

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

APP: MON-FRI 0500-2100±, SAT 0500-1900±, SUN and HOL 0800-2100±.

TWR: 0800-1900±.

Other times PPR PN 48HR.

AD ADMIN Hours: 0800-1900±.

Airport Information

RFF: CAT 5, CAT 7 SKED flights and PPR 48HR, CAT 1 outside ATS HR
On Summer:
CAT 6-7 SKED flights and PPR 48HR, CAT 5 MON-SUN 0700-1800, CAT 1 ATS HRs
Other times O/R

Fuel: 0830-1830±

PCN: RWY 12/30: 50/F/C/W/T

Customs: 0800-1830±

Operation**Low Visibility Procedure**

LVP in force when RVR is below 400m.

Only one ACFT is allowed on the maneuvering area at a time.

When RVR below 550m taxi via TWY B only.

RWY Restriction

Use of RWY 12 intermediate turn around area limited to code letter A, B and C ACFT with MAX wheelbase below 18m / 59ft.

180°-turn on RWY prohibited to ACFT above 35t / 77160lbs. Mandatory use of turn-around area.

RWY operational limitation procedure for code letter C and D ACFT with north-east crosswind of more than 20KT on wet RWY and 25KT on dry RWY.

Warnings

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100

Communication**COM Failure during MISAP**

Comply with the MISAP and perform a second APCH. If the second attempt is followed by a new MISAP, comply with the PROC for clearing TMA.

Procedures for clearing TMA

Use the outbound route to CAN VOR/DME maintaining 2000ft AMSL to the interception of the inbound RDL to CAN VOR/DME. Climb to FL60 to CAN VOR/DME and seek VMC.

ARRIVAL

Arrival Procedure

VFR Traffic Pattern: RWY 30 right-hand circuit.

Flight Level Limitation

FL85 must be crossed descending before passing FIR boundary for ACFT coming from Brest FIR to Deauville.

Non-standard GP intercept position on RWY 30

GP intercepts RWY 30 at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *1816m / 5958ft*.

DEPARTURE

Take-off Minima

RWY		30	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN or wo ATS
RWY		12	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN or wo ATS

Speed

MAX IAS 250KT below FL100

Communication

After TKOF, ACFT are immediately transferred to APP which ensures their climb.

COM Failure

If possible, call telephone APP +33 2 31 65 65 38.

In VMC: Turn back to land on the AD.

In IMC: Respect DEP routing and last assigned FL until the TMA limits and continue climbing as the flight plan in force.

If last assigned FL is not in accordance with MEA, continue climbing up to FL60 until the TMA limits then join up cruising level according to FPL in force.

