

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24

AD is not AVBL between 0100-1100, except in EMERG

**Airport Information**

**RFF:** CAT 8  
 CAT 9 1600-0200  
 CAT 7 MON-SAT 0930-1600  
 CAT 5 MON-SUN 0200-0930, SUN 0930-1600

**Fuel:** 0930-2359, other times and for non-SKED flights: 24HRS PPR.

**PCN:** RWY 08/26: 58/F/C/W/T

**Customs:** 1300-0200, possible extension for SKED flights.

**Operation****Traffic Notes**

LDG/TKOF between 0000-1000 with 48HRs PPR, except when AD used as ALTN.

**Preferential RWY**

2300-0900, in light TFC and calm wind conditions:

- LDG: RWY 08
- TKOF: RWY 26

**RWY Restriction**

180° turns for ACFT with 25t / 55116lbs and above at turning pad only.

Intermediate turning pad unusable for ACFT above 65t / 143300lbs weight.

**TWY Restriction**

TWY M width 20.8-21.2m / 68.2-69.5ft.

TWY P width 15m / 49ft.

TWY G width 10m / 33ft.

TWY E MAX wingspan 52m / 171ft.

**Noise Abatement Procedure**

Avoid overflying the city of Matoury.

**Warnings**

Avoid overflying of prison 6NM NE of CYR VOR/DME.

PJE activity north of RWY 08 and at Macouria.

Aerobatic activity at AD.

Ultra light glider south-east of Cayenne.

Presence of Big Djoul shooting gallery located under right hand downwind RWY 08, abeam APCH lights RWY 08.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

If CLR to enter the AD pattern has been received, comply with the latest instructions and continue until landing, monitoring the complementaries instructions, which may be transmitted by visual signal from TWR.

If no CLR to enter the AD pattern has been received:

- report SB point at 1500ft, switch on landing lights
- perform and AD overfly facing TWR
- join the beginning of downwind leg after a 270° right turn (RWY 08) or a 270° left turn (RWY 26), monitoring the possible visual signal from TWR.

**Arrival Procedure****Non-standard GP intercept position on RWY 08**

GP intercepts RWY 08 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2886m / 9469ft.

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

RWY		08	
All ACFT	ft - m/km	0 - 550R/550V	HJ only
		0 - 800R/800V	HN
RWY		26	
All ACFT	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN

**Communication**

**COM Failure:** TKOF during COM failure is prohibited.

**Departure Procedure****Push-back**

Mandatory for:

- JET ACFT more than 15t / 33069lbs.
- PROP ACFT more than 25t / 55116lbs.
- From stand 0 push-back to west is compulsory.

Self-maneuvering for JET ACFT below 15t / 33069lbs and PROP ACFT below 25t / 55116lbs, when there is no risk due to jet blast.

**Omnidirectional Departure Procedure**

RWY 08: Climb at 5% MAG track 088° up to 1500ft (1474) then direct route climbing up to ENRT safety ALT.

RWY 26: Climb at 4.1% MAG track 263° up to 1500ft (1474) then direct route climbing up to ENRT safety ALT.

