

09-NOV-2017

RUN-FMEE**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0100-1930**Airport Information****RFF:** CAT 9**PCN:** RWY 12/30: 81/F/B/W/T, RWY 14/32: 65/F/B/W/T**Operation****Air Traffic Service**

Air traffic services are not provided by ATC in parts of La Reunion TMA where radio coverage is poor or unavailable.

| RWY Restriction: RWYs 30 and 32 limited to 10KT tailwind component.

TWY Restrictions

TWY M width 19m / 62ft.

TWY F, G width 7.5m / 25ft.

Warnings

Aerobatics activity along RWY 12.

Laser dazzling in the vicinity of AD. Report to ATC immediately including the position if possible.

Birds and roaming dogs in vicinity of AD.

ARRIVAL**Speed**

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

Arrival Procedure**VFR Traffic Pattern:** RWY 32, 30 right-hand circuit.**Non-standard GP intercept position on RWY 14**

| GP intercepts RWY 14 at 355m / 1164ft after landing threshold.

Remaining LDG DIST beyond GP is 2195m / 7202ft.

Circling LOC DME 12 Balked landing

LT to join and follow R003 SDG climbing to 3000 to link up on MISAP of APCH PROC. Do not turn before SDG.

Warnings

Between SS-SR, the use of PAPI for RWY 12/30 is mandatory.

09-NOV-2017

RUN-FMEE**1-20****AOI****DEPARTURE****Take-off Minima**

| RWY | | 12/30, 32 | |
|----------|-----------|-----------|----|
| All ACFT | ft - m/km | 0 - 550V | HJ |
| | | 0 - 800V | HN |

| RWY | | 14 | |
|----------|-----------|-------------|------------------------------|
| All ACFT | ft - m/km | 0 - 550V | HJ, MNM climb gradient 11.3% |
| | | 0 - 800V | HN, MNM climb gradient 11.3% |
| | | c400 - 900V | MNM climb gradient 5.8% |

Speed

MAX IAS 250KT below FL100 not applied.

Departure Procedure**Noise Abatement Procedure****RWY 12**

Climb MAG 106°. At 400ft AAL turn left and follow the specified exit track. Theoretical slope 5.1%.

Effective 20-JUL-2017

13-JUL-2017

Reunion (France) St Denis/La Reunion Roland Garros

AGC

AFC

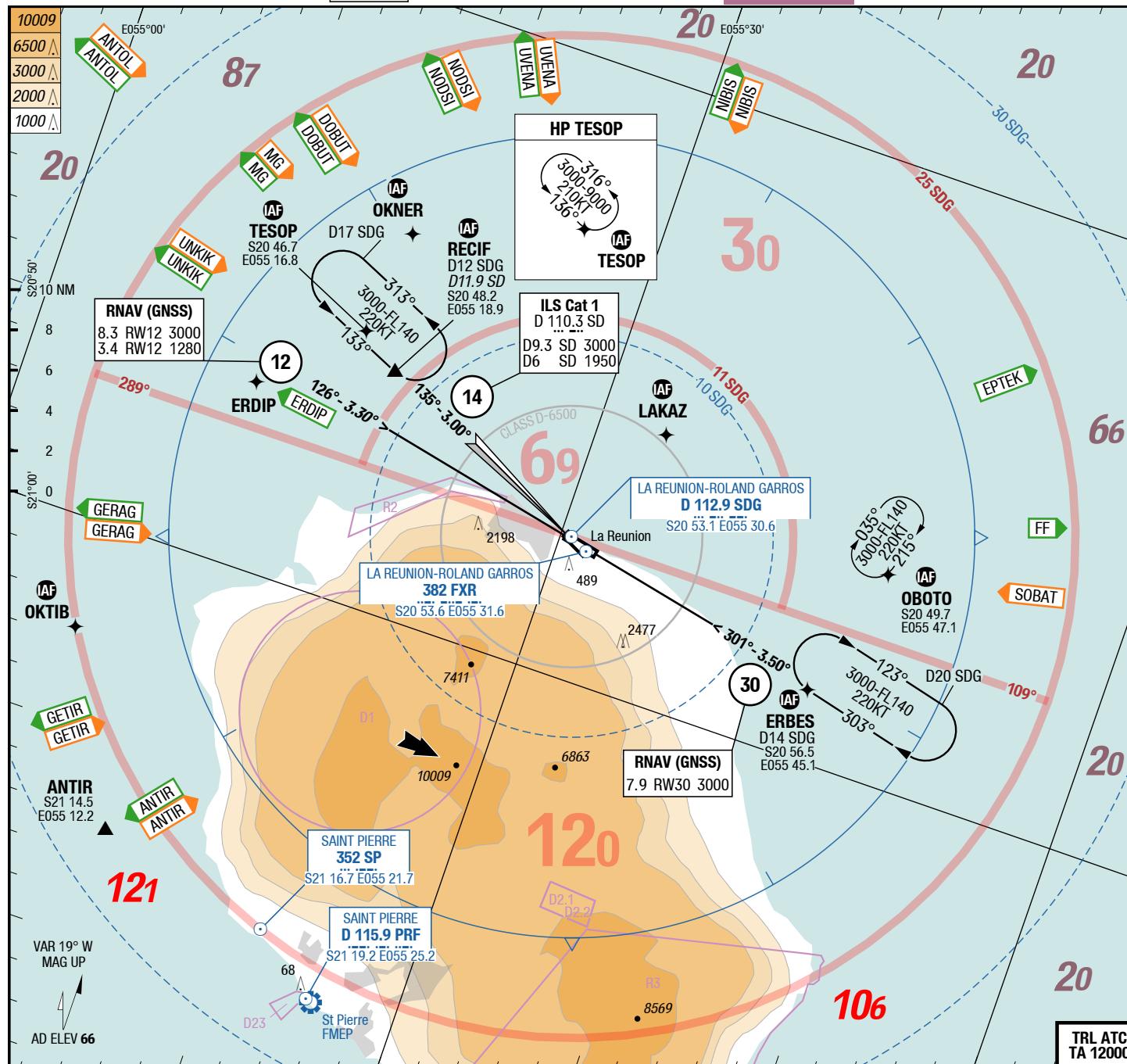
Roland Garros **St Denis/La Reunion** Reunion (France)

AGC

AFC

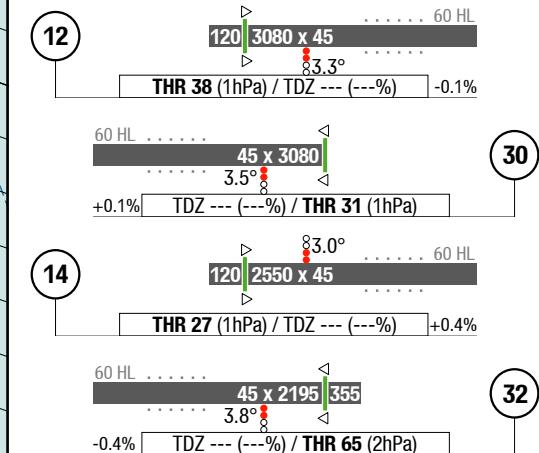
RUN-FMEE

2-10



| | |
|--------------------------|---------------------------|
| ATIS | 126.800 |
| Roland Garros APP | 127.200 |
| | 119.400 South of R264 SDG |
| | 123.100 |
| Roland Garros TWR | 118.400 |
| Roland Garros GND | 121.900 |

Landing RWY system:



Effective 20-JUL-2017

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Roland Garros St Denis/La Reunion Reunion (France)

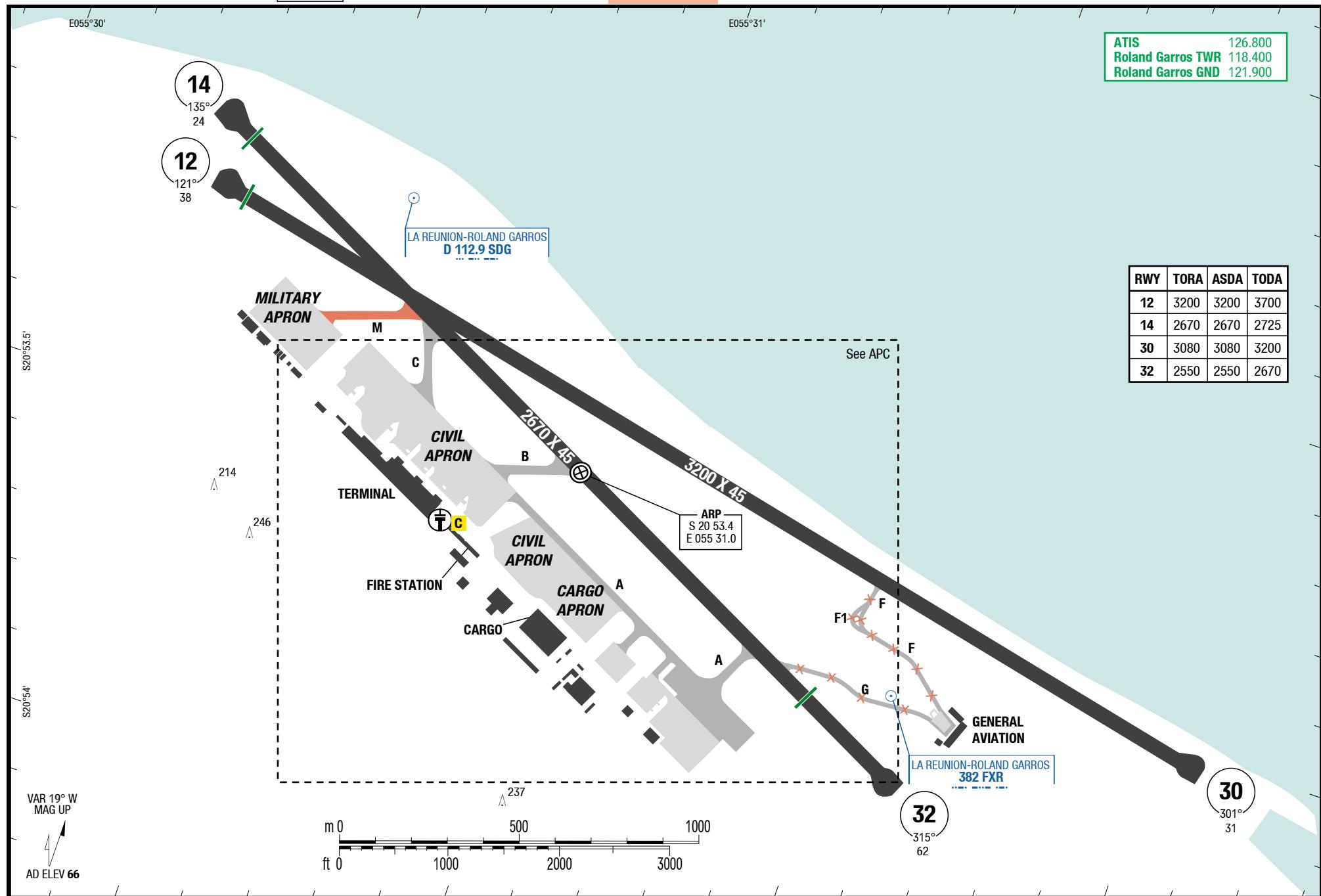
RUN-FMEE

3-20

AGC

AGC

AGC



Effective 21-JUL-2016

14-JUL-2016

Reunion (France) St Denis/La Reunion Roland Garros

NIL

APC

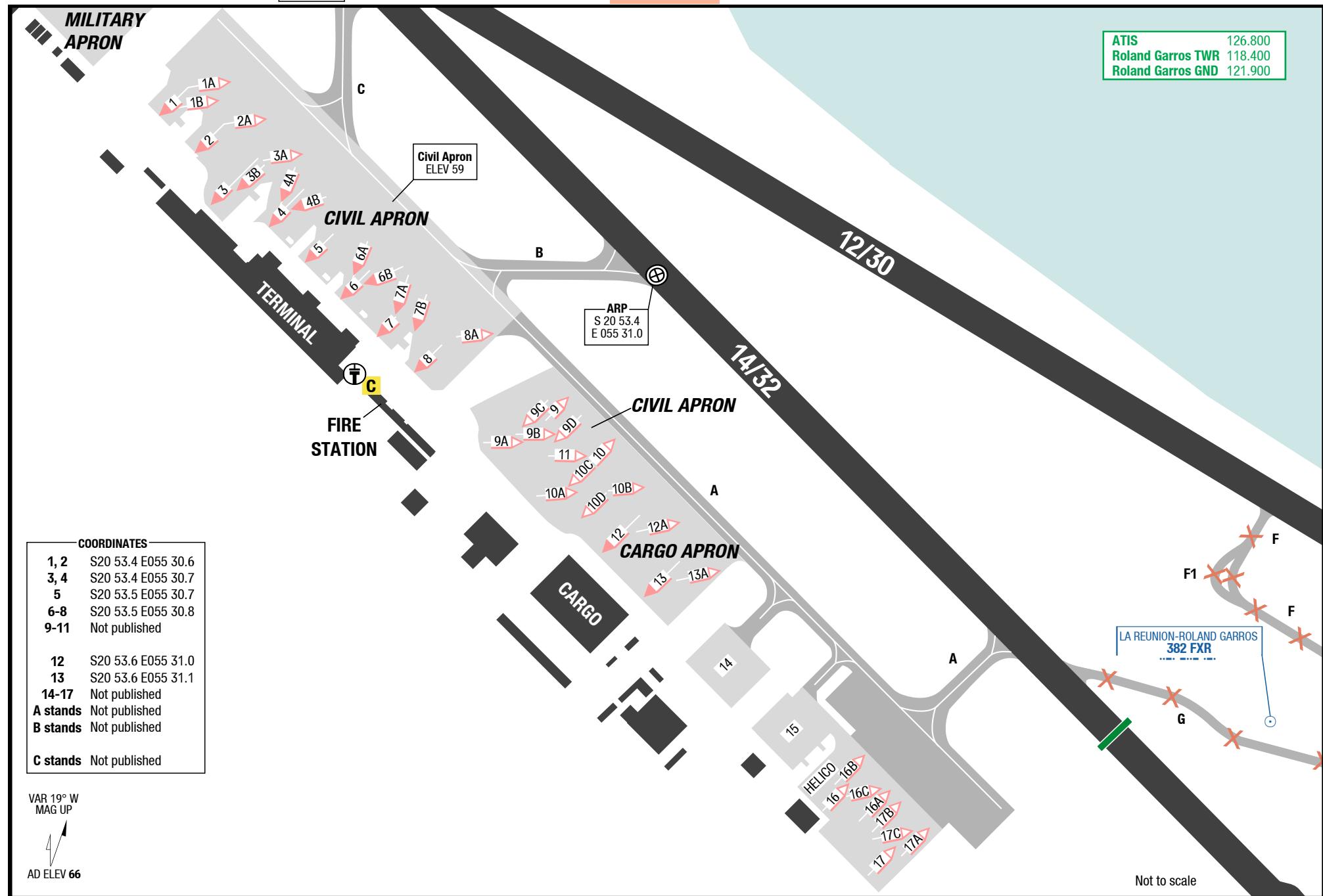
Roland Garros St Denis/La Reunion Reunion (France)

NIL

APC

RUN-FMEE

3-30



Effective 20-JUL-2017

13-JUL-2017

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

[RNAV SIDs RWY 14]

