

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0400-2130‡, SAT and SUN 0500-2130‡**Airport Information**

**RFF:** CAT 7 AVBL O/R  
 CAT 6 0500-2100‡  
 CAT 5 MON-FRI and SUN 2100-0500‡  
 CAT 2 SAT 2100-0500‡  
 Outside these SKED, PPR PN 48HR

**Fuel:** MON-FRI 0430-2200‡, SAT 0430-1800‡, SUN, HOL 0530-1800‡. Other times 48HR PPR.

**PCN** RWY 10/28: 46/F/C/W/T

**Customs:** 24HR PN

**Operation****Traffic Notes:** Multidirectional DEPs can be used only after special CLR.**Low Visibility Procedures (LVP)**

No LVP for arrival.

LVP in force for departure when RVR between 250-400m.

**RWY Restriction**

180° turn on turn pad RWY 10 is limited to 2.6KT and steering angle of 90% of effective value for code letter D ACFT.

**TWY Restrictions**

TWY A, B, D width 18m / 59ft.

TWY G width 10.5m / 34ft.

TWY G1 width 10m / 33ft.

TWY C, J width 7.5m / 25ft.

TWY A, B, D AVBL for ACFT up to code letter C.

TWY A AVBL O/R for code letter D ACFT.

TWY G between comercial PRKG and ACB MAX wingspan 25m / 82ft.

**Parking:** PPR 48HRs for ACFT with wingspan above 36m / 118ft.**Engine Run-up Area**

AVBL at freight area (west edge of APN taxilane) and at stands A1-A4.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**ARRIVAL****Communication****COM Failure****If RWY in use unknown:**

Follow the RWY 28 LDG PROC, followed eventually by a circling if the wind indicates RWY 10 is in use.

**Followed by MISAP:**

Comply with MISAP PROC on IAC.

When on a second APCH results a further MISAP, apply PROC to vacate the TMA.

**TMA clearing PROC:**

Climb to 3000ft adhering to SID ARE 2T or ARE 2V, then, when established on R286 REN VOR/DME, climb to FL40 towards ARE and seek VMC.

**Arrival Procedure****Noise Abatement Procedure**

In case of visual APCH on RWY 10, avoid overflights of Chavagne (APRX 2.5NM SW of AD), Mordelles (APRX 5NM W of AD) and le Rheu (APRX 3NM NW of AD).

**DEPARTURE****Take-off Minima**

RWY		28	
All ACFT	ft - m/km	0 - 300R/300V	-
RWY		10	
All ACFT	ft - m/km	0 - 300V	-

**Communication****COM Failure****VMC:**

Turn back and land at AD.

**IMC:**

Keep on flying until TMA limits, complying with the outgoing track, at last FL assigned, or, if this one is not compatible with obstructions, at the first safety LVL, then comply with the FPL in force.

**Departure Procedure****Departure Note**

SID track must be strictly followed and cannot be modified below 4000ft, except for safety reasons or with ATC clearance.

**De-Icing**

AVBL from 15 OCT - 15 APR.

14-JUN-2018  
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France **Rennes** St Jacques

