

**GENERAL****Operational Hours****ATS Hours**

MON-FRI 0500-2100±, SAT 0600-1800±, SUN 0800-2100±, HOL: See NOTAM.

Other times O/R on FREQ.

**AD ADMIN Hours:** MON-FRI 0730-1100±, 1300-1630±

**Airport Information**

**RFF:** CAT 7, SKED announced by NOTAM

**Fuel:** MON-FRI 0500-1100±, 1200-1930, SAT 0600-1100±, SUN 1200-1930±, HOL: See NOTAM

**PCN:** RWY 13/31: 51/F/A/W/T

**Customs:** O/R 24HR PN

**Operation****RWY Restriction**

180° turns for ACFT MTOW 45t / 99208lbs and above on turning pads at RWY-end only.

**TWY Restriction**

Line-up from TWY C is prohibited.

**Warnings**

Heavy turbulence or windshear THR13 with wind 100°-180° greater than 10KT.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure**

- Join or follow the STAR assigned or the very next one by default.
- Overfly the IAF at latest FL assigned and read back, if this LVL is usable in HLDG pattern, or failing this at the highest LVL of this pattern.
- Perform this HLDG pattern till the latest time of:  
EAT.  
10min after the time entering in pattern.
- Descend within the pattern.
- Leave IAF in order to perform the APCH PROC.
- If the pilot knows the QFU in use: Comply with the PROC described in national regulations.
- If the pilot does not know the QFU in use: RWY 31 is considered in use (possibly circling PROC if the wind calculated by the pilot shows that RWY 13 is in use).

**In case of MISAP**

If it is impossible to land complying to the time limit defined in legislation, the pilot must divert to the ALTN field as mentioned in the FPL in compliance with the suitable SID or the omnidirectional DEP, climbing to the minimal ENR safety ALT.

**Warnings**

A special attention is drawn to crews about limitations of the approach lighting system RWY 31.

## DEPARTURE

## Take-off Minima

|         |           |                |   |
|---------|-----------|----------------|---|
| RWY     |           | 31             |   |
| A, B, C | ft - m/km | 0 - 400R/400V  | - |
| D       |           | Not applicable | - |
|         |           |                |   |
| RWY     |           | 13             |   |
| A, B, C | ft - m/km | 0 - 400V       | - |
| D       |           | Not applicable | - |

## Speed

MAX IAS 250KT below FL100.

## Communication

## COM Failure

**In VMC:** Turn back to land at AD.

**In IMC:** Continue the flight to the TMA limits complying with outgoing route at the last assigned FL, then climb to cruising FL. If the last assigned FL is not compatible with MNM safety ALT, continue climb up to cruising FL. If the failure occurs during a radar vectoring DEP, join ASAP the assigned SID.

## De-Icing

AVBL.

## RDZ-LFCR

France **Rodez** Aveyron

AGC

**AFC**

# AFC

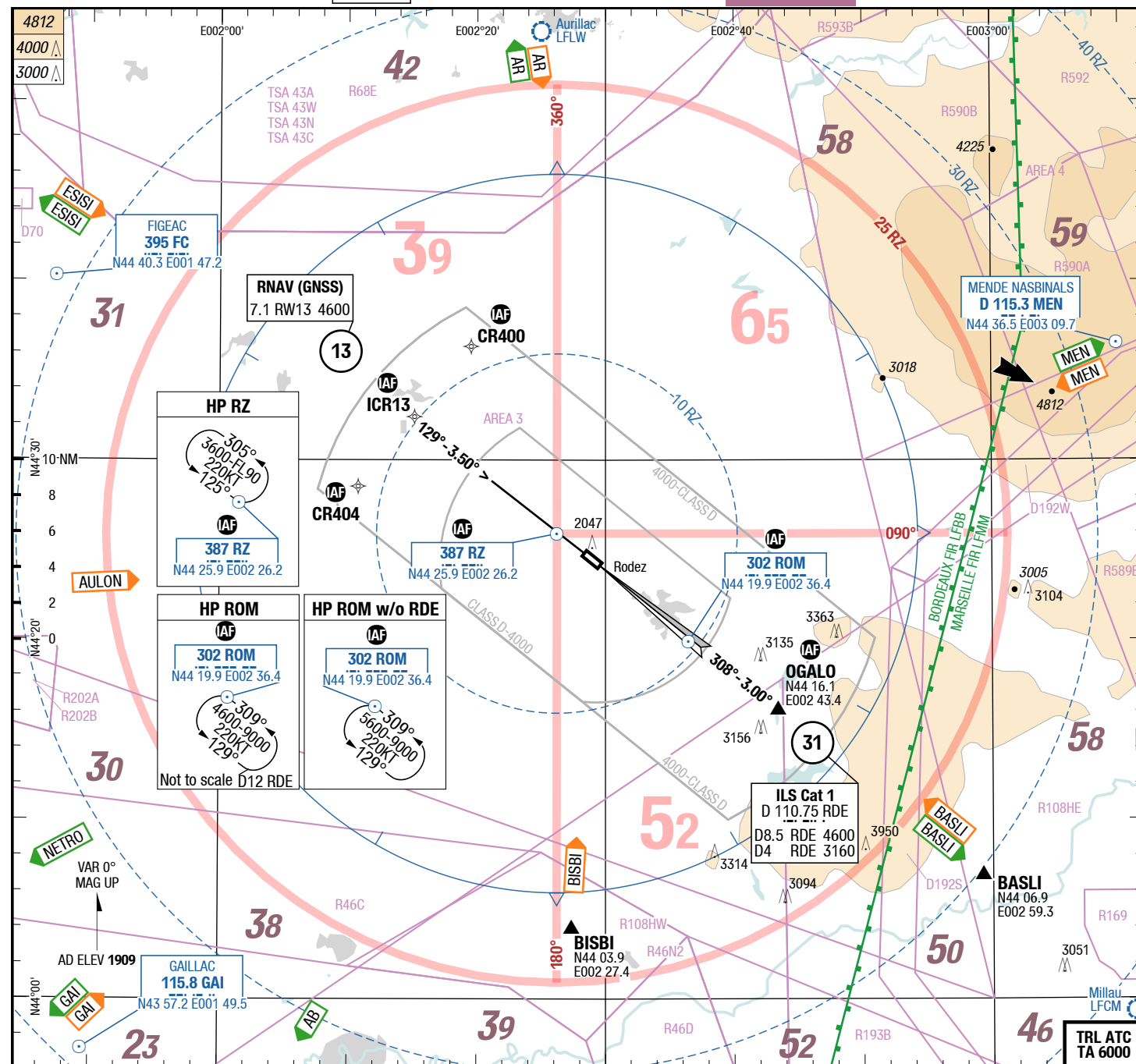
# AFC

Aveyron **Rodez** France

AGC

## AFC

2-10



|               |         |    |
|---------------|---------|----|
| ATIS          | 129.775 | HO |
| Clermont Info | 133.725 |    |
| Clermont APP  | 133.725 |    |
| TWR           | 118.125 | HO |

**Landing RWY system:**

13

|                                   |       |
|-----------------------------------|-------|
| THR 1909 (68hPa) / TDZ --- (---%) | -0.2% |
|-----------------------------------|-------|

60 HL ..... 45 x 1995 50 ..... 720  
3.0°  
+0.2% TDZ --- (---%) / THR 1893 (67hPa) HL-P1

3

TRL ATC  
TA 6000

Changes: LDA

Effective 19-JUL-2018

12-JUL-2018

RDZ-LFCR

France Rodez Aveyron

AGC

AGC

AGC

Aveyron Rodez France

AGC

3-20

ATIS 129.775 H0  
TWR 118.125 H0

13  
128°  
1909

E002°28.5'

