

GENERAL

Operational Hours

ATS Hours

MON-FRI 0500-2100±, SAT 0600-1900±, SUN/HOL 0800-2100±, extension until 2330±, PPR PN 72HR.

AD ADMIN Hours

MON-FRI 0400-2100±, SAT 0500-1900±, SUN 0700-2100±, extension PN 72HR.

Airport Information

RFF: CAT 6 MON-FRI 1130-1700±, other times O/R with 72HRs PN

CAT 5 MON-FRI 0415-1130±, 1700-2100±

SAT 0500-1900±

SUN 0800-2100±

Fuel: MON-FRI 0400-2100±, SAT 0500-1900±, SUN 0700-2100±, extension PN 72HR.

PCN: RWY 13/31: 39/F/D/W/T

Customs: MON-FRI 0800-1700± PN 2HR;
SAT, SUN and HOL 0800-1100±, 1300-1700± O/R day before 1600±

Operation

TWY Restrictions

TWY A1 width 15m / 49ft.

TWY B1, B2 width 10m / 33ft.

TWY B2 CLSD.

ARRIVAL

Speed

MAX 250KT below FL100.

Communication

COM Failure

Followed by MISAP

Comply with the MISAP, then perform a second APCH. If the second attempt is followed by a new MISAP, apply PROC for clearing TMA: Use outbound route LUSIT 4Y. Climb FL50 and seek VMC.

DEPARTURE

Take-off Minima

RWY		31	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		13	
All ACFT	ft - m/km	0 - 400V	-

Speed

MAX 250KT below FL100.

DEPARTURE**Communication****COM Failure**

In VMC: Return back to AD.

In IMC:

Respect DEP routing and last assigned FL until TMA limits and continue climbing as in the FPL in force. If the last assigned FL is not compatible with MNM ENRT safety ALT continue climbing up to FL50 until TMA limits then join up cruising level as indicated in the FPL in force.

De-Icing

AVBL.

CFR-LFRK

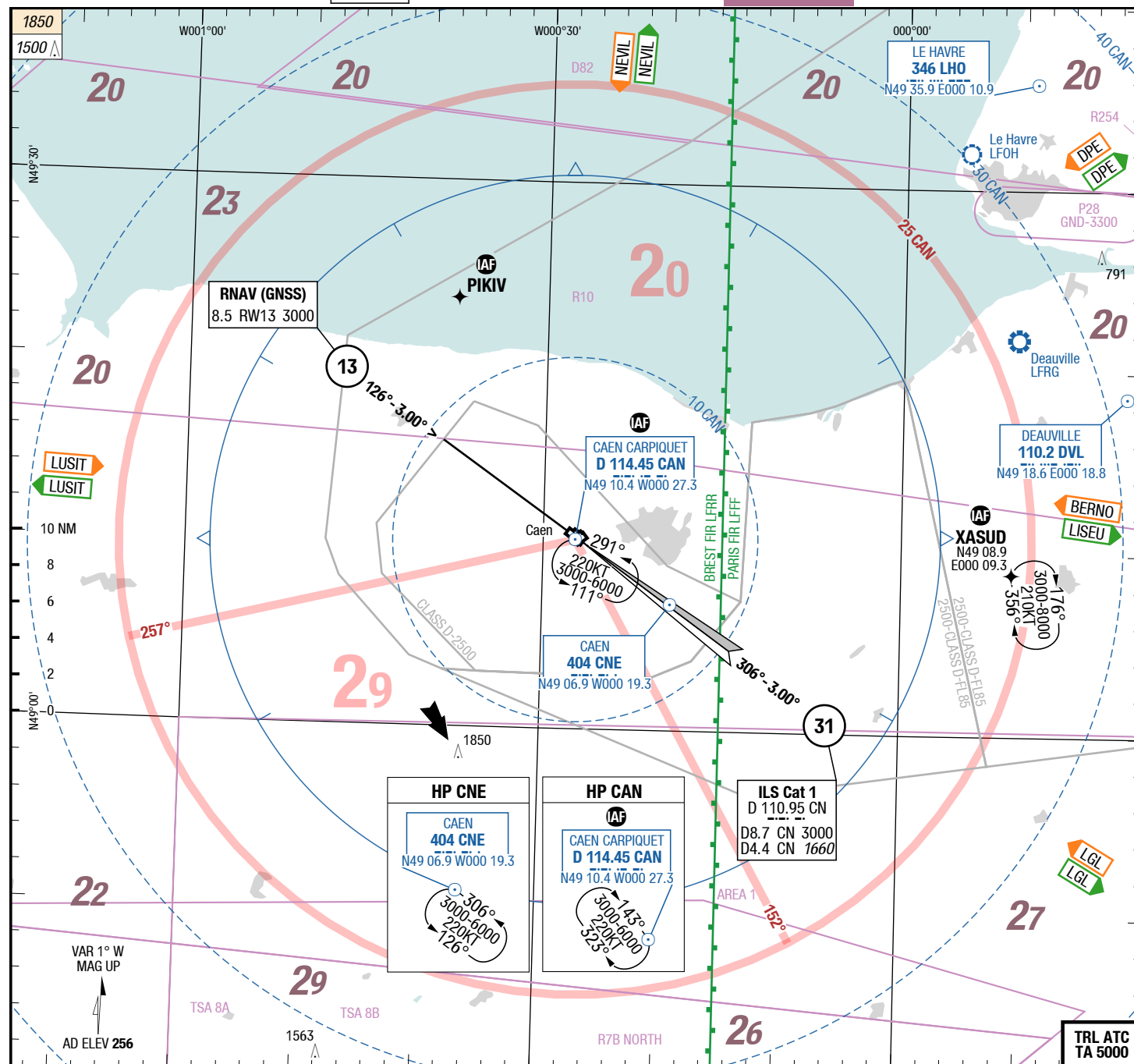
AFC

AFC

AFC

AFC

2-10



Deauville APP	120.350	HO
TWR	134.525	HO
Deauville Info	120.350	HO

Landing RWY system:

