

09-NOV-2017

**RUN-FMEE**

1-10

**A0I****A0I****GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0100-1930**Airport Information****RFF:** CAT 9**PCN:** RWY 12/30: 81/F/B/W/T, RWY 14/32: 65/F/B/W/T**Operation****Air Traffic Service**

Air traffic services are not provided by ATC in parts of La Reunion TMA where radio coverage is poor or unavailable.

**RWY Restriction:** RWYs 30 and 32 limited to 10KT tailwind component.

**TWY Restrictions**

TWY M width 19m / 62ft.

TWY F, G width 7.5m / 25ft.

**Warnings**

Aerobatics activity along RWY 12.

Laser dazzles in the vicinity of AD. Report to ATC immediately including the position if possible.

Birds and roaming dogs in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100 not applied, except HLDG speed MAX IAS 230KT.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 32, 30 right-hand circuit.

**Non-standard GP intercept position on RWY 14**

GP intercepts RWY 14 at *355m / 1164ft* after landing threshold.

Remaining LDG DIST beyond GP is *2195m / 7202ft*.

**Circling LOC DME 12 Balked landing**

LT to join and follow R003 SDG climbing to 3000 to link up on MISAP of APCH PROC. Do not turn before SDG.

**Warnings**

Between SS-SR, the use of PAPI for RWY 12/30 is mandatory.

09-NOV-2017

**RUN-FMEE****1-20****A0I****A0I****DEPARTURE****Take-off Minima**

RWY		12/30, 32	
All ACFT	ft - m/km	0 - 550v	HJ
		0 - 800v	HN
RWY		14	
All ACFT	ft - m/km	0 - 550v	HJ, MNM climb gradient 11.3%
		0 - 800v	HN, MNM climb gradient 11.3%
		c400 - 900v	MNM climb gradient 5.8%

**Speed**

MAX IAS 250KT below FL100 not applied.

**Departure Procedure****Noise Abatement Procedure****RWY 12**

Climb MAG 106°. At 400ft AAL turn left and follow the specified exit track. Theoretical slope 5.1%.

## RUN-FMEE

Reunion (France) **St Denis/La Reunion** Roland Garros

**AGC**

**AFC**

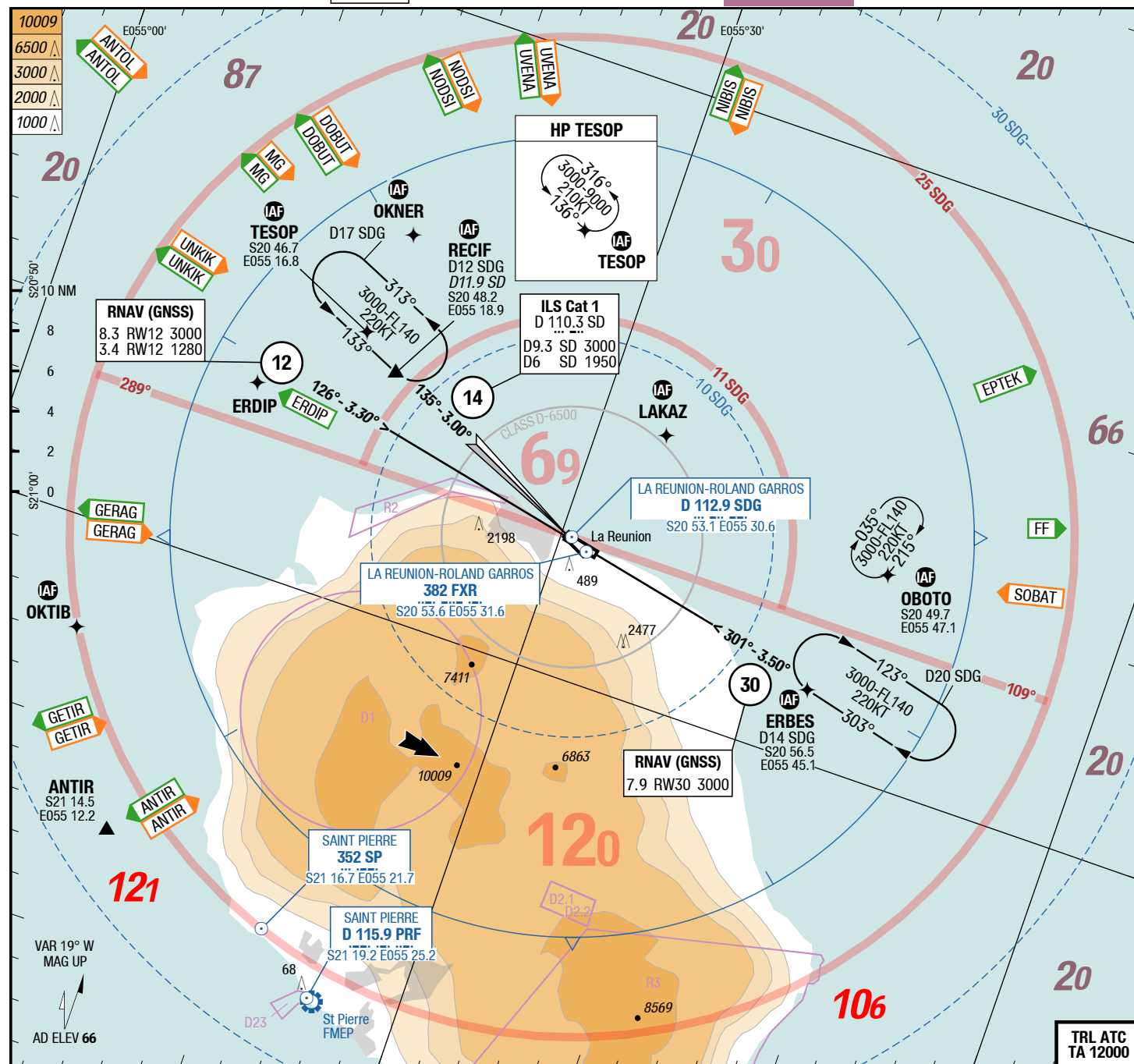
# AFC

# AFC

Roland Garros **St Denis/La Reunion** Reunion (France)

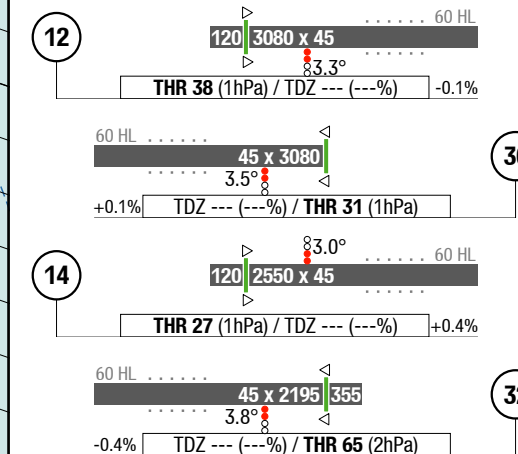
**AFC**

**2-10**



ATIS	126.800	
Roland Garros APP	127.200	
	119.400	South of R264 SDG
	123.100	
Roland Garros TWR	118.400	
Roland Garros GND	121.900	

**Landing RWY system:**



Effective 20-JUL-2017

13-JUL-2017

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

AGC

AGC

AGC

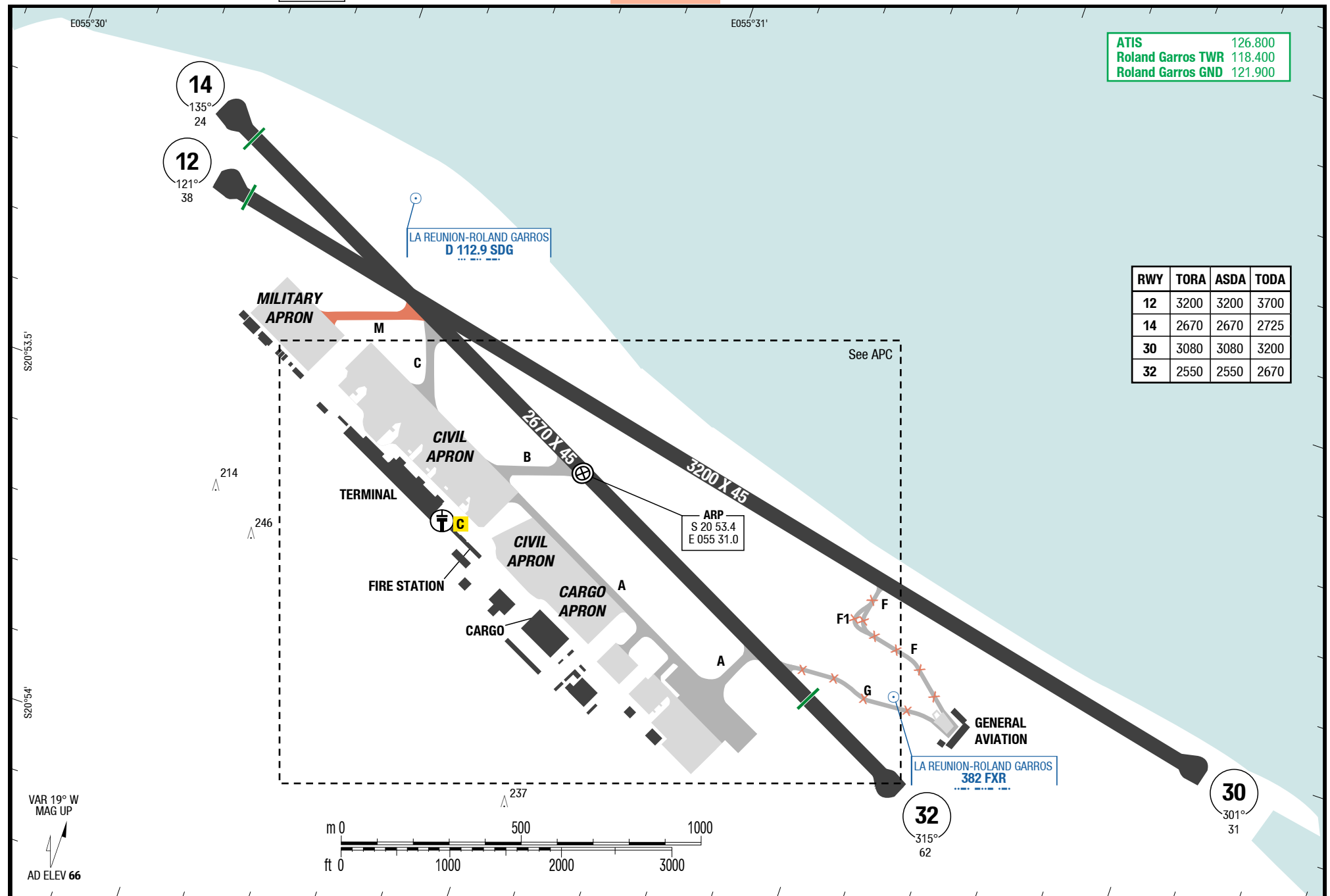
Roland Garros St Denis/La Reunion Reunion (France)

AGC

3-20

ATIS	126.800
Roland Garros TWR	118.400
Roland Garros GND	121.900

RWY	TORA	ASDA	TODA
12	3200	3200	3700
14	2670	2670	2725
30	3080	3080	3200
32	2550	2550	2670



Changes: Declared distances, DISPL THR, Editorial

Effective 21-JUL-2016

14-JUL-2016

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

NIL

APC

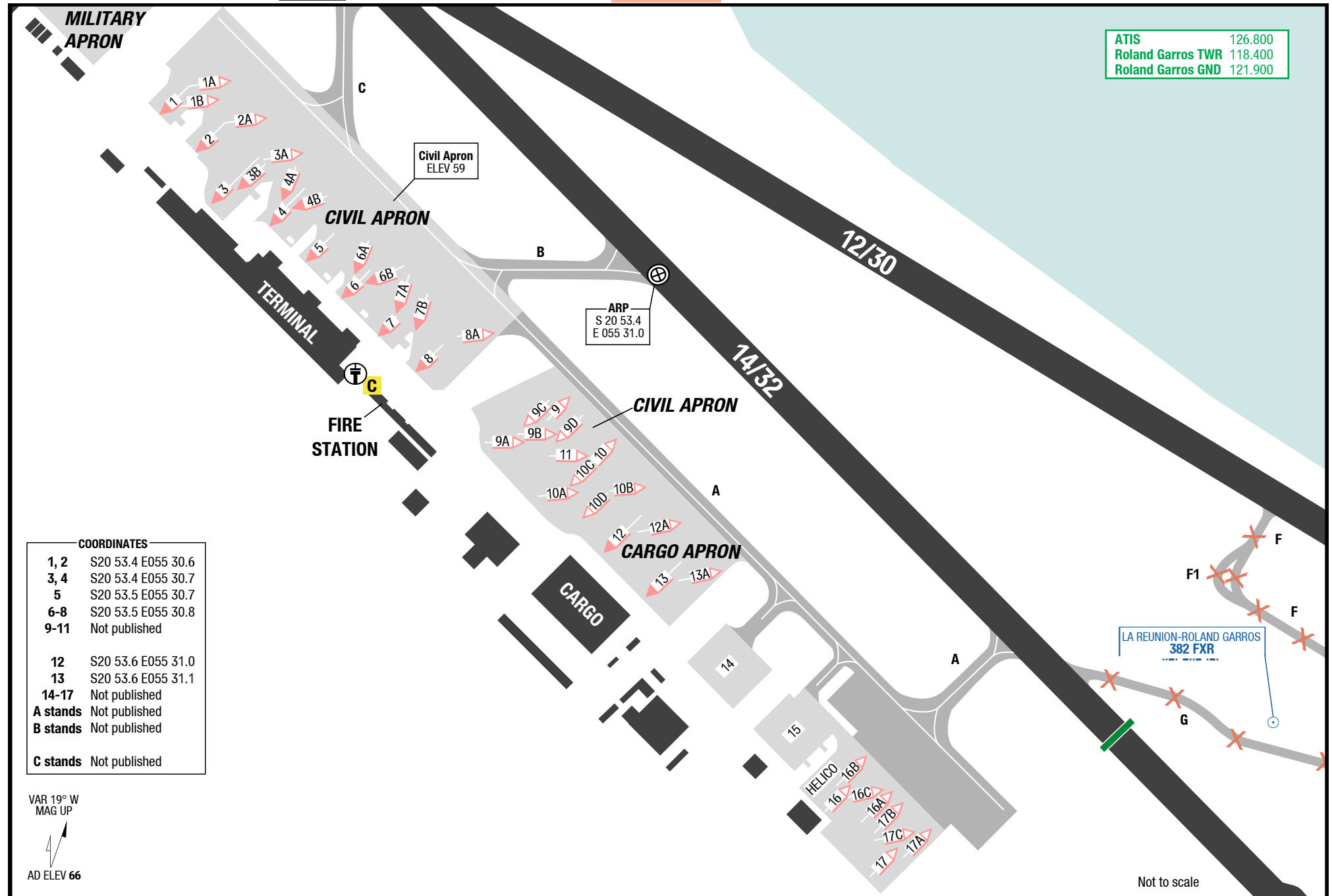
APC

APC

Roland Garros St Denis/La Reunion Reunion (France)

NIL

APC



Changes: TWY , APN, Parking Stands

13-JUL-2017

Reunion (France) **St Denis/La Reunion** Roland Garros

## RNAV SIDs RWY 14

SID

SID

Roland Garros **St Denis/La Reunion** Reunion (France)