AGC  
AFC

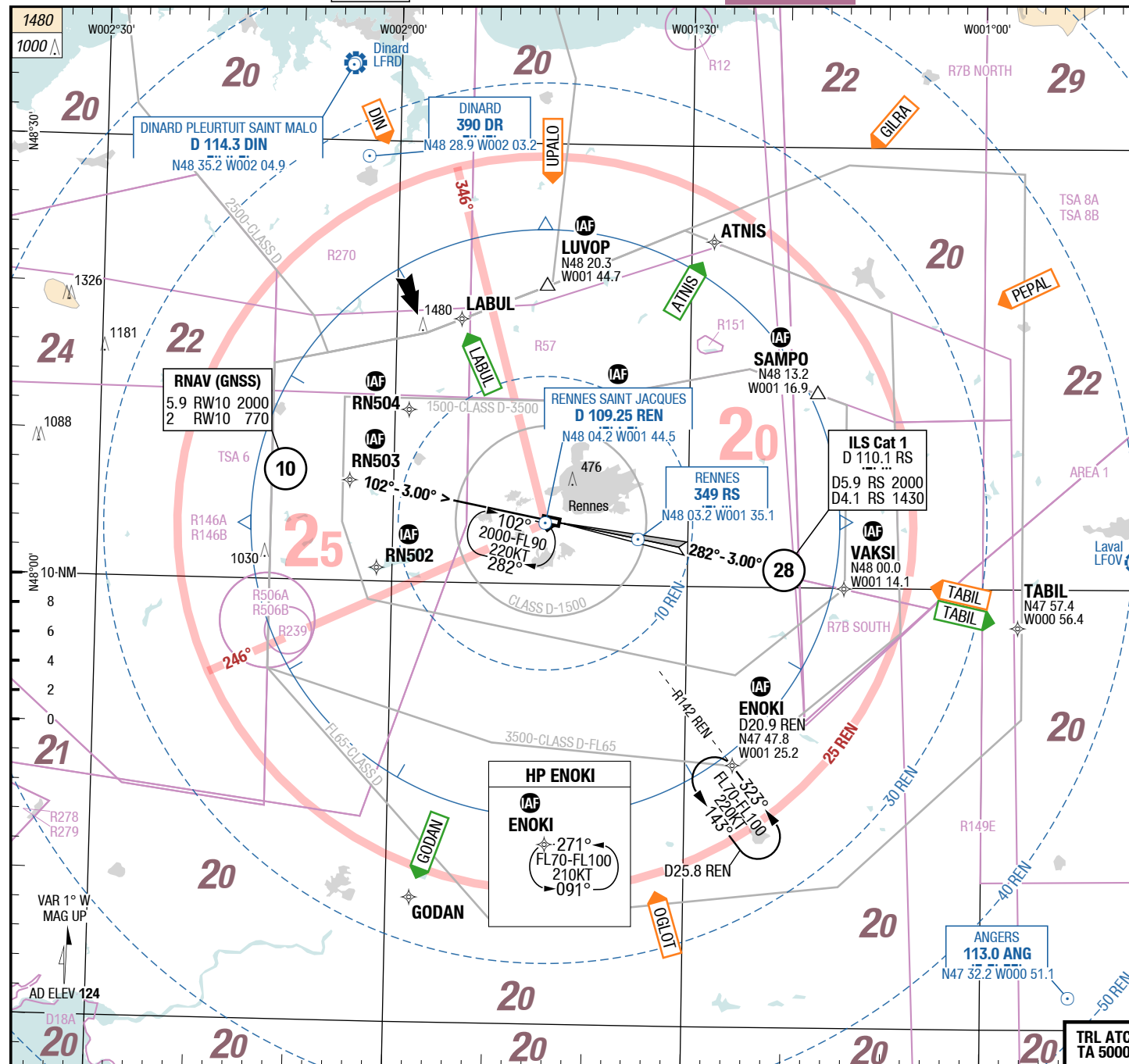
AFC

AFC

St Jacques **Rennes** France

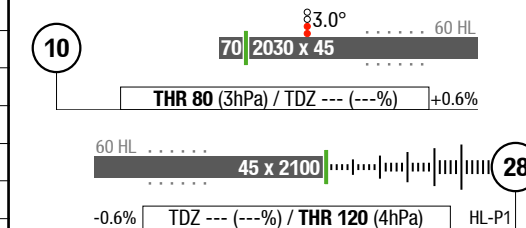
AGC  
AFC

2-10



ATIS 136.400  
FIS 126.950 N 134.000 s  
APP 126.950 N 134.000 s  
TWR 120.500  
GND 121.725

Landing RWY system:



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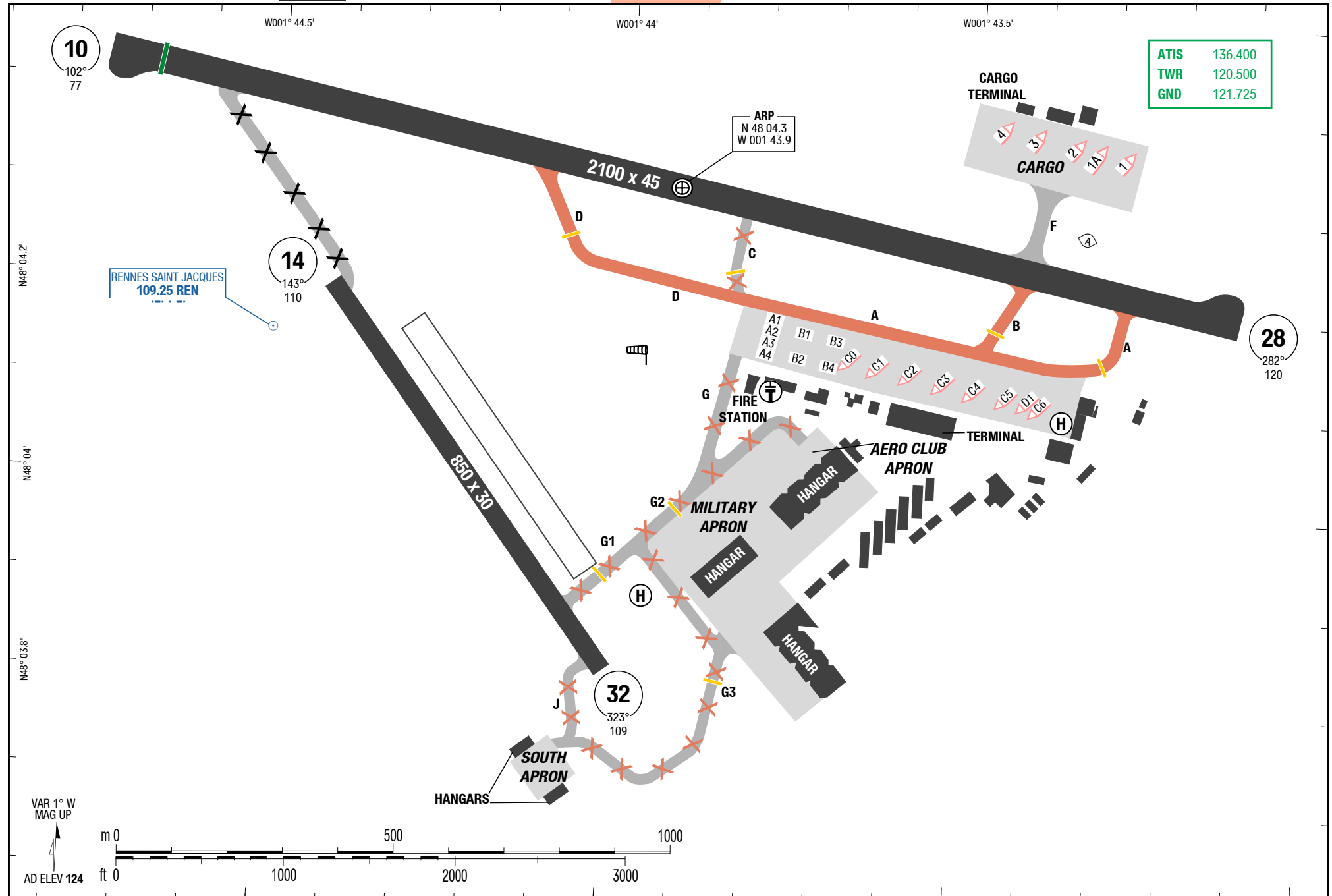
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Changes: Nil

