

RNS-LFRN

1-10

AOI

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GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0400-2130‡, SAT and SUN 0500-2130‡**Airport Information****RFF:** CAT 7 AVBL O/R

CAT 6 0500-2100‡

CAT 5 MON-FRI and SUN 2100-0500‡

CAT 2 SAT 2100-0500‡

Outside these SKED, PPR PN 48HR

Fuel: MON-FRI 0430-2200‡, SAT 0430-1800‡, SUN, HOL 0530-1800‡. Other times 48HR PPR.**PCN** RWY 10/28: 46/F/C/W/T**Customs:** 24HR PN**Operation****Traffic Notes:** Multidirectional DEPs can be used only after special CLR.**Low Visibility Procedures (LVP)**

No LVP for arrival.

LVP in force for departure when RVR between 250-400m.

RWY Restriction

180° turn on turn pad RWY 10 is limited to 2.6KT and steering angle of 90% of effective value for code letter D ACFT.

TWY Restrictions

TWY A, B, D width 18m / 59ft.

TWY G width 10.5m / 34ft.

TWY G1 width 10m / 33ft.

TWY C, J width 7.5m / 25ft.

TWY A, B, D AVBL for ACFT up to code letter C.

TWY A AVBL O/R for code letter D ACFT.

TWY G between commercial PRKG and ACB MAX wingspan 25m / 82ft.

Parking: PPR 48HRs for ACFT with wingspan above 36m / 118ft.**Engine Run-up Area**

AVBL at freight area (west edge of APN taxiway) and at stands A1-A4.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

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ARRIVAL**Communication****COM Failure****If RWY in use unknown:**

Follow the RWY 28 LDG PROC, followed eventually by a circling if the wind indicates RWY 10 is in use.

Followed by MISAP:

Comply with MISAP PROC on IAC.

When on a second APCH results a further MISAP, apply PROC to vacate the TMA.

TMA clearing PROC:

Climb to 3000ft adhering to SID ARE 2T or ARE 2V, then, when established on R286 REN VOR/DME, climb to FL40 towards ARE and seek VMC.

Arrival Procedure**Noise Abatement Procedure**

In case of visual APCH on RWY 10, avoid overflights of Chavagne (APRX 2.5NM SW of AD), Mordelles (APRX 5NM W of AD) and le Rheu (APRX 3NM NW of AD).

DEPARTURE**Take-off Minima**

RWY		28	
All ACFT	ft - m/km	0 - 300R/300V	-
RWY		10	
All ACFT	ft - m/km	0 - 300V	-

Communication**COM Failure****VMC:**

Turn back and land at AD.

IMC:

Keep on flying until TMA limits, complying with the outgoing track, at last FL assigned, or, if this one is not compatible with obstructions, at the first safety LVL, then comply with the FPL in force.

Departure Procedure**Departure Note**

SID track must be strictly followed and cannot be modified below 4000ft, except for safety reasons or with ATC clearance.

De-Icing

AVBL from 15 OCT - 15 APR.

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France Rennes St Jacques St Jacques Rennes France

