

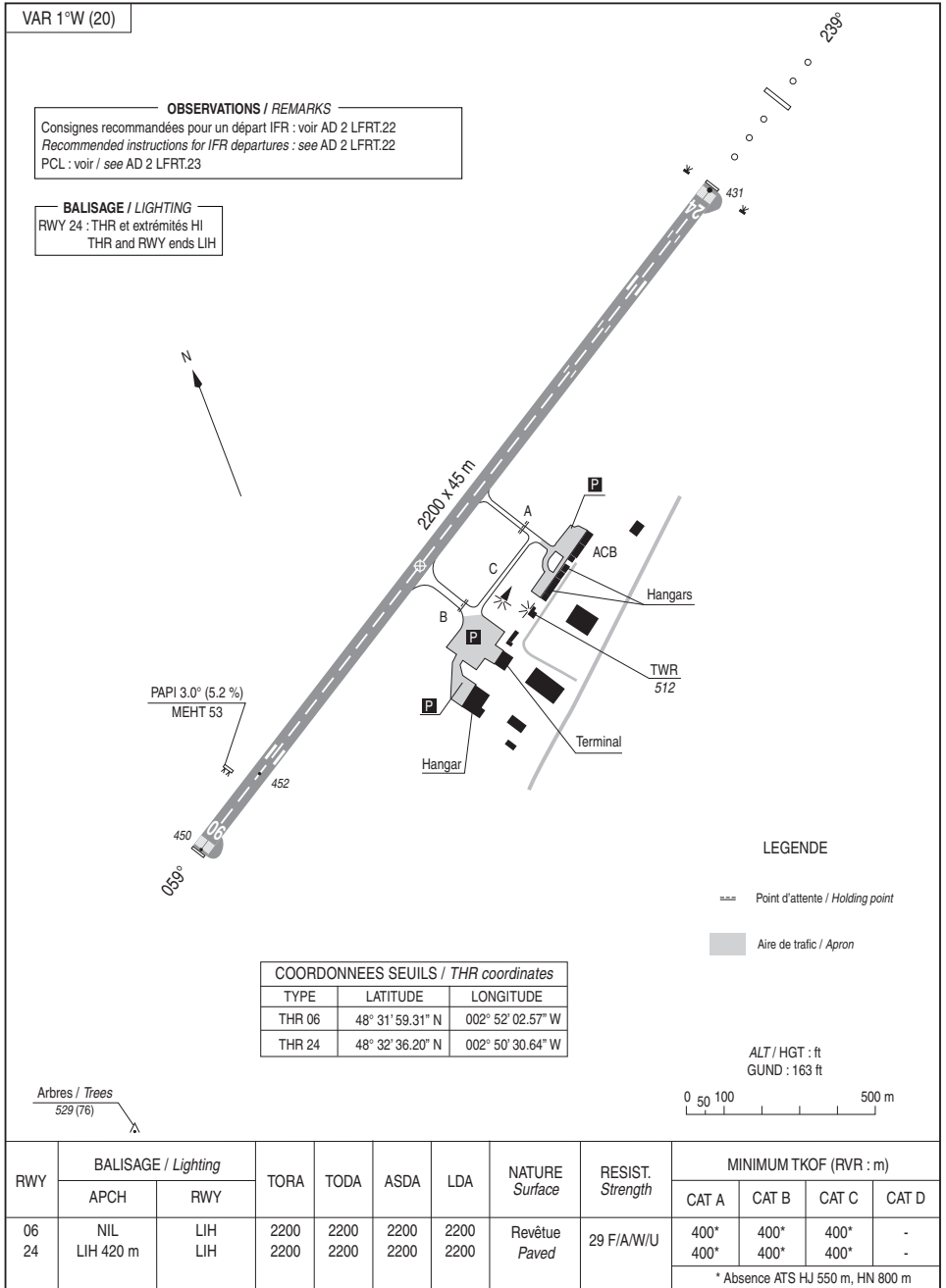
CARTE D'AERODROME

Aerodrome chart

SAINT BRIEUC ARMOR

48 32 15 N - 002 51 24 W

ALT AD : 452 (17 hPa)



