

**FORCES ARMEES FRANCAISES**  
**DIRECTION DE LA SECURITE AERONAUTIQUE D'ETAT**  
**DIRECTION DE LA CIRCULATION AERIEENNE MILITAIRE / DIVISION INFORMATION AERONAUTIQUE**  
**BP 80 370 - 33694 MERIGNAC CEDEX**

☎ CIV : 05.33.89.43.57    PNIA : 865.337.4357    Bureau Qualité / Quality  
☎ CIV : 05.33.89.43.88    PNIA : 865.337.4388    Ventes et abonnements / Sales and subscriptions  
☎ CIV : 05.33.89.43.74    PNIA : 865.337.4374    Information aéronautique / Aeronautical Information  
☎ CIV : 05.33.89.43.54    PNIA : 865.337.4354    Secrétariat / Secretariat

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**BULLETIN DE MISE A JOUR MIAM N° 10/24 NON AIRAC**  
***AMENDMENT MIAM N° 10/24 NON AIRAC***  
**Mise en vigueur au 05 SEP 24**  
***Effective on 05 SEP 24***

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Le prochain BMJt sera le N° 11/24 du 03 OCT 24  
*The next update bulletin will be N° 11/24 on 03 OCT 24*

CE BMJ COMPORTE 2 PAGES et 13 ANNEXES  
*THIS UPDATE BULLETIN INCLUDES 2 PAGES and 13 ANNEXES*

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|            |                           |                      |                           |

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CE BMJ COMPORTE 2 PAGES et 13 ANNEXES  
*THIS UPDATE BULLETIN INCLUDES 2 PAGES and 13 ANNEXES*

## Liste de contrôle

05 SEP 24

GEN 0.4 - p1

### Liste de contrôle\* 1ère Partie GEN / *Check-list\* 1st Part GEN*

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## Liste de contrôle

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GEN 0.4 - p2

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GEN 0.4 - p3

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## Liste de contrôle

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| ENR 5.2 - p28                                                         | 02 JAN 20 | ENR 5.6 - p24 | 07 MAR 13 |               |           |
| ENR 5.2 - p29                                                         | 02 JAN 20 | ENR 5.6 - p25 | 07 MAR 13 |               |           |
| ENR 5.2 - p30                                                         | 02 JAN 20 | ENR 5.6 - p26 | 07 MAR 13 |               |           |
| ENR 5.2 - p31                                                         | 02 JAN 20 | ENR 5.6 - p27 | 07 MAR 13 |               |           |
| ENR 5.2 - p32                                                         | 02 JAN 20 | ENR 5.6 - p28 | 07 MAR 13 |               |           |
| ENR 5.2 - p33                                                         | 02 JAN 20 | ENR 5.6 - p29 | 07 MAR 13 |               |           |
| ENR 5.2 - p34                                                         | 02 JAN 20 | ENR 5.6 - p30 | 07 MAR 13 |               |           |
| ENR 5.2 - p35                                                         | 02 JAN 20 |               |           |               |           |
| ENR 5.2 - p36                                                         | 02 JAN 20 | ENR 5.7 - p1  | 05 SEP 24 |               |           |

# Liste de contrôle

05 SEP 24

GEN 0.4 - p5

## Liste de contrôle\* 5ième Partie AD / *Check-list\* 5th Part AD*

|                        |           |                        |           |                        |
|------------------------|-----------|------------------------|-----------|------------------------|
| AD 0.0                 |           | COETQUIDAN             |           | Voir / See eAIP France |
| AD 0.0 - p1            | NO DATE   | LFXQ - p1              | 12 AUG 21 | AD 2 LFMI              |
| AD 1.1                 |           | LFXQ - p2              | 18 JUN 20 |                        |
| AD 1.1 - p1            | 25 AUG 11 | LFXQ - p3              | 18 JUN 20 | LANDIVISIAU            |
| AD 1.2                 |           | LFXQ - p4              | 18 JUN 20 | Voir / See eAIP France |
| AD 1.2 - p1            | 15 OCT 15 | LFXQ - p5              | 18 JUN 20 | AD 2 LFRJ              |
| AD 1.3                 |           | LFXQ - p6              | 18 JUN 20 |                        |
| AD 1.3 - p1            | 03 NOV 22 | LFXQ - p7              | 12 AUG 21 | LANVEOC Poulmic        |
| AD 2.0                 |           | LFXQ - p8              | 18 JUN 20 | Voir / See eAIP France |
| AD 2.0 - p1            | 03 NOV 22 |                        |           | AD 2 LFRL              |
|                        |           | COGNAC Chateaubernard  |           |                        |
| AMBERIEU               |           | Voir / See eAIP France |           | LE LUC Le Cannet       |
| LFXA - p1              | 13 JUN 24 | AD 2 LFBG              |           | Voir / See eAIP France |
| LFXA - p2              | 18 JUL 19 |                        |           | AD 2 LFMC              |
| LFXA - p3              | 13 JUN 24 | CUERS Pierrefeu        |           |                        |
| LFXA - p4              | 01 DEC 22 | LFTF - p1              | 12 AUG 21 | LORIENT Lann Bihoué    |
| LFXA - p5              | 13 JUN 24 | LFTF - p2              | 12 AUG 21 | Voir / See eAIP France |
| LFXA - p6              | 13 JUN 24 | LFTF - p3              | 12 AUG 21 | AD 2 LFRH              |
| LFXA - p7              | 13 JUN 24 | LFTF - p4              | 12 AUG 21 |                        |
| LFXA - p8              | 18 JUL 19 | LFTF - p5              | 02 JAN 20 | LUXEUIL Saint Sauveur  |
| AVORD                  |           | LFTF - p6              | 14 JUL 22 | Voir / See eAIP France |
| Voir / See eAIP France |           | LFTF - p7              | 14 JUL 22 | AD 2 LFSX              |
| AD 2 LFOA              |           | LFTF - p8              | 02 JAN 20 |                        |
|                        |           | DAX Seyresse           |           | MONT DE MARSAN         |
| BORDEAUX Mérignac      |           | Voir / See eAIP France |           | Voir / See eAIP France |
| LFBD - p1              | 21 MAR 24 | AD 2 LFBY              |           | AD 2 LFBM              |
| LFBD - p2              | 26 MAR 20 |                        |           |                        |
| LFBD - p3              | 21 MAR 24 | ETAIN Rouvres          |           | NANCY Ochey            |
| LFBD - p4              | 26 MAR 20 | Voir / See eAIP France |           | Voir / See eAIP France |
| LFBD - p5              | 26 MAR 20 | AD 2 LFQE              |           | AD 2 LFSO              |
| LFBD - p6              | 26 MAR 20 |                        |           |                        |
| LFBD - p7              | 21 MAR 24 | EVREUX Fauville        |           | ORANGE Caritat         |
| LFBD - p8              | 16 MAY 24 | Voir / See eAIP France |           | Voir / See eAIP France |
| LFBD - p9              | 21 MAR 24 | AD 2 LFOE              |           | AD 2 LFMO              |
| LFBD - p10             | 26 MAR 20 |                        |           |                        |
|                        |           | HYERES La Palyvestre   |           | ORANGE Plan de Dieu    |
| CAZAUX                 |           | Voir / See eAIP France |           | LFPR - p1 08 SEP 22    |
| Voir / See eAIP France |           | AD 2 LFTH              |           | LFPR - p2 08 SEP 22    |
| AD 2 LFBC              |           |                        |           | LFPR - p3 08 SEP 22    |
|                        |           | ISTRES Le Tubé         |           | LFPR - p4 08 SEP 22    |
|                        |           |                        |           | LFPR - p5 08 SEP 22    |

