GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-SAT 0400-2130‡, SUN 0430-2130‡

Airport Information

RFF: CAT 7 0400-2200‡; CAT 5 2200-0400‡
Fuel: 0430-2130‡
PCN: RWY 08/26: 78/F/C/W/T
Customs: Not AVBL

Operation

Low Visibility Procedure
LVP in force when RVR below 550m or cloud base is below 200ft for LDG RWY 26.

After CAT II/III LDG and for TKOF in LVP conditions use TWY C5 only.

TWY Restriction
TWY C1, D4 width 20m / 66ft.
TWY T2, T3, D2, D3 width 15m / 49ft.

TWY C1, D2, D3 AVBL up to code letter C ACFT with MAX wheelbase below 18m / 59ft.

Standard Taxi Route
Mandatory taxiing for code letter E ACFT: TWY C5 - TWY B - stand P50.

Taxi
Turn-around area in THR RWY 26 MAX speeds:
- 5.5KT when entering the area.
- 2.7KT when performing a 180°-turn.

Noise Abatement Procedure
When performing a Visual APCH:
RWY 08: Follow standard pattern.
RWY 26: Join RWY CL latest D4 of **CFA VOR/DME**.

Warnings

In case of strong south wind expect windshear and heavy TURB on final RWY 26.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

Contact OPS FREQ 131.450 15min before ARR.

COM Failure
Join or follow the next authorized STAR.
Overfly the IAF at latest FL assigned and read back, or failing this, at the highest LVL of this pattern.
Perform HLDG pattern till EAT or 10min after time entering the pattern, then descend within the pattern.
Leave IAF and perform APCH PROC.

If followed by MISAP:
Perform MISAP as described on IAC, then execute a second APCH. When second attempt is followed by a new MISAP, divert to ALTN filed in FPL, climbing to MSA.

DEPARTURE

Take-off Minima

RWY		26	
All ACFT	ft - m/km	0 - 75R	-
RWY		08	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure
In VMC: Turn back and land on AD.
In IMC: Continue flight to the TMA limits, adhering to the DEP route given at the last cleared LVL, and thereafter climb to the cruising LVL.

Departure Procedure

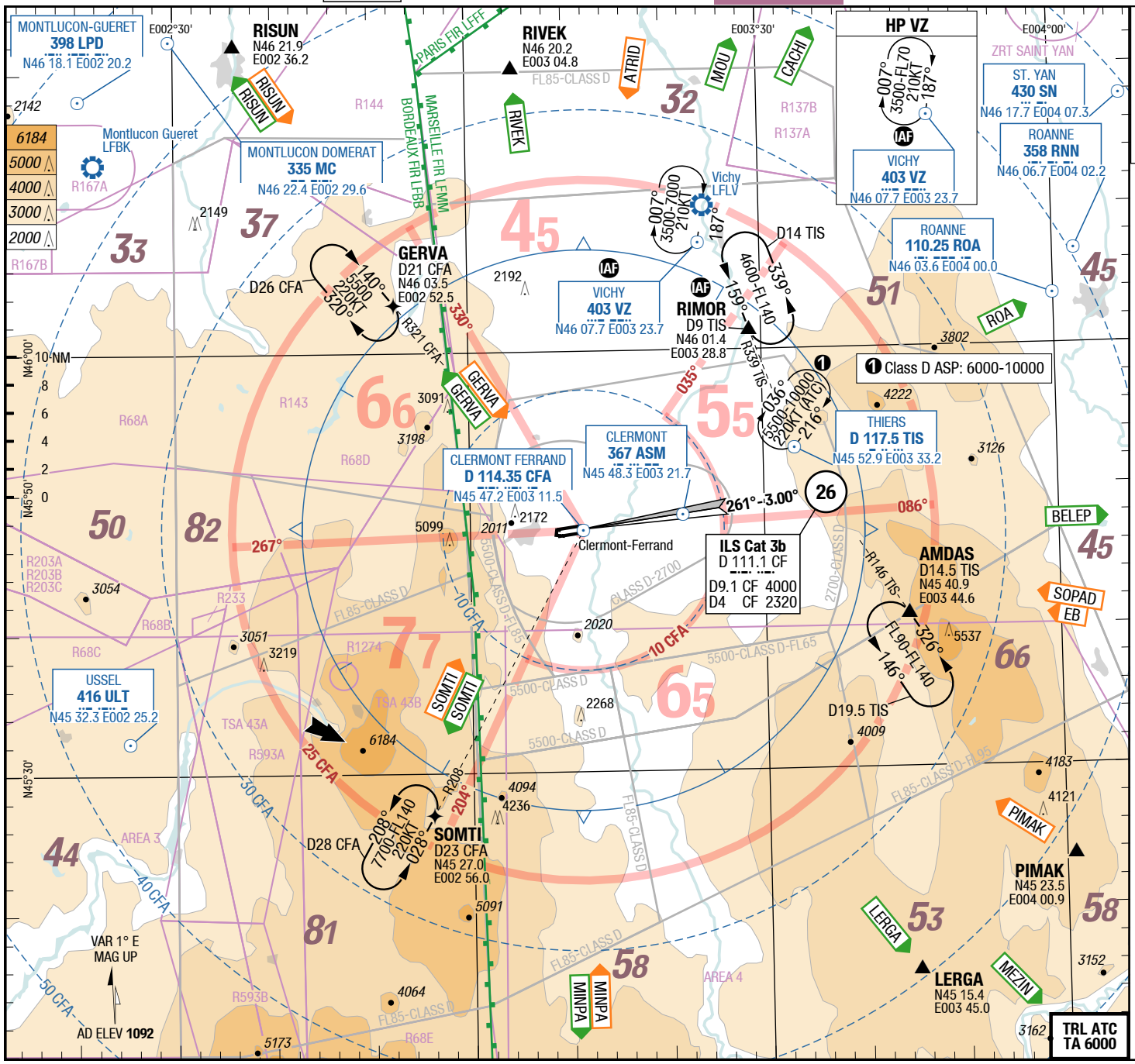
MOU 8E, 8W: Reserved cruising LVL above FL120 and Non RNAV.

CACHI 8E, 8W: Reserved cruising LVL above FL145.

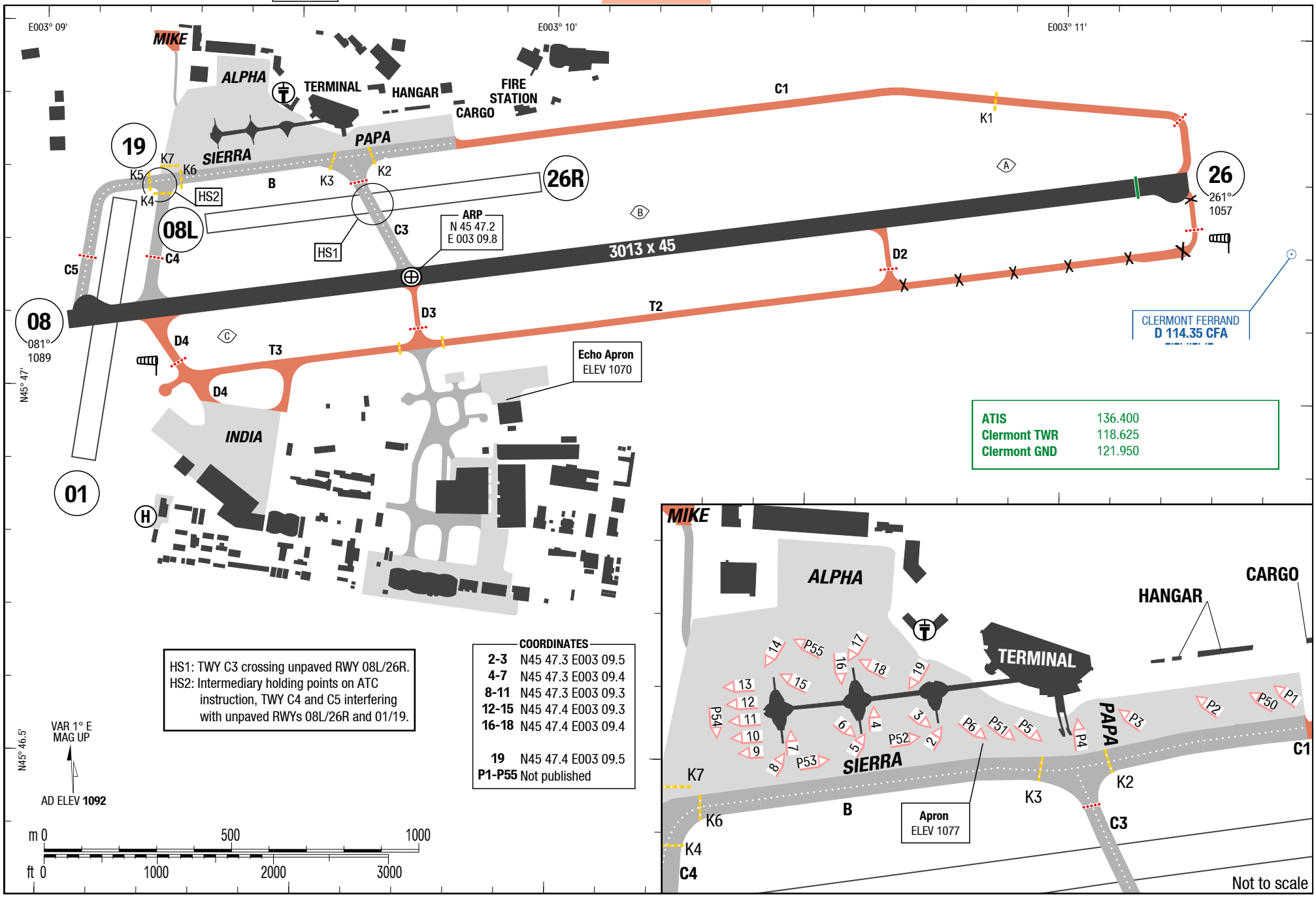
ROA 8E, 8W: Reserved for DEST TMA Lyon St.Etienne and St Yan.