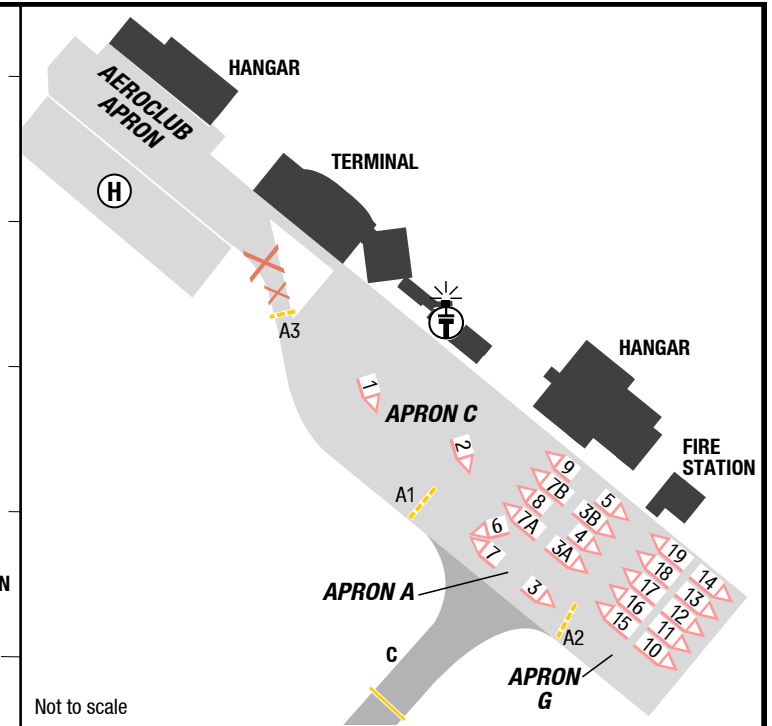
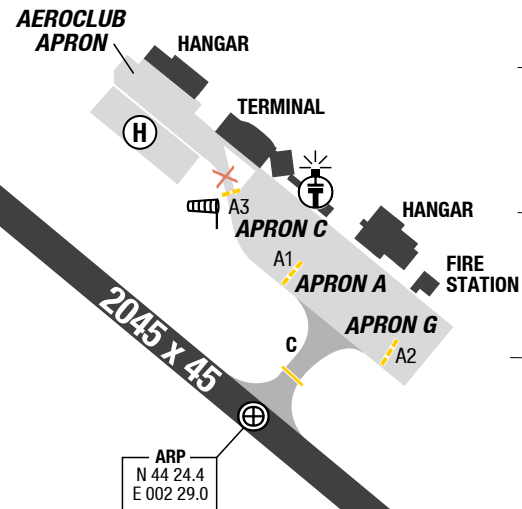
N44°24.7'

N44°24.3'

| RWY | TORA | ASDA | TODA |
|-----|------|------|------|
| 13  | 2027 | 2027 | 2027 |
| 31  | 2045 | 2045 | 2105 |

VAR 0°  
MAG UP

AD ELEV 1909



Not to scale

E002°29.5'

