

## GENERAL

### Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** Not published

#### Night Restriction

Chapter 3 noisy ACFT are not allowed to land between 2130-0500‡, time of arrival on the parking area.  
Chapter 3 noisy ACFT are not allowed to TKOF between 2130-0500‡, time of departure from the parking area.

### Airport Information

**RFF:** CAT 9 0500-1700‡, CAT 7 1701-0459‡.

**PCM:** RWY 03/21: 49/F/C/W/T

**Customs:** 0700-1900‡

For commercial FLTs SKED outside these HRs, PN 2HR before ETA Nantes.

### Operation

**Traffic Note:** PPR PN 72HR mandatory. Request must be submitted to BRIA.

**Preferential RWY:** LDG RWY 03 until 5KT tailwind.

#### Low Visibility Procedure

LVP in force when RVR 800m or below or CEIL 200ft or below.

TWYs B and E cannot be used.

When RVR above 150m:

- DEP ACFT preferred TWYs R, A, F.
- RWY 21 AVBL for TKOF only.
- RWY 03 LDG ACFT must vacate RWY via TWYs C, D and F.

When RVR below 150m:

- RWY 03 is AVBL only.
- Follow-me mandatory between HLDG point and APN on DEP and ARR.
- Only TWYs C and D must be used.
- Only one ACFT at a time is allowed on the maneuvering area.
- RWY backtrack compulsory for any TKOF.
- Usage of turnaround area for any half-turn on RWY.

When RVR below 550m:

- If stopbars unusable, only one ACFT at a time is allowed on the maneuvering area.

#### TWY Restriction

TWY D, E width 20m / 66ft.

TWY D, E, RD only AVBL for ACFT up to code letter C.

#### Taxi/Parking

ACFT with wingspan 36m / 118ft or above must enter/exit stands via TWY RC.

Parking in areas LIMA and MIKE has to be performed "nose-in", every deviation from this principle is on the responsibility of the pilot or handling agency.

Caution when taxi behind parking area LIMA.

The separation distance between RWY and TWY is not in accordance with European regulation (180m / 590ft instead of 182.5m / 600ft). ACFT with wingspan above 60m / 197ft are subject to special taxiing condition.

## GENERAL

**APU:** Use of APU restricted to MAX 60min before DEP and MAX 20min after ARR.

### Engine Test Area

ENG test prohibited between 2230-0500†. Outside this period, ENG test may be performed at idle on stand. ENG test at high power may be performed on APN M parking area. Contact AD operator for scheduling.

## Warnings

Birds in vicinity of AD.

## ARRIVAL

### Speed

MAX IAS 250KT below FL100.

## Communication

### COM Failure

If RWY in use unknown, follow LDG PROCs published for RWY 03 (eventually followed by circling if wind determined by pilots shows that RWY 21 is in use).

### MISAP

Apply MISAP PROC described and attempt new APCH.

If second attempt is followed by a new MISAP apply described MISAP PROC, then leave TMA at 3000ft and seek VMC conditions.

## Arrival Procedure

### ILS RWY 03 Procedure

CAT 3 precision APCHs limited to 5KT tail wind component. If RVR above 550m, this limitations doesn't concern CAT III OPS.

### Noise Abatement Procedures

#### RWY 21

Avoid overflying of Nantes city, for any instrument arrival PROCs RWY 21, dont line up on RWY extended centerline before 2.3NM NTS / 3.3NM NT. Flying over NEMOT at MNM 1400ft mandatory.

#### RWY 03

Between 2100-0500† in order to avoid to perform a complete INSTR PROC and overfly vicinity of Nantes, except momentarily impossible, any IFR ARR (excluding published CDO) is subject to a RAD guidance if necessary.

### Visual APCH

RWY 21: For ACFT above 5.7t / 12500lbs prohibited.

#### RWY 03

Visual APCH prohibited between 2100-0500†.

0500-2100† possible on ATC CLR, with following instructions:

- For ARR from north, maintain MNM 3000ft AMSL until abeam TWR.
- Be aligned with RWY axis at OSBEN at D4 NT or D5 NTS, keeping a descent angle of MNM 3.00°, 5.2%.

For all heavy wake turbulence ACFT, VIS APCH prohibited at all times.

### Non-standard GP intercept position on RWY 03

GP intercepts RWY 03 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2530m / 8301ft.

21-SEP-2017

**NTE-LFRS****1-30****AOI****AOI****DEPARTURE****Take-off Minima**

RWY		03	
All ACFT	ft - m/km	0 - 75R	-
RWY		21	
A,B,C	ft - m/km	0 - 150R	-
D		0 - 200R	-

**Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure**

In VMC: Turn back to land on AD.

In IMC: Continue flight until TMA limits complying with departure routing and last FL assigned or if last FL does not clear the obstacles at first safety FL, then comply with FPL in force.

**Departure Procedure****Start-up/Push-back**

Push-back CLR is valid for 2min.

**Noise Abatement Procedures****RWY 03**

Climb straight ahead. At 400ft AAL, turn left or right, follow appropriate SID.

**RWY 21**

Climb straight ahead. Do not turn before LULID (2.3NM NTS / 1.3 NM NT) follow appropriate SID.

**ATC Slot, Clearance**

Send DCL REQ 11min before start-up time. If no reply 5min before start-up, contact GND.

**De-Icing**

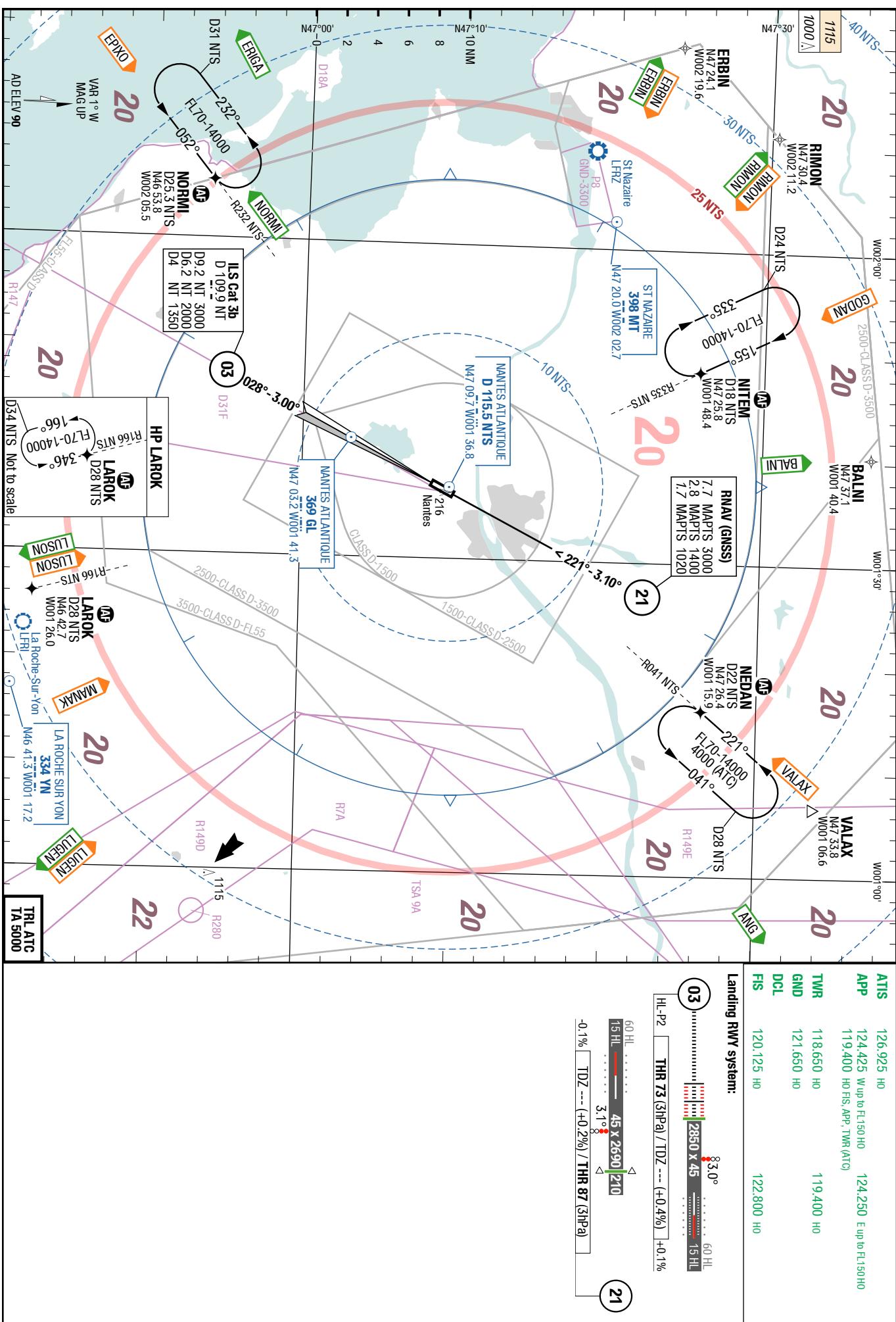
AVBL.