## CAY-SOCA

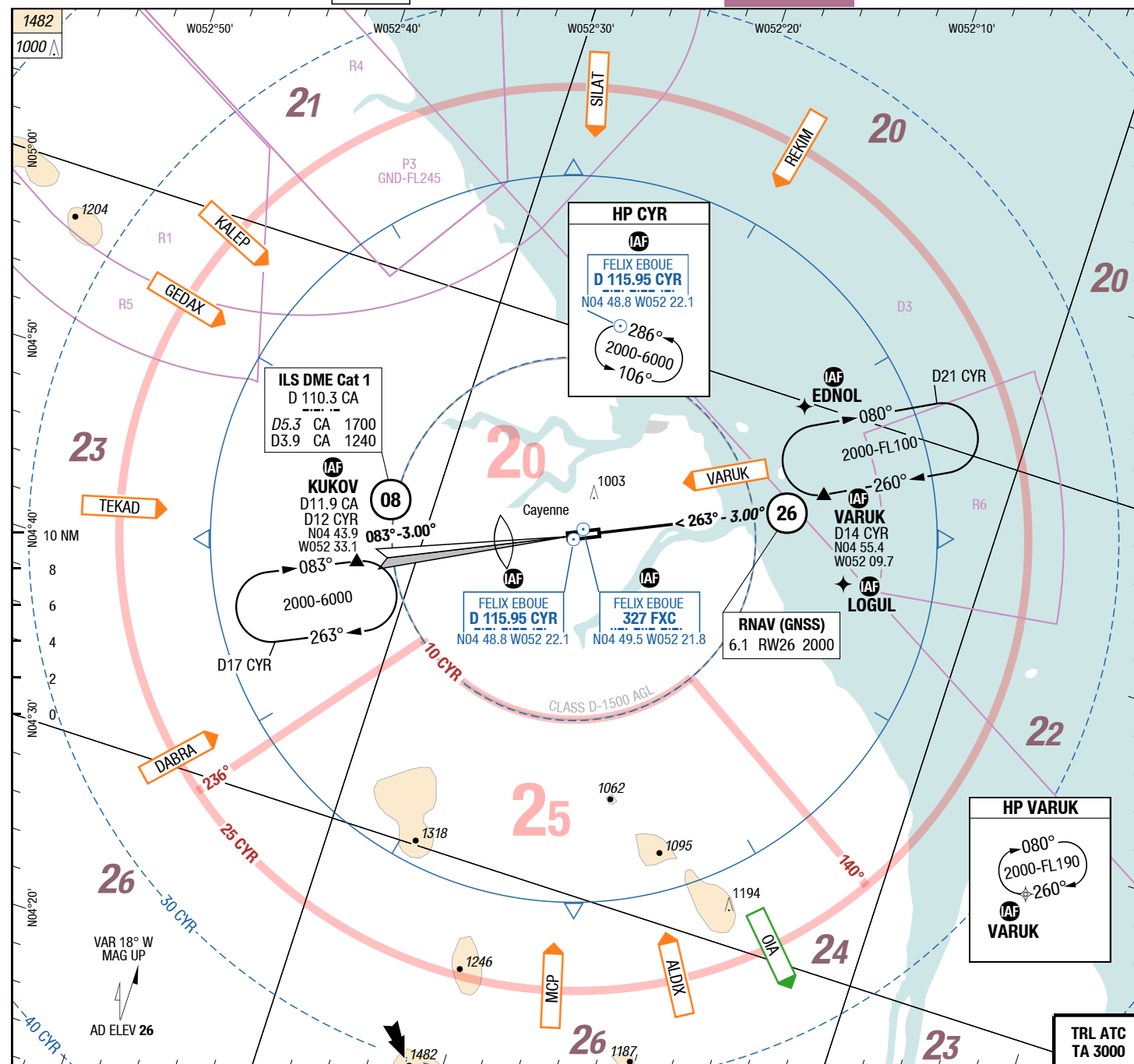
**AFC**

# AFC

# AFC

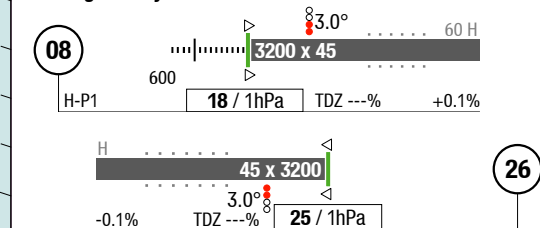
**AFC**

2-10



ATIS	132.200	1000-2200
CTL	126.900	
	127.200	
	128.450	
APP	119.900	
TWR	118.100	

**Landing RWY system:**



Changes: FREQ, OBST

Effective 17-SEP-2015

10-SEP-2015

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AGC

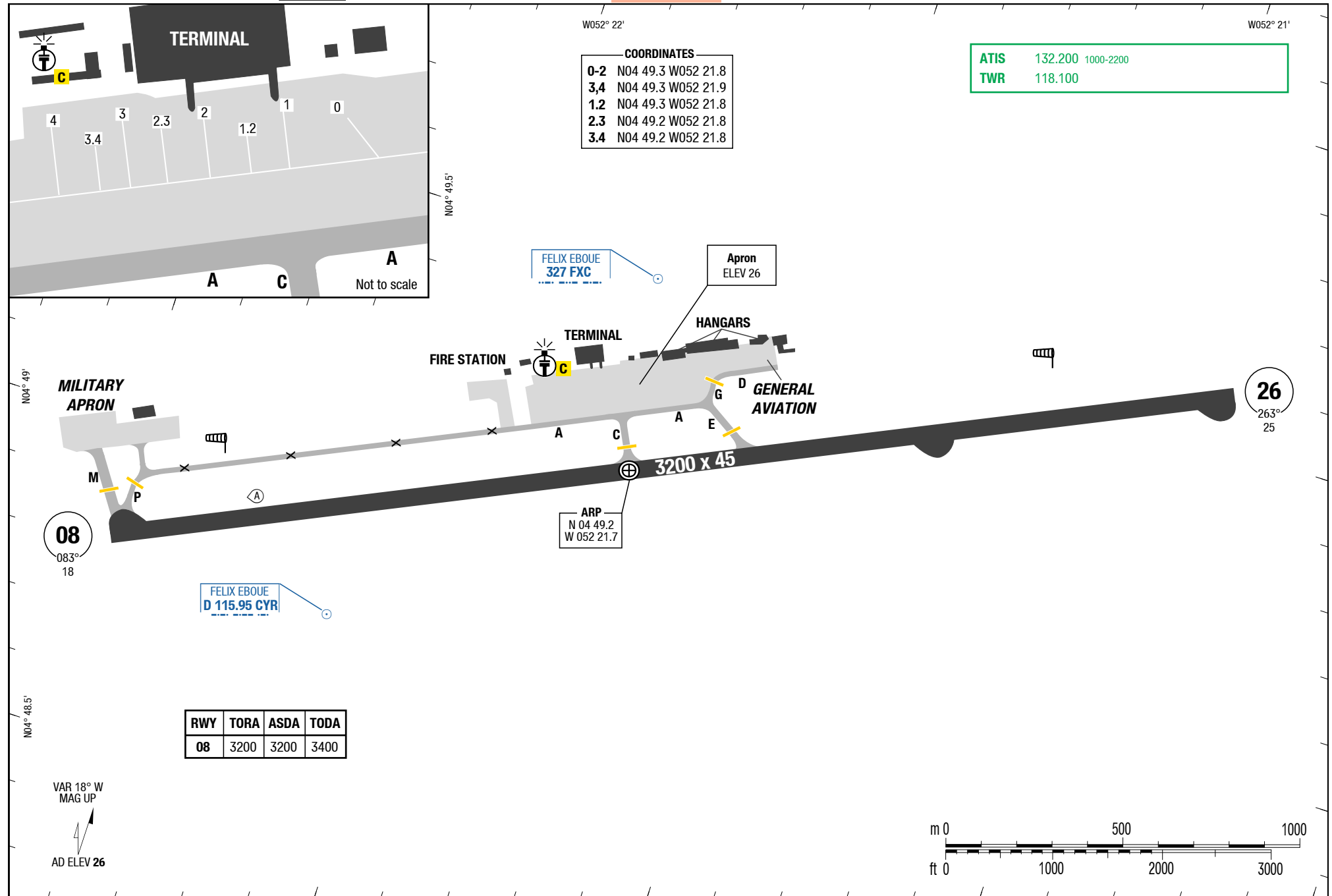
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AGC

