

# NATIONAL FRA AERODROME CHART

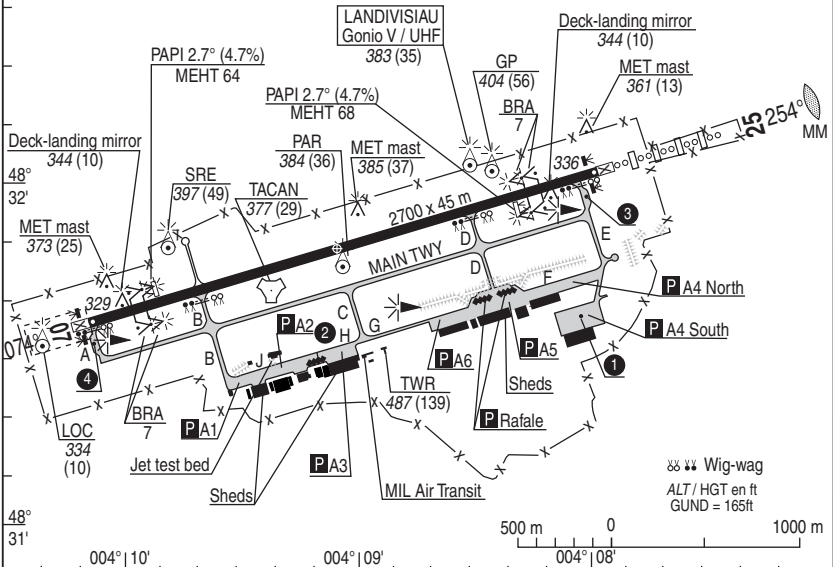
21 APR 2022

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



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

(1) see flap 01 A

## MARKING

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

DIRCAM

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

**OTHER INFORMATION**

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

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

**REFUELING**

- F34 – HOR HO O/R 24H PN

**ATS HOR**

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

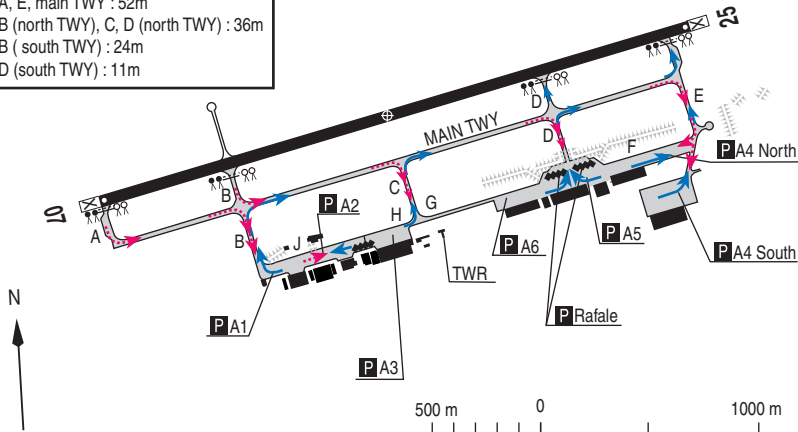
DIRCAM

WEST CONFIGURATION :  
RWY25 in use

ARR  
DEP

MAX Wingspans

A, E, main TWY : 52m  
B (north TWY), C, D (north TWY) : 36m  
B ( south TWY) : 24m  
D (south TWY) : 11m

