

GENERAL**Operational Hours**

ATS Hours: MON-FRI 0700-2100±; SAT/SUN/HOL 0800-2000±, extension possible PPR PN 72HR

AD ADMIN Hours: MON-FRI 0700-1800±

Airport Information

RFF: CAT 7, other flexible service levels (MAX CAT 7) and opening HRs by NOTAM

Fuel: See NOTAM

PCN: RWY 17/35: 49/F/C/W/T

Customs: MON-SUN and HOL 24HR PN.

Operation**TWY Restriction**

TWY A, B width 20m / 66ft.

TWY B MAX weight 10t / 22046lbs.

TWY D and E linking parking area N and RWY not lighted at night, daytime use for single-ENGs and on ATC CLR.

Warnings

Wildlife strike hazard.

ARRIVAL**Speed**

MAX IAS 250KT below FL100

Communication**COM Failure**

Follow or join the STAR assigned or, failing that, the nearest one. Proceed over IAF at last assigned acknowledged FL if this one is usable in the HLDG pattern, or, for lack of this, at the upper level of the HLDG stack. Perform HLDG pattern until the latest of the following times: EAT, Arrival time in the pattern plus 10min, then descend in the HLDG stack towards FL70, then leave IAF and perform the APCH PROC.

Before entering CTR: ACFT should not CONT FLT to LFMH. If ATC instructions have been done, report overhead AD 3000ft then join traffic pattern.

By MISAP: Comply with the MISAP PROC, then perform a new APCH. If this second attempt is followed by a new MISAP, divert towards the AD stated in FPL climbing up to MNM safe enroute ALT.

Arrival Procedure

VFR Traffic Pattern: RWY 35 right-hand circuit.

Warnings

Do not confuse RWY 35 with highway W of AD.

DEPARTURE

Take-off Minima

RWY		17/35	
A, B, C	ft - m/km	0 - 300v	-
		0 - 400v	wo ATS, HJ only
		0 - 800v	wo ATS, HN
D		Not applicable	-

Speed

MAX IAS 250KT below FL100

Communication

COM Failure

In VMC: Return back on AD.

In IMC: CONT flying to TMA limits, following DEP path at the last assigned FL, then climb up to cruise FL. If the last assigned acknowledged FL is not compatible with minimal safety ALT, CONT climb to cruise FL.

De-Icing

AVBL.

Effective 07-DEC-2017
30-NOV-2017

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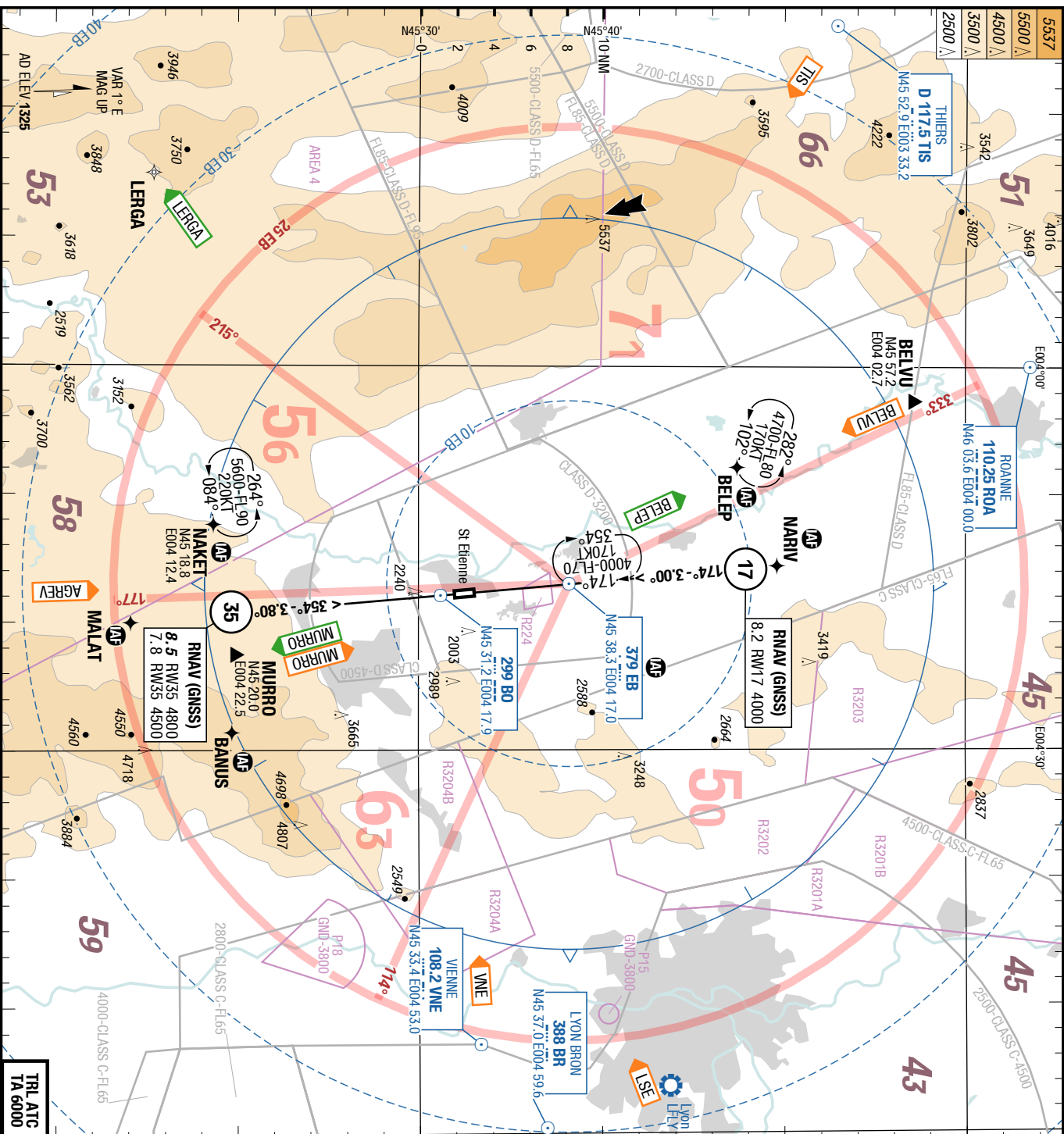
AGC
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Loire St Etienne France

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2-10



ATIS 132.800 HO
Clermont APP 120.500 HO
TWR 119.250 HX

Landing RWY system:

17 1817 X 45 83.0° 60 HL

HL-P1F THR 1291 (46hPa) / TDZ --- (---%) +0.4%

45 X 2130 170 3.8° 60 HL

-0.4% TDZ --- (---%) / THR 1321 (47hPa)

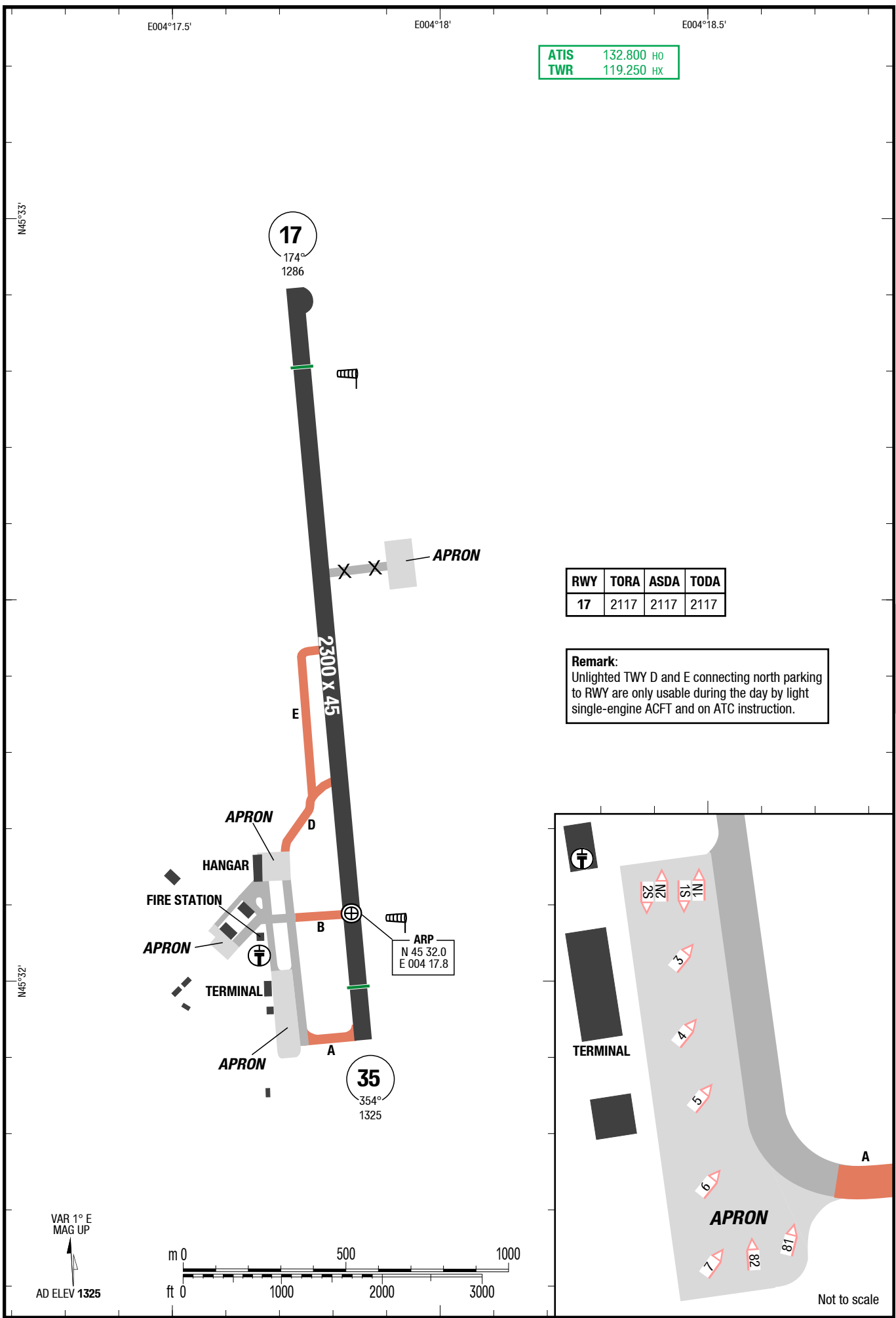
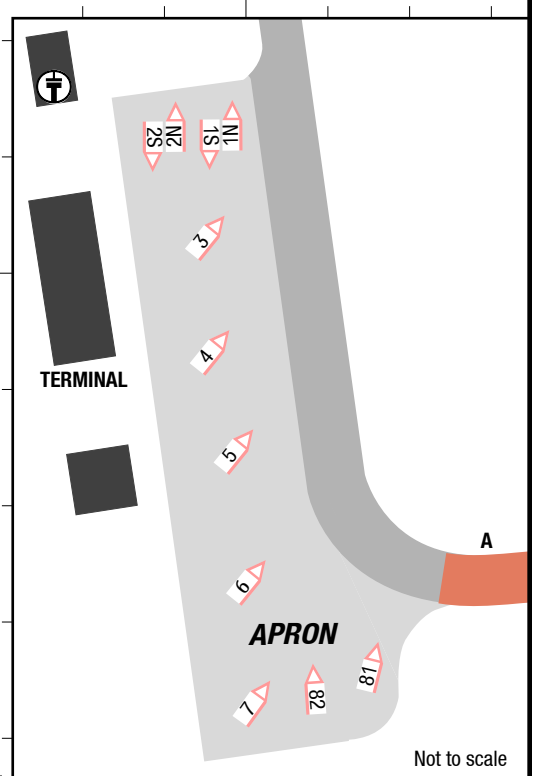
35

Changes: RWY Designator, APL, MSA, HLDG, VAR, OBST

ATIS	132.800	HO
TWR	119.250	HX

RWY	TORA	ASDA	TODA
17	2117	2117	2117

Remark:
 Unlighted TWY D and E connecting north parking to RWY are only usable during the day by light single-engine ACFT and on ATC instruction.