NTE-LFRS

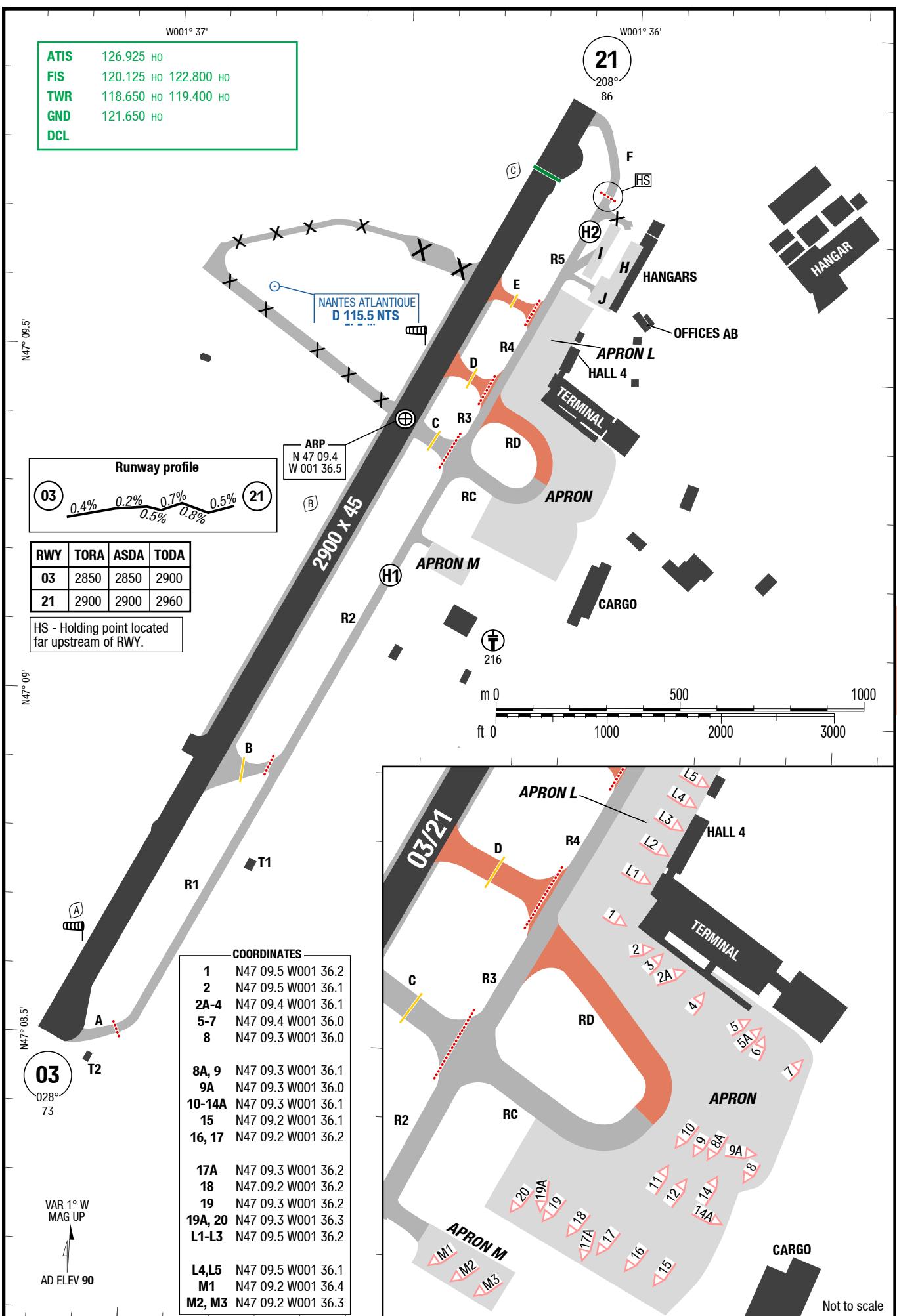
**France Nantes** Nantes Atlantique  
AFC AFC AFC

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Nantes Atlantique Nantes France  
[AGC] AFC



