

## 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±.

**PCN:** 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 $\pm$ . 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 $\pm$  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 nessecary.

**Visual APCH**

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

**RWY 03**

Visual APCH prohibited between 2100-0500 $\pm$ .

0500-2100 $\pm$  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.

**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.

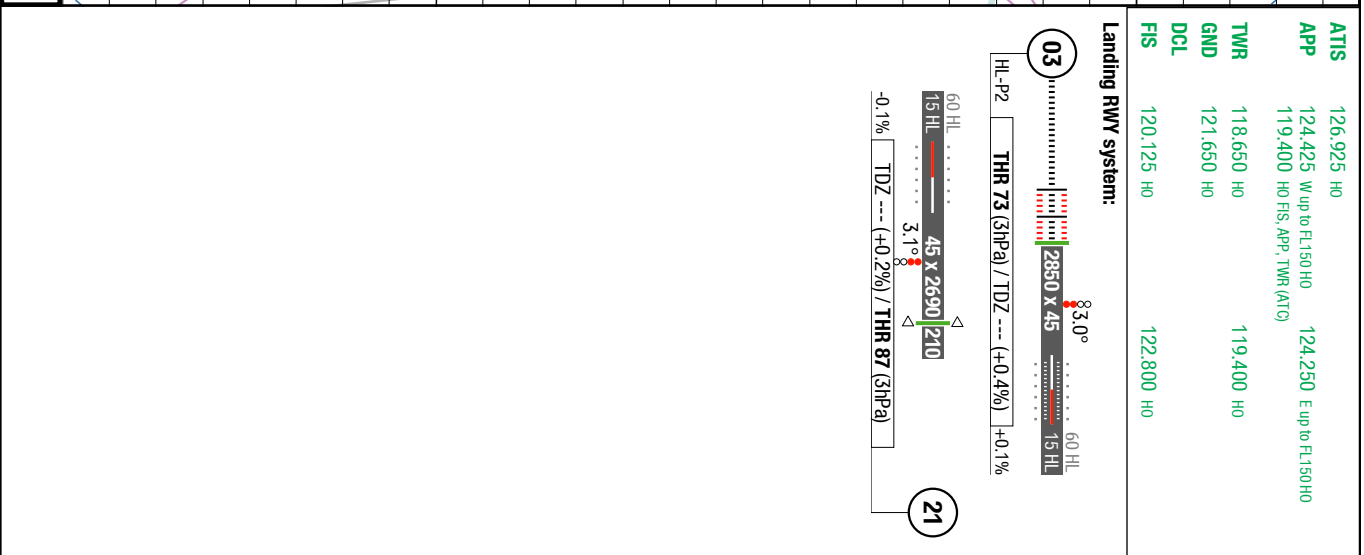
**De-Icing**

AVBL.

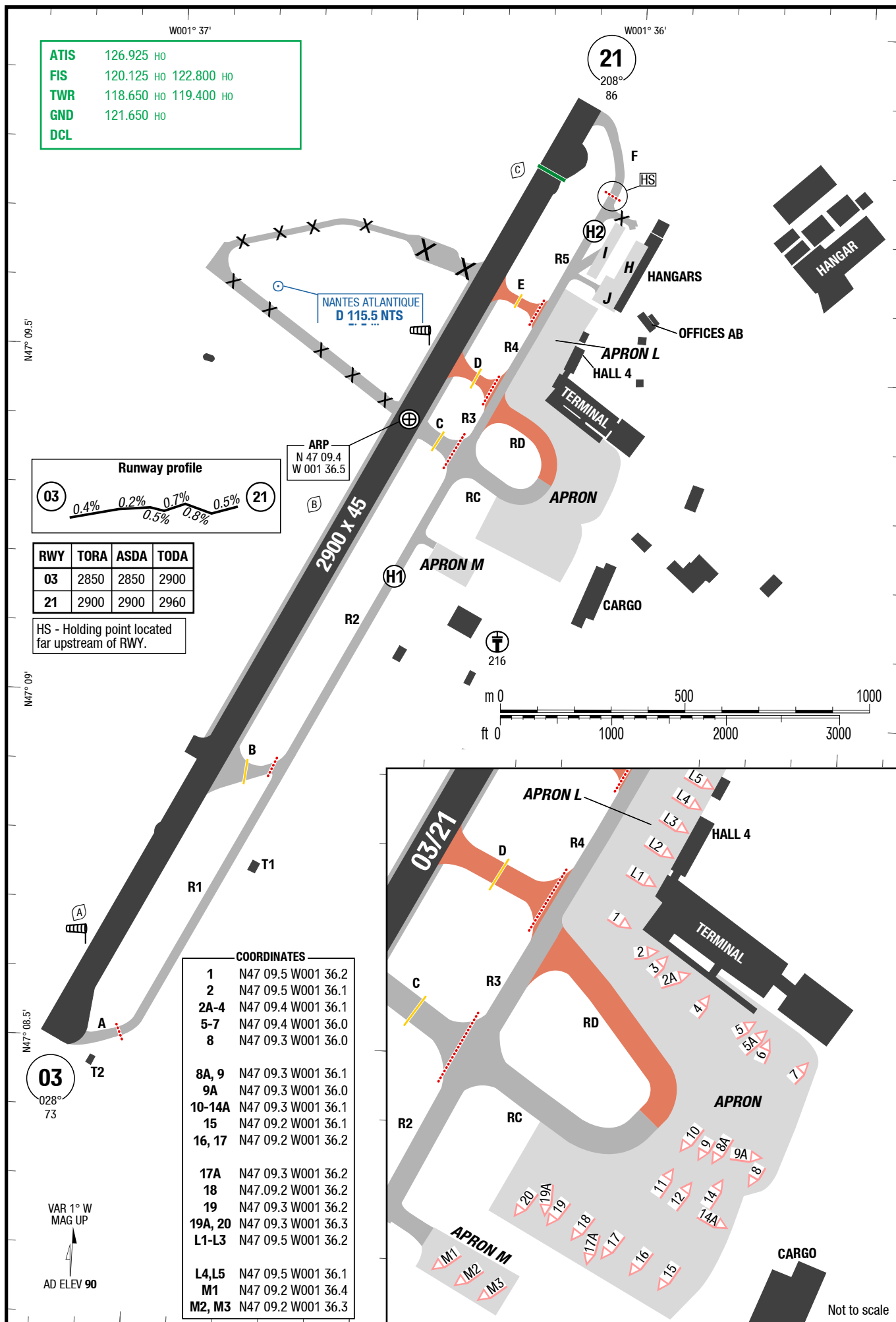
Nantes Atlantique **Nantes** France

**AFC**

**AFC**



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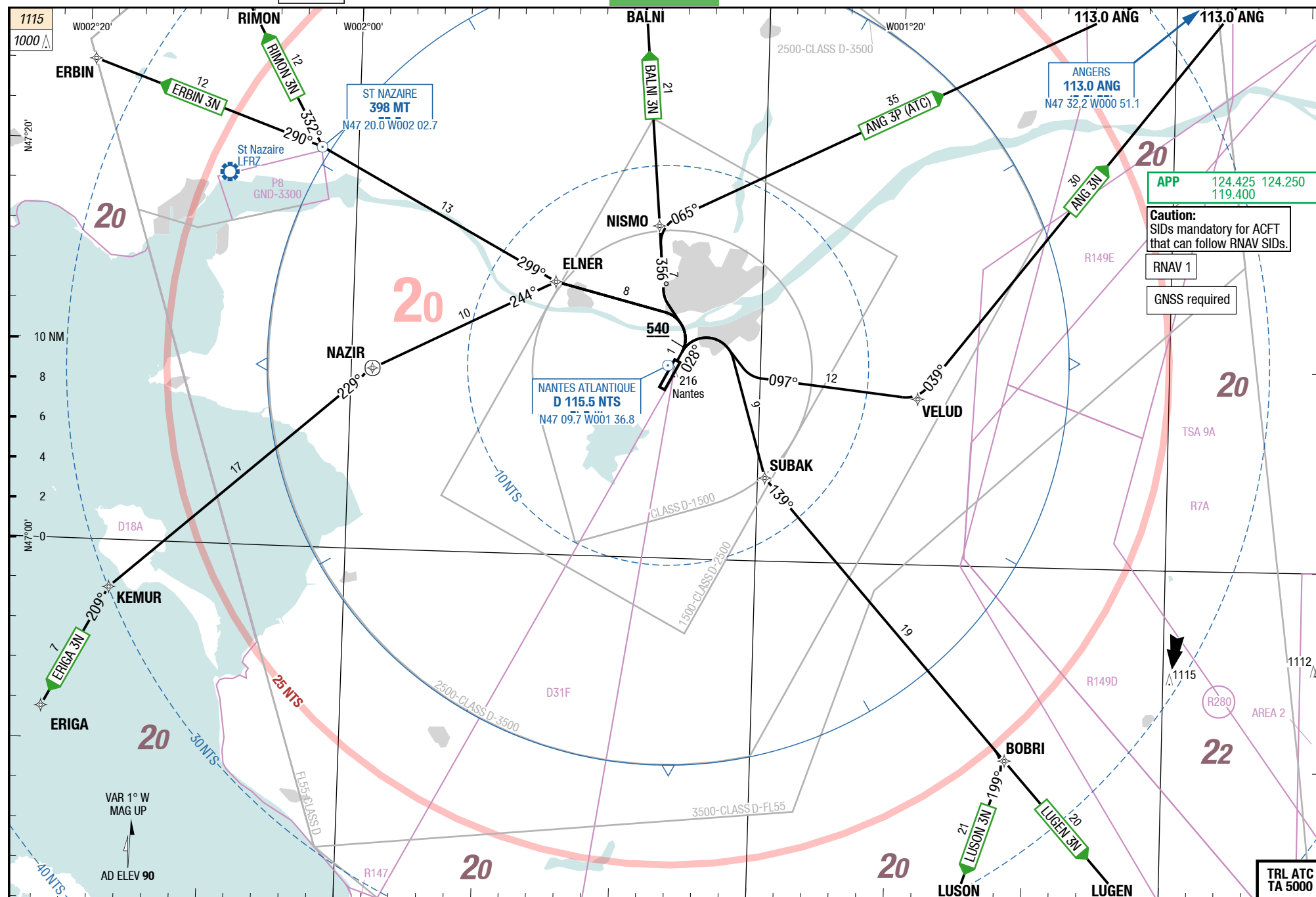
## NTE-LFRS