## Liste de contrôle

05 SEP 24

GEN 0.4 - p6

### Liste de contrôle\* 6ième Partie AD / *Check-list\* 6 th Part AD*

LFPR - p6 08 SEP 22 LFXB - p8 10 SEP 20

ORLEANS Bricy

Voir / See eAIP France

AD 2 LFOJ

SALON

Voir / See eAIP France

AD 2 LFMY

PHALSBOURG Bourscheid

Voir / See eAIP France

AD 2 LFQP

SOLENZARA

Voir / See eAIP France

AD 2 LFKS

ROMORANTIN Pruniers

LFYR - p1 16 JUN 22

LFYR - p2 16 JUN 22

LFYR - p3 16 JUN 22

LFYR - p4 28 JAN 21

LFYR - p5 05 NOV 20

LFYR - p6 16 JUN 22

LFYR - p7 16 JUN 22

VILLACOUBLAY Vélizy

Voir / See eAIP France

AD 2 LFPV

AD 3.0

AD 3.0 - p1 17 MAR 05

SAINT-DIZIER Robinson

Voir / See eAIP France

AD 2 LFSI

TOULON Milhaud

ZZZZ - p1 28 MAY 15

ZZZZ - p2 28 MAY 15

ZZZZ - p3 28 MAY 15

ZZZZ - p4 07 FEB 13

ZZZZ - p5 07 FEB 13

ZZZZ - p6 28 MAY 15

SAINTES Léocadie

LFYS - p1 28 DEC 23

LFYS - p2 22 FEB 24

LFYS - p3 30 NOV 23

LFYS - p4 25 JAN 24

LFYS - p5 30 NOV 23

LFYS - p6 30 NOV 23

**LFYS - p7 05 SEP 24**

LFYS - p8 25 JAN 24

SAINTE THENAC

LFXB - p1 06 OCT 22

LFXB - p2 10 SEP 20

LFXB - p3 25 MAR 21

LFXB - p4 25 MAR 21

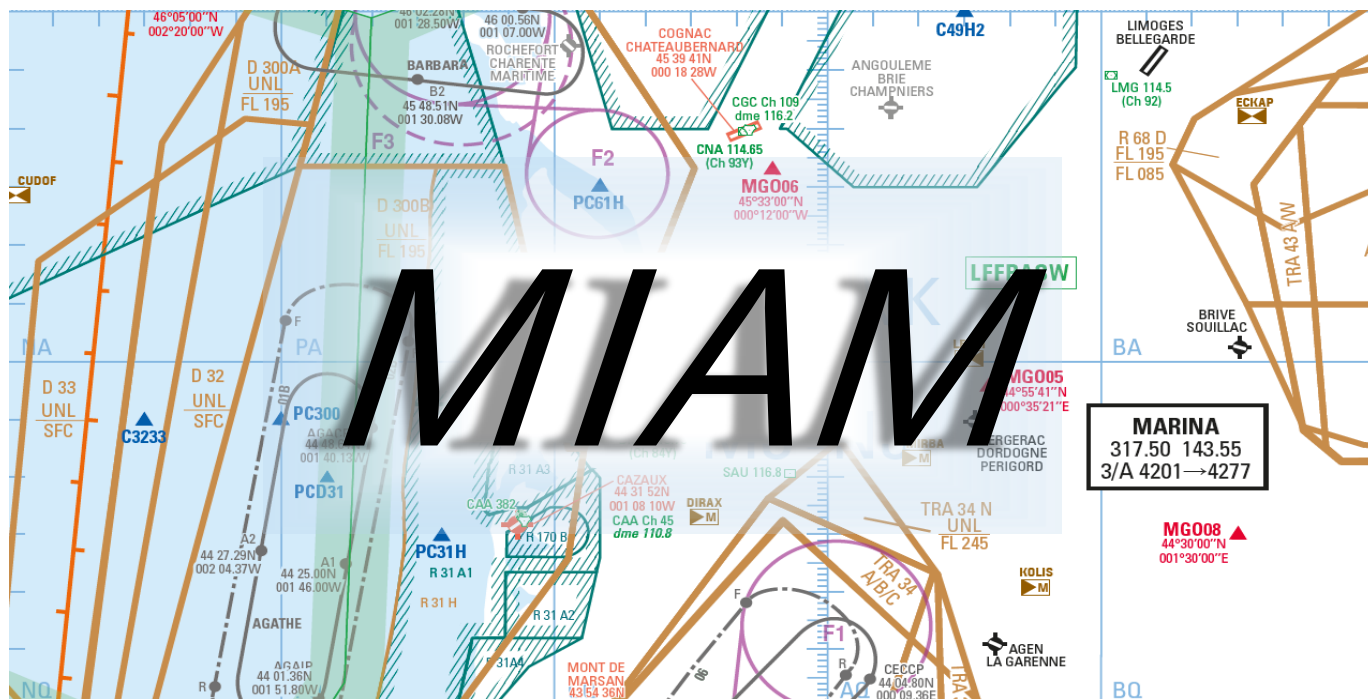
LFXB - p5 10 SEP 20

LFXB - p6 10 SEP 20

LFXB - p7 10 SEP 20



FORCES ARMÉES FRANÇAISES



# MANUEL D'INFORMATION AÉRONAUTIQUE MILITAIRE *MILITARY AERONAUTICAL INFORMATION MANUAL*

1ère PARTIE / *1st PART*  
GÉNÉRALITES (GEN) / *GENERAL (GEN)*

Edition numérique / Digital edition  
En vigueur / Effective date : 05 SEP 24  
Prochaine édition / Next edition : 03 OCT 24

