

**GENERAL****Operational Hours****ATS Hours**

MON 0500± (HOL 0700±) - SAT 1900± (day before HOL 2100±): H24

SUN 0700-2100±

Other times PPR with PN 72HR before FRI (or day before HOL) 1100±

**AD ADMIN Hours**

MON-FRI 0500-2030±, other times PPR with PN 12HR

Weekends and HOL O/R.

**Airport Information**

**RFF:** CAT 7 AVBL for SKED flights and O/R 24HR PN.

CAT 5 MON-SAT 0430-2130±, SUN 1100-2130±;

CAT 2 other times

**Fuel:** MON-FRI: 0500-2030±, SUN 1230-2030±, other times PPR with PN 24HR

**PCN:** RWY 03/21: 44/F/C/W/T

**Customs:** 24HR PN

**Operation****Traffic Note**

Code letter D ACFT and higher: PPR PN 3 months and safety study.

**Low Visibility Procedure**

When RVR below 550m, only 1 ACFT is allowed on maneuvering area at the time.

TWY A1/A2 not AVBL if RVR below 400m.

**RWY Restriction**

180° turn for ACFT MTOW above 37t / 81571lbs on turning-pads at RWY end only.

**TWY Restriction**

TWY D AVBL HJ and VMC only.

**Warnings**

MIL jets training westbound TFC circuit at 1500ft AGL.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure****In case of MISAP**

Apply the MISAP as described in the IAC and perform a second APCH PROC. If the second attempt fails, apply the TMA vacating PROC.

**TMA Vacating PROC:** Follow R271 POI to seek VMC, climbing to 3500ft AMSL.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 21 right-hand circuit.

## DEPARTURE

## Take-off Minima

RWY		21	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
0 - 450R/450V		HJ only	
0 - 800R/800V		HN	
D			
RWY		03	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
0 - 450V		HJ only	
0 - 800V		HN	
D			

## Speed

MAX IAS below 250KT below FL100.

## Departure Procedure

## Noise Abatement Procedure

TKOF RWY 21: Climb straight ahead up to 1000ft AGL before turning, except otherwise instructed by ATC.

## De-Icing

MON-FRI: 0500-2030±, SUN 1230-2030±, other times PPR with PN 24HR

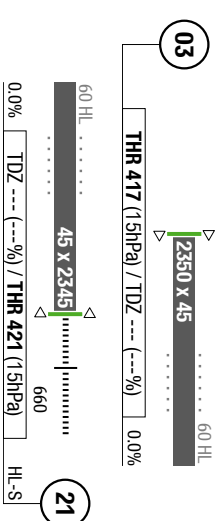
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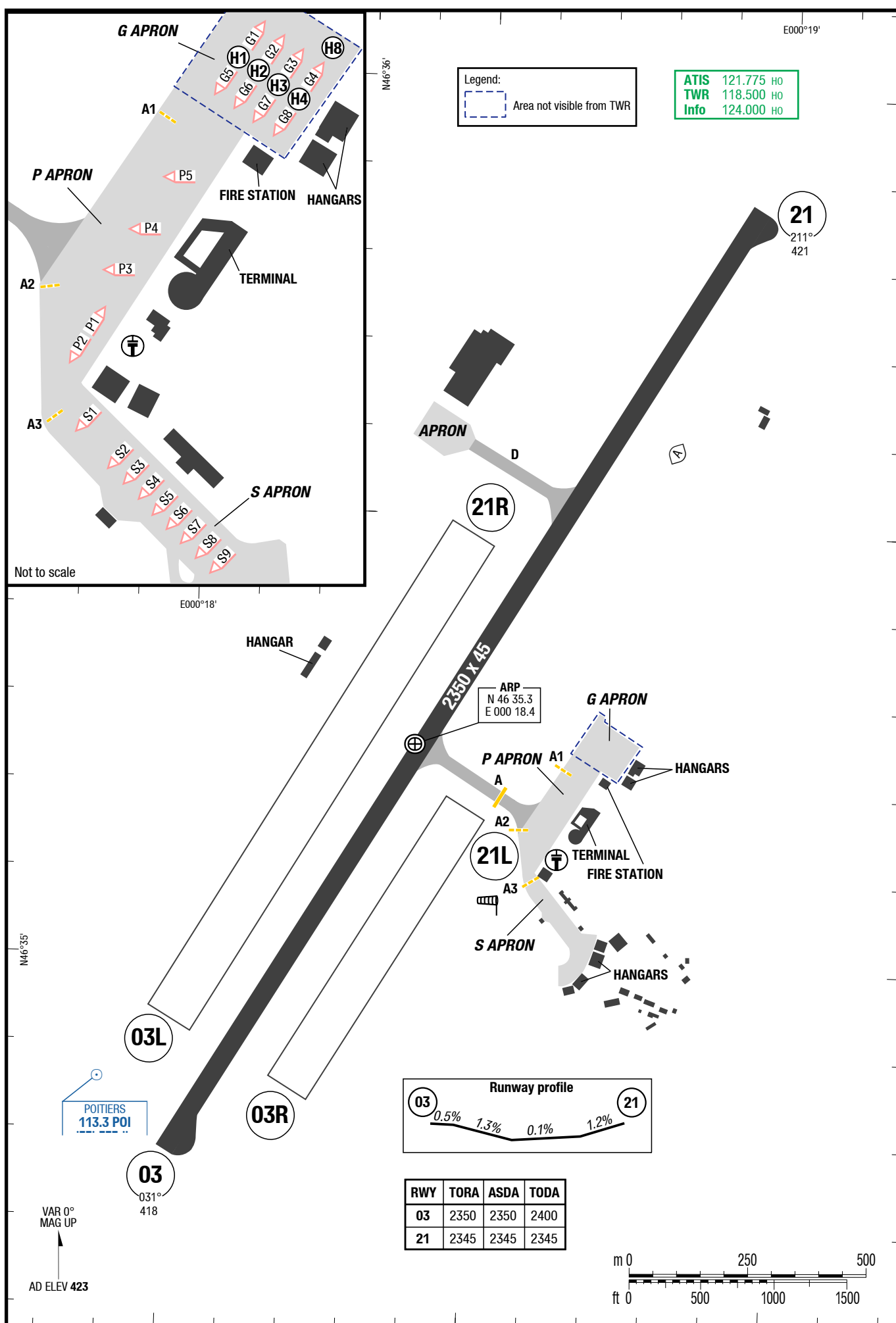
AGC

