

# NATIONAL FRA AERODROME CHART

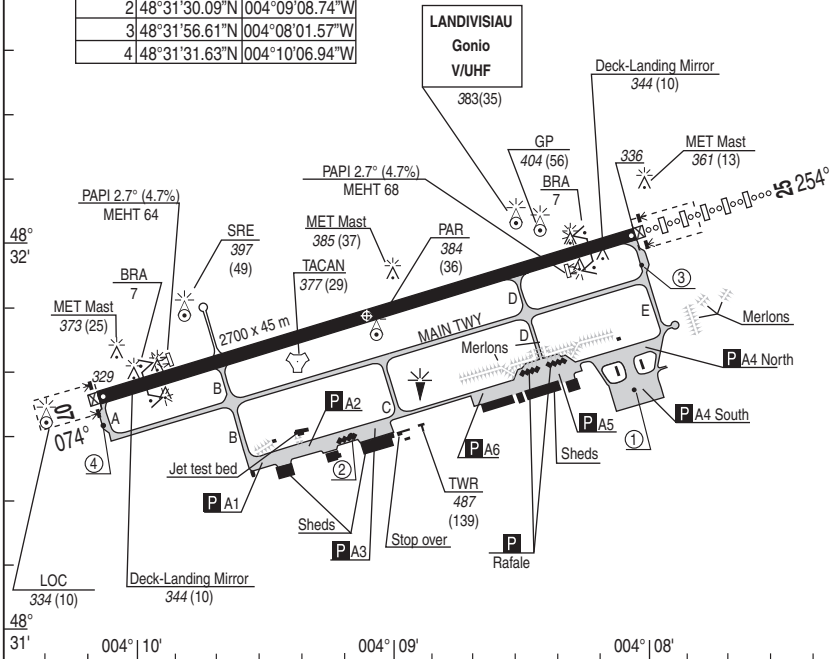
13 AUG 2020

## 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



ALT and HGT AAL in ft GUND = 165 ft	MINIMUMS TKOF (RVR in m)	RWY	CAT A,B,C	CAT D,E
		07	250	300
		25	250	300

DV (Flight Director) : 831 724 21 06

### OTHER INFORMATION

- Deck-Landing mirror & BRA RWY 07 & 25
- Slippery RWY if rain
- Due to deck landing optical, expect line up behind BRA, 2410m of RWY available remaining 2700m available on request after deck landing optical removal. Delay depending on the trafic.

### MARKING

- Day : lighting: HI/BI line APP RWY 25 – HI/BI RWY 07 & 25 – Flashing lights RWY 07 & 25
- Remaining distance panels each 300m south RWY (Height 5ft)
- Stop indicators panels : TWY AST

### REFUELING

- F34 – HOR HO O/R 24H PN

### ATS HOR

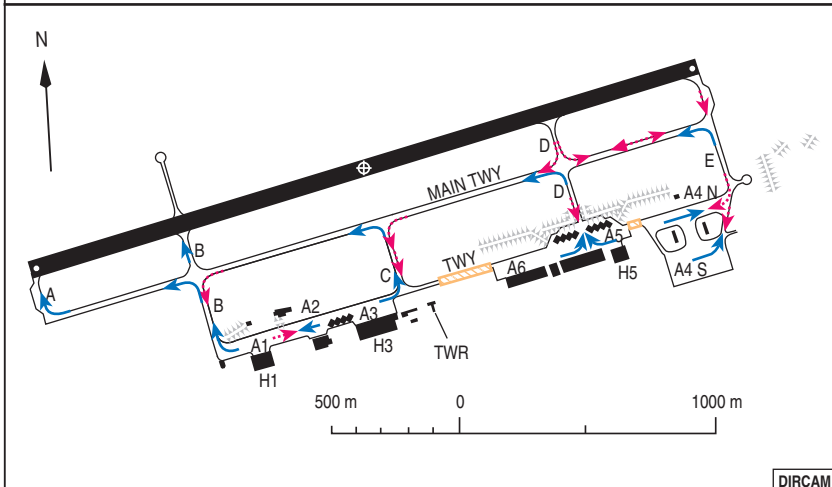
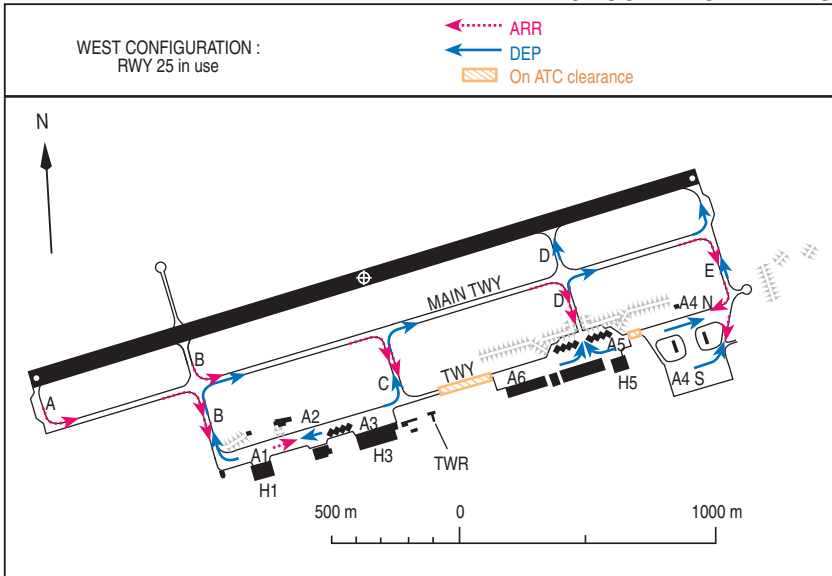
- PPR mandatory with 48H MNM PN to LFRJZPXZ except for ACFT from French naval aviation. PPR NR mentioned in FPL box 18.
- Activity prohibited between 0000 and 0800 loc (except exemption from relevant authority).