COORDINATES

APRON C

- 1 N44 24.6 E002 29.0
- 2 N44 24.6 E002 29.1

APRON A

- 3 - 9 N44 24.5 E002 29.1

APRON G

- 10 - 19 Not published

31  
308°  
1893



## RDZ-LFCR

SIDs RWY 31

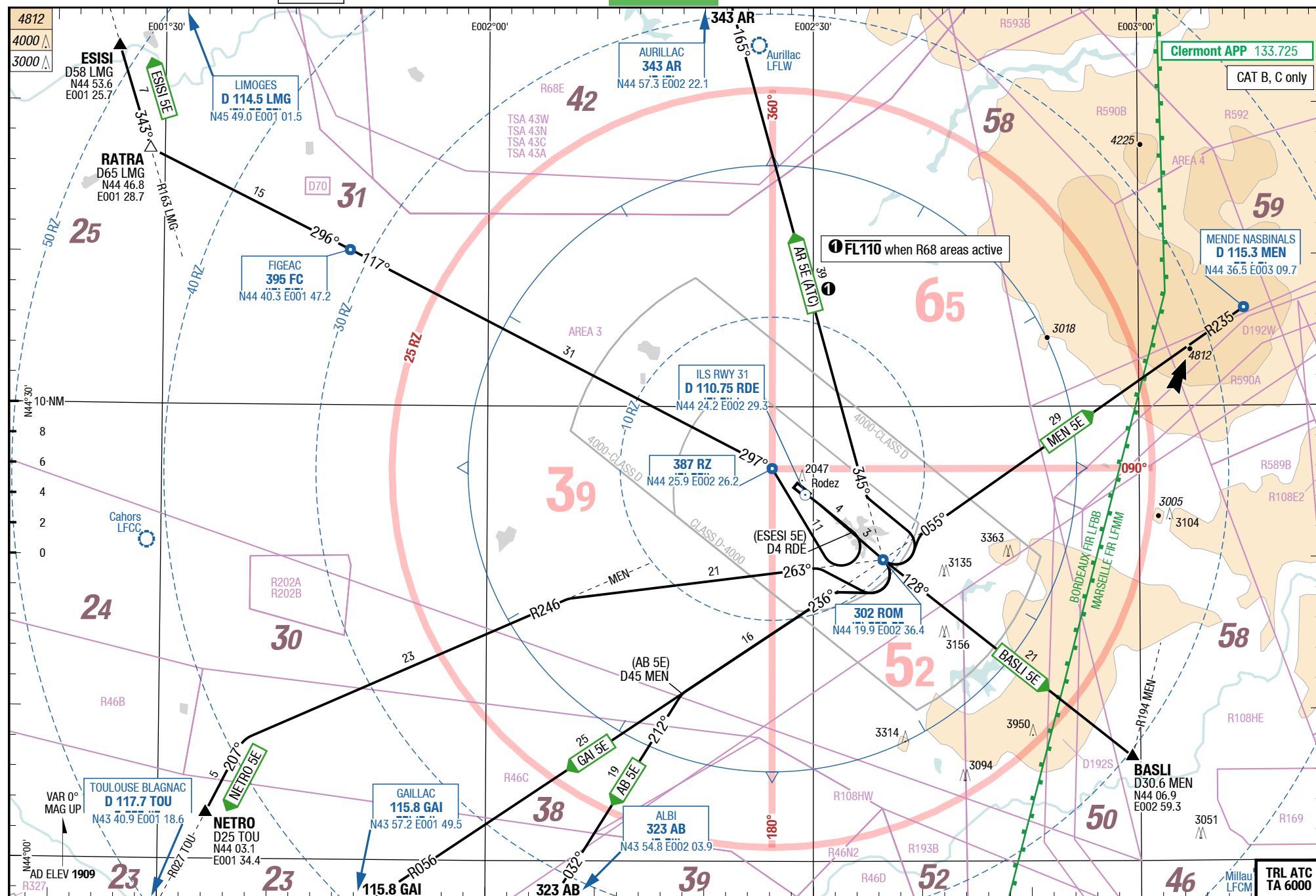
## SIDs RWY 13

SID

SID

SIDs RWY 31

## SIDs RWY 13



Changes: FREQ, ASP, TA, OBST, SUAs

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## RDZ-LFCR

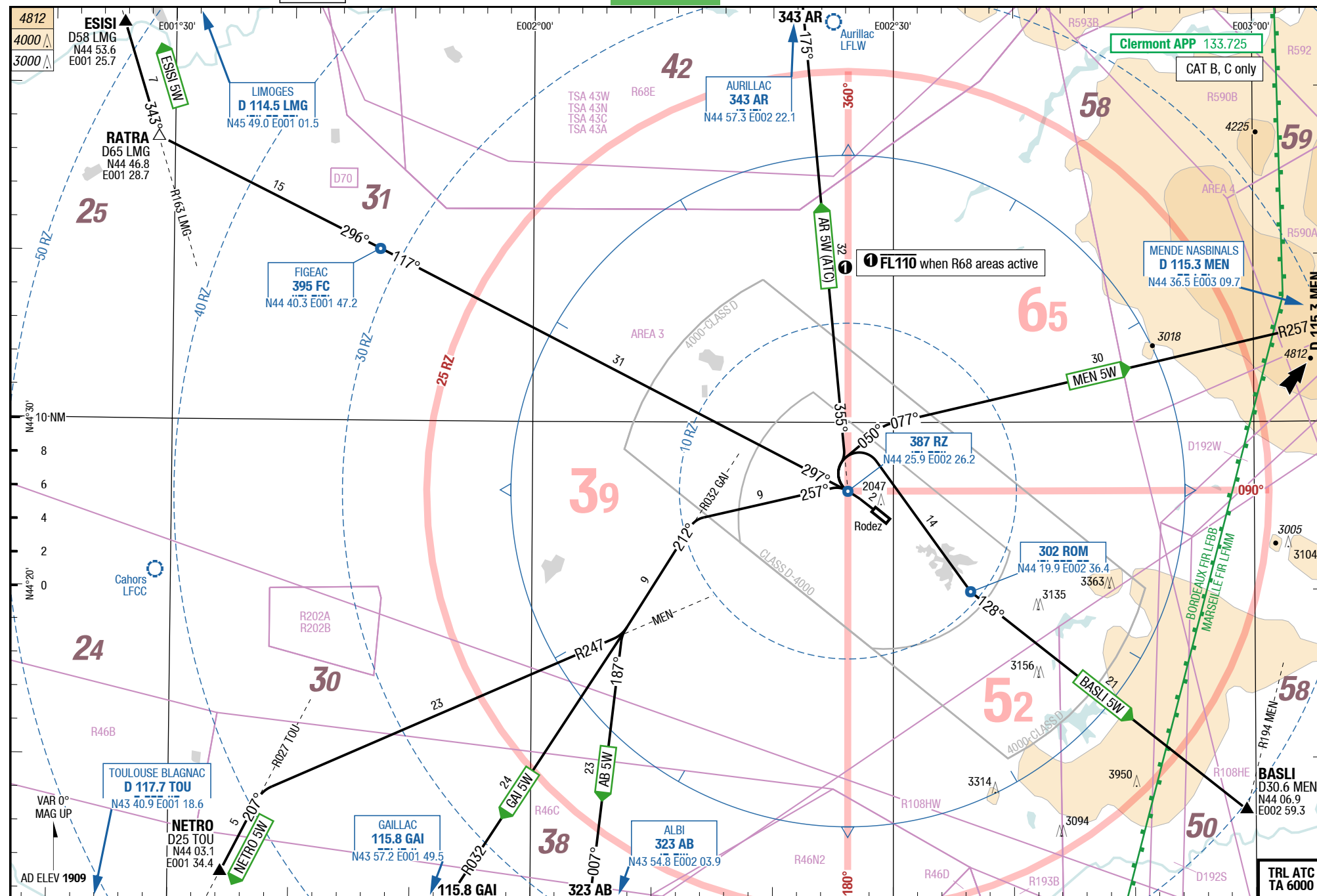
## SIDs RWY 31

SID

SID

## SIDs RWY 31

4-20



Changes: TA, ASP, FREQ, SUAs, OBST

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**ALBI 5E / AURILLAC 5E / BASLI 5E / ESISI 5E / GAILLAC 5E / MENDE NASBINALS 5E / NETRO 5E / OMNIDIRECTIONAL DEP**

RWY 13 (128°)

| DESIGNATOR   | ROUTING   | ALTITUDES |
|--|---|-----------|
| <b>ALBI 5E</b><br><b>AB 5E</b><br><b>133.725</b><br>①              | at <b>ROM RT</b> intercept R056 <b>GAI</b> inbound - at D45 <b>MEN LT</b> 212° to <b>AB</b>   |           |
| <b>AURILLAC 5E</b><br><b>AR 5E</b><br>(ATC)<br><b>133.725</b><br>② | at <b>ROM LT</b> intercept QDR 345 <b>ROM</b> to <b>AR</b>  |           |
| <b>BASLI 5E</b><br><b>133.725</b>                                  | direct <b>ROM</b> - QDR 128 <b>ROM</b> to <b>BASLI</b>  |           |
| <b>ESISI 5E</b><br><b>133.725</b>                                  | at D4 <b>RDE RT</b> direct <b>RZ</b> - QDR 297 <b>RZ</b> to <b>FC</b> - QDR 296 <b>FC</b> to <b>RATRA</b> - <b>RT</b> intercept R163 <b>LMG</b> to <b>ESISI</b> |           |
| <b>GAILLAC 5E</b><br><b>GAI 5E</b><br><b>133.725</b>               | at <b>ROM RT</b> intercept R056 <b>GAI</b> to <b>GAI</b>  |           |
| <b>MENDE NASBINALS 5E</b><br><b>MEN 5E</b><br><b>133.725</b>       | at <b>ROM LT</b> intercept R235 <b>MEN</b> to <b>MEN</b>  |           |
| <b>NETRO 5E</b><br><b>133.725</b><br>③                             | at <b>ROM RT</b> intercept QDR 263 <b>ROM</b> - intercept R246 <b>MEN</b> - intercept R027 <b>TOU</b> inbound to <b>NETRO</b>                                   |           |
| <b>OMNIDIRECTIONAL DEP</b><br><b>133.725</b>                       | 128° to <b>2400</b> - direct course climbing to enroute safety altitude   |           |

① Route for aircraft inbound Albi Le Sequestre (LFCI) MAX FL110.

② MAX FL110 when R68 areas active.

③ Route for aircraft inbound Toulouse Blagnac (LFBO) MAX FL110.

**ALBI 5W / AURILLAC 5W / BASLI 5W / ESISI 5W / GAILLAC 5W / MENDE NASBINALS 5W / NETRO 5W / OMNIDIRECTIONAL DEP**

RWY 31 (308°)

| DESIGNATOR   | ROUTING  | ALTITUDES |
|--|--|-----------|
| <b>ALBI 5W</b><br><b>AB 5W</b><br><b>133.725</b><br>①              | at <b>RZ LT 257°</b> - intercept R032 <b>GAI</b> inbound - crossing R247 <b>MEN LT 187°</b> to <b>AB</b>                                       |           |
| <b>AURILLAC 5W</b><br><b>AR 5W</b><br>(ATC)<br><b>133.725</b><br>② | at <b>RZ RT QDR 355 RZ</b> to <b>AR</b>  |           |
| <b>BASLI 5W</b><br><b>133.725</b>                                  | at <b>RZ RT</b> direct <b>ROM</b> - QDR 128 <b>ROM</b> to <b>BASLI</b>   |           |
| <b>ESISI 5W</b><br><b>133.725</b>                                  | at <b>RZ LT QDR 297 RZ</b> to <b>FC</b> - QDR 296 <b>FC</b> to <b>RATRA</b> - <b>RT</b> intercept R163 <b>LMG</b> to <b>ESISI</b>              |           |
| <b>GAILLAC 5W</b><br><b>GAI 5W</b><br><b>133.725</b>               | at <b>RZ LT 257°</b> - intercept R032 <b>GAI</b> to <b>GAI</b>   |           |
| <b>MENDE NASBINALS 5W</b><br><b>MEN 5W</b><br><b>133.725</b>       | at <b>RZ RT 050°</b> - intercept R257 <b>MEN</b> to <b>MEN</b>   |           |
| <b>NETRO 5W</b><br><b>133.725</b><br>③                             | at <b>RZ LT QDR 257 RZ</b> - intercept R032 <b>GAI</b> inbound - intercept R247 <b>MEN</b> - intercept R027 <b>TOU</b> inbound to <b>NETRO</b> |           |
| <b>OMNIDIRECTIONAL DEP</b><br><b>133.725</b>                       | 308° to <b>2410</b> - direct course climbing to enroute safety altitude  |           |

① Route for aircraft inbound Albi Le Sequestre (LFCI) MAX FL110.

② MAX FL110 when R68 areas active.

③ Route for aircraft inbound Toulouse Blagnac (LFBO) MAX FL110.