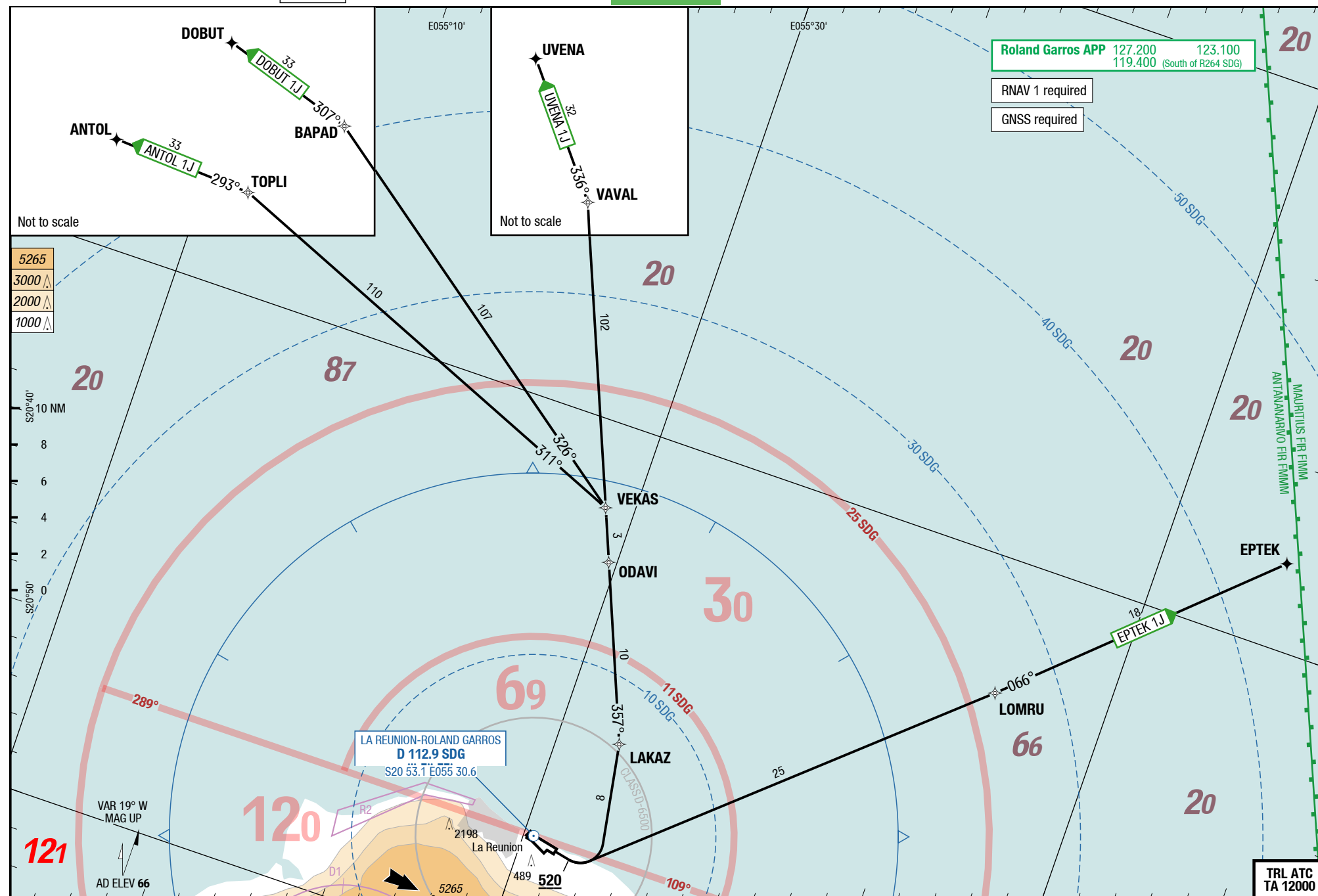
## RNAV SIDs RWY 14

## RUN-FMEE

4-10

## RNAV SIDs RWY 12

## RNAV SIDs RWY 12



Changes: ALT, OBST, Editorial

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Effective 20-JUL-2017

13-JUL-2017

Reunion (France) St Denis/La Reunion Roland Garros

Roland Garros St Denis/La Reunion Reunion (France)

RUN-FMEE

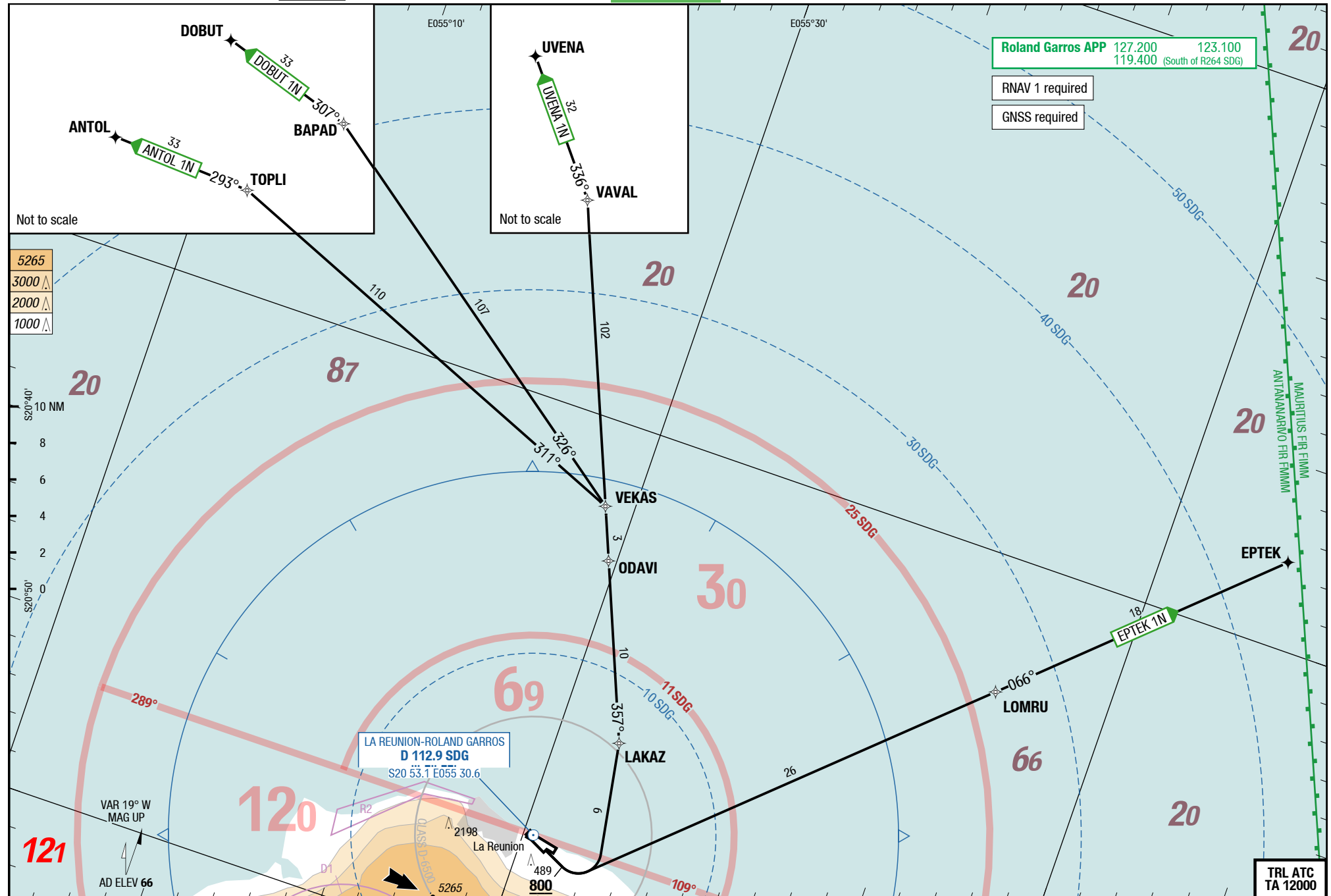
4-20

RNAV SIDs RWY 14

SID

SID

RNAV SIDs RWY 14



Changes: ALT, OBST, Editorial

Effective 20-JUL-2017

13-JUL-2017

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

RNAV SIDs RWY 32

4-30

RNAV SIDs RWY 30

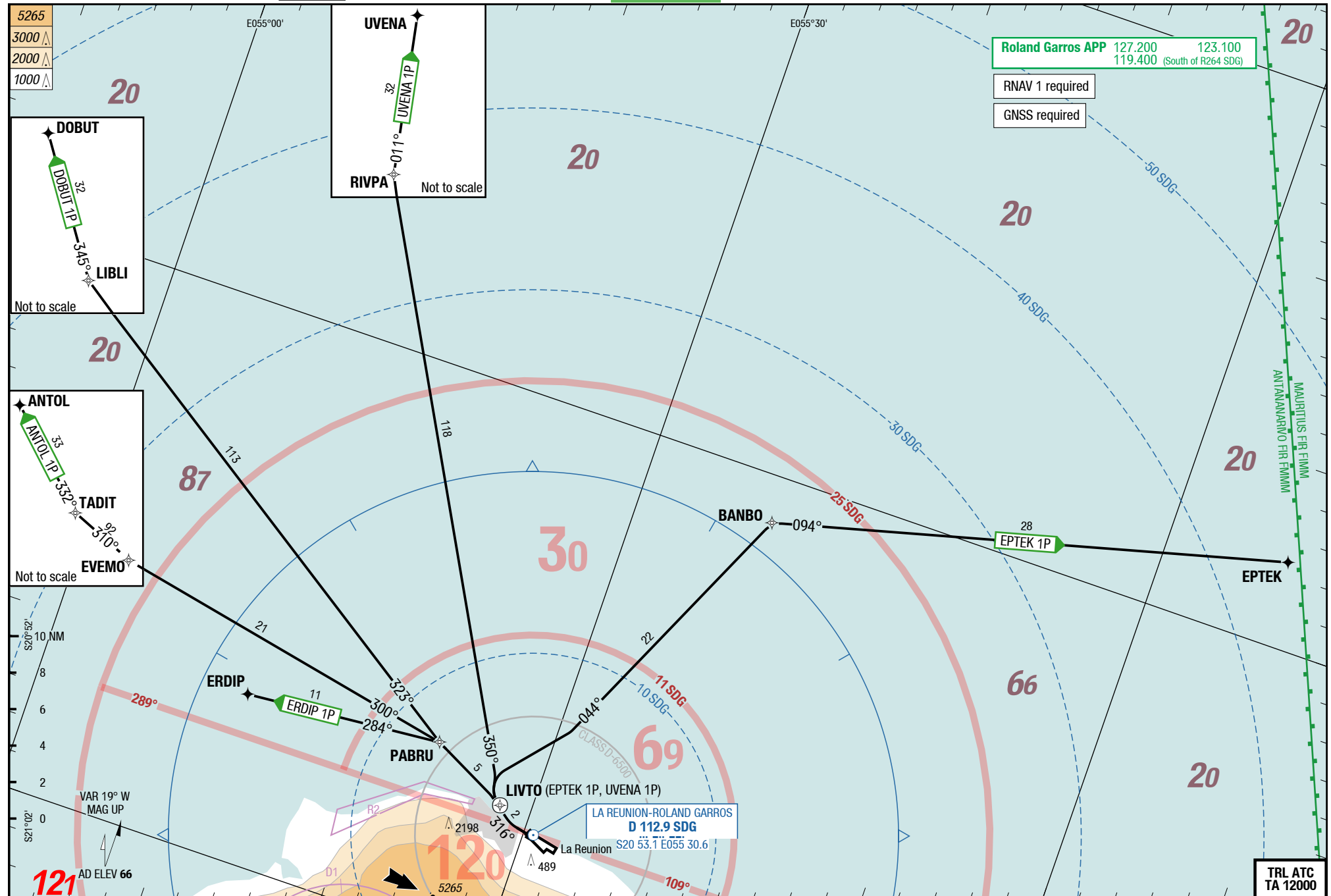
SID

SID

Roland Garros St Denis/La Reunion Reunion (France)

RNAV SIDs RWY 32

RNAV SIDs RWY 30



Changes: OBST, Editorial

TRL ATC  
TA 12000

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13-JUL-2017

Reunion (France) **St Denis/La Reunion** Roland Garros

Roland Garros **St Denis/La Reunion** Reunion (France)

