

**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.

## 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.

**LIL-LFQQ**

France **Lille** Lesquin



**AFC**

# AFC

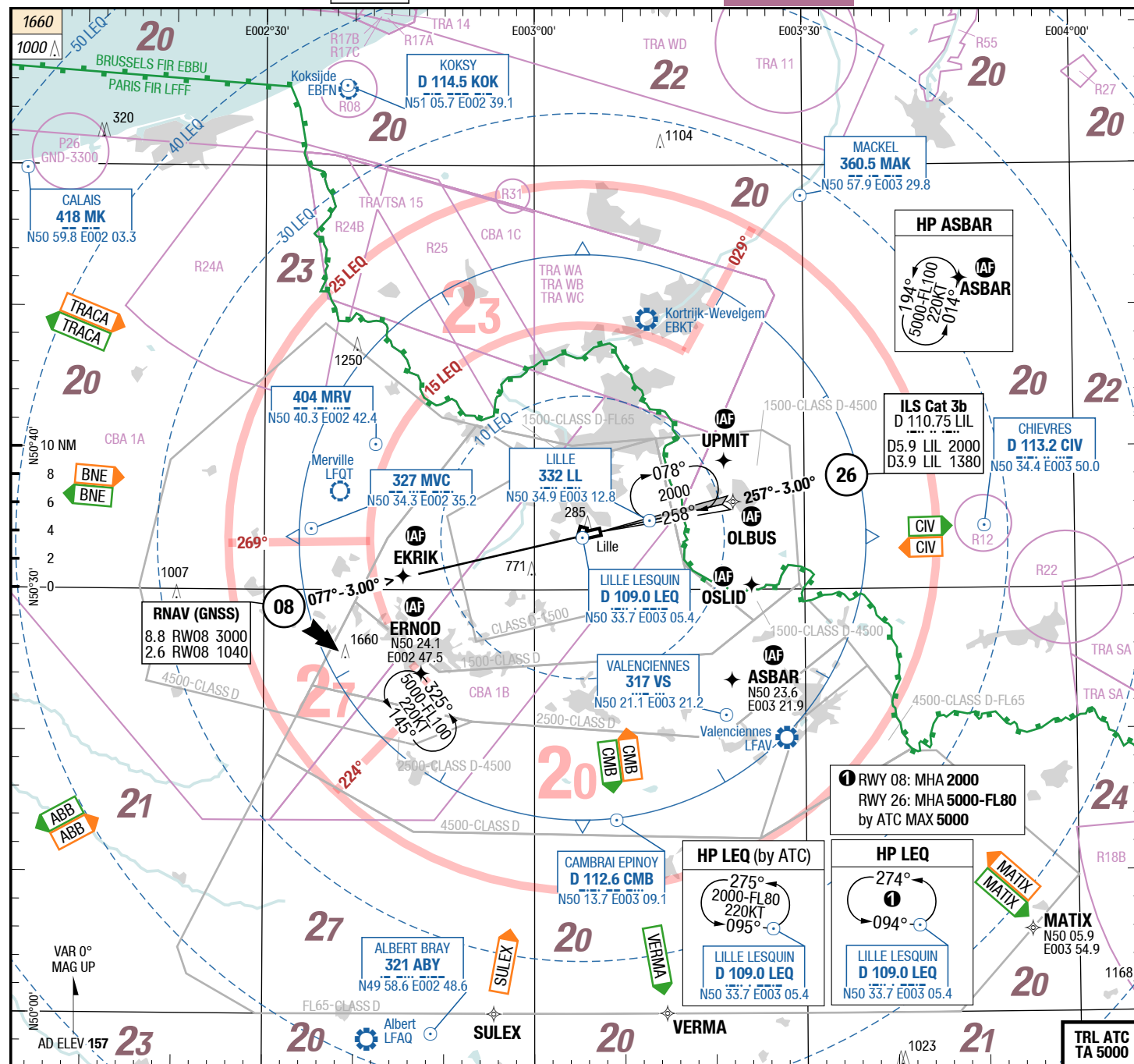
# AFC

Lesquin **Lille** France

AGC

**AFC**

2-10



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

**Landing RWY system:**

01   
1580 x 30 60 L  
THR 148 (5hPa) / TDZ --- (---%) +0.1%

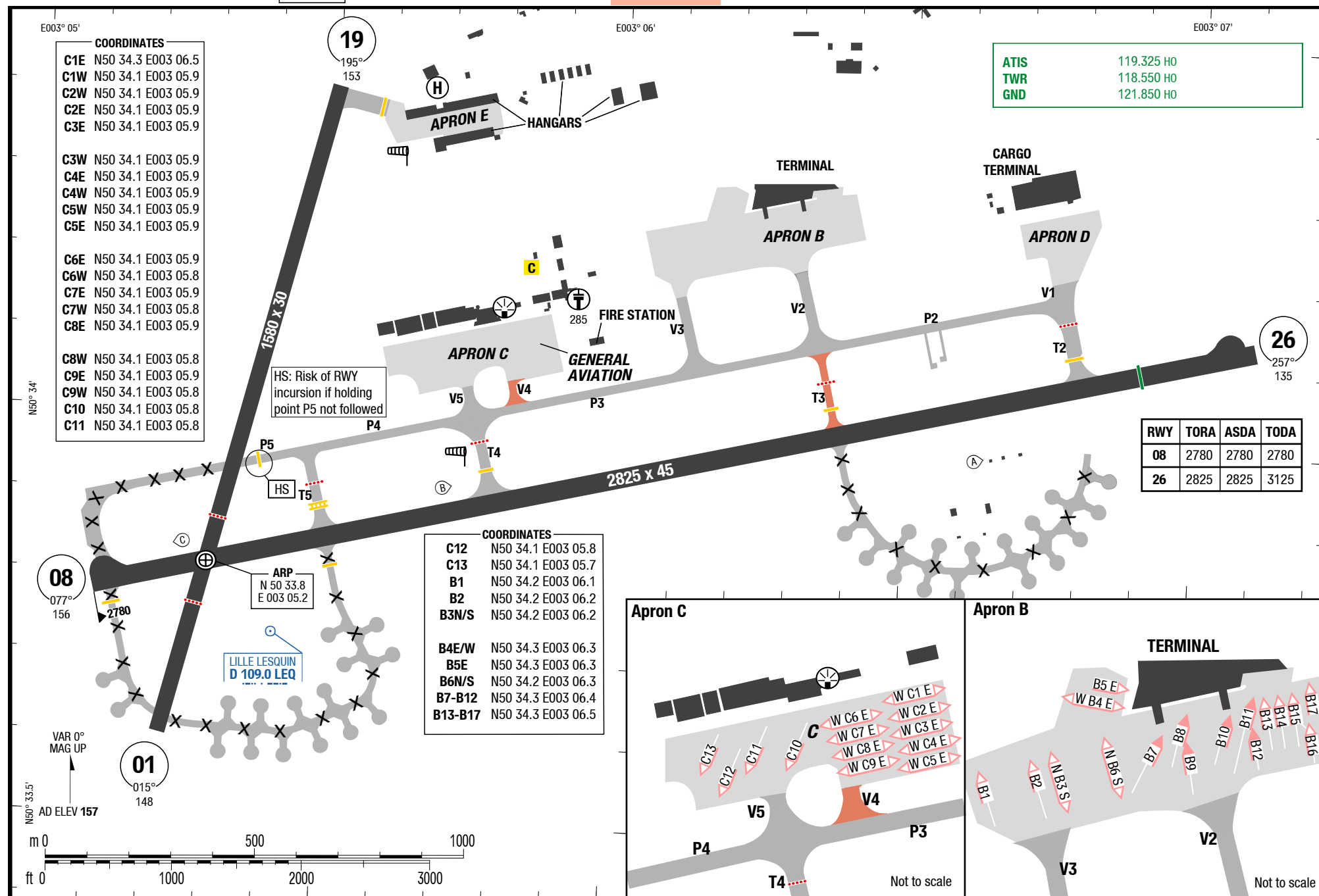
19   
30 x 1580 60 L  
TDZ --- (---%) / THR 153 (6hPa) -0.1%