## RDZ-LFCR

STARs RWY 31

## STARs RWY 13

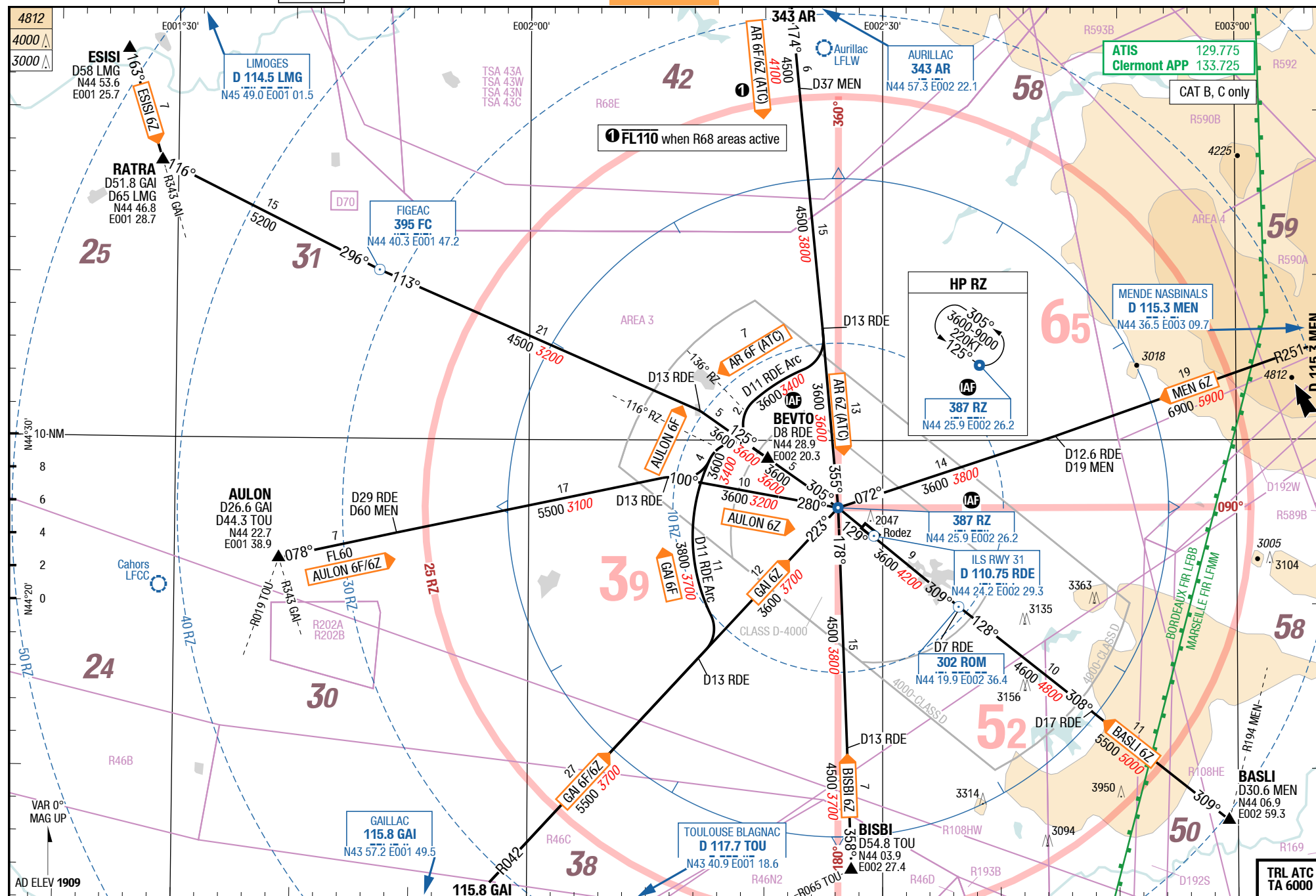
# STAR

# STAR

STARs RWY 31

## STARs RWY 13

6-10



Changes: TA, Track, ASP, FREQ, OBST, SUAs

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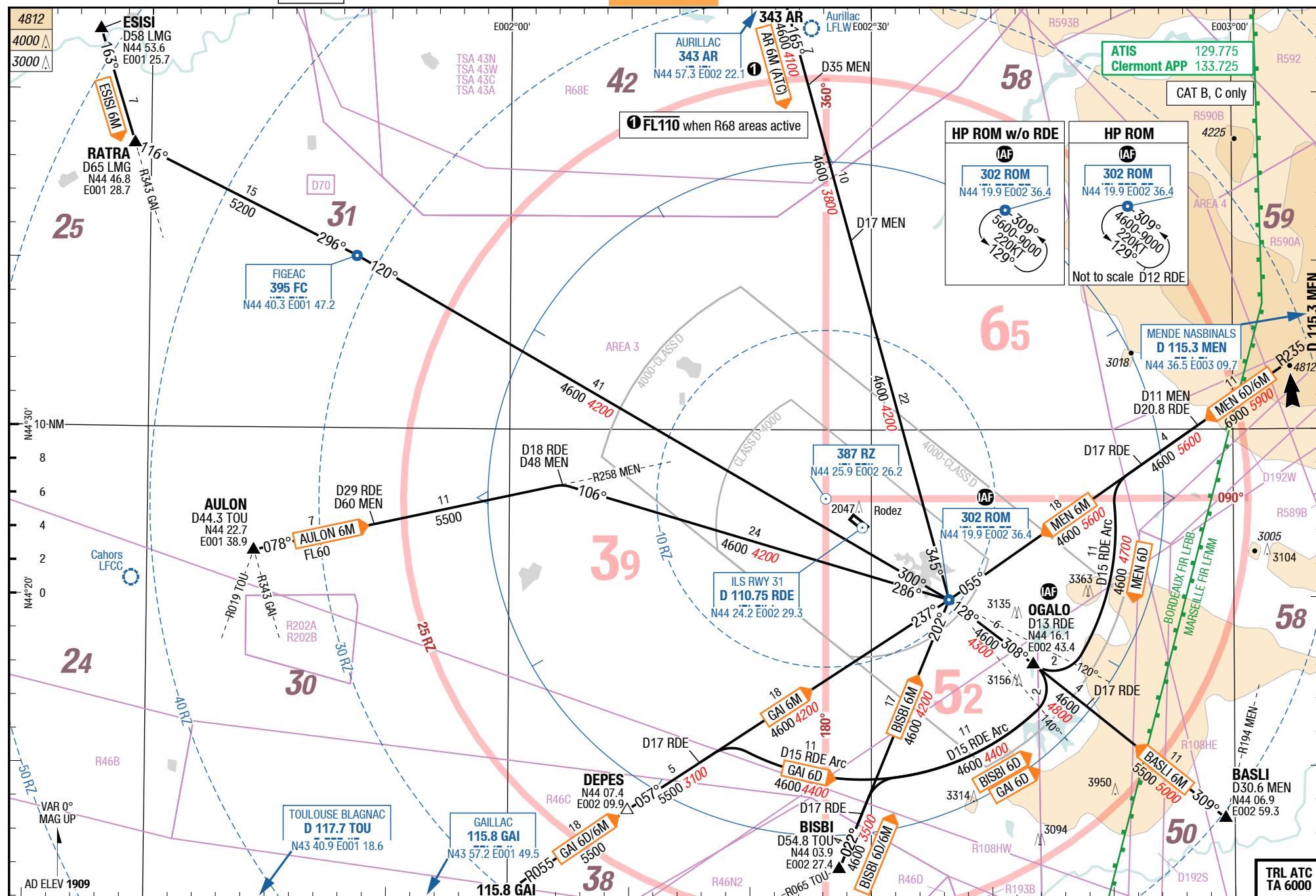
## RDZ-LFCR

