

**GENERAL****Operational Hours**

**ATS Hours:** See NOTAM

**AD ADMIN Hours:** Commercial traffic at 0430

**Airport Information**

**RFF:** CAT 7 0400-SS+15min other times 72HRs PPR, CAT 8 AVBL for SKED flights

**Fuel:** MON-FRI: 6HRs PN  
SAT, SUN, HOL: 24HRs PN

**PCN:** RWY 16/34: 53/F/C/W/T

**Customs:** 0430-SS+15min

**Operation****Traffic Notes**

Do not overfly Mamoudzou city, 6KM NW below 1600ft, except for TKOF and LDG.

PPR is mandatory for ACFT with MTOW above 5.7t / 12500lbs or for ACFT with more than 10 PAX seats.

**RWY Restriction**

LDG on RWY 16 at night prohibited, except when authorized by AD.

RWY cannot be used with more than 10KT of downwind component.

**TWY Restriction**

TWY C, D width 21m / 69ft.

TWY C and D usable in VMC only.

**Warnings**

Restricted area R1 active MON-SAT 0300-1500. Entrance only with ATC authorization during ATS HRS.  
Avoid entrance outside ATS HRS.

Wildlife strike hazard

**ARRIVAL****Speed**

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

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 34 right-hand circuit.

**DEPARTURE****Take-off Minima**

RWY		16	
A, B, C	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN
D		Not published	-
RWY		34	
All ACFT	ft - m/km	Not published	-

**DEPARTURE****Speed**

MAX IAS 250KT below FL100 not applied.