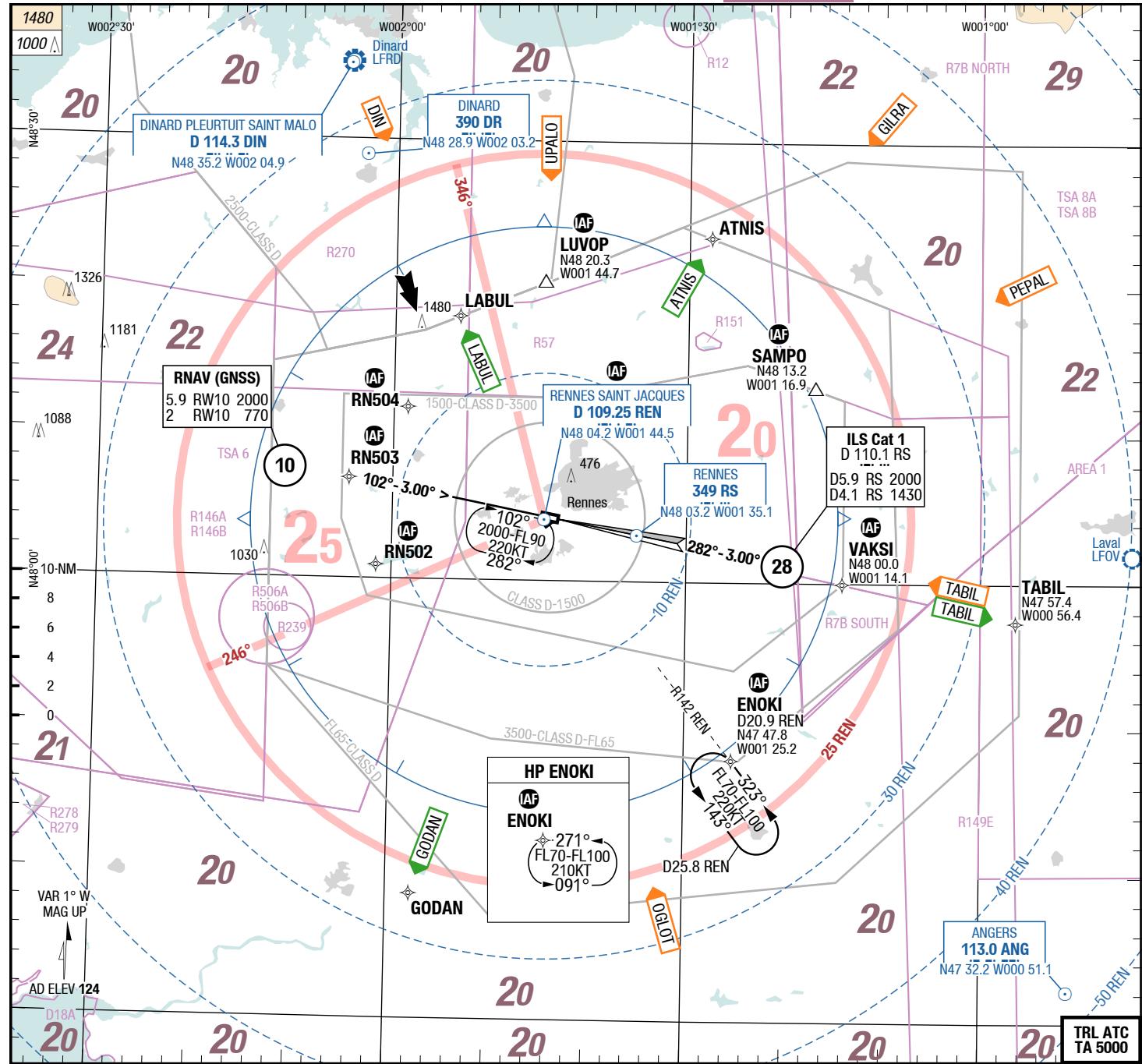
AGC
AFC

AF

St Jacques **Rennes** France

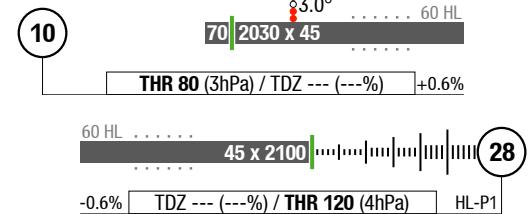
1480

2-10



ATIS	136.400
FIS	126.950 N
APP	126.950 N
TWR	120.500
GND	121.725

Landing RWY system:



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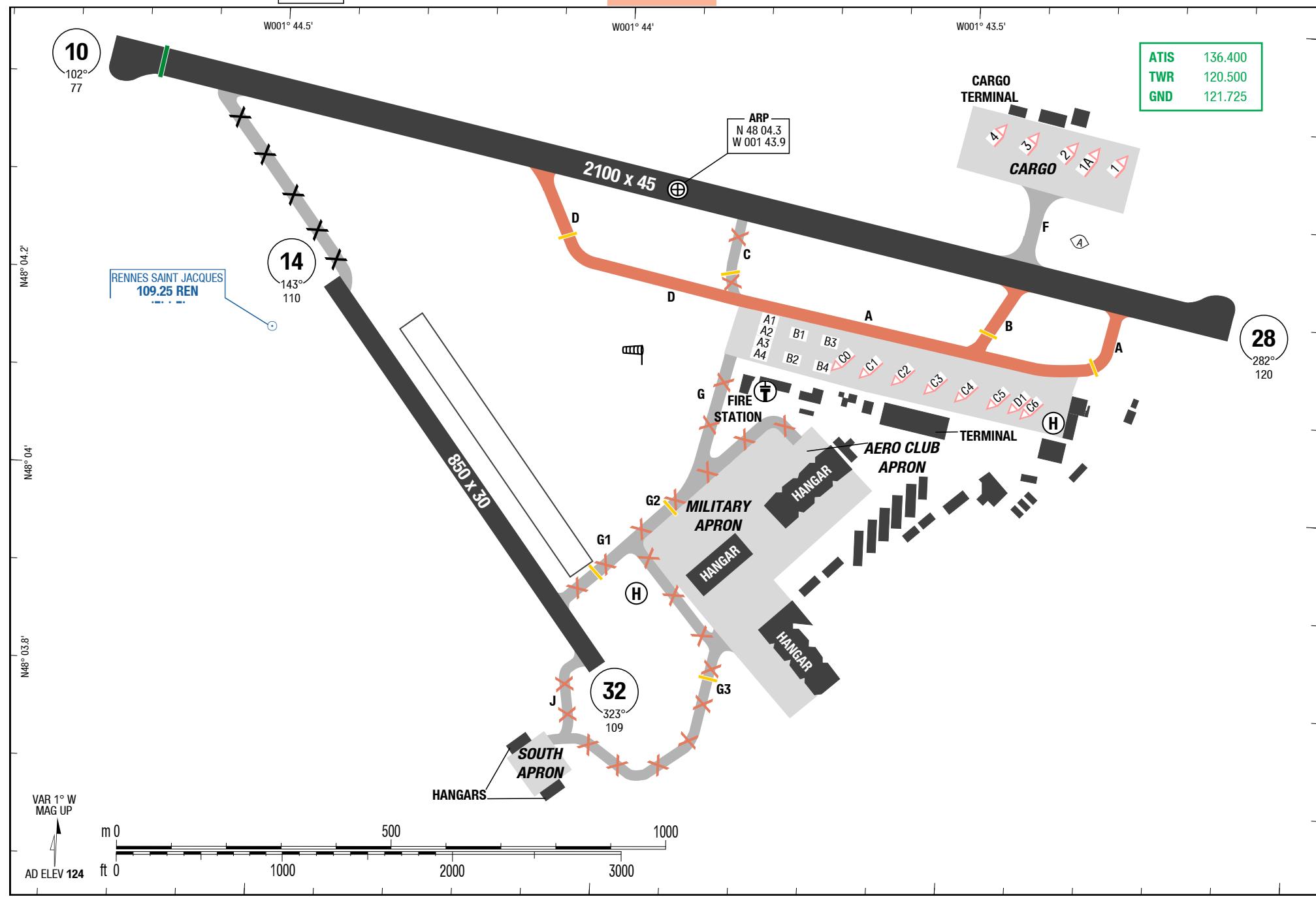
AGC