4-10

RNAV SIDs RWY 12

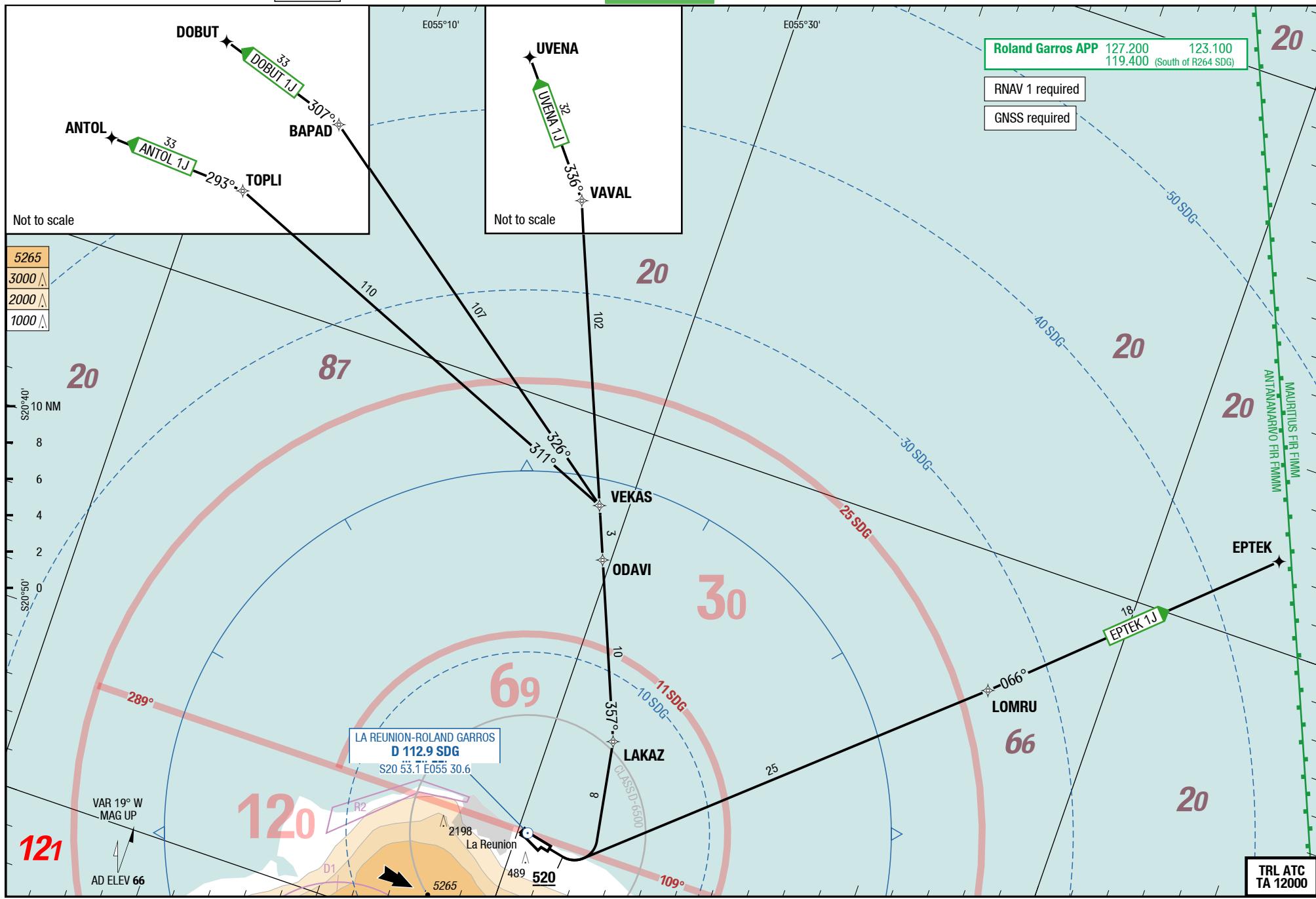
SID

SID

Roland Garros St Denis/La Reunion Reunion (France)

[RNAV SIDs RWY 14]

RNAV SIDs RWY 12



Changes: ALT, OBST, Editorial

Effective 20-JUL-2017
13-JUL-2017

Reunion (France) St Denis/La Reunion Roland Garros

Roland Garros St Denis/La Reunion Reunion (France)

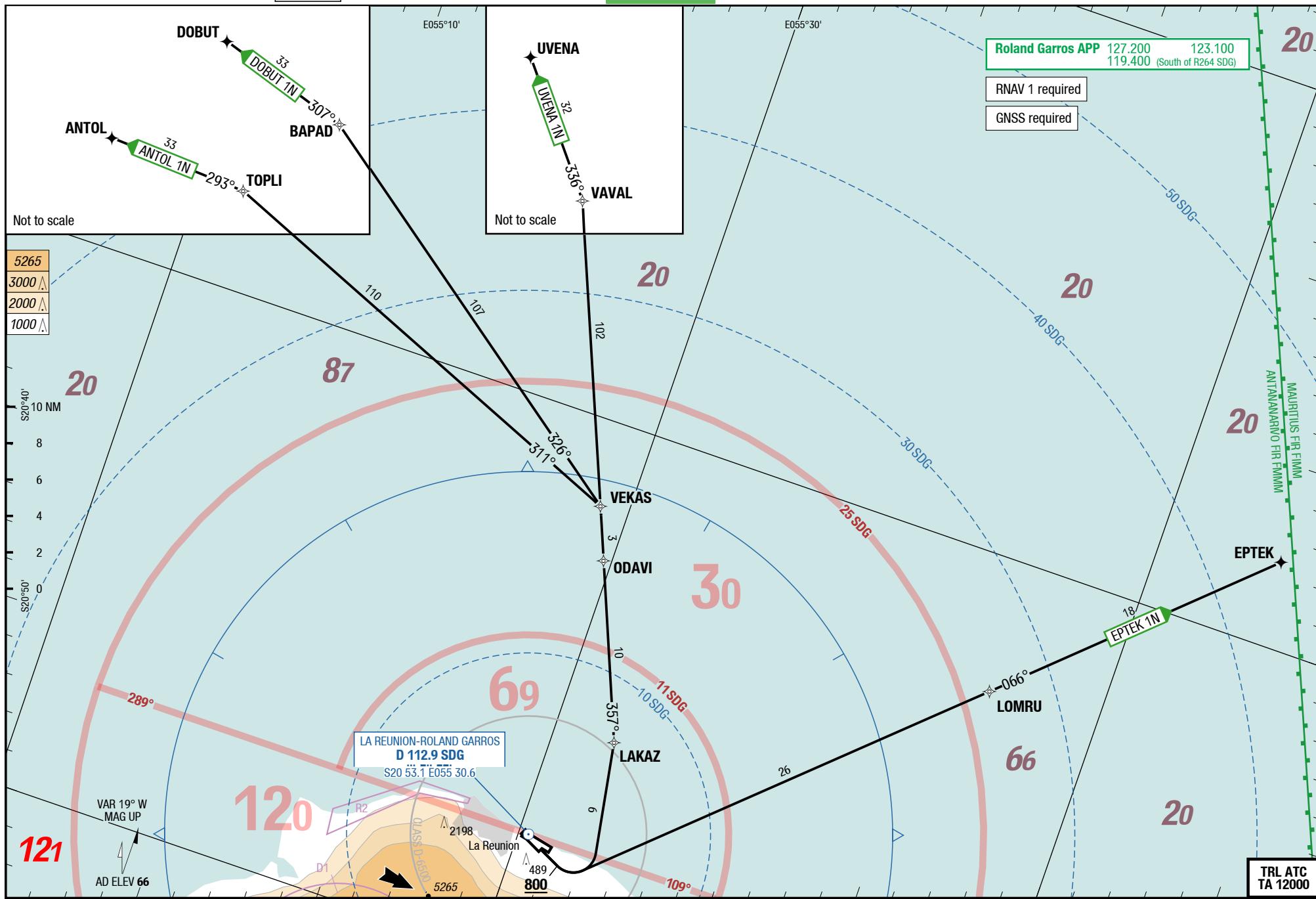
RUN-FMEE

4-20

RNAV SIDs RWY 14

DIS

RNAV SIDs RWY 14



Changes: ALT, OBST, Editorial

Effective 20-JUL-2017

13-JUL-2017

RUN-FMEE

Reunion (France) St Denis/La Reunion Roland Garros

[RNAV SIDs RWY 32]

4-30

RNAV SIDs RWY 30

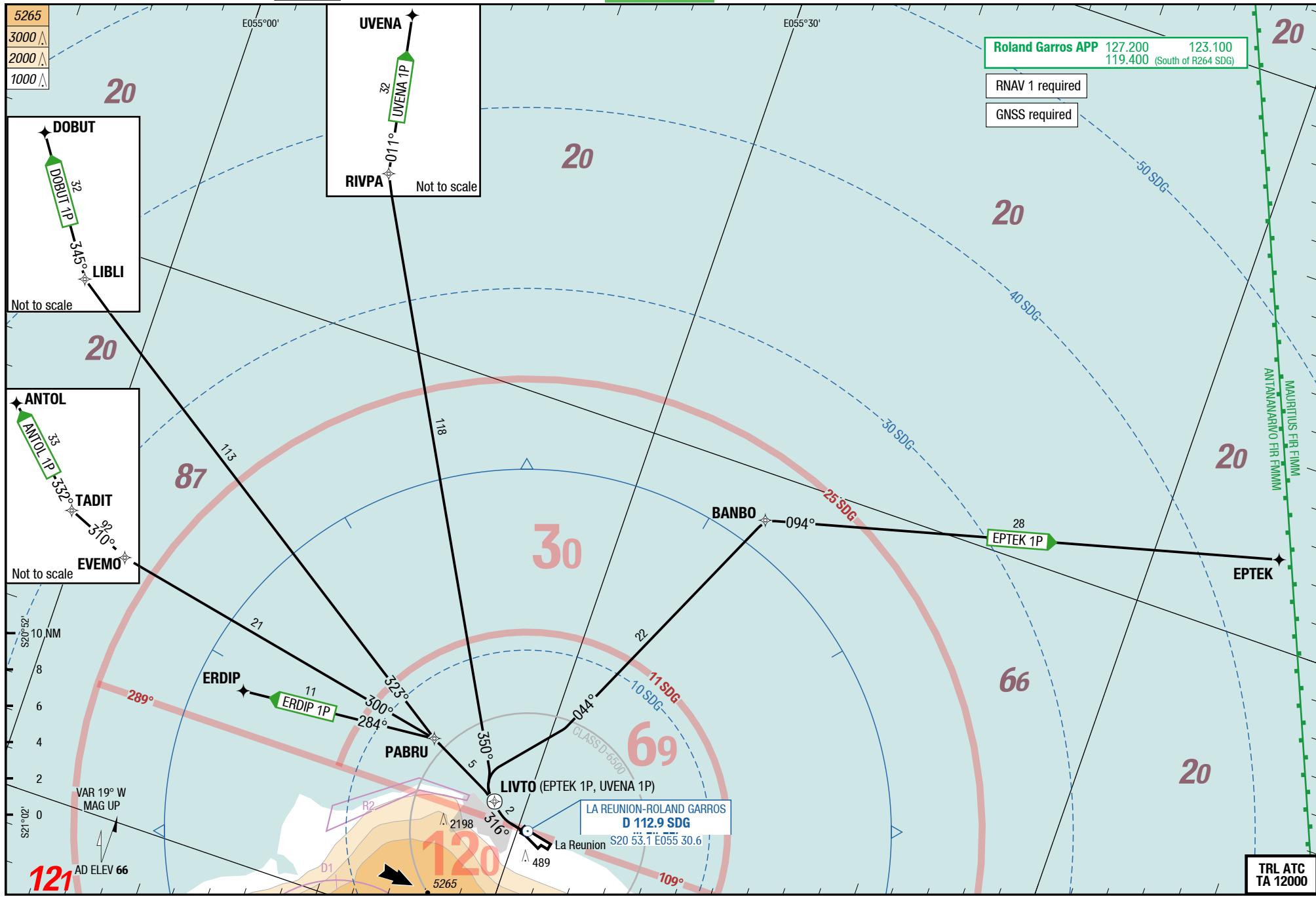
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SID

Roland Garros St Denis/La Reunion Reunion (France)

[RNAV SIDs RWY 32]

RNAV SIDs RWY 30



Changes: OBST, Editorial

Effective 20-JUL-2017

13-JUL-2017

Reunion (France) St Denis/La Reunion Roland Garros

Roland Garros St Denis/La Reunion Reunion (France)

RUN-FMEE

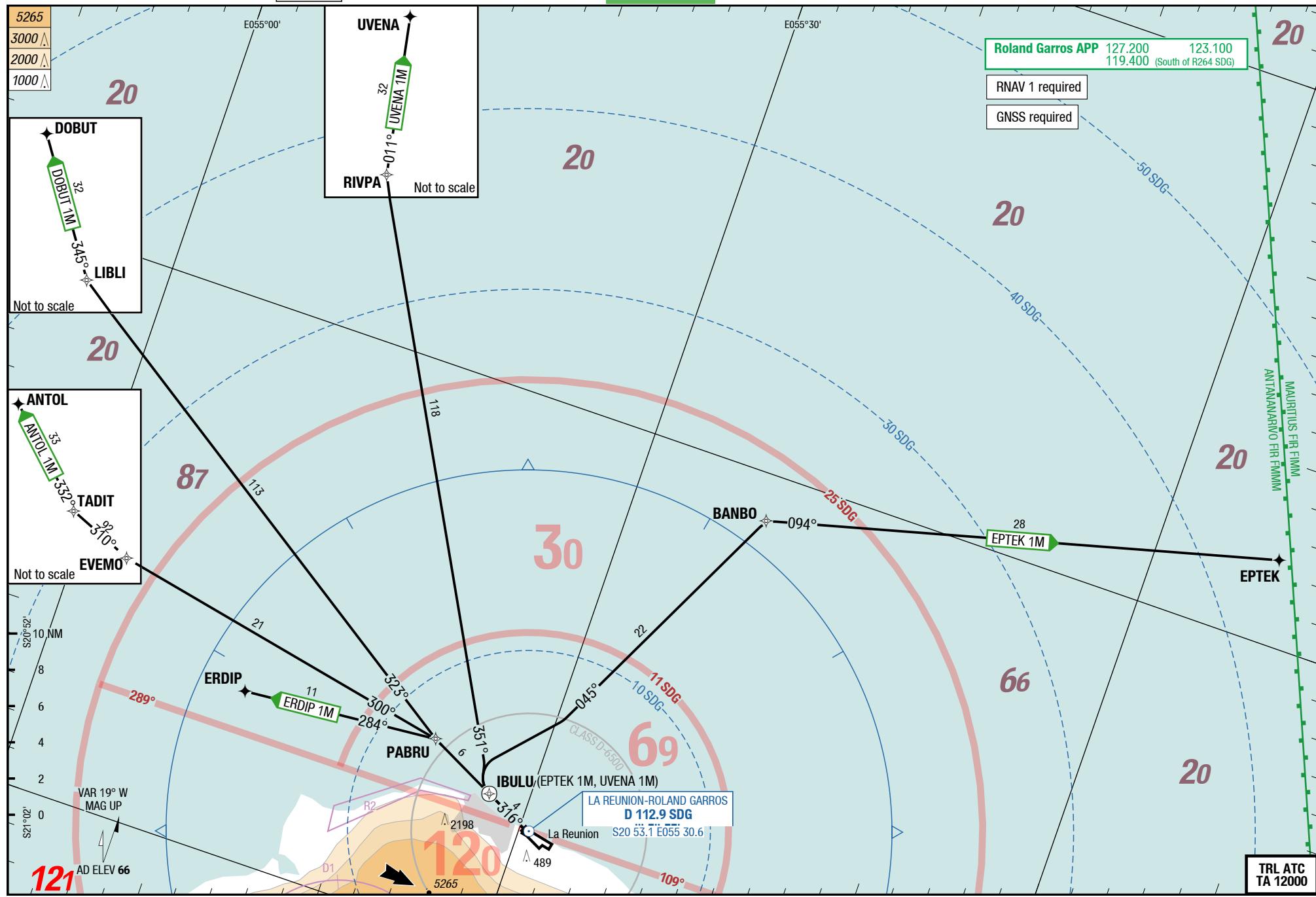
4-40

RNAV SIDs RWY 32

SID

SID

RNAV SIDs RWY 32



Changes: Track, OBST, Editorial

19-APR-2018

Reunion (France) **St Denis/La Reunion** Roland Garros

Roland Garros **St Denis/La Reunion** Reunion (France)