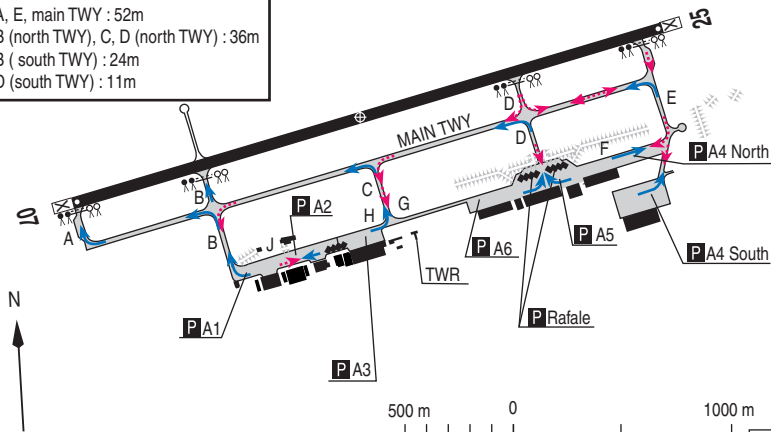


EAST CONFIGURATION :  
RWY07 in use

ARR  
DEP

MAX Wingspans

A, E, main TWY : 52m  
B (north TWY), C, D (north TWY) : 36m  
B ( south TWY) : 24m  
D (south TWY) : 11m



# VISUAL ARR & DEP

ALT AD : 348 (13 hPa)

14 JUL 2022

# 02 LANDIVISIAU LFRJ

JET RWY07 & 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

AD FNF non GAT

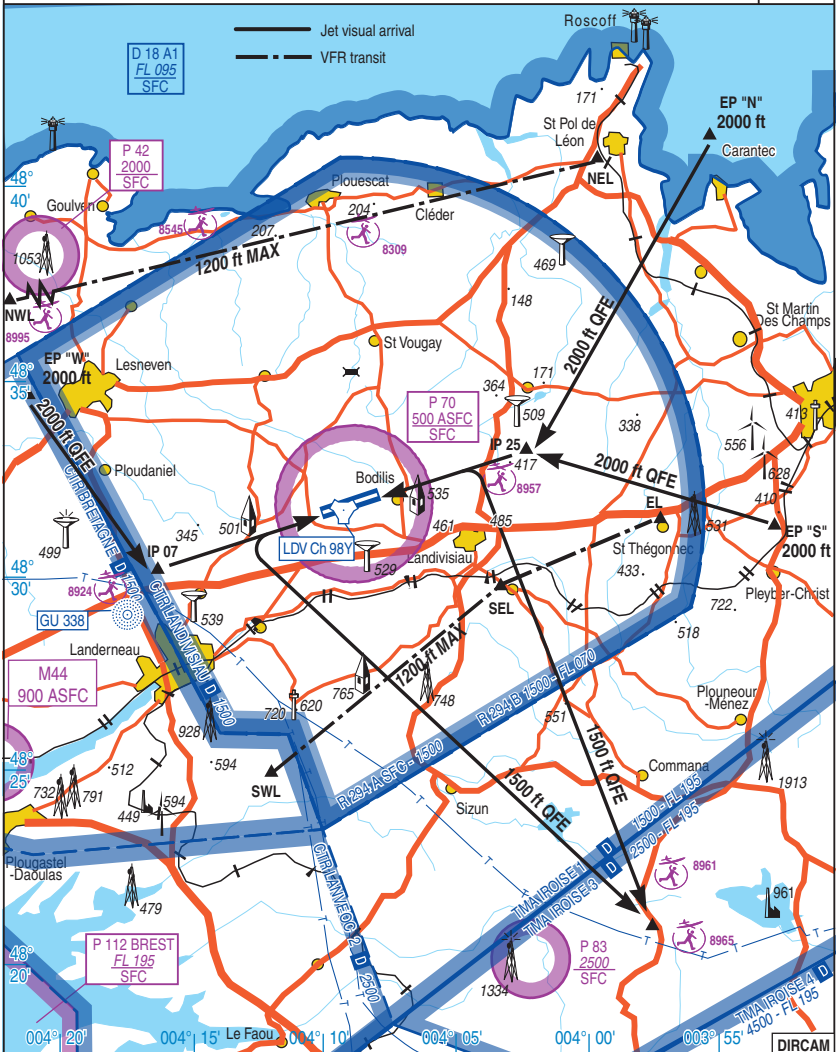
6 Km NW from LANDIVISIAU

TEL : 02.98.24.21.06

VAR

1°W

(20)



JET RWY07 & 25

CHG : obstacle 469ft.