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AGC

3-20



Changes: Declared distances

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SID

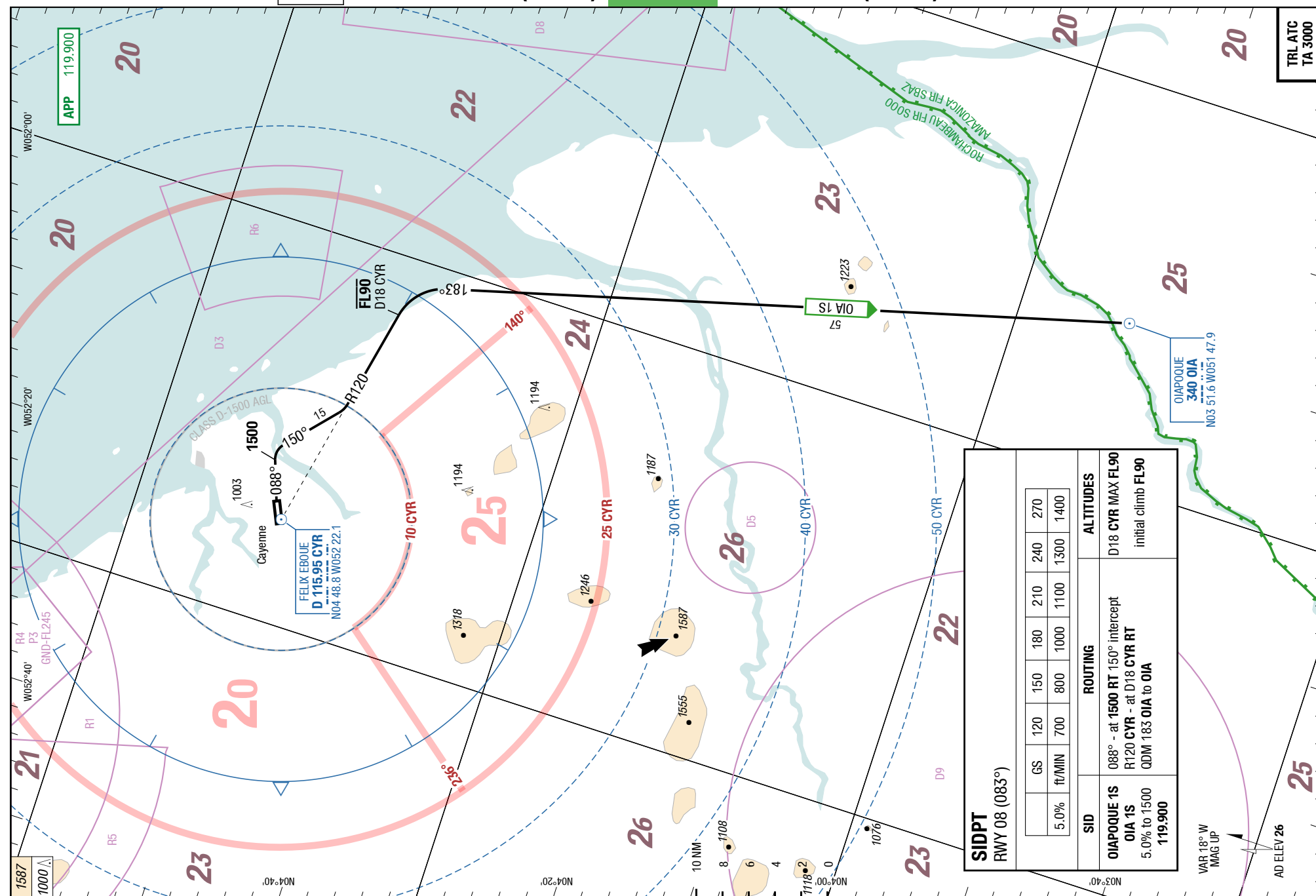
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NIL