08   
2780 x 45 83.0° 60 HL 15 HL  
THR 156 (6hPa) / TDZ --- (---%) -0.3%

26   
45 x 2545 280  
THR 132 (5hPa) HL-P2 +0.3%

Changes: APL, Navaid OKT removed, SUAs

3-20



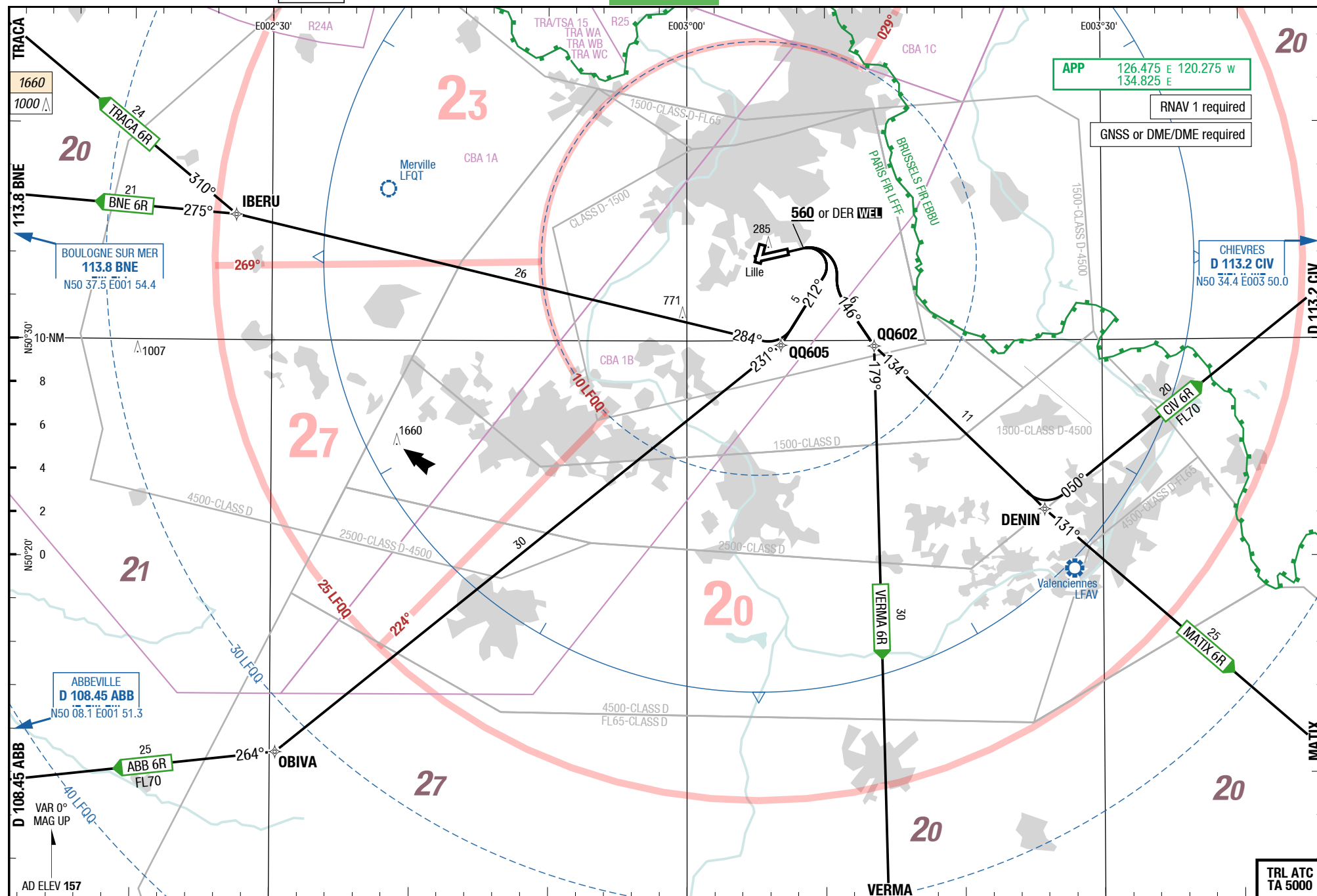
**LIL-LFQQ**

## RNAV SIDs RWY 08

SID

SID

## RNAV SIDs RWY 08



Changes: Track, DIST, Note

TRL ATC  
TA 5000

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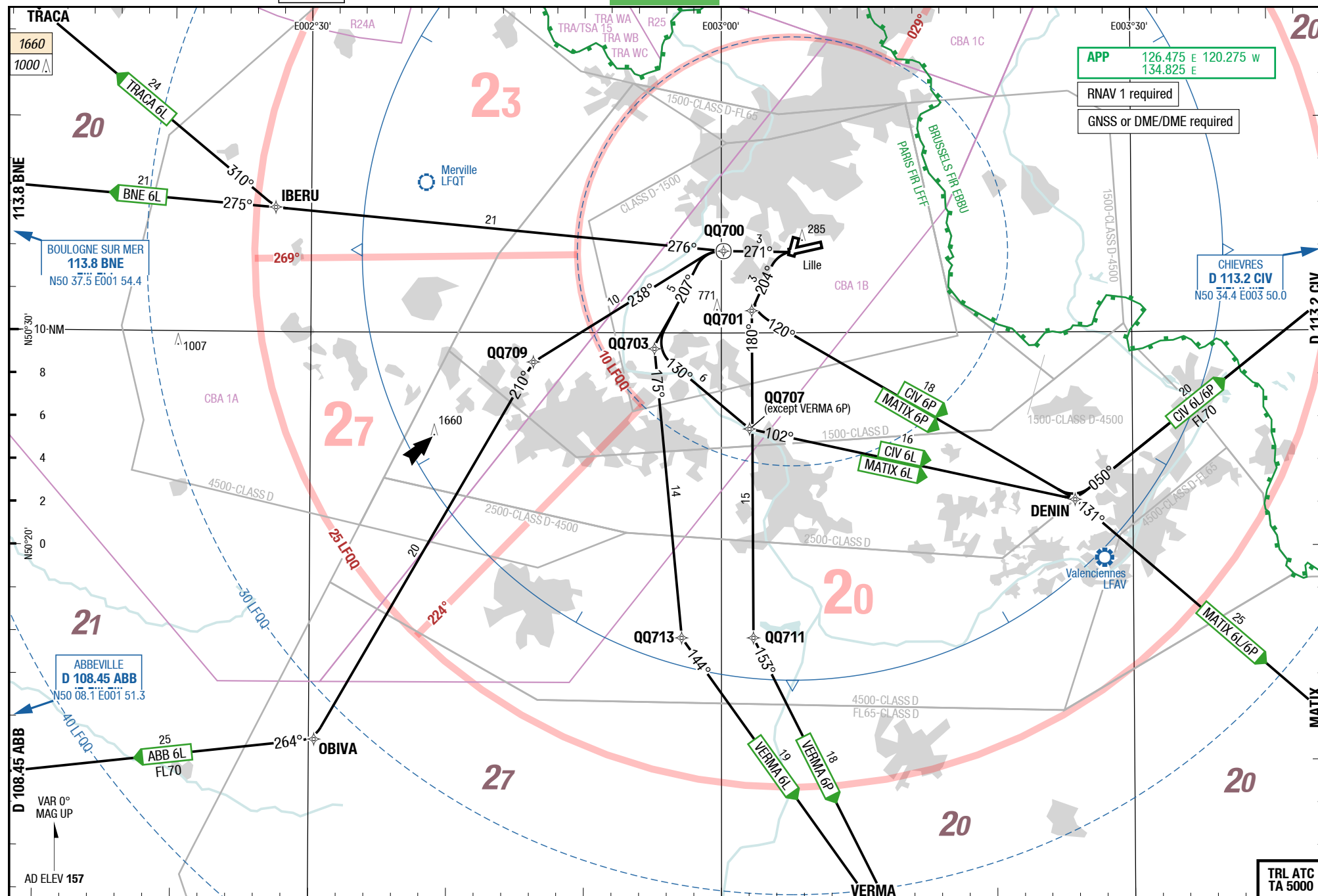
**LIL-LFQQ**

