

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

SUM: MON-FRI 0430-1930, SAT 0430-1900, SUN 0600-1930.

WIN: MON-FRI 0600-2000, SAT 0600-1800, SUN 0700-2000.

Possible modifications via NOTAM.

AD OPS Hours: 0700-1900‡**AD ADMIN Hours:** 0700-1600‡**Airport Information****RFF:** CAT 5 MON-FRI: SUM 0430-1930, WIN 0600-2000

SAT: SUM 0430-1900, WIN 0600-1800

SUN: SUM 0700-1930, WIN 0800-2000

CAT 1 Other times

CAT 6 PPR

Fuel: MON-FRI 0730-1900‡, SAT/SUN/HOL 0800-1700‡**PCN:** RWY 17/35: 38/F/C/W/T**Customs:** O/R PPR 24HR**Operation****RWY Restriction**

180°-turn for ACFT above 30t / 66137lbs at RWY-ends only.

TWY Restriction

TWY C and P4 width 15m / 49ft.

TWY E width 12m / 39ft.

TWY P2 and B width 10.5m / 34ft.

Warnings

Glider activity and para jumping in vicinity of AD.

Massive obstacles (high speed train) south of AD.

Wildlife strike hazard

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Arrival Procedure**VFR Traffic Pattern:** RWY 35 right-hand circuit.

DEPARTURE

Take-off Minima

RWY		17	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
		0 - 800R/800V	wo ATS
D		Not applicable	-
RWY		35	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
		0 - 800V	wo ATS
D		Not applicable	-

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure

In VMC: Turn back to land on AD.

In IMC: Continue to the TMA limits at the last assigned FL and climb to cruise LVL as stated on the FPL in force.

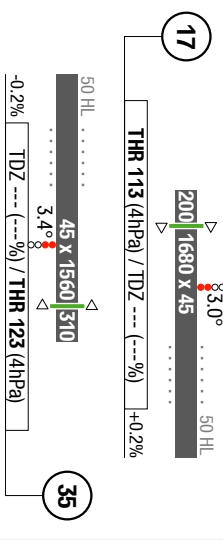
De-Icing

AVBL.



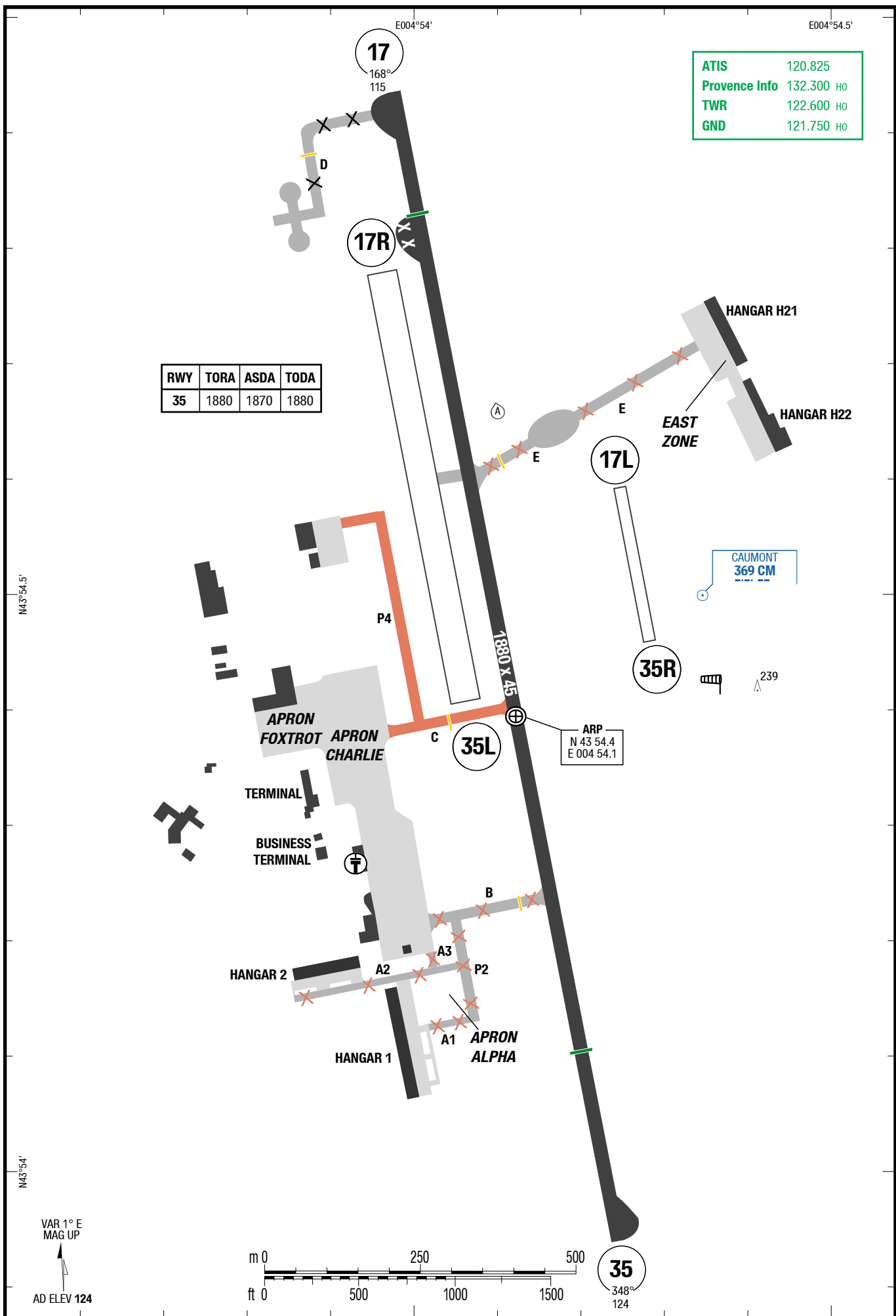
ATIS	120.825
Providence Info	132.300 HO
Orange APP	118.925
Providence APP	121.430
	120.880
	120.200
	127.725 s
	129.475 s
	132.300
TWR	122.600 HO
GND	121.750 HO

