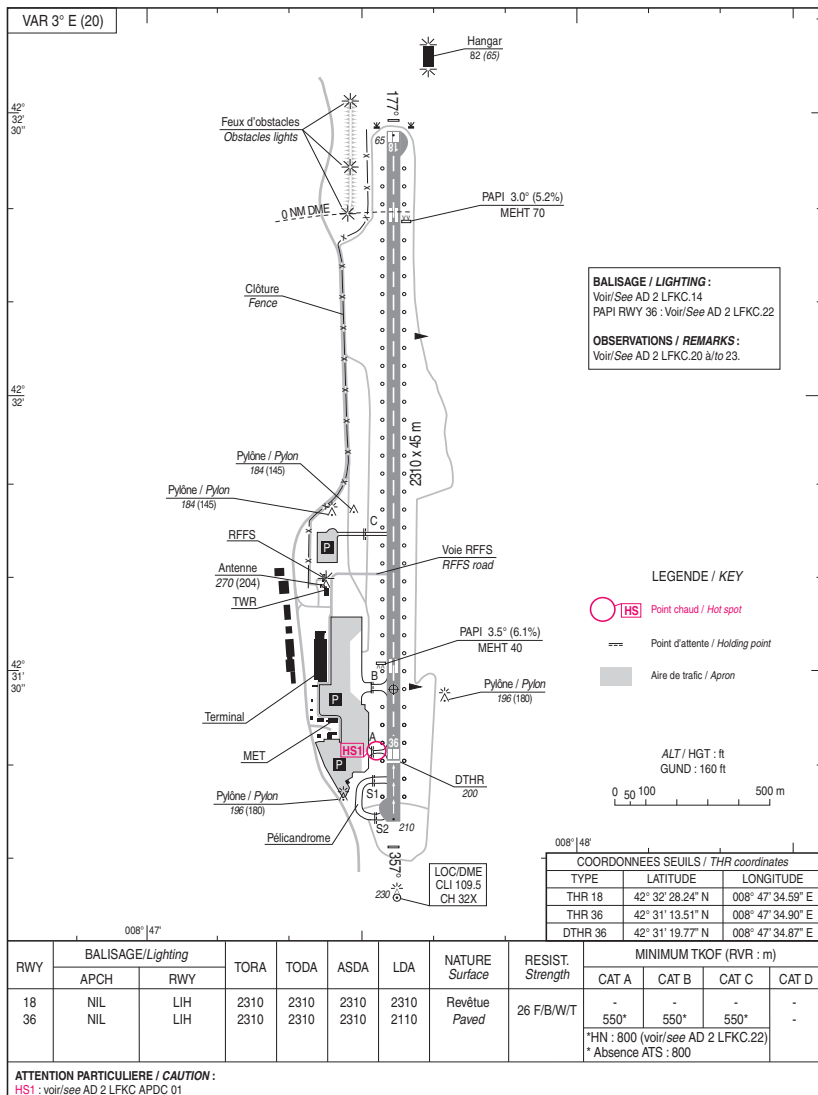




**CARTE D'AERODROME**  
Aerodrome chart

ATIS : 131.180 ☎ 04 95 65 82 49  
GND (SOL) : 121.705

**CALVI SAINTE CATHERINE**  
42 31 28 N - 008 47 35 E  
ALT AD : 210 (8 hPa)



**ATTENTION PARTICULIERE / CAUTION :**  
HS1 : voir/see AD 2 LFKC APDC 01

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CV 375 NDB	<b>42°34'37.1"N - 008°48'23.7"E</b>
	<i>42°34.62'N - 008°48.40'E</i>
CLI Ch 32X (109.5)	<b>42°31'05.3"N - 008°47'34.9"E</b>
	<i>42°31.09'N - 008°47.58'E</i>
BUNAX	<b>42°39'16.0"N - 008°39'11.0"E</b>
	<i>42°39.27'N - 008°39.18'E</i>
CALNO	<b>42°47'58.0"N - 008°21'52.0"E</b>
	<i>42°47.97'N - 008°21.87'E</i>
ILROU	<b>42°42'19.2"N - 008°47'31.7"E</b>
	<i>42°42.32'N - 008°47.53'E</i>

**APPROCHE AUX INSTRUMENTS**

**CALVI SANTA CATHERINE**

Instrument approach

CAT A B C

ALT AD : 210, THR : 65 (3 hPa)

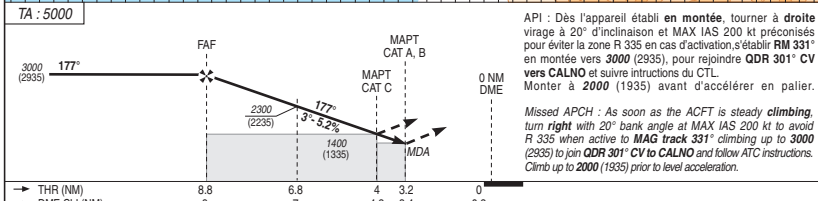
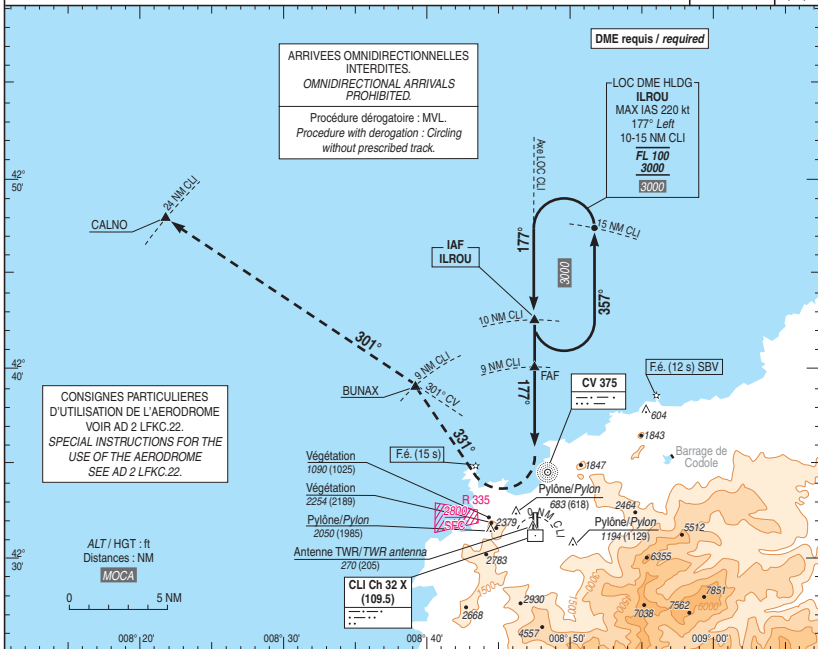
LOC RWY 18

ATIS CALVI : 131.180

APP : BASTIA Approche/Approach : 123.825 - 127.255 (s)

TWR : CALVI Tour/Tower : 123.200

LOC/DME	VAR
CLI 109.5	3° E (20)



API : Dès l'appareil établi en montée, tourner à droite virage à 20° d'inclinaison et MAX IAS 200 kt préconisés pour éviter la zone R 335 en cas d'activation, s'établir RM 331° en montée vers 3000 (2935), pour rejoindre QDR 301° CV vers CALNO et suivre intructions du CTL. Monter à 2000 (1935) avant d'accélérer en palier.

Missed APCH : As soon as the ACFT is steady climbing, turn right with 20° bank angle at MAX IAS 200 kt to avoid R 335 when active to MAG track 331° climbing up to 3000 (2935) to join QDR 301° CV to CALNO and follow ATC instructions. Climb up to 2000 (1935) prior to level acceleration.

MNM AD : distances verticales en pieds, RVR en mètres / Vertical distances in feet, RVR in meters. REF HGT : ALT THR

CAT	LOC			DME CLI					REF HGT : ALT THR	
	MDA (H)	RVR	OCH	NM	9	8	7	6		5
A	1150 (1090)		1083	ALT	2970	2620	2300	1980	1660	
B	1150 (1090)	5500	1083	(HGT)	(2905)	(2555)	(2235)	(1915)	(1595)	
C	1400 (1340)		1332							

Observations / Remarks : MVL, voir consignes particulières AD 2 LFKC.22 / Circling without prescribed track, see special instructions AD 2 LFKC.22.

FAF -THR	8.8 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
VSP (ft/min)		370	450	530	610	690	770	850





WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CVT 347 NDB	<b>48°45'33.1"N - 004°19'07.7"E</b>
	<i>48°45.55'N - 004°19.13'E</i>
VAT 367 NDB	<b>48°47'52.0"N - 004°00'58.0"E</b>
	<i>48°47.87'N - 004°00.97'E</i>
CAV 111.65 Ch 53Y VOR-DME	<b>48°46'51.9"N - 004°08'49.0"E</b>
	<i>48°46.87'N - 004°08.82'E</i>
CVD Ch 50X (111.3)	<b>48°46'39.3"N - 004°09'47.9"E</b>
	<i>48°46.66'N - 004°09.80'E</i>
CVL Ch 32Y (109.55)	<b>48°46'20.1"N - 004°12'13.8"E</b>
	<i>48°46.34'N - 004°12.23'E</i>
KELON	<b>48°48'57.0"N - 003°52'25.0"E</b>
	<i>48°48.95'N - 003°52.42'E</i>

**APPROCHE AUX INSTRUMENTS**

CHALONS VATRY

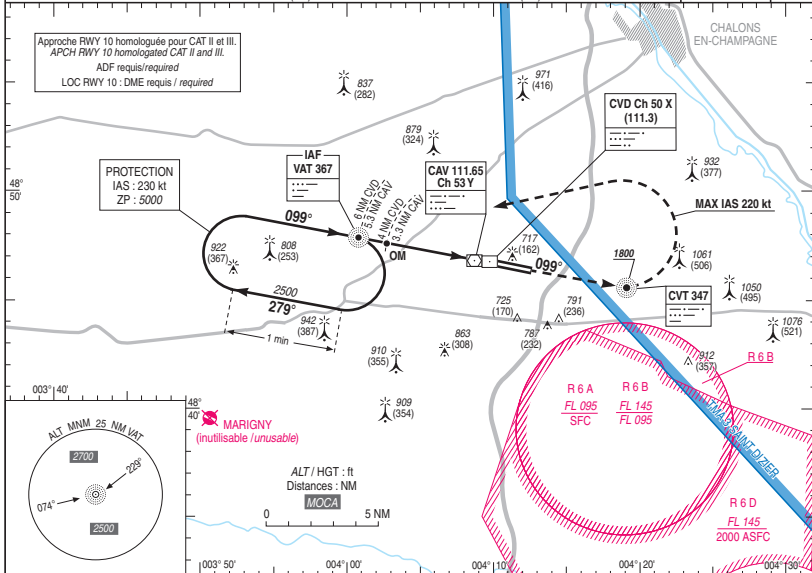
Instrument approach

CAT A B C D

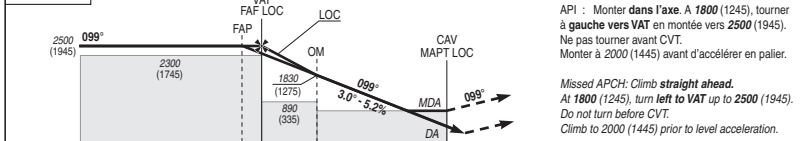
ALT AD : 586, DTHR : 555 (20 hPa)

ILSY CAT I ou/ILSY CAT II et/and III ou/LOC Y RWY 10

ATIS VATRY 136.380 APP : SEINE Approch/Approach 118.890 TW R : VATRY Tour/Tower 129.400 AFIS : VATRY Information 129.400 Absence ATIS : Obtenir QNH ORLY sur ATIS ORLY : 126.505 (FR) / Obtain ORLY QNH on ATIS ORLY : 131.355 (EN)	ILS - DME <b>CVD 111.3</b> RDH : 49	VAR 2°E (20)
---	---	--------------------



TA : 5000



API : Monter dans l'axe. A 1800 (1245), tourner à gauche vers VAT en montée vers 2500 (1945). Ne pas tourner avant CVT. Monter à 2000 (1445) avant d'accélérer en palier.

Missed APCH: Climb straight ahead.  
 At 1800 (1245), turn left to VAT up to 2500 (1945). Do not turn before CVT.  
 Climb to 2000 (1445) prior to level acceleration.

	→ DTHR (NM)	6	5.8	3.8	0.5
	→ CVD (NM)	6.2	6	4	0.7
	→ CAV (NM)	5.5	5.3	3.3	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	ILSY		LOC Y			MVL / Circling (1)		MVL / Circling (1) absence ATIS, HJ seulement/only		DME CAV								
	DA (H)	RVR	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	ALT	ALT	ALT	ALT	ALT				
A	760 (200)	550	880 (320)	750	320	1120 (570)	1500	1460 (910)	1500	2360	2040	1720	2	1090				
B						1140 (580)	1600	1480 (920)	1600	(HGT)	(1805)	(1485)	(1165)	(855)	(535)			
C						1260 (710)	2400	1600 (1050)	2400									
D						1290 (740)	3600	1630 (1080)	3600									
DL										5	4	3	2					
										ALT	ALT	ALT	ALT					
										(1595)	(1275)	(955)	(635)					

Observations / Remarks : Base OCH ILS CAT A et B / OCH base ILS CAT A et B : NIL.  
 (1) MVL CAT C et D interdites au Sud de la piste si R 6 A active / Circling CAT C et D prohibited South of RWY if R 6 A active.  
 (2) OCH ILS 1 et/and 2 CAT C : calculées pour avion large / calculated for large ACFT.

FAF - MAPT	5.3 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - DTHR	3.8 NM	4 min 33	3 min 44	3 min 11	2 min 46	2 min 27	1 min 59	1 min 43
VSP (ft/min)		3 min 15	2 min 41	2 min 17	1 min 59	1 min 45	1 min 26	1 min 14

**APPROCHE AUX INSTRUMENTS**

CHALONS VATRY

Instrument approach

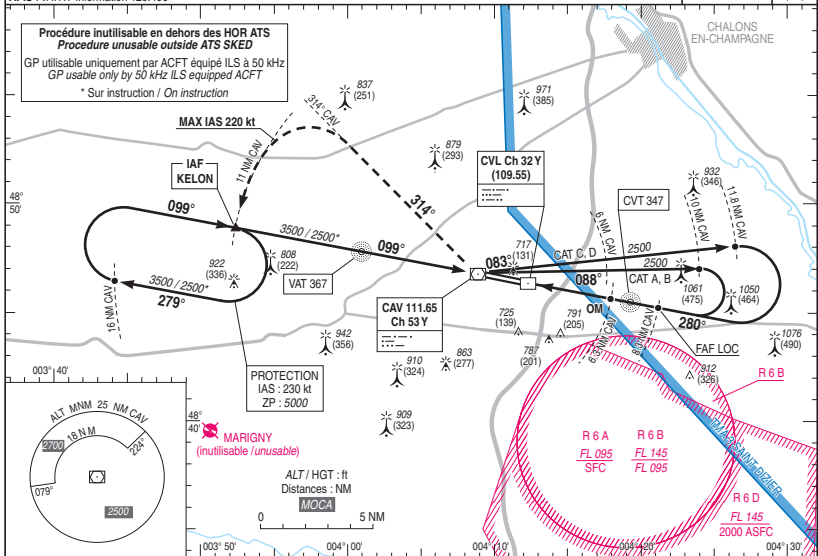
CAT A B C D

ALT AD : 586, DTHR : 586 (21 hPa)

ILS ou/ou LOC RWY 28

ATIS VATRY 136.380  
APP : SEINE Approch/Approach 118.890  
TWR : VATRY Tour/Tower 129.400  
AFIS : VATRY Information 129.400

ILS - DME	VAR
CVL 109.55	2°E
RDH : 49	(20)



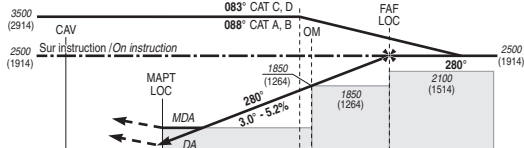
TA : 5000

ALT / HGT de sécurité non variables pour l'approche initiale / Safety ALT / HGT not valid for initial approach

API : Monter dans l'axe. A CAV, tourner à droite RDL 314° CAV (RM 314°) en montée pour intercepter 11 NM CAV et intégrer l'attente à 2500 (1914). Monter à 2000 (1414) avant d'accélérer en palier.

Missed APCH: Climb straight ahead.

At CAV, turn right RDL 314° CAV (MAG 314°) climbing to intercept 11 NM CAV and join the holding at 2500 (1914). Climb to 2000 (1414) prior to level acceleration.



DTHR ← (NM) 2.5  
DME CAV ← (NM) 0  
DME CVL ← (NM) 0.2

2.5 0 3.8 5.9  
0 2.5 6.6 8.3  
0.2 4 6 6

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		LOC+DME CAV			MVL / Circling (1)		DME CAV					
	DA (H)	RVR	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	4	5	6	7	8
A	790 (200)	186	-	-	-	1120 (540)	1500	4	1120	1440	1760	2080	2400
B	790 (200)	195	-	-	-	1140 (550)	1600	5	(534)	(854)	(1174)	(1494)	(1814)
C	800 (210)	550	910 (320)	750	319	1260 (680)	2400	6					
D	810 (220)	219	-	-	-	1290 (710)	3600	7					
DL	820 (230)	221	-	-	-	-	-	8					

Observations / Remarks : Base OCH ILS : ACFT 665 (79)

- MVL CAT C et D interdites au Sud de la piste si R 6 A active / Circling CAT C and D prohibited South of RWY if R 6 A active.
- OCH ILS CAT C : calculée pour avion large / calculated for large ACFT.

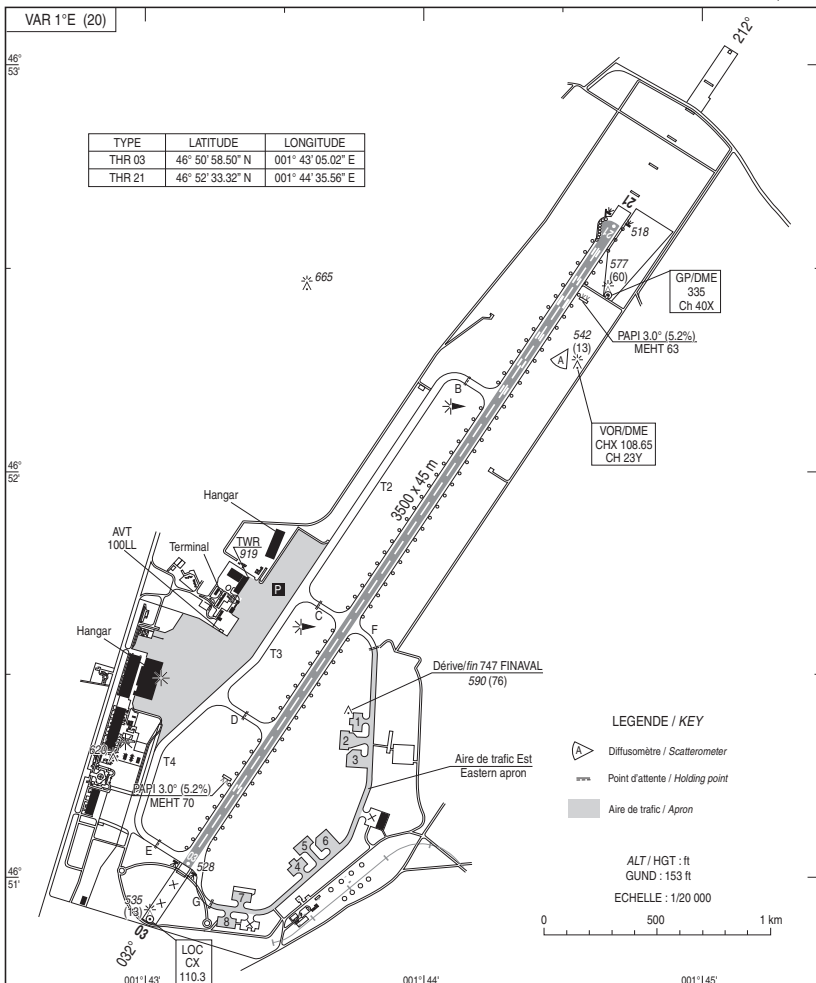
FAF - MAPT	5.9 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - DTHR	3.8 NM	5 min 03	4 min 10	3 min 32	3 min 05	2 min 43	2 min 13	1 min 55
VSP (ft/min)	3.8 NM	3 min 15	2 min 41	2 min 17	1 min 59	1 min 45	1 min 26	1 min 14





**CARTE D'AERODROME**  
Aerodrome chart

**CHATEAUROUX DEOLS**  
46 51 37 N - 001 43 16 E  
ALT AD : 529 (19 hPa)



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
03 21	NIL 900 m LIH/LIL	LIH/LIL LIH/LIL	3500 3500	3500 3500	3500 3500	3500 3500	Revêtement Paved	70 F/C/W/T	550	550	550	550

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CTX 428 NDB	<b>46°56'11.8"N - 001°48'04.1"E</b>
	<i>46°56.20'N - 001°48.07'E</i>
CHX 108.65 Ch 23Y VOR-DME	<b>46°52'16.3"N - 001°44'30.7"E</b>
	<i>46°52.27'N - 001°44.51'E</i>
CX 110.3 Ch 40X VOR-DME	<b>46°52'22.5"N - 001°44'33.7"E</b>
	<i>46°52.38'N - 001°44.56'E</i>
ROXIL	<b>47°06'31.9"N - 001°58'01.8"E</b>
	<i>47°06.53'N - 001°58.03'E</i>
ILX03	<b>46°41'15.6"N - 001°33'50.8"E</b>
	<i>46°41.26'N - 001°33.85'E</i>
FLX03	<b>46°44'36.5"N - 001°37'01.4"E</b>
	<i>46°44.61'N - 001°37.02'E</i>
LX302	<b>46°52'31.5"N - 001°35'50.9"E</b>
	<i>46°52.53'N - 001°35.85'E</i>

**APPROCHE AUX INSTRUMENTS**

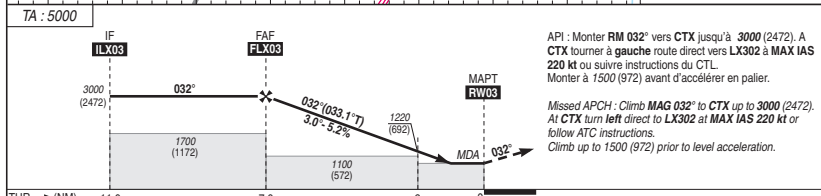
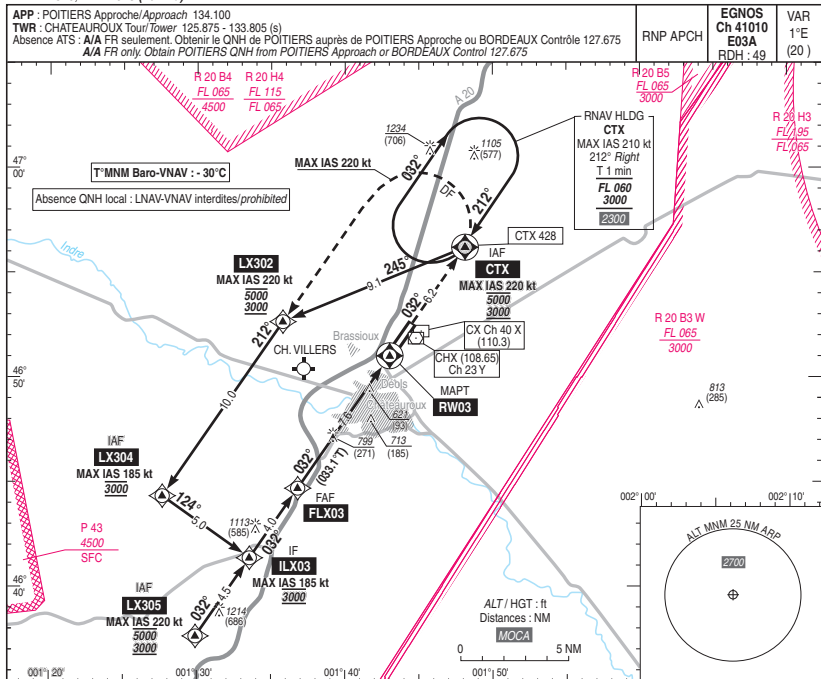
**CHATEAUROUX DEOLS**

Instrument approach

CAT A B C D

ALT AD : 529, THR : 528 (19 hPa)

**RNP RWY 03**



API : Monter RM 032° vers CTX jusqu'à 3000 (2472). A CTX tourner à gauche route direct vers LX302 à MAX IAS 220 kt ou suivre instructions du CTL. Monter à 1500 (972) avant d'accélérer en palier.

Missed APCH : Climb MAG 032° to CTX up to 3000 (2472). At CTX turn left direct to LX302 at MAX IAS 220 kt or follow ATC instructions. Climb up to 1500 (972) prior to level acceleration.

THR → (NM) 11.6 7.6 2 0  
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		MVU/Circling (1)		MVU/Circling (1)		DIST RWY03
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	
A	930 (400)	1500	175	930 (400)	1500	216	930 (400)	1500		1000 (470)	1500	1280 (750)	1500	7	2790
B	1030 (500)	1500	185	1030 (500)	1500	226	1030 (500)	1500	338	1030 (500)	1600	1310 (780)	1600	6	2480
C	1130 (600)	2400	195	1130 (600)	2400	236	1130 (600)	2400		1450 (920)	2400	1730 (1200)	2400	5	2160
D	1230 (700)	2400	205	1230 (700)	2400	246	1230 (700)	2400		1450 (920)	3600	1730 (1200)	3600	4	1850
														3	1530
														2	1210

Observations/Remarks : (1) MVL interdites à l'Est de la piste. En fonction des conditions MTO, MVL à 1500 ft AAL. (1) Circling prohibited East of RWY. Depending on MET conditions, circling at 1500 ft AAL.

FAF - MAPT	7.6 NM	70 kt 6 min 31	80 kt 5 min 42	90 kt 5 min 04	100 kt 4 min 34	115 kt 3 min 58	130 kt 3 min 31	145 kt 3 min 09	160 kt 2 min 51	185 kt 2 min 28
VSP (ft/min)		370	420	470	530	610	690	770	840	980

**APPROCHE AUX INSTRUMENTS**

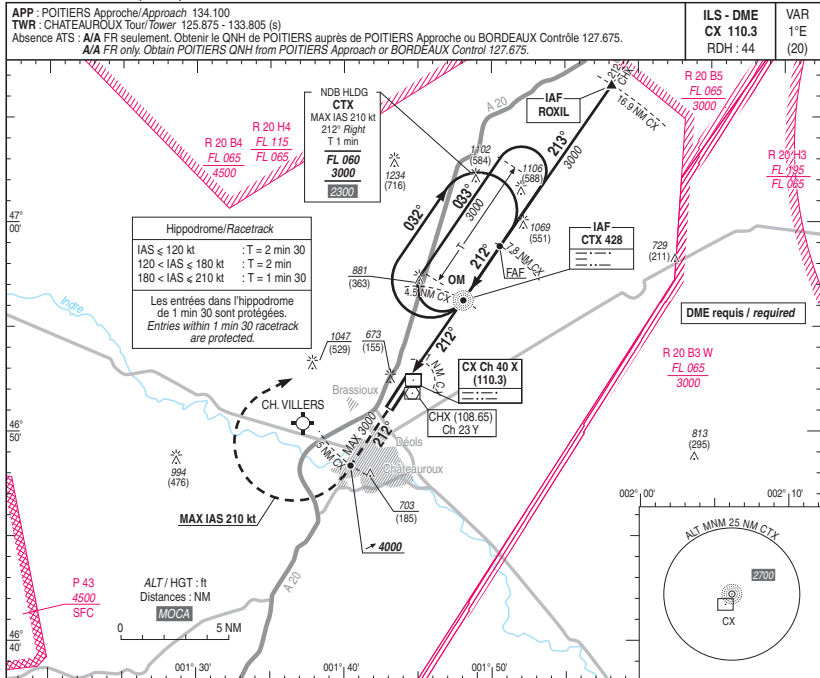
**CHATEAUROUX DEOLS**

Instrument approach

CAT A B C D

ALT AD : 529, THR : 518 (19 hPa)

ILS ou/ou LOC RWY 21



API : Monter dans l'axe jusqu'à 1500 (982). Sauf instruction du contrôle, poursuivre dans l'axe jusqu'à 3000 (2482). Maintenir 3000 (2482) jusqu'à 5 NM CX puis tourner à droite vers CTX en montée vers 4000 (3482). Monter à 1500 (982) avant d'accélérer en palier.  
Missed APCH : Climb straight ahead up to 1500 (982). Except opposite clearance, continue straight ahead up to 3000 (2482). Maintain 3000 (2482) up to 5 NM CX and then turn right to CTX up to 4000 (3482). Climb up to 1500 (982) prior to level acceleration.

THR ← (NM)	0.9	4.4	7.7
DME ← (NM)	1	4.5	7.8

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	ILS			LOC			MVL		MVL absence ATS		DME CX NM ALT (HGT)
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	
A		158					1000 (490)	1500	1280 (770)	1500	7
B	720 (200)	550		900 (390)	1000	381	1020 (500)	1600	1300 (780)	1600	6
C							1450 (930)	2400	1730 (1210)	2400	5
D							1450 (930)	3600	1730 (1210)	3600	4
											3
											2

Observations/Remarks : (1) MVL interdites à l'Est de la piste. En fonction des conditions météo, MVL à 1500 ft AAL. (1) Circling prohibited E of RWY. Depending on meteo conditions, circling at 1500 ft AAL.

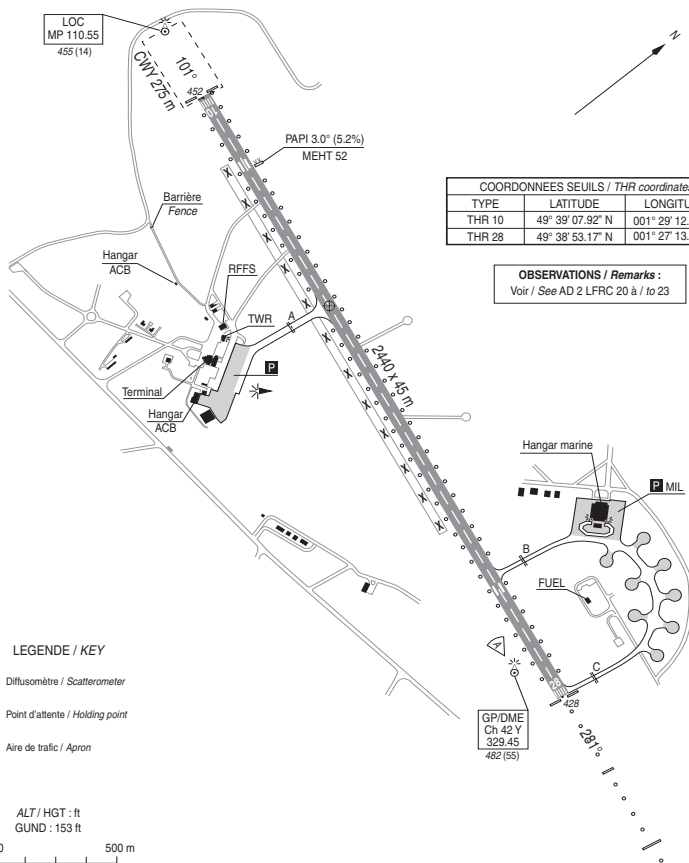
NDB - THR	4.4 NM	70 kt	80 kt	90 kt	100 kt	115 kt	130 kt	145 kt	160 kt	185 kt
NDB - MAPT	3.5 NM	3 min 46	2 min 37	2 min 20	2 min 20	2 min 38	2 min 18	2 min 02	1 min 49	1 min 26
VSP (ft/min)		3 min 00	2 min 37	2 min 20	2 min 06	1 min 49	1 min 37	1 min 26	1 min 18	1 min 08
		380	420	470	530	610	690	770	840	980

**CARTE D'AERODROME**  
Aerodrome chart

STAP : 119.625 absence ATS

**CHERBOURG MANCHE**  
49 39 03 N - 001 28 31 W  
ALT AD : 459 (17 hPa)

VAR 0° (20)



COORDONNEES SEUILS / THR coordinates		
TYPE	LATITUDE	LONGITUDE
THR 10	49° 39' 07.92" N	001° 28' 12.71" W
THR 28	49° 38' 53.17" N	001° 27' 13.19" W

**OBSERVATIONS / Remarks :**  
Voir / See AD 2 LFRC 20 à / to 23

LEGENDE / KEY

Diffusomètre / Scatterometer

Point d'attente / Holding point

Aire de trafic / Apron

ALT / HGT : ft  
GUND : 153 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
10 28	NIL 720 m LIH	LIH LIH	2440 2440	2440 2715	2440 2440	2440 2440	Revêtement Paved	40 R/B/W/T	250* 250*	250* 250*	250* 250*	300* 300*
									* Absence ATS : 400 m HJ. 800 m HN.			

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
MP 373 NDB	<b>49°38'16.8"N - 001°22'20.3"W</b>
	<i>49°38.28'N - 001°22.34'W</i>
MP Ch 42Y (110.55)	<b>49°38'50.8"N - 001°27'26.3"W</b>
	<i>49°38.85'N - 001°27.44'W</i>
DIKRO	<b>49°35'05.0"N - 001°06'39.0"W</b>
	<i>49°35.08'N - 001°06.65'W</i>

**APPROCHE AUX INSTRUMENTS**

**CHERBOURG MANCHE**

Instrument approach

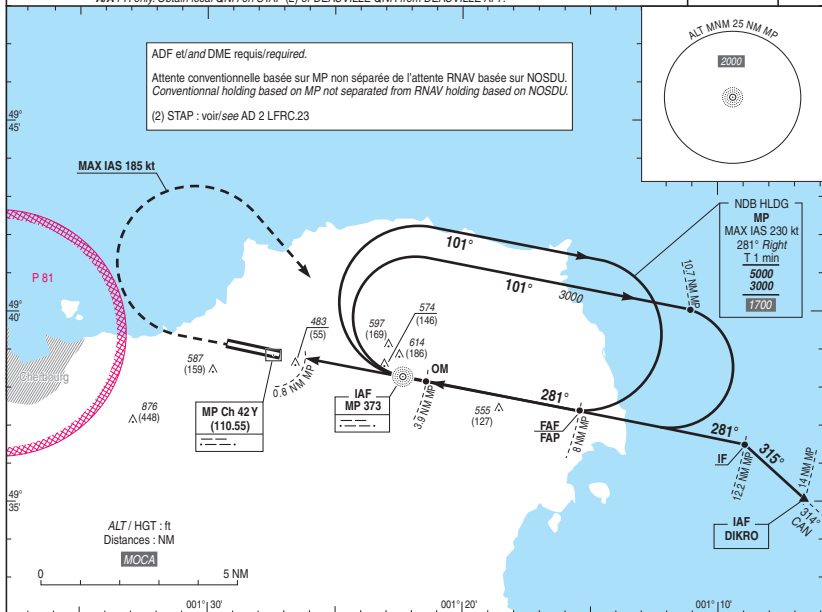
CAT A B C D

ILS ou/or LOC RWY 28

ALT AD : 459, THR : 428 (16 hPa)

APP : NIL  
TWR : NIL  
AFIS : CHERBOURG Information 119.625 (1)  
(1) Absence ATS : A/A FR seulement. Obtenir le QNH local sur STAP (2) ou le QNH DEAUVILLE auprès de DEAUVILLE APP.  
A/A FR only. Obtain local QNH on STAP (2) or DEAUVILLE QNH from DEAUVILLE APP.

ILS - DME	VAR
MP 110.55	0°
RDH : 50	(20)



TA : 5000

API : Monter dans l'axe.  
A 800 (372), tourner à droite vers MP en montée vers 3000 (2572), MAX IAS 185 kt.  
Ne pas tourner avant le MAPT.  
Monter à 1300 (872) avant d'accélérer en palier.

Missed APCH : Climb straight ahead.  
At 800 (372), turn right to MP up to 3000 (2572), MAX IAS 185 kt.  
Do not turn before MAPT.  
Climb up to 1300 (872) prior to level acceleration.

THR ← (NM)	0.7	3.2	3.8	7.9	12.1
DME MP ← (NM)	0.8	3.3	3.9	8.0	12.2

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			MVU/Circling <sup>(3)</sup>			DME MP									
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	8	7	6	5	4	3	2	1
A			148				910 (480)	1500	1220 (790)	1500	ALT	3000	2680	2360	2040	1720	1400	1080	770
B	630 (200)	550	160	750 (330)	800	321	960 (530)	1600	1270 (840)	1600	(HGT)	(2572)	(2252)	(1932)	(1612)	(1292)	(972)	(652)	(342)
C			174				1220 (790)	2400	1530 (1100)	2400									
D			188				1220 (790)	3600	1530 (1100)	3600									

Observations / Remarks : (3) MVL interdites au Sud de la piste / Circling prohibited South of RWY.

FAF - THR	7.9 NM	70 kt	80 kt	90 kt	100 kt	115 kt	130 kt	150 kt	170 kt	190 kt
FAF - MAPT	7.2 NM	6 min 46	5 min 56	5 min 16	4 min 44	4 min 07	4 min 39	3 min 10	2 min 47	2 min 30
VSP (ft/min)		370	420	480	530	610	690	800	900	1010







WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CFA 114.35 Ch 90Y VOR-DME	<b>45°47'14.9"N - 003°11'31.9"E</b>
	<i>45°47.25'N - 003°11.53'E</i>
CF Ch 48X (111.1)	<b>45°47'21.8"N - 003°10'59.7"E</b>
	<i>45°47.36'N - 003°11.00'E</i>
RIMOR IAF	<b>46°01'21.8"N - 003°28'47.8"E</b>
	<i>46°01.36'N - 003°28.80'E</i>
ILC26	<b>45°49'14.0"N - 003°31'09.9"E</b>
	<i>45°49.23'N - 003°31.17'E</i>
FAF LOC RWY26	<b>45°48'33.4"N - 003°24'05.6"E</b>
	<i>45°48.56'N - 003°24.09'E</i>

**APPROCHE AUX INSTRUMENTS**

**CLERMONT FERRAND AUVERGNE**

Instrument approach

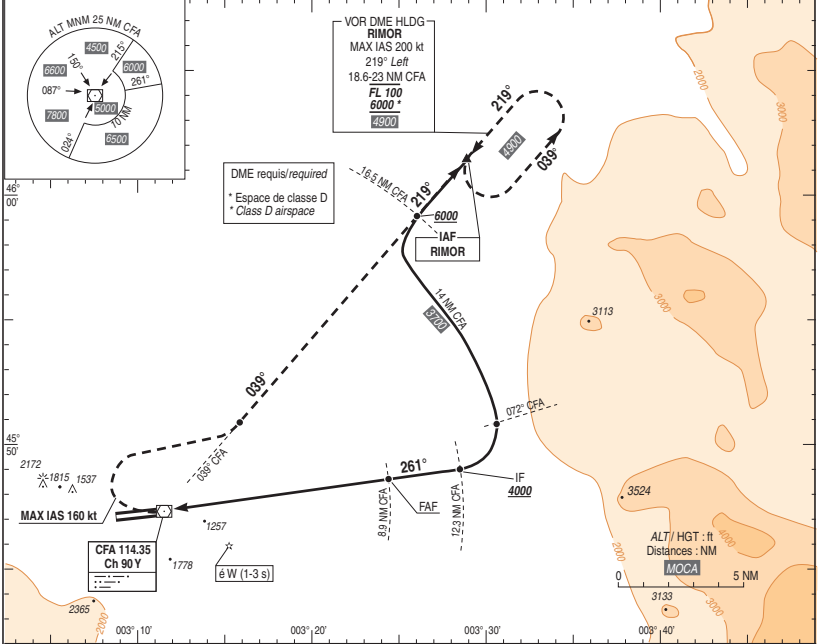
CAT A B C

ALT AD : 1092, DTHR : 1058 (38 hPa)

VOR RWY 26

FIS : CLERMONT Info 122 225  
 ATIS CLERMONT 136.405  
 APP : CLERMONT Approch/Approach 122.225  
 TWR : CLERMONT Tour/Tower 118.625

VAR  
1°E  
(20)



API : Au MAPT, tourner à droite (MAX IAS 160 kt) en montée vers 4900 (3842) pour intercepter et suivre le RDL 039° CFA (RM 039°) et intégrer l'attente RIMOR. Palier d'accélération non étudié.

Missed APCH : At MAPT, turn right (MAX IAS 160 kt) climbing up to 4900 (3842) to follow RDL 039° CFA (MAG 039°) and join RIMOR holding. Acceleration level not studied.

CAT	VOR			MVL/Circling (1)		DME CFA NM ALT (HGT)	8 3720 (2662)	7 3400 (2342)	6 3080 (2022)	5 2760 (1702)	4 2450 (1392)	3 2130 (1072)
	MDA (H)	RVR	OCH	MDA (H)	VIS							
A	1500			1840 (780)	1500							
B	1840 (780)	1500	779	2260 (1200)	1600							
C	2400	2400		2720 (1670)	2400							

Observations/Remarks: (1) MVL interdites au Sud / Circling prohibited in the South.

FAF - CFA	8.9 NM	7 min 37	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
VSP (ft/min)		370	450	525	605	685	765	845

**APPROCHE AUX INSTRUMENTS**

**CLERMONT FERRAND AUVERGNE**

Instrument approach

CAT A B C D

FNA ILS CAT I ou/ou ILS CAT II et/and CAT III ou/ou LOC RWY 26

ALT AD : 1092, DTHR : 1058 (38 hPa)

FIS : CLERMONT Info 122.225

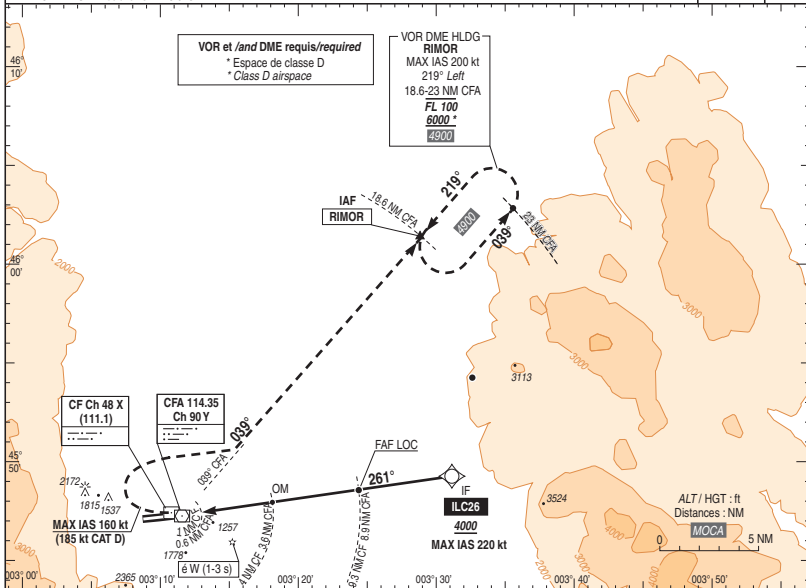
ATIS CLERMONT 136.405

APP : CLERMONT Approche/Approach 122.225

TWR : CLERMONT Tour/Tower 118.625

ILS-DME  
CF 111.10  
RDH : 50

VAR  
1°E  
(20)



TA : 6000

API ILS : Monter dans l'axe. Au 1450 (392), tourner à droite MAX IAS 160 kt (185 kt CAT D) en montée vers 4900 (3842) pour intercepter et suivre le RDL 039° CFA (RM 039°) et intégrer l'attente RIMOR. Palier d'accélération non étudié.

Missed APCH ILS : Climb straight ahead. At 1450 (392), turn right MAX IAS 160 kt (185 kt CAT D) climbing up to 4900 (3842) to follow RDL 039° CFA (MAG 039°) and join RIMOR holding. Acceleration level not studied.

DME CF ← (NM)	1	4	9.3	14.3
CFA ← (NM)	0.6	3.6	8.9	13.9
DTHR ← (NM)	0.8	3.8	9.1	14.1

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

CAT	ILS API 4%				LOC			OCH ILS CAT I			OCH ILS CAT II			OCH ILS CAT III			MVL/Circling (1)	
	DA (H)	RVR	DA (H)	RVR	MDA (H)	RVR	OCH	API 2.5%	API 4%	API 4.4%	API 4.4%	API 4.4%	API 4.4%	API 4.4%	MDA (H)	VIS		
A	1370 (310)	700	1260 (200)	550				307	180	71	A	1750 (690)	1500					
B	1380 (320)	700	1260 (200)	550	1520 (470)	1500	462	319	192	88	B	2260 (1200)	1600					
C	1390 (330)	800	1260 (200)	550				327	200	100	C	2720 (1670)	2400					
D	1470 (410)	1200	1340 (280)	600				401	273	-	D	3240 (2180)	3600					

DME CF	NM	9	8	7	6	5	4	3	2
ALT	3910	3590	3275	2955	2635	2320	2000	1680	
(HGT)	(2852)	(2532)	(2217)	(1897)	(1577)	(1262)	(942)	(622)	

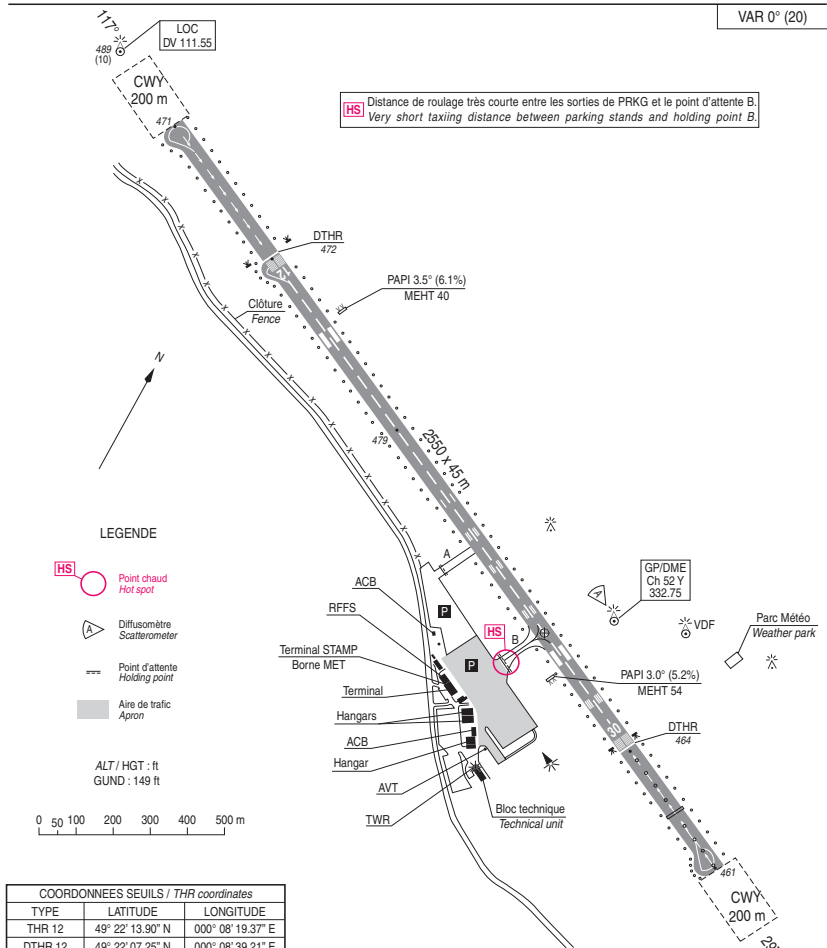
Observations/Remarks : (1) MVL interdites au Sud.(1) Circling prohibited in the South.