RUN-FMEE

50

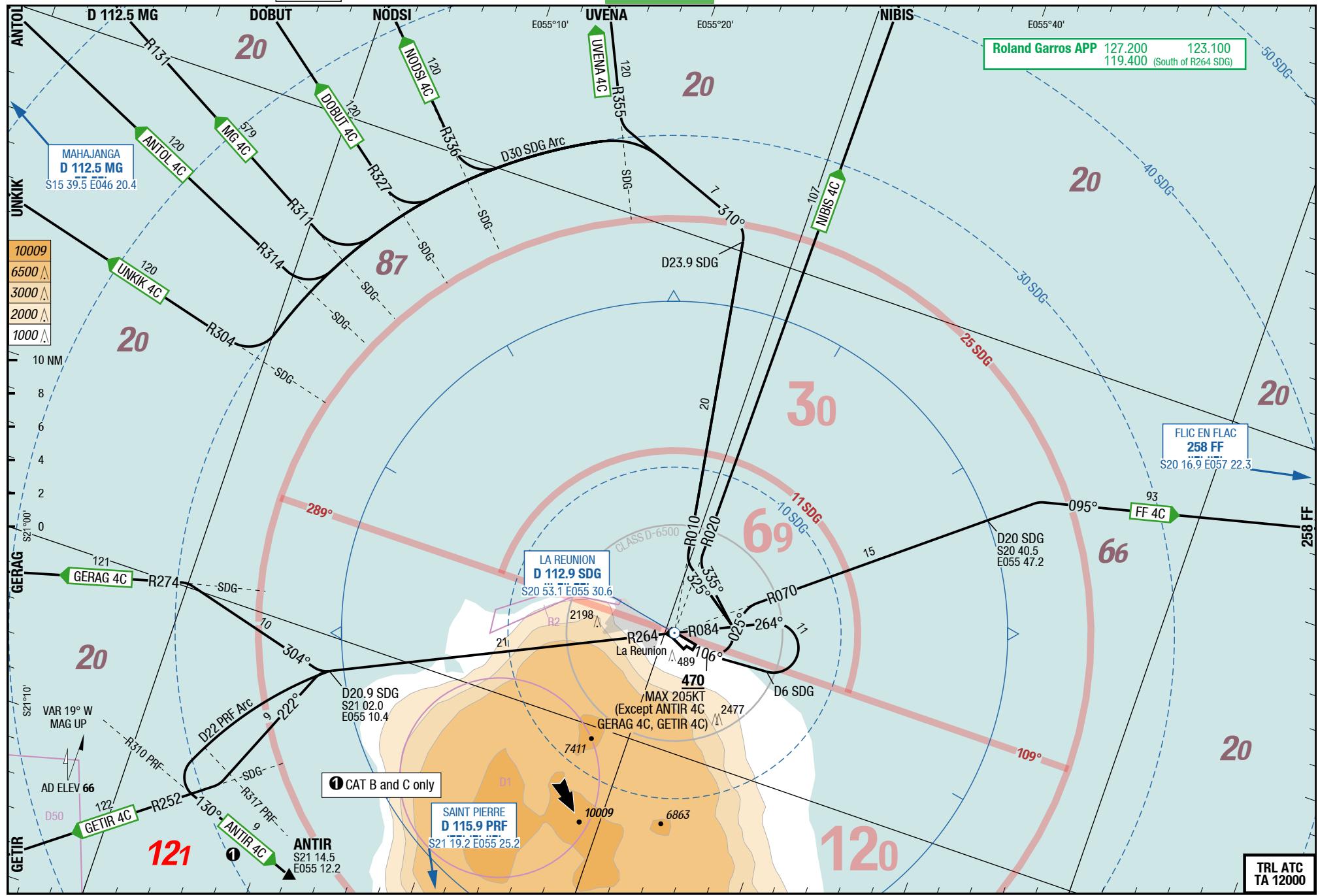
SIDs RWY 12

S

S/D

Roland Garros **St Denis/La Reunion** Reunion (France)

SIDs RWY 12



Changes: Track, ALT, OBST

19-APR-2018

Reunion (France) St Denis/La Reunion Roland Garros

RUN-FMEE

4-60

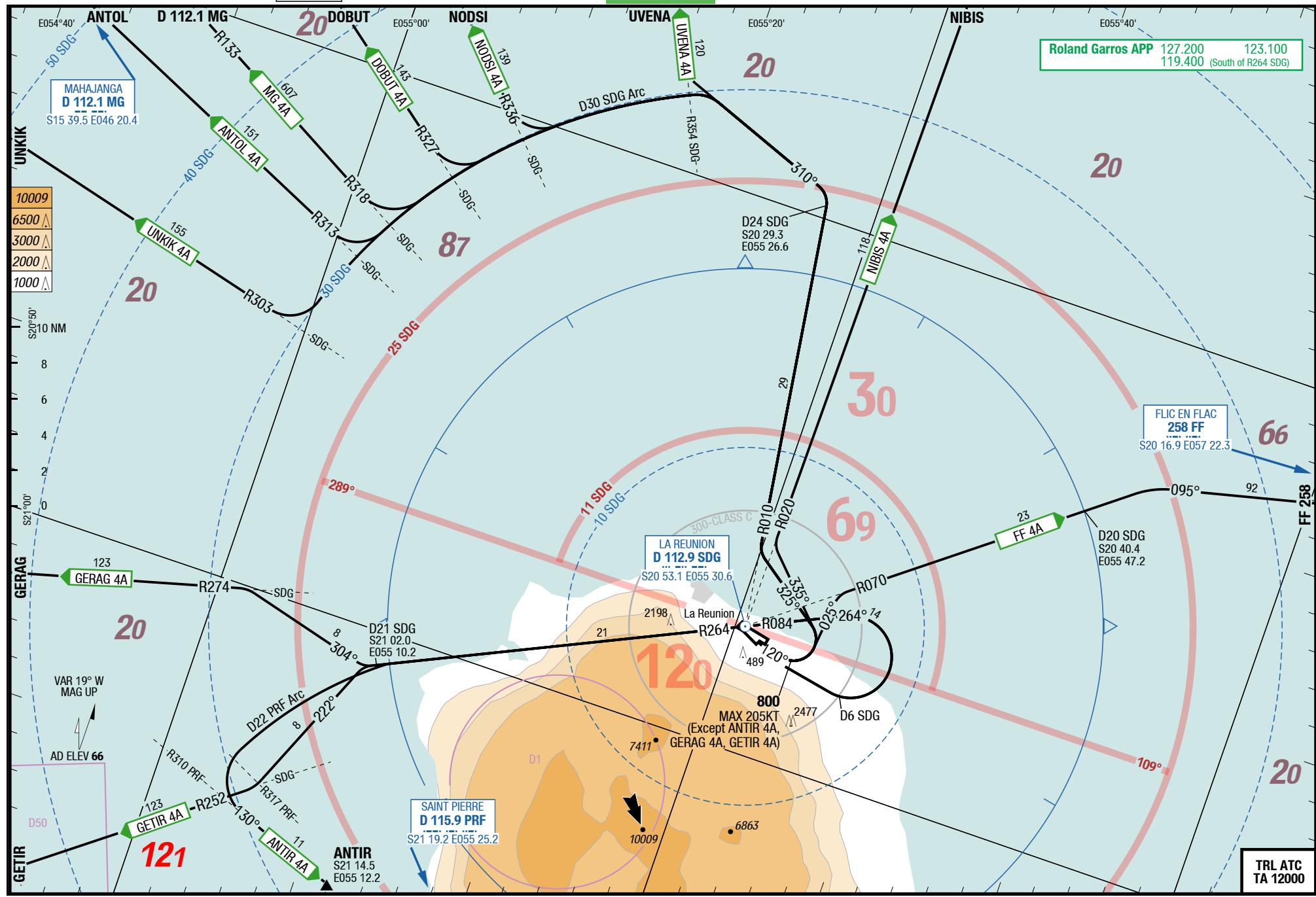
SIDs RWY 14

SID

SID

Roland Garros St Denis/La Reunion Reunion (France)

SIDs RWY 14



Changes: Nil

Effective 03-MAR-2016

25-FEB-2016

Reunion (France) **St Denis/La Reunion** Roland Garros

Roland Garros **St Denis/La Reunion** Reunion (France)

RUN-FMEE

-70

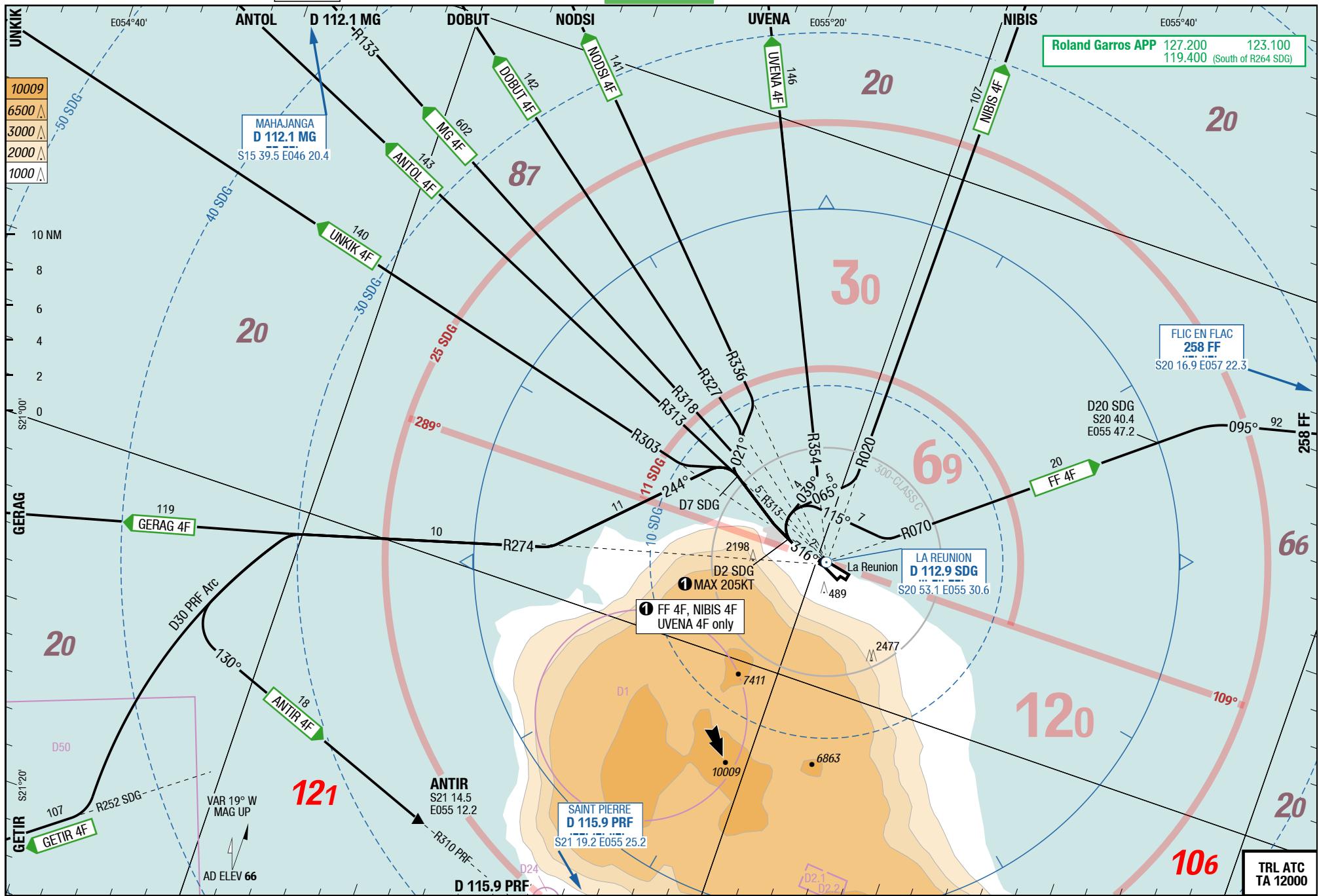
SIDs RWY 30

10

10

Roland Garros **St Denis/La Reunion** Reunion (France)

SIDs RWY



Effective 03-MAR-2016

25-FEB-2016

Reunion (France) **St Denis/La Reunion** Roland Garros

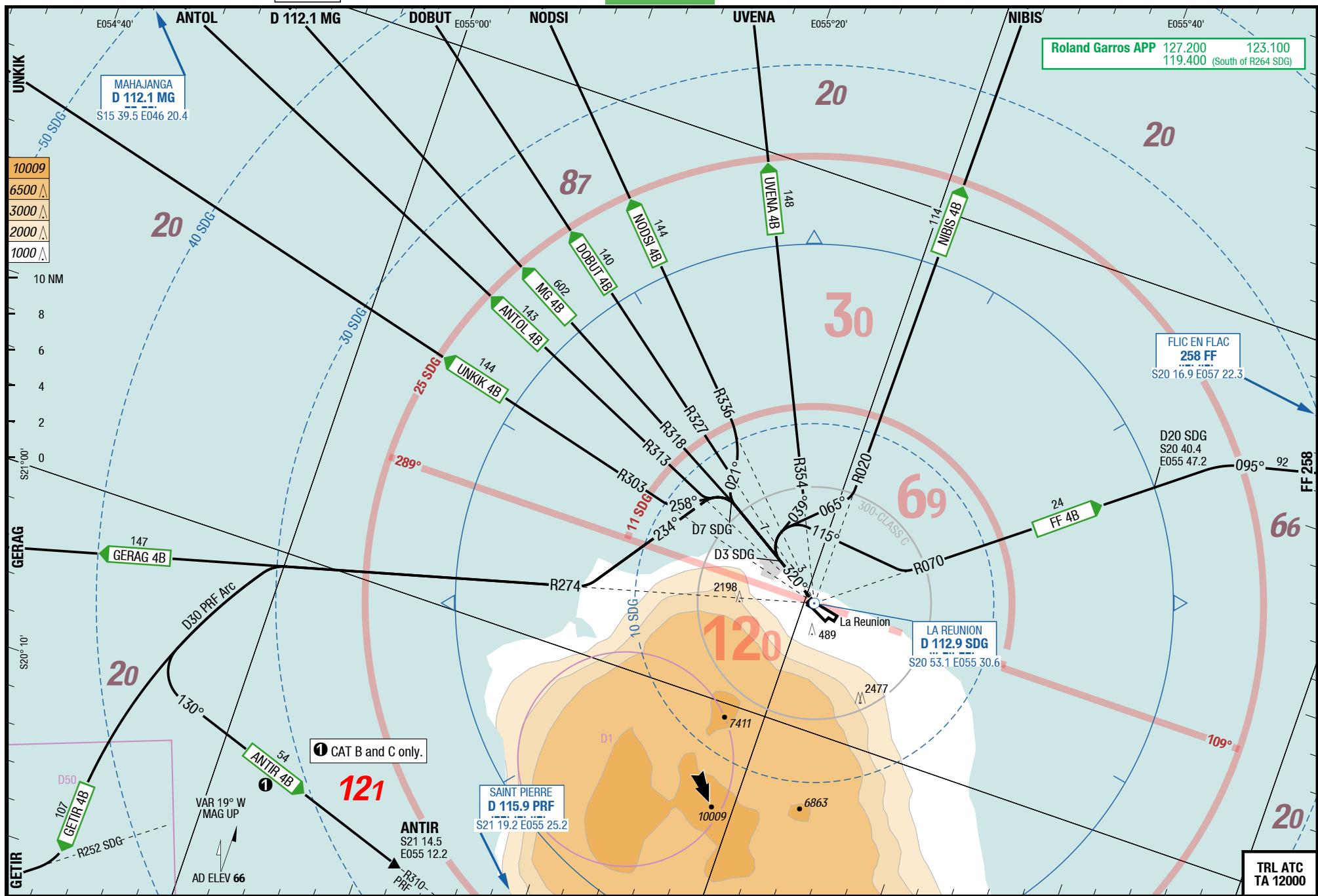
RUN-FMEE

4-80

SIDs RWY 32

5

SIDs RWY 32



RUN-FMEE**5-10****RNAV SIDs RWY 12**

SIDPT

ANTOL 1J / DOBUT 1J / EPTEK 1J / UVENA 1J

RWY 12 (121°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|-------|--------|------|------|------|------|------|------|
| 5.9% | ft/MIN | 800 | 900 | 1100 | 1300 | 1500 | 1700 |
| 13.7% | ft/MIN | 1700 | 2100 | 2500 | 3000 | 3400 | 3800 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---------------------------|
| | Runway 12 | |
| ANTOL 1J 5.9% 13.7% 127.200 ① | [A520+ ;L] - LAKAZ - ODAVI - VEKAS - TOPLI - ANTOL | initial climb 3000 |
| DOBUT 1J 5.9% 13.7% 127.200 ① | [A520+ ;L] - LAKAZ - ODAVI - VEKAS - BAPAD - DOBUT | initial climb 3000 |
| EPTEK 1J 5.9% 13.7% 127.200 ① | [A520+ ;L] - LOMRU - EPTEK | initial climb 3000 |
| UVENA 1J 5.9% 13.7% 127.200 ① | [A520+ ;L] - LAKAZ - ODAVI - VEKAS - VAVAL - UVENA | initial climb 3000 |

① The initial theoretical climb gradient is 13.7% calculated from few trees located between 90m/295ft and 570m/1870ft from the DER and between 160m/525ft and 270m/886ft south of RWY axis. If disregarding these OBST, the theoretical climb gradient is 5.9%, calculated from a tree located at 2670m/8760ft from DER and 330m/1083ft south of RWY axis.