SID

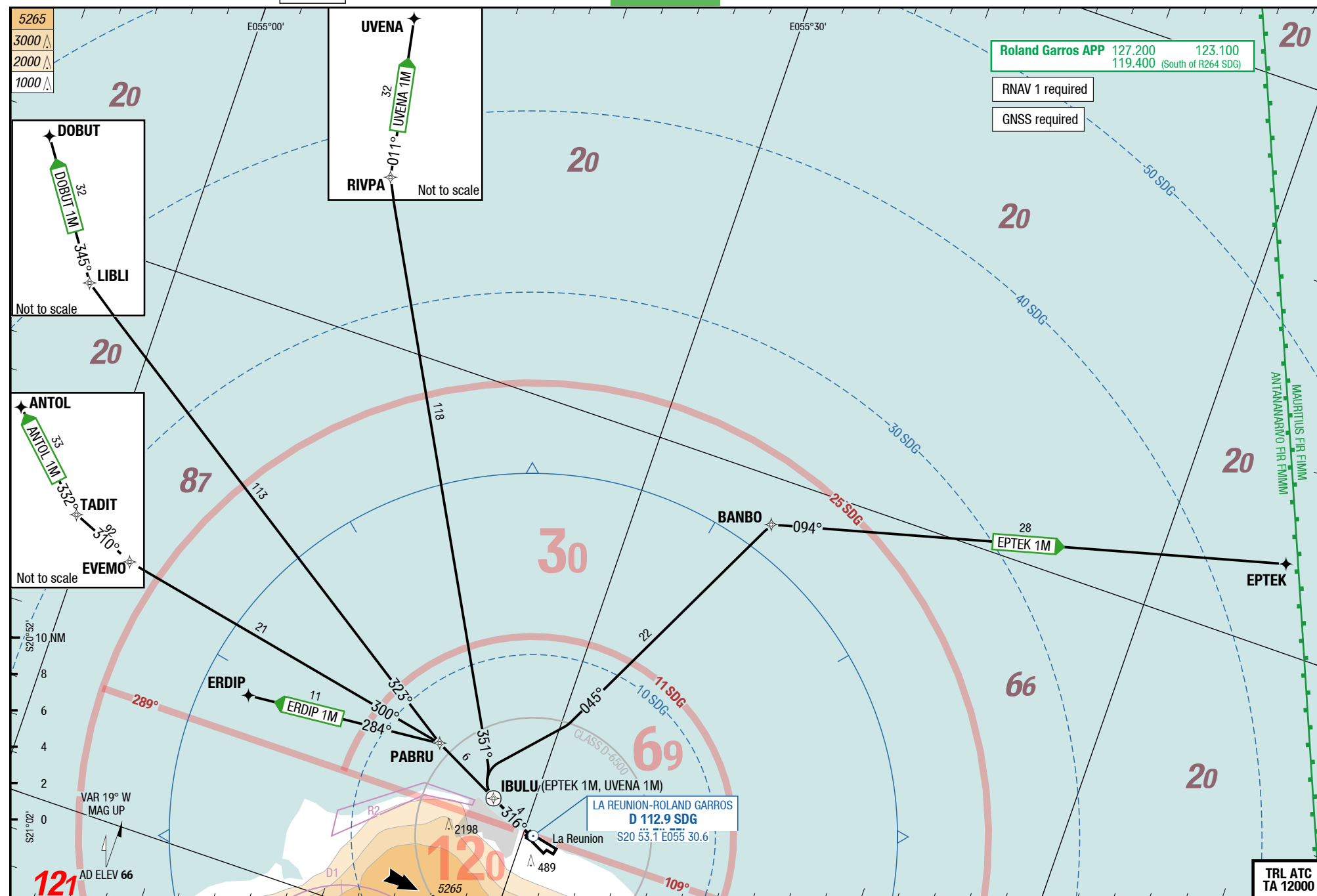
SID

## RUN-FMEE

4-40

## RNAV SIDs RWY 32

## RNAV SIDs RWY 32



Changes: Track, OBST, Editorial

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## RUN-FMEE

SIDs RWY 14

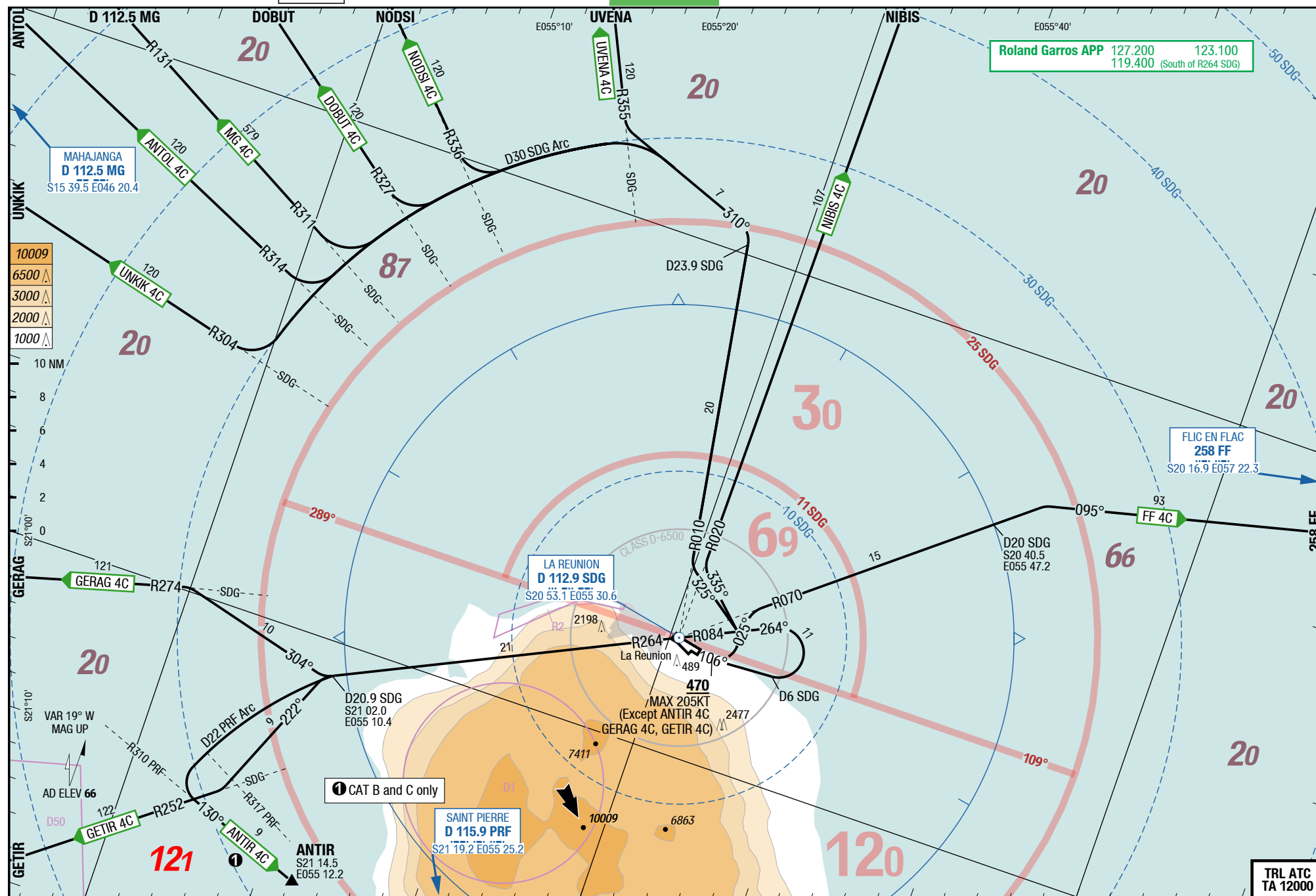
## SIDs RWY 12

SID

SID

## SIDs RWY 14

## SIDs RWY 12



Changes: Track, ALT, OBST

TRL ATC  
TA 12000

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## RUN-FMEE

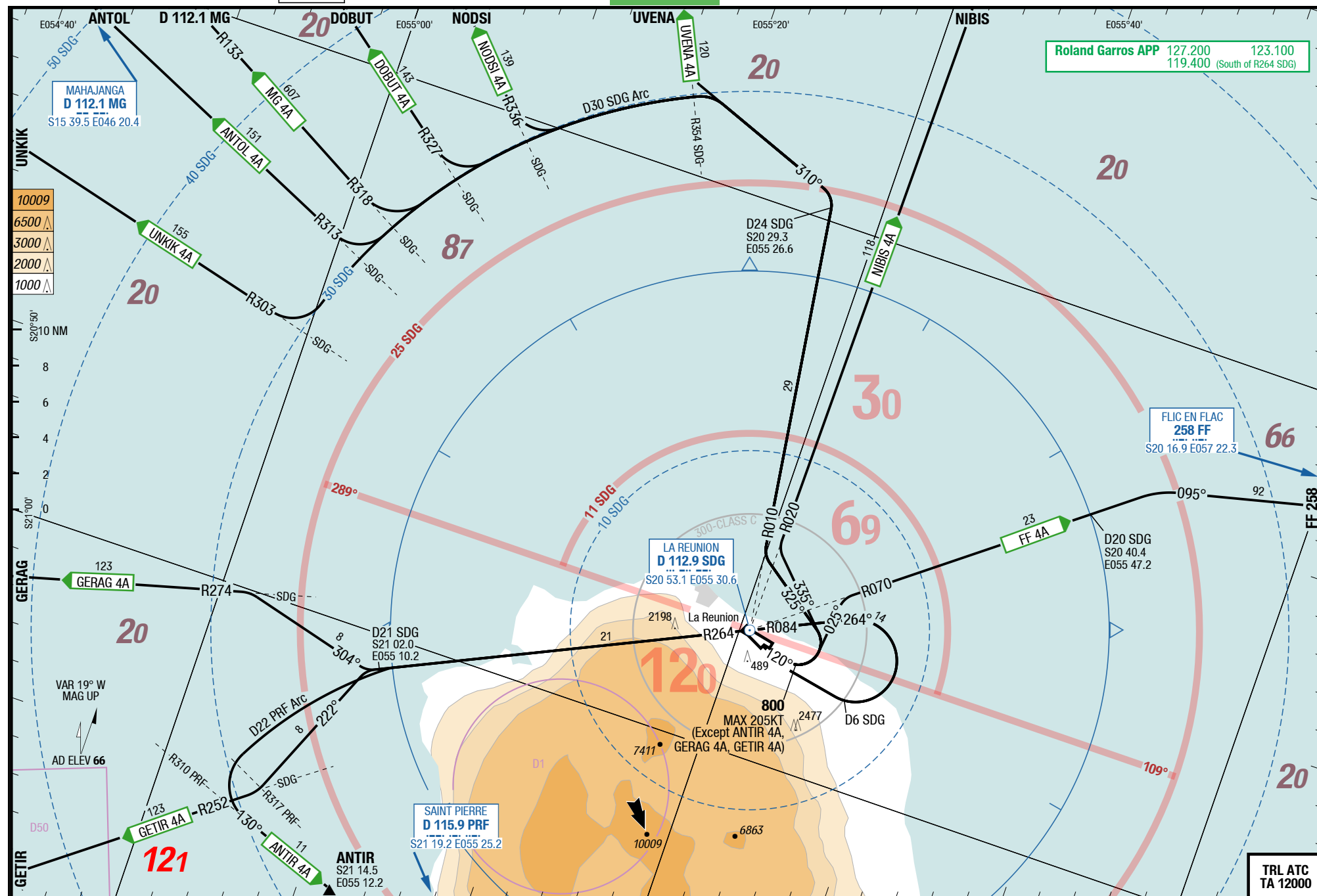
**4-60**

## SIDs RWY 14

SID

SID

## SIDs RWY 14



Changes: Nil

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## RUN-FMEE

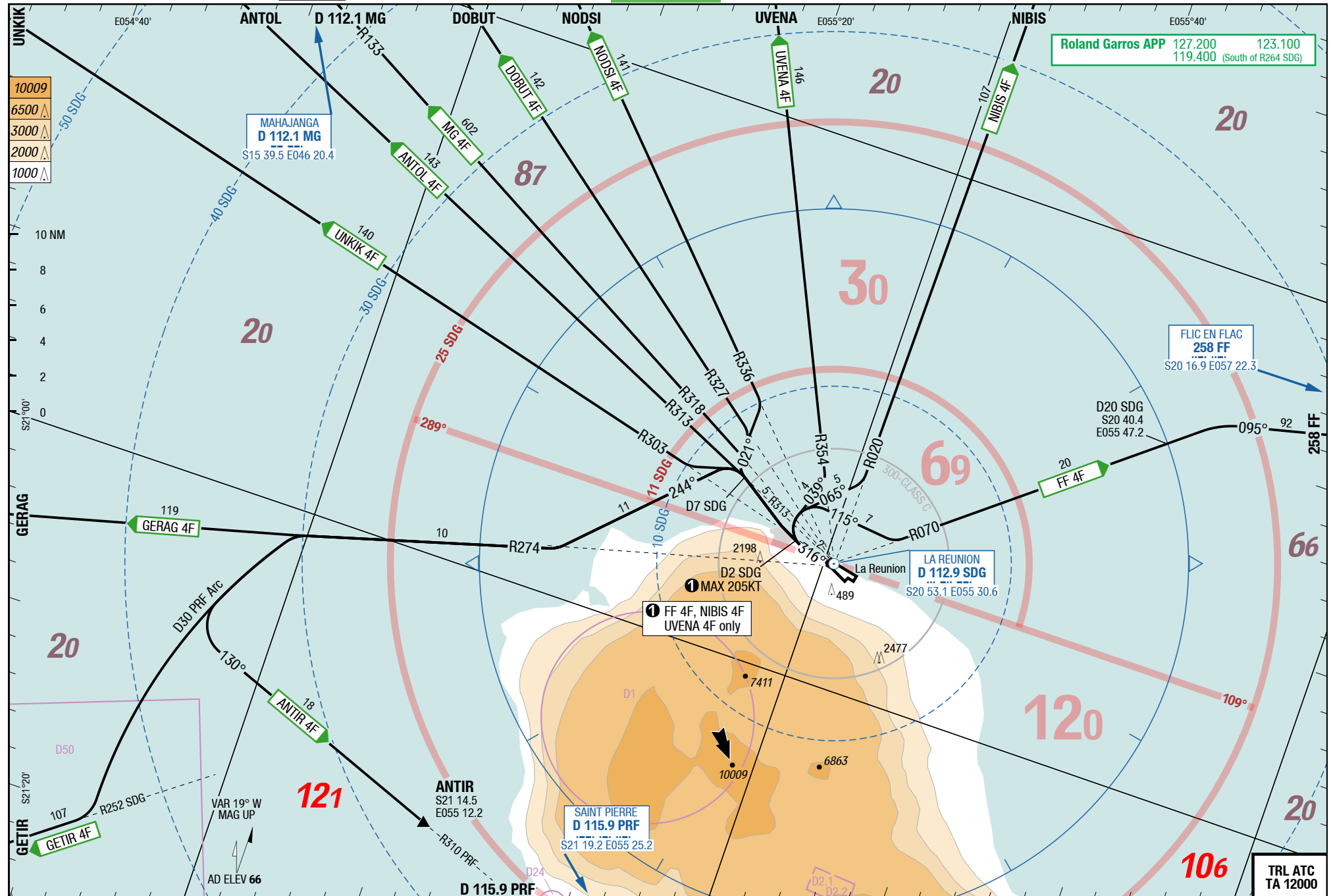
SIDs RWY 32

SID

SID

SIDs RWY 32

## SIDs RWY 30



Changes: Page Number

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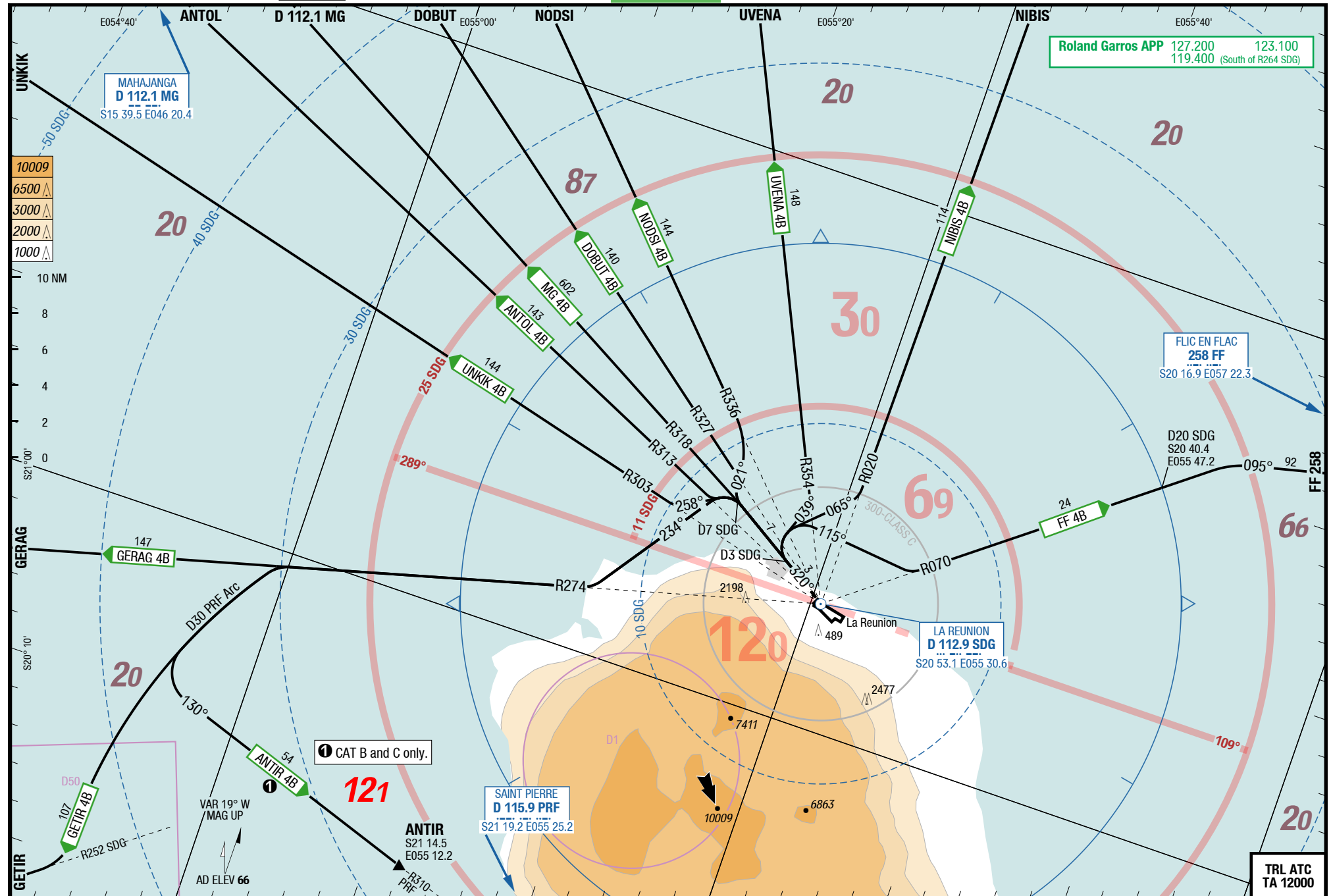
4-80

SIDs RWY 32

SID

SID

SIDs RWY 32



13-JUL-2017

RUN-FMEE

5-10

RNAV SIDs RWY 12

SIDPT

ANTOL 1J / DOBUT 1J / EPTEK 1J / UVENA 1J

RWY 12 (121°)

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700
13.7%	ft/MIN	1700	2100	2500	3000	3400	3800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>ANTOL 1J</b> 5.9% 13.7% <b>127.200</b> ①	[A520+ ;L] - LAKAZ - ODAVI - VEKAS - TOPLI - ANTOL	<b>initial climb 3000</b>
<b>DOBUT 1J</b> 5.9% 13.7% <b>127.200</b> ①	[A520+ ;L] - LAKAZ - ODAVI - VEKAS - BAPAD - DOBUT	<b>initial climb 3000</b>
<b>EPTEK 1J</b> 5.9% 13.7% <b>127.200</b> ①	[A520+ ;L] - LOMRU - EPTEK	<b>initial climb 3000</b>
<b>UVENA 1J</b> 5.9% 13.7% <b>127.200</b> ①	[A520+ ;L] - LAKAZ - ODAVI - VEKAS - VAVAL - UVENA	<b>initial climb 3000</b>

① The initial theoretical climb gradient is 13.7% calculated from few trees located between 90m/295ft and 570m/1870ft from the DER and between 160m/525ft and 270m/886ft south of RWY axis. If disregarding these OBST, the theoretical climb gradient is 5.9%, calculated from a tree located at 2670m/8760ft from DER and 330m/1083ft south of RWY axis.