DIRCAM

48 31 49N - 004 09 06W

CHG : VAR, runway identification .

01 LANDIVISIAU LFRJ



DIRCAM

# VISUAL ARR & DEP

ALT AD : 348 (13 hPa)

08 OCT 2020

# 02 LANDIVISIAU LFRJ

JET RWY 07 & 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

AD FNF non GAT

5 Km NW from LANDIVISIAU

TEL : 02.98.24.21.06

VAR

1°W

(20)



JET RWY 07 & 25

CHG : Sup FAX.

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:**

After TKOF RWY 25, expedite climb in RWY axis up to 1500 ft QFE, then immediate left or right turn (according to the mission) in order to avoid PLOUNEVENTER city.

After TKOF RWY 07, expedite climb in the RWY axis up to 1500 ft QFE, continue heading up to PLOUGOURVEST city, turn according to the mission.

**High Altitude departure:**

After TKOF RWY 25, right turn heading 290° climb up to 5000 ft speeding up to 350 kt.

Turn at 3 NM TACAN. No speed restriction passing 5000 ft climbing.

After TKOF RWY 07, maintain heading 080°, climb to 5000 ft speeding up to 350 kt.

Turn at 3 NM TACAN. No speed restriction passing 5000 ft climbing.

DIRCAM

**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 INFORMATIONS:**

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

# NATIONAL FRA

# 05 LANDIVISIAU LFRJ

ALT AD : 348 (13 hPa)

13 AUG 2020

HMG

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

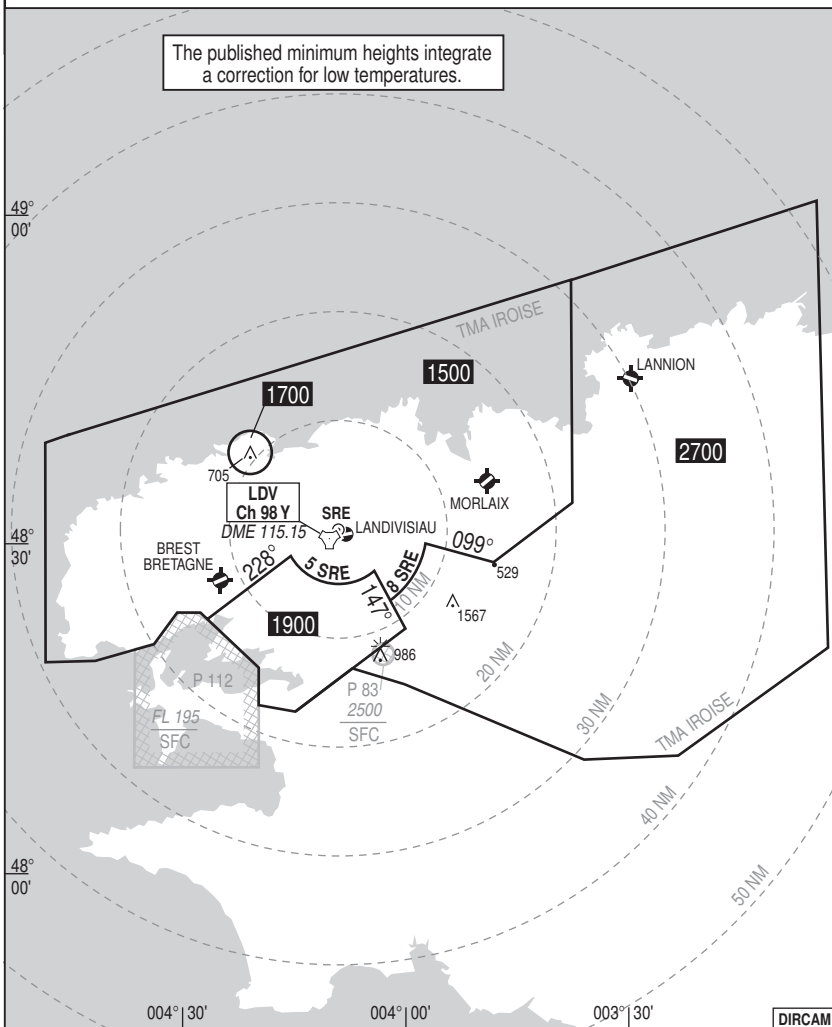
VAR

1°W

(20)

COMMUNICATION FAILURE : Apply french national regulation.

The published minimum heights integrate a correction for low temperatures.



DIRCAM

HMG

CHG : VAR.

