

30-MAR-2017

XVS-LFAV

1-10

AOI

AOI

GENERAL**Operational Hours**

ATS Hours: AFIS: MON-FRI 0715-1100±, 1315-1700±, other times O/R before 1700±. SAT, SUN, HOL O/R before 1100± on the previous working day for ambulance and official flights only.

AD Operator Hours: PPR before 1100± on the previous working day for commercial and business flights.

AD ADMIN Hours: Not published.

Airport Information

RFF: CAT 3 AFIS SKED, other times CAT 1.

Possible extension CAT 4 PPR PN 48HR.

PCN: RWY 11/29: 11/R/D/W/T between end of RWY 29 and DTHR RWY 29

Customs: Not published.

Operation**APU**

Use of APU restricted to 30min prior DEP.

Warnings

Wildlife strike hazard.

DEPARTURE**Take-off Minima**

RWY		11/29	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-

De-Icing

Not published.

28-DEC-2017
XVS-LFAV

France Valenciennes Denain

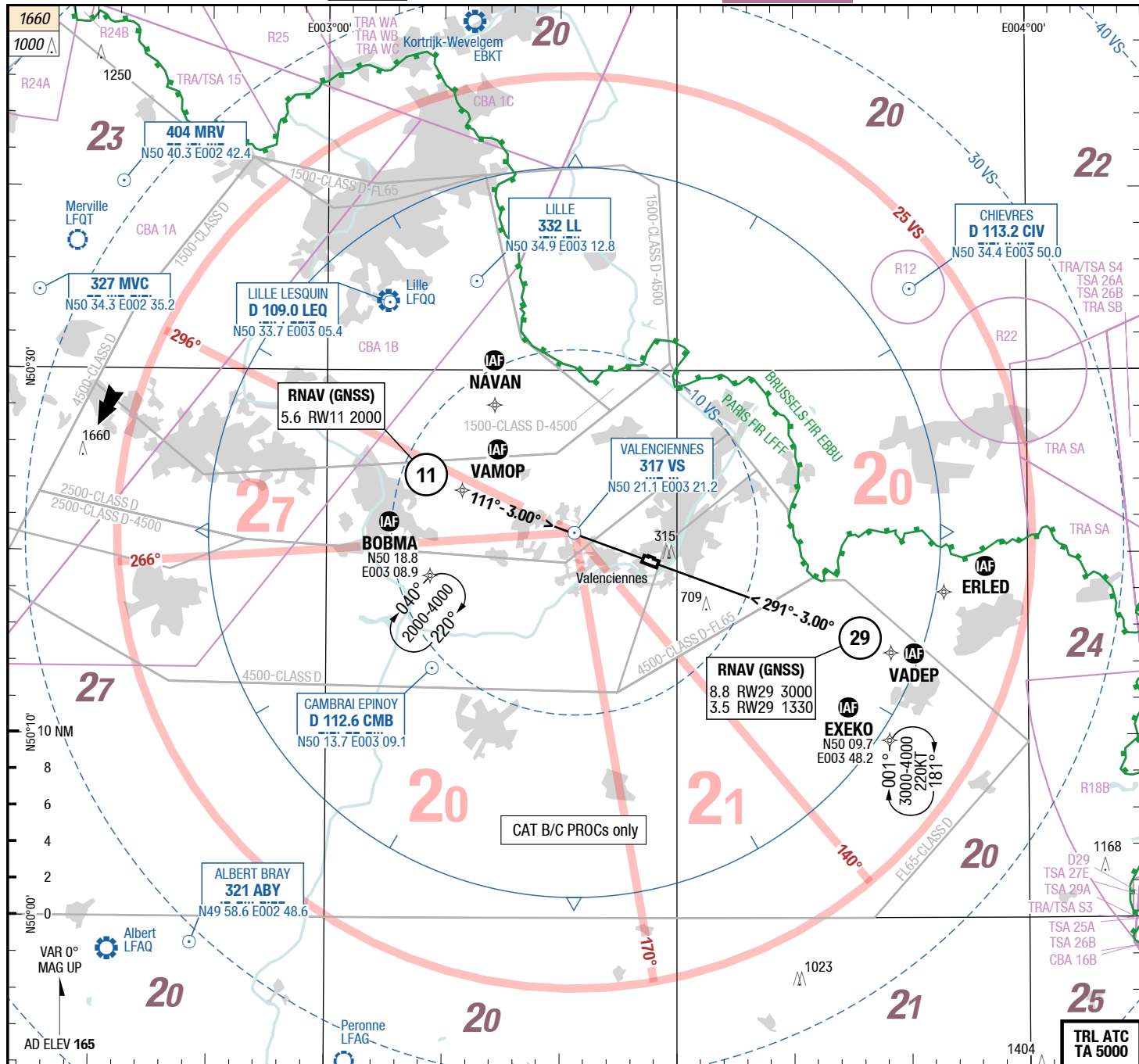
AGC
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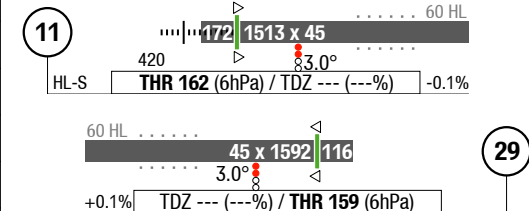
Denain **Valenciennes** France

