

FRENCH ARMED FORCES



MIAC 4



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

COMBAT AND TRAINING AIRCRAFT

"DEFENSE" AERODROMES

Effective date : 15 MAY 2025
Next edition : 12 JUN 2025

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

RWY TRUE HEADING

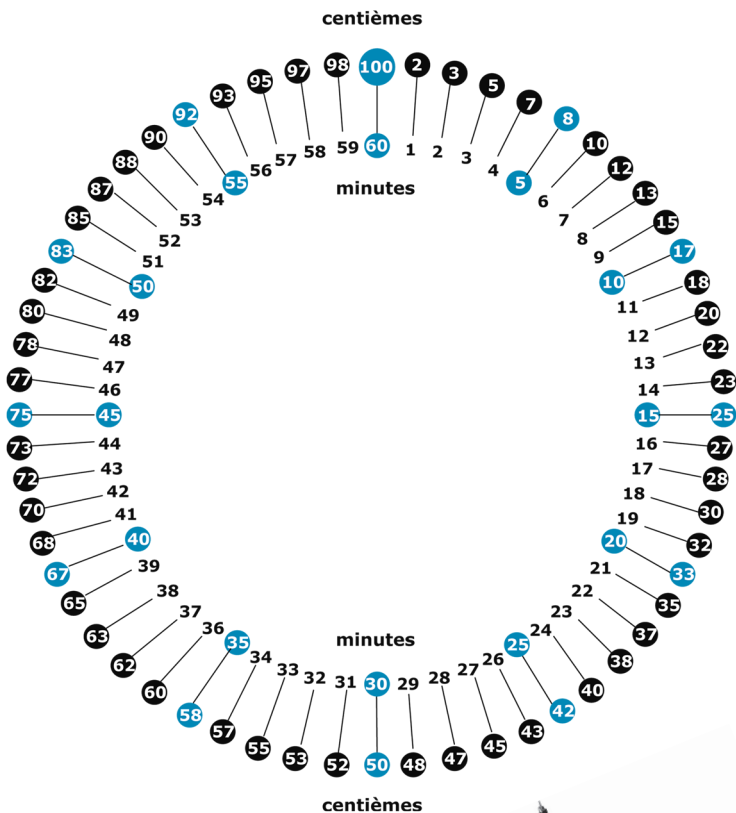
01 DEC 2022

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

Orthodromic calculating made with WGS84 Threshold coordinates.

DIRCAM

MINUTES TO DECIMAL CONVERSION



20 MAR 2025

FORCES ARMÉES FRANÇAISES
DIRECTION DE LA SÉCURITÉ AÉRONAUTIQUE D'ÉTAT
DIRECTION DE LA CIRCULATION AÉRIENNE MILITAIRE
DIVISION INFORMATION AÉRONAUTIQUE
Postal address : BP 80370 - 33694 MÉRIGNAC CEDEX



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NeMO

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DIRCAM

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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CHECK LIST

15 MAY 25

01 CL

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

CHECK LIST

15 MAY 25

02 CL

HMG	06	11 JUL 24	HMG	04	26 JAN 23
SRE / ILS (DME) RWY15	07	18 APR 24	TACAN / PAR RWY09	05	31 DEC 20
HPMA SRE / PAR RWY15	08	18 APR 24	TACAN RWY 09	06	13 JUN 24
HPMA SRE / PAR RWY33	09	18 APR 24	RADAR INS GNSS RWY 09	07	13 JUN 24
DEPARTURES RWY15 & 33	SID 01	20 FEB 25	DATA RADAR INS GNSS RWY09	08	13 JUN 24
LANDIVISIAU LFRJ			TACAN / ILS RWY27	09	13 JUN 24
AERODROME CHART	01	25 JAN 24	TACAN / PAR RWY27	10	13 JUN 24
OTHER INFORMATION	01A	21 APR 22	INS GNSS RWY27	11	13 JUN 24
GROUND MOVEMENTS	01B	25 JAN 24	DATA INS GNSS RWY27	12	13 JUN 24
JET RWY07 & 25	02	31 OCT 24	DEPARTURES RWY09	SID 01	13 JUN 24
INSTRUCTIONS RWY07 & 25	03	21 APR 22	DEPARTURES RWY27	SID 02	13 JUN 24
INSTRUCTIONS RWY07 & 25	04	21 APR 22	NANCY OCHEY LFSS		
HMG	05	18 APR 24	AERODROME CHART	01	13 JUN 24
HPMA TACAN / PAR RWY07	06	13 AUG 20	OTHER INFORMATION	01A	20 FEB 25
HPMA TACAN RWY07	07	02 NOV 23	GROUND MOVEMENTS	01B	16 MAY 24
HPMA INS GNSS RWY07	08	16 JUN 22	JET DEPARTURE RWY02 & 20	02	11 JUL 24
DATA INS GNSS RWY07	09	16 JUN 22	INSTRUCTIONS DEP RWY02 & 20	03	21 APR 22
HPMA TACAN ILS or LOC RWY25	10	16 JUN 22	ARR JET RWY20 & 02	04	11 JUL 24
HPMA TACAN / PAR RWY25	11	16 JUN 22	INSTRUCTIONS ARR RWY20 & 02	05	21 APR 22
HPMA TACAN RWY25	12	16 JUN 22	HMG	06	10 AUG 23
HPMA INS GNSS RWY25	13	16 JUN 22	INA FREMM TO GERMA	07	26 DEC 24
DATA INS GNSS RWY25	14	16 JUN 22	HPMA TACAN / PAR RWY02	08	26 DEC 24
LORIENT Lann Bihoué LFRH			HPMA RADAR / PAR RWY02	09	26 DEC 24
AERODROME CHART	01	03 OCT 24	HPMA TACAN RWY02	10	26 DEC 24
OTHER INFORMATION	01A	24 FEB 22	INS GNSS RWY02	11	26 DEC 24
GROUND MOVEMENTS	01B	18 MAY 23	DATA INS GNSS RWY02	12	26 DEC 24
JET RWY02 & 07 & 20 & 25	02	31 OCT 24	HPMA TACAN - ILS/LOC RWY20	13	20 MAR 25
INSTRUCTIONS RWY02 & 07& 20 & 25	03	18 JUN 20	HPMA TACAN / PAR RWY20	14	26 DEC 24
HMG	04	20 MAR 25	RADAR / PAR RWY20	15	26 DEC 24
RADAR PAR RWY07	05	31 OCT 24	HPMA TACAN RWY20	16	26 DEC 24
INS GNSS RWY07	06	26 DEC 24	INS GNSS RWY20	17	26 DEC 24
DATA INS GNSS RWY07	07	26 DEC 24	DATA INS GNSS RWY20	18	26 DEC 24
TACAN ILS or LOC RWY25	08	26 DEC 24	SID EPL 2RN RWY02	SID 01	25 MAR 21
RADAR PAR RWY25	09	26 DEC 24	SID SO 1RN RWY02	SID 02	25 MAR 21
INS GNSS RWY25	10	26 DEC 24	SID EPL 2RS RWY20	SID 03	22 APR 21
DATA INS GNSS RWY25	11	26 DEC 24	SID SO 1RS RWY20	SID 04	22 APR 21
LUXEUIL St Sauveur LFSX			ORANGE Caritat LFMO		
AERODROME CHART	01	11 JUL 24	AERODROME CHART	01	05 SEP 24
OTHER INFORMATION	01A	18 MAY 23	OTHER INFORMATION	01A	06 OCT 22
JET RWY11	02	18 APR 24	GROUND MOVEMENTS	01B	05 SEP 24
JET RWY29	03	18 APR 24	JET RWY14 & 32	02	05 SEP 24
INSTRUCTIONS RWY11 & 29	04	18 MAY 23	INSTRUCTIONS RWY14 & 32	03	06 OCT 22
HMG	05	18 APR 24	HMG	04	20 MAR 25
INA HPMA TACAN RWY11	06	05 SEP 24	HPMA TACAN / ILS or LOC RWY14	05	05 SEP 24
FNA HPMA TACAN ILS ou LOC RWY11	07	05 SEP 24	RADAR / ILS RWY14	06	05 SEP 24
FNA HPMA TACAN / PAR RWY11	08	05 SEP 24	HPMA RADAR / PAR RWY14	07	05 SEP 24
FNA HPMA TACAN RWY11	09	05 SEP 24	HPMA TACAN / PAR RWY14	08	05 SEP 24
INS GNSS RWY11	10	05 SEP 24	HPMA TACAN / TACAN RWY14	09	05 SEP 24
DATA INS GNSS RWY11	11	11 JUL 24	HPMA RADAR / PAR RWY32	10	05 SEP 24
HPMA RADAR PAR RWY29	12	26 DEC 24	HPMA TACAN / PAR RWY32	11	05 SEP 24
HPMA RADAR to INS GNSS RWY29	13	26 DEC 24	HPMA TACAN / TACAN RWY32	12	05 SEP 24
DATA INS GNSS RWY29	14	26 DEC 24	DEPARTURE RWY14	SID 01	05 SEP 24
DEPARTURE RWY11	SID 01	18 APR 24	DEPARTURE RWY32	SID 02	05 SEP 24
DEPARTURE RWY29	SID 02	18 APR 24	ORLEANS BRICY LFOJ		
MONT DE MARSAN LFBM			AERODROME CHART	01	02 NOV 23
AERODROME CHART	01	20 FEB 25	OTHER INFORMATION	01A	05 NOV 20
OTHER INFORMATION	01A	20 FEB 25	GROUND MOVEMENTS	01B	02 NOV 23
GROUND MOVEMENTS	01B	20 FEB 25	GROUND MOVEMENTS	01C	02 NOV 23
JET RWY09 & 27	02	15 JUL 21			
INSTRUCTIONS RWY09 & 27	03	09 SEP 21			

DIRCAM

AMDT 06/25

CHECK LIST

15 MAY 25

03 CL

JET RWY07	02	20 MAR 25	ARR RWY27 FROM EVREUX	06	04 NOV 21
JET RWY25	03	20 MAR 25	DEP 09 TO EVREUX - INSTRUCTIONS	07	04 NOV 21
INSTRUCTIONS RWY07 & 25	04	10 SEP 20	DEP RWY09 TO EVREUX	08	04 NOV 21
HMG	05	29 DEC 22	DEP 27 TO EVREUX-INSTRUCTIONS	09	04 NOV 21
HPMA VOR DME PAR RWY07	06	20 MAR 25	DEP RWY27 TO EVREUX	10	04 NOV 21
HPMA VOR DME RWY07	07	01 DEC 22	IAC PART		
HPMA VOR DME ILS or LOC RWY25	08	15 JUN 23	WARNING / CONTROL LIST	01-03	15 MAY 25
HPMA VOR DME PAR RWY25	09	20 MAR 25	FIRING RANGE		
HPMA VOR DME RWY25	10	11 JUL 24	WARNING	01	06 DEC 18
DEPARTURE OSCAR 1RE RWY07	SID 01	20 MAR 25	CAPTIEUX		
DEPARTURE OSCAR 1RW RWY25	SID 02	20 MAR 25	ROUTES	01	13 JUN 24
SAINT DIZIER ROBINSON LFSI			AIR TO GROUND TARGETS	02	13 JUN 24
AERODROME CHART	01	17 APR 25	INSTRUCTIONS	03	13 JUN 24
OTHER INFORMATION	01A	17 APR 25	DIANE (SOLENZARA)		
GROUND MOVEMENTS	01B	17 APR 25	INSTRUCTIONS	01	28 FEB 19
JET RWY 11 & 29	02	08 AUG 24	LANDMARKS AND LOW ALT ROUTING	02	25 MAR 21
INSTRUCTIONS RWY11 & 29	03	10 AUG 23	PRACTICE GUN NORIA / HIGH DRAG BOMBING	03	25 MAR 21
HMG	04	08 AUG 24	ROCKETS AND LIVE GUN	04	25 MAR 21
TACAN / PAR RWY11	05	17 JUN 21	HIGH ANGLE STRAFF	05	25 MAR 21
INS GNSS RWY11	06	11 JUL 24	LOW DRAG BOMB AND LGTR	06	25 MAR 21
DATA INS GNSS RWY11	07	11 JUL 24	AIR TO GROUND TARGETS	07	25 MAR 21
HPMA IAF LOUPY TACAN/ILS-LOC RWY29	08	11 JUL 24	TARGETS COORDINATES	08	28 FEB 19
HPMA IAF DEFAY/DOLIN TACAN ILS-LOC RWY29	09	11 JUL 24	SUIPPES		
IAF LOUPY TACAN / PAR RWY29	10	11 JUL 24	STANDARD PATTERN	01	25 APR 19
IAF DEFAY / DOLIN TACAN / PAR RWY29	11	11 JUL 24	STANDARD PATTERN	02	05 DEC 19
INS GNSS RWY29	12	11 JUL 24	GENERAL OVERVIEW	03	20 MAR 25
DATA INS GNSS RWY29	13	11 JUL 24	EASTERN PATTERN	04	20 MAR 25
DEPARTURE SI MMD 3RE RWY11	SID 01	17 JUN 21	WESTERN PATTERN	05	20 MAR 25
DEPARTURE SI RLP 2RE RWY11	SID 02	17 JUN 21	MA - HA PATTERN	06	20 MAR 25
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
SALON LFMY			DIVERSION AD		
AERODROME CHART	01	26 DEC 24	DIVERSION AD	01	26 DEC 24
OTHER INFORMATION	01A	28 NOV 24	DIVERSION AD	02	26 DEC 24
JET RWY16 & 34	02	05 SEP 24	DIVERSION AD	03	26 DEC 24
INSTRUCTIONS RWY16 & 34	03	03 DEC 20	DIVERSION AD	04	26 DEC 24
HMG	04	16 MAY 24	DIVERSION AD	05	26 DEC 24
TACAN / ILS RWY16	05	28 NOV 24			
TACAN RWY16	06	16 MAY 24			
SOLENZARA LFKS					
AERODROME CHART	01	17 APR 25			
OTHER INFORMATION	01A	17 APR 25			
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			
SRE - ILS / LOC RWY18	07	03 DEC 20			
TACAN RWY18	08	24 FEB 22			
TACAN - PAR RWY36	09	05 SEP 24			
TACAN RWY36	10	17 APR 25			
VILLACOUBLAY VELIZY LFPV					
AERODROME CHART	01	18 MAY 23			
OTHER INFORMATION	01A	04 NOV 21			
GROUND MOVEMENTS	01B	04 NOV 21			
GENERAL PROVISIONS	02	04 NOV 21			
ARR 09 FROM EVREUX - INSTRUCTIONS	03	04 NOV 21			
ARR RWY09 FROM EVREUX	04	04 NOV 21			
ARR 27 FROM EVREUX - INSTRUCTIONS	05	04 NOV 21			

20 MAR 2025

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 height) :

Minimum radar safety height (based on QFE).

WGS 84 :Geographic coordinates expressed in WGS reference
-°-'-"-1/100" 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.....

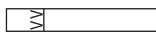
Heliport.....

Minimum Obstacle Clearance Height.....

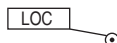
(1) Localisation of AD, object of the chart.



DTHR



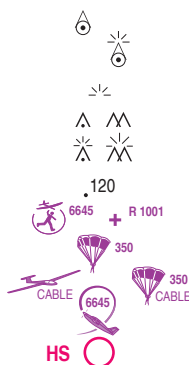
DTHR



20 MAR 2025

OBSTRUCTIONS (On or outside AD).

Antenna (LOC, GP, VDF) constituting an obstruction.....	
Lighted Antenna (LOC, GP, VDF) constituting an obstruction.....	
Obstruction light.....	
Obstruction, obstruction group.....	
Obstruction, lighted obstructions group.....	
Top 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 colocated.....	
TACAN.....	
VOR and TACAN colocated.....	

**REPORTING POINTS**

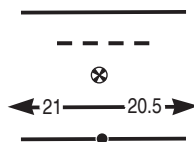
Compulsory.....	
On request.....	

**WAYPOINTS**

Flyover.....	
Fly-by (with turn anticipation).....	

**INSTRUMENT APPROACH.**

Initial, intermediate and final trajectory.....	
Missed approach trajectory.....	
IAF - Initial approach fix.....	
Length of a segment (in nautical miles).....	
Trajectory feature point.....	



DIRCAM

20 MAR 2025

CHARTED HEIGHTS / FLIGHT LEVELS

Min.-Max Height/Flight Level	<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

MISSED APPROACH SYMBOLOGY

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

Some examples of this symbolisation :



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.

ABBREVIATIONS

01 AB

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

G/A	Ground to air radio communication	LOC	Localizer
G/A/G	Ground to air and Air to ground communication	LOC	Local mean time
GCA	Ground control approach system	LONG	Longitude
GEN	General	LRG	Long range
GP	Glide path	LTA	Lower traffic area
GS	Ground speed	LVTO	Low visibility take-off
GUND	Geoid undulation		
H...	Give the minutes after the hour	M	Mach number or metre
H24	Continuous night and day service	MAG	Magnetic
HAP	Expected approach time	MAP	Aeronautical maps and charts
HBN	Hazard beacon	MAPT	Missed approach point
HEL	Helicopter	MAX	Maximum or maximal
HF	High frequency (3 000 to 30 000 KHz)	MDA	Minimum descent altitude
HGT	Height	MDH	Minimum descent height
HI	Light intensity high	MEHT	Minimum eye height over threshold
HJ	Day time	MET	Meteorological or meteorology
HLDG	Holding	METAR	Aviation routine weather report
HMSR	Radar minimum safe height	MFO	Obstacle clearance limit
HN	During night	MHZ	Megahertz
HO	Service available to meet service requirements	MIL	Military
HOL	Public holiday	MIN	Minutes
HOR	Fixed schedule or time	MKR	Marker
HPA	Hectopascal	MLS	Microwave landing system
HPMA	High Performance Military Aircraft (NATO procedure)	MM	Middle marker
HR	Hours	MNM AD	AD operating minima
HS	Service available during hours of scheduled ops	MNM	Minimum or minima
HX	No specific working hours	MNTN	Maintain
HZ	Hertz	MRT	Multi radar tracking
		MSG	Message
IAC	Instrument approach chart	MSH	Minimum sector Height
IAF	Initial approach fix	MSL	Mean sea level
IAS	Indicated air speed	MT	Magnetic Track
IBN	Identification beacon	MVI	Visual manoeuvring with prescribed track
ICAO	International civil aviation organization	MVL	Visual manoeuvring without prescribed track
IDENT	Identification	NATO	North Atlantic Treaty Organization
IF	Intermediate approach fix	NAV	Navigation
IFR	Instruments flight rules	NDB	Non directional beacon
IGN	National geographic institute	NIL	None or I have nothing to send to you
ILS	Instrument landing system	NL	AD agreed for night VFR with restrictions
IM	Inner marker	NM	Nautical miles
IMC	Instrument meteorological condition	NML	Normal
INA	Initial approach	NOSIG	No significant change
INFO	Information	NOTAM	Notice to airmen
INS	Inertial navigation system	NR	Number
INT	Intersection	NXT	Next
INTL	International		
ISA	International standard atmosphere	OACI	International Civil aviation organization
		OBS	Observe or observed or observation
JF	Holidays	OBST	Obstacle
JORF	French Gouvernement official publications	OCA	Obstacle clearance altitude
		OCH	Obstacle clearance height
KHZ	Kilohertz	OM	Outer marker
KM	Kilometre	OPS	Operations
KT	knot (s)	O/R	On request
KW	Kilowatt(s)	OR	Orange
		OTAN	North Atlantic Treaty Organization
L	Locator		
LAT	Latitude	P...	Prohibited area
LDA	Landing distance available	PA	Stop way
LDG	Landing	PANS	Procedures for air navigation services
LDI	Landing direction indicator	PAPI	Precision approach path indicator
LGAT	Light or lighting	PAR	Precision approach radar
LGTD	Lighted	PB	Lighthouses and beacons
LIH	Light intensity high	PC	Coordination post
LIL	Light intensity low	PCN	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
		TXT	Text
		TYP	Type of aircraft
QDM	Magnetic heading	UAC	Upper area control centre
QDR	Magnetic bearing	UDF	UHF direction finding station
QFE	Atmospheric pressure at aerodrome elevation	UHF	Ultra high frequency (300 to 3000 MHz)
QFU	Magnetic orientation of runway	UNL	Unlimited
QNH	Altimeter setting to obtain AD elevation When on the ground	UTC	Coordinated universal time
R	Right (runway identification)	VAC	Visual approach and landing chart
R...	Restricted area	VAR	Magnetic variation
RAG	Runway arresting gear	VASIS	Visual approach slope indicator system
RAI	Automatic information transmitter	VFR	Visual Flight rules
RAP	Inbound track	VDF	Vhf direction finding system
RCA	Air traffic regulations	VH	Horizontal visibility
RCL	Runway center line	VHF	Very high frequency (30 to 300 MHz)
RCO	Range Control Officer	VIS	visibility
RDH	Reference datum height (for ILS/PAR)	VMC	Visual meteorological conditions
RDL	Radial	VOR	Vhf omnidirectional radio range
REF	Reference to or refer to	VORTAC	VOR and TACAN combination
REG	Registration	VP	True air speed
REP	Reporting point	VS	Ground speed
REQ	Request or requested	VSP	Vertical speed
RFL	Requested FL	VV	Vertical visibility
RFFS	Rescue and fire fighting services	WBAR	Wing bar light
RMK	Remarks	WDI	Wind direction indicator
RNAV	Area navigation	WGS- 84	World geodesic system 1984
RVR	Runway visual range	WIN	Winter
RWY	Runway	WP	Way point
		WRNG	Warning
S	Secondary	XBAR	Cross bar (of approach lighting system)
Sc	Flashing light	ZIT	Temporary prohibited area
SDE	Landing displaced threshold	ZP	Pressure altitude
SDF	Step down fix		
SFA	Aeronautical fixed serviced		
SFC	Surface (ground or sea)		
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		
TA	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		

ICAO PHONETIC ALPHABET

A Alfa	• —	0 Ziro	— — — — —
B Bravo	— • • •	1 Ouann	• — — — —
C Charlie	— • — •	2 Tou	• • — — —
D Delta	— • •	3 Tri	• • • — —
E Echo	•	4 Fo-eur	• • • • —
F Foxtrot	• • — •	5 Fa-ïf	• • • • •
G Golf	— — •	6 Siks	— • • • •
H Hotel	• • • •	7 Sèv'n	— — • • •
I India	• •	8 Èit	— — — • •
J Juliett	• — — —	9 Naï-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 Whiskey	• — —		
X X-ray	— • • —		
Y Yankee	— • — —		
Z Zulu	— — • •		

WARNING

General criteria retained for instrument procedures :

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 :

Time-to-bank-delay is 5 sec, for a 30 ° bank angle.

4- Arrival :

The minimum sector height (MSH) is the sum of maximum obstacle height (Obstacle Altitude minus AD Altitude) located in the 26 Nm radius 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 closest upper 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) is relative to the RWY threshold in use.

8 - Missed approach segment :

Climbing reference slope at least 6 % .

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 obstacle heights, decision height (DH:ILS/SPAR approach), minimum descent height (MDH: non-precision approach) are relative to the RWY threshold in use.

**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 if used as descent marker	No effect except PAR / SPAR
MM		No effect
Touchdown zone report system	No effect	
Approach lights	Minimum requirements for intermediate installation	
Stand-by power for approach lights		
All RWY lights off	Minima as for no approach light system	
RWY edge lights	Day only	
Centreline lights	No effect	
Touchdown 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	
Notice 1 : When TWY leads to RWY and lighting is damaged or downgraded, RVR must be at least 350 m or a non downgraded centreline TWY lighting.		

ILS TOUCH DOWN ZONE COORDINATES

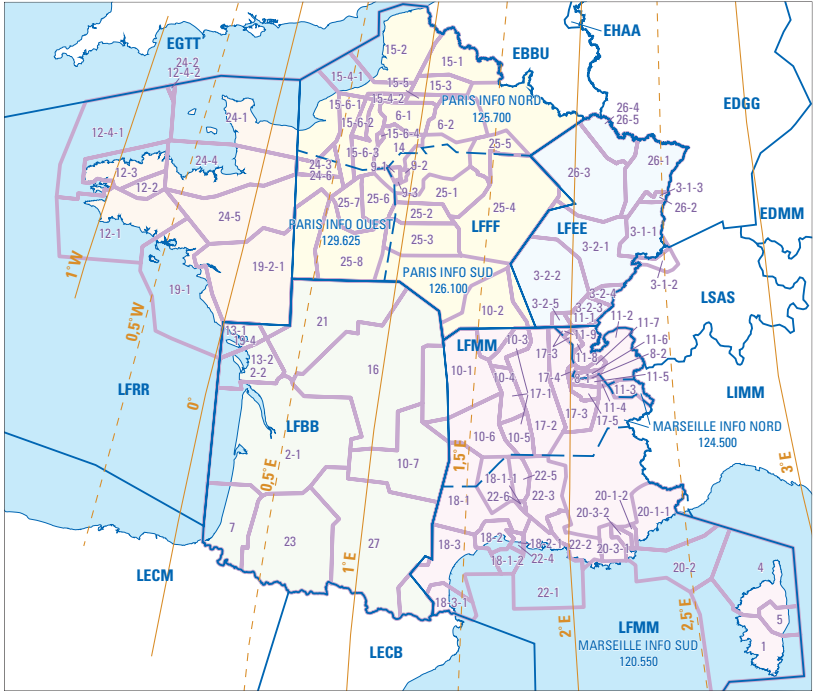
01 DEC 2022

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"

FREQUENCES D'INFORMATION DE VOL DECLINAISONS MAGNETIQUES

FLIGHT INFORMATION FREQUENCIES MAGNETIC VARIATION



— Limite de FIR
FIR boundary
— Limite de secteur d'information de vol (FIC)
Flight information sector boundary (FIC)

— Limite de secteur d'information de vol (SIV APP)
Flight information sector boundary (SIV APP)
— Lignes d'égale déclinaison correspondant au 1-1-2020
Lines of equal magnetic variation (isogonals) 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 115
3-1-2: 130.900 <FL 105
3-1-3: 130.900 <5000 ft
3-2-1: 135.850 <FL 115
3-2-2: 135.850 <FL 115
3-2-3: 135.850 <6500 ft
3-2-4: 135.850 <FL 115
3-2-5: 135.850 <FL 115
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 115
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
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: 125.900 <FL 115
18-2-1: 125.900 <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 065
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) (1) plafonds / upper limits:
25-5: 120.325 <FL 075(1) voir/see AIP ENR 2.2.7
25-6: 127.815 <FL 065(1)
25-7: 127.815 <FL 085
25-8: 127.815 <FL 115
26 STRASBOURG INFO
26-1: Secteur Ouest 136.135 Est 119.580 <FL 115
26-2: Secteur Ouest 136.135 Est 119.580 5000 ft - FL 115
26-3: 119.450 <FL 115
26-4: 132.215 FL 075 - FL 115
26-5: 119.450 <FL 075
27 TOULOUSE INFO 121.250 <FL 115

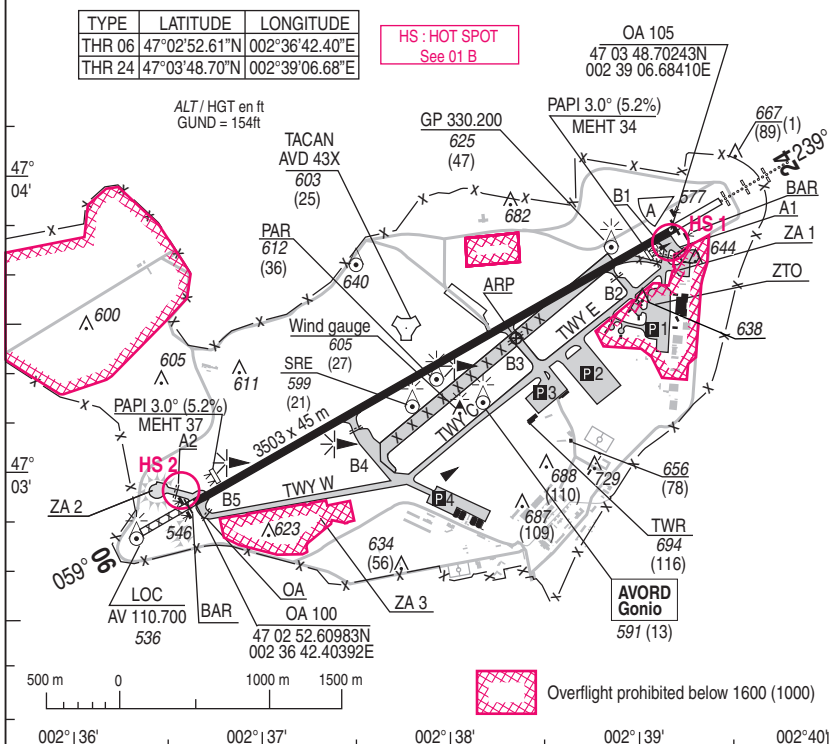
NATIONAL FRA AERODROME CHART

08 AUG 2024

01 AVORD LFOA

ALT AD : 578 (21 hPa)

VAR : 1°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface	Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA			CAT A. B. C	CAT D. E	DAY	NIGHT
06	NIL	LIH	3503	3503	3903	3503	Paved	62 F/B/W/T (*)	≥200	≥250	DAY	NIGHT
24	LHI	LIH	3503	3503	3503	3503			≥200	≥250	DAY	NIGHT

(*) Threshold 06: 70 R/B/W/T - 80m to 1850m : 62 F/B/W/T - 1850m to 2780m : 73 F/B/W/T - 2780m to 3380m : 79 F/B/W/T
Threshold 24 : 55 R/B/W/T

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 RWY24 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 : Threshold.

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 or LEMIN (first point of FPL route text field).
- For FPL with destination LFOA, pilots have to finish FPL route text field with MOTAL or LEMIN.

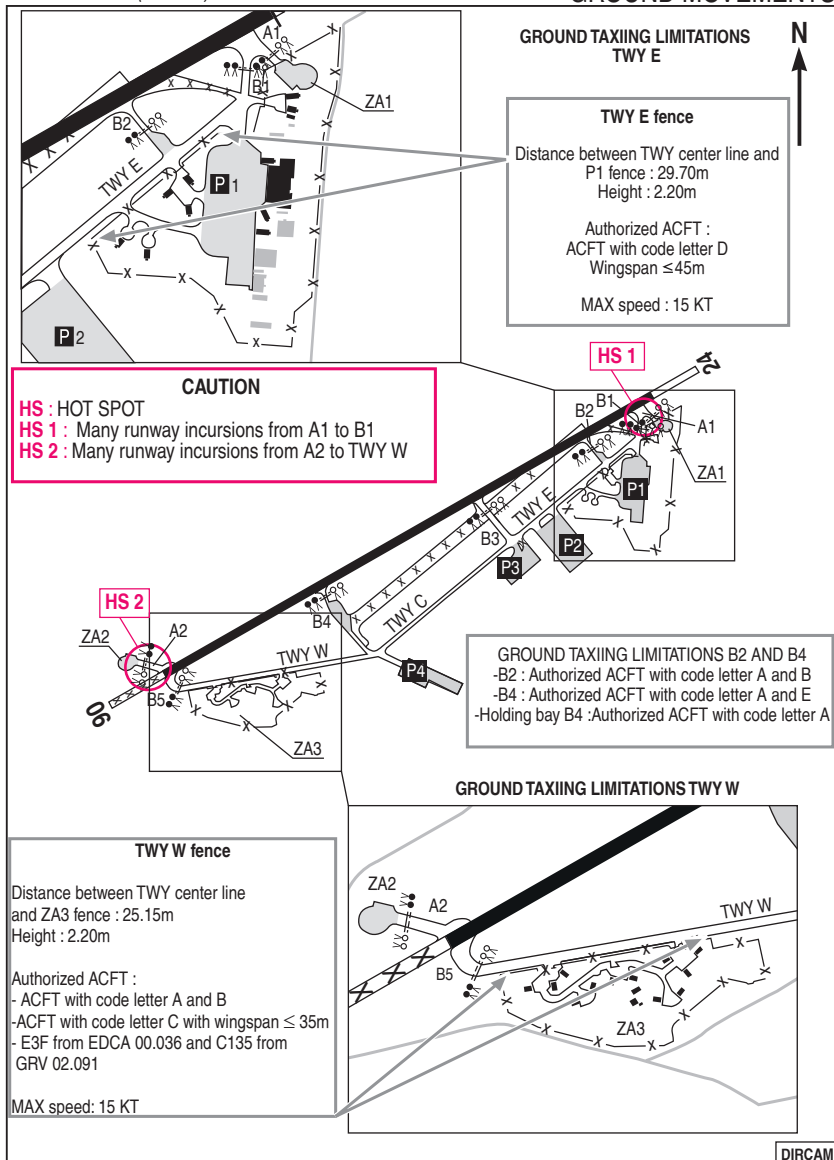
REFUELING :

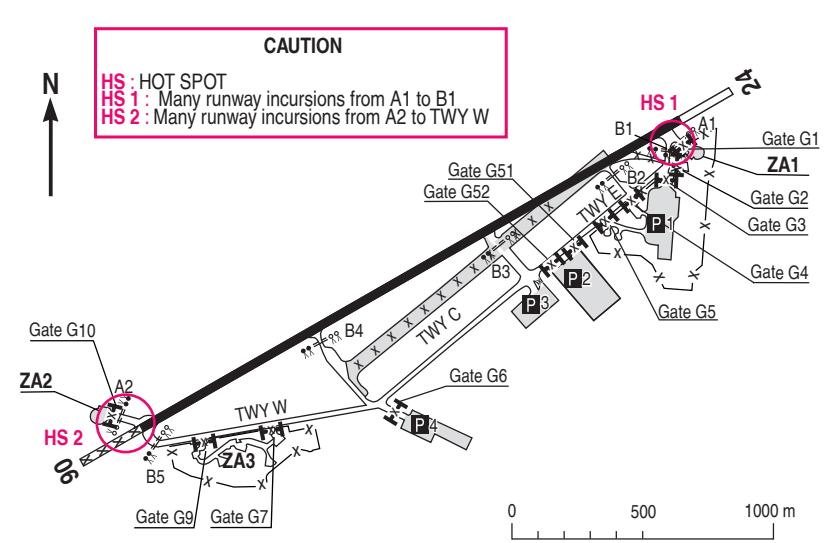
- F18 PN-7 days notice after written request - F34 - Oxygen

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





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

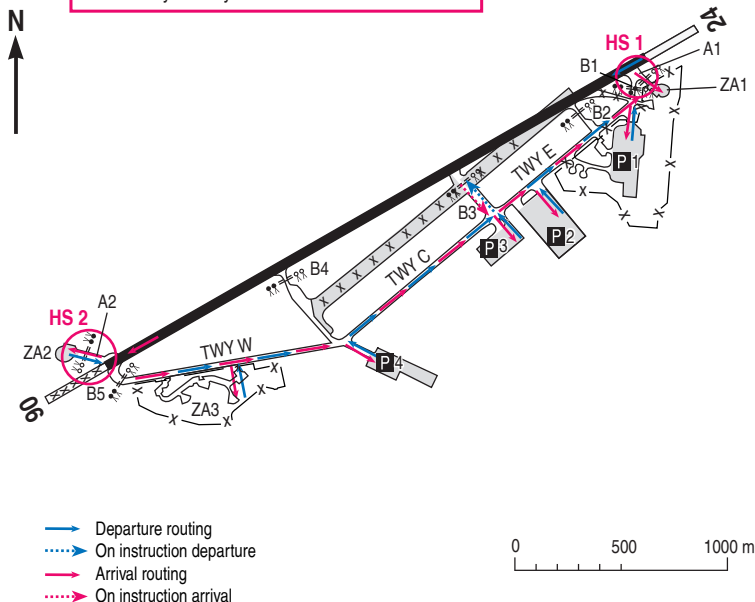
Gate	Operation requested (code letter)	Required width	Measured width	Operating restrictions
G1	D	67m	59m	Max. wingspan within D code : 44m
G2	A	24m	28m	NIL
G3	D	67m	60m	Max. wingspan within D code : 45m
G5	D	67m	60,3m	Max. wingspan within D code : 45m
G51	E	80m	79,15m	Max. wingspan within E code : 64m
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

CAUTION

HS : HOT SPOT

HS 1 : Many runway incursions from A1 to B1

HS 2 : Many runway incursions from A2 to TWY W



RWY24 must be vacated at its extremity via B5.

TWY B2 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)

28 NOV 2024

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

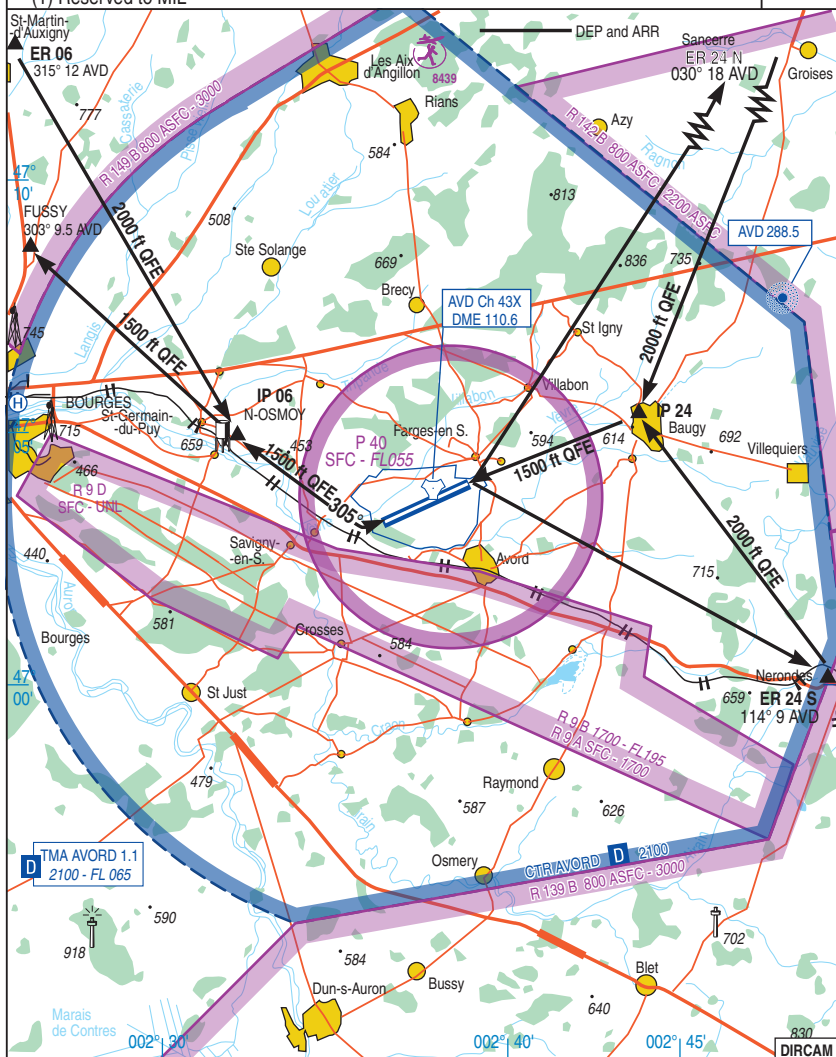
3 Km NNW from AVORD

TEL : 02.34.34.71.36 (Watch Officer)

VAR

1°E

(20)



JET RWY06 & 24

CHG : Obstacle file

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 & 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.

NATIONAL FRA
ALT AD : 578 (21 hPa)

23 JAN 2025

04 AVORD LFOA
HMG

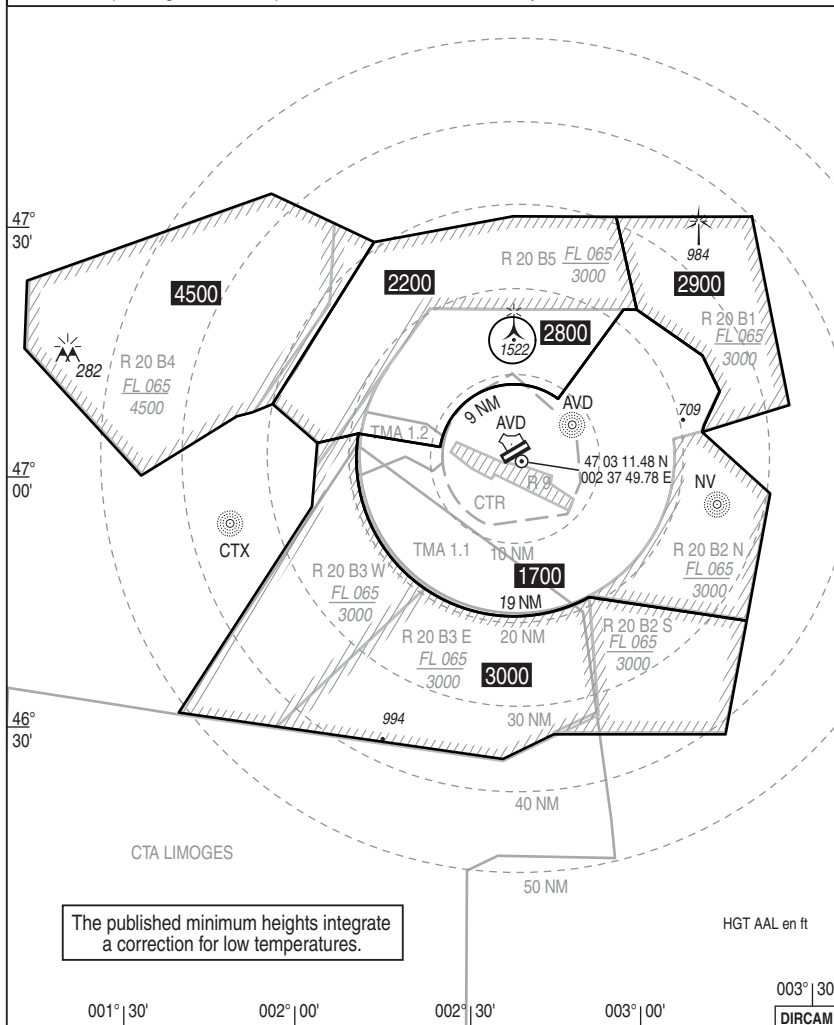
ATIS : 138.950 (1)

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.



HMG

CHG : NDB BRG deleted.

04 AVORD LFOA

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 578 THR : 546

30 NOV 2023

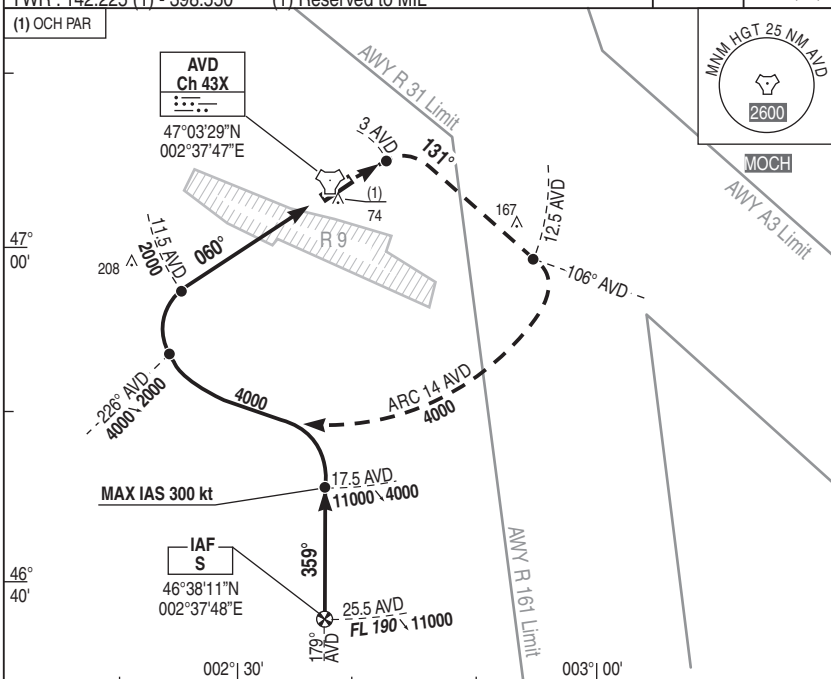
05 AVORD LFOA
TACAN «S» PAR RWY06

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

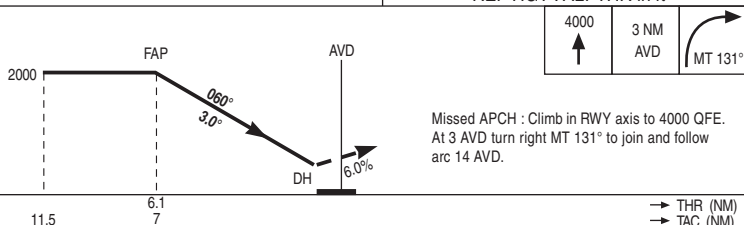
RDH : 49

VAR
1°E (20)

(1) OCH PAR



REF HGT : ALT THR in ft



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

CAT	PAR			THR (NM)	TAC (NM)
	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

ALT AD : 578 THR : 546

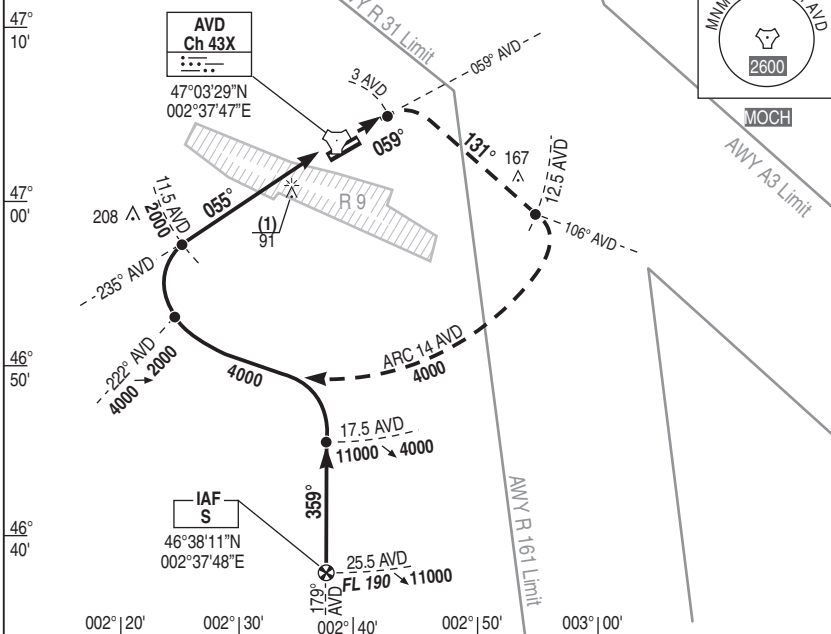
25 FEB 2021

06 AVORD LFOA
TACAN «S» RWY06

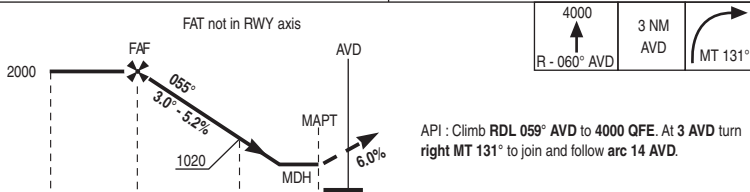
ATIS : 138.950 (1)
APP : 386.775 (1) - 373.775 (1) - 142.450
TWR : 142.225 (1) - 398.550 (1) Reserved to MIL

VAR
1°E (20)

(1) OCH TACAN



REF HGT : ALT THR in ft



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

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NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 578 THR : 577

14 JUL 2022

07 AVORD LFOA
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)

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

47°
10'

AVD
Ch 43X
47°03'29"N
002°37'47"E

(3)
293
(1)
48
(2)
91

11 AVD
2000
239°
FAF
IF

MM HGT 25 NM AVD
2600

MOCH

47°
00'

AWY A3 Limit

46°
50'

TACAN HLDG
S
FL 150
FL 120
2000

147°
13 AVD
179°
196° AVD

Only direct entries
allowed.

46°
40'

17.3 AVD
FL120 ~ 4000 MAX
IAF S
46°46'12"N
002°37'48"E

AWY R 161 Limit

UNDER RADAR SURVEILLANCE

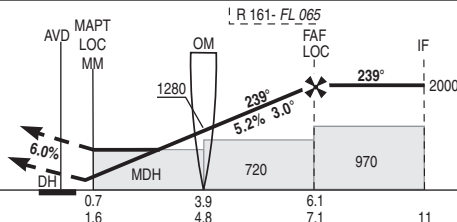
003° 00'

ILS True heading : 240.38°

REF HGT : ALT THR in ft

4000
6 NM
AVD
MT 147°

Missed APCH : Climb straight ahead to 4000 QFE.
At 6 AVD turn left MT 147° to join 13 AVD / RDL 196° AVD
and follow arc 14 AVD.



THR (NM)
DME TAC (NM)

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

Remarks : (1) Increased minimums. VSS checked.

DIRCAM

HPMA TACAN «S» ILS or LOC RWY24

CHG : Info PAPI deleted.

07 AVORD LFOA

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 578 THR : 577

30 NOV 2023

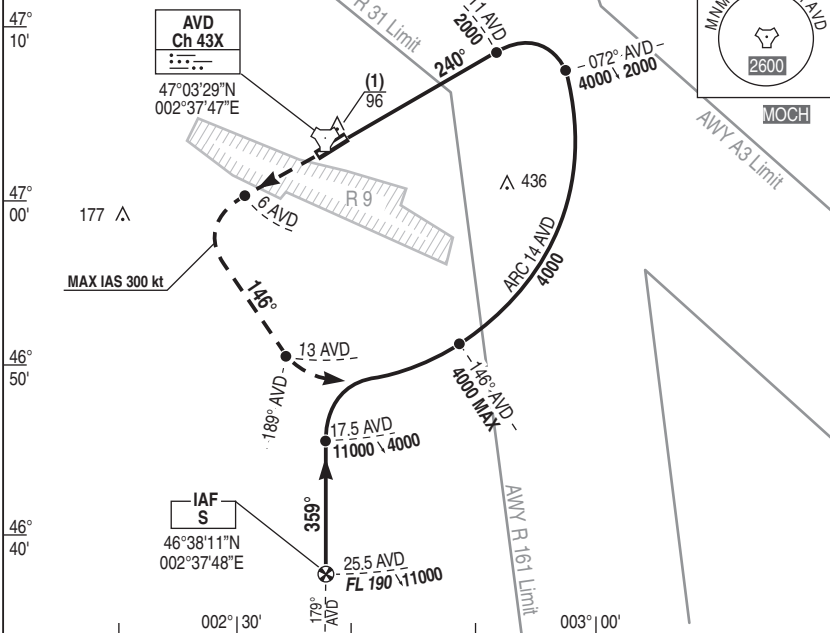
08 AVORD LFOA
TACAN «S» PAR RWY24

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)

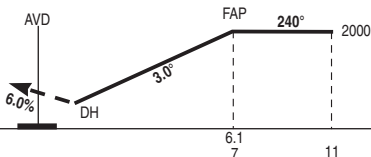
(1) OCH PAR



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)
TAC ← (NM)

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

Remarks : (1) Increased minimums.

DIRCAM

TACAN «S» PAR RWY24

CHG : FAP.

08 AVORD LFOA

09 AVORD LFOA

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 578 THR : 546

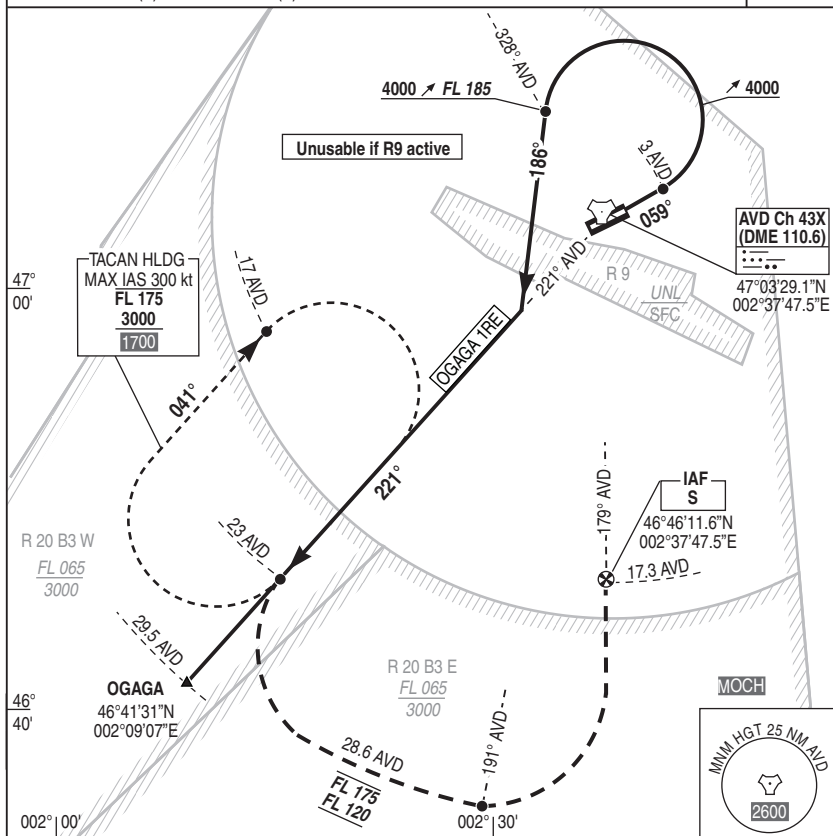
07 OCT 2021

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)



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

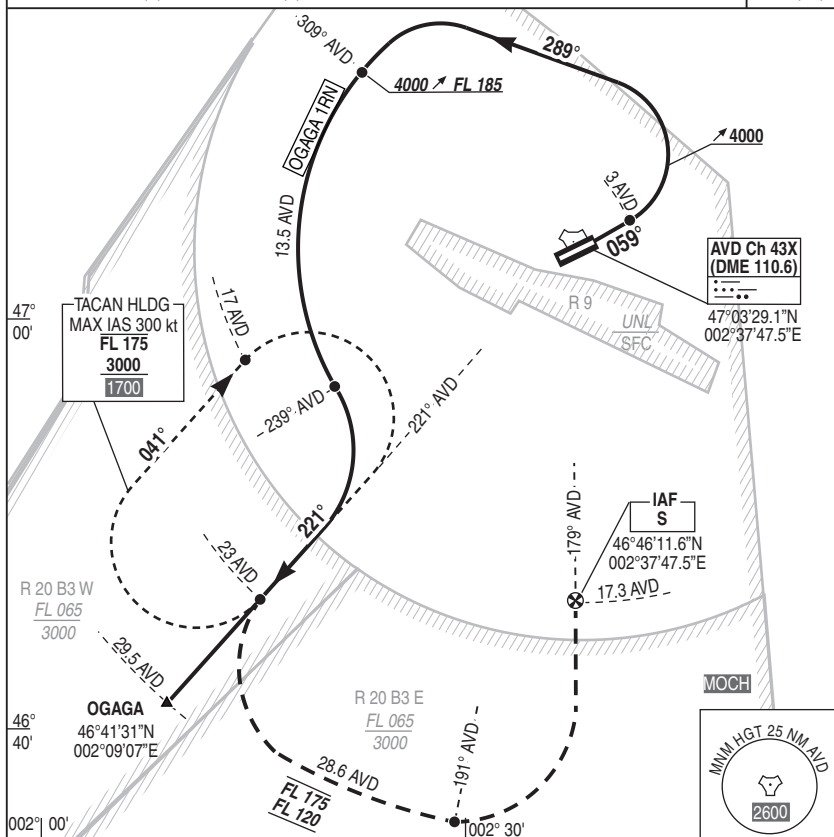
25 FEB 2021

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.

DIRCAM

DEPARTURE OGAGA 1RN RWY06

CHG : VAR.

SID 02 AVORD LFOA

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 578 THR : 577

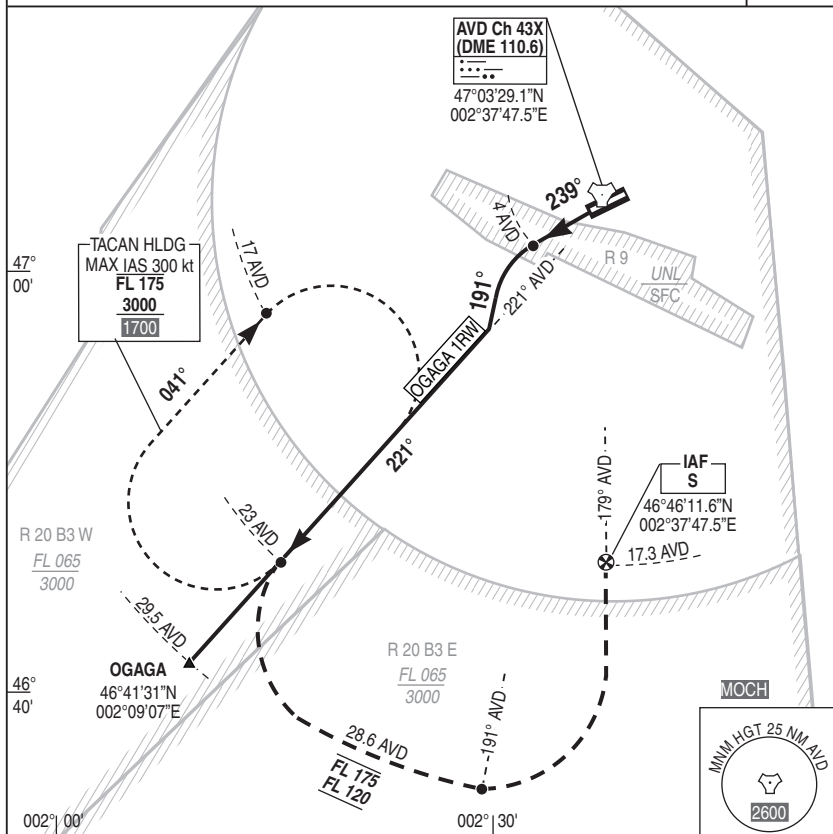
25 FEB 2021

SID 03 **AVORD** LFOA
DEPARTURE OGAGA 1RW RWY24

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 AFD turn **left** MT 191° to intercept and follow RDL 221° AFD (MT 221°) to OGAGA.

MISSED HANDOVER : Hold at 23 AFD.

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

Crossing RDL 191° AFD, turn **left** to intercept and follow RDL 179° AFD (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 LFBF

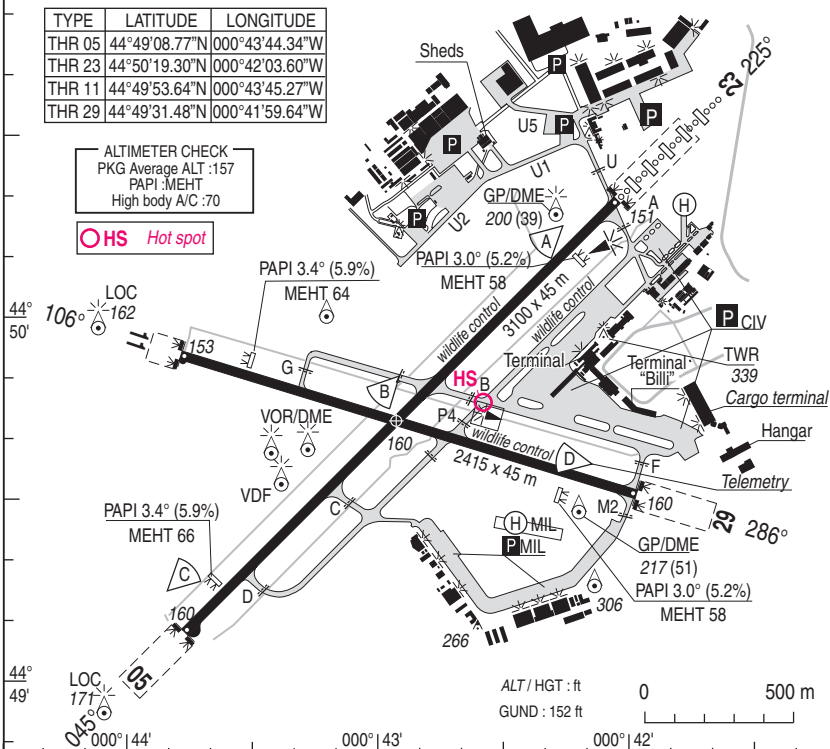
ALT AD : 166 (6 hPa)

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

HS Hot spot



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
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 05/11/29 : THR RWY ends LIH

- RWY 23 : THR RWY ends LIH, TDZ LIH
- TWY P1 P2 P3 P4 P5 C : Axis lights

REFUELING : F18 - F34

ATS HOR : H 24

RESTRICTIONS : Refer to MIAM AD2 LFBF (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

44 49 43N - 000 42 55W

CHG : Revision

01 BORDEAUX MERIGNAC LFBF

VISUAL ARR & DEP

ALT AD : 166 (6 hPa)

28 NOV 2024

02 BORDEAUX MERIGNAC LFBD

JET ARR / DEP RWY05 / 23 & 11 / 29

APP : 129.875 - 126.725 (S)

TWR : 118.300

GND : 121.900

CIV AD opened to MIL

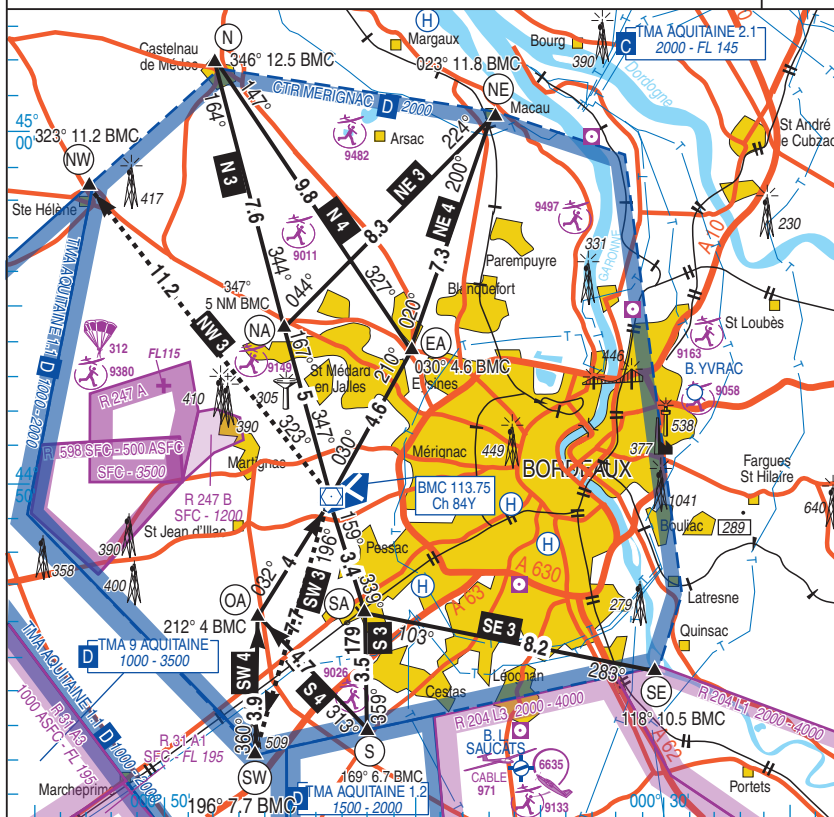
10 Km W from BORDEAUX

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 : R 288 deleted, R 598 added

02 BORDEAUX MERIGNAC LFBD

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

Engine tests should have been carried out before taxi request.

From 1st APR to 31st 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 ≤ 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

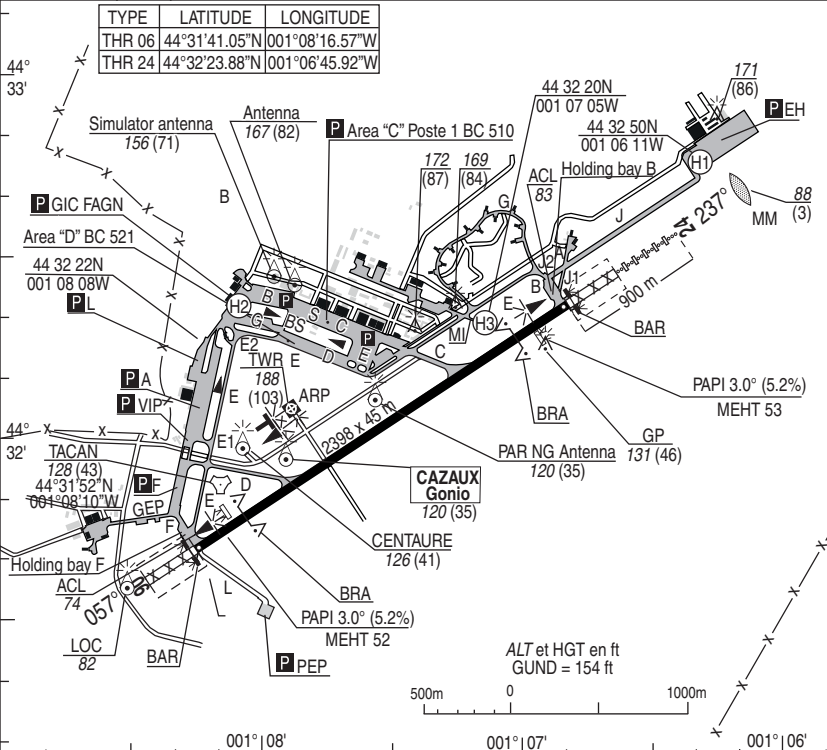
E-mail : ba106-gaa-bob.marqueur.fct@intradef.gouv.fr

NATIONAL FRA
AERODROME CHART

08 AUG 2024

01 CAZAUX LFBC

ALT AD : 85 (3 hPa) VAR : 0°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface	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		

DV (Flights Director) : 865.120.3810 / 05.40.51.05.63 / 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 RWY06 : 315m - RWY24 : 307m
- RWY06: PAPI slope origin not as PAR
- RWY24: 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 RWY06 (391m BAR 06) BRA RWY24 (386m BAR 24)
- If QFU change expect 20 MIN before implementation.

REFUELING

- F34 / O135 / O138 / O147 / O150 / O156 / Azote / LHOX / LOX / H515

ATS HOR

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

DIRCAM

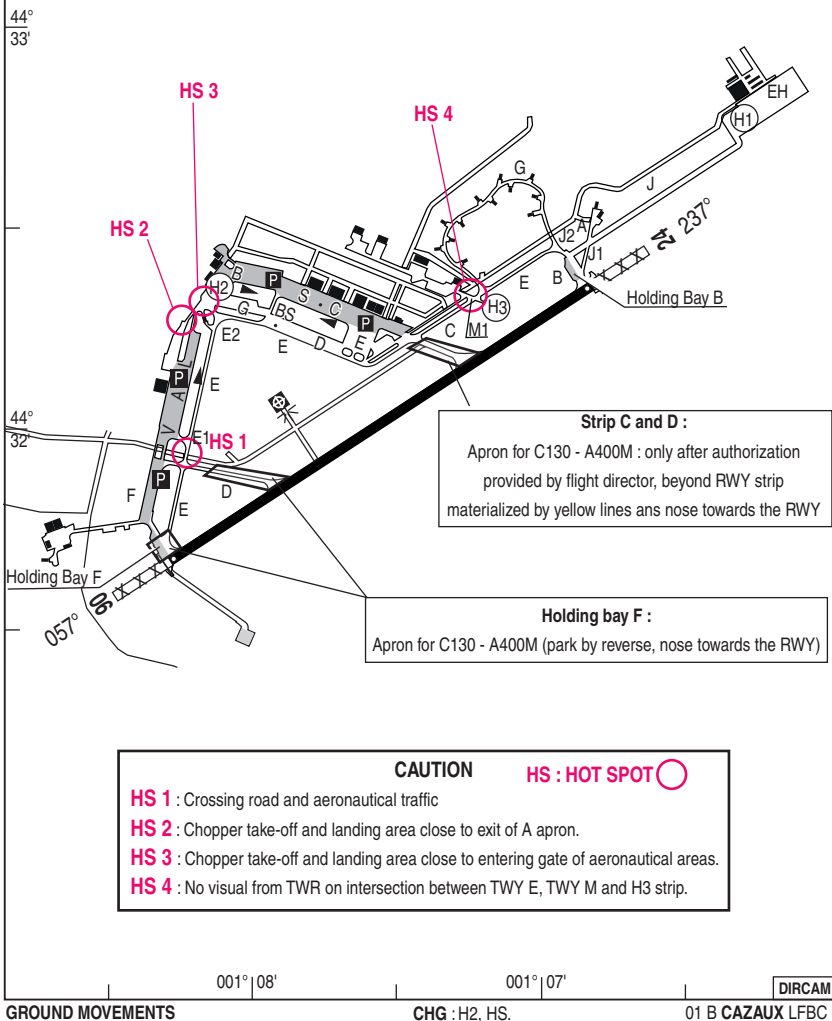
NATIONAL FRA
ALT AD : 85 (3 hPa)

08 AUG 2024

01 B CAZAUX LFBC
GROUND MOVEMENTS

GROUND TAXIING LIMITATIONS C130 - A400M

TWY E forbidden



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)

23 JAN 2025

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

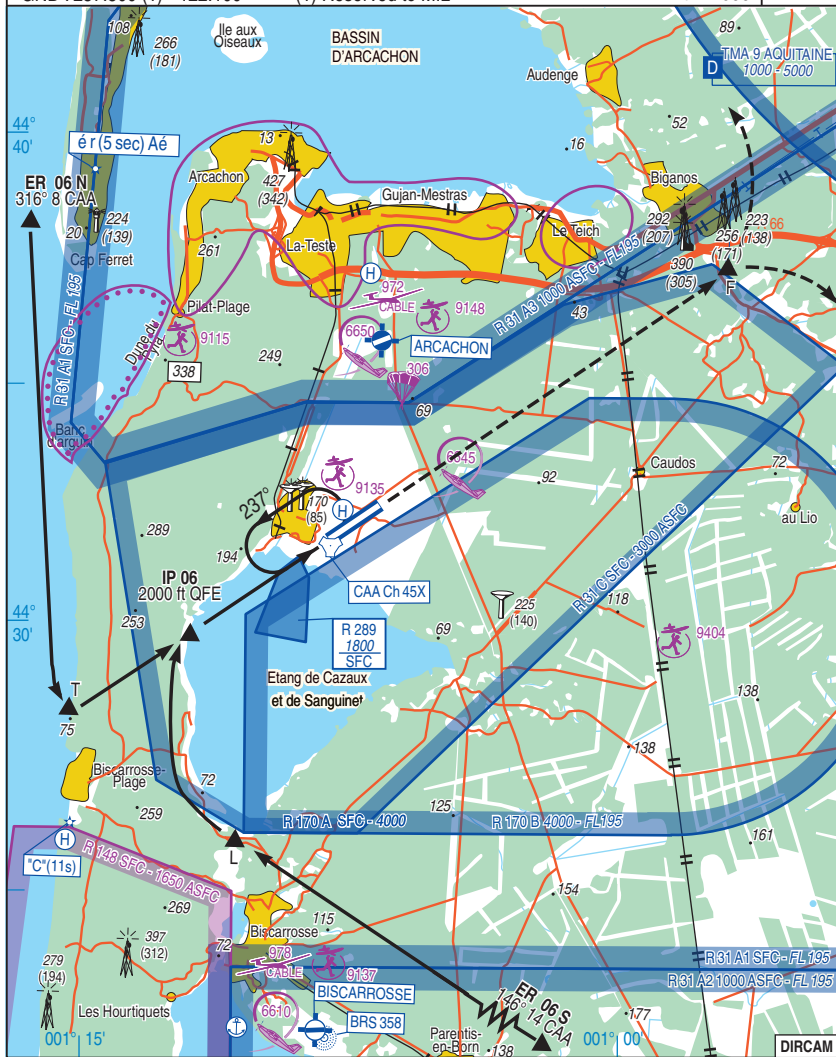
TEL : 05.40.51.06.20

Ext : 24066

VAR

0°E

(20)



JET RWY06

CHG : Obstacle file

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 (TRENCAT), 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)

23 JAN 2025

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

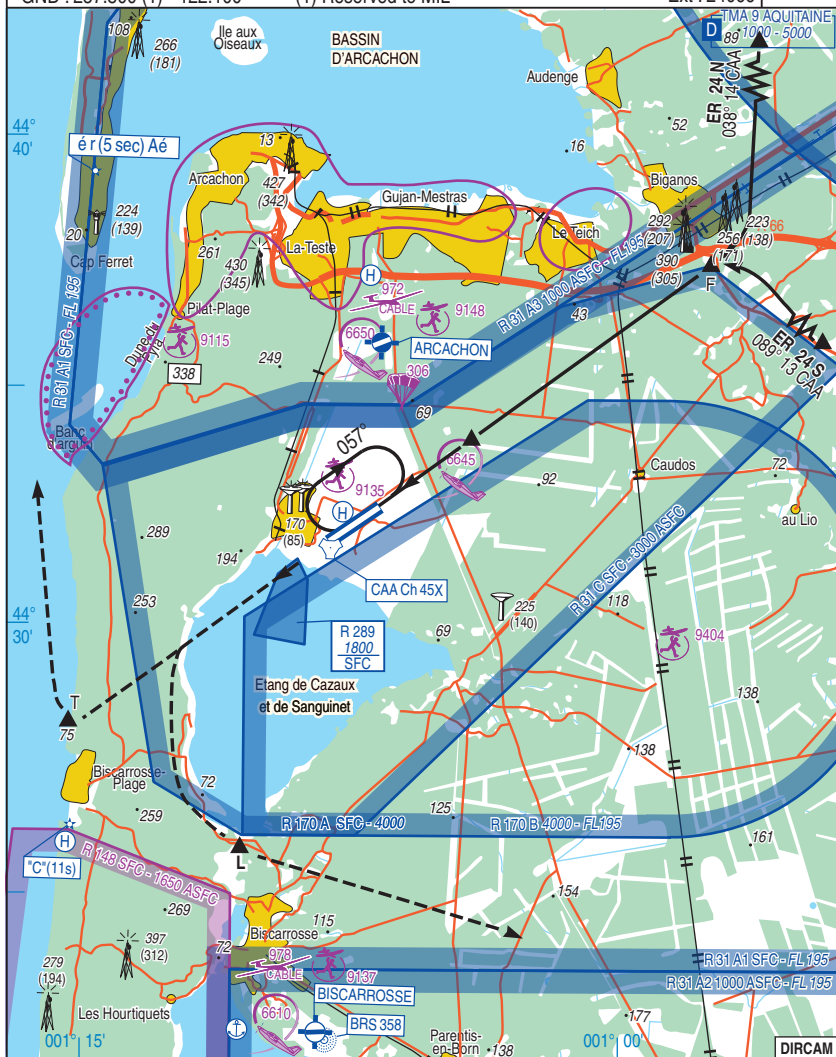
AD FAF non GAT

8 NM South ARCACHON

TEL : 05.40.51.06.20

Ext : 24066

VAR
0°E
(20)



JET RWY24

CHG : Obstacle file.

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" (TRENCAT) 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

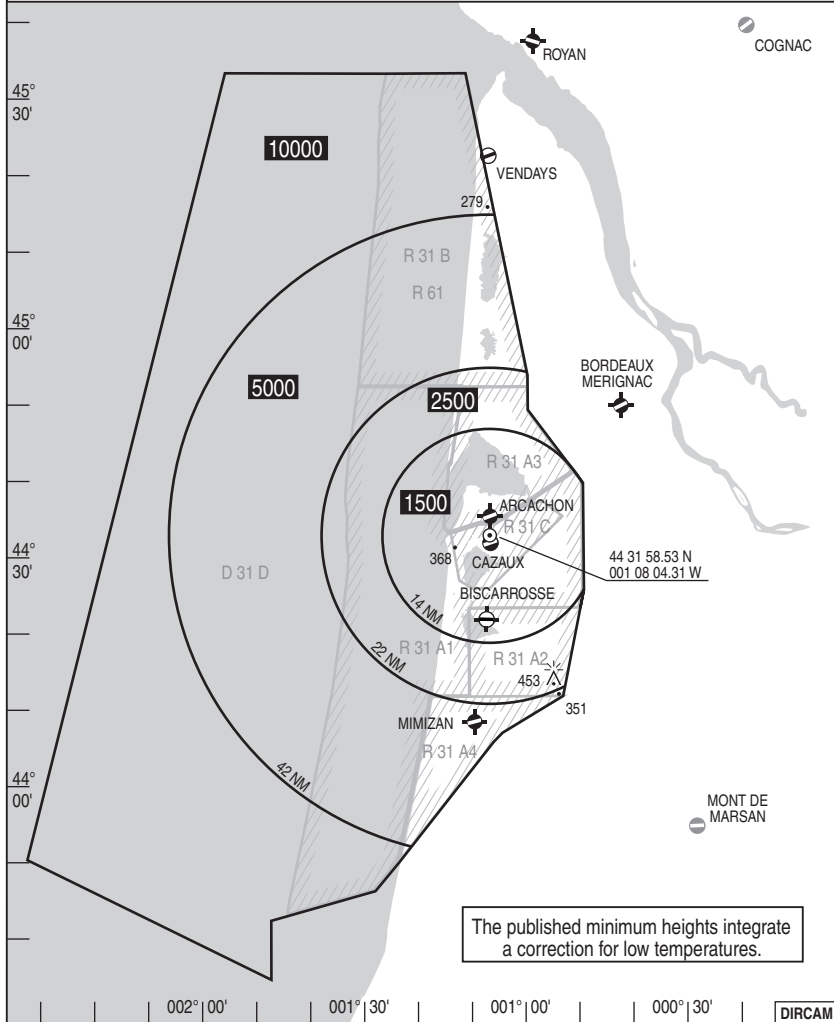
APP : transit 232.600 (1) - 142.450 - 119.600
 radar 251.500 (1) - 265.625 (1) - Climb 277.300 (1)
 TWR : 375.975 (1) - 118.400 GND : 257.800 (1) - 122.100

(1) Reserved to MIL

VAR
 0°E
 (20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of approach surveillance means.



HMG

CHG : R 31 C.

06 CAZAUX LFBC

DIRCAM

ALT AD:85 THR:74

20 FEB 2025

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 : 5

VAR
0°E (20)

(1) OCH TACAN
(2) OCH CIRCLING

TACAN HLDG
RACCU
MAX IAS 250 kt
12000
5000
1300

RACCU

OAT ONLY

MOCH

TMA 9
AQUITAINE

MAX IAS 300 kt

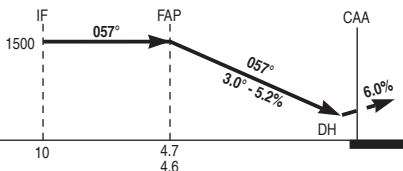
RACCU	44°44'10.7"N 001°11'12.4"W
DAFHA	44°30'30.9"N 001°16'19.9"W

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)	
	DH	RVR	OCH	MDH	VIS
A B C D/E	200	1200	152	810	1600 1600 2400 3600

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**.

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

DIRCAM

TACAN / PAR N RWY06

CHG : DH / RVR.

07 CAZAUX LFBC

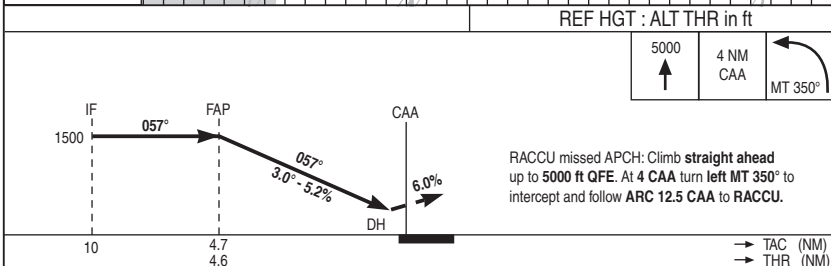
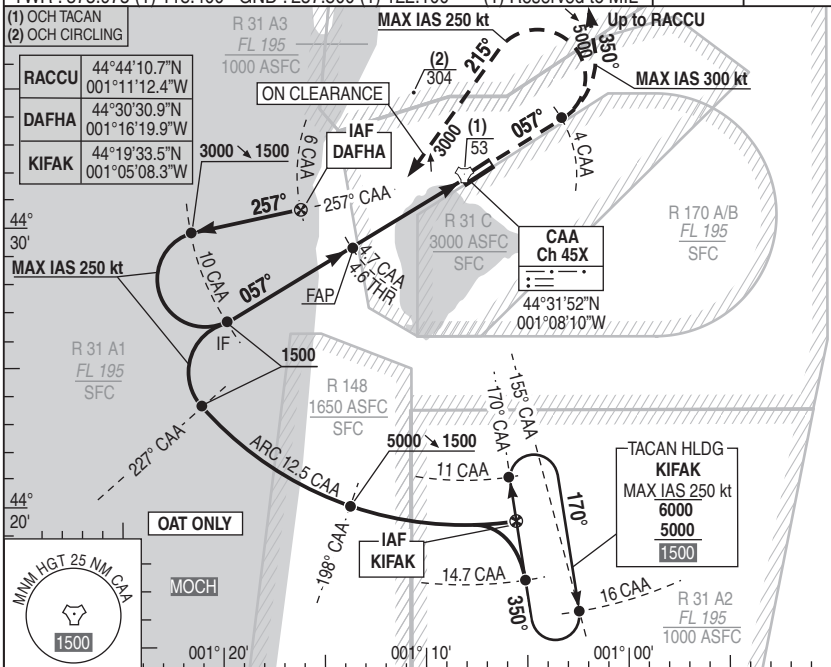
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 74

20 FEB 2025

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)	RDH : 50	VAR 0°E (20)
TWR : 375.975 (1) 118.400 GND : 257.800 (1) 122.100 (1) Reserved to MIL		



CAT	PAR (1)			CIRCLING (2)			ON CLEARANCE
	DH	RVR	OCH	MDH	VIS		
A	200	1200	152	810	1600		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 S RWY06

CHG : DH / RVR.

08 CAZAUX LFBC

NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 85 THR : 74

11 JUL 2024

11 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)

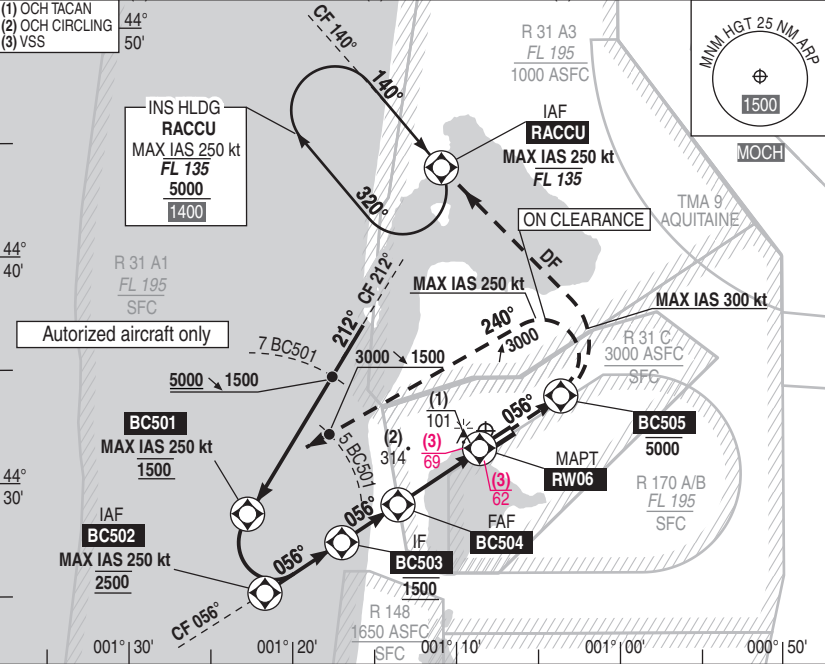
TWR : 375.975 (1) - 118.400 GND : 257.800 (1) - 122.100

(1) Reserved to MIL

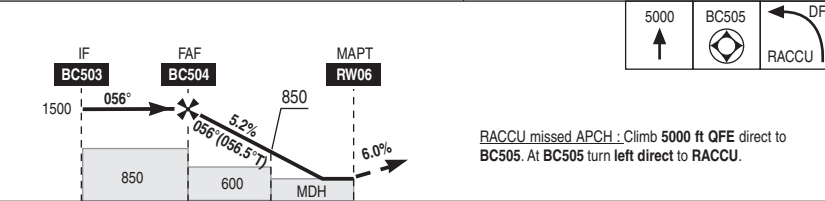
VAR
0°E (20)

(1) OCH TACAN
(2) OCH CIRCLING
(3) VSS

44°
50'



REF HGT : ALT THR in ft



7.6 4.6 2.5 0 → THR (NM)

CAT	INS			CIRCLING (1)			RW06	ON CLEARANCE		
	MDH	RVR	OCH	MDH	VIS	OCH				
A	350	1500	346	610	1600	610	NM	4	3	2
B		1500			1600		HGT	1330	1010	690
C		1600			2400					
D/E		1600			3600					

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

DIRCAM

INS GNSS RWY06

CHG : Renommage.

11 CAZAUX LFBC

11 JUL 2024

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°44,180'N	001°11,207'W	FO		140	R	5000	F135	250
10	IF	RACCU	44°44,180'N	001°11,207'W	FO				5000	F135	250
20	CF	BC501	44°28,772'N	001°22,807'W	FO	17.5	212 (212.0)	R	1500	1500	250
30	CF	BC503	44°27,510'N	001°17,083'W	FO	4.3	056 (056.4)	L	1500	1500	250
10	IF/CF	BC502	44°25,297'N	001°21,735'W	FO		056 (056.4)		2500	2500	250
20	DF	BC503	44°27,510'N	001°17,083'W	FO	4.0			1500	1500	250
10	IF/CF	BC503	44°27,510'N	001°17,083'W	FO		056 (056.4)		1500	1500	250
20	CF	BC504	44°29,168'N	001°13,590'W	FO	3.0	056 (056.4)		1500	1500	
30	CF	RW06	44°31,684'N	001°08,276'W	FO	4.6	056 (056.5)				
40	DF	BC505	44°33,888'N	001°03,608'W	FO	4.0				5000	300
50	DF	RACCU	44°44,180'N	001°11,207'W	FO	11.6		L	5000	5000	250
40	DF	BC505	44°33,888'N	001°03,608'W	FO	4.0				3000	250
50	CF	BC501	44°28,772'N	001°22,807'W	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

20 FEB 2025

13 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

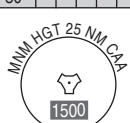
0°E (20)

- (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



MAX IAS 300 kt

MAX IAS 250 kt

MOCH

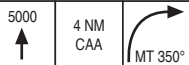
R 148
1650 ASFC
SFC

R 31 C
3000 ASFC
SFC

CAA
Ch 45X
44°31'52"N
001°08'10"W

ILS True heading : 236.55°

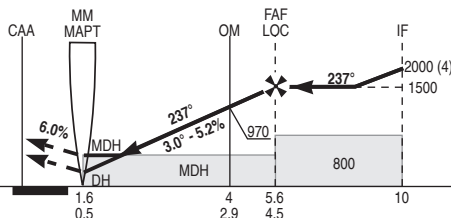
REF HGT : ALT THR in ft



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			
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS				
A	200	550	149	340	800	331	800	1600	NM	5	4	3
B								1600	HGT	1290	970	650
C								2400				
D/E								3600				

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

DIRCAM

TACAN / ILS or LOC RWY24

CHG : DH / RVR.

13 CAZAUX LFBC

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

20 FEB 2025

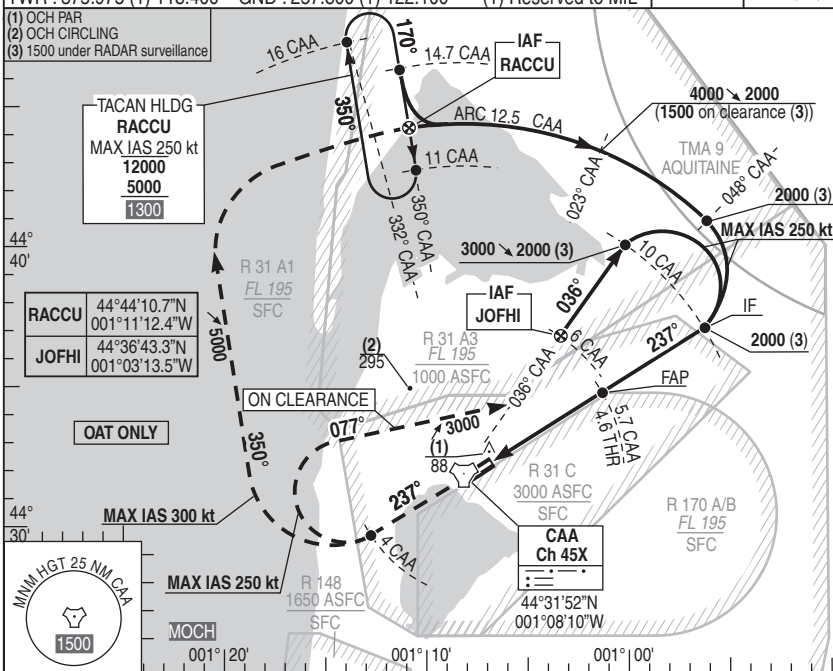
14 CAZAUX LFBC
TACAN / PAR RWY24

APP : Transit 232.600 (1) 142.450 (1) 119.600 - Radar 251.500 (1) 265.625 (1)
- Climb 277.300 (1)
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
- (3) 1500 under RADAR surveillance



REF HGT : ALT THR in ft

5000

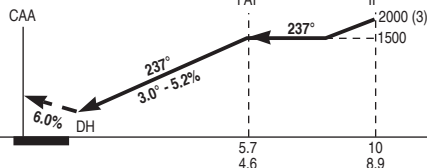


4 NM
CAA



MT 350°

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



TAC ← (NM)
THR ← (NM)

CAT	PAR (1)			CIRCLING (2)	
	DH	RVR	OCH	MDH	VIS
A	200	550	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 : DH / RVR.

14 CAZAUX LFBC

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 85 THR : 83

11 JUL 2024

15 CAZAUX LFBC
INS GNSS RWY24

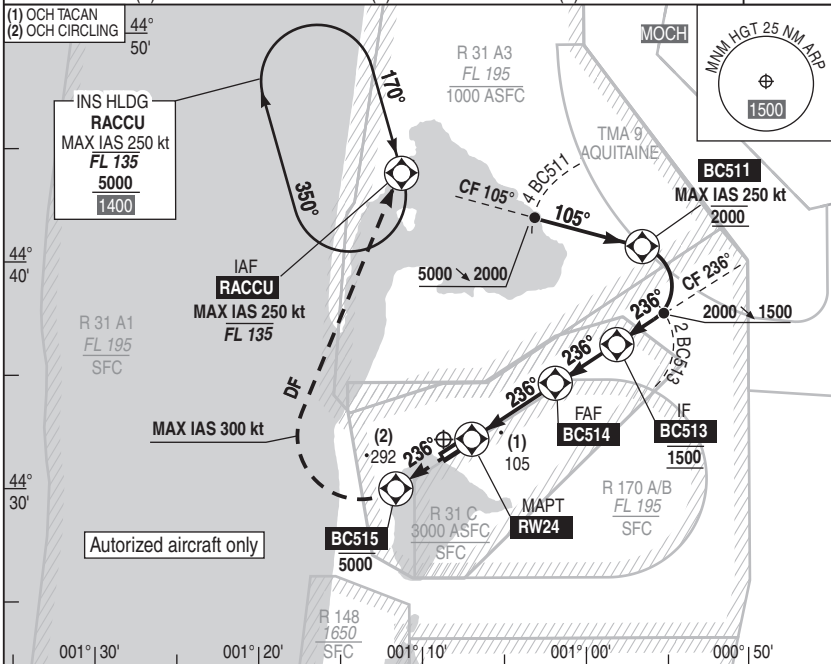
APP : Transit 232.600 (1) - 142.450 (1) - 119.600 - Radar 251.500 (1) - 265.625 (1)

- Climb 277.300 (1)

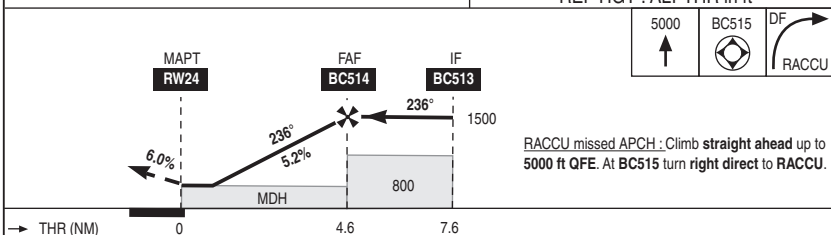
TWR : 375.975 (1) - 118.400 GND : 257.800 (1) - 122.100

(1) Reserved to MIL

VAR
0°E (20)



REF HGT : ALT THR in ft



CAT	INS			CIRCLING (1)			RW24	NM 2 3 4 HGT 690 1010 1330
	MDH	RVR	OCH	MDH	VIS	OCH		
A	350	900	350	600	1600	590		
B					1600			
C					2400			
D/E					3600			

Remarks : (1) Day only.

DIRCAM

INS GNSS RWY24

CHG : Renommage.

15 CAZAUX LFBC

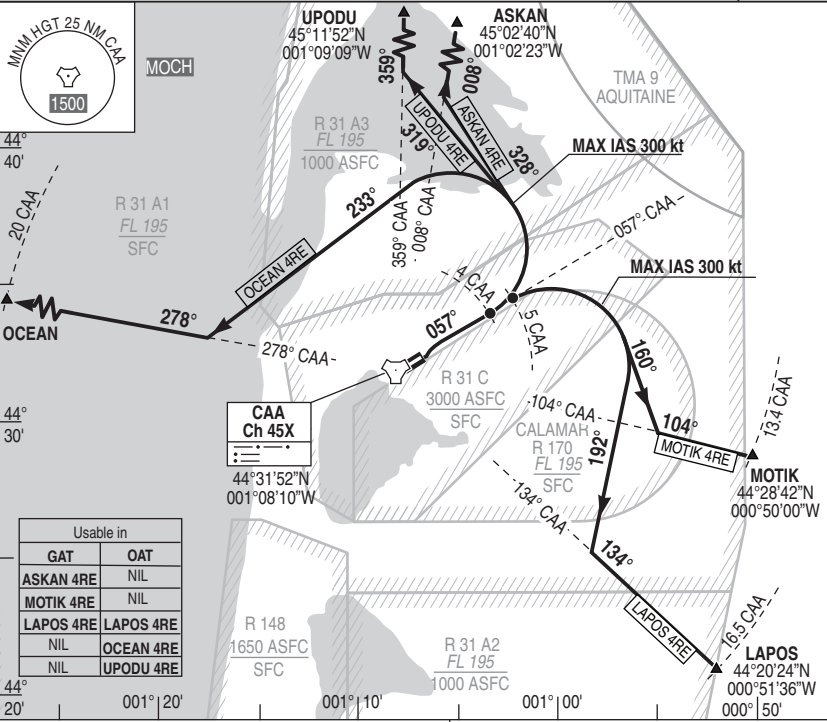
TABLE FOR DATA INDICATOR				LFBC INS GNSS RWY24 - MAG VAR 0,2°E (20)							
N° SEQ	CODING	IDENT	COORDINATES		TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
10	HM	RACCU	44°44.180'N	001°11.207'W	FO		120	R	5000	F135	250
10	IF	RACCU	44°44.180'N	001°11.207'W	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											

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

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

NATIONAL FRA INSTRUMENT DEPARTURE

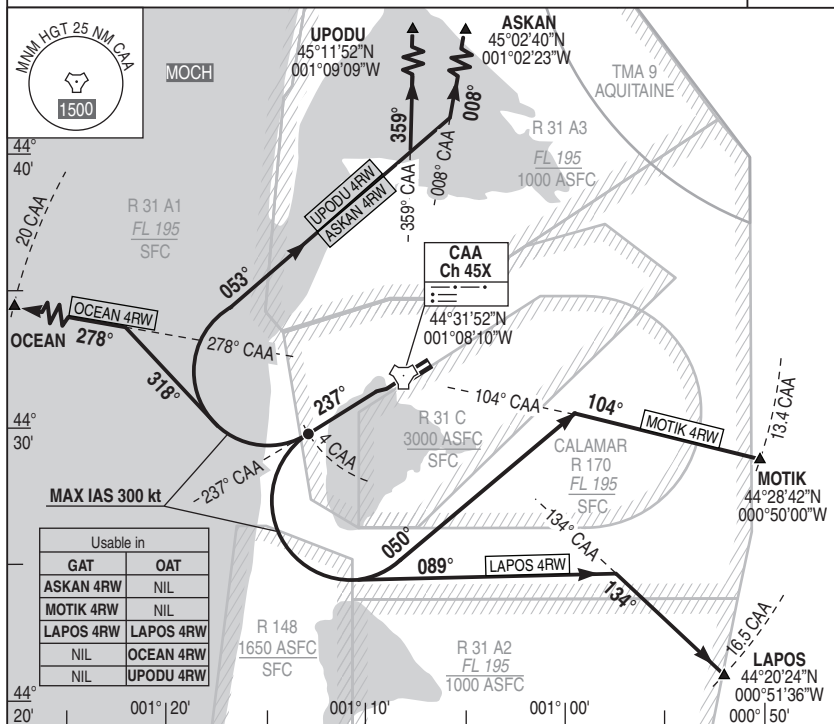
ALT AD : 85 THR : 83

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)



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

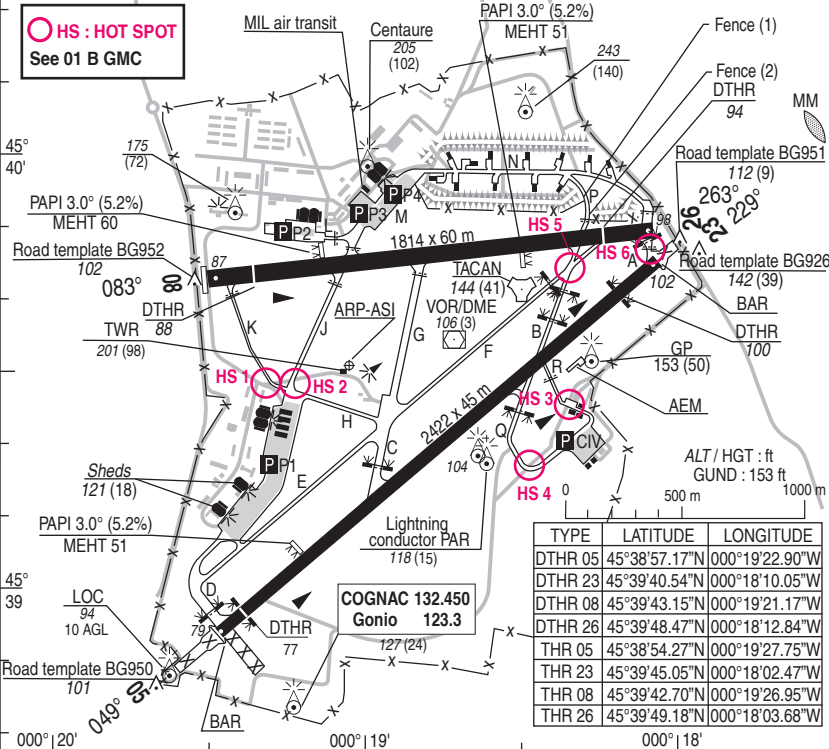
NATIONAL FRA
AERODROME CHART

17 APR 2025

01 COGNAC CHATEAUBERNARD LFBG

ALT AD : 103 (4 hPa)

VAR : 0°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface	Strength	MINIMUMS TKOF (RVR in m)	
	APPROACH	RWY	TORA	TODA	ASDA	LDA			CAT A. B. C	CAT 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

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

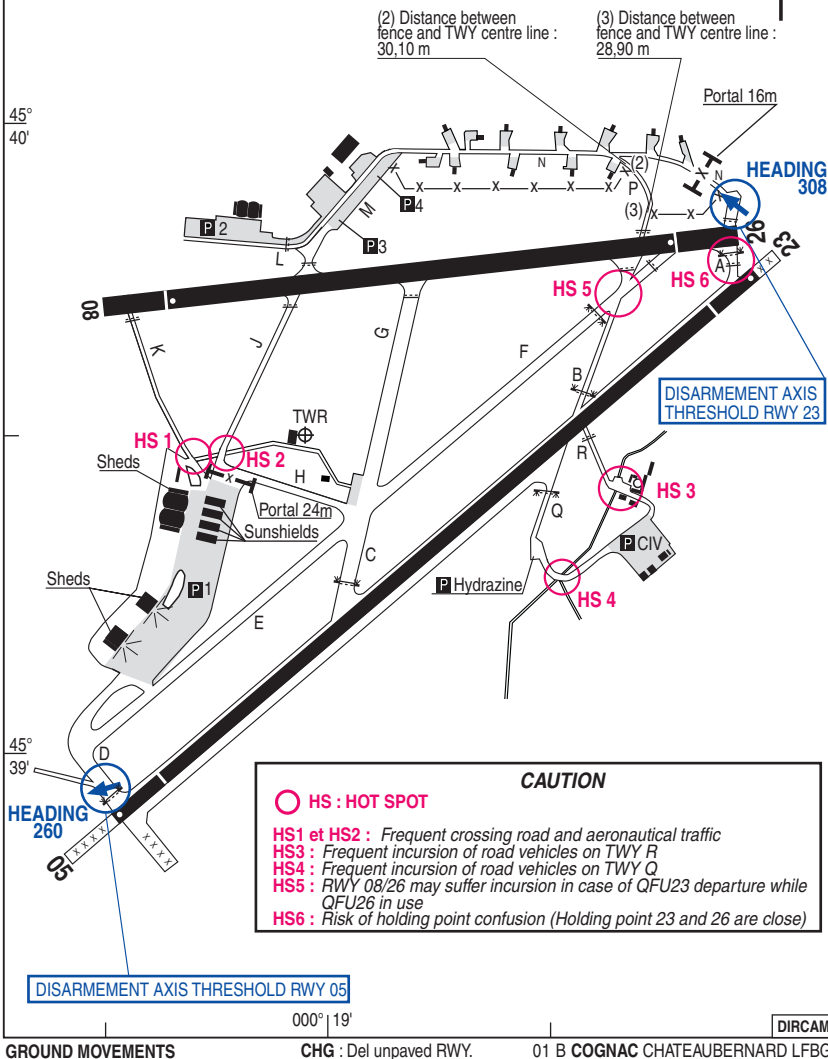
DIRCAM

NATIONAL FRA
ALT AD : 103 (4 hPa)

01 B COGNAC CHATEAUBERNARD LFBG
18 MAY 2023
GROUND MOVEMENTS

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.



VISUAL ARR & DEP

ALT AD : 103 (4 hPa)

05 SEP 2024

02 COGNAC CHATEAUBERNARD LFBG

JET RWY05 & 08

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

TWR : 120.075 - 122.100 - 253.200

AD FAF restricted use

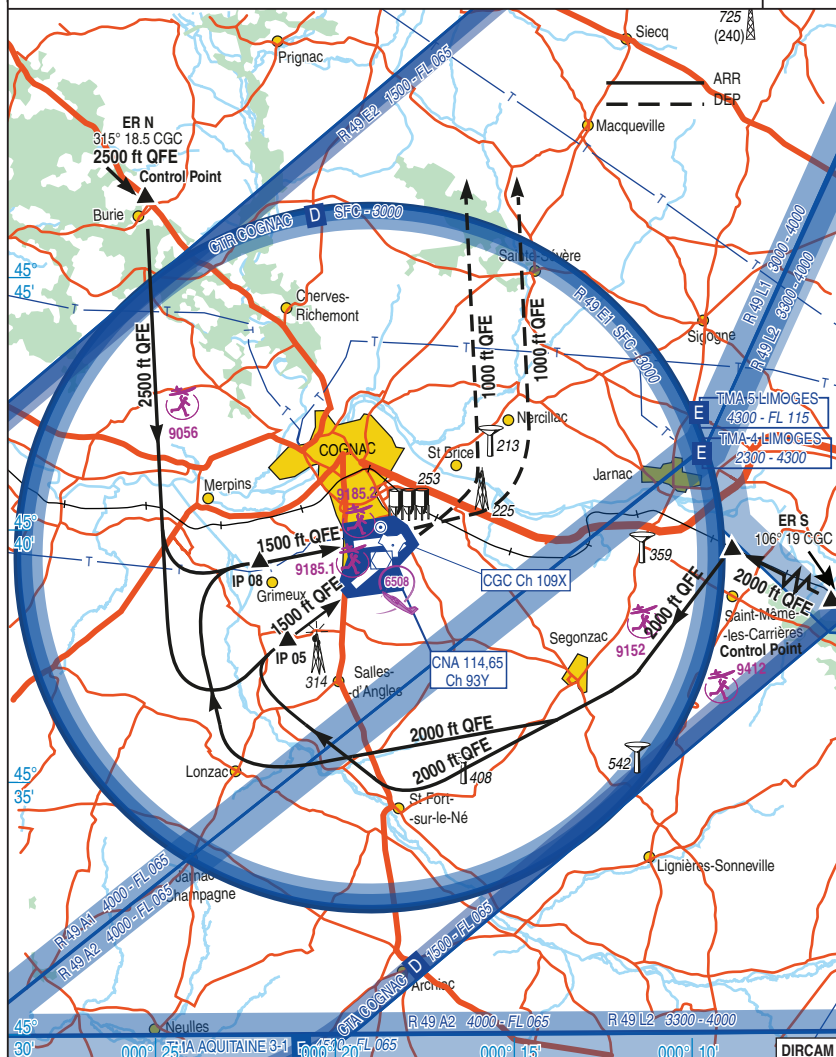
3 Km S from COGNAC

TEL : 05.79.20.03.00

VAR

0°E

(20)



JET RWY05 & 08

CHG : Obs file.

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.

- Departure RWY 08, THR 26 : obs BG951, road template alt. + MOC = 112 ft

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

if : speed ≤ 140 kt + flight visibility ≥ 3700 m + flight ceiling ≥ 700 ft

and weather AD conditions ground visibility ≥ 3700 m + AD ceiling ≥ 700 ft.

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

if : flight visibility ≥ 3700 m or 30" of flight + nebulosity between 3/8 and 8/8 over AD ≥ 700 ft

and weather AD conditions ground visibility ≥ 3000 m + AD ceiling ≥ 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.

- Departure RWY 08, THR 26 : obs BG 951, road template alt + MOC : 112ft

VISUAL ARR & DEP

ALT AD : 103 (4 hPa)

05 SEP 2024

04 COGNAC CHATEAUBERNARD LFBG

JET RWY23 & 26

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

TWR : 120.075 - 122.100 - 253.200

AD FAF restricted use

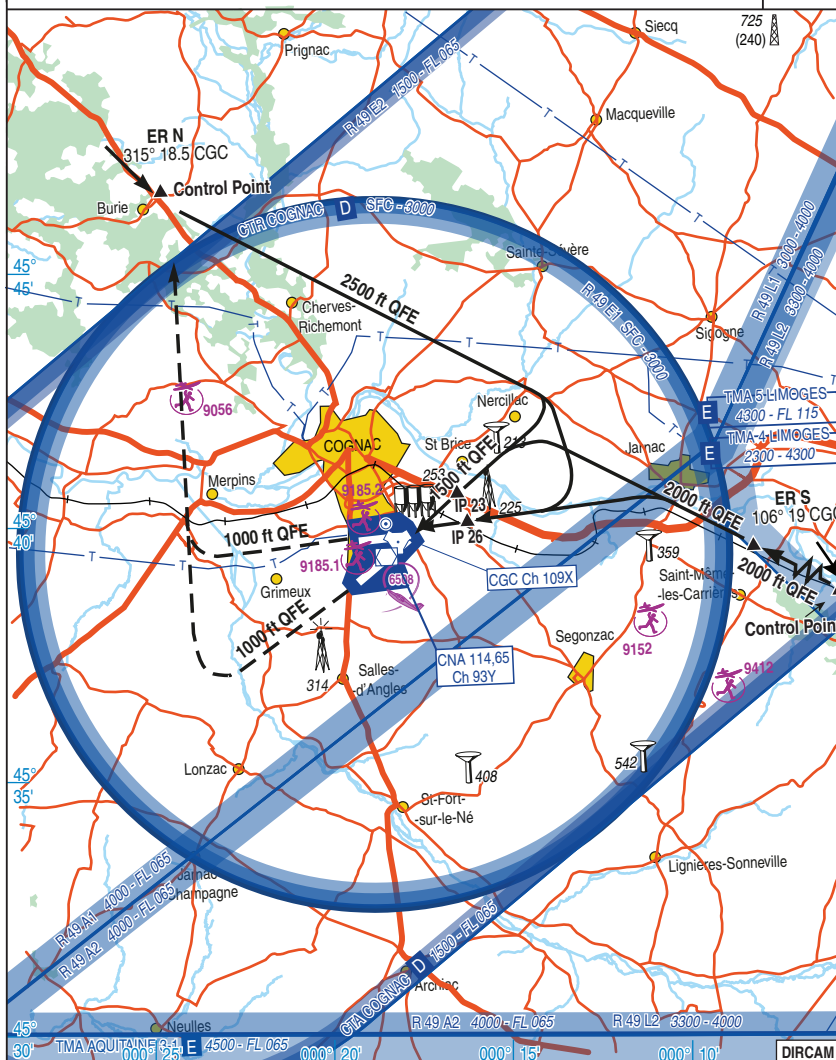
3 Km S from COGNAC

TEL : 05.79.20.03.58

VAR

0°E

(20)



JET RWY23 & 26

CHG : Obs file.

04 COGNAC CHATEAUBERNARD LFBG

DIRCAM

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 ≤ 140 kts + flight visibility ≥ 3700 m + flight ceiling ≥ 700 ft
- and weather AD conditions ground visibility ≥ 3700 m + AD ceiling ≥ 700 ft.

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

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

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

TWR : 120.075 - 122.100 - 253.200

ATIS : 386.625

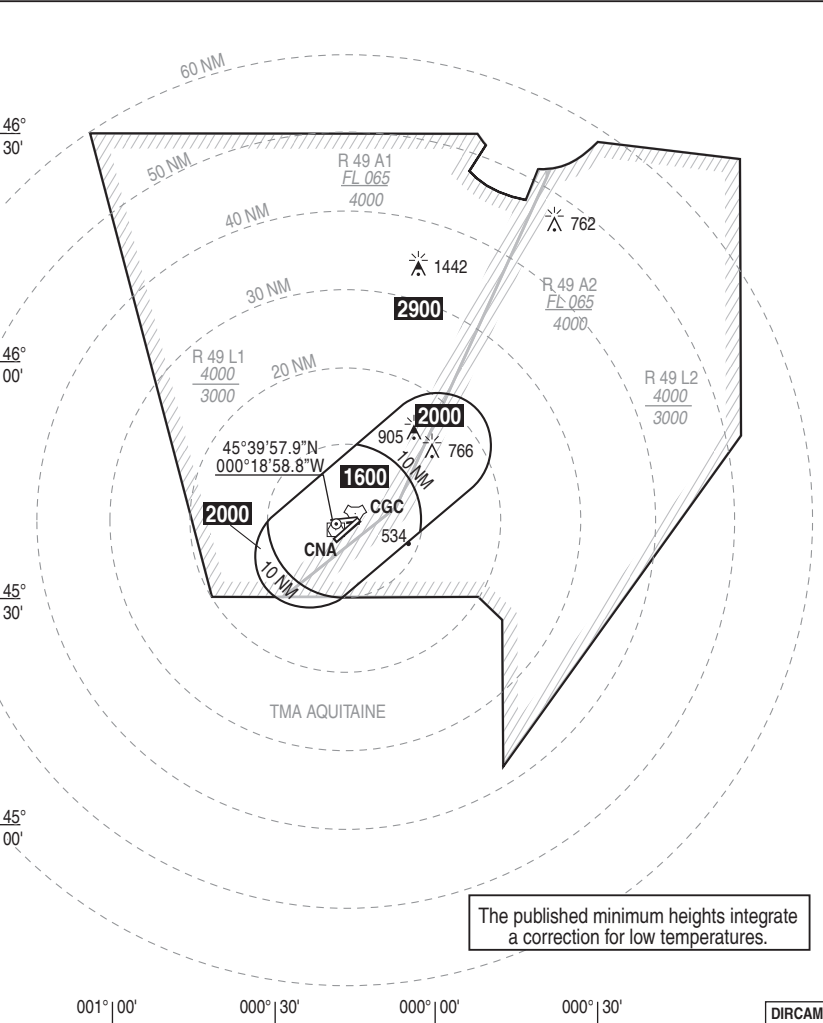
VAR

0°E

(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 103 DTHR : 77

07 **COGNAC** CHATEAUBERNARD LFBG
HPMA TACAN / PAR RWY05

22 FEB 2024

APP : 142.450 - 387.300

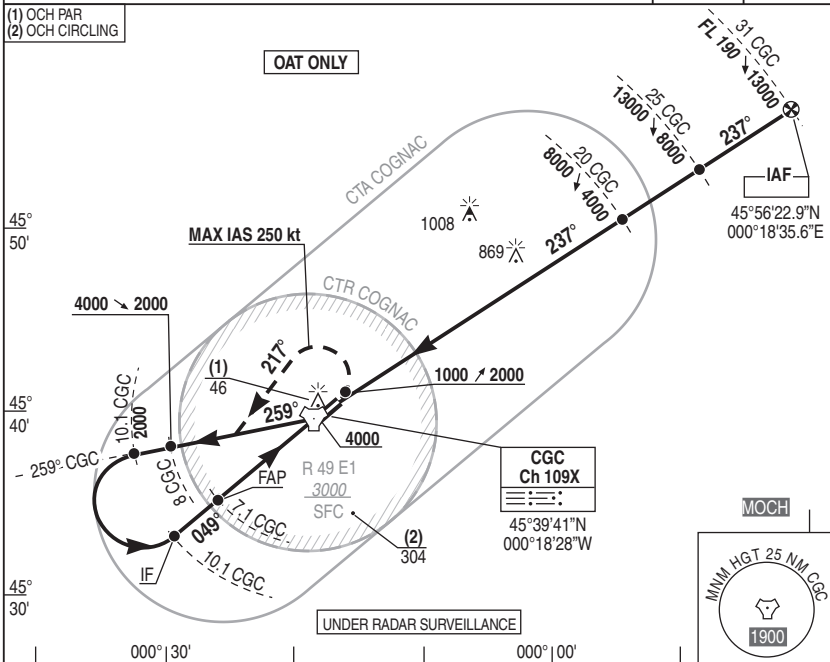
TWR : 120.075 - 253.200

RDH : 50

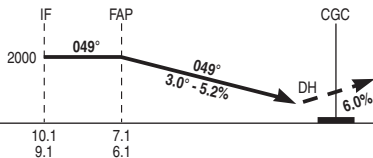
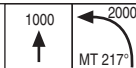
VAR
0° E (20)

- (1) OCH PAR
(2) OCH CIRCLING

OAT ONLY



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

HPMA TACAN / PAR RWY05

CHG : Obstacle file

07 **COGNAC** CHATEAUBERNARD LFBG

NATIONAL FRA
INSTRUMENT APPROACH

08 **COGNAC** CHATEAUBERNARD LFBG
HPMA TACAN / ILS RWY23

ALT AD : 103 DTHR : 100

22 FEB 2024

APP : 142.450 - 387.300

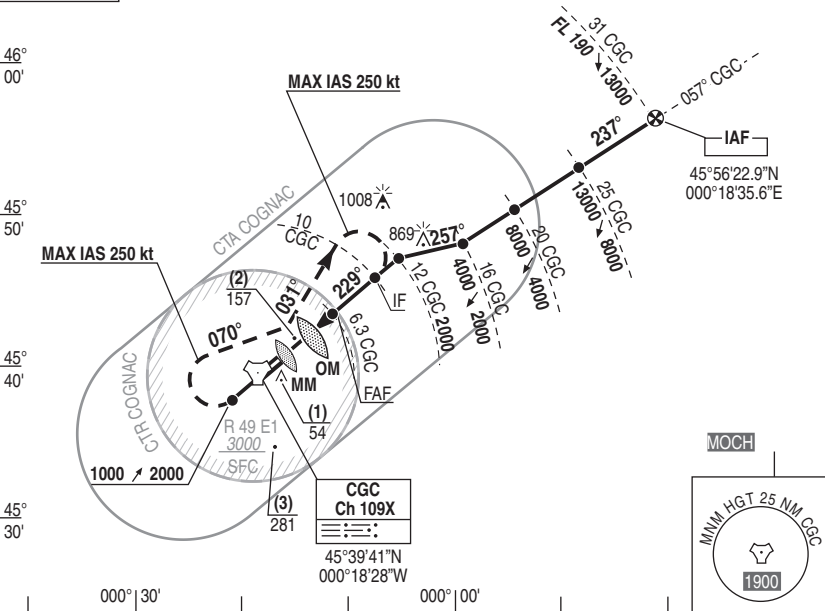
ILS : CGC 109.9

RDH : 51

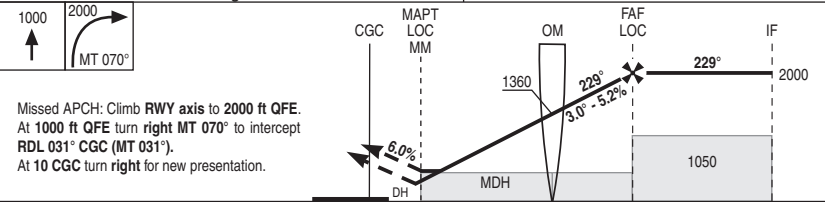
VAR
0° E (20)

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					
A	200	1200	153	410	1500	403	580	1600	576	NM	5	4	3	2
B					1500			1600		HGT	1580	1260	950	640
C					1900			2400						
D					1900			3600						

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

HPMA TACAN / ILS RWY23

CHG : Obstacle file.