**GEN 0.2**  
**Registre des amendements du MIAM**  
***MIAM amendment register***

| REGISTRE BMJ NON AIRAC |                         |                          |                    |
|------------------------|-------------------------|--------------------------|--------------------|
| NR/Année               | Date de publication     | Date d'entrée en vigueur | Inséré par         |
| <i>NR/Year</i>         | <i>Publication date</i> | <i>Effective date</i>    | <i>Inserted by</i> |
| 01/24                  | 13 DEC 23               | 28 DEC 23                |                    |
| 02/24                  | 10 JAN 24               | 25 JAN 24                |                    |
| 03/24                  | 07 FEB 24               | 22 FEB 24                |                    |
| 04/24                  | 06 MAR 24               | 21 MAR 24                |                    |
| 05/24                  | 03 APR 24               | 18 APR 24                |                    |
| 06/24                  | 01 MAY 24               | 16 MAY 24                |                    |
| 07/24                  | 29 MAY 24               | 13 JUN 24                |                    |
| 08/24                  | 26 JUN 24               | 11 JUL 24                |                    |
| 09/24                  | 24 JUL 24               | 08 AUG 24                |                    |
| 10/24                  | 21 AUG 24               | 05 SEP 24                |                    |
| 11/24                  | 18 SEP 24               | 03 OCT 24                |                    |
| 12/24                  | 16 OCT 24               | 31 OCT 24                |                    |
| 13/24                  | 13 NOV 24               | 28 NOV 24                |                    |
| 01/25                  | 11 DEC 24               | 26 DEC 24                |                    |

**ENR 5.7 Axes de ravitaillement /  
Circuits EPT****ENR 5.7.1 Axes de ravitaillement**

Haute Altitude

**ENR 5.7 AAR tracks / EPT circuits****ENR 5.7.1 AAR tracks**

High Altitude

| Zones de ravitaillement      | Volume de la zone FLB          | Nom du circuit de ravitaillement | ARIP (NOM)                                                            | ARCP (NOM)                                                            | Routes vraies | Points particuliers <sup>1</sup> (NOM)                              |                                                                     |
|------------------------------|--------------------------------|----------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|---------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| AARA                         | AARA volume FLB                | Name of the AAR track            | ARIP (NAME)                                                           | ARCP (NAME)                                                           | True courses  | Particular points (NAME)                                            |                                                                     |
| TRA 10A<br>TRA 10B           | 205/265 <sup>2</sup><br>FLB230 | SIMONE                           | 46°26.65'N - 001°29.16'E<br>46°26'39.00"N - 001°29'09.60"E<br>(SIMIP) | 47°13.91'N - 001°41.34'E<br>47°13'54.60"N - 001°41'20.40"E<br>(SIMCP) | 010/190       | 46°50.28'N - 001°35.25'E<br>46°50'16.80"N - 001°35'15.00"E<br>(S1)  | 46°52.79'N - 001°14.97'E<br>46°52'47.40"N - 001°14'58.20"E<br>(S2)  |
| TRA 40                       | 195/UNL<br>FLB 230             | JUDITH                           | 42°43.76'N - 002°32.22'E<br>42°43'45.60"N - 002°32'13.20"E<br>(JUDIP) | 43°31.75'N - 002°31.07'E<br>43°31'45.00"N - 002°31'04.20"E<br>(JUDCP) | 359/179       | 43°07.75'N - 002°31.65'E<br>43°07'45.00"N - 002°31'39.00"E<br>(J1)  | 43°07.48'N - 002°12.47'E<br>43°07'28.80"N - 002°12'28.20"E<br>(J2)  |
| TRA 8B                       | 195/335<br>FLB 230             | YVETTE <sup>3</sup>              | 48°40.00'N - 000°32.80'W<br>48°40'00.00"N - 000°32'48.00"W<br>(YVEIP) | 48°20.70'N - 001°07.30'W<br>48°20'42.00"N - 001°07'18.00"W<br>(YVECP) | 050/230       | 48°30.40'N - 000°50.10'W<br>48°30'24.00"N - 000°50'06.00"W<br>(Y1)  | /                                                                   |
| TRA 22A<br>TRA 22B           | 200/285<br>FLB 230             | MARIE                            | 48°06.00'N - 007°30.00'E<br>48°06'00.00"N - 007°30'00.00"E<br>(MARIP) | 48°54.00'N - 007°30.00'E<br>48°54'00.00"N - 007°30'00.00"E<br>(MARCP) | 360/180       | 48°30.00'N - 007°30.00'E<br>48°30'00.00"N - 007°30'00.00"E<br>(M1)  | 48°29.97'N - 007°08.87'E<br>48°29'58.20"N - 007°08'52.20"E<br>(M2)  |
| D 54A4                       | 195/285<br>FLB 230             | LEA                              | 42°32.00'N - 007°04.00'E<br>42°32'00.00"N - 007°04'00.00"E<br>(LEAIP) | 41°44.00'N - 007°04.00'E<br>41°44'00.00"N - 007°04'00.00"E<br>(LEACP) | 180/360       | 42°08.00'N - 007°04.00'E<br>42°08'00.00"N - 007°04'00.00"E<br>(L1)  | 42°08.00'N - 007°22.80'E<br>42°08'00.00"N - 007°22'48.00"E<br>(L2)  |
| TRA 9A                       | 195/265<br>FLB 230             | OLMA <sup>3</sup>                | 47°11.97'N - 000°04.39'W<br>47°11'58.20"N - 000°04'23.40"W<br>(OLIIP) | 47°10.67'N - 000°48.31'W<br>47°10'40.20"N - 000°48'18.60"W<br>(OLICP) | 088/268       | 47°11.35'N - 000°26.33'W<br>47°11'21.00"N - 000°26'19.80"W<br>(O1)  | /                                                                   |
| D 31D                        | 195/UNL<br>FLB 230             | AGATHE                           | 44°01.36'N - 001°51.80'W<br>44°01'21.60"N - 001°51'48.00"W<br>(AGAIP) | 44°48.64'N - 001°40.13'W<br>44°48'38.40"N - 001°40'07.80"W<br>(AGACP) | 010/190       | 44°25.00'N - 001°46.00'W<br>44°25'00.00"N - 001°46'00.00"W<br>(A1)  | 44°27.29'N - 002°04.37'W<br>44°27'17.40"N - 002°04'22.20"W<br>(A2)  |
| D 12 NORD A<br>D 12 NORD B   | 195/UNL<br>FLB 230             | EDWIGE                           | 48°10.00'N - 006°17.80'W<br>48°10'00.00"N - 006°17'48.00"W<br>(EDWIP) | 48°10.00'N - 005°06.10'W<br>48°10'00.00"N - 005°06'06.00"W<br>(EDWCP) | 089/269       | 48°10.00'N - 005°42.00'W<br>48°10'00.00"N - 005°42'00.00"W<br>(ED1) | 48°24.00'N - 005°42.00'W<br>48°24'00.00"N - 005°42'00.00"W<br>(ED2) |
| TRA 34                       | 195/345<br>FLB 230             | CECILE                           | 43°29.13'N - 000°35.13'W<br>43°29'07.80"N - 000°35'07.80"W<br>(CECIP) | 44°04.80'N - 000°09.36'E<br>44°04'48.00"N - 000°09'21.60"E<br>(CECCP) | 042/222       | 43°47.00'N - 000°13.00'W<br>43°47'00.00"N - 000°13'00.00"W<br>(C1)  | 43°55.90'N - 000°26.74'W<br>43°55'54.00"N - 000°26'44.40"W<br>(C2)  |
| TRA 42N<br>TRA 42S           | 195/UNL<br>FLB 230             | DIANA                            | 43°49.57'N - 004°35.83'E<br>43°49'34.20"N - 004°35'49.80"E<br>(DIAIP) | 44°31.42'N - 003°59.17'E<br>44°31'25.20"N - 003°59'10.20"E<br>(DIACP) | 328/148       | 44°11.10'N - 004°17.10'E<br>44°11'06.00"N - 004°17'06.00"E<br>(D1)  | 44°03.90'N - 004°00.60'E<br>44°03'54.00"N - 004°00'36.00"E<br>(D2)  |
| TRA 41<br>TRA 46N<br>TRA 46S | 195/UNL<br>FLB 230             | IRENE                            | 42°35.53'N - 003°43.04'E<br>42°35'31.80"N - 003°43'02.40"E<br>(IREIP) | 43°23.17'N - 003°35.04'E<br>43°23'10.20"N - 003°35'02.40"E<br>(IRECP) | 353/173       | 42°59.35'N - 003°39.07'E<br>42°59'21.00"N - 003°39'04.20"E<br>(I1)  | 42°57.70'N - 003°20.60'E<br>42°57'42.00"N - 003°20'36.00"E<br>(I2)  |
| TRA 200A                     | 195/UNL<br>FLB 230             | GISELE                           | 48°42.54'N - 004°55.52'E<br>48°42'32.40"N - 004°55'31.20"E<br>(GISIP) | 49°01.30'N - 006°02.69'E<br>49°01'18.00"N - 006°02'41.40"E<br>(GISCP) | 067/247       | 48°52.00'N - 005°29.00'E<br>48°52'00.00"N - 005°29'00.00"E<br>(G1)  | 49°04.89'N - 005°20.65'E<br>49°04'53.40"N - 005°20'39.00"E<br>(G2)  |
| D 67                         | 195/450<br>FLB 230             | ZOE <sup>3</sup>                 | 41°32.00'N - 010°11.00'E<br>41°32'00.00"N - 010°11'00.00"E<br>(ZOEIP) | 42°02.00'N - 010°11.00'E<br>42°02'00.00"N - 010°11'00.00"E<br>(ZOECP) | 360/180       | 41°47.00'N - 010°11.00'E<br>41°47'00.00"N - 010°11'00.00"E<br>(Z1)  | /                                                                   |

