

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** NOV 01 - MAR 31: CAT 7 0500-2200‡, CAT 5 2200-0500‡. APR 01 - OCT 31: CAT 7 H24.**Fuel:** 0500-2100‡, other times PPR.**PCN:** RWY 08/26: 54/F/B/W/T; RWY 01/19: 12/F/B/W/T**Customs:** 0500-2200‡ and O/R before 1700‡.**Operation****Low Visibility Procedures**

LVP in force when RVR 800m or below and/or CEIL 200ft or below.

During LVP TWY T3 and T4 cannot be used.

TWY P5 can only be used to taxi to and from parking area E with RVR 150m or greater, one ACFT at a time moving on the field.

On TWY P5 follow-me mandatory.

After LDG vacate RWY via TWY T5.

TWY Restrictions

TWY T3, V4 width 15m / 49ft.

TWY V4 and P5 MAX wingspan 36m / 118ft.

TWY T3 MAX wingspan 15m / 49ft and MTOW up to 2.5t / 5512lbs.

Taxi

Code letter E ACFT are recommended to taxi with caution and use judgemental oversteering for turns.

Engine run-up Areas

Permission granted by TWR.

0600-2100‡: tests at start-up PWR allowed on all stands, and at TKOF PWR on SW corner of stand C. 2100-0600‡: only ACFT departing before 0800‡ are allowed to perform ENG run-ups.

Warnings

Wildlife strike hazard.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure**

Failure followed by a MISAP:

- After a conventional APCH: climb straight ahead on RWY axis. At 2000ft and not before D7.5 LEQ turn left, join LEQ HLDG climbing to 3000ft and execute a new APCH within 15min after MISAP.
- After RWY 08 RNAV APCH: comply with the MISAP on IAC to enter ERNOD HLDG climbing to 5000ft and execute a new APCH within 15min after MISAP.
- After RWY 26 RNAV APCH: comply with the MISAP on IAC to enter ASBAR HLDG climbing to 5000ft and execute a new APCH within 15min after MISAP.

When second attempt is followed by a new MISAP:

Climb to 3000ft according to SID INI to CMB in conventional, or to VERMA in RNAV, then turn direct towards CMB climbing to FL070 and seek VMC COND.

When RWY in use not known:

Join LEQ HLDG at the last assigned LVL that was acknowledged if this LVL is AVBL, otherwise, at the highest LVL of the HLDG pattern. Maintain this LVL until the latest of the following:

- EAT if it has been acknowledged,
- ETA,
- time of ARR in the HLDG pattern + 7min,

Descend 2000ft in the HLDG pattern then follow a conventional APCH PROC for RWY 26 or proceed to the IAF OSLID and follow a RNAV PROC for RWY 26, possible followed by visual circling if the wind indicates that RWY 08 is in use.

Arrival Procedure**Noise Abatement Procedure**

Circling RWY 08: Avoid overflying of built-up areas close to AD or follow the prescribed circling path at MNM 1000ft AGL when MET COND permit.

Visual APCH

Visual APCH prohibited: SAT, SUN, HOL and 2100-0500‡.

To perform VIS APCH RWY 08 or RWY 26, ACFT must intercept RWY axis MNM at 2000ft QNH.

LIL-LFQQ**1-30****AOI****AOI****DEPARTURE****Take-off Minima**

RWY		26	
All ACFT	ft - m/km	0 - 75R	-
RWY		08	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-
RWY		01/19	
All ACFT	ft - m/km	Not published	-

Speed

MAX IAS 250KT below FL100.

Communication**COM Failure****In VMC:** Turn around.**In IMC:** Continue flight until lateral TMA limits at last notified FL or if this last one is not compatible with obstructions, at first safe FL, then climb till cruising LVL in current FPL.**Departure Procedure****Start-up/Push-back**

Contact GND prior to taxi.

Noise Abatement Procedure: Use ICAO Standard NADP 1.**De-Icing**

0400-2100‡, other times PPR.

De-icing only on APN B.

Effective 02-FEB-2017

26-JAN-2017

France Lille Lesquin

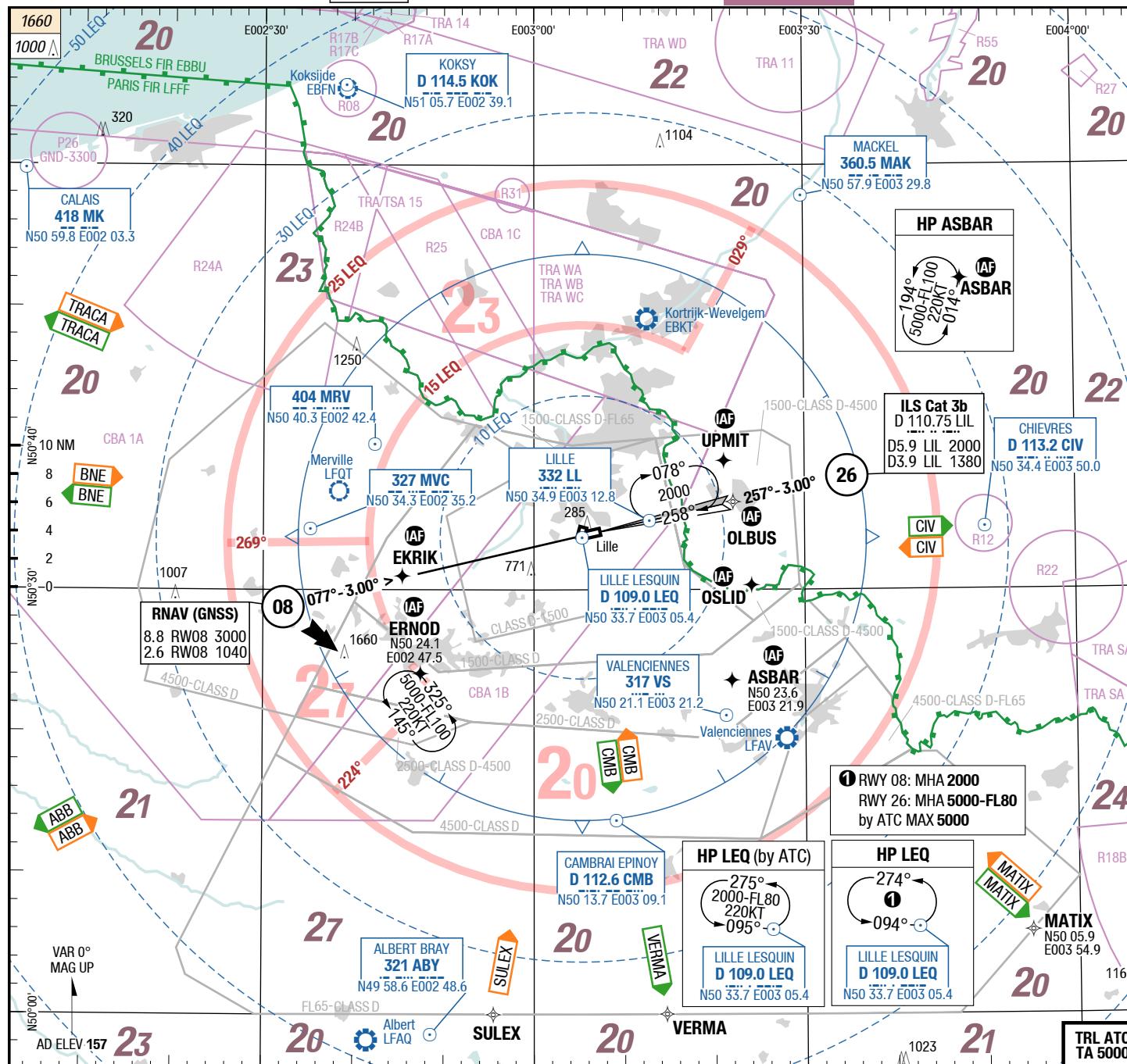
AGC
AFC

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AGC
AFG

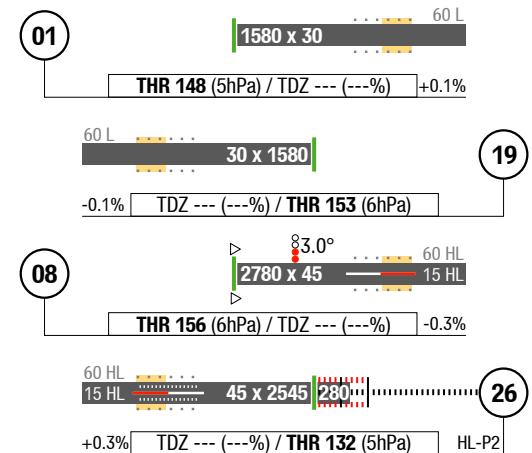
LIL-LFQQ

2-10

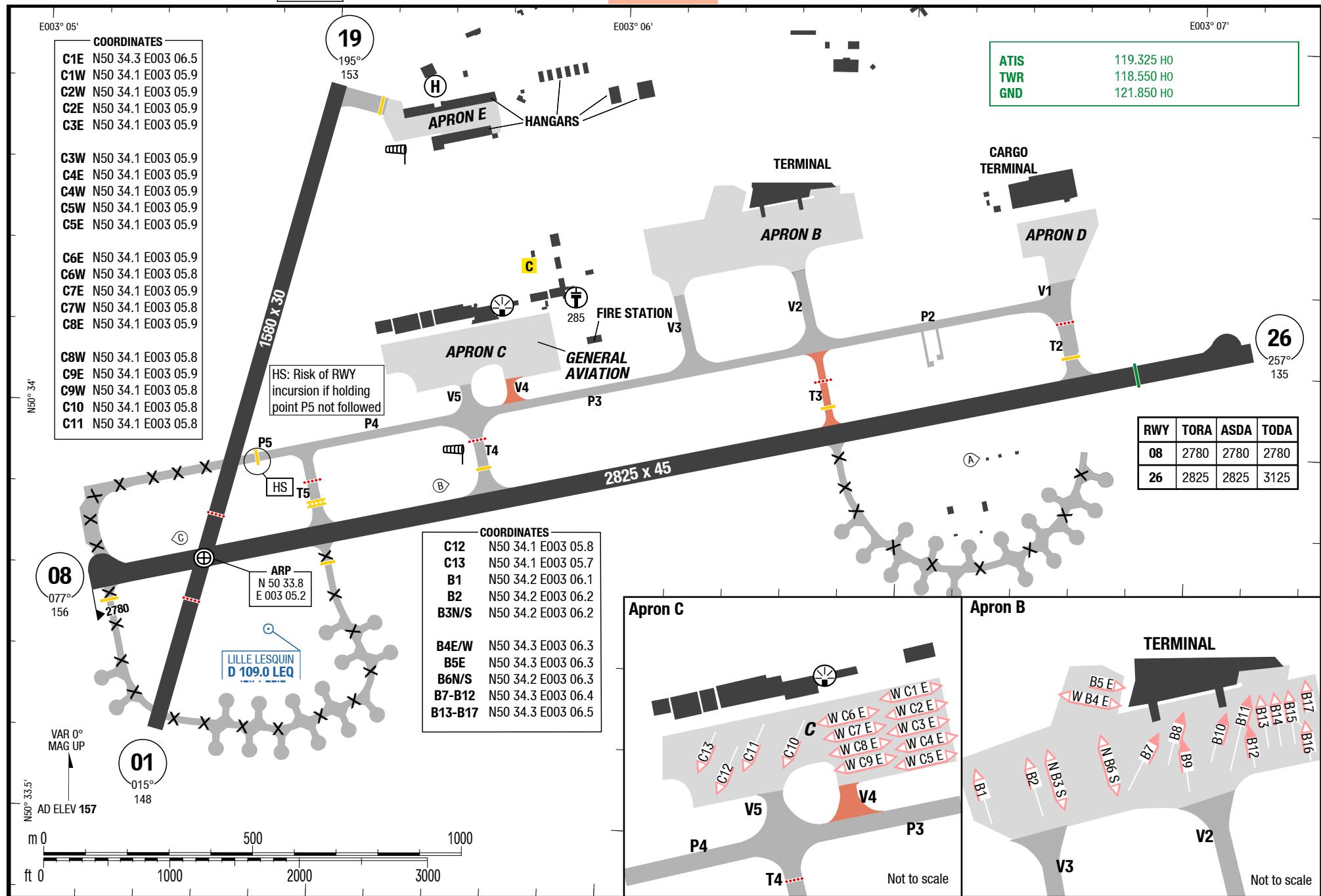


ATIS 119.325 H0
APP 126.475 E H0 134.825 E H0
120.275 W H0
TWR 118.550 H0
GND 121.850 H0

Landing RWY system:



3-20



Effective 14-SEP-2017

07-SEP-2017

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4-10

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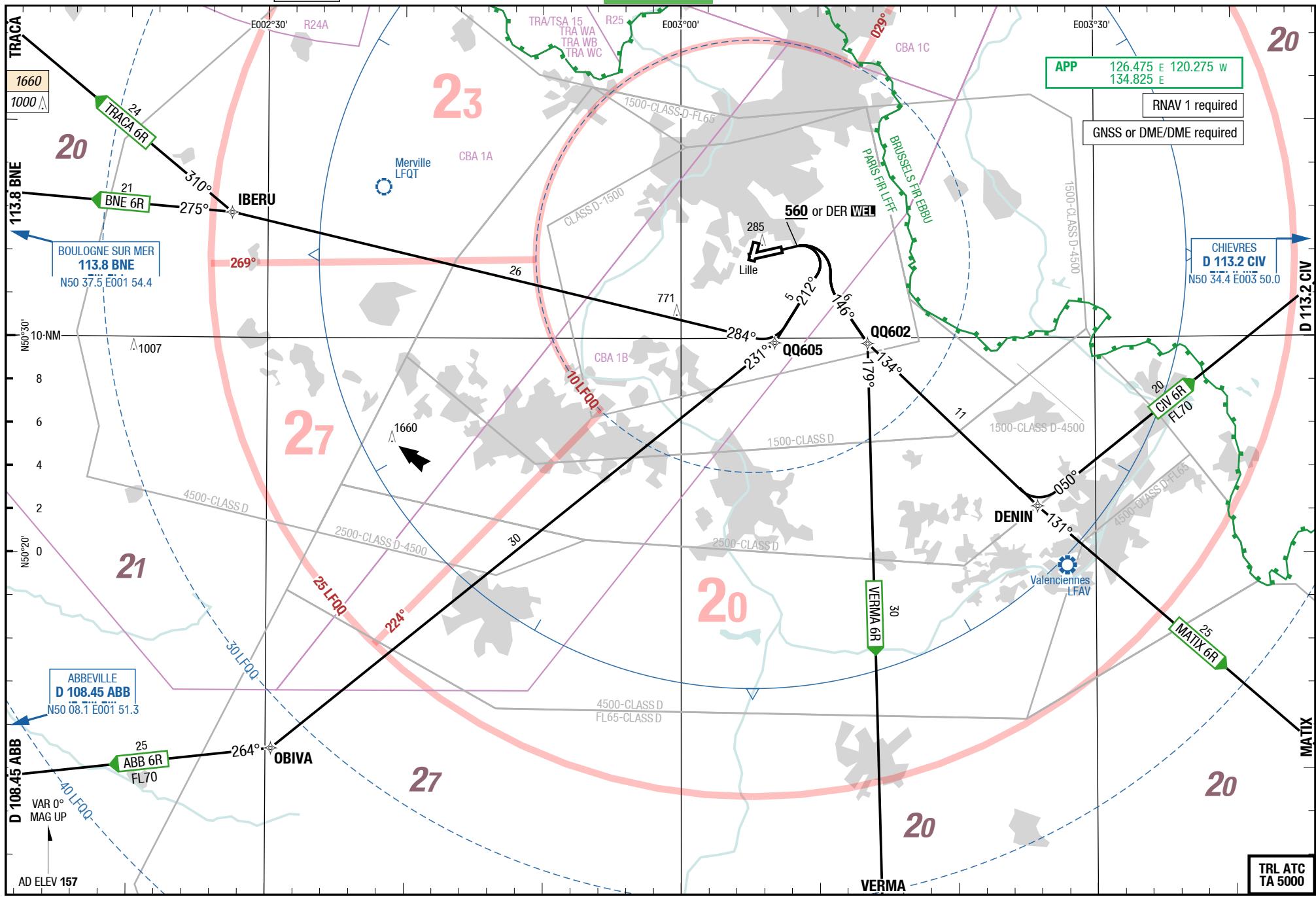
RNAV SIDs RWY 26

RNAV SIDs RWY 08

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RNAV SIDs RWY 26

RNAV SIDs RWY 0



Effective 14-SEP-2017

07-SEP-2017

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4-20

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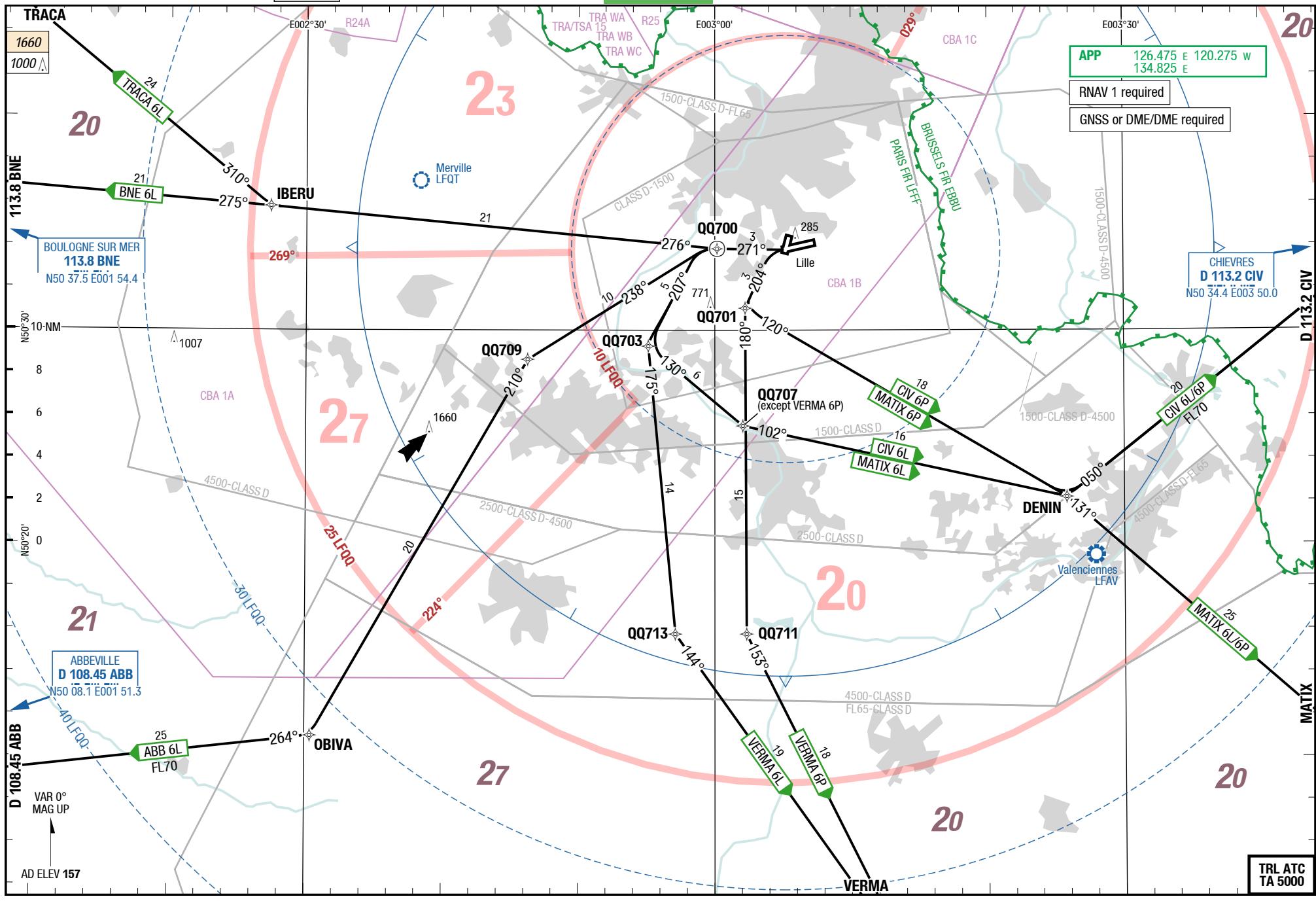
RNAV SIDs RWY 26

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RNAV SIDs RWY 26



Effective 02-MAR-2017

23-FEB-2017

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4-30

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SIDs RWY 26

SIDs RWY 08

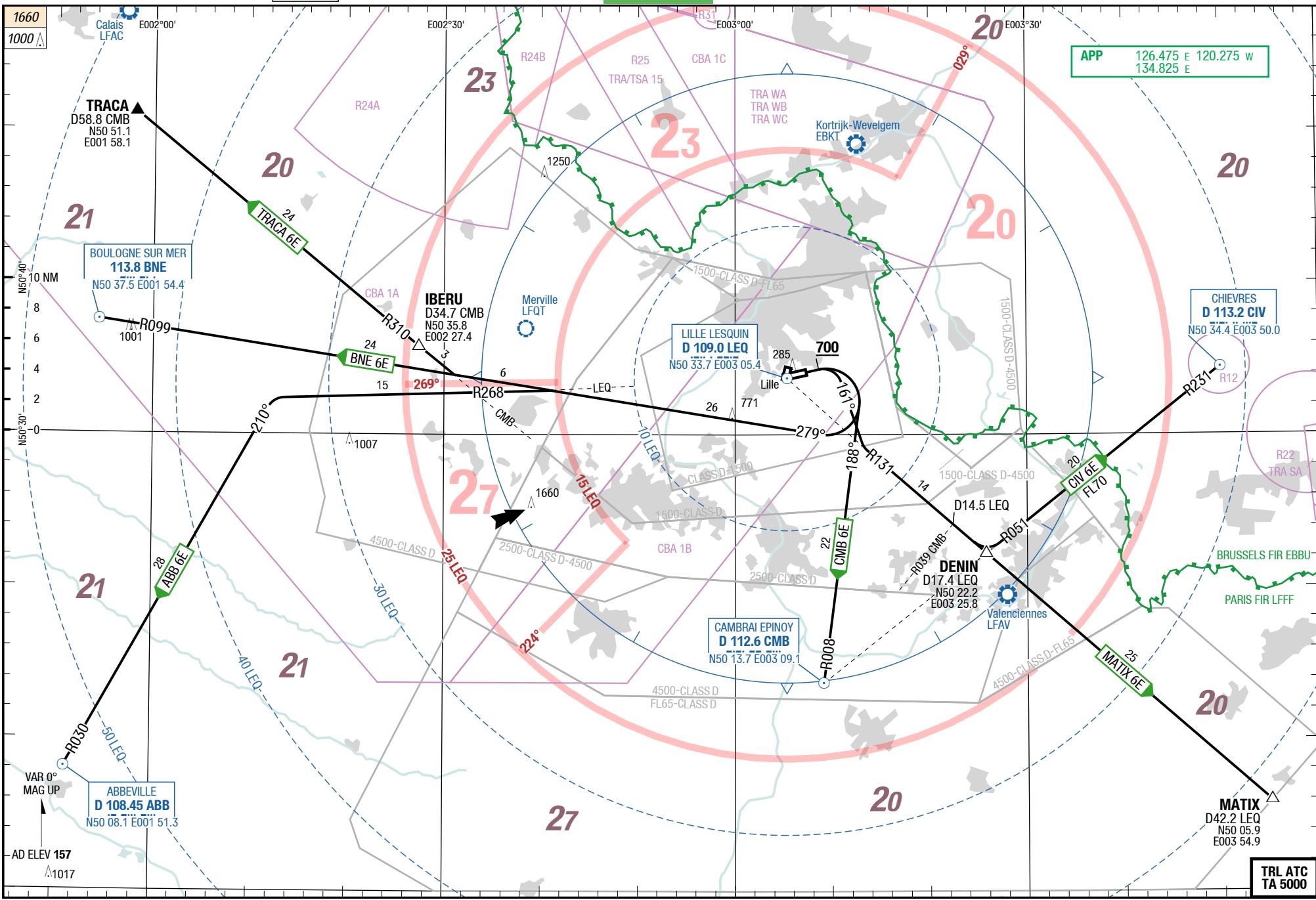
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SIDs RWY 26