**Departure Procedure**

**RWY 16:** Climb MAG 158° up to 1200ft then direct route climbing up to enroute safety ALT.

**TK0F RWY 34:** Visual IFR departure authorized if VIS at or above 4km.

31-MAY-2012/UFN

24-MAY-2012

DZA-FMCZ

Mayotte Dzaoudzi Pamandzi

NIL

Tempo AFC

AFC

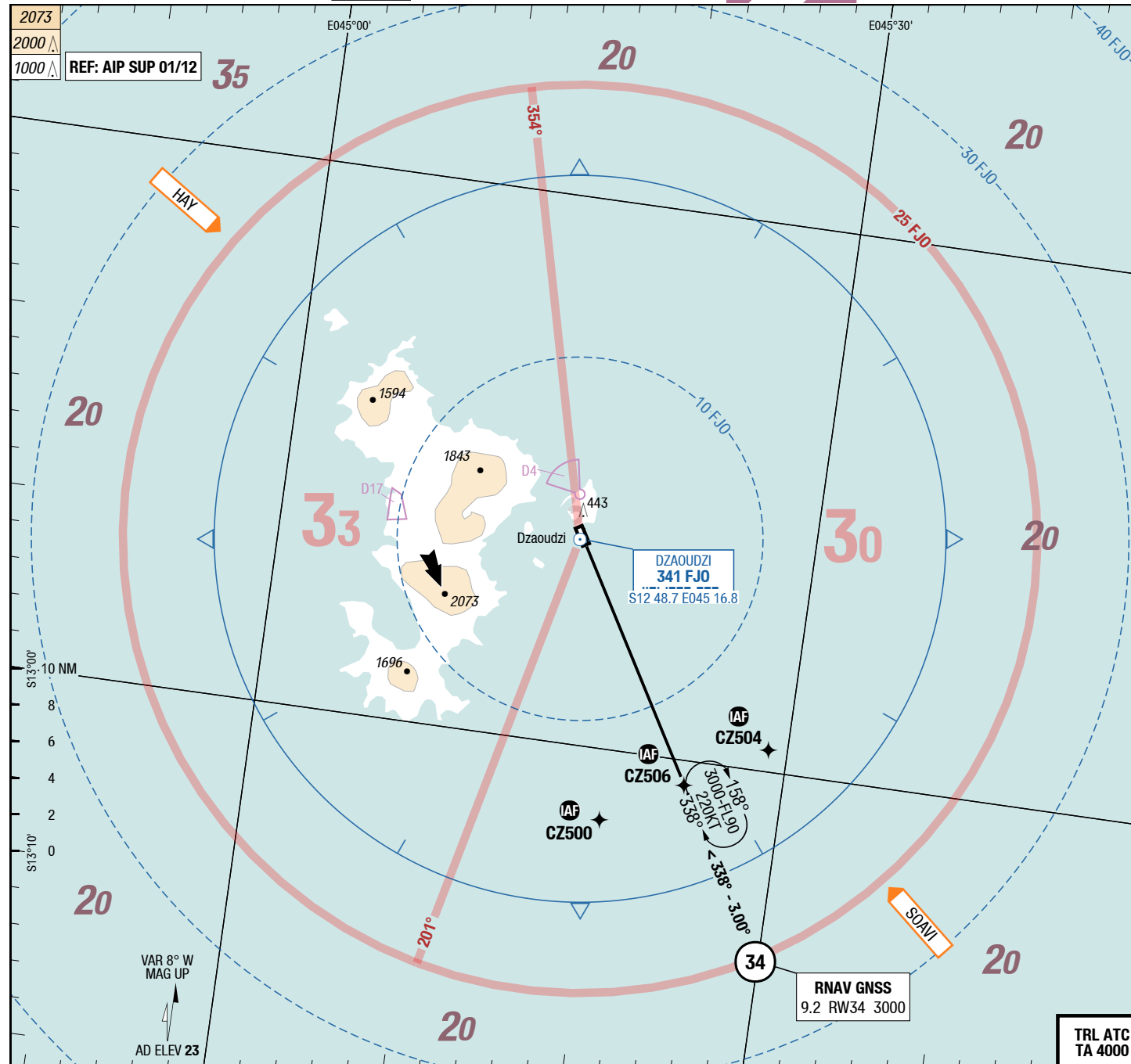
AFC