FAF - DTHR	9.1 NM	7 min 48	6 min 25	5 min 27	4 min 45	4 min 12	3 min 46	3 min 24	2 min 57
VSP (ft/min)		370	450	525	605	685	765	845	975

**CARTE D'AERODROME**  
Aerodrome chart

ATIS DEAUVILLE : 119.180 ☎ 02 31 65 65 36

**DEAUVILLE NORMANDIE**  
49 21 48 N - 000 09 36 E  
ALT AD : 479 (18 hPa)  
VAR 0° (20)



COORDONNEES SEUILS / THR coordinates		
TYPE	LATITUDE	LONGITUDE
THR 12	49° 22' 13.90" N	000° 08' 19.37" E
DTHR 12	49° 22' 07.25" N	000° 08' 39.21" E
THR 30	49° 21' 36.23" N	000° 10' 11.76" E
DTHR 30	49° 21' 42.42" N	000° 09' 53.30" 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
12	NIL	LIH	2550	2750	2550	2100	Revêtement Paved	50 F/C/W/T	550*	550*	550*	550*
30	420 m LIH	LIH	2550	2750	2550	2130			550*	550*	550*	550*

\* Absence ATS : 800 m

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
DVL 110.2	<b>49°18'38.7"N - 000°18'45.8"E</b>
	<i>49°18.65'N - 000°18.76'E</i>
DV Ch 52Y (111.55)	<b>49°21'50.1"N - 000°09'43.5"E</b>
	<i>49°21.84'N - 000°09.73'E</i>
ABAMU	<b>49°23'49.9"N - 000°15'29.3"W</b>
	<i>49°23.83'N - 000°15.49'W</i>
BAGEK	<b>49°30'11.3"N - 000°15'37.0"W</b>
	<i>49°30.19'N - 000°15.62'W</i>
DEMOM	<b>49°32'53.2"N - 000°07'51.0"W</b>
	<i>49°32.89'N - 000°07.85'W</i>
FRG12	<b>49°25'39.7"N - 000°01'57.0"W</b>
	<i>49°25.66'N - 000°01.95'W</i>
IG30Y	<b>49°16'45.9"N - 000°24'33.2"E</b>
	<i>49°16.77'N - 000°24.55'E</i>
RG305	<b>49°18'33.0"N - 000°08'45.4"E</b>
	<i>49°18.55'N - 000°08.76'E</i>

FREQ :

ATIS DEAUVILLE 119.180

TWR DEAUVILLE Ground / Tower : 118.300

APP DEAUVILLE Approach : 120.350

**APPROCHE AUX INSTRUMENTS**

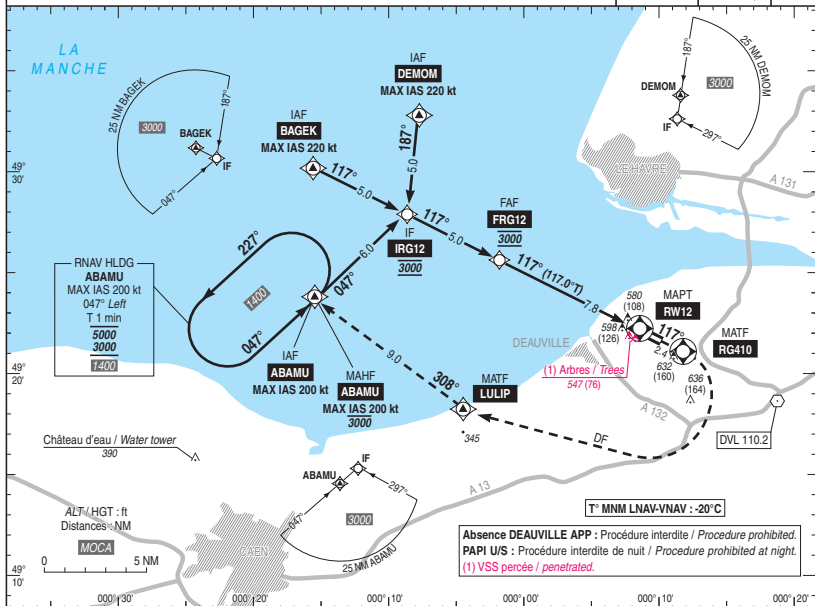
**DEAUVILLE NORMANDIE**

Instrument approach  
CAT A B C D  
ALT AD : 479, DTHR : 472 (17 hPa)

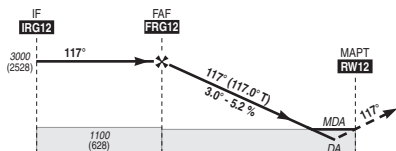
**RNP RWY 12**

FREQ : voir / see AD2 LFRG COM 01

<b>RNP APCH</b>	<b>EGNOS</b> Ch 83037 <b>E12A</b> RDH : 49	<b>VAR</b> 0° (20)
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TA : 5000



API : monter vers **RG410**, puis tourner à droite direct vers **LULIP**, puis poursuivre vers **ABAMU** en montée vers **3000 (2528)** (MAX IAS 200 kt) pour intégrer l'attente RNAV ABAMU ou suivre instructions CTL.  
Monter à **1300 (828)** avant d'accélérer en palier.

Missed APCH : climb up to **RG410**, then turn right direct to **LULIP**, then proceed to **ABAMU** climbing up to **3000 (2528)** (MAX IAS 200 kt), to enter **ABAMU RNAV HLDG** or follow ATC instructions.  
Climb up to **1300 (828)** 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		DIST RW12						
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	ALT	7	6	5	4	3	2
A	730 (250)		238	730 (260)	1300	255		1500		940 (460)	1500		2760	2440	2120	1800	1480	1160
B	730 (250)	1300	250	740 (270)	1300	268	850 (380)		372	980 (510)	1600		(2288)	(1968)	(1648)	(1328)	(1008)	(688)
C	740 (260)		259	750 (280)	1400	276		1700		1080 (610)	2400							
D	750 (270)		269	760 (290)	1400	286		1700		1180 (710)	3600							

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

FAF - RW12	7.78 NM	70 kt	6 min 40	85 kt	5 min 30	100 kt	4 min 40	115 kt	4 min 04	130 kt	3 min 36	160 kt	2 min 55	185 kt	2 min 31
VSP (ft/min)		370		450		530		610		690		850		980	

**APPROCHE AUX INSTRUMENTS**

**DEAUVILLE NORMANDIE**

Instrument approach

CAT A B C D

ALT AD : 479, DTHR : 464 (17 hPa)

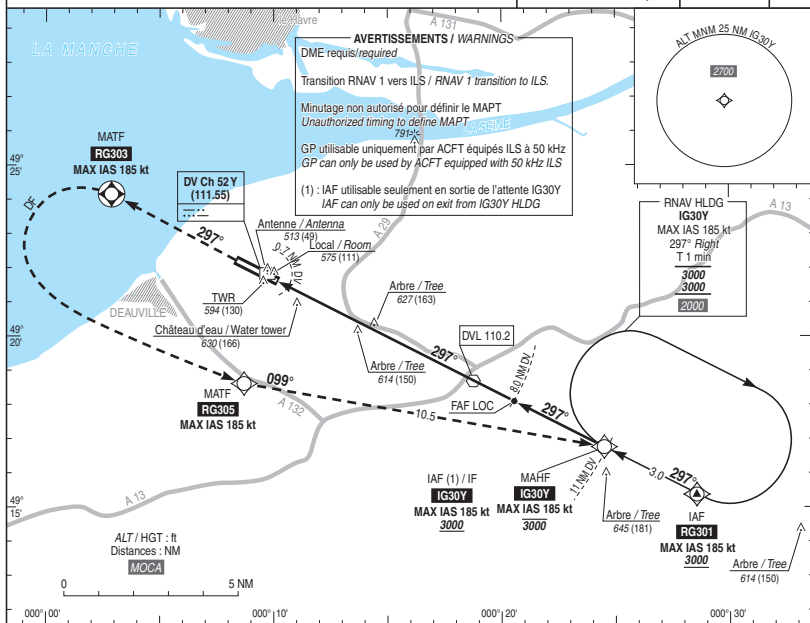
ILS Y ou /or LOC Y RWY 30

FREQ : voir / see AD 2 LFRG COM 01

Approche initiale et API  
Initial APCH and missed APCH:  
**RNAV 1**  
GNSS seulement / only

**ILS**  
DV 111.55  
RDH : 54

VAR  
0°  
(20)

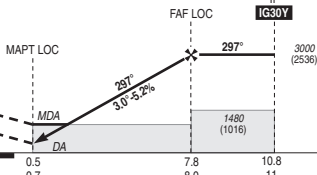


TA : 5000

API : Monter dans l'axe vers **RG303**. A **RG303** tourner à gauche direct vers **RG305** puis continuer vers **IG30Y** en montée vers 3000 (2536) et entrer dans l'attente ou suivre instructions du CTL.  
Monter à 1300 (836) avant d'accélérer en palier.

Missed APCH : Climb straight ahead to **RG303**. At **RG303** turn left direct to **RG305** then to **IG30Y** climbing up to 3000 (2536) to enter holding or follow ATC instructions.  
Climb up to 1300 (836) prior to level acceleration.

DTHR ← (NM)  
DME ← (NM)



MNMD 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 Y			LOC Y			MVL/Circling		MVL/Circling absence ATS HJ seulement/only		DME DV NM ALT (HGT)	7 (2236)	6 (1916)	5 (1606)	4 (1286)	3 (966)	2 (646)
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS							
A	670 (200)	750	158		1500		930 (470)	1500	1140 (640)	1500							
B	670 (200)	750	168		1500		980 (520)	1600	1150 (690)	1600							
C	670 (200)	750	199	890 (430)	1600	425	1080 (620)	2400	1250 (790)	2400							
D	690 (230)	800	225		1600		1180 (720)	3600	1350 (890)	3600							

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

FAF - DTHR	7.8 NM	70 kt	90 kt	110 kt	130 kt	150 kt	170 kt	190 kt
		6 min 41	5 min 12	4 min 15	3 min 36	3 min 07	2 min 45	2 min 28
VSP (ft/min)		370	480	580	690	800	900	1010

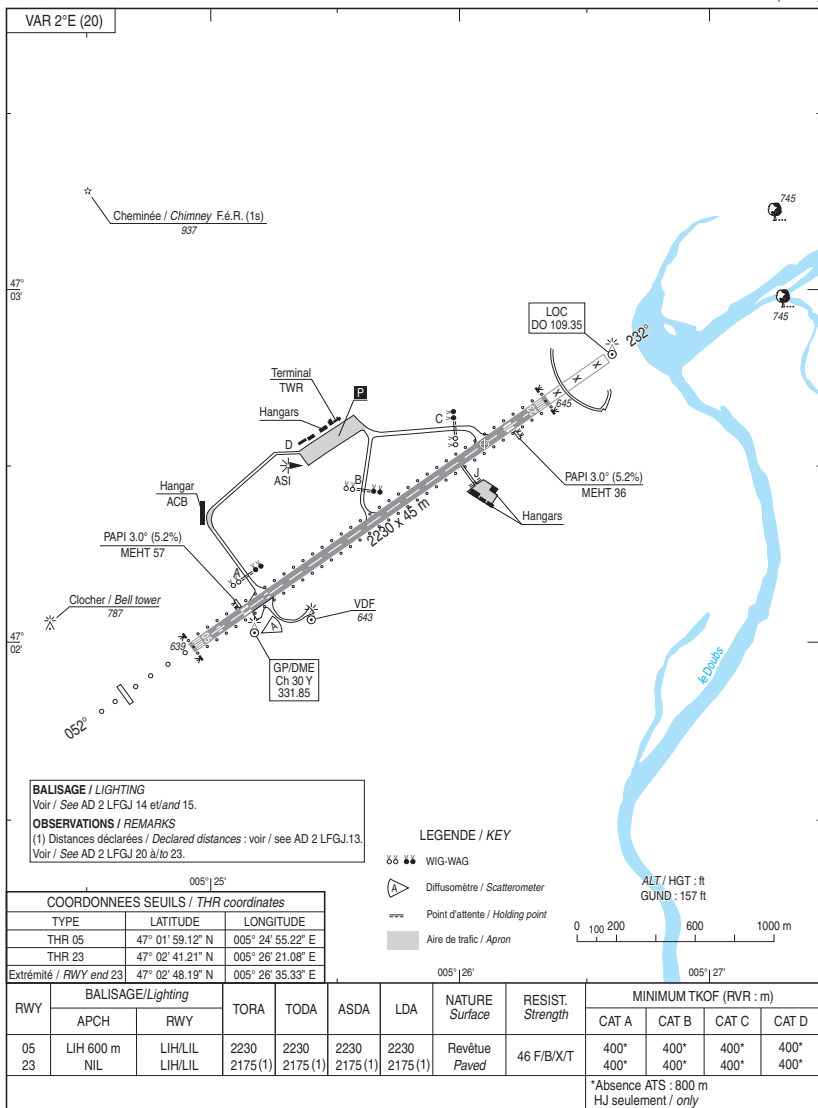




**CARTE D'AERODROME**  
Aerodrome chart

ATIS DOLE 121.605

**DOLE TAVAUX**  
47 02 34 N - 005 26 06 E  
ALT AD : 645 (24 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
DO 309 NDB	<b>46°58'46.6"N - 005°18'18.6"E</b>
	<i>46°58.78'N - 005°18.31'E</i>
DO Ch 30Y (109.35)	<b>47°02'01.7"N - 005°25'10.2"E</b>
	<i>47°02.03'N - 005°25.17'E</i>
FAF LOC	<b>46°57'45.0"N - 005°16'18.6"E</b>
	<i>46°57.75'N - 005°16.31'E</i>

FREQ :

ATIS DOLE            121.605  
TWR DOLE            130.775  
APP BALE            124.105

**APPROCHE AUX INSTRUMENTS**

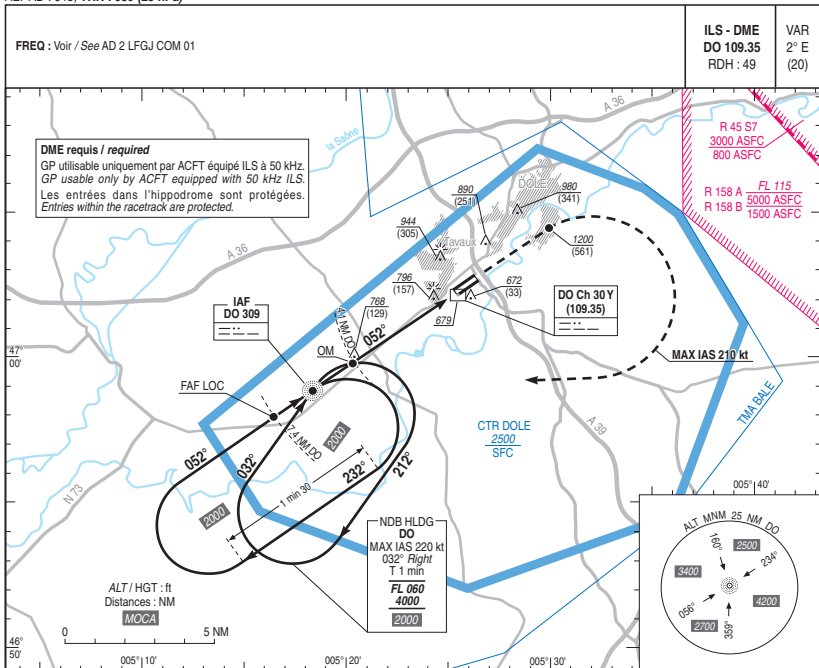
**DOLE TAVAUX**

Instrument approach

CAT A B C D

ALT AD : 645, THR : 639 (23 hPa)

ILS ou/ou LOC RWY 05



FREQ : Voir / See AD 2 LFGJ COM 01

ILS - DME DO 109.35 RDH : 49	VAR 2° E (20)
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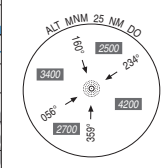
**DME requis / required**  
GP utilisable uniquement par ACFT équipé ILS à 50 kHz.  
GP usable only by ACFT equipped with 50 kHz ILS.  
Les entrées dans l'hippodrome sont protégées.  
Entries within the racetrack are protected.

R 45 S7  
3000 ASFC  
800 ASFC  
R 158 A FL 115  
5000 ASFC  
R 158 B 1500 ASFC

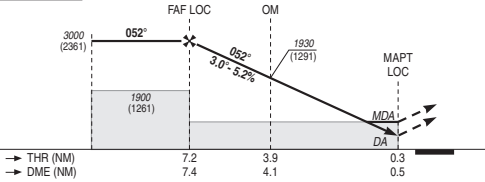
IAF  
DO 309

DO Ch 30 Y  
(109.35)

NDB HLDG  
DO  
MAX IAS 220 kt  
032° Right  
T 1 min  
FL 060  
4000  
2000



TA : 5000



API : Monter dans l'axe. A 1200 (561) tourner à droite vers DO pour rejoindre l'hippodrome, puis poursuivre la montée jusqu'à 3000 (2361).  
**Ne pas tourner avant le MAPT.**  
Monter à 1500 (861) avant d'accélérer en palier.  
Missed APCH : Climb on runway heading. At 1200 (561), turn right to DO to join racetrack, then continue climbing up to 3000 (2361).  
**Do not turn before MAPT.**  
Climb to 1500 (861) 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

C.A.T	ILS			LOC			MVL / Circling <sup>(1)</sup>		MVL / Circling <sup>(1)</sup>		DME DO							
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	Absence ATS HJ seulement / only	VIS	NM	7	6	5	4	3	2	1
A			164				1180 (540)	1500	1620 (980)	1500		2870	2550	2230	1910	1590	1270	960
B	840 (200)	750	174	1020 (380)	1300	375	1210 (570)	1600	1650 (1010)	1600	(HGT)	(2231)	(1911)	(1591)	(1271)	(951)	(631)	(321)
C			184				1350 (710)	2400	1780 (1150)	2400								
D			194				1360 (720)	3600	1800 (1160)	3600								

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

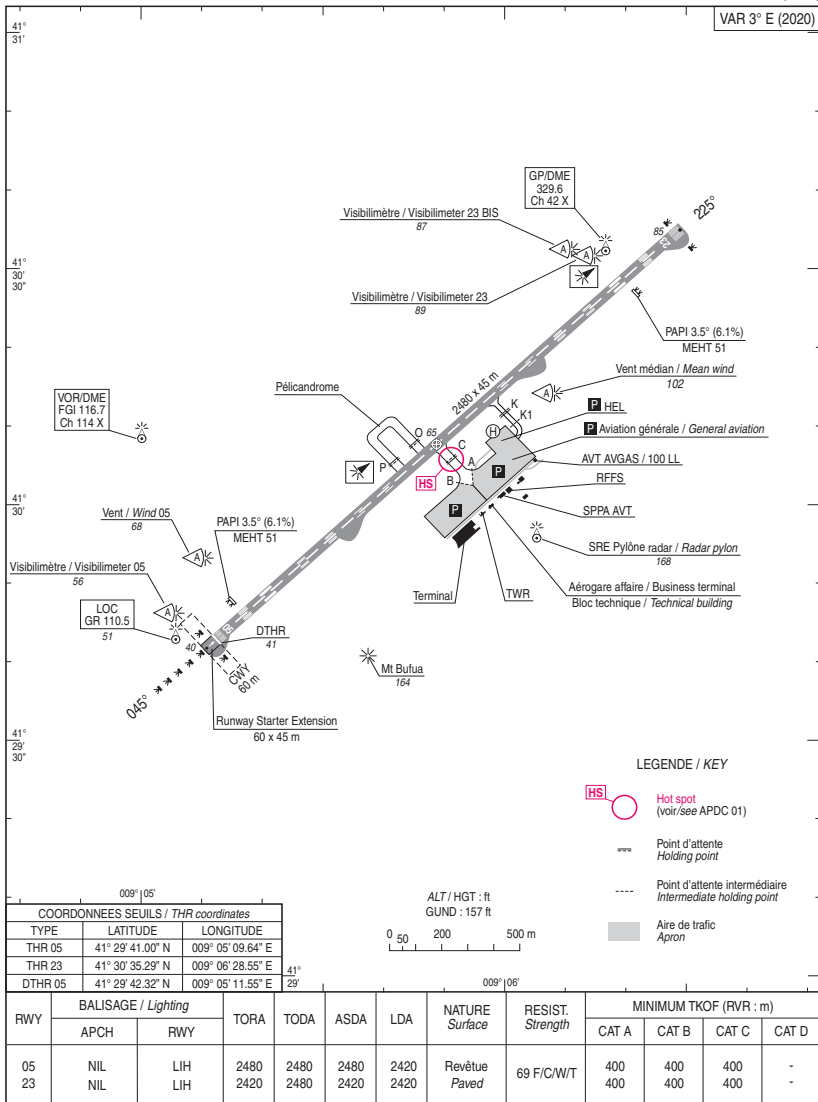
FAF - MAPT	6.9 NM	70 kt	5 min 55	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - THR	3.9 NM		2 min 21	4 min 52	4 min 08	3 min 36	3 min 11	2 min 35	2 min 14
VSP (ft/min)			3 min 21	2 min 45	2 min 20	2 min 02	1 min 48	1 min 28	1 min 16
			372	452	531	611	690	850	982



**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)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
FGI 116.7 Ch 114X VOR-DME	<b>41°30'07.9"N - 009°05'00.3"E</b>
	<i>41°30.13'N - 009°05.01'E</i>
GR Ch 42X (110.5)	<b>41°30'32.2"N - 009°06'16.4"E</b>
	<i>41°30.54'N - 009°06.27'E</i>
GALDA	<b>41°25'44.3"N - 008°52'45.9"E</b>
	<i>41°25.74'N - 008°52.77'E</i>
MASAL	<b>41°28'04.8"N - 009°22'03.1"E</b>
	<i>41°28.08'N - 009°22.05'E</i>
PINAL	<b>41°42'57.0"N - 009°25'28.6"E</b>
	<i>41°42.95'N - 009°25.48'E</i>
FAF VOR RWY05	<b>41°26'08.6"N - 009°01'41.6"E</b>
	<i>41°26.14'N - 009°01.69'E</i>

**APPROCHE AUX INSTRUMENTS**

**FIGARI SUD CORSE**

Instrument approach

CAT A B C

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

VOR RWY 05

ATIS : FIGARI 118.730

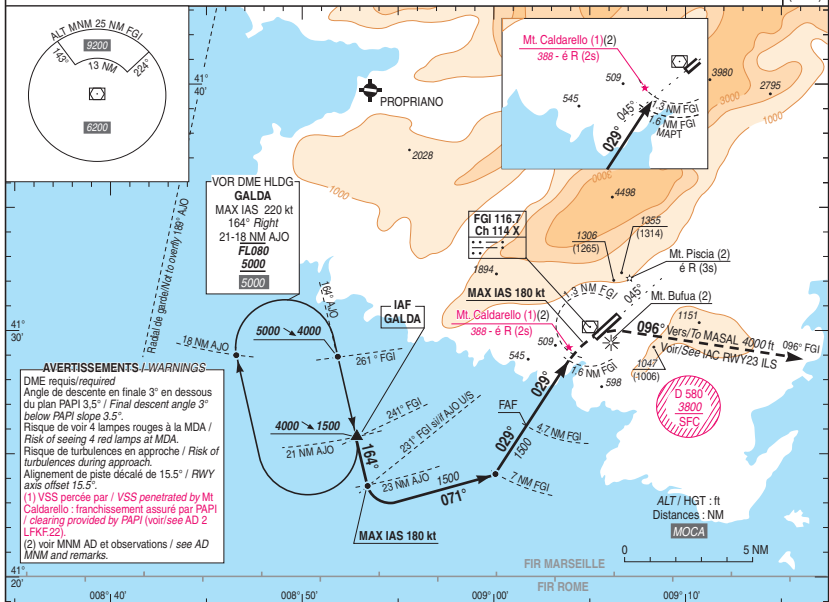
APP : AJACCIO Approche / Approach 121.050

TWR : FIGARI Tour / Tower 120.300 (voir / see ADC 01)

VAR

3°E

(2020)



**APPROCHE AUX INSTRUMENTS**

**FIGARI SUD CORSE**

*Instrument approach*

CAT A B C

ALT AD : 85, THR : 85 (4 hPa)

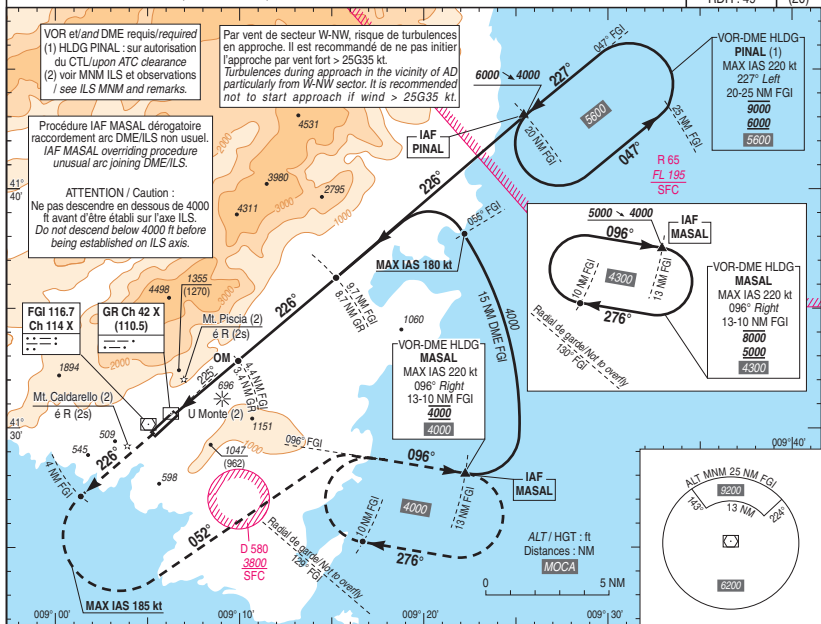
ILS RWY 23

ATIS : FIGARI 118.730

APP : AJACCIO Approche / Approach 121.050

TWR : FIGARI Tour / Tower 120.300 (voir / see ADC 01)

ILS - DME	VAR
GR 110.5	3°E
RDH : 49	(20)



TA : 5000

API : Monter dans l'axe. A 4 NM DME FGI tourner à gauche vers RM 052° en montée vers 4000 (3915) pour intercepter et suivre le RDL 096° FGI (RM 096°). A 13 NM DME FGI, intégrer l'attente MASAL à 4000 (3915). Monter à 2000 (1915) avant d'accélérer en palier.

APCH non dans l'axe (décalage 1,6°)  
APCH out of RWY axis (1.6° offset)

Missed APCH : Climb straight ahead. At 4 NM FGI DME turn left to MAG 052° climbing to 4000 (3915) to intercept and follow FGI RDL 096° (MAG 096°). At 13 NM FGI DME, join holding pattern MASAL at 4000 (3915). Climb to 2000 (1915) prior to level acceleration.

THR ← (NM)	3.3	8.6
DME GR ← (NM)	3.4	8.7
DME FGI ← (NM)	4.4	9.7

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 (2)		MVL / Circling (3) HJ seulement/only		
	DA (H)	RVR	OCH	MDA (H)	VIS
A	340 (250)	1300	250	1360 (1280)	1500
B				1470 (1380)	1600
C				1770 (1680)	2400

Observations / Remarks : Base OCH ILS : NIL.  
(2) Procédure inutilisable de nuit si indisponibilité des feux : U Monte, Piscia, Caldarello selon conditions (voir AD 2 LFKF.23).  
Procedure cannot be used at night if following lights are not operating : U Monte, Piscia, Caldarello according to conditions (see AD 2 LFKF.23).  
(3) MVL interdite au Nord-Ouest de la piste. Circuit AD RWY 05 : Droite / Circling prohibited North-West of RWY. Right hand circuit RWY 05.

OM - THR	3.3 NM	70 kt 2 min 50	85 kt 2 min 20	100 kt 1 min 59	115 kt 1 min 43	130 kt 1 min 31	145 kt 1 min 22	160 kt 1 min 14
VSP (ft/min)		430	530	620	710	800	900	990





**CARTE D'AERODROME**  
Aerodrome chart

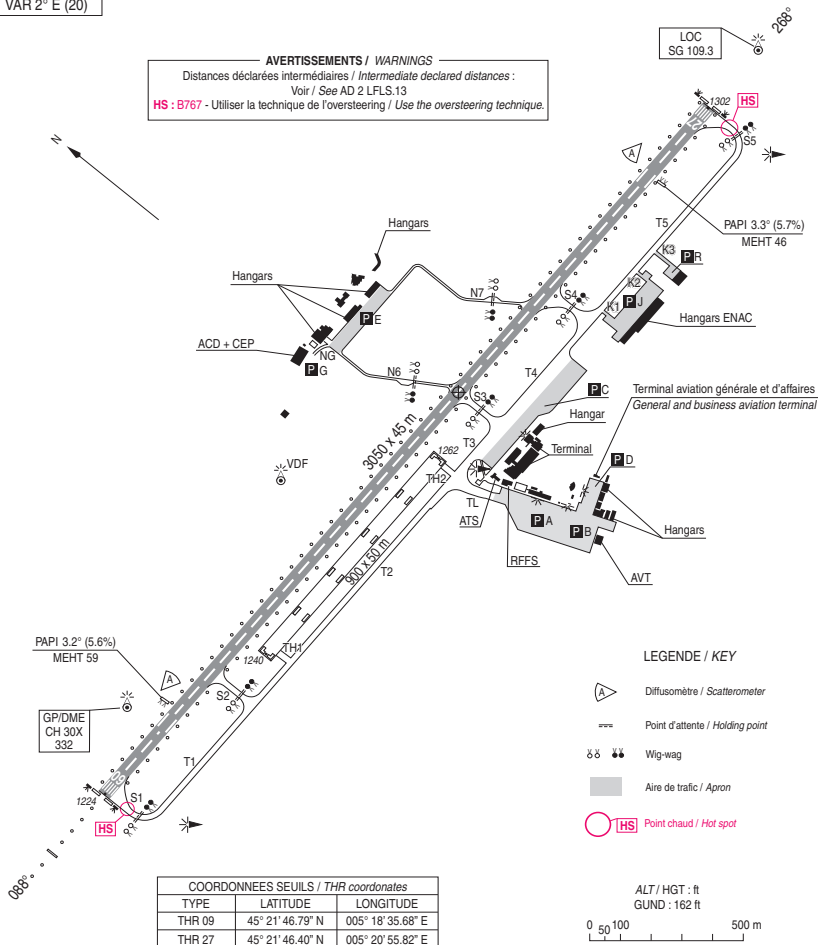
ATIS : GRENOBLE 133.855 ☎ 04 85 88 09 00  
GND (SOL) : 121.930

**GRENOBLE ALPES ISERE**  
45 21 47 N - 005 19 58 E  
ALT AD : 1302 (47 hPa)

VAR 2° E (20)

**AVERTISSEMENTS / WARNINGS**

Distances déclarées intermédiaires / Intermediate declared distances :  
Voir / See AD 2 LFLS.13  
**HS : B767** - Utiliser la technique de l'oversteering / Use the oversteering technique.



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	LIH 420 m NIL	LIH/LIL LIH/LIL	3050 3050	3050 3050	3050 3050	3050 3050	Revêtement Paved	59 F/A/W/T	400 400	400 400	400 400	400 400

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
WS 291 NDB	<b>45°21'44.5"N - 005°09'10.7"E</b>
	<i>45°21.74'N - 005°09.18'E</i>
SG Ch 30X (109.3)	<b>45°21'50.8"N - 005°18'47.2"E</b>
	<i>45°21.85'N - 005°18.79'E</i>
ARBON	<b>45°16'59.8"N - 004°53'24.6"E</b>
	<i>45°17.00'N - 004°53.41'E</i>

**APPROCHE AUX INSTRUMENTS**

**GRENOBLE ALPES ISERE**

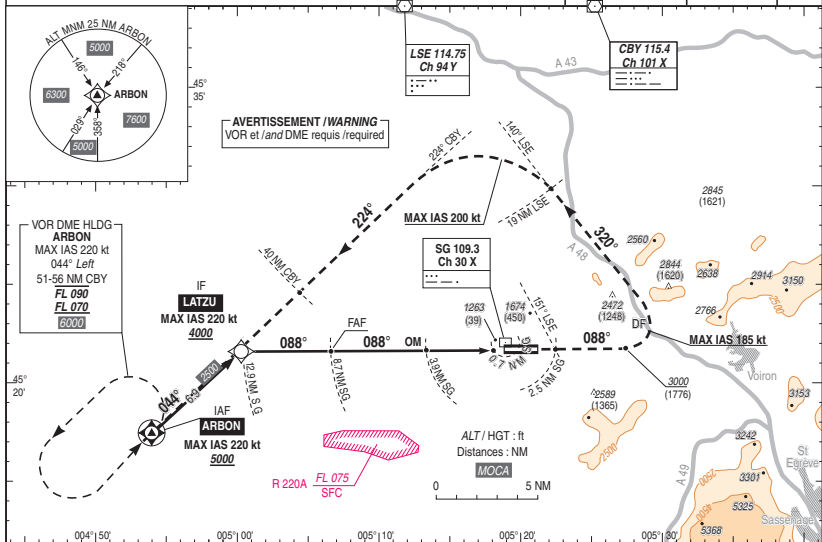
Instrument approach

CAT A B C D

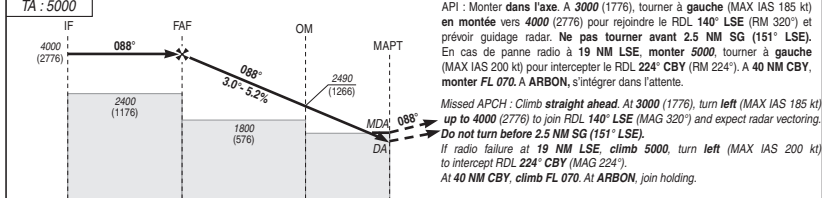
ALT AD : 1302, THR : 1224 (44 hPa)

ILS ou/ou LOC RWY 09

ATIS GRENOBLE: 133.855 APP : LYON Approche/Approach 136.075 - 133.150((1)- 131.315 - 125.430((1)(2) TWR : GRENOBLE Tour/Tower 119.300 Absence ATS : A/A (119.300) FR uniquement. Obtenir/Obtain QNH auprès de/ from LYON APP.	(1) Secteur Ouest / West area (2) Secteur Est / East area	RNAV 1 GNSS seulement / only	ILS - DME SG 109.3 RDH : 52	VAR 2°E (2020)
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TA : 5000



API : Monter dans l'axe. A 3000 (1776), tourner à gauche (MAX IAS 185 kt) en montée vers 4000 (2776) pour rejoindre le RDL 140° LSE (RM 320°) et prévoir guidage radar. Ne pas tourner avant 2.5 NM SG (151° LSE). En cas de panne radio à 19 NM LSE, monter 5000, tourner à gauche (MAX IAS 200 kt) pour intercepter le RDL 224° CBY (RM 224°). A 40 NM CBY, monter FL 070. A ARBON, s'intégrer dans l'attente.

Missed APCH : Climb straight ahead. At 3000 (1776), turn left (MAX IAS 185 kt) up to 4000 (2776) to join RDL 140° LSE (MAG 320°) and expect radar vectoring. Do not turn before 2.5 NM SG (151° LSE).

If radio failure at 19 NM LSE, climb 5000, turn left (MAX IAS 200 kt) to intercept RDL 224° CBY (MAG 224°). At 40 NM CBY, climb FL 070. At ARBON, join holding.

12.8	8.6	3.8	0.6	→ THR (NM)
12.9	8.7	3.9	0.7	→ DME SG (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 Pente API / missed APCH slope 2.5 %			ILS Pente API / missed APCH slope 3 %			LOC+DME SG			MVL/Circling (3)		MVL/Circling absence ATS (3)		DME SG NM ALT (HGT)				
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	6	5	3160	2840	
A	1530 (310)	1000	301	1480 (260)	800	256				2140 (920)	1500	2260 (1040)	1500					
B	1540 (320)	1000	311	1490 (270)	900	268				2370 (1150)	1600	2490 (1270)	1600	4	3	2	1	
C	1550 (330)	1100	321	1500 (280)	900	276	1510 (290)	900	286	3040 (1820)	2400	3160 (1940)	2400	2520	2200	1880	1560	
D	1560 (340)	1100	331	1510 (290)	900	287				3040 (1820)	3600	3160 (1940)	3600	(1296)	(976)	(656)	(336)	

Observations/Remarks : (3) RWY 27 : PAPI obligatoire de nuit. MVL CAT A et B interdites au Nord.  
RWY 27 : PAPI mandatory by night. Circling CAT A and B prohibited North of AD.

OM - MAPT	3.2 NM	70 kt 2 min 45	85 kt 2 min 15	100 kt 1 min 55	115 kt 1 min 40	130 kt 1 min 29	160 kt 1 min 12	185 kt 1 min 02
OM - THR	3.8 NM	3 min 15	2 min 41	2 min 17	1 min 59	1 min 45	1 min 26	1 min 14
VSP (ft/min)		370	450	530	605	685	845	975

**APPROCHE AUX INSTRUMENTS**

**GRENOBLE ALPES ISERE**

Instrument approach

CAT A B C D

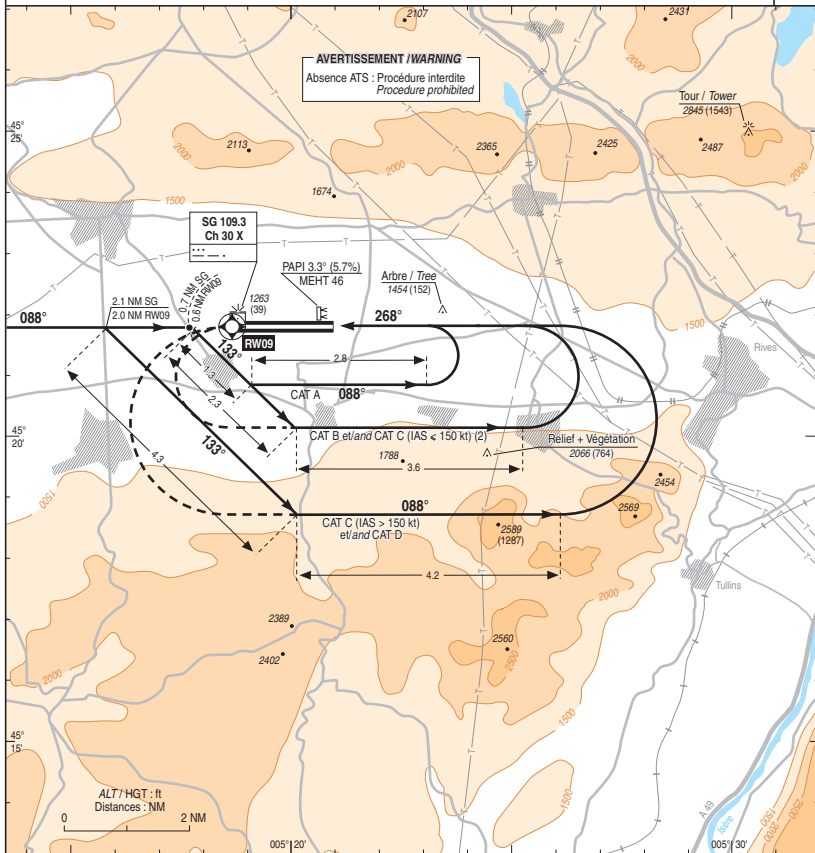
ALT AD : 1302 (47 hPa), THR : 1302

VPT RWY 27

ATIS GRENOBLE : 133.855  
APP : LYON Approch/Approach 136.075 - 133.150(1)(1) - 131.315 - 125.430(1)(2)  
TWR : GRENOBLE Tour/Tower 119.300

- (1) Secteur Ouest / West area
- (2) Secteur Est / East area

VAR  
2°E  
(2020)



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

REF HGT : ALT AD

CAT	VPT ILS (3) et/and LOC (4)		VPT NDB (3) (4)		VPT RNP (3) (4)	
	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS
A	1960 (660)	1500	2140 (830)	1500	1960 (660)	1500
B	2370 (1060)	1600	2370 (1060)	1600	2370 (1060)	1600
C	3040 (1730)	2400	3040 (1730)	2400	3040 (1730)	2400
D	3040 (1730)	3600	3040 (1730)	3600	3040 (1730)	3600

Observations : (3) HJ seulement. (4) MNM AD pour ACFT CAT C avec IAS < 150 kt : MDA (H) = 2460 (1160) - VIS = 2400.  
Remarks : (3) Daytime only. (4) MNM AD for ACFT CAT C with IAS < 150 kt : MDA (H) = 2460 (1160) - VIS = 2400.



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
RL 322 NDB	<b>46°10'34.9"N - 001°05'56.5"W</b>
	<i>46°10.58'N - 001°05.94'W</i>
RL Ch 32Y (109.55)	<b>46°10'40.7"N - 001°11'27.8"W</b>
	<i>46°10.68'N - 001°11.46'W</i>
BEMAX	<b>46°09'56.0"N - 000°45'35.0"W</b>
	<i>46°09.93'N - 000°45.58'W</i>

**APPROCHE AUX INSTRUMENTS**

**LA ROCHELLE ILE DE RE**

Instrument approach

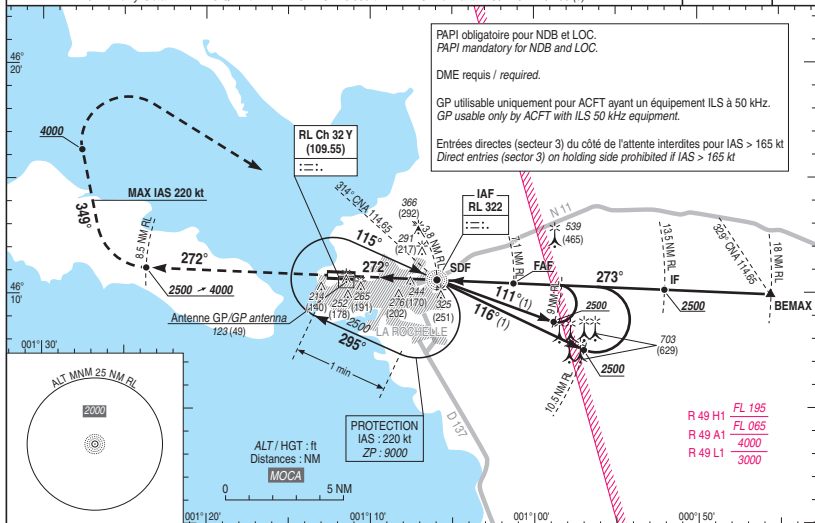
ILS ou/ou LOC RWY 27

CAT A B C

NDB Z RWY 27

ALT AD : 74, DTHR : 74 (3 hPa)

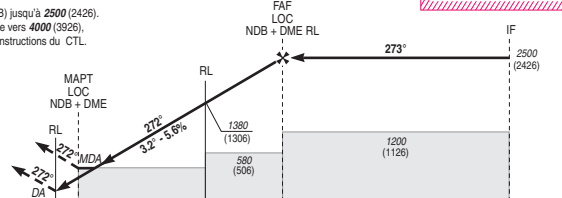
<p>ATIS LA ROCHELLE 126.880  <b>APP</b> : LA ROCHELLE Approche / Approach 124.200  <b>TWR</b> : LA ROCHELLE Tour / Tower 118.000                  Absence ATIS : A/A FR uniquement. Obtenir le QNH de NANTES sur ATIS NANTES 126.930 ou NANTES Information 130.275 - 119.400 (s)                  A/A FR only. Obtain NANTES QNH on NANTES ATIS 126.930 or NANTES Information 130.275 - 119.400 (s)</p>	<p><b>ILS - DME</b>  <b>RL 109.55</b>                  RDH : 43</p>	<p><b>VAR</b>                  0°                  (20)</p>
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TA : 5000

API : Monter dans l'axe (ILS) ou au **ODR 272° RL** (NDB) jusqu'à 2500 (2426).  
 A 8.5 NM DME RL, tourner à droite **RM 349°** en montée vers 4000 (3926), à 4000 (3926), tourner à droite vers **RL**, ou suivre les instructions du CTL.  
 Monter à 1500 (1426) avant d'accélérer en palier.

Missed APCH : Climb straight ahead (ILS) or **QDR 272° RL** (NDB) up to 2500 (2426). At 8.5 NM DME RL, turn right **MAG 349°** climbing to 4000 (3926), at 4000 (3926), turn right to **RL**, or follow ATC instructions.  
 Climb to 1500 (1426) prior to level acceleration.



DTHR	← (NM)	0.9	3.7	7	13.4
DME RL	← (NM)	1	3.8	7.1	13.5

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

C.A.T.	ILS			LOC			NDB Z			MVL/Circling (2)		MVL/Circling absence ATIS (3) HJ seulement/only	
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	OCH
A													
B	280 (200)	750	139	490 (420)	1400	416	540 (470)	1500	463	580 (510)	1500	870 (800)	1500
C								1500		580 (510)	1600	870 (800)	1600
								1700		770 (700)	2400	1060 (990)	2400

Observations/Remarks : (1) 111° MAX IAS 150 kt - 116° MAX IAS 200 kt. (2) MVL interdites au Sud de la piste / Circling prohibited S of RWY. (3) MVL H24 pour hélicoptères autorisés PCL/Circling H 24 for helicopters authorized with PCL.

RL - DTHR	3.7 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
VSP (ft/min)		3 min 10	2 min 37	1 min 13	1 min 56	1 min 42	1 min 32	1 min 23







WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
LEQ 109.0 Ch 27X VOR-DME	<b>50°33'42.4"N - 003°05'21.0"E</b>
	<i>50°33.71'N - 003°05.35'E</i>
LIL Ch 44Y (110.75)	<b>50°33'58.1"N - 003°06'51.5"E</b>
	<i>50°33.97'N - 003°06.86'E</i>
FAF VOR Z RWY08	<b>50°32'51.4"N - 002°56'59.3"E</b>
	<i>50°32.86'N - 002°56.99'E</i>
FAF LOC RWY26	<b>50°35'18.6"N - 003°15'50.0"E</b>
	<i>50°35.31'N - 003°15.83'E</i>

**APPROCHE AUX INSTRUMENTS**

Instrument approach

CAT A B C D

ALT AD : 157 (6 hPa), THR : 156

LILLE LESQUIN

VOR Z RWY 08

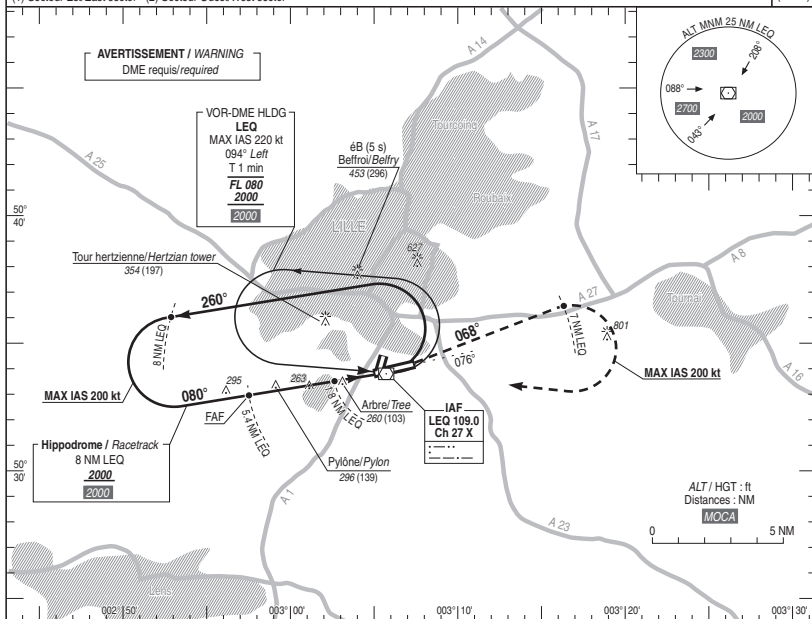
ATIS LILLE 119.330

APP : LILLE Approch/Approach 126.480 (1) - 120.275 (2)

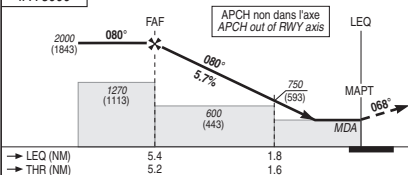
TWR : LILLE Tour/Tower 118.550

(1) Secteur Est/East sector - (2) Secteur Ouest/West sector

VAR  
1°E  
(2020)



TA : 5000



API : Monter sur RDL 068° LEQ (RM 068°). A 7 NM, tourner à droite vers LEQ, en montée vers 2000 (1843). Monter à 2000 (1843) avant d'accélérer en palier.

