

GENERAL

Operational Hours

ATS Hours

Winter 0800-1800, Summer 0700-1800.

Possible extension from ETA-30min to ETD+30min.

PPR 24HR PN.

Airport Information

RFF: CAT 5: O/R, 24HR PN, CAT 4: 1000-1600, CAT 2: Winter 0800-1000 and 1600-1800, Summer 0700-0900 and 1500-1800, CAT 1: other times.

PCN: RWY 13/31: 18/F/C/W/T

Customs: PPR 2HR PN

Operation

TWY Restriction

TWY T2 width 14.8m / 49ft.

Warnings

Wildlife strike hazard in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

COM-Failure

Followed by MISAP: Apply the MISAP as defined on IAC and perform a new attempt. If this last one fails, clear the TMA following SID ABB 1Y or ABB 1Z according to the RWY in use, climbing to FL50 to ABB seek VMC conditions.

Arrival Procedure

VFR Traffic Pattern

RWY 31 right-hand circuit.

DEPARTURE

Take-off Minima

RWY		13/31	
A, B, C	ft - m/km	0 - 550V	-
		0 - 800V	HN
D		Not applicable	-

Speed

MAX IAS 250KT below FL100.

DEPARTURE**Communication****COM-Failure**

In VMC: Make a half turn to land on AD.

IN IMC: Continue the flight until TMA limits, respecting the outgoing route at the latest assigned FL or if it is not compatible with the obstructions, at the first safety FL and then conduct your flight as itemized in FPL in force.

Departure Procedure**Omnidirectional DEP**

RWY 13: Climb adhering to a 4.9% slope gradient MAG track 134° till 600 then proceed direct route to the ENRT safety ALT.

RWY 31: Climb MAG track 314° till 600 then proceed direct route to the ENRT safety ALT.