13 300 1600 x 45 3.0° 60 HL
231 / 8hPa TDZ ---% 0.0%

60 HL 45 x 1900 420
0.0% TDZ ---% **232 / 8hPa** HL-S

Changes: Navaid , OBST

Effective 29-MAR-2018

22-MAR-2018

CFR-LFRK

France **Caen** Carpiquet

AGC

AGC

AGC

Carpiquet **Caen** France

AGC

3-20

W000°28'

W000°27'

TWR 134.525 HO
Deauville Info 120.350 HO

RWY	TORA	ASDA	TODA
13	1900	1900	1960

VAR 1° W
MAG UP
AD ELEV 256

m 0 250 500
ft 0 500 1000 1500

CAEN CARPIQUET
D 114.45 CAN

ARP
N 49 10.4
W 000 27.0

Changes: Navaid

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CFR-LFRK

SIDs RWY 31

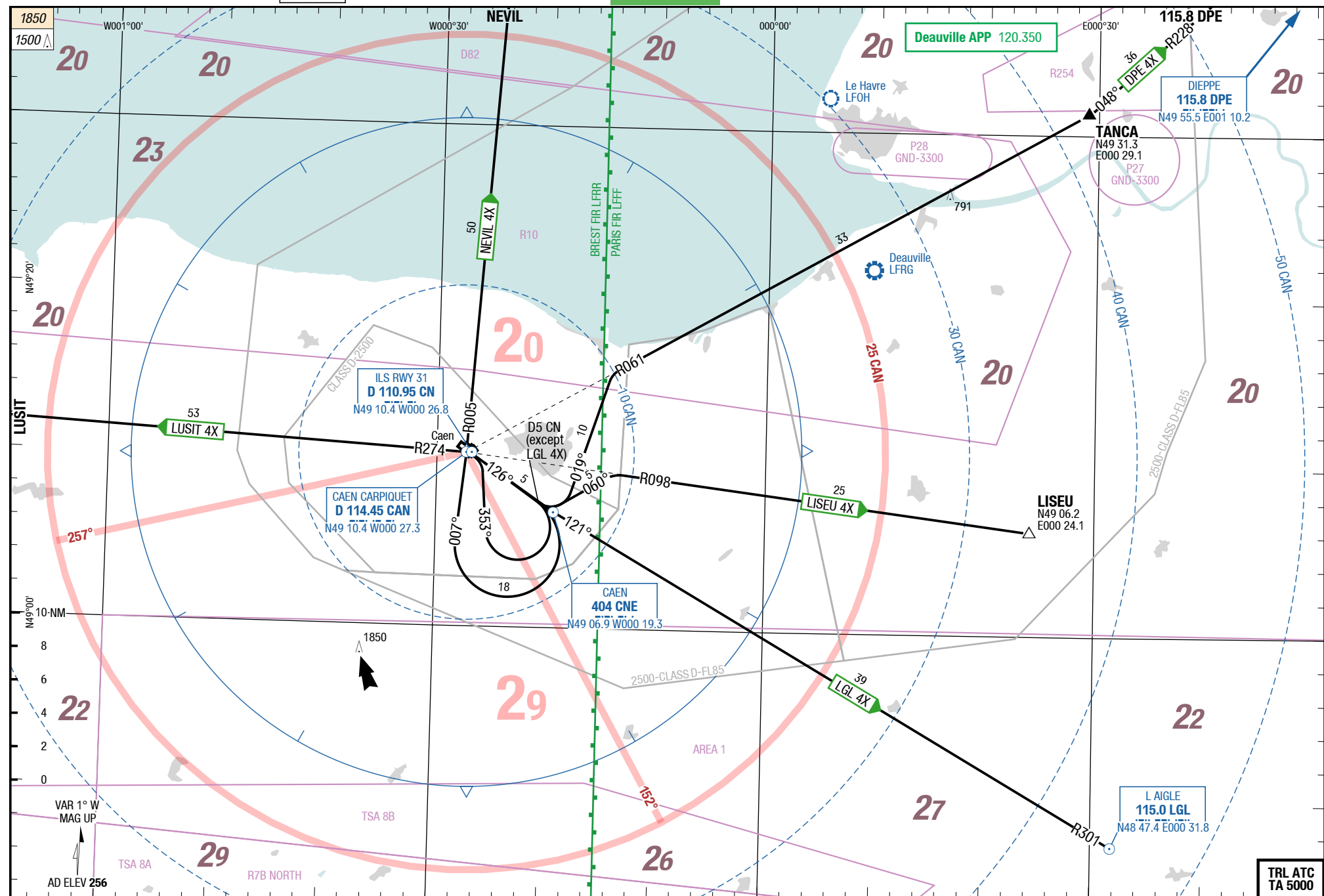
SIDs RWY 13

SID

SID

SIDs RWY 31

SIDs RWY 13



Changes: Navaid , MGA, SUAs

TRL ATC
TA 5000

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CFR-LFRK

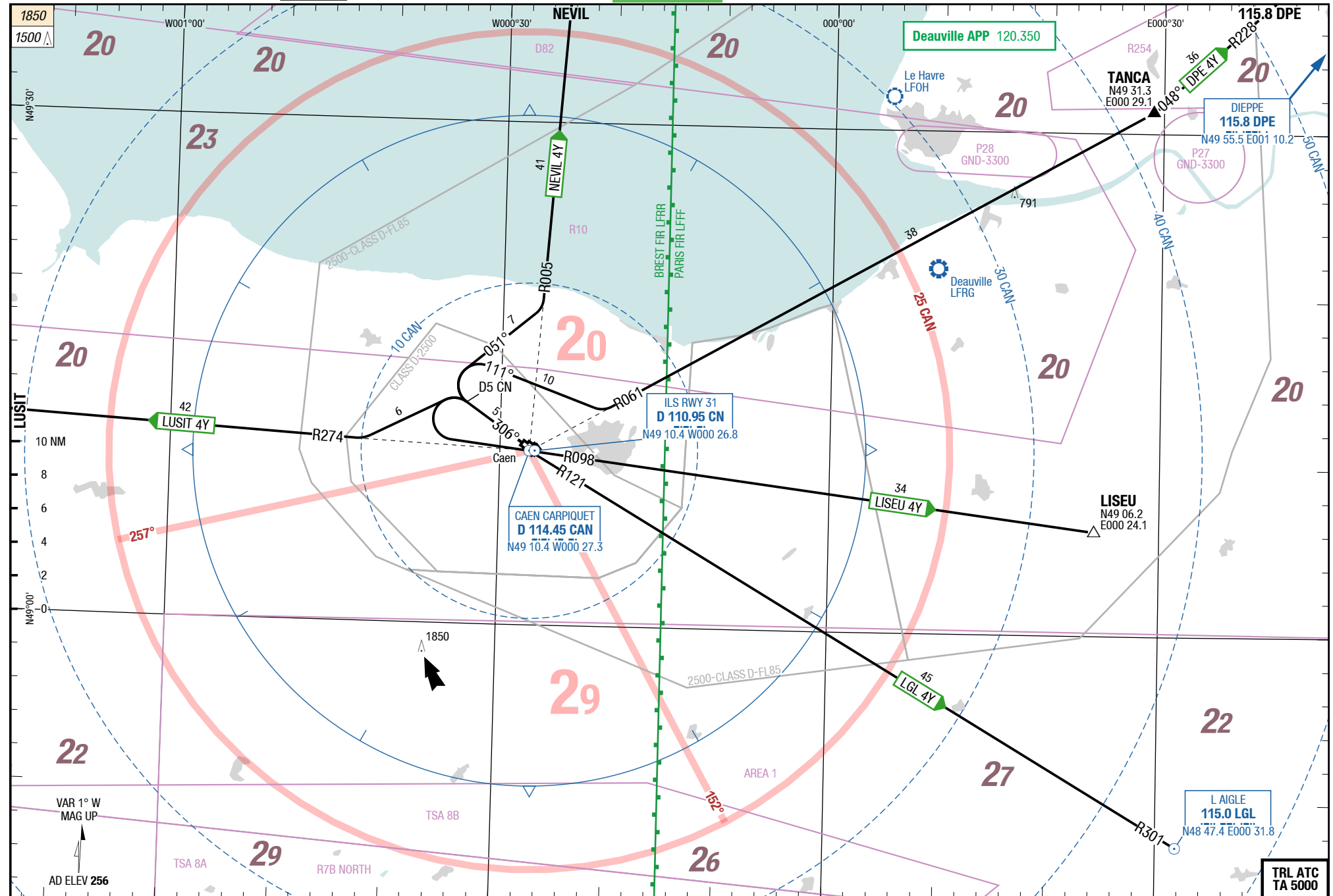
SID

SID

SIDs RWY 31

4-20

SIDs RWY 31



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DIEPPE 4X / L AIGLE 4X / LISEU 4X / LUSIT 4X / NEVIL 4X / OMNIDIRECTIONAL DEP RWY 13 (126°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
DIEPPE 4X DPE 4X 4.4% to D5 CN 120.350 ①	at D5 CN LT 019° - intercept R061 CAN to TANCA - intercept R228 DPE to DPE	
L AIGLE 4X LGL 4X 4.4% to D5 CN 120.350 ①	126° to CNE - QDR 121 CNE (R301 LGL) to LGL	