Changes: RWY Designator, QFU, VAR, Parking Stands

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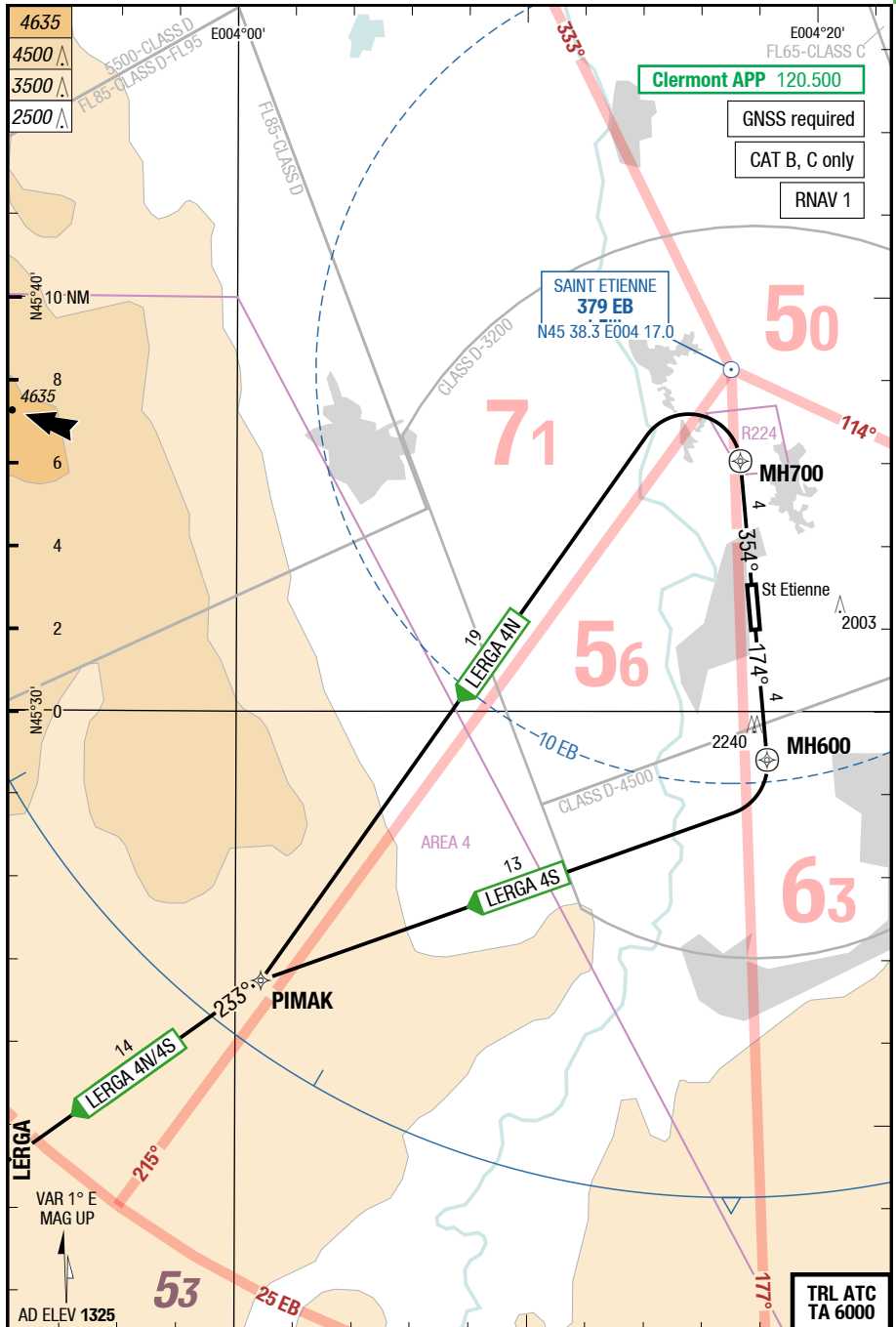
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RNAV SIDs

SID



Changes: Track, MSA, VAR, OBST, Note

30-NOV-2017

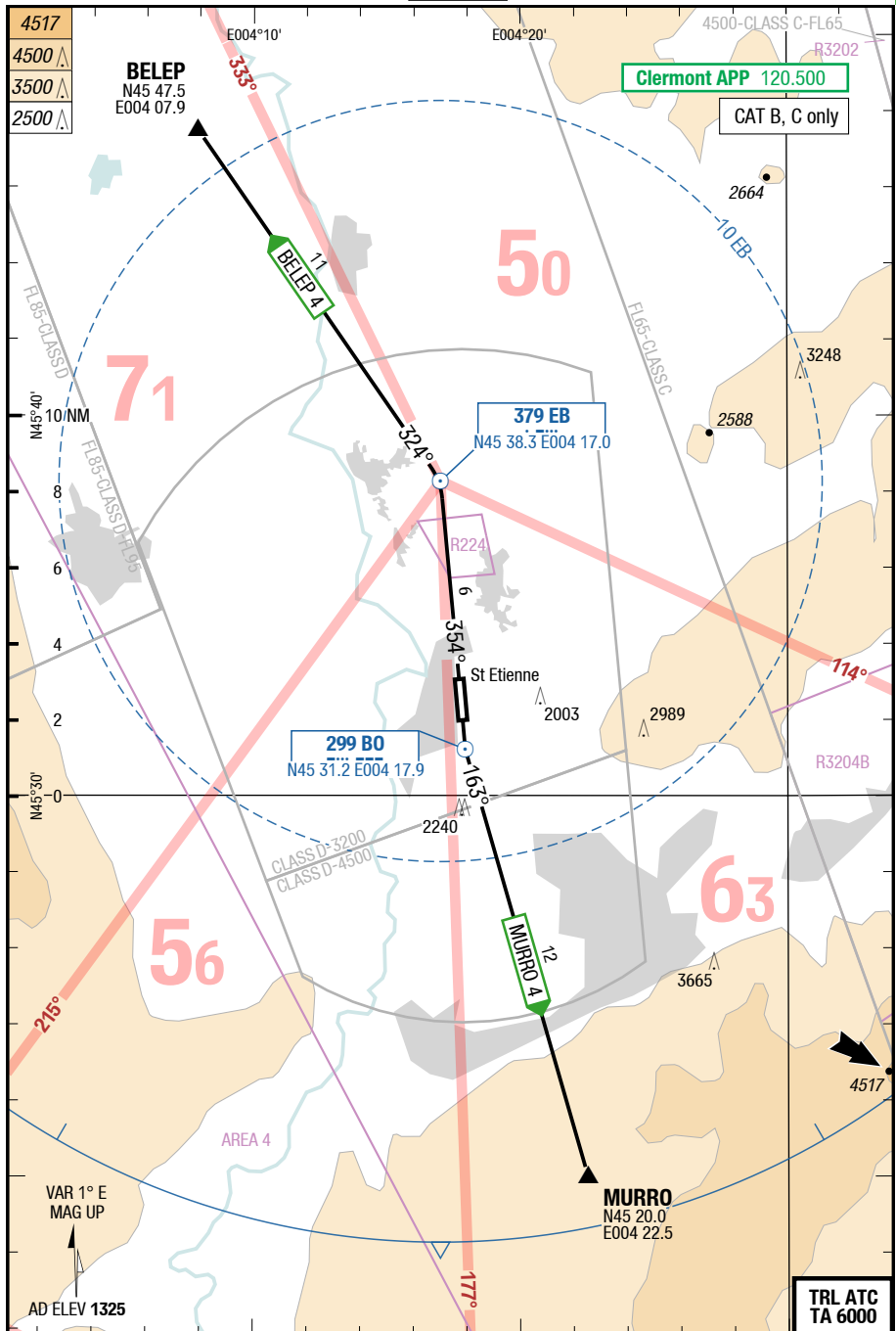
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SID