De-Icing

AVBL

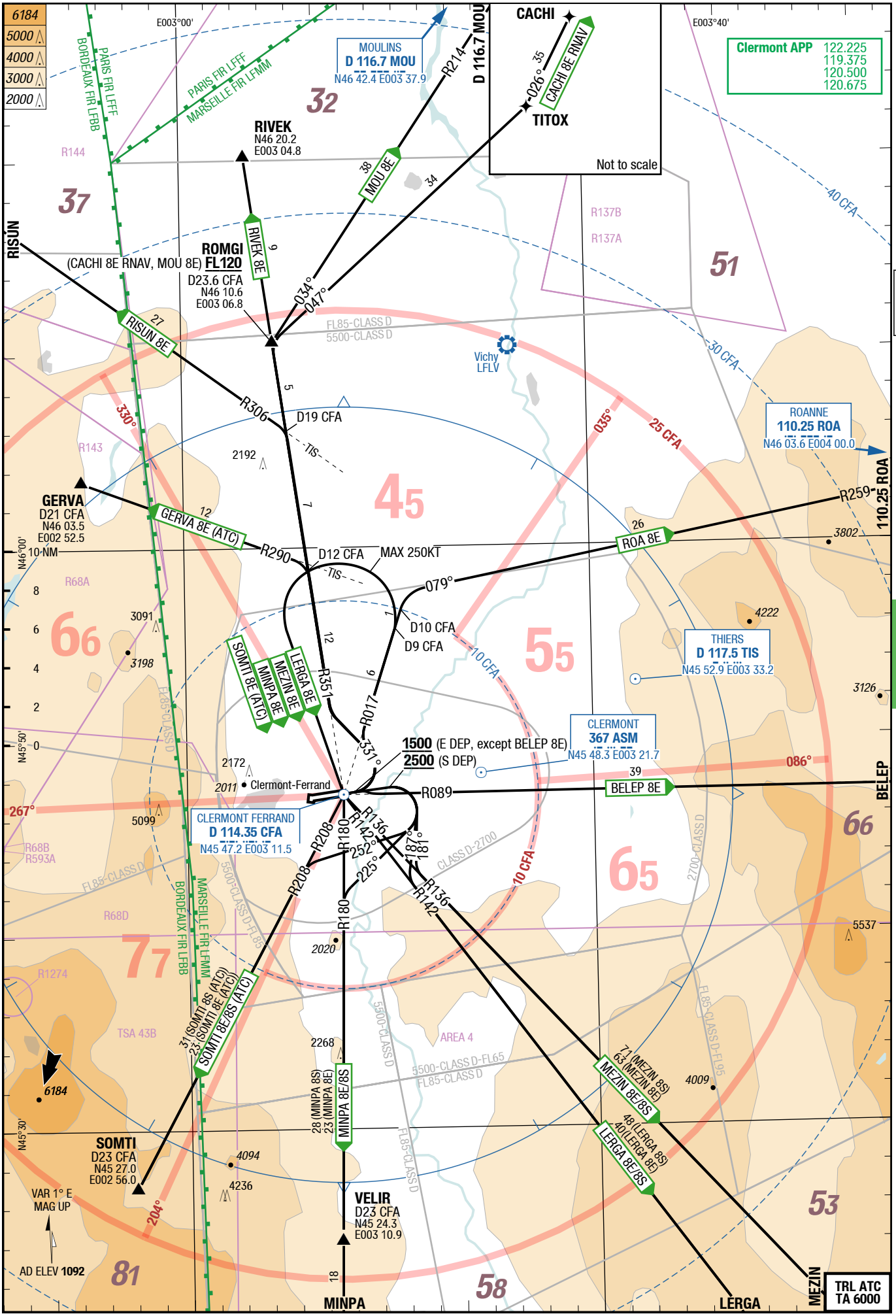


Changes: APL

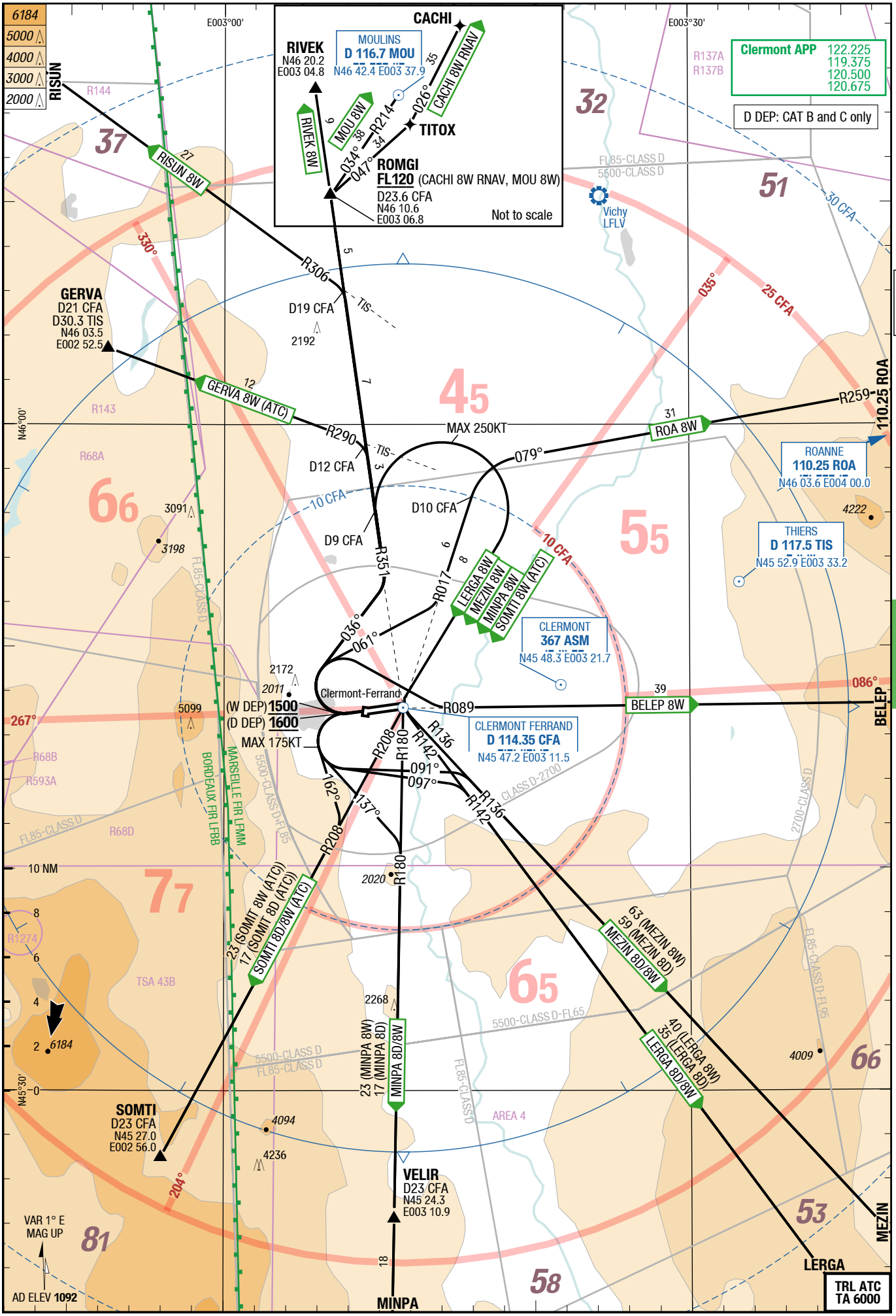


Changes: APN, HLDG POS, BLDG, Parking Stands

Changes: MGA, FREQ, Editorial



Changes: MGA, FREQ, Editorial



BELEP 8E / CACHI 8E RNAV / GERVA 8E / LERGA 8E / LERGA 8S / MEZIN 8E / MEZIN 8S
RWY 08 (081°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BELEP 8E 6.0% to FL90 **122.225** ①	intercept R089 **CFA** to BELEP	
CACHI 8E RNAV 7.0% to 5500 **122.225** ①	at MNM **1500 LT** intercept R351 **CFA** to ROMGI - TITOX - CACHI	ROMGI MNM **FL120**
GERVA 8E 7.0% to FL90 (ATC) **122.225** ①②	at MNM **1500 LT** intercept R351 **CFA** - at D12 **CFA LT** intercept R290 **TIS** to GERVA	
LERGA 8E 7.0% to 5500 **122.225** ①	at MNM **1500 LT** 331° intercept R017 **CFA** - at D9 **CFA LT** (MAX 250KT) direct **CFA** - R142 **CFA** to LERGA	
LERGA 8S 8.0% to FL90 **122.225** ①	at MNM **2500 RT** 187° intercept R142 **CFA** to LERGA	
MEZIN 8E 7.0% to 5500 **122.225** ①	at MNM **1500 LT** 331° intercept R017 **CFA** - at D9 **CFA LT** (MAX 250KT) direct **CFA** - R136 **CFA** to MEZIN	
MEZIN 8S 8.0% to FL90 **122.225** ①	at MNM **2500 RT** 181° intercept R136 **CFA** to MEZIN	

① If unable to comply with climb gradient, advise ATC on start-up.
② Available only when R68 areas are not active.

