

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

MON-FRI 0515-2130 $\pm$ , SAT 0515-1800 $\pm$ , SUN 0800-2130 $\pm$ .

Other times for commercial flights only and PPR on the previous working day before 1500 $\pm$ .

**AD ADMIN Hours:** Not published.

**Airport Information****RFF:**

Winter

CAT 5: MON-FRI 0500-1015, 1600-2100

SAT 0700-1130

SUN 0900-1015, 1600-2100

CAT2: MON-FRI 1015-1600,

SAT 1130-1800,

SUN 0800-0900, 1015-1600

Other times PPR PN 24HRs

Summer

CAT 5 or CAT 2: see NOTAM

Other times PPR PN 24HRs

**Fuel:**

MON-FRI 0400-1100 $\pm$ , 1500-2130 $\pm$

SAT 0600-1100 (winter), 0600-1700 (summer)

SUN 0830-1100 $\pm$ , 1530-2130 $\pm$

Other times PPR 48HRs

**PCN:**

RWY 10/28: 28/F/B/W/T

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

**Operation****Low Visibility Procedure**

When RVR below 550m, the only AVBL TWY is B.

**RWY Restriction**

180°-turns on turn pads for ACFT with overall length above 30m / 99ft mandatory.

RWY 10: Landing at night prohibited if PAPI unusable.

TKOF/LDG RWY 10/28 prohibited when crosswind component from 190° is higher than 25KT on wet RWY or by LVP conditions.

**TWY Restrictions**

TWY D, E width 17.5m / 57ft.

TWY C width 10m / 33ft.

**Engine Run-up Areas**

ENG run-up prohibited between 2100-0700 $\pm$ .

**Warnings**

Wildlife strike hazard.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure****COM Failure during MISAP**

Carry out a new APCH within 15 minutes. When the second attempt is also followed by a MISAP, climb to 3000ft AMSL, join SID ARE 4J towards ARE to clear TMA and seek VMC.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 10 right-hand circuit.

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

RWY		28	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
D		Not applicable	-
RWY		10	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-

**Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure**

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

**In IMC:** Continue on departure routing and last assigned FL to TMA limits and continue climbing as the flight plan in force.

**De-icing**

AVBL.

