

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.**

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

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

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

2- turn :

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

3 - Flight technical tolerance :

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

4- Arrival :

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

5 - Initial approach segment

Optimal descent slope is 1000 ft/Nm.

6 - Intermediate approach segment

Minimum length is 3 Nm.

7 - Final approach segment :

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

8 - Missed approach segment :

Climbing reference slope is a 6 % minimum.

9 - Departure procedures :

Departure with turn : - IAS max = 350 Kt

- Minimum slope = 8,75 %

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

Altimetric reference for instrument approach charts:

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

24 MAR 2022

VSS

VISUAL SEGMENT SURFACE

VSS informations added on procedures charts
(Decree 22 DEC 2020 / Version 2 - Chap 5)

Procedure designer have to check if an obstacle cross the Visual Segment Surface of classic procedures. (except those without FAF).

Published procedures have to show :

- if VSS has been studied for the procedure,
- if an obstacle cross the surface, and which.

At the bottom of the page in the "Remarks" box, the procedure will be informed as follow :

- VSS has not been **studied** : **no information**.
- VSS has been **studied and no obstacle** cross : "**VSS checked**" **writen**.
- VSS has been **studied and an obstacle cross it** : "**VSS crossed**" **writen**.
If so, the obstacle is represented in **red** on the chart : **(3)**

55

AERODROME OPERATING MINIMA

In compliance to titleVII of instruction 350 / DIRCAM.

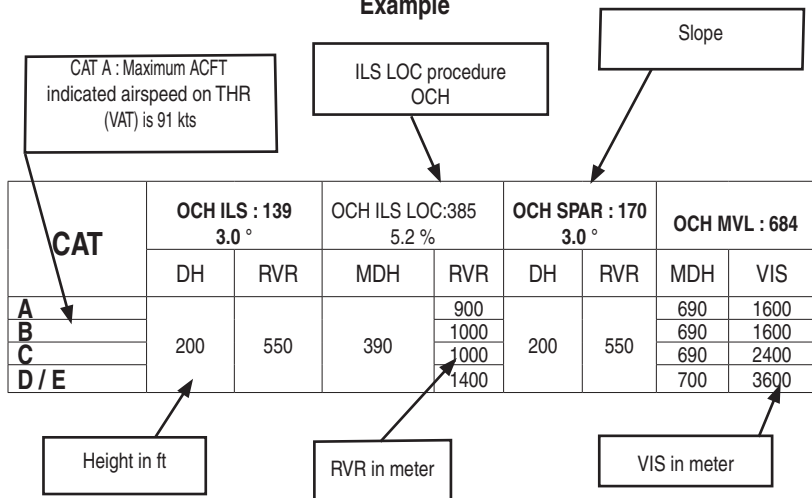
TKOF MINIMA

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

Edge and end RWY lighting are compulsory during night operations.

INSTRUMENT APPROACH MINIMA

Example



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

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

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

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

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

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

27 APR 2017

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

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

DIRCAM

24 MAR 2022

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

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

FREQ. monitored by CTL (Recovery).

GUND (in ft) :

Geoïd undulation (WGS84).

HMSR / HMG :

Minimum Vectoring Area (based on QFE).

WGS 84 :

Geographic coordinates expressed in WGS reference

-°.'"-1/100^{es} 84 wich concern only longitude and latitude.**AERODROMES.**

AERODROME REFERENCE POINT (ARP).....

RWY :

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

Stopway (SWY).....

Clearway (CWY).....

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

Flashing light.....

Radio Landing Aids.....

Fan Marker Beacons.....

Transmissometer.....

Heliport.....

Minimum Obstacle Clearance Height.....

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



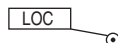
DTHR



DTHR



VV

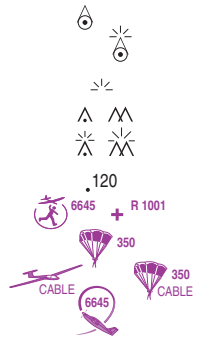


MOCH

DIRCAM

OBSTRUCTIONS (On or outside AD).

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



NAVIGATION.

RADIONAVIGATION AIDS.

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



REPORTING POINTS

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



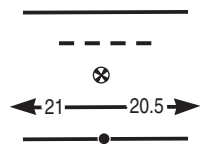
WAYPOINTS

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



INSTRUMENT APPROACH.

