

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8 during HRs announced by NOTAM and 24HR PN. CAT 5, outside these HRs.**PCN:** RWY 11/29: 60/F/B/W/T**Operation****RWY Restriction**

Turn-back on RWY prohibited outside THR turnarounds, except for A320 and B738.

Warnings

Wildlife strike hazard.

ARRIVAL**Communication****COM Failure**

Apply PROC as defined in the regulation. If no EAT has been communicated, EAT is equal to the estimated IAF time according to FPL in force.

In case of MISAP

Apply PROC defined on IAC. At 5500ft (CAT A, B) or 6000ft (CAT C, D), turn back to LTO and proceed for VOR ILS RWY 11. If ILS U/S at 5600ft turn back to LTO and proceed for a VOR/DME RWY 11.

Warnings

PAPI RWY 11/29: Wheel clearance at THR is lower than 9m / 29ft for ACFT with eye-to-wheel height above 10.9m / 36ft.

PAPI RWY 29: Offset 5° from RWY CL and range limited over 11km / 6NM from THR.

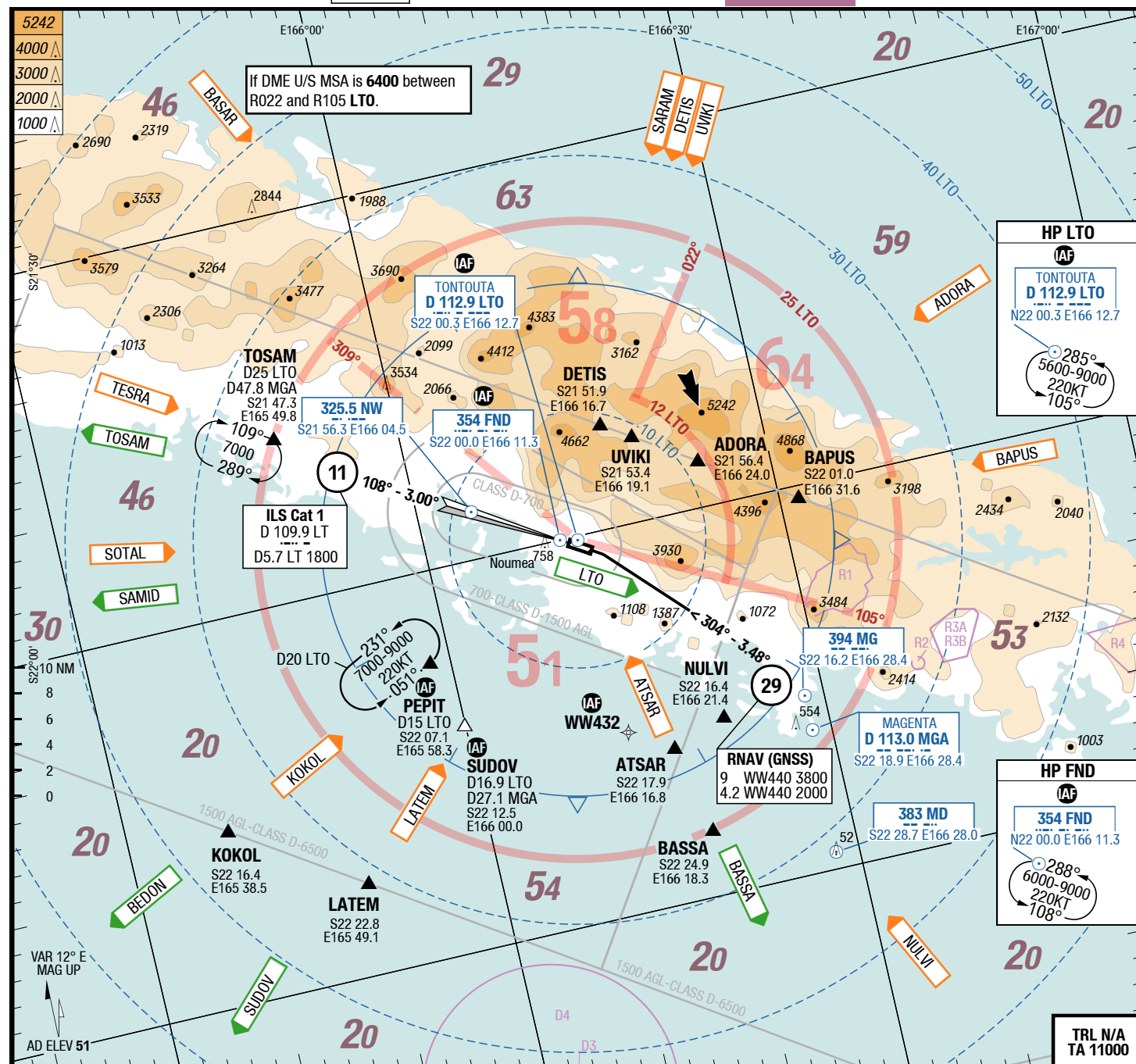
DEPARTURE**Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 800R/800V	-

Start-up/Push-back

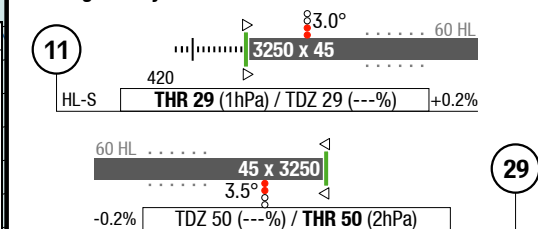
Stands P11 and P21: Pushback for B777-300 can only be done facing west on TWY W. Depending on downwind component after push-back, start-up of at least one engine before or during push-back is recommended. Other engine could be started up at holding point or lined up on runway upwind, after coordination with ATC, at the latest when request start-up.