AGC

St Jacques Rennes France

AGC

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RNAV SIDs RWY 28

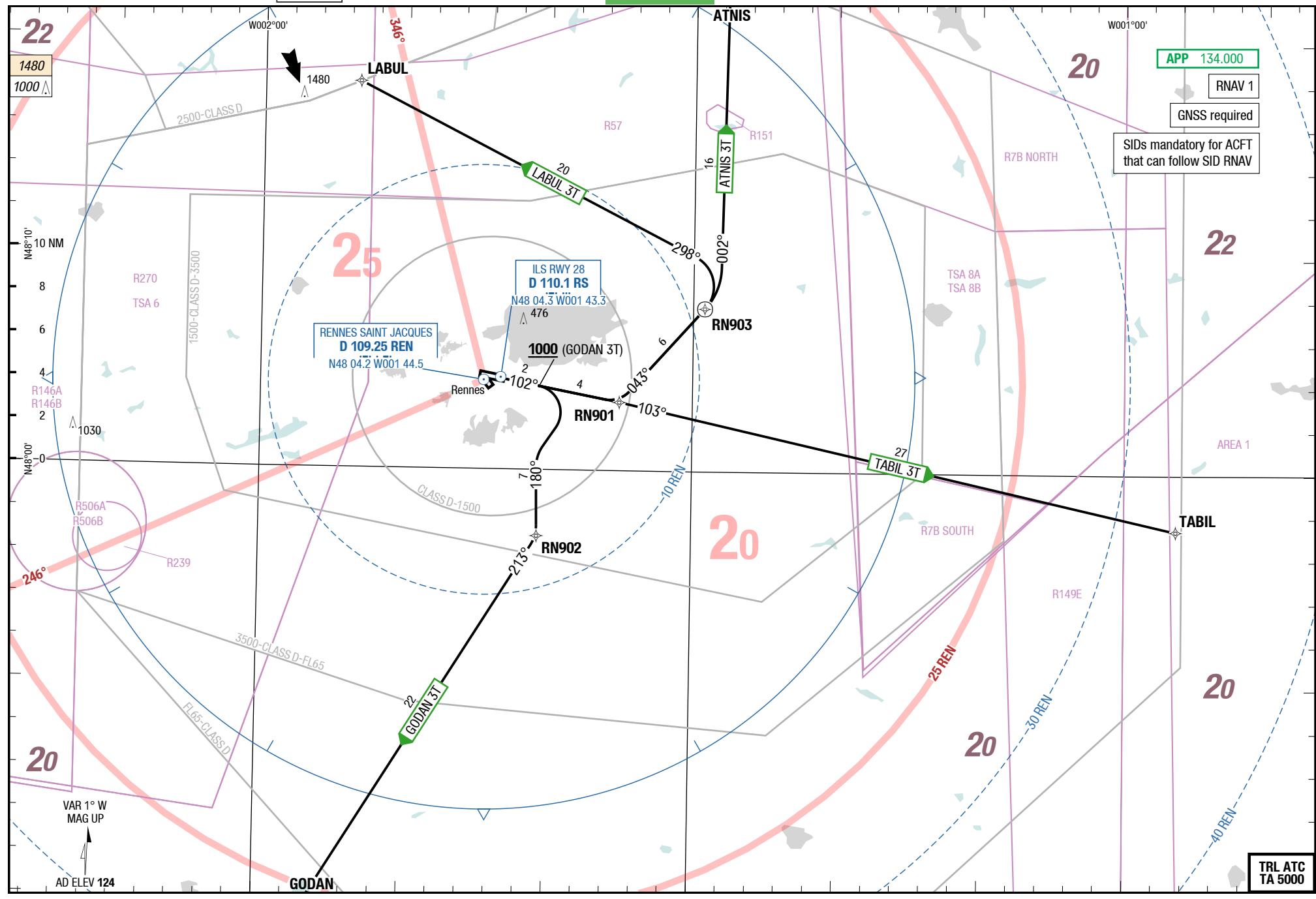
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RNAV SIDs RWY 28

4-10

10

10



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France **Rennes** St Jacques

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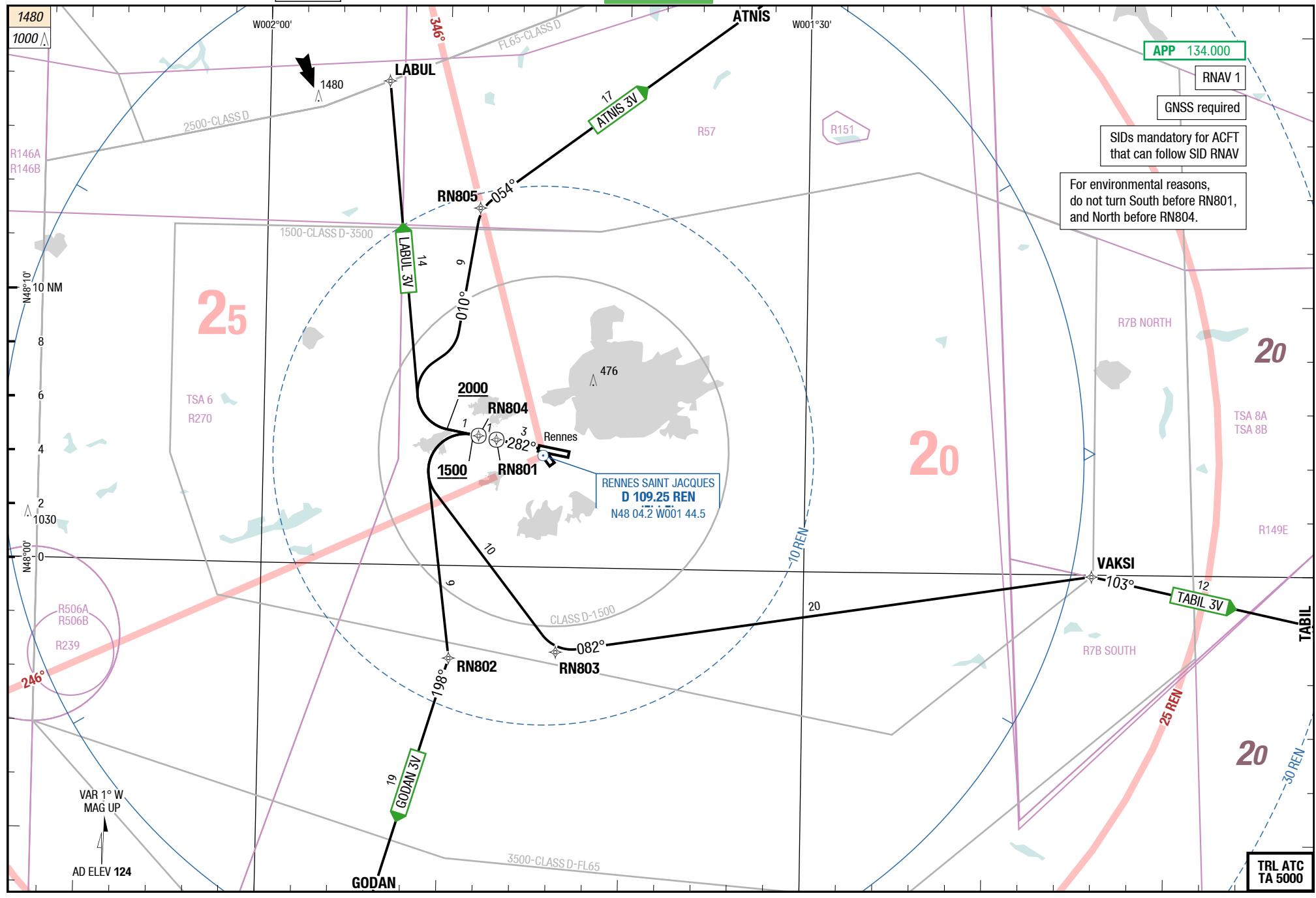
4-20