DATA

SAINT BRIEUC ARMOR

POINTS / REPERES ESSENTIELS DES PROCEDURES

Waypoints / Procedures main fixes

Identification	Coordonnées	<i>Coordinates</i>	RNAV	CONV
SB IAF	REF AD 2 LFRT.19			X
ODIMI	REF Enr 4.4		X	
ARLOR	REF Enr 4.4		X	
EKPAT	REF Enr 4.4		X	
FRT24	48°35'04.0"N	002°44'21.5"W	X	
RW24	48°32'36.20"N	002°50'30.64"W	X	
RT410	48°31'15.6"N	002°53'51.5"W	X	

Données complémentaires à la page DATA 01

IDENTIFICATION	COORDONNEES	RNAV	CONV
SB IAF	48°34'03.1"N - 002°46'56.8"W		X
ODIMI	48°41'55.3"N - 002°41'47.3"W	X	
ARLOR	48°37'38.4"N - 002°37'54.1"W	X	
EKPAT	48°33'21.4"N - 002°34'01.6"W	X	

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

ALT AD : 452, THR : 431 (16 hPa)

SAINT BRIEUC ARMOR

RNP RWY 24

APP : RENNES Approche / Approach : 126.950

AFIS : SAINT BRIEUC Information : 118.450

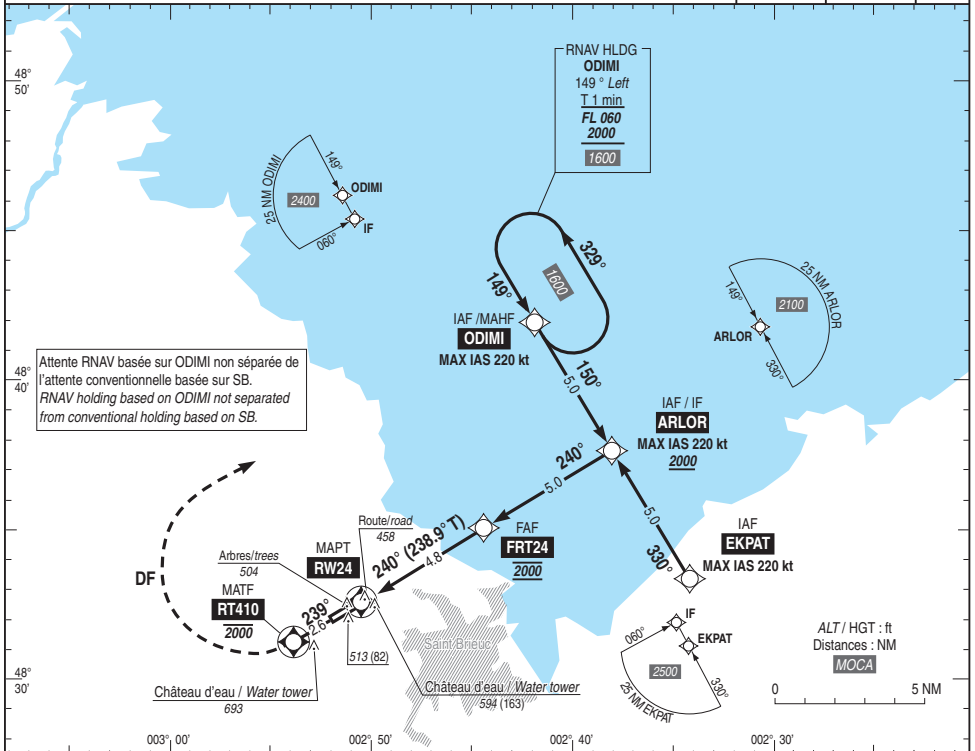
Absence ATS : A/A FR seulement. Obtenir le QNH de RENNES auprès de l'ATIS RENNES 136.405

A/A FR only. Obtain RENNES QNH from RENNES ATIS 136.405

RNP APCH

EGNOS
CH 62583
E24A
RDH : 50

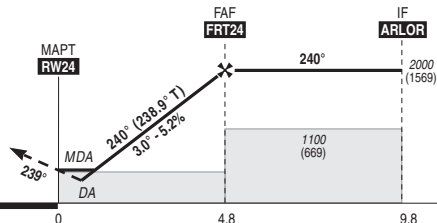
VAR
1°W
(20)



Attente RNAV basée sur ODIMI non séparée de l'attente conventionnelle basée sur SB.
RNAV holding based on ODIMI not separated from conventional holding based on SB.