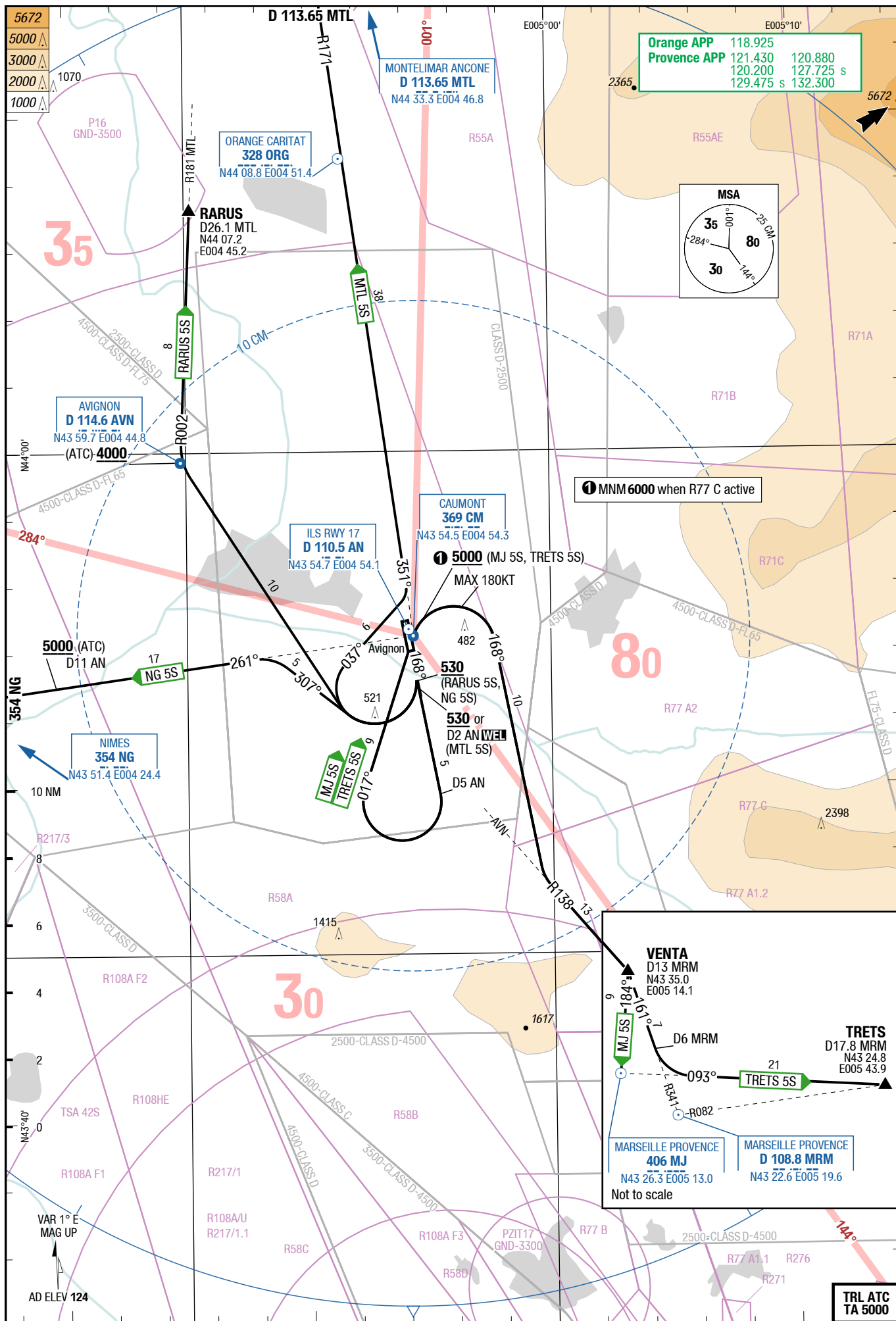
Landing RWY system:

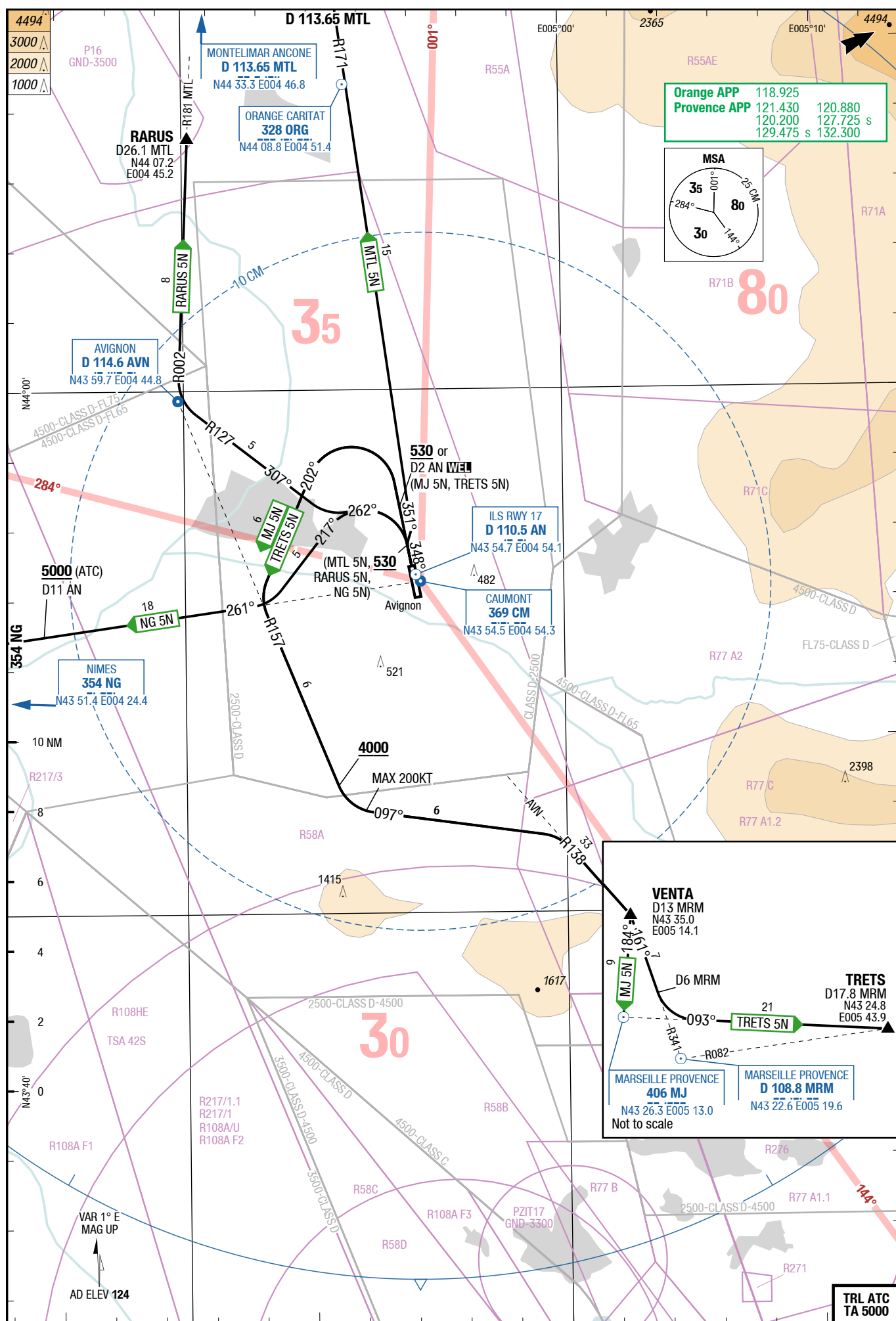


ATIS	120.825
Provence Info	132.300 H0
TWR	122.600 H0
GND	121.750 H0

RWY	TORA	ASDA	TODA
35	1880	1870	1880







AVN-LFMV

5-10

SIDs RWY 17**MJ 5S / MTL 5S / NG 5S / RARUS 5S / TRETS 5S**

RWY 17 (168°)

	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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
MJ 5S 6.0% to 5000 (ATC) 7.0% to FL70 (ATC) ①	at D5 AN RT intercept QDM 017 CM to CM - RT 168° (MAX 180KT) intercept R138 AVN to VENTA - QDM 184 MJ to MJ	CM MNM 5000 / MNM 6000 when R77 C active
MTL 5S	at MNM 530 or D2 AN , whichever is later, RT 037° - intercept QDR 351 CM to MTL	
NG 5S 6.0% to 5000 (ATC)	at MNM 530 RT 307° - intercept QDR 261 CM to NG	D11 AN MNM 5000 (ATC)
RARUS 5S 7.0% to AVN (ATC)	at MNM 530 RT direct AVN - R002 AVN to RARUS	AVN MNM 4000 (ATC)
TRETS 5S 6.0% to 5000 (ATC) 7.0% to FL70 (ATC) ①	at D5 AN RT intercept QDM 017 CM to CM - RT 168° (MAX 180KT) intercept R138 AVN to VENTA - intercept R341 MRM inbound - at D6 MRM LT intercept QDR 093 MJ to TRETS	CM MNM 5000 / MNM 6000 when R77 C active

① Climb gradient of 7.0% when R77C is active

AVN-LFMV

5-20

SIDs RWY 35**MJ 5N / MTL 5N / NG 5N / RARUS 5N / TRETS 5N**

RWY 35 (348°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

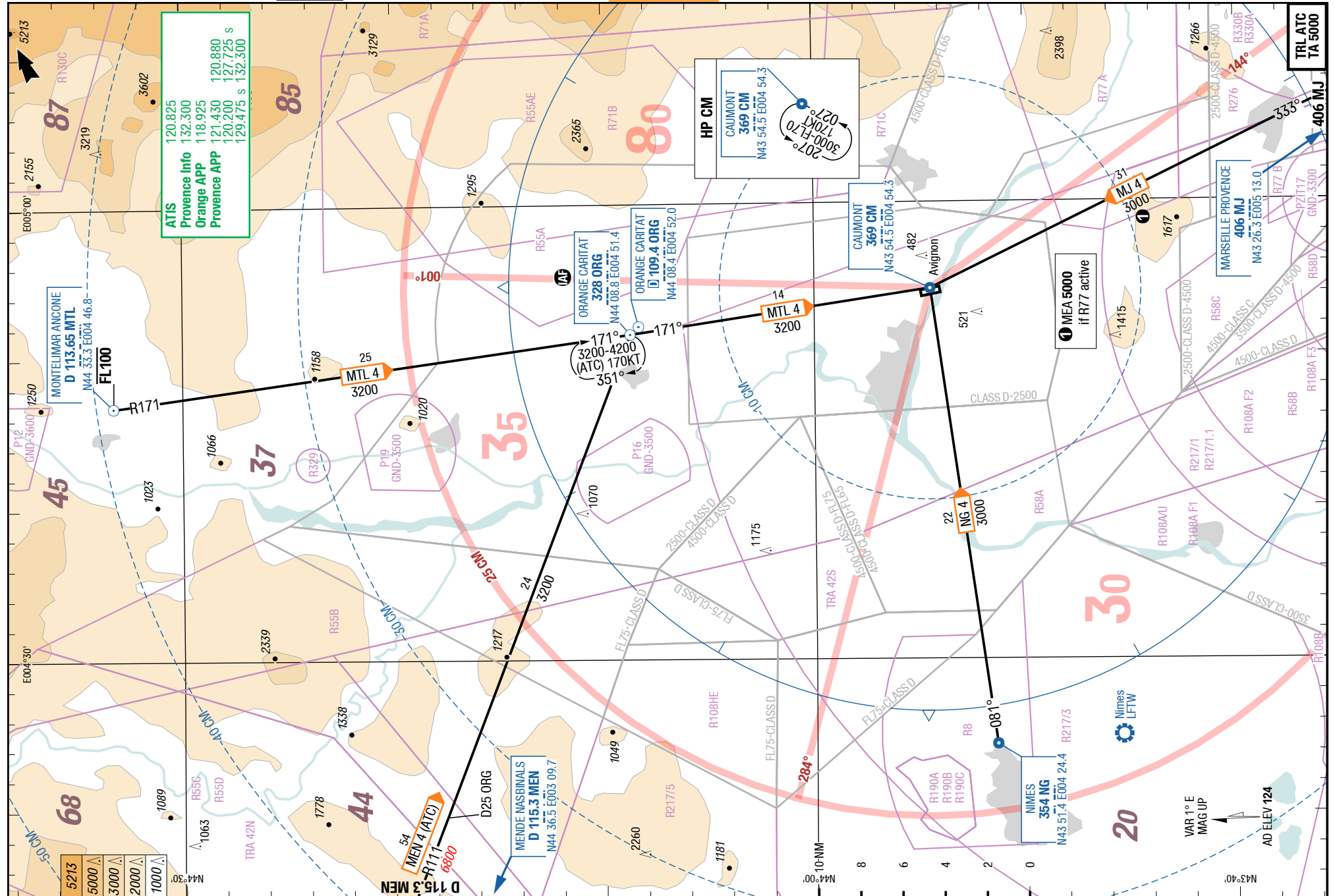
DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
MJ 5N 6.0% to 5000 (ATC)	at MNM 530 or D2 AN , whichever is later, LT 202° - intercept R157 AVN - at MNM 4000 LT 097° (MAX 200KT) intercept R138 AVN to VENTA - QDM 184 MJ to MJ	
MTL 5N	at MNM 530 RT intercept QDR 351 CM to MTL	
NG 5N 6.0% to 5000 (ATC)	at MNM 530 LT 217° - intercept QDR 261 CM to NG	D11 AN MNM 5000 (ATC)
RARUS 5N	at MNM 530 LT 262° - intercept R127 AVN to AVN - R002 AVN to RARUS	
TRETS 5N 6.0% to 5000 (ATC)	at MNM 530 or D2 AN , whichever is later, LT 202° - intercept R157 AVN - at MNM 4000 LT 097° (MAX 200KT) intercept R138 AVN to VENTA - intercept R341 MRM inbound - at D6 MRM LT intercept QDR 093 MJ to TRETS	