## RNAV SIDs RWY 26

SID

SID

## RNAV SIDs RWY 26



Changes: Track, Note

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**LIL-LFQQ**

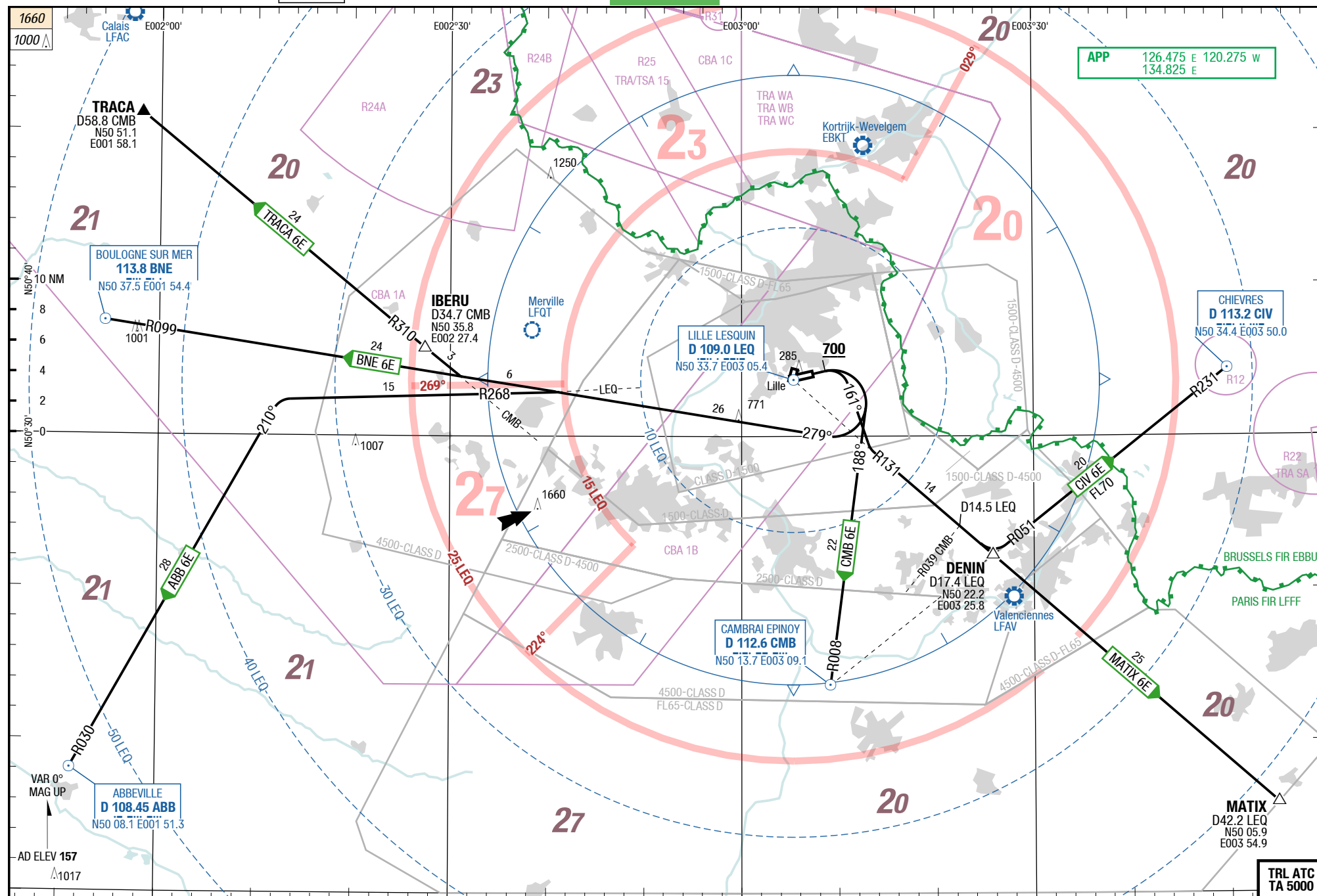
## SIDs RWY 08

SID

SID

## SIDs RWY 08

4-30



Changes: SUAs, OBST, PROC renumbered, Editorial

TRL ATC  
TA 5000

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**LIL-LFQQ**

France **Lille** Lesquin

Lesquin **Lille** France

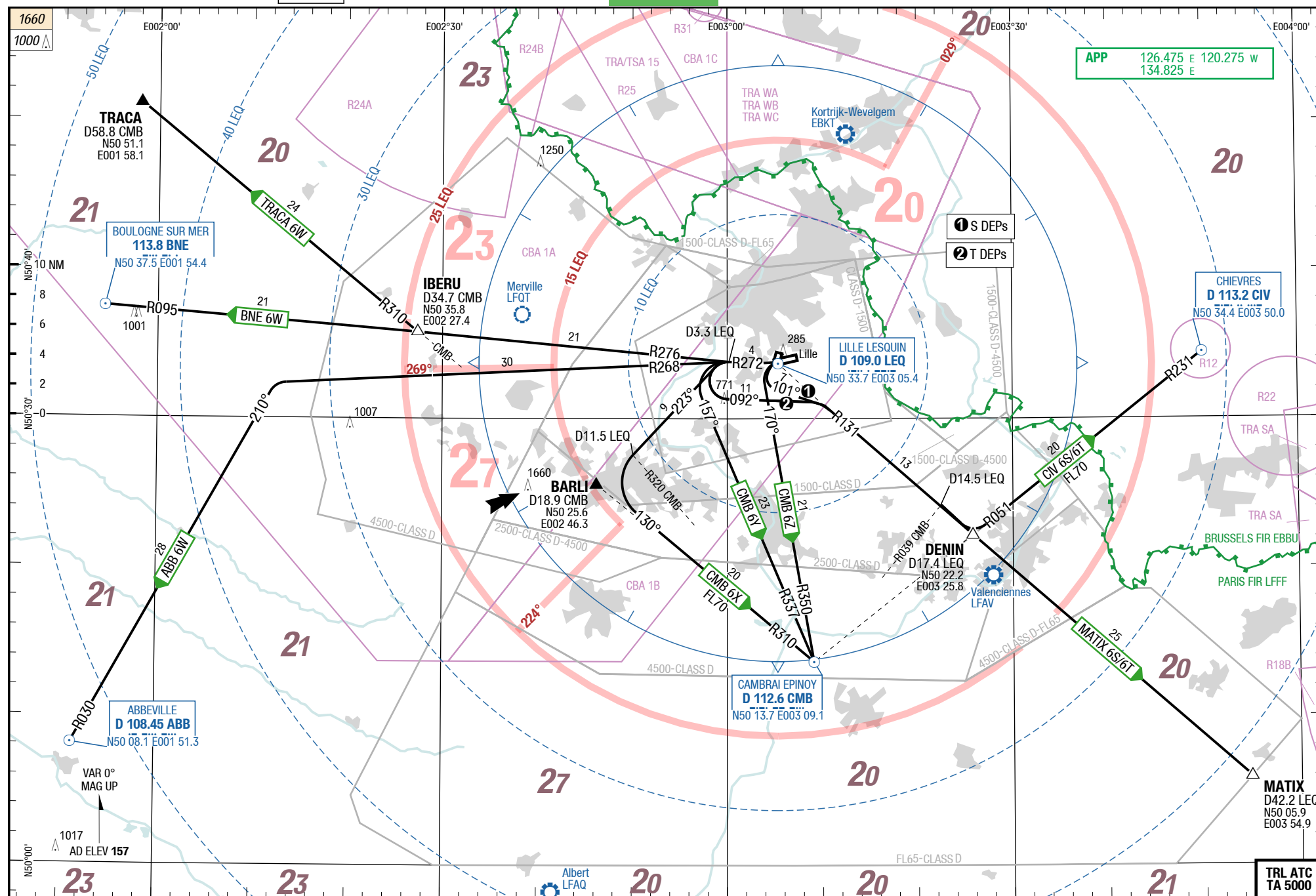
SID

SID

## SIDs RWY 26

4-40

## SIDs RWY 26



Changes: SUAs, OBST, PROC renumbered

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

① If unable to comply with climb gradient advise ATC

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

## LIL-LFQQ

5-20

## RNAV SIDs RWY 26

SIDPT

## 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
	<b>Runway 26</b>	
<b>ABBEVILLE 6L</b> <b>ABB 6L</b> 5.5% <b>120.275</b> ①	at DER 271° to QQ700 - QQ709 - OBIVA - <b>ABB</b>	<b>initial climb FL70</b>
<b>BOULOGNE SUR MER 6L</b> <b>BNE 6L</b> 5.5% <b>120.275</b> ①	at DER 271° to QQ700 - IBERU - <b>BNE</b>	<b>initial climb FL70</b>
<b>CHIEVRES 6L</b> <b>CIV 6L</b> 5.5% <b>126.475</b> ①	at DER 271° to QQ700 - QQ703 - QQ707 - DENIN - <b>CIV</b>	<b>initial climb FL70</b>
<b>CHIEVRES 6P</b> <b>CIV 6P</b> 5.5% <b>126.475</b> ①②③	at DER LT 204° to QQ701 - DENIN - <b>CIV</b>	<b>initial climb FL70</b>
<b>MATIX 6L</b> 5.5% <b>126.475</b> ①②	at DER 271° to QQ700 - QQ703 - QQ707 - DENIN - MATIX	<b>initial climb FL70</b>
<b>MATIX 6P</b> 5.5% <b>126.475</b> ①②③	at DER LT 204° to QQ701 - DENIN - MATIX	<b>initial climb FL70</b>

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.

**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
	<b>Runway 26</b>	
<b>TRACA 6L</b> 5.5% <b>120.275</b> ①	at DER 271° to QQ700 - IBERU - TRACA	<b>initial climb FL70</b>
<b>VERMA 6L</b> 5.5% <b>126.475</b> ①	at DER 271° to QQ700 - QQ703 - QQ713 - VERMA	<b>initial climb FL70</b>
<b>VERMA 6P</b> 5.5% <b>126.475</b> ①②③	at DER LT 204° to QQ701 - QQ711 - VERMA	<b>initial climb FL70</b>

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
	<b>Runway 08</b>	