13-JUL-2017

RUN-FMEE

5-20

RNAV SIDs RWY 14

SIDPT

ANTOL 1N / DOBUT 1N / EPTEK 1N / UVENA 1N

RWY 14 (135°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
9.2%	ft/MIN	1200	1400	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
<b>ANTOL 1N</b> 7.0% 9.2% <b>127.200</b> ①	[A800+ ;L] - LAKAZ - ODAVI - VEKAS - TOPLI - ANTOL	initial climb 3000
<b>DOBUT 1N</b> 7.0% 9.2% <b>127.200</b> ①	[A800+ ;L] - LAKAZ - ODAVI - VEKAS - BAPAD - DOBUT	initial climb 3000
<b>EPTEK 1N</b> 7.0% 9.2% <b>127.200</b> ①	[A800+ ;L] - LOMRU - EPTEK	initial climb 3000
<b>UVENA 1N</b> 7.0% 9.2% <b>127.200</b> ①	[A800+ ;L] - LAKAZ - ODAVI - VEKAS - VAVAL - UVENA	initial climb 3000

① The initial theoretical climb gradient is 9.2%, calculated from few trees located between 80m/262ft and 500m/1640ft from the DER and between 120m/394ft and 250m/820ft south of RWY axis. If disregarding these OBST, the theoretical climb gradient is 7.0%, calculated from a tree located at 3080m/10105ft from DER and 1000m/3281ft south of RWY axis.

13-JUL-2017

## RUN-FMEE

5-30

## RNAV SIDs RWY 30

SIDPT

## ANTOL 1P / DOBUT 1P / EPTEK 1P / ERDIP 1P / UVENA 1P

RWY 30 (301°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.6%	ft/MIN	600	700	900	1000	1200	1300
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
<b>ANTOL 1P</b> 4.6% 9.8% <b>127.200</b> ①③	PABRU - EVEMO - TADIT - ANTOL	initial climb 3000
<b>DOBUT 1P</b> 4.6% 9.8% <b>127.200</b> ①③	PABRU - LIBLI - DOBUT	initial climb 3000
<b>EPTEK 1P</b> 4.5% 9.8% <b>127.200</b> ①②	LIVTO [R] - BANBO - EPTEK	initial climb 3000
<b>ERDIP 1P</b> 4.6% 9.8% <b>127.200</b> ①③	PABRU - ERDIP	initial climb 3000
<b>UVENA 1P</b> 4.5% 9.8% <b>127.200</b> ①②③	LIVTO - RIVPA - UVENA	initial climb 3000

① The initial theoretical climb gradient is 9.8%, calculated from few trees located between 100m/328ft and 320m/1050ft from DER and between 35m/115ft and 220m/722ft south of RWY axis.

② Slope calculated from a tree 1018ft ALT located at 7470m/24508ft from DER and 890m/2920ft south of RWY axis.

③ Slope calculated from a tree 1154ft ALT located at 7390m/24245ft from DER and 1090m/3576ft south of RWY axis.



13-JUL-2017

## RUN-FMEE

5-40

## RNAV SIDs RWY 32

SIDPT

ANTOL 1M / DOBUT 1M / EPTEK 1M / ERDIP 1M / UVENA 1M

RWY 32 (315°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>ANTOL 1M</b> 7.0% <b>127.200</b> ①	PABRU - EVEMO - TADIT - ANTOL	<b>initial climb 3000</b>
<b>DOBUT 1M</b> 7.0% <b>127.200</b> ①	PABRU - LIBLI - DOBUT	<b>initial climb 3000</b>
<b>EPTEK 1M</b> 7.0% <b>127.200</b> ①	<u>IBULU</u> - BANBO - EPTEK	<b>initial climb 3000</b>
<b>ERDIP 1M</b> 7.0% <b>127.200</b> ①	PABRU - ERDIP	<b>initial climb 3000</b>
<b>UVENA 1M</b> 7.0% <b>127.200</b> ①	<u>IBULU</u> - RIVPA - UVENA	<b>initial climb 3000</b>

① The initial theoretical climb gradient is 7.0% calculated from few trees located between 10m/33ft and 240m/787ft from the DER and between 105m/345ft and 200m/656ft south of RWY axis.

19-APR-2018

**RUN-FMEE****5-50****SIDs RWY 12****ANTIR 4C / ANTOL 4C / DOBUT 4C / FLIC EN FLAC 4C / GERAG 4C / GETIR 4C / MAHAJANGA 4C / NIBIS 4C / NODSI 4C / UNKIK 4C**

RWY 12 (121°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>ANTIR 4C</b> 5.7% to MSA <b>127.200</b>	106° - at D6 <b>SDG LT</b> intercept R084 <b>SDG</b> to <b>SDG</b> - R264 <b>SDG</b> - at D20.9 <b>SDG LT</b> follow D22 <b>PRF</b> arc - at R317 <b>PRF LT</b> intercept R310 <b>PRF</b> inbound to ANTIR	<b>initial climb 11000</b>
<b>ANTOL 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D23.9 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R314 <b>SDG</b> to ANTOL	
<b>DOBUT 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D23.9 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R327 <b>SDG</b> to DOBUT	
<b>FLIC EN FLAC 4C</b> <b>FF 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 025° intercept R070 <b>SDG</b> - at D20 <b>SDG RT</b> intercept QDM 095 <b>FF</b> to <b>FF</b>	
<b>GERAG 4C</b> 5.7% to MSA <b>127.200</b>	106° - at D6 <b>SDG LT</b> intercept R084 <b>SDG</b> to <b>SDG</b> - R264 <b>SDG</b> - at D20.9 <b>SDG RT</b> 304° - intercept R274 <b>SDG</b> to GERAG	<b>initial climb 11000</b>
<b>GETIR 4C</b> 5.7% to MSA <b>127.200</b>	106° - at D6 <b>SDG LT</b> intercept R084 <b>SDG</b> to <b>SDG</b> - R264 <b>SDG</b> - at D20.9 <b>SDG LT</b> 222° - intercept R252 <b>SDG</b> to GETIR	<b>initial climb 11000</b>
<b>MAHAJANGA 4C</b> <b>MG 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D23.9 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R311 <b>SDG</b> to <b>MG</b>	
<b>NIBIS 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 335° intercept R020 <b>SDG</b> to NIBIS	
<b>NODSI 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D23.9 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R336 <b>SDG</b> to NODSI	
<b>UNKIK 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D23.9 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R304 <b>SDG</b> to UNKIK	

**UVENA 4C**

RWY 12 (121°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>UVENA 4C</b> 5.1% <b>127.200</b>	106° - at MNM <b>470 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D23.9 <b>SDG LT</b> 310° - intercept R355 <b>SDG</b> to UVENA	

25-FEB-2016

RUN-FMEE

5-70

SIDs RWY 14

**ANTIR 4A / ANTOL 4A / DOBUT 4A / FLIC EN FLAC 4A / GERAG 4A / GETIR 4A / MAHAJANGA 4A / NIBIS 4A / NODSI 4A / UNKIK 4A / UVENA 4A**

RWY 14 (135°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 14</b>	
<b>ANTIR 4A</b> 5.7% to MSA <b>127.200</b>	120° - at D6 <b>SDG LT</b> intercept R084 <b>SDG</b> to <b>SDG</b> - R264 <b>SDG</b> - at D21 <b>SDG LT</b> follow D22 <b>PRF</b> arc - at R317 <b>PRF LT</b> intercept R310 <b>PRF</b> inbound to ANTIR	initial climb <b>11000</b>
<b>ANTOL 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D24 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R313 <b>SDG</b> to ANTOL	
<b>DOBUT 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D24 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R327 <b>SDG</b> to DOBUT	
<b>FLIC EN FLAC 4A</b> <b>FF 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 025° intercept R070 <b>SDG</b> - at D20 <b>SDG RT</b> intercept QDM 095 <b>FF</b> to <b>FF</b>	
<b>GERAG 4A</b> 5.7% to MSA <b>127.200</b>	120° - at D6 <b>SDG LT</b> intercept R084 <b>SDG</b> to <b>SDG</b> - R264 <b>SDG</b> - at D21 <b>SDG RT</b> 304° - intercept R274 <b>SDG</b> to GERAG	initial climb <b>11000</b>
<b>GETIR 4A</b> 5.7% to MSA <b>127.200</b>	120° - at D6 <b>SDG LT</b> intercept R084 <b>SDG</b> to <b>SDG</b> - R264 <b>SDG</b> - at D21 <b>SDG LT</b> 222° - intercept R252 <b>SDG</b> to GETIR	initial climb <b>11000</b>
<b>MAHAJANGA 4A</b> <b>MG 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D24 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R318 <b>SDG</b> to <b>MG</b>	
<b>NIBIS 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 335° intercept R020 <b>SDG</b> to NIBIS	
<b>NODSI 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D24 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R336 <b>SDG</b> to NODSI	
<b>UNKIK 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D24 <b>SDG LT</b> 310° - <b>LT</b> follow D30 <b>SDG</b> arc - intercept R303 <b>SDG</b> to UNKIK	
<b>UVENA 4A</b> <b>127.200</b>	120° - at <b>800 LT</b> (MAX 205KT) 325° intercept R010 <b>SDG</b> - at D24 <b>SDG LT</b> 310° - intercept R354 <b>SDG</b> to UVENA	

25-FEB-2016

RUN-FMEE

5-80

SIDs RWY 30

SIDPT

ANTIR 4F / ANTOL 4F / DOBUT 4F / FLIC EN FLAC 4F / GERAG 4F / GETIR 4F / MAHAJANGA 4F / NIBIS 4F / NODSI 4F / UNKIK 4F / UVENA 4F

RWY 30 (301°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>ANTIR 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG LT 244°</b> - intercept R274 <b>SDG</b> - <b>LT</b> follow D30 <b>PRF</b> arc - intercept R310 <b>PRF</b> inbound to ANTIR	
<b>ANTOL 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> to ANTOL	
<b>DOBUT 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG RT 021°</b> - intercept R327 <b>SDG</b> to DOBUT	
<b>FLIC EN FLAC 4F</b> <b>FF 4F</b> 4.5% <b>127.200</b>	316° - at D2 <b>SDG RT</b> (MAX 205KT) 115° intercept R070 <b>SDG</b> - at D20 <b>SDG RT</b> intercept QDM 095 <b>FF</b> to <b>FF</b>	
<b>GERAG 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG LT 244°</b> intercept R274 <b>SDG</b> to GERAG	
<b>GETIR 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG LT 244°</b> intercept R274 <b>SDG</b> - <b>LT</b> follow D30 <b>PRF</b> arc - intercept R252 <b>SDG</b> to GETIR	
<b>MAHAJANGA 4F</b> <b>MG 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG RT</b> intercept R318 <b>SDG</b> to <b>MG</b>	
<b>NIBIS 4F</b> 4.5% <b>127.200</b>	316° - at D2 <b>SDG RT</b> (MAX 205KT) 065° - intercept R020 <b>SDG</b> to NIBIS	
<b>NODSI 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG RT 021°</b> intercept R336 <b>SDG</b> to NODSI	
<b>UNKIK 4F</b> 4.5% <b>127.200</b>	316° - intercept R313 <b>SDG</b> - at D7 <b>SDG LT</b> intercept R303 <b>SDG</b> to UNKIK	
<b>UVENA 4F</b> 4.5% <b>127.200</b>	316° - at D2 <b>SDG RT</b> (MAX 205KT) 039° intercept R354 <b>SDG</b> to UVENA	

25-FEB-2016

RUN-FMEE

5-90

SIDs RWY 32

SIDPT

**ANTIR 4B / ANTOL 4B / DOBUT 4B / FLIC EN FLAC 4B / GERAG 4B / GETIR 4B / MAHAJANGA 4B / NIBIS 4B / NODSI 4B / UNKIK 4B / UVENA 4B**

RWY 32 (315°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>ANTIR 4B</b> 4.6% <b>127.200</b>	320° - at D7 <b>SDG LT</b> 234° intercept R274 <b>SDG - LT</b> follow D30 <b>PRF</b> arc - intercept R310 <b>PRF</b> inbound to ANTIR	
<b>ANTOL 4B</b> <b>127.200</b>	320° - at D7 <b>SDG LT</b> intercept R313 <b>SDG</b> to ANTOL	
<b>DOBUT 4B</b> <b>127.200</b>	320° - at D7 <b>SDG RT</b> intercept R327 <b>SDG</b> to DOBUT	
<b>FLIC EN FLAC 4B</b> <b>FF 4B</b> <b>127.200</b>	320° - at D3 <b>SDG RT</b> 115° intercept R070 <b>SDG</b> - at D20 <b>SDG RT</b> intercept QDM 095 <b>FF</b> to <b>FF</b>	
<b>GERAG 4B</b> 4.6% <b>127.200</b>	320° - at D7 <b>SDG LT</b> 234° intercept R274 <b>SDG</b> to GERAG	
<b>GETIR 4B</b> 4.6% <b>127.200</b>	320° - at D7 <b>SDG LT</b> 234° intercept R274 <b>SDG - LT</b> follow D30 <b>PRF</b> arc - intercept R252 <b>SDG</b> to GETIR	
<b>MAHAJANGA 4B</b> <b>MG 4B</b> <b>127.200</b>	320° - at D7 <b>SDG</b> intercept R318 <b>SDG</b> to <b>MG</b>	
<b>NIBIS 4B</b> <b>127.200</b>	320° - at D3 <b>SDG RT</b> 065° intercept R020 <b>SDG</b> to NIBIS	
<b>NODSI 4B</b> <b>127.200</b>	320° - at D7 <b>SDG RT</b> 021° intercept R336 <b>SDG</b> to NODSI	
<b>UNKIK 4B</b> <b>127.200</b>	320° - at D7 <b>SDG LT</b> 258° intercept R303 <b>SDG</b> to UNKIK	
<b>UVENA 4B</b> <b>127.200</b>	320° - at D3 <b>SDG RT</b> 039° intercept R354 <b>SDG</b> to UVENA	

09-NOV-2017

**RUN-FMEE****5-110****DEPARTURES****SIDPT****DEPARTURES**

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

**RWY****Routing****OMNI RWY 12****Northern Sector:**

After the noise abatement procedure, direct route climbing 5.1% up to the en route minimum safety altitude.

**Southern Sector:**

Departures are prohibited.