Pamandzi Dzaoudzi Mayotte

NIL

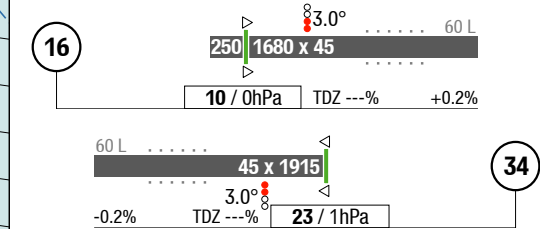
Tempo AFC

2-08



TWR 119.200 HX

Landing RWY system:

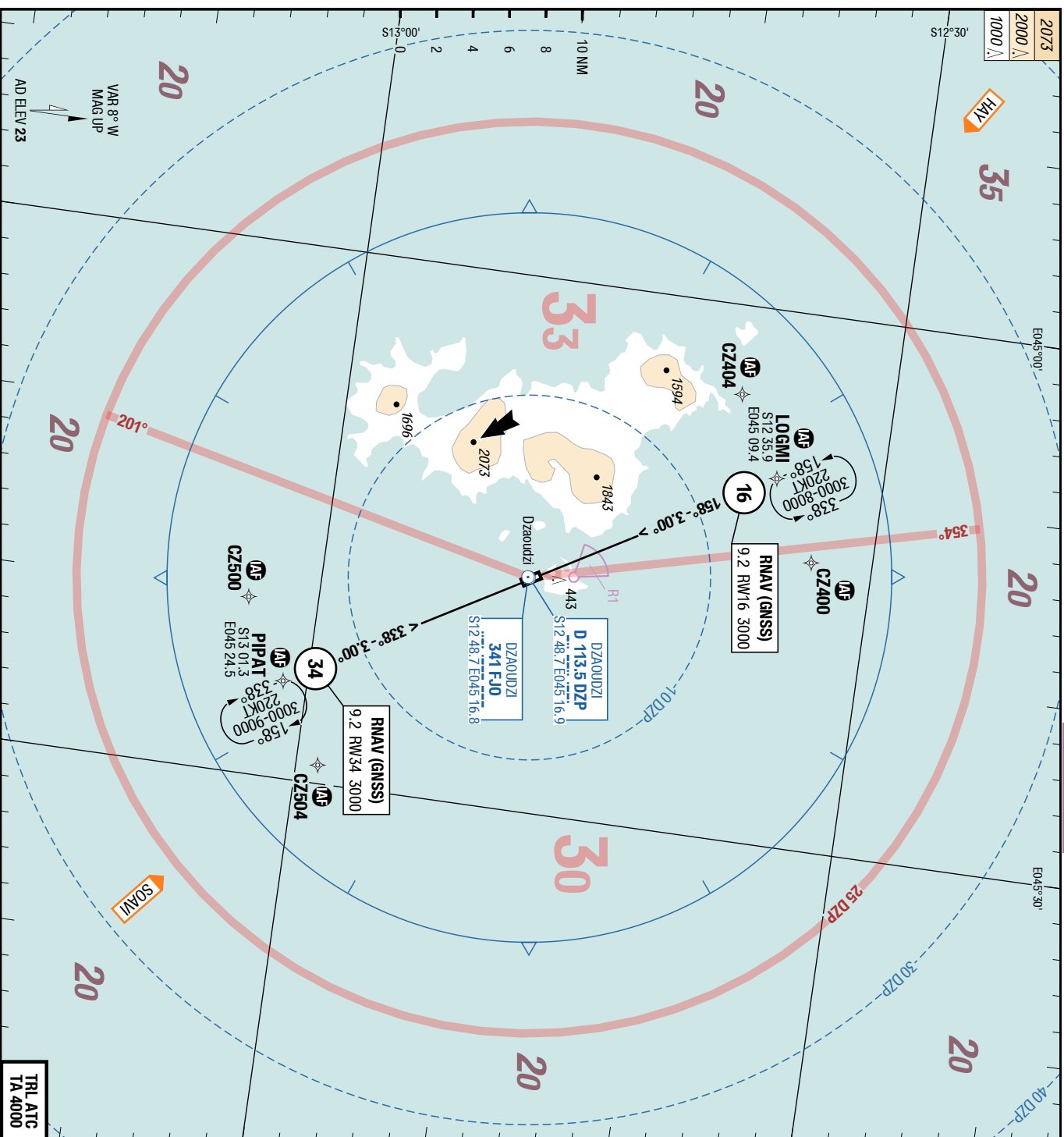


Changes: New

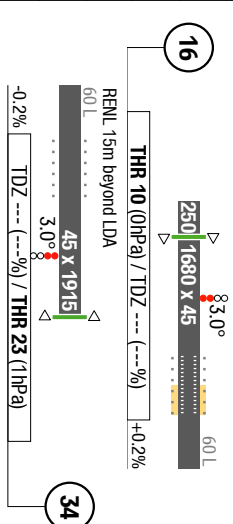
# Pamandzi Dzaoudzi Mavotte



**AFC**



ATIS	127.000 by NOTAM
TWR	119.200 by NOTAM
Landing RWY system:	