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4-20

SIDs



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Changes: Track, MSA, OBST, VAR

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RNAV SIDs

LERGA 4N / LERGA 4S

RWYs 17 (174°) / 35 (354°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
7.4%	ft/MIN	900	1200	1400	1600	1800	2100
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
LERGA 4S 7.4% to 2100 8.0% to FL90 120.500 ①③④	174° <u>MH600</u> [R] - DCT PIMAK - LERGA	initial climb by ATC
	Runway 35	
LERGA 4N 4.9% to 2300 8.0% to FL90 120.500 ②③④	354° <u>MH700</u> [L] - DCT PIMAK - LERGA	initial climb by ATC

① MNM theoretical climb gradient 7.4% due to trees at ALT of 1372ft at 140m from DER to the left of RWY axis, tree 2240ft at 3.4NM/178° from DER requires to maintain this gradient up to 2100ft. This climb gradient does not include BLDG at ALT of 1356ft at 20m from DER and 110m to the left of RWY axis.

② MNM theoretical climb gradient 4.9% due to trees at ALT of 1341ft at 280m from DER to the left of RWY axis, spot ELEV 3888ft at 13NM/249° from DER requires to maintain this gradient up to 2300ft. This climb gradient does not include antenna at ALT of 1316ft at 50m from DER and 160m to the right of RWY axis.

③ CAT B, C only

④ Climb gradient 8.0% due to ATS

MURRO 4 / OMNIDIRECTIONAL DEP EASTERN / OMNIDIRECTIONAL DEP WESTERN
RWY 17 (174°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
MURRO 4 7.4% to 2100 120.500 ①④⑤	direct BO - QDR 163 BO to MURRO	
OMNIDIRECTIONAL DEP EASTERN 7.4% to 3300 120.500 ②④⑤	at MNM 3300 climb direct on course to MEA	
OMNIDIRECTIONAL DEP WESTERN 7.4% to 2600 120.500 ③④⑤	at MNM 2600 climb direct on course to MEA	

- ① MNM theoretical climb gradient 7.4% due to forest massif at ALT of 1372ft located at 140m from DER left of RWY axis; forest massif at an ALT of 2240ft located at 4.3NM/178° from DER requires maintaining the gradient up to 2100ft
- ② The forest massif of ALT 1372ft at 140m from DER at left of RWY axis requires a climb at 7.4% and the pylon of altitude 4807ft at 14.4NM in 123° of ARP requires to maintain this gradient up to 3300ft
- ③ The forest massif of ALT 1372ft at 140m from DER at left of RWY axis requires a climb at 7.4% and the ALT point 3665ft at 10.9NM in 137° of DER requires to maintain this gradient up to 2600ft
- ④ The slope does not take into account of BLDG whose ALT is 1356ft, located at 20m from DER and 110m left of RWY axis
- ⑤ CAT B, C only

BELEP 4 / OMNIDIRECTIONAL DEP EASTERN / OMNIDIRECTIONAL DEP WESTERN
 RWY 35 (354°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
BELEP 4 4.9% to 1400 120.500 ①④⑤	QDM 354 EB to EB - QDR 324 EB to BELEP	
OMNIDIRECTIONAL DEP EASTERN 4.9% to 2700 120.500 ②④⑤	at MNM 2700 climb direct on course to MEA	
OMNIDIRECTIONAL DEP WESTERN 4.9% to 3200 120.500 ③④⑤	at MNM 3200 climb direct on course to MEA	

- ① MNM theoretical gradient 4.9% due to forest massif at an ALT of 1341ft located at 280m from DER left of RWY axis
- ② The forest massif of ALT 1341ft at 280m from DER at left of RWY axis requires a climb at 4.9% and the pylon of ALT 4807ft at 14.4NM in 123° of ARP requires to maintain this gradient up to 2700ft
- ③ The forest massif of ALT 1341ft at 280m from DER at left of RWY axis requires a climb at 4.9% and relief of top ALT 5537ft, at 21.8NM in 287° from ARP requires to maintain this gradient up to 3200ft
- ④ The slope does not take into account of a BLDG whose ALT is 1316ft, located at 50m from DER and 160m right of RWY axis
- ⑤ CAT B, C only