LISEU 4X 4.4% to D5 CN 120.350 ①	at D5 CN LT 060° - intercept R098 CAN to LISEU	
LUSIT 4X 4.4% to D5 CN 120.350 ①	at D5 CN RT 353° - intercept R274 CAN to LUSIT	
NEVIL 4X 4.4% to D5 CN 120.350 ①	at D5 CN RT 007° to CAN - R005 CAN to NEVIL	
OMNIDIRECTIONAL DEP 4.4% to D5 CN 120.350 ①	at D5 CN climb direct route to the enroute safety altitude.	

① ATS slope 4.4% to remain within controlled airspace. Obstacle slope 3.3%.

CFR-LFRK

5-20

SIDs RWY 31

DIEPPE 4Y / L AIGLE 4Y / LISEU 4Y / LUSIT 4Y / NEVIL 4Y / OMNIDIRECTIONAL DEP
RWY 31 (306°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
DIEPPE 4Y DPE 4Y 4.4% to D5 CN 120.350 ①	at D5 CN RT 111° - intercept R061 CAN to TANCA - intercept R228 DPE to DPE	
L AIGLE 4Y LGL 4Y 4.4% to D5 CN 120.350 ①	at D5 CN LT direct CAN - R121 CAN (R301 LGL) to LGL	
LISEU 4Y 4.4% to D5 CN 120.350 ①	at D5 CN LT direct CAN - R098 CAN to LISEU	
LUSIT 4Y 4.4% to D5 CN 120.350 ①	at D5 CN LT intercept R274 CAN to LUSIT	
NEVIL 4Y 4.4% to D5 CN 120.350 ①	at D5 CN RT 051° - intercept R005 CAN to NEVIL	
OMNIDIRECTIONAL DEP 4.4% to D5 CN 120.350 ①	at D5 CN climb direct route to the enroute safety altitude. (If CN DME U/S climb on RWY HDG up to minimum enroute safety altitude)	

① ATS slope 4.4% to remain within controlled airspace. Obstacle slope 3.3%.