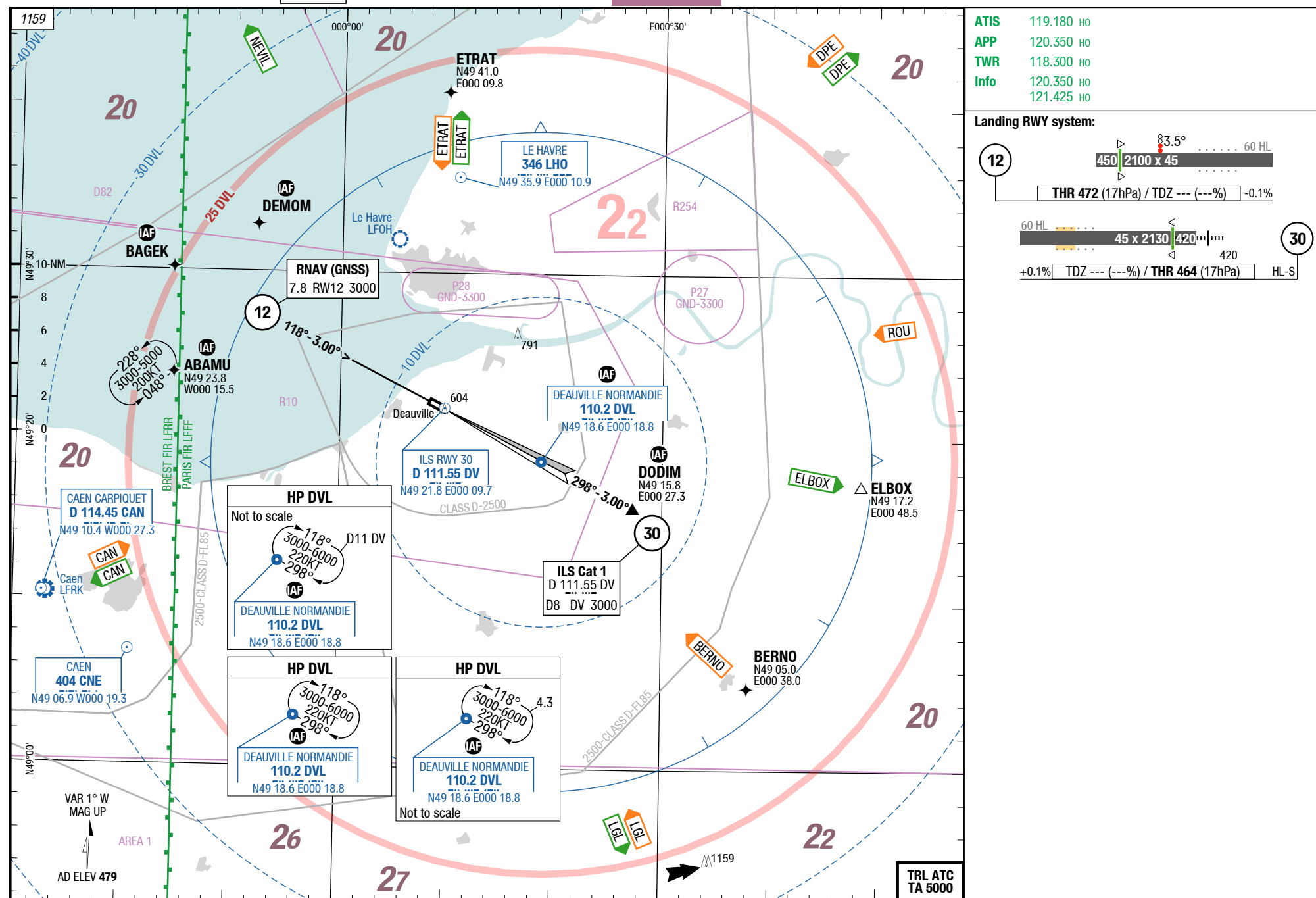
De-icing

AVBL from 1. NOV - 25. APR.