Effective 30-MAR-2017

23-MAR-2017

UIP-LFRQ

France Quimper Pluguffan

AGC

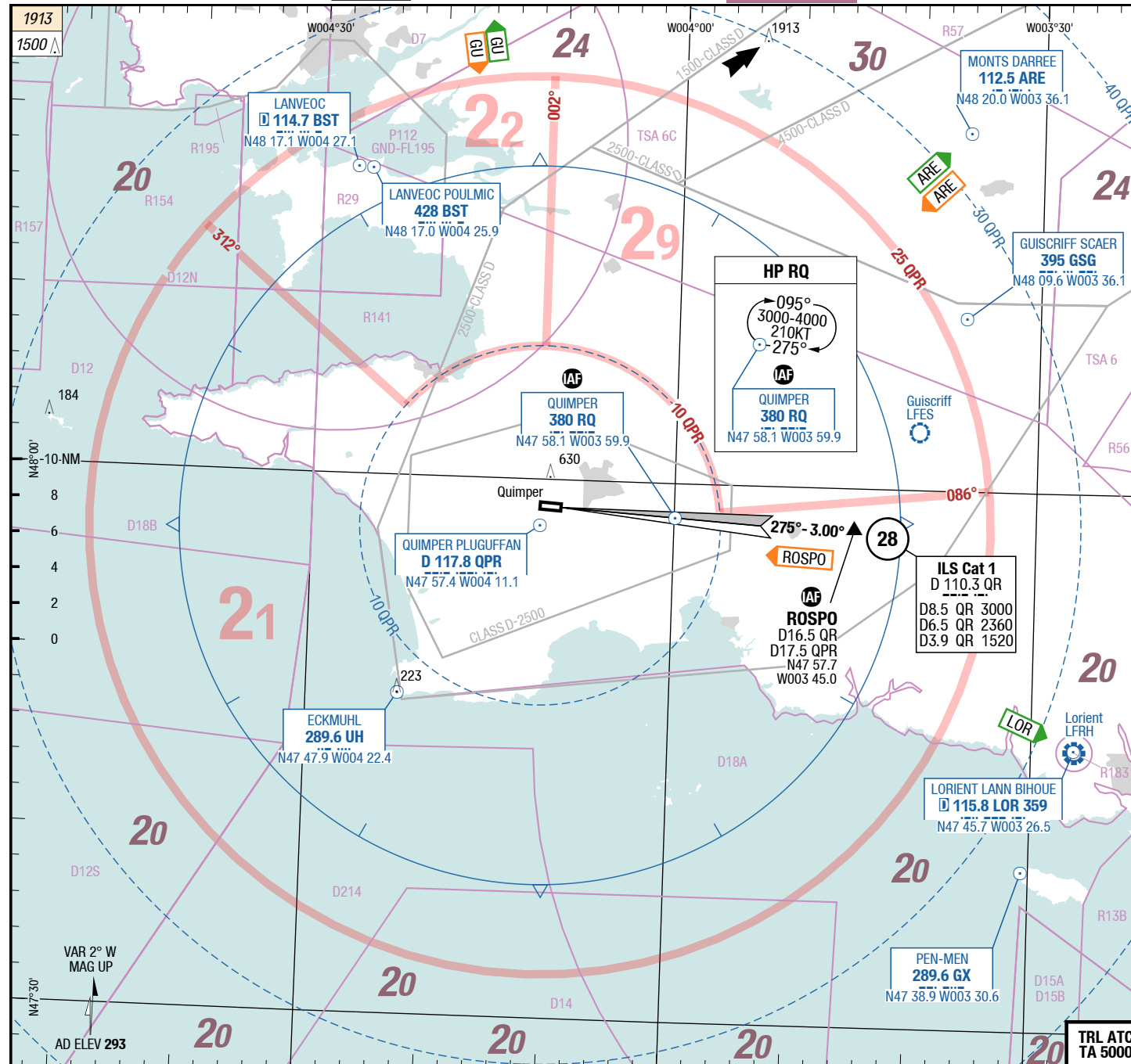
AFC

Pluguffan Quimper France

AGC

AFC

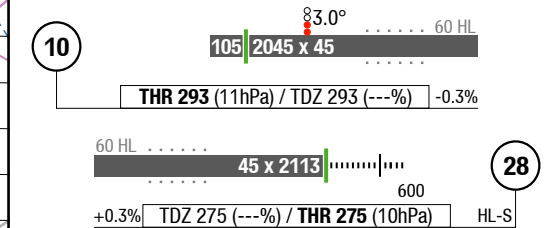
2-10



Iroise APP  
TWR

135.825  
118.625 Mon-Fri 0415-2030+  
Sat 0415-1700+  
Sun 0700-2030+

Landing RWY system:



Changes: HLDG

Effective 30-MAR-2017

23-MAR-2017

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France Quimper Pluguffan

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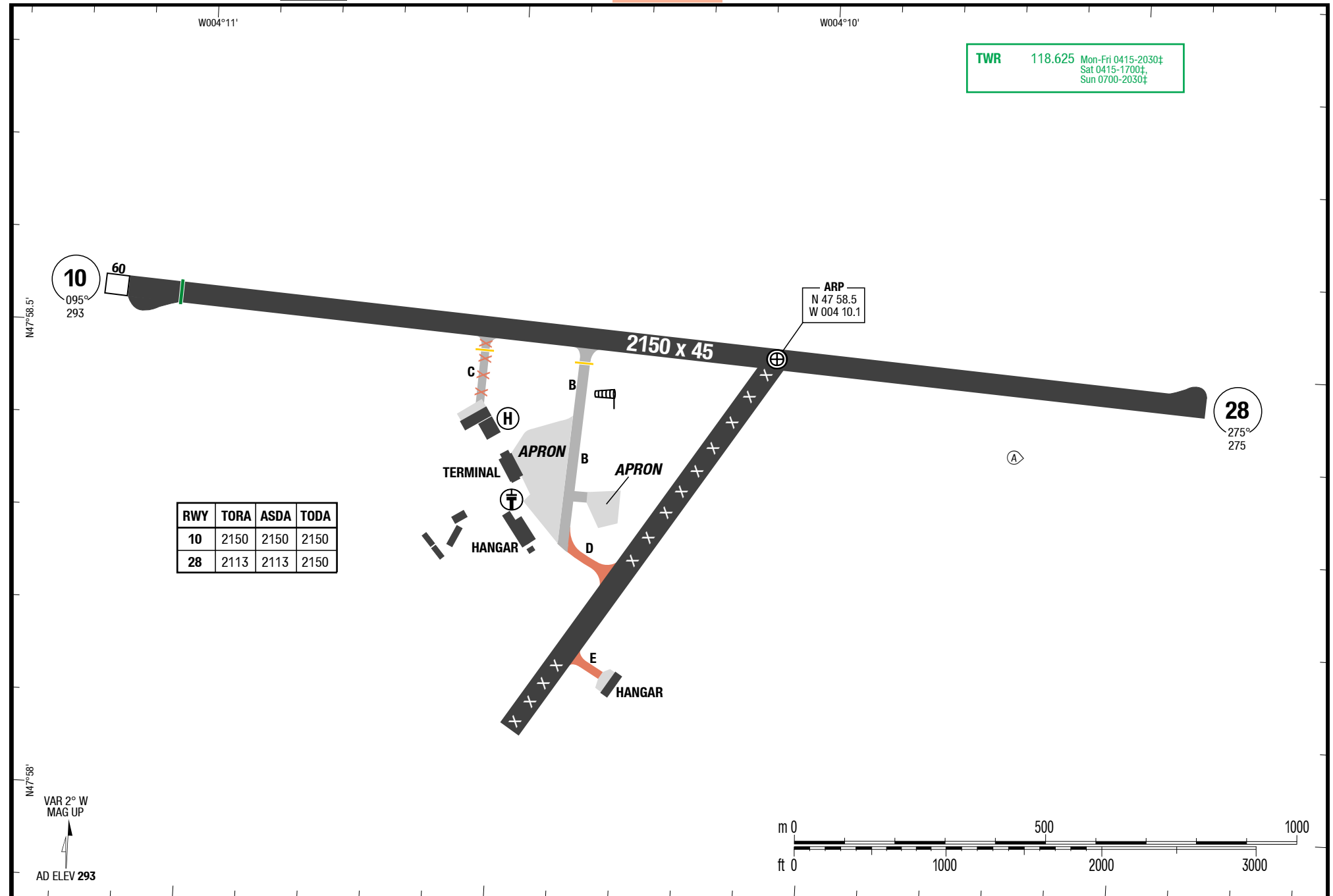
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Pluguffan Quimper France