CFR-LFRK

NIL

STARS

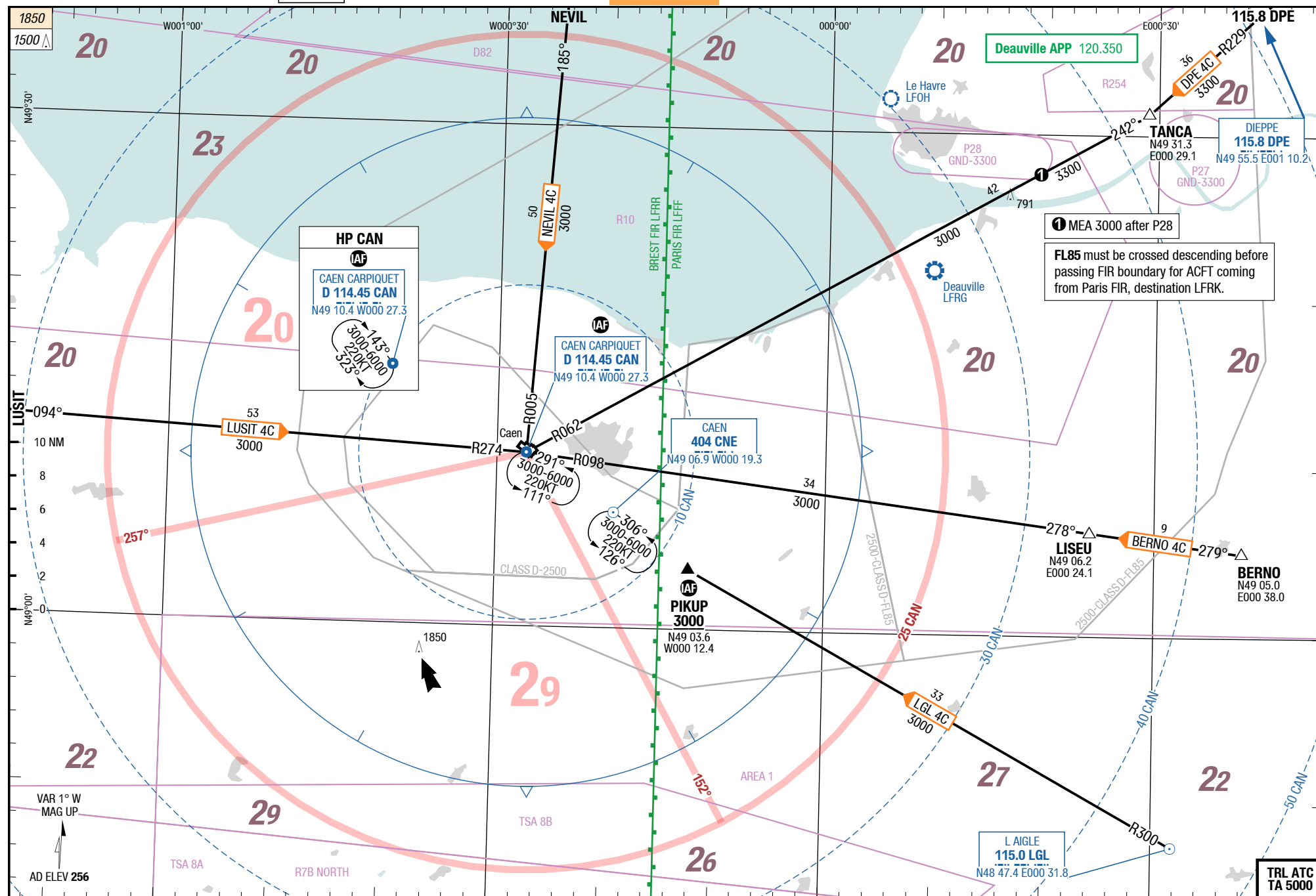
STAR

STAR

NIL

STARS

6-10



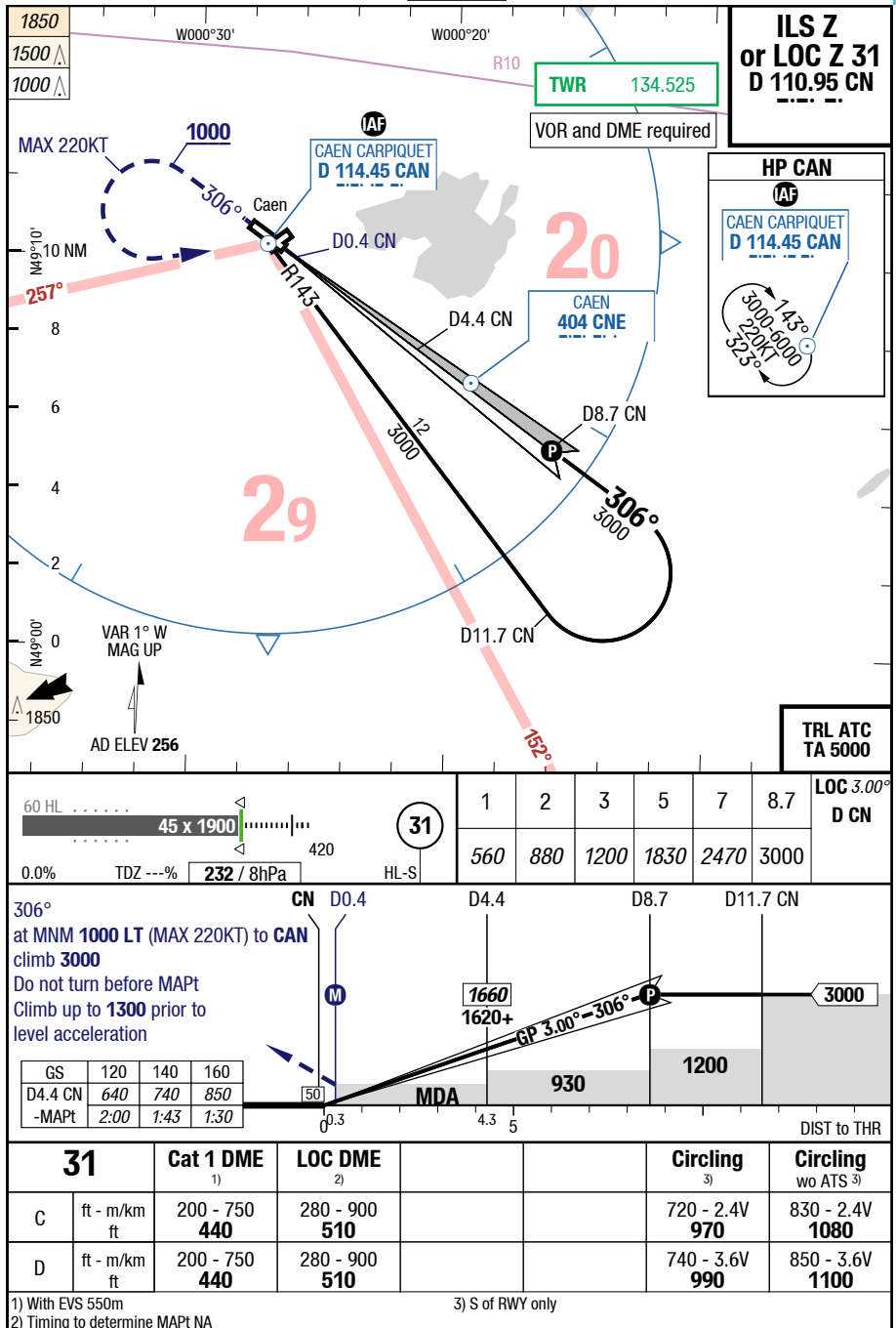
Changes: Navaid , MGA, SUAs

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CFR-LFRK

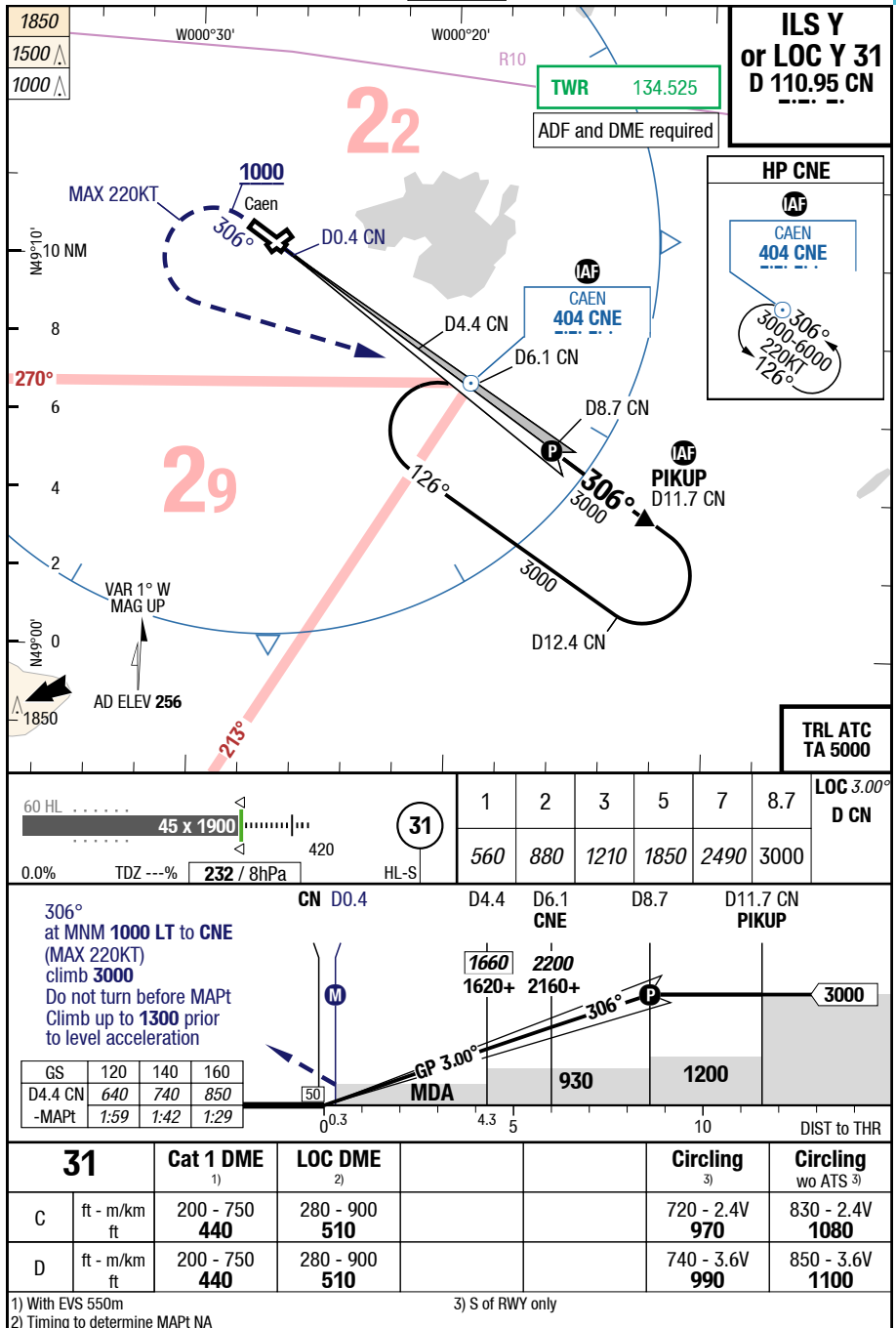
7-10

ILS Z or LOC Z 31



7-20

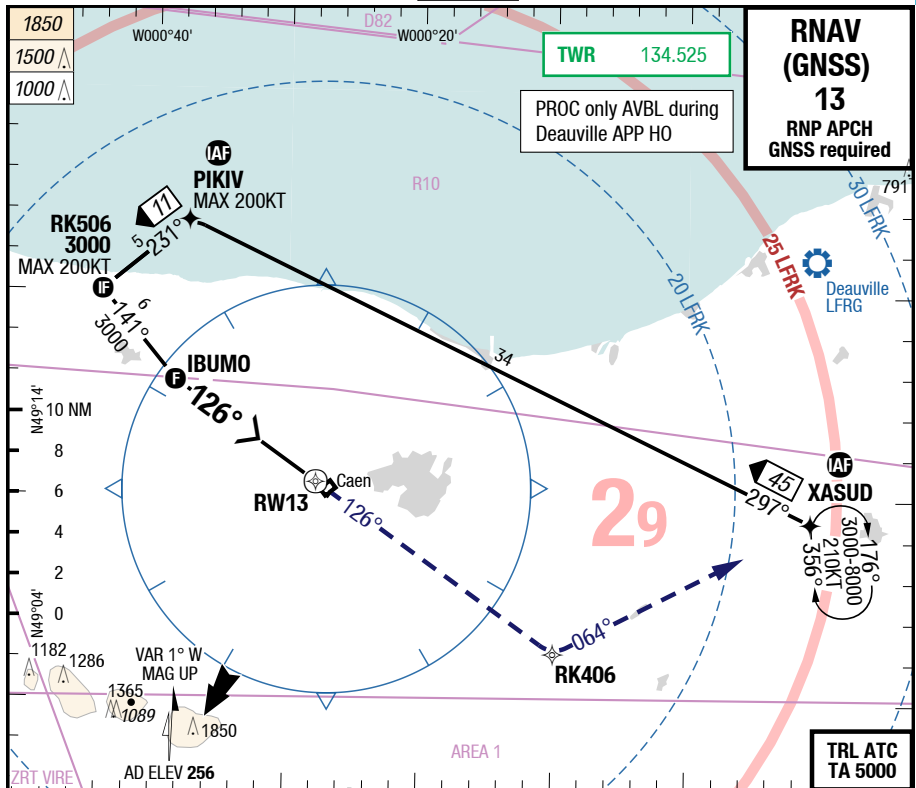
