

AVN-LFMV

1-10

AOI

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

SUM: MON-FRI 0430-1930, SAT 0430-1900, SUN 0600-1930.

WIN: MON-FRI 0600-2000, SAT 0600-1800, SUN 0700-2000.

Possible modifications via NOTAM.

AD OPS Hours: 0700-1900‡**AD ADMIN Hours:** 0700-1600‡**Airport Information****RFF:** CAT 5 MON-FRI: SUM 0430-1930, WIN 0600-2000

SAT: SUM 0430-1900, WIN 0600-1800

SUN: SUM 0700-1930, WIN 0800-2000

CAT 1 Other times

CAT 6 PPR

Fuel: MON-FRI 0730-1900‡, SAT/SUN/HOL 0800-1700‡**PCN:** RWY 17/35: 38/F/C/W/T**Customs:** O/R PPR 24HR**Operation****RWY Restriction**

180°-turn for ACFT above 30t / 66137lbs at RWY-ends only.

TWY Restriction

TWY C and P4 width 15m / 49ft.

TWY E width 12m / 39ft.

TWY P2 and B width 10.5m / 34ft.

Warnings

Glider activity and para jumping in vicinity of AD.

Massive obstacles (high speed train) south of AD.

Wildlife strike hazard

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Arrival Procedure**VFR Traffic Pattern:** RWY 35 right-hand circuit.

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DEPARTURE

| Take-off Minima

RWY		17	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
		0 - 800R/800V	wo ATS
		Not applicable	-

RWY		35	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
		0 - 800V	wo ATS
		Not applicable	-

Speed

MAX IAS 250KT below FL100.

Communication

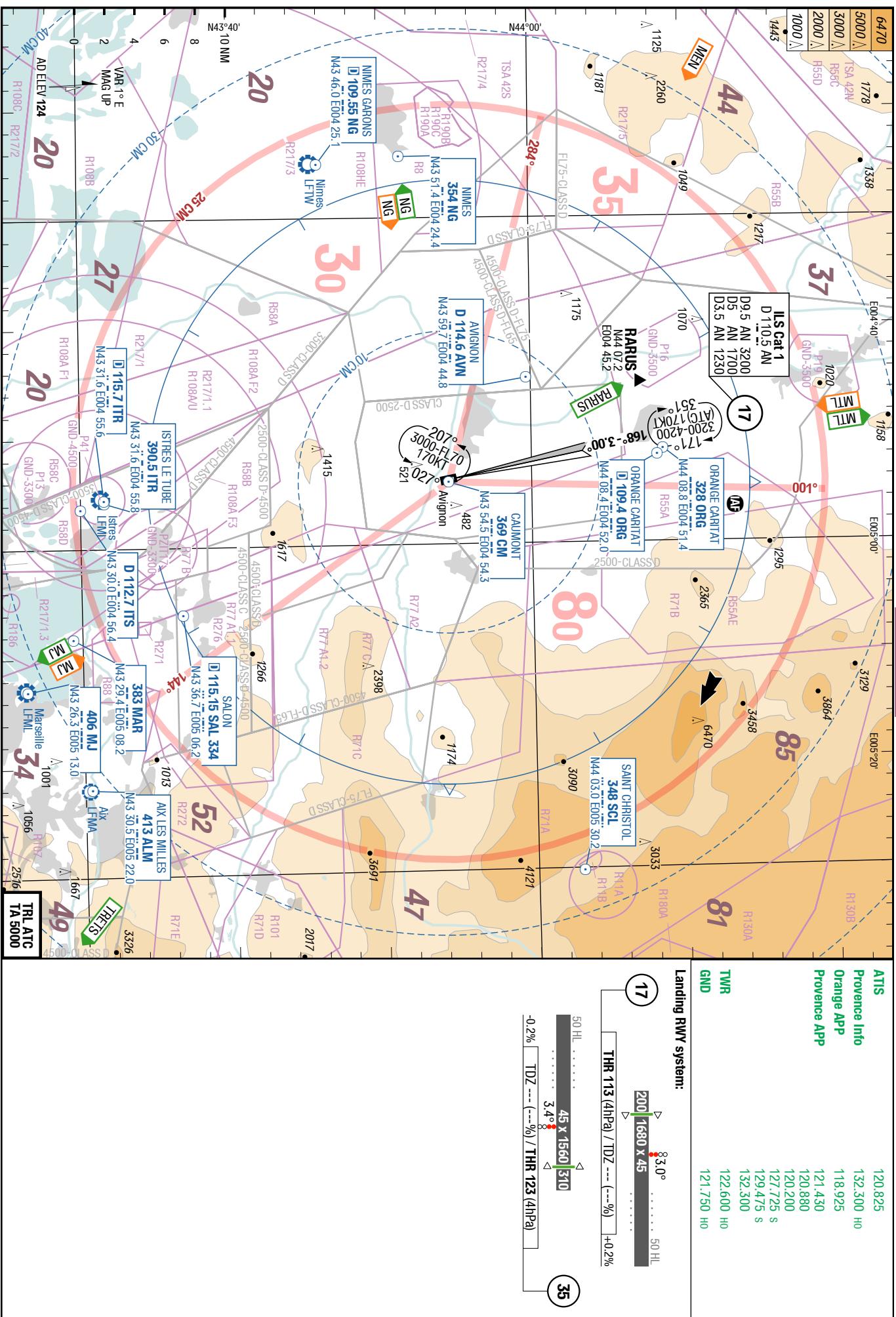
COM Failure

In VMC: Turn back to land on AD.

In IMC: Continue to the TMA limits at the last assigned FL and climb to cruise LVL as stated on the FPL in force.

De-Icing

AVBL.