Changes: FREQ, APL, SUAS

# AGC



06-SEP-2018

DZA-FMCZ

Mayotte Dzaoudzi Pamandzi

NIL

STARs

STAR

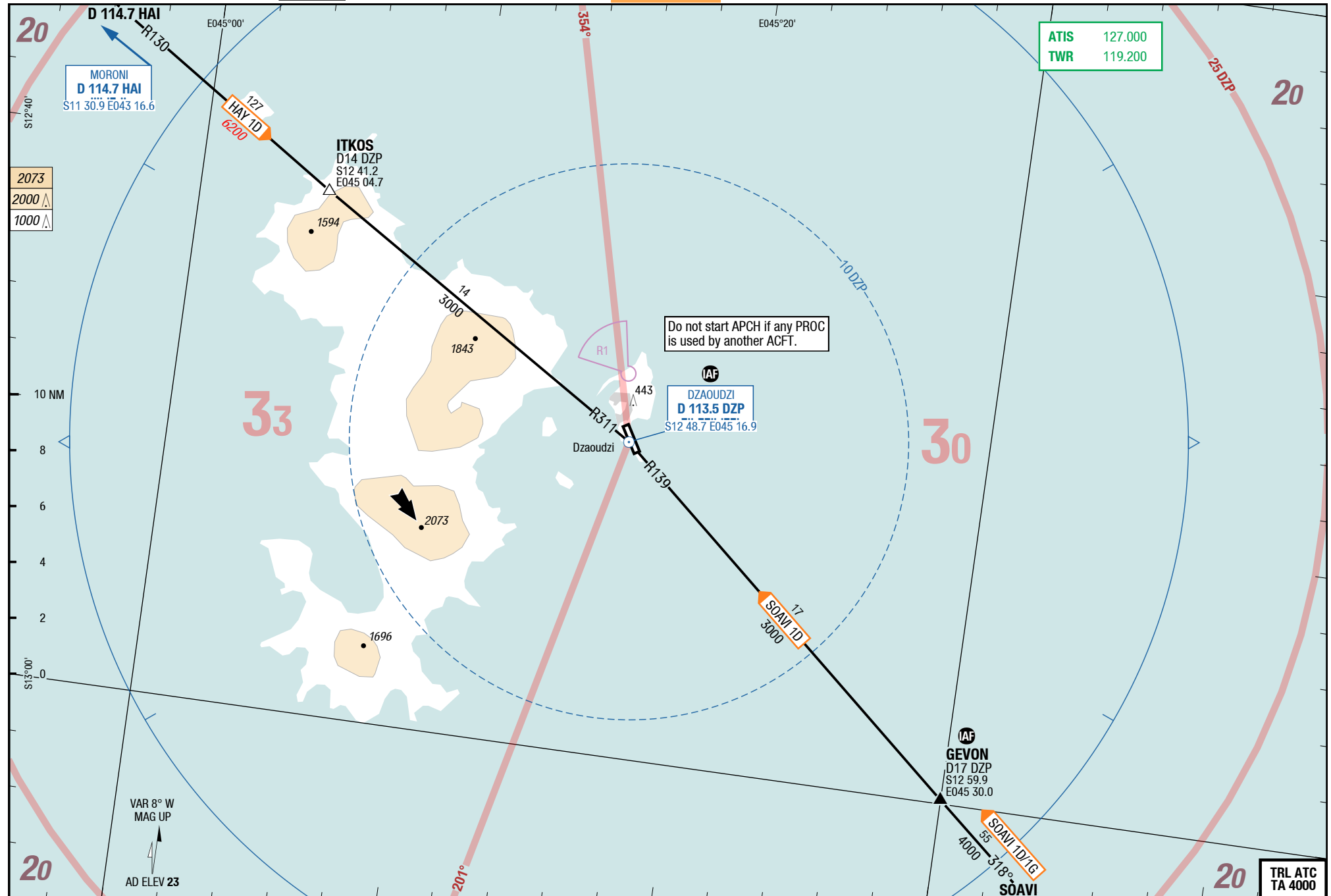
STAR

Pamandzi Dzaoudzi Mayotte

NIL

STARs

6-10

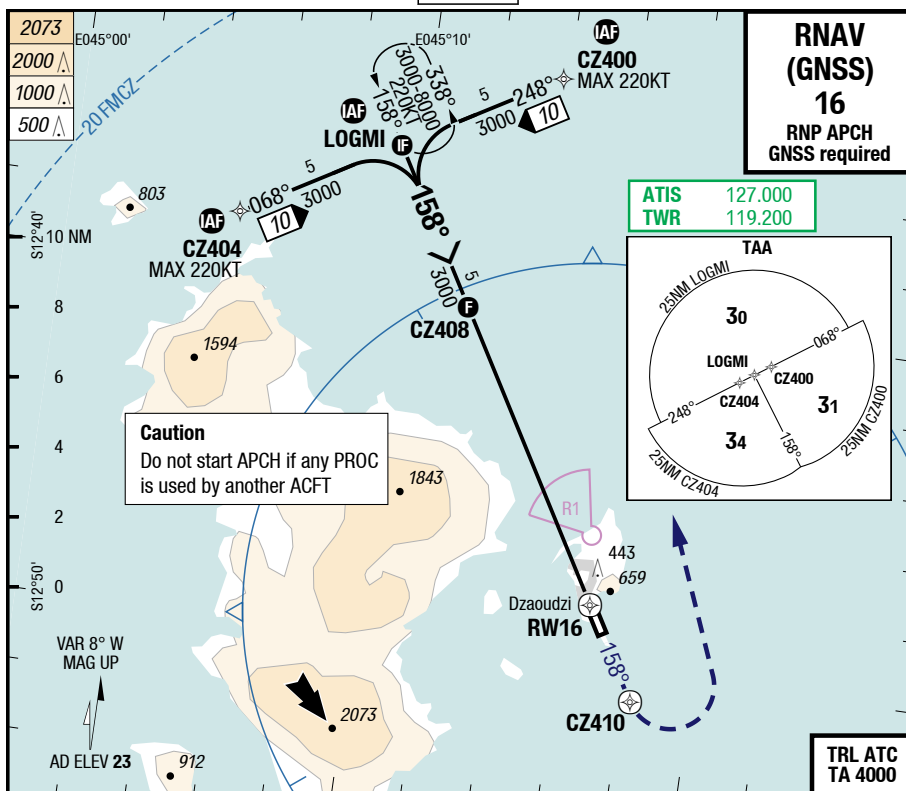


Changes: SUAs

**DZA-FMCZ**

**7-10**

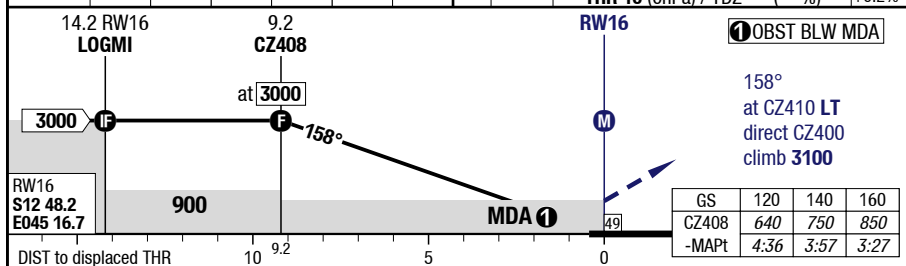
## RNAV (GNSS) 16



3.00° <b>RW16</b>	9.2	7	6	5	4	3	
	3000	2300	1980	1660	1340	1020	

16

**THR 10 (hPa) / TDZ --- (---%)** +0.2%



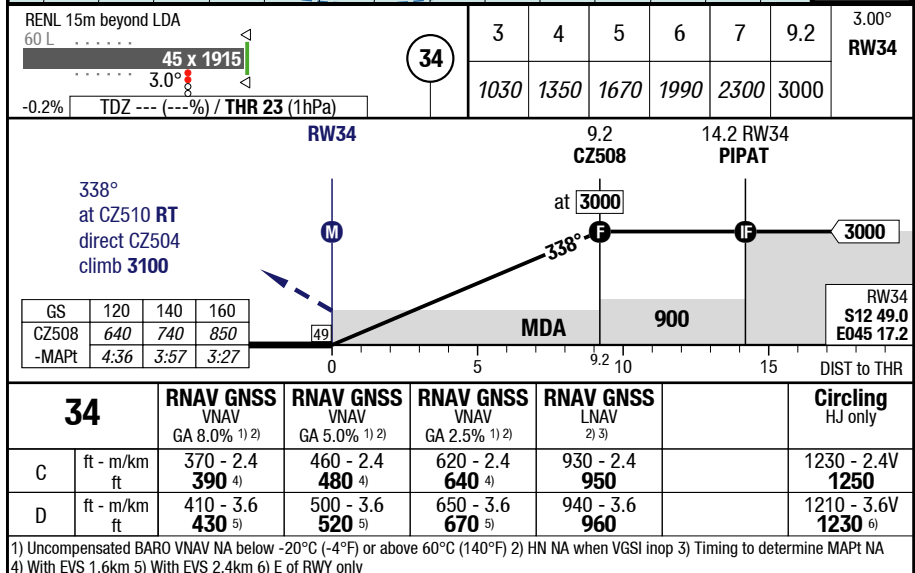