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3-20

TWR 118.625 Mon-Fri 0415-2030†  
Sat 0415-1700†  
Sun 0700-2030†



Changes: Reprint

04-FEB-2016

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4-10

France **Quimper** Pluguffan

NIL

SIDs

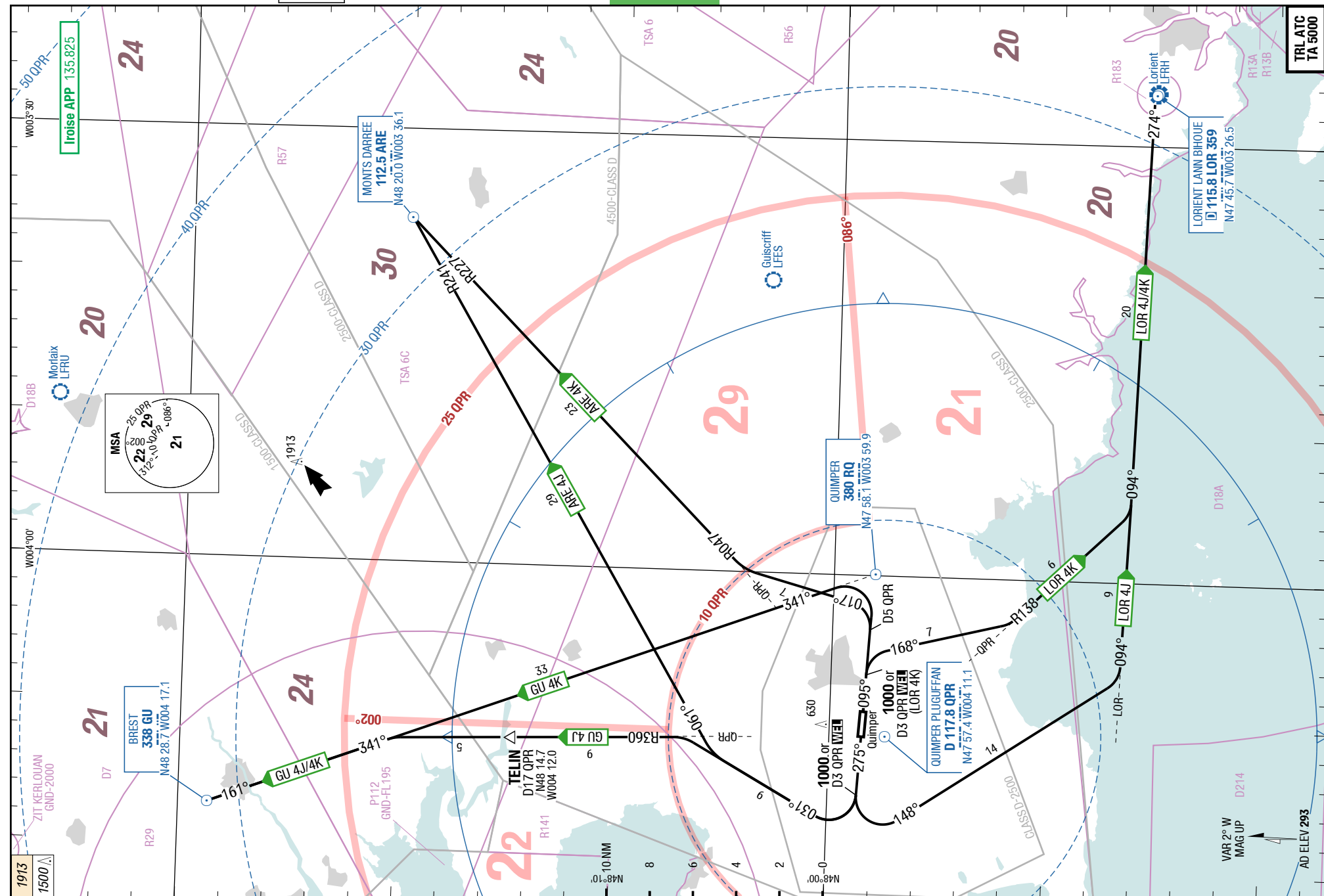
SID

SID

Pluguffan **Quimper** France

NIL

SIDs



04-FEB-2016

**UIP-LFRQ**

5-10

**SIDs****SIDPT****BREST 4K / LORIENT LANN BIHOUE 4K / MONTS D'ARREE 4K / OMNIDIRECTIONAL / BREST 4J / LORIENT LANN BIHOUE 4J / MONTS D'ARREE 4J**

RWYs 10 (095°) / 28 (275°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>BREST 4K</b> <b>GU 4K</b> <b>135.825</b>	at D5 <b>QPR</b> LT 341° intercept QDR 341 <b>RQ</b> to <b>GU</b>	
<b>LORIENT LANN BIHOUE 4K</b> <b>LOR 4K</b> <b>135.825</b>	at <b>1000</b> or D3 <b>QPR</b> , whichever is later, <b>RT</b> 168° intercept R138 <b>QPR</b> - intercept QDM 094 <b>LOR</b> to <b>LOR</b>	
<b>MONTS D'ARREE 4K</b> <b>ARE 4K</b> <b>135.825</b>	at D5 <b>QPR</b> LT 017° intercept R047 <b>QPR</b> to <b>ARE</b>	
<b>OMNIDIRECTIONAL DEP</b> (ATC) <b>135.825</b> ①	at <b>1000</b> depart omnidirectional	
	<b>Runway 28</b>	
<b>BREST 4J</b> <b>GU 4J</b> <b>135.825</b>	at <b>1000</b> or D3 <b>QPR</b> , whichever is later, <b>RT</b> 031° intercept R360 <b>QPR</b> - intercept QDM 341 <b>GU</b> to <b>GU</b>	
<b>LORIENT LANN BIHOUE 4J</b> <b>LOR 4J</b> <b>135.825</b>	at <b>1000</b> or D3 <b>QPR</b> , whichever is later, <b>LT</b> 148° intercept QDM 094 <b>LOR</b> to <b>LOR</b>	
<b>MONTS D'ARREE 4J</b> <b>ARE 4J</b> <b>135.825</b>	at <b>1000</b> or D3 <b>QPR</b> , whichever is later, <b>RT</b> 031° intercept R241 <b>ARE</b> to <b>ARE</b>	
<b>OMNIDIRECTIONAL DEP</b> (ATC) <b>135.825</b>	at <b>1000</b> depart omnidirectional	

① For departures to the North, do not turn before D5 QPR.