Missed APCH : Climb RDL 068° LEQ (MAG 068°). At 7 NM, turn right to LEQ up to 2000 (1843). Climb to 2000 (1843) 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 AD

CAT	VOR Z			MVL / Circling (3)		VOR DME LEQ	5	4	3	2
	MDA (H)	RVR	OCH	MDA (H)	VIS					
A	1500			650 (500)	1500	NM	1860	1515	1170	825
B	1500			650 (500)	1600	ALT	(1703)	(1358)	(1013)	(668)
C	530 (370)	365		1180 (1020)	2400	(HGT)				
D	1600			1180 (1020)	3600					

Observations / Remarks : (3) MVL CAT D interdites au Nord de l'aérodrome / Circling CAT D prohibited North of AD.

**APPROCHE AUX INSTRUMENTS**

**LILLE LESQUIN**

Instrument approach

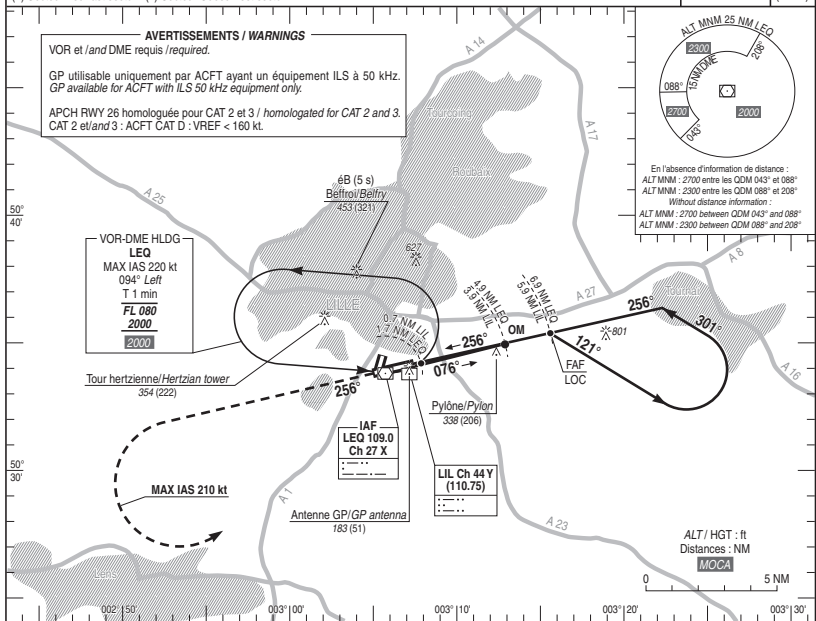
CAT A B C D

ALT AD : 157, DTHR : 132 (5 hPa)

ILS Y CAT I ou/ou ILS Y CAT II et/and III ou/ou LOC Y RWY 26

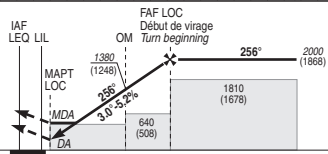
ATIS LILLE 119.330  
APP : LILLE Approch/Approach 126.480 (1) - 120.275 (2)  
TWR : LILLE Tour/Tower 118.550  
(1) Secteur Est/East sector - (2) Secteur Ouest/West sector

<b>ILS - DME</b>	<b>VAR</b>
<b>LIL 110.75</b>	<b>1°E</b>
<b>RDH : 52</b>	<b>(2020)</b>



TA : 5000

API : Monter dans l'axe RM 256°. A 2000 (1868), tourner à gauche vers LEQ en montée vers 3000 (2868).  
**Ne pas tourner avant LEQ.**  
Monter à 2000 (1868) avant d'accélérer en palier.  
**Missed APCH : Climb straight ahead MAG 256°. At 2000 (1868), turn left towards LEQ climbing to 3000 (2868).**  
**Do not turn before LEQ.**  
Climb to 2000 (1868) prior to level acceleration.



DTHR ← (NM)	0.5	3.7	5.7
DME ATT LIL ← (NM)	0.7	3.9	5.9
DME LEQ ← (NM)	1.7	4.9	6.9

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 Y		OCH ILS CAT 1		OCH ILS CAT 2		LOC Y		MVL / Circling (4)			
	DA (H)	RVR	MDA (H)	RVR	OCH	MDA (H)	RVR	VIS	DME ATT LIL (HGT)	VIS		
A			145	56		660 (530)	1500		5	4	3	2
B	340 (200)	550	156	69		660 (530)	1600		1740	1420	1100	770
C			169	81	570 (440)	1300	431		(1608)	(1288)	(968)	(638)
D			183	97		1180 (1040)	2400					
						1180 (1040)	3600					

Observations/Remarks : (3) Base OCH ILS CAT 2 : Plan sol. / OCH base ILS CAT 2 : Ground.  
(4) MVL CAT D interdites au Nord de l'aérodrome / Circling CAT D prohibited North of AD.

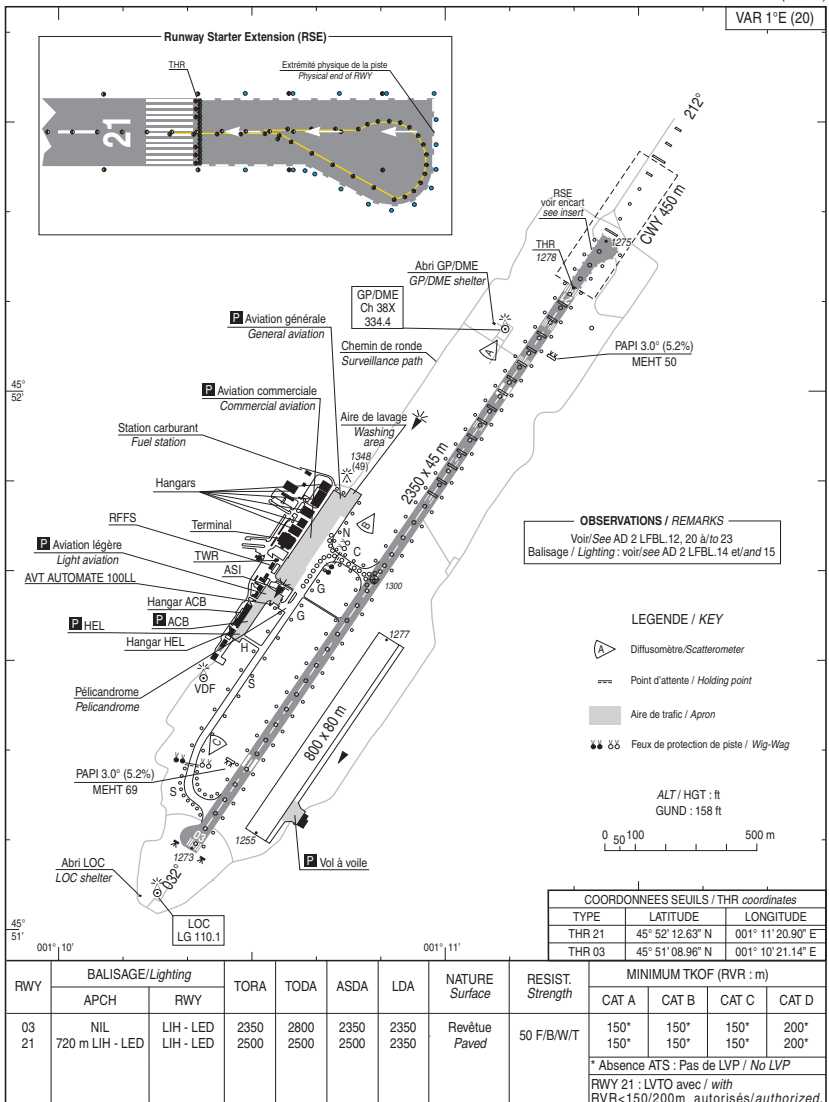
OM - DTHR	3.7 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - MAPT	3.2 NM	3 min 10	2 min 37	2 min 13	1 min 56	1 min 42	1 min 23	1 min 12
VSP (ft/min)		380	460	540	620	705	865	1000



**CARTE D'AERODROME**  
Aerodrome chart

ATIS : 128.080 ☎ 05 55 48 40 37

**LIMOGES BELLEGARDE**  
45 51 39 N - 001 10 49 E  
ALT AD : 1300 (47 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
LOE 424 NDB	<b>46°01'48.9"N - 001°20'21.9"E</b>
	<i>46°01.82'N - 001°20.37'E</i>
LG Ch 38X (110.1)	<b>45°52'07.0"N - 001°11'09.0"E</b>
	<i>45°52.12'N - 001°11.15'E</i>
MIGRA	<b>45°41'02.8"N - 001°00'54.5"E</b>
	<i>45°41.05'N - 001°00.91'E</i>
NERTI	<b>45°42'07.6"N - 000°54'20.0"E</b>
	<i>45°42.13'N - 000°54.33'E</i>
SOLNO	<b>45°37'09.6"N - 001°06'47.5"E</b>
	<i>45°37.16'N - 001°06.79'E</i>
FBL03	<b>45°44'54.2"N - 001°04'30.4"E</b>
	<i>45°44.90'N - 001°04.51'E</i>
FAF LOC RWY21	<b>45°59'12.6"N - 001°17'56.4"E</b>
	<i>45°59.21'N - 001°17.94'E</i>

**APPROCHE AUX INSTRUMENTS**

**LIMOGES BELLEGARDE**

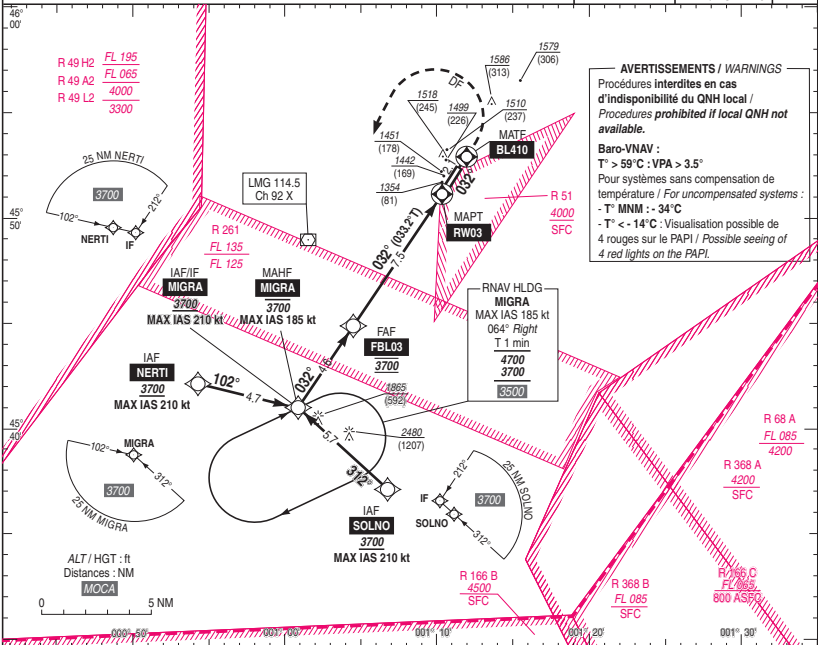
Instrument approach

CAT A B C D

ALT AD : 1300. THR : 1273 (46 hPa)

RNP RWY 03

ATIS LIMOGES 128.080 ☎ 05 55 48 37 APP : LIMOGES Approche / Approach 118.080 TWR : LIMOGES Tour / Tower 119.550	RNP APCH	EGNOS Ch 73178 E03A RDH / TCH : 49	VAR 1°E (2020)
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**AVERTISSEMENTS / WARNINGS**  
 Procédures interdites en cas d'indisponibilité du QNH local /  
 Procedures prohibited if local QNH not available.  
**Baro-VNAV :**  
 T° > 59°C : VPA > 3.5°  
 Pour systèmes sans compensation de température / For uncompensated systems :  
 - T° MNM : - 34°C  
 - T° < - 14°C : Visualisation possible de 4 rouges sur le PAPI / Possible seeing of 4 red lights on the PAPI.

TA : 5000	
MNM AD : voir/see AD 2 LFBL IAC RWY03 RNP MINIMA.	REF HGT : ALT THR

DIST RW03	7	6	5	4	3	2
ALT	3550	3230	2910	2600	2280	1960
(HGT)	(2277)	(1957)	(1637)	(1327)	(1007)	(687)

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

FAF - RW03	7.5 NM	70 kt 6 min 24	85 kt 5 min 16	100 kt 4 min 29	115 kt 3 min 54	130 kt 3 min 27	145 kt 3 min 05	160 kt 2 min 48	185 kt 2 min 25
VSP (ft/min)		370	450	530	610	685	765	845	980

**APPROCHE AUX INSTRUMENTS****LIMOGES BELLEGARDE**

Instrument approach

CAT A B C D

ALT AD : 1300 THR : 1273 (46 hPa)

**RNP RWY 03****1. MINIMA LPV :**

Les Minima LPV standard ci-dessous sont déterminés pour les ACFT effectuant une procédure LPV pouvant assurer en approche interrompue une pente de montée supérieure ou égale à 2.5%.

The standard LPV Minima below are determined for ACFT flying an LPV procedure which are able to maintain a climbing slope greater than or equal to 2.5% during a missed APCH.

Pente en API Slope in missed APCH	CAT	DA (H)	RVR	OCH
2.5 %*	A	1530 (250)	1300	234
	B	1530 (250)	1300	247
	C	1530 (260)	1300	255
	D	1540 (270)	1300	265
3 %	A	1530 (250)	1300	218
	B	1530 (250)	1300	231
	C	1530 (250)	1300	239
	D	1530 (250)	1300	249

Distances verticales en pieds, RVR et VIS en mètres / Vertical distances in feet, RVR and VIS in meters.

\* Pour les opérations de transport public, l'utilisation de ces minima impose la prise en compte de la panne d'un moteur en API.

\* For public transport operations, the use of these minima must take into account the failure of one engine during a missed APCH.

**2. MINIMA LNAV/VNAV :**

Les Minima LNAV/VNAV standard ci-dessous sont déterminés pour les ACFT effectuant une procédure LNAV/VNAV pouvant assurer en approche interrompue une pente de montée supérieure ou égale à 2.5%.

The standard LNAV/VNAV Minima below are determined for ACFT flying an LNAV/VNAV procedure which are able to maintain a climbing slope greater than or equal to 2.5% during a missed APCH.

Pente en API Slope in missed APCH	CAT	DA (H)	RVR	OCH
2.5 %*	A	1580 (310)	1400	302
	B	1590 (320)	1400	314
	C	1610 (340)	1500	333
	D	1640 (360)	1600	360
3 %	A	1550 (280)	1300	272
	B	1560 (290)	1400	284
	C	1580 (310)	1400	305
	D	1610 (340)	1500	334
4 %	A	1530 (250)	1300	224
	B	1530 (250)	1300	236
	C	1540 (260)	1300	259
	D	1570 (300)	1400	292

Distances verticales en pieds, RVR et VIS en mètres / Vertical distances in feet, RVR and VIS in meters.

\* Pour les opérations de transport public, l'utilisation de ces minima impose la prise en compte de la panne d'un moteur en API.

\* For public transport operations, the use of these minima must take into account the failure of one engine during a missed APCH.

**3. MINIMA LNAV :**

Pente en API Slope in missed APCH	CAT	MDA (H)	RVR	OCH
2.5 %	A	1610 (330)	1500	328
	B	1620 (340)	1500	340
	C	1640 (370)	1700	364
	D	1660 (390)	1800	384

Distances verticales en pieds, RVR et VIS en mètres / Vertical distances in feet, RVR and VIS in meters.

**4. MINIMA MVL / Circling :**

MVL interdites au Sud-Est de la piste/Circling prohibited South-East of RWY.

Pente en API Slope in missed APCH	CAT	MDA (H)	VIS
2.5 %	A	1820 (550)	1500
	B	1830 (560)	1600
	C	1980 (710)	2400
	D	2080 (800)	3600

Distances verticales en pieds, RVR et VIS en mètres / Vertical distances in feet, RVR and VIS in meters.



**APPROCHE AUX INSTRUMENTS**

**LIMOGES BELLEGARDE**

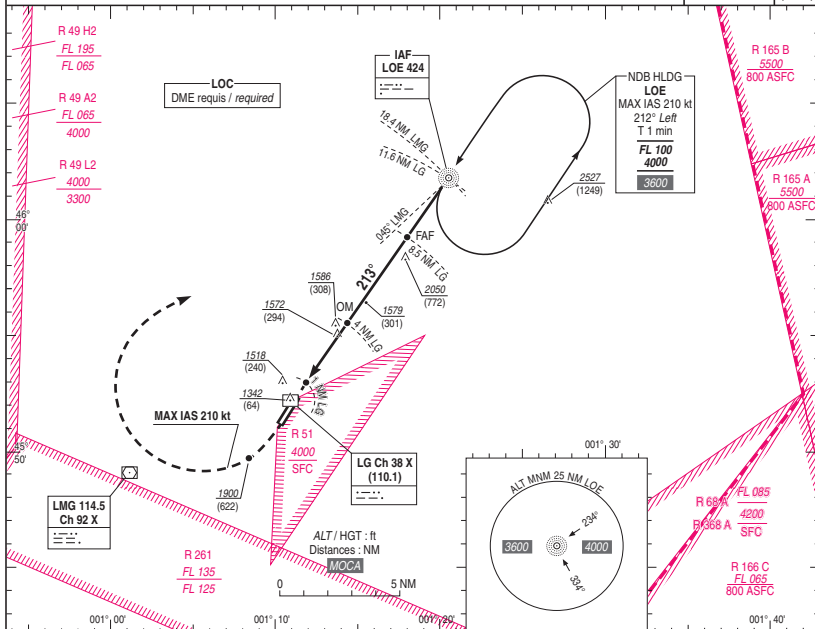
Instrument approach

CAT A B C D

ALT AD : 1300, THR : 1278 (46 hPa)

ILS CAT I ou/ou ILS CAT II et/and III ou/ou LOC RWY 21

ATIS LIMOGES 128.080 ☎ 05 55 48 40 37 APP : LIMOGES Approche / Approach 118.080 TWR : LIMOGES Tour / Tower 119.550	ILS - DME LG 110.1 RDH : 54	VAR 1°E (2020)
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TA : 5000

API : Monter dans l'axe . A 1900 (622), tourner à droite vers LOE en montée vers 4000 (2722) ou suivre les instructions du CTL.  
Ne pas tourner avant le MAPT.  
Monter à 2900 (1622) avant d'accélérer en palier.  
Missed APCH : Climb straight ahead. At 1900 (622), turn right to LOE climbing up to 4000 (2722) or follow ATC instructions.  
Do not turn before MAPT.  
Climb up to 2900 (1622) prior to level acceleration.

THR ← (NM)	0.8	3.8	8.4	11.5
DME LG ← (NM)	1	4	8.5	11.6

MMN 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	OCH CAT 1	OCH CAT 2	LOC + DME LG			MVL / Circling (1)		APP RWY 21 homologuée CAT 2 et 3 (2)(3) (RVR MNM 125 m) APCH RWY 21 approved CAT 2 and 3 (2)(3) (RVR MNM 125 m)
				MDA (H)	RVR	OCH	MDA (H)	VIS	
A									
B	1480 (200)	550	159	70	1500	540	1820 (540)	1500	
C			169	83	1500	540	1830 (550)	1600	
D			182	94	1700	540	1980 (710)	2400	
			196	100	1700	540	2080 (800)	3600	

Observations / Remarks : (1) MVL interdites au Sud-Est de la piste - (2) Base OCH ILS CAT 2 : plan sol - (3) CAT 2 et 3 : aéronef de CAT D : VAT < 142 kt.  
(1) Circling prohibited SE of RWY - (2) OCH base ILS CAT 2 : ground plan - (3) CAT 2 and 3 : CAT D ACFT : VAT < 142 kt.

FAF - THR	8.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt	185 kt
VSP (ft/min)		7 min 11	5 min 55	5 min 02	4 min 22	3 min 52	3 min 29	3 min 09	2 min 43
		370	450	530	610	685	765	845	980





WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
LSE 114.75 Ch 94Y VOR-DME	<b>45°44'43.9"N - 005°05'26.1"E</b>
	<i>45°44.73'N - 005°05.44'E</i>
LSN Ch 52X (111.5)	<b>45°42'51.0"N - 005°05'46.8"E</b>
	<i>45°42.85'N - 005°05.78'E</i>
LSS Ch 28X (109.1)	<b>45°43'57.1"N - 005°05'38.8"E</b>
	<i>45°43.95'N - 005°05.65'E</i>
SAN Ch 44Y (110.75)	<b>45°42'49.8"N - 005°05'30.7"E</b>
	<i>45°42.83'N - 005°05.51'E</i>
ARBON	<b>45°16'59.8"N - 004°53'24.6"E</b>
	<i>45°17.00'N - 004°53.41'E</i>
EKMEP	<b>45°55'41.4"N - 005°04'05.9"E</b>
	<i>45°55.69'N - 005°04.10'E</i>
NEGPU	<b>45°31'46.4"N - 005°06'44.1"E</b>
	<i>45°31.77'N - 005°06.74'E</i>
RIPTU	<b>46°06'25.0"N - 005°19'45.0"E</b>
	<i>46°06.42'N - 005°19.75'E</i>

FREQ :

ATIS SAINT EX 126.180  
TWR SAINT EX Ground : 121.830  
Tower : 120.450  
APP LYON 120.230 / 125.430

**APPROCHE AUX INSTRUMENTS**

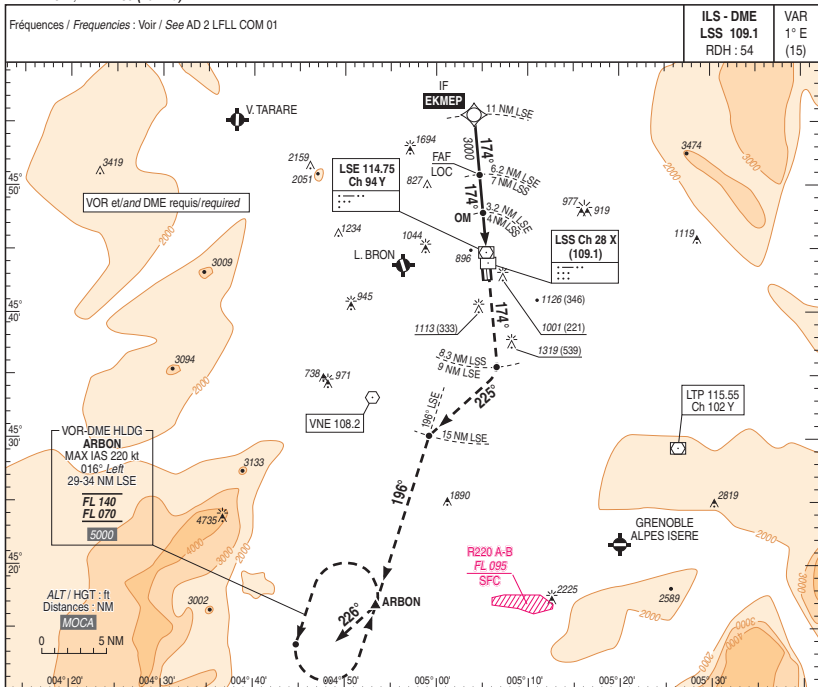
**LYON SAINT EXUPERY**

Instrument approach

CAT A B C D

ALT AD : 821, THR : 780 (29 hpa)

FNA ILS ou/ or LOC RWY 17L



TA : 5000



→ LSS (NM)	11.8	7	4	1
→ LSE (NM)	11	6.2	3.2	0.2

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

C.A.T.	ILS			LOC (1)			MVL / Circling (2)		DME LSS
	DA (H)	RVR	OCH CAT 1	MDA (H)	RVR	OCH	MDA (H)	VIS	
A			146				1310 (530)	1500	NM ALT 2720 2390 2060 1740 1420 (HGT) (1940) (1610) (1280) (960) (640)
B			156	1200 (420)	1200	420	1440 (660)	1600	
C	980 (200)	550	167				1710 (930)	2400	
D			180				1720 (940)	3600	
DL			183						

Observations/Remarks : (1) Base OCH : NIL / OCH base NIL. (2) Circuit main droite RWY 35 / Right hand circuit RWY 35.

FAF - THR	6.8 NM	70 kt 5 min 50	85 kt 4 min 48	100 kt 4 min 05	115 kt 3 min 33	130 kt 3 min 08	160 kt 2 min 33	185 kt 2 min 12
VSP (ft/min)		370	450	525	605	685	845	975



**APPROCHE AUX INSTRUMENTS**

LYON SAINT EXUPERY

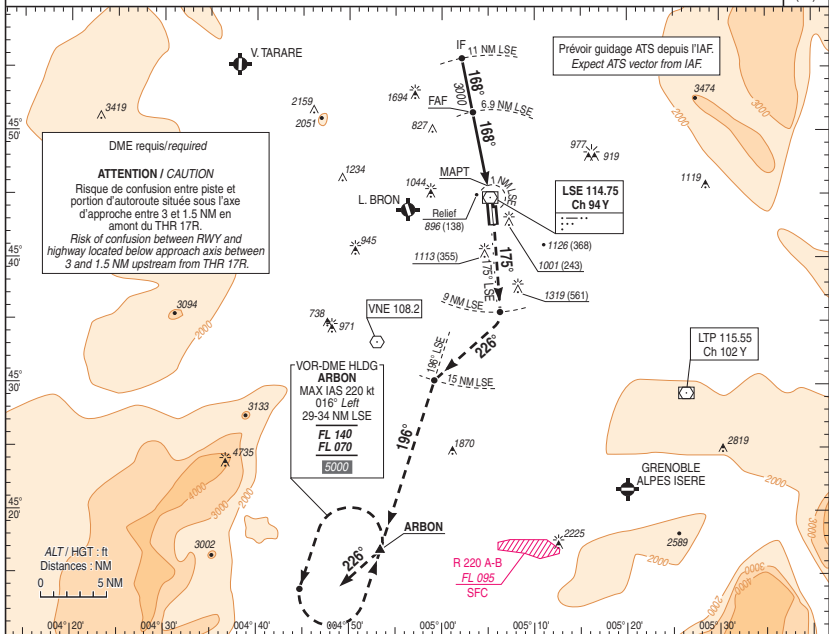
Instrument approach

CAT A B C D

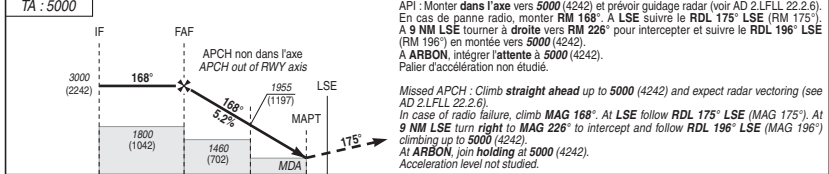
ALT AD : 821, THR : 758 (28 hPa)

FNA VOR RWY 17R

FREQ : Voir / See AD 2 LFLI COM 01	VAR 1° E (15)
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TA : 5000



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 (1)			MVL / Circling (2)		DME LSE	6	5	4	3	2
	MDA (ft)	RVR	OCH	MDA (ft)	VIS						
A	<b>1200 (450)</b>	1500	442	1310 (550)	1500	NM	6	5	4	3	2
B		1500		1440 (680)	1600	ALT	2690	2370	2050	1730	1420
C		2100		1710 (950)	2400	(HGT)	(1932)	(1612)	(1292)	(972)	(662)
D		2100		1720 (960)	3600						

Observations/Remarks: (1) Base OCH : NIL / OCH base : NIL  
(2) Circuit main droite RWY 35 / Right hand circuit RWY 35.

FAF - THR	6.9 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		5 min 55	4 min 52	4 min 08	3 min 36	3 min 11	2 min 35	2 min 14
		370	450	525	605	685	845	975



**APPROCHE AUX INSTRUMENTS**

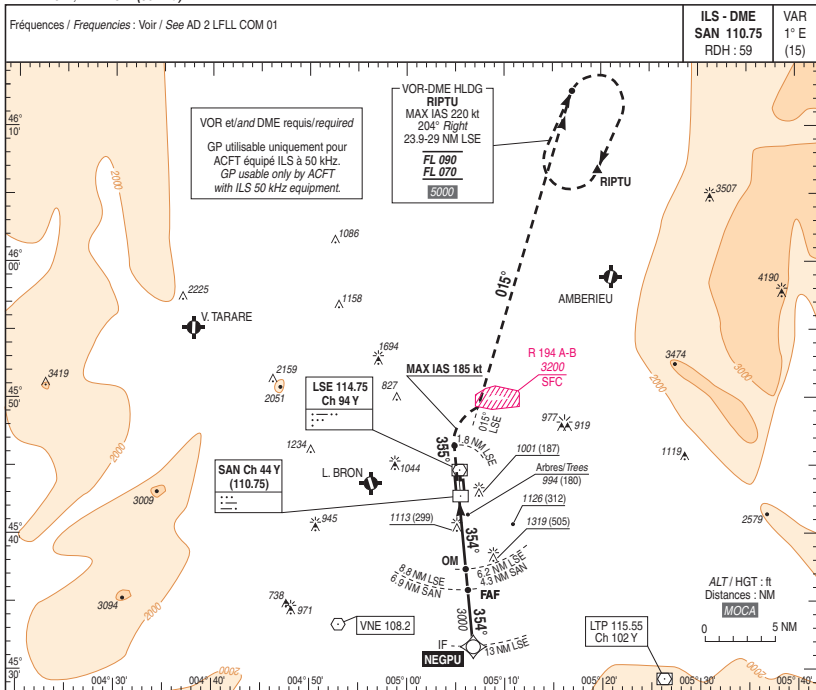
LYON SAINT EXUPERY

Instrument approach

CAT A B C D

ALT AD : 821, THR : 814 (30 hpa)

FNA ILS CAT I ou/ou CAT II et/and III ou/ou LOC RWY 35L



TA : 5000

API : Monter dans l'axe vers 5000 (4186) et prévoir guidage radar (voir AD 2 LFL 22.2.6). En cas de panne radio, monter dans l'axe. A 1.8 NM LSE tourner à droite (MAX IAS 185 kt) pour intercepter et suivre le RDL 015° LSE (RM 015°) en montée vers 5000 (4186). A 2.9 NM LSE tourner à droite pour intégrer l'attente RIPTU à 5000 (4186). Palier d'accélération non étudié. Pente ATS : 4% jusqu'à 2500 (1679), prévenir le contrôle en cas d'impossibilité.

Missed APCH : Climb straight ahead up to 5000 (4186) and expect radar vectors (see AD 2 LFL 22.2.6). If radio failure, climb straight ahead. At 1.8 NM LSE turn right (MAX IAS 185 kt) to intercept and follow RDL 015° LSE (MAG 015°) climbing up to 5000 (4186). At 2.9 NM LSE turn right to join RIPTU holding at 5000 (4186). Acceleration level not studied. ATS gradient : 4% up to 2500 (1679), if unable advise ATC.

SAN ← (NM)	0.0	0.2	1	1.8	4.3	6.9	11.1
LSE ← (NM)	0.0	0.2	1	1.8	2.9	3.7	6.2

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		APCH RWY 35L homologuée pour CAT 2 et 3 avec DA APCH RWY 35L homologated for CAT 2 and 3 with DA																					
	DA (H)	RVR	OCH CAT 1	OCH CAT 2	MDA (H)	RVR	OCH	MDA (H)	VIS																						
A			145	59				1310 (490)	1500	<table border="1"> <tr> <th colspan="2">DME SAN</th> <th>6</th> <th>5</th> <th>4</th> <th>3</th> <th>2</th> </tr> <tr> <td>NM</td> <td></td> <td>6</td> <td>5</td> <td>4</td> <td>3</td> <td>2</td> </tr> <tr> <td>ALT (HGT)</td> <td></td> <td>2750 (1936)</td> <td>2420 (1606)</td> <td>2100 (1286)</td> <td>1770 (956)</td> <td>1450 (636)</td> </tr> </table>	DME SAN		6	5	4	3	2	NM		6	5	4	3	2	ALT (HGT)		2750 (1936)	2420 (1606)	2100 (1286)	1770 (956)	1450 (636)
DME SAN		6	5	4	3	2																									
NM		6	5	4	3	2																									
ALT (HGT)		2750 (1936)	2420 (1606)	2100 (1286)	1770 (956)	1450 (636)																									
B			154	70	1250 (440)	1300	436	1440 (620)	1600																						
C	1020 (200)	550	162	83				1710 (900)	2400																						
D			174	97				1720 (910)	3600																						
DL			175	97																											
FAF - THR		6.7 NM	70 kt	5 min 45	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt																					
VSP (ft/min)			370		450	525	605	685	845	975																					







WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
MAR 383 NDB	<b>43°29'23.3"N - 005°08'14.1"E</b>
	<i>43°29.39'N - 005°08.24'E</i>
MRM 108.8 Ch 25X VOR-DME	<b>43°22'38.4"N - 005°19'35.2"E</b>
	<i>43°22.64'N - 005°19.59'E</i>
MTG 117.3 Ch 120X VOR-DME	<b>43°23'10.7"N - 005°05'12.6"E</b>
	<i>43°23.18'N - 005°05.21'E</i>
ML Ch 40X (110.3)	<b>43°26'39.3"N - 005°12'07.7"E</b>
	<i>43°26.66'N - 005°12.13'E</i>
MPV Ch 48Y (111.15)	<b>43°25'56.7"N - 005°13'08.4"E</b>
	<i>43°25.95'N - 005°13.14'E</i>
POMEG	<b>43°17'39.1"N - 005°19'42.3"E</b>
	<i>43°17.65'N - 005°19.71'E</i>
ZEBRA	<b>43°36'57.2"N - 004°57'36.3"E</b>
	<i>43°36.95'N - 004°57.61'E</i>
FAP / FAF ILS Z RWY13L	<b>43°35'23.5"N - 004°59'46.3"E</b>
	<i>43°35.39'N - 004°59.77'E</i>
FAP / FAF ILS Z RWY31R	<b>43°22'47.7"N - 005°17'44.6"E</b>
	<i>43°22.80'N - 005°17.74'E</i>

FREQ :

ATIS PROVENCE 125.355

TWR PROVENCE ground : 121.905

tower : 133.100

APP PROVENCE Approach : 121.430 / 120.880

**APPROCHE AUX INSTRUMENTS**

MARSEILLE PROVENCE

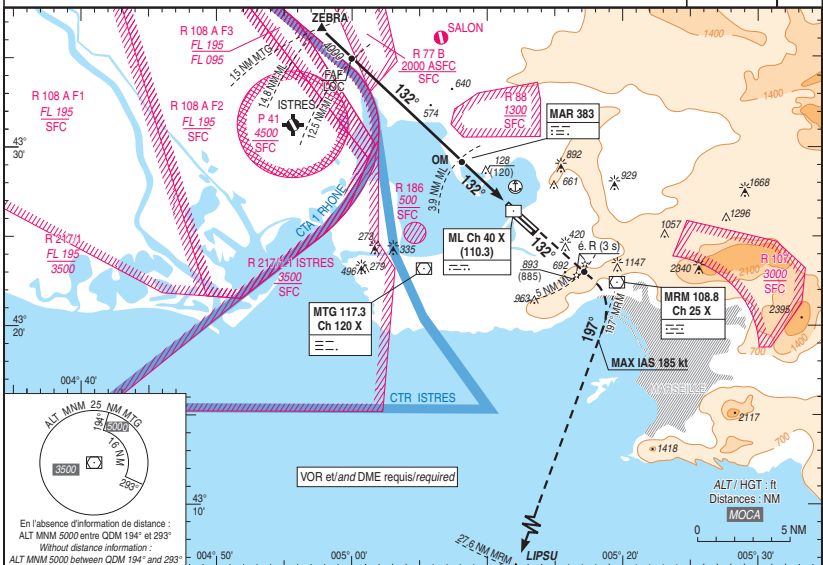
Instrument approach

CAT A B C D

ALT AD : 70, DTHR : 8 (1 hPa)

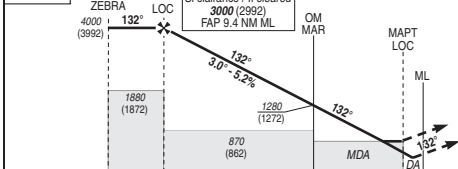
FNA ILS Z CAT I ou/ou ILS Z CAT II et/and III ou/ou LOC Z RWY 13L  
ou/ou FNA ILS Y CAT I ou/ou ILS Y CAT II et/and III ou/ou LOC Y RWY 13L

FREQ : voir/see AD 2 LFML COM 01	ILS / DME ML 110.3 RDH : 55	VAR 2°E (20)
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ALT MNM 5000 entre QDM 194° et 293°  
Without distance information :  
ALT MNM 5000 between QDM 194° and 293°

TA : 5000



API : Monter dans l'axe. A 2000 (1992), tourner à droite **MAX IAS 185 kt** (ne pas tourner avant 5 NM ML, sauf instruction contraire du CTL) et suivre le RDL 197° MRM (RM 197°) vers LIPSU, en montée vers 4000 (3992). Monter à 2000 (1992) avant d'accélérer en palier. Pente ATS : Monter à 5% MNM jusqu'à 2500 (2492) (1).

Missed APCH : Climb straight ahead. At 2000 (1992) turn **right MAX IAS 185 kt** (do not turn before 5 NM ML, unless otherwise instructed by ATC) and follow **RDL 197° MRM** (MAG 197°) towards LIPSU, up to 4000 (3992). Climb to 2000 (1992) prior to level acceleration. ATS gradient : climb with MNM 5% to 2500 (2492) (1).

→ DTHR (NM)	14.6	12.4	3.7	0.8
→ DME ML (NM)	14.8	12.5	3.9	1

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

CAT	ILS API 2.5%			ILS API 2.7%			OCH ILS CAT 2 API 3.2%	LOC+DME ML			MVL / Circling <sup>(3)</sup>		APCH 13L (2)(4) : - Homologué CAT 2 et 3 sauf ACFT d'envergure > 65 m et sauf ACFT CAT D - Approuvé pour CAT 2 and 3 except wingspan ACFT > 65 m and except CAT D ACFT. RVR MNM 125 m. API CAT 2 et/and 3 : 3.2%. DME ML NM 12 11 10 9 8 7 6 5 4 3 2 (HGT) (3822)(3502)(3182)(2862)(2552)(2232)(1912)(1592)(1272)(952)(632)
	DA (H)	RVR	OCH	DA (H)	RVR	OCH		MDA (H)	RVR	OCH	MDA (H)	VIS	
A	240 (230)		227	210 (200)	750	191	49			720 (710)	1500		
B	250 (240)		237	220 (210)	750	201	60			990 (980)	1600		
C	260 (250)	800	247	220 (210)	750	210	72	380 (370)	1300 367	1360 (1350)	2400		
D	270 (260)		260	240 (230)	800	223	-			1540 (1530)	3600		

Observations/Remarks :  
(1) En cas d'impossibilité, en aviser immédiatement le CTL // If unable, advise ATC immediately. (2) Pour les opérations de transport public, l'utilisation de ces minima impose la prise en compte de la panne d'un moteur en API / For common carriage operations, the use of these minima requires to take into account the failure of one engine for missed APCH.  
(3) MVL interdites au Nord de la piste / Circling prohibited North of RWY. (4) Les APCH CAT 2 (OBST le plus pénalisant : plan sol) ou CAT 3 nécessitent une pente en API ≥ 3.2% / CAT 2 APCH (most penalizing OBST - ground level) or CAT 3 require a slope for missed APCH ≥ 3.2%.

MAR - DTHR	3.7 NM	3 min 10	2 min 37	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		370	450	530	610	690	850	980

**APPROCHE AUX INSTRUMENTS**

**MARSEILLE PROVENCE**

Instrument approach

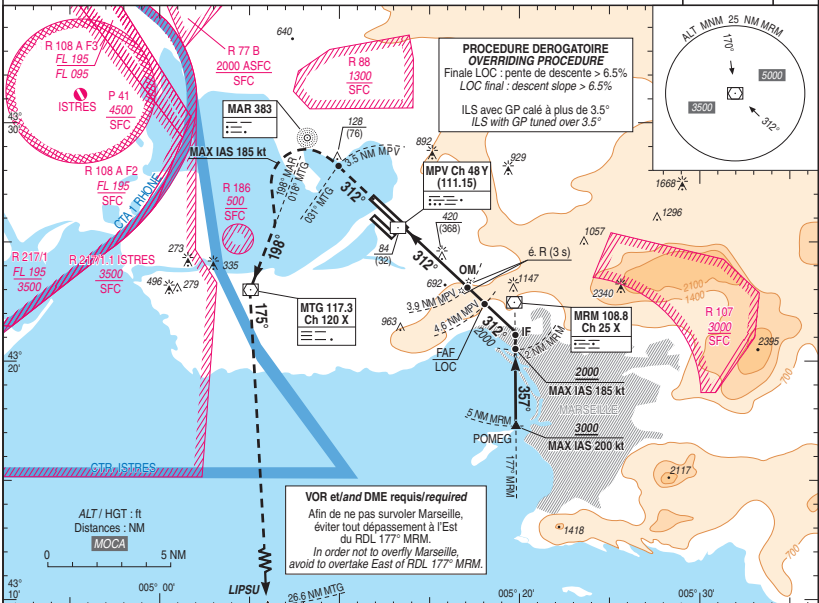
CAT A B C D

ALT AD : 70, DTHR : 52 (2 hPa)

FNA ILS Z ou/ or LOC Z RWY 31R

FREQ : voir/see AD 2 LFML COM 01

<b>ILS / DME</b>	<b>VAR</b>
MPV 111.15	2° E
RDH : 59	(20)



API : Monter dans l'axe. Au RDL 031° MTG (3.5 NM DME MPV) tourner à gauche (MAX IAS 185 kt) pour intercepter et suivre le RDL 018° MTG (RM 198°) [MTG U/S : QDR 198° MAR (MAG 198°)] vers MTG en montée vers 4000 (3948). Ensuite suivre le RDL 175° MTG (RM 175°) vers LIPSU [MTG U/S : prévoir guidage radar]. Monter à 1300 (1248) avant d'accélérer en palier. Pente ATS : Monter à 6% MNM jusqu'à 4000 (3948). (1)

Missed APCH : Climb straight ahead. At 3.5 MPV / RDL 031° MTG turn left (MAX IAS 185 kt) to intercept and follow RDL 018° MTG (MAG 198°) [MTG U/S QDR 198° MAR (MAG 198°)] towards MTG climbing to 4000 (3948). Then follow RDL 175° MTG (MAG 175°) towards LIPSU [MTG U/S : expect radar guidance]. Climb to 1300 (1248) prior to level acceleration. ATS gradient : climb with MNM 6% up to 4000 (3948). (1)

DTHR ← (NM)  
DME MPV ← (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

C.A.T.	ILS			LOC + DME MPV			MVL / Circling <sup>(2)</sup>	
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS
A	360 (300)	650	259	670 (620)	1500		720 (670)	1500
B	360 (300)	650	278	670 (620)	1500 (3)	614	990 (940)	1600
C	360 (300)	650	291	760 (700)	2500		1360 (1310)	2500
D	370 (310)	700	307	860 (800)	2900 (4)		1540 (1490)	3600

DIST DME MPV	4		3		2	
	ALT	1740	1320	900	(HGT)	(1688) (1268) (848)

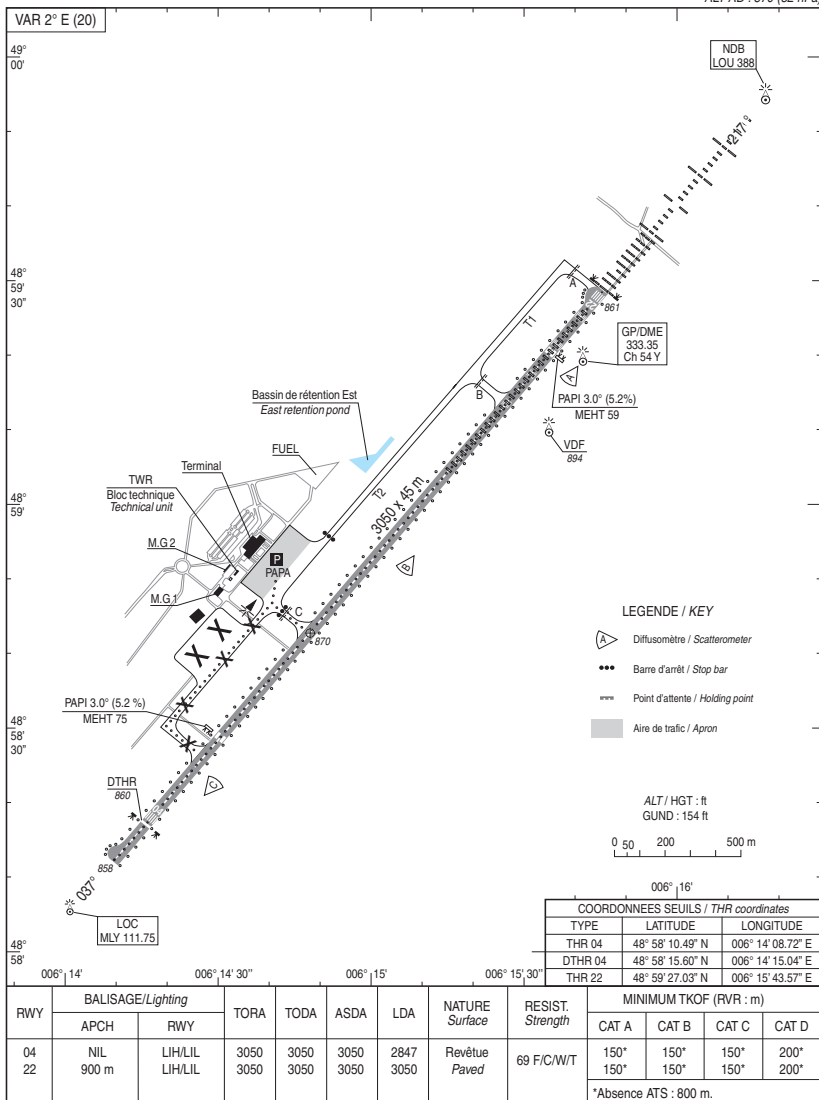
- Observations/Remarks: (1) En cas d'impossibilité, en aviser le contrôle / If unable, advise ATC immediately.  
(2) MVL interdites au Nord des pistes. Circuit AD RWY 13 : Droite / Circling prohibited North of RWY. Circuit AD RWY 13 : Right hand.  
(3) De nuit si PAPI hors service : RVR = 1600 m / At night if PAPI unserviceable : RVR = 1600 m.  
(4) De nuit si PAPI hors service : RVR = 3600 m / At night if PAPI unserviceable : RVR = 3600 m.