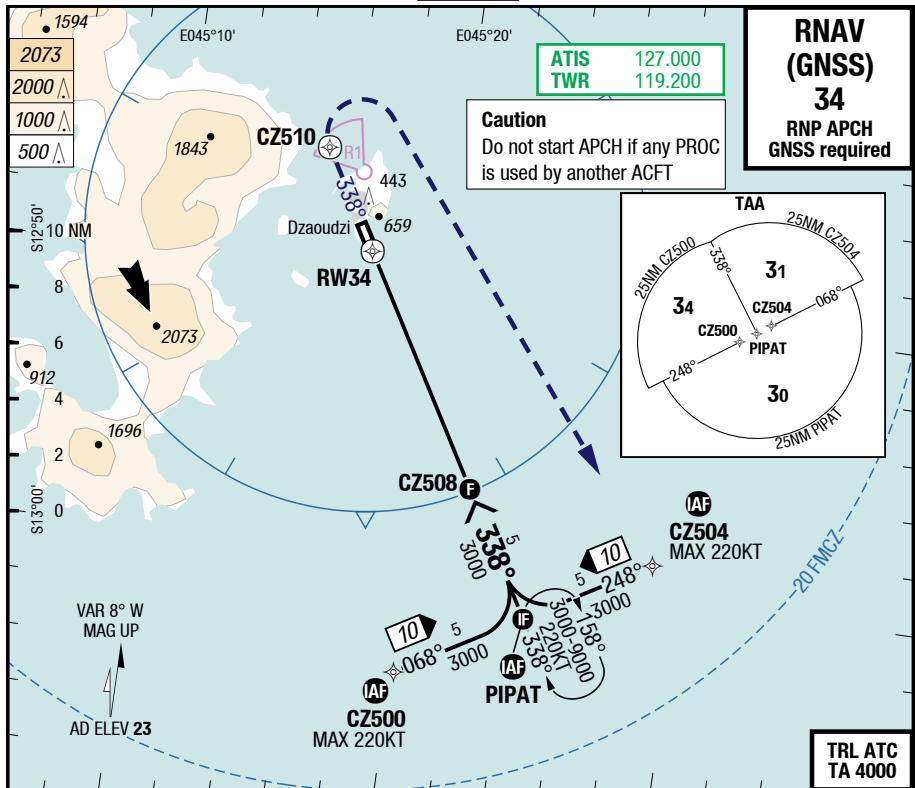
16		RNAV GNSS VNAV GA 5.0% HJ 1)	RNAV GNSS VNAV GA 5.0% HN 1) 2) 3)	RNAV GNSS VNAV GA 2.5% HJ 1)	RNAV GNSS VNAV GA 2.5% HN 1) 2) 3)	RNAV GNSS LNAV HJ only 4)	Circling HJ only
C	ft - m/km ft	670 - 2.8 <b>680</b> 5)	670 - 5.0 <b>680</b>	750 - 2.8 <b>760</b> 5)	750 - 5.0 <b>760</b>	870 - 2.8 <b>880</b>	1230 - 2.8V <b>1250</b>
D	ft - m/km ft	710 - 3.6 <b>720</b> 6)	710 - 5.0 <b>720</b>	780 - 3.6 <b>790</b> 6)	780 - 5.0 <b>790</b>	870 - 3.6 <b>880</b>	1210 - 3.6V <b>1230</b> 7)