RUN-FMEE**5-20****RNAV SIDs RWY 14****ANTOL 1N / DOBUT 1N / EPTEK 1N / UVENA 1N**

RWY 14 (135°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |
| 9.2% | ft/MIN | 1200 | 1400 | 1700 | 2000 | 2300 | 2600 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---------------------------|
| | Runway 14 | |
| ANTOL 1N 7.0% 9.2% 127.200 ① | [A800+ ;L] - LAKAZ - ODAVI - VEKAS - TOPLI - ANTOL | initial climb 3000 |
| DOBUT 1N 7.0% 9.2% 127.200 ① | [A800+ ;L] - LAKAZ - ODAVI - VEKAS - BAPAD - DOBUT | initial climb 3000 |
| EPTEK 1N 7.0% 9.2% 127.200 ① | [A800+ ;L] - LOMRU - EPTEK | initial climb 3000 |
| UVENA 1N 7.0% 9.2% 127.200 ① | [A800+ ;L] - LAKAZ - ODAVI - VEKAS - VAVAL - UVENA | initial climb 3000 |

① The initial theoretical climb gradient is 9.2%, calculated from few trees located between 80m/262ft and 500m/1640ft from the DER and between 120m/394ft and 250m/820ft south of RWY axis. If disregarding these OBST, the theoretical climb gradient is 7.0%, calculated from a tree located at 3080m/10105ft from DER and 1000m/3281ft south of RWY axis.

RUN-FMEE**5-30****RNAV SIDs RWY 30****ANTOL 1P / DOBUT 1P / EPTEK 1P / ERDIP 1P / UVENA 1P**

RWY 30 (301°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 4.5% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |
| 4.6% | ft/MIN | 600 | 700 | 900 | 1000 | 1200 | 1300 |
| 9.8% | ft/MIN | 1200 | 1500 | 1800 | 2100 | 2400 | 2700 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-------------------------------|---------------------------|
| | | Runway 30 |
| ANTOL 1P 4.6% 9.8% 127.200 ①③ | PABRU - EVEMO - TADIT - ANTOL | Initial climb 3000 |
| DOBUT 1P 4.6% 9.8% 127.200 ①③ | PABRU - LIBLI - DOBUT | Initial climb 3000 |
| EPTEK 1P 4.5% 9.8% 127.200 ①② | LIVTO [R] - BANBO - EPTEK | Initial climb 3000 |
| ERDIP 1P 4.6% 9.8% 127.200 ①③ | PABRU - ERDIP | Initial climb 3000 |
| UVENA 1P 4.5% 9.8% 127.200 ①②③ | LIVTO - RIVPA - UVENA | Initial climb 3000 |

- ① The initial theoretical climb gradient is 9.8%, calculated from few trees located between 100m/328ft and 320m/1050ft from DER and between 35m/115ft and 220m/722ft south of RWY axis.
- ② Slope calculated from a tree 1018ft ALT located at 7470m/24508ft from DER and 890m/2920ft south of RWY axis.
- ③ Slope calculated from a tree 1154ft ALT located at 7390m/24245ft from DER and 1090m/3576ft south of RWY axis.

RUN-FMEE**5-40****RNAV SIDs RWY 32****ANTOL 1M / DOBUT 1M / EPTEK 1M / ERDIP 1M / UVENA 1M****RWY 32 (315°)**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|--|------|--------|-----|------|------|------|------|
| | 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-------------------------------|---------------------------|
| | Runway 32 | |
| ANTOL 1M 7.0% 127.200 ① | PABRU - EVEMO - TADIT - ANTOL | initial climb 3000 |
| DOBUT 1M 7.0% 127.200 ① | PABRU - LIBLI - DOBUT | initial climb 3000 |
| EPTEK 1M 7.0% 127.200 ① | IBULU - BANBO - EPTEK | initial climb 3000 |
| ERDIP 1M 7.0% 127.200 ① | PABRU - ERDIP | initial climb 3000 |
| UVENA 1M 7.0% 127.200 ① | IBULU - RIVPA - UVENA | initial climb 3000 |

① The initial theoretical climb gradient is 7.0% calculated from few trees located between 10m/33ft and 240m/787ft from the DER and between 105m/345ft and 200m/656ft south of RWY axis.

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RUN-FMEE**5-50****SIDs RWY 12**

SIDPT

ANTIR 4C / ANTOL 4C / DOBUT 4C / FLIC EN FLAC 4C / GERAG 4C / GETIR 4C / MAHAJANGA 4C / NIBIS 4C / NODSI 4C / UNKIK 4C
RWY 12 (121°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 5.1% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 5.7% | ft/MIN | 700 | 900 | 1100 | 1300 | 1400 | 1600 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|----------------------------|
| | Runway 12 | |
| ANTIR 4C 5.7% to MSA 127.200 | 106° - at D6 SDG LT intercept R084 SDG to SDG - R264 SDG - at D20.9 SDG LT follow D22 PRF arc - at R317 PRF LT intercept R310 PRF inbound to ANTIR | Initial climb 11000 |
| ANTOL 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 325° intercept R010 SDG - at D23.9 SDG LT 310° - LT follow D30 SDG arc - intercept R314 SDG to ANTOL | |
| DOBUT 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 325° intercept R010 SDG - at D23.9 SDG LT 310° - LT follow D30 SDG arc - intercept R327 SDG to DOBUT | |
| FLIC EN FLAC 4C FF 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 025° intercept R070 SDG - at D20 SDG RT intercept QDM 095 FF to FF | |
| GERAG 4C 5.7% to MSA 127.200 | 106° - at D6 SDG LT intercept R084 SDG to SDG - R264 SDG - at D20.9 SDG RT 304° - intercept R274 SDG to GERAG | Initial climb 11000 |
| GETIR 4C 5.7% to MSA 127.200 | 106° - at D6 SDG LT intercept R084 SDG to SDG - R264 SDG - at D20.9 SDG LT 222° - intercept R252 SDG to GETIR | Initial climb 11000 |
| MAHAJANGA 4C MG 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 325° intercept R010 SDG - at D23.9 SDG LT 310° - LT follow D30 SDG arc - intercept R311 SDG to MG | |
| NIBIS 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 335° intercept R020 SDG to NIBIS | |
| NODSI 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 325° intercept R010 SDG - at D23.9 SDG LT 310° - LT follow D30 SDG arc - intercept R336 SDG to NODSI | |
| UNKIK 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 325° intercept R010 SDG - at D23.9 SDG LT 310° - LT follow D30 SDG arc - intercept R304 SDG to UNKIK | |

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RUN-FMEE**5-60****SIDs RWY 12**

SIDPT

UVENA 4C

RWY 12 (121°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 5.1% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|-----------|
| | Runway 12 | |
| UVENA 4C 5.1% 127.200 | 106° - at MNM 470 LT (MAX 205KT) 325° intercept R010 SDG - at D23.9 SDG LT 310° - intercept R355 SDG to UVENA | |

RUN-FMEE**5-70****SIDs RWY 14**

ANTIR 4A / ANTOL 4A / DOBUT 4A / FLIC EN FLAC 4A / GERAG 4A / GETIR 4A / MAHAJANGA 4A / NIBIS 4A / NODSI 4A / UNKIK 4A / UVENA 4A

RWY 14 (135°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 5.7% | ft/MIN | 700 | 900 | 1100 | 1300 | 1400 | 1600 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|----------------------------|
| | Runway 14 | |
| ANTIR 4A 5.7% to MSA 127.200 | 120° - at D6 SDG LT intercept R084 SDG to SDG - R264 SDG - at D21 SDG LT follow D22 PRF arc - at R317 PRF LT intercept R310 PRF inbound to ANTIR | initial climb 11000 |
| ANTOL 4A 127.200 | 120° - at 800 LT (MAX 205KT) 325° intercept R010 SDG - at D24 SDG LT 310° - LT follow D30 SDG arc - intercept R313 SDG to ANTOL | |
| DOBUT 4A 127.200 | 120° - at 800 LT (MAX 205KT) 325° intercept R010 SDG - at D24 SDG LT 310° - LT follow D30 SDG arc - intercept R327 SDG to DOBUT | |
| FLIC EN FLAC 4A FF 4A 127.200 | 120° - at 800 LT (MAX 205KT) 025° intercept R070 SDG - at D20 SDG RT intercept QDM 095 FF to FF | |
| GERAG 4A 5.7% to MSA 127.200 | 120° - at D6 SDG LT intercept R084 SDG to SDG - R264 SDG - at D21 SDG RT 304° - intercept R274 SDG to GERAG | initial climb 11000 |
| GETIR 4A 5.7% to MSA 127.200 | 120° - at D6 SDG LT intercept R084 SDG to SDG - R264 SDG - at D21 SDG LT 222° - intercept R252 SDG to GETIR | initial climb 11000 |
| MAHAJANGA 4A MG 4A 127.200 | 120° - at 800 LT (MAX 205KT) 325° intercept R010 SDG - at D24 SDG LT 310° - LT follow D30 SDG arc - intercept R318 SDG to MG | |
| NIBIS 4A 127.200 | 120° - at 800 LT (MAX 205KT) 335° intercept R020 SDG to NIBIS | |
| NODSI 4A 127.200 | 120° - at 800 LT (MAX 205KT) 325° intercept R010 SDG - at D24 SDG LT 310° - LT follow D30 SDG arc - intercept R336 SDG to NODSI | |
| UNKIK 4A 127.200 | 120° - at 800 LT (MAX 205KT) 325° intercept R010 SDG - at D24 SDG LT 310° - LT follow D30 SDG arc - intercept R303 SDG to UNKIK | |
| UVENA 4A 127.200 | 120° - at 800 LT (MAX 205KT) 325° intercept R010 SDG - at D24 SDG LT 310° - intercept R354 SDG to UVENA | |

RUN-FMEE**5-80****SIDs RWY 30**

SIDPT

ANTIR 4F / ANTOL 4F / DOBUT 4F / FLIC EN FLAC 4F / GERAG 4F / GETIR 4F / MAHAJANGA 4F / NIBIS 4F / NODSI 4F / UNKIK 4F / UVENA 4F
RWY 30 (301°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|-----------|
| | Runway 30 | |
| ANTIR 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG LT 244° - intercept R274 SDG - LT follow D30 PRF arc - intercept R310 PRF inbound to ANTIR | |
| ANTOL 4F 4.5% 127.200 | 316° - intercept R313 SDG to ANTOL | |
| DOBUT 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG RT 021° - intercept R327 SDG to DOBUT | |
| FLIC EN FLAC 4F FF 4F 4.5% 127.200 | 316° - at D2 SDG RT (MAX 205KT) 115° intercept R070 SDG - at D20 SDG RT intercept QDM 095 FF to FF | |
| GERAG 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG LT 244° intercept R274 SDG to GERAG | |
| GETIR 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG LT 244° intercept R274 SDG - LT follow D30 PRF arc - intercept R252 SDG to GETIR | |
| MAHAJANGA 4F MG 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG RT intercept R318 SDG to MG | |
| NIBIS 4F 4.5% 127.200 | 316° - at D2 SDG RT (MAX 205KT) 065° - intercept R020 SDG to NIBIS | |
| NODSI 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG RT 021° intercept R336 SDG to NODSI | |
| UNKIK 4F 4.5% 127.200 | 316° - intercept R313 SDG - at D7 SDG LT intercept R303 SDG to UNKIK | |
| UVENA 4F 4.5% 127.200 | 316° - at D2 SDG RT (MAX 205KT) 039° intercept R354 SDG to UVENA | |

RUN-FMEE**5-90****SIDs RWY 32**

ANTIR 4B / ANTOL 4B / DOBUT 4B / FLIC EN FLAC 4B / GERAG 4B / GETIR 4B / MAHAJANGA 4B / NIBIS 4B / NODSI 4B / UNKIK 4B / UVENA 4B

RWY 32 (315°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|--|--------|-----|-----|-----|------|------|------|
| | ft/MIN | 600 | 700 | 900 | 1000 | 1200 | 1300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|-----------|
| | Runway 32 | |
| ANTIR 4B 4.6% 127.200 | 320° - at D7 SDG LT 234° intercept R274 SDG - LT follow D30 PRF arc - intercept R310 PRF inbound to ANTIR | |
| ANTOL 4B 127.200 | 320° - at D7 SDG LT intercept R313 SDG to ANTOL | |
| DOBUT 4B 127.200 | 320° - at D7 SDG RT intercept R327 SDG to DOBUT | |
| FLIC EN FLAC 4B FF 4B 127.200 | 320° - at D3 SDG RT 115° intercept R070 SDG - at D20 SDG RT intercept QDM 095 FF to FF | |
| GERAG 4B 4.6% 127.200 | 320° - at D7 SDG LT 234° intercept R274 SDG to GERAG | |
| GETIR 4B 4.6% 127.200 | 320° - at D7 SDG LT 234° intercept R274 SDG - LT follow D30 PRF arc - intercept R252 SDG to GETIR | |
| MAHAJANGA 4B MG 4B 127.200 | 320° - at D7 SDG intercept R318 SDG to MG | |
| NIBIS 4B 127.200 | 320° - at D3 SDG RT 065° intercept R020 SDG to NIBIS | |
| NODSI 4B 127.200 | 320° - at D7 SDG RT 021° intercept R336 SDG to NODSI | |
| UNKIK 4B 127.200 | 320° - at D7 SDG LT 258° intercept R303 SDG to UNKIK | |
| UVENA 4B 127.200 | 320° - at D3 SDG RT 039° intercept R354 SDG to UVENA | |

09-NOV-2017

RUN-FMEE**5-110****DEPARTUREs**

SIDPT

DEPARTUREs

| | | | | | | | | |
|------|--------|-----|-----|------|------|------|------|--|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 | |
| 5.1% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 | |

RWY**Routing****OMNI RWY 12****Northern Sector:**

After the noise abatement procedure, direct route climbing 5.1% up to the en route minimum safety altitude.

Southern Sector:

Departures are prohibited.