Not to scale



**Effective 26-APR-2018**

19-APR-2018

NTE-LFRS

France **Nantes** Nantes Atlantique

**RNAV SIDs RWY 21**

RNAV SIDs RWY 03

Nantes Atlantique Nantes France

**RNAV SIDs RWY 21**

**RNAV SIDs RWY 03**

111E

-10

**Caution:**  
SDs mandatory for ACFT  
that can follow RNAV SDs.

- RNAV 1
- GNSS required

TRL ATC TA 5000

## Changes: PROC, ALT, SUAs, Note

**Effective 26-APR-2018**

19-APR-2018

France **Nantes** Nantes Atlantique

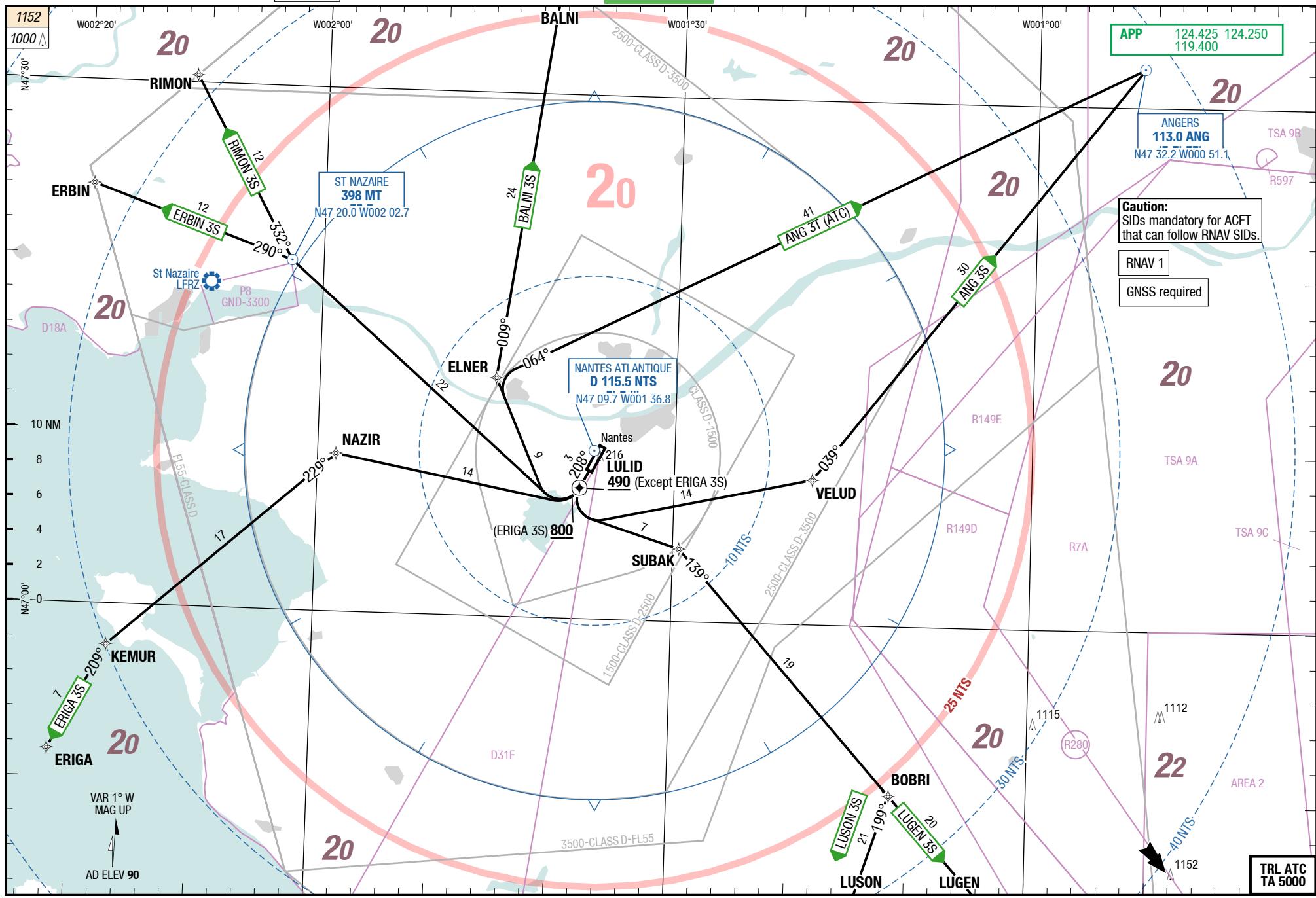
NTE-LFRS

20

## **RNAV SIDs RWY 21**

Nantes Atlantique Nantes France

RNAV SIDs RWY 21



05-OCT-2017

France **Nantes** Nantes Atlantique

**IDs RWY 03**

Nantes Atlantique **Nantes** France

**SIDs RWY 03**

NTE-LFRS

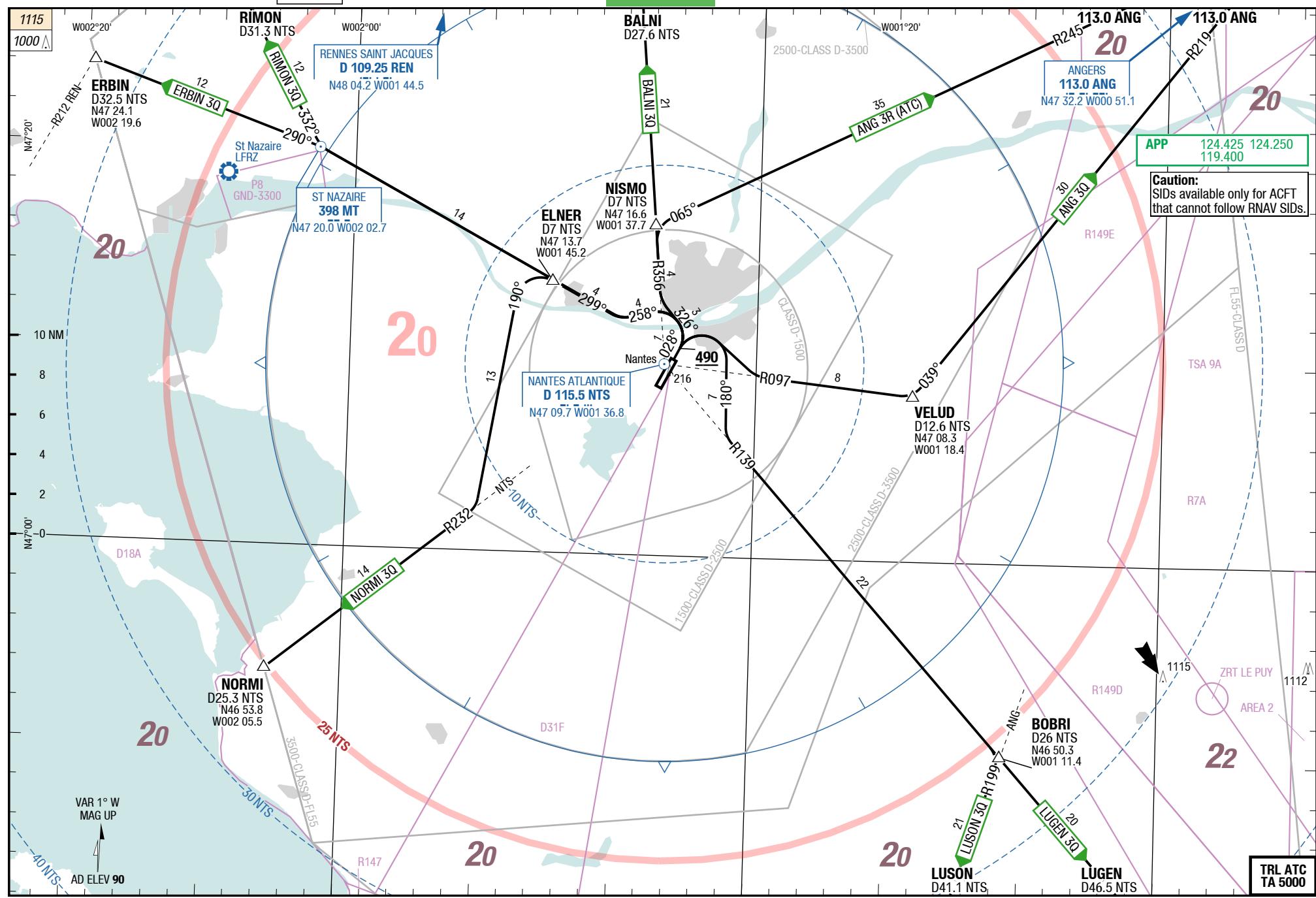
30

1115

A horizontal number line consisting of a black line segment with five evenly spaced tick marks. A blue ray originates from the first tick mark on the left and extends upwards and to the right.

1

10



05-OCT-2017

France **Nantes** Nantes Atlantique

NTE-LFRS

-40

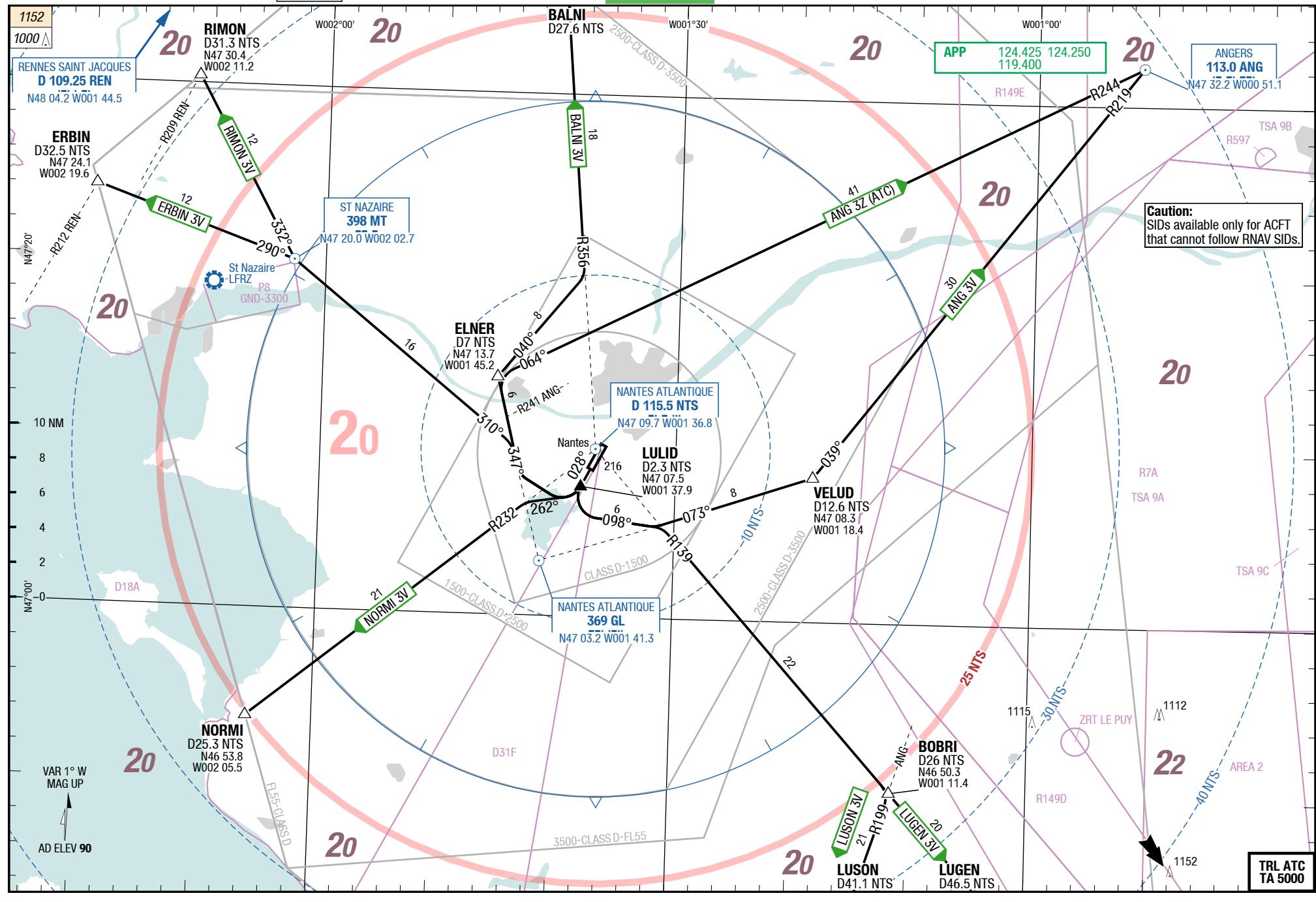
SIDs RWY 21

Nantes Atlantique **Nantes** France

2

2

SIDs RWY 21



## NTE-LFRS

5-10

## RNAV SIDs RWY 03

**ANGERS 3N / ANGERS 3P / BALNI 3N / ERBIN 3N / ERIGA 3N / LUGEN 3N / LUSON 3N / OMNIDIRECTIONAL DEP / RIMON 3N**

RWY 03 (028°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
<b>ANGERS 3N ANG 3N 6.5% to 540 ①</b>	028° [A540+] - 097° VELUD - ANG	<b>initial climb 5000</b>
<b>ANGERS 3P ANG 3P 6.5% to 540 (ATC) ①</b>	028° [A540+] - 356° NISMO - ANG	<b>initial climb 5000</b>
<b>BALNI 3N 6.5% to 540 ①</b>	028° [A540+] - 356° NISMO - BALNI	<b>initial climb 5000</b>
<b>ERBIN 3N 6.5% to 540 ①</b>	028° [A540+ ;L] - DCT ELNER - MT - ERBIN	<b>initial climb 5000</b>
<b>ERIGA 3N 6.5% to 540 ①</b>	028° [A540+ ;L] - DCT ELNER - <u>NAZIR</u> - KEMUR - ERIGA	<b>initial climb 5000</b>
<b>LUGEN 3N 6.5% to 540 ①</b>	028° [A540+ ;R] - DCT SUBAK - BOBRI - LUGEN	<b>initial climb 5000</b>
<b>LUSON 3N 6.5% to 540 ①</b>	028° [A540+ ;R] - DCT SUBAK - BOBRI - LUSON	<b>initial climb 5000</b>
<b>OMNIDIRECTIONAL DEP 6.5% to 540 (ATC) ①</b>	at MNM <b>540</b> direct to safe enroute altitude.	
<b>RIMON 3N 6.5% to 540 ①</b>	028° [A540+ ;L] - DCT ELNER - MT - RIMON	<b>initial climb 5000</b>

① Theoretical climb gradient 6.5% to 200ft due to obstacle 129ft, 245m from DER and 117m left of centerline.

## NTE-LFRS

5-20

## RNAV SIDs RWY 21

**ANGERS 3S / ANGERS 3T / BALNI 3S / ERBIN 3S / ERIGA 3S / LUGEN 3S / LUSON 3S / OMNIDIRECTIONAL DEP / RIMON 3S**  
**RWY 21 (208°)**

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 21</b>		
<b>ANGERS 3S ANG 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [L] - DCT VELUD - ANG	LULID MNM <b>490</b>  <b>Initial climb 5000</b>
<b>ANGERS 3T ANG 3T</b> 6.0% to LULID (ATC) ①	DCT <u>LULID</u> [R] - DCT ELNER - ANG	LULID MNM <b>490</b>  <b>Initial climb 5000</b>
<b>BALNI 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [R] - DCT ELNER - BALNI	LULID MNM <b>490</b>  <b>Initial climb 5000</b>
<b>ERBIN 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [R] - DCT MT - ERBIN	LULID MNM <b>490</b>  <b>Initial climb 5000</b>
<b>ERIGA 3S</b> 6.0% to LULID ①	208° <u>LULID</u> - 208° [A800+ ;R] - DCT NAZIR - KEMUR - ERIGA	  <b>Initial climb 5000</b>
<b>LUGEN 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [L] - DCT SUBAK - BOBRI - LUGEN	LULID MNM <b>490</b>  <b>Initial climb 5000</b>
<b>LUSON 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [L] - DCT SUBAK - BOBRI - LUSON	LULID MNM <b>490</b>  <b>Initial climb 5000</b>
<b>OMNIDIRECTIONAL DEP</b> 5.7% to 490 (ATC) ①	at MNM <b>490</b> direct to safe enroute altitude. Do not turn before LULID.	
<b>RIMON 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [R] - DCT MT - RIMON	LULID MNM <b>490</b>  <b>Initial climb 5000</b>

① Theoretical climb gradient 5.7% up to 200ft due to obstacle 117ft, 291m from DER and 129m left of centerline.