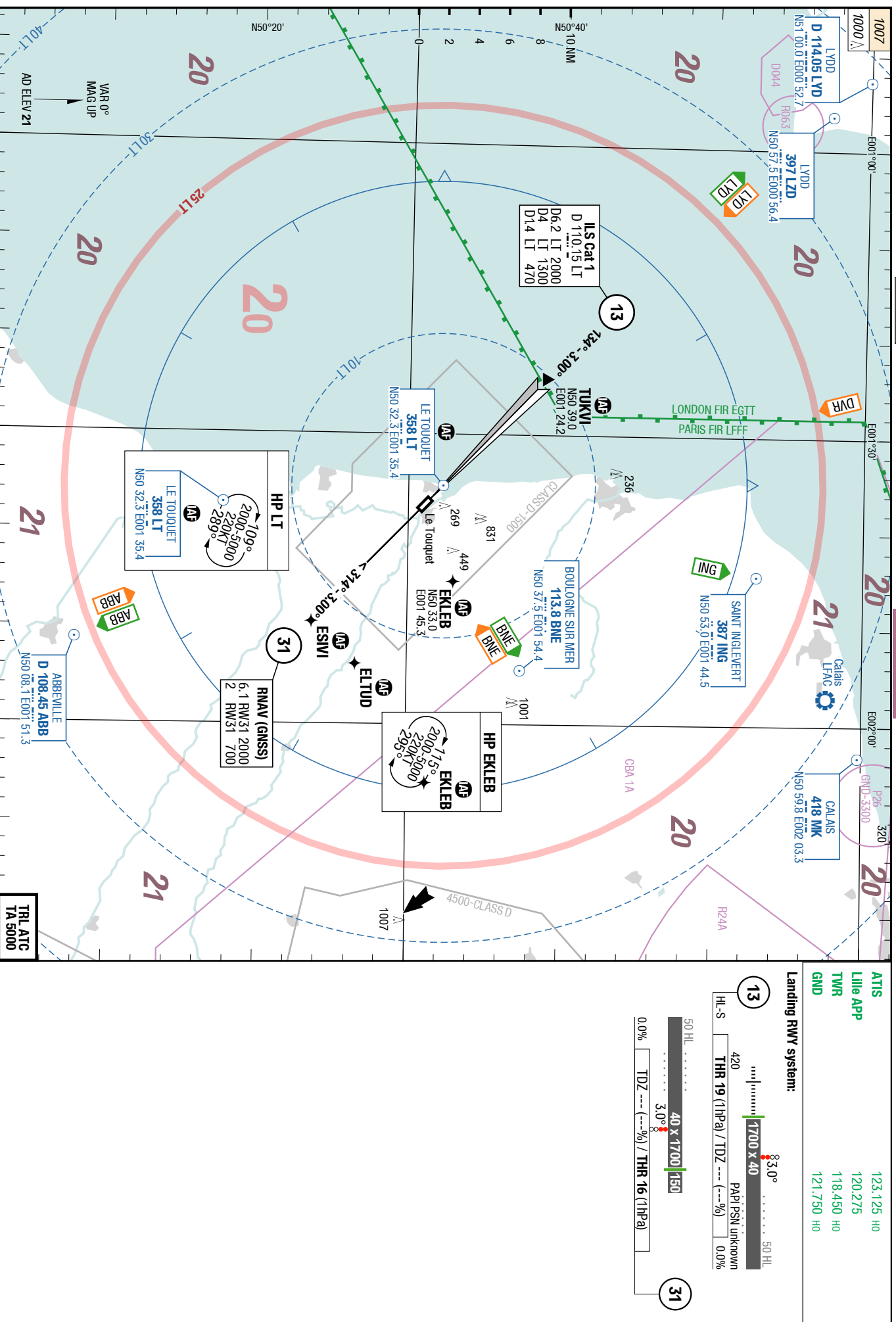
De-Icing

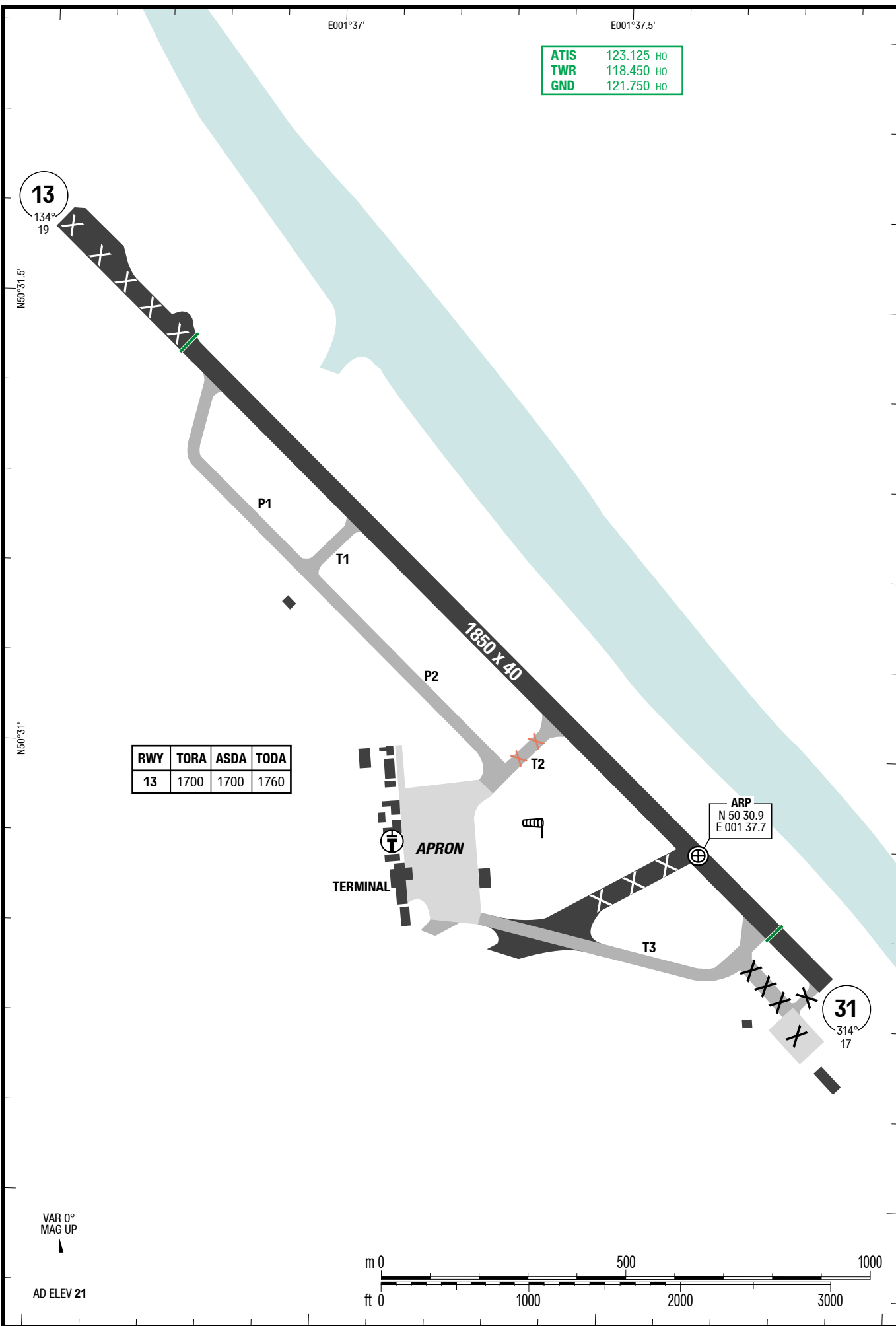
AVBL.