2-10

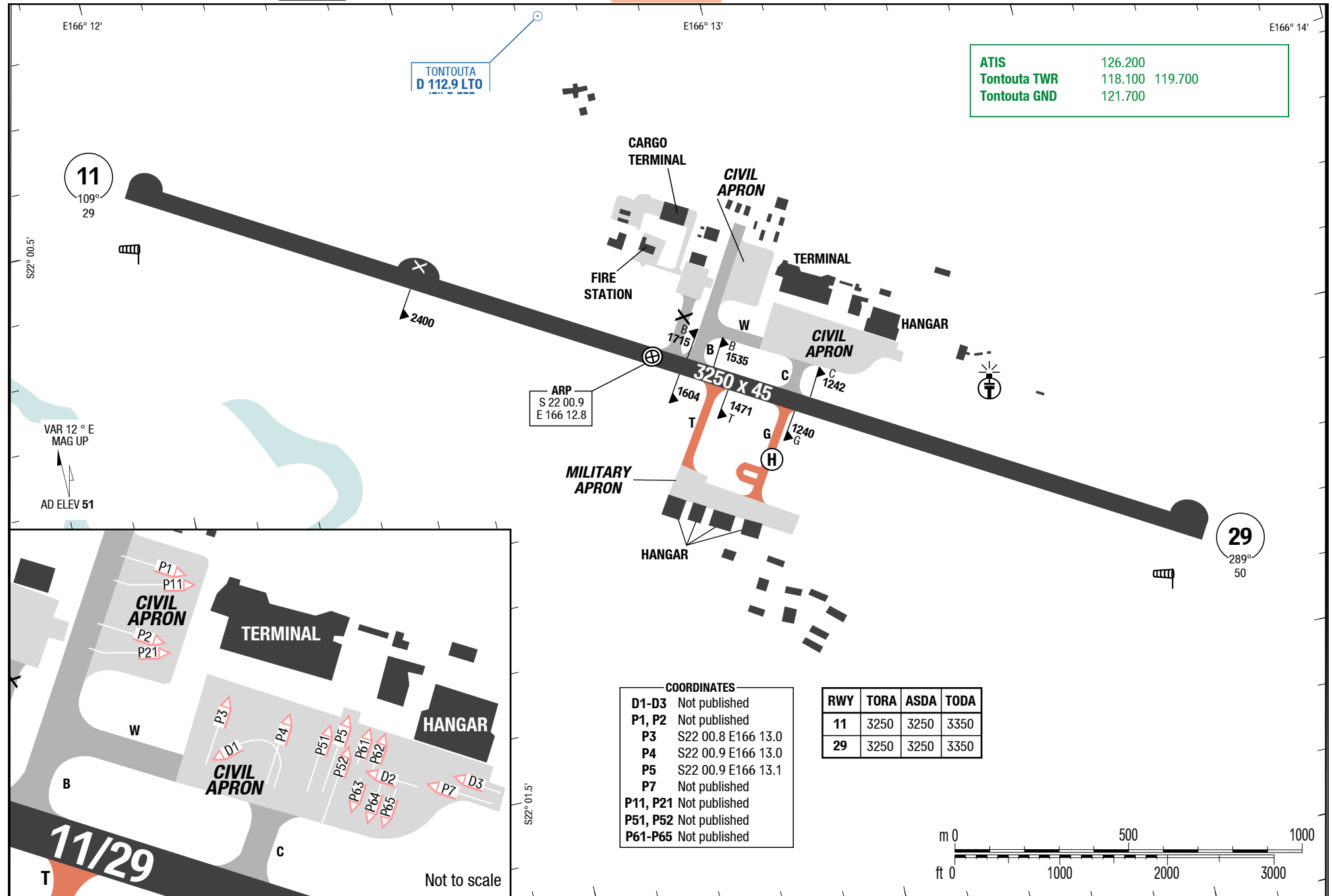


ATIS	126.200
Tontouta APP	119.700
	128.200 N
	128.300 S
	125.100
Tontouta TWR	118.100
	119.700
Tontouta GND	121.700

Landing RWY system:



3-20



Effective 07-DEC-2017

30-NOV-2017

NOU-NWWW

New Caledonia **Noumea** Tontouta

SIDs RWY 29

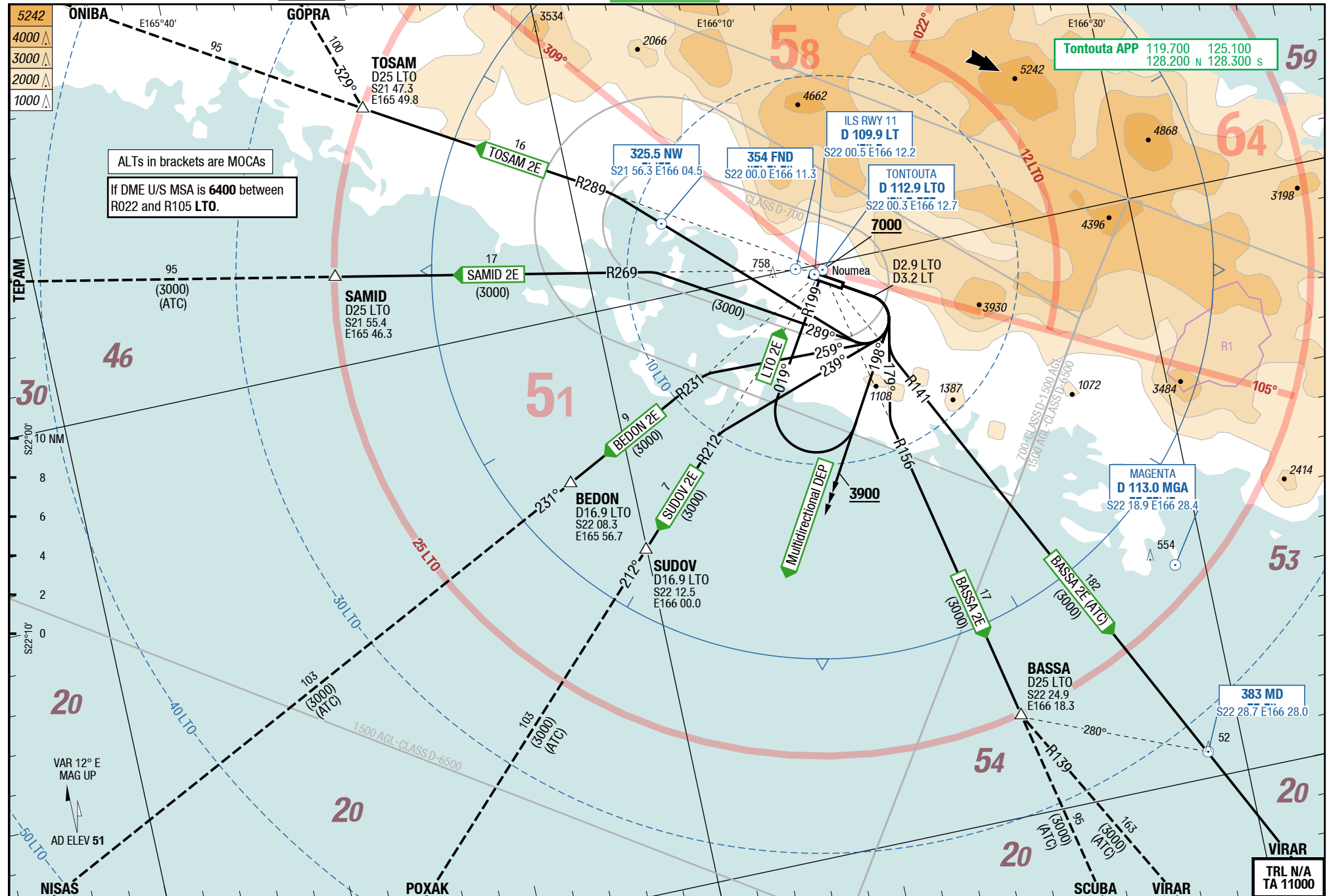
SID

SID

Tontouta **Noumea** New Caledonia

SIDs RWY 29

SIDs RWY 11



Changes: Navaid , Track, PROC

30-NOV-2017

New Caledonia **Noumea** Tontouta

Tontouta **Noumea** New Caledonia

NOU-NWWW

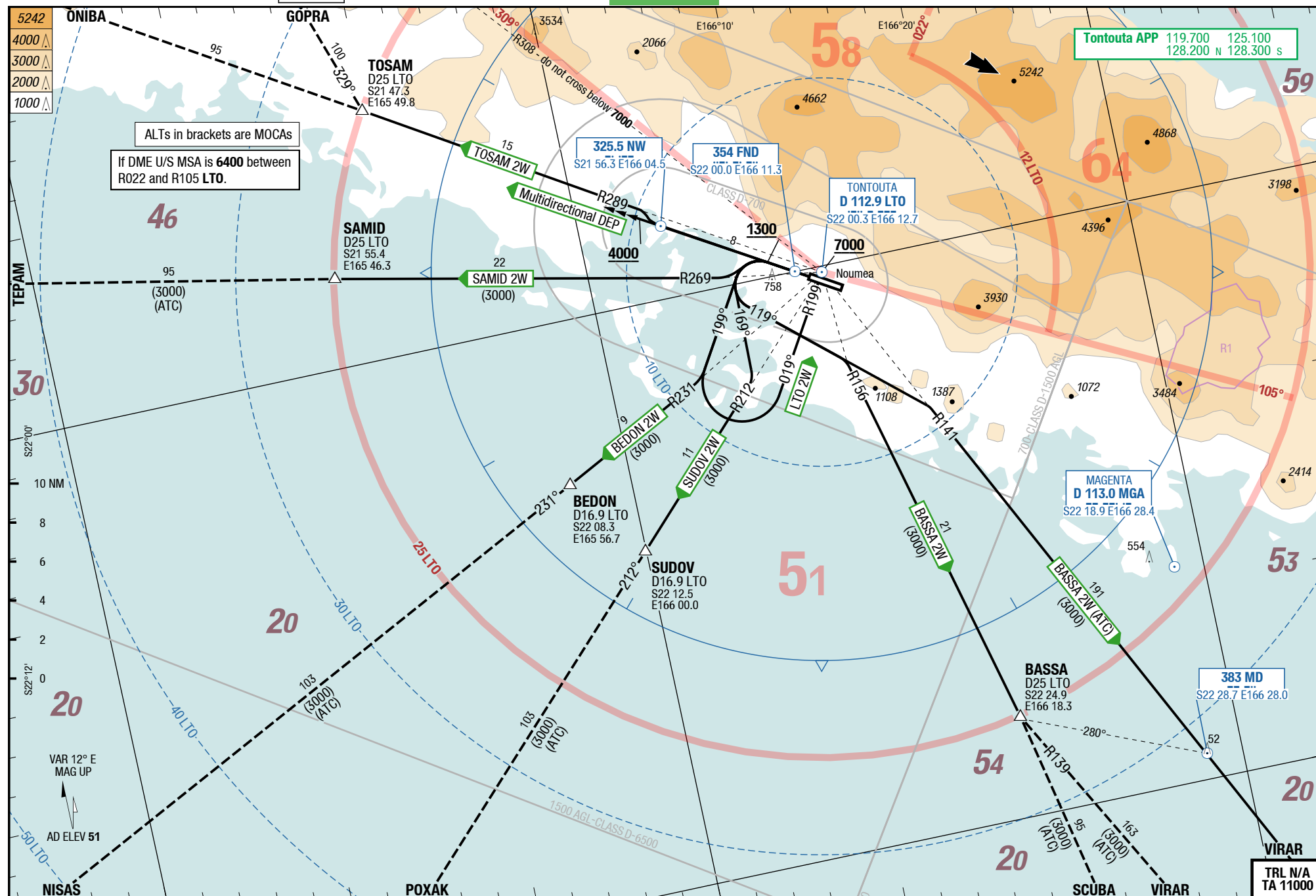
4-20

SIDs RWY 29

SID

SID

SIDs RWY 29



Changes: Track, NAVAID

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NOU-NWWW

5-10

SIDs RWY 11**BASSA 2E / BASSA 2E (ATC) / BEDON 2E / Multidirectional DEP / SAMID 2E / SUDOV 2E / TONTOUTA 2E / TOSAM 2E**

RWY 11 (109°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
BASSA 2E 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT 179° - intercept R156 LTO to BASSA	
BASSA 2E (ATC) 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) intercept R141 LTO to VIRAR	
BEDON 2E 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT 259° - intercept R231 LTO to BEDON	
Multidirectional DEP 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT 198° - at MNM 3900 direct route up to the cruising minimum safety altitude	
SAMID 2E 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT 289° - intercept R269 LTO to SAMID	
SUDOV 2E 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT 239° - intercept R212 LTO to SUDOV	
TONTOUTA 2E LTO 2E 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT 198° - RT intercept R199 LTO to LTO	LTO MNM 7000
TOSAM 2E 6.0% to 1200 119.700 ①	at D2.9 LTO (D3.2 LT) RT direct NW - intercept R289 LTO to TOSAM	

① Theoretical climb gradient 6.0% due to obstacle 3600m from DER left of RWY axis.

NOU-NWWW

5-20

SIDs RWY 29**BASSA 2W / BASSA 2W (ATC) / BEDON 2W / Multidirectional DEP / SAMID 2W / SUDOV 2W / TONTOUTA 2W / TOSAM 2W**

RWY 29 (289°)

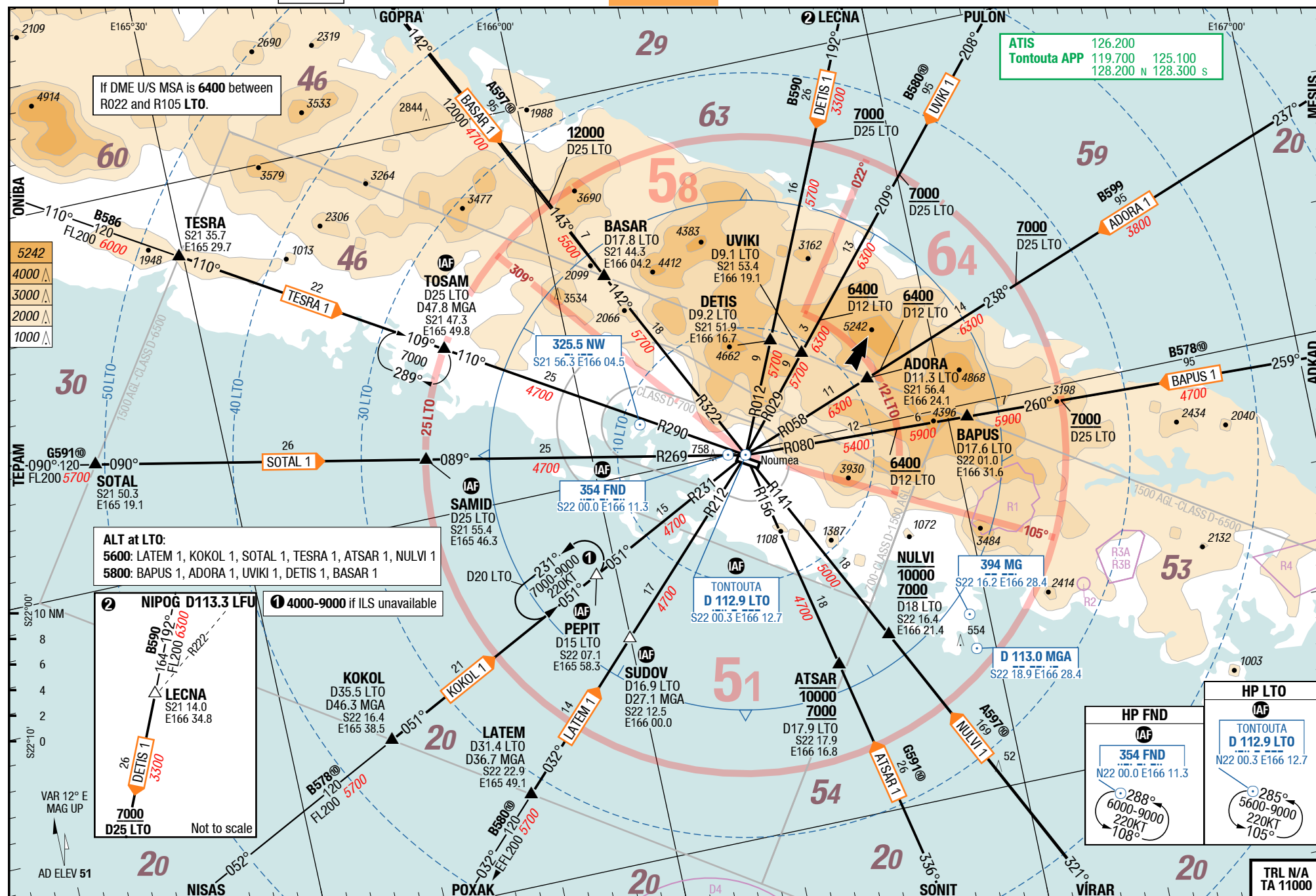
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
BASSA 2W 5.0% to 1300 119.700 ①	at MNM 1300 LT 119° intercept R156 LTO to BASSA	
BASSA 2W (ATC) 5.0% to 1300 119.700 ①	at MNM 1300 LT 119° intercept R141 LTO to VIRAR	
BEDON 2W 5.0% to 1300 119.700 ①	at MNM 1300 LT 199° intercept R231 LTO to BEDON	
Multidirectional DEP 5.0% to 1200 119.700 ①	288° - at MNM 4000 direct route up to the cruising minimum safety altitude	
SAMID 2W 5.0% to 1000 119.700 ①	at MNM 1300 LT intercept R269 LTO to SAMID	
SUDOV 2W 5.0% to 1300 119.700 ①	at MNM 1300 LT 169° intercept R212 LTO to SUDOV	
TONTOUTA 2W LTO 2W 5.0% to 1300 119.700 ①	at MNM 1300 LT 199°, LT intercept R199 LTO to LTO	LTO MNM 7000
TOSAM 2W 5.0% to 1000 119.700 ①	direct NW -intercept R289 LTO to TOSAM With ATC clearance: RT possible at MNM 5500	R308 LTO MNM 7000 (with ATC clearance)