Sauf mention en bas de page, les lignes droites de ces circuits font 48 Nm. La distance entre 2 points particuliers est de 14 Nm. C'est la largeur des circuits représentés sur les cartes.

*Unless otherwise specified in a footnote, straight lines of the tracks are 48 Nm long. The distance between 2 particular points is 14 Nm. It's the width of the tracks drawn on the maps.*

<sup>1</sup> Points pouvant être utilisés lors d'exercices particuliers (FAS notamment)

*Points that can be used for specific training flights.*

<sup>2</sup> L'activation en pré-tactique de la TRA 10B se fait dans la tranche d'altitude FL205/FL265 permettant un ravitaillement au FLB 230 ou 240. Si pour des raisons météorologiques ces niveaux ne sont pas utilisables pour la mission, un processus s'appuyant sur des procédures de notification et de coordination permettra d'utiliser les FLB 250 ou 260 avec une réactivité inférieure à 10mn.

*TRA 10B is pre activated between FL205 and FL265 to allow AAR at FLB 230 or 240. If these levels are not workable for meteorological reasons, a process is scheduled with ATC to allow FLB250 or 260 in less than 10 minutes.*

<sup>3</sup> Branches de 30 Nm, 14 Nm de large.

*Length 30 Nm, Width 14Nm.*

Moyenne altitude

Medium altitude

| Zones de ravitaillement<br><br>AARA | Volume de la zone FLB<br><br>AARA volume FLB | Nom du circuit de ravitaillement<br><br>Name of the AAR track | ARIP (NOM)<br><br>ARIP (NAME)                                                | ARCP (NOM)<br><br>ARCP (NAME)                                                | Routes vraies<br><br>True courses | Points particuliers <sup>1</sup> (NOM)<br><br>Particular points (NAME)    |
|-------------------------------------|----------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------|
| R 10                                | 115/195<br>FLB 150                           | FABIOLA <sup>4</sup>                                          | <b>49°28.40'N - 000°06.60'E</b><br>49°28'24.00"N - 000°06'36.00"E<br>(FABIP) | <b>49°33.40'N - 001°06.70'W</b><br>49°33'24.00"N - 001°06'42.00"W<br>(FABCP) | 276/096                           | <b>49°31.00'N - 000°30.00'W</b><br>49°31'00.00"N - 000°30'00.00"W<br>(F)  |
| R 124                               | 115/195<br>FLB 150                           | TANIA                                                         | <b>47°25.00'N - 004°06.00'E</b><br>47°25'00.00"N - 004°06'00.00"E<br>(TANIP) | <b>46°57.90'N - 004°24.80'E</b><br>46°57'54.00"N - 004°24'48.00"E<br>(TANCP) | 155/335                           | <b>47°11.40'N - 004°15.30'E</b><br>47°11'24.00"N - 004°15'18.00"E<br>(T)  |
| D 5                                 | 095/195<br>FLB 150                           | NADIA                                                         | <b>48°59.70'N - 005°09.80'W</b><br>48°59'42.00"N - 005°09'48.00"W<br>(NADIP) | <b>49°00.20'N - 004°24.20'W</b><br>49°00'12.00"N - 004°24'12.00"W<br>(NADCP) | 089/269                           | <b>49°00.00'N - 004°47.00'W</b><br>49°00'00.00"N - 004°47'00.00"W<br>(N)  |
| D 54                                | 50/190<br>FLB 150                            | KATIA                                                         | <b>42°23.00'N - 007°04.00'E</b><br>42°23'00.00"N - 007°04'00.00"E<br>(KATIP) | <b>41°53.00'N - 007°04.00'E</b><br>41°53'00.00"N - 007°04'00.00"E<br>(KATCP) | 180/360                           | <b>42°08.00'N - 007°04.00'E</b><br>42°08'00.00"N - 007°04'00.00"E<br>(K)  |
| R 7B                                | 115/195<br>FLB 150                           | URSULA <sup>5</sup>                                           | <b>48°40.00'N - 000°32.80'W</b><br>48°40'00.00"N - 000°32'48.00"W<br>(URSIP) | <b>48°20.70'N - 001°07.30'W</b><br>48°20'42.00"N - 001°07'18.00"W<br>(URSCP) | 050/230                           | <b>48°34.00'N - 000°50.10'W</b><br>48°34'00.00"N - 000°50'06.00"W<br>(U)  |
| R 321                               | 115/195<br>FLB 150                           | REGINA                                                        | <b>49°00.00'N - 005°40.00'E</b><br>49°00'00.00"N - 005°40'00.00"E<br>(REGIP) | <b>49°00.00'N - 004°54.40'E</b><br>49°00'00.00"N - 004°54'24.00"E<br>(REGCP) | 090/270                           | <b>49°00.00'N - 005°17.20'E</b><br>49°00'00.00"N - 005°17'12.00"E<br>(R)  |