## RNAV SIDs RWY 03

SID

SID

## RNAV SIDs RWY 03



Changes: PROC, ALT, SUAs, Note

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Effective 26-APR-2018

19-APR-2018

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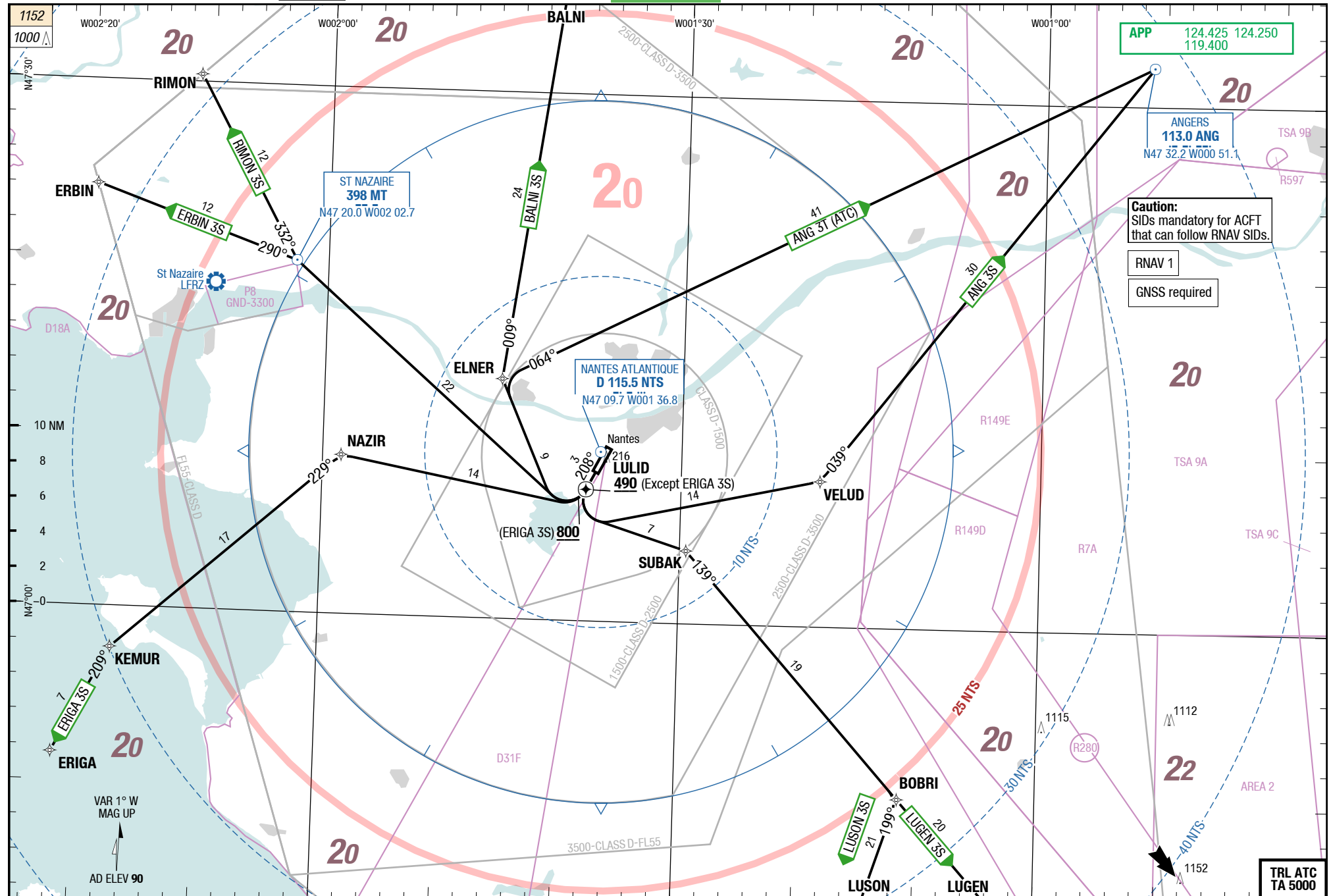
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RNAV SIDs RWY 21