Effective 01-FEB-2018

25-JAN-2018
AVN-LFMV

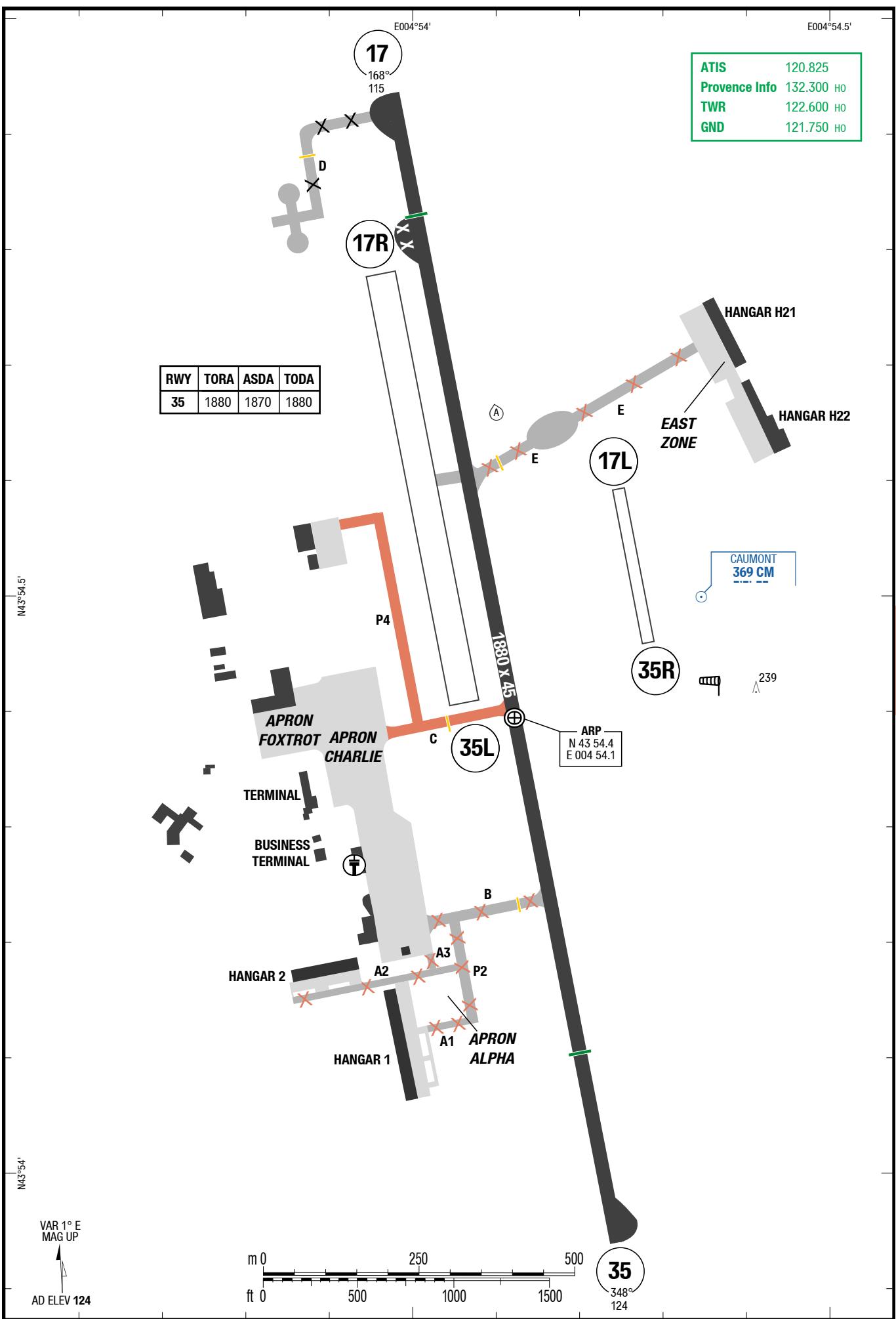
France Avignon Caumont

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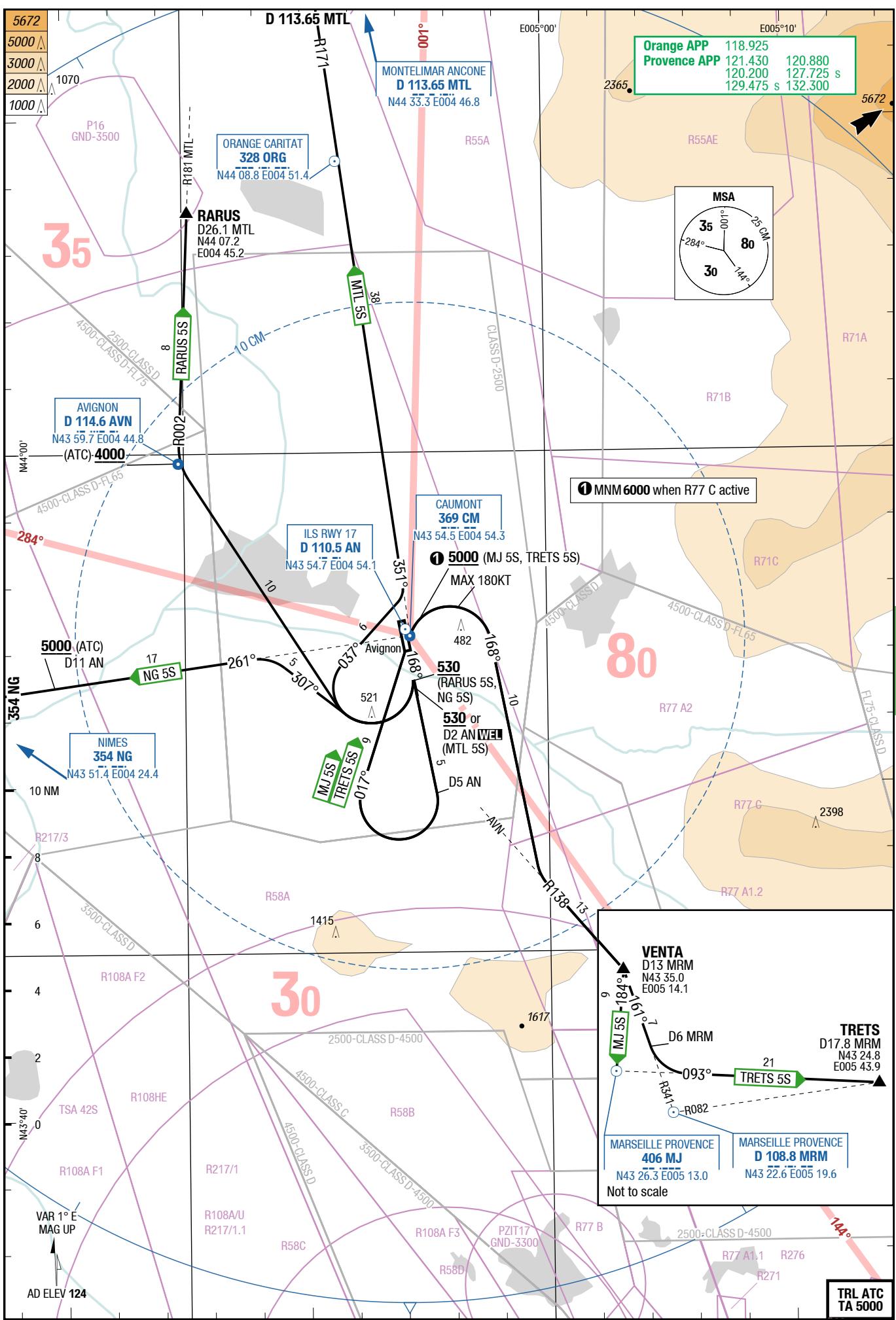
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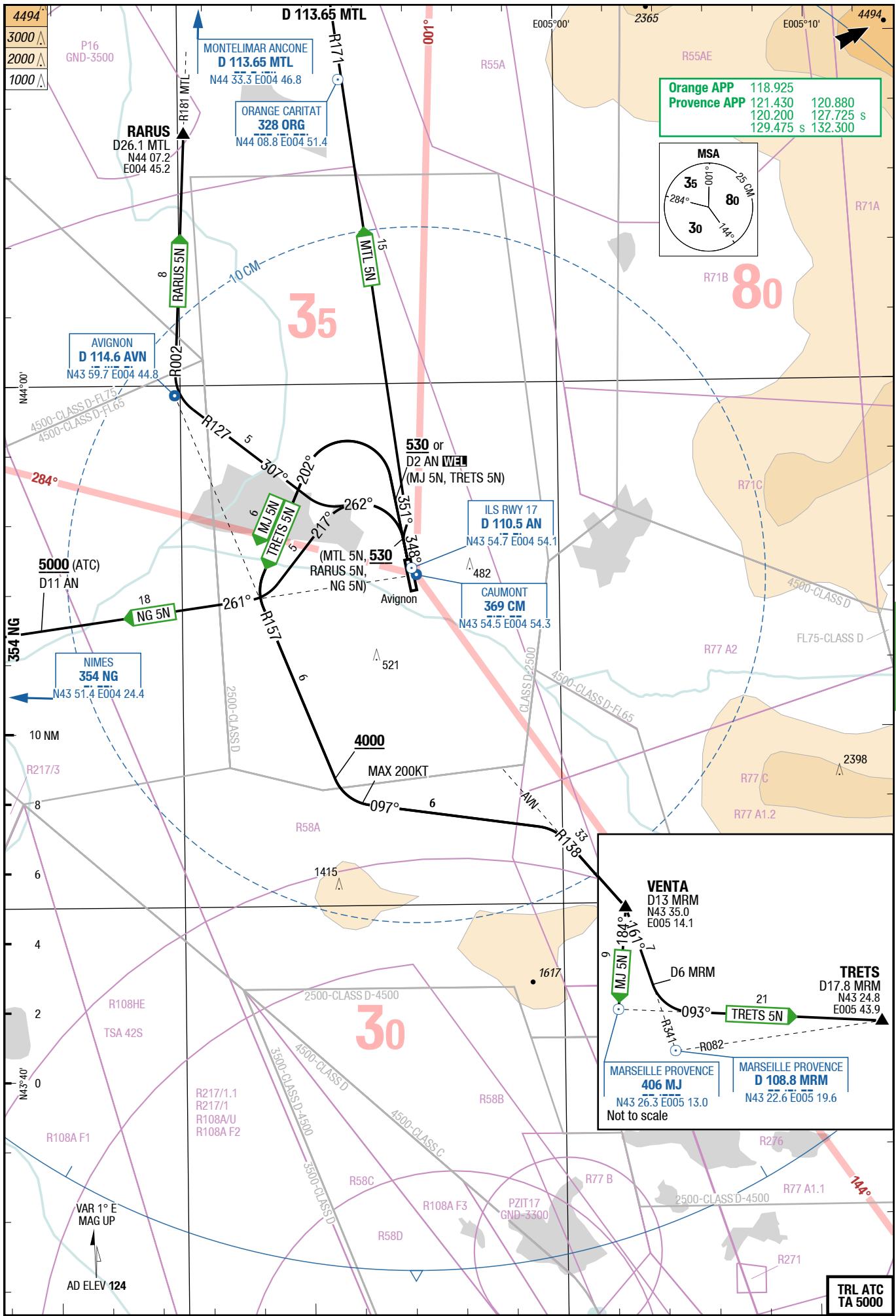
Caumont Avignon France

ATIS	120.825
Provence Info	132.300 HO
TWR	122.600 HO
GND	121.750 HO



Changes: FREQ, ALT, ASP, PROC, Note, SUAs, OBST





MJ 5S / MTL 5S / NG 5S / RARUS 5S / TRETS 5S

RWY 17 (168°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
MJ 5S 6.0% to 5000 (ATC) 7.0% to FL70 (ATC) ①	at D5 AN RT intercept QDM 017 CM to CM - RT 168° (MAX 180KT) intercept R138 AVN to VENTA - QDM 184 MJ to MJ	CM MNM 5000 / MNM 6000 when R77 C active
MTL 5S	at MNM 530 or D2 AN , whichever is later, RT 037° - intercept QDR 351 CM to MTL	
NG 5S 6.0% to 5000 (ATC)	at MNM 530 RT 307° - intercept QDR 261 CM to NG	D11 AN MNM 5000 (ATC)
RARUS 5S 7.0% to AVN (ATC)	at MNM 530 RT direct AVN - R002 AVN to RARUS	AVN MNM 4000 (ATC)