14-JUN-2018  
RNS-LFRN

France **Rennes St Jacques**

RNAV SIDs RWY 28

4-10

RNAV SIDs RWY 10

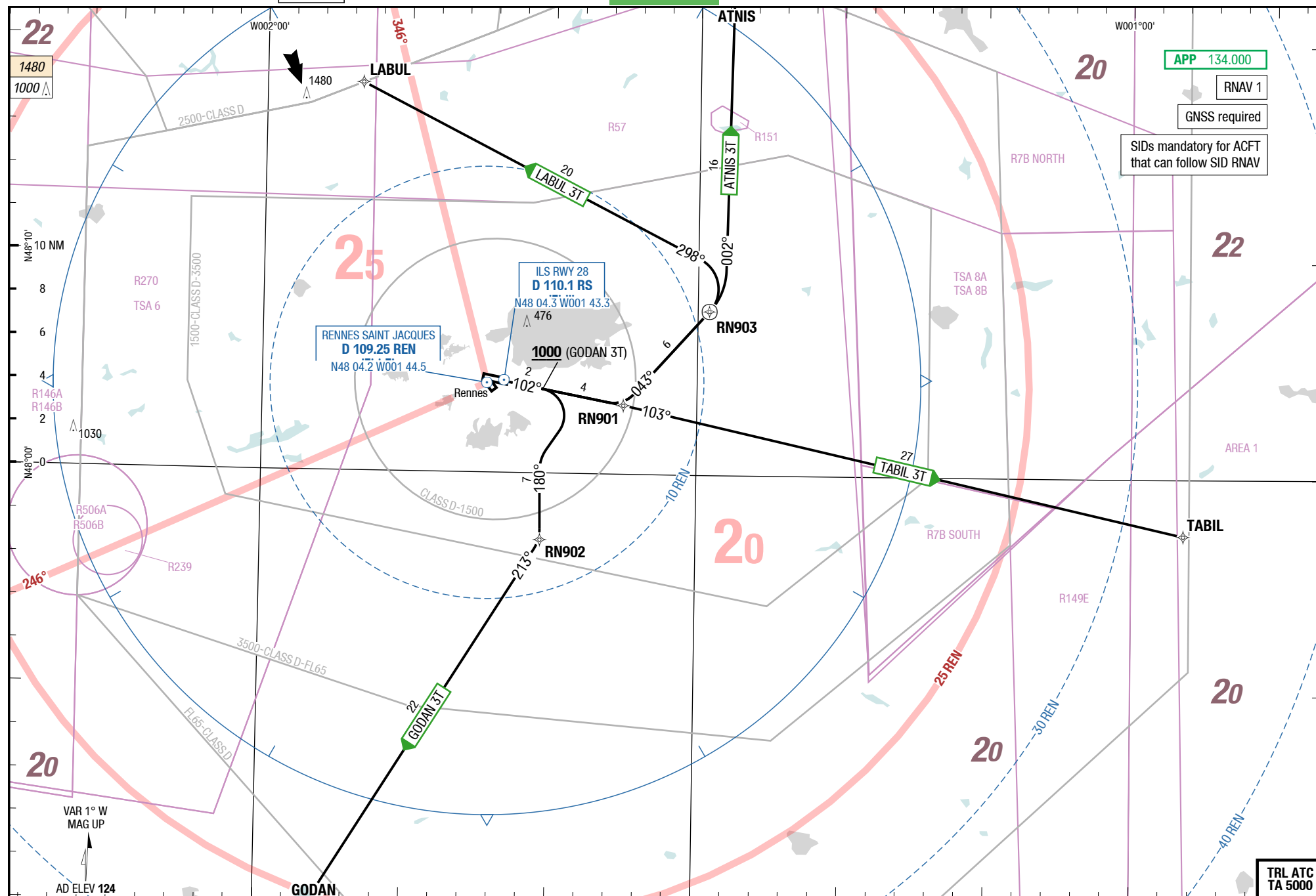
SID

SID

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RNAV SIDs RWY 28

RNAV SIDs RWY 10



Changes: Editorial

TRL ATC  
TA 5000

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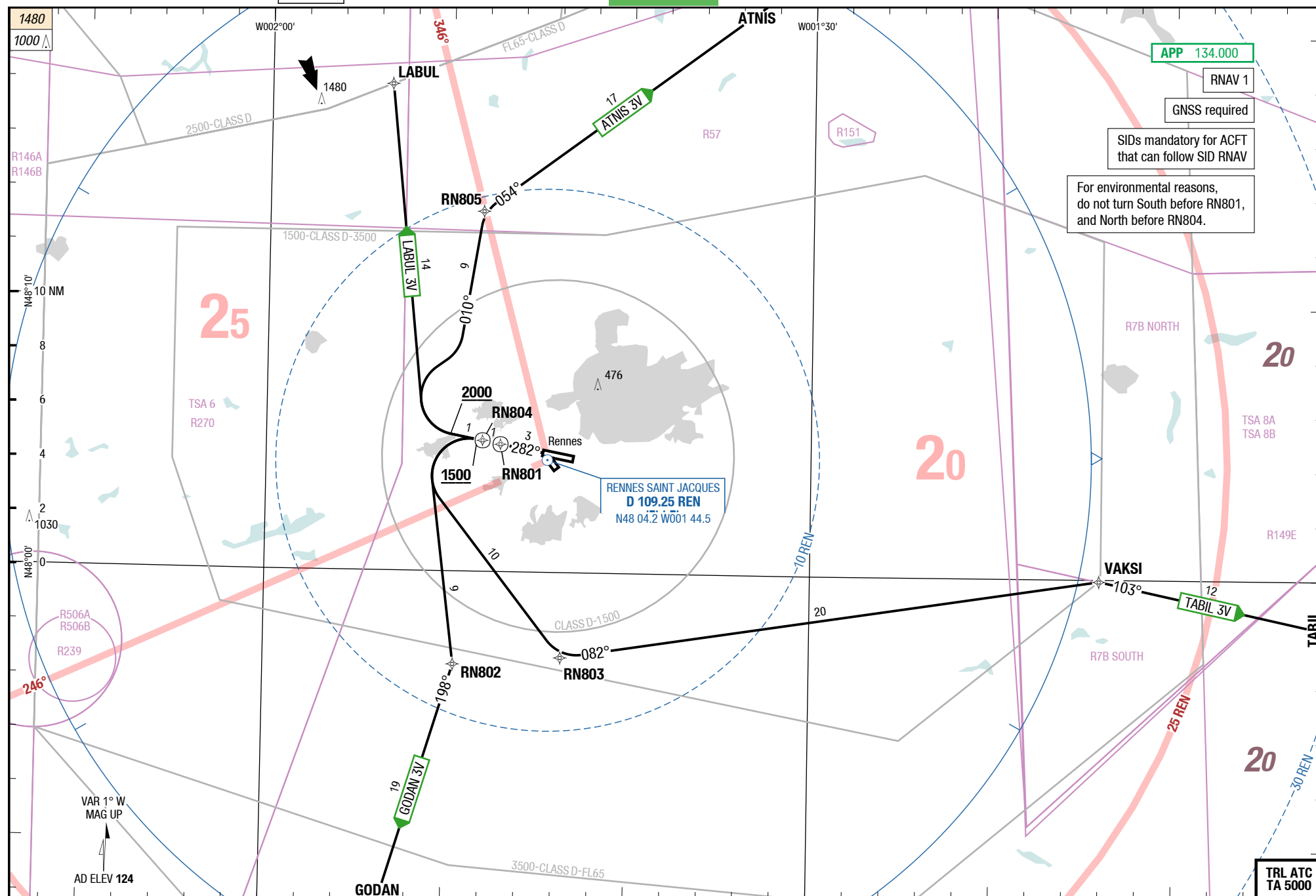
## RNS-LFRN

## RNAV SIDs RWY 28

SID

SID

## RNAV SIDs RWY 28



Changes: Editorial

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**ATNIS 3T / GODAN 3T / LABUL 3T / OMNIDIRECTIONAL DEP / TABIL 3T**  
RWY 10 (102°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>ATNIS 3T</b> <b>134.000</b>	RN901 - <u>RN903</u> - ATNIS	
<b>GODAN 3T</b> 6.0% <b>134.000</b> ①	[A1000+] - RN902 - GODAN	
<b>LABUL 3T</b> <b>134.000</b>	RN901 - <u>RN903</u> - LABUL	
<b>OMNIDIRECTIONAL DEP</b> <b>134.000</b> ②	at <b>1000</b> direct route climbing to the enroute safety altitude. Northern outbound traffic, do not turn before D6.4 <b>REN</b> (D5.6 <b>RS</b> )	
<b>TABIL 3T</b> <b>134.000</b>	RN901 - TABIL	

① Climb gradient to remain in controlled airspace.