Cote D'Opale **Le Touquet** France

AGC

AFC



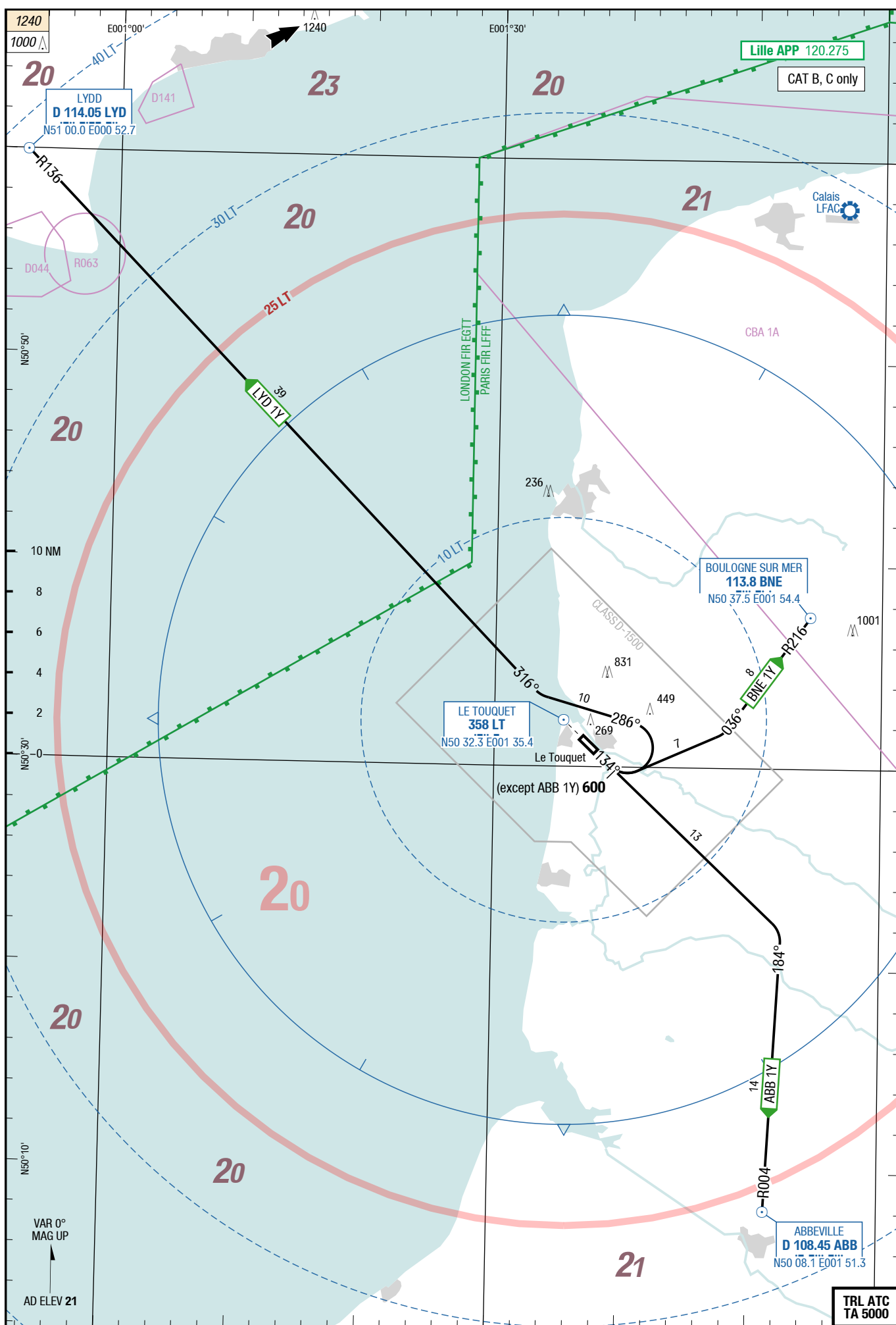


21-APR-2016
LTQ-LFAT

France Le Touquet Cote D'Opale
SIDS RMY 31
4-10
SIDS RMY 13

SID
SID

Cote D'Opale Le Touquet France
SIDS RMY 31
SIDS RMY 13



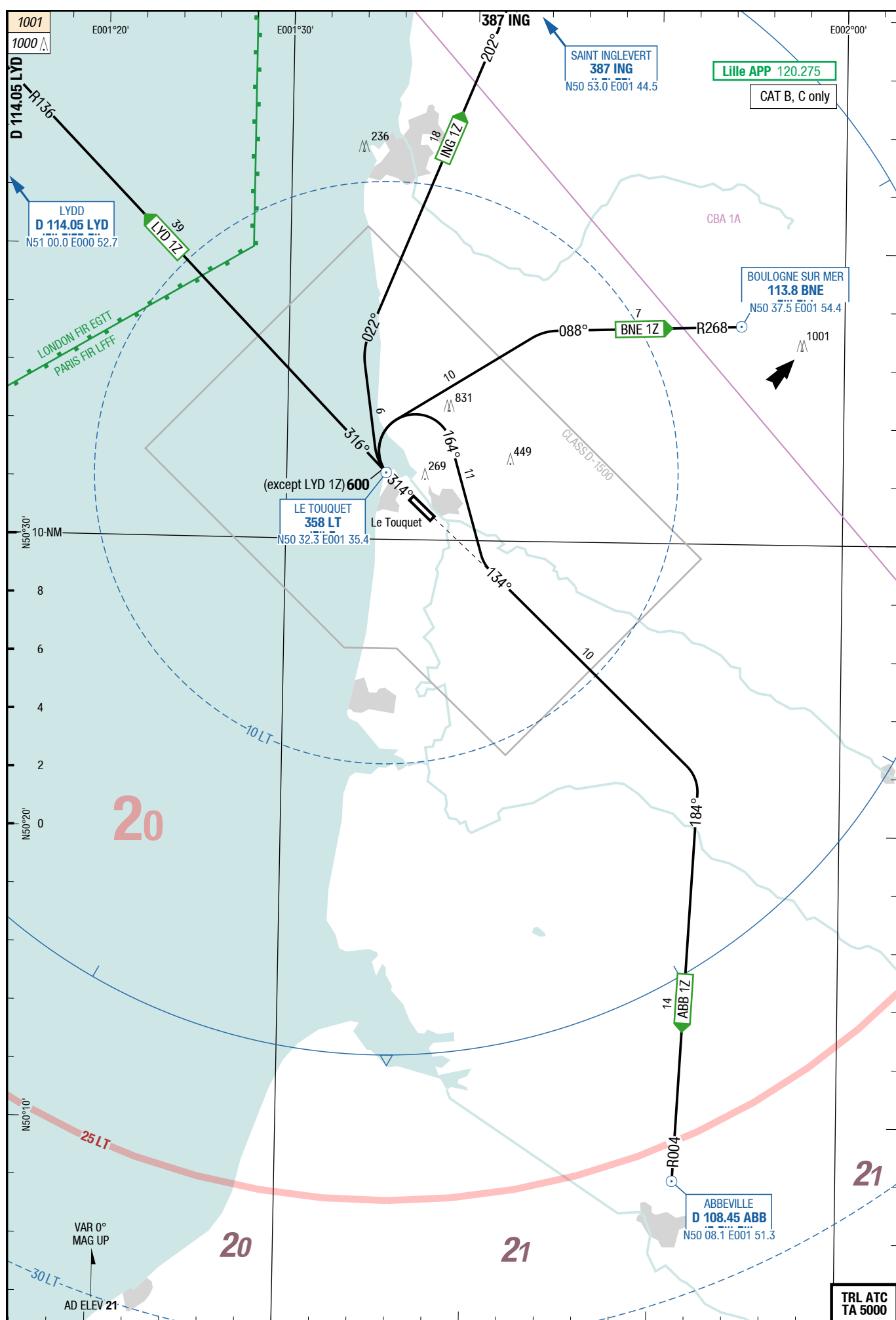
LITQ-LFAT

4-20

SID

SID

SIDS RWY 31



04-FEB-2016

LTQ-LFAT**5-10****SIDs RWY 13**

ABBEVILLE 1Y / BOULOGNE SUR MER 1Y / LYDD 1Y / OMNIDIRECTIONAL DEP
RWY 13 (134°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
ABBEVILLE 1Y ABB 1Y 5.5% 120.275 ①②	QDR 134 LT - intercept R004 ABB to ABB	
BOULOGNE SUR MER 1Y BNE 1Y 5.5% 120.275 ①②	at 600 left turn intercept R216 BNE to BNE	
LYDD 1Y LYD 1Y 5.5% 120.275 ①②	at 600 left turn 286° - intercept R136 LYD to LYD	
OMNIDIRECTIONAL DEP 4.9% to 600 5.5% 120.275 ①②③	at 600 direct route to enroute safety altitude	

- ① If unable to comply with climb gradient 5.5%, advise ATC prior start-up.
 ② Crews attention is drawn towards the presence within the strip of a 25ft mean altitude dam on the north edge of RWY and hippodrome south threshold 13.