08 **COGNAC** CHATEAUBERNARD LFBG

ALT AD:103 DTHR:100

09 **COGNAC** CHATEAUBERNARD LFBG

22 FEB 2024

HPMA TACAN / PAR RWY23

APP : 142.450 - 387.300

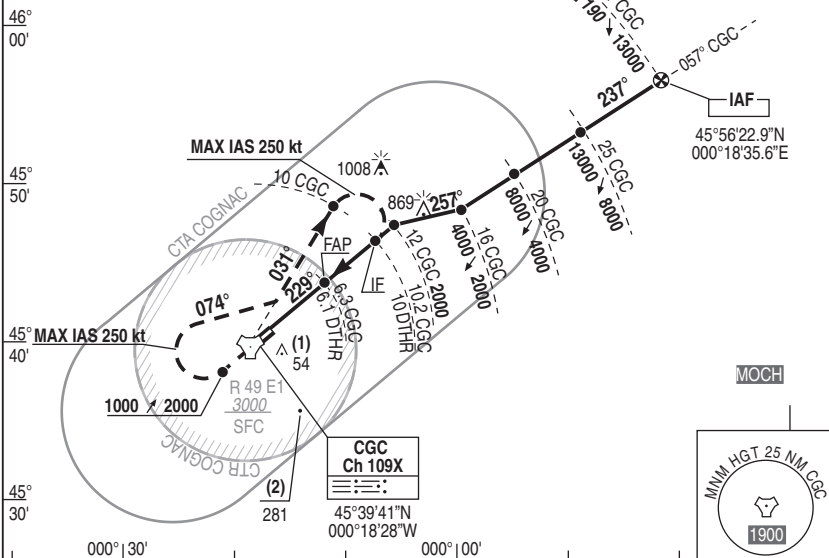
TWR : 120.075 - 253.200

RDH : 49

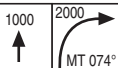
VAR
0°E (20)

(1) OCH PAR
(2) OCH CIRCLING

OAT ONLY

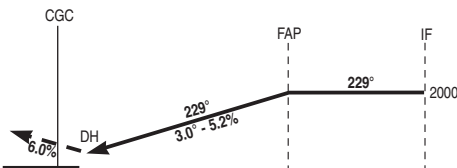


REF HGT : ALT DTHR in ft



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)

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.
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DIRCAM

HPMA TACAN / PAR RWY23

CHG : Obstacle file

09 COGNAC CHATEAUBERNARD LFBG

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 103 DTHR : 100

22 FEB 2024

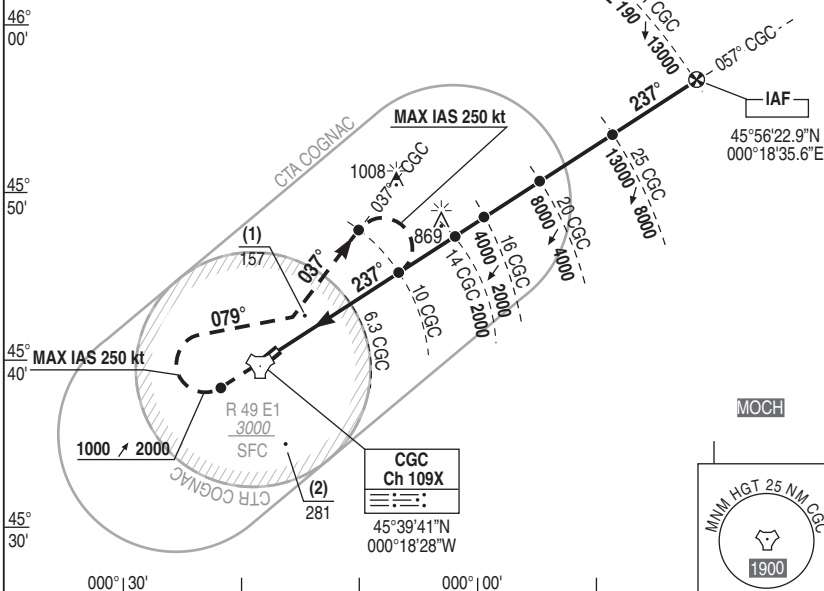
10 **COGNAC** CHATEAUBERNARD LFBG
HPMA TACAN RWY 23

APP : 142.450 - 387.300

TWR : 120.075 - 253.200

VAR
0°E (20)

(1) OCH TACAN
(2) OCH CIRCLING

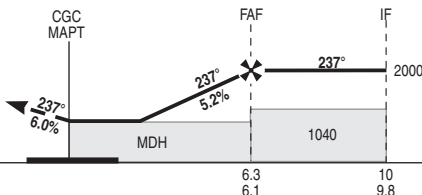


REF HGT : ALT DTHR in ft



APCH not in RWY axis

Missed APCH: Climb **RDL 237° CGC** to 2000ft QFE. At 1000 ft QFE turn right **MT 079°** 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)								
	MDH	RVR	OCH	MDH	VIS	OCH	TACAN					
A	410	1500	403	580	1600	576	NM	6	5	4	3	2
B	410	1500			1600		HGT	1900	1580	1270	950	640
C	410	1900			2400							
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

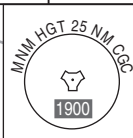
10 **COGNAC** CHATEAUBERNARD LFBG

NATIONAL FRA
INSTRUMENT APPROACH
ALT AD : 103 DTHR : 77

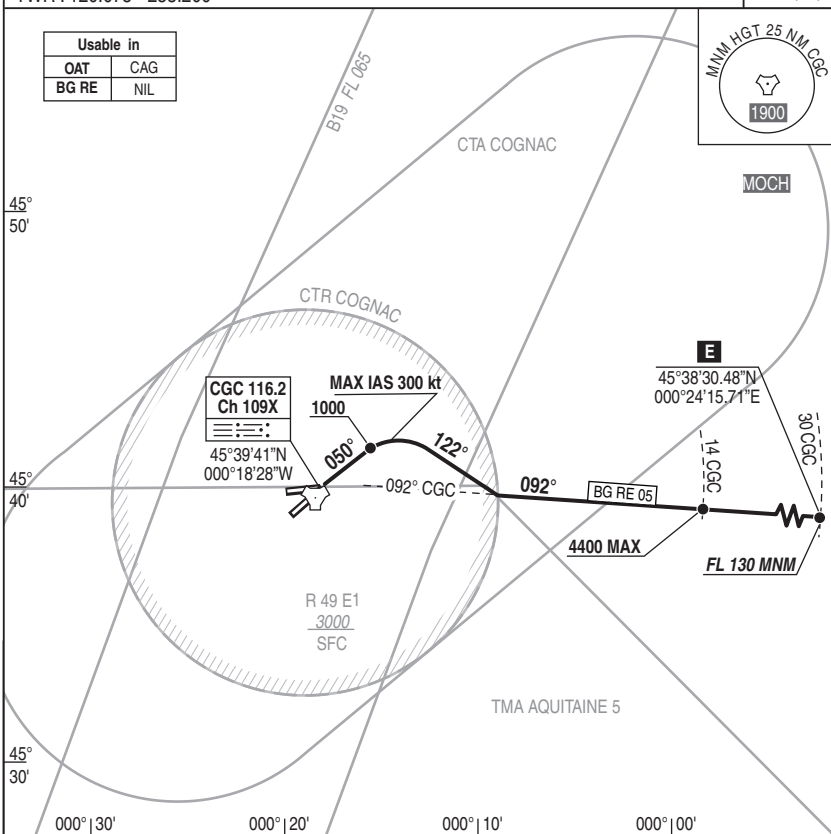
SID 01 **COGNAC** CHATEAUBERNARD LFBG
20 APR 2023 DEPARTURE BG RE RWY 05

APP : 142.450 - 387.300
TWR : 120.075 - 253.200

VAR
0°E (20)



Usable in	
OAT	CAG
BG RE	NIL



REF HGT : ALT DTHR in ft

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

DEPARTURE BG RE RWY 05

CHG : ATIS.

SID 01 **COGNAC** CHATEAUBERNARD LFBG

NATIONAL FRA

INSTRUMENT DEPARTURE

SID 02 **COGNAC** CHATEAUBERNARD LFBG

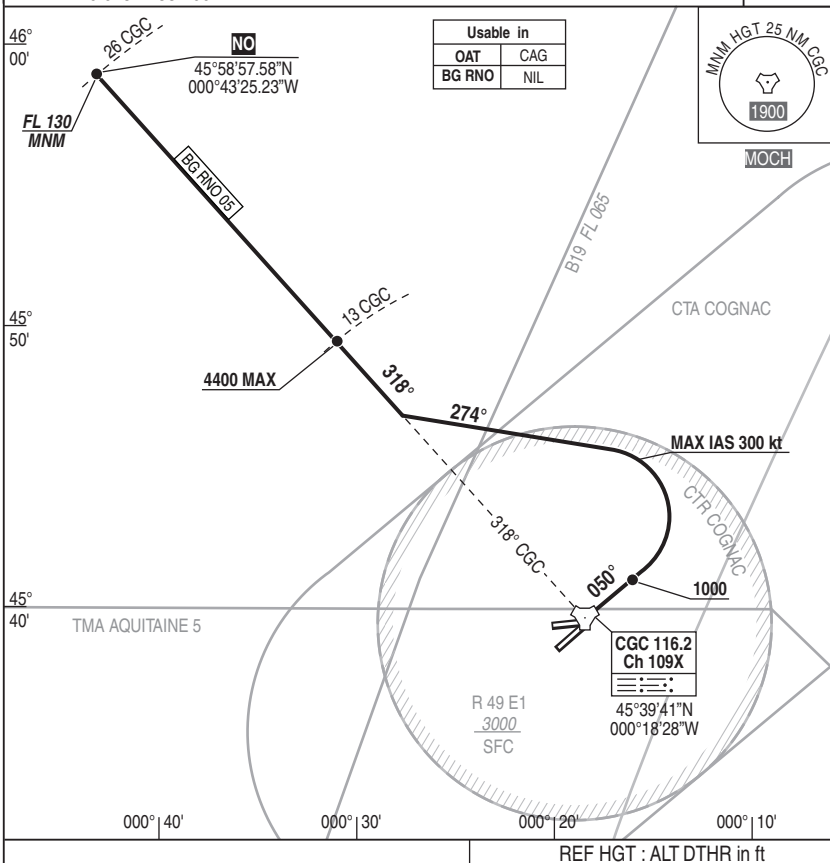
ALT AD : 103 DTHR : 77

20 APR 2023

DEPARTURE BG RNO RWY05

APP : 142.450 - 387.300

TWR : 120.075 - 253.200

VAR
0°E (20)**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

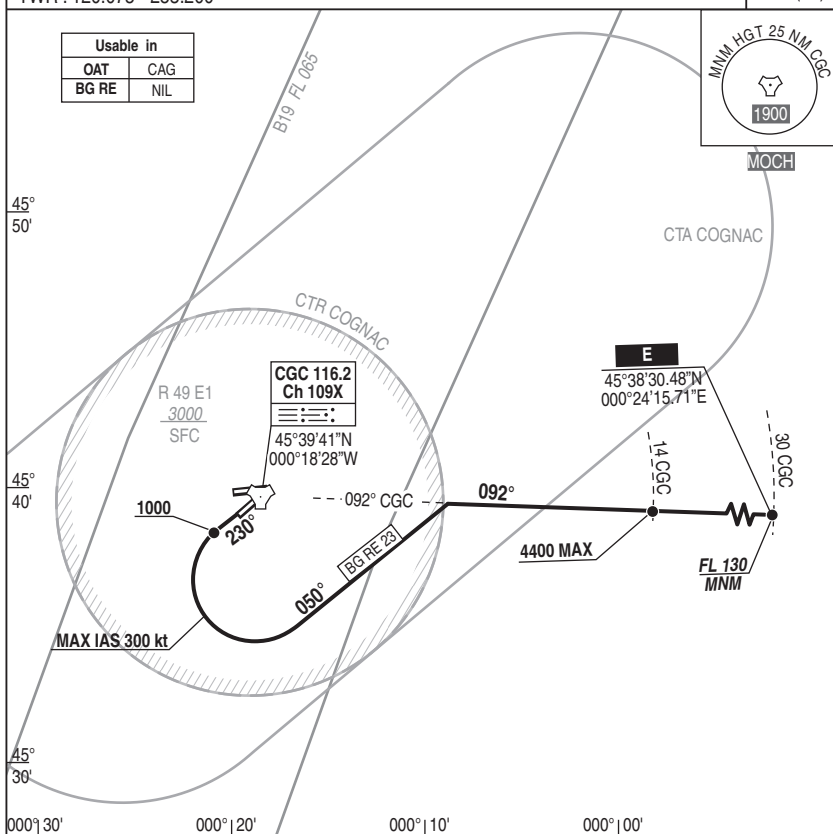
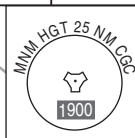
NATIONAL FRA
INSTRUMENT DEPARTURE **SID 03 COGNAC CHATEAUBERNARD LFBG**
ALT AD : 103 DTHR : 100 20 APR 2023 DEPARTURE BG RE RWY 23

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

DEPARTURE BG RE RWY 23

CHG : ATIS.

SID 03 COGNAC CHATEAUBERNARD LFBG

NATIONAL FRA

INSTRUMENT DEPARTURE

SID 04 **COGNAC** CHATEAUBERNARD LFBG

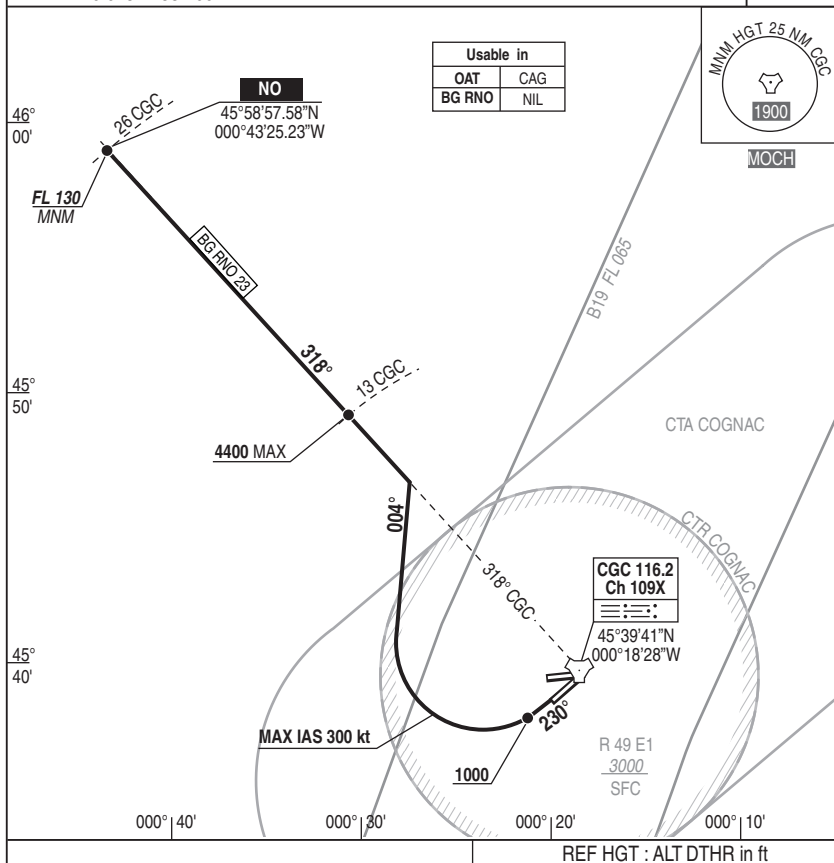
ALT AD : 103 DTHR : 100

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.

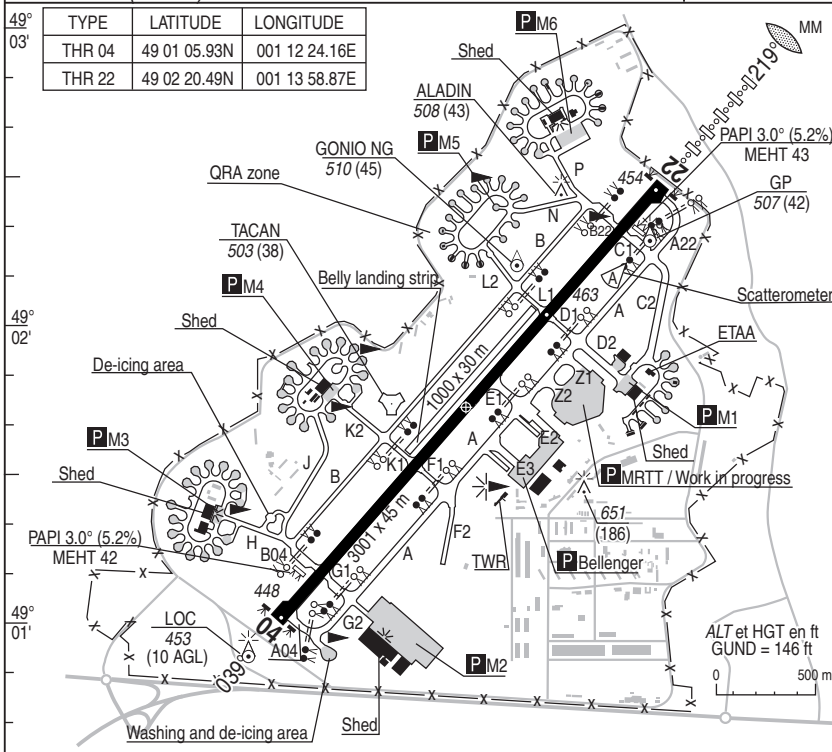
SID 04 **COGNAC** CHATEAUBERNARD LFBG

NATIONAL FRA AERODROME CHART

20 FEB 2025

01 EVREUX FAUVILLE LFOE

ALT AD : 465 (17 hPa) VAR : 1°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)	
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A. B. C	CAT D. E
04	NIL	HI	3001	3001	3001	3001	Paved	350	350
22	HI axial 900m	HI axial O/R					55 F/C/W/T	350	350

OMNIDIRECTIONAL DEPARTURES

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

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

MARKINGS - LIGHTINGS :

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

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 airspace associated
to Evreux airfield are subjected to permission of :
ATS supervisor : 811.505.5510(MIL) 02.77.63.32.00(CIV)

DIRCAM

NATIONAL FRA

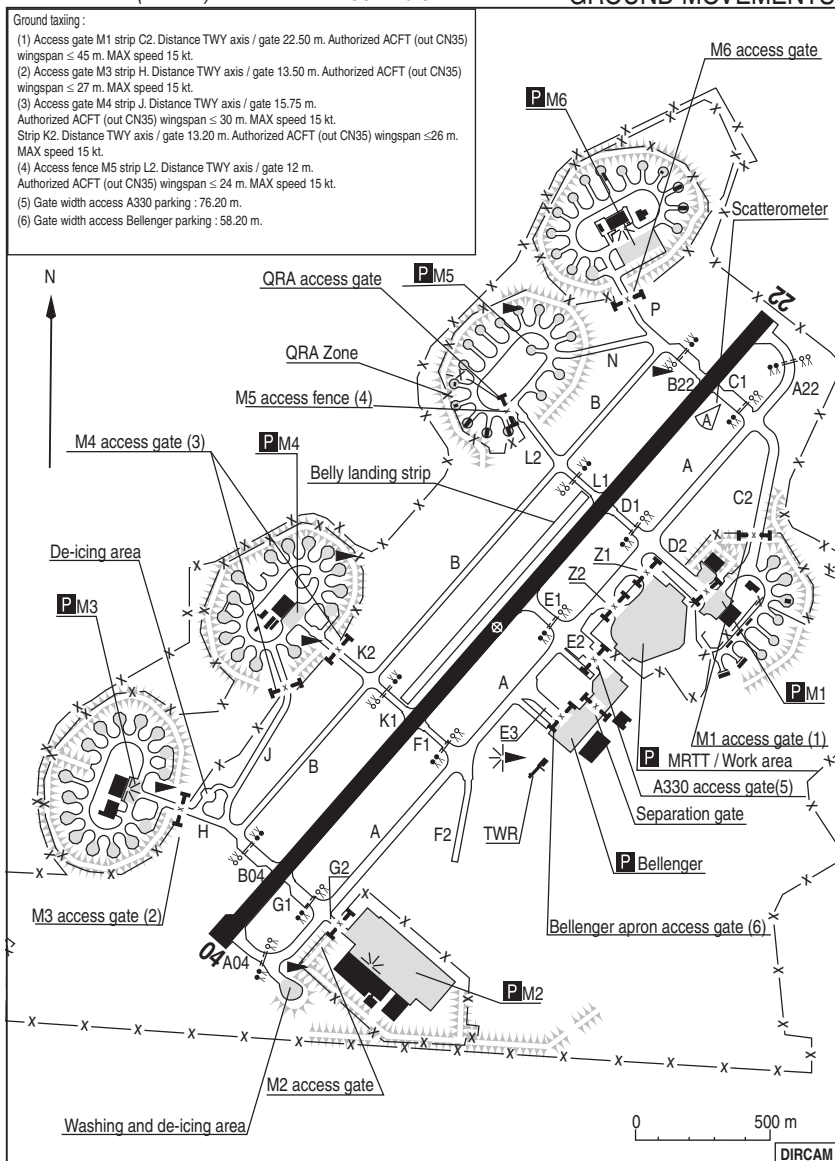
ALT AD : 465 (17 hPa)

23 JAN 2025

01 B EVREUX FAUVILLE LFOE GROUND MOVEMENTS

Ground taxiing :

- (1) Access gate M1 strip C2. Distance TWY axis / gate 22.50 m. Authorized ACFT (out CN35) wingspan ≤ 45 m. MAX speed 15 kt.
- (2) Access gate M3 strip H. Distance TWY axis / gate 13.50 m. Authorized ACFT (out CN35) wingspan ≤ 27 m. MAX speed 15 kt.
- (3) Access gate M4 strip J. Distance TWY axis / gate 15.75 m. Authorized ACFT (out CN35) wingspan ≤ 30 m. MAX speed 15 kt.
- Strip K2. Distance TWY axis / gate 13.20 m. Authorized ACFT (out CN35) wingspan ≤ 26 m. MAX speed 15 kt.
- (4) Access fence M5 strip L2. Distance TWY axis / gate 12 m. Authorized ACFT (out CN35) wingspan ≤ 24 m. MAX speed 15 kt.
- (5) Gate width access A330 parking : 76.20 m.
- (6) Gate width access Bellenger parking : 58.20 m.



DIRCAM

VISUAL ARR & DEP

ALT AD : 465 (17 hPa)

31 OCT 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

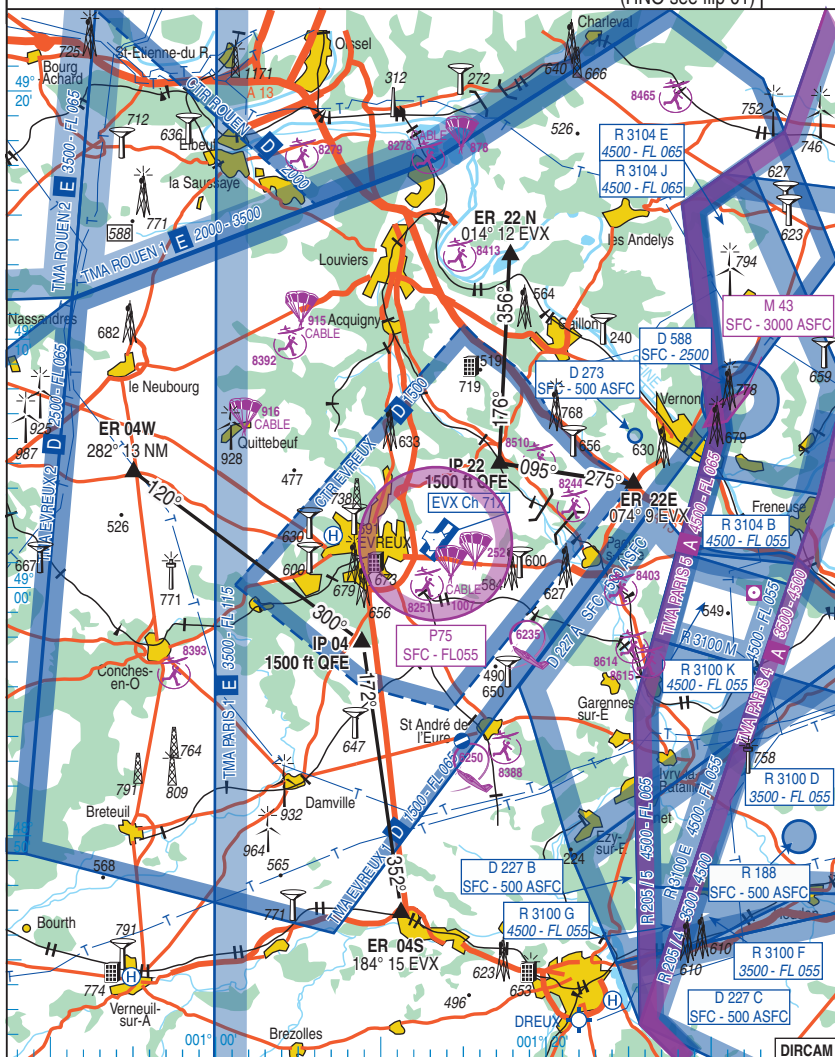
DV : HO 02.77.63.32.09 / 06.76.78.94.41

(HNO see flip 01)

VAR

1°E

(20)



JET RWY04 & 22

CHG : VOR deleted, obstacle 630.

02 EVREUX FAUVILLE LFOE

DIRCAM

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.

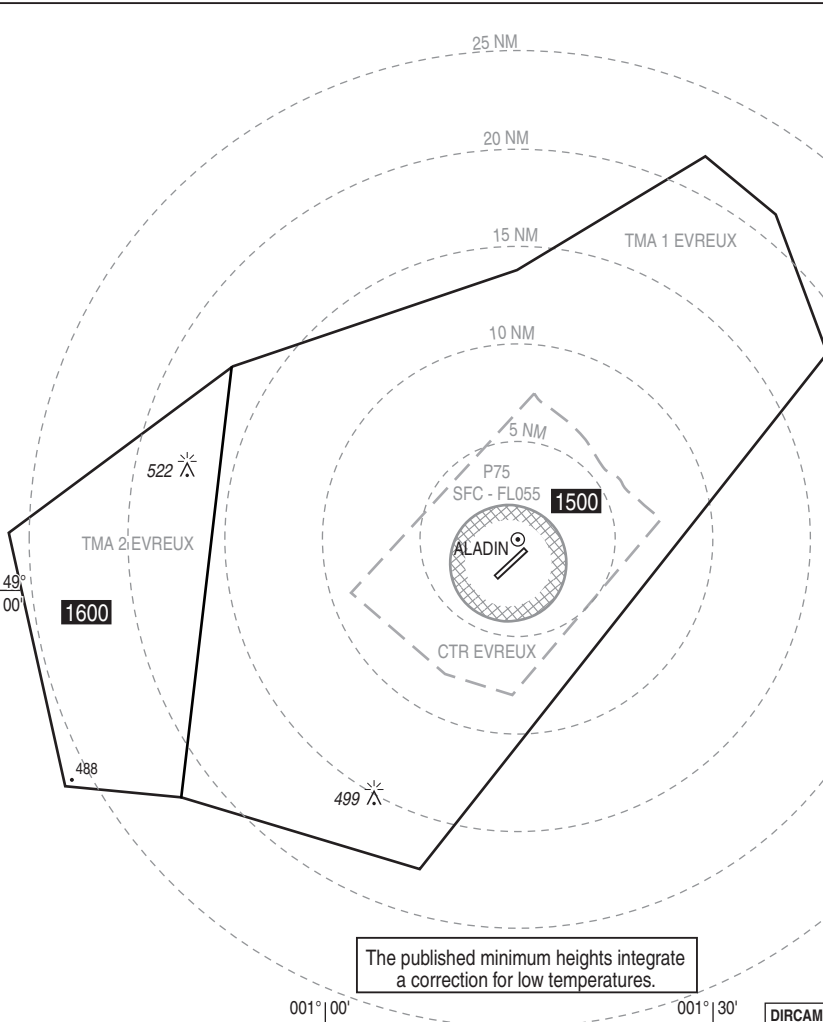
LDG submitted to PPR from flight director (LFOEZPZX or MIL TEL : 811.105.2308.).PPR NR mentioned in FPL item 18.

APP : 118.125 - 362.200

TWR : 119.700 - 122.100 - 125.375 - 399.525

VAR
1°E
(20)

COMMUNICATION FAILURE : Apply french national regulation.



NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 448

23 JAN 2025

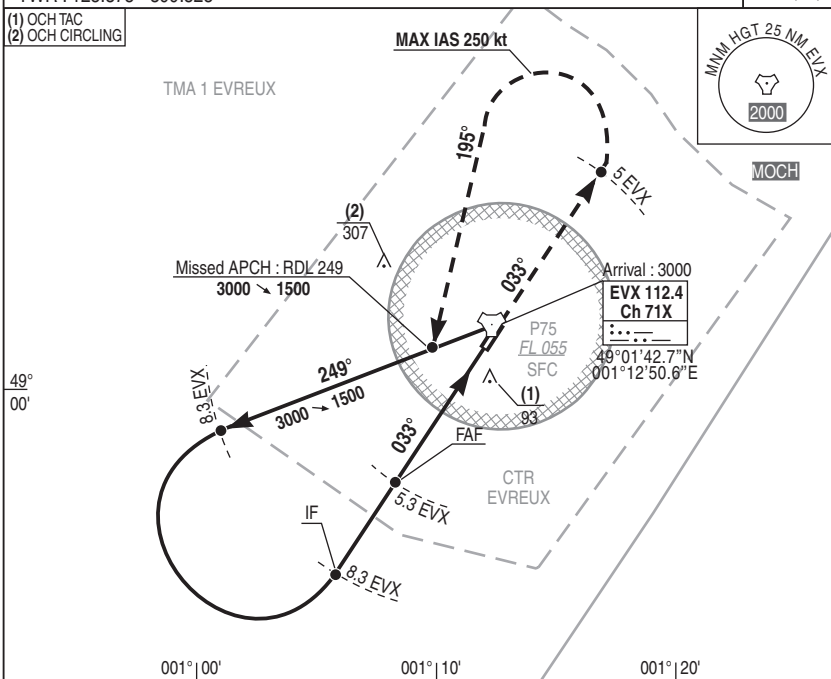
05 EVREUX FAUVILLE LFOE
HPMA TACAN RWY 04

APP : 118.125 - 362.200

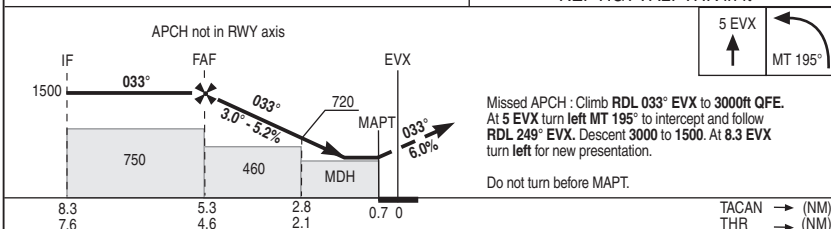
VAR
1°E (20)

TWR : 125.375 - 399.525

(1) OCH TAC
(2) OCH CIRCLING



REF HGT : ALT THR in ft



Missed APCH : Climb RDL 033° EVX to 3000ft QFE.
At 5 EVX turn left MT 195° to intercept and follow
RDL 249° EVX. Descent 3000 to 1500. At 8.3 EVX
turn left for new presentation.

Do not turn before MAPT.

CAT	TACAN			CIRCLING			TAC EVX NM 5 4 3 2 HGT 1420 1100 790 470					
	MDH	RVR	OCH	MDH	VIS	OCH						
A	340	1500	339	610	1600	603						
B				610	1600							
C				610	2400							
D				700	3600							

Remarks :

DIRCAM

HPMA TACAN RWY 04

CHG : Obs 307.

05 EVREUX FAUVILLE LFOE

ALT AD:465 THR:454

20 FEB 2025

06 **EVREUX** FAUVILLE LFOE
HPMA TACAN ILS or LOC RWY22

APP : 118.125 - 362.200

TWR : 125.375 - 399.525

ILS : EVX 111.3

• • • • •

RDH : 49

VAR

1°E (20)

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

TMA 1 EVREUX

-TACAN HLDG -

EVX

MAX IAS 300 kt

4000

3000

$$\begin{array}{r} 49^{\circ} \\ \hline 10' \end{array}$$
$$\begin{array}{r} 49^{\circ} \\ \hline 00' \end{array}$$

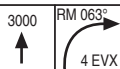
001°|00'

001°10'

001° | 20'

ILS True heading : **219.88°**

REF HGT : ALT THR in ft



API : Climb 3000 ft QFE on MT 219°.

At 4 EVX turn **right** MT 063° to intercept and follow RDL 021° EVX (MT 021°). Descent 3000 ft QFE to 1600 ft QFE. At 11 EVX turn **right** for new presentation.
Do not turn before MAPT.

Do not turn before MAPT.

TACAN	←	(NM)
THR	←	(NM)

CAT	ILS			LOC			CIRCLING			TACAN EVX				
	DH	RVR	OCH (1)	MDH	RVR	OCH	MDH	RVR	OCH	NM	OM 4.9	4	3	2
A	200	550	152	340	800	337	600	1600	597	HGT	1300	1020	700	380
B							600	1600						
C							600	2400						
D							700	3600						

Remarks : (1) Increased minimums.

DIRCAM

HPMA TACAN ILS or LOC RWY22

CHG : DH / RVR.

06 EVREUX FAUVILLE LFOE

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 454

23 JAN 2025

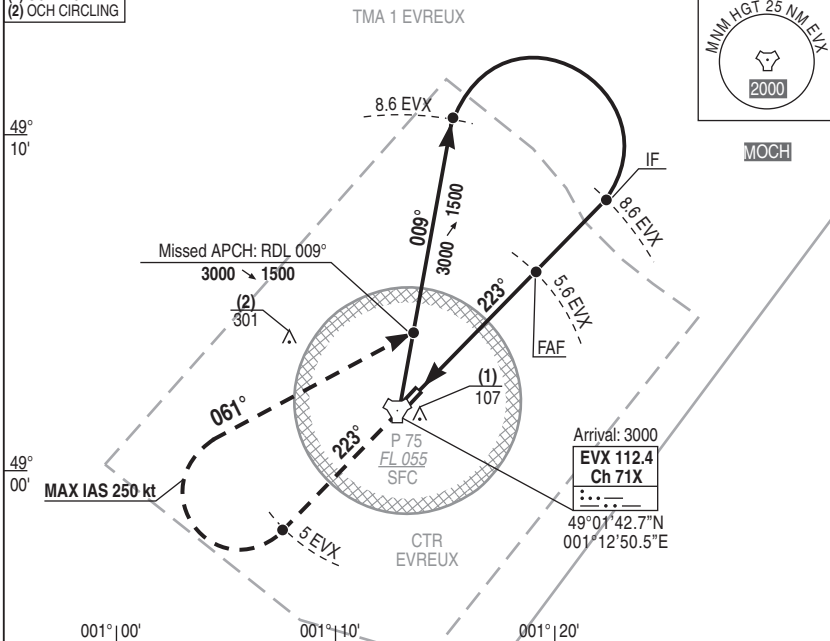
07 EVREUX FAUVILLE LFOE
HPMA TACAN RWY22

APP : 118.125 - 362.200

TWR : 125.375 - 399.525

VAR
1°E (20)

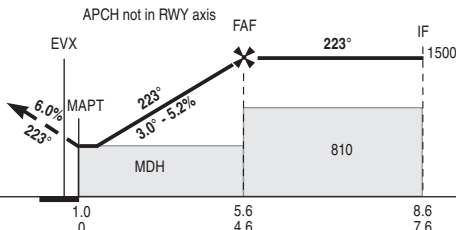
(1) OCH TAC
(2) OCH CIRCLING



5 EVX



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		
	DH	RVR	OCH	MDH	VIS	OCH
A	360	900	353	600	1600	597
B				600	1600	
C				600	2400	
D				700	3600	

TACAN EVX

NM 5 4 3
HGT 1320 1000 690

Remarks :

DIRCAM

HPMA TACAN RWY22

CHG : Obs 301.

07 EVREUX FAUVILLE LFOE

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 465 THR : 448

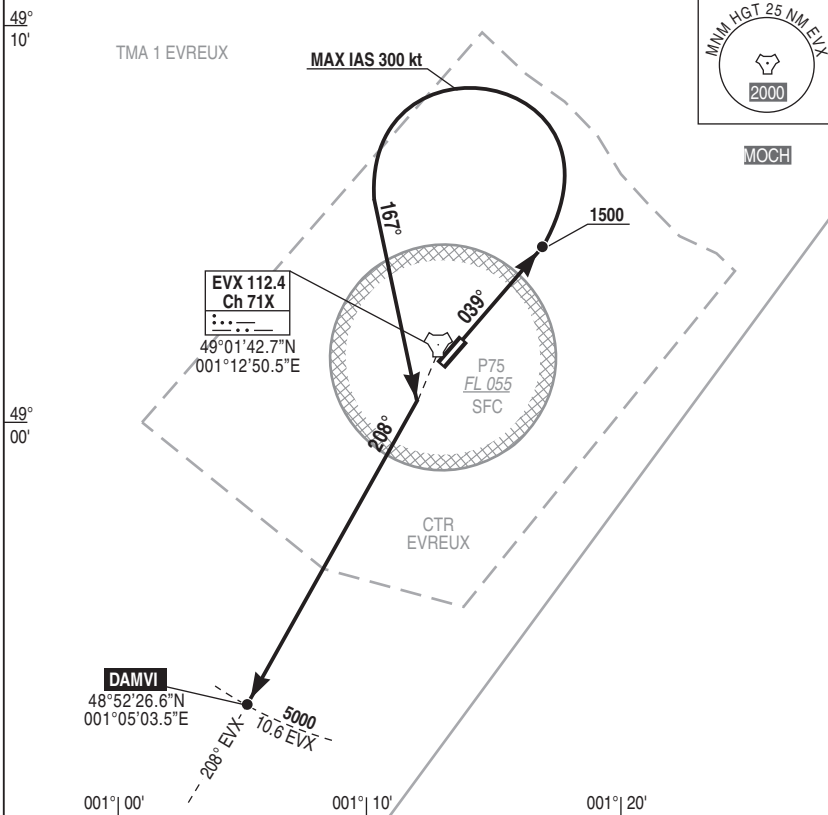
18 APR 2024

SID 01 **EVREUX** FAUVILLE LFOE
DEPARTURE "DAMVI" RWY 04

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

DEPARTURE "DAMVI" RWY 04

CHG : P75.

SID 01 EVREUX FAUVILLE LFOE

ALT AD:465 THR:448

18 APR 2024

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

VAR
1°E (20)

APP : 118.125 - 362.200

TWR : 125.375 - 399.525

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



MOCH

P75
FL 055
SFC

$$\begin{array}{r} 49^{\circ} \\ \hline 00' \end{array}$$

800

2190

208°

CTR
EVREUX

TMA 1
EVREUX

DAMVI

48°52'26.6"N
001°05'03.5"E

5000

 $0.6 \bar{E} \bar{V} \bar{X} -$

001° | 10'

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.

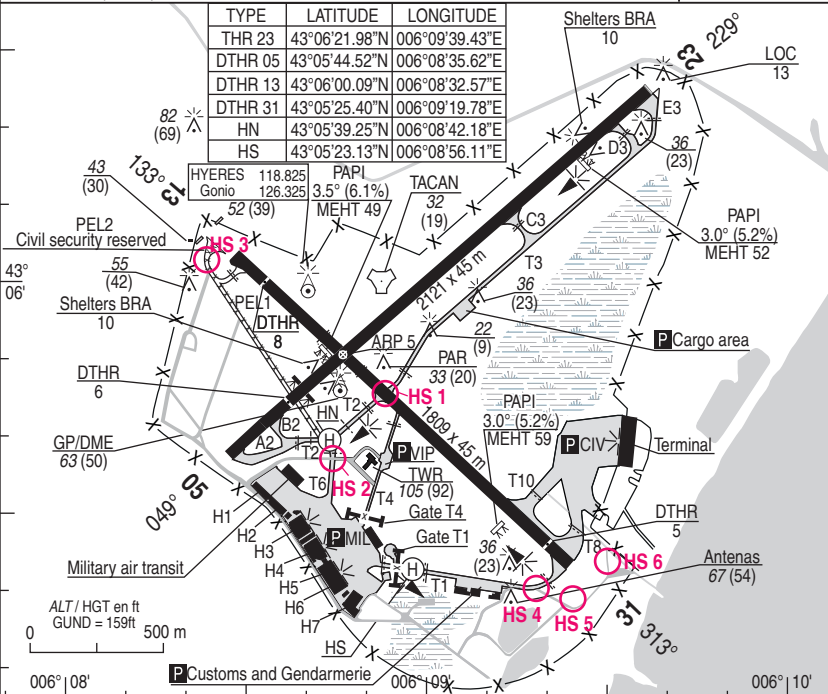
SID 02 EVREUX FAUVILLE LFOE

NATIONAL FRA
AERODROME CHART

17 APR 2025

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 except 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
- Taxi 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

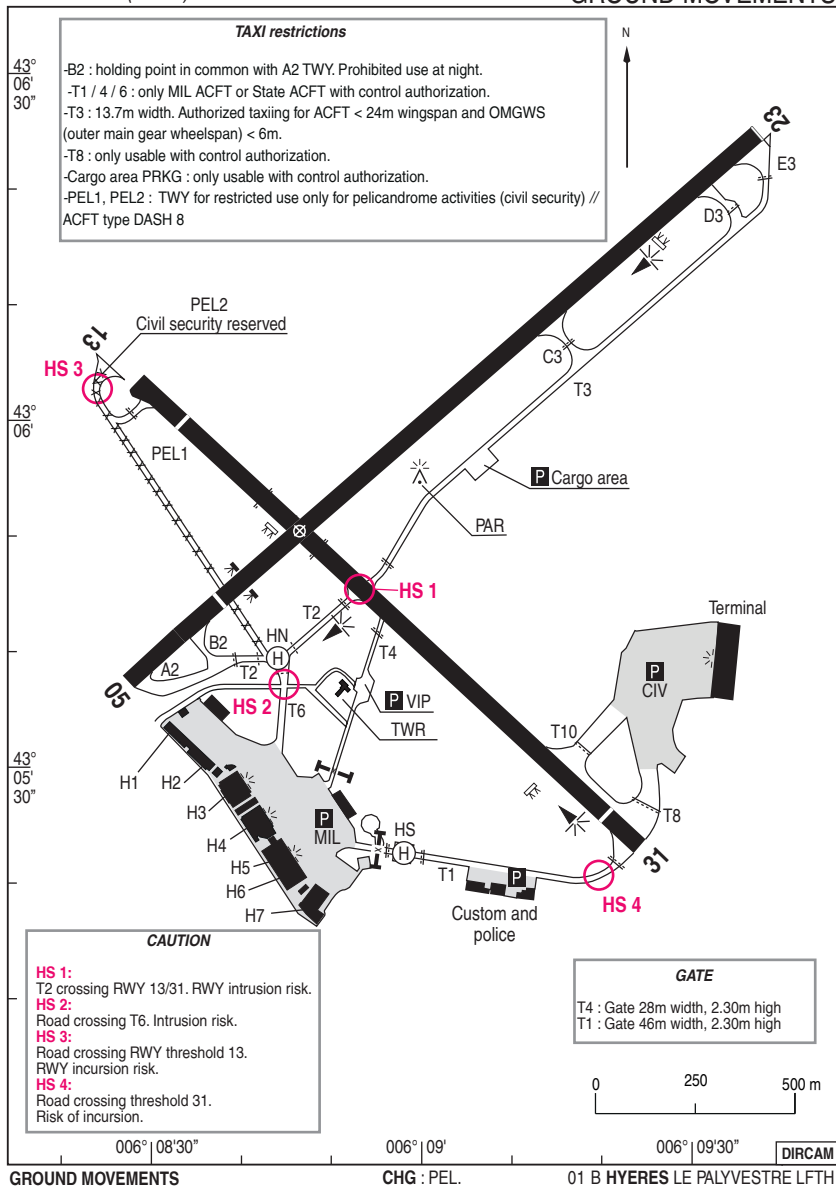
ATS HOR :

Announced by NOTAM.

NATIONAL FRA
ALT AD : 13 (1 hPa)

17 APR 2025

01 B HYERES LE PALYVESTRE LFTH
GROUND MOVEMENTS



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

ALT AD : 13 (1 hPa)

ALT AD : 13 (1 hPa)

16 MAY 2024

03 HYERES LE PALYVESTRE LFTH

JET RWY 23

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

DIRCAM

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.

ALT AD : 13 (1 hPa)

ALT AD : 13 (1 hPa)

16 MAY 2024

05 HYERES LE PALYVESTRE LFTH

JET RWY 05

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.

DIRCAM

NATIONAL FRA

ALT AD : 13 (1 hPa)

07 HYERES LE PALYVESTRE LFTH

15 MAY 2025

HMG

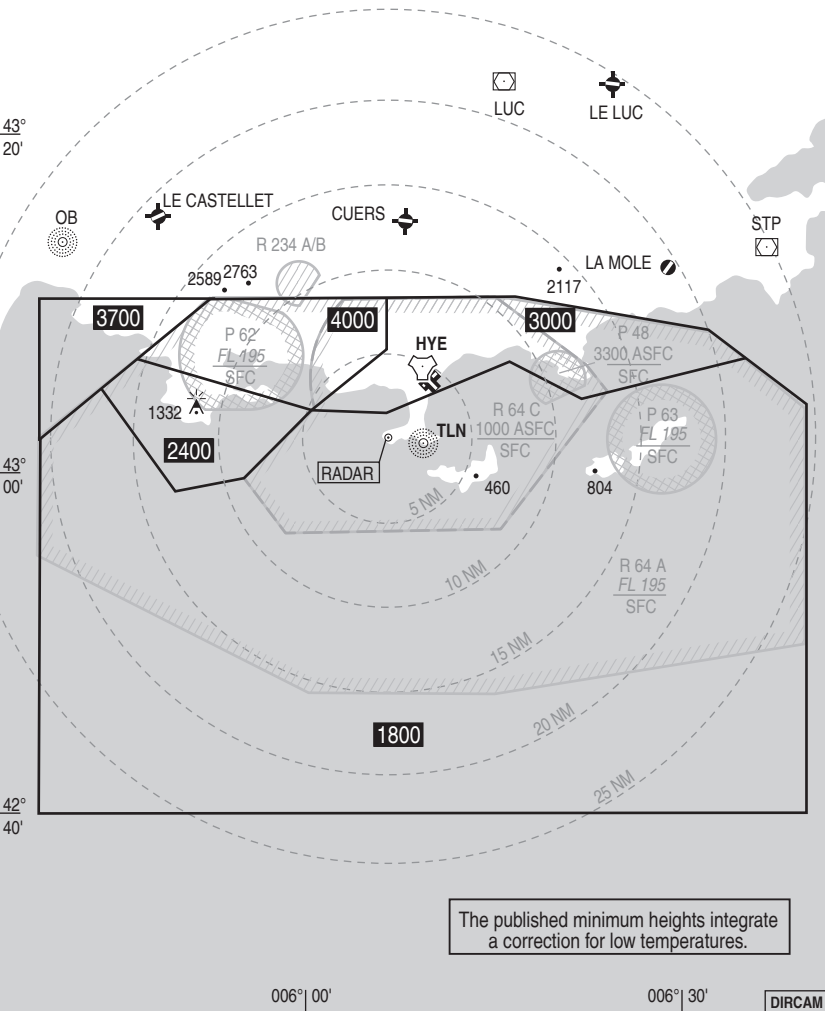
APP : 126.325 - 339.250

TWR : 121.000 - 343.325

VAR
2°E
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



NATIONAL FRA
INSTRUMENT APPROACH

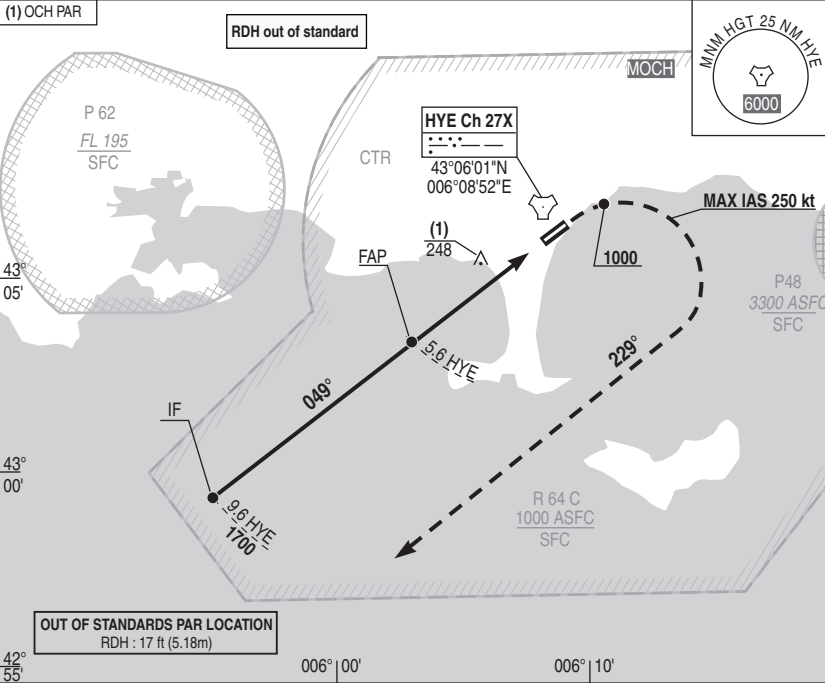
ALT AD : 13 DTHR : 6

08 HYERES LE PALYVESTRE LFTH

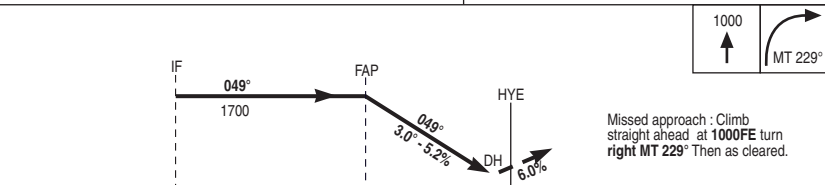
08 AUG 2024

SRE / PAR RWY 05

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



REF HGT : ALT DTHR in ft



9.3	5.3	→ DTHR (NM)
9.6	5.6	→ TAC (NM)

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 : CTR, R64C, P48

08 HYERES LE PALYVESTRE LFTH

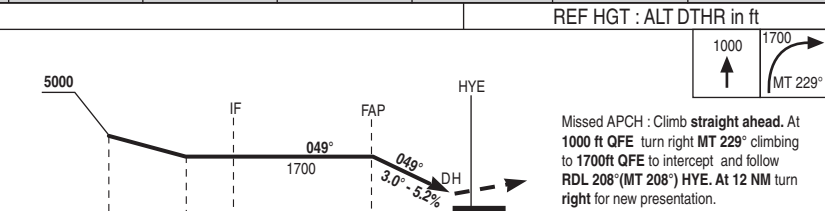
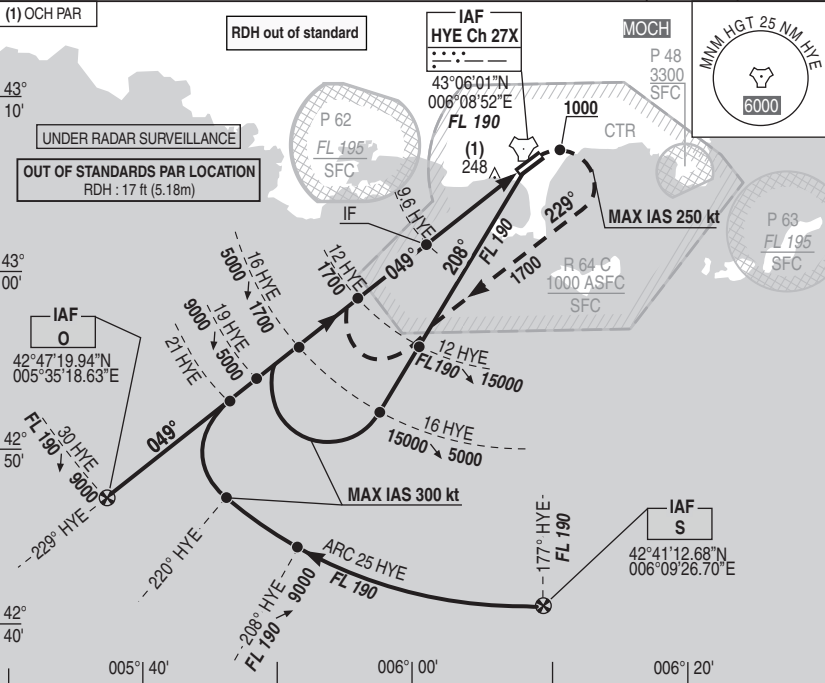
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 13 DTHR : 6

08 AUG 2024

09 HYERES LE PALYVESTRE LFTH
TACAN / PAR RWY 05

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



	15.7 16	11.7 12	9.3 9.6	5.3 5.6	
					→ DTHR (NM)
					→ TAC (NM)

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.

NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 13 DTHR : 6

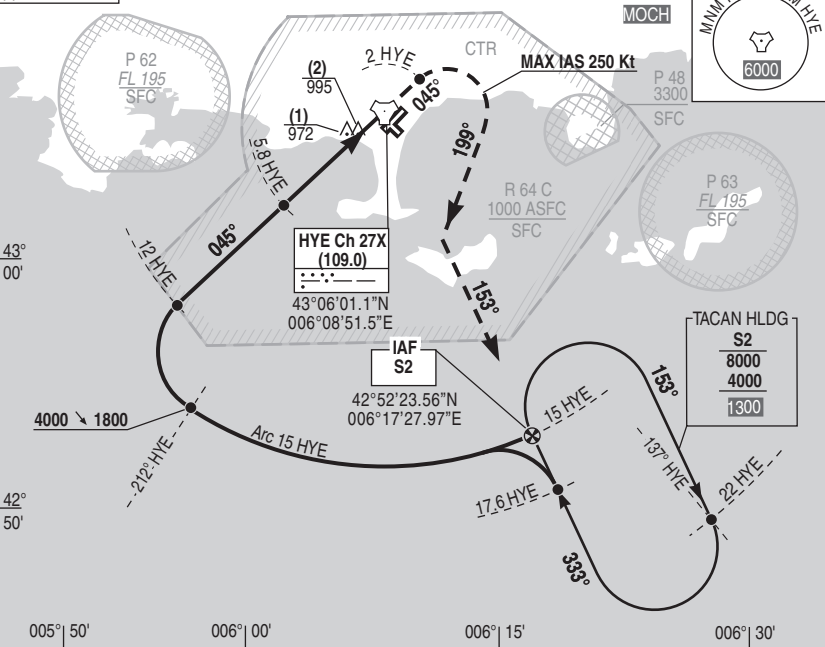
08 AUG 2024

10 HYERES LE PALYVESTRE LFTH
HPMA TACAN RWY 05

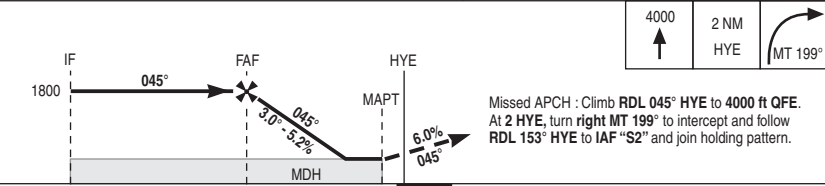
APP : 126.325 - 339.250
TWR : 121.000 - 343.325

VAR
2°E (20)

(1) OCH TACAN
(2) OCH CIRCLING



REF HGT : ALT DTHR in ft



→ TAC (NM)
→ DTHR (NM)

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

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

HPMA TACAN RWY 05 CHG : CTR, R64C 10 HYERES LE PALYVESTRE LFTH

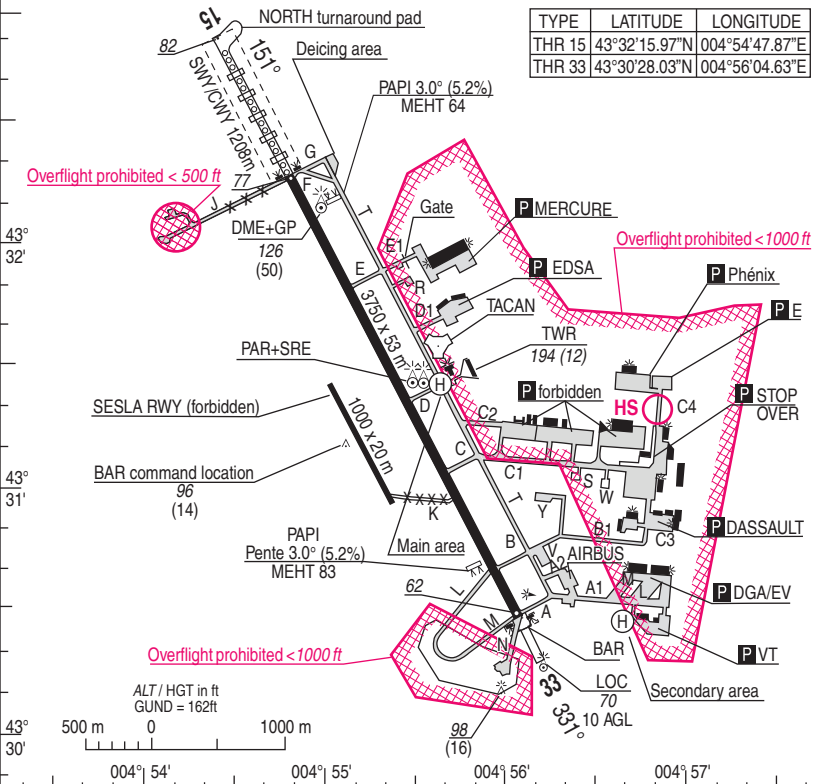
NATIONAL FRA
AERODROME CHART

20 FEB 2025

01 ISTRES LE TUBE LFMI

ALT AD : 82 (3 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. 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

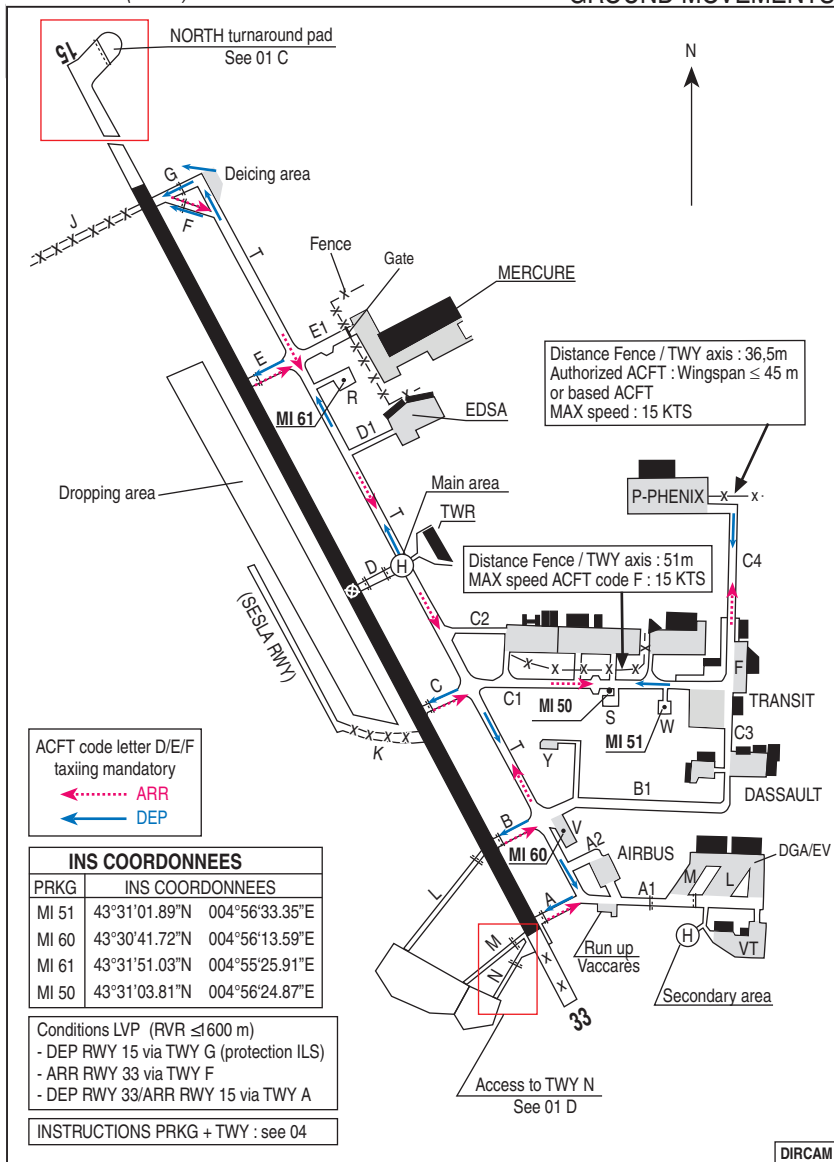
- MON: 0715/1600, TUE - THU: 0700/1600, FRI: 0700/1400
 - Out of HOR and SAT, SUN, HOL : O/R depends on airbase alert status.
- PPR : LFMIZPZX or Flt DIR : 04.42.56.13.49 or e-mail at ba125.dv.fct@intradef.gouv.fr

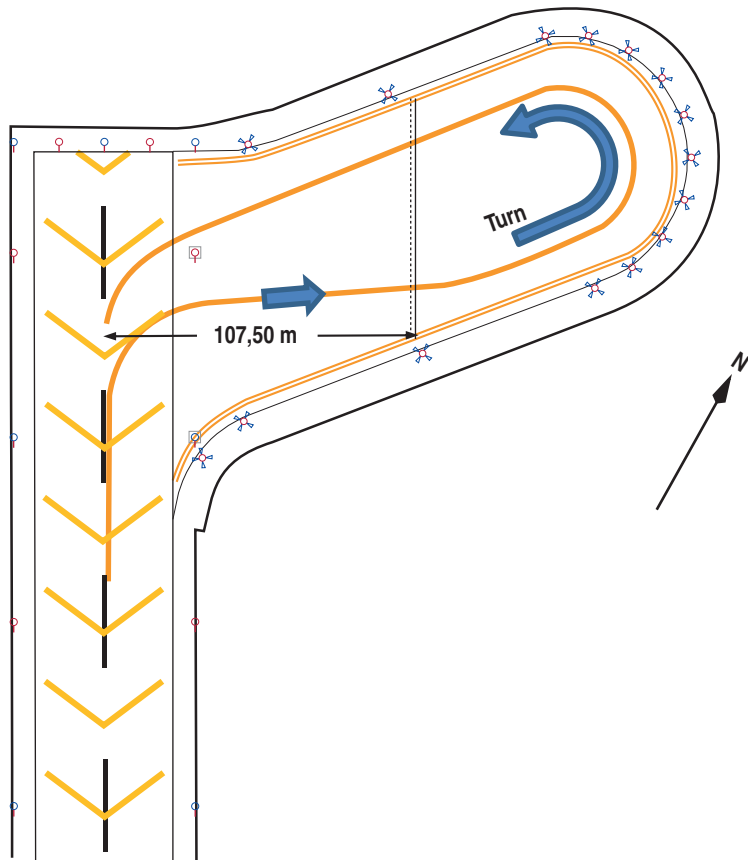
DIRCAM

NATIONAL FRA
ALT AD : 82 (3 hPa)

19 MAY 2022

01 B ISTRES LE TUBE LFMI GROUND MOVEMENTS





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).

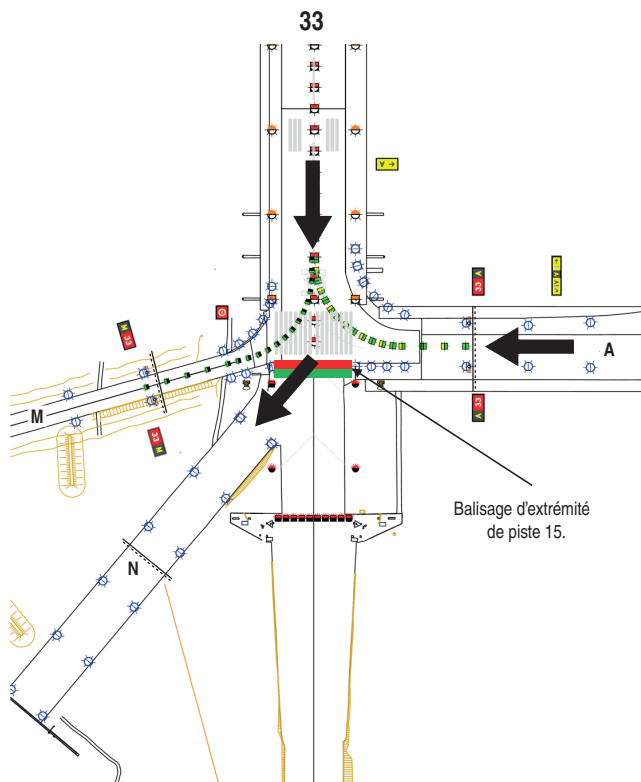
No sign indicating the holding point, use taxi or landing lights to stop before the holding line.

DIRCAM

NATIONAL FRA
ALT AD : 82 (3 hPa)

19 MAY 2022

01 D ISTRES LE TUBE LFMI
GROUND MOVEMENTS



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, unknown resistance plates.

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

DIRCAM

ALT AD : 82 (3 hPa)

02 ISTRES LE TUBE LFMI

JET RWY15

AD FAF restricted use

VAR

3.3 Km NNW from ISTRES

(20)

TWR : ISTRES TWR 123.600 - 377.600

TEL : 04.42.41.81.41

GND : 121.850 - 397.050



JET RWY15

CHG : NDB deleted.

02 ISTRES LE TUBE LFMI

ALT AD : 82 (3 hPa)

03 ISTRES LE TUBE LFMI

JET RWY33

AD FAF restricted use

VAR

3.3 Km NNW from ISTRES

2°E

TFI : 04 42 41 81 41

(20)

TEL: 04.42.41.61.41



JET RWY33

CHG : NDB deleted

03 ISTRES LE TUBE LFMI

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 (flap 01).

NATIONAL FRA

06 ISTRES LE TUBE LFMI

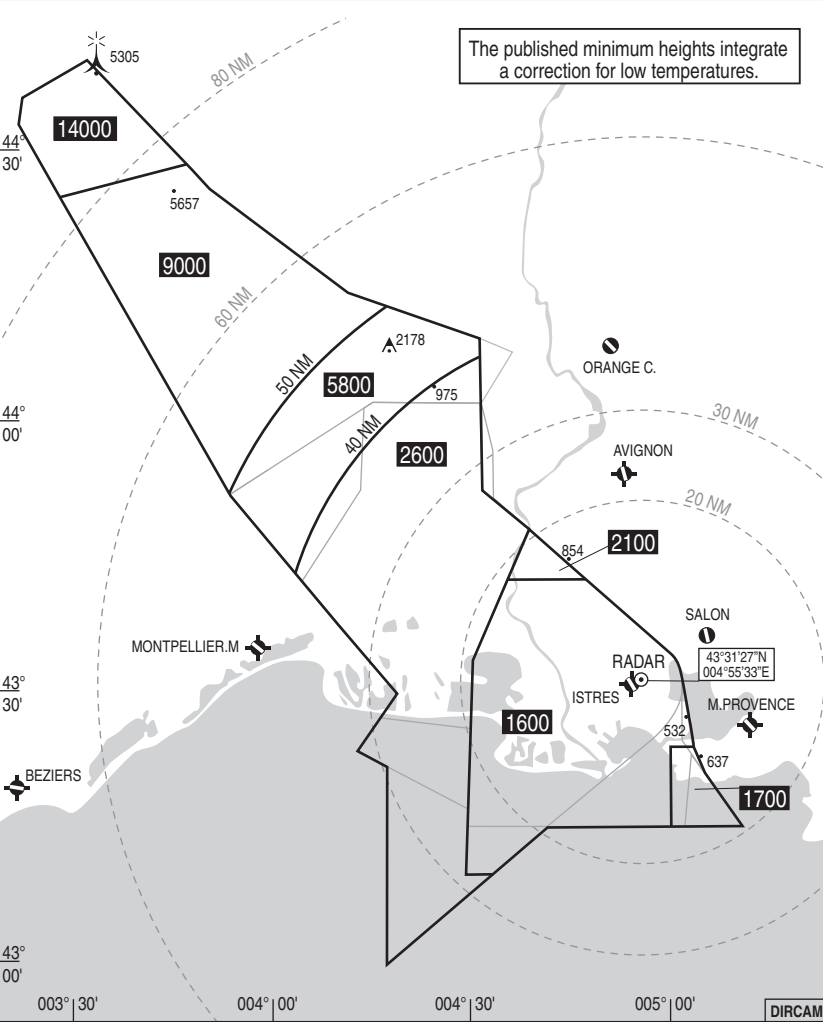
ALT AD : 82 (3 hPa)

11 JUL 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 nominal operating mode of ISTRES surveillance system.



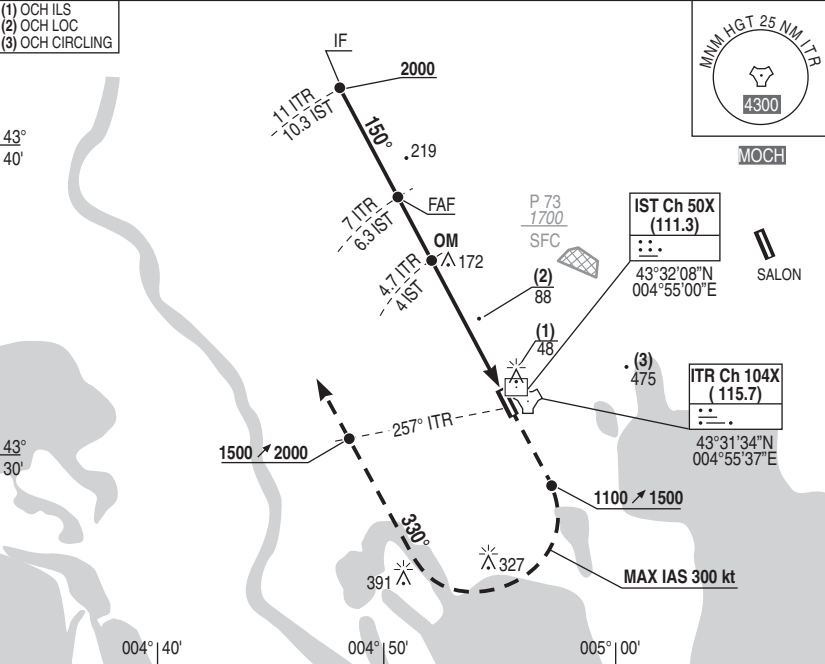
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 82 THR : 77

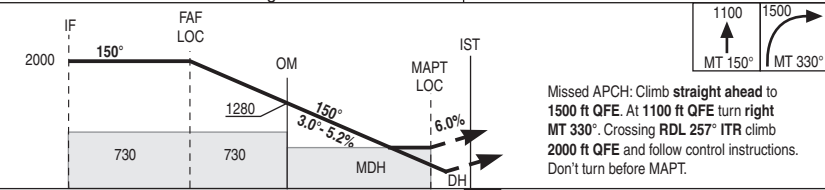
18 APR 2024

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)
---	------------------------	----------	-----------------



ILS True heading : 152.37°	REF HGT : ALT THR in ft
----------------------------	-------------------------



10.1 10.3 11	6.1 6.3 7	3.8 4 4.7	0.5 0.7 1.4	→ THR (NM) → DME (ATT) → TAC (NM)
--------------------	-----------------	-----------------	-------------------	---

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

Remarks : (1) Increased minimums. VSS verified.

SRE / ILS (DME) RWY 15 CHG : P73. 07 ISTRES LE TUBE LFMI

NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 82 THR : 77

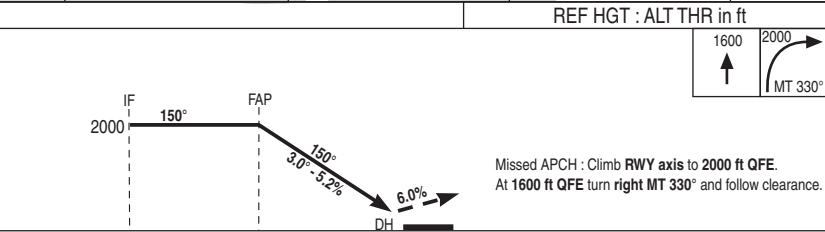
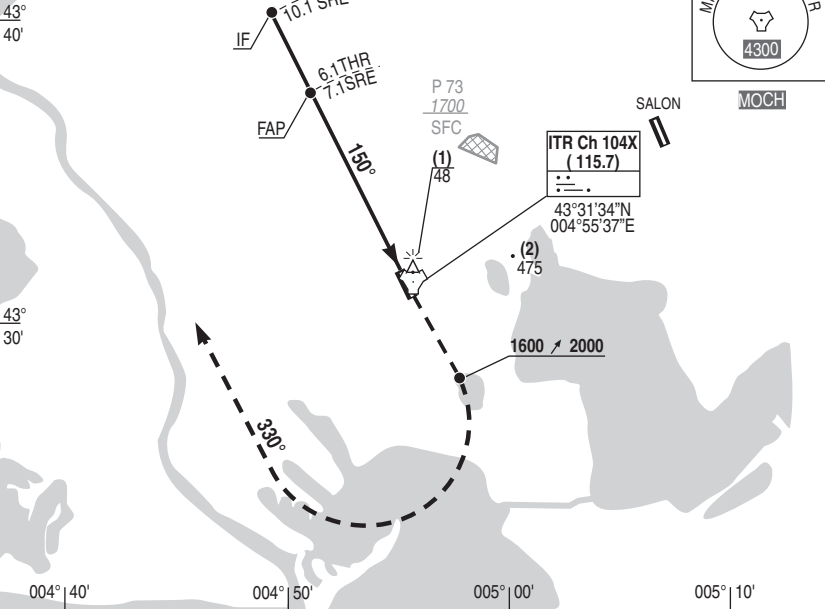
18 APR 2024

08 ISTRES LE TUBE LFMI
HPMA SRE / PAR 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

PAR	VAR
RDH : 56	2°E (20)

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



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

Remarks : (1) RVR increased.

HPMA SRE / PAR RWY 15 CHG : P73. 08 ISTRES LE TUBE LFMI

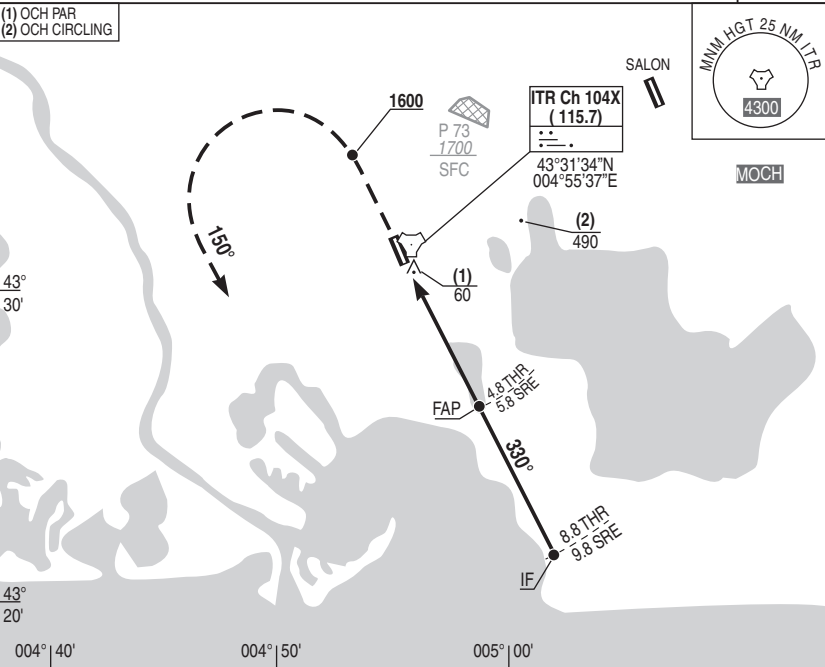
NATIONAL FRA
INSTRUMENT APPROACH

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	ISTRES APP : 131.000 - 373.225	VAR 2°E (20)
TWR : ISTRES TWR 123.600 - 377.600	GND : 121.850 - 397.050	



				REF HGT : ALT THR in ft		
1600 ↑ MT 150°				Missed APCH : Climb RWY axis to 1600 ft QFE, then turn left MT 150° and follow clearance. 330° 3.0° - 5.2% 6.0% DH FAP 330° IF 1600		
THR ← (NM) SRE ← (NM)				4.8 5.8	8.8 9.8	
CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
	A	200	1200	158	790	1600
	B					1600
C						2400
D						3600
Remarks :						
DIRCAM						

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 82

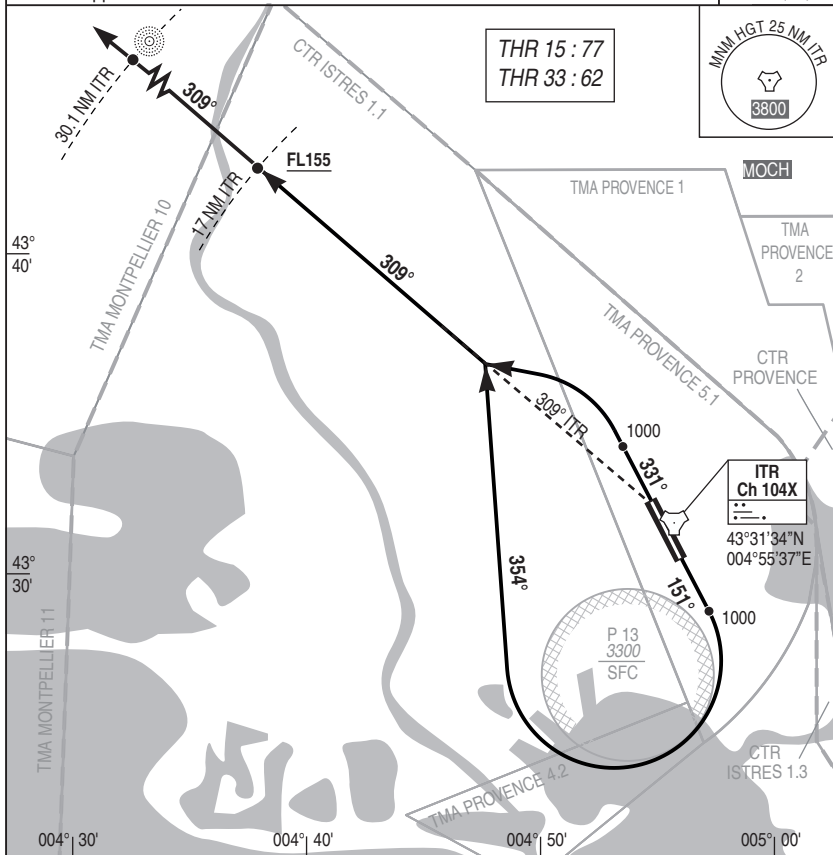
20 FEB 2025

SID 01 ISTRES LE TUBÉ LFMI DEPARTURES RWY 15 & 33

APP : Rhône Controle 119.475 280.625
ISTRES Approche 131.000 373.225

TWR : ISTRES Tour 123.600 377.600
TWR GND : 121.850 - 397.050

VAR
2°E (20)



REF HGT : ALT THR in ft

DEPARTURE RWY 15 : Climb **FL155** **MT 151°**. At **1000 ft**, turn **right** **MT 354°** to intercept and follow **RDL 311° ITR (MT 311°)** until hand over.

DEPARTURE RWY 33 : Climb **FL155** (1) **MT 331°**. At **1000 ft**, turn **left** to intercept and follow **RDL 311° ITR (MT 311°)** until hand over.

(1) ATS climb slop at 17.1% until FL155, then 8.75%. If this slope cannot be maintain, radar monitoring mandatory

COMMUNICATION FAILURE **7600** + apply French national regulation.

DIRCAM

DEPARTURES RWY 15 & 33

CHG : Creation

SID 01 ISTRES LE TUBÉ LFMI

NATIONAL FRA
AERODROME CHART

25 JAN 2024

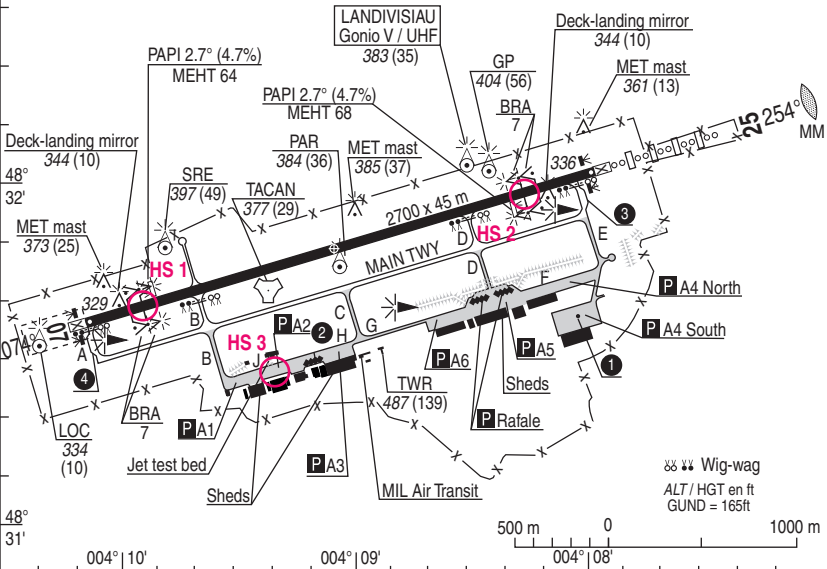
01 LANDIVISIAU LFRJ

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.

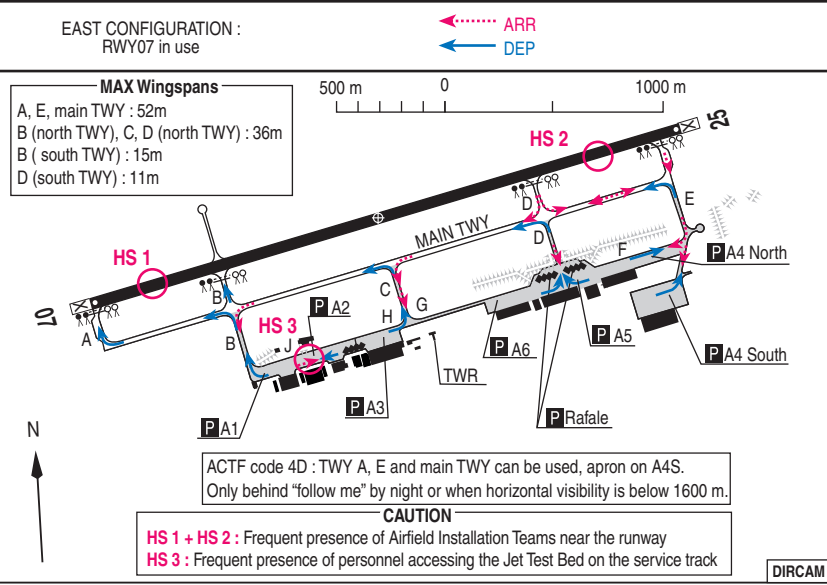
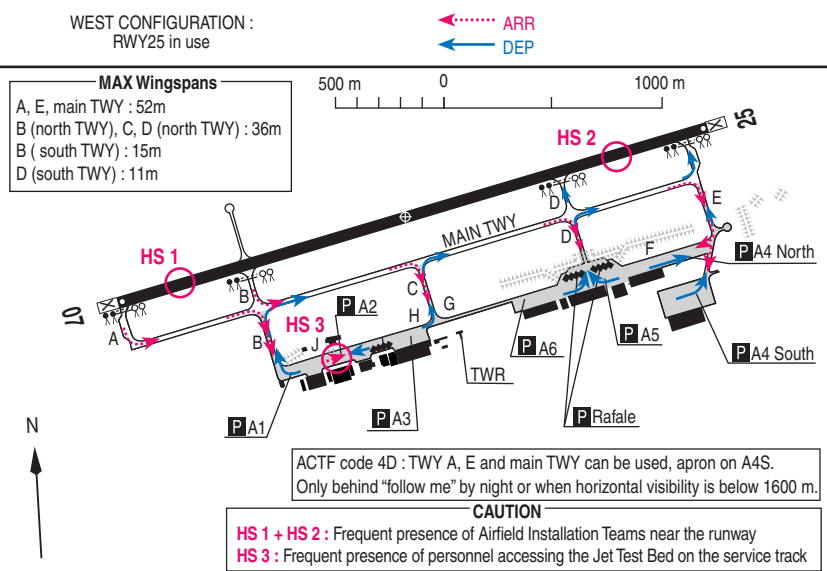
REFUELING

- 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



VISUAL ARR & DEP

ALT AD : 348 (13 hPa)

31 OCT 2024

02 LANDIVISIAU LFRJ

JET RWY07 & 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

AD FNF non GAT

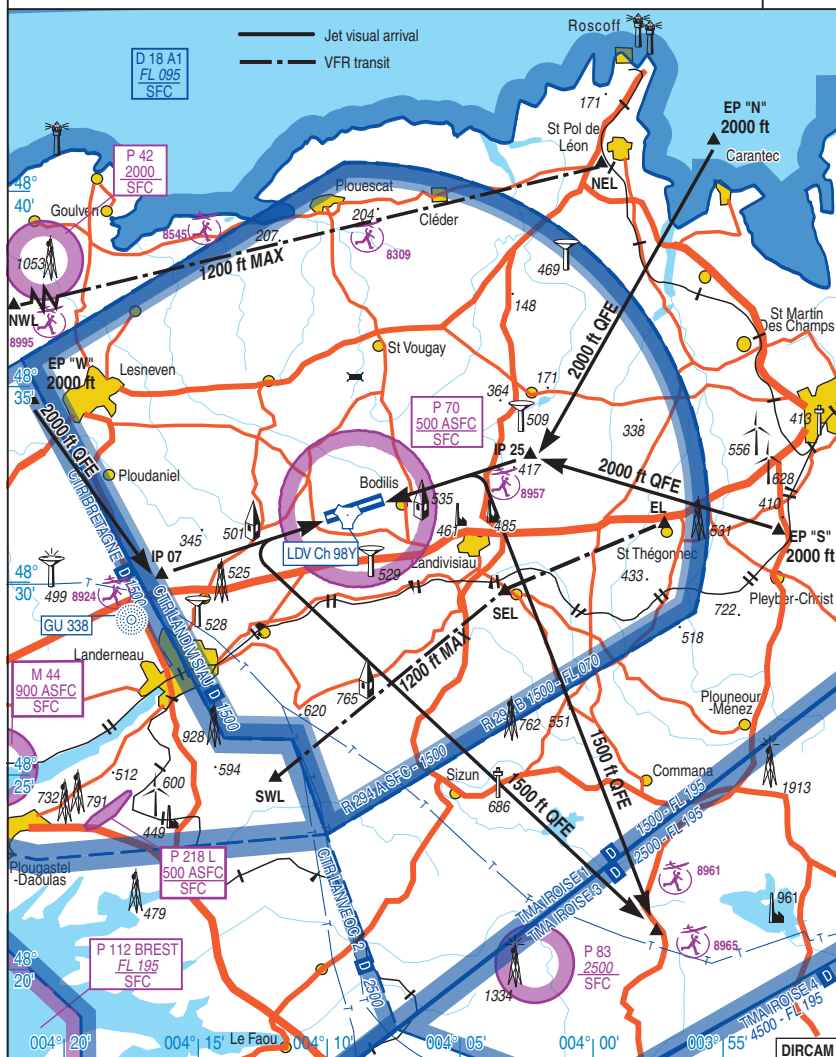
6 Km NW from LANDIVISIAU

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 Plounéventer 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 section 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.

DIRCAM

NATIONAL FRA

ALT AD : 348 (13 hPa)

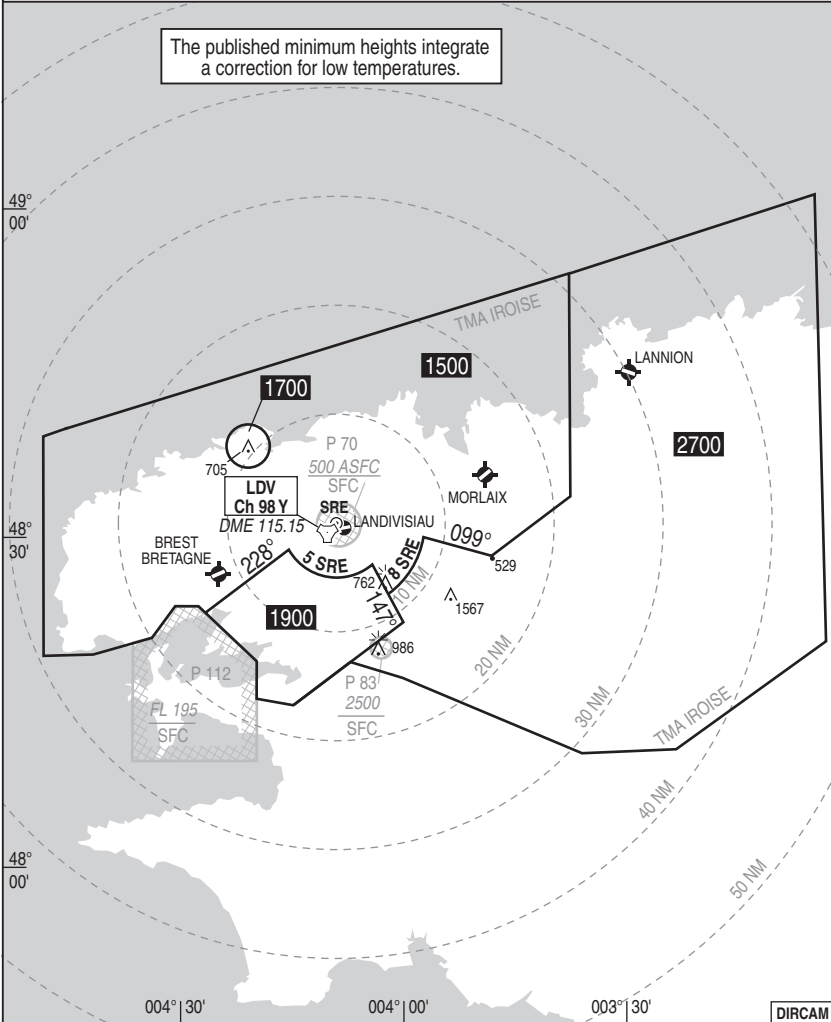
18 APR 2024

05 LANDIVISIAU LFRJ

HMG

APP : 122.400 - 357.025 TWR : 119.200 - 233.750 ATIS : 142.225	VAR 1°W (20)
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COMMUNICATION FAILURE : Apply french national regulation.



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

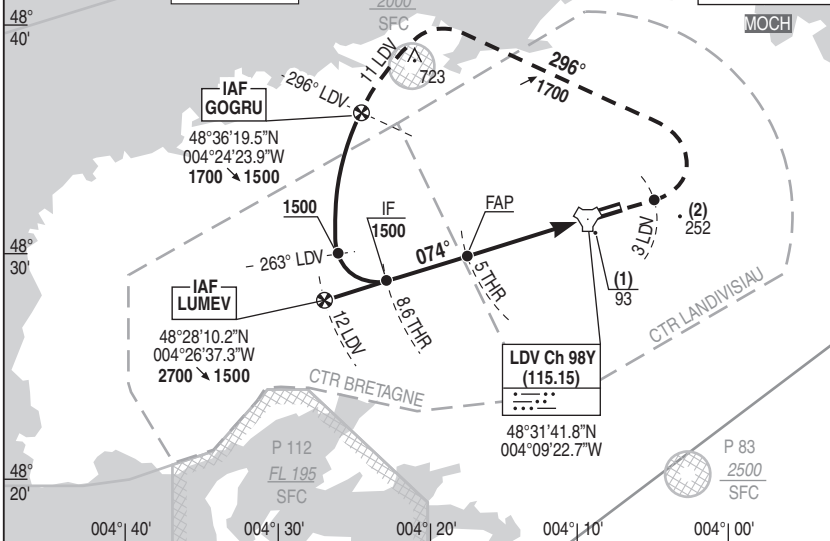
VAR
1°W (20)

(1) OCH PAR
(2) OCH CIRCLING

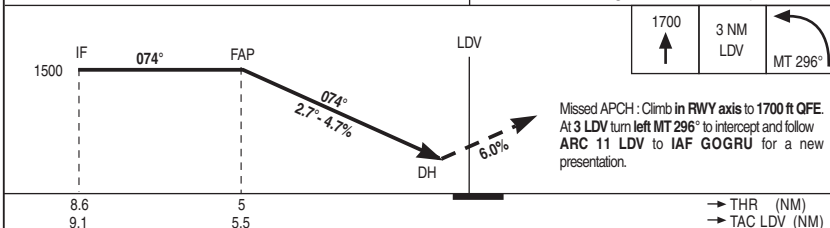
Non standard RDH
RDH : 18.6 m (61 ft)

MAX IAS 250 kt

OAT ONLY



REF HGT : ALT THR in ft



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

Remarks : (1) Circling prohibited South of RWY.

DIRCAM

HPMA TACAN / PAR RWY 07

CHG : VAR, runway identification.

06 LANDIVISIAU LFRJ

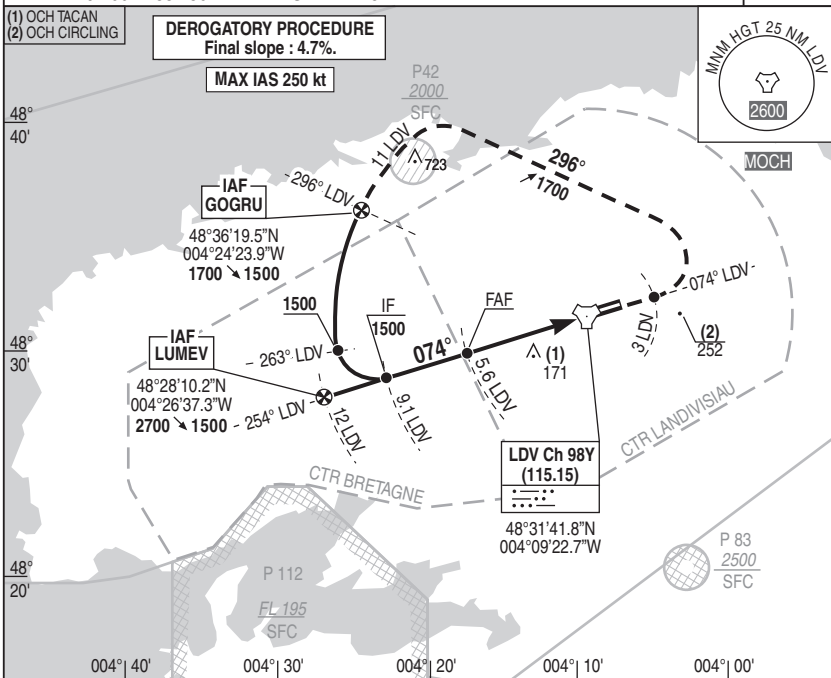
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

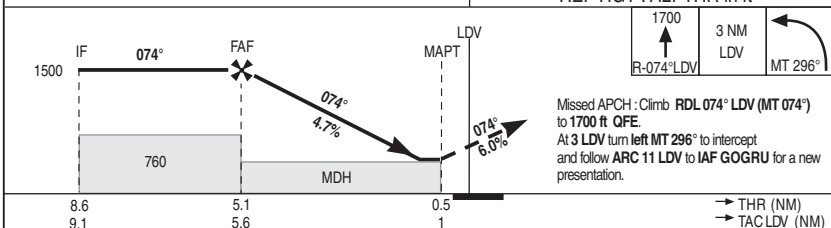
02 NOV 2023

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



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

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

DIRCAM

HPMA TACAN RWY07

CHG : Renaming MDH.

07 LANDIVISIAU LFRJ

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

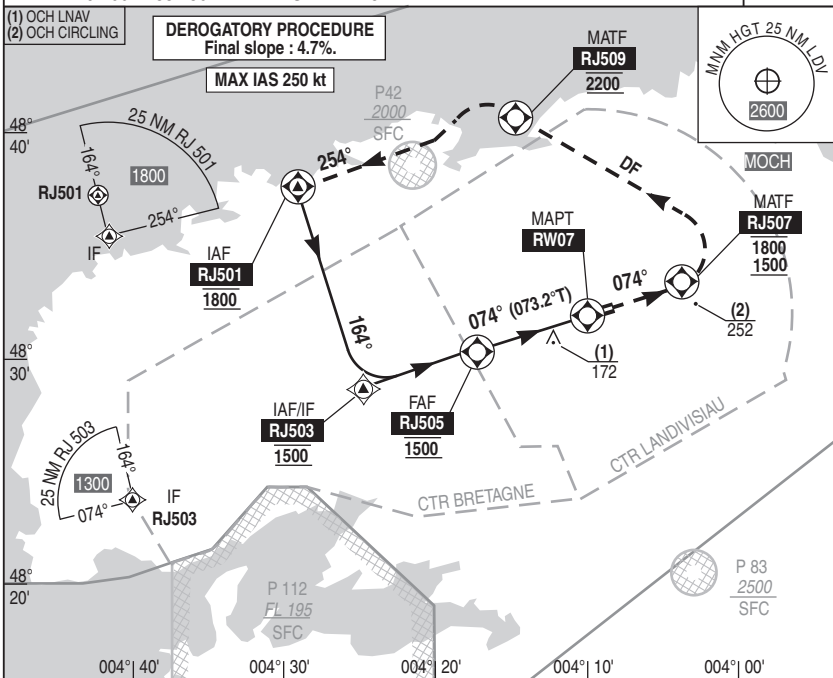
16 JUN 2022

08 LANDIVISIAU LFRJ
HPMA INS GNSS RWY 07

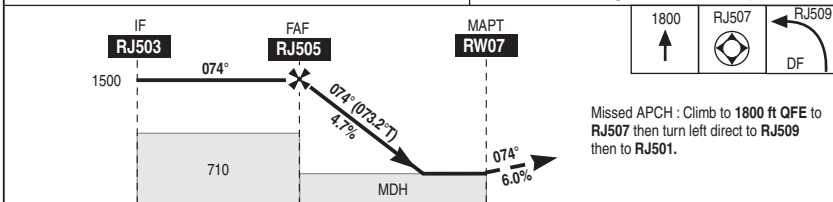
APP : 122.400 - 357.025
TWR : 119.200 - 233.750 ATIS : 142.225

PROCEDURE RESTRICTED TO
AUTHORIZED ACFT ONLY

VAR
1°W (20)



REF HGT : ALT THR in ft



→ THR (NM)		10.2		5.1		0				
CAT	LNAV			CIRCLING (1)			RW07 NM HGT	4 1200	3 910	2 630
	MDH	RVR	OCH	MDH	VIS	OCH				
A	420	1500	418	550	1600	547				
B		1500		550	1600					
C		1900		600	2400					
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

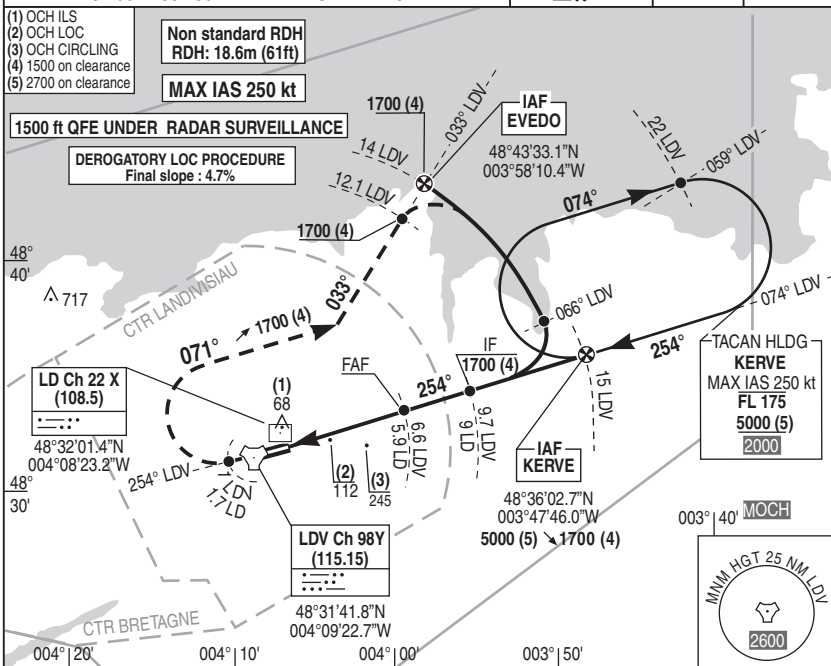
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

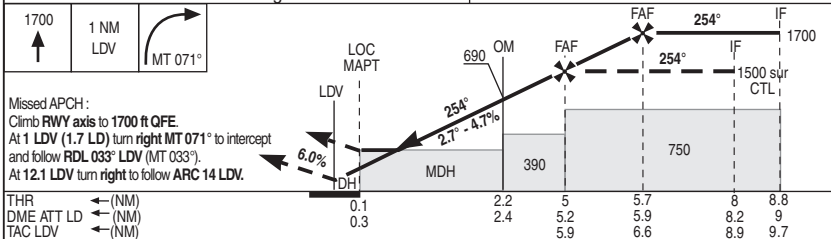
16 JUN 2022

10 LANDIVISIAU LFRJ
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



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

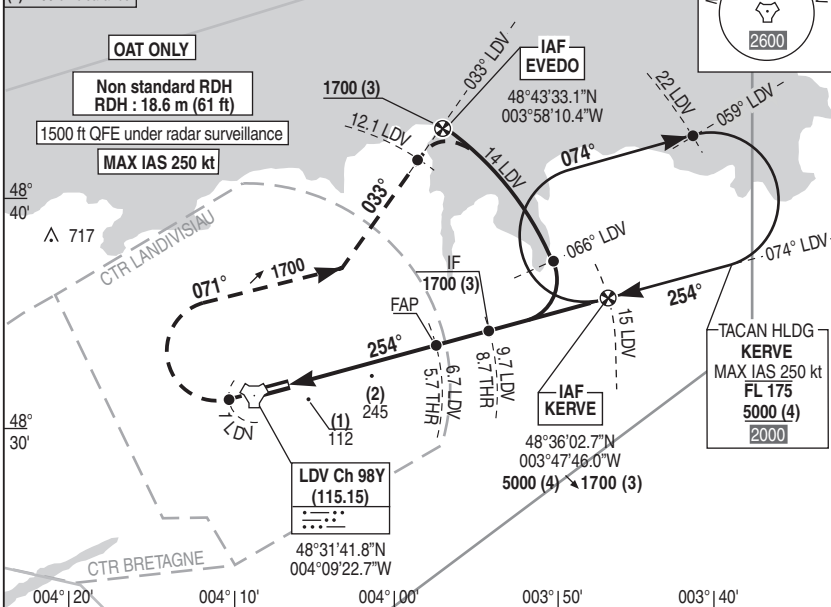
ALT AD : 348 THR : 336

16 JUN 2022

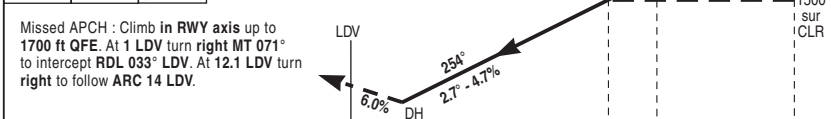
11 LANDIVISIAU LFRJ
HPMA TACAN / PAR RWY 25

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	
1700	1 NM LDV
1700	MT 071°



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

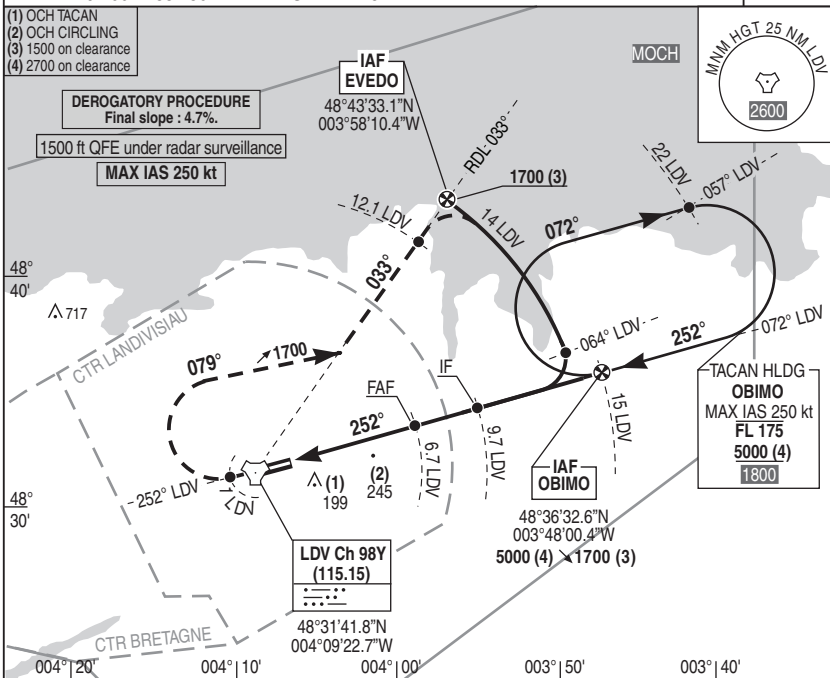
VAR
1°W (20)

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

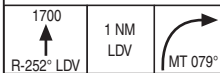
DEROGATORY PROCEDURE
Final slope : 4.7%.

1500 ft QFE under radar surveillance

MAX IAS 250 kt



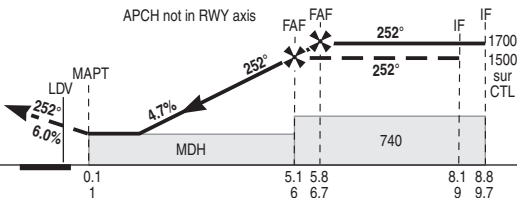
REF HGT : ALT THR in ft



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						
B	450	1400	445	550	1600						
C				600	2400	540	640	930	1220	1500	
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	

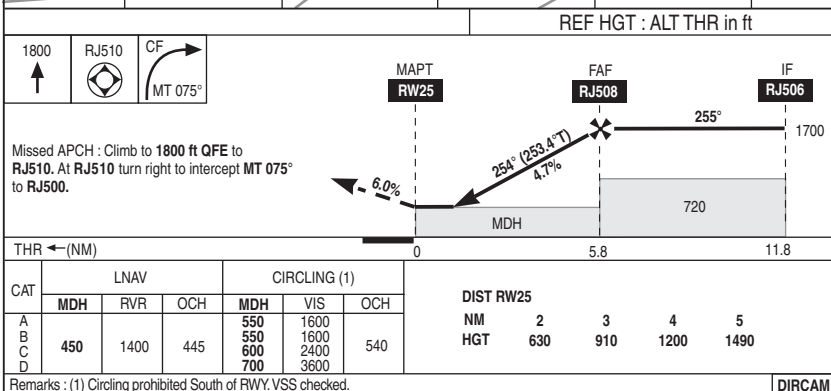
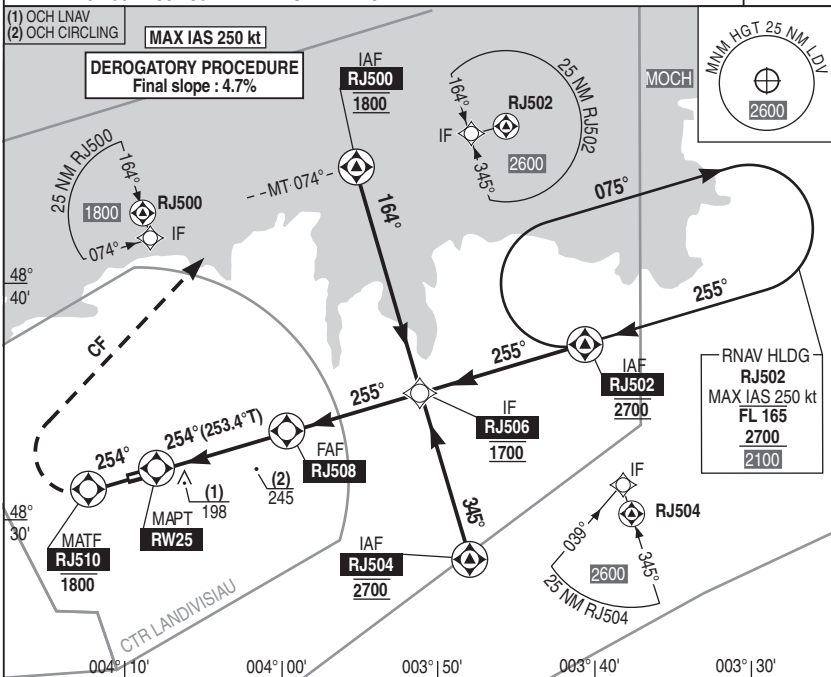


TABLE FOR DATA INDICATOR					LFRJ INS GNSS RWY25 - MAG VAR 1.0°W (20)							
N°	SEQ	CODING	IDENT	COORDINATES		TYPE	DIST (NM)	MAG TRACK (TRUE TRACK) (°)	TURN	MIN HGT or LEVEL (FT)	MAX HGT or LEVEL (FT)	MAX IAS (KT)
		HM	RJ502	48°37'26.2»N	003°40'32.3»W	FO		255 (253.9)		2700	FL165	250
10		IF	RJ500	48°44'57.4»N	003°55'22.9»W	FO				1800	1800	250
20		TF	RJ506	48°35'22.6»N	003°51'05.4»W	FB	10,0	164 (163.4)		1700	1700	250
10		IF	RJ502	48°37'26.2»N	003°40'32.3»W	FO				2700	2700	250
20		TF	RJ506	48°35'22.6»N	003°51'05.4»W	FB	7.3	255 (254.8)		1700	1700	250
10		IF	RJ504	48°28'22.9»N	003°47'58.5»W	FO				2700	2700	250
20		TF	RJ506	48°35'22.6»N	003°51'05.4»W	FB	7.3	345 (343.5)		1700	1700	250
10		IF	RJ506	48°35'22.6»N	003°51'05.4»W	FB				1700	1700	250
20		TF	RJ508	48°33'40.2»N	003°59'45.1»W	FO	6,0	255 (253.5)		1700	1700	
30		TF	RW25	48°32'01.40»N	004°08'03.40»W	FO	5,8	254 (253.4)				
40		TF	RJ510	48°31'09.7»N	004°12'22.7»W	FO	3,0	254 (253.3)			1800	250
50		CF	RJ500	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 height FO : Fly Over FB : Fly By												

DIRCAM

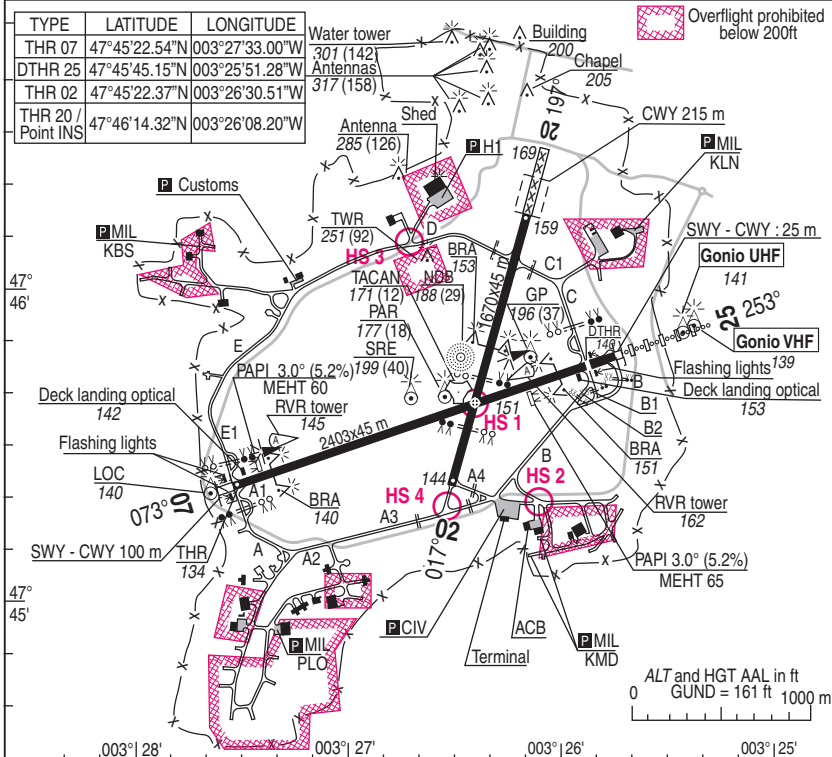
NATIONAL FRA AERODROME CHART

03 OCT 2024

01 LORIENT LANN BIHOUE LFRH

ALT AD : 159 (6 hPa)

VAR : 1°W (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface	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 - E - E1 edge lighting marking only.

* OPERATIONAL MISSION

	ABC	D
07	250	300
25	250	300

DIRCAM

47 45 38N - 003 26 24W

CHG : Del D lightings.

01 LORIENT LANN BIHOUE LFRH

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

OTHER INFORMATION

- BRA 07/25 & 02/20.
- Presence of "NO ENTRY" panels for vehicle 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

ALT AD : 159 (6 hPa)

GROUND MOVEMENTS

18 MAY 2023

CAUTION

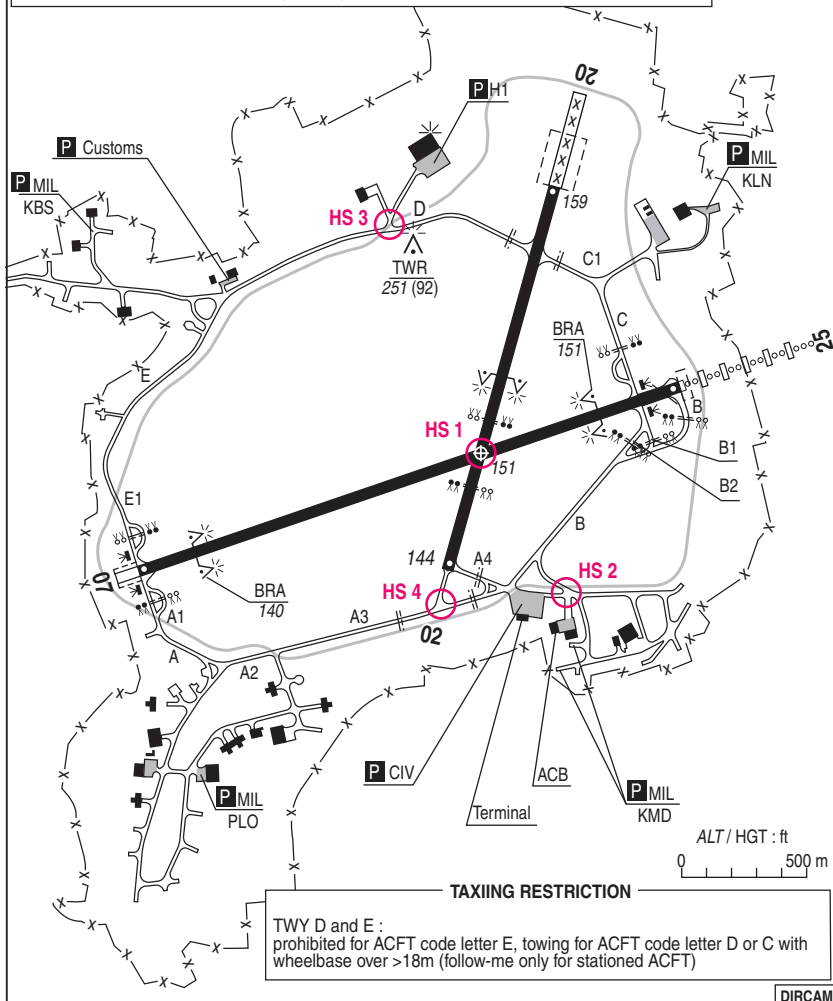
○ HS : Hot spot

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.



DIRCAM

GROUND MOVEMENTS

CHG : SWY / CWY.

01 B LORIENT LANN BIHOUE LFRH

VISUAL ARR & DEP

ALT AD : 159 (6 hPa)

31 OCT 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 : Obstacle file

02 LORIENT LANN BIHOUE LFRH

18 JUN 2020

03 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.