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France St Etienne Loire

NIL

RNAV STARs/STARs

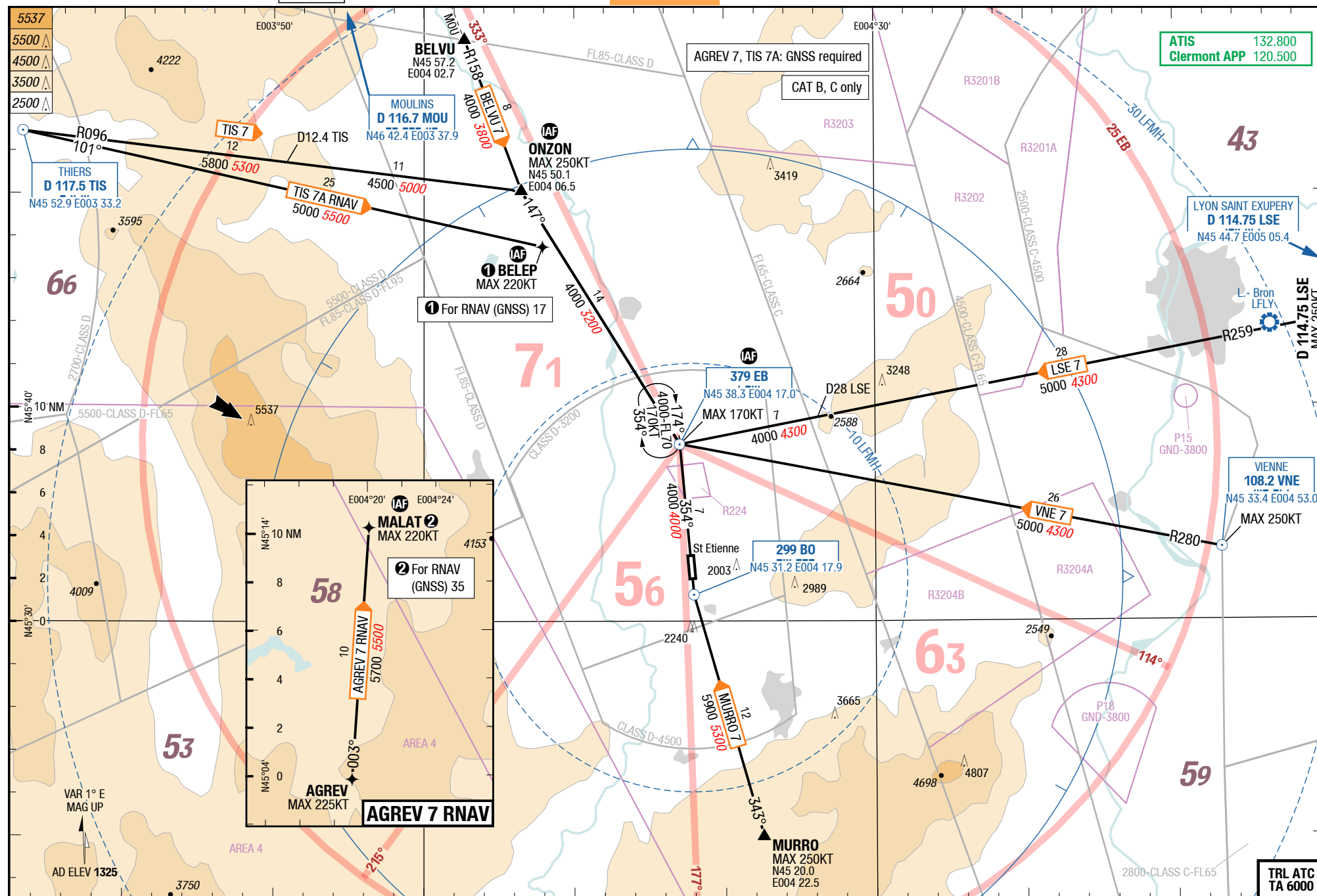
STAR

STAR

Loire St Etienne France

NIL

RNAV STARs/STARs

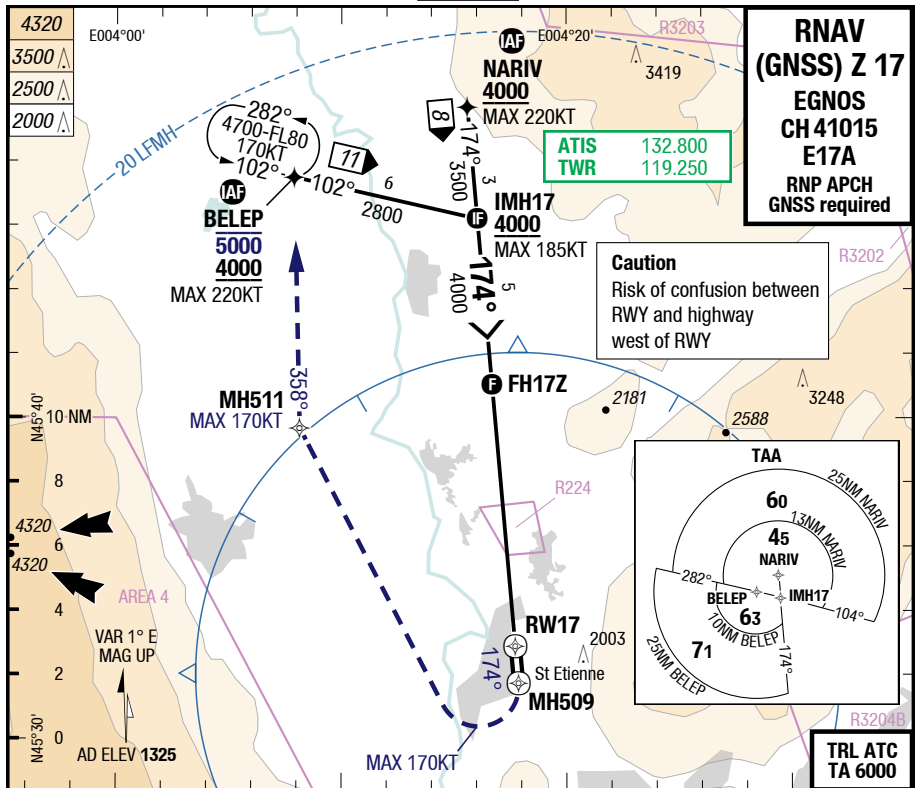


Changes: RWY Designator, ASP, Track, MGA, OBST, Note, VAR

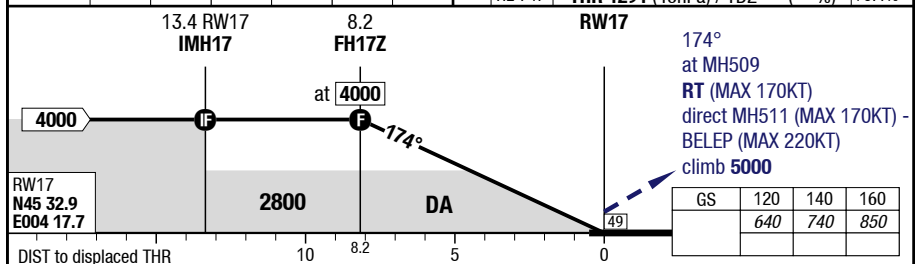
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7-10