Effective 26-APR-2018

19-APR-2018

Reunion (France) **St Denis/La Reunion** Roland Garros

Roland Garros **St Denis/La Reunion** Reunion (France)

RUN-FMEE

6-10

RNAV STARs RWYs 12/14

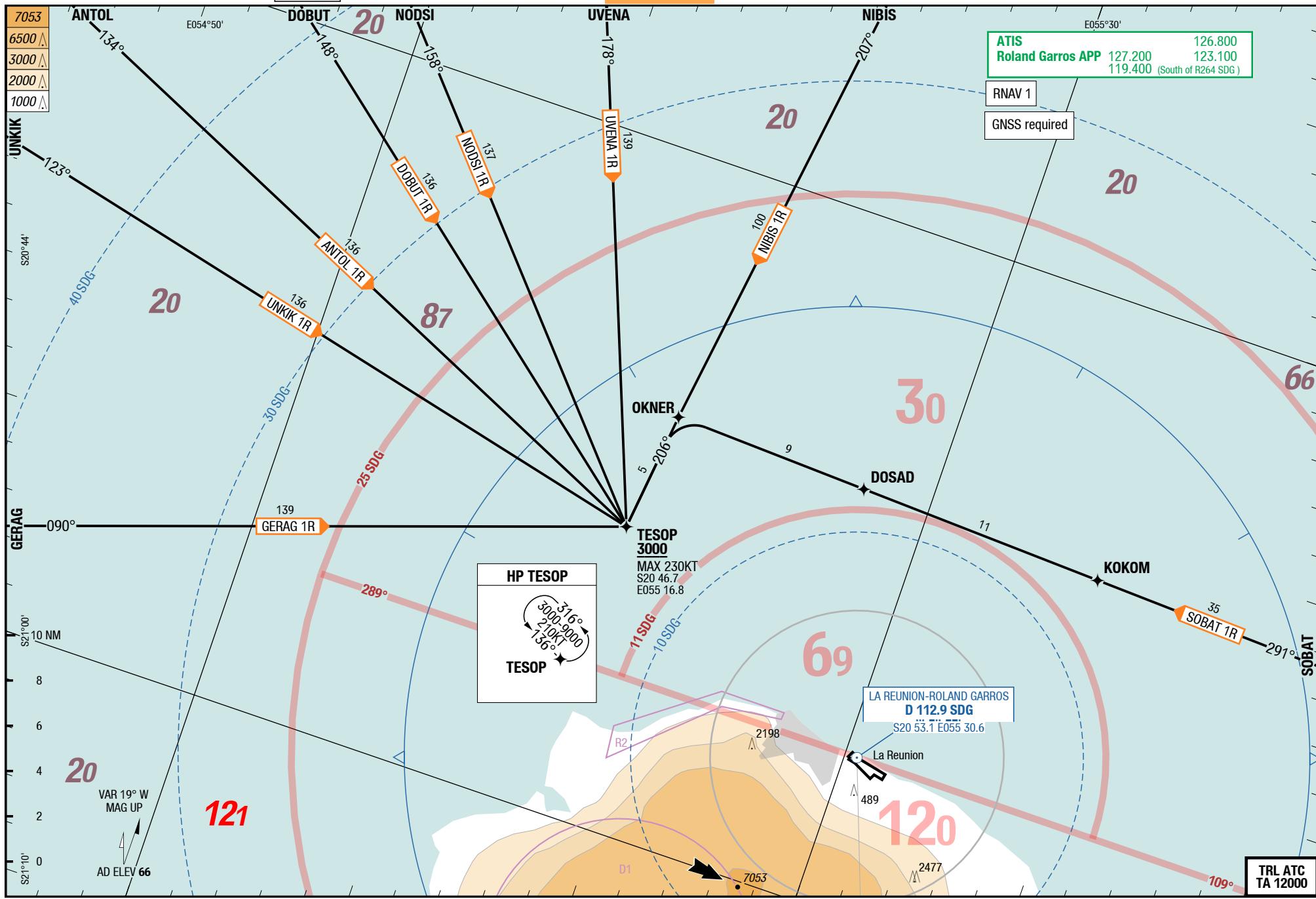
SIAR

STAR

Roland Garros **St Denis/La Reunion** Reunion (France)

RNAV STARs RWY

RNAV STARs RWYs 12/14



Effective 26-APR-2018

19-APR-2018

Reunion (France) St Denis/La Reunion Roland Garros

RUN-FMEE

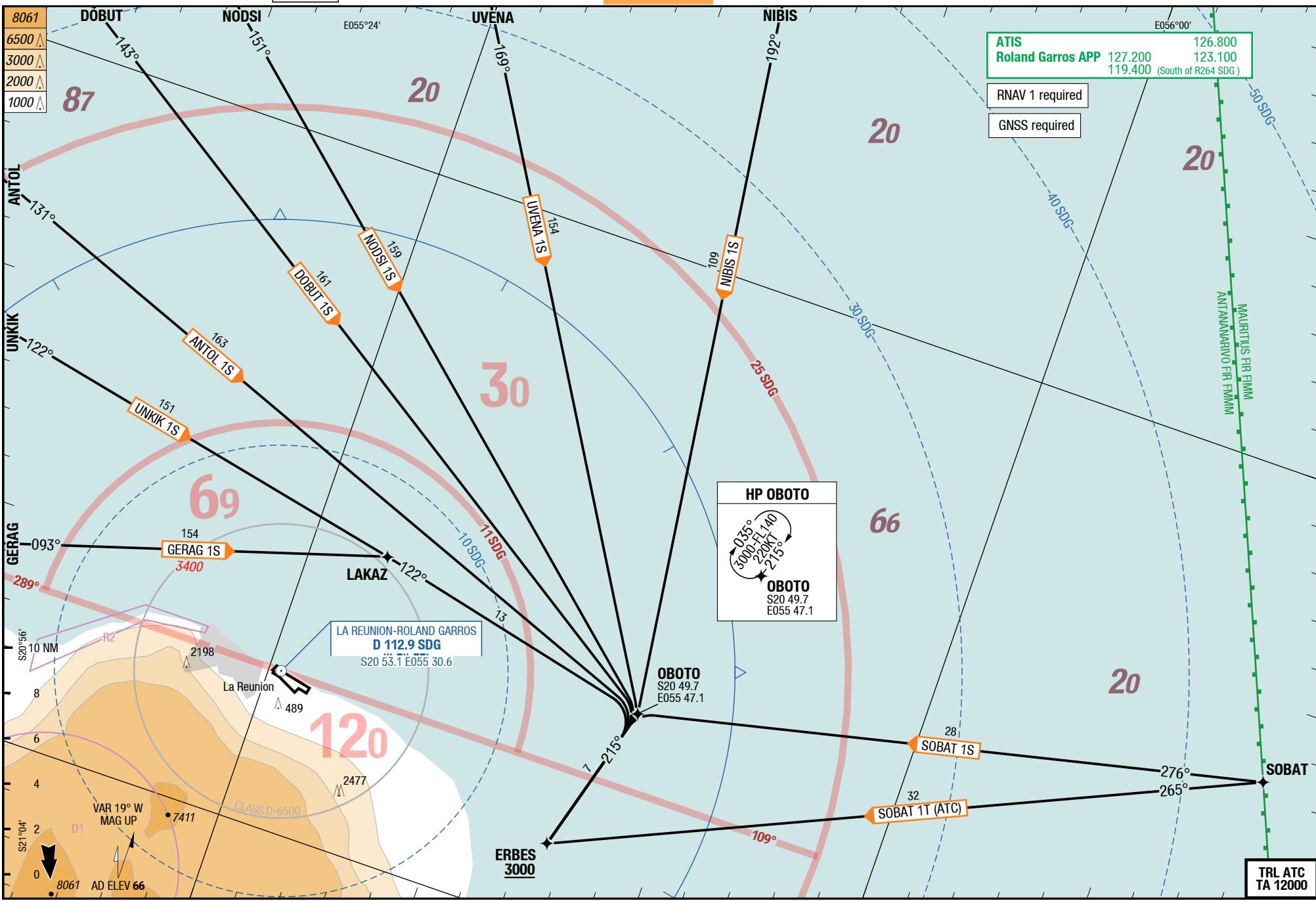
6-20

RNAV STARs RWY 30

STAR

STAR

Roland Garros St Denis/La Reunion Reunion (France)



Effective 03-MAR-2016

25-FEB-2016

Reunion (France) St Denis/La Reunion Roland Garros

STARs RWY 30

RUN-FMEE

6-30

STARs RWYs 12/14

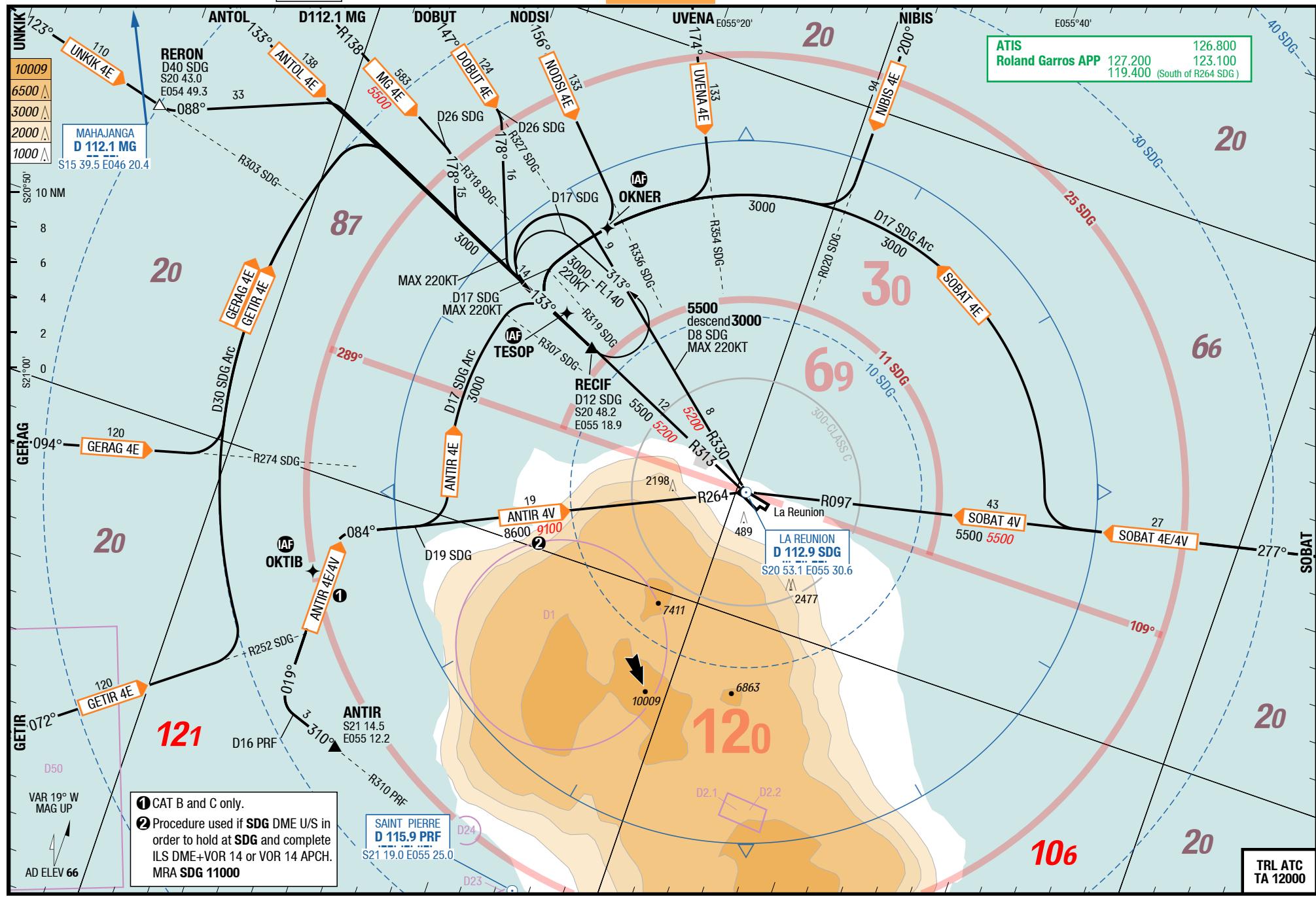
STAR

STAR

Roland Garros St Denis/La Reunion Reunion (France)

STARs RWY 30

STARs RWYs 12/14



Effective 03-MAR-2016
25-FEB-2016

Reunion (France) St Denis/La Reunion Roland Garros

Roland Garros St Denis/La Reunion Reunion (France)

