

## Dossier de vol type fourni aux équipages

IGARI SUD CORSE. LKFC / FSC \*\*\*\*\*  
 X11134 X11130Z 08010KT 040V130 9999 FEW016 BKN023 BKN200 24/17 Q1008  
 METAR  
 NOSIG.  
 X11114 X11100Z X12/X12 07015KT 9999 FEW016 BKN023 BKN200  
 TAF24  
 TEMPO X16/X10 08018G28KT  
 BECMG X10/X12 4000 RA SCT010 BKN020 BKN030.

```

*****
* TRONCON 1 AF 77T / 24.11.2011 BOD LYS
* Immat FGZCE Type B330-200 hdep 07.00S hart 08.00S
*****
-- S Y N T H E S E P V -----
ACCESSIBILITE AUTOMATIQUE AERODROMES : RC 8EAL PLAN 0101
-----
- DST LYS RWY: 18*/36* DM: 00E
NTM: * ALERTE APT *
07H03 / 09H03 TAF: 24002512 200.04KT 6000M 1200FT
-----
- DEG MRS RWY:13*/31* DM: 01E
07H37 / 09H37 TAF: 24002512 200.15KT 8000M 1000FT
-----
COMMENTAIRES PPV
*****
***** TRAINING ONLY / NOT FOR OPERATIONAL USE *****
LYS: PISTE 18L/36R FERMEE POUR TRAVAUX.VOR 18R PREVUE EN PPV.
MRS: DANS LA MESURE DU POSSIBLE LE CONTROLE PRIVILEGERA LE QFU 31.
LIMITATION DECOLLAGE
-----
ALCULE AVEC QFU : 23 / Vent Eff : 2TAIL / WET / +14 °C / 1019 HP.
TAP : 1 / CA : OFF / ANTI ICE : OFF CENTRAGE STANDARD
TAXI TOW : 232.0 ( OCTAVE )
COMMENTAIRES LIMIT. DECOLLAGE
-----
TECHNIQUE
-----
***** TRAINING ONLY / NOT FOR OPERATIONAL USE *****
ROUTE
-----
***** TRAINING ONLY / NOT FOR OPERATIONAL USE *****
ROUTING IMPOSE: LFBD SAU SECHE UT122 GONIM UN871 MEZIN LFLL
DGT : LFLL ROMAN KURIR MTL LFML
(FPL-NFR77T-IS
-B7W/H-SPRJWYG/SD
-LFBD0700
-N0439F190 SAU G39 SECHE/N0490F260 UT122 GONIM UN871 MEZIN
-LFLL0045 LFML
-SCN/IT/DEMAN/7A DEP/DECON CBT /IT/TV QDB /AFB DNM/CTV DMF/ANCD MASC
)
*****

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DIVERS
-----
***** TRAINING ONLY / NOT FOR OPERATIONAL USE *****
CHARGEMENT
*****
***** TRAINING ONLY / NOT FOR OPERATIONAL USE *****
CHARGE ESTIMEE: 5T
-----
--- M A S S E E T I N D E X D E B A S E / V E R S I O N -----
EQUIPEMENT CABINE X999 X999 X999
VERSION EXPLOITATION X999 X999 X999
NB PAX Reserves
NB PAX attendus
-----
Masse Index
A Vide 120509 +42.8
Equipage 02 PNT + 09 PNC +845 -1.0
Commissariat COMMISSARIAT PAR DEFAUT +3451 +4.2
Eau potable ADJ. 100% +700 +2.6
Autre +0.0
TOTAL 125505 +48.7
-----
--- S T A T U T S U R E T E - I N D E T E R M I N E -----
CAUSE INFORMATION ESCALE PROVENANCE MANQUANTE.VOIR MANUEL DE SURETE
-----
--- T O L E R A N C E S A V I O N -----
PAS DE TOLERANCE POUR CET AVION
-----
--- P A R T I C U L A R I T E S A V I O N -----
FGZCE
>>> NIL <<<<

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\* \*  
\* INFORMATION STATISTIQUES \*  
\*\*\*\*\*

--- P O N C T U A L I T E ---

HEURE D'ARRIVEE PROGRAMMEE : 08:00

PLAGE LIMITE D'ARRIVEE INDISPONIBLE

--- S T A T I S T I Q U E S C A R B U R A N T ---

Les donnees statistiques Corsica ne sont pas disponibles sur ce vol car l'échantillon sur lequel ont été réalisées les calculs est inférieur a 100 vols. Il peut s'agir d'une nouvelle ligne ou d'un changement de type avion sur la ligne. Les statistiques seront publiées des que l'échantillon de calcul sera suffisamment important.

\*\*\*\*\*  
\* PLAN DE VOL - OCTAVE \*\*\*\*\*  
\*\*\*\*\* OCTAVE DE REFERENCE \*

AFR 330T/04.11.11 BOD/LYS LFBD/LELL A330-200 / FGZCE  
ATC: AFR330T  
CDB  
OPL  
HOR.DEP 12.00 BLOC DEP  
RES.DEP 13.00 RES.DEP  
TPS.HOR 01.00 TPS B/E  
CARBURANT PVV  
DELL.LYS 004890  
DEG.MRS 003500  
R-RTE 5% 000310  
RES.FIN. 001910  
CARBU SUP 000000  
TR.CARB. 008950  
RESERVE 01.28  
TTL CARB 020050  
BILAN CARBURANT -0009EUR  
CARBU DEFINITIF  
K 1.013  
M.B.CORR 125500  
CHARGE 005000  
ZFW 130500  
CARBU TOW 130600  
TOW 150100  
DELEST. 004890  
LAW 145210  
RESERVES ARRIVEE  
AEROF. DEGAG. MRS /LFML ...  
DISTANCE DEG. 0173  
CARBUR. BLOC .....  
DELEST. DEG. 03500  
CORRECTIONS .....  
RES. FIN. 01910  
CAR. FIN. DEG. ....  
CARB. BLOC-DEG. ....  
CONSO. ARRIVEE .....  
CARB. ATTENTE .....  
PROC.SUP: LYS 0

ROUTE FMS:  
BOD..SAV.G3V.SECHE.UT122.GONIM.UN871.MEZIN..LYS  
DEGAGEMENT AU DECOLLAGE : BOD ....

\*\*\*\*\*  
+ VISA CDB +  
\*\*\*\*\*

SID SUR OFU : 23 CORRECTIONS  
05 / +03 NM / +00050 KG 23 / +00 NM / +00000 KG  
11 / +00 NM / +00000 KG 29 / +00 NM / +00000 KG  
STAR SUR OFU : 36 CORRECTIONS  
18 / +23 NM / +00340 KG 36 / +00 NM / +00000 KG

PREPARE PAR R.EYROLLE

ATIS DEPART

CLEARANCE DEPART

ATIS ARRIVEE

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----- SOMMAIRE METEO ----- SPOT -----														
WPT	COORDONNEES	T.CUM	DSOL	HELM/HEST/SURV	DAIR	CONS/REST	WPT	FL	OAT	VENT	VEFF	FL	OAT	VENT
VIA	RVD RVA RM	FL	SAT	D-ISA	VENT	SR	TROP							
BOD	.....	00.00	0302	...../...../.....	0290	000.4/019.6								
DCT	111 111 113	CLE	29/0.07											
TOC	.....	00.07	0273	...../...../.....	0259	002.2/017.8								
DCT	111 111 113	P01	-21 P01	192/047	2/0	...../.....								
SAU	N44 40.6	00.07	0266	...../...../.....	0253	002.3/017.8								
G39	W000 09.2	-21 P02	32/0.05	192/047	3/4	...../.....								
SECHE	N44 26.3	00.12	0234	...../...../.....	0220	002.8/017.3								
UT122	E000 30.9	-20 P02	193/044	3/5	...../.....	355								
NARAK	N44 17.7	00.19	0181	...../...../.....	0166	003.8/016.3								
UT122	E001 44.9	-36 P00	193/069	4/6	...../.....	361								
GONIN	N44 27.3	00.25	0133	...../...../.....	0121	004.4/015.7								
UN871	E002 50.5	-34 P02	17/0.02	191/061	506	365								
MEN	N44 36.5	00.27	0116	...../...../.....	0105	004.6/015.5								
UN871	E003 09.7	-34 P02	190/060	3/4	...../.....	368								
TOD	.....	00.29	0101	...../...../.....	0092	004.8/015.3								
UN871	061 061 062	DSC	35/0.06	190/059	...../.....									
MEZIN	N45 01.0	00.35	0066	...../...../.....	0059									
DCT	E004 11.8	DSC	34/0.06											
ARBON	N45 17.0	00.41	0032	...../...../.....	0028									
DCT	E004 53.4	DSC	32/0.08											
LYS	N45 43.5	00.49	0000	...../...../.....	0000	005.3/014.7								
E005 04.9														
----- SOMMAIRE METEO ----- SPOT -----														
WPT	FL	OAT	VENT	VEFF	FL	OAT	VENT	FL	OAT	VENT	VEFF	FL	OAT	VENT
BOD														
TOC	100		178/030	M010										
	370	- 52	194/074	M014										
	330	- 52	192/092	M023										
	290	- 46	198/086	M013										
SAU	250	- 36	198/067	M009										
								190	- 21	192/047				

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\*\*\*\*\*//+//\*\*\*\*\*  
\* PLAN DE VOL ATC  
\*\*\*\*\*

\*\*\*\*\*  
\* LISTE DES DEGAGEMENTS  
\*\*\*\*\*

TYPE AVION A330

DESTINATION : LYS / LFLL

ENG REF WGT WIND EFFECT WEIGHT EFFECT  
200 174T 30KG/10KTS/100NM 6KG/1T/100NM  
ALTERNATE DIST PART FL ALTERNATE BURNOFF (KG )  
GVA LSGG\* 95 X 110 2300  
MRS LFML 173 210 3400  
NCE LFML 235 B 290 4200  
TLS LFBO 246 320 4400  
ORY LFPO 246 H  
CDG LFPG 268 360 4700  
BOD LFBD 295 380 5000  
GVA - CAUSE SOMMET G20 - VOIR RCNI

-----  
DESTINATION ALTERNATE LFM / MRS  
-----

ALTERNATE ON RADAR VECTORS

WPT COORDONNEES T.CUM DSOL HPLM/HST/SURV DAIR CONS/REST  
VIA SAT D.ISA VENT SR  
RVD RVA RM FL D/T.SEG VSOL TROP  
LYS 00.00 0172 ...../..... 0203 000.0/005.4  
178 178 178 CLB 27/0.07  
TOC 00.07 0145 ...../..... 0171 001.7/003.7  
178 178 178 200 -19 P05 88/0.18 192/049 2/0 ...../..... 377  
TOD 00.25 0057 ...../..... 0069 003.0/002.4  
178 178 178 DSC 57/0.17 190/045 ...../.....  
MRS N43 26.2 00.42 0000 ...../..... 0000 003.5/001.9  
E005 12.9

ALTERNATE ON RADAR VECTORS

----- SOMMAIRE METEO ----- SPOT -----  
WPT FL OAT VENT VEFF FL OAT VENT  
MOYENNE ETAPE 000/000 VEFF N043 DAIR 0203 TVOL 00.42  
ALTERNATE ON RADAR VECTORS

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\*\*\*\*\*  
\* PLAN DE VOL - OCTAVE  
\*\*\*\*\*

AFR 3307/04 BOD /LYS ETD 12.00 A330/ZCE RC:8EA2 PLAN:0101  
-----  
DEL LYS 004890 REEL TEMPS DIST M.I.013 PREVU LIMIT  
DEG MRS 003500 00.49 0302 M.B.CORR. 125500  
R.RTE 5% 000310 00.03 0173 CHARGE 005000  
RES FIN 001910 00.30 0173 ZFW 130500 170000  
CARBU SUP 000000 00.00 0173 TTL CARB 020050 111270  
TR CARBU 008990 00.00 0173 TOW 150100 232000  
ROULAGE 000450 00.18 0173 DELEST 004890  
TTL CARB 020050 00.32 LAW 145210 182000  
BILAN CARBU -1009EUR  
SECHE/EL260  
BOD..SAU G39,SECHE,UT122,GNIM,UN871,MEZIN..LYS  
DIST SOL: 0302 DIST AIR: 0290 VENT: PO15 ROUTE: 003

DEGAGEMENT AU DECOLLAGE : BOD ...  
+++++  
+  
+  
+ VISA CDB  
+++++  
SID SUR QFU : 23 CORRECTIONS  
05 / +03 NM / +00050 KG 23 / +00 NM / +00000 KG  
11 / +00 NM / +00000 KG 29 / +00 NM / +00000 KG  
STAR SUR QFU : 36 CORRECTIONS  
18 / +23 NM / +00340 KG 36 / +00 NM / +00000 KG  
--- DOSSIER PREPARE PAR R..EYROLLE

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\*\*\*\*\*  
\* RCT  
\*\*\*\*\*

06 JUN 11 - BULLETINS OPERATIONNELS A ENPORTER PAR L'OPL  
NIL.

--- TYPE AVION / SOUS TYPE / MOTEUR ---

31 OCT 11 - ) RECAPITULATIF DES RCT ET BO A330

\*\*\* MANOEUVRES D'URGENCE ET BO ROUGES \*\*\*

- Perte d'AP et d'AVHR associée  
a la sol alternante.....BO-01-R 02JUN11  
- Perte d'AP et d'AVHR associée  
a la sol alternante des modes.....BO-02-R 02JUN11  
THR IDEL 67/6N FLARE.....  
\*\* ECAM \*\*

- STATUS: PAX... DISEMBARK.....BO-03-A 02JUN11

\*\* AUTRES ANOMALIES \*\*

- A340-311: Perte des plots TCAS.....BO-04-A 30OCT11  
- Givrage des sondes TAT.....BO-01-A 02JUN11  
- Odeurs ou fumées glaces cockpit.....BO-02-A 02JUN11

\* PROCEDURES NORMALES \*

- Speed brakes conf full.....RCT 08JUN11  
- Suppression rallonge 02.....RCT 24JUN11  
- Chargement des routes et des vents par ACARS.RCT 21JUN11  
- Activation VFR3 mode voice.....RCT 25JUN11  
- Visite prevol.....RCT 24JUN11

\* MEL/CDL \*

- Nil

\* DESCRIPTIF / PGO / AUTRES \*

- Nil

\* RCT MATRICULE \*

- Non pris en compte dans ce recapitulatif.

08 JUN 11 - SPEED BRAKES CONF FULL  
Cet avion est equipe d'un nouveau standard de calculateurs de commandes de vol qui permet la sortie des speed brakes jusqu'a CONF FULL incluse.

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24 JAN 11 - SUPPRESSION RALLONGE 02  
 Les rallonges 02 sont supprimées sur toute flotte, ne pas tenir compte :

- lors de la 'preparation poste' de l'item 'adaptateur oxygene (4) et rallonge interphone (2)»' et de la note associée.

21 JAN 11 - CHARGEMENT DES ROUTES ET DES VENTS PAR ACARS  
 La fonction permettant de charger par datalink la ROUTE et les VENTS du plan de vol OCTAVE est progressivement installée sur la flotte. La requête se fait à l'aide du prompt INIT REQUEST (2R page INIT A) qui apparaît lors de l'installation du nouveau soft.

- 1 - F-PLN / INIT A.....Vérifier NUMERO DE VOL insere
- 2 - F-PLN / INIT B.....Vérifier 2FW/2FWG et BLOCK FUEL inseres
- 3 - Page INIT A.....Affichee

Inserer les 8 chiffres RC+PLAN d'OCTAVE dans le scratchpad sous la forme 12340101 (RC 1234 et PLAN 0101).

- 4 - Touche INIT REQUEST \* (2R).....Pressee

A la reception des donnees, les messages suivants apparaissent :  
 'RC OK' puis 'PLAN OK' puis 'WIND DATA UPLINK'.

La route et les vents sont chargés dans le SEC F-PLN a cause d'un bug connu de Thales et qui sera corrigé dans une nouvelle version.

- 5 - Activer le SEC F-PLN
- 6 - Vérifier la conformité du F-PLN chargé avec l'OCTAVE

A noter que la demande des vents 'seuls' peut toujours être effectuée de manière indépendante.  
 Merci d'inscrire à l'AUL toute anomalie ou difficulté rencontrée et d'en informer directement le BIT.

Note : tous les F/B REFUEL ayant été désactivés, l'insertion du BLOCK FUEL est possible, contrairement à la note du TU 02.02.06 p19.

23 SEP 10 - UTILISATION VHF3 EN MODE VOICE  
 A l'heure de la mise en service des nouveaux matériels, la VHF3 en mode VOICE. En conséquence, ne pas tenir compte de la note en bas de page du TU 02.02.34 page 2 et 12.23.02 page 3.

24 MAR 10 - VISITE PREVOL  
 La visite prevol permettant l'acceptation de l'avion par le CDB comprend l'exécution des guides suivants:

- FMT: Guides de la prise en compte type transit long ou transit court (cf. TU 02.00.10.13, Paragraphe 4.1 Preparation de l'avion)
- FNC: Guides de la visite prevol securite, journaliers ou transit (cf MSS-GEN) selon le cas.

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--- INFORMATION MATRICULE-----  
 03 NOV 11 - 1) MEMENTO CARACTERISTIQUES DU F-GZCE A330 - 203  
 \*\*\*\*\*  
 \* 09 JUL 10 INFORMATION MATRICULE  
 \*\*\*\*\*  
 \* MTOW 232t \*\* MZFW 170t \*\* MLW 182t \*\* CF6 80E1A3 \*  
 \*\*\*\*\*  
 \* FRS 12 \*\* \*\* POSTE DE REPOS FMT \*\*\*\*\*  
 \* FRS : CCM-2 \* SIEGE HORLOGE DEC / ATT : 2 \*  
 \*\*\*\*\*  
 \* ALIGN IRS SUR COORD GPS \* CABINE : 11 \*  
 \*\*\*\*\*  
 \* FWC T2 \* SOUTE : 11 \*  
 \*\*\*\*\*  
 \* \*\* RECHAUFFAGE SOUTE VRAC : OUI \*  
 \*\*\*\*\*  
 A N T I G I V E R A G E :  
 \*\*\*\*\*  
 AVION NON TRAITE  
 \*\*\*\*\*  
 --- D-E-A : INFORMATION MATRICULE-----  
 31 OCT 11 - 1) ATTENTION IMMEDIATE  
 31 OCT 11 OATL GTR XXXX/XXXXX  
 31 OCT 11 conso huile GTR XXXX/XXXXX  
 \*\*\*\*\*  
 06 OCT 11 - ETAT DES MODIFICATIONS  
 --- EGFWS Terrain Data Base 461 installée  
 --- ATSU: database AOC Version 054  
 --- Planchers chauffants : Desactives portes 1LH/2LH/2RH  
 --- Reactives portes 1RH/3RH/3LH/4RH/4LH  
 --- Chargement des routes par datalink installé  
 --- MATRICULE F-GZCE EST EQUIPE DE NOUVEAUX GILET DE SAUVEPAGE EAM  
 --- MONOCHAMBRE EN CABINE



25 JUL 11 - OBSERVATIONS

--- 3 Impact fuselage a ln50 en AV de la porte 4GX  
--- Impact 60cm en AV sondes pitots 1 et 3 cote GX sdr33/53/000026  
--- Enfoncement de 5X3cm a ln au dessous porte servicing huile GTR1  
--- Impact fuselage a 2m00 en AR seuil de porte 4GX  
--- Enfoncement fuselage 50cm au dessus trou de ventilation BAT APU  
--- Impact fuselage a ln20 en AR porte soute vrac  
--- Enfoncement fuselage 80cm en AV seuil porte 4GX  
--- Impact fuselage a ln20 en AR porte soute vrac  
--- Impact fuselage a ln20 en AR porte soute vrac  
--- Reprochage bdf volet ext qz a dx de la baignoire 3  
--- Petit impact sans gravite 50cm sous phare av vinq qz  
--- 2 impacts BF Volet Ext Dx.1 a l'extremite exterieure Repare  
--- 1 autre pres de la baignoire 3 cote qz -SDR 33/57/C00134 -  
--- Impact sur OUTBOARD FLAP GX entre baignoire 3/4 CSOR33/57/C00137  
--- Impact sur OUTBOARD FLAP DX entre baignoires 3 et 4 couvert par  
--- CSOR 33/57/C00138RO repeint  
--- Deformation bandeau AFT porte soute AV OK SRM52-31-00 page103  
--- Reparation impact sur volet ext qz intrados sdr 57-C00092/02  
--- Impact fuselage 10cm au dessous porte 4GX  
--- Impact fuselage 120cm ar et en bas door 4dx sdr33/53/000278  
--- Under flap outb RH mise en place de resine CSOR33/57/000010  
--- Impact sur fuselage en AR porte 3GX niveau plancher 7eme  
--- hublot pastille en place ref sdr33/53/000290  
--- Impact a 40cm de l'angle INF AR de la porte PAX LH  
--- couvert par SDR33/53/000308  
--- Impact adouci avec peinture escallee 65cm av seuil porte lqz SDR  
--- 33/53/000236RO adoucie sur porte soute vrac dans les tols  
--- SRM 52-33-00 fig 102  
--- Enfoncement dans les tolerances sur angle inferieur droit porte  
--- 4 GX  
--- GTR1: Impact sur centerbody a 03h00 a 80cm de l'extremite du  
--- cone dans les tolerances ANM 78-11-42-200-801  
--- 2 rivets tires installes entre Frames 2 et 3 et sur Frame 4 en  
--- avant du pitot gauche superieur - couvert par SDR 33/53/000389  
--- et SDR 33/53/000392  
--- GTR2 aliettes 22-23-24 reargrees

24 AUG 10 - PARTICULARITES AVION

NIL

--- SS : GENERALITES-----

15 JUN 11 - FERMETURE PORTE PAX PAR LE PS  
Comme precise dans l'INFO PN Ref PNT 11.05.10 - ENG 11.002 datee du  
17 mai 2011, devant la recrudescence d'evenements faisant etat de  
portes laisses ouvertes sur le vide lors du depart des intervenants  
Ps, il est decide de modifier la procedure de fermeture des  
portes, du MSS-GEN, page 06.10.00 p01 comme suit:  
AVION AU SOL, PN A BORD, page 06.10.00 p01 comme suit:

- 1.2 Fermeture des portes cabine et retrait des moyens d'accès a l'avion:
- - Le PS en charge du retrait demande la fermeture de la porte au PN present a bord.
- - Le PN doit fermer la porte sans delai avec precaution en maintenant ses deux pieds a l'interieur de l'avion ou, s'il ne peut pas atteindre une tache en cours, doit autoriser le PS a le faire.
- - Le PS doit alors s'assurer du bon verrouillage de la porte des que possible.
- - Le PS en charge du retrait s'assure, en restant a proximite, de la fermeture effective de la porte puis eloigne le moyen d'accès.

13 JAN 11 - MSS-GEN,TRANSPORT DES ENFANTS DE FAIBLE CORPULENCE  
La possibilite d'utiliser une ceinture bebe pour installer un enfant de faible corpulence sur les genoux de son accompagnateur lors des phases de roulage/decollage/atterrissage/turbulence, vient d'etre publiee par le MSS-GEN, page 06.10.00 p01 comme suit:  
Cette solution de transport des enfants de faible corpulence publiee dans la revision 3 du MSS-GEN ne doit donc pas etre utilisee.

--- SS : INFORMATION TYPE AVION / SOUS TYPE / MOTEUR -----

11 MAR 11 - PROCEDURE D'URGENCE DEPRESSURISATION - ACTIONS PNC  
Ref:MSS-GEN, Page 07.20.00, p02 - 2 GESTION CABINE APRES DEPRESSURISATION  
La colonne ACTIONS PNC du tableau est modifiee comme suit:  
- S'assure en priorite de la presence d'occupants dans les toilettes et leur porte assistance si necessaire en leur fournissant de l'02 de ler secours,  
- Le CCP/CC rend compte au CDB de la situation en cabine,  
- Fait ouvrir les rideaux ....etc....

--- SS : INFORMATION MATRICULE -----

NIL

- SURETE AVION ET EQUIPEMENT : GENERALITES -----

NIL

-SURETE AVION ET EQUIPEMENT : INFO TYPE AVION / SOUS TYPE / MOTEUR -  
NIL

\*\*\*\*\*  
\* R C N I - Preparation VOL / / B432F \*  
\* LFBD/LFLL/ / / \*\*\*\*\*  
\*\*\*\*\*  
--- CONSIGNES GENERALES ---  
EXP .Nouvelles modalites d'attribution du code retard par le  
CDB, deploiemnt en deux phases,  
Phase 2, applicable sur toutes les escales.  
En cas de re-codification du retard par le CDB, vous devez  
envoyer un ACARS sous la forme :  
Numero de vol / date / DL / argumentation.  
A l adresse :  
CDGKAF pour CDG,  
ORIXVAF pour ORY,  
XXXXKAF pour les escales France,  
XXXXKAF pour les escales internationales MC,  
XXXXKAF pour les escales IC.  
En l'absence ou en complement d'un texte libre ACARS,  
rediger un RDC.  
Pour le code SH ( syndrome hurry up), prevenir l'acteur  
concerne et le TCC, rediger un ASR. AFR  
RDO)).APPROCHES RNAV  
NB SATELLITES DISPO : 30 - NUMERO SAT INOP 24 AFR  
DOC .Nouvelle edition du Complement aux Routiers  
ESPACES OCEANIQUE : 20 OCT 11 AFR  
\*\*\* Plan de vol OCTAVE \*\*\*  
Un probleme informatique ne permet plus de proposer la  
route detaillee entre la DEST et le DGT mais un suivi de  
vol avec la mention - Alternate on RADAR VECTORS - AFR  
\*\*\* Nouvelle numerotation dec RC OCTAVE \*\*\*  
Des lettres pouront apparaitre en plus des chiffres dans  
les RC OCTAVE. Ex: RC 5C8E AFR  
--- CONSIGNES B773 ---  
PAS DE CONSIGNE ACTIVE.  
--- ORIGINE ---  
BORDEAUX MERIGNAC. LFBD / BOD  
RWY .il calage papi: 3,3 degres. A4449  
FMS .Approche vordme05 la transition VAGNA sud n est pas codee  
en FMS si la star selectionnee ne finit pas a LIBRU AFR  
PRO .APPROCHE a VUE en 05  
En reference a la fiche 12, il est imperatif de ne plus  
survoler les agglomerations des 3 Saints :  
St Aubin, St Medard, Martignas et St Jean.  
Ne pas depasser un cap 225 depuis NB. AFR  
MIN .BORDEAUX MERIGNAC  
23 RESTRICTION CAT2 (GEN OPS 02.05.05.01)  
VALIDATION AUTOLAND PAR CONDITIONS METEO CAT2 OU SUP  
SOUHAITEE AFR

-----  
- SURETE AVION ET EQUIPEMENT : INFORMATION MATRICULE -----  
NIL  
\* le CCP ou le CC contactera le PNT pour confirmation de ces items \*  
-----

PRINT NOT COMPLETE-MORE PAGES TO FOLLOW  
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PAGE: 20

CONSIGNES 1ERE ETAPE

CONSIGNEMENTS LERE ETAPE

ETAPE LEBD / LFL / LYS  
PAS DE NOTAM ACTIF.

DESTINATION LERE ETAPE  
LYON SAINT EXUPERY.

APT .SUITE INFO TWR LYS : NOUVELLE FREQUENCE PREVOL 121.65

AFR

MIN

EN RAISON DE TRAVAUX PISTE 18L/36R CLSD UFN.  
Parking zone Delta limite  
LYON SAINT EXUPERY  
36L RESTRICTION CAT2 (GEN.OPS 02.05.05.01)  
VALIDATION AUTOLAND PAR CONDITIONS METEO CAT2 OU SUP  
SOUHAITEE

S76

AFR

DEGAGEMENTS DE DESTINATION LERE ETAPE

--- DGT1 ---  
MARSEILLE PROVENCE. LFWL / MRS  
RDO)).0600-2359  
TTL 10DEC 23H59  
PISTE 13R/31L CLSD  
UFN.

A6052

FMS

la procedure ILS31R CDA est disponible dans le FMS en  
selectionnant ILS 31RX. La transition Venta commence a  
Doliv.

AFR

PRO .ILSDME 13L ML 110.30 G/S U/S. SEULE PROCEDURE LOCMD 13L

AFR

MIN

MARSEILLE PROVENCE  
13L RESTRICTION CAT2 (GEN.OPS 02.05.05.01)  
VALIDATION AUTOLAND PAR CONDITIONS METEO CAT2 OU SUP  
SOUHAITEE

AFR

AVI

importante concentration d'oiseaux sur l'aerodrome  
RAC .SUITE REX PEQ AF, PRIERE DE FAIRE PRECISER A L ATC TOUTE  
CLEARANCE DU TYPE : PROCEDEZ STANDARD ( DOUTE QUANT A L  
ALTITUDE SUIVI PAR LE FMS).  
PROBLEME EN COURS DE CORRECTION

AFR

--- DGT2 ---  
GENEVA. LSGG / GVA  
APT .SUN-FRI 2259-2359, MON-SAT 0000-0459  
CLOSED as altn exc PPR 30min  
FROM 23NOV TTL 10DEC :  
Due to G20 meeting GVA airport MUST NOT be planned as  
Alternate.  
Due to G20 meeting GVA airport SHOULD NOT be used as  
diversion due to heavy load of traffic on arrival.

A591

RDO)). FMS 04NOV 23H30 TTL05NOV 02H30  
23 415 ISW 109.900 U/S

AFR

A614

11



FMS .EGPWS - RAAS. Le nom de la piste 13/31 est inconnu de la base 459 de l EGPWS. Le RAAS prononcera les anciens gfu 14/32

BASTIA PORETTA. LFKB / BIA  
APT .sauf autorisation exceptionnelle de l'atc, les demi-tours sur pistes sont interdits pour tous les aeronefs superieurs a 5700kg.

--- F I R 1ERE ETAPE ---  
FIR BORDEAUX LFFB /  
COM .Risque confusion freq lors transfert entre secteurs ACC. 127.675 secteur intermediaire Bordeaux ACC souvent confondu avec 129.875 Aquitaine APP.

PRD)).TIL 04NOV 15H30  
zone lf-R203 charlie la courtine active  
LOWER : SFC , UPPER : FL195

FIR MARSEILLE LFFM /  
RDO)).0800-1600  
TIL 04NOV 16H00  
LA TOUR DU PIN dme LTP 115.5 hors service

PRD .zone lf-d67 solenzara active  
LOWER : SFC , UPPER : FL450  
.D67 solenzara act  
LOWER : SFC , UPPER : FL450

PARIS FIR LFFF /  
RAC .route availability document (rad) france document change as follow:  
restrictions lf3074 lf3075 lf3076 on point dordi/monot/ptv not available for traffic dep. roissy group, lfob with rfl above fl195 except turboprop

LOWER : FL195 , UPPER : FL500  
RDO .AMBOISE vor AMB 113.7 hors service  
)).AMBOISE dme AMB 113.70 u/s  
PRD)).TIL 04NOV 16H30  
Cdra16b act  
LOWER : FL065 , UPPER : UNL

--- PAS DE NOTAM SIGNIFICATIFS POUR LES FIR ET AERODROMES SUIVANTS -  
APT: LFRF/FSC FIGARI SUD CORSE. LFKJ/AJA AJACCIO.  
LFRF/CLY CALVI SAINT CATHERINE LFMH/EBU SAINT ETIENNE BOUTHEON  
LFMT/MPL MONTPELLIER MEDITERRAN LFMF/PGF PERPIGNAN RIVESALTES.  
LFLX/CHR CHATEAUXROUX DEOLS. LFLI/PIS POITIERS BIARD..  
LFBT/IDE TARBES JOURDES. LFBZ/BQ BIARRITZ BAYONNE ANGLE  
LFBZ/BIQ BIARRITZ BAYONNE ANGLE

FIR:

\*\*\*\*\*  
\* RC ESCALE \*\*\*\*\*  
\*\*\*\*\*  
\* BOD \*\*\*\*\*  
\*\*\*\*\*

--- DECALAGE HORAIRE... +0100

--- TRAITEMENT EFFECTUE SUR L'AVION

DEPART : DE PHASE CAETAN POUR CETTE ESCALE  
PAS DE PHASE CAETAN POUR CETTE ESCALE

ARRIVEE :

PAS DE PHASE CAETAN POUR CETTE ESCALE

--- ENTRETIEN ESCALE

NOV DERBAQ PAX 0 Jetways & stairs up to B777  
TRACIER 0 Caissons 500kg  
BARGE REPOUSSAGE 0 A320 Family / B737 / E 190  
DEGIVRAGE (REID) 0  
EAU POTABLE 0 Potable water truck  
LOADER LDL 0 LAM 3500 LAM 7000  
GPU 0 9 GA 100 KVA / 2 GA 120 KVA  
ASU 0 2 ACE 600-270DDP  
ACU N  
CHAUFFANTE 0 heater Guinaut GR100  
CROISSANT 0 Croissants and environmental  
PEINS PARTIELS N Not applicable for flights  
BODY GEAR IMPERATIF POUR 747 (YES/NO) N  
REMARQUES 0 Marshalling signals allowance S/B GEN SOL 42.14/A  
(O = OPERATIONNEL / N = NON OPERATIONNEL / S = SANS-OBJET)

--- INFORMATIONS DEGIVRAGE

LIEU OPERATION : DATE DE MISE A JOUR 18-10-2011  
DEGIVRAGE ANTIGIVRAGE  
NOM DU PRODUIT : POINT DE STATIONNEMENT POINT DE STATIONNEMENT  
TYPE PRODUIT/NB PHASES: TYPE1 / 01 PHASE SPCA AD-49  
CONCENTRATION PRODUIT : 50/50 TYPE4 / 02 PHASES  
RESP. DECLICHEMENT : AEA/TSO 100%  
RESP. DECLICHEMENT : AEA/TSO AEA/TSO  
RESP. CONTRÔLE : AEA/TSO AEA/TSO  
COMMUNICATION : BON DE DEGIVRAGE /AGIV  
MATERIEL UTILISE : 2 SDI 2045  
AUTORIS. GTR TOURNANT : (VOIR FICHE TERRAIN)  
DEGIVRAGE RADIANT :  
DEGIVRAGE OPERATIONNEL: (O/N/S)  
(O = OPERATIONNEL / N = NON OPERATIONNEL / S = SANS-OBJET)

--- REDACTION ATL/ACL  
Evaluation redaction ATL/ACL en ANGLAIS systematiquement etendue a l ensemble de la flotte AF sur toutes les escales du reseau (CDC/ORY inclus).

PRINT NOT COMPLETE-MORE PAGES TO FOLLOW  
(c) Compagnie nationale Air France 1996 tous droits reserves

PAGE: 26



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*****
* RC ESCALE
*****
--- DECALAGE HORAIRE... +0100
--- TRAITEMENT EFFECTUE SUR L'AVION
DEPART :
PAS DE PHASE GAETAN POUR CETTE ESCALE
ARRIVEE :
PAS DE PHASE GAETAN POUR CETTE ESCALE
---
--- INFORMATIONNATIONS DEGAGEMENTS
GVA VOIR HOR OUVERTURE // ESCALE AF//2H PAR LA ROUTE
1 ZONE FRANCE (SCHENGEN)// 1 ZONE SUISSE (NON SCHENGEN)
GNB ESCALE AF FERMEE .PAS D'ASSISTANCE HORS VOLS CHARTER OU .
PROGRAMMES.
CFE VOIR HOR. OUVERTURES + PREAVIS DE 48H POUR OUVERTURE
ESCALE DE NUIT NON PROGRAMMEE//2H30 PAR LA ROUTE
TLS Rattachement par air : vols directs TLSLYS
TRN ELOIGNE ET PENALISANT POUR REACH FAX- A DECONSEILLER
COMMERCIALEMENT
BOD Rattachement par air : vols directs BODLYS
---
--- ENTRETIEN ESCALE
LYS
MOY DEBARQ FAX O
TRACTEUR O
BARRE REPOUSSAGE O
DEGIVRAGE (REID) O
EAU POTABLE O
LOADER LDL O
GPU O
ASU O
RECHARGEMENT O
CHAUFFANTE N
APU O
PLEINS PARTIELS O
BODY GEAR IMPERATIF POUR 747 (YES/NO) N
REMARQUES O Marshalling signals allowance S/B GEN SOL 42.14/A
(O = OPERATIONNEL / N = NON OPERATIONNEL / S = SANS-OBJET)
---
--- INFORMATIONNATIONS DEGIVRAGE
LYS
DATE DE MISE A JOUR 25-10-2011
DEGIVRAGE ANTIGIVRAGE
LIEU OPERATION : PARKING GATE
NOM DU PRODUIT : ABAX DE950
TYPE PRODUIT/NB PHASES: TYPE / ONE STEP ABX AD49
// ABX AD49
TYPE / TWO STEPS
PRINT NOT COMPLETE-MORE PAGES TO FOLLOW
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PAGE: 27

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--- INFORMATIONNATIONS DEGIVRAGE
CONCENTRATION PRODUIT : 50%
RES. DECLANCHEMENT : AIR FRANCE SERVICE PISTE 100%
COMPAGNIE OPERANTE : AIR FRANCE SERVICE PISTE AIR FRANCE SERVICE PISTE
RES. CONTROLE : AIR FRANCE SERVICE PISTE AIR FRANCE SERVICE PISTE
COMMUNICATION : BY INTERPHONE
MATERIEL UTILISE : 03 TRUCKS / 02 SDI 20/6
AUTORIS. GPR TOURNANT : (VOIR FICHE TERRAIN)
DEGIVRAGE RADIANT : (O/N/S)
DEGIVRAGE OPERATIONNEL:
(O = OPERATIONNEL / N = NON OPERATIONNEL / S = SANS-OBJET)
---
--- REDACTION ATL/ACL
Evaluation redaction ATL/ACL en ANGLAIS systematiquement etendue a l'ensemble
de la flotte AF sur toutes les escalas du reseau (COG/ORY inclus).

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PRINT NOT COMPLETE-MORE PAGES TO FOLLOW
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PAGE: 28

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\*\*\*\*\*  
\* RC DIVISION \*\*\*\*\*  
\* ETAPE(S) : LFBD LFL / B4PDI \*  
\* \*\*\*\*\* / FGCE \*\*\*\*\*  
--- GENERALITES ---  
. NIL-  
--- ESCALES ---  
BORDEAUX MERIGNAC. LFBD / BOD  
. NIL OR ALREADY NOTIFIED  
LYON SAINT EXUPERY. LFL / LYS  
. NIL OR ALREADY NOTIFIED

PRINT NOT COMPLETE-MORE PAGES TO FOLLOW PAGE: 29  
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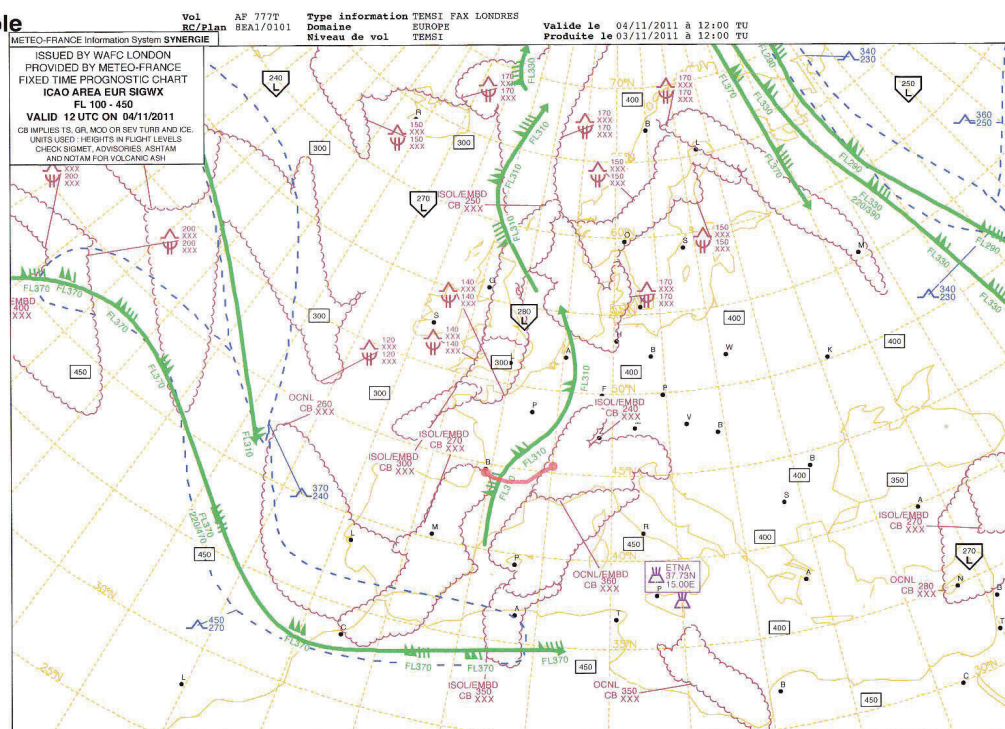
\*\*\*\*\*  
\* SURETE \*\*\*\*\*  
\* \*\*\*\*\* / FGCE \*\*\*\*\*  
--- GENERALITES ---  
DEF .REFERENTIEL MANUEL SURETE DU 30 JUIN 2011  
\*\*\*\*\*  
PERMANENCE SURETE +33 1 \*\*\*\*\*  
\*\*\*\*\*  
MESURES SYSTEMATIQUES :  
ANX 05.15.02 page 01  
Suite aux evenements concernant la poste et le fret en  
provenance du Yemen  
Due to recent events focused on mail and freight from Yemen  
F39/L29A from LY (Yemenia)  
F39/L11/L29D-except MAE-originating from Rep of Yemen and/or  
Somalia  
Derniere mise a jour le : 30JUN2011  
--- INFORMATIONS ET / OU RAPPELS SURETE ---  
. NIL-

BORDEAUX MERIGNAC. LFBD / BOD  
DEF .EN RAISON DE LA FIN DES TRAVAUX AEROPORTUAIRES LA REPRISE DE  
L ANTI ECHAPPEMENT EST EFFECTIVE A PARTIR DU 8 JUIN 2010  
Derniere mise a jour le : 07JUN2010  
LYON SAINT EXUPERY. LFL / LYS  
ARR .  
SUITE ARRETE PREFECTORAL,LES INTERIMAIRES SONT MUNIS  
DE BADGE AEROPORT DE COULEUR ROUGE SANS MENTION DE ZONE  
DONT LA VALIDITE EST DE 06 MOIS.  
LES INTERIMAIRES SONT OBLIGATOIREMENT EN POSSESSION D UNE  
LETTRE DE MISSION QUI PRECISE LES SECTEURS D ACCES AUTORISES  
EN ZONE RESERVEE.

Derniere mise a jour le : 11AUG2009

PRINT COMPLETED PAGE: 30  
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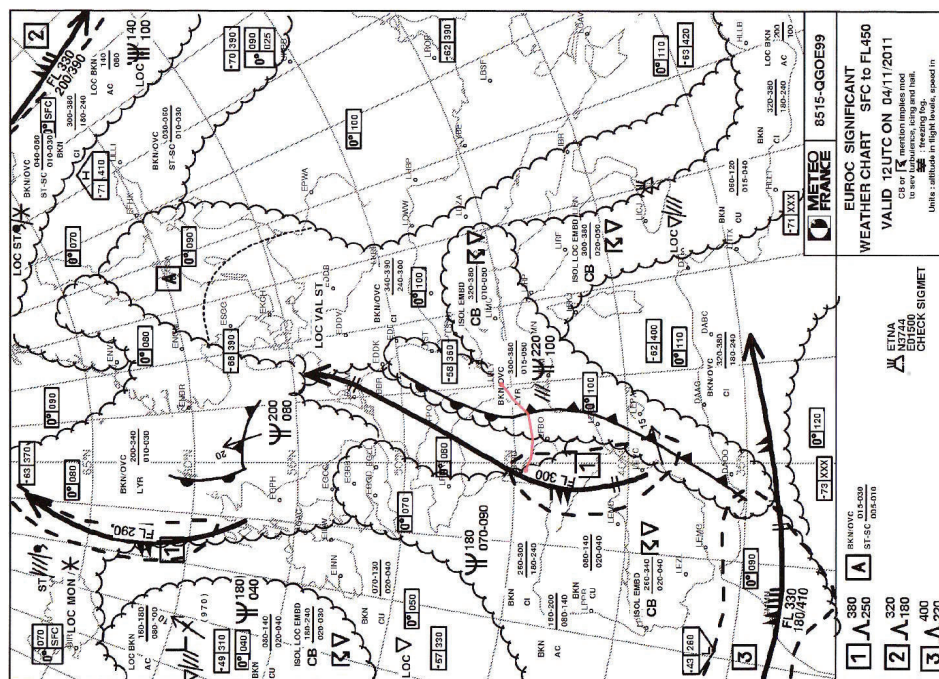
Eole



Valable le 04/11/2011 à 12:00 TU  
Produite le 04/11/2011 à 06:00 TU

Voie AP 777F RC/Plan 8BA1/0101 Type information TEMSI FAX LONDRES Domaine EUROPE Niveau de vol TEMSI

Eole



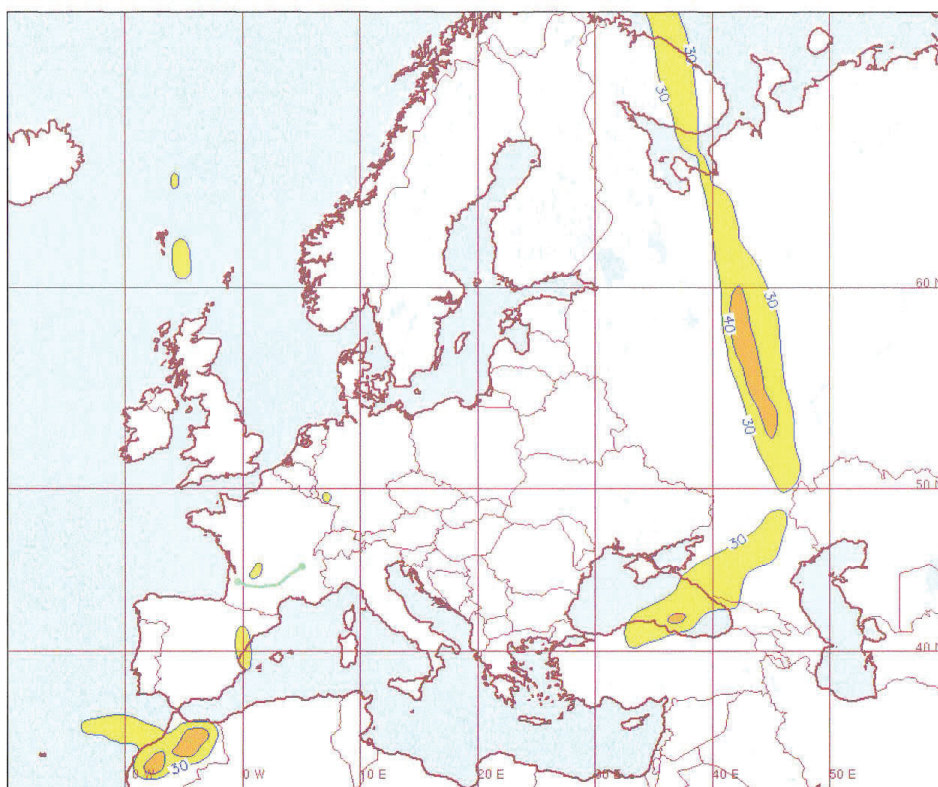
Editée le 04/11/2011 à 11:35 TU - Page 1 / 9



## Eole

Vol AF 777T Type information CAT  
RC/Plan SEAI/0101 Domaine EUROPE  
Niveau de vol FL390

Valide le 04/11/2011 à 12:00 TU  
Produite le 04/11/2011 à 06:00 TU

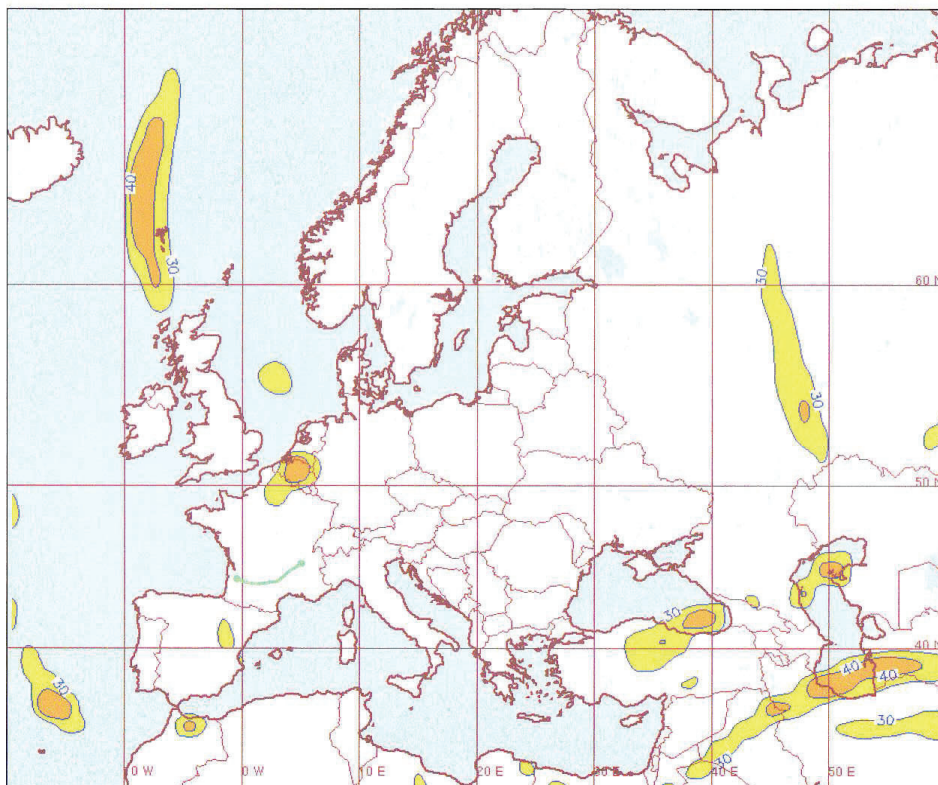


Editée le 04/11/2011 à 11:35 TU - Page 4 / 9

## Eole

Vol AF 777T Type information CAT  
RC/Plan SEAI/0101 Domaine EUROPE  
Niveau de vol FL390

Valide le 04/11/2011 à 12:00 TU  
Produite le 04/11/2011 à 06:00 TU

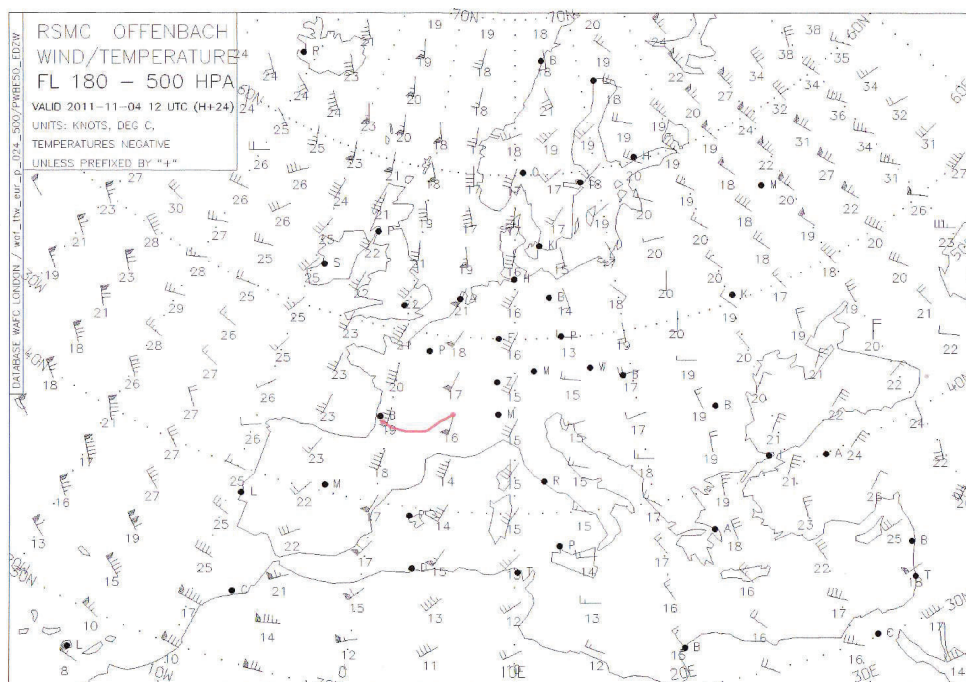


Editée le 04/11/2011 à 11:35 TU - Page 3 / 9

Eole

Vol AF 777T Type information VENT TEMPE FAX  
RC/Plan 8EA1/0101 Domaine EUROPE  
Niveau de vol FL180

Valide le 04/11/2011 à 12:00 TU  
Produite le 03/11/2011 à 12:00 TU

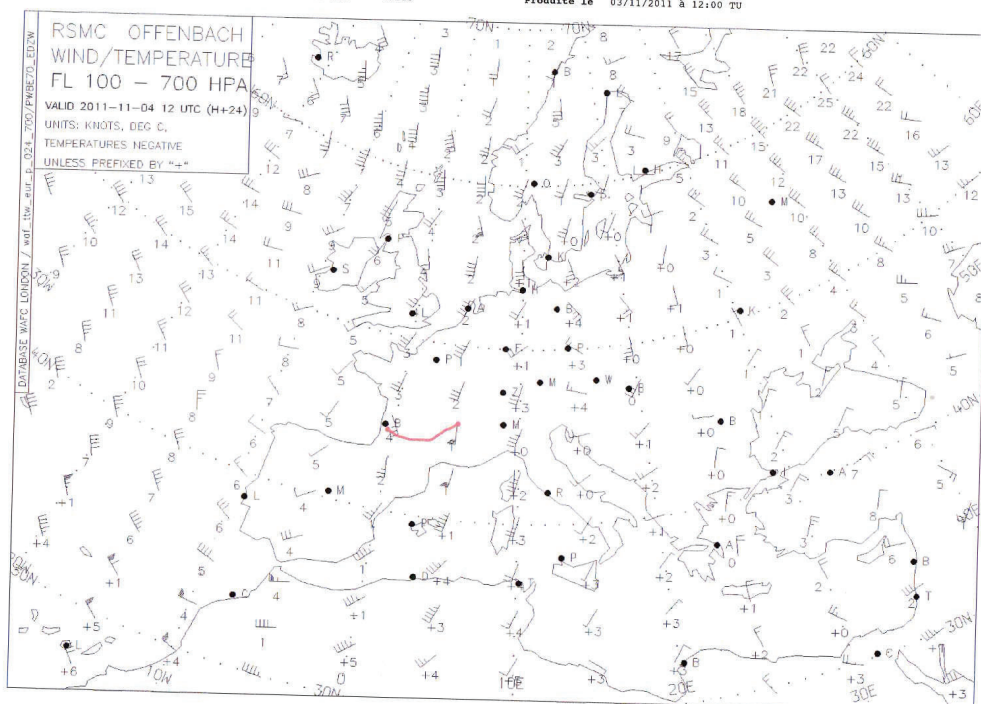


Editée le 04/11/2011 à 11:35 TU - Page 6 / 9

Eole

Vol AF 777T Type information VENT TEMPE FAX  
RC/Plan 8EA1/0101 Domaine EUROPE  
Niveau de vol FL100

Valide le 04/11/2011 à 12:00 TU  
Produite le 03/11/2011 à 12:00 TU



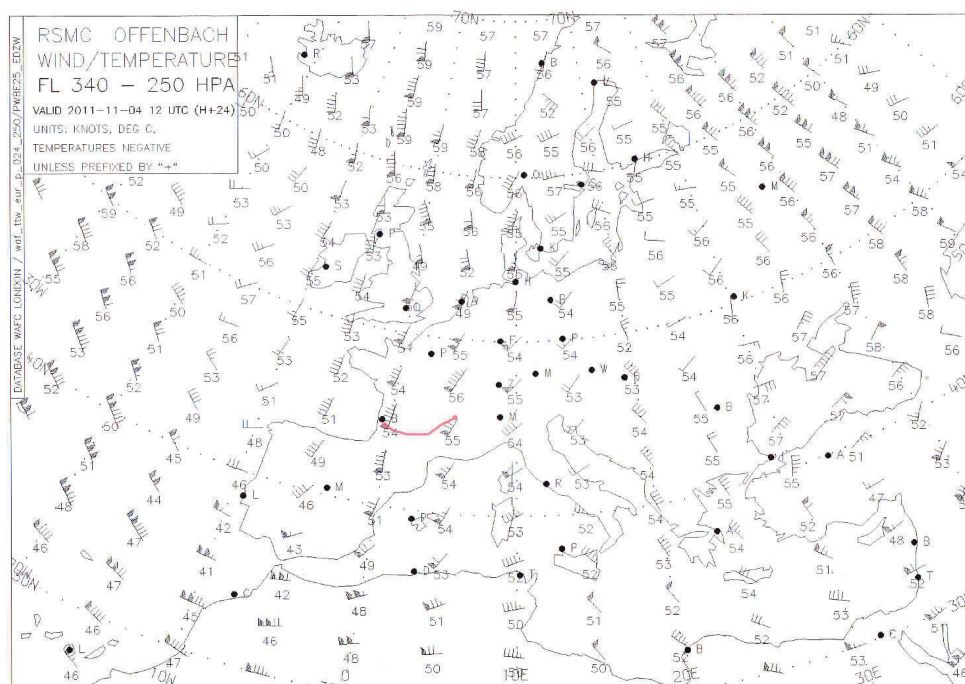
Editée le 04/11/2011 à 11:35 TU - Page 5 / 9



Eole

Vol AF 777T Type information VENT TEMPE FAX  
 RC/Plan 8EAL/0101 Domaine EUROPE  
 Niveau de vol FL340

Valide le 04/11/2011 à 12:00 TU  
 Produite le 03/11/2011 à 12:00 TU

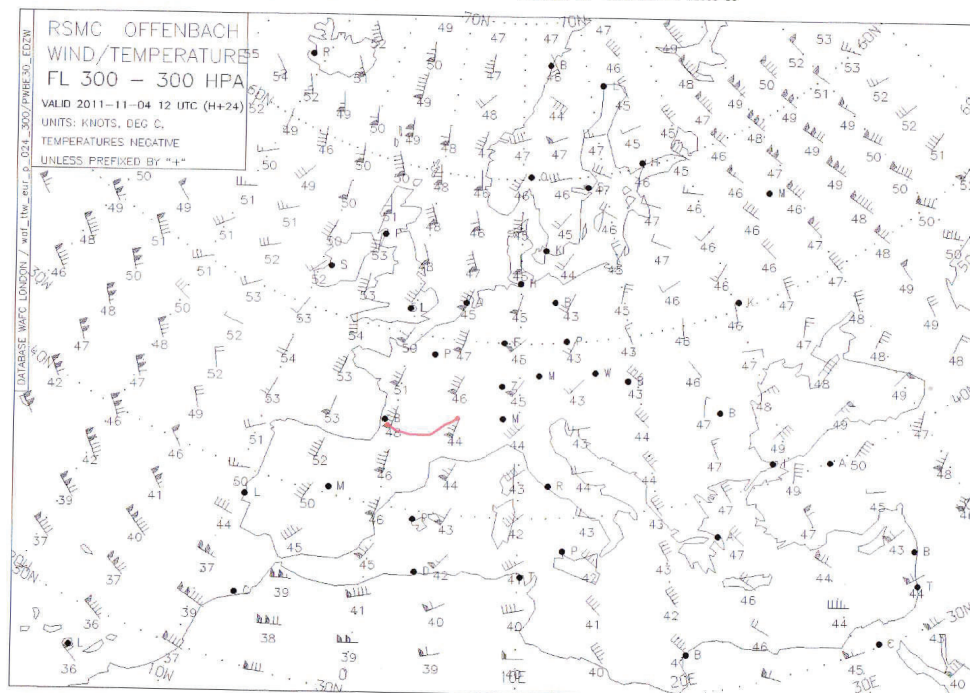


Editée le 04/11/2011 à 11:35 TU - Page 8 / 9

Eole

Vol AF 777T Type information VENT TEMPE FAX  
 RC/Plan 8EAL/0101 Domaine EUROPE  
 Niveau de vol FL300

Valide le 04/11/2011 à 12:00 TU  
 Produite le 03/11/2011 à 12:00 TU

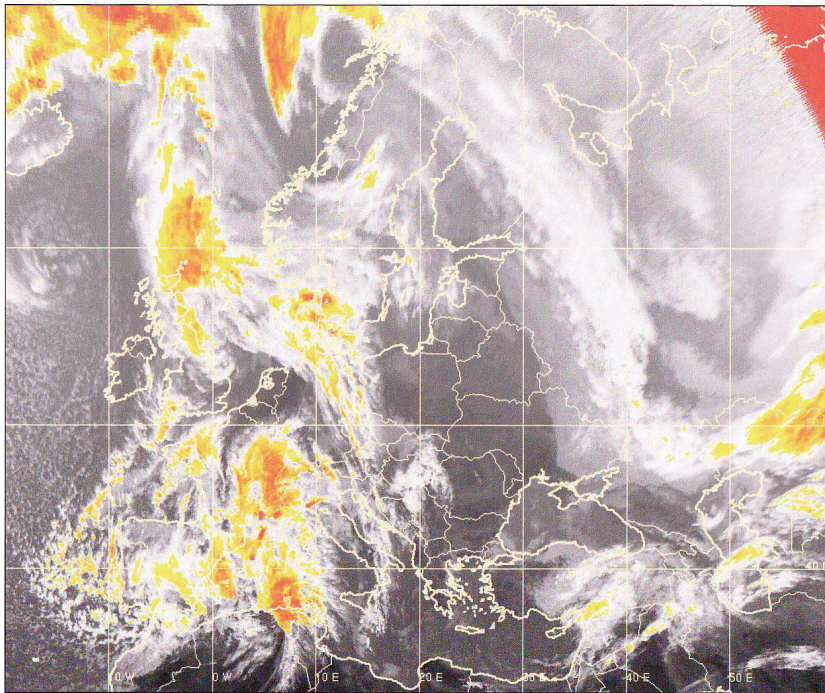


Editée le 04/11/2011 à 11:35 TU - Page 7 / 9

Eole

Type information IMAGE SATELLITE  
Domaine EUROPE  
Niveau de vol IRS

Valide le 04/11/2011 à 11:30 TU  
Produite le 04/11/2011 à 11:30 TU



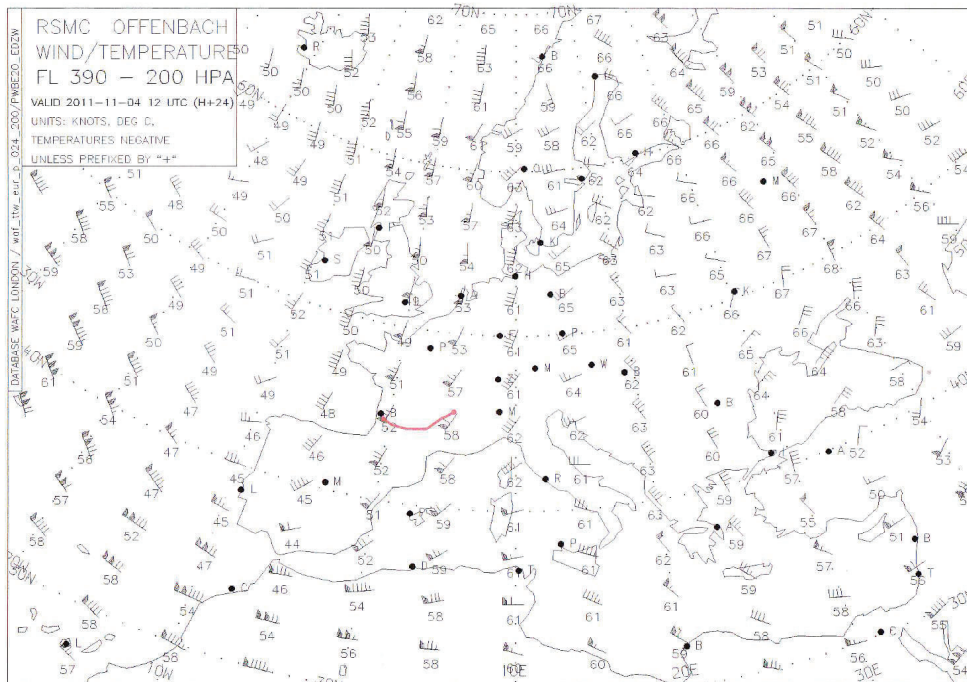
Edité le 04/11/2011 à 11:37 TU - Page 24 / 24

Eole

Vol AF 777T  
RC/Plan 8RAL/0101

Type information VENT TEMPE FAX  
Domaine EUROPE  
Niveau de vol FL390

Valide le 04/11/2011 à 12:00 TU  
Produite le 03/11/2011 à 12:00 TU



Edité le 04/11/2011 à 11:35 TU - Page 9 / 9

20



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***** R C M E T E O - S U I V I   E T A P E *****
* ETAPE(S) : LFBD LFLL                      FGSD
* CHAINAGE METEO EDITE LE XXNOV A XXHXXZ
*****
----- AERODROMES DES FIRS EN ROUTES -----
*++*
PAU PYRENEES.          LFEP / PUF
METAR XX1134 XX1130Z 32005KT 280V360 9999 BKN096 BKN120 BKN210 14/09 Q0997
NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 30008KT 9999 BKN100 SCT120 BKN210
BECMG XX16/XX18 RA BKN040 BKN080
TEMPO XX18/XX12 3000 RA BR BKN010 BKN030
PROB40 TEMPO XX03/XX09 2000 TSRA BKN020CB.

MARRITZ BAYONNE ANGLET.  LFEP / BIQ
METAR XX1134 XX1130Z VRB02KT CAVOK 17/08 Q0997 NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 15010KT CAVOK
BECMG XX17/XX19 7000 -RA BKN030
TEMPO XX19/XX12 15015G25KT 4000 SHRA BKN015
PROB40 TEMPO XX19/XX06 4000 TSRA BKN012CB.

MIMOGES BELLEGARDE.      LFEL / LIG
METAR XX1134 XX1130Z VRB03KT CAVOK 15/08 Q0999 NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 08006KT CAVOK
BECMG XX15/XX18 BKN010
TEMPO XX18/XX12 2000 RA BKN002.

MARBES LOURDES.          LFET / LDE
METAR XX1104 XX1100Z 25004KT 9999 BKN093 BKN200 14/08 Q0996 NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 27005KT 9999 BKN090
BECMG XX16/XX19 4000 -RA SCT015 BKN050
TEMPO XX19/XX12 2000 RA BKN008 BKN015.

MOUTIERS BIARD..         LFBI / PIS
METAR XX1134 XX1130Z 12006KT 080V140 CAVOK 15/10 Q0999 NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 17008KT CAVOK
PROB30 TEMPO XX12/XX20 -SHRA SCT014 BKN030
BECMG XX20/XX23 35010KT BKN012 BKN020
PROB40 TEMPO XX23/XX12 4000 RA BKN006 BKN015.

MERMONT FERRAND.         LFLC / CFE
METAR XX1134 XX1130Z VRB01KT 7000 -RA FEW040 SCT073 BKN100 12/11 Q1000 NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 18005KT 6000 RA SCT040 OVC080
PROB30 TEMPO XX15/XX24 18015G25KT 3000 +RA BKN015 OVC033.

MONTPELLIER MEDITERRANEE. LFMT / MPL
METAR XX1104 XX1100Z 19009KT 9999 -RA FEW008 SCT016 BKN100 17/16 Q1002 NOSIG.
TAF24 XX1114 XX1100Z XX12/XX12 16020KT 8000 -RA FEW015 SCT025 BKN100
TEMPO XX12/XX03 14025G40KT 4000 RA BKN012
PROB40 TEMPO XX15/XX03 2000 TSRA BKN008 SCT020CB
BECMG XX10/XX12 10010KT.