DIRCAM

APP : 123.000 - 231.875

TWR : 122.700 - 281.550

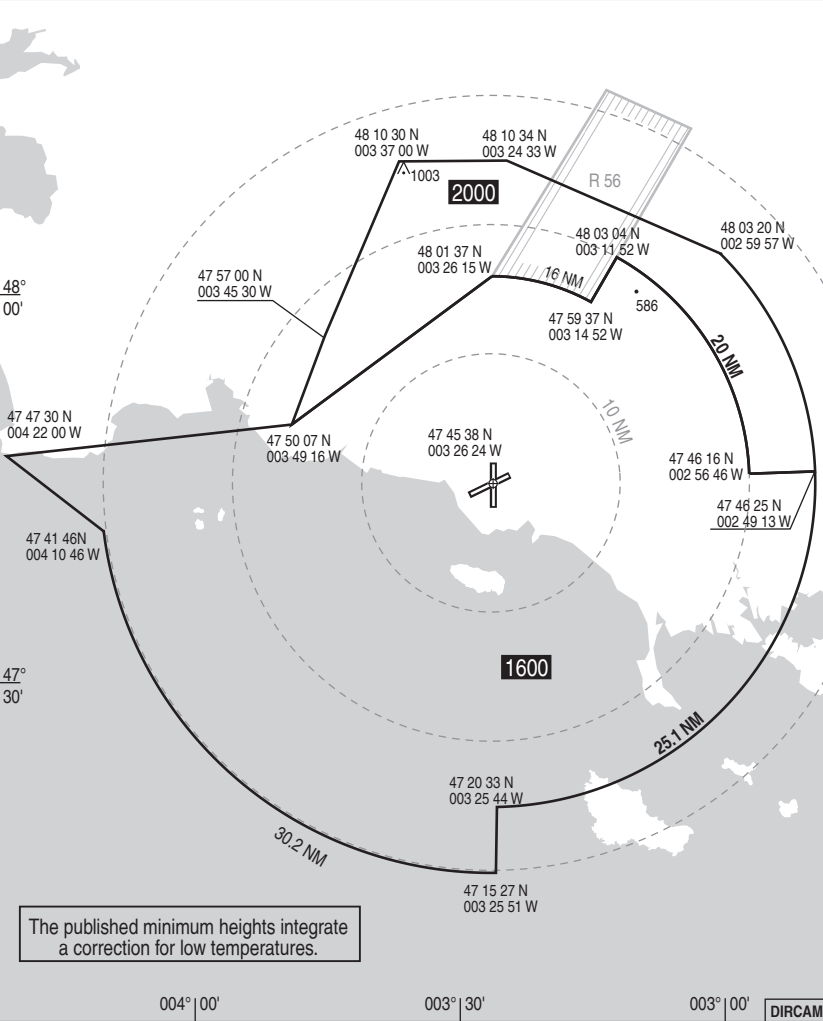
ATIS : 129.125

VAR

1°W

(20)

COMMUNICATION FAILURE : Apply french national regulation.

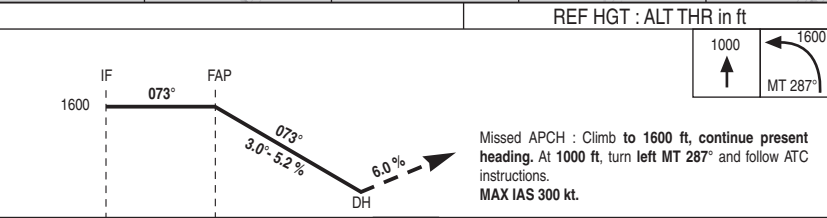
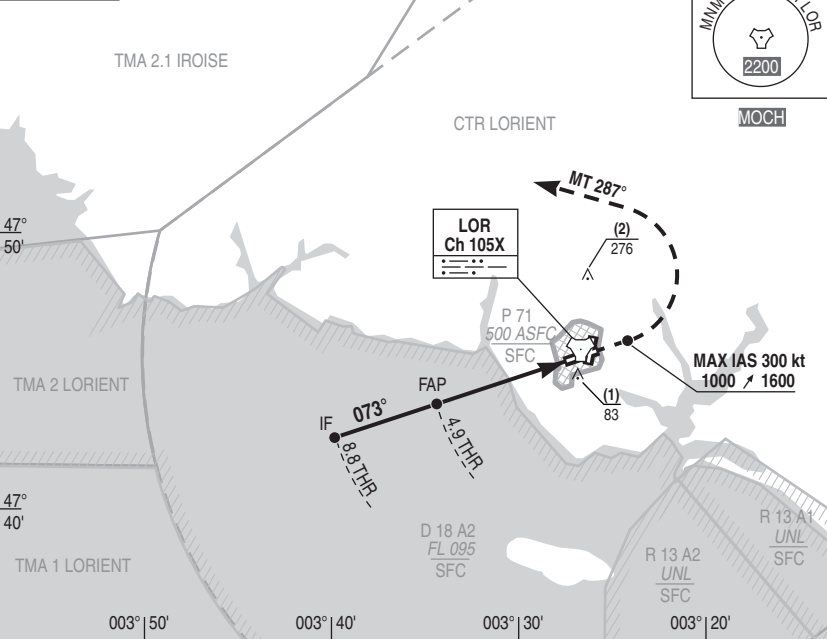


NATIONAL FRA
INSTRUMENT APPROACH
ALT AD : 159 THR : 134

05 LORIENT LANN BIHOUE LFRH
RADAR PAR RWY07
31 OCT 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



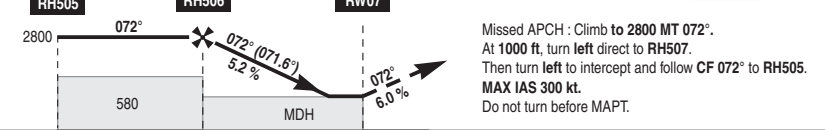
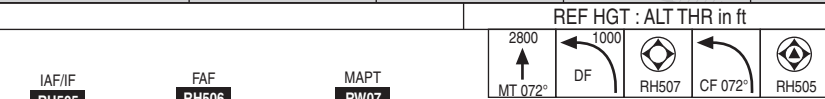
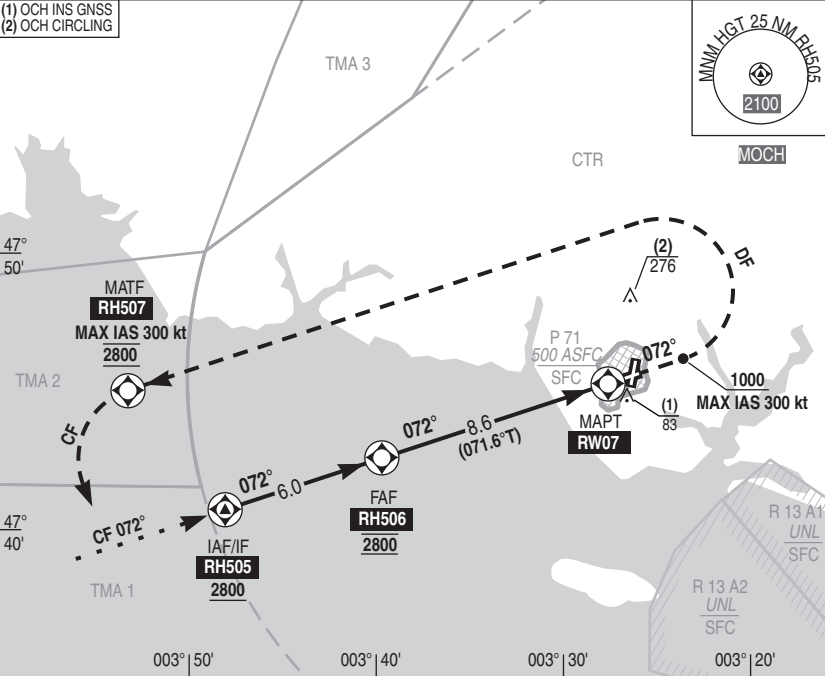
CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	
A	200	1200	182	580	1600	
B				580	1600	
C				630	2400	
D				730	3600	

Remarks : DIRCAM

APP : 123.000 231.875
TWR : 122.700 281.550

ATIS : 129.125

VAR
1°W (20)



		14.6		8.6		0		→ THR (NM)							
CAT	INS GNSS			CIRCLING		DIST RW07									
	MDH	RVR	OCH	MDH	VIS										
A	350	1500	329	580	1600	NM	8	7	6	5	4	3	2	1	
B		1500		580	1600	HGT	2600	2280	1960	1650	1330	1010	690	370	
C		1600		630	2400										
D		1600		730	3600										

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 Fix FO : Fly Over FB : Fly By											

NATIONAL FRA

INSTRUMENT APPROACH

ALT AD : 159 DTHR : 140

08 LORIENT LANN BIHOUE LFRH
TACAN ILS or LOC RWY25

26 DEC 2024

APP : 123.000 231.875
TWR : 122.700 281.550

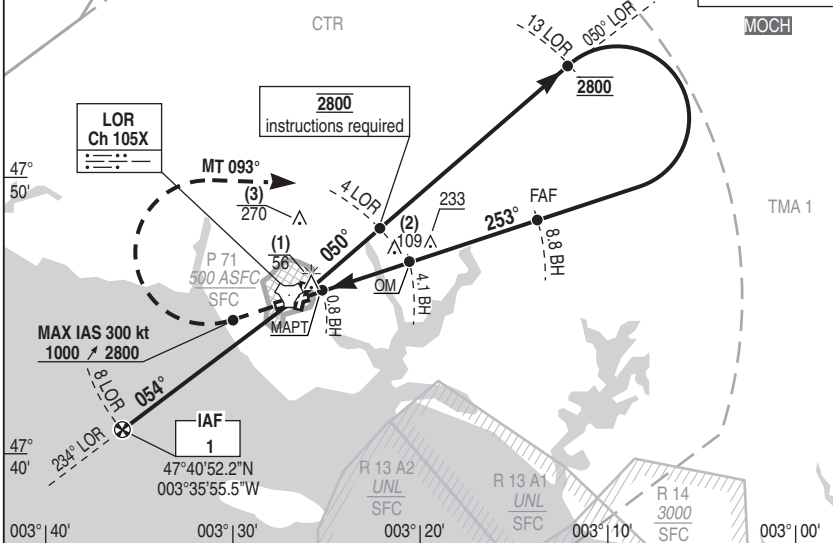
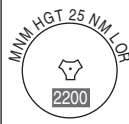
ATIS : 129.125

ILS : BH 108.15
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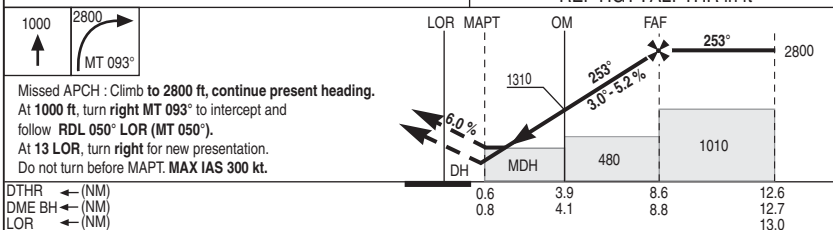
RDH : 57

VAR
1°W (20)

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



REF HGT : ALT THR in ft



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

Remarks :

DIRCAM

TACAN ILS or LOC RWY25

CHG : Renaming.

08 LORIENT LANN BIHOUE LFRH

NATIONAL FRA

INSTRUMENT APPROACH

ALT AD : 159 DTHR : 140

10 **LORIENT LANN BIHOUE LFRH**
INS GNSS RWY25

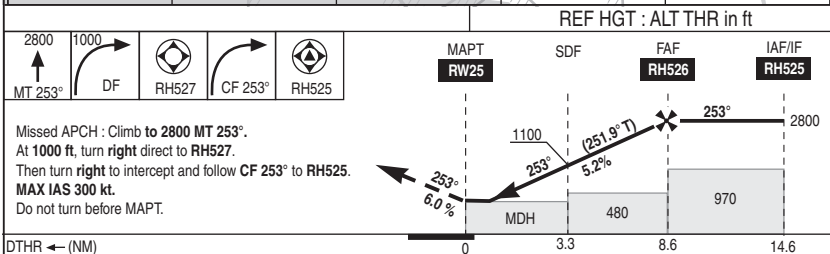
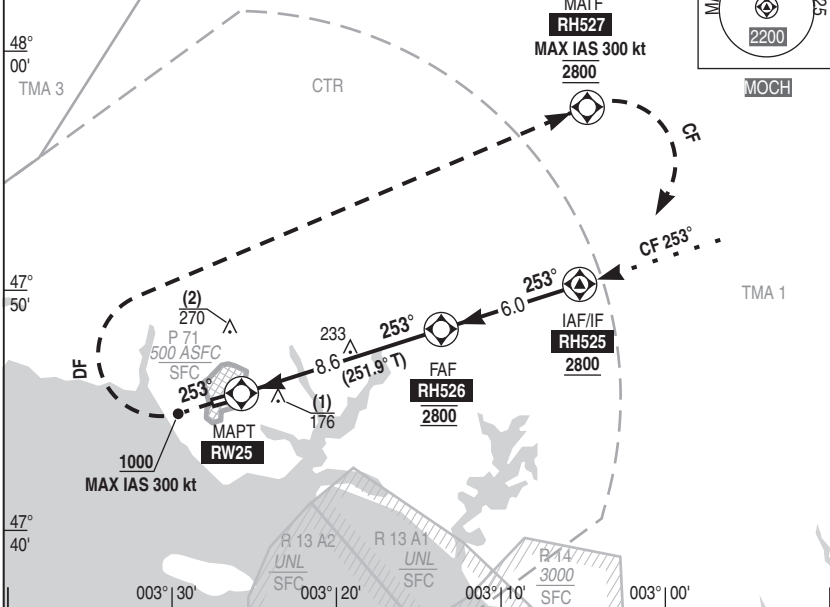
26 DEC 2024

APP : 123.00 231.875
TWR : 122.700 281.550

ATIS : 129.125

VAR
1°W (20)

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



CAT	INS GNSS			CIRCLING		DIST RW25
	MDH	RVR	OGH	MDH	VIS	
A	400	1100	393	570	1600	NM
B				570	1600	2 690
C				620	2400	3 1000
D				720	3600	4 1320
						5 1640
						6 1960
						7 2280
						8 2600

Remarks :

DIRCAM

INS GNSS RWY25

CHG : Renaming.

10 LORIENT LANN BIHOUE LFRH

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 Fix CH : Course to a Height FO : Fly Over FB : Fly By											

NATIONAL FRA
AERODROME CHART

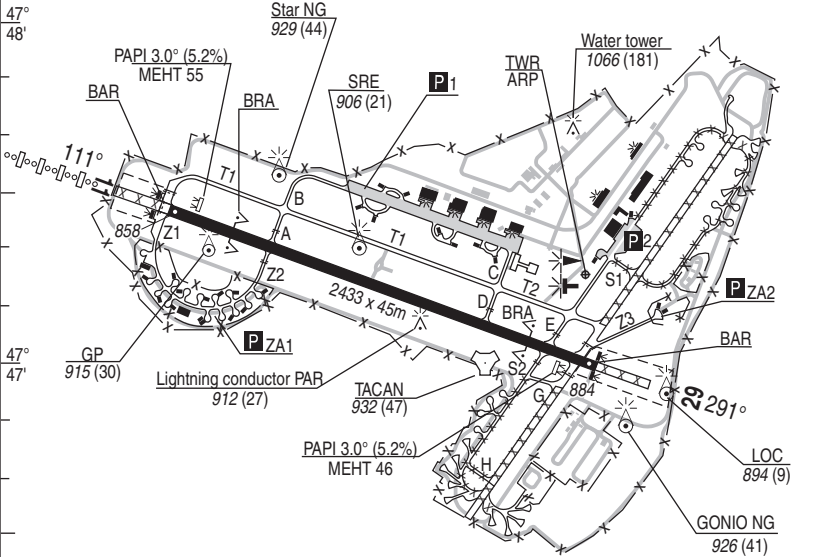
11 JUL 2024

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	006° 20'		006° 21'				006° 22'		
	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)	
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A. B. C	CAT D. E
11	HI OTAN 900m	HI / BI	2433	2803	2433	2433	Paved	550	550
29	NIL	HI / BI	2433	2708	2433	2433	22 F/C/W/T	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

47 47 14N - 006 21 54E

CHG : Star NG.

01 LUXEUIL ST SAUVEUR LFSX

DV (Flight director) : 03.70.56.12.05 - MIL : 863.116.1205

OTHER INFORMATION :

- 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

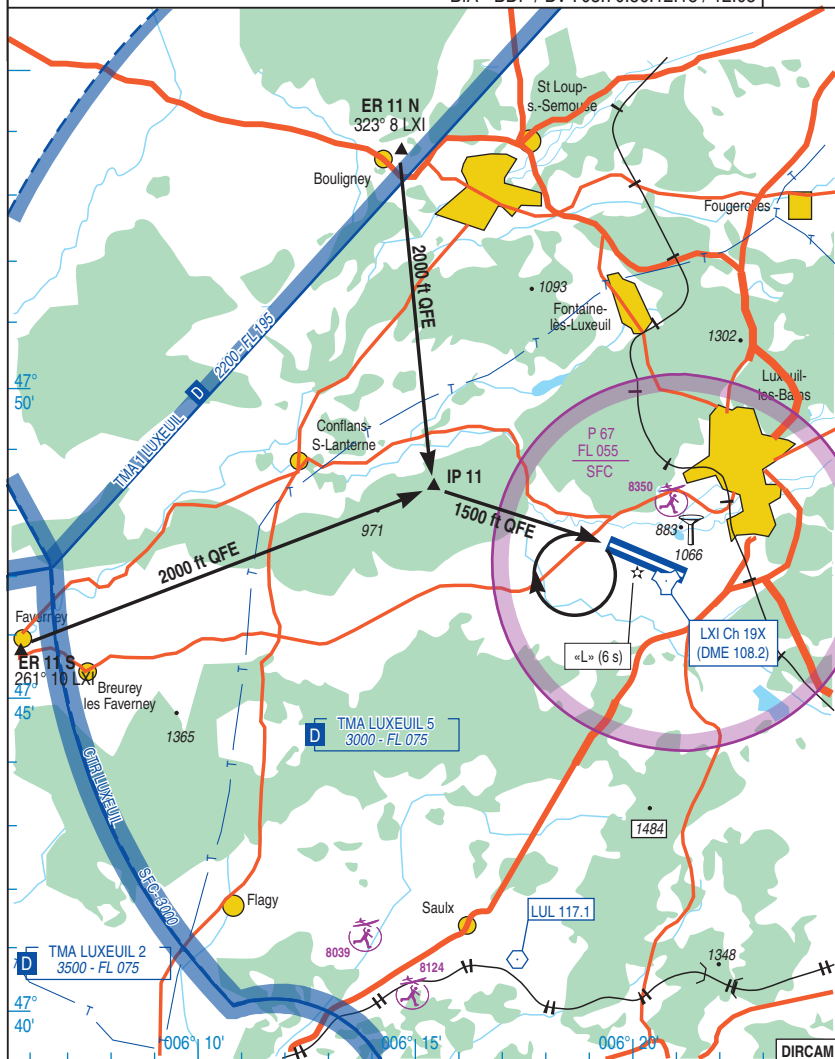
AD FAF non GAT

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

ALT AD : 885 (32 hPa)

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

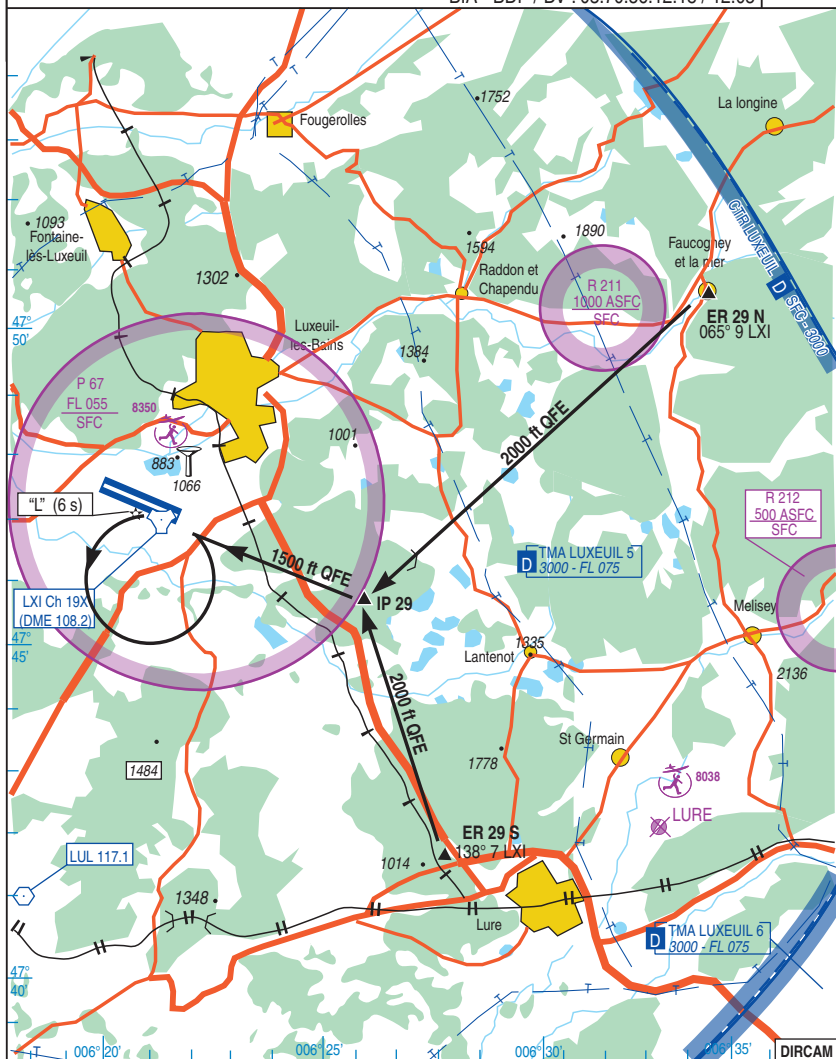
MIL TEL : 863.116.1205

BIA - BDP / DV : 03.70.56.12.18 / 12.05

VAR

2°E

(20)



JET RWY29

CHG : P67.

03 LUXEUIL ST SAUVEUR LFSX

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
ALT AD : 885 (32 hPa)

18 APR 2024

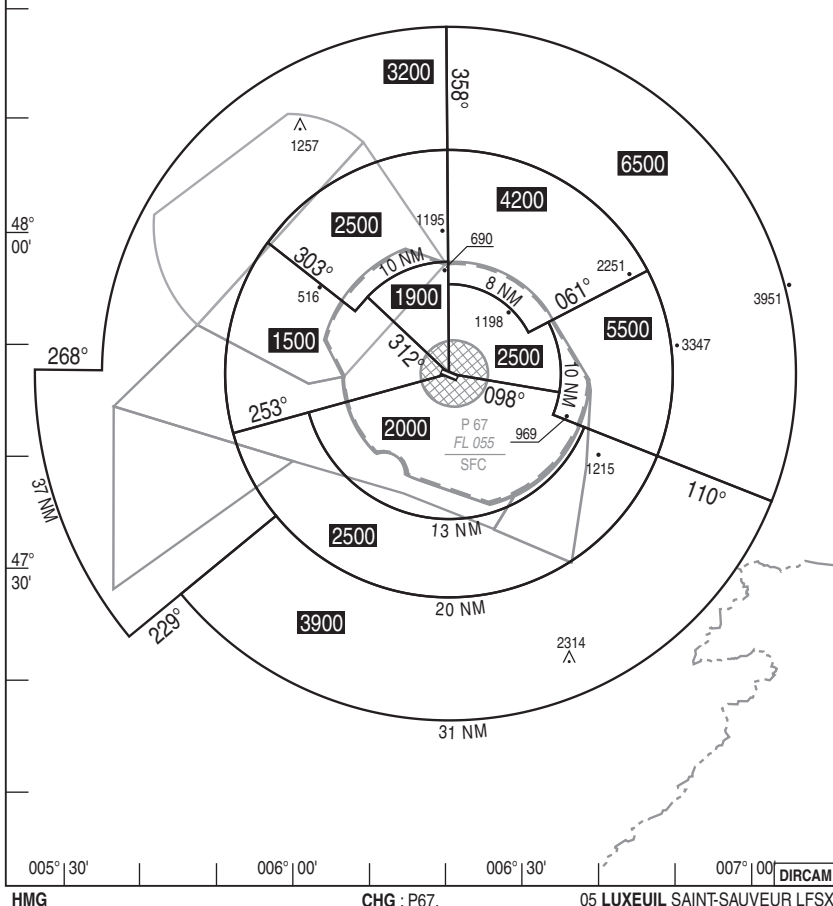
05 LUXEUIL SAINT-SAUVEUR LFSX
HMG

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.

The published minimum heights integrate
a correction for low temperatures.



NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 858

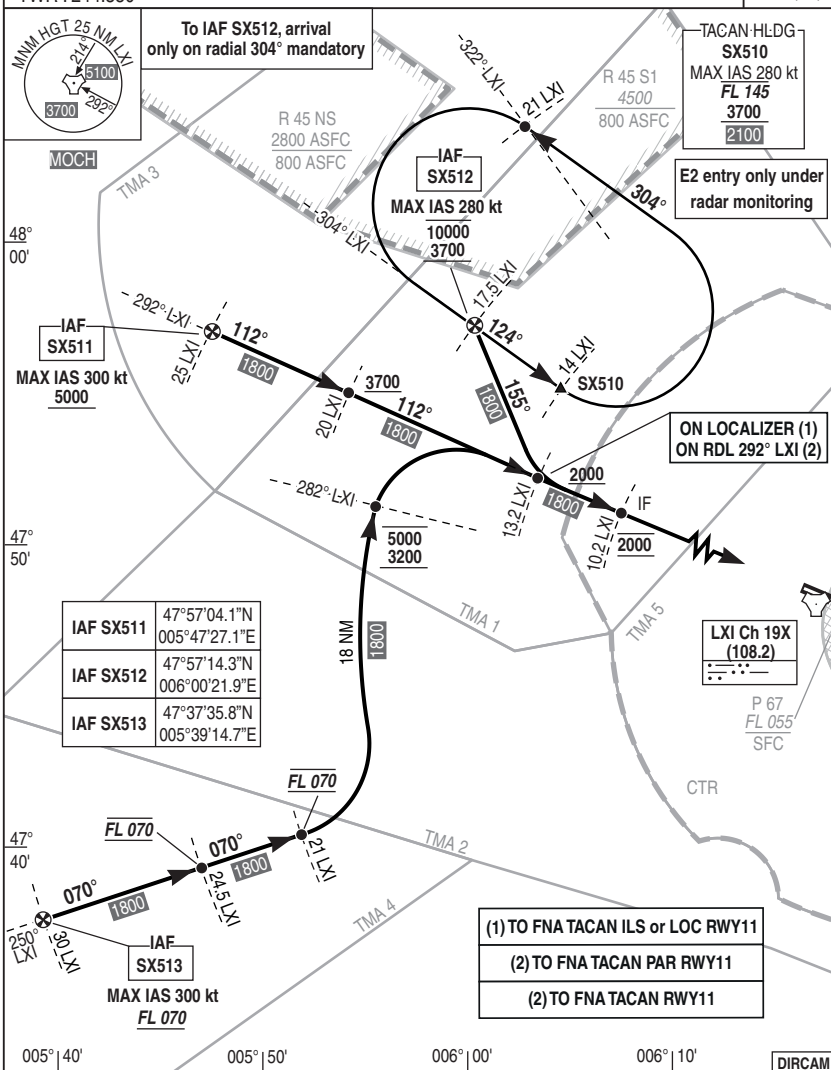
05 SEP 2024

06 LUXEUIL SAINT-SAUVEUR LFSX
INA HPMA TACAN RWY11

APP : 338.725 (Recovery) - 282.025 (Climb)

TWR : 244.350

VAR
2°E (20)



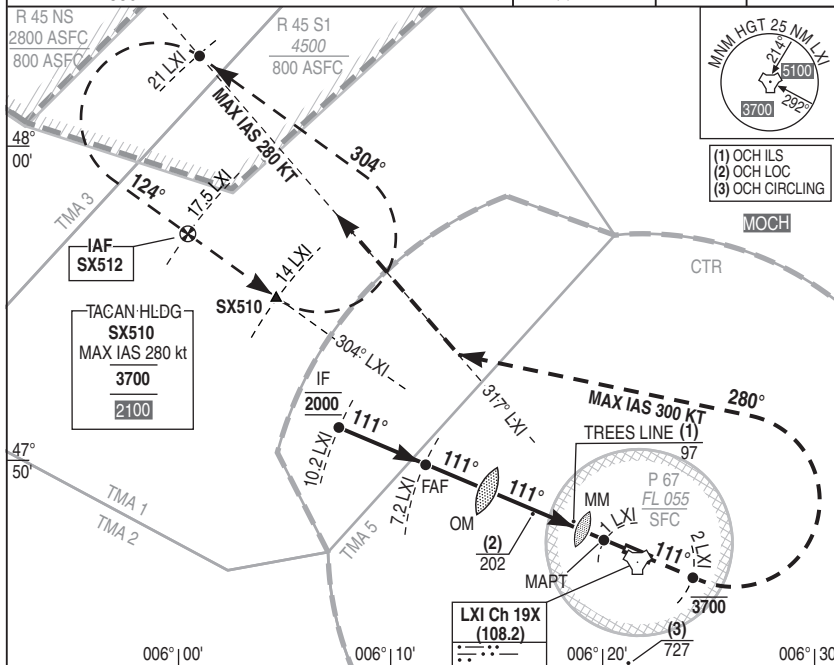
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 858

05 SEP 2024

07 LUXEUIL SAINT-SAUVEUR LFSX
FNA HPMA TACAN ILS or LOC RWY11

APP : 338.725 (Recovery) - 282.025 (Climb)	ILS : LXI 108.10 ⋯⋯⋯	RDH : 52	VAR 2°E (20)
TWR : 244.350			



ILS True heading : 113.07°										REF HGT : ALT THR in ft				
IF 2000 111° FAF LOC 111° OM 1330 MM 1330 MAPT LXI 1010 490 MDH DH 3.0° - 5.2% 6.0% 111° 6.0%										3700	2 NM	LXI	MT 280°	
10.2 9.2 7.2 6.2 5.1 4.1 1.6 0.6 1 0										→ TAC (NM) → THR (NM)				
CAT	ILS			LOC			CIRCLING			TACAN				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	VIS	OCH					
A	200	550	195	450	1300	448	1030	1600	1022	NM 7 6 5 4 3				
B								1600		HGT 1930 1620 1300 980 670				
C								2400						
D/E								3600						

Remarks : DIRCAM

HPMA TACAN ILS or LOC RWY11 CHG : P67 07 LUXEUIL SAINT-SAUVEUR LFSX

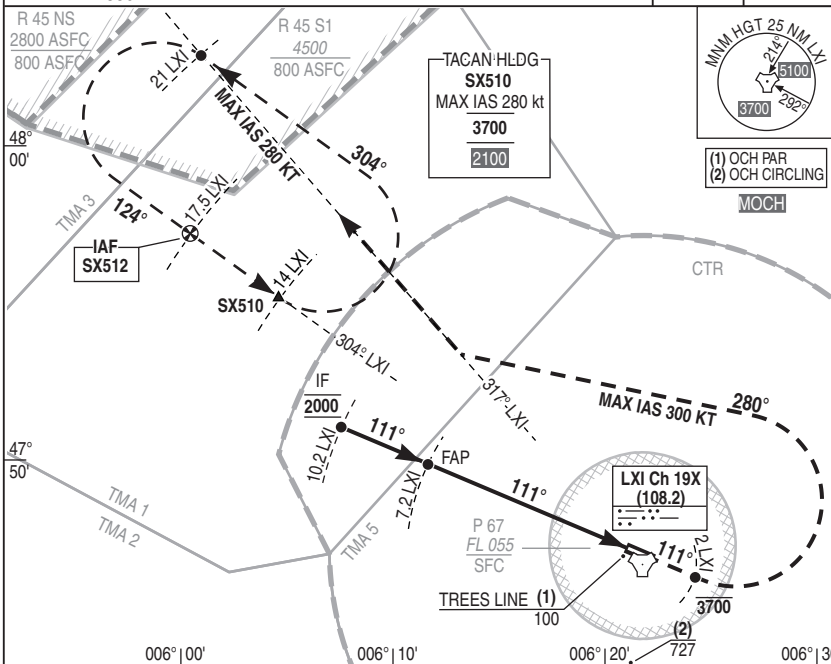
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 858

05 SEP 2024

08 LUXEUIL SAINT-SAUVEUR LFSX
FNA HPMATACAN PAR RWY11

APP : 338.725 (Recovery) - 282.025 (Climb)	RDH : 52	VAR 2°E (20)
TWR : 244.350		



REF HGT : ALT THR in ft						
API : Climb RWY axis to 3700ft QFE.						
At 2 LXI, turn left MT 280° to intercept and follow RDL 317° (MT 317°) LXI for holding or for a new approach from SX512.						
TAC (NM)						
THR (NM)						

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	550	199	1030	1600	1022
B					1600	
C					2400	
D/E					3600	

Remarks : DIRCAM

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 858

05 SEP 2024

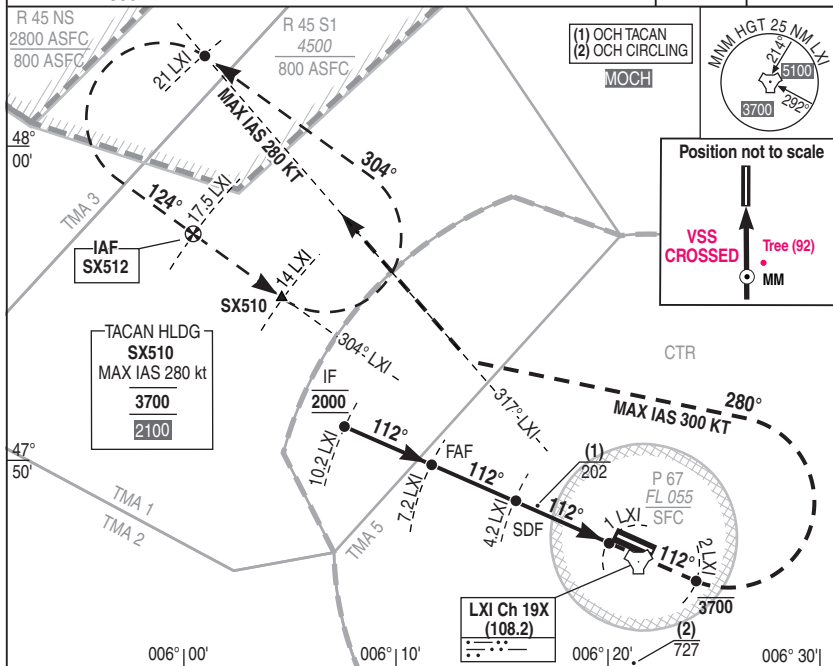
09 LUXEUIL SAINT-SAUVEUR LFSX
FNA HPMATACAN RWY11

APP : 338.725 (Recovery) - 282.025 (Climb)

TWR : 244.350

RDH : 49

VAR
2°E (20)



REF HGT : ALT THR in ft						
IF FAF SDF MAPT LXI 2000 1010 490 MDH 1050 112° 5.2% 6.0% 112°						
10.2 7.2 4.2 1 0 9.2 6.2 3.2						
CAT	TACAN			CIRCLING		
	MDH	RVR	OCH	MDH	VIS	OCH
A						
B						
C	450	1400	448	1030	1600	1022
D/E					1600	
					2400	
					3600	

Remarks : VSS Crossed.

DIRCAM

HPMATACAN RWY11

CHG : P67

09 LUXEUIL SAINT-SAUVEUR LFSX

TABLE FOR DATA INDICATOR					LFSX INS GNSS RWY11 - MAG VAR 2.2°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	SX501	47°54'10.1»N	005°56'39.3»E	FO		111 (113,0)	L	3700	FL145	250
10	IF/CF	SX501	47°54'10.1»N	005°56'39.3»E	FO		111		3700		250
20	CF	SX502	47°51'03.5»N	006°07'36.3»E	FO	8,0	111 (112,8)		2000	2000	250
30	CF	SX503	47°49'53.4»N	006°11'42.3»E	FO	3,0	111 (112,9)		2000	2000	250
40	CF	RW11	47°47'29.73»N	006°20'04.32»E	FO	6,1	111 (113,0)				
50	CH						111 (113,1)	L		1000	250
60	CF	SX505	47°59'28.2»N	005°52'29.0»E	FO		291 (293,0)		3700	3700	250
70	CF	SX501	47°54'10.1»N	005°56'39.3»E	FO		111 (112,7)	L			
LEGEND : HM : Holding to a Manual termination IF : Initial Fix CF : Course to a Fix CH : Course to a Height FO : Fly Over											

CH : Course to a Height

CF : Course to a Fix

IF : Initial Fix

HM : Holding to a Manual termination

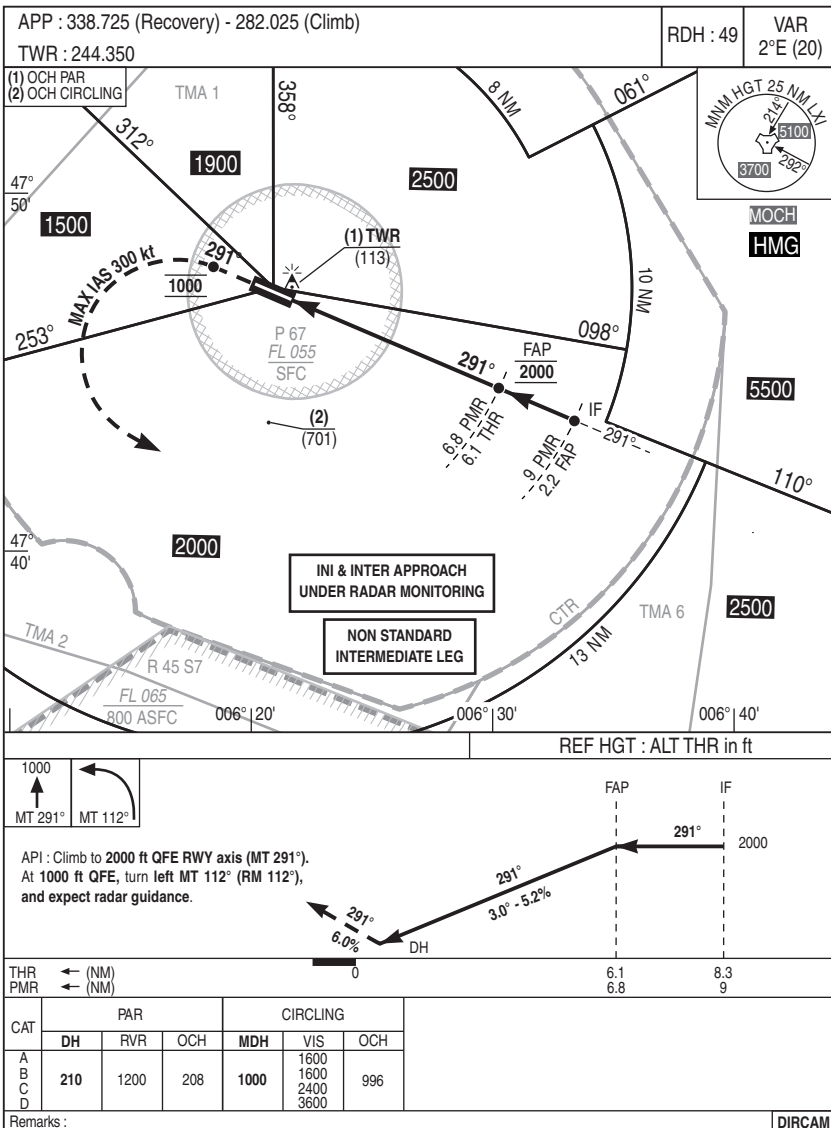
FO : Fly Over

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 884

26 DEC 2024

12 LUXEUIL SAINT-SAUVEUR LFSX
HPMA RADAR PAR RWY29



HPMA RADAR PAR RWY29

CHG : Non standard intermediate leg

12 LUXEUIL SAINT-SAUVEUR LFSX

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR : 884

26 DEC 2024

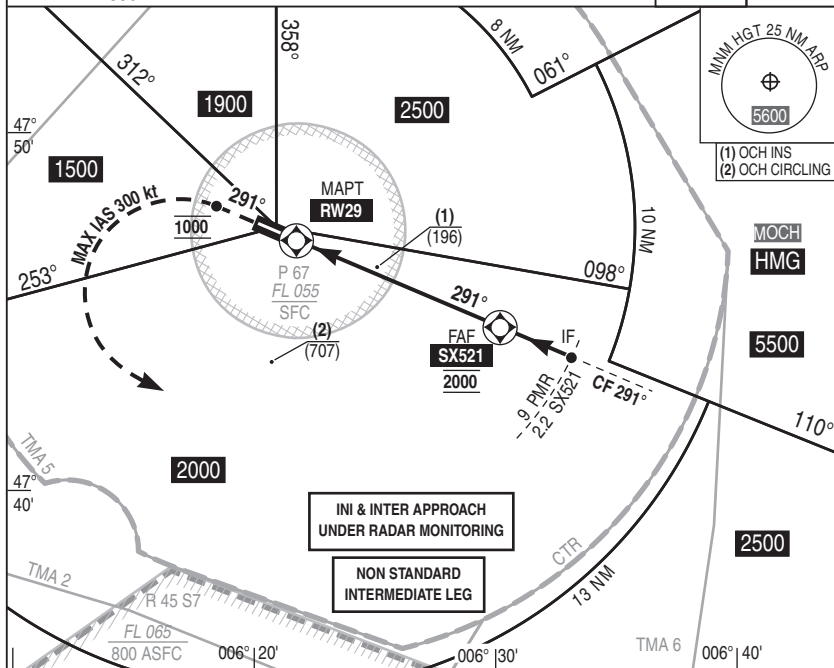
13 LUXEUIL SAINT-SAUVEUR LFSX
HPMA RADAR to INS GNSS RWY29

APP : 338.725 (Recovery) - 282.025 (Climb)

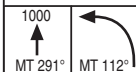
TWR : 244.350

RNP
APCH

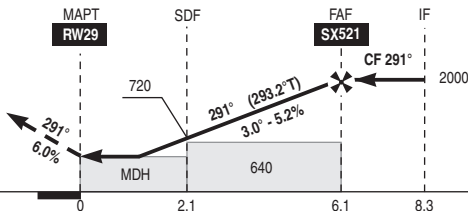
VAR
2°E (20)



REF HGT : ALT THR in ft



API : Climb RWY axis to 2000 ft QFE.
At 1000 ft QFE, turn left MT 112°
(RM 112°), then expect radar
guidance.



THR ← (NM)
PMR ← (NM)

CAT	INS			CIRCLING			RWY29					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	2	3	4	5	6
A	1500				1600							
B	1500				1600							
C	450	1500		1000	1600							
D	2100	2100	442		2400	996						

Remarks :

DIRCAM

HPMA RADAR to INS GNSS RWY29

CHG : New procedure

13 LUXEUIL SAINT-SAUVEUR LFSX

TABLE FOR DATA INDICATOR					LFSX INS GNSS RWY29 - MAG VAR 2.2°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	IF	SX521	47°44'34.4"N	006°30'12.9"E	FO		291 (293,2)		2000	2000	
20	CF	RW29	47°46'58.84"N	006°21'51.87"E	FO	6,1	291 (293,2)				
30	CH						291 (293,2)		1000	1000	300
40	VM						114	L	2000		
LEGEND : CF : Course to a Fix CH : Course to a Height FO : Fly Over L : Left VM : Heading to a manual termination											

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 885 THR 11 : 858

SID 01 **LUXEUIL** SAINT-SAUVEUR LFSX

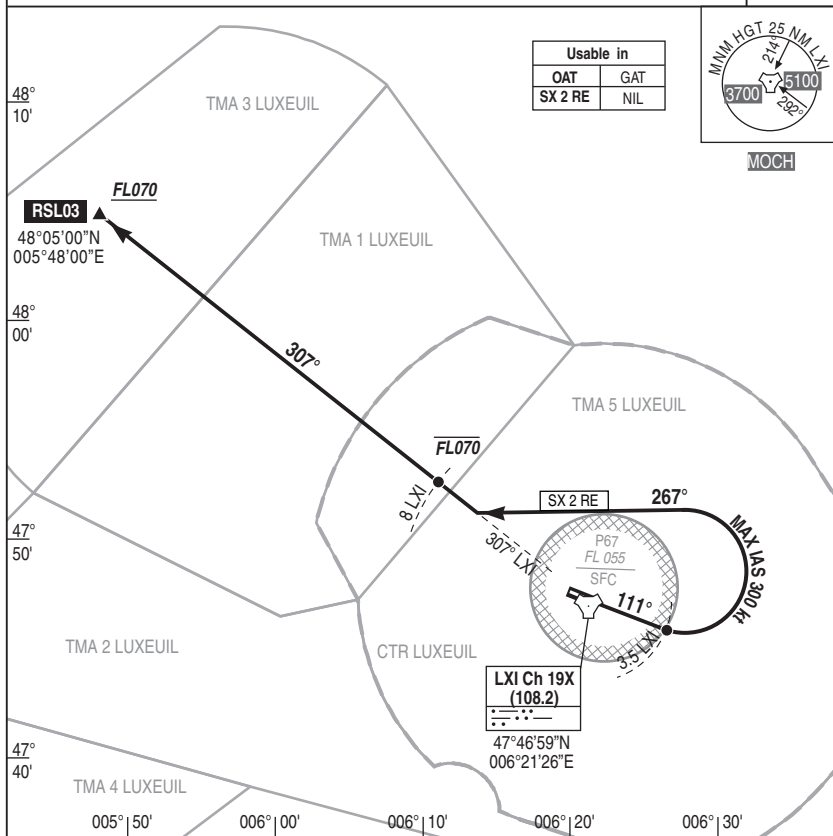
18 APR 2024

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 **RSL 03**.

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

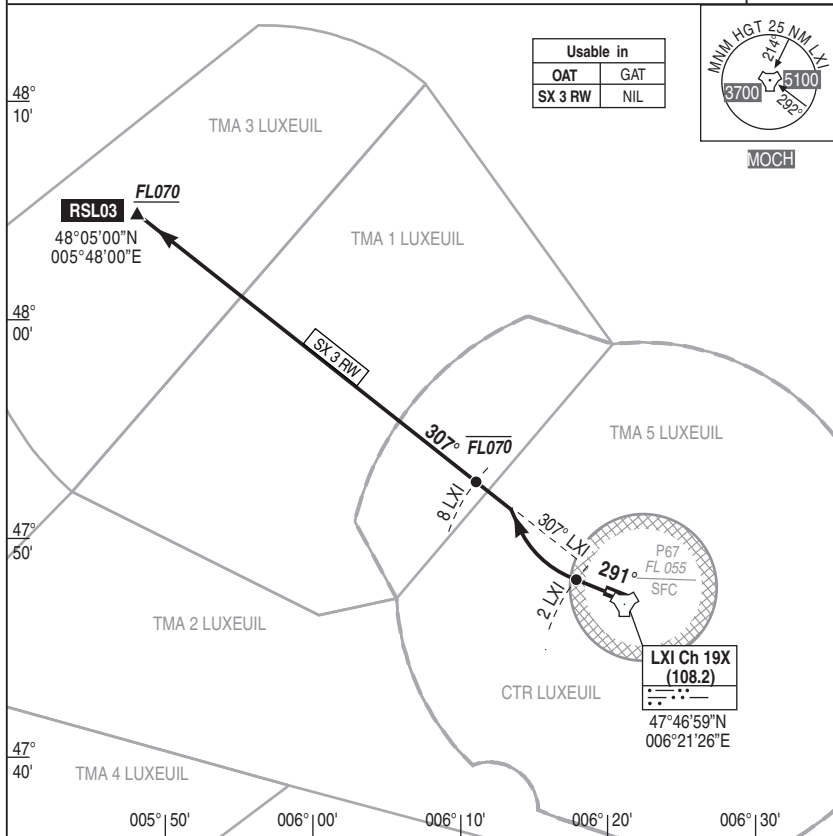
SID 02 LUXEUIL SAINT-SAUVEUR LFSX DEPARTURE RWY29

18 APR 2024

APP : 129.925 - 338.725

TWR : 122.100 - 244.350 - 257.800

VAR
2°E (20)



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

DEPARTURE RWY29

CHG : P67.

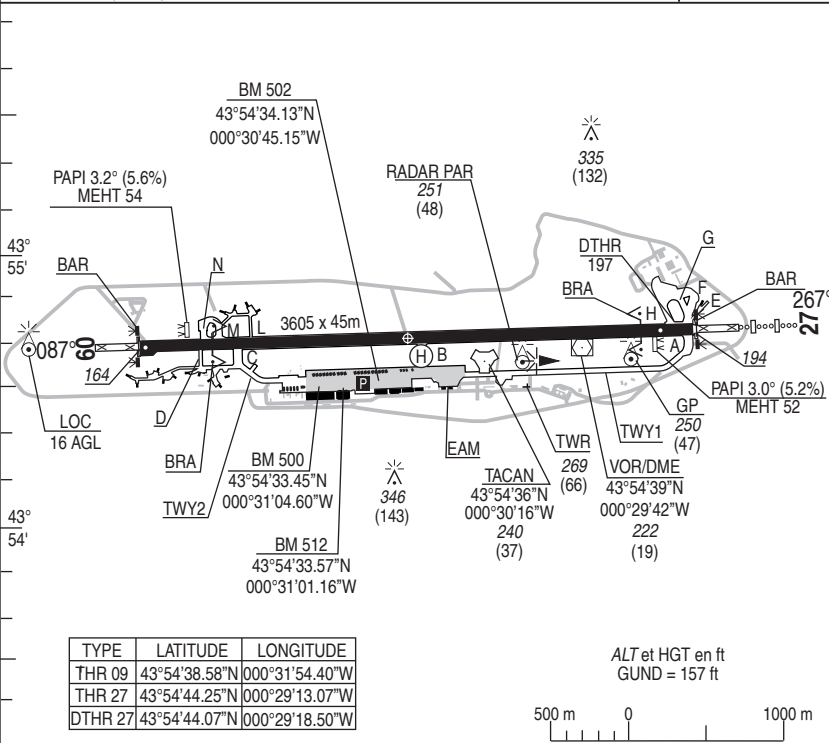
SID 02 LUXEUIL SAINT-SAUVEUR LFSX

NATIONAL FRA
AERODROME CHART

20 FEB 2025

01 MONT DE MARSAN LFBM

ALT AD : 203 (8 hPa) VAR : 0°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)			
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A	B	C	CAT D E
09	NIL	HI	3555	3605	3555	3555	Paved	550			550
27	HI 720m	HI	3555	3605	3555	3482	32 R/B/W/T	550			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
- TWY : 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 2200 LOC except for security
- Descent and climbing operations, APP/APP procedures and exercices using the airspace associated to Mont de Marsan by non based ACFT are subjected to permission of the ESCA operations chief (865 118 04 97 or 05.33.94.04.97) 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)
- RWY 27 : ALS CAT 1 - 720m - 5 intensities - strobe light - flashing lights 3 intensities
- RWY 09 : Flashing lights 3 intensities

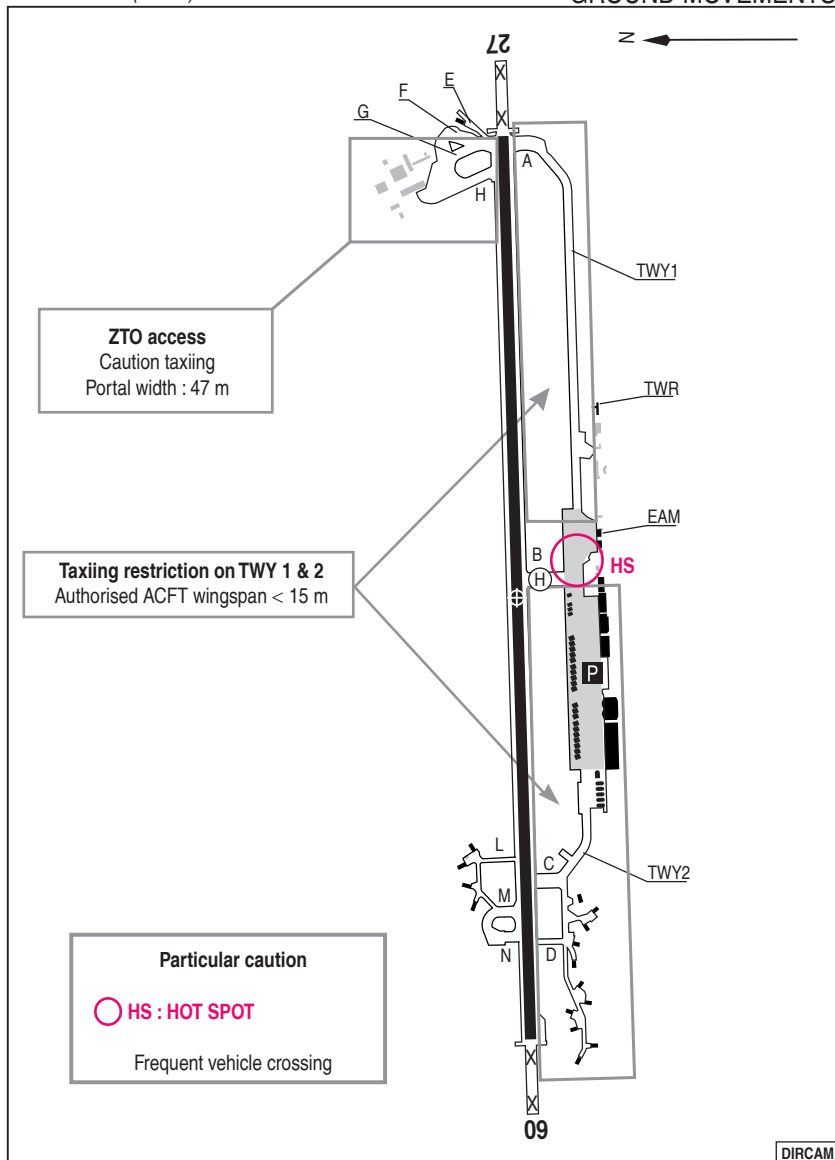
REFUELING

- 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

DIRCAM



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

09 SEP 2021

03 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.

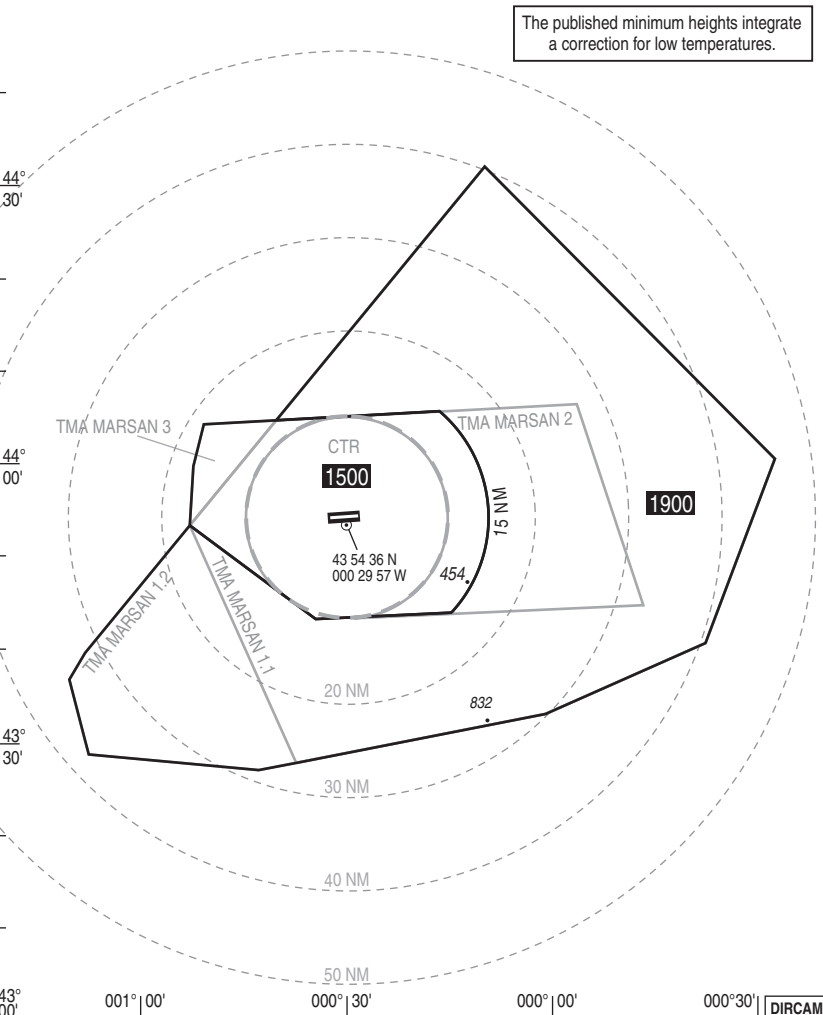
DIRCAM

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.



NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 THR : 164

31 DEC 2020

05 MONT DE MARSAN LFBM
TACAN / PAR RWY 09

APP : 142.450 - 375.100 - 344.175 - 362.300

RDH : 50

VAR
0°E (20)

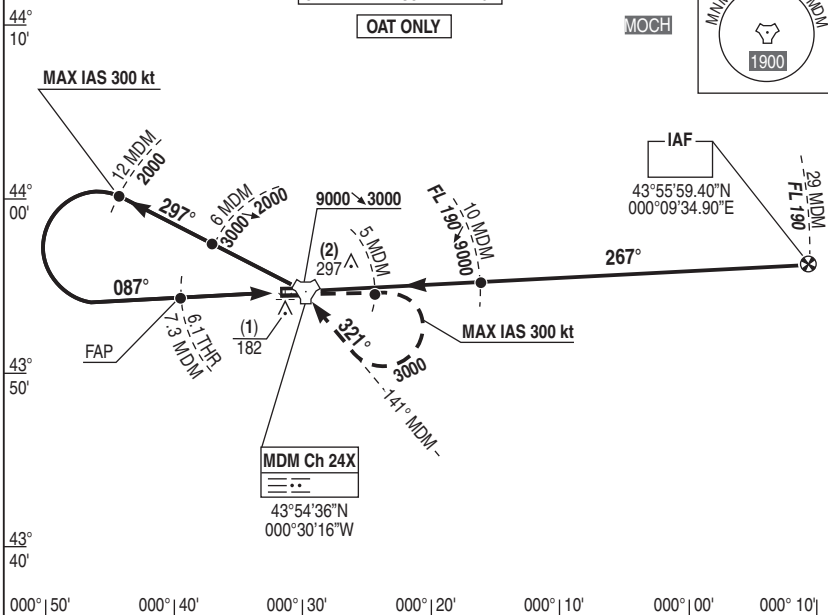
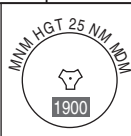
TWR : 142.750 - 282.350

(1) OCH PAR
(2) OCH CIRCLING

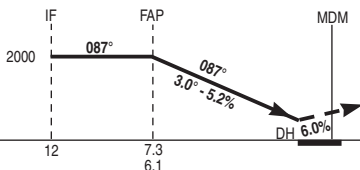
UNDER RADAR SURVEILLANCE

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

13 JUN 2024

06 MONT DE **MARSAN** LFBM
TACAN RWY 09

APP : 142.450 - 375.100 - 344.175 - 362.300

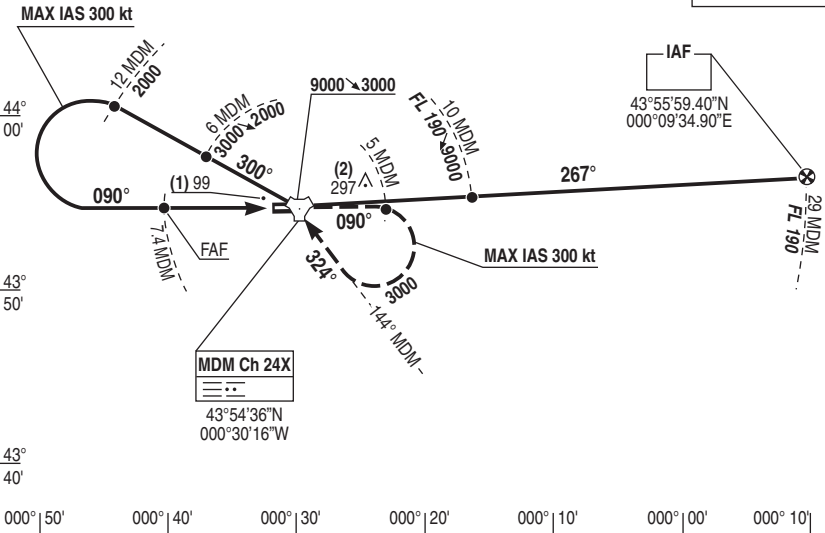
TWR : 142.750 - 282.350

VAR
0°E (20)

- (1) OCH TACAN
(2) OCH CIRCLING

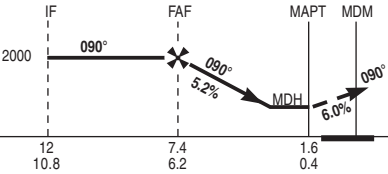
UNDER RADAR SURVEILLANCE

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.

CAT	TACAN			CIRCLING (1) (2)			TACAN				
	MDH	RVR	OCH	MDH	VIS	OCH	NM				
A	1500			1600			7	6	5	4	3
B	1500			1600			1890	1570	1260	940	620
C	1600		345	800	2400	797					
D/E	1600			3600							

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

DIRCAM

TACAN RWY 09

CHG : Revision

06 MONT DE MARSAN LFBM

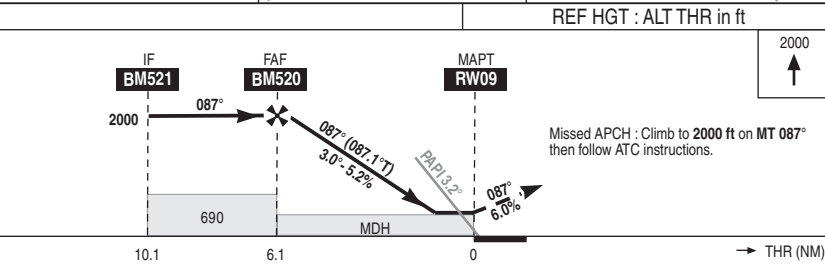
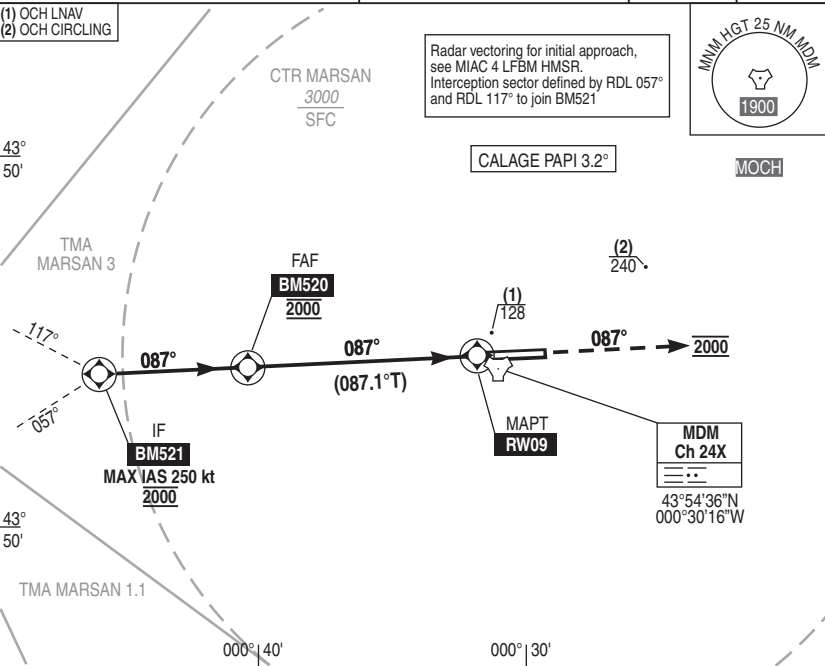
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 203 THR : 164

13 JUN 2024

07 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)
--	---	----------	-----------------



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

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

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

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

NATIONAL FRA
INSTRUMENT APPROACH

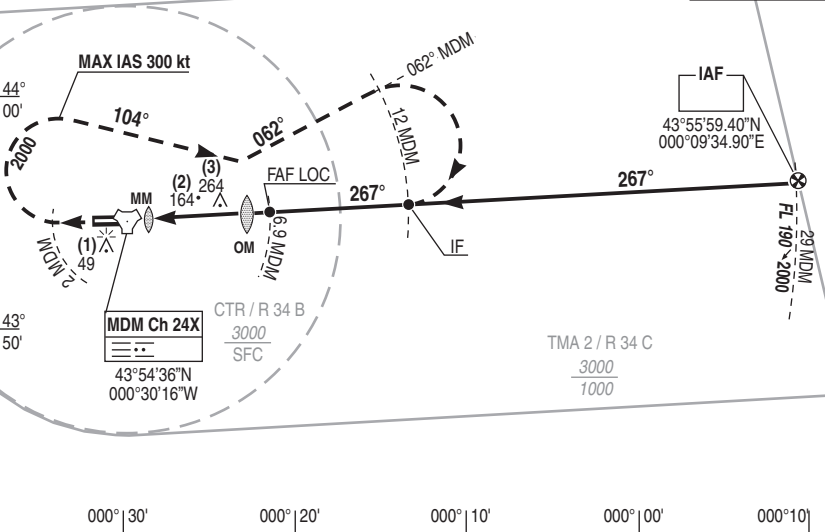
ALT AD : 203 DTHR : 197

13 JUN 2024

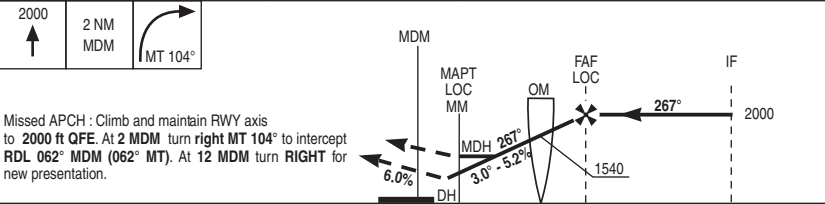
09 MONT DE MARSAN LFBM
TACAN / ILS RWY 27

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	MM HGT 25 NM MDM 1900
--	------	--------------------------



ILS true heading : 267.23	REF HGT : ALT THR in ft
---------------------------	-------------------------



TAC (NM)	1.3	5.4	6.9	12
DTHR (NM)	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	NM	6	5	4	3 2
A	250	800	146	420	1200	414	770	1600	764	HGT	1730	1410	1100	780 460
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

TACAN / ILS RWY 27

CHG : Revision

09 MONT DE MARSAN LFBM

NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 203 DTHR : 197

13 JUN 2024

10 MONT DE MARSAN LFBM
TACAN / PAR RWY 27

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

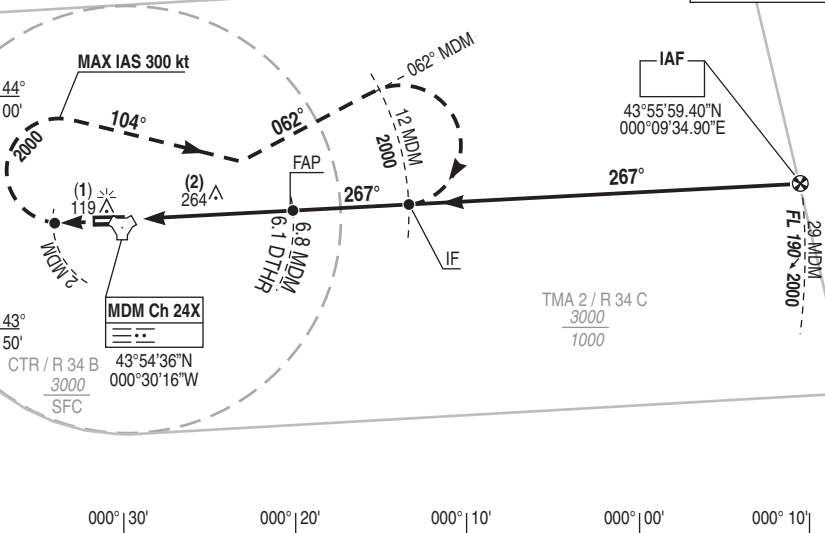
PAR
RDH : 52

VAR
0°E (20)

(1) OCH PAR
(2) OCH CIRCLING

OAT ONLY

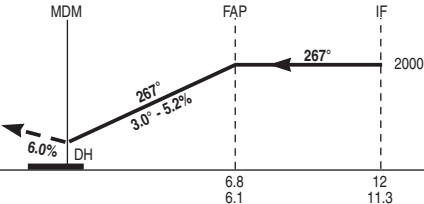
MOCH



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 6.1 12 11.3

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

TACAN PAR RWY 27

CHG : Revision

10 MONT DE MARSAN LFBM

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 203 DTHR : 197

13 JUN 2024

11 MONT DE MARSAN LFBM
INS GNSS RWY27

APP : 142.450 - 375.100 - 344.175 - 362.300

TWR : 142.750 - 282.350

VAR
0°E (20)

- (1) OCH LNAV
(2) OCH CIRCLING

**PROCEDURE RESTRICTED TO
AIRCRAFTS ALLOWED ONLY**

R 115 A
FL 120
SFC

R 115 B
3000
1000



44°
10' TMA
MARSAN 3

MOCH

TMA MARSAN 2
3000
1000

44°
00'

43°
50'

43°
40'

MATF
BM504
3400

MAPT
RW27

CTR MARSAN
3000
SFC

(2)
214

(1)
194

FAF
BM503

267°

IF
BM502
2000

IAF
BM501
3400

267°

267°

267°

087°

297°

237°

IAF
BM505
FL 185
3400

267°

267°

RNAV HLDG
BM501
FL 140
3400
1800

TMA MARSAN 1.1

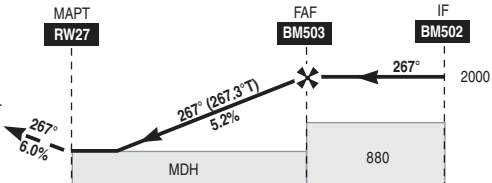
**Holding mandatory outside
interception sector defined
by RDL 237° and RDL 297°**

000° 40' 000° 30' 000° 20' 000° 10' 000° 00' 000° 10' 000° 20'

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		HGT	680	1000	1320	1640	1960
B				550	1600							
C				600	2400	509						
D				700	3600							

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

DIRCAM

INS GNSS RWY27

CHG : Revision

11 MONT DE MARSAN LFBM

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			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 Fix CH : Course to a Height FO : Fly Over FB : Fly By

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 DEPARTURE

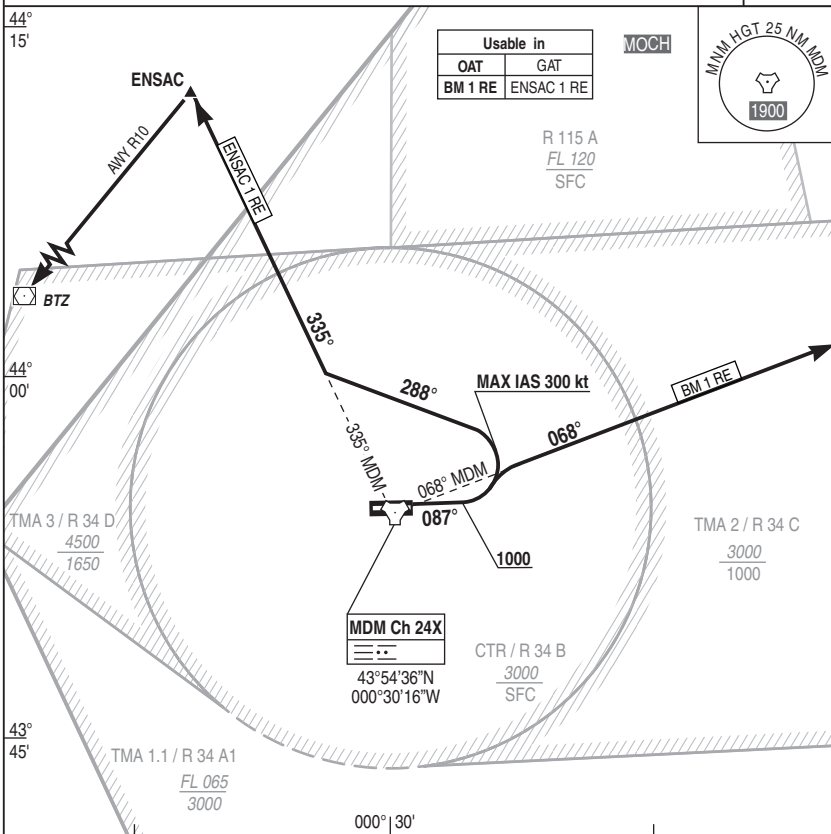
ALT AD : 203 THR : 164

13 JUN 2024

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)



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

DEPARTURES RWY 09

CHG : VOR deleted

SID 01 MONT DE MARSAN LFBM

NATIONAL FRA INSTRUMENT DEPARTURE

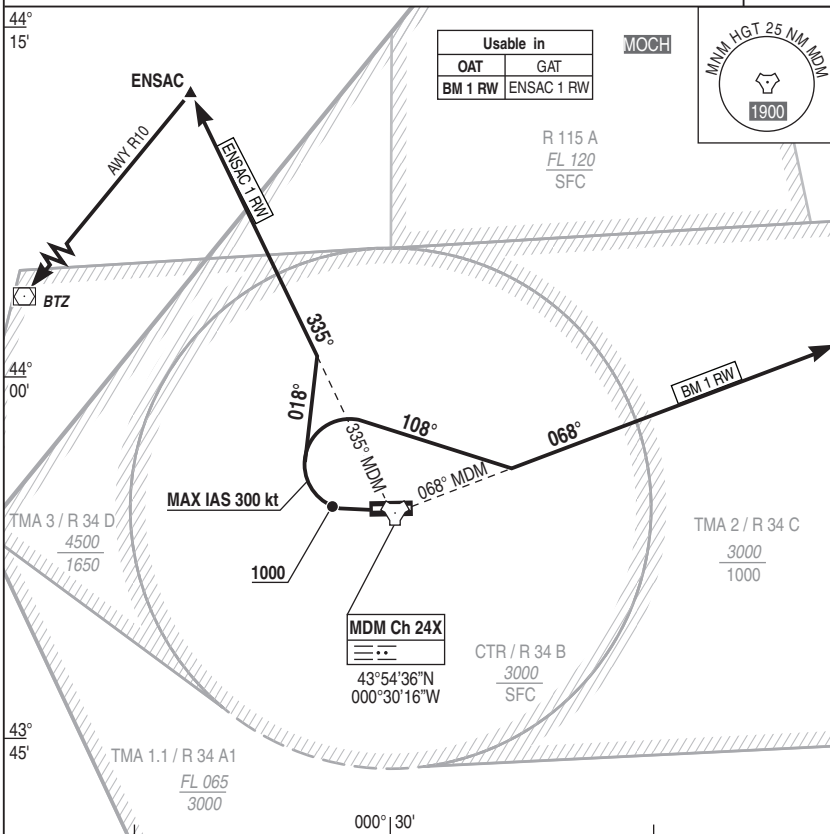
ALT AD : 203 THR : 194

13 JUN 2024

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 : VOR deleted

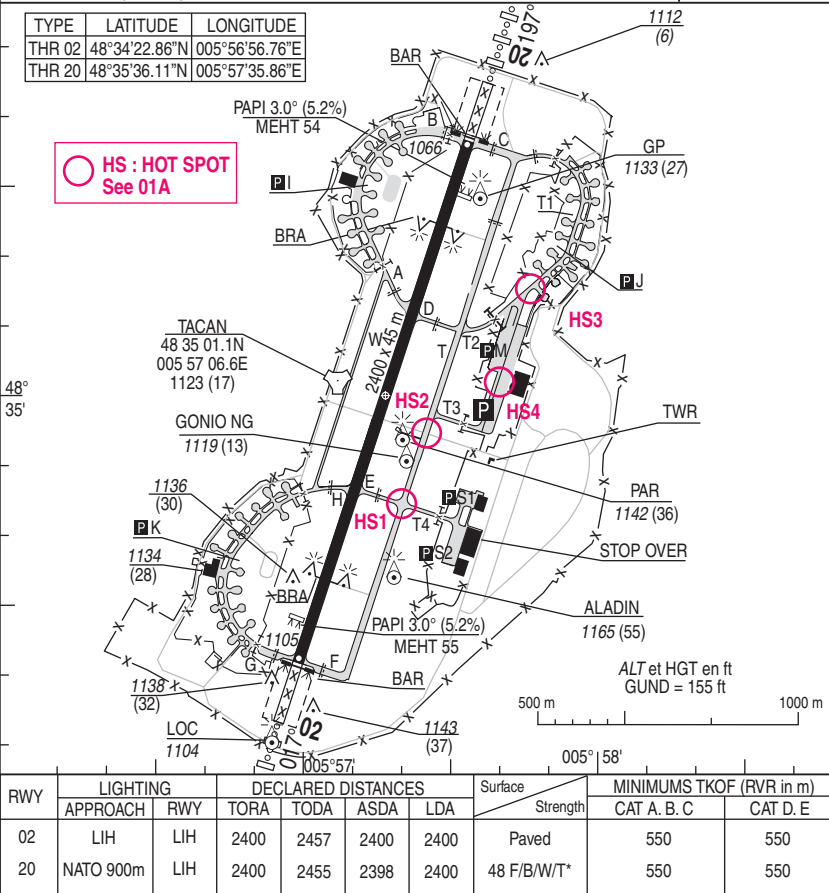
SID 02 MONT DE MARSAN LFBM

NATIONAL FRA
AERODROME CHART

13 JUN 2024

01 NANCY OCHEY LFSO

ALT AD : 1106 (40 hPa) VAR : 2°E (20)



*Concrete at both end over 240m : -THR 02 : 101 R/C/W/T
-THR 20 : 37 R/B/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

DV (Flight director) : 03 83 52 78 62 - 863 133 2840

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

NATIONAL FRA

ALT AD : 1106 (40 hPa)

16 MAY 2024

01 B NANCY OCHEY LFSO

GROUND MOVEMENTS

CAUTION

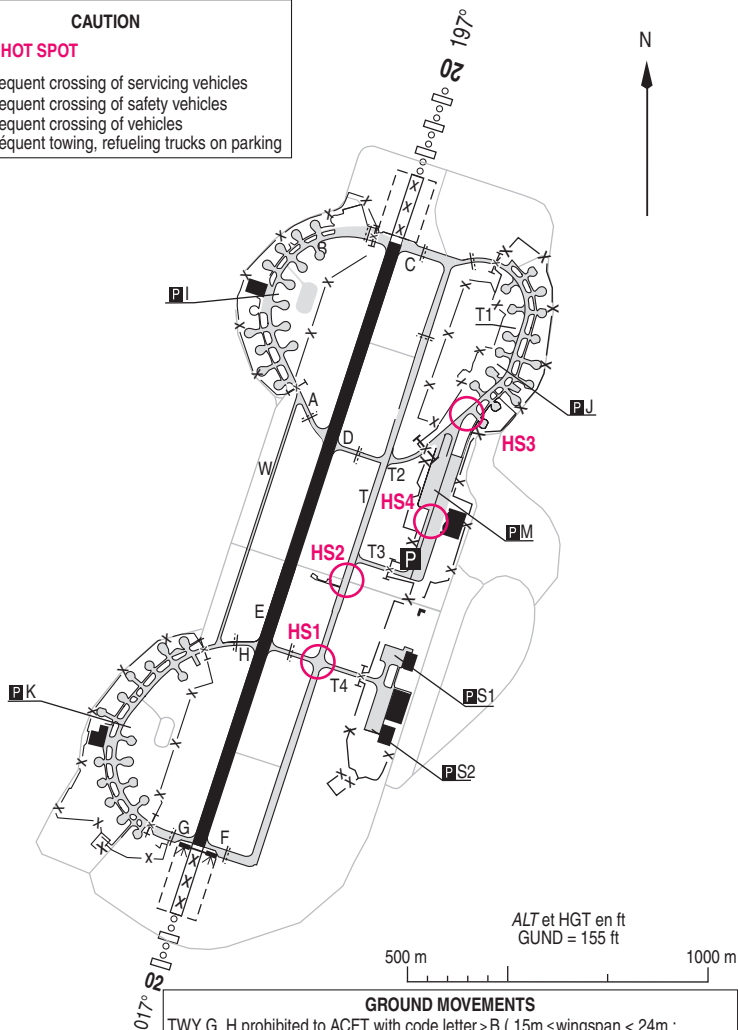
○ **HS : HOT SPOT**

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

ALT AD : 1106 (40 hPa)

11 JUL 2024

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

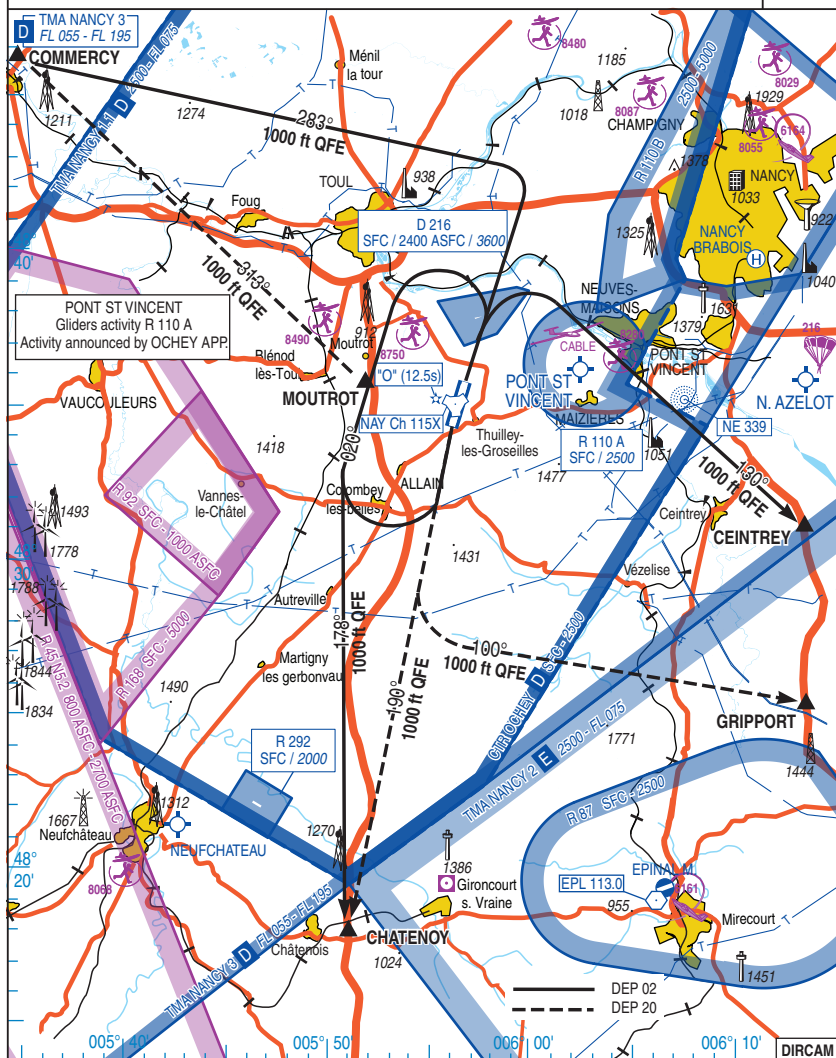
20 Km SW from NANCY

TEL : 03.83.52.66.20

VAR

2°E

(20)



JET DEPARTURE RWY02 & 20

CHG : Obs file.

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 GRIPPORT.
- 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
IP 20 48°37.723'N - 005°58.974'E	024°/3NM	North airfield, on main TWY axis
IP 02 48°32.085'N - 005°55.872'E	196°/3NM	South airfield, on main TWY axis
ER E 48°28.396'N - 006°06.391'E	137°/9NM	Silo between Tantonville and Quevilloncourt
ER S 48°24.072'N - 005°39.515'E	227°/16NM	«X» crossroad D3/D53, SW Coussey
ER W 48°41.056'N - 005°43.458'E	304°/11NM	Interchange N4/D36, SE Pagny sur Meuse
MOUTROT 48°36.216'N - 005°52.861'E	293°/3NM	90° turn of the road EAST of Moutrot
CEINTREY 48°30.892'N - 006°14.024'E	110°/11,5NM	Bridge of D51 road on N57 road, EAST Ceintrey
GRIPPORT 48°25.010'N - 006°13.900'E	132°/14,5NM	Interchange D904/N57, WEST Gripport
COMMERCY 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
CHATENOIS 48°17.781'N - 005°51.451'E	192°/18NM	Bridge of D136 road over A31 highway, EAST Chate-nois

ALT AD : 1106 (40 hPa)

11 JUL 2024

04 NANCY OCHEY LFSO

ARR JET 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

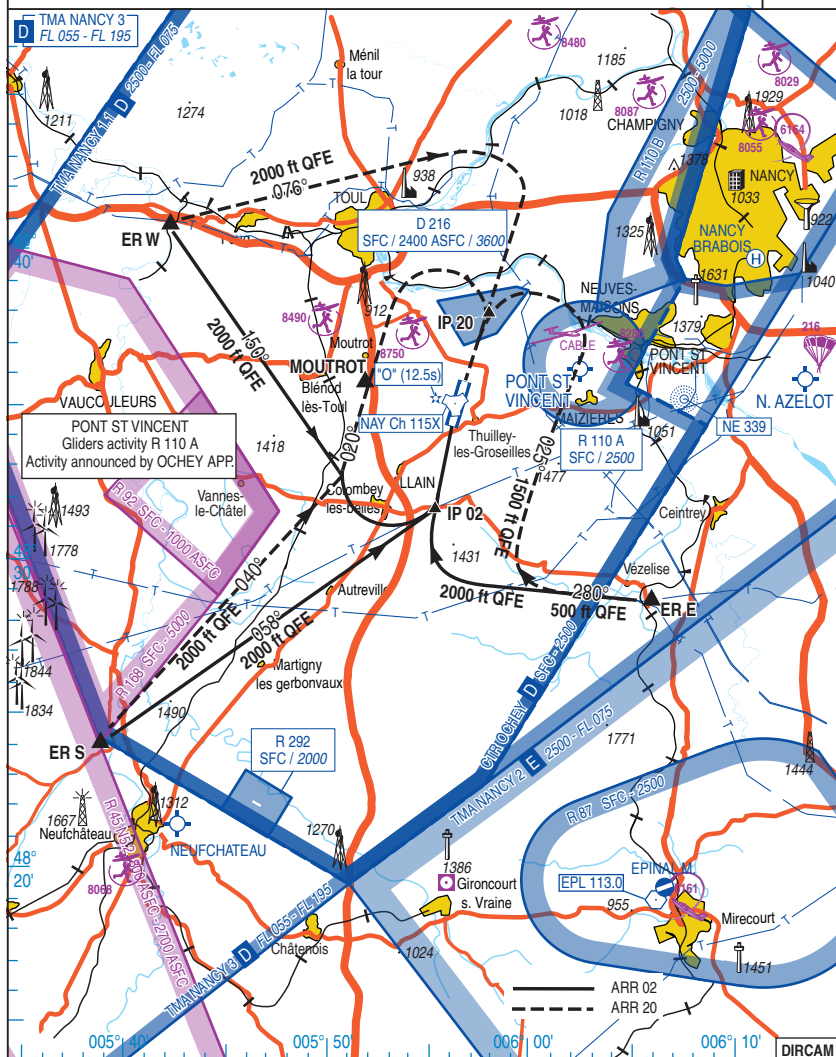
20 Km SW from NANCY

TEL : 03.83.52.66.20

VAR

2°E

(20)



ARR JET RWY20 & 02

CHG : Obs file.

04 NANCY OCHEY LFSO

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
IP 20 48°37.723'N - 005°58.974'E	024°/3NM	North airfield, on main TWY axis
IP 02 48°32.085'N - 005°55.872'E	196°/3NM	South airfield, on main TWY axis
ER E 48°28.396'N - 006°06.391'E	137°/9NM	Silo between Tantonville and Quevilloncourt
ER S 48°24.072'N - 005°39.515'E	227°/16NM	«X» crossroad D3/D53, SW Coussey
ER W 48°41.056'N - 005°43.458'E	304°/11NM	Interchange N4/D36, SE Pagny sur Meuse
MOUTROT 48°36.216'N - 005°52.861'E	293°/3NM	90° turn of the road EAST of Moutrot
CEINTREY 48°30.892'N - 006°14.024'E	110°/11,5NM	Bridge of D51 road on N57 road, EAST Ceintrey
GRIPPORT 48°25.010'N - 006°13.900'E	132°/14,5NM	Interchange D904/N57, WEST Gripport
COMMERCY 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
CHATENOIS 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

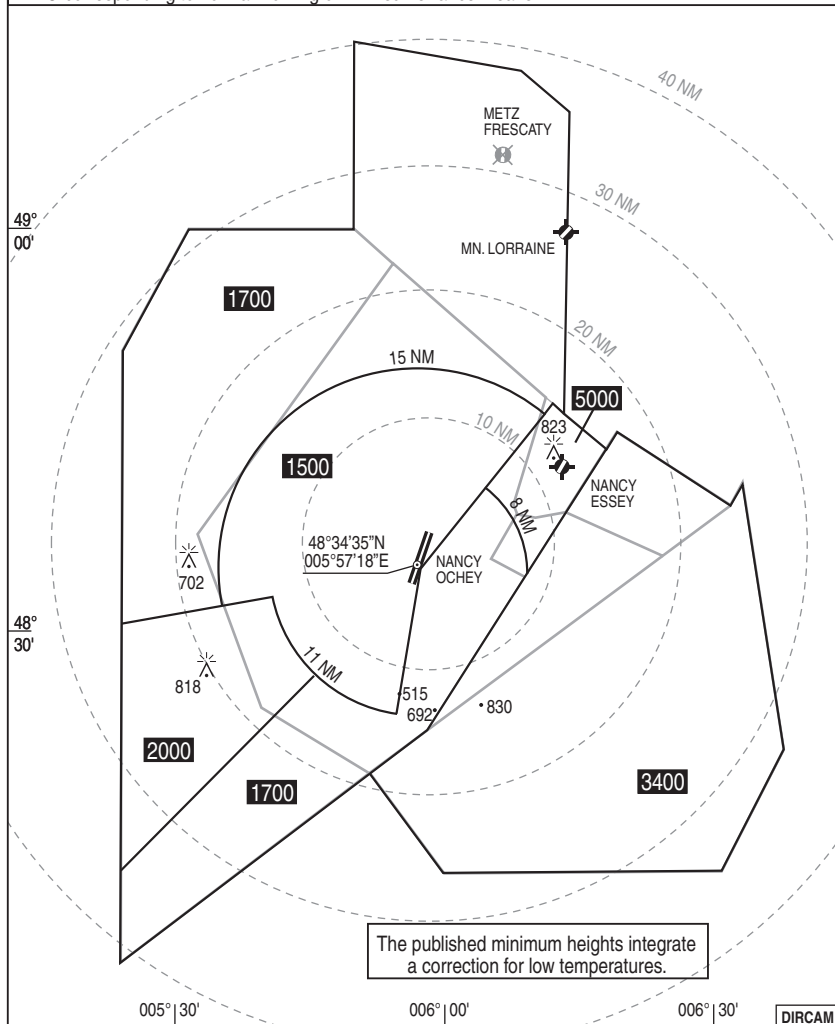
VAR
2°E
(20)

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.



HMG

CHG : FREQ TWR.

06 NANCY OCHEY LFSO

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106

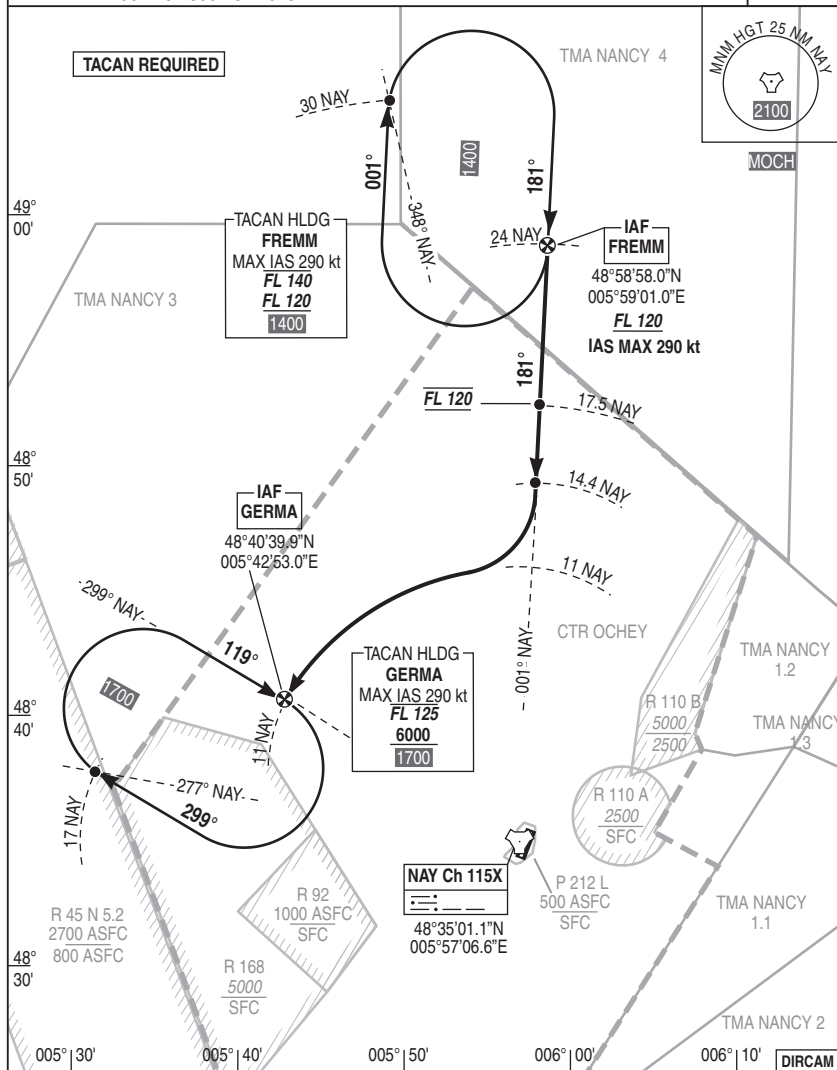
26 DEC 2024

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)



INA FREMM TO GERMA

CHG : New procedure.

07 NANCY **OCHEY** LFSO

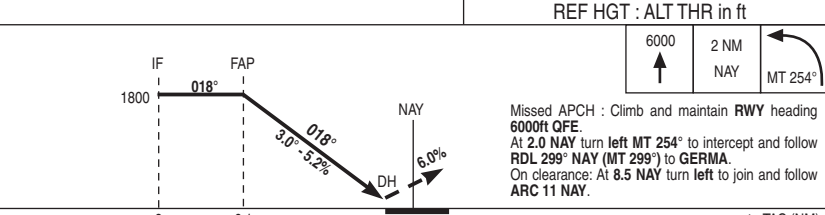
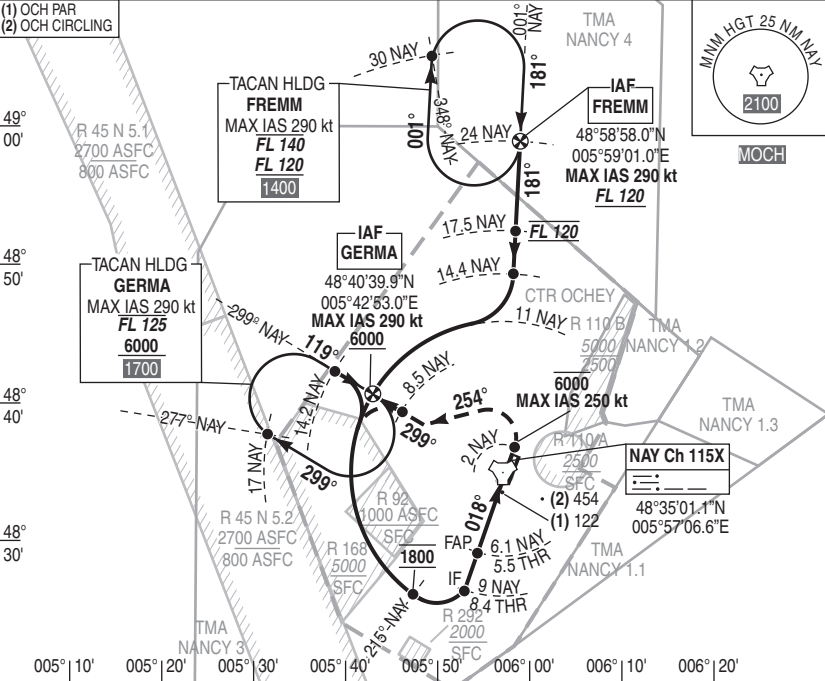
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

26 DEC 2024

08 NANCY OCHEY LFSO
HPMA TACAN / PAR RWY02

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



CAT	PAR			CIRCLING			
	DH	RVR	OCH	MDH	VIS	OCH	
A	220	800	220	750	1600		
B					1600		
C					2400	749	
D/E					3600		

Remarks : DIRCAM

HPMA TACAN / PAR RWY02

CHG : New procedure.

08 NANCY OCHEY LFSO

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

26 DEC 2024

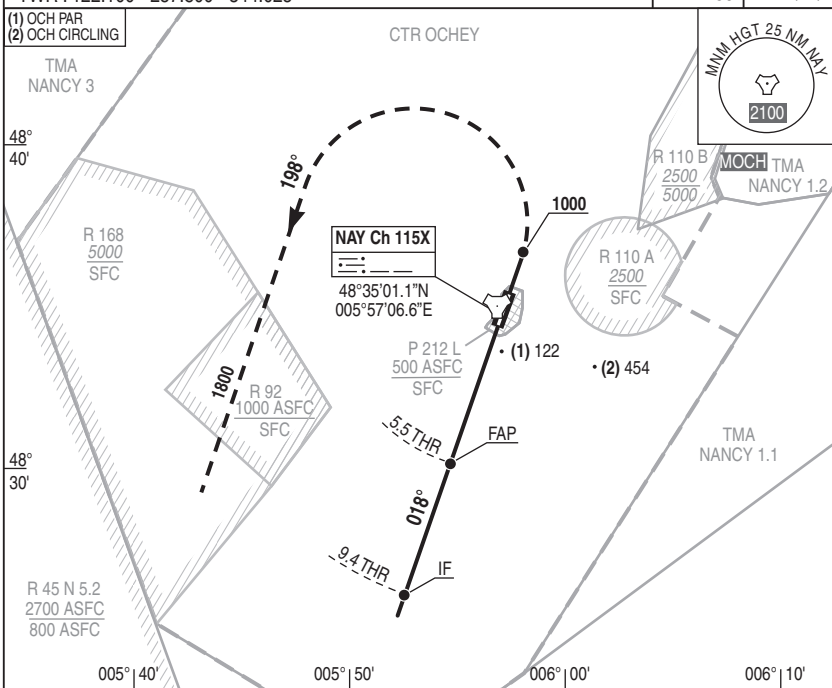
09 NANCY **OCHEY** LFSO
HPMA RADAR / PAR RWY02

APP : 267.000 (Recovery) - 336.450 (Climb)

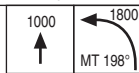
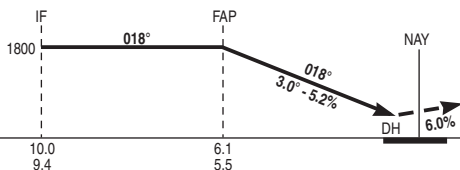
TWR : 122.100 - 257.800 - 344.025

PAR
RDH : 50

VAR
2°E (20)



REF HGT : ALT THR in ft



Missed APCH : Climb and maintain
RWY heading.
At 1000 ft QFE turn left MT 198° to
1800 ft QFE then as cleared.

→ MRT (NM)
→ THR (NM)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A	220	800	220	750	1600	749
B					1600	
C					2400	
D/E					3600	

Remarks :

DIRCAM

HPMA RADAR / PAR RWY02

CHG : New procedure.

09 NANCY **OCHEY** LFSO

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1105

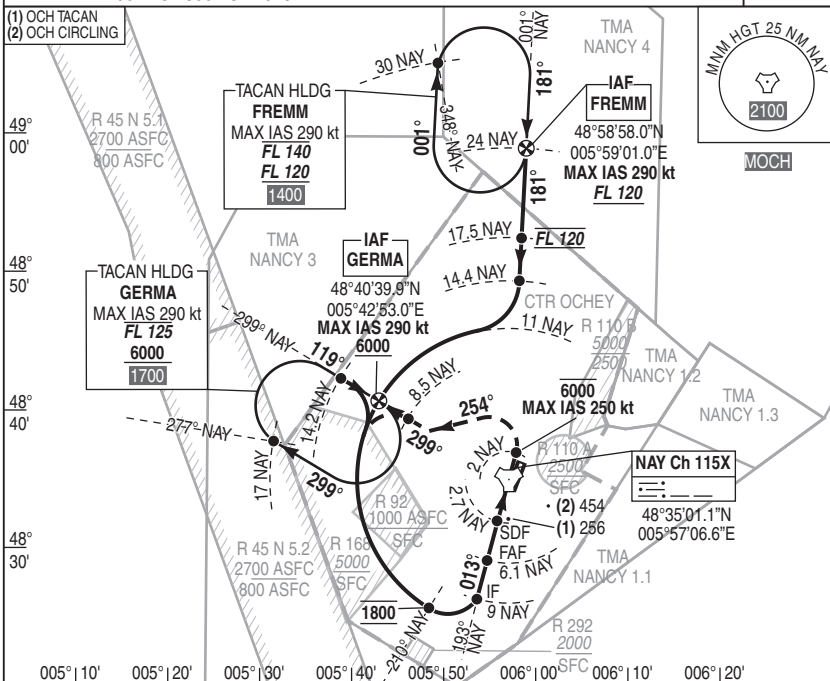
26 DEC 2024

10 NANCY OCHEY LFSO
HPMA TACAN RWY02

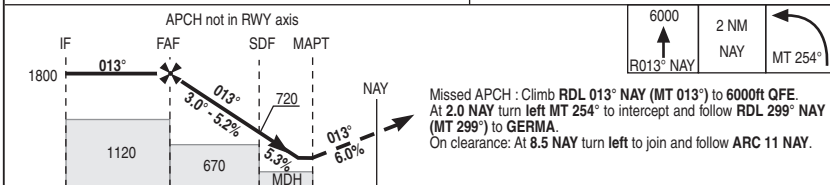
APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

VAR
2°E (20)



REF HGT : ALT THR in ft



9 8.4		6.1 5.5		2.7 2.1		1 0.4							→ TAC (NM) → THR (NM)	
CAT	TACAN			CIRCLING										
	MDH	RVR	OCH	MDH	VIS	OCH								
A	510	1500	503	750	1600	749	TACAN							
B		1500			NM		6	5	4	3	2			
C		1600			HGT		1760	1440	1120	800	480			
D/E		1600												

Remarks :

DIRCAM

HPMA TACAN RWY02

CHG : New procedure.

10 NANCY OCHEY LFSO

ALT AD:1106 THR:1105

26 DEC 2024

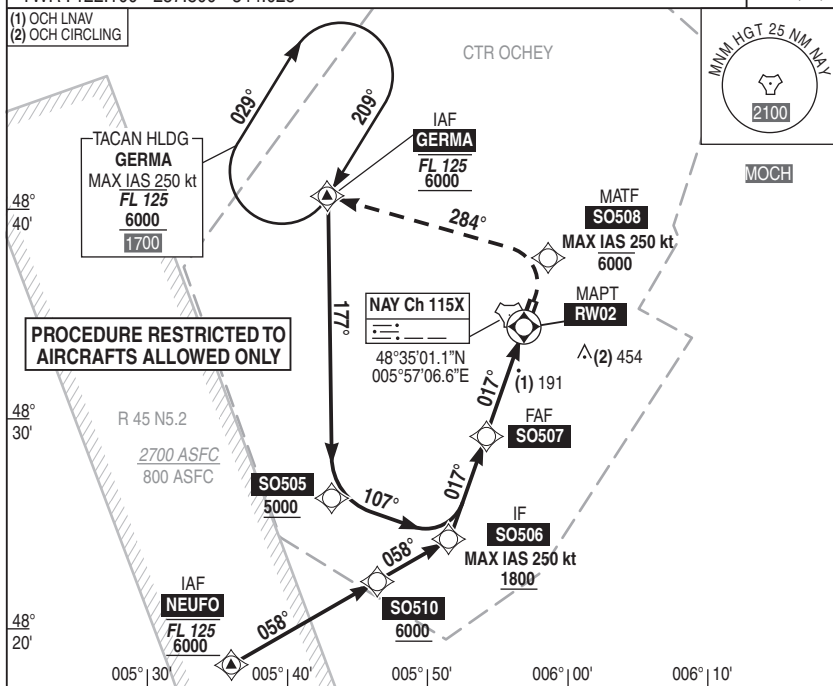
11 NANCY **OCHEY** LFSO
INS GNSS RWY02

APP : 267.000 (Recovery) - 336.450 (Climb)

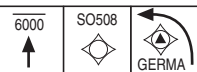
TWR : 122.100 - 257.800 - 344.025

VAR
2°E (20)

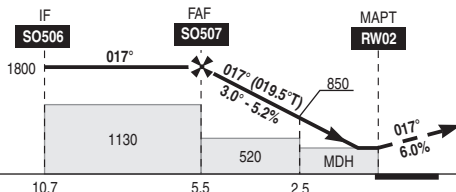
(1) OCH LNAV
(2) OCH CIRCLING



REF HGT : ALT THR in ft



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



→ THR (NM)

CAT	LNAV			CIRCLING		
	MDH	RVR	OCH	MDH	VIS	OCH
A B C D/F	440	1300	437	750	1600 1600 2400 3600	749

DIST RW02

NM	5	4	3	2
HGT	1640	1320	1000	690

D/E		
Remarks : VSS checked.		

DIRCAM

INS GNSS RWY02

CHG : Renaming.

11 NANCY OCHEY LFSO

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

20 MAR 2025

13 NANCY OCHEY LFSO
HPMA TACAN - ILS/LOC RWY20

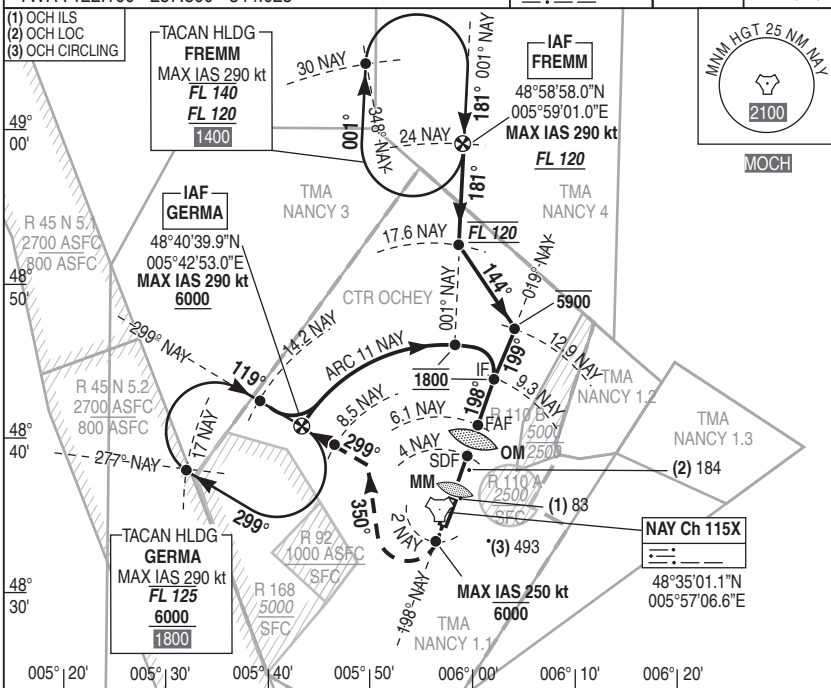
APP : 267.000 (Recovery) - 336.450 (Climb)

ILS : NAY 108.7

RDH : 54

VAR
2°E (20)

TWR : 122.100 - 257.800 - 344.025



ILS True heading : 199.51° REF HGT : ALT THR in ft



Missed approach : Climb and maintain RWY heading to 6000 ft QFE.

At 2.0 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	ILS			LOC			CIRCLING			TACAN				
	DH	RVR	OCH	MDH	RVR	OCH	MDH	RVR	OCH	NM	2	3	4	5
A	200	800	182	440	1300	431	790	1600	788	HGT	480	800	1130	1440
B								1600						
C								2400						
D/E								3600						

Remarks :

DIRCAM

HPMA TACAN - ILS/LOC RWY20

CHG : Revision.

13 NANCY OCHEY LFSO

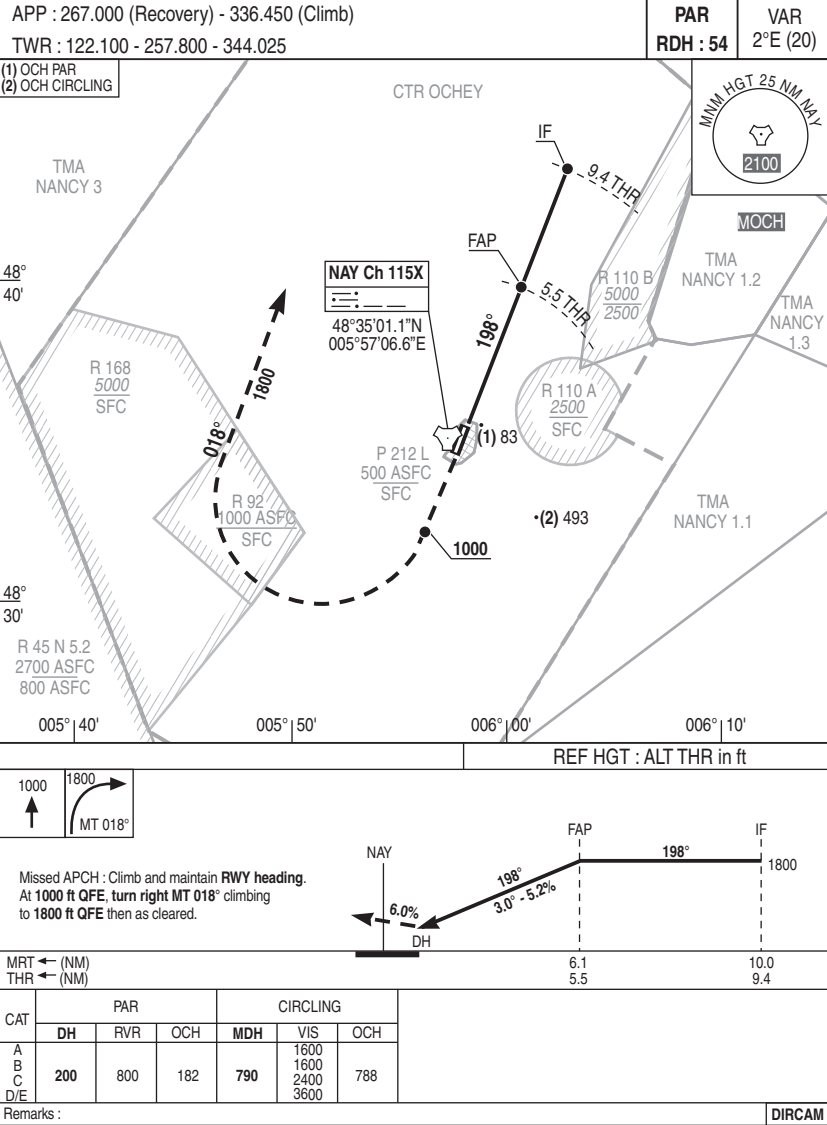
14 NANCY OCHEY LFSO

NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

26 DEC 2024

15 NANCY **OCHEY** LFSO HPMA
RADAR / PAR RWY20

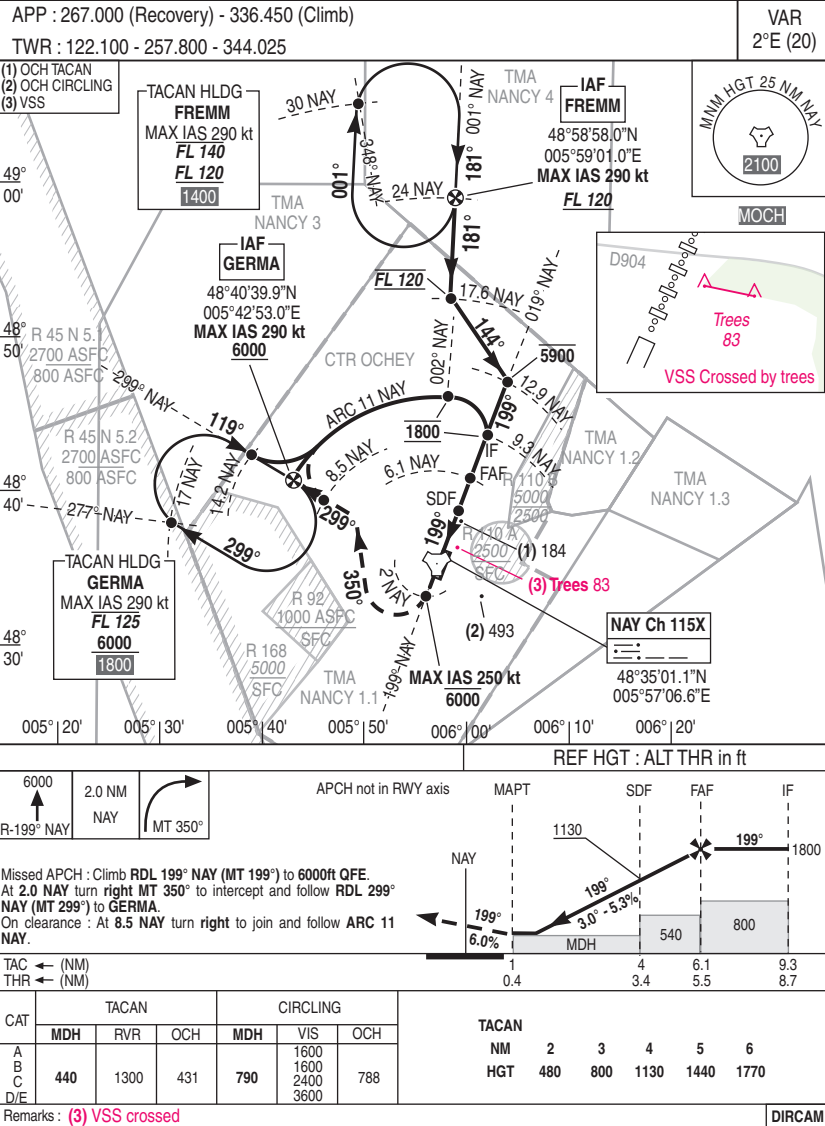


NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

26 DEC 2024

16 NANCY OCHEY LFSO
HPMA TACAN RWY20



NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 1106 THR : 1066

26 DEC 2024

17 NANCY **OCHEY** LFSO
INS GNSS RWY 20

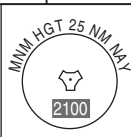
APP : 267.000 (Recovery) - 336.450 (Climb)

TWR : 122.100 - 257.800 - 344.025

VAR
2°E (20)

(1) OCH LNAV
(2) OCH CIRCLING

MOCH



TACAN HLDG
GERMA
MAX IAS 250 kt
FL 125
6000
1800

SO500
6000

108°

198°

IF
SO501
MAX IAS 250 kt
1800

FAF
SO502

NAY Ch 115X
48°35'01.1"N
005°57'06.6"E

(1) 135

MAPT
RW20

(2) 493

MATF
SO504
MAX IAS 250 kt
6000

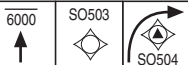
PROCEDURE RESTRICTED TO
AIRCRAFTS ALLOWED ONLY

MATF
SO503
MAX IAS 250 kt
6000

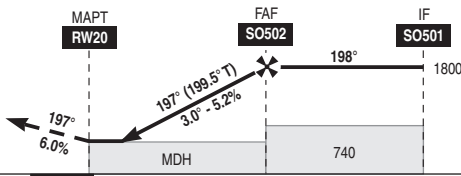
48°
30'

005° 30' 005° 40' 005° 50' 006° 00' 006° 10'

REF HGT : ALT THR in ft



Missed APCH : Climb to **SO503** at 6000 QFE Max,
turn right **SO504** then **GERMA**.



THR ← (NM)

5.5 10.7

CAT	LNAV			CIRCLING			DIST RW20				
	MDH	RVR	OCB	MDH	VIS	OCB					
A	390	1100	381	790	1600	788	NM	2	3	4	5
B					1600		HGT	690	1000	1320	1640
C					2400						
D/E					3600						

Remarks :

DIRCAM

INS GNSS RWY 20

CHG : Renaming.