API : Monter vers **RT410**, tourner à **droite** direct vers **ODIMI** pour intégrer l'attente en montée vers **2000** (1569). Monter à **1500** (1069) avant d'accélérer en palier.

Missed APCH : Climb to **RT410**, then turn **right** direct to **ODIMI** to join holding pattern climbing up to **2000** (1569). Climb up to **1500** (1069) 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 API 2.5%			LPV API 3%			LNAV			MVL / Circling (1)		MVL / Circling (1) absence ATS HJ seulement/only		DIST RW24				
	DA (H)	RVR	OCH	DA (H)	RVR	OCH	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS	NM	4	3	2	1
A	640 (210)	750	203	630 (200)	750	162	810 (380)	1300	379	1120 (690)	1500	1360 (930)	1500	ALT	1750	1440	1120	800
B	650 (220)	800	216							1150 (720)	1600	1390 (960)	1600	(HGT)	(1319)	(1009)	(689)	(369)
C	660 (230)	800	224							1250 (820)	2400	1490 (1060)	2400					

Observations/Remarks : (1) MVL au Nord de la piste cause environnement / Due to environment : Circling North of RWY.

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

PCL O/R hors HOR ATS / PCL O/R outside ATS SKED.

FAF - THR	4.8 NM	70 kt 4 min 05	85 kt 3 min 22	100 kt 2 min 52	115 kt 2 min 29	130 kt 2 min 12	145 kt 1 min 58	160 kt 1 min 47
VSP (ft/min)		370	450	530	610	690	770	850

RNP RWY24												
RNP	Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MAG VAR 2020 0.6°W		Vertical angle (°) / TOCH (m)	Nav Spec
									MINN Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)		
	HLDG		ODIMI									
	INA ODIMI	IF	ODIMI		150	149.0	5.0	R	2000	220		RNP APCH
	INA EXPAT	IF	EKPAT		330	329.1	5.0	L	2000	220		RNP APCH
	INA ARLOR	IF/TF	ARLOR		240	239.0	5.0		2000	220		RNP APCH
APCH		TF	FRT24	Yes	240	238.9	4.8		2000		-3.0° / 15	RNP APCH
		TF	RW24	Yes	239	238.9	2.6	R	2000	220		RNP APCH
		DF	ODIMI									RNP APCH

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LFRT
Runway	24
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E24A
LTP/FTP Latitude	483236.2000N
LTP/FTP Longitude	0025030.6380W
LTP/FTP Ellipsoidal Height (metres)	180.8
FPAP Latitude	483159.3110N
Delta FPAP Latitude (seconds)	-36.8890
FPAP Longitude	0025202.5720W
Delta FPAP Longitude (seconds)	-91.9340
Threshold Crossing Height	15.00
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (metres)	105
Length Offset (metres)	0
HAL (metres)	40
VAL (metres)	35

Output data

Data Block	10 14 12 06 0C 18 00 00 01 34 32 05 D0 22 D5 14 24 C9 C7 FE 10 1B CE DF FE C4 31 FD 2C 81 2C 01 64 00 C8 AF CD B2 65 45
Calculated CRC Value	CD B2 65 45

Required Additional Data

ICAO Code	LF
LTP/FTP Orthometric Height (metres)	131.2
FPAP Orthometric Height (metres)	131.2