| R 49H2                              | 65/195<br>FLB 150                            | VIVIANE <sup>6</sup>                                          | <b>45°41.40'N - 000°25.00'E</b><br>45°41'24.00"N - 000°25'00.00"E<br>(VIVIP) | <b>46°08.60'N - 000°43.10'E</b><br>46°08'36.00"N - 000°43'06.00"E<br>(VIVCP) | 025/205                           | <b>45°55.00'N - 000°34.00'E</b><br>45°55'00.00"N - 000°34'00.00"E<br>(V)  |
| D 67                                | SFC/450<br>FLB 150                           | ZORA <sup>3</sup>                                             | <b>41°32.00'N - 010°11.00'E</b><br>41°32'00.00"N - 010°11'00.00"E<br>(ZORIP) | <b>42°02.00'N - 010°11.00'E</b><br>42°02'00.00"N - 010°11'00.00"E<br>(ZORCP) | 360/180                           | <b>41°47.00'N - 010°11.00'E</b><br>41°47'00.00"N - 010°11'00.00"E<br>(ZR) |

<sup>3</sup> Branches de 30 Nm, 14 Nm de large.<sup>4</sup> Ne pas dégager à l'ouest de l'axe.<sup>5</sup> Axe limité à 40 Nm de long.

Length 30 Nm, Width 14Nm.

Do not exit of the track westbound.

Length of the track limited to 40 Nm

ENR 5.7.2 Axes de ravitaillement type avions d'armes

ENR 5.7.2 AAR tracks for fighter aircrafts

Haute Altitude

High Altitude

| Zones de ravitaillement                            | Volume de la zone FLB | Nom du circuit de ravitaillement | ARIP (NOM)                                                            | ARCP (NOM)                                                            | Routes vraies | Points particuliers <sup>1</sup> (NOM)                              |                                                                     |
|----------------------------------------------------|-----------------------|----------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|---------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| AARA                                               | AARA volume FLB       | Name of the AAR track            | ARIP (NAME)                                                           | ARCP (NAME)                                                           | True courses  | Particular points (NAME)                                            |                                                                     |
| TRA 44A                                            | 195/UNL<br>FLB 230    | VALENTINA <sup>6</sup>           | 41°35.00'N - 009°35.00'E<br>41°35'00.00"N - 009°35'00.00"E<br>(VALIP) | 42°05.00'N - 009°35.00'E<br>42°05'00.00"N - 009°35'00.00"E<br>(VALCP) | 360/180       | 41°50.00'N - 009°35.00'E<br>41°50'00.00"N - 009°35'00.00"E<br>(V1)  |                                                                     |
| D 5                                                | 195/275<br>FLB 230    | NINA                             | 48°56.63'N - 005°39.05'W<br>48°56'37.80"N - 005°39'03.00"W<br>(NINIP) | 49°10.19'N - 004°28.79'W<br>49°10'11.40"N - 004°28'47.40"W<br>(NINCP) | 073/253       | 49°03.50'N - 005°04.00'W<br>49°03'30.00"N - 005°04'00.00"W<br>(N1)  | 49°17.00'N - 005°10.00'W<br>49°17'00.00"N - 005°10'00.00"W<br>(N2)  |
| D 14A<br>D 14E<br>D 15A                            | 195/275<br>FLB 230    | STACY                            | 46°55.00'N - 004°12.13'W<br>46°55'00.00"N - 004°12'07.80"W<br>(SCYIP) | 46°55.00'N - 003°01.86'W<br>46°55'00.00"N - 003°01'51.60"W<br>(SCYCP) | 090/270       | 46°55.00'N - 003°37.00'W<br>46°55'00.00"N - 003°37'00.00"W<br>(SC1) | 47°09.00'N - 003°37.00'W<br>47°09'00.00"N - 003°37'00.00"W<br>(SC2) |
| TRA 24A                                            | 195/UNL<br>FLB 230    | TIPHAINE                         | 47°25.00'N - 004°06.00'E<br>47°25'00.00"N - 004°06'00.00"E<br>(TIPIP) | 46°57.90'N - 004°24.80'E<br>46°57'54.00"N - 004°24'48.00"E<br>(TIPCP) | 155/335       | 47°11.40'N - 004°15.30'E<br>47°11'24.00"N - 004°15'18.00"E<br>(TI1) |                                                                     |
| LF-D300A/B<br>(zone temporaire en experimentation) | 205/265<br>FLB 230    | BARBARA <sup>9</sup>             | 46°00.56'N - 001°07.00'W<br>46°00'33.60"N - 001°07'00.00"W<br>(BARIP) | 46°04.00'N - 001°50.00'W<br>46°04'00.00"N - 001°50'00.00"W<br>(BARCP) | 096/276       | 46°02.28'N - 001°28.50'W<br>46°02'16.80"N - 001°28'30.00"W<br>(B1)  | 45°48.51'N - 001°30.08'W<br>45°48'30.60"N - 001°30'04.80"W<br>(B2)  |

Sauf mention en bas de page, les lignes droites de ces circuits font 48 Nm. La distance entre 2 points particuliers est de 14 Nm. C'est la largeur des circuits représentés sur les cartes.