RNAV (GNSS) Z 17



3.00°	8.2	6	5	4	3	2	17	83.0°	60 HL
RW17	4000	3300	2970	2650	2320	2000	HL-P1F	THR 1291 (46hPa) / TDZ --- (---%)	+0.4%



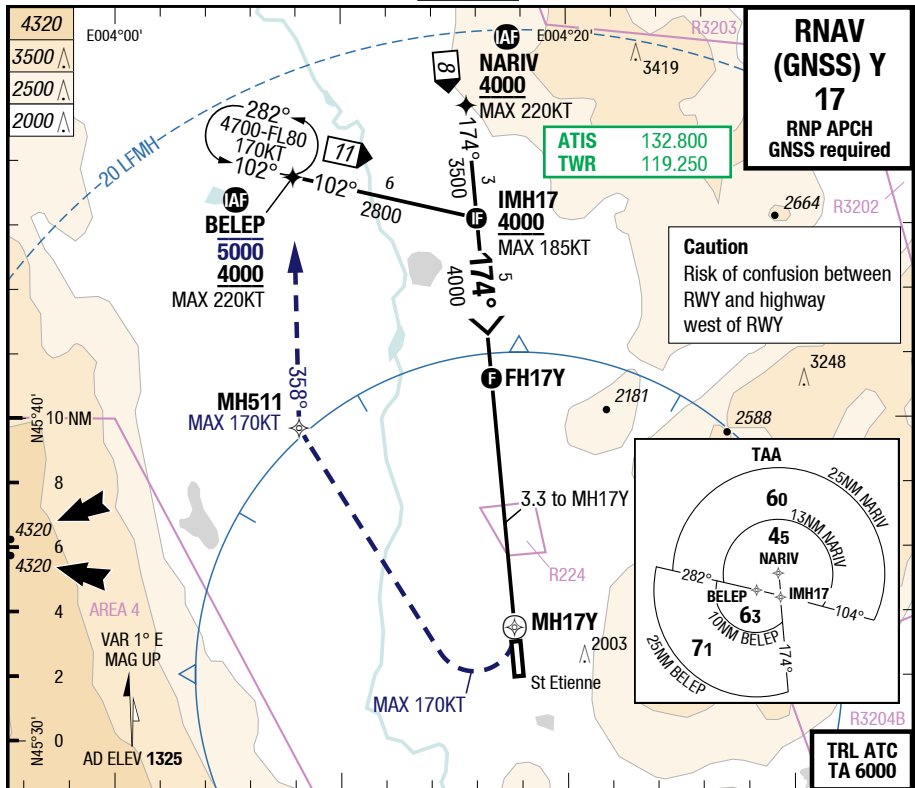
17	RNAV GNSS LPV GA 5.0%	RNAV GNSS LPV GA 3.5%	RNAV GNSS LPV GA 2.5%	Circling W of RWY only ¹⁾
C	ft - m/km 1520 ²⁾	280 - 750 1570 ²⁾	400 - 1.1 1690 ³⁾	1340 - 2.4V 2660
D	ft - m/km Not published	Not published	Not published	Not published

1) HN NA when VGSI inop

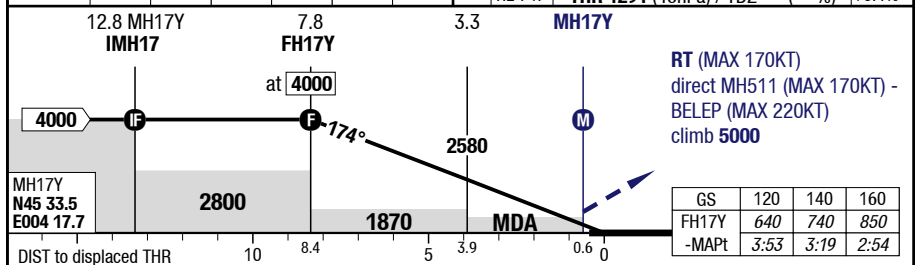
2) With EVS 550m

3) With EVS 750m

RNAV (GNSS) Y 17



3.00° MH17Y	7.8	5	4	3	2	1	
	4000	3130	2810	2490	2170	1850	



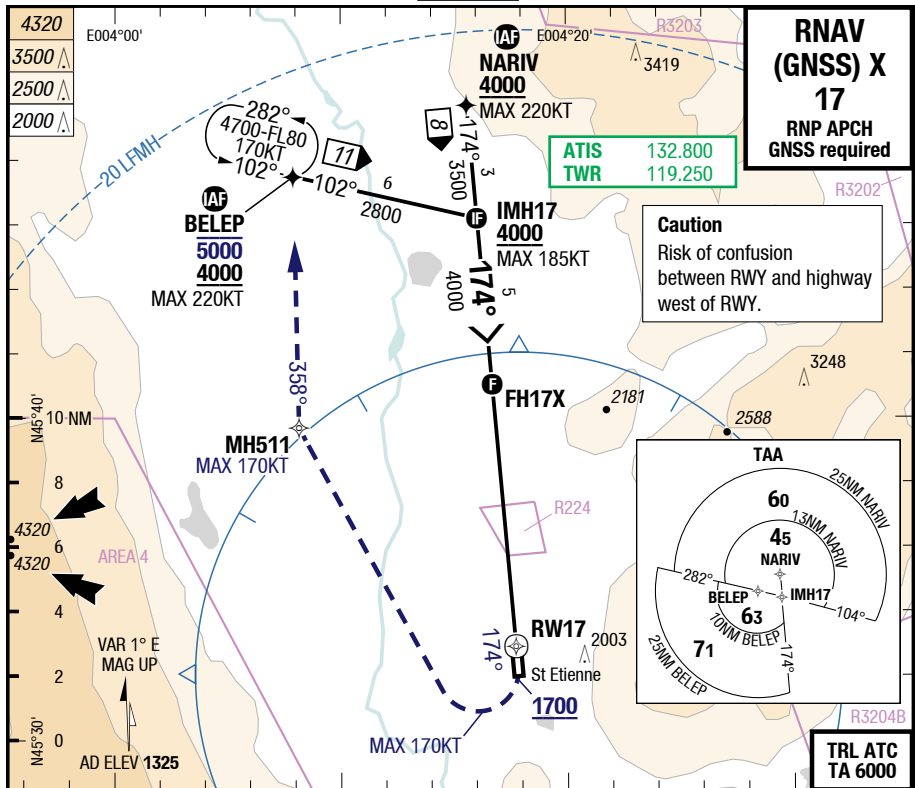
17		RNAV GNSS LNAV					Circling W of RWY only ¹⁾
C	ft - m/km ft	400 - 1.1 1690 ²⁾					1340 - 2.4V 2660
D	ft - m/km ft	Not published					Not published