## NTE-LFRS

5-30

## SIDs RWY 03

**ANGERS 3Q / ANGERS 3R / BALNI 3Q / ERBIN 3Q / LUGEN 3Q / LUSON 3Q / NORMI 3Q / OMNIDIRECTIONAL DEP / RIMON 3Q**  
**RWY 03 (028°)**

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ANGERS 3Q ANG 3Q 4.4% to 490 ①</b>	at MNM 490 RT - intercept R097 NTS to VELUD - intercept R219 <b>ANG to ANG</b>	<b>initial climb 5000</b>
<b>ANGERS 3R ANG 3R (ATC) 4.4% to 490 ①</b>	at MNM 490 LT 326° - intercept R356 NTS - at D7 NTS intercept <b>R245 ANG to ANG</b>	<b>initial climb 5000</b>
<b>BALNI 3Q 4.4% to 490 ①</b>	at MNM 490 LT 326° - intercept R356 NTS to BALNI	<b>initial climb 5000</b>
<b>ERBIN 3Q 4.4% to 490 ①</b>	at MNM 490 LT 258° - intercept QDM 299 MT to MT - QDR 290 <b>MT to ERBIN</b>	<b>initial climb 5000</b>
<b>LUGEN 3Q 4.4% to 490 ①</b>	at MNM 490 RT 180° - intercept R139 NTS to BOBRI - LUGEN	<b>initial climb 5000</b>
<b>LUSON 3Q 4.4% to 490 ①</b>	at MNM 490 RT 180° - intercept R139 NTS to BOBRI - intercept R199 <b>ANG to LUSON</b>	<b>initial climb 5000</b>
<b>NORMI 3Q 4.4% to 490 ①</b>	at MNM 490 LT 258° - intercept QDM 299 MT - at D7 NTS LT 190° - intercept R232 NTS to NORMI	<b>initial climb 5000</b>
<b>OMNIDIRECTIONAL DEP 4.4% to 490 (ATC) ①</b>	at <b>490</b> direct route to safe enroute altitude	
<b>RIMON 3Q 4.4% to 490 ①</b>	at MNM 490 LT 258° - intercept QDM 299 MT to MT - QDR 332 <b>MT to RIMON</b>	<b>initial climb 5000</b>

① Climb gradient 4.4% to 490ft due to obstacle 119ft, 136m from DER and 74m left of centerline.

05-OCT-2017

## NTE-LFRS

5-40

## SIDs RWY 21

**ANGERS 3V / ANGERS 3Z / BALNI 3V / ERBIN 3V / LUGEN 3V / LUSON 3V / NORMI 3V / OMNIDIRECTIONAL DEP / RIMON 3V**  
**RWY 21 (208°)**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 21</b>		
<b>ANGERS 3V ANG 3V 6.0% to LULID ①</b>	at LULID <b>LT</b> - intercept QDR 073 <b>GL</b> to VELUD - intercept R219 <b>ANG to ANG</b>	<b>Initial climb 5000</b>
<b>ANGERS 3Z ANG 3Z (ATC) 6.0% to LULID ①</b>	at LULID <b>RT</b> - intercept QDR 347 <b>GL</b> to ELNER - intercept R244 <b>ANG to ANG</b>	<b>Initial climb 5000</b>
<b>BALNI 3V 6.0% to LULID ①</b>	at LULID <b>RT</b> - intercept QDR 347 <b>GL</b> to ELNER - crossing R244 <b>ANG RT 040°</b> - intercept R356 <b>NTS</b> to BALNI	<b>Initial climb 5000</b>
<b>ERBIN 3V 6.0% to LULID ①</b>	at LULID <b>RT</b> - intercept QDM 310 <b>MT</b> to <b>MT</b> - QDR 290 <b>MT</b> to ERBIN	<b>Initial climb 5000</b>
<b>LUGEN 3V 6.0% to LULID ①</b>	at LULID <b>LT</b> 098° - intercept R139 <b>NTS</b> to BOBRI - LUGEN	<b>Initial climb 5000</b>
<b>LUSON 3V 6.0% to LULID ①</b>	at LULID <b>LT</b> 098° - intercept R139 <b>NTS</b> to BOBRI - intercept R199 <b>ANG to LUSON</b>	<b>Initial climb 5000</b>
<b>NORMI 3V 6.0% to LULID ①</b>	at LULID <b>RT</b> 262° - intercept R232 <b>NTS</b> to NORMI	<b>Initial climb 5000</b>
<b>OMNIDIRECTIONAL DEP 3.5% to 490 (ATC) ①</b>	at <b>490</b> direct to safe enroute altitude. Do not turn before LULID.	
<b>RIMON 3V 6.0% to LULID ①</b>	at LULID <b>RT</b> - intercept QDM 310 <b>MT</b> to <b>MT</b> - QDR 332 <b>MT</b> to RIMON	<b>Initial climb 5000</b>

① ATC climb gradient. Theoretical climb gradient 3.5% to 490ft due to obstacle 119ft, 296m from DER and 232m left of centerline.

**Effective 05-JAN-2017**

29-DEC-2016

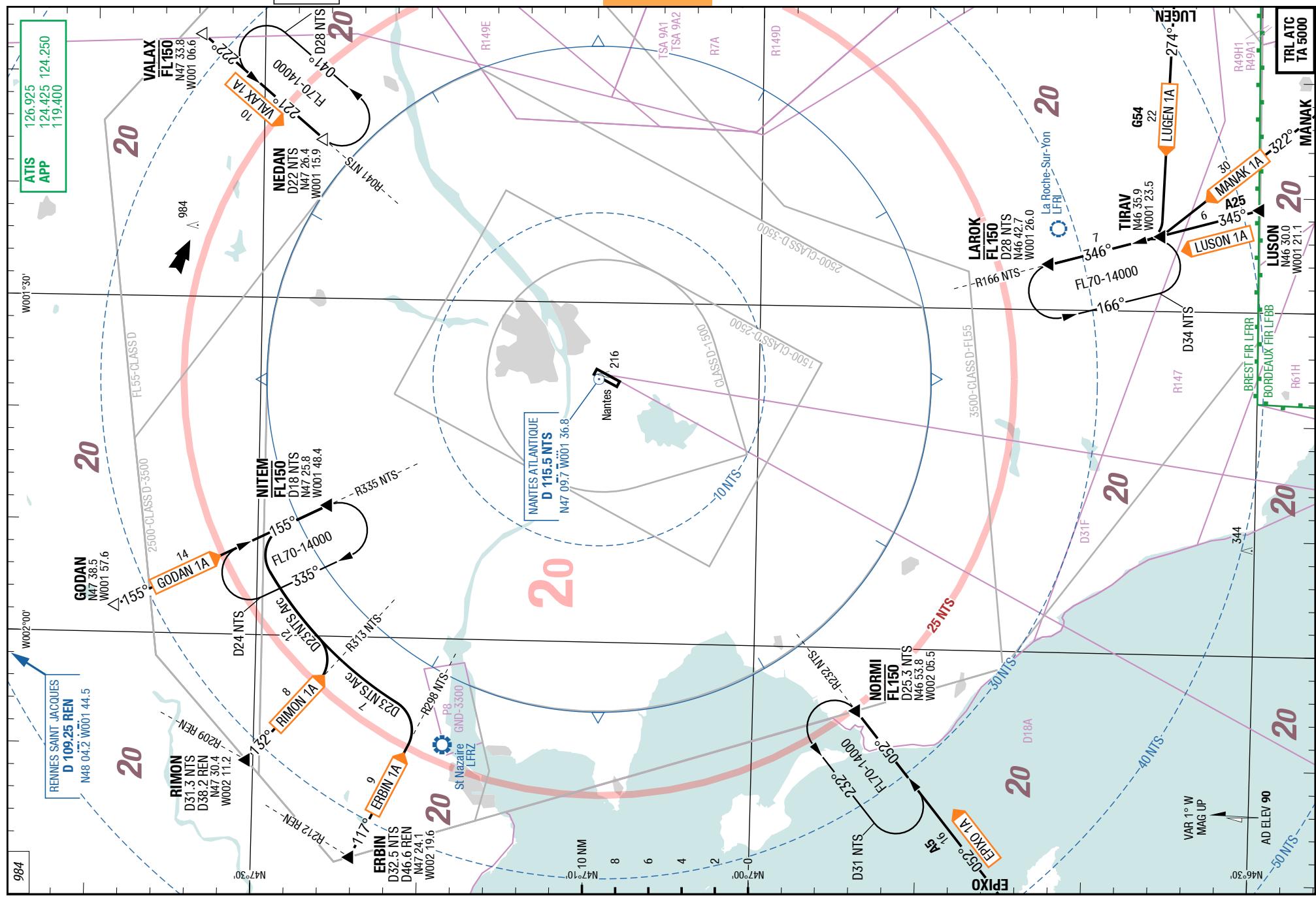
France **Nantes** Nantes Atlantique

The logo consists of the word "NIL" in a bold, black, sans-serif font inside a white rectangular box with a black border. To the right of the box is a thick black arrow pointing to the right, containing the letters "STARS" in a bold, black, sans-serif font.