Unless otherwise specified in a footnote, straight lines of the tracks are 48 Nm long. The distance between 2 particular points is 14 Nm. It's the width of the tracks drawn on the maps.

<sup>6</sup> Sous réserve d'accord CRG Sud Ouest

<sup>7</sup> Points pouvant être utilisés lors d'exercices particuliers (FAS notamment).

<sup>8</sup> Branches de 30 Nm, 14 Nm de large.

<sup>9</sup> Branches de 30 Nm, 14 Nm de large (Axe uniquement utilisable durant les créneaux d'activation des LF-D300A/B).

Under RGC South West approval.

Points than can be used for specific trainings.

Length 30 Nm, Width 14Nm.

Length 30 Nm, Width 14Nm (Axis only available during LF-D300A/B activation slots).

Moyenne Altitude

Medium Altitude

| Zones de ravitaillement | Volume de la zone FLB         | Nom du circuit de ravitaillement | ARIP (NOM)                                                            | ARCP (NOM)                                                            | Routes vraies | Points particuliers <sup>1</sup> (NOM)                             |                                                                    |
|-------------------------|-------------------------------|----------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|---------------|--------------------------------------------------------------------|--------------------------------------------------------------------|
| AARA                    | AARA volume FLB               | Name of the AAR track            | ARIP (NAME)                                                           | ARCP (NAME)                                                           | True courses  | Particular points (NAME)                                           |                                                                    |
| R 7C                    | 115/195<br>FLB 150            | OCEANE                           | 46°46.58'N - 001°38.98'E<br>46°46'34.80"N - 001°38'58.80"E<br>(OCEIP) | 47°15.42'N - 001°51.07'E<br>47°15'25.20"N - 001°51'04.20"E<br>(OCECP) | 016/196       | 47°01.00'N - 001°45.00'E<br>47°01'00.00"N - 001°45'00.00"E<br>(OC) |                                                                    |
| R 68A/B/C               | 115/195<br>FLB 150            | STEPHANIE                        | 45°28.11'N - 002°15.61'E<br>45°28'06.60"N - 002°15'36.60"E<br>(STEIP) | 45°03.87'N - 001°50.48'E<br>45°03'52.20"N - 001°50'28.80"E<br>(STECp) | 216/036       | 45°16.00'N - 002°03.00'E<br>45°16'00.00"N - 002°03'00.00"E<br>(ST) |                                                                    |
| R 34A1 et A2            | 065/195<br>FLB 090            | LUCIE                            | 43°32.98'N - 000°45.73'W<br>43°32'58.80"N - 000°45'43.80"W<br>(LUCIP) | 43°38.13'N - 000°04.65'E<br>43°38'07.80"N - 000°04'39.00"E<br>(LUCCP) | 080/260       | 43°35.56'N - 000°24.61'W<br>43°35'33.60"N - 000°24'36.60"W<br>(L1) | 43°49.38'N - 000°28.54'W<br>43°49'22.80"N - 000°28'27.00"W<br>(L2) |
|                         | 3000 ft ASML/<br>5000 ft AMSL | AMELIE                           | 43°35.50'N - 000°23.87'W<br>43°35'30.00"N - 000°45'43.80"W<br>(AMEIP) | 43°46.40'N - 000°14.80'E<br>43°46'24.00"N - 000°14'48.00"E<br>(AMECP) | 068/248       | 43°40.95'N - 000°04.45'W<br>43°40'57.00"N - 000°04'01.80"W<br>(A1) | 43°54.03'N - 000°12.03'W<br>43°54'01.80"N - 000°12'01.80"W<br>(A2) |
| D 31D                   | SFC/195<br>FLB 150            | ALOHA                            | 44°10.23'N - 001°49.65'W<br>44°10'13.80"N - 001°49'39.00"W<br>(ALOIP) | 44°39.77'N - 001°42.32'W<br>44°39'46.20"N - 001°42'19.20"W<br>(ALOCp) | 010/190       | 44°25.00'N - 001°46.00'W<br>44°25'00.00"N - 001°46'00.00"W<br>(AL) |                                                                    |

Les lignes droites de ces circuits font 30 Nm. La largeur des circuits représentés sur les cartes est de 14 Nm.

Straight lines of the tracks are 30 Nm long.  
Tracks are drawn on the maps with a width of 14 Nm.