- 1) HN NA when VGSI inop
- 2) Timing to determine MAPt NA

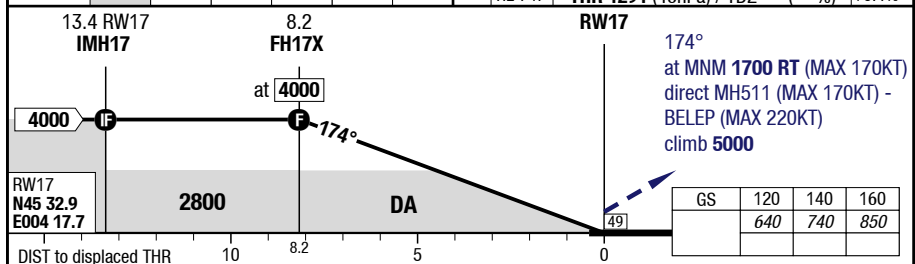
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7-30

RNAV (GNSS) X 17



3.00° RW17		8.2	8	6	4	2	
		4000	3950	3300	2650	2000	



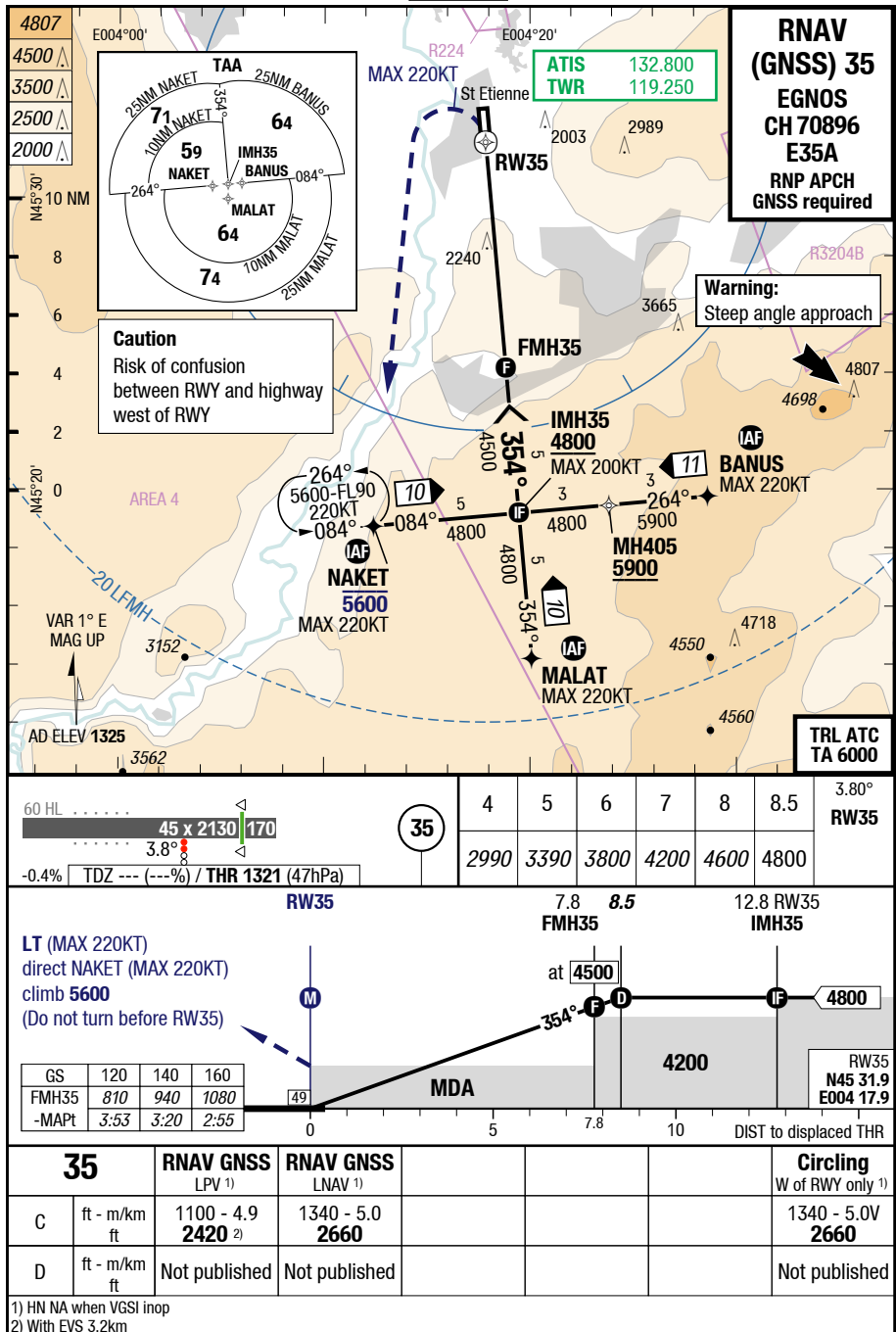
17		RNAV GNSS VNAV GA 4.0% ¹⁾	RNAV GNSS VNAV GA 2.5% ¹⁾				Circling W of RWY only ²⁾
C	ft - m/km ft	260 - 750 1550 ³⁾	410 - 1.2 1700 ⁴⁾				1340 - 2.4V 2660
D	ft - m/km ft	Not published	Not published				Not published

1) Uncompensated BARO VNAV NA below -20°C (-4°F) 2) HN NA when VGSI inop 3) With EVS 550m 4) With EVS 800m