<b>ABBEVILLE 6E</b> <b>ABB 6E</b> 5.5% <b>120.275</b> ①	at MNM <b>700 RT</b> intercept R099 <b>BNE</b> inbound - intercept R268 <b>LEQ</b> - LT intercept R030 <b>ABB</b> to <b>ABB</b>	<b>initial climb FL70</b>
<b>BOULOGNE SUR MER 6E</b> <b>BNE 6E</b> 5.5% <b>120.275</b> ①	at MNM <b>700 RT</b> intercept R099 <b>BNE</b> to <b>BNE</b>	<b>initial climb FL70</b>
<b>CAMBRAI EPINOY 6E</b> <b>CMB 6E</b> 5.5% <b>126.475</b> ①②	at MNM <b>700 RT</b> intercept R008 <b>CMB</b> to <b>CMB</b>	<b>initial climb FL70</b>
<b>CHIEVRES 6E</b> <b>CIV 6E</b> 5.5% <b>126.475</b> ①	at MNM <b>700 RT</b> 161° intercept R131 <b>LEQ</b> - at D14.5 <b>LEQ</b> / R039 <b>CMB</b> LT intercept R051 <b>CMB</b> to <b>CIV</b>	<b>initial climb FL70</b>
<b>MATIX 6E</b> 5.5% <b>126.475</b> ①②	at MNM <b>700 RT</b> 161° intercept R131 <b>LEQ</b> to <b>MATIX</b>	<b>initial climb FL70</b>
<b>OMNIDIRECTIONAL DEPs</b> <b>120.275</b> <b>126.475</b> ③	at <b>700</b> 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

## 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	
<b>TRACA 6E</b> 5.5% <b>120.275</b> ①	at MNM 700 RT intercept R099 <b>BNE</b> inbound - RT intercept R310 <b>CMB</b> to TRACA	<b>initial climb FL70</b>

① If unable to comply with climb gradient advise ATC

**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
	<b>Runway 26</b>	
<b>ABBEVILLE 6W</b> <b>ABB 6W</b> 5.5% <b>120.275</b> ①	R272 LEQ - at D3.3 LEQ LT intercept R268 LEQ - LT intercept R030 ABB to ABB	initial climb FL70
<b>BOULOGNE SUR MER 6W</b> <b>BNE 6W</b> 5.5% <b>120.275</b> ①	R272 LEQ - at D3.3 LEQ RT intercept R276 LEQ to BNE	initial climb FL70
<b>CAMBRAI EPINOY 6X</b> <b>CMB 6X</b> 5.5% <b>126.475</b> ①②	R272 LEQ - at D3.3 LEQ LT 223° - at D11.5 LEQ / R320 CMB LT intercept R310 CMB to CMB	initial climb FL70
<b>CAMBRAI EPINOY 6Y</b> <b>CMB 6Y</b> 5.5% <b>126.475</b> ①②	R272 LEQ - at D3.3 LEQ LT intercept R337 CMB to CMB	initial climb FL70
<b>CAMBRAI EPINOY 6Z</b> <b>CMB 6Z</b> 5.5% <b>126.475</b> ①②③	at DER LT intercept R350 CMB to CMB	initial climb FL70
<b>CHIEVRES 6S</b> <b>CIV 6S</b> 5.5% <b>126.475</b> 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