① Theoretical climb gradient 5.0% due to high ground 365 from DER left of RWY axis and obstacle 3830m from DER left of RWY axis.

6-10

STARs (PROCs 1)



NOU-NWWW

New Caledonia **Noumea** Tontouta

STAR

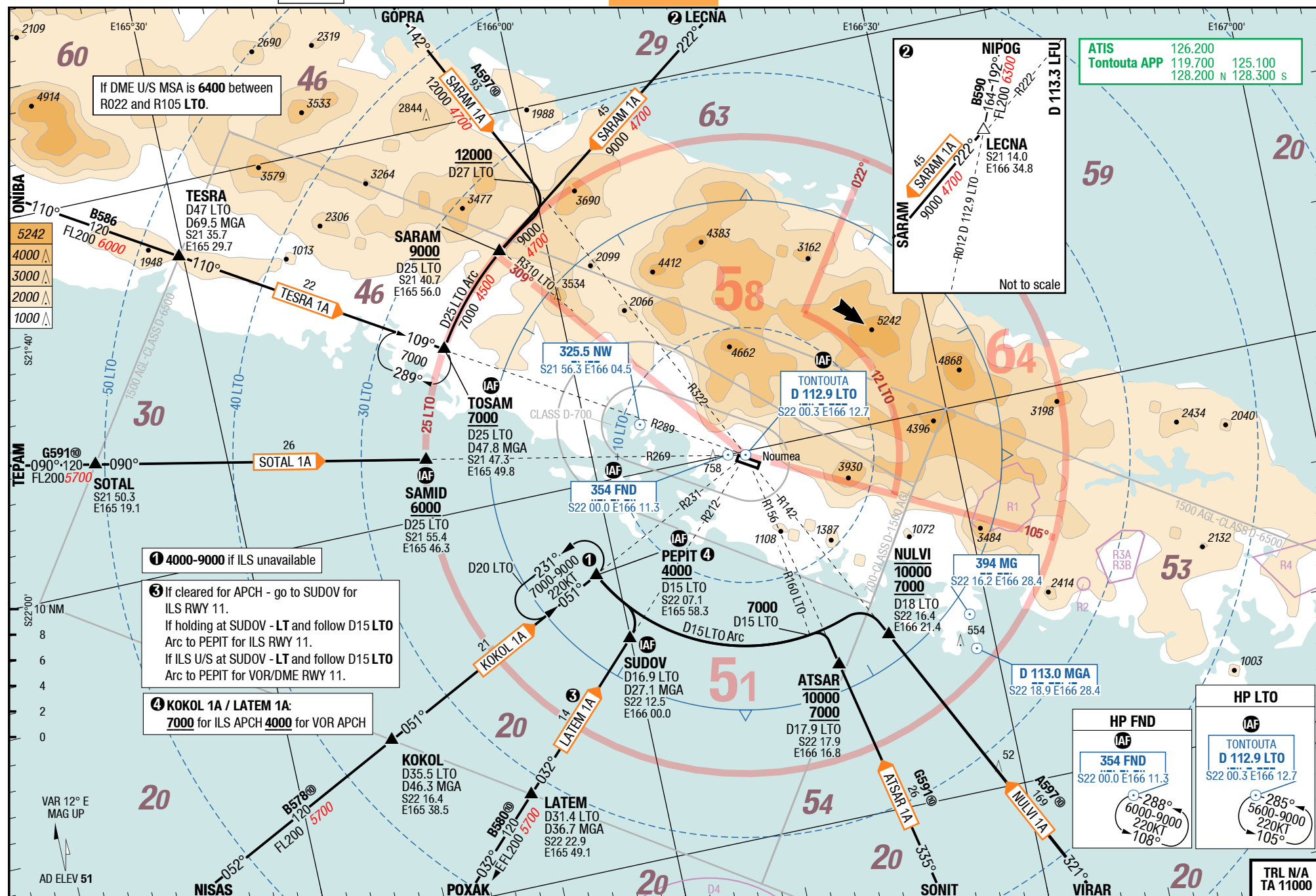
STAR

Tontouta **Noumea** New Caledonia

STARs (PROCs 1A)

6-20

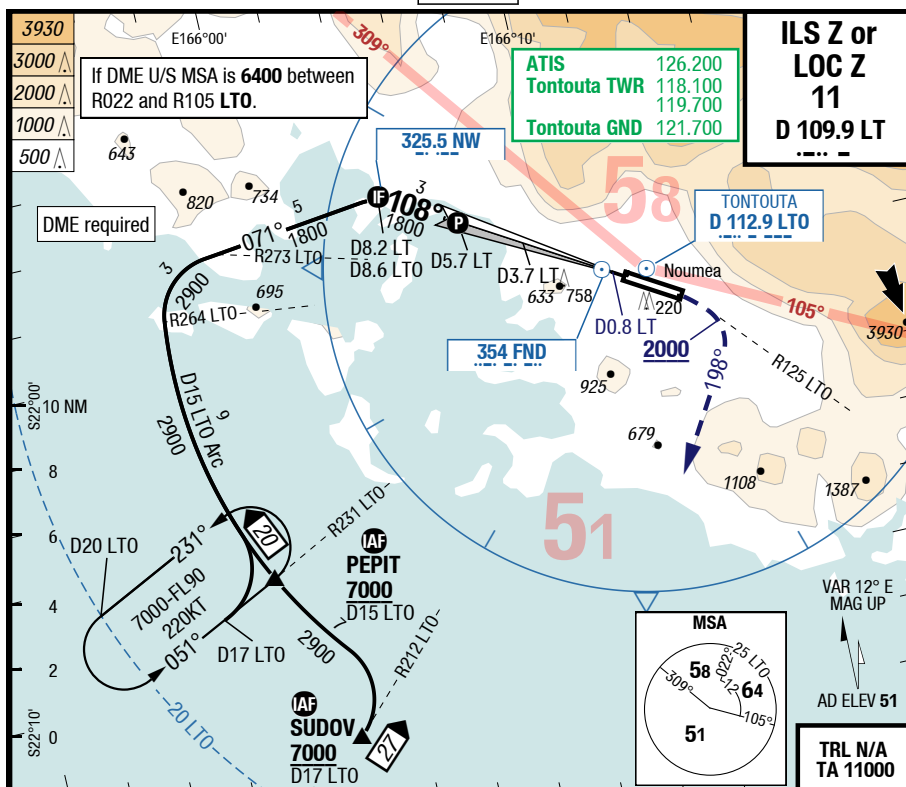
STARs (PROCs 1A)