17 NANCY **OCHEY** LFSO

TABLE FOR DATA INDICATOR				LFSC 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	FO		030° (031°T)	L	6000	FL 125	250 kt
10	IF	GERMA	48°40'39,9»N					6000	FL 125	
20	TF	SO500	48°47'28,0»N		10,8	049° (050,8°T)	R		6000	
30	TF	SO501	48°45'40,6»N		5,2	108° (109,9°T)	R	1800		250 kt
40	TF	SO502	48°40'46,8»N		5,2	198° (199,6°T)		1800		
50	TF	RW20	48°35'36,10»N		5,5	197° (199,5°T)		390		
60	TF	SO503	48°29'28,7»N		6,5	197° (199,5°T)	R		6000	250 kt
70	TF	SO504	48°31'06,6»N		4,9	287° (289,5°T)	R		6000	250 kt
80	TF	GERMA	48°40'39,9»N	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										

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 1106 THR : 1105

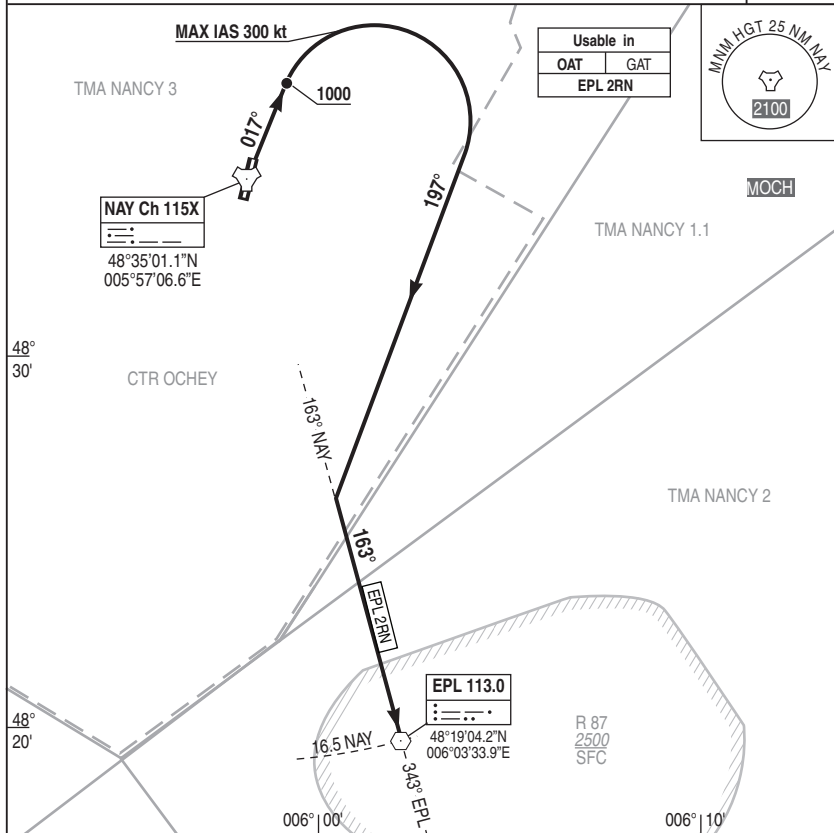
25 MAR 2021

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)



REF HGT : ALT THR in ft

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

SID EPL 2RN RWY 02

CHG : VAR.

SID 01 NANCY **OCHEY** LFSO

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 1106 THR : 1105

25 MAR 2021

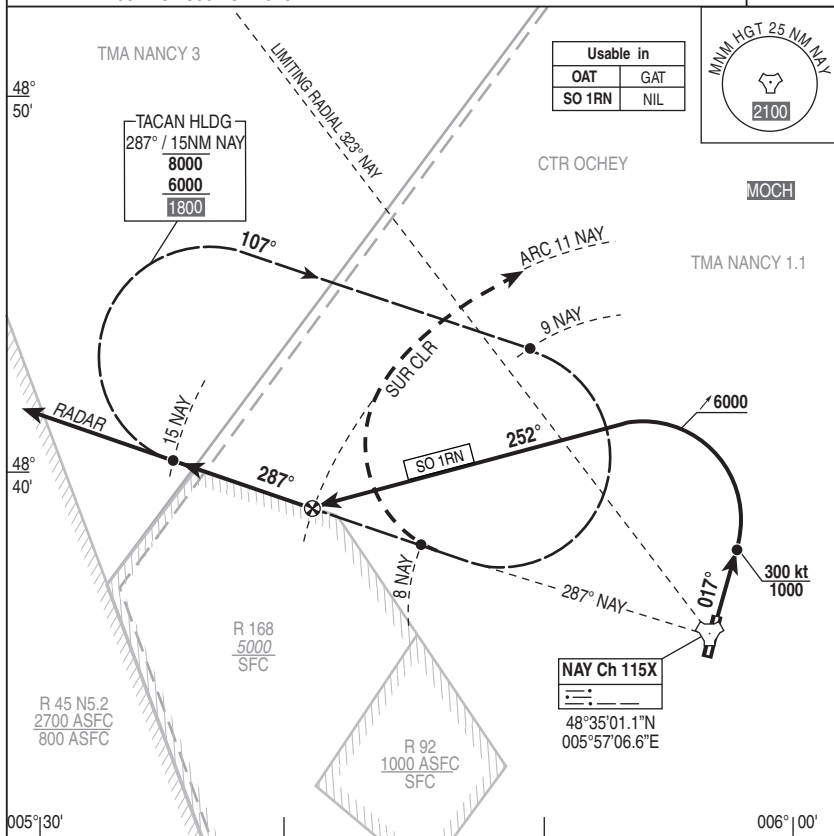
SID 02 NANCY **OCHEY** LFSO

SID SO 1RN RWY 02

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 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

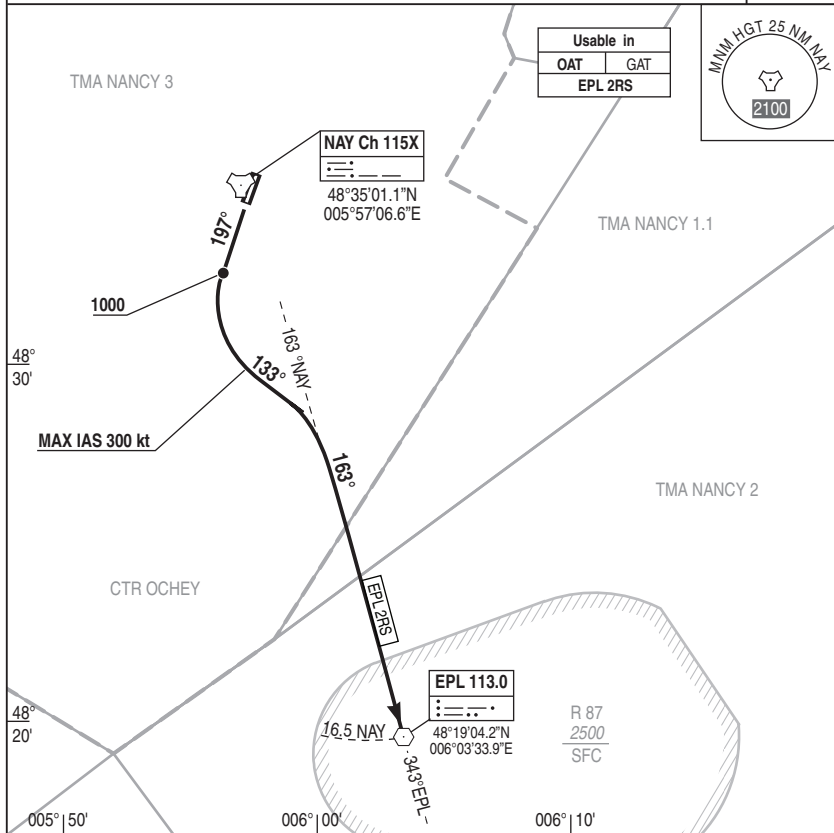
22 APR 2021

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)



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

SID EPL 2RS RWY20

CHG : Revision.

SID 03 NANCY **OCHEY** LFSO

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 1106 THR : 1066

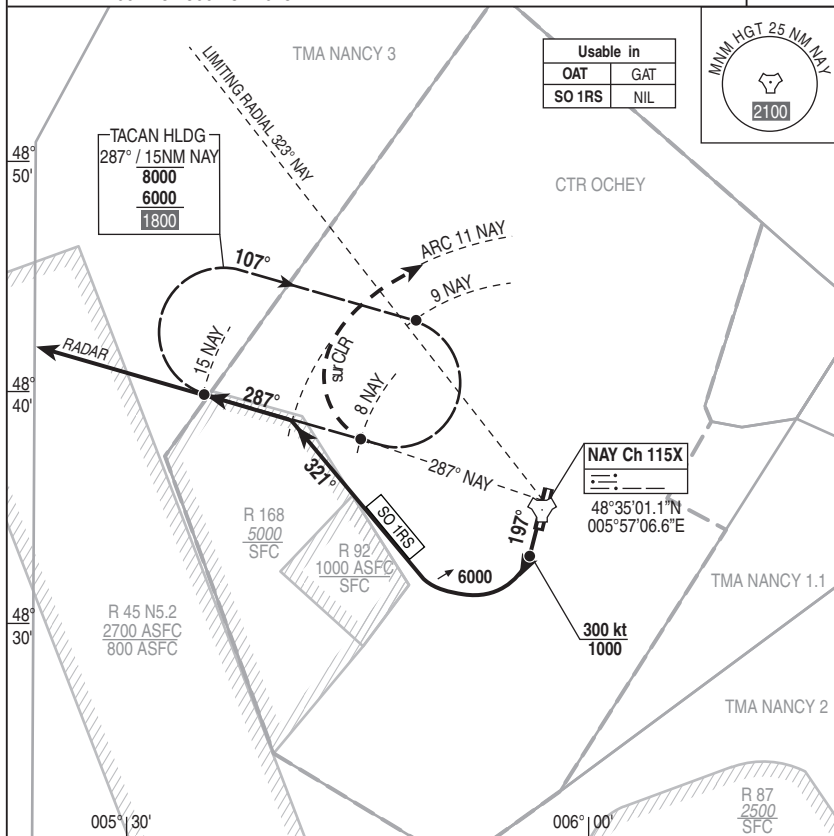
22 APR 2021

SID 04 NANCY **OCHEY** LFSO
SID SO 1RS 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 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

SID SO 1RS RWY20

CHG : Revision.

SID 04 NANCY **OCHEY** LFSO

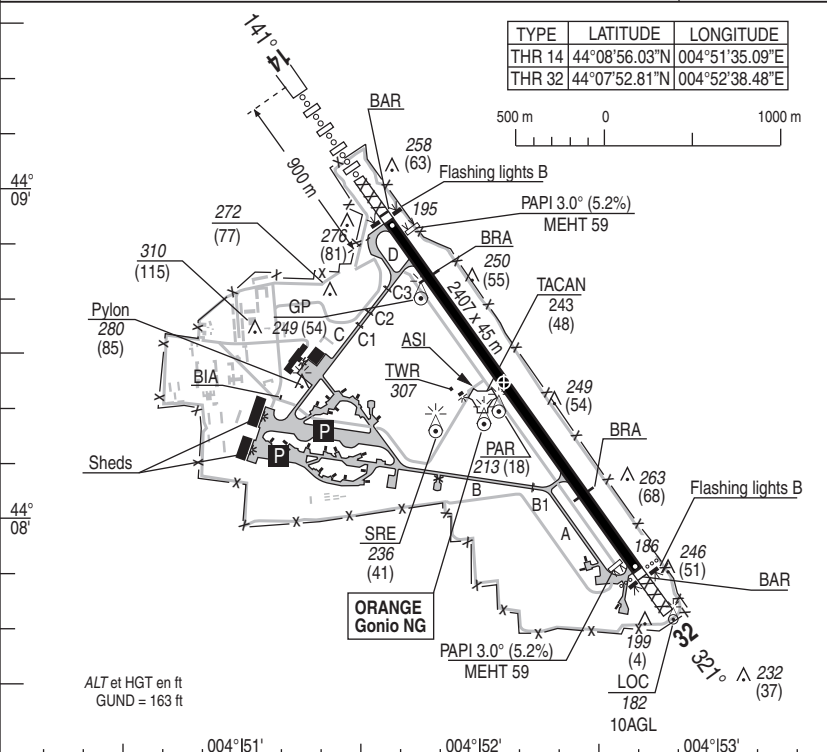
NATIONAL FRA
AERODROME CHART

03 OCT 2024

01 ORANGE CARITAT LFMO

ALT AD : 195 (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. B. C	CAT D. E
14	HI OTAN 900m	LHI	2407	2407	2407	2407	Paved	550	550
32	NIL	LHI	2407	2407	2407	2407	31 F/A/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) Théorical 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- HI RWY 32
 - Flashing lights and PAPI RWY 14/32. TWY AST.

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.

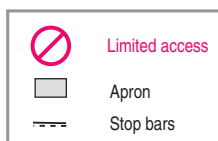
REFUELING:

- 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).

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 D
Prohibited to ACFT code > C
(D according to specific provisions)

TWY C
Prohibited to ACFT code > A
(> B according to specific local provisions)

QFU 14/32

TWY AND PARKING
Prohibited to ACFT code > B

TWY B
Prohibited to ACFT with wingspan more than 42.4m (A400M)

TWY A
Prohibited to ACFT code > C

VISUAL ARR & DEP

ALT AD : 195 (7 hPa)

05 SEP 2024

02 ORANGE CARITAT LFMO

JET RWY14 & 32

APP : 118.925 - 299.775 (Recovery) - 142.450* - 362.300*

TWR : 128.950 - 388.775 - 257.800 - 122.100

* Reserved to MIL

AD FAF restricted use

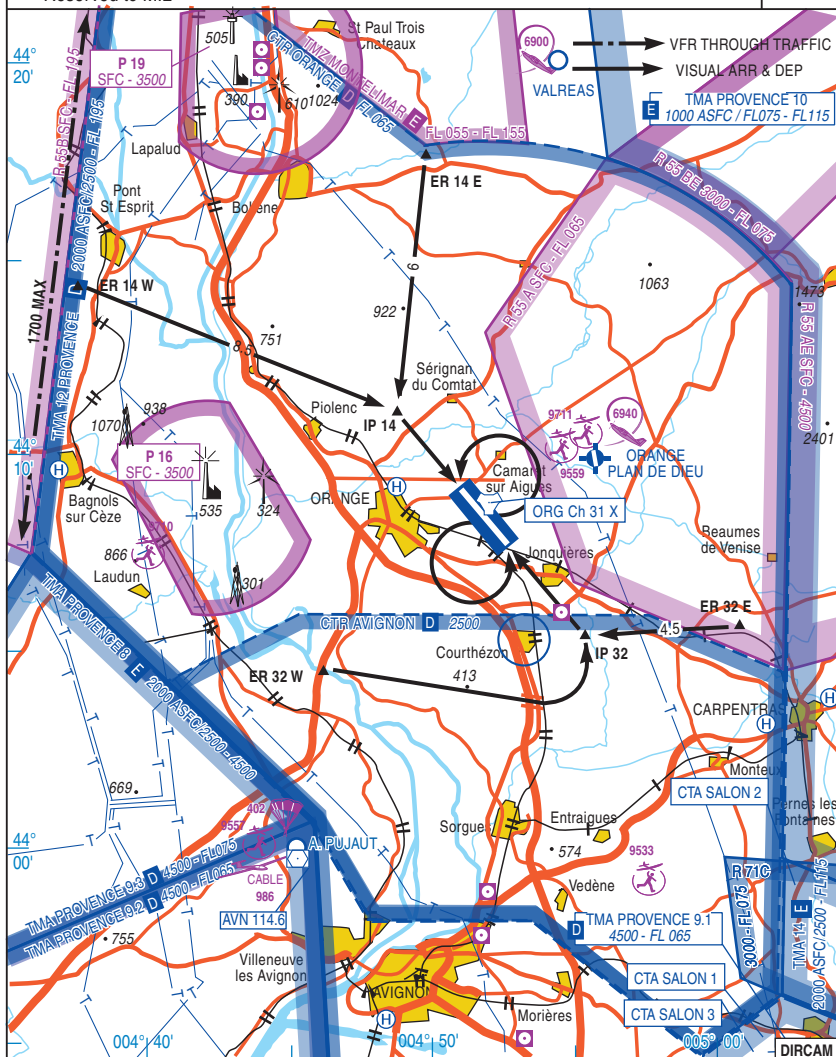
5 Km E from ORANGE

TEL : 04.90.11.57.00

VAR

2°E

(20)



JET RWY14 & 32

CHG : Revision.

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.

ALT AD : 195 (7 hPa)

20 MAR 2025

04 ORANGE CARITAT LFMO

HMG

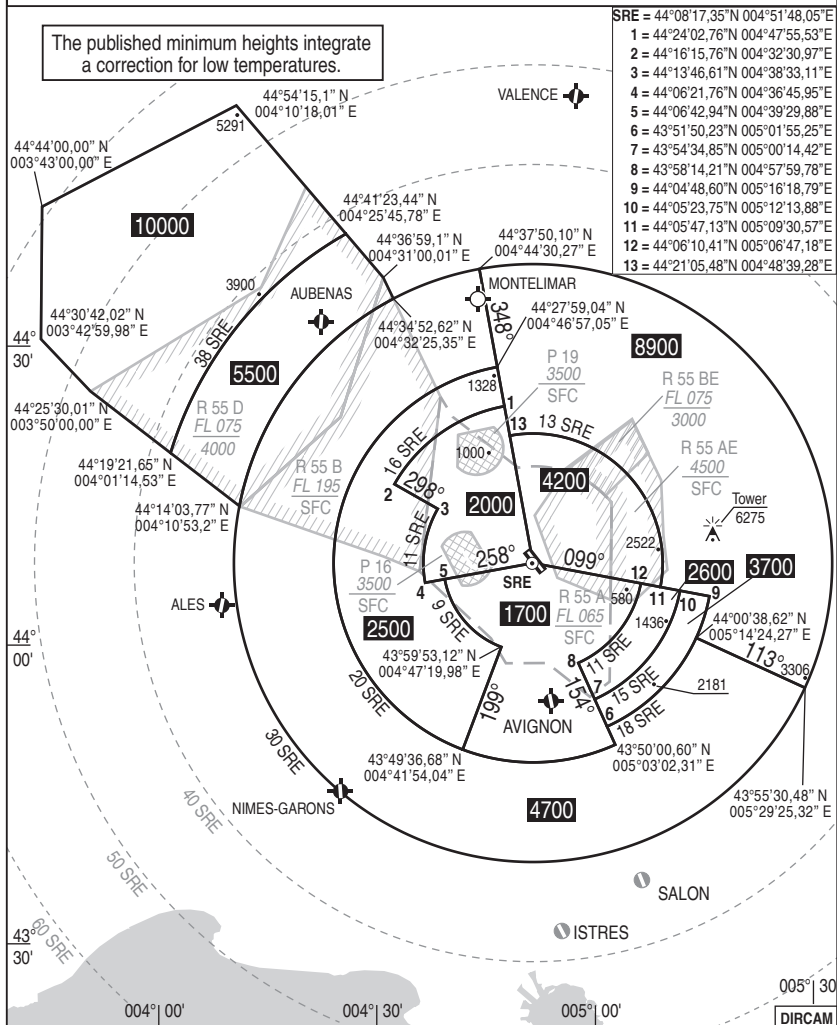
APP : 299.775 (Recovery) (1) 142.450 (1) 362.300 (1)

TWR : 128.950 - 388.775 (1) - 257.800 - 122.100

(1) Reserved to MIL

VAR
2°E
(20)

COMMUNICATION FAILURE : Apply french national regulation.



HMG

CHG : Obstacles.

04 ORANGE CARITAT LFMO

ALT AD:195 THR:194

03 OCT 2024

06 **ORANGE** CARITAT LFMO
RADAR / ILS RWY14

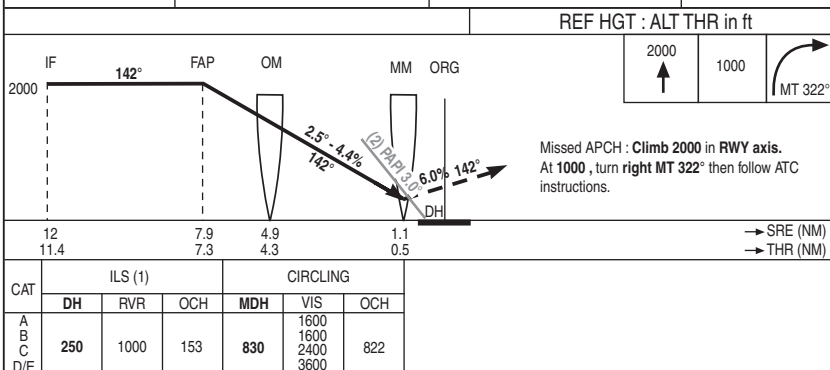
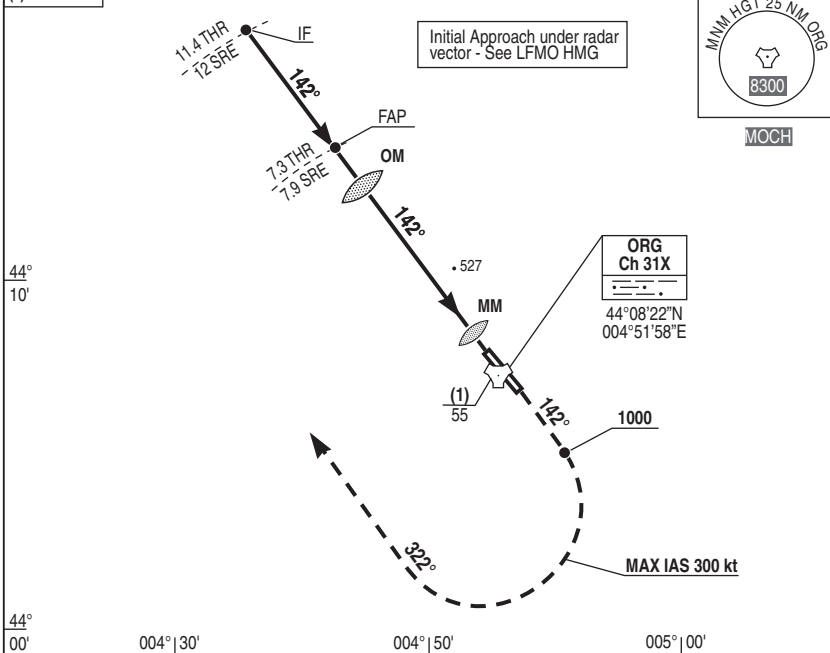
APP : 299.775 (Recovery) - 142.450* - 362.300*
TWR : 128.950 - 388.775 - 122.100 - 257.800 *Reserved to MIL

ILS : ORG 109.9

RDH : 57

VAR
2°E (20)

(1) OCH ILS



Remarks : (1) Increased minimums. (2) PAPI 3.0°.

DIRCAM

RADAR / ILS RWY14

CHG : Height obs.

06 ORANGE CARITAT LFMO

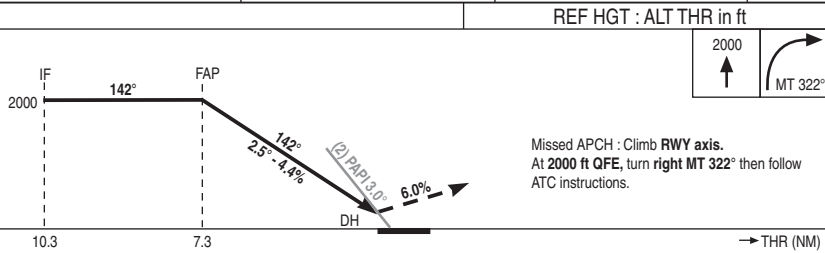
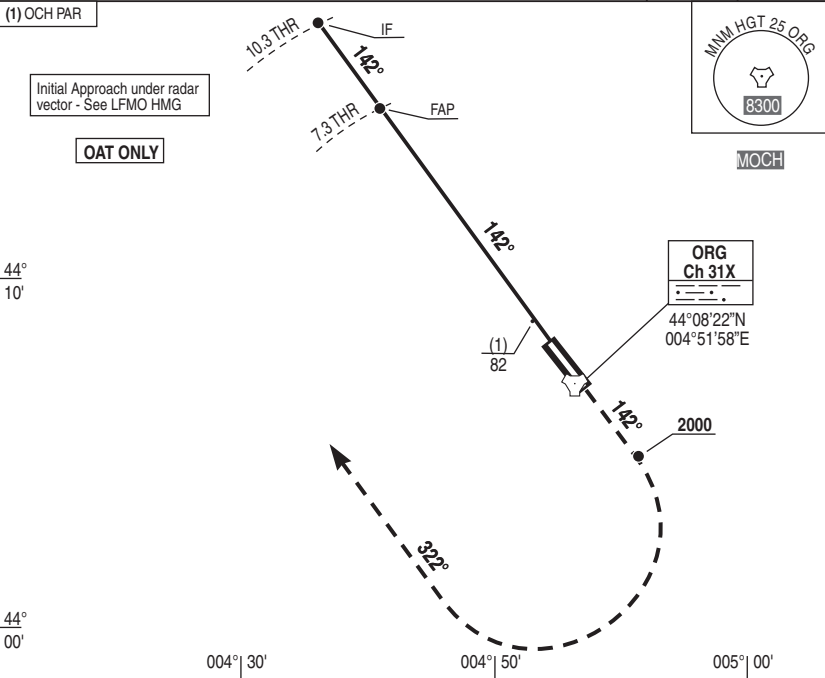
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 195 THR : 194

05 SEP 2024

07 **ORANGE** CARITAT LFMO
HPMA RADAR / PAR RWY14

APP : 299.775 (Recovery) 142.450* - 362.300*	RDH : 58	VAR 2°E (20)
TWR : 128.950 - 388.775 - 257.800 - 122.100	* Reserved to MIL	



CAT	(1)		
	DH	RVR	OCH
A	250	1000	181
B			
C			
D/E			

Remarks : (1) Increased due to operational reason. (2) PAPI 3.0°.

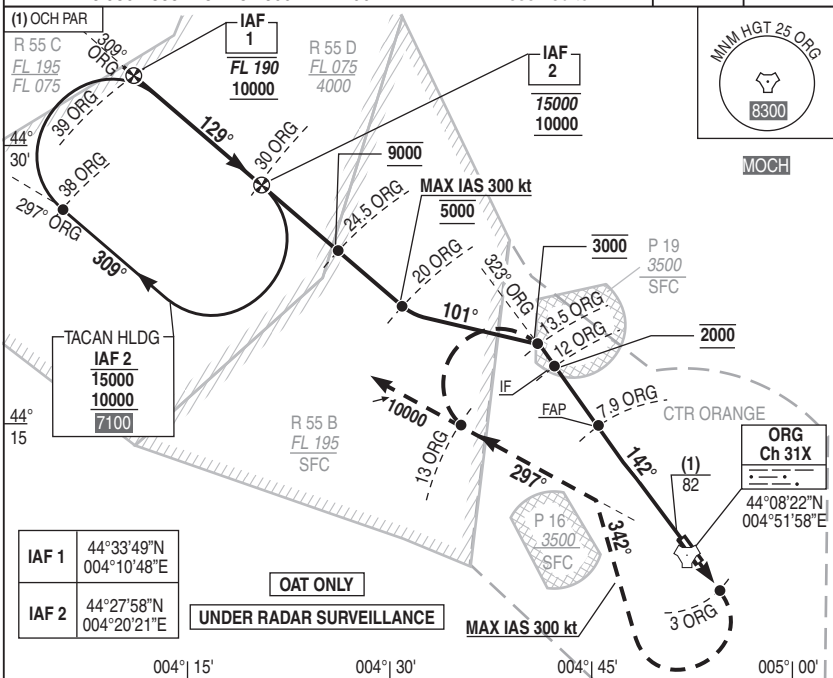
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 195 THR : 194

05 SEP 2024

08 ORANGE CARITAT LFMO
HPMA TACAN / PAR RWY14

APP : 299.775 (Recovery) 142.450* - 362.300*	RDH : 58	VAR 2°E (20)
TWR : 128.950 - 388.775 - 257.800 - 122.100	* Reserved to MIL	



CAT				PAR (1)		Remarks	
				DH	RVR	OCH	
A	B	C	D/E	250	1000	181	

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.

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.

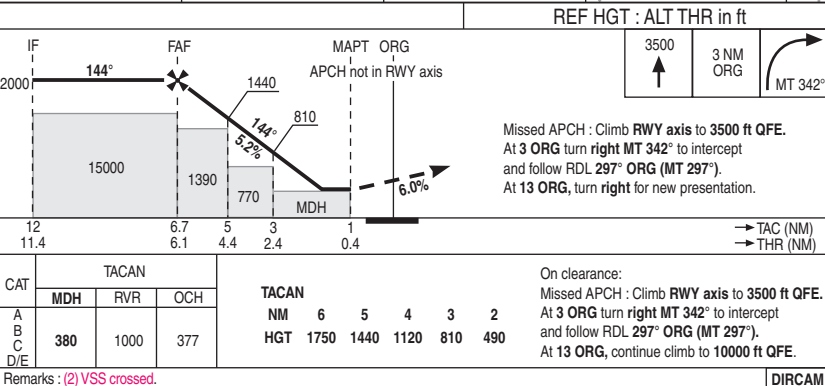
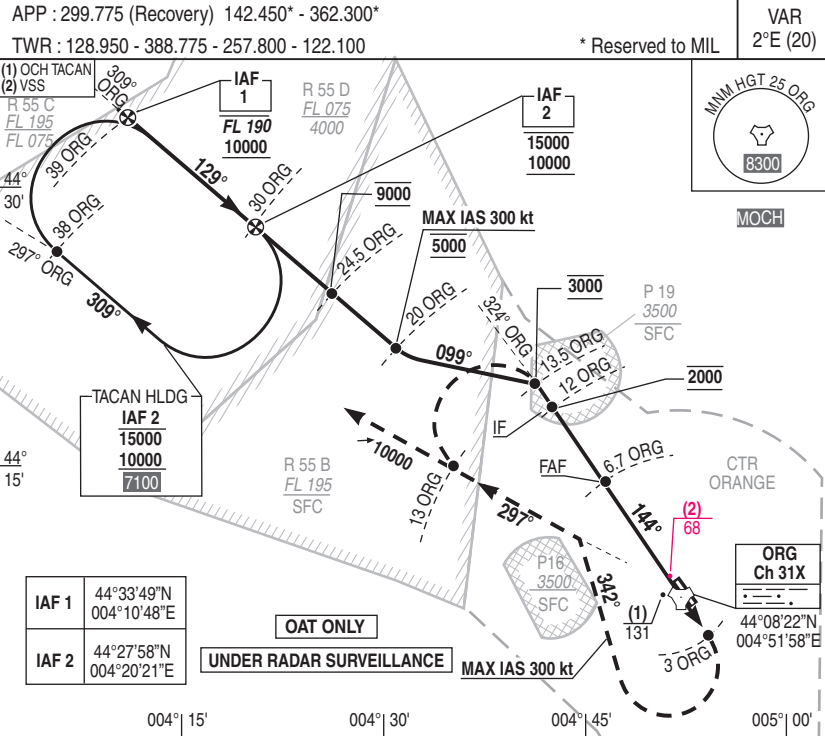
Remarks : (1) Increased minimums. (2) PAPI 3.0°.

NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 195 THR : 194

05 SEP 2024

09 ORANGE CARITAT LFMO
HPMA TACAN / TACAN RWY14



NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 195 THR : 186

05 SEP 2024

10 ORANGE CARITAT LFMO
HPMA RADAR / PAR RWY32

APP : 299.775 (Recovery) 142.450* - 362.300*	* Reserved to MIL	RDH : 50	VAR 2°E (20)
TWR : 128.950 - 388.775 - 257.800 -122.100			

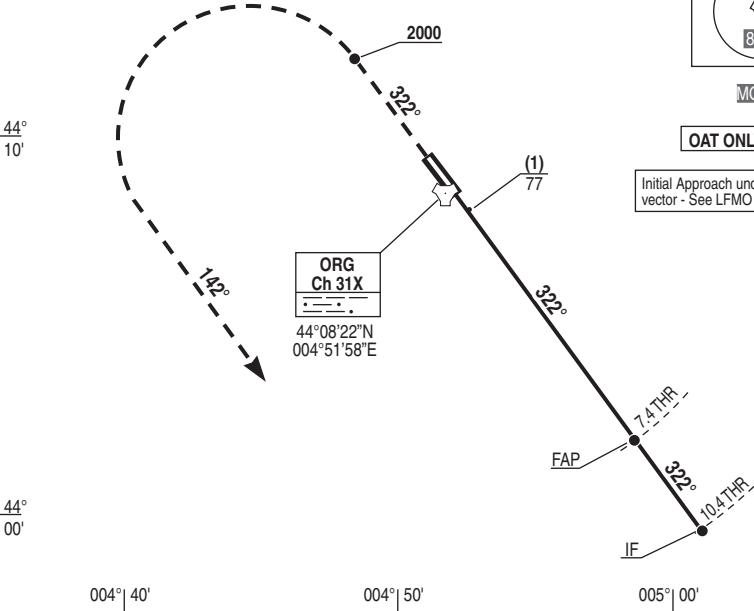
(1) OCH PAR



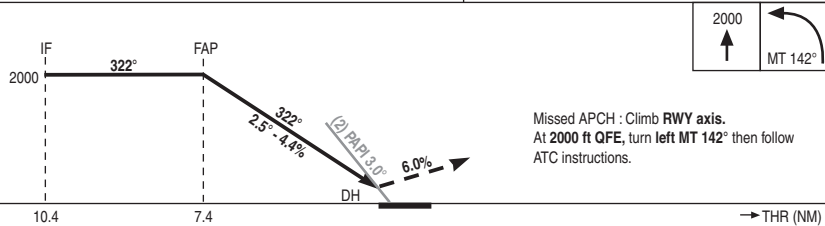
MOCH

OAT ONLY

Initial Approach under radar
vector - See LFMO HMG



REF HGT : ALT THR in ft



CAT	(1)		
	DH	RVR	OCH
A	250	1300	171
B			
C			
D/E			

Remarks : (1) Increased minimum. (2) PAPI 3.0°.

DIRCAM

HPMA RADAR / PAR RWY32

CHG : Frequency, PAPI 3.0°.

10 ORANGE CARITAT LFMO

11 ORANGE CARITAT LFMO

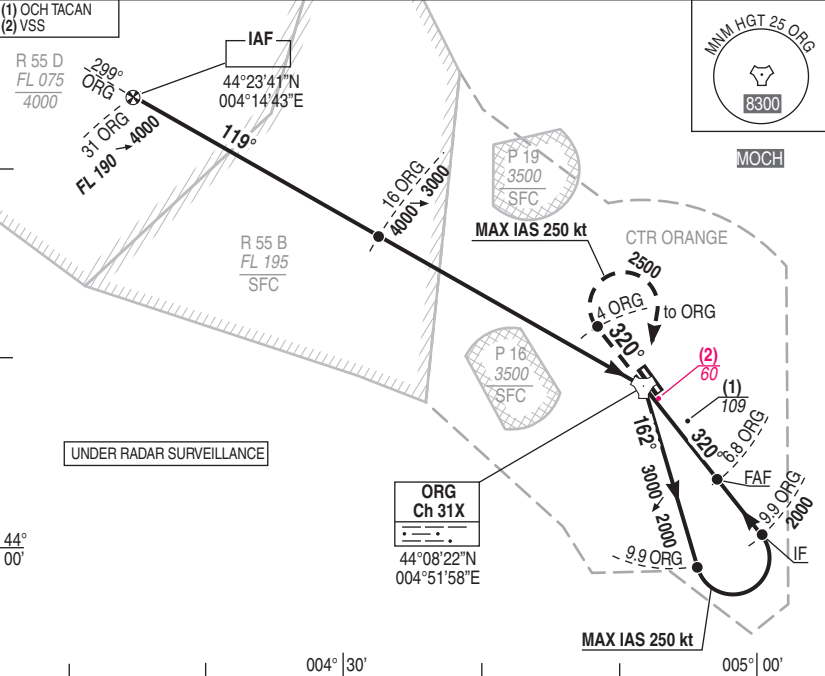
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 195 THR : 186

05 SEP 2024

12 ORANGE CARITAT LFMO
HPMA TACAN / TACAN RWY32

APP : 299.775 (Recovery) 142.450* - 362.300*
TWR : 128.950 - 388.775 - 257.800 - 122.100
* Reserved to MIL
VAR 2°E (20)



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					
NM	6	5	4	3	2
HGT	1730	1410	1100	780	470

Remarks : (2) VSS crossed.

DIRCAM

HPMA TACAN / TACAN RWY32

CHG : Revision

12 ORANGE CARITAT LFMO

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 195 THR : 194

05 SEP 2024

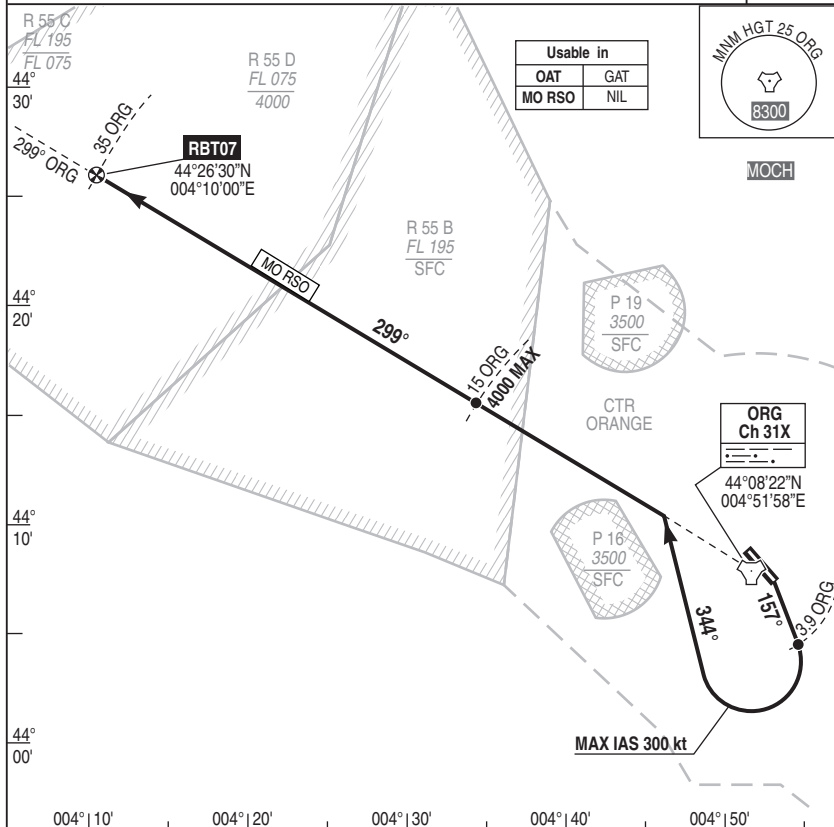
SID 01 ORANGE CARITAT LFMO DEPARTURE RWY14

APP : 299.775 (Recovery) 142.450 * - 362.300 *

TWR : 128.950 - 388.775 - 257.800 - 122.100

* Reserved to MIL

VAR
2°E (20)



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 : Revision.

SID 01 ORANGE CARITAT LFMO

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 195 THR : 186

05 SEP 2024

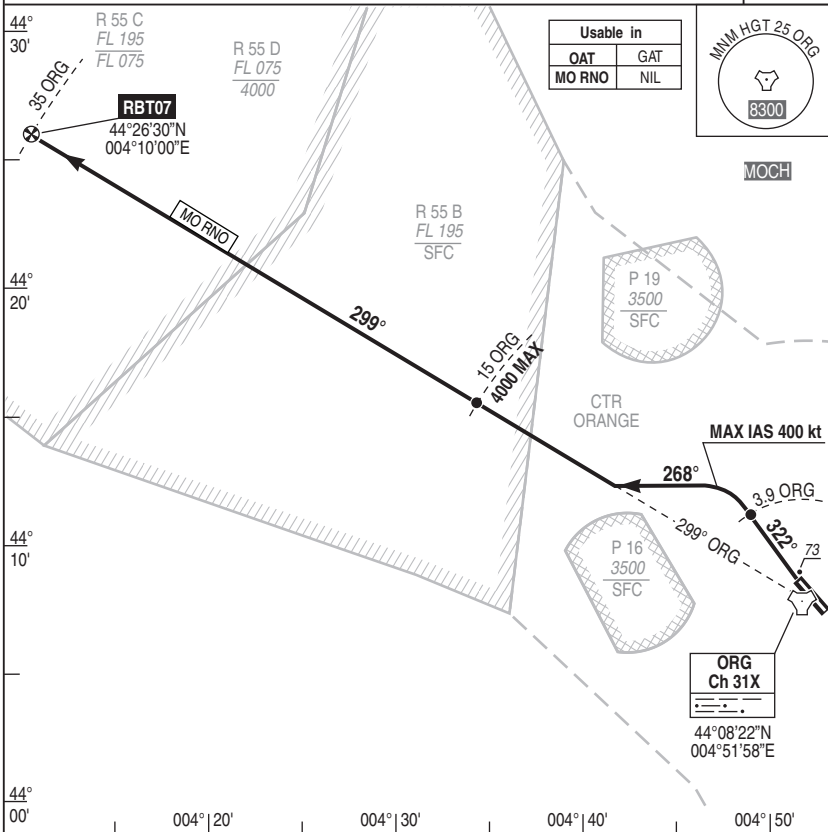
SID 02 **ORANGE** CARITAT LFMO
DEPARTURE RWY32

APP : 299.775 (Recovery) 142.450 * - 362.300 *

TWR : 128.950 - 388.775 - 257.800 - 122.100

* Reserved to MIL

VAR
2°E (20)



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) Théorical 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 : Revision.

SID 02 ORANGE CARITAT LFMO

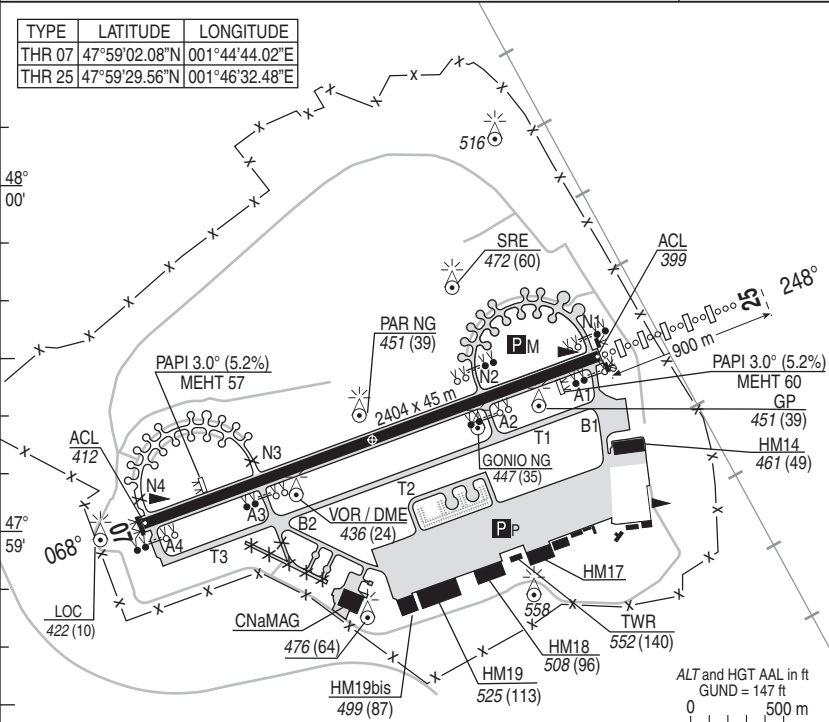
NATIONAL FRA
AERODROME CHART

02 NOV 2023

01 ORLEANS BRICY LFOJ

ALT AD : 412 (15 hPa)

VAR : 1°E (20)



RWY	LIGHTING		DECLARED DISTANCES				Surface Strength	MINIMUMS TKOF (RVR in m)	
	APPROACH	RWY	TORA	TODA	ASDA	LDA		CAT A. B. C	CAT 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

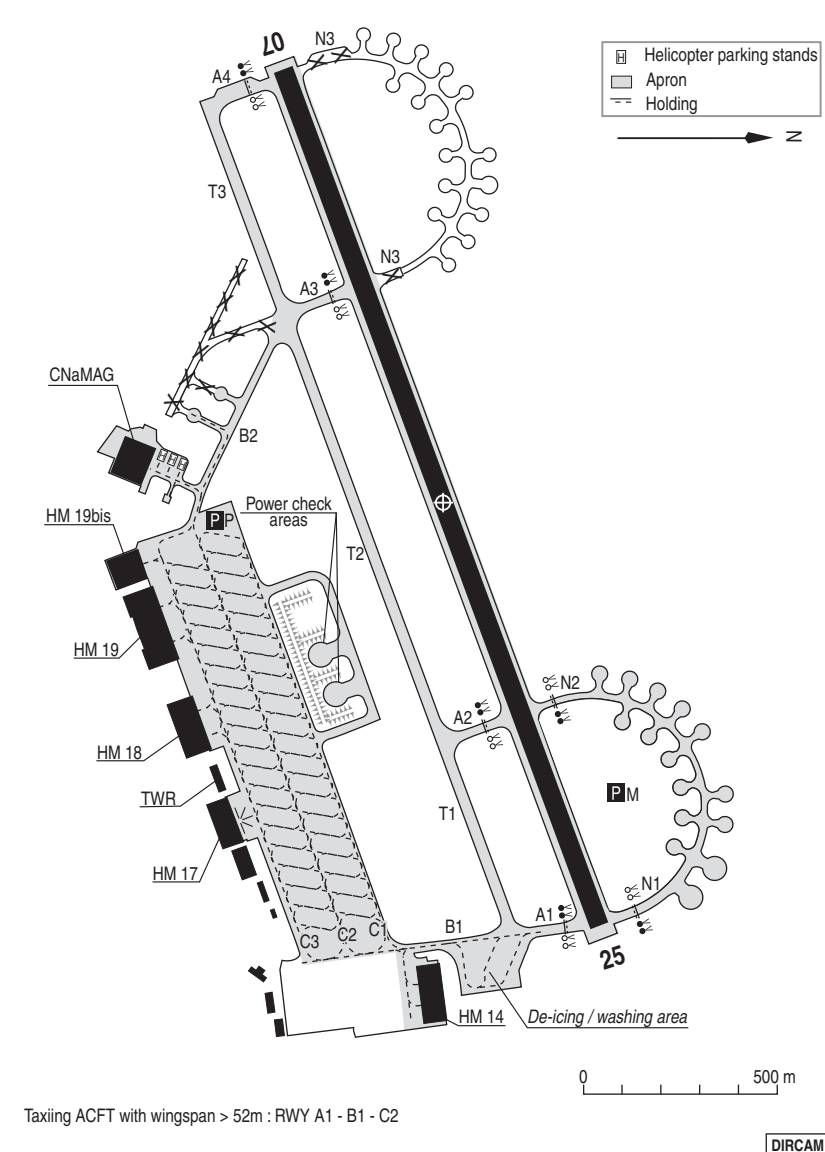
REFUELING

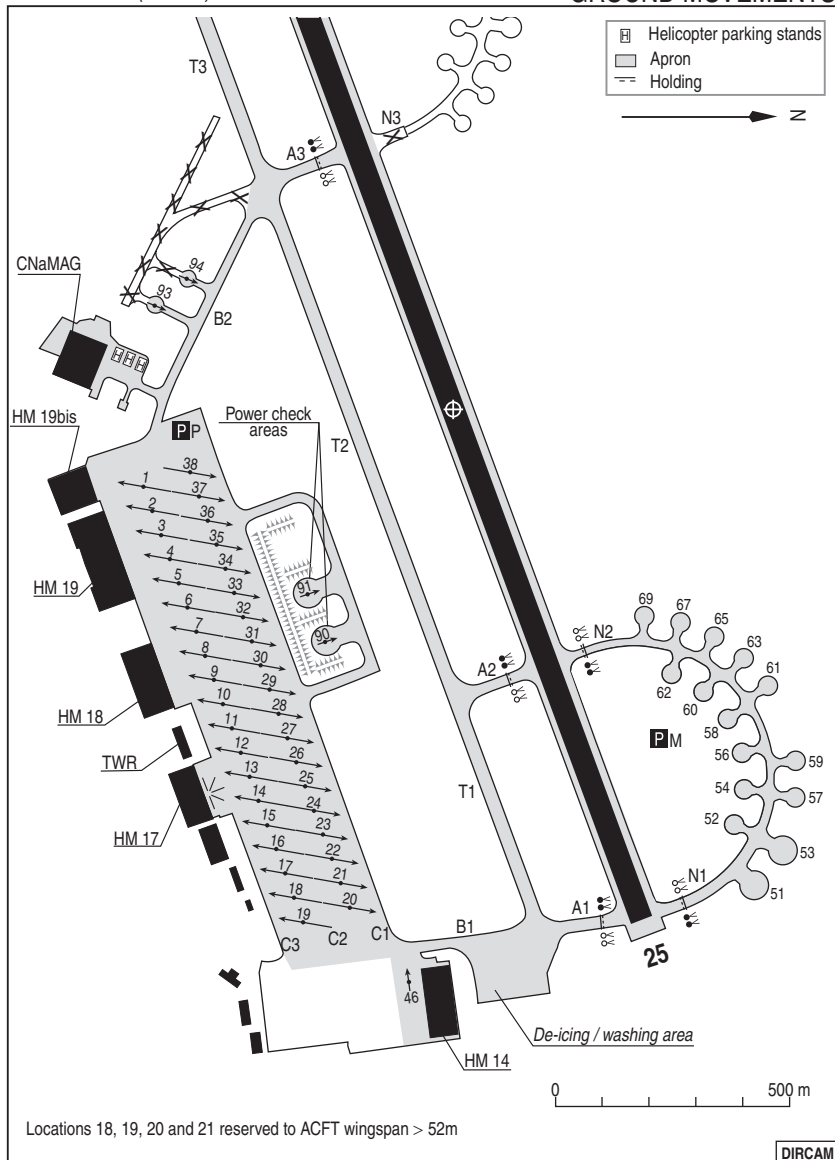
- F34 - F35 - Oxygen

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)

20 MAR 2025

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 file.

02 ORLEANS BRICY LFOJ

ALT AD : 412 (15 hPa)

ALT AD : 412 (15 hPa)

20 MAR 2025

03 ORLEANS BRICY LFOJ

JET RWY25

APP : 122.700 - 374.225

TWR : 121.100 - 378.750

AD FAF non GAT

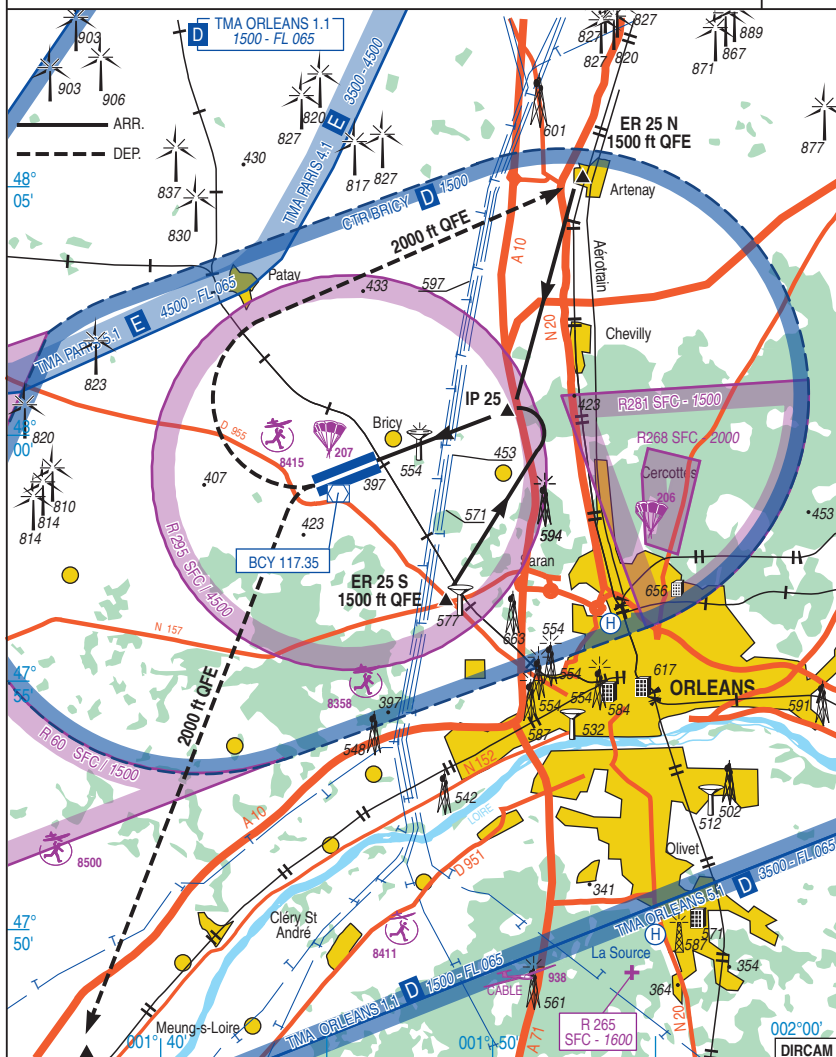
12 Km NW from ORLEANS

DV : 02,38,42,66,55

VAR

1°E

(20)



JET RWY25

CHG : Obstacle file.

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

NATIONAL FRA
ALT AD : 412 (15 hPa)

29 DEC 2022

05 ORLEANS BRICY LFOJ
HMG

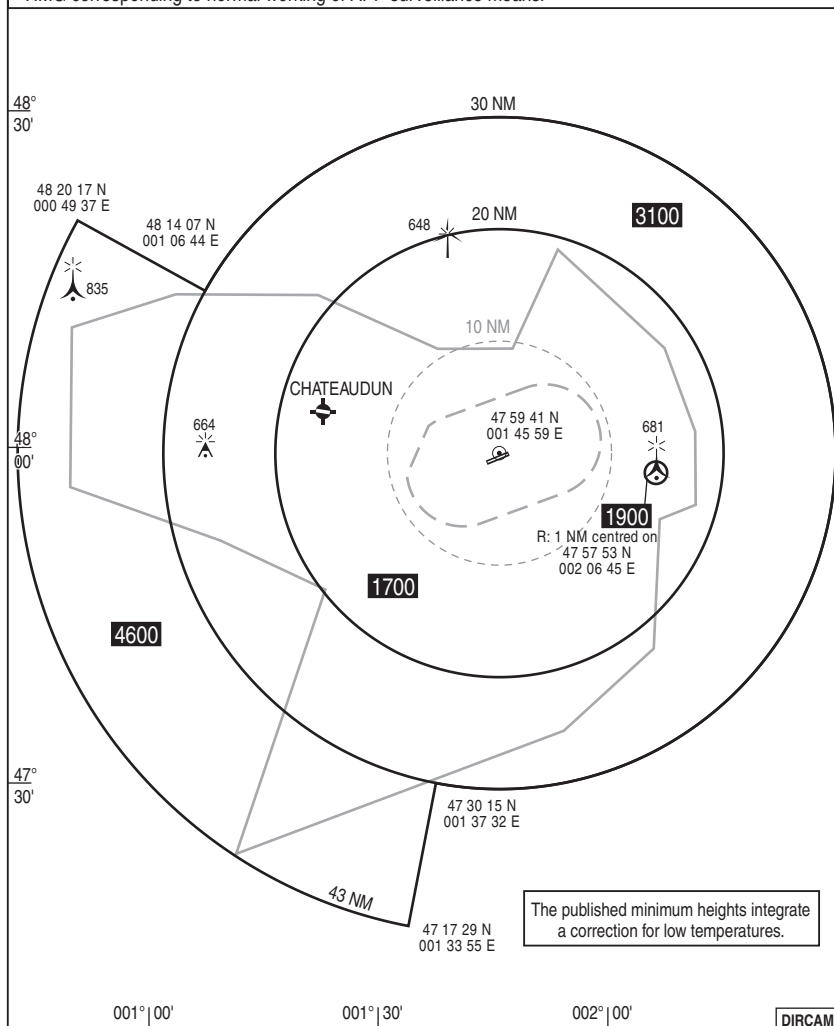
APP : 122.700 - 374.225

TWR : 122.100 - 378.750

VAR
1°E
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



HMG

CHG : Low Temperatures revise.

05 ORLEANS BRICY LFOJ

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 412

20 MAR 2025

06 ORLEANS **BRICY** LFOJ
HPMA VOR DME PAR RWY07

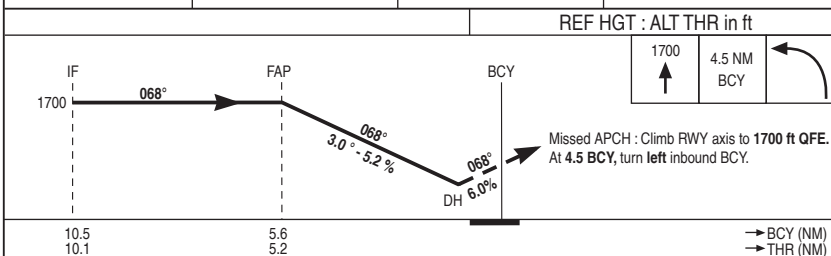
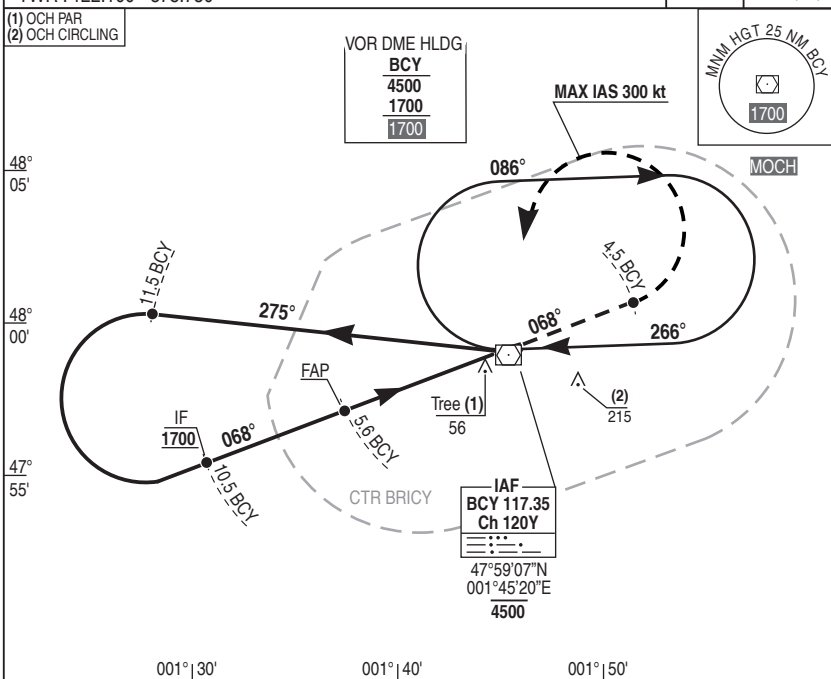
APP : 122.700 - 374.225

TWR : 122.100 - 378.750

RDH : 46

VAR
1°E (20)

- (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

HPMA VOR DME PAR RWY07

CHG : CTR Chateaudun deleted

06 ORLEANS **BRICY** LFOJ

ALT AD:412 THR:412

01 DEC 2022

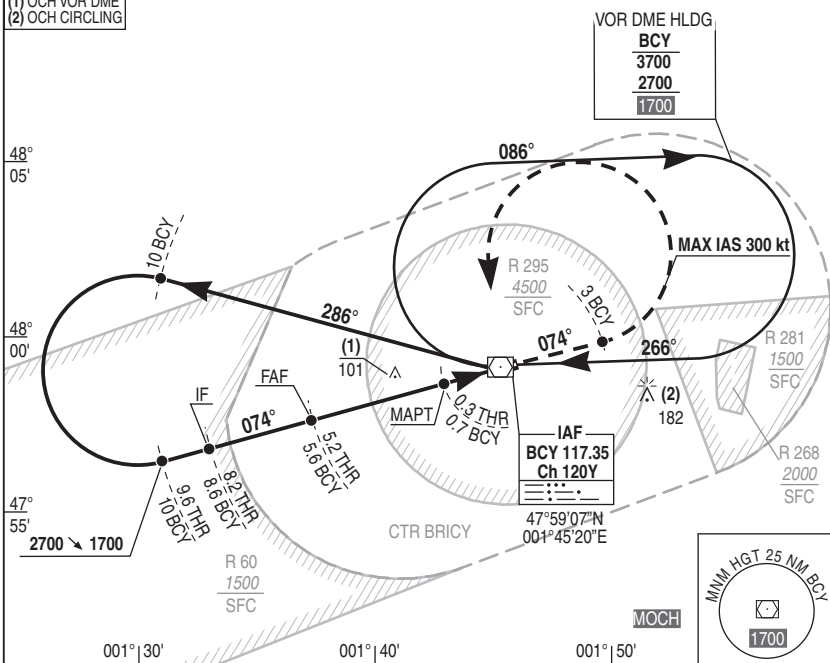
07 ORLEANS **BRIC**Y LFOJ
HPMA VOR DME RWY07

APP : 122.700 - 374.225

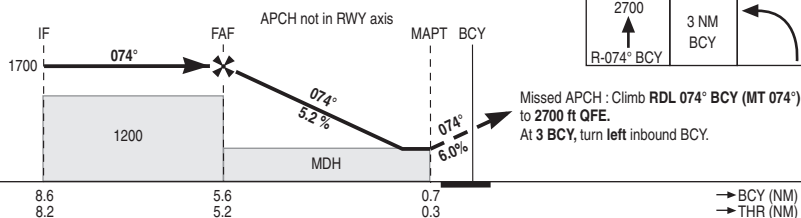
TWR : 122.100 - 378.750

VAR
1°E (20)

(1) OCH VOR DME
(2) OCH CIRCLING



REF HGT : ALT THR in ft



CAT	VOR DME			CIRCLING			BCY VOR/DME NM5432 HGT15001190870560					
	MDH	RVR	OCH	MDH	VIS	OCH						
A	350	1500	347	550	1600	487						
B		1500		550	1600							
C		1600		600	2400							
D/E		1600		700	3600							

Remarks :	VSS checked.
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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

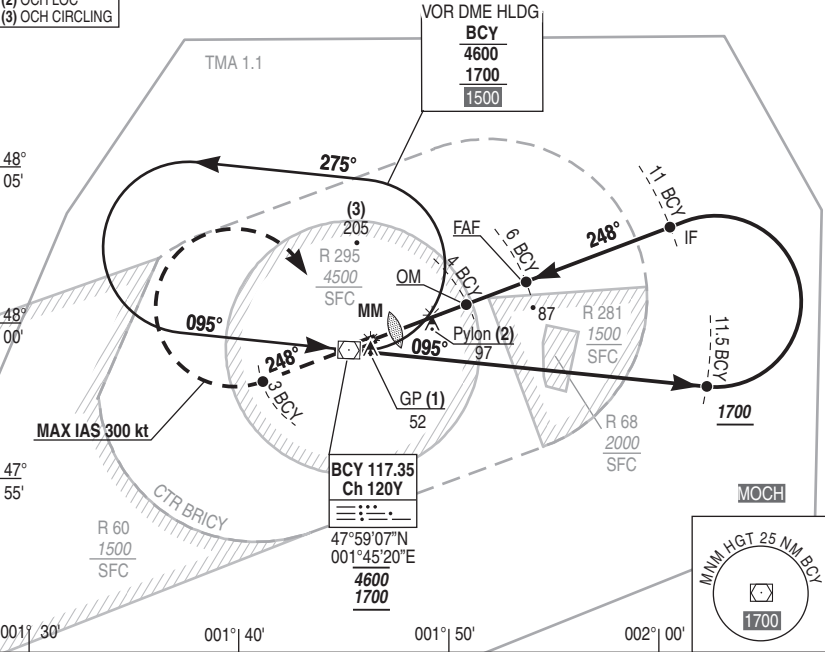
APP : 122.700 374.225
TWR : 122.100 378.750

ILS : OAN 111.3

RDH : 58

VAR 1°E (20)

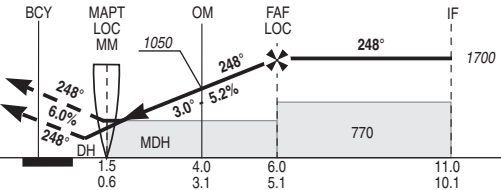
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING



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	NM	2	3	4	5
A	200	550	150	350	900	343	550	1600	500	HGT	410	730	1050	1370
B							550	1600						
C							600	2400						
D/E							700	3600						

Remarks : VSS checked.

DIRCAM

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 399

20 MAR 2025

09 ORLEANS **BRICY** LFOJ
HPMA VOR DME PAR RWY25

APP : 122.700 - 374.225

TWR : 122.100 - 378.750

RDH : 58

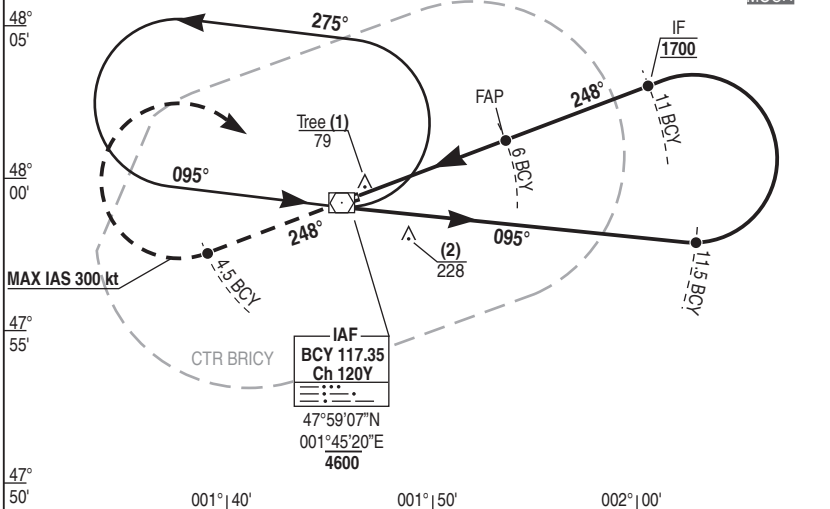
VAR
1°E (20)

- (1) OCH PAR
(2) OCH CIRCLING

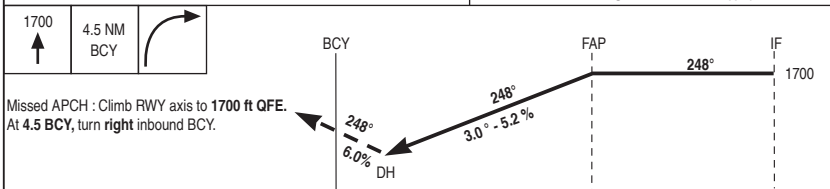
VOR DME HLDG
BCY
4600
1700
1700



MOCH



REF HGT : ALT THR in ft



Missed APCH : Climb RWY axis to 1700 ft QFE.
At 4.5 BCY, turn **right** inbound BCY.

BCY ← (NM) 6 11
THR ← (NM) 5.1 10.1

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A				550	1600	
B				550	1600	
C	200	550	177	600	2400	523
D/E				700	3600	

Remarks : VSS checked.

DIRCAM

HPMA VOR DME PAR RWY25

CHG : CTR Chateaudun deleted.

09 ORLEANS **BRICY** LFOJ

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 412 THR : 399

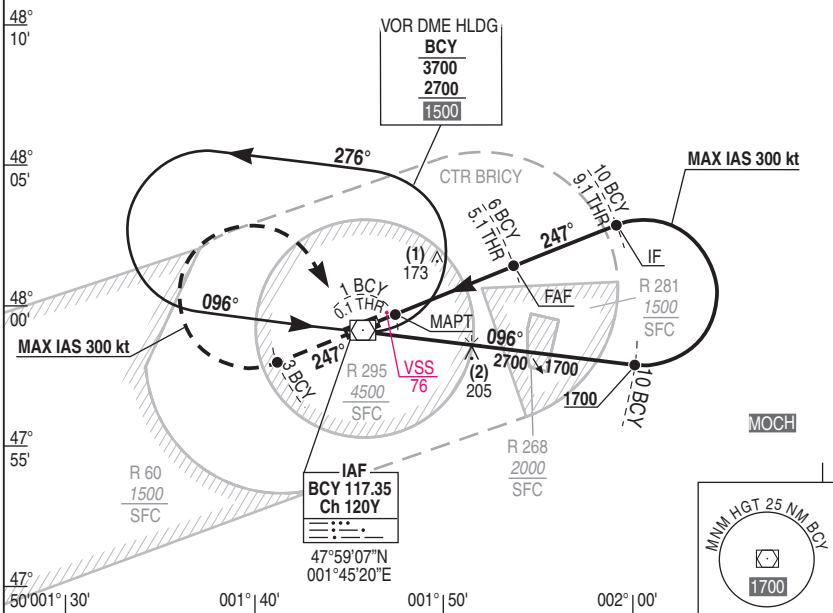
11 JUL 2024

10 ORLEANS **BRICY** LFOJ
HPMA VOR DME RWY25

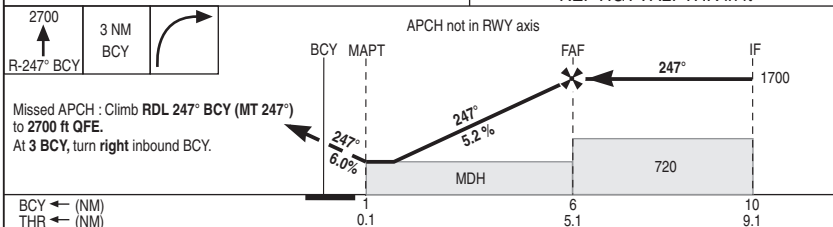
APP : 122.700 374.225
TWR : 122.100 378.750

VAR
1°E (20)

(1) OCH VOR DME
(2) OCH CIRCLING



REF HGT : ALT THR in ft



CAT	VOR DME			CIRCLING			BCY VOR/DME				
	MDH	RVR	OGC	MDH	VIS	OGC					
A				550	1600		NM	3	4	5	6
B	420	1200	419	550	1600		HGT	720	1040	1360	1680
C				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

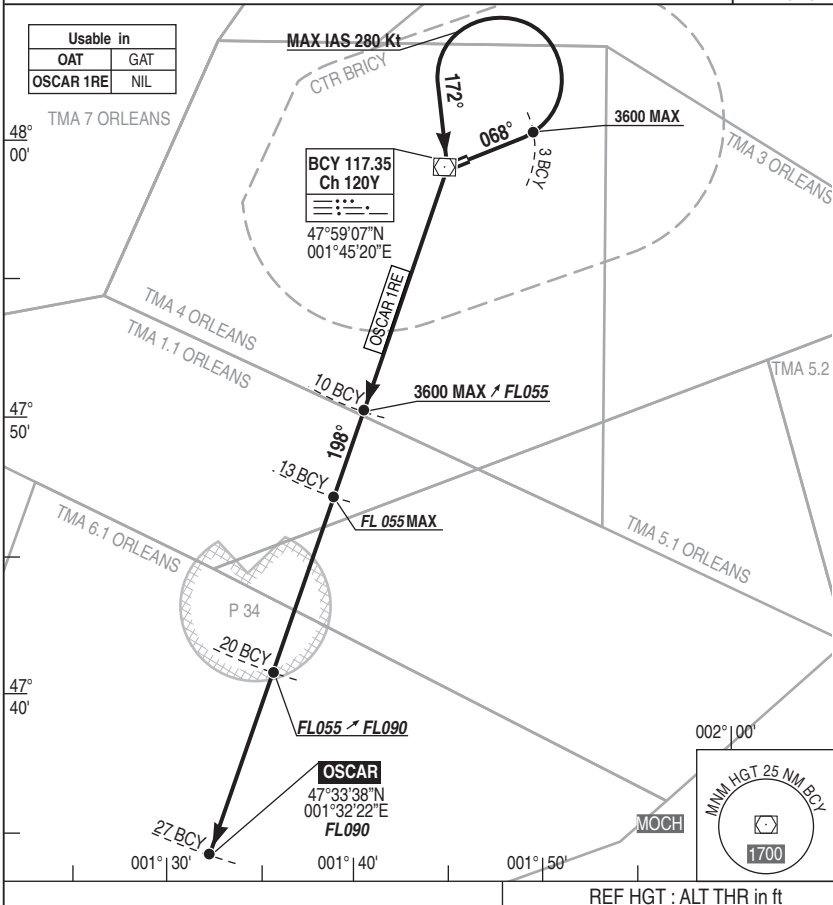
ALT AD : 412 THR : 412

20 MAR 2025

APP : 122.700 - 374.225

TWR : 122.100 - 378.750

VAR
1°E (20)



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 : TMA, CTR.

SID 01 ORLEANS BRICY LFOJ

NATIONAL FRA INSTRUMENTS DEPARTURE

ALT AD : 412 THR : 399

20 MAR 2025

SID 02 ORLEANS **BRICY** LFOJ
DEPARTURE OSCAR 1RW RWY 25

APP : 122.700 - 374.225

TWR : 122.100 - 378.750

VAR
1°E (20)

TMA 7 ORLEANS

48°
00'

Usable in	
OAT	GAT
OSCAR 1RW	NIL

3600 MAX

3 BCY

248°

BCY 117.35
Ch 120Y

47°59'07"N
001°45'20"E

MAX IAS 280 kt

168°

OSCAR 1 RWY

198° BCY

10 BCY

3600 MAX ↗ FL055

FL055 MAX

13 BCY

FL055 ↗ FL090

20 BCY

OSCAR

47°33'38"N
001°32'22"E
FL 090

27 BCY

001°30'

001°40'

001°50'

002°00'

MOCH

MM HGT 25 NM BCY
1700

REF HGT : ALT THR in ft

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 : TMA, CTR.

SID 02 ORLEANS **BRICY** LFOJ

NATIONAL FRA
AERODROME CHART

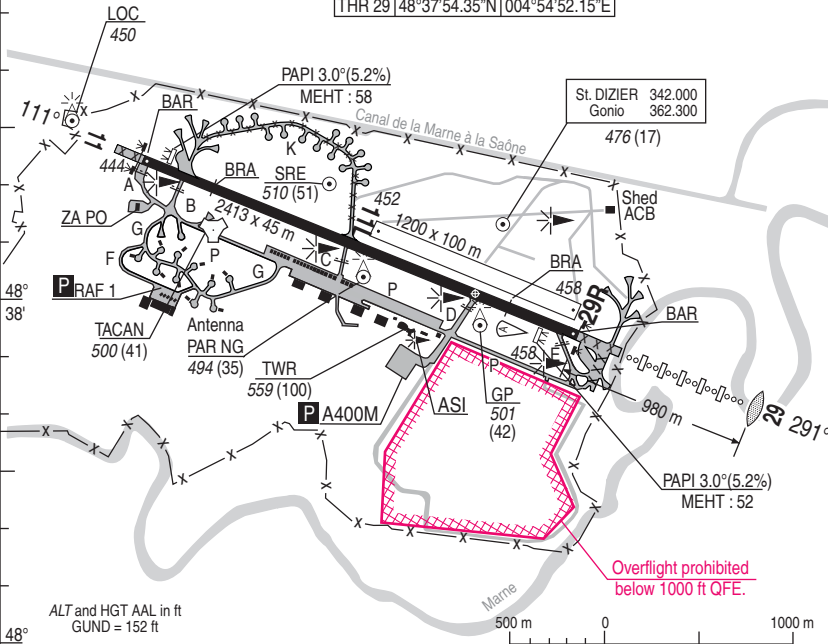
17 APR 2025

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 : 34/R/B/W/T / THR 29 : 26/R/B/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
- Flashing lights and PAPI RWY 11/29 (3°)
- IRDM south side of RWY : each 300m - TWY - AST

- RWY11-29 : THR : Green
End : Red

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.
- C strip and taxi between B strip and parking slot number 47 are limited to ACFT with a wingspan lower than 15.5m.
- D strip is mandatory to join and vacate RWY for ACFT with a wingspan higher than 36m.
- Access to ZATAC and ZA parking are limited to ACFT with a wingspan lower or equal to 11m.
- 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).

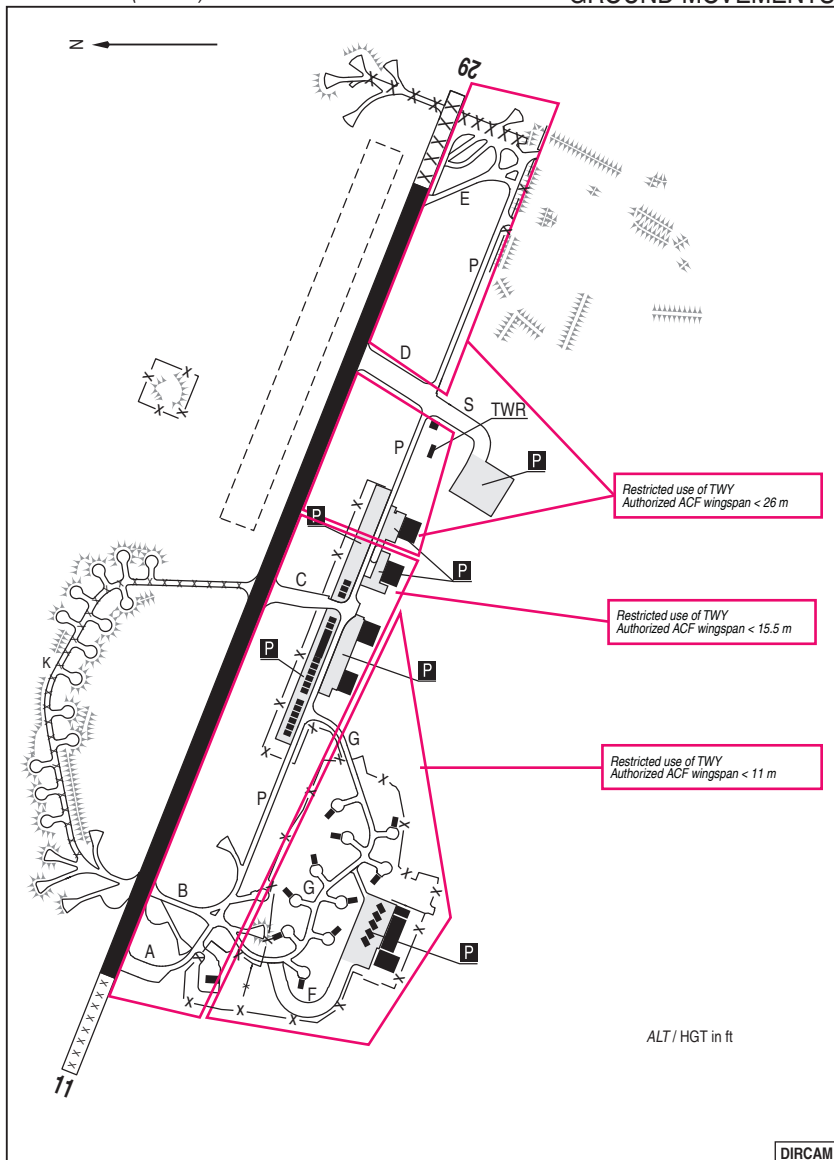
HOR ATS:

- 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)

17 APR 2025

01 B SAINT DIZIER ROBINSON LFSI
GROUND MOVEMENTS



DIRCAM

02 SAINT DIZIER ROBINSON LFSI

JET RWY11 & 29

VAR

2°E

(20)

OPS : 03.25.07.70.34



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

APP : 134.775 - 142.450* - 342.000* (Recovery) - 388.800* (Climb) 362.300*

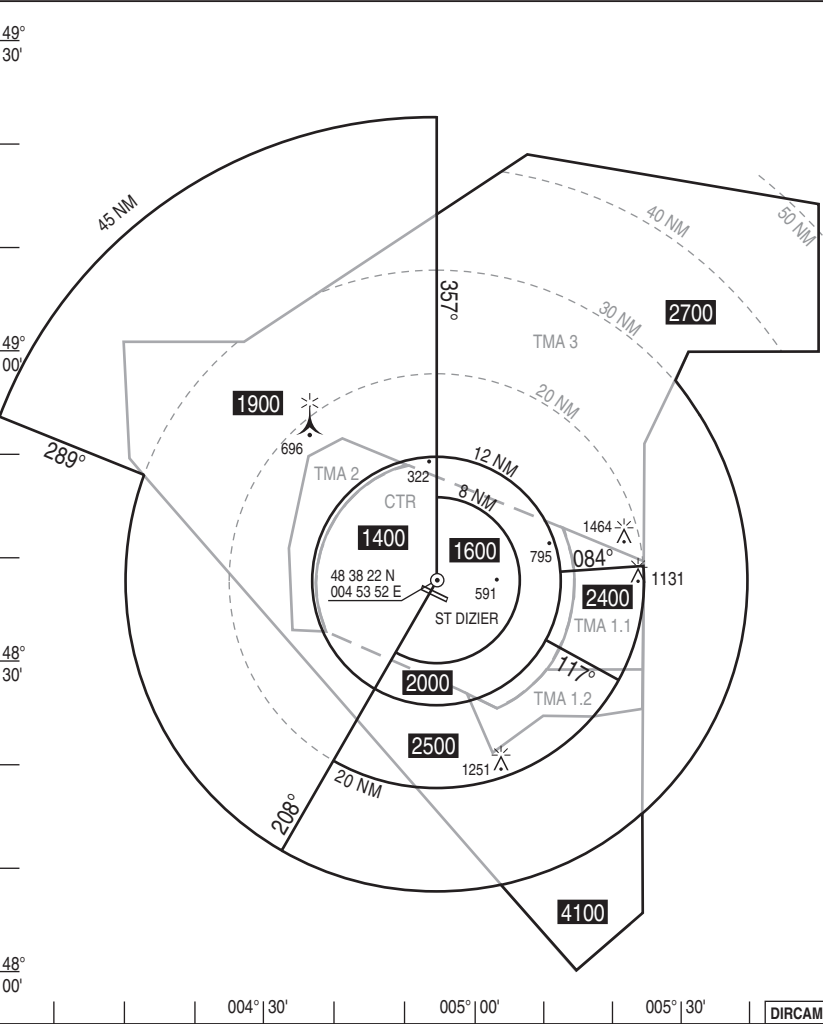
TWR : 134.775 (O/R) - 140.175 * - 374.875*

GND : 122.100 - 257.800* * Reserved to MIL

VAR
2°E
(20)

COMMUNICATION FAILURE : Apply french national regulation.

HMG corresponding to normal working of APP surveillance means.



NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 459 THR : 444

17 JUN 2021

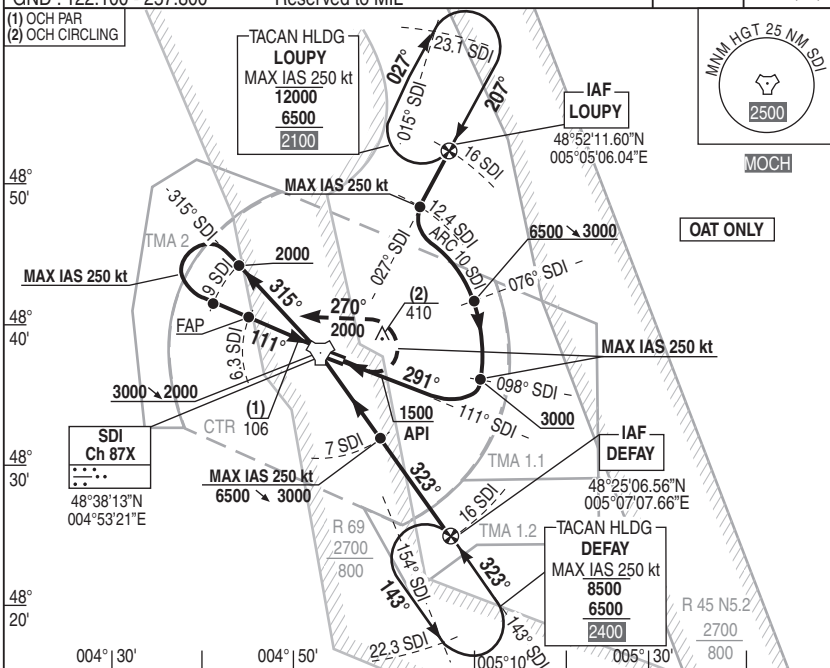
05 SAINT-DIZIER ROBINSON LFSI
TACAN / PAR RWY11

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

RDH : 50

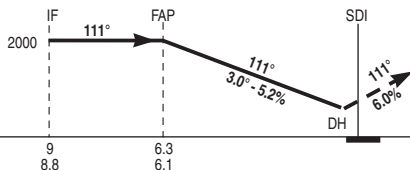
VAR
2°E (20)

(1) OCH PAR
(2) OCH CIRCLING



REF HGT : ALT THR in ft

1500
↑
2000
MT 270°



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

ALT AD : 459 THR : 444

11 JUL 2024

06 SAINT-DIZIER ROBINSON LFSI
INS GNSS RWY11

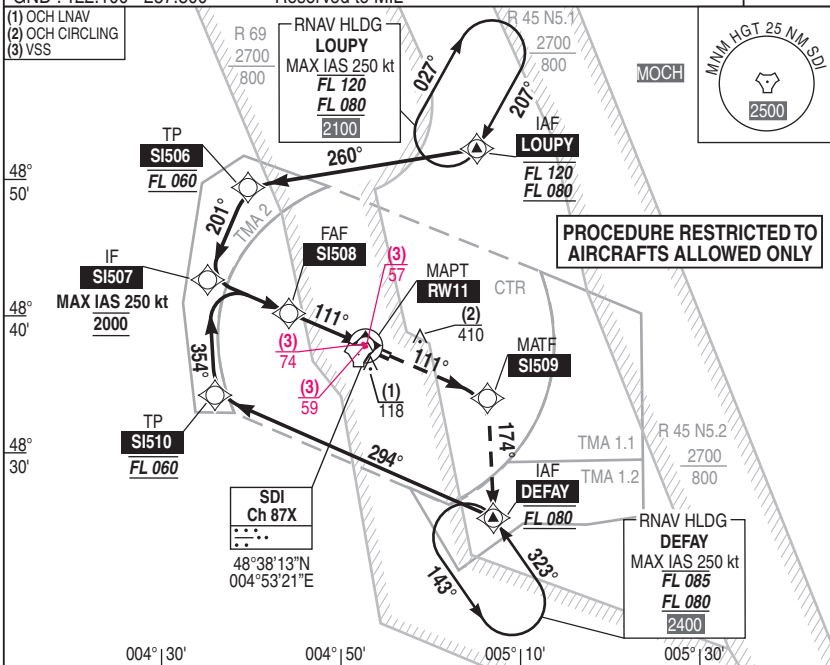
APP : 134.775 - 142.450* - 342.000* (Recovery) - 388.800* (Climb) 362.300*

TWR : 134.775 (O/R) - 140.175* - 374.875*

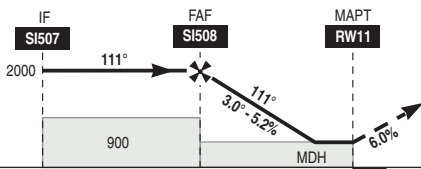
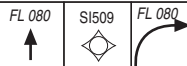
GND : 122.100 - 257.800* * Reserved to MIL

VAR
2°E (20)

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



REF HGT : ALT THR in ft



CAT	LNAV			CIRCLING			DIST RW11					
	MDH	RVR	OCH	MDH	VIS	OCH	NM	6	5	4	3	2
A		1500			1600		HGT	1960	1640	1320	1010	690
B	370	1500		710	1600							
C		1700	365		2400	705						
D/E		1700			3600							

Remarks : (3) VSS Crossed.

DIRCAM

INS GNSS RWY11

CHG : Renommage.

06 SAINT DIZIER ROBINSON LFSI

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

09 SAINT-DIZIER ROBINSON LFSI

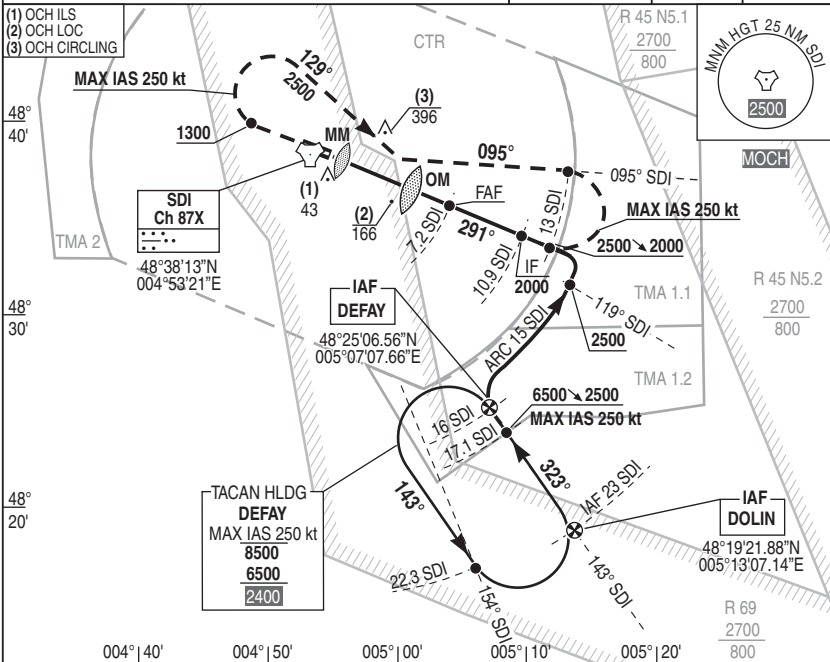
HPMA IAF DEFFAY / DOI INTACAN / II S or I OC RWY29

VAR
2°E (20)

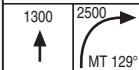
TWR: 134.775 (O/R) - 140.175 * - 374.875*

GND : 122.100 - 257.800* * Reserved to MIL

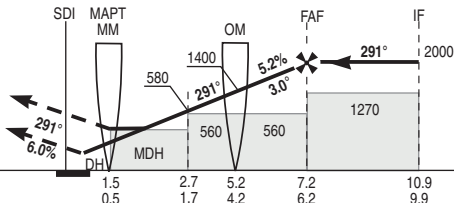
- (1) OCH ILS
(2) OCH LOC
(3) OCH CIRCLING

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 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 B C D E	200	550	142	420	1200	412	700	1600 1600 2400 3600	691	HGT	670	990	1300	1620	1940	

Remarks : VSS checked.	
------------------------	--

DIRCAM

HPMA IAF DEFAY / DOLIN TACAN / ILS or LOC RWY29

CHG : Renommage.

09 SAINT DIZIER ROBINSON LFSI

NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 459 THR : 458

11 JUL 2024

10 SAINT-DIZIER ROBINSON LFSI
IAF LOUPY 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

R 69
2700
800

OAT ONLY

IAF
LOUPY

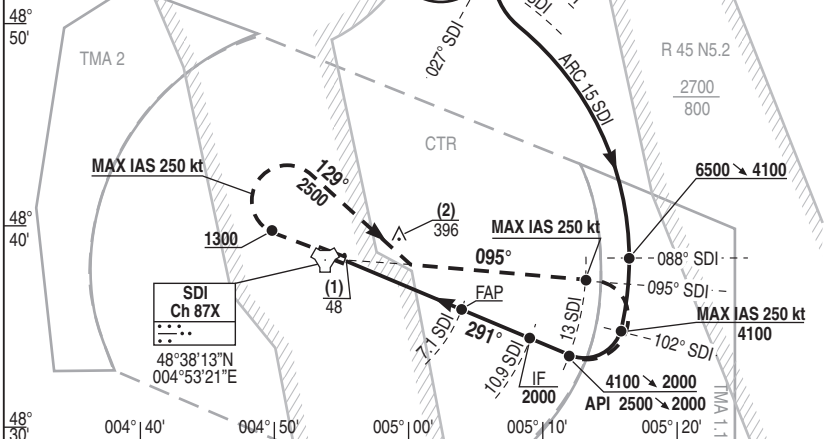
48°52'11.6"N
005°05'06.0"E

TACAN HLDG
LOUPY
MAX IAS 250 kt
12000
6500
2100

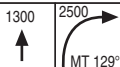
MAX IAS 250 kt

MMN HGT 25 NM SDI
2500

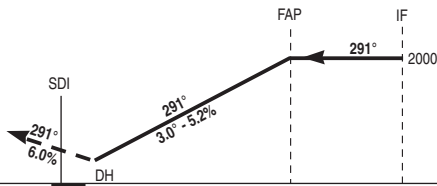
MOCH



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 LOUPY TACAN / PAR RWY29

CHG : Renommage.

10 SAINT DIZIER ROBINSON LFSI

ALT AD:459 THR:458 11 JUL 2024

11 SAINT-DIZIER ROBINSON | ESI

ALT AD : 459 THR : 458 11 JUL 2024 IAF DEFAY / DOLIN TACAN / PAR RWY29

APP : 134.775 - 142.450* - 342.000* (Recovery) - 388.800* (Climb) - 362.300*

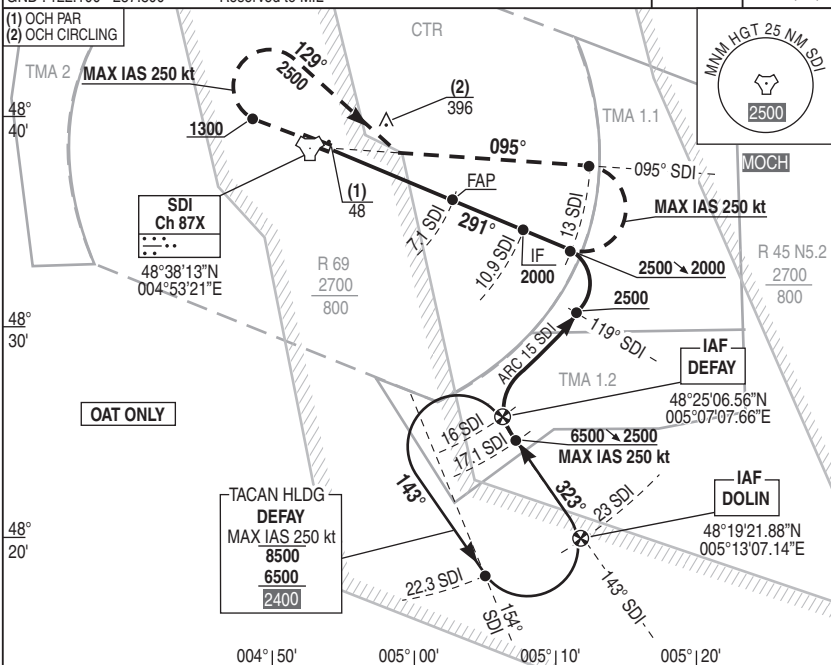
TWR : 134.775 (O/R) - 140.175 * - 374.875*

GND : 122.100 - 257.800* * Reserved to MIL

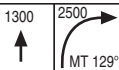
RDH : 5

VAR
2°E (20)

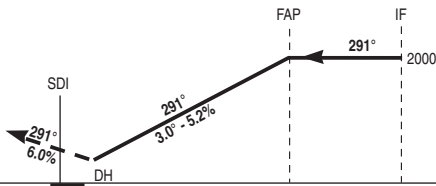
(1) OCH PAR
(2) OCH CIRCLING



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)

CAT	PAR			CIRCLING		
	DH	RVR	OCH	MDH	VIS	OCH
A B C D/E	200	550	147	700	1600 1600 2400 3600	691

Remarks :

DIRCAM

IAF DEFAY / DOLIN TACAN / PAR RWY29

CHG : Renommage.

11 SAINT DIZIER ROBINSON LFSI

NATIONAL FRA INSTRUMENT APPROACH

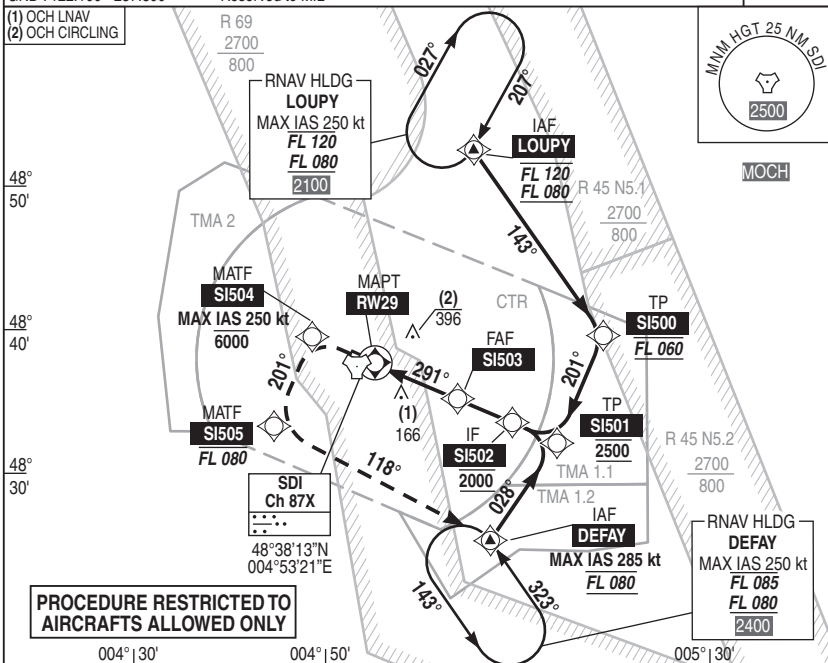
ALT AD : 459 THR : 458

11 JUL 2024

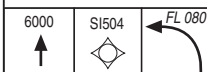
12 SAINT-DIZIER ROBINSON LFSI
INS GNSS RWY29

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

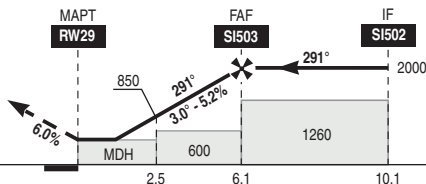
VAR
2°E (20)



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	OGH	MDH	VIS	OGH	NM	2	3	4	5	6
A	420	1200	412	700	1600	691	HGT	690	1010	1320	1640	1960
B					1600							
C					2400							
D/E					3600							

Remarks : VSS checked.

DIRCAM

INS GNSS RWY29

CHG : Renommage.

12 SAINT DIZIER ROBINSON LFSI

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	
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 height FO : Fly Over FB : Fly By											

DIRCAM

SID 01 **SAINT DIZIER** ROBINSON LFSI

DEPARTURE SI MMD 3RE RWY11

VAR
2°E (20)

GND : 122.100 - 257.800* * Reserved to MIL



MOCH

TACAN HLDG
LOUPY
MAX IAS 300 kt
12000
6500
2100

IAF
LOUPY

48°52'11.60"N
005°05'06.04"E

R 45 N5.1

2700

800

11



11



300 Kč ✓

03

TMA 1.1

1.2	
-----	--

IGT : ALI

the holding

approach pr

SAINT-DIZ

SAINT-DIZ

MAX IAS 300 kt

If no handover, join the holding pattern at **23.1 SDI**.
Reduce 250 kt for approach procedure.

DIRCAM

SID 01 SAINT DIZIER ROBINSON LFSI

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 459 THR : 444

17 JUN 2021

SID 02 SAINT DIZIER ROBINSON LFSI

DEPARTURE SI RLP 2RE RWY11

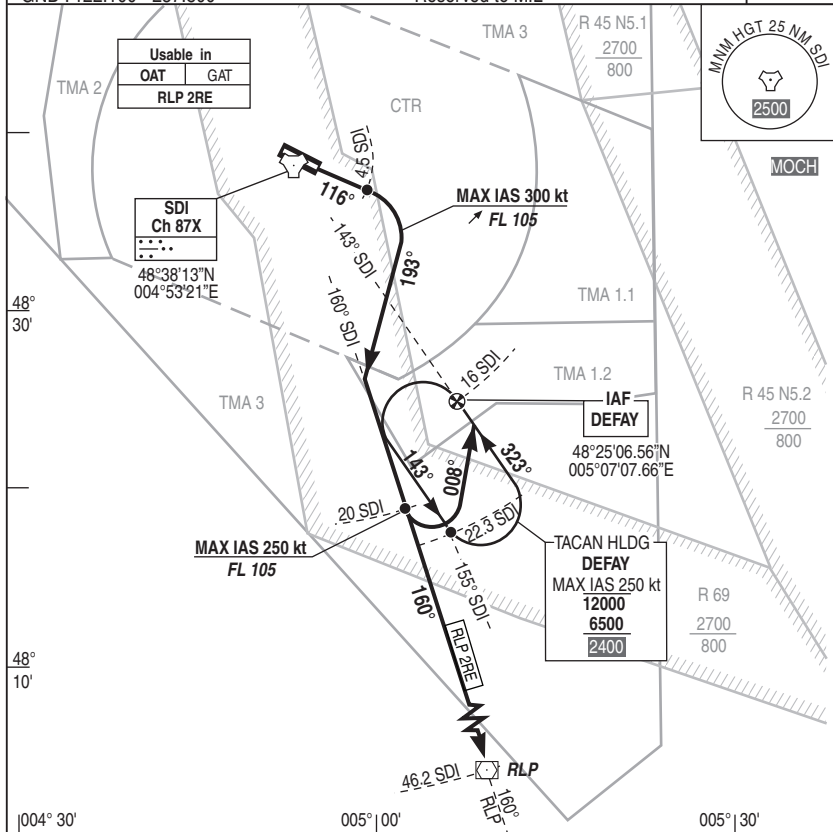
APP : 134.775 - 142.450* - 342.000* (Recovery) - 388.800* (Climb) - 362.300*

TWR : 134.775 (O/R) - 140.175* - 374.875*

GND : 122.100 - 257.800*

* Reserved to MIL

VAR
2°E (20)



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.

(1) ATS climb slope 10% up to 6500 ft QFE then 8.75%.

MAX IAS 300 Kt

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.

DEPARTURE SI RLP 2RE RWY11

CHG : UHF APP Frequency.

SID 02 SAINT DIZIER ROBINSON LFSI

NATIONAL FRA INSTRUMENT DEPARTURE

ALT AD : 459 THR : 458

17 JUN 2021

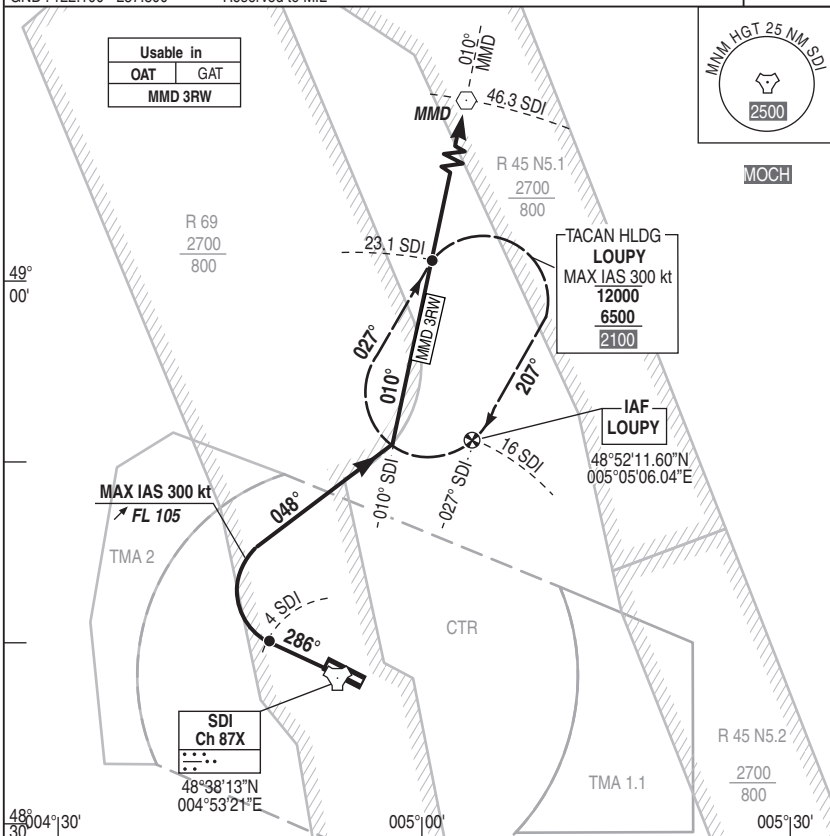
SID 03 SAINT DIZIER ROBINSON LFSI DEPARTURE SI MMD 3RW RWY29

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)



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

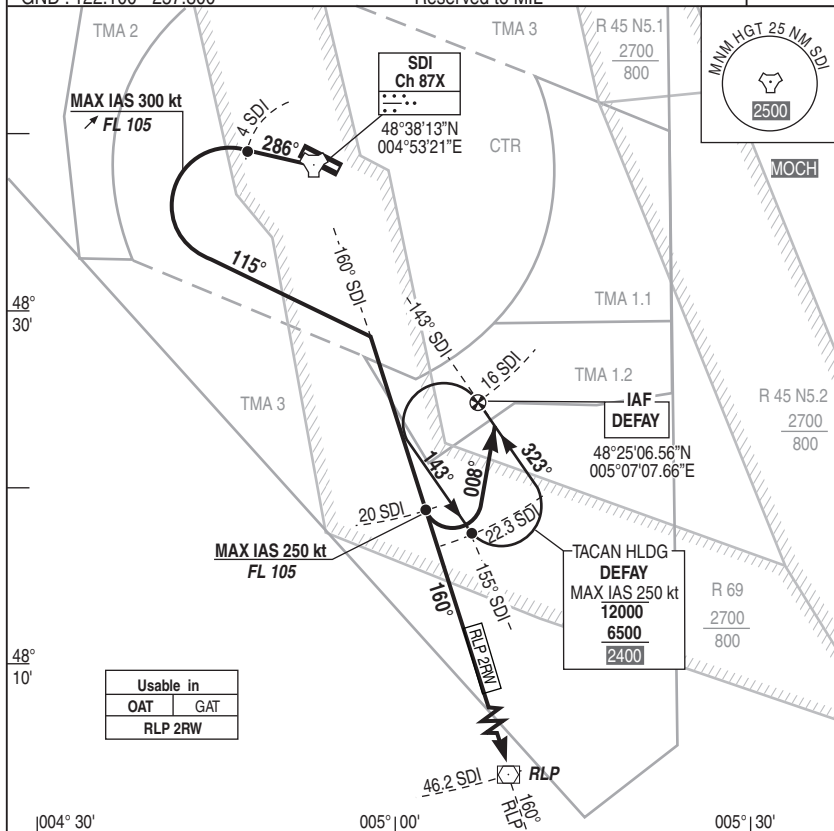
SID 04 **SAINT DIZIER** ROBINSON LFSI

DEPARTURE SI RLP 2RW RWY29

VAR
2°E (20)

* Reserved to MIL

GND : 122.100 - 257.800*



Usable in	
OAT	GAT
RLP 2RW	

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.

MAX IAS 300 Kt

DIBCAM

SID 04 SAINT DIZIER ROBINSON LFSI

DV (Flight Director) : 04 90 17 81 99

USE RESTRICTIONS

- AD prohibited for ACFT without radio
- AD prohibited to armed ACFT.
- AD prohibited for all external traffic during certain slots, contact Flight Director/Operational Support Chief for more informations.
- AD only usable by day.
- 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.
- PPR to be requested from Flight Director by phone or at ba701-gaa.off-vols.fct@intra.def.gouv.fr

OTHER INFORMATION

- AD located in a high level ornithological area
- French BAR type F30 RWY 16/34 (O/R automatic)
- If rain RWY SLIPPERY

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

ALT AD : 197 (7 hPa)

02 SALON LFMY

JET RWY16 & 34

AD FAF restricted use

Flight director (DV) : 04.90.17.81.99

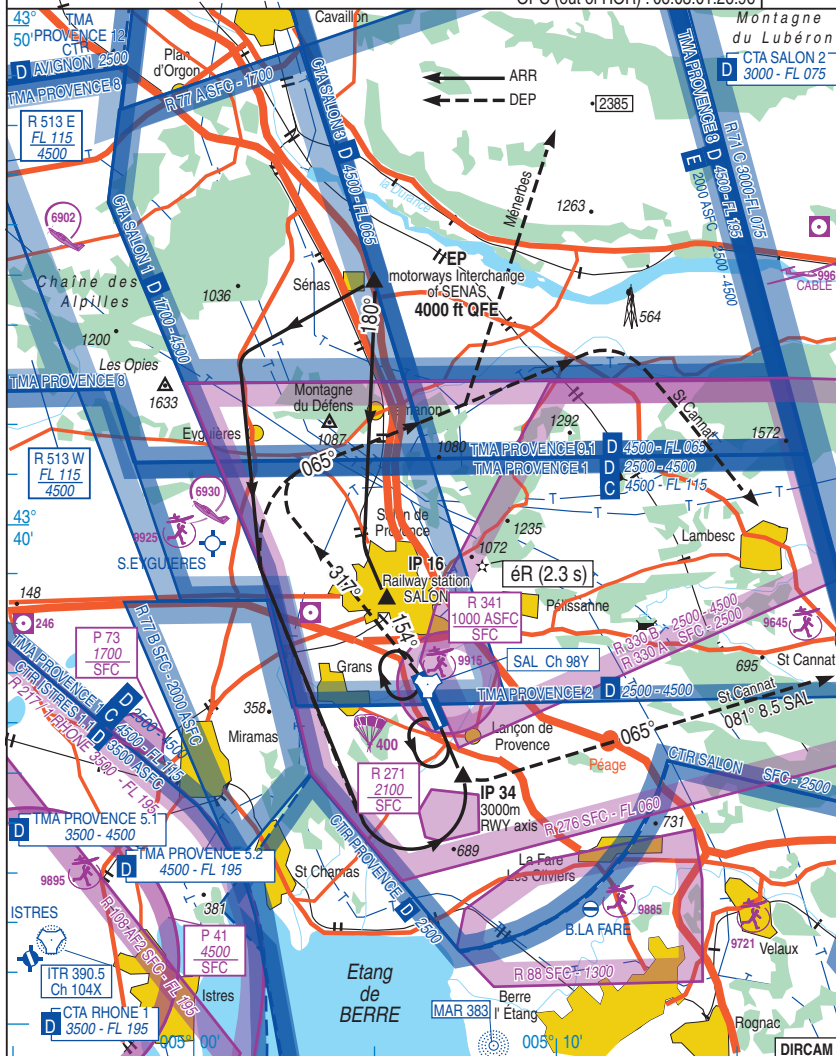
Supervisor : 04.90.17.83.94

OPC (out of HOR) : 06.03.01.26.96

VAR

2°F

(20)



JET RWY16 & 34

CHG : NDB deleted, obs 230.

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

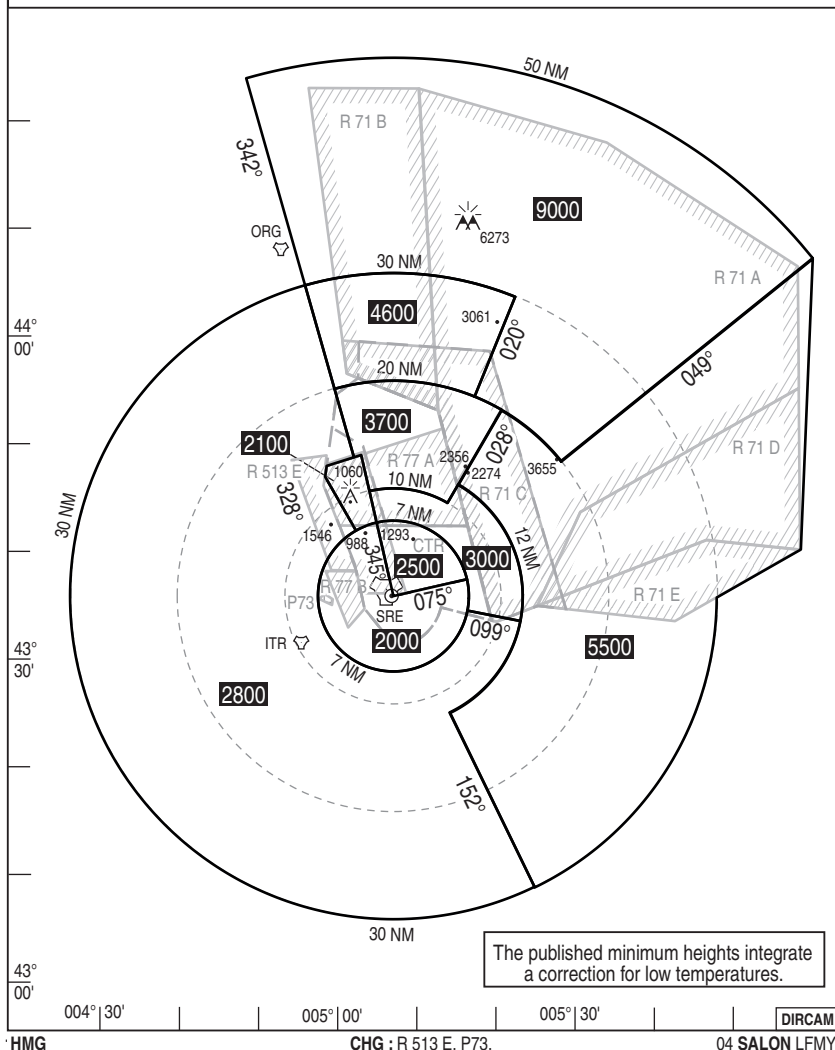
04 SALON LFMY
HMG

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.



HMG

CHG : R 513 E, P73.

04 SALON LFMY

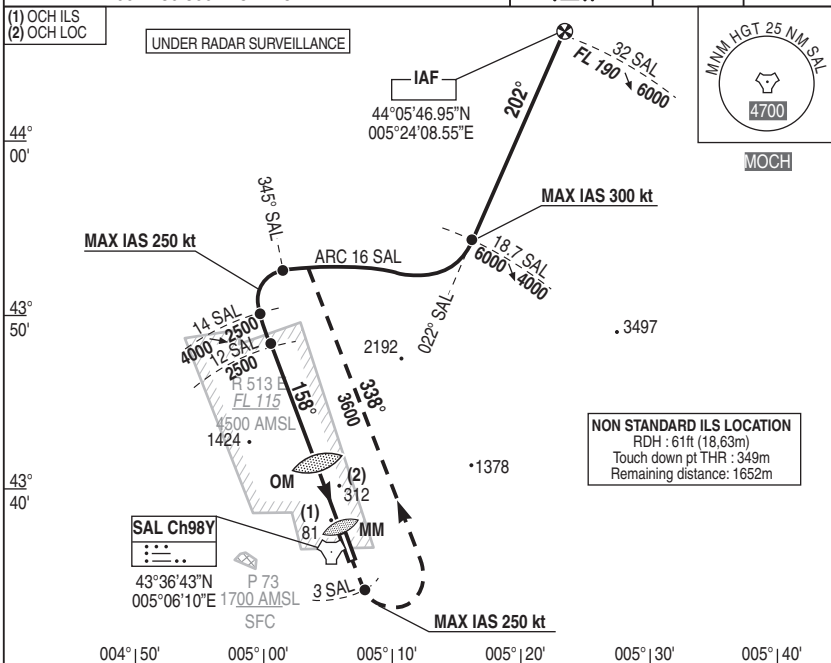
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 197 THR : 195

16 MAY 2024

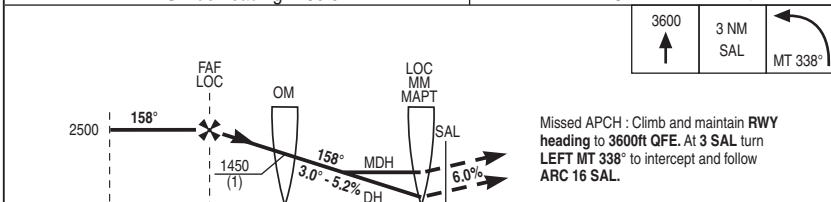
05 SALON LFMY
TACAN / ILS RWY 16

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



12			7.9	4.6	0.7									→ TAC (NM)		
			7.7	4.4	0.5									→ THR (NM)		
CAT	ILS			LOC			ILS - TACAN									
	DH	RVR	OCH	MDH	RVR	OCH										
A	250	1300	180	480	1500	476	NM	7	6	5	4.6	4	3	2		
B					1500		HGT	2230	1890	1570	1450	1260	940	630		
C					2200											
D/E					2200											

Remarks : (1) Minimum height is mandatory.

DIRCAM

TACAN / ILS RWY 16

CHG : P73, R513E.