**AFC**



### Landing RWY system





**PIS-LFBI**

## RNAV SIDs RWY 21

## RNAV SIDs RWY 03

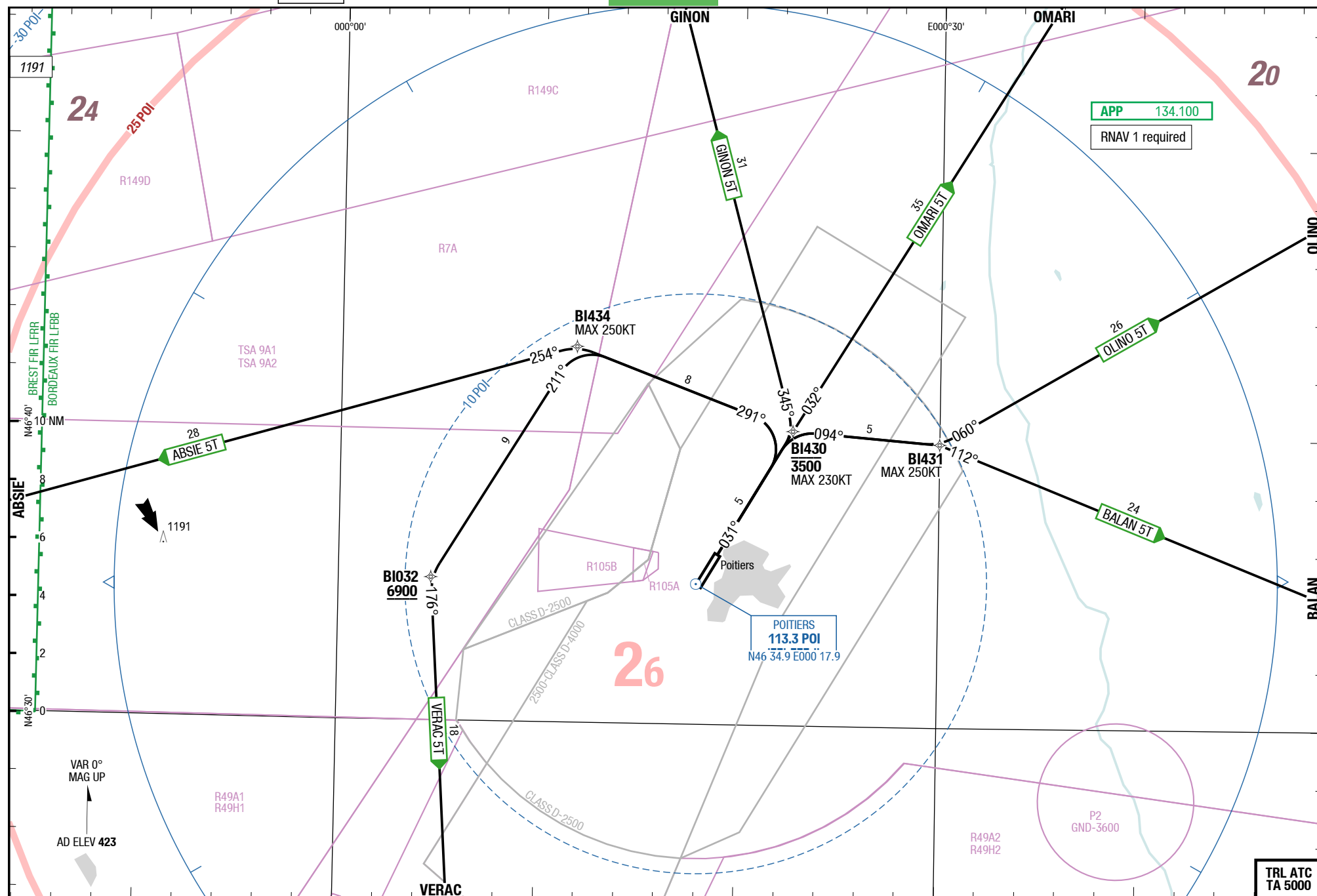
SID

SID

## RNAV SIDs RWY 21

## RNAV SIDs RWY 03

4-10



Changes: Nil

TRL ATC  
TA 5000

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19-MAY-2016

PIS-LFBI

4-20

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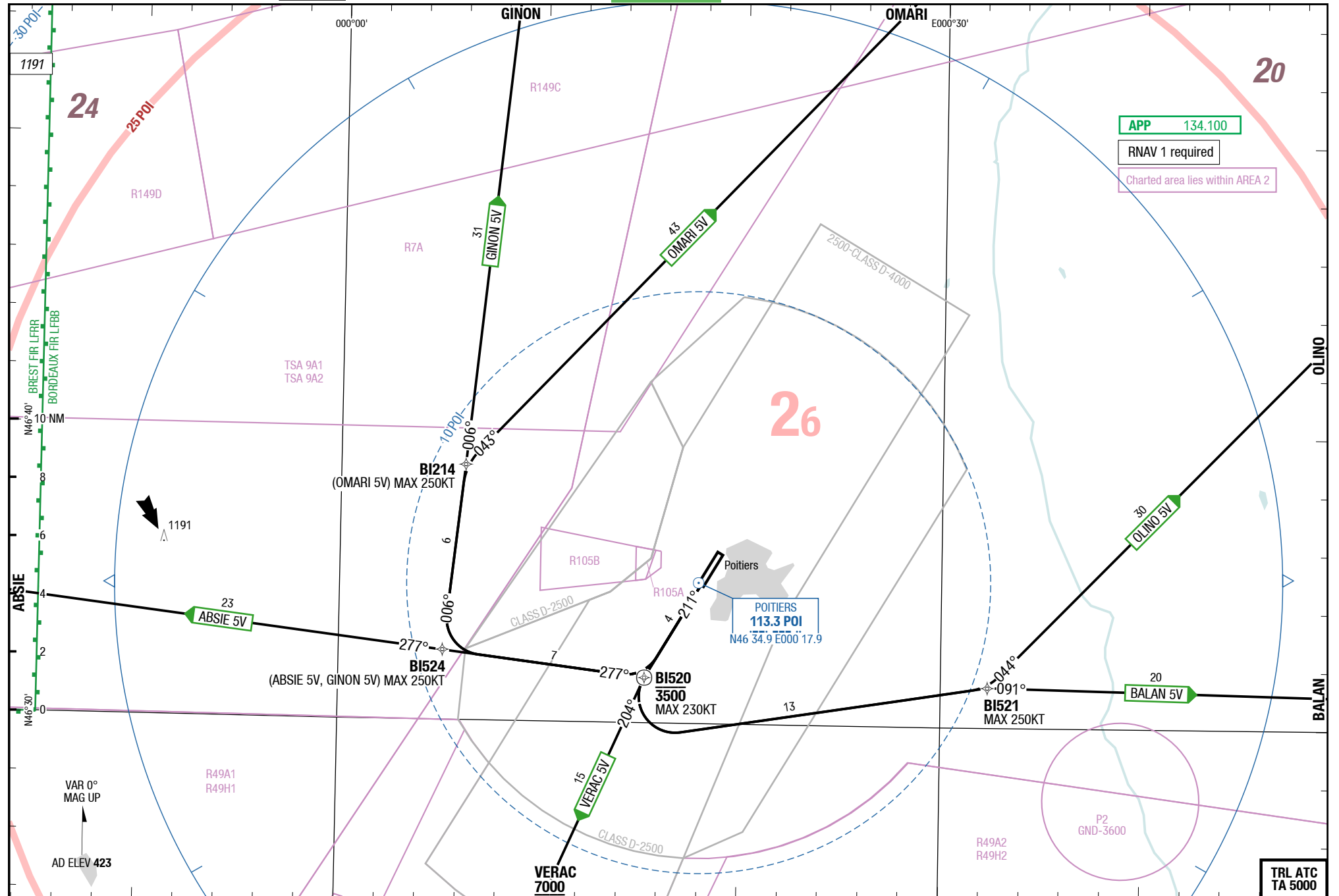
RNAV SIDs RWY 21