RNAV SIDs RWY 21

4-20



Changes: PROC, ALT, SUAs, Note



05-OCT-2017

NTE-LFRS

France Nantes Nantes Atlantique

SIDs RWY 21

SIDs RWY 03

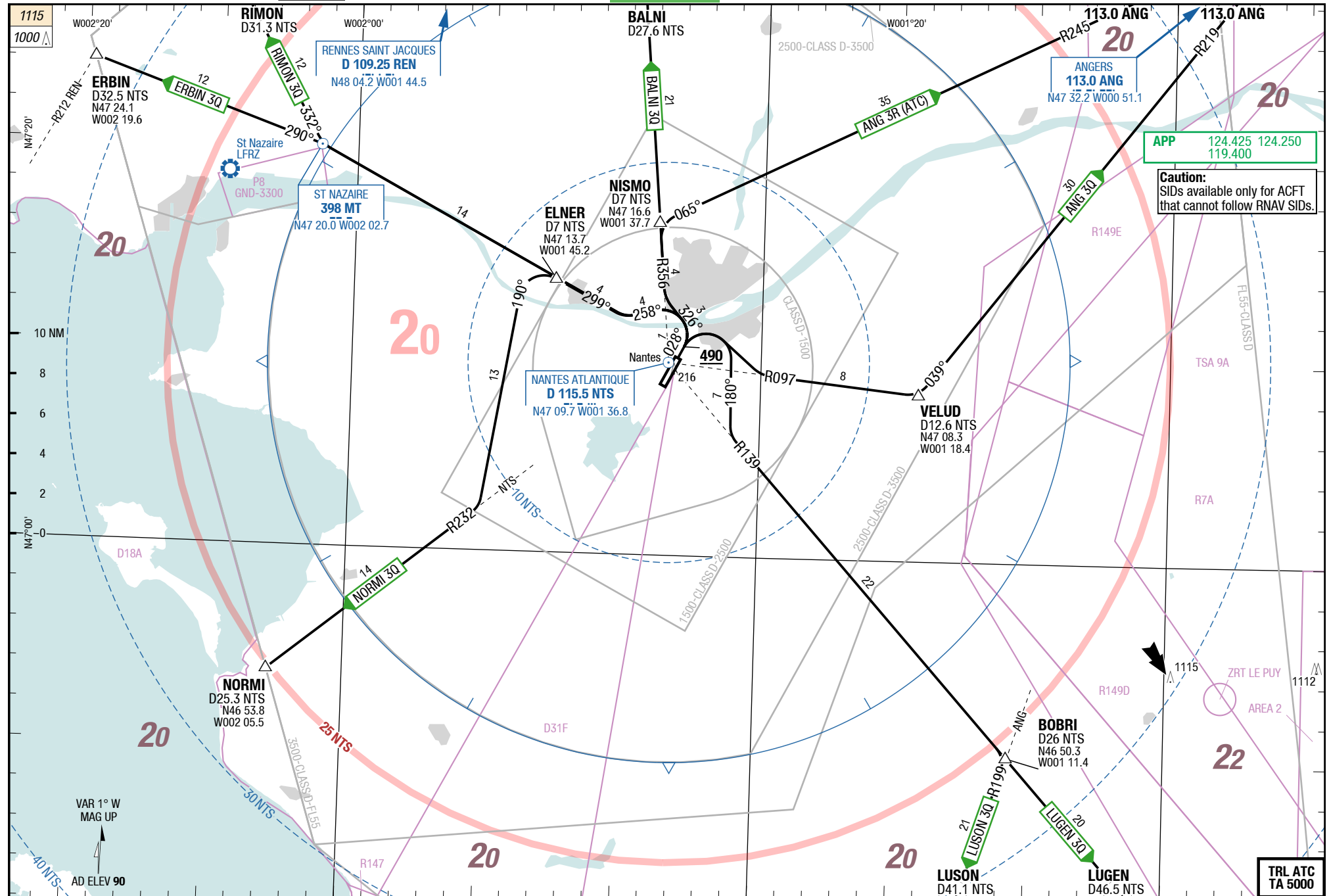
SID

SID

Nantes Atlantique Nantes France

SIDs RWY 21

SIDs RWY 03



Changes: Track



05-OCT-2017

NTE-LFRS

France Nantes Nantes Atlantique

Nantes Atlantique Nantes France

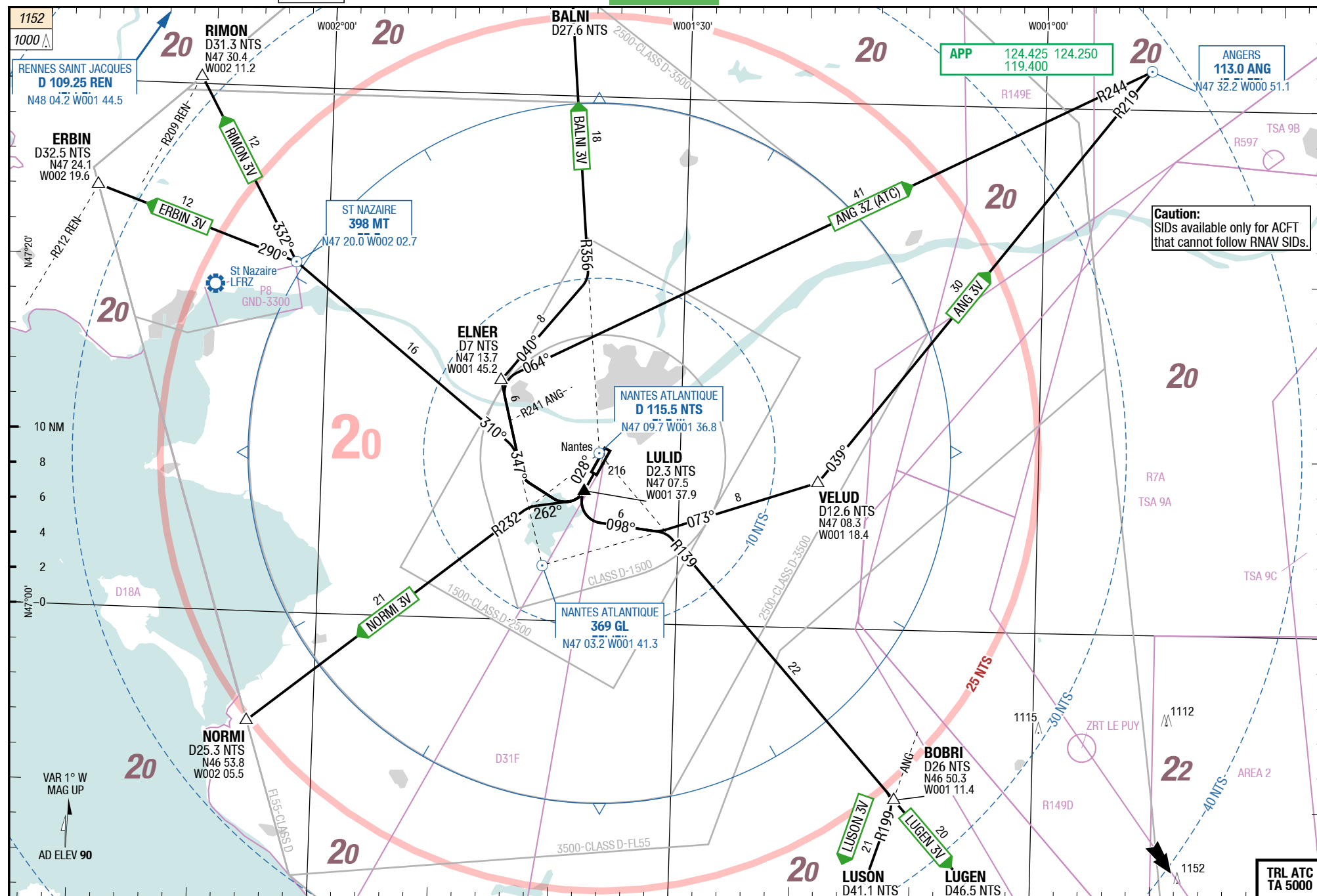
4-40

SIDs RWY 21

SID

SID

SIDs RWY 21



Changes: Track, DIST

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

**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</b> <b>ANG 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [L] - DCT VELUD - ANG	LULID MNM 490  <b>initial climb 5000</b>
<b>ANGERS 3T</b> <b>ANG 3T</b> 6.0% to LULID (ATC) ①	DCT <u>LULID</u> [R] - DCT ELNER - ANG	LULID MNM 490  <b>initial climb 5000</b>
<b>BALNI 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [R] - DCT ELNER - BALNI	LULID MNM 490  <b>initial climb 5000</b>
<b>ERBIN 3S</b> 6.0% to LULID ①	DCT <u>LULID</u> [R] - DCT MT - ERBIN	LULID MNM 490  <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 490  <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 490  <b>initial climb 5000</b>
<b>OMNIDIRECTIONAL DEP</b> 5.7% to 490 (ATC) ①	at MNM 490 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 490  <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.

05-OCT-2017

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

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

Changes: Note

05-OCT-2017

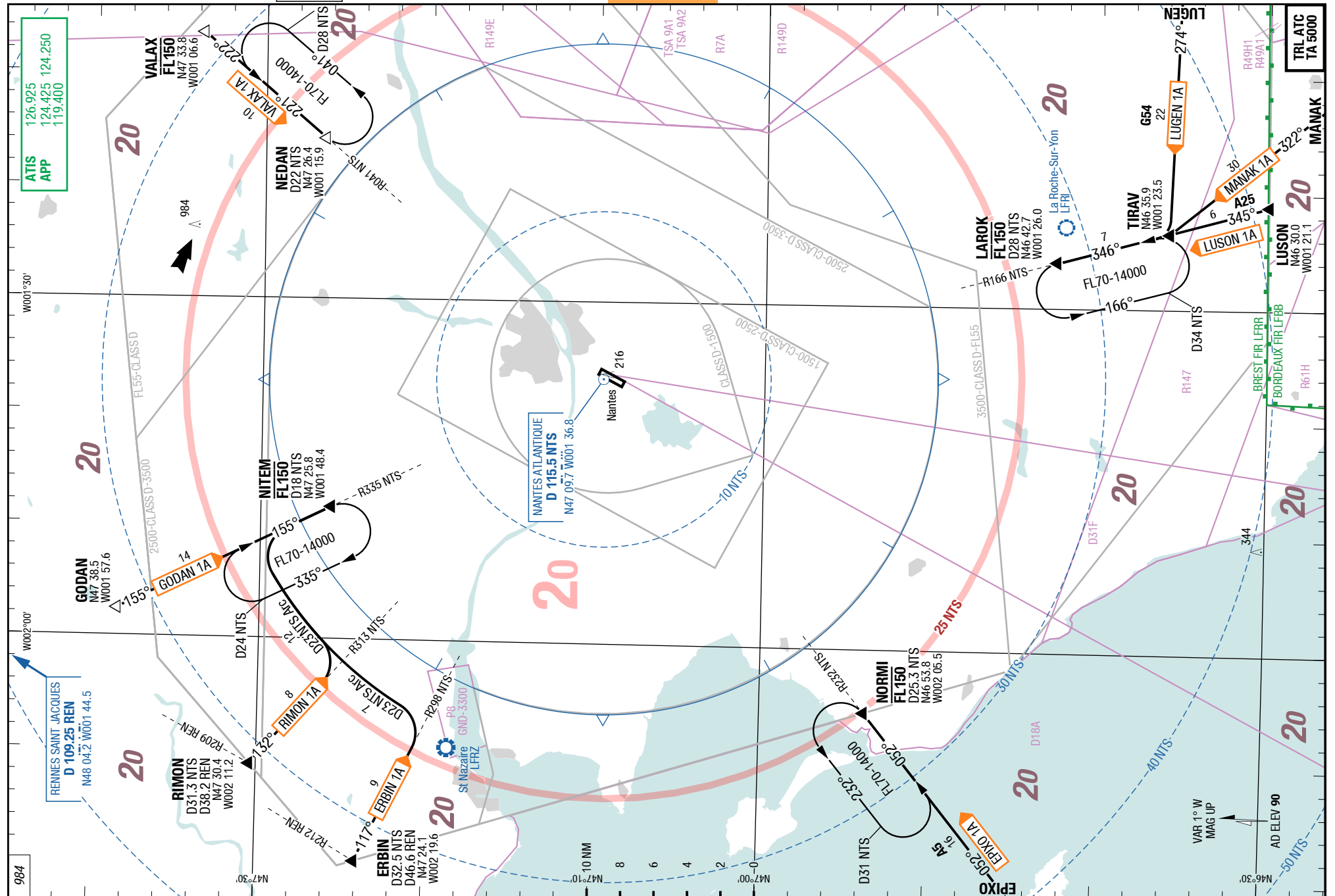
**NTE-LFRS****5-40****SIDs RWY 21****ANGERS 3V / ANGERS 3Z / BALNI 3V / ERBIN 3V / LUGEN 3V / LUSON 3V / NORMI 3V / OMNIDIRECTIONAL DEP / RIMON 3V**