```

Take - Off	QFU	C		D	
		Std	Red.	Std	Red.
	05	150		200	
	23	150	125	200	150
	11	250		300	
	29	250		300	

Landing	C		D	
	DA/MCA	RVR / VIS	DA/MCA	CH/ACH
CAT 3 B		TU		TU
CAT 2		RA100		RA100
CAT 1	360	200	360	200
LOC-DME	360	0.55	360	0.55
CIRCLING *	540	1.1	540	360
	820	2.4	870	700
* North West of RWY 05/23 only				

Landing	C		D	
	DA/MCA	RVR / VIS	DA/MCA	CH/ACH
CAT 1	360	200	360	200
LOC-DME	530	370	530	370
CIRCLING *	840	670	870	700
* South of RWY 11/29 only				

Landing	C		D	
	DA/MCA	RVR / VIS	DA/MCA	CH/ACH
VORDME	600	430	600	430
VOR-DME	600	2.0	600	430
CIRCLING *	820	650	870	700
* North West of RWY 05/23 only				

Landing	C		D	
	DA/MCA	RVR / VIS	DA/MCA	CH/ACH
VORDME	640	470	660	480
VOR-DME	640	2.2	660	480
CIRCLING *	840	670	870	700
* South of RWY 11/29 only				

Landing	C		D	
	DA/MCA	RVR / VIS	DA/MCA	CH/ACH
VORDME	670	480	670	480
VOR-DME	670	1.1	670	480
CIRCLING *	820	650	870	700
* North West of RWY 05/23 only				



INTENTIONALLY  
LEFT  
BLANK

COMPANY INFO1

COMPANY INFO GENERAL

COMMUNICATIONS  
Fréquence Compagnie  
- 131.650 (AFR)

CARBURANT  
- Risque de surcoute important:  
- Pour les prises carburant inférieures à 500 litres,  
- En cas de non prise carburant si le pétrolier n'est pas informé. Prévenir ASAP l'escale si «No  
Fuel»

DIVERS  
- Important risque aviaire.

RWY  
Piste 11/29: interdite aux LC.