SID

SID

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RNAV SIDs RWY 21



Changes: ALT, SUAs

**PIS-LFBI**

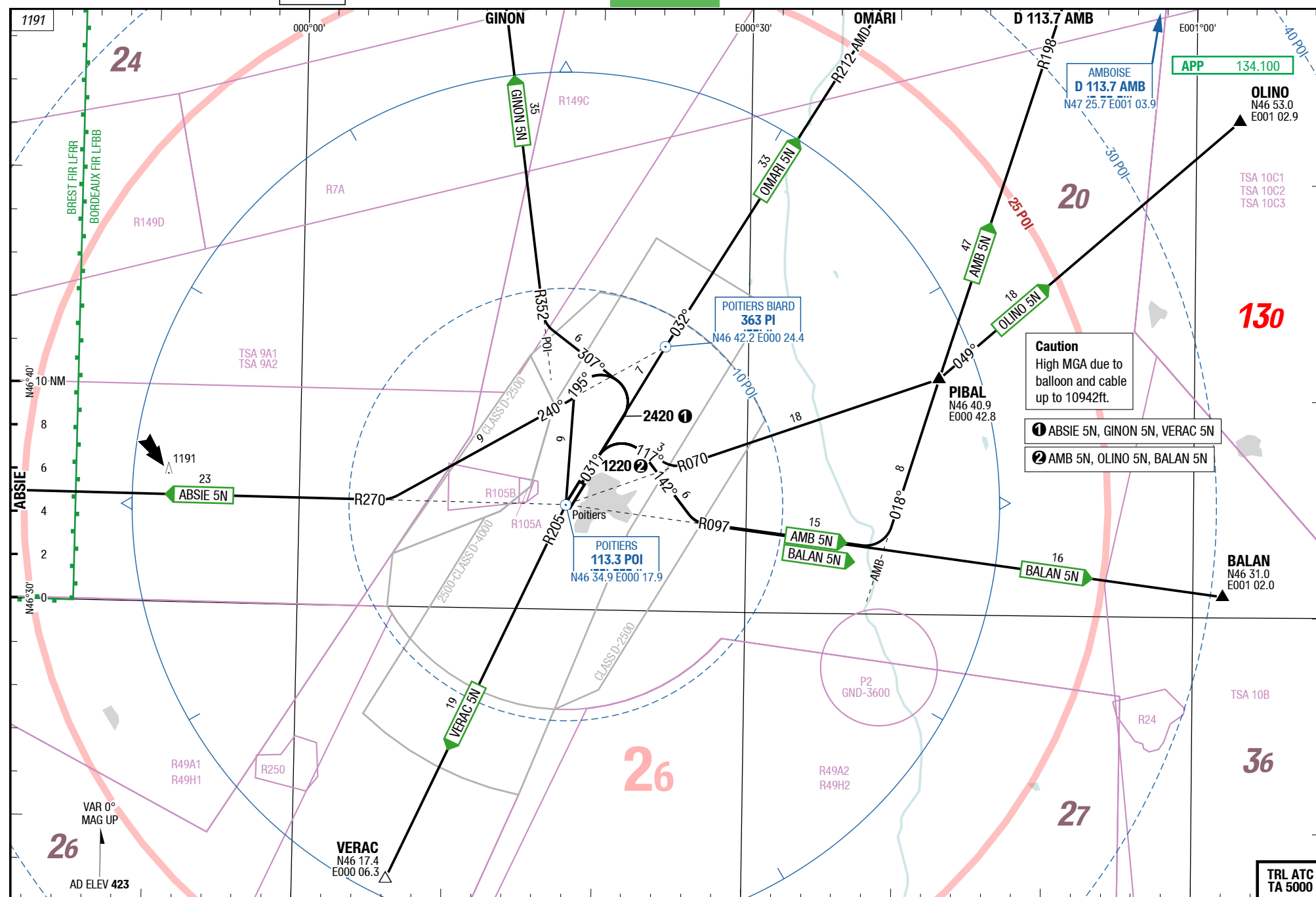
## SIDs RWY 03

SID

SID

## SIDs RWY 03

4-30



Changes: Track, OBST, VAR, PROC renumbered

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05-NOV-2015

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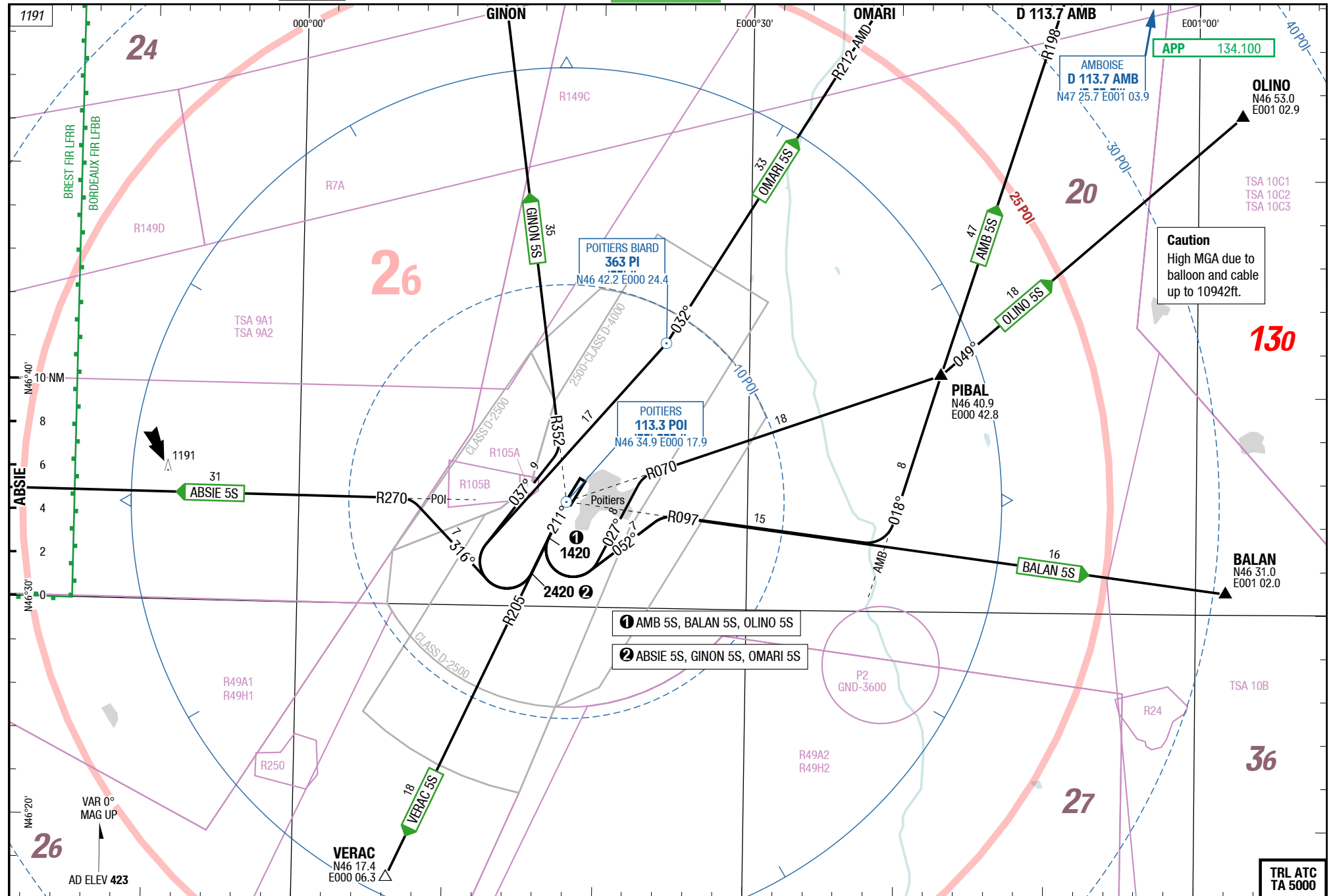
4-40

SIDs RWY 21

SID

SID

SIDs RWY 21



Changes: Track, OBST, VAR, PROC renumbered



19-MAY-2016

France **Poitiers** Biard**PIS-LFBI****5-10****RNAV SIDs RWY 03****SIDPT****ABSIE 5T / BALAN 5T / GINON 5T / OLINO 5T / OMARI 5T / OMNIDIRECTIONAL DEP / VERAC 5T**

RWY 03 (031°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ABSIE 5T</b> 6.9% to BI434 <b>134.100</b>	BI430 [K230-;L] - BI434 [K250- ;L] - ABSIE	BI430 MAX <b>3500</b>
<b>BALAN 5T</b> 6.0% to BI431 <b>134.100</b>	BI430 [K230-;R] - BI431 [K250- ;R] - BALAN	BI430 MAX <b>3500</b>
<b>GINON 5T</b> 5.0% <b>134.100</b>	BI430 [K230- ;L] - GINON	BI430 MAX <b>3500</b>
<b>OLINO 5T</b> 6.0% to BI431 <b>134.100</b>	BI430 [K230- ;R] - BI431 [K250- ;L] - OLINO	BI430 MAX <b>3500</b>
<b>OMARI 5T</b> 5.0% <b>134.100</b>	BI430 [K230-] - OMARI	BI430 MAX <b>3500</b>
<b>OMNIDIRECTIONAL DEP</b> <b>134.100</b>	at BI430 (MAX 230KT) depart omnidirectional	
<b>VERAC 5T</b> 6.9% to BI032 <b>134.100</b>	BI430 [K230- ;L] - BI434 [K250- ;L] - BI032 [L] - VERAC	BI430 MAX <b>3500</b> BI032 MNM <b>6900</b>

Changes: Nil

**ABSIE 5V / BALAN 5V / GINON 5V / OLINO 5V / OMARI 5V / OMNIDIRECTIONAL DEP / VERAC 5V**

RWY 21 (211°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>ABSIE 5V</b> 6.1% to BI524 <b>134.100</b>	BI520 [K230- ;R] - BI524 [K250-] - ABSIE	BI520 MAX <b>3500</b>
<b>BALAN 5V</b> 5.4% to BI521 <b>134.100</b>	<u>BI520</u> [K230- ;L] - BI521 [K250-] - BALAN	BI520 MAX <b>3500</b>
<b>GINON 5V</b> 6.1% to BI524 <b>134.100</b>	BI520 [K230- ;R] - BI524 [K250- ;R] - BI214 - GINON	BI520 MAX <b>3500</b>
<b>OLINO 5V</b> 5.4% to BI521 <b>134.100</b>	<u>BI520</u> [K230- ;L] - BI521 [K250-] - OLINO	BI520 MAX <b>3500</b>
<b>OMARI 5V</b> 6.1% to BI524 <b>134.100</b>	BI520 [K230- ;R] - BI524 [R] - BI214 [K250- ;R]- OMARI	BI520 MAX <b>3500</b>
<b>OMNIDIRECTIONAL DEP</b> <b>134.100</b>	at BI520 (MAX 230KT) depart omnidirectional	
<b>VERAC 5V</b> 7.0% <b>134.100</b>	BI520 [K230-] - VERAC	BI520 MAX <b>3500</b> VERAC MNM <b>7000</b>

**ABSIE 5N / AMBOISE 5N / BALAN 5N / GINON 5N / OLINO 5N / OMARI 5N /  
OMNIDIRECTIONAL DEP / VERAC 5N**

RWY 03 (031°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ABSIE 5N</b> 5.0% to 3000 when gliding activity <b>134.100</b>	at <b>2420 LT</b> 195° intercept QDR 240 <b>PI</b> - intercept R270 <b>POI</b> to ABSIE	
<b>AMBOISE 5N</b> <b>AMB 5N</b> 6.0% to 3000 <b>134.100</b>	at <b>1220 RT</b> 142° intercept R097 <b>POI</b> - intercept R198 <b>AMB</b> inbound to PIBAL - <b>AMB</b>	
<b>BALAN 5N</b> 6.0% to 3000 <b>134.100</b>	at <b>1220 RT</b> 142° intercept R097 <b>POI</b> to BALAN	
<b>GINON 5N</b> 5.0% to 3000 when gliding activity <b>134.100</b>	at <b>2420 LT</b> 307° intercept R352 <b>POI</b> to GINON	
<b>OLINO 5N</b> 6.0% to 3000 <b>134.100</b>	at <b>1220 RT</b> 117° intercept R070 <b>POI</b> - at PIBAL <b>LT</b> 049° to OLINO	
<b>OMARI 5N</b> <b>134.100</b>	direct <b>PI</b> - intercept R212 <b>AMB</b> inbound to OMARI	
<b>OMNIDIRECTIONAL DEP</b> <b>134.100</b>	at <b>920</b> depart omnidirectional	
<b>VERAC 5N</b> 5.0% to FL70 <b>134.100</b>	at <b>2420 LT</b> direct <b>POI</b> - R205 <b>POI</b> to VERAC	