	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - DTHR	3.7 NM	3 min 10	2 min 37	2 min 13	1 min 56	1 min 42	1 min 12
VSP (ft/min)	500	600	710	820	920	1130	1310

**CARTE D'AERODROME**  
Aerodrome chart

FREQ : Voir/See AD 2 LFJL COM 01

**METZ NANCY LORRAINE**  
48 58 42 N - 006 14 48 E  
ALT AD : 870 (32 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
LOU 388 NDB	<b>48°59'54.0"N - 006°16'17.0"E</b>
	<i>48°59.90'N - 006°16.28'E</i>
MTZ 354 NDB	<b>49°16'34.1"N - 006°12'31.0"E</b>
	<i>49°16.57'N - 006°12.52'E</i>
MLY Ch 54Y (111.75)	<b>48°59'17.7"N - 006°15'39.6"E</b>
	<i>48°59.30'N - 006°15.66'E</i>
MONCE	<b>48°42'00.0"N - 006°26'06.0"E</b>
	<i>48°42.00'N - 006°26.10'E</i>
EPL	<b>48°19'04.2"N - 006°03'33.9"E</b>
	<i>48°19.07'N - 006°03.57'E</i>
IJL04	<b>48°46'51.4"N - 006°00'11.9"E</b>
	<i>48°46.86'N - 006°00.20'E</i>
FAP ILS Y RWY22	<b>49°07'42.4"N - 006°25'55.4"E</b>
	<i>49°07.71'N - 006°25.92'E</i>

FREQ :

ATIS LORRAINE 136.580  
TWR LORRAINE ground : 121.705  
tower : 122.075  
APP LORRAINE 119.125

**APPROCHE AUX INSTRUMENTS**

**METZ NANCY LORRAINE**

Instrument approach

CAT A B C D

ALT AD : 870, DTHR : 860 (31 hPa)

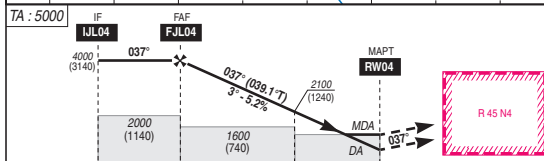
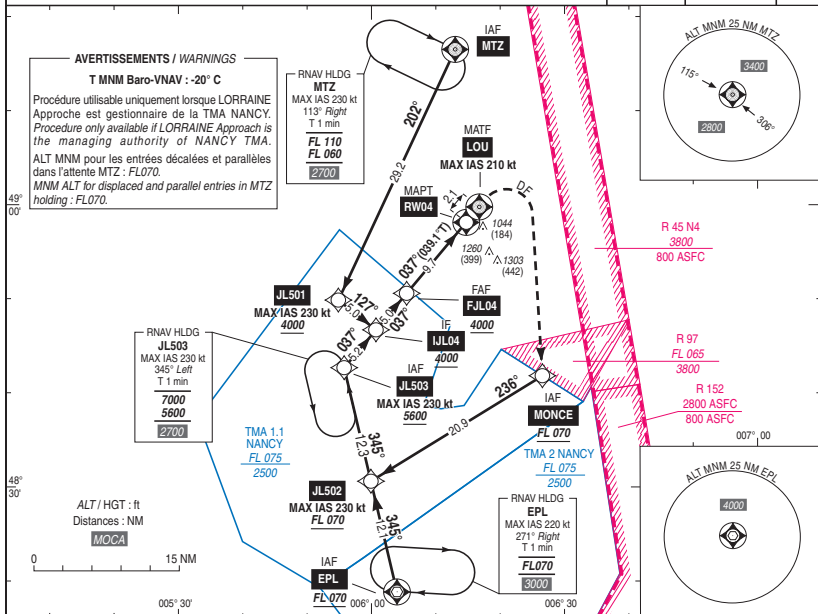
RNP RWY 04

FREQ : voir see AD 2 LFJL COM 01

RNP APCH

EGNOS  
Ch 41011  
E04A  
RDH/TCH : 49

VAR  
2°E  
(2020)



API : Monter vers LOU. A LOU tourner à droite pour rejoindre directement MONCE en montée vers FL070 (pente ATS 5.3%). En cas d'impossibilité, en informer l'organisme ATS.  
Monter à 2000 (1140) avant d'accélérer en palier.

Missed APCH : Climb up to LOU. At LOU turn right to join directly MONCE climbing up to FL070 (ATS slope 5.3%). If impossible to comply, please keep ATC advised. Climb up to 2000 (1140) prior to level acceleration.

DTHR ← (NM) 14.7 9.7 3.7 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	LPV		LNAV-VNAV			LNAV			MVL / Circling (1)		DIST RW04					
	DA (H)	RVR	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	ALT (HGT)	9	8	7	6
A	1160 (300)	1400	270	1160 (300)	1400	270	1250 (390)	1500	390	1410 (550)	1500	3780 (2920)	3460 (2600)	3140 (2280)	2820 (1960)	
B			280	1160 (300)	1400	280	1250 (390)	1500	390	1410 (550)	1600					
C			290	1160 (300)	1400	295	1260 (400)	1800	394	1660 (800)	2400					
D			300	1190 (330)	1500	322	1290 (430)	2000	430	1710 (850)	3600					

Observations / Remarks : (1) MVL à l'Est sauf autorisation contraire de l'ATC / Circling to the East unless otherwise authorized by ATC.

FAF - MAPT	9.7 NM	70 kt 8 min 19	85 kt 6 min 51	100 kt 5 min 49	115 kt 5 min 04	130 kt 4 min 29	160 kt 3 min 38	185 kt 3 min 09
VSP (ft/min)		370	450	530	610	690	850	980

**APPROCHE AUX INSTRUMENTS**

**METZ NANCY LORRAINE**

Instrument approach

CAT A B C D

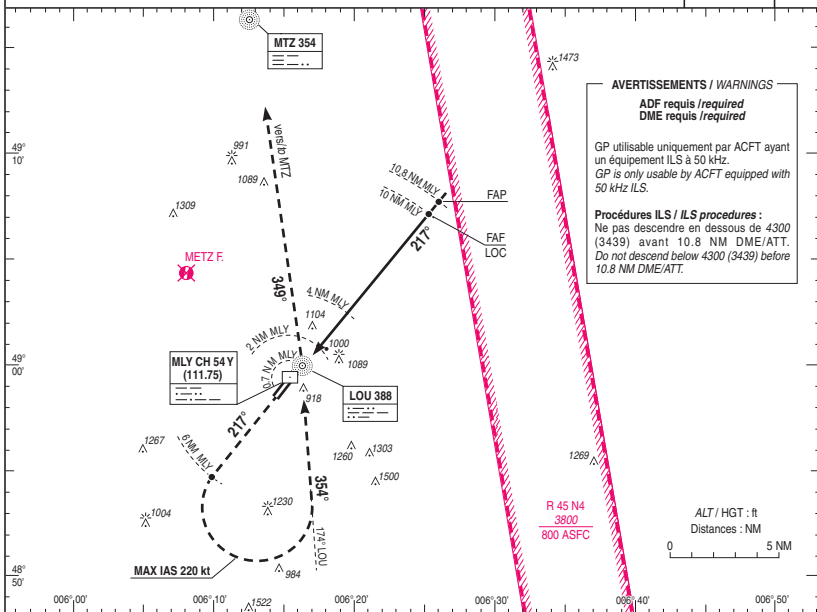
FNA ILS Y ou/ or LOC Y RWY 22

ALT AD : 870, THR : 861 (31 hPa)

FREQ : voir / see AD 2 LFJL COM 01

ILS/DME  
MLY 111.75  
RDH : 52

VAR  
2° E  
(2020)



**AVERTISSEMENTS / WARNINGS**

**ADF requis /required  
DME requis /required**

GP utilisable uniquement par ACFT ayant un équipement ILS à 50 kHz.  
GP is only usable by ACFT equipped with 50 kHz ILS.

**Procédures ILS / ILS procedures :**  
Ne pas descendre en dessous de 4300 (3439) avant 10.8 NM DME/ATT.  
Do not descend below 4300 (3439) before 10.8 NM DME/ATT.

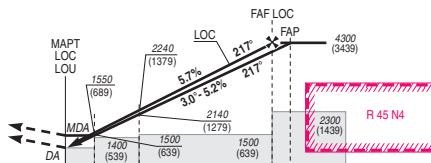
TA : 5000

API : Monter dans l'axe. A 6 NM MLY tourner à gauche pour suivre la RM 354° (QDR 174° LOU) vers LOU à 3500 (2639). Poursuivre vers MTZ. Intégrer l'attente MTZ en montée vers FL 060 ou suivre les instructions du CTL. Monter à 4300 (3439) avant d'accélérer en palier.

Missed APCH : Climb on RWY heading. At 6 NM MLY turn left to follow MAG 354° (QDR 174° LOU) to LOU at 3500 (2639). Continue to MTZ. Integrate holding MTZ climbing up to FL 060 or follow ATC instructions. Climb up to 4300 (3439) prior to level acceleration.

THR ← (NM)

DME MLY ← (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	ILSY	OCH ILSY CAT 1	OCH ILSY CAT 2	LOC Y + DME MLY			MVL / Circling <sup>(1)</sup>		CAT 2 et/and 3 : ACFT CAT D VREF < 159 kt ACFT CAT DL VREF < 154 kt
				MDA (H)	RVR	OCH	MDA (H)	VIS	
A		152	60				1410 (550)	1500	<b>DME MLY (pour une pente de 5.7% / for a 5.7% slope)</b> NM 6 5 4 3 2 ALT 2930 2590 2240 1900 1550 (HGT) (2069) (1729) (1379) (1039) (689)
B		163	73				1410 (550)	1600	
C	1060 (200)	176	86	1300 (440)	1300	435	1660 (800)	2400	
D		190	100				1710 (850)	3600	
DL		192	100						

Observations / Remarks : (1) circuit RWY 04 : droite /right hand. (2) MVL à l'Est sauf autorisation contraire de l'ATC / Circling to the East unless otherwise authorized by ATC.

	FAF - THR	9.9 NM	70 kt 8 min 29	85 kt 6 min 59	100 kt 5 min 56	115 kt 5 min 10	130 kt 4 min 34	160 kt 3 min 43	185 kt 3 min 13
VSP (ft/min)			Non disponible / Not available						



AP  
FRANCE

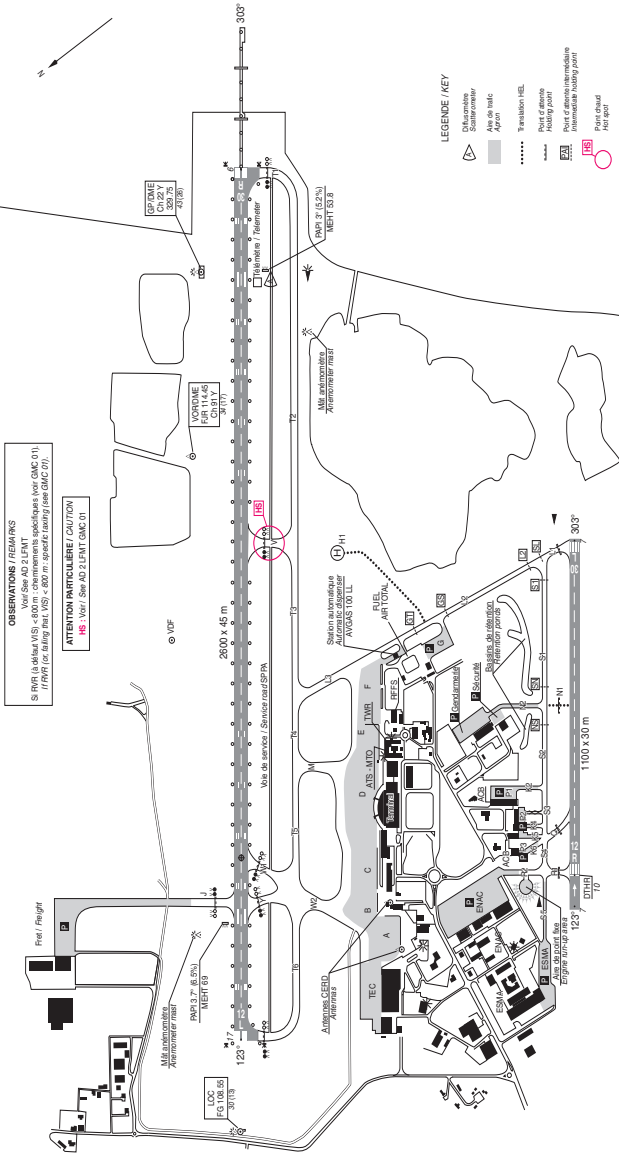
**CARTE D'AERODROME**  
Aerodrome chart

AVIS MONTPELLIER : 124.100.00-04 47 19 11 70  
GND(SOL) : 12.1555

**MONTPELLIER MEDITERRANEE**

AD 2 LFMT ADC 01  
10 AUG 20

VAR 2'E (20)



**OBSERVATIONS / REMARKS**  
 Voir See AD 2 LFMT  
 S PVR (à décoller VSB < 800 m : speed brakes (see GAC 01))  
 (FRR) (at landing final, VSB < 800 m : speed braking (see GAC 01))

**ATTENTION PARTICULIERE / CAUTION**  
 HS Voir See AD 2 LFMT GAC 01

**LEGENDE / KEY**

- Subaerodrome
- Aire de trafic / Apron
- Transition HEL
- Point of aérone holding point
- Point of aérone intermediate intermediate holding point
- Point chaud / Hot spot
- Sûr / W3-WAG

COORDONNEES SEULS/STR coordinates	RWY		BALISAGE / Lighting		TORA	TODA	ASDA	LDA	NATURE Surface	RESIST. Strength	MINIMUM THOF (RVR: m)			
	TYPE	LATITUDE	LONGITUDE	APCH							CAT A	CAT B	CAT C	CAT D
THR 12L	47° 35' 10.00" N	003° 57' 05.57" E	12L	NIL	2600	2800	2600	2600	Reel/Up	46 FIC/W/T	400	400	400	400
THR 09R	47° 34' 21.97" N	003° 58' 56.98" E	30R	LH.LL	2600	2800	2600	2600	Paved		400	400	400	400
THR 12R	47° 34' 23.95" N	003° 57' 06.89" E	12R	NIL	1100	1100	1100	1000	Reel/Up	41 / 0.9 MPa	1500	1500	-	-
DTHR 12R	47° 34' 31.17" N	003° 57' 10.45" E	12R	NIL	1100	1100	1100	1100	Paved		1500	1500	-	-
THR 30L	47° 34' 12.88" N	003° 57' 57.41" E	30L	NIL	1100	1100	1100	1100	Paved		1500	1500	-	-

ALT/HGT: 1  
GND: 165 ft

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
FG 339 NDB	<b>43°33'24.4"N - 004°00'50.6"E</b>
	<i>43°33.41'N - 004°00.84'E</i>
FJR 114.45 Ch 91Y VOR-DME	<b>43°34'42.1"N - 003°58'29.0"E</b>
	<i>43°34.70'N - 003°58.48'E</i>
FG Ch 22Y (108.55)	<b>43°34'30.6"N - 003°58'48.3"E</b>
	<i>43°34.51'N - 003°58.81'E</i>
ESPIG	<b>43°30'38.6"N - 004°06'18.7"E</b>
	<i>43°30.64'N - 004°06.31'E</i>
FAF VOR X RWY12L	<b>43°38'31.0"N - 003°50'03.7"E</b>
	<i>43°38.52'N - 003°50.06'E</i>

FREQ :

*ATIS MONTPELLIER* 124.130  
*TWR MONTPELLIER* ground : 121.955  
 tower : 118.200  
*APP MONTPELLIER* 120.375

**APPROCHE AUX INSTRUMENTS**

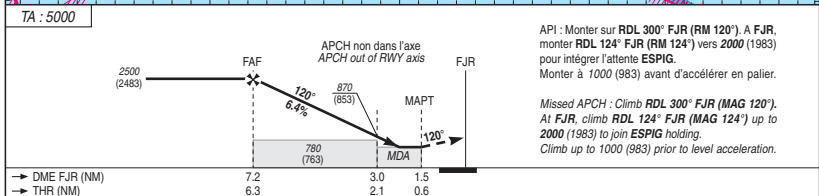
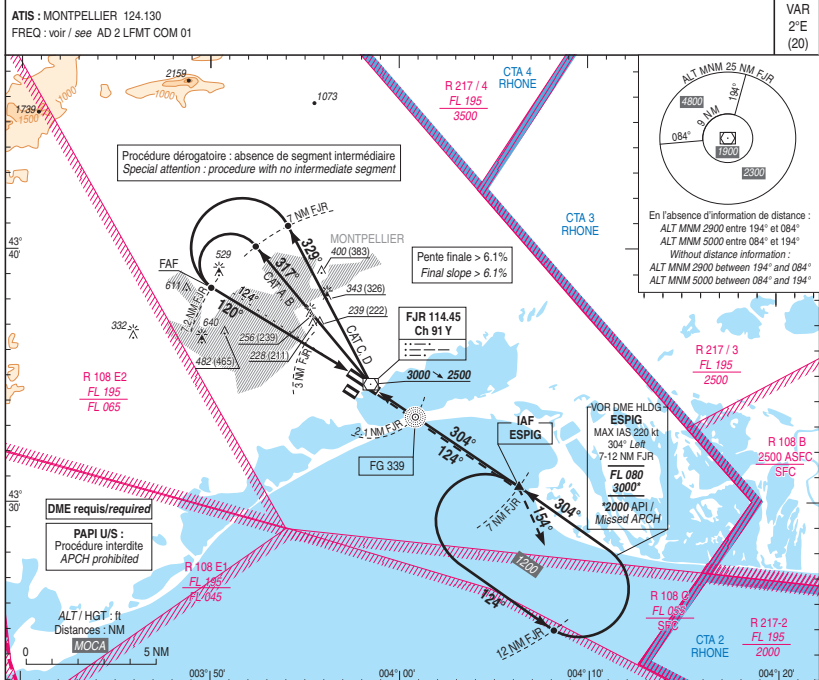
**MONTPELLIER MEDITERRANEE**

Instrument approach

CAT A B C D

ALT AD : 17 (1 hPa), THR : 17

VOR X RWY 12L



		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 X	MVL / Circling <sup>(1)</sup>				
		MDA (H)	RVR	OCH	MDA (H)	VIS
A	480 (460)	1500		540 (520)	1500	
B	480 (460)	1500	457	640 (630)	1600	
C	620 (600)	2400		800 (780)	2400	
D	720 (700)	2400		880 (860)	3600	
		DME FJR				
		NM	7	6	5	4
		ALT	2420	2030	1640	1250
		(HGT)	(2403)	(2013)	(1623)	(1233)
					3	870
					(853)	

Observations / Remarks : (1) MVL interdites au Sud-Ouest des pistes.  
(1) Circling prohibited South-West of RWY.

VSP (ft/min)	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
	450	550	650	750	840	1040	1200

**APPROCHE AUX INSTRUMENTS**

Instrument approach

CAT A B C D

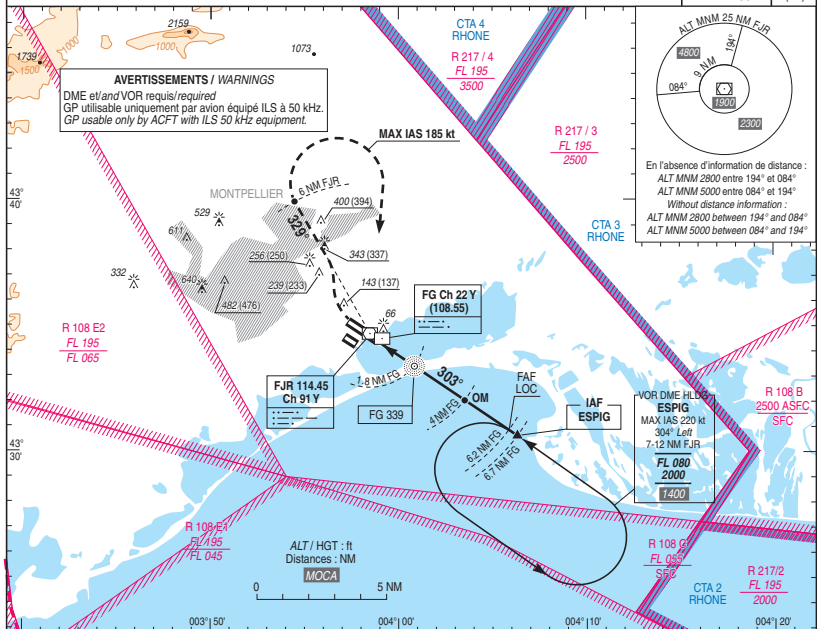
ALT AD : 17, THR : 6 (1 hPa)

**MONTPELLIER MEDITERRANEE**

ILS Z ou/ou LOC Z RWY 30R

FREQ : voir / see AD 2 LFMT COM 01

ILS - DME	VAR
FG 108.55	2°E
RDH : 50	(20)



DME FJR ← (NM)  
DME FG ← (NM)

MNMM 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 Z		LOC Z		MVL / Circling <sup>(1)</sup>		DME FG										
	DA (H)	RVR	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	ALT (HGT)	NM	ALT (HGT)	NM	ALT (HGT)				
A	210 (200)	750	191			630 (610)	1500	6	1950 (1944)	5	1620 (1614)	4	1300 (1294)	3	970 (964)	2	650 (644)
B	220 (210)	750	202	330 (320)	1000	640 (640)	1600	6	1850 (1844)	5	1520 (1514)	4	1200 (1194)	3	870 (864)	2	550 (544)
C	220 (210)	750	210		319	800 (790)	2400	6	1850 (1844)	5	1520 (1514)	4	1200 (1194)	3	870 (864)	2	550 (544)
D	230 (220)	800	220			880 (870)	3600	6	1850 (1844)	5	1520 (1514)	4	1200 (1194)	3	870 (864)	2	550 (544)

Observations / Remarks : (1) MVL interdites au Sud-Ouest des pistes / Circling prohibited South-West of RWY.  
(2) Base OCH LOC+DME : NIL (position MAPT) / OCH base LOC+DME : NIL (MAPT position).

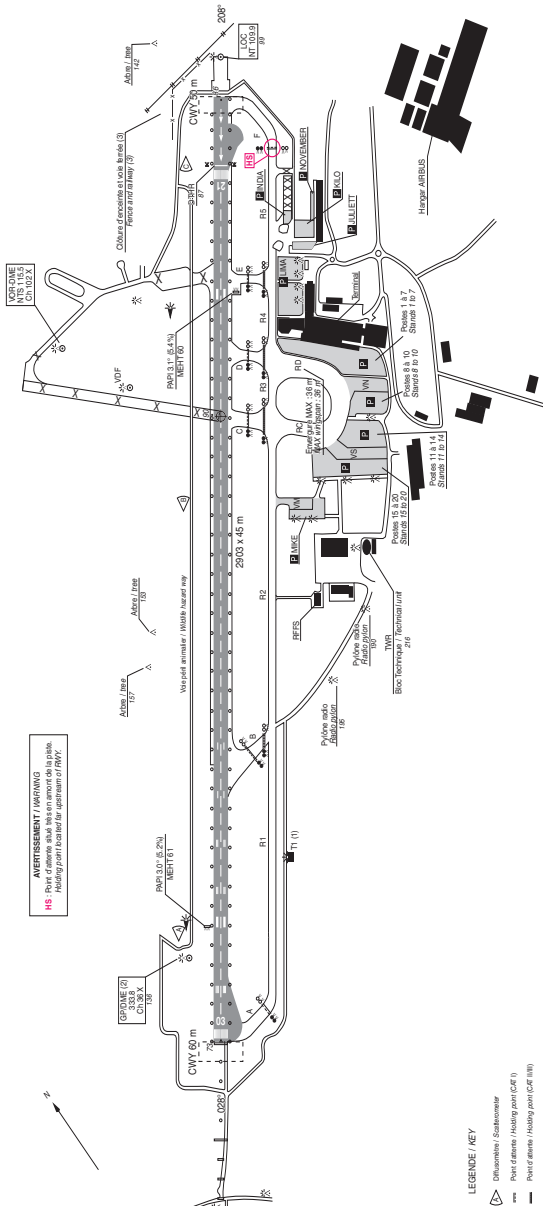
FAF - MAPT	5.3 NM	70 kt 4 min 31	85 kt 3 min 43	100 kt 3 min 10	115 kt 2 min 45	130 kt 2 min 26	145 kt 2 min 11	160 kt 1 min 59	185 kt 1 min 43
VSP (ft/min)		370	450	530	610	685	765	845	960



AIP FRANCE  
 AD 2 LFRS ADC 01  
 10 APRIL 20  
**NANTES ATLANTIQUE**  
 47 09 25 N - 001 36 28 W  
 ALT AD : 90 (4 RPW)

WARD (2020)

**AVERTISSEMENT / WARNING**  
 HS Point of clearance above taxi on approach to taxiway.  
 Holding point located far upstream of RWY.



**LEGENDE / KEY**

- Delineation / Scale marker
- Point d'attente / Holding point (CAE 1)
- Point d'attente / Holding point (CAE 1B)
- Ase de trafic / Apron
- Way/Weg
- Point d'arrêt / Stop point

ALT / ACT. h  
 QIND: 155 ft

COORDINATES / TH/COORDINATES	BALISAGE / LIGHTING <sup>(6)</sup>			TORA	TODA	ASDA	LDA	NATURE Surface	RESIST. Strength	MINIMUM T/OFF (RVR - m)					
	RWY	APCH	RWY							CAT A	CAT B	CAT C	CAT D		
THR 03 47° 09' 33.16" N 001° 36' 06.94" W	03	900 m LH	LH	2853 <sup>(6)</sup>	2903	2853 <sup>(6)</sup>	2853 <sup>(6)</sup>	Pavé/rev	49 FICW/T	150	150	150	200		
THR 21 47° 09' 47.11" N 001° 36' 11.07" W	21	NL	LH	2903	2903	2903	2901	Pavé		150	150	150	200		

- OBSERVATIONS / REMARKS**
- (1) T1: Shelter, hauteur 3 m, à 42 m de l'axe de R1 / Shelter, 3 m high, 42 m away from R1 axis.
  - (2) GP-DME: Shelter, hauteur 5 m, à 150 m de l'axe de la piste / Shelter, 5 m high, 150 m away from RWY axis.
  - (3) RWY 03: Balisage / Lighting: voir aéro AD 2 LFRS 13.
  - (4) Distances d'attente / Cleared distance: voir aéro AD 2 LFRS 13.
  - (5) Balisage / Lighting: voir aéro AD 2 LFRS 14.

AUT/ACT: 04.03.2016/14.03.2016

0 5A



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
NTS 115.5 Ch 102X VOR-DME	<b>47°09'39.1"N - 001°36'46.7"W</b>
	<i>47°09.65'N - 001°36.78'W</i>
NT Ch 36X (109.9)	<b>47°08'39.2"N - 001°37'09.6"W</b>
	<i>47°08.65'N - 001°37.16'W</i>
ABLAN	<b>47°18'49.0"N - 001°25'25.0"W</b>
	<i>47°18.82'N - 001°25.42'W</i>
DOGOV	<b>46°56'12.4"N - 001°46'29.1"W</b>
	<i>46°56.21'N - 001°46.49'W</i>
NORMI	<b>46°53'46.0"N - 002°05'31.0"W</b>
	<i>46°53.77'N - 002°05.52'W</i>

FREQ :

ATIS NANTES      126.930  
TWR NANTES      ground : 121.655  
                         tower : 118.650  
APP NANTES      119.535 / 120.125

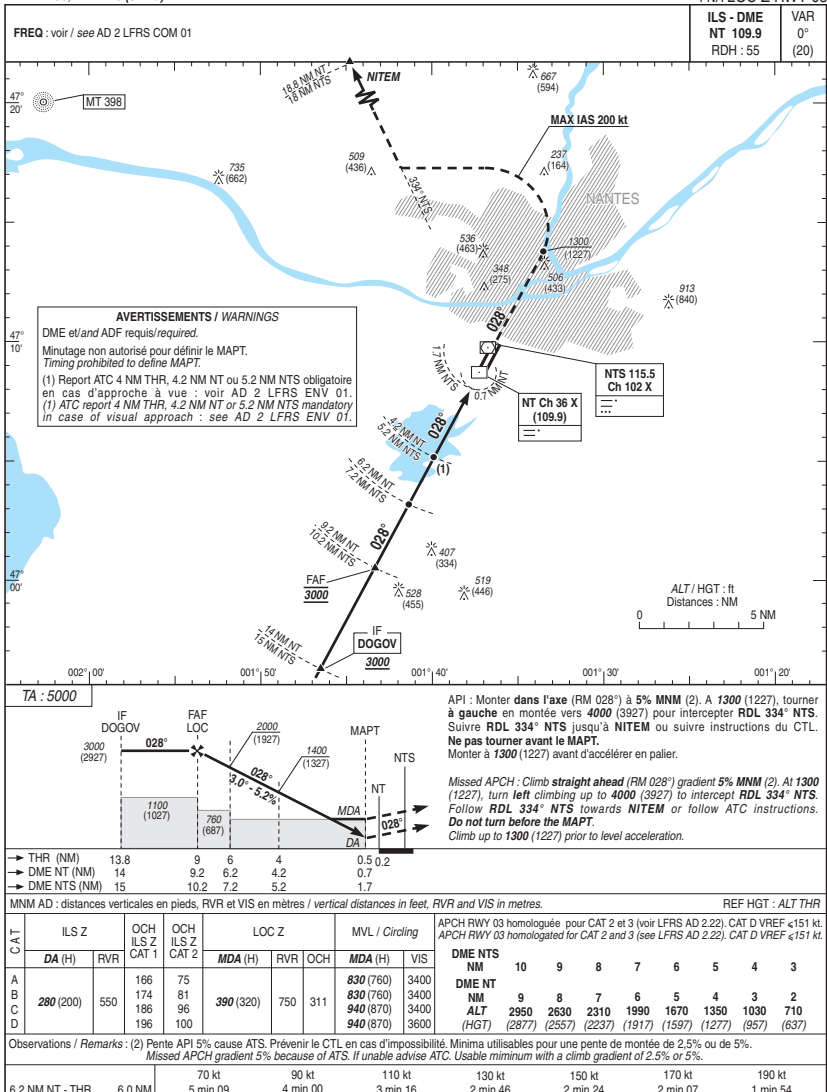
**APPROCHE AUX INSTRUMENTS**

Instrument approach  
CAT A B C D

ALT AD : 90, THR : 73 (3 hPa)

**NANTES ATLANTIQUE**

FNA ILS Z CAT I RWY 03 ou/ou  
FNA ILS Z CAT II et/and CAT III RWY 03 ou/ou  
FNA LOC Z RWY 03



ILS - DME	VAR
NT 109.9	0°
RDH : 55	(20)

**AVERTISSEMENTS / WARNINGS**  
DME et/and ADF requis/required.  
Minutage non autorisé pour définir le MAPT.  
Timing prohibited to define MAPT.  
(1) Report ATC 4 NM THR, 4.2 NM NT ou 5.2 NM NTS obligatoire en cas d'approche à vue : voir AD 2 LFRS ENV 01.  
(1) ATC report 4 NM THR, 4.2 NM NT or 5.2 NM NTS mandatory in case of visual approach : see AD 2 LFRS ENV 01.

TA : 5000

	IF DOGOV	FAF LOC	MAPT	NTS
→ THR (NM)	13.8	9	6	4
→ DME NT (NM)	14	9.2	6.2	4.2
→ DME NTS (NM)	15	10.2	7.2	5.2

API : Monter dans l'axe (RM 028°) à 5° MNM (2). A 1300 (1227), tourner à gauche en montée vers 4000 (3927) pour intercepter RDL 334° NTS. Suivre RDL 334° NTS jusqu'à NITEM ou suivre instructions du CTL. Ne pas tourner avant le MAPT. Monter à 1300 (1227) avant d'accélérer en palier.  
Missed APCH : Climb straight ahead (RM 028°) gradient 5° MNM (2). At 1300 (1227), turn left climbing up to 4000 (3927) to intercept RDL 334° NTS. Follow RDL 334° NTS towards NITEM or follow ATC instructions. Do not turn before the MAPT. Climb up to 1300 (1227) 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	ILS Z		OCH ILS Z		LOC Z			MVL / Circling		APCH RWY 03 homologuée pour CAT 2 et 3 (voir LFRS AD 2.22). CAT D VREF <151 kt. APCH RWY 03 homologated for CAT 2 and 3 (see LFRS AD 2.22). CAT D VREF <151 kt.											
	DA (H)	RVR	CAT 1	CAT 2	MDA (H)	RVR	OCH	MDA (H)	VIS	DME NTS NM	10	9	8	7	6	5	4	3			
A	280 (200)	550	166	75	390 (320)	750	311	830 (760)	3400	DME NT	9	8	7	6	5	4	3	2			
B			174	81				830 (760)	3400	ALT	2950	2630	2310	1990	1670	1350	1030	710			
C			186	96				940 (870)	3400	(HGT)	(2877)	(2557)	(2237)	(1917)	(1597)	(1277)	(957)	(637)			
D			196	100				940 (870)	3600												

Observations / Remarques : (2) Pente API 5% cause ATS. Prévenir le CTL en cas d'impossibilité. Minima utilisables pour une pente de montée de 2.5% ou de 5%. Missed APCH gradient 5% because of ATS. If unable advise ATC. Usable minimum with a climb gradient of 2.5% or 5%.

6.2 NM NT - THR	6.0 NM	70 kt	90 kt	110 kt	130 kt	150 kt	170 kt	190 kt
		5 min 09	4 min 00	3 min 16	2 min 46	2 min 24	2 min 07	1 min 54

**APPROCHE AUX INSTRUMENTS**

**NANTES ATLANTIQUE**

Instrument approach

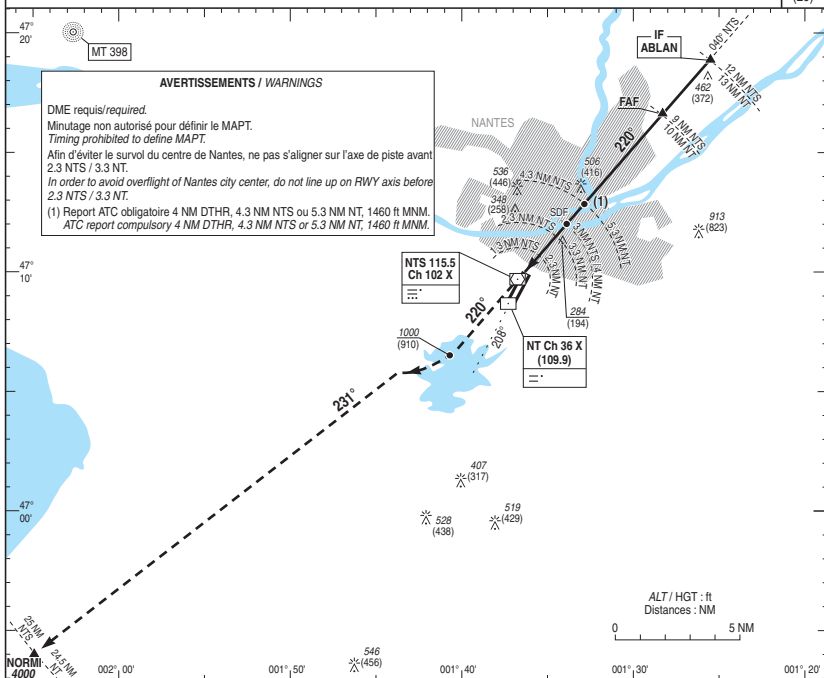
CAT A B C D

ALT AD : 90 (4 hPa), DTHR : 87

FNA VOR RWY21

FREQ : voir / see AD 2 LFRS COM 01

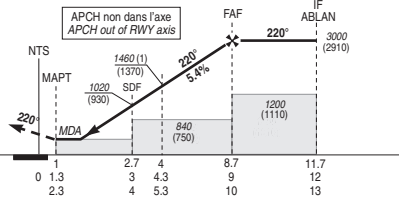
VAR  
0°  
(20)



TA : 5000

API : Monter sur RDL 220° NTS (RM 220°). A 1000 (910), tourner à droite pour intercepter et suivre RM 231° NTS en montée vers 4000 (3910) jusqu'à NORMI. Ne pas tourner avant le MAPT. Monter à 1000 (910) avant d'accélérer en palier.

Missed APCH : Climb on RDL 220° NTS (MAG 220°). At 1000 (910) turn right to intercept and follow RM 231° NTS climbing up to 4000 (3910) towards NORMI. Do not turn before MAPT. Climb up to 1000 (910) prior to level acceleration.



- DTHR ← (NM)
- DME NTS ← (NM)
- DME NT ← (NM)

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

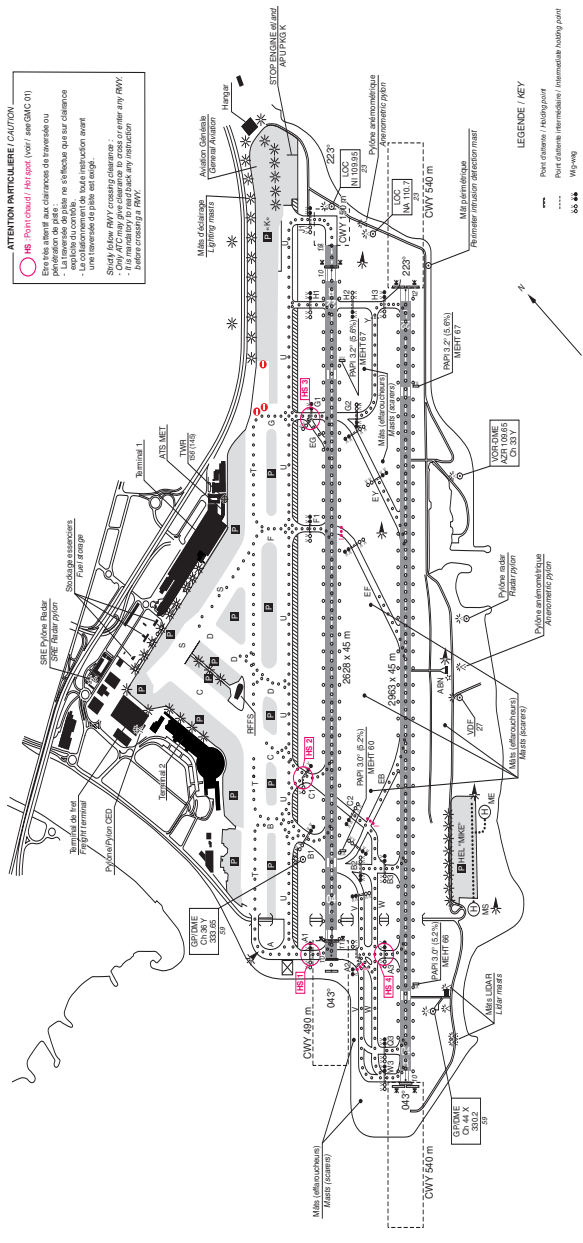
CAT	VOR		MVL/Circling		DME NT NM	DME NTS NM	DME NT ALT (HGT)	9	8	7	6	5	4	3	2	
	MDA (H)	RVR	MDA (H)	VIS												
A	830 (740)	3400	830 (740)	3400	8	7	6	5	4	3	2					
B	830 (740)	3400	830 (740)	3400	8	7	6	5	4	3	2	2670	2340	2010	1680	1350
C	830 (740)	3400	940 (850)	3400	8	7	6	5	4	3	2	2670	2340	2010	1680	1350
D	840 (750)	3500	940 (850)	3600	8	7	6	5	4	3	2	2670	2340	2010	1680	1350

Observations /Remarks : NIL





**ATTENTION PARTICULIERE / CAUTION**  
**HS - Point chaud / Hot spot (voir : see OACI 01)**  
 Entre tous autres les dangers de traversée ou  
 - La traversée de piste ne s'effectue que sur clearance  
 - Le taxi doit être autorisé par le contrôleur de trafic  
 - une traversée de piste est exigé.  
**Strictly follow RWY crossing clearance :**  
 - Only ATIS give clearance to cross or enter any RWY  
 - Do not cross any RWY without ATIS back any instruction  
 - Landing crossing to RWY.



**LEGENDE / KEY**  
 Point obstacle / Obstacle point  
 Point obstacle intermédiaire / Intermediate obstacle point  
 Waywing  
 "NO ENTRY"  
 Barré d'entrée interdite / No entry bar  
**HS** Point chaud / Hotspot voir / see OACI  
 Aire d'attente / Apron  
 Non-fretée/active ILS  
 HEL transition runway

TYPE	COORDONNEES SEUILS / THR coordinates		RWY	BALISAGE / Lighting		TORA	ASDA	LDA	NATURE Surface	RESIST Strength	MINIMUM THROF (RWY: m)		
	LATITUDE	LONGITUDE		AFCH	RWY						CATA	CATB	CATC
THR 04L	43°38'05.51"N	07°12'17.53"E	04L	NIL	LH.LL	2628	2628	2638	Revêtements	77 FAWIT	550	550	550
THR 04R	43°38'05.51"N	07°12'17.53"E	04R	NIL	LH.LL	2480	2480	2480	Paved	78 FAWIT	550	550	550
THR 04L	43°38'48.09"N	07°12'08.86"E	04L	NIL	LH.LL	2983	2983	2983	Paved	78 FAWIT	550	550	550
THR 04R	43°38'48.09"N	07°12'08.86"E	04R	NIL	LH.LL	2983	2983	2983	Paved	78 FAWIT	550	550	550

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
MUS 428 NDB	<b>43°23'04.5"N - 006°36'22.9"E</b>
	<i>43°23.08'N - 006°36.38'E</i>
AZR 109.65 Ch 33Y VOR-DME	<b>43°39'35.0"N - 007°13'27.9"E</b>
	<i>43°39.58'N - 007°13.47'E</i>
CGS Ch 29X 109.2	<b>43°38'42.9"N - 007°08'45.3"E</b>
	<i>43°38.72'N - 007°08.76'E</i>
NIZ Ch 71X 112.4	<b>43°46'14.3"N - 007°15'15.8"E</b>
	<i>43°46.24'N - 007°15.26'E</i>
NI Ch 36Y (109.95)	<b>43°39'17.5"N - 007°12'22.0"E</b>
	<i>43°39.29'N - 007°12.37'E</i>
BADPO	<b>43°39'33.1"N - 007°34'07.7"E</b>
	<i>43°39.55'N - 007°34.13'E</i>
LEMPU	<b>43°28'12.5"N - 006°57'19.4"E</b>
	<i>43°28.21'N - 006°57.32'E</i>
NERAS	<b>43°24'56.7"N - 007°49'27.4"E</b>
	<i>43°24.95'N - 007°49.46'E</i>
FAF VOR B RWY22L/22R	<b>43°39'33.8"N - 007°29'58.9"E</b>
	<i>43°39.56'N - 007°29.98'E</i>

FREQ :

ATIS NICE            129.605  
TWR NICE            ground : 121.705  
                             tower : 118.700  
APP NICE            120.655 / 122.925

**APPROCHE AUX INSTRUMENTS**

**NICE COTE D'AZUR**

Instrument approach

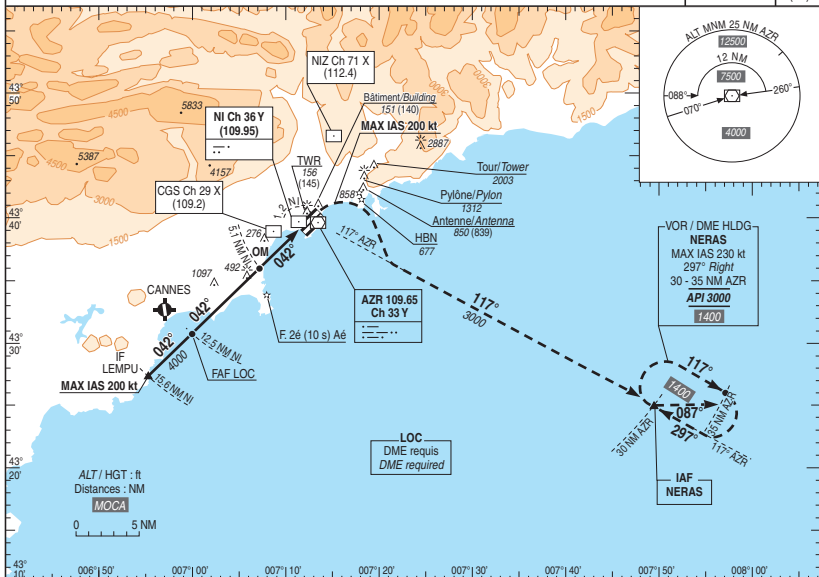
CAT A B C D

ALT AD : 12, DTHR : 11 (1 hPa)

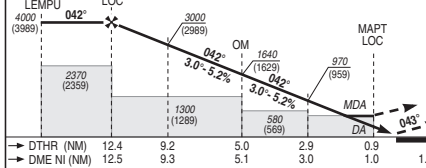
FNA ILS ou/ou LOC RWY 04L

FREQ : Voir / See AD 2 LFMN COM 01

ILS - DME	VAR
NI 109.95	2° E
RDH : 49	(20)



TA : 5000  
En cas de clairance à / In case of clearance at 3000 (2989)  
FAP 9.2 NM NI



API : Monter **RM 043°**. A 1.2 NI, tourner à **droite** en montée. Ensuite rejoindre et suivre **RDL 117° AZR (RM 117°)** vers **NERAS** en montée vers **3000 (2989)**. A **NERAS**, tourner à **gauche RM 087°** pour intégrer l'attente. Monter à 1200 (1189) avant d'accélérer en palier.