FRANCE

Changes: NIL

ARRIVAL INFO	2
<b>OTHER INFORMATION</b> <ul style="list-style-type: none"><li>- STAR: No STAR text published.</li><li>- Respect of FL MAX out STAR: the maximum levels given on STAR must be also respected at equal distances by non STAR authorized arrivals.</li><li>- The stop bars will be used in the following conditions:<ul style="list-style-type: none"><li>RVR &lt;300 m, Ceiling &lt;200 ft</li></ul>Crews are reminded that the use of stop bars is included in the low visibility operating procedures (LVP) which are notified on ATIS as follow: «Low visibility procedure in force on RWY 23».</li><li>- RWY 11/29 prohibited to any engine CAT C and D four engine ACFT with an outer engine span of more than 31 m.</li><li>- Clearing via inactive RWY is subject to ATC clearance and it is prohibited during NIGHT and LVP conditions</li><li>- Wildlife strike hazard.</li><li>- <b>B777-300, A340-500-600, A380</b> It is recommended to this latter to use the oversteering technique at intersections except TWYs PapaiSierra (standard taxiing).</li><li>- <b>Alternative holding patterns in case of BMC VOR failure:</b><ul style="list-style-type: none"><li>- ETPAR: Intersection R221/DME 36 CNA, inbound 221° LT, <b>5000</b>.</li><li>- LIBRU: Intersection R175/DME 46 CNA, inbound 175° LT, <b>5000</b>.</li></ul></li></ul> <b>COMMUNICATION FAILURE</b> <p>ICAO STANDARD and in addition</p> <p><b>RWY In-use known to pilot</b></p> <p>RWYs 05/23 and 11/29: Maintain last acknowledged FL until overhead ETPAR/VAGNA/LIBRU/DIRAX, as appropriate, and descend to <b>5000</b> (or DMAX only after crossing RT15 BMC), then start published approach procedure for RWY in use.</p> <p><b>RWY In-use unknown to pilot</b></p> <p>Overfly ETPAR/VAGNA/LIBRU/DIRAX at last acknowledged FL and leave them to be at BD at <b>3000</b>, then follow ILS landing procedure for RWY 23 (circling may be necessary if the surface wind determined by the pilot indicates that another RWY is in use). And for arrival from DIRAX descending below <b>5000</b> only after crossing RT15 BMC.</p> <p><b>Missed Approach and leaving TMA</b></p> <p>If, after a missed approach, a second tentative has failed, try to reach VMC leaving TMA on R346 BMC.</p>	

Changes: OTHER INFORMATION, COMMUNICATION FAILURE

ARRIVAL INFO	1
<b>AD HOURS</b> <p>H 24</p>	
<b>ATIS</b> <p>131.150 'Mérignac Info'</p>	
<b>NOISE ABATEMENT</b> <p>Overflying of Bordeaux populated areas should be avoided.</p>	
<b>Use of runways</b> <ul style="list-style-type: none"><li>- RWY 23 is preferred up to a tail wind of 5kt. By night, between 2000-0400 (WIN +1HR), the use of RWY 23 is mandatory unless safety reasons make its impossible.</li><li>- For RWYs 23 and 29, ILS final will be systematic, except if ILS is unusable.</li><li>- When both RWYs are available, RWY 05/23 preferred up to a cross wind component of 25 kt.</li><li>- RWY 11/29 limited to ACFT, MAX weight 94T. If ACFT is above this weight, an ATC clearance will be necessary to use RWY 05/23.</li></ul>	
<b>Visual approaches</b> <ul style="list-style-type: none"><li>- RWY 23 and 29 : Visual approach prohibited.</li><li>- RWY 05and 11:<ul style="list-style-type: none"><li>a) The approach controller can propose a radar guidance for acquisition of visual approach conditions.</li><li>b) Visual approaches are authorized subject to the following conditions<ul style="list-style-type: none"><li>- RWY 05:<ul style="list-style-type: none"><li>For North downwind legs: maintaining <b>3000</b> till R290 BMC</li><li>For South downwind legs: maintaining <b>5000</b> till R148 BMC (or R168 BMC in case of glider activity at Saucats).</li></ul></li><li>Maintaining a minimum distance (DME 3 BMC) in final approach before runway threshold.</li></ul></li><li>- RWY 11:<ul style="list-style-type: none"><li>ACFT from LIBRU or VAGNA: maintaining track in the North of 270° BD and an altitude of <b>3000</b> till R335 BMC.</li><li>Maintaining a minimum distance (DME 3.5 BMC) in final approach before runway threshold.</li></ul></li></ul></li></ul>	
<b>Reverse Thrust</b> <ul style="list-style-type: none"><li>- On landing between 2000-0400 (WIN +1HR), thrust reverser use is prohibited, except for safety reasons, if the LDA and RWY condition allow the ACFT stop using brakes only.</li></ul>	
<b>TAXI PROCEDURES</b> <p>SEE SEPARATE CHART and in addition:</p> <p>TWY W2, W4 limited to ACFT with wingspan less than or equal to 36 m.</p> <p><b>HOT SPOT</b></p> <p>RWY 05: From TWY S3 use TWY P4, do not taxi on B.</p> <p>RWY 11: From TWY P3 use TWY B, do not taxi on P4.</p> <p>RWY 23: From TWY S3 use TWY P3, do not confuse it with TWY E3, do not taxi on B.</p> <p>RWY 29: From TWY P3 use TWY S3, do not taxi on P4.</p>	
<b>PARKING PROCEDURES</b> <p>SEE SEPARATE CHART and in addition:</p> <p><b>Push-back:</b> Push-back are allowed in the 2 ways except for the following stands: Stand A10 and A11 on WT heading 050° except on special request of ATC. Stand A6 on WT heading 230° Stands C1, C2, C3 on W3 heading 290°.</p>	

Changes: NIL

<p><b>DEPARTURE INFO</b></p> <p><b>2</b></p>	<p><b>OTHER INFORMATION</b></p> <ul style="list-style-type: none"> <li>- Wildlife strike hazard.</li> <li>- The stop bars will be used in the following conditions: RVR &lt;800 m</li> <li>- Ceiling ≤200 ft</li> </ul> <p>Crews are reminded that the use of stop bars is included in the low visibility operating procedures (LVP) which are notified on ATIS by the following message: «Low visibility procedure in force on RWY 23».</p> <ul style="list-style-type: none"> <li>- RWY 11/29 prohibited to any engine CAT C and D with an outer engine span of more than 31 m.</li> <li>- RWY 11/29 limited to act. max weight 94T.</li> </ul> <p><b>B777-300, A340-500-600, A380</b></p> <p>It is recommended to use the oversteering technique at intersections except for TWYs Papa/Sierra (standard taxiing).</p> <p><b>OMNIDIRECTIONAL DEPARTURES</b></p> <p>These departures may be used only with ATC clearance.</p> <p>RWY 05: climb on MT 047° to <b>670</b>, then depart omnidirectional.</p> <p>Theoretical climb gradient 4.6% (280 ft/NM) until <b>670</b> due penalizing obstruction.</p> <p>RWY 11: climb on MT 107° to <b>670</b>, then depart omnidirectional.</p> <p>Theoretical climb gradient 3.7% (225 ft/NM) until <b>670</b> due penalizing obstruction.</p> <p>RWY 23: climb on MT 227° to <b>670</b>, then depart omnidirectional.</p> <p>Theoretical climb gradient 7.4% (450 ft/NM) until <b>670</b> due penalizing obstruction.</p> <p>RWY 29: climb on MT 287° to <b>670</b>, then depart omnidirectional.</p> <p>Theoretical climb gradient 8% (486 ft/NM) until <b>670</b> due penalizing obstruction.</p> <p><b>ROUTES</b></p> <p>Approach routings: BORDEAUX to BIARRITZ, SIDS ENSAC will be limited to <b>FL110</b>.</p> <p><b>RNAV</b></p> <p>The required equipment for the use of RNAV procedures is a RNAV 1 equipment with a GNSS sensor. When requesting start up, the pilot must announce his intention to fly a RNAV departure.</p> <p><b>COMMUNICATION FAILURE</b></p> <ul style="list-style-type: none"> <li>- VMC: Return for landing on AD or continue to a more appropriate airport.</li> <li>- IMC: Continue to TMA boundary at last assigned FL and climb to FL indicated on FPLN</li> <li>- If the failure is under radar guidance and last assigned track leads to a SID route, maintain that track until joining SID route. In the contrary case join SID route on the most direct way.</li> </ul>
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<p><b>DEPARTURE INFO</b></p> <p><b>ATIS</b> 131.150 Méribac Info'</p> <p><b>START-UP PROCEDURES</b> Contact Bordeaux GND on 121.900 or 121.725</p> <p><b>Clearance delivery</b></p> <ol style="list-style-type: none"> <li>1. The departure clearance request through data link may be initialized by crews up to 60 minutes before the estimated start-up time.</li> <li>2. The crew's acknowledgement of receipt shall be received by the control service no later than 5 minutes after the clearance issuance.</li> <li>3. If no echoback is given 10 minutes before the estimated start-up time, the crew shall come into contact with ground frequency to obtain the clearance.</li> </ol> <p>Unless specifically indicated in the message, the departure clearance obtained through data link is considered as a start-up authorization provided that the possible take-off time slot is complied with. Push back and taxi authorization shall be delivered on ground frequency</p>	<p><b>TAXI PROCEDURES</b> SEE SEPARATE CHART and in addition: TWY W2, W4 limited to ACFT with wingspan less than or equal to 36 m.</p> <p><b>HOT SPOT</b> - RWY 05: From TWY S3 use TWY P4, do not taxi on B. - RWY T1: From TWY P3 use TWY B, do not taxi on P4. - RWY 23: From TWY S3 use TWY P3, do not confuse it with TWY E3, do not taxi on B. - RWY 29: From TWY P3 use TWY S3, do not taxi on P4.</p>
<p><b>NOISE ABATEMENT</b></p> <ul style="list-style-type: none"> <li>- Overflying of Bordeaux populated areas should be avoided.</li> <li>- Apply noise abatement TKOF technique as per Airplane Operations Manual.</li> <li>- SID's are also minimum noise routes.</li> </ul> <p><b>Use of runways</b></p> <ul style="list-style-type: none"> <li>- RWY 23 is preferred up to a tail wind of 5kt. By night, between 2000-0400 (WIN +1HR), the use of RWY 23 is mandatory unless safety reasons make it impossible.</li> <li>- When both RWY's are available, RWY 05/23 preferred up to a cross wind component of 25 kt.</li> <li>- For taking-off on all RWY's, SID routes have to be strictly followed, except for safety constraint. They can be altered only above 500ft and by ATC instruction.</li> <li>- RWY 05: the TORA 3100 m is to be used only by Wide body ACFT O/R before start up clearance.</li> </ul>	<p><b>Training flights</b> - Training flights are authorized between MON-FRI from 0800 to 2000 LT. Training flights will operate first on RWY 23.</p> <p><b>Engine run up tests</b> The tests are prohibited between 2200-0600 LT.</p>

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RNAV WAYPOINTS			1
IDENT	COORDINATES	IDENT	COORDINATES
BD 002	N45 10.1 W000 13.9	BD931	N44 47.4 W000 46.2
BD 003	N44 54.5 W000 03.0	BD933	N44 41.7 W000 40.0
BD 004	N44 55.6 E000 06.1	BD935	N44 41.5 W000 34.0
BD 005	N44 28.4 W000 22.7	BD937	N44 40.3 W000 45.8
BD 406	N44 59.3 W000 29.2	BGC	N44 49.2 E000 37.2
BD 408	N44 56.5 W000 33.2	CHALA	N45 21.3 E000 07.9
BD 410	N44 47.4 W000 46.2	CNA	N45 39.6 W000 18.7
BD 500	N44 55.0 W000 51.5	DIRAX	N44 33.1 W000 27.3
BD 501	N44 50.6 W000 57.3	ENSAC	N44 12.0 W000 41.4
BD 502	N44 47.7 W000 58.1	ETPAR	N45 11.8 W000 51.7
BD 503	N44 39.6 W000 47.3	LIBRU	N44 53.4 W000 11.4
BD 504	N44 39.1 W000 40.7	MARRE	N45 26.1 E000 17.0
BD 506	N44 43.2 W000 52.2	MIRBA	N44 43.4 E000 19.6
BD 508	N44 45.6 W000 48.7	NB	N45 08.9 W000 33.0
BD 510	N44 51.3 W000 40.7	ROYAN	N45 40.0 W001 02.2
BD 512	N45 07.0 W000 35.5	RW 05	N44 49.1 W000 43.7
BD 900	N44 53.7 W000 21.5	RW 23	N44 50.3 W000 42.1
BD 902	N45 05.2 W000 37.4	SAU	N44 40.6 W000 09.2
BD 923	N44 55.9 W000 49.3	SOLSO	N44 23.1 W000 28.7
BD 925	N44 59.6 W000 44.6	VAGNA	N45 05.7 W000 20.2
BD 927	N45 07.0 W000 49.7	VELIN	N44 58.8 E000 09.3
BD 929	N44 41.8 W000 43.6		

Changes: New Waypoint BD 929.

FRANCE



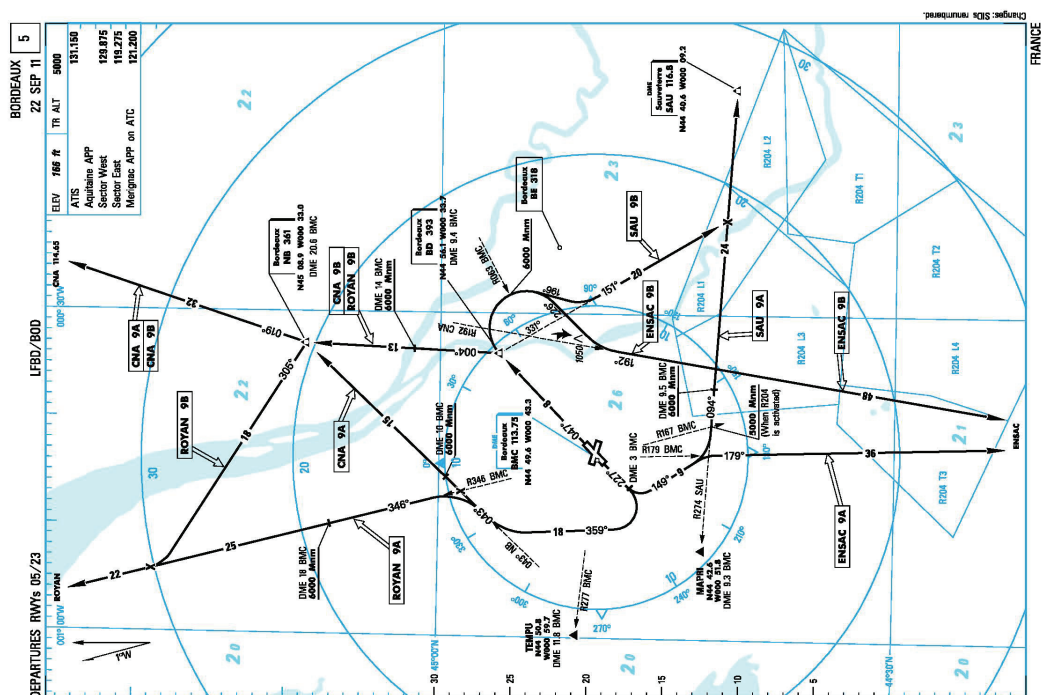
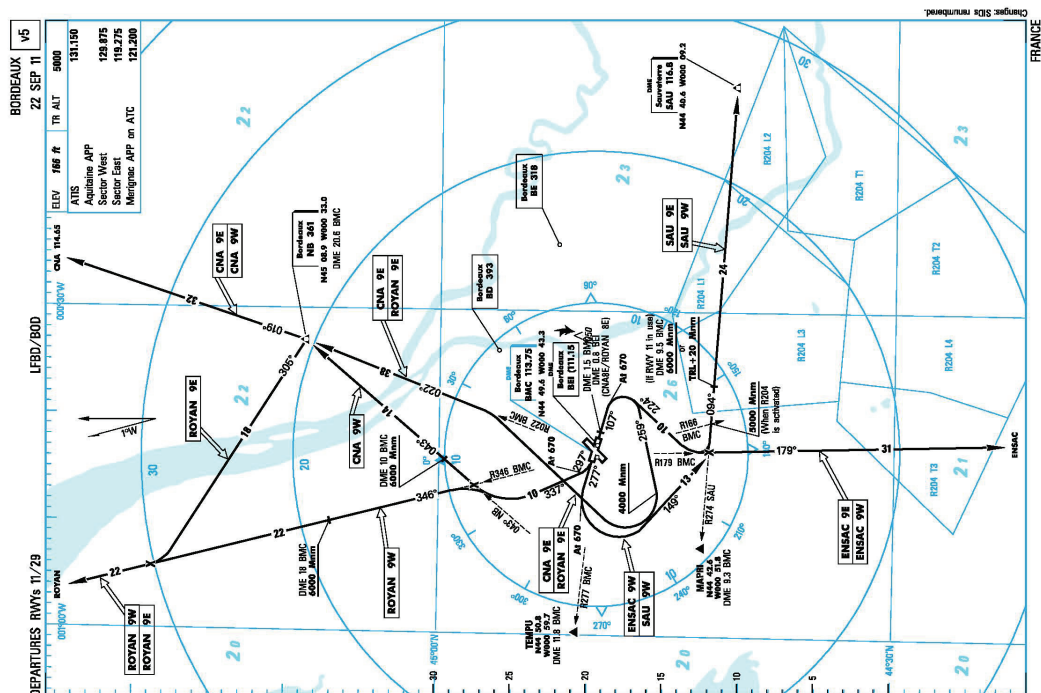


**LFBD/BOD**



**Changes: NEW CHART.**







RNAV SIDS RWY 29											
RWY 29 (287°)											
ALL SIDS											
GENERAL INFORMATION											
- These SID's are also Minimum Noise Routes.											
- The initial climb out procedure shall be strictly adhered for noise abatement reasons. <b>3170</b> Should be reached as fast as possible.											
- Theoretical climb gradient 7.7% (468ft/NM) until <b>661</b> due penalizing obstruction.											
- Unless otherwise instructed, the Mmm climb gradient must be strictly complied up to <b>6000</b> . If unable to comply advise TWR when requested start up clearance, for corresponding rate of climb (ft/min) see table below.											
Climb Gradient		GS - kt									
%		150		180		210		240		270	
ft/NM		328		900		1000		1200		1400	
5.4		328		900		1000		1200		1400	
6.1		371		1000		1200		1300		1500	
6.9		419		1100		1300		1500		1700	
7.7		468		1200		1500		1700		1900	
8.4		510		1300		1600		1800		2100	
8.6		523		1400		1600		1900		2100	



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SIDs RWYs 05/11

LFBD/BOD

BORDEAUX  
22 SEP 11

7

SIDs RWY 11

2

RWY 11 (107°)

ALL SIDs

GENERAL INFORMATION

- These SIDs are also Minimum Noise Routes.

- The initial climb out procedure shall be strictly adhered for noise abatement reasons. 3170 should be reached as fast as possible.

- Theoretical climb gradient 3.7% (225ft/NM) until 670 due penalizing obstruction.

- Unless otherwise instructed, the Mmm climb gradient must be strictly complied up to 6000. If unable to comply advise TWR when requested start up clearance, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
3.7	225	600	700	800	900	1000
8	486	1300	1500	1800	2000	2200
8.3	504	1300	1500	1800	2000	2300

SID	ROUTING	Climb restrictions
CNA 9E ①	On 107° to 670, RT on 259° to 4000 (Do not turn before DME 1.5 BMC or DME 0.8 BEI). At 4000, RT to intercept R022 BMC to NB, then on 019° to CNA.	Climb to FL140.
ENSAC 9E ①	On 107° to 670, RT on 224° to intercept RT179 BMC to ENSAC.	Climb to FL140.
ROYAN 9E ①	On 107° to 670, RT on 259° to 4000 (Do not turn before DME 1.5 BMC or DME 0.8 BEI). At 4000, RT to intercept R022 BMC to NB, LT on 305° to intercept R346 BMC to ROYAN.	Climb to FL140.
SAU 9E ②	On 107° to 670, RT on 224° to intercept RT179 BMC, LT on 094° (R274 SAU) to SAU.	Climb to FL140. Cross DME 9.5 BMC at 6000 Mmm.

① Mmm climb gradient 8% (486 ft/NM).

② Mmm climb gradient 8.3% (504 ft/NM).

Changes: SIDs renumbered.

SIDS RWY 05

1

RWY 05 (047°)

ALL SIDS

GENERAL INFORMATION

- These SIDs are also Minimum Noise Routes.

- The initial climb out procedure shall be strictly adhered for noise abatement reasons. 3170 should be reached as fast as possible.

- Theoretical climb gradient 4.6% (280ft/NM) until 670 due penalizing obstruction.

- Unless otherwise instructed, the Mmm climb gradient must be strictly complied up to 6000. If unable to comply advise TWR when requested start up clearance, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
4.6	280	700	900	1000	1200	1300
6.7	407	1100	1300	1500	1700	1900
7.2	438	1100	1400	1600	1800	2000

SID	ROUTING	Climb restrictions
CNA 9B ①	On 047° to BD, LT on 004° to NB, then RT on 019° from NB to CNA.	Climb to FL140. Cross DME 14 BMC at 6000 Mmm.
ENSAC 9B ②	On 047° to BD, RT on 228° to intercept R132 CNA to ENSAC.	Climb to FL140. Cross R063 BMC at 6000 Mmm.
ROYAN 9B ①	On 047° to BD, LT on 004° to NB, LT on 305° from NB to intercept R346 BMC to ROYAN.	Climb to FL140. Cross DME 14 BMC at 6000 Mmm.
SAU 9B ②	On 047° to BD, RT to intercept on 151° from BD, LT on 094° (R274 SAU) to SAU.	Climb to FL140. Cross R063 BMC at 6000 Mmm.

① Mmm climb gradient 6.7% (407 ft/NM).

② Mmm climb gradient 7.2% (438 ft/NM).

Changes: SIDs renumbered.

FRANCE

SIDs RWY 29

4

RWY 29 (287°)

ALL SIDs

GENERAL INFORMATION

- These SIDs are also Minimum Noise Routes.

- The initial climb out procedure shall be strictly adhered for noise abatement reasons. 3170 should be reached as fast as possible.

- Theoretical climb gradient 7.7% (468ft/NM) until 661 due penalizing obstruction.

- Unless otherwise instructed, the Mnm climb gradient must be strictly complied up to 6000 . If unable to comply advise TWR when requested start up clearance, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
5.4	328	900	1000	1200	1400	1500
6.1	371	1000	1200	1300	1500	1700
7.6	462	1200	1400	1700	1900	2100
7.7	468	1200	1500	1700	1900	2200
8.8	535	1400	1700	1900	2200	2500
9.6	583	1500	1800	2100	2400	2700

SID	ROUTING	Climb restrictions
CNA 9W ①	On 297° to 670, RT on 337° to intercept 043° to NB then LT on 019° to CNA.	Climb to FL140. Cross DME 10 BMC at 6000 Mnm.
ENSAC 9W ②	On 277° to 670, LT on 149° to intercept R179 BMC to ENSAC.	Climb to FL140.
ROYAN 9W ③	On 297° to 670, RT on 337° to intercept R346 BMC to ROYAN.	Climb to FL140. Cross DME 18 BMC at 6000 Mnm.
SAU 9W ④	On 277° to 670, LT on 149° to intercept R179 BMC, LT on 094° (R274 SAU) to SAU.	Climb to FL140. When R204 is activated Cross R166 BMC at 5000 Mnm. Cross DME 9.5 BMC at 6000 Mnm if RWY 11 in use.

① Mnm climb gradient 9.6% (583 ft/NM).

② Mnm climb gradient 6.1% (389 ft/NM).

③ Mnm climb gradient 5.4% (328 ft/NM).

④ Mnm climb gradient 7.6% (462 ft/NM) or 8.8% (535 ft/NM) in case of R204 activity announced by ATIS.

Changes: SIDs renumbered &amp; revised.

SIDs RWY 23

3

RWY 23 (227°)

ALL SIDs

GENERAL INFORMATION

- These SID's are also Minimum Noise Routes.

- The initial climb out procedure shall be strictly adhered for noise abatement reasons. 3170 should be reached as fast as possible.

- Theoretical climb gradient 4.8% (292ft/NM) until 661 due penalizing obstruction.

- Unless otherwise instructed, the Mnm climb gradient must be strictly complied up to 6000 . If unable to comply advise TWR when requested start up clearance, for corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
4.8	292	800	900	1100	1200	1400
6.2	377	1000	1200	1400	1600	1700
7.7	468	1200	1500	1700	1900	2200
7.8	474	1200	1500	1700	1900	2200
10.4	632	1600	1900	2300	2600	2900

SID	ROUTING	Climb restrictions
CNA 9A ①	On 227° to DME 3 BMC, RT on 359° to intercept 043° to NB then LT on 019° to CNA.	Climb to FL140. Cross DME 10 BMC at 6000 Mnm.
ENSAC 9A ②	On 227° to DME 3 BMC, LT on 149° then RT to intercept R179 BMC to ENSAC.	Climb to FL140.
ROYAN 9A ③	On 227° to DME 3 BMC, RT on 359° to intercept on 043° to NB to intercept R346 BMC to ROYAN.	Climb to FL140. Cross DME 18 BMC at 6000 Mnm.
SAU 9A ④	On 227° to DME 3 BMC, LT on 149° then RT on 094° (R274 SAU) to SAU.	Climb to FL140. When R204 is activated Cross R166 BMC at 5000 Mnm . Cross DME 9.5 BMC at 6000 Mnm.

① Mnm climb gradient 7.7% (468 ft/NM).

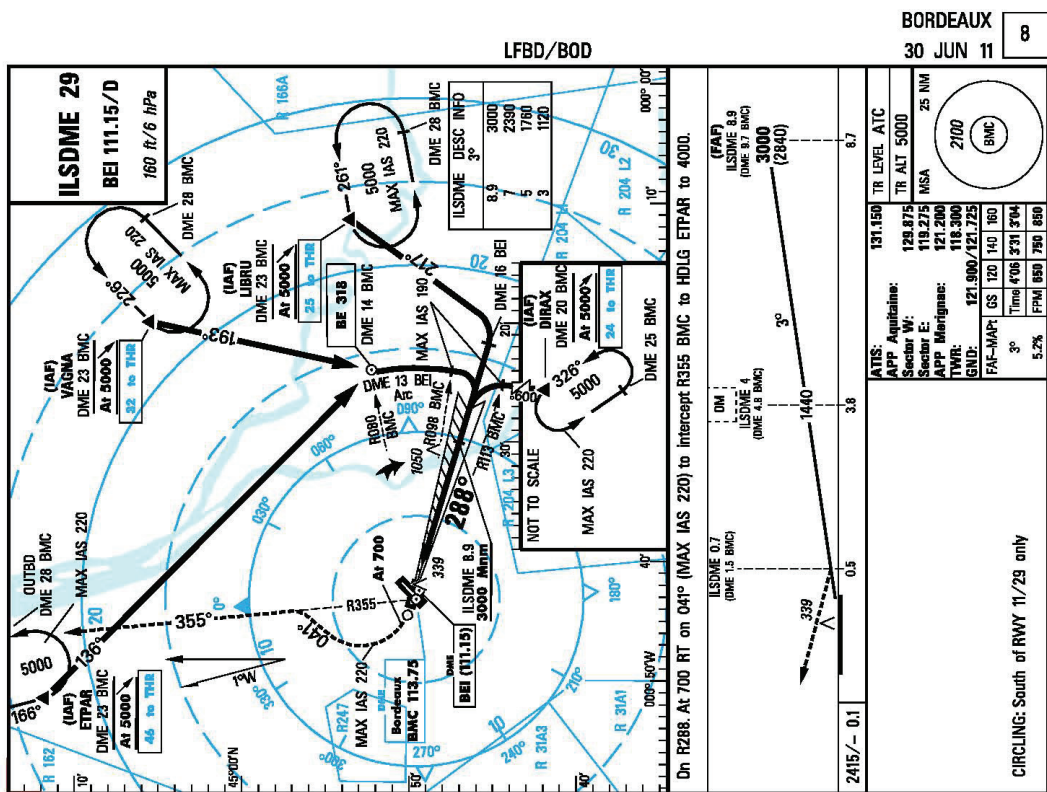
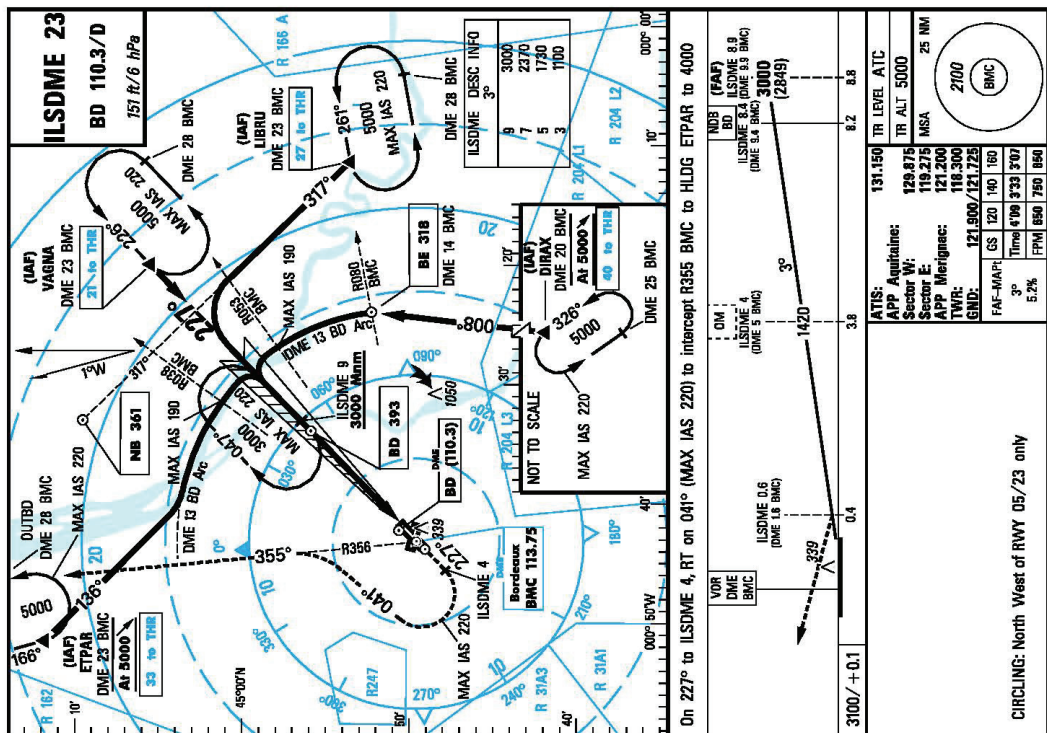
② Mnm climb gradient 6.2% (377 ft/NM).

③ Mnm climb gradient 4.8% (292 ft/NM).

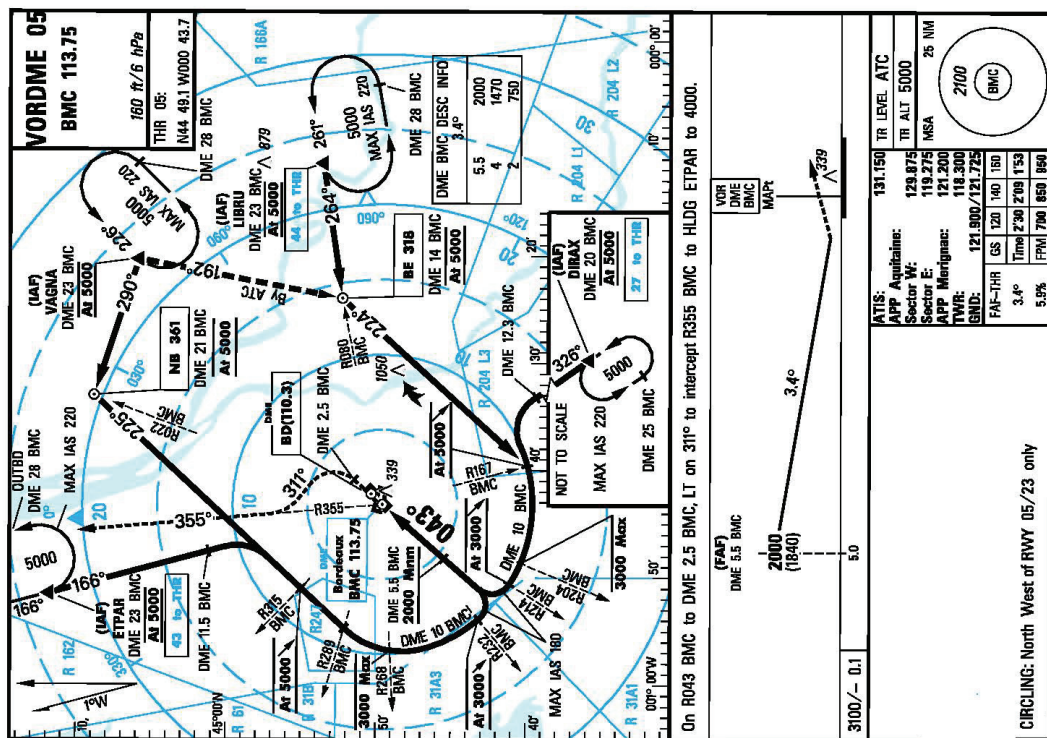
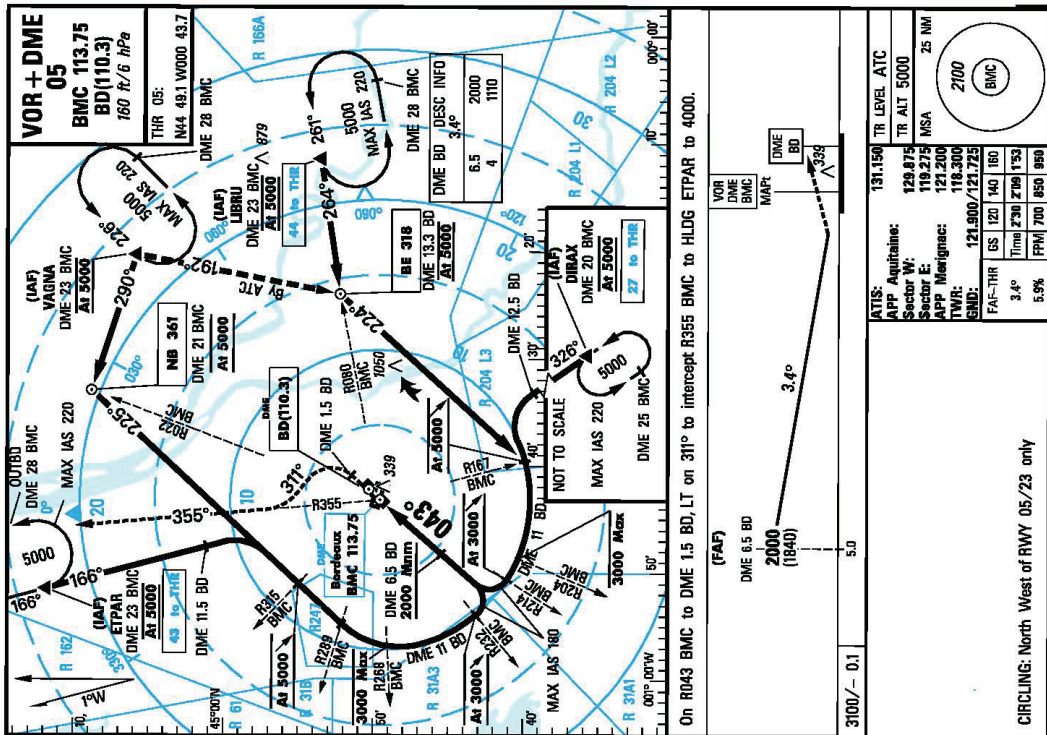
④ Mnm climb gradient 7.8% (474 ft/NM) or 10.4% (632 ft/NM) in case of R204 activity announced by ATIS.

Changes: SIDs renumbered.

FRANCE







FRANCE

**Changes:** Variation, R247 added.

Changes: Variation. R247 added.



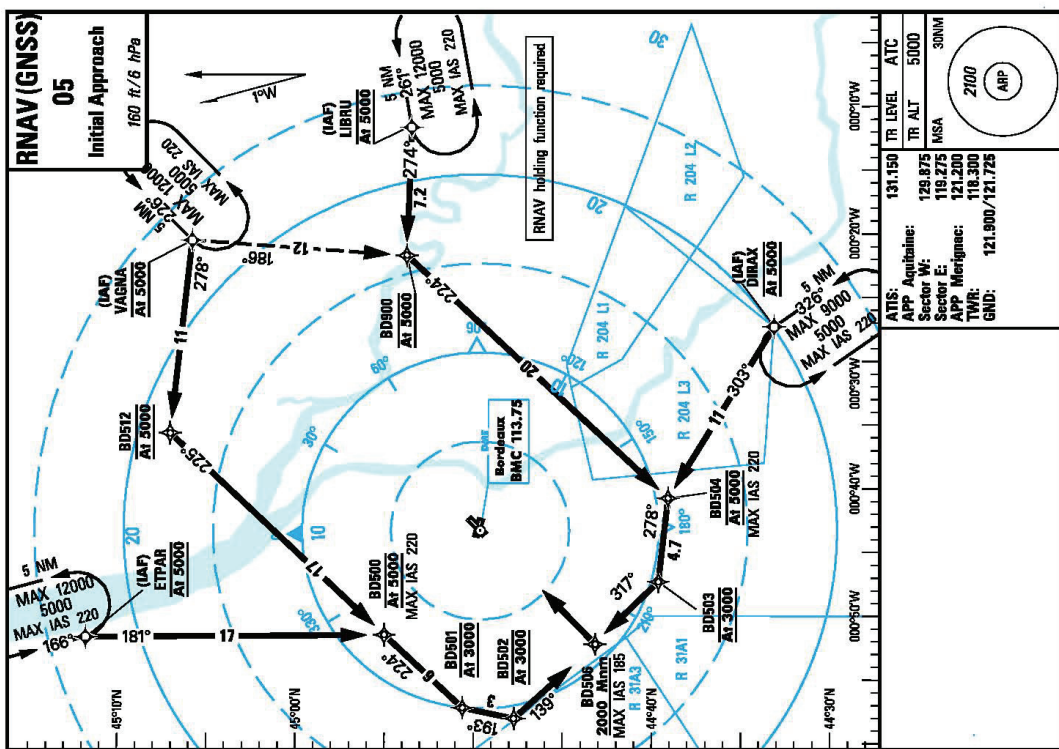
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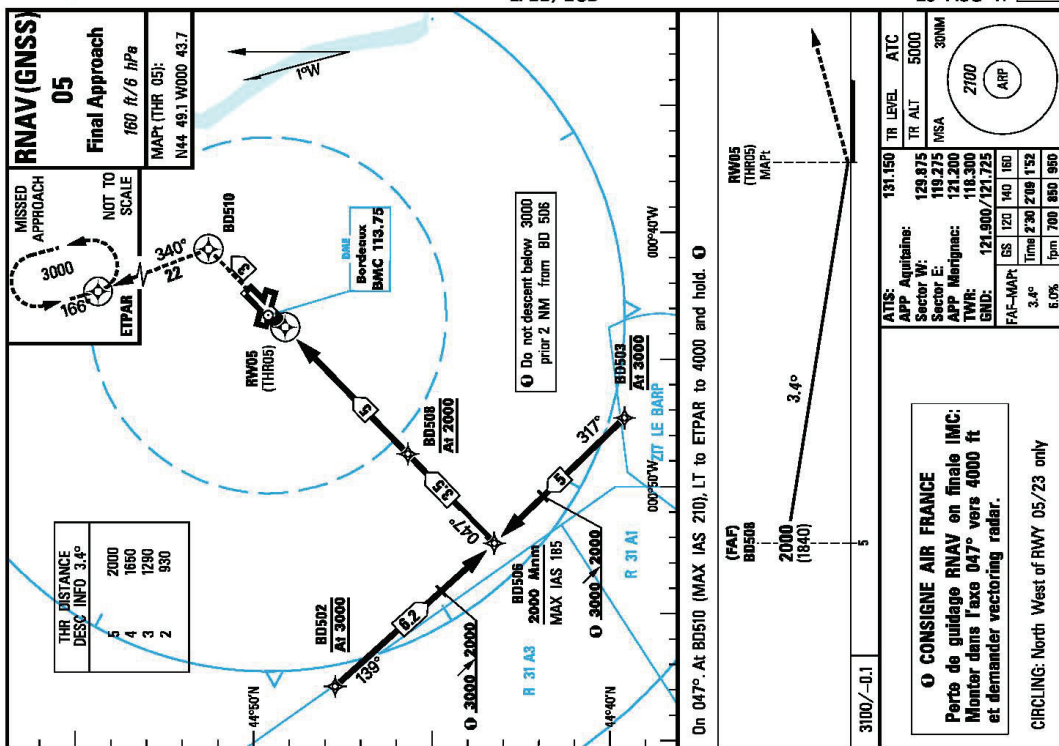








Changes: Altitude.

