

GENERAL**Operational Hours**

ATS Hours / AD ADMIN Hours: See NOTAM

Airport Information

RFF: CAT 7

PCN: RWY 09/27: 47/F/C/X/T

Customs: Opend for SKED FLTs, or HJ O/R 24HR PPR

Operation**TWY Restriction**

TWY P, T1, T2 width 18m / 59ft.

TWY B, T3 width 10m / 33ft.

East TWY reserved for ACFT below 5.7t / 12500lbs.

Taxi/Parking

ACFT with MTOW above 20t / 44090lbs 180° turns on turn around area only.

Warnings

Birds and wildlife in vicinity of AD.

ARRIVAL**Speed**

MAX IAS below 250KT below FL100

Communication**COM Failure**

Failure occurring before INA: Rejoin STAR and apply the national regulations.

Failure occurring during APCH: Follow the authorized APCH PROC.

MISAP COM Failure

RWY 09: Apply MISAP until MEIZE, then join ZR at 3000ft by a right turn to attempt a new APCH. If this second attempt is followed by a new MISAP, leave TMA following MT 180° to seek VMC.

RWY 27: Apply MISAP to attempt a new APCH. If this second attempt is followed by a new MISAP, leave TMA following MT 180° to seek VMC.

DEPARTURE**Take-off Minima**

RWY		09	
A, B, C	ft - m/km	0 - 800R/800V	-
D		Not applicable	-
RWY		27	
A, B, C	ft - m/km	0 - 800V	-
D		Not applicable	-

Speed

MAX IAS below 250KT below FL100

Communication**COM Failure**

Failure occurring during DEP:

VMC: Turn back to DEP AD.

IMC: Join as soon as possible assigned SID and apply the associated COM failure instructions.

De-Icing

O/R.