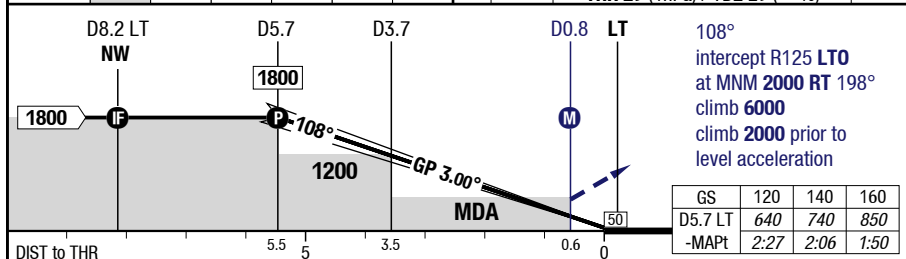
Changes: NAVAID, OBST, SUAs

ILS Z or LOC Z 11

7-10



LOC 3.00°		5.7	5	4	3	2	(11) HL-S	 420 3250 x 45 83.0° 60 HL
D LT 108° RWY 109°		1800	1610	1290	970	650		



11		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	290 - 900 320	320 - 1.4 340				Not published
D	ft - m/km ft	300 - 900 330	320 - 1.6 340				Not published

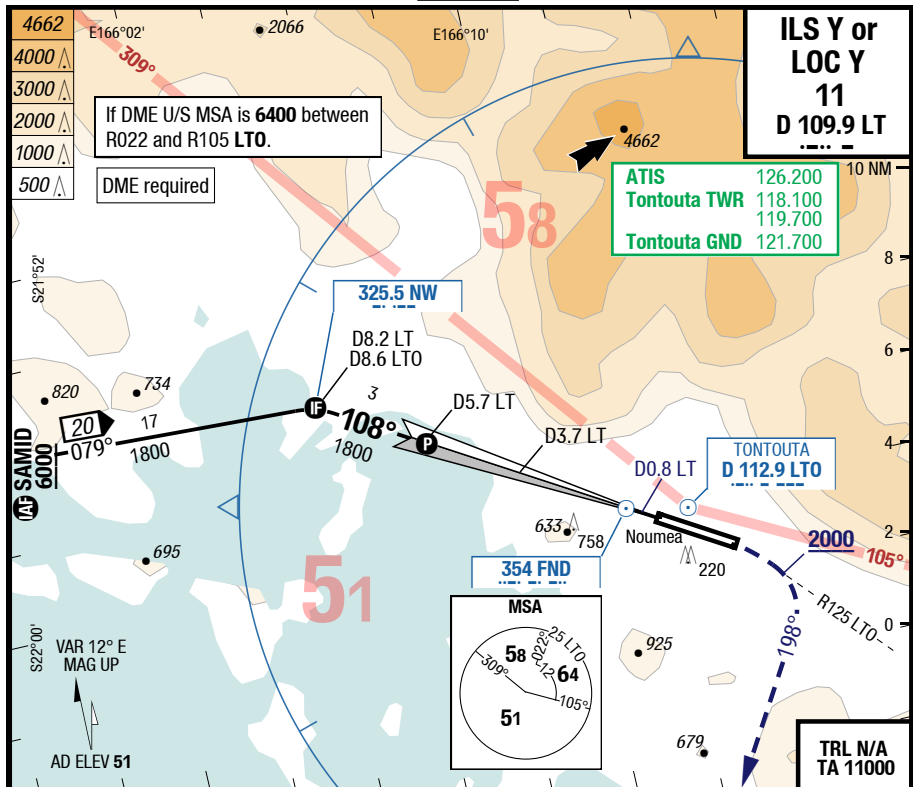
1) With EVS 600m

Changes: chart title, ALT, Note, OBST

NOU-NWWW

7-20

ILS Y or LOC Y 11



LOC 3.00°			5.7	5	4	3	2	11	HL-S	<div><div></div><div>3250 x 45</div><div>60 HL</div></div>
D LT										
108°										
RWY 109°			1800	1610	1290	970	650			THR 29 (1hPa) / TDZ 29 (---%) +0.2%

D8.2 LT NW

D5.7

D3.7

D0.8 LT

LT

1800

IF

P

108°

GP 3.00°

MDA

50

180°

1200

5.5

5

3.5

0.6

0

108° intercept R125 LTO at MNM 2000 RT 198° climb 6000 climb 2000 prior to level acceleration

GS	120	140	160
D5.7 LT -MAPT	640	740	850
	2:27	2:06	1:50

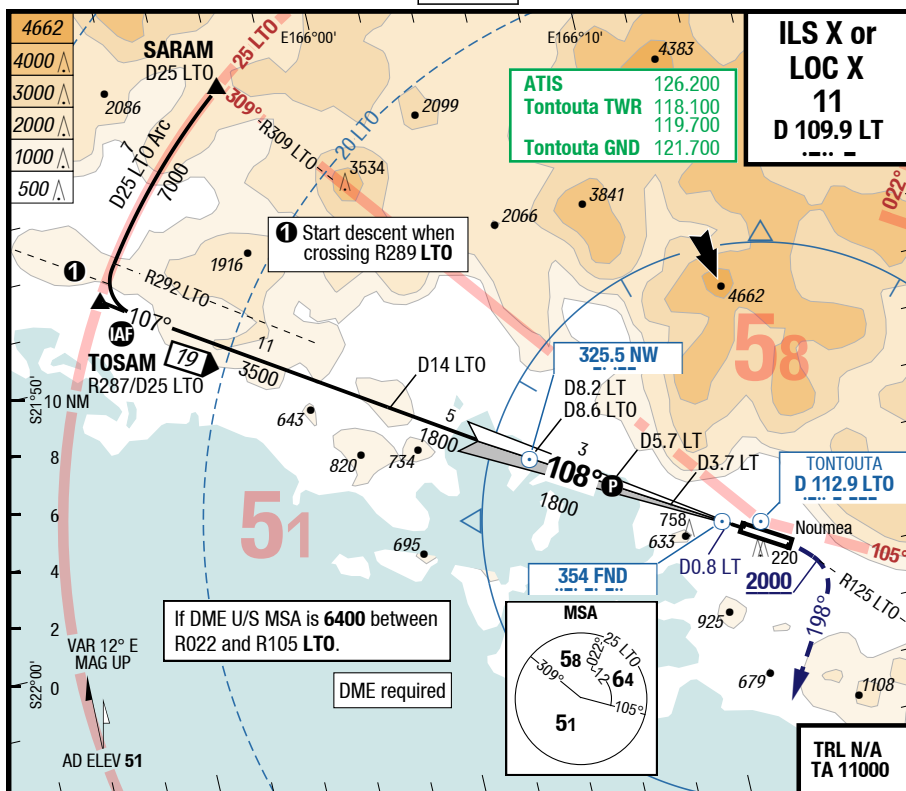
11	Cat 1 DME ¹⁾	LOC DME				Circling
C	ft - m/km ft	290 - 900 320	320 - 1.4 340			Not published
D	ft - m/km ft	300 - 900 330	320 - 1.6 340			Not published