DOL-LFRG

AFC

AFC



Changes: FREQ, APL

Effective 13-SEP-2018

06-SEP-2018

DOL-LFRG

France Deauville Normandie

AGC

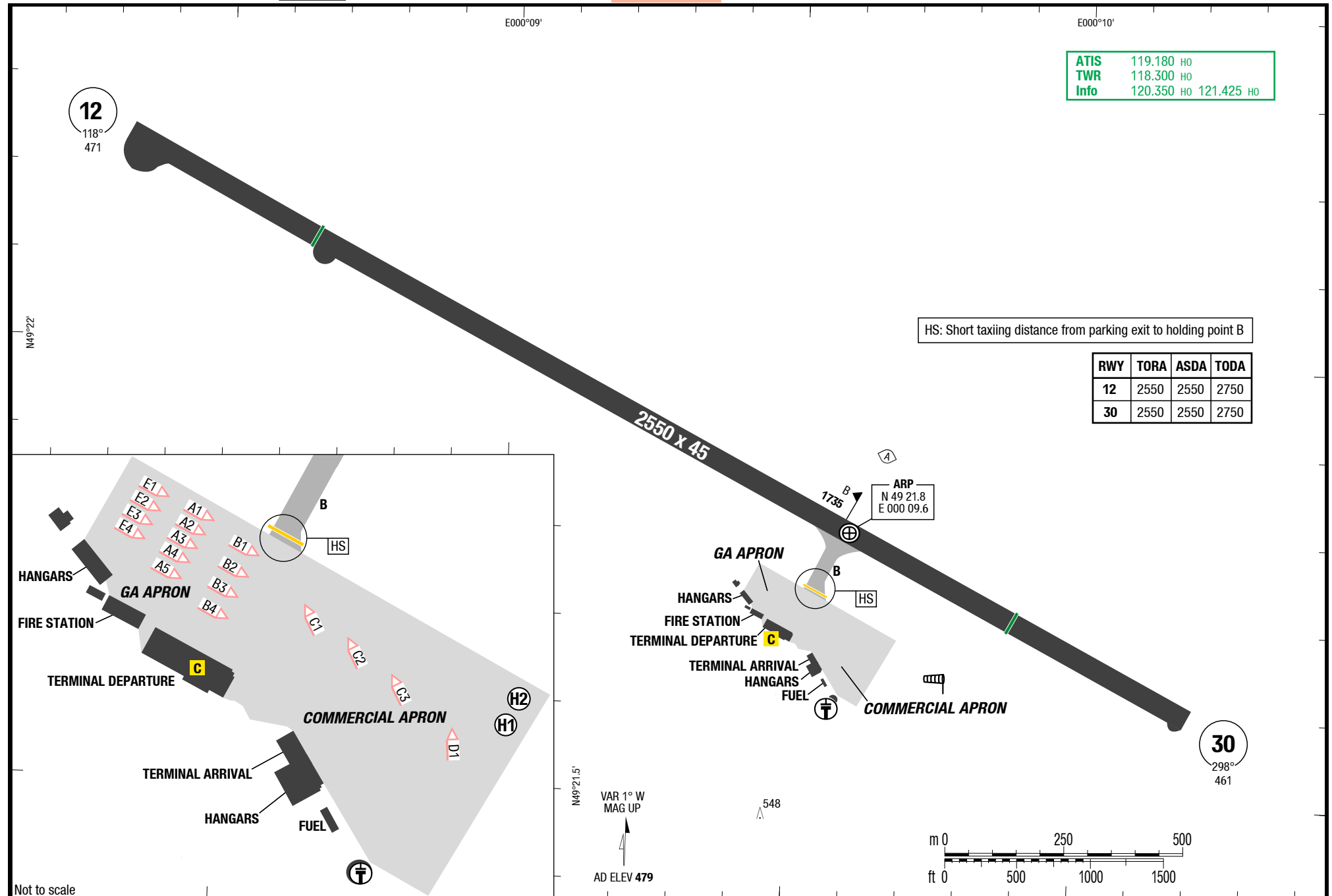
AGC

AGC

Normandie Deauville France

AGC

3-20



Changes: FREQ, Non-visible area

06-SEP-2018
DOL-LFRG

France Deauville Normandie

SIDs RWY 30

SIDs RWY 12

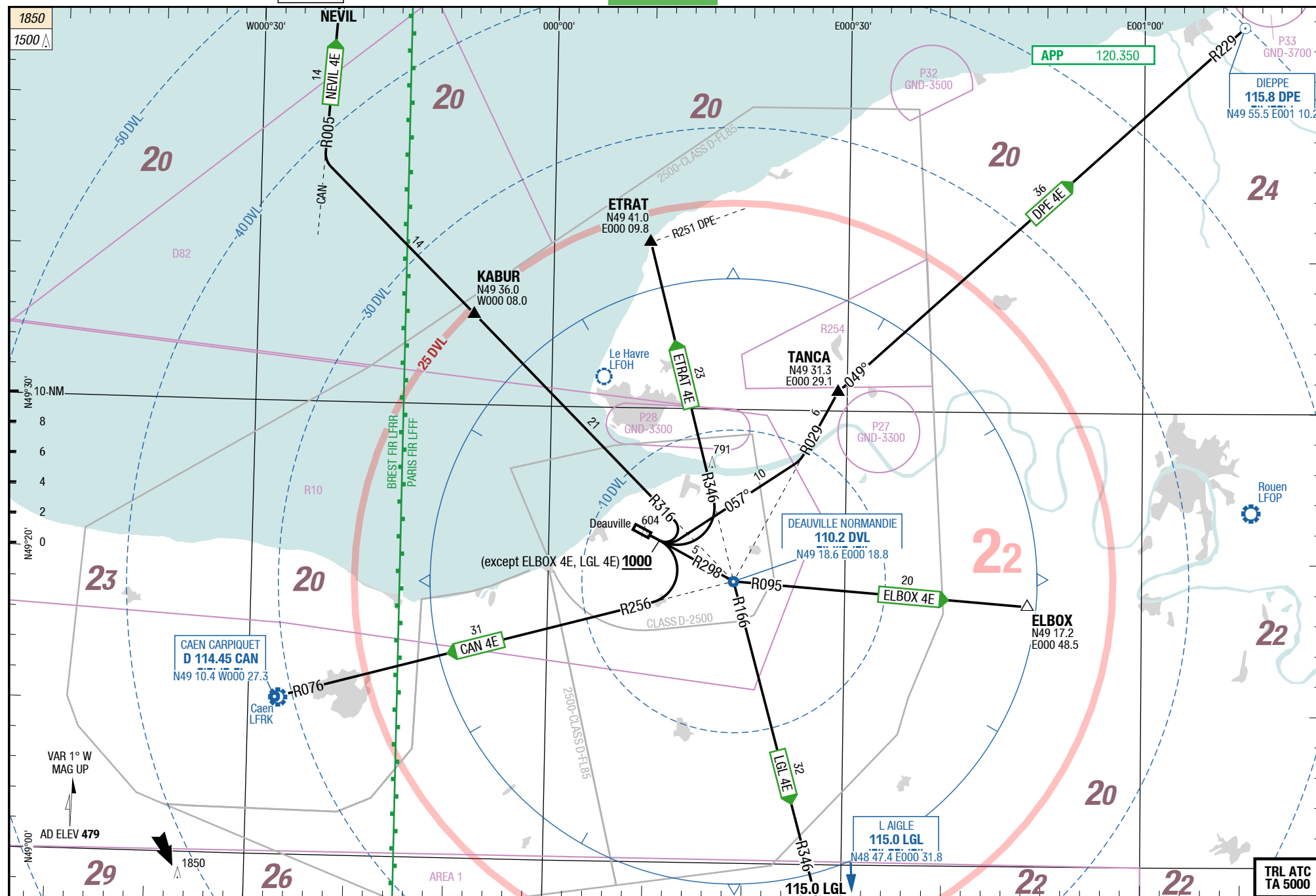
SID

SID

Normandie Deauville France

SIDs RWY 30

SIDs RWY 12



Changes: Reprint

06-SEP-2018
DOL-LFRG

France Deauville Normandie

Normandie Deauville France

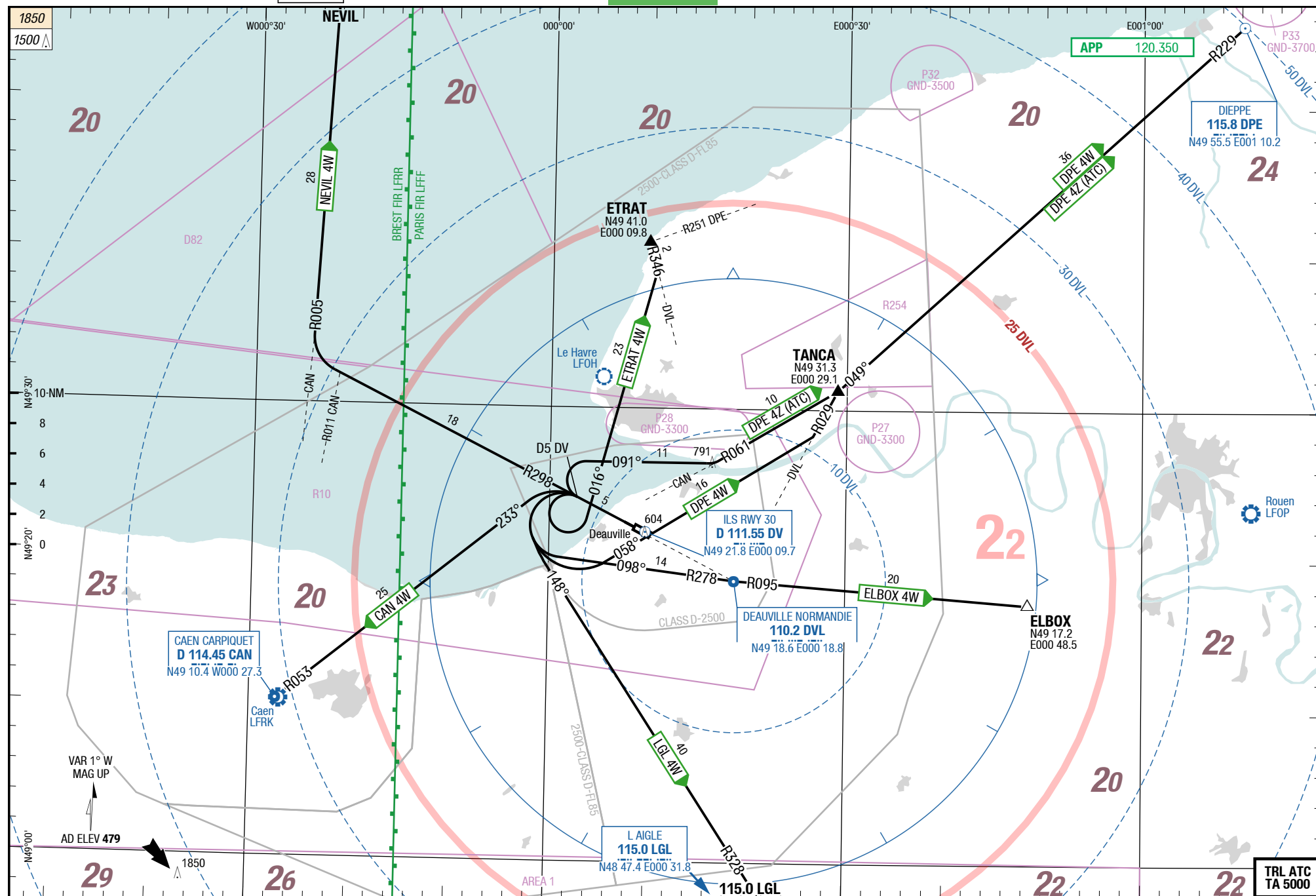
4-20

SIDs RWY 30

SID

SID

SIDs RWY 30



Changes: Reprint

CAEN CARPIQUET 4E / DIEPPE 4E / ELBOX 4E / ETRAT 4E / L'AIGLE 4E
RWY 12 (118°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
CAEN CARPIQUET 4E CAN 4E 10.3% 10.0% to 1000 120.350 ①②③	at MNM 1000 RT intercept R256 DVL / R076 CAN to CAN	
DIEPPE 4E DPE 4E 10.3% 10.0% to 1000 120.350 ①②③	at MNM 1000 LT 057° intercept R029 DVL - at TANCA intercept R229 DPE to DPE	
ELBOX 4E 10.3% 10.0% to DVL 120.350 ①②③	direct DVL - R095 DVL to ELBOX	
ETRAT 4E 10.3% 10.0% to 1000 120.350 ①②③	at MNM 1000 LT intercept R346 DVL to ETRAT	
L'AIGLE 4E LGL 4E 10.3% 10.0% to DVL 120.350 ①②③	direct DVL - R166 DVL / R346 LGL to LGL	

① If unable to comply with climb gradient 10.3%, inform ATC at start up.

② Climb gradient 10.0% due to ATC.

③ Climb gradient 8.0% due to obstacle ALT 515ft, 260m from DER, in the RWY axis. This slope excludes a hedge
MAX ALT 522ft, 72 - 262m from DER, crossing the RWY axis.