 ③ Theoretical climb gradient: a group of 4 standard lamps ALT MAX 59ft situated 200m from DER, 150m right of RWY axis. If abstraction of these obstructions theoretical climb gradient: 4.0%. Obstruction constituting of main road RD 939, ALT 56ft at 200m from DER abeam RWY axis.

04-FEB-2016

LTQ-LFAT

5-20

SIDs RWY 31**ABBEVILLE 1Z / BOULOGNE SUR MER 1Z / LYDD 1Z / OMNIDIRECTIONAL DEP / SAINT INGLEVERT 1Z**

RWY 31 (314°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
ABBEVILLE 1Z ABB 1Z 5.5% 120.275 ①②	at 600 RT 164° intercept QDR 134 LT - intercept R004 ABB to ABB	
BOULOGNE SUR MER 1Z BNE 1Z 5.5% 120.275 ①②	at 600 RT intercept R268 BNE to BNE	
LYDD 1Z LYD 1Z 5.5% 120.275 ①②	intercept R136 LYD to LYD	
OMNIDIRECTIONAL DEP 5.5% 120.275 ①②	at 600 direct route to the enroute safety altitude	
SAINT INGLEVERT 1Z ING 1Z 5.5% 120.275 ①②	at 600 RT intercept QDR 202 ING to ING	

- ① If unable to comply with climb gradient, advise ATC prior start-up.
 ② Crews attention is drawn towards the presence within the strip of a 25ft mean altitude dam on the north edge of RWY and hippodrome south threshold 13.