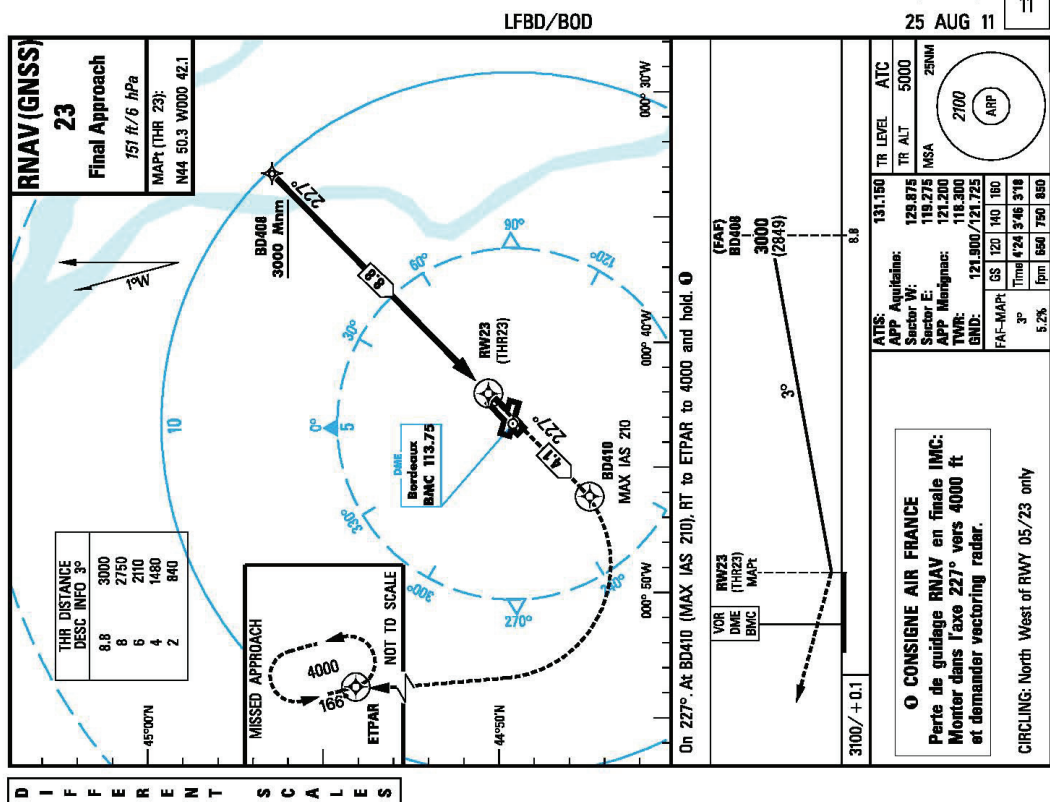
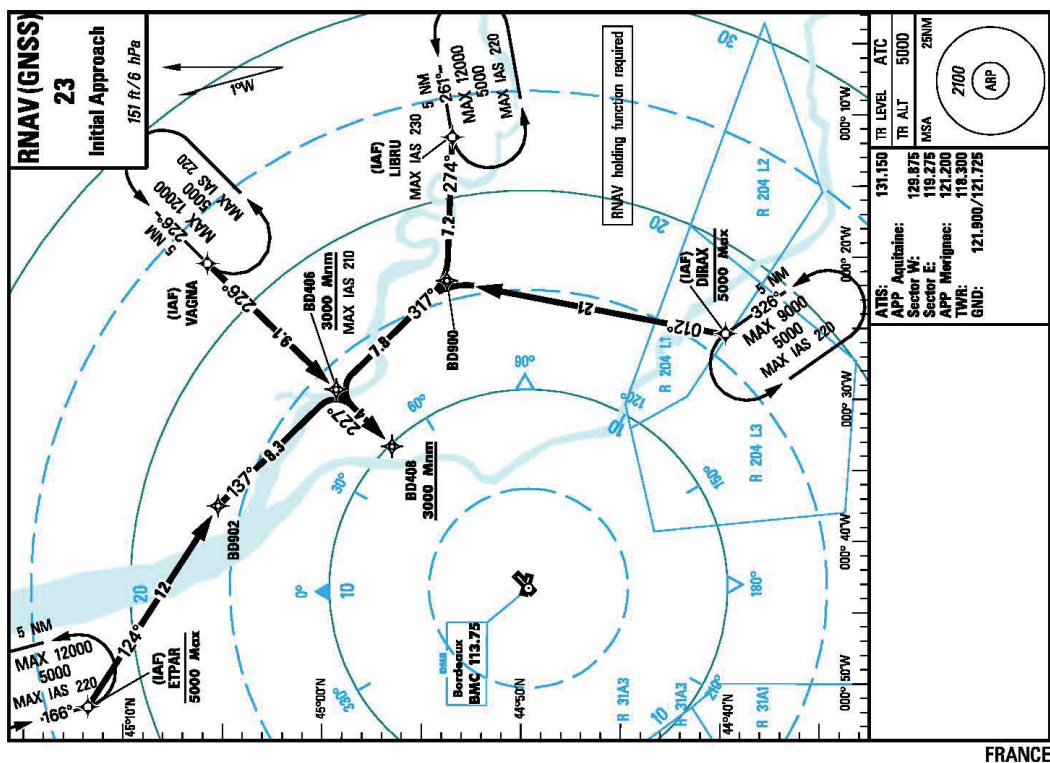


D I F F E R E N T S C A L E S

LFBD/BOD

BORDEAUX  
25 AUG 11

v10

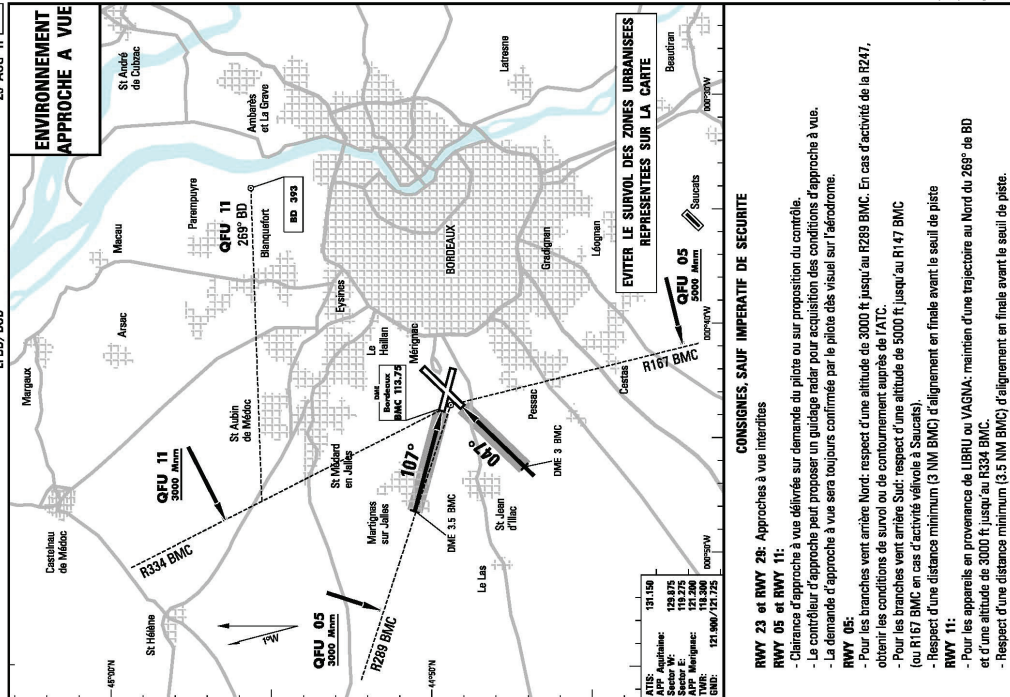


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## ENVIRONNEMENT APPROCHE A VUE



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25 AUG 11

LP8D/80D

V12

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FRANCE



COMPANY INFO

LFL/LYS

LYON Saint Exupery  
13 JAN 11

C1

COMPANY INFO DEPARTURE	1
<div>Fréquence Compagnie 131.650 AVI Risque aviaire RWY Piste mouillée très glissante.</div>	

C  
I  
A  
D  
F  
G

Changes: NIL.

COMPANY INFO ARRIVAL	1
<div>Fréquence Compagnie 131.650 GPWS MAX IAS 220 below 5000. AVI Risque aviaire. STATIONNEMENT B747: C22, C42, C62, C82, C84, D32, F8. B747/400: Tous postes B747 sauf F8. AIRBUS: Postes "NOSE IN": approcher lentement et ne pas dépasser la marque d'arrêt en raison de la proximité de la passerelle du GTR gauche. TWY D interdit à B747/400 si postes E10, E11 ou E12 occupés. CAT II et III Se signaler: - au sol ou en remise de gaz. - piste dégagée. Procédures dérogatoires ILSDME 36L via ARBONWS ILSDME 36R via ARBONWS VORDME 36L via ARBONWS RWY Piste mouillée très glissante. Piste préférentielle à l'atterrissage 18L/36R La procédure d'approche ILS 18L est impérativement mise en service pour les atterrissages au QFU 18. La procédure VORDME 18R ne sera utilisée que si la piste 18L est fermée ou son ILS indisponible. Approche à vue 18R non autorisée de nuit sans PAPI opérationnel (préavis de 15 mn).</div>	

Changes: Communication ETA supprimé.

FRANCE

LFLL/LYS

LYON Saint Exupery  
13 JAN 11

C1v

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Changes:

ARRIVAL INFO	1
<div>AD HOURS H24</div> <div>NOISE ABATEMENT Restrictions of use APT at night: Jet engine aircraft which are not in compliance with ICAO Annex 16 chapter 3, may not arrive on PKG area from 2215 to 0615 LT. Except emergencies.</div> <div>Thrust reverser: Between 2200 and 0600 LT, reverse shall not be used at more than idle power, except in case of emergency.</div> <div>Visual approach: Prohibited.</div> <div>TAXI PROCEDURES ATC will expect pilots to vacate at the first available rapid exit.</div> <div>LVP 36R : exit via TWYs B3 or B4. 36 L : exit via TWYs A3 or A4. T7: aircraft waiting should stay west of the line parallel to TWY T7 axis. TWY K1, K3 and K9E usable for apron K only.</div> <div>PARKING PROCEDURES SEE SEPARATE CHART.</div> <div>OTHER INFORMATION LSE breakdown: In case of unavailability of LSE, incoming aircraft shall use alternative holding ARBON, TALAR and RUNOM defined on LTP, and comply with ATC instruction. Missed APCH 18 L (in case of LSE breakdown): Climb straight ahead 2500, minimum climb gradient 5% and comply with ATC instructions. In case of impossibility to maintain the climb gradient, climb straight ahead to 3000.</div> <div>LTP breakdown: In case of unavailability of LTP, incoming aircraft shall use alternative holding GOMET defined on LSE, and comply with ATC instruction. Runway use</div> <div>Preferential RWY: RWYs 36 R, 18 L preferentially to landings.</div> <div>COMMUNICATION FAILURE ICAO and in addition: 1- Follow or join the nearest authorized STAR. Join the IAF at the last assigned and acknowledged FL if it is usable in the holding pattern or, failing this, at the highest level in the holding pattern. Hold at this level until the latest of the following: the expected approach time or the arrival time in the holding pattern plus 10 min then descend in the holding pattern to FL noted on approach chart in accordance with the procedure in use. Then leave the IAF at this level and perform the approach procedure. 2 - During missed approach: Continue according missed approach procedure to perform a second attempt. If the second attempt to land fails again, climb to reach minimum en route safe altitude to the alternate indicated in the FPL.</div>	

Changes: TAXI PROCEDURES

FRANCE

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	Changes:

DEPARTURE INFO	1
<div>ATIS</div> <div>126.175</div> <div>START-UP PROCEDURES</div> <div>CLR: 121.700 (also AVBL by data-link)</div> <div>GND: 121.825, TWR: 120.450</div> <div>TAXI PROCEDURES</div> <div>- Push backs: could be announced on preflight frequency 121.650.</div> <div>- B61, B63 and B71: heading North</div> <div>- C82 to C85 and D: heading East</div> <div>- All other stands: heading South</div> <div>T7: aircraft waiting should stay west of the line parallel to TWY T7 axis.</div> <div>TWY K1, K3 usable for apron K only.</div> <div>- Apron A (stands 21 to 36) push back could be announced on preflight frequency 121.700.</div> <div>NOISE ABATEMENT</div> <div>Noise abatement procedure:</div> <div>Apply noise abatement TKOF technique as per Airplane Operations Manual.</div> <div>Take-off RWY 18R</div> <div>Normally take-off from RWY 18R shall be started from intersection of linkway A3; avbl RWY length 2900 m. Full RWY length avbl only O/R.</div> <div>Restrictions of use APT at night</div> <div>Jet engine aircraft which are not in compliance with ICAO Annex 16 chapter 3, may not depart from PKG area from 2200 to 0600 LT.</div> <div>Except emergencies.</div> <div>OTHER INFORMATION</div> <div>SIDs RNAV</div> <div>Aircraft non PIRNAV approved but BIRNAV should proceed as described below:</div> <div>- after TKOF and until 2500 proceed on conventional navigation</div> <div>- reaching 2500 follow RNAV SID</div> <div>Propeller</div> <div>Propeller SIDs may be only used by turbo prop aircraft. They are prohibited from 2200 to 0600 (off-blocks local time).</div> <div>Preferential RWY:</div> <div>RWYS 36 L/18 R preferentially for take-offs.</div> <div>COMMUNICATION FAILURE</div> <div>IMC: Continue to TMA limit at last assigned FL, then climb to cruising FL shown in FPL. If last assigned FL is below minimum safe altitude, continue climb to cruising FL.</div> <div>Departure to RISOR, at PENAR climb FL150.</div> <div>VMC: Turn around and land.</div>	
	Changes: TAXI PROCEDURES

FRANCE

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Changes:

RNAV WAYPOINTS

1

IDENT	COORDINATES	IDENT	COORDINATES
AMONI	N45 04.0 E004 50.0	OTKOL	N46 08.1 E005 24.9
AMVAR	N45 19.8 E005 56.2	PINED	N45 00.0 E005 31.3
ARBON	N45 17.0 E004 53.4	REPSI	N45 31.4 E004 16.5
BALAG	N46 11.6 E005 34.5	ROLIR	N45 10.5 E004 50.6
BELPE	N45 47.5 E004 07.9	RONIS	N45 46.9 E004 42.8
CDA1	N46 01.9 E004 13.7	RUNOM	N46 03.8 E005 21.2
CDA2	N45 55.7 E005 04.1	TALAR	N45 57.4 E004 36.3
CDA3	N45 28.8 E005 07.4		
EB	N45 38.3 E004 17.0		
ESIRO	N45 58.0 E005 03.8		
GOMET	N45 21.6 E005 29.3		
GONAP	N46 09.8 E004 30.1		
LEGRI	N46 07.0 E004 19.1		
LL101	N45 18.2 E005 43.0		
LL102	N45 17.7 E005 38.8		
LL103	N45 08.3 E005 31.2		
LL182	N46 05.6 E004 42.1		
LL361	N45 55.7 E005 03.8		
LL362	N45 49.7 E004 49.6		
MADOT	N45 43.8 E004 30.8		
MEBAK	N45 42.5 E004 38.9		
MEZIN	N45 01.0 E004 11.8		
MILPA	N46 18.2 E005 52.8		
MURRO	N45 20.0 E004 22.5		
NELEN	N45 07.1 E004 36.7		
OSMAS	N45 16.8 E005 31.1		

Changes: New waypoints added.

FRANCE

LFLL/LYS

LYON Saint Exupery  
29 JUL 10

I2v

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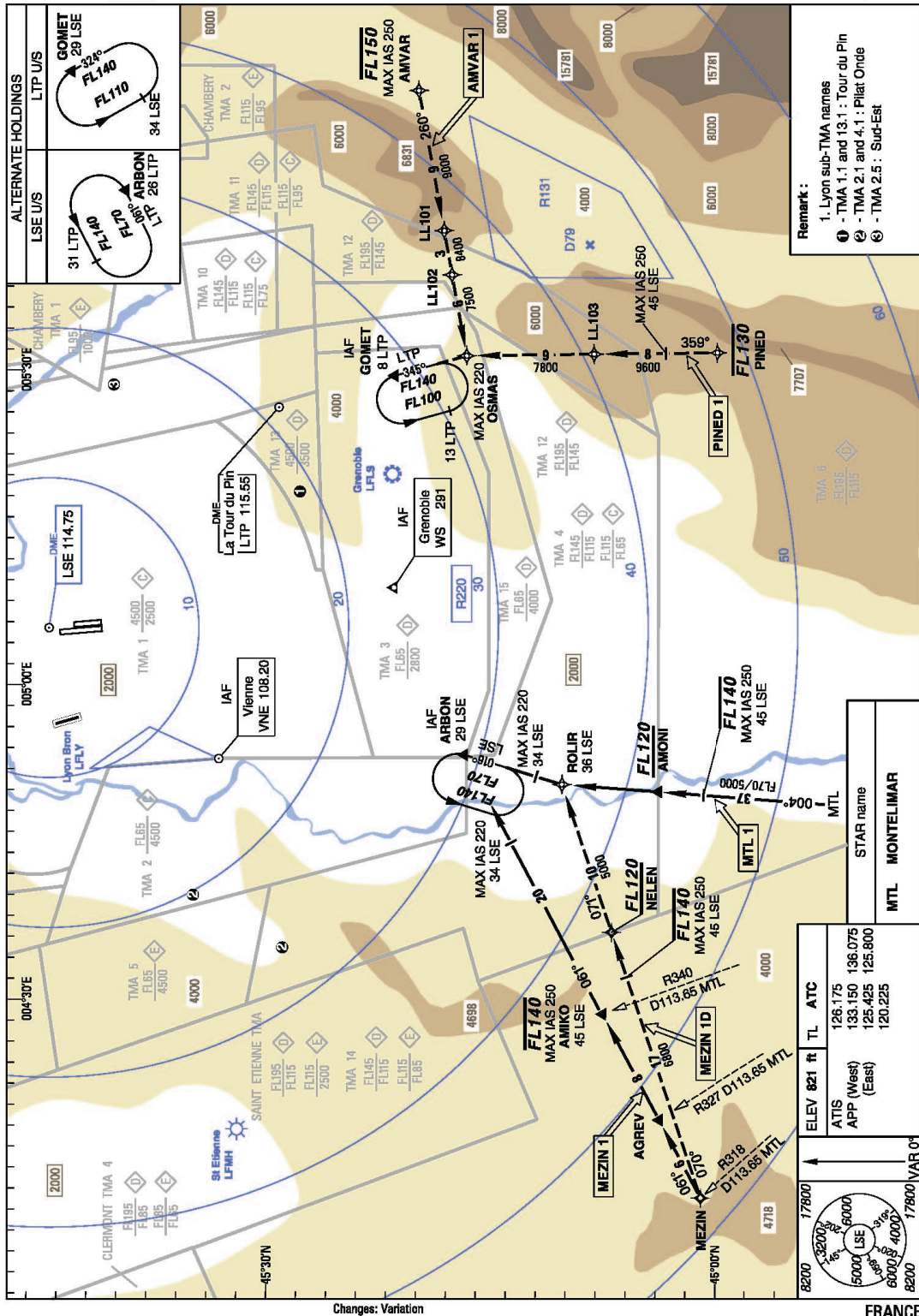


**SOUTH** **STARs**

**LFL/LYS**

**LYON Saint Exupery**  
25 AUG 11

**A1v**



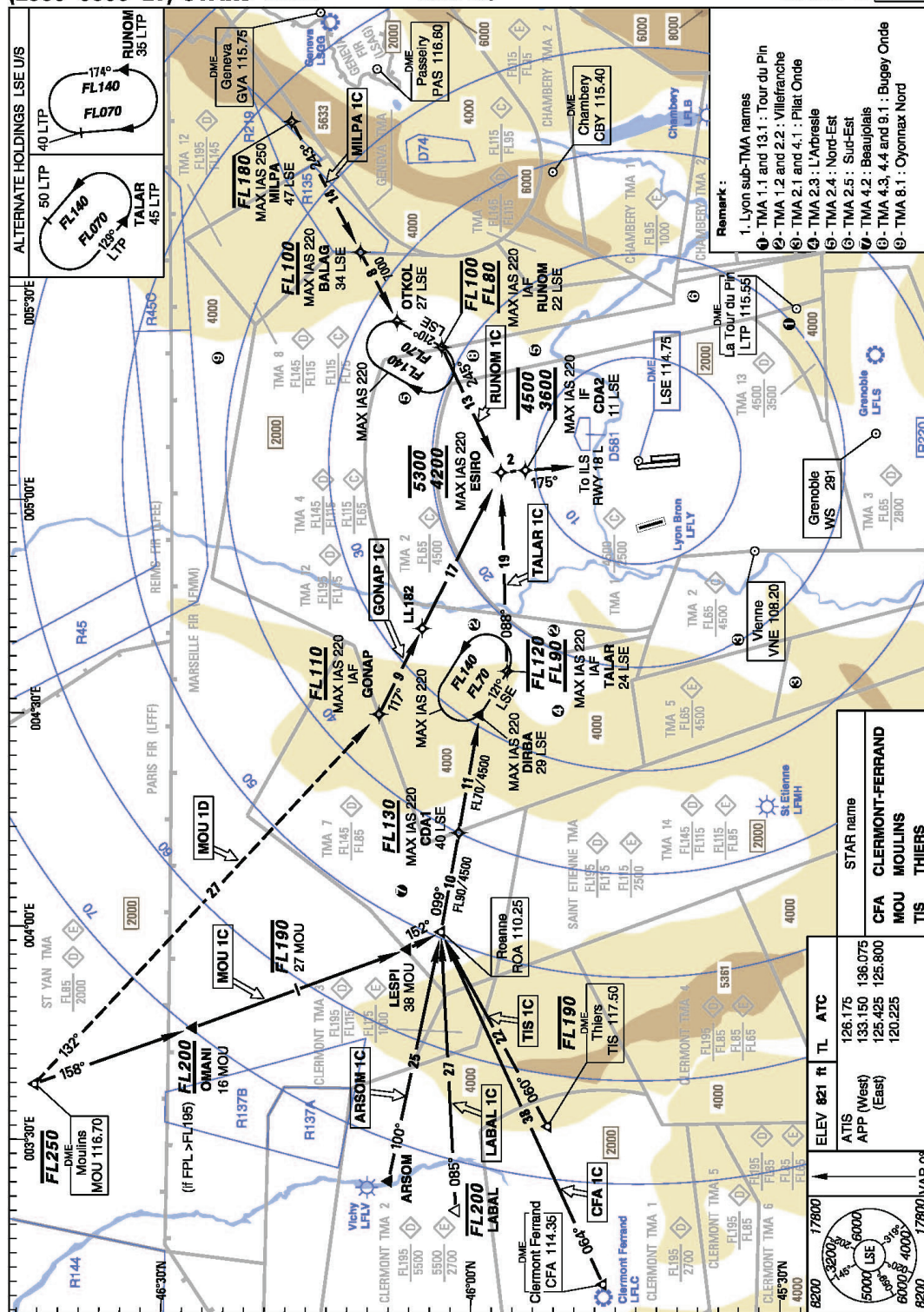


# **RWY 18 L NORTH CDA** **(2300-0500 LT) STARs** **RNAV**

**LFL/LYS**

**LYON Saint Exupéry**  
**25 AUG 11**

**A2**



Changes: Variation

FRANCE

**A 2v**



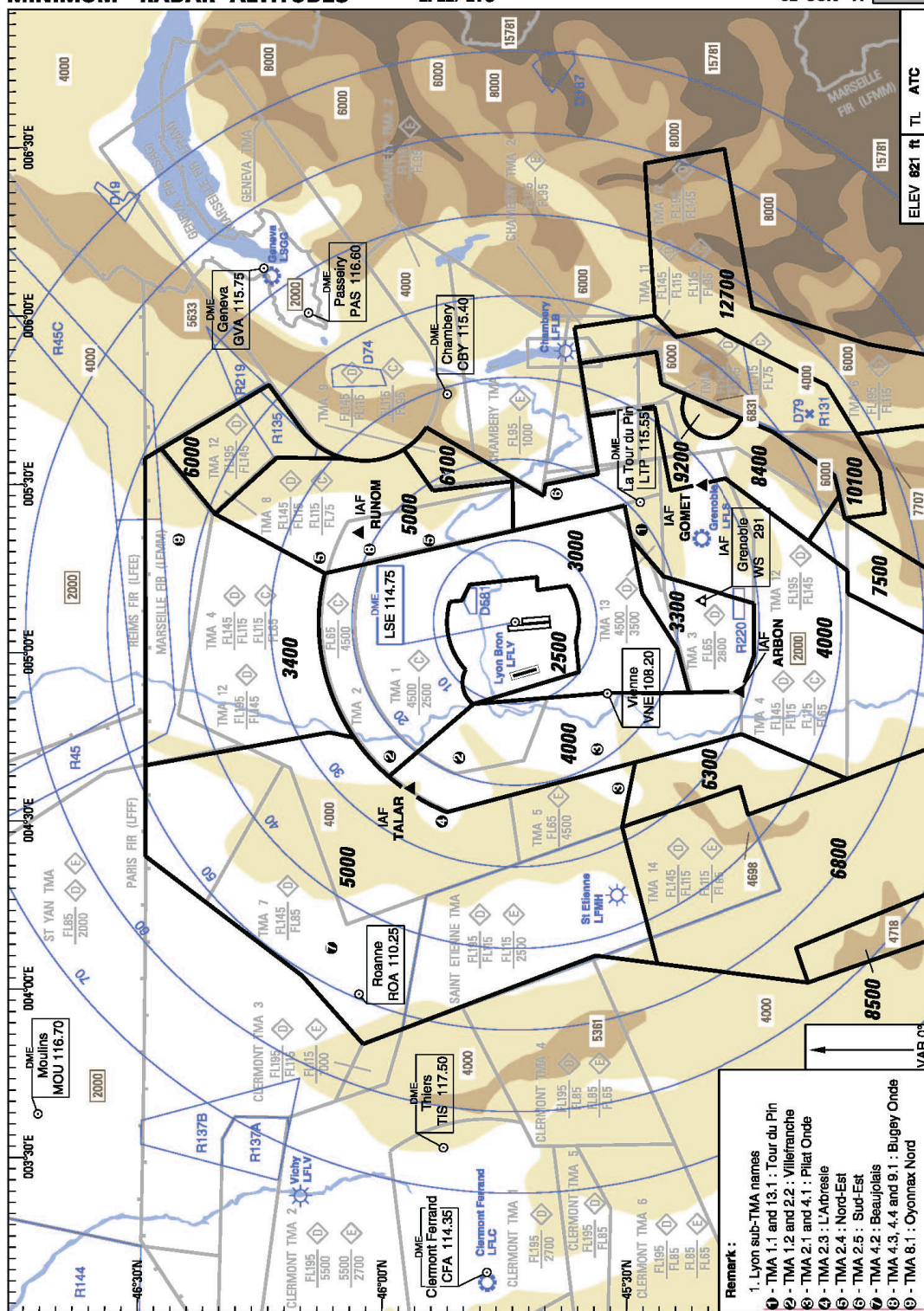


# MINIMUM RADAR ALTITUDES

LFL/LYS

LYON Saint Exupery  
02 JUN 11

A3



FRANCE

- Remark :**
1. Lyon sub-TMA names
  - ① - TMA 1.1 and 1.2 : Tour du Pin
  - ② - TMA 1.2 and 2.2 : Villerranchie
  - ③ - TMA 2.1 and 4.1 : Pilat Onde
  - ④ - TMA 2.3 : L'Arbresle
  - ⑤ - TMA 2.4 : Nord-Est
  - ⑥ - TMA 2.5 : Sud-Est
  - ⑦ - TMA 4.2 : Beaujolais
  - ⑧ - TMA 4.3, 4.4 and 9.1 : Bugéy Onde
  - ⑨ - TMA 8.1 : Oyonnax Nord

LYON Saint Exupery  
02 JUN 11

LFLL/LYS

A3v

INTENTIONALLY

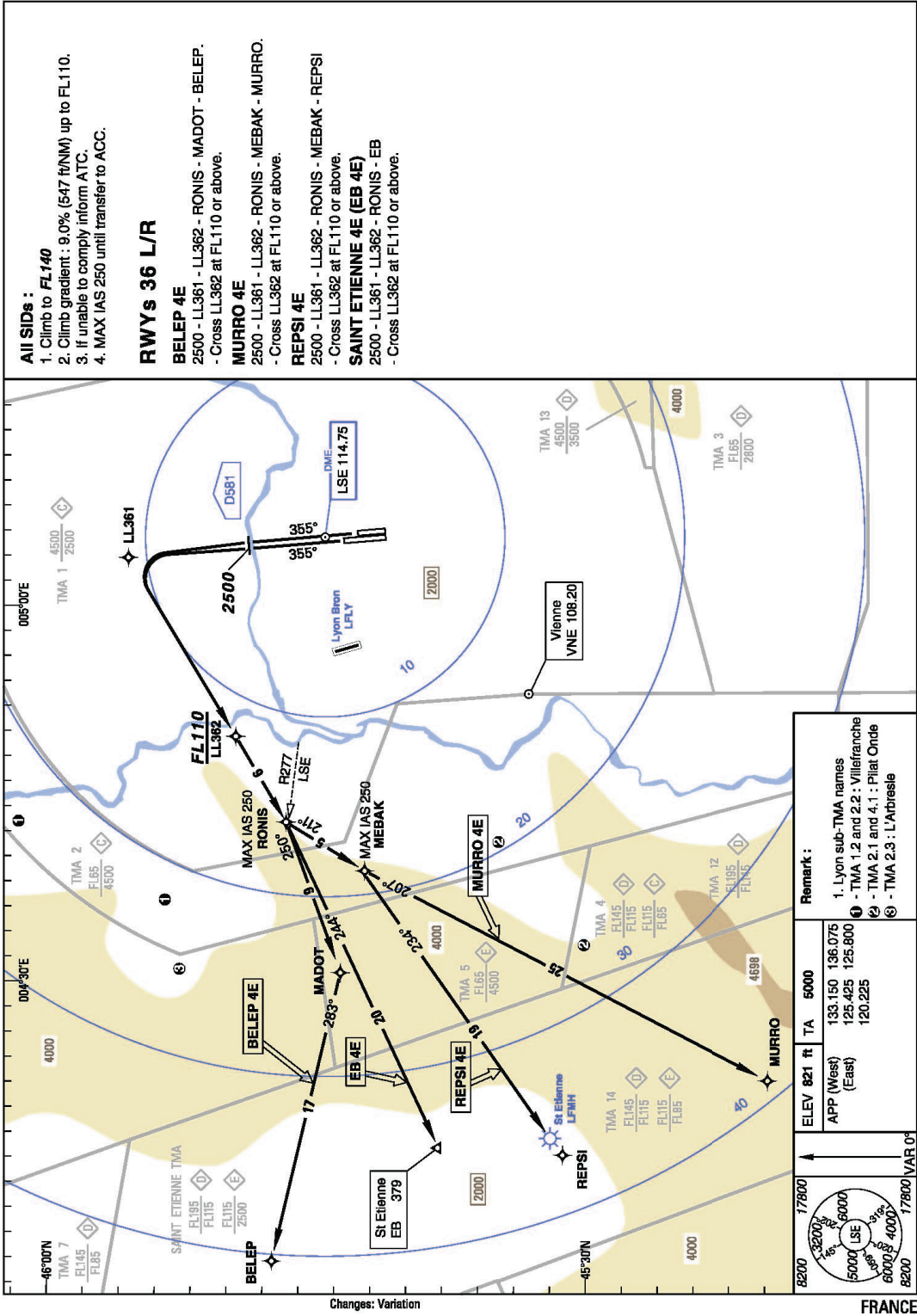
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FRANCE

RWYs 36 L/R  
WEST (Echo)    **SIDs**    **RNAV**

LFLL/LYS

LYON Saint Exupery    **D1**  
25 AUG 11





**EAST & SOUTH (Mike and Sierra)**

**LFL/LYS**

25 AUG 11

D1v

1. BELUS 4S and VIRIE 4S: Climb to **FL80**
2. RISOR 4M and ROMAM 4S: Climb to **FL140**
3. RISOR 4S: Climb to **FL90**
4. Climb gradients:
  - BELUS 4S/VIRIE 4S: 5.0% (365 fNM) up to FL80
  - RISOR 4M: 9.5% (577 fNM) up to FL130
  - RISOR 4S: 6.0% (365 fNM) up to FL90
  - ROMAM 4S: 6.0% (365 fNM) up to FL140
5. MAX IAS 250 till transfer to ATC.

**BELUS 4S**  
 - Destination Geneva only and Non RNAV transit in Geneva TMA.  
 - For flights with max cruising level of FL120.  
 At 4.2 LSE, intercept R175 LSE.  
 At 9 LSE, Left on 114° (R294) LTP inbd.  
 At 3.5 LTP, Left intercept R030 LTP to BELUS.

- Destination Geneva only and Non RNAV (trajectories to be defined)
- For flights with max cruising level of FL120.
- At 4.2 LSE, intercept R175 LSE.
- At 9 LSE, intercept R175 LSE.
- At 4.9 LSE, Left on 114° (R294) LTP inbd.
- At 3.5 LTP, Left intercept R030 LTP to BELUS.

**RISOR 4M**

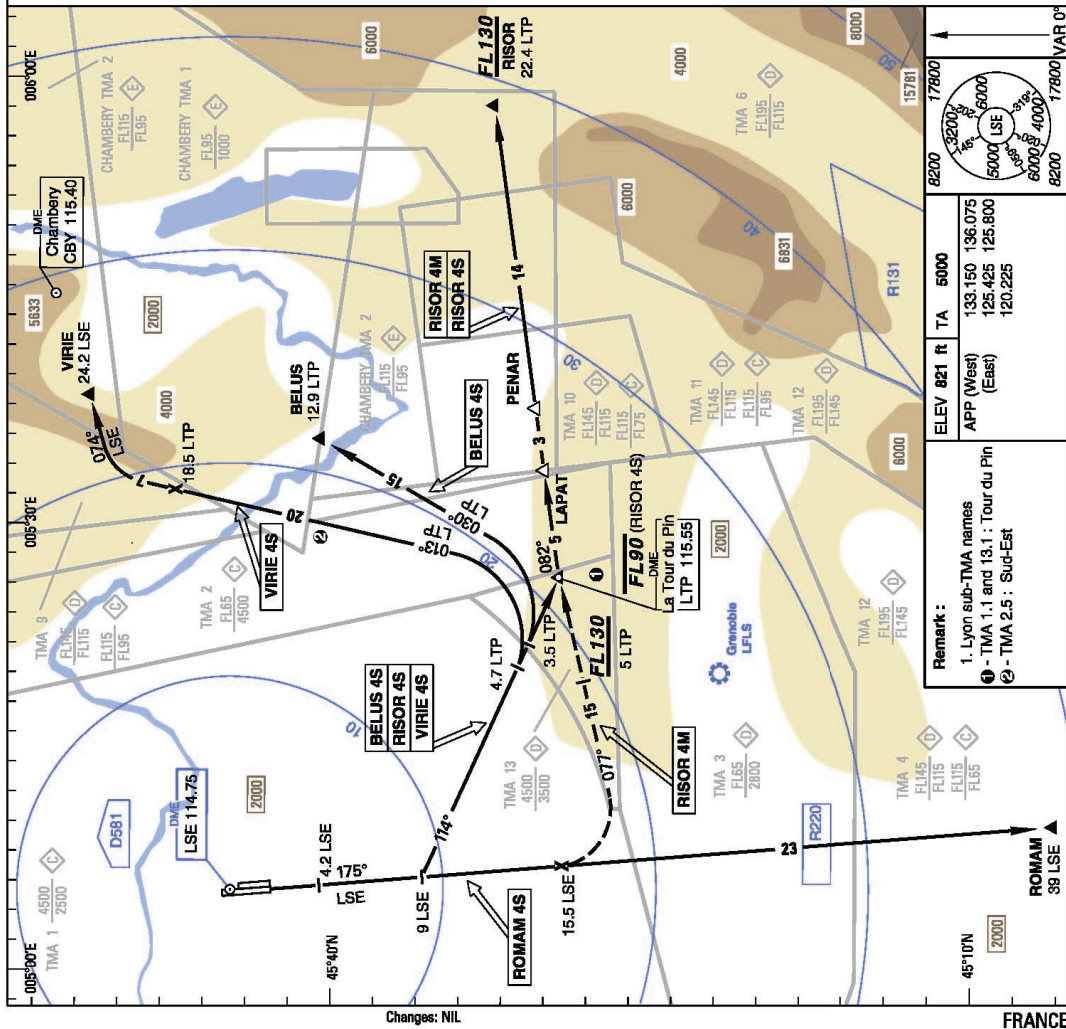
- At ATC discretion.
- At 4.2 LSE, intercept R175 LSE.
- At 15.5 LSE, Left on 077° (R257) to LTP.
- At LTP, Right intercept R082 LTP to RISOR.
- Cross 5 LTP at FL130 or above.
- Cross RISOR at FL130 or above.

- At ATC discretion.
- At 4.2 LSE, intcpt R175 LSE.
- At 15.5 LSE, Left on 077° (R257) to LTP.
- At LTP, Right intcpt R082 LTP to RISOR.
- Cross 5 LTP at FL130 or above,
- Cross RISOR at FL130 or above.

- Cross LTP at or below FL90.
- Cross RISOR at FL130 or above.

At 4.2 LSE, intercept R175 LSE to ROMAM.

- Destination Chambery TMA only.
- For flights with max cruising level of FL80. At 4.2 LSE, intercept R175 LSE.
- At 9 LSE, Left on 114° (R294) LTP inbd.
- At 4.7 LTP, Left intercept R013 LTP.





# RWYs 18 L/R WEST (Sierra)

SIDs

LFLL/LYS

LYON Saint Exupery  
25 AUG 11

D2

## All SIDs :

1. Climb to **FL90**
2. Climb gradient 8.0% (486 ft/NM) up to **FL90**  
If unable to comply inform ATC.
3. MAX IAS 250 till transfer to ACC.

## RWYs 18 L/R

### BELEP 4S

- At 4.2 LSE intercept R175 LSE.
- At 7 LSE, Right on 256° (R076) to VNE.
- At VNE, Right intercept R304 VNE to MADOT.
- At MADOT, Left on 283° (R103) TIS to BELEP.