APPROCHE AUX INSTRUMENTS

Instrument approach

CAT A B C

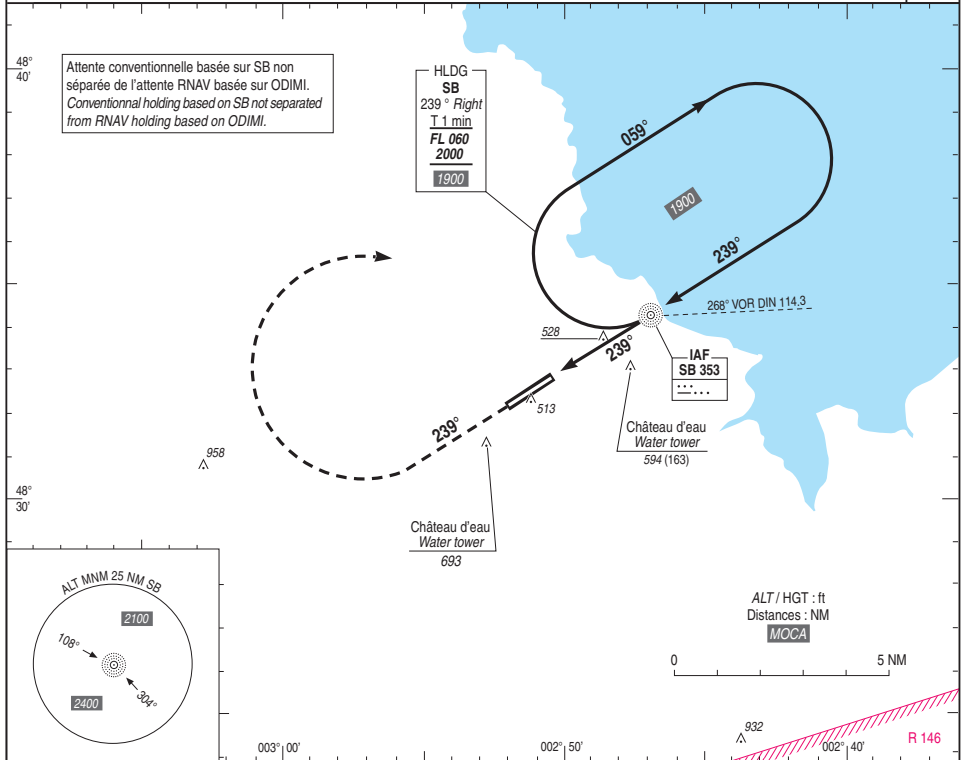
SAINT BRIEUC ARMOR

ALT AD : 452, **THR : 431 (16 hPa)**

NDB RWY 24

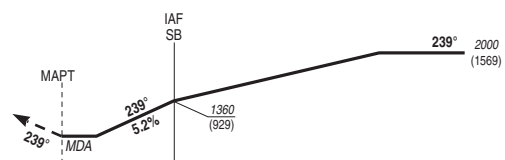
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AFIS : SAINT BRIEUC Information : 118.450
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VAR
1°W
(20)



API : Monter au **QDR 239°** de **SB** (RM 239°). A **1000** (569), tourner à **droite** vers **SB** en montée vers **2000** (1569). **Ne pas tourner avant le MAPT.**
Monter à **1600** (1169) avant d'accélérer en palier.

Missed APCH : climb **QDR 239°** **SB** (MAG 239°). At **1000** (569), turn **right** to **SB** climbing up to **2000** (1569). **Do not turn before MAPT.**
Climb up to **1600** (1169) prior to level acceleration.



THR ← (NM) 0.6 2.8
MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT THR

CAT	NDB			MVL / Circling (1)		MVL / Circling (1) absence ATS HJ seulement/only	
	MDA (H)	RVR	OCH	MDA (H)	VIS	MDA (H)	VIS
A				1120 (690)	1500	1360 (930)	1500
B	840 (410)	1500	409	1150 (720)	1600	1390 (960)	1600
C				1250 (820)	2400	1490 (1060)	2400

Observations/Remarks : (1) MVL au Nord de la piste cause environnement / Due to environment : Circling North of RWY.
PCL O/R hors HOR ATS / PCL O/R outside ATS SKED.

		70 kt	85 kt	100 kt	115 kt	130 kt	145 kt	160 kt
NDB - MAPT	2.2 NM	1 min 53	1 min 33	1 min 19	1 min 09	1 min 01	0 min 55	0 min 50
NDB - THR	2.8 NM	2 min 23	1 min 58	1 min 40	1 min 27	1 min 17	1 min 09	1 min 02
VSP (ft/min)		370	450	530	610	690	770	850