**ENR 5.7.3 Axes de ravitaillement type  
«heavy»****ENR 5.7.3 AAR tracks for heavy  
aircrafts**

| Zones de ravitaillement<br><br>AARA | Volume de la zone FLB<br><br>AARA volume FLB | Nom du circuit de ravitaillement<br><br>Name of the AAR track | ARIP (NOM)<br><br>ARIP (NAME)                                                | ARCP (NOM)<br><br>ARCP (NAME)                                                | Routes vraies<br><br>True courses |
|-------------------------------------|----------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------------------|
| <b>TRA 10A<br/>TRA 10B</b>          | 205/265 <sup>10</sup><br>FLB 250             | 09                                                            | <b>46°23.00'N - 001°31.00'E</b><br>46°23'00.00"N - 001°31'00.00"E<br>(FOX09) | <b>47°17.00'N - 001°25.00'E</b><br>47°17'00.00"N - 001°25'00.00"E<br>(ROM09) | 010                               |
| <b>TRA 10A<br/>TRA 10B</b>          | 205/265 <sup>10</sup><br>FLB 250             | 10                                                            | <b>47°20.00'N - 001°19.00'E</b><br>47°20'00.00"N - 001°19'00.00"E<br>(FOX10) | <b>46°25.00'N - 001°03.00'E</b><br>46°25'00.00"N - 001°03'00.00"E<br>(ROM10) | 190                               |
| <b>TRA 34A</b>                      | 195/345<br>FLB 250                           | 05                                                            | <b>43°20.71'N - 000°38.91'W</b><br>43°20'42.60"N - 000°38'54.60"W<br>(FOX05) | <b>44°05.86'N - 000°04.32'E</b><br>44°05'51.60"N - 000°04'19.20"E<br>(ROM05) | 034                               |
| <b>TRA 34A</b>                      | 195/345<br>FLB 250                           | 06                                                            | <b>44°17.40'N - 000°18.74'W</b><br>44°17'24.00"N - 000°18'44.40"W<br>(FOX06) | <b>43°32.00'N - 001°01.59'W</b><br>43°32'00.00"N - 001°01'35.40"W<br>(ROM06) | 214                               |
| <b>D 31</b>                         | SFC/UNL<br>FLB 250                           | 01B                                                           | <b>45°06.60'N - 002°00.90'W</b><br>45°06'36.00"N - 002°00'54.00"W<br>(FO01B) | <b>44°02.60'N - 002°16.50'W</b><br>44°02'36.00"N - 002°16'30.00"W<br>(RO01B) | 189                               |
| <b>D 31</b>                         | SFC/UNL<br>FLB 250                           | 02B                                                           | <b>43°59.20'N - 001°48.70'W</b><br>43°59'12.00"N - 001°48'42.00"W<br>(FO02B) | <b>45°03.20'N - 001°33.10'W</b><br>45°03'12.00"N - 001°33'06.00"W<br>(RO02B) | 011                               |
| <b>D 12GA-GB</b>                    | 195/UNL<br>FLB 250                           | 66                                                            | <b>48°24.00'N - 006°27.00'W</b><br>48°24'00.00"N - 006°27'00.00"W<br>(FOX66) | <b>47°29.00'N - 006°27.00'W</b><br>47°29'00.00"N - 006°27'00.00"W<br>(ROM66) | 180                               |
| <b>D 12GA-GB</b>                    | 195/UNL<br>FLB 250                           | 67                                                            | <b>47°29.00'N - 005°57.00'W</b><br>47°29'00.00"N - 005°57'00.00"W<br>(FOX67) | <b>48°24.00'N - 005°57.00'W</b><br>48°24'00.00"N - 005°57'00.00"W<br>(ROM67) | 360                               |
| <b>D 54</b>                         | 200/285<br>FLB 250                           | 03                                                            | <b>42°03.00'N - 007°20.00'E</b><br>42°03'00.00"N - 007°20'00.00"E<br>(FOX03) | <b>42°03.00'N - 005°50.00'E</b><br>42°03'00.00"N - 005°50'00.00"E<br>(ROM03) | 270                               |
| <b>D 54</b>                         | 200/285<br>FLB 250                           | 04                                                            | <b>41°42.00'N - 005°50.00'E</b><br>41°42'00.00"N - 005°50'00.00"E<br>(FOX04) | <b>41°42.00'N - 007°20.00'E</b><br>41°42'00.00"N - 007°20'00.00"E<br>(ROM04) | 090                               |
| <b>TRA 44<br/>A/B/C/D</b>           | 195/UNL <sup>11</sup><br>FLB 250             | 07                                                            | <b>41°44.00'N - 009°35.00'E</b><br>41°44'00.00"N - 009°35'00.00"E<br>(FOX07) | <b>42°32.90'N - 009°01.20'E</b><br>42°32'54.00"N - 009°01'12.00"E<br>(ROM07) | 333                               |
| <b>TRA 44<br/>A/B/C/D</b>           | 195/UNL <sup>11</sup><br>FLB250              | 08                                                            | <b>42°24.70'N - 008°39.60'E</b><br>42°24'42.00"N - 008°39'36.00"E<br>(FOX08) | <b>41°35.80'N - 009°13.60'E</b><br>41°35'48.00"N - 009°13'36.00"E<br>(ROM08) | 153                               |

<sup>10</sup> L'activation en pré-tactique de la TRA 10B se fait dans la tranche d'altitude FL205/FL265 permettant un ravitaillement au FLB 230 ou 240. Si pour des raisons météorologiques ces niveaux ne sont pas utilisables pour la mission, un processus s'appuyant sur des procédures de notification et de coordination permettra d'utiliser les FLB 250 ou 260 avec une réactivité inférieure à 10mn.

*TRA 10B is pre activated between FL205 and FL265 to allow AAR at FLB 230 or 240. If these levels are not workable for meteorological reasons, a process is scheduled with ATC to allow FLB250 or 260 in less than 10 minutes.*