TRETS 5S 6.0% to 5000 (ATC) 7.0% to FL70 (ATC) ①	at D5 AN RT intercept QDM 017 CM to CM - RT 168° (MAX 180KT) intercept R138 AVN to VENTA - intercept R341 MRM inbound - at D6 MRM LT intercept QDR 093 MJ to TRETS	CM MNM 5000 / MNM 6000 when R77 C active

① Climb gradient of 7.0% when R77C is active

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SIDs RWY 35

MJ 5N / MTL 5N / NG 5N / RARUS 5N / TRETS 5N

RWY 35 (348°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
MJ 5N 6.0% to 5000 (ATC)	at MNM 530 or D2 AN , whichever is later, LT 202° - intercept R157 AVN - at MNM 4000 LT 097° (MAX 200KT) intercept R138 AVN to VENTA - QDM 184 MJ to MJ	
MTL 5N	at MNM 530 RT intercept QDR 351 CM to MTL	
NG 5N 6.0% to 5000 (ATC)	at MNM 530 LT 217° - intercept QDR 261 CM to NG	D11 AN MNM 5000 (ATC)
RARUS 5N	at MNM 530 LT 262° - intercept R127 AVN to AVN - R002 AVN to RARUS	
TRETS 5N 6.0% to 5000 (ATC)	at MNM 530 or D2 AN , whichever is later, LT 202° - intercept R157 AVN - at MNM 4000 LT 097° (MAX 200KT) intercept R138 AVN to VENTA - intercept R341 MRM inbound - at D6 MRM LT intercept QDR 093 MJ to TRETS	