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:**

**RWY 25** : the combat jet ACFT climb rapidly to 1500 ft in the runways axis, then, from the end of the runway or as soon as possible, make a sharp turn to the left or the right to avoid flying over the Plouneventer community area.

(This procedure does not apply to section take-offs).

**RWY 07** : 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:**

**RWY 25** : after take-off and retraction of landing gear, the combat jet aircraft turn to heading 290 while climbing to 5000 ft.

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

**RWY 07** : 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)

19 MAY 2022

# 05 LANDIVISIAU LFRJ

HMG

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

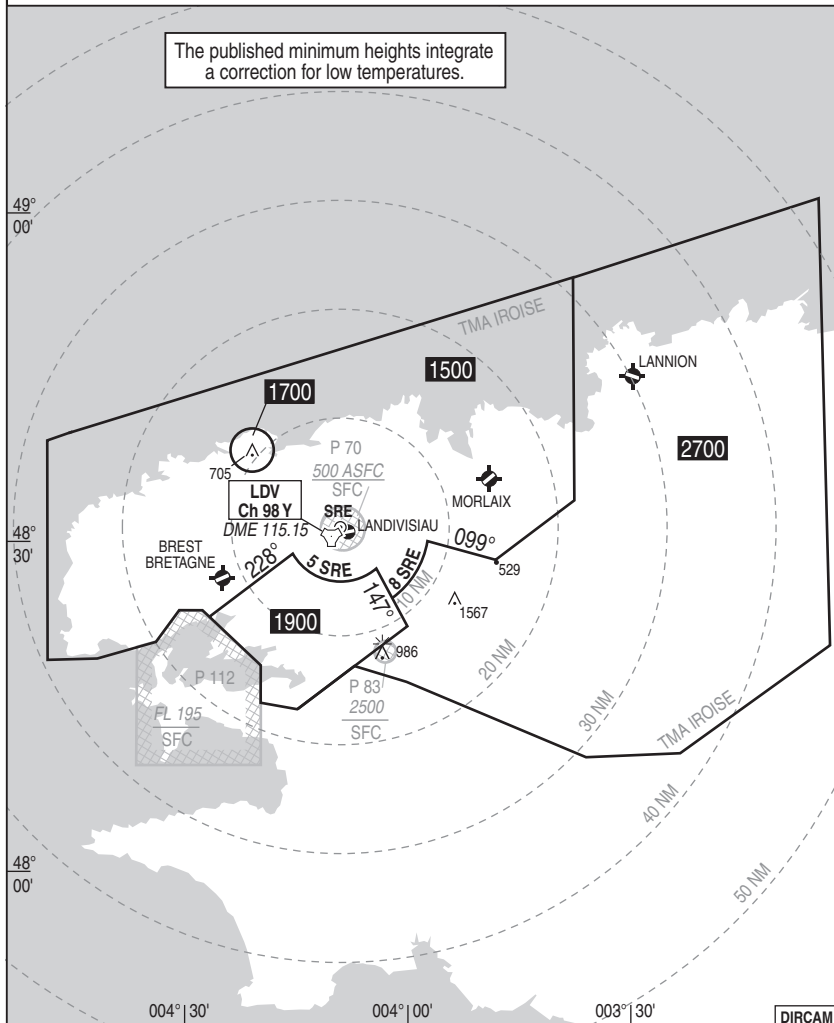
VAR

1°W

(20)

COMMUNICATION FAILURE : Apply french national regulation.

The published minimum heights integrate a correction for low temperatures.



HMG

CHG : P 70.