**OIAPOQUE 1S (OIA 1S)**

4-10

## OIAPOQUE 1S (OIA 1S)



Changes: Navaid CYR

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Effective 17-SEP-2015

10-SEP-2015

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NIL

STARs

STAR

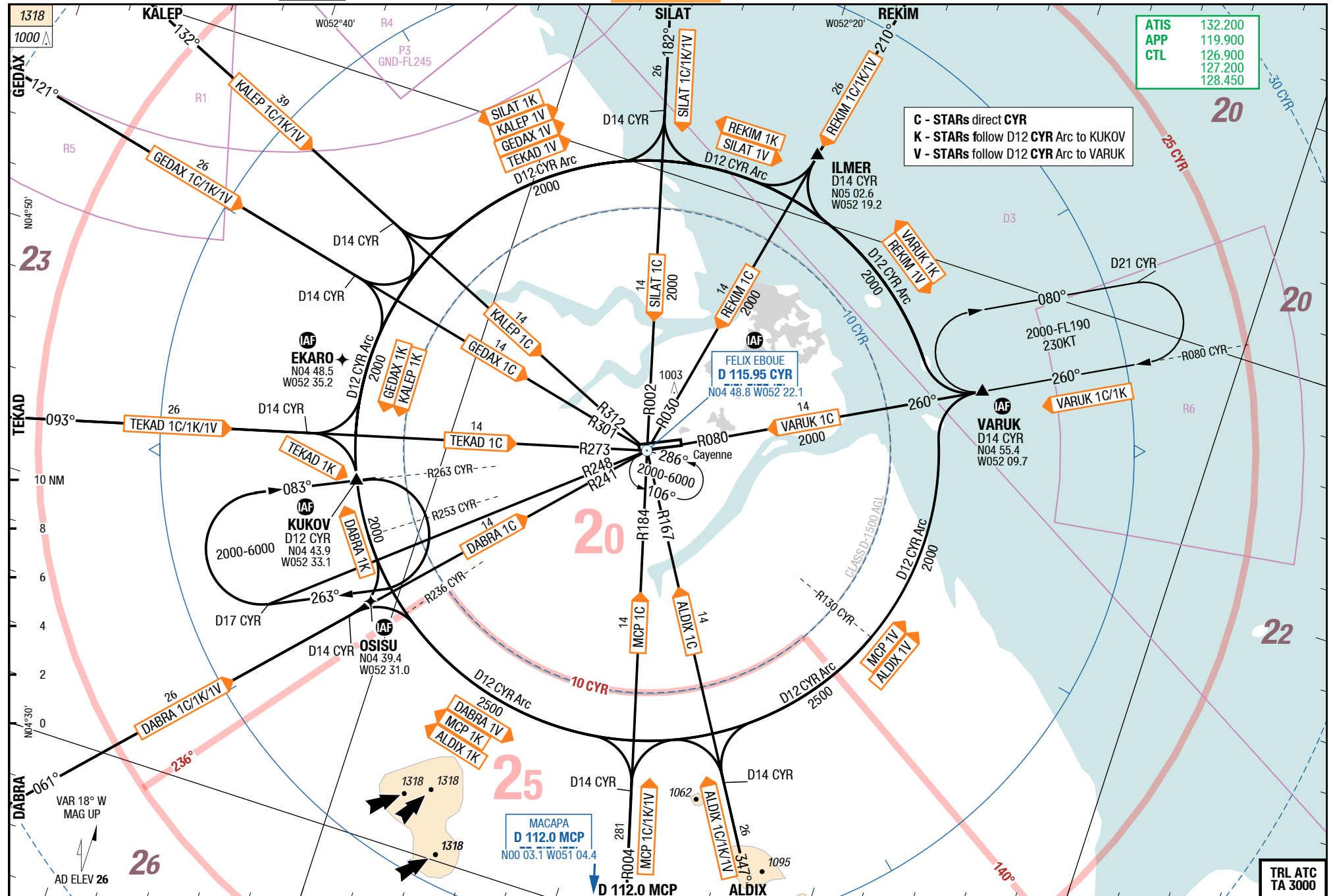
STAR

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NIL

STARs

6-10

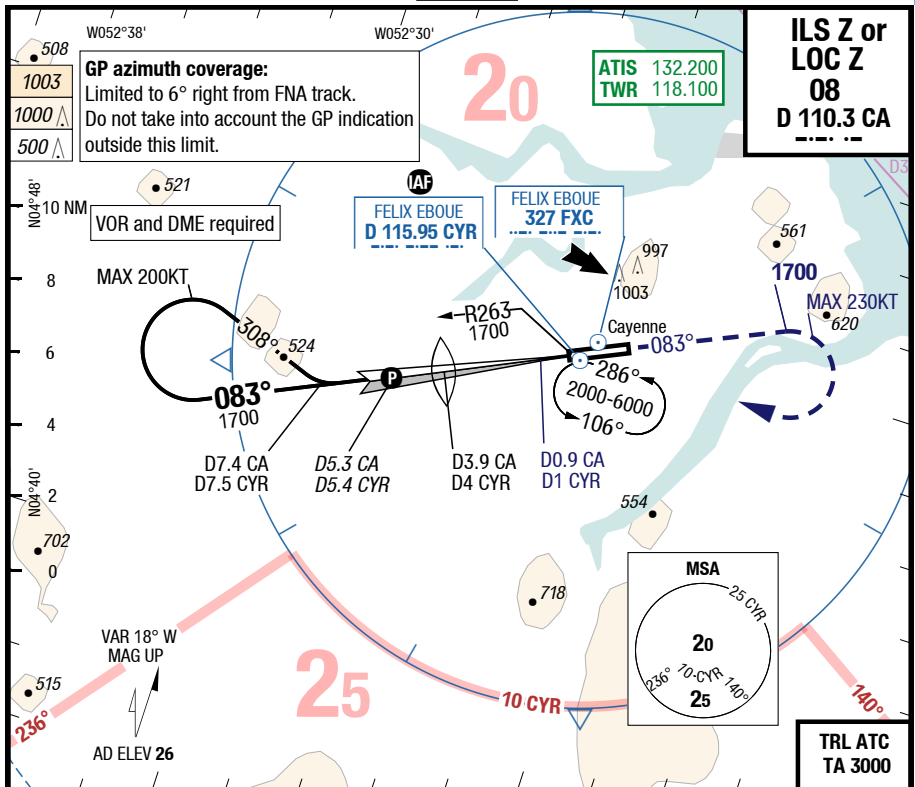


Changes: FREQ, WPT ILMER, ALT

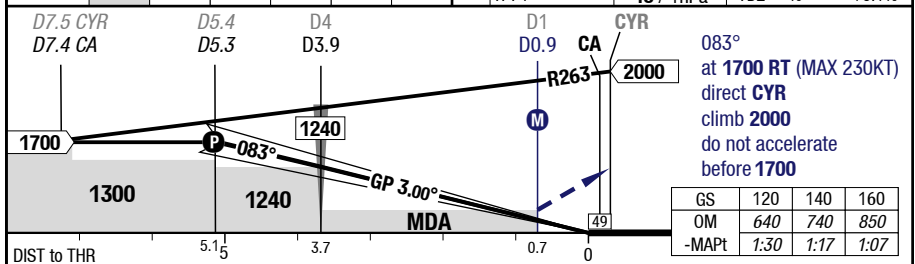
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**7-10**

**ILS Z or LOC Z 08**



LOC 3.00° D CA	5.3	5	4	3	2	<div><div>08</div><div>H-P1</div></div> <div><div><div><div>3.0°</div><div>60 H</div></div><div><div>3200 x 45</div><div>600</div></div><div><div>18 / 1hPa</div><div>IDZ ---%</div><div>+0.1%</div></div></div></div>
	1700	1610	1300	980	660	



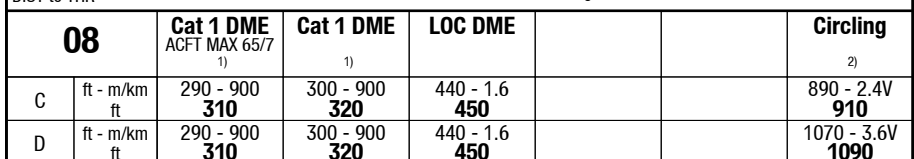
<b>08</b>		<b>Cat 1 DME</b> ACFT MAX 65/7 1)	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>		<b>Circling</b> 2)
C	ft - m/km ft	290 - 900 <b>310</b>	300 - 900 <b>320</b>	440 - 1.6 <b>450</b>		890 - 2.4V <b>910</b>
D	ft - m/km ft	290 - 900 <b>310</b>	300 - 900 <b>320</b>	440 - 1.6 <b>450</b>		1070 - 3.6V <b>1090</b>

1) With EVS 600m, wo EVS use STD		
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2) HJ and S of AD only