## STARs RWY 31

# STAR

# STAR

## STARs RWY 31



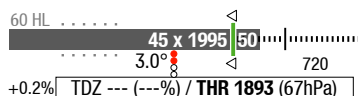
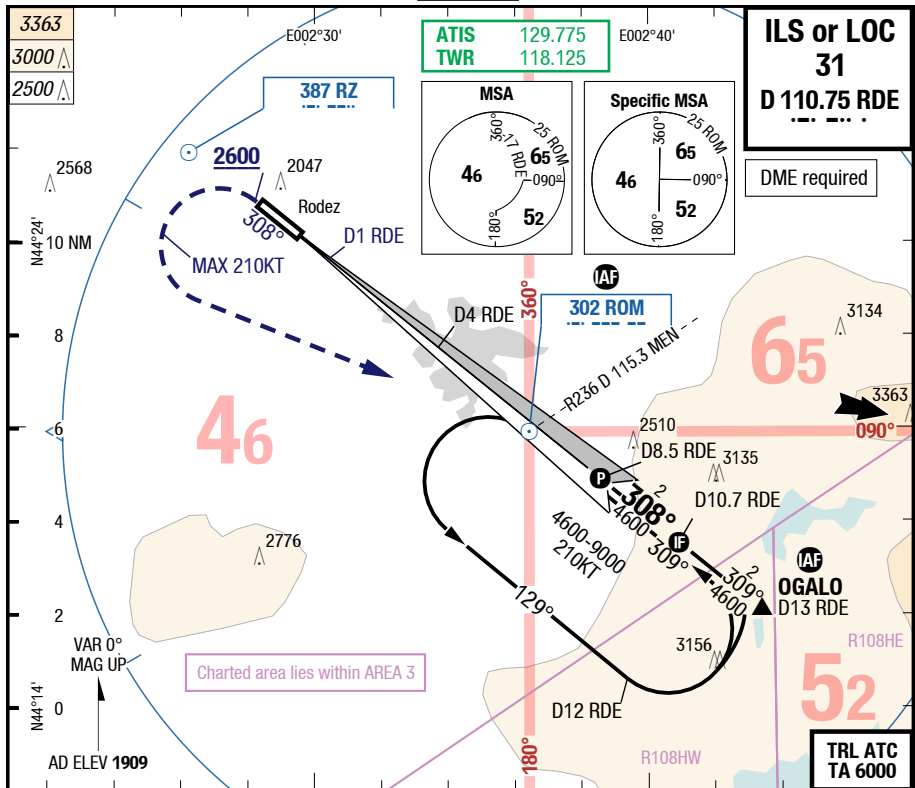
Changes: TA, Track, FREQ, ASP, SUAs, OBST

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## RDZ-LFCR

7-10

ILS or LOC 31



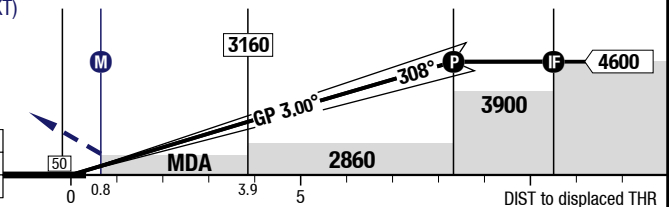
31

| 2    | 3    | 5    | 6    | 7    | 8.5  | LOC 3.00°<br>D RDE |
|------|------|------|------|------|------|--------------------|
| 2530 | 2850 | 3480 | 3800 | 4120 | 4600 |                    |

**308°**  
at **MNM 2600 LT (MAX 210KT)**  
direct **ROM** - climb **4600**  
Do not turn before **MAPt**.  
Climb up to **3700** prior to  
level acceleration.

| GS     | 120  | 140  | 160  |
|--------|------|------|------|
| D4 RDE | 640  | 740  | 850  |
| -MAPt  | 1:30 | 1:17 | 1:08 |

RDE D1 D4 D8.5 D10.7 RDE



| 31 | Cat 1 DME<br>1) 2)                      | LOC DME<br>1) 2)  |  |  | Circling<br>2)      |
|----|---|-------------------|--|--|---------------------|
| C  | ft - m/km<br>ft<br>200 - 750<br>2100 3) | 490 - 1.5<br>2380 |  |  | 1060 - 2.4V<br>2960 |
| D  | ft - m/km<br>ft<br>Not published        | Not published     |  |  | Not published       |

1) wo ATS PROC must be followed by Circling

3) With EVS 550m

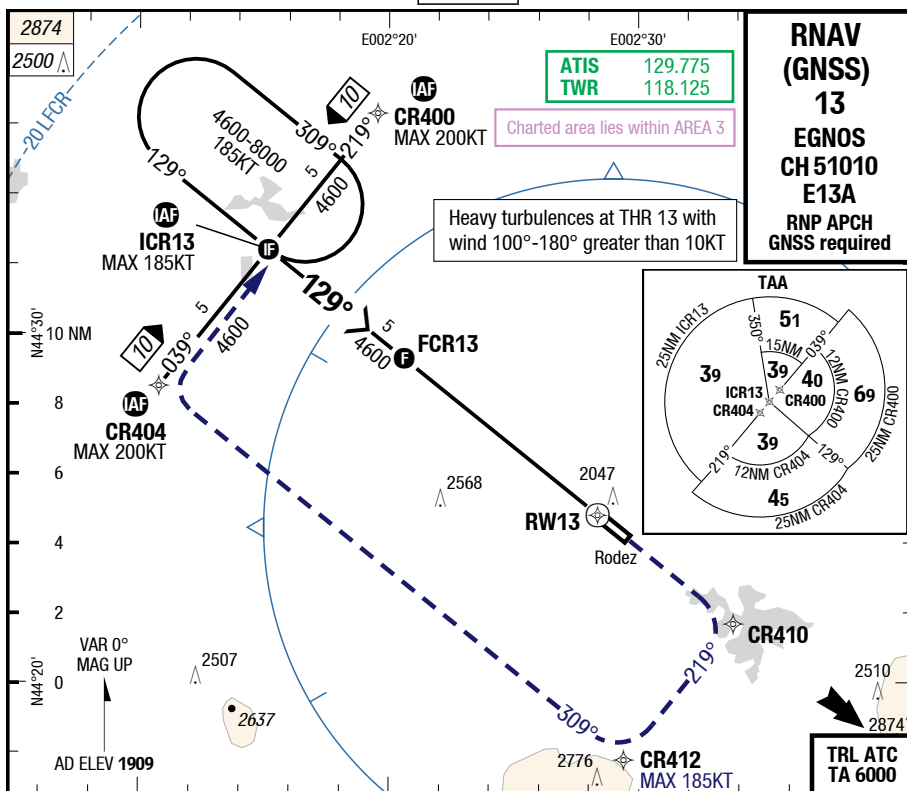
2) Use with Rodez (LFCR) QNH only

Changes: LDA

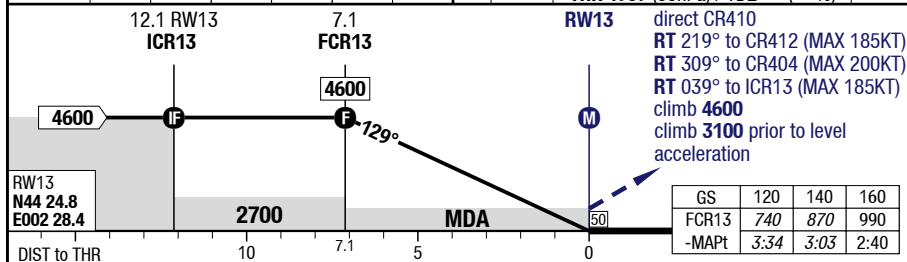
## RDZ-LFCR

7-30

## RNAV (GNSS) 13



|   |      |      |      |      |      |      |  |   |
|---|------|------|------|------|------|------|--|---|
| 3.50°<br><b>RW13</b><br><b>129°</b><br>RWY 128° | 7.1  | 6    | 5    | 4    | 3    | 2    | <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">13</div> | <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">8.3.5°</div> <div style="flex-grow: 1; border-bottom: 1px solid black; position: relative;"> <div style="position: absolute; top: -5px; left: 50%; transform: translateX(-50%);">60 HL</div> </div> </div> |
|   | 4600 | 4190 | 3820 | 3450 | 3080 | 2710 |  | <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">2027 x 45</div>  |



| <b>13</b> |                 | <b>RNAV GNSS</b><br>LPV<br>1) 2)       | <b>RNAV GNSS</b><br>LNAV<br>1) 2) |  |  |  | <b>Circling</b><br>2)      |
|-----------|-----------------|--|-----------------------------------|--|--|--|----------------------------|
| C         | ft - m/km<br>ft | 310 - 1.4<br><b>2210</b> <sup>a)</sup> | 490 - 2.3<br><b>2390</b>          |  |  |  | 1060 - 2.4V<br><b>2960</b> |
| D         | ft - m/km<br>ft | Not published                          | Not published                     |  |  |  | Not published              |