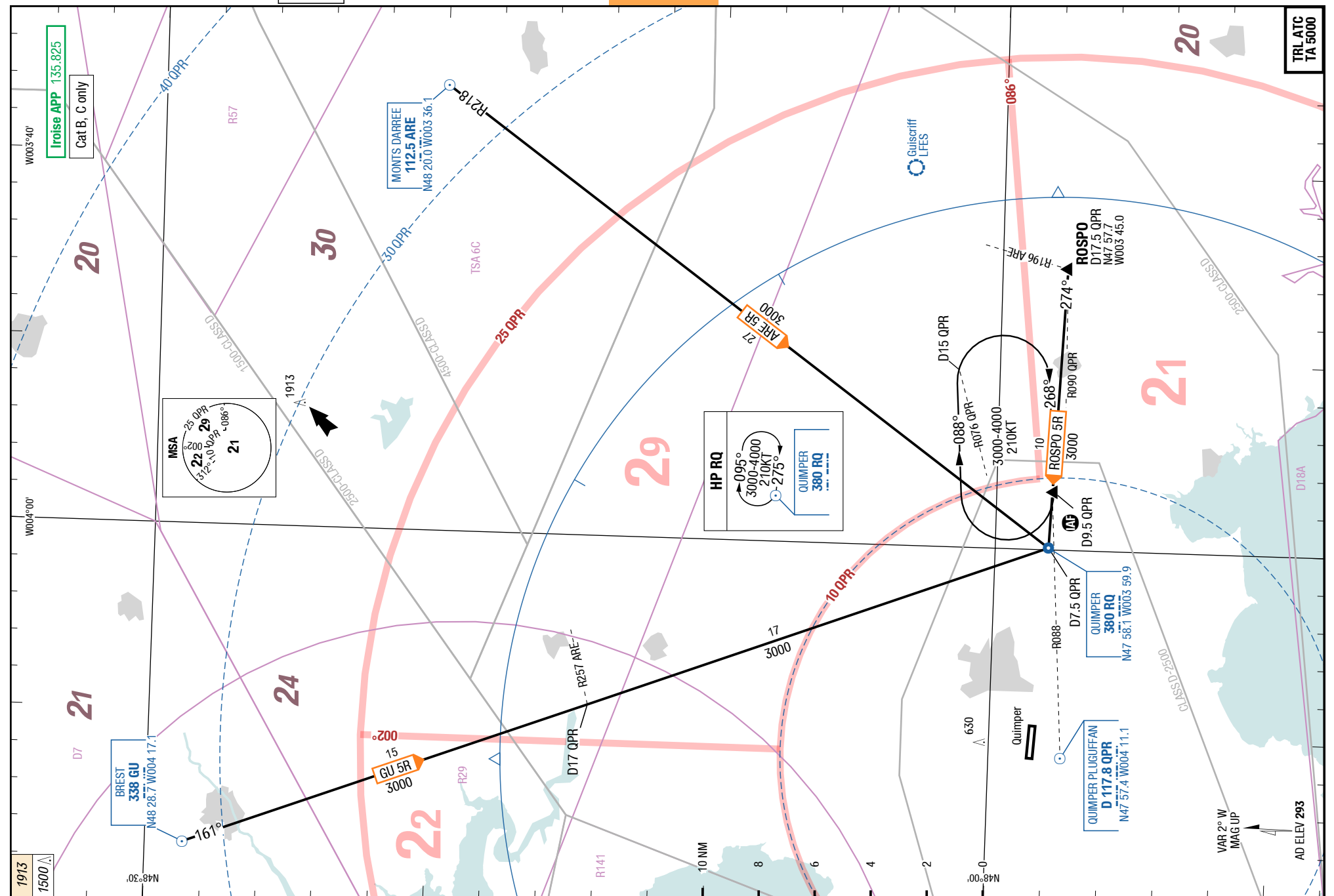
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## STARs