RUN-FMEE

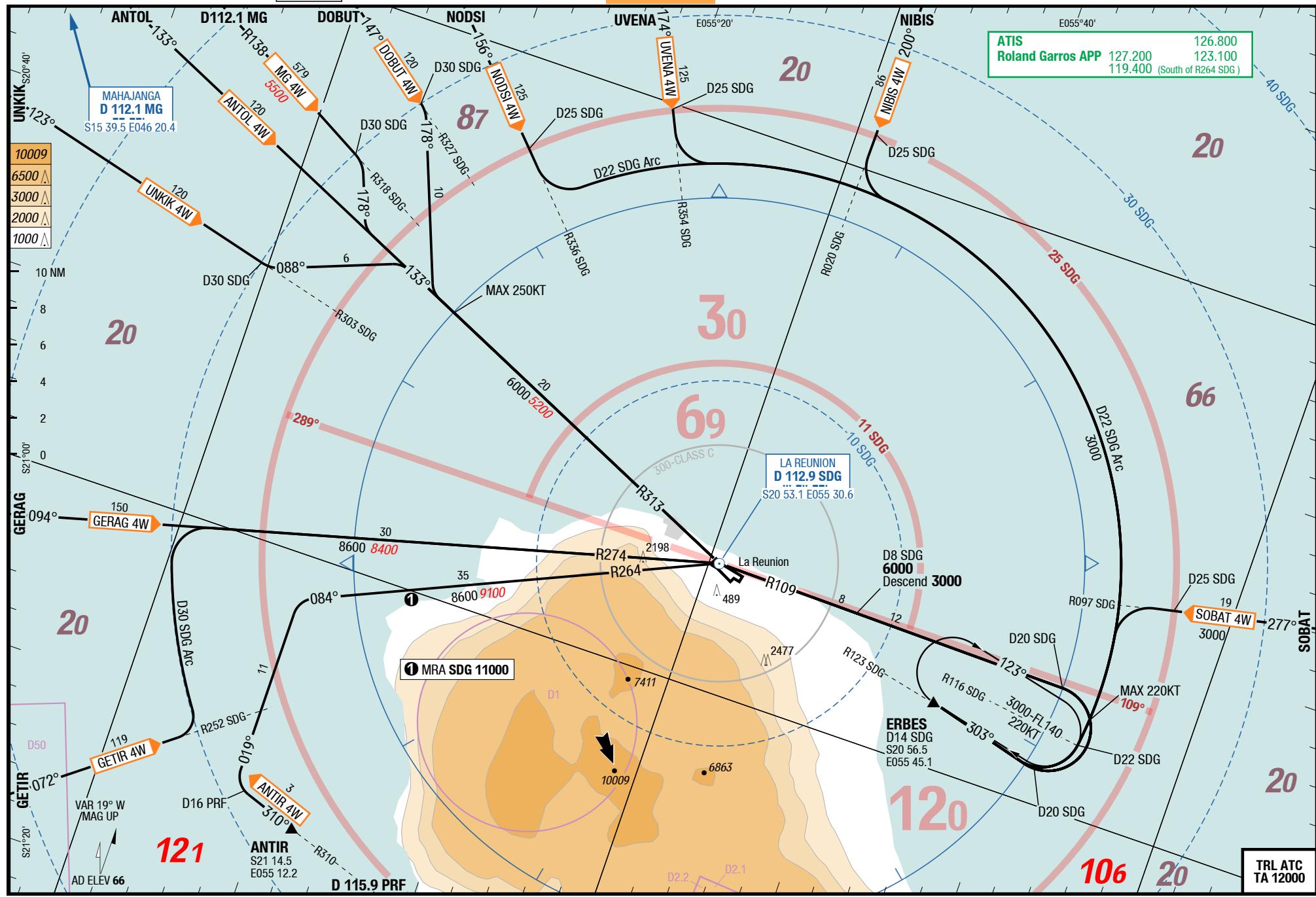
6-40

STARs RWY 30

STAR

STAR

STARs RWY 30



Effective 07-DEC-2017

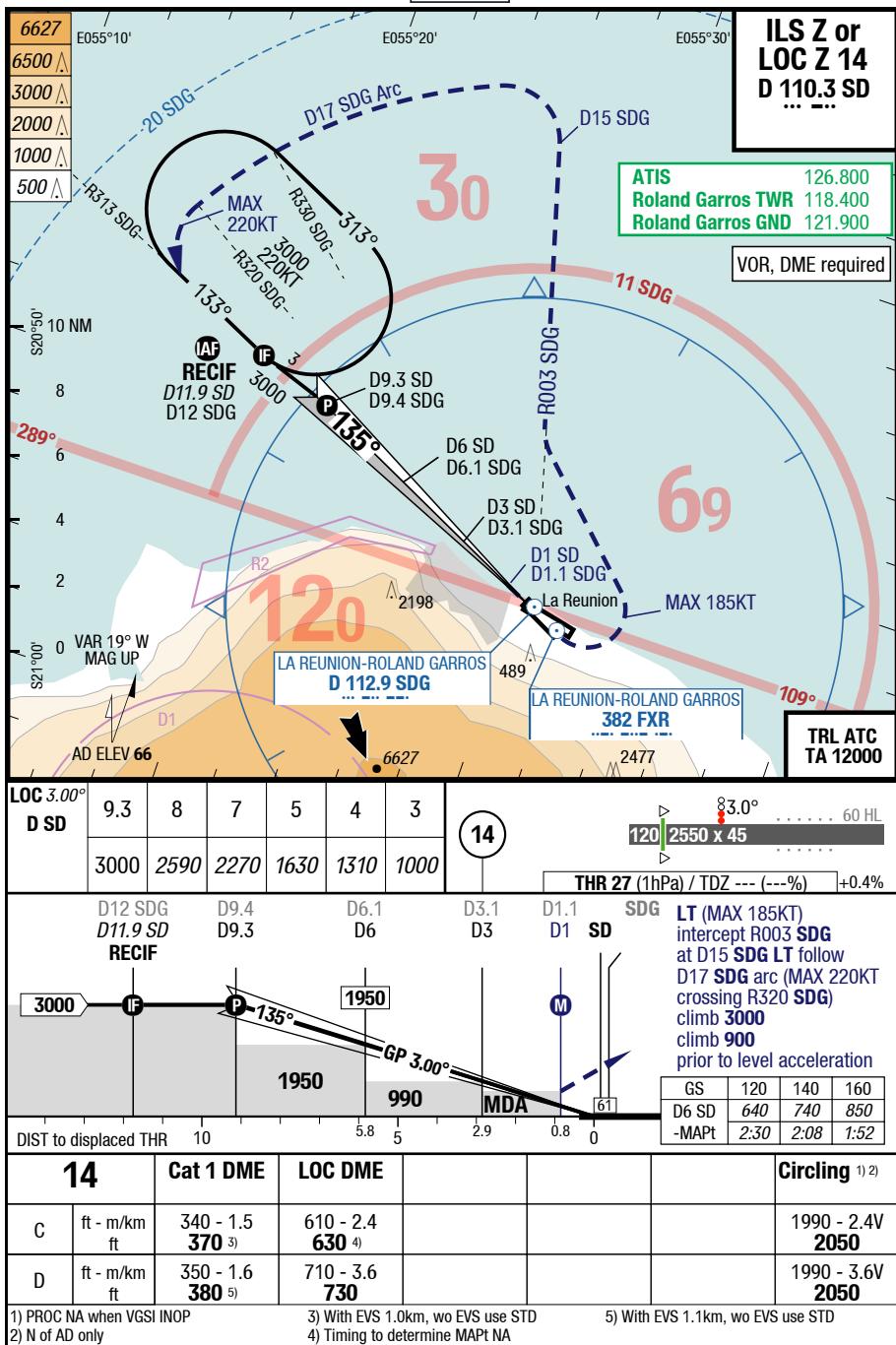
30-NOV-2017

Reunion (France) St Denis/La Reunion Roland Garros

RUN-FMEE

7-10

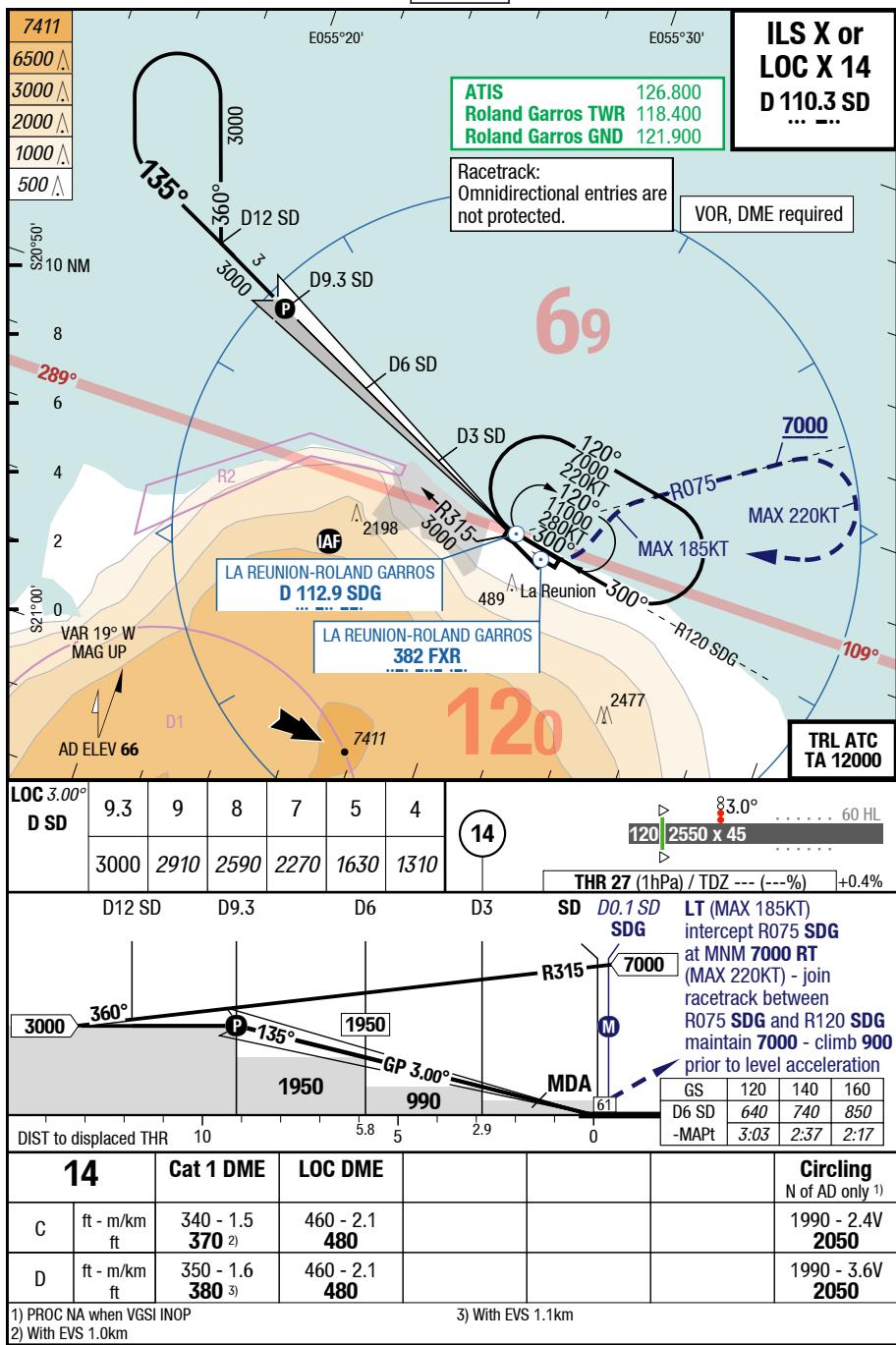
ILS Z or LOC Z 14



Changes: Nil

7-20

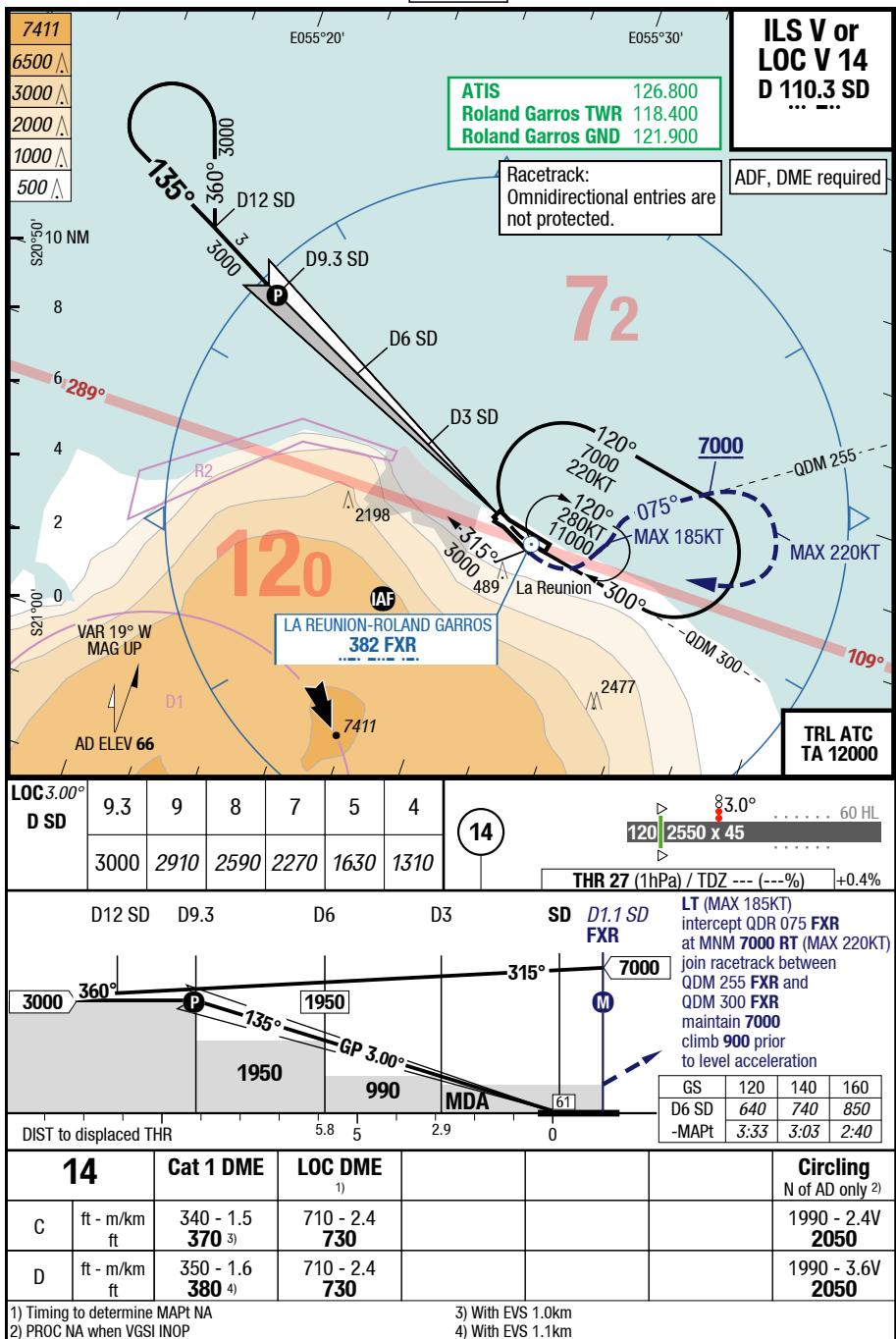
ILS X or LOC X 14



RUN-FMEE

7-30

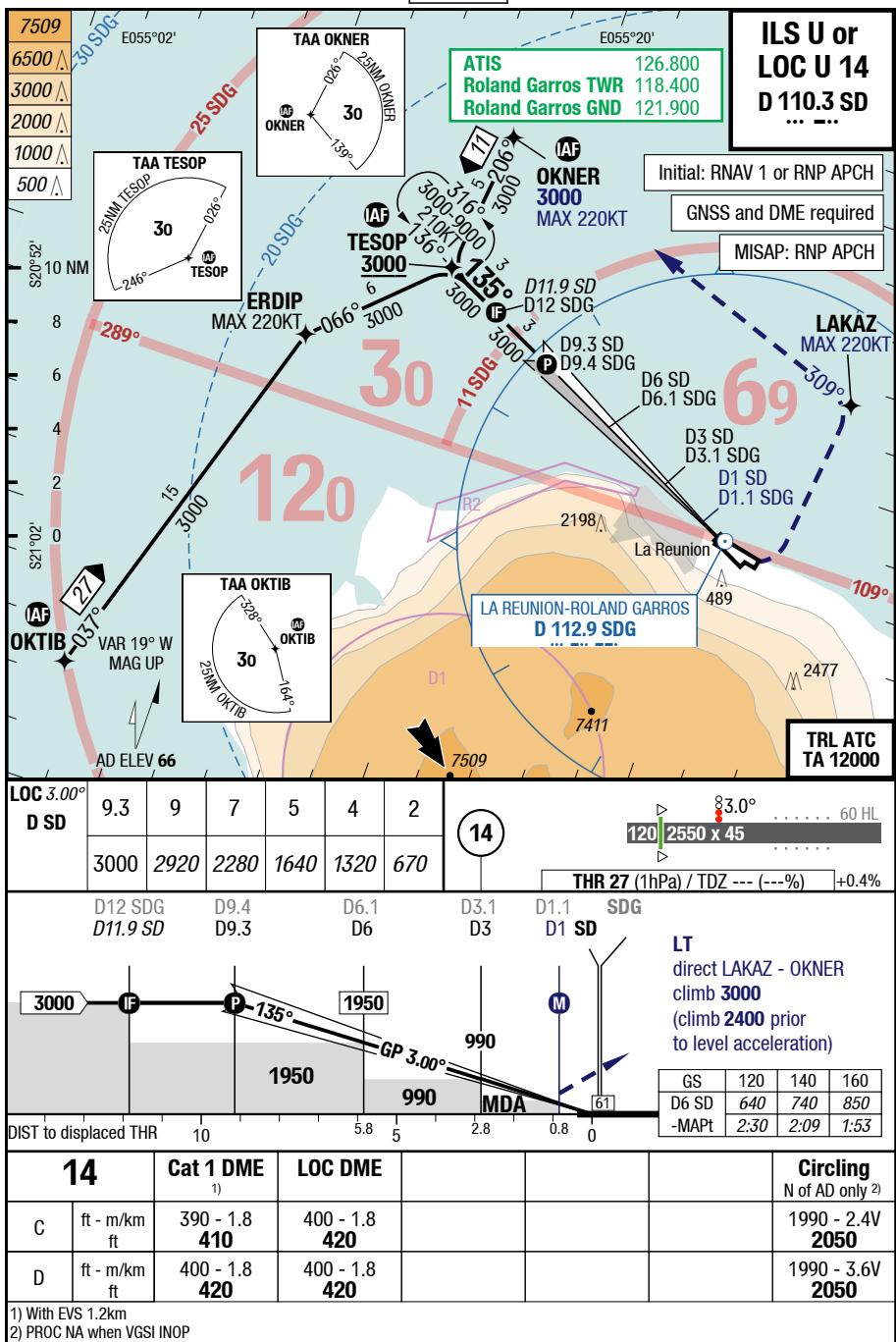
ILS V or LOC V 14



RUN-FMEE

7-40

ILS U or LOC U 14