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



05 NOV 2020

CHARTED HEIGHTS / FLIGHT LEVELS

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

SYMBOLIZATION OF THE MISSED APPROACHES

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

Some examples of this symbolization :



Climb straight ahead up to 4000ft.



Climb on radial 103° of radio navigation aid LDV.



At 3 nautical miles from radio navigation aid LDV.



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



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



Intercept the ARC 14 NM from TACAN LDV.



At or to radio navigation aid LDV.

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

DIRCAM

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		
		M	Mach number or metre
H...	Give the minutes after the hour	MAG	Magnetic
H24	Continuous night and day service	MAP	Aeronautical maps and charts
HAP	Expected approach time	MAPT	Missed approach point
HBN	Hazard beacon	MAX	Maximum or maximal
HEL	Helicopter	MDA	Minimum descent altitude
HF	High frequency (3 000 to 30 000 KHz)	MDH	Minimum descent height
HGT	Height	MEHT	Minimum eye height over threshold
HI	Light intensity high	MET	Meteorological or meteorology
HJ	Day time	METAR	Aviation routine weather report
HLDG	Holding	MFO	Obstacle clearance limit
HMSR	Radar minimum safe height	MHZ	Megahertz
HN	During night	MIL	Military
HO	Service available to meet service requirements	MIN	Minutes
HOL	Public holiday	MKR	Marker
HOR	Fixed schedule or time	MLS	Microwave landing system
HPA	Hectopascal	MM	Middle marker
HPMA	High Performance Military Aircraft (NATO procedure)	MNM AD	AD operating minima
HR	Hours	MNM	Minimum or minima
HS	Service available during hours of scheduled ops	MNTN	Maintain
HX	No specific working hours	MRT	Multi radar tracking
HZ	Hertz	MSG	Message
		MSH	Minimum sector Height
IAC	Instrument approach chart	MSL	Mean sea level
IAF	Initial approach fix	MT	Magnetic Track
IAS	Indicated air speed	MVI	Visual manoeuvring with prescribed track
IBN	Identification beacon	MVL	Visual manoeuvring without prescribed track
ICAO	International civil aviation organization		
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 Government 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
LG	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
QDM	Magnetic heading	TXT	Text
QDR	Magnetic bearing	TYP	Type of aircraft
QFE	Atmospheric pressure at aerodrome elevation	UAC	Upper area control centre
QFU	Magnetic orientation of runway	UDF	UHF direction finding station
QNH	Altimeter setting to obtain AD elevation When on the ground	UHF	Ultra high frequency (300 to 3000 MHz)
R	Right (runway identification)	UNL	Unlimited
R..	Restricted area	UTC	Coordinated universal time
RAG	Runway arresting gear	VAC	Visual approach and landing chart
RAI	Automatic information transmitter	VAR	Magnetic variation
RAP	Inbound track	VASIS	Visual approach slope indicator system
RCA	Air traffic regulations	VFR	Visual Flight rules
RCL	Runway center line	VDF	Vhf direction finding system
RCO	Range Control Officer	VH	Horizontal visibility
RDH	Reference datum height (for ILS/PAR)	VHF	Very high frequency (30 to 300 MHz)
RDL	Radial	VIS	visibility
REF	Reference to or refer to	VMC	Visual meteorological conditions
REG	Registration	VOR	Vhf omnidirectional radio range
REP	Reporting point	VORTAC	VOR and TACAN combination
REQ	Request or requested	VP	True air speed
RFL	Requested FL	VS	Ground speed
RFFS	Rescue and fire fighting services	VSP	Vertical speed
RMK	Remarks	VV	Vertical visibility
RNAV	Area navigation	WBAR	Wing bar light
RVR	Runway visual range	WDI	Wind direction indicator
RWY	Runway	WGS- 84	World geodesic system 1984
S	Secondary	WIN	Winter
Sc	Flashing light	WP	Way point
SDE	Landing displaced threshold	WRNG	Warning
SDF	Step down fix	XBAR	Cross bar (of approach lighting system)
SFA	Aeronautical fixed serviced	ZIT	Temporary prohibited area
SFC	Surface (ground or sea)	ZP	Pressure altitude
SIA	Aeronautical information service		
SID	Standard instrument departure		
SO	operational department		
SPAR	Slight precision approach radar		
SR	Sun rise		
SRE	Surveillance radar element of precision approach radar system		
SSR	Secondary surveillance radar		
STN	Station		
STOL	Short take off and landing aircraft		
SUP	Above or upper		
SWY	Stopway		
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		