AVN-LFMV

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OMNIDIRECTIONAL DEPARTURES

SIDPT

DEPARTURES

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

RWY	Routing
17	168° to MNM 530 - then direct route up climbing minimum safety altitude
35	348° to MNM 530 - then direct route up climbing minimum safety altitude

RWY	Notes
17	WEST sector: 4.2% minimum theoretical climb slope, determined by a 521ft pylon at the top located 2.2NM from DER. EAST sector: 5.1% minimum theoretical climb slope, determined by a 6470ft tower at the top located 23NM from DER.
35	WEST sector: 4.0% minimum theoretical climb slope, determined by a 197ft isolated tree at the top located 0.3NM from DER. EAST sector: 5.5% minimum theoretical climb slope, determined by a 6470ft tower at the top located 22NM from DER.

Effective 26-APR-2018

19-APR-2018

AVN-LFMV

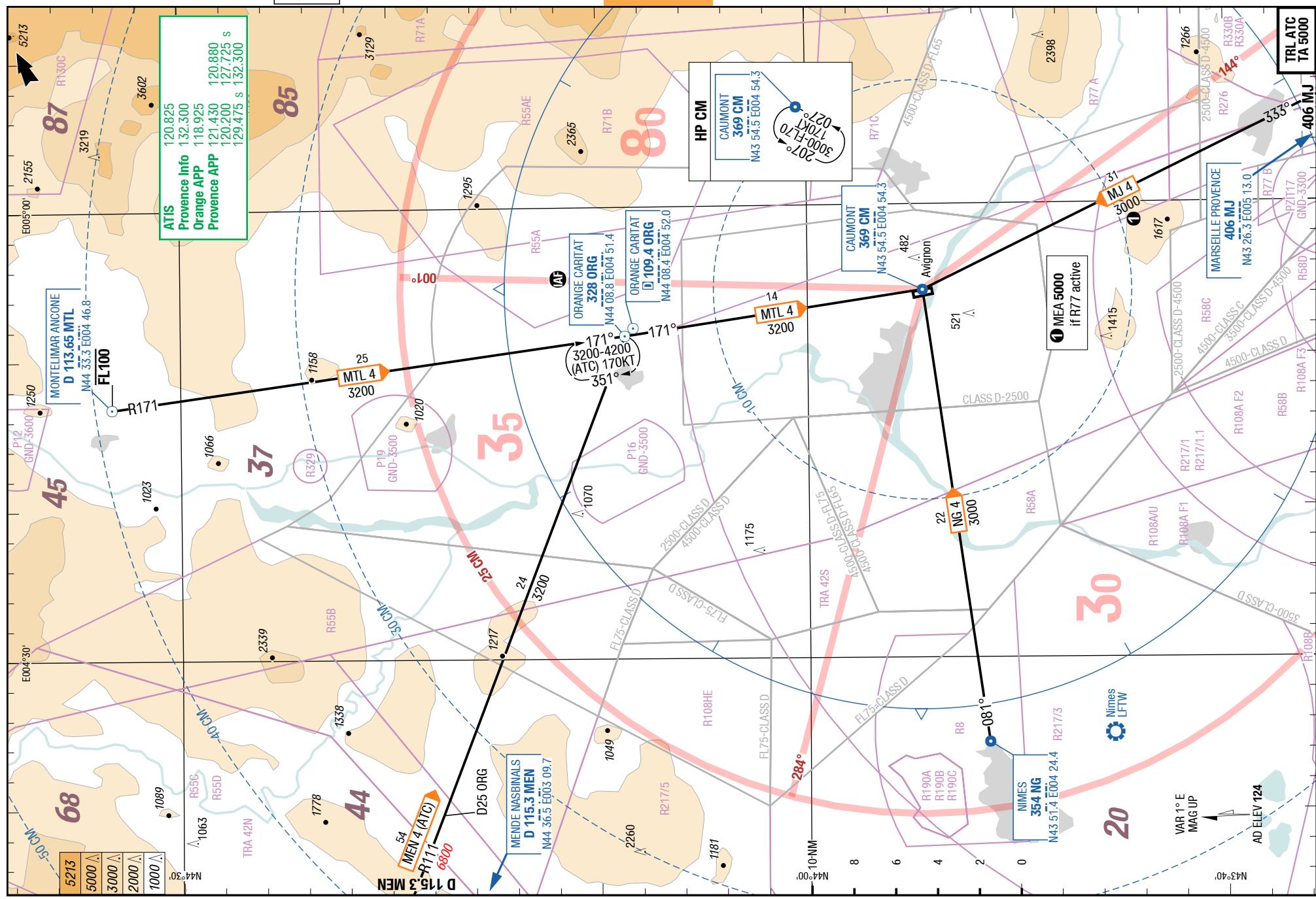
France **Avignon** Caumont

Caumont Avignon Franc

The NIL logo consists of the word "NIL" in a bold, sans-serif font inside a white arrowhead pointing to the right.