Changes: Editorial

MINPA 8E / MINPA 8S / MOULINS 8E / OMNIDIRECTIONAL DEPARTURE / RISUN 8E / RIVEK 8E / ROANNE 8E

RWY 08 (081°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
MINPA 8E 7.0% to 5500 **122.225** ①	at MNM **1500 LT** 331° intercept R017 **CFA** - at D9 **CFA LT** (MAX 250KT) direct **CFA** - R180 **CFA** to VELIR - MINPA	
MINPA 8S 8.0% to FL90 **122.225** ①	at MNM **2500 RT** 225° intercept R180 **CFA** to MINPA	
MOULINS 8E **MOU 8E** 7.0% to 5500 **122.225** ①	at MNM **1500 LT** intercept R351 **CFA** - at ROMGI **RT** intercept R214 **MOU** to **MOU**	ROMGI MNM **FL120**
OMNIDIRECTIONAL DEPARTURE 4.5% to ASM **122.225** ②	direct **ASM** - proceed direct route climbing to MEA	
RISUN 8E 7.0% to 5500 **122.225** ①	at MNM **1500 LT** intercept R351 **CFA** - at D19 **CFA LT** intercept R306 **TIS** to RISUN	
RIVEK 8E 7.0% to 5500 **122.225** ①	at MNM **1500 LT** intercept R351 **CFA** to RIVEK	
ROANNE 8E **ROA 8E** 7.0% to FL120 **122.225** ①	at MNM **1500 LT** 331° intercept R017 **CFA** - at D10 **CFA RT** intercept R259 **ROA** to **ROA**	

① If unable to comply with climb gradient, advise ATC on start-up.
② Theoretical climb gradient by relief of Puy de Dome with a peak altitude of 5082ft.

Changes: Editorial

SOMTI 8E / SOMTI 8S

RWY 08 (081°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
SOMTI 8E 7.0% to 5500 then 5.0% to FL120 (ATC) **122.225** ①②	at MNM **1500 LT** 331° intercept R017 **CFA** - at D9 **CFA LT** (MAX 250KT) direct **CFA** - R208 **CFA** to SOMTI	
SOMTI 8S 8.0% to FL90 (ATC) **122.225** ①②	at MNM **2500 RT** 252° intercept R208 **CFA** to SOMTI	

① If unable to comply with climb gradient, advise ATC on start-up.
② Available only when R68 areas are not active.

Changes: Editorial

BELEP 8W / CACHI 8W RNAV / GERVA 8W / LERGA 8D / LERGA 8W

RWY 26 (261°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BELEP 8W 6.4% to 2600 6.0% to FL90 **122.225** ①②	at MNM **1500 RT** intercept R089 **CFA** to BELEP	
CACHI 8W RNAV 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** intercept R351 **CFA** to ROMGI - TITOX - CACHI	ROMGI MNM **FL120**
GERVA 8W 6.4% to 2600 7.0% to FL90 (ATC) **122.225** ①②③	at MNM **1500 RT** intercept R351 **CFA** - at D12 **CFA LT** intercept R290 **TIS** to GERVA	
LERGA 8D 6.0% to 2800 8.0% to FL90 **122.225** ①④	at MNM **1600 LT** (MAX 175KT) 097° intercept R142 **CFA** to LERGA	
LERGA 8W 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** 036° intercept R351 **CFA** - at D9 **CFA RT** (MAX 250KT) direct **CFA** - R142 **CFA** to LERGA	

① If unable to comply with ATC climb gradient, advise ATC on start-up.
② Theoretical climb gradient 6.4% determined by telecommunication TWR, top altitude 2172ft. Relief of top altitude 2270ft requires to maintain CG up to 2600ft.
③ Available only when R68 areas are not active.
④ Theoretical climb gradient 6.0% determined by relief Puy du Crouel of 1400ft. Relief of top altitude 2441ft requires to maintain CG up to 2800ft.

Changes: Editorial

MEZIN 8D / MEZIN 8W / MINPA 8D / MINPA 8W / MOULINS 8W

RWY 26 (261°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
MEZIN 8D 6.0% to 2800 8.0% to FL90 **122.225** ①③	at MNM **1600 LT** (MAX 175KT) 091° intercept R136 **CFA** to MEZIN	
MEZIN 8W 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** 036° intercept R351 **CFA** - at D9 **CFA RT** (MAX 250KT) direct **CFA** - R136 **CFA** to MEZIN	
MINPA 8D 6.0% to 2800 8.5% to FL90 **122.225** ①③	at MNM **1600 LT** (MAX 175KT) 137° intercept R180 **CFA** to MINPA	
MINPA 8W 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** 036° intercept R351 **CFA** - at D9 **CFA RT** (MAX 250KT) direct **CFA** - R180 **CFA** to VELIR - MINPA	
MOULINS 8W **MOU 8W** 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** intercept R351 **CFA** - at ROMGI **RT** intercept R214 **MOU** to **MOU**	ROMGI MNM **FL120**

① If unable to comply with ATC climb gradient, advise ATC on start-up.
② Theoretical climb gradient 6.4% determined by telecommunication TWR, top altitude 2172ft. Relief of top altitude 2270ft requires to maintain CG up to 2600ft.
③ Theoretical climb gradient 6.0% determined by relief Puy du Crouel of 1400ft. Relief of top altitude 2441ft requires to maintain CG up to 2800ft.

Changes: Editorial

OMNIDIRECTIONAL DEPARTURE / RISUN 8W / RIVEK 8W / ROANNE 8W / SOMTI 8D

RWY 26 (261°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.5%	ft/MIN	1100	1300	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
OMNIDIRECTIONAL DEPARTURE 6.4% to 2600 **122.225** ②	at MNM **1500 RT** direct **ASM** - proceed direct route climbing to MEA	
RISUN 8W 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** intercept R351 **CFA** - at D19 **CFA LT** intercept R306 **TIS** to RISUN	
RIVEK 8W 6.4% to 2600 7.0% to 5500 **122.225** ①②	at MNM **1500 RT** intercept R351 **CFA** to RIVEK	
ROANNE 8W **ROA 8W** 6.4% to 2600 7.0% to FL120 **122.225** ①②	at MNM **1500 RT** 061° intercept R017 **CFA** - at D10 **CFA RT** intercept R259 **ROA** to **ROA**	
SOMTI 8D 6.0% to 2800 8.5% to FL90 (ATC) **122.225** ①③④	at MNM **1600 LT** (MAX 175KT) 162° intercept R208 **CFA** to SOMTI	

① If unable to comply with ATC climb gradient, advise ATC on start-up.
② Theoretical climb gradient 6.4% determined by telecommunication TWR, top altitude 2172ft. Relief of top altitude 2270ft requires to maintain CG up to 2600ft.
③ Available only when R68 areas are not active.
④ Theoretical climb gradient 6.0% determined by relief Puy du Crouel of 1400ft. Relief of top altitude 2441ft requires to maintain CG up to 2800ft.

SOMTI 8W

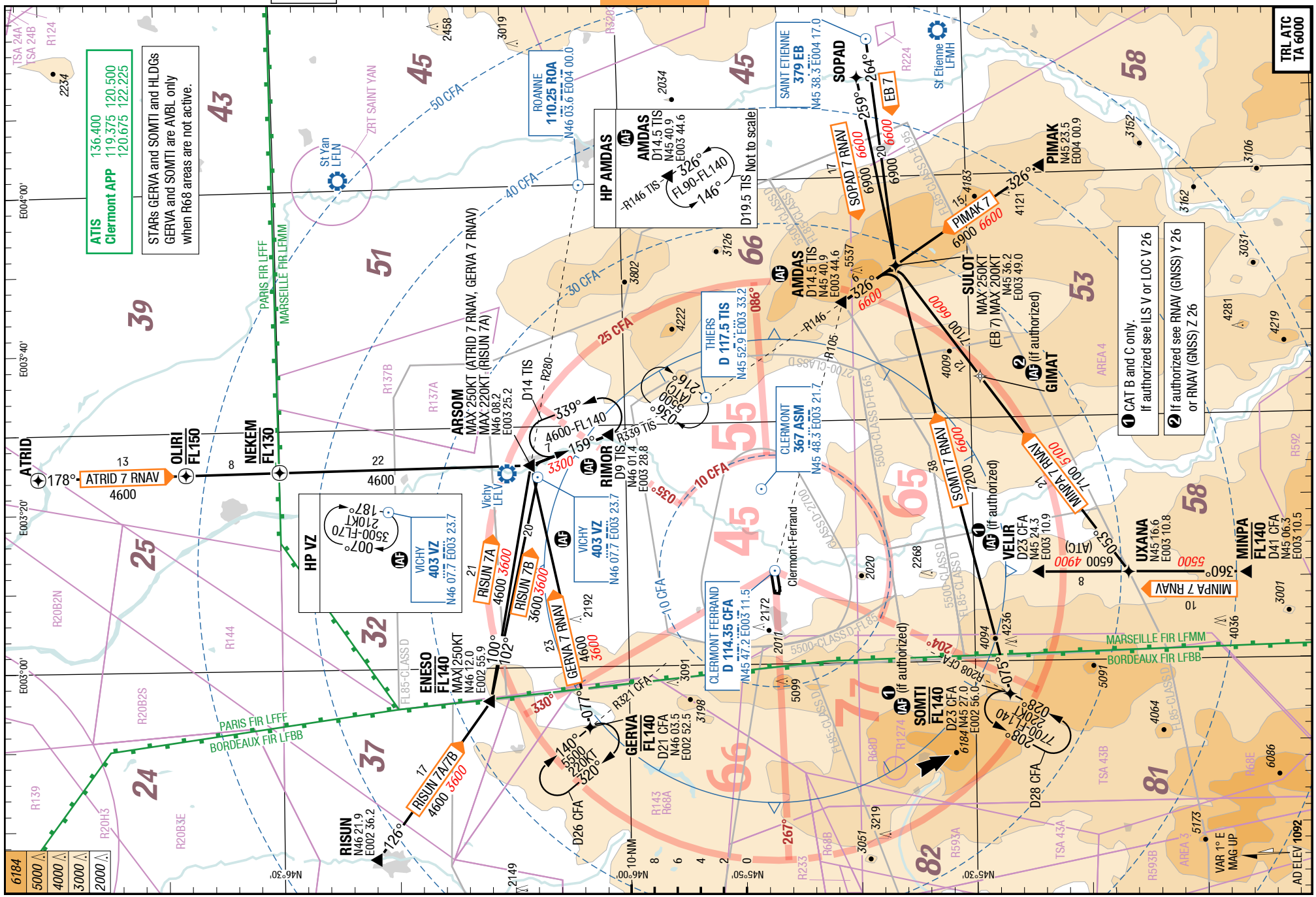
RWY 26 (261°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