1) wo ATS PROC must be followed by Circling

3) With EVS 900m

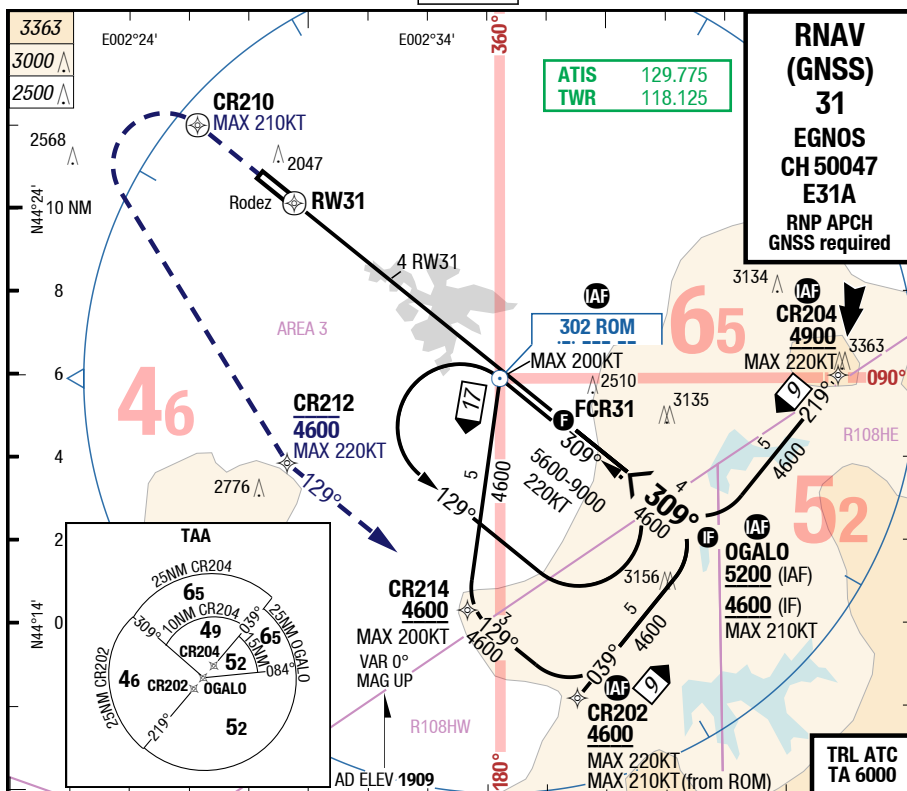
2) Use with Rodez (LFCR) QNH only

Changes: Nil

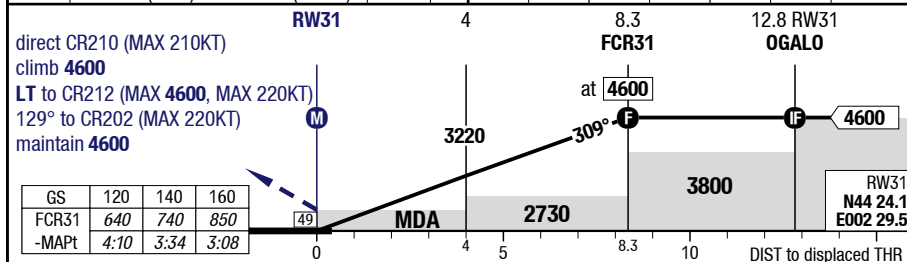
## RDZ-LFCR

7-40

## RNAV (GNSS) 31



|                                   |           |     |       |      |      |      |      |      |      |           |
|-----------------------------------|-----------|-----|-------|------|------|------|------|------|------|-----------|
| 60 HL                             | 45 x 1995 | 50  | 31    | 2    | 3    | 5    | 6    | 7    | 8.3  | 3.00°     |
| TDZ --- (---%) / THR 1893 (67hPa) | 3.0°      | 720 | HL-P1 | 2590 | 2900 | 3540 | 3860 | 4180 | 4600 | RW31 309° |
|                                   |           |     |       |      |      |      |      |      |      | RWY 308°  |



| 31 | RNAV GNSS LPV 1) 2)                     | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 1) 2) | Circling 2)         |
|----|---|-------------------------|----------------------|---------------------|
| C  | ft - m/km<br>ft<br>220 - 750<br>2110 4) | 330 - 800<br>2220 4)    | 470 - 1.5<br>2360    | 1060 - 2.4V<br>2960 |
| D  | ft - m/km<br>ft<br>Not published        | Not published           | Not published        | Not published       |

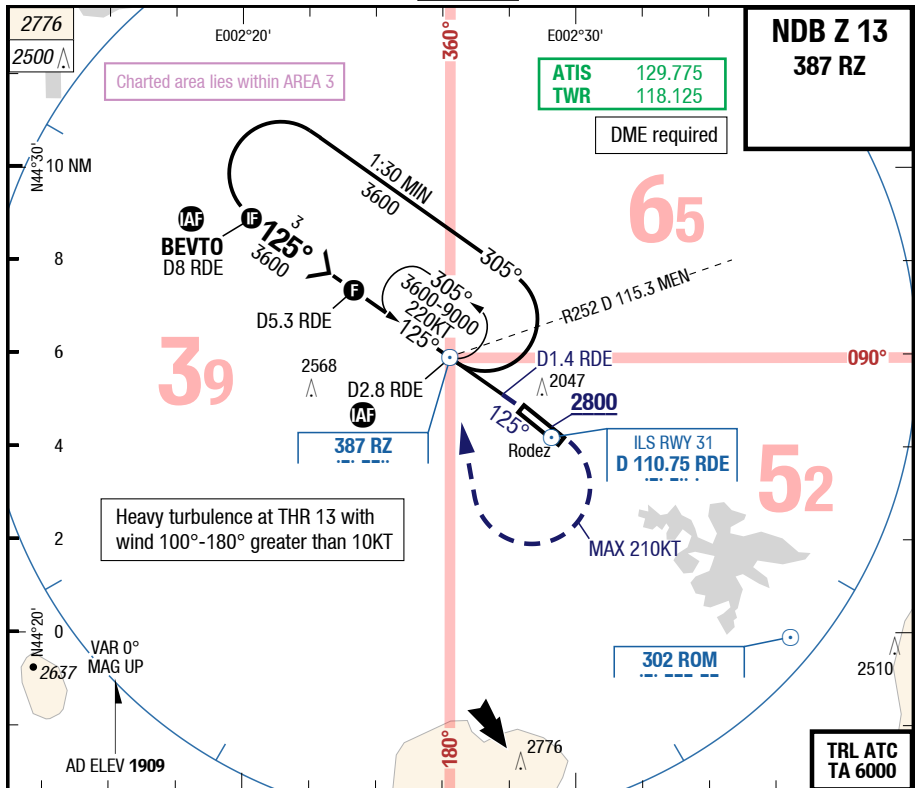
1) wo ATS PROC must be followed by Circling  
2) Use with Rodez (LFCR) QNH only

3) Uncompensated BARO VNAV NA below -20°C (-4°F)  
4) With EVS 550m

## RDZ-LFCR

**7-50**

## NDB Z 13



3.49°  
D RDE  
125°  
RWY 128°

2027 x 45  
60 HL

THR 1909 (68hPa) / TDZ --- (---%) -0.2%

D8 RDE  
BEVTO

D5.3

D2.8  
RZ

D1.4

RDE

3600

3000

2660

2900

MDA

125°

QDR 125 RZ  
at MNM 2800 RT (MAX 210KT)  
(do not turn before MAPt)  
direct RZ - climb 4600  
climb 2900 prior to  
level acceleration

|          |      |      |      |
|----------|------|------|------|
| GS       | 120  | 140  | 160  |
| D2.8 RDE | 740  | 860  | 990  |
| -MAPt    | 0:41 | 0:35 | 0:31 |