### MURRO 4S

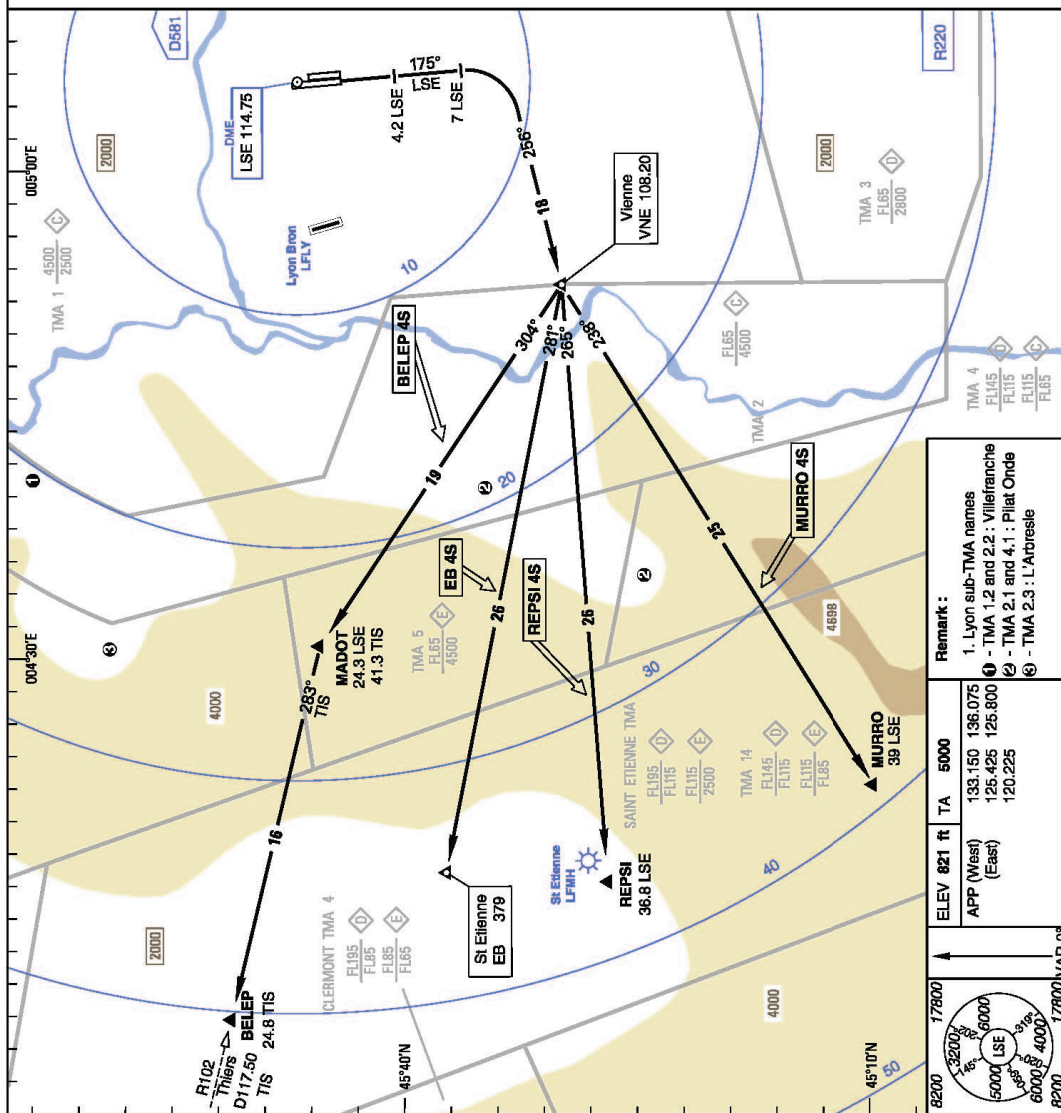
- For flights into FIR only.
- At 4.2 LSE intercept R175 LSE.
- At 7 LSE, Right on 256° (R076) to VNE.
- At VNE, Left intercept R238 VNE to MURRO.

### REPSI 4S

- For flights into UIR only.
- At 4.2 LSE intercept R175 LSE.
- At 7 LSE, Right on 256° (R076) to VNE.
- At VNE, Right intercept R265 VNE to REPSI.

### SAINT ETIENNE 4S (EB 4S)

- For flights to Clermont and St Etienne TMA only.
- At 4.2 LSE intercept R175 LSE.
- At 7 LSE, Right on 256° (R076) to VNE.
- At VNE, Right intercept R281 VNE to EB.



FRANCE

# **RWYs 18 L/R** **WEST (Uniform) SIDs**

LFL/LYS

LYON Saint Exupery  
25 AUG 11 **D2v**

- All SIDs :**
1. Prop aircraft only.
  2. Climb to **5000**
  3. Climb gradient 6.0% (365 ft/NM) up to 5000. If unable to comply inform ATC.
  4. MAX IAS 250 till transfer to ACC.

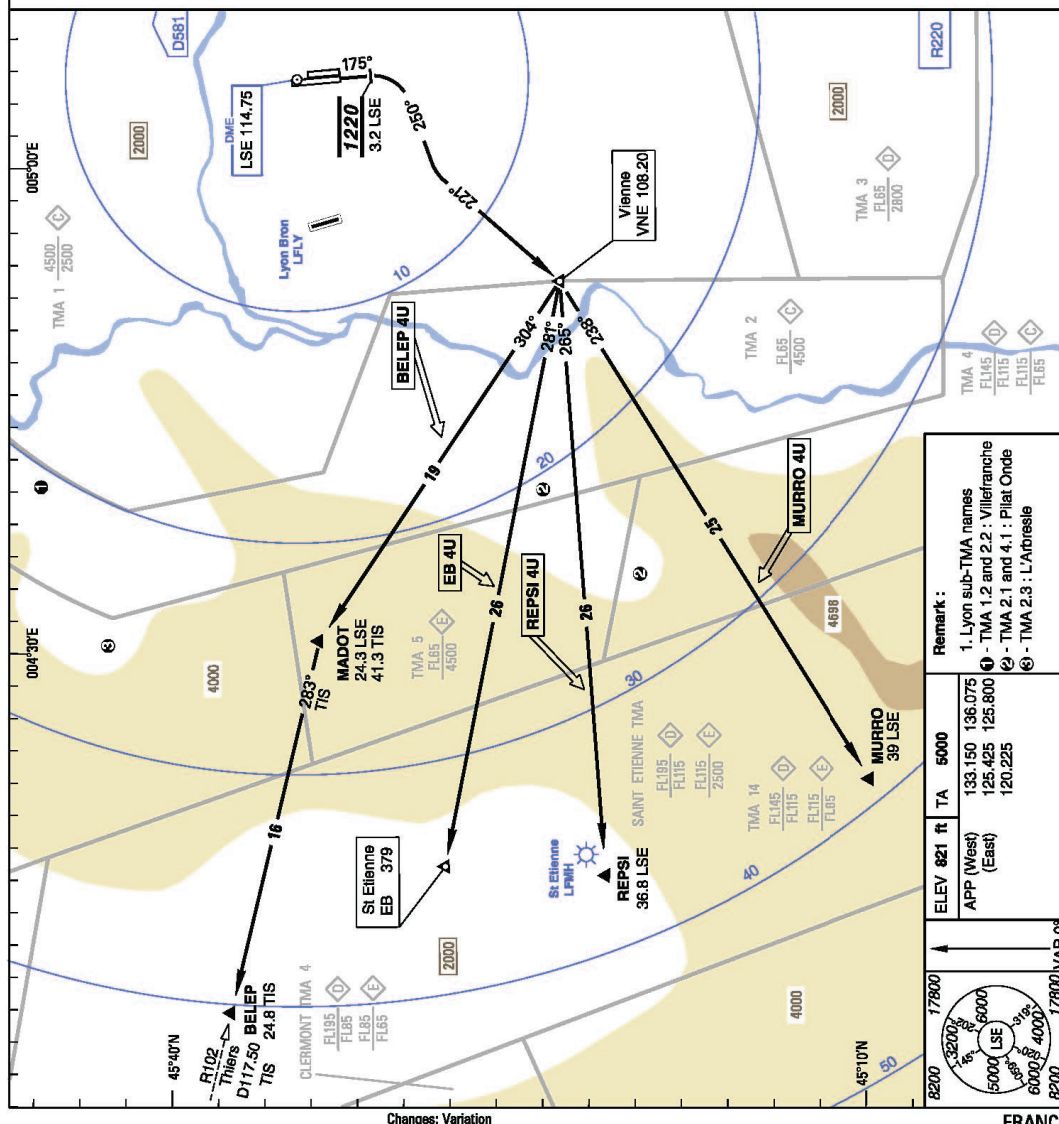
## **RWYs 18 L/R**

**BELEP 4U**  
At 1220, Right (do not turn before 3.2 LSE outbound) on 250° to intercept 221° (R041) to VNE.  
At VNE, Right to intercept R304 VNE to MADOT.  
At MADOT, Left on 283° (R103) TIS to BELEP.

**MURRO 4U**  
- For flights into FIR only.  
At 1220, Right (do not turn before 3.2 LSE outbound) on 250° to intercept 221° (R041) to VNE.  
At VNE, Right to intercept R238 VNE to MURRO.

**REPSI 4U**  
- For flights into UIR only.  
At 1220, Right (do not turn before 3.2 LSE outbound) on 250° to intercept 221° (R041) to VNE.  
At VNE, Right to intercept R265 VNE to REPSI.

**SAINT ETIENNE 4U (EB 4U)**  
- For flights to Clermont TMA only.  
At 1220, Right (do not turn before 3.2 LSE outbound) on 250° to intercept 221° (R041) to VNE.  
At VNE, Right to intercept R281 VNE to EB.



ELEV 821 ft		TA	5000
APP (West)		133.150	136.075
(East)		125.425	125.800
		120.225	

**Remark :**

1. Lyon sub-TMA names
- ① - TMA 1.2 and 2.2 : Villefranche
- ② - TMA 2.1 and 4.1 : Pilat Onde
- ③ - TMA 2.3 : L'Abrèsle

# **RWYs 18 L/R** **NORTH (Sierra) SIDs**

LFLL/LYS

LYON Saint Exupéry  
25 AUG 11

D3

## **All SIDs :**

1. Climb to **FL100**
2. Climb gradient 6.0% (365 ft/NM) up to FL140 if unable to comply inform ATC.
3. MAX IAS 250 till transfer to ACC.

## **RWYs 18 L/R**

### **ALURA 4S**

- For flights into FIR only.
- At 4.2 LSE, Left on 013°.

Left to intercept R328 LTP inbd to DANBO.

At DANBO, Right intercept R352 LSE to ALURA.

- Cross 33 LSE at FL160 or above.

### **BUSIL 4S**

- At 4.2 LSE, Left on 013°.

Left to intercept R328 LTP inbd to BUSIL.

### **MABES 4S**

- Destination LFST, LFJL, EDDK, EDDL, Belgium, Netherland and Luxembourg.
- If requested cruising level is below FL145, exit via KORED and FLORY.

- Prohibited for Geneva TMA.

- At 4.2 LSE, Left on 013°.

Left to intercept R328 LTP inbd to DANBO.

At DANBO, Right intercept R352 LSE.

At 33 LSE, Right on 084° GLA to MABES.

- Cross 33 LSE at FL160 or above.

### **MOKIP 4S**

- For flights into IJR only.

- Destination LFPG, LFPC, LFPB, LFPT and LFOB.

- At 4.2 LSE, Left on 013°.

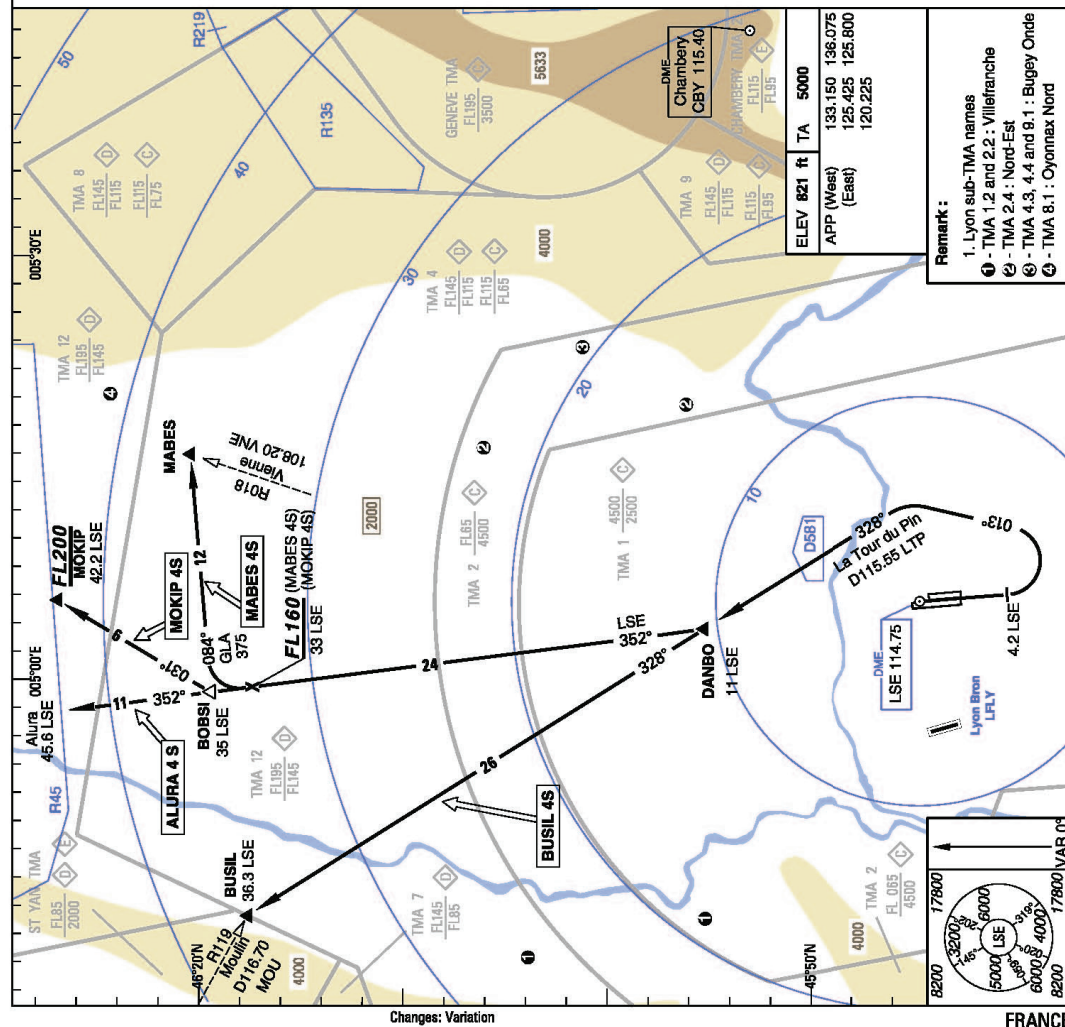
Left to intercept R328 LTP inbd to DANBO.

At DANBO, Right intercept R352 LSE to BOBSI.

- At BOBSI, Right on 031° to MOKIP.

- Cross 33 LSE at FL160 or above.

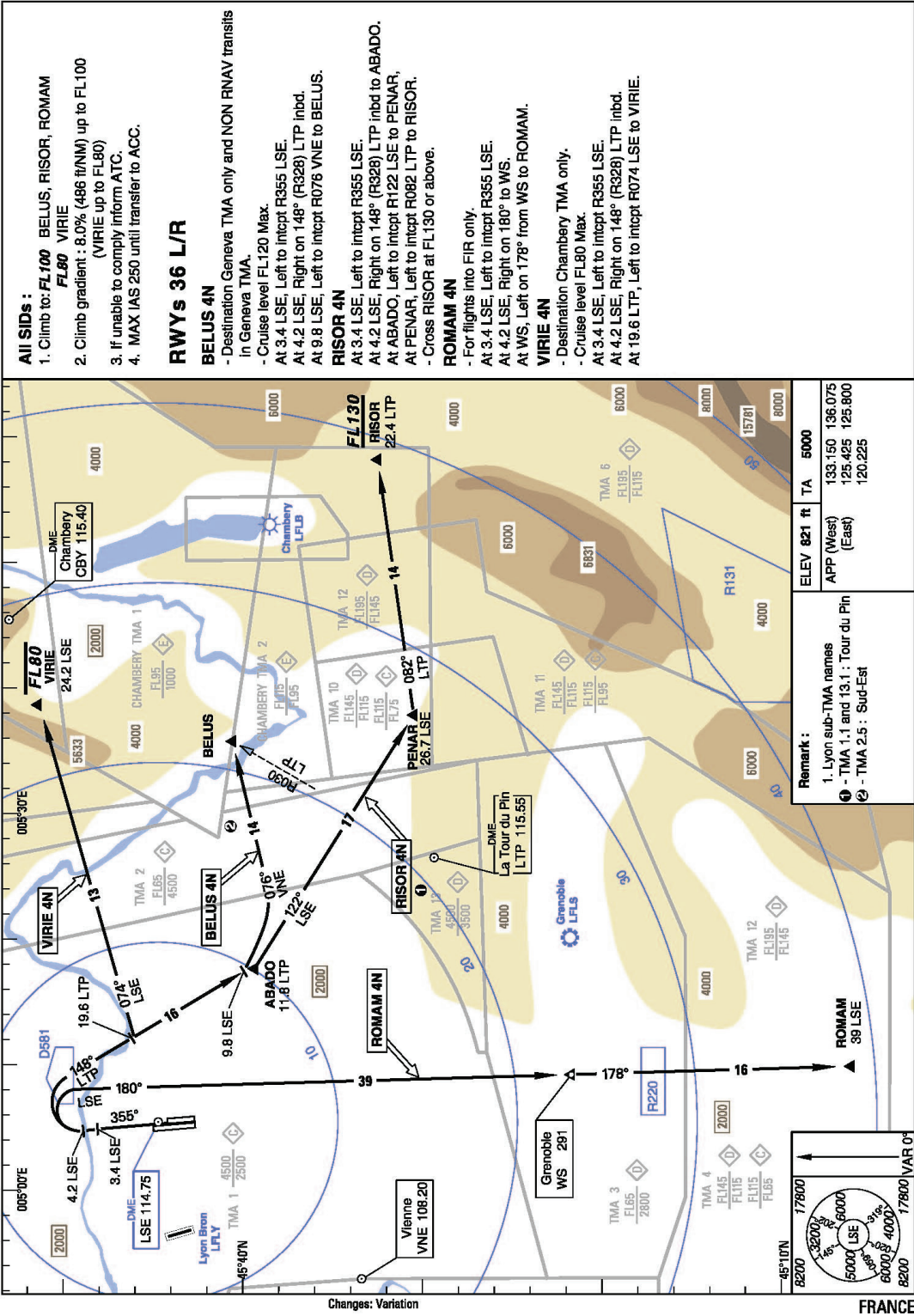
- Cross MOKIP at FL200 or above.





RWYs 36 L/R  
EAST & SOUTH (November) SIDs LFL/LYS

LYON Saint Exupery D3v  
25 AUG 11



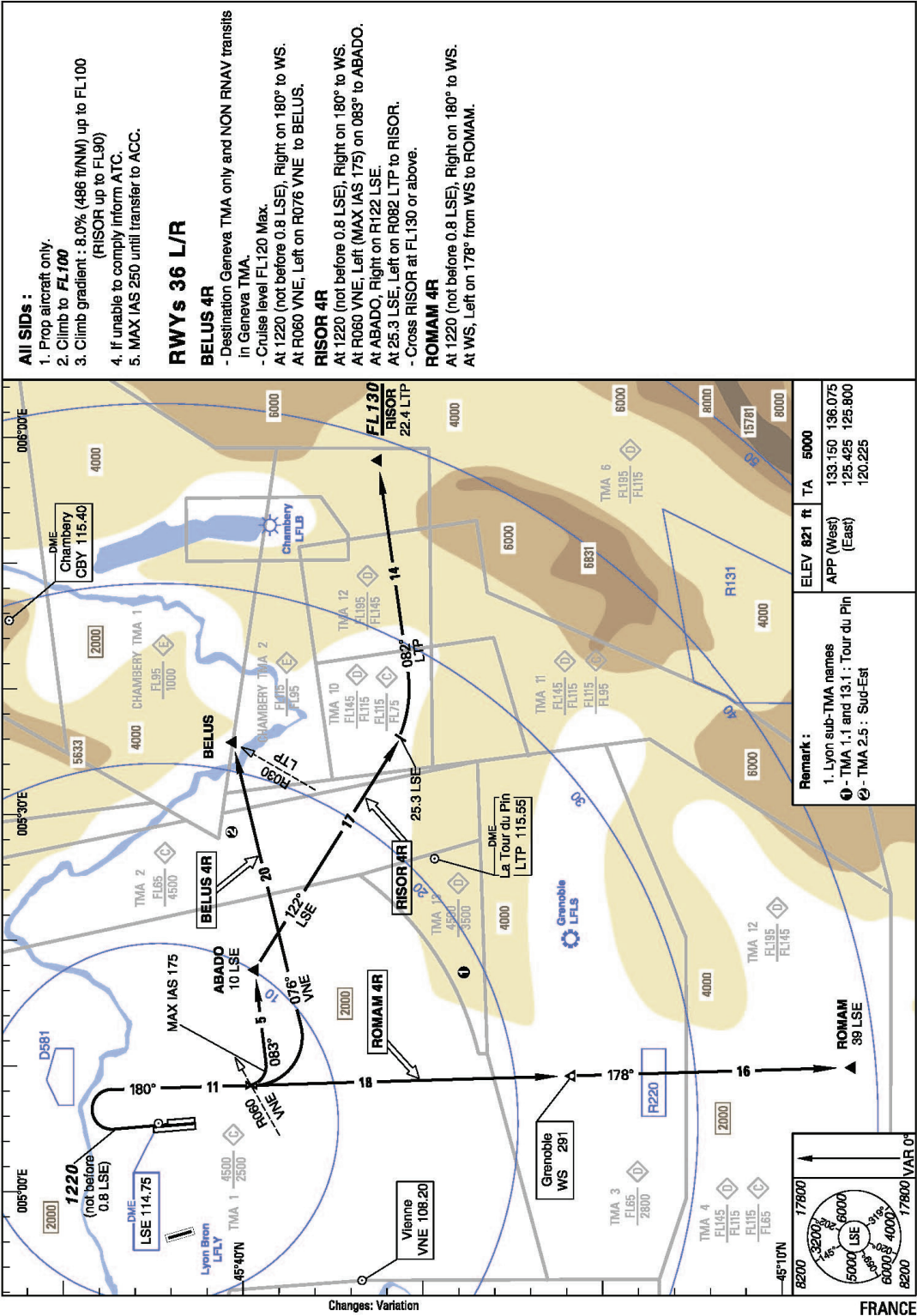


RWYs 36 L/R  
EAST & SOUTH (Romeo) SIDs

FLLL/LYS

LYON Saint Exupery  
25 AUG 11

D4



RWYs 36 L/R  
MURRO

SIDs

LFLL/LYS

LYON Saint Exupery  
25 AUG 11

D4v

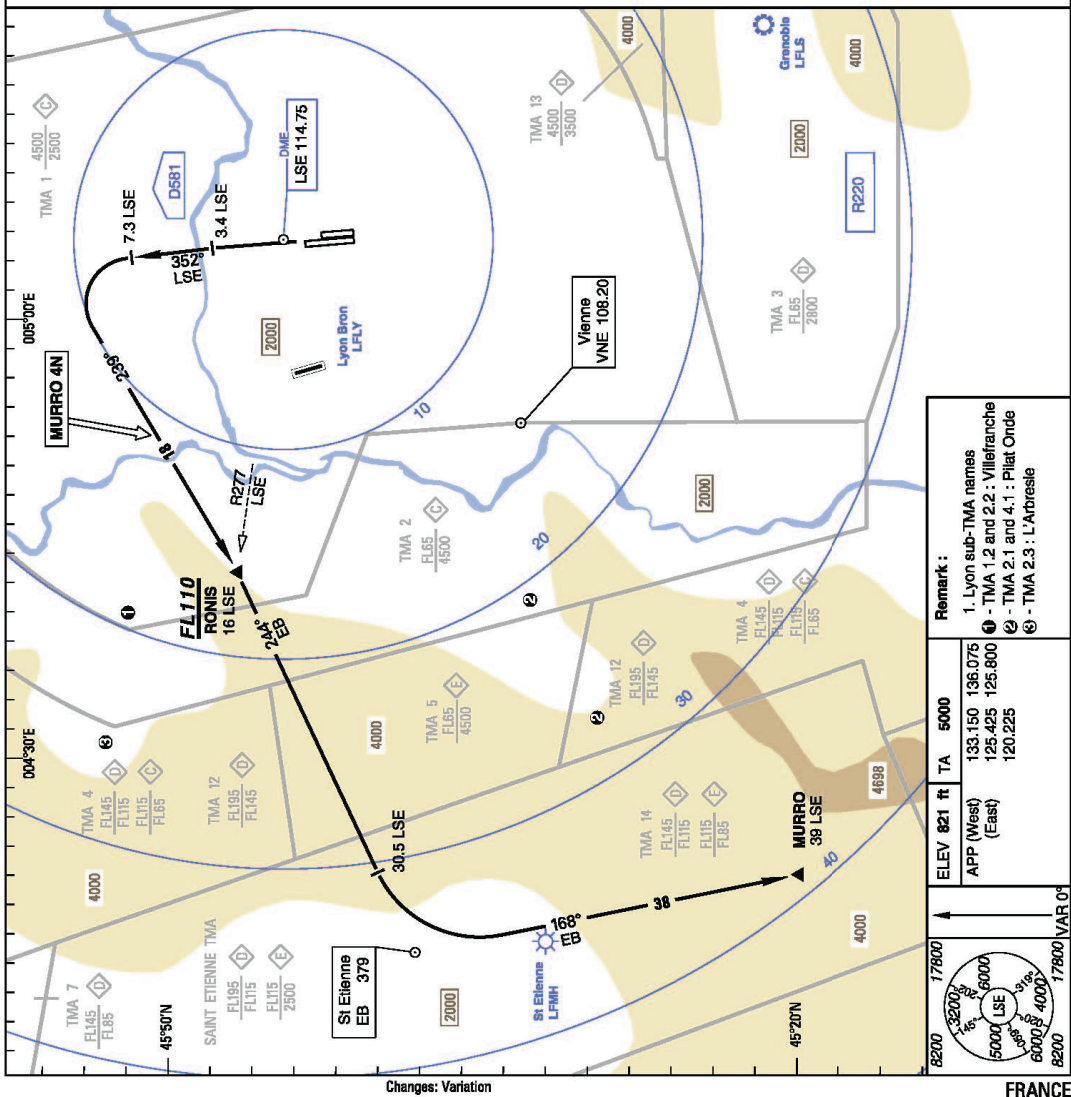
All SIDs :

- 1. Climb to FL140
- 2. Climb gradient : 8.0% (486 ft/NM) up to FL100
- 3. If unable to comply inform ATC.
- 4. MAX IAS 250 until transfer to ACC.

RWYs 36 L/R

MURRO 4N

- At 3.4 LSE, Left to intercept R352 LSE.
- At 7.3 LSE, Left on 239° to RONIS.
- At RONIS, Right on 244° EB.
- At 30.5 LSE, Left on 168° EB to MURRO.
- Cross RONIS at FL110 or above.



# **RWYs 36 L/R** **WEST (Romeo) SIDs**

LFL/LYS

LYON Saint Exupery  
25 AUG 11

D5

## **All SIDs :**

1. Prop aircraft only.
2. Climb to **5000**
3. Climb gradient : 6.0% (365 ft/NM) up to FL70.
4. If unable to comply inform ATC.
5. MAX IAS 250 until transfer to ACC.

## **RWYs 36 L/R**

### **BELEP 4R**

At 1220, (not before 0.8 LSE), Left on 269°. Right to intercept R314 LSE.  
At 8.4 LSE, Left on 238° to RONIS.  
At RONIS, Right on 244° to EB.

At 23 LSE, Right on R282 TIS inbd to MADOT and BELEP.

### **MURRO 4R**

- For flights into FIR and RNAV only.  
At 1220, (not before 0.8 LSE), Left on 269°. Right to intercept R314 LSE.

At 8.4 LSE, Left on 238° to RONIS.  
At RONIS, Left on 211° to MEBAK.  
At MEBAK, Left on 207° to MURRO.

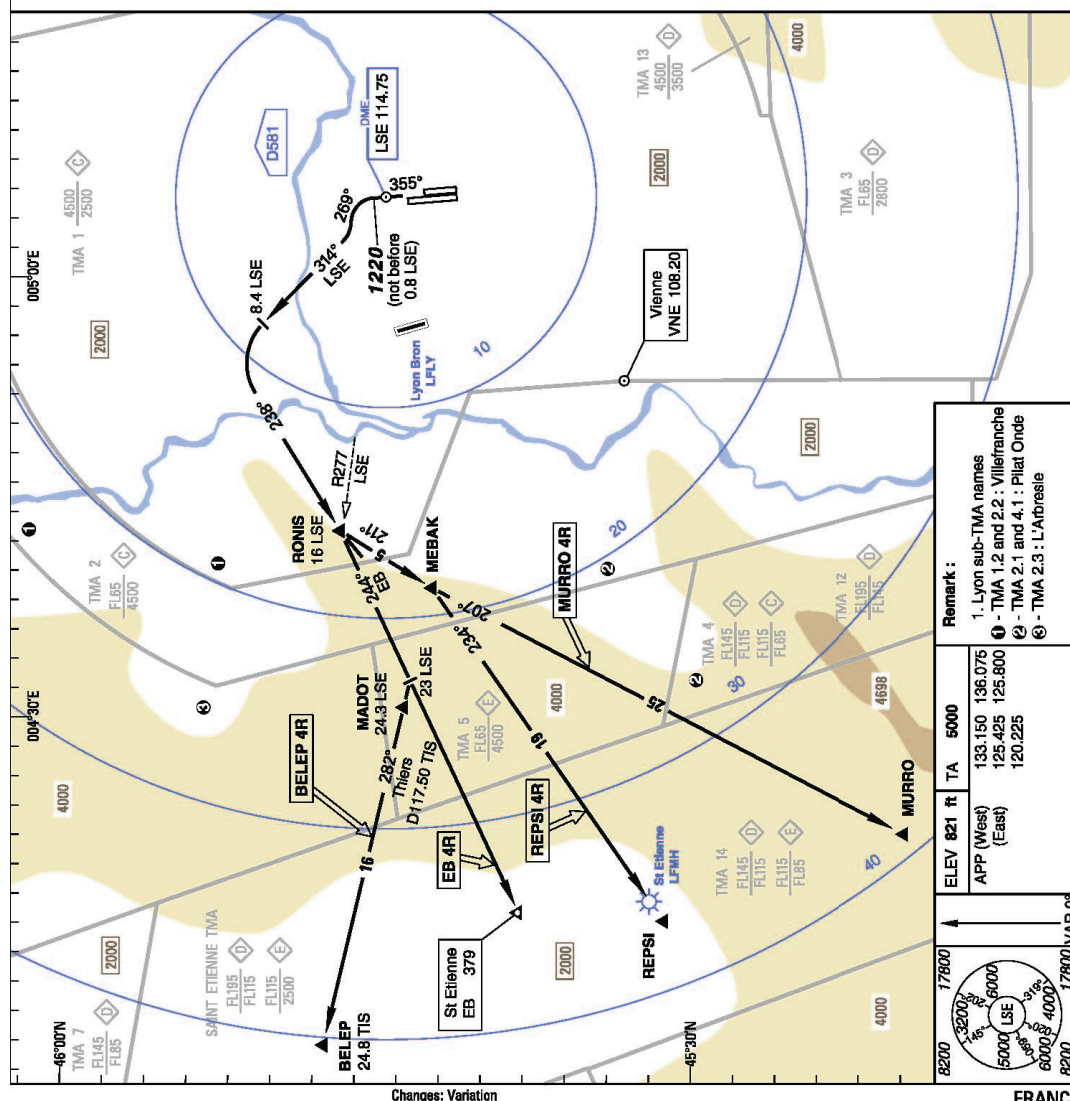
### **REPSI 4R**

For flights into UIR and RNAV only.  
At 1220, (not before 0.8 LSE), Left on 269°. Right to intercept R314 LSE.

At 8.4 LSE, Left on 238° to RONIS.  
At RONIS, Left on 211° to MEBAK.  
At MEBAK, Right to 234° to REPSI.

### **SAINT ETIENNE 4R (EB 4R)**

For flights to Clermont-Ferrand and St Etienne TMA only.  
At 1220, (not before 0.8 LSE), Left on 269°. Right to intercept R314 LSE.  
At 8.4 LSE, Left on 238° to RONIS.  
At RONIS, Right on 244° to EB.



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# **RWYs 36 L/R** **NORTH (November)**

**SIDs**

**LFLL/LYS**

**LYON Saint Exupery**  
**25 AUG 11**

**D5v**

## **All SIDs :**

1. Climb to **FL140**
2. Climb gradient : 6.0% (365 ft/NM) up to FL140
3. If unable to comply inform ATC.
4. MAX IAS 250 until transfer to ACC.

## **RWYs 36 L/R**

### **ALURA 4N**

- For flight into FIR only.

At 3.4 LSE, Left to intercept R352 LSE to ALURA.

### **BUSIL 4N**

At 3.4 LSE, Left to intercept R352 LSE to DANBO.

At DANBO, Left on 328° LTP to BUSIL.

### **MABES 4N**

- Destination to LFST, LFJL, EDDK, EDDL, Belgium, The Netherlands and Luxembourg.

- Departures via UL47.

- If requested cruising level is below FL145, exit via KORED and FLORY.

- Not for flight with destination Geneva TMA.

At 3.4 LSE, Left to intercept R352 LSE.

At 33 LSE, Right on 084° GLA to MABES.

- Cross 33 LSE at FL160 or above.

### **MOKIP 4N**

- Destination to LFPG, LFPC, LFPP, LFPT, LFOB.

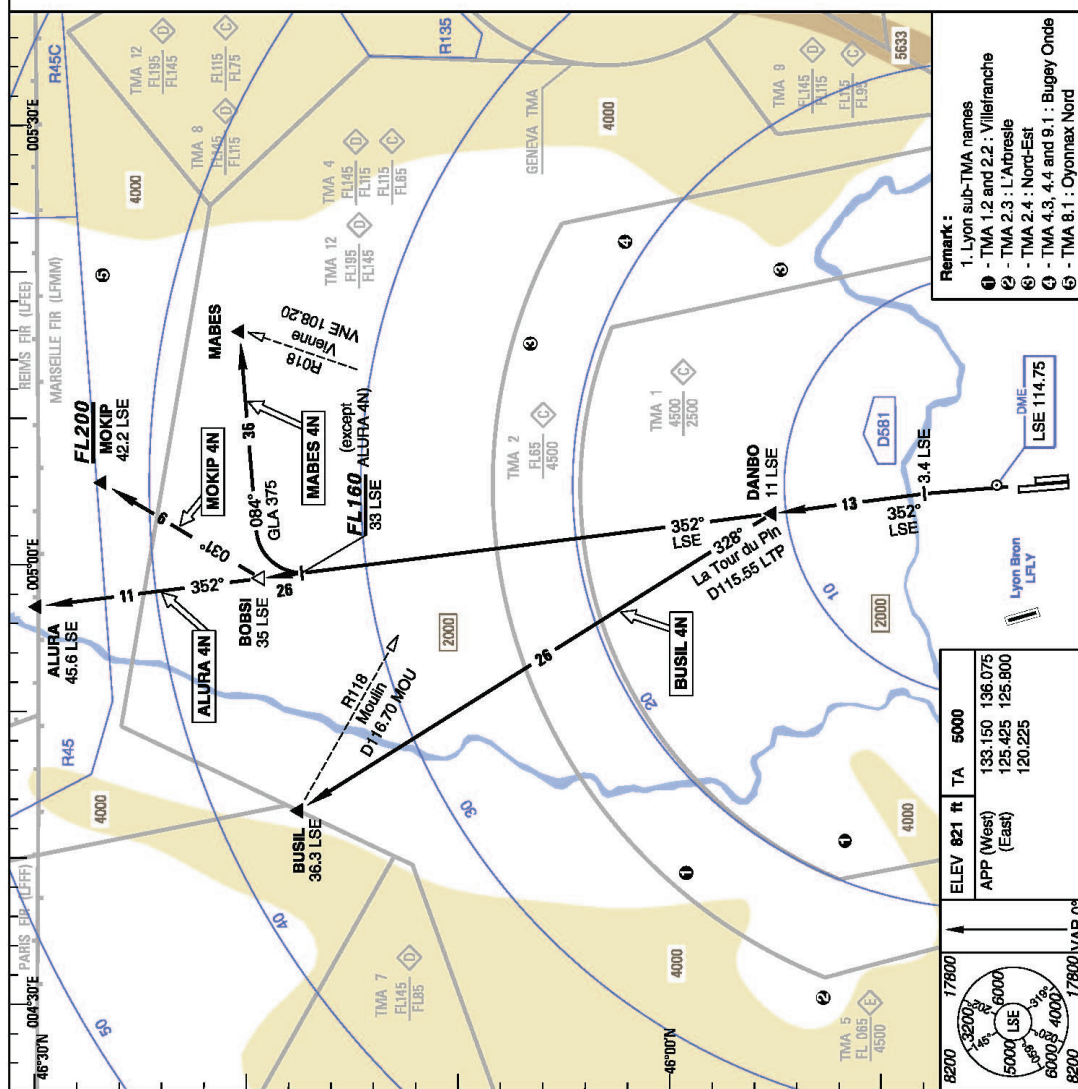
- For flights into UJR only.

At 3.4 LSE, Left to intercept R352 LSE to BOBSI.

At BOBSI, Right on 031° to MOKIP

- Cross 33 LSE at FL160 or above.

- Cross MOKIP at FL200 or above.