NEVIL 4E / OMNIDIRECTIONAL DEP

RWY 12 (118°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
NEVIL 4E 10.3% 10.0% to 1000 120.350 ①②③	at MNM 1000 LT intercept R316 DVL - RT intercept R005 CAN to NEVIL	
OMNIDIRECTIONAL DEP 10.3% 10.0% to 1000 120.350 ①②③	at MNM 1000 direct route climbing up to the en route safety altitude	

① If unable to comply with climb gradient 10.3%, inform ATC at start up.

② Climb gradient 10.0% due to ATC.

③ Climb gradient 8.0% due to obstacle ALT 515ft, 260m from DER, in the RWY axis. This slope excludes a hedge MAX ALT 522ft, 72 - 262m from DER, crossing the RWY axis.

CAEN CARPIQUET 4W / DIEPPE 4W / DIEPPE 4Z / ELBOX 4W / ETRAT 4W / L'AIGLE 4W
RWY 30 (298°)

	GS	120	150	180	210	240	270
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
12.7%	ft/MIN	1600	2000	2400	2800	3100	3500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
CAEN CARPIQUET 4W CAN 4W 12.7% to 570 120.350 ①②	at D5 DV LT intercept R053 CAN to CAN	
DIEPPE 4W DPE 4W 12.7% to 570 120.350 ①②	at D5 DV LT 058° intercept R029 DVL - at TANCA intercept R229 DPE to DPE	
DIEPPE 4Z DPE 4Z (ATC) 12.7% to 570 120.350 ①②	at D5 DV RT 091° intercept R061 CAN - at TANCA intercept R229 DPE to DPE	
ELBOX 4W 12.7% to 570 120.350 ①②	at D5 DV LT intercept R278 DVL to DVL - R095 DVL to ELBOX	
ETRAT 4W 12.7% to 570 120.350 ①②	at D5 DV LT 016° intercept R346 DVL to ETRAT	
L'AIGLE 4W LGL 4W 12.7% to 570 120.350 ①②	at D5 DV LT intercept R328 LGL to LGL	

① Obstacle slope 12.7% due to obstructions; ALT 519ft 80m from DER left and right of center line, ALT 600ft 645m from DER and 449m left of center line.

② ATS slope 10.0% if unable to comply inform ATC at start up.

NEVIL 4W / OMNIDIRECTIONAL DEP

RWY 30 (298°)

	GS	120	150	180	210	240	270
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
12.7%	ft/MIN	1600	2000	2400	2800	3100	3500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
NEVIL 4W 12.7% to 570 120.350 ①②	at D5 DV intercept R298 DVL - crossing R011 CAN RT intercept R005 CAN to NEVIL	
OMNIDIRECTIONAL DEP 12.7% to 570 120.350 ①②	at MNM 2500 direct route climbing up to the en route safety altitude	

- ① Obstacle slope 12.7% due to obstructions; ALT 519ft 80m from DER left and right of center line, ALT 600ft 645m from DER and 449m left of center line.
- ② ATS slope 10.0% if unable to comply inform ATC at start up.