Missed APCH : Climb **MAG 043°**. A 1.2 NI, turn **right** climbing. Then intercept and follow **RDL 117° AZR (MAG 117°)** to **NERAS** climbing up to **3000 (2989)**. At **NERAS**, turn **left MAG 087°** to join holding. Climb up to 1200 (1189) 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	ILS API 2.5%			LOC+DME NI			MVL / Circling		DME NI						
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	12	11	10	9	8	7
A	250 (240)	1200	231				770 (760)	3500	3840	3520	3200	2880	2560	2240	
B	260 (250)	1300	241				770 (760)	3500	(HGT)	(3829)	(3509)	(3189)	(2869)	(2549)	(2229)
C	390 (380)	1700	378	390 (380)	1700	377	1700 (1690)	5000	6	5	4	3	2	1	
D	400 (390)	1800	388				2420 (2410)	5000	1920	1610	1290	970	650	330	
DL	400 (390)	1800	388						(1909)	(1599)	(1279)	(959)	(639)	(319)	

Observations / Remarks : (1) Pour les opérations de transport public, utilisation de ces minima impose la prise en compte de la panne d'un moteur en API. (1) For public transport operations, engine failure during missed APCH must be taken into account to use these minima. (2) MVL interdites au Nord-Ouest des pistes. / Circling prohibited North-West of RWY. (3) Pour minimaux particuliers / For special minima, voir / see AD 2 LFMN IAC RWY04L FNA ILS LOC MINIMA. PAPI RWY04L - portée limitée à 7000 m / scope limited to 7000 m

OM - DTHR	5.0 NM	70 kt 4 min 15	85 kt 3 min 30	100 kt 2 min 58	115 kt 2 min 35	130 kt 2 min 17	145 kt 2 min 03	160 kt 1 min 51	185 kt 1 min 36
VSP (ft/min)		370	450	530	610	685	770	845	980

**APPROCHE AUX INSTRUMENTS**

**NICE COTE D'AZUR**

Instrument approach

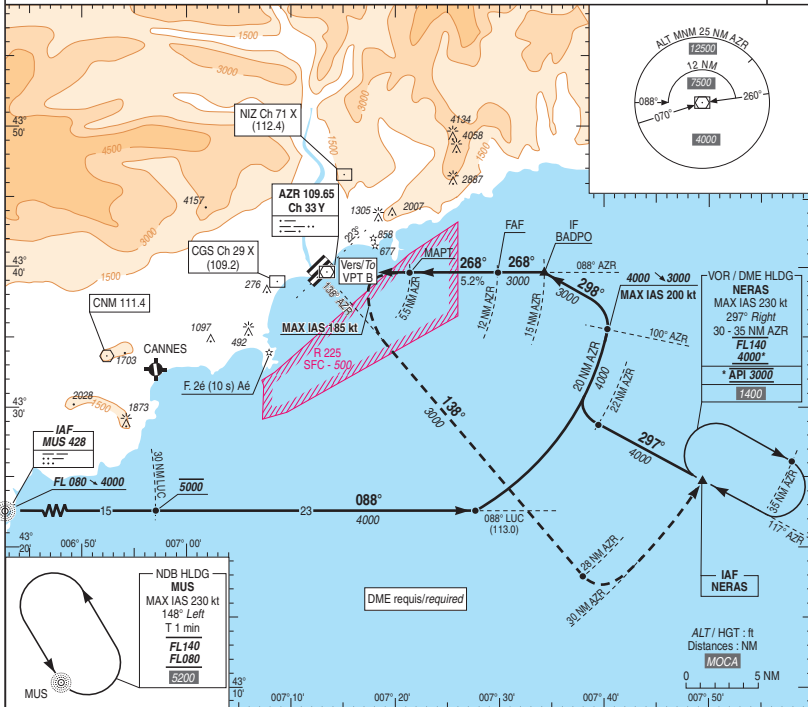
CAT A B C D

ALT AD : 12 (1 hPa), THR : 10

VOR B RWY 22L/22R

FREQ : Voir / See AD 2 LFMN COM 01

VAR  
2°E  
(20)

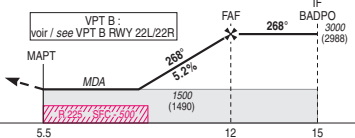


TA : 5000

API : Au MAPT, tourner à gauche (MAX IAS 185 kt) pour rejoindre et suivre RDL 138° AZR (RM 138°) en montée vers 3000' (2988). A 28 AZR tourner à gauche pour suivre l'arc 30 AZR. A NERAS intégrer l'attente à 3000' (2988).

Missed APCH : At MAPT, turn left. (MAX IAS 185 kt) to join and follow RDL 138° AZR (MAG 138°) climbing up to 3000' (2988). At 28 AZR turn left onto 30 DME arc AZR. At NERAS join holding pattern at 3000' (2988).

AZR ← (NM)



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

REF HGT : ALT AD

CAT	VPT B		Conditions de mise en service VOR B RWY 22L/22R : - Visibilité ≥ 8 km - Plafond ≥ 1500 ft dans le secteur sud-est de l'aérodrome	Procédure inutilisable de nuit si indisponibilité des feux suivants : - feux d'identification de seuil, - feux mont Boron, - feux mont Alban.
	MDA (H)	VIS		
A	1500 (1490)	8000	Conditions needed to use VOR B RWY 22L/22R : - Visibility ≥ 8 km - Ceiling ≥ 1500 ft in the south-east area of the aerodrome	Procedure unavailable at night if following lighting out of order : - THR lighting, - lights on mount Boron, - lights on mount Alban.
B				
C				
D				



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
PO 397 NDB	<b>43°18'50.8"N - 000°09'58.4"W</b>
	<i>43°18.85'N - 000°09.97'W</i>
PU 364 NDB	<b>43°19'13.9"N - 000°18'18.4"W</b>
	<i>43°19.23'N - 000°18.31'W</i>
PYR Ch 38X (110.1)	<b>43°22'31.0"N - 000°24'44.2"W</b>
	<i>43°22.52'N - 000°24.74'W</i>
FAF / FAP RWY31	<b>43°18'10.4"N - 000°16'21.4"W</b>
	<i>43°18.17'N - 000°16.36'W</i>

**APPROCHE AUX INSTRUMENTS**

**PAU PYRENEES**

Instrument approach

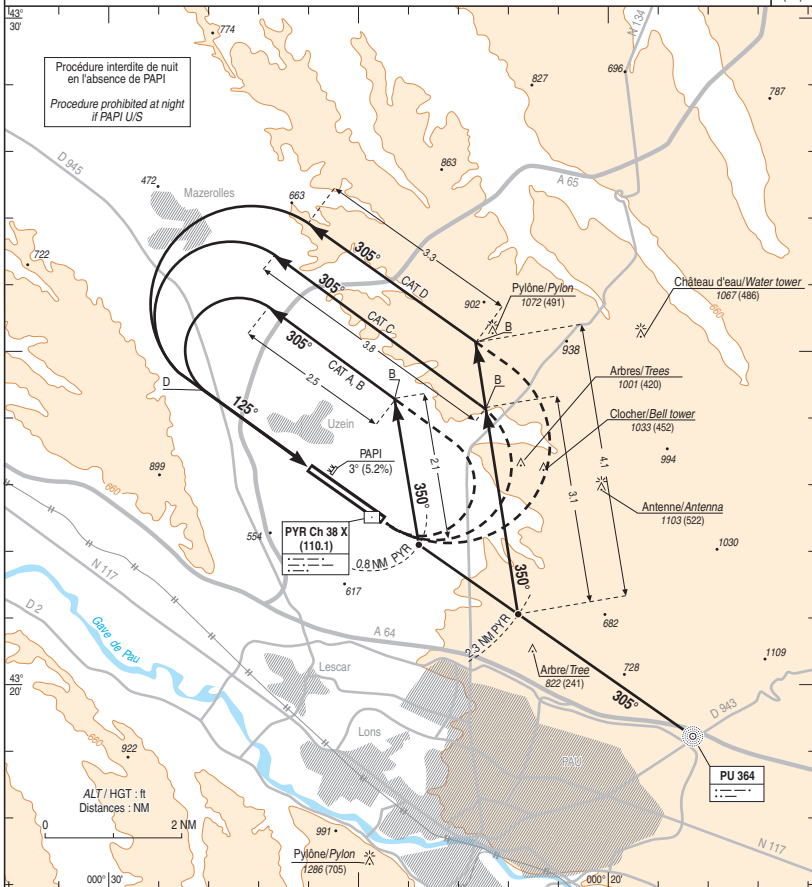
CAT A B C D

ALT AD : 616, THR : 581 (21 hPa)

VPT B RWY 13

ATIS : PAU 128.480  
APP : PYRENEES Approche / Approach 128.800 - 121.175 (s)  
TWR : PAU Tour / Tower 124.150

VAR  
0°  
(20)



CAT	VPT B	
	MDA (H)	VIS
A	1300 (720)	1500
B	1300 (720)	1600
C	1470 (890)	2400
D	1500 (920)	3600

Observations / Remarks : NIL.

**APPROCHE AUX INSTRUMENTS**

**PAU PYRENEES**

*Instrument approach*

FNA ILS CAT I ou/ or CAT II et/ and CAT III RWY 31

CAT A B C D

FNA LOC RWY 31

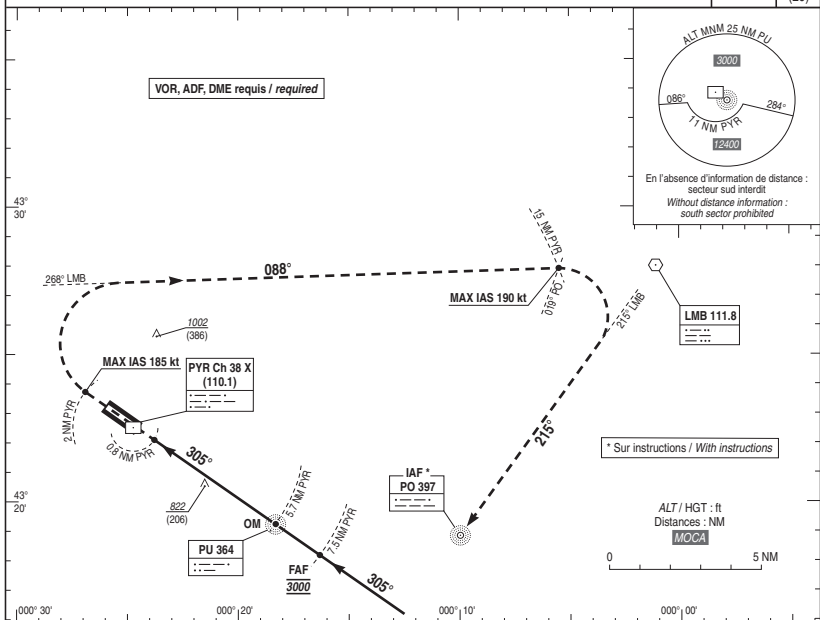
ALT AD : 616, THR : 616 (22 hPa)

ATIS : PAU 128.480

APP : PYRENEES Approche / Approach 128.800 - 121.175 (s)

TWR : PAU Tour / Tower 124.150

<b>ILS-DME</b> <b>PYR 110.1</b>	<b>VAR</b> <b>0°</b> <b>(20)</b>
<b>RDH : 52</b>	



API : Monter dans l'axe. Sauf instructions du CTL, à 2 NM PYR, tourner à droite (MAX IAS 185 kt) en montée vers 4000 (3384) pour intercepter et suivre le RDL 268° LMB (RM 088°). A 15 NM PYR, tourner à droite (MAX IAS 190 kt) pour intercepter et suivre le RDL 215° LMB (RM 215°) vers PO (QDM 215°). Monter à 1700 (1084) avant d'accélérer en palier.

Missed APCH : Climb straight ahead. Except ATC instructions, at 2 NM PYR, turn right (MAX IAS 185 kt) up to 4000 (3384) to intercept and follow RDL 268° LMB (MAG 088°). At 15 NM PYR, turn right (MAX IAS 190 kt) to intercept and follow RDL 215° LMB (MAG 215°) to PO (QDM 215°). Climb up to 1700 (1084) prior to level acceleration.

DME PYR ← (NM)  
THR ← (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		OCH ILS CAT I	OCH ILS CAT II	LOC			MVL / Circling <sup>(1)</sup>		DIST PYR NM	7	6	5	4	3	2
	DA (H)	RVR			MDA (H)	RVR	OCH	MDA (H)	VIS							
A	820 (200)		172	52				1330 (720)	1500	ALT	2830	2510	2200	1880	1560	1250
B	820 (200)	550	182	60	1070 (460)	1400	452	1330 (720)	1600	(HGT)	(2214)	(1894)	(1584)	(1264)	(944)	(634)
C	820 (200)		192	73				1550 (930)	2400							
D	830 (210)		201	86				1560 (940)	3600							

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

FAF - THR	7.3 NM	70 kt	80 kt	90 kt	100 kt	110 kt	120 kt	130 kt	145 kt	160 kt	175 kt	185 kt
VSP (ft/min)		6 min 15	5 min 29	4 min 52	4 min 23	3 min 59	3 min 39	3 min 22	3 min 01	2 min 44	2 min 30	2 min 22
		370	420	470	530	580	630	680	760	840	920	970



AP  
FRANCE

**CARTE D'AÉRODROME**  
Aérodrome Chart

ATIS NERIGNAN 127.800 ☎ 04 66 63 75 12  
 STW 118.300 tous horaires ATIS SKEED ☎ 04 68 65 75 25  
 Voir Site AD 2 LFMPC20 Site 23

AD 2 LFMPC 001  
05 OCT 20

**PERIGNAN RIVESALTES**  
42 44 27 N - 002 52 11 E  
ALT AD : 144 (16 fms)

VAR 1° E (20)

↗ Aéroport/Field  
17

LOC  
P. 111.75  
121.110

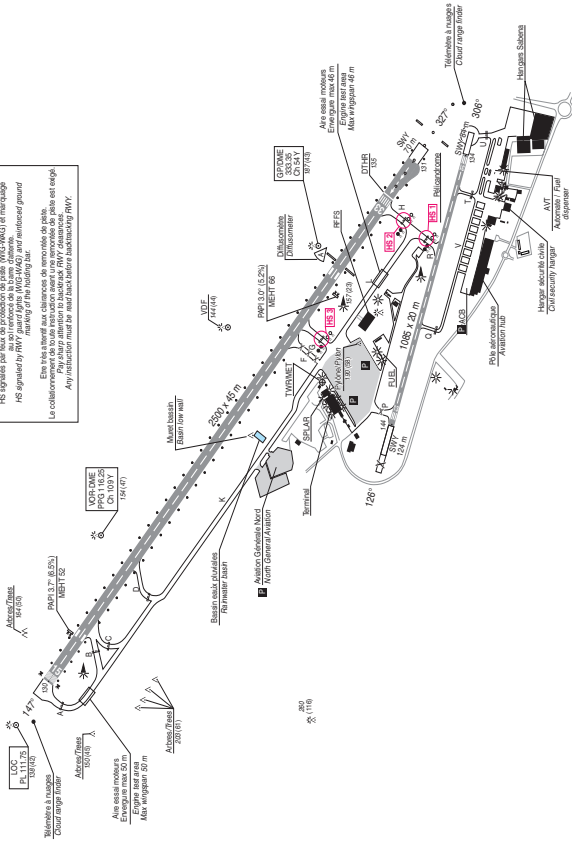
Trésors à l'aéroport  
Détail ramp/minder

Altitude/Height  
144 (16 fms)

Aire escale moteurs  
Engorgement max 50 m  
Aire de départ 60 m

**ATTENTION PARTICULIERE / CAUTION**

HS signalée par feu de protection de piste (WGS/WAG) et marquage au sol (remarquez de la borne d'attente).  
 HS signalled by RWY protection lights (WGS/WAG) and markings of the holding bar.  
 Etre très attentif aux claironnements de remorqué de piste.  
 La collaboration de la voie résistante assure un us amonré de piste est exigé.  
 Any instruction must be read back before backtracking RWY.



**LEGENDE / KEY**

- 1153 Voir Site AD 2 LFMPC 001  
Piste chaude / Hot spot
- Détourner / Divert
- Point d'attente / Holding point
- Aire de trafic / Traffic area
- Feu de protection de piste (WGS/WAG)  
RWY guard lights (WGS/WAG)

TYPE	COORDONNÉES/SEUILS / THR coordinates		BALISAGE / LIGHTING	TORA	TODA	ASDA	LDA	NATURE / SURFACE	RESIST. / Strength	MINIMUM ITOF (R/R - ft)		
	LATITUDE	LONGITUDE								CAT A	CAT B	CAT C
THR 15	42°45'14.84" N	002°51'42.16" E	15 NL	2500	2500	2570	2500	Relevée / Raised	60 FC/WIT	550	550	550
THR 33	42°44'10.53" N	002°52'30.09" E	33 NL	2500	2500	2500	2500	Relevée / Raised	60 FC/WIT	550	550	550
THR 31	42°44'05.88" N	002°52'39.89" E	31 NL	1085	1085	1169	1085	Relevée / Raised	22 FC/WIT	550	550	550

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
PPG 116.25 Ch 109Y VOR-DME	<b>42°45'01.7"N - 002°52'01.7"E</b>
	<i>42°45.03'N - 002°52.03'E</i>
PL Ch 54Y (111.75)	<b>42°44'22.1"N - 002°52'32.6"E</b>
	<i>42°44.37'N - 002°52.54'E</i>
BAMGO	<b>42°52'56.1"N - 003°02'25.3"E</b>
	<i>42°52.94'N - 003°02.42'E</i>
LANET	<b>42°42'10.0"N - 003°06'25.6"E</b>
	<i>42°42.17'N - 003°06.43'E</i>
IMP15	<b>42°59'07.8"N - 002°40'00.5"E</b>
	<i>42°59.13'N - 002°40.01'E</i>
IF ILS / LOC RWY33	<b>42°35'37.4"N - 002°59'44.7"E</b>
	<i>42°35.62'N - 002°59.75'E</i>

FREQ :

ATIS PERPIGNAN                      127.880  
 TWR PERPIGNAN                    ground : 121.780  
    tower : 118.300

**APPROCHE AUX INSTRUMENTS**

**PERPIGNAN RIVESALTES**

Instrument approach

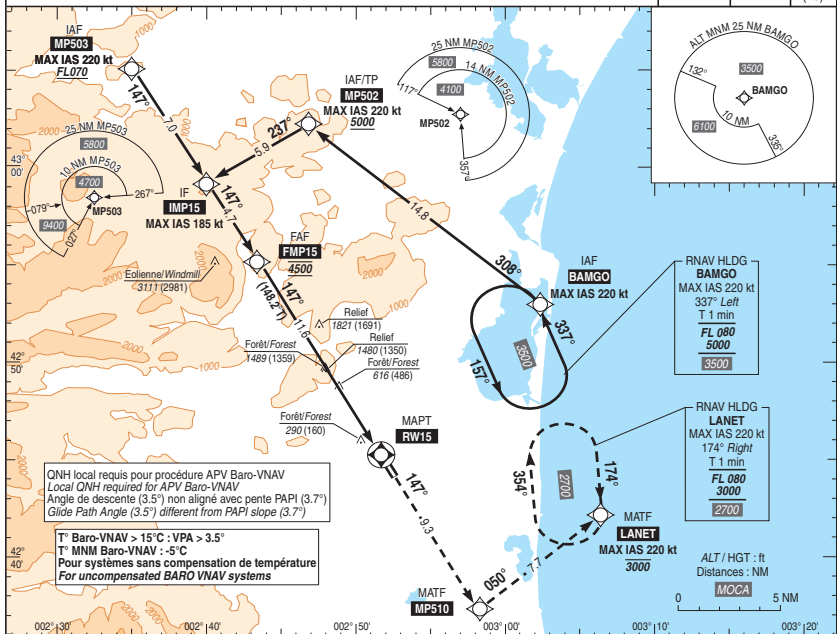
CAT A B C D

ALT AD : 144, THR : 130 (5 hPa)

**RNP RWY 15**

ATIS : PERPIGNAN : 127.880  
 APP : MONTPELLIER Approche / Approach Voir/See AD 2 LFMT COM 01  
 TWR : PERPIGNAN Tour / Tower Voir/See AD 2 LFMP COM 01

RNP APCH	RDH : 49	VAR 1°E (20)
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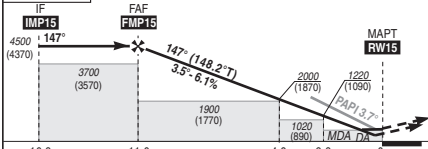
QNH local requis pour procédure APV Baro-VNAV  
 Local QNH required for APV Baro-VNAV  
 Angle de descente (3.5°) non alignés avec pente PAPI (3.7°)  
 Glide Path Angle (3.5°) different from PAPI slope (3.7°)

T° Baro-VNAV > 15°C : VPA > 3.5°  
 T° MNM Baro-VNAV : -5°C  
 Pour systèmes sans compensation de température  
 For uncompensated BARO VNAV systems

RNAV HLDG  
**BAMGO**  
 MAX IAS 220 kt  
 337° Left  
 T 1 min  
 FL 080  
 5000  
 3500

RNAV HLDG  
**LANET**  
 MAX IAS 220 kt  
 174° Right  
 T 1 min  
 FL 080  
 3000  
 2700

TA : 5000



API : Monter vers **MP510** puis tourner à gauche vers **LANET** (MAX IAS 220 kt) pour intégrer l'attente en montée vers **3000** (2870). Pente ATS 4%.  
 Palier d'accélération non étudié.

Missed APCH : Climb to **MP510** then turn left to **LANET** (MAX IAS 220 kt) to enter the holding climbing up to **3000** (2870). ATS slope 4%.  
 Acceleration level not studied.

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	LNAV / VNAV			LNAV			MVL / Circling (1)		STAP : Voir / See AD 2 LFMP.2.2
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	
A	420 (290)	1400	290	1500			750 (610)	1500	<b>DIST RW15</b> NM 11 10 9 8 7 6 5 4 3 2 1 ALT 4270 3900 3520 3150 2780 2410 2040 1670 1290 920 550 (HGT) (4140) (3770) (3390) (3020) (2650) (2280) (1910) (1540) (1160) (790) (420)
B	440 (310)	1400	304	1500			1070 (940)	1600	
C	450 (320)	1400	314	530 (400)	396		1430 (1300)	2400	
D	460 (330)	1500	326	1800			1940 (1810)	3600	

Observations / Remarks : (1) MVL CAT C et D : RWY 15/33 seulement et interdites à l'Ouest de la piste.  
 (1) Circling CAT C and D : RWY 15/33 only and 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 - RW15	11.6 NM	70 kt 9 min 58	85 kt 8 min 12	100 kt 6 min 59	115 kt 6 min 04	130 kt 5 min 22	160 kt 4 min 22	185 kt 3 min 46
VSP (ft/min)		435	525	620	710	805	990	1145

**APPROCHE AUX INSTRUMENTS**

**PERPIGNAN RIVESALTES**

Instrument approach

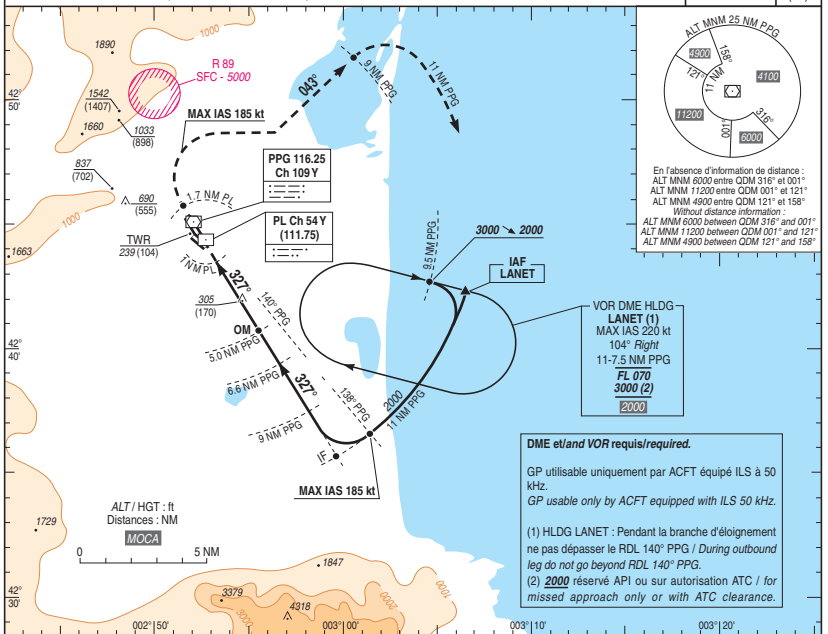
CAT A B C D

ALT AD : 144, DTHR : 135 (5 hPa)

ILS ou/ou LOC RWY 33

ATIS PERPIGNAN 127.880  
APP : MONTPELLIER Approche / Approach (voir/see AD 2 LFMT COM 01)  
TWR : PERPIGNAN Tour / Tower (voir/see AD 2 LFMP COM 01)

ILS - DME	VAR
PL 111.75	1° E
RDLH : 52	(20)



TA : 5000  
API ILS / LOC : Monter dans l'axe. A 1.7 NM PL (1 NM PPG) tourner à droite pour rejoindre et suivre RDL 043° PPG (RM 043°) en montée vers 2000 (1865).  
A 9 NM PPG, tourner à droite pour suivre l'arc DME 11 NM PPG.  
A LANET intégrer l'attente à 2000 (1865).  
Palier d'accélération non étudié.

Missed APCH ILS / LOC : Climb straight ahead. At 1.7 NM PL (1 NM PPG) turn right to join and follow RDL 043° PPG (MAG 043°), climbing up to 2000 (1865).  
At 9 NM PPG, turn right to follow DME arc 11 NM PPG.  
At LANET join holding at 2000 (1865).  
Acceleration level not studied.

DME PPG ← (NM)  
DME PL ← (NM)

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

CAT	ILS			LOC + DME PL			MVL / Circling <sup>(1)</sup>		REF HGT : ALT DTHR	
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS		
A	340 (200)	750	169	480 (340)	1100	339	750 (610)	1500	115 kt 2 min 05	
B							181	1600		130 kt 1 min 51
C							189	2400		160 kt 1 min 30
D			200				1940 (1810)	3600	185 kt 1 min 18	

Observations / Remarks : (1) MVL CAT C et D : RWY 15/33 seulement et interdites à l'Ouest de la piste / Circling CAT C and D : RWY 15/33 only and prohibited West of RWY.

OM - DTHR	4.0 NM	70 kt 3 min 26	85 kt 2 min 49	100 kt 2 min 24	115 kt 2 min 05	130 kt 1 min 51	160 kt 1 min 30	185 kt 1 min 18
VSP (ft/min)		370	450	530	610	690	850	980



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
POI 113.3	<b>46°34'51.6"N - 000°17'53.5"E</b>
	<i>46°34.86'N - 000°17.89'E</i>
PT Ch 46Y (110.95)	<b>46°35'40.4"N - 000°18'53.1"E</b>
	<i>46°34.67'N - 000°18.89'E</i>
BI030	<b>46°42'14.2"N - 000°24'25.1"E</b>
	<i>46°42.24'N - 000°24.42'E</i>
BI032	<b>46°34'55.9"N - 000°04'38.3"E</b>
	<i>46°34.93'N - 000°04.64'E</i>
IBI03	<b>46°24'54.7"N - 000°09'34.7"E</b>
	<i>46°24.91'N - 000°09.58'E</i>
FBI03	<b>46°27'55.6"N - 000°12'08.9"E</b>
	<i>46°27.93'N - 000°12.15'E</i>

**APPROCHE AUX INSTRUMENTS**

Instrument approach

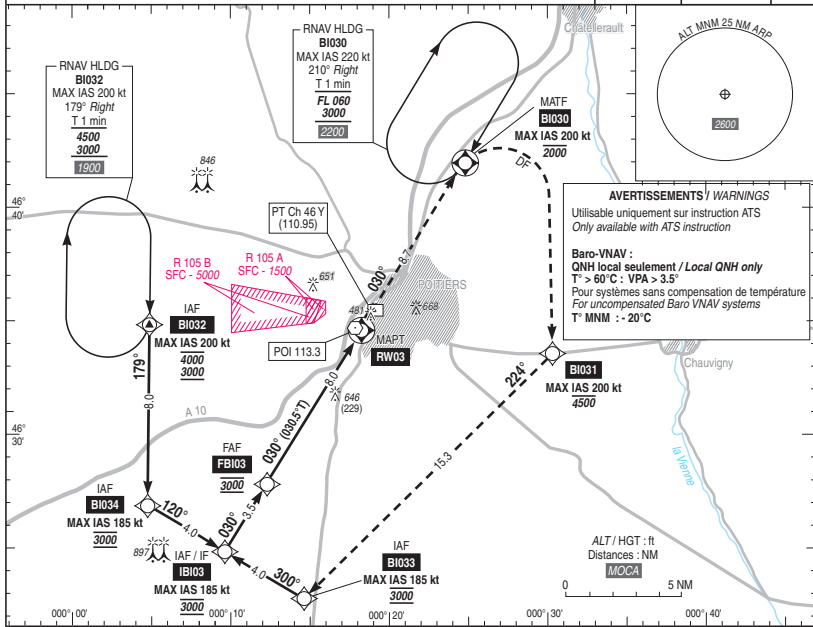
CAT A B C D

ALT AD : 423, THR : 417 (15 hPa)

**POITIERS BIARD**

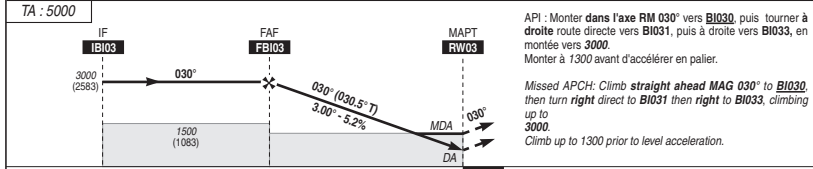
**RNP RWY 03**

<p>ATIS POITIERS 121.780 APP : POITIERS Approche / Approach 134.100 TWR : POITIERS Tour / Tower 118.500</p>	<p>RNP APCH</p>	<p>EGNOS Ch 61875 E03A TCH : 49</p>	<p>VAR 1°E (20)</p>
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**AVERTISSEMENTS / WARNINGS**  
Utilisable uniquement sur instruction ATIS  
Only available with ATIS instruction

**Baro-VNAV :**  
QNH local seulement / Local QNH only  
T° > 60°C : VPA > 3.5°  
Pour systèmes sans compensation de température  
For uncompensated Baro VNAV systems  
T° MNM : -20°C



API : Monter dans l'axe RM 030° vers BI030, puis tourner à droite route directe vers BI031, puis à droite vers BI033, en montée vers 3000.  
Monter à 1300 avant d'accélérer en palier.

Missed APCH: Climb straight ahead MAG 030° to BI030 then turn right direct to BI031 then right to BI033, climbing up to 3000.  
Climb up to 1300 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 (1)		DIST RW03
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	
A	670 (250)	1300	163	670 (250)	1300	174	1500	467	970 (560)	1500	7	
B			173			181	1500		970 (560)	1600	6	
C			183			194	2200		1150 (730)	2400	5	
D			193			220	2200		1150 (730)	3600	4	
											3	
											2	

Observations / Remarks : (1) MVL interdites au Sud-Est de la piste. Circuit AD RWY 21 : 1000 ft à droite ou à gauche.  
(1) Circling prohibited South-East of RWY. AD circuit RWY 21 : 1000 ft right hand or left hand.

FAF-RW03	8.0 NM	70 kt	80 kt	90 kt	100 kt	115 kt	130 kt	145 kt	160 kt	185 kt
		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 36
VSP (ft/min)		370	420	480	530	610	690	770	840	980

**APPROCHE AUX INSTRUMENTS**

**POITIERS BIARD**

Instrument approach

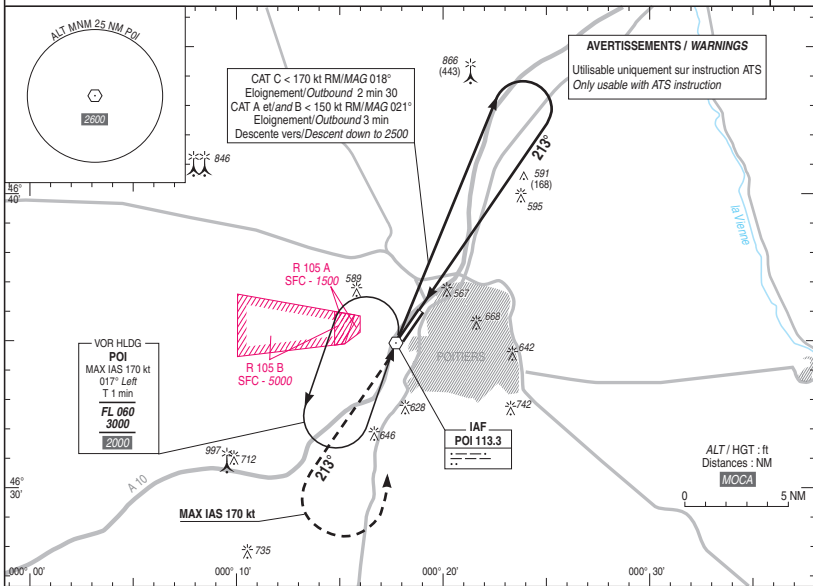
CAT A B C

ALT AD : 423 (16 hPa), THR : 421

VOR Y RWY 21

ATIS POITIERS : 121.780  
APP : POITIERS Approche/Approach 134.100  
TWR : POITIERS Tour/Tower 118.500

VAR  
1°E  
(20)

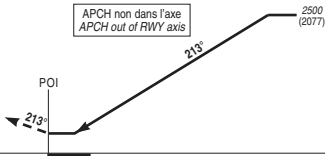


TA : 5000

API : Monter **RM 213°** (RDL 033° POI) vers **2000** (1577). A **POI**, suivre la **RM 213°**.  
A **2000** (1577), tourner à **gauche** vers **POI** en montée vers **3000** (2577).  
**Ne pas tourner avant le MAPT.**  
Monter à **2000** (1577) avant d'accélérer en palier.

Missed APCH : Climb **MAG 213°** (RDL 033° POI) up to **2000** (1577).  
At **POI**, follow **MAG 213°**. At **2000** (1577), turn **left** to **POI** up to **3000** (2577).  
**Do not turn before MAPT.**  
Climb up to **2000** (1577) 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 Y			MVL/Circling (1)	
	MDA (H)	RVR	OCH	MDA (H)	VIS
A	1500	1500	472	970 (550)	1500
B	900 (480)	1500	472	970 (550)	1600
C	1800	1500	472	1150 (730)	2400

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



**CARTE D'AERODROME**

Aerodrome chart

ATIS RENNES 136.405 ☎ 02 99 67 72 50  
GND (SOL) 121.725

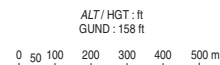
**RENNES SAINT JACQUES**

48 04 19 N - 001 43 56 W

ALT AD : 124 (5 hPa)

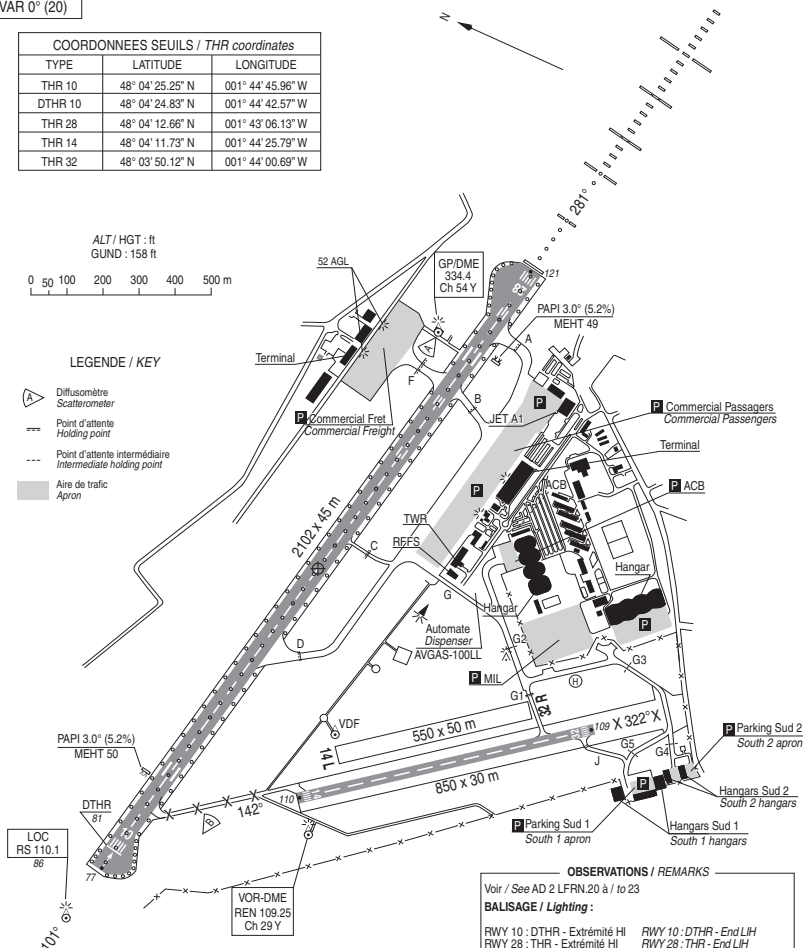
VAR 0° (20)

COORDONNEES SEUILS / THR coordinates		
TYPE	LATITUDE	LONGITUDE
THR 10	48° 04' 25.25" N	001° 44' 45.96" W
DTHR 10	48° 04' 24.83" N	001° 44' 42.57" W
THR 28	48° 04' 12.66" N	001° 43' 06.13" W
THR 14	48° 04' 11.73" N	001° 44' 25.79" W
THR 32	48° 03' 50.12" N	001° 44' 00.69" W



LEGENDE / KEY

- Diffusomètre Scatterometer
- Point d'attente Holding point
- Point d'attente intermédiaire Intermediate holding point
- Aire de trafic Apron



**OBSERVATIONS / REMARKS**

Voir / See AD 2 LFRN 20 à / to 23

**BALISAGE / Lighting :**

RWY 10 : DTHR - Extrémité HI  
RWY 28 : THR - Extrémité HI  
Balisage axial RWY 10/28  
Balisage axial raquette 10 et raquette 28

RWY 10 : DTHR - End LIH  
RWY 28 : THR - End LIH  
Centerline lighting RWY 10/28  
Centerline lighting turn around areas 10 and 28

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
10	NIL	LIH	2102	2102	2102	2031	Revêtue Paved	70 F/C/W/T	250	250	250	300
28	900 m LIH	LIH	2102	2102	2102				250	250	250	300

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
REN 109.25 Ch 29Y VOR-DME	<b>48°04'09.3"N - 001°44'30.0"W</b>
	<i>48°04.16'N - 001°44.50'W</i>
RS Ch 38X (110.1)	<b>48°04'18.2"N - 001°43'19.0"W</b>
	<i>48°04.30'N - 001°43.32'W</i>
GOMDA	<b>48°02'31.2"N - 001°29'47.7"W</b>
	<i>48°02.52'N - 001°29.80'W</i>
LAPOX	<b>48°06'52.4"N - 001°57'17.8"W</b>
	<i>48°06.87'N - 001°57.30'W</i>

FREQ :

ATIS RENNES	136.405
TWR RENNES	ground : 121.725 tower : 120.500
APP RENNES	134.000

**APPROCHE AUX INSTRUMENTS**

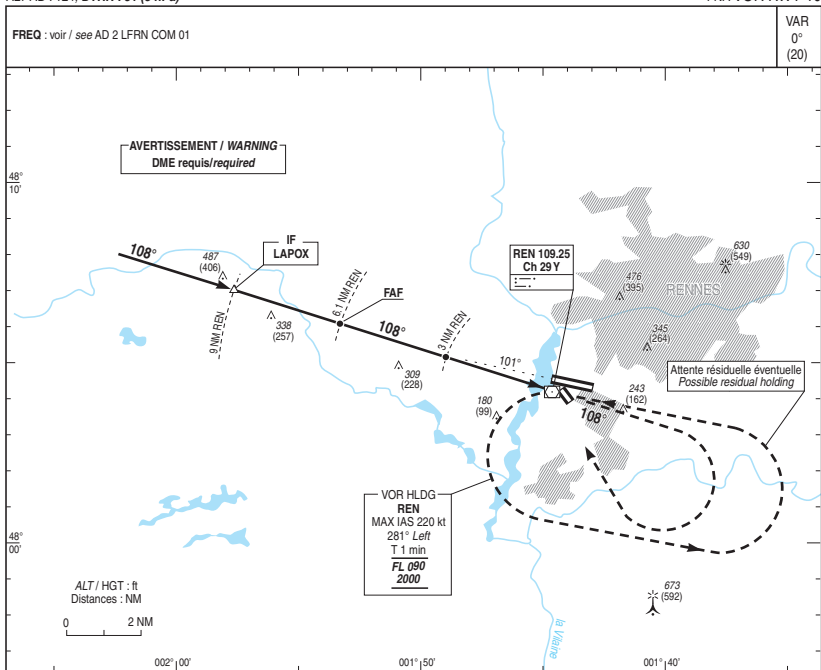
**RENNES SAINT JACQUES**

Instrument approach

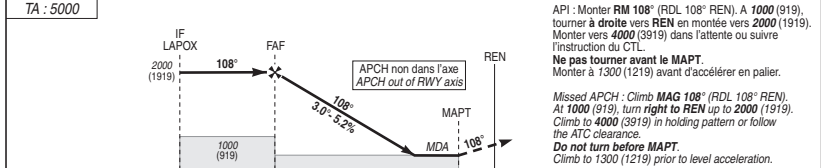
CAT A B C D

ALT AD : 124, DTHR : 81 (3 hPa)

FNA VOR RWY 10



FREQ : voir / see AD 2 LFRN COM 01 VAR 0° (20)



→ DTHR (NM)	8.8	5.9	0.6
→ DME REN (NM)	9.0	6.1	0.8

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	VOR			MVL/Circling		DME REN					
	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	6	5	4	3	2
A				720 (640)	2200	ALT	1970	1650	1330	1020	700
B	560 (480)	2200	472	780 (700)	2200	(HGT)	(1889)	(1569)	(1249)	(939)	(619)
C				870 (790)	2400						
D				1040 (960)	3600						

FAF - DTHR	5.9 NM	70 kt	5 min 03	90 kt	3 min 56	100 kt	3 min 32	120 kt	2 min 57	140 kt	2 min 32	160 kt	2 min 13	190 kt	1 min 52
FAF - MAPT	5.3 NM		4 min 33		3 min 32		3 min 11		2 min 39		2 min 16		1 min 59	1 min 40	
VSP (ft/min)			370		480		530		640		740		850	1010	

**APPROCHE AUX INSTRUMENTS**

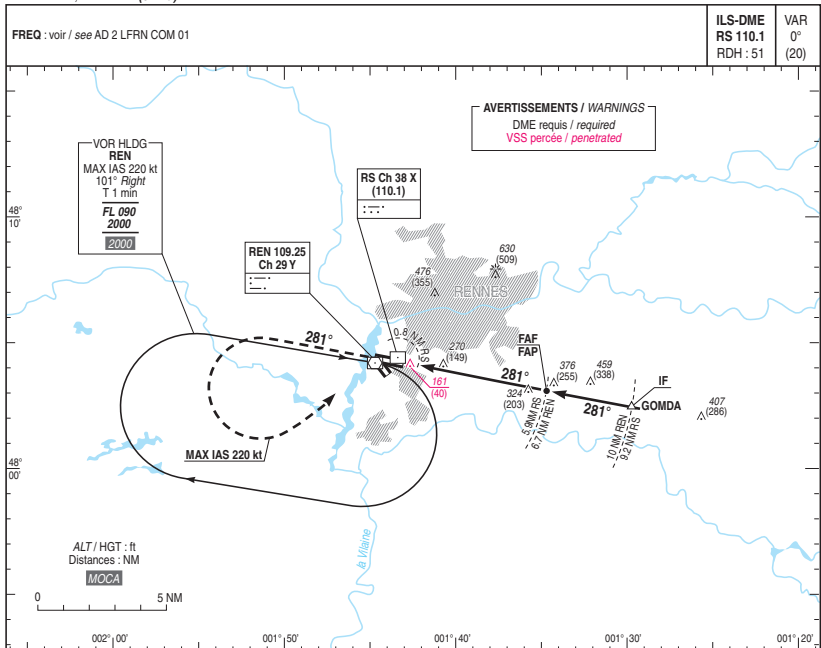
**RENNES SAINT JACQUES**

Instrument approach

CAT A B C D

ALT AD : 124, THR : 121 (5 hPa)

FNA ILS ou/ou LOC RWY 28



TA : 5000

API : Monter dans l'axe. A 1000 (879), tourner à gauche vers REN en montée vers 2000 (1879), MAX IAS 220 kt. Puis monter vers 4000 (3879) dans l'attente.  
Ou suivre l'instruction du CTL.  
**Ne pas tourner avant le MAPT.**  
Monter à 1300 (1179) avant d'accélérer en palier.  
Missed APCH : Climb straight ahead. At 1000 (879), turn left to REN up to 2000 (1879), MAX IAS 220 kt. Then climb up to 4000 (3879) in holding pattern. Or follow the ATC clearance.  
**Do not turn before MAPT.**  
Climb up to 1300 (1179) prior to level acceleration.