SIDs RWY 08



Changes: SUAs, OBST, PROC renumbered, Editorial

Effective 02-MAR-2017

23-FEB-2017

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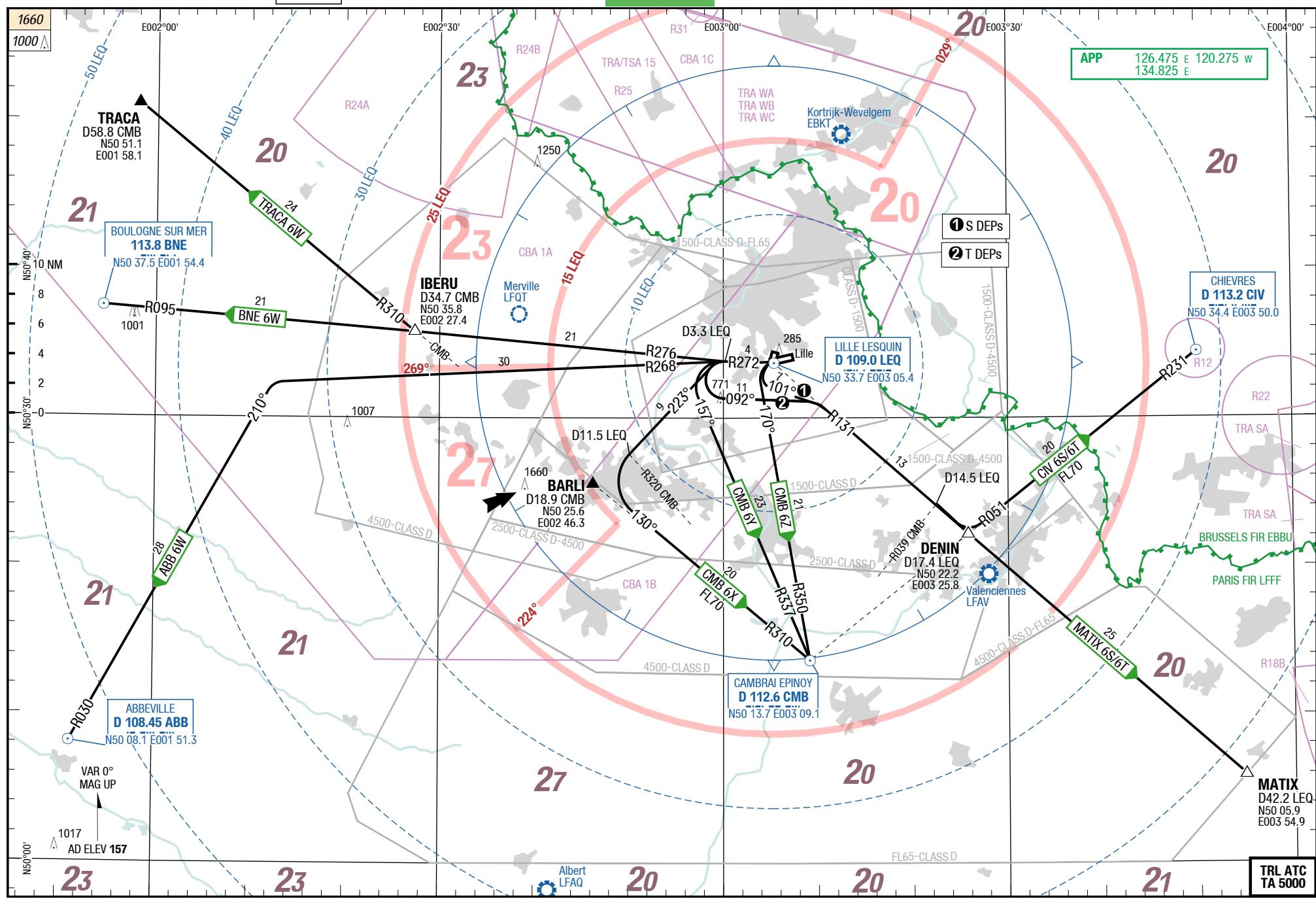
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LIL-LFQQ

4-40

SIDs RWY 26

SIDs RWY 26



Changes: SUAs, OBST, PROC renumbered

LIL-LFQQ**5-10****RNAV SIDs RWY 08****ABBEVILLE 6R / BOULOGNE SUR MER 6R / CHIEVRES 6R / MATIX 6R / TRACA 6R / VERMA 6R**

RWY 08 (077°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ABBEVILLE 6R ABB 6R 5.5% 120.275 ①	at MNM 560 or DER, whichever is later, RT 212° to QQ605 - OBIVA - ABB	Initial climb FL70
BOULOGNE SUR MER 6R BNE 6R 5.5% 120.275 ①	at MNM 560 or DER, whichever is later, RT 212° to QQ605 - IBERU - BNE	Initial climb FL70
CHIEVRES 6R CIV 6R 5.5% 126.475 ①	at MNM 560 or DER, whichever is later, RT 146° to QQ602 - DENIN - CIV	Initial climb FL70
MATIX 6R 5.5% 126.475 ①②	at MNM 560 or DER, whichever is later, RT 146° to QQ602 - DENIN - MATIX	Initial climb FL70
TRACA 6R 5.5% 120.275 ①	at MNM or 560 DER, whichever is later, RT 212° to QQ605 - IBERU - TRACA	Initial climb FL70
VERMA 6R 5.5% 126.475 ①②	at MNM 560 or DER, whichever is later, RT 146° to QQ602 - VERMA	Initial climb FL70

① If unable to comply with climb gradient advise ATC

② DEPs to LFPO, LPFG and associated AD proceed via MATIX

LIL-LFQQ**5-20****RNAV SIDs RWY 26**

**ABBEVILLE 6L / BOULOGNE SUR MER 6L / CHIEVRES 6L / CHIEVRES 6P / MATIX 6L /
MATIX 6P
RWY 26 (257°)**

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
ABBEVILLE 6L ABB 6L 5.5% 120.275 ①	at DER 271° to QQ700 - QQ709 - OBIVA - ABB	Initial climb FL70
BOULOGNE SUR MER 6L BNE 6L 5.5% 120.275 ①	at DER 271° to QQ700 - IBERU - BNE	Initial climb FL70
CHIEVRES 6L CIV 6L 5.5% 126.475 ①	at DER 271° to QQ700 - QQ703 - QQ707 - DENIN - CIV	Initial climb FL70
CHIEVRES 6P CIV 6P 5.5% 126.475 ①②③	at DER LT 204° to QQ701 - DENIN - CIV	Initial climb FL70
MATIX 6L 5.5% 126.475 ①②	at DER 271° to QQ700 - QQ703 - QQ707 - DENIN - MATIX	Initial climb FL70
MATIX 6P 5.5% 126.475 ①②③	at DER LT 204° to QQ701 - DENIN - MATIX	Initial climb FL70

① If unable to comply with climb gradient advice ATC

② DEPs to LFPO, LFPG and associated AD proceed via MATIX

③ Reserved for ACFT able to turn immediately at the end of RWY (turn radius 1700m, bank angle 20° to 25° depending on ACFT speed) and compulsory overflying the eastern side of the A1 motorway. Do not overshoot 204° to QQ701 then follow appropriate SID. Prohibited for CAT D ACFT.

LIL-LFQQ**5-30****RNAV SIDs RWY 26****TRACA 6L / VERMA 6L / VERMA 6P**

RWY 26 (257°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
TRACA 6L 5.5% 120.275 ①	at DER 271° to QQ700 - IBERU - TRACA	initial climb FL70
VERMA 6L 5.5% 126.475 ①	at DER 271° to QQ700 - QQ703 - QQ713 - VERMA	initial climb FL70
VERMA 6P 5.5% 126.475 ①②③	at DER LT 204° to QQ701 - QQ711 - VERMA	initial climb FL70

① If unable to comply with climb gradient advice ATC

② DEPs to LFPO, LFPG and associated AD proceed via MATIX

③ Reserved for ACFT able to turn immediately at the end of RWY (turn radius 1700m, bank angle 20° to 25° depending on ACFT speed) and compulsory overflying the eastern side of the A1 motorway. Do not overshoot 204° to QQ701 then follow appropriate SID. Prohibited for CAT D ACFT.

LIL-LFQQ**5-40****SIDs RWY 08****ABBEVILLE 6E / BOULOGNE SUR MER 6E / CAMBRAI EPINOY 6E / CHIEVRES 6E / MATIX 6E / OMNIDIRECTIONAL DEPs**

RWY 08 (077°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ABBEVILLE 6E ABB 6E 5.5% 120.275 ①	at MNM 700 RT intercept R099 BNE inbound - intercept R268 LEQ - LT intercept R030 ABB to ABB	Initial climb FL70
BOULOGNE SUR MER 6E BNE 6E 5.5% 120.275 ①	at MNM 700 RT intercept R099 BNE to BNE	Initial climb FL70
CAMBRAI EPINOY 6E CMB 6E 5.5% 126.475 ①②	at MNM 700 RT intercept R008 CMB to CMB	Initial climb FL70
CHIEVRES 6E CIV 6E 5.5% 126.475 ①	at MNM 700 RT 161° intercept R131 LEQ - at D14.5 LEQ / R039 CMB LT intercept R051 CMB to CIV	Initial climb FL70
MATIX 6E 5.5% 126.475 ①②	at MNM 700 RT 161° intercept R131 LEQ to MATIX	Initial climb FL70
OMNIDIRECTIONAL DEPs 120.275 126.475 ③	at 700 direct routing climbing up to enroute safety altitude	

① If unable to comply with climb gradient advise ATC

② DEPs to LFPO, LFPG and associated AD proceed via MATIX.

③ Usable only with APP clearance. North sector DEPs prohibited

LIL-LFQQ**5-50****SIDs RWY 08****TRACA 6E**

RWY 08 (077°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
TRACA 6E 5.5% 120.275 ①	at MNM 700 RT intercept R099 BNE inbound - RT intercept R310 CMB to TRACA	initial climb FL70

① If unable to comply with climb gradient advise ATC

LIL-LFQQ

5-60

SIDs RWY 26

ABBEVILLE 6W / BOULOGNE SUR MER 6W / CAMBRAI EPINOY 6X / CAMBRAI EPINOY 6Y / CAMBRAI EPINOY 6Z / CHIEVRES 6S

RWY 26 (257°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
ABBEVILLE 6W ABB 6W 5.5% 120.275 ①	R272 LEQ - at D3.3 LEQ LT intercept R268 LEQ - LT intercept R030 ABB to ABB	Initial climb FL70
BOULOGNE SUR MER 6W BNE 6W 5.5% 120.275 ①	R272 LEQ - at D3.3 LEQ RT intercept R276 LEQ to BNE	Initial climb FL70
CAMBRAI EPINOY 6X CMB 6X 5.5% 126.475 ①②	R272 LEQ - at D3.3 LEQ LT 223° - at D11.5 LEQ / R320 CMB LT intercept R310 CMB to CMB	Initial climb FL70
CAMBRAI EPINOY 6Y CMB 6Y 5.5% 126.475 ①②	R272 LEQ - at D3.3 LEQ LT intercept R337 CMB to CMB	Initial climb FL70
CAMBRAI EPINOY 6Z CMB 6Z 5.5% 126.475 ①②③	at DER LT intercept R350 CMB to CMB	Initial climb FL70
CHIEVRES 6S CIV 6S 5.5% 126.475 ①③	at DER LT 101° intercept R131 LEQ - at D14.5 LEQ / R039 CMB LT intercept R051 CMB to CIV	Initial climb FL70

① If unable to comply with climb gradient advise ATC

② DEPs to LFPO, LFPG and associated AD proceed via MATIX.