② Can be used only after obtaining special clearance.

**ATNIS 3V / GODAN 3V / LABUL 3V / OMNIDIRECTIONAL DEP / TABIL 3V**  
RWY 28 (282°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>ATNIS 3V</b> 4.5% <b>134.000</b> ①③	<u>RN804</u> - [A2000+ ;R] - 010° RN805 - ATNIS	
<b>GODAN 3V</b> 4.5% <b>134.000</b> ①②	<u>RN801</u> - [A1500+ ;L] - RN802 - GODAN	
<b>LABUL 3V</b> 4.5% <b>134.000</b> ①③	<u>RN804</u> - [A2000+ ;R] - LABUL	
<b>OMNIDIRECTIONAL DEP</b> 4.5% to D2.5 REN <b>134.000</b> ④⑤	at D2.5 <b>REN</b> direct route climbing to the enroute safety altitude.	
<b>TABIL 3V</b> 4.5% <b>134.000</b> ①②	<u>RN801</u> - [A1500+ ;L] - RN803 - VAKSI - TABIL	

- ① Climb gradient to remain in controlled airspace.  
 ② For environmental reasons, do not turn South before RN801.  
 ③ For environmental reasons, do not turn North before RN804.  
 ④ Can be used only after obtaining special clearance.  
 ⑤ Obstacle slope due to high voltage line 2.6 NM from DER.