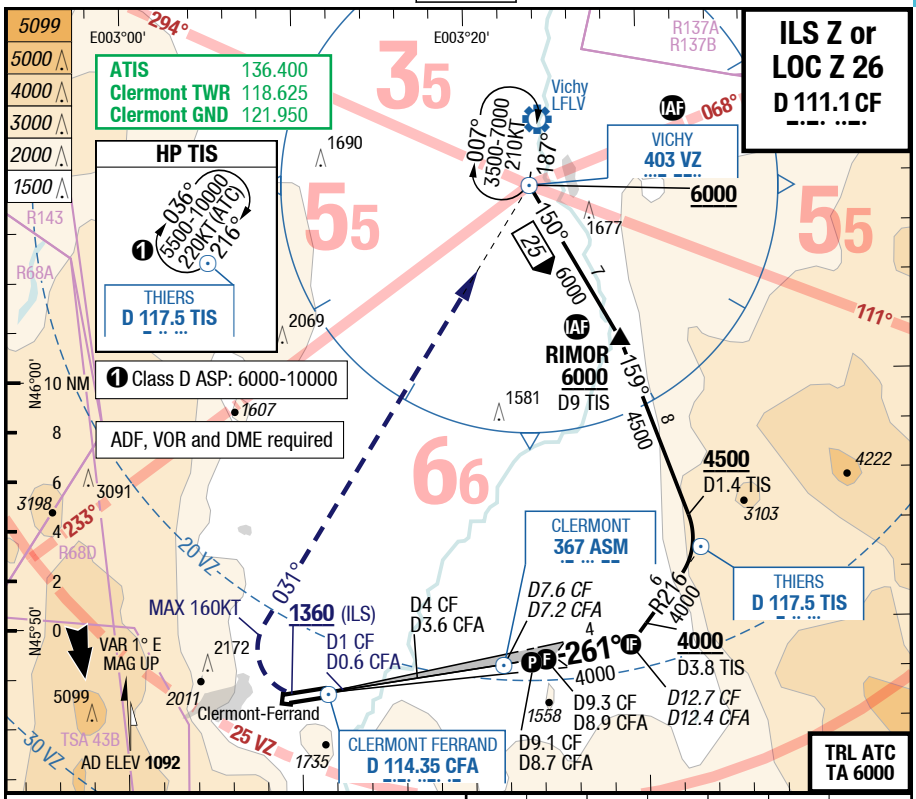
DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
SOMTI 8W 6.4% to 2600 7.0% to 5500 then 5.0% to FL120 (ATC) **122.225** ①②③	at MNM **1500 RT** 036° intercept R351 **CFA** - at D9 **CFA RT** (MAX 250KT) direct **CFA** - R208 **CFA** to SOMTI	

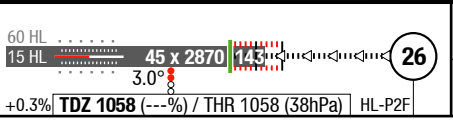
① If unable to comply with ATC climb gradient, advise ATC on start-up.
② Theoretical climb gradient 6.4% determined by telecommunication TWR, top altitude 2172ft. Relief of top altitude 2270ft requires to maintain CG up to 2600ft.
③ Available only when R68 areas are not active.

Changes: Editorial

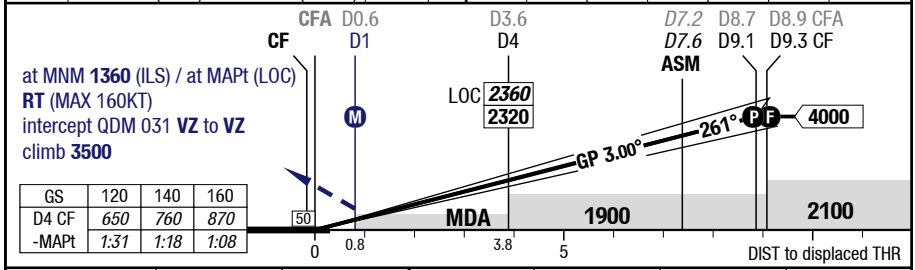


Changes: MGA, FREQ, SUAs





2	3	5	6	8	9.1	LOC 3.07° D CF
1710	2040	2690	3010	3670	4000	

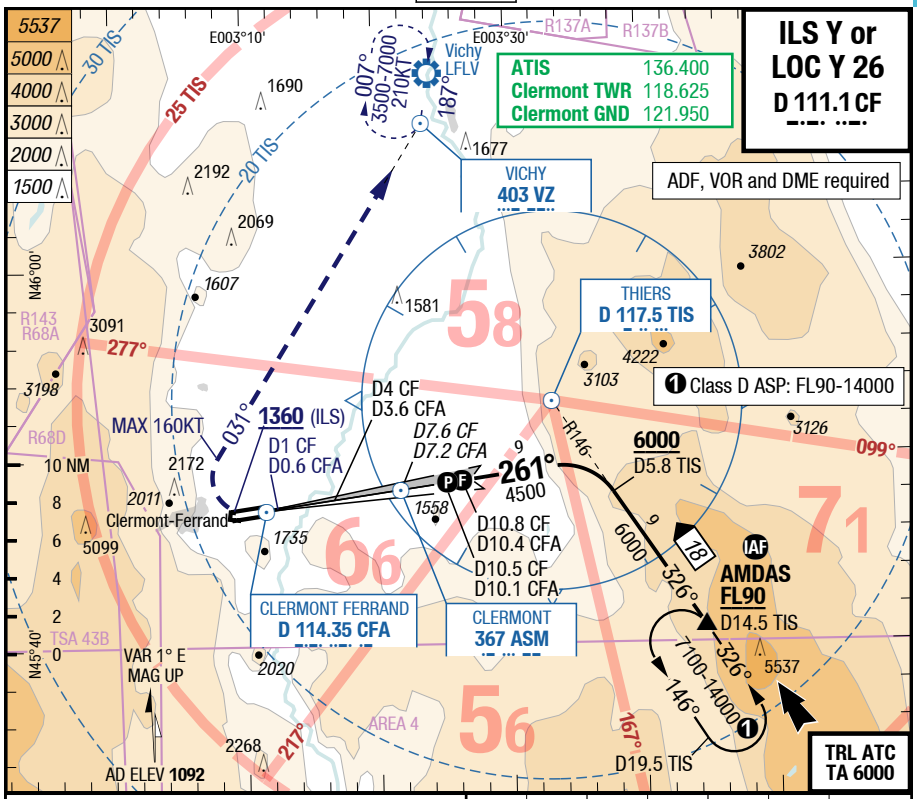


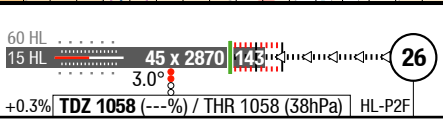
GS	120	140	160
D4 CF	650	760	870
-MAPt	1:31	1:18	1:08

26		Cat 3b DME GA 4.4%	Cat 2 DME GA 4.4%	Cat 1 DME LTS GA 4.0%	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	200 - 400 **1260** 1)	200 - 550 **1260** 1)	280 - 600 **1340** 2)	1630 - 2.4V **2720** 3)
D	ft - m/km ft	Not published	Not published	Not published	Not published	Not published	Not published

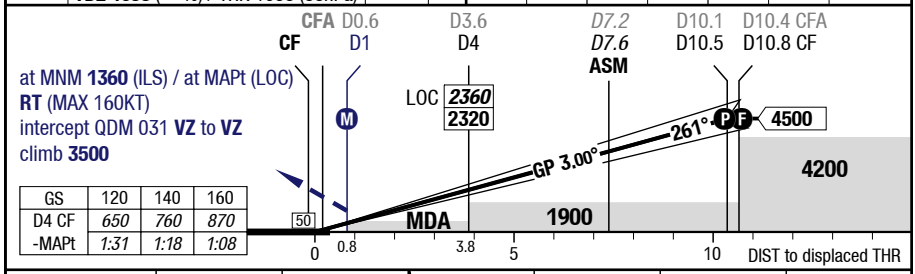
1) With EVS 350m, wo EVS use STD
2) With EVS 400m, wo EVS use STD
3) N of RWY 08/26 only