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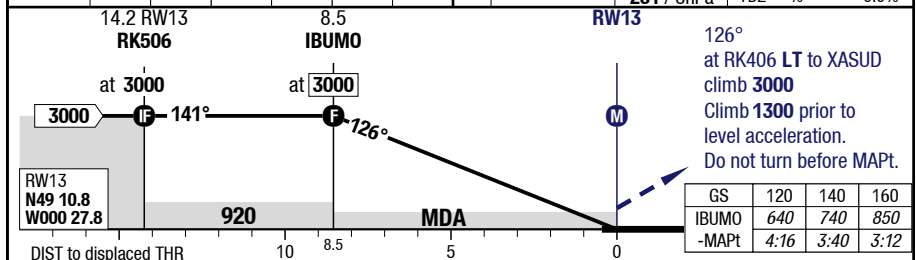
CFR-LFRK

7-30

RNAV (GNSS) 13



3.00°	8.5	6	5	4	3	2	13	3.0°	60 HL
RW13	3000	2200	1880	1560	1240	920		300 1600 x 45	
	14.2 RW13			8.5				231 / 8hPa	TDZ ---% 0.0%



13	RNAV GNSS LNAV				Circling 1)	Circling wo ATS wo LCA QNH 1)
C	ft - m/km ft	450 - 2.1 680			720 - 2.4V 970	830 - 2.4V 1080
D	ft - m/km ft	450 - 2.1 680			740 - 3.6V 990	850 - 3.6V 1100