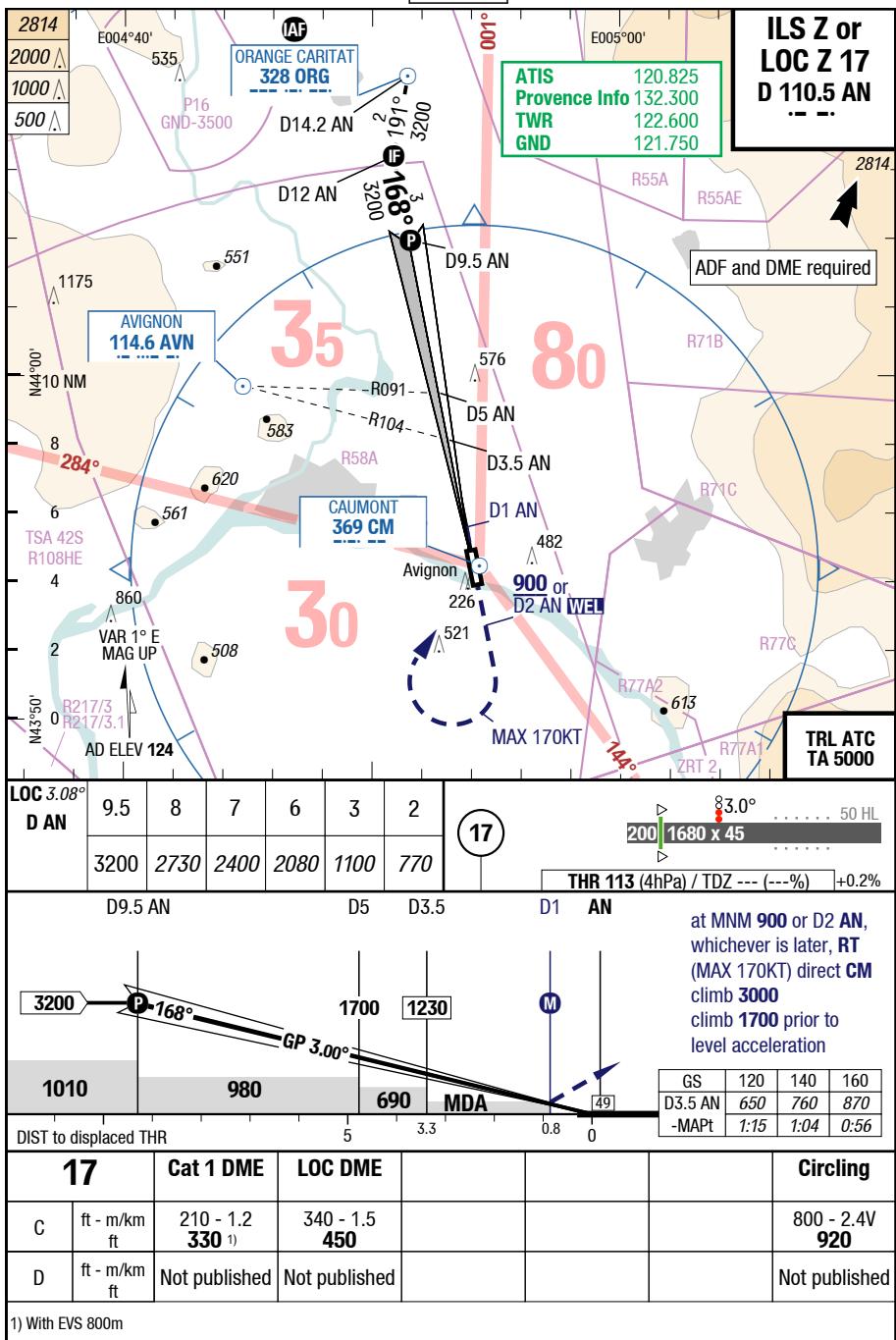
STV

6-10



7-10

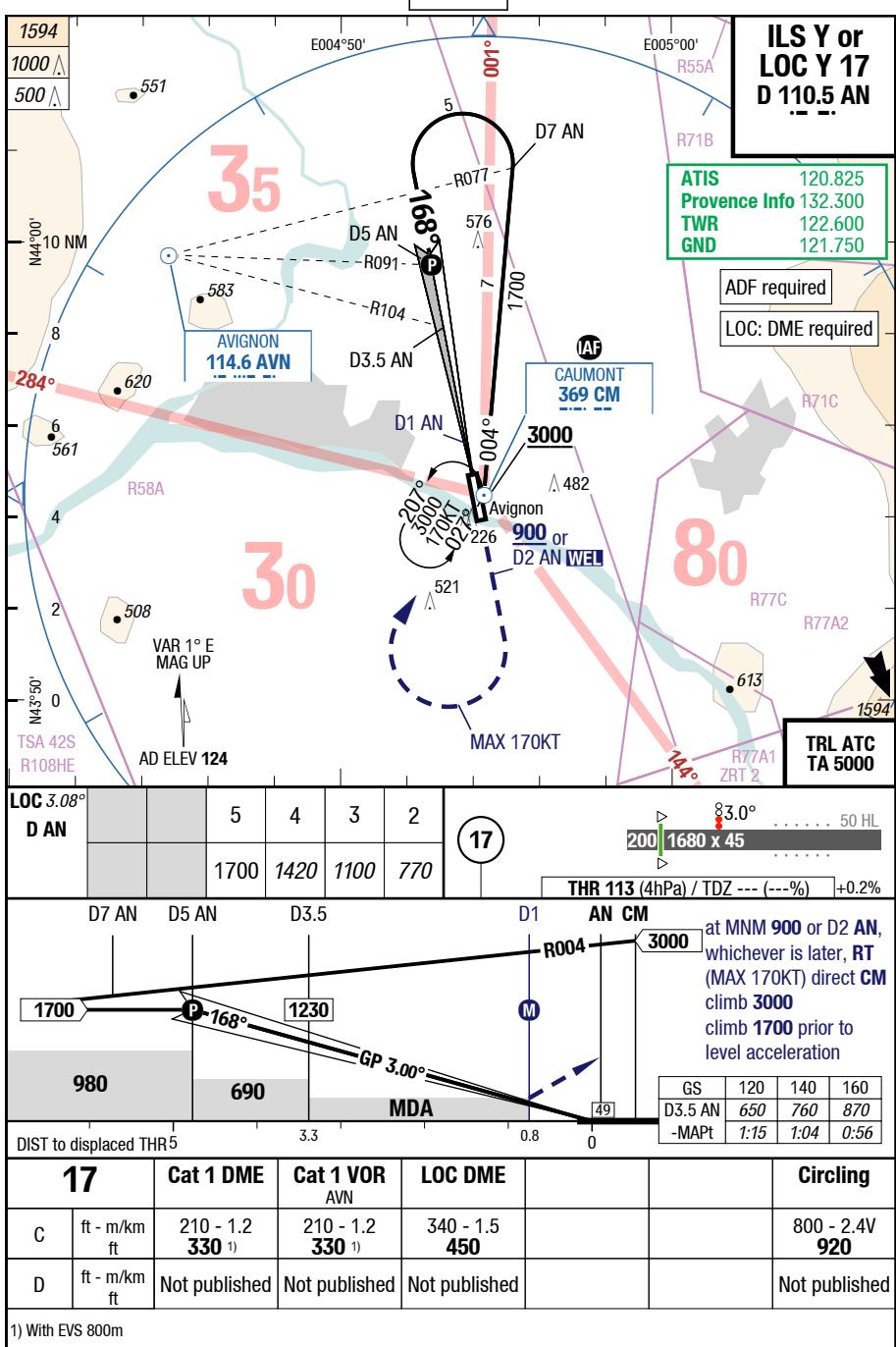
ILS Z or LOC Z 17



AVN-LFMV

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