Effective 14-SEP-2017

07-SEP-2017

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2-10

France Beziers Beziers Vias

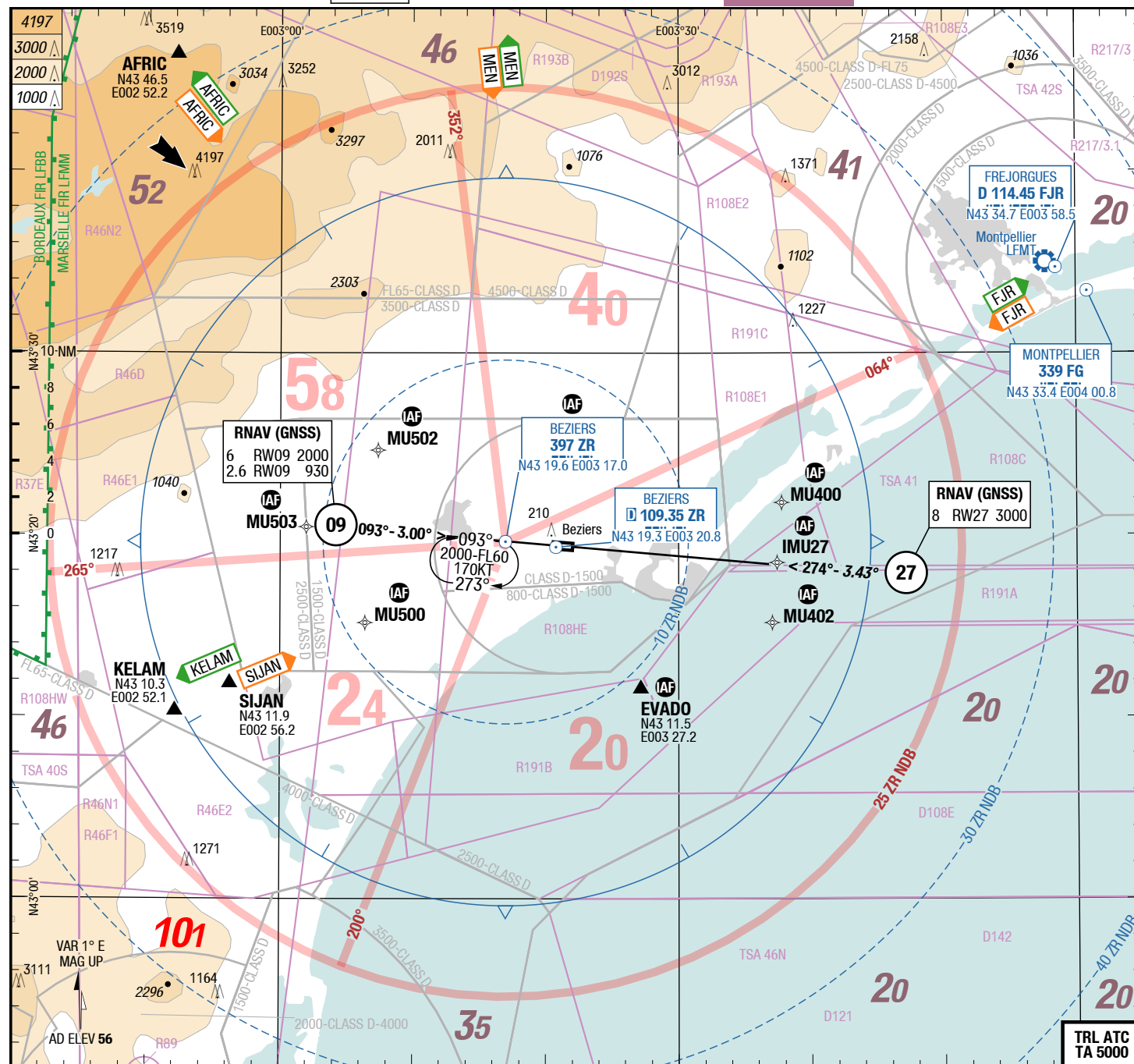
AGC
AFC

AFC

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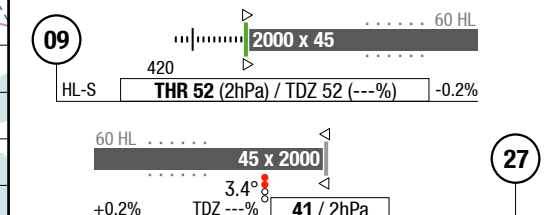
Beziers Vias Beziers France

AGC
AFC



ATIS	127.525
Montpellier APP	130.850
	131.050
	127.275
	120.375
TWR	120.175 HO

Landing RWY system:



Changes: PROC renamed, Editorial

Effective 14-SEP-2017

07-SEP-2017

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France **Beziers** Beziers Vias