Nantes Atlantique Nantes France

**STAR**

NTE-LFRS



## Changes: PROC renamed, Track, AWY

**Effective 16-AUG-2018**

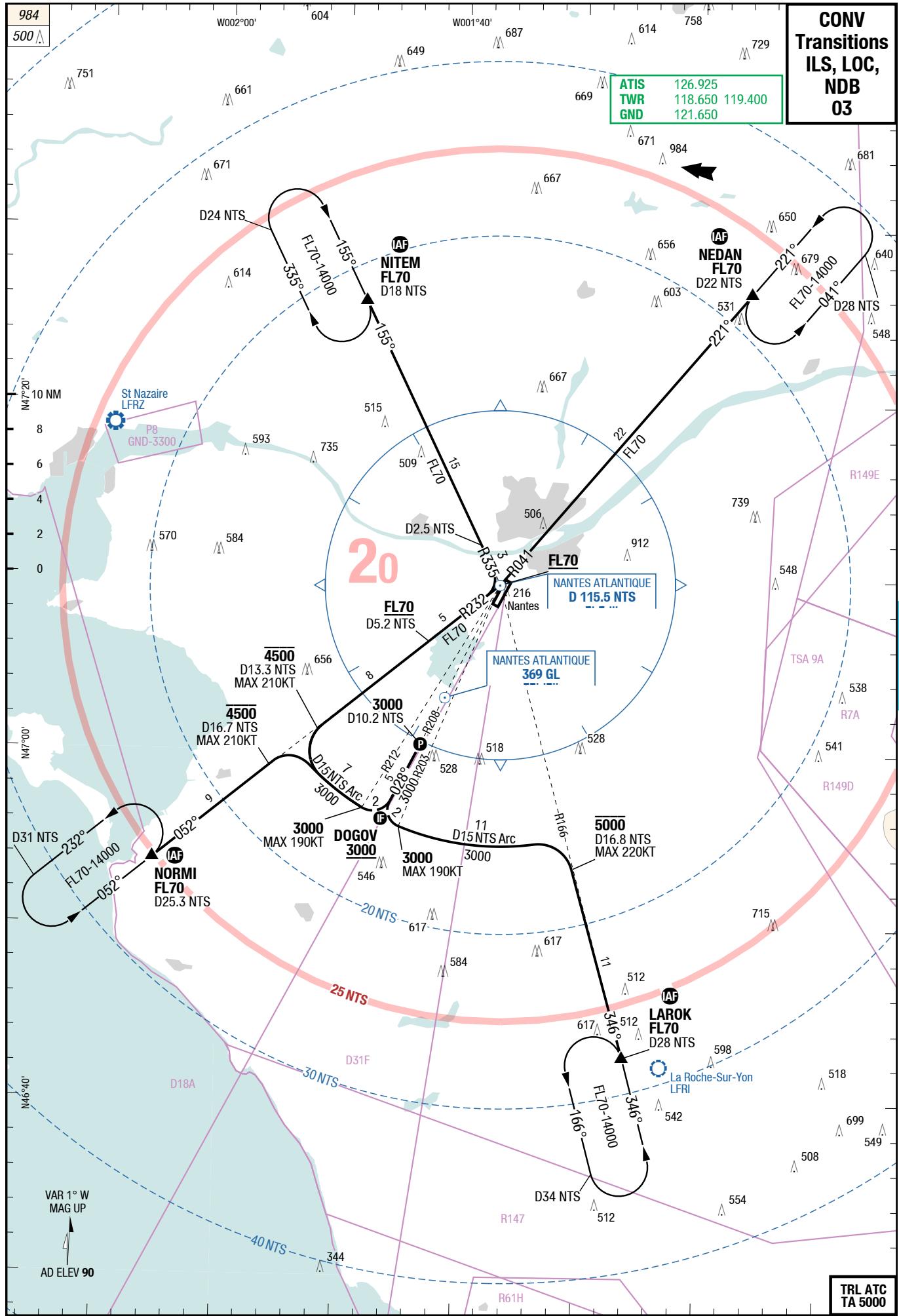
NTE-LFRS

**CONV  
Transitions  
ILS, LOC,  
NDB**

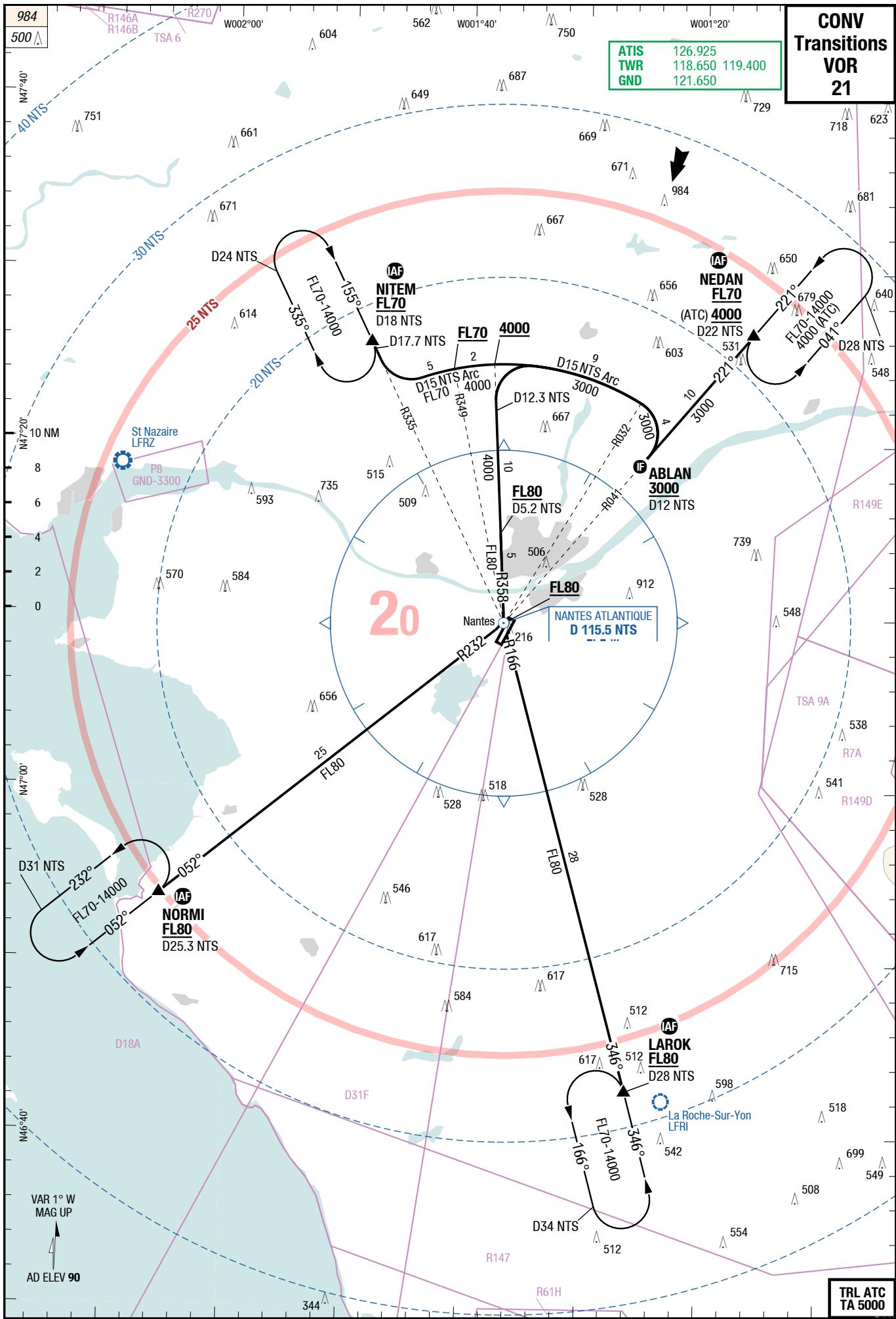
**France Nantes Atlantique**  
 CONV Transitions V03 21