DIST to THR

5

1.9

0.5

0

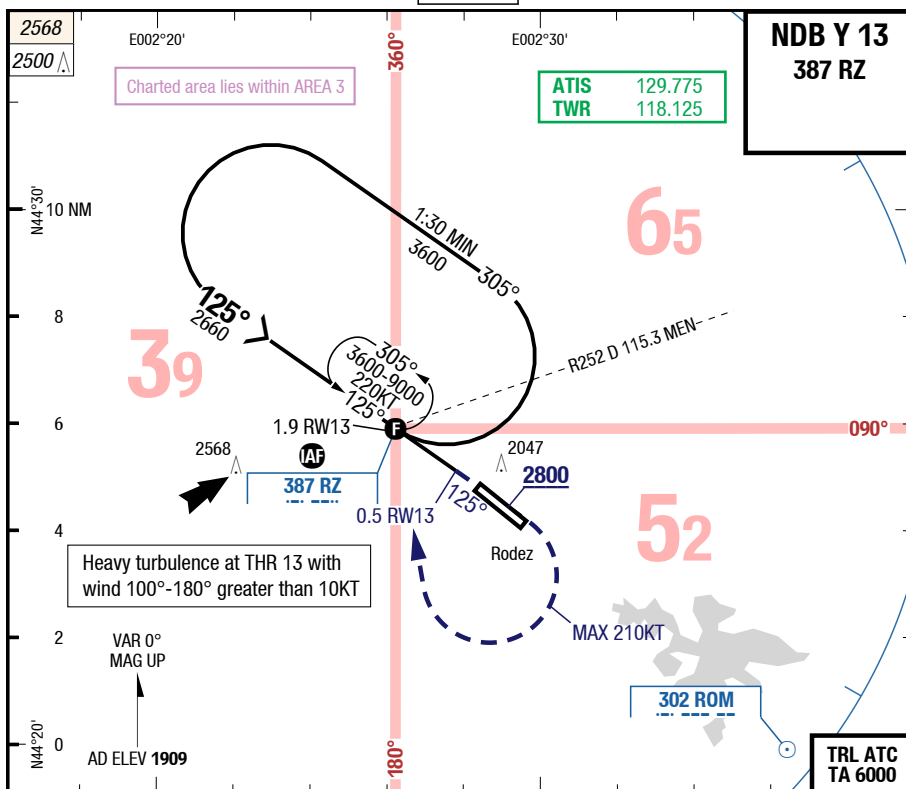
|    |                 |                         |  |  |  |  |                     |
|----|-----------------|-------------------------|--|--|--|--|---------------------|
| 13 | ft - m/km<br>ft | NDB DME<br>RDE<br>1) 2) |  |  |  |  | Circling<br>2)      |
|    |                 |                         |  |  |  |  |                     |
| C  |                 | 490 - 2.3<br>2390       |  |  |  |  | 1060 - 2.4V<br>2960 |
| D  |                 | Not published           |  |  |  |  | Not published       |

1) wo ATS PROC must be followed by Circling  
2) Use with Rodez (LFCR) QNH only

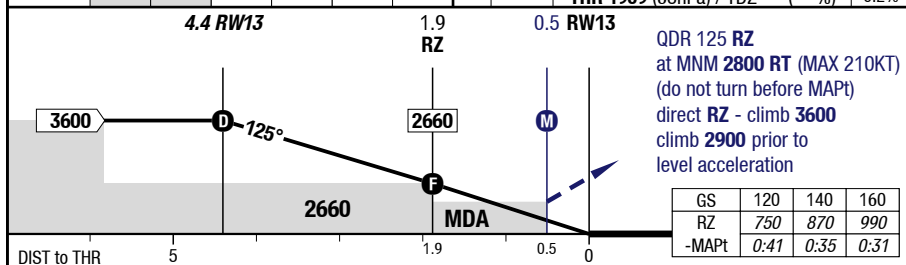
## RDZ-LFCR

**7-60**

**NDB Y 13**



|              |  |  |      |      |      |      |    |                                   |       |
|--------------|--|--|------|------|------|------|----|-----------------------------------|-------|
| 3.51°        |  |  | 4.4  | 4    | 3    | 2    | 13 | 83.5°                             | 60 HL |
| RW13<br>125° |  |  | 3600 | 3450 | 3080 | 2710 |    | 2027 x 45                         |       |
| RWY 128°     |  |  |      |      |      |      |    | THR 1909 (68hPa) / TDZ --- (---%) | -0.2% |



|           |                 |                          |  |  |  |                            |
|-----------|-----------------|--------------------------|--|--|--|----------------------------|
| <b>13</b> |                 | <b>NDB</b><br>1) 2)      |  |  |  | <b>Circling</b>            |
| C         | ft - m/km<br>ft | 490 - 2.3<br><b>2390</b> |  |  |  | 1060 - 2.4V<br><b>2960</b> |
| D         | ft - m/km<br>ft | Not published            |  |  |  | Not published              |

1) wo ATS PROC must be followed by Circling  
2) Use with Rodez (LFCR) QNH only

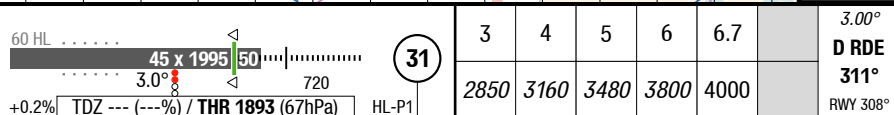
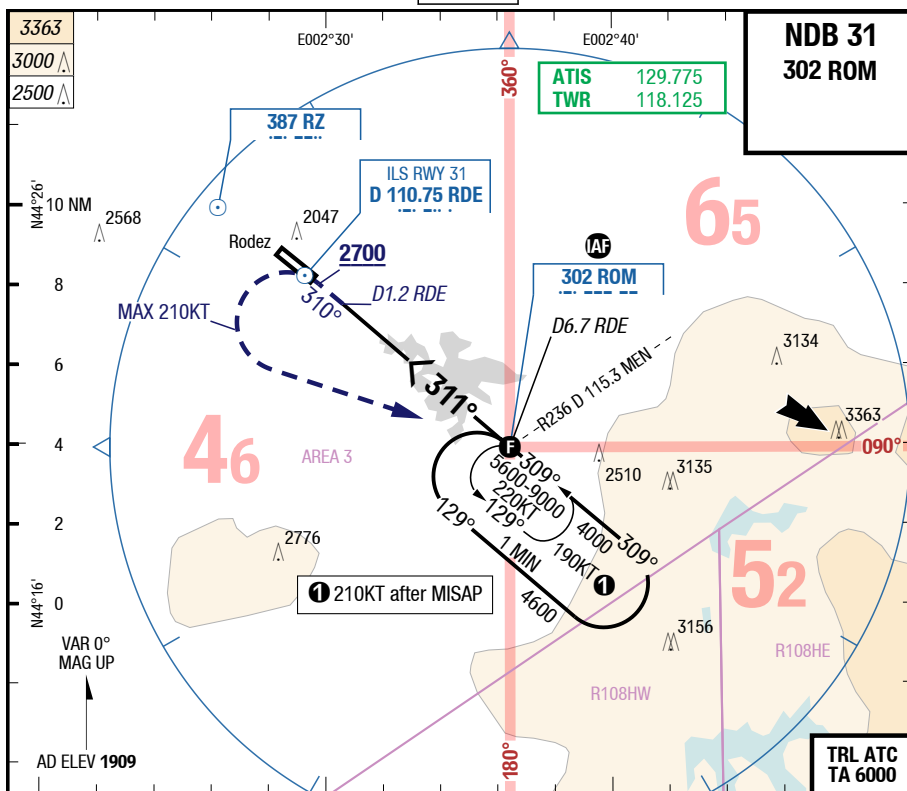
Changes: FREQ, TA, LDA



## RDZ-LFCR

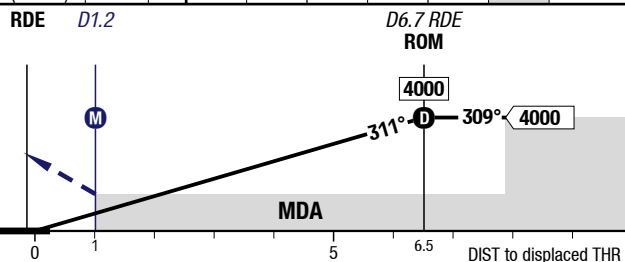
7-70

## NDB 31



**QDR 310 ROM**  
at MNM **2700 LT** (MAX 210KT)  
direct **ROM** - climb **4600**  
Do not turn before MAPt.  
Climb up to **3800** prior to  
level acceleration

|          |      |      |      |
|----------|------|------|------|
| GS       | 120  | 140  | 160  |
| D6.7 RDE | 640  | 740  | 850  |
| -MAPt    | 2:45 | 2:22 | 2:04 |



| <b>31</b> |                 | <b>NDB</b><br>1) 2)      |  |  |  | <b>Circling</b><br>2)      |
|-----------|-----------------|--------------------------|--|--|--|----------------------------|
| C         | ft - m/km<br>ft | 700 - 2.4<br><b>2590</b> |  |  |  | 1060 - 2.4V<br><b>2960</b> |
| D         | ft - m/km<br>ft | Not published            |  |  |  | Not published              |