**ABSIE 5S / AMBOISE 5S / BALAN 5S / GINON 5S / OLINO 5S / OMARI 5S /  
OMNIDIRECTIONAL DEP / VERAC 5S**

RWY 21 (211°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>ABSIE 5S</b> 8.0% to 3000 when gliding activity <b>134.100</b>	at <b>2420 RT</b> 316° intercept R270 <b>POI</b> to ABSIE	
<b>AMBOISE 5S</b> <b>AMB 5S</b> 6.0% to 3000 <b>134.100</b>	at <b>1420 LT</b> 052° intercept R097 <b>POI</b> - intercept R198 <b>AMB</b> inbound to PIBAL - <b>AMB</b>	
<b>BALAN 5S</b> 6.0% to 3000 <b>134.100</b>	at <b>1420 LT</b> 052° intercept R097 <b>POI</b> to BALAN	
<b>GINON 5S</b> 8.0% to 3000 when gliding activity <b>134.100</b>	at <b>2420 RT</b> 037° intercept R352 <b>POI</b> to GINON	
<b>OLINO 5S</b> 6.0% to 3000 <b>134.100</b>	at <b>1420 LT</b> 027° intercept R070 <b>POI</b> - at PIBAL <b>LT</b> 049° to OLINO	
<b>OMARI 5S</b> 8.0% to 3000 when gliding activity <b>134.100</b>	at <b>2420 RT</b> direct <b>PI</b> - intercept R212 <b>AMB</b> inbound to OMARI	
<b>OMNIDIRECTIONAL DEP</b> <b>134.100</b>	at <b>920</b> depart omnidirectional	
<b>VERAC 5S</b> 10.0% to FL70 when R49A in activity <b>134.100</b>	intercept R205 <b>POI</b> to VERAC	

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6-10

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RNAV STARs RWY 21

RNAV STARs RWY 03

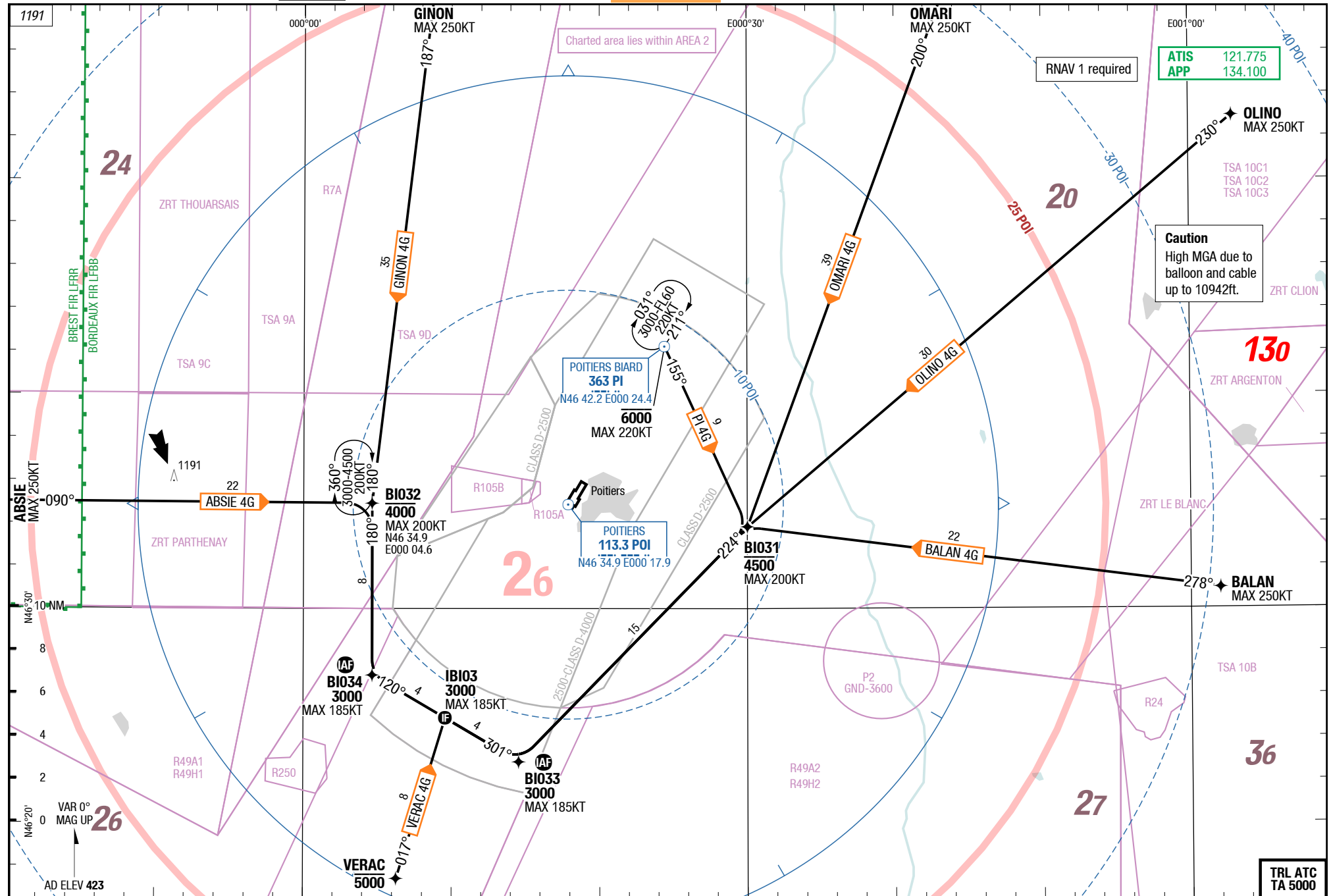
STAR

STAR

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RNAV STARs RWY 21

RNAV STARs RWY 03



Changes: Track, WPT IBIO3, SUA's, PROC renumbered

Effective 22-JUN-2017

15-JUN-2017

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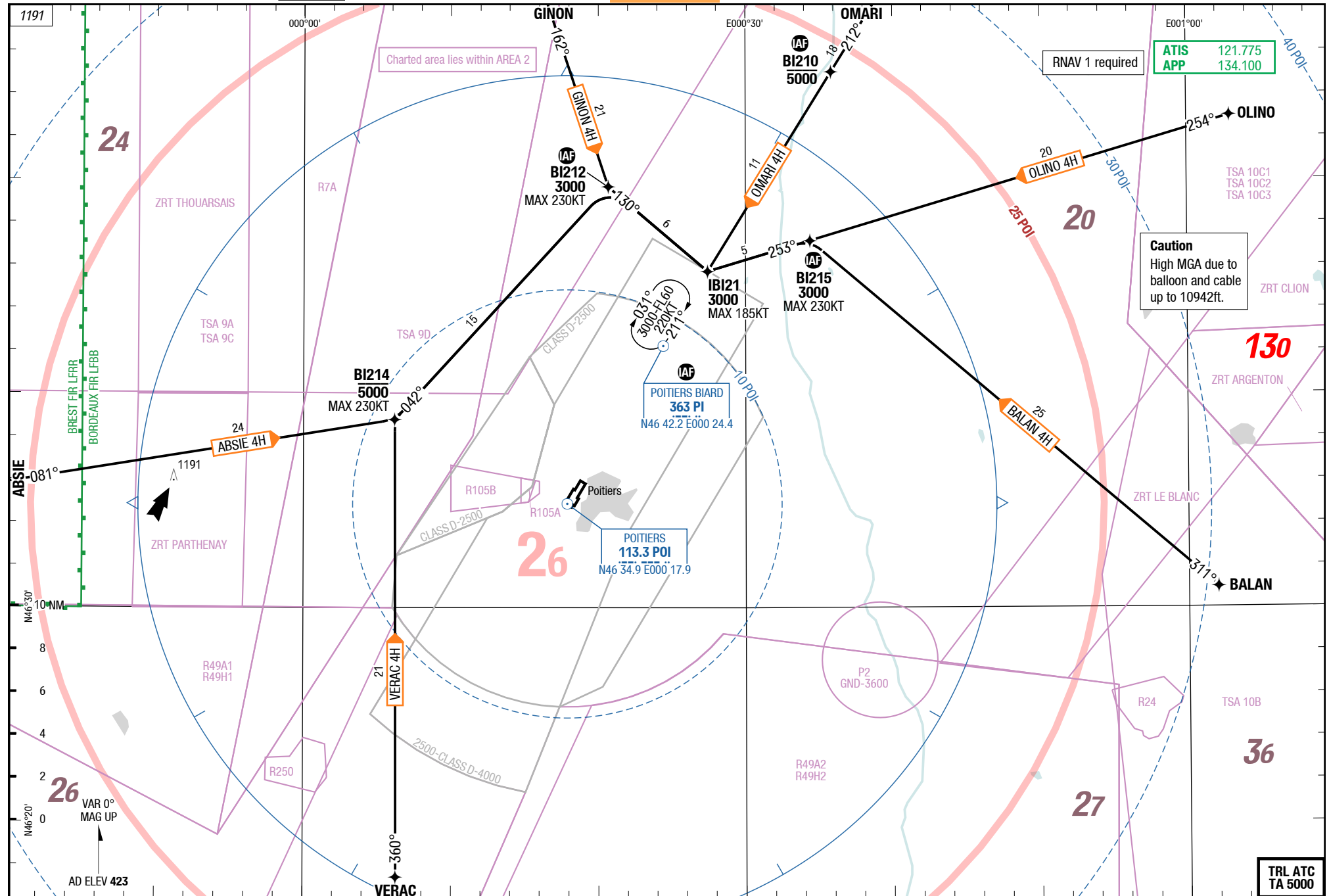
RNAV STARs RWY 21