05 SALON LFMY

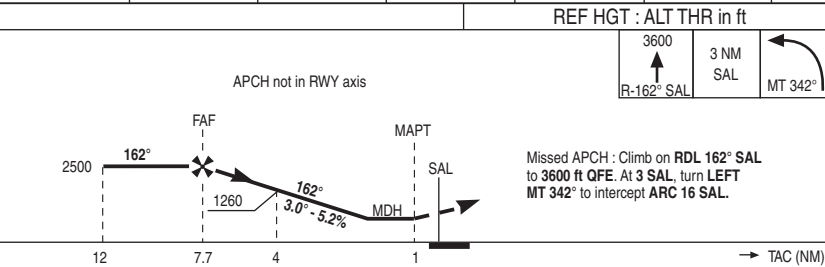
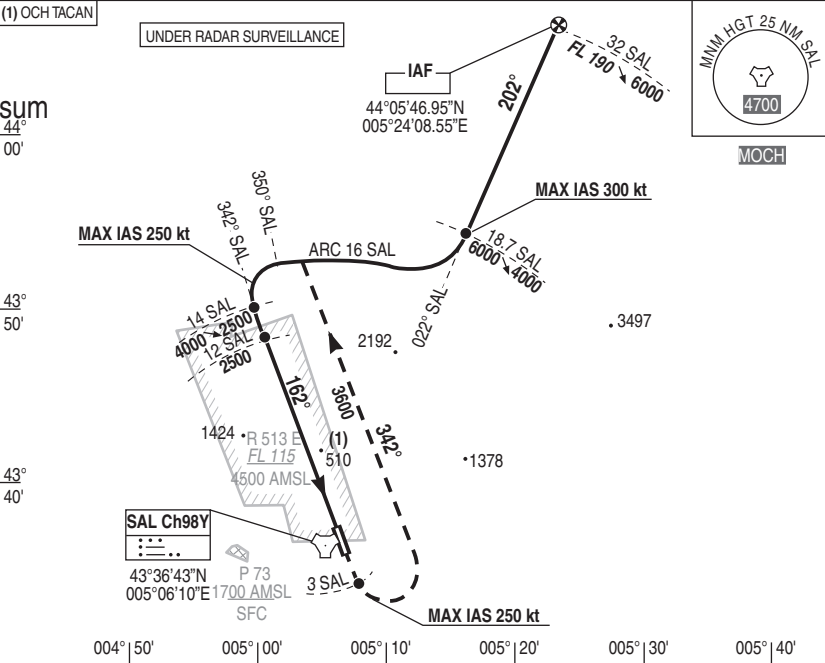
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 197 THR : 195

28 NOV 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	



CAT	TACAN			TACAN					
	MDH	RVR	OCH	NM	7	6	5	4	3
A	700	1500	697	HGT	2200	1890	1570	1260	940
B		1500							
C		2200							
D/E		2200							

Remarks : DIRCAM

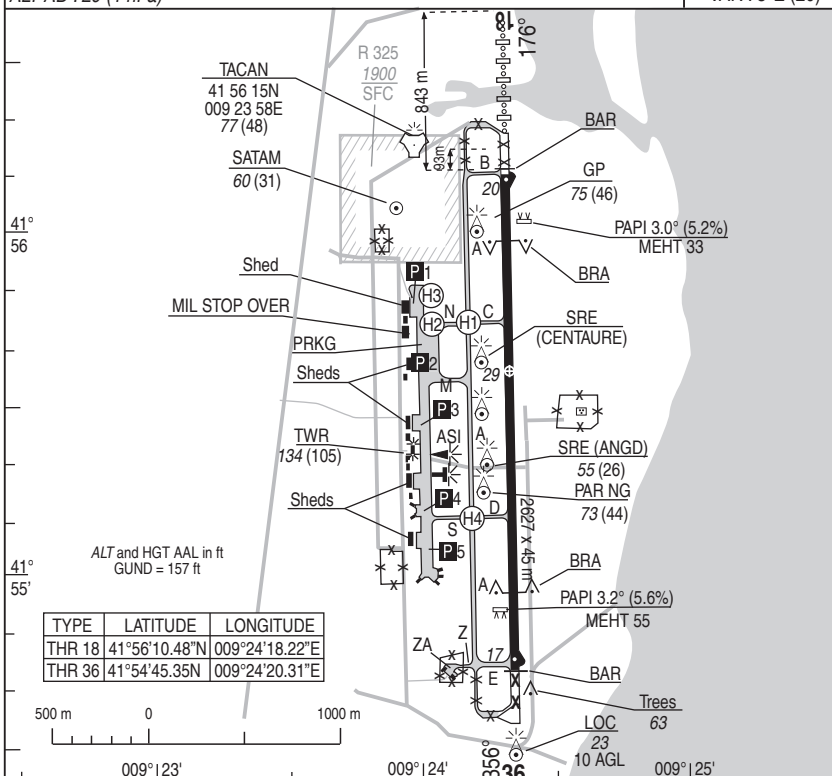
NATIONAL FRA AERODROME CHART

17 APR 2025

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 (1)	LIH / LIL	2487	2487	2487	2487	Paved	Day : ≥ 550			
36	NIL	LIH / LIL					25 F/C/W/T	Night : ≥ 800			

(1) NATO ramp out of standards : unserviceable

MARKINGS - LIGHTINGS

- Day lighting
- 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 : 04.20.61.84.43 - TEL MIL 864.126.8443 /

E-mail : cmc-solenzara-sect-ops.resp.fct@intradef.gouv.fr

- NR reported in box 18

REFUELING : F34 - Oxygen

ATS HOR

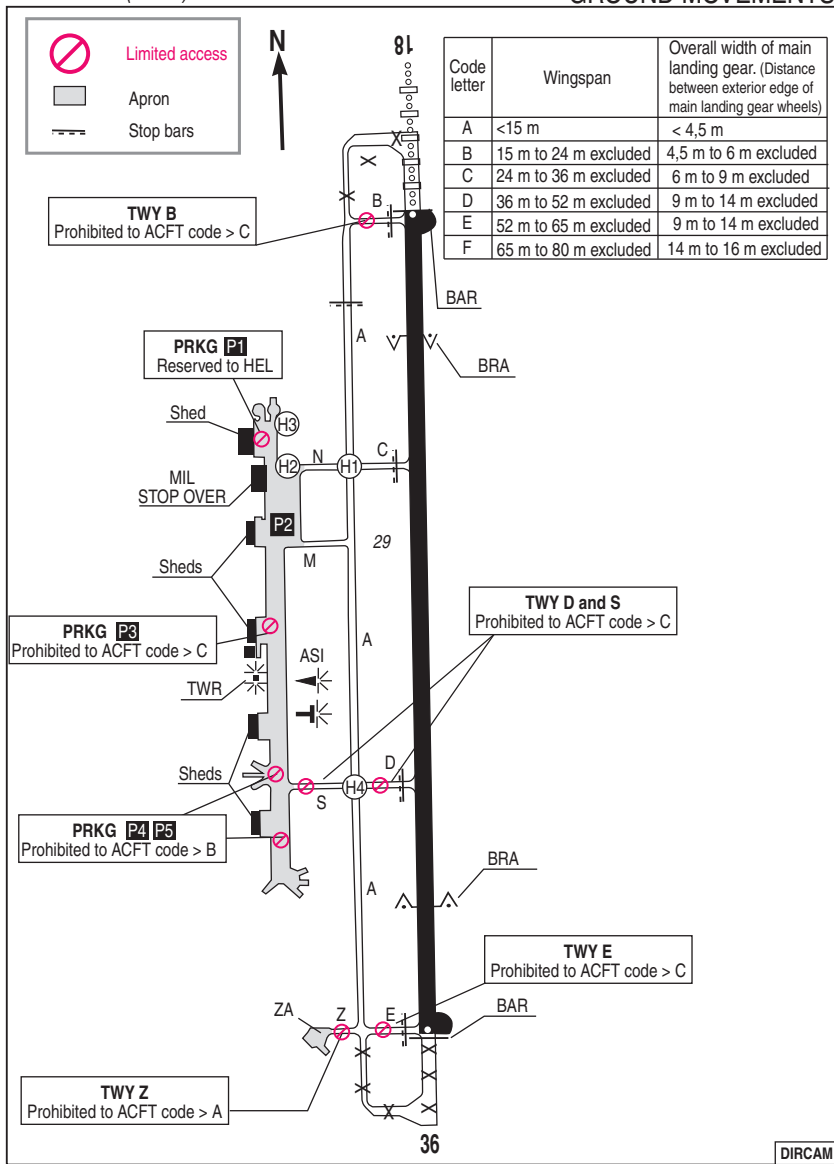
- SUMMER (-1 Hr)

- 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

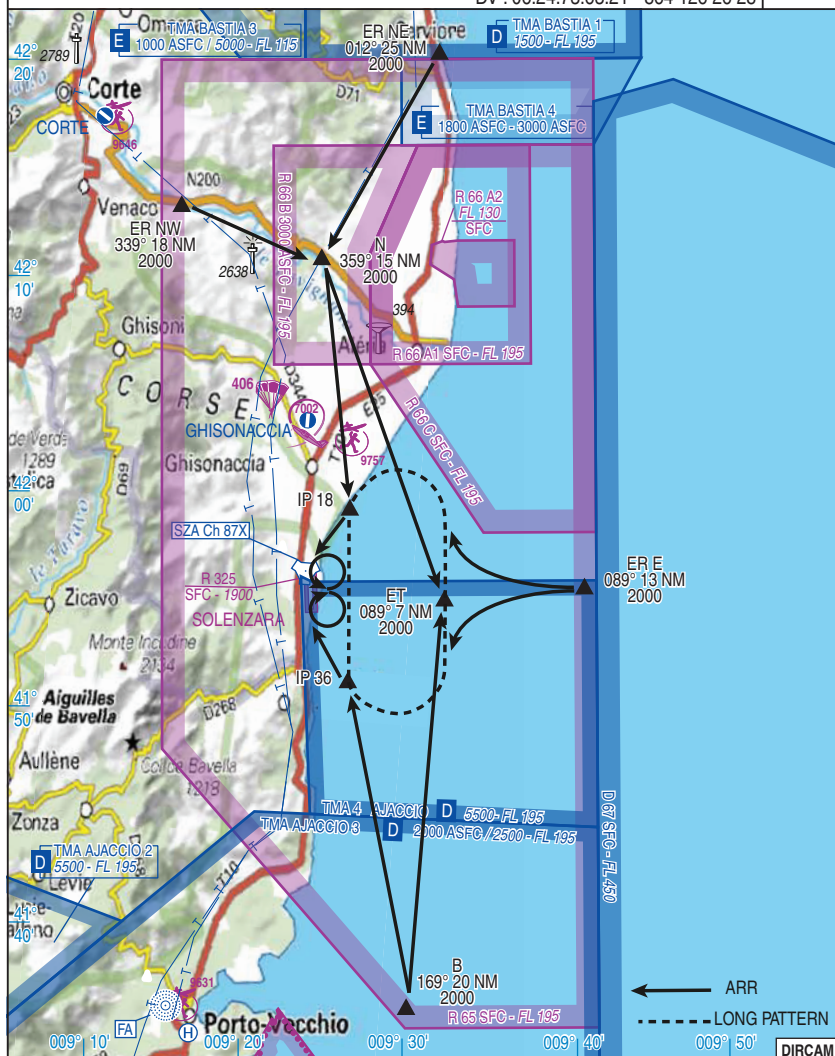
AD FAF non GAT

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

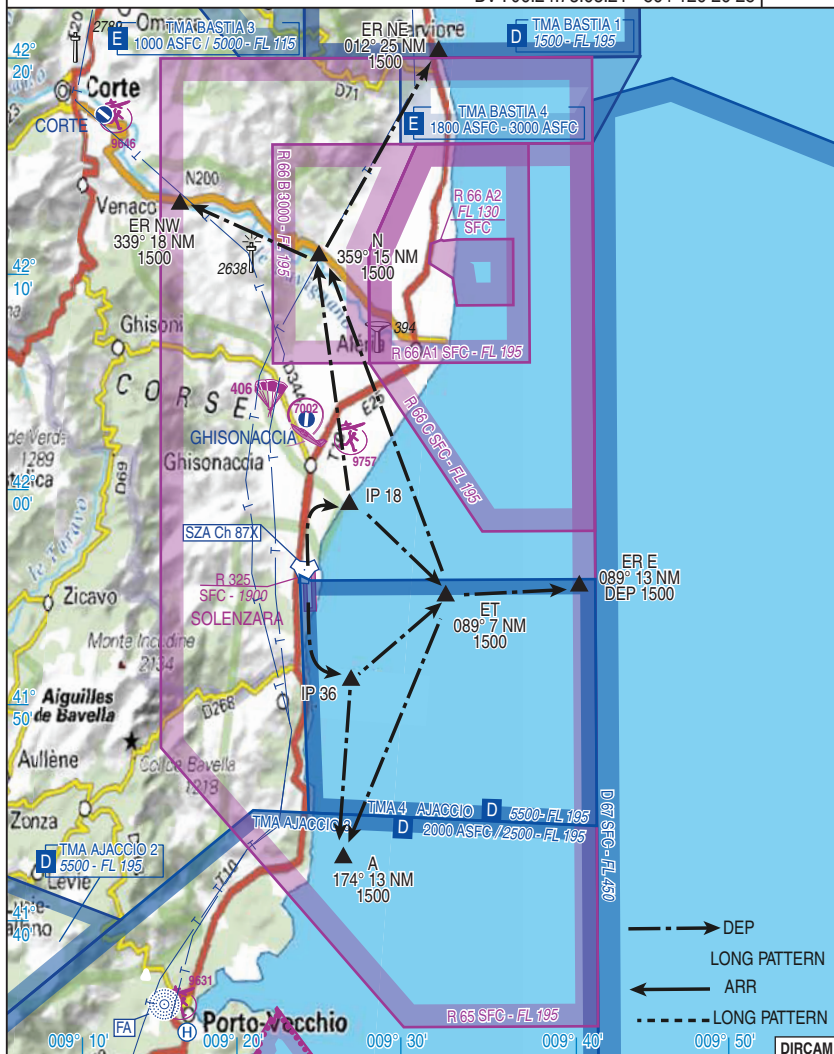
AD FAF non GAT

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 Calzarelllo 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

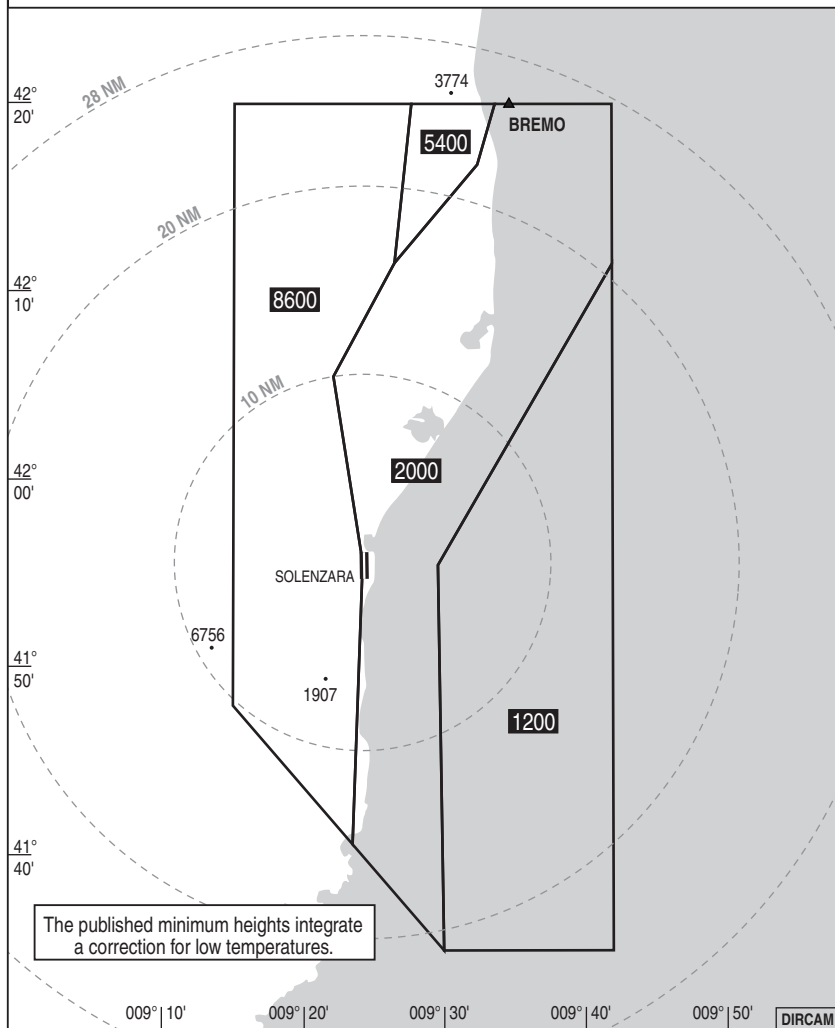
HMG

APP : 119.900 - 233.625

TWR : 118.350 - 301.200

VAR
3°E
(20)

COMMUNICATION FAILURE : Apply french national regulation.



HMG

CHG : VAR.

05 SOLENZARA LFKS

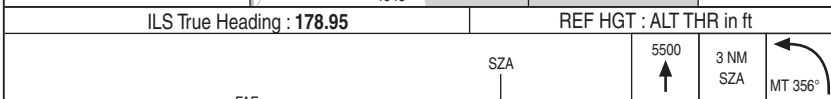
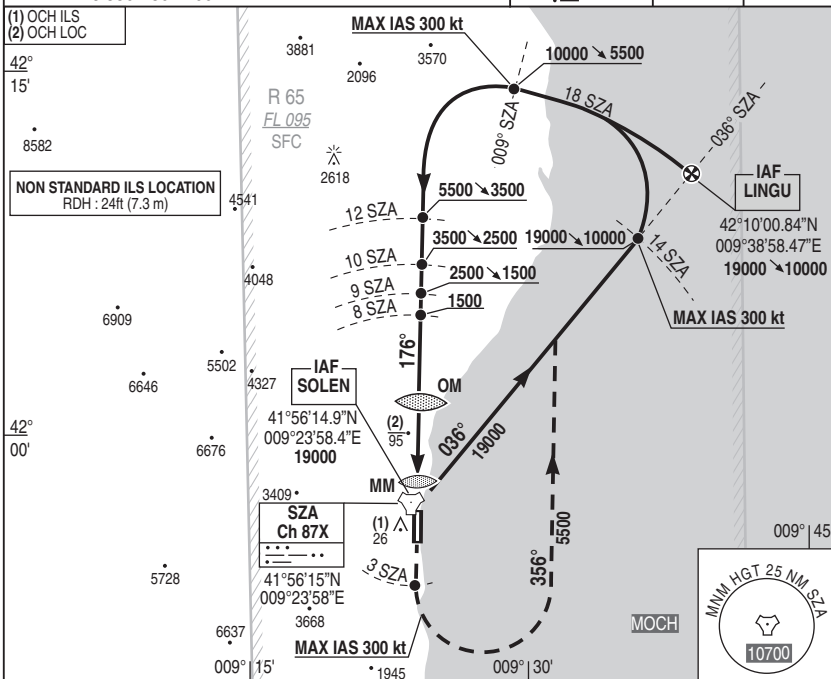
NATIONAL FRA INSTRUMENT APPROACH

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			



CAT	ILS (1)			LOC			DMETACAN		
	DH	RVR	OCH	MDH	RVR	OCH	NM	4	3
A	250	1300	125	350	1300	342	HGT	1330	1010
B									
C									
D/E									

Remarks : (1) Increased RVR : Non standard RDH & tech-ops reason.

TACAN - ILS / LOC RWY18 CHG : VAR. 06 SOLENZARA LFKS

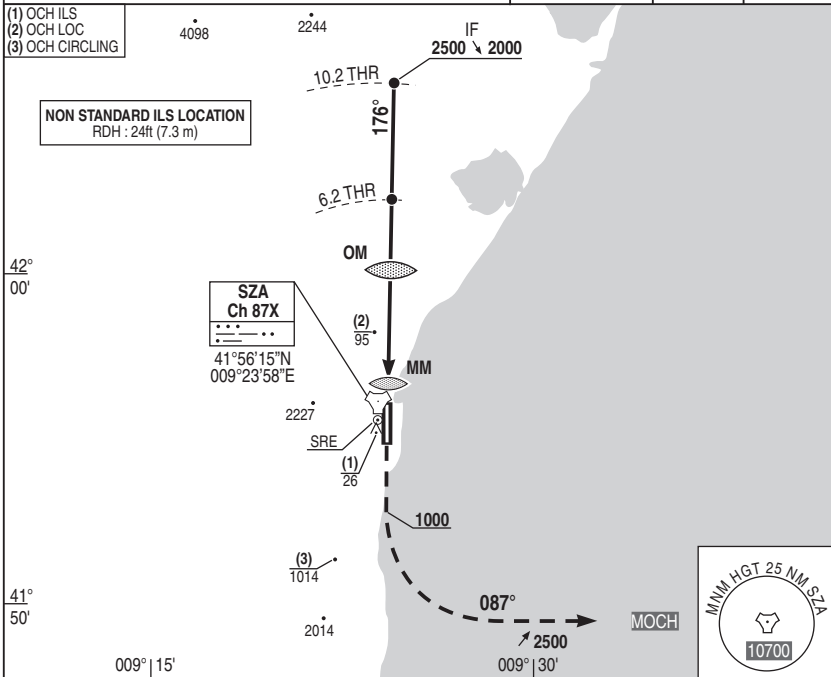
NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 29 THR : 20

03 DEC 2020

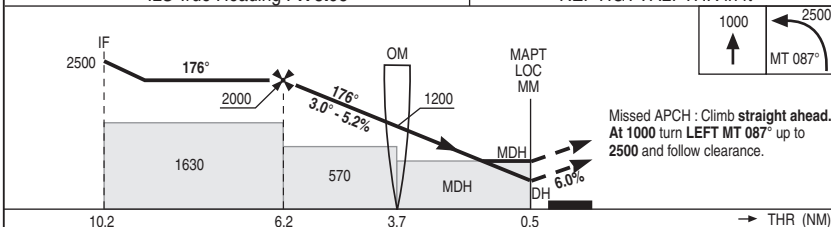
07 SOLENZARA LFKS
SRE - ILS / LOC RWY18

APP : 119.900 - 233.625 TWR : 118.350 - 301.200	ILS : SZA 109.1 ···—·	RDH : 24	VAR 3°E (20)
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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

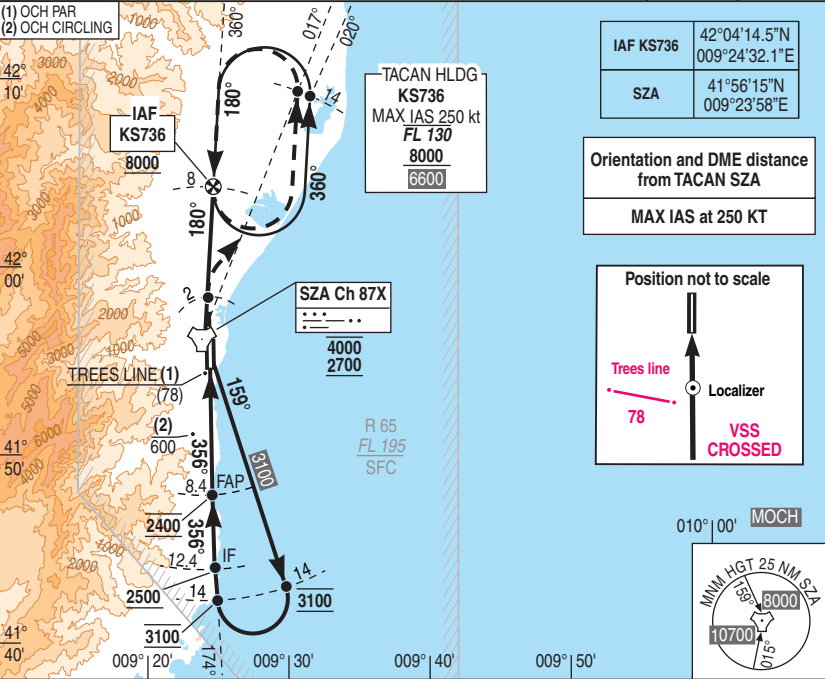
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 29 THR : 17

05 SEP 2024

09 SOLENZARA LFKS
TACAN PAR RWY36

APP : SOLENZARA APP : 119.900 233.625 TWR : SOLENZARA TWR : 118.350 301.200	RDH : 49	VAR 3°E (20)
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Remarks : (1) Increased minimum. (2) West circling prohibited.						
DIRCAM						

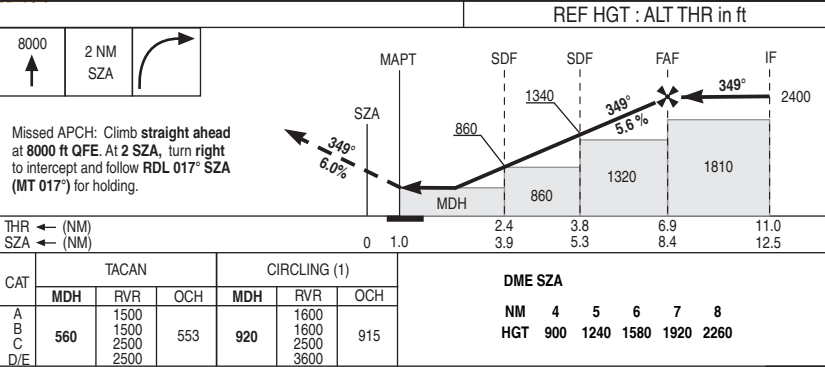
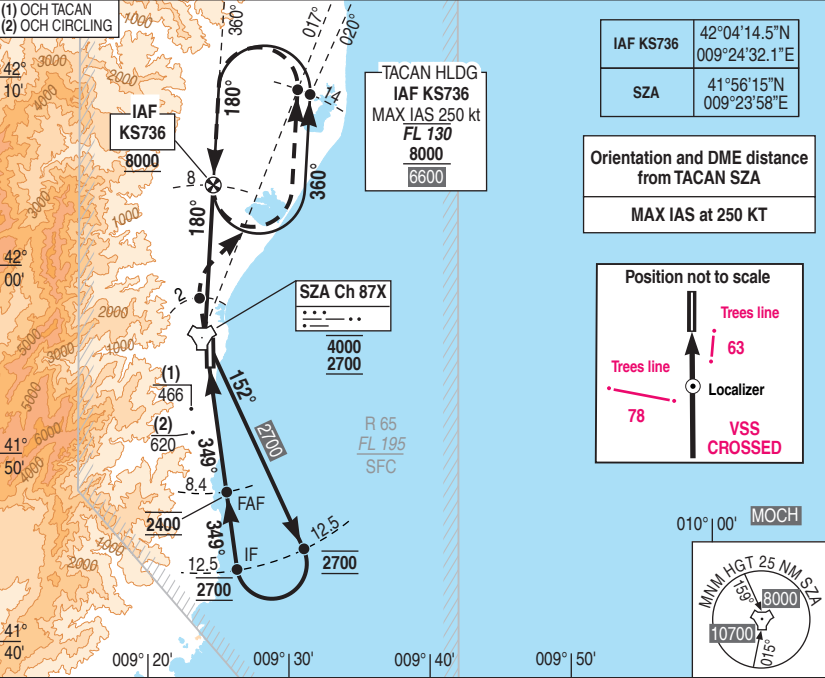
NATIONAL FRA
INSTRUMENT APPROACH

ALT AD : 29 THR : 17

17 APR 2025

10 SOLENZARA LFKS
TACAN RWY36

APP : SOLENZARA APP : 119.900 233.625	RDH : 49	VAR 3°E (20)
TWR : SOLENZARA TWR : 118.350 301.200		



Remarks : (1) West circling prohibited. DIRCAM

TACAN RWY36 CHG : New procedure. 10 SOLENZARA LFKS

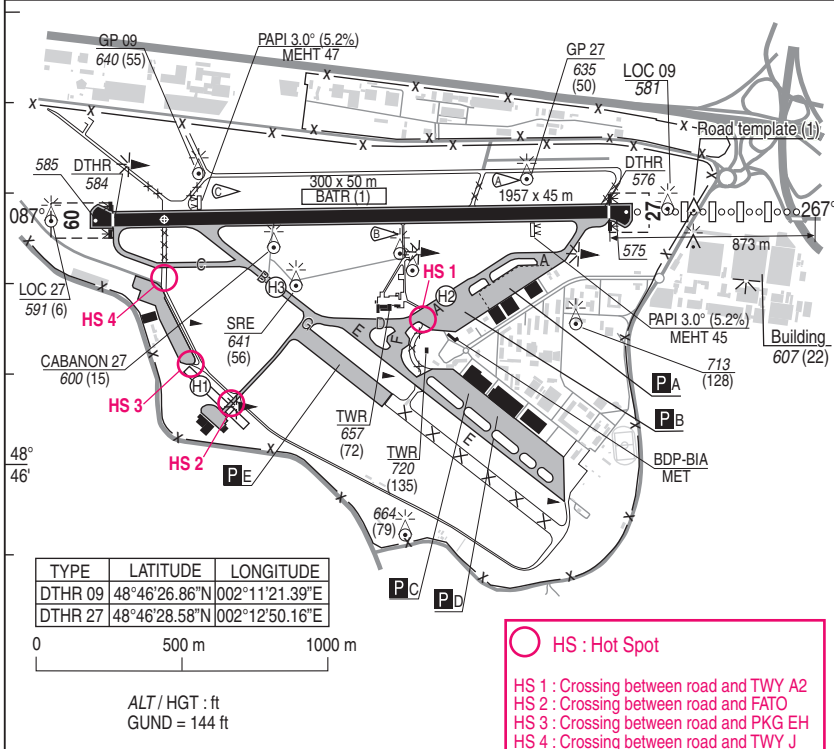
NATIONAL FRA AERODROME CHART

18 MAY 2023

01 VILLACOUBLAY LFPV

ALT AD : 585 (21 hPa)

VAR : 1°E (20)



002° 12'

002° 13'

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

48 46 27N - 002 11 29E

CHG : Revision.

01 VILLACOUBLAY LFPV

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 :

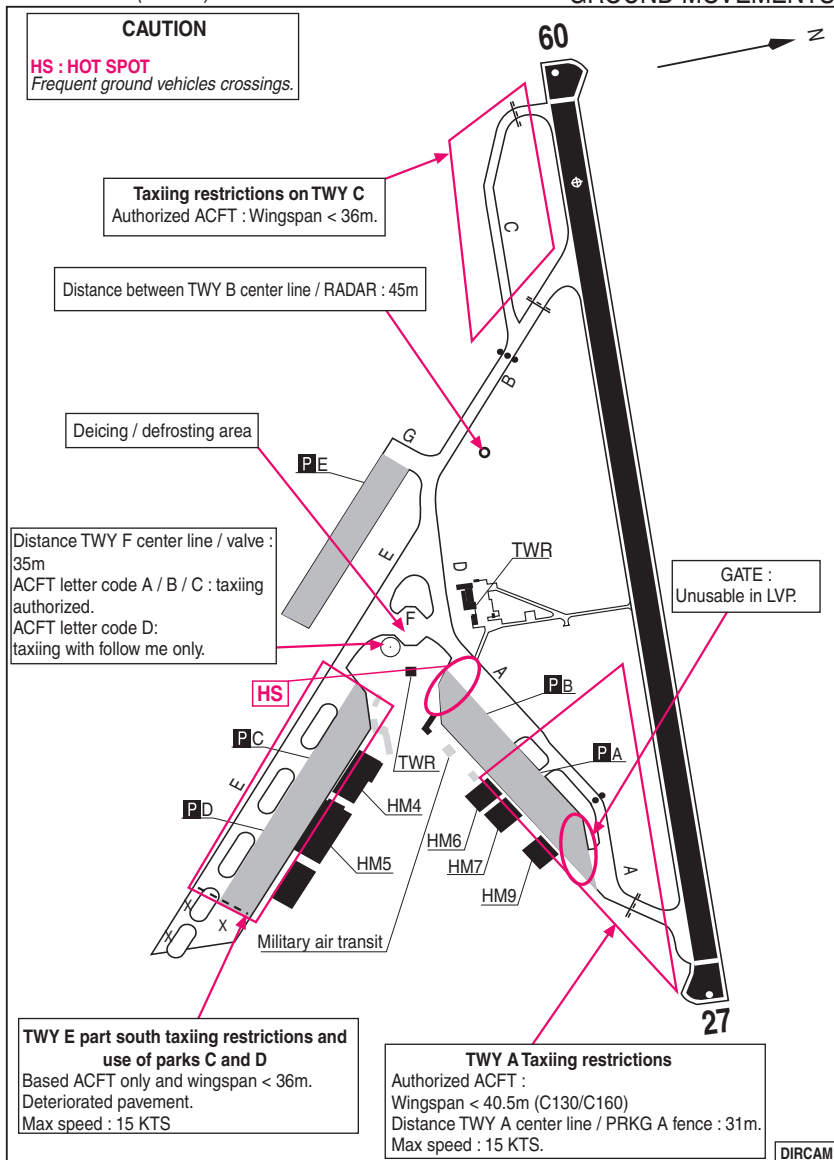
- MON-THU : 0700/1600, FRI : 0700-1400 (SUM -1H).

DIRCAM

NATIONAL FRA
ALT AD : 585 (21 hPa)

04 NOV 2021

01 B VILLACOUBLAY LFPV
GROUND MOVEMENTS



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 :**

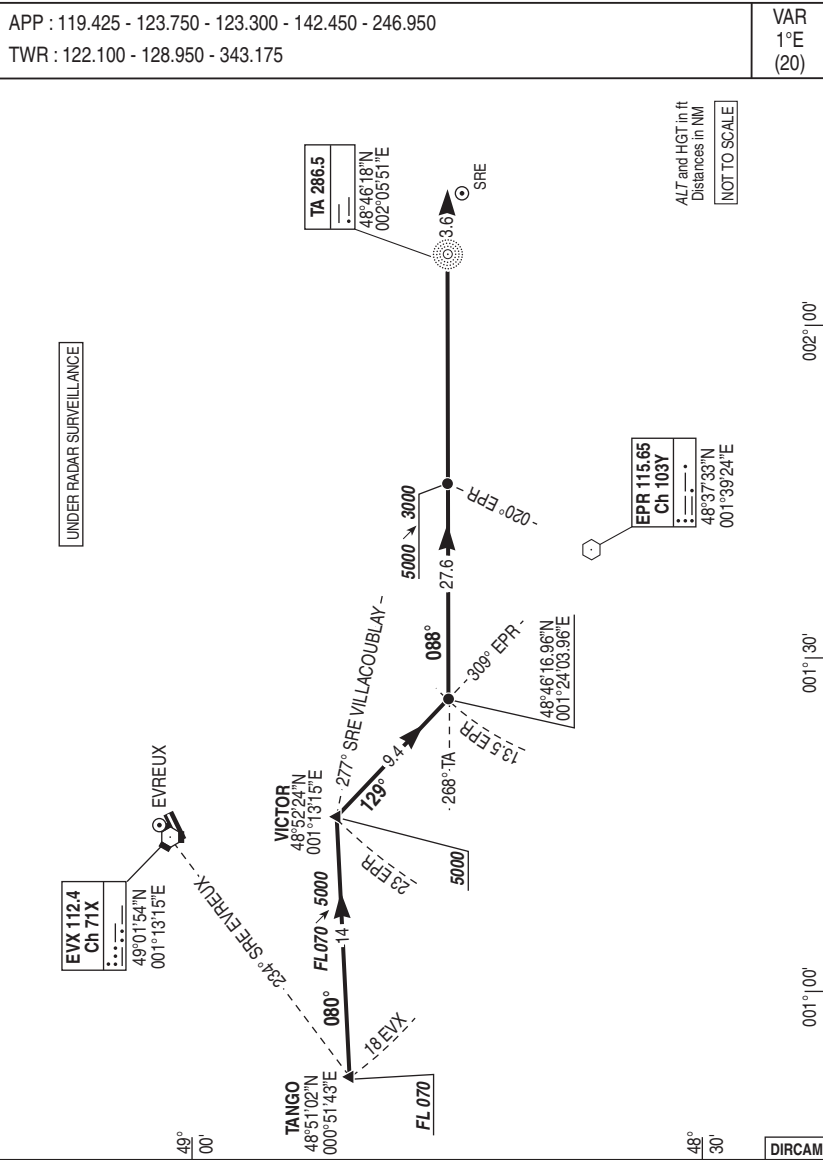
a) After transfer to VILLACOUBLAY APP, the ACFT carry on its flight on the OAT track published or join it as quick as possible, squawking 3/A 7600.

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.



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)

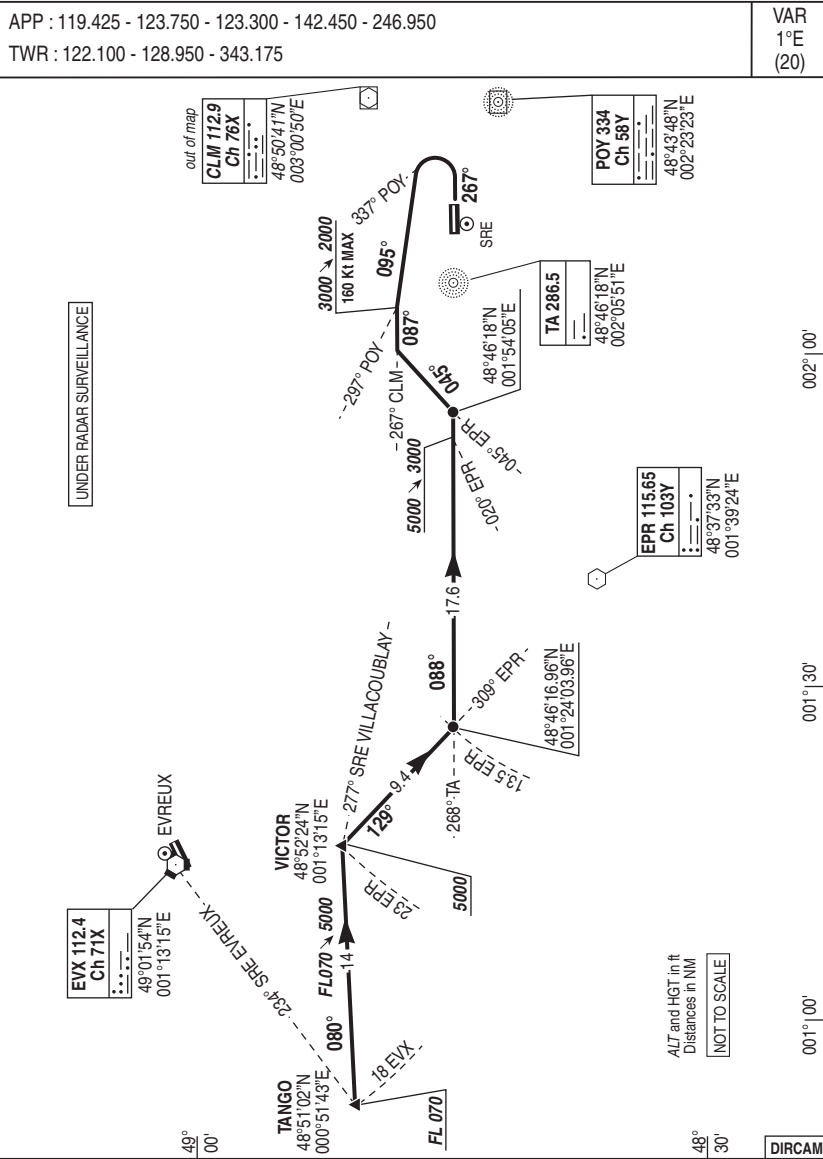
TANGO presentation at FL 070.

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.



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.

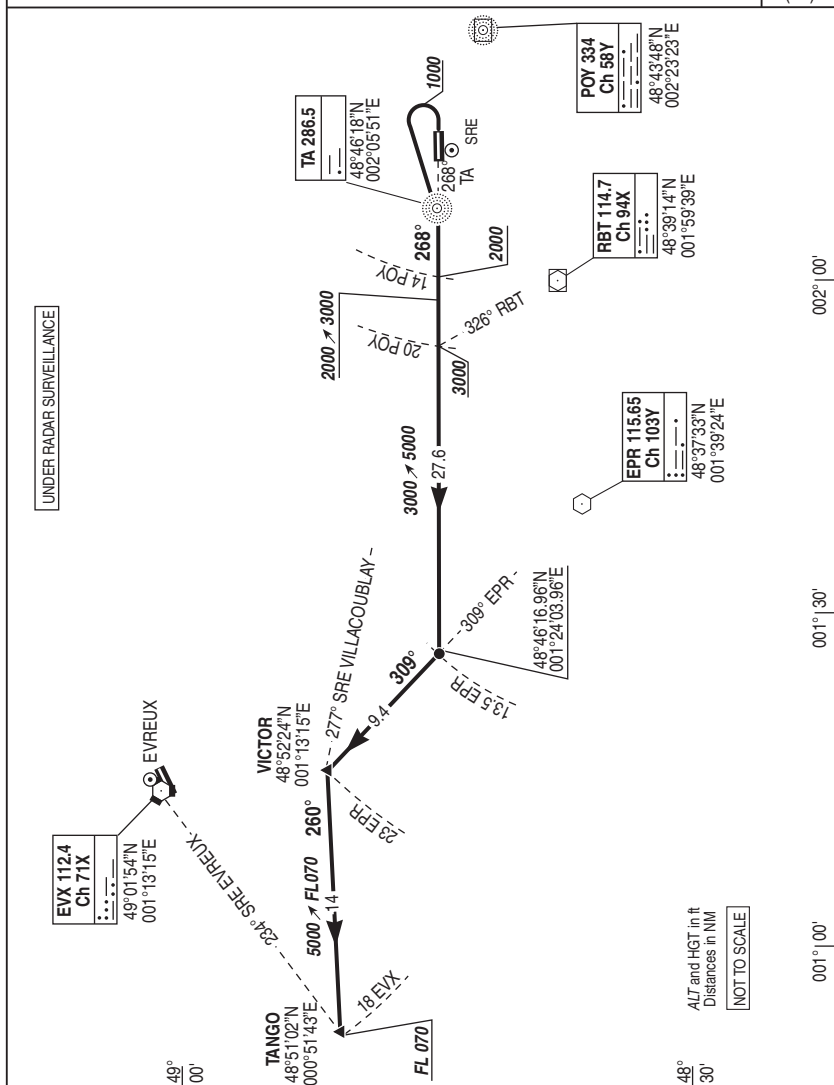
Transfer window : between VICTOR and TANGO.

04 NOV 2021

08 VILLACOUBLAY LFPV
DEP RWY09 TO EVREUX

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR
1°E
(20)

DEP RWY09 TO EVREUX

CHG : Renommage.

08 VILLACOUBLAY LFPV

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,

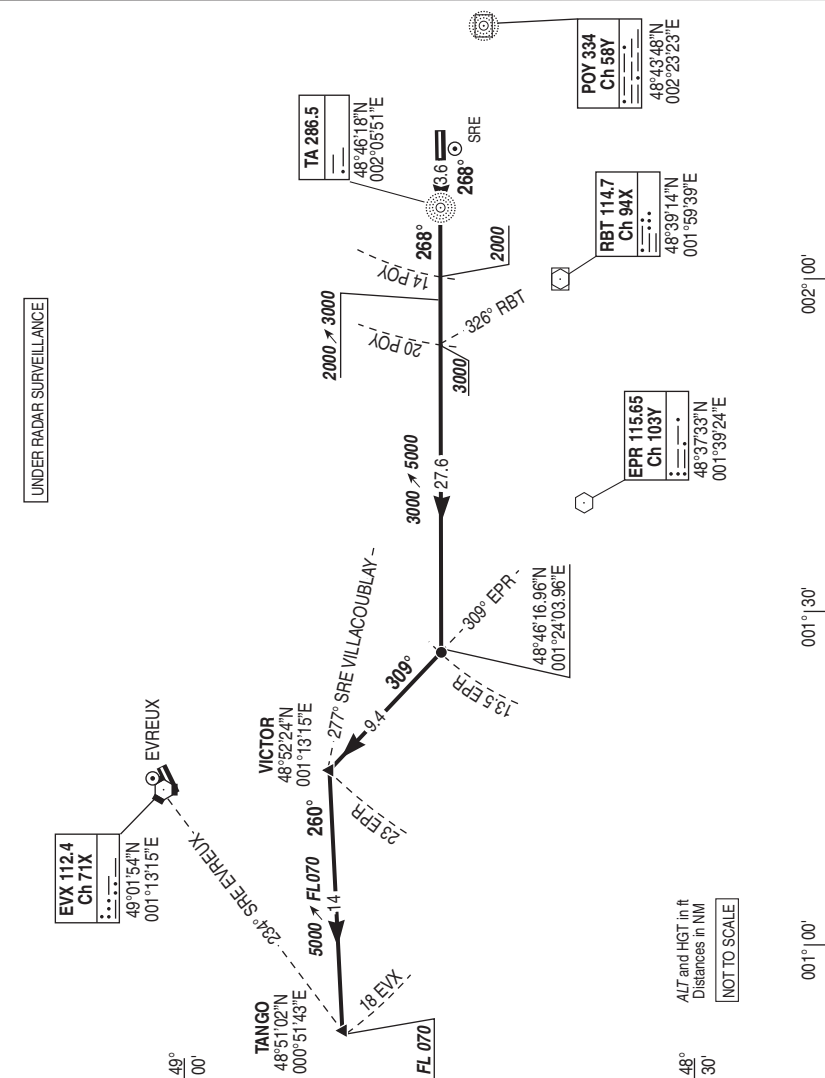
Flight to EVREUX, maintain 5000 ft AMSL

Flight followed by a transfer to a CCT, leave 5000 ft AMSL to FL 070

Transfer window : between VICTOR and TANGO.

04 NOV 2021

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950	VAR 1°E (20)
TWR : 122.100 - 128.950 - 343.175	



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

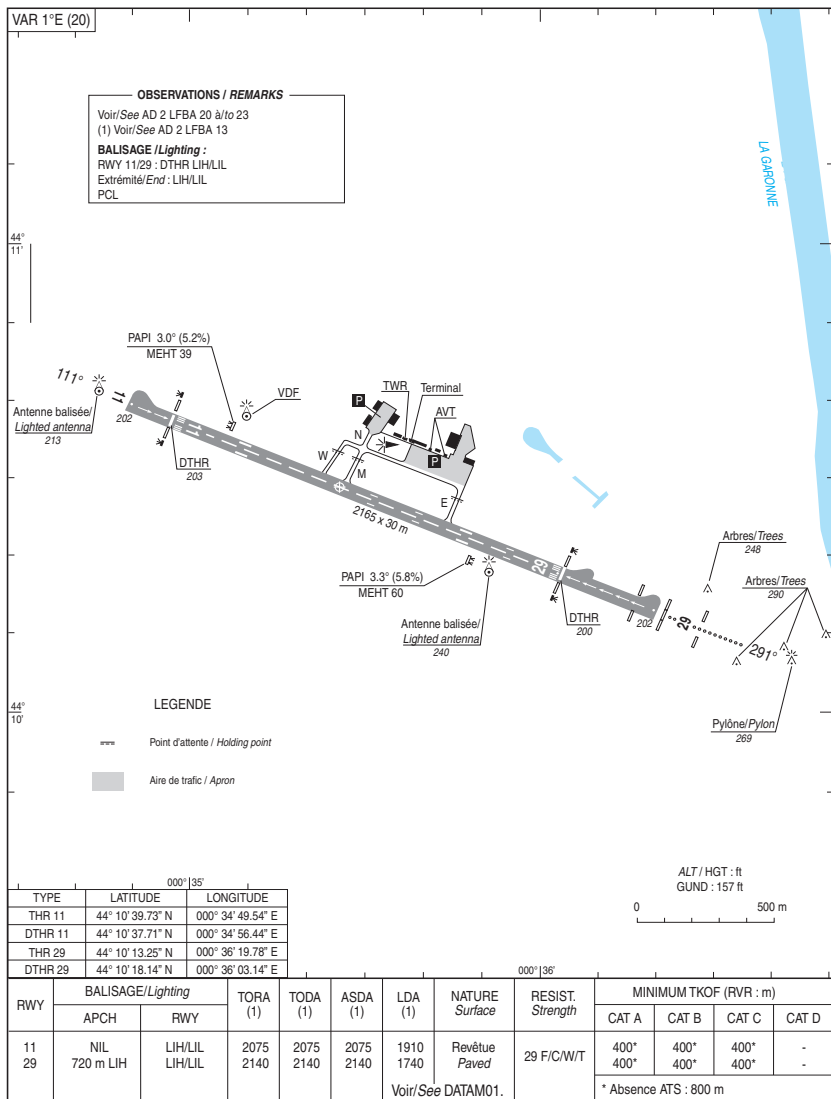
IAC PART		BORDEAUX MERIGNAC LFBG	
WARNING / CHECK LIST 01-02	15 MAY 25	ADC 01	20 FEB 25
AGEN LA GARENNE LFBA		DATA M 01	28 DEC 23
ADC 01	22 FEB 24	RWY05 INA RNAV Z	17 APR 25
DATA M 01	28 DEC 23	RWY11 FNA RNP	17 APR 25
RWY29 RNP	28 DEC 23	DATA RWY11 RNP CODE	16 MAY 24
DATA RWY29 RNP CODE	03 DEC 20	RWY23 FNA ILS LOC	17 APR 25
AJACCIO NAPOLEON BONAPARTE LFKJ		RWY29 FNA ILS LOC	17 APR 25
ADC 01	28 NOV 24	BREST BRETAGNE LFRB	
DATA M 01	28 DEC 23	ADC 01	15 MAY 25
RWY02 ILS LOC MINIMA	28 NOV 24	DATA M 01	28 DEC 23
RWY02 ILS Y LOC Y	28 NOV 24	RWY07R RNP	11 JUL 24
RWY02 ILS Z LOC Z	17 APR 25	DATA RWY07R RNP CODE	11 JUL 24
RWY20 VPT A	28 NOV 24	RWY25L ILS CAT 123 LOC Z	11 JUL 24
RWY20 VPT B	28 NOV 24	BRIVE SOUILLAC LFSL	
BALE MULHOUSE LFSB		ADC 01	11 JUL 24
ADC 01	20 FEB 25	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RWY11 RNP	13 AUG 20
RWY15 ILS Y CAT123 LOC Y VOR Y	10 AUG 23	DATA RWY11 RNP CODE	13 AUG 20
RWY33 ILS X CAT1	10 AUG 23	RWY29 ILS LOC	30 NOV 23
BASTIA PORETTA LFKB		CALVI STE CATHERINE LFKC	
ADC 01	22 FEB 24	ADC 01	30 NOV 23
DATA M 01	28 DEC 23	DATA M 01	28 DEC 23
RWY16 VOR A	18 MAY 23	RWY18 LOC	28 JAN 21
RWY34 ILS Z LOC Z	18 MAY 23	CHALONS VATRY LFOK	
BEAUVAIS TILLE LFOB		ADC 01	26 DEC 24
ADC 01	10 AUG 23	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RWY10 ILS Y CAT123 LOC Y	01 DEC 22
RWY12 FNA VOR Y	03 NOV 22	RWY28 ILS LOC	01 DEC 22
RWY30 ILS LOC	03 NOV 22	CHATEAUROUX DEOLS LFLX	
BERGERAC DORDOGNE PERIGORD LFBG		ADC 01	26 DEC 24
ADC 01	16 MAY 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RWY03 RNP	26 DEC 24
RWY09 RNP	16 MAY 24	DATA RWY03 RNP CODE	26 DEC 24
DATA RWY09 RNP CODE	16 MAY 24	RWY21 ILS LOC	26 DEC 24
RWY27 ILS	16 MAY 24	CHERBOURG MANCHE LFRG	
BIARRITZ PAYS BASQUE LFBZ		ADC 01	03 OCT 24
ADC 01	03 OCT 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RWY28 RNP	03 OCT 24
RWY09 VOR	18 APR 24	DATA RWY28 RNP CODE	30 DEC 21

CLERMONT FERRAND AUVERGNE LFLC		NANTES ATLANTIQUE LFRS	
ADC 01	20 MAR 25	ADC 01	03 OCT 24
DATA M 01	28 DEC 23	DATA M 01	28 DEC 23
RWY26 VOR	20 MAR 25	RWY03 FNA ILS CAT123 LOC Z	03 OCT 24
RWY26 FNA ILS LOC CAT123	03 NOV 22	RWY21 FNA VOR	15 MAY 25
DEAUVILLE NORMANDIE LFRG		NICE COTE D'AZUR LFMN	
ADC 01	11 JUL 24	ADC 01	15 MAY 25
DATA M 01	28 DEC 23	DATA M 01	28 DEC 23
RWY12 RNP	11 JUL 24	RWY04L ILS Y LOC Y	15 MAY 25
DATA RWY12 RNP CODE	05 NOV 20	RWY22 VOR B	15 MAY 25
RWY30 ILS Y LOC Y	11 JUL 24	PAU PYRENEES LFBP	
DOLE TAVAUZ LFGJ		ADC 01	03 OCT 24
ADC 01	11 JUL 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RWY31 FNA ILS CAT123 LOC	11 JUL 24
RWY05 ILS LOC	26 JAN 23	PERPIGNAN RIVESALTES LFMP	
FIGARI SUD CORSE LFKF		ADC 01	11 JUL 24
ADC 01	16 MAY 24	DATA M 01	28 DEC 23
DATA M 01	28 DEC 23	RWY15 RNP	23 FEB 23
RWY05 VOR	16 MAY 24	DATA RWY15 RNP CODE	28 JAN 21
RWY23 ILS	23 JAN 25	RWY33 ILS LOC	05 OCT 23
GRENOBLE ALPES ISERE LFLS		POITIERS BIARD LFB1	
ADC 01	20 MAR 25	ADC 01	20 FEB 25
DATA M 01	28 DEC 23	DATA M 01	28 DEC 23
RWY09 ILS LOC	20 MAR 25	RWY03 RNP	20 FEB 25
RWY27 VPT	20 MAR 25	DATA RWY03 RNP CODE	20 FEB 25
LA ROCHELLE ILE DE RE LFBH		RWY21 VOR Y	20 FEB 25
ADC 01	17 APR 25	RENNES ST JACQUES LFRN	
DATA M 01	28 DEC 23	ADC 01	15 MAY 25
RWY27 ILS LOC NDB Z	05 SEP 24	DATA M 01	28 DEC 23
LILLE LESQUIN LFQQ		RWY10 FNA VOR	13 JUL 23
ADC 01	15 MAY 25	RWY28 FNA ILS LOC	25 JAN 24
DATA M 01	28 DEC 23	RODEZ AVEYRON LFRC	
RWY08 VOR Z	22 FEB 24	ADC 01	11 JUL 24
RWY26 ILS Y CAT123 LOC Y	22 FEB 24	DATA M 01	28 DEC 23
LIMOGES BELLEGARDE LFB1		RWY13 RNP	26 DEC 24
ADC 01	25 JAN 24	DATA RWY13 RNP CODE	26 DEC 24
DATA M 01	28 DEC 23	RWY31 ILS LOC	26 DEC 24
RWY03 RNP	18 APR 24	SAINT ETIENNE LOIRE LFMH	
DATA RWY03 RNP CODE	18 APR 24	ADC 01	26 DEC 24
RWY03 RNP MINIMA	18 APR 24	DATA M 01	28 DEC 23
RWY21 ILS LOC	18 APR 24	RWY17 RNP X	26 DEC 24
LYON SAINT EXUPERY LFL1		DATA RWY17 RNP X CODE	28 DEC 23
ADC 01	20 MAR 25	RWY35 RNP	26 DEC 24
DATA M 01	28 DEC 23	DATA RWY35 RNP CODE	28 DEC 23
RWY17L FNA ILS LOC	03 OCT 24	SAINT YAN LFLN	
RWY17R FNA VOR	03 OCT 24	ADC 01	11 JUL 24
RWY35L FNA ILS CAT123 LOC	03 OCT 24	DATA M 01	28 DEC 23
MARSEILLE PROVENCE LFML		RWY15L RNP	11 JUL 24
ADC 01	20 MAR 25	DATA RWY15L RNP CODE	10 SEP 20
DATA M 01	28 DEC 23	RWY33R FNA ILS Z LOC Z	11 JUL 24
RWY13L FNA ILS Z Y LOC Z Y	13 JUN 24	STRASBOURG ENTZHEIM LFST	
RWY31R FNA ILS Z LOC Z	13 JUN 24	ADC 01	05 SEP 24
METZ NANCY LORRAINE LFLJ		DATA M 01	28 DEC 23
ADC 01	18 APR 24	RWY05 ILS LOC	28 NOV 24
DATA M 01	28 DEC 23	RWY23 FNA ILS CAT123 LOC	07 SEP 23
RWY04 RNP	28 NOV 24	TARBES LOURDES PYRENEES LFBT	
DATA RWY04 RNP CODE	02 DEC 21	ADC 01	11 JUL 24
RWY22 FNA ILS Y LOC Y	18 APR 24	DATA M 01	28 DEC 23
MONTPELLIER MEDITERRANEE LFMT		RWY02 VPT	02 NOV 23
ADC 01	10 AUG 23	RWY20 ILS Y LOC Y	02 NOV 23
DATA M 01	28 DEC 23		
RWY30R ILS Z LOC Z	20 MAR 25		

TOULOUSE BLAGNAC LFBO	
ADC 01	26 DEC 24
DATA M 01	28 DEC 23
RWY14L FNA ILS LOC	05 SEP 24
RWY32L FNA ILS LOC	17 JUN 21
TOURS VAL DE LOIRE LFOT	
ADC 01	31 OCT 24
DATA M 01	28 DEC 23
RWY02 RNP	14 JUL 22
DATA RWY02 RNP CODE	14 JUL 22
RWY20 RNP	14 JUL 22
DATA RWY20 RNP CODE	14 JUL 22

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	43°53'16.9"N - 000°52'22.3" E
	<i>43°53.28'N – 000°52.37'E</i>
IBA29	44°06'21.1"N - 000°49'26.9" E
	<i>44°06.35'N – 000°49.45'E</i>
FBA29	44°07'52.3"N - 000°44'18.7"E
	<i>44°07.87'N – 000°44.31'E</i>
BA306	44°10'30.8"N - 000°51'49.5"E
	<i>44°10.51'N – 000°51.83'E</i>
BA312	44°13'35.6"N - 000°38'41.7"E
	<i>44°13.59'N – 000°38.70'E</i>

AIP
FRANCE

AD 2 LFBA IAC RWY29 RNP
28 DEC 23

APPROCHE AUX INSTRUMENTS

Instrument approach
CAT A B C

AGEN LA GARENNE

ALT AD : 204, DTHR : 200 (8 hPa)

RNP RWY 29

ATIS : AGEN 129.605

APP : TOULOUSE Approche/Approach 120.355 (en dessous du/below FL 075)

TWR : AGEN Tour/Tower 121.300

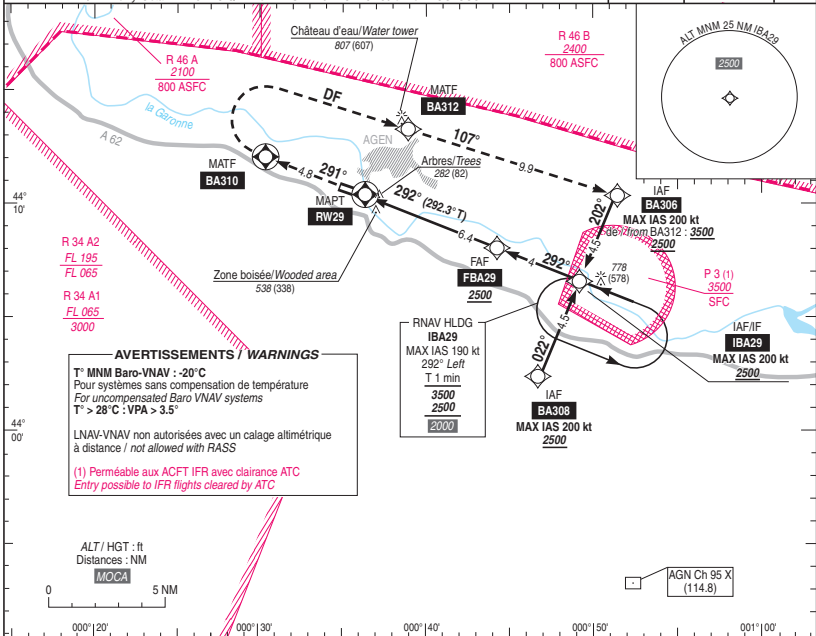
Absence ATIS : A/A FR seulement. Obtenir ONH BLAGNAC auprès de ATIS BLAGNAC 123.130 ou à défaut TOULOUSE APP.

: A/A FR only. Obtain BLAGNAC ONH from ATIS BLAGNAC 123.130 or from TOULOUSE APP.

RNP APCH

EGNOS
CH 41129
E29A
RDH/TCH : 50

VAR
1°E
(20)



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) Permèable aux ACFT IFR avec clearance ATC
Entry possible to IFR flights cleared by ATC

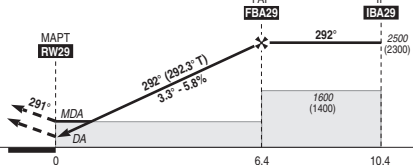
TA : 5000

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			MV/L Circling ⁽²⁾		MV/L Circling absence ATS ⁽²⁾		DIST RWY29					
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	6	5	4	3	2
A	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 / Remarques : (2) Circuit AD RWY 11 : Droite / AD circuit RWY 11 : Right hand.

FAF - DTHR	6.4 NM	70 kt	5 min 30	85 kt	4 min 32	100 kt	3 min 51	115 kt	3 min 21	130 kt	2 min 58	145 kt	2 min 39	160 kt	2 min 24
VSP (ft/min)			410		500		580		670		760		850		930

RNP RWY 29												
Rmk	Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MINI Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Ref NAV/VD : - Vertical angle (°) / TCH (m)
	HLDG	-	IBA29	-	-	-	-	-	-	-	-	-
INA IBA308	IF	IF	BA308	-	-	-	-	-	2500	-	200	-
	TF	IBA29	-	022	022.3	4.5	-	-	2500	-	-	-
INA IBA306	IF	IF	BA306	-	-	-	-	-	2500	-	200	-
	TF	IBA29	-	202	202.4	4.5	-	-	2500	-	-	-
INA IBA29	IF	IF	IBA29	-	-	-	-	-	2500	-	200	-
	TF	IF	IBA29	-	-	-	-	-	-	-	-	-
APCH	TF	FBA29	-	-	292	292.4	4.0	-	2500	-	-	-
	TF	RW29	Yes	292	292	292.3	6.4	-	-	-	-	-3.3 /15
	TF	BA310	Yes	291	-	292.2	4.8	-	-	-	-	-
	DF	BA312	-	-	-	-	-	R	-	-	-	-
	TF	BA306	-	-	107	108.0	9.9	-	3500	-	200	-
												-

AJACCIO NAPOLEON BONAPARTE
41 55 26 N - 008 48 09 E
ALT AD : 19 (1 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
RB 365 NDB	41°54'54.2"N - 008°48'04.1"E
	<i>41°54.90'N - 008°48.07'E</i>
AJO 114.8 Ch 95X VOR-DME	41°46'13.9"N - 008°46'28.3" E
	<i>41°46.23'N - 008°46.47'E</i>
AC Ch 40X (110.3)	41°54'49.4"N - 008°47'53.1"E
	<i>41°54.82'N - 008°47.89'E</i>
HORRO	41°39'54.5"N - 008°34'27.5" E
	<i>41°39.91'N - 008°34.46'E</i>
IDDOL	41°53'55.7"N - 008°36'43.5"E
	<i>41°53.93'N - 008°36.73'E</i>

CONSIGNES
Instructions

AJACCIO NAPOLEON BONAPARTE

REF HGT : ALT THR 15 (1 hPa)

MNM AD : distances verticales en pieds, RVR en mètres / vertical distances in feet, RVR in meters

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 %.

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 %.

PENTE en API / Missed APCH slope	CAT	DA (DH)	RVR	OCH ILS
3 %	A	1080 (1060)	1500	1060
	B	1090 (1080)	1500	1072
	C	1260 (1250)	2400	1245
	D	1270 (1260)	2400	1255
4 %	A	1010 (990)	1500	989
	B	1020 (1010)	1500	1001
	C	1050 (1040)	2400	1032
	D	1060 (1050)	2400	1042
5 %	A	760 (740)	1500	738
	B	770 (750)	1500	750
	C	1000 (980)	2400	980
	D	1010 (990)	2400	990

MINIMUMS LOC-DME :

Les MNM LOC-DME standard ci-dessous sont déterminés pour les ACFT effectuant la procédure et pouvant assurer en approche interrompue une pente supérieure à 2,5 %.

LOC-DME MNM :

Standard LOC-DME MNM below are determined for ACFT using the procedure and being able to do a missed approach with a slope greater than 2.5 %.

Pente en API Missed APCH slope	CAT	MDA (MDH)	RVR	OCH LOC-DME
3 %	A	1290 (1270)	5000	1270
	B			
	C			
	D			

Pour les opérations de transport public, l'utilisation de ces minimums impose la prise en compte de la panne d'un moteur en API.

For public transport operation, the use of these MNM imposes the consideration of an engine breakdown during a missed approach.

AJACCIO NAPOLEON BONAPARTE

CAT A B C D

ALT AD: 19, THR: 15 (1 hPa)

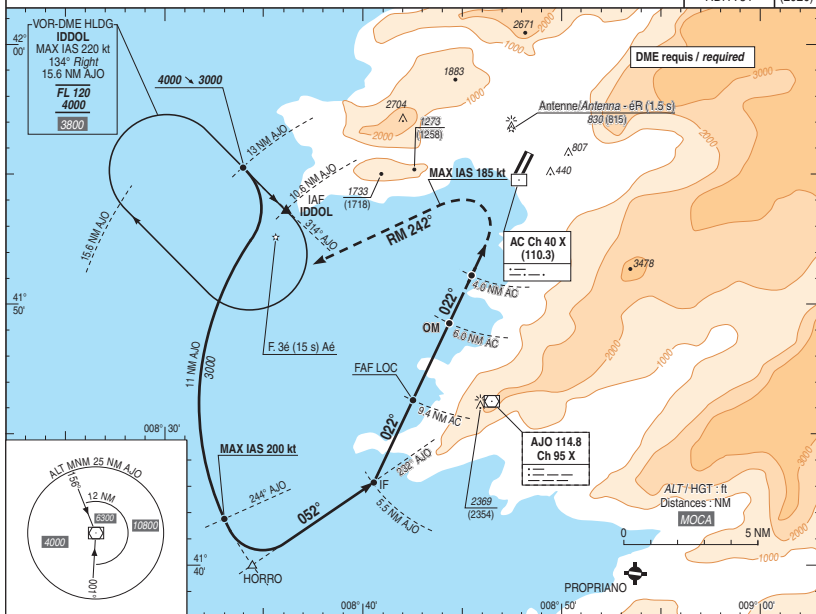
ILS Y ou/or LOC Y RWY 02

ATIS AJACCIO : 126.930

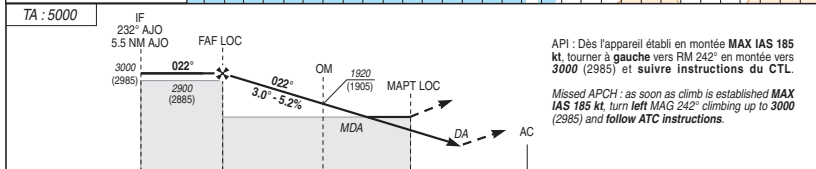
APP : AJACCIO Approche/Approach 121.050 - 127.780

TWR : AJACCIO Tour/Tower 118.075

ILS-DME
AC 110.3
RDH : 51

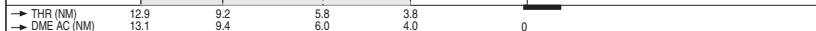
VAR
3° E
(2020)

TA : 5000



API : Dès l'appareil établi en montée **MAX IAS 185 kt**, tourner à **gauche** vers RM 242° en montée vers **3000 (2985)** et **suivre instructions du CTL**.

Missed APCH : as soon as climb is established **MAX IAS 185 kt**, turn **left MAG 242°** climbing up to **3000 (2985)** and **follow ATC instructions**.



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 (1) API 2.5%			MVL/Circling ILS (2) (3)		MVL/Circling LOC (2) (3)		DME AC							
	DA (H)	RVR	OCB	MDA (H)	RVR	OCB	MDA (H)	VIS	MDA (H)	VIS	NM	9	8	7	6	5	4	
	A	1100 (1080)	1500	1076	1290 (1270)	5000	1270	1140 (1120)	1500	1290 (1270)	5000	ALT	2880	2560	2240	1920	1600	1280
B	1110 (1090)	1500	1088	1290 (1270)	1270		1200 (1190)	1600	1290 (1270)	(HGT)		(2865)	(2545)	(2225)	(1905)	(1585)	(1265)	
C	1390 (1380)	2400	1373	1390 (1380)	1373		2800 (2780)	2400	2800 (2780)									
D	1400 (1390)	2400	1383	1400 (1390)		1383	3000 (2990)	3600	3000 (2990)									

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.

(3) IAS MAX 185 kt.

FAF - MAPT	5.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt	185 kt
OM - THR	5.8 NM	4 min 37	3 min 48	3 min 14	2 min 49	2 min 29	2 min 14	2 min 01	1 min 45
		5 min 00	4 min 07	3 min 30	3 min 02	2 min 41	2 min 25	2 min 11	1 min 53
VSP (ft/min)		370	450	530	610	685	765	845	980



AD 2 LFKJ IAC RWY02 ILS Z LOC Z
17 APR 25

AJACCIO NAPOLEON BONAPARTE

CAT A B C D

ALT AD : 19, THR : 15 (1 hPa)

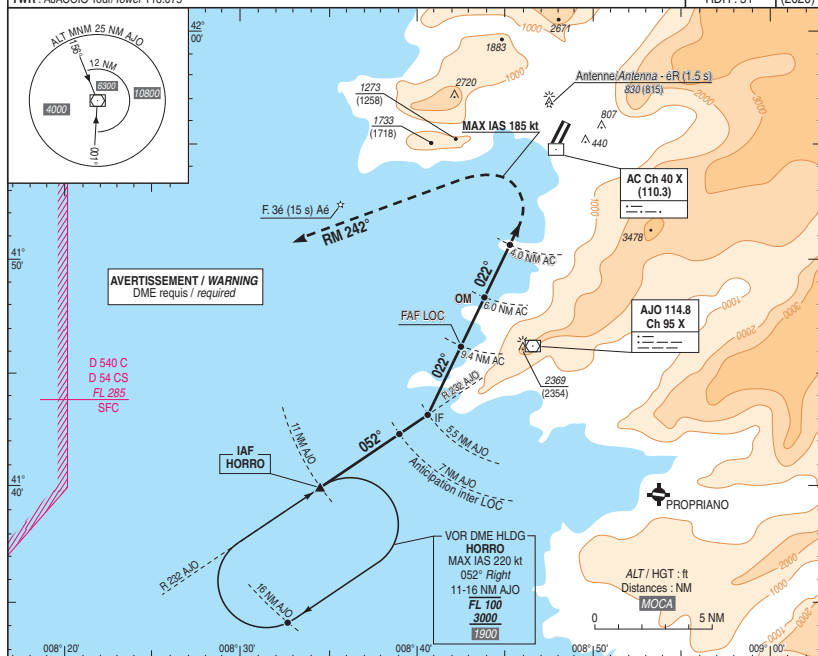
ILS Z ou/or LOC Z RWY 02

ATIS AJACCIO : 126.930

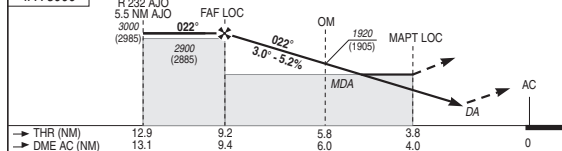
APP : AJACCIO Approche/Approach 121.050 - 127.780

TWR : AJACCIO Tour/Tower 118.075

ILS-DME
AC 110.3
BDH : 51

VAR
3°E
(2020)

TA : 5000



API : Dès l'appareil établi en montée **MAX IAS 185 kt**, tourner à **gauche** vers RM 242° en montée vers **3000** (2985) et **suivre instructions du CTL**.

Missed APCH : as soon as climb is established **MAX IAS 185 kt**, turn **left MAG 242°** climbing up to **3000 (2985)** and **follow ATC instructions**.

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 API 2.5%			LOC Z + DME AC API 2.5%			MVL/Circling ILS (2) (3)		MVL/Circling LOC (2) (3)		DME AC							
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	9	8	7	6	5	4	
	A	1100 (1080)	1500	1076	1290 (1270)	5000	1270	1140 (1120)	1500	1290 (1270)	5000	ALT	2890	2560	2240	1920	1600	1280
B	1100 (1090)	1500	1088	1290 (1270)	1270		1200 (1190)	1600	1290 (1270)	(HGT)		(2865)	(2545)	(2225)	(1905)	(1585)	(1265)	
C	1390 (1380)	2400	1373	1390 (1380)	1373		2800 (2870)	2400	2800 (2780)									
D	1400 (1390)	2400	1383	1400 (1390)	1383		3000 (2990)	3600	3000 (2990)									

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*

(3) IAS MAX 185 kt.

FAF - MAPT	5.4 NM	70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt	185 kt
OM - THR	5.8 NM	4 min 37	3 min 48	3 min 14	2 min 49	2 min 29	2 min 14	2 min 01	1 min 45
VSP (ft/min)		5 min 00	4 min 07	3 min 30	3 min 02	2 min 41	2 min 25	2 min 11	1 min 53
		370	450	530	610	685	765	845	980

AJACCIO NAPOLEON BONAPARTE

CAT A B C D

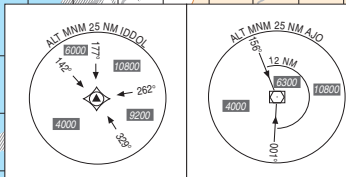
ALT AD: 19 (1 hPa), DTHR: 17

VPT A RWY 20

ATIS AJACCIO 126.930

APP : AJACCIO Approche/Approach 121.050 - 127.780

TWR : AJACCIO Tour/Tower 118.075

VAR
3° E
(2020)

TA : 5000

Atterrissage interrompu : En fin de piste, tourner à droite RM 211° en montée vers **3000** (2981) puis suivre les instructions du CTL.

Balked landing : At the end of RWY, turn right MAG 211° 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		
B		
C	4000 (3990)	10000
D		

(1) Conditions de mise en service / Operating conditions :

- De jour seulement / Daytime only
- VIS ≥ 10 km
- Plafond / Ceiling ≥ 4000 ft

Observations / Remarks : NIL

AIP
FRANCE

AD 2 LFKJ IAC RWY20 VPT B
28 NOV 24

APPROCHE AUX INSTRUMENTS

AJACCIO NAPOLEON BONAPARTE

Instrument approach

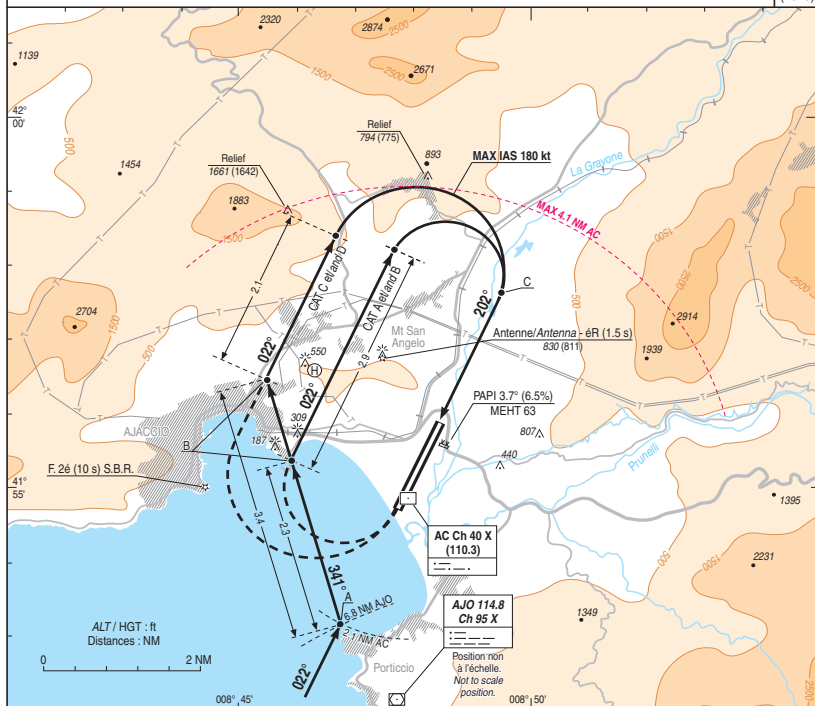
CAT A B C D

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
(2020)



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

870
(851)

202°

PAPI 3.7° - 6.5%

C

DTHR ← (NM)

2

REF HGT : ALT AD

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

CAT	VPT B via ILS (1)		VPT B via LOC (1)		VPT B via RNP Y (1)		VPT B via RNP Z (1)	
	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS
A	1190 (1170)	1500	1290 (1270)		1410 (1390)		1210 (1190)	1500
B	1190 (1170)	1600	1290 (1270)	5000	1410 (1390)	5000	1240 (1220)	1600
C	2110 (2090)	2400	2110 (2090)		2110 (2090)		2110 (2090)	2400
D	2110 (2090)	3600	2110 (2090)		2110 (2090)		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.

BALE MULHOUSE
47 35 24 N - 007 31 45 E
ALT AD : 885 (32 hPa)

[illegible]

(1) DEC RWY 07 uniquement en VFR de jour / TKOF RWY 07 only for daytime VFR flights.

(2) ATT RIVY 07 interdit / LDG RIVY 07 prohibited.

VeriSec AD2 LFSB 13.

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
BLM 117.45 Ch 121Y VOR-DME	47°37'58.1"N - 007°29'58.2"E
	47°37.97'N - 007°29.97'E
BLU Ch 30Y (109.5)	47°35'47.5"N - 007°31'20.6"E
	47°35.79'N - 007°31.34'E
MH Ch 52Y (111.55)	47°36'53.0"N - 007°30'36.7"E
	47°36.88'N - 007°30.61'E
ALTIK	47°38'58.7"N - 007°07'50.3"E
	47°38.98'N - 007°07.84'E
IF RWY15 (4000 ft)	47°47'17.1"N - 007°23'24.6"E
	47°47.29'N - 007°23.41'E
FAP/FAF RWY15 (4000 ft)	47°45'28.3"N - 007°24'40.2"E
	47°45.47'N - 007°24.67'E
IF X RWY33 (5700 ft)	47°22'35.22"N - 007°40'37.3"E
	47°22.59'N - 007°40.62'E
FAP/FAF X RWY33 (5700 ft)	47°24'31.1"N - 007°39'17.5"E
	47°24.52'N - 007°39.29'E

FREQ :

ATIS BALE 127.880
 TWR BALE Ground : 121.605
 Tower : 118.300
 APP BALE Approach : 119.355
 Control : 124.105

AIP
FRANCE

AD 2 LFSB IAC RWY15 ILS Y CAT123 LOC Y VOR Y

10 AUG 23

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 885, THR : 864 (31 hPa)

BALE MULHOUSE

ILS Y CAT I ou/ou CAT II et/and CAT III

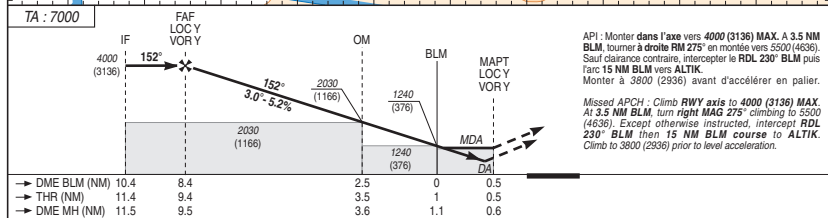
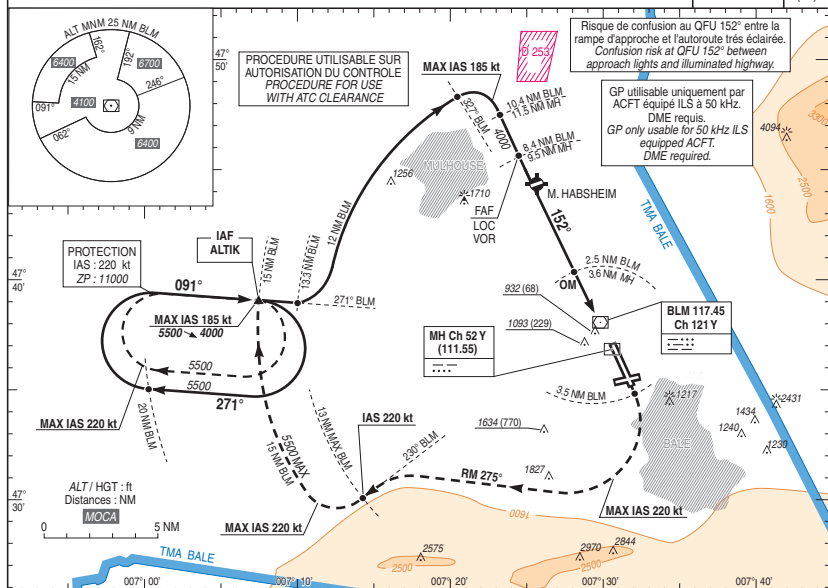
ou/ou LOC Y RWY 15

VOR Y RWY 15

FREQ : Voir / See AD 2 LFSB COM 01

ILS - DME
MH 111.55
RDH : 50

VAR
2°E
(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
A	1110 (240)	550	237	131	1230 (360)	900	360	8	3780	3461	3143	2825	2506	2188	1869
B	1110 (250)	550	244	145				ALT	(2916)	(2597)	(2279)	(1961)	(1642)	(1324)	(1005)
C	1140 (270)	600	269	158				(HGT)							
D	1150 (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 06	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

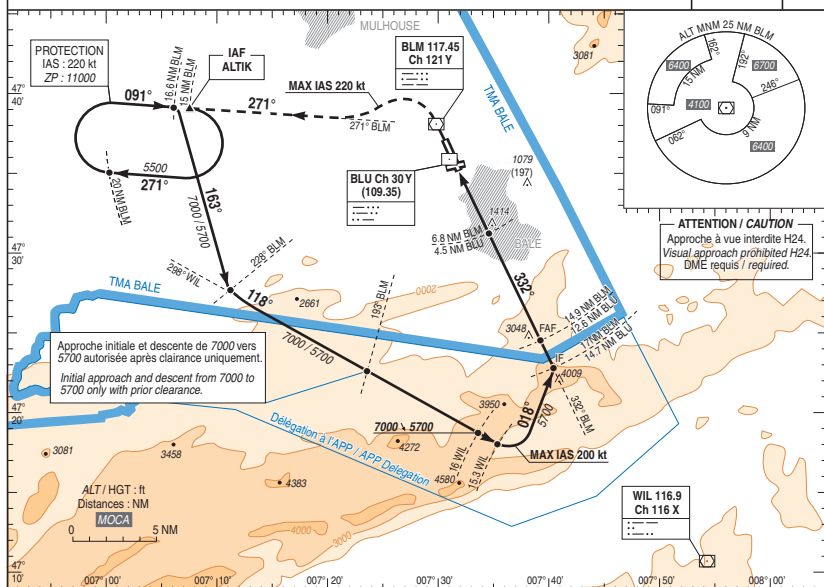
ALT AD : 885, DTHR : 880 (31 hPa)

BALE MULHOUSE

ILS X CAT I

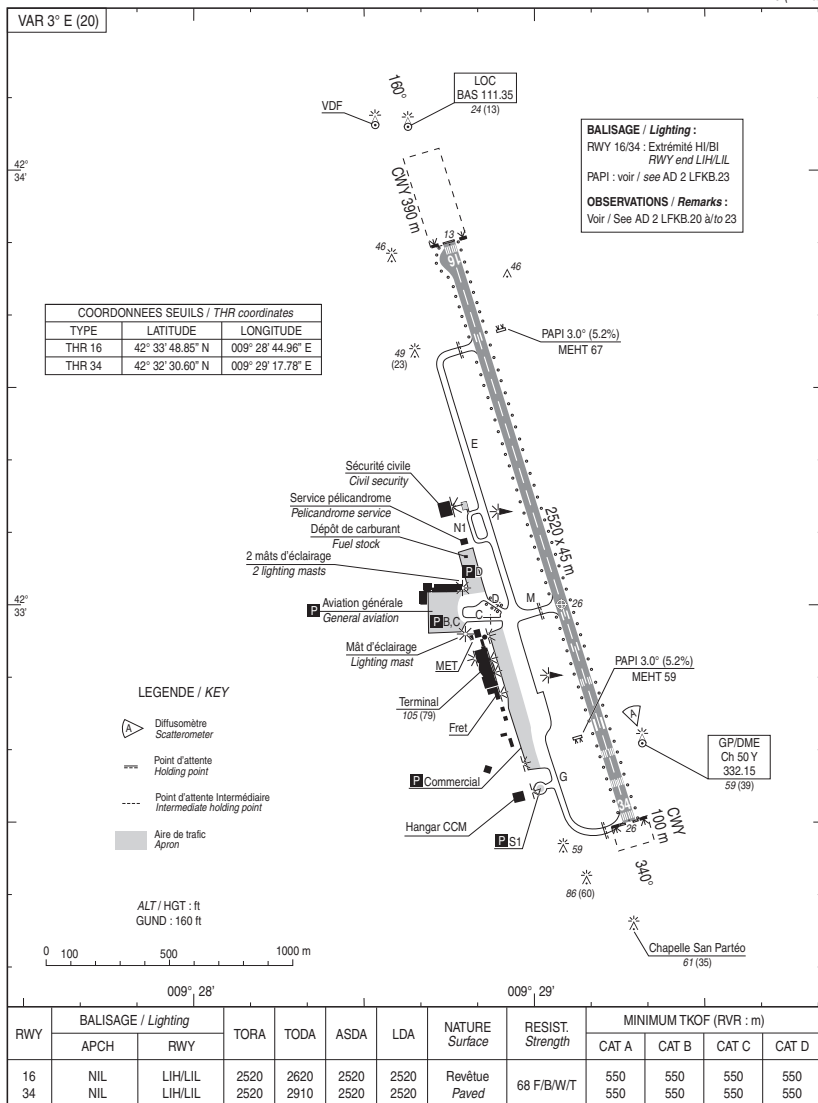
ou/ou LOC X RWY 33

FREQ : Voir / See AD 2 LFSB COM 01

ILS - DME
BLU 109.35
RDH : 50VAR
2°E
(20)

CARTE D'AERODROME
Aerodrome chartATIS 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)

VAR 3° E (20)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
BTA 114.15 Ch 88Y VOR-DME	42°34'24.9"N - 009°28'29.4" E
	<i>42°34.42'N - 009°28.49'E</i>
BAS Ch 50Y (111.35)	42°32'41.6"N - 009°29'18.8" E
	<i>42°32.69'N - 009°29.31'E</i>
ALISO	42°55'40.0"N - 009°36'14.4" E
	<i>42°55.67'N - 009°36.24'E</i>
CAPCO FAF VOR A RWY16 (+VPT A RWY16)	42°50'50.3"N - 009°34'28.2" E
	<i>42°50.84'N - 009°34.47'E</i>
FAF ILS Z ou LOC Z RWY34	42°25'40.1"N - 009°32'09.4" E
	<i>42°25.67'N - 009°32.16'E</i>

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

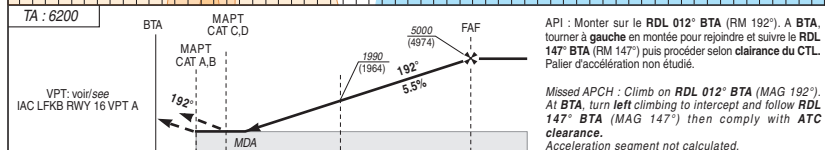
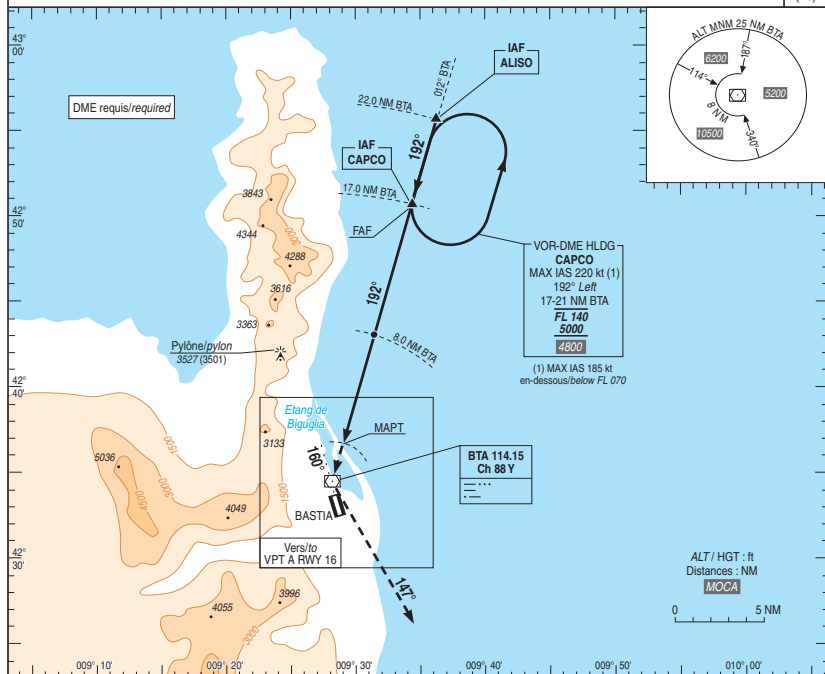
ALT AD : 26 (1 hPa), THR : 13

BASTIA PORETTA

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)



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

CAT	VPT A		DME BTA										
	MDA (H)	VIS	NM	ALT	(HGT)	16	15	14	13	12	11	10	9
A	490 (460)	1500	16	4670	(4646)	4330	4000	3660	3330	3000	2660	2330	1990
B	530 (500)	1600	15	4330	(4304)	4000	3660	3330	3000	2660	2330	1990	1660
C	630 (600)	2400	14	4000	(3974)	3660	3330	3000	2660	2330	1990	1660	1330
D	730 (700)	3600	13	3660	(3634)	3330	3000	2660	2330	1990	1660	1330	990
			12	3330	(3304)	3000	2660	2330	1990	1660	1330	990	660
			11	3000	(2974)	2660	2330	1990	1660	1330	990	660	
			10	2660	(2634)	2330	1990	1660	1330	990	660		
			9	2330	(2304)	1990	1660	1330	990	660			
			8	1990	(1964)	1660	1330	990	660				
			7	1660	(1634)	1330	990	660					
			6	1330	(1304)	990	660						
			5	990	(964)	660							
			4	660	(634)								

Observations / Remarks : NIL												
		70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt				
		390	470	560	640	720	890	1030				

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 26, THR : 26 (1 hPa)

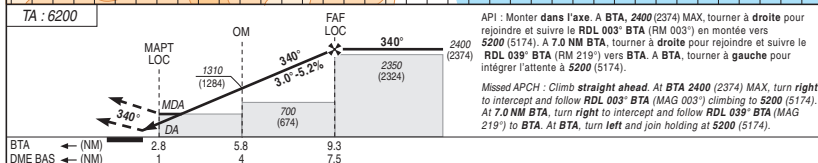
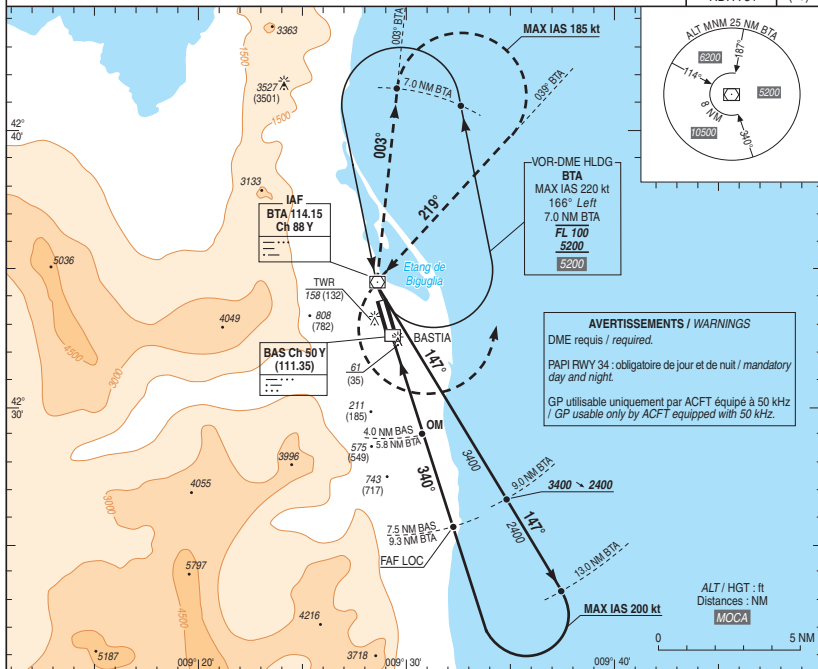
BASTIA PORETTA

ILS Z ou/ou LOC Z RWY 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
RDH : 51VAR
3°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

CAT	ILS			LOC			MVL / Circling ⁽¹⁾		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	-	-	-	-	-								

Observations / Remarks : (1) MVL interdites à l'Ouest de la piste / Circling prohibited West of RWY.

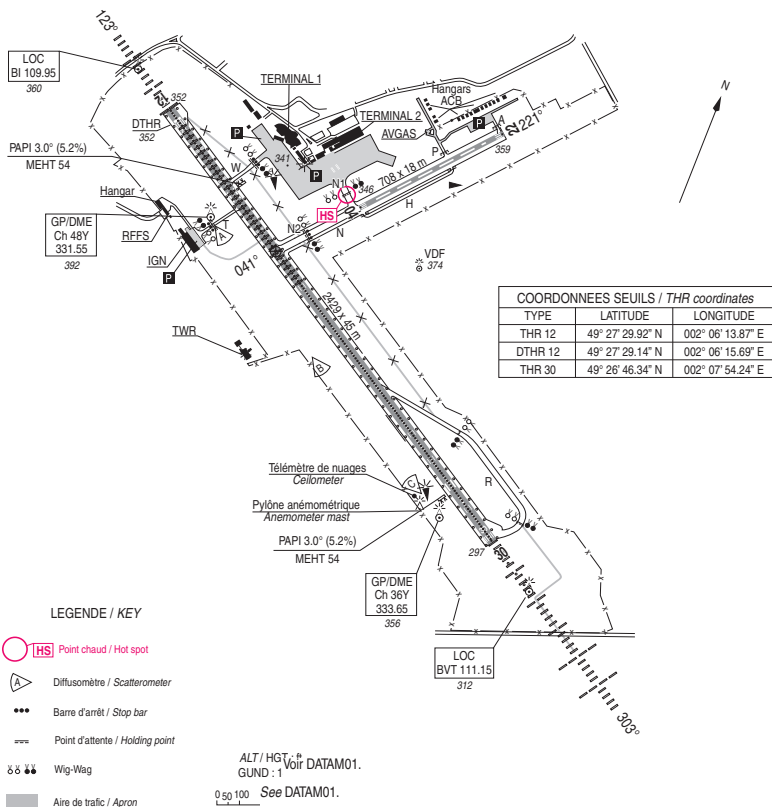
FAF - THR	7.3 NM	70 kt 6 min 06	85 kt 5 min 01	100 kt 4 min 16	115 kt 3 min 43	130 kt 3 min 17	160 kt 2 min 40	185 kt 2 min 18
VSP (ft/min)		370	450	530	610	690	850	980

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 30	420 m LIH 900 m LIH	LIH LIH	2429 (1) 2429	2429 (1) 2429	2429 (1) 2429	2385 2429	Revêtement Paved	52 F/C/W/T	150* 350*	150* 350*	150* 350*	200* 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	49°29'30.1"N - 002°01'46.3" E
	<i>49°29.50'N - 002°01.77'E</i>
BOV 109.65 Ch 33Y VOR-DME	49°26'10.9"N - 002°09'11.5" E
	<i>49°26.18'N - 002°09.19'E</i>
BI Ch 36Y (109.95)	49°26'47.6"N - 002°07'40.6" E
	<i>49°26.79'N - 002°07.68'E</i>
BVT Ch 48Y (111.15)	49°27'19.3"N - 002°06'27.7" E
	<i>49°27.32'N - 002°06.46'E</i>
EGOZE	49°33'09.5"N - 002°29'22.1" E
	<i>49°33.16'N - 002°29.37'E</i>

BEAUVAIS TILLE

CAT A B C D

ALT AD : 359 (13 hPa), DTHR : 352

FNA VOR Y RWY 12

ATIS BEAUVAIS : 118.380

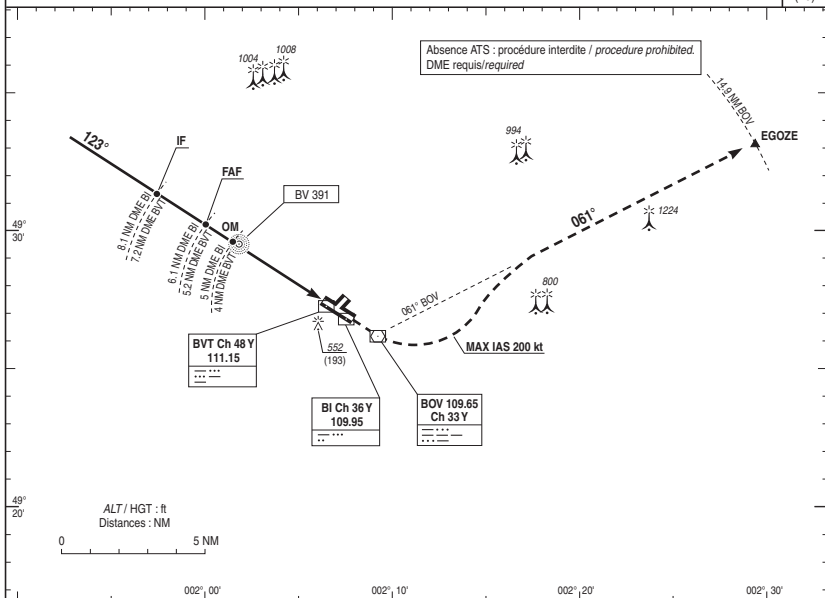
APP : BEAUVAIS Approche / Approach 123.985

TWR : BEAUVAIS Tour / Tower 121.400

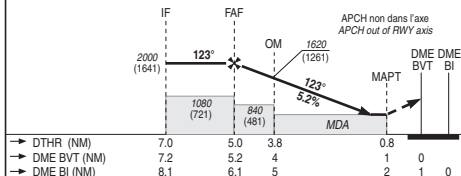
VAR

1° E

(20)



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.

monitor a 7000 (1241) avant a accelerator on panel.

*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

[illegible]

Observations / Remarks : (1) MVL CAT C et D interdites / Circling CAT C and D prohibited.

FAF - DTHR	5.0 NM	70 kt 4 min 17	85 kt 3 min 32	100 kt 3 min 00	115 kt 2 min 37	130 kt 2 min 19	160 kt 1 min 53	185 kt 1 min 37
VSP (ft/min)		370	450	530	610	690	850	985

BEAUVAIS TILLE

ILS ou/or LOC RWY 30

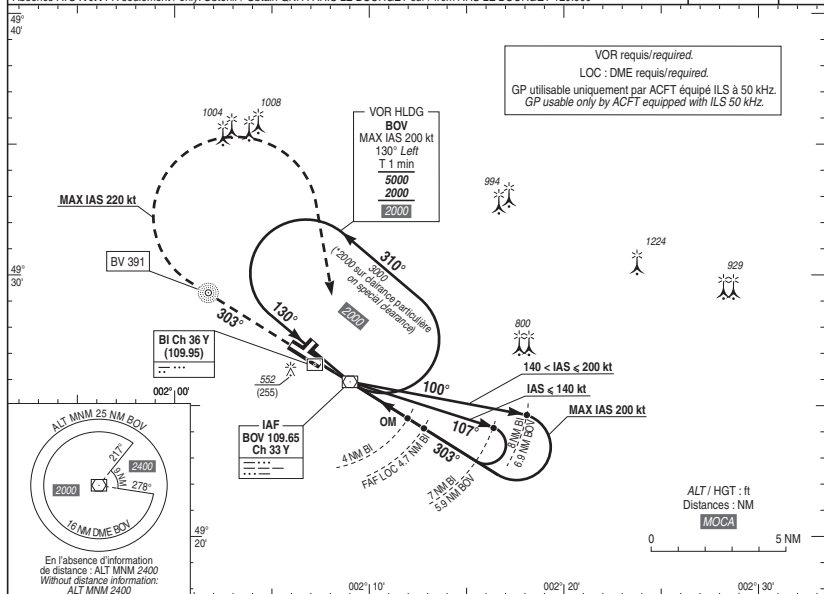
ALT AD : 359, THR : 297 (11 hPa)

VAR

1° E

RDH

Absence ATS : **A/A** FR seulement / *only*. Obtenir / *Obtain* QNH PARIS LE BOURGET sur / *from* ATIS LE BOURGET 120.000

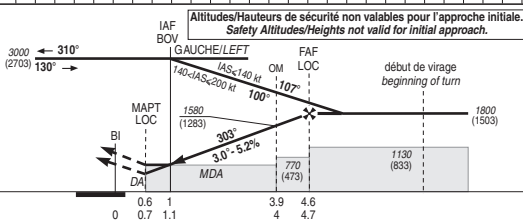


TA : 5000

Monter à 1400 (1103) avant d'

Do not turn before 0.7 NM BL.

Climb up to 1400 (1103) 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			LOC			(1) MVL / Circling		(1) MVL / Circling absence ATS HJ seulement/only		DME BI NLT (HGT)	4 1580 (1283)	3 1260 (963)	2 940 (643)	1 620 (323)					
		DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS										
A	B	500 (200)	550	157 166 180 190	600 (300)	750	296	860 (560) 900 (600)	1500 1600	1000 (700) 1040 (860)	1500 1600										
D	C	-	-	-	-	-	-	-	-	-	-										
E	F	-	-	-	-	-	-	-	-	-	-										
G	H	-	-	-	-	-	-	-	-	-	-										

Observations / Remarks : (1) MVL CAT C et D interdites / Circling CAT C and D prohibited.

FAF - THR	4.6 NM	70 kt 3 min 57	85 kt 3 min 15	100 kt 2 min 46	115 kt 2 min 24	130 kt 2 min 07	160 kt 1 min 44	185 kt 1 min 30
VSP (ft/min)		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)

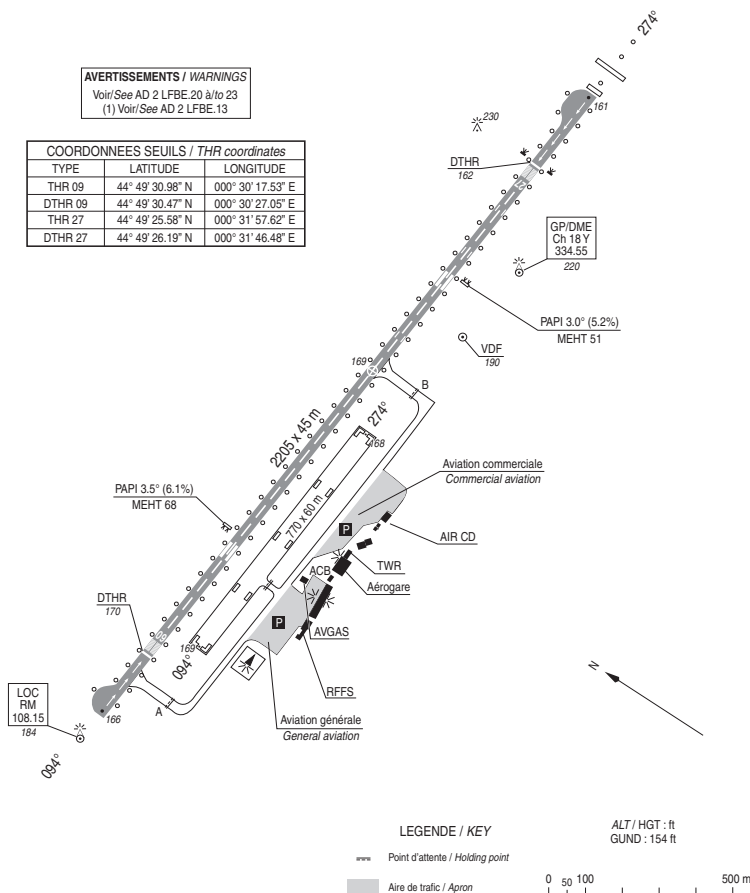
VAR 1°E (2020)

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 27	NIL 420 m LIH	LIH/LIL LIH/LIL	2145 (1) 2205	2145 (1) 2205	2145 (1) 2205	1935 (1) 1960	Revêtement Paved	43 F/C/W/T	550* 550*	550* 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)	44°49'22.8"N - 000°31'33.1" E
	<i>44°49.38'N - 000°31.55'E</i>
BE090	44°49'09.9"N - 000°36'45.3" E
	<i>44°49.17'N - 000°36.76'E</i>
BE091	44°55'18.5"N - 000°17'28.0" E
	<i>44°55.31'N - 000°17.47'E</i>
BE272	44°43'24.5"N - 000°48'17.1" E
	<i>44°43.41'N - 000°48.29'E</i>
BE274	44°44'23.2"N - 000°30'34.3" E
	<i>44°44.39'N - 000°30.57'E</i>
FBE09	44°49'57.9"N - 000°21'51.1" E
	<i>44°49.97'N - 000°21.85'E</i>
IBE27	44°48'29.6"N - 000°48'51.0" E
	<i>44°48.49'N - 000°48.85'E</i>

APPROCHE AUX INSTRUMENTS

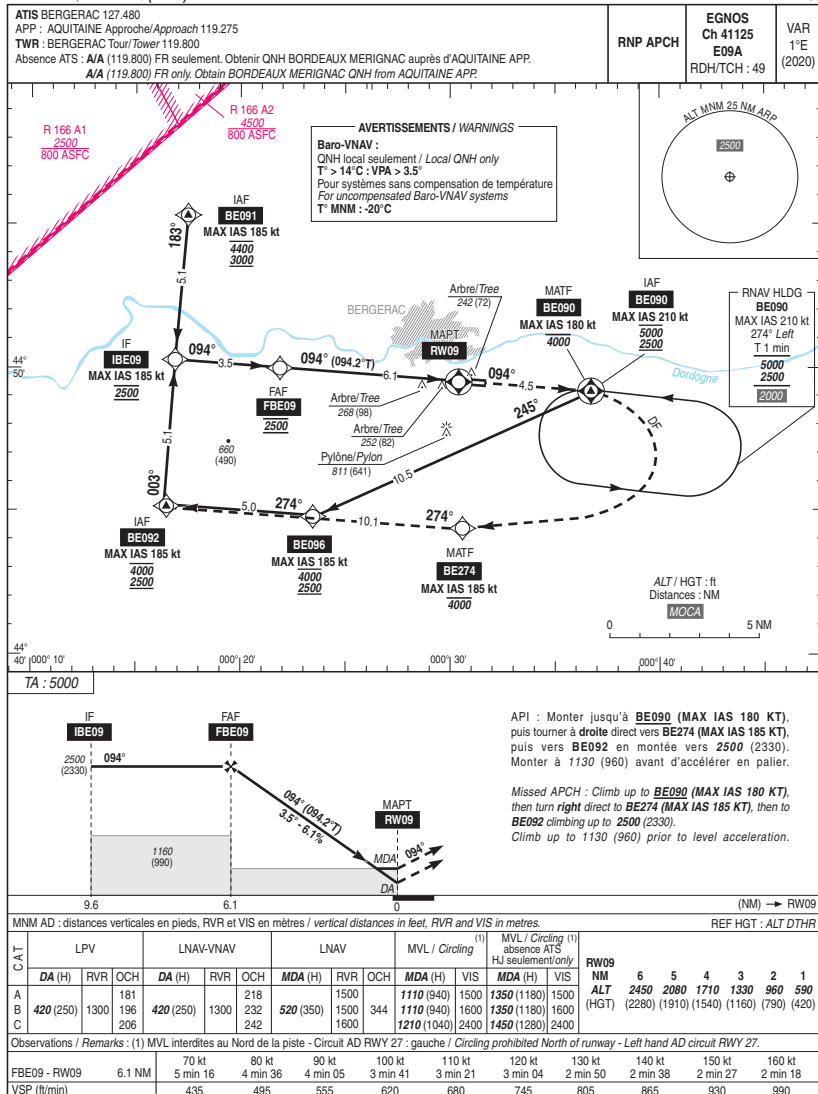
Instrument approach

CAT A B C

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

BERGERAC DORDOGNE PERIGORD

RNP RWY 09



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



APPROCHE AUX INSTRUMENTS

Instrument approach

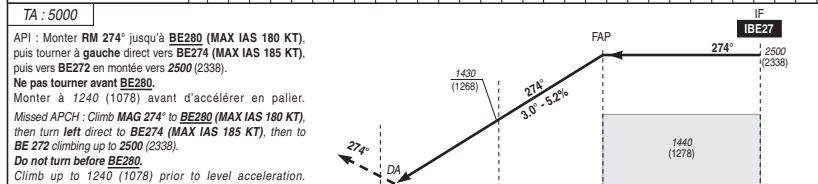
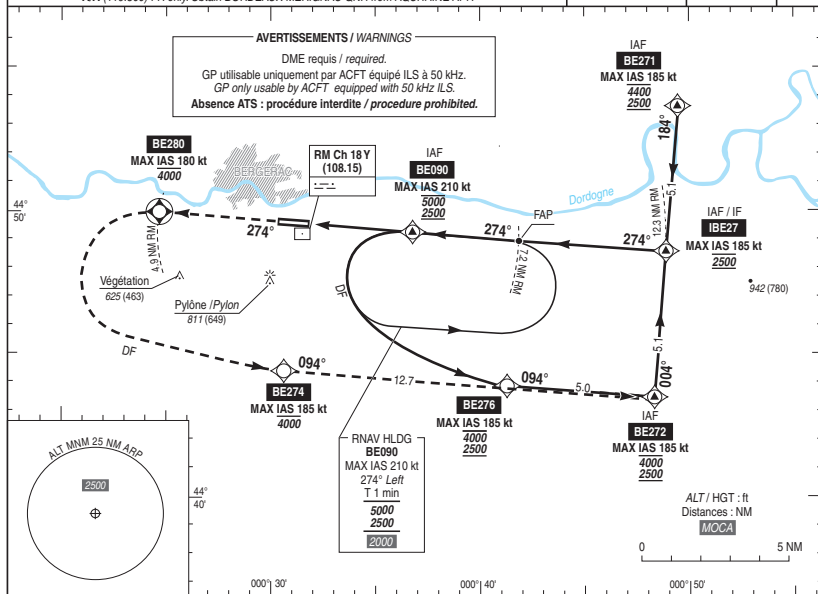
CAT A B C

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

BERGERAC DORDOGNE PERIGORD

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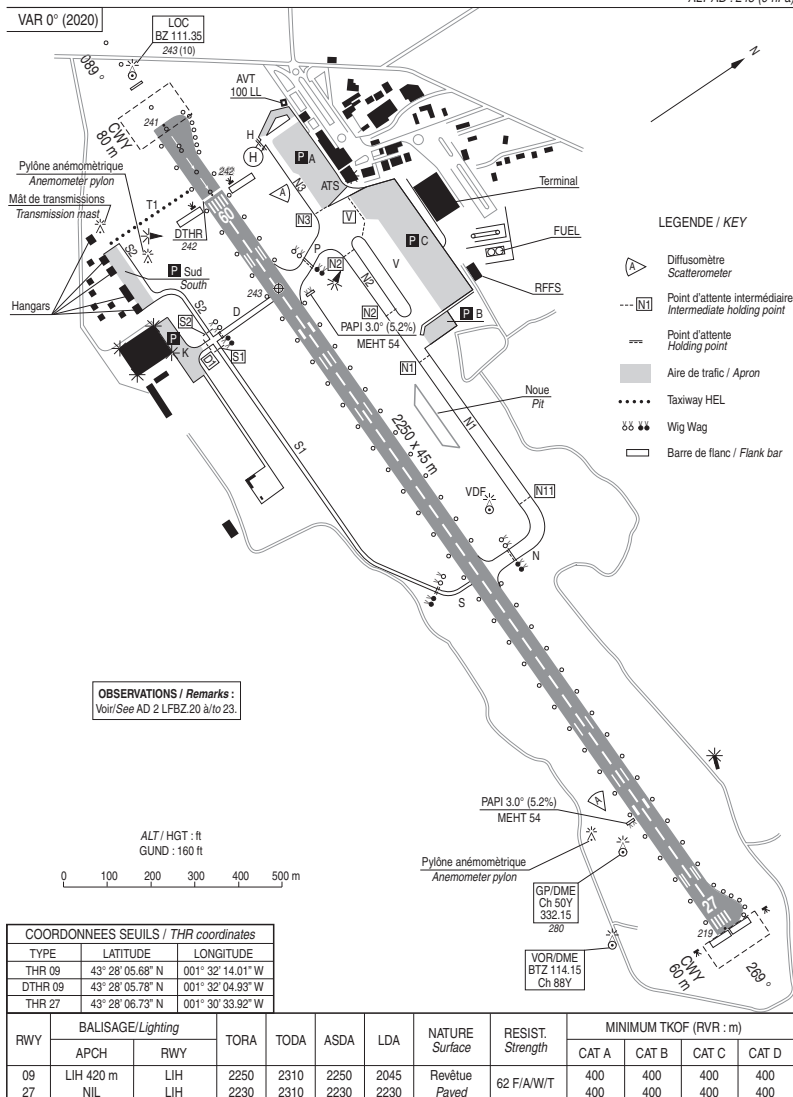
DTHR 27 ← (NM)	0	3.8	7.1	12.2
DME RM ← (NM)	0	4.0	7.2	12.3

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

REF HGT : ALT DTHR

CAT	ILS		MVL / Circling (1)		MVL / Circling (1) absence ATS HJ seulement/only	
	DA (H)	RVR	MDA (H)	VIS	MDA (H)	VIS
A	370 (200)	750	146	1110 (950)	1350 (1190)	1500
B			158	1110 (950)	1350 (1190)	1600
C			166	1210 (1050)	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 chartATIS BIARRITZ : 128.230 ☎ 05 59 22 43 72
GND (SOL) : 121.950BIARRITZ 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	43°28'13.9"N - 001°24'13.3"W
	<i>43°28.23'N – 001°24.22'W</i>
BTZ 114.15 Ch 88Y VOR-DME	43°27'59.9"N - 001°30'37.0"W
	<i>43°28.00'N – 001°30.62'W</i>
BZ Ch 50Y (111.35)	43°28'02.7"N - 001°30'46.9"W
	<i>43°28.05'N – 001°30.78'W</i>
MONOX	43°37'19.5"N - 001°20'14.0"W
	<i>43°37.33'N – 001°20.23'W</i>
OSGOT	43°37'30.0"N - 001°34'56.9"W
	<i>43°37.50'N – 001°34.95'W</i>
FAF VOR RWY09	43°28'12.0"N - 001°37'20.4"W
	<i>43°28.20'N – 001°37.34'W</i>
FAF LOC RWY27	43°28'12.1"N - 001°20'56.4"W
	<i>43°28.20'N – 001°20.94'W</i>

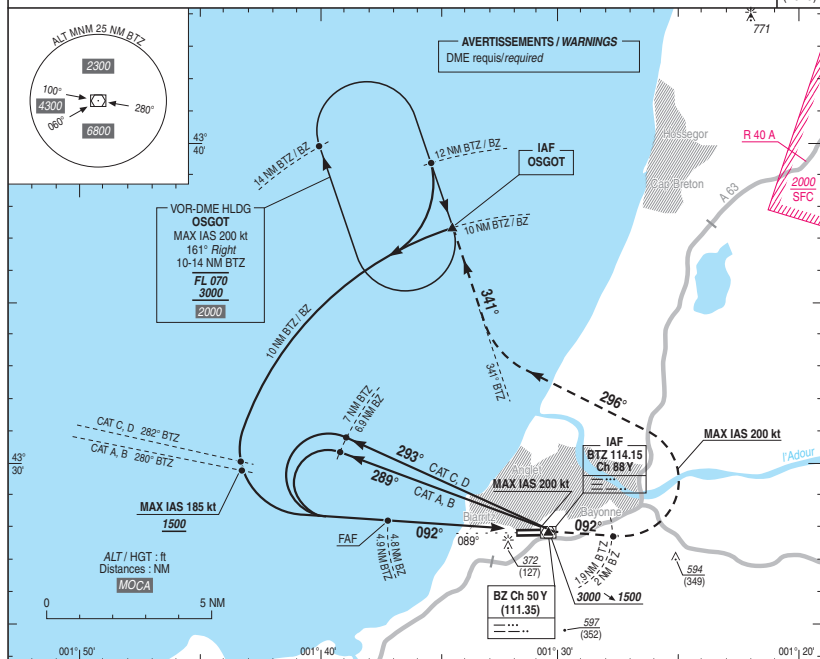
BIARRITZ PAYS BASQUE

CAT A B C D

ALT AD : 245 (9 hPa), DTHR : 242

VOR RWY 09

ATIS BIARRITZ : 128.230
APP : BIARRITZ Approche / *Approach* 125.600
TWR : BIARRITZ Tour / *Tower* 118.700

VAR
0°
(2020)

1500 (1255) 092° FAF 092° 5.2% MDA MAPT BTZ 0 093°

APCH non dans l'axe
APCH out of RWY axis

870 (625)

→ DTH (NM) 3.8
→ DME BZ (NM) 4.8
→ DME 1Z (NM) 4.9

1.1 0

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	NM	4	3	DME BZ	NM	4	3
	MDA (H)	RVR	OCB	MDA (H)	VIS								
	A	630 (380)	1300	377	720 (470)								
B				900 (650)	1600	(HGT)	(975)	(665)	(HGT)	(1015)	(705)		
C				1000 (750)	2400								
D				1070 (820)	3600								

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

FAF - DTHR	3.8 NM	70 kt 3 min 15	80 kt 2 min 51	90 kt 2 min 32	100 kt 2 min 16	115 kt 1 min 59	130 kt 1 min 45	145 kt 1 min 34	160 kt 1 min 25	175 kt 1 min 18	185 kt 1 min 14
VSP (ft/min)		370	420	475	530	610	690	770	850	930	980

CARTE D'AERODROME

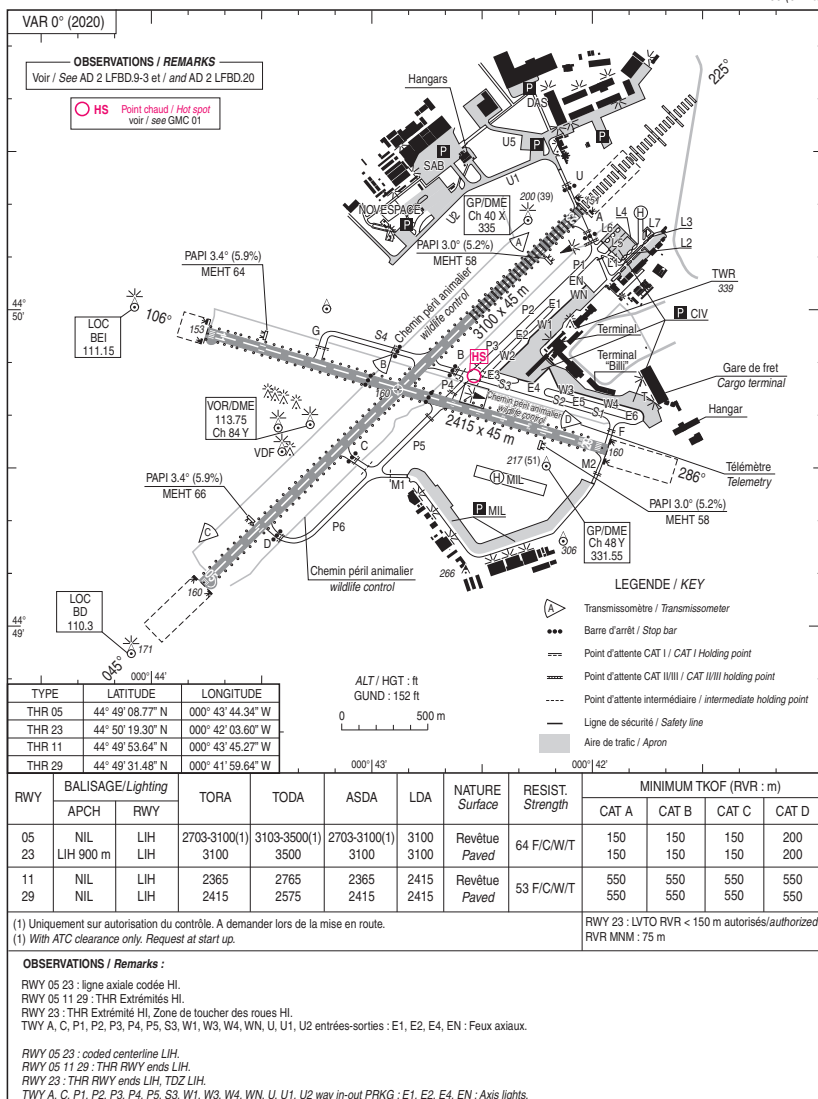
Aerodrome chart

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	44°56'06.8"N - 000°33'44.1"W
	<i>44°56.11'N - 000°33.74'W</i>
BE 318 NDB	44°52'14.1"N - 000°23'52.1"W
	<i>44°52.24'N - 000°23.87'W</i>
NB 361 NDB	45°08'51.0"N - 000°32'59.7"W
	<i>45°08.85'N - 000°33.00'W</i>
BMC 113.75 Ch 84Y VOR-DME	44°49'37.0"N - 000°43'16.0"W
	<i>44°49.62'N - 000°43.27'W</i>
BD Ch 40X (110.3)	44°50'15.8"N - 000°42'18.5"W
	<i>44°50.26'N - 000°42.31'W</i>
BEI Ch 48Y (111.15)	44°49'30.8"N - 000°42'14.0"W
	<i>44°49.51'N - 000°42.23'W</i>
DIRAX	44°33'07.7"N - 000°27'15.8"W
	<i>44°33.13'N - 000°27.26'W</i>
ETPAR	45°11'45.3"N - 000°51'42.4"W
	<i>45°11.76'N - 000°51.71'W</i>
LIBRU	44°53'22.8"N - 000°11'23.7"W
	<i>44°53.38'N - 000°11.40'W</i>
VAGNA	45°05'43.3"N - 000°20'14.2"W
	<i>45°05.72'N - 000°20.24'W</i>
IBD11	44°52'25.6"N - 000°55'53.8"W
	<i>44°52.43'N - 000°55.90'W</i>
FAF LOC + DME RWY23	44°56'28.0"N - 000°33'14.7"W
	<i>44°56.47'N - 000°33.25'W</i>

BORDEAUX MERIGNAC

INA RNAV Z RWY 05

ATIS MERIGNAC : 131.155

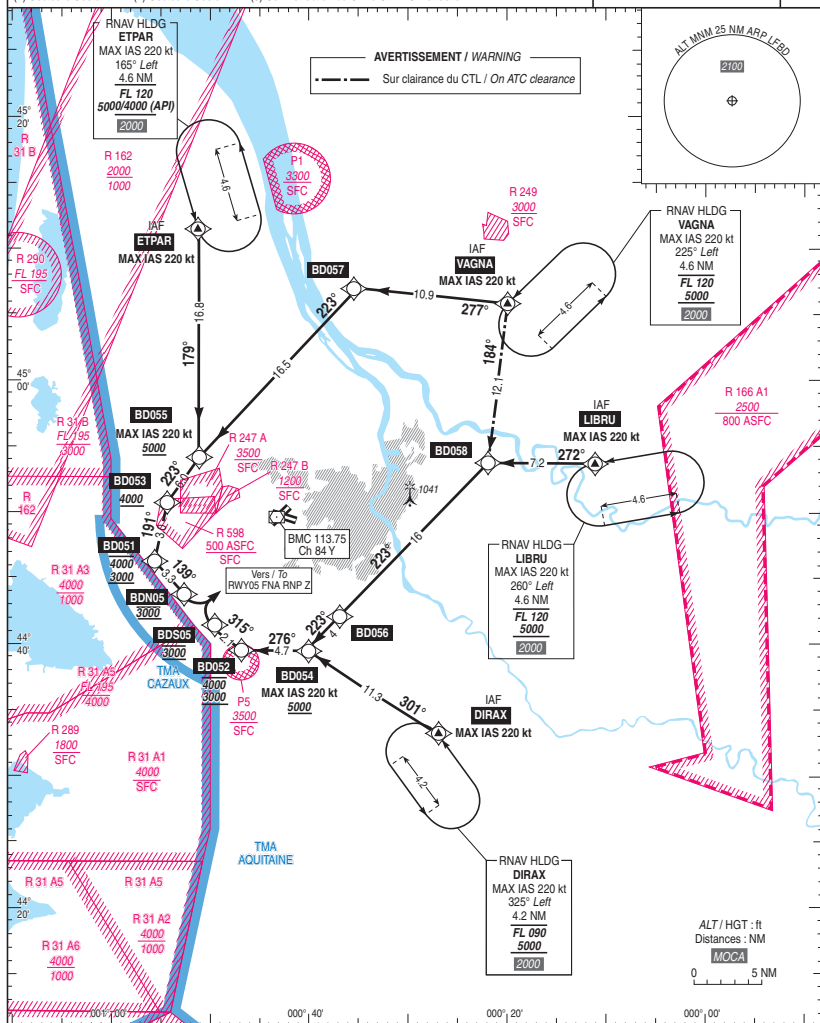
APP : AQUITAINE Approche / *Approach* 129.875 (1) - 119.275 (2) - 126.730 (s)
MERIGNAC Approche / *Approach* 121.200 (3)

TWR : MERIGNAC Tour / Tower 118.300

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

RNP APCH

Fonctionnalité d'attente RNAV requise
RNAV holding functionality required

VAR
0°
(2020)

APPROCHE AUX INSTRUMENTS

BORDEAUX MERIGNAC

Instrument approach

CAT A B C D

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

FNA RNP RWY 11

ATIS : MERIGNAC 131.155

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

TWR : MERIGNAC Tour / Tower 118.300

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

RNP APCH

Fonctionnalité d'attente RNAV requise
RNAV holding functionality required

EGNOS

Ch 50040

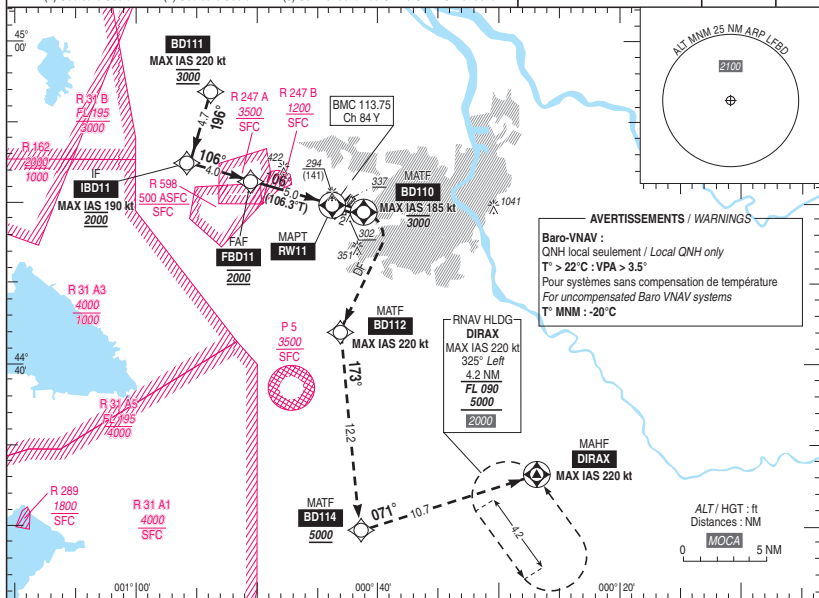
E11A

TCH : 49

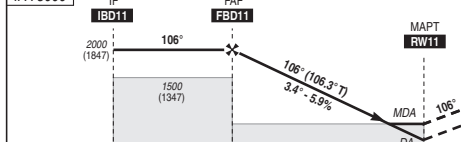
VAR

0°

(2020)



TA : 5000



API : Monter jusqu'à **BD110** (MAX IAS 185 kt) vers **3000** (2847) **MAX**, puis tourner à droite direct vers **BD112** (MAX IAS 220 kt) puis vers **BD114** en montée vers **5000** (4847), puis vers **DIRAX** pour intégrer l'attente.
Monter à 1100 (947) avant d'accélérer en palier.