Effective 26-APR-2018

19-APR-2018

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

RNAV STARs RWY 30

6-10

RNAV STARs RWYs 12/14

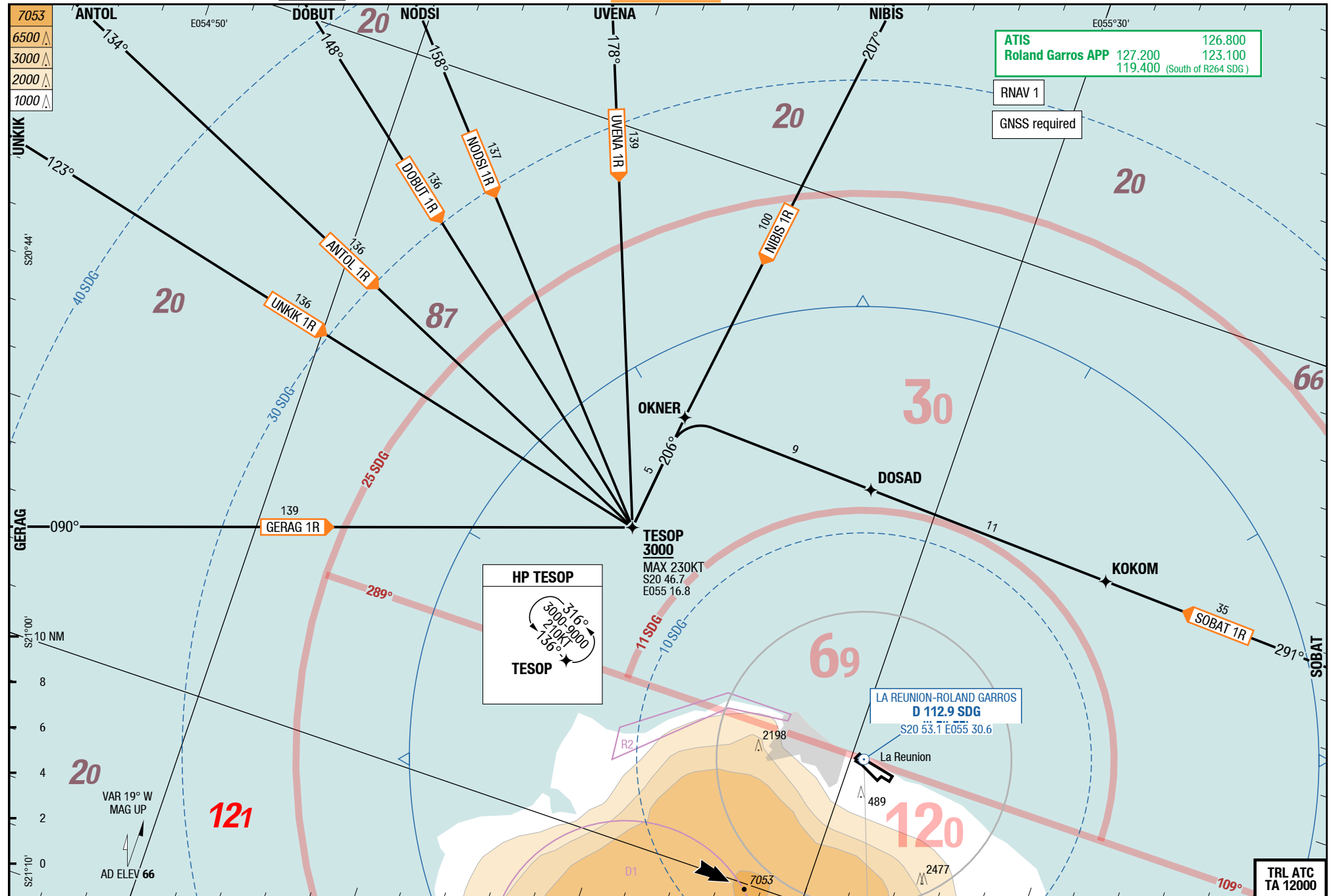
STAR

STAR

Roland Garros St Denis/La Reunion Reunion (France)

RNAV STARs RWY 30

RNAV STARs RWYs 12/14



Changes: PROC, Track, Note, OBST



Effective 26-APR-2018

19-APR-2018

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

STAR

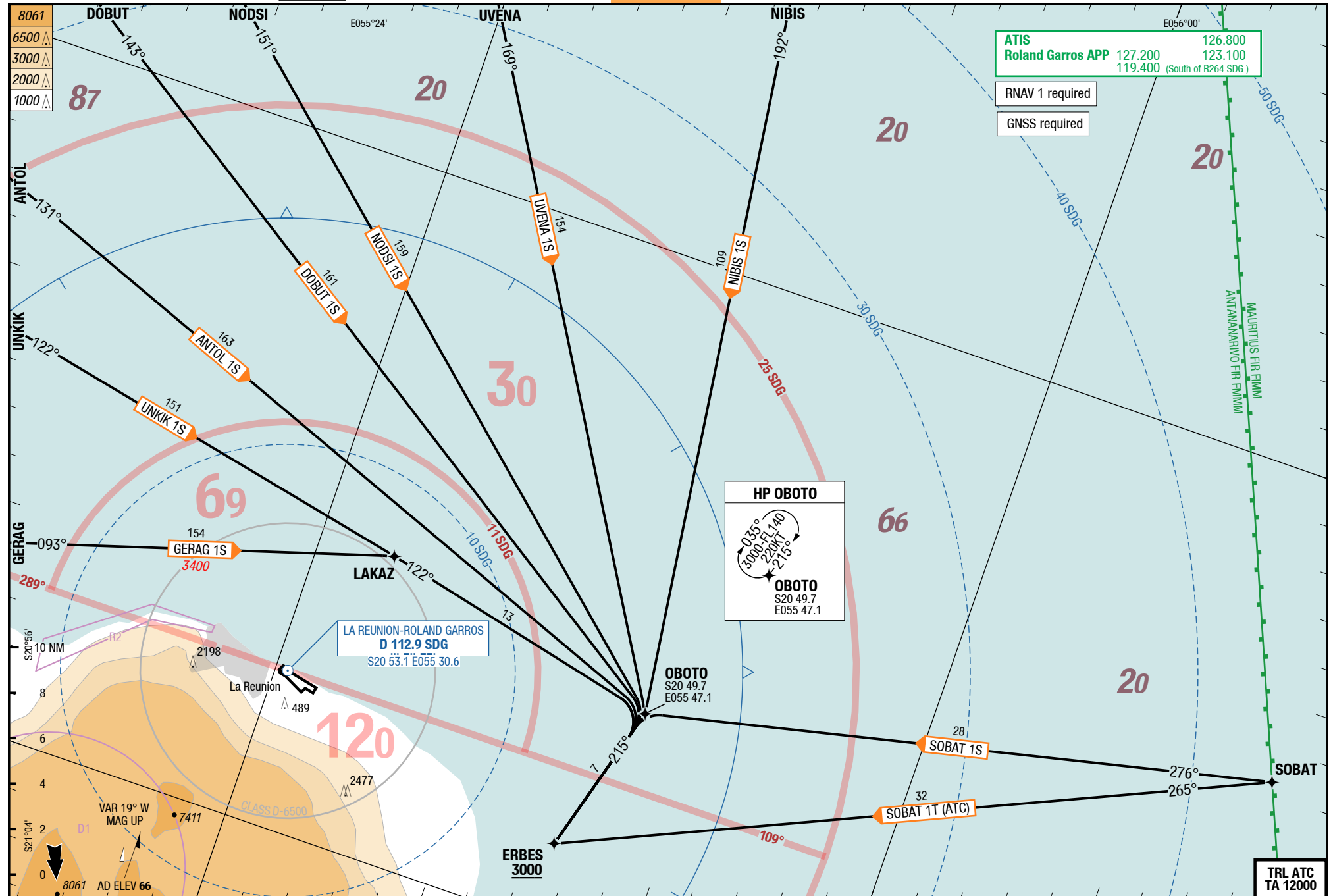
STAR

Roland Garros St Denis/La Reunion Reunion (France)

6-20

RNAV STARs RWY 30

RNAV STARs RWY 30



Changes: Nil

## RUN-FMEE

STARs RWY 30

# STAR

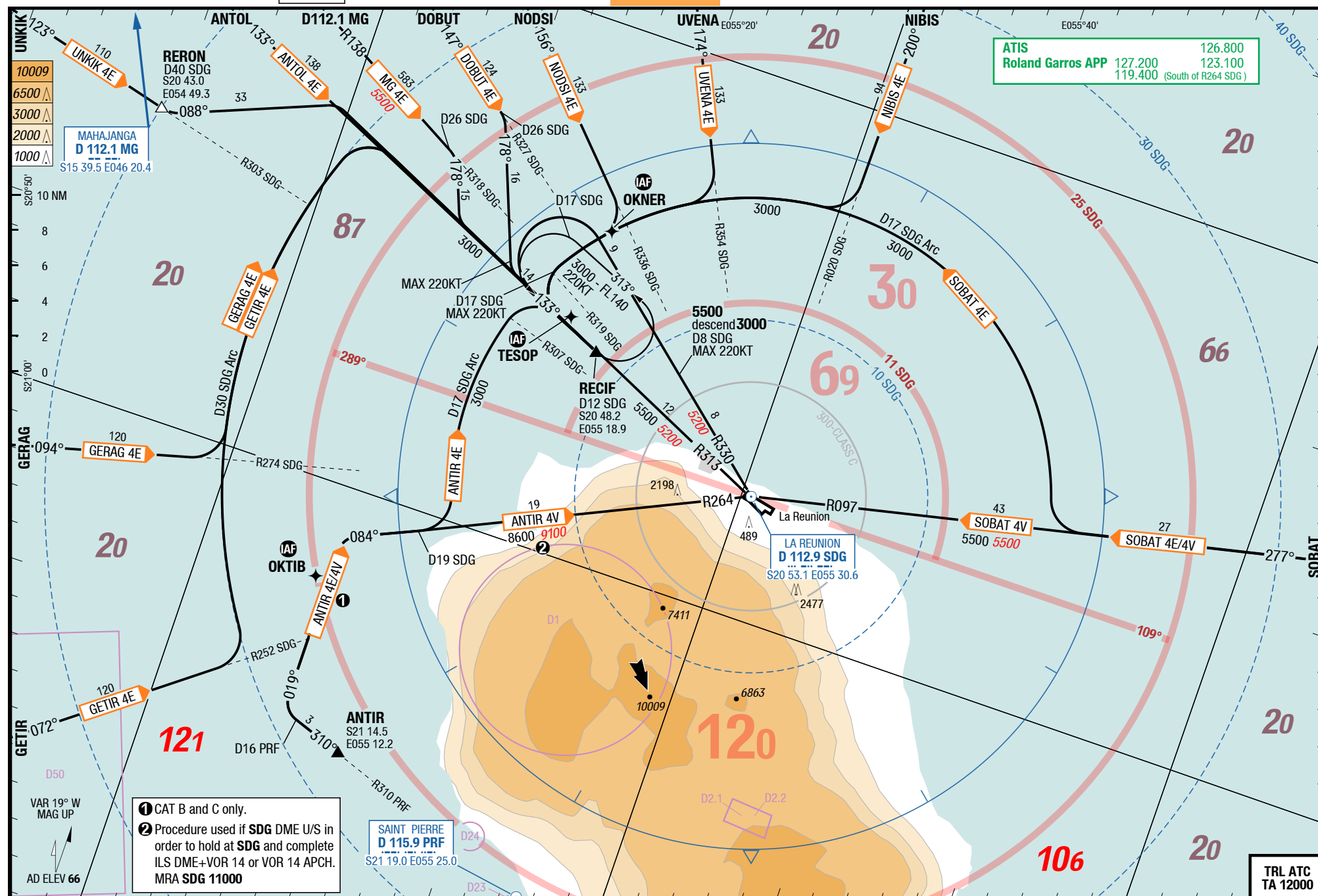
# STAR

STARs RWY 30

## STARs RWYs 12/14

6-30

## STARs RWYs 12/14



Changes: Page Number

TRL ATC  
TA 12000

© Lido 2016

Effective 03-MAR-2016

25-FEB-2016

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

STAR

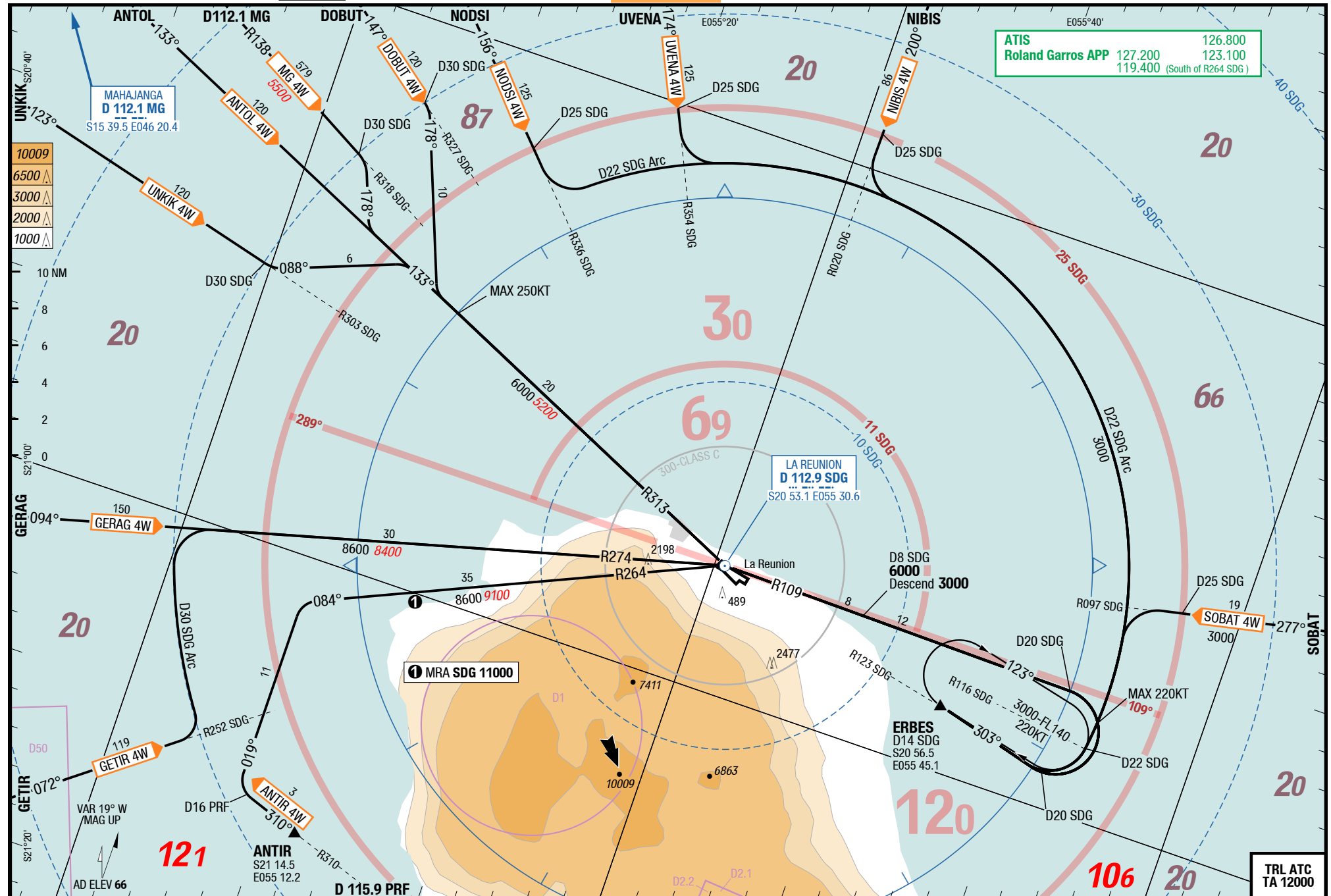
STAR

Roland Garros St Denis/La Reunion Reunion (France)