Changes: MIN

**ILS Y or LOC Y 08**



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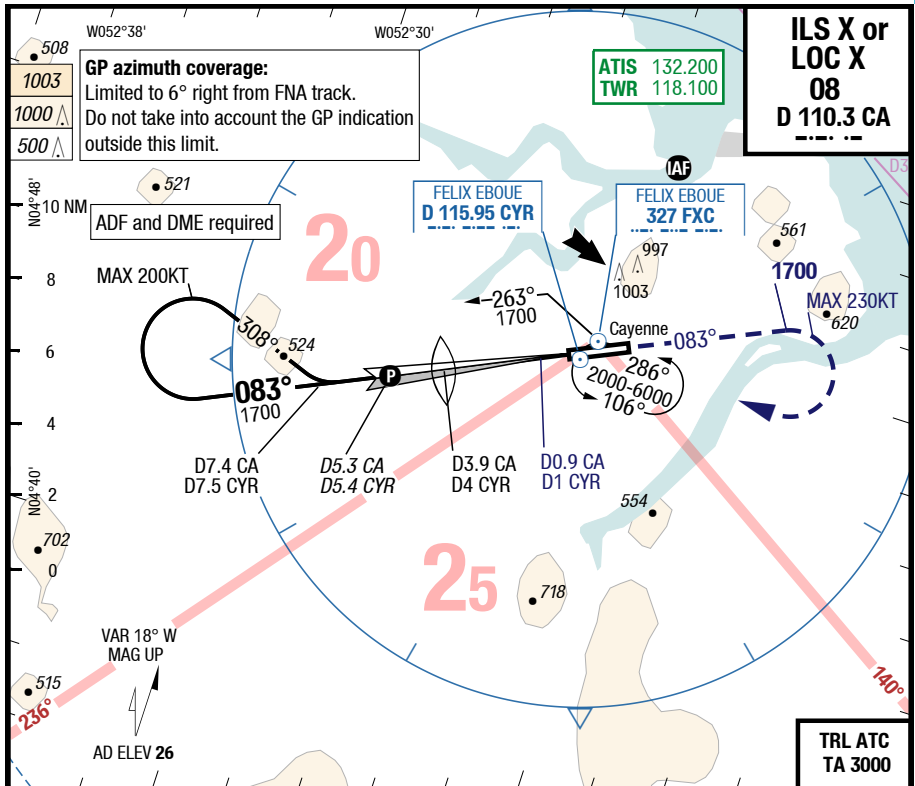
Changes: MIN



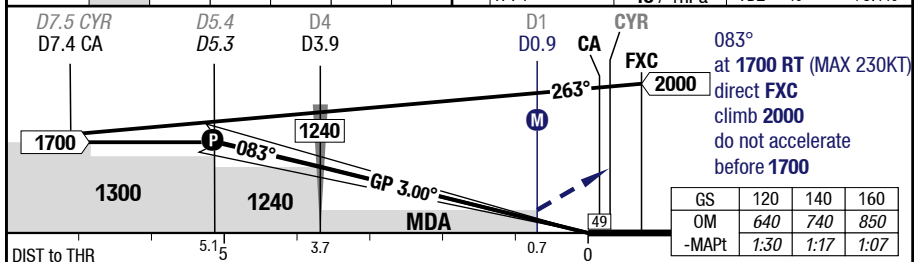
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**7-30**

## ILS X or LOC X 08



LOC 3.00° D CA	5.3	5	4	3	2	
	1700	1610	1300	980	660	



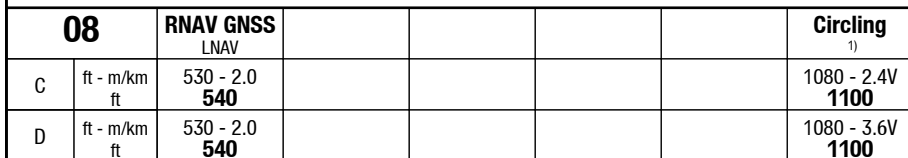
<b>08</b>		<b>Cat 1 DME</b> ACFT MAX 65/7 1)	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>		<b>Circling</b> 2)
C	ft - m/km ft	290 - 900 <b>310</b>	300 - 900 <b>320</b>	440 - 1.6 <b>450</b>		890 - 2.4V <b>910</b>
D	ft - m/km ft	290 - 900 <b>310</b>	300 - 900 <b>320</b>	440 - 1.6 <b>450</b>		1070 - 3.6V <b>1090</b>

1) With EVS 600m, wo EVS use STD		
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2) HJ and S of AD only