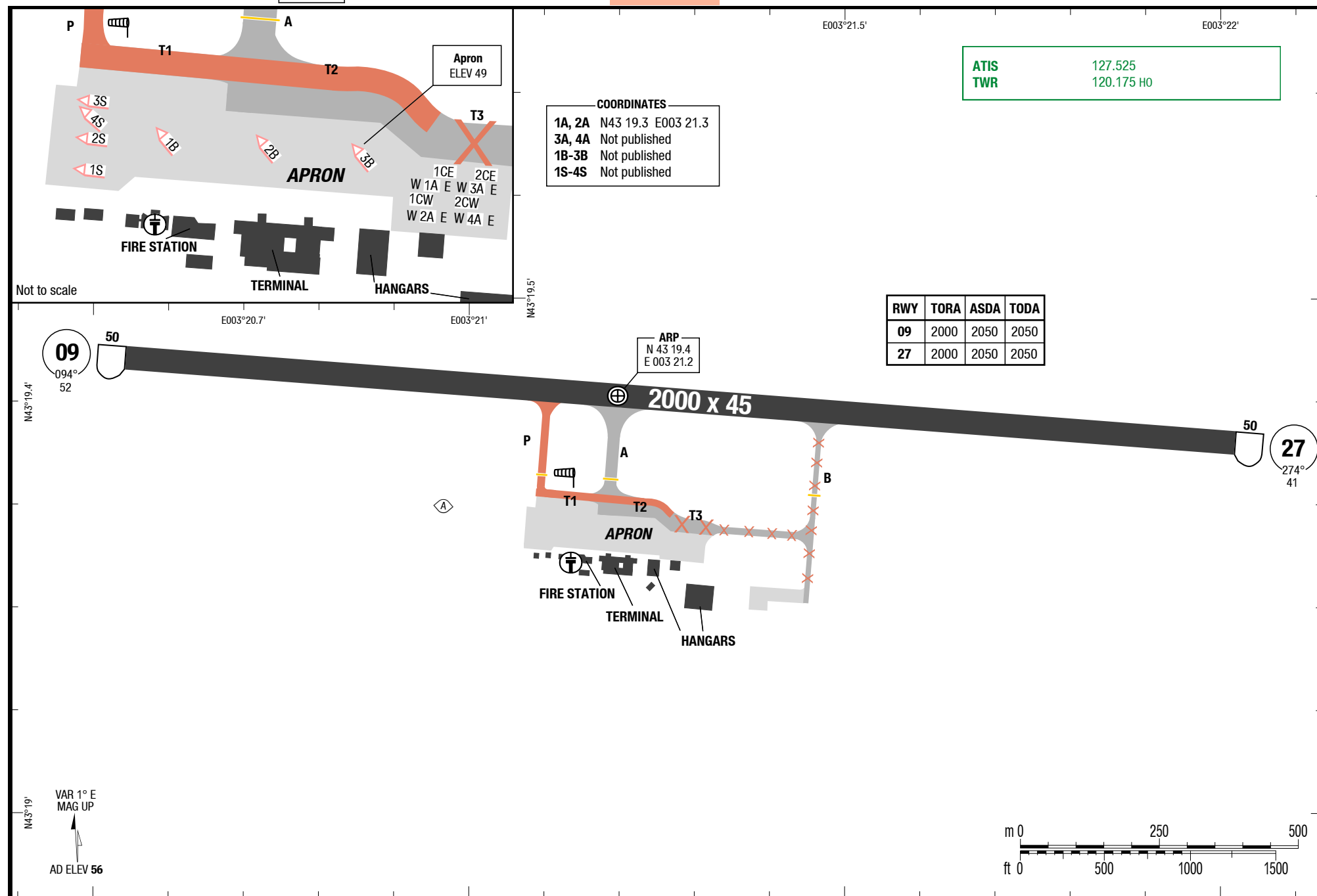
AGC

AGC

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Beziers Vias **Beziers** France

AGC



Changes: Nil

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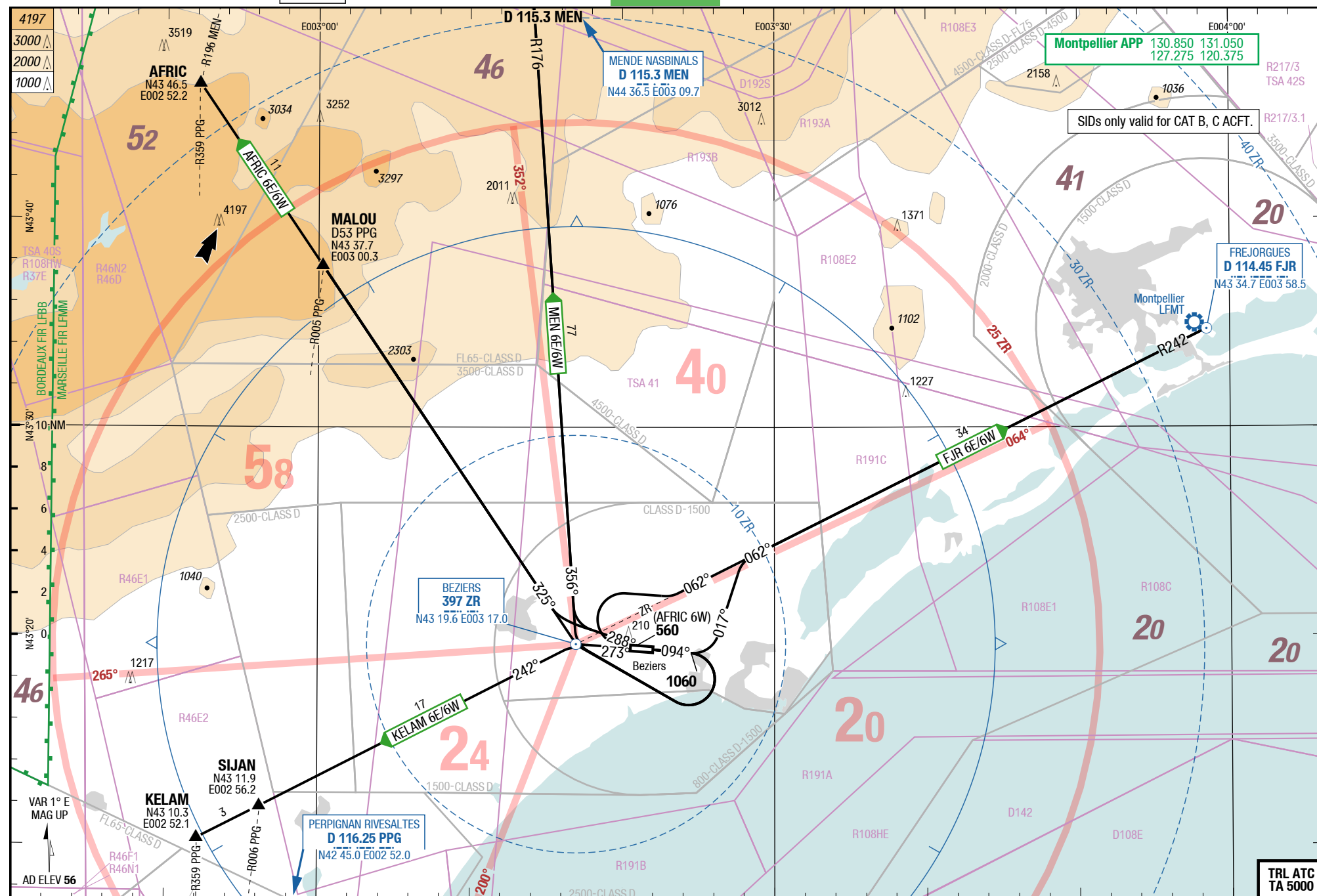
SIDs