THR ← (NM)	0.6	3.9	5.7	9.1
DME RS ← (NM)	0.8	4.1	5.9	9.2
DME REN ← (NM)	1.6	4.8	6.7	10.0

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

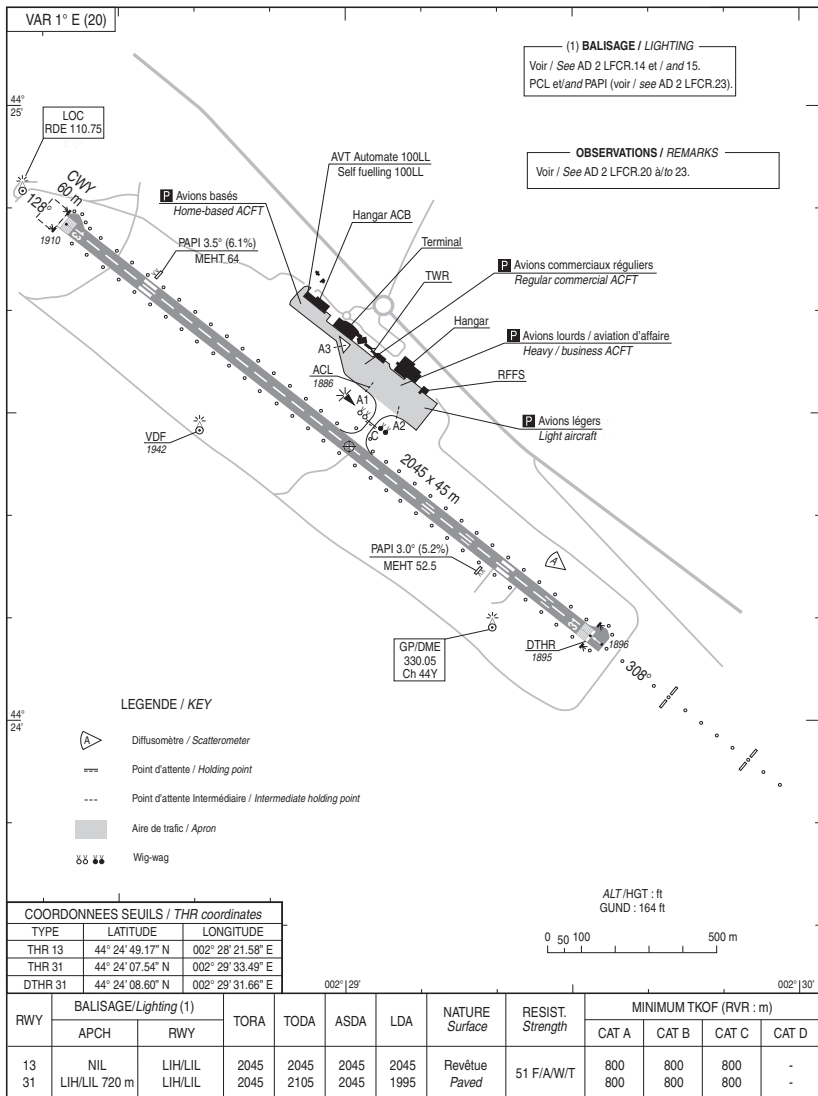
CAT	ILS			LOC			MVL/Circling		DME RS				
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	5	4	3	2
A	320 (200)	181					720 (600)	1500		1720	1400	1080	760
B	320 (200)	550	189	530 (410)	1200	406	780 (660)	1600	(HGT)	(1589)	(1270)	(952)	(634)
C	320 (200)		199				870 (750)	2400					
D	330 (210)		208				1040 (920)	3600					

FAF - THR	5.7 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt	190 kt
FAF - MAPT	5.1 NM	4 min 55	4 min 03	3 min 27	3 min 00	2 min 39	2 min 23	2 min 09	1 min 49
VSP (ft/min)		4 min 24	3 min 38	3 min 05	2 min 41	2 min 22	2 min 08	1 min 56	1 min 37
		370	450	530	610	685	645	845	1010

**CARTE D'AERODROME**  
Aerodrome chart

ATIS : 129.780 ☎ 05 65 77 17 49  
STAP : voir/see AD 2 LFCR.23

**RODEZ AVEYRON**  
44 24 27 N - 002 29 00 E  
ALT AD : 1910 (69 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
RDE Ch 44Y (110.75)	<b>44°24'12.5"N - 002°29'16.2"E</b>
	<i>44°24.21'N - 002°29.27'E</i>
OGALO	<b>44°16'04.6"N - 002°43'24.1"E</b>
	<i>44°16.08'N - 002°43.40'E</i>
FAF / LOC RWY31	<b>44°18'53.8"N - 002°38'33.5"E</b>
	<i>44°18.90'N - 002°38.56'E</i>

**APPROCHE AUX INSTRUMENTS**

Instrument approach

CAT A B C

ALT AD : 1910, THR : 1910 (69 hPa)

**RODEZ AVEYRON**

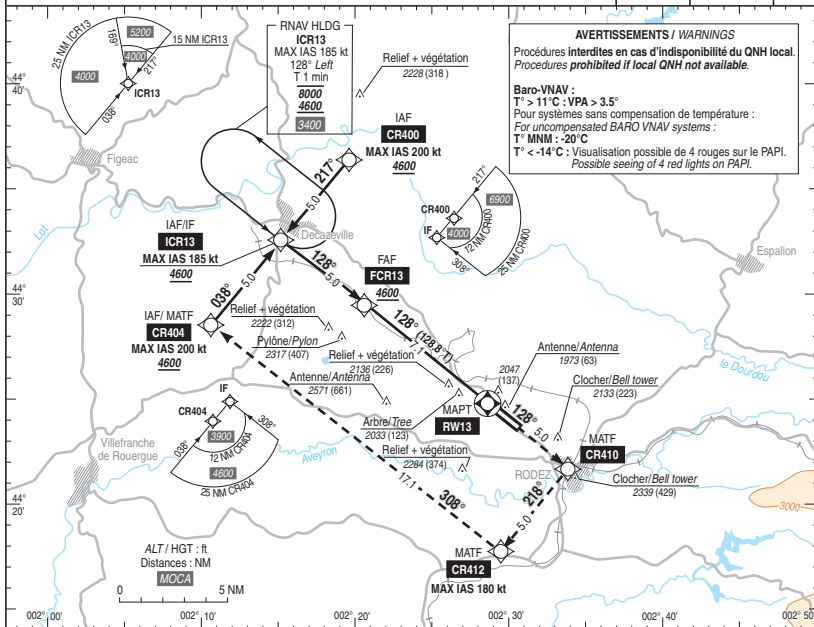
**RNP RWY 13**

ATIS RODEZ 129.780 ☎ 05 65 67 17 49  
APP : CLERMONT Approche/Approach 133.725  
TWR : RODEZ Tour/Tower 118.125  
Absence ATS : A/A (118.125) FR uniquement / only. Obtenir/Obtain QNH local sur/on STAP.  
STAP : voir/see AD 2 LFCR.23

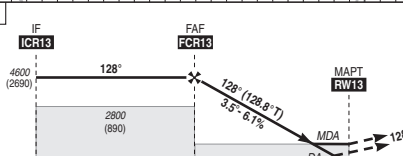
RNP APCH

EGNOS  
CH 51010  
E13A  
RDH/TCH : 49

VAR  
1° E  
(20)



TA : 6000



API : Monter vers CR410 puis vers CR412 (MAX IAS 180 kt) puis vers CR404 (MAX IAS 200 kt) en montée vers 4600 (2690) ou suivre instructions du CTL.  
Missed APCH : Climb to CR410 then to CR412 (MAX IAS 180kt) then to CR404 (MAX IAS 200 kt) climbing to 4600 (2690) or proceed according to ATC instructions.

THR ← (NM) 12.1 7.1 0 REF HGT : ALT THR

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

CAT	LPV			LNAV/VNAV			LNAV			MVL / Circling		RWY13 NM	ALT	7	6	5	4	3	2	
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS									
A	2160 (250)	1300	211	2180 (270)	1300	264	2390 (480)	1500	472	2490 (580)	1500	4560	4190	3820	3450	3070	2700			
B			226	2190 (260)	1300	279				2580 (670)	1600									
C			236	2200 (290)	1400	289				2970 (1060)	2400									

Observations / Remarks : Absence ATS : procédure obligatoirement suivie de MVL / procedure must be followed by circling : voir/see AIP ENR 1.5.  
Fortes turbulences THR 13 par vent secteur 100°/180° supérieur à 10 kt / Heavy turbulences THR 13 when wind 100°/180° greater than 10 kt.  
Panne de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir/see AIP ENR 1.5

FAF - MAPT	7.1 NM	70 kt 6 min 05	85 kt 5 min 01	100 kt 4 min 16	115 kt 3 min 42	130 kt 3 min 17	145 kt 2 min 56	160 kt 2 min 40
VSP (ft/min)		430	525	615	710	805	895	990

**APPROCHE AUX INSTRUMENTS**

**RODEZ AVEYRON**

Instrument approach

CAT A B C

ALT AD : 1910, DTHR : 1895 (68 hPa)

ILS ou / or LOC RWY 31

ATIS RODEZ 129.780 ☎ 05 65 77 17 49

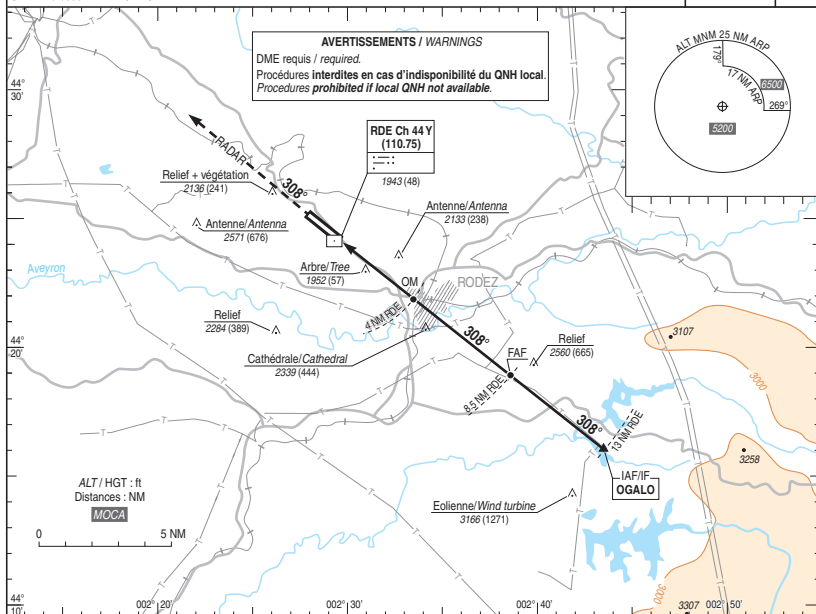
APP : CLERMONT Approch/Approach 133.725

TWR : RODEZ Tour/Tower 118.125

ILS - DME  
RDE 110.75  
RDH : 49

VAR  
1° E  
(20)

Absence ATS : AJA (118.125) FR uniquement / only. Obtenir/Obtain QNH local sur/on STAP.  
STAP : voir/see AD 2 LFCR.23

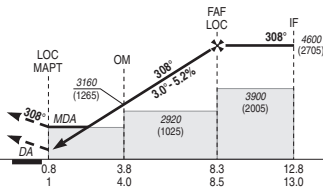


TA : 6000

API : Monter dans l'axe (RM 308°) jusqu'à 4600 (2705) et prévoir guidage radar. En cas de panne radio, pour les avions équipés RNAV : monter dans l'axe jusqu'à 5200 (3305), virer à gauche pour rejoindre CR212 puis CR202 puis OGALO afin d'intégrer l'attente OGALO ; sinon : prévoir un déroutement.

Missed APCH : Climb straight ahead (MAG 308°) up to 4600 (2705) and expect radar vectoring.

If radio failure, for RNAV equipped ACFT : climb straight ahead to 5200 (3305), turn left to CR212 then CR202 then OGALO to join OGALO holding ; otherwise : plan a diversion.



DTHR ← (NM)  
DME RDE ← (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	ILS			LOC			MVL / Circling			DME RDE
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	
A	2100 (200)		182				2490 (590)	1500	8	
B	2100 (200)	550	194	2380 (490)	1500	481	2580 (690)	1600	7	
C	2110 (210)		207				2970 (1070)	2400	6	
									5	
									4	
									3	
									2	

Observations/Remarks : Circuit AD RWY 13 Droite / AD circuit RWY 13 : right hand.

Absence ATS : procédure obligatoirement suivie de MVL / procedure must be followed by Circling : voir / see AIP ENR 1.5

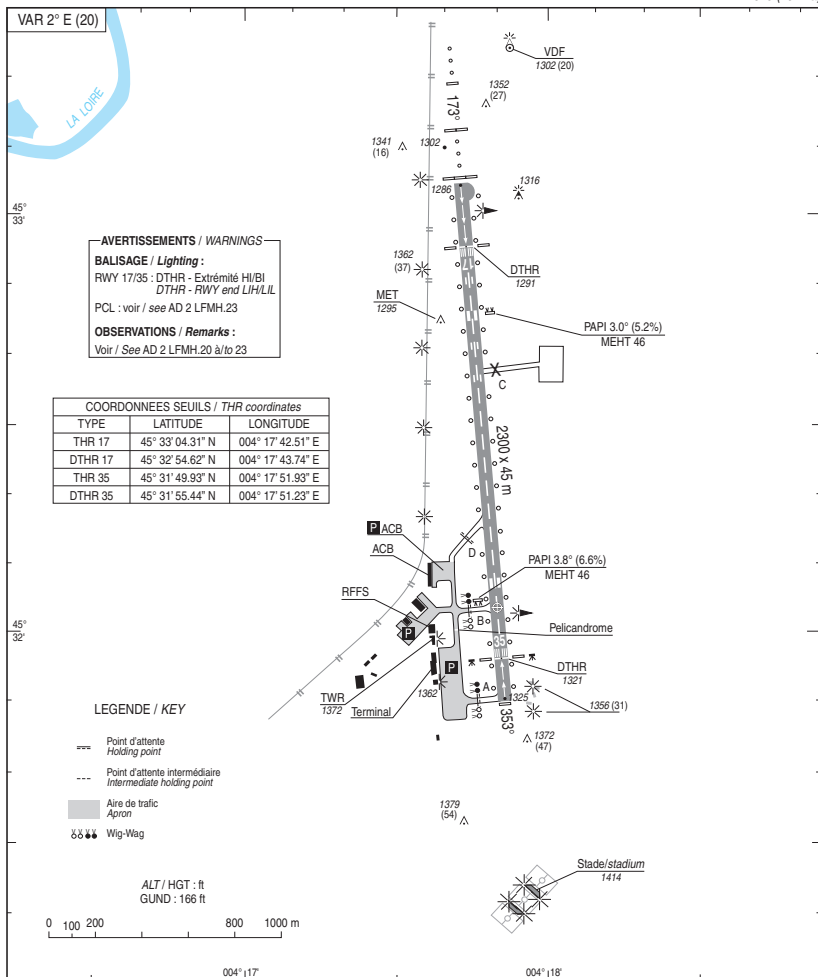
FAF - DTHR	8.3 NM	70 kt 7 min 09	85 kt 5 min 53	100 kt 5 min 00	115 kt 4 min 21	130 kt 3 min 51	145 kt 3 min 27	160 kt 3 min 08
VSP (ft/min)		370	450	530	610	685	765	845



**CARTE D'AERODROME**  
Aerodrome chart

ATIS SAINT-ETIENNE 132.805 ☎ 04 82 89 48 18

**SAINT ETIENNE LOIRE**  
45 32 03 N - 004 17 50 E  
ALT AD : 1325 (48 hPa)



**— AVERTISSEMENTS / WARNINGS**

**BALISAGE / Lighting :**  
RWY 17/35 : DTHR - Extrémité HI/BI  
DTHR - RWY end LIH/LIL  
PCL : voir / see AD 2 LFMH.23

**OBSERVATIONS / Remarks :**  
Voir / See AD 2 LFMH.20 à/ to 23

COORDONNEES SEUILS / THR coordinates		
TYPE	LATITUDE	LONGITUDE
THR 17	45° 33' 04.31" N	004° 17' 42.51" E
DTHR 17	45° 32' 54.62" N	004° 17' 43.74" E
THR 35	45° 31' 49.93" N	004° 17' 51.93" E
DTHR 35	45° 31' 55.44" N	004° 17' 51.23" E

**LEGENDE / KEY**

- Point d'attente  
Holding point
- Point d'attente intermédiaire  
Intermediate holding point
- Aire de trafic  
Apron
- ⚡ Wig-Wag

ALT / HGT : ft  
GUND : 166 ft



RWY	BALISAGE / Lighting		TORA (1)	TODA (1)	ASDA (1)	LDA (1)	NATURE Surface	RESIST. Strength	MINIMUM TKOF (RVR : m)			
	APCH	RWY							CAT A	CAT B	CAT C	CAT D
17 35	900 m LIH NIL	LIH/LIL LIH/LIL	2117 2300	2117 2300	2117 2300	1817 2130	Revêtement Paved	47 F/C/W/T	250* 250*	250* 250*	250* 250*	- -
(1) Voir / See AD 2 LFMH.13									* Absence ATIS : 550 m de jour / daytime 800 m de nuit / at night			

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
EB 379 NDB	<b>45°38'16.6"N - 004°17'00.7"E</b>
	<i>45°38.28'N - 004°17.01'E</i>
BANUS	<b>45°19'46.6"N - 004°28'38.1"E</b>
	<i>45°19.78'N - 004°28.64'E</i>
BELEP	<b>45°47'30.0"N - 004°07'54.0"E</b>
	<i>45°47.50'N - 004°07.90'E</i>
MALAT	<b>45°14'13.8"N - 004°20'05.0"E</b>
	<i>45°14.23'N - 004°20.08'E</i>
NAKET	<b>45°18'45.9"N - 004°12'24.0"E</b>
	<i>45°18.77'N - 004°12.40'E</i>
NARIV	<b>45°49'41.6"N - 004°15'35.6"E</b>
	<i>45°49.69'N - 004°15.59'E</i>
IMH17	<b>45°46'12.5"N - 004°16'02.2"E</b>
	<i>45°46.21'N - 004°16.04'E</i>

**APPROCHE AUX INSTRUMENTS**

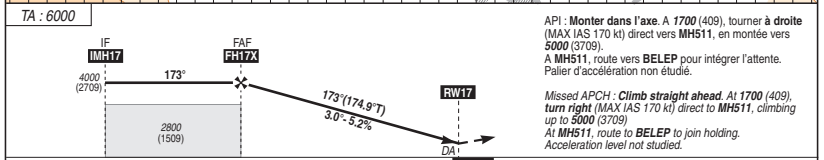
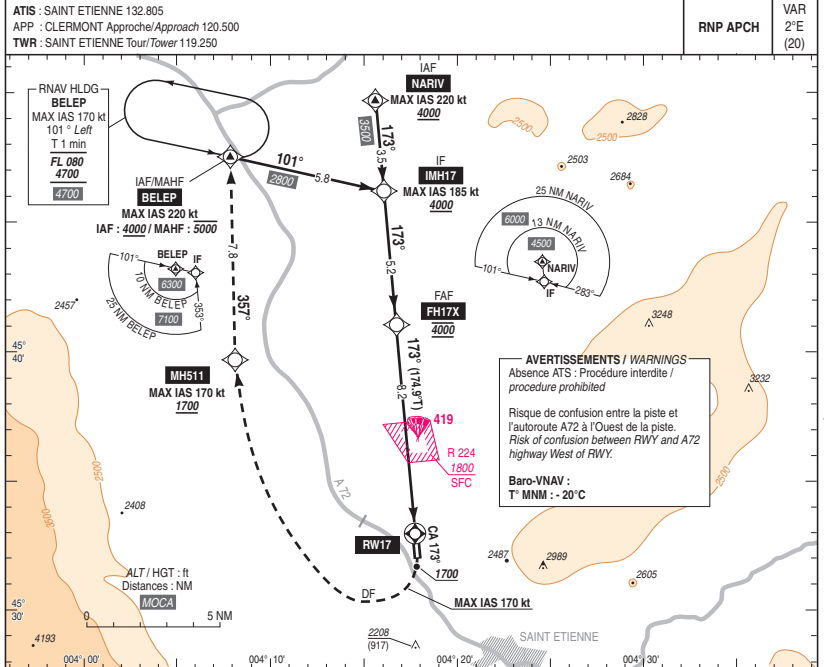
**SAINT ETIENNE LOIRE**

Instrument approach

CAT A B C

ALT AD : 1325, **DTHR : 1291 (47 hPa)**

**RNP X RWY 17 (LNAV-VNAV only)**



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-VNAV API 2.5 %			LNAV-VNAV API 4 %			MVL / Circling (1)	
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	VIS
A	1680 (390)	1100	383	1540 (250)	550	234	2260 (970)	1500
B	1690 (400)	1100	395	1540 (250)	550	246	2480 (1190)	1600
C	1700 (410)	1200	403	1550 (260)	600	254	2660 (1370)	2400

Observations / Remarks : (1) - MVL interdites à l'Est de la piste / Circling prohibited East of RWY.  
- MVL interdites de nuit si PAPI 35 U/S / Circling prohibited at night if PAPI 35 U/S.

FH17X - RW17	8.2 NM	70 kt 7 min 02	85 kt 5 min 47	100 kt 4 min 55	115 kt 4 min 17	130 kt 3 min 47	160 kt 3 min 04
VSP (ft/min)		370	450	530	605	685	845

APPROCHE AUX INSTRUMENTS

SAINT ETIENNE LOIRE

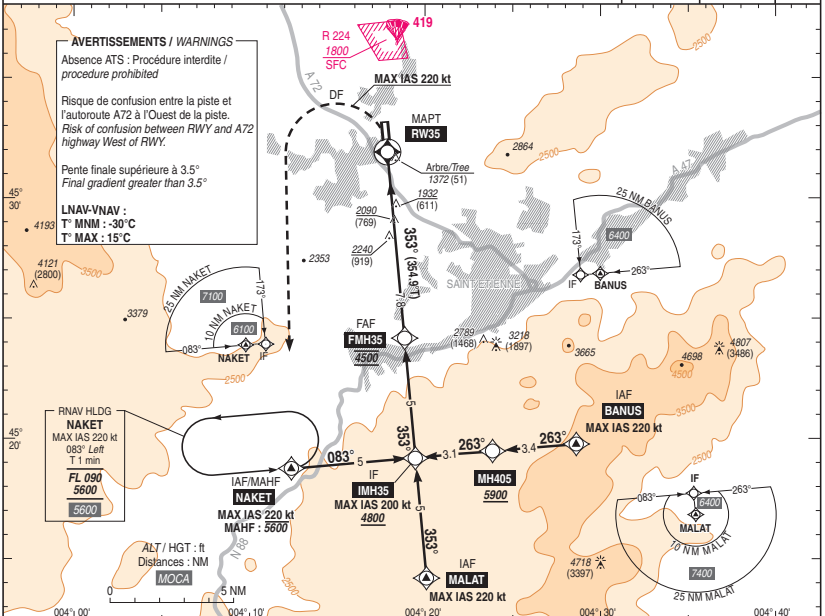
Instrument approach  
CAT A B C

ALT AD : 1325, DTHR : 1321 (48 hPa)

RNP RWY 35

ATIS SAINT ETIENNE : 132.805  
APP : CLERMONT Approch/Approach 120.500  
TWR : SAINT ETIENNE Tour/Tower 119.250

RNP APCH	EGNOS Ch70896 E35A TCH : 49	VAR 2°E (20)
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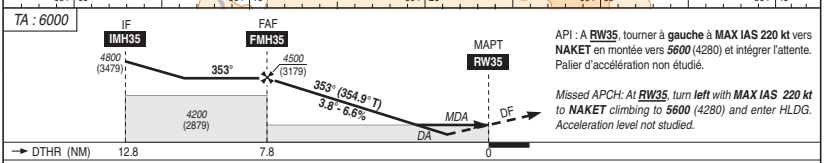


**AVERTISSEMENTS / WARNINGS**  
Absence ATIS : Procédure interdite /  
procédure prohibited  
Risque de confusion entre la piste et  
l'autoroute A72 à l'Ouest de la piste.  
Risk of confusion between RWY and A72  
highway West of RWY.  
Pente finale supérieure à 3.5°  
Final gradient greater than 3.5°

**LNAV-VNAV :**  
T° MNM : -30°C  
T° MAX : 15°C

**RNAV HLDG**  
**NAKET**  
MAX IAS 220 kt  
083° Left  
T1 min  
FL 090  
5600

ALT / HGT : ft  
Distances : NM  
MOCA



API : A RW35, tourner à gauche à MAX IAS 220 kt vers  
NAKET en montée vers 5600 (4280) et intégrer l'attente.  
Palier d'accélération non étudié.

Missed APCH: At RW35, turn left with MAX IAS 220 kt  
to NAKET climbing to 5600 (4280) and enter HLDG.  
Acceleration level not studied.

→ DTHR (NM) 12.8 7.8 0 REF HGT : ALT DTHR

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

CAT	LPV (1)			LNAV-VNAV (1)			LNAV (1)			MVL / Circling (2)		DIST RW35						
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	ALT	7	6	5	4	3
A	2350 (1030)	1027	2520 (1200)	2520 (1200)	1199	2520 (1200)	1199	2520 (1200)	1199	2520 (1200)	5000	1199	4195	3790	3385	2985	2580	
B	2370 (1050)	4900	1044	2520 (1200)	5000	1199	2520 (1200)	5000	1199	2520 (1200)	5000	1199	(2874)	(2469)	(2064)	(1664)	(1259)	
C	2420 (1090)		1090	2660 (1340)		1207	2660 (1340)		1207	2660 (1340)								

Observations / Remarks : (1) Procédures interdites de nuit si PAPI U/S / Procedures prohibited at night if PAPI U/S.  
(2) MVL interdites à l'Est de la piste et de nuit si PAPI U/S / Circling prohibited East of RWY and at night if PAPI U/S.

FAF - RW35	7.8 NM	70 kt 6 min 40	85 kt 5 min 29	100 kt 4 min 40	115 kt 4 min 03	130 kt 3 min 35	160 kt 2 min 55
VSP (ft/min)		470	570	670	770	870	1070

**CARTE D'AERODROME**

Aerodrome chart

ATIS : 132.480 ☎ 03 85 26 60 78

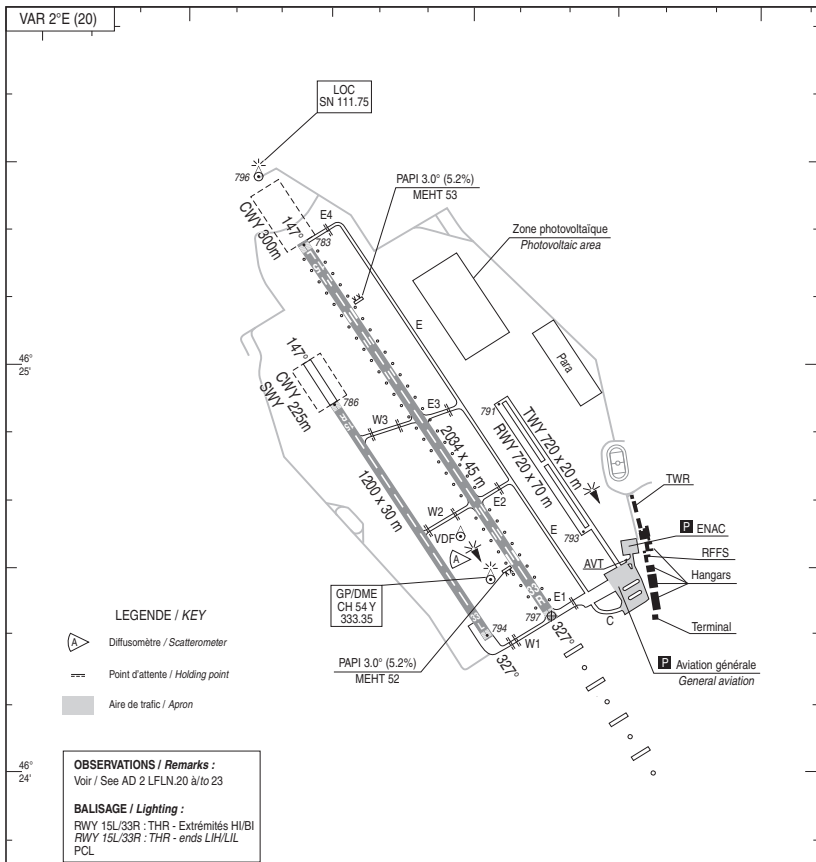
STAP : 132.480 (FR) Absence ATS

GND (SOL) : 121.805

**SAINT-YAN**

46 24 24 N - 004 01 16 E

ALT AD : 797 (29 hPa)



**LEGENDE / KEY**

- Diffusomètre / Scatterometer
- Point d'attente / Holding point
- Aire de trafic / Apron

**OBSERVATIONS / Remarks :**

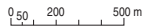
Voir / See AD 2 LFLN.20 à to 23

**BALISAGE / Lighting :**

RWY 15L/33R : THR - Extrémités HI/BI  
RWY 15L/33R : THR - ends LIH/LIL  
PCL

004° 00'

ALT / HGT : ft  
GUND : 159 ft



COORDONNEES SEUILS / THR coordinates		
TYPE	LATITUDE	LONGITUDE
THR 15L	46° 25' 19.31" N	004° 00' 25.63" E
THR 33R	46° 24' 23.38" N	004° 01' 15.95" E

004° 01'

004° 02'

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
15L 33R	NIL 900 m LIH	LIH LIH	2034 2034	2034 2334	2034 2034	2034 2034	Revêtement Paved	24 F/C/W/T	250* 250*	250* 250*	250* 250*	- -
									* Absence ATS : 550 m HJ seulement / only			

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
SN 430 NDB	<b>46°17'39.7"N - 004°07'17.0"E</b>
	<i>46°17.66'N - 004°07.28'E</i>
MOU 116.7 Ch 114X VOR-DME	<b>46°42'24.4"N - 003°37'54.0"E</b>
	<i>46°42.41'N - 003°37.90'E</i>
SN Ch 54Y (111.75)	<b>46°24'29.1"N - 004°01'02.6"E</b>
	<i>46°24.49'N - 004°01.04'E</i>
GURGO	<b>46°20'56.0"N - 003°49'46.0"E</b>
	<i>46°20.93'N - 003°49.77'E</i>
IN15L	<b>46°37'12.2"N - 003°49'41.2"E</b>
	<i>46°37.20'N - 003°49.49'E</i>
IAF LN400	<b>46°39'51.1"N - 003°55'50.5"E</b>
	<i>46°39.85'N - 003°55.84'E</i>

**FREQ :**

ATIS SAINT YAN	132.480
TWR SAINT YAN	ground : 121.805
	tower : 122.300
APP RENNES	123.405

**APPROCHE AUX INSTRUMENTS**

Instrument approach

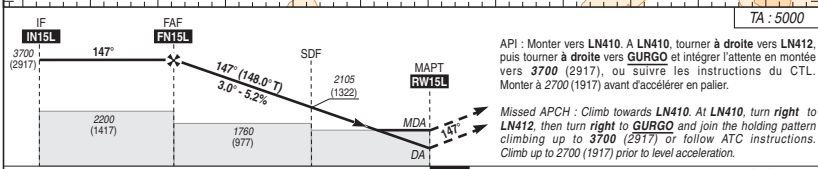
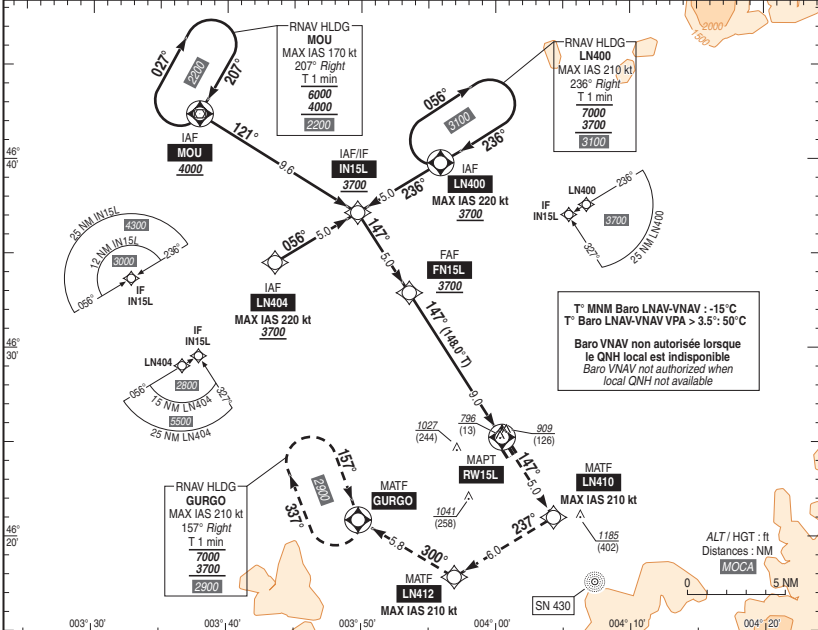
CAT A B C

ALT AD : 797, THR : 783 (28 hPa)

**SAINT YAN**

**RNP RWY 15L**

ATIS SAINT YAN : 132.480 FREQ : voir / see AD 2 LFLN COM 01	RNP APCH	EGNOS Ch 73334 E15A RDH : 49	VAR 2°E (20)
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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 RW15L									
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	ALT (HGT)	9	8	7	6	5	
A	1090 (300)	1400	144	1090 (300)	1400	257	1160 (380)	1500	373	1330 (550)	1500	1560 (780)	1500	3700	3380	3060	2740	2425			
B	1090 (300)	1400	154	1090 (300)	1400	267	1160 (380)	1500	373	1340 (560)	1600	1580 (790)	1600	2105	1785	1470					
C	1090 (300)	1400	164	1090 (300)	1400	277	1160 (380)	1500	373	1580 (800)	2400	1820 (1040)	2400	2105 (1322)	1785 (1002)	1470 (687)					

Observations / Remarks : (1) MVL Interdites à l'Est des pistes. Circuit AD RWY 15 : main droite / Circling prohibited East of RWYs. Right hand circuit RWY 15. Perte de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir / see AIP ENR 1.5.

FAF - RW15L	9.0 NM	70 kt 7 min 43	85 kt 6 min 22	100 kt 5 min 24	115 kt 4 min 42	130 kt 4 min 10	145 kt 3 min 44	160 kt 3 min 23	185 kt 2 min 55
VSP (ft/min)		370	450	530	610	690	770	850	960

**APPROCHE AUX INSTRUMENTS**

**SAINT YAN**

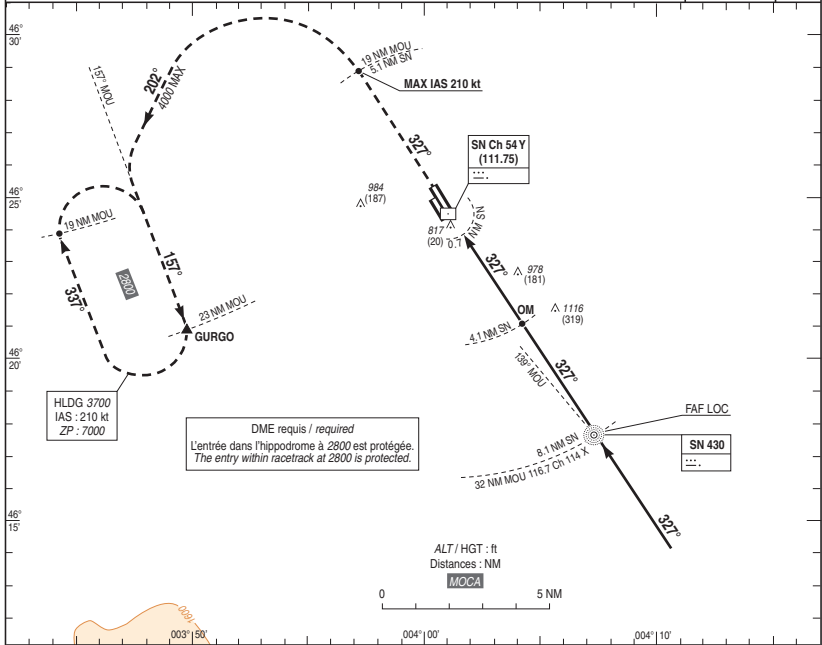
Instrument approach

CAT A B C

FNA ILS Z ou/ou LOC Z RWY 33R

ALT AD : 797, THR : 797 (29 hPa)

ATIS SAINT YAN : 132.480 FREQ : voir / see AD 2 LFLN COM 01	ILS SN 111.75 RDH : 52	VAR 2°E (20)
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API - Monter dans l'axe. A 19 NM MOU, tourner à gauche RM 202° pour intercepter et suivre le RDL 157° MOU (19 NM MOU MAX) et rejoindre l'hippodrome GURGO à 2800 (2003). Poursuivre la montée à 3700 (2903) dans l'attente GURGO. Monter à 2100 (1303) avant d'accélérer en palier.

Missed APCH : Climb straight ahead. At 19 NM MOU, turn left MAG 202° to intercept and follow RDL 157° MOU (19 NM MOU MAX) and join GURGO racetrack at 2800 (2003). Continue climbing up to 3700 (2903) within GURGO holding. Climb up to 2100 (1303) prior to level acceleration.

THR ← (NM)	0.5	0.7	4.1	7.9	8.1
DME ← (NM)	0.7	4.1	7.9	8.1	

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	ILS Z			LOC Z			MVL / Circling (1)				DME SN NM ALT (HGT)					
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	7	6	5	4	3	2
A							1330 (530)	1500	1560 (770)	1500	3020 (2223)	2700 (1903)	2390 (1593)	2070 (1273)	1750 (953)	1430 (633)
B	1000 (200)	550	147	1230 (430)	1300	427	1340 (540)	1600	1580 (780)	1600						
C			164				1580 (790)	2400	1820 (1020)	2400						

Observations/Remarks : (1) MVL interdites à l'Est des pistes, sauf clairance du CTL / Circling prohibited East of RWY, except ATC clearance. Circuit AD RWY 15 : Droite / Right hand circuit RWY 15.

NDB - MAPT LOC	7.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
VSP (ft/min)	421	512	512	603	693	784	873	965





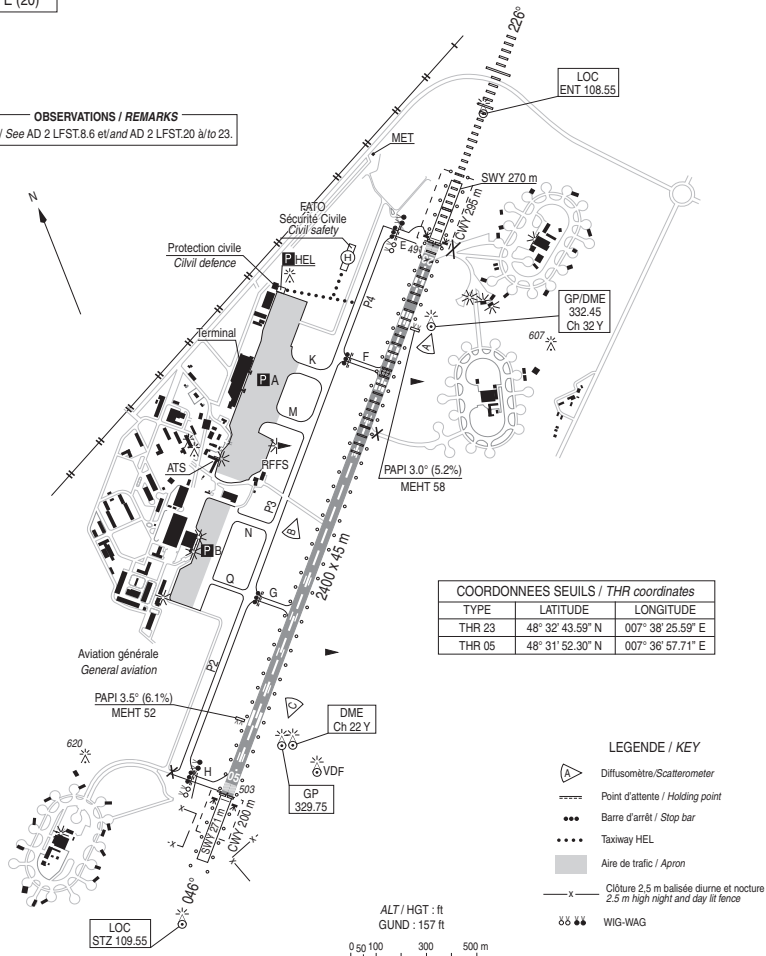
**CARTE D'AERODROME**  
Aerodrome chart

ATIS : 126.930 03 88 59 94 16  
GND (SOL) : 121.805

**STRASBOURG ENTZHEIM**  
48 32 31 N - 007 38 04 E  
ALT AD : 505 (19 hPa)

VAR 3°E (20)

**OBSERVATIONS / REMARKS**  
Voir / See AD 2 LFST.8.6 et/and AD 2 LFST.20 à/to 23.



COORDONNEES SEUILS / THR coordinates		
TYPE	LATITUDE	LONGITUDE
THR 23	48° 32' 43.59" N	007° 38' 25.59" E
THR 05	48° 31' 52.30" N	007° 36' 57.71" E

- LEGENDE / KEY**
- Diffusomètre / Scatterometer
  - Point d'attente / Holding point
  - Barre d'arrêt / Stop bar
  - Taxiway HEL
  - Aire de trafic / Apron
  - Clôture 2.5 m balisée diurne et nocturne  
2.5 m high night and day lit fence
  - WIG-WAG

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 23	NIL 900 m LIH	LIH/LIL LIH/LIL	2400 2400	2695 2600	2670 2671	2400 2400	Revêtue Paved	76 F/C/W/T	150 150	150 150	150 150	200 200

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
STR 115.6 Ch 103X VOR-DME	<b>48°30'19.4"N - 007°34'19.1"E</b>
	<i>48°30.32'N - 007°34.32'E</i>
ENT Ch 22 Y (108.55)	<b>48°31'54.8"N - 007°37'10.9"E</b>
	<i>48°31.91'N - 007°37.18'E</i>
STZ Ch 32Y (109.55)	<b>48°32'33.8"N - 007°38'17.7"E</b>
	<i>48°32.56'N - 007°38.30'E</i>
ANDLO	<b>48°23'45.5"N - 007°22'59.6"E</b>
	<i>48°23.76'N - 007°22.99'E</i>
FAP / FAF RWY05	<b>48°23'03.1"N - 007°24'55.6"E</b>
	<i>48°23.05'N - 007°24.93'E</i>
FAP / FAF RWY23	<b>48°38'38.6"N - 007°48'36.0"E</b>
	<i>48°38.64'N - 007°48.60'E</i>

**FREQ :**

ATIS STRASBOURG	126.930
TWR STRASBOURG	ground : 121.805 tower : 119.250
APP STRASBOURG	119.580 / 120.700

APPROCHE AUX INSTRUMENTS

STRASBOURG ENTZHEIM

Instrument approach

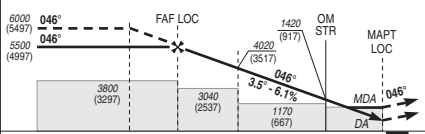
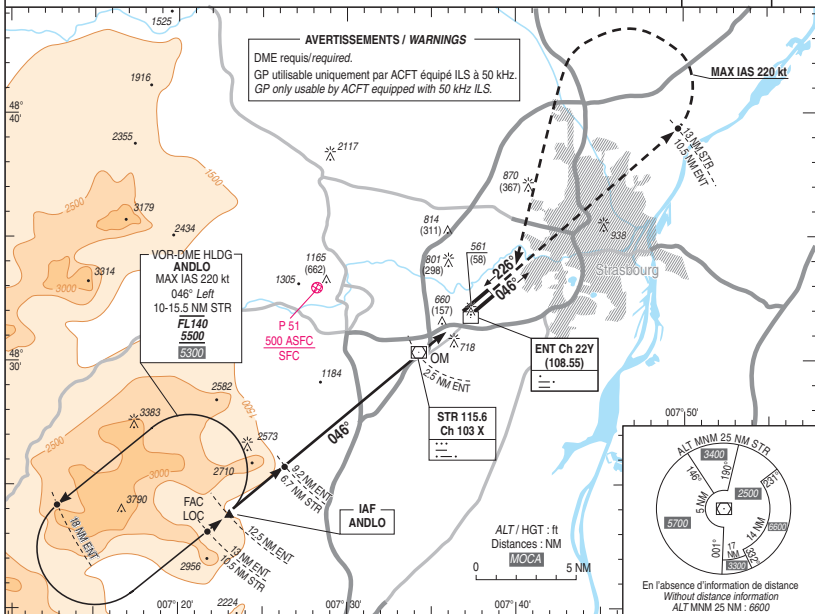
CAT A B C D

ALT AD : 505, THR : 503 (18 hPa)

ILS ou/ou LOC RWY 05

FREQ : voir/see AD 2 LFST COM 01

ILS - DME ENT 108.55 RDH : 50	VAR 3°E (20)
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Missed approach : Climb straight ahead RDL 046° STR. At 10.5 NM ENT / 13 NM STR, turn left to intercept and follow RDL 046° STR (MAG 226°) climbing to 5500 (4997) and join holding ANDLO. Climb to 3400 (2897) prior to level acceleration.

→ ENT (NM)	14.2	13	9.2	2.5	0.5
→ STR (NM)	11.7	10.5	6.7	0	
→ THR (NM)		12.9	9.1	2.4	0.4

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

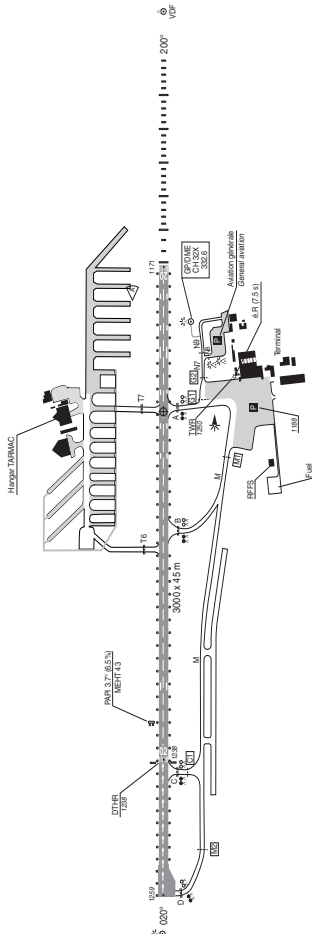
T-C	ILS			LOC + DME ENT			MVL / Circling		DME ENT										
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	13	12	11	10	9	8	7	6	5	4
A					1500		1110 (600)	1500	ALT	5333	4962	4590	4218	3847	3475	3103	2732	2360	1988
B					1500		1120 (620)	1600	(HGT)	4830	4459	4087	3715	3344	2972	2600	2229	1857	1485
C	710 (200)	1200	166	860 (360)	1600	354	1270 (770)	2400	NM	3	2	1							
D			177		1600		1570 (1070)	3600	ALT	1617	1245	874							
DL			181						(HGT)	1114	742	371							

Observations / Remarks : NIL

2.5 NM ENT - MAPT	2.0 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
2.5 NM ENT - THR	2.4 NM	1 min 43	1 min 25	1 min 12	1 min 03	0 min 55	0 min 45	0 min 39
VSP (ft/min)		2 min 03	1 min 42	1 min 26	1 min 15	1 min 06	0 min 54	0 min 47

Non disponible / Not available





## LEGENDE (KEY)

- Obstacles / Contrôles de hauteur
- Road closures / Holdings point
- Road blocks / Intermedialité / Intermediary holding point
- Waypoint
- Aeronautics / Aeronautics

ALT PAV. à  
GND (MSL)

## OBSERVATIONS / Remarks :

Wdr / Sdr AD 2.LFBT20 à 7.16.23  
(1) PCN : voir / see AD 2.LFBT12

## BALISAGE / Lighting :

RWY 02 - Seuils décalés B1 - Extrémité B1 / RWY 02 - DTHR LH - RWY end LH  
RWY 20 - Seuils - Extrémité B1 / RWY 20 - Thr - RWY end LR

TYPE	COORDINÉES SEUILS / THR coordinates		BALISAGE / Lighting		TOGA		ASDA		LDA	NATURE Surface	RESIST <sup>(1)</sup> Strength	MINIMUM TOCF (RWY - m)			
	LATITUDE	LONGITUDE	APCH	RWY	TOGA	ASDA	CAT A	CAT B				CAT C	CAT D		
THR 02	43° 09' 57.41" N	000° 00' 45.97" W	02	NIL	3000	3000	3000	2330	3000	Revue	44 FCNVT	400	400	400	400
THR 20	43° 11' 28.96" N	000° 00' 00.92" E	20	900 m L/M	3000	3000	3000	3000	3000	Paved		400	400	400	400

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
TL 321 NDB	<b>43°17'18.2"N - 000°02'58.7"E</b>
	<i>43°17.30'N - 000°02.98'E</i>
TBO 113.9 Ch 86X VOR-DME	<b>43°19'56.0"N - 000°08'44.7"E</b>
	<i>43°19.93'N - 000°08.75'E</i>
OS Ch 32X (109.5)	<b>43°11'19.4"N - 000°00'01.2"E</b>
	<i>43°11.32'N - 000°00.02'E</i>
VAKPI	<b>43°22'30.3"N - 000°05'36.6"E</b>
	<i>43°22.51'N - 000°05.61'E</i>

AIP  
FRANCE

AD 2 LFBT IAC RWY02 VPT  
03 DEC 20

**APPROCHE AUX INSTRUMENTS**

TARBES LOURDES PYRENEES

Instrument approach

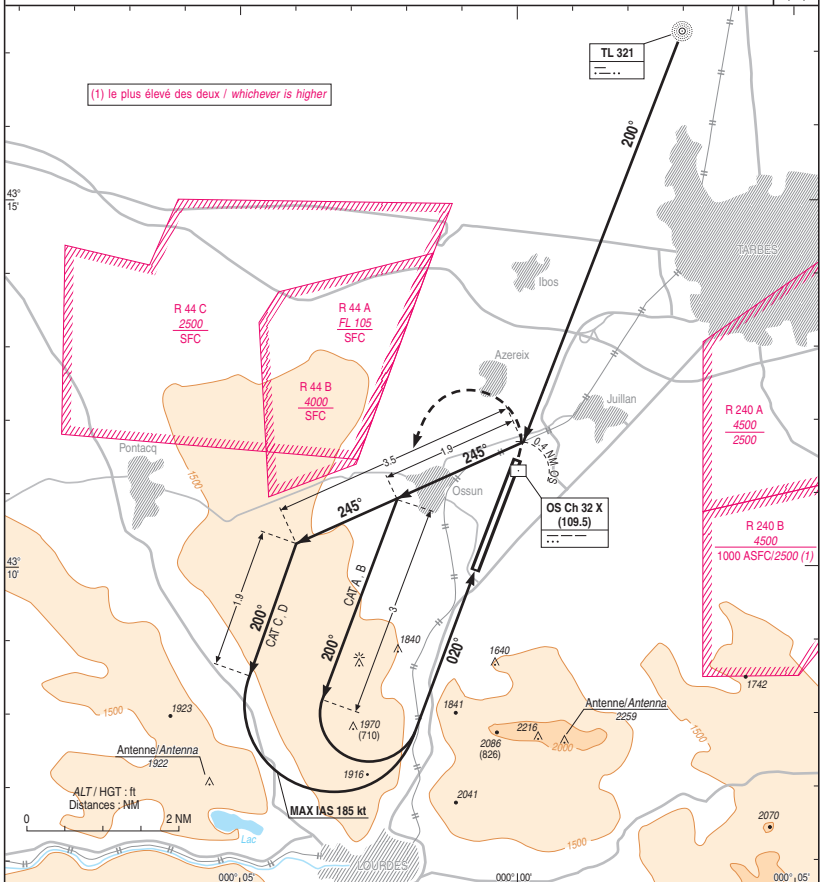
CAT A B C D

ALT AD : 1260 (46 hPa), THR : 1240

VPT RWY 02

ATIS LOURDES : 125.955 ☎ 05 62 32 62 68  
APP : PYRENEES Approche/Approach 128.800  
TWR : LOURDES Tour/Tower 119.050 - 120.305 (s)

VAR  
1°E  
(20)



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

REF HGT : ALT AD

CAT	VPT HJ seulement / only	
	MDA (H)	VIS
A	2270 (1010)	1500
B	2270 (1010)	1600
C	2480 (1220)	2400
D	2480 (1220)	3600

**APPROCHE AUX INSTRUMENTS**

**TARBES LOURDES PYRENEES**

Instrument approach

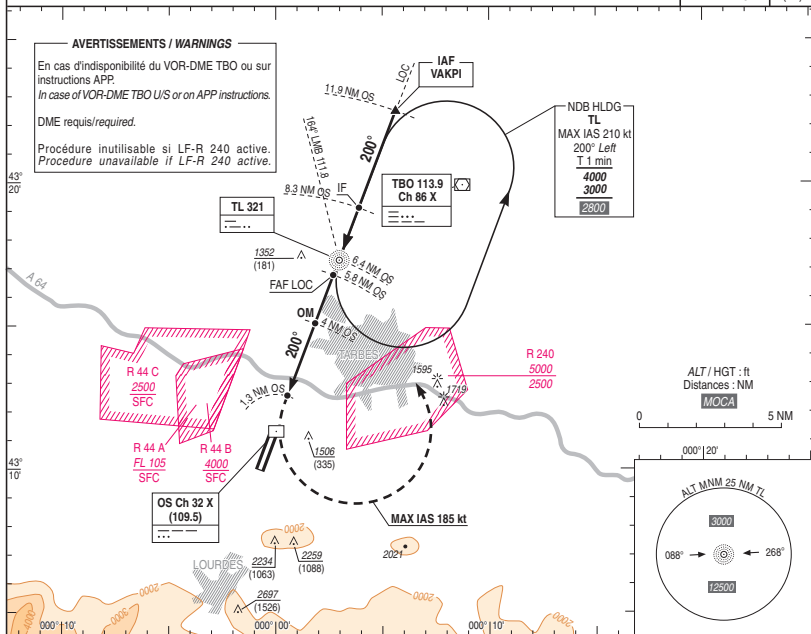
CAT A B C D

ILS Y ou/or LOC Y RWY 20

ALT AD : 1260, THR : 1171 (43 hPa)

ATIS LOURDES : 125.955 ☎ 05 62 32 62 68  
APP : PYRENEES Approche/Approach 128.800  
TWR : LOURDES Tour/Tower 119.050

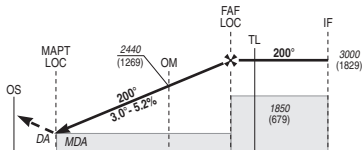
ILS - DME	VAR
OS 109.5	1°E
RDH : 49	(20)



TA : 5000

API : Dès que possible, tourner à gauche en montée vers 3000 (1829) vers TL (MAX IAS 185 kt), pour intégrer l'attente ou suivre les instructions ATC. Ne pas tourner avant le MAPT.