RNAV SIDs RWY 28

SD

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RNAV SIDs RWY 28



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RNAV SIDs RWY 10

ATNIS 3T / GODAN 3T / LABUL 3T / OMNIDIRECTIONAL DEP / TABIL 3T

RWY 10 (102°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
ATNIS 3T 134.000 ①	RN901 - <u>RN903</u> - ATNIS	
GODAN 3T 6.0% 134.000 ①	[A1000+] - RN902 - GODAN	
LABUL 3T 134.000	RN901 - <u>RN903</u> - LABUL	
OMNIDIRECTIONAL DEP 134.000 ②	at 1000 direct route climbing to the enroute safety altitude. Northern outbound traffic, do not turn before D6.4 REN (D5.6 RS)	
TABIL 3T 134.000	RN901 - TABIL	

① Climb gradient to remain in controlled airspace.

② Can be used only after obtaining special clearance.

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RNAV SIDs RWY 28

ATNIS 3V / GODAN 3V / LABUL 3V / OMNIDIRECTIONAL DEP / TABIL 3V
RWY 28 (282°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
ATNIS 3V 4.5% 134.000 ①③	RN804 - [A2000+ ;R] - 010° RN805 - ATNIS	
GODAN 3V 4.5% 134.000 ①②	RN801 - [A1500+ ;L] - RN802 - GODAN	
LABUL 3V 4.5% 134.000 ①③	RN804 - [A2000+ ;R] - LABUL	
OMNIDIRECTIONAL DEP 4.5% to D2.5 REN 134.000 ④⑤	at D2.5 REN direct route climbing to the enroute safety altitude.	
TABIL 3V 4.5% 134.000 ①②	RN801 - [A1500+ ;L] - RN803 - VAKSI - TABIL	

- ① Climb gradient to remain in controlled airspace.
- ② For environmental reasons, do not turn South before RN801.
- ③ For environmental reasons, do not turn North before RN804.
- ④ Can be used only after obtaining special clearance.
- ⑤ Obstacle slope due to high voltage line 2.6 NM from DER.

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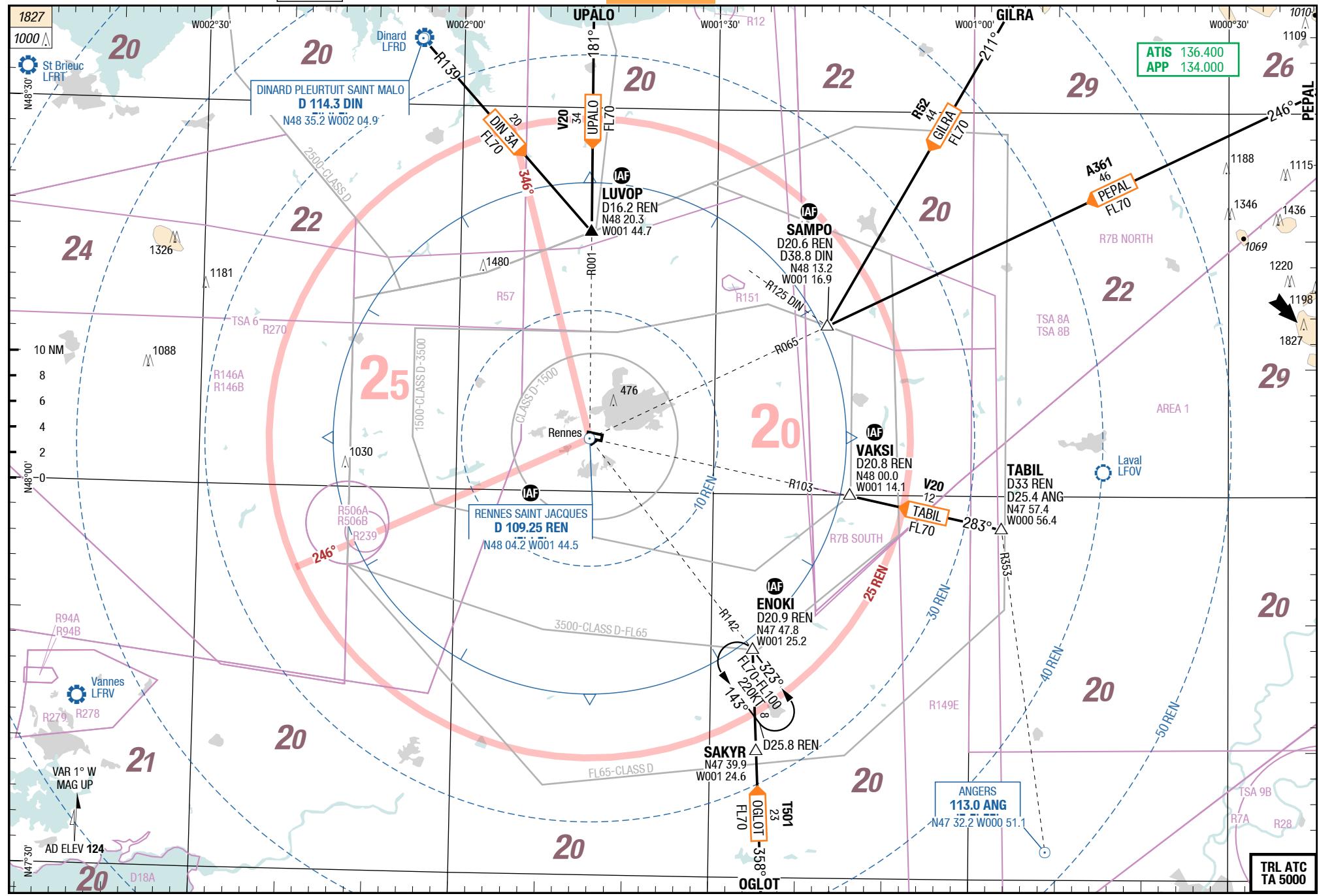
France Rennes St Jacques

St Jacques **Rennes** France

The NIL logo consists of the word "NIL" in a bold, black, sans-serif font, enclosed within a white arrowhead pointing to the right.