SID

SID

SIDs

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Changes: Track, VAR, OBST

TRL ATC
TA 5000

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24-MAR-2016

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SIDs

SIDPT

**AFRIC 6E / FREJORGUES 6E / KELAM 6E / MENDE NASBINALS 6E / OMNIDIRECTIONAL
DEP / AFRIC 6W / FREJORGUES 6W / KELAM 6W**

RWYs 09 (094°) / 27 (274°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
AFRIC 6E 6.0% to 1500 ①	at 1060 RT direct ZR - QDR 325 ZR to MALOU - AFRIC	
FREJORGUES 6E FJR 6E 4.0% to 3000 ①	at 1060 LT 017° - RT intercept QDR 062 ZR to FJR	
KELAM 6E 6.0% to 1500 ①	at 1060 RT direct ZR - QDR 242 ZR to SIJAN - KELAM	
MENDE NASBINALS 6E MEN 6E 6.0% to 1500 ①	at 1060 RT direct ZR - QDR 356 ZR to MEN	
OMNIDIRECTIONAL DEP	North and South sector at 660 depart omnidirectional	
	Runway 27	
AFRIC 6W ①	at 560 RT 288° intercept QDR 325 ZR to MALOU - AFRIC	
FREJORGUES 6W FJR 6W 4.3% to 2000 ①②	288° - at 460 RT intercept QDR 062 ZR to FJR	
KELAM 6W ①	QDM 273 ZR to ZR - QDR 242 ZR to SIJAN - KELAM	

① If unable to comply with departure specifications, inform ATC at first contact.

② Theoretical climb gradient due to tree 210ft located at bearing 311° ARP/distance 1.3NM

24-MAR-2016

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SIDs**SIDPT****MENDE NASBINALS 6W / OMNIDIRECTIONAL DEP**

RWY 27 (274°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
MENDE NASBINALS 6W MEN 6W 4.3% to 2000 ①②	288° - RT intercept QDR 356 ZR to MEN	
OMNIDIRECTIONAL DEP 3.4% (North Sector) ③	North and South sector at 560 depart omnidirectional	

① If unable to comply with departure specifications, inform ATC at first contact.

② Theoretical climb gradient due to tree 210ft located at bearing 311° ARP/distance 1.3NM

③ North Sector: Theoretical climb gradient due to relief of 3580ft bearing 316° from ARP/distance 23NM