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RNAV STARs RWY 21



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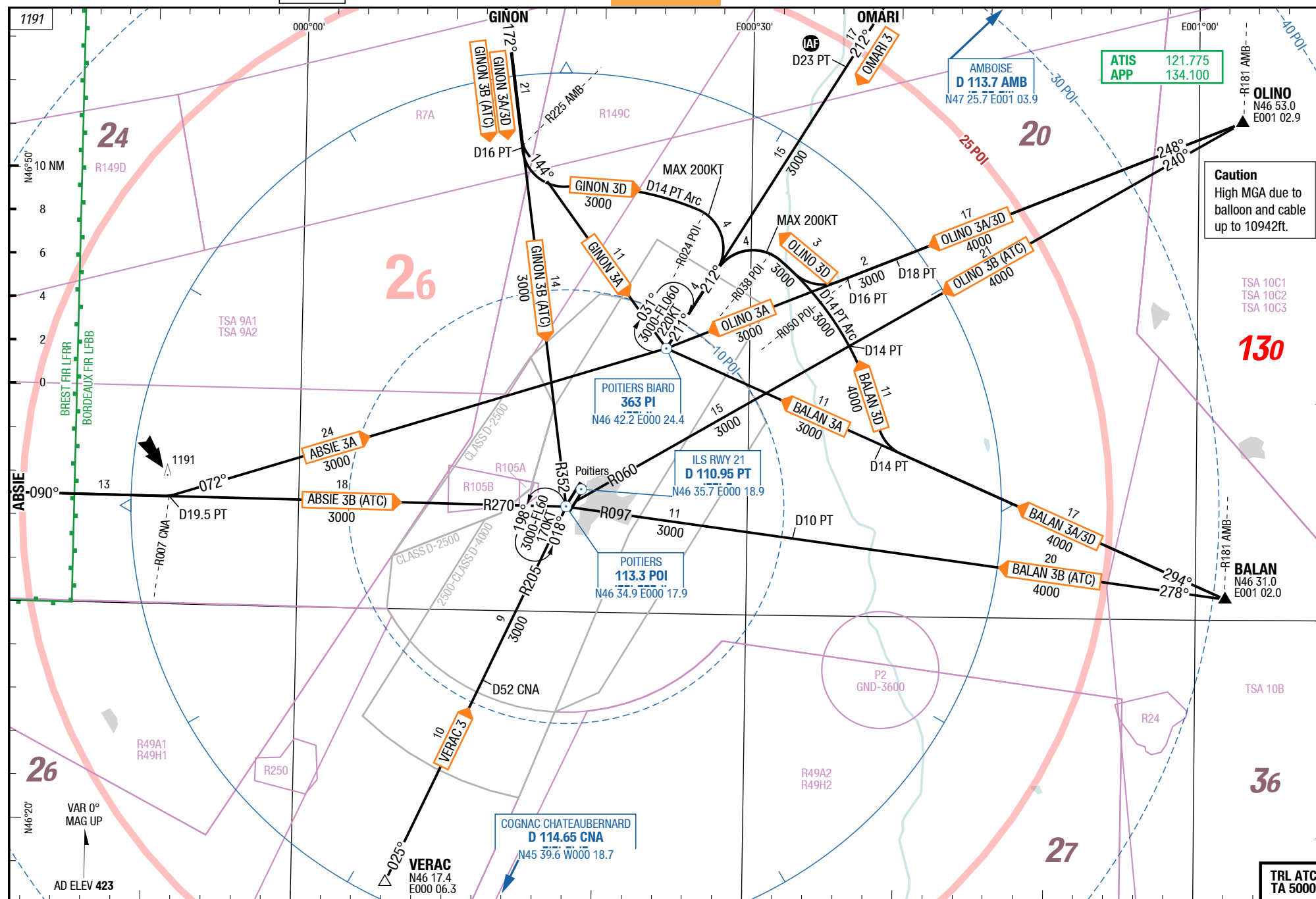
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# STAR

# STAR

**NIL**

## STARS



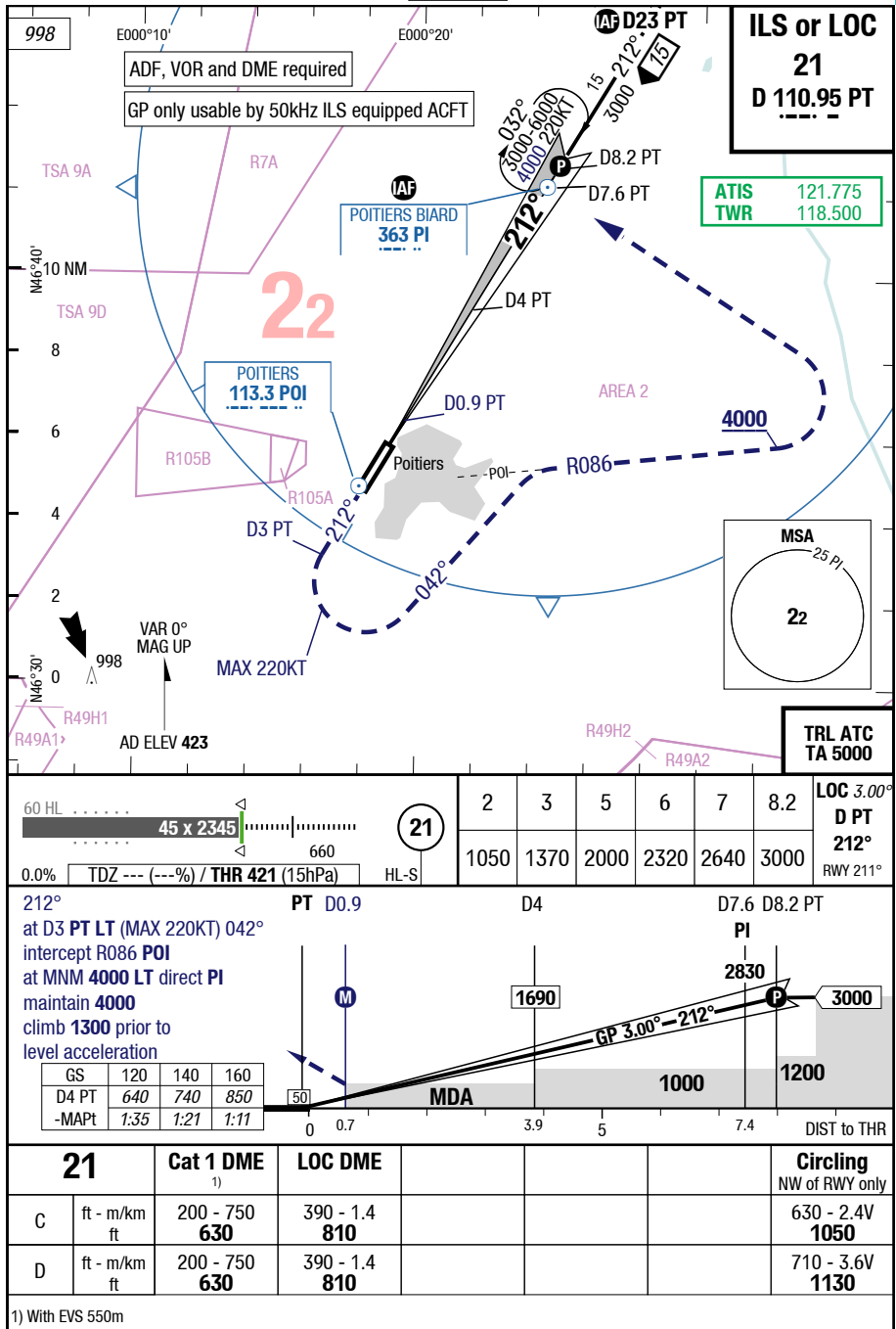
Changes: Track, OBST, PROC renumbered, VAR