05 LANDIVISIAU LFRJ

DIRCAM

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

13 AUG 2020

06 LANDIVISIAU LFRJ  
HPMA TACAN / PAR RWY 07

APP : 122.400 - 357.025

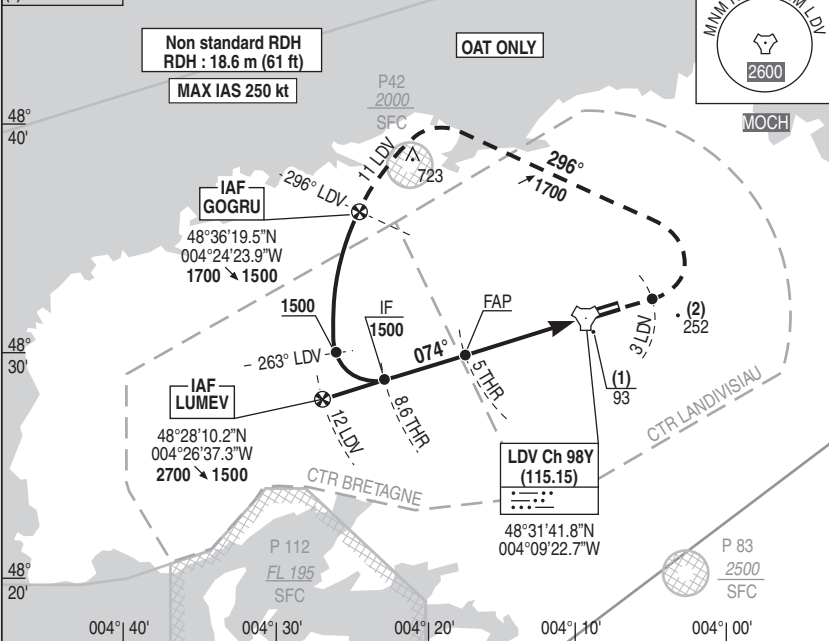
TWR : 119.200 - 233.750

ATIS : 142.225

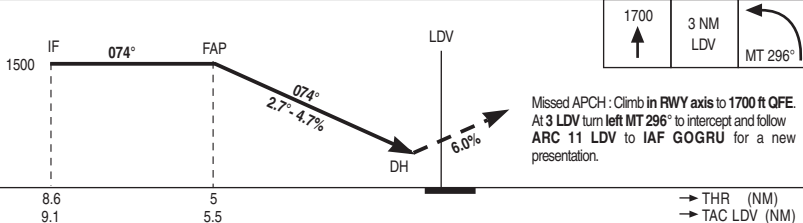
RDH : 61

VAR  
1°W (20)

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



REF HGT : ALT THR in ft



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

Remarks : (1) Circling prohibited South of RWY.

DIRCAM

HPMA TACAN / PAR RWY 07

CHG : VAR, runway identification.

06 LANDIVISIAU LFRJ



# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

16 JUN 2022

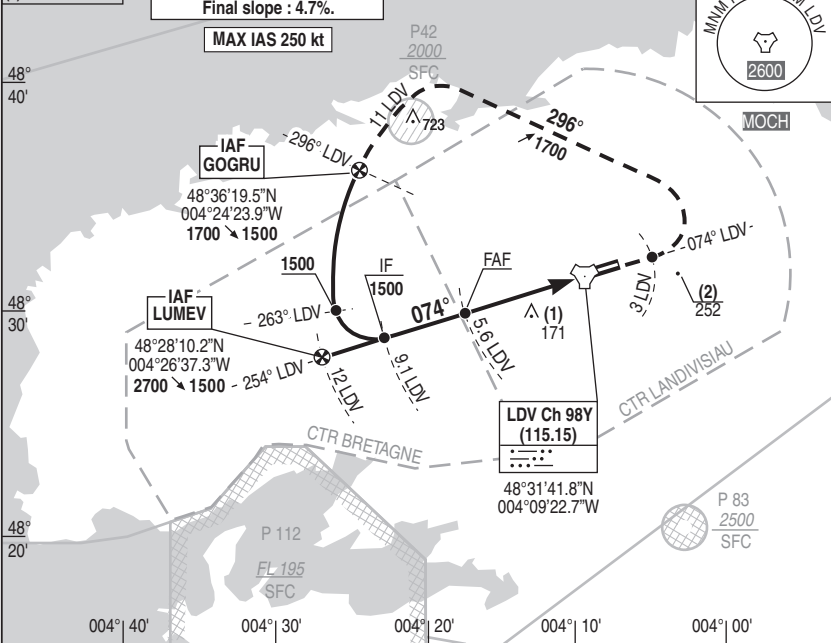
## 07 LANDIVISIAU LFRJ HPMA TACAN RWY 07