Missed APCH : As soon as possible, turn left climbing up to 3000 (1829) towards TL (MAX IAS 185 kt), or follow ATC instructions. Do not turn before MAPT.



THR ← (NM) 1.1  
DME OS ← (NM) 1.3

MNMM 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 Y <sup>(2)</sup>			LOC Y <sup>(2)</sup>			MVL / Circling HJ seulement / only <sup>(3)</sup>			DME OS		
	DA (H)	RVR	OCH	MDA (H)	RVR	MDA (H)	VIS	5	4		3	2
A	1730 (560)	1500	551	1730 (560)	1500	2200 (1100)	1500	5	2750	2440	2120	1800
B	1740 (570)	1500	561	1740 (570)	1500	2600 (1400)	1600	(HGT)	(1579)	(1269)	(949)	(629)
C	1750 (580)	1900	571	1750 (580)	1900	2700 (1500)	2400					
D	1760 (590)	2000	581	1760 (590)	2000	3600 (2500)	3600					

Observations / Remarks : (2) Pour minima particuliers, voir / For special minima, see : AD 2 LFBT IAC RWY20 ILS Y LOC Y MINIMA  
(3) MVL interdites à l'Ouest de la piste / Circling prohibited West of RWY.

FAF - THR	5.6 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		4 min 48	3 min 57	3 min 22	2 min 55	2 min 35	2 min 06	1 min 49
		370	445	525	605	685	840	970



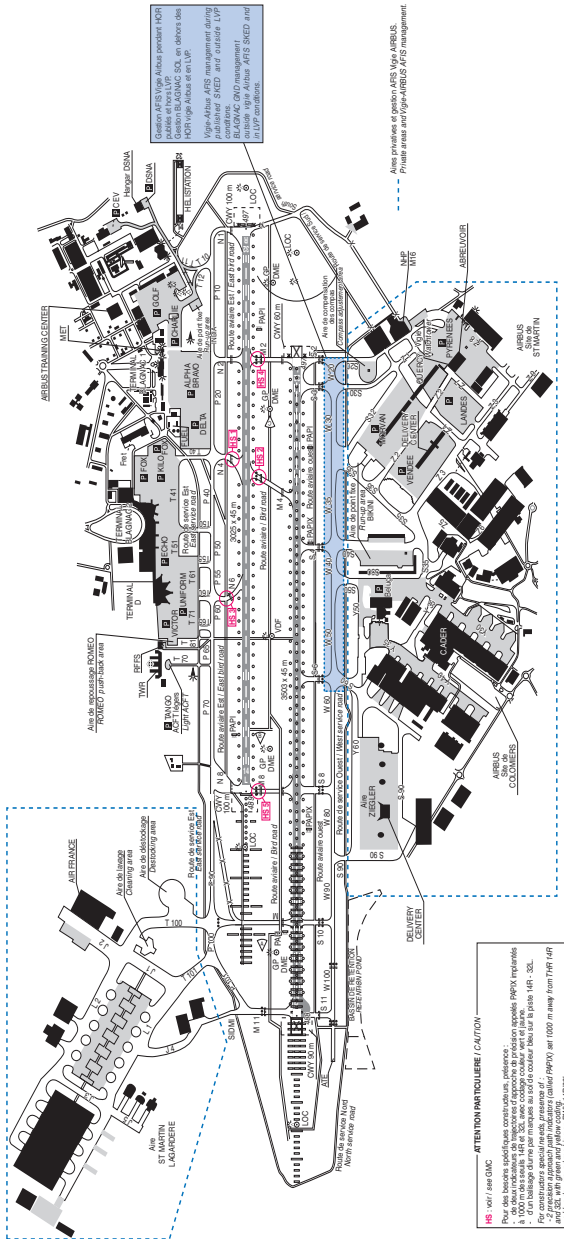
**CARTE D'AÉRODROME**  
Aerodrome chart

AFIS : 121.130, 05.05.07.22.94.34  
ATS : 167, 40, 121.000, 121.000  
GND SQU : 121.000, 121.000  
DELIVERY (FRNCO) : 121.705

**TOULOUSE-BLAGNAC**  
43 38 06 N - 001 22 04 E  
ALT AD : 409 / (87 ft)

VAR 1° E (20)

GND : 160 ft



Gestion de l'ES-Vigeo Airbus pendant l'OPR  
Gestion de l'ES-Vigeo Airbus en dehors de  
l'OPR-Vigeo Airbus et en LVP  
Gestion BLANMAC SOL en dehors de  
l'OPR-Vigeo Airbus et en LVP  
Vigeo Airbus AFS management during  
publishers' SKEED and outside LVP  
conditions, GND management  
outside Vigeo Airbus SKEED area  
in LVP conditions

Areae privilegiate di volo per Vigeo AIRBUS  
Privileged areas for Vigeo AIRBUS management

**ATTENTION PARTICULIÈRE / CAUTION**  
HS - VORT / see GNC  
Pour des besoins spécifiques consultez, référence :  
1. des documents de l'encadré de référence de précision spéciale RWY imprécises  
2. des documents de l'encadré de référence de précision spéciale RWY imprécises  
3. d'un balisage de nuit par marquage au sol de couleur bleue sur la table IAFI - 30L.  
For construction special needs, presence of:  
1. documents of the reference of precision special RWY imprecise  
2. documents of the reference of precision special RWY imprecise  
3. a blue day ground marking on RWY -HS30L

LEGENDE / KEY

- Obstacles / Scaletometer
- Hot spot
- Runway
- Taxiway
- Apron
- Parking area / Hold point
- Area de terre / Apron

TYPE	LATITUDE	LONGITUDE	BALISAGE / Lighting		COORDONNÉES SEUILS / THR coordinates		MINIMUM TROF (RVR, m)						
			RWY	APCH	RWY	APCH	CAT A	CAT B	CAT C	CAT D			
THR 18R	43° 38' 38.81" N	001° 20' 45.39" E	14R	800 m LH	LH	3803	3903	3600	3600	150*	150*	150*	150*
THR 18L	43° 38' 38.81" N	001° 20' 45.39" E	LH	800 m LH	LH	3803	3903	3600	3600	400	400	400	400
THR 14L	43° 38' 38.81" N	001° 21' 27.45" E	14L	600 m LH	LH	3025	3125	3025	3025	400	400	400	400
THR 36R	43° 38' 58.25" N	001° 22' 48.85" E	36R	NIL	LH	3025	3125	3025	3025	400	400	400	400

\* RWY 18R, LVTO avec wind  
RVR < 150/200 m autorisés autorisés

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
TOU 117.7 Ch 124X VOR-DME	<b>43°40'51.0"N - 001°18'35.3"E</b>
	<i>43°40.85'N - 001°18.59'E</i>
TG Ch 26X (108.9)	<b>43°38'04.3"N - 001°21'29.7"E</b>
	<i>43°38.07'N - 001°21.50'E</i>
TBN Ch 30X (109.3)	<b>43°37'18.6"N - 001°22'17.3"E</b>
	<i>43°37.31'N - 001°22.17.3'E</i>
NETRO	<b>44°03'03.3"N - 001°34'22.9"E</b>
	<i>44°03.06'N - 001°34.38'E</i>
SULIT	<b>43°23'01.3"N - 001°15'09.2"E</b>
	<i>43°23.02'N - 001°15.15'E</i>

**APPROCHE AUX INSTRUMENTS**

**TOULOUSE BLAGNAC**

Instrument approach

CAT A B C D

ALT AD : 499, THR : 489 (18 hPa)

FNA ILS ou/ou LOC RWY 14L

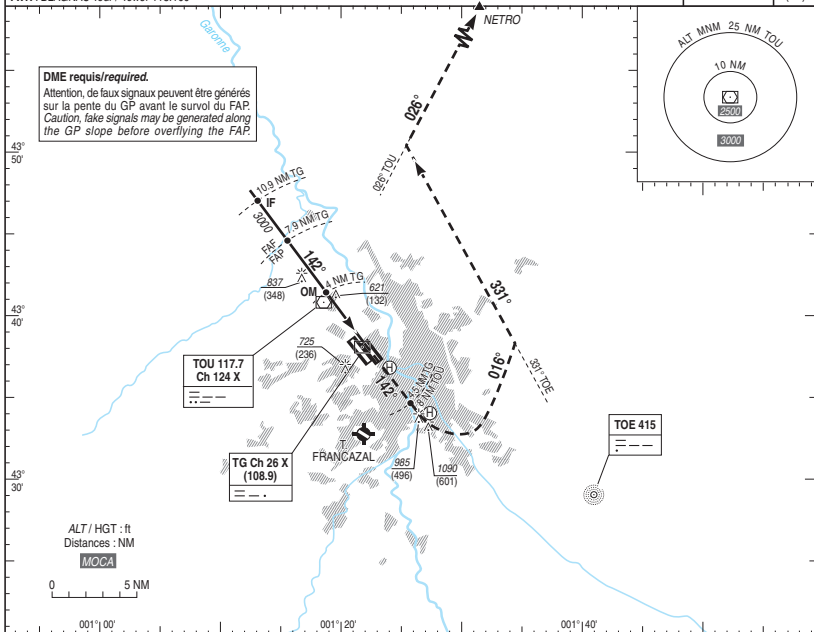
ATIS BLAGNAC : 123.130

APP : TOULOUSE Approche / Approach 129.305 (1) - 125.180 (2) - 124.975 (s)  
BLAGNAC Approche / Approach 121.105

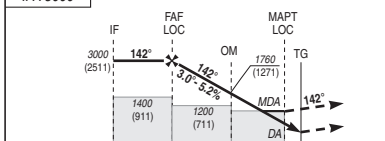
(1) Secteur Est / East sector  
(2) Secteur Ouest / West sector

ILS - DME  
TG 108.9  
RDH : 50  
VAR  
1°E  
(20)

TWR : BLAGNAC Tour / Tower 118.100



TA : 5000



API : Monter sur le RDL 142° TOU (RM 142°). A 4.5 NM TG (8 NM TOU), tourner à gauche RM 016° en montée vers 4000 (3511) pour intercepter et suivre le QDR 331° TOE (RM 331°) puis le radial 026° TOU vers NETRO (RM 026°) ou suivre les instructions du CTL.  
Monter à 1500 (1011) avant d'accélérer en palier.  
Missed APCH : Climb RDL 142° TOU (MAG 142°). At 4.5 NM TG (8 NM TOU), turn left MAG 016° climbing up to 4000 (3511) to intercept and follow QDR 331° TOE (MAG 331°) and then RDL 026° TOU to NETRO (MAG 026°) or follow ATC instructions.  
Climb up to 1500 (1011) prior to level acceleration.

→ THR (NM)	10.7	7.7	3.8	0.8
→ TG (NM)	10.9	7.9	4	1 0.2

MMN 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 TG
	DA (H)	RVR	OCH CAT.1	MDA (H)	RVR	OCH	MDA (H)	VIS	
A	690 (200)		163				1030 (540)	1500	NM 7 6 5 4 3 2
B	690 (200)		175				1050 (560)	1600	ALT 2720 2400 2080 1760 1440 1120
C	690 (200)	550	192	870 (380)	1000	378	1320 (830)	2400	(HGT) (2231) (1911) (1591) (1271) (951) (631)
D	700 (210)		210				1320 (830)	3600	
L	710 (220)		213						

Observations / Remarks : Base OCH ILS / ILS OCH Base : NIL (1) MVL interdites au Nord-Est de la piste / Circling prohibited North-East of RWY.

FAP/FAF - THR	7.7 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		6 min 36	5 min 26	4 min 37	4 min 01	3 min 33	2 min 53	2 min 30
VSP (ft/min) Non disponible / Not available								

**APPROCHE AUX INSTRUMENTS**

**TOULOUSE BLAGNAC**

Instrument approach

CAT A B C D

ALT AD : 499, THR : 497 (18 hPa)

FNA ILS ou/or LOC RWY 32L

ATIS BLAGNAC : 123.130

APP : TOULOUSE Approche / Approach 129.305 (1) - 125.180 (2) - 124.975 (s)

(1) Secteur Est / East sector

ILS - DME

VAR

BLAGNAC Approche / Approach 121.105

(2) Secteur Ouest / West sector

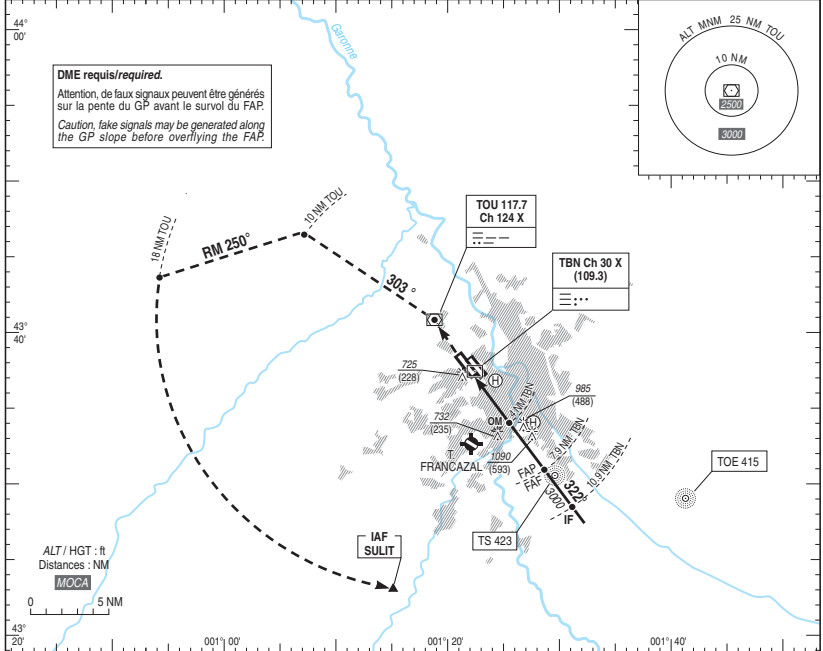
TBN 109.3

1°E

TWR : BLAGNAC Tour / Tower 118.100

RDH : 48

(20)



TA : 5000

API : Monter sur le RDL 142° TOU (RM 322°) vers 4000 (3503).  
**A TOU tourner à gauche et suivre RDL 303° TOU (RM 303°). A 10 NM DME TOU tourner à gauche RM 250° en montée vers 5000 (4503) pour rejoindre et suivre l'arc DME 18 TOU jusqu'à SULIT.**

Missed APCH : Climb RDL 142° TOU (MAG 322°) up to 4000 (3503).  
**At TOU turn left and follow RDL 303° TOU (MAG 303°). At 10 NM DME TOU turn left MAG 250° climbing to 5000 (4503) to intercept and follow DME course 18 TOU up to SULIT.**

THR	← (NM)	0.8	3.8	7.7	10.7	
TBN	← (NM)	0.2	1	4	7.9	10.9

MMN 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 TBN NM ALT (HGT)	7	6	5	4	3	2
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS							
A	700 (200)								1500						
B	700 (200)								1030 (530)						
C	700 (200)	1200		980 (490)	1500	482	1050 (550)	1600	1220 (730)	2400					
D	700 (210)						1320 (830)	3600							
D	710 (210)														

Observations / Remarks : Base OCH ILS / ILS OCH Base : NIL (1) MVL interdites au Nord-Est de la piste / Circling prohibited North-East of RWY.

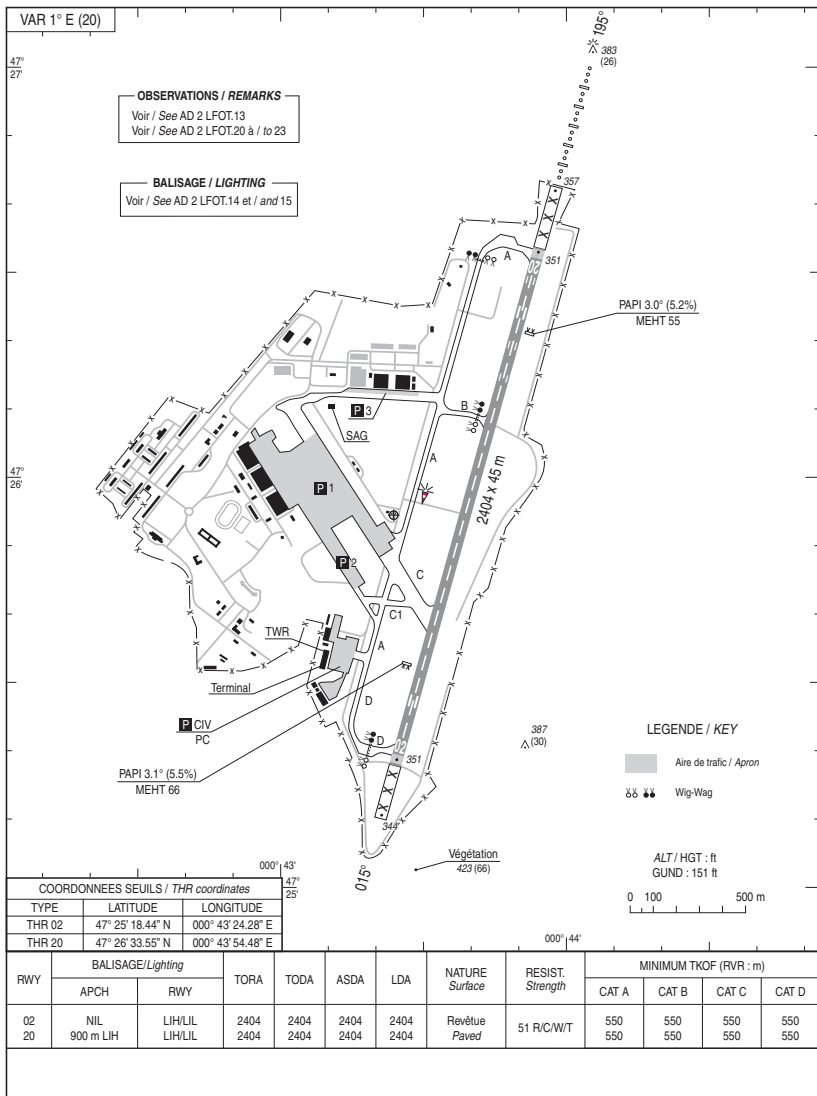
FAP/FAF - THR	7.7 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)		6 min 36	5 min 26	4 min 37	4 min 01	3 min 33	2 min 53	2 min 30

Non disponible / Not available

**CARTE D'AERODROME**  
Aerodrome chart

TWR : 124.400  
AFIS : 124.400

**TOURS VAL DE LOIRE**  
47 25 55 N - 000 43 23 E  
ALT AD : 357 (13 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
OTKIG	<b>47°31'53.3"N - 000°33'49.3"E</b>
	<i>47°31.89'N - 000°33.82'E</i>
OTKUR	<b>47°24'10.2"N - 000°30'44.7"E</b>
	<i>47°24.17'N - 000°30.75'E</i>
IOT02	<b>47°38'40.3"N - 000°48'48.0"E</b>
	<i>47°38.67'N - 000°48.80'E</i>
FOT20	<b>47°34'25.8"N - 000°47'05.0"E</b>
	<i>47°34.43'N - 000°47.08'E</i>

**APPROCHE AUX INSTRUMENTS**

**TOURS VAL DE LOIRE**

Instrument approach

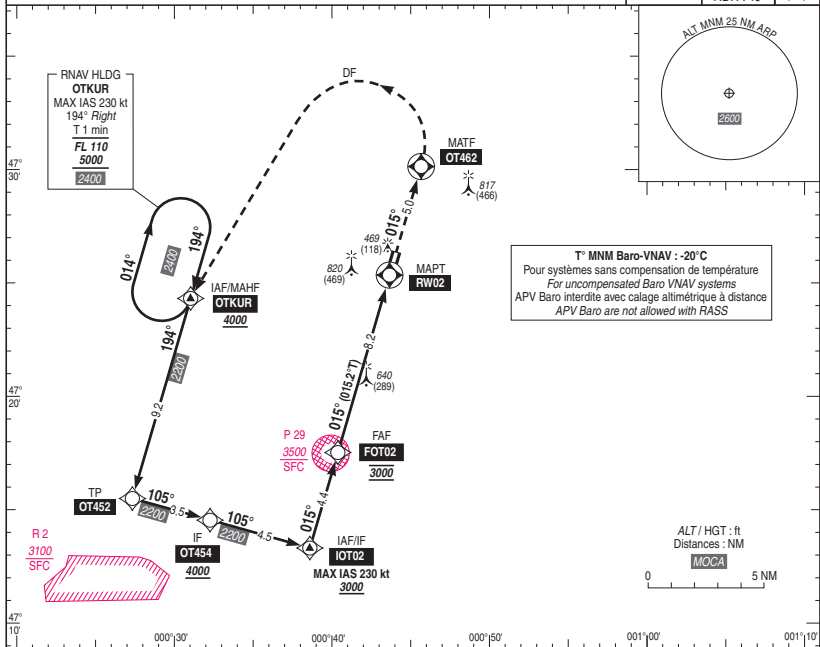
CAT A B C D

ALT AD : 357 , THR : 351 (13 hPa)

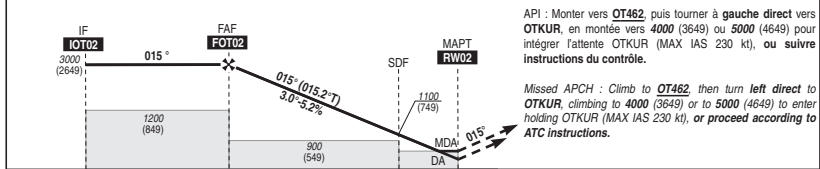
**RNP RWY 02**

APP : SEINE Approche / Approach 134.875  
TWR : TOURS Tour / Tower 124.400  
AFIS : TOURS Information 124.400

RNP APCH	EGNOS Ch 87952 E02A RDH : 49	VAR 1° E (20)
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TA : 5000



THR → (NM) 12.6      8.2      2.2      0  
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 (1)			LNAV-VNAV (1)			LNAV			MVL (2) Circling		DIST RW02
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	
A		183			209					860 (510)	1700	NM
B		195			222					880 (530)	1700	ALT
C	610 (250)	1300		610 (250)	1300		680 (330)	1500	326	1220 (870)	2400	(HGT)
D		223			240					1220 (870)	3600	(2599) (2279) (1959) (1639) (1319) (1009) (689) (369)

Observations/Remarks : (1) Minimums majorés / Increased minimums (2) MVL interdites à l'ouest et de nuit. / Circling prohibited West of RWY and by night.

FAF - MAPT	8.2 NM	70 kt 7 min 00	85 kt 5 min 46	100 kt 4 min 54	115 kt 4 min 16	130 kt 3 min 46	145 kt 3 min 23	160 kt 3 min 04	185 kt 2 min 39
VSP (ft/min)		370	450	530	610	685	765	845	980

**APPROCHE AUX INSTRUMENTS**

**TOURS VAL DE LOIRE**

Instrument approach

CAT A B C D

ALT AD : 357 , THR : 351 (13 hPa)

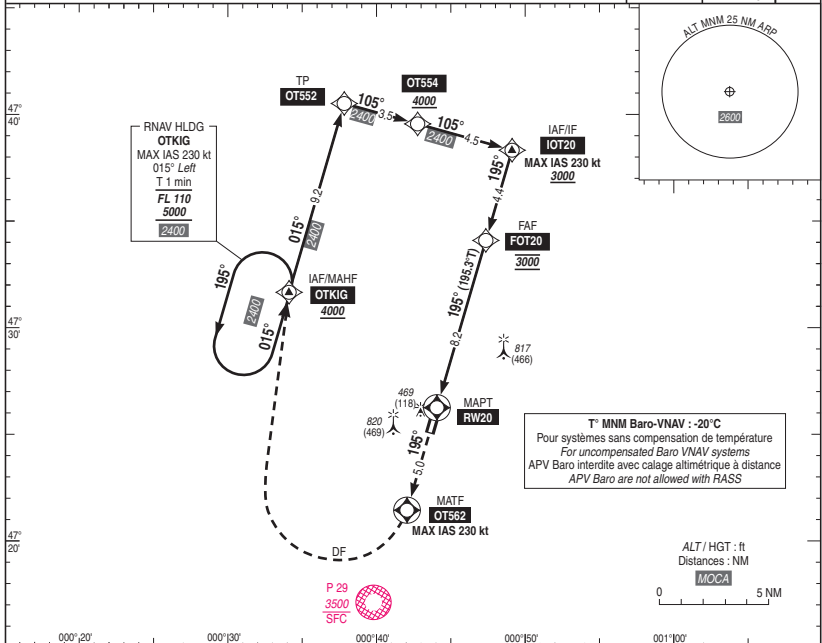
RNP RWY 20

APP : SEINE Approche / Approach 134.875  
TWR : TOURS Tour / Tower 124.400  
AFIS : TOURS Information 124.400

RNP APCH

EGNOS  
Ch 93358  
E20A  
RDH : 49

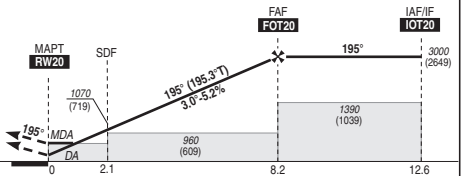
VAR  
1° E  
(20)



TA : 5000

API : Monter vers **OT562** (MAX IAS 230 kt), puis tourner à **droite direct** vers **OTKIG**, en montée vers 4000 (3649) ou 5000 (4649) pour intégrer l'attente OTKIG ou suivre instructions du contrôle.

Missed APCH : Climb to **OT562** (MAX IAS 230 kt), then turn **right direct** to **OTKIG**, climbing to 4000 (3649) or to 5000 (4649) to enter holding OTKIG, or proceed according to ATC instructions.



THR ← (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	LPV (1)			LNAV-VNAV			LNAV			MVL (2) Circling		DIST RW20								
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	8	7	6	5	4	3	2	1
A		192	610 (250)		229					860 (510)	1500	ALT	2950	2630	2310	1990	1670	1360	1040	720
B	610 (250)	800	610 (250)	800	241	720 (370)	1000	365	880 (530)	1600	(HGT)	(2599)	(2279)	(1959)	(1639)	(1319)	(1009)	(689)	(369)	
C		204	620 (260)		260				1220 (870)	2400										
D		212	620 (260)		279				1220 (870)	3600										
D		223	630 (280)																	

Observations/Remarks : (1) Minimums majorés / Increased minimums (2) MVL interdites à l'ouest et de nuit. / Circling prohibited West of RWY and by night.

FAF - MAPT	8.2 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt	185 kt
VSP (ft/min)		7 min 00	5 min 46	4 min 54	4 min 16	3 min 46	3 min 23	3 min 04	2 min 39
		370	450	530	610	685	765	845	980





**WARNING**

FIRING RANGES are to be used only by aircrew who have a thorough knowledge of the Range Orders document.

The only MIAC-4 DIRCAM leaves about firing ranges don't allow aircrew to fly a firing mission.

The MIAC-4 firing centres leaves contains only aeronautical information but not firing instructions.

The CEAE's office located at AIR BASE 120 CAZAUX dispatch the Range Orders document on the Intradef website : **[portail-ceae.intradef.gouv.fr](http://portail-ceae.intradef.gouv.fr)**



# FIRE RANGES

07 SEP 2023

# 02 CAPTIEUX AIR TO GROUND TARGETS

SAFARI : 399.650 (P) 378.950 (S) 339.275  
 143.975 (P) 142.550 (S)  
 MARCO : 242.200 (P)

VAR  
 0°E  
 (20)

- G1 : TC 22
- G2 : RUE 5 1500m
- G3 : TE21 1200m
- G4 : RUE 8 1500m
- G5 : RUE 14 1500m
- G6 : TC23
- G7 : MR21



**DO NOT FLY INSIDE  
 A 2 NM RADIUS**

\* SECAPEM

**INSTRUCTIONS**

Slot reservation is mandatory for use of CAPTIEUX firing range .  
 Aircrew must have a very high knowledge of Range Orders document.  
 Use SAFARI secondary FREQ for initial contact

TARGETS	WGS 84 CENTESIMALS	WGS 72 CENTESIMALS	ALT (ft)
SECAPEM 1	N 44° 12.414' W 000° 24.789'	N 44° 12.412' W 000° 24.798'	372
SECAPEM 2	N 44° 12.409' W 000° 24.665'	N 44° 12.407' W 000° 24.674'	373
SECAPEM 3	N 44° 12.464' W 000° 23.275'	N 44° 12.463' W 000° 23.284'	388
SECAPEM 4	N 44° 12.459' W 000° 23.150'	N 44° 12.457' W 000° 23.160'	389
TARGET 1	N 44° 15.461' W 000° 24.949'	N 44° 15.459' W 000° 24.959'	350
TARGET 2	N 44° 14.338' W 000° 23.071'	N 44° 14.336' W 000° 23.080'	372
TARGET 3	N 44° 12.885' W 000° 24.889'	N 44° 12.883' W 000° 24.899'	366
TARGET 4	N 44° 12.509' W 000° 24.556'	N 44° 12.507' W 000° 24.565'	374
TARGET 5	N 44° 12.358' W 000° 23.428'	N 44° 12.357' W 000° 23.437'	386
TARGET 6	N 44° 13.031' W 000° 23.199'	N 44° 13.029' W 000° 23.208'	382
TARGET 7	N 44° 12.577' W 000° 24.714'	N 44° 12.575' W 000° 24.723'	370
TARGET 8	N44° 12.948' W 000° 23.704'	N 44° 12.946' W 000° 23.713'	378
TARGET 9 CENTER	N 44° 13.985' W 000° 23.303'	N 44° 13.983' W 000° 23.308'	374
TARGET 9 NORTH	N 44° 14.036' W 000° 23.289'	N 44° 14.034' W 000° 23.298'	374
TARGET 9 SOUTH	N 44° 13.960' W 000° 23.301'	N 44° 13.957' W 000° 23.308'	374
TARGET 10 LEFT	N 44° 12.282' W 000° 24.135'	N 44° 12.280' W 000° 24.144'	379
TARGET 10 RIGHT	N 44° 12.163' W 000° 23.843'	N 44° 12.161' W 000° 23.853'	382
TARGET 11	N 44° 14.281' W 000° 22.006'	N 44° 14.279' W 000° 22.015'	384
TARGET 12	N 44° 14.098' W 000° 24.630'	N 44° 14.096' W 000° 24.639'	357
TARGET 13	N 44° 13.563' W 000° 23.550'	N 44° 13.561' W 000° 23.559'	370
TARGET 14 REF	N 44° 12.769' W 000° 23.272'	N 44° 12.767' W 000° 23.281'	384
TARGET 14 NE	N 44° 12.856' W 000° 23.197'	N 44° 12.854' W 000° 23.206'	382
TARGET 14 NW	N 44° 12.809' W 000° 23.324'	N 44° 12.807' W 000° 23.333'	382
TARGET 15	N 44° 13.362' W 000° 24.682'	N 44° 13.361' W 000° 24.691'	364
TARGET 15 BIS	N 44° 13.565' W 000° 24.427'	N 44° 13.564' W 000° 24.520'	364
TARGET 2000	N 44° 14.723' W 000° 24.268'	N 44° 14.721' W 000° 24.277'	364
CIBLE INERTE	N 44° 14.768' W 000° 22.920'	N 44° 14.766' W 000° 22.929'	370

**INSTRUCTIONS**

To reduce noise disturbances and ensure air traffic safety, users of the firing range will scrupulously adhere to patterns and routings.

**Slot booking:** by phone (MIL TEL 811 126 4990 / 2652 or CIV 0033 6 20 48 27 78) or by email (ba126-gaa-bob.c-ops.fct@intra.def.gouv.fr) at 16h00 local the preceding day.

**PATTERNS :**

- Way in : S point at 1000 ft QFE
- Holding pattern : left hand pattern heading North / South at 5000 ft over S.
- Entering : under APP and **MUVRA** orders.

**OPERATIONAL :**

**Before the slot, briefing with the Range Control Officer (RCO) is mandatory :**

MIL TEL : 811 126 4990/2652 or CIV : 0033 6 20 48 27 78

Without range control officer approval

- Aircrews must respect safety instructions of their higher commands;
- Firing range must be opened for all runs (dry and hot pass);
- First run attacks are forbidden to reduce noise;
- Firing on 325° axis is forbidden without sea sight (boats safety), RCO or pilots have to be sure that the axis is free of boat;
- Four ACFT maximum are allowed during one slot;
- Weapons' switches must be safe before receiving the «clear hot» call by the RCO and after the last pass or after receiving a «Hold fire» call. However, if the ACFT system needs to anticipate the action, it can be done with special attention from the crew;
- Firing methods must be available with concerned ACFT systems,
- All ammunition delivery is strictly prohibited without authorization. Nevertheless, starting an automatic delivery procedure is allowed if it is controlled in real time;
- Live ammunitions are prohibited on inert ammunition targets, and vice versa;
- A site recognition mission is advised for all aircrews at the beginning of a campaign;
- Aircrews must remain inside air zone limits (R 66,...);
- Each pass using airborne or ground lasing must be preceded by a dry pass in wich airborne lasing will be tested or ground lasing procedure will be fully done;
- Every laser illumination is considered as live firing and needs clearance;
- Self-scoring is allowed by firing ACFT itself if it flies in straight level (or climbing) at 5000 ft minimum, by the wingman if its trajectory is perfectly safe and deconflicted, with an onboard video equipment (pod);
- Due to special clearing procedure over the sea (boats), all night flight, or medium bombing slots have to be briefed with RCO before TKOF.

**ENVIRONMENT :**

Overflying any populated area below 3000 ft AGL is strictly forbidden (villages, towns)

Except for safety reasons, use of after burner below 10000 ft AGL is forbidden.

Overflying occupied areas of the range at low level is forbidden.

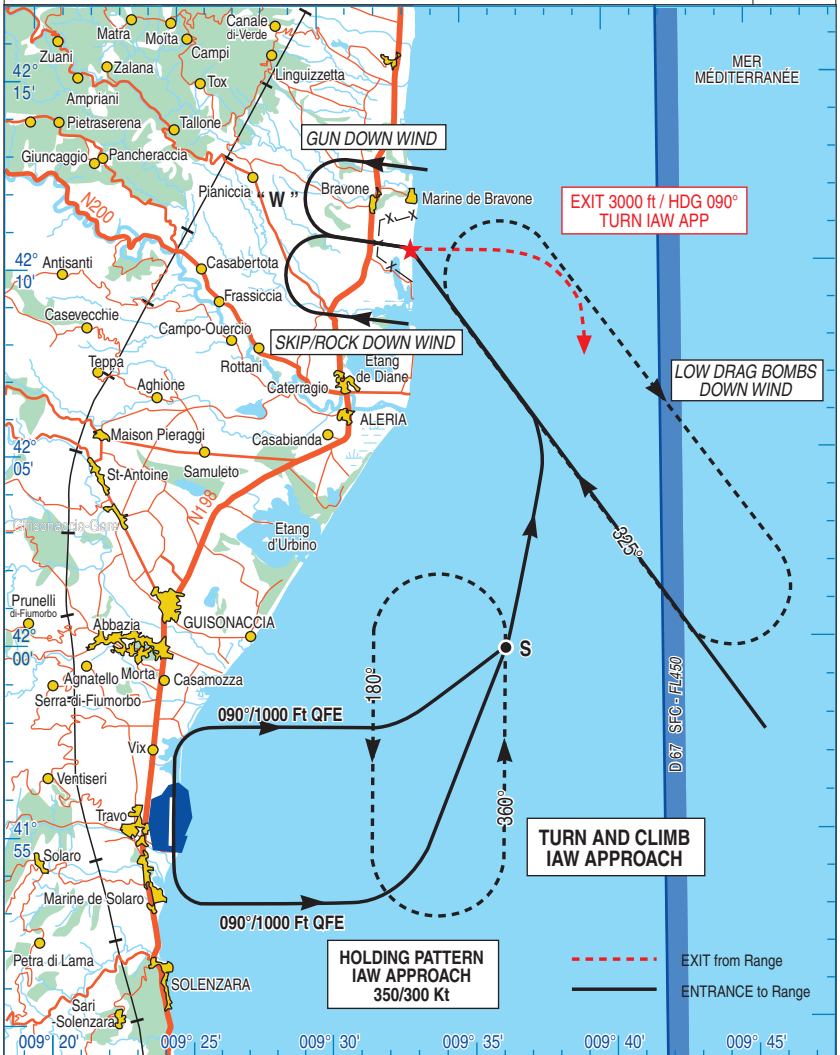
If possible, night flights must adopt medium or high level profile and take place just after sunset.