STA

6-10



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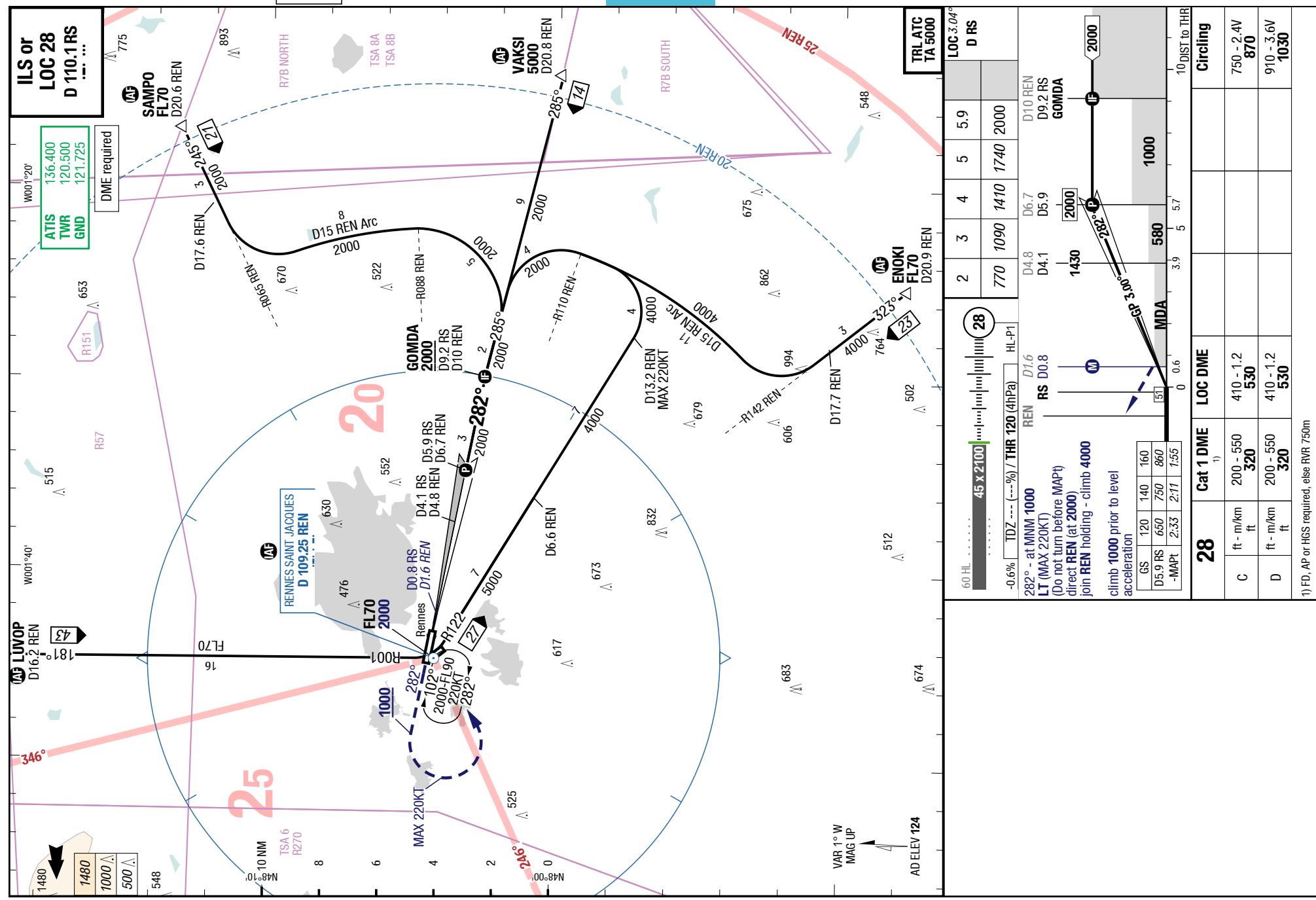
7-10