Changes: ALT, OBST, Profile, MOCA, TCH





2	3	5	6	9	10.5	LOC 3.07° D CF
1710	2040	2690	3010	3990	4500	

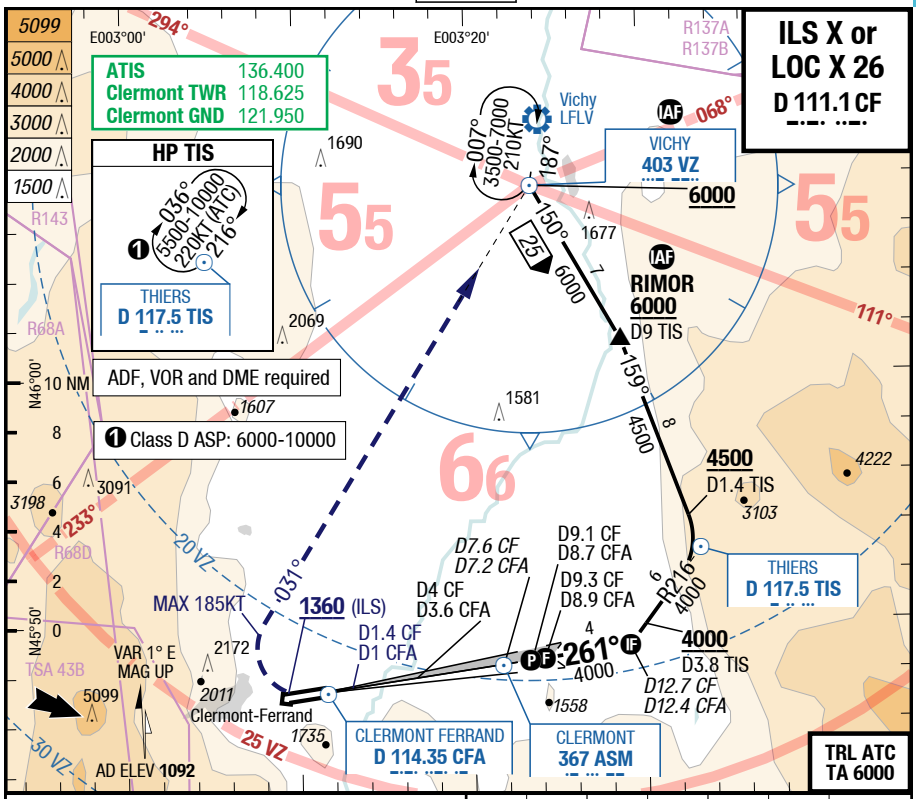


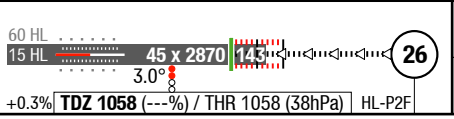
GS	120	140	160
D4 CF	650	760	870
-MAPt	1:31	1:18	1:08

26		Cat 3b DME GA 4.4%	Cat 2 DME GA 4.4%	Cat 1 DME LTS GA 4.0%	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	200 - 400 **1260** 1)	200 - 550 **1260** 1)	280 - 600 **1340** 2)	1630 - 2.4V **2720** 3)
D	ft - m/km ft	Not published	Not published	Not published	Not published	Not published	Not published

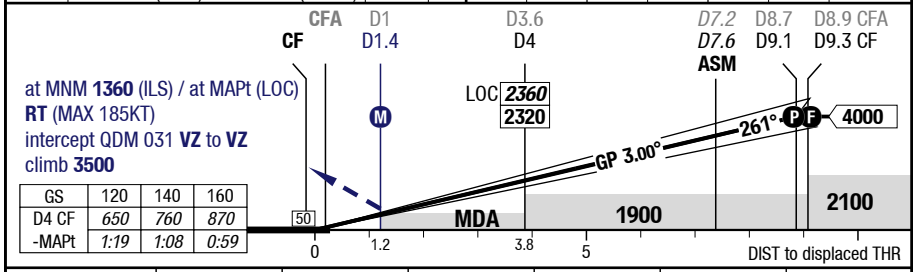
1) With EVS 350m, wo EVS use STD
2) With EVS 400m, wo EVS use STD
3) N of RWY 08/26 only

Changes: OBST, OM, MOCA, TCH





2	3	5	6	8	9.1	LOC 3.07° D CF
1710	2040	2690	3010	3670	4000	

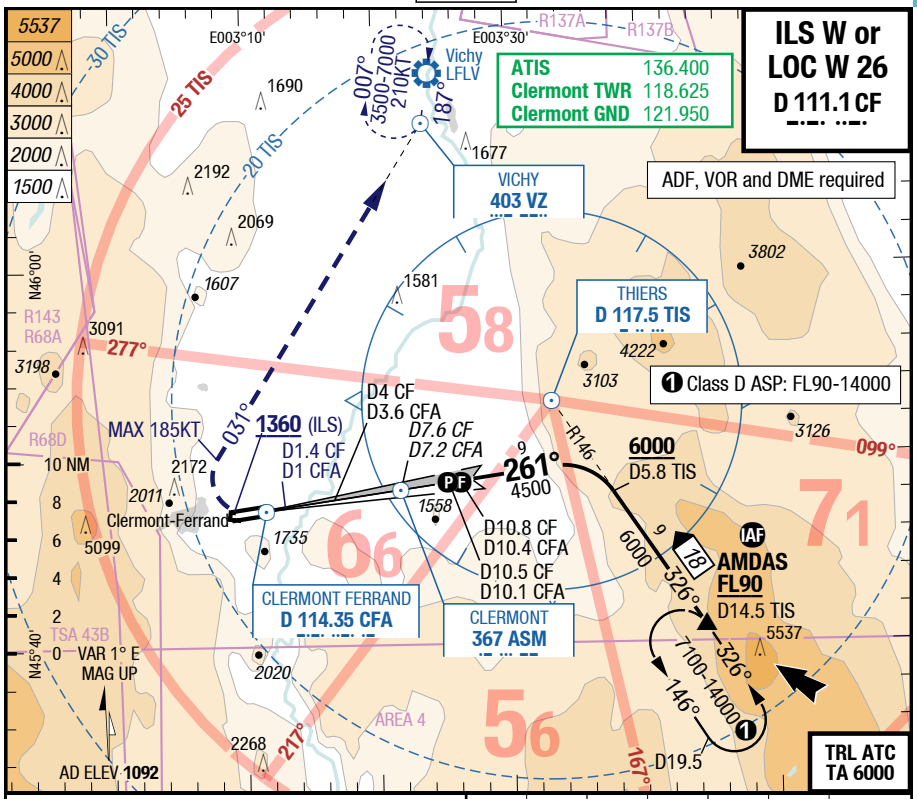


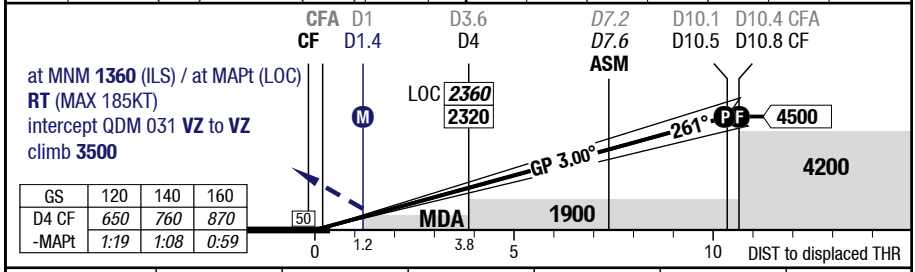
GS	120	140	160
D4 CF	*650*	*760*	*870*
-MAPt	*1:19*	*1:08*	*0:59*

26		Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	LOC DME			Circling
C	ft - m/km ft	Not published	Not published	Not published			Not published
D	ft - m/km ft	280 - 600 **1340** 1)	410 - 1.2 **1470** 2)	470 - 1.5 **1520**			2130 - 3.6V **3220** 3) 4)

1) With EVS 400m
2) With EVS 800m
3) HJ only
4) N of RWY 08/26 only

Changes: IAF, OBST, TCH, MOCA





26		Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	LOC DME			Circling
C	ft - m/km ft	Not published	Not published	Not published			Not published
D	ft - m/km ft	280 - 600 **1340** 1)	410 - 1.2 **1470** 2)	470 - 1.5 **1520**			2130 - 3.6V **3220** 3) 4)

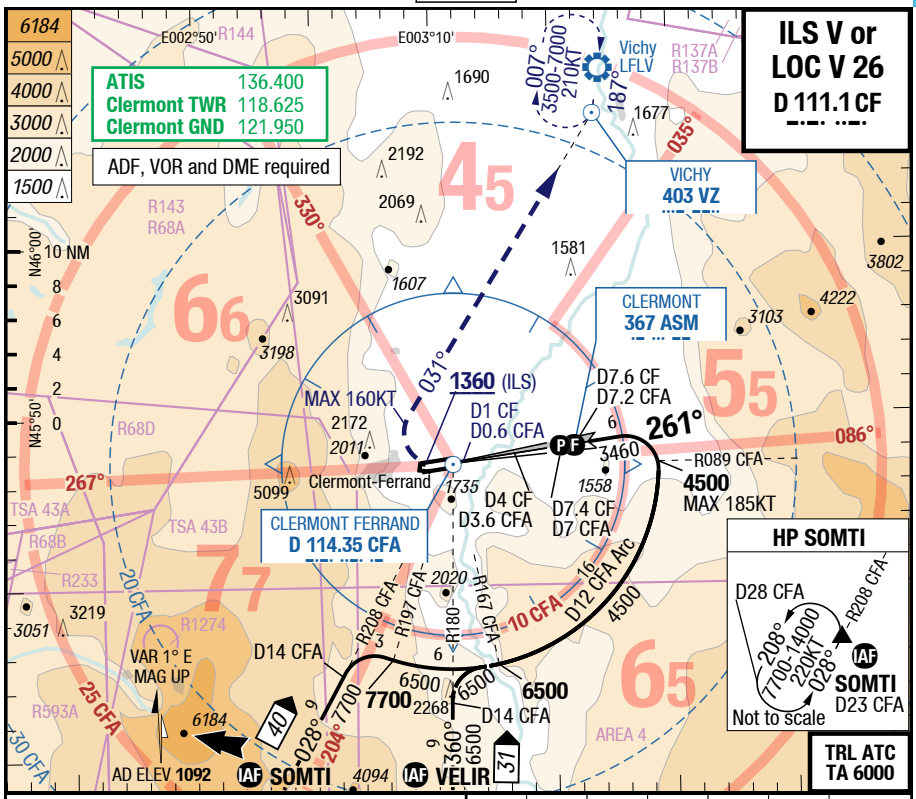
1) With EVS 400m
2) With EVS 800m
3) HJ only
4) N of RWY 08/26 only