1) wo ATS PROC must be followed by Circling

2) Use with Rodez (LFCR) QNH only

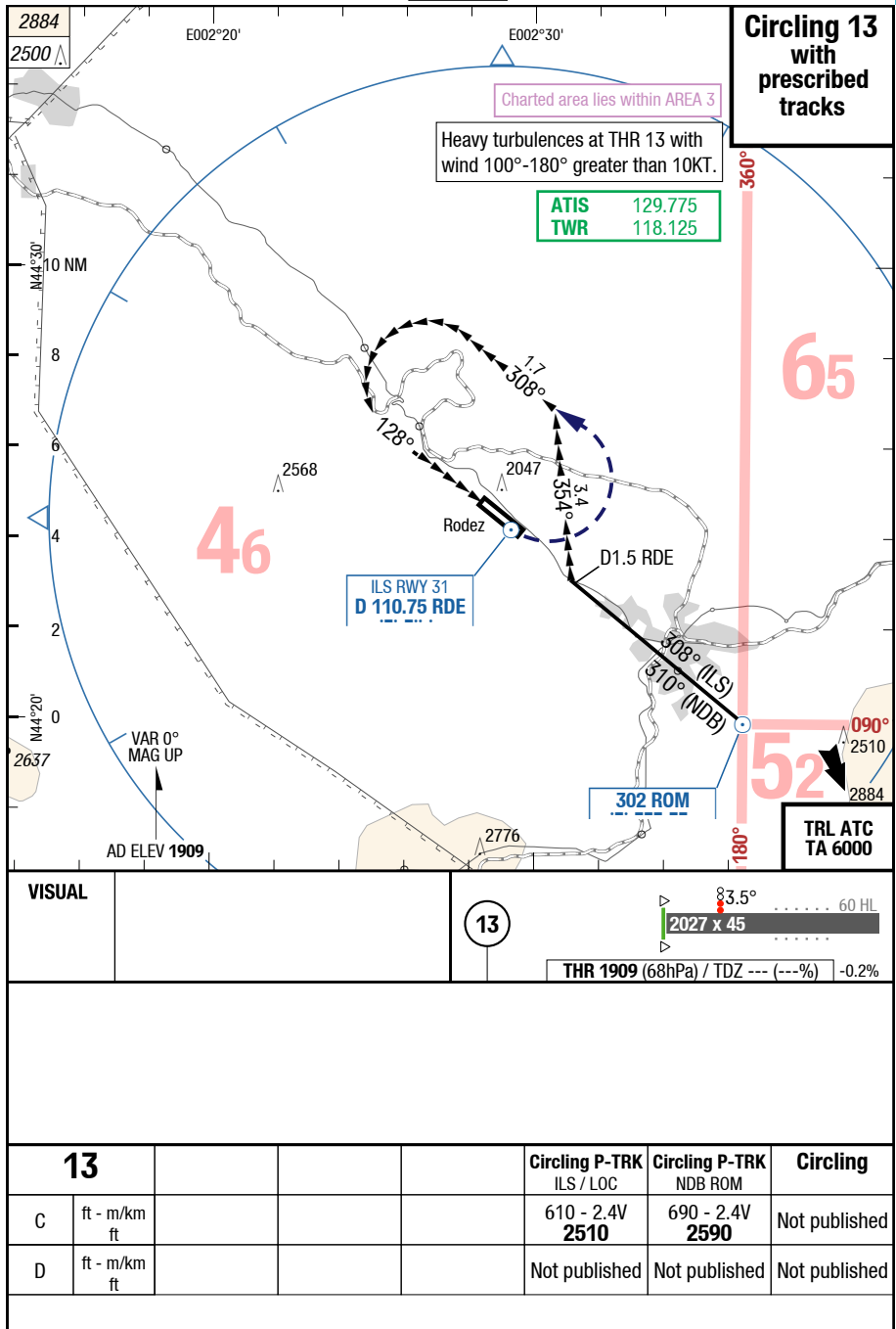
Changes: LDA



## RDZ-LFCR

7-80

Circling 13 with prescribed tracks



Effective 29-MAR-2018

22-MAR-2018

RDZ-LFCR

8-10

France Rodez Aveyron

NIL

MRC

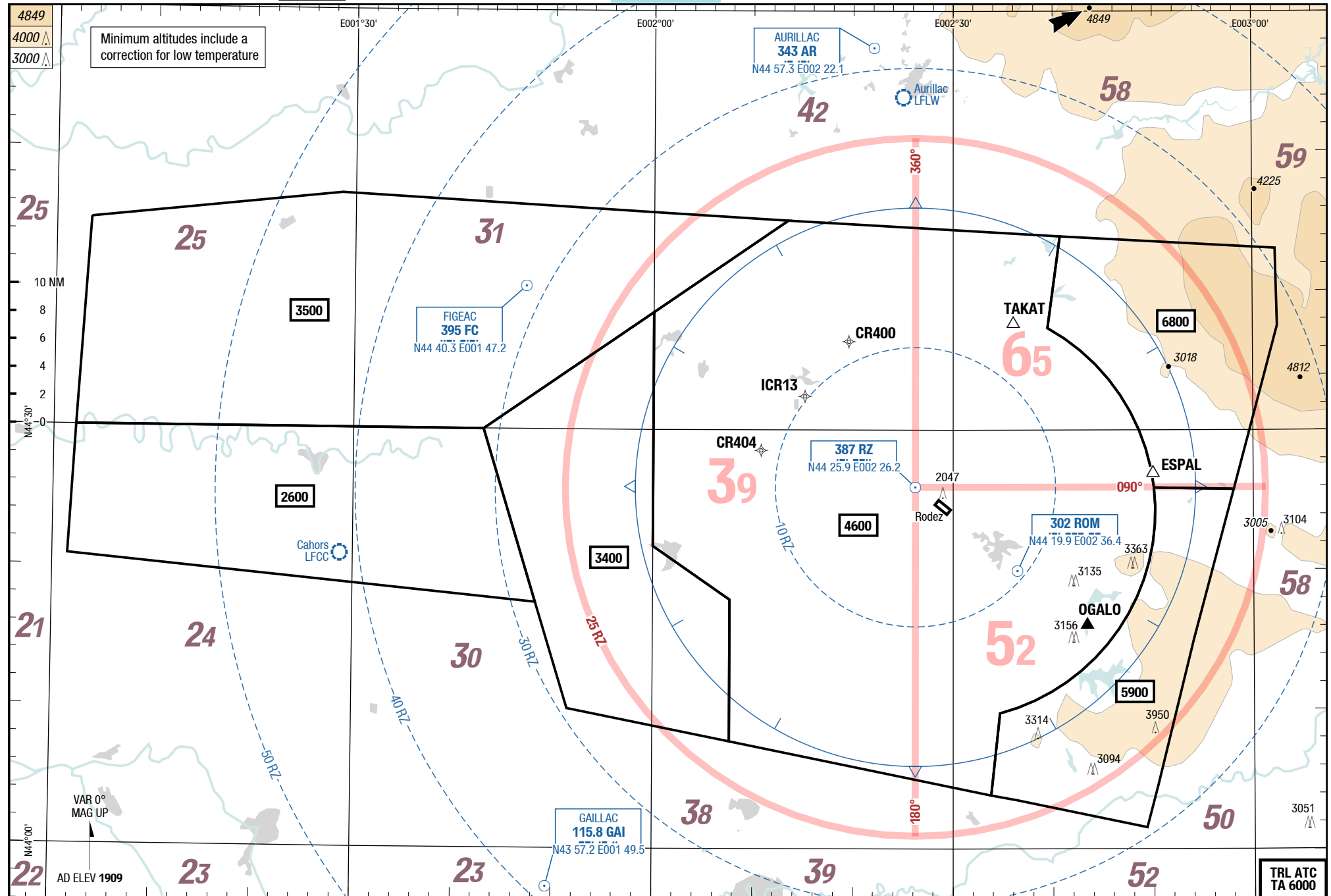
MRC

MRC

Aveyron Rodez France

NIL

MRC



Changes: Completely revised