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NIL

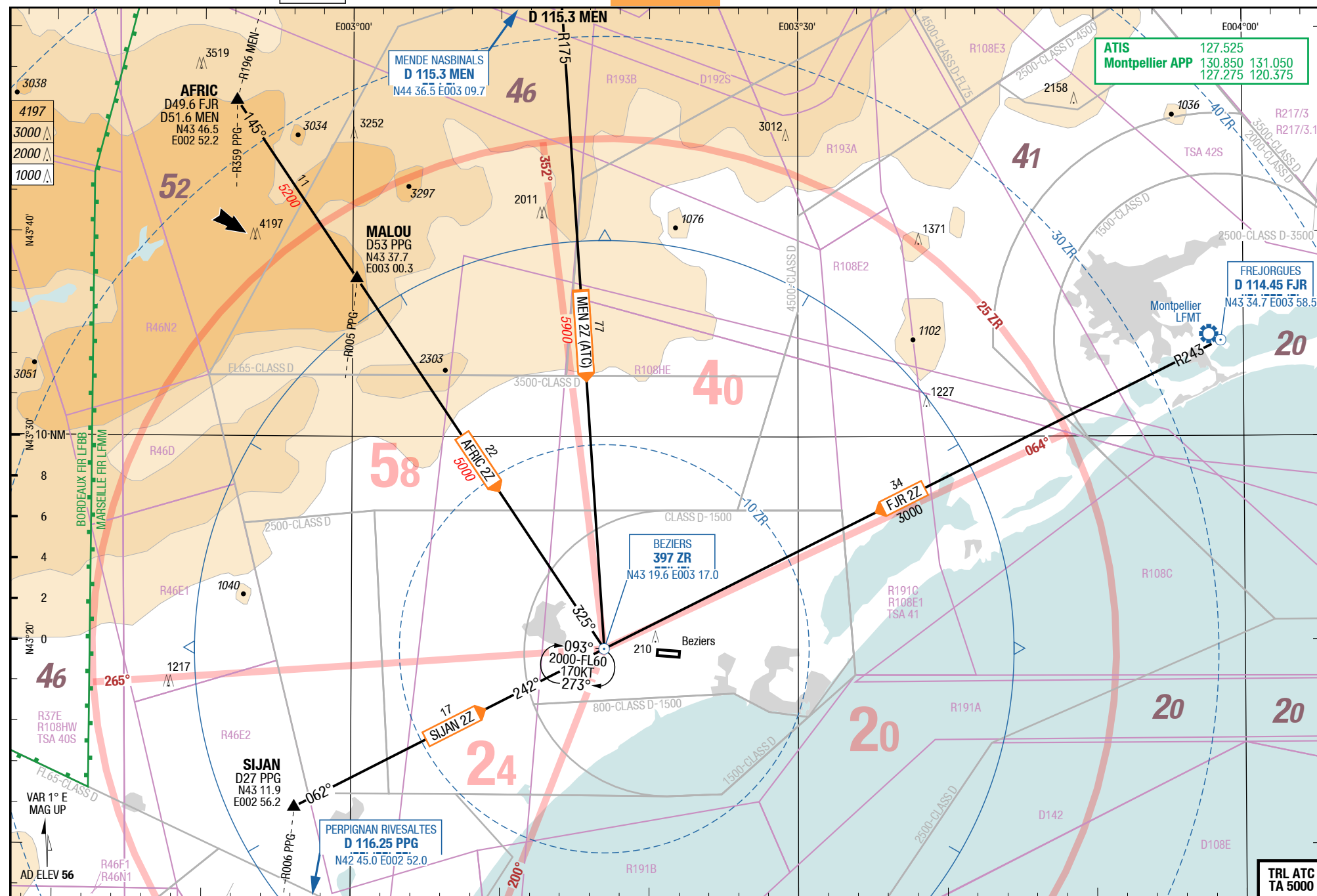
STARS

STAR

STAR

NIL

STARS



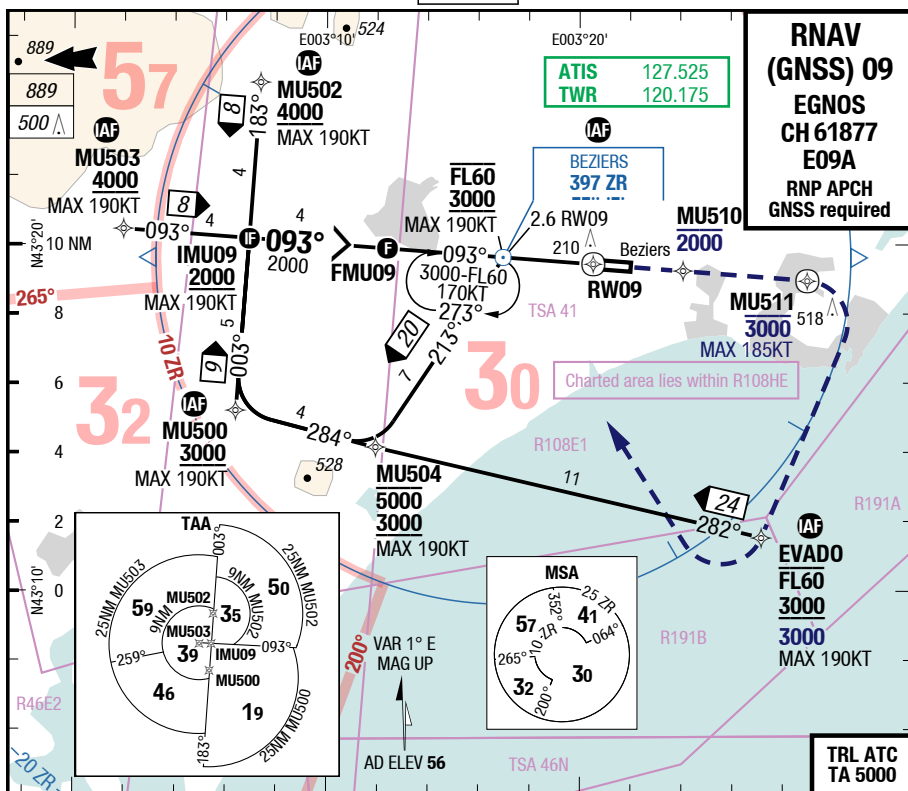
Changes: PROC renamed, PROC, PROC renumbered