# STAR

**STAR**

## STARS

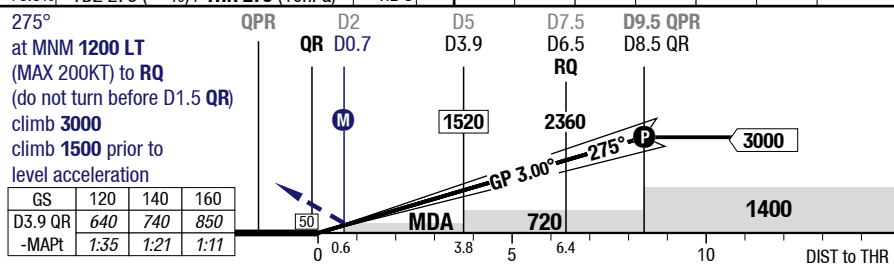
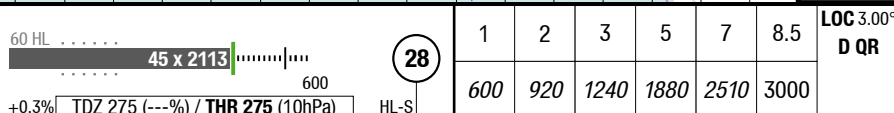
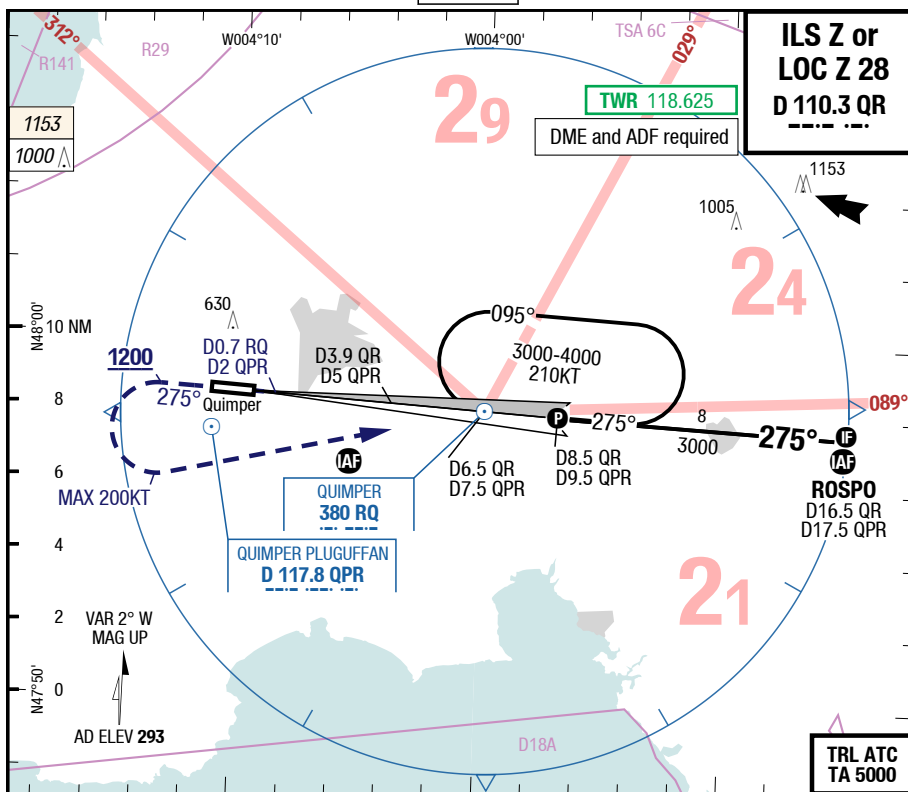


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## UIP-LFRQ

7-10

## ILS Z or LOC Z 28



<b>28</b>		<b>Cat 1 DME</b>	<b>LOC DME</b>			<b>Circling</b> 1)	<b>Circling</b> 1) 2)
C	ft - m/km ft	200 - 750 <b>480</b> 3)	300 - 900 <b>570</b> 4)			780 - 2.4V <b>1070</b>	900 - 2.4V <b>1190</b>
D	ft - m/km ft	Not published	Not published			Not published	Not published

1) HN NA to RWY 10 when VGSI INOP	
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2) wo ATS and LCA QNH