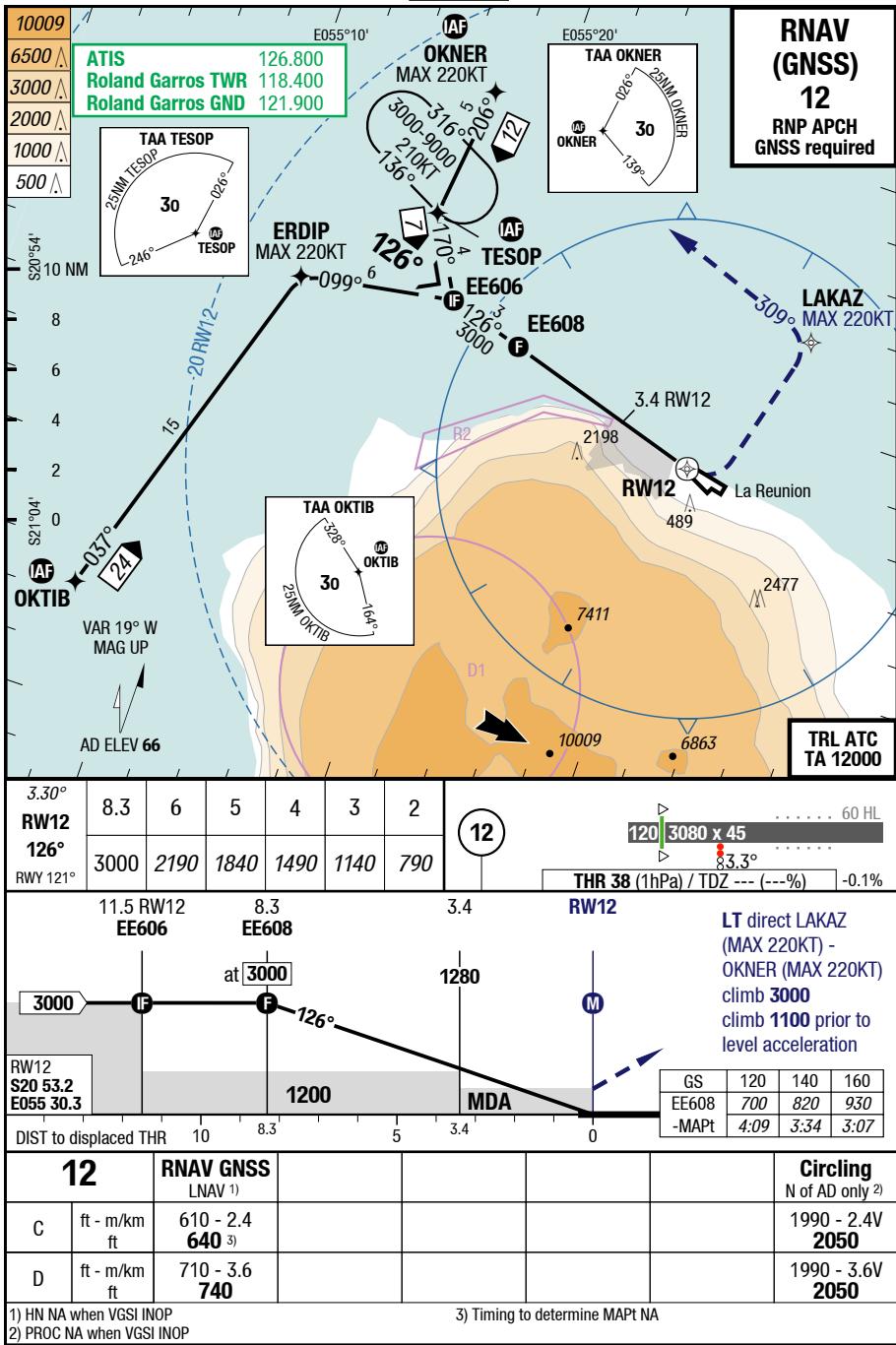


Changes: MIN, DIST

RUN-FMEE

7-50

RNAV (GNSS) 12



Effective 12-OCT-2017

05-OCT-2017

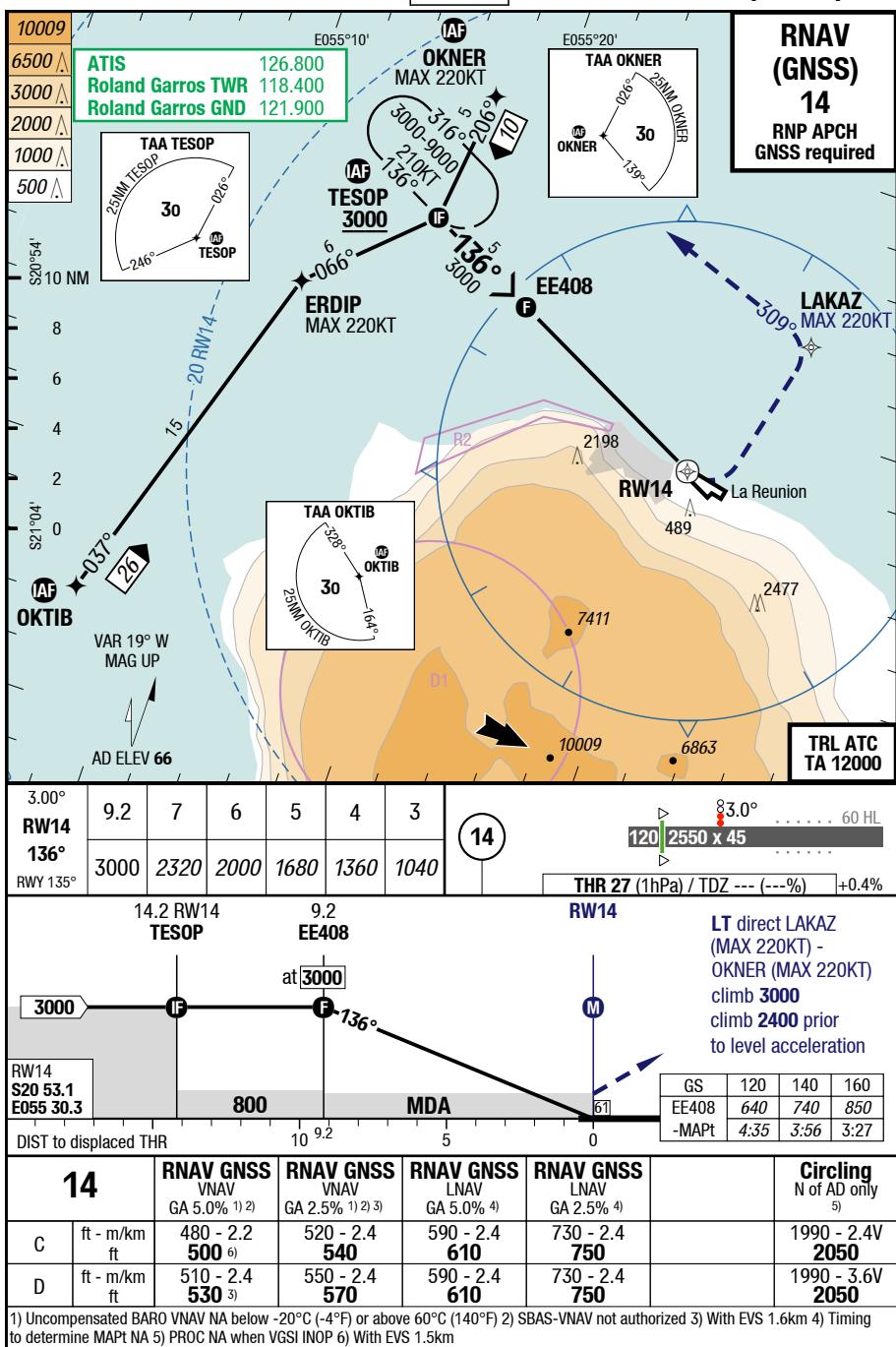
Reunion (France) St Denis/La Reunion Roland Garros

IAC

RUN-FMEE

7-60

RNAV (GNSS) 14



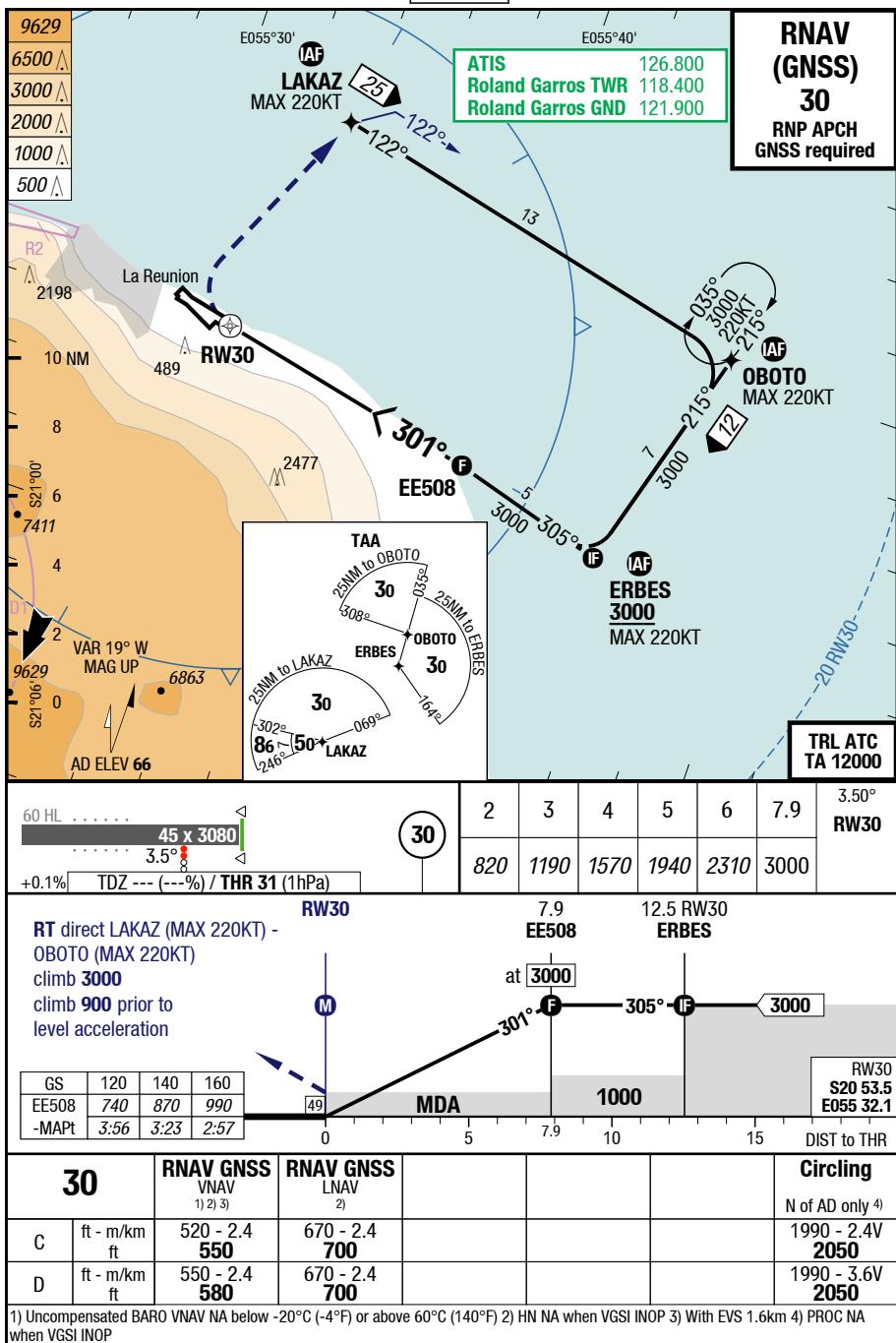
1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 60°C (140°F) 2) SBAS-VNAV not authorized 3) With EVS 1.6km 4) Timing to determine MAPt NA 5) PROC NA when VGS INOP 6) With EVS 1.5km