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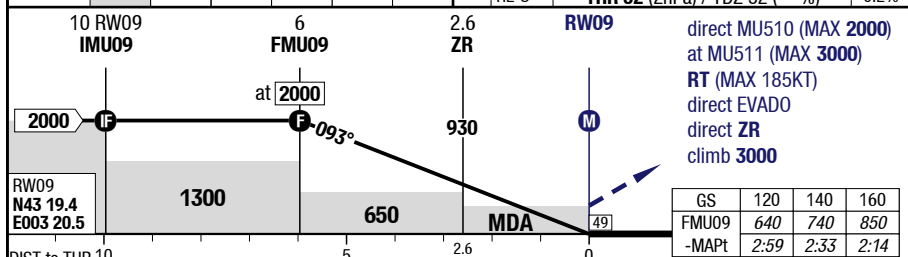
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RNAV (GNSS) 09



3.00°		6	5	4	3	2	
RW09 093° RWY 094°		2000	1700	1380	1060	740	



09		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 1)		Circling
C	ft - m/km ft	260 - 800 310 3)	260 - 800 310 3)	380 - 1.3 430		720 - 2.4V 770 4)
D	ft - m/km ft	Not published	Not published	Not published		Not published

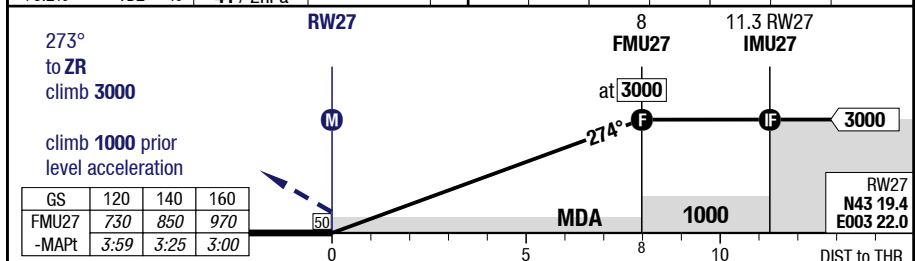
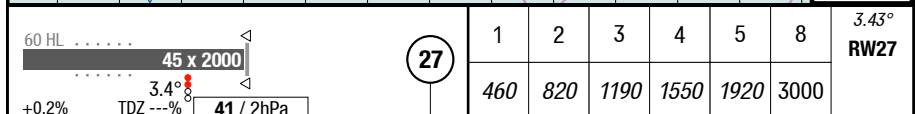
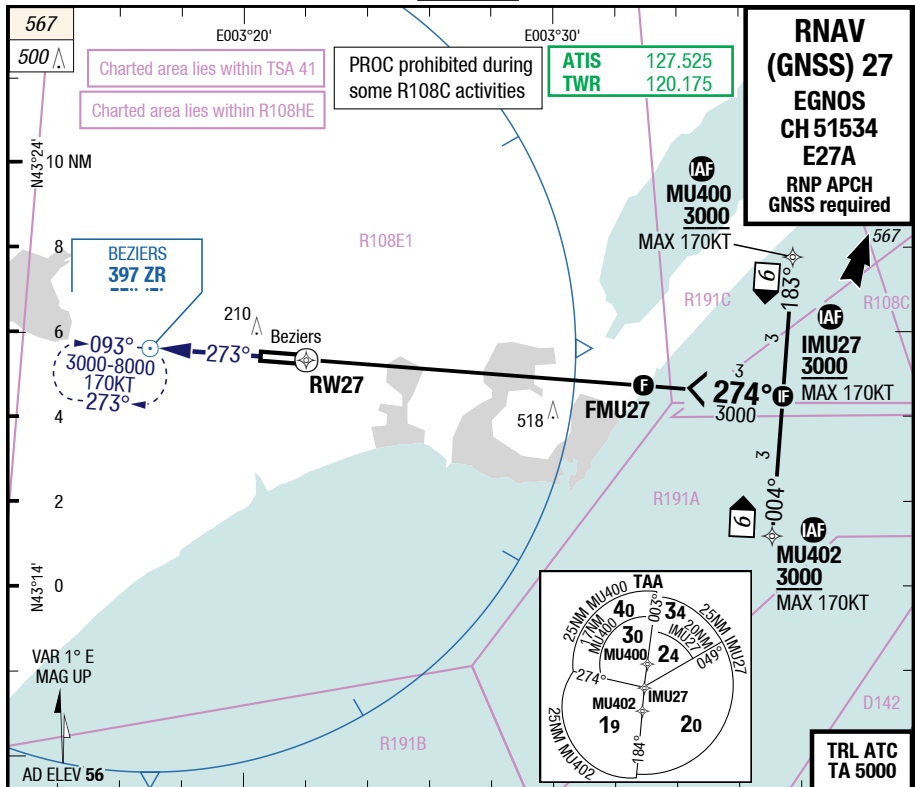
1) ATS gradient 7.0% up to 3000ft		
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3) With EVS 550m