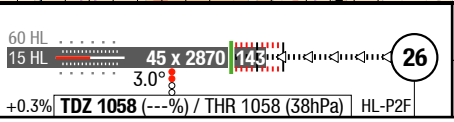
Changes: OBST, OM, TCH, MOCA

CFE-LFLC

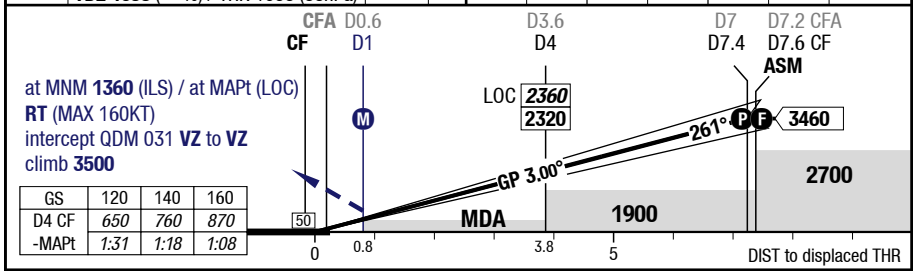
7-50

ILS V or LOC V 26





2	3	5	6	7	7.4	LOC 3.07° D CF
1710	2040	2690	3010	3340	3460	

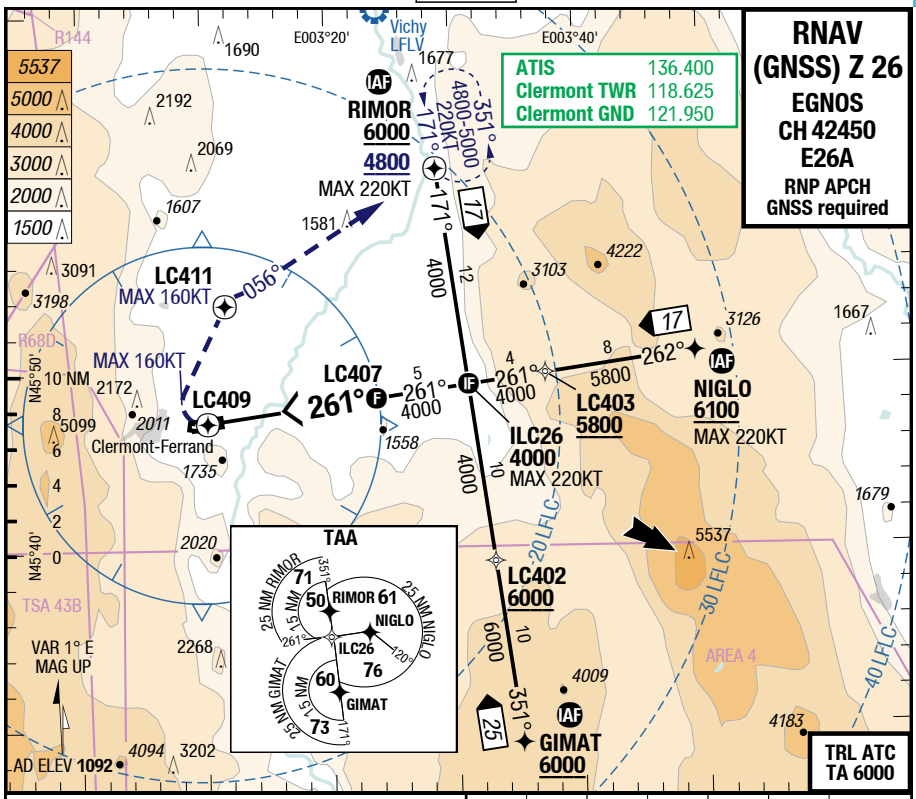


GS	120	140	160
D4 CF	650	760	870
-MAPt	1:31	1:18	1:08

26		Cat 3b DME GA 4.4%	Cat 2 DME GA 4.4%	Cat 1 DME LTS GA 4.0%	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	Circling 1)
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	200 - 400 **1260** 2)	200 - 550 **1260** 2)	280 - 600 **1340** 3)	1630 - 2.4V **2720**
D	ft - m/km ft	Not published	Not published	Not published	Not published	Not published	Not published

1) N of RWY 08/26 only
2) With EVS 350m, wo EVS use STD
3) With EVS 400m, wo EVS use STD

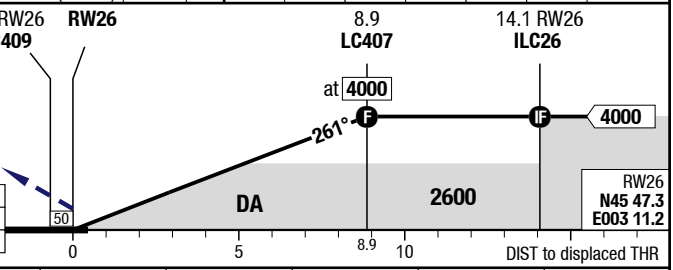
Changes: OM, OBST, TCH, MOCA



60 HL
15 HL 45 x 2870 143
3.0°
26
+0.3% **TDZ 1058** (---%) / THR 1058 (38hPa) HL-P2F

2	3	4	5	7	8.9	3.00° RW26
1760	2090	2410	2740	3390	4000	

261° - at LC409
RT (MAX 160KT)
direct LC411 (MAX 160KT)
RT 056° to RIMOR
climb **4800**
climb **4500** prior to
level acceleration

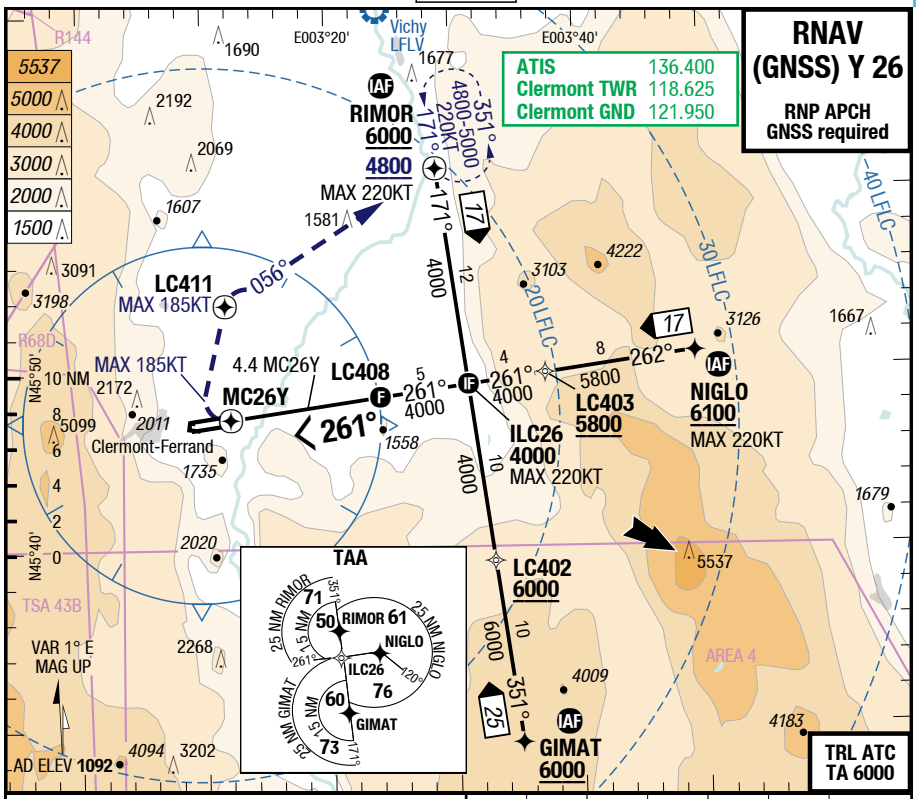


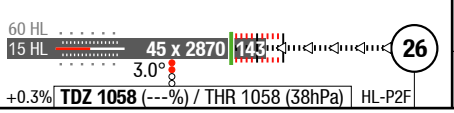
GS	120	140	160
	640	740	850

26		RNAV GNSS LPV GA 5.0%	RNAV GNSS LPV GA 2.5%				Circling 1)
C	ft - m/km ft	310 - 700 **1360** 2) 3)	350 - 900 **1400** 4)				1630 - 2.4V **2720**
D	ft - m/km ft	Not published	Not published				Not published

1) N of RWY 08/26 only
2) With EVS 450m
3) wo HGS RVR 750m required
4) With EVS 600m

Changes: MIN

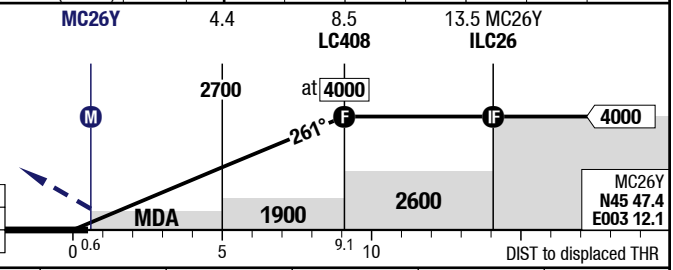




1	2	3	4	6	8.5	3.00° MC26Y
1620	*1940*	*2250*	*2570*	*3210*	4000	

RT (MAX 185KT)
(Do not turn before MAPt)
direct LC411 (MAX 185KT)
RT 056° to RIMOR
climb **4800**
climb **4500** prior to
level acceleration

GS	120	140	160
LC408	*640*	*740*	*850*
-MAPt	*4:15*	*3:38*	*3:11*



26		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	510 - 1.6 **1560**					1630 - 2.4V **2720**
D	ft - m/km ft	510 - 1.6 **1560**					2130 - 3.6V **3220**