IAC

**Nantes Atlantique Nantes France**  
CONV Transitions VOR 21  
**CONV Transitions LS, LOC, NDB 03**



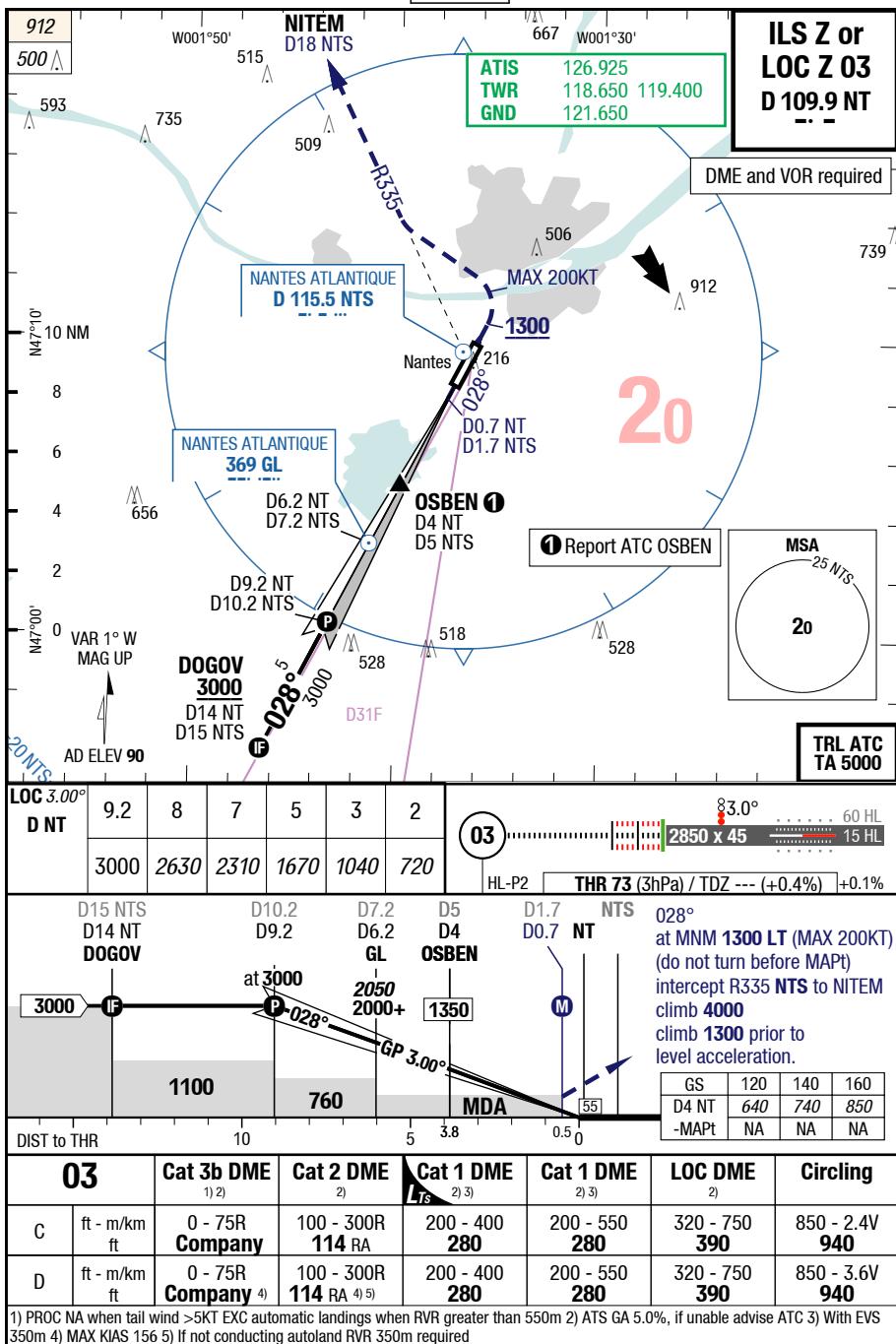
Changes: Nil



## NTE-LFRS

7-30

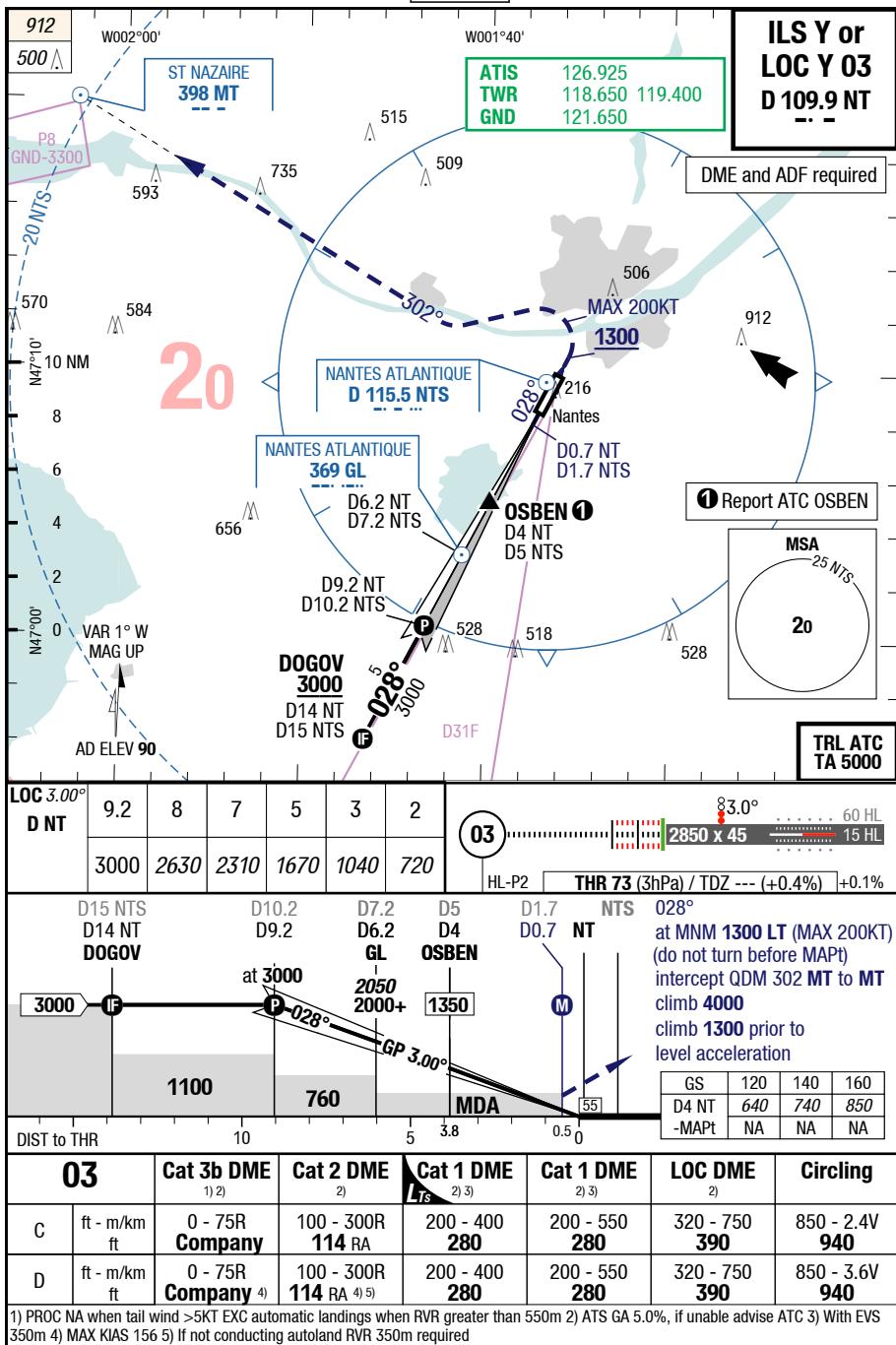
ILS Z or LOC Z 03



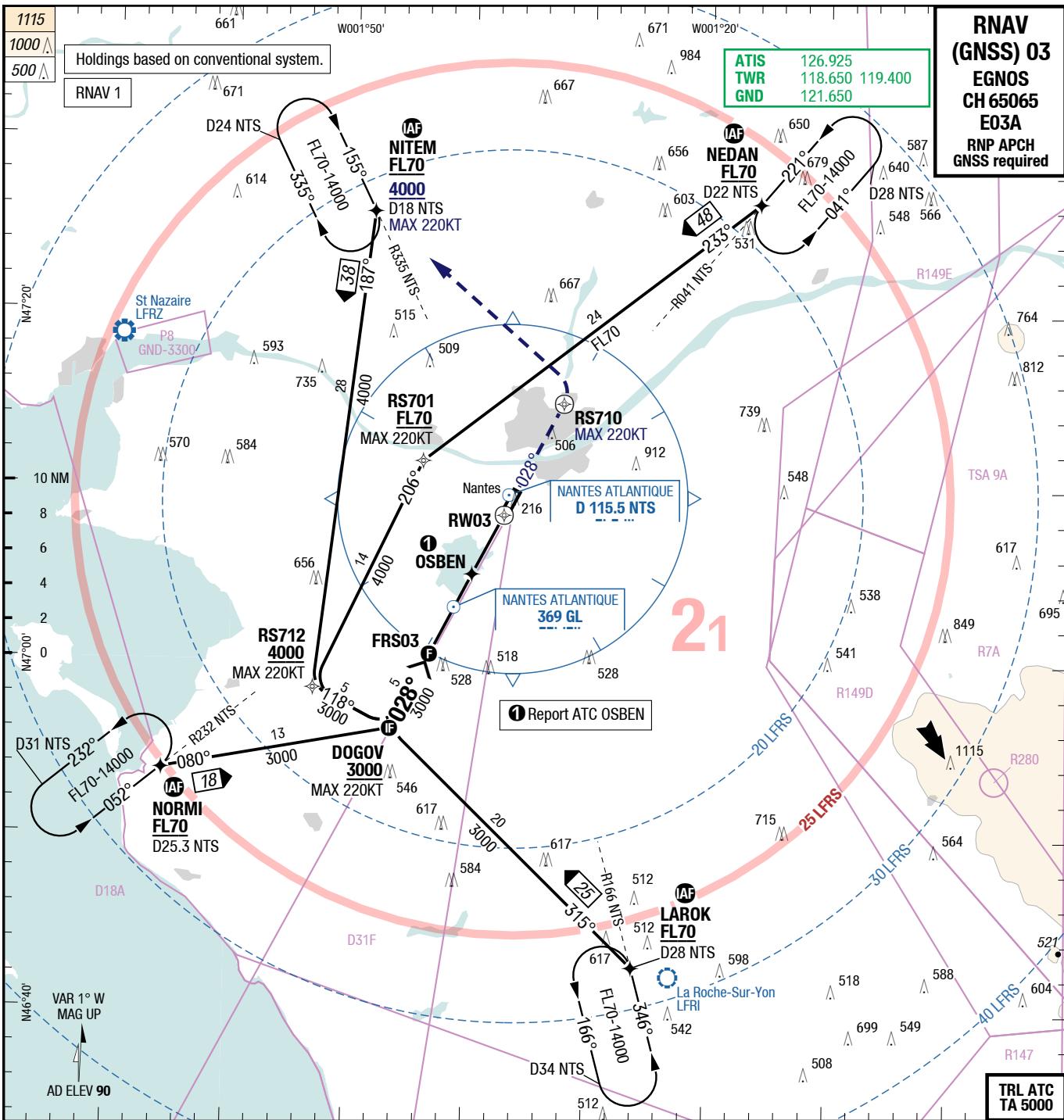
## NTE-LFRS

7-40

## ILS Y or LOC Y 03



### Changes: Speed RESTR, FAF



3.00° <b>RW03</b>	9	8	7	5	3	2	
	3000	2680	2360	1730	1090	770	

Detailed description: A runway diagram for RW03. The runway starts at 3000' and ends at 0'. Key points marked include 1100', 570', and MDA (Minimum Descent Altitude) at 52'. The diagram shows climb gradients of 028° from 3000' to 1350' and 020° from 1350' to MDA. A dashed blue arrow points from the text 'climb 1000 prior to level acceleration' to the MDA point.

	GS	120	140	160
ARMUB	640	740	850	
-MAPt	NA	NA	NA	NA

028°  
at RS710 LT (MAX 220KT)  
to NITEM  
climb 4000  
climb 1000 prior to  
level acceleration

03		RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 1)			Circling
C	ft - m/km ft	270 - 750 <b>340</b>	300 - 750 <b>370</b>	380 - 1.0 <b>450</b>			850 - 2.4V <b>940</b>
D	ft - m/km ft	280 - 750 <b>350</b>	300 - 750 <b>370</b>	380 - 1.0 <b>450</b>			850 - 3.6V <b>940</b>

**RNAV (GNSS) 21**  
RNP APCH GNSS required

Report ATC compulsory  
NEMOT (MNM 1400)

In order to avoid overflying Nantes city center, do not line up on RWY axis before 1NM from MAPTS.