Changes: MIN

## RNAV (GNSS) 08

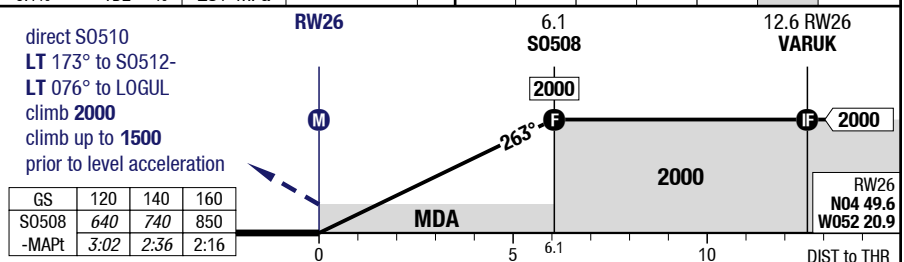
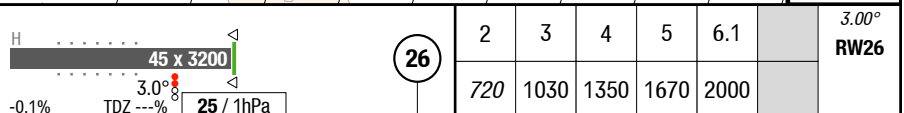
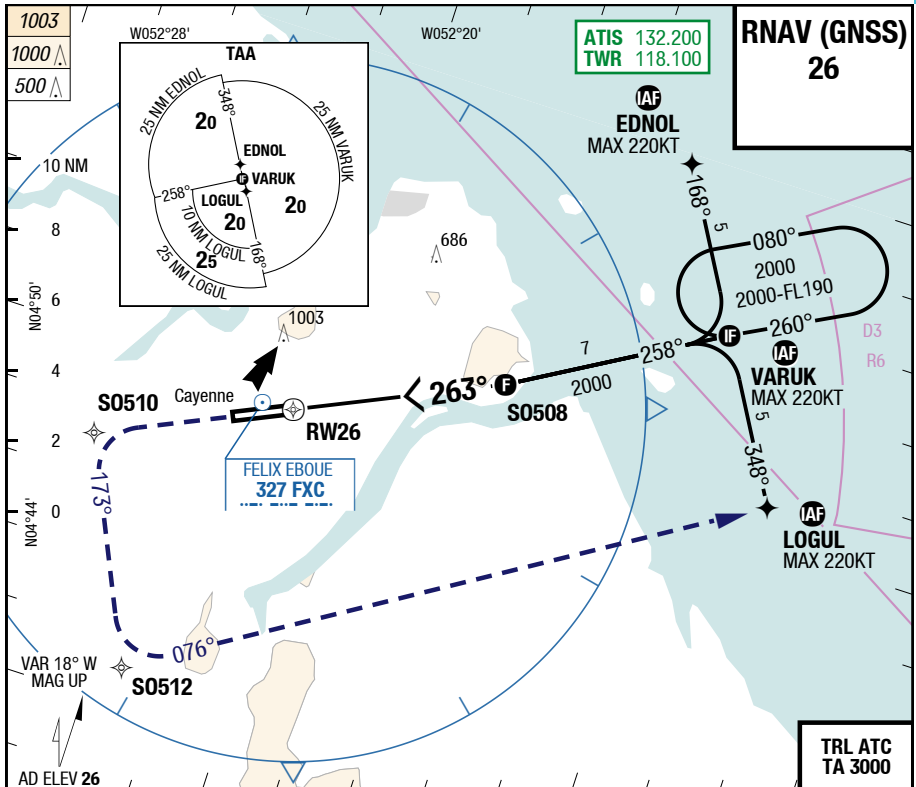


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**7-60**

## RNAV (GNSS) 26



26		RNAV GNSS LNAV					Circling
C	ft - m/km ft	530 - 2.4 <b>550</b>					Not published
D	ft - m/km ft	530 - 2.4 <b>550</b>					Not published

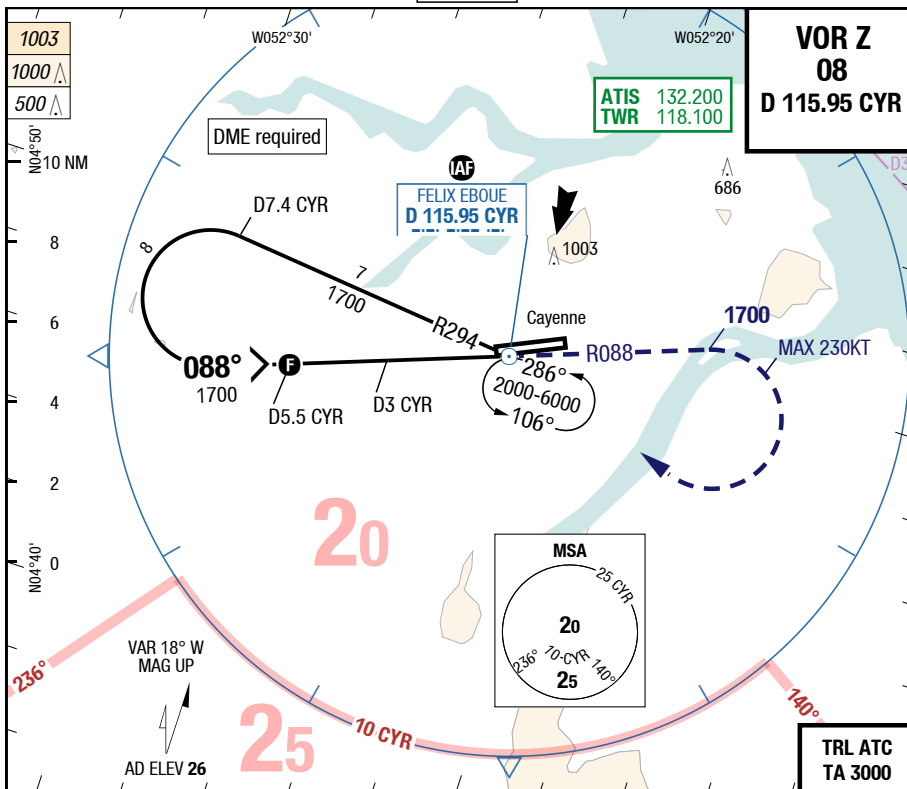
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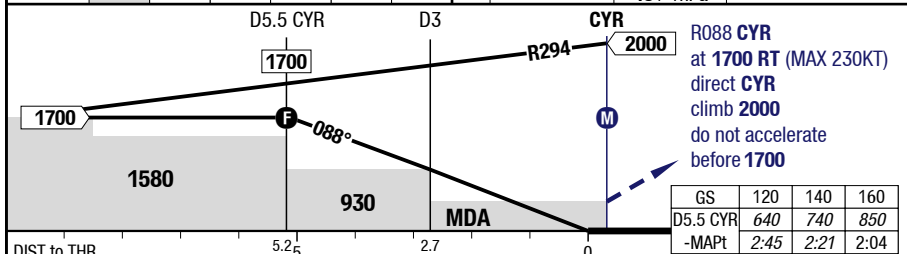
IAC

7-70

VOR Z 08



3.00°		5.5	5	4	3	2		3.0°	60 H
D CYR								3200 x 45	
088°									
RWY 083°		1700	1560	1250	930	620	08	18 / 1hPa	TDZ ---% +0.1%
							H-P1		



08	VOR DME					Circling <sup>1)</sup>
C	ft - m/km ft	450 - 1.7 460				890 - 2.4V 910
D	ft - m/km ft	450 - 1.7 460				1070 - 3.6V 1090