## RNS-LFRN

## France **Rennes** St Jacques

NIL

## STARS

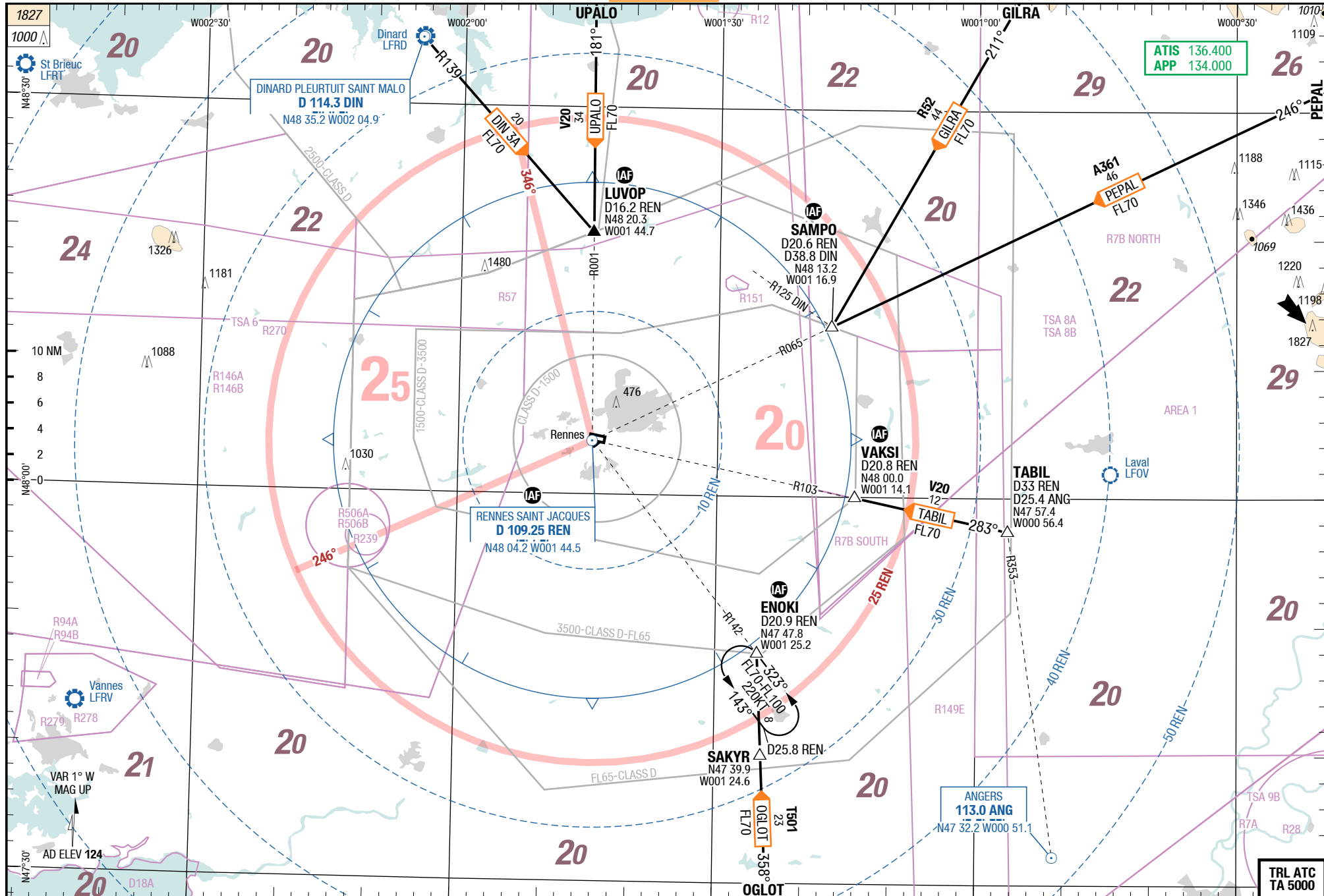
# STAR

# STAR

## St Jacques **Rennes** France

NIL

## STARS



Changes: ASP, OBST

TRL ATC  
TA 5000

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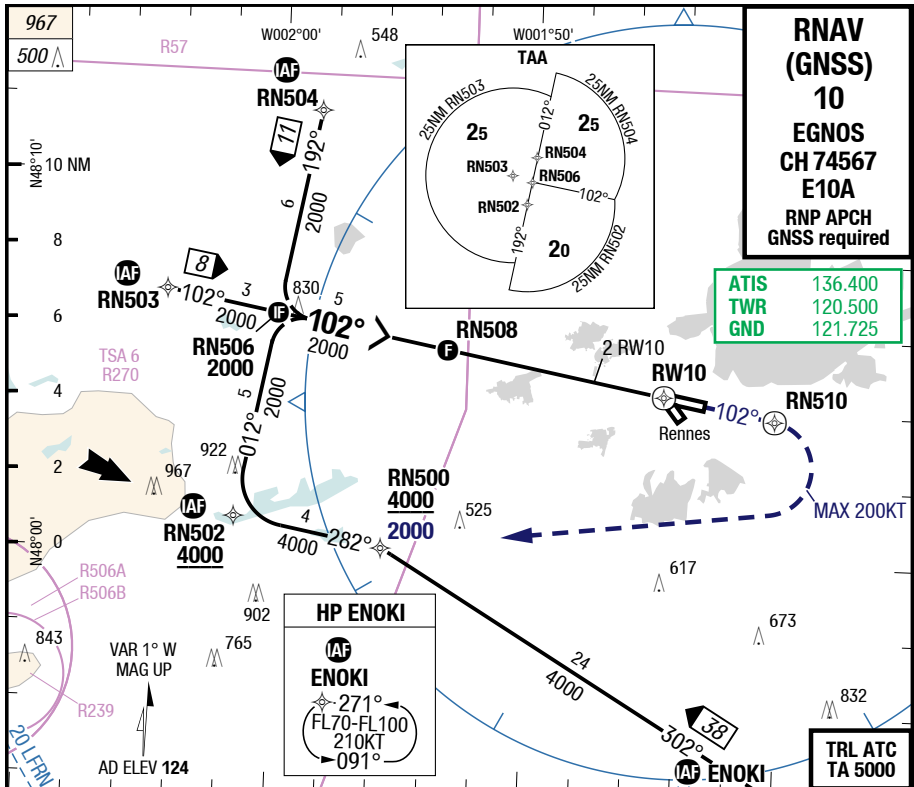


14-JUN-2018

RNS-LFRN

7-30

RNAV (GNSS) 10

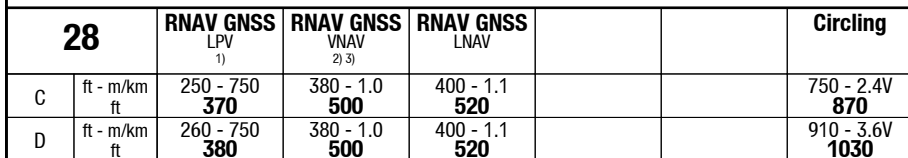


10		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	300 - 1.4 380	410 - 1.9 490	430 - 2.0 510		750 - 2.4V 870
D	ft - m/km ft	300 - 1.4 380	410 - 1.9 490	430 - 2.0 510		910 - 3.6V 1030

1) With EVS 900m  
2) Uncompensated BARO VNAV NA below -10°C (14°F)  
3) With EVS 1.3km