Effective 13-SEP-2018

06-SEP-2018

DOL-LFRG

France Deauville Normandie

STARs RWY 30

6-10

RNAV STARs RWY 12

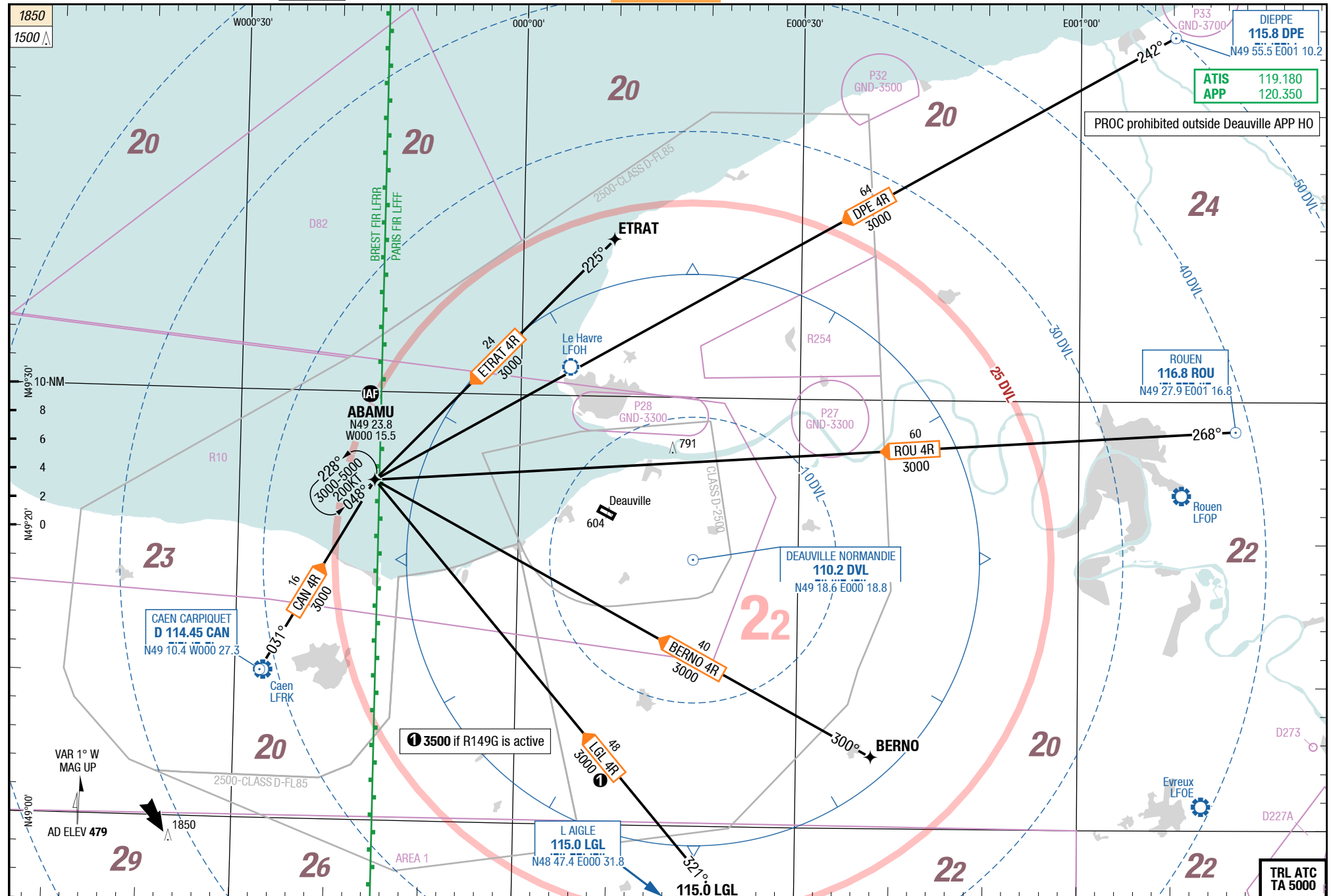
STAR

STAR

Normandie Deauville France

STARs RWY 30

RNAV STARs RWY 12



Changes: FREQ

DOL-LFRG

STARs RWY 30

STAR

STAR

STARs RWY 30

6-20

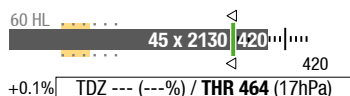
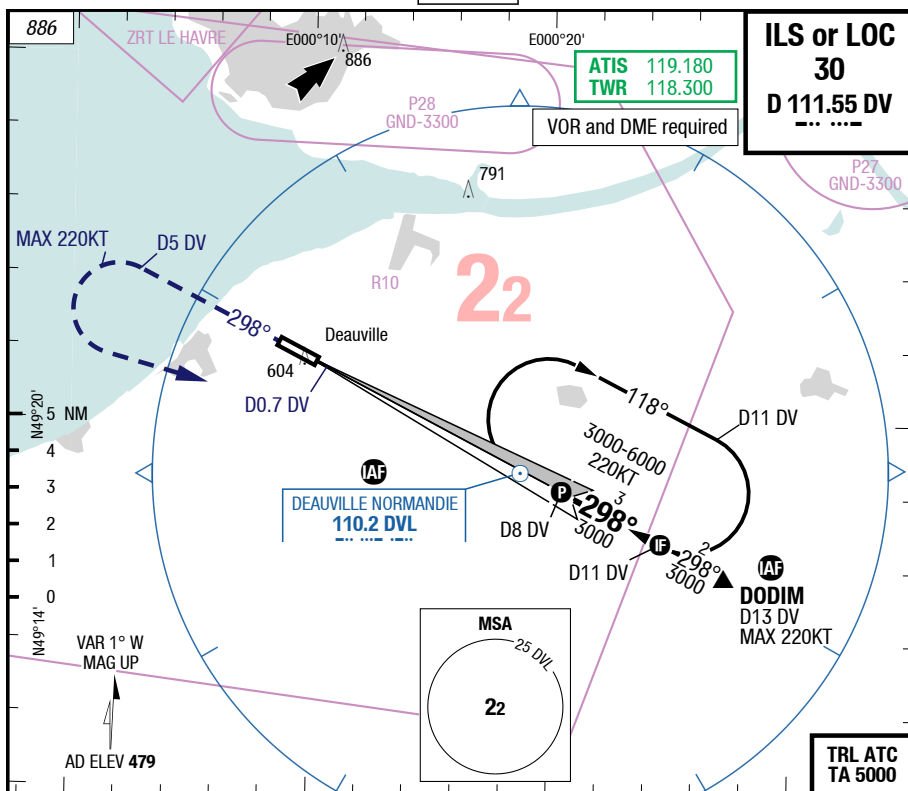