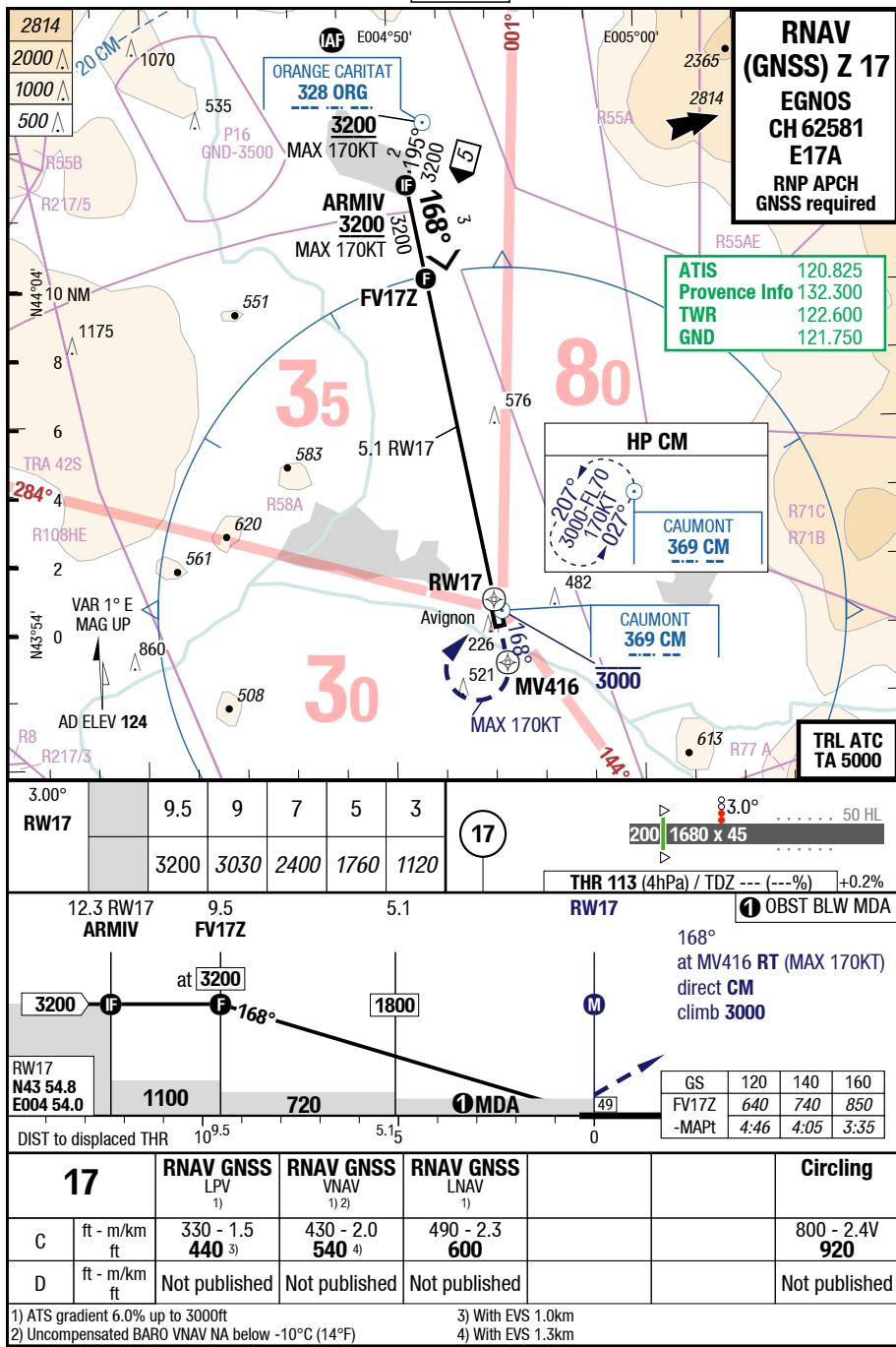
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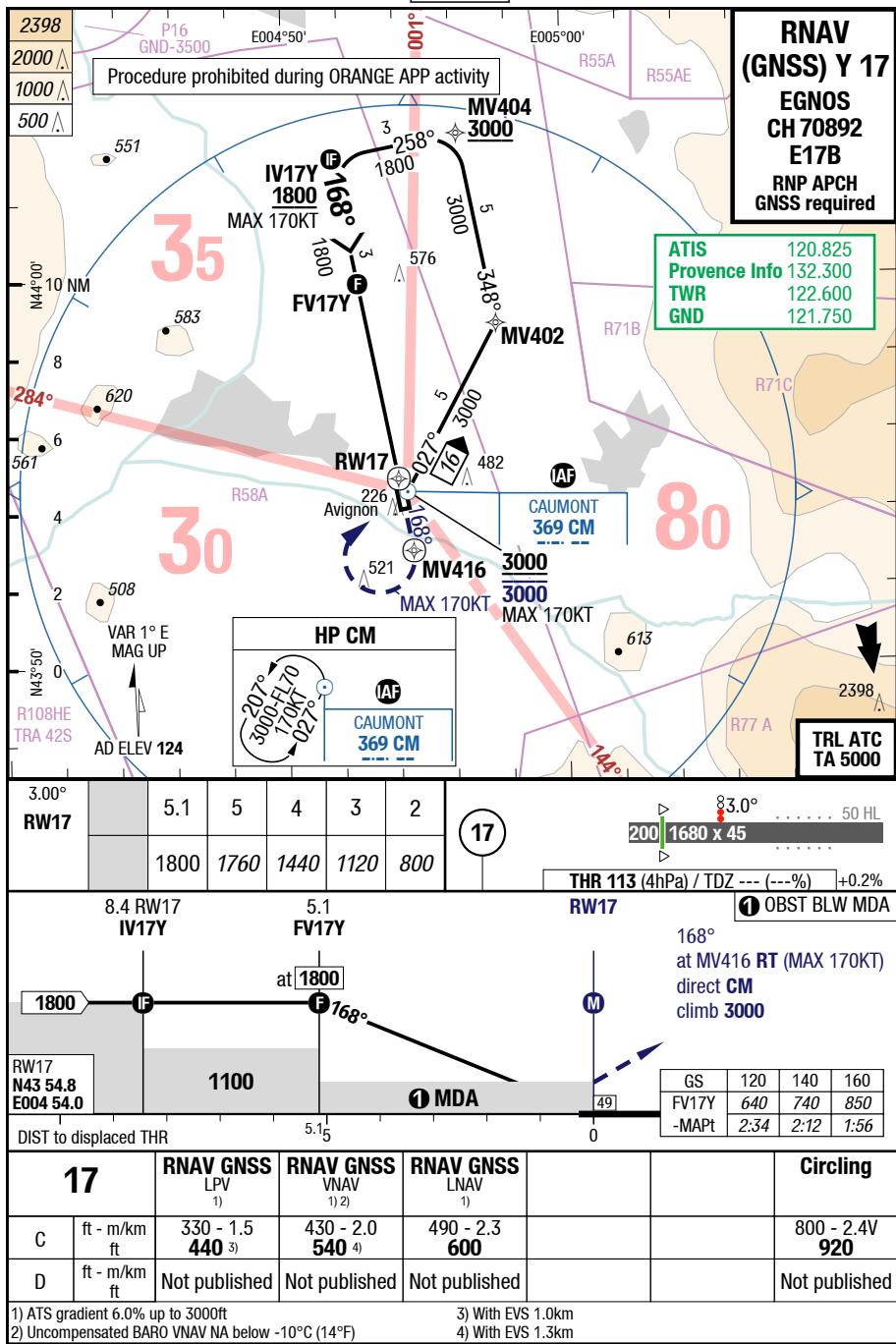
AVN-LFMV