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## PIS-LFBI

7-10

## ILS or LOC 21

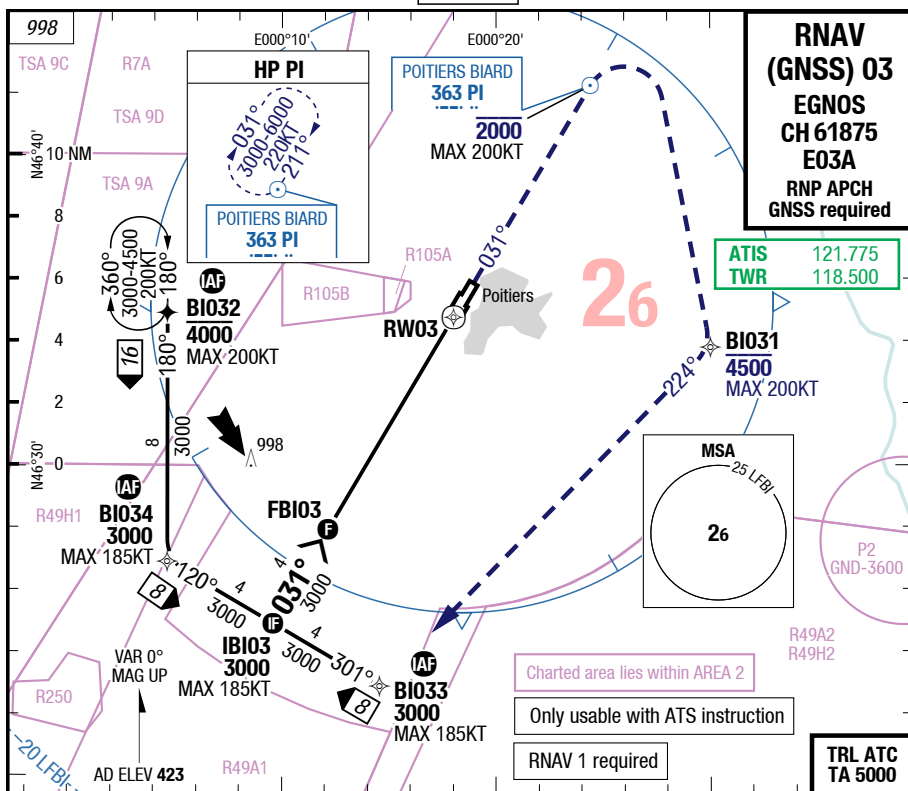




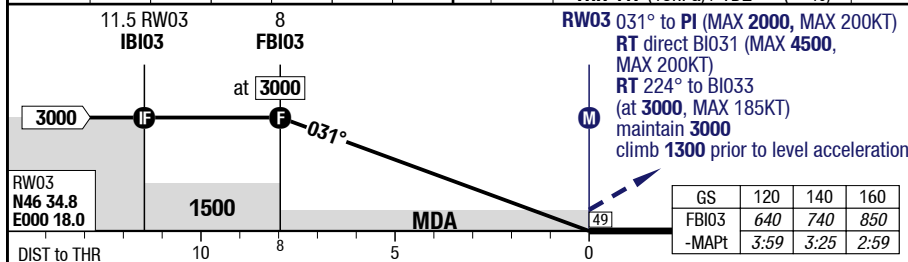
## PIS-LFBI

7-30

## RNAV (GNSS) 03



3.00°	8	6	5	4	3	2	03	60 HL
RW03	3000	2380	2060	1740	1420	1100		
								THR 417 (15hPa) / TDZ --- (---%) 0.0%



03	RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling NW of RWY only
C	ft - m/km ft 260 - 1.3 670	260 - 1.3 670	480 - 2.2 890	730 - 2.4V 1150
D	ft - m/km ft 260 - 1.3 670	260 - 1.3 670	480 - 2.2 890	730 - 3.6V 1150

1) With EVS 900m

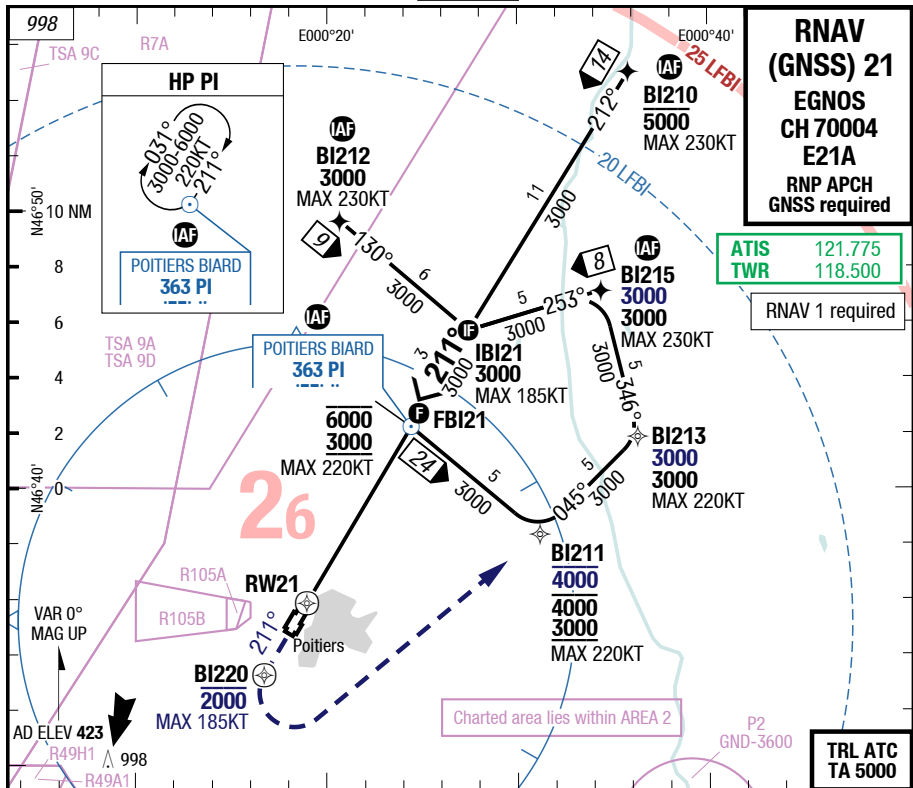
2) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: Nil

## PIS-LFBI

7-40

## RNAV (GNSS) 21



60 HL ..... 45 x 2345

0.0% TDZ --- (---%) / THR 421 (15hPa) HL-S

211° to BI220 (MAX 2000, MAX 185KT) RW21

LT direct BI211 (MAX 4000, MAX 220KT)

descend 3000 -

045° to BI213 (at 3000)

LT 346° to BI215 (at 3000)

maintain 3000 - climb 1300 prior to

level acceleration

GS	120	140	160
FBI21	640	740	850
-MAPt	3:58	3:24	2:59

MDA 1200

DIST TO THR

21

C

D

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: APL

2	3	4	5	6	7.9	3.00°
1110	1430	1740	2060	2380	3000	RW21

7.9 FBI21 11.4 RW21

at 3000

211°

3000

RW21

N46 35.9

E000 18.9

MDA 1200

DIST TO THR

21

C

D

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -20°C (-4°F)

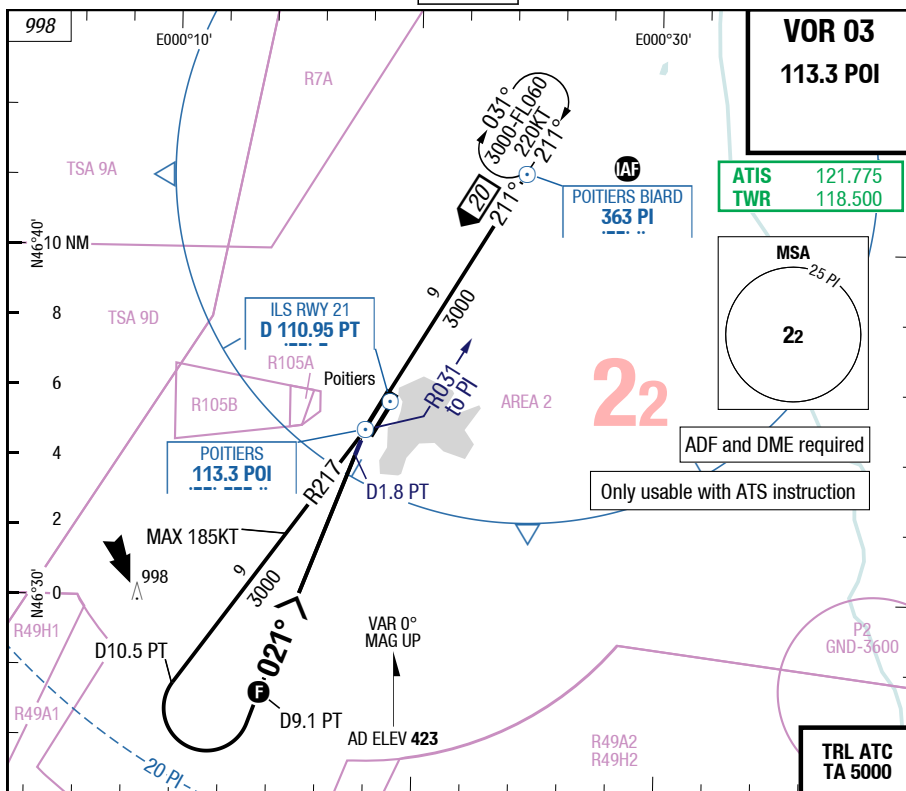
3) With EVS 600m

4) With EVS 650m

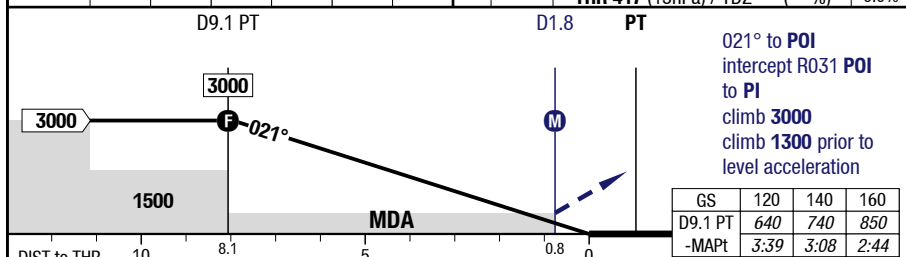
## PIS-LFBI

7-50

**VOR 03**



3.00° <b>D PT</b> <b>021°</b>	9.1	7	6	5	4	3	03	2350 x 45	60 HL
RWY 031°	3000	2360	2050	1730	1410	1090		THR 417 (15hPa) / TDZ --- (---%)	0.0%