05 LANDIVISIAU LFRJ

# NATIONAL FRA INSTRUMENT APPROACH

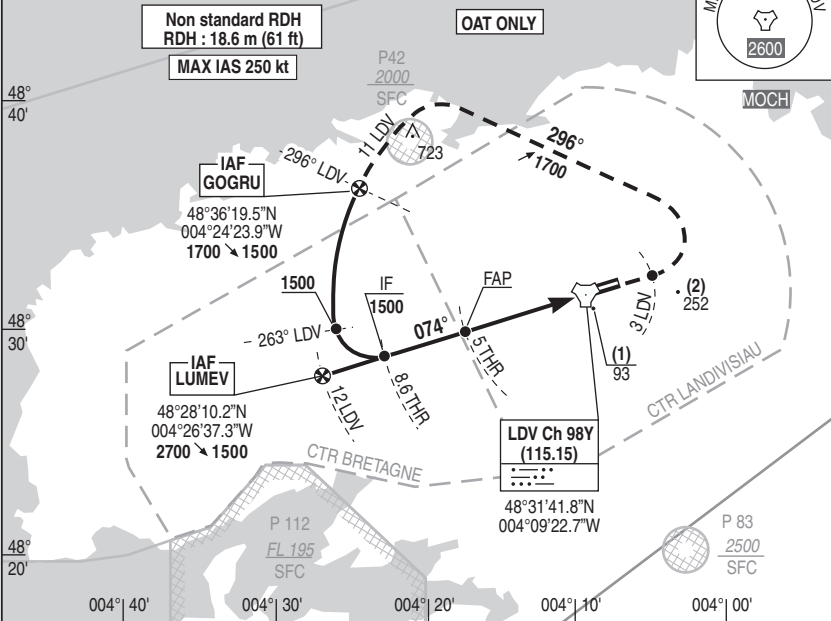
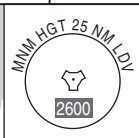
ALT AD : 348 THR : 329

13 AUG 2020

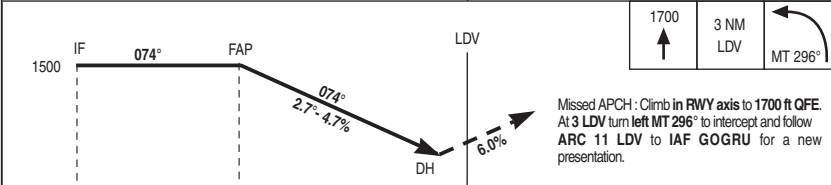
06 LANDIVISIAU LFRJ  
HPMA TACAN / PAR RWY 07

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

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



REF HGT : ALT THR in ft



8.6 9.1 5 5.5

→ THR (NM)  
→ TAC LDV (NM)

CAT	PAR			CIRCLING (1)		
	DH	RVR	OCH	MDH	VIS	OCH
A	200	1200	160	550	1600	547
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 : 329

13 AUG 2020

07 LANDIVISIAU LFRJ  
HPMA RADAR / 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

48°  
40'

OAT ONLY

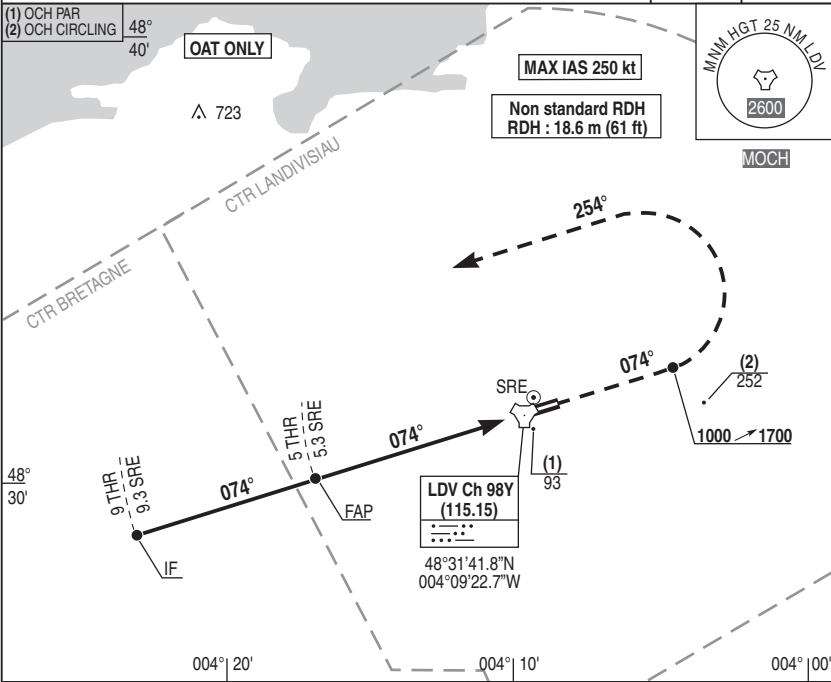
△ 723

MAX IAS 250 kt

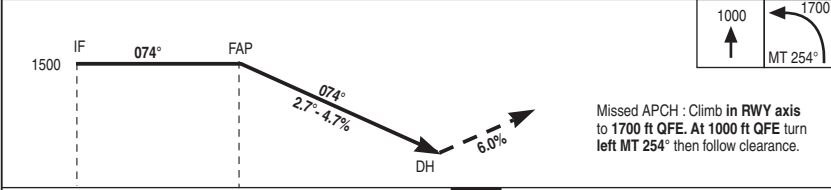
Non standard RDH  
RDH : 18.6 m (61 ft)



MOCH



REF HGT : ALT THR in ft



Missed APCH : Climb in RWY axis to 1700 ft QFE. At 1000 ft QFE turn left MT 254° then follow clearance.