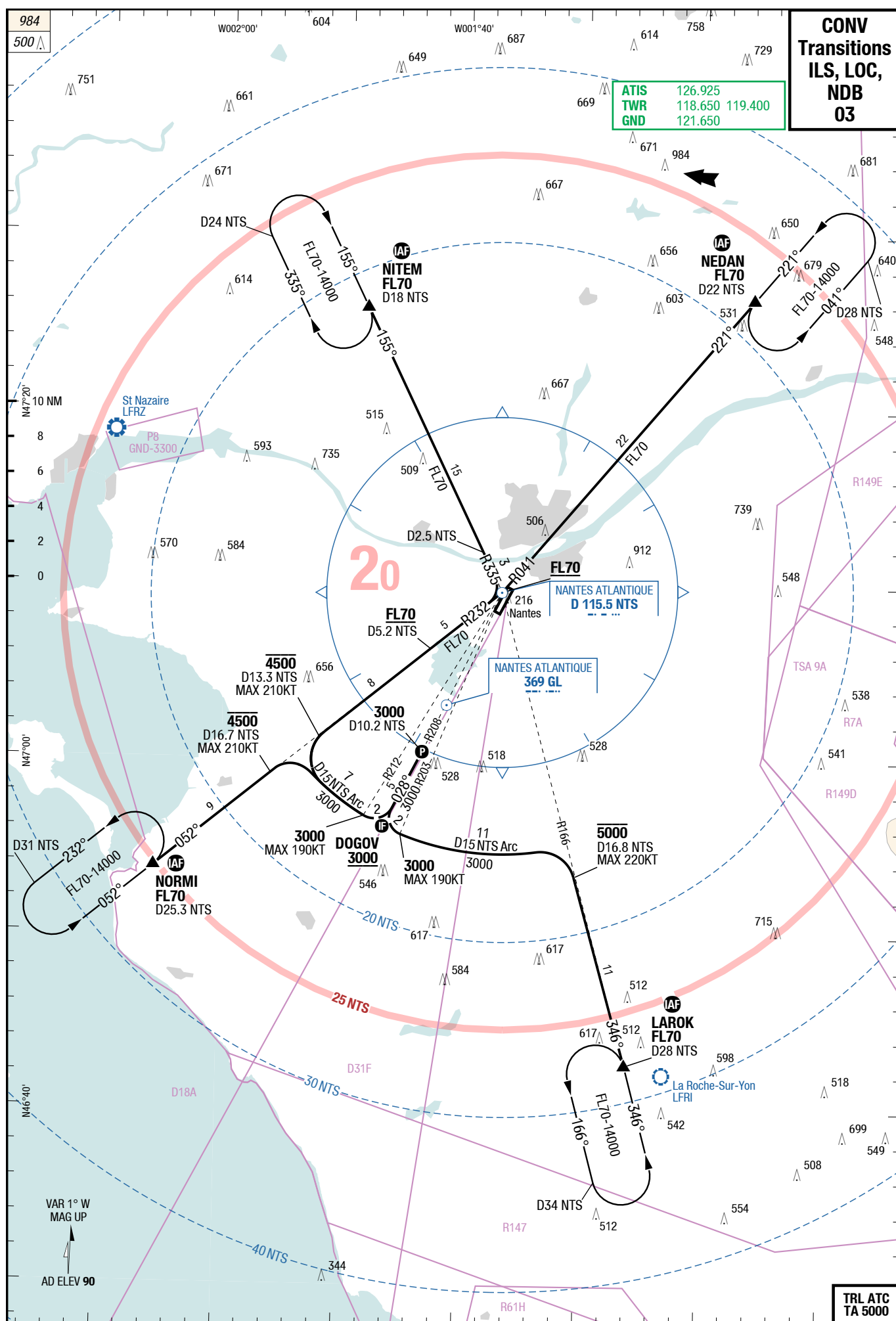
RWY 21 (208°)

	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</b> <b>ANG 3V</b> 6.0% to LULID ①	at LULID LT - intercept QDR 073 <b>GL</b> to VELUD - intercept R219 <b>ANG to ANG</b>	<b>initial climb 5000</b>
<b>ANGERS 3Z</b> <b>ANG 3Z</b> (ATC) 6.0% to LULID ①	at LULID RT - intercept QDR 347 <b>GL</b> to ELNER - intercept R244 <b>ANG to ANG</b>	<b>initial climb 5000</b>
<b>BALNI 3V</b> 6.0% to LULID ①	at LULID RT - 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</b> 6.0% to LULID ①	at LULID RT - 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</b> 6.0% to LULID ①	at LULID LT 098° - intercept R139 <b>NTS</b> to BOBRI - LUGEN	<b>initial climb 5000</b>
<b>LUSON 3V</b> 6.0% to LULID ①	at LULID LT 098° - intercept R139 <b>NTS</b> to BOBRI - intercept R199 <b>ANG</b> to LUSON	<b>initial climb 5000</b>
<b>NORMI 3V</b> 6.0% to LULID ①	at LULID RT 262° - intercept R232 <b>NTS</b> to NORMI	<b>initial climb 5000</b>
<b>OMNIDIRECTIONAL DEP</b> 3.5% to 490 (ATC) ①	at <b>490</b> direct to safe enroute altitude. Do not turn before LULID.	
<b>RIMON 3V</b> 6.0% to LULID ①	at LULID RT - 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 16-AUG-2018