6-40

STARs RWY 30

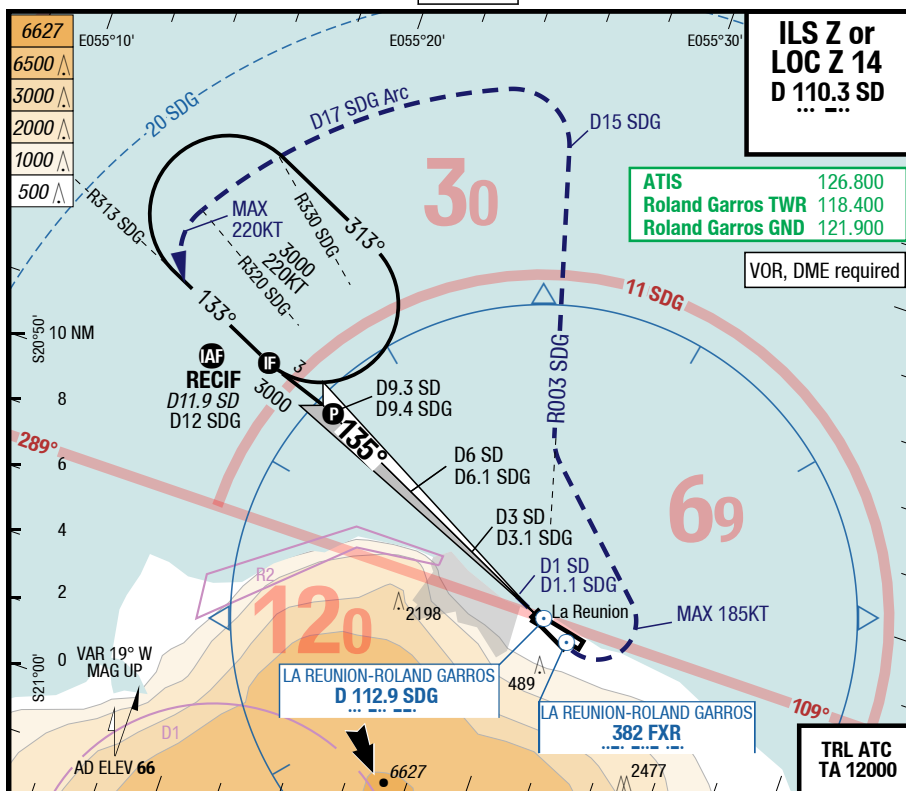
STARs RWY 30



Changes: Page Number

## RUN-FMEE

**7-10**

**ILS Z or LOC Z 14**

**LOC 3.00°**

<b>D SD</b>	9.3	8	7	5	4	3
	3000	2590	2270	1630	1310	1000

**14**

**THR 27 (1hPa) / TDZ --- (---%) +0.4%**

**SDG**

**LT (MAX 185KT)**  
 intercept R003 **SDG**  
 at D15 **SDG LT** follow  
 D17 **SDG** arc (MAX 220KT  
 crossing R320 **SDG**)  
 climb **3000**  
 climb **900**  
 prior to level acceleration

GS	120	140	160
D6 SD	640	740	850
-MAPt	2:30	2:08	1:52

<b>14</b>	<b>Cat 1 DME</b>	<b>LOC DME</b>				<b>Circling <sup>1) 2)</sup></b>
<b>C</b>	ft - m/km ft	340 - 1.5 <b>370</b> <sup>3)</sup>	610 - 2.4 <b>630</b> <sup>4)</sup>			1990 - 2.4V <b>2050</b>
<b>D</b>	ft - m/km ft	350 - 1.6 <b>380</b> <sup>5)</sup>	710 - 3.6 <b>730</b>			1990 - 3.6V <b>2050</b>

1) PROC NA when VGSI INOP  
 2) N of AD only  
 3) With EVS 1.0km, wo EVS use STD  
 4) Timing to determine MAPt NA  
 5) With EVS 1.1km, wo EVS use STD

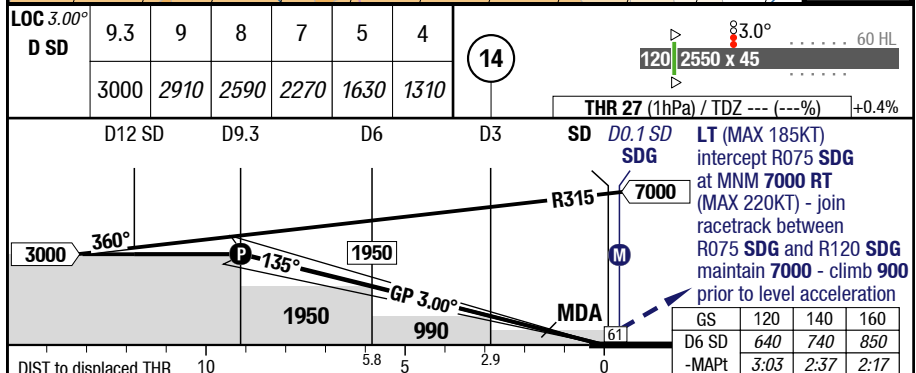
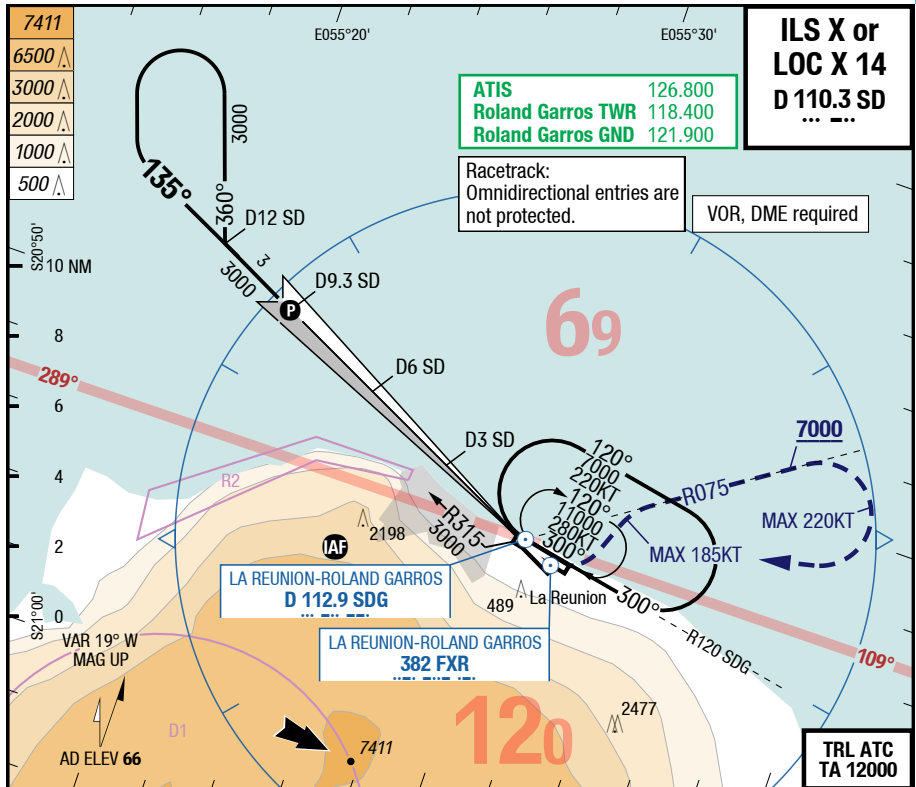
30-NOV-2017

RUN-FMEE

7-20

ILS X or LOC X 14

IAC



14	Cat 1 DME	LOC DME				Circling N of AD only <sup>1)</sup>
C	ft - m/km ft	340 - 1.5 370 <sup>2)</sup>	460 - 2.1 480			1990 - 2.4V 2050
D	ft - m/km ft	350 - 1.6 380 <sup>3)</sup>	460 - 2.1 480			1990 - 3.6V 2050

<sup>1)</sup> PROC NA when VGSI INOP<sup>3)</sup> With EVS 1.1km<sup>2)</sup> With EVS 1.0km

Changes: MIN

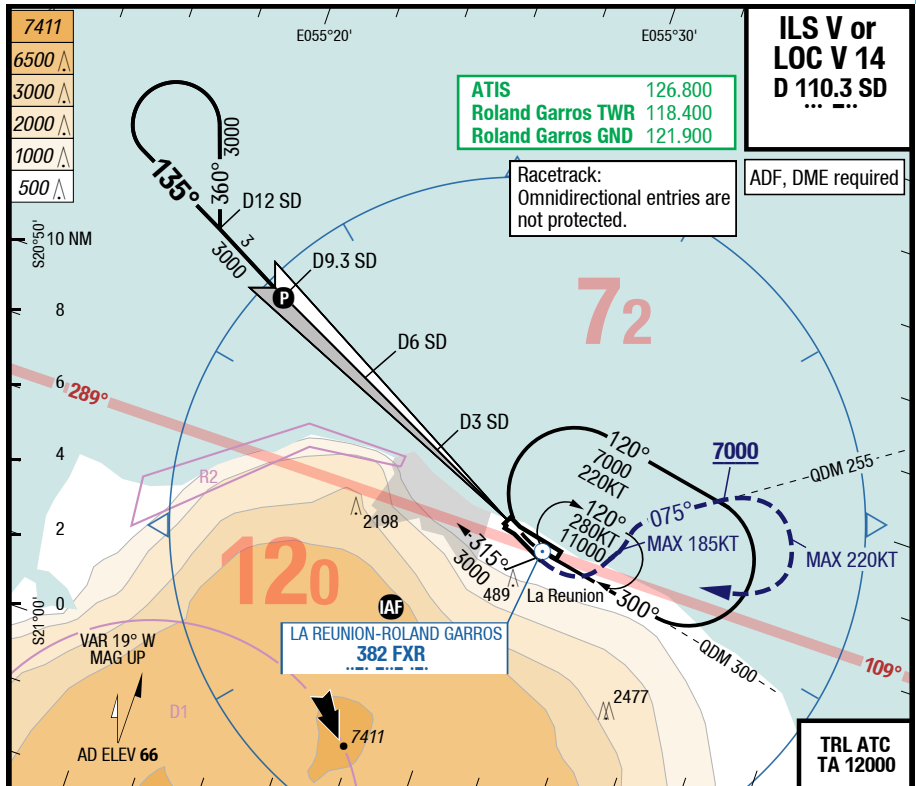
22-FEB-2018

IAC

RUN-FMEE

7-30

ILS V or LOC V 14



LOC 3.00° D SD						14	83.0° 120 2550 x 45		60 HL	
9.3	9	8	7	5	4		THR 27 (1hPa) / TDZ --- (---%) +0.4%			
3000	2910	2590	2270	1630	1310		D12 SD D9.3 D6 D3 SD		D1.1 SD FXR	
							3000 360° 135° 1950 990 MDA 61		LT (MAX 185KT) intercept QDR 075 FXR at MNM 7000 RT (MAX 220KT) join racetrack between QDM 255 FXR and QDM 300 FXR maintain 7000 climb 900 prior to level acceleration	
DIST to displaced THR							5.8 5 2.9 0		GS 120 140 160 D6 SD 640 740 850 -MAPt 3:33 3:03 2:40	
14		Cat 1 DME		LOC DME <sup>1)</sup>					Circling N of AD only <sup>2)</sup>	
C	ft - m/km ft	340 - 1.5 370 <sup>3)</sup>		710 - 2.4 730					1990 - 2.4V 2050	
D	ft - m/km ft	350 - 1.6 380 <sup>4)</sup>		710 - 2.4 730					1990 - 3.6V 2050	

1) Timing to determine MAPt NA  
2) PROC NA when VGSI INOP  
3) With EVS 1.0km  
4) With EVS 1.1km

Changes: Nil



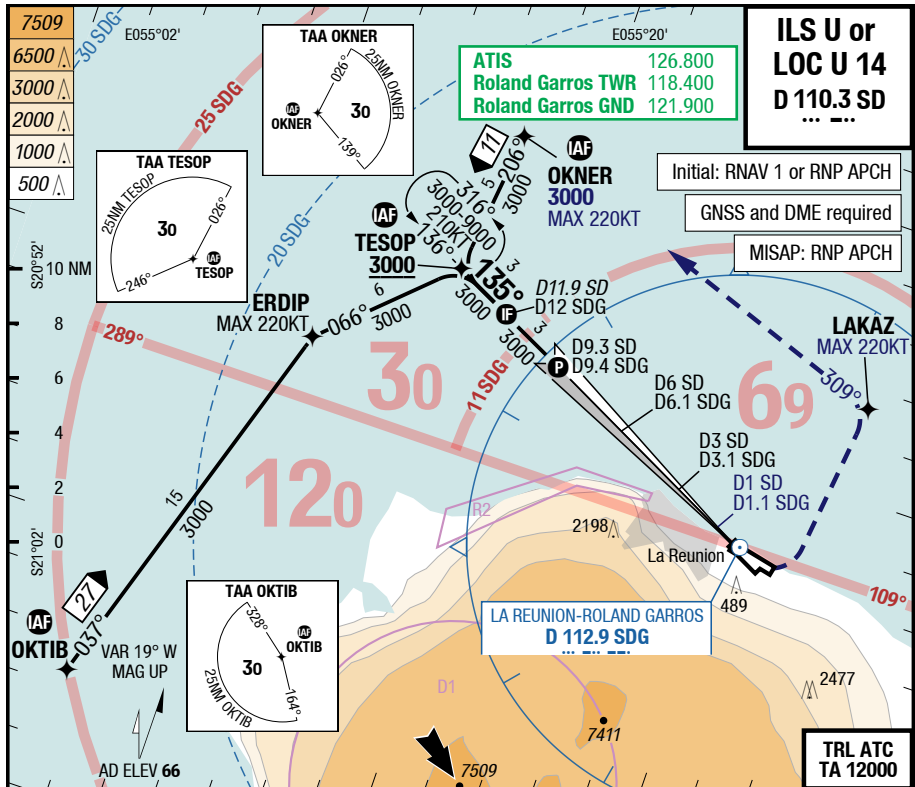
22-FEB-2018

IAC

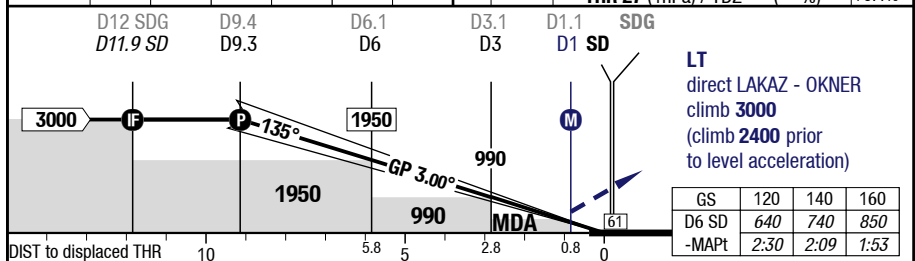
RUN-FMEE

7-40

ILS U or LOC U 14



LOC 3.00°	9.3	9	7	5	4	2	14	83.0°	60 HL
D SD	3000	2920	2280	1640	1320	670		120 2550 x 45	
	THR 27 (1hPa) / TDZ --- (---%) +0.4%								



14	Cat 1 DME <sup>1)</sup>	LOC DME			Circling N of AD only <sup>2)</sup>
C	ft - m/km ft	390 - 1.8 410	400 - 1.8 420		1990 - 2.4V 2050
D	ft - m/km ft	400 - 1.8 420	400 - 1.8 420		1990 - 3.6V 2050