3) With EVS 550m, wo EVS use STD

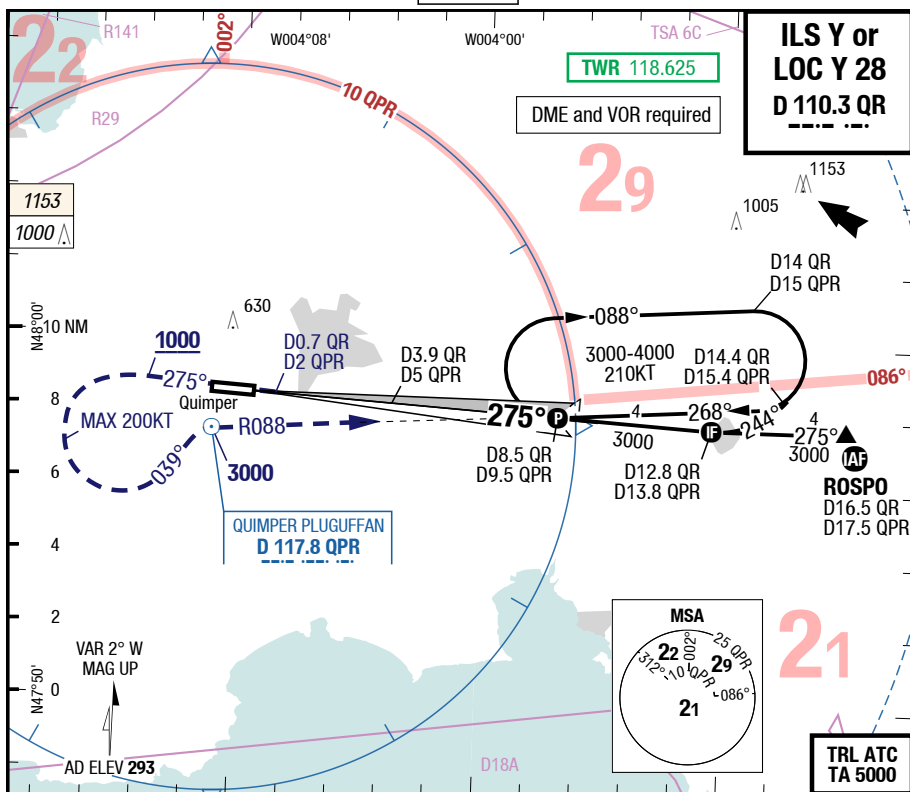
4) Timing to determine MAPt NA



## UIP-LFRQ

7-20

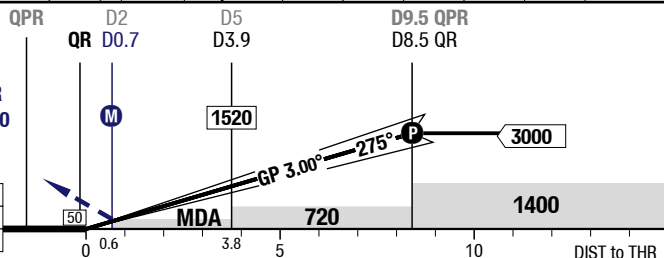
## ILS Y or LOC Y 28



60 HL	45 x 2113	600	28	1	2	3	5	7	8.5	LOC 3.00° D QR
+0.3% TDZ 275 (---%) / THR 275 (10hPa)		HL-S	600	920	1240	1880	2510	3000		

275° - at MNM **1000 LT**  
(MAX 200KT) 039° to **QPR**  
(do not turn before MAPt)  
at **3000** intercept R088 **QPR**  
to D9.5 **QPR** - maintain **3000**  
climb **1500** prior to  
level acceleration

GS	120	140	160
D3.9 QR	640	740	850
-MAPt	1:35	1:21	1:11



28		Cat 1 DME	LOC DME			Circling 1)	Circling 1) 2)
C	ft - m/km ft	200 - 750 <b>480</b> <sup>3)</sup>	300 - 900 <b>570</b> <sup>4)</sup>			780 - 2.4V <b>1070</b>	900 - 2.4V <b>1190</b>
D	ft - m/km ft	Not published	Not published			Not published	Not published

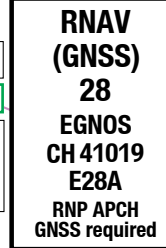
1) HN NA to RWY 10 when VGSI INOP

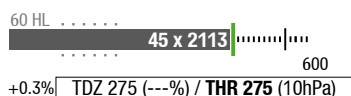
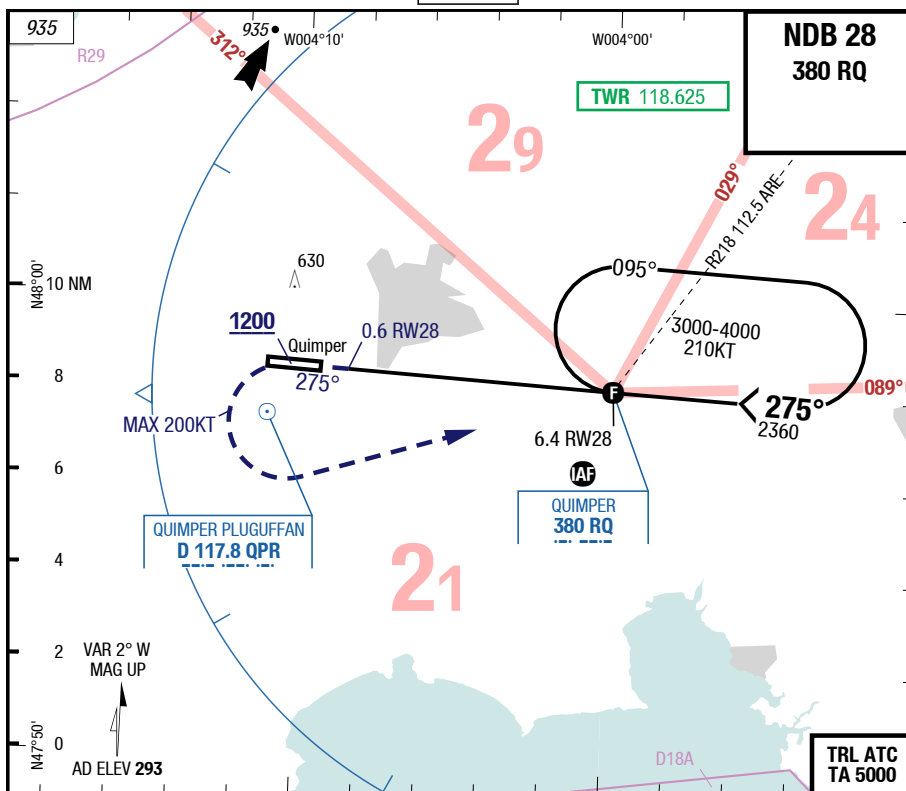
3) With EVS 550m, wo EVS use STD