21-APR-2016

LTQ-LFAT

6-10

France **Le Touquet** Cote D'Opale

NIL

STARs

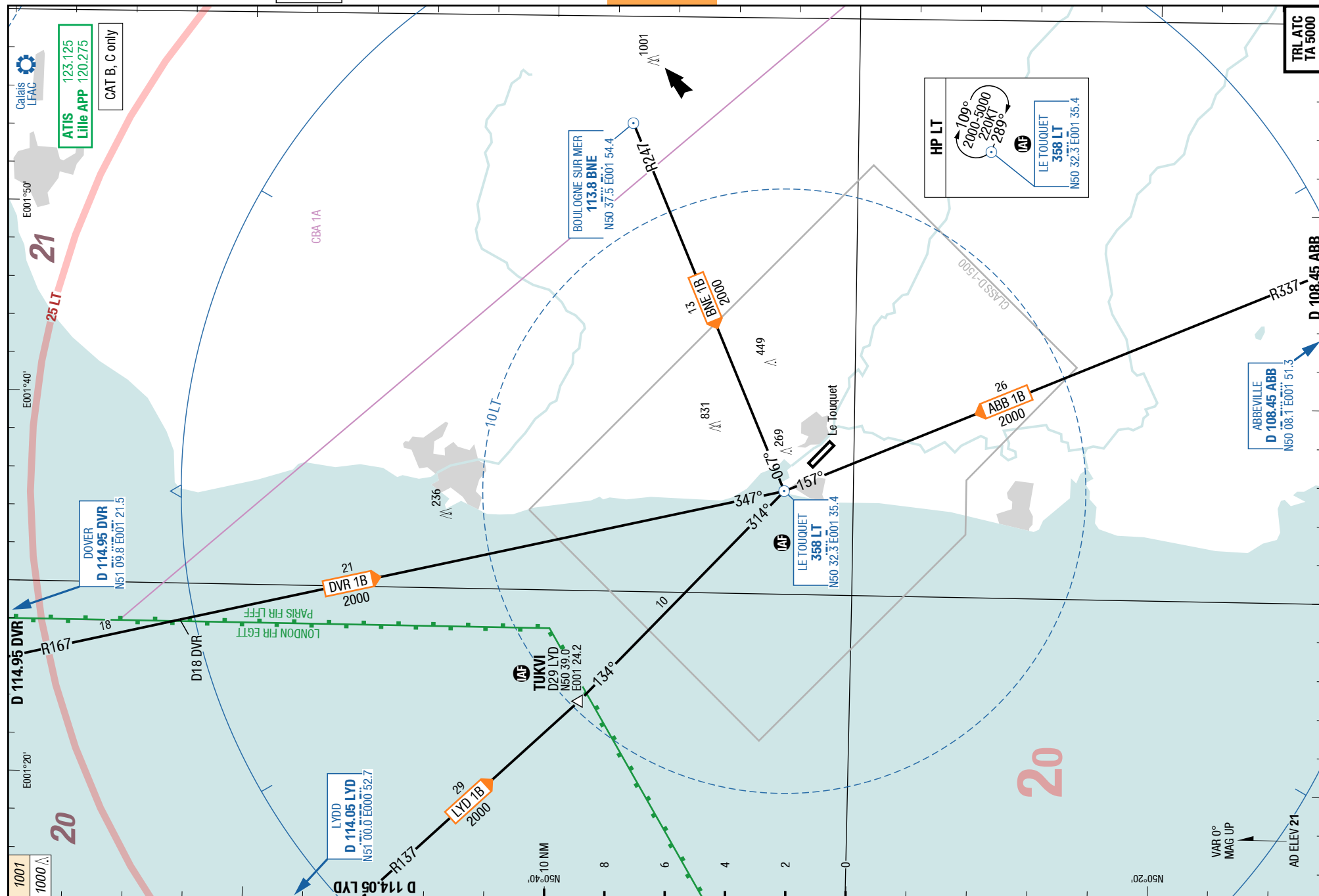
STAR

STAR

Cote D'Opale **Le Touquet** France

NIL

STARs

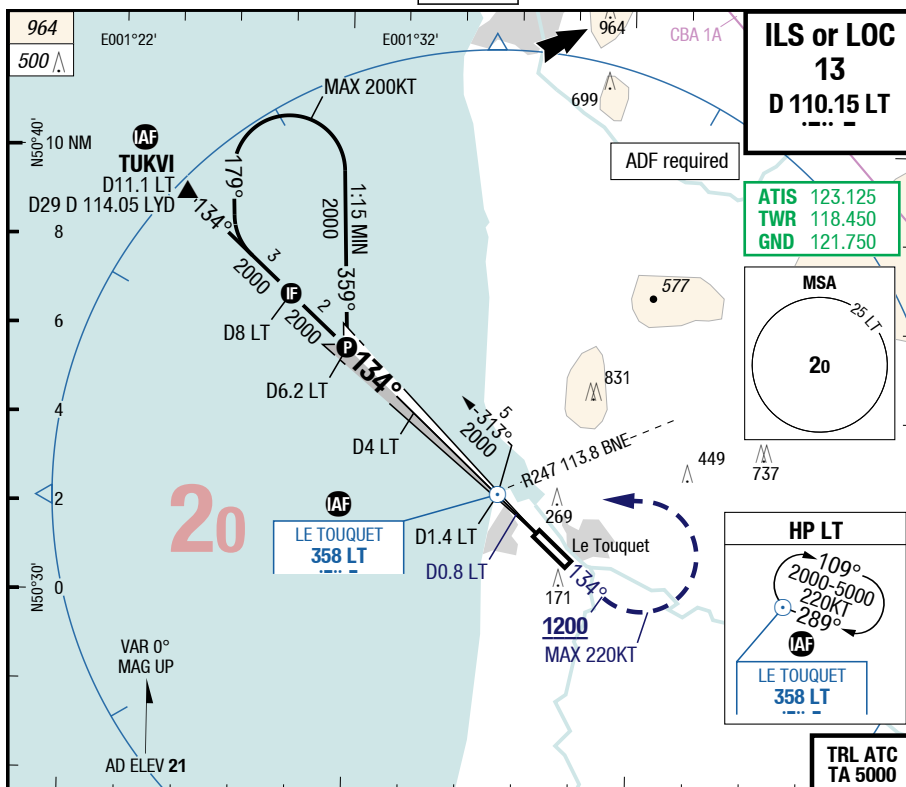


Changes: OBST

LTQ-LFAT

7-10

ILS or LOC 13



LOC 3.09°						8.3.0°		50 HL	
D LT		6.2		5		3		2	
		2000		1660		1010		680	
								13	
D8 LT DME		D6.2		D4		D1.4 LT NDB		D0.8 LT DME	
2000		P		LOC 1340 1300		470		134°	