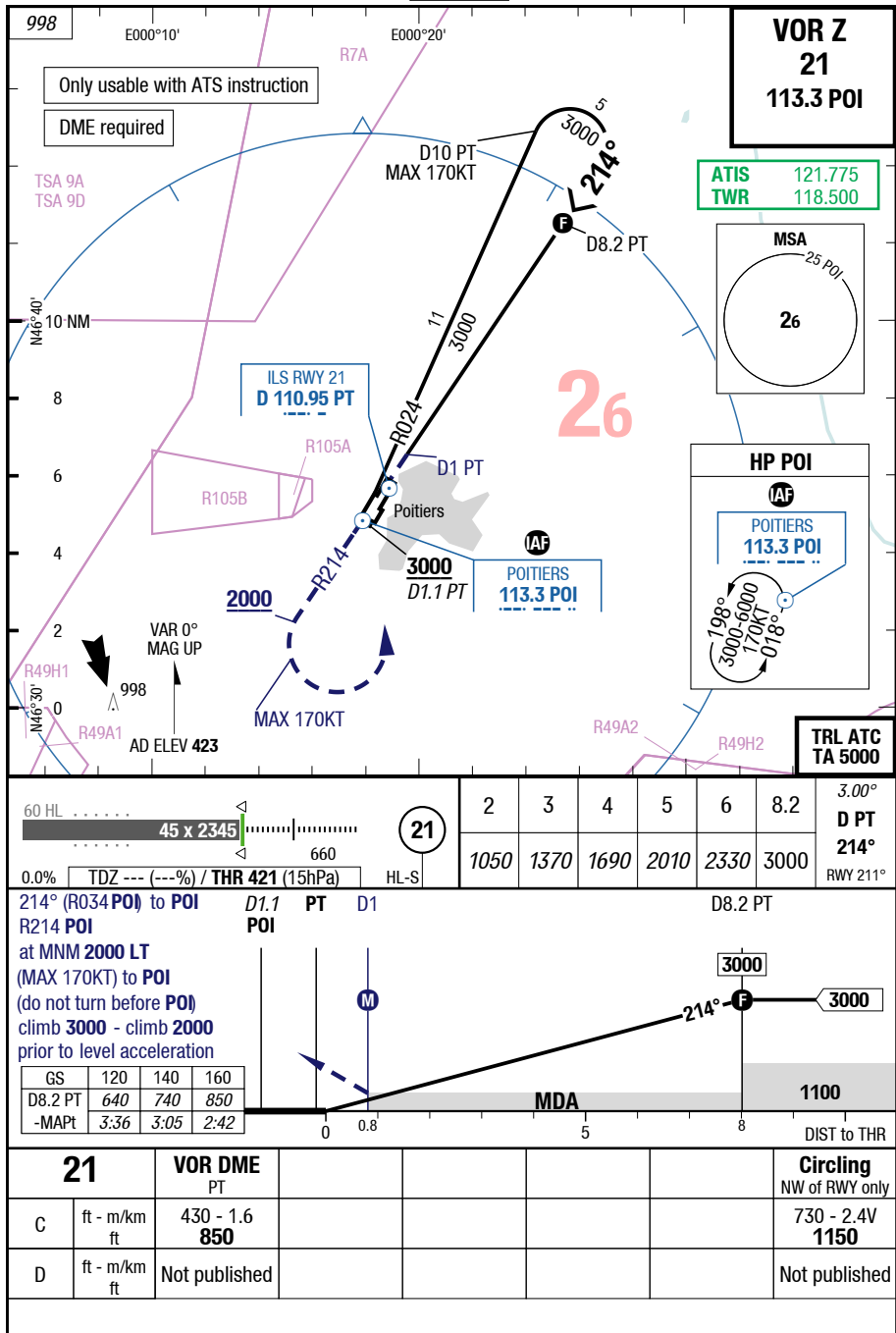


<b>03</b>		<b>VOR DME</b> PT				<b>Circling</b> NW of RWY only
C	ft - m/km ft	490 - 2.3 <b>900</b>				730 - 2.4V <b>1150</b>
D	ft - m/km ft	490 - 2.3 <b>900</b>				730 - 3.6V <b>1150</b>

## PIS-LFBI

7-60

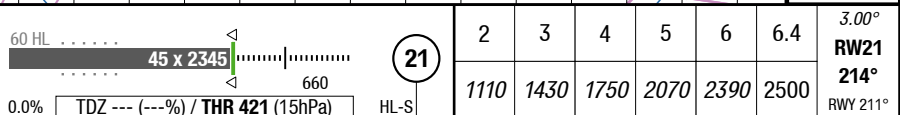
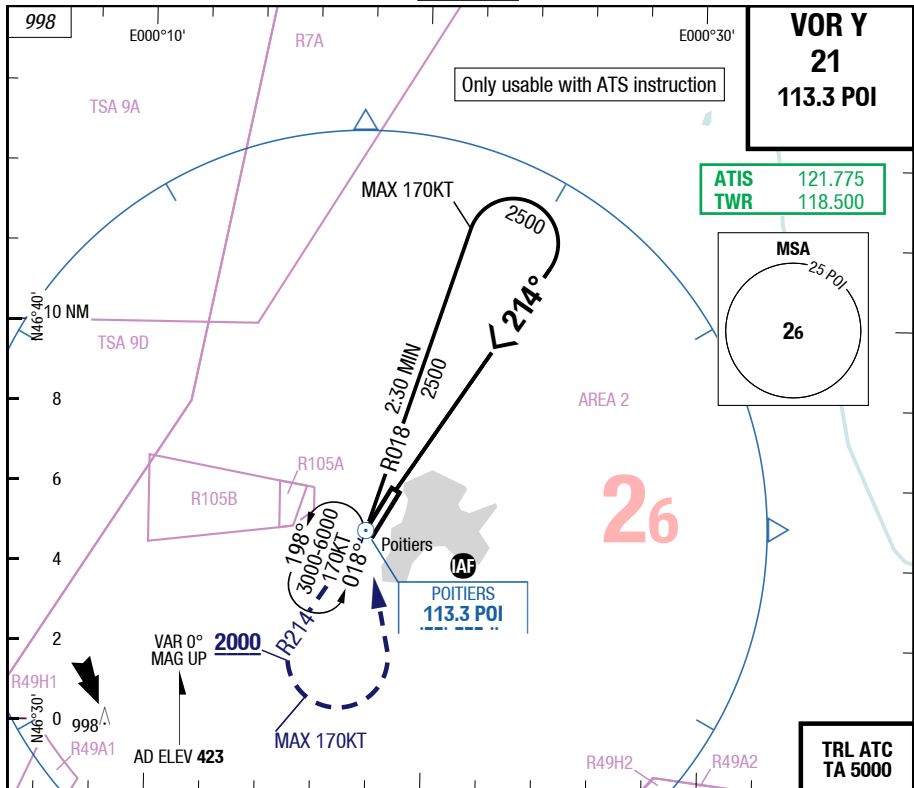
VOR Z 21



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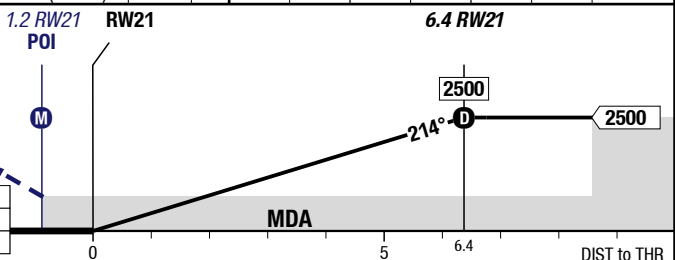
**7-70**

**VOR Y 21**



R214 **POI**  
at MNM **2000 LT**  
(MAX 170KT)  
(do not turn before MAPt)  
direct **POI** - climb **3000**  
climb **2000** prior to  
level acceleration