<sup>11</sup> Axe non utilisable en cas d'activation de la LF-D54C4

*Track not available if LF-D54C4 active*



## Manuel d'Information Aéronautique Militaire

## LFYS - AD 2.20 Règlements de circulation locaux / Local traffic regulations

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------------------------------------|
| <p>AD réservé aux ACFT d'état, aux ACFT CIV basés et à ceux basés sur l'AD de La Llagonne La Quillane.</p> <p>AD accessible aux autres ACFT sous conditions :</p> <p>Le commandant de bord doit :</p> <ul style="list-style-type: none"> <li>- Soit détenir la qualification "montagne",</li> <li>- Soit détenir une qualification de site en cours de validité (mention portée au carnet de vol)</li> </ul> <p>En outre, si l'ACFT n'est pas basé sur l'AD ou sur l'AD de La Llagonne La Quillane, le commandant de bord doit obtenir une autorisation de poser auprès du chef de centre de vol en montagne (CVM).</p> | <p>AD reserved for government ACFT, home based CIV ACFT and ACFT based on AD La Llagonne La Quillane</p> <p>AD available for other ACFT under conditions:</p> <p>Pilot in command shall :</p> <ul style="list-style-type: none"> <li>- Either be "mountain" licensed,</li> <li>- Or detain an active "Sainte-Léocadie" licence (mentioned on the flight book)</li> </ul> <p>In addition, if ACFT is not home based or based on AD La Llagonne La Quillane, the pilot in command shall obtain a LDG authorization from the Mountain Flight Center commander</p> |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>Modèle disponible au centre de vol en montagne (CVM)</p> <p>ACFT MIL : LDG soumis à PPR des OPS, PN 24HR</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>LDG authorization form available at CVM</p> <p>ACF MIL : PPR for LDG to OPS, PN 24HR</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>AD interdit aux ACFT non munis de radio</p> <p>AD interdit aux ULM non multiaxes</p> <p>AD interdit aux planeurs sauf sécurité des vols</p> <p>AD interdit aux planeurs ultralégers (PUL)</p>                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>AD forbidden to non-radio equipped ACFT</p> <p>AD forbidden to non-multi-axis microlights</p> <p>AD forbidden to gliders except for flight safety</p> <p>AD forbidden to ultralight gliders</p>                                                                                                                                                                                                                                                                                                                                                             |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>FATO/TLOF non conforme, exclusivement réservée aux ACFT d'état.</p> <p><b>Danger à la navigation aérienne</b></p> <p>La route d'accès à l'ACB perce les dégagements aéronautiques d'environ 1,40 m</p>                                                                                                                                                                                                                                                                                                                                                                                                               | <p>FATO / TLOF non-compliant, strictly reserved for government ACFT</p> <p><b>Air navigation hazard</b></p> <p>ACB road protrude in obstacle limitation surface for 1,40 m.</p>                                                                                                                                                                                                                                                                                                                                                                                |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>Pendant présence de stages au CVM, intense activité HEL Lun/Ven.</p> <p>Activité connue sur 118.625 et 130.000.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>During presence of internship at CVM, intense HEL activity MON/FRI.</p> <p>Known activity on 118.625 and 130.000.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                       |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>Secteur entraînement militaire compris entre :</p> <table border="0"> <tr> <td>1) N42°37'00" E001°43'00"</td> <td>4) N42°33'00" E002°16'00"</td> </tr> <tr> <td>2) N42°40'00" E001°47'00"</td> <td>5) N42°25'00" E002°18'00"</td> </tr> <tr> <td>3) N42°40'00" E002°08'00"</td> <td>6) Frontière Franco-espagnole et Andorrane entre les points 5 et 1.</td> </tr> </table> <p>Les aéronefs en travail dans ce secteur veillent la fréquence 130.000Mhz.</p>                                                                                                                                                         | 1) N42°37'00" E001°43'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4) N42°33'00" E002°16'00" | 2) N42°40'00" E001°47'00" | 5) N42°25'00" E002°18'00" | 3) N42°40'00" E002°08'00" | 6) Frontière Franco-espagnole et Andorrane entre les points 5 et 1. | <p>Military training sector included between:</p> <table border="0"> <tr> <td>1) N42°37'00" E001°43'00"</td> <td>4) N42°33'00" E002°16'00"</td> </tr> <tr> <td>2) N42°40'00" E001°47'00"</td> <td>5) N42°25'00" E002°18'00"</td> </tr> <tr> <td>3) N42°40'00" E002°08'00"</td> <td>6) French-Spanish-Andorra border between points 5 and 1.</td> </tr> </table> <p>ACFT flying in this sector must monitor freq. 130.00Mhz.</p> | 1) N42°37'00" E001°43'00" | 4) N42°33'00" E002°16'00" | 2) N42°40'00" E001°47'00" | 5) N42°25'00" E002°18'00" | 3) N42°40'00" E002°08'00" | 6) French-Spanish-Andorra border between points 5 and 1. |
| 1) N42°37'00" E001°43'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4) N42°33'00" E002°16'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| 2) N42°40'00" E001°47'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 5) N42°25'00" E002°18'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| 3) N42°40'00" E002°08'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 6) Frontière Franco-espagnole et Andorrane entre les points 5 et 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| 1) N42°37'00" E001°43'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4) N42°33'00" E002°16'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| 2) N42°40'00" E001°47'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 5) N42°25'00" E002°18'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| 3) N42°40'00" E002°08'00"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 6) French-Spanish-Andorra border between points 5 and 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>Entrées et sorties du circuit de piste via les points W, SW, E et N à 5600 ft AMSL (1700m).</p> <p>Tour de piste OBLIGATOIRE AU SUD du terrain (survol de Livia INTERDIT) à 5300 ft AMSL (1600m).</p>                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Entries and exits from runway circuits via W, SW, E and N points at 5600 ft AMSL (1700m).</p> <p>Runway pattern MANDATORY TO SOUTH of field (fly-over of Livia PROHIBITED) at 5300 ft AMSL (1600m).</p>                                                                                                                                                                                                                                                                                                                                                     |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>RWY 07 arrivée par N, report vent arrière via la verticale seuil 25 à 5600 ft AMSL</p> <p>RWY 25 arrivée par W, report vent arrière via la verticale seuil 07 à 5600 ft AMSL</p>                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>RWY 07, incoming by N, report south downwind via the overhead THR 25 at 5600 ft AMSL</p> <p>RWY 25, incoming by W, report south downwind via the overhead THR 07 at 5600 ft AMSL</p>                                                                                                                                                                                                                                                                                                                                                                        |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>ACFT : Plateforme détrempée après pluies prolongées.</p> <p>Cause pente de piste, privilégier l'atterrissage en piste 07, décollage en piste 25.</p> <p>Eviter les «Toucher-Décoller» en piste 07.</p> <p>Non déneigée en hiver.</p> <p>HEL : Roulage interdit sur parking militaire</p>                                                                                                                                                                                                                                                                                                                             | <p>ACFT: Platform drenched after extended rainfall periods.</p> <p>Due to runway slope, give priority for landing on runway 07 and for take off from runway 25.</p> <p>Avoid «Touch and go» on runway 07.</p> <p>Snow not removed during winter.</p> <p>HEL : Ground taxiing prohibited on military parking.</p>                                                                                                                                                                                                                                               |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>Largeur portail 28 m :</p> <p>non conforme pour ACFT avec envergure &gt; 12m</p> <p>non conforme pour HEL avec LHT &gt; 14m</p> <p>Plots HEL légers numérotés 1 à 7 et 12, 13 :</p> <p>Pas d'opérations simultanées sur plots consécutifs, chevauchement des aires de protection</p> <p>Plots HM numérotés 8 à 11 :</p> <p>Non conformes NH90. Chevauchement des aires de protection.</p> <p>Contact préalable à l'arrivée avec Chef de Centre (MIL) pour consignes d'utilisation.</p>                                                                                                                               | <p>Gate width 28 m :</p> <p>non-compliant for ACFT with wingspan &gt; 12 m</p> <p>non-compliant for HEL with overall length &gt; 14 m</p> <p>Ground markings non-compliant</p> <p>Light HEL spots numbered 1 to 7 and 12, 13 :</p> <p>No simultaneous operations on consecutive spots, overlapping of protection areas</p> <p>Heavy helicopters spots numbered 8 to 11 non-compliant: overlapping of protection areas.</p> <p>Prior contact with AD authority for instructions</p>                                                                             |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |
| <p>Absence de berceau de crash de circonstance</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>No occasional crash cradle</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                           |                           |                           |                           |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                           |                           |                           |                           |                           |                                                          |