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

4) N of RWY only

Changes: WPT IMU09, FMU09

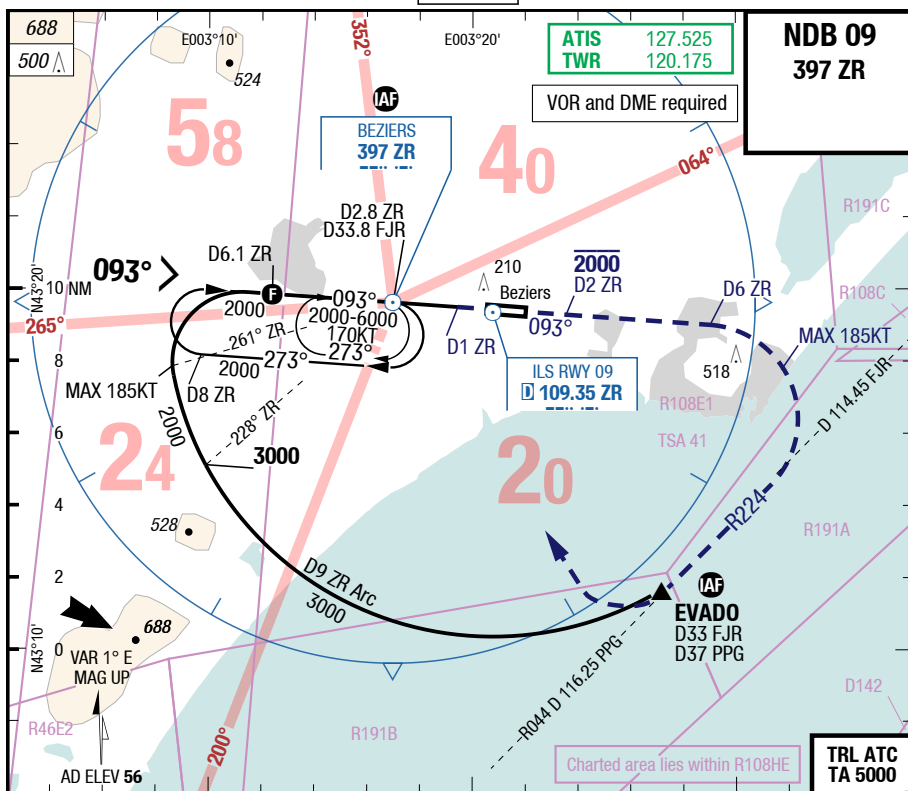
BZR-LFMU**7-20****RNAV (GNSS) 27**

27		RNAV GNSS LPV	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	300 - 1.4 350 ¹⁾	410 - 1.9 450		700 - 2.4V 750 ²⁾
D	ft - m/km ft	Not published	Not published		Not published

1) With EVS 900m

2) N of RWY only

Changes: WPT IMU27, FMU27



LOC 3.02°
D ZR
093°
 RWY 094°

6.1	6	5	4	3	2
2000	1970	1640	1320	1000	680

HL-S

THR 52 (2hPa) / TDZ 52 (---%) -0.2%

60 HL
 2000 x 45
 420

D6.1 ZR
 D2.8 ZR NDB
 D1 ZR DME

QDR 093
 at D6 ZR RT (MAX 185KT)
 (D2 ZR outbound MAX 2000)
 intercept R224 FJR to EVADO
 direct ZR NDB
 climb 3000