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

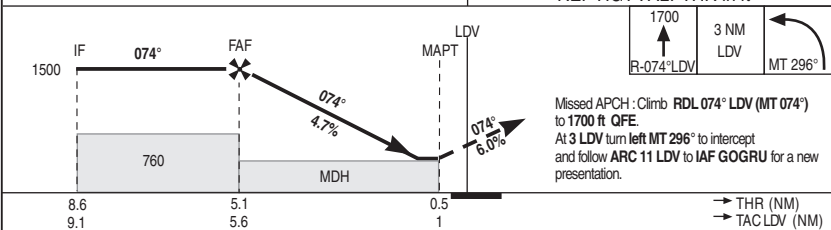
- (1) OCH TACAN
- (2) OCH CIRCLING

**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			5	1330	1050	760	480	
B		1500		550	1600								
C	420	1900	418	600	2400	547							
D		1900		700	3600								

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

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 329

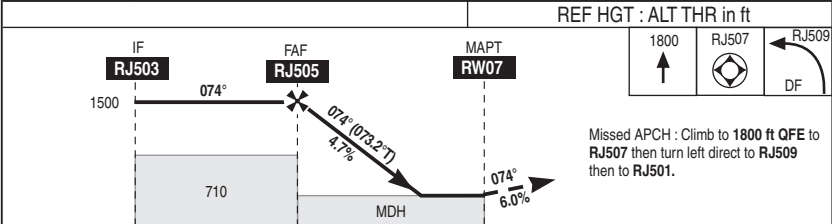
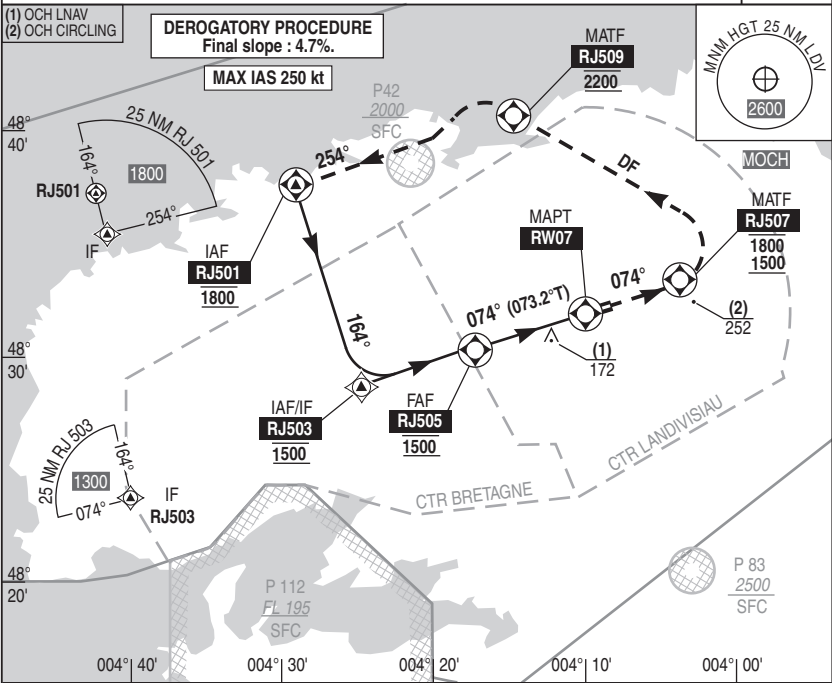
16 JUN 2022