¹⁾ With EVS 600m

NOU-NWWW

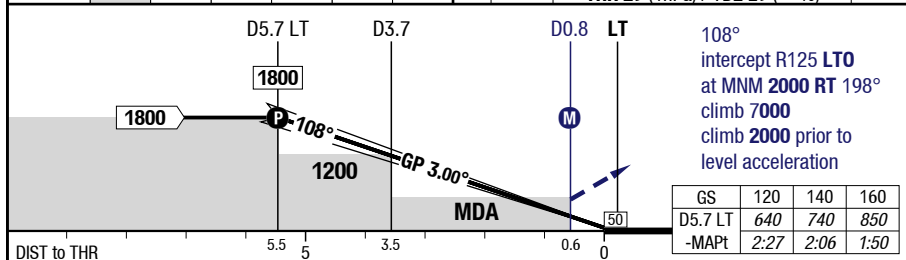
7-30

ILS X or LOC X 11



LOC 3.00°	5.7	5	4	3	2	
D LT						
108°						
RWY 109°						
	1800	1610	1290	970	650	

HL-S 11 83.0° 3250 x 45 60 HL 420 THR 29 (1hPa) / TDZ 29 (---%) +0.2%



11	Cat 1 DME ¹⁾	LOC DME			Circling
C	ft - m/km ft	290 - 900 320	320 - 1.4 340		Not published
D	ft - m/km ft	300 - 900 330	320 - 1.6 340		Not published

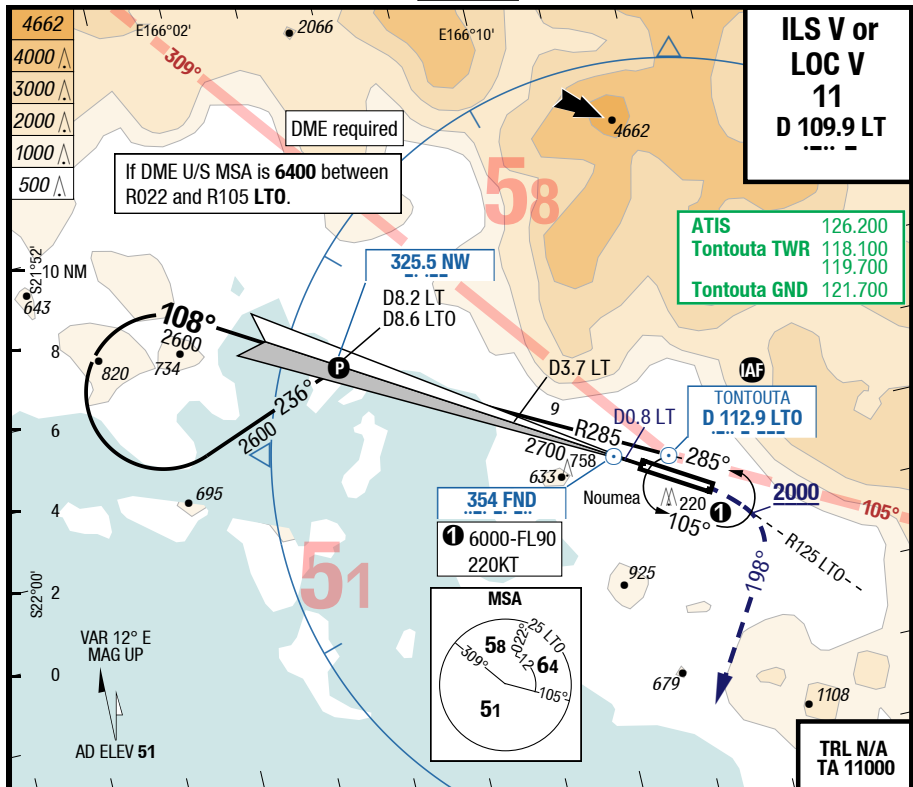
1) With EVS 600m

Changes: chart title, ALT, Note, OBST

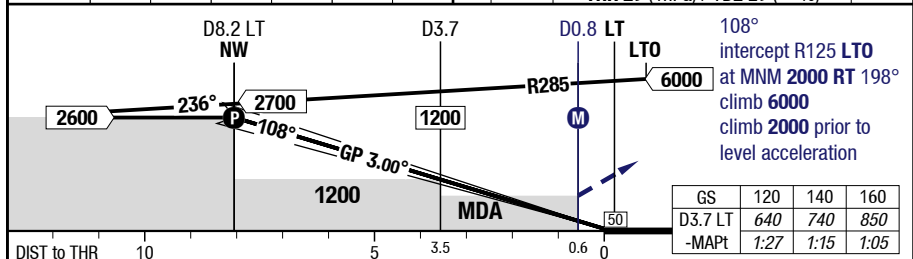
NOU-NWWW

7-40

ILS V or LOC V 11



LOC 3.00°	8.2	7	6	5	4	3			
D LT	2600	2250	1930	1610	1290	970	11	83.0°	60 HL
108°									
RWY 109°									



11	Cat 1 DME ¹⁾	Cat 1 wo DME and OM	LOC DME		Circling
C	ft - m/km 290 - 900 320	340 - 1.1 370 ²⁾	320 - 1.4 340		Not published
D	ft - m/km 300 - 900 330	350 - 1.2 380 ³⁾	320 - 1.6 340		Not published