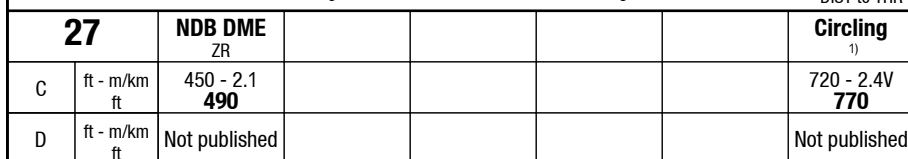
GS	120	140	160
D2.8 ZR	640	750	850
-MAPt	0:54	0:46	0:40

DIST to THR

09		NDB DME ZR 1)					Circling
C	ft - m/km ft	410 - 1.5 460					720 - 2.4V 770 2)
D	ft - m/km ft	Not published					Not published

1) ATS gradient 7.0% up to 3000ft
 2) N of RWY only

NDB 27



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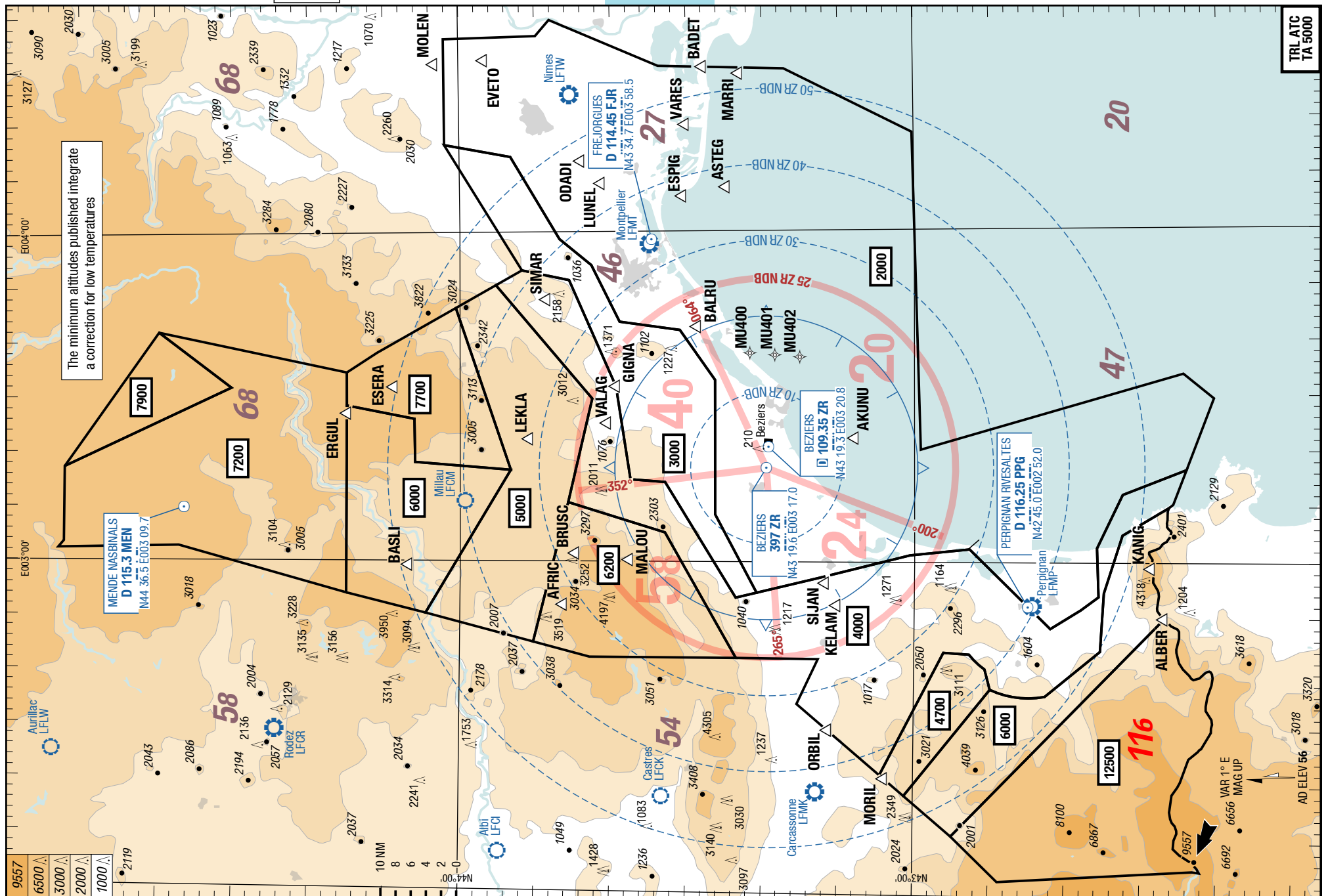
NIL
MRC

MRC

MRC

NIL
MRC

8-10



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