③ Visibility MNM 2000m and ceiling MNM 1000ft. Reserved for ACFT able to turn immediately at the end of runway (turn radius 1700m, bank angle 20° to 25° depending on ACFT speed) and compulsory overflying the eastern side of the A1 motorway. Then follow appropriate SID. Prohibited for CAT D ACFT

LIL-LFQQ**5-70****SIDs RWY 26****CHIEVRES 6T / MATIX 6S / MATIX 6T / OMNIDIRECTIONAL DEPs / TRACA 6W**

RWY 26 (257°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
CHIEVRES 6T CIV 6T 5.5% 126.475 ①	R272 LEQ - at D3.3 LEQ LT 092° intercept R131 LEQ - at D14.5 LEQ / R039 CMB LT intercept R051 CMB to CIV	Initial climb FL70
MATIX 6S 5.5% 126.475 ①③	at DER LT 101° intercept R131 LEQ to MATIX	Initial climb FL70
MATIX 6T 5.5% 126.475 ①②	R272 LEQ - at D3.3 LEQ LT 092° intercept R131 LEQ to DENIN - MATIX	Initial climb FL70
OMNIDIRECTIONAL DEPs 120.275 126.475 ④	272° - at 900 direct routing climbing up to enroute safety altitude (do not turn before R342 CMB)	
TRACA 6W 5.5% 120.275 ①	R272 LEQ - at D3.3 LEQ RT intercept R276 LEQ - RT intercept R310 CMB to TRACA	Initial climb FL70

① If unable to comply with climb gradient advise ATC

② DEPs to LFPO, LFPG and associated AD proceed via MATIX.

③ Visibility MNM 2000m and ceiling MNM 1000ft. Reserved for ACFT able to turn immediately at the end of runway (turn radius 1700m, bank angle 20° to 25° depending on ACFT speed) and compulsory overflying the eastern side of the A1 motorway. Then follow appropriate SID. Prohibited for CAT D ACFT

④ Usable only with APP clearance. North sector DEPs prohibited

Effective 26-MAY-2016

19-MAY-2016

LIL-LFQQ

6-10

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[RNAV STARs RWY 26]

RNAV STARs RWY 08

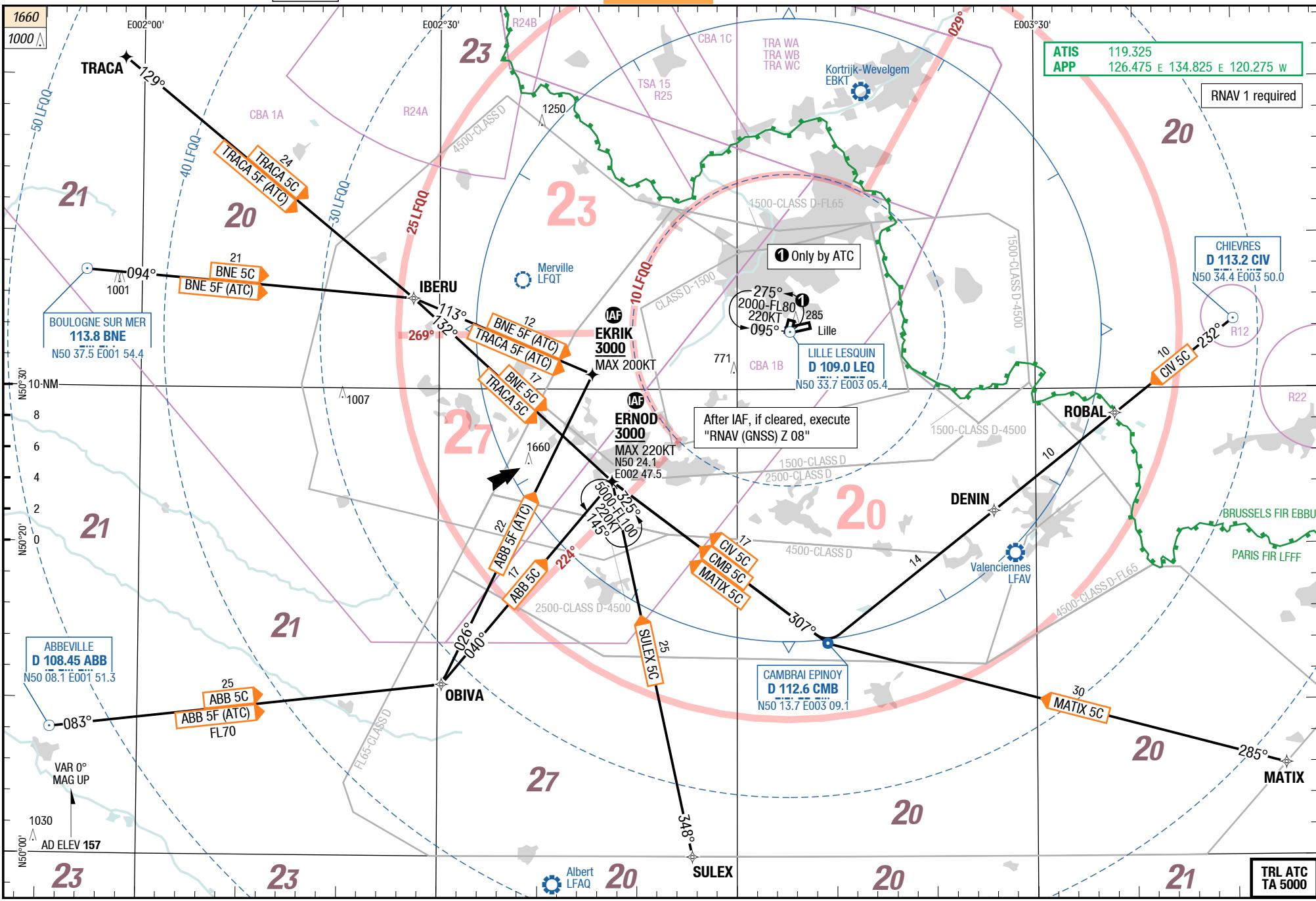
STAR

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[RNAV STARs RWY 26]

RNAV STARs RWY 08



Effective 26-MAY-2016

19-MAY-2016

LIL-LFQQ

5-20

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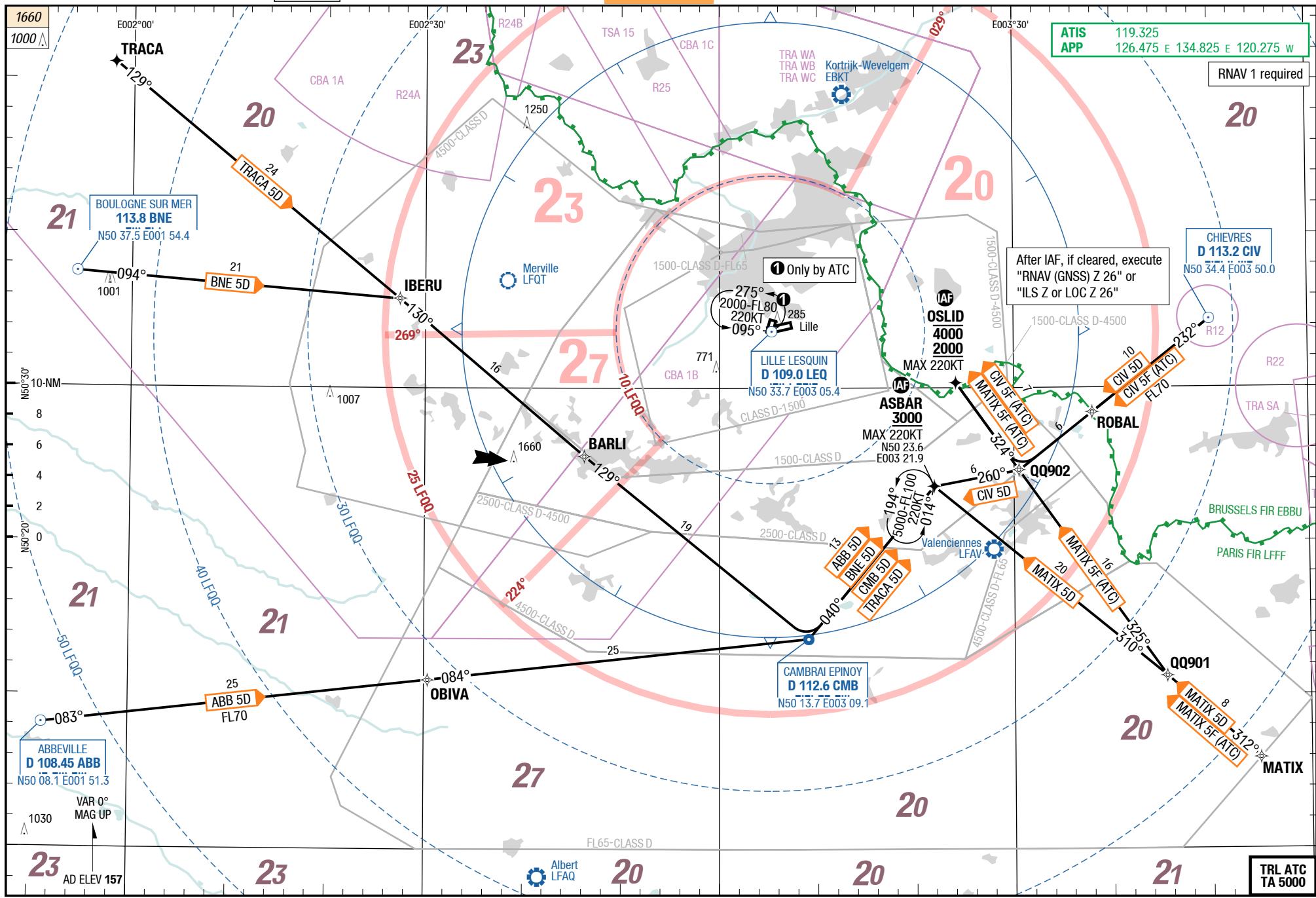
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CTAD