1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 60°C (140°F) 2) wo PAPI or hill lighting HJ only 3) With EVS 3.3km  
4) Timing to determine MAPt NA 5) With EVS 1.9km 6) With EVS 2.4km 7) E of RWY only

## DZA-FMCZ

7-20

## RNAV (GNSS) 34

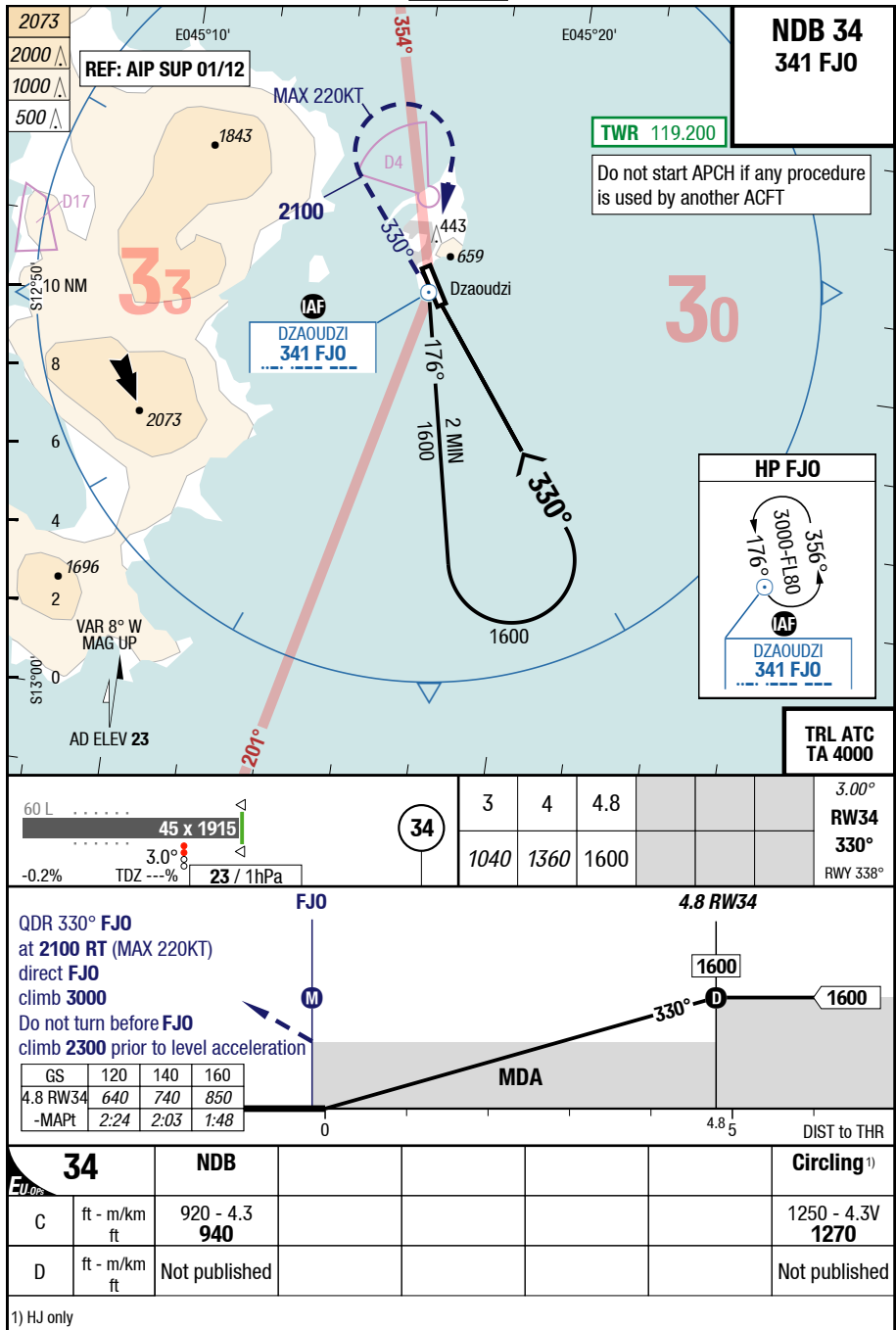


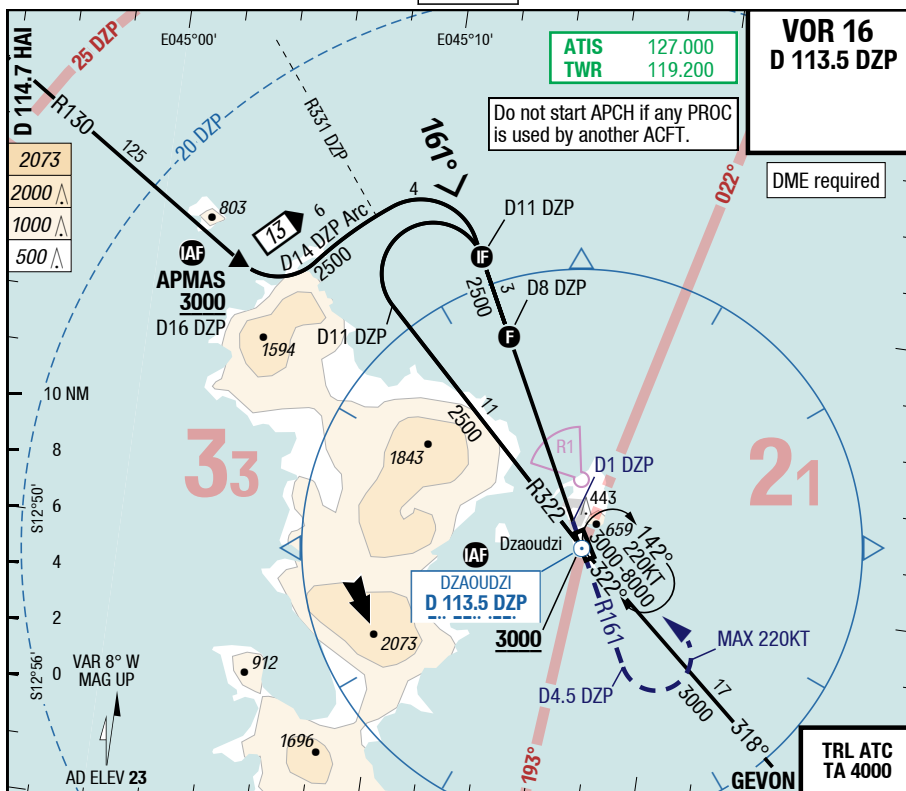


## DZA-FMCZ

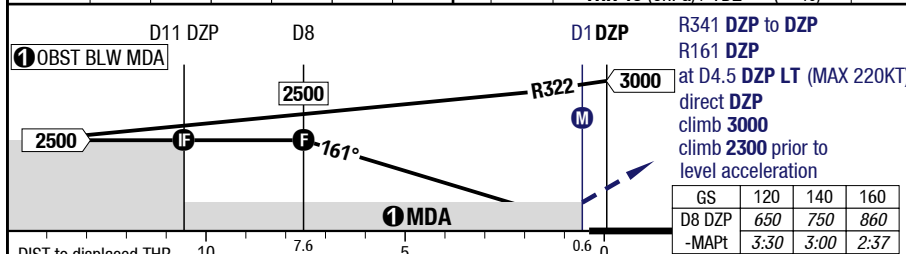
7-28

Tempo NDB 34





3.04° <b>D DZP</b> <b>161°</b> RWY 158°	8	7	6	5	4	3	<div><div>16</div></div>	<div><div><div>83.0°</div><div>60 L</div></div><div><div>250</div><div>1680 x 45</div><div></div></div></div>
	2500	2180	1860	1520	1200	880		<div><div>THR 10 (0hPa) / TDZ --- (---%)</div><div>+0.2%</div></div>



DIST to displaced THR		VOR DME HJ	VOR DME HN <sup>1)</sup>				Circling HJ only
C	ft - m/km ft	790 - 2.8 <b>800</b>	790 - 5.0 <b>800</b>				Not published
D	ft - m/km ft	Not published	Not published				Not published