AVN-LFMV**5-30****OMNIDIRECTIONAL DEPARTURES****DEPARTURES**

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

RWY	Routing
17	168° to MNM 530 - then direct route up climbing minimum safety altitude
35	348° to MNM 530 - then direct route up climbing minimum safety altitude

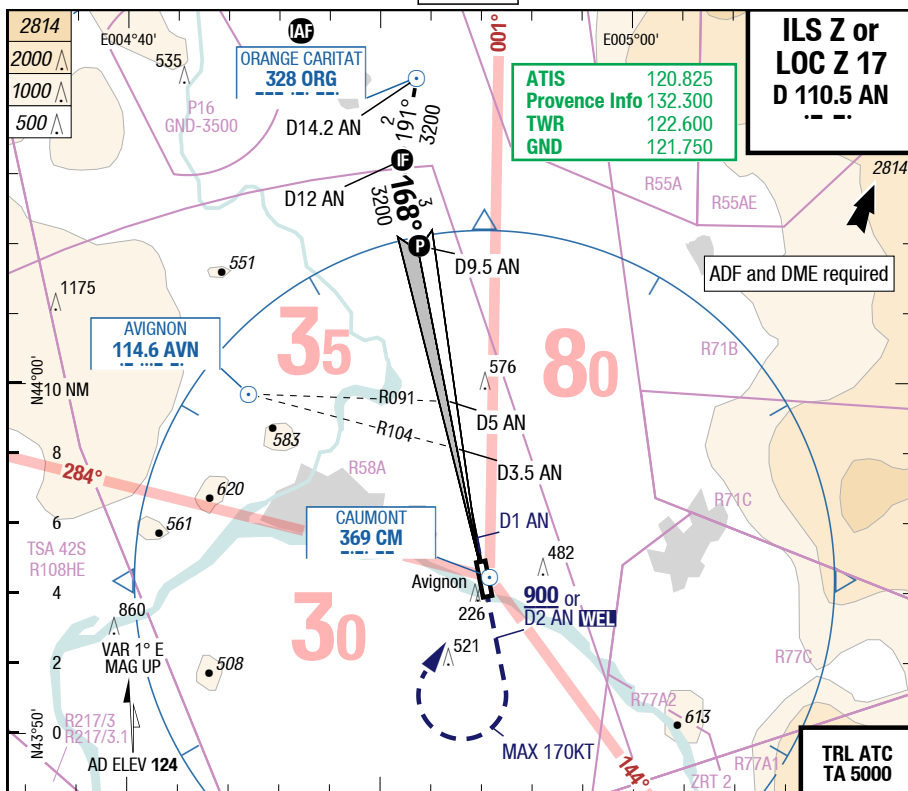
RWY	Notes
17	<p>WEST sector: 4.2% minimum theoretical climb slope, determined by a 521ft pylon at the top located 2.2NM from DER.</p> <p>EAST sector: 5.1% minimum theoretical climb slope, determined by a 6470ft tower at the top located 23NM from DER.</p>
35	<p>WEST sector: 4.0% minimum theoretical climb slope, determined by a 197ft isolated tree at the top located 0.3NM from DER.</p> <p>EAST sector: 5.5% minimum theoretical climb slope, determined by a 6470ft tower at the top located 22NM from DER.</p>



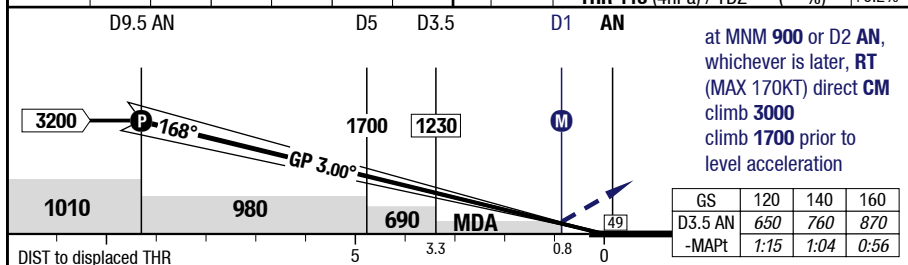
AVN-LFMV

7-10

ILS Z or LOC Z 17



LOC 3.08°	9.5	8	7	6	3	2	17	83.0°	50 HL
D AN	3200	2730	2400	2080	1100	770		200 1680 x 45	
	THR 113 (4hPa) / TDZ --- (---%) +0.2%								