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

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

**LIL-LFQQ**

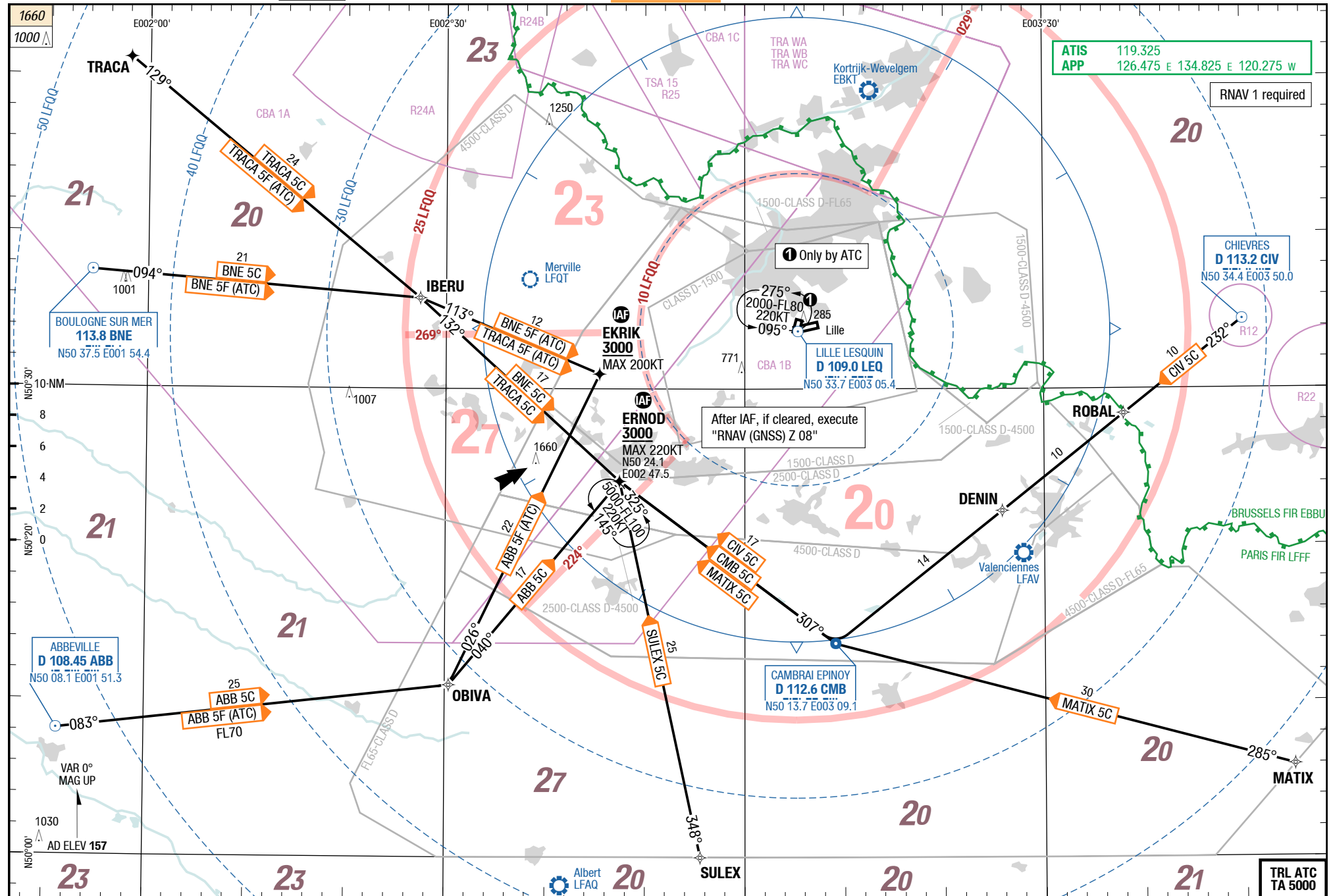
## RNAV STARs RWY 08

# STAR

# STAR

## RNAV STARs RWY 08

**6-10**



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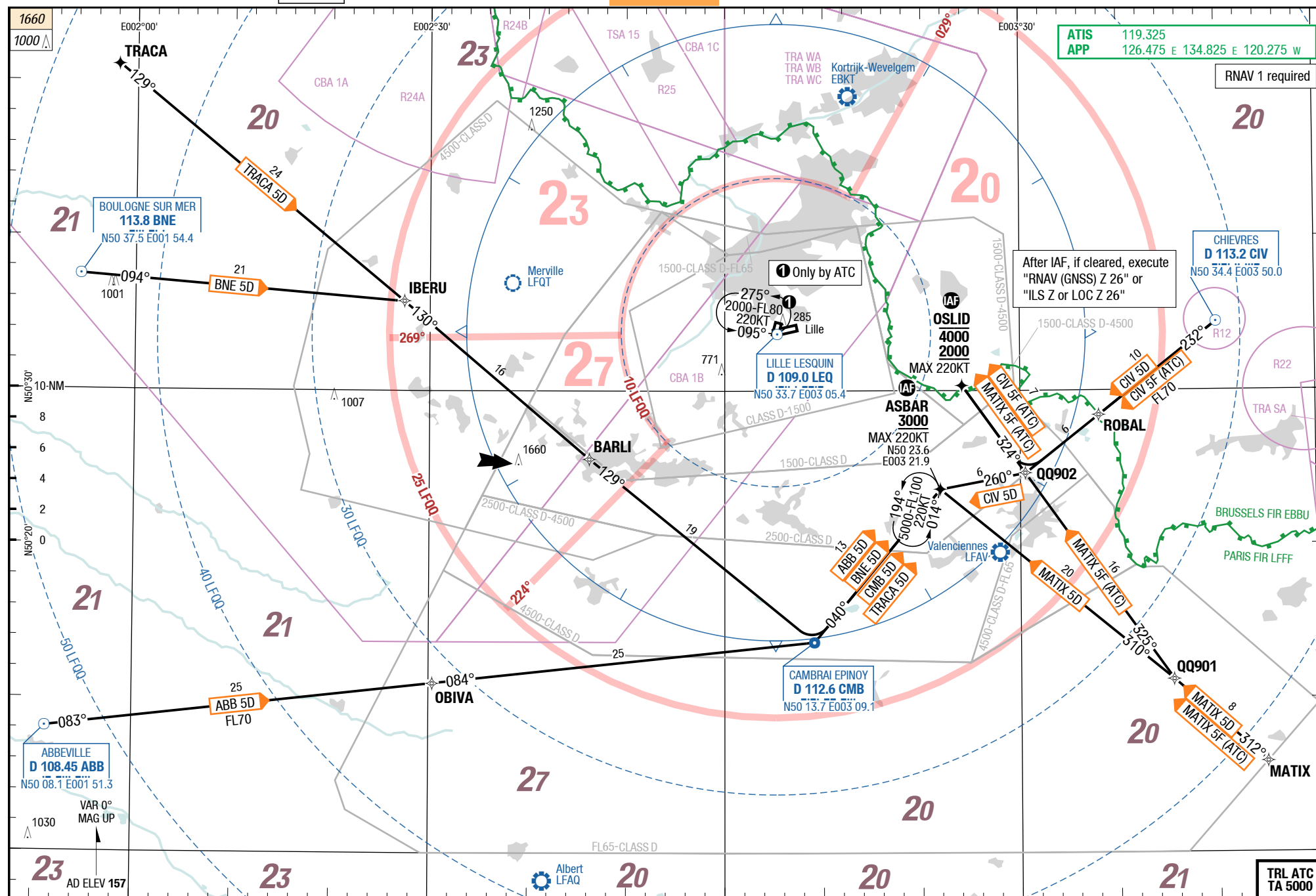
**LIL-LFQQ**