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DOL-LFRG

7-10

ILS or LOC 30



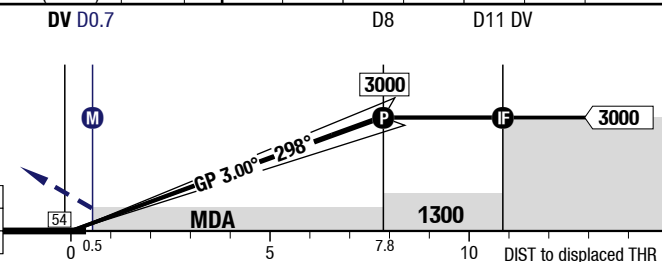
30

2	3	4	5	6	8
1110	1420	1740	2060	2380	3000

LOC 3.00°
D DV298°
at D5 DV LT (MAX 220KT)
direct DVL
climb 3000
climb 1300 prior to
level acceleration

60 HL
45 x 2130 420
+0.1% TDZ --- (---%) / THR 464 (17hPa)
HL-S

GS	120	140	160
D8 DV	640	740	850
-MAPt	NA	NA	NA



30		Cat 1 DME 1)	LOC DME			Circling 2)	Circling wo ATS HJ only 2)
C	ft - m/km ft	200 - 750 670	400 - 1.4 860			600 - 2.4V 1080	770 - 2.4V 1240
D	ft - m/km ft	200 - 750 670	400 - 1.4 860			700 - 3.6V 1180	870 - 3.6V 1340