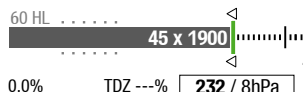
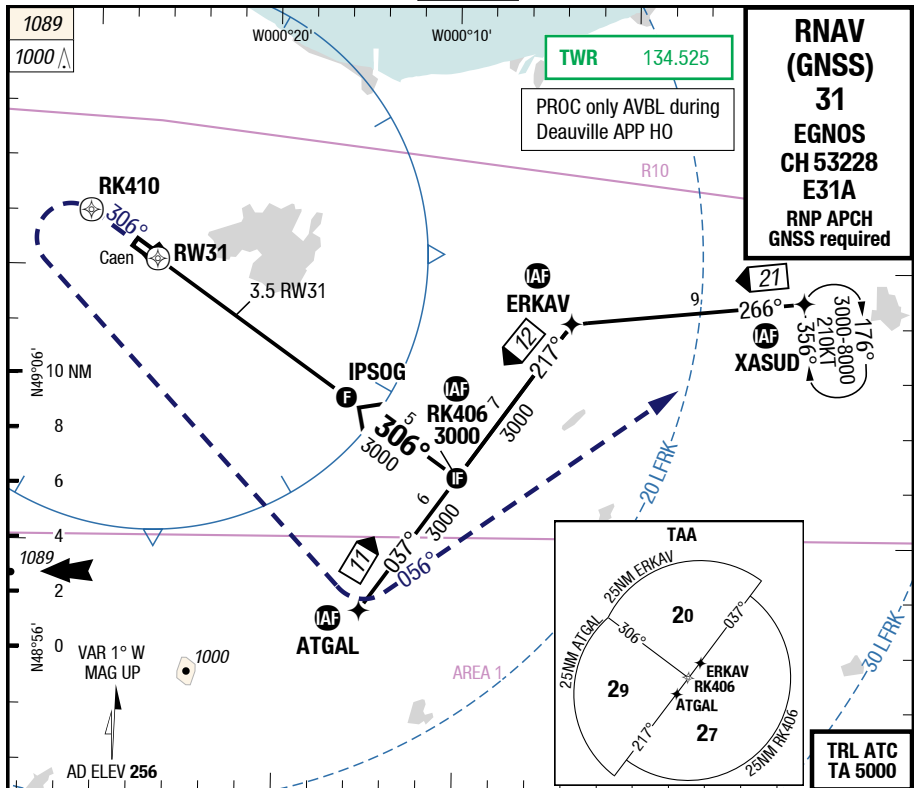
1) S of RWY only

Changes: Nil

CFR-LFRK

7-40

RNAV (GNSS) 31

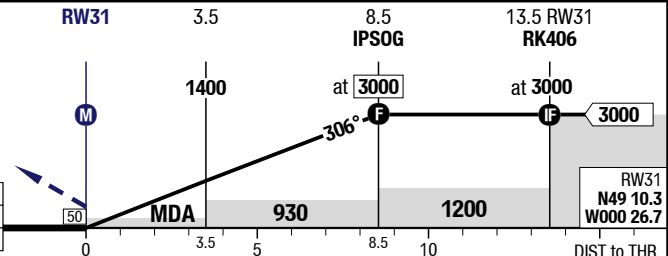


31

2	4	6	8	8.5	3.00°
920	1560	2200	2830	3000	RW31

306°
 at RK410 LT
 direct ATGAL - XASUD
 climb **3000**
 Climb **1500** prior to
 level acceleration.
 Do not turn before MAPt.