ILS or LOC 28

IAC

IAC

ILS or LOC 28



Changes: OBST, Editorial

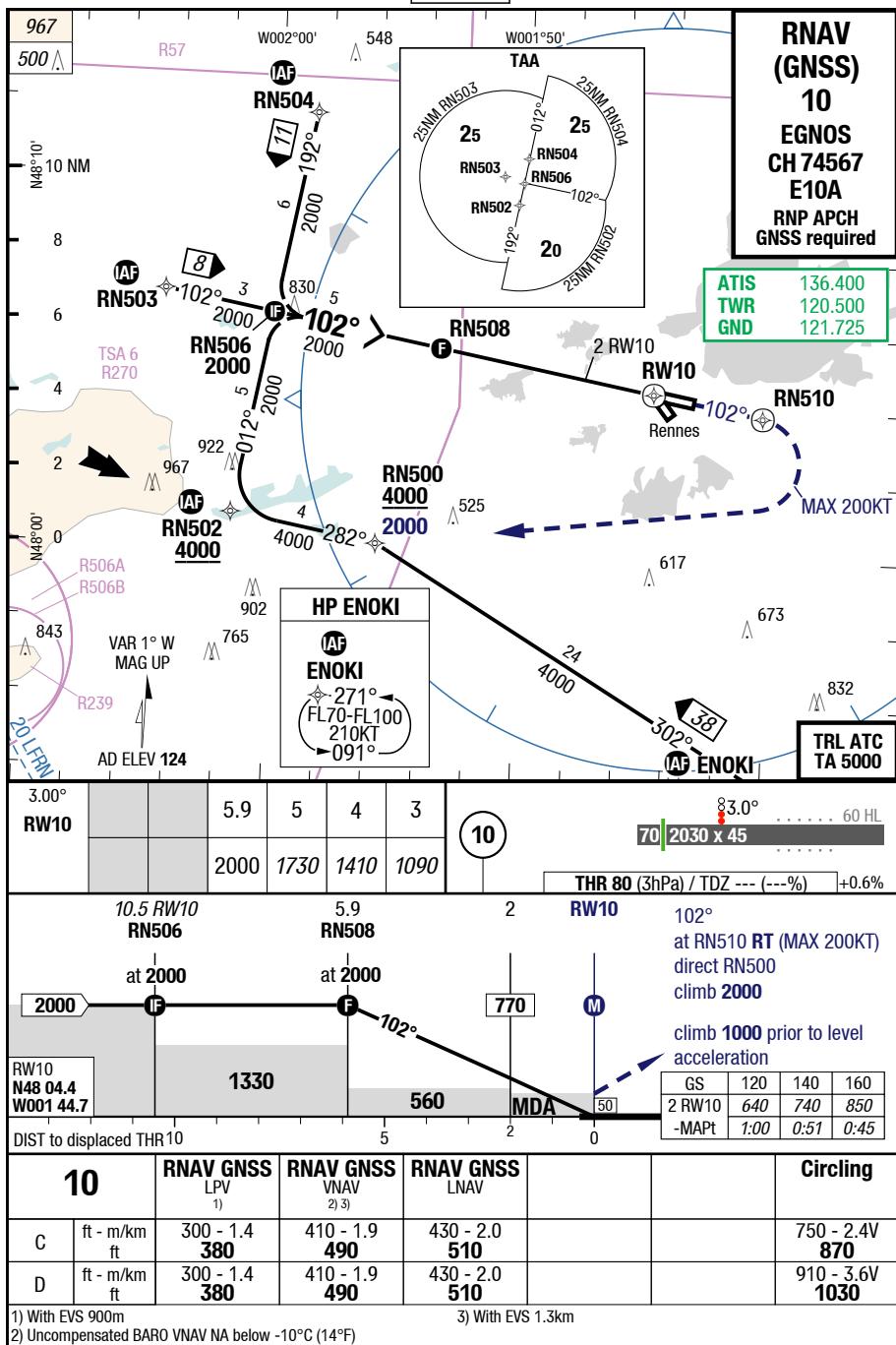
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RNS-LFRN

7-30

RNAV (GNSS) 10

IAC



Changes: OBST, Editorial

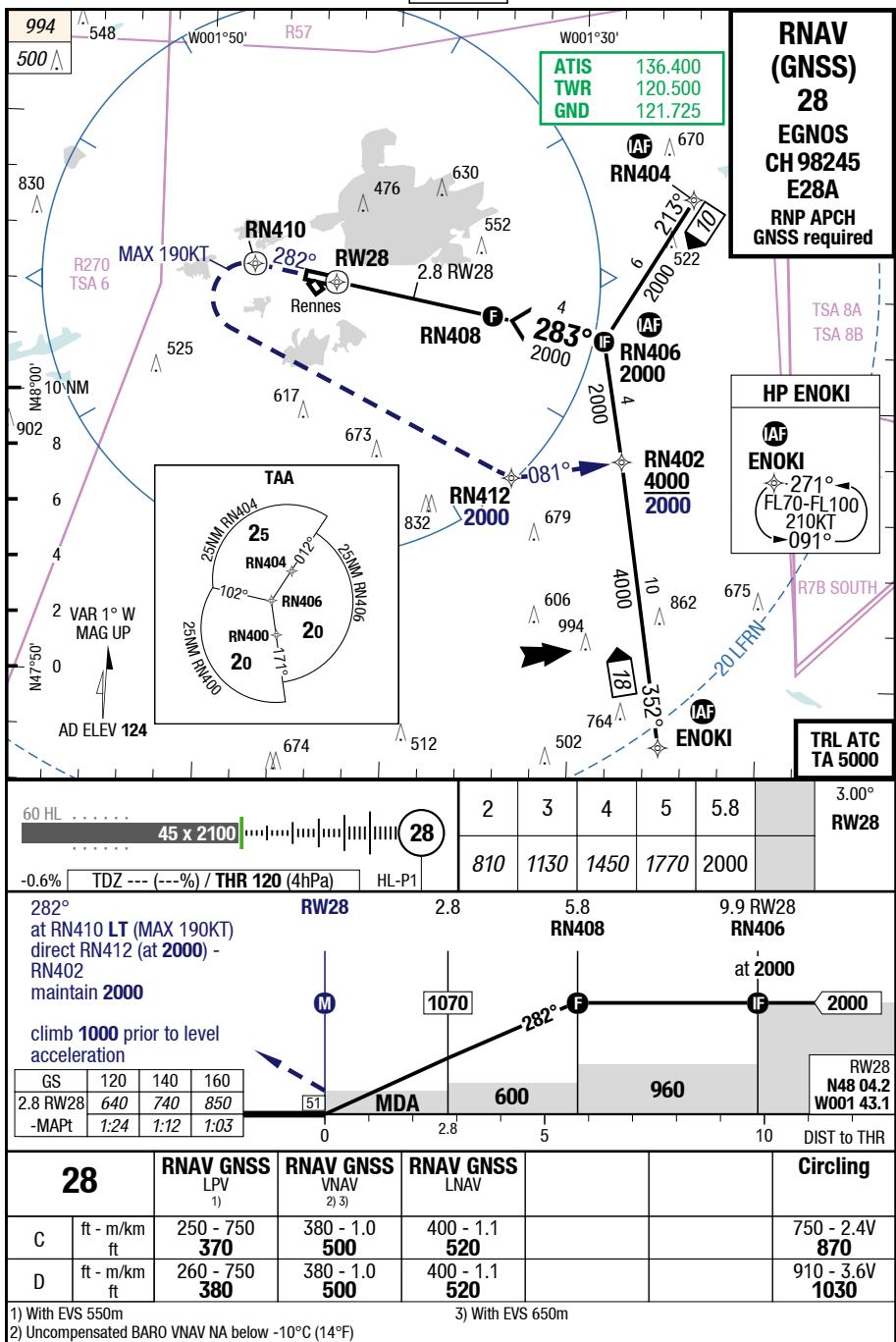
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RNS-LFRN

7-40

RNAV (GNSS) 28

IAC



Changes: OBST, Editorial

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**VOR 10
109.25 REN**

7-50

Hallée Rennes St Jacques

VOR 10

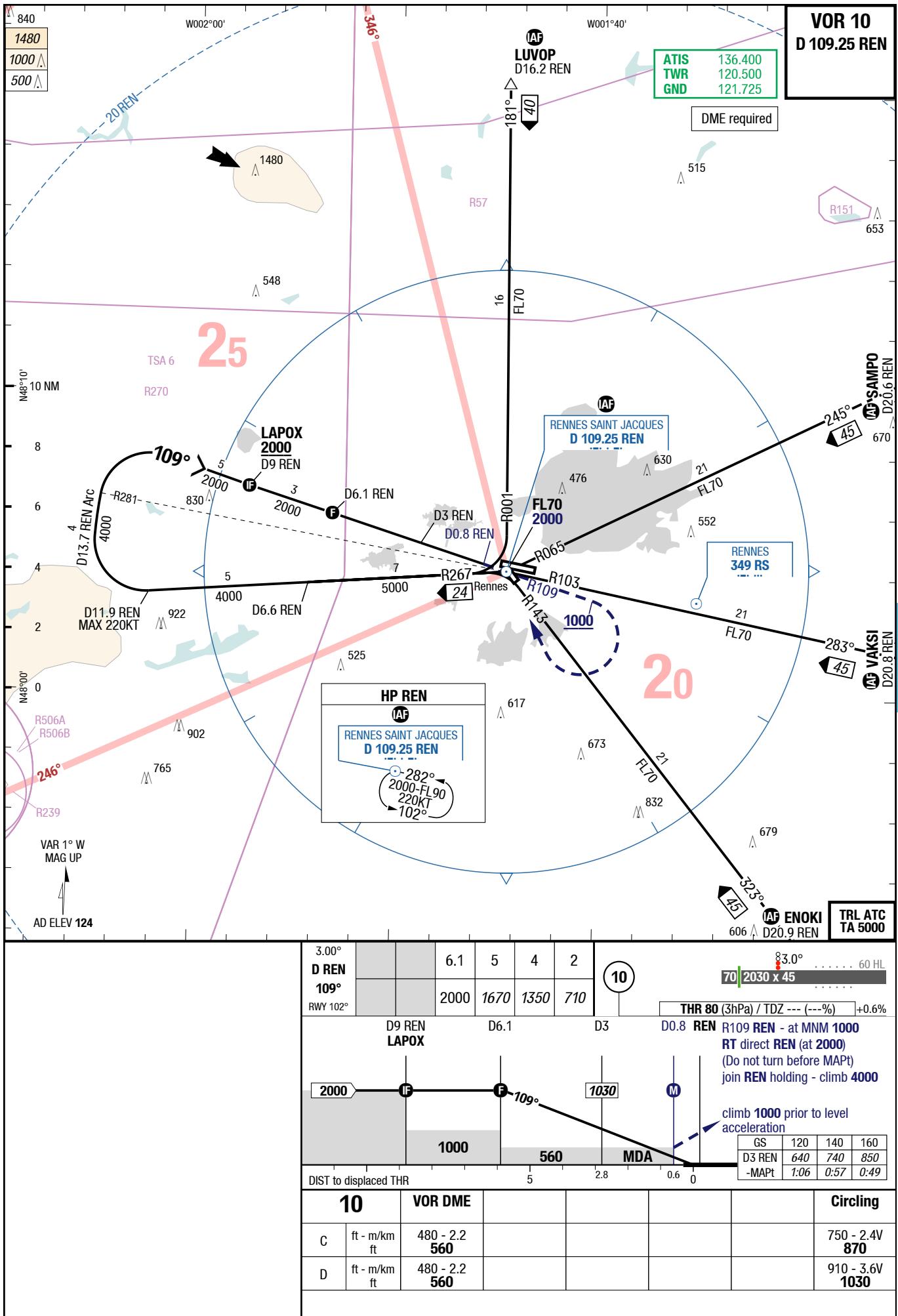
IAC

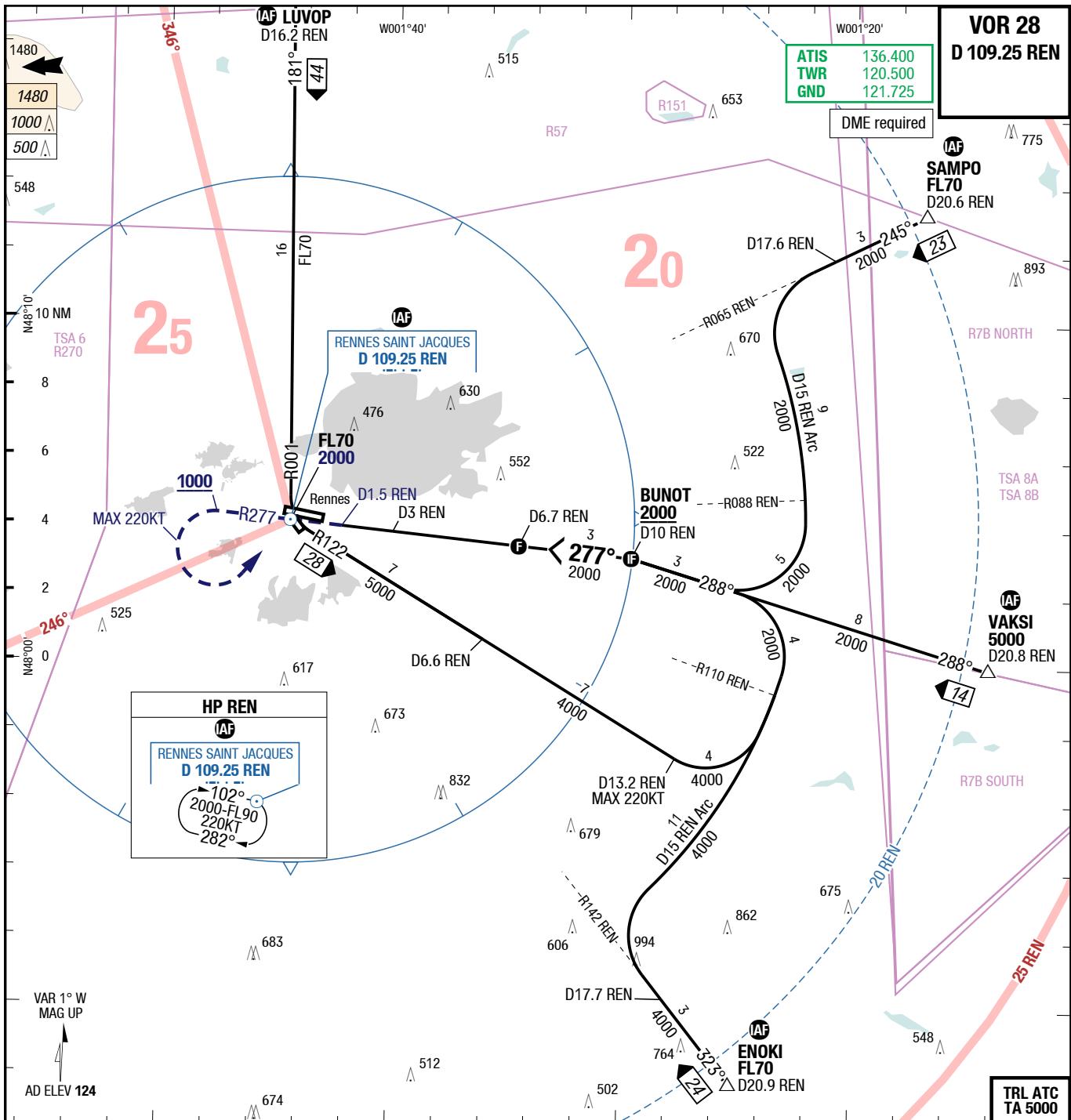
VOR 10

IAC

VOR 28

St Jacques Rennes Hallée





4	5	6	6.7			
1160	1480	1810	2000			
28	VOR DME					
C	ft - m/km ft	410 - 1.2	530			
D	ft - m/km ft	410 - 1.2	530			
						Circling
						750 - 2.4V 870
						910 - 3.6V 1030

Effective 21-JUN-2018

14-JUN-2018

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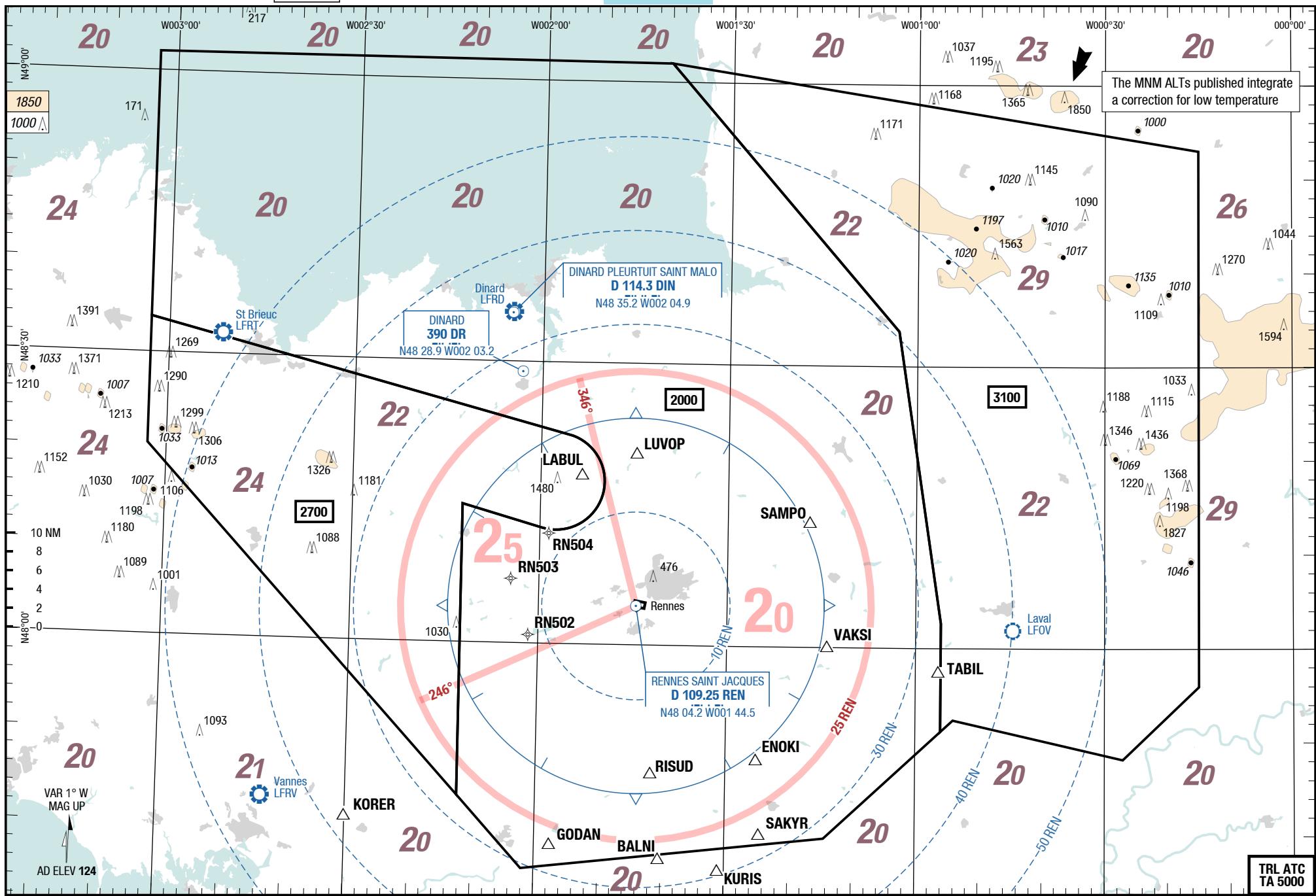
MRC

St Jacques Rennes France

NIL

MRC

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Changes: MRVA, WPT, RADAR SECT, Note, OBST