		GP 3.00°				MDA		at MNM 1200 left turn (MAX 220KT) (Do not turn before MAPt) direct LT NDB - climb 2000 Climb 1300 prior to level acceleration	
DIST to THR		5		3.9		1.2		0	
		370				48			
13		Cat 1 DME		LOC DME					
C		ft - m/km ft		250 - 800 270 2)		360 - 1.2 370			
D		ft - m/km ft		Not published		Not published			
								Circling S of RWY only 1)	
								690 - 2.4V 710	
								950 - 2.4V 970	
								Not published	
								Not published	

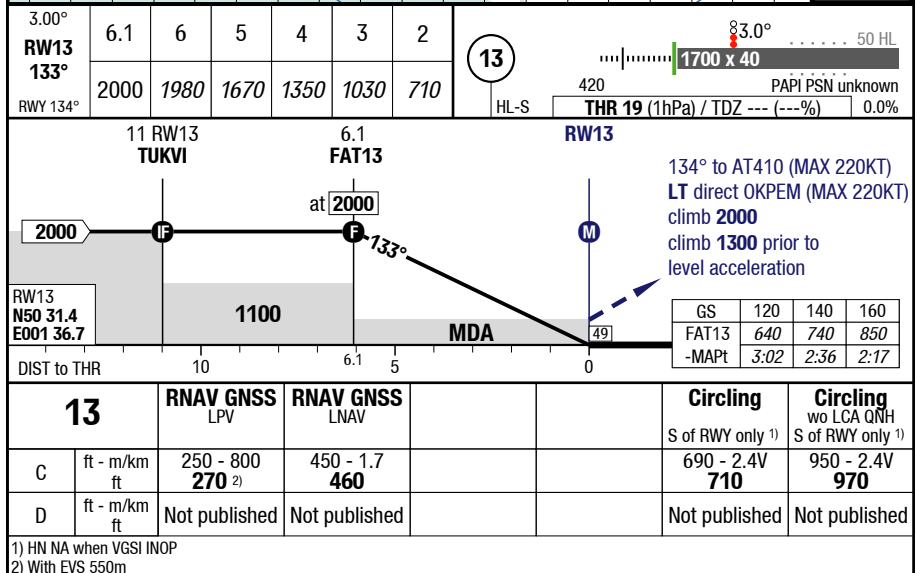
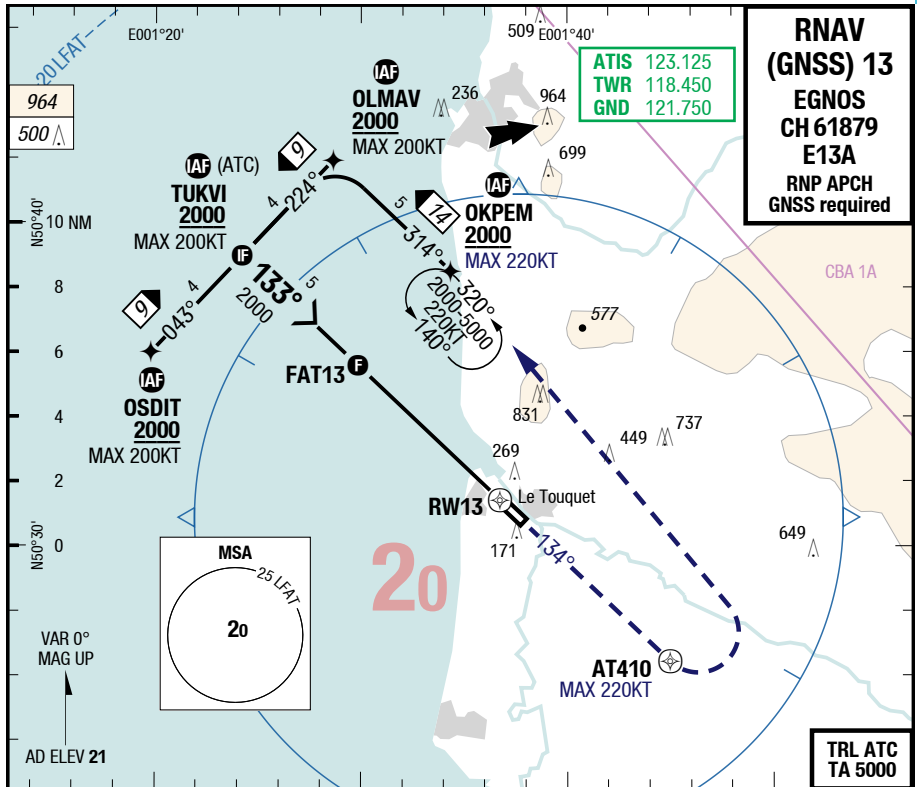
1) HN NA when VGSI INOP
2) With EVS 550m