2) wo ATS and LCA QNH

4) Timing to determine MAPt NA

## RNAV (GNSS) 28

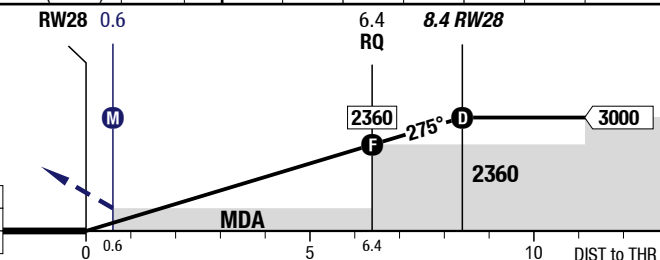




2	3	4	5	6	8.4	3.00° RW28
970	1280	1600	1920	2240	3000	

275°  
at MNM **1200 LT**  
(MAX 200KT) to **RQ**  
(do not turn before MAPt)  
climb **3000**  
climb **1500** prior to  
level acceleration

GS	120	140	160
RQ	640	740	850
-MAPt	2:54	2:29	2:10



28		NDB				Circling 1)	Circling wo ATS wo LCA QNH 1)
C	ft - m/km ft	570 - 2.2 <b>840</b>				780 - 2.4V <b>1070</b>	900 - 2.4V <b>1190</b>
D	ft - m/km ft	Not published				Not published	Not published

1) HN NA to RWY 10 when VGSI INOP

22-FEB-2018

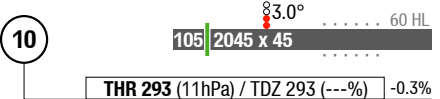
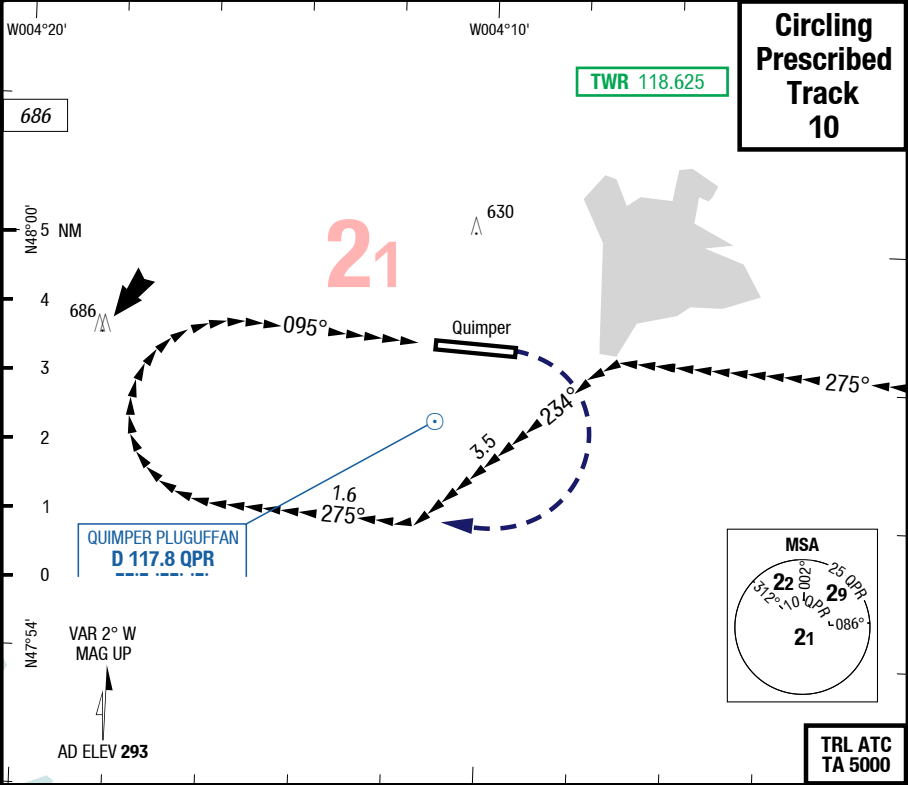
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France **Quimper** Pluguffan

IAC

7-60

Circling 10 Prescribed Track



10					Circling P-TRK <sup>1)</sup>	Circling <sup>1)</sup>
C	ft - m/km ft				640 - 2.4V 930	Not published
D	ft - m/km ft				Not published	Not published

1) HN NA to RWY 10 when VGSI INOP