→ THR (NM)  
→ SRE (NM)

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

Remarks : (1) Circling prohibited South of RWY.

DIRCAM

HPMA RADAR / PAR RWY 07

CHG : Var, runway identification.

07 LANDIVISIAU LFRJ



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

13 AUG 2020

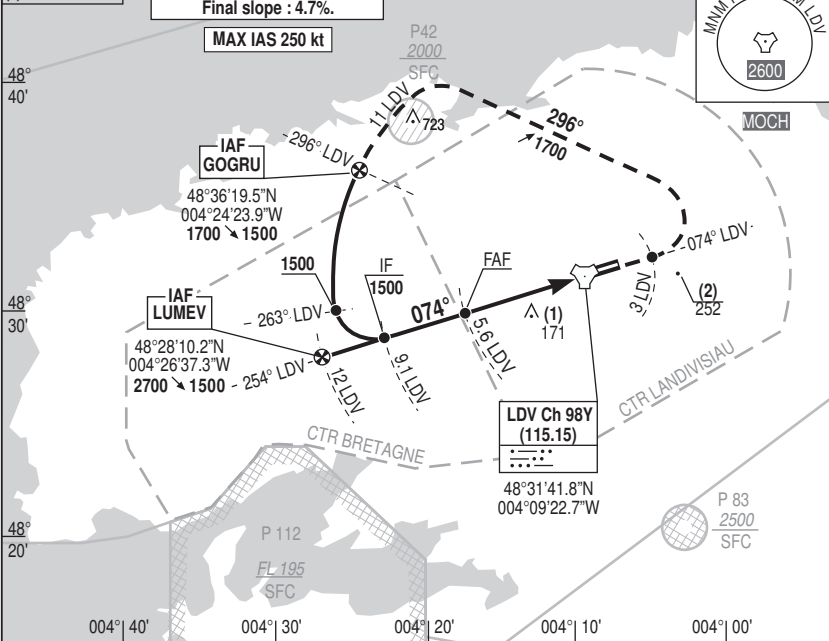
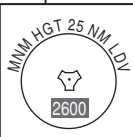
## 08 LANDIVISIAU LFRJ HPMA TACAN RWY 07

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

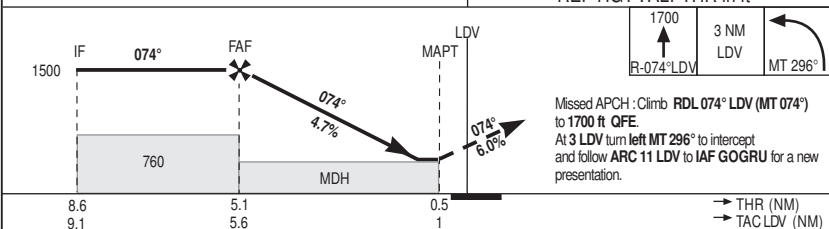
- (1) OCH TACAN
- (2) OCH CIRCLING

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

MAX IAS 250 kt



REF HGT : ALT THR in ft



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

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

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

13 AUG 2020

09 LANDIVISIAU LFRJ  
HPMA SRA RWY 07

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

VAR  
1°W (20)

(1) OCH SRA  
(2) OCH CIRCLING

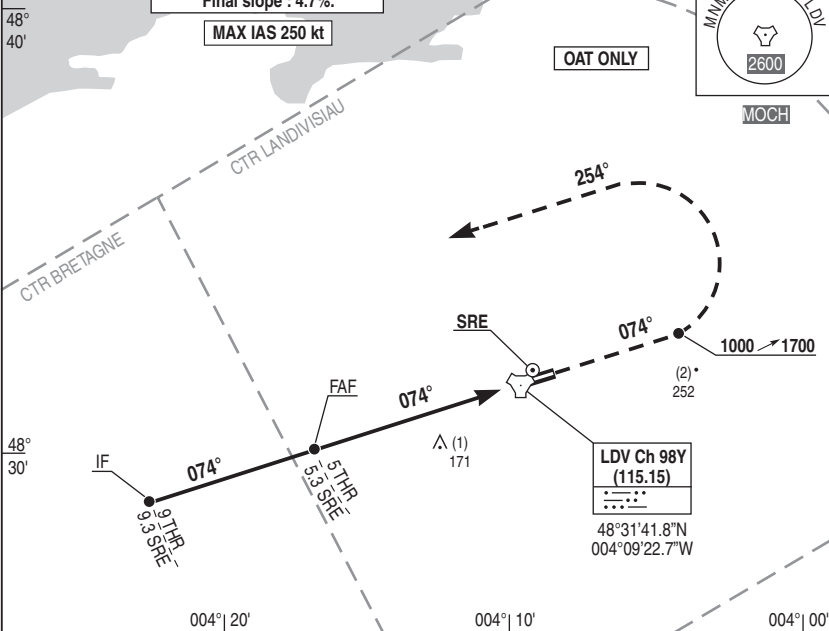
**DEROGATORY PROCEDURE**  
Final slope : 4.7%.