1) With EVS 1.2km

2) PROC NA when VGS1 INOP

Changes: MIN, DIST

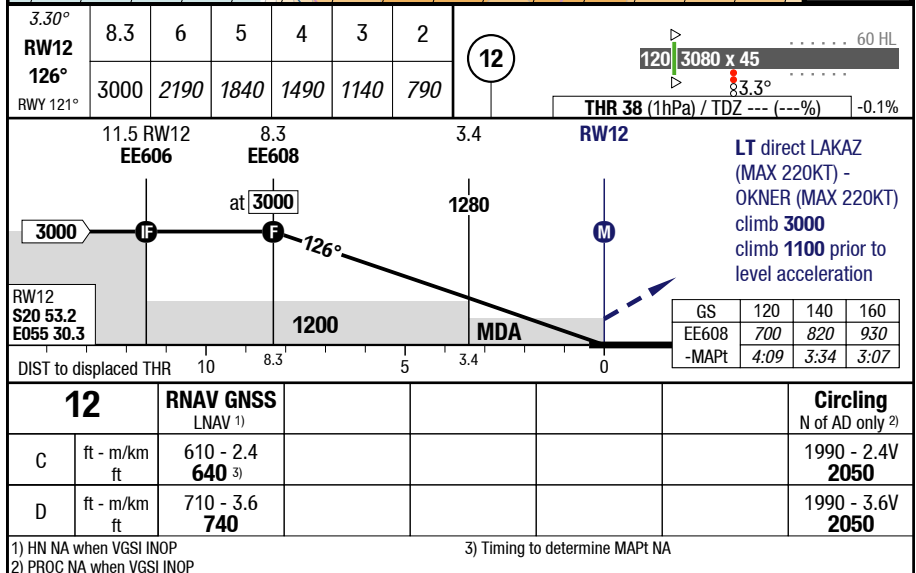
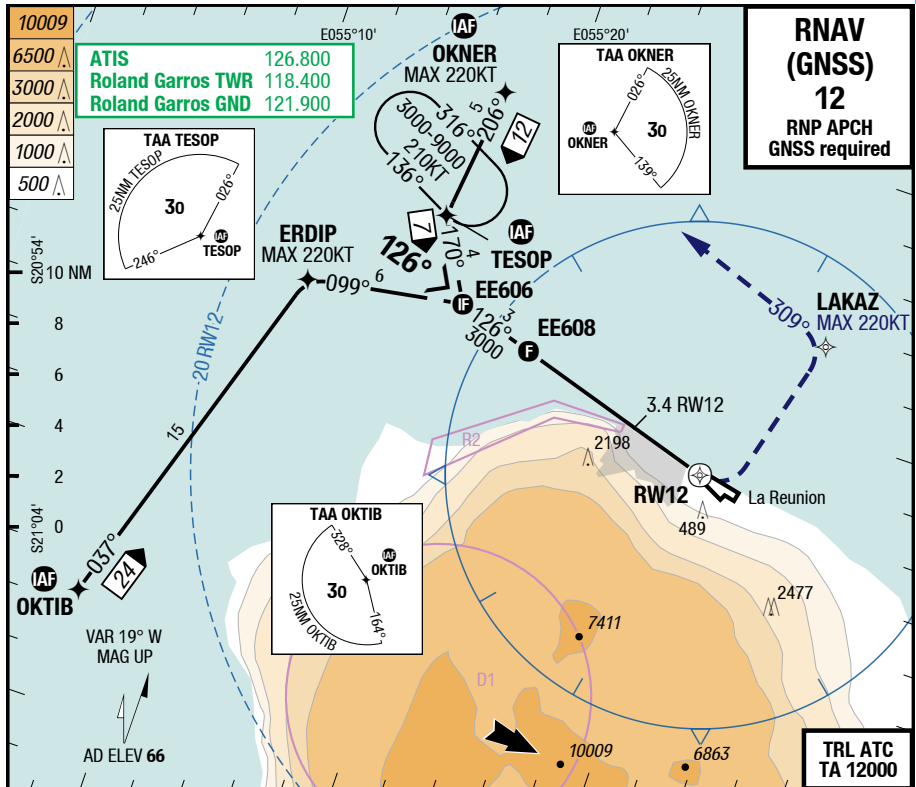
05-OCT-2017

RUN-FMEE

7-50

RNAV (GNSS) 12

IAC



Changes: MIN



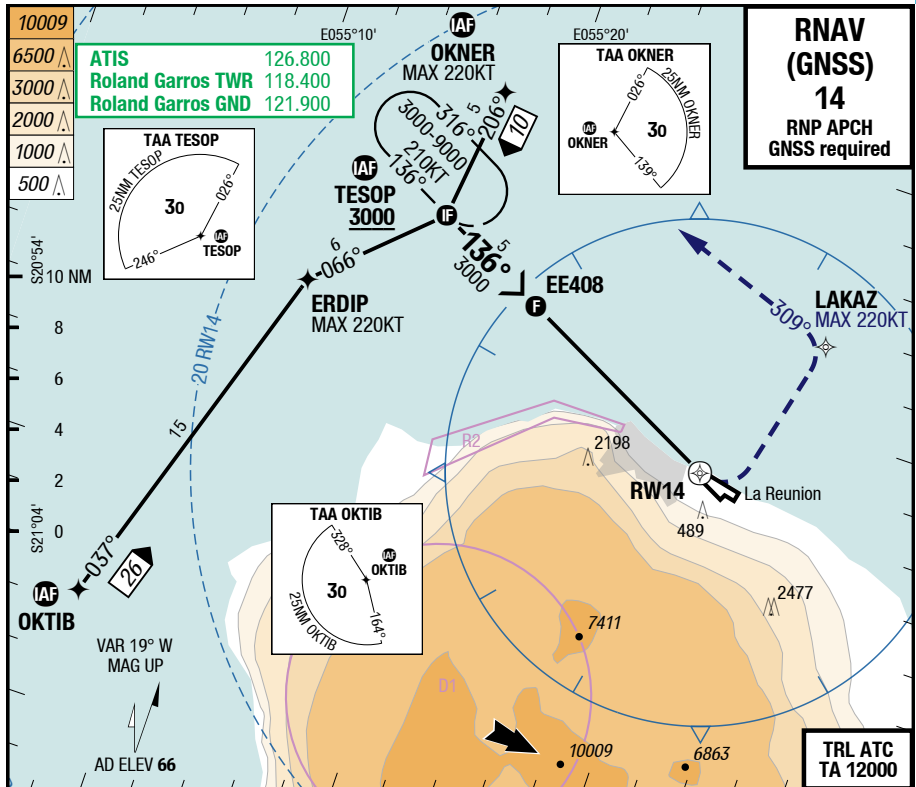
05-OCT-2017

RUN-FMEE

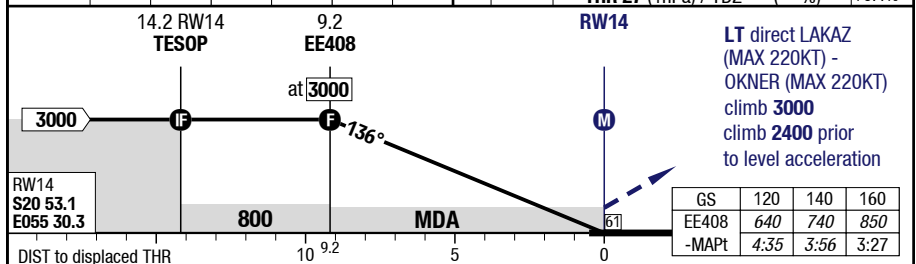
7-60

RNAV (GNSS) 14

IAC



3.00°	9.2	7	6	5	4	3		83.0°	60 HL
<b>RW14</b>							<b>14</b>	<b>120</b>	<b>2550 x 45</b>
<b>136°</b>									
<b>RWY 135°</b>	3000	2320	2000	1680	1360	1040			
	<b>THR 27 (1hPa) / TDZ --- (---%) +0.4%</b>								



<b>14</b>		<b>RNAV GNSS</b> VNAV GA 5.0% 1) 2)	<b>RNAV GNSS</b> VNAV GA 2.5% 1) 2) 3)	<b>RNAV GNSS</b> LNAV GA 5.0% 4)	<b>RNAV GNSS</b> LNAV GA 2.5% 4)	<b>Circling</b> N of AD only 5)
<b>C</b>	ft - m/km	480 - 2.2	520 - 2.4	590 - 2.4	730 - 2.4	1990 - 2.4V
	ft	500 6)	540	610	750	2050
<b>D</b>	ft - m/km	510 - 2.4	550 - 2.4	590 - 2.4	730 - 2.4	1990 - 3.6V
	ft	530 3)	570	610	750	2050

1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 60°C (140°F) 2) SBAS-VNAV not authorized 3) With EVS 1.6km 4) Timing to determine MAPt NA 5) PROC NA when VGSI INOP 6) With EVS 1.5km

Changes: MIN

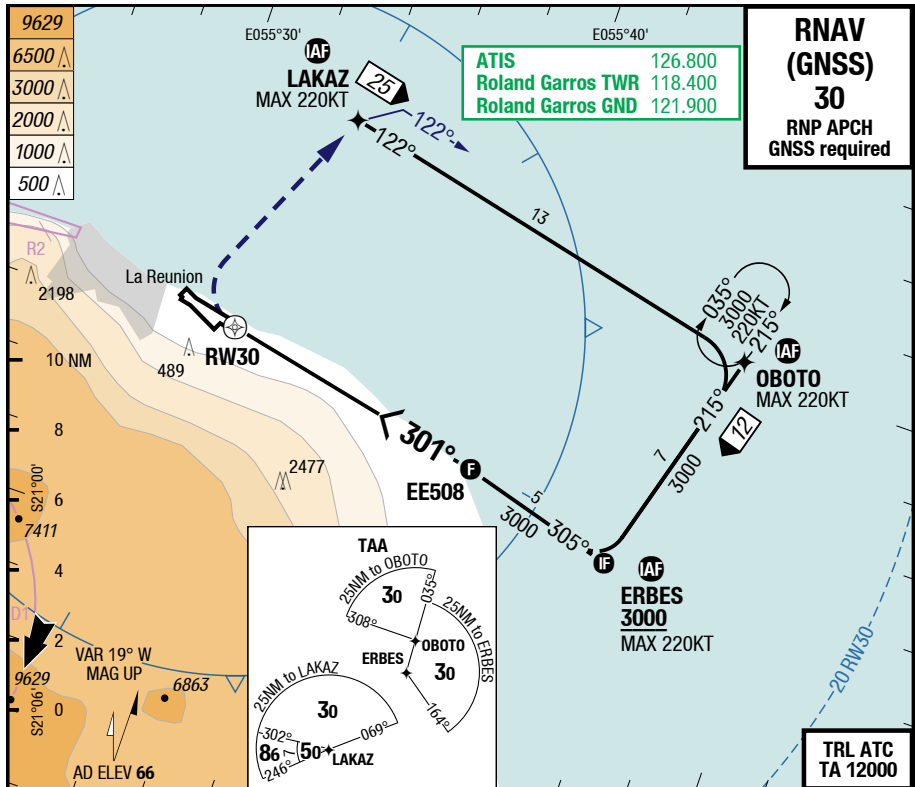
13-JUL-2017

IAC

## RUN-FMEE

7-70

## RNAV (GNSS) 30



60 HL ..... 45 x 3080

3.5°

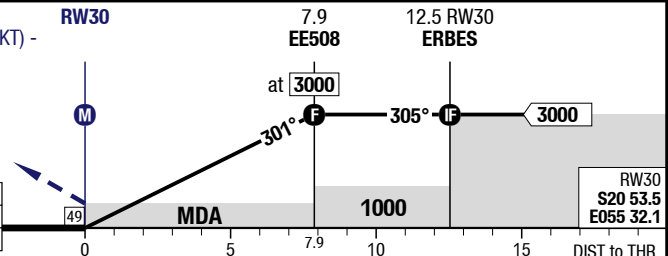
+0.1% TDZ --- (---%) / THR 31 (1hPa)

30

2	3	4	5	6	7.9	3.50° RW30
820	1190	1570	1940	2310	3000	

**RT direct LAKAZ (MAX 220KT) - OBOTO (MAX 220KT)**  
climb 3000  
climb 900 prior to  
level acceleration

GS	120	140	160
EE508	740	870	990
-MAPt	3:56	3:23	2:57



30	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 2)				Circling N of AD only 4)
C	ft - m/km ft 550	520 - 2.4 670 - 2.4 700				1990 - 2.4V 2050
D	ft - m/km ft 580	550 - 2.4 670 - 2.4 700				1990 - 3.6V 2050

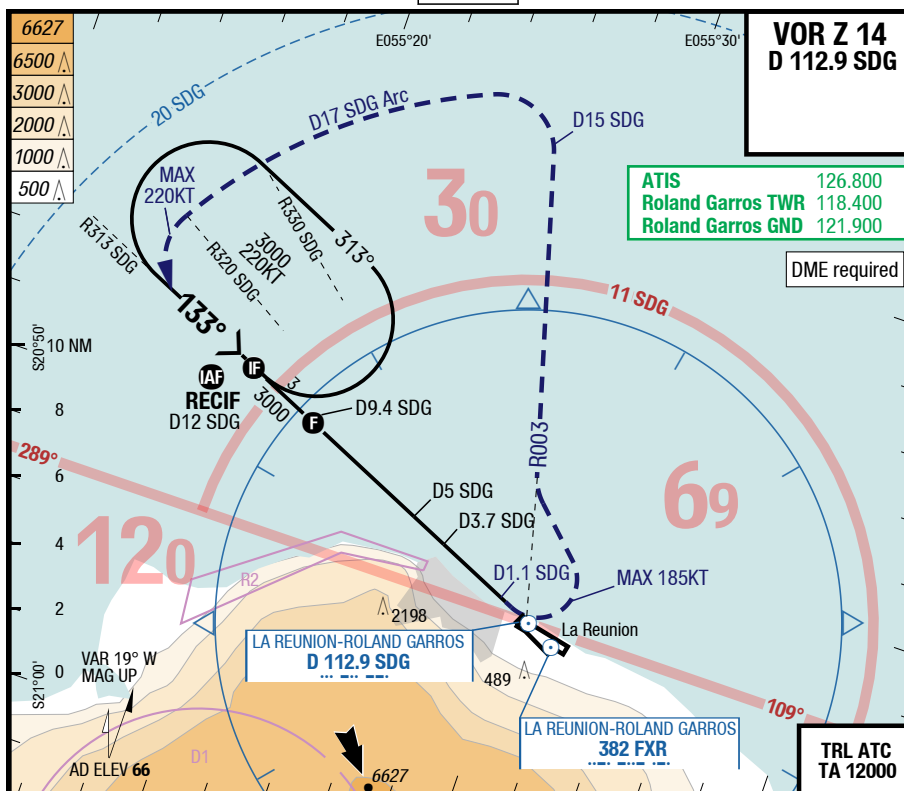
1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 60°C (140°F) 2) HN NA when VGSI INOP 3) With EVS 1.6km 4) PROC NA when VGSI INOP

Changes: LDA, OBST, Editorial

## RUN-FMEE

7-90

**VOR Z 14**



3.00° <b>D SDG</b> <b>133°</b> RWY 135°	9.4	8	7	6	4	3	<div><div>14</div></div>	<div><div><div>120</div><div>2550 x 45</div><div>60 HL</div></div><div>3.0°</div></div>	
	3000	2560	2240	1930	1290	970		<div>THR 27 (1hPa) / TDZ --- (---%) +0.4%</div>	
D12 SDG RECIF		D9.4		D5		D3.7		D1.1 SDG	<div>LT (MAX 185KT) intercept R003 SDG at D15 SDG LT follow D17 SDG arc (MAX 220KT crossing R320 SDG) climb 3000 climb 900 prior to level acceleration</div>
<div><div><div>3000</div><div>IF</div><div>E</div><div>133°</div><div>1610</div><div>M</div><div>1580</div><div>1170</div><div>MDA</div></div><div><div>GS</div><div>D5 SDG</div><div>-MAPt</div></div><div><div>120</div><div>640</div><div>1:57</div></div><div><div>140</div><div>740</div><div>1:40</div></div><div><div>160</div><div>850</div><div>1:28</div></div></div>									
<div><div>DIST to displaced THR</div><div>10</div><div>5</div><div>4.8</div><div>3.5</div><div>0.9</div><div>0</div></div>									
14		VOR DME						Circling N of AD only 1)	
C	ft - m/km ft	400 - 1.8 420						1990 - 2.4V 2050	
D	ft - m/km ft	400 - 1.8 420						1990 - 3.6V 2050	