FIRING RANGES

25 MAR 2021

**MUVRA :** 373.625(P) 337.950 (S)  
139.000 (P) 142.525 (S)  
**Monitored (GUARD) :** 243.000 121.500

VAR  
3°E (20)



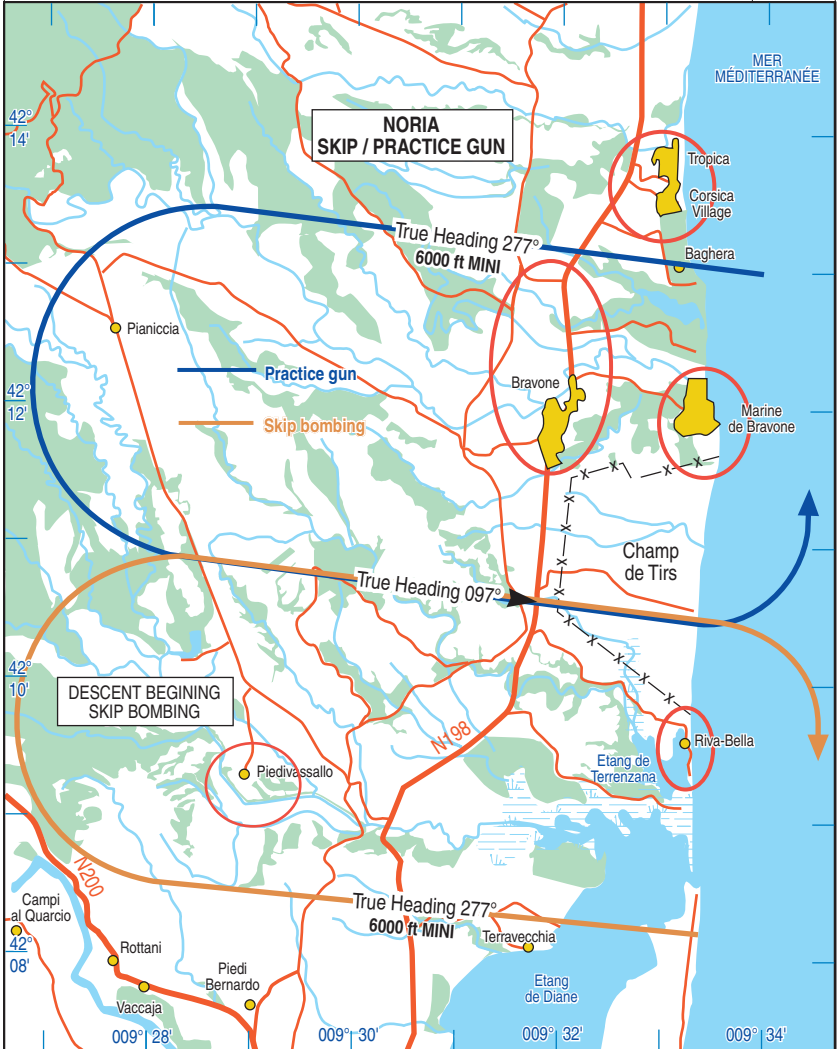
# 03 DIANE ROUTES

## FIRING RANGES

25 MAR 2021

**MUVRA :** 373.625(P) 337.950 (S)  
 139.000 (P) 142.525 (S)  
**Monitored (GUARD) :** 243.000 121.500

**VAR**  
 3°E (20)

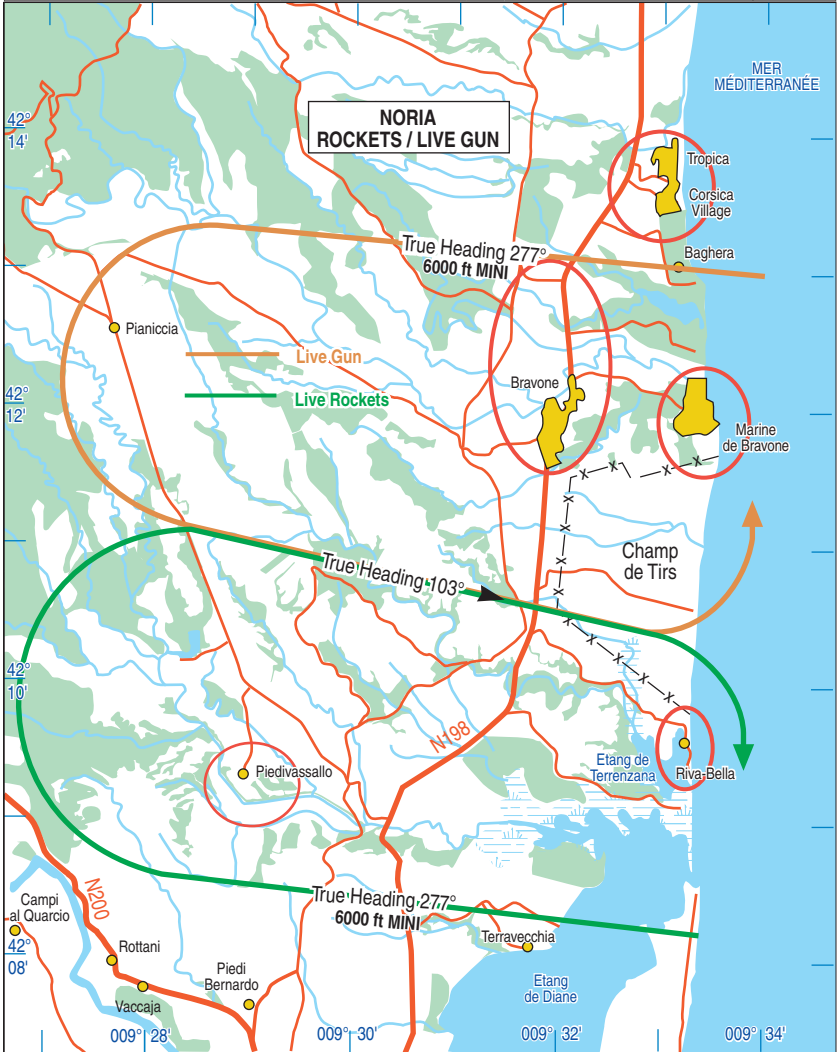


FIRING RANGES

25 MAR 2021

MUVRA : 373.625(P) 337.950 (S)  
 139.000 (P) 142.525 (S)  
 Monitored (GUARD) : 243.000 121.500

VAR  
 3°E (20)



ROUTES

CHG : VAR

04 DIANE



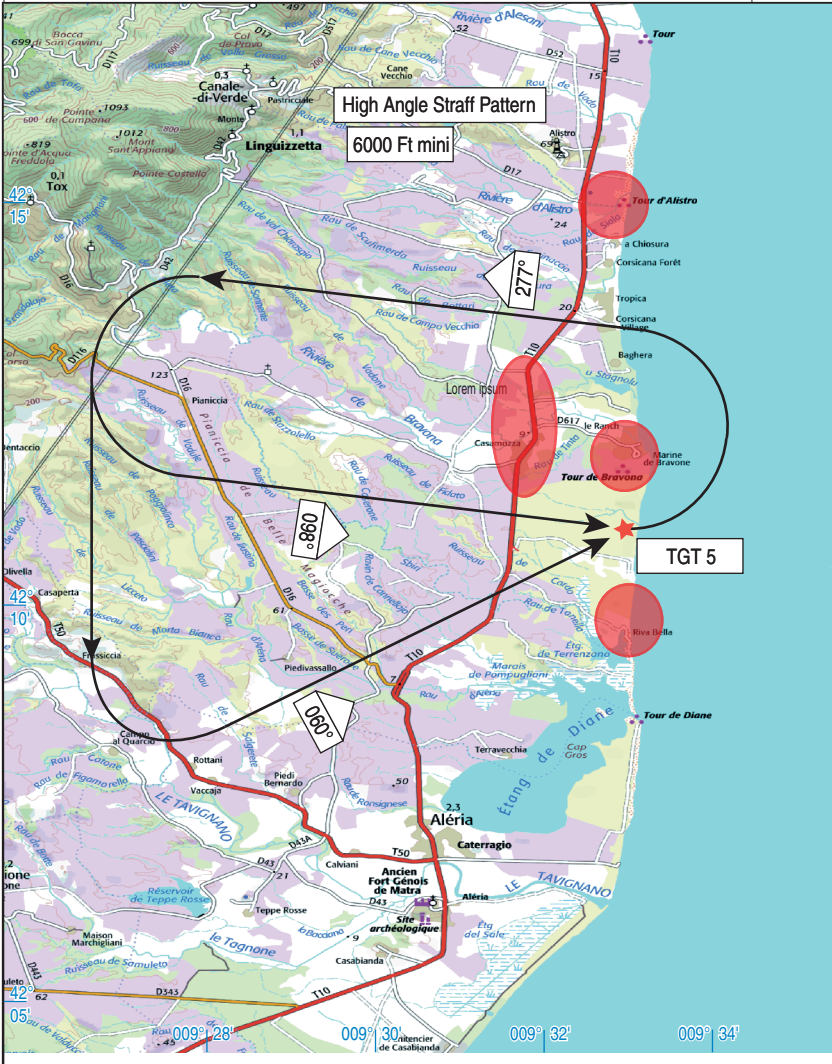
# 05 DIANE ROUTES

## FIRING RANGES

25 MAR 2021

**MUVRA :** 373.625(P) 337.950 (S)  
 139.000 (P) 142.525 (S)  
**Monitored (GUARD) :** 243.000 121.500

**VAR**  
 3°E (20)

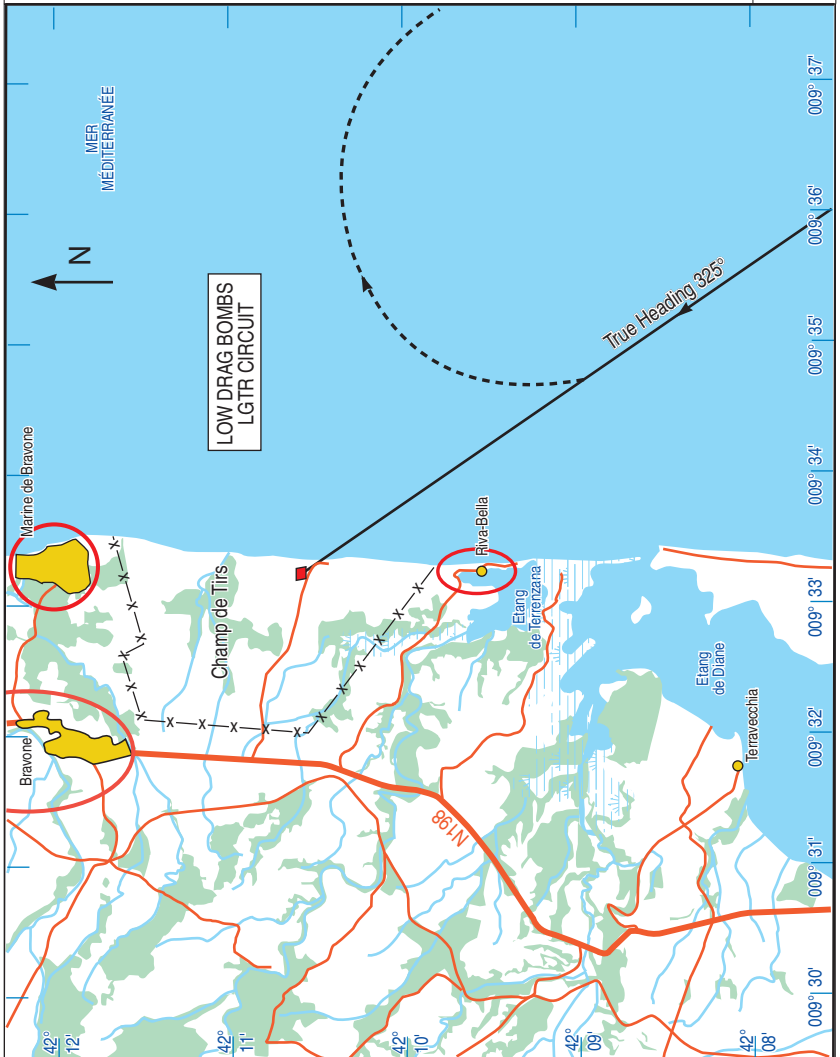


FIRING RANGES

25 MAR 2021

MUVRA : 373.625(P) 337.950 (S)  
 139.000(P) 142.525 (S)  
 Monitored (GUARD) : 243.000 121.500

VAR  
 3°E (20)



ROUTES

CHG : VAR

06 DIANE



TARGETS	WGS 84	WGS 72	ALT (ft) France geoid
SECAPEM 1	N 42°10.466' E 009°33.274'	N 42°10.464' E 009°33.265'	34
SECAPEM 2	N 42°10.450' E 009°33.274'	N 42°10.448' E 009°33.265'	34
SECAPEM 3	N 42°10.435' E 009°33.274'	N 42°10.433' E 009°33.265'	34
SECAPEM 4	N 42°10.418' E 009°33.270'	N 42°10.416' E 009°33.261'	34
TARGET 1	N 42°10.559' E 009°32.596'	N 42°10.557' E 009°32.587'	22
TARGET 2	N 42°10.347' E 009°32.948'	N 42°10.345' E 009°32.939'	87
TARGET 3	N 42°10.360' E 009°33.060'	N 42°10.358' E 009°33.051'	103
TARGET 4	N 42°10.569' E 009°33.165'	N 42°10.567' E 009°33.156'	95
TARGET 4 BIS	N 42°10.551' E 009°33.248'	N 42°10.549' E 009°33.239'	64
TARGET 5	N 42°11.074' E 009°33.365'	N 42°11.072' E 009°33.356'	64

**STANDARD PATTERN :**

In order to reduce noise disturbances and to ensure complete safety of air traffic, users of the firing range will scrupulously adhere to patterns and routings.

**ENTRIES :**

- West : La Veuve.
- East or South : PO point.

Depending on traffic at the firing range and on assignment of time slots, ACFT are directed either towards the holding pattern or towards the point of entry.

**HOLDING PATTERN :**

- Anchor Point : LA VEUVE.
- Contact ATTILA on primary UHF FREQ 2 MIN from entry point.
- Left hand turn at 2000 ft AGL up to FL55 inside R4's.
- Heading: 360° / 180 °.
- Indicated airspeed: 360 kt.
- Angle of bank: 45°.

Formations' leaders will report their HGT in the holding pattern to ATTILA. The RCO will provide information service for formations intending to enter or to leave the holding pattern.

**LOW ALTITUDE PENETRATION :**

**FROM LA VEUVE** : Day flight and VMC.

- Report LA VEUVE 1000 ft AGL.
- Contact ATTILA on primary UHF FREQ and proceed to B point, C descending to 500 ft ASFC for pop-up or skip attack, or toward axis 013° true heading at 800 ft ASFC for low toss delivery. (overfly A is not mandatory)
- Report B point, C , A or abeam A ( about 4 Nm from target 1 for low toss delivery)

continue until pop-up point (gun, blop, rockets) or turn point.  
announce «IN» ( "dry or hot" ) and «OFF» ( "dry, hot or hot no drop" ).

**NOTA** : Pop-up must be done after B point to avoid ACFT in academic pattern. If you have to do it before B point, ask it before to RCO.

**FROM PO point** : day or night flight, VMC or IMC.

- Report and announce Papa Oscar at 2500 ft ASFC.
- Contact ATTILA on primary UHF FREQ and proceed toward C or A point. Descend 500 ft ASFC until pop-up point or turn point except from low toss delivery on true heading 013°( firing altitude must be 800 ft ASFC MNM).
- Announce C or A point.
- Continue until pop-up point or turn point.

**MEDIUM ALTITUDE PENETRATION :**

- Day or night flight, VMC or IMC.
- Report PO point. If altitude upon FL 055, radio contact with SAINT DIZIER is mandatory (TMA ST DIZIER).
- Contact ATTILA on primary UHF FREQ report C point for fire on true heading 349° or proceed direct to axis 013°.

**ACADEMIC PATTERN (NORIA) :**

**FIRE AXIS 013° TRUE HEADING:** day,night, VMC or IMC.

- pop-up and/or turn to align on direction of fire 013° true heading ( +/- 3° tolerance with CEAE agreement ) - for designed target.
- Dry or hot pass on target.
- left turn to heading 193° after delivery. Climb to 2500ft AGL MNM.
- base or B point.
- "IN" on final attack.

**NOTA :** MA/HA possible until FL 055 with ATTILA. Above FL 055 and beyond R175A, radio contact with ST DIZIER APP (399.050) is mandatory (TMA ST DIZIER).

Above FL 115 and beyond R 175 A radio contact with RAKI is mandatory in case of R 321 A activity.

**FIRE AXIS TRUE HEADING 349°, level delivery up to FL185:** all conditions VMC or IMC.

- after delivery, maintain your FL (FL 055 MNM) then left turn inbound M point.
- report C point then IN.
- radio contact with ST DIZIER APP (399.050) is mandatory.

**NOTA :** for other cases fire axis true heading 013° is mandatory.

**FIRST RUN ATTACKS:**

**WESTERN PATTERN :** day and VMC.

- after run out, turn inbound W point avoiding MOURMELON camp at 1000 ft AGL and 450 Kt.
- at W, turn to LA VEUVE then proceed to B.
- report B point, then proceed to pop-up point and or turning point.
- at W, turn to LA VEUVE then proceed to A or to fire axis 013° for loft delivery.
- report A or abeam A, then proceed for IN.

**EASTERN PATTERN :** all conditions, VMC or IMC.

- after delivery on true heading 349°, escape by the LEFT avoiding army shooting pads TC14 and TC12, then turn 079° true heading at 2700 ft AMSL to N point.
- take true heading 169° and report S1 or S2.
- at S1 turn inbound C or A then join fire axis true heading 349° or 013° down to 500 ft AGL.

**CAUTION**

**Do not shoot without authorization**

**Army shooting pads may be overfly in accordance with hard deck clearance given by RCO**

**EXIT POINTS**

- Low level via "W",
- Northbound AFTER escape to heading 275,
- "PO",

Medium level southbound in radio contact with LFSI,

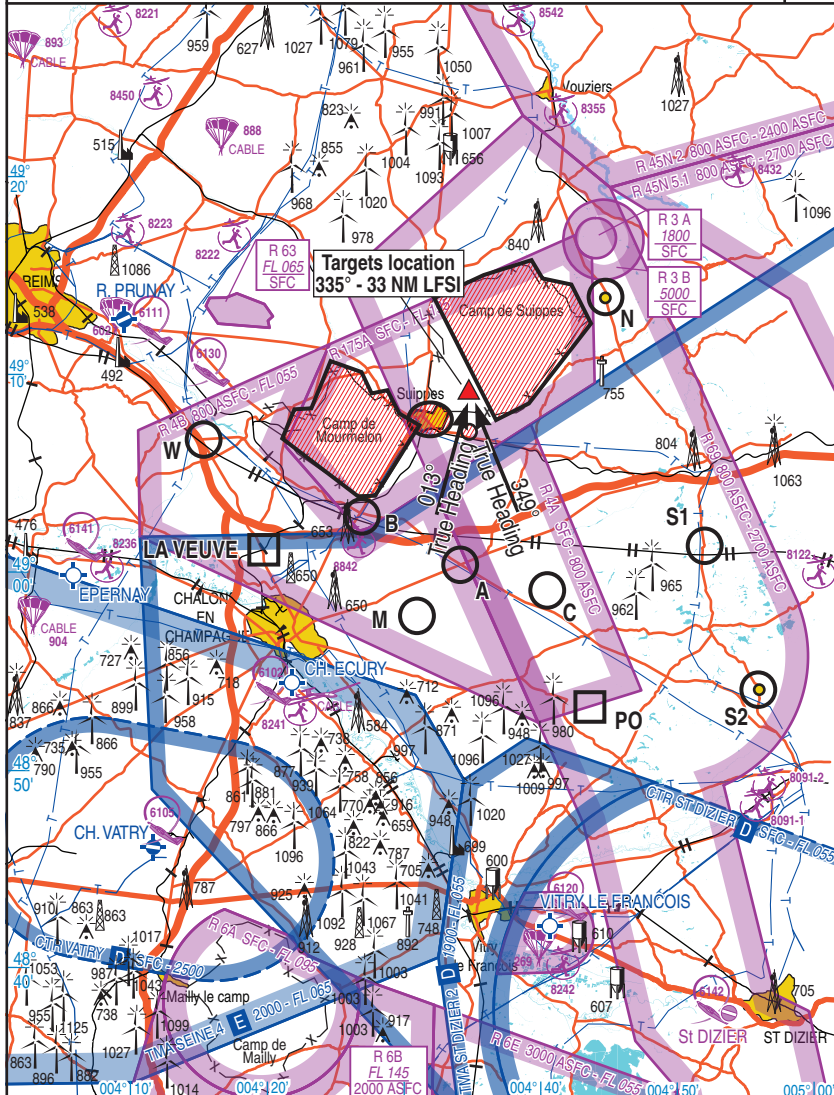
- Any request for specific departures should be made to RCO (IFR pick-up with LFSI or ATC) and may be cleared according to army range activity and agencies clearances. If you need a hand-over, please give a call to RCO 4 minutes prior leaving with your request.

# FIRING RANGES

28 DEC 2023

# 03 SUIPPES GENERAL OVERVIEW

Landmarks coordinates (WGS 72 centesimal) :				VAR
W	: 49°06'.78N - 004°15'.11E	A	: 49°00'.45N - 004°34'.57E	2°E
SOUTH LA VEUVE	: 49°00'.91N - 004°19'.76E	M	: 48°57'.90N - 004°32'.16E	(20)
NORTH LA VEUVE	: 49°02'.70N - 004°19'.64E	N	: 49°13'.53N - 004°44'.97E	
B	: 49°03'.13N - 004°27'.08E	P	: 48°59'.61N - 004°40'.19E	
		C	: 48°59'.36N - 004°40'.36E	
		PO	: 48°53'.19N - 004°45'.22E	
		S1	: 49°02'.89N - 004°52'.24E	
		S2	: 48°54'.77N - 004°57'.73E	



# FIRING RANGES

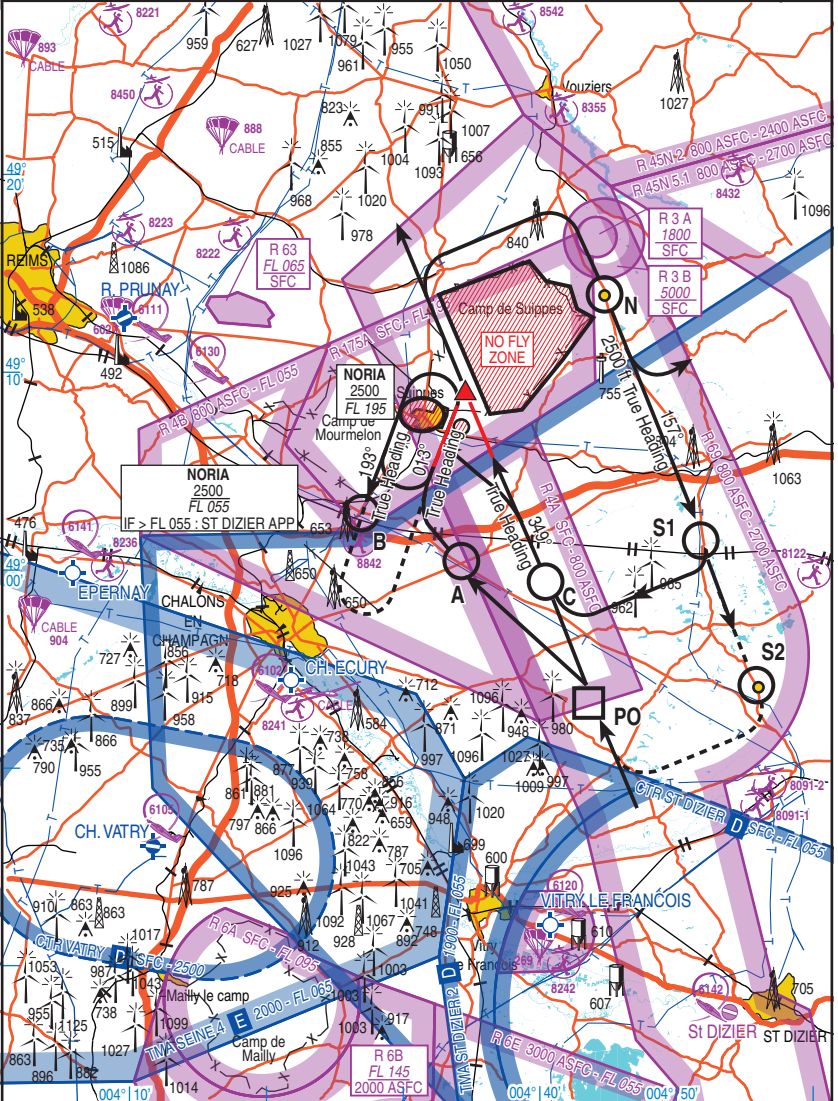
28 DEC 2023

# 04 SUIPPES EASTERN PATTERN

Landmarks coordinates (WGS 72 centesimal) :

B : 49°03'.13N - 004°27'.08E  
 N : 49°13'.53N - 004°44'.97E  
 A : 49°00'.45N - 004°34'.57E  
 S1 : 49°02'.89N - 004°52'.24E  
 C : 48°59'.36N - 004°40'.36E  
 S2 : 48°54'.77N - 004°57'.73E  
 PO : 48°53'.19N - 004°45'.22E

ATTILA : 389.075 (P) 399.050 (S) VAR 2°E  
 142.550 (P) 140.675 (S) (20)



EASTERN PATTERN

CHG : Revision obs.

04 SUIPPES ©



# FIRING RANGES

28 DEC 2023

# 05 SUIPPES WESTERN PATTERN

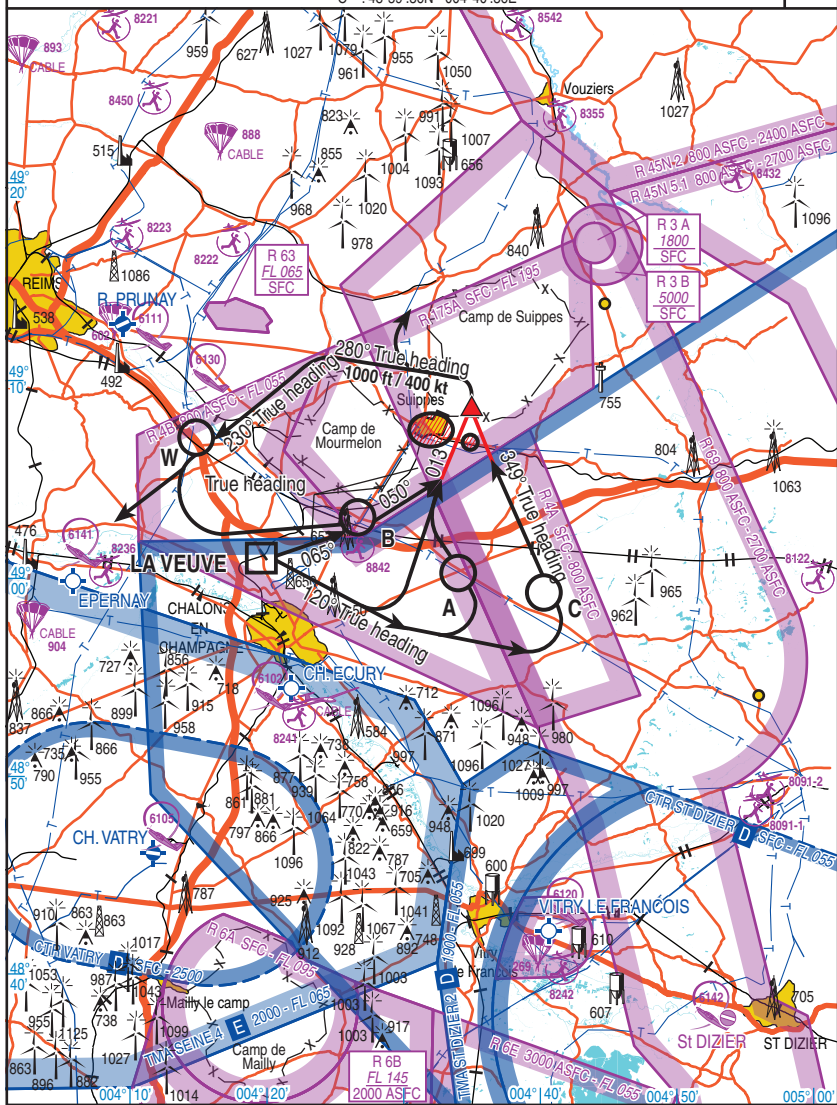
Landmarks coordinates (WGS 72 centesimal):

SOUTH LA VEUVE : 49°00'.91N - 004°19'.76E  
 NORTH LA VEUVE : 49°02'.70N - 004°19'.64E

W : 49°06'.78N - 004°15'.11E  
 B : 49°03'.13N - 004°27'.08E  
 A : 49°00'.45N - 004°34'.57E  
 C : 48°59'.36N - 004°40'.36E

ATTILA : 389.075 (P) 399.050 (S)  
 142.550 (P) 140.675 (S)

VAR  
 2°E  
 (20)

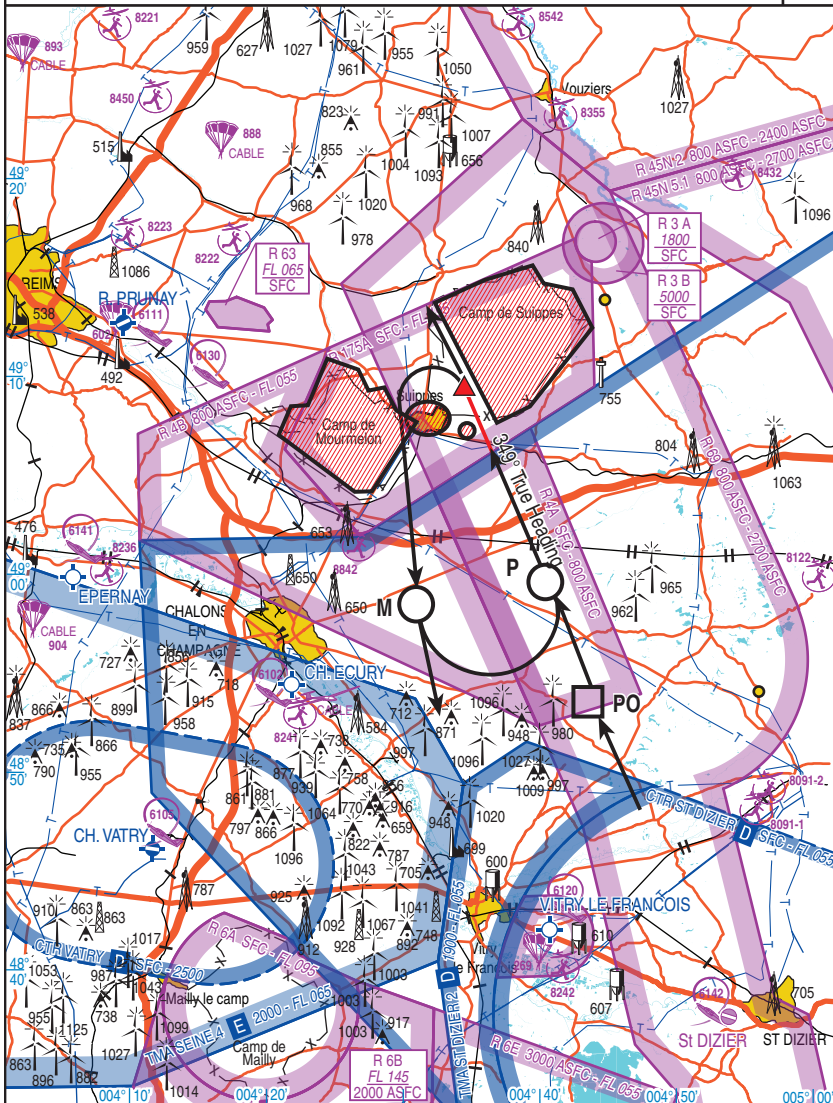


Landmarks coordinates (WGS 72 centesimals) :

M : 48°57'.90N - 004°32'.16E  
PO : 48°53'.19N - 004°45'.22E  
P : 48°59'.61N - 004°40'.19E

ATTILA : 389.075 (P) 399.050 (S)  
142.550 (P) 140.675 (S)

VAR  
2°E  
(20)



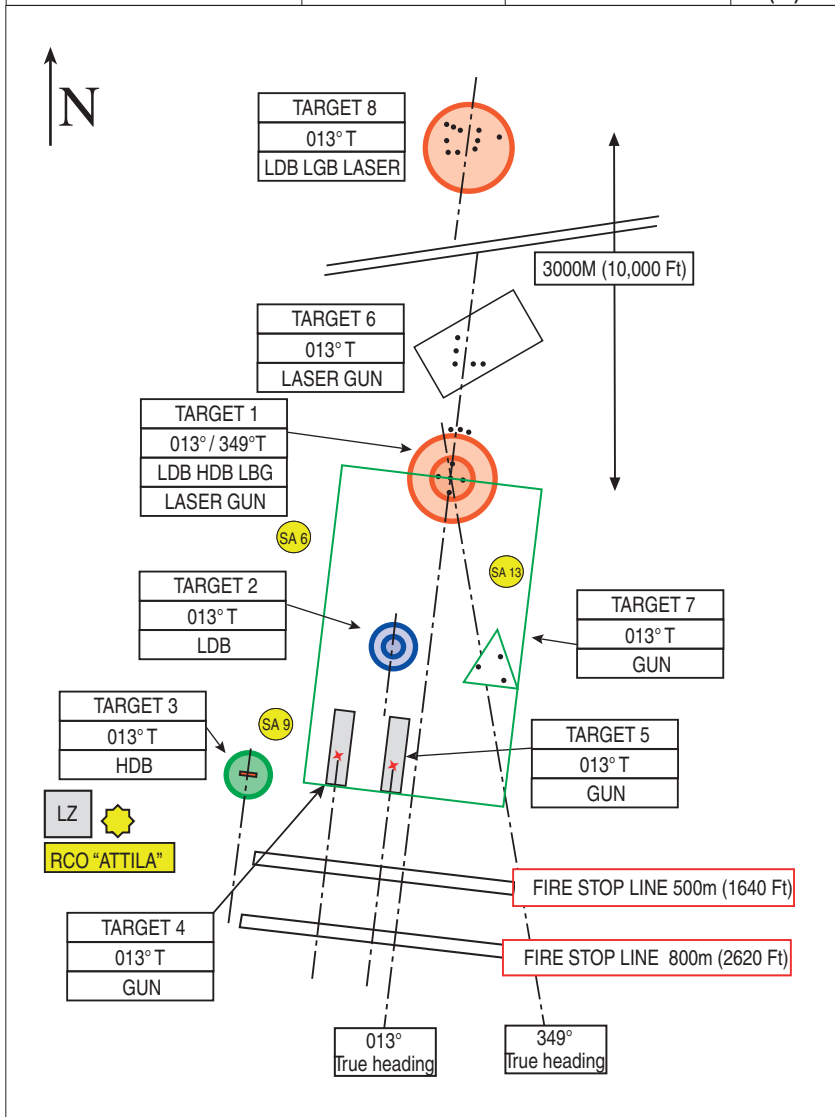
# FIRING RANGES

25 MAR 2021

# 07 SUIPPES AIR TO GROUND TARGETS

ATTILA : 389.075 (P) 399.050 (S)  
142.550 (P) 140.675 (S)

**VAR**  
**2°E**  
**(20)**



The following coordinates have been calculated from a WGS 84 IGN 1/25000 chart

	TARGETS	DMPIS	WGS 84 CENTESIMALS		MGRS 31UFQ		ALT (ft)	ALT (m)
T 1	CENTRAL MBT	1	N 49°09.016'	E 004°34.770'	15180	45365	564	172
	WESTERN APC	2	N 49°09.022'	E 004°34.731'	15130	45358	571	174
	SOUTHERN SUV	3	N 49°08.989'	E 004°34.756'	15264	45371	571	174
	EASTERN APC	4	N 49°09.010'	E 004°34.812'	15229	45353	568	173
	NORTHERN PI	5	N 49°09.046'	E 004°34.781'	15192	45417	574	175
T 2	CENTRAL MBT		N 49°08.742'	E 004°34.600'	14982	44852	519	158
T 3	NET		N 49°08.590'	E 004°34.300'	14625	44559	509	155
T 4	WESTERN WINDMILL		N 49°08.609'	E 04°34.479'	14840	44600	499	152
T 5	EASTERN WINDMILL		N 49°08.596'	E 004°34.559'	14938	44577	502	153
T 6	SOUTHERN MBT (ANCHOR POINT)	1	N 49°09.266'	E 004°34.835'	15248	45793	604	184
	MIDDLE SUV	2	N 49°09.308'	E 004°34.846'	15253	45851	605	184
	NORTHERN MBT	3	N 49°09.263'	E 004°34.862'	15259	45895	607	185
	EASTERN TRUCK	4	N 49°09.252'	E 004°34.833'	15261	45805	610	186
	EASTERN RED AND WHITE PANEL	5	N 49°09.266'	E 004°34.873'	15276	45813	627	191
T 7	TRAFFIC	1	N 49°08.674'	E 004°34.778'	15199	44728	509	155
	AUVERLAND	2	N 49°08.734'	E 004°34.790'	15214	44840	522	159
	C 15	3	N 49°08.710'	E 004°34.747'	15160	44793	518	158
L G T R	WESTERN MBT	1	N 49°09.150'	E 004°34.809'	15223	45612	597	182
	MIDDLE APC	2	N 49°09.147'	E 004°34.830'	15246	45605	600	183
	EASTERN APC	3	N 49°09.144'	E 004°34.848'	15270	45601	594	181
S A M	SA 13 GOPHER		N 49°08.917'	E 004°34.963'	15419	45183	548	167
	EASTERN GAINFULL		N 49°08.897'	E 004°34.501'	14855	45134	551	168
	WESTERN STRAIGHT FLUSH		N 49°08.889'	E 004°34.468'	14816	45108	564	172
	SA 9 GASKIN + FLATFACE		N 49°08.657'	E 004°34.389'	14729	44679	518	158
T 8	ISOLATED SHELTER SOUTH	1	N 49°10.516'	E 004°34.117'	15544	48152	564	172
	SOUTHERN (SOUTH TO NORTH LINE)	2	N 49°10.533'	E 004°35.148'	15582	48181	545	166
	MIDDLE (SOUTH TO NORTH LINE)	3	N 49°10.563'	E 004°35.164'	15587	48235	567	173
	NORTHERN (SOUTH TO NORTH LINE)	4	N 49°10.585'	E 004°35.171'	15604	48285	577	176
	EASTERN (WEST TO EAST LINE)	5	N 49°10.587'	E 004°35.105'	15524	48251	567	173
	MIDDLE (WEST TO EAST LINE)	6	N 49°10.590'	E 004°35.087'	15502	48286	564	172
	WESTERN (WEST TO EAST LINE)	7	N 49°10.593'	E 004°35.070'	15482	48290	558	170
	ISOLATED EAST	8	N 49°10.588'	E 004°35.260'	15715	48256	583	178
	LITTLE GROUP OF CONTAINERS	9	N 49°08.568'	E 004°34.017'	15496	48150	545	166
	BIG GROUP OF CONTAINERS	10	N 49°10.542'	E 004°35.064'	15477	48196	545	166

## AIRFIELD ABOVE 1800M

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	MEDIUM POINT WGS 84	APP- ATIS / TWR-AFIS
ALBERT BRAY	2200 x 45	09	xx	xx	N49.58.200 E002.41.551 / 363'	APP LILLE 134.825
	2200 x 45	27	108.75/24Y	xx		AFIS-TWR 119.655
AMBERIEU	1993 x 30	01L	xx	xx	N45.58.780 E005.20.270 / 523'	ST-EX APP 120.230
	1791 x 30	19R	xx	xx		AUTO-INFO 129.75 TWR 122.100
ANGOULEME BRIE CHAMPNIERS	1860 x 45	10	xx	xx	N45.43.770 E000.13.150 / 436'	APP LIMOGES 118.080
	1860 x 45	28	109.35/30Y	xx		AFIS 123.150
BALE- MULHOUSE	3900 x 60	15	111.55/52Y	117.45/121Y	N47.35.400 E007.31.750 / 885'	APP 119.355 / 124.105
	2800 x 60	33	109.35/30Y	xx		ATIS 127.880
BEAUVAIS TILLE	2386 x 45	12	111.15/48Y	109.65/33Y	N49.27.270 E002.06.770 / 359'	APP-TWR 123.985 / 121.400
	2430 x 45	30	109.95/36Y	xx		ATIS 118.380
BERGERAC DORDOGNE PERIGORD	1935 x 45	09	xx	xx	N44.49.470 E000.31.230 / 172'	APP AQUITAINE 119.275
	1960 x 45	27	108.15/18Y	xx		ATIS 127.480 / TWR 119.800
BEZIERS VIAS	2000 x 45	09	xx	xx	N43.19.400 E003.21.200 / 56'	APP MONTPELLIER 130.855
	2000 x 45	27	xx	xx		ATIS 127.530 / TWR 120.175
BIARRITZ PAYS BASQUE	2045 x 45	09	xx	114.15/88Y	N43.28.100 W001.31.870 / 245'	APP 125.6
	2230 x 45	27	111.35/50Y	xx		ATIS 128.230 / TWR 118.700
BORDEAUX MÉRIGNAC	3100 x 45	05	xx	113.75/84Y	N44.49.720 W000.42.920 / 166'	AFIS 120.575
	3100 x 45	23	110.3/40X	xx		APP 119.275 / 129.875
	2415 x 45	11	xx	xx		TWR 118.300
	2415 x 45	29	111.15/48Y	xx		ATIS 131.155
BREST BRETAGNE	3100 x 45	07R	xx	xx	N48.26.830 W004.25.300 / 325'	AFIS IROISE 135.825
	2800 x 45	25L	109.90/36X	xx		ATIS 129.355 / TWR 120.100
BRIVE SOULLAC	2100 x 45	11	xx	xx	N45.02.380 E001.29.130 / 1016'	APP LIMOGES 118.080
	2100 x 45	29	109.95/36Y	xx		AFIS-TWR 121.125
CARCASSONNE SALVAZA	1950 x 45	10	xx	xx	N43.12.950 E002.18.520 / 434'	TWR 134.500
	1900 x 45	28	xx	xx		ATIS 120.030
CHALONS VATRY	3750 x 45	10	111.30/50X	111.65/53Y	N48.46.400 E004.12.370 / 586'	APP SEINE 120.325
	3750 x 45	28	109.55/32Y	xx		ATIS 136.380 / TWR 129.400
CHAMBERY AIX LES BAINS	1790 x 45	18	109.50/32X	115.40/101X	N45.38.350 E005.52.800 / 779'	APP 121.205
	1840 x 45	36	xx	xx		ATIS 127.100 / TWR 118.300
CHATEAUROUX DEOLS	3500 x 45	03	xx	108.65/23Y	N46.51.620 E001.43.270 / 529'	APP POITIERS 134.100
	3500 x 45	21	110.30/40X	xx		TWR 125.875 / 133.805
CHERBOURG MAUPERTUS	2440 x 45	10	xx	xx	N49.39.050 W001.28.520 / 459'	AFIS 119.625
	2440 x 45	28	110.55/42Y	xx		
CLERMONT FERRAND AUVERGNE	3013 x 45	08	xx	114.35/90Y	N45.47.150 E003.09.750 / 1092'	APP 122.225
	2870 x 45	26	111.10/48X	xx		ATIS 136.405 / TWR 118.625
CUERS PIERREFEU	1646 x 30	11	xx	xx	N43.14.860 E006.07.640 / 269'	TWR 122.700
	1651 x 30	29	xx	xx		
DEAUVILLE NORMANDIE	2100 x 45	12	xx	110.20/xx	N49.21.800 E000.09.600 / 479'	AFIS 120.350
	2130 x 45	30	111.55/52Y	xx		ATIS 119.180 / TWR 118.300
DIJON- LONGVIC	1200 x 45	01	xx	111.45/51Y	N47.15.950 E005.05.700 / 728'	APP BALE 124.105
	1200 x 45	19	xx	xx		AFIS 118.325
	2400 x 45	17	xx	xx		
	2400 x 45	35	xx	xx		

**AIRFIELD ABOVE 1800M**

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	MEDIUM POINT WGS 84	APP / ATIS / TWR / AFIS
DINARD PLEURUIT SAINT MALO	2200 x 45	17	xx	114.30/90X	N48.35.270 W002.04.800 / 219'	APP RENNES 126.950
	2200 x 45	35	xx	xx		ATIS 124.580 / TWR 120.150
DOLE TAVAU	2230 x 45	05	109.35/30Y	xx	N47.02.570 E005.26.100 / 645'	APP BALE 124.105
	2175 x 45	23	xx	xx		ATIS 121.605 / TWR 130.775
EPINAL MIRECOURT	2700 x 45	08	xx	113.00/xx	N48.19.50 E006.04.000 / 1084'	APP OCHEY 127.250
	2440 x 45	26	110.90/xx	xx		AFIS 120.20
FLORENNES	3385 x 45	08	xx	TAC 52X	N50.14.600 E004.38.750 / 935'	APP 372.275
	3385 x 45	26	108.35/XX	xx		TWR 234.800
GENEVE	3900 x 50	04	110.90/46X	115.75/104Y	N46.14.300 E006.06.570 / 1411'	APP 136.450
	3900 x 50	22	109.90/36X	xx		ATIS 135.580 / TWR 118.70
GRENOBLE ISERE	3050 x 45	09	109.30/30X	xx	N45.21.780 E005.19.970 / 1302'	APP LYON 136.075
	3050 x 45	27	xx	xx		ATIS 133.855 / TWR 119.300
HYERES LE PALYVESTRE	1850 x 45	05	108.1/18X	TAC 27X	N43.05.830 E006.08.770 / 13'	APP 126.325
	2061 x 45	23	xx	xx		ATIS 129.650 / TWR 121.000
LA ROCHELLE ILE DE RE	1940 x 45	09	xx	xx	N46.10.750 W001.11.720 / 74'	APP/AFIS 124.200
	1746 x 45	27	109.55/32Y	xx		ATIS 126.880 / TWR 118.000
LE HAVRE OCTEVILLE	2300 x 40	04	xx	xx	N49.32.030 E000.05.280 / 313'	APP DEAUVILLE 120.350
	2300 x 40	22	xx	xx		AFIS 135.205
LE TOUQUET COTE D'OPALE	1700 x 40	13	110.15/38Y	xx	N50.30.880 E001.37.650 / 21'	TWR 118.450
	1700 x 40	31	xx	xx		ATIS 123.130
LILLE LESQUIN	2780 x 45	08	xx	109.00/27X	N50.33.800 E003.05.220 / 157'	AFIS - APP 120.275 / 126.480
	2545 x 45	26	110.75/44Y	xx		ATIS 119.330 / TWR 118.550
LIMOGES BELLEGARDE	2360 x 45	03	xx	xx	N45.51.650 E001.10.820 / 1300'	APP 118.080
	2440 x 45	21	110.10/38X	xx		ATIS 128.080 / TWR 119.550
LYON SAINT EXUPERY	2670 x 45	17L	109.10/28X	114.75/94Y	N45.43.530 E005.04.870 / 821'	AFIS 135.525
	2670 x 45	35R	111.50/52X	xx		APP 120.230 / 125.430
	4000 x 45	17R	xx	xx		TWR 121.655 / 121.830
	4000 x 45	35L	110.75/44Y	xx		ATIS 126.180
MARSEILLE PROVENCE	3160 x 45	13L	110.30/40X	xx	N43.26.200 E005.12.900 / 70'	APP 120.205 / 124.350
	2780 x 45	31R	111.15/48Y	108.8/25X		ATIS 125.355 / TWR 133.100
	2370 x 45	13R	108.30/20X	xx		
METZ NANCY LORRAINE	2265 x 45	31L	xx	xx		
	2850 x 45	04	xx	xx	N48.58.700 E006.14.800 / 870'	APP 119.125 / 127.250
3050 x 45	22	111.75/54Y	xx	ATIS 136.580 / TWR 122.075		
MONTLUCON GUERET	1900 x 45	17	xx	xx	N46.13.570 E002.21.770 / 1367'	AFIS 118.400
	1900 x 45	35	xx	xx		
MONTPELLIER MEDITERRANEE	2600 x 45	12L	xx	114.45/91Y	N43.35.000 E003.57.680 / 17'	APP 127.280 / 131.055
	2600 x 45	30R	108.55/22Y	xx		ATIS 124.130 / TWR 118.200
NANTES ATLANTIQUE	2850 x 45	03	109.90/36X	115.5/102X	N47.09.420 W001.36.170 / 90'	APP 124.430
	2690 x 45	21	xx	xx		ATIS 126.930 / TWR 118.65
NICE COTE D'AZUR	2538 x 45	04L	109.95/36Y	112.40/71X	N43.39.920 E007.12.900 / 12'	APP 134.475 / 124.180
	2480 x 45	22R	110.70/44X	109.65/33Y		TWR 118.700 / 123.150
	2963 x 45	04R	xx	109.20/29X		ATIS 129.605
	2963 x 45	22L	xx	xx		

## AIRFIELD ABOVE 1800M

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	MEDIUM POINT WGS 84	APP- ATIS / TWR-AFIS
NIMES GARONS	2443 x 45	18	xx	xx	N43.45.450 E004.24.965 / 309'	APP MONTEPELLIER 130.855
	2443 x 45	36	xx	xx		ATIS 129.355 / TWR 123.200
PAU PYRENEES	2500 x 45	13	xx	xx	N43.22.800 W000.25.120 / 616'	AFIS 126.525 / APP 128.800
	2500 x 45	31	110.10/38X	xx		ATIS 128.480 / TWR 124.150
PERPIGNAN RIVESALTES	2500 x 45	15	xx	116.24/109Y	N42.44.450 E002.52.180 / 144'	APP MONTEPELLIER 130.855
	2330 x 45	33	111.75/54Y	xx		ATIS 127.880 / TWR 118.300
POITIERS BIARD	2350 x 45	03	xx	113.3/xx	N46.35.250 E000.18.400 / 423'	AFIS 124.000 / APP 134.100
	2345 x 45	21	110.95/46Y	xx		ATIS 121.780 / TWR 118.500
QUIMPER PLUGUFFAN	2045 x 45	09	xx	117.80/125X	N47.58.500 W004.10.070 / 293'	APP IROISE 135.825
	2113 x 45	27	110.3/40X	xx		TWR 118.625
RENNES SAINT JACQUES	2030 x 45	10	xx	109.25/29Y	N48.04.320 W001.43.930 / 124'	AFIS 126.950 / 134.000
	2100 x 45	28	110.1/38X	0		ATIS 136.405 / TWR 120.5
ROCHEFORT CHARENTE MARITIME	2280 x 45	12	xx	xx	N45.53.370 W000.58.930 / 60'	APP LA ROCHELLE 124.20
	2280 x 45	30	xx	xx		AFIS 119.300
RODEZ AVEYRON	2027 x 45	13	xx	xx	N44.24.450 E002.29.000 / 1909'	TWR 118.125
	1995 x 45	31	110.75/44Y	xx		ATIS 129.780
SAINT BRIEUC ARMOR	2200 x 45	06	xx	xx	N48.32.250 W002.51.400 / 452'	APP RENNES 126.950
	2200 x 45	24	xx	xx		AFIS 118.450
SAINT ETIENNE LOIRE	1817 x 45	17	xx	xx	N45.32.050 E004.17.830 / 1325'	APP CLERMONT 120.500
	2130 x 45	35	xx	xx		ATIS 132.805 / TWR 119.250
SAINT NAZAIRE MONTOIR	2405 x 45	07	xx	xx	N47.18.630 W002.09.400 / 13'	APP NANTES 124.430
	2405 x 45	25	xx	xx		TWR 118.950
SAINT YAN	2034 x 45	15L	xx	xx	N46.24.380 E004.01.270 / 796'	APP 123.405
	2034 x 45	33R	111.75/54Y	xx		ATIS 132.480 / TWR 122.300
STRASBOURG ENTZHEIM	2400 x 45	05	108.55/22Y	115.6/103X	N48.32.520 E007.38.070 / 505'	APP 119.580 / 120.70
	2400 x 45	23	109.55/32Y	xx		ATIS 126.930 / TWR 119.250
TARBES LOURDES PYRENEES	2330 x 45	02	xx	xx	N43.11.130 W000.00.170 / 1260'	APP PYRENEES 128.800
	3000 x 45	20	109.50/32X	xx		ATIS 125.955 / TWR 119.050
TOULOUSE BLAGNAC	3025 x 45	14L	108.90/26X	117.70/124X	N43.38.100 E001.22.070 / 499'	AFIS 121.250/123.930
	3025 x 45	32R	108.35/20Y	xx		APP 129.305/125.180/121.105
	3503 x 45	14R	110.70/44X	xx		ATIS 123.130 / TWR 118.10
	3503 x 45	32L	109.30/30X	xx		
TOURS VAL DE LOIRE	2364 x 45	02	xx	xx	ARP: N47.25.55 E000.43.23 / 357'	SEINE APP 134.875
	2364 x 45	20	110.55/42Y	xx		TWR/AFIS 124.400
VALENCE CHABEUIL	1845 x 45	01	xx	xx	N44.54.930 E004.58.120 / 525'	APP LYON 136.075
	1975 x 45	19	xx	xx		AFIS 120.100
VICHY CHARMEIL	2200 x 45	01	xx	xx	N46.10.300 E003.24.250 / 817'	APP CLERMONT 122.225
	2200 x 45	19	xx	xx		AFIS 121.405

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