## RNAV STARs RWY 26

# STAR

# STAR

## RNAV STARs RWY 26



Changes: PROC renumbered

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Effective 15-SEP-2016

08-SEP-2016

LIL-LFQQ

6-30

France Lille Lesquin

NIL

STARs

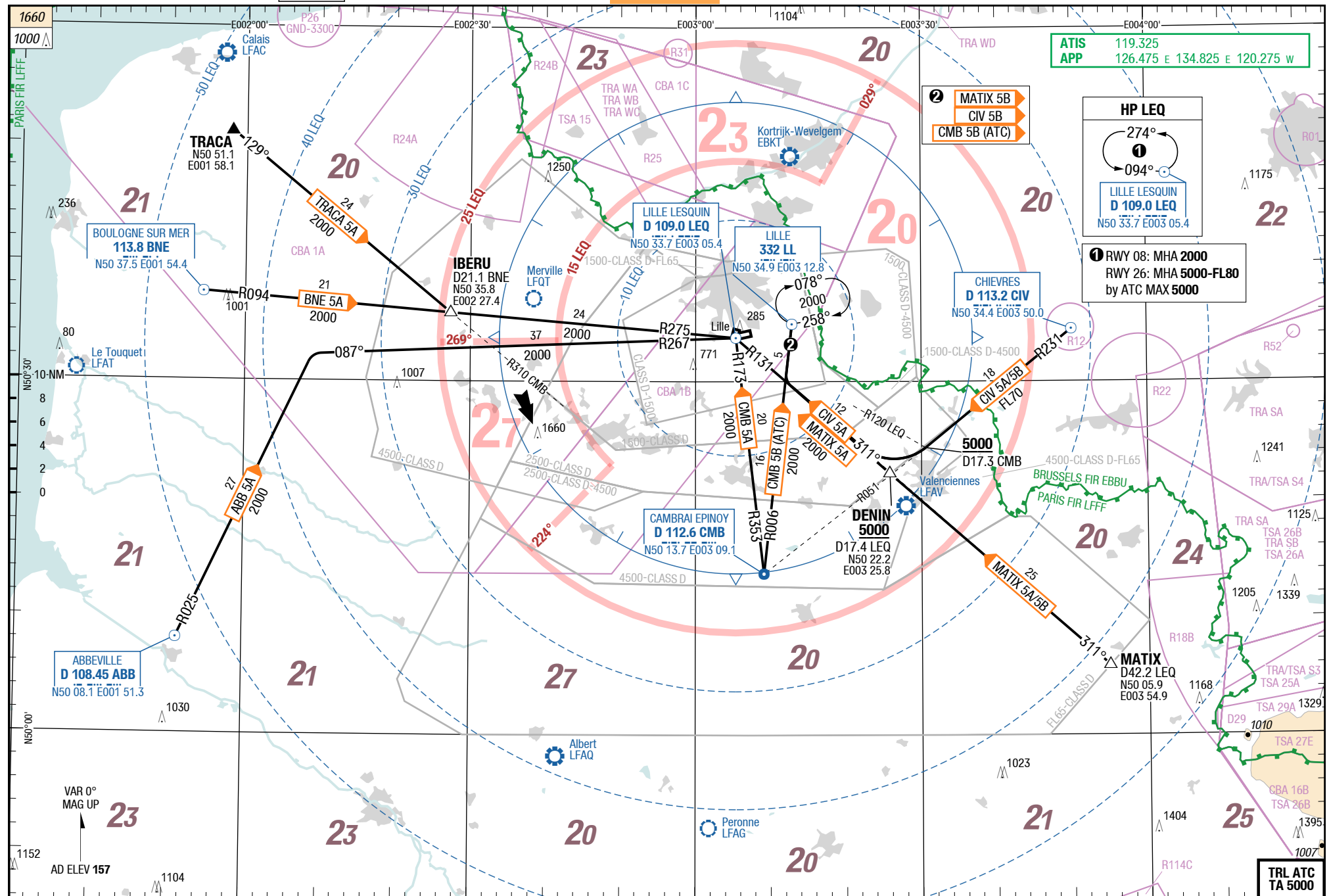
STAR

STAR

Lesquin Lille France

NIL

STARs

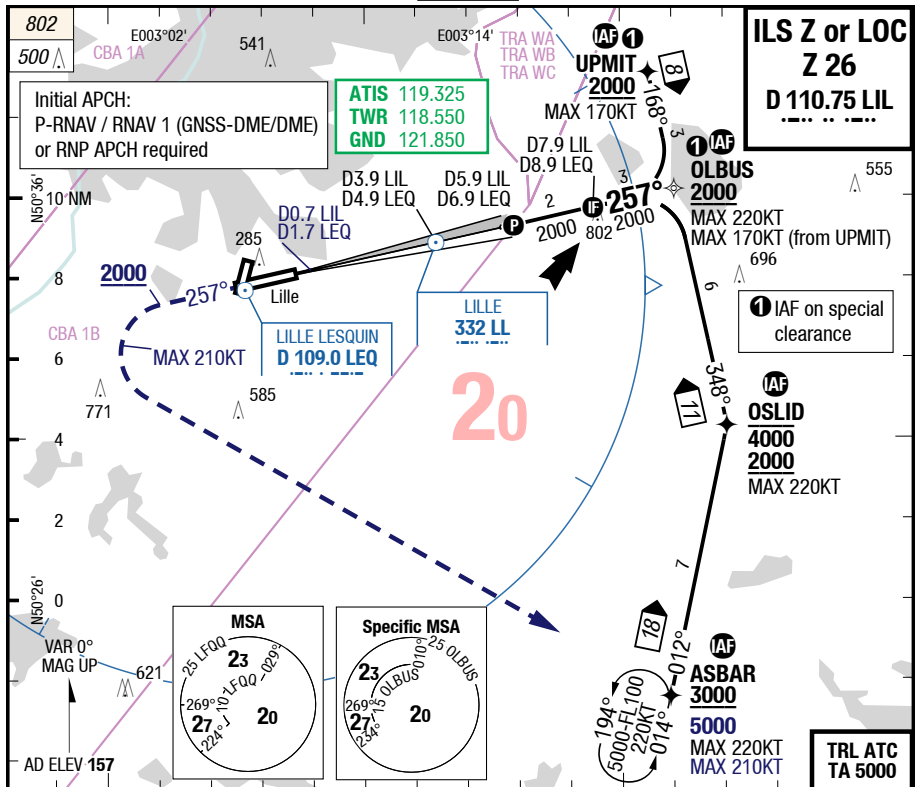


Changes: OBST

**LIL-LFQQ**

**7-10**

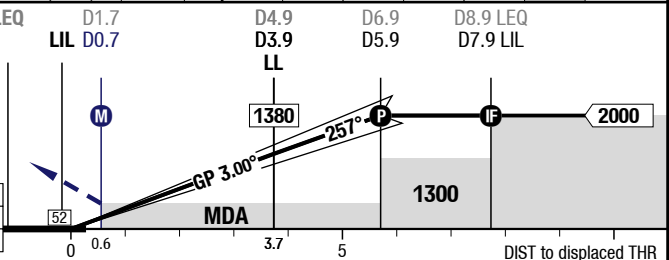
**ILS Z or LOC Z 26**



<div>60 HL</div> <div>15 HL</div> <div>45 x 2545</div> <div>280</div> <div>26</div>					2	3	4	5	5.9	LOC 3.00° D LIL
<div>+0.3%</div> <div>TDZ --- (---%) / THR 132 (5hPa)</div> <div>HL-P2</div>					780	1100	1420	1740	2000	

257° at MNM **2000 LT**  
(MAX 210KT)  
(do not turn before MAPt)  
direct ASBAR (MAX 210KT)  
climb **5000**  
climb **2000** prior  
to level acceleration

GS	120	140	160
D3.9 LIL	640	740	850
-MAPt	1:36	1:22	1:12



26		Cat 3b	Cat 2	Cat 1 <i>L<sub>Ts</sub></i> <sub>1)</sub>	Cat 1 <sub>1)</sub>	LOC DME	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97 RA</b>	200 - 400 <b>340</b>	200 - 550 <b>340</b>	440 - 1.3 <b>570</b>	1020 - 2.4V <b>1170</b>
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97 RA 2)</b>	200 - 400 <b>340</b>	200 - 550 <b>340</b>	440 - 1.3 <b>570</b>	1020 - 3.6V <b>1170 3)</b>

1) With EVS 350m	2)
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2) If not conducting autoland RVR 350m required

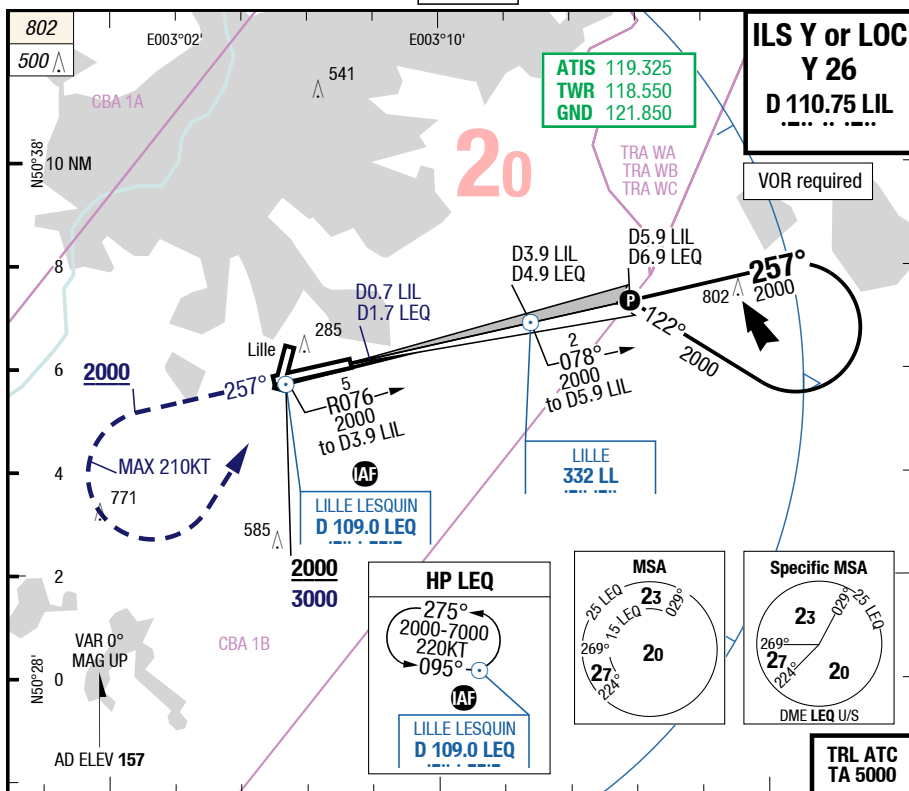
3) S of AD only

Changes: APL

**LIL-LFQQ**

7-20

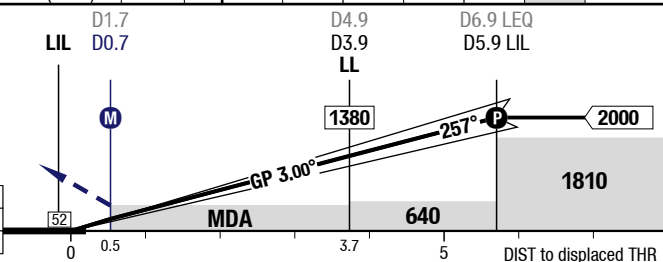
## ILS Y or LOC Y 26



60 HL 15 HL				45 x 2545		280		26		2		3		4		5		5.9		LOG 3.00° D LIL	
+0.3%				TDZ --- (---%) / THR 132 (5hPa)		HL-P2				780		1100		1420		1740		2000			