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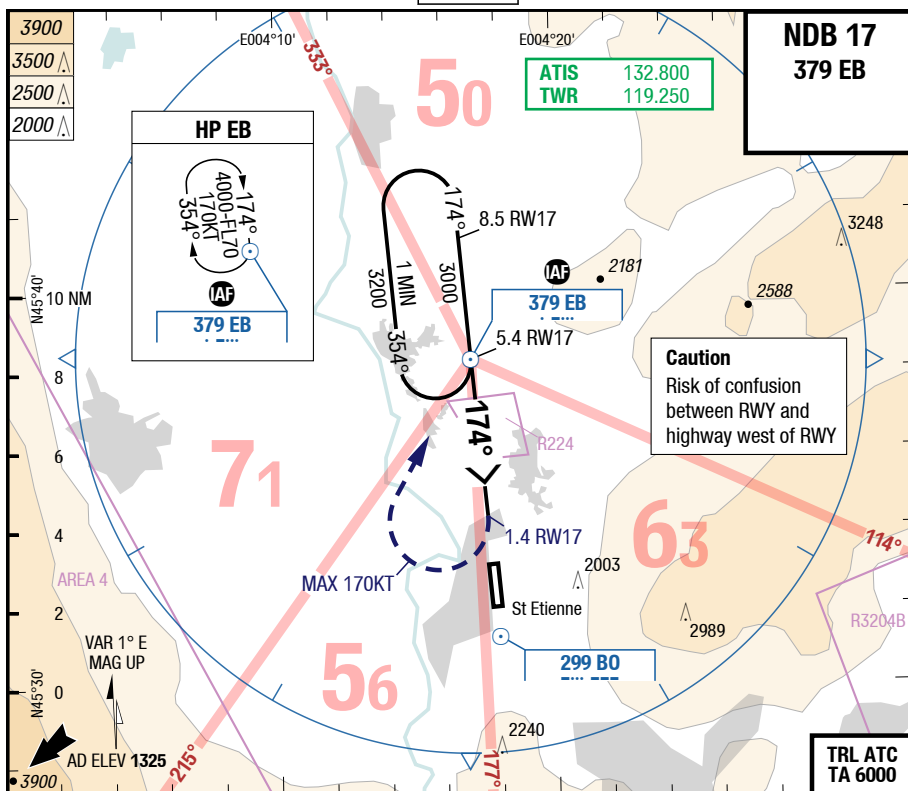
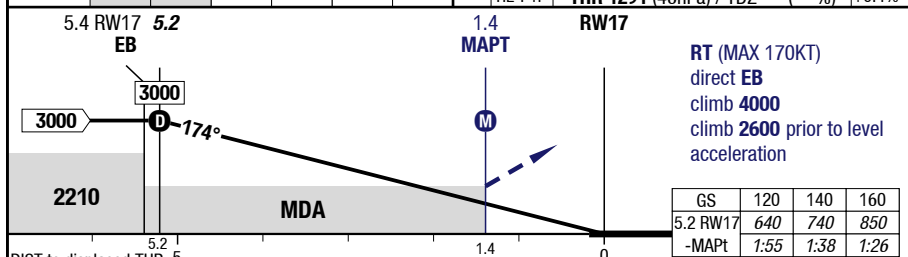
RNAV (GNSS) 35



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NDB 17

[illegible]

17		NDB				Circling W of RWY only 1)
C	ft - m/km ft	740 - 2.4 2030				1340 - 2.4V 2660
D	ft - m/km ft	Not published				Not published

1) HN NA when VGSI inop

Changes: Completely revised

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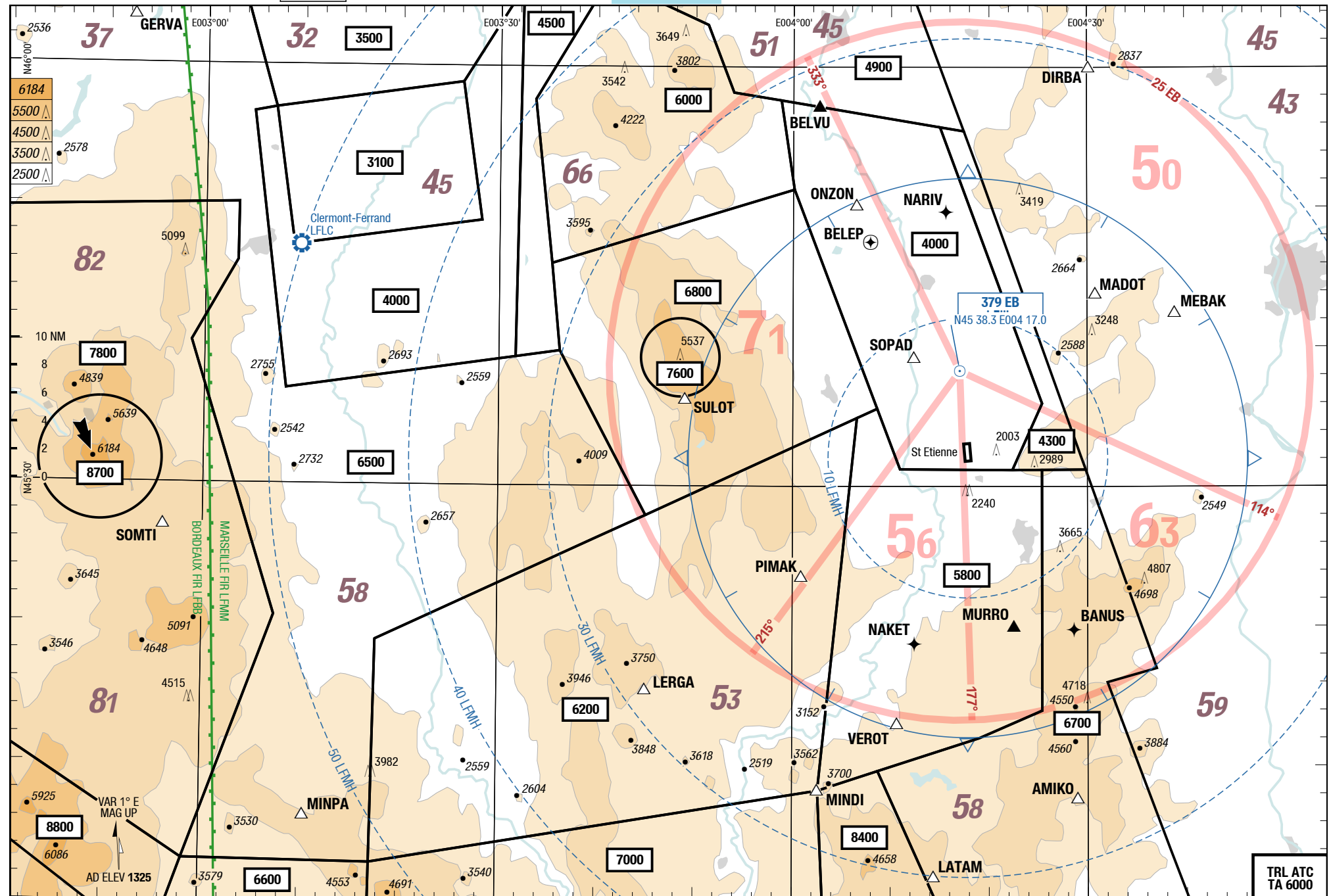
MRC

MRC

MRC

NIL

MRC



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