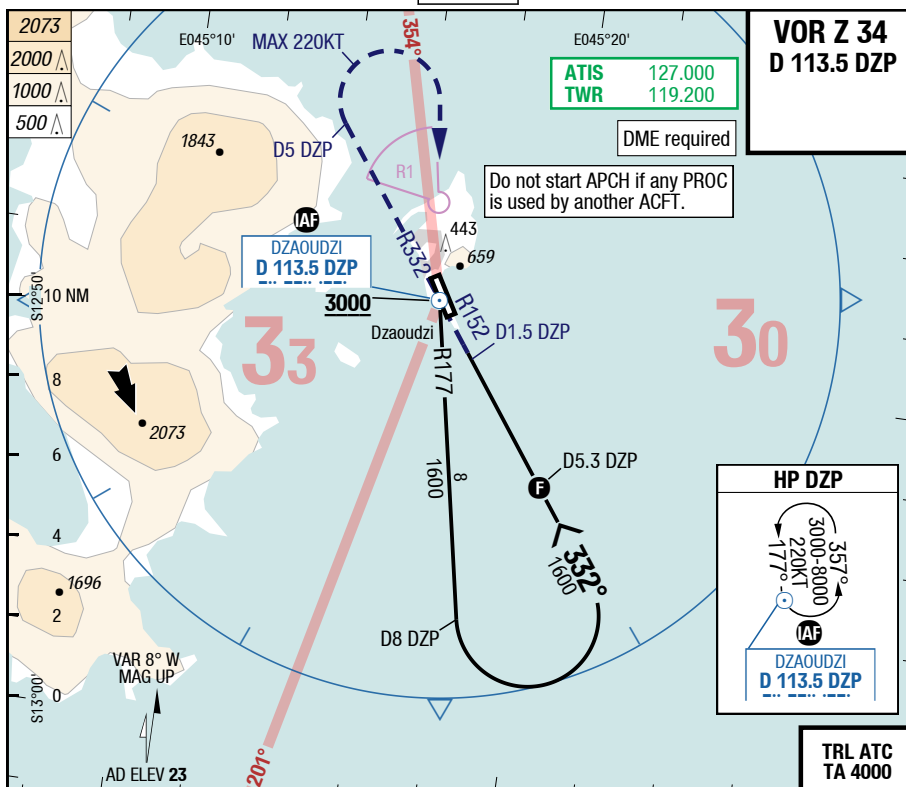
1) PROC NA wo PAPI or hill lighting

Changes: APL, MIN, SUAs, MOCA, Editorial

## DZA-FMCZ

7-40

VOR Z 34



REN L 15m beyond LDA  
60 L .....  
45 x 1915  
3.0°

-0.2% TDZ --- (---%) / THR 23 (1hPa)

34

3	4	5	5.3				3.00°
890	1210	1520	1600				D DZP 332° RWY 338°

R152 DZP to DZP

R332 DZP

at D5 DZP RT (MAX 220KT)

direct DZP

climb 3000

climb 2300 prior to

level acceleration

GS	120	140	160
D5.3 DZP	640	740	850
-MAPt	1:54	1:38	1:25

DZP

D1.5

D5.3

D8 DZP

3000

R177°

M

1600

F

1600

MDA

0

1

4.85

10 DIST to THR

34

VOR DME

1)

Circling

2)

C

ft - m/km  
ft610 - 2.8  
6301140 - 2.4V  
1160

D

ft - m/km  
ft

Not published

Not published

1) HN NA when VGSI inop

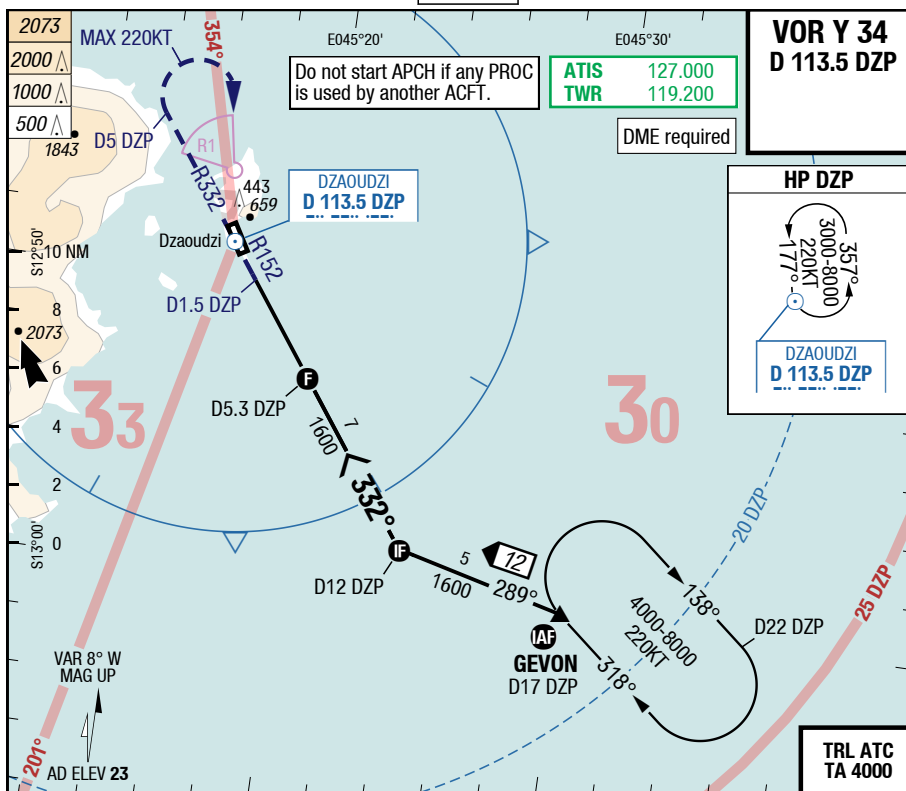
2) HJ only

Changes: APL, SUAs, Editorial

**DZA-FMCZ**

7-50

**VOR Y 34**



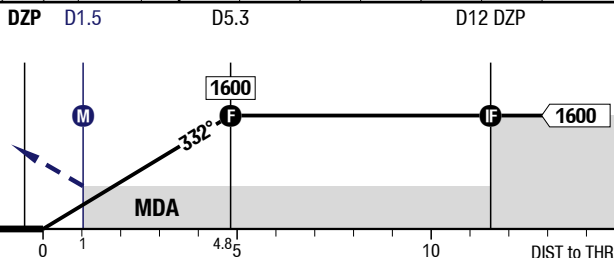
RENL 15m beyond LDA  
60 L . . . . .  
45 x 1915  
3.0°

-0.2% TDZ --- (---%) / **THR 23** (1hPa)

34	3	4	5	5.3			3.00°
	890	1210	1520	1600			D ZDP 332° RWY 338°

R152 **DZP** to **DZP**  
R332 **DZP**  
at D5 **DZP RT** (MAX 220KT)  
direct **DZP**  
climb **3000**  
climb **2300** prior to  
level acceleration

GS	120	140	160
D5.3 DZP	640	740	850
-MAPt	1:54	1:38	1:26



<b>34</b>		<b>VOR DME</b> 1)				<b>Circling</b> 2)
C	ft - m/km ft	610 - 2.8 <b>630</b>				1140 - 2.4V <b>1160</b>
D	ft - m/km ft	Not published				Not published