257°  
at MNM 2000 LT  
(MAX 210KT)  
(do not turn before **LEQ**)  
direct **LEQ** climb **3000**  
climb **2000** prior  
to level acceleration

GS	120	140	160
D3.9 LIL	640	740	850
-MAPt	1:36	1:22	1:12



26		Cat 3b	Cat 2	Cat 1 <i>L<sub>TS</sub></i> <sub>1)</sub>	Cat 1 <sub>1)</sub>	LOC	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97</b> RA	200 - 400 <b>340</b>	200 - 550 <b>340</b>	440 - 1.3 <b>570</b>	1030 - 2.4V <b>1180</b>
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97</b> RA <sup>2)</sup>	200 - 400 <b>340</b>	200 - 550 <b>340</b>	440 - 1.3 <b>570</b>	1030 - 3.6V <b>1180</b> <sup>3)</sup>

1) With EVS 350m	2)
------------------	----

2) If not conducting autoland RVR 350m required

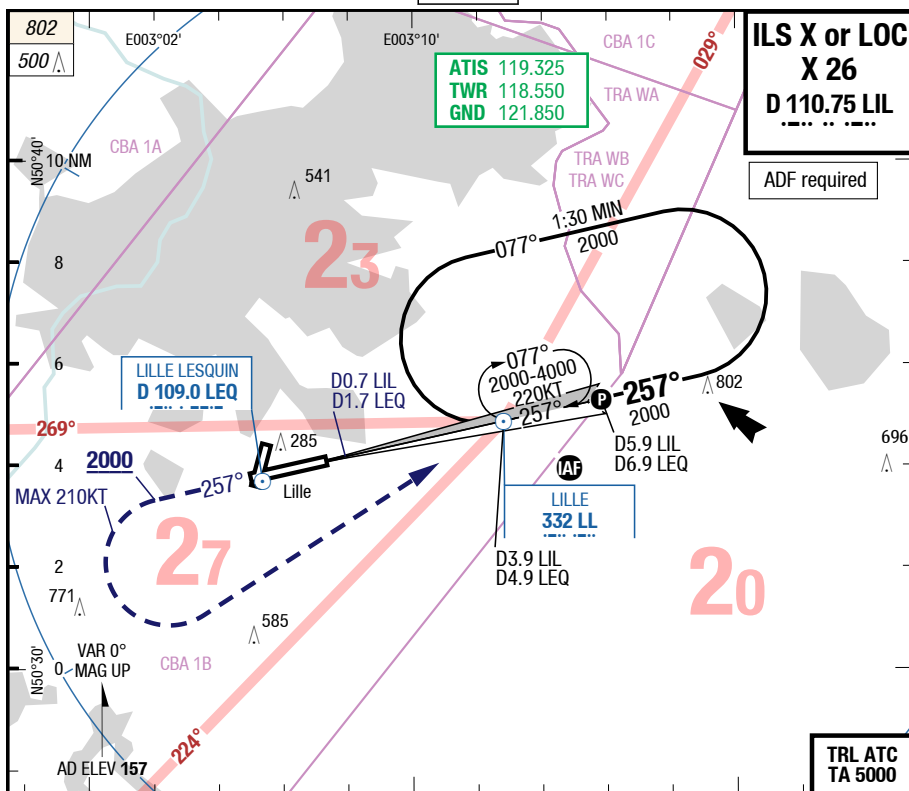
3) S of AD only

Changes: APL

**LIL-LFQQ**

7-30

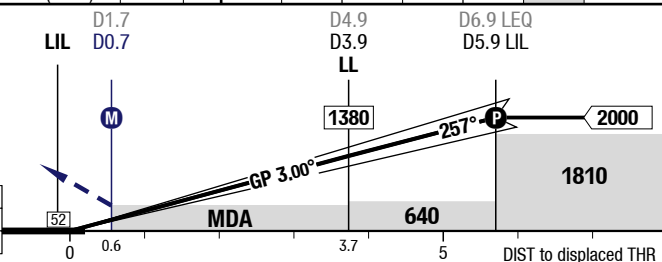
**ILS X or LOC X 26**



60 HL 15 HL 45 x 2545 280 26					2	3	4	5	5.9	LOG 3.00" D LIL
+0.3% TDZ --- (---%) / THR 132 (5hPa) HL-P2					780	1100	1420	1740	2000	

257° LEQ  
at MNM **2000 LT**  
(MAX 210KT)  
(do not turn before MAPt)  
direct **LL** climb **3000**  
climb **2000** prior  
to level acceleration

GS	120	140	160
D3.9 LIL	640	740	850
-MAPt	1:36	1:22	1:12



26		Cat 3b	Cat 2	Cat 1 <i>L<sub>TS</sub></i> <sub>1)</sub>	Cat 1 <sub>1)</sub>	LOC	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97</b> RA	200 - 400 <b>340</b>	200 - 550 <b>340</b>	440 - 1.3 <b>570</b>	1030 - 2.4V <b>1180</b>
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>97</b> RA <sup>2)</sup>	200 - 400 <b>340</b>	200 - 550 <b>340</b>	440 - 1.3 <b>570</b>	1030 - 3.6V <b>1180</b> <sup>3)</sup>

1) With EVS 350m	2)
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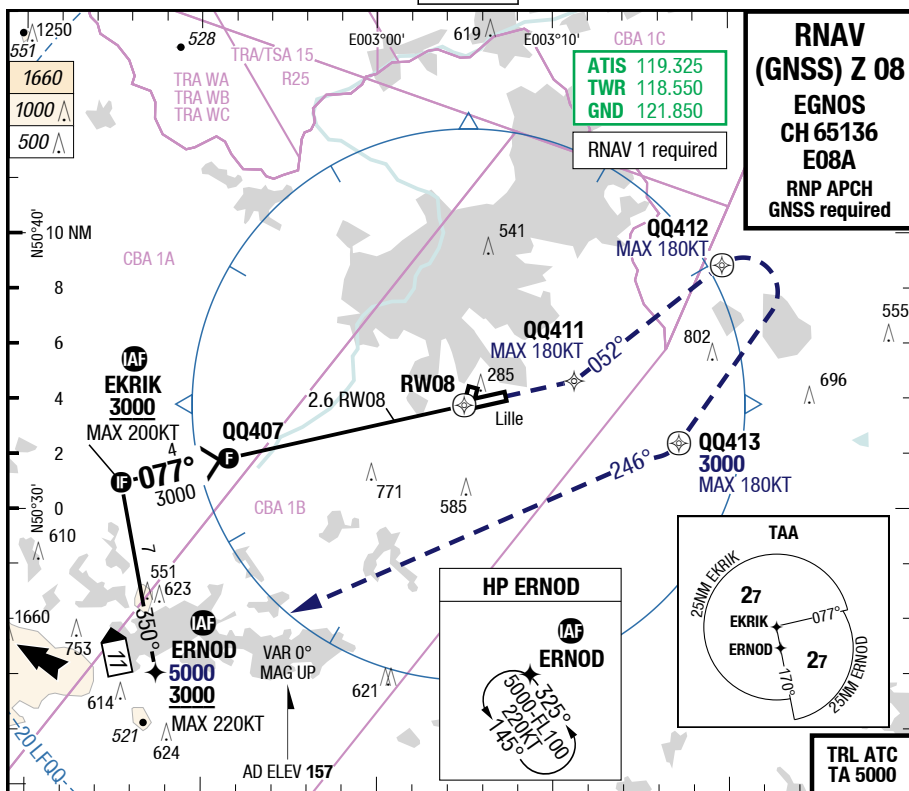
2) If not conducting autoland RVR 350m required