1) PROC NA when VGSI INOP

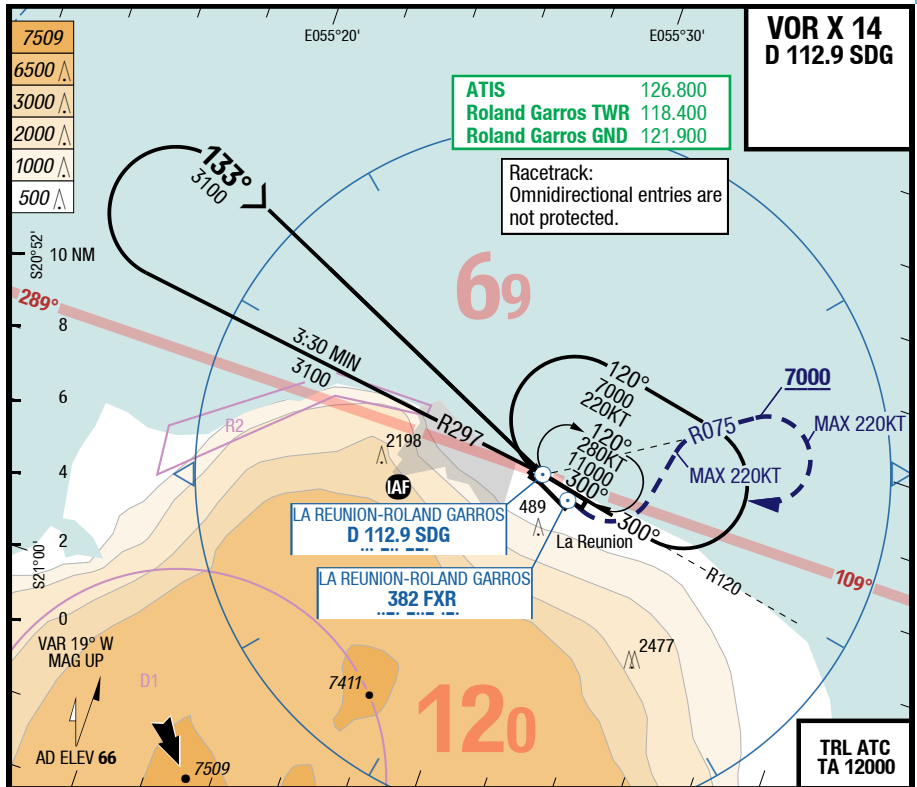
30-NOV-2017

RUN-FMEE

7-100

VOR X 14

IAC



3.00° D SDG 133° RWY 135°	9.7	8	7	6	5	4	14	83.0° 120 2550 x 45 60 HL	THR 27 (1hPa) / TDZ --- (---%) +0.4%												
	3100	2560	2240	1930	1610	1290															
D9.7 SDG																					
<p>3100 133° 3:30 MIN R297 7000 M</p> <p>MDA</p> <p>DIST to displaced THR 10<sup>9.5</sup> 5 0</p>																					
<b>SDG</b> LT (MAX 220KT) intercept R075 SDG at MNM 7000 RT (MAX 220KT) - join racetrack between R075 SDG and R120 SDG maintain 7000																					
<table><tr><th>GS</th><th>120</th><th>140</th><th>160</th></tr><tr><td>D9.7 SDG</td><td>640</td><td>750</td><td>850</td></tr><tr><td>-MAPT</td><td>4:51</td><td>4:09</td><td>3:38</td></tr></table>										GS	120	140	160	D9.7 SDG	640	750	850	-MAPT	4:51	4:09	3:38
GS	120	140	160																		
D9.7 SDG	640	750	850																		
-MAPT	4:51	4:09	3:38																		
14	VOR								Circling 1) 2)												
C	ft - m/km ft	1140 - 5.0 1160							1990 - 5.0V 2050												
D	ft - m/km ft	1140 - 5.0 1160							1990 - 5.0V 2050												

1) PROC NA when VGSI INOP  
2) N of AD only

1) PROC NA when VGSI INOP

2) N of AD only

Changes: Nil

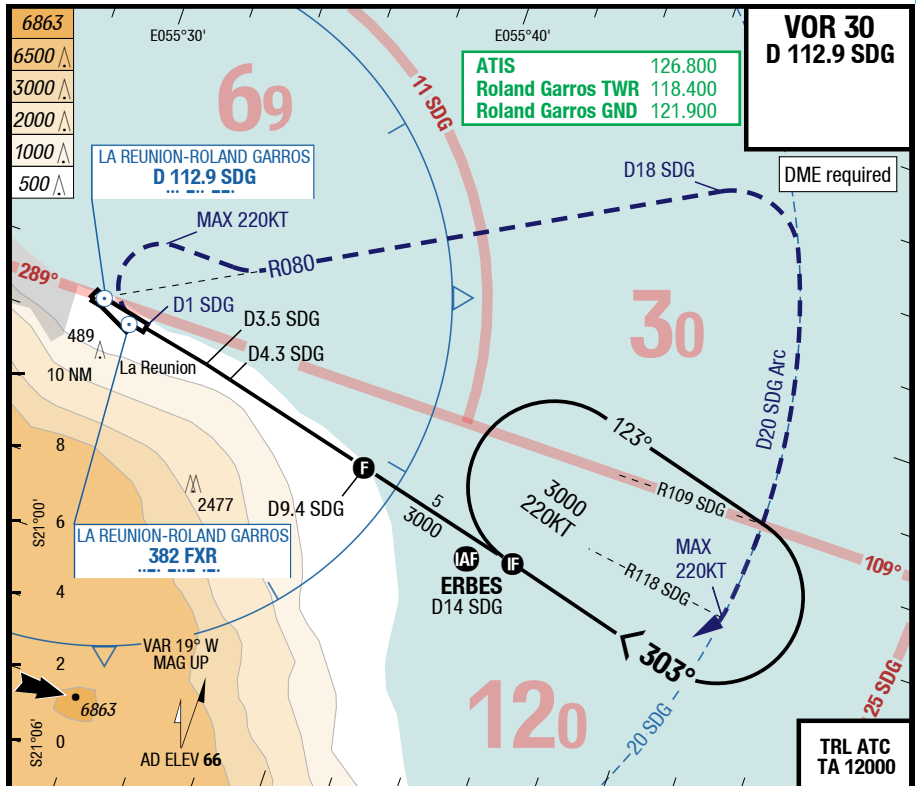
30-NOV-2017

IAC

RUN-FMEE

7-110

VOR 30



60 HL .....

45 x 3080

3.5°

+0.1% TDZ --- (---%) / THR 31 (1hPa)

30

4

5

6

7

8

9

3.65°

D SDG

303°

RWY 301°

1070

1460

1840

2230

2620

3000

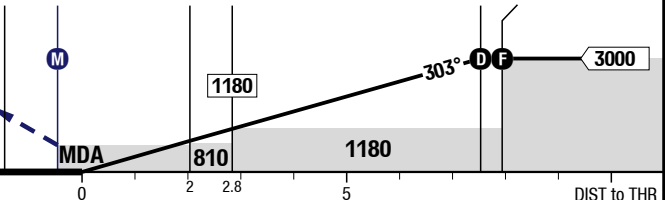
**RT (MAX 220KT)**  
intercept R080 SDG  
at D18 SDG RT follow  
D20 SDG arc (MAX 220KT  
crossing R118 SDG)  
climb 3000  
climb 900  
prior to level acceleration

SDG D1

D3.5 D4.3

D9 D9.4 SDG

GS	120	140	160
D4.3 SDG	780	900	1030
-MAPt	1:39	1:25	1:14



30

VOR DME

1)

Circling

N of AD only 2)

C

ft - m/km  
ft730 - 2.4  
7601990 - 2.4V  
2050

D

ft - m/km  
ft730 - 2.4  
7601990 - 3.6V  
2050

1) HN NA when VGSi INOP

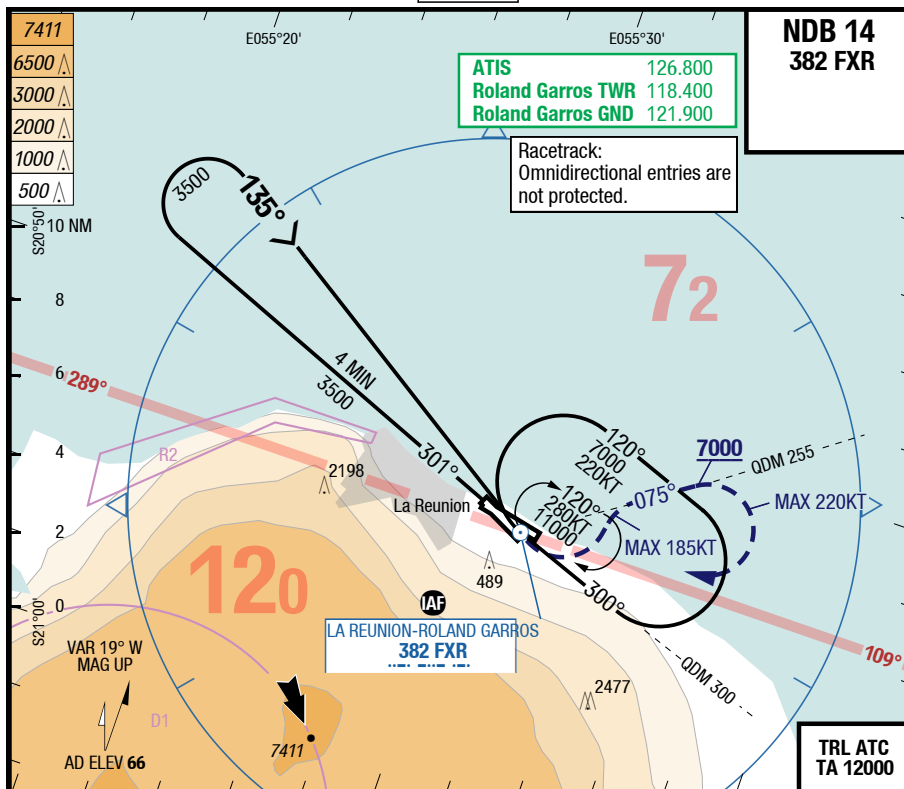
2) PROC NA when VGSi INOP

Changes: MIN, DIST ALT table, Profile

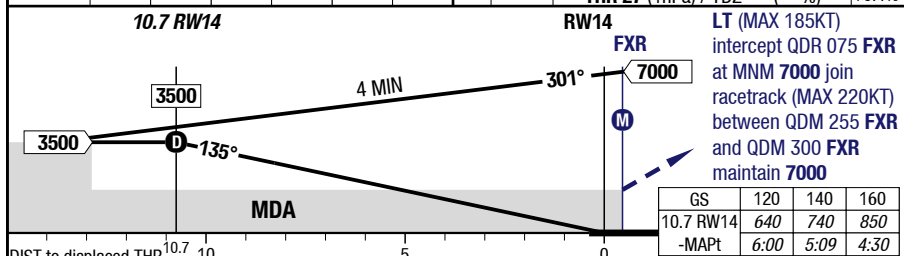
## RUN-FMEE

**7-120**

## NDB 14



3.00° <b>RW14</b>	10.7	10	9	8	7	6	
	3500	3280	2960	2640	2320	2000	



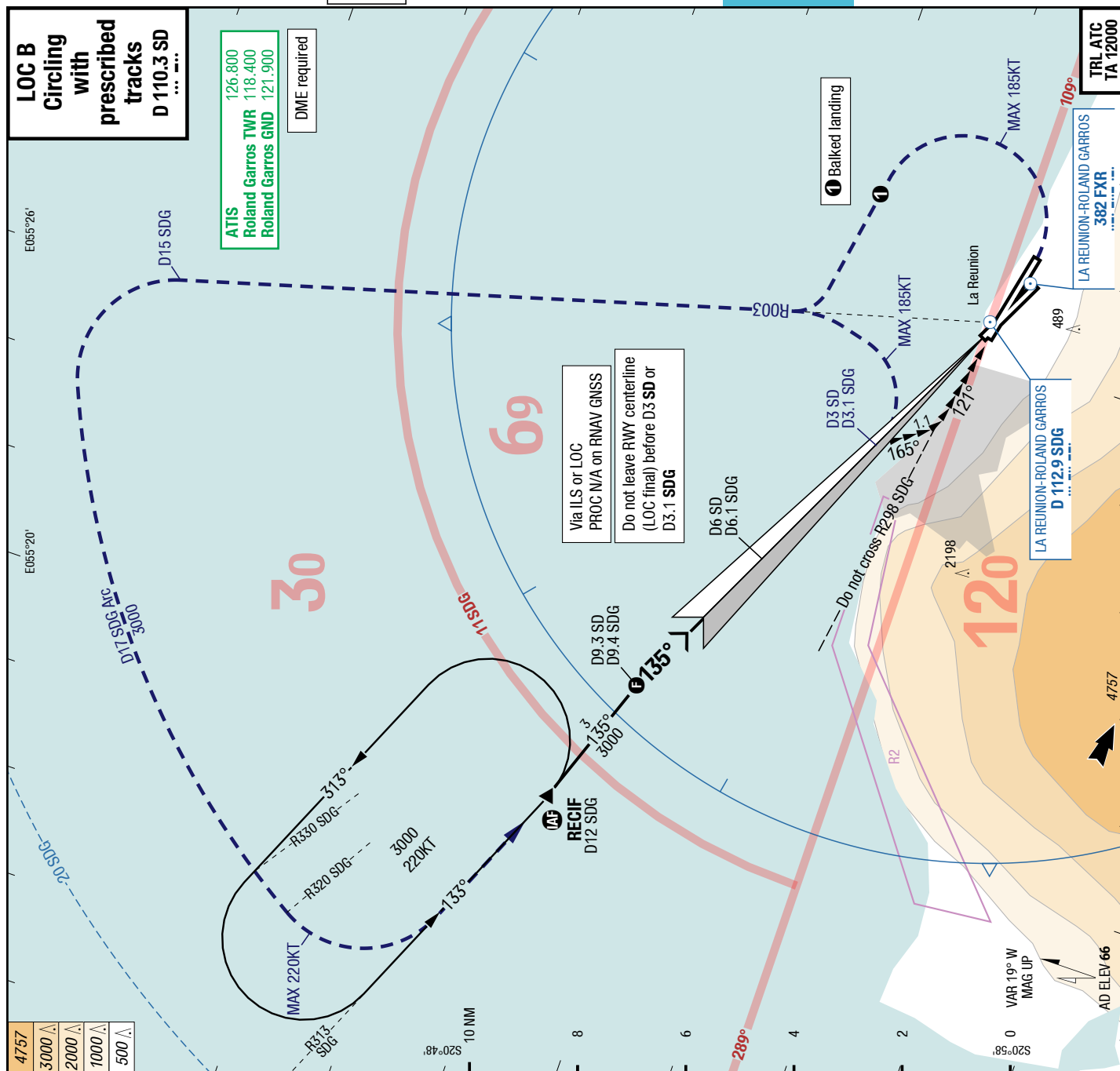
<b>14</b>		<b>NDB</b>				<b>Circling <sup>1) 2)</sup></b>
C	ft - m/km ft	1680 - 5.0 <b>1700</b>				1990 - 5.0V <b>2050</b>
D	ft - m/km ft	1680 - 5.0 <b>1700</b>				1990 - 5.0V <b>2050</b>

1) PROC NA when VGSI INOP
2) N of AD only

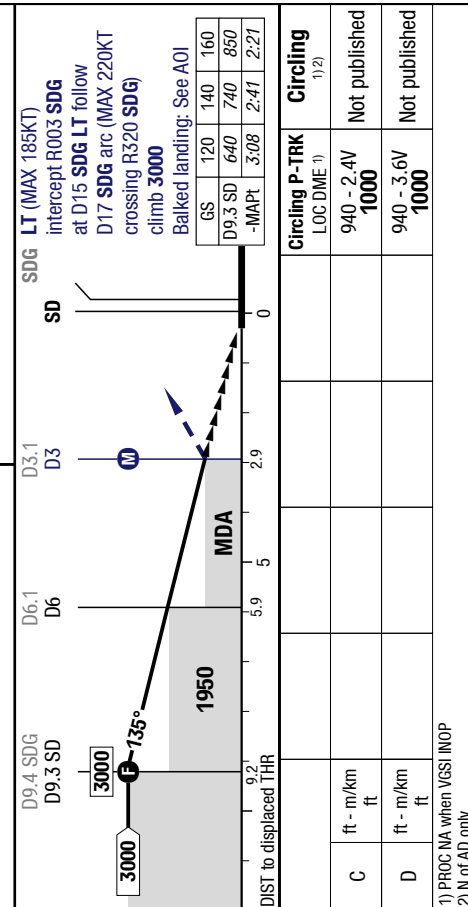
Changes: Nil

7-130

### LOC B Circling with prescribed tracks



See AFC for RWY information and approach light system.



IL	
1) PROC NA when VGSI INOP	
2) N of AD only	