Lesquin Lille France

RNAV STARs RWY 26

RNAV STARs RWY 26



Effective 15-SEP-2016

08-SEP-2016

LIL-LFQQ

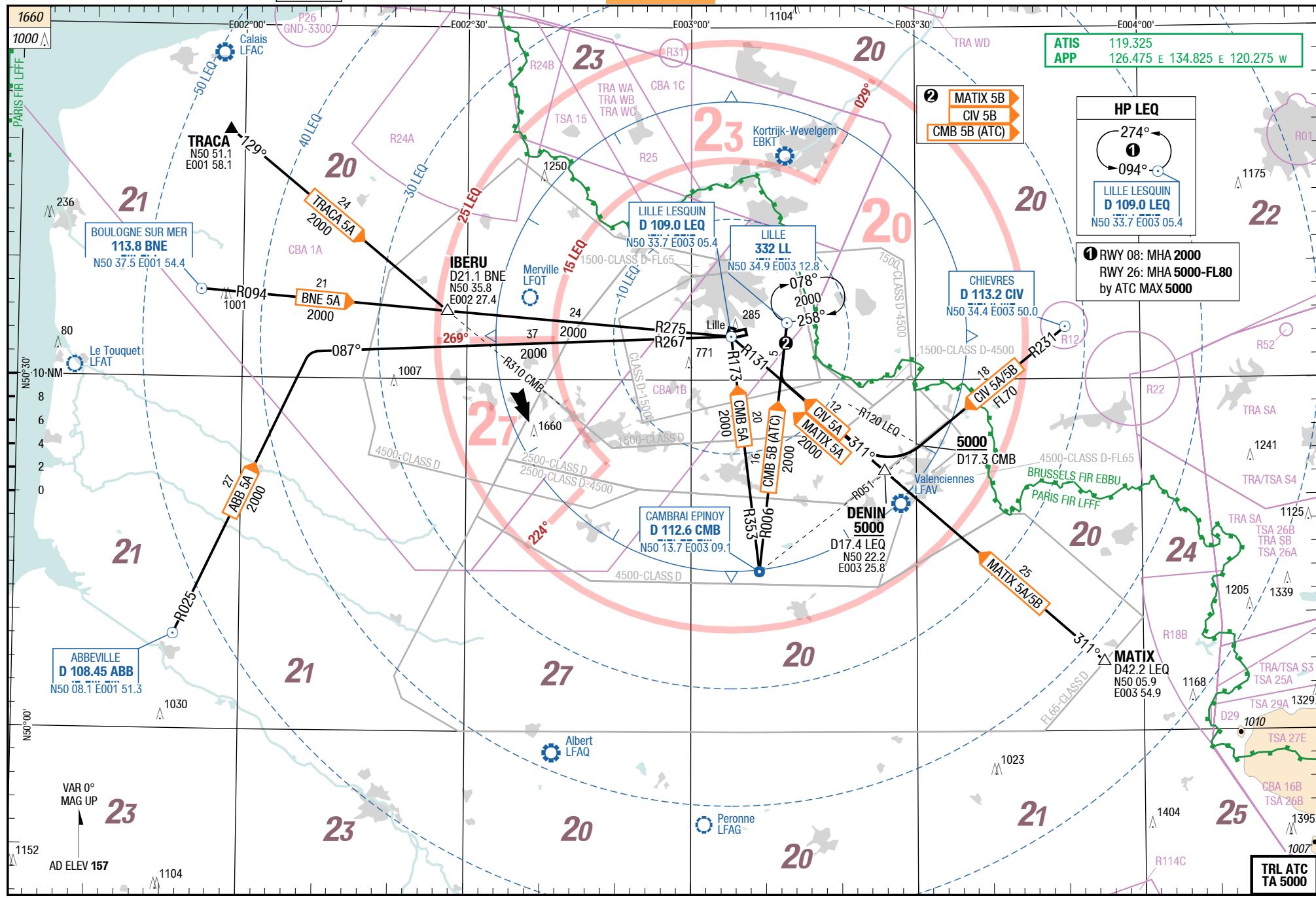
France Lille Lesquin

STAR
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Lesquin Lille France

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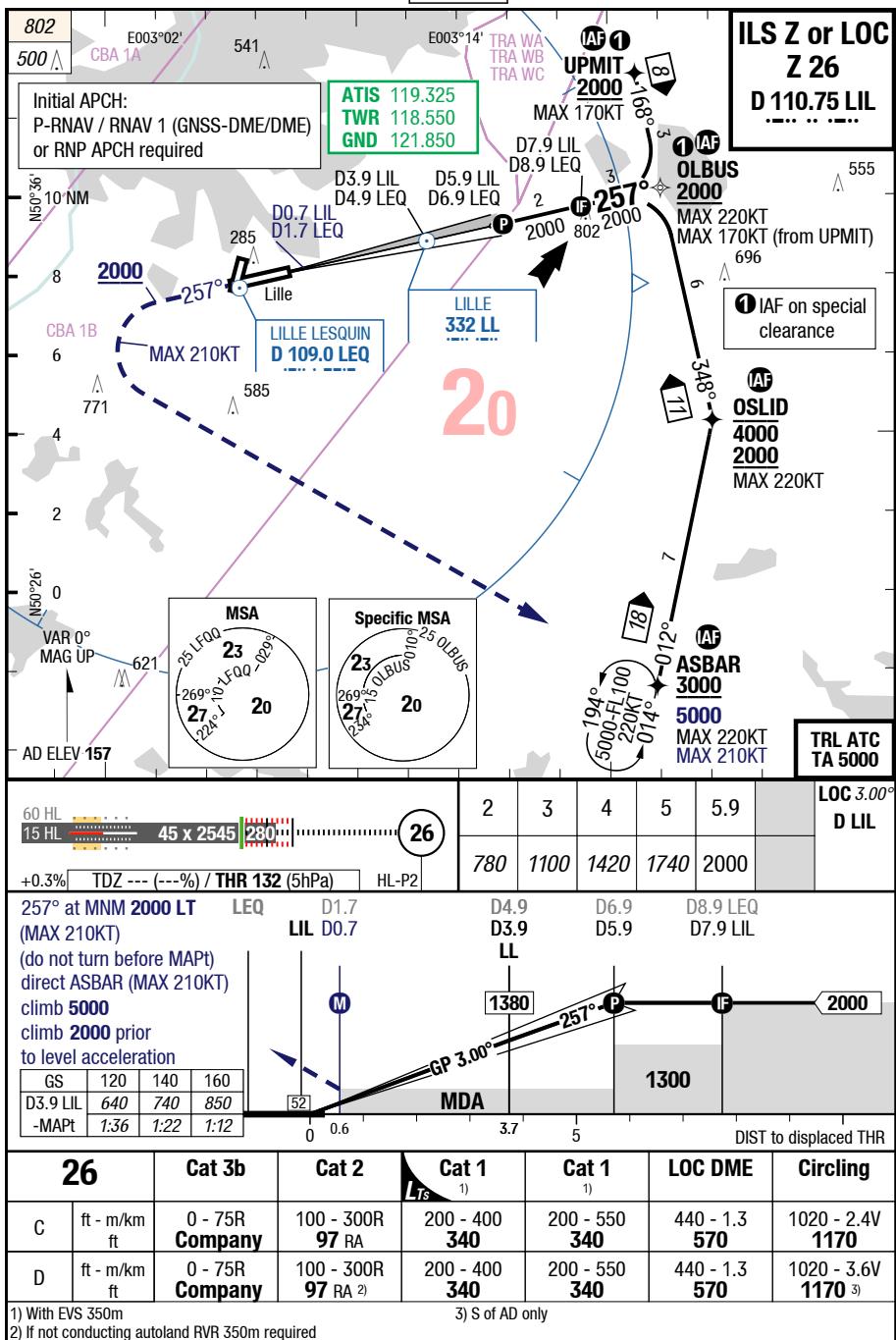
6-30



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7-10

ILS Z or LOC Z 26

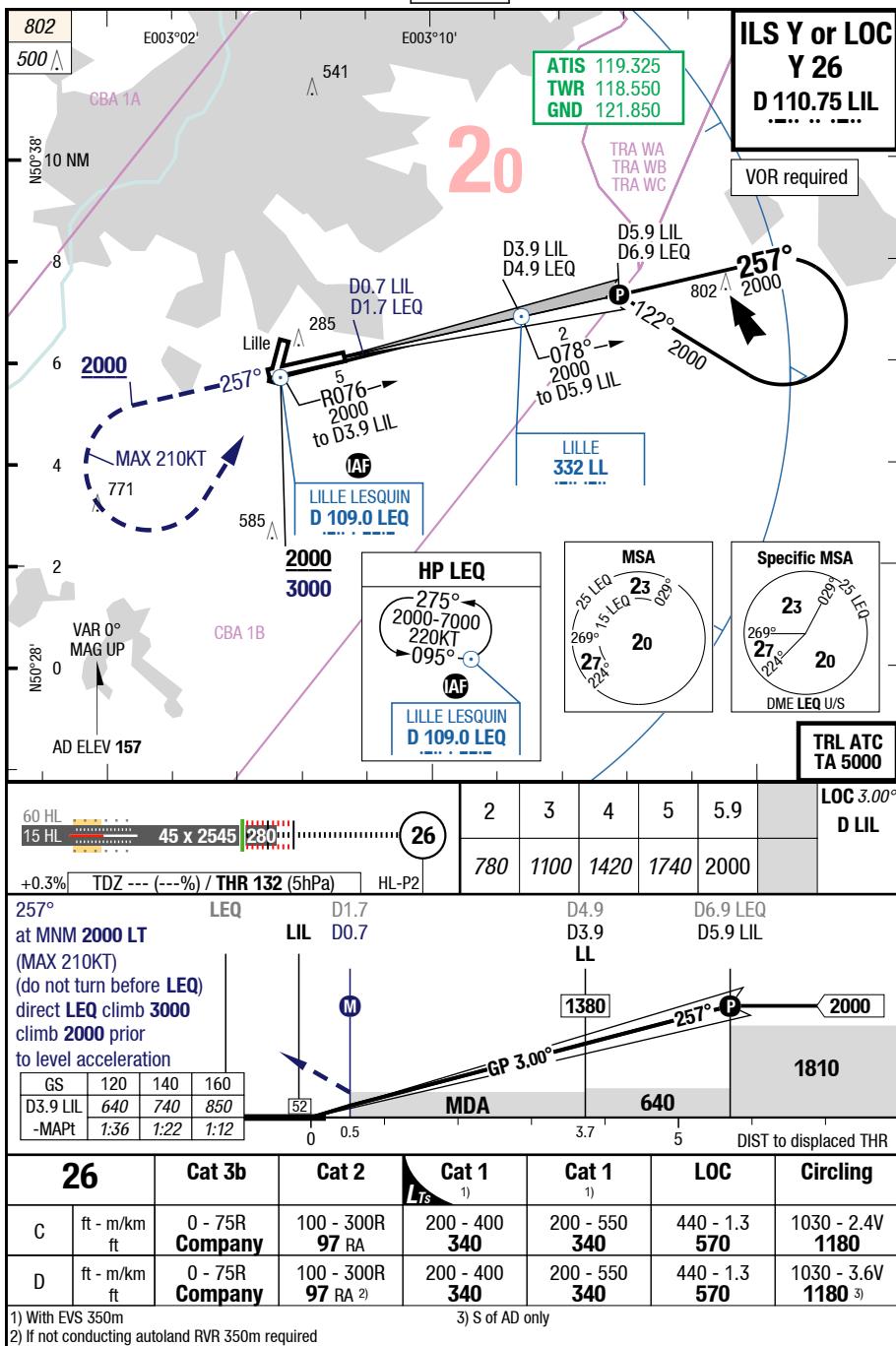


Changes: APL

LIL-LFQQ

7-20

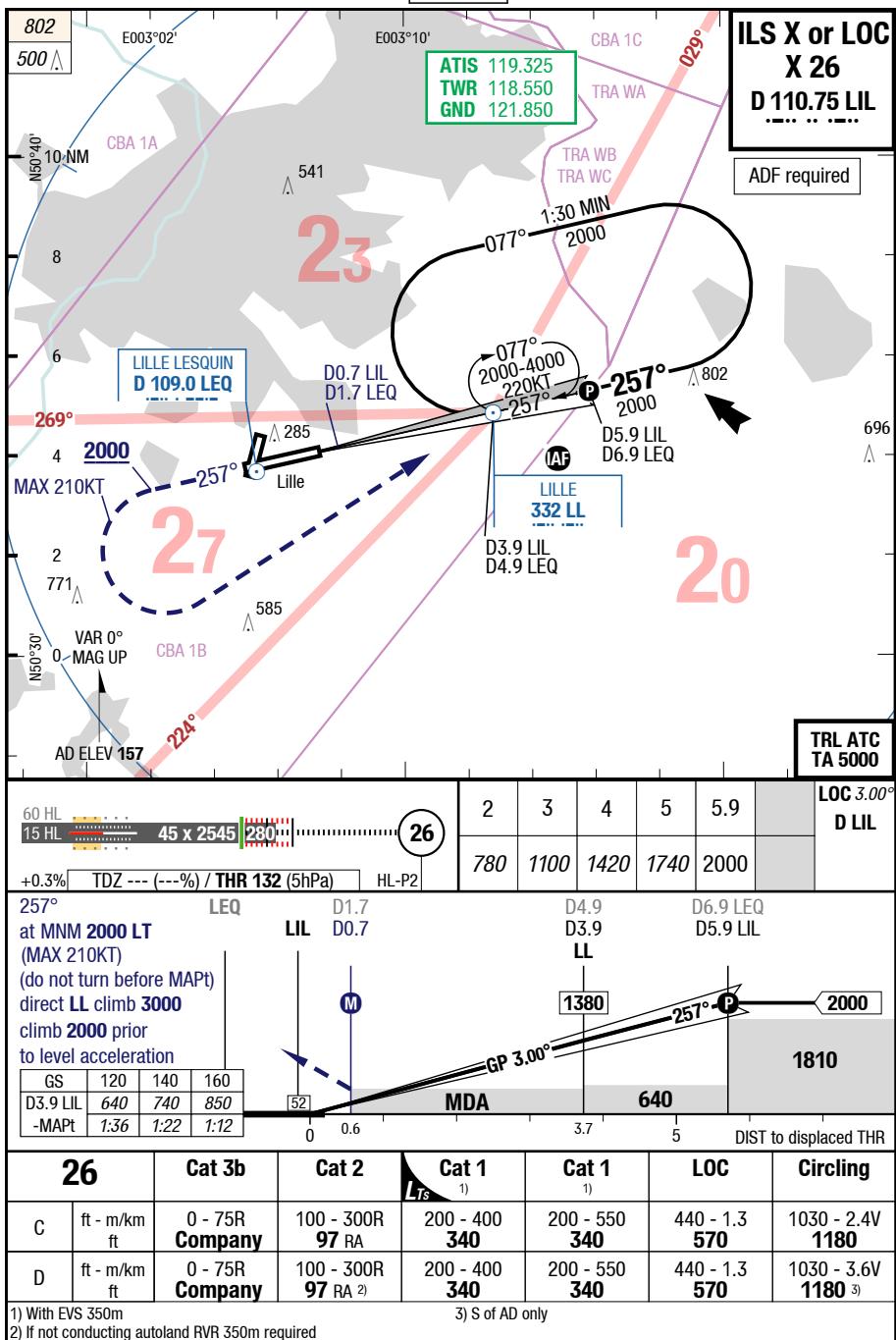
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LIL-LFQQ