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RNAV (GNSS) Z 17

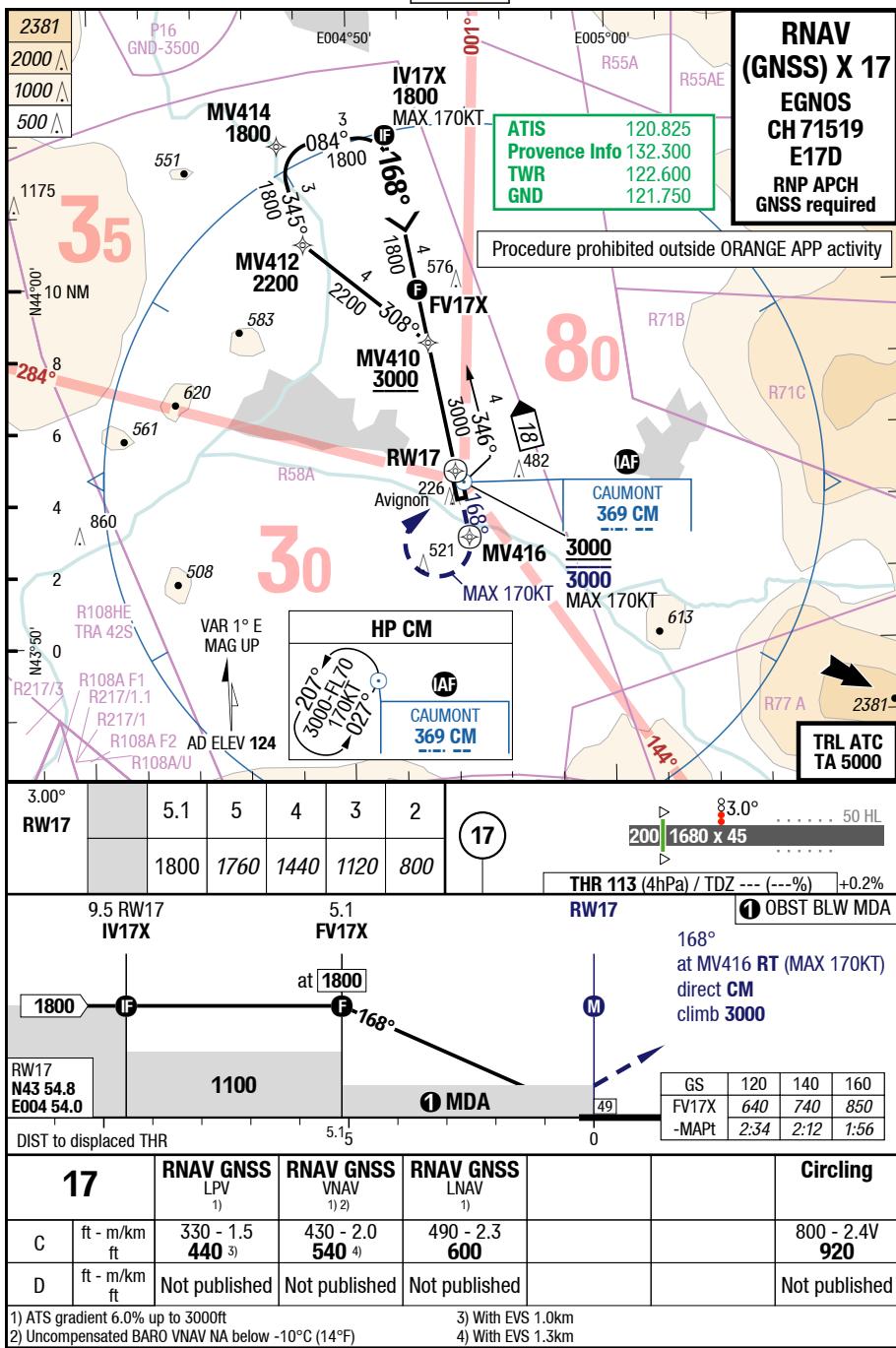


RNAV (GNSS) Y 17



7-50

RNAV (GNSS) X 17



14-JUN-2018

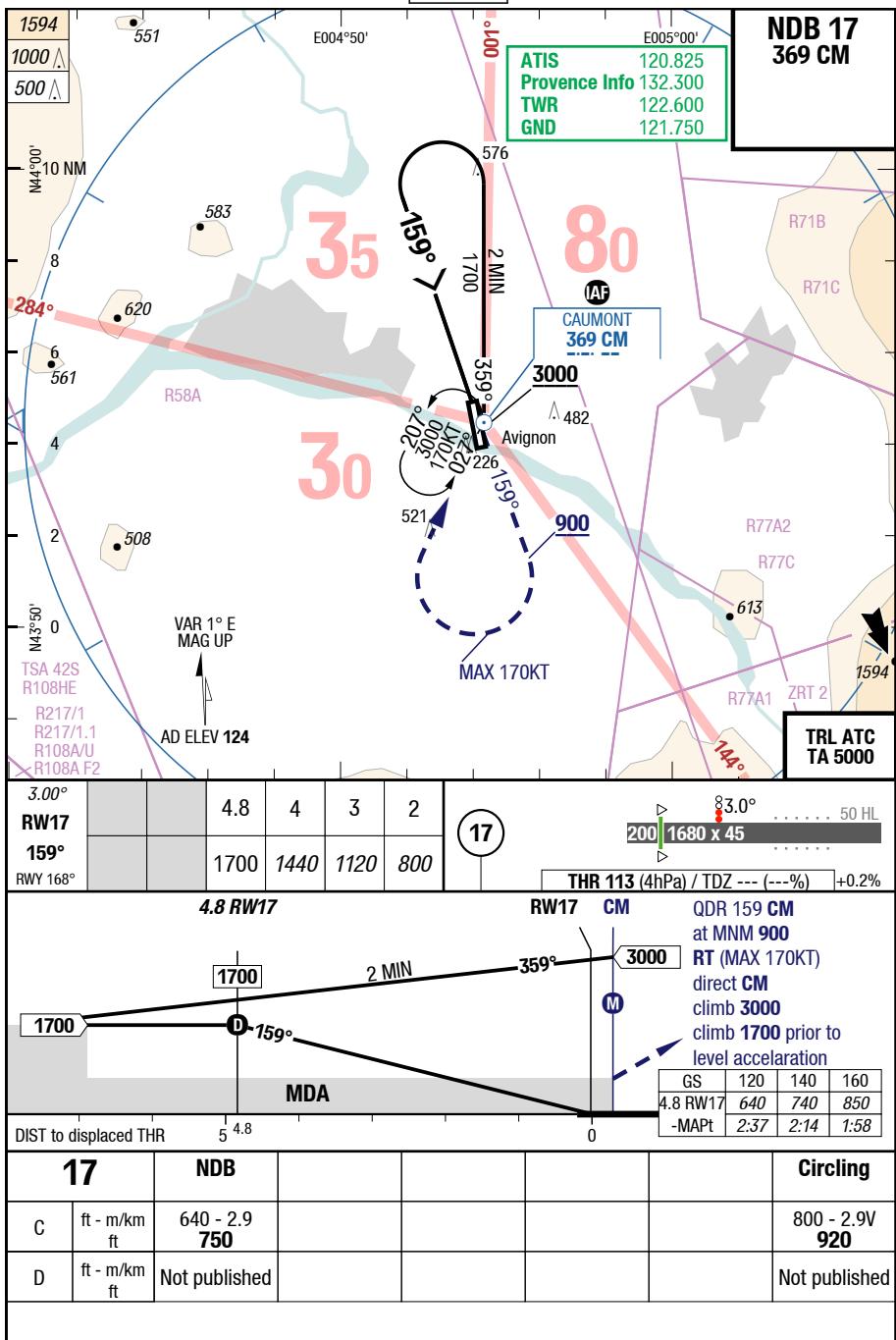
AVN-LFMV

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IAC