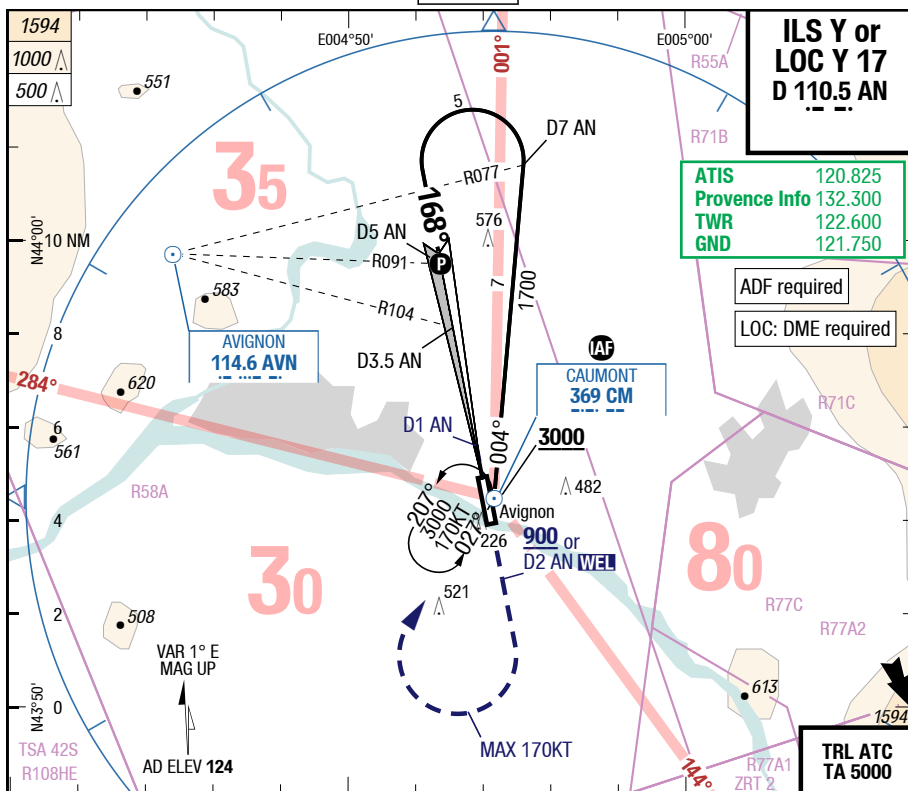
17	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	210 - 1.2 330 1)	340 - 1.5 450			800 - 2.4V 920
D	ft - m/km ft	Not published	Not published			Not published



1) With EVS 800m

AVN-LFMV

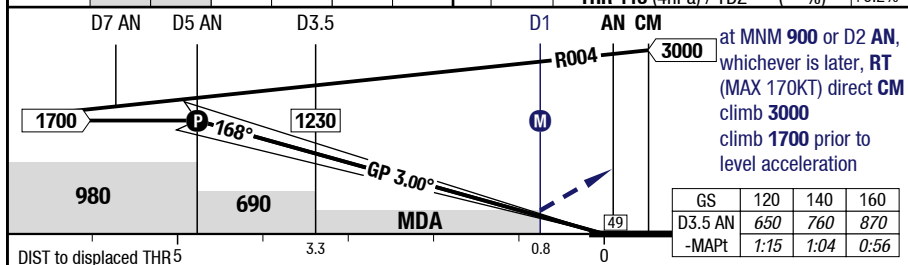
7-20

ILS Y or LOC Y 17



LOC 3.08° D AN			5	4	3	2		
			1700	1420	1100	770		

THR 113 (4hPa) / IDZ --- (---%) +0.2%



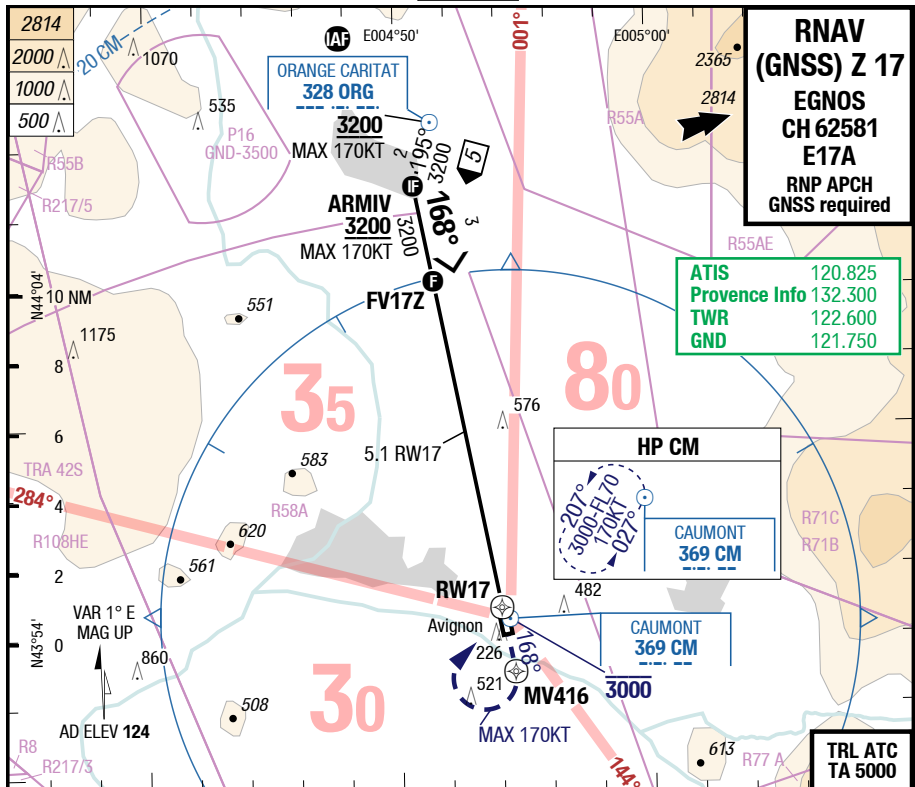
17		Cat 1 DME	Cat 1 VOR AVN	LOC DME		Circling
C	ft - m/km ft	210 - 1.2 330 ¹⁾	210 - 1.2 330 ¹⁾	340 - 1.5 450		800 - 2.4V 920
D	ft - m/km ft	Not published	Not published	Not published		Not published