08 LANDIVISIAU LFRJ  
HPMA INS GNSS RWY 07

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

**PROCEDURE RESTRICTED TO  
AUTHORIZED ACFT ONLY**

VAR 1°W (20)



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

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

09 LANDIVISIAU LFRJ  
DATA INS GNSS RWY 07

16 JUN 2022

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

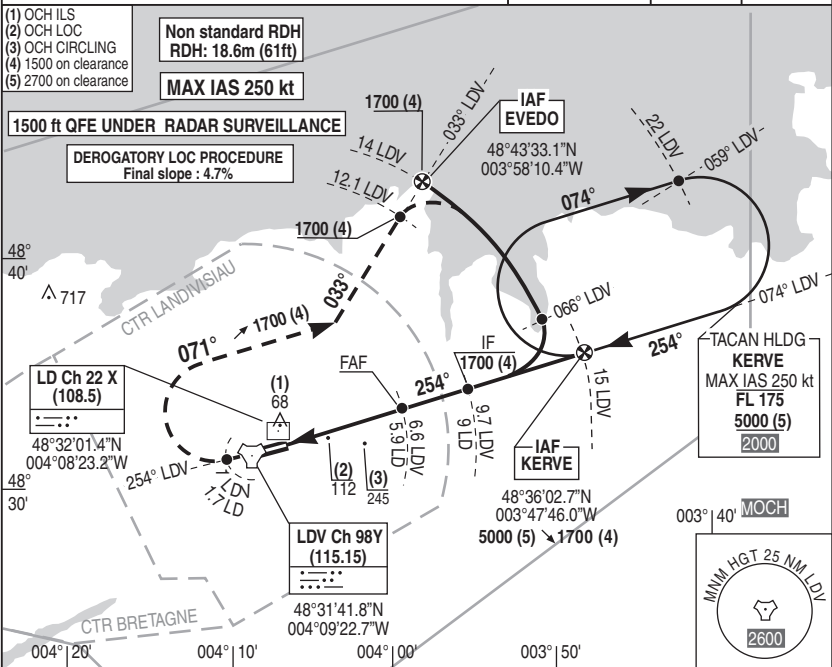
## 10 LANDIVISIAU LFRJ

ALT AD : 348 THR : 336

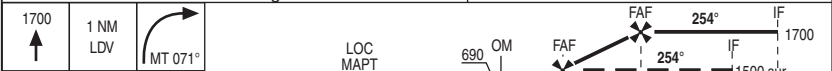
16 JUN 2022

HPMA TACAN ILS or LOC RWY 25

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



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



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

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

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

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

HPMA TACAN ILS or LOC RWY 25

CHG : Renaming flap.