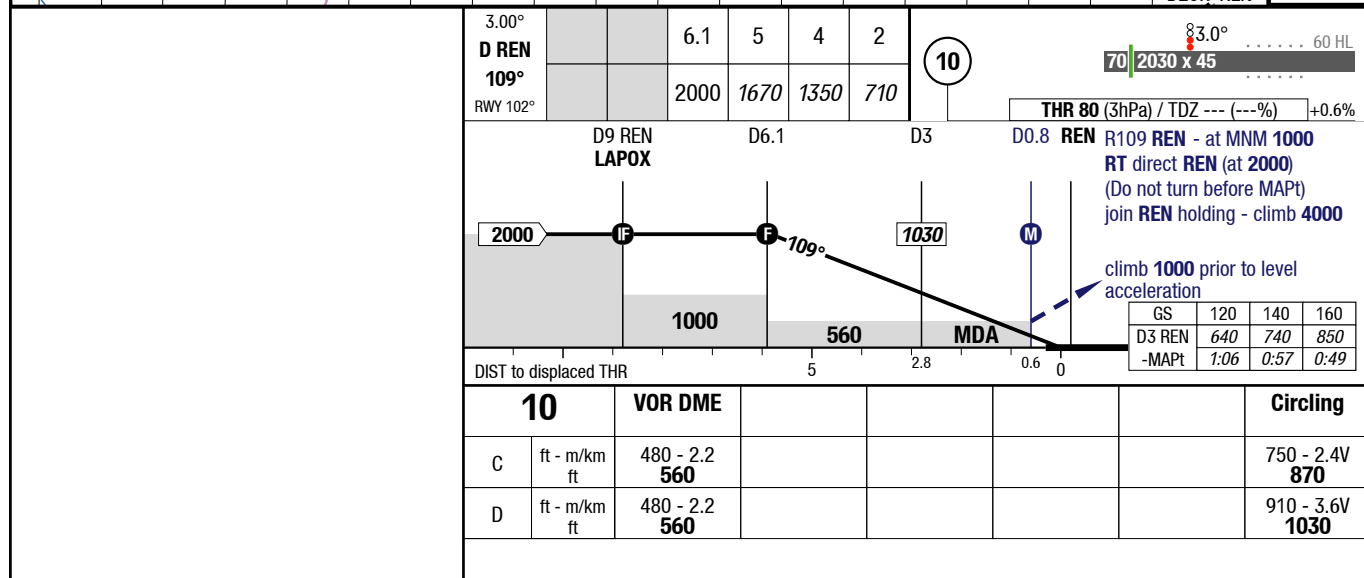
Changes: OBST, Editorial

## RNAV (GNSS) 28



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Changes: OBST, Editorial



14-JUN-2018

RNS-LFRN

France Rennes St Jacques

7-60

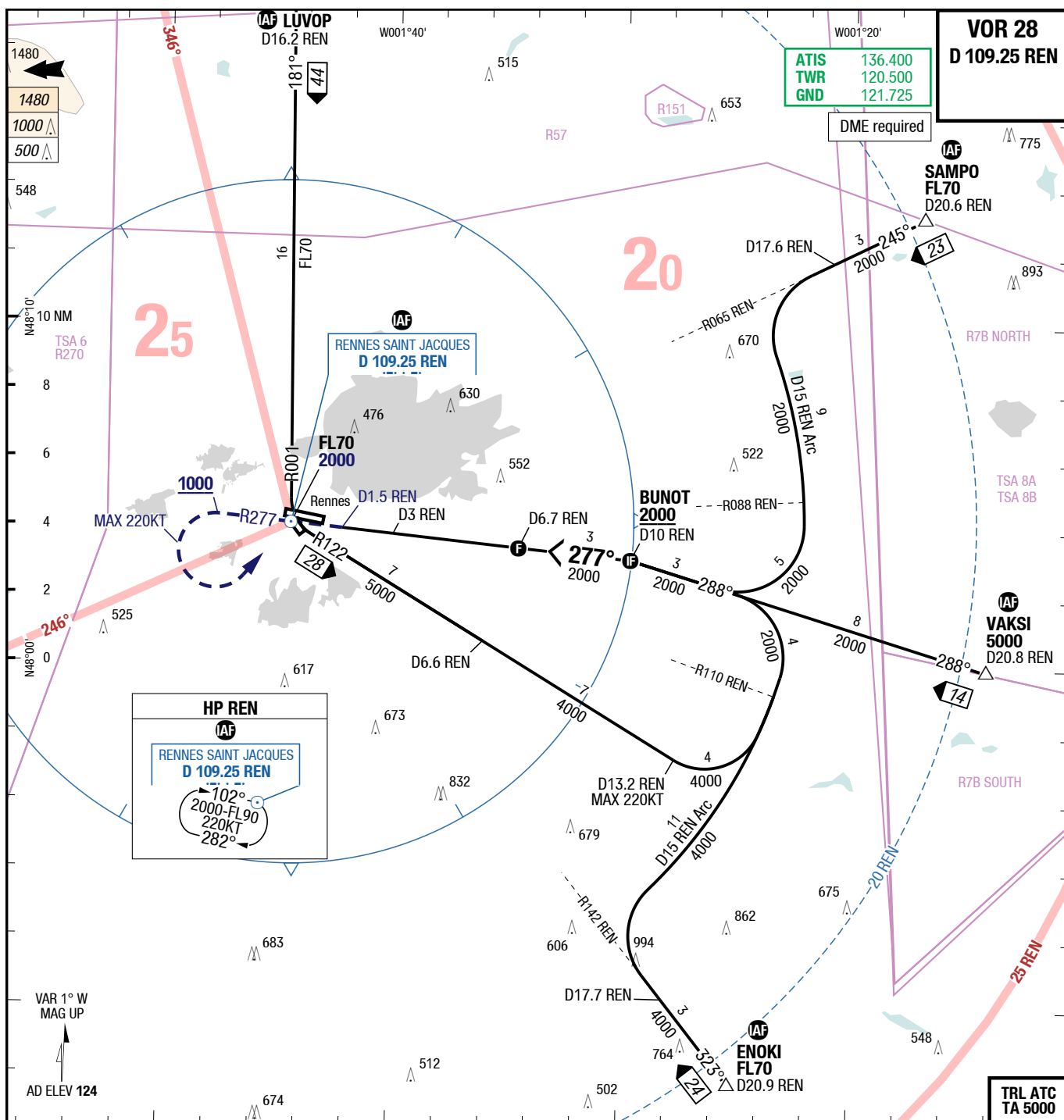
VOR 28