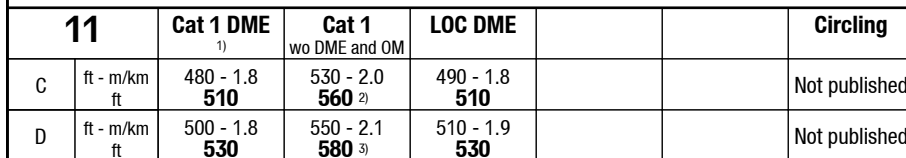
1) With EVS 600m

2) With EVS 750m

3) With EVS 800m

Changes: chart layout, ALT, OBST, Note

ILS T or LOC T 11

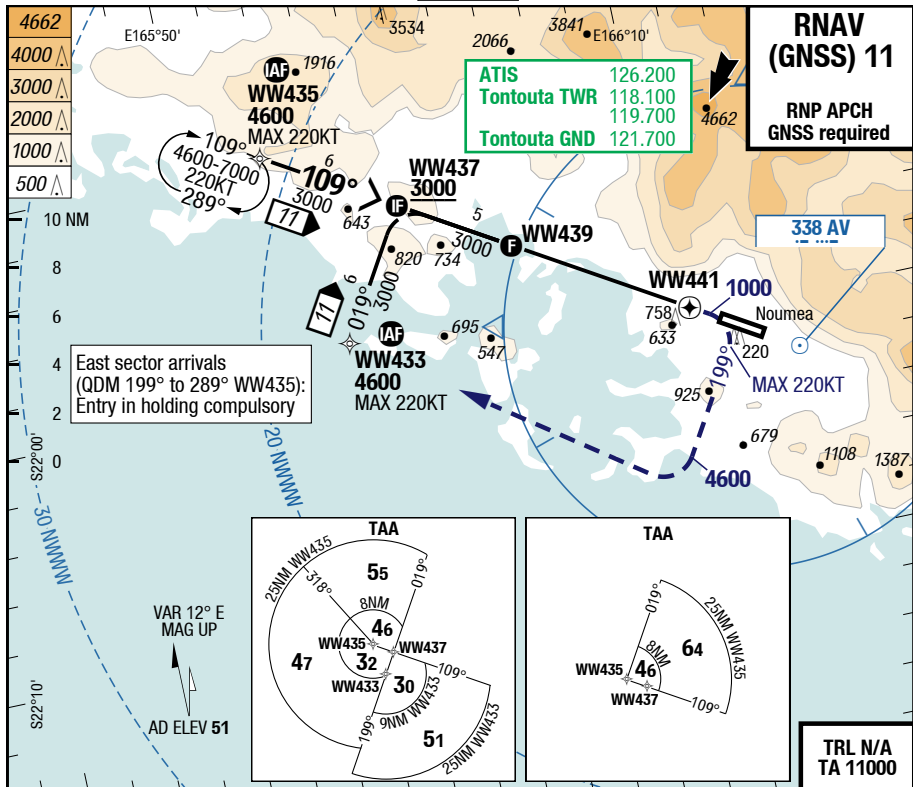


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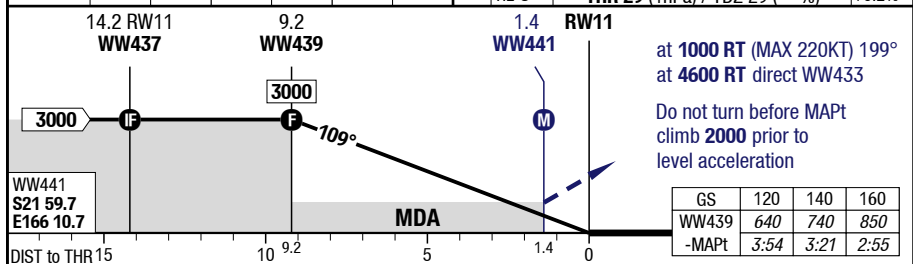
NOU-NWWW

7-70

RNAV (GNSS) 11



3.00°	9.2	7	6	5	4	3	11	83.0°	60 HL	+0.2%
RW11	3000	2310	1990	1680	1360	1040				



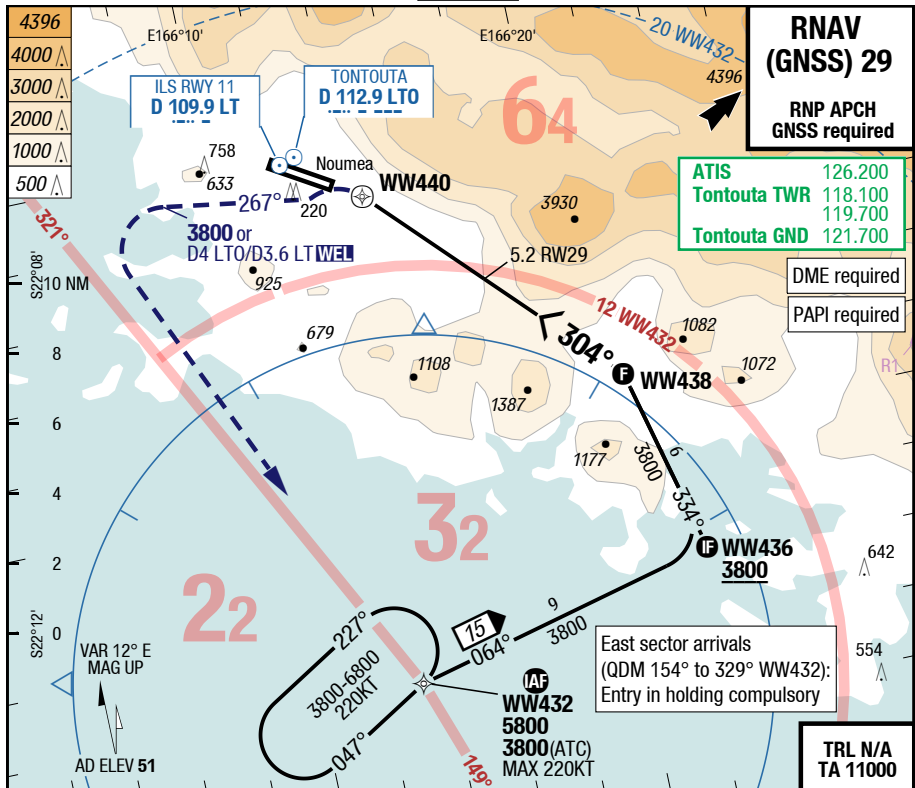
11	RNAV GNSS					Circling
C	ft - m/km ft	820 - 2.4 840				Not published
D	ft - m/km ft	820 - 2.4 840				Not published

1) Timing to determine MAPt NA

NOU-NWWW

7-80

RNAV (GNSS) 29

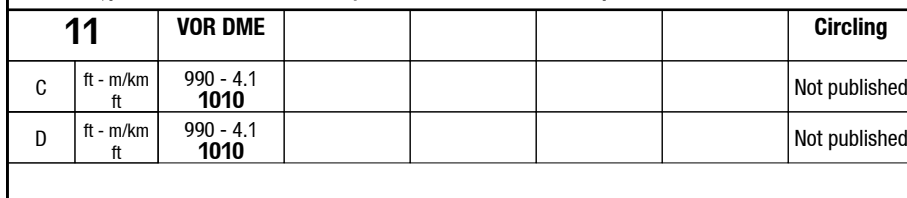


29		RNAV GNSS					Circling
		LNAV 1)					
C	ft - m/km ft	750 - 3.5V 800					Not published
D	ft - m/km ft	750 - 3.5V 800					Not published