MAX IAS 250 kt

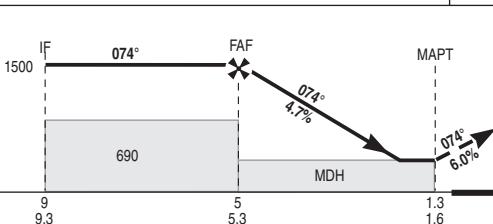


OAT ONLY

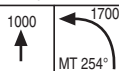
MOCH



REF HGT : ALT THR in ft



Missed APCH : Climb MT 074° to 1700 ft QFE. At 1000 ft QFE turn left MT 254° then follow clearance. Do not turn before MAPT.



→ THR (NM)  
→ SRE (NM)

CAT	SRA			CIRCLING (1)		
	MDH	RVR	OCH	MDH	VIS	OCH
A	1500			550	1600	
B	1500			550	1600	
C	420	1900	418	600	2400	547
D		1900		700	3600	

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

DIRCAM

HPMA SRA RWY 07

CHG : VAR, runway identification.

09 LANDIVISIAU LFRJ

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

13 AUG 2020

## 10 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)

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

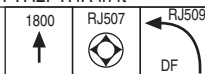
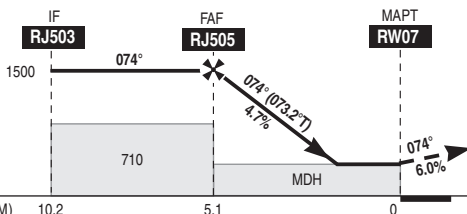
**DEROGATORY PROCEDURE**  
Final slope : 4.7%.

MAX IAS 250 kt

MATF  
**RJ509**  
2200



REF HGT : ALT THR in ft



Missed APCH : Climb to 1800 ft QFE to RJ507 then turn left direct to RJ509 then to RJ501.

→ THR (NM) 10.2 5.1 0

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

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

DIRCAM

08 OCT 2020

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

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 **THR : 336**

13 AUG 2020

## 12 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		

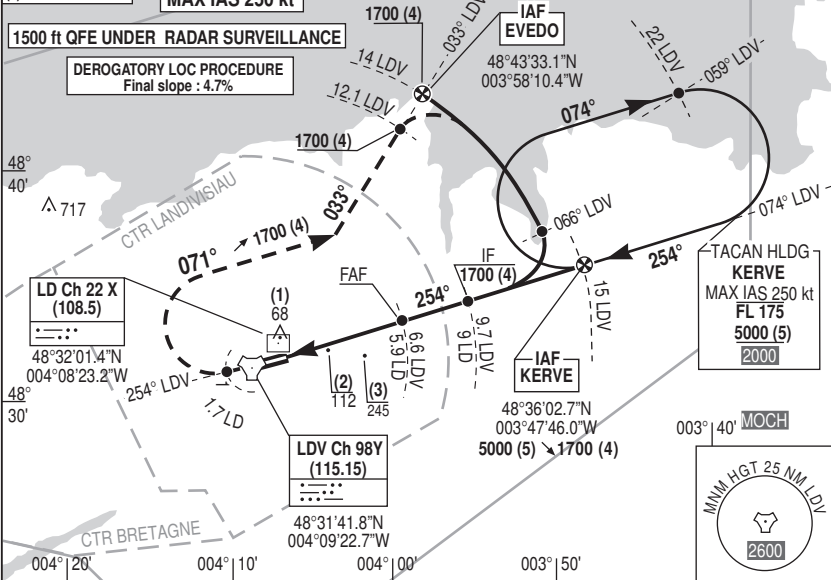
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING
- (4) 1500 on clearance
- (5) 2700 on clearance

**Non standard RDH**  
RDH: 18.6m (61ft)

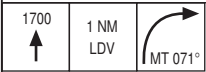
**MAX IAS 250 kt**

**1500 ft QFE UNDER RADAR SURVEILLANCE**

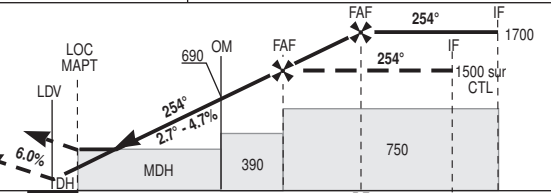
**DEROGATORY LOC PROCEDURE**  
Final slope : 4.7%