GS	120	140	160
6.4 RW21	640	740	850
-MAPt	3:48	3:15	2:51

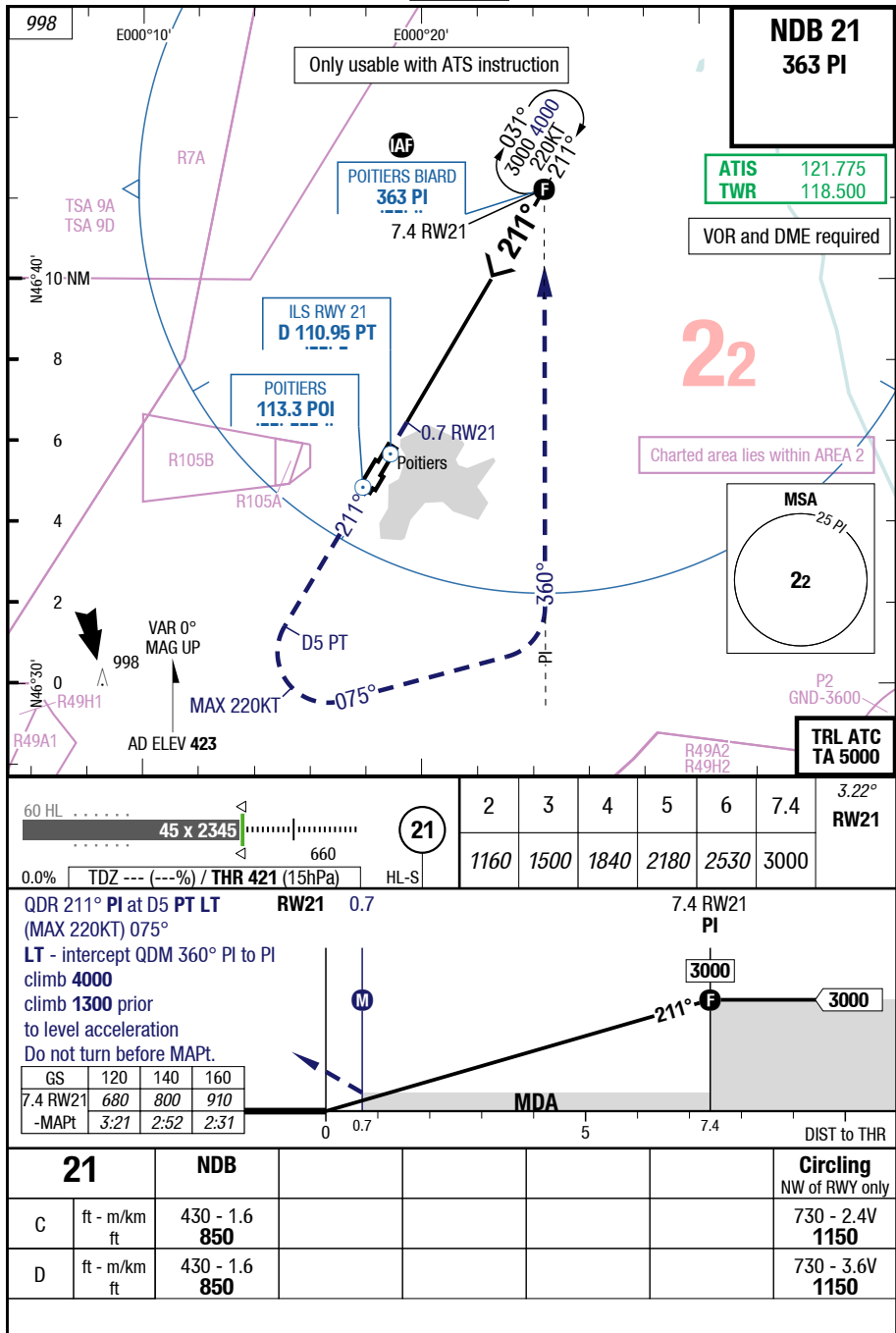


<b>21</b>		<b>VOR</b>					<b>Circling</b> NW of RWY only
C	ft - m/km ft	480 - 1.8 <b>900</b>					730 - 2.4V <b>1150</b>
D	ft - m/km ft	Not published					Not published

## PIS-LFBI

7-80

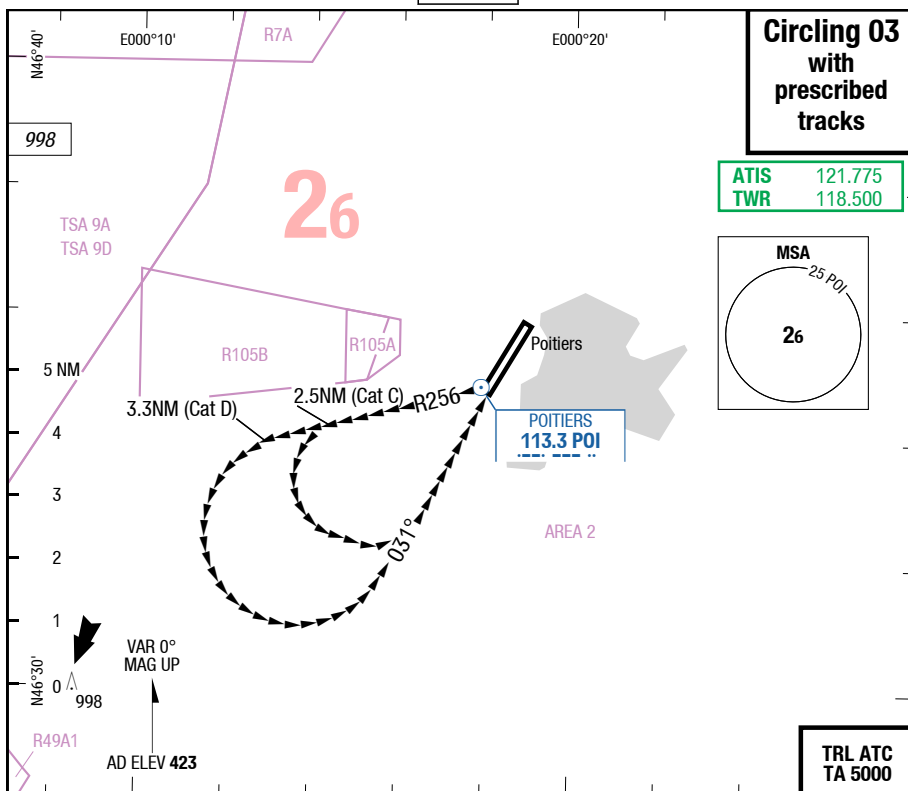
NDB 21



## PIS-LFBI

7-90

### Circling 03 with prescribed tracks



<b>03</b>						<b>Circling P-TRK</b>	<b>Circling</b>
C	ft - m/km ft					600 - 2.4V <b>1030</b>	Not published
D	ft - m/km ft					700 - 3.6V <b>1130</b>	Not published

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05-NOV-2015

PIS-LFBI

8-10

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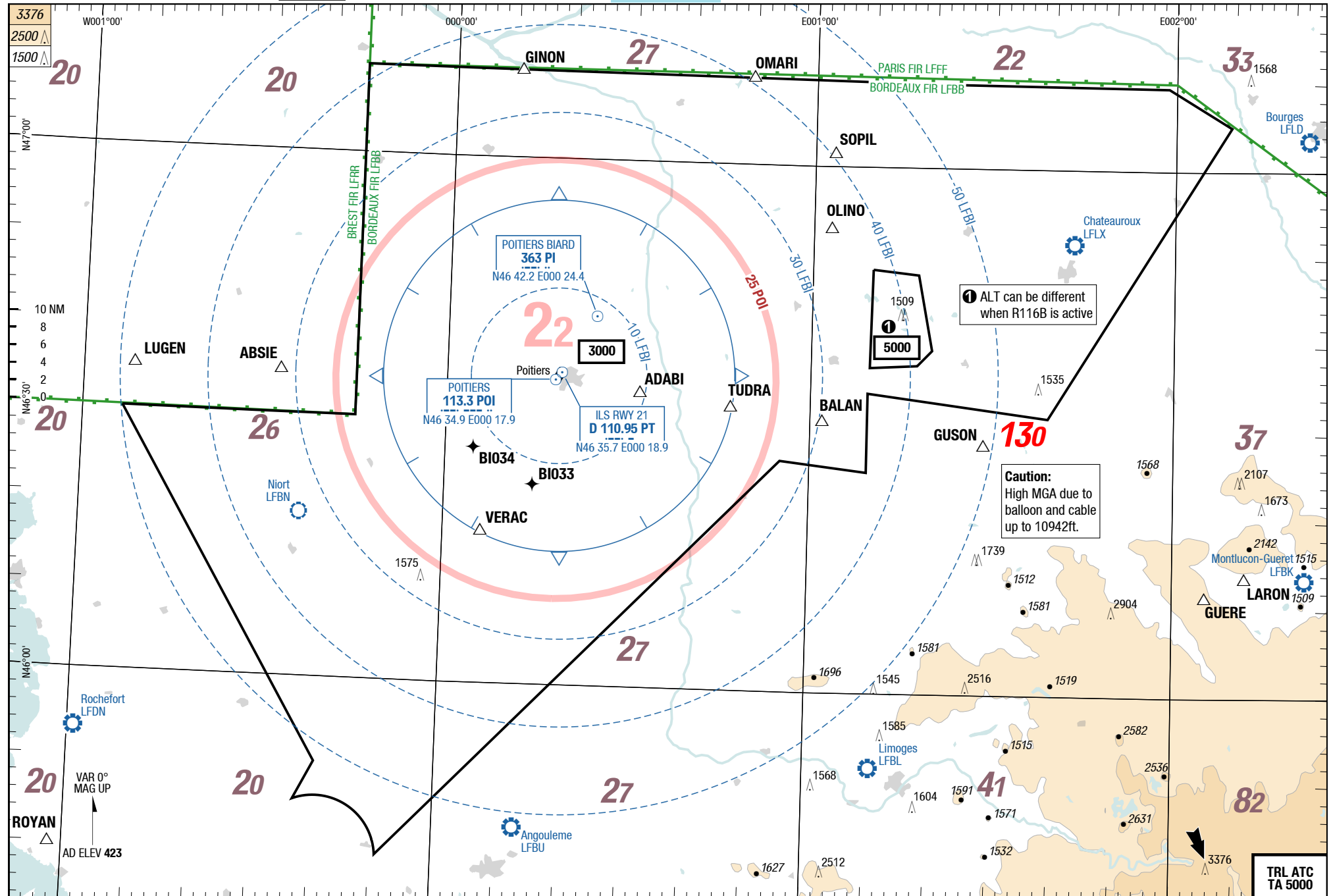
NIL  
MRC

MRC

MRC

Biard Poitiers France

NIL  
MRC



Changes: WPT BI033, BI034, VAR, OBST