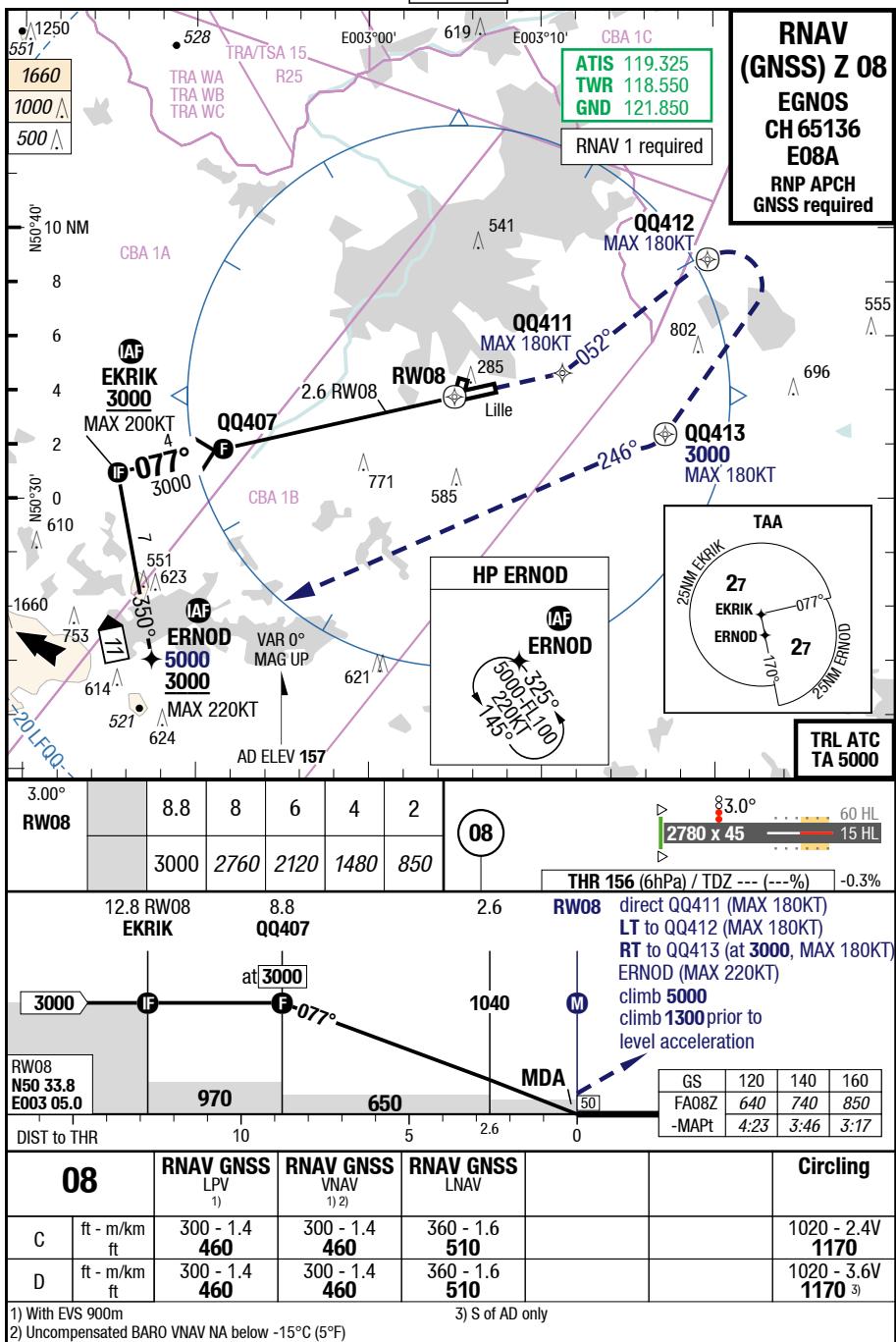
7-30

ILS X or LOC X 26



7-50

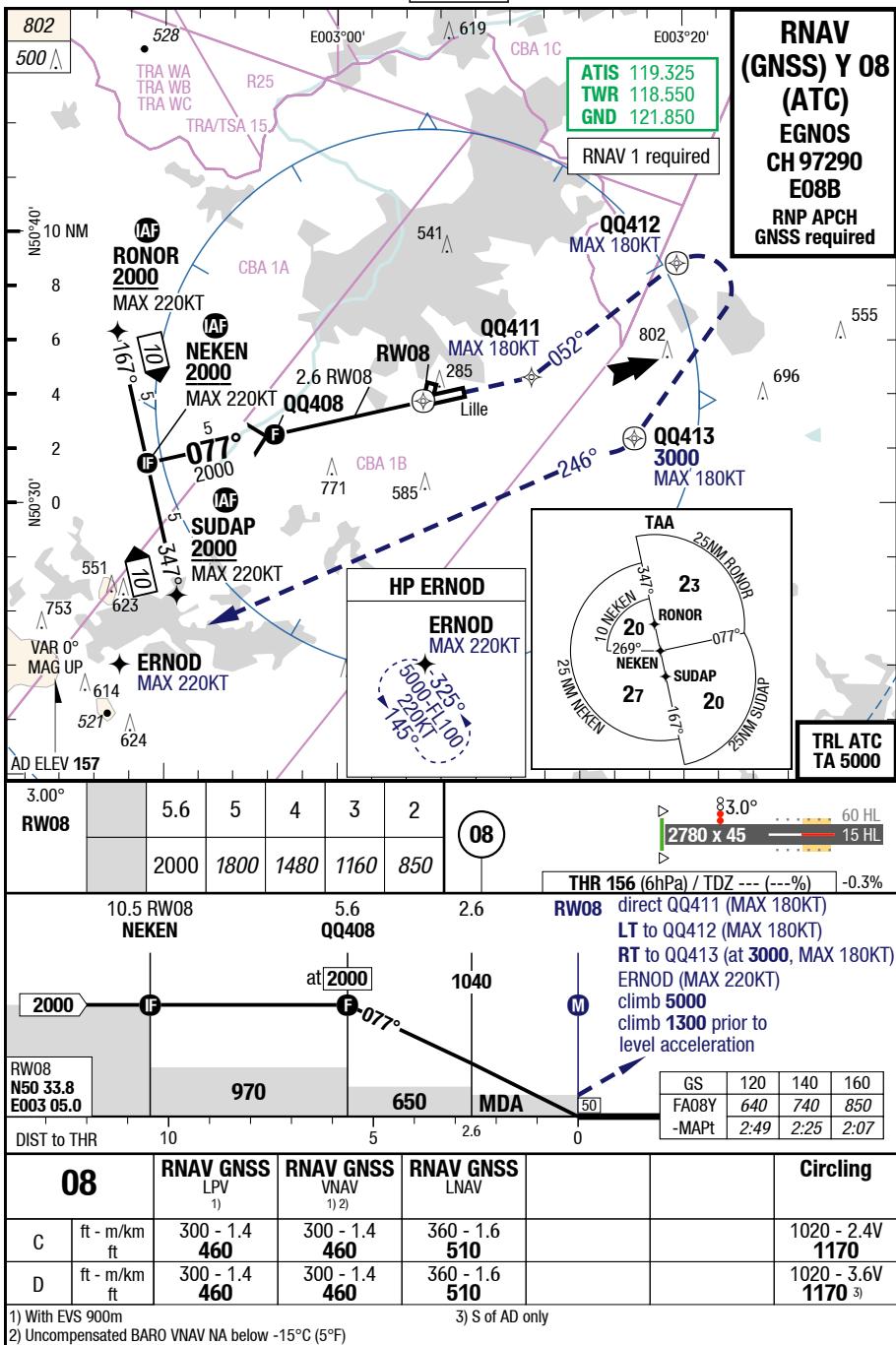
RNAV (GNSS) Z 08



LIL-LFQQ

7-60

RNAV (GNSS) Y 08 (ATC)