09-AUG-2018

NTE-LFRS

France Nantes Nantes Atlantique

7-20

CONV Transitions VOR 21

IAC

IAC

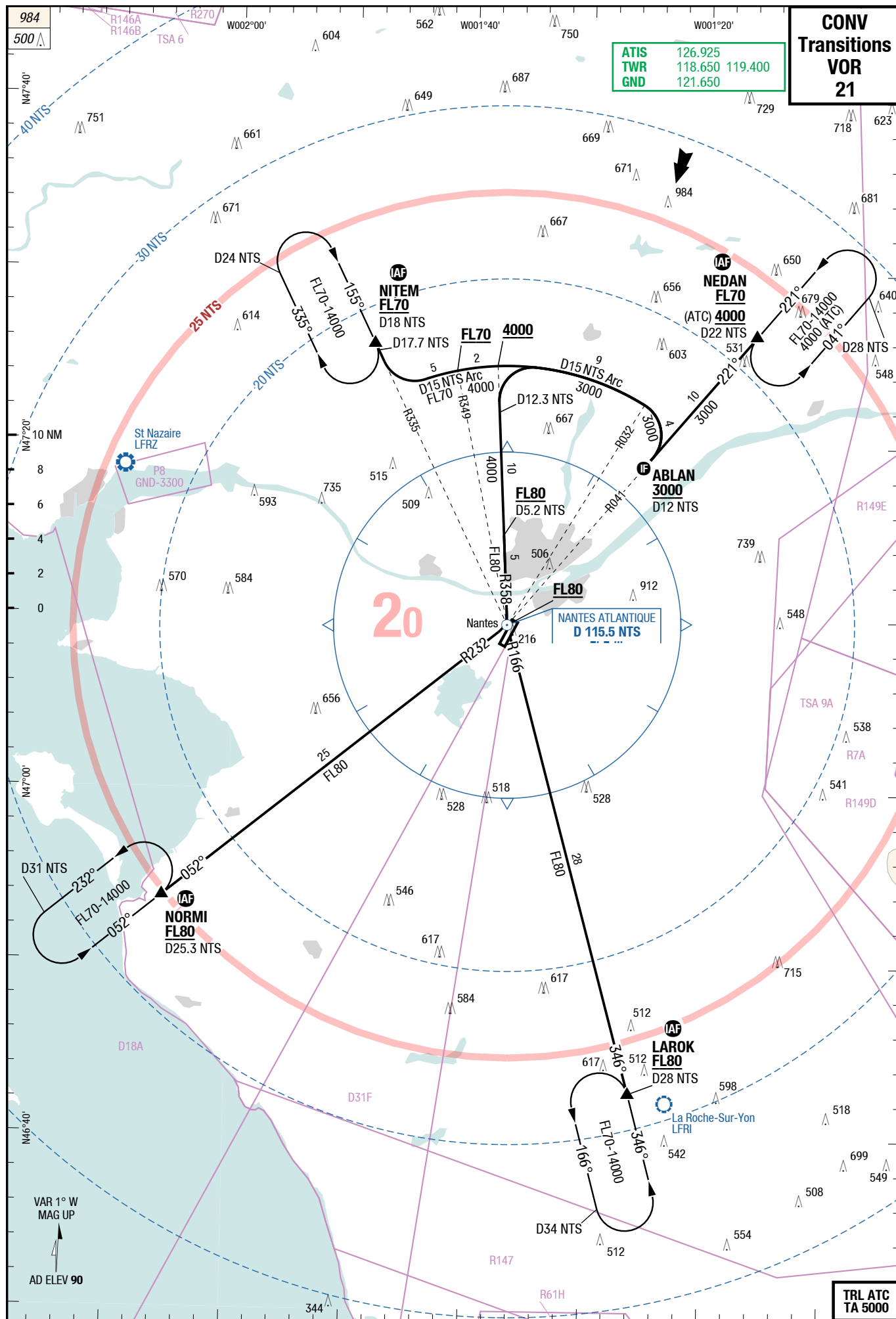
Nantes Atlantique Nantes France

CONV Transitions VOR 21

CONV  
Transitions  
VOR  
21

ATIS	126.925
TWR	118.650 119.400
GND	121.650

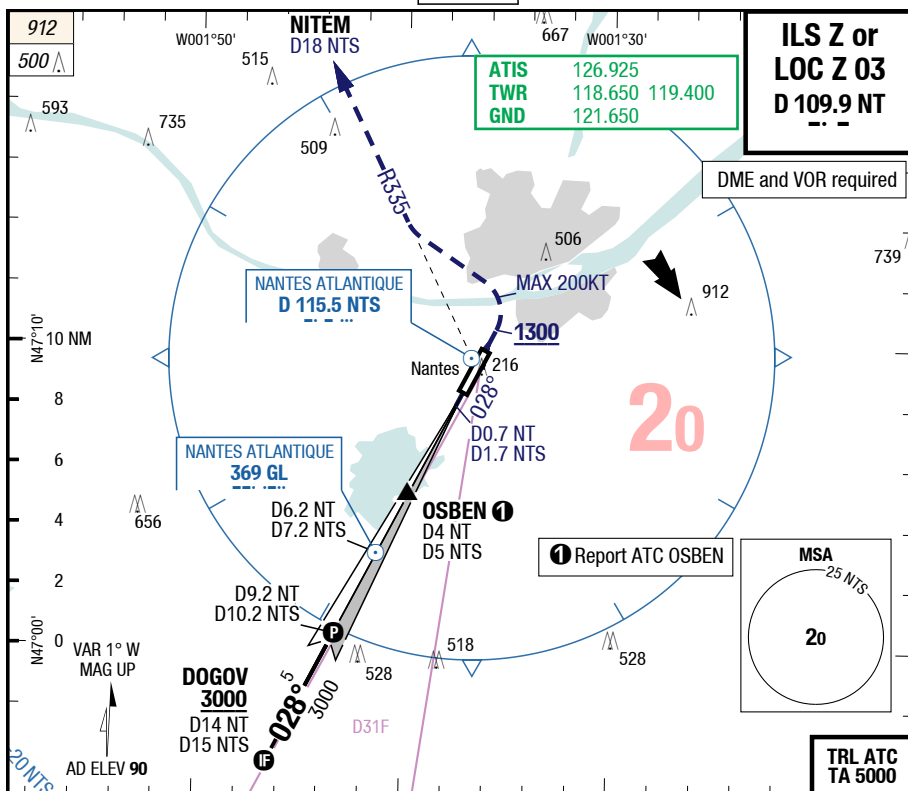
TRL ATC  
TA 5000



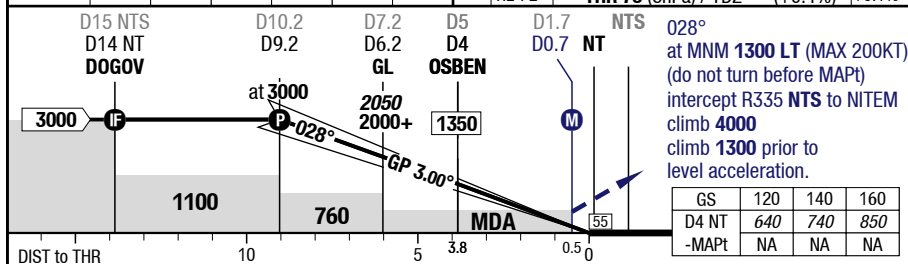
Changes: Nil

7-30

**ILS Z or LOC Z 03**



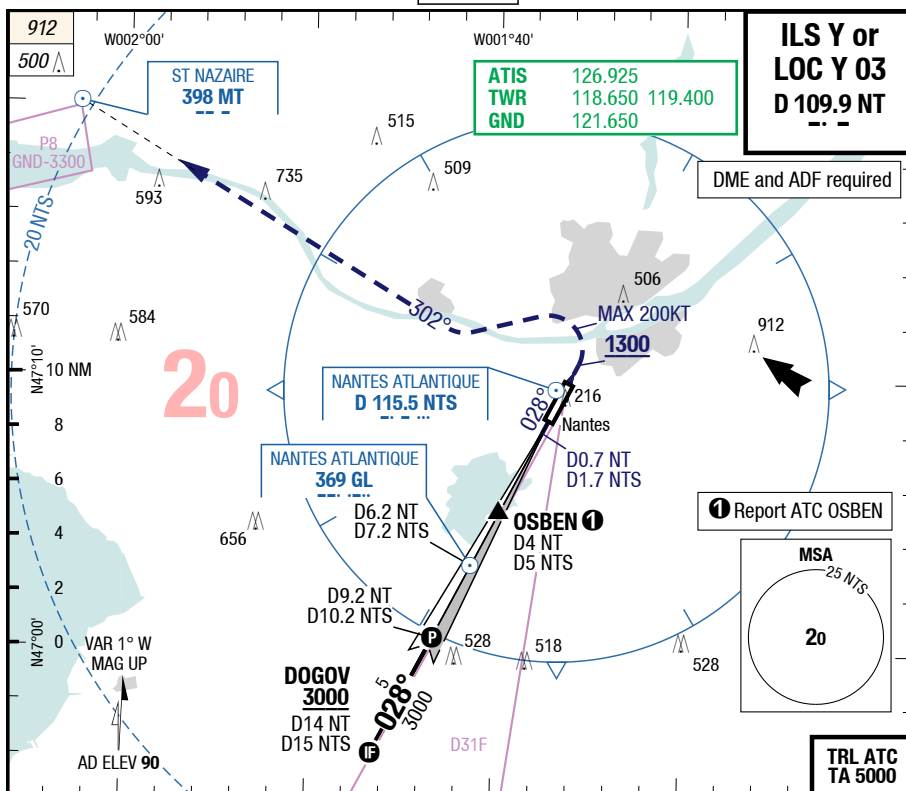
LOC 3.00° D NT	9.2	8	7	5	3	2	
	3000	2630	2310	1670	1040	720	



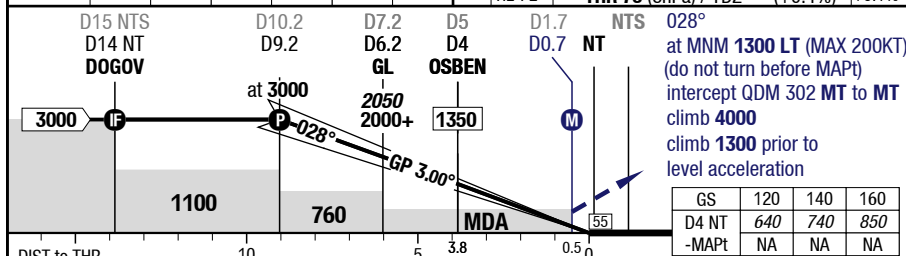
03		Cat 3b DME 1) 2)	Cat 2 DME 2)	Cat 1 DME LTS 2) 3)	Cat 1 DME 2) 3)	LOC DME 2)	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 114 RA	200 - 400 280	200 - 550 280	320 - 750 390	850 - 2.4V 940
D	ft - m/km ft	0 - 75R Company <sup>4)</sup>	100 - 300R 114 RA 4) 5)	200 - 400 280	200 - 550 280	320 - 750 390	850 - 3.6V 940

1) PROC NA when tail wind >5KT EXC automatic landings when RVR greater than 550m 2) ATS GA 5.0%, if unable advise ATC 3) With EVS 350m 4) MAX KIAS 156.5f 5) If not conducting autoland RVR 350m required