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



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



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

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

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

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

13 AUG 2020

## 13 LANDIVISIAU LFRJ HPMA RADAR 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

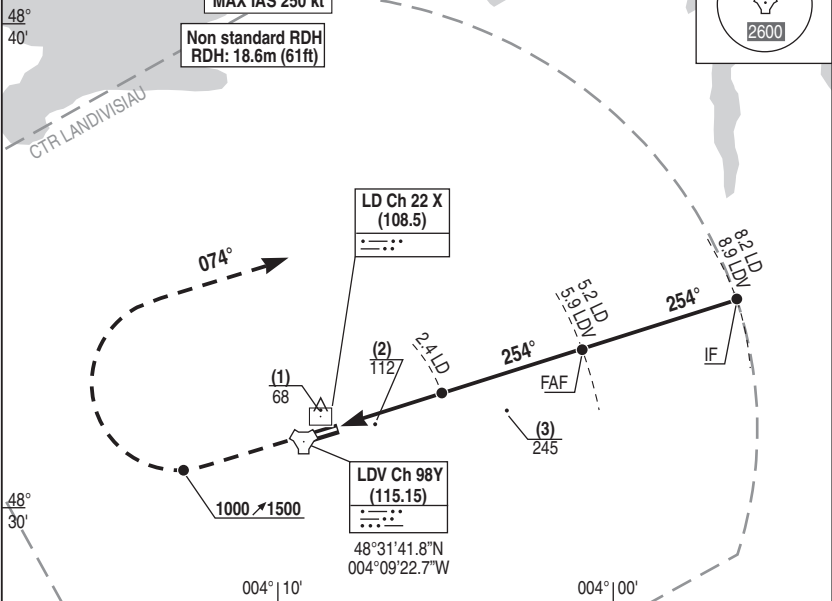
- (1) OCH ILS
- (2) OCH LOC
- (3) OCH CIRCLING

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

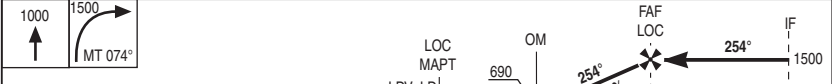
MAX IAS 250 kt

Non standard RDH  
RDH: 18.6m (61ft)

MOCH



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



Missed APCH : Climb RWY axis to 1500 ft QFE.  
At 1000 ft QFE turn right MT 074° and follow clearance.

THR	← (NM)								
DME ATT LD	← (NM)								
TAC LDV	← (NM)								

CAT	ILS			LOC + DME ATT			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		580	860	1150	1440	
B							550	1600						
C							600	2400	540					
D							700	3600						

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

HPMA RADAR ILS or LOC RWY 25 CHG : VAR, runway identification. 13 LANDIVISIAU LFRJ

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

13 AUG 2020

## 14 LANDIVISIAU LFRJ HPMA TACAN / PAR RWY 25

APP : 122.400 - 357.025

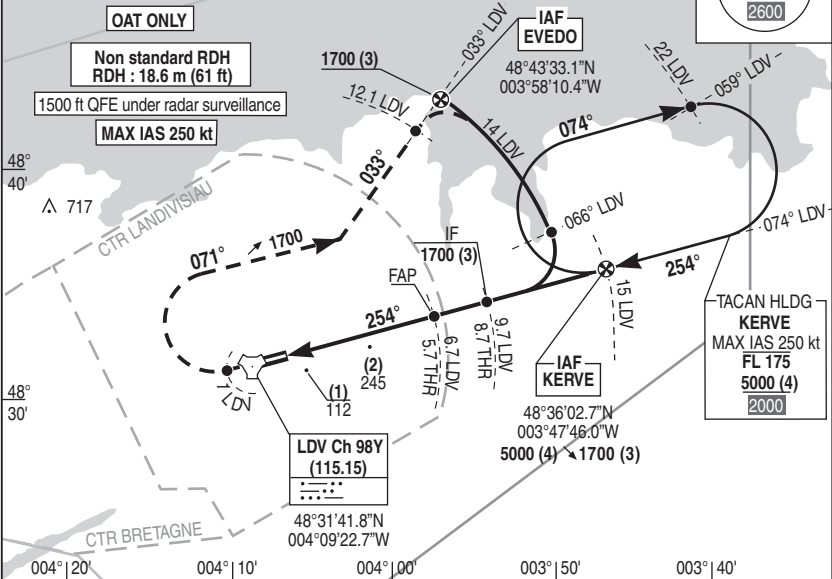
TWR : 119.200 - 233.750

ATIS : 142.225

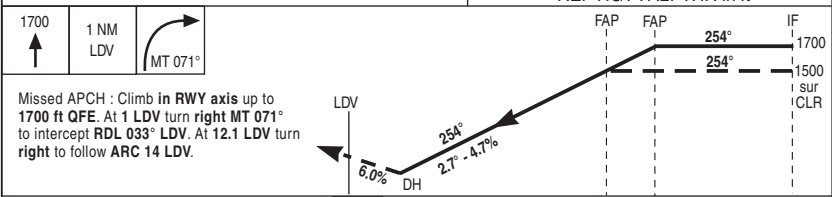
RDH : 61

VAR  
1°W (20)

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



REF HGT : ALT THR in ft



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

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

Remarks : (1) Circling prohibited South of RWY.