Changes: MIN

RUN-FMEE

7-70

RNAV (GNSS) 30



Effective 07-DEC-2017

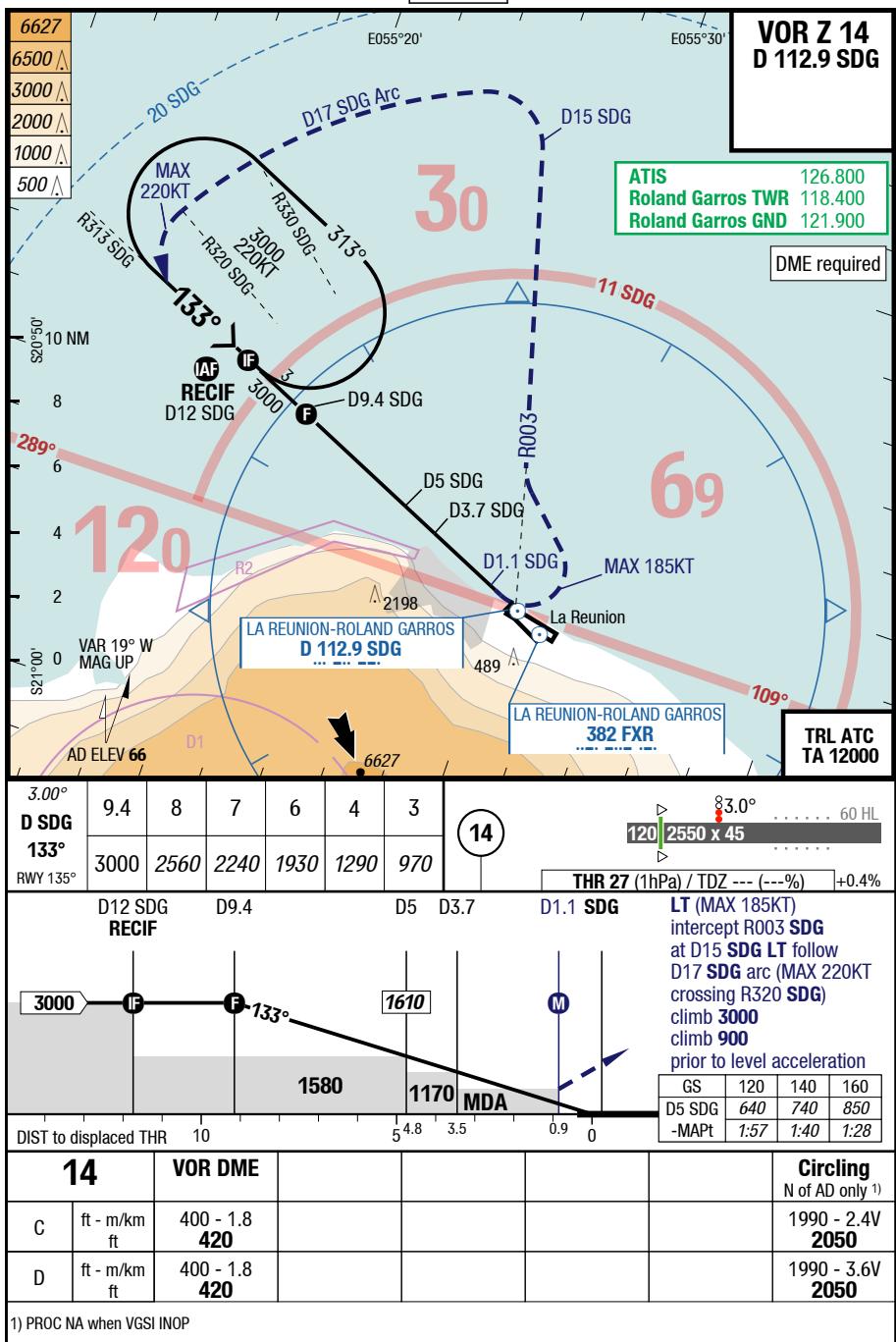
30-NOV-2017

Reunion (France) St Denis/La Reunion Roland Garros

RUN-FMEE

7-90

VOR Z 14



Changes: MIN

Effective 07-DEC-2017

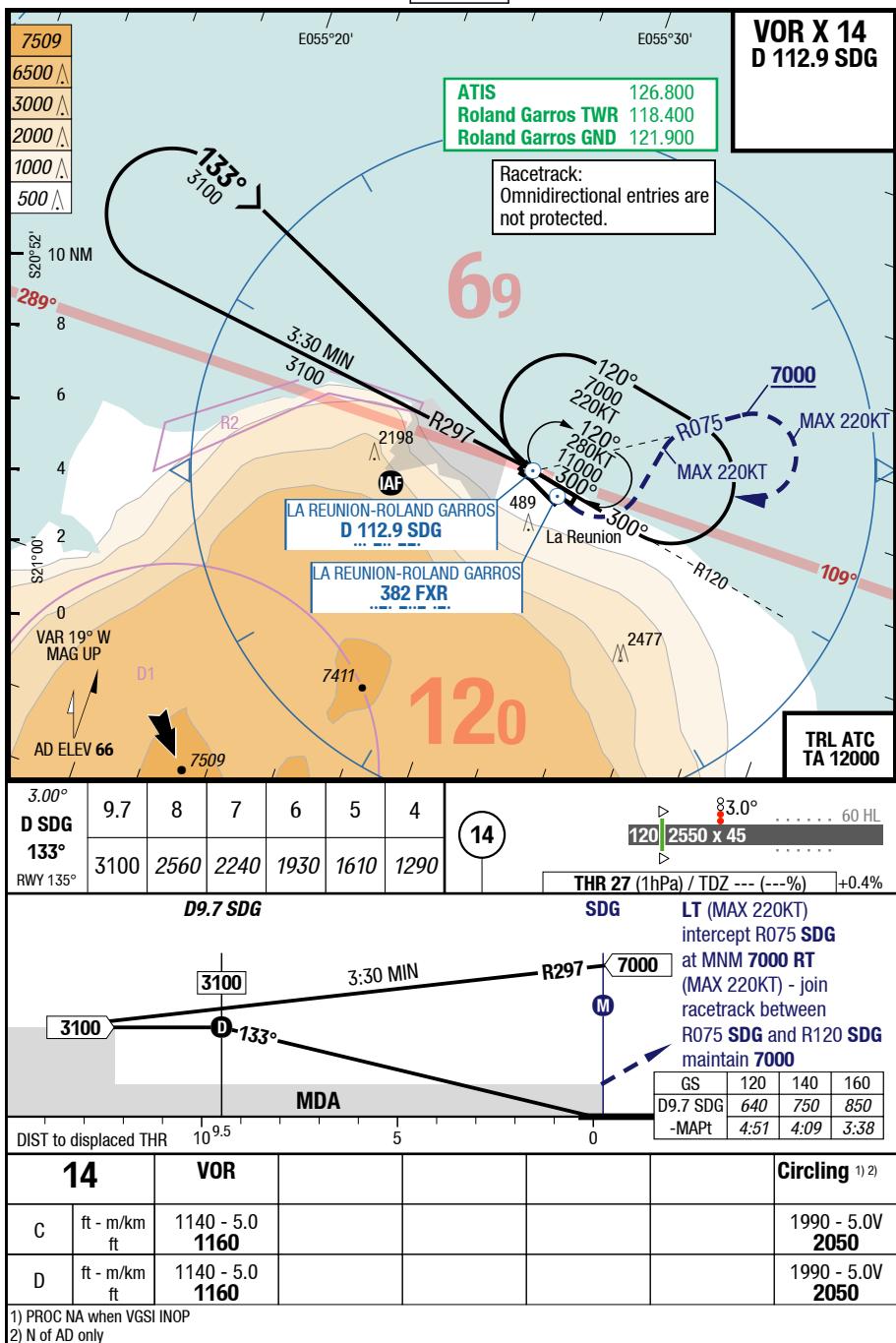
30-NOV-2017

Reunion (France) St Denis/La Reunion Roland Garros

RUN-FMEE

7-100

VOR X 14



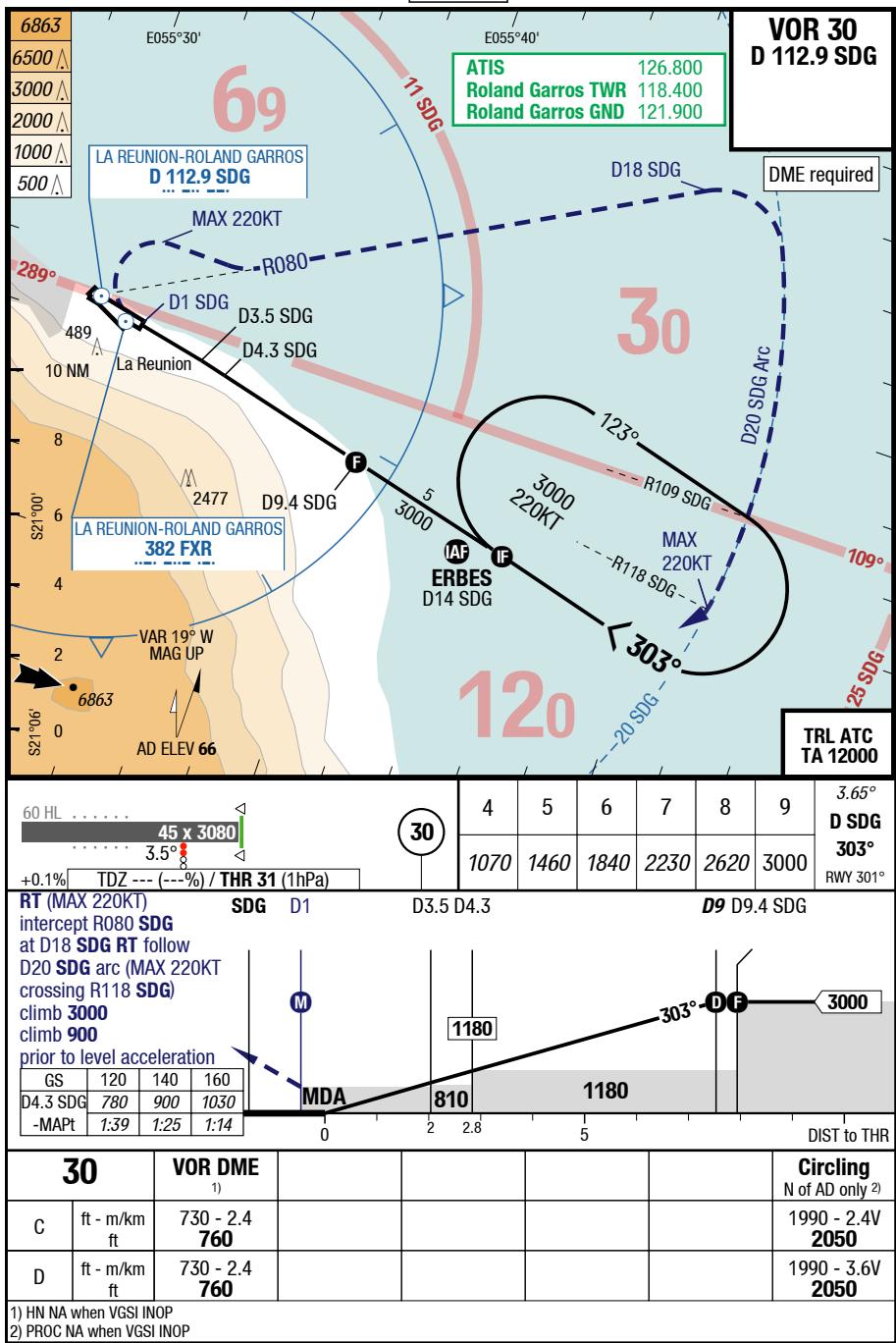
Changes: Nil

RUN-FMEE

7-110

VOR 30

IAC



Changes: MIN, DIST ALT table, Profile

Effective 07-DEC-2017

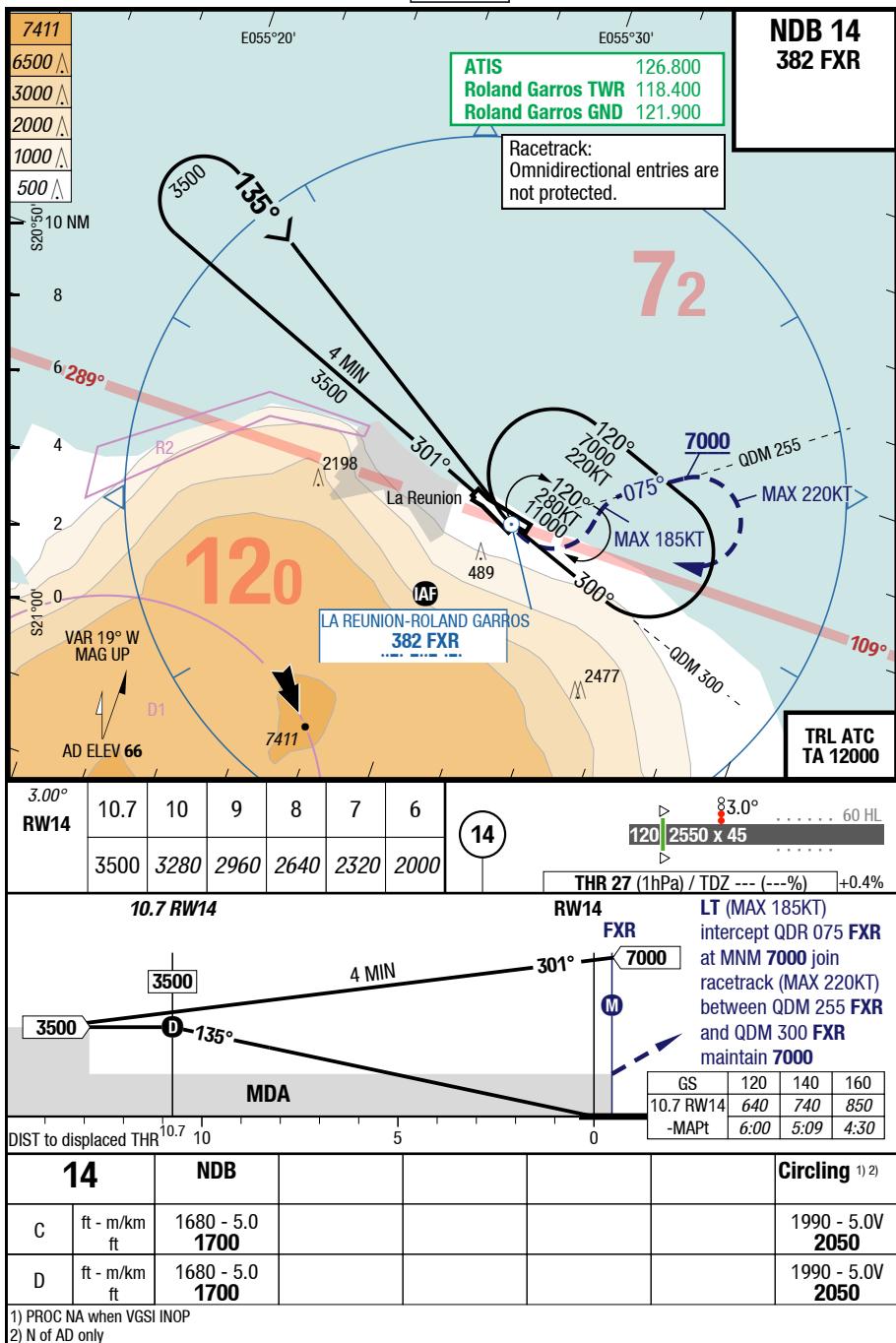
30-NOV-2017

Reunion (France) St Denis/La Reunion Roland Garros

RUN-FMEE

7-120

NDB 14

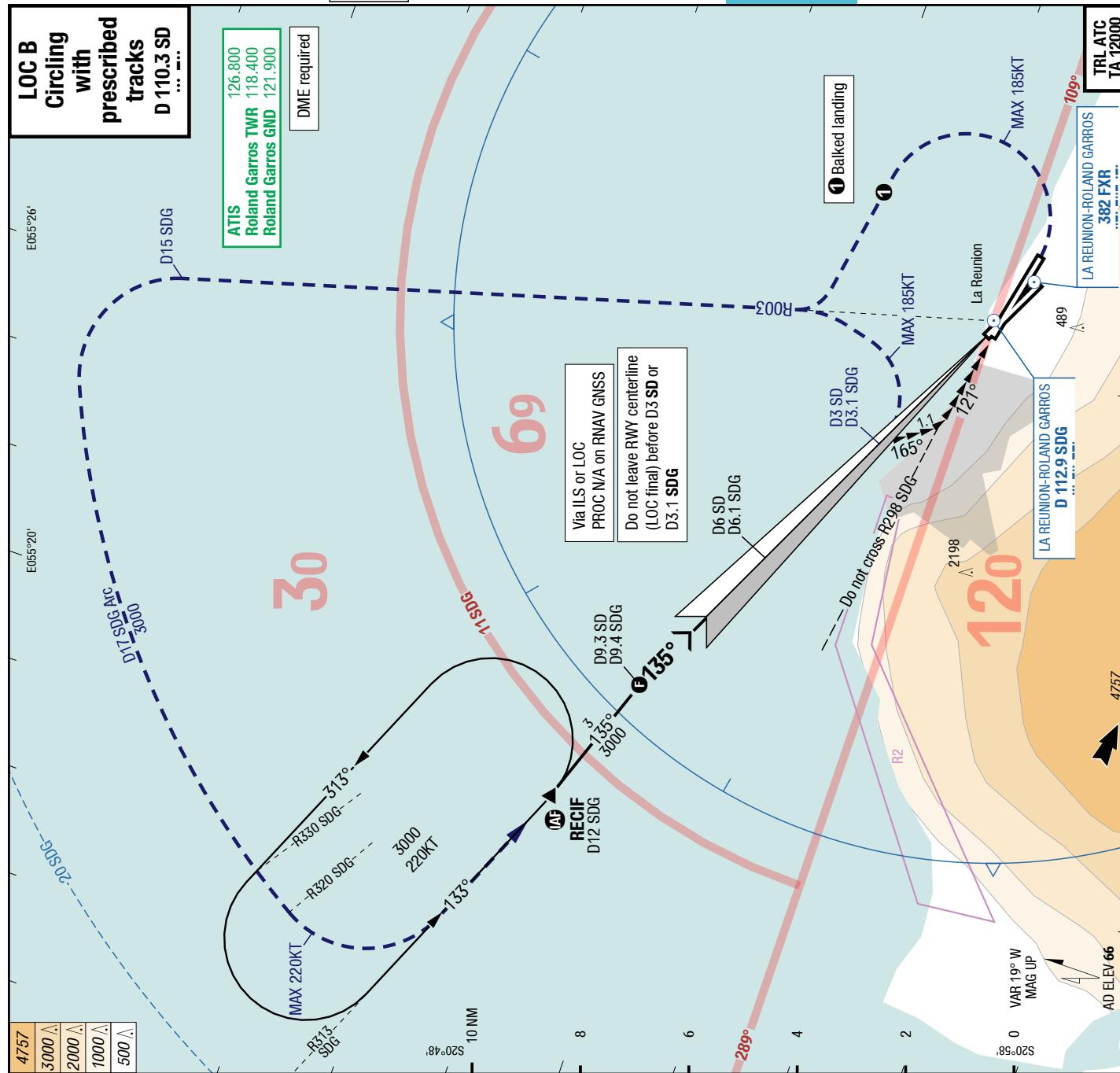


Changes: Nil

RUN-FMEE

7-130

LOC B Circling with prescribed tracks



See AFC for RWY information

See AFC for RWY information and approach light system.

Runway 18 Landing Profile

This diagram illustrates the vertical profile for landing on Runway 18. The Y-axis represents Altitude (ft) and Vertical Speed (ft/min), while the X-axis represents Distance from Displaced Threshold (ft).

Key Points:

- Initial Descent (0-5.9 ft):** SDG D6, SDG D3, SDG 3000, 135° bank angle.
- Intermediate Descent (5.9-2.9 ft):** SDG 1950, MDA (Minimum Descent Altitude).
- Final Descent (2.9-0 ft):** SDG 1950, MDA, SDG 3000, 135° bank angle.
- Approach Segment:** SDG 3000, 135° bank angle.
- Final Approach Segment:** SDG 3000, 135° bank angle.
- Touchdown:** SDG 3000, 135° bank angle.

SDG (Standard Descent Gradient) Values:

| Altitude Range (ft) | SDG (ft/min) |
|---------------------|-----------------|
| 0 - 5.9 | D6, D3, 3000 |
| 5.9 - 2.9 | 1950, MDA |
| 2.9 - 0 | 1950, MDA, 3000 |

Vertical Speed (ft/min): 1000 ft/min (indicated by a dashed line).

Approach Path: 135° bank angle.

Approach Segment: SDG 3000, 135° bank angle.

Final Approach Segment: SDG 3000, 135° bank angle.

Touchdown: SDG 3000, 135° bank angle.

SDG LT (MAX 185KT) intercept R003 SDG at D15 SDG LT follow D17 SDG arc (MAX 220KT crossing R320 SDG) climb 3000 Balked landing; See A01

Circling P-TRK LOC DME₁ (1/2)

| Altitude Range (ft) | P-TRK (ft) | LOC DME ₁ (ft) | Status |
|---------------------|------------|---------------------------|---------------|
| 0 - 5.9 | 1950 | 940 - 2.4V | Not published |
| 5.9 - 2.9 | 1950 | 1000 | Not published |
| 2.9 - 0 | 1950 | 940 - 3.6V | Not published |

Notes:

- 1) PROC NA when VGS1 INOP
- 2) 1/2 of AD only

Changes: Navaid , SUAs, OBST, Editorial