DIRCAM

ILS TOUCH DOWN ZONE COORDINATES

08 OCT 2020

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"
TOURS	20	N 47° 26.404'	E 000° 43.856'	N 47° 26' 24.332"	E 000° 43' 50.775"

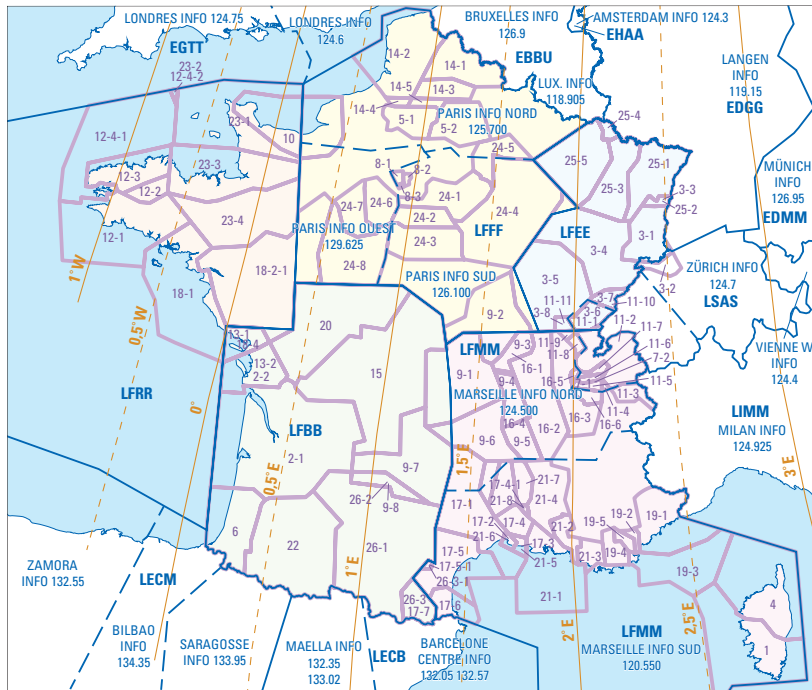
DIRCAM

CHG : Landivisiau.