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

13 AUG 2020

15 LANDIVISIAU LFRJ  
HPMA RADAR / 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

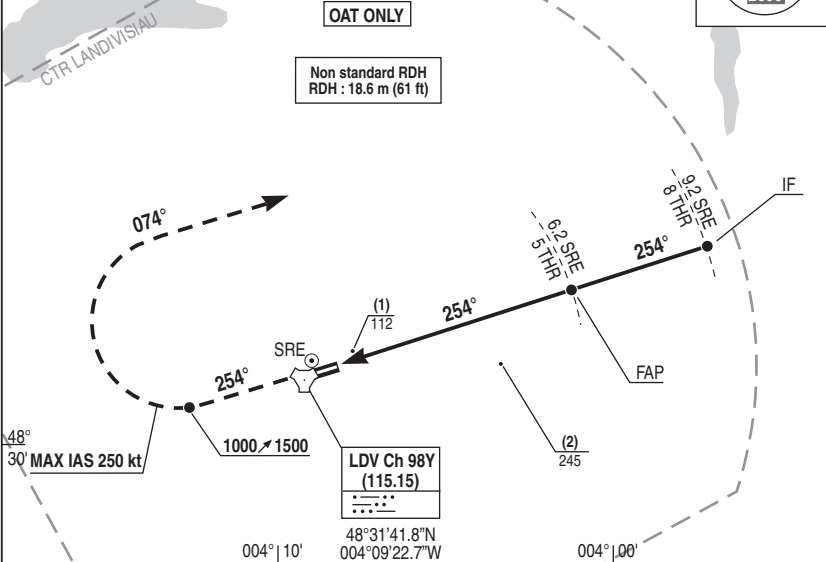
48°  
40'

MOCH

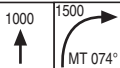


OAT ONLY

Non standard RDH  
RDH : 18.6 m (61 ft)

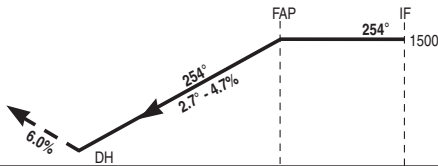


REF HGT : ALT THR in ft



Missed APCH: Climb in RWY axis up to 1500 ft QFE.

At 1000 ft QFE turn right MT 074° then follow clearance.



THR ← (NM)  
SRE ← (NM)

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

Remarks : (1) Circling prohibited South of RWY.

DIRCAM

HPMA RADAR / PAR RWY 25

CHG : VAR, runway identification.

15 LANDIVISIAU LFRJ



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

13 AUG 2020

16 LANDIVISIAU LFRJ  
HPMA TACAN RWY 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

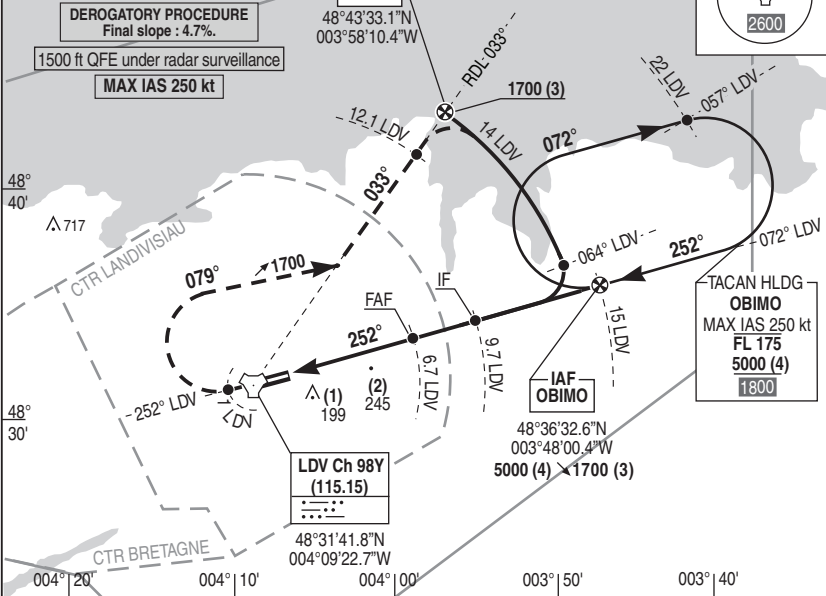
VAR  
1°W (20)

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

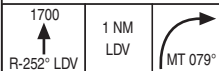
**DEROGATORY PROCEDURE**  
Final slope : 4.7%.

1500 ft QFE under radar surveillance

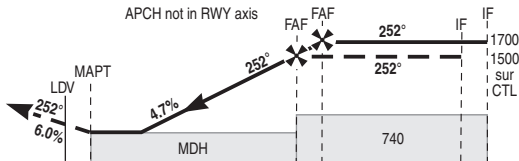
**MAX IAS 250 kt**



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)