**7-40**

**ILS Y or LOC Y 03**

LOC 3.00° D NT	9.2	8	7	5	3	2	
	3000	2630	2310	1670	1040	720	

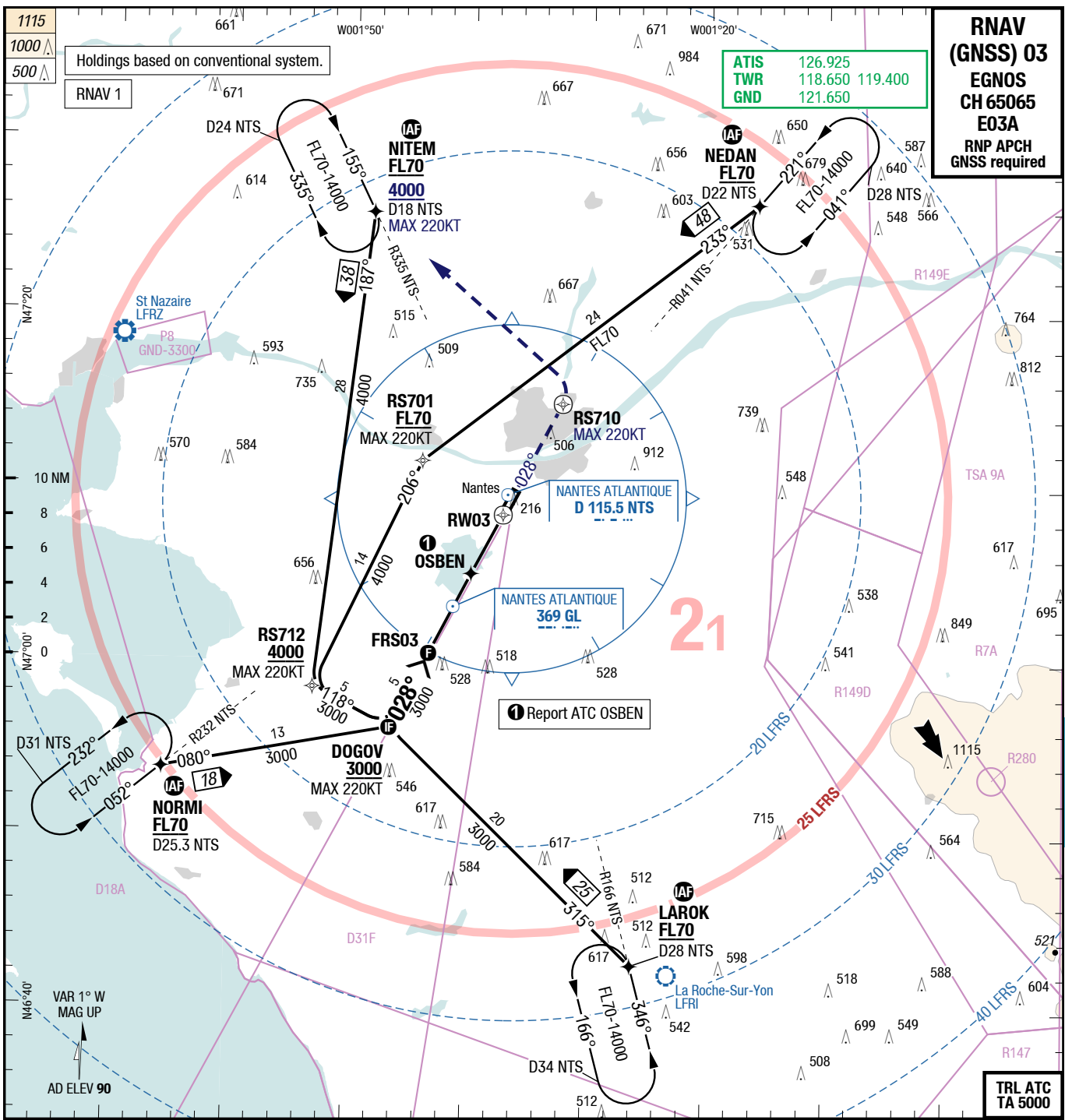


03		Cat 3b DME 1) 2)	Cat 2 DME 2)	Cat 1 DME 1) 2) 3)	Cat 1 DME 2) 3)	LOC DME 2)	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 114 RA	200 - 400 280	200 - 550 280	320 - 750 390	850 - 2.4V 940
D	ft - m/km ft	0 - 75R Company 4)	100 - 300R 114 RA 4) 5)	200 - 400 280	200 - 550 280	320 - 750 390	850 - 3.6V 940

1) PROC NA when tail wind >5KT EXC automatic landings when RVR greater than 550m 2) ATS GA 5.0%, if unable advise ATC 3) With EVS 350m 4) MAX KIAS 156.5 If not conducting autoland RVR 350m required

**RNAV (GNSS) 03**  
EGNOS  
CH 65065  
E03A  
RNP APCH  
GNSS required

ATIS 126.925  
TWR 118.650 119.400  
GND 121.650



3.00°

RW03

987532

30002680236017301090770

03

HL-P2

THR 73 (3hPa) / TDZ --- (+0.4%) +0.1%

13.8 RW03 DOGOV

9 FRS03

6 GL

3.8 OSBEN

3000

at 3000

028°

1350

52

MDA

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

RW03 N47 08.5 W001 37.2

1100

570

DIST to THR

109653.80

03

RNAV GNSS LPV 1) 2)

RNAV GNSS VNAV 1) 2) 3)

RNAV GNSS LNAV 1)

Circling

C

ft - m/km ft

270 - 750 340

300 - 750 370

380 - 1.0 450

850 - 2.4V 940

D

ft - m/km ft

280 - 750 350

300 - 750 370

380 - 1.0 450

850 - 3.6V 940

1) ATS GA 5.0%, if unable advise ATC  
2) With EVS 500m

3) Uncompensated BARO VNAV NA below -15°C (5°F)