GS	120	140	160
IPSOG	640	740	850
-MAPt	4:16	3:40	3:12

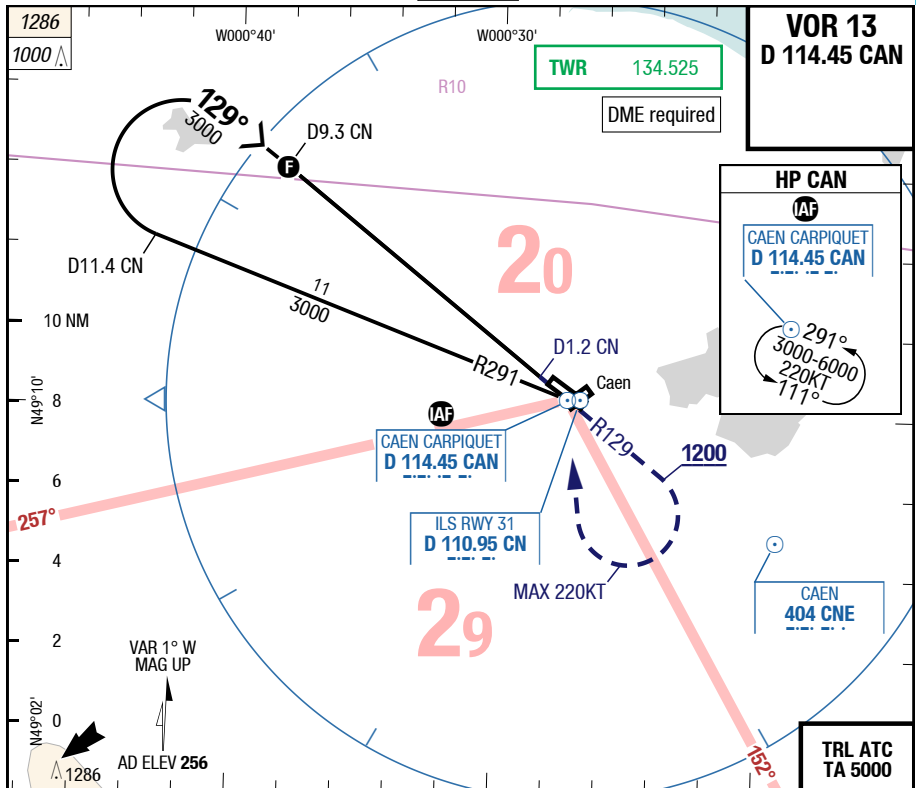


31		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling 4)	Circling wo ATS wo LCA QNH 4)
C	ft - m/km ft	220 - 800 450	260 - 800 490 1)	360 - 1.2 590	720 - 2.4V 970	830 - 2.4V 1080
D	ft - m/km ft	230 - 800 460	270 - 900 500 5)	360 - 1.2 590	740 - 3.6V 990	850 - 3.6V 1100

1) With EVS 550m 2) Uncompensated Baro VNAV NA below -15°C (5°F) 3) Use with Caen (LFRK) QNH only 4) S of RWY only 5) With EVS 600m

7-50

VOR 13

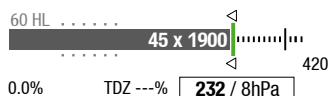
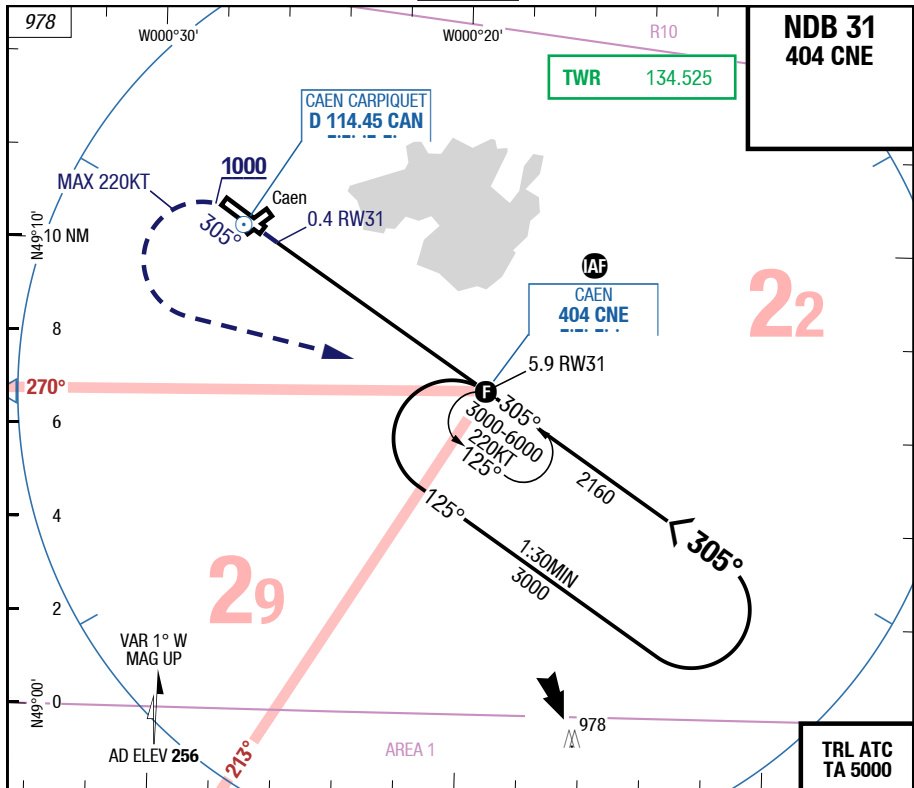