1) HJ and S of AD only

Changes: Editorial

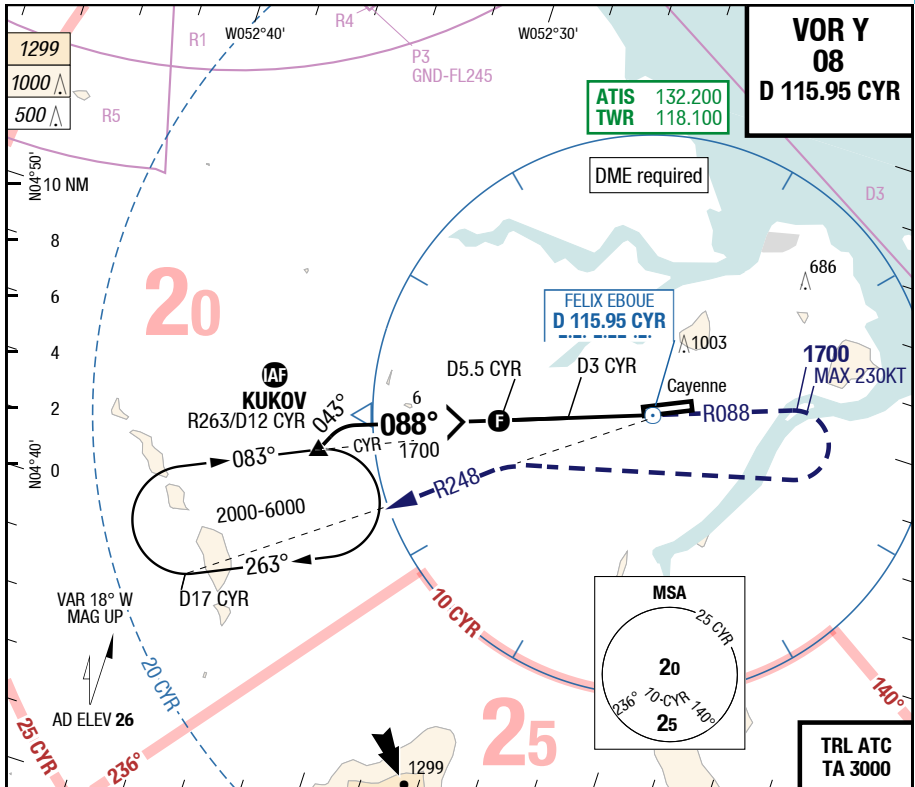
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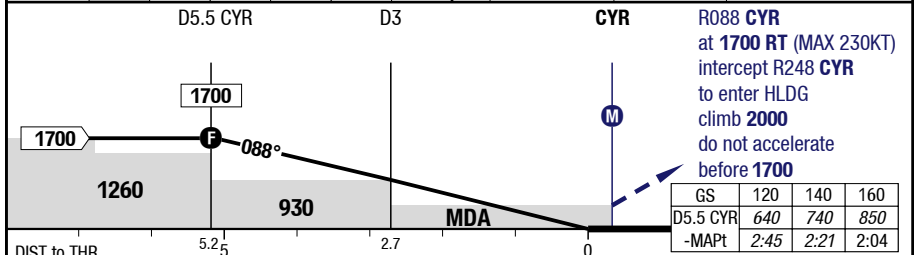
IAC

7-80

VOR Y 08

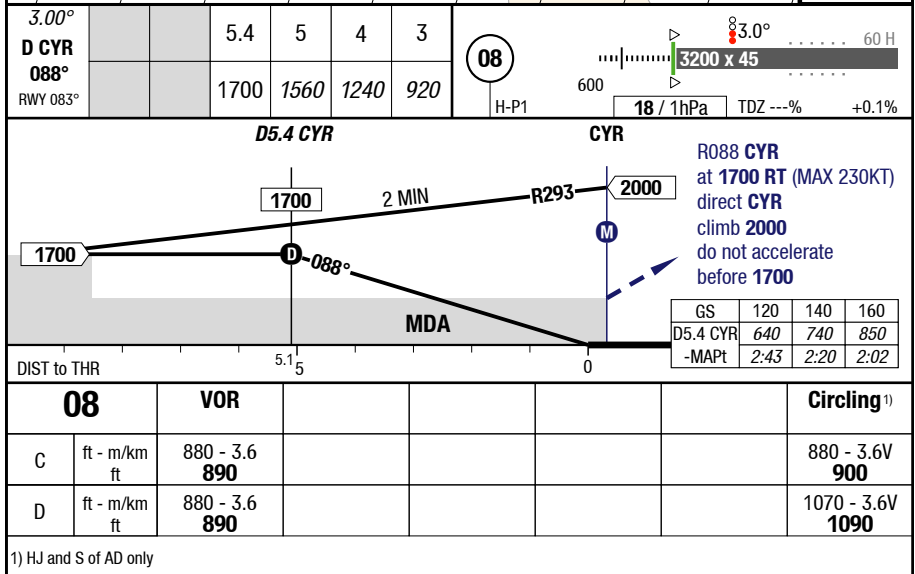


3.00°		5.5	5	4	3	2		3.0°		60 H
<b>D CYR</b>										
<b>088°</b>										
RWY 083°		1700	1560	1250	930	620				