ILS TOUCH DOWN

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

VOLMET

PARIS RADIO
125.155 FR
126.005 EN

BORDEAUX RADIO
127.005 FR
126.405 EN

MARSEILLE RADIO
128.605 FR
127.405 EN

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: 130.900 <FL 145
3-2: 130.900 <FL 105
3-3: 130.900 <5000 ft
3-4: 135.850 <FL 145
3-5: 135.850 <FL 195
3-6: 135.850 <6500 ft
3-7: 135.850 <FL 115
3-8: 135.850 <FL 145
- 4 BASTIA INFO 124.725 <FL 145
- 5 BEAUVAIS INFO
5-1: 123.985 <FL 085
5-2: 119.800 <FL 085
- 6 BIARRITZ INFO 119.175 - 126.525* <FL 145
*Hors HOR BIARRITZ
- 7 CHAMBERY INFO
7-1: 123.700 - 135.525* <FL 095
7-2: 123.700 - 135.525* FL 095 <FL 115
*Hors HOR CHAMBERY
- 8 CHEVREUSE INFO
8-1: 119.300 <2000 ft
8-2: 119.300 <1500 ft
8-3: 119.300 <2500 ft
- 9 CLERMONT INFO
9-1: 122.225 <FL 145
9-2: 120.675 <FL 115
9-3: 120.675 <FL 085
9-4: 120.500 <FL 085
9-5: 119.375 <FL 085
9-6: 119.375 <FL 145
9-7: 133.725 <FL 145
9-8: 133.725 <FL 115
- 10 DEAUVILLE INFO
121.425 <2500 ft 120.350 2500 ft <FL 085
- 11 GENEVE INFO
11-1: 126.350 6500 ft <FL 195
11-2: 126.350 <FL 195
11-3: 126.350 FL 175 <FL 195
11-4: 126.350 <FL 155
11-5: 126.350 FL 115 <FL 155
11-6: 126.350 FL 115 <FL 195
- 11-7: 126.350 FL 095 <FL 195
11-8: 126.350 FL 075 <FL 195
11-9: 126.350 FL 145 <FL 195
11-10: 126.350 FL 115 <FL 195
11-11: 126.350 FL 145 <FL 195
- 12 IROISE INFO
12-1: 135.825 <FL 115
12-2: 119.575 <FL 115
12-3: 122.400 - 119.575* <FL 115
12-4-1: 119.575 <FL 115
12-4-2: 119.575 <FL 055
*Hors HOR LANDIVISIAU
- 13 LA ROCHELLE INFO
13-1: 124.200 - 130.275* <FL 115
13-2: 124.200 - 120.575* <FL 145
*Hors HOR LA ROCHELLE
- 14 LILLE INFO
14-1: 126.480 <FL 115
14-2: 120.275 <FL 115
14-3: 134.825 <FL 115
14-4: 120.275 <FL 085
14-5: 134.825 <FL 085
- 15 LIMOGES INFO 124.050 - 127.675* <FL 145
*Hors HOR LIMOGES
- 16 LYON INFO
16-1: 135.200 FL 085 <FL 115
16-2: 135.200 <FL 145
16-3: 135.525 <FL 145
16-4: 135.200 FL 085 <FL 145
16-5: 135.525 FL 085 <FL 145
16-6: 135.525 FL 085 <FL 145
- 17 MONTPELLIER INFO
17-1: 134.375 <FL 145
17-2: 134.375 <FL 115
17-3: 125.850 <FL 095
17-4: 125.850 <FL 145
17-4-1: 125.650 <FL 075
17-5: 136.625 <FL 145
17-5-1: 136.625 FL 115 <FL 145
17-6: 136.625 <FL 115
17-7: 136.625 <FL 115
- 18 NANTES INFO
18-1: 122.800 <FL 115
18-2-1: 130.275 <FL 115
18-4: 130.275* <FL 115
*Hors HOR LA ROCHELLE
- 19 NICE INFO
19-1: 120.850 <FL 175
19-2: 120.850 <FL 145
19-3: 122.925 <FL 145
19-4: 124.425 <FL 115
19-5: 124.425 <FL 145
- 20 POITIERS INFO 124.000 - 127.675* <FL 145
*Hors HOR POITIERS
- 21 PROVENCE INFO
21-1: 132.950 <FL 145
21-2: 124.350 <FL 145
21-3: 124.350 <FL 115
21-4: 132.300 <FL 145
21-5: 132.950 FL 095 <FL 145
21-6: 132.950 FL 115 <FL 145
21-7: 134.800 <FL 145
21-8: 132.300 FL 075 <FL 145
- 22 PYRENEES INFO 126.525 <FL 145
- 23 RENNES INFO
23-1: COTENTIN partie A INFO 134.200 <FL 115
23-2: COTENTIN partie B INFO 134.200 FL 055 <FL 115
23-3: RENNES NORD INFO 126.950 <FL 115
23-4: RENNES SUD INFO 134.000 <FL 115
- 24 SEINE INFO
24-1: 134.300 <FL 065 (1)
24-2: 134.300 <FL 085
24-3: 134.300 <FL 115
24-4: 120.325 <FL 115 (1)
24-5: 120.325 <FL 075 (1)
24-6: 127.815 <FL 065 (1)
24-7: 127.815 <FL 085 (1) plafonds / upper limits.
24-8: 127.815 <FL 115 voir/see AIP ENR 2.1.1
- 25 STRASBOURG INFO
25-1: Secteur Ouest 120.700 Est 119.580 <FL 145
25-2: Secteur Ouest 120.700 Est 119.580 5000 ft <FL 145
25-3: 119.450 <FL 075 et 134.575 FL 075 <FL 145
25-4: 119.450 <FL 075 et 134.575 FL 075 <FL 125
25-5: 119.450 <FL 115 et 134.575 FL 115 <FL 145
- 26 TOULOUSE INFO
26-1: 121.250 <FL 145
26-2: 121.250 FL 115 <FL 145
26-3: 121.250 FL 115 <FL 145
26-3-1: 121.250 <FL 115