7-70

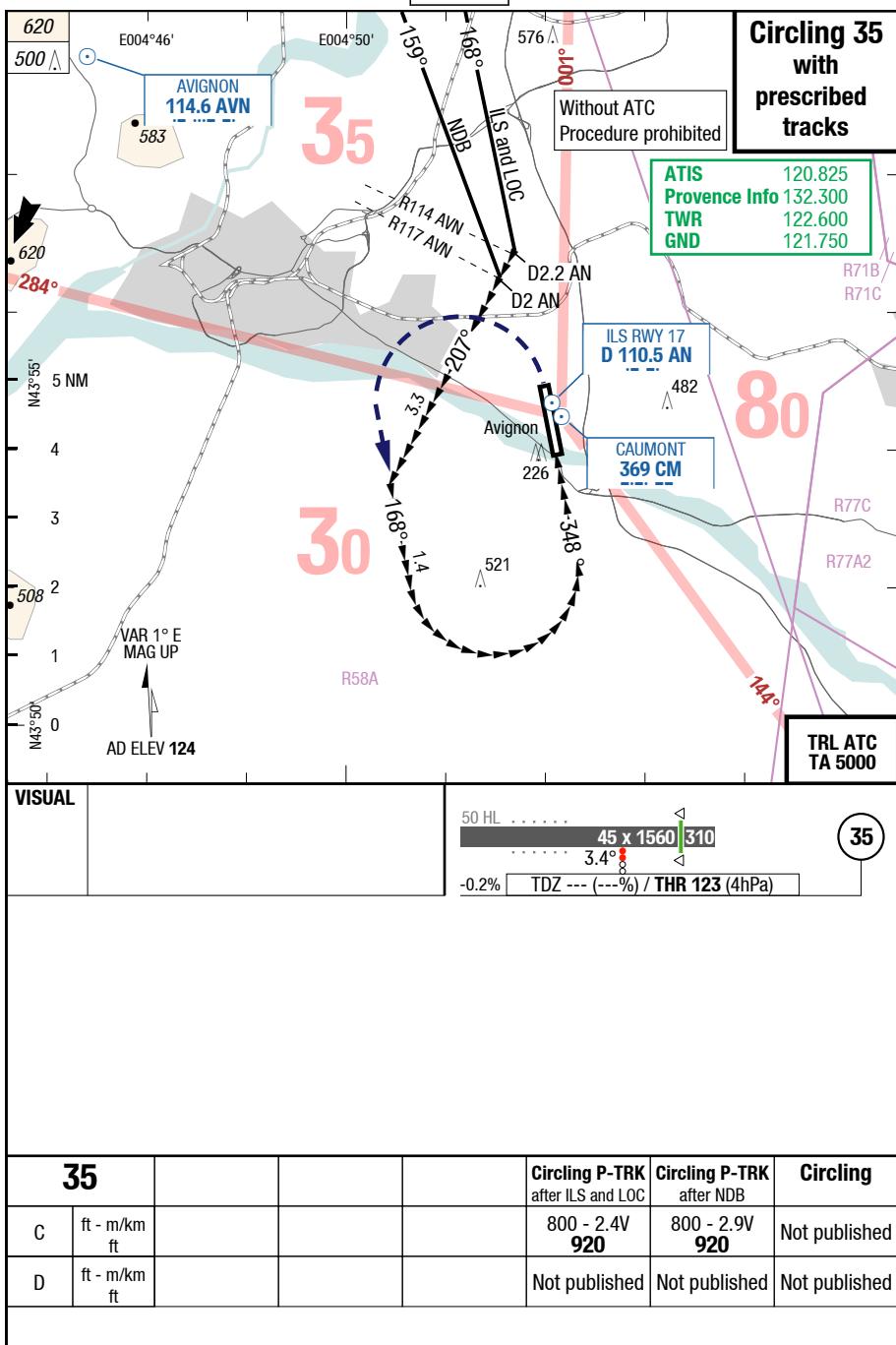
NDB 17



AVN-LFMV

7-80

Circling 35 with prescribed tracks



21-APR-2016

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Caumont Avignon France

MRC

MRC

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