TRL ATC TA 5000

60 HL	.....								3.10°	MAPTS
15 HL	—	45 x 2690	210						221°	RWY 208°
	.....									
	3.1°									
-0.1%	TDZ --- (+0.2%) / THR 87 (3hPa)									

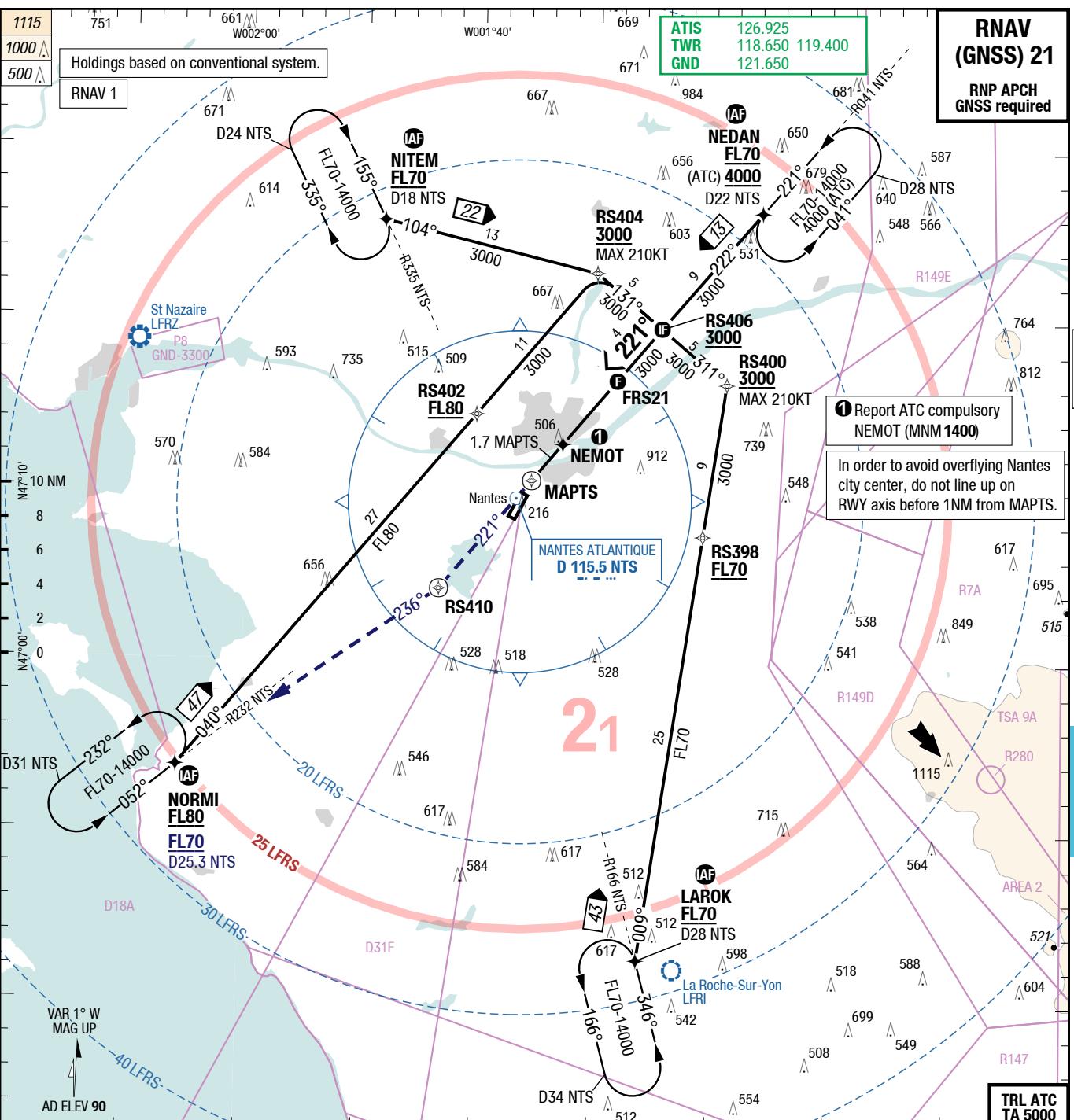
221° at RS410 RT to NORMI (do not turn before MAPT) climb FL70 climb 1000 prior to level acceleration

GS	120	140	160		MAPTS	1.7	2.8	NEMOT		7.7	FRS21		11.7 MAPTS	RS406	
RELVI	660	770	880		(M)	1020	1400								
-MAPt	3:51	3:18	2:53												

MDA 760 DIST to displaced THR 1200

MAPTS N47 10.7 W001 35.5

21	RNAV GNSS LNAV				Circling
C	ft - m/km ft	450 - 3.0 <b>530</b>			850 - 3.0V <b>940</b>
D	ft - m/km ft	460 - 3.0 <b>540</b>			850 - 3.6V <b>940</b>

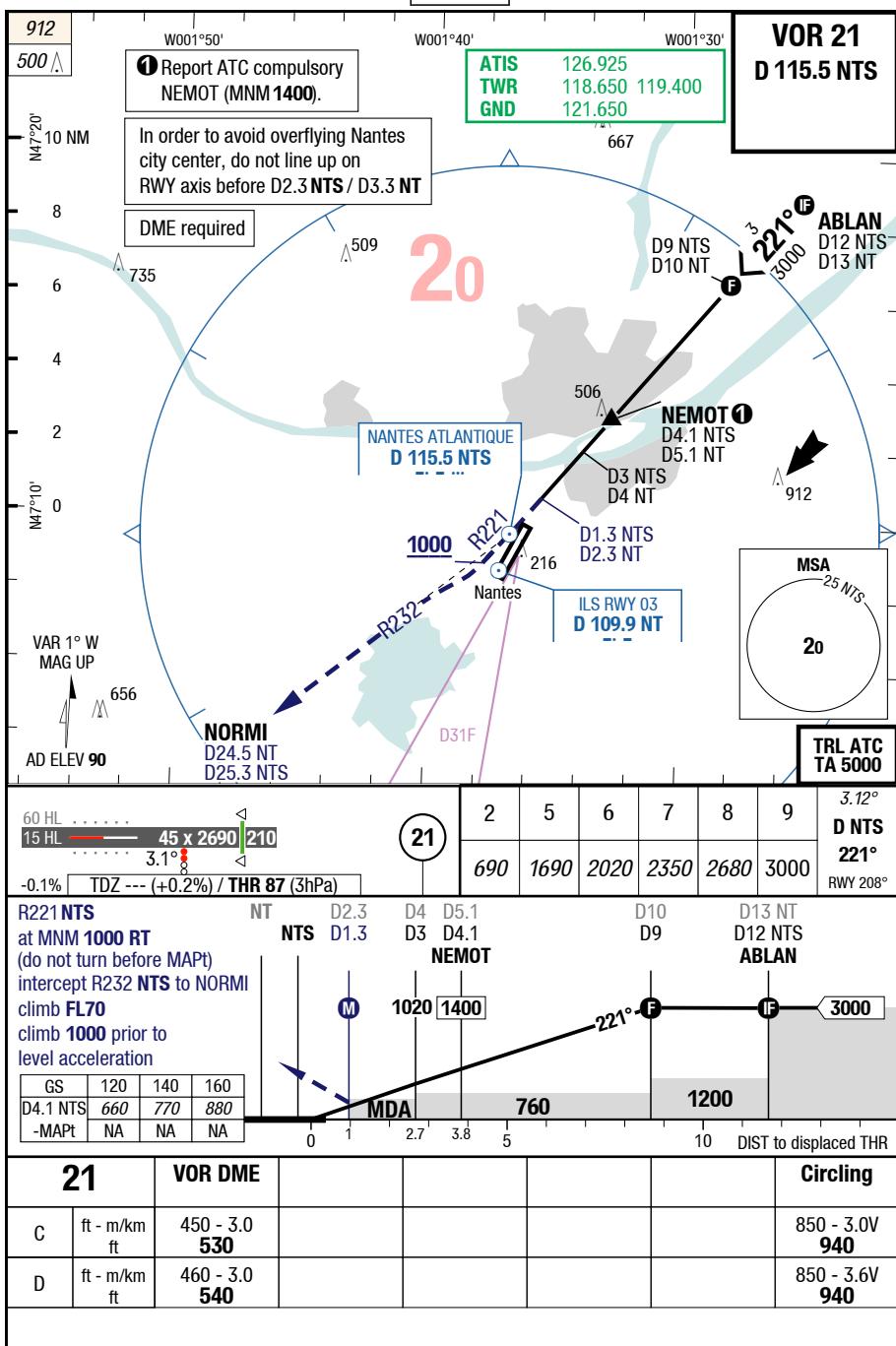


21	RNAV GNSS LNAV				Circling
C	ft - m/km ft	450 - 3.0 <b>530</b>			850 - 3.0V <b>940</b>
D	ft - m/km ft	460 - 3.0 <b>540</b>			850 - 3.6V <b>940</b>