NTE-LFRS

7-60

RNAV (GNSS) 21

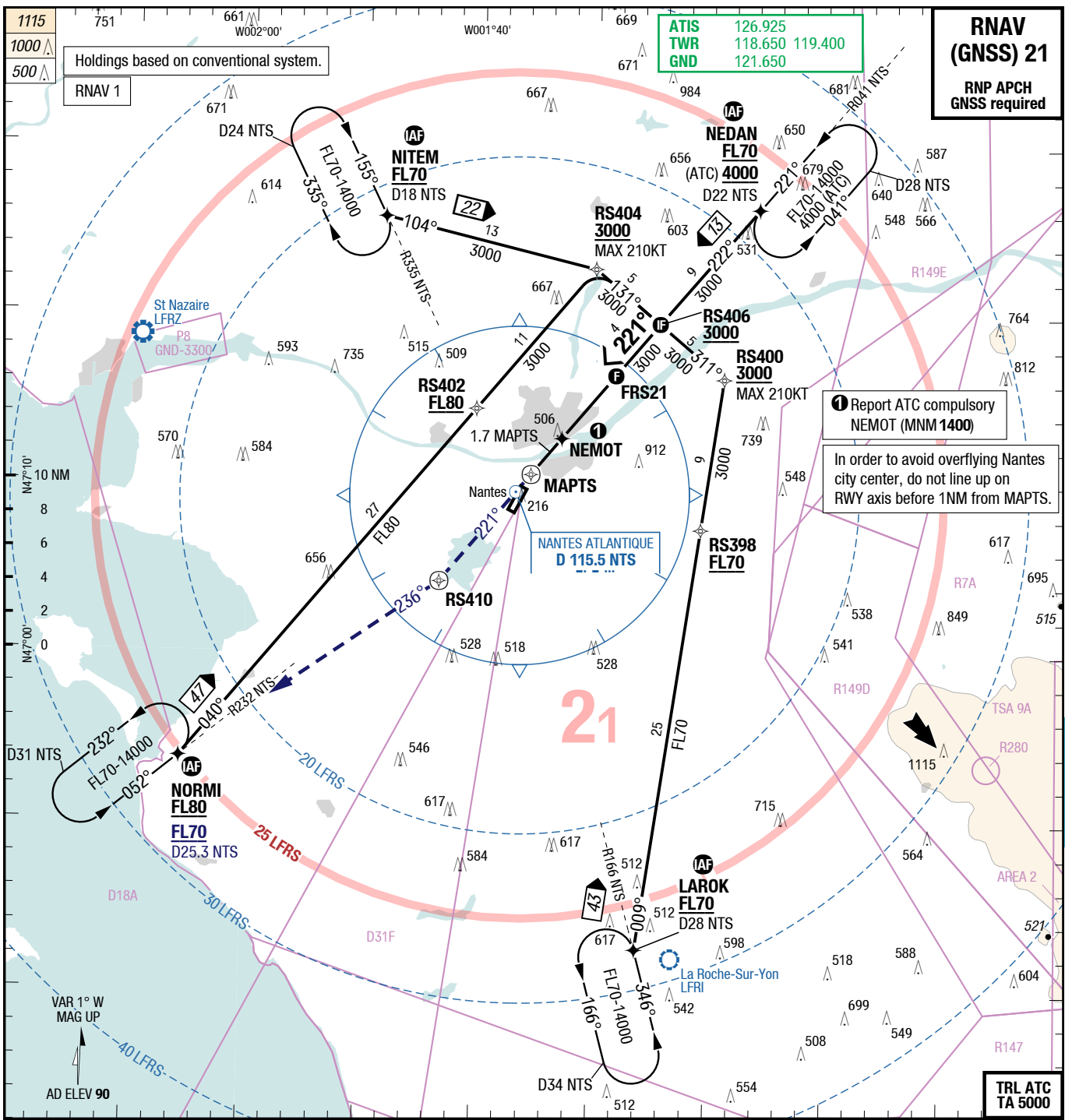
IAC

IAC

RNAV (GNSS) 21

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

ATIS 126.925  
TWR 118.650 119.400  
GND 121.650

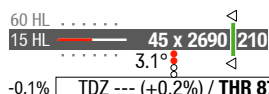
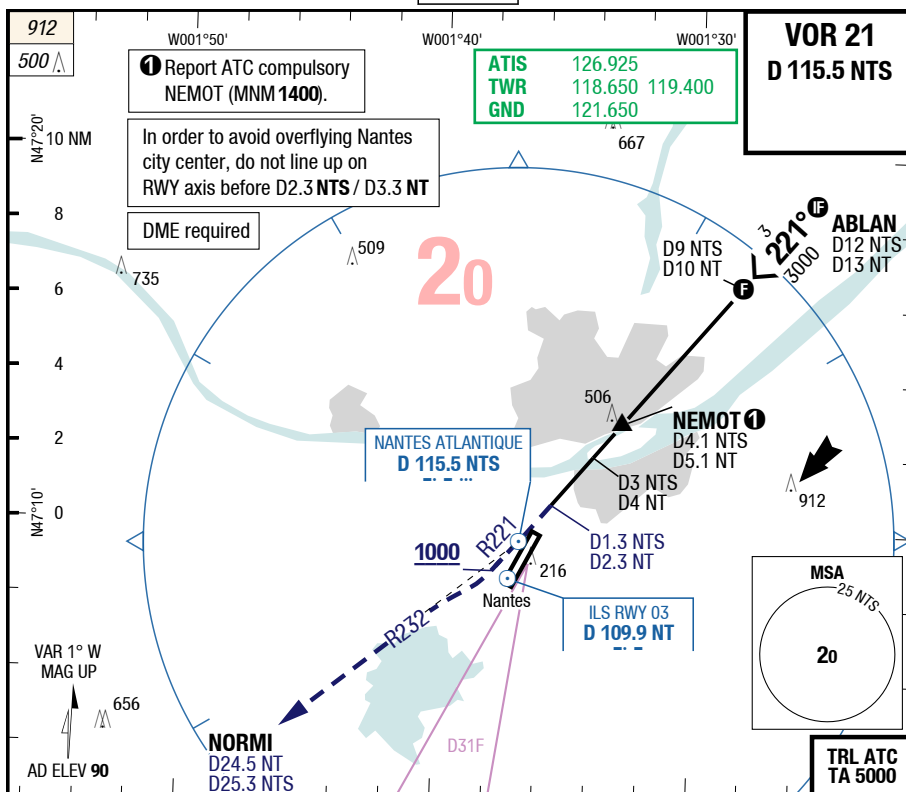


60 HL ..... 15 HL ..... 45 x 2690 210 3.1° -0.1% TDZ --- (+0.2%) / THR 87 (3hPa)				21		1 2 3 4 5 7.7		3.10° MAPTS 221° RWY 208°													
						800 1130 1460 1790 2120 3000															
221° at RS410 RT to NORMI (do not turn before MAPt) climb FL70 climb 1000 prior to level acceleration				MAPTS 1.7 2.8 NEMOT		7.7 FRS21		11.7 MAPTS RS406													
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>RELVI</td><td>660</td><td>770</td><td>880</td></tr><tr><td>-MAPt</td><td>3:51</td><td>3:18</td><td>2:53</td></tr></table>				GS	120	140	160	RELVI	660	770	880	-MAPt	3:51	3:18	2:53	M 1020 1400		at 3000 221° F		IF 3000	
GS	120	140	160																		
RELVI	660	770	880																		
-MAPt	3:51	3:18	2:53																		
				MDA 760		1200		MAPTS N47 10.7 W001 35.5													
				0 1 2.7 3.8 5 8.7 10		DIST to displaced THR															
21		RNAV GNSS LNAV						Circling													
C	ft - m/km ft	450 - 3.0 530						850 - 3.0V 940													
D	ft - m/km ft	460 - 3.0 540						850 - 3.6V 940													

## NTE-LFRS

7-70

**VOR 21**

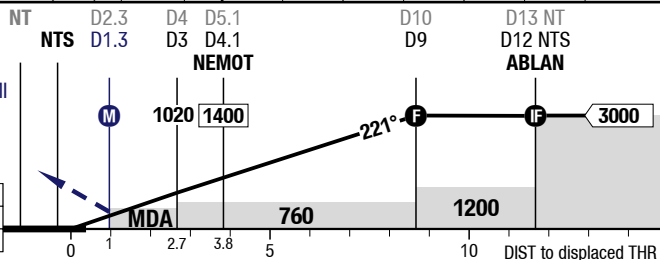


2	5	6	7	8	9	3.12° <b>D NTS</b> <b>221°</b> RWY 208°
690	1690	2020	2350	2680	3000	

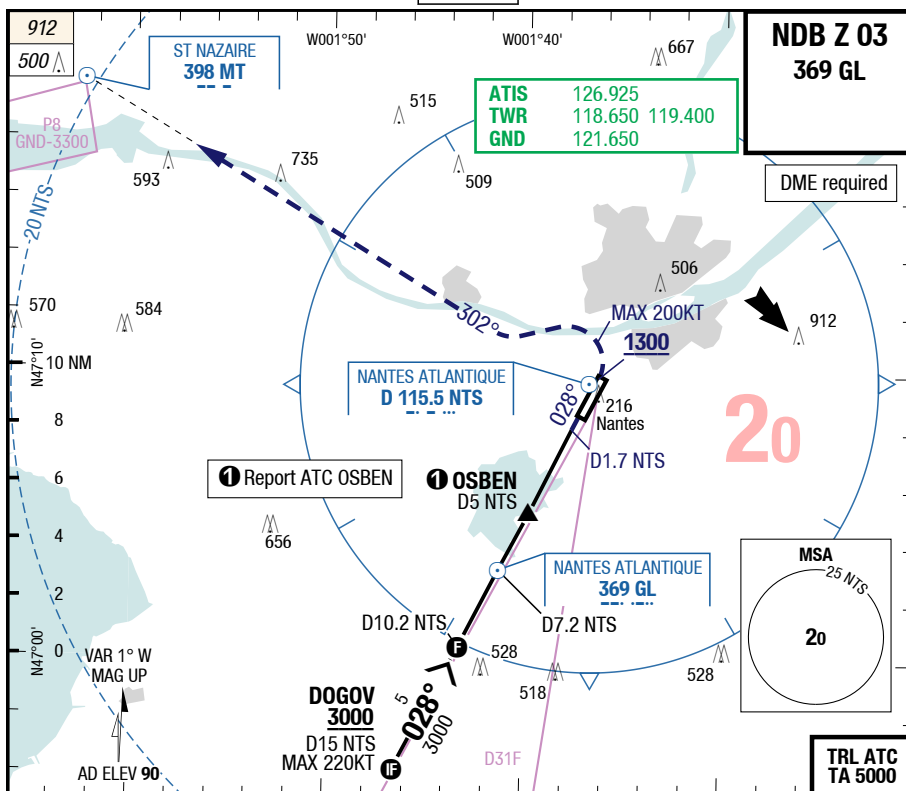
## R221 NTS

at MNM **1000** RT  
(do not turn before MAPt)  
intercept R232 **NTS** to NORMI  
climb **FL70**  
climb **1000** prior to  
level acceleration

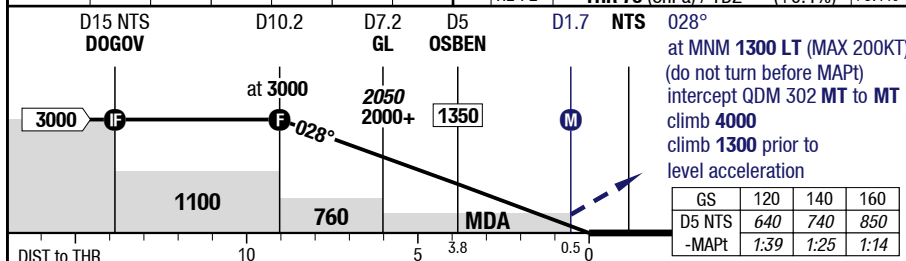
GS	120	140	160
D4.1 NTS	660	770	880
-MAPt	NA	NA	NA



21		VOR DME					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>



3.00° <b>D NTS</b>	10.2	9	8	6	4	3	
	3000	2620	2310	1670	1030	710	



<b>03</b>		<b>NDB DME</b> NTS 1) 2)				<b>Circling</b>
C	ft - m/km ft	380 - 1.0 <b>450</b>				850 - 2.4V <b>940</b>
D	ft - m/km ft	380 - 1.0 <b>450</b>				850 - 3.6V <b>940</b>