1) With EVS 550m

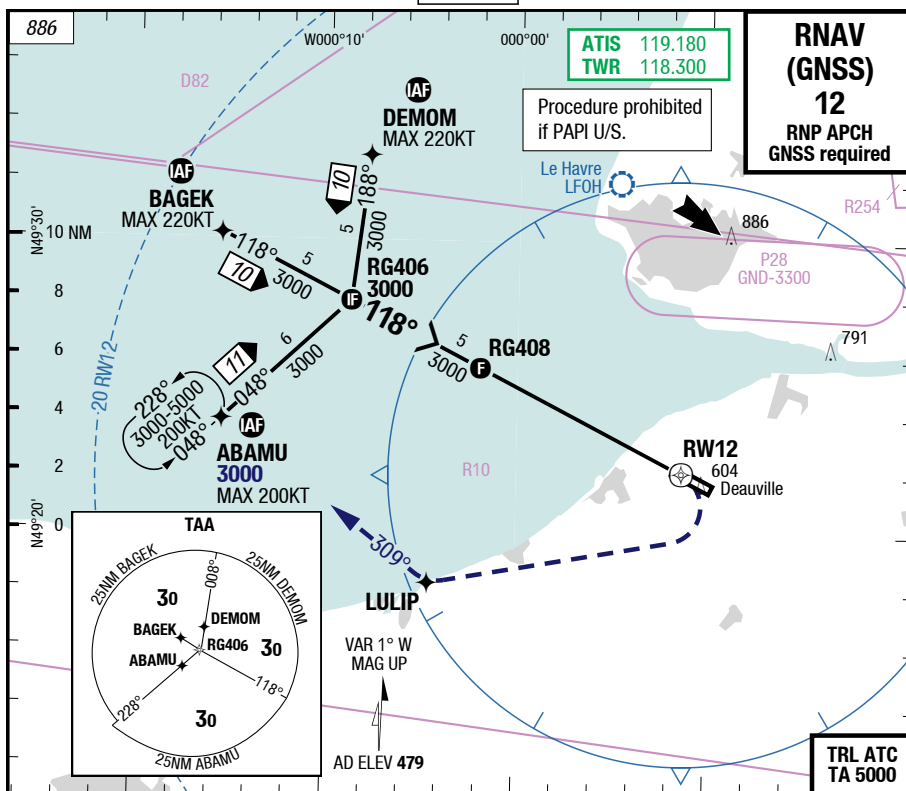
2) PROC NA when VGSI INOP

Changes: FREQ, APL, MIN

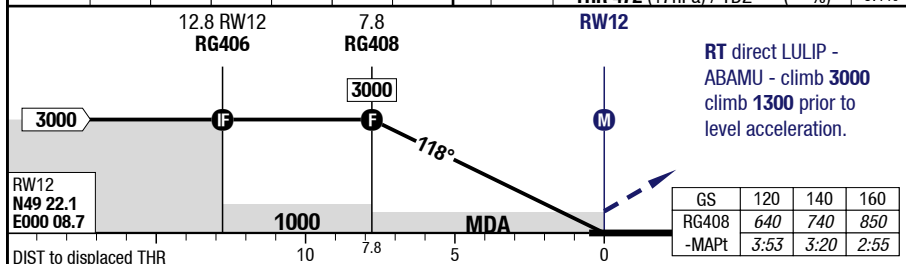
DOL-LFRG

7-30

RNAV (GNSS) 12

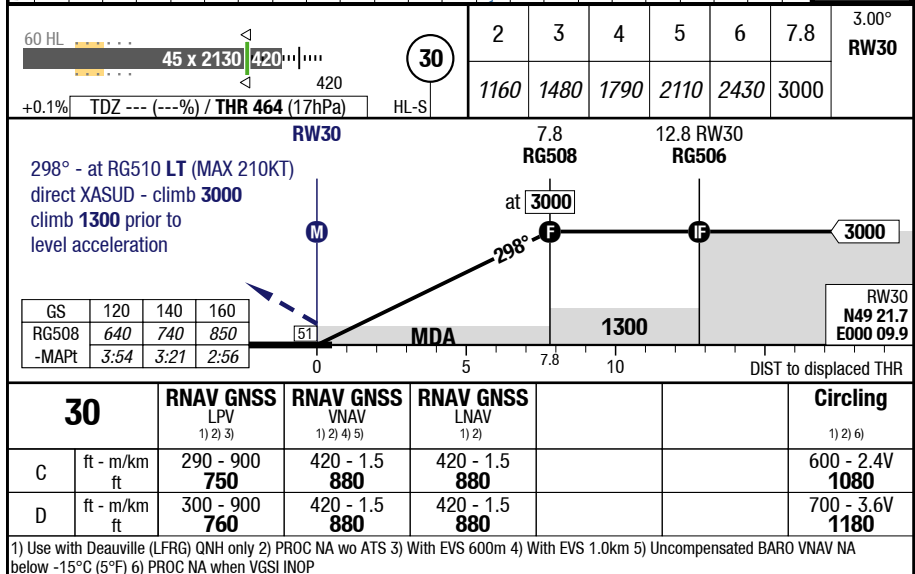
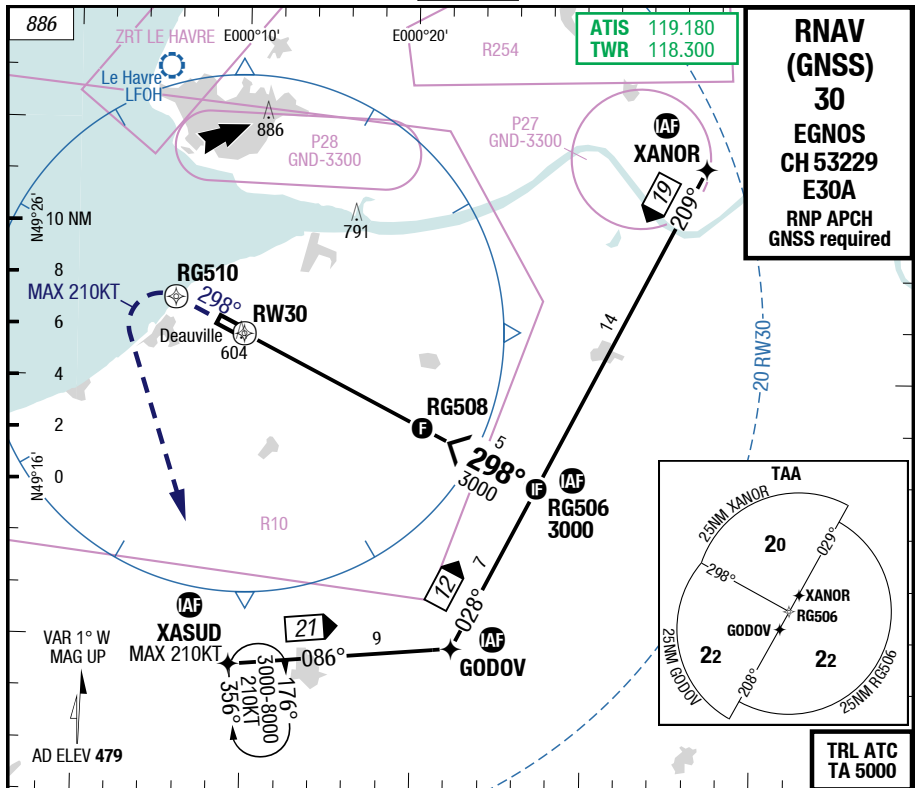


3.00° RW12	7.8	6	5	4	3	2	<div>12</div>	<div><div>83.5°</div><div>60 HL</div></div>
	3000	2440	2120	1800	1480	1160		<div><div>450</div><div>2100 x 45</div></div>
<div>THR 472 (17hPa) / TDZ --- (---%) -0.1%</div>								

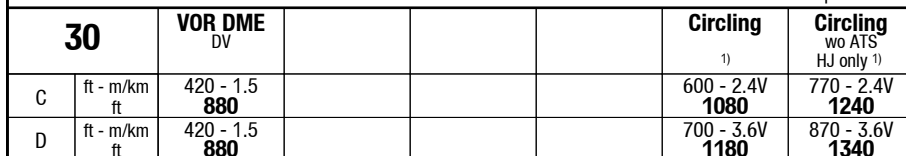


12	RNAV GNSS					Circling
	LNAV 1)					
C	ft - m/km ft	380 - 2.0 850				600 - 2.4V 1080
D	ft - m/km ft	380 - 2.0 850				700 - 3.6V 1180

1) PROC NA wo ATS



VOR Z 30



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Changes: FREQ, APL, MIN

Effective 29-MAR-2018

22-MAR-2018

DOL-LFRG

8-10

France Deauville Normandie

NIL

MRC

MRC

MRC

Normandie Deauville France

NIL

MRC