1) With EVS 800m

AVN-LFMV

7-30

RNAV (GNSS) Z 17



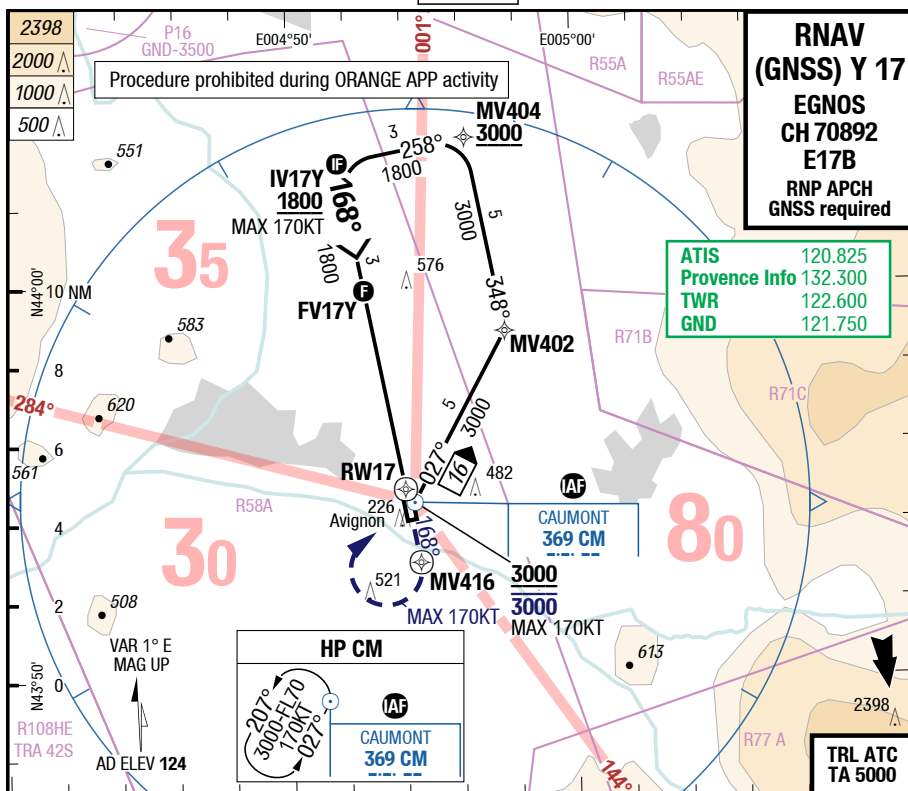
17		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 1)	Circling
C	ft - m/km ft	330 - 1.5 440 3)	430 - 2.0 540 4)	490 - 2.3 600	
D	ft - m/km ft	Not published	Not published	Not published	

1) ATS gradient 6.0% up to 3000ft
2) Uncompensated BARO VNAV NA below -10°C (14°F)
3) With EVS 1.0km
4) With EVS 1.3km

AVN-LFMV

7-40

RNAV (GNSS) Y 17



3.00°
RW17

5.1 5 4 3 2

1800 1760 1440 1120 800

17

83.0° 50 HL
200 1680 x 45

THR 113 (4hPa) / TDZ --- (---%) +0.2%

1 OBST BLW MDA

8.4 RW17 IV17Y 5.1 FV17Y

1800 1100 168°

1 MDA

168° at MV416 RT (MAX 170KT) direct CM climb 3000

GS	120	140	160
FV17Y	640	740	850
-MAPt	2:34	2:12	1:56

DIST to displaced THR

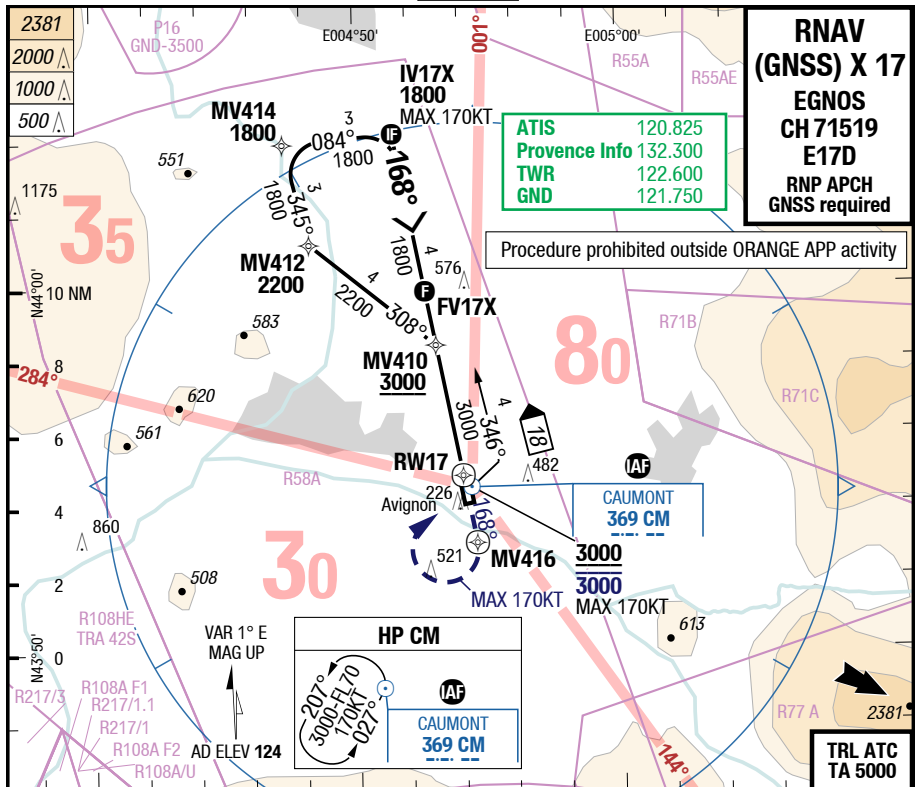
17		RNAV GNSS LPV 1) 1)	RNAV GNSS VNAV 1) 2) 1) 2)	RNAV GNSS LNAV 1) 1)		Circling
C	ft - m/km ft	330 - 1.5 440 3)	430 - 2.0 540 4)	490 - 2.3 600		800 - 2.4V 920
D	ft - m/km ft	Not published	Not published	Not published		Not published