1) ATS GA 5.0%, if unable advise ATC	
2) Timing to determine MAPt NA	



**09-AUG-2018**

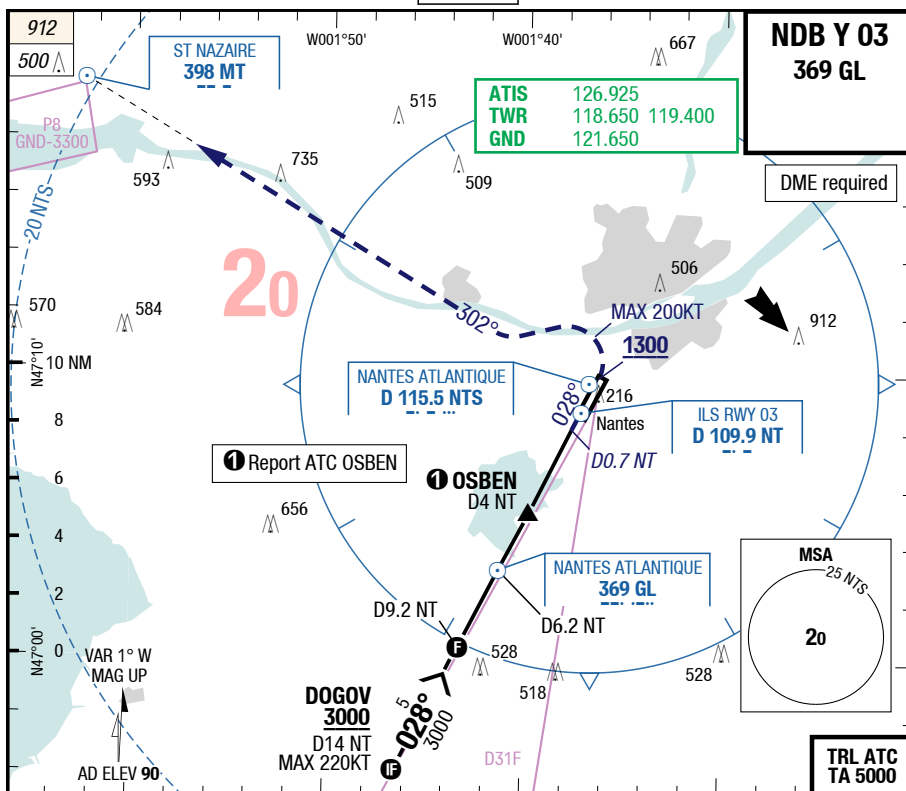
France **Nantes** Nantes Atlantique

# IAC

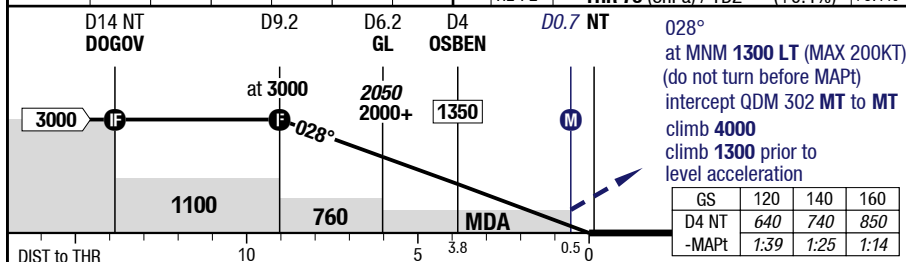
## NTE-LFRS

7-90

**NDB Y 03**



3.00° <b>D NT</b>	9.2	8	7	5	3	2	
	3000	2630	2310	1670	1040	720	



<b>03</b>		<b>NDB DME</b> NT 1)				<b>Circling</b>
C	ft - m/km ft	430 - 1.3 <b>500</b>				850 - 2.4V <b>940</b>
D	ft - m/km ft	430 - 1.3 <b>500</b>				850 - 3.6V <b>940</b>

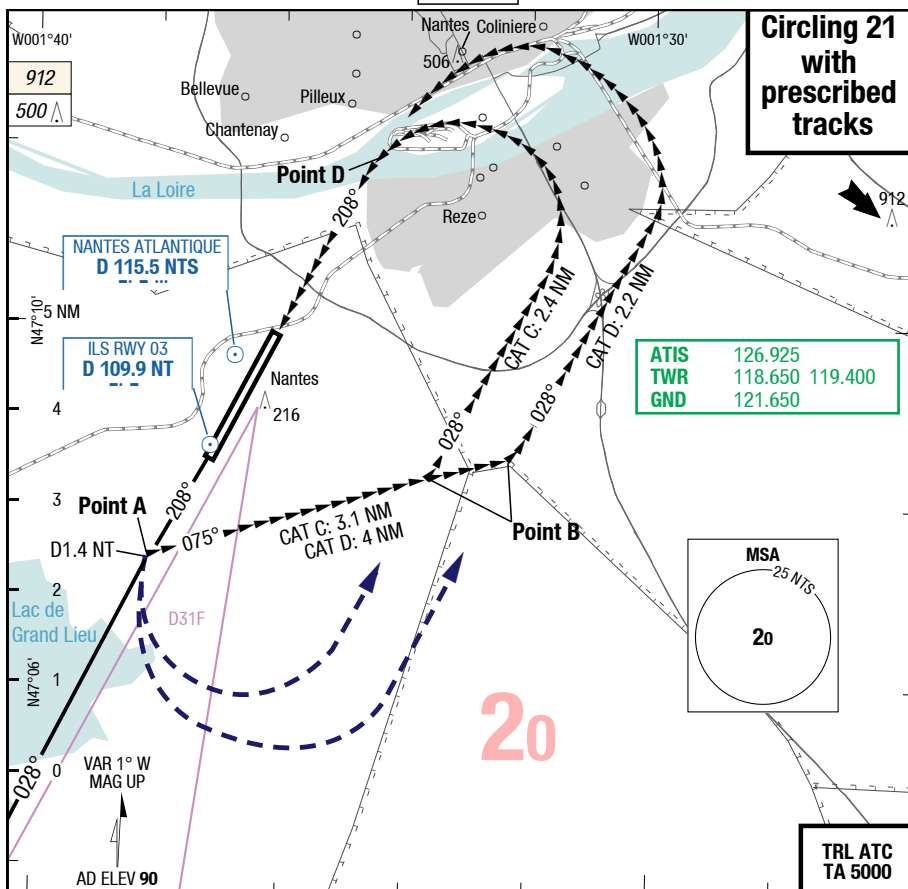
1) ATS GA 5.0%, if unable advise ATC

Changes: FAF

## 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 920	Not published
D	ft - m/km ft					830 - 3.6V 920	Not published

## NTE-LFRS

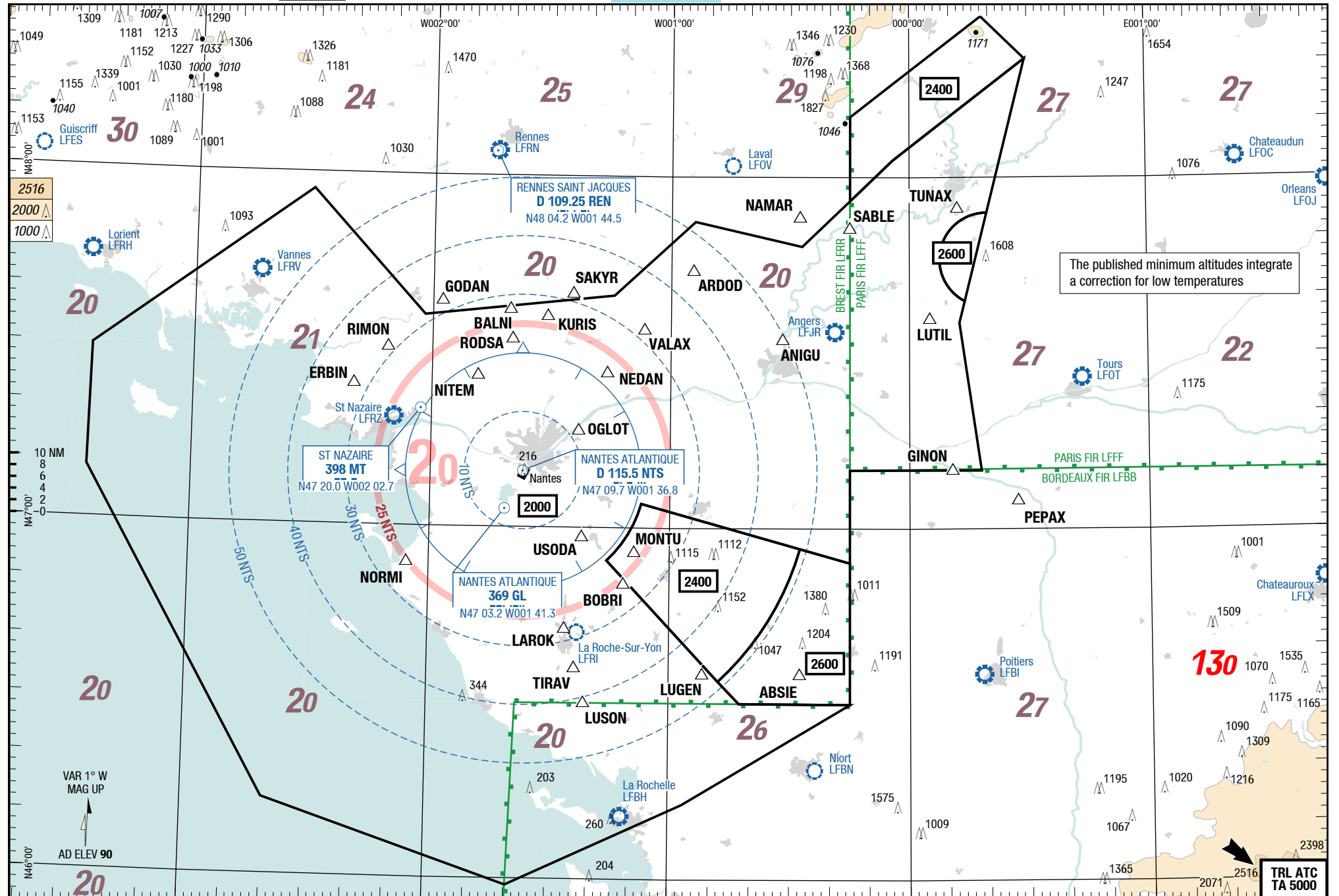
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**

**8-10**



Changes: WPT , Navaid , OBST, Note

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