17-AUG-2017

LTQ-LFAT

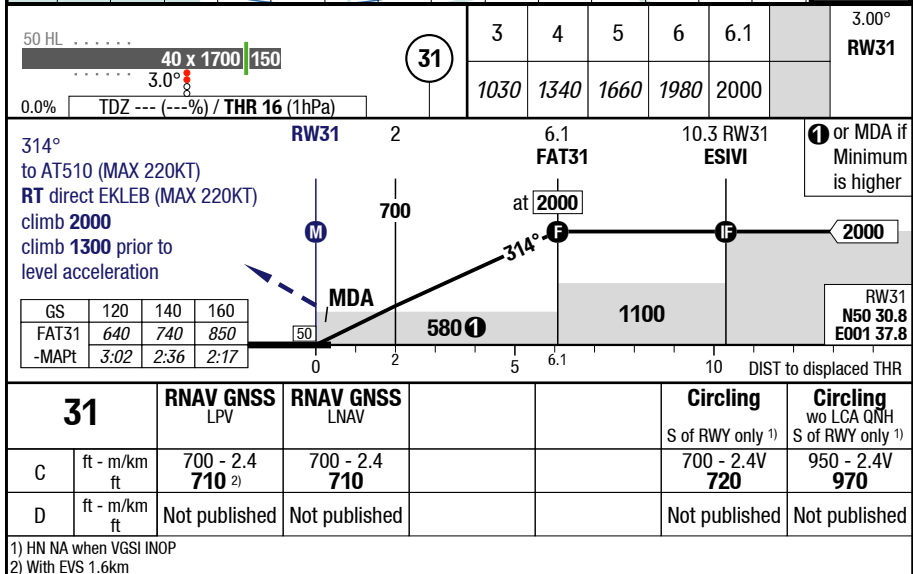
7-30

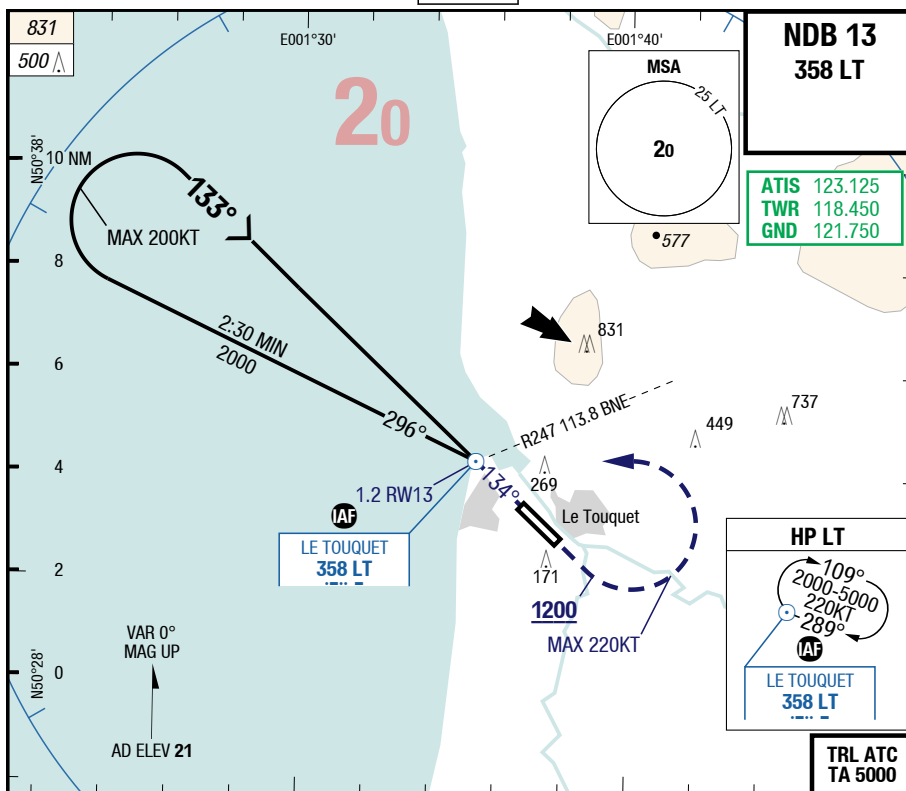
RNAV (GNSS) 13



Changes: MIN, WPT, TCH

RNAV (GNSS) 31



LTQ-LFAT**7-50****NDB 13**

3.00° RW13 133° RWY 134°	6.1	6	5	4	3	2	<div>13</div> <div>HL-S</div>	<div><div></div><div>1700 x 40</div></div> <div>420</div> <div>PAPI PSN unknown</div> <div>THR 19 (1hPa) / TDZ --- (---%)</div> <div>0.0%</div>	83.0° 50 HL										
<div>6.1 RW13</div> <div><div>2000</div><div>2000</div><div>D</div><div>133°</div></div> <div>MDA</div> <div>DIST to THR</div> <div>6.1</div> <div>5</div> <div>1.2</div> <div>0</div>								<div>1.2 LT</div> <div>M</div> <div>QDR 134 LT</div> <div>at MNM 1200 left turn</div> <div>(MAX 220KT) direct LT</div> <div>climb 2000</div> <div>climb 1300 prior to</div> <div>level acceleration</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>6.1 