1) HN NA when VGSI inop		
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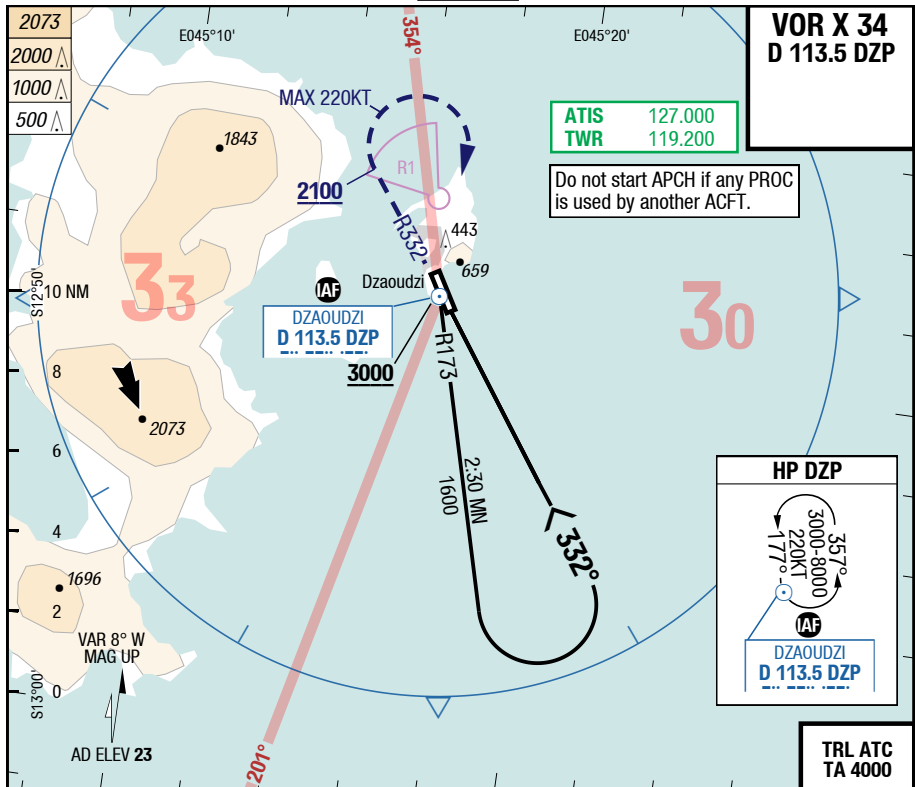
2) HJ only

Changes: APL, SUAs

## DZA-FMCZ

7-60

VOR X 34



REN 15m beyond LDA

60 L

45 x 1915

3.0°

-0.2% TDZ --- (---%) / THR 23 (1hPa)

34

3	4	5	5.3			3.00°
880	1200	1520	1600			D DZP 332° RWY 338°

R332 DZP

at MNM 2100 RT (MAX 220KT)

direct DZP

climb 3000

Do not turn before DZP

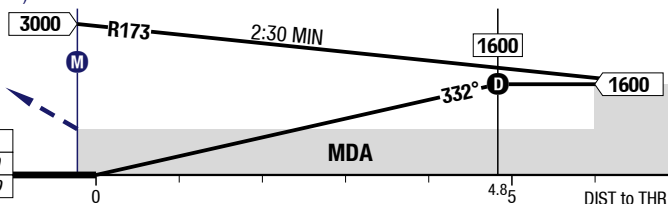
climb 2300 prior to

level acceleration

GS	120	140	160
D5.3 DZP	640	740	850
-MAPt	2:39	2:16	1:59

DZP

D5.3 DZP

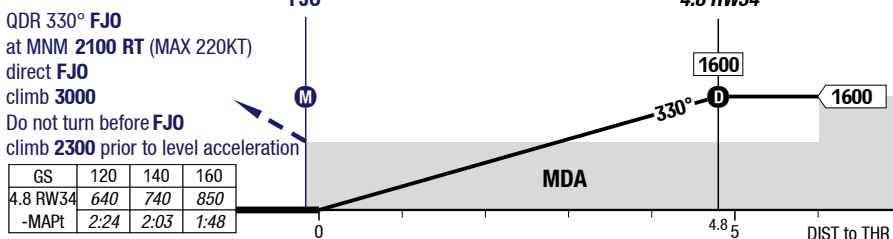
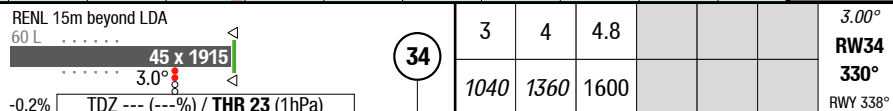


34	VOR					Circling
	1)					2)
C	ft - m/km ft	800 - 3.6 820				1140 - 3.6V 1160
D	ft - m/km ft	Not published				Not published

1) HN NA when VGSI inop

2) HJ only

## NDB 34



<b>34</b>		<b>NDB</b> 1)				<b>Circling</b> 2)
C	ft - m/km ft	920 - 4.3 <b>940</b>				1250 - 4.3V <b>1270</b>
D	ft - m/km ft	Not published				Not published

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**DZA-FMCZ**

7-90

**WxMinima Overflow**

<b>16</b>		<b>RNAV GNSS</b> LNAV HN <sup>1)</sup>					
C	ft - m/km ft	870 - 5.0 <b>880</b>					
D	ft - m/km ft	870 - 5.0 <b>880</b>					

1) wo PAPI or hill lighting HJ only