10 LANDIVISIAU LFRJ

# NATIONAL FRA INSTRUMENT APPROACH

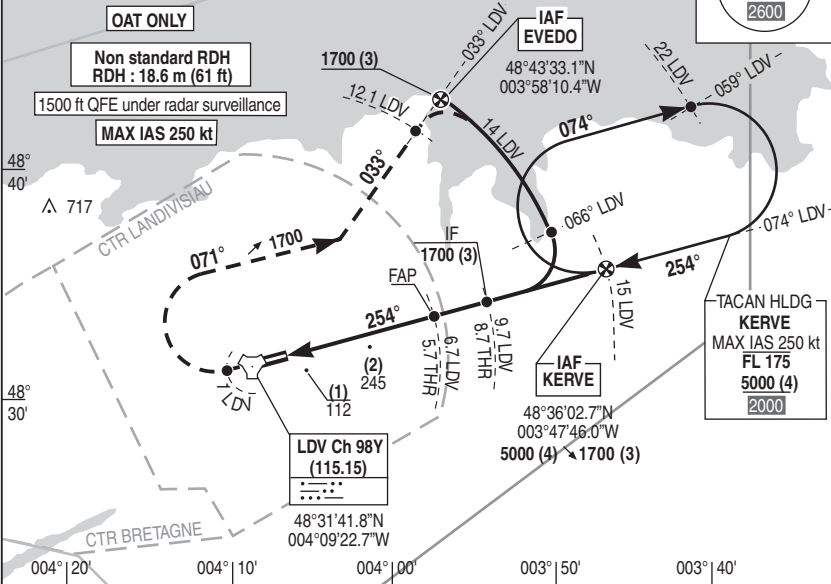
ALT AD : 348 THR : 336

16 JUN 2022

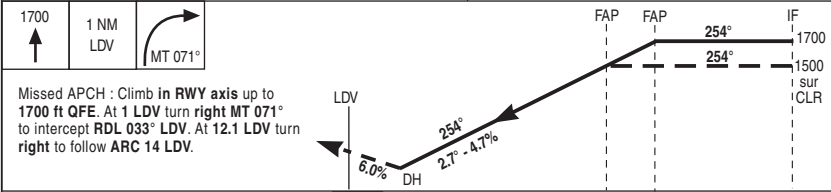
## 11 LANDIVISIAU LFRJ HPMA TACAN / PAR RWY 25

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

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



REF HGT : ALT THR in ft



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

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

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

# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

16 JUN 2022

12 LANDIVISIAU LFRJ  
HPMA TACAN RWY 25

APP : 122.400 - 357.025

TWR : 119.200 - 233.750

ATIS : 142.225

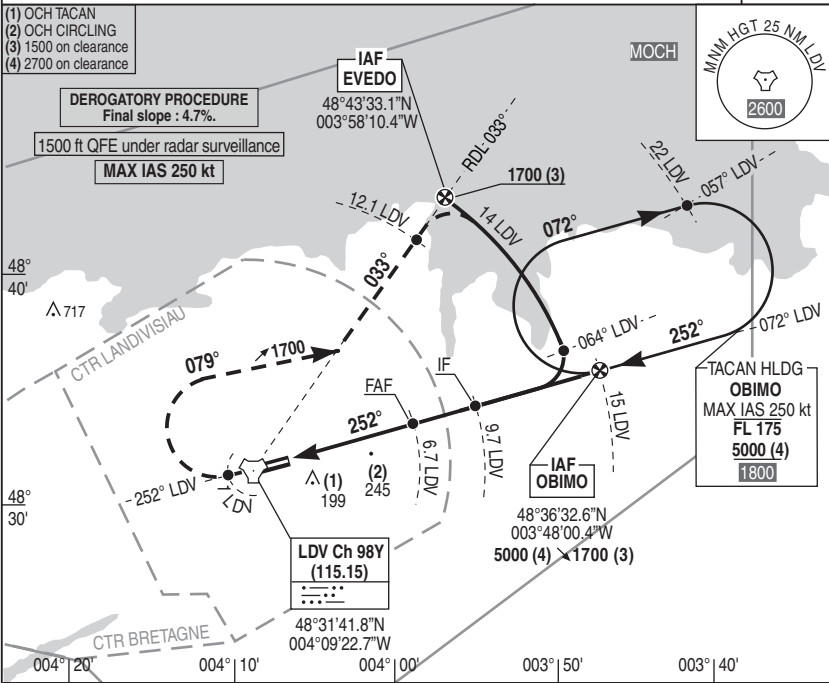
VAR  
1°W (20)

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

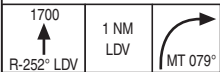
**DEROGATORY PROCEDURE**  
Final slope : 4.7%.