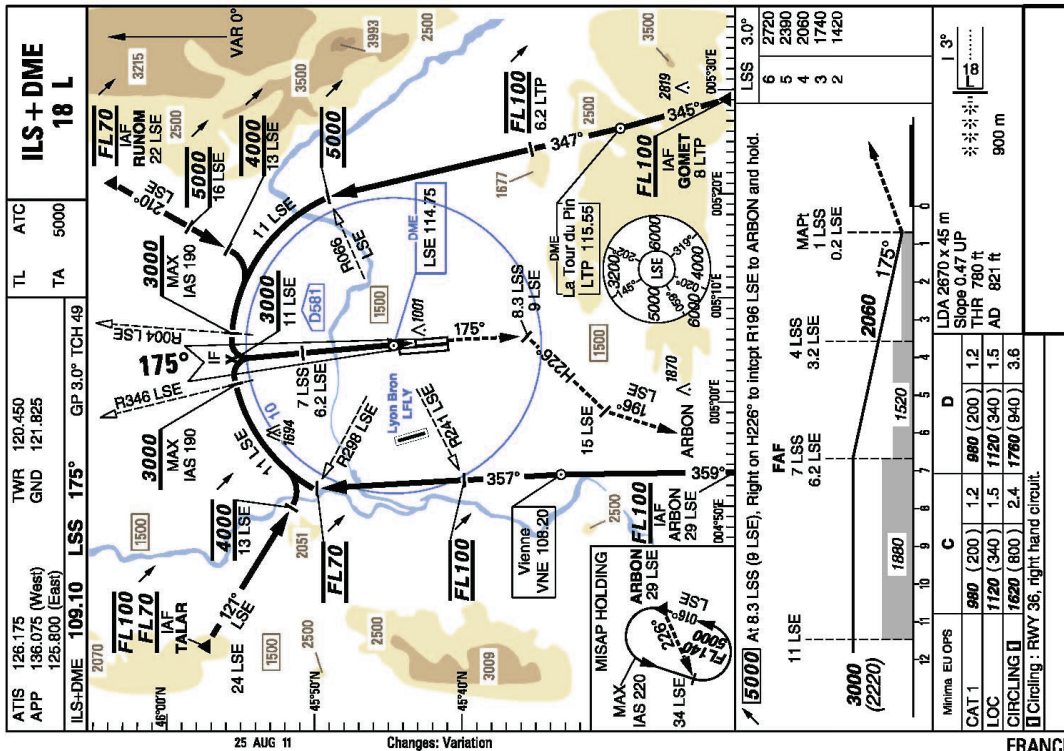


LFL/LYS

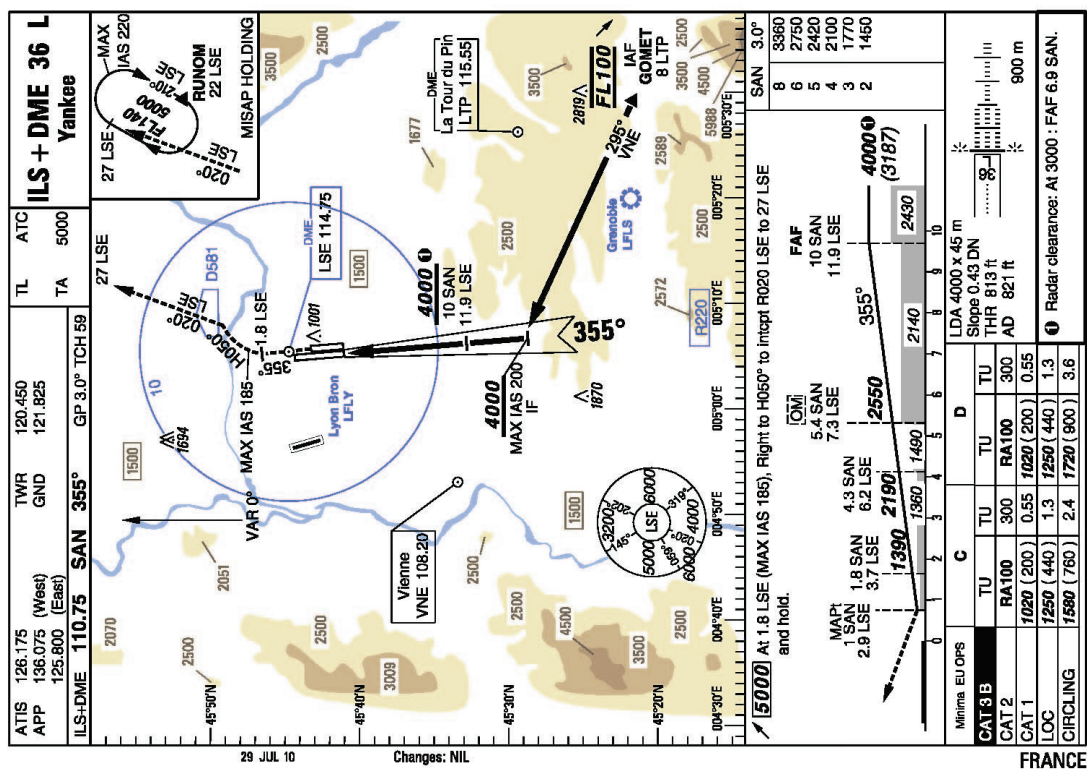
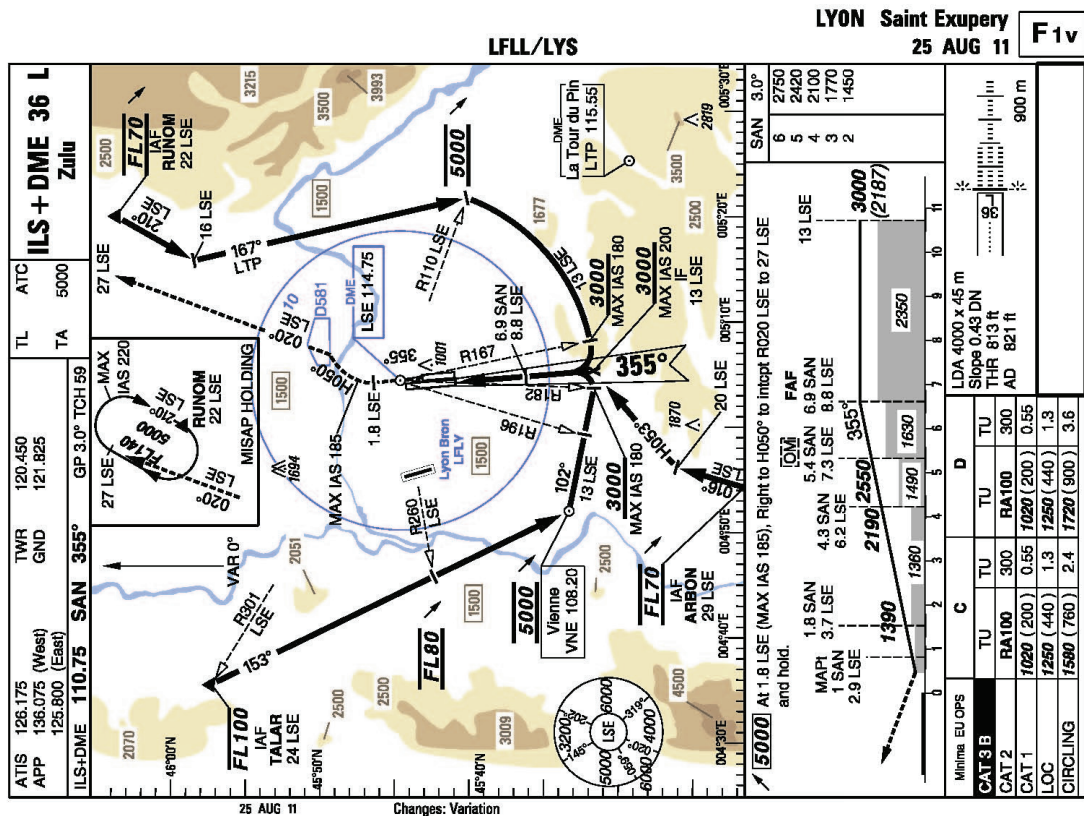
LYON Saint Exupery  
25 AUG 11

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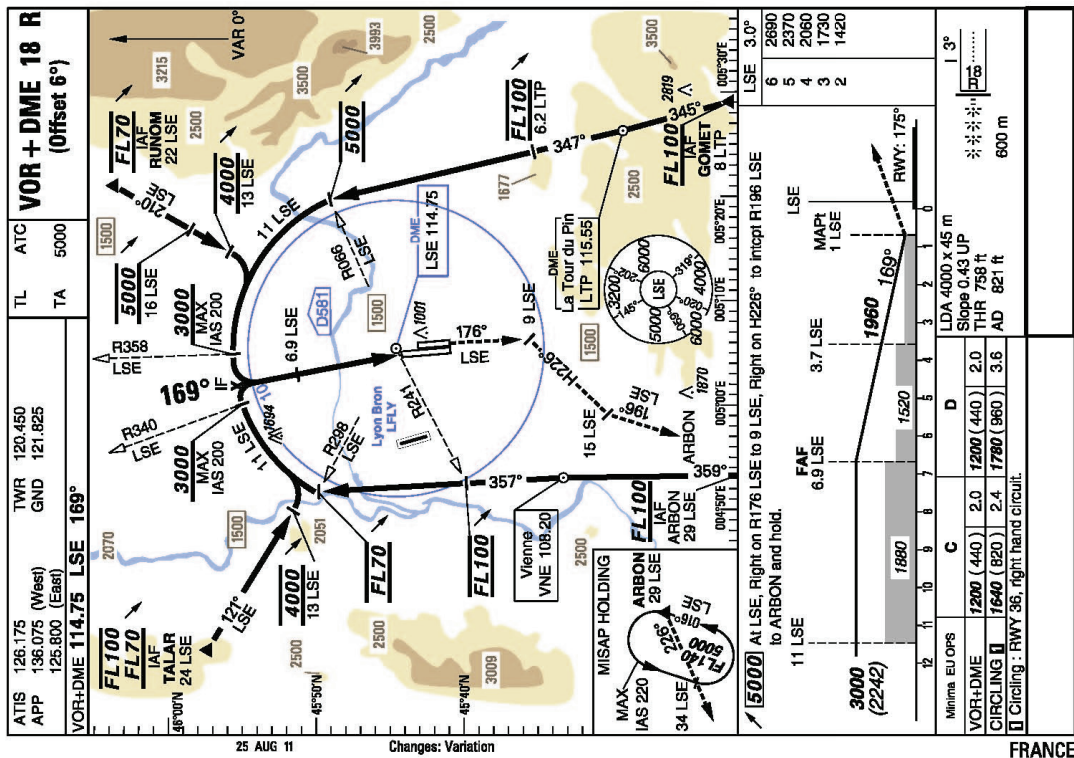


LFLL/LYS

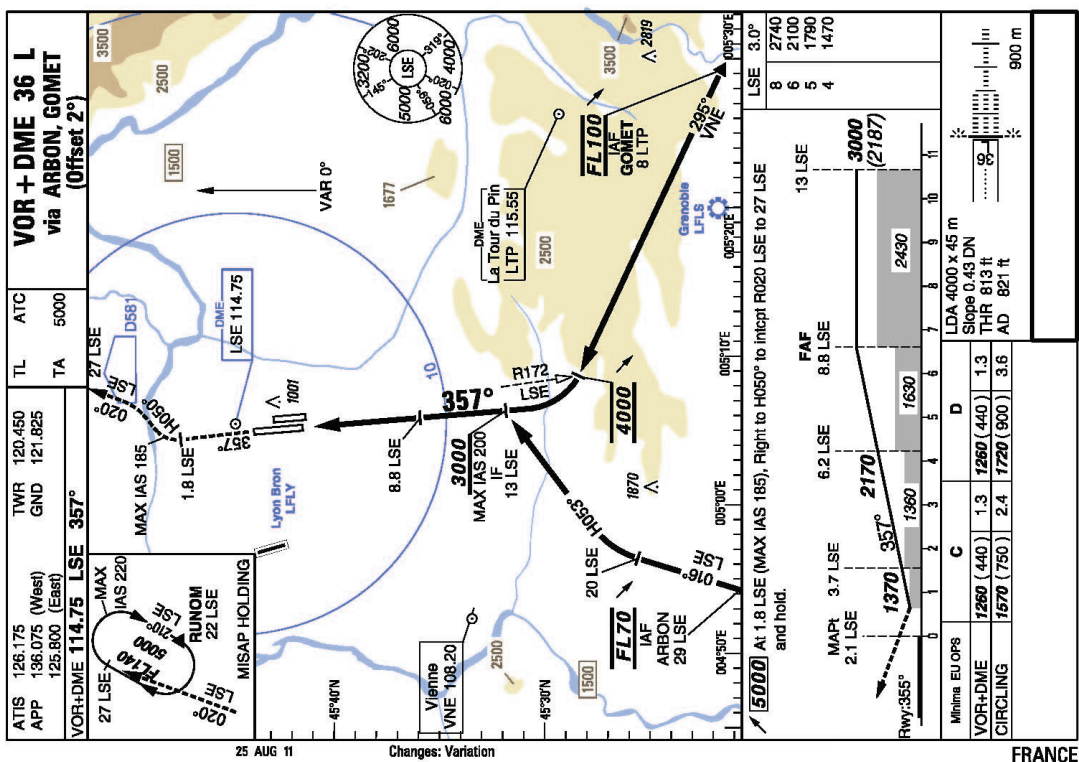
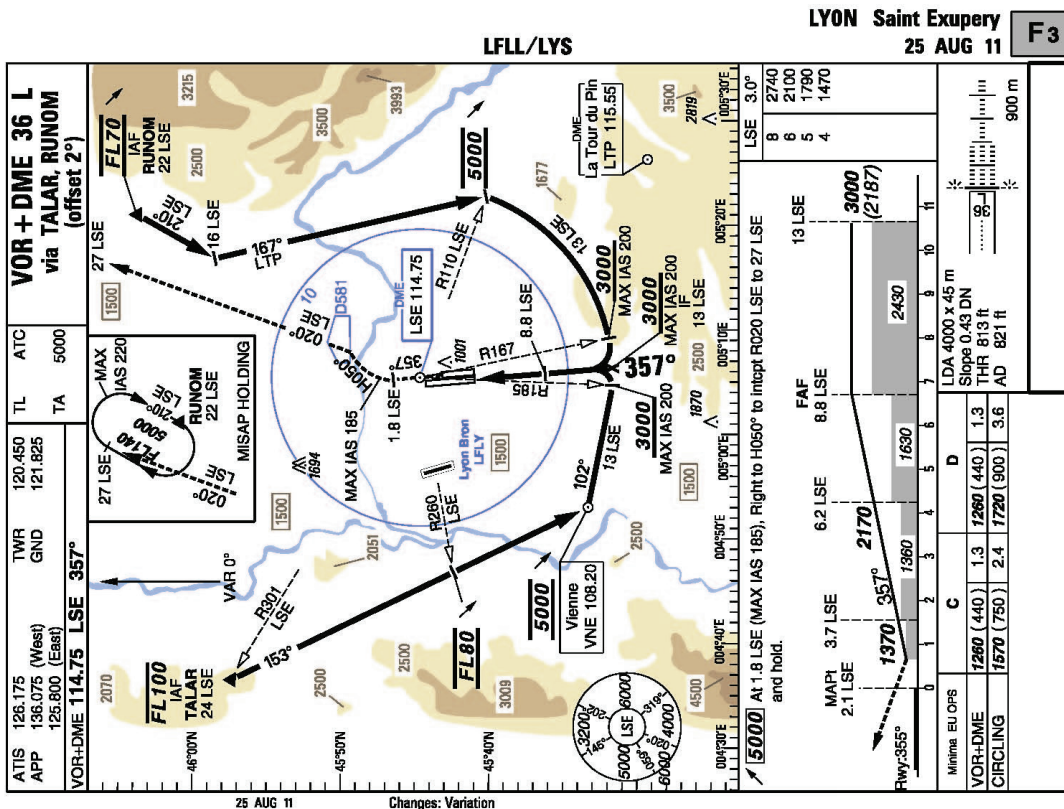
LYON Saint Exupéry  
25 AUG 11

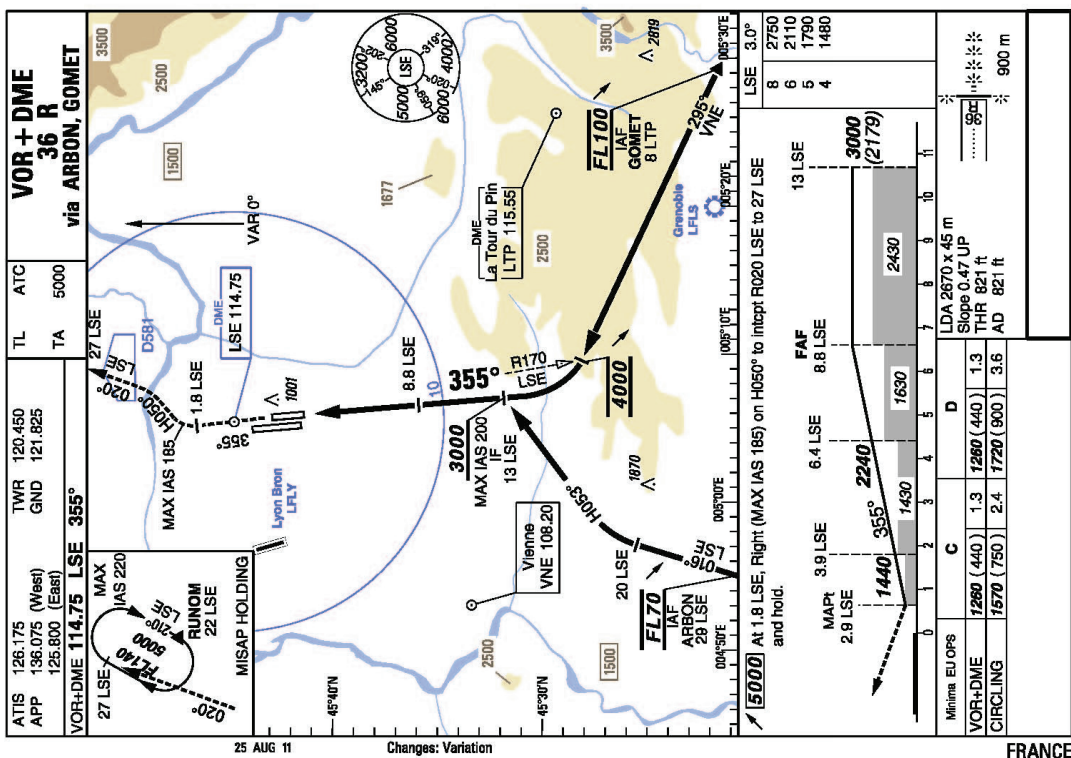
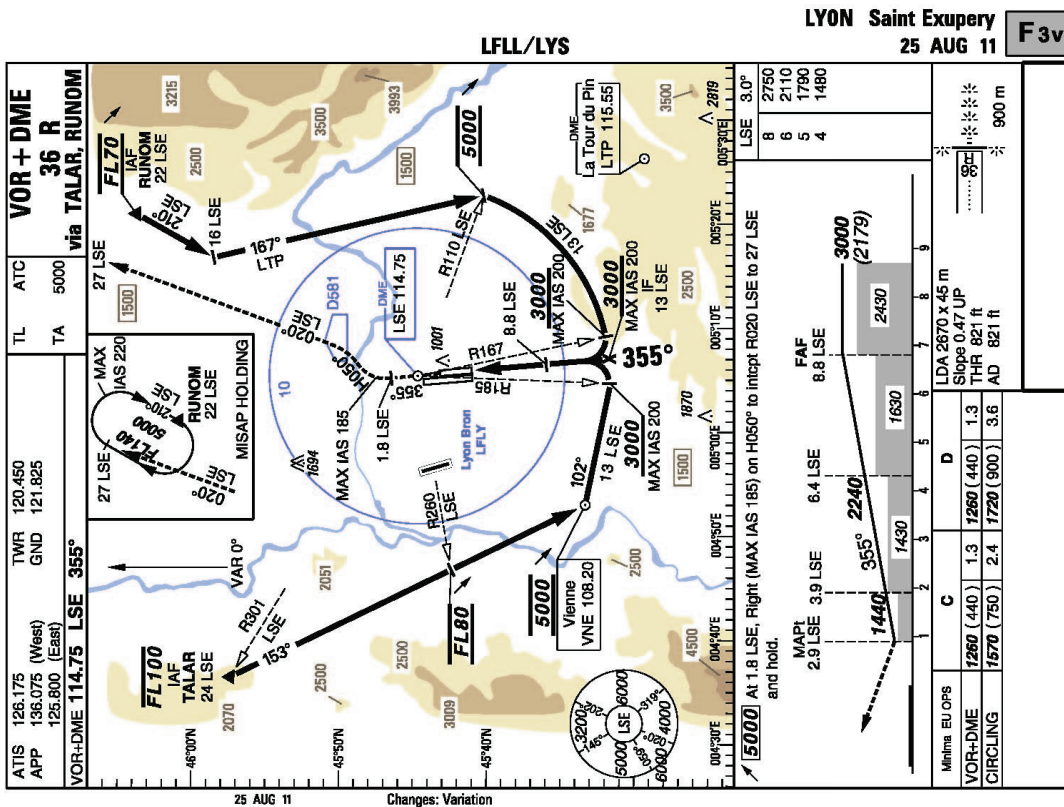
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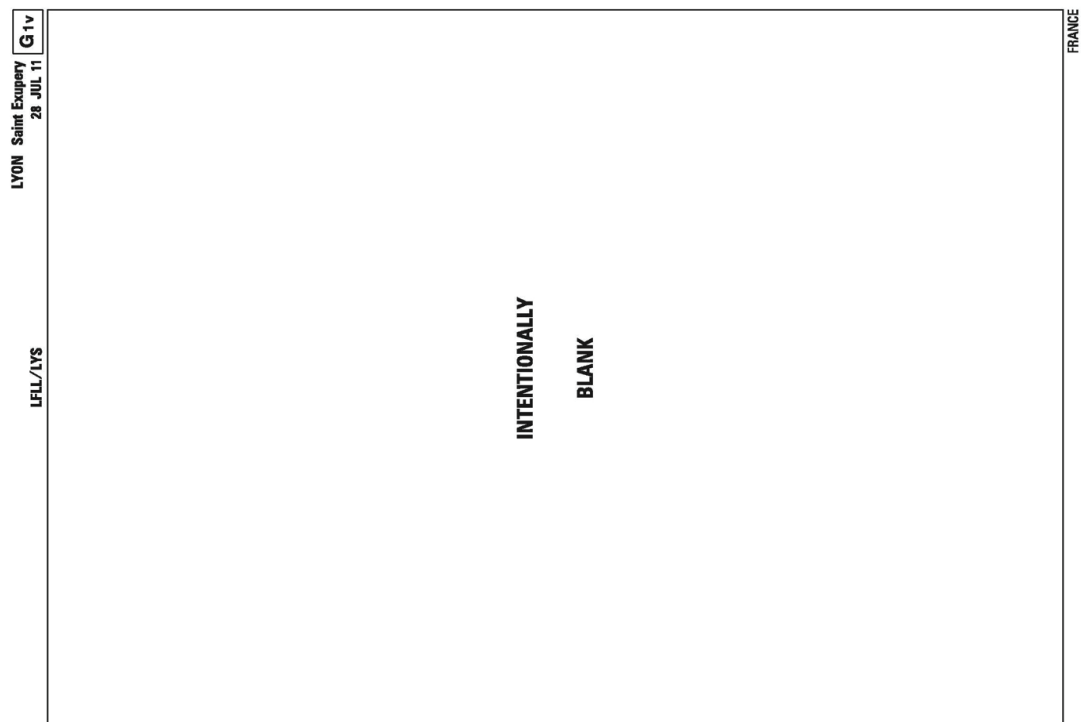
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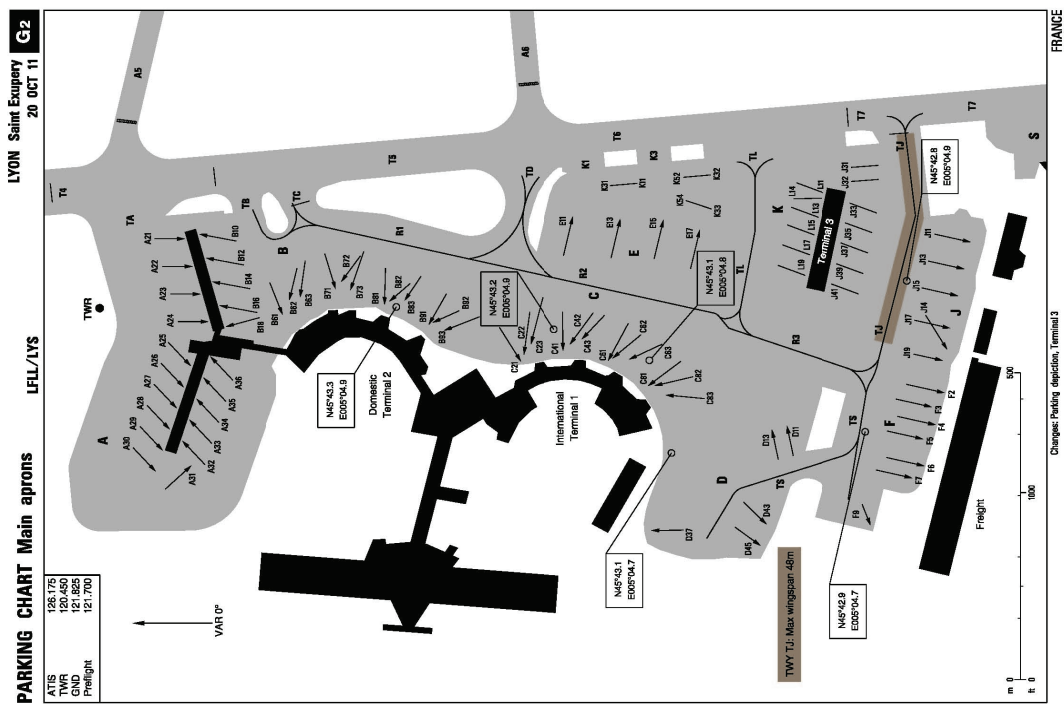








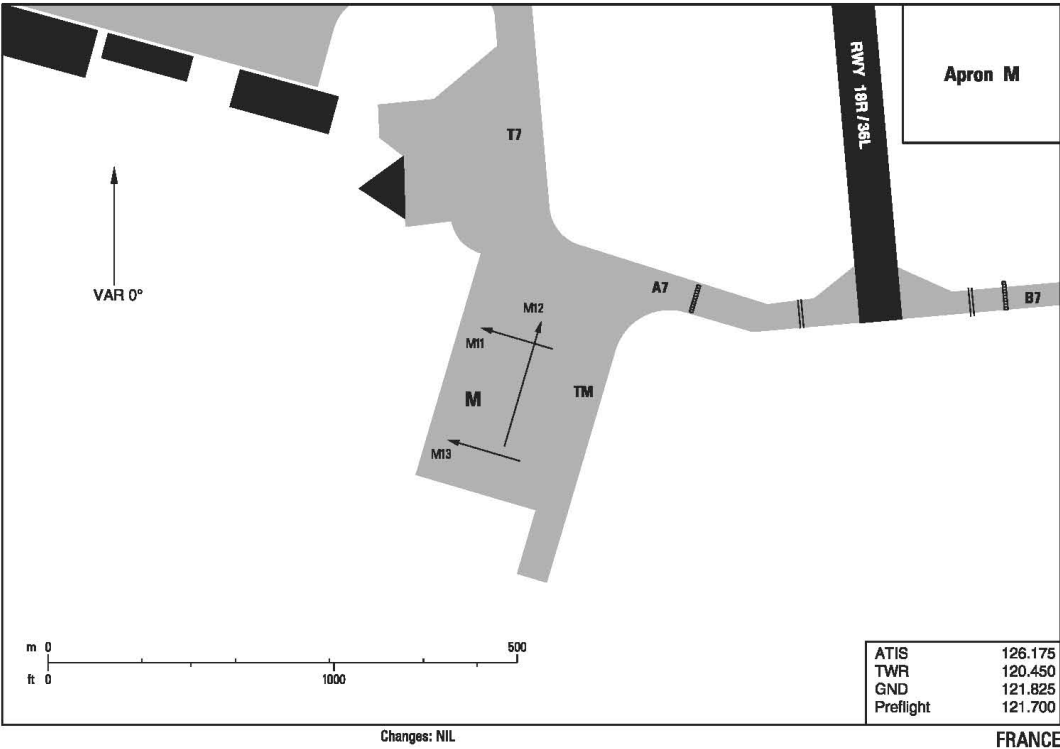
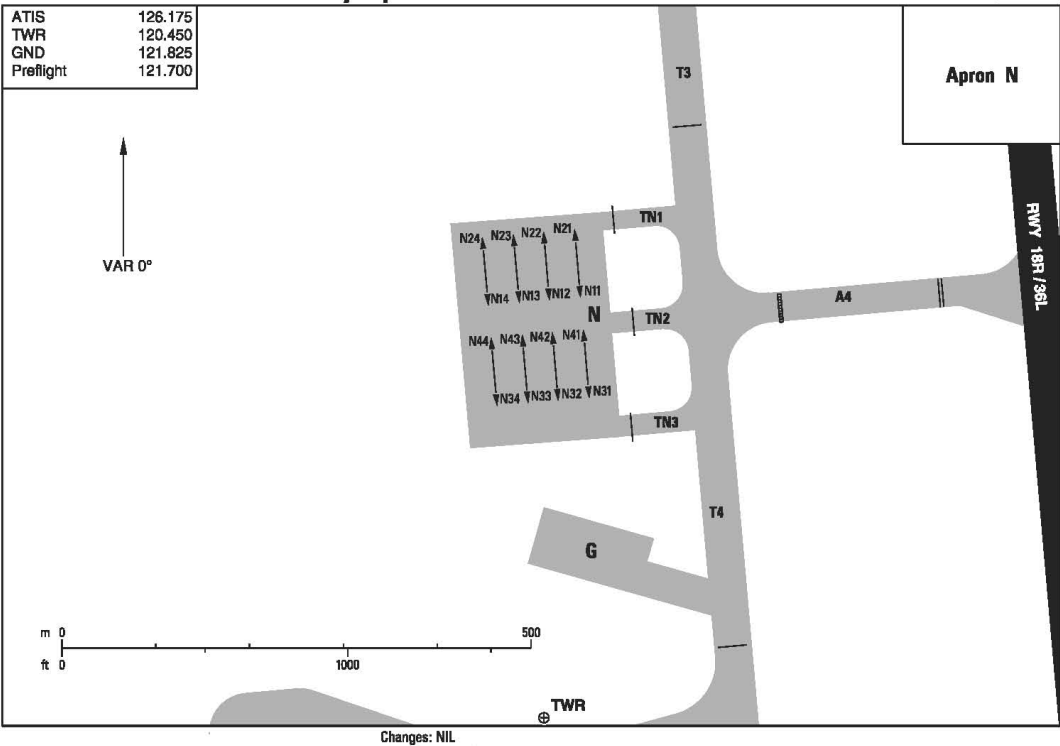






**PARKING CHART Secondary aprons LFL/LYS**

**LYON Saint Exupery** **G2v**  
20 OCT 11



COMPANY INFO

LFML/MRS

MARSEILLE  
20 OCT 11

C1

COMPANY INFO ARRIVAL	1
<b>APPROCHE / ATTERRISSAGE</b> <ul style="list-style-type: none"><li>- GPWS</li></ul> Informer systématiquement l'ATC de toute alarme (hors approche à vue) en précisant dès que possible le lieu de l'alarme et la vitesse. Remplir un ASR. <ul style="list-style-type: none"><li>- RWY 31 L/R : Vent arrière possible en début de finale par vent sol secteur Ouest et régime de Sud en altitude.</li><li>- Procédures dérogatoires : Pente de descente en finale &gt; 6,5% : ILS-DME 31 R Yankee et Zulu.</li></ul> <b>ROULAGE</b> <p><b>B777-300ER : Roulage spécifique</b> RWY 31 R/13 L seule utilisable. RWY 31 R : Dégager par l'extrémité de piste C1, poursuivre sur C2, C3, C4. RWY 13 L : Dégager par l'extrémité de piste D8, poursuivre sur C8, C7, C6, C5. Rejoindre le parking 40 ou 45 via C3 ou C4. ATTENTION : L'oversteering doit être appliqué au raccordement C7/C6 (marges très faibles si suivi strict de la ligne axiale).</p>	

C  
I  
A  
D  
F  
G

Changes: New AFKL standard.

COMPANY INFO GENERAL	1
<b>AERODROME</b> <ul style="list-style-type: none"><li>- Survol de Marseille : Interdiction du survol de Marseille. Restez à l'ouest du PT78 MPM.</li><li>- RWY : Pistes très glissantes en cas de pluie et coefficient de freinage réduit aux extrémités de piste 13 L/31 R.</li></ul> <b>COMMUNICATIONS</b> <ul style="list-style-type: none"><li>- Fréquence Compagnie 131.850 (AFR)</li></ul> <b>DIVERS</b> <p>Forte concentration d'oiseaux sur la plate-forme et aux abords immédiats de celle-ci.</p>	

Changes: New AFKL standard.

FRANCE

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Changes:

<p>COMPANY INFO DEPARTURE 1</p>	<p><b>ROULAGE</b> Roulage spécifique B777-300ER Quitter le parking 40 ou 45 via G3 ou G4. ATTENTION : L'oversteering doit être appliqué au raccordement C7/C6 (marges trop faibles si suivi strict de la ligne axiale).</p>
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Changes: New AFKL standard.

FRANCE

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Changes:

ARRIVAL INFO	1
AD HOURS	H24
NOISE ABATEMENT	1. APPROACH PROCEDURE: RWY 13 is preferential, pilots must adhere to following descent gradient <ul style="list-style-type: none"><li>- RWY 31 R and 31 L: 4° (7%).</li><li>- RWY 13 L: 3° (5.2%).</li><li>- Low power, low drag approaches shall be performed.</li></ul> 2. Reverse thrust other than idle should not be used between 2200-0700 LT except for safety reasons.
LOW VISIBILITY PROCEDURES	3. APUs are not to be used for more than 20 minutes.
NIL	
TAXI PROCEDURES	SEE SEPARATE CHART and in addition: <ul style="list-style-type: none"><li>- Except for operational necessity, after landing vacate RWY 31 R at the latest via TWY D1 to protect the LLZ critical area. In case of exceptional vacating beyond TWY D1 report it to ATC as soon as possible.</li><li>- When RWY 13 L/31 R is wet exit via TWY D2, D3, D4 and D6 not recommended.</li><li>- No centre line lighting on TWY C5.</li><li>- U-turn areas on RWY at THR 13 R and 31 L limitation of use for aircraft wingspan up to 52m.</li></ul>
PARKING PROCEDURES	NIL
OTHER INFORMATION	1. BIRDS ON AIRPORT
2. Caution:	In case of RWY wet, it is not recommended to exit by TWYs D6, D2, D3 and D4.
ILSDME 31 R Approach	Glide slope high rate of descent on final (4°)
NDB – DME 31 R Approach	high rate of descent on final (4°)
COMMUNICATION FAILURE	Standard and: <ul style="list-style-type: none"><li>1. Aircraft not having received clearance in Apch, join according to RWY in use:<ul style="list-style-type: none"><li>- When RWY 31 is in use for flights coming from South, HLDG GALAN at the last assigned FL or at 3500 if the last assigned FL was less than 3500.</li><li>- For flights coming from North HLD DOLIV at the last assigned FL or FL80 if last assigned FL was less than FL80.</li><li>- When RWY 13 is in use for flights coming from the west, east and south HLDG BORGO at the last assigned FL or at 3500 if the last assigned FL was less than 3500. Arrivals from the north, HLDG AVN at the last assigned FL or FL80 if the last assigned FL was less than FL80.</li></ul></li><li>2. Aircraft having received clearance to approach:<ul style="list-style-type: none"><li>2.1 RUNWAY IN USE KNOWN: continue according published approach procedure for RWY in use.</li><li>2.2 RUNWAY IN USE UNKNOWN: consider RWY 13 in use and continue according published approach procedure. If pilot determines that wind conditions indicate RWY 31 in use perform a circling approach to land on RWY 31.</li><li>3. DURING MISSED APPROACH Continue according published missed approach procedure to perform a second attempt. If the second attempt to land fails again, leave TMA on F247 MTG at 4000 Max, cross MTG at 2500 and search for VMC in the West.</li></ul></li></ul>

Changes: New AFKL standard.

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Changes:

DEPARTURE INFO	1
<div><div>ATIS</div><div>PROVENCE INFO: 125.350.</div><div>START-UP PROCEDURE</div><div>GND: 121.900 (also AVBL by data link.)</div><div>LOW VISIBILITY PROCEDURES</div><div>NIL</div><div>TAXI PROCEDURES</div><div>SEE SEPARATE CHART and in addition<ul style="list-style-type: none"><li>- Take off THR 13 L: Except for operational reasons, take off shall be made from TWY C1.</li><li>- No centre line lighting on TWY C5.</li><li>- U-turn areas on RWY at THR 13 R and 31 L. Limitation of use for aircraft wingspan up to 52m.</li></ul></div><div>NOISE ABATEMENT</div><div>1. INITIAL DEPARTURES: Apply noise abatement TKOF technique as per airplane operations manual: NADPT1 APUs are not be used for more than 60 minutes before take-off.</div><div>SPEED RESTRICTIONS</div><div>MAX IAS 250 until transferred to ACC. For further limitations see SID text description.</div><div>OTHER INFORMATION</div><div>BIRDS ON AIRPORT</div><div>COMMUNICATION FAILURE</div><div>In VMC: Turn around for landing. In IMC: follow the assigned SID, maintain initial SID clearance till DME 15 MRM for RWY 13 or till DME 15 MTG for RWY 31 then climb till the flight level indicated on the flight plan in force. If the failure occurs during a radar vectored, join as soon as possible the assigned SID.</div></div>	

Changes: New AFKL standard.

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Changes:

RNAV WAYPOINTS	
1	
IDENT	COORDINATES
AGAKI	N42 48.3 E005 01.4
ARDEG	N44 40.2 E004 32.3
AVN	N43 59.7 E004 44.8
BALSI	N45 28.7 E005 57.7
ETAKI	N44 30.4 E004 35.3
ETREK	N45 11.3 E004 38.3
KURIR	N44 43.5 E004 54.0
LATAM	N45 02.0 E004 14.4
LERGA	N45 15.4 E003 45.0
LUMIX	N43 00.7 E005 20.1
MTL	N44 33.3 E004 46.8
OTROT	N45 06.8 E004 26.7
SOSUR	N42 33.6 E004 59.9
TINOT	N42 41.9 E005 18.9

Changes: New AFKL standard.