## NTE-LFRS

7-70

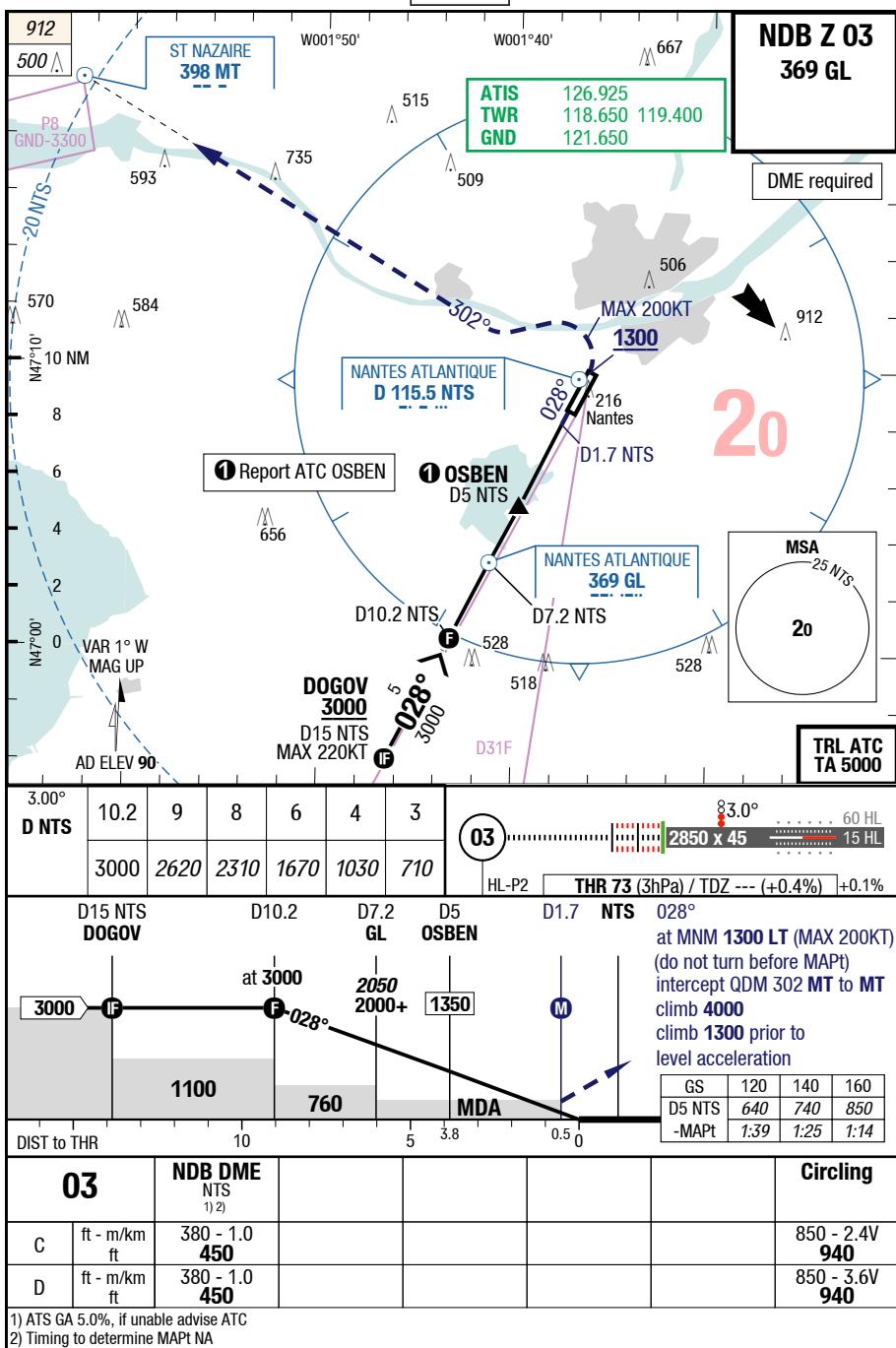
VOR 21



## NTE-LFRS

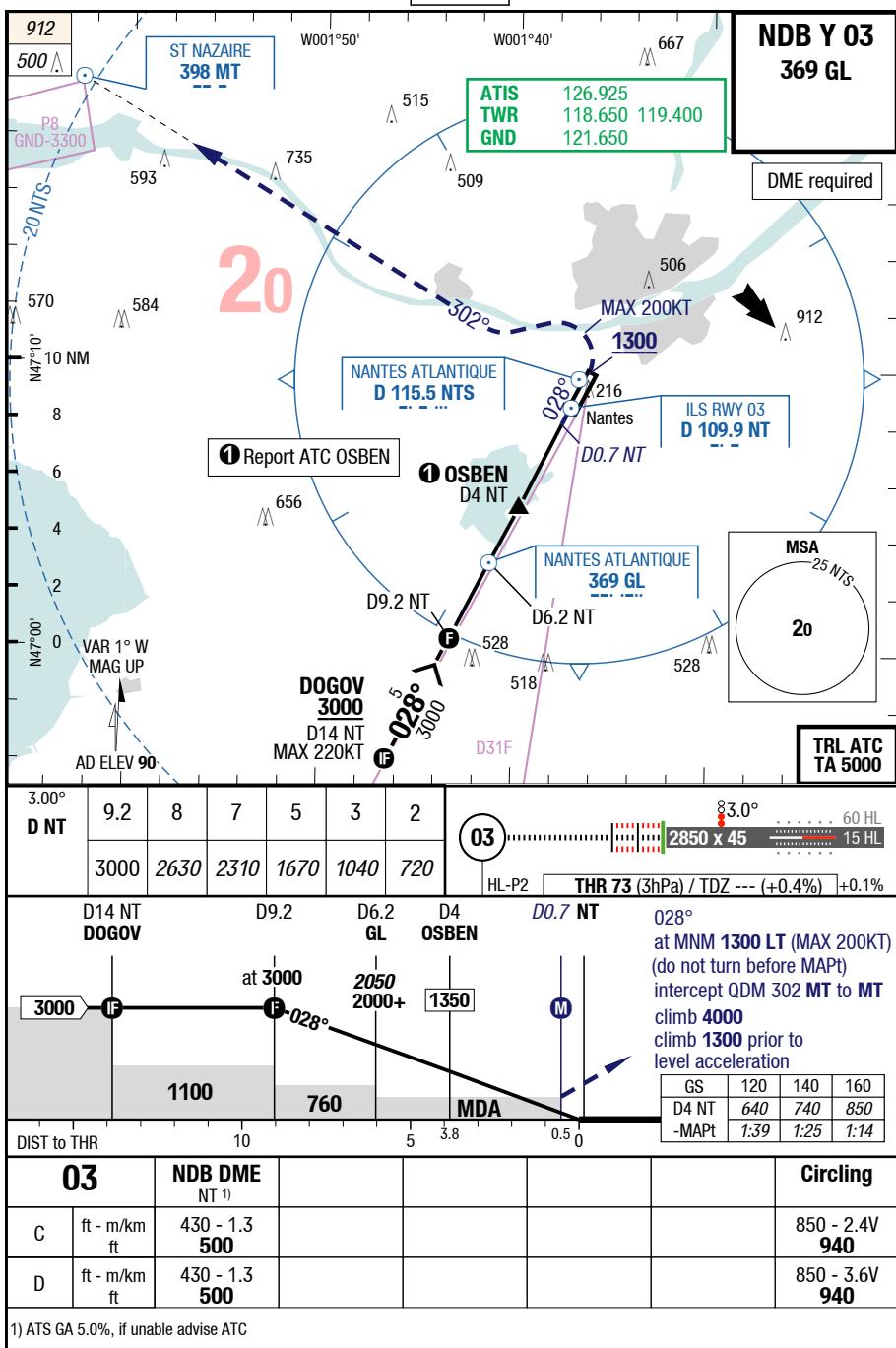
7-80

NDB Z 03



7-90

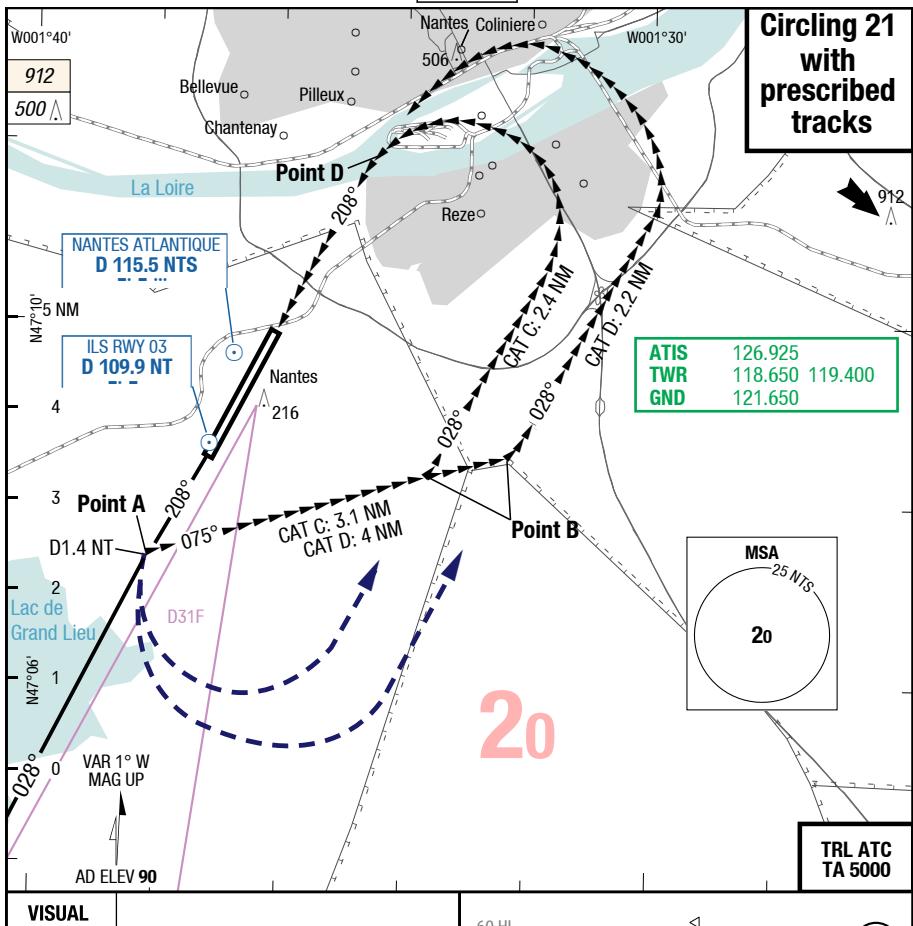
NDB Y 03



## NTE-LFRS

7-100

Circling 21 with prescribed tracks



Procedure to be used only if authorized by ATC.

21						Circling P-TRK	Circling
C	ft - m/km ft					830 - 2.4V <b>920</b>	Not published
D	ft - m/km ft					830 - 3.6V <b>920</b>	Not published

Changes: Nil

17-AUG-2017

## France Nantes Nantes Atlantique

MRC  
NIL

## Nantes Atlantique Nantes France

MRC  
NIL

NTE-LFRS

8-10