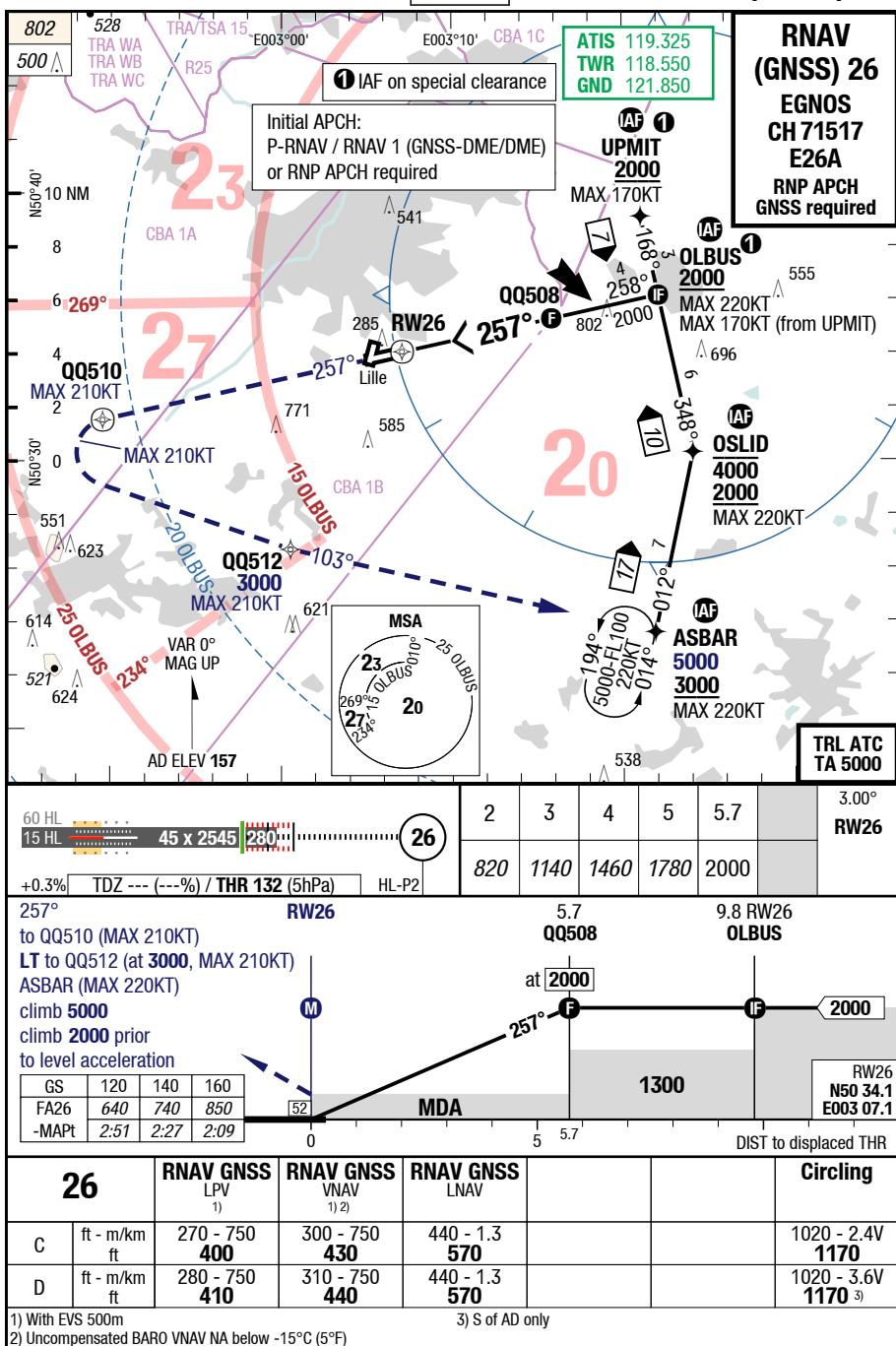
1) With EVS 900m

3) S of AD only

LIL-LFQQ

7-70

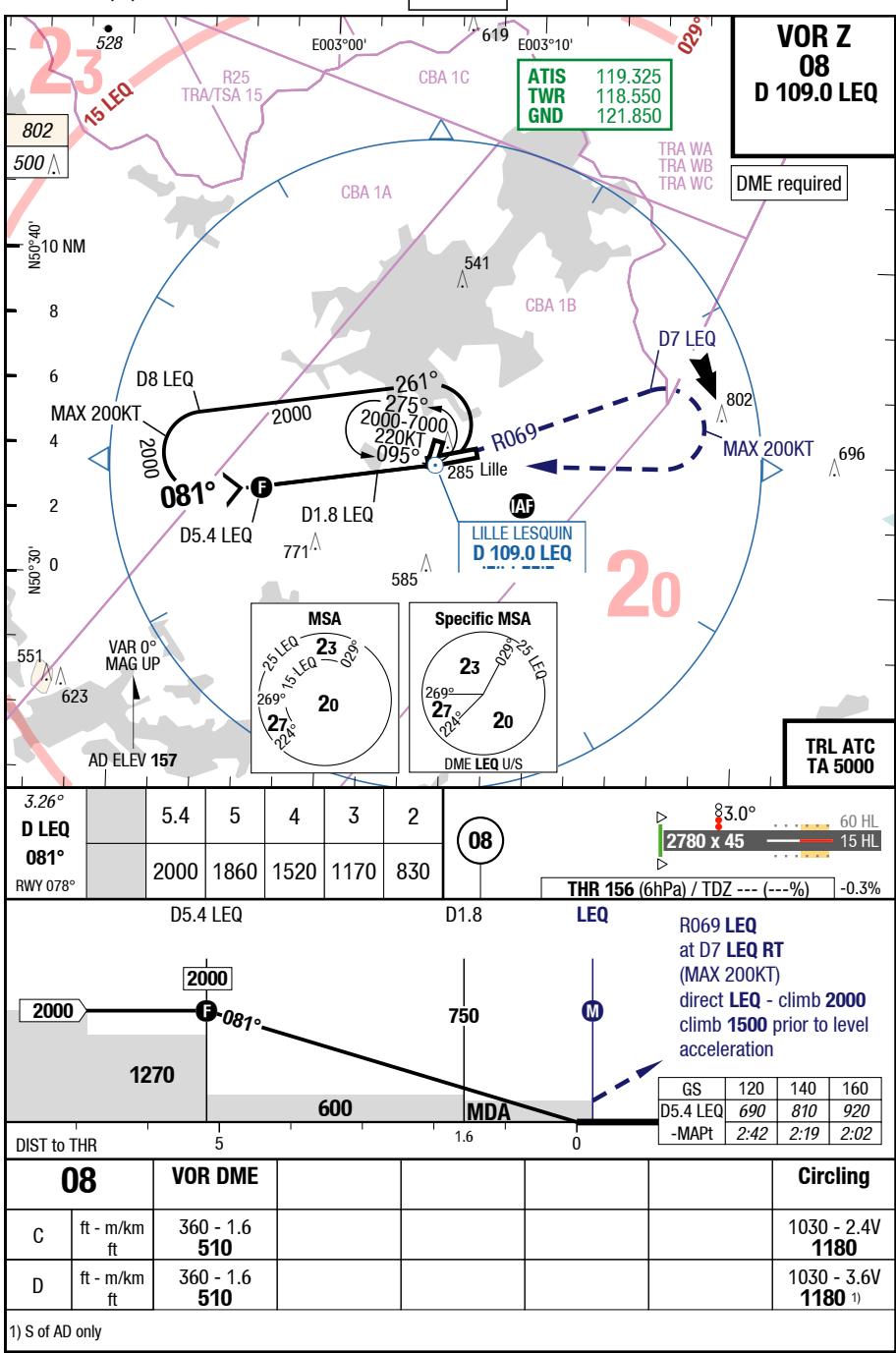
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7-90