FRANCE

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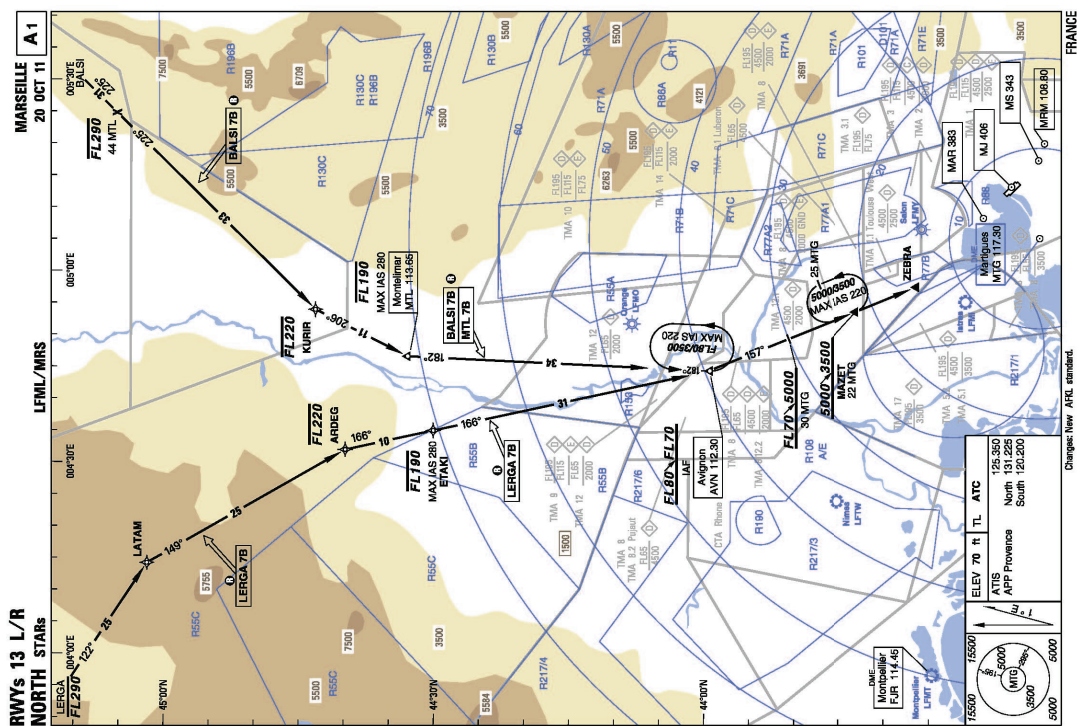
MARSEILLE  
20 OCT 11

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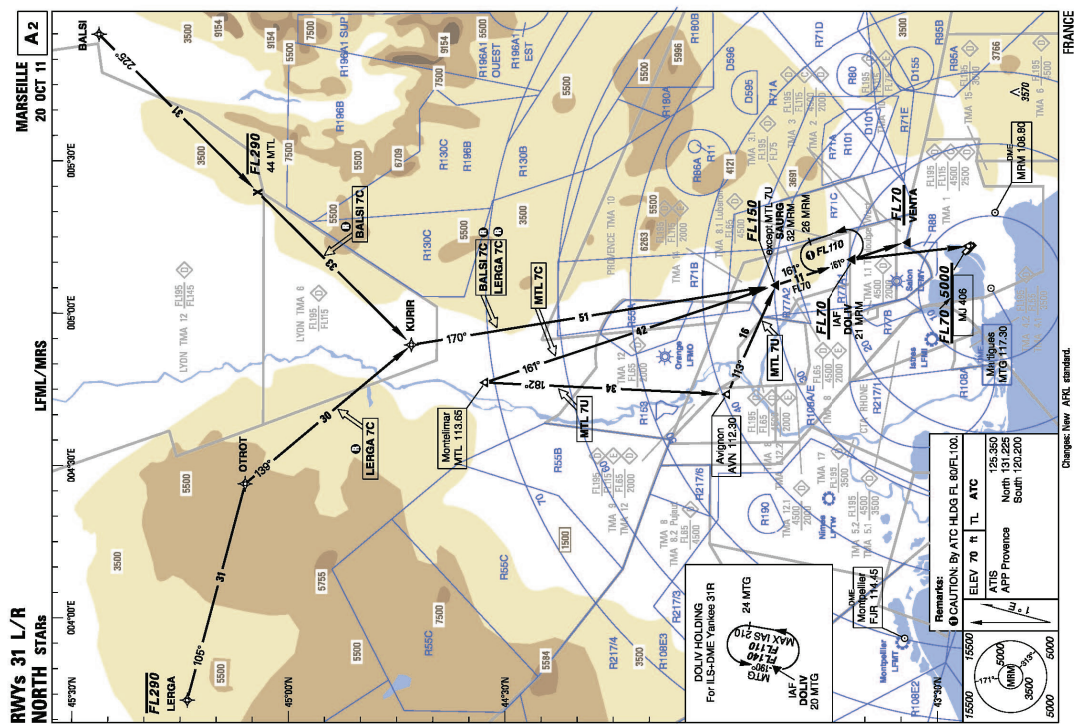
FRANCE





Changes: New AFKL standard.

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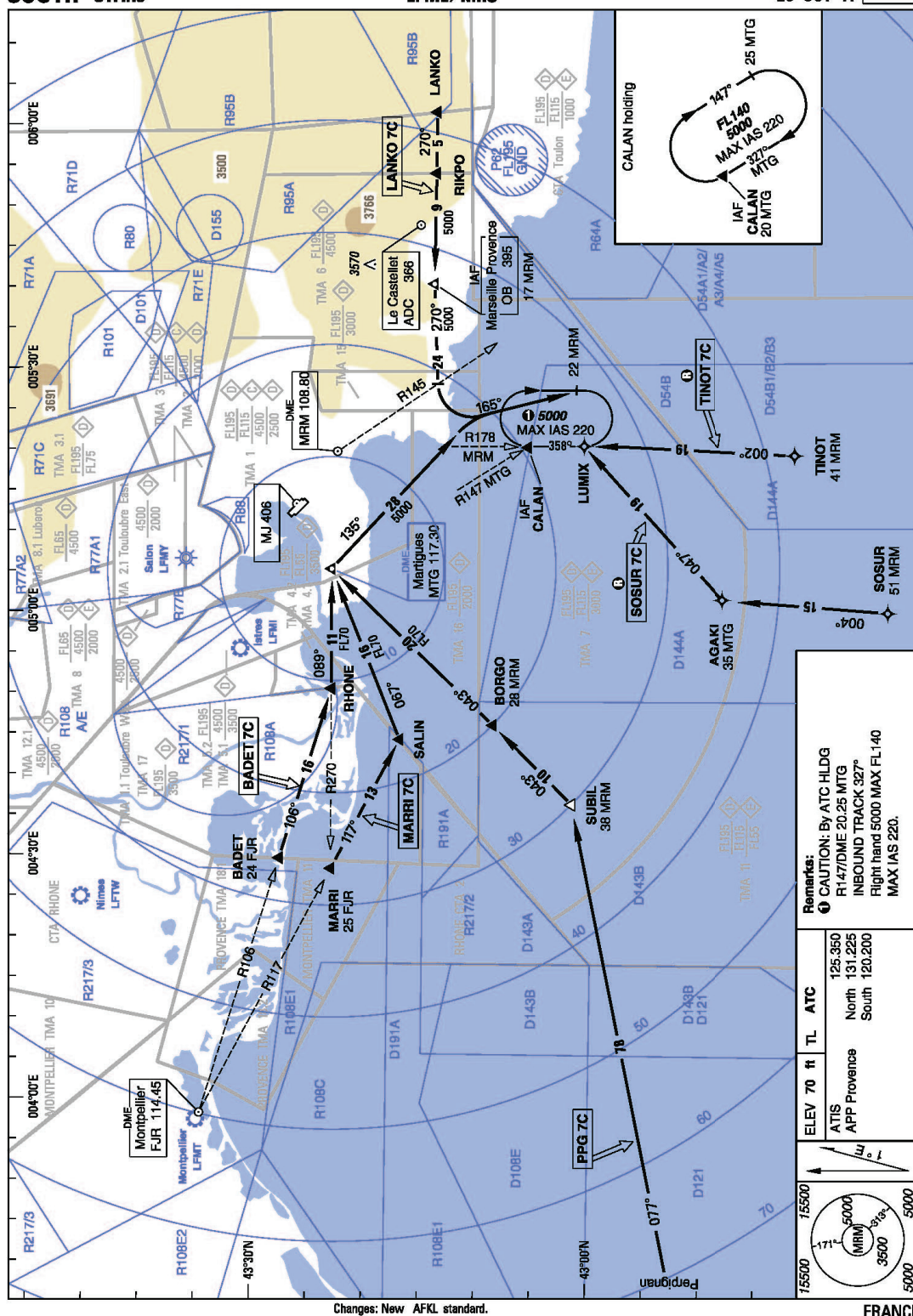
RWYs 31 L/R  
SOUTH STARs

LFML/MRS

MARSEILLE

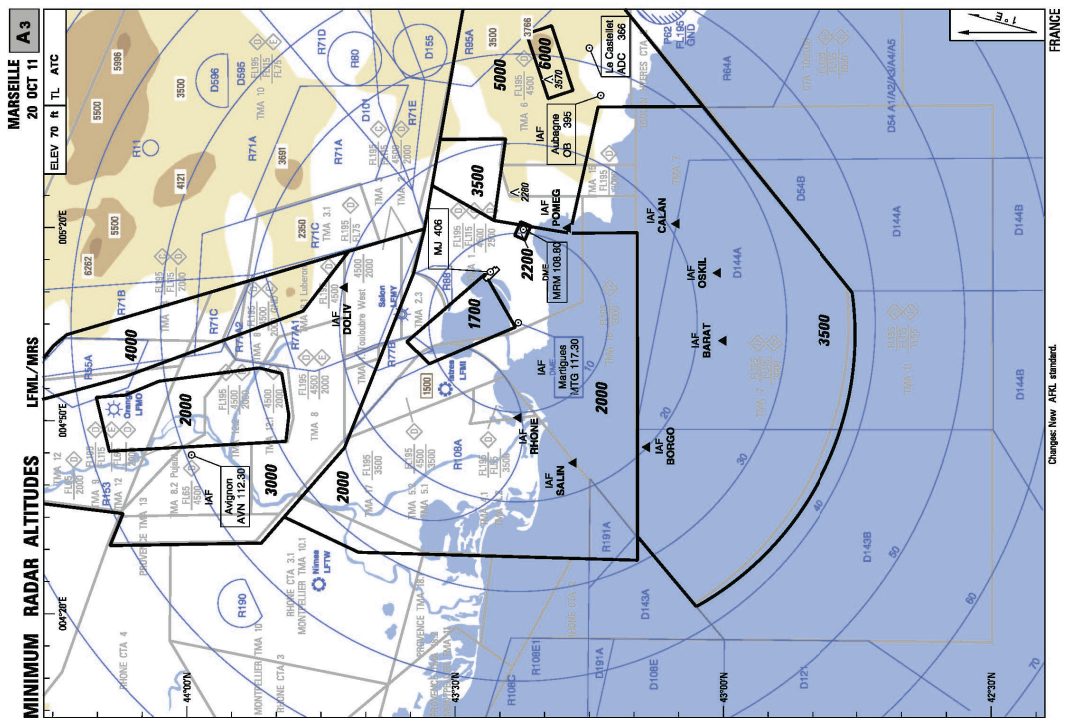
20 OCT 11

A2v





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**MARSEILLE** **D1**  
20 OCT 11

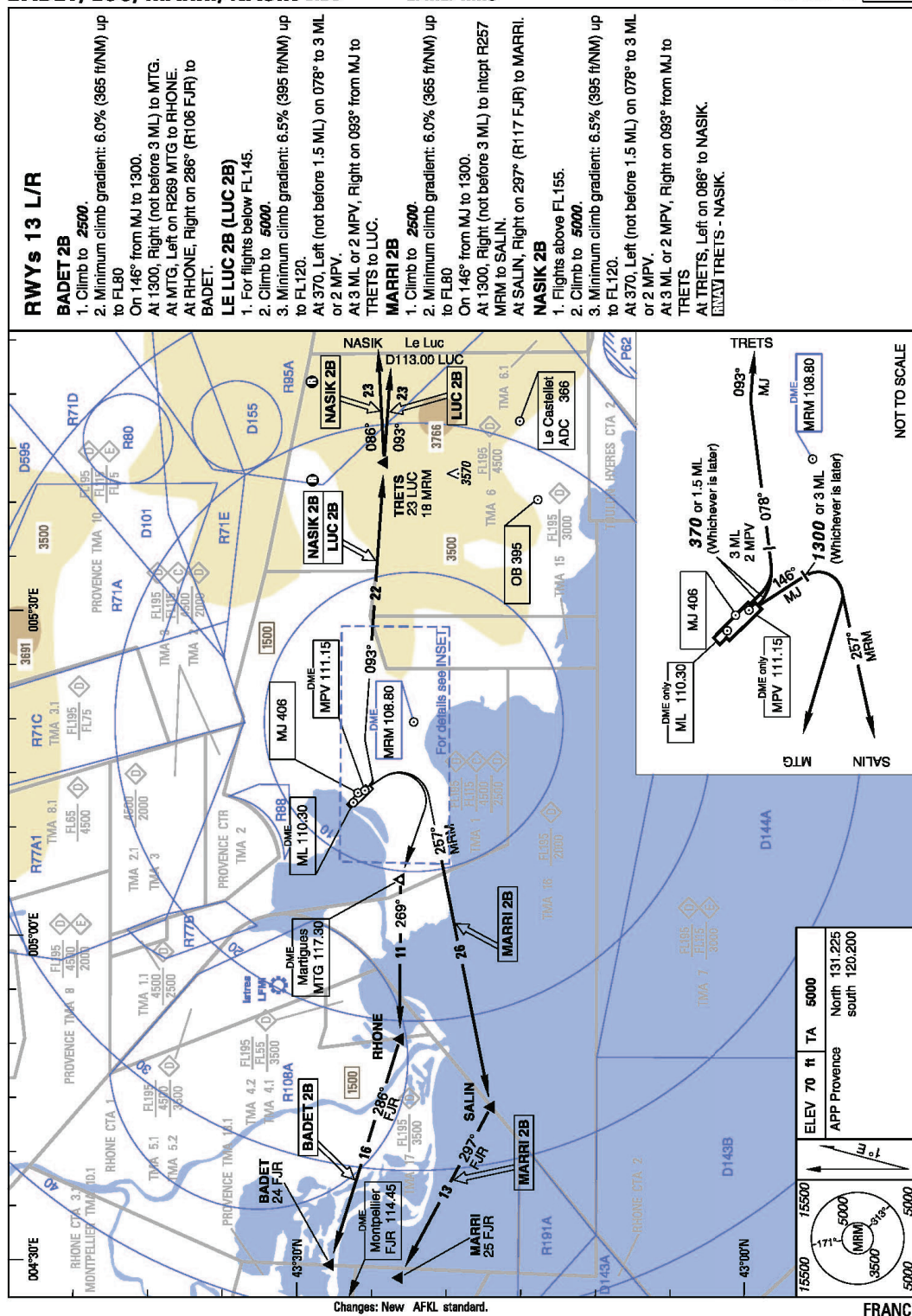


# RWYs 13 L/R BADET, LUC, MARRI, NASIK SIDs

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20 OCT 11

D1v



# RWYs 13 L/R

MAMES, PPG, SOSUR, TINOT SIDs

LFML/MRS

MARSEILLE

20 OCT 11

D2

## ALL SIDs

1. Climb to 4000.
2. Minimum climb gradient: 6.0% (365 ft/NM) up to FL80

## RWYs 13 L/R

### MAMES 2B

On 146° from MJ.  
Right to intercept R219 MRM to MAMES.

### MAMES 2T

On 146° from MJ.  
At R196 MRM, Right to KUBOL to R085 PPG,  
Right on 265° (R085) PPG,  
Left to intercept R219 MRM.

For details see INSET.

### PERPIGNAN 2B (PPG 2B)

On 146° from MJ.  
At R258 MRM, Right on R236 MRM to SUBIL,  
At SUBIL, Right on 257° (R077) to PPG.

### PERPIGNAN 2T (PPG 2T)

On 146° from MJ.  
At R196 MRM, Right to KUBOL to intercept R085 to PPG.

Right on 265° (R085) to PPG.

For details see INSET.

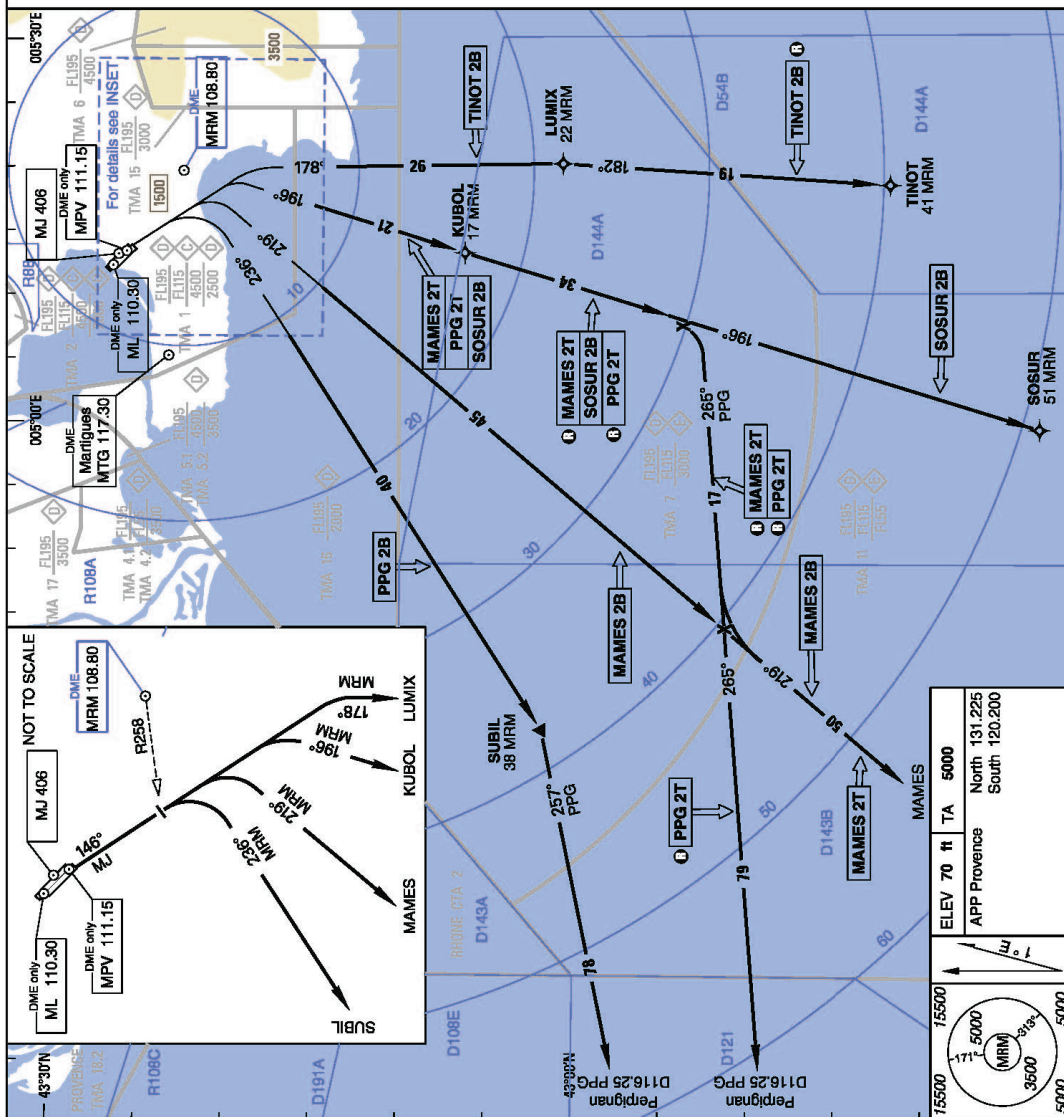
### SOSUR 2B

On 146° from MJ.  
At R196 MRM, Right to KUBOL to SOSUR.

### TINOT 2B

On 146° from MJ.  
At R178 MRM, Right to LUMIX.  
At LUMIX, Right on 182° to TINOT.

For details see INSET.





# **RWYs 31 L/R** **ETREK, LERGA, MTL** **SIDs**

LFML/MRS

MARSEILLE  
20 OCT 11 **D2v**

## **ALL SIDs**

1. Climb to: **5000**
2. Minimum climb gradient: 6.0% (365 ft/NM) up to FL80.

## **RWYs 31 L/R**

### **ETREK 2C**

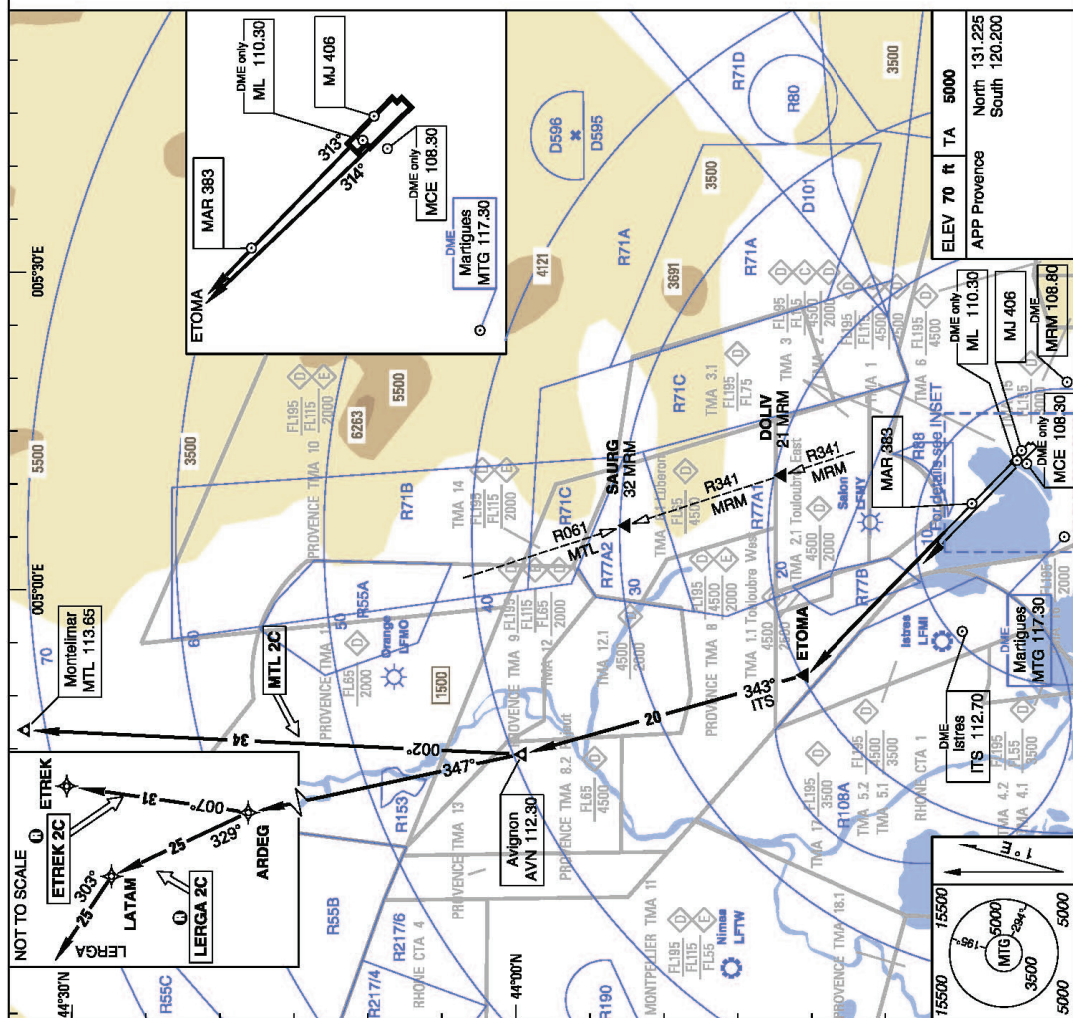
1. Flights above FL195.
- RWY 31 L: Climb on ILS MCE axis (314°) to ETOMA.
- RWY 31 R: Climb on ILS ML axis (313°) to ETOMA.
- (if ILS not available, climb on 313° to MAR to ETOMA)
- At ETOMA, Right on R343 ITS to AVN.
- At AVN, Right on R347 AVN to ARDEG.
- At ARDEG, Right on 007° to ETREK.
- ETREK AVN - ARDEG - ETREK.**

### **LERGA 2C**

1. Flights above FL195.
- RWY 31 L: Climb on ILS MCE axis (314°) to ETOMA.
- RWY 31 R: Climb on ILS ML axis (313°) to ETOMA.
- (if ILS not available, climb on 313° to MAR to ETOMA)
- At ETOMA, Right on R343 ITS to AVN.
- At AVN, Right on R347 AVN to ARDEG.
- At ARDEG, Left on 329° to LATAM.
- At LATAM, Left on 303° to LERGA.
- LERGA AVN - ARDEG - LATAM - LERGA.**

### **MONTELMAR 2C (MTL 2C)**

1. Flights below FL195.
- Between 2300 and 0600, outbound Northwards flights must initially follow the SID MTL 2C and then are covered by radar vectoring to DOLV and/or SAURG points to follow SID RWY 13 to ETREK, LERGA or MTL.
- On 313° (RWY 31 R) to ML to ETOMA.
- On 314° (RWY 31 L) to MCE to ETOMA.
- (if ILS not available, climb on 313° to MAR to ETOMA)
- At ETOMA, Right on R343 ITS to AVN.
- At AVN, Right on R002 AVN to MTL.



Changes: New AFKL standard.

FRANCE

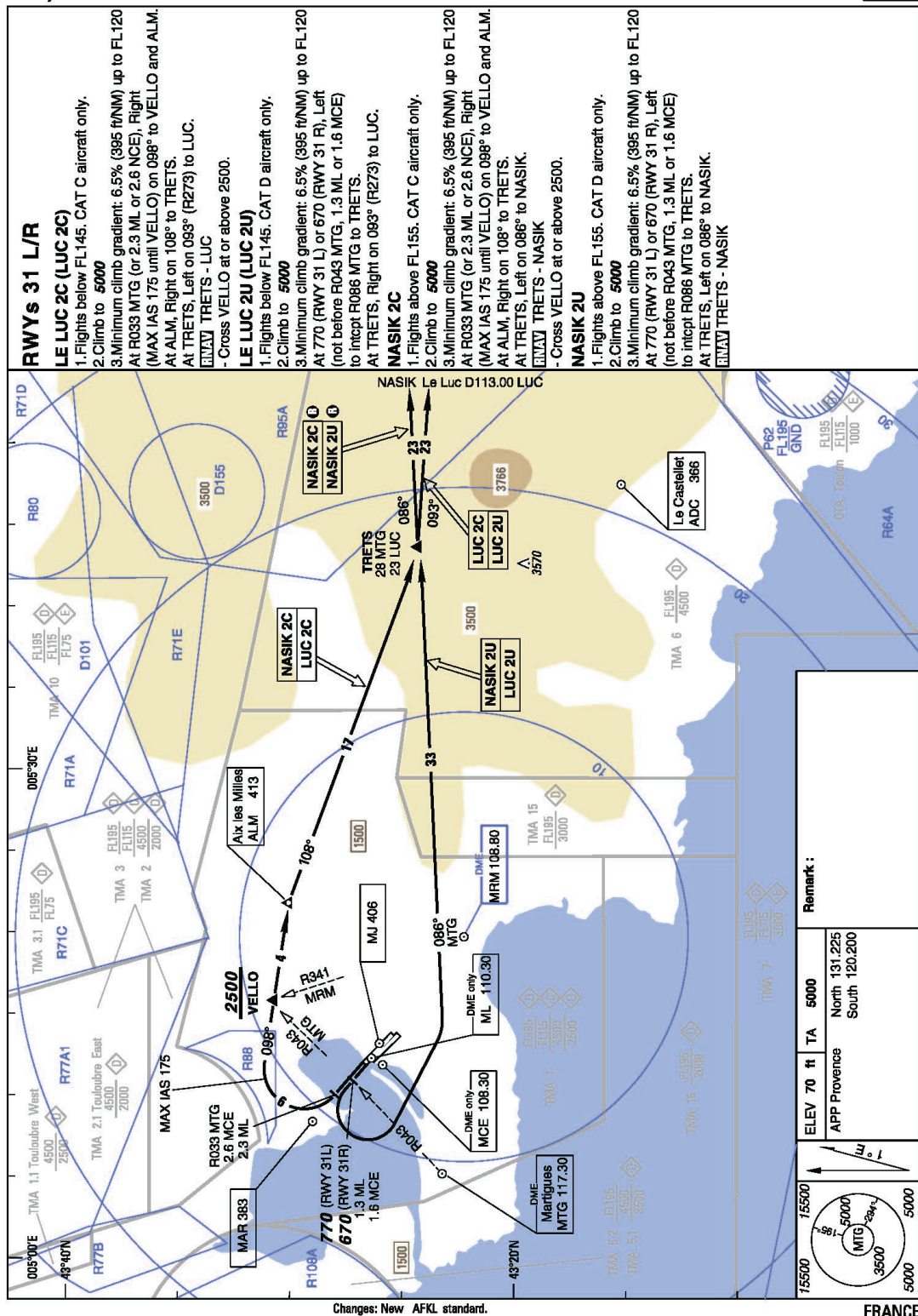


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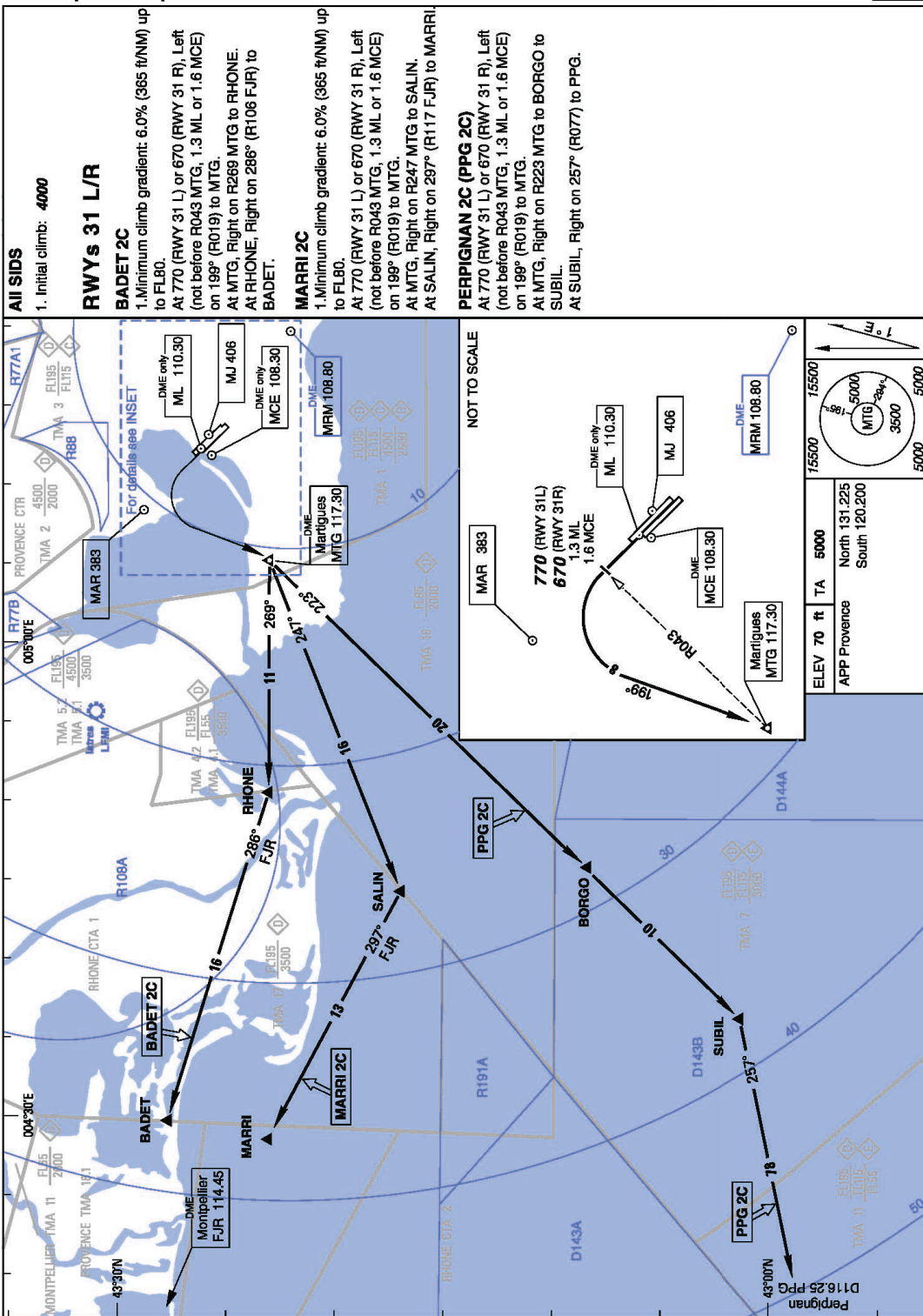
**Changes:** New AFKL standard.

FRANCE

# RWYs 31 L/R BADET, MARRI, PPG SIDs

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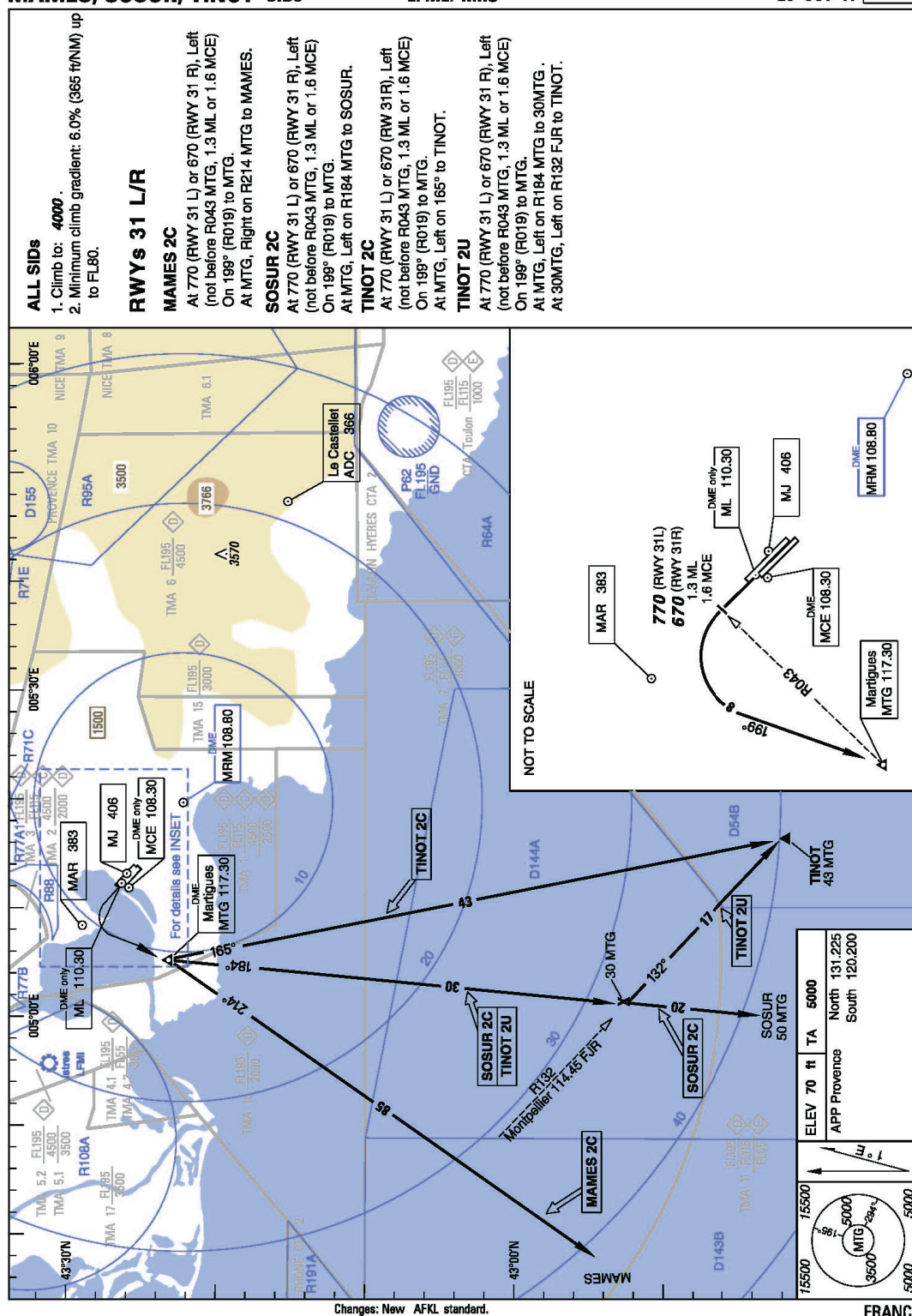
MARSEILLE  
20 OCT 11 D3v



**MAMES, SOSUR, TINOT** **SIDs**

**LFML/MRS**

**MARSEILLE** **D4**  
20 OCT 11



MARSEILLE  
20 OCT 11

LFML/MRS

D 4v

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FRANCE



**RWYs 13 L/R**  
**ENGINE FAILURE (AF only)**

**LFML/MRS**

**MARSEILLE**  
**20 OCT 11**

D5

**ZAC 1500 FT**

**PANNE ENTRE V1 ET 1.7 ML**

(1.4 MCE) : ( ..... )

Monter dans l'axe. A 1.7 ML

(1.4 MCE) virer à droite inclinaison 15 deg 238° puis suivre les instructions du contrôle.