RW13</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>2:25</td><td>2:04</td><td>1:49</td></tr></table>	GS	120	140	160	6.1 RW13	640	740	850	-MAPt	2:25	2:04
GS	120	140	160																
6.1 RW13	640	740	850																
-MAPt	2:25	2:04	1:49																
<div>13</div>	<div>NDB</div>							<div>Circling</div> <div>S of RWY only¹⁾</div> <div>690 - 2.4V</div> <div>710</div>	<div>Circling</div> <div>S of RWY only wo LCA QNH¹⁾</div> <div>950 - 2.4V</div> <div>970</div>										
C	ft - m/km ft	450 - 1.7 460																	
D	ft - m/km ft	Not published						Not published	Not published										

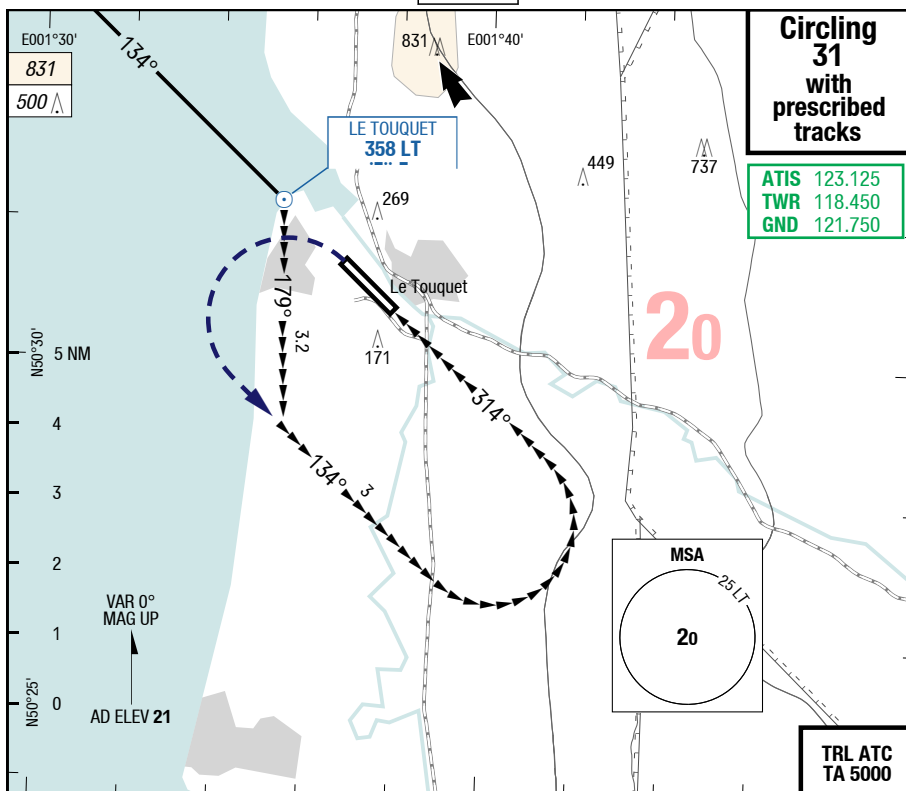
1) HN NA when VGSI INOP

1) HN NA when VGSI INOP

LTQ-LFAT

7-60

Circling 31



<div>50 HL</div> <div>40 x 1700150</div> <div>3.0°</div> <div>0.0% TDZ --- (---%) / THR 16 (1hPa)</div>					<div>31</div> <div>VISUAL</div>	