1) ATS gradient 6.0% up to 3000ft
2) Uncompensated BARO VNAV NA below -10°C (14°F)
3) With EVS 1.0km
4) With EVS 1.3km

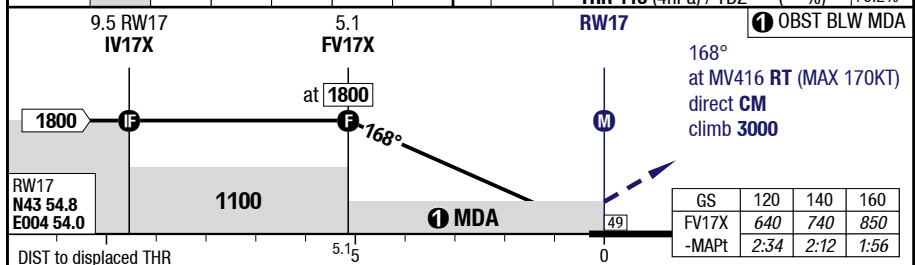
AVN-LFMV

7-50

RNAV (GNSS) X 17



3.00° RW17		5.1	5	4	3	2			50 HL
		1800	1760	1440	1120	800			



17		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 1)			Circling
C	ft - m/km ft	330 - 1.5 440 ³⁾	430 - 2.0 540 ⁴⁾	490 - 2.3 600			800 - 2.4V 920
D	ft - m/km ft	Not published	Not published	Not published			Not published

1) ATS gradient 6.0% up to 3000ft		
-----------------------------------	--	--

2) Uncompensated BARO VNAV NA below -10°C (14°F)