**PANNE APRES 1.7 ML (1.4 MCE) :**

Départs par virage à gauche ETREK 2B,

LERGA 2B, LUC 2B, MTL 2B,

MTL 2T: (---)

Suivre 078°, A 3.0 ML (2.7 MCE)

virer à gauche inclinaison 15 deg 238° puis

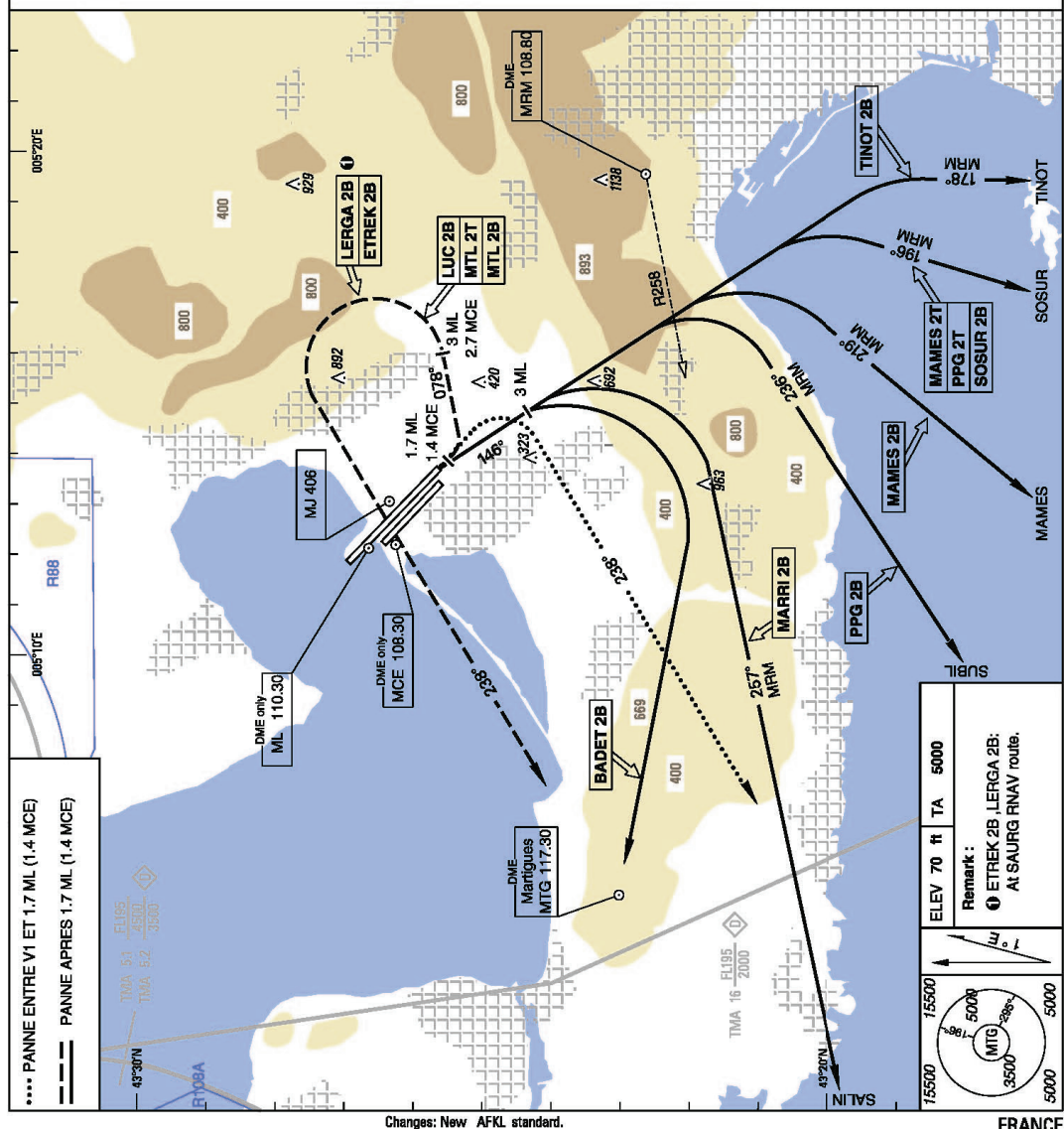
**suivre les instructions du contrôle.**

Départs par virage à droite MAMES 2B,

**MAMES 2T, MARRI 2B, PPG 2T**

**SOSUR 2B, TINO**

## Sorties officielles



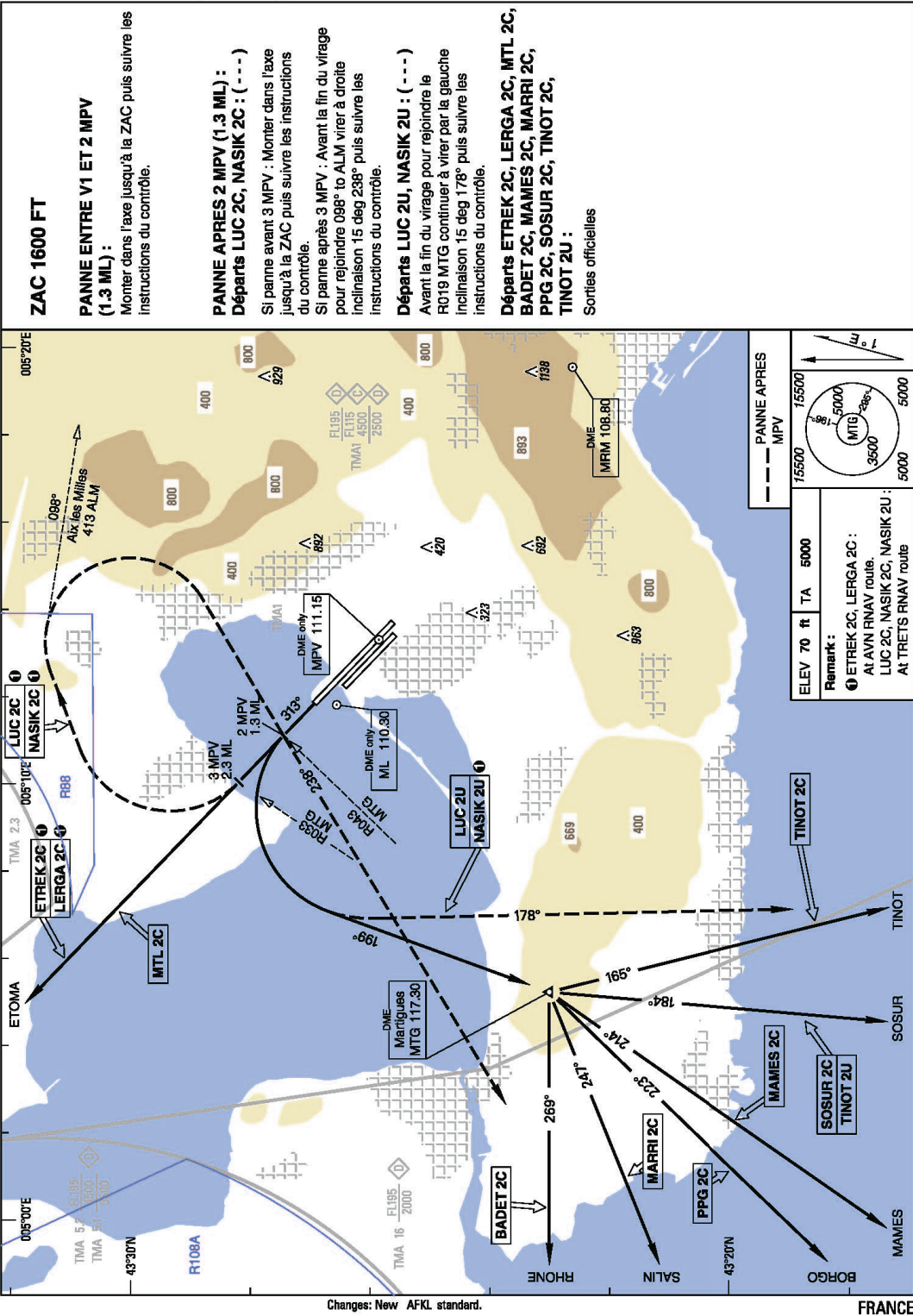
Changes: New AFKL standard.

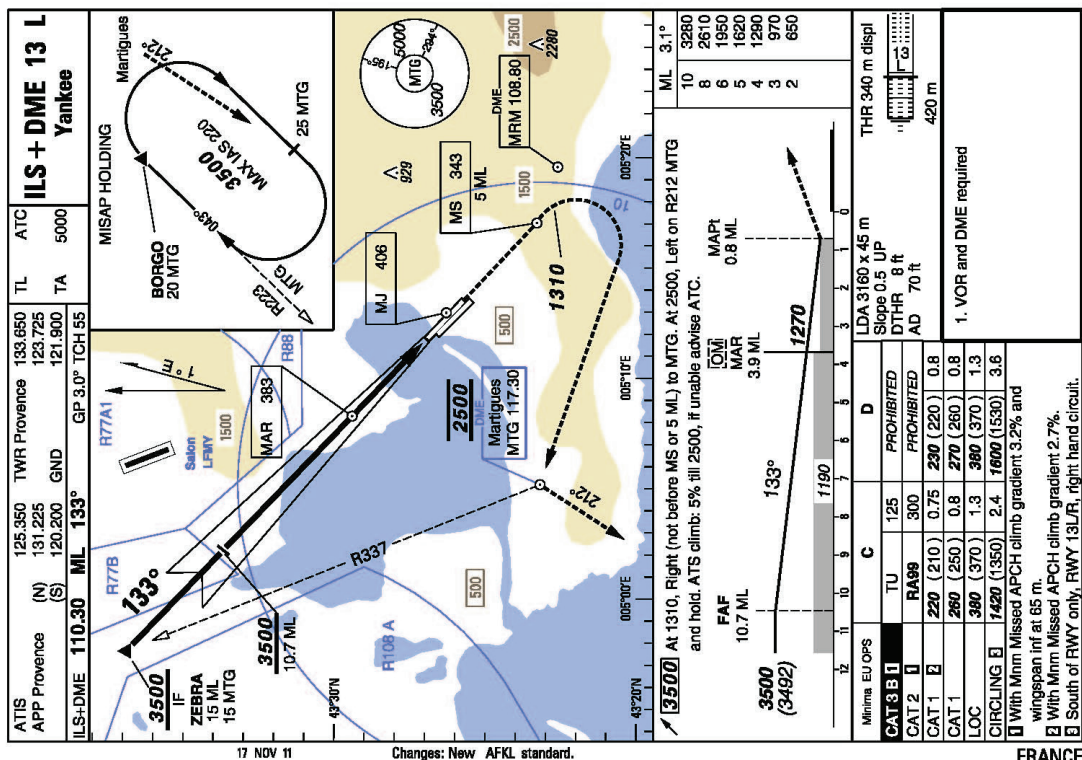
FRANCE

RWYs 31 L/R  
ENGINE FAILURE (AF only)

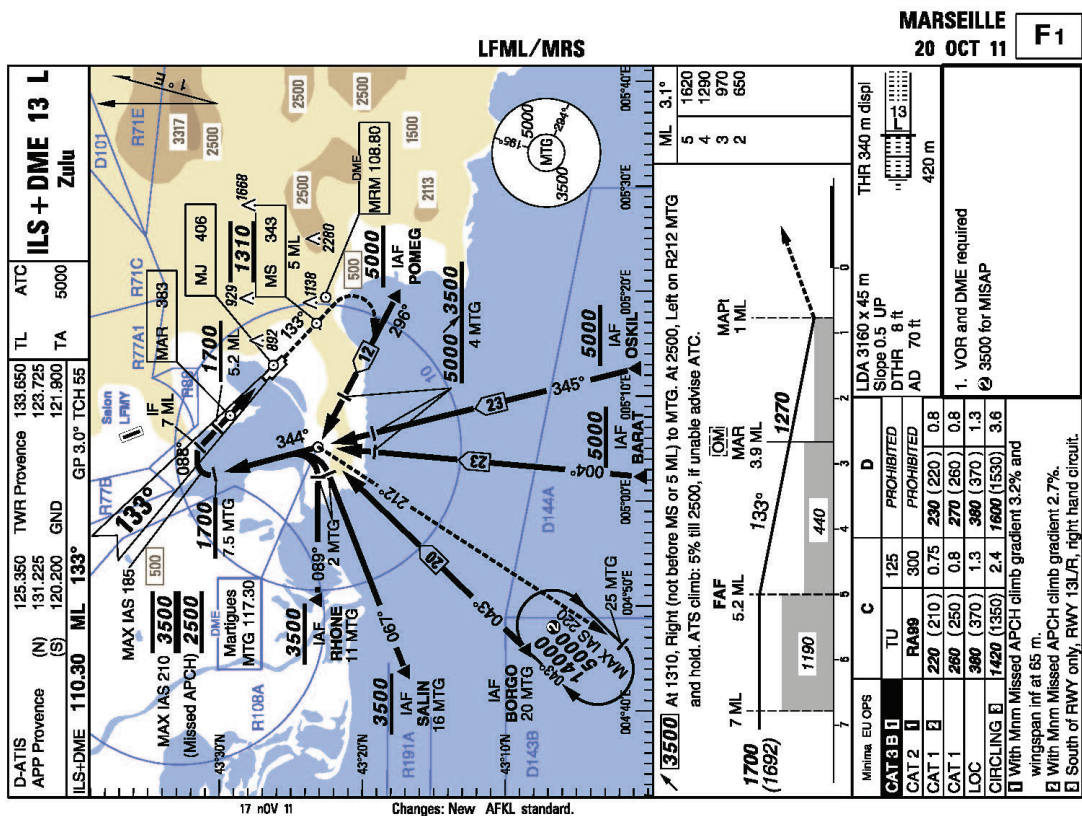
LFML/MRS

MARSEILLE  
20 OCT 11 D5v





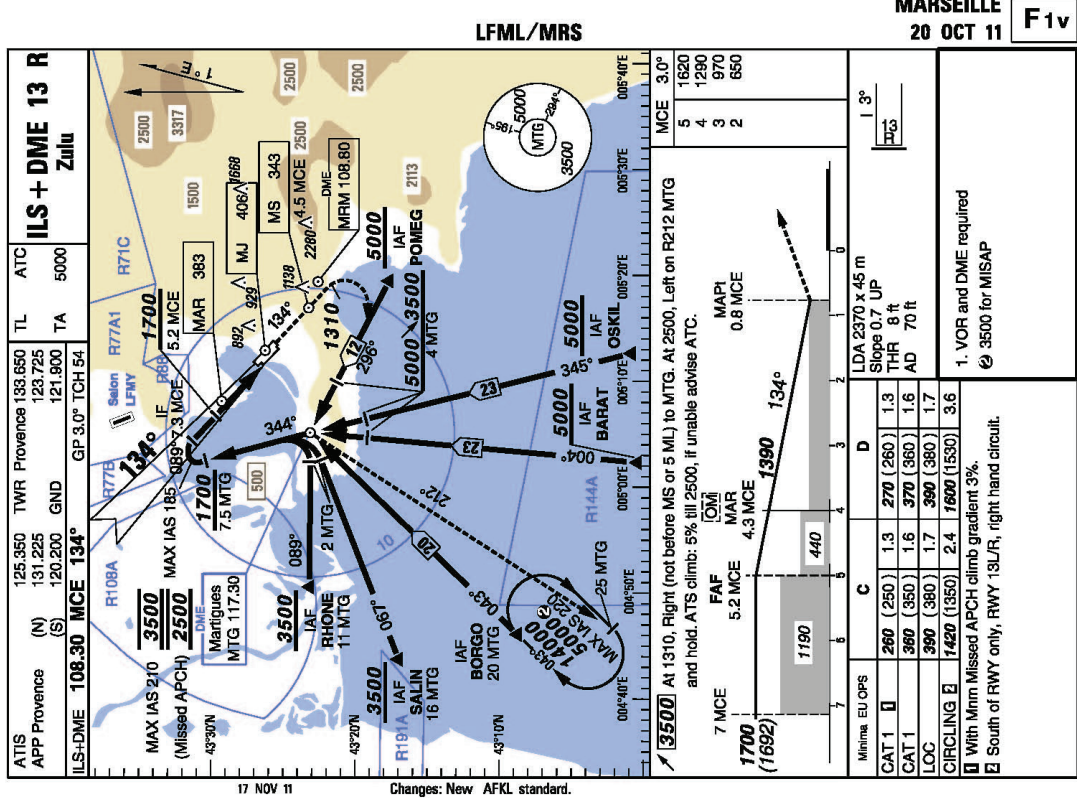
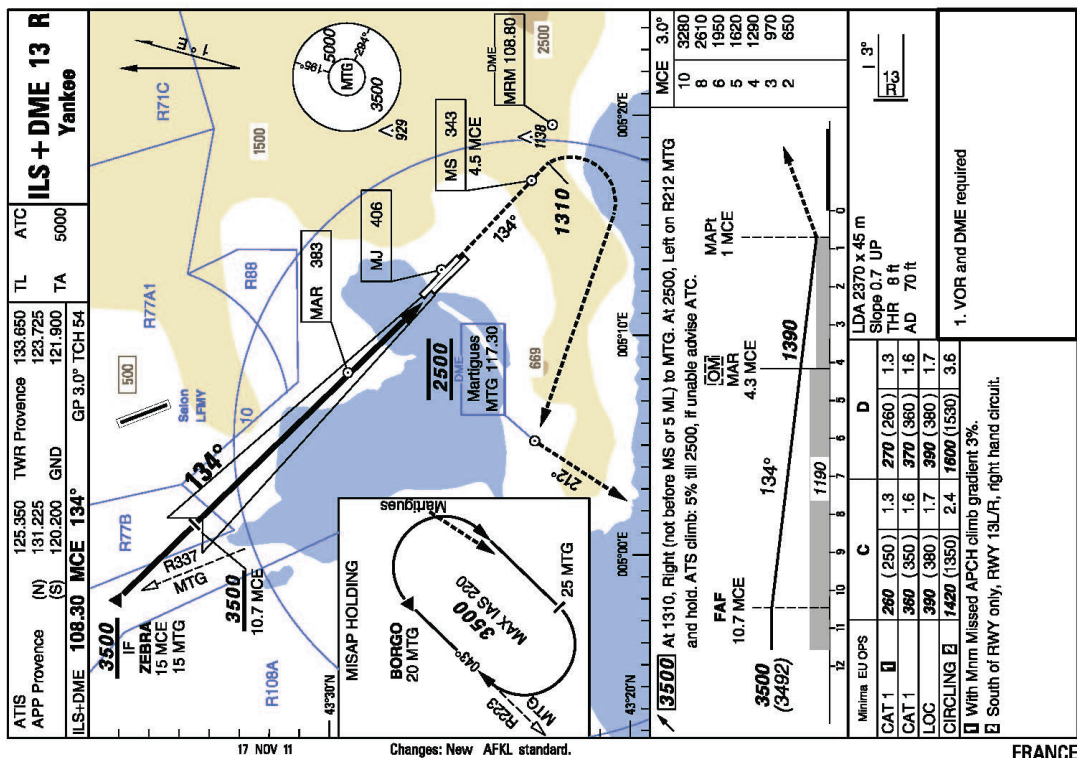
FRANCE



MARSEILLE  
20 OCT 11

F1





**MARSEILLE**  
**20 OCT 11** **F1v**

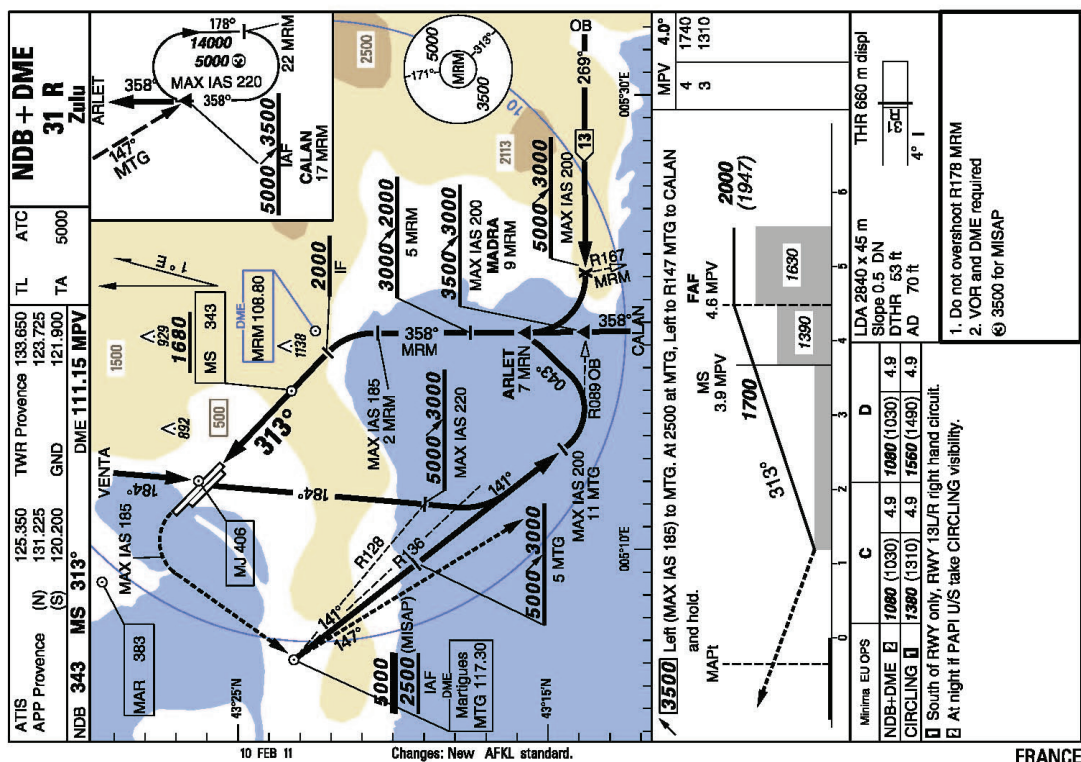
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# ILS + DME 31 R (CDA) EVALUATION (Text)

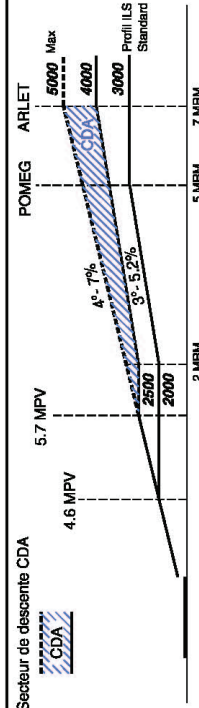
**GENERAL INFORMATION**  
 A continuous Descent Approach procedure is available when the ILS 31 R is in service at Marseille-Provence, in order to reduce noise pollution and gas emission over the area. Upon request of the pilot to perform an ILS+DME 31 R CDA, a clearance will be issued by ATC at the latest over ARLET.

No time slot for CDA use has been defined.

**PHRASEOLOGY**  
 Clear communication between the pilot and controller is essential to perform safety CDA. The voluntary crew makes a request for the CDA before IAF:  
 -Provence, CITRON AIR 3245, requesting CDA ILS approach runway 31 Right"  
 - If the ATC unit refuses this request, the reply is:  
 "CITRON AIR 3245, negative approach CDA, cleared ILS approach runway 31 Right"  
 - If the ATC unit accepts this request, the reply is:  
 "CITRON AIR 3245, cleared CDA ILS approach runway 31 R, report MJ or MTG or ARLET"  
 or  
 "CITRON AIR 3245, vectoring to ARLET for CDA ILS approach runway 31 Right".  
 In this case the crew complies with ATC instructions and begins the CDA at ARLET, once it has received approach clearance.

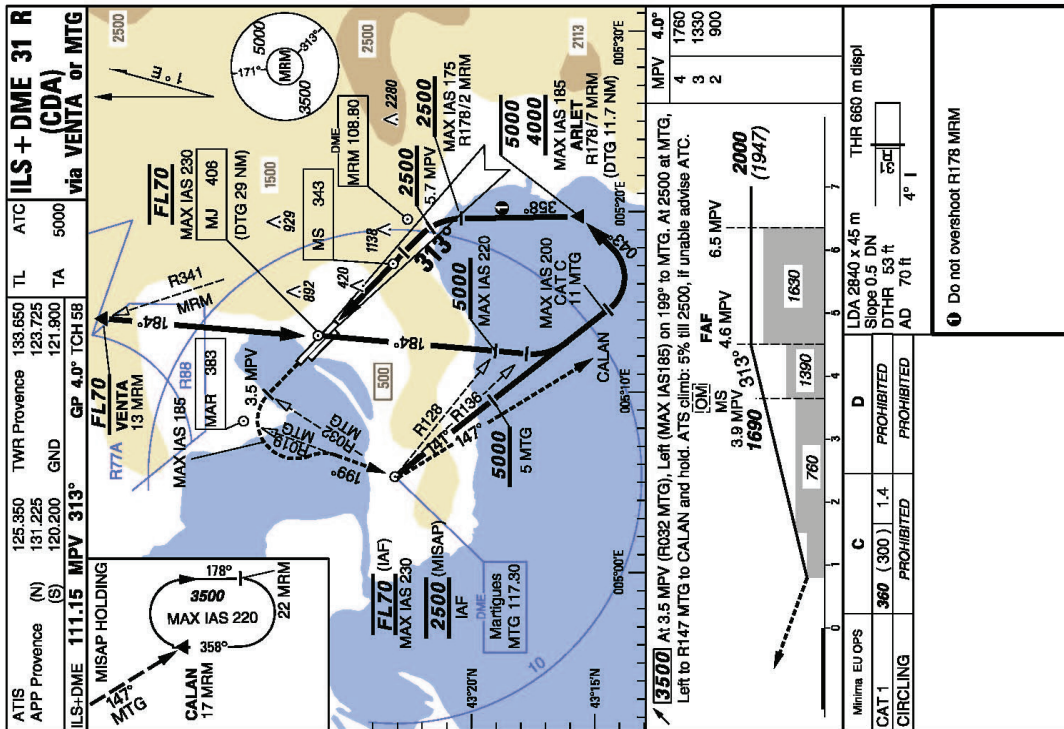
**CANCELLATION**  
 The crew or ATC Unit can interrupt the CDA at any moment, and return to the nominal ILS 31 R procedure:  
 - Any clearance lower than 4000 ft at ARLET leads to the CDA clearance being cancelled:  
 "CITRON AIR 3245, cancel CDA descend".  
 - Cancellation by the crew:  
 "Provence CITRON AIR 3245, cancelling CDA".

MARSEILLE  
 20 OCT 11  
 F4



17 NOV 11

Changes: New AFKL standard.



17 NOV 11

Changes: New AFKL standard.

FRANCE

# ILS + DME 31 R (CDA) EVALUATION (Text)

**GENERAL INFORMATION**

A continuous Descent Approach procedure is available when the ILS 31 R is in service at Marseille-Provence, in order to reduce noise pollution and gas emission over the area. Upon request of the pilot to perform an ILS+DME 31 R CDA, a clearance will be issued by ATC at the latest over ARLET.

No time slot for CDA use has been defined.

**PHRASEOLOGY**

Clear communication between the pilot and controller is essential to perform safety CDA.

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- "Provence, CITRON AIR 3245, requesting CDA ILS approach runway 31 Right"
- If the ATC unit refuses this request, the reply is:
- "CITRON AIR 3245, negative approach CDA, cleared ILS approach runway 31 Right"
- If the ATC unit accepts this request, the reply is:
- "CITRON AIR 3245, cleared CDA ILS approach runway 31 R, report MJ or MTG or ARLET"
- or
- "CITRON AIR 3245, vectoring to ARLET for CDA ILS approach runway 31 Right".

In this case the crew complies with ATC instructions and begins the CDA at ARLET, once it has received approach clearance.

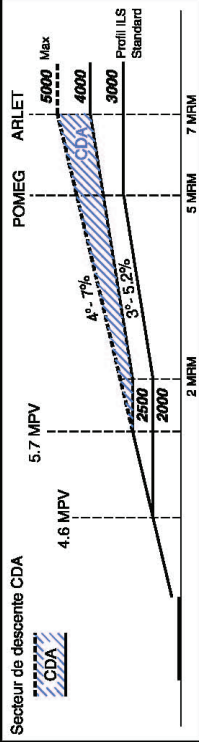
**CANCELLATION**

The crew or ATC Unit can interrupt the CDA at any moment, and return to the nominal ILS 31 R procedure:

- Any clearance lower than 4000 ft at ARLET leads to the CDA clearance being cancelled:
- "CITRON AIR 3245, cancel CDA descend".
- Cancellation by the crew:
- "Provence CITRON AIR 3245, cancelling CDA".

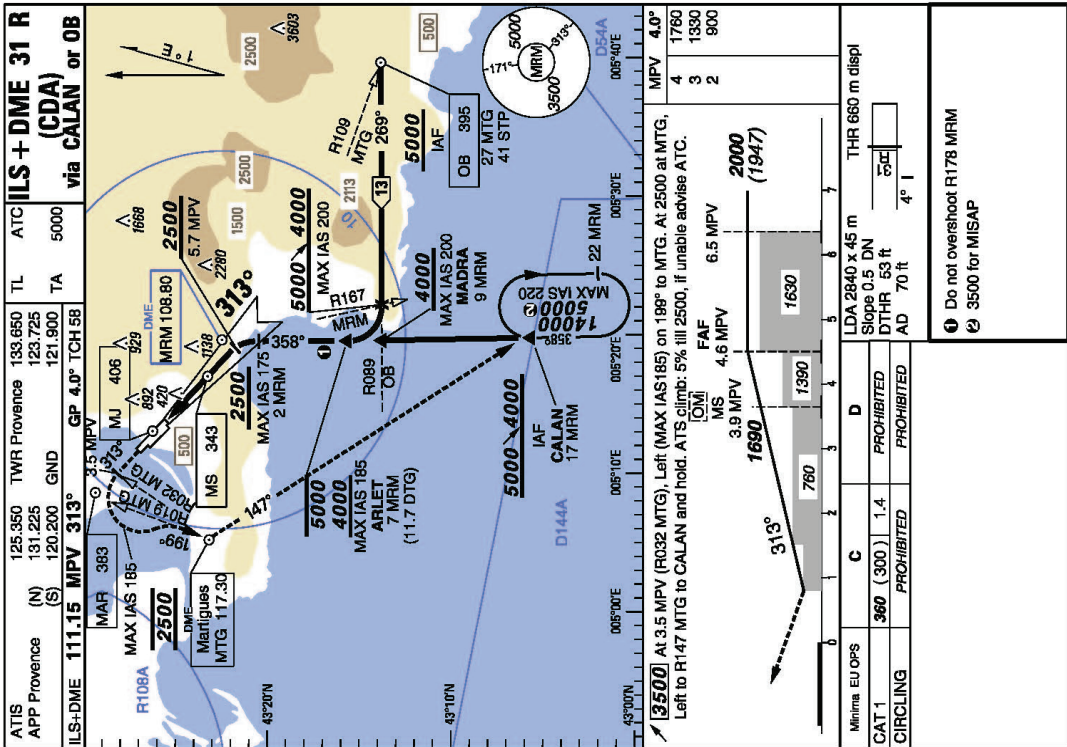
MARSEILLE  
20 OCT 11

F4v



17 NOV 11

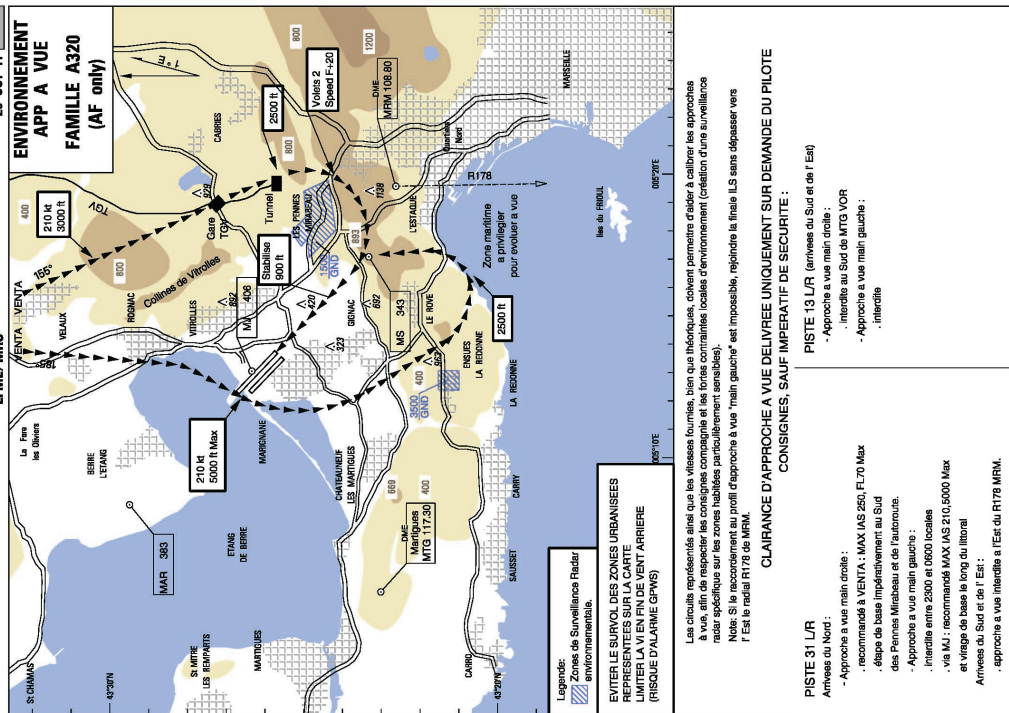
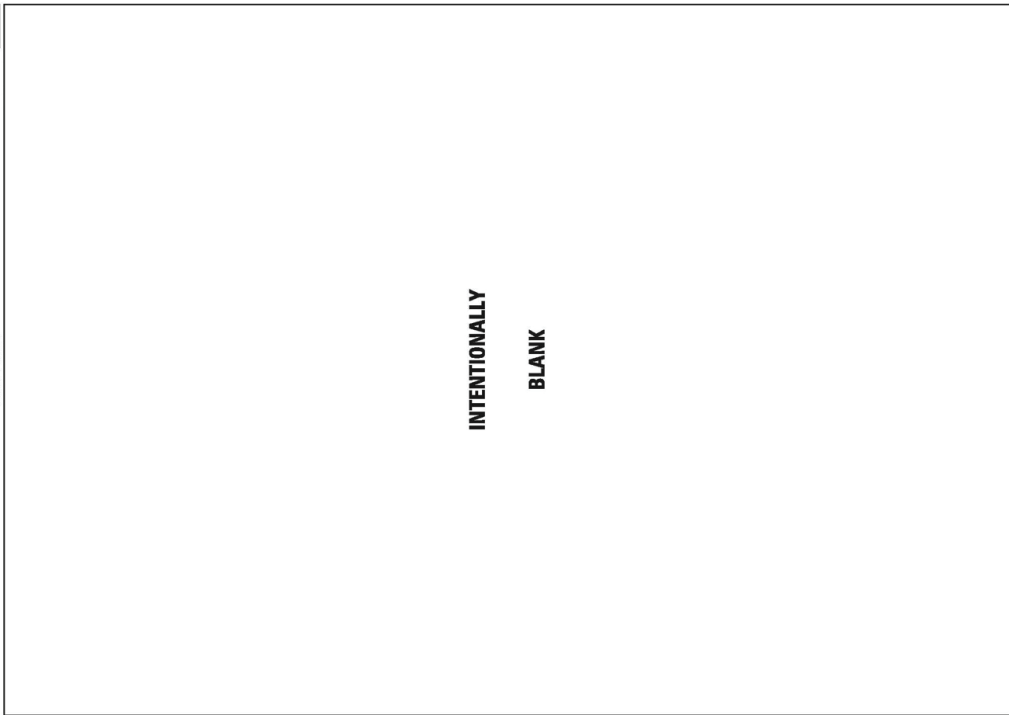
Changes: New AFKL standard.

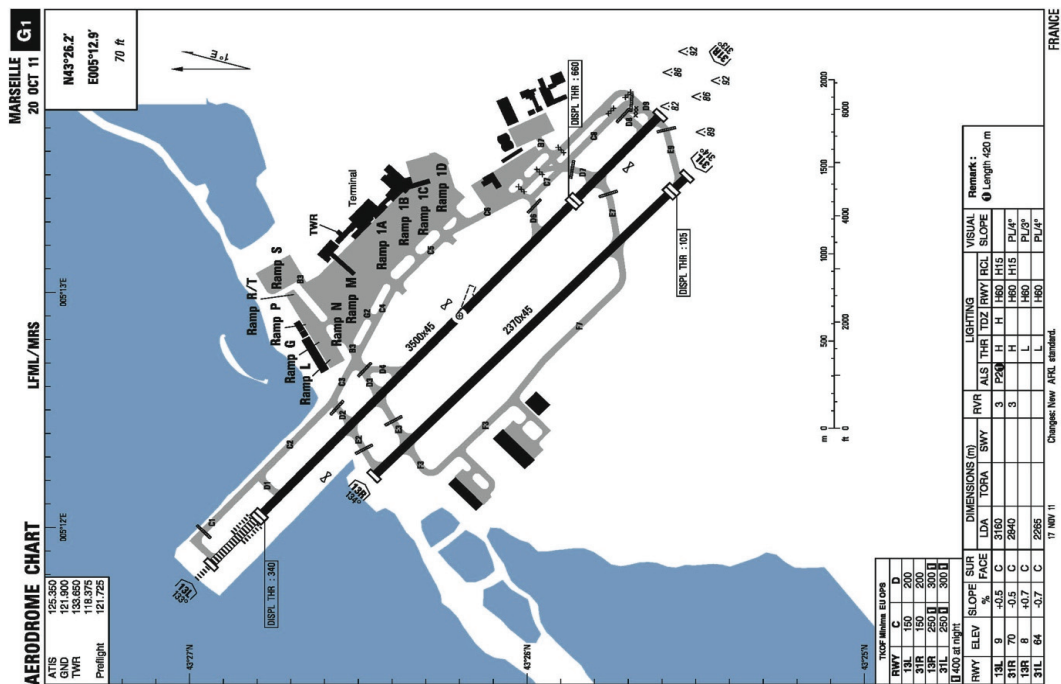


10 MAR 11

Changes: New AFKL standard.

FRANCE







PARKING CHART

LFML/MRS

MARSEILLE  
20 OCT 11 **G1v**