AGC
AFC



Info	122.600 Mon-Fri 0715-1100, 1315-1700
Lille APP	126.475

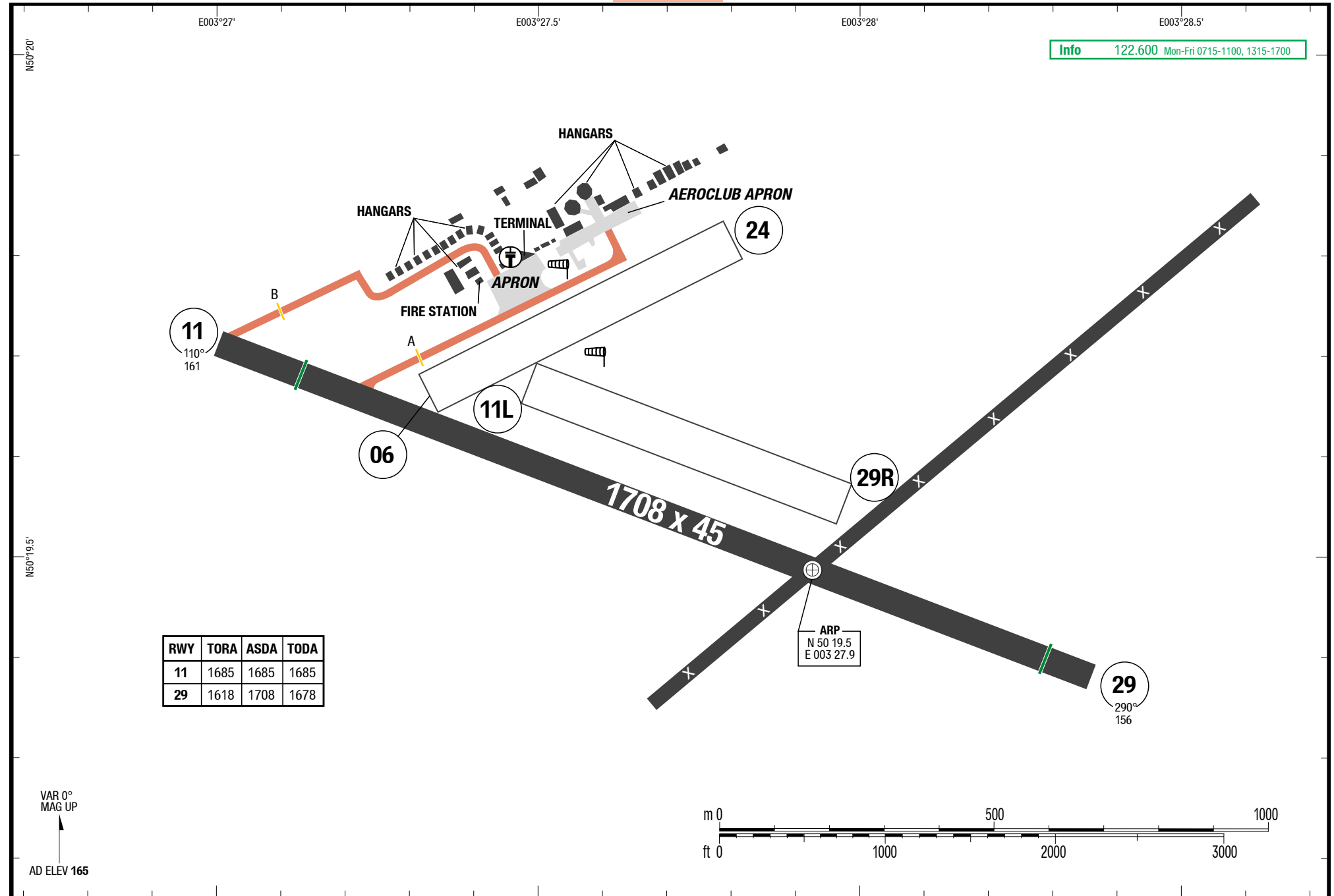
Landing RWY system:



Changes: Nil

3-20

Info 122.600 Mon-Fri 0715-1100, 1315-1700



28-DEC-2017

France **Valenciennes** Denain

XVS-LFAV

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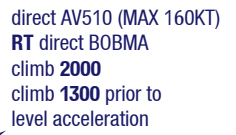
DEPARTURES

SIDPT

DEPARTURES	
RWY	Routing
OMNIDIRECTIONAL DEP	RWY 11 110° to MNM 700 - then direct route climbing to en route safety altitude
	RWY 29 290° to MNM 700 - then direct route climbing to en route safety altitude

Changes: Routing

RNAV (GNSS) 11



GS	120	140	160
FAV11	<i>640</i>	<i>740</i>	<i>850</i>
-MAPt	<i>2:49</i>	<i>2:24</i>	<i>2:06</i>

11		RNAV GNSS LPV	RNAV GNSS LNAV			Circling S of RWY only	Circling wo ATS S of RWY only
C	ft - m/km ft	250 - 800 420 ¹⁾	490 - 1.8 650			960 - 2.4V 1120	1060 - 2.4V 1220
D	ft - m/km ft	Not published	Not published			Not published	Not published

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28-DEC-2017

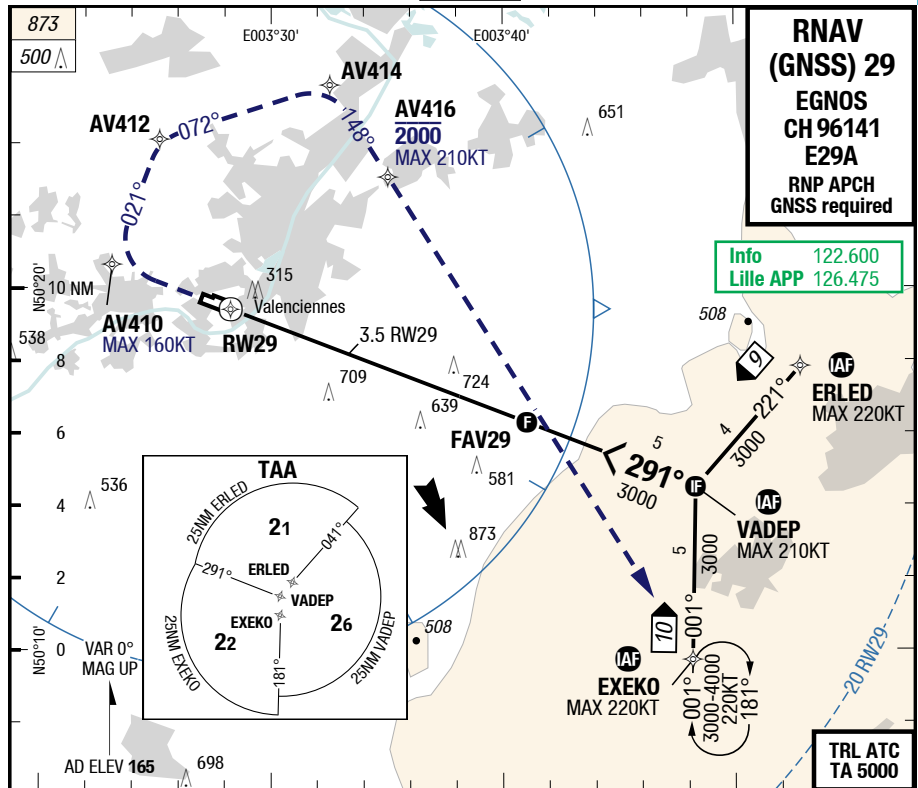
France Valenciennes Denain

IAC

XVS-LFAV

7-20

RNAV (GNSS) 29

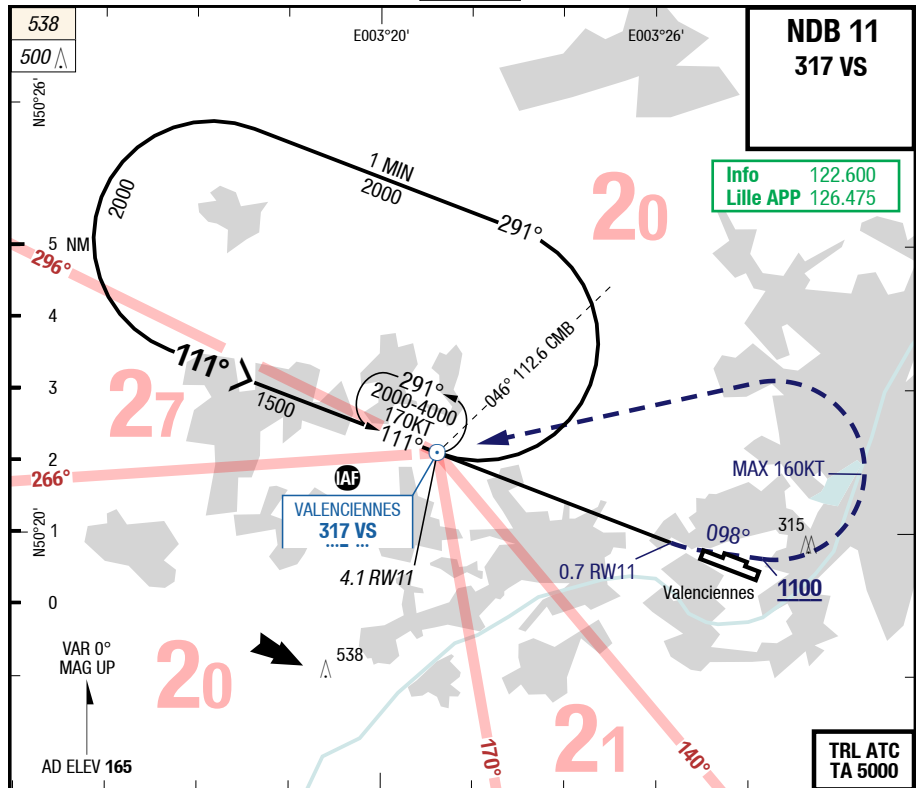


Changes: QFU

XVS-LFAV

7-30

NDB 11