1500 ft QFE under radar surveillance

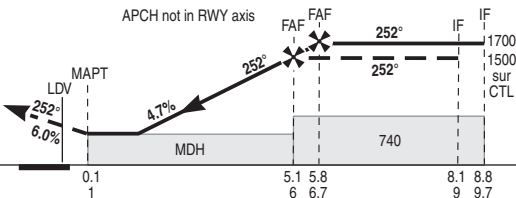
**MAX IAS 250 kt**



REF HGT : ALT THR in ft



Missed APCH : Climb RDL 252° LDV to 1700 ft QFE.  
At 1 LDV turn right MT 079° to intercept and follow RDL 033° LDV. At 12.1 LDV turn right to follow ARC 14 LDV. Intercepting RDL 064° LDV, turn right for a new presentation.



THR ← (NM)  
TAC LDV ← (NM)

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

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

DIRCAM

HPMA TACAN RWY 25

CHG : Renaming flap.

12 LANDIVISIAU LFRJ

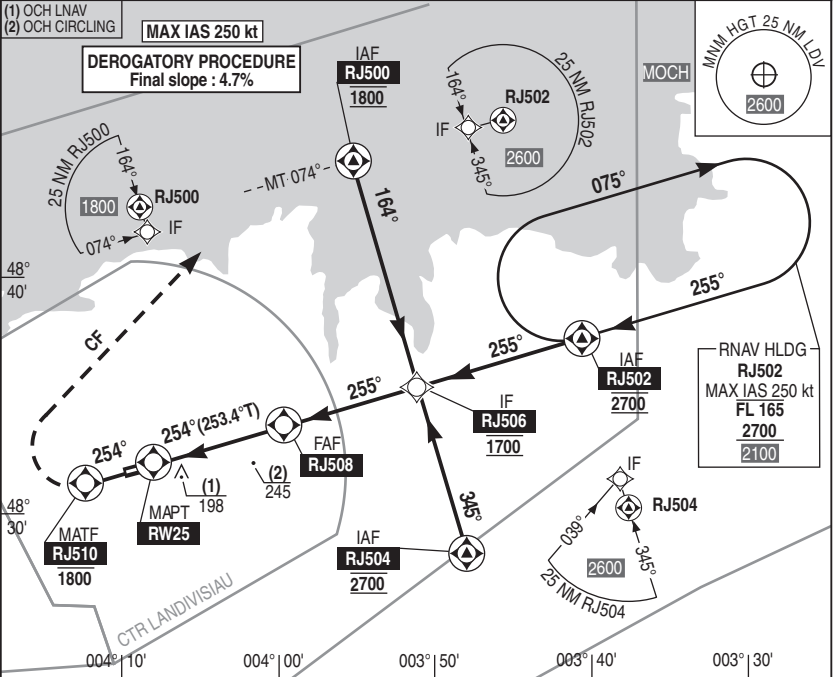
# NATIONAL FRA INSTRUMENT APPROACH

ALT AD : 348 THR : 336

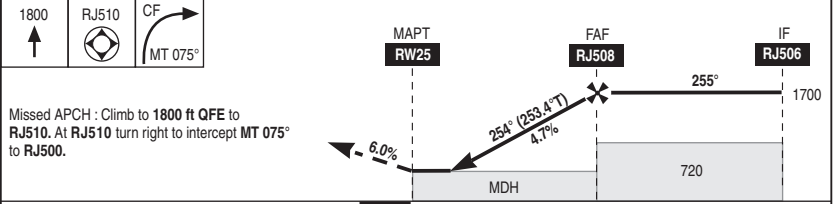
16 JUN 2022

13 LANDIVISIAU LFRJ  
HPMA INS GNSS RWY 25

APP : 122.400 - 357.025  
TWR : 119.200 - 233.750 ATIS : 142.225  
**PROCEDURE RESTRICTED TO AUTHORIZED ACFT ONLY** VAR 1°W (20)



REF HGT : ALT THR in ft



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

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

# 14 LANDIVISIAU LFRJ DATA INS GNSS RWY 25

16 JUN 2022

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