0.1	5.1	5.8	8.1	8.8
1	6	6.7	9	9.7

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

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

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

13 AUG 2020

17 LANDIVISIAU LFRJ  
HPMA SRA RWY 25

APP : 122.400 - 357.025

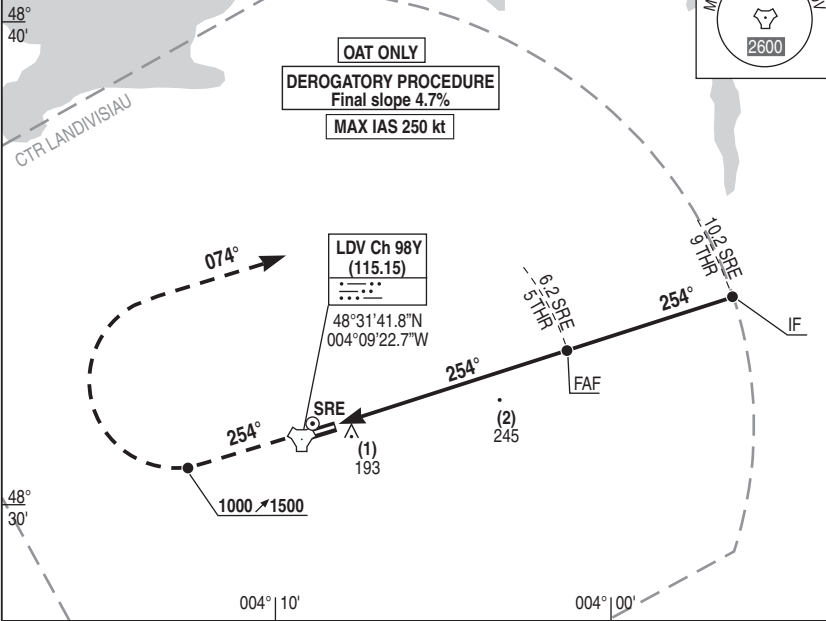
TWR : 119.200 - 233.750

ATIS : 142.225

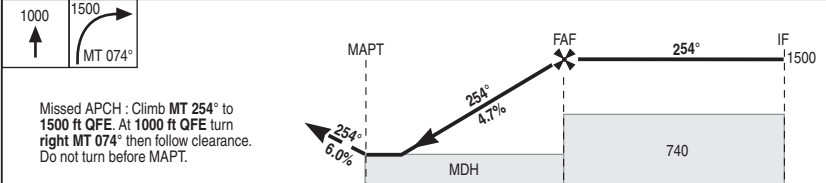
VAR  
1°W (20)

(1) OCH SRA  
(2) OCH CIRCLING

MOCH



REF HGT : ALT THR in ft



THR ← (NM) 1.4 5 9  
SRE ← (NM) 2.6 6.2 10.2

CAT	SRA			CIRCLING (1)		
	MDH	RVR	OGC	MDH	VIS	OGC
A				550	1600	
B				550	1600	
C	450	1400	445	600	2400	540
D				700	3600	

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

HPMA SRA RWY 25 CHG : VAR, runway identification. 17 LANDIVISIAU LFRJ

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

13 AUG 2020

## 18 LANDIVISIAU LFRJ HPMA INS GNSS RWY 25

APP : 122.400 - 357.025

**PROCEDURE RESTRICTED TO  
AUTHORIZED ACFT ONLY**

VAR  
1°W (20)

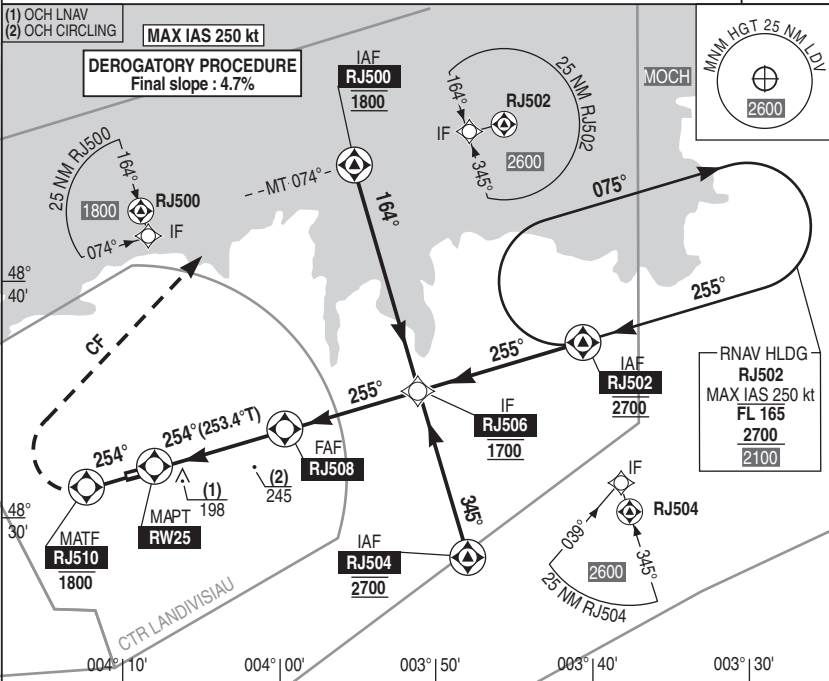
TWR : 119.200 - 233.750

ATIS : 142.225

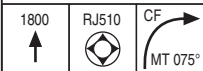
- (1) OCH LNAV
- (2) OCH CIRCLING

**MAX IAS 250 kt**

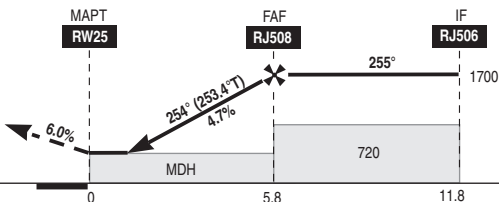
**DEROGATORY PROCEDURE**  
Final slope : 4.7%



REF HGT : ALT THR in ft



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



THR ← (NM)

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

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

DIRCAM

08 OCT 2020

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

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