3) S of AD only

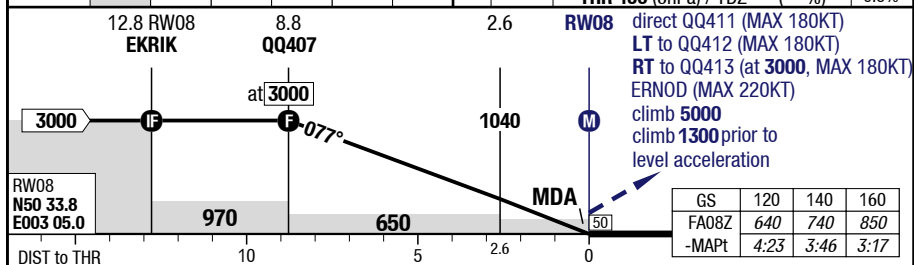
**LIL-LFQQ**

**7-50**

## RNAV (GNSS) Z 08



3.00° <b>RW08</b>	8.8	8	6	4	2	<div> <div> <div>8.3.0°</div> <div>2780 x 45</div> </div> <div> <div>60 HL</div> <div>15 HL</div> </div> </div> <div> <div>THR 156 (6hPa) / TDZ --- (---%)</div> <div>-0.3%</div> </div>
	3000	2760	2120	1480	850	



08		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	300 - 1.4 <b>460</b>	300 - 1.4 <b>460</b>	360 - 1.6 <b>510</b>			1020 - 2.4V <b>1170</b>
D	ft - m/km ft	300 - 1.4 <b>460</b>	300 - 1.4 <b>460</b>	360 - 1.6 <b>510</b>			1020 - 3.6V <b>1170</b> 3)

1) With EVS 900m	
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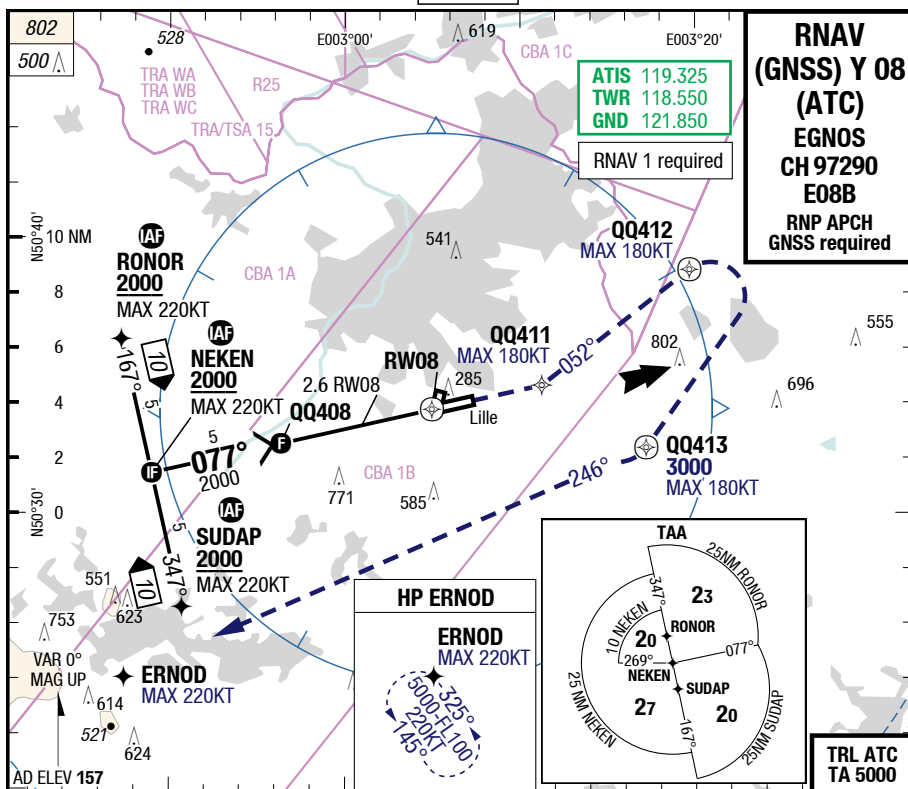
2) Uncompensated BARO VNAV NA below -15°C (5°F)



3) S of AD only

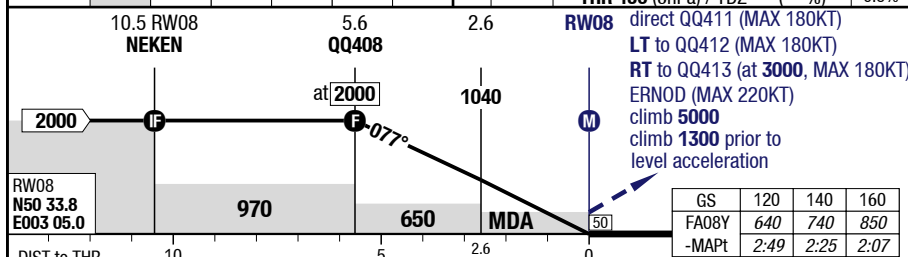
Changes: APL, SUAs, TOPO

**LIL-LFQQ**

7-60

**RNAV (GNSS) Y 08 (ATC)**

3.00° RW08		5.6	5	4	3	2		
		2000	1800	1480	1160	850		



DIST TO THR		10	5	0		
<b>08</b>		<b>RNAV GNSS</b> LPV 1)	<b>RNAV GNSS</b> VNAV 1) 2)	<b>RNAV GNSS</b> LNAV		<b>Circling</b>
C	ft - m/km ft	300 - 1.4 <b>460</b>	300 - 1.4 <b>460</b>	360 - 1.6 <b>510</b>		1020 - 2.4V <b>1170</b>
D	ft - m/km ft	300 - 1.4 <b>460</b>	300 - 1.4 <b>460</b>	360 - 1.6 <b>510</b>		1020 - 3.6V <b>1170</b> 3)

1) With EVS 900m	
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3) S of AD only

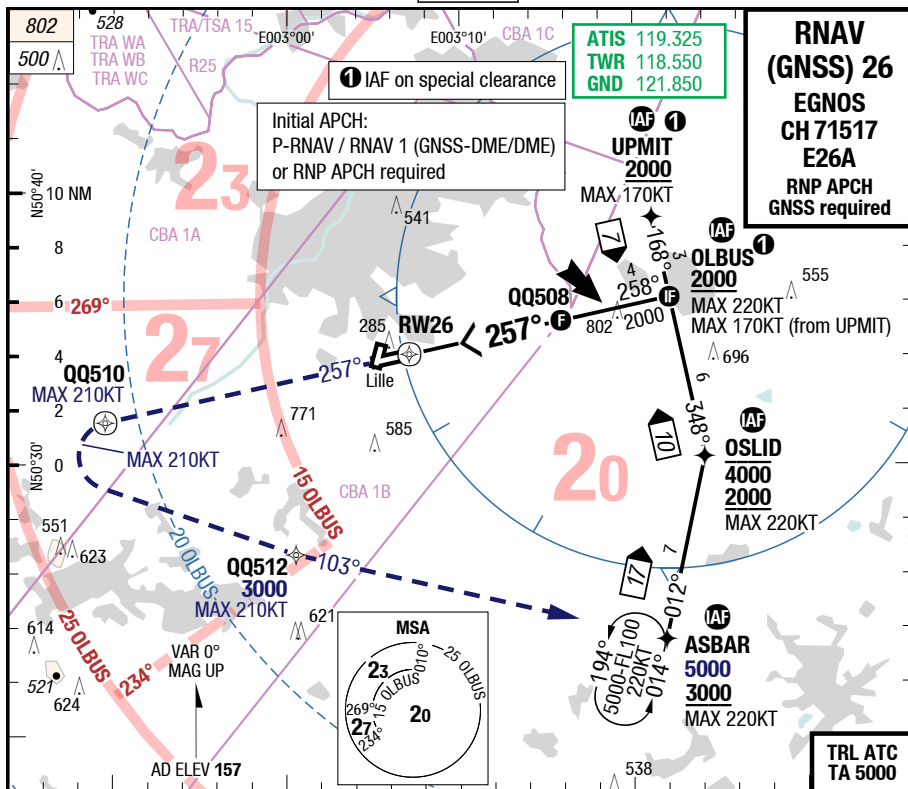
2) Uncompensated BARO VNAV NA below -15°C (5°F)

Changes: APL, SUAs