VOR Z 08

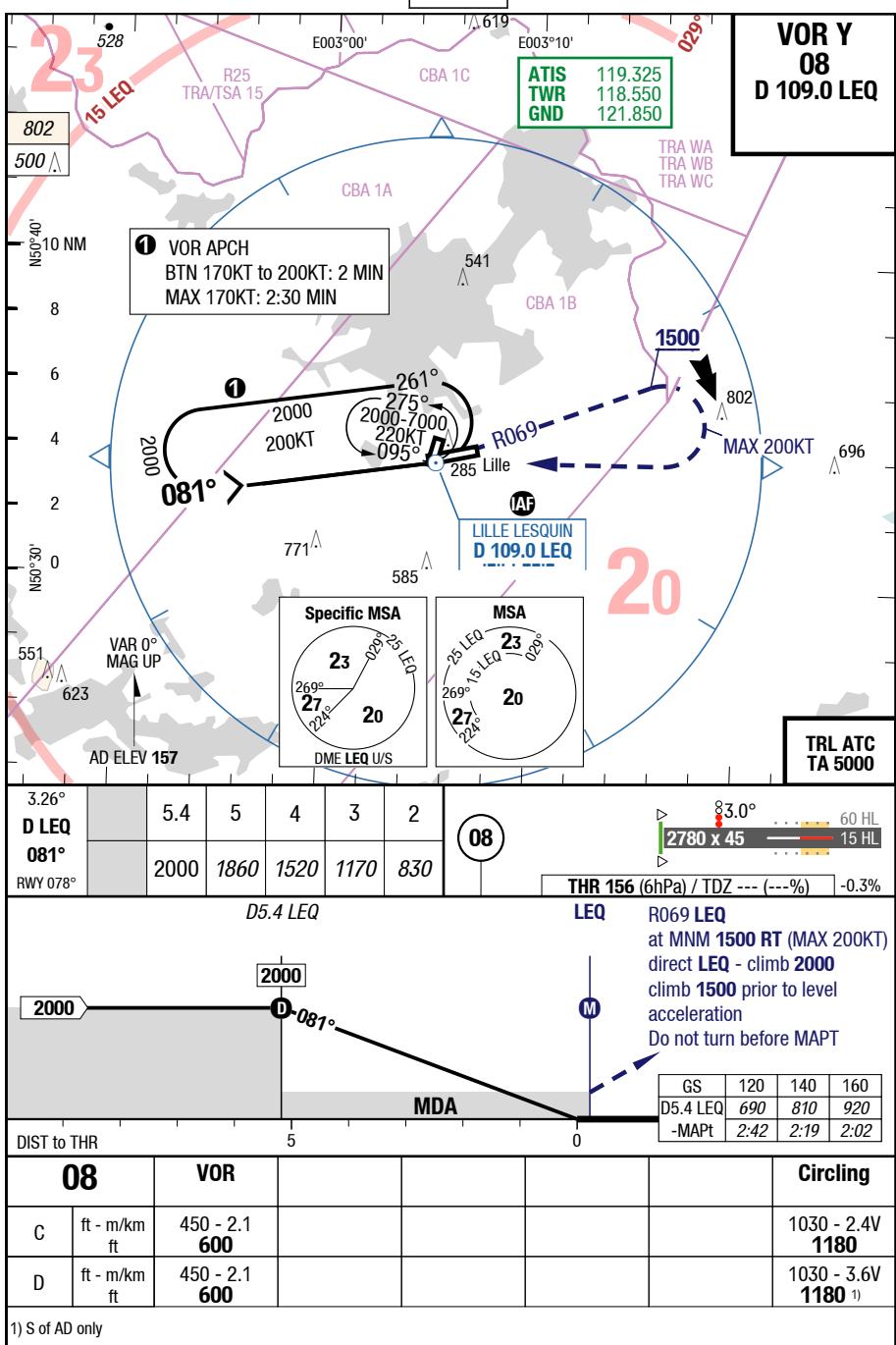


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7-100

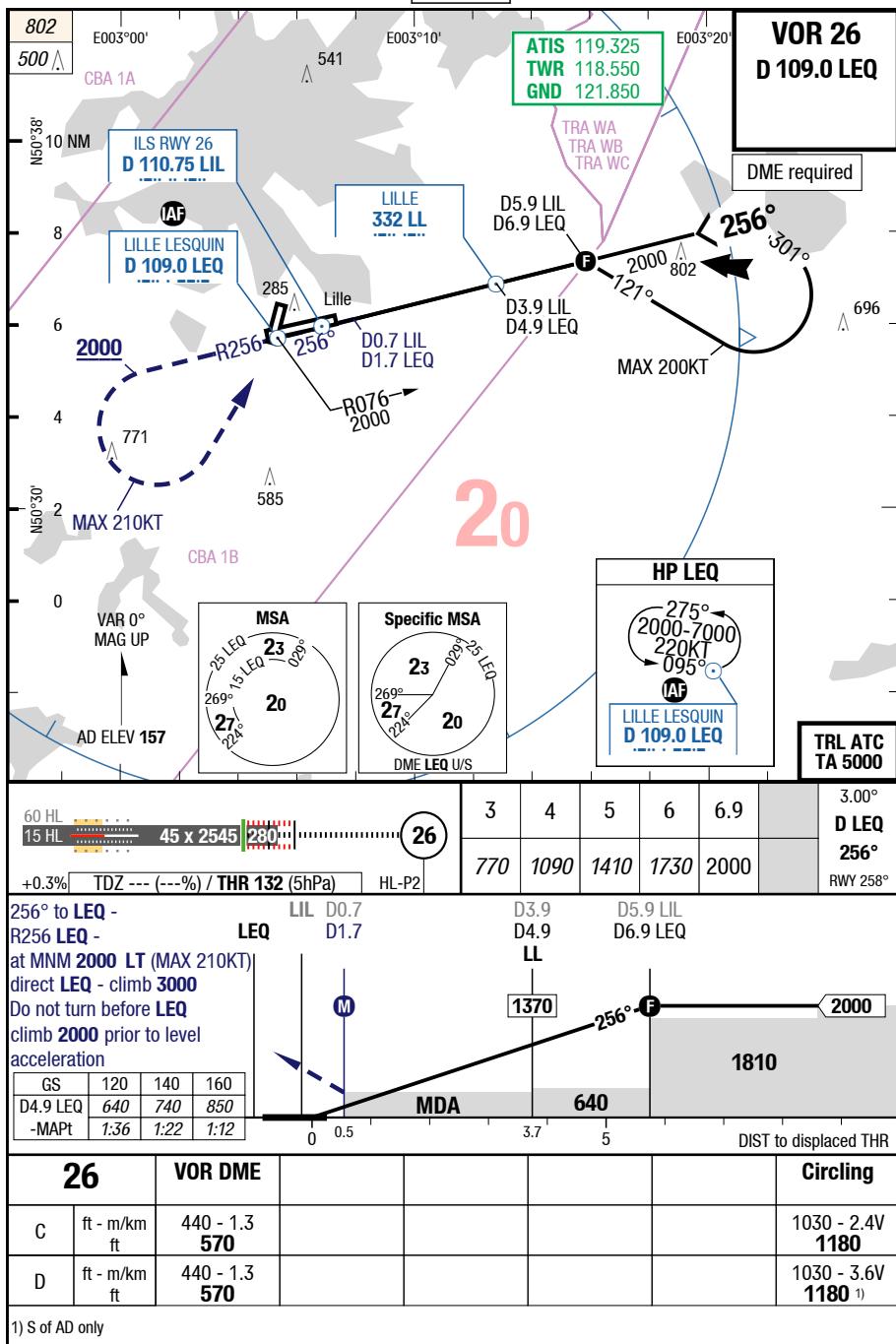
VOR Y 08



LIL-LFQQ

7-110

VOR 26

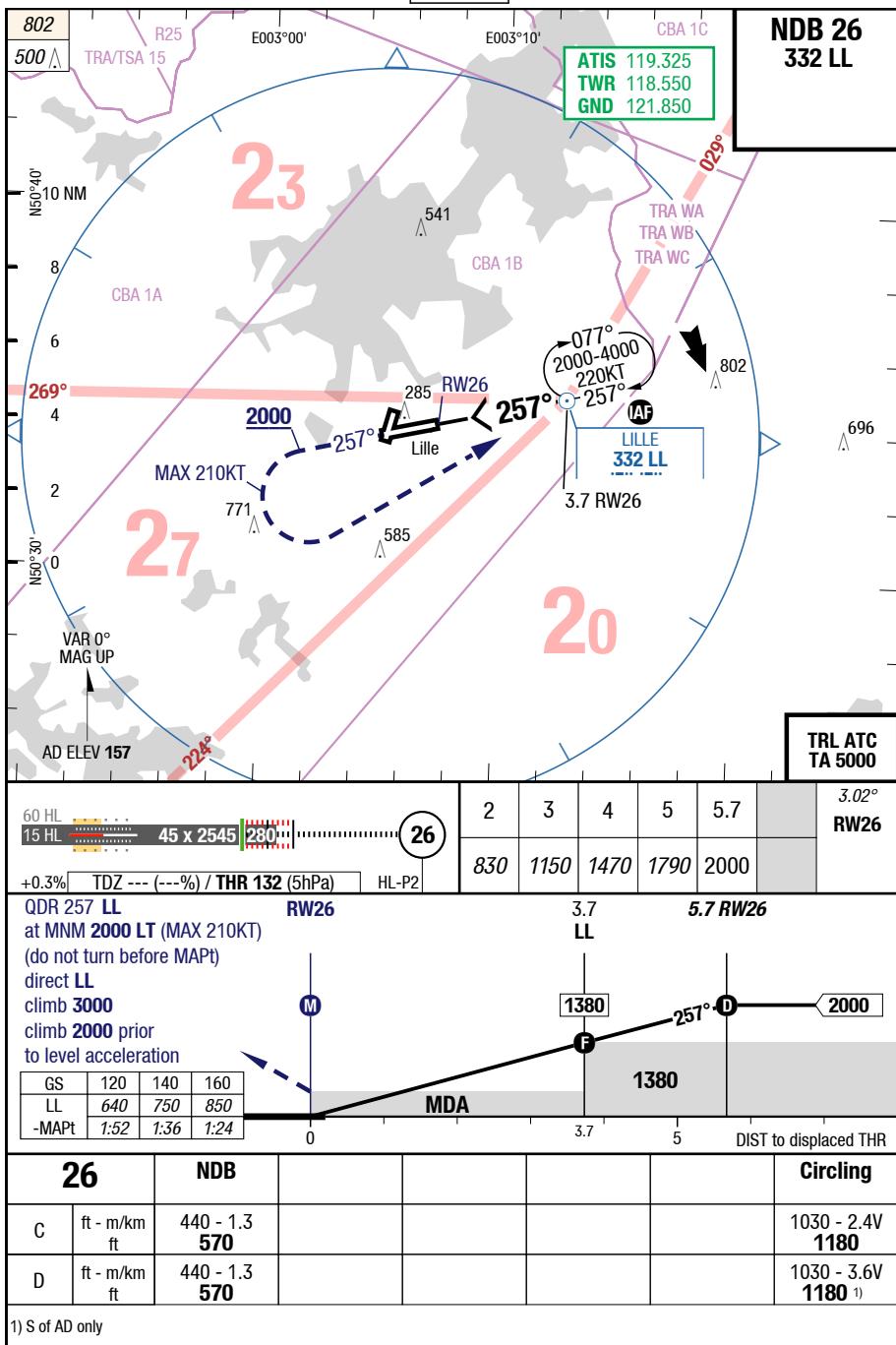


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LIL-LFQQ

7-120

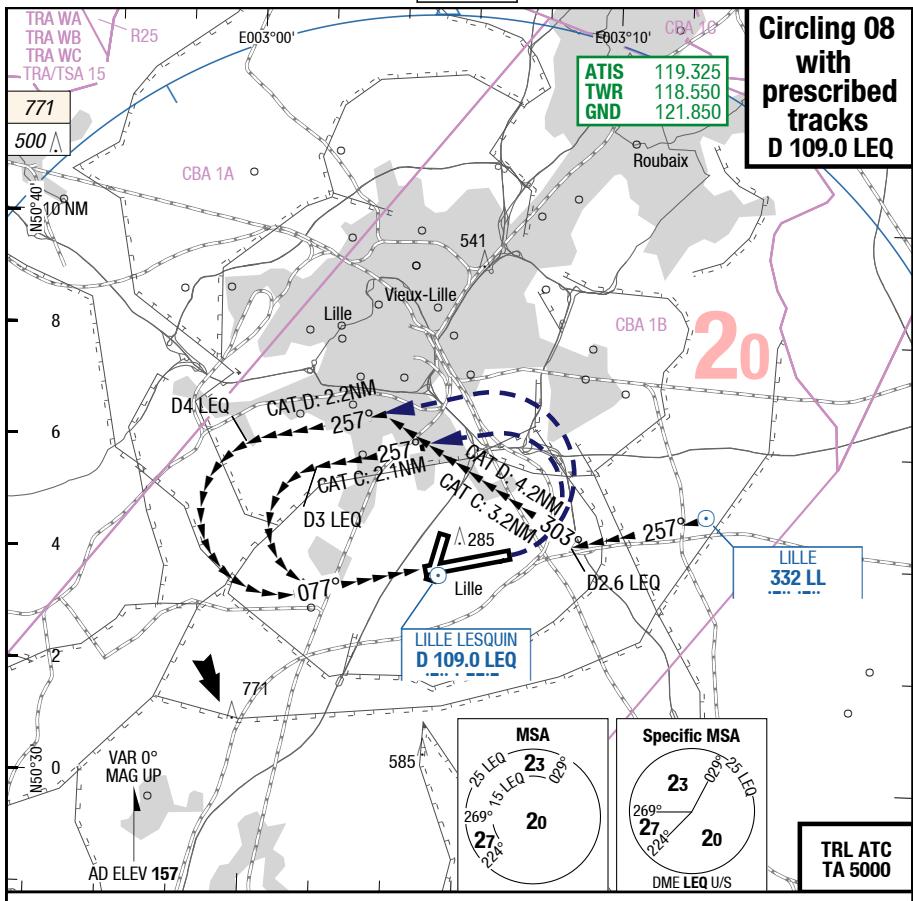
NDB 26



LIL-LFQQ

7-130

Circling 08 with prescribed tracks



08						Circling P-TRK	Circling
C	ft - m/km ft					610 - 2.4V 760	Not published
D	ft - m/km ft					710 - 3.6V 860	Not published

08-SEP-2016

LIL-LFQQ

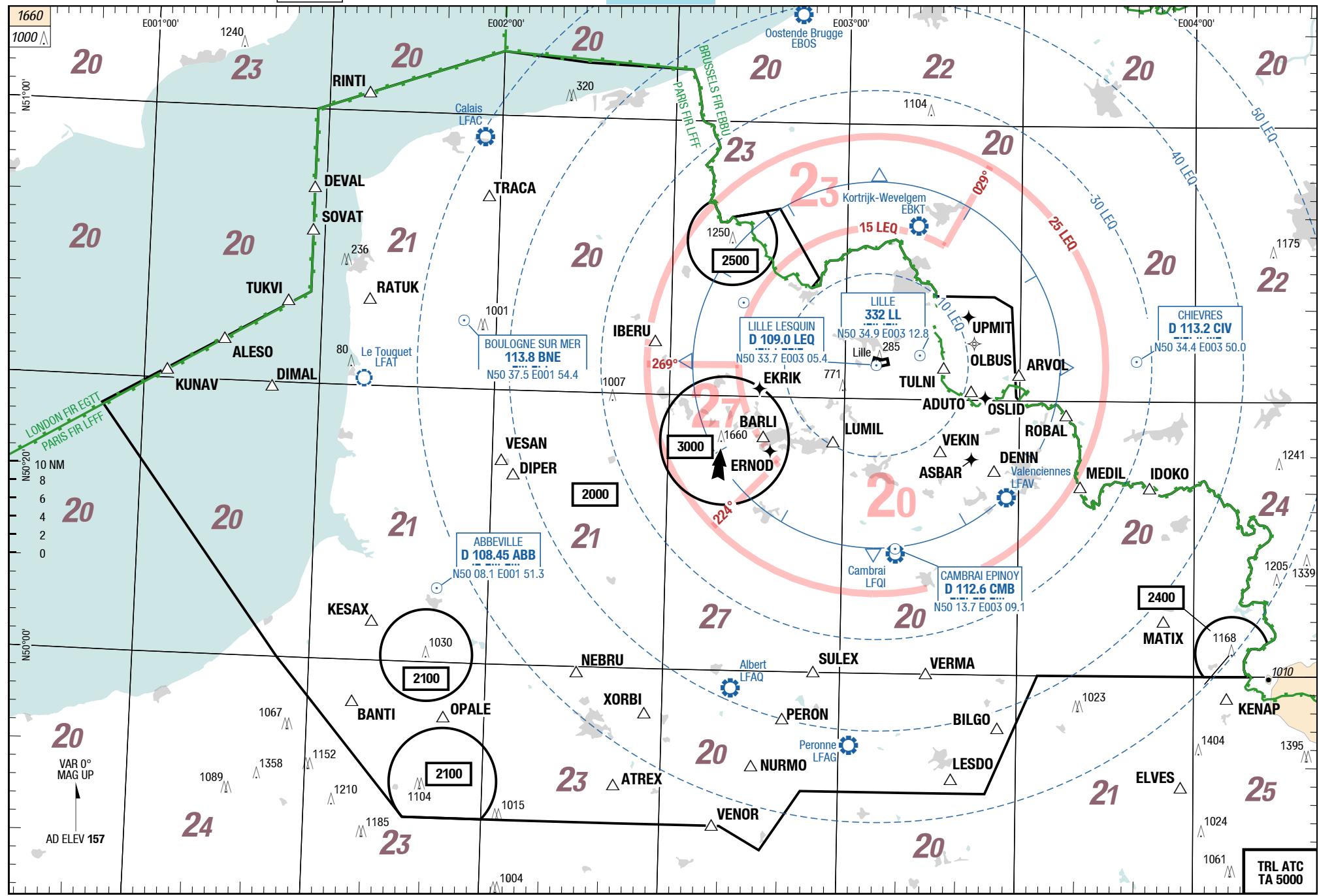
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MRC

MR

8-10



Changes: WPT , MGA, OBST