3.00° D CN 129° RWY 126°	9.3	8	6	5	4	3	13	3.0° 300 1600 x 45 60 HL	231 / 8hPa	TDZ ---%	0.0%												
D11.4 CN	D9.3							D1.2 CN	R129 CAN at MNM 1200 RT (MAX 220KT) direct CAN climb 3000 Do not turn before MAPt Climb 1300 prior to level acceleration														
3000	3000	920	MDA						<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D9.3 CN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>4:03</td><td>3:29</td><td>3:03</td></tr></table>	GS	120	140	160	D9.3 CN	640	740	850	-MAPt	4:03	3:29	3:03		
GS	120	140	160																				
D9.3 CN	640	740	850																				
-MAPt	4:03	3:29	3:03																				
DIST to displaced THR																							
13		VOR DME CN						Circling S of RWY only		Circling wo ATS S of RWY only													
C	ft - m/km ft	490 - 2.3 720						720 - 2.4V 970		830 - 2.4V 1080													
D	ft - m/km ft	490 - 2.3 720						740 - 3.6V 990		850 - 3.6V 1100													

CFR-LFRK

7-60

NDB 31



31

2	3	4	5	7	8.5	3.00°
920	1240	1560	1880	2510	3000	RW31 305°
						RWY 306°

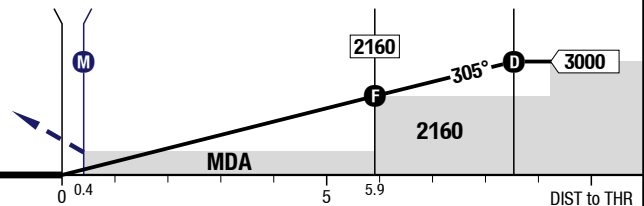
QDR 305 CNE at MNM 1000 LT to CNE (MAX 220KT) climb 3000 Do not turn before MAPt Climb up to 1300 prior to level acceleration

GS	120	140	160
CNE	640	740	850
-MAPt	2:45	2:21	2:04

RW31 0.4

5.9 CNE

8.5 RW31



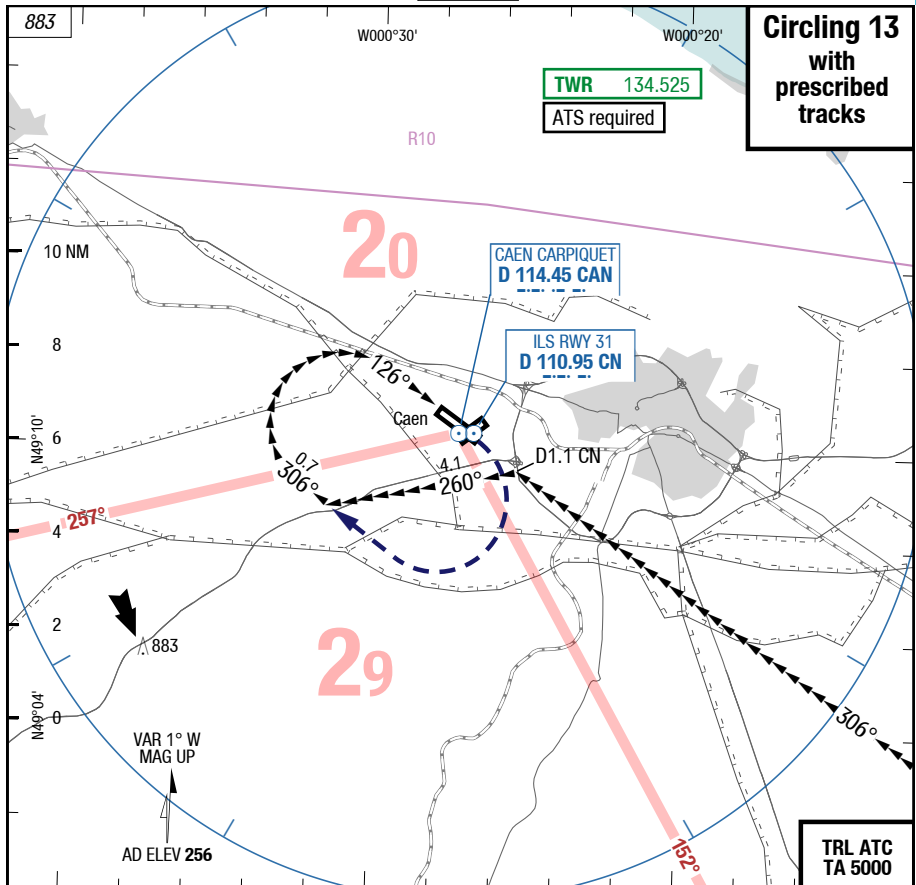
31	NDB				Circling 1)	Circling wo ATS 1)
C	ft - m/km ft	380 - 1.3 610			720 - 2.4V 970	830 - 2.4V 1080
D	ft - m/km ft	380 - 1.3 610			740 - 3.6V 990	850 - 3.6V 1100

1) S of RWY only

Changes: Nil

7-70

Circling 13 with prescribed tracks



13

300 1600 x 45 83.0° 60 HL

231 / 8hPa TDZ ---% 0.0%

13						Circling P-TRK 1) 2)	Circling
C	ft - m/km ft					630 - 2.4V 880	Not published
D	ft - m/km ft					710 - 3.6V 960	Not published

1) HJ only
2) wo ATS PROC NA

Changes: Navaid