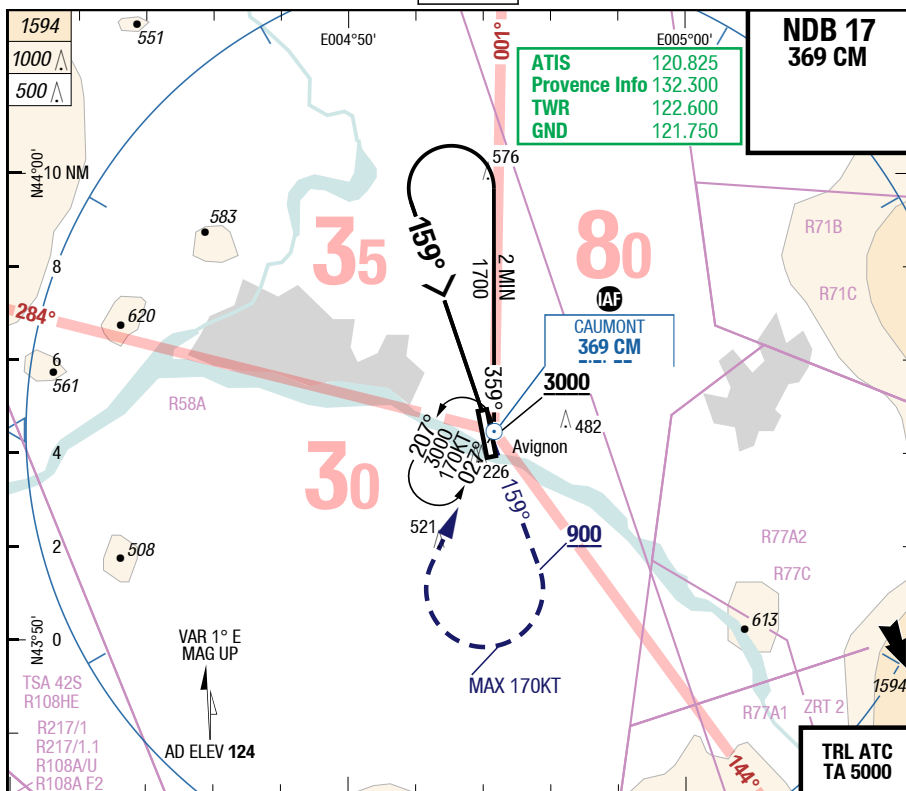
3) With EVS 1.0km

4) With EVS 1.3km

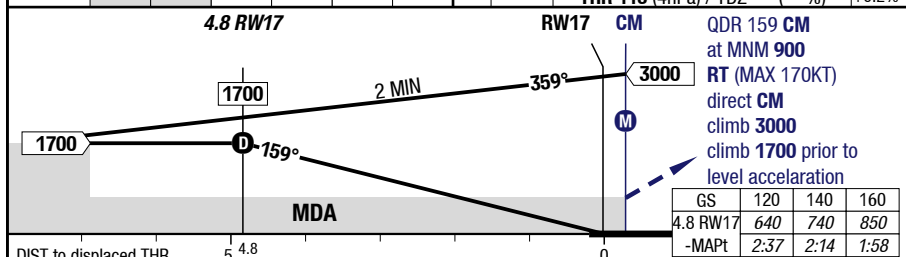
AVN-LFMV

7-70

NDB 17



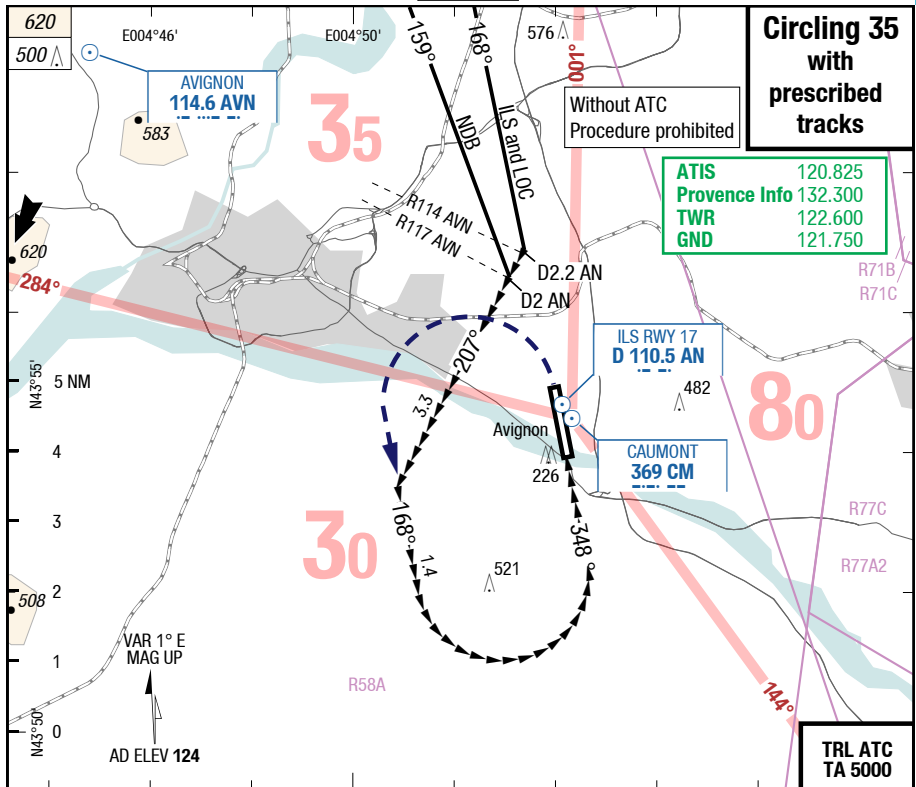
3.00°			4.8	4	3	2	17	83.0°	50 HL
RW17 159° RWY 168°			1700	1440	1120	800		200	1680 x 45
THR 113 (4hPa) / IDZ --- (---%) +0.2%									

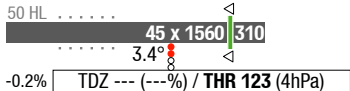


17		NDB					Circling
C	ft - m/km ft	640 - 2.9 750					800 - 2.9V 920
D	ft - m/km ft	Not published					Not published

7-80

Circling 35 with prescribed tracks



VISUAL						35	
35					Circling P-TRK after ILS and LOC	Circling P-TRK after NDB	Circling
C	ft - m/km ft				800 - 2.4V 920	800 - 2.9V 920	Not published
D	ft - m/km ft				Not published	Not published	Not published

AVN-LFMV

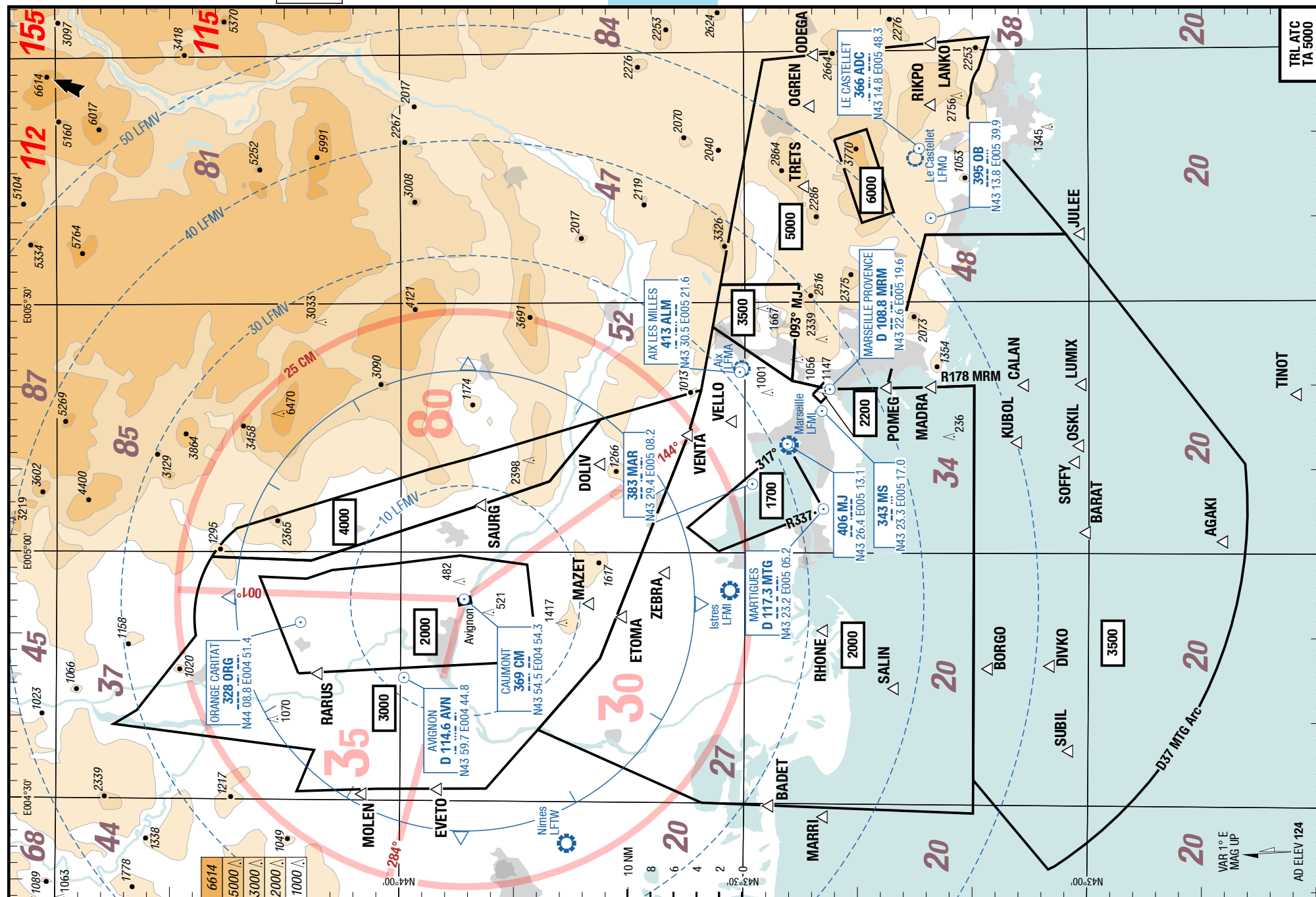
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: OBST