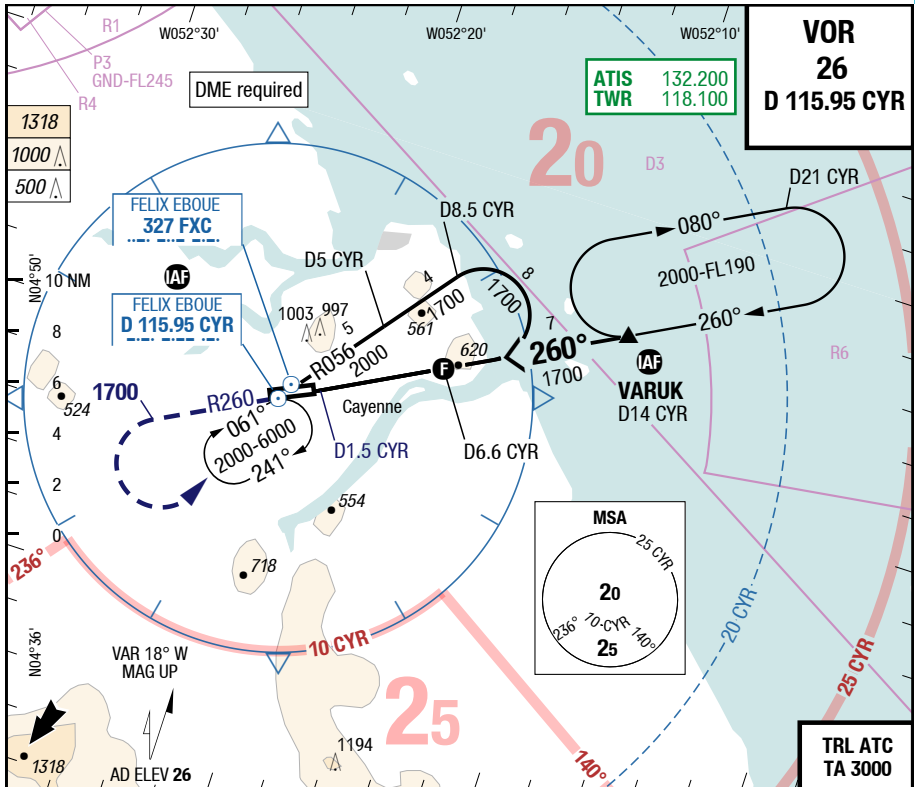


08	VOR DME						Circling <sup>1)</sup>
C	ft - m/km ft	450 - 1.7 460					890 - 2.4V 910
D	ft - m/km ft	450 - 1.7 460					1070 - 3.6V 1090

1) HJ and S of AD only



10-OCT-2013

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**7-100**
**VOR 26**


H		45 x 3200	26	4	5	6	6.6			3.00°
-0.1%		3.0°		900	1220	1530	1700			D CYR
TDZ ---%		25 / 1hPa								260°
										RWY 263°
CYR										
intercept R260 CYR at 1700 LT direct CYR climb 2000 do not accelerate before 1700										
GS	120	140	160							
D6.6 CYR	640	740	850							
-MAPt	2:33	2:17	1:55							
				0.1					5.2	DIST TO THR
<b>26</b>		<b>VOR DME</b>								<b>Circling</b>
										1)
C	ft - m/km	660 - 2.4								920 - 2.4V
	ft	<b>680</b>								<b>940</b>
D	ft - m/km	660 - 2.4								1070 - 3.6V
	ft	<b>680</b>								<b>1090</b>

1) HJ and S of AD only

Changes: Editorial

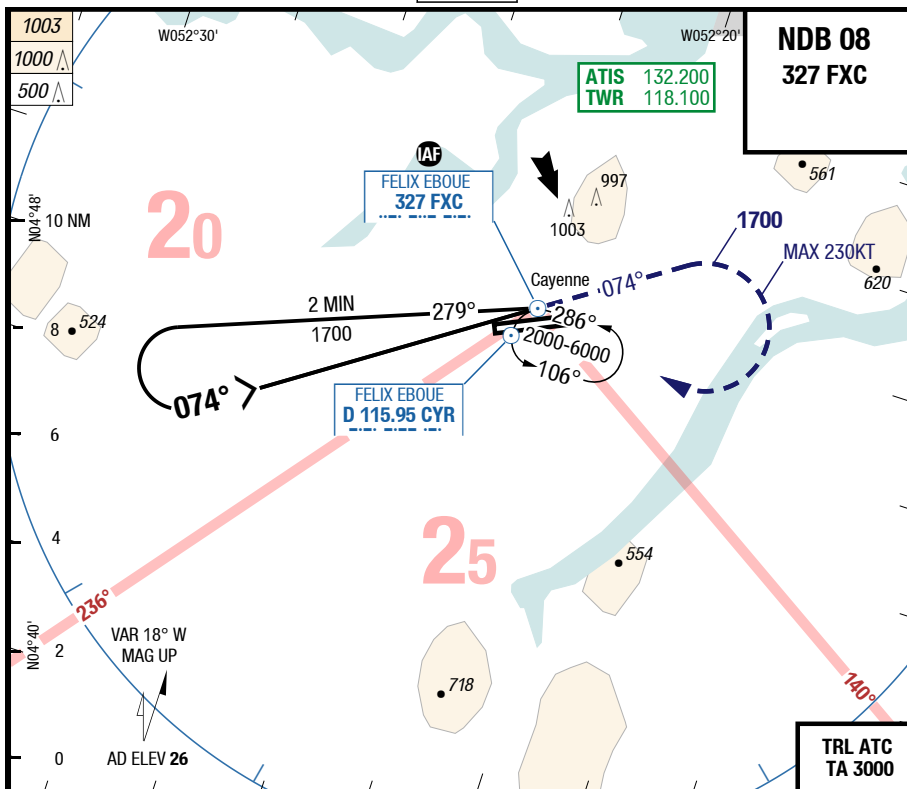
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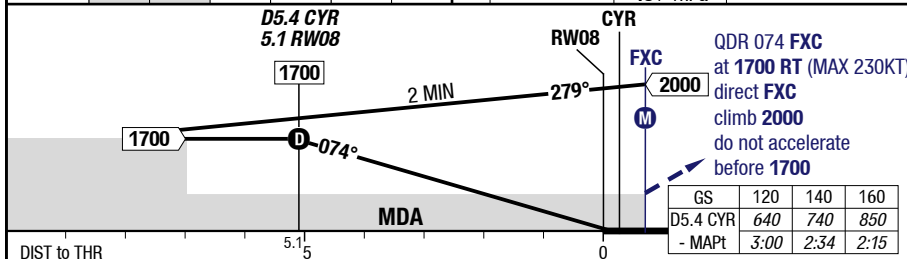
IAC

7-110

NDB 08



3.00°			5.1	5	4	3		3.0°	60 H
RW08							08	3200 x 45	
RWY 083°			1700	1680	1360	1040	H-P1	18 / 1hPa	TDZ ---% +0.1%



08	NDB						Circling <sup>1)</sup>
C	ft - m/km ft	880 - 3.6 890					880 - 3.6V 900
D	ft - m/km ft	880 - 3.6 890					1070 - 3.6V 1090

1) HJ and S of AD only

Changes: Editorial