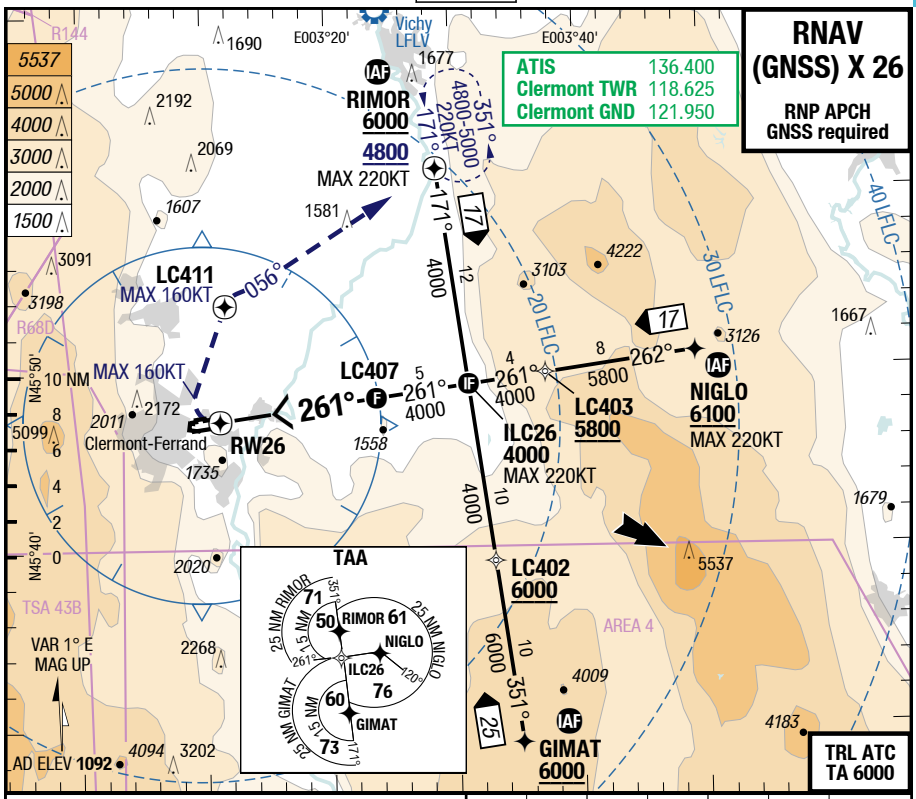
1) N of RWY 08/26 only

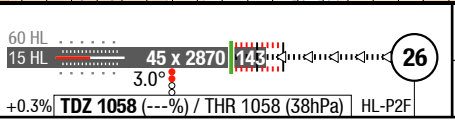
Changes: Nil

CFE-LFLC

7-90

RNAV (GNSS) X 26

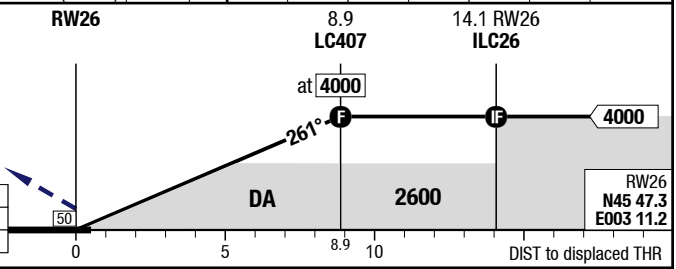




2	3	4	5	7	8.9	3.00° RW26
1760	2090	2410	2740	3390	4000	

at RW26
RT (MAX 160KT)
direct LC411 (MAX 160KT)
RT 056° to RIMOR
climb **4800**
climb **4500** prior to
level acceleration

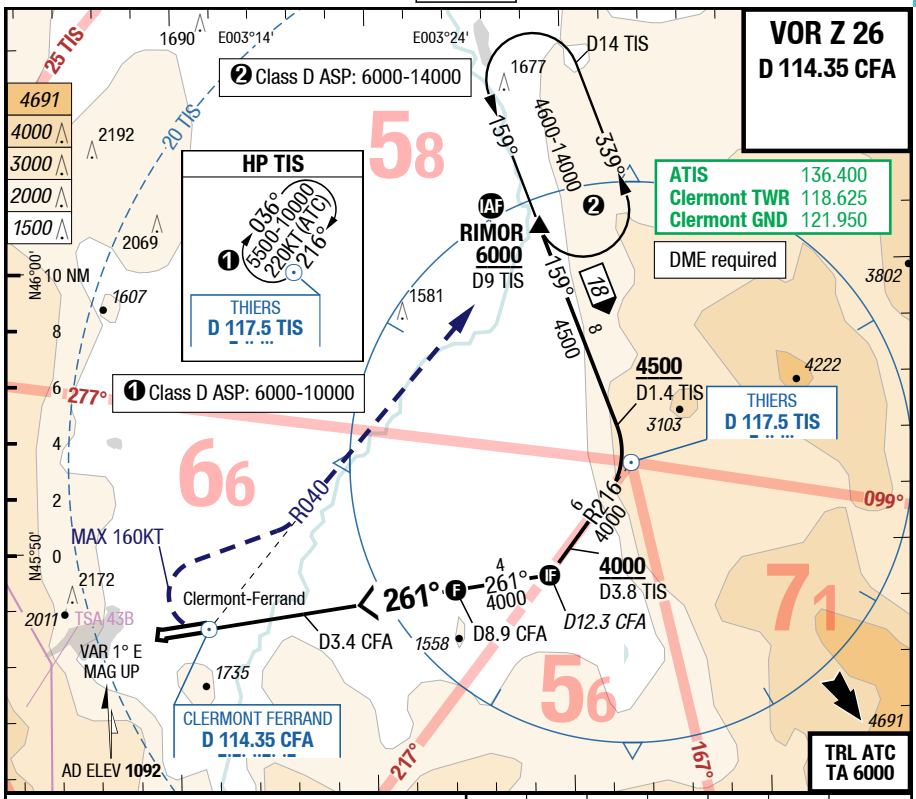
GS	120	140	160
	640	740	850

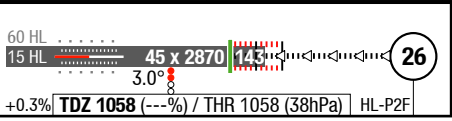


26		RNAV GNSS VNAV 1) 2)					Circling N of RWY only
C	ft - m/km ft	430 - 1.3 **1480** 3)					1630 - 2.4V **2720**
D	ft - m/km ft	Not published					Not published

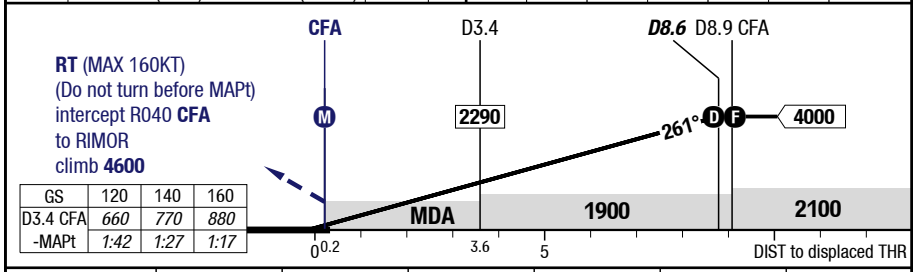
1) Uncompensated BARO VNAV NA below -30°C (-22°F)
2) PROC NA outside ATS SKED
3) With EVS 900m

Changes: MOCA





3	4	5	6	7	8.6	3.08°
2160	2490	2820	3150	3480	4000	D CFA



GS	120	140	160
D3.4 CFA	*660*	*770*	*880*
-MAPt	*1:42*	*1:27*	*1:17*

26		**VOR DME** 1)					**Circling** 2)
C	ft - m/km ft	780 - 2.4 **1830**					1630 - 2.4V **2720**
D	ft - m/km ft	Not published					Not published

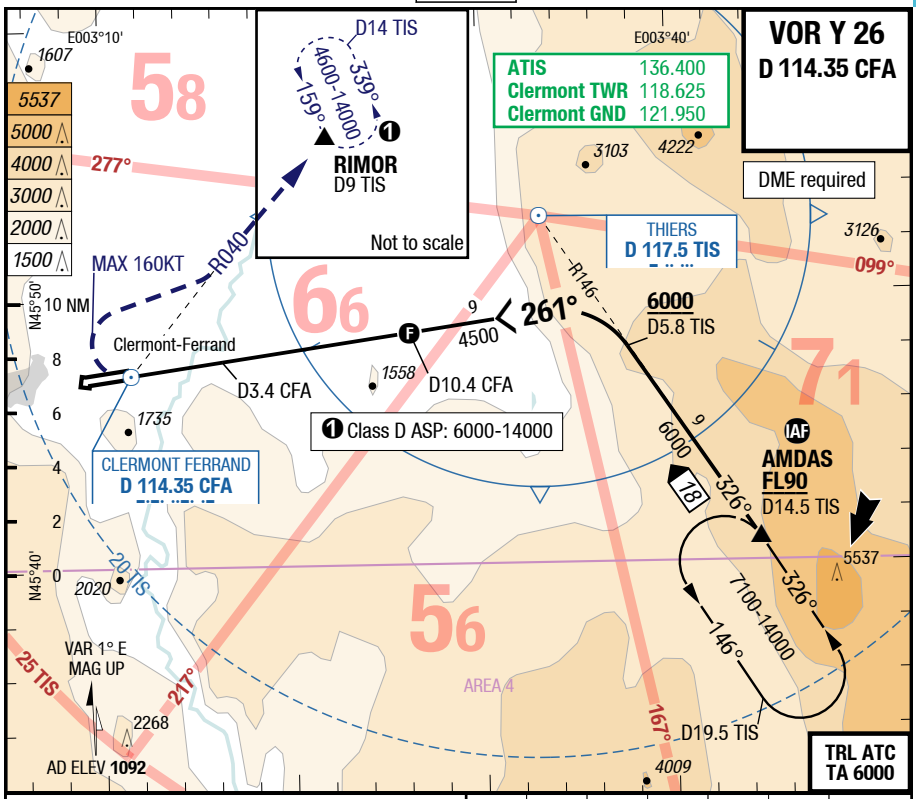
1) Timing to determine MAPt NA
2) N of RWY 08/26 only