3.00° RW11 111° RWY 110°	5.6	5	4	3	2	<div><div>11</div><div>HL-S</div></div>	<div><div><div><div>172</div><div>1513 x 45</div></div><div><div>420</div><div>83.0°</div></div><div><div>THR 162 (6hPa) / TDZ</div><div>---</div><div>---</div><div>-0.1%</div></div></div></div>											
<div><div>5.6 RW11</div><div>4.1 VS</div><div>0.7 RW11</div></div> <div><div><div>2000</div><div>1500</div><div>MDA</div></div><div><div>111°</div><div>1500</div></div><div><div>1500</div><div>MDA</div></div></div> <div><div>DIST to displaced THR</div><div>5</div><div>4.1</div><div>0.7</div><div>0</div></div>							<div><div>098° at MNM 1100 LT (MAX 160KT) direct VS climb 2000 - climb 1100 prior to level acceleration Do not turn before MAPt</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>VS</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>1:41</td><td>1:26</td><td>1:15</td></tr></table></div></div>	GS	120	140	160	VS	640	740	850	-MAPt	1:41	1:26
GS	120	140	160															
VS	640	740	850															
-MAPt	1:41	1:26	1:15															
11	NDB					Circling S of RWY only	Circling wo ATIS S of RWY only											
	C	ft - m/km ft	410 - 1.5 570			730 - 2.4V 890	830 - 2.4V 990											
	D	ft - m/km ft	Not published			Not published	Not published											