IAC

IAC

VOR 28

St Jacques Rennes France





Effective 21-JUN-2018

14-JUN-2018

RNS-LFRN

8-10

France Rennes St Jacques

NIL

MRC

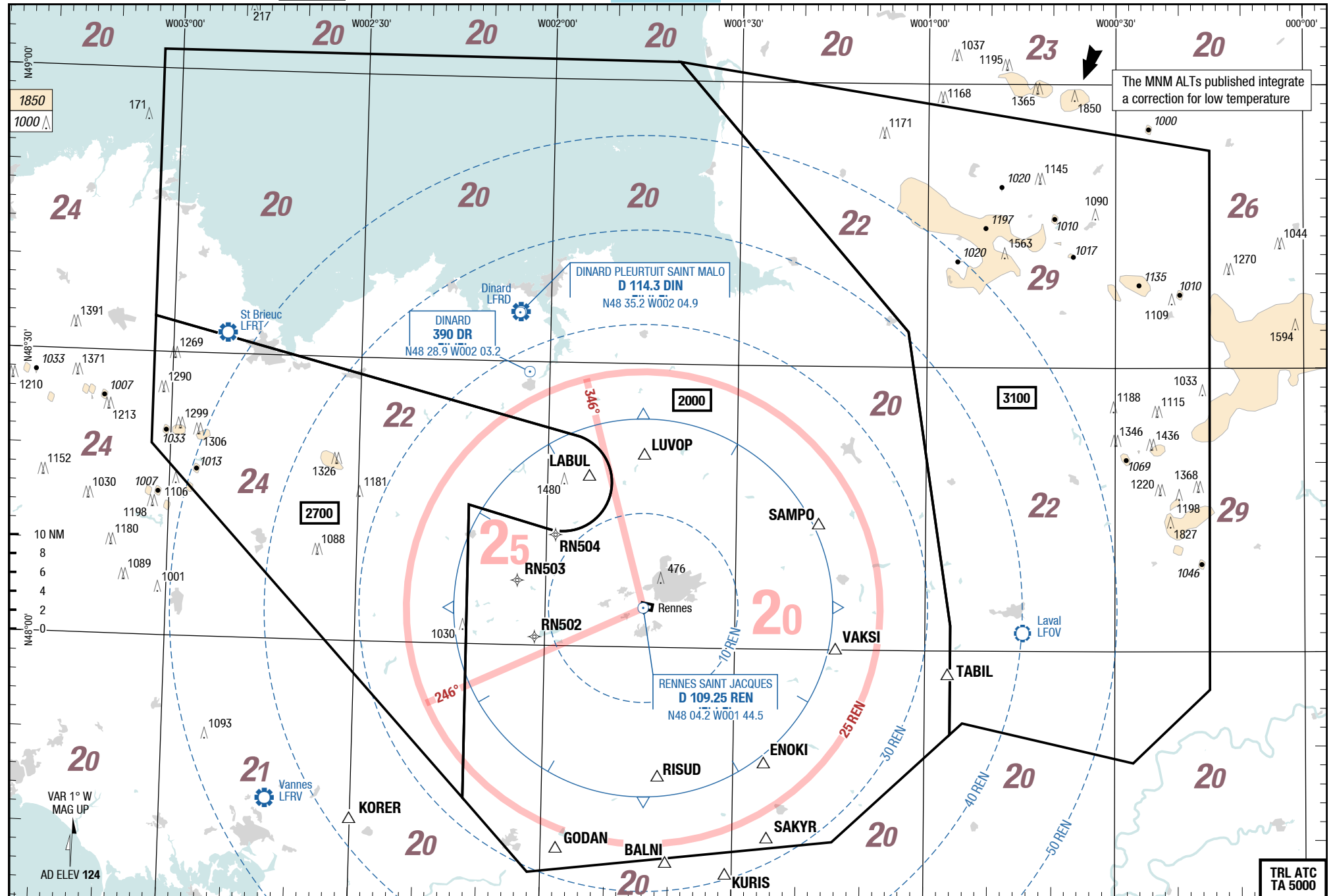
MRC

MRC

St Jacques Rennes France

NIL

MRC



Changes: MRVA, WPT, RADAR SECT, Note, OBST