1) PROC NA wo PAPI

Changes: DIST ALT table, MIN, Note, OBST, Profile

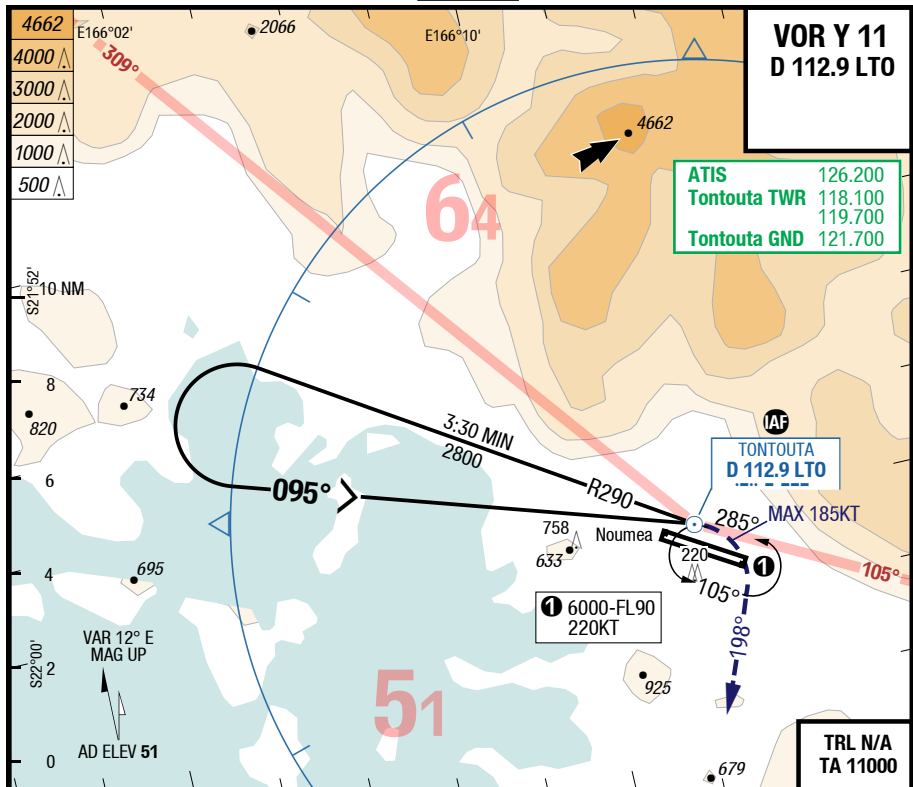
VOR Z 11



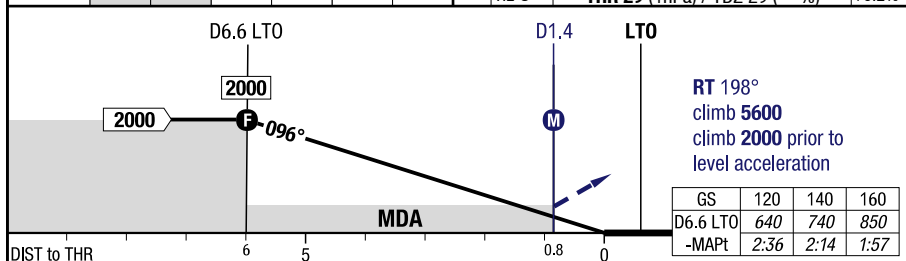
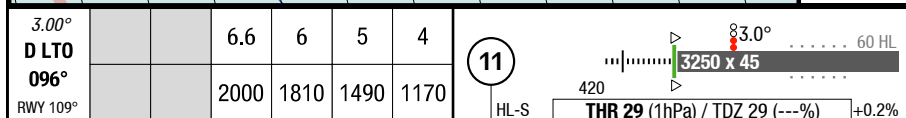
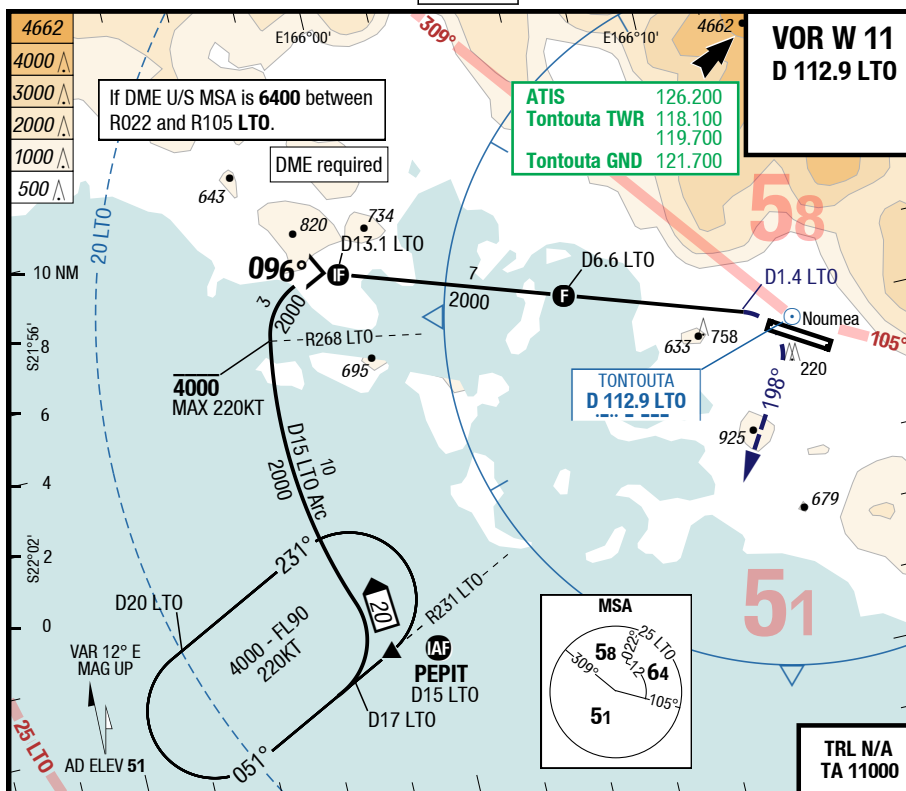
NOU-NWWW

7-100

VOR Y 11

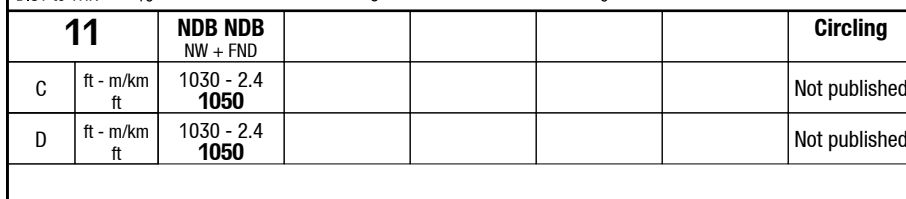


11		VOR GA 5.0%	VOR GA 3.5%	VOR GA 2.5%	Circling	
C	ft - m/km ft	1230 - 5.0 1250	1400 - 5.0 1420	1520 - 5.0 1540		Not published
D	ft - m/km ft	1230 - 5.0 1250	1400 - 5.0 1420	1520 - 5.0 1540		Not published



11		VOR DME				Circling
C	ft - m/km ft	990 - 4.1 1010				Not published
D	ft - m/km ft	990 - 4.1 1010				Not published

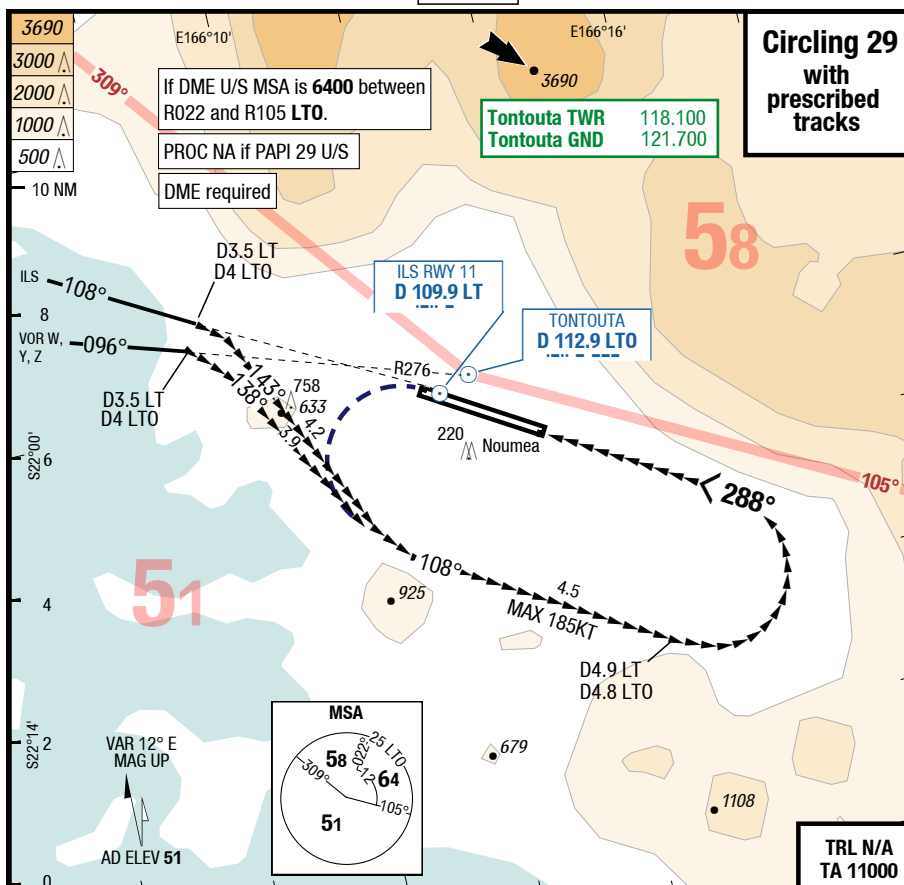
NDB Z 11



NOU-NWWW

7-130

Circling 29



29						Circling P-TRK 1)	Circling
C	ft - m/km ft					1380 - 6.0V 1430	Not published
D	ft - m/km ft					1380 - 6.0V 1430	Not published

1) PROC NA wo PAPI