Missed APCH : Climb up till **BD110** (MAX IAS 185 kt) around **3000** (2847) **MAX**, then turn right direct to **BD112** (MAX IAS 220 kt) then to **BD114** climbing up to **5000** (4847) then to **DIRAX** to enter holding pattern.
Climb up to 1100 (947) prior to level acceleration.

→ THR (NM) 9 5.0 0 REF HGT : ALT THR

MMN 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 ⁽¹⁾			DIST RW11
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	
A	207	430 (280)	1300	207	430 (280)	1300	275	1500	1500	640 (480)	1500	4	1640
B	221	450 (290)	1400	221	450 (290)	1400	289	1500	1500	670 (520)	1600	3	1280
C	231	460 (310)	1400	231	460 (310)	1400	306	1800	1800	820 (670)	2400	2	920
D	242	490 (340)	1500	242	490 (340)	1500	335	1800	1800	870 (720)	3600	1	560

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

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

BORDEAUX MERIGNAC

FNA ILS CAT | ou/ou

FNA ILS CAT II et/and CAT III ou/or

FNA LOC RWY 23

ILS - DME	VAR
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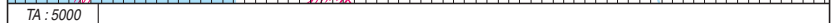
ILS - DME	VAR
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BD 110.3	0°
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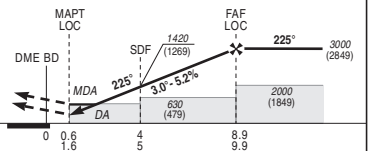
 RDR .34 | (2020) |

ILS - DME	VAR
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BD 110.3	0°
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 RDR .34 | (2020) |

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



CAT	ILS		OCH ILS CAT 1	OCH ILS CAT 2	LOC			MVL/Circling		(1)									
	DA (H)	RVR			MDA (H)	RVR	OCH	MDA (H)	VIS	DME BMC									
										NM	ALT	3	4	5	6	7	8	9	
C B A D/DL			137	49				640 (490)	1500										
			145	59				670 (520)	1600										
			159	72				820 (670)	2400										
	360 (200)	550	173	85	550 (400)	1100	391	870 (720)	3600										
										DME BD									
										NM	2	3	4	5	6	7	8		
										ALT	790	1110	1430	1750	2060	2380	2700		
										(HGT)	(639)	(959)	(1279)	(1599)	(1909)	(2229)	(2549)		

Observations/Remarks : (1) MVL interdites au Sud-Est de la piste. (2) Base OCH II S 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 7 min 31	80 kt 6 min 35	90 kt 5 min 51	100 kt 5 min 16	115 kt 4 min 35	130 kt 4 min 03	145 kt 3 min 38	160 kt 3 min 17	175 kt 3 min 01	185 kt 2 min 51
FAF - THR	8.8 NM										
VSP (ft/min)		370	425	480	530	610	690	770	850	925	980

BORDEAUX MERIGNAC

CAT A B C D

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

FNA ILS on / or LOC RWY 29

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

TWR : MERIGNAC Tour/Tower 118.300

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

ILS - DME

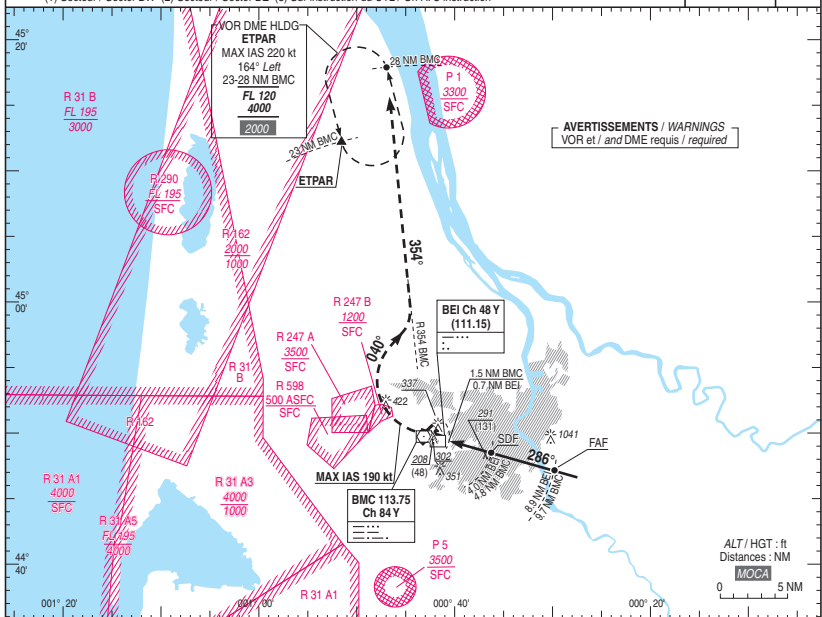
BFI 111.15

BDH : 50

VAR

0°

(3030)



TA : 5000

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

Ne pas tourner avant le MAPT.

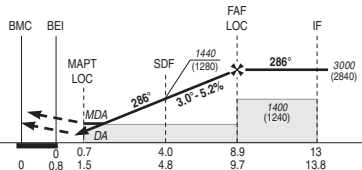
Monter à 1100 (940) avant d'accélérer en palier.

Missed APCH : Climb straight ahead. At 700 (540), turn right MAG 040°

(MAX IAS 190 kt) to intercept and follow **RDL 354° BMC** to **ETPAR** holding at 4000 (3840).

Do not turn before MAPT.

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



DME BEI ← (NM)

DME BMC ← (NM)

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

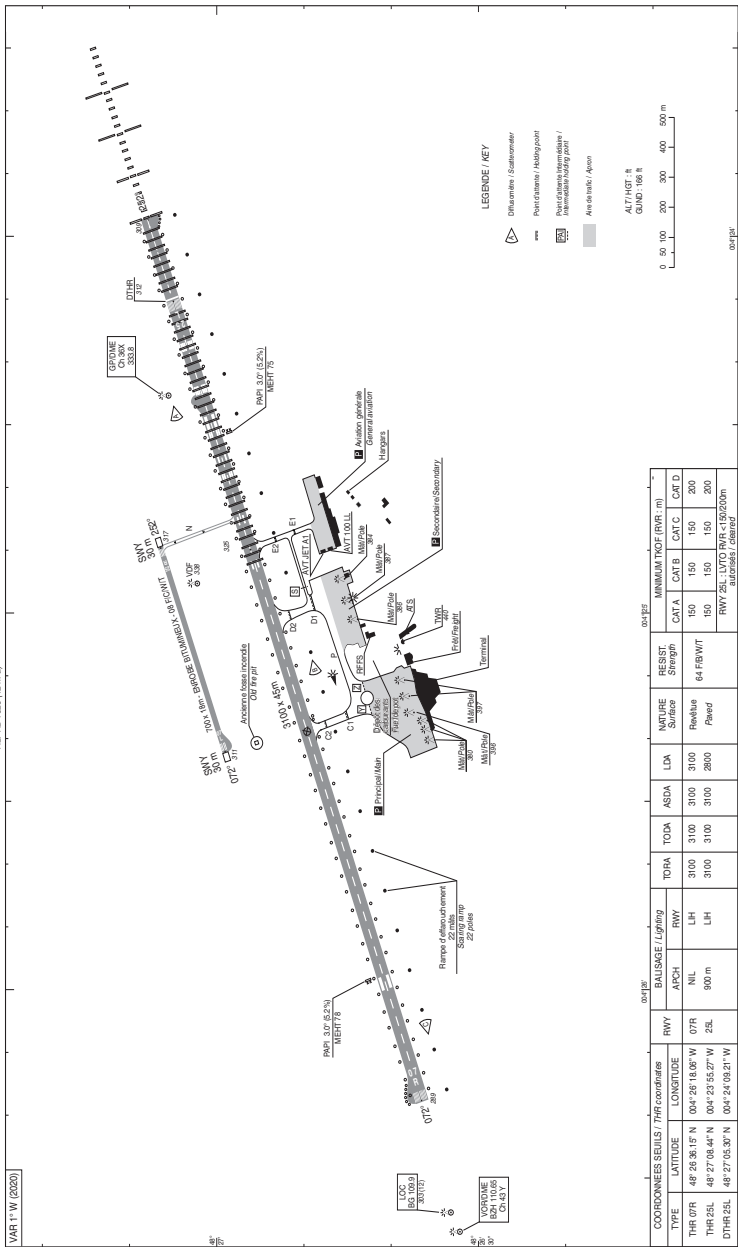
REF HGT : ALT THR

CAT.	ILS			LOC			MVL / Circling		DME BMC								
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	2	3	4	5	6	7	8	9
A									(HGT)	560	880	1200	1520	1840	2150	2470	2790
B									(HGT)	(400)	(720)	(1040)	(1360)	(1680)	(1990)	(2310)	(2630)
C										DME BEI							
D									NM	2	3	4	5	6	7	8	
									ALT	800	1120	1440	1760	2070	2390	2710	
									(HGT)	(640)	(960)	(1280)	(1600)	(1910)	(2230)	(2550)	

Observations/Remarks : (1) MVL interdites au Nord de la piste.

(1) Circling prohibited N of RWY.

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



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
GU 338 NDB	48°28'39.7"N - 004°17'07.8"W
	48°28.66'N - 004°17.13'W
BG Ch 36X (109.9)	48°27'06.2"N - 004°24'24.1"W
	48°27.10'N - 004°24.40'W
LDV Ch98Y TACAN	48°31'41.8"N - 004°09'22.7"W
	48°31.70'N - 004°09.38'W
BODIL	48°31'23.4"N - 004°05'09.3"W
	48°31.39'N - 004°05.16'W
FB07R	48°24'55.1"N - 004°33'42.9"W
	48°24.92'N - 004°33.72'W
IB07R	48°23'55.0"N - 004°38'06.9"W
	48°23.92'N - 004°38.12'W
RB504	48°29'11.8"N - 004°42'43.1"W
	48°29.20'N - 004°42.72'W
RB510	48°27'28.2"N - 004°22'27.6"W
	48°27.47'N - 004°22.46'W
FAF - FAP ILS Z RWY25L	48°29'44.23"N - 004°12'21.2"W
	48°29.74'N - 004°12.35'W

FREQ :

ATIS BRETAGNE 129.355
 TWR BRETAGNE Ground / Tower : 120.100
 TWR LANDI 119.200
 APP IROISE Approach : 125.860
 APP LANDI 122.400

BREST BRETAGNE

CAT A B C D

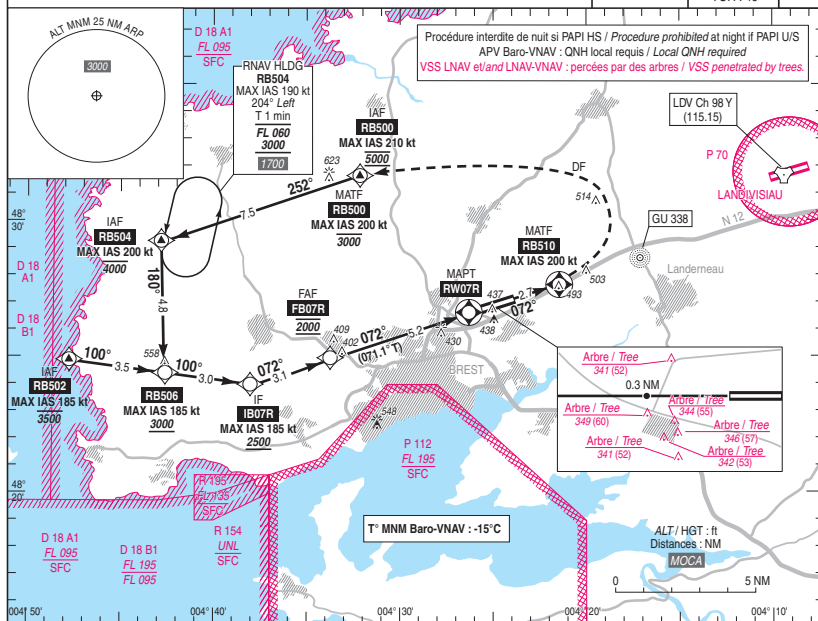
ALT AD : 325, THR : 289 (11 hPa)

RNP RWY 07R

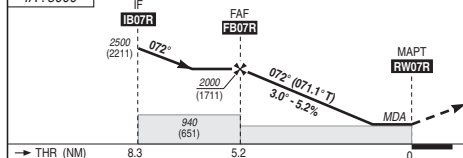
FREQ : Voir / See AD 2 LFRB COM 01

RNP APCH

EGNOS	VAR
Ch 51177	1° W
E07 A	(2020)
TCH : 40	



TA : 5000



API : Monter vers **RB510**, puis tourner à **gauche** en montée vers **3000** (2711) **direct** vers **RB500**.
Monter à 1200 (911) avant d'accélérer en palier.

Missed APCH : Climb to **RB510**, then turn **left direct** to **RB500** climbing to **3000** (2711).
Climb to 1200 (911) 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 RW07R				
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS					
A	540 (250)	1300	212	560 (270)	1300	262	680 (390)	1500	387	790 (500)	1500	NM	5	4	3	2
B			224	570 (280)	1300	273		1500		800 (510)	1600	ALT	1930	1615	1295	975
C			233	570 (280)	1400	281		1800		910 (620)	2400	(HGT)	(1641)	(1326)	(1006)	(686)
D			243	580 (290)	1400	290		1800		1070 (780)	3600					

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


**SERVICE
DE L'INFORMATION
AERONAUTIQUE**

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

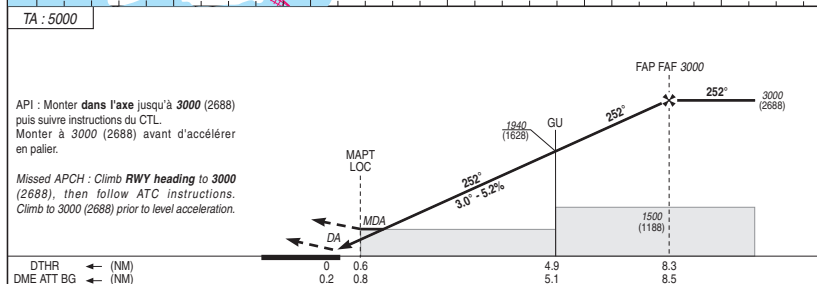
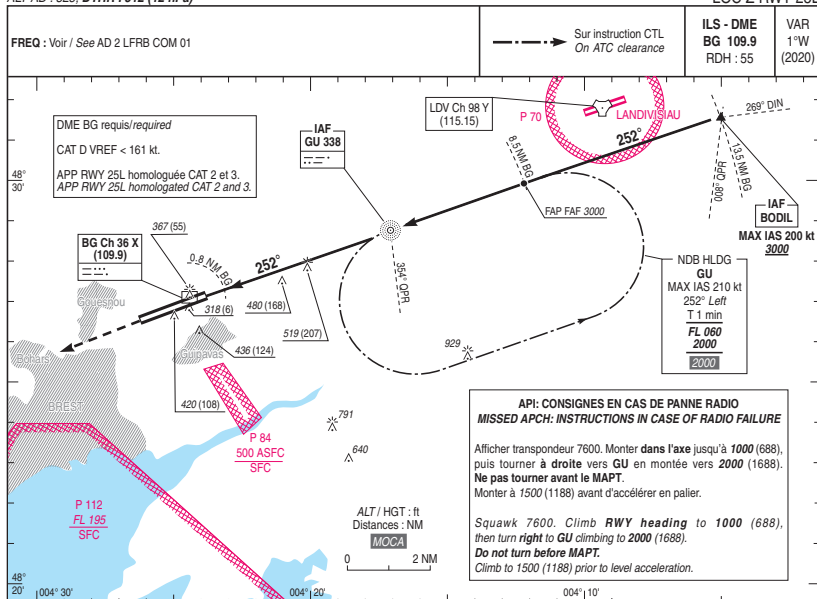
ALT AD : 325, DTHR : 312 (12 hPa)

BREST BRETAGNE

ILS Z CAT I RWY 25L ou/or

ILS Z CAT II et/and III RWY 25L ou/or

LOC Z RWY 25L



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 ⁽²⁾				DME BG NM ALT (HGT)			
	DA (H)	RVR	OCH CAT 1	OCH CAT 2	MDA (H)	RVR	OCH		MDA (H)	VIS			2	3	4	
A			148	53					880 (570)	1500			940 (628)	1260 (948)	1580 (1268)	
B	520 (200)	550	160	64	780 (470)	1500	463		890 (580)	1600						
C			177	84					1070 (760)	2400						
D			191	100					1190 (880)	3600						

Observations / Remarks : (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	70 kt	80 kt	90 kt	100 kt	110 kt	130 kt	150 kt	170 kt	190 kt
FAF 3000 - MAPT	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
VSP (ft/min)	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
		370	420	480	530	580	690	800	1010

CARTE D'AERODROME - OACI

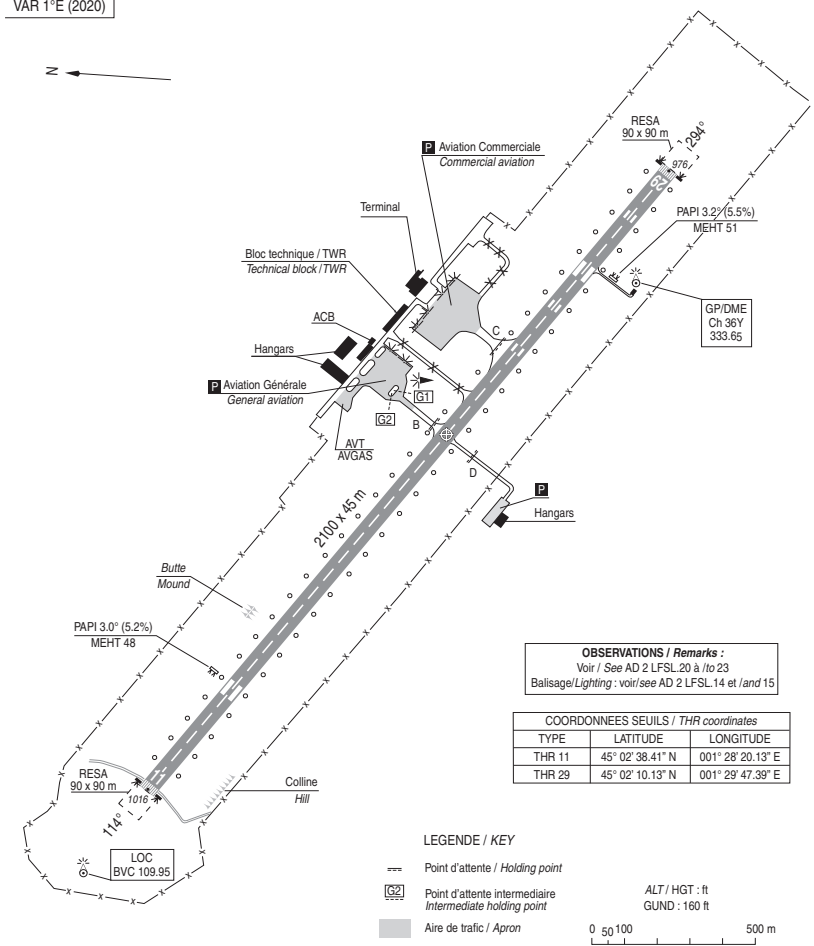
Aerodrome chart

BRIVE SOUILLAC

45 02 23 N - 001 29 08 E

ALT : 1016 ft (37 hPa)

VAR 1°E (2020)



RWY	BALISAGE/Lighting		TORA	TODA	ASDA	LDA	NATURE Surface	RESIST. Strength	MINIMUM TKOF (RVR : m)			
	APCH	RWY							CAT A	CAT B	CAT C	CAT D
11 29	NIL NIL	LIH/LIL LIH/LIL	2100 2100	2100 2100	2100 2100	2100 2100	Revêtement Paved	71 F/C/W/T	400* 400*	400* 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	44°59'42.6"N - 001°37'19.4"E
	<i>44°59.71'N – 001°37.32'E</i>
BVC Ch 36Y (109.95)	45°02'10.9"N - 001°29'32.0"E
	<i>45°02.18'N – 001°29.53'E</i>
ISL11	45°06'39.1"N - 001°15'54.2"E
	<i>45°06.65'N – 001°15.90'E</i>
FSL11	45°05'09.6"N - 001°20'32.3"E
	<i>45°05.16'N – 001°20.54'E</i>
SL504	45°07'51.8"N - 001°25'47.5"E
	<i>45°07.86'N – 001°25.79'E</i>

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 1016, THR : 1016 (37 hPa)

BRIVE SOUILLAC

RNP RWY 11

APP : LIMOGES Approche/Approach 118.080

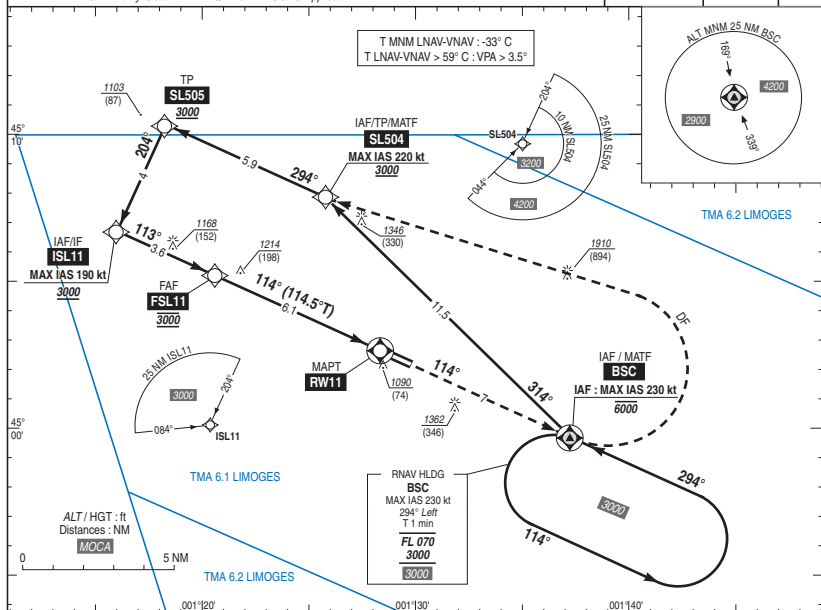
TWR : BRIVE Tour/Tower 121.125

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 : 49VAR
1°E
(20)

API : Monter vers BSC (RM 114°) puis tourner à gauche direct vers SL504 (MAX IAS 220 kt) en montée vers 3000 (1984) ou suivre les instructions du contrôle.
Monter à 2400 (1384) avant d'accélérer au palier.

Missed APCH : Climb up to BSC (MAG 114°) then turn left direct to SL504 (MAX IAS 220 kt) climbing up to 3000 (1984) or follow ATC instructions.
Climb up to 2400 (1384) prior to level acceleration.

→ 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			LNAV-VNAV			LNAV			MVL/Circling (1)		DIST RW11					
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	ALT (HGT)	6	5	4	3
A	1270 (250)	1300	175	1270 (250)	1300	228	1350 (330)	1500	330	1660 (650)	1500	6	2980 (1964)	2660 (1644)	2340 (1324)	2020 (1004)	1700 (684)
B	1270 (250)	187	175	1270 (250)	1300	236	1350 (330)	1500	330	1660 (650)	1500	5	2980 (1964)	2660 (1644)	2340 (1324)	2020 (1004)	1700 (684)
C	1270 (250)	199	175	1270 (250)	1300	251	1350 (330)	1500	330	1660 (650)	1500	4	2980 (1964)	2660 (1644)	2340 (1324)	2020 (1004)	1700 (684)

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

RNP RWY 11													
RMK	-								MAG VAR 2020 0.3° E			Ref NAVAID :-	
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TCH (m)	Nav Spec	
HLDG	-	BSC	-	-	-	-	-	-	-	-	-	-	
	IF	BSC	-	-	-	-	-	-	6000	230	-	RNP APCH	
INA BSC	TF	SL504	-	314	315.0	11.5	-	3000	-	220	-	RNP APCH	
	TF	SL505	-	294	294.5	5.9	L	3000	-	-	-	RNP APCH	
	TF	ILSL11	-	204	204.5	4.0	L	3000	-	190	-	RNP APCH	
	IF	SL504	-	-	-	-	-	3000	-	220	-	RNP APCH	
INA SL504	TF	SL505	-	294	294.5	5.9	L	3000	-	-	-	RNP APCH	
	TF	ILSL11	-	204	204.5	4.0	L	3000	-	190	-	RNP APCH	
INA ILSL11	IF	ILSL11	-	-	-	-	-	3000	-	190	-	RNP APCH	
	IF	ILSL11	-	-	-	-	-	3000	-	190	-	RNP APCH	
APCH	TF	FSL11	-	113	114.4	3.6	-	3000	3000	-	-	RNP APCH	
	TF	RW11	Yes	114	114.5	6.1	-	-	-	-	-3.0° / 15	RNP APCH	
	TF	BSC	Yes	114	114.6	7.0	-	-	-	-	-	RNP APCH	
	DF	SL504	-	-	-	-	L	-	-	220	-	RNP APCH	

AIP
FRANCE

AD 2 LFSL IAC RWY29 ILS LOC
30 NOV 23

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 1016, THR : 976 (35 hPa)

BRIVE SOULLAC

ILS ou/or LOC RWY 29

APP : LIMOGES Approche/Approach 118.080

TWR : BRIVE Tour/Tower 121.125

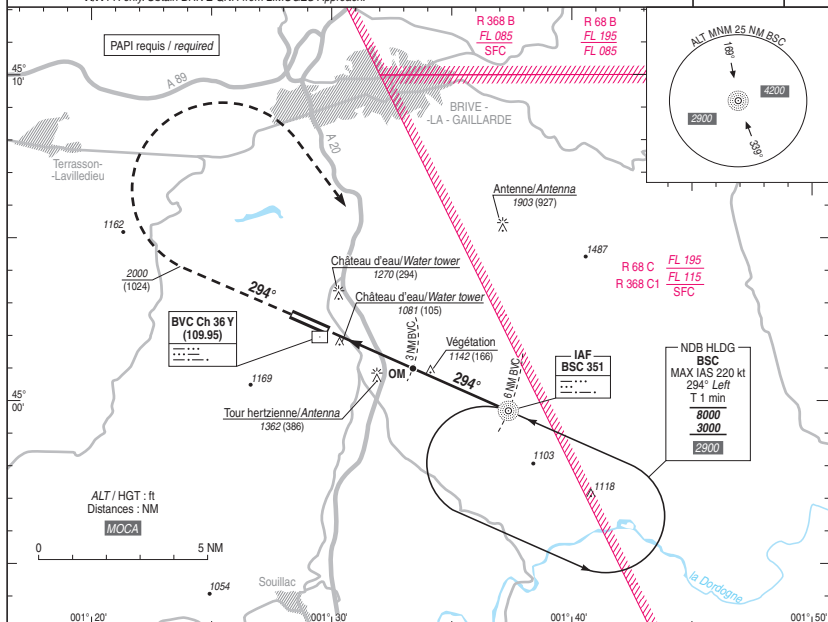
AFIS : BRIVE Information 121.125

Absence ATS : A/A FR seulement. Obtenir QNH de BRIVE auprès de LIMOGES Approche.

A/A FR only, Obtain BRIVE QNH from LIMOGES Approach.

ILS - DME
BVC 109.95
RDH : 49

VAR
1° E
(20)



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 3000 (2024)	5 2650 (1674)	4 2310 (1334)	3 1980 (1004)	2 1640 (664)
A	1180 (200)	1200	149	1330 (350)	1500	1600	1390 (410)	1500	1500	1660 (680)	1500						
B			160		1500			1500	1500	1660 (680)	1600						
C			174		1600	349		1900	410	1760 (780)	2400						

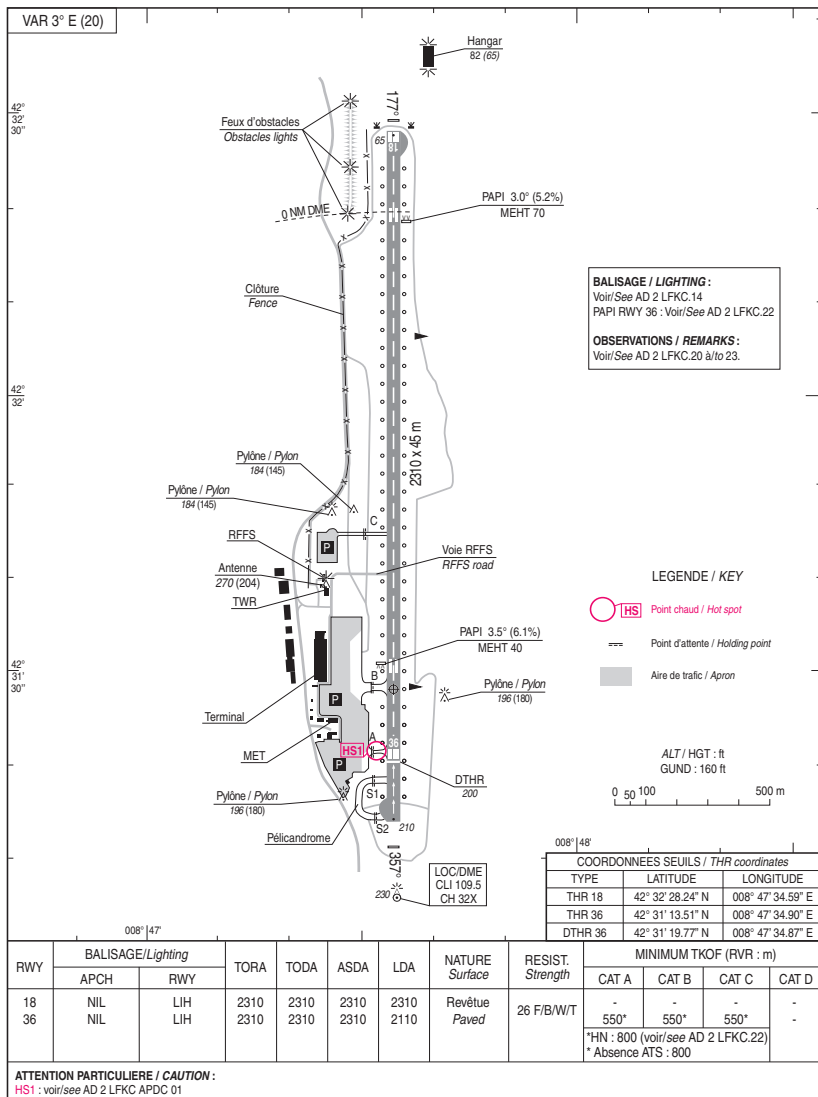
Observations/Remarks : NIL

FAF - MAP	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)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
CV 375 NDB	42°34'37.1"N - 008°48'23.7"E
	42°34.62'N - 008°48.40'E
CLI Ch 32X (109.5)	42°31'05.3"N - 008°47'34.9"E
	42°31.09'N - 008°47.58'E
BUNAX	42°39'16.0"N - 008°39'11.0"E
	42°39.27'N - 008°39.18'E
CALNO	42°47'58.0"N - 008°21'52.0"E
	42°47.97'N - 008°21.87'E
ILROU	42°42'19.2"N - 008°47'31.7"E
	42°42.32'N - 008°47.53'E

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 210, THR : 65 (3 hPa)

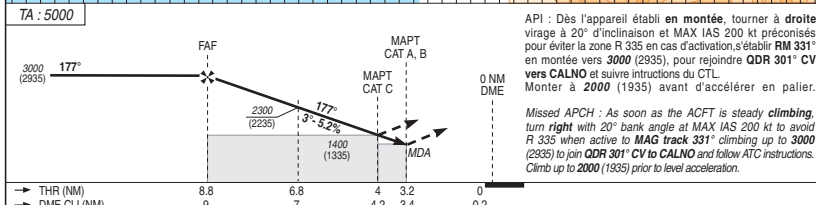
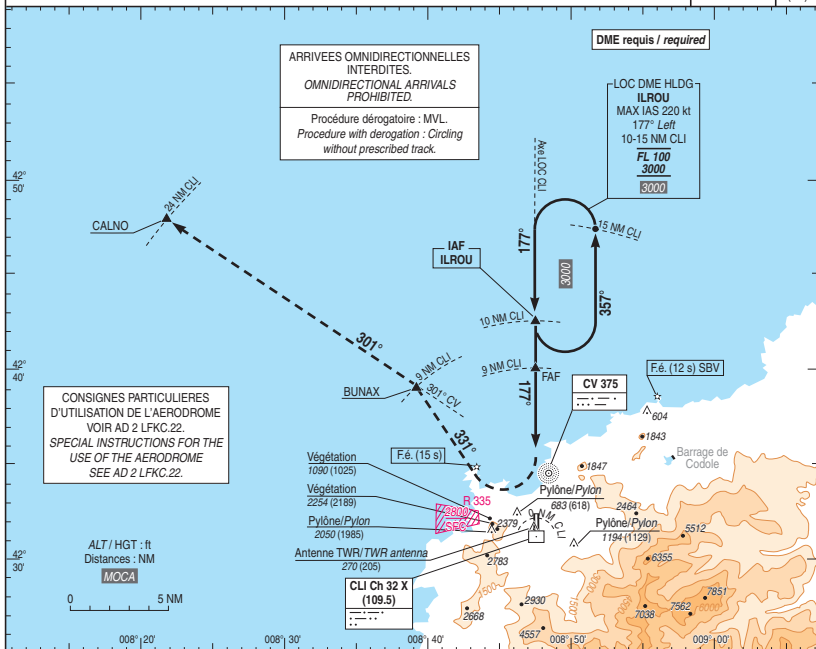
CALVI STEINTE CATHERINE

LOC RWY 18

ATIS CALVI : 131.180

APP : BASTIA Approche/Approach : 123.825 - 127.255 (s)

TWR : CALVI Tour/Tower : 123.200

LOC/DME
CLI 109.5VAR
3° E
(20)

MNM AD : distances verticales en pieds, RVR en mètres / Vertical distances in feet, RVR in meters.

LOC	LOC			DME CLI					REF HGT : ALT THR
	MDA (H)	RVR	OCH	NM	9	8	7	6	
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.

		70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
FAF - THR	8.8 NM	7 min 35	6 min 15	5 min 18	4 min 37	4 min 05	3 min 40	3 min 19
VSP (ft/min)		370	450	530	610	690	770	850

CARTE D'AÉRODROME

CHALONS VATRY

Aérodrome chart

ATIS : 136.380 (☎ 03 26 26 15 67)

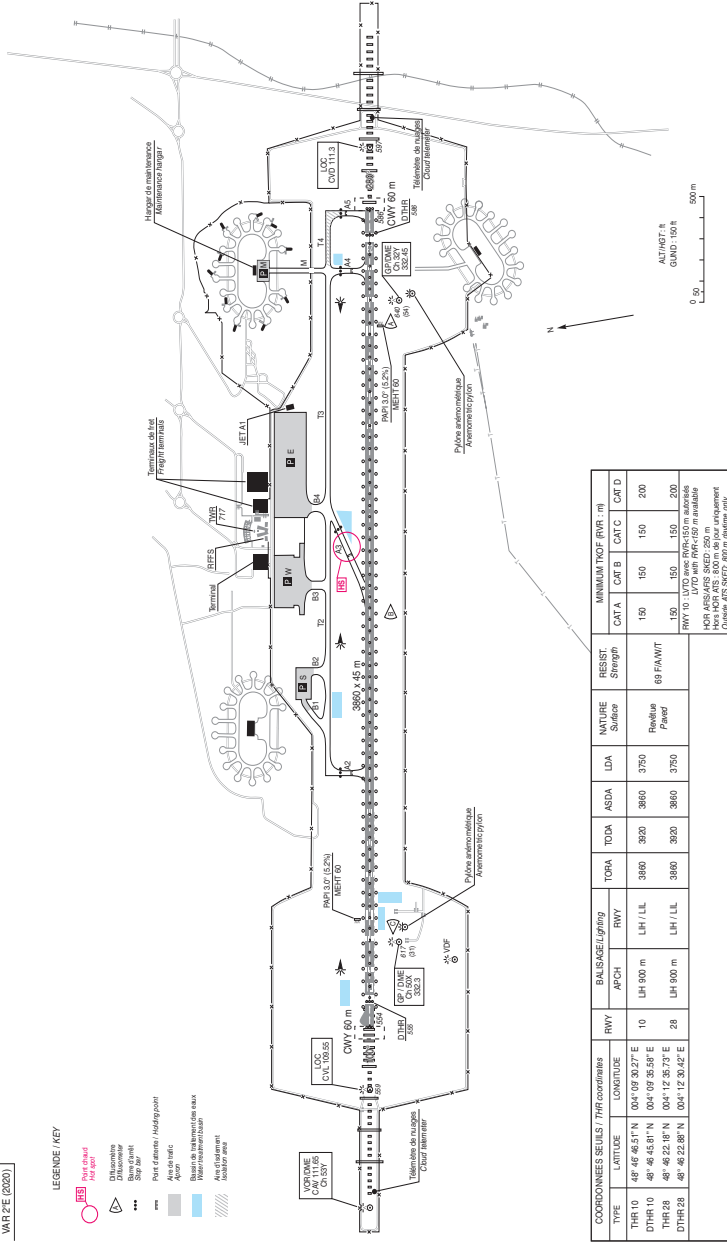
48 46 24 N - 004 12 22 E

ALT AD : 586 (617 ft) (P)

VAR 2° E (2020)

LEGENDE / KEY

- RIS Red chad
Red spot
- D Discontinuity
Discontinuity
- S Stop point
Stop point
- H Holding point
Holding point
- A Aerodrome
Aerodrome
- B Barrage de levage des eaux
Barrage de levage des eaux
- C Circuit de levage des eaux
Circuit de levage des eaux
- D Ditch
Ditch
- E Elevage des eaux
Elevage des eaux
- F Fence
Fence
- G Grass
Grass
- H Holding point
Holding point
- I Intersection
Intersection
- J Jetty
Jetty
- K Kiosk
Kiosk
- L Landing
Landing
- M Mast
Mast
- N Navigation
Navigation
- O Obstacle
Obstacle
- P Paved
Paved
- Q Quarry
Quarry
- R Runway
Runway
- S Stop point
Stop point
- T Taxiway
Taxiway
- U Unpaved
Unpaved
- V Village
Village
- W Water
Water
- X X-ray
X-ray
- Y Yield
Yield
- Z Zebra
Zebra



COORDONNÉES BELLS / THR coordinates				BALISAGE/Lighting		TORA		ASDA		LDA		NATURE Surface		RESIST. Strength		MINIMUM T/O/F (RVC : m)			
TYPE	LATITUDE	LONGITUDE		RWY	APCH	RWY								CAT A	CAT B	CAT C	CAT D		
THR10	48° 46' 46.51" N	004° 09' 30.27" E												150	150	150	200		
DTHR10	48° 46' 45.81" N	004° 09' 35.58" E	10	LH / LH	LH 900 m	LH / LL	3860	3620	3860	3750	Revelée Pavée	69 FAWMT							
THR28	48° 46' 22.86" N	004° 12' 35.73" E												150	150	150	200		
DTHR28	48° 46' 22.86" N	004° 12' 30.42" E	28	LH / LL	LH 900 m	LH / LL	3860	3620	3860	3750				150	150	150	200		
RWY 10 : 1000 m, 3000 ft, 1000 m RWY 28 : 1000 m, 3000 ft, 1000 m LTO RWY 10/28 : 1500 m, 5000 ft, 1500 m LTO RWY 150 m middle																			
HOR AFS/ARS SKED 250 m HOR AFS/ARS 500 m de pour enclanchement HOR AFS/ARS 500 m de pour enclanchement																			

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CVT 347 NDB	48°45'33.1"N - 004°19'07.7"E
	48°45.55'N – 004°19.13'E
VAT 367 NDB	48°47'52.0"N - 004°00'58.0"E
	48°47.87'N – 004°00.97'E
CAV 111.65 Ch 53Y VOR-DME	48°46'51.9"N - 004°08'49.0"E
	48°46.87'N – 004°08.82'E
CVD Ch 50X (111.3)	48°46'39.3"N - 004°09'47.9"E
	48°46.66'N – 004°09.80'E
CVL Ch 32Y (109.55)	48°46'20.1"N - 004°12'13.8"E
	48°46.34'N – 004°12.23'E
KELON	48°48'57.0"N - 003°52'25.0"E
	48°48.95'N – 003°52.42'E

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 586, DTHR : 555 (20 hPa)

ILS Y CAT I ou/ILS Y CAT II et/and III ou/LOC Y RWY 10

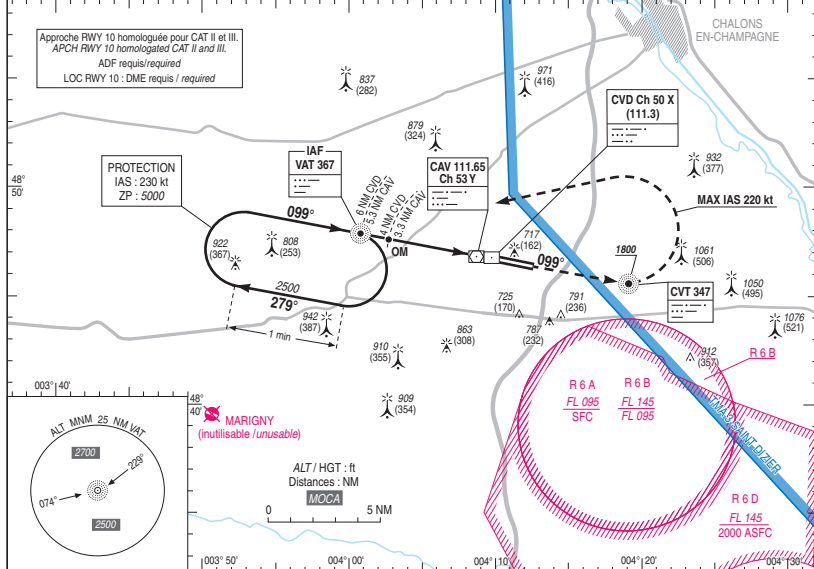
ATIS VATRY 136.380

APP : SEINE Approche/Approach 118.890

TWR : VATRY Tour/Tower 129.400

AFIS : VATRY Information 129.400

Absence ATS : Obtenir QNH ORLY sur ATIS ORLY : 126.505 (FR) / Obtenir ORLY QNH on ATIS ORLY : 131.355 (EN)

ILS - DME
CVD 111.3
RDH : 49VAR
2°E
(20)

CAT		ILS Y		LOC Y		MVL / Circling (1)		DME CAV		DME CVD	
		DA (H)	RVR	MDA (H)	RVR	MDA (H)	VIS	NM ALT (HGT)	ALT (HGT)	NM ALT (HGT)	ALT (HGT)
A	B	760 (200)	550	880 (320)	750	320	1120 (570)	2360 (1805)	2040 (1485)	5 (1595)	160 kt
C	D						1140 (580)	1720 (1165)	4 (1485)	130 kt	160 kt
DL							1160 (590)	1410 (855)	2 (855)	185 kt	185 kt

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		LOC Y		MVL / Circling (1)		DME CAV		DME CVD	
		DA (H)	RVR	MDA (H)	RVR	MDA (H)	VIS	NM ALT (HGT)	ALT (HGT)	NM ALT (HGT)	ALT (HGT)
A	B	760 (200)	550	880 (320)	750	320	1120 (570)	2360 (1805)	2040 (1485)	5 (1595)	160 kt
C	D						1140 (580)	1720 (1165)	4 (1485)	130 kt	160 kt
DL							1160 (590)	1410 (855)	2 (855)	185 kt	185 kt

Observations / Remarks : Base OCH ILS CAT A et B / OCH base ILS CAT A and B : NIL

(1) 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.

(2) OCH ILS 1 et/and 2 CAT C : calculées pour avion large / calculated for large ACFT.

FAF - MAPT		5.3 NM	4 min 33	85 kt	3 min 44	100 kt	3 min 11	115 kt	2 min 47	130 kt	2 min 25	160 kt	1 min 59	185 kt	1 min 43
VSP (ft/min)		3.8 NM	3 min 15	2 min 41	2 min 17	2 min 17	2 min 17	1 min 59	1 min 45	1 min 45	1 min 26	1 min 26	1 min 26	1 min 14	1 min 14

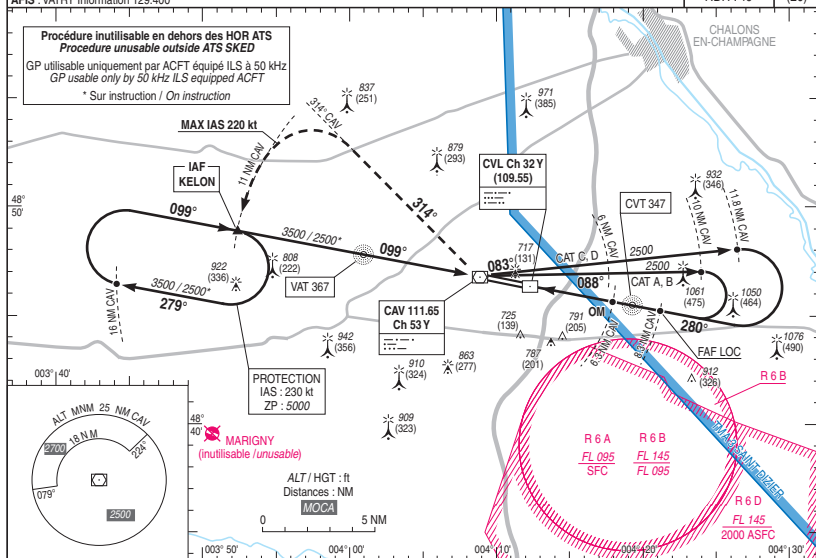
CHALONS VATRY

ALT AD : 586. DTHR : 586 (21 hPa)

ILS on/or LOC RWY 28

AFIS : VATRY Information 129.400

ILS - DME
CVL 109.55
RDH : 49

VAR
2°E
(20)

TA : 5000

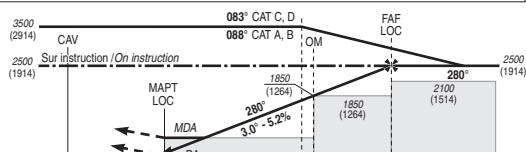
ALT / HGT de sécurité non valables pour l'approche initiale / Safety ALT / HGT not valid for initial approach

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)

DME CAV $\leftarrow$ (NM)

DME CVL ← (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

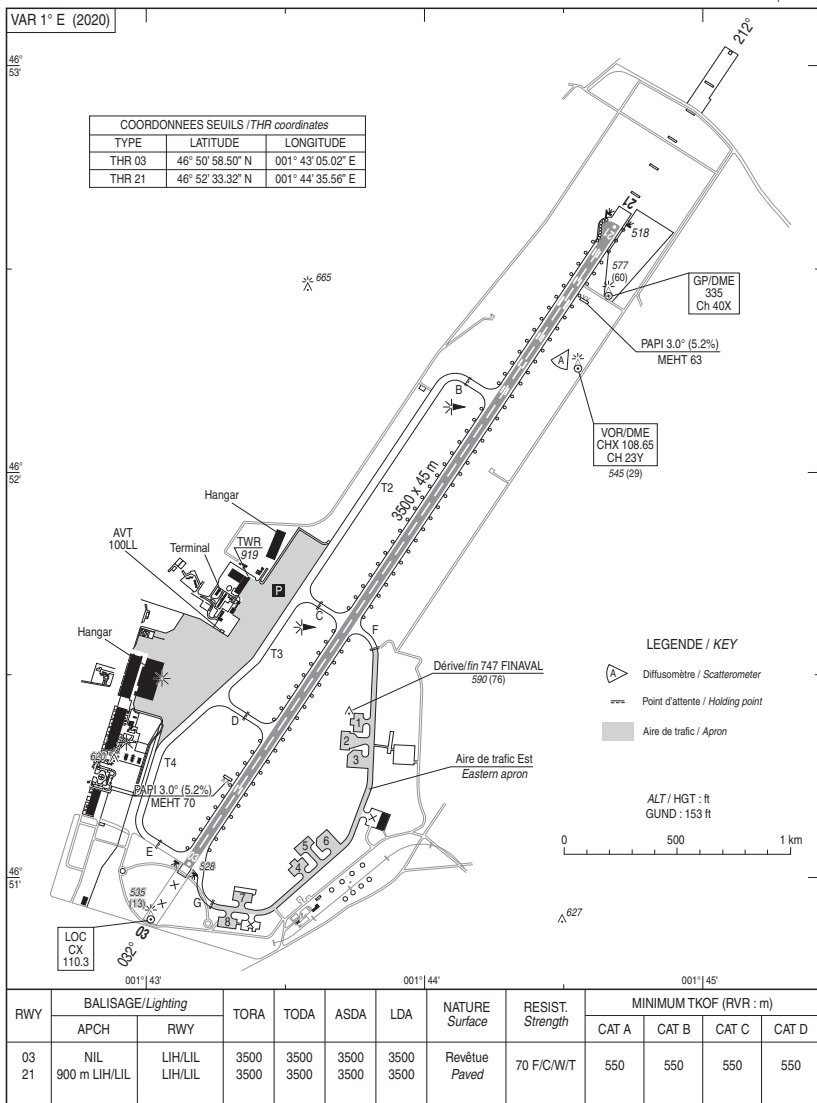
C A T	ILS		OCH CAT (2)	LOC+DME CAV			MVL / Circling (1)		DME CAV					
	DA (H)	RVR		MDA (H)	RVR	OCH	MDA (H)	VIS	NM	4	5	6	7	8
									ALT	(534)	(854)	(1174)	(1494)	(1814)
C O D E	790 (200)	550	186				1120 (540)	1500						
	790 (200)							1140 (550)	1600					
	800 (210)		910 (320)	750	319			1260 (600)	2400					
	810 (220)							1290 (710)	3600					
D E L	820 (230)		221	-	-	-	-	-						

Observations / Remarks : Base OCH ILS : ACFT 665 (79)									
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- (2) OCH ILS CAT C : calculée pour avion large / calculated for large ACFT.

FAF - MAPT	5.9 NM	70 kt 5 min 03	85 kt 4 min 10	100 kt 3 min 32	115 kt 3 min 05	130 kt 2 min 43	160 kt 2 min 13	185 kt 1 min 55
OM - DTHR	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)		Non disposable / Not available						



CARTE D'AERODROME
Aerodrome chart**CHATEAUROUX DEOLS**
46 51 37 N - 001 43 16 E
ALT AD : 529 (20 hPa)

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CTX 428 NDB	46°56'11.8"N - 001°48'04.1"E
	<i>46°56.20'N – 001°48.07'E</i>
CHX 108.65 Ch 23Y VOR-DME	46°52'16.3"N - 001°44'30.7"E
	<i>46°52.27'N – 001°44.51'E</i>
CX 110.3 Ch 40X VOR-DME	46°52'22.5"N - 001°44'33.7"E
	<i>46°52.38'N – 001°44.56'E</i>
ROXIL	47°06'31.9"N - 001°58'01.8"E
	<i>47°06.53'N – 001°58.03'E</i>
ILX03	46°41'15.6"N - 001°33'50.8"E
	<i>46°41.26'N – 001°33.85'E</i>
FLX03	46°44'36.5"N - 001°37'01.4"E
	<i>46°44.61'N – 001°37.02'E</i>
LX302	46°52'31.5"N - 001°35'50.9"E
	<i>46°52.53'N – 001°35.85'E</i>

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 529, THR : 528 (20 hPa)

CHATEAUROUX DEOLS

RNP RWY 03

APP : POITIERS Approch/Approach 134.100

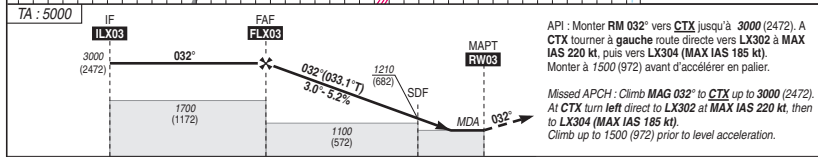
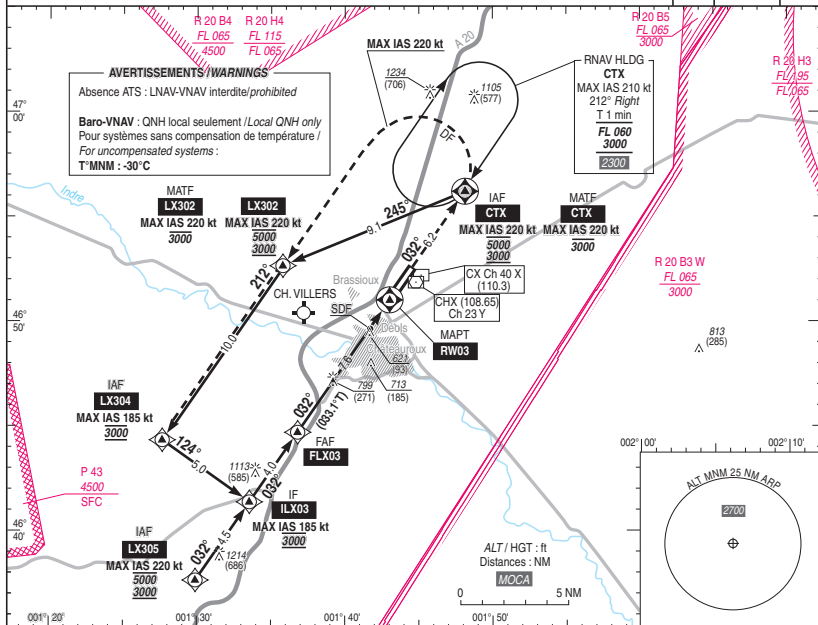
TWR : CHATEAUROUX Tour/Tower 125.875 - 133.805 (s)

AFIS : CHATEAUROUX Information 125.875 - 133.805 (s)

Absence ATS : A/A (125.875) FR seulement. Obtenir le QNH de POITIERS auprès de POITIERS Approche ou BORDEAUX Contrôle 127.675

A/A (125.875) FR only. Obtain POITIERS QNH from POITIERS Approach or BORDEAUX Control 127.675

RNP APCH	EGNOS Ch 41010 E03A TCH : 49	VAR 1°E (2020)
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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			MVU/Circling (1)			MVU/Circling (1)			DIST RW03		
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	MDA (H)	VIS	NM	ALT	(HGT)
A	930 (400)	1500	214	930 (400)	1500	216	930 (400)	1500		1000 (480)	1500	1280 (760)	1500			7	2810	2490
B	1030 (500)	1500	227	1030 (500)	1500	227	1030 (500)	1500		1030 (510)	1600	1280 (760)	1600			6	2490	2170
C	1130 (600)	2400	235	1130 (600)	2400	246	1130 (600)	2400	339	1450 (920)	2400	1730 (1200)	2400			5	1850	1530
D	1230 (700)	2400	245	1230 (700)	2400	273	1230 (700)	2400		1450 (920)	3600	1730 (1200)	3600			4	1322	1002

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.

FLX03 - RW03	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	425	480	530	610	690	770	850	980

RNP RWY 03												
RMK	REF NAVAID :-											
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MAG VAR 2020 0.9°E		MAX IAS (kt)	Vertical angle (°)/TCH (ft)	Navigation Accuracy (NM)
HLDG	-	CTX	-	-	-	-	-	-	-	-	-	-
INA CTX	IF	CTX	-	-	-	-	-	3000	5000	220	-	-
	TF	LX302	-	245	246.4	9.1	-	3000	5000	220	-	1.0
	TF	LX304	-	212	213.1	10.0	-	3000	3000	185	-	1.0
	TF	LX03	-	124	125.2	5.0	-	3000	3000	185	-	1.0
INA LX304	IF	LX304	-	-	-	-	-	3000	3000	185	-	-
	TF	LX03	-	124	125.2	5.0	-	3000	3000	185	-	1.0
INA LX305	IF	LX305	-	-	-	-	-	3000	5000	220	-	-
	TF	LX03	-	032	033.1	4.5	-	3000	3000	185	-	1.0
APCH	IF	LX03	-	-	-	-	-	3000	3000	185	-	-
	TF	FLX03	-	032	033.1	4.0	-	-	-	-	-	1.0
	TF	RW03	Yes	032	033.1	7.6	-	-	-	-	-3.00/49	0.3
	TF	CTX	Yes	032	033.2	6.2	-	-	3000	220	-	1.0
	DF	LX302	-	-	-	-	L	-	3000	220	-	1.0
	TF	LX304	-	212	213.1	10.0	-	3000	3000	185	-	1.0

↑

CHATEAUROUX DEOLS

CAT A B C D

ALT AD : 529, THR : 518 (19 hPa)

ILS ou/or LOC RWY 21

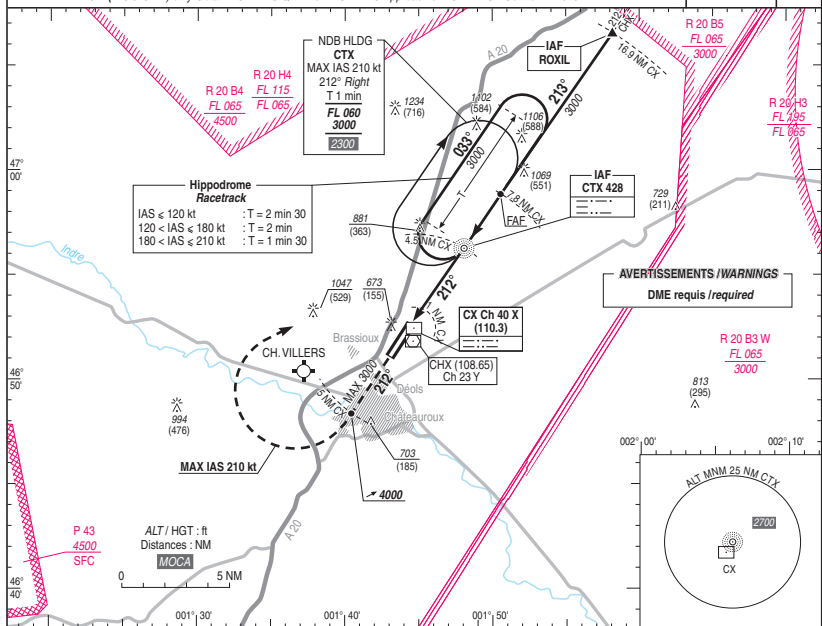
TWR : CHATEAUROUX Tour/Tower 125.875 - 133.805 (s)

AFIS : CHATEAUROUX Information 125.875 - 133.805 (s)

Absence ATS : **A/A** (125.875 FR) seulement. Obtenir le QNH de POITIERS auprès de POITIERS Approche ou BORDEAUX Contrôle 127.675

A/A (125.875 FR) only. Obtain POITIERS QNH from POITIERS Approach or BORDEAUX Control 127.675

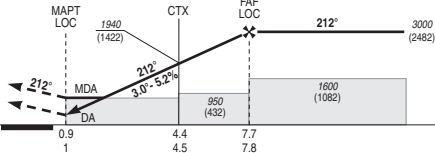
ILS - DME	VAR
CX 110.3	1°E
RDH : 44	(2020)



TA : 5000

API : Monter **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 **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)
DME ← (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

[illegible]

Observations/Remarks : (1) MVL interdites à l'Est de la piste. En fonction des conditions météo, MVL à 1500 ft AAL.
(1) Circling prohibited East of RWY. Depending on meteo conditions, circling at 1500 ft AAL.

NDB - THR	4.4 NM	70 kt 3 min 46	90 kt 3 min 18	90 kt 2 min 56	100 kt 2 min 38	115 kt 2 min 18	130 kt 2 min 02	145 kt 1 min 49	160 kt 1 min 39	185 kt 1 min 26
NDB - MAPT	3.5 NM	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
VSP (ft/min)		380	420	470	530	610	690	770	840	980

AIP
FRANCE

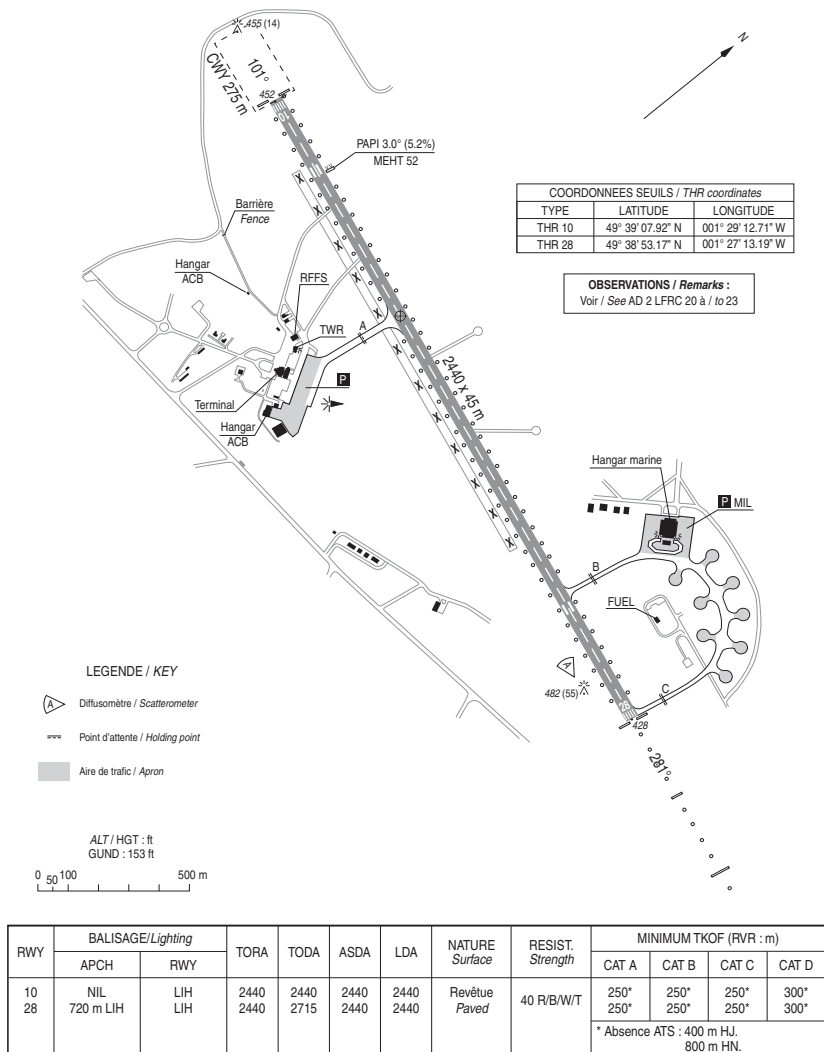
AD 2 LFRC ADC 01
03 OCT 24

CARTE D'AERODROME
Aerodrome chart

STAP : 119.630 absence ATS

CHERBOURG MANCHE
49 39 03 N - 001 28 31 W
ALT AD : 459 (17 hPa)

VAR 0° (2020)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
MP 373 NDB	49°38'16.8"N - 001°22'20.3"W
	<i>49°38.28'N - 001°22.34'W</i>
MP Ch 42Y (110.55)	49°38'50.8"N - 001°27'26.3"W
	<i>49°38.85'N - 001°27.44'W</i>
DIKRO	49°35'05.0"N - 001°06'39.0"W
	<i>49°35.08'N - 001°06.65'W</i>

APPROCHE AUX INSTRUMENTS

CHERBOURG MANCHE

Instrument approach

CAT A B C D

ALT AD : 459, THR : 428 (16 hPa)

RNP RWY 28

APP : NIL

TWR : NIL

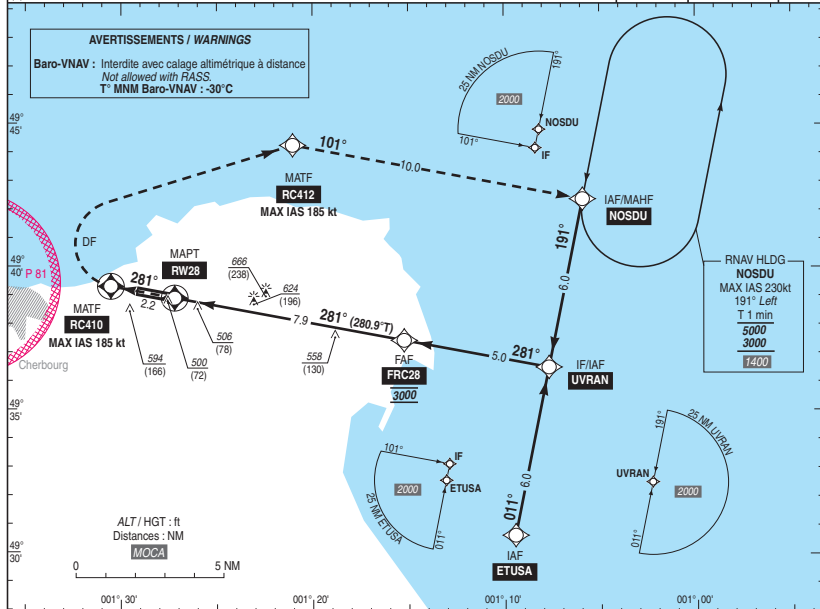
AFIS : CHERBOURG Information 119.630. Absence ATS : A/A (119.630) FR seulement/only.

Obtenir le QNH local sur STAP (1) ou obtenir le QNH de RENNES auprès de RENNES ATIS ou RENNES INFO 134.200

Obtain local QNH on STAP (1) or obtain RENNES QNH from ATIS RENNES or RENNES INFO 134.200

(1) STAP : voir/see AD 2 LFRC.23

RNP APCH

EGNOS
62589
E28A
TCH : 49VAR
0°
(2020)

API : Monter vers **RC410**, puis tourner à droite direct vers **RC412** (MAX IAS 185 kt), puis vers **NOSDU** pour intégrer l'attente en montée vers **3000** (2572), MAX IAS 230 kt. Monter à **1300** (872) avant d'accélérer en palier.

Missed APCH : Climb to **RC410**, then turn right direct to **RC412** (MAX IAS 185 kt), then to **NOSDU** to enter holding climbing up to **3000** (2572), MAX IAS 230 kt. Climb up to **1300** (872) prior to level acceleration.

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			LNAV-VNAV			LNAV			MVL / Circling ⁽²⁾		DME RW28	
	DA (H)	OCH	RVR	DA (H)	OCH	RVR	MDA (H)	OCH	RVR	MDA (H)	VIS	NM	ALT (HGT)
A	630 (200)	190		700 (270)	270	750				910 (480)	1500	7	2710
B	630 (210)	202		710 (282)	282	750				960 (540)	1600	6	2390
C	640 (210)	210	550	730 (310)	301	750	870 (450)	442	1400	1220 (790)	2400	5	2070
D	650 (230)	221		760 (330)	328	800				1220 (790)	3600	4	1750
										1670 (1250)	2400	3	1430
										1670 (1250)	3600	2	1110
												1	800
													2720
													(1962)
													(1642)
													(1322)
													(1002)
													(682)
													(372)

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

(2) MVL interdites au Sud de la piste / Circling prohibited South of RWY.

FAF - RW28	7.9 NM	70 kt	6 min 47	85 kt	5 min 36	100 kt	4 min 45	115 kt	4 min 08	130 kt	3 min 39	160 kt	2 min 58	185 kt	2 min 34
VSP (ft/min)		370		450		530		610		690		850		980	

RNP RWY 28										
RMK										
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction (MAG °)	Direction True (°)	Distance (NM)	Turn direction	MNI Altitude (FL or AMSL ft)	MAG VAR 2020 - 0.3W	Ref NAVD - CAN
										Vertical angle (° / TCH ft)
HLOG		NOSDU								
	IF	NOSDU								RNP APCH
INANOSDU	TF	UPRAN		191.0	191.0	6.0				RNP APCH
	IF	ETUSA								RNP APCH
INAEUSA	TF	UPRAN		011.0	011.0	6.0				RNP APCH
	IF	UPRAN								RNP APCH
	TF	FR029		281	281.0	5.0		3000		RNP APCH
APCH	TF	RW28	Yes	281	280.9	7.9				RNP APCH
	TF	RC10	Yes	281	280.8	2.2			185	RNP APCH
	DF	RC12							185	RNP APCH
	TF	NOSDU		101.0	100.9	10.0			220	RNP APCH

CARTE D'AERODROME

Aérodrome chart

ATIS 136.05 ☞ 04 73 62 74 38
GND (ISOL) 121 960

AD 2 LFC ADC 01
20 MAY 25
CLERMONT FERRAND AUVERGNE
46 47 10 N - 003 09 45 E
ALT AD : 1026 (3019ft)

VAR 1° E (20)

ATTENTION PARTICULIERE / CAUTION

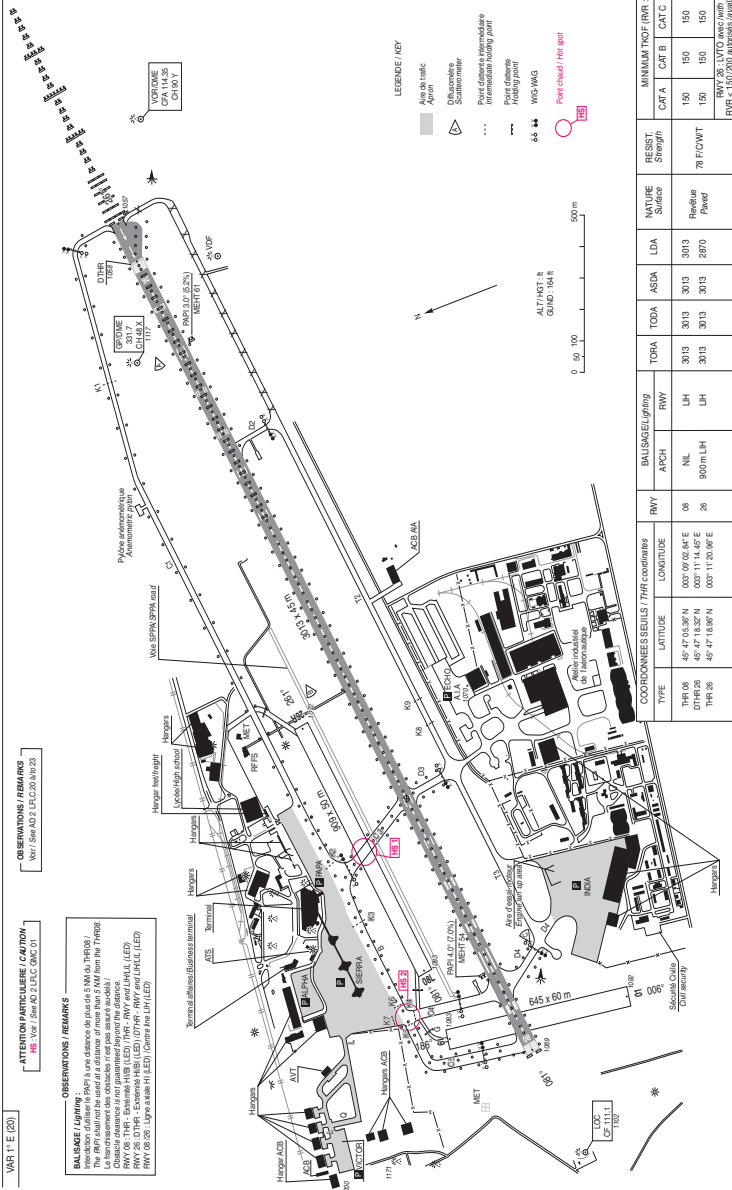
15 VOR 136.05 & 2 LFC GND 01

OBSERVATIONS / REMARKS

Vor / Star AD 2 LFC GND 01

BALISAGE / LIGHTING

REMARKS / REMARQUES
Invasion d'altitude RNP1 à une distance de plus de 5 NM du THR08 /
The RNP shall not be used at a distance of more than 5 NM from the THR08 /
Invasion d'altitude RNP1 à une distance de plus de 5 NM du THR08 /
The RNP shall not be used at a distance of more than 5 NM from the THR08 /
Changement de direction des obstacles à l'extrémité des pistes /
Change in direction of obstacles at the end of the runways /
RNP1 08 THR - Environ 14 NM (LED) / THR - RNP1 and LHM (LED)
RNP1 26 DTHR - Environ 14 NM (LED) / DTHR - RNP1 and LHM (LED)
RNP1 01 26 - Ligne à l'extrémité (LED) / Centre line (LED)



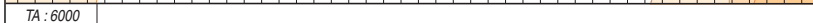
WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
CFA 114.35 Ch 90Y VOR-DME	45°47'14.9"N - 003°11'31.9"E
	<i>45°47.25'N - 003°11.53'E</i>
CF Ch 48X (111.1)	45°47'21.8"N - 003°10'59.7"E
	<i>45°47.36'N - 003°11.00'E</i>
RIMOR IAF	46°01'21.8"N - 003°28'47.8"E
	<i>46°01.36'N - 003°28.80'E</i>
ILC26	45°49'14.0"N - 003°31'09.9"E
	<i>45°49.23'N - 003°31.17'E</i>
FAF LOC RWY26	45°48'33.4"N - 003°24'05.6"E
	<i>45°48.56'N - 003°24.09'E</i>

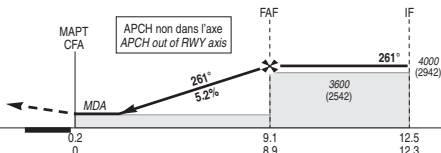
CLERMONT FERRAND AUVERGNE

VOR RWY 26

APP : CLERMONT Approche/Approach 122.225

VAR
1°E
(2020)

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.



DTHR ← (NM)
CFA ← (NM)

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

REF HGT : ALT DTHR

CAT	VOR			MVL / Circling ⁽²⁾		DME CFA	8	7	6	5	4	3
	<i>MDA</i> (H)	RVR	OCH	<i>MDA</i> (H)	VIS							
A		1500		1840 (780)	1500	NM						
B	1840 (780)	1500	779	2260 (1200)	1600	ALT	3720	3400	3080	2760	2450	2130
C		2400		2720 (1670)	2400	(HGT)	(2662)	(2342)	(2022)	(1702)	(1392)	(1072)

Observations/Remarks : (2) MVL interdites au Sud de la piste / Circling prohibited South of runway.	
---	--

		70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
FAF - CFA	8.9 NM	7 min 37	6 min 17	5 min 20	4 min 39	4 min 06	3 min 41	3 min 20
VSP (ft/min)		370	450	525	605	685	765	845

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 1092, DTHR : 1058 (38 hPa)

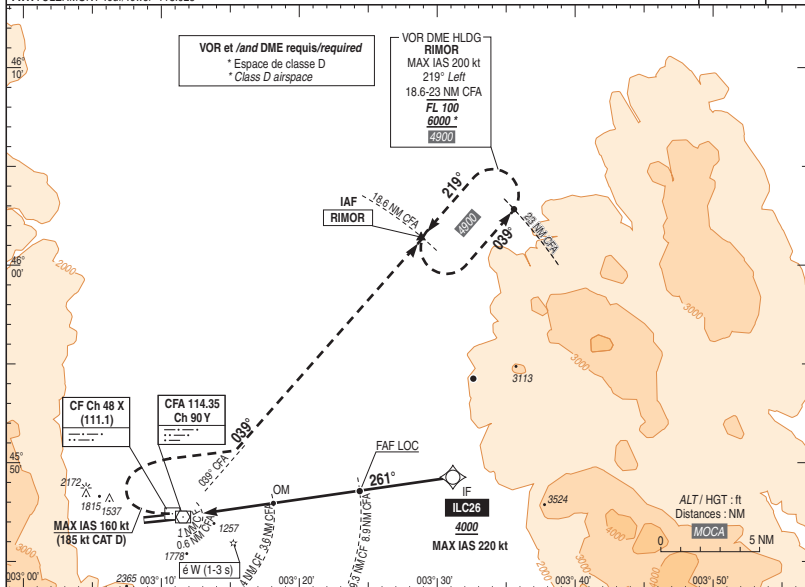
FNA ILS CAT I ou/ou ILS CAT II et/and CAT III ou/ou LOC RWY 26

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 : 50VAR
1°E
(20)

TA : 6000

API ILS : Monter dans l'axe.
A 1450 (392).
Au MAPT, 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.

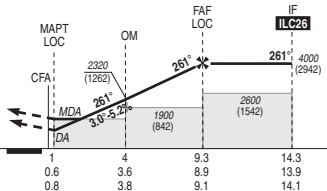
Missed APCH ILS : Climb straight ahead. At 1450 (392), turn right MAX IAS 160 kt (185 kt CAT D) climbing up to 4900 (3842) to follow RDL 039° CFA (MAG 039°) and join RIMOR holding. Acceleration level not studied.

Missed APCH LOC :

Au MAPT,

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)
CFA (NM)
DTHR (NM)

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

REF HGT : ALT DTHR

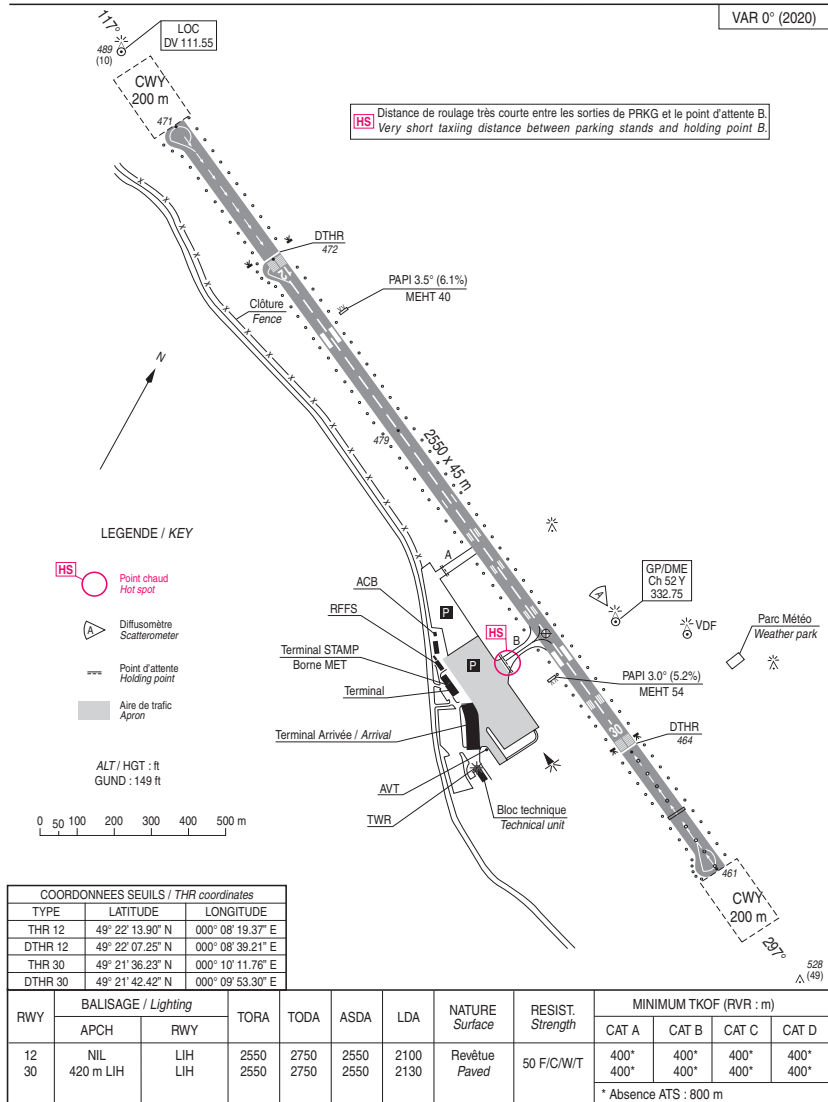
CAT	ILS			LOC			OCH ILS			OCH ILS			OCH ILS			MVL/Circling (1)	
	DA (H)	RVR	ILS API 4%	DA (H)	RVR	MDA (H)	RVR	OCH	API 2.5%	DA (H)	RVR	ILS API 4%	DA (H)	RVR	ILS API 4.4%	DA (H)	VIS
A	1370 (310)	700	1260 (200)	550				307	180	1750 (690)	1500						
B	1380 (320)	700	1260 (200)	550		1520 (470)	1500	462	319	2260 (1200)	1600						
C	1390 (330)	800	1260 (200)	550					327	2720 (1670)	2400						
D	1470 (410)	1200	1340 (280)	600					401	3240 (2180)	3600						
DME CF																	
ALT																	
(HGT)																	
Observations/Remarks : (1) MVL interdites au Sud, (1) Circling prohibited in the South.																	
FAF - DTHR																	
VSP (ft/min)																	

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° (2020)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
DVL 110.2	49°18'38.7"N - 000°18'45.8"E
	49°18.65'N - 000°18.76'E
DV Ch 52Y (111.55)	49°21'50.1"N - 000°09'43.5"E
	49°21.84'N - 000°09.73'E
ABAMU	49°23'49.9"N - 000°15'29.3"W
	49°23.83'N - 000°15.49'W
BAGEK	49°30'11.3"N - 000°15'37.0"W
	49°30.19'N - 000°15.62'W
DEMOM	49°32'53.2"N - 000°07'51.0"W
	49°32.89'N - 000°07.85'W
FRG12	49°25'39.7"N - 000°01'57.0"W
	49°25.66'N - 000°01.95'W
IG30Y	49°16'45.9"N - 000°24'33.2"E
	49°16.77'N - 000°24.55'E
RG305	49°18'33.0"N - 000°08'45.4"E
	49°18.55'N - 000°08.76'E

FREQ :

ATIS DEAUVILLE 119.180

TWR DEAUVILLE Ground / Tower : 118.300

APP DEAUVILLE Approach : 120.350

AD 2 LFRG IAC RWY12 RNP
11 JUL 24

DEAUVILLE NORMANDIE

RNP RWY 12

RNP APCH	EGNOS Ch 83037 E12A TCH: 40	VAR 0° (2020)
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TA : 5000

The diagram illustrates a flight profile. It begins at an altitude of 3000 feet (2528 meters) near the IF IRG12 point. The aircraft proceeds horizontally until reaching the FAF FRG12 point. At this location, it turns right by 117 degrees. The descent continues at a 3.0% gradient until it reaches the Minimum Descent Altitude (MDA) of 1100 feet (628 meters). From the MDA, a missed approach procedure is shown as a climb at a 5.2% gradient, turning right again by 117 degrees (true heading 117.0 degrees) towards the MAPT RW12 point.

IF IRG12 **FAF FRG12** **MAPT RW12**

3000
(2528)

117°

1100
(628)

MDA

QA

117°
(117.0° T)

3.0° - 5.2 %

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.
Pente ATS : Monter à 6% MNM jusqu'à 2500 (2028)
Prévenir le contrôle en cas d'impossibilité.

*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** follow ATC instructions.
ATS gradient : Climb at 6% MNM up to 2500 (2028)
If unable advise ATC.*

→ DTHR (NM) 12.8 7.8 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		MVL / Circling absence ATIS sans without QNH local HJ seulesment/only		DIST RW12 NM ALT (HGT)	7 2760 (2268)	6 2440 (1968)	5 2120 (1648)
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	only				
D O C B A	730 (250)	1300	238	730 (260)	1300	255	850 (380)	1500	372		940 (470)	1500	1450 (980)	1500			
	730 (250)		248	740 (270)	1300	268		1500		980 (510)	1500	1500 (1030)	1600				
	740 (260)		259	750 (280)	1400	276		1700		1080 (610)	2400	1600 (1130)	2400				
	750 (270)		269	760 (290)	1400	286		1700		1180 (710)	3600	1700 (1230)	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

Identification Procedure		RNP RWY 12					Dec MAG 2020		0.3° E			
Leg sequence	P/T	ID	Fly Over	Direction MAG °	Direction True °	Distance (NM or min)	Turn	MM level (FL or AMSL ft)	MAX level (FL or AMSL ft)	MAX IAS (kt)	vertical angle (°) / TCH (m)	Nav Spec
INA DEMOM	IF	DEMOM								220		RNP APCH
	TF	IRG12		187	187.0	5.0		3000	3000			RNP APCH
INA BAGEK	IF	BAGEK								220		RNP APCH
	TF	IRG12		117	116.9	5.0		3000	3000			RNP APCH
INA ABAMU	IF	ABAMU								200		RNP APCH
	TF	IRG12		047	046.8	6.0		3000	3000			RNP APCH
APCH	IF	IRG12						3000	3000			RNP APCH
	TF	FRG12		117	116.9	5.0		3000	3000			RNP APCH
	TF	RW12	Yes	117	117.0	7.8					-3.0° / 15	RNP APCH
	TF	RG410	Yes	117	117.2	2.4						RNP APCH
	DF	LULIP					R					RNP APCH
	TF	ABAMU		308	307.9	9.0			3000	200		RNP APCH
HLDG		ABAMU										

↑

AD 2 LFRG IAC RWY30 ILS Y LOC Y
11 JUL 24

DEAUVILLE NORMANDIE

ILS Y ou /or LOC Y RWY 30

Approche initiale et API
Initial APCH and missed APCH :
RNAV 1
GNSS seulement / only

ILS	VAR
OV 111.55	0°
RDH : 54	(2020)

LA MANCHE

AVERTISSEMENTS / WARNINGS
DME requis/required
Transition RNAV 1 vers ILS / RNAV 1 transition to ILS.
Minutage non autorisé pour définir le MAPT
Unauthorized timing to define MAPT
GP utilisable uniquement par ACFT équipés ILS à 50 kHz
GP can only be used by ACFT equipped with 50 kHz ILS
(1) : IAF utilisable seulement en sortie de l'attente IG30Y
IAF can only be used on exit from IG30Y HLDG

MATF RG303 MAX IAS 185 kt
DV Ch 52 Y (111.55)
Antenne / Antenna 513 (49)
TWR 594 (130)
Château d'eau / Water tower 630 (166)
MATF RG305 MAX IAS 185 kt
Arbre / Tree 627 (163)
Arbre / Tree 614 (150)
DVL 110.2
FAF LOC
MAHF IG30Y MAX IAS 185 kt 3000
IG30Y MAX IAS 185 kt 3000
Arbre / Tree 645 (181)
IAF MAX IAS 185 kt 3000
Arbre / Tree 614 (150)

RNAV HLDG IG30Y MAX IAS 185 kt 297° Right T 1 min 3000 3000 2000

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

LA MANCHE

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.

Pente ATS : Monter à 6% MNM jusqu'à 2500 (2036)

Prévenir le contrôle en cas d'impossibilité.

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.
ATS gradient : Climb at 6% MNM up to 2500 (2036)
If unable advise ATC.

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

[illegible]

Observations/Remarks : Panne de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach : voir/see AIP ENR 1.5.									
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FAF - DTHR	7.8 NM	70 kt 6 min 41	90 kt 5 min 12	110 kt 4 min 15	130 kt 3 min 36	150 kt 3 min 07	170 kt 2 min 45	190 kt 2 min 28
VSP (ft/min)		370	480	580	690	800	900	1010

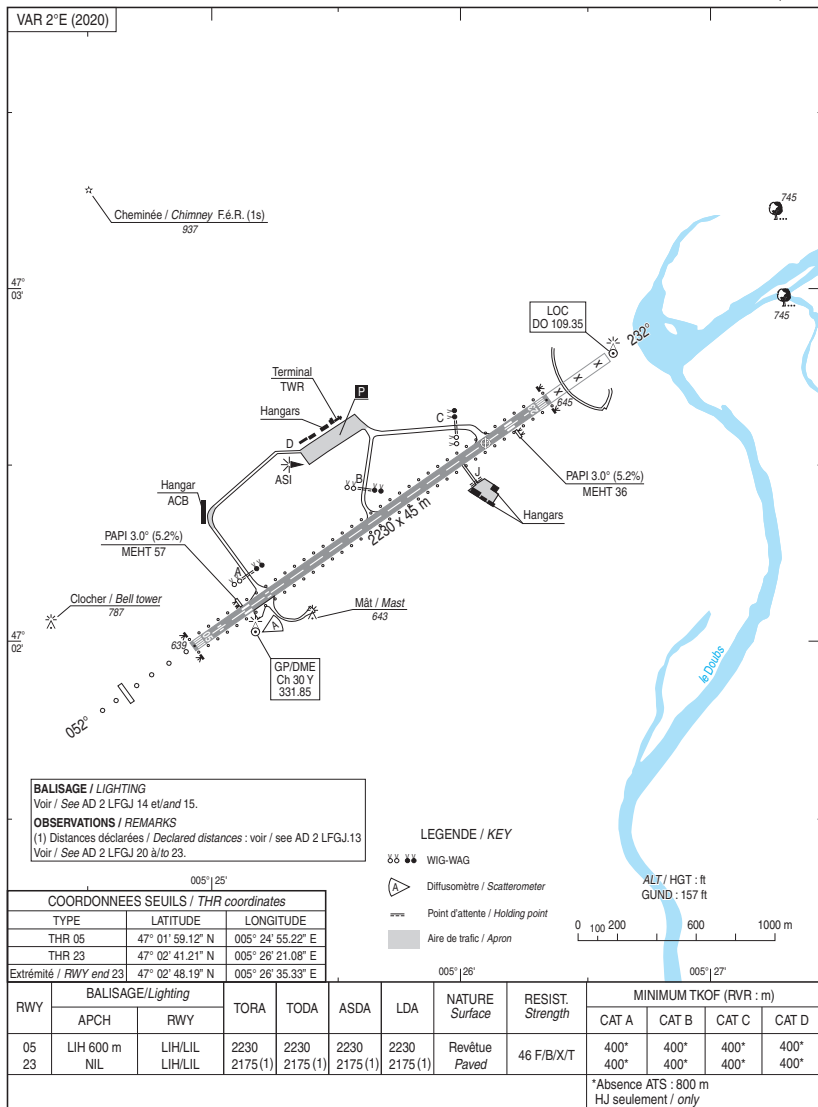


AMDT 07/24 CHG : Pente API. MNM ILS Y.

SIA

CARTE D'AERODROME
Aerodrome chart

ATIS DOLE 121.605

DOLE TAVAU
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	46°58'46.6"N - 005°18'18.6"E
	<i>46°58.78'N - 005°18.31'E</i>
DO Ch 30Y (109.35)	47°02'01.7"N - 005°25'10.2"E
	<i>47°02.03'N - 005°25.17'E</i>
FAF LOC	46°57'45.0"N - 005°16'18.6"E
	<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

Instrument approach

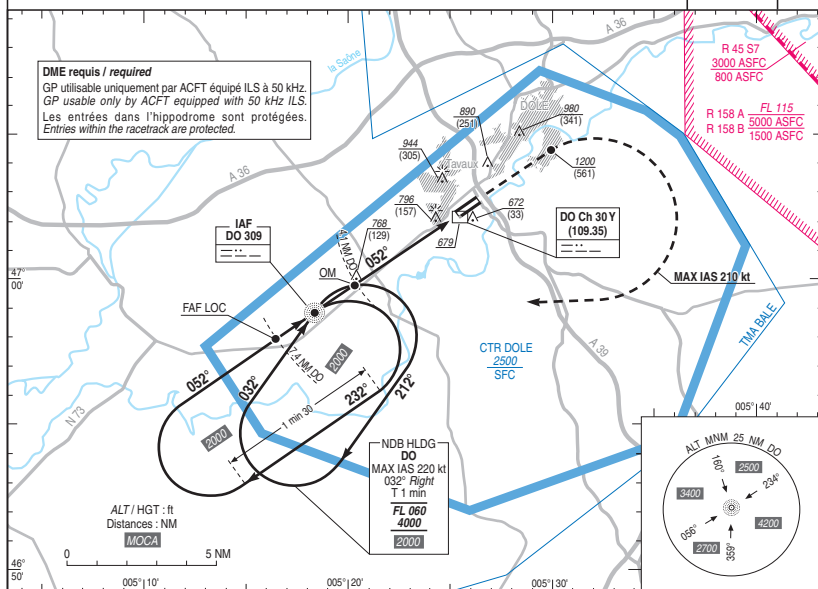
CAT A B C D

ALT AD : 645, THR : 639 (23 hPa)

DOLE TAVAU

ILS ou/ou LOC RWY 05

FREQ : Voir / See AD 2 LFGJ COM 01

ILS - DME
DO 109.35
RDH : 49VAR
2° E
(20)

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.

→ THR (NM)	7.2	3.9	0.3
→ DME (NM)	7.4	4.1	0.5

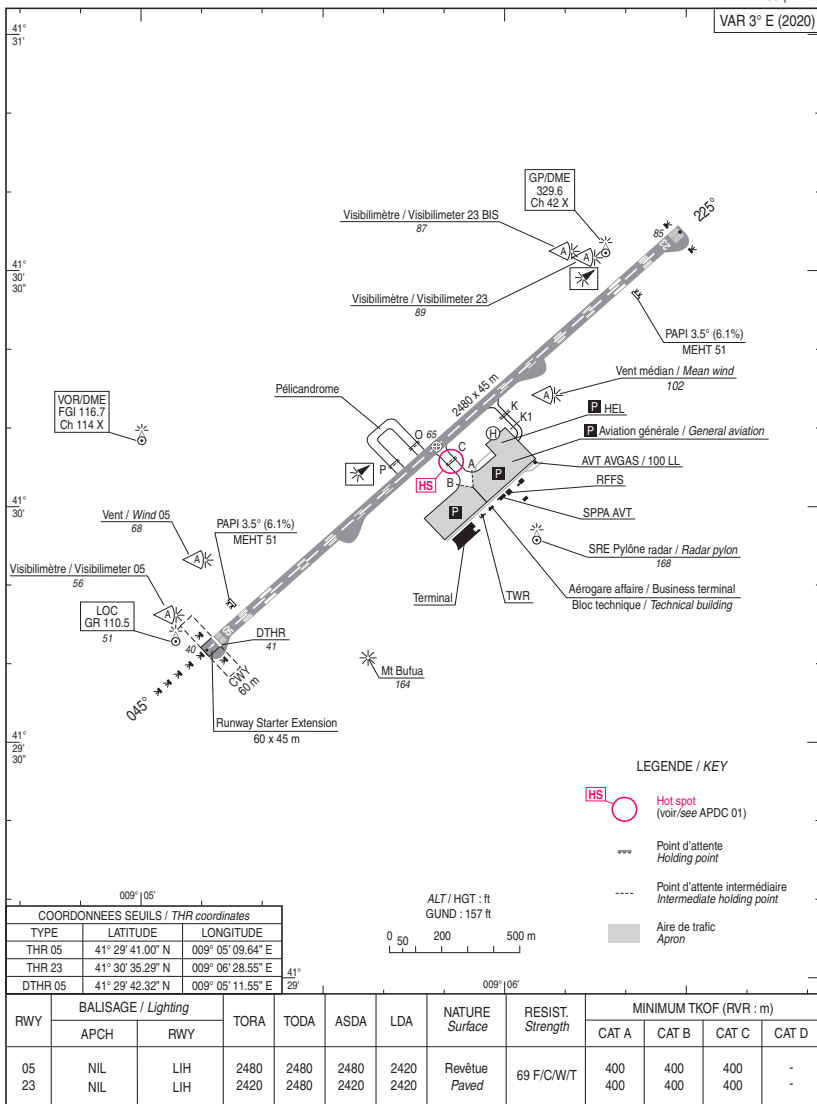
MMN AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres.

REF HGT : ALT THR

C.A.T.	ILS			LOC			MVL / Circling ⁽¹⁾		MVL / Circling ⁽¹⁾		DME DO						
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	7	6	5	4	3	2
A			164				1180 (540)	1500	1620 (980)	1500	ALT	2870	2550	2230	1910	1590	1270
B			174				1210 (570)	1600	1650 (1010)	1600	(HGT)	(2231)	(1911)	(1591)	(1271)	(951)	(631)
C			184				1350 (710)	2400	1780 (1150)	2400							
D	840 (200)	750	194	1020 (380)	1300	375	1360 (720)	3600	1800 (1160)	3600							960 (321)

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

FAF - MAPT	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - THR	6.9 NM	5 min 55	4 min 52	4 min 08	3 min 36	2 min 35	2 min 14
VSP (t/min)	3.9 NM	3 min 21	2 min 45	2 min 20	1 min 02	1 min 48	1 min 16
		371	452	531	611	690	982

CARTE D'AERODROME
Aerodrome chartATIS 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	41°30'07.9"N - 009°05'00.3"E
	<i>41°30.13'N – 009°05.01'E</i>
GR Ch 42X (110.5)	41°30'32.2"N - 009°06'16.4"E
	<i>41°30.54'N – 009°06.27'E</i>
GALDA	41°25'44.3"N - 008°52'45.9"E
	<i>41°25.74'N – 008°52.77'E</i>
MASAL	41°28'04.8"N - 009°22'03.1"E
	<i>41°28.08'N – 009°22.05'E</i>
PINAL	41°42'57.0"N - 009°25'28.6"E
	<i>41°42.95'N – 009°25.48'E</i>
FAF VOR RWY05	41°26'08.6"N - 009°01'41.6"E
	<i>41°26.14'N – 009°01.69'E</i>

AIP
FRANCE

AD 2 LFKF IAC RWY05 VOR
16 MAY 24

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

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

FIGARI SUD CORSE

VOR RWY 05

ATIS : FIGARI 118.730

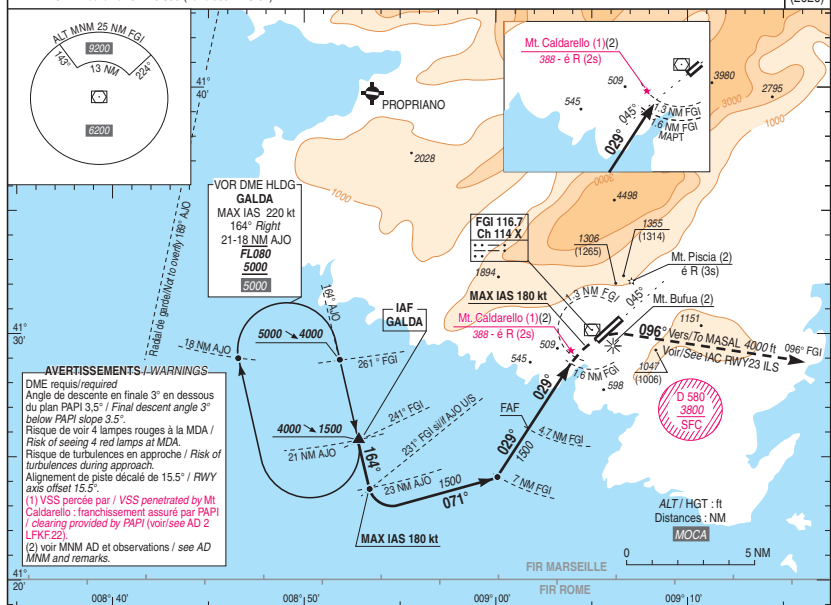
APP : AJACCIO Approche / Approach 121.050

TWR : FIGARI Tour / Tower 120.300 (voir / see ADC 01)

VAR

3°E

(2020)



CAT	(3)				(4)				DME FGI	NM	ALT (HGT)	4	3
	MDA (H)	RVR	OCH	MDA (H)	MDA (H)	VIS	VIS						
A	950 (910)	4300	903	1430 (1390)			4300				1280 (1239)		960 (919)
B	960 (920)		911	1560 (1520)									
C	970 (930)		922	1800 (1760)									

Observations / Remarks : (3) Procédure inutilisable de nuit si indisponibilité des feux suivants : feux à éclats séquentiels, feux d'identification de piste 05 et Piscia, Bufua, Caldarelo selon conditions / Procedure cannot be used at night if the following lights are not operating : flashing sequential lights, RWY 05 identification lights and Piscia, Bufua, Caldarelo according to conditions : Voir / See AIP AD 2 LFKF 23.
(4) MVL interdite au Nord-Ouest de la piste / Circling prohibited North-West of runway.

FAF - MAPT	3.1 NM	70 kt		85 kt		100 kt		115 kt		130 kt		145 kt		160 kt	
		2 min 40		2 min 11		1 min 52		1 min 37		1 min 26		1 min 17		1 min 10	
VSP (ft/min)		370		450		530		610		690		770		850	

FIGARI SUD CORSE

CAT A B C

ALT AD : 85, THR : 85 (4 hPa)

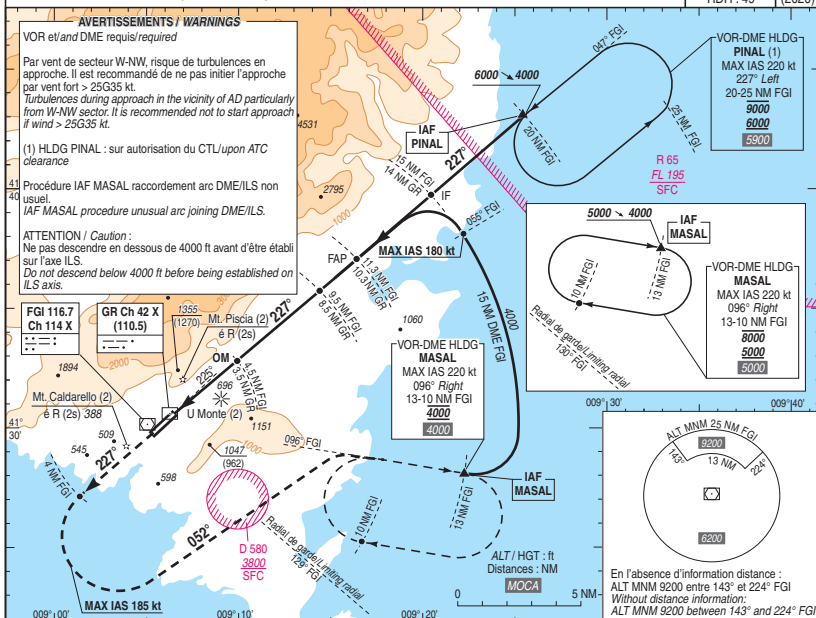
ILS RWY 23

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
BDH : 49	(2020)



TA : 5000

API : Monter **RM 227°**. A **4 NM DME FGI** (MAX IAS 185 kt) 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.

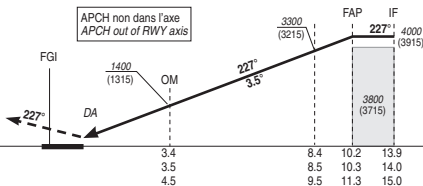
Missed APCH : Climb **MAG 227°**. At **4 NM FGI DME** (MAX IAS 185 kt) turn left to **MAG 052°** climbing to **4000 (3915)** to intercept and follow **FGI RDL 096°** (MAG 096°). At **13 NM FGI DME**, join holding pattern **MASAL** at **4000 (3915)**.

Climb to 2000 (1915) prior to level acceleration.

THR ← (NM)

DME GR ← (NM)

DME FGI ← (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 (2)			MVL / Circling (3) HJ seulement / daytime only	
	DA (H)	RVR	OCH	MDA (H)	VIS
A	340 (250)	1300	250	1360 (1280)	1500
C				1470 (1380)	1600
B B				1770 (1680)	2400

(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	3.4 NM	70 kt 2 min 56	85 kt 2 min 25	100 kt 2 min 03	115 kt 1 min 47	130 kt 1 min 35	145 kt 1 min 25	160 kt 1 min 17
VSP (ft/min)		430	530	620	710	800	900	990

AIP
FRANCE

AD 2 LFLS ADC 01

20 MAR 25

CARTE D'AERODROME
Aerodrome chart

ATIS : GRENOBLE 133.855 ☎ 04 85 88 09 00
GND (SOL) : 121.930

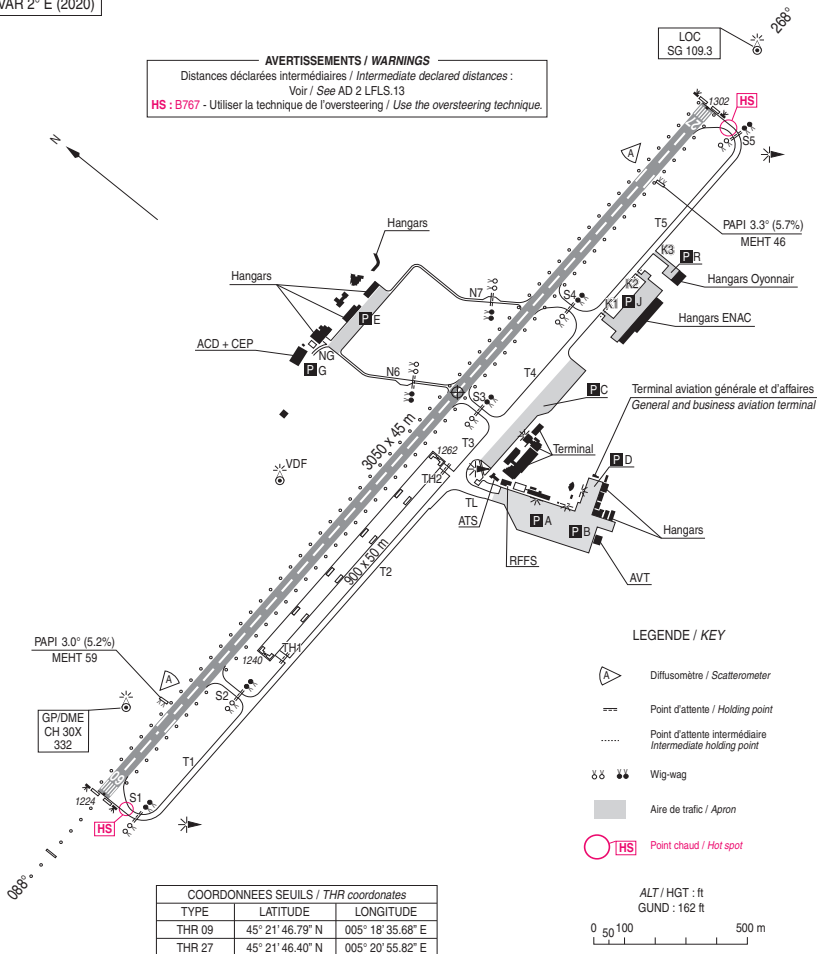
GRENOBLE ALPES ISERE
45 21 47 N - 005 19 58 E
ALT AD : 1302 (47 hPa)

VAR 2° E (2020)

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	45°21'44.5"N - 005°09'10.7"E
	<i>45°21.74'N - 005°09.18'E</i>
SG Ch 30X (109.3)	45°21'50.8"N - 005°18'47.2"E
	<i>45°21.85'N - 005°18.79'E</i>
ARBON	45°16'59.8"N - 004°53'24.6"E
	<i>45°17.00'N - 004°53.41'E</i>

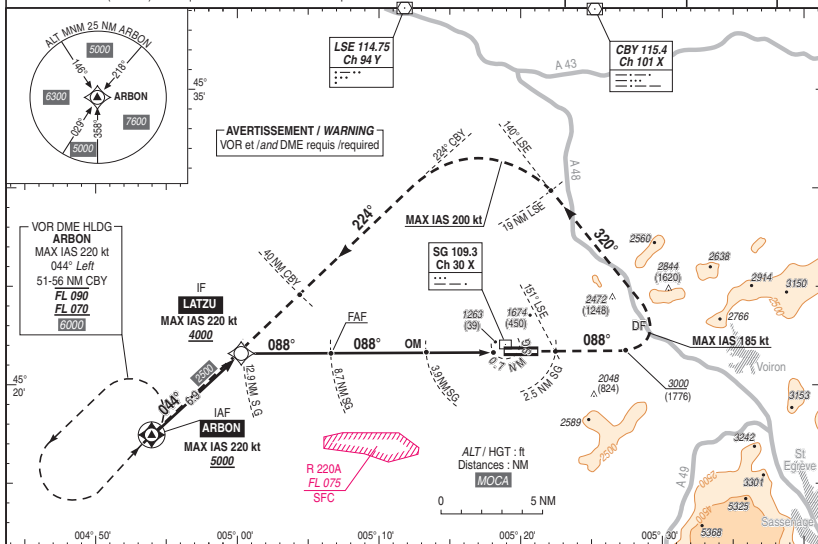
GRENOBLE ALPES ISERE

ALT AD : 1302, THR : 1224 (44 hPa)

ILS ou/or LOC RWY 09

Absence ATS : **A/A** (119.300) FR uniquement. Obtenir/Obtain QNH auprès de/ from LYON APP.

ILS - DME
SG 109.3

VAR
2° E

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 25 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 SVR				⁽³⁾ MVL/Circling		⁽³⁾ MVL/Circling absence ATS		DME SG NM ALT			
	DA (H)			RVR	OCH	DA (H)			RVR	OCH	MDA (H)			RVR	OCH	MDA (H)		VIS	MDA (H)		VIS			6 3160		2840 2540	
A	1530	(310)	1000	301	1480	(260)	800	256									2140	(920)	1500	2260	(1040)	1500					
B	1530	(320)	1000	311	1490	(270)	800	268			1510	(290)	900	286			2370	(1150)	1600	2490	(1270)	1600					
C	1550	(330)	1100	321	1500	(280)	900	276									3040	(1820)	2400	3160	(1940)	2400	2520	2290	1880	1580	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. MVL CAT A et B interdites au Nord.									
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RWY 27 : PAPI mandatory. Circling CAT A and B prohibited North of AD.

OM - MAPT	3.2 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
OM - THR	3.8 NM	2 min 45	2 min 15	1 min 55	1 min 40	1 min 29	1 min 12	1 min 02
		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

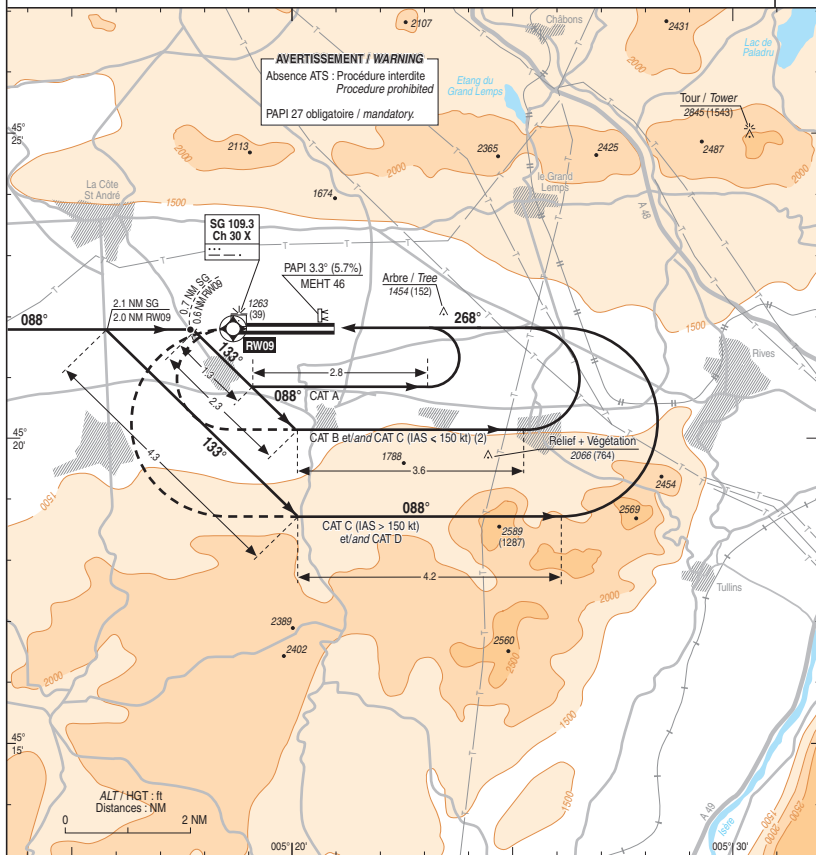
GRENoble ALPES ISERE

CAT A B C D

VPT RWY 27

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 et/and LOC ⁽³⁾ ₍₄₎		VPT RNP ⁽³⁾ ₍₄₎	
	MDA (H)	VIS	MDA (H)	VIS
A	1960 (660)	1500	1960 (660)	1500
B	2370 (1060)	1600	2370 (1060)	1600
C	3040 (1730)	2400	3040 (1730)	2400
D	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 $\leq$ 150 kt : MDA (H) = 2460 (1160) - VIS = 2400.

CARTE D'AERODROME

Aerodrome chart

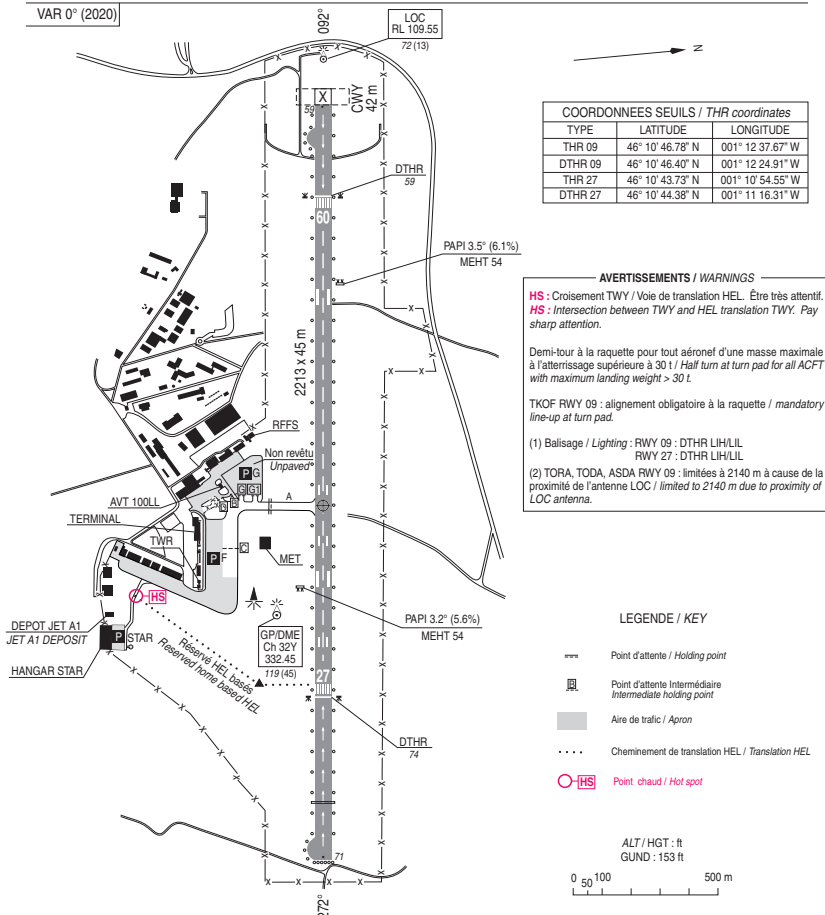
ATIS : 126.880 ☎ 05 46 00 13 92

LA ROCHELLE ILE DE RE

46 10 45 N - 001 11 43 W

ALT AD : 74 ft (3 hPa)

VAR 0° (2020)



COORDONNEES SEUILS / THR coordinates

TYPE	LATITUDE	LONGITUDE
THR 09	46° 10' 46.78" N	001° 12' 37.67" W
DTHR 09	46° 10' 46.40" N	001° 12' 24.91" W
THR 27	46° 10' 43.73" N	001° 10' 54.55" W
DTHR 27	46° 10' 44.38" N	001° 11' 16.31" W

AVERTISSEMENTS / WARNINGS

HS : Croisement TWY / Voie de translation HEL. Être très attentif.
HS : Intersection between TWY and HEL translation TWY. Pay sharp attention.

Demi-tour à la raquette pour tout aéronef d'une masse maximale à l'atterrissage supérieure à 30 t / Half turn at turn pad for all ACFT with maximum landing weight > 30 t.

TKOF RWY 09 : alignement obligatoire à la raquette / mandatory line-up at turn pad.

(1) Balisage / Lighting : RWY 09 : DTHR LIH/LIL

RWY 27 : DTHR LIH/LIL

(2) TORA, TODA, ASDA RWY 09 : limitées à 2140 m à cause de la proximité de l'antenne LOC / limited to 2140 m due to proximity of LOC antenna.

LEGENDE / KEY

- Point d'attente / Holding point
- Point d'attente Intermédiaire / Intermediate holding point
- Aire de trafic / Apron
- Cheminement de translation HEL / Translation HEL
- Point chaud / Hot spot

ALT / HGT : ft

GUND : 153 ft

0 50 100 500 m

RWY	BALISAGE / Lighting (1)		TORA	TODA	ASDA	LDA	NATURE Surface	RESIST. Strength	MINIMUM TKOF (RVR : m)			
	APCH	RWY							CAT A	CAT B	CAT C	CAT D
09 27	NIL 420 m	LIH/LIL LIH/LIL	2140 (2) 2213	2140 (2) 2255	2140 (2) 2213	1940 1746	Revêtu Paved	43 F/C/W/T	400* 400*	400* 400*	400* 400*	- -
* Absence ATS : 800												

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
RL 322 NDB	46°10'34.9"N - 001°05'56.5"W
	<i>46°10.58'N – 001°05.94'W</i>
RL Ch 32Y (109.55)	46°10'40.7"N - 001°11'27.8"W
	<i>46°10.68'N – 001°11.46'W</i>
BEMAX	46°09'56.0"N - 000°45'35.0"W
	<i>46°09.93'N – 000°45.58'W</i>

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 74, DTHR : 74 (3 hPa)

LA ROCHELLE ILE DE RE

ILS ou/ or LOC RWY 27

NDB Z RWY 27

ATIS LA ROCHELLE 126.880

APP : LA ROCHELLE Approche / Approach 124.200

TWR : LA ROCHELLE Tour / Tower 118.000

Absence ATIS : A/A (118.000) FR uniquement. Obtenir le QNH de NANTES sur ATIS NANTES 126.930 ou NANTES Information 130.275 - 119.400 (s).

A/A (118.000) FR only. Obtain NANTES QNH on NANTES ATIS 126.930 or NANTES Information 130.275 - 119.400 (s).

ILS - DME

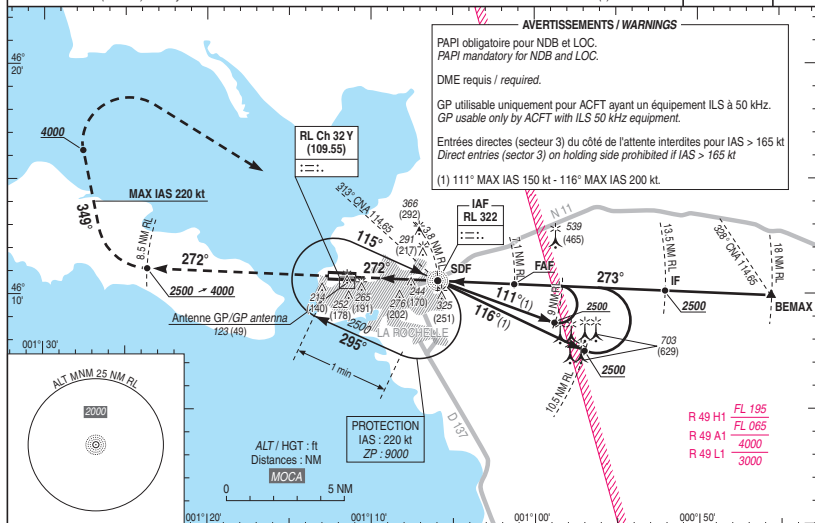
RL 109.55

RDH : 45

VAR

0°

(2020)



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.

Monter à 1500 (1426) avant d'accélérer en palier.

Missed APCH : Climb straight ahead (ILS) or ODR 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.

Climb to 1500 (1426) prior to level acceleration.

DTHR : (NM)

DME RL : (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			NDB Z			MVL/Circling (2)		MVL/Circling (2) absence ATIS HJ seulement/only (3)	
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS
A	280 (200)	750	139	490 (420)	1500	416	540 (470)	1500	1500	560 (490)	1500	840 (770)	1500
B			149					1500	1500	680 (600)	1600	860 (890)	1600
C			163					1800	1800	780 (700)	2400	1060 (990)	2400
DME RL													
		NM	2	3	4	5	6	7					
		ALT	750	1090	1440	1780	2130	2480					
		(HGT)	(676)	(1016)	(1366)	(1706)	(2056)	(2406)					

Observations/Remarks : (2) MVL interdites au Sud de la piste / Circling prohibited South 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	2 min 13	1 min 56	1 min 42	1 min 32	1 min 23
Non disponible / Not available								

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
LEQ 109.0 Ch 27X VOR-DME	50°33'42.4"N - 003°05'21.0"E
	<i>50°33.71'N - 003°05.35'E</i>
LIL Ch 44Y (110.75)	50°33'58.1"N - 003°06'51.5"E
	<i>50°33.97'N - 003°06.86'E</i>
FAF VOR Z RWY08	50°32'51.4"N - 002°56'59.3"E
	<i>50°32.86'N - 002°56.99'E</i>
FAF LOC RWY26	50°35'18.6"N - 003°15'50.0"E
	<i>50°35.31'N - 003°15.83'E</i>

AIP
FRANCE

AD 2 LFQJ IAC RWY08 VOR Z
22 FEB 24

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 157 (6 hPa), THR : 156

VOR Z RWY 08

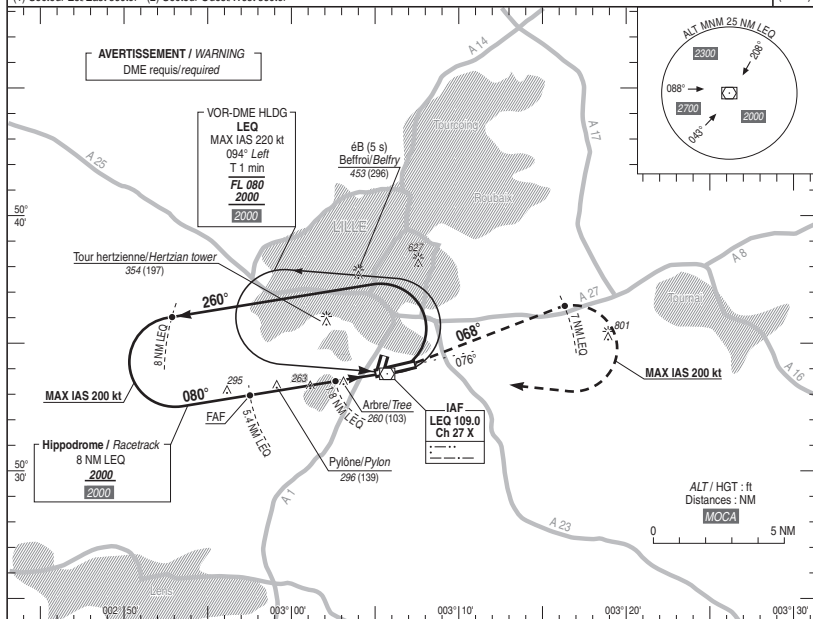
ATIS LILLE 119.330

APP : LILLE Approche/Approach 126.480 (1) - 120.275 (2)

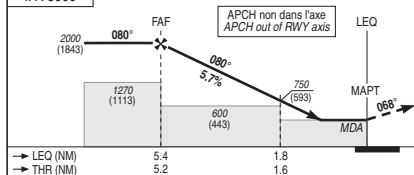
TWR : LILLE Tour/Tower 118.550

(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				
	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	ALT	(HGT)	5	4
A	530 (370)	1500	365	650 (500)	1500	5	1860	(1703)	1515	1170
B		1500		650 (500)	1600	4	1515	(1358)	1170	825
C		1600		1180 (1020)	2400	3	1170	(1013)	825	668
D		1600		1180 (1020)	3600	2	825	(668)		

Observations / Remarks : (3) MVL CAT D interdites au Nord de l'aérodrome / Circling CAT D prohibited North of AD.

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

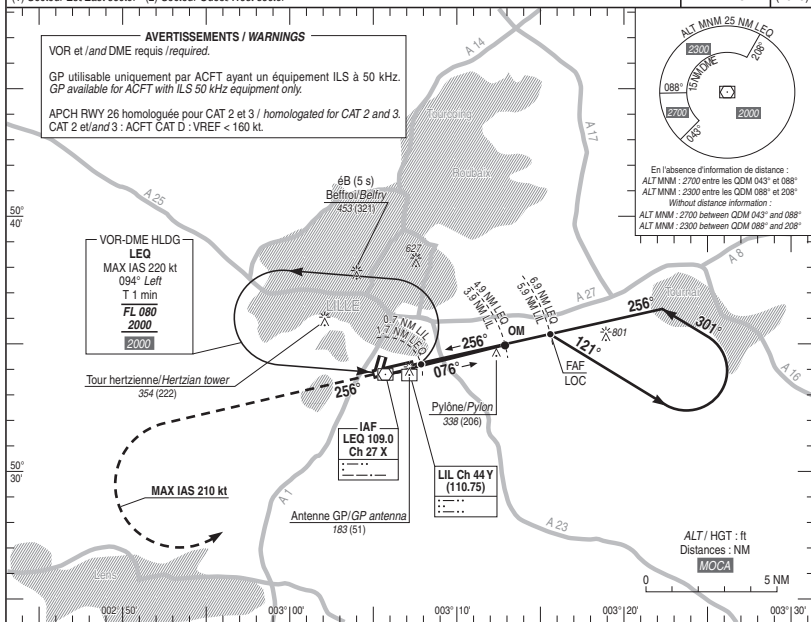
ALT AD : 157, DTHR : 132 (5 hPa)

LILLE LESQUIN

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 Approche/Approach 126.480 (1) - 120.275 (2)
TWR : LILLE Tour/Tower 118.550
(1) Secteur Est/East sector - (2) Secteur Ouest/West sector

ILS - DME
LIL 110.75
RDH : 52
(2020)



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)
DME ATT LIL ← (NM)
DME LEQ ← (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 Y			LOC Y			MVL / Circling (4)			DME ATT LIL			
	DA (H)	RVR	OCH ILS CAT 1	MDA (H)	RVR	OCH	MDA (H)	VIS		NM	ALT	(HGT)	
A			145	56			660 (530)	1500		5	1740	(1608)	4
B			156	69			660 (530)	1600		4	1420	(1288)	3
C			169	81			1180 (1040)	2400		3	1100	(968)	2
D	340 (200)	550	183	97	570 (440)	1300	1180 (1040)	3600		2	770	(638)	

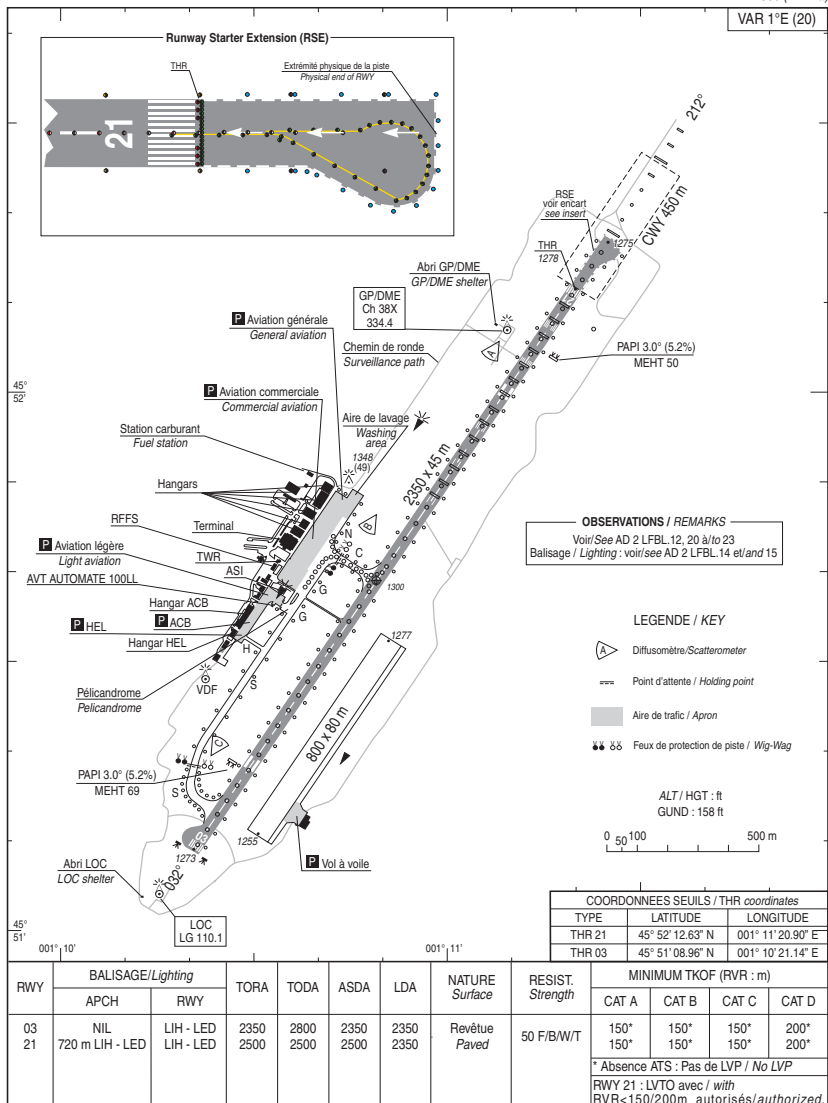
Observations/Remarks : (3) Base OCH ILS CAT 2 : Plan sol. / OCH base ILS CAT 2 : Ground.

(4) MVL CAT D interdites au Nord de l'aérodrome / Circling CAT D prohibited North of AD.

OM - DTHR	VSP (ft/min)	70 kt		85 kt		100 kt		115 kt		130 kt		160 kt		185 kt	
		3.7 NM	3 min 10	2 min 37	2 min 13	2 min 10	1 min 56	1 min 42	1 min 29	1 min 23	1 min 12	1 min 12	1 min 02	1 min 02	1 min 02
		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	46°01'48.9"N - 001°20'21.9"E
	<i>46°01.82'N - 001°20.37'E</i>
LG Ch 38X (110.1)	45°52'07.0"N - 001°11'09.0"E
	<i>45°52.12'N - 001°11.15'E</i>
MIGRA	45°41'02.8"N - 001°00'54.5"E
	<i>45°41.05'N - 001°00.91'E</i>
NERTI	45°42'07.6"N - 000°54'20.0"E
	<i>45°42.13'N - 000°54.33'E</i>
SOLNO	45°37'09.6"N - 001°06'47.5"E
	<i>45°37.16'N - 001°06.79'E</i>
FBL03	45°44'54.2"N - 001°04'30.4"E
	<i>45°44.90'N - 001°04.51'E</i>
FAF LOC RWY21	45°59'12.6"N - 001°17'56.4"E
	<i>45°59.21'N - 001°17.94'E</i>

APPROCHE AUX INSTRUMENTS

Instrument approach

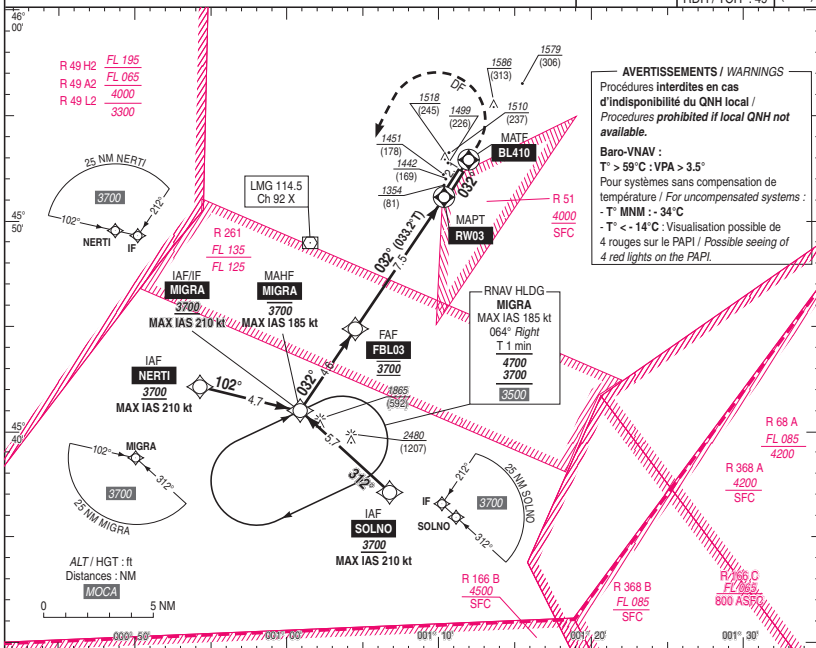
CAT A B C D

ALT AD : 1300, THR : 1273 (46 hPa)

LIMOGES BELLEGARDE

RNP RWY 03

ATIS LIMOGES 128.080 ☎ 05 55 48 40 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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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

RNP RWY 03											
RMK	-						MAG VAR 2020 03'E			REF NAV/AID : -	
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MMW Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Navigation Accuracy (NM)
HLDG	-	MIGRA	-	-	-	-	-	-	-	-	-
INA NERTI	IF	NERTI	-	-	-	-	-	3700	-	210	-
	TF	MIGRA	-	102	103.2	4.7	-	3700	-	-	1.0
INA SOLNO	IF	SOLNO	-	-	-	-	-	3700	-	210	-
	TF	MIGRA	-	312	313.3	5.7	-	3700	-	-	1.0
INA MIGRA	IF	MIGRA	-	-	-	-	-	3700	-	210	-
	IF	MIGRA	-	-	-	-	-	3700	-	210	-
APCH	TF	FBLO3	-	032	033.1	4.6	-	3700	3700	-	1.0
	TF	RW03	Yes	032	033.2	7.5	-	-	-	-	0.3
	TF	BL410	Yes	032	033.2	2.1	-	-	-	-	1.0
	DF	MIGRA	-	-	-	-	L	-	3700	185	1.0

↑

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

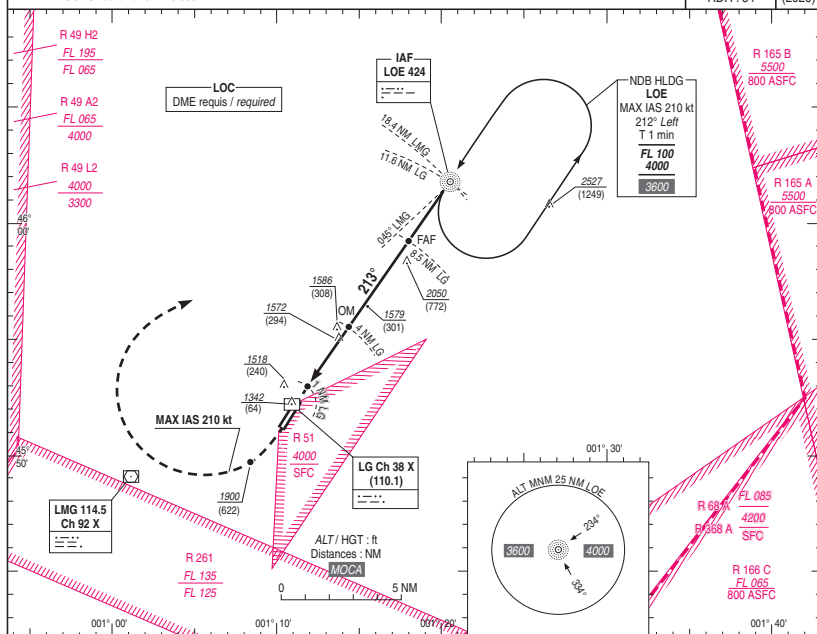
CAT A B C D

ALT AD : 1300, THR : 1278 (46 hPa)

ILS CAT I ou/ILS CAT II et/and III 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
(2020)



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)
DME LG ← (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 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		159	70			1500	1820 (540)	1500	DME LG NM ALT 1920 2240 2580 2870 3190 3510 3830 (HGT) (642) (962) (1282) (1592) (1912) (2232) (2552)
B		169	83			1500	1830 (550)	1600	
C	1480 (200)	182	94	1820 (540)	1500	1700	1980 (710)	2400	
D		196	100		1700		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 : aéronaf 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

[illegible]

BALISAGE / Lighting

RWY 35L / 35R : Talozé, 100 m.
RWY 17R / 35L : Ugre axiale odé; THR et extrémité HBL.
RWY 17L / 35R : Ugre axiale odé; THR et extrémité HBL.
Une croix de St-André lumineuse peut être utilisée pour signaler la fermeture d'une piste.

RWY 35L / 35R : Talozé, 100 m long.
RWY 17R / 35L : Couled axiale line; THR and RWY end/LMLL.
RWY 17L / 35R : Couled axiale line; THR and RWY end/LMLL.
Illuminated St. Andrew's cross can be used to indicate a closed RWY.

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
LSE 114.75 Ch 94Y VOR-DME	45°44'43.9"N - 005°05'26.1"E
	<i>45°44.73'N - 005°05.44'E</i>
LSN Ch 52X (111.5)	45°42'51.0"N - 005°05'46.8"E
	<i>45°42.85'N - 005°05.78'E</i>
LSS Ch 28X (109.1)	45°43'57.1"N - 005°05'38.8"E
	<i>45°43.95'N - 005°05.65'E</i>
SAN Ch 44Y (110.75)	45°42'49.8"N - 005°05'30.7"E
	<i>45°42.83'N - 005°05.51'E</i>
ARBON	45°16'59.8"N - 004°53'24.6"E
	<i>45°17.00'N - 004°53.41'E</i>
EKMEP	45°55'41.4"N - 005°04'05.9"E
	<i>45°55.69'N - 005°04.10'E</i>
NEGPU	45°31'46.4"N - 005°06'44.1"E
	<i>45°31.77'N - 005°06.74'E</i>
RIPTU	46°06'25.0"N - 005°19'45.0"E
	<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

Instrument approach

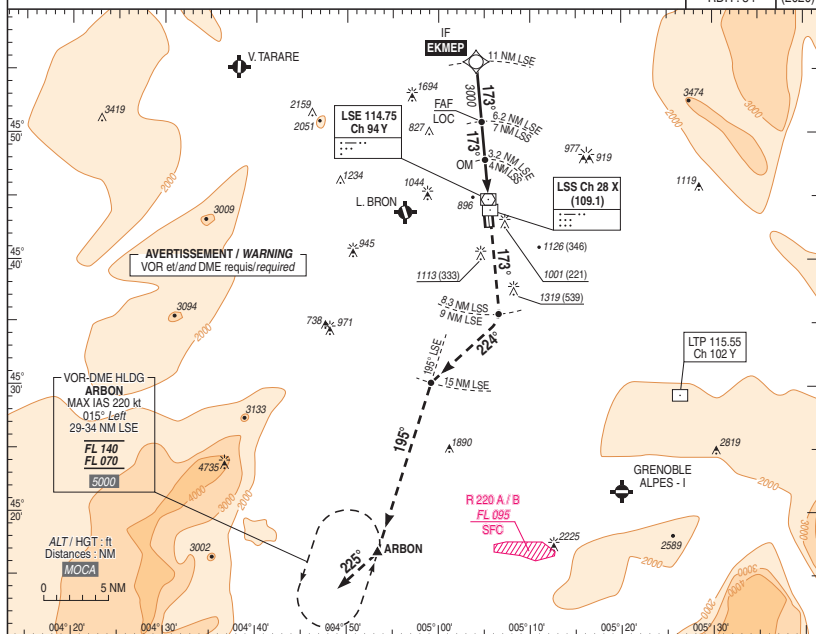
CAT A B C D

ALT AD : 821, THR : 780 (29 hPa)

LYON SAINT EXUPERY

FNA ILS ou/ou LOC RWY 17L

FREQ : Voir / See AD 2 LFLL COM 01

ILS - DME
LSS 109.1
RDH : 54VAR
2°E
(2020)

TA : 5000

API : Monter dans l'axe vers 5000 (4220) et prévoir guidage radar (voir AD 2 LFLL 22.2.7).
En cas de panne radio, monter dans l'axe. A 8.3 NM LSS tourner à droite vers RM 224° pour intercepter et suivre le RDL 195° LSE (RM 195°) en montée vers 5000 (4220). A ARBON, intégrer l'attente à 5000 (4220).
Palier d'accélération non étudié.

Missed APCH : Climb straight ahead to 5000 (4220) and expect radar vectors (see AD 2 LFLL 22.2.7). If radio failure, climb straight ahead. At 8.3 NM LSS turn right to MAG 224° to intercept and follow RDL 195° LSE (MAG 195°) climbing up to 5000 (4220).
At ARBON, join holding at 5000 (4220).
Acceleration level not studied.

→ LSS (NM)	11.8	7	4	1
→ LSE (NM)	11	6.2	3.2	0.2

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

REF HGT : ALT THR

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	980 (200)	550	146	1200 (420)	1200	420	1310 (530)	1500					
B			156				1440 (660)	1600					
C			167				1710 (930)	2400					
D			180				1720 (940)	3600					
DL			183										

NM	6	5	4	3	2
ALT	2720	2390	2060	1740	1420
(HGT)	(1940)	(1610)	(1280)	(960)	(640)

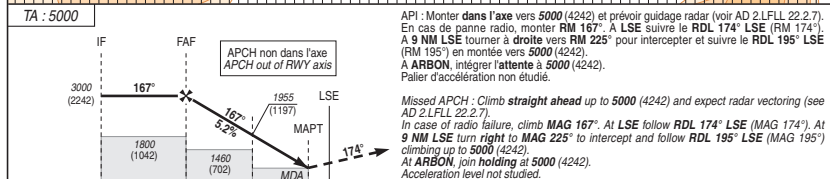
Observations/Remarks : (1) Base OCH : NIL / OCH base NIL. (2) Circuit main droite RWY 35 / Right hand circuit RWY 35.

FAF - THR	6.8 NM	70 kt 5 min 50	85 kt 4 min 48	100 kt 3 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

LYON SAINT EXUPERY

FNA VOR RWY 17R

ALT AD : 821, THR : 758 (28 hPa)

VAR
2°E
(2020)

→ LSE (NM) 11 6.9 3.7 1 0												
MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres.												
REF HGT : ALT THR												
CAT	VOR ⁽¹⁾			MVL / Circling ⁽²⁾								
	MDA (H)	RVR	OCH	MDA (H)	VIS							
A	1200 (450)	1500	442	1310 (550)	1500	DME LSE						
B		1500		1440 (680)	1600	NM	6	5	4	3	2	
C		2100		1710 (950)	2400	ALT	2690	2370	2050	1730	1420	
D		2100		1720 (960)	3600	(HGT)	(1932)	(1612)	(1292)	(972)	(662)	
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

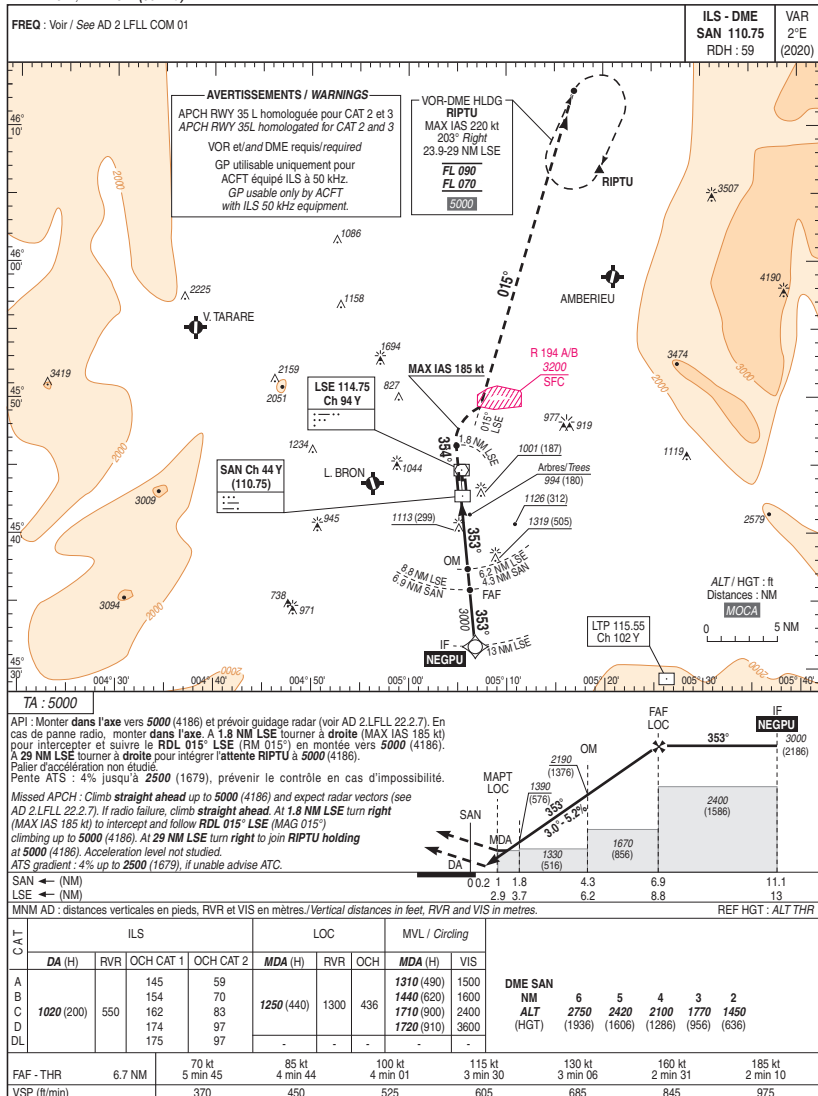
LYON SAINT EXUPERY

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



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
MAR 383 NDB	43°29'23.3"N - 005°08'14.1"E
	43°29.39'N - 005°08.24'E
MRM 108.8 Ch 25X VOR-DME	43°22'38.4"N - 005°19'35.2"E
	43°22.64'N - 005°19.59'E
MTG 117.3 Ch 120X VOR-DME	43°23'10.7"N - 005°05'12.6"E
	43°23.18'N - 005°05.21'E
ML Ch 40X (110.3)	43°26'39.3"N - 005°12'07.7"E
	43°26.66'N - 005°12.13'E
MPV Ch 48Y (111.15)	43°25'56.7"N - 005°13'08.4"E
	43°25.95'N - 005°13.14'E
POMEG	43°17'39.1"N - 005°19'42.3"E
	43°17.65'N - 005°19.71'E
ZEBRA	43°36'57.2"N - 004°57'36.3"E
	43°36.95'N - 004°57.61'E
FAP / FAF ILS Z RWY13L	43°35'23.5"N - 004°59'46.3"E
	43°35.39'N - 004°59.77'E
FAP / FAF ILS Z RWY31R	43°22'47.7"N - 005°17'44.6"E
	43°22.80'N - 005°17.74'E

FREQ :

ATIS PROVENCE 125.355

TWR PROVENCE ground : 121.905
tower : 133.100

APP PROVENCE Approach : 121.430 / 120.880

AIP
FRANCE

AD 2 LFML IAC RWY13L FNA ILS Z Y LOC Z Y

13 JUN 24

APPROCHE AUX INSTRUMENTS

MARSEILLE PROVENCE

Instrument approach

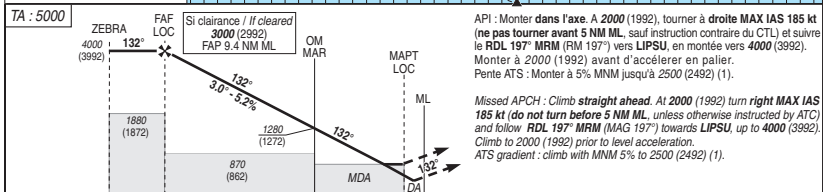
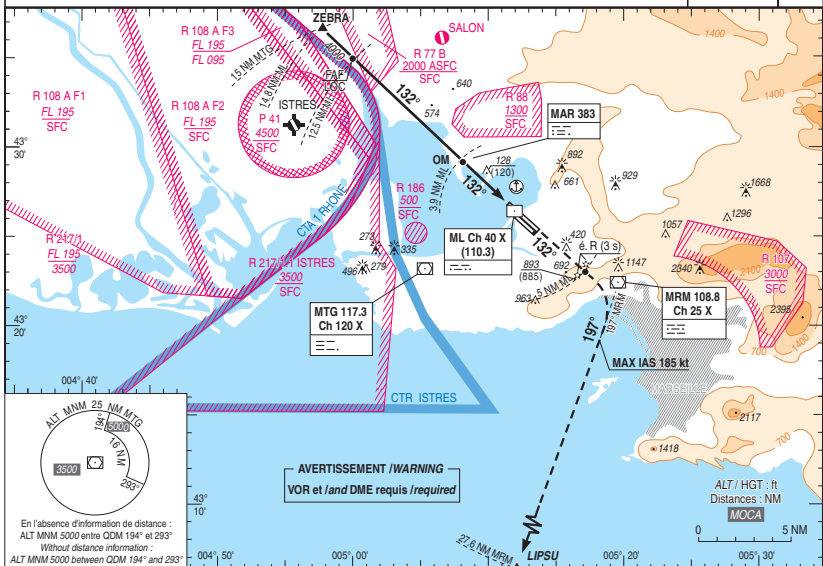
CAT A B C D

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
(2020)



→ DTHR (NM)	14.6	12.4	3.7	0.8
→ DME ML (NM)	14.8	12.5	3.9	1

MINM 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			ILS API (2)			OCH			LOC+DME ML			MVL / Circling (3)		
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	VIS
A	240 (230)		227	210 (200)	750	191	49						740 (740)	1500	
B	250 (240)		237	220 (210)	750	201	60						1190 (1180)	1600	
C	260 (250)		247	220 (210)	750	210	72			380 (370)	1300	367	1370 (1360)	2400	
D	270 (260)	800	260	240 (230)	800	223	-						1550 (1540)	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 à l'est de la piste / Circling prohibited East 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	70 kt	3 min 10	85 kt	2 min 37	100 kt	1 min 56	115 kt	1 min 42	130 kt	1 min 23	160 kt	1 min 12	185 kt	
VSP (ft/min)		370		450		530		610		690		850		980	

APPROCHE AUX INSTRUMENTS

Instrument approach

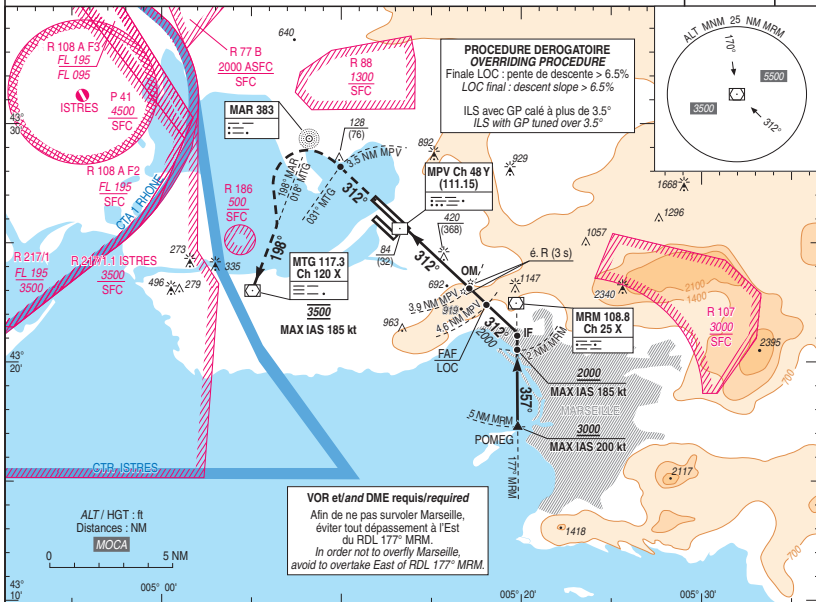
CAT A B C D

ALT AD : 70, DTHR : 52 (2 hPa)

MARSEILLE PROVENCE

FNA ILS Z ou/ou LOC Z RWY 31R

FREQ : voir/see AD 2 LFML COM 01

ILS / DME
MPV 111.15
RDH : 58VAR
2° E
(2020)

TA : 5000

API : Monter dans l'axe. Au RDL 031* MTG (3.5NM 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 (RM 198°)] vers MTG en montée vers 3500 (3448) puis suivre les indications du contrôle. Monter à 1300 (1248) avant d'accélérer en palier.
En cas de panne radio en API, après MTG suivre le RDL 175° MTG vers LIPSU (26.6 NM, MAX IAS 230 kt) à 4000 (3948) pour intégrer l'attente ou effectuer une nouvelle procédure (voir carte IAC RWY 31 INA RNAV SUD).

Missed APCH : Climb straight ahead. At RDL 031* MTG (3.5 NM DME MPV) 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 3500 (3448) then follow ATC instructions. Climb to 1300 (1248) prior to level acceleration.
In case of radio failure, after MTG follow RDL 175° MTG towards LIPSU (26.6 NM, MAX IAS 230 kt) at 4000 (3948) to enter the holding or proceed to a new procedure (see IAC RWY31 INA RNAV SUD).

ATIS gradient : climb with MNM 6% up to 3500 (3448). (1)
Pente ATIS : Monter à 6% MNM jusqu'à 3500 (3448). (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

CAT	ILS			LOC + DME MPV			MVL / Circling ⁽²⁾		DIST DME MPV			
	DA (H)	RVR	OCH	MDA (H)	RVR (3)	OCH	MDA (H)	VIS	NM	4	3	2
A	360 (300)	650	179	710 (660)	1500		740 (690)	1500	ALT	1740	1320	900
B	360 (300)	650	198	710 (660)	1500		1190 (1140)	1600	(HGT)	(1688)	(1268)	(848)
C	360 (300)	650	211	720 (670)	2400	637	1370 (1310)	2400				
D	360 (300)	650	227	720 (670)	2400		1550 (1490)	3600				

Observations/Remarks : (1) En cas d'impossibilité, en aviser le contrôle / If unable, advise ATC immediately.

(2) MVL interdites à l'est de la piste / Circling prohibited East of RWY. Circuit AD RWY 13 : main Droite / Right hand.

(3) De nuit si PAPI hors service / At night, if PAPI unserviceable : VIS : CAT A = 1500, CAT B = 1600, CAT C = 2400, CAT D = 3600.

OM - DTHR	3.7 NM	70 kt 3 min 10	85 kt 2 min 37	100 kt 2 min 13	115 kt 1 min 56	130 kt 1 min 42	160 kt 1 min 23	185 kt 1 min 12
VSP (ft/min)		500	600	710	820	920	1130	1310

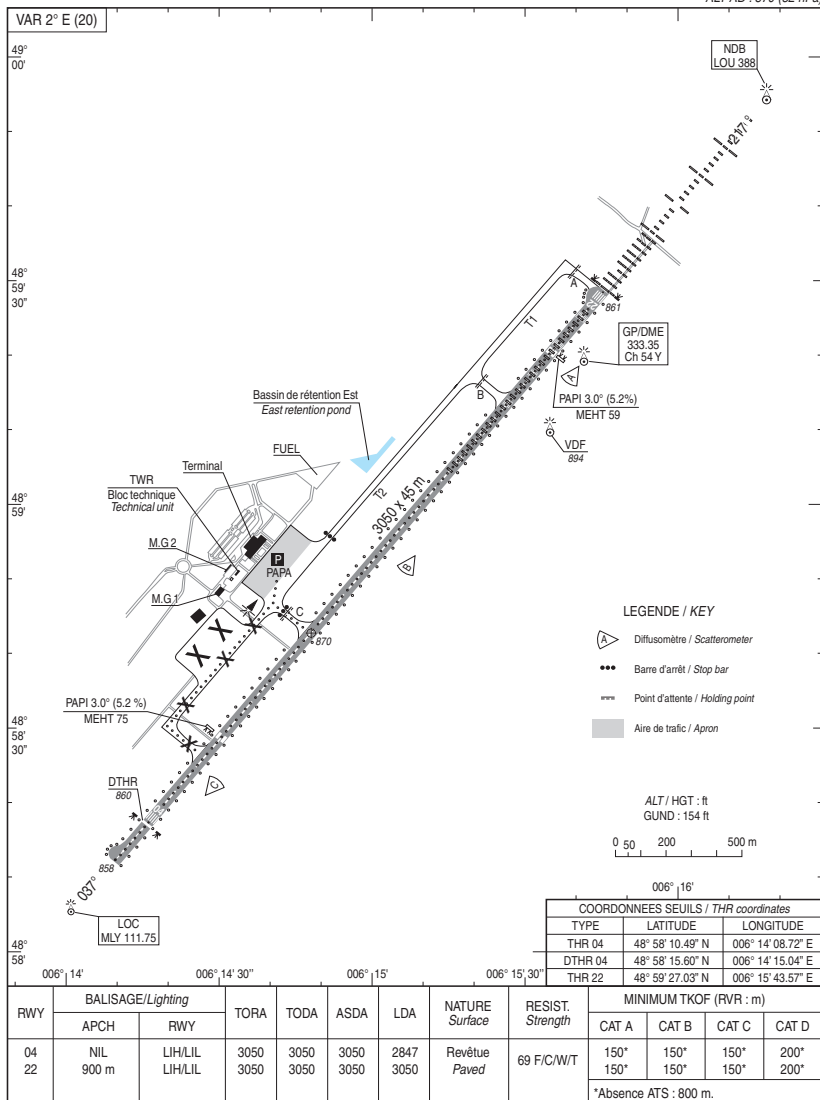
SERVICE
DE L'INFORMATION
AERONAUTIQUE

AMDT 06/24 CHG : RDH, MSA, contrainte altitude/vitesse MTG, obstacle, API, profil, minima, observations.

© SIA

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	48°59'54.0"N - 006°16'17.0"E
	<i>48°59.90'N - 006°16.28'E</i>
MTZ 354 NDB	49°16'34.1"N - 006°12'31.0"E
	<i>49°16.57'N - 006°12.52'E</i>
MLY Ch 54Y (111.75)	48°59'17.7"N - 006°15'39.6"E
	<i>48°59.30'N - 006°15.66'E</i>
MONCE	48°42'00.0"N - 006°26'06.0"E
	<i>48°42.00'N - 006°26.10'E</i>
EPL	48°19'04.2"N - 006°03'33.9"E
	<i>48°19.07'N - 006°03.57'E</i>
IJL04	48°46'51.4"N - 006°00'11.9"E
	<i>48°46.86'N - 006°00.20'E</i>
FAP ILS Y RWY22	49°07'42.4"N - 006°25'55.4"E
	<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

METZ NANCY LORRAINE

CAT A B C D

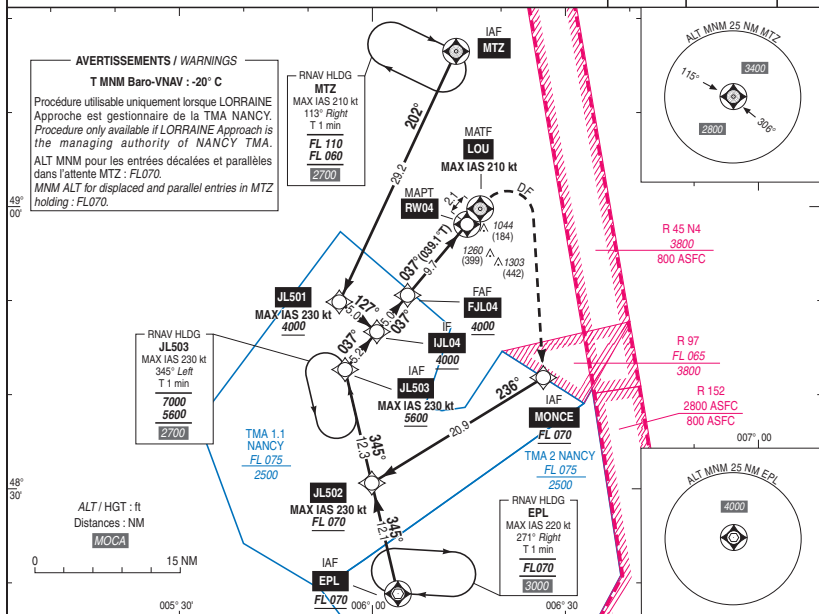
ALT AD : 870, DTHR : 860 (31 hPa)

RNP RWY 04

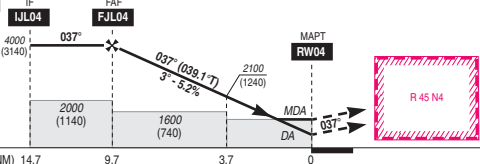
FREQ : voir/see AD 2 LFJL COM 01

RNP APCH

EGNOS
Ch 41011
E04A
TCH : 49

VAR
2°E
(2020)

TA : 5000



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

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 NM ALT (HGT)	9 3780 (2920)	8 3460 (2600)	7 3140 (2280)	6 2820 (1960)
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS					
A	1160 (300)	1400	270	1160	(300)	1400	270	1250 (390)	1500	390	1410 (550)	1500				
D			280	1160	(300)	1400	280	1250 (390)	1500	390	1410 (550)	1600				
C			290	1160	(300)	1400	295	1260 (400)	1800	430	1660 (800)	2400				
B			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

RNP RWY 04											
RMK	Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MAG VAR 2020 2.15°E		Ref NAVD: - - Vertical angle (°) / TCH (m)
									MINM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	
HLDG			EPL								
			JL503								
			MTZ								
			EPL	-					-		RNAV 1 / RNP APCH
INA EPL		TF	JL502	-	345	347.0	12.1	-	FL070	-	230
		TF	JL503	-	345	346.9	12.3	-	5600	-	230
		TF	JL504	-	037	039.0	5.2	-	4000	-	RNAV 1 / RNP APCH
INA JL503		IF	JL503	-					5600	-	-
		TF	JL504	-	037	039.0	5.2	-	4000	-	RNAV 1 / RNP APCH
		IF	MONCE	-					FL070	-	-
INA MONCE		TF	JL502	-	236	237.8	20.9	-	FL070	-	230
		TF	JL503	-	345	346.9	12.3	-	5600	-	230
		TF	JL504	-	037	039.0	5.2	-	4000	-	-
		IF	MTZ	-					-	-	RNAV 1 / RNP APCH
INA MTZ		TF	JL501	-	202	204.4	29.2	-	4000	-	230
		TF	JL504	-	127	129.0	5.0	-	4000	-	RNAV 1 / RNP APCH
APCH		IF	JL504	-					4000	-	RNP APCH
		TF	FJL04	-	037	039.0	5.0	-	4000	-	-
		TF	RW04	Yes	037	039.1	9.7	-	-	-	-3.0 / 15
		TF	LOU	Yes	037	039.2	2.1	-	-	-	210
		DF	MONCE	-				R	FL070	-	RNP APCH

APPROCHE AUX INSTRUMENTS

Instrument approach

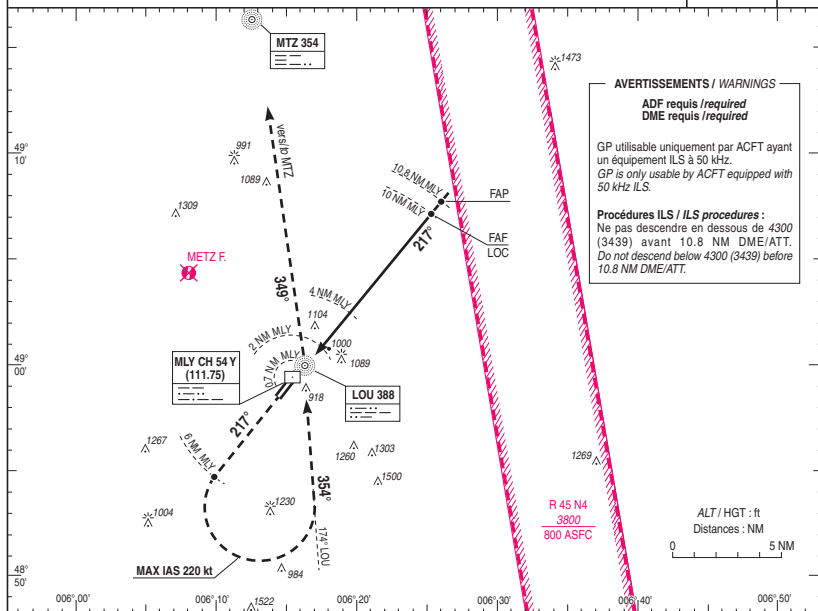
CAT A B C D

ALT AD : 870, THR : 861 (31 hPa)

METZ NANCY LORRAINE

FNA ILS Y ou/ou LOC Y RWY 22

FREQ : voir / see AD 2 LFJL COM 01

ILS/DME
MLY 111.75
RDH : 52VAR
2° E
(2020)

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	ILS Y	OCH ILS Y CAT 1	OCH ILS Y CAT 2	LOC Y + DME MLY			MVL / Circling ⁽¹⁾		CAT 2 et/and 3 : ACFT CAT D VREF < 159 kt ACFT CAT DL VREF < 154 kt	
				MDA (H)	RVR	OCH	MDA (H)	VIS	DME MLY (pour une pente de 5.7% / for a 5.7% slope)	
A		152	60				1410 (550)	1500	NM	6
B		163	73				1410 (550)	1600	ALT	5
C	1060 (200)	176	86	1300 (440)	1300	435	1660 (800)	2400	(HGT)	4
D		190	100				1710 (850)	3600		3
DL		192	100							2

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.

FAP - 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						

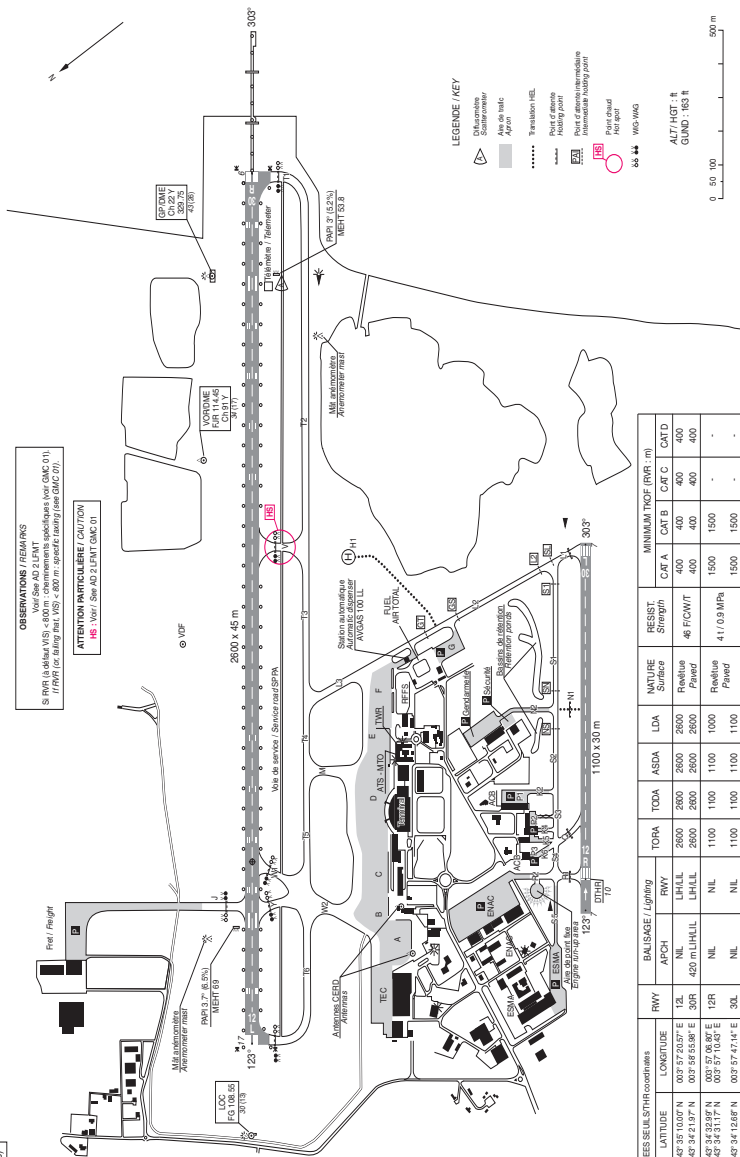
AD 2 LFMT ADC 01
10 AUG 23

MONTPELLIER MEDITERRANEE
43 35 00 N - 003 57 41 E
ALT AD : 17 (1 hPa)

1

OBSERVATIONS / REMARKS
Vair: See AD 2 LFMT
SI RVR (à défaut VIS) < 800 m : cheminement spécifiques (voir GNC 01).
If RVR (or, failing that, VIS) < 800 m : specific taxiing (see GNC 01).

ATTENTION PARTICULIÈRE / CAUTION
HS : Voir / See AD 2 LFMT GMC.01



COORDONÉES SEULS TH coordinates			BALSAISE / Lighting		TORA		ASDA		NATURE Surface		RESIST. Strength	MINIMUM TROF (RVR: m)			
TYPE	LATITUDE	LONGITUDE	RWY	APCH	RWY	TORA	ASDA	LDA	Surface	Finish		CAI A	CAI B	CAI C	CAI D
THR 12L	03° 57' 10.00"N	003° 57' 20.57"E	12L	NIL	LHALL	2600	2600	2600	2600	Revelure	46°/CW/T	400	400	400	400
THR 30R	03° 57' 55.58"E	03° 57' 55.58"E	30R	420 m LHALL	LHALL	2600	2600	2600	2600	Paved		400	400	400	400
THR 28R	03° 57' 32.00"E	003° 57' 08.60"E	12R	NIL	NIL	1100	1100	1000	1000	Revelure		1500		-	-
THR 12R	03° 57' 10.43"E	003° 57' 10.43"E	30R	NIL	NIL	1100	1100	1100	1100	Paved	41°/0.9MPa	1500	1500	1500	1500
THR 30L	03° 57' 42.14"E	003° 57' 42.14"E	12R	NIL	NIL	1100	1100	1100	1100			1500	1500		

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
FG 339 NDB	43°33'24.4"N - 004°00'50.6"E
	<i>43°33.41'N – 004°00.84'E</i>
FJR 114.45 Ch 91Y VOR-DME	43°34'42.1"N - 003°58'29.0"E
	<i>43°34.70'N – 003°58.48'E</i>
FG Ch 22Y (108.55)	43°34'30.6"N - 003°58'48.3"E
	<i>43°34.51'N – 003°58.81'E</i>
ESPIG	43°30'38.6"N - 004°06'18.7"E
	<i>43°30.64'N – 004°06.31'E</i>
FAF VOR X RWY12L	43°38'31.0"N - 003°50'03.7"E
	<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

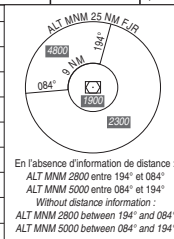
MONTPELLIER MEDITERRANEE

ILS Z ou/or LOC Z RWY 30R

ILS - DME	VAR
FG 108.55	2°E
RDH : 50	(2020)

ILS Z ou/or LOC Z RWY 30R

ILS - DME	VAR
FG 108.55	2°E
RDH : 50	(2020)



0	1.3	2.1	4.3	6.5	7.0
0	1	1.8	4	6.2	6.7

R and VIS in metres.						REF HGT : ALT TH
DME FG						
NM	6	5	4	3	2	
ALT	1950	1620	1300	970	650	
(HGT)	(1944)	(1614)	(1294)	(964)	(644)	
DME FJR						
NM	6	5	4	3	2	
ALT	1850	1520	1200	870	550	
(HGT)	(1844)	(1514)	(1194)	(864)	(544)	

DME : NIL (MAPT position).

130 kt 2 min 45	130 kt 2 min 26	145 kt 2 min 11	160 kt 1 min 59	185 kt 1 min 43
0	685	765	845	980

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
NTS 115.5 Ch 102X VOR-DME	47°09'39.1"N - 001°36'46.7"W
	<i>47°09.65'N – 001°36.78'W</i>
NT Ch 36X (109.9)	47°08'39.2"N - 001°37'09.6"W
	<i>47°08.65'N – 001°37.16'W</i>
ABLAN	47°18'49.0"N - 001°25'25.0"W
	<i>47°18.82'N – 001°25.42'W</i>
DOGOV	46°56'12.4"N - 001°46'29.1"W
	<i>46°56.21'N – 001°46.49'W</i>
NORMI	46°53'46.0"N - 002°05'31.0"W
	<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

AD 2 LFRS IAC RWY03 FNA ILS CAT123 LOC Z
03 OCT 24

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 90. THR : 73 (3 hPa)

NANTES ATLANTIQUE

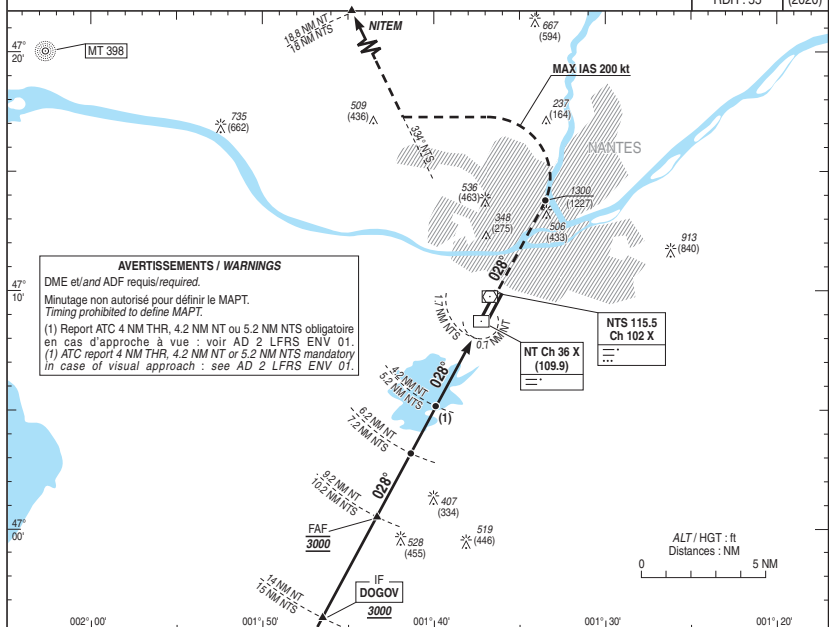
FNA ILS Z CAT I RWY 03 ou/or

FNA ILS Z CAT II *et/and* CAT III RWY 03 *ou/or*

FNA LOC 7 RWY 03

FREQ : voir / see AD 2 LFRS COM 01

ILS - DME	VAR
NT 109.9	0°
RDH : 55	(2020)



DME et/and ADE requis/required

DME et/and ADF requis/required.

Minutage non autorisé pour définir le MAPT.

Timing prohibited to define MAPT.

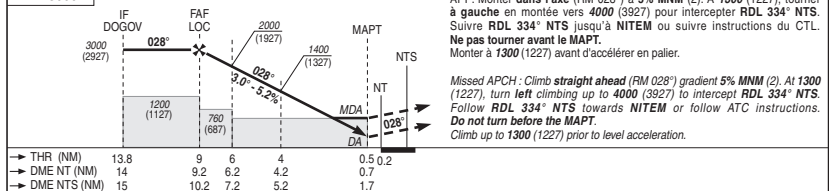
(1) Report ATC 4 NM THR, 4.2 NM NT ou 5.2 NM NTS obligatoire

(1) Report AFS 4 NM min, 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



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 CAT 1	OCH ILS Z CAT 2	LOC Z			MVL / Circling		APCH RWY 03 homologues 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			MDA (H)	RVR	OCH	MDA (H)	VIS	DME NT									
A B C D E	280 (200)	550	166	75	390 (320)	750	311	830 (760)	3400	DME NT										
			830 (760)	3400				NM												
			830 (760)	3400				DME NT												
			830 (760)	3400				NM												
			830 (760)	3400				DME NT												
			186	96				940 (870)	3400	ALT	2950	2630	2310	1990	1670	1350	1030	710		
			196	100				940 (870)	3600	(HGT)	(2877)	(2557)	(2237)	(1917)	(1577)	(1277)	(957)	(637)		

Observations / Remarques : (2) Pente API 5% cause ATS Prévenir le CTI 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%

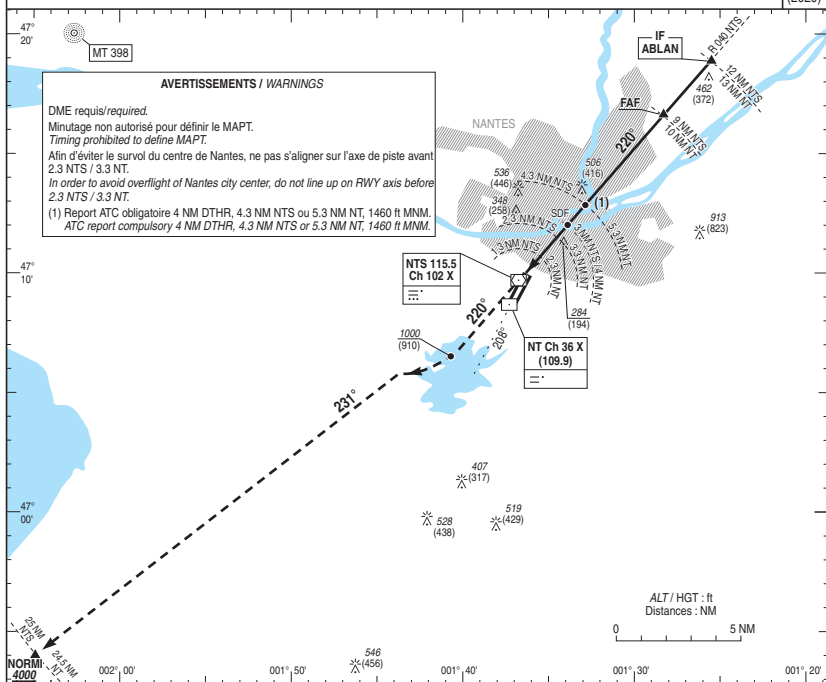
6.2 NM NT - THR	6.0 NM	70 kt 5 min 09	90 kt 4 min 00	110 kt 3 min 16	130 kt 2 min 46	150 kt 2 min 24	170 kt 2 min 07	190 kt 1 min 54
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NANTES ATLANTIQUE

ALT AD: 90 (4 hPa), DTHR: 87

FNA VOR RWY21

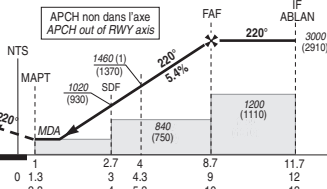
FREQ : voir / see AD 2 LFRS COM 01

VAR
0°
(2020)

TA : 5000

Monter à **1000** (910) avant d'accélérer en palier.

Climb up to **1000** (910) prior to level acceleration.



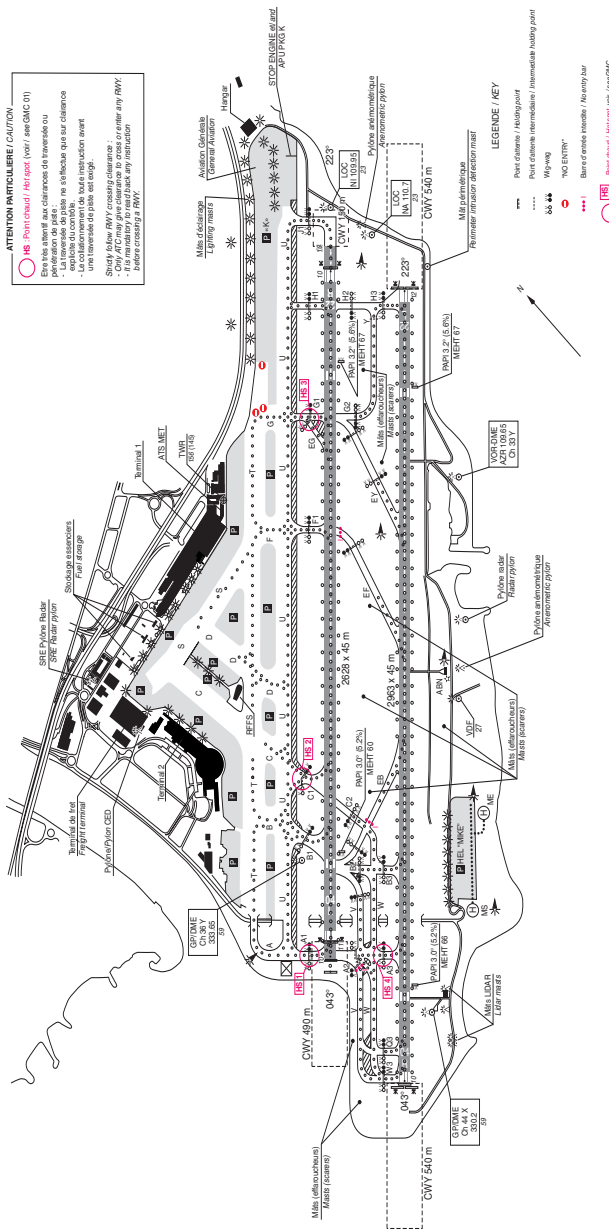
DTHR	← (NM)
DME NTS	← (NM)
DME NT	← (NM)

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									
	MDA (H)	RVR	MDA (H)	VIS	DME NT NM	9	8	7	6	5	4	3
A	830 (740)	3400	830 (740)	3400	DME NTS NM	2670	2340	2010	1680	1350	1020	690
B	830 (740)	3400	830 (740)	3400	ALT	8	7	6	5	4	3	2
C	830 (740)	3400	940 (850)	3400	(HGT)	(2580)	(2250)	(1920)	(1590)	(1260)	(930)	(600)
D	840 (750)	3500	940 (850)	3600								

Observations /Remarks : NIL

[illegible]

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
MUS 428 NDB	43°23'04.5"N - 006°36'22.9"E
	43°23.08'N - 006°36.38'E
AZR 109.65 Ch 33Y VOR-DME	43°39'35.0"N - 007°13'27.9"E
	43°39.58'N - 007°13.47'E
CGS Ch 29X 109.2	43°38'42.9"N - 007°08'45.3"E
	43°38.72'N - 007°08.76'E
NIZ Ch 71X 112.4	43°46'14.3"N - 007°15'15.8"E
	43°46.24'N - 007°15.26'E
NI Ch 36Y (109.95)	43°39'17.5"N - 007°12'22.0"E
	43°39.29'N - 007°12.37'E
BADPO	43°39'33.1"N - 007°34'07.7"E
	43°39.55'N - 007°34.13'E
LEMPU	43°28'12.5"N - 006°57'19.4"E
	43°28.21'N - 006°57.32'E
NERAS	43°24'56.7"N - 007°49'27.4"E
	43°24.95'N - 007°49.46'E
FAF VOR B RWY22L/22R	43°39'33.8"N - 007°29'58.9"E
	43°39.56'N - 007°29.98'E

FREQ :

ATIS NICE 129.605
TWR NICE ground : 121.705
tower : 118.700
APP NICE 120.655 / 122.925

NICE COTE D'AZUR

Procédure à utiliser en cas de panne de radiocommunication
Procedure to use in case of radiocommunication failure

ILS ou/or LOC Y RWY 04L

ILS - DME	VAR
NI 109.95	2° E
RDH : 49	(2020)

TA : 5000

En cas de clairance à / In case of clearance at 3000 (2990) FAP 9.2 NM NI

API : Monter RM 043°. A 1.2 NM 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°. At 1.2 NM NI turn right climbing. Then join and follow RDL 117° AZR (RM 117°) towards NERAS climbing up to 3000 (2989).

At NERAS, turn left MAG 087° to join holding. Climb up to 1200 (1189) prior to level acceleration.

Distance (NM)	Altitude (ft)	Altitude (m)
12.4	4000	3989
9.2	2400	2389
5.0	1640	1629
2.9	580	569
0.9	29	0.9
1.0	0.9	1.0
1.2	1200	1189

NMN 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%				ILS API 3%				LOC+DME NI			MVL / Circling ⁽²⁾		DME NI						
	DA (H)	RVR	OCH		DA (H)	RVR	OCH		MDA (H)	RVR	OCH	MDA (H)	VIS	NM ALT (HGT)	12 3840	11 3520	10 3200	9 2880	8 2640	7 2240
A	310 (300)	1400	297		300 (280)	1300	278					780 (760)	3500							
B	320 (310)	1400	307		310 (290)	1400	288					780 (760)	3500							
C	330 (310)	1700	378		310 (300)	1400	298		390 (380)	1700	377	1700 (1690)	5000							
D	400 (390)	1800	388		320 (310)	1400	308					2420 (2410)	5000							
E	400 (390)	1800	388		320 (310)	1400	308							1920 (1909)	1610 (1599)	1290 (1279)	970 (959)	650 (639)	330 (319)	

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

Instrument approach

CAT A B C D

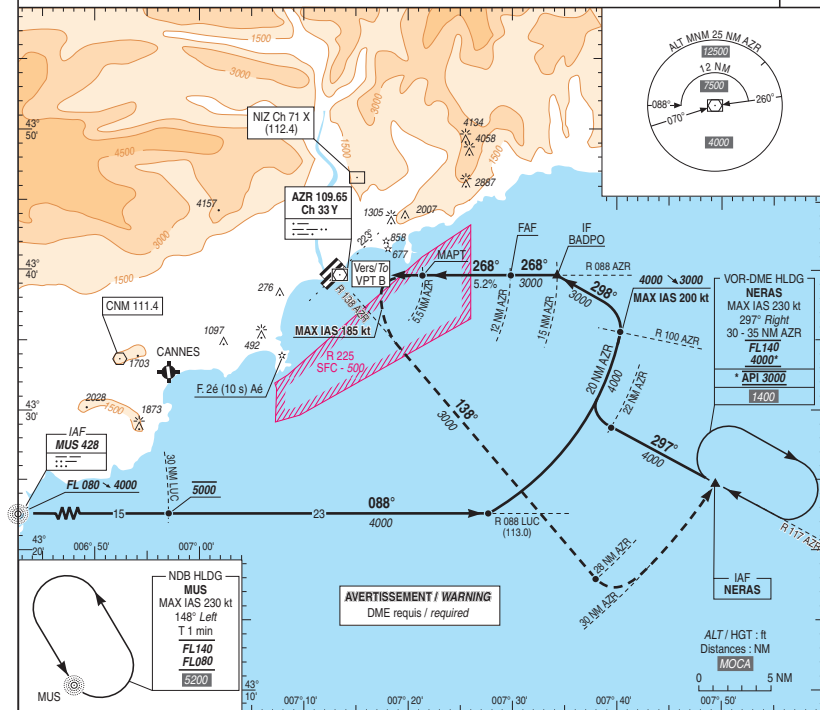
ALT AD : 12 (1 hPa), THR : 10

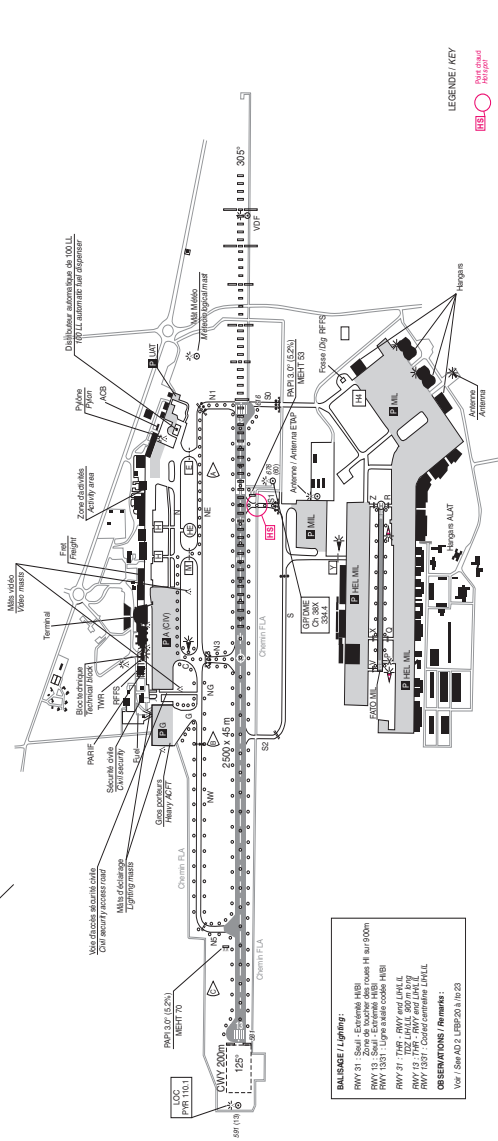
NICE COTE D'AZUR

VOR B RWY 22L/22R

FREQ : Voir / See AD 2 LFMN COM 01

VAR
2°E
(2020)





COORDONNEES SEUL / THW coordinates			BALISE/Lighting				TORA		ASDA		LDA		NATURE Surface		RESIST. Strength		MINIMUM T.O.F (RVR. m)			
TYPE	LATITUDE	LONGITUDE	RWY	APCH	RWY												CAT A	CAT B	CAT C	CAT D
TH113	47° 22' 13,57" N	007° 25' 59,74" W	13	NIL	LH.LLH	2500	2500	2500	2500	2500	2500	2500	2500	Revelue	52 FWCWt		150	150	150	200
TH131	47° 22' 28,75" N	007° 24' 29,67" W	31	900 m	LH.LLH	2500	2700	2500	2500	2500	2500	2500	2500	Paved			150	150	150	200

ATTENTION PARTICULIERE / CAUTION:

R5: Freque d'incursion de piste : distance de volage courte depuis la zone d'embarquement R5RW vers le pont d'atterrissage S1.
Risk of runway incursion : short runway distance from parking/airline area to holding point S1.

RWY 31 : LTO : RVR MIN = 75 m

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
PO 397 NDB	43°18'50.8"N - 000°09'58.4"W
	<i>43°18.85'N – 000°09.97'W</i>
PU 364 NDB	43°19'13.9"N - 000°18'18.4"W
	<i>43°19.23'N – 000°18.31'W</i>
PYR Ch 38X (110.1)	43°22'31.0"N - 000°24'44.2"W
	<i>43°22.52'N – 000°24.74'W</i>
FAF / FAP RWY31	43°18'10.4"N - 000°16'21.4"W
	<i>43°18.17'N – 000°16.36'W</i>

PAU PYRENEES

FNA ILS CAT I ou/ou CAT II et /and CAT III RWY 31

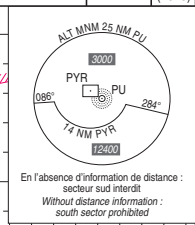
FNA LOC RWY 31

	U.S. DME	VAR
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ILS-DME	VAR
PYR 110.1	0°

RDH : 52 (2020)

	(---)
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REF HGT : ALT THR

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	
FAF - MPT LOC	6.7 NM	6 min 17	5 min 30	4 min 53	4 min 24	4 min 00	3 min 40	3 min 23	3 min 02	2 min 45	2 min 31	2 min 23	
		5 min 44	5 min 01	4 min 28	4 min 01	3 min 39	3 min 21	3 min 05	2 min 46	2 min 31	2 min 18	2 min 10	
VSP (ft/min)		370	420	475	530	580	635	685	765	845	925	980	

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
PPG 116.25 Ch 109Y VOR-DME	42°45'01.7"N - 002°52'01.7"E
	<i>42°45.03'N - 002°52.03'E</i>
PL Ch 54Y (111.75)	42°44'22.1"N - 002°52'32.6"E
	<i>42°44.37'N - 002°52.54'E</i>
BAMGO	42°52'56.1"N - 003°02'25.3"E
	<i>42°52.94'N - 003°02.42'E</i>
LANET	42°42'10.0"N - 003°06'25.6"E
	<i>42°42.17'N - 003°06.43'E</i>
IMP15	42°59'07.8"N - 002°40'00.5"E
	<i>42°59.13'N - 002°40.01'E</i>
IF ILS / LOC RWY33	42°35'37.4"N - 002°59'44.7"E
	<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

Instrument approach

CAT A B C D

ALT AD : 144, THR : 130 (5 hPa)

RNP RWY 15

ATIS : PERPIGNAN :

127.880

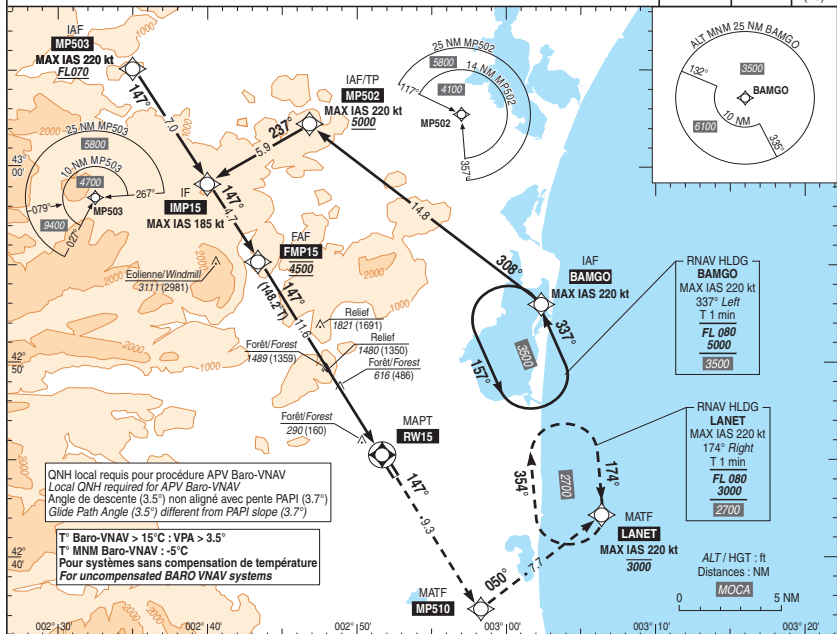
APP : MONTPELLIER Approche / Approach

Voi/See AD 2 LFMT COM 01

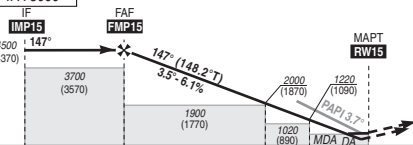
TWR : PERPIGNAN Tour / Tower

Voi/See AD 2 LFMP COM 01

RNP APCH	RDH : 49	VAR 1°E (20)
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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.23.2												
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS													
A	420 (290)	1400	290	530 (400)	1500		750 (610)	1500	DIST RW15	NM	11	10	9	8	7	6	5	4	3	2	1
B	440 (310)	1400	304		1500		1070 (940)	1600													
C	450 (320)	1400	314		1800		1430 (1300)	2400													
D	460 (330)	1500	326		1800		1940 (1810)	3600													
					396																

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

RNP RWY 15												
RMK	-	MAG VAR 2020 1.4°E				REF NAVAID :-						
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MMM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TCH (m)	NAV Spec
HLDG	-	BAMGO	-	-	-	-	-	-	-	-	-	-
HLDG	-	LANET	-	-	-	-	-	-	-	-	-	-
INA MP502	IF	MP502	-	-	-	-	-	5000	-	220	-	RNP APCH
	TF	IMP15	-	237	238.1	5.9	-	-	-	185	-	RNP APCH
INA BAMGO	IF	BAMGO	-	-	-	-	-	-	-	220	-	RNP APCH
	TF	MP502	-	308	309.2	14.8	-	5000	-	-	-	RNP APCH
INA MP503	TF	IMP15	-	237	238.1	5.9	-	-	-	185	-	RNP APCH
	IF	MP503	-	-	-	-	-	FL070	-	220	-	RNP APCH
	TF	IMP15	-	147	148.1	7.0	-	-	-	185	-	RNP APCH
	IF	IMP15	-	-	-	-	-	-	-	185	-	RNP APCH
APCH	TF	FMP15	-	147	148.1	4.7	-	4500	4500	-	-	RNP APCH
	TF	RW15	Yes	147	148.2	11.6	-	-	-	-	-3.5/15	RNP APCH
	TF	MP510	-	147	148.3	9.3	-	-	-	-	-	RNP APCH
	TF	LANET	-	050	051	7.7	L	-	3000	220	-	RNP APCH

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 144, DTHR : 135 (5 hPa)

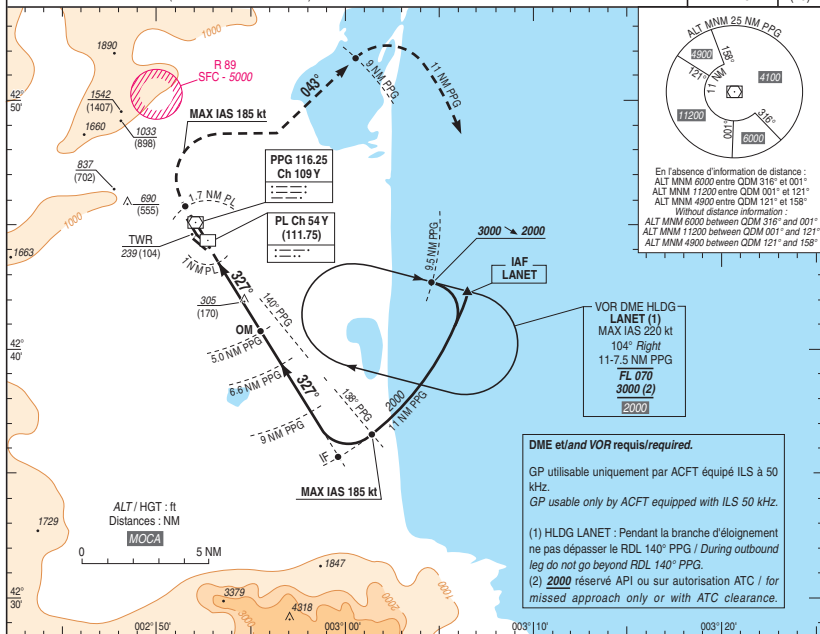
PERPIGNAN RIVESALTES

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)

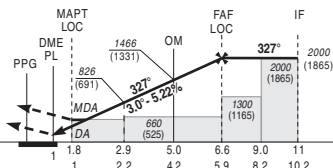
ILS - DME
PL 111.75
RDH : 52VAR
1° E
(20)

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)



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 PL			MVL / Circling ⁽¹⁾	
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS
A			169				750 (610)	1500
B			181	480 (340)	1100	339	1070 (940)	1600
C	340 (200)	750	189				1430 (1300)	2400
D			200				1940 (1810)	3600

DME PL	5	4	3	2
NM	1710	1400	1080	760
(HGT)	(1575)	(1265)	(945)	(625)

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

ATIS : 121.780 ☎ 05 49 41 94 30

Aerodrome chart

POITIERS BIARD

46 35 15 N - 000 18 24 E

ALT AD : 423 (16 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
POI 113.3	46°34'51.6"N - 000°17'53.5"E
	46°34.86'N - 000°17.89'E
PT Ch 46Y (110.95)	46°35'40.4"N - 000°18'53.1"E
	46°34.67'N - 000°18.89'E
BI030	46°42'14.2"N - 000°24'25.1"E
	46°42.24'N - 000°24.42'E
BI032	46°34'55.9"N - 000°04'38.3"E
	46°34.93'N - 000°04.64'E
IBI03	46°24'54.7"N - 000°09'34.7"E
	46°24.91'N - 000°09.58'E
FBI03	46°27'55.6"N - 000°12'08.9"E
	46°27.93'N - 000°12.15'E

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

ALT AD : 423, THR : 417 (15 hPa)

POITIERS BIARD

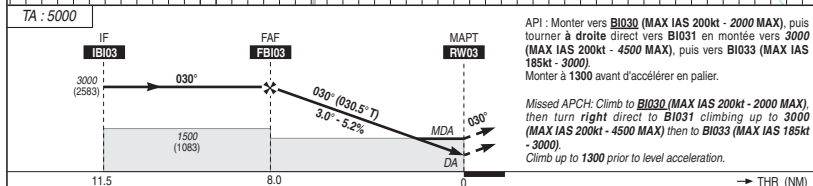
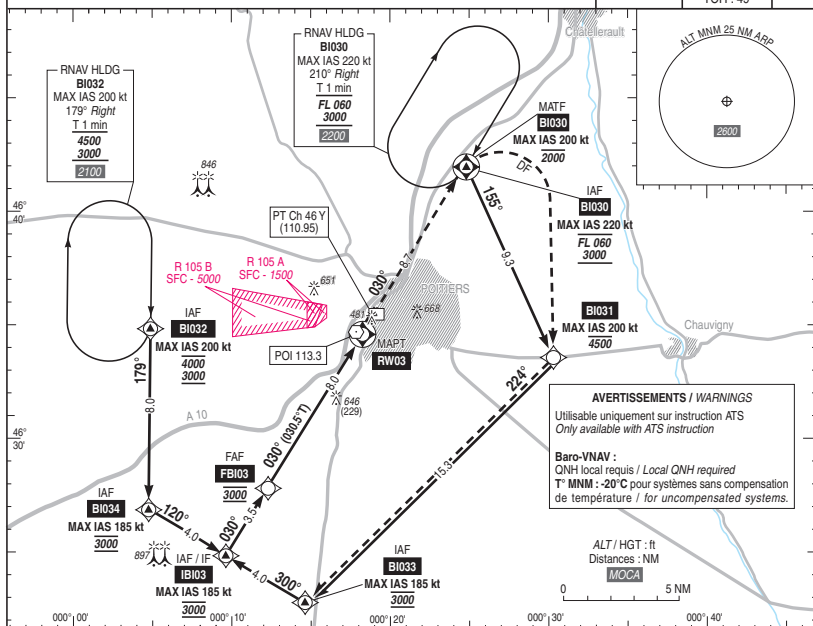
RNP RWY 03

ATIS POITIERS 121.780

APP : POITIERS Approche / Approach 134.100

TWR : POITIERS Tour / Tower 118.500

RNP APCH

EGNOS
Ch 61875
E03A
TCH : 49VAR
1° E
(2020)

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			163			174	1500			970 (550)	1500	NM ALT (HGT)
B	670 (250)	1300	173	670 (250)	1300	181	1500			970 (550)	1600	
C			183			194	2200			1140 (720)	2400	
D			193			220	2200			1140 (720)	3600	
												7 6 5 4 3 2
												2700 2380 2060 1750 1430 1110
												(2283) (1963) (1643) (1333) (1013) (693)

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

FBI03 - RW03	8.0 NM	70 kt	80 kt	90 kt	100 kt	130 kt	145 kt	160 kt	185 kt
VSP (ft/min)	370	6 min 51	6 min 00	5 min 20	4 min 48	4 min 10	3 min 42	3 min 19	2 min 36
		370	420	480	530	610	690	770	840

RNP RWY 03											
RMK		MAG VAR 2020 05°E				REF NAVAD - -					
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Navigation Vertical angle (°) / TCH (ft)
HLDG	-	BI030	-	-	-	-	-	-	-	-	-
	-	BI032	-	-	-	-	-	-	-	-	-
	IF	BI032	-	-	-	-	-	3000	4000	200	-
INA BI032	TF	BI034	-	179	179.9	8.0	-	3000	3000	185	-
	TF	BI03	-	120	120.4	4.0	-	3000	3000	185	-
	IF	BI034	-	-	-	-	-	3000	3000	185	-
INA BI034	TF	BI03	-	120	120.4	4.0	-	3000	3000	185	-
	IF	BI033	-	-	-	-	-	3000	3000	185	-
	TF	BI03	-	300	300.5	4.0	-	3000	3000	185	-
INA BI030	IF	BI030	-	-	-	-	-	3000	FL060	220	-
	TF	BI031	-	155	155.4	9.3	-	3000	4500	200	-
	TF	BI033	-	224	224.4	15.3	-	3000	3000	185	-
APCH	TF	BI03	-	300	300.5	4.0	-	3000	3000	185	-
	IF	BI03	-	-	-	-	-	3000	3000	185	-
	TF	FB03	-	030	030.5	3.5	-	3000	3000	-	-
APCH	TF	RW03	Yes	030	030.5	8.0	-	-	-	-	-3.00 / 49
	TF	BI030	Yes	030	030.6	8.7	-	-	2000	200	-
	DF	BI031	-	-	-	-	R	-	4500	200	-
APCH	TF	BI033	-	224	224.4	15.3	-	3000	3000	185	-

APPROCHE AUX INSTRUMENTS

POITIERS BIARD

Instrument approach

CAT A B C

ALT AD : 423 (16 hPa), THR : 421

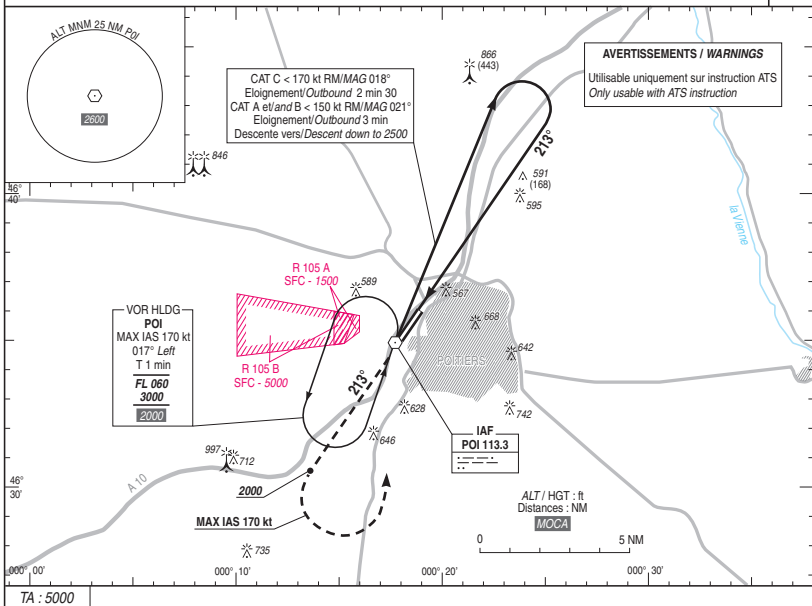
VOR Y RWY 21

ATIS POITIERS : 121.780

APP : POITIERS Approche/Approach 134.100

TWR : POITIERS Tour/Tower 118.500

VAR
1° E
(2020)



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.

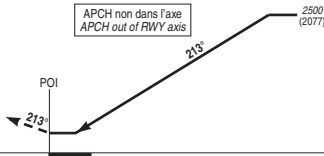
Missed APCH : Climb MAG 213° (RDL 033° POI) up to 2000 (1577).

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	900 (480)	1500	472	970 (540)	1500
B		1500		970 (540)	1600
C		1800		1140 (720)	2400

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

CARTE D'AERODROME

Aerodrome chart

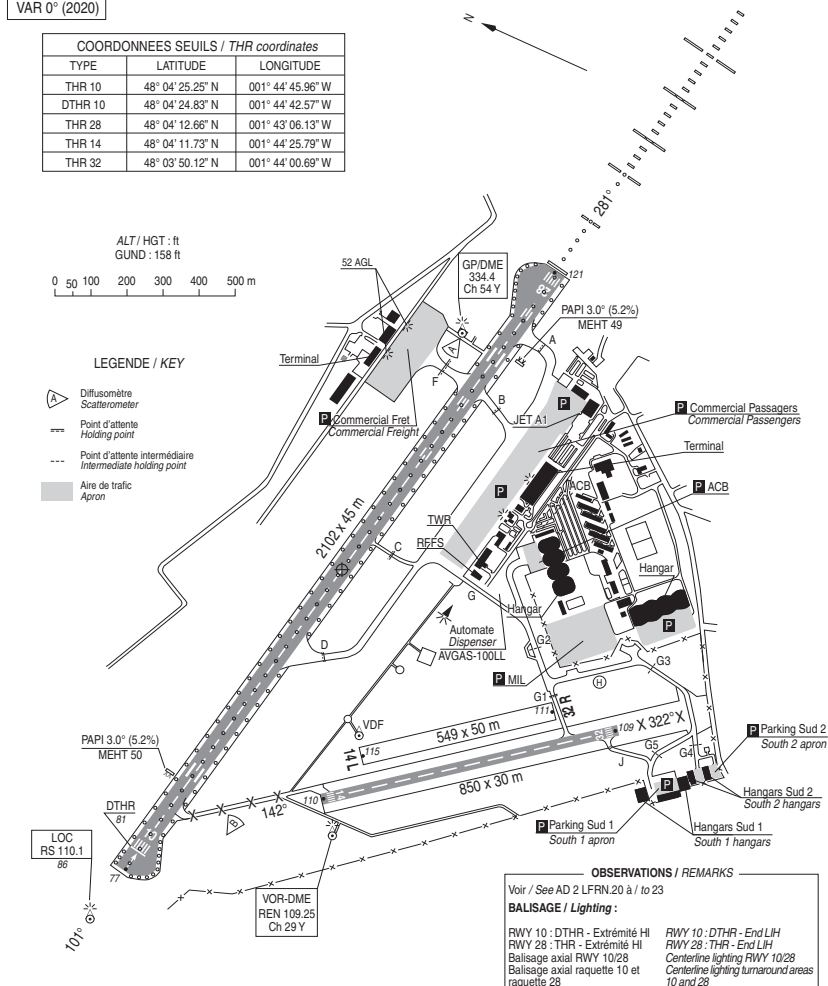
ATIS RENNES 136.405 ☎ 02 99 67 72 50
GND (SOL) 121.725

RENNES SAINT JACQUES

48 04 19 N - 001 43 56 W

ALT AD : 124 (5 hPa)

VAR 0° (2020)



OBSERVATIONS / REMARKS

Voir / See AD 2 LFRN 20 à / to 23

BALISAGE / Lighting :

RWY 10 : DTHR - Extrémité HI
RWY 28 : THR - Extrémité HI
Balise axiale RWY 10/28
Balise axiale raquette 10 et raquette 28

RWY 10 : DTHR - End LIH
RWY 28 : THR - End LIH
Centerline lighting RWY 10/28
Centerline lighting turnaround 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	Revêtu	70 F/C/W/T	250	250	250	300
28	900 m LIH	LIH	2102	2102	2102	2102	Paved		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	48°04'09.3"N - 001°44'30.0"W
	<i>48°04.16'N – 001°44.50'W</i>
RS Ch 38X (110.1)	48°04'18.2"N - 001°43'19.0"W
	<i>48°04.30'N – 001°43.32'W</i>
GOMDA	48°02'31.2"N - 001°29'47.7"W
	<i>48°02.52'N – 001°29.80'W</i>
LAPOX	48°06'52.4"N - 001°57'17.8"W
	<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

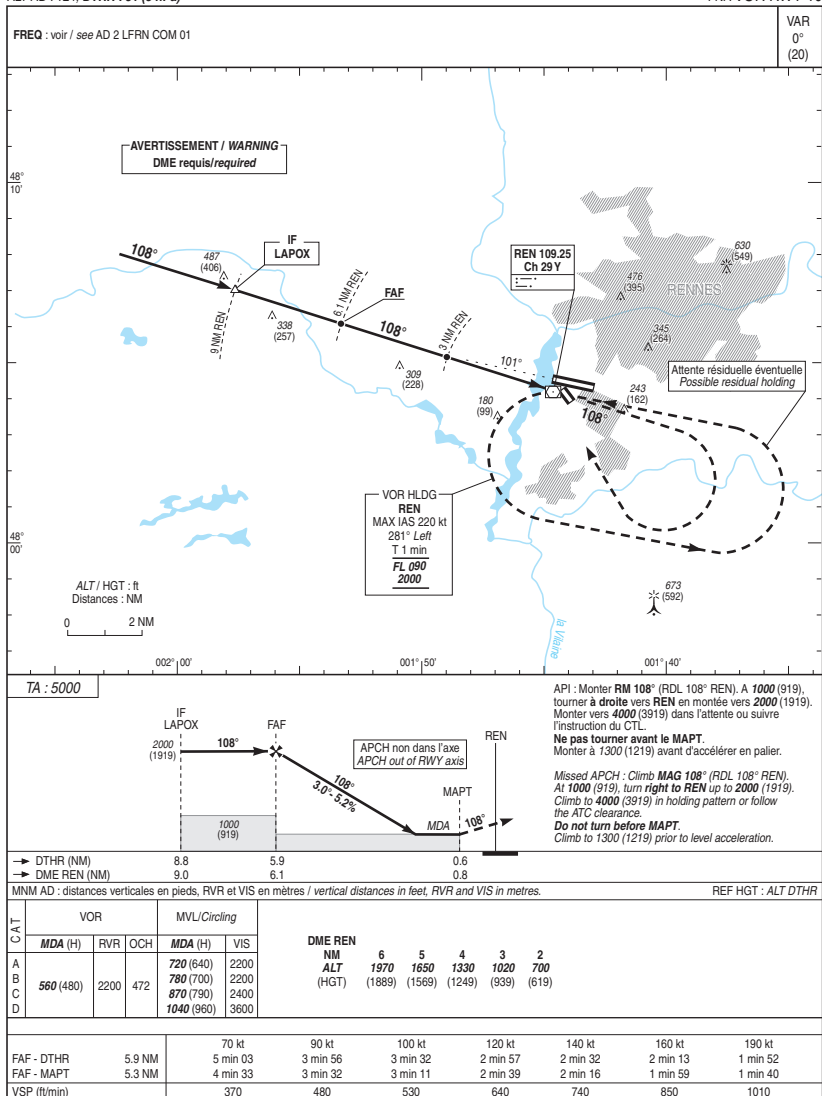
Instrument approach

CAT A B C D

ALT AD : 124, DTHR : 81 (3 hPa)

RENNES SAINT JACQUES

FNA VOR RWY 10



APPROCHE AUX INSTRUMENTS

Instrument approach

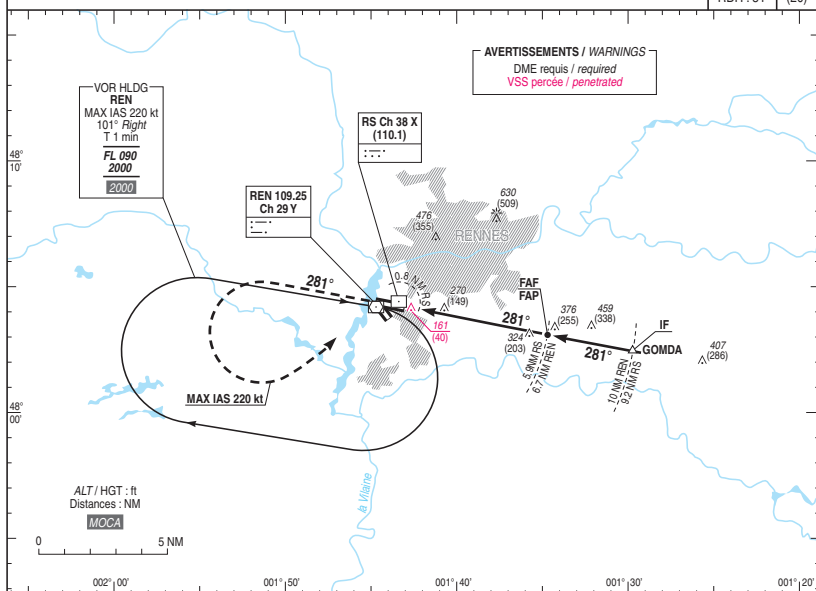
CAT A B C D

ALT AD : 124, THR : 121 (5 hPa)

RENNES SAINT JACQUES

FNA ILS ou/ou LOC RWY 28

FREQ : voir / see AD 2 LFRN COM 01

ILS-DME
RS 110.1
RDH : 51VAR
0°
(20)

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.

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.

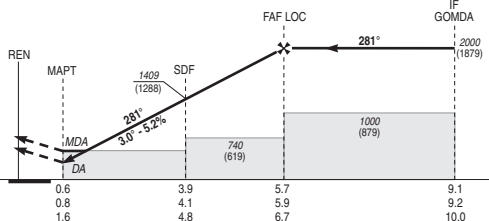
Do not turn before MAPT.

Climb up to 1300 (1179) prior to level acceleration.

THR ← (NM)

DME RS ← (NM)

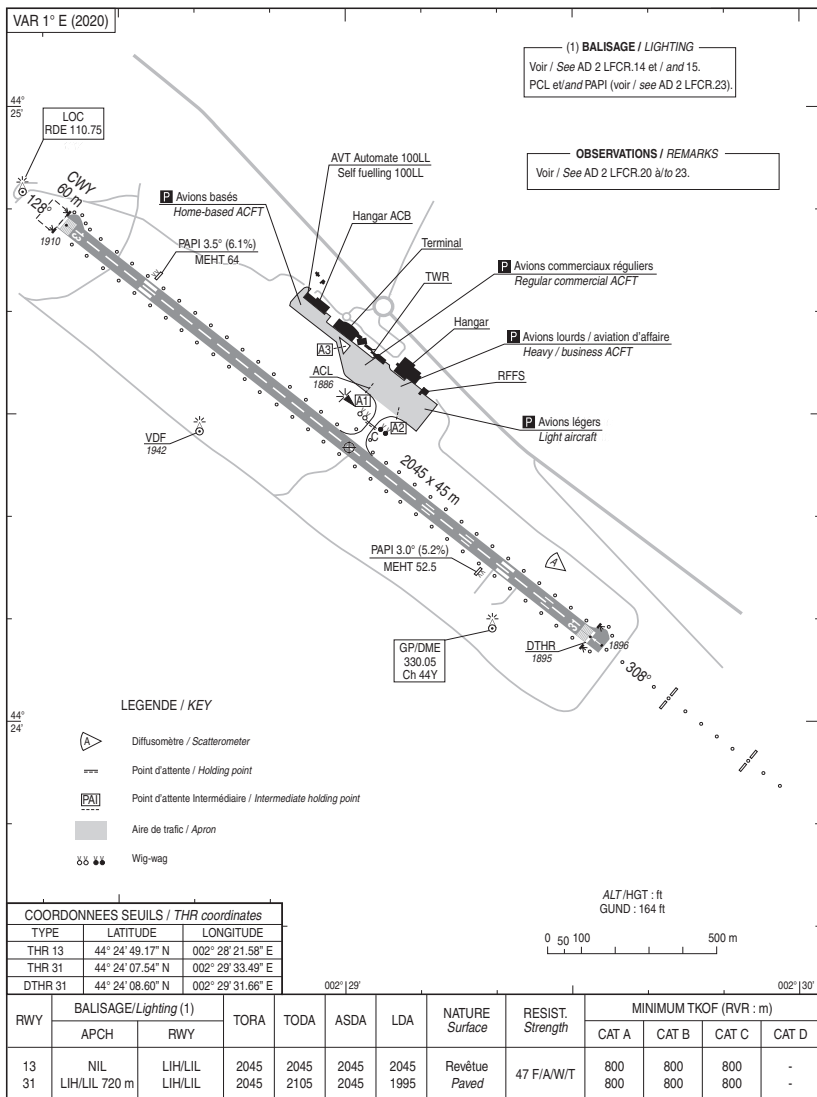
DME REN ← (NM)



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		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 (1589)	1400 (1270)	1080 (952)	760 (634)
B	320 (200)	189		530 (410)	1200	406	780 (660)	1600					
C	320 (200)	199					870 (750)	2400					
D	330 (210)	208					1040 (920)	3600					
FAF - THR		5.7 NM	70 kt	4 min 55	4 min 03	3 min 27	100 kt	3 min 00	115 kt	130 kt	145 kt	160 kt	190 kt
FAF - MAPT		5.1 NM		4 min 24	3 min 38	3 min 05		2 min 05	2 min 41	2 min 39	2 min 23	2 min 09	1 min 49
VSP (ft/min)				370	450	530		610	685	645	845	1010	

CARTE D'AERODROME
Aerodrome chartATIS : 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)	44°24'12.5"N - 002°29'16.2"E
	<i>44°24.21'N - 002°29.27'E</i>
OGALO	44°16'04.6"N - 002°43'24.1"E
	<i>44°16.08'N - 002°43.40'E</i>
FAF / LOC RWY31	44°18'53.8"N - 002°38'33.5"E
	<i>44°18.90'N - 002°38.56'E</i>

RODEZ AVEYRON

RNP RWY 13

RNP APCH

EGNOS
CH 51010
E13A
TCH - 49

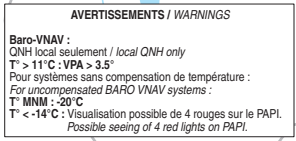
VAR
1° E
(2020)

APP : CLERMONT Approche/Approach 133.725

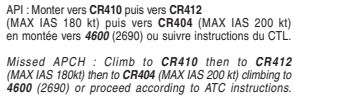
TWR : RODEZ Tour/Tower 118.125

Absence ATS : **A/A** (118.125) FR uniquement / *only*. Obtenir/Obtain QNH local sur/on STAP.

STAP : voir/see AD 2 LFCR.23



TA : 6000



THR ← (NM) 12.1 7.1 0

NMNM 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		RW13	NM ALT (HGT)	7 4560 (2650)	6 4190 (2280)	5 3820 (1910)	4 3450 (1540)	3 3070 (1160)	2 2700 (790)
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	MDA (H)	VIS									
A	2160 (250)	1300	211	2180 (270)	1300	264		1500	2490 (580)	1500									
C B B			226	2190 (280)	1300	279	2390 (480)	472	2580 (670)	1600									
			236	2200 (290)	1400	289		1500	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

RMIK	RNP RWY13										
	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNI Altitude (FL or AMSL, ft)	MAX Altitude (FL or AMSL, ft)	MAX (AS Hd) (°) / TCH (ft)	REF NAV/VD :-
HLDG	Leg sequence	-	-	-	-	-	-	-	-	-	-
	IF	CR400	-	-	-	-	-	4600	-	200	-
	TF	ICR13	-	217	218.6	5.0	-	4600	-	185	-
INA CR404	IF	CR404	-	-	-	-	-	4600	-	200	-
	TF	ICR13	-	038	038.9	5.0	-	4600	-	185	-
	IF	ICR13	-	-	-	-	-	4600	-	-	-
	TF	FCR13	-	128	128.8	5.0	-	4600	-	-	-
	TF	RW13	Yes	128	128.8	7.1	-	-	-	-3.50 / 49	0.3
APCH	TF	CR410	-	128	128.9	5.0	-	-	-	-	-
	TF	CR412	-	218	219.0	5.0	-	-	-	180	-
	TF	CR404	-	308	308.9	17.1	-	4600	-	200	-



APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 1910, DTHR : 1895 (68 hPa)

RODEZ AVEYRON

ILS ou / or LOC RWY 31

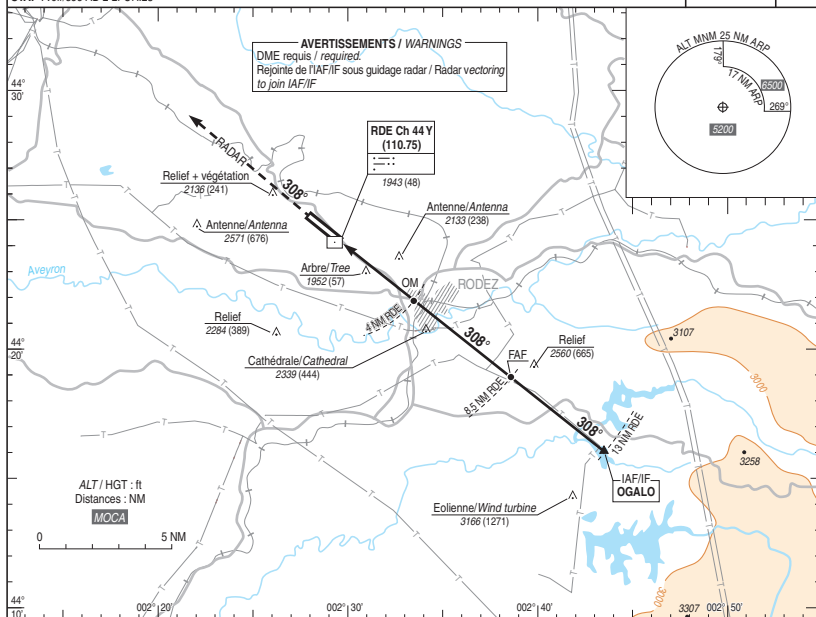
ATIS RODEZ 129.780 ☎ 05 65 77 17 49

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.

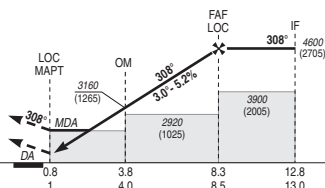
STAP : voir/see AD 2 LFCR.23

ILS - DME
RDE 110.75
RDH : 49VAR
1° E
(2020)

TA : 6000

API : Monter dans l'axe (RM 308°) jusqu'à 4600 (2705) et prévoir guidage radar.

Missed APCH : Climb straight ahead (MAG 308°) up to 4600 (2705) and expect radar vectoring.

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 NM ALT (HGT)	8 4430 (2535)	7 4110 (2215)	6 3800 (1905)	5 3480 (1585)	4 3160 (1265)	3 2840 (945)	2 2520 (625)
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS								
A	2100 (200)		182				2490 (590)	1500								
B	2100 (200)	750	194	2380 (490)	1500	481	2580 (690)	1600								
C	2110 (210)		207				2970 (1070)	2400								

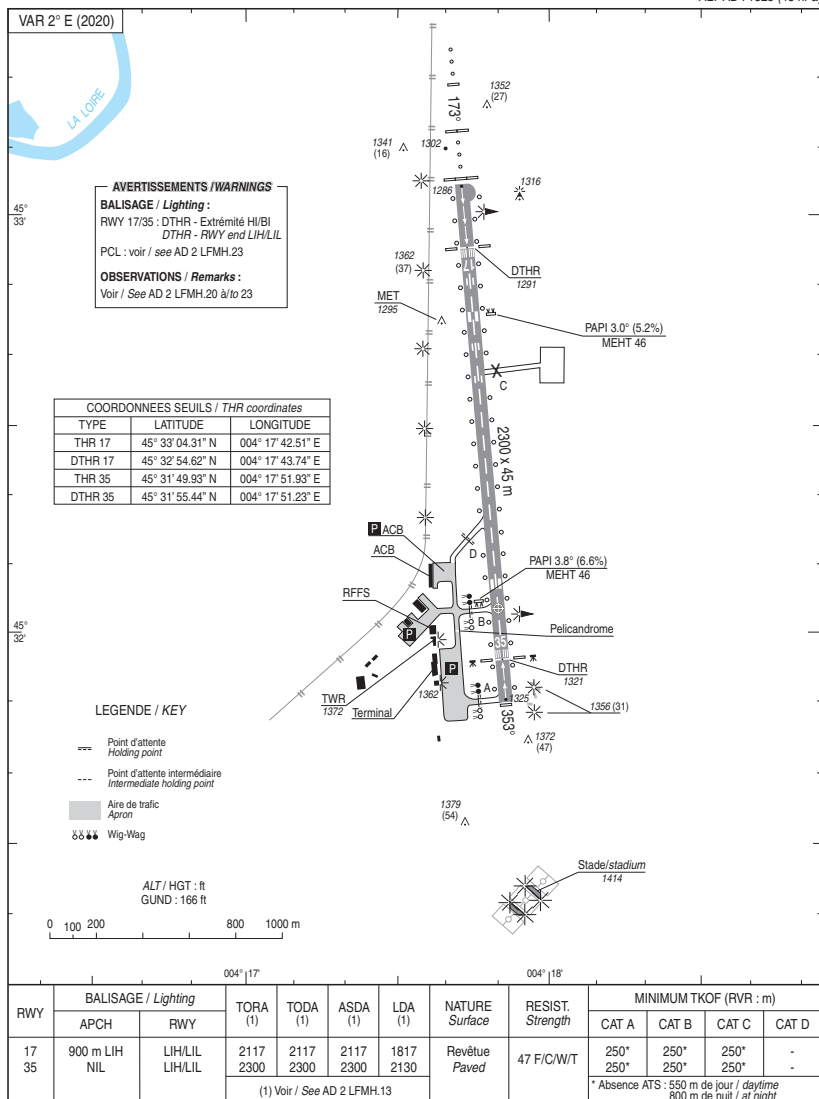
Observations/Remarks : Circuit AD RWY 13 Droite / AD circuit RWY 13 : right hand.

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)

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
EB 379 NDB	45°38'16.6"N - 004°17'00.7"E
	<i>45°38.28'N - 004°17.01'E</i>
BANUS	45°19'46.6"N - 004°28'38.1"E
	<i>45°19.78'N - 004°28.64'E</i>
BELEP	45°47'30.0"N - 004°07'54.0"E
	<i>45°47.50'N - 004°07.90'E</i>
MALAT	45°14'13.8"N - 004°20'05.0"E
	<i>45°14.23'N - 004°20.08'E</i>
NAKET	45°18'45.9"N - 004°12'24.0"E
	<i>45°18.77'N - 004°12.40'E</i>
NARIV	45°49'41.6"N - 004°15'35.6"E
	<i>45°49.69'N - 004°15.59'E</i>
IMH17	45°46'12.5"N - 004°16'02.2"E
	<i>45°46.21'N - 004°16.04'E</i>

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 1325, DTHR : 1291 (47 hPa)

SAINT ETIENNE LOIRE

RNP X RWY 17 (LNAV-VNAV only)

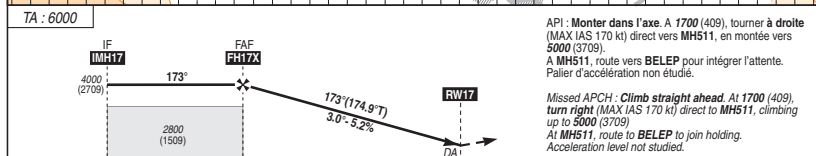
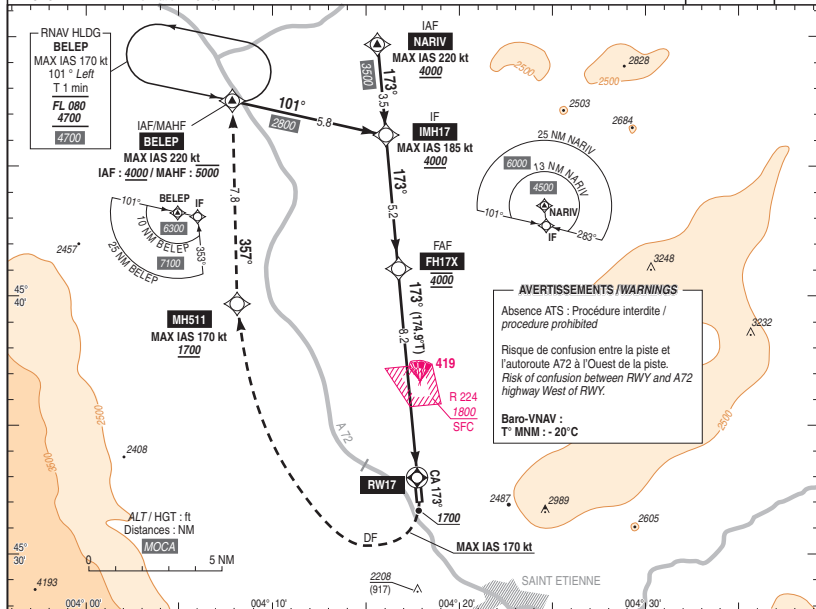
ATIS : SAINT ETIENNE 132.805

APP : CLERMONT Approch/Approach 120.500

TWR : SAINT ETIENNE Tour/Tower 119.250

AFIS : SAINT ETIENNE Information 119.250

RNP APCH

VAR
2°E
(2020)

→ DTHR (NM) 13.4 8.2 0

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

SAINT ETIENNE LOIRE
PRECODING RNP X RWY 17 (LNAV-VNAV only)

RNP X RWY 17 (LNAV-VNAV only)													
RMK	MAG VAR 2020 -1.7								°E		Ref NAVAID :-		
Leg sequence	Waypoint Identification	Path Terminator	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNN Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TCH (m)	Nav Accuracy (NM)	
HLDG	BELEP	-	-	-	-	-	-	-	-	-	-	-	
INA BELEP	BELEP	IF	-	-	-	-	-	4000	-	220	-	1	
	IMH17	TF	-	101	102.7	5.8	-	4000	-	185	-	1	
INA NARIV	NARIV	IF	-	-	-	-	-	4000	-	220	-	1	
	IMH17	TF	-	173	174.9	3.5	-	4000	-	185	-	1	
APCH	IMH17	IF	-	-	-	-	-	4000	-	185	-	1	
	FHTX	TF	-	173	174.9	5.2	-	4000	4000	-	-	1	
	RW17	TF	Yes	173	174.9	8.2	-	-	-	170	-3.0°/15	0.3	
	-	CA	-	173	174.9	-	-	1700	-	170	-	1	
	MH511	DF	-	-	-	-	R	1700	-	170	-	1	
	BELEP	TF	-	357	358.7	7.8	-	-	5000	220	-	1	

SAINT ETIENNE LOIRE

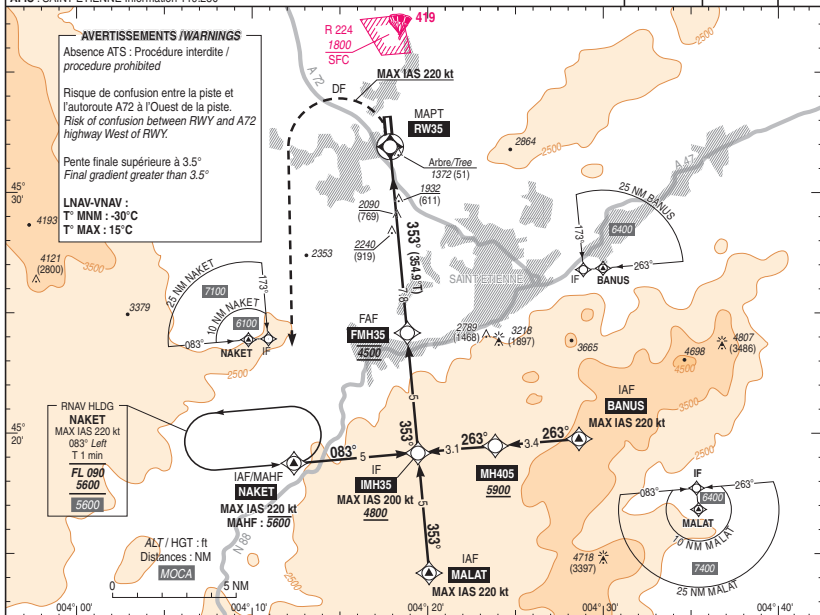
ALT AD : 1325, DTHR : 1321 (48 hPa)

RNP RWY 35

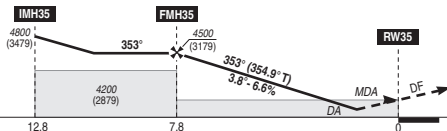
ATIS : SAINT ETIENNE 132.805
APP : CLERMONT Approche/Approach 120.500
TWR : SAINT ETIENNE Tour/Tower 119.250
AFIS : SAINT ETIENNE Information 119.250

RNP APC

EGNOS
Ch70896
E35A
TCH:49

VAR
2°E
(2020)

TA : 6000



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.

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 (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						
	A	2350 (1030)		1027	2520 (1200)		1199	2520 (1200)		1199	2520 (1200)						
B	2370 (1050)	4900	1044	2520 (1200)	5000	1199	2520 (1200)	5000	1199	2520 (1200)	5000	NM ALT (HGT)	7 4195 (2874)	6 3790 (2469)	5 3385 (2064)	4 2985 (1664)	3 2580 (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 - MAPT	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

RNP RWY 35														
RMK								MAG VAR 2020			1.7 °E		Ref NAVD :-	
Procedure identification	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MN Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TCH (m)	Navigation Accuracy (NM)		
HLDG	-	NAKET	-	-	-	-	-	-	-	-	-	1		
INA NAKET	IF	NAKET	-	-	-	-	-	-	-	220	-	1		
	TF	IMH35	-	083	084.8	5.0	-	4800	-	200	-	1		
INA MALAT	IF	MALAT	-	-	-	-	-	-	-	220	-	1		
	TF	IMH35	-	353	354.9	5.0	-	4800	-	200	-	1		
INA BANUS	IF	BANUS	-	-	-	-	-	-	-	220	-	1		
	TF	IMH405	-	283	285.0	3.4	-	5900	-	-	-	1		
	TF	IMH35	-	283	285.0	3.1	-	4800	-	200	-	1		
	IF	IMH35	-	-	-	-	-	4800	-	200	-	1		
APCH	TF	FMH35	-	353	354.9	5.0	-	4500	4500	-	-	1		
	TF	RW35	Yes	353	354.9	7.8	-	-	-	-	-3.8 / 15	0.3		
	DF	NAKET	-	-	-	-	L	-	5600	220	-	1		

SAINT YAN

46 24 24 N - 004 01 16 E

ALT AD : 797 (29 hPa)



WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	COORDONNEES D°M'
SN 430 NDB	46°17'39.7"N - 004°07'17.0"E
	46°17.66'N - 004°07.28'E
MOU 116.7 Ch 114X VOR-DME	46°42'24.4"N - 003°37'54.0"E
	46°42.41'N - 003°37.90'E
SN Ch 54Y (111.75)	46°24'29.1"N - 004°01'02.6"E
	46°24.49'N - 004°01.04'E
GURGO	46°20'56.0"N - 003°49'46.0"E
	46°20.93'N - 003°49.77'E
IN15L	46°37'12.2"N - 003°49'41.2"E
	46°37.20'N - 003°49.49'E
IAF LN400	46°39'51.1"N - 003°55'50.5"E
	46°39.85'N - 003°55.84'E

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)

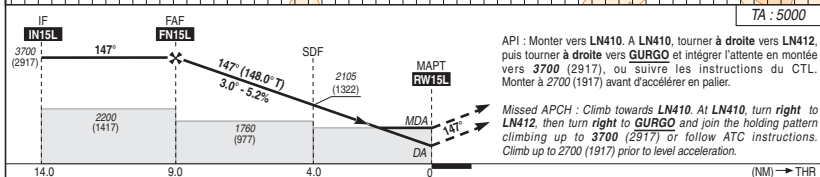
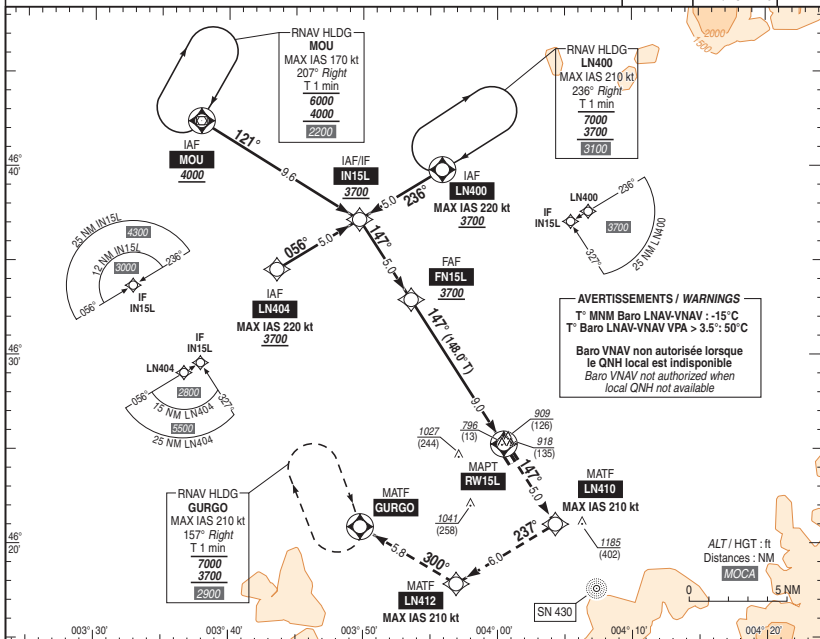
SAINT YAN

RNP RWY 15L

ATIS SAINT YAN : 132.480

FREQ : voir / see AD 2 LFLN COM 01

RNP APCH

EGNOS
Ch 73334
E15A
RDH/TCH : 49VAR
2°E
(2020)

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	NM	ALT
A	1090 (300)	1400	144	1060 (280)	1300	273	1190 (410)	1500	402	1330 (550)	1500	9	3700
B	154	1070 (290)	1400	285	1190 (410)	1500	402	1330 (550)	1500	1560 (780)	1500	8	3380
C	164	1090 (310)	1400	304	1190 (410)	1500	402	1330 (550)	1500	1580 (790)	1600	7	3060
										1820 (1040)	2400	6	2740
												5	2425

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		930	

Identification Procedure		RNP RWY 15L						MAG VAR 2020 1.6°E					
Lag sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MMI Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TOH (m)	Nav Spec	
INA LN400	IF	LN400	-					3700	-	220		RNP APCH	
	TF	IN15L	-	236	238.0	5.0	-	3700	-	-		RNP APCH	
INA LN404	IF	LN404	-					3700	-	220		RNP APCH	
	TF	IN15L	-	056	57.9	5.0	-	3700	-	-		RNP APCH	
INA MOU	IF	MOU	-					4000	-	-		RNP APCH	
	TF	IN15L	-	121	122.6	9.6	-	3700	-	-		RNP APCH	
INA LN406	IF	IN15L	-					3700	-	-		RNP APCH	
	IF	IN15L	-					3700	-	-		RNP APCH	
APCH	TF	FN15L	-	147	148.0	5.0	-	3700	-	-		RNP APCH	
	TF	RW15L	Yes	147	148.0	9.0	-	-	-	-	-3.0 /15	RNP APCH	
	TF	LN410	-	147	148.1	5.0	-	-	-	210		RNP APCH	
	TF	LN412	-	237	238.2	6.0	-	-	-	210		RNP APCH	
	TF	GURGO	Yes	300	301.5	5.8	-	-	-	-		RNP APCH	



AIP
FRANCE

AD 2 LFLN IAC RWY33R FNA ILS Z LOC Z
11 JUL 24

APPROCHE AUX INSTRUMENTS

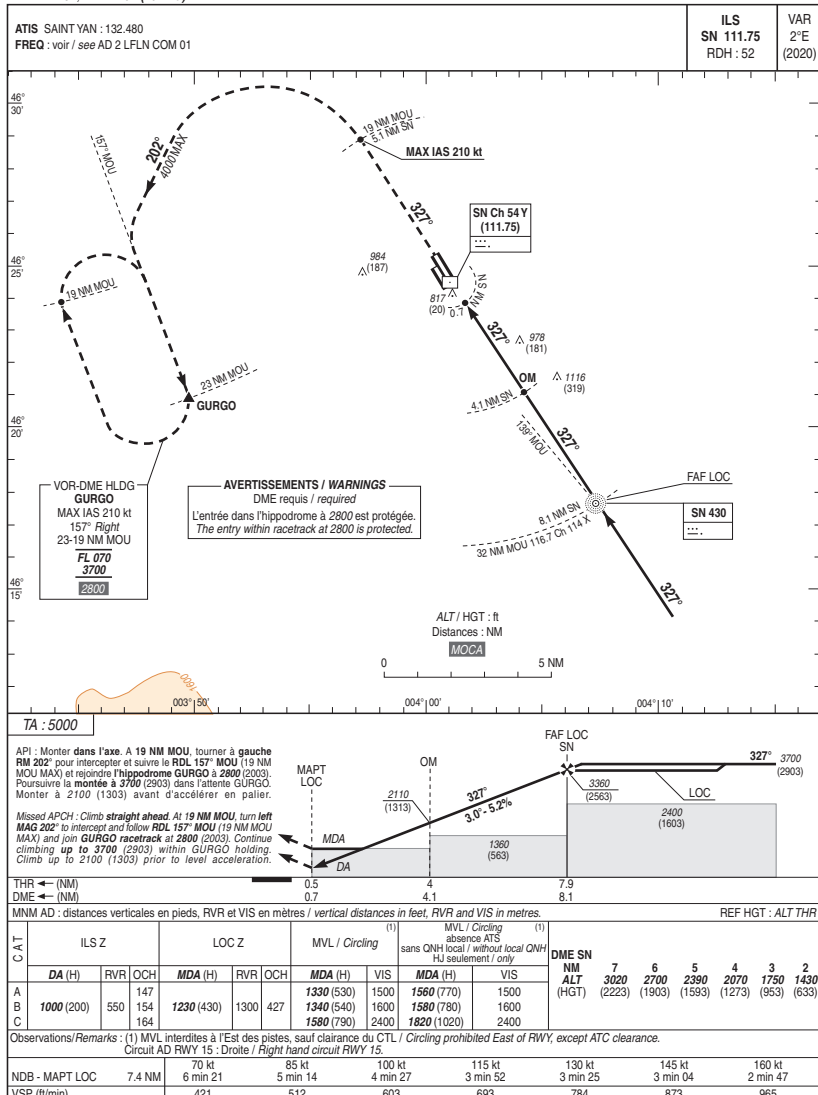
Instrument approach

CAT A B C

ALT AD : 797, THR : 797 (29 hPa)

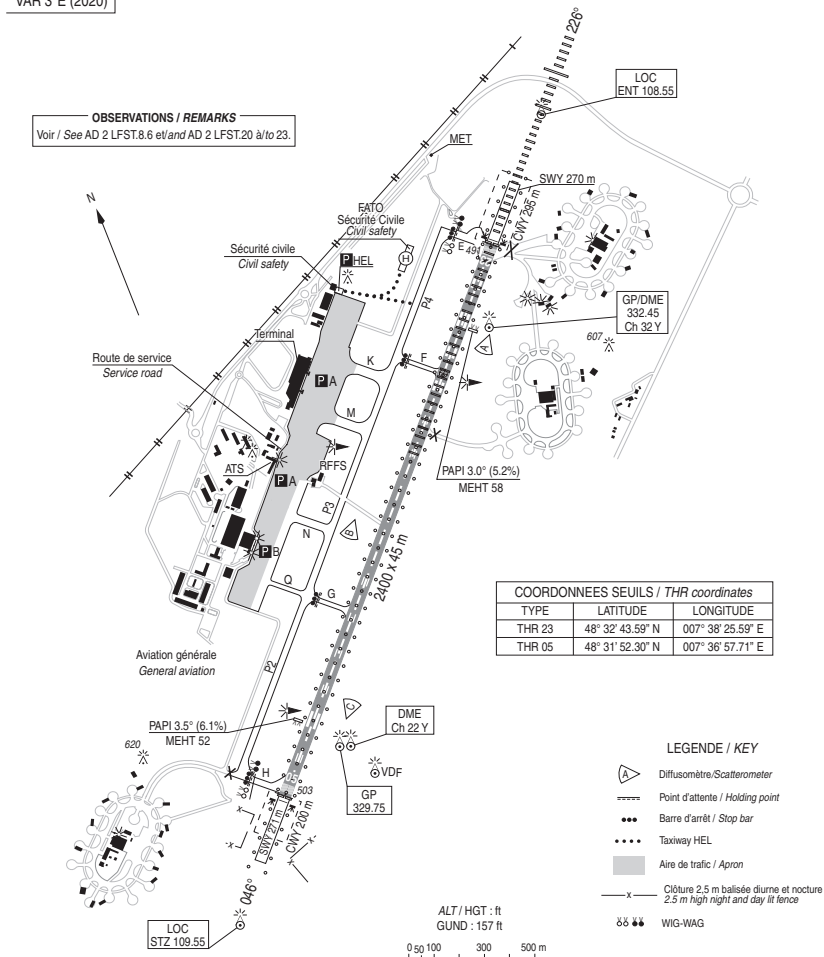
SAINT YAN

FNA ILS Z ou/ou LOC Z RWY 33R



CARTE D'AERODROME
Aerodrome chartATIS : 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 (2020)



RWY	BALISAGE / Lighting		TORA	TODA	ASDA	LDA	NATURE Surface	RESIST. Strength	MINIMUM TKOF (RVR : m)			
	APCH	RWY							CAT A	CAT B	CAT C	CAT D
05 23	NIL	LIH/LIL	2400	2695	2670	2400	Revêtue Paved	76 F/C/W/T	150	150	150	200
	900 m LIH	LIH/LIL	2400	2600	2671	2400			150	150	150	200

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
STR 115.6 Ch 103X VOR-DME	48°30'19.4"N - 007°34'19.1"E
	<i>48°30.32'N - 007°34.32'E</i>
ENT Ch 22 Y (108.55)	48°31'54.8"N - 007°37'10.9"E
	<i>48°31.91'N - 007°37.18'E</i>
STZ Ch 32Y (109.55)	48°32'33.8"N - 007°38'17.7"E
	<i>48°32.56'N - 007°38.30'E</i>
ANDLO	48°23'45.5"N - 007°22'59.6"E
	<i>48°23.76'N - 007°22.99'E</i>
FAP / FAF RWY05	48°23'03.1"N - 007°24'55.6"E
	<i>48°23.05'N - 007°24.93'E</i>
FAP / FAF RWY23	48°38'38.6"N - 007°48'36.0"E
	<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

Instrument approach

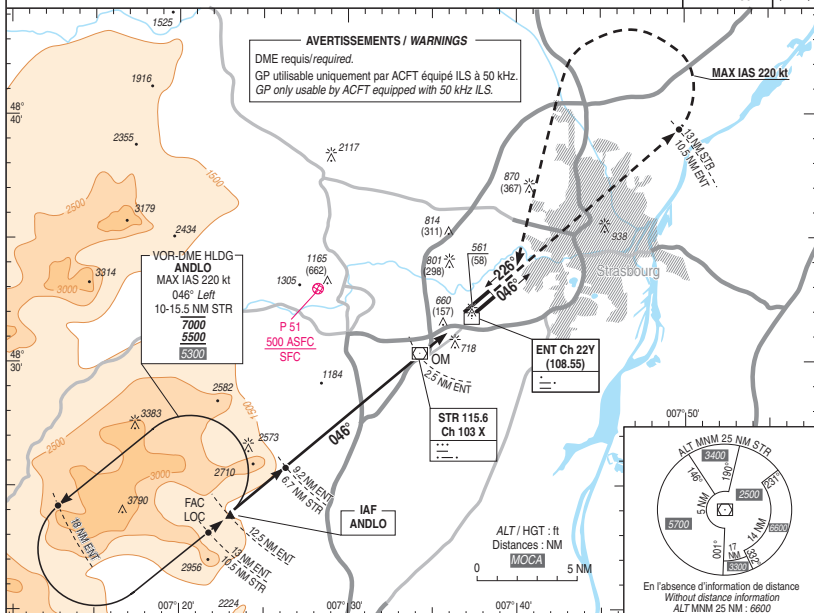
CAT A B C D

ALT AD : 505, THR : 503 (18 hPa)

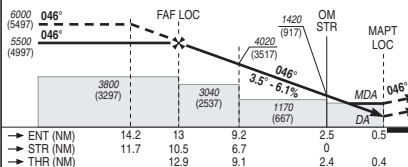
STRASBOURG ENTZHEIM

ILS ou/ou LOC RWY 05

FREQ : voir/see AD 2 LFST COM 01

ILS - DME
ENT 108.55
RDH : 50
VAR
3°E
(2020)

TA : 7000



API : Monter dans l'axe RDL 046° STR. A 10.5 NM ENT / 13 NM STR, tourner à gauche pour intercepter et suivre le RDL 046° STR (RM 226°) en montée vers 5500 (4997) puis intégrer l'attente ANDLO. Monter à 3400 (2897) avant d'accélérer en palier.

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.

MINM 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 ENT			MVL / Circling		DME ENT										
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	NM ALT	13	12	11	10	9	8	7	6	5	4
A			142		1500		1110 (600)	1500	ALT	5333	4962	4590	4218	3847	3475	3103	2732	2360	1988
B			150		1500		1120 (620)	1600	(HGT)	(4830)	(4459)	(4087)	(3715)	(3344)	(2972)	(2600)	(2229)	(1857)	(1485)
C			166	860 (360)	1600	354	1270 (770)	2400	NM	3	2	1							
D	710 (200)	1200	177		1600		1570 (1070)	3600	ALT	1617	1245	874							
DL			181	-	-		-	-	(HGT)	(1114)	(742)	(371)							

Observations / Remarks : NIL

		70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
2.5 NM ENT - MAPT	2.0 NM	1 min 43	1 min 25	1 min 12	1 min 03	0 min 55	0 min 45	0 min 39
2.5 NM ENT - THR	2.4 NM	2 min 03	1 min 42	1 min 26	1 min 15	1 min 06	0 min 54	0 min 47
VSP (ft/min)					Non disponible / Not available			

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

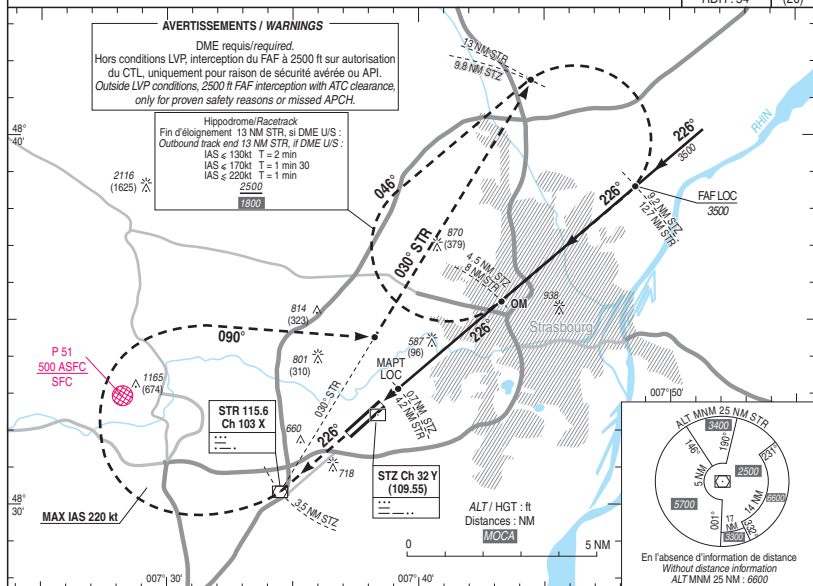
ALT AD : 505, THR : 491 (18 hPa)

STRASBOURG ENTZHEIM

FNA ILS CAT I ou/ou ILS CAT II et/and III ou/or

FNA LOC RWY 23

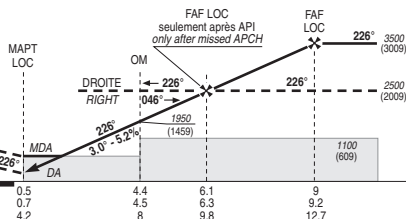
FREQ : voir/see AD 2 LFST COM 01

ILS - DME
STZ 109.55
RDH : 54VAR
3°E
(20)

API : Monter dans l'axe. A STR (3.5 NM STZ), tourner à droite RM 090° pour intercepter et suivre le RDL 030° STR en montée vers 2500 (2009).
A 13 NM STR (9.8 NM STZ), tourner à droite pour intégrer l'hippodrome 8 NM / 13 NM STR ou suivre clairance du CTL.
Monter à 2400 (1909) avant d'accélérer en palier.

Missed APCH : Climb straight ahead. At STR (3.5 NM STZ), turn right MAG 090° to intercept and follow RDL 030° STR climbing to 2500 (2009).
At 13 NM STR (9.8 NM STZ), turn right to join 8 NM / 13 NM STR racetrack or follow ATC clearance.
Climb to 2400 (1909) prior to level acceleration.

THR ← (NM)
DME STZ ← (NM)
DME STR ← (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		DME STZ					
	DA (H)	RVR	OCH CAT 1	OCH CAT 2	MDA (H)	RVR	OCH	MDA (H)	VIS	NM	5	4	3	2	
										ALT	(HGT)	(1591)	(1272)	(954)	(635)
A			141	50				1110 (620)	1500						
B			151	61				1120 (630)	1600						
C	690 (200)	550	162	76	830 (340)	800	334	1270 (780)	2400						
D			176	94				1570 (1080)	3600						
DL			177	97				-	-						
Observations / Remarks : Base OCH ILS CAT 1 cat C, D et DL : ACFT au point d'attente ; CAT 2 sauf cat DL : plan sol. OCH base ILS CAT 1 cat C, D and DL : ACFT at holding point ; CAT 2 except cat DL : ground level.															
OM - THR	3.9 NM		70 kt		85 kt		100 kt		115 kt		130 kt		160 kt		185 kt
OM - MAPT	3.4 NM		3 min 21		2 min 45		2 min 20		2 min 02		1 min 48		1 min 28		1 min 16
			2 min 55		2 min 24		2 min 02		1 min 46		1 min 34		1 min 16		1 min 06

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
TL 321 NDB	43°17'18.2"N - 000°02'58.7"E
	<i>43°17.30'N - 000°02.98'E</i>
TBO 113.9 Ch 86X VOR-DME	43°19'56.0"N - 000°08'44.7"E
	<i>43°19.93'N - 000°08.75'E</i>
OS Ch 32X (109.5)	43°11'19.4"N - 000°00'01.2"E
	<i>43°11.32'N - 000°00.02'E</i>
VAKPI	43°22'30.3"N - 000°05'36.6"E
	<i>43°22.51'N - 000°05.61'E</i>

AD 2 LFBT IAC RWY02 VPT
02 NOV 23

TARBES LOURDES PYRENEES

CAT A B C D

ALT AD : 1260 (46 hPa), THR : 1240

VPT RWY 02

ATIS LOURDES : 125.955 ☎ 05 62 32 62 68

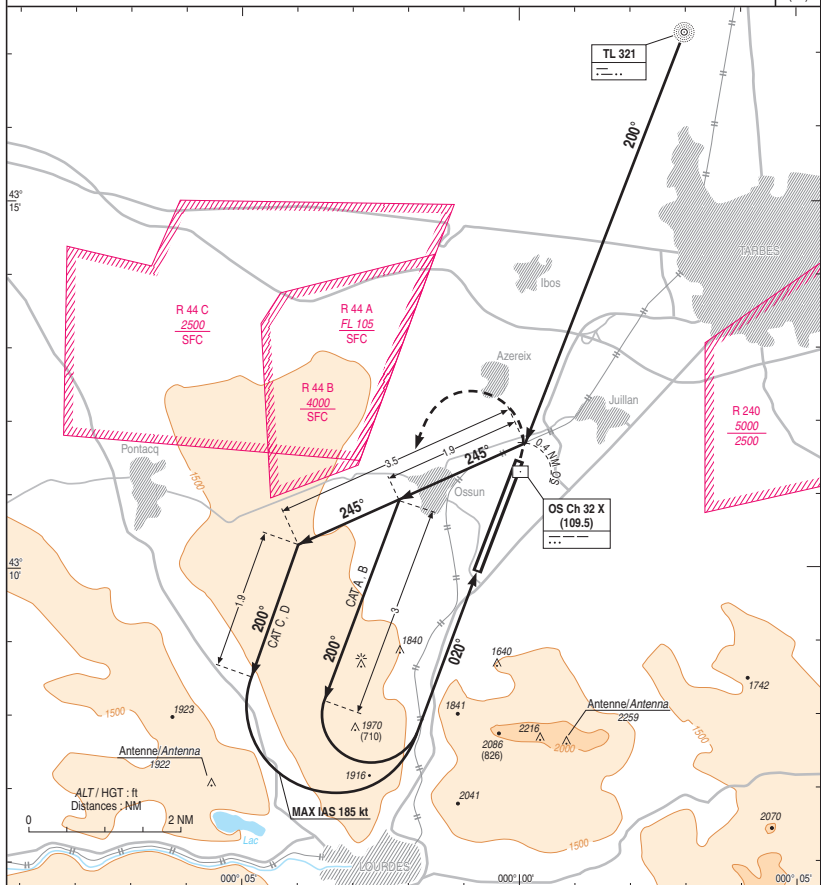
APP : PYRENEES Approche/Approach 128.800

TWR : LOURDES Tour/Tower 119.050

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

WAYPOINTS / PROCEDURES MAIN FIXES

IDENTIFICATION / FONCTION	COORDONNEES D°M'S"
	<i>COORDONNEES D°M'</i>
TOU 117.7 Ch 124X VOR-DME	43°40'51.0"N - 001°18'35.3"E
	<i>43°40.85'N - 001°18.59'E</i>
TG Ch 26X (108.9)	43°38'04.3"N - 001°21'29.7"E
	<i>43°38.07'N - 001°21.50'E</i>
TBN Ch 30X (109.3)	43°37'18.6"N - 001°22'17.3"E
	<i>43°37.31'N - 001°22.17.3'E</i>
NETRO	44°03'03.3"N - 001°34'22.9"E
	<i>44°03.06'N - 001°34.38'E</i>
SULIT	43°23'01.3"N - 001°15'09.2"E
	<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

TWR : BLAGNAC Tour / Tower 118.100

(1) Secteur Est / East sector
(2) Secteur Ouest / West sector

ILS - DME

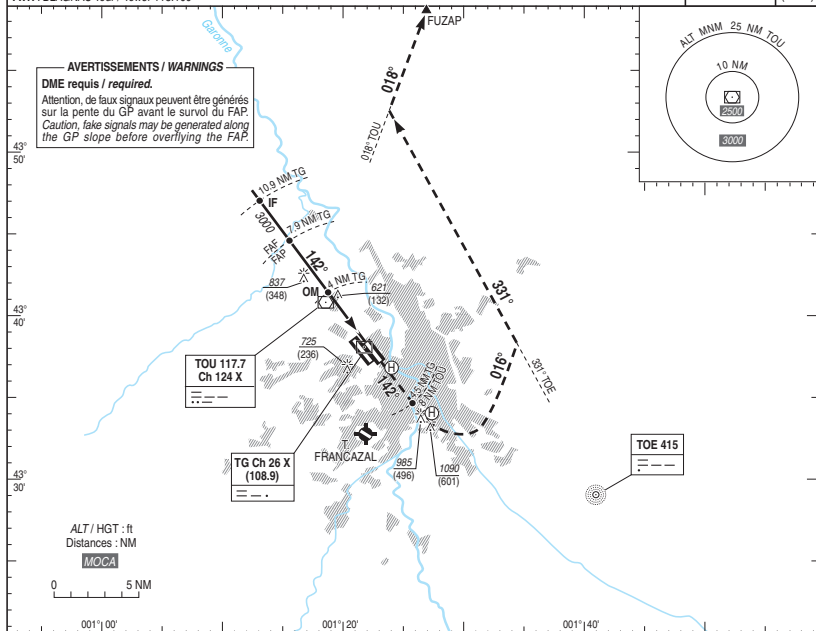
TG 108.9

RDH : 50

VAR

1°E

(2020)



CAT	ILS			LOC			MVL / Circling (1)			DME TG					
	DA (H)	RVR	OCH CAT 1	MDA (H)	RVR	OCH	MDA (H)	VIS		NM	ALT	(HGT)	7	6	5
A	690 (200)	163	163	870 (380)	1000	378	1030 (540)	1500		2720	2400	2080	1760	1440	1120
B	690 (200)	175	175				1050 (560)	1600							
C	690 (200)	192	192				1320 (830)	2400							
D	700 (210)	210	210				1320 (830)	3600							
DL	710 (220)	213	213												

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 TG					
	DA (H)	RVR	OCH CAT 1	MDA (H)	RVR	OCH	MDA (H)	VIS		NM	ALT	(HGT)	7	6	5
A	690 (200)	163	163	870 (380)	1000	378	1030 (540)	1500		2720	2400	2080	1760	1440	1120
B	690 (200)	175	175				1050 (560)	1600							
C	690 (200)	192	192				1320 (830)	2400							
D	700 (210)	210	210				1320 (830)	3600							
DL	710 (220)	213	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)	7 min 36	5 min 26	4 min 37	4 min 01	3 min 33	2 min 53	2 min 30	2 min 30

APPROCHE AUX INSTRUMENTS

TOULOUSE BLAGNAC

Instrument approach

CAT A B C D

ALT AD : 499, THR : 497 (18 hPa)

FNA ILS ou/ou LOC RWY 32L

ATIS BLAGNAC : 123.130

APP : TOULOUSE Approche / Approach 129.305 (1) - 125.180 (2) - 124.975 (s)

BLAGNAC Approche / Approach 121.105

TWR : BLAGNAC Tour / Tower 118.100

(1) Secteur Est / East sector

(2) Secteur Ouest / West sector

ILS - DME

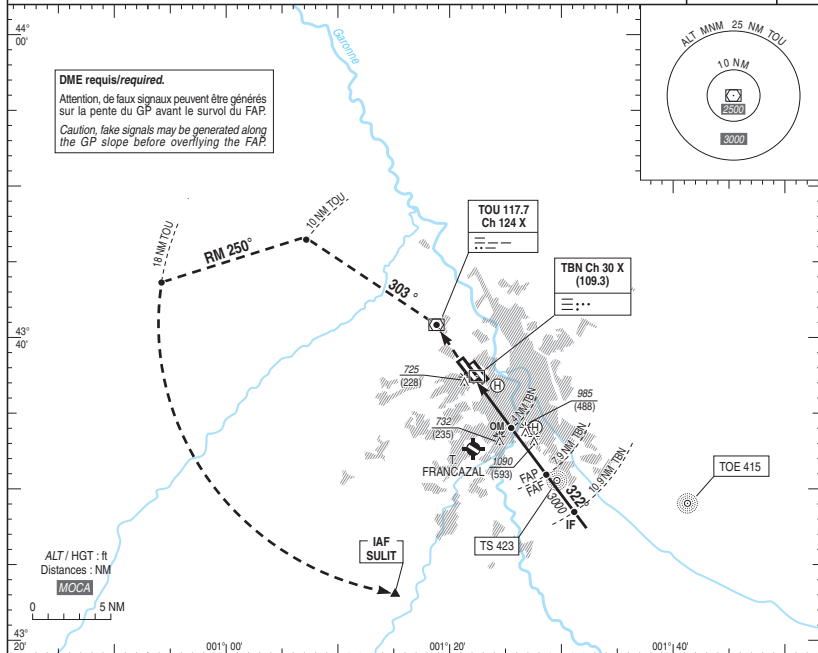
TBN 109.3

RDH : 48

VAR

1°E

(20)



TA : 5000

API : Monter sur le RDL 142° TOU (RM 322°) vers 4000 (3503).

À TOU tourner à gauche et suivre RDL 303° TOU (RM 303°). À 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)

TBN ← (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

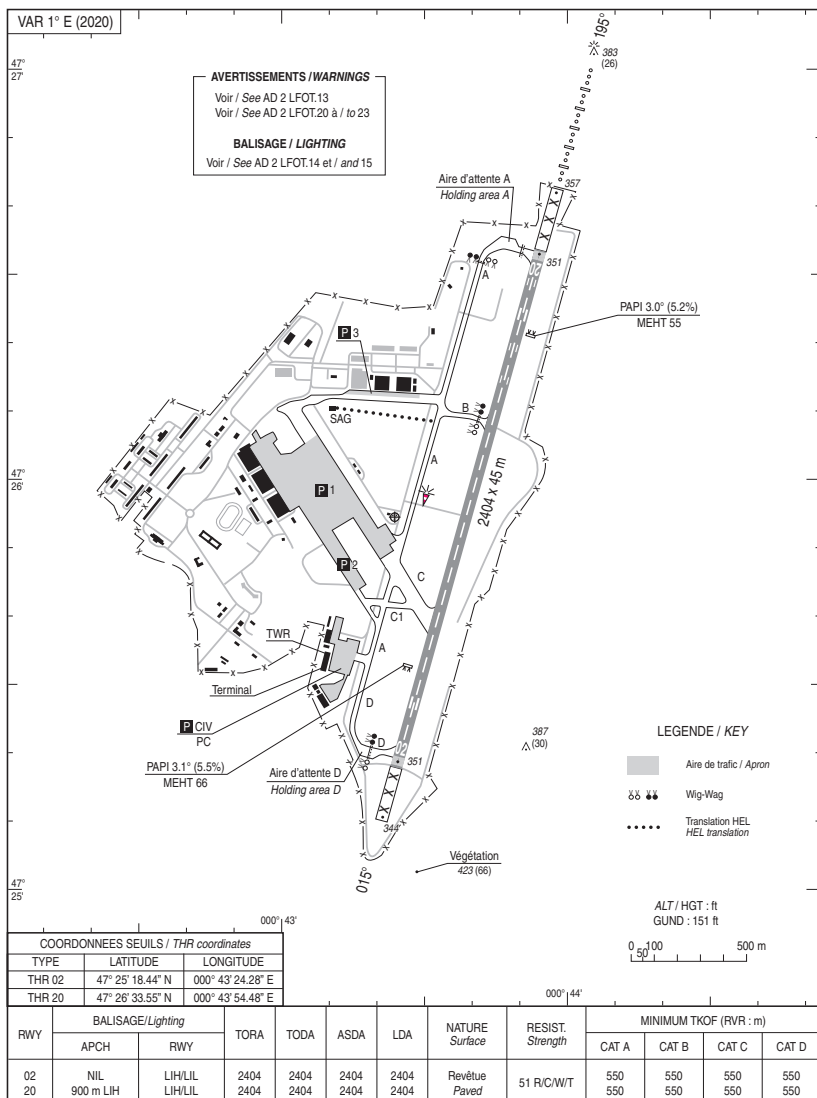
CAT	ILS			LOC			MVL / Circling (1)		DME TBN						
	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS							
A	700 (200)	1200	160	980 (490)	1500	482	1030 (530)	1500	NM	7	6	5	4	3	2
B	700 (200)		172		1500		1050 (550)	1600	ALT	2730	2410	2090	1770	1450	1130
C	700 (200)		189		2300		1220 (730)	2400	(HGT)	(2233)	(1913)	(1593)	(1273)	(953)	(633)
D	700 (210)		205		2300		1320 (830)	3600							
DL	710 (210)		209		-										

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/FAP - THR	7.7 NM	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
TBN		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						

CARTE D'AERODROME
Aerodrome chart

Voir / see AD 2 LFOT.18

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	47°31'53.3"N - 000°33'49.3"E
	<i>47°31.89'N - 000°33.82'E</i>
OTKUR	47°24'10.2"N - 000°30'44.7"E
	<i>47°24.17'N - 000°30.75'E</i>
IOT02	47°38'40.3"N - 000°48'48.0"E
	<i>47°38.67'N - 000°48.80'E</i>
FOT20	47°34'25.8"N - 000°47'05.0"E
	<i>47°34.43'N - 000°47.08'E</i>

TOURS VAL DE LOIRE

CAT A B C D

ALT AD : 357 , THR : 351 (13 hPa)

RNP RWY 02

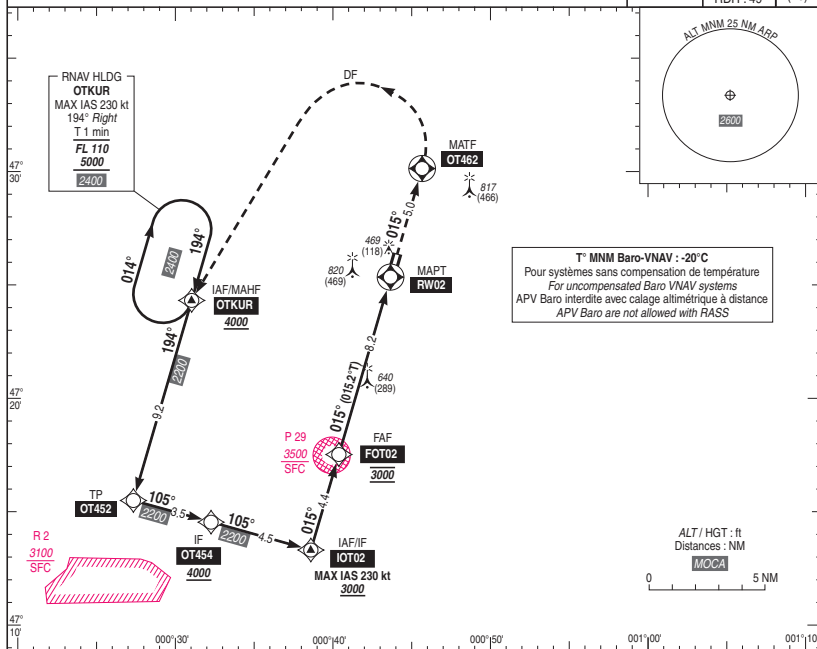
APP : SEINE Approche / Approach 134.875

TWR : TOURS Tour / Tower 124.400

AFIS : TOURS Information 124.400

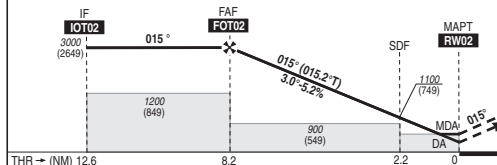
RNP APCH

EGNOS
Ch 87952
E02A
RDH : 49

VAR
1° E
(20)

API : Monter vers **OT462**, puis tourner à **gauche direct** vers **OTKUR**, en montée vers **4000** (3649) ou **5000** (4649) pour intégrer l'attente OTKUR (MAX IAS 230 kt), **ou suivre les instructions du contrôleur.**

Missed APCH : Climb to OT462, then turn **left direct** to **OTKUR**, climbing to **4000** (3649) or to **5000** (4649) to enter holding OTKUR (MAX IAS 230 kt), **or proceed according to ATC instructions.**



THR → (NM) 12.6

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	
	D	C	B	A								
	610 (250)	1300	183 195 213 223	610 (250)	1300	209 222 230 240	680 (330)	1500	326	860 (510) 880 (530) 1220 (870) 1220 (870)	1700 1700 2400 3600	NM 8 7 6 5 4 3 2 1 ALT 2950 2630 2310 1990 1670 1360 1040 720 (HGT) (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.									
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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

RNP RWY 02											
RMK	-	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAG VAR 2020 0.6°E	REF NAV AID :-
Leg sequence	HLDG	-	OTKUR	-	-	-	-	-	-	-	Vertical angle (°) / TCH (m)
		IF	OTKUR	-	-	-	-	-	4000	-	-
INA OTKUR		TF	OT452	-	194	195.1	9.2	-	-	-	RNP APCH
		TF	OT454	-	105	105.1	3.5	-	4000	-	RNP APCH
		TF	LOT02	-	105	105.1	4.5	-	3000	230	RNP APCH
		IF	LOT02	-	-	-	-	-	3000	230	RNP APCH
APCH		TF	FOT02	-	015	015.2	4.4	-	3000	3000	RNP APCH
		TF	RW02	Yes	015	015.2	8.2	-	-	-	-3.0 / 15.0
		TF	OT462	Yes	015	015.3	5.0	-	-	-	RNP APCH
		DF	OTKUR	-	-	-	-	L	4000	-	-
REF NAV AID :-											
MAX IAS (kt)											
NAV Spec											
-											
RNP APCH											
RNP APCH											
RNP APCH											
RNP APCH											
-3.0 / 15.0											
-											
-											
RNP APCH											

AIP
FRANCE

AD 2 LFOT IAC RWY20 RNP

14 JUL 22

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C D

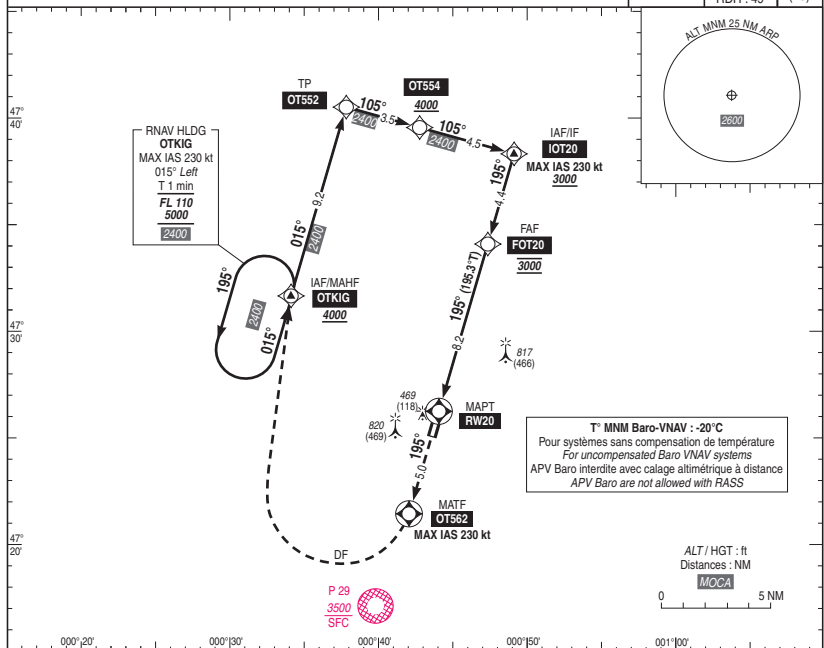
ALT AD : 357 , THR : 351 (13 hPa)

TOURS VAL DE LOIRE

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)
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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											
A	610 (250)	800	192	610 (250)	800	229	720 (370)	1000	365	860 (510)	1500	NM	8	7	6	5	4	3	2	1		
B			204	610 (250)		241				880 (530)	1600	ALT	2950	2630	2310	1990	1670	1360	1040	720		
C			212	620 (260)		260				1220 (870)	2400	(HGT)	(2599)	(2279)	(1959)	(1639)	(1319)	(1009)	(689)	(369)		
D			223	630 (280)		279				1220 (870)	3600											

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

RNP RWY 20										
RMK	-	REF NAVID : -								
Lag sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MAG VAR 2020 0.6°E		NAV Spec
								MIN Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	
HLDG	-	OTKIG	-	-	-	-	-	-	-	-
	IF	OTKIG	-	-	-	-	-	4000	-	RNP APCH
	TF	OT552	-	015	015.1	9.2	-	-	-	RNP APCH
INA OTKIG	TF	OT554	-	105	105.2	3.5	-	4000	-	RNP APCH
	TF	IOT20	-	105	105.2	4.5	-	3000	230	RNP APCH
	IF	IOT20	-	-	-	-	-	3000	230	RNP APCH
APCH	TF	FOT20	-	195	195.3	4.4	-	3000	3000	RNP APCH
	TF	RW20	Yes	195	195.3	8.2	-	-	-	RNP APCH
	TF	OT562	Yes	195	195.3	5.0	-	-	230	RNP APCH
	DF	OTKIG	-	-	-	-	R	4000	-	RNP APCH

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.

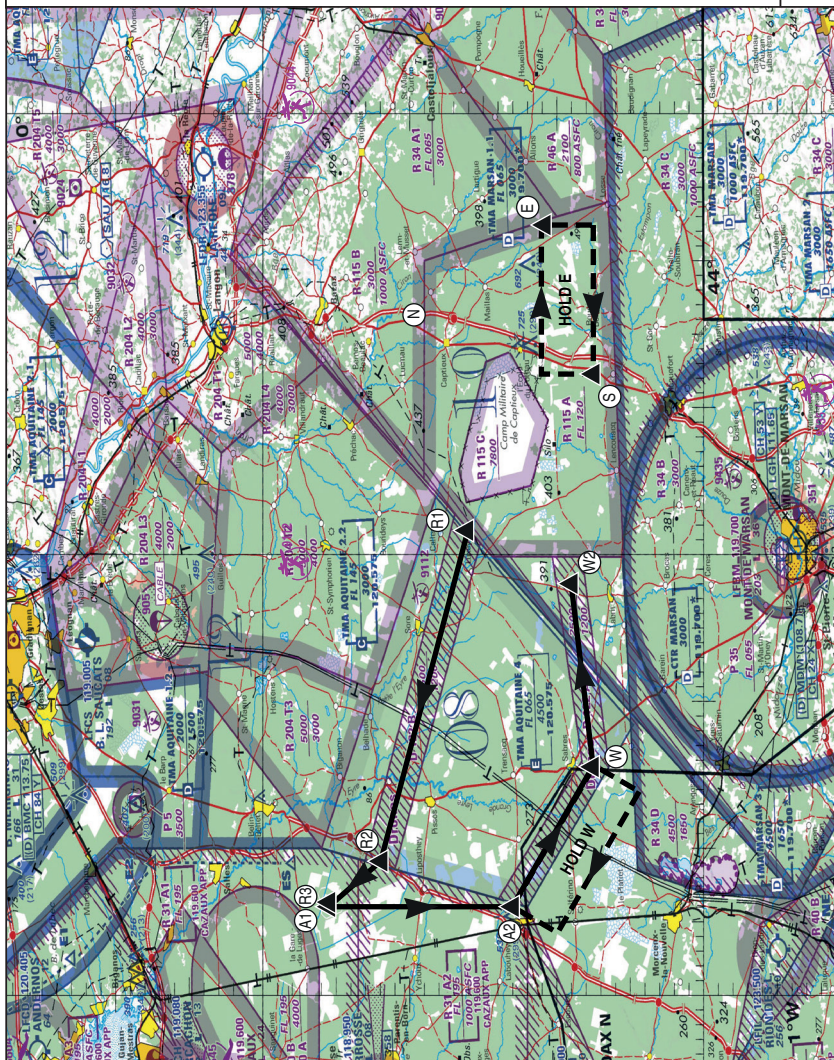
The CEAE's office located at AIR BASE 120 CAZAUX dispatch the Range Orders document on the Intradef website : **portail-ceae.intradef.gouv.fr**

FIRE RANGES

13 JUN 2024

01 CAPTIEUX ROUTES

SAFARI : 399.650 (P) 378.950 (S) 339.275
143.975 (P) 142.550 (S)
MARCO : 242.200 (P)

VAR
2°E
(20)

ROUTES

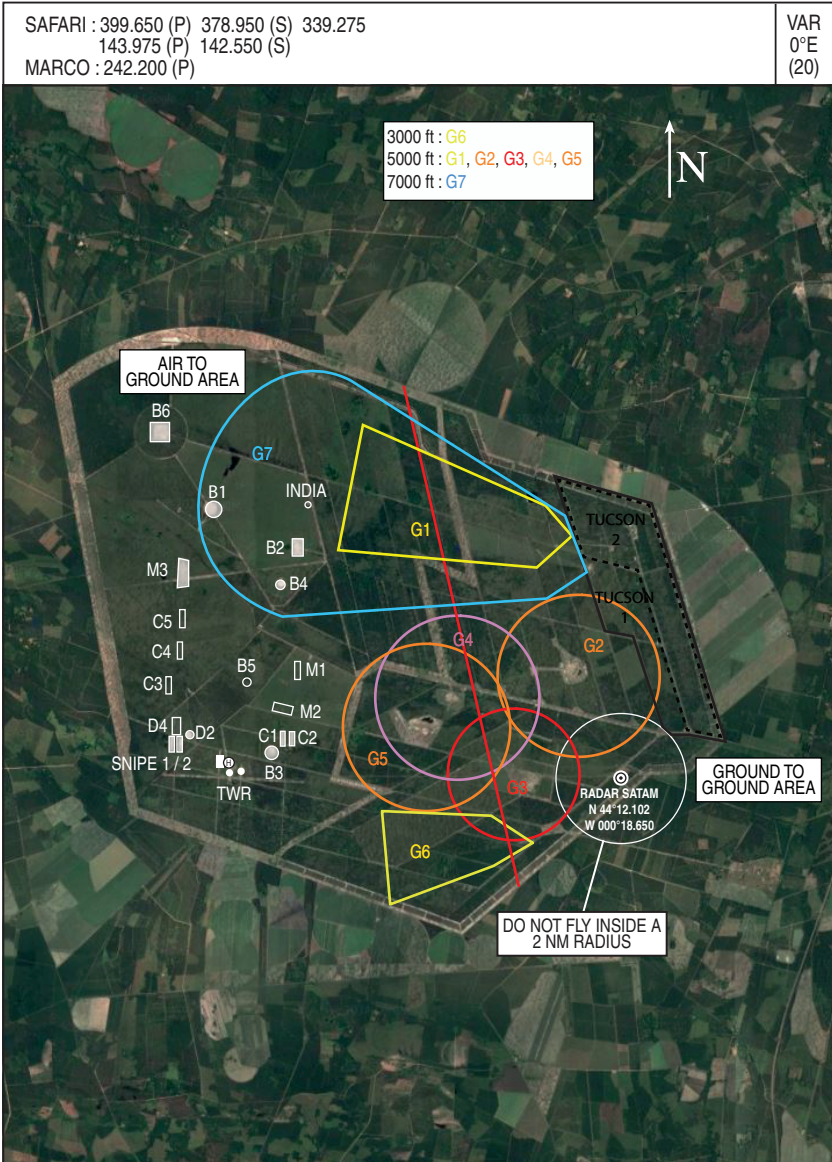
CHG : Revision.

01 CAPTIEUX

FIRE RANGES

13 JUN 2024

02 CAPTIEUX
AIR TO GROUND TARGETS



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)
B1	N 44° 14.723' W 000° 24.268'	N 44° 14.721' W 000° 24.277'	364
B2	N 44° 14.338' W 000° 23.071'	N 44° 14.336' W 000° 23.080'	372
B3	N 44° 12.358' W 000° 23.428'	N 44° 12.357' W 000° 23.437'	372
B4 CENTRAL	N 44° 13.985' W 000° 23.303'	N 44° 13.983' W 000° 23.308'	374
B4 NORTH	N 44° 14.036' W 000° 23.289'	N 44° 14.034' W 000° 23.298'	374
B4 SOUTH	N 44° 13.960' W 000° 23.301'	N 44° 13.957' W 000° 23.308'	374
B5	N 44° 12.948' W 000° 23.704'	N 44° 12.946' W 000° 23.713'	378
B6	N 44° 15.461' W 000° 24.949'	N 44° 15.459' W 000° 24.959'	350
C1	N 44° 12.464' W 000° 23.275'	N 44° 12.463' W 000° 23.284'	388
C2	N 44° 12.459' W 000° 23.150'	N 44° 12.457' W 000° 23.160'	389
C3	N 44° 12.885' W 000° 24.889'	N 44° 12.883' W 000° 24.899'	366
C4	N44° 13.362' W 000° 24.682'	N 44° 13.361' W 000° 24.691'	364
C5	N 44° 13.565' W 000° 24.427'	N 44° 13.564' W 000° 24.520'	364
D2	N 44° 12.509' W 000° 24.556'	N 44° 12.507' W 000° 24.565'	374
D4	N 44° 12.577' W 000° 24.714'	N 44° 12.575' W 000° 24.723'	370
INDIA	N 44° 14.768' W 000° 22.920'	N 44° 14.766' W 000° 22.929'	366
M1	N 44° 13.031' W 000° 23.199'	N 44° 13.029' W 000° 23.208'	382
M2 CENTER	N 44° 12.769' W 000° 23.272'	N 44° 12.767' W 000° 23.281'	384
M2 EST	N 44° 12.856' W 000° 23.197'	N 44° 12.854' W 000° 23.206'	382
M2 WEST	N 44° 12.809' W 000° 23.324'	N 44° 12.807' W 000° 23.333'	382
M3	N 44° 14.098' W 000° 24.630'	N 44° 14.096' W 000° 24.639'	357
SNIPE 1	N 44° 12.414' W 000° 24.789'	N 44° 12.412' W 000° 24.798'	372
SNIPE 2	N 44° 12.409' W 000° 24.665'	N 44° 12.407' W 000° 24.674'	373

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 which 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.

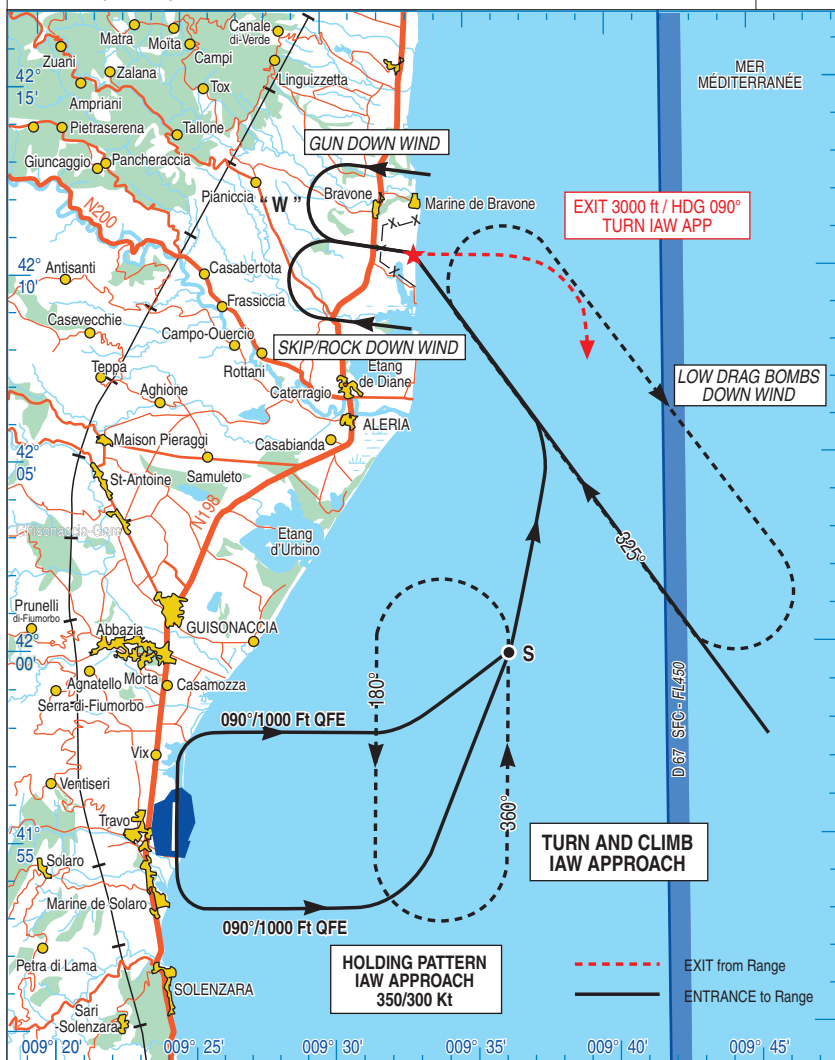
If possible, night flights must adopt medium or high level profile and take place just after sunset.

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)



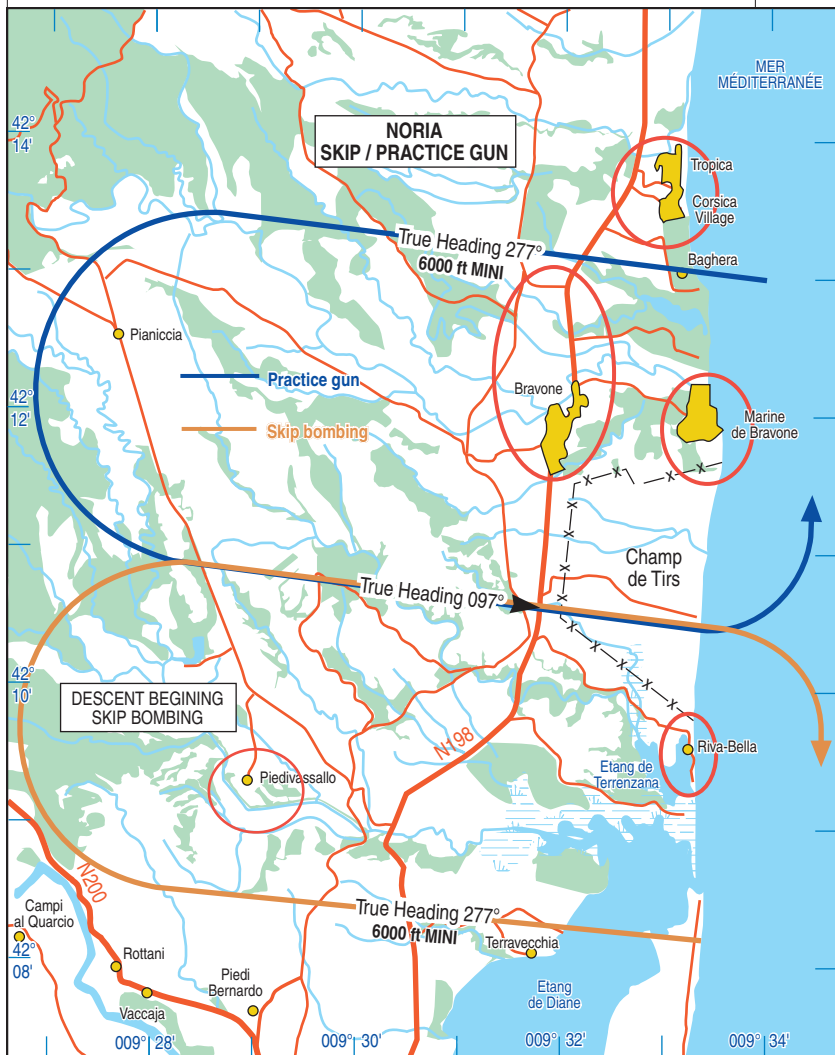
ROUTES

CHG : VAR

02 DIANE

FIRING RANGES

MUVRA :	373.625(P)	337.950 (S)
	139.000 (P)	142.525 (S)
Monitored (GUARD) :	243.000	121.500

VAR
3°E (20)

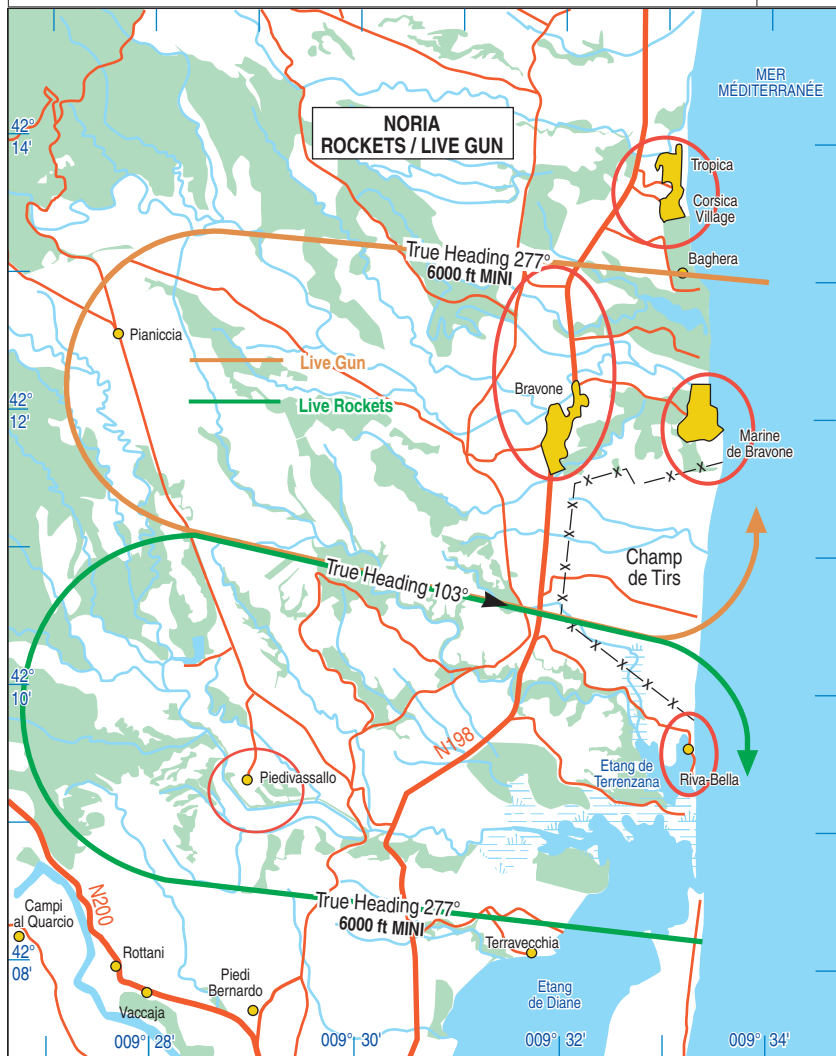
03 DIANE

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)



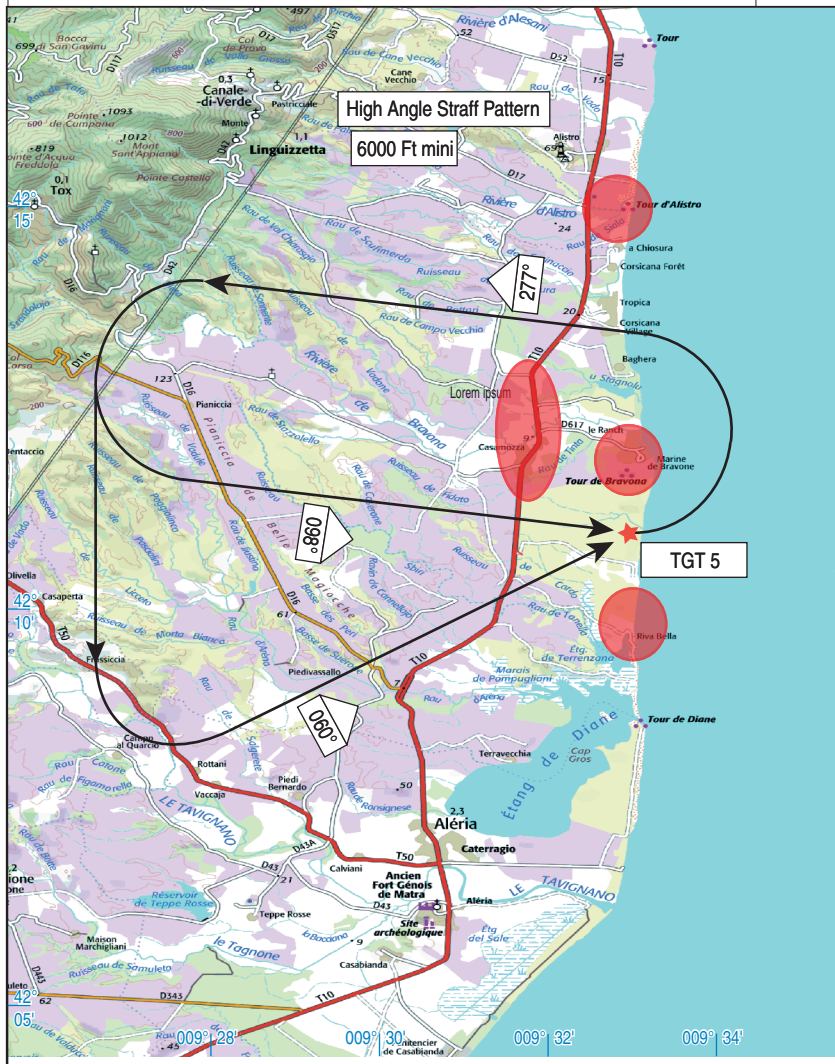
ROUTES

CHG : VAR

04 DIANE

FIRING RANGES

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

05 DIANE

FIRING RANGES

25 MAR 2021

06 DIANE
ROUTES

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

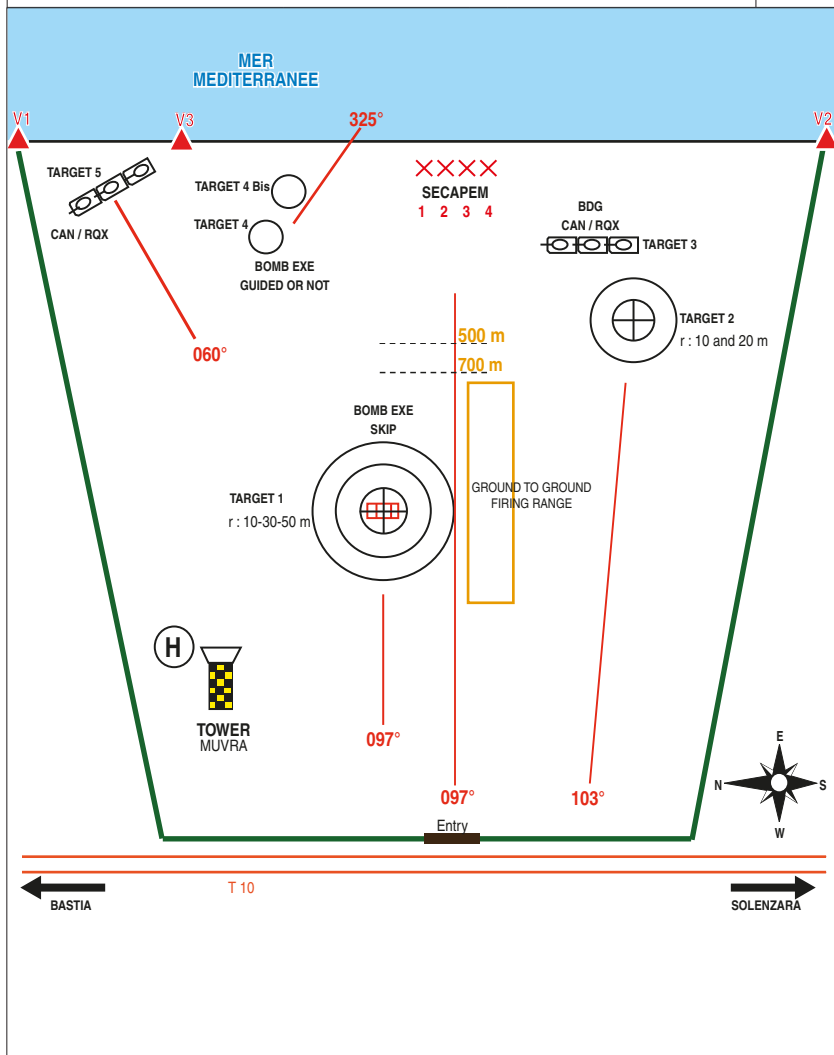
FIRING RANGES

25 MAR 2021

AIR TO GROUND TARGETS

MUVRA : 373.625(P) 337.950 (S)
 139.000 (P) 142.525 (S)
 Monitored (GUARD) : 243.000 121.500

VAR
 3°E (20)



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 ATILA. 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 VEUVÉ then proceed to B.
- report B point, then proceed to pop-up point and or turning point.
- at W, turn to LA VEUVÉ 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

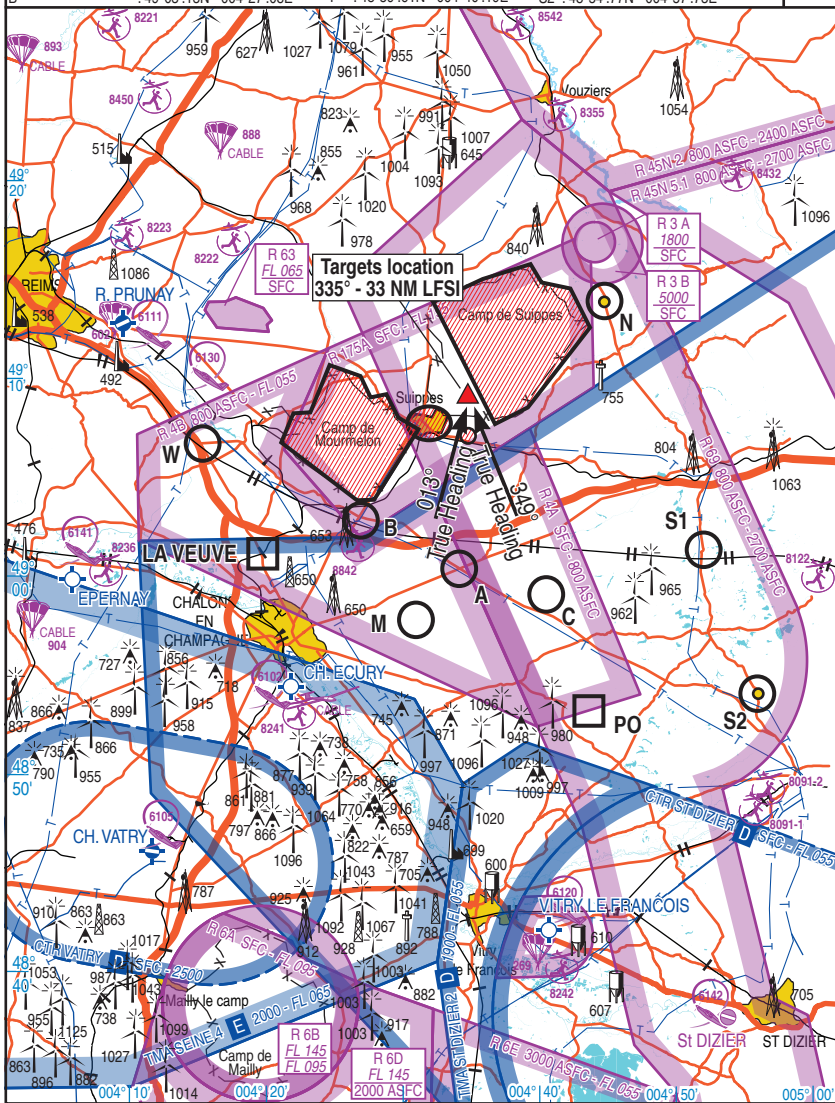
20 MAR 2025

03 SUIPPES GENERAL OVERVIEW

Landmarks coordinates (WGS 72 centesimal) :

W	: 49°06'.78N - 004°15'.11E	A	: 49°00'.45N - 004°34'.57E	C	: 48°59'.36N - 004°40'.36E
SOUTH LA VEUVE	: 49°00'.91N - 004°19'.76E	M	: 48°57'.90N - 004°32'.16E	PO	: 48°53'.19N - 004°45'.22E
NORTH LA VEUVE	: 49°02'.70N - 004°19'.64E	N	: 49°13'.53N - 004°44'.97E	S1	: 49°02'.89N - 004°52'.24E
B	: 49°03'.13N - 004°27'.08E	P	: 48°59'.61N - 004°40'.19E	S2	: 48°54'.77N - 004°57'.73E

VAR
2°E
(20)



GENERAL OVERVIEW

CHG : Obs file.

03 SUIPPES ©

FIRING RANGES

20 MAR 2025

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

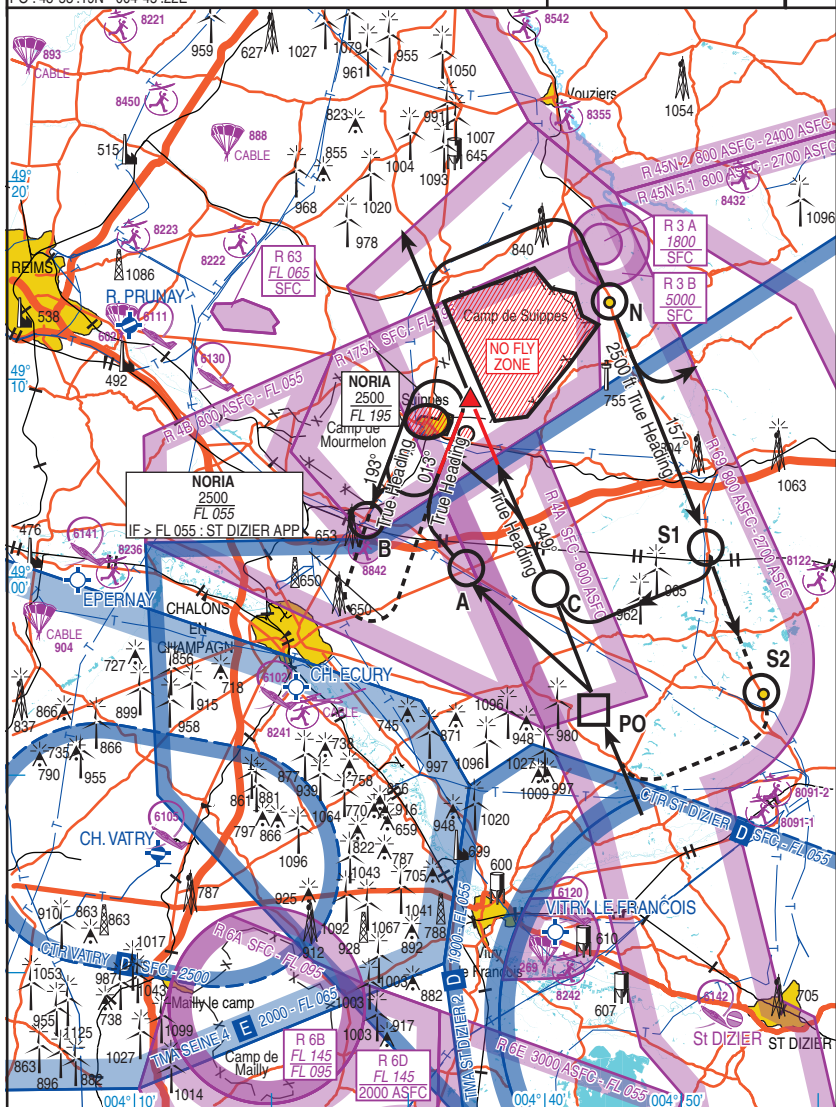
C : 48°59'36N - 004°40'36E

S2 : 48°54'77N - 004°57'73E

PO : 48°53'19N - 004°45'22E

ATTILA : 389.075 (P) 399.050 (S)
142.550 (P) 140.675 (S)

VAR
2°E
(20)



EASTERN PATTERN

CHG : Obs file.

04 SUIPPES ©

20 MAR 2025

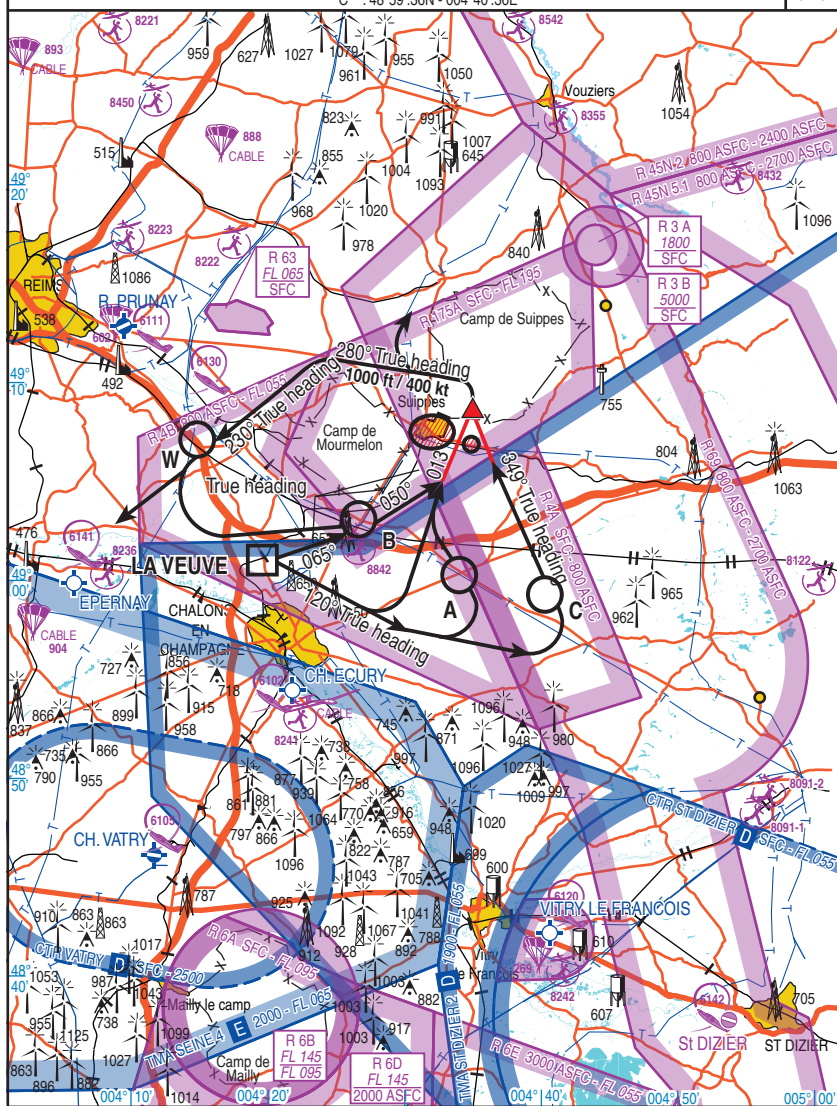
05 SUIPPES WESTERN PATTERN

Landmarks coordinates (WGS 72 centesimals) :

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)

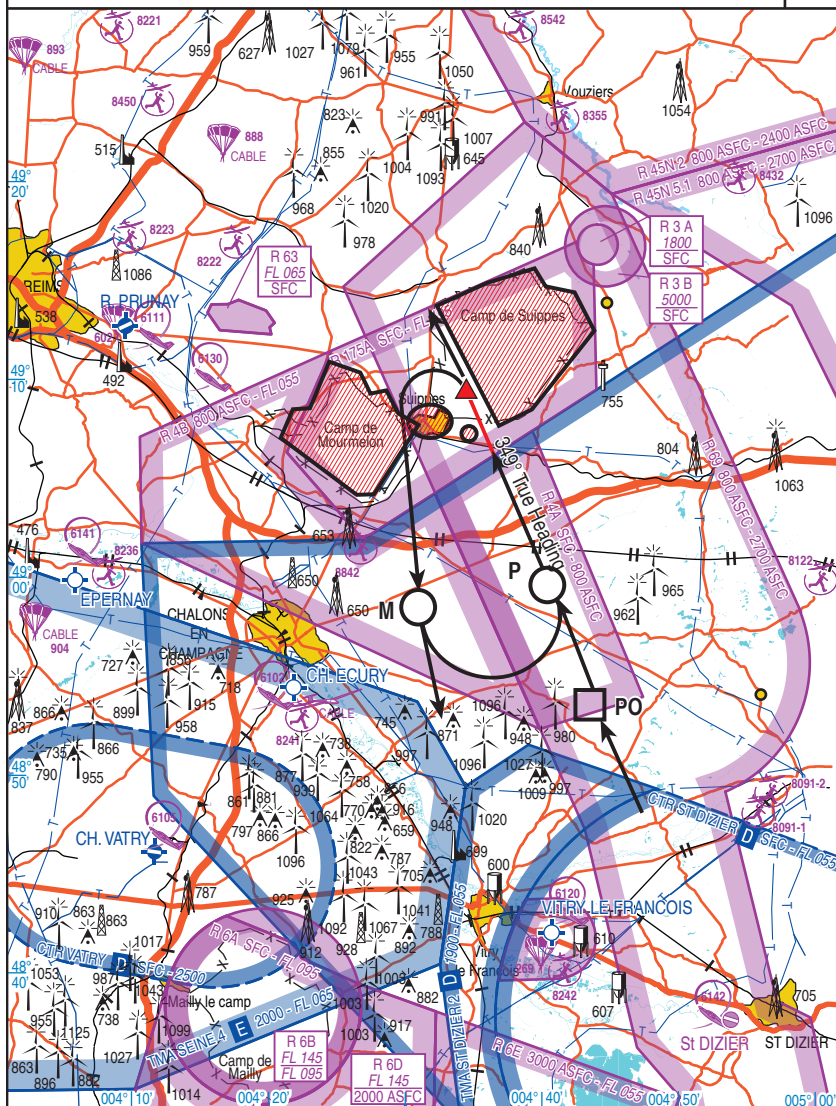
VAR
2°E
(20)

WESTERN PATTERN

CHG : Obs file.

05 SUIPPES ©

06 SUIPPES MA/HA PATTERN

VAR
2°E
(20)

06 SUIPPES ©

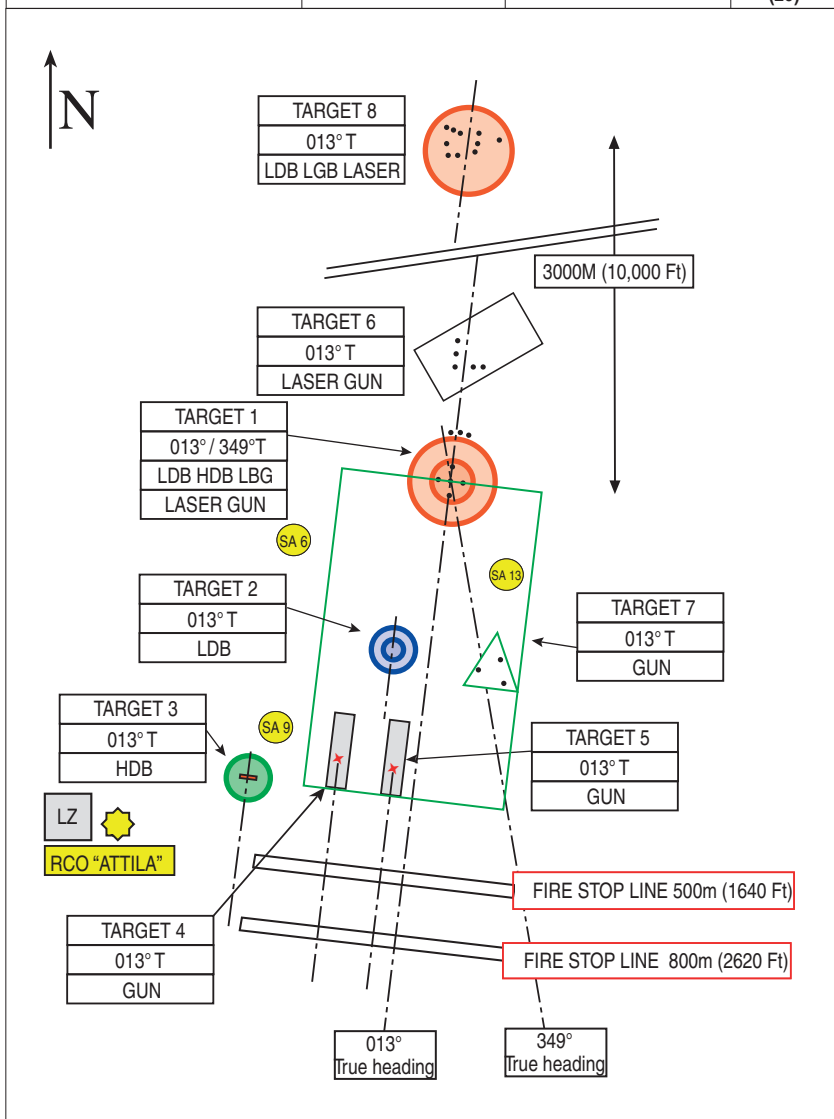
FIRING RANGES

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

26 DEC 2024

01 DA

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	THR POINT D°M' WGS 84 / REFERENCE ELEVATION in feet	APP- ATIS / TWR-AFIS
AGEN LA GARENNE	1910 x 30	11	xx	xx	44°10.66'N 000°34.83'E / 202'	APP TOULOUSE 120.355 ATIS 129.605 / TWR 121.300
AJACCIO NAPOLEON BONAPARTE	2407 x 45	02	110.3 / 40X	xx	41°54.71'N 008°47.70'E / 15'	APP 127.780 / ATIS 126.930 TWR 118.075 / AFIS 119.825
	2072 x 45	20	xx	xx	41°55.89'N 008°48.43'E / 19'	
ALBERT BRAY	2200 x 45	08	xx	xx	49°58.16'N 002°40.72'E / 343'	APP LILLE 129.360 AFIS - TWR 119.655
	2200 x 45	26	108.75 / 24Y	xx	49°58.26'N 002°42.56'E / 349'	
AMBERIEU	1993 x 30	01L	xx	xx	45°58.76'N 005°19.59'E / 840'	APP ST-EX 120.230 AUTO-INFO 129.75 TWR 122.100
ANGOULEME BRIE CHAMPNIER	1860 x 45	10	xx	xx	45°43.83'N 000°12.39'E / 430'	APP LIMOGES 118.080 AFIS 123.150
	1860 x 45	28	109.35 / 30Y	xx	45°43.71'N 000°13.81'E / 414'	
AUCH GERS	1899 x 30	18	xx	xx	43°41.53'N 000°36.03'E / 401'	APP PYRENEES 128.800 AFIS 123.005
BALE-MULHOUSE	3900 x 60	15	111.55 / 52Y	117.45 / 121Y	47°37.06'N 007°30.59'E / 864'	APP 119.355 / 124.105 ATIS 127.880
	2780 x 60	33	109.35 / 30Y	xx	47°35.16'N 007°31.92'E / 882'	
BASTIA PORETTA	2520 x 45	16	xx	114.15 / 88Y	42°33.81'N 009°28.75'E / 13'	APP 340.775 / ATIS 125.930 TWR 118.000 / AFIS 124.725
	2520 x 45	34	111.35 / 50Y	xx	42°32.51'N 009°29.30'E / 26'	
BEAUVAIS TILLE	2385 x 45	12	111.15 / 48Y	109.65 / 33Y	49°27.50'N 002°06.23'E / 352'	APP-TWR 123.985 / 121.400 ATIS 118.380
	2429 x 45	30	109.95 / 36Y	xx	49°26.77'N 002°07.90'E / 297'	
BERGERAC DORDOGNE PERIGORD	1935 x 45	09	xx	xx	44°49.52'N 000°30.29'E / 166'	APP AQUITAINE 119.275 ATIS 127.480 / TWR 119.800
	1960 x 45	27	108.15 / 18Y	xx	44°49.43'N 000°31.96'E / 161'	
BEZIERS VIAS	2000 x 45	09	xx	xx	43°19.44'N 003°20.54'E / 52'	APP MONTPELLIER 130.855 ATIS 127.530 / TWR 120.175
	2000 x 45	27	xx	xx	43°19.36'N 003°22.02'E / 41'	
BIARRITZ PAYS BASQUE	2045 x 45	09	xx	114.15 / 88Y	43°28.09'N 001°32.23'W / 241'	APP 125.6 ATIS 128.230 / TWR 118.700
	2230 x 45	27	111.35 / 50Y	xx	43°28.11'N 001°30.57'W / 219'	
BORDEAUX MERIGNAC	3100 x 45	05	xx	113.75 / 84Y	44°49.15'N 000°43.74'W / 160'	AFIS 120.575 APP 119.275 / 129.875 TWR 118.300 ATIS 131.155
	3100 x 45	23	110.3 / 40X	xx	44°50.32'N 000°42.06'W / 151'	
	2415 x 45	11	xx	xx	44°49.89'N 000°43.75'W / 153'	
	2415 x 45	29	111.15 / 48Y	xx	44°49.52'N 000°41.99'W / 160'	
BREST BRETAGNE	3100 x 45	07R	xx	xx	48°26.60'N 004°26.30'W / 289'	AFIS IROISE 135.825 ATIS 129.355 / TWR 120.100
	2800 x 45	25L	109.9 / 36X	xx	48°27.14'N 004°23.92'W / 309'	
BRIVE SOUILLAC	2100 x 45	11	xx	xx	45°02.64'N 001°28.34'E / 1016'	APP LIMOGES 118.080 AFIS-TWR 121.125
	2100 x 45	29	109.95 / 36Y	xx	45°02.17'N 001°29.79'E / 976'	
CAEN CARPI-QUET	1900 x 45	31	110.95 / 46Y	114.45 / 91Y	49°10.27'N 000°26.71'W / 232'	APP RENNES 120.350 ATIS 123.080 / TWR 134.525
CALVI SAINTE CATHERINE	2310 x 45	18	109.5 / 32X	xx	42°32.47'N 008°47.58'E / 65'	APP BASTIA 123.825 ATIS 131.180 / TWR 123.200
	2110 x 45	36	xx	xx	42°31.23'N 008°47.58'E / 210'	
CARCASSONNE SALVAZA	1950 x 45	09	xx	xx	43°13.02'N 002°17.59'E / 431'	TWR 134.500 ATIS 120.030
	1900 x 45	27	xx	xx	43°12.90'N 002°19.09'E / 402'	
CASTRES MAZAMET	1820 x 30	32	111.35 / 50Y	xx	43°32.99'N 002°17.78'E / 785'	APP TOULOUSE 129.305 AFIS 118.500
CHALONS VATRY	3750 x 45	10	111.3 / 50X	111.65 / 53Y	48°46.78'N 004°09.50'E / 554'	APP SEINE 118.890 ATIS 136.380 / TWR 129.400
	3750 x 45	28	109.55 / 32Y	xx	48°46.37'N 004°12.60'E / 586'	
CHAMBERY AIX LES BAINS	1840 x 45	36	xx	115.4 / 32X	45°37.74'N 005°52.86'E / 779'	APP 121.205 ATIS 127.100 / TWR 118.300

AIRFIELD ABOVE 1800M

26 DEC 2024

02 DA

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	THR POINT D°M WGS 84 / REFERENCE ELEVATION in feet	APP- ATIS / TWR-AFIS
CHAMBLEY	2100 x 45	05R	xx	xx	49°01.17'N 005°51.90'E / 830'	APP ETAIN 120.125 ATIS LORRAINE 136.580
	2100 x 45	23L	xx	xx	49°01.89'N 005°53.23'E / 863'	
CHATEAUXROUX DEOLS	3500 x 45	03	xx	108.65 / 23Y	46°50.98'N 001°43.08'E / 528'	APP POITIERS 134.100 TWR 125.875 / 133.805
	3500 x 45	21	110.3 / 40X	xx	46°52.56'N 001°44.59'E / 518'	
CHERBOURG MANCHE	2440 x 45	10	xx	xx	49°39.13'N 001°29.21'W / 452'	AFIS 119.625
	2440 x 45	28	xx	xx	49°38.89'N 001°27.22'W / 428'	
CLERMONT FERRAND AUVERGNE	3013 x 45	08	xx	114.35 / 90Y	45°47.09'N 003°09.05'E / 1089'	APP 122.225 ATIS 136.405 / TWR 118.625
	2870 x 45	26	111.1 / 48X	xx	45°47.32'N 003°11.35'E / 1057'	
CUERS PIERREFEU	1646 x 30	11	xx	xx	43°15.04'N 006°06.94'E / 269'	TWR 122.700
	1651 x 30	29	xx	xx	43°14.68'N 006°08.27'E / 214'	
DEAUVILLE NORMANDIE	2100 x 45	12	xx	110.2 / xx	49°22.23'N 000°08.32'E / 471'	AFIS 120.350 ATIS 119.180 / TWR 118.300
	2130 x 45	30	111.55 / 52Y	xx	49°21.60'N 000°10.20'E / 461'	
DIJON-LONGVIC	2400 x 45	17	xx	111.45 / 51Y	47°16.59'N 005°05.62'E / 726'	APP BALE 124.105 AFIS 118.325
	2400 x 45	35	xx	xx	47°15.30'N 005°05.78'E / 710'	
DINARD PLEURTUIT SAINT MALO	2200 x 45	17	xx	114.3 / 90X	48°35.88'N 002°04.96'W / 193'	APP RENNES 126.950 ATIS 124.580 / TWR 120.150
	2200 x 45	35	xx	xx	48°34.72'N 002°04.65'W / 198'	
DOLE TAVAU	2230 x 45	05	109.35 / 30Y	xx	47°01.99'N 005°24.92'E / 639'	APP BALE 124.105 ATIS 121.605 / TWR 130.775
	2175 x 45	23	xx	xx	47°02.69'N 005°26.35'E / 645'	
EPINAL MIRECOURT	2700 x 45	08	xx	113.0 / xx	48°19.45'N 006°03.11'E / 1084'	APP OCHEY 127.250 AFIS 120.20
	2440 x 45	26	110.9 / xx	xx	48°19.57'N 006°05.29'E / 1024'	
EXETER	2036 x 45	08	109.9 / 36X	xx	50°43.92'N 003°25.68'W / 100'	APP 128.980 / TWR 119.805 ATIS 119.330
	2036 x 45	26	109.9 / 36X	xx	50°44.18'N 003°23.99'W / 102'	
FAIRFORD	3046 x 46	09	111.1 / 81X	xx	51°40.98'N 001°48.72'W / 286'	APP 362.300 / 122.100 TWR 246.350 / 124.800 ATIS 292.300 / 135.455
	3046 x 46	27	111.1 / 81X	xx	51°41.04'N 001°46.08'W / 256'	
FIGARI SUD CORSE	2420 x 45	05	xx	116.7 / 114X	41°29.68'N 009°05.16'E / 40'	ATIS 118.730 APP 121.050 TWR 120.300
	2420 x 45	23	110.5 / 42X	xx	41°30.59'N 009°06.48'E / 85'	
FLORENNES	2636 x 45	08L	xx	TAC 52X	50°14.47'N 004°37.77'E / 900'	APP 372.275 TWR 234.800
	2671 x 45	26R	108.35 / xx	xx	50°14.75'N 004°40.08'E / 924'	
	1818 x 22.5	08R			50°14.18'N 004°38.03'E / 901'	
	1837 x 22.5	26L			50°14.37'N 004°39.65'E / 903'	
GENEVE	3570 x 50	04	110.9 / 46X	115.75 / 104Y	46°13.67'N 006°5.63'E / 1411'	APP 136.450 ATIS 135.580 / TWR 118.70
	3900 x 50	22	109.9 / 36X	xx	46°15.02'N 006°6.62'E / 1365'	
GRENOBLE ALPES ISERE	3050 x 45	09	109.3 / 30X	xx	45°21.78'N 005°18.59'E / 1224'	APP LYON 136.075 ATIS 133.855 / TWR 119.300
	3050 x 45	27	xx	xx	45°21.77'N 005°20.93'E / 1302'	
HYERES LE PALYVESTRE	1850 x 45	05	108.1 / 18X	TAC 27X	43°05.67'N 006°08.47'E / 5'	APP 126.325 ATIS 129.650 / TWR 121.000
	2061 x 45	23	xx	xx	43°06.37'N 006°09.66'E / 6'	
LA ROCHELLE ILE DE RE	1940 x 45	09	xx	xx	46°10.78'N 001°12.63'W / 59'	APP/AFIS 124.200 ATIS 126.880 / TWR 118.000
LE HAVRE OCTEVILLE	2300 x 40	04	xx	xx	49°31.59'N 000°04.66'E / 310'	APP RENNES 120.350 AFIS 135.205
	2300 x 40	22	xx	xx	49°32.50'N 000°05.96'E / 301'	
LILLE LESQUIN	2780 x 45	08	xx	109.0 / 27X	50°33.77'N 003°04.98'E / 156'	AFIS - APP 120.275 / 126.480 ATIS 119.330 / TWR 118.550
	2545 x 45	26	110.75 / 44Y	xx	50°34.11'N 003°07.33'E / 135'	
LIMOGES BELLEGARDE	2350 x 45	03	xx	xx	45°51.15'N 001°10.35'E / 1273'	APP 118.080 ATIS 128.080 / TWR 119.550
	2350 x 45	21	110.1 / 38X	xx	45°52.21'N 001°11.35'E / 1278'	
AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	THR POINT D°M WGS 84 / REFERENCE ELEVATION in feet	APP- ATIS / TWR-AFIS

CHG : Revision.

AIRFIELD ABOVE 1800M

26 DEC 2024

03 DA

LYON SAINT EXUPERY	2670 x 45	17L	109.10/28X	114.75/94Y	45°44.10'N 005°05.51'E / 780'	AFIS 135.525 APP 120.230 / 125.430 TWR 121.655 / 121.830 ATIS 126.180
	2670 x 45	35R	111.50/52X	xx	45°42.66'N 005°05.69'E / 821'	
	4000 x 45	17R	xx	xx	45°44.80'N 005°05.16'E / 758'	
	4000 x 45	35L	110.75/44Y	xx	45°42.64'N 005°05.42'E / 814'	
MARSEILLE PROVENCE	3160 x 45	13L	110.30/40X	xx	43°26.93'N 005°11.87'E / 9'	APP 120.205 / 124.350 ATIS 125.355 TWR 133.100
	2780 x 45	31R	111.15/48Y	108.8/25X	43°25.64'N 005°13.71'E / 70'	
	2370 x 45	13R	108.30/20X	xx	43°26.46'N 005°12.21'E / 8'	
	2265 x 45	31L	xx	xx	43°25.55'N 005°13.46'E / 64'	
MELUN VILLAROCHE	1972 x 45	10	xx	113.6 / 83X	48°36.39'N 002°39.80'E / 296'	APP 118.050 ATIS MELUN 128.180 AFIS-TWR 121.100
	1890 x 45	28	xx	xx	48°36.14'N 002°41.36'E / 301'	
METZ NANCY LORRAINE	2847 x 45	04	xx	xx	48°58.17'N 006°14.15'E / 858'	APP 119.125 / 127.250 ATIS 136.580 / TWR 122.075
	3050 x 45	22	111.75/54Y	xx	48°59.45'N 006°15.73'E / 861'	
MONTLUCON GUERET	1900 x 45	17	xx	xx	46°13.86'N 002°21.67'E / 1346'	AFIS 118.400
	1900 x 45	35	xx	xx	46°12.86'N 002°22'E / 1367'	
MONTPELLIER MEDITERRANEE	2600 x 45	12L	xx	114.45/91Y	43°35.17'N 003°57.34'E / 17'	APP 127.280 / 131.055 ATIS 124.130 / TWR 118.200
	2600 x 45	30R	108.55/22Y	xx	43°34.37'N 003°58.93'E / 6'	
NANTES ATLANTIQUE	2853 x 45	03	109.90/36X	115.5/102X	47°08.50'N 001°37.17'W / 73'	APP 124.430 ATIS 126.930 / TWR 118.65
	2691 x 45	21	xx	xx	47°09.86'N 001°36.13'W / 81'	
NICE COTE D'AZUR	2538 x 45	04L	109.95/36Y	112.40/71X	43°39.11'N 007°12.24'E / 10'	APP 134.475 / 124.180 TWR 118.700 / 123.150 ATIS 129.605
	2480 x 45	22R	xx	109.65/33Y	43°40.11'N 007°13.62'E / 10'	
	2963 x 45	04R	110.70/44X	109.20/29X	43°38.80'N 007°12.15'E / 10'	
	2963 x 45	22L	xx	xx	43°39.94'N 007°13.71'E / 12'	
NIMES GARONS	2443 x 45	18	xx	109.55/32Y	43°46.10'N 004°24.93'E / 301'	APP MONTPELLIER 130.855 ATIS 129.355 / TWR 123.200
	2443 x 45	36	xx	xx	43°44.79'N 004°25.03'E / 309'	
PARIS CHARLES DE GAULLE	2700 x 60	09L	109.350 / 331.850 /30Y	115.350/100Y 117.050/117Y	49°01.48'N 002°31.49'E / 378'	APP 121.155 / 125.830 / 126.575 (s) / 119.850 / 126.430 / 118.150 133.380 / 124.355 / 136.275 / 131.200 ATIS 128.230 / 127.130 TWR 119.250 / 120.655 (s) / 120.900 / 118.655 / 125.330 (s) / 123.605 / 119.625 (s)
		27R	110.350 / 334.850/40Y		49°01.60'N 002°33.70'E / 392'	
	4200 x 45	09R	110.100 / 334.400/38X		49°01.24'N 002°30.78'E / 392'	
	3600 X 45	27L	110.700 / 330.200/44X		49°01.42'N 002°34.22'E / 386'	
	4142 x 45	08L	108.700 / 330.500/24X		48°59.74'N 002°33.16'E / 338'	
	3616 X 45	26R	111.950 / 330.950/56Y		48°59.92'N 002°36.55'E / 316'	
	2700 x 60	08R	108.550 / 329.750/22Y		48°59.57'N 002°33.94'E / 337'	
	2700 x 60	26L	108.350 / 333.950/20Y		48°59.69'N 002°36.15'E / 317'	
	2130 x 45	03			48°56.92'N 002°25.61'E / 147'	
PARIS LE BOURGET	2130 x 45	21		116.100/108X	48°58.10'N 002°26.44'E / 173'	APP CDG 121.155 / 119.850 118.150 / 124.355 ATIS LE BOURGET 120.000 TWR LE BOURGET 118.925
	2602 x 45	07	109.500 / 332.600/32X		48°57.83'N 002°25.22'E / 148'	
	2049 x 45	25			48°58.44'N 002°27.50'E / 218'	
	1805 x 45	27	110.550 / 329.450/42Y		48°57.90'N 002°26.73'E / 168'	

AIRFIELD ABOVE 1800M

26 DEC 2024

04 DA

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	THR POINT D°M' WGS 84 / REFERENCE ELEVATION in feet	APP- ATIS / TWR-AFIS
PARIS ORLY	2400 x 45	02	110.300 / 335.000 / 40X	113.950 / 86Y	48°43.05'N 002°22.60'E / 287'	APP ORLY 124.450 / 123.875 / 118.855 ATIS 126.505 TWR 118.700 / 120.500
	2400 x 45	20	xx		48°44.28'N 002°23.22'E / 288'	
	3350 x 45	06	108.500 / 329.900 / 22X		48°43.20'N 002°19.02'E / 288'	
	3650 x 45	24	110.900 / 330.800 / 46X		48°44.13'N 002°21.64'E / 285'	
	3320 x 45	07	108.150 / 334.550 / 18Y		48°43.16'N 002°21.52'E / 277'	
	2885 x 45	25	111.750 / 333.350 / 54Y		48°43.65'N 002°24.12'E / 285'	
PAU PYRENEES	2500 x 45	13	xx	xx	43°23.26'N 000°26'W / 581'	AFIS 126.525 / APP 128.800 ATIS 128.480 / TWR 124.150
	2500 x 45	31	110.10/38X	xx	43°22.47'N 000°24.49'W / 616'	
PERPIGNAN RIVESALTES	2500 x 45	15	xx	116.25/109Y	42°45.25'N 002°51.70'E / 130'	APP MONTPELLIER 130.855 ATIS 127.880 / TWR 118.300
	2330 x 45	33	111.75/54Y	xx	42°44.10'N 002°52.66'E / 131'	
POITIERS BIARD	2350 x 45	03	xx	113.3/xx	46°34.78'N 000°18.01'E / 417'	AFIS 124.000 / APP 134.100 ATIS 121.780 / TWR 118.500
	2345 x 45	21	xx	110.95/46Y	46°35.87'N 000°18.95'E / 421'	
QUIMPER PLUGUFFAN	2045 x 45	09	xx	117.80/125X	47°58.54'N 004°11.12'W / 293'	APP IROISE 125.860 TWR 118.625
	2113 x 45	27	xx	xx	47°58.47'N 004°09.40'W / 275'	
RAMSTEIN	3200 x 45	08	xx	xx	49° 25.95' N 007° 34.73' E / 760'	APP 129.675 / 291.000 TWR 133.205 / 122.100 356.850 / 257.800 ATIS 127.185 / 374.375
	3200 x 45	26	110.5/42X	xx	49° 26.18' N 007° 37.35' E / 776'	
	3000 x 45	09	xx	xx	49° 26.15' N 007° 34.54' E / 760'	
	3000 x 45	27	xx	xx	49° 26.26' N 007° 37.01' E / 780'	
RENNES SAINT JACQUES	2031 x 45	10	xx	109.25/29Y	48°04.42'N 001°44.77'W / 77'	AFIS 126.950 / 134.000 ATIS 136.405 / TWR 120.5
	2102 x 45	28	110.1/38X	0	48°04.21'N 001°43.10'W / 121'	
ROCHEFORT CHARENTE MARITIME	2280 x 45	12	xx	xx	45°53.77'N 000°59.84'W / 60'	APP LA ROCHELLE 124.20 AFIS 119.305
	2280 x 45	30	xx	xx	45°53.11'N 000°58.35'W / 53'	
RODEZ AVEYRON	2045 x 45	13	xx	xx	44°24.82'N 002°28.36'E / 1910'	TWR 118.125 ATIS 129.780
	1995 x 45	31	110.75/44Y	xx	44°24.13'N 002°29.56'E / 1896'	
SAINT BRIEUC ARMOR	2200 x 45	06	xx	xx	48°31.99'N 002°52.04'W / 450'	APP RENNES 126.950 AFIS 118.450
	2200 x 45	24	xx	xx	48°32.60'N 002°50.51'W / 431'	
SAINT ETIENNE LOIRE	1817 x 45	17	xx	xx	45°33.07'N 004°17.71'E / 1286'	APP CLERMONT 120.500 ATIS 132.805 / TWR 119.250
	2130 x 45	35	xx	xx	45°31.83'N 004°17.87'E / 1325'	
SAINT NAZAIRE MONTAIR	2405 x 45	07	xx	xx	47°18.55'N 002°09.87'W / 12'	APP NANTES 124.430 TWR 118.950
	2405 x 45	25	xx	xx	47°18.92'N 002°08.04'W / 11'	
SAINT YAN	2034 x 45	15L	xx	xx	46°25.32'N 004°00.43'E / 783'	APP 123.405 ATIS 132.480 / TWR 122.300
	2034 x 45	33R	111.75/54Y	xx	46°24.39'N 004°01.27'E / 797'	
STRASBOURG ENTZHEIM	2400 x 45	05	108.55/22Y	115.6/103X	48°31.87'N 007°36.96'E / 503'	APP 119.580 / 120.70 ATIS 126.930 / TWR 119.250
	2400 x 45	23	109.55/32Y	xx	48°32.73'N 007°38.43'E / 491'	
TARBES LOURDES PYRENEES	2330 x 45	02	xx	113.9/86X	43°09.96'N 000°00.77'W / 1259'	APP PYRENEES 128.800 ATIS 125.955 / TWR 119.050
	3000 x 45	20	109.50/32X	xx	43°11.48'N 000°0'0" E / 1171'	
TOULOUSE BLAGNAC	3025 x 45	14L	108.90/26X	117.70/124X	43°38.24'N 001°21.46'E / 489'	AFIS 121.250/123.930 APP 129.305/125.180/121.105 ATIS 123.130 / TWR 118.10
	3025 x 45	32R	108.35/20Y	xx	43°36.94'N 001°22.81"E / 497'	
	3503 x 45	14R	110.70/44X	xx	43°38.65'N 001°20.76"E / 488'	
	3503 x 45	32L	109.30/30X	xx	43°37.14'N 001°22.33"E / 497'	

AIRFIELD ABOVE 1800M

26 DEC 2024

05 DA

AIRFIELD	LDA	QFU	ILS(QFU)	VOR/DME	THR POINT D°M' WGS 84 / REFERENCE ELEVATION in feet	APP- ATIS / TWR-AFIS
TOULOUSE FRANCAZAL	1800 x 45	11	xx	xx	43°32.94"N 001°21.43"E / 534'	APP TOULOUSE 125.180 AFIS 118.800
	1800 x 45	29	xx	xx	43°32.54"N 001°22.64"E / 533'	
TOURS VAL DE LOIRE	2404 x 45	02	xx	xx	47°25.31"N 000°43.40"E / 351'	APP SEINE 134.875 TWR/AFIS 124.400
	2404 x 45	20	xx	xx	47°26.56"N 000°43.91"E / 351'	
VALENCE CHABEUIL	1845 x 45	01	xx	xx	44°54.73"N 004°58.09"E / 524'	APP LYON 136.075 AFIS 120.100
	1975 x 45	19	xx	xx	44°55.86"N 004°58.30"E / 517'	
VICHY CHARMEIL	2200 x 45	01	xx	xx	46°09.60"N 003°24.10"E / 817'	APP CLERMONT 122.225 AFIS 121.405
	2200 x 45	19	xx	xx	46°10.77"N 003°24.34"E / 810'	
	AFLD ≥ 2400 M					
	FOREIGN AFLD					
	AFLD MIAC 4					