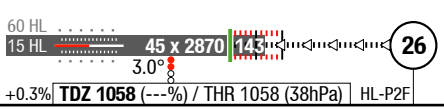
Changes: Page Number

CFE-LFLC

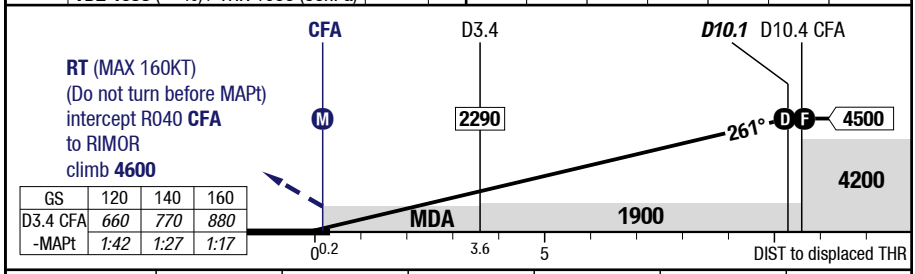
7-120

VOR Y 26





3	4	5	6	7	10.1	3.08°
2160	2490	2820	3150	3480	4500	D CFA



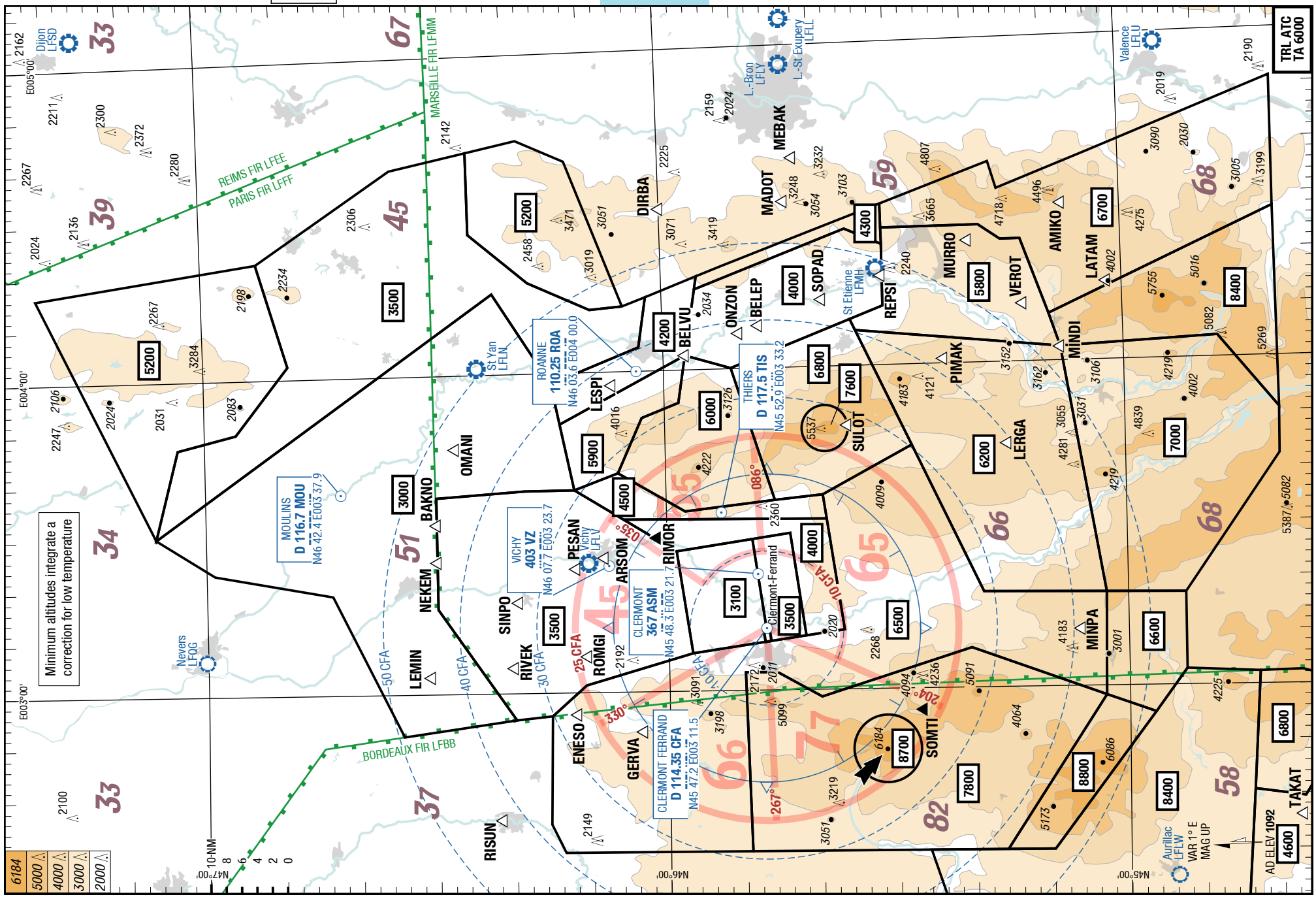
GS	120	140	160
D3.4 CFA	660	770	880
-MAPt	1:42	1:27	1:17

26		VOR DME 1)					Circling 2)
C	ft - m/km ft	780 - 2.4 **1830**					1630 - 2.4V **2720**
D	ft - m/km ft	Not published					Not published

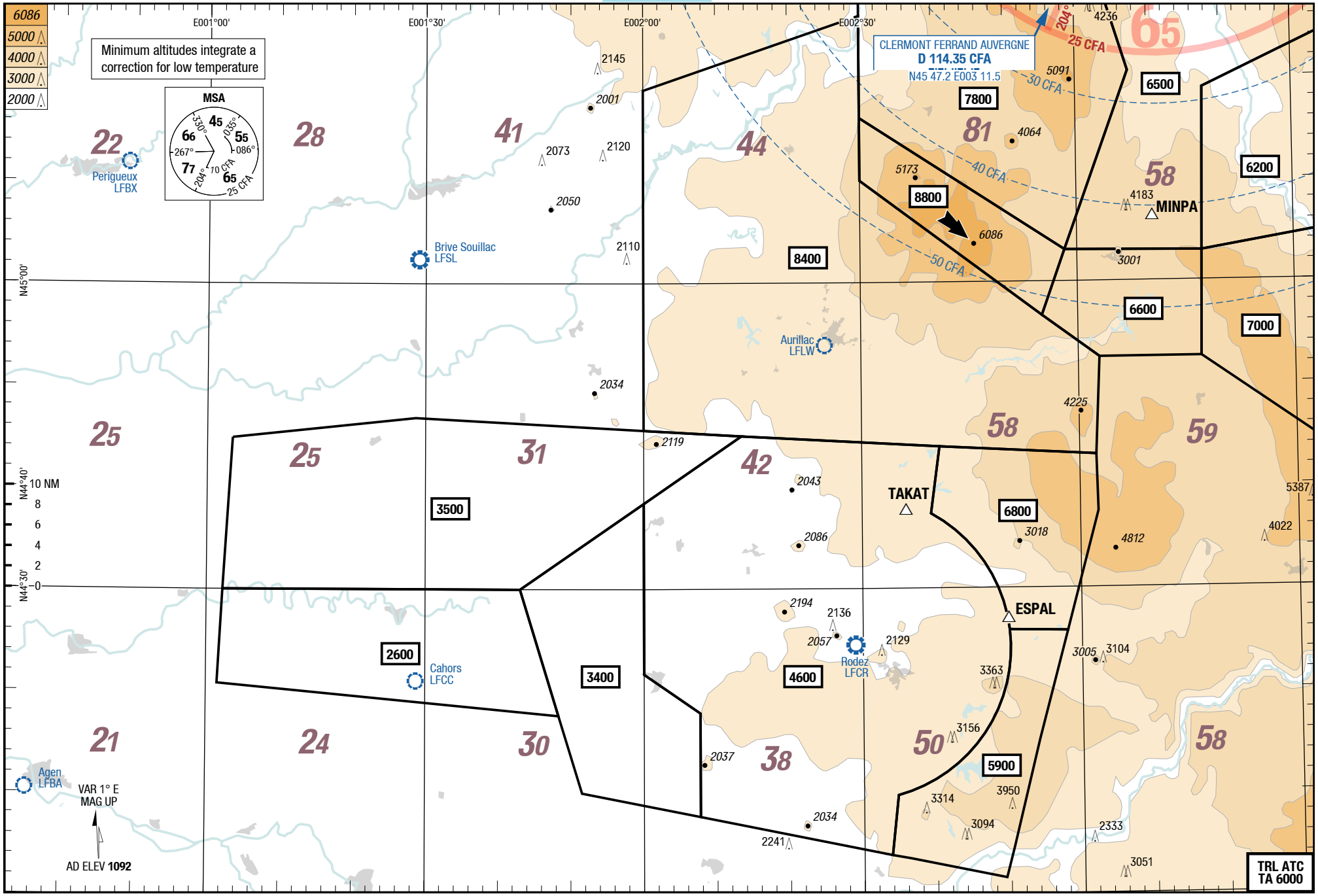
1) Timing to determine MAPt NA
2) N of RWY 08/26 only

Changes: Page Number

26		**LOC DME**					
C	ft - m/km ft	470 - 1.5 **1520**					
D	ft - m/km ft	Not published					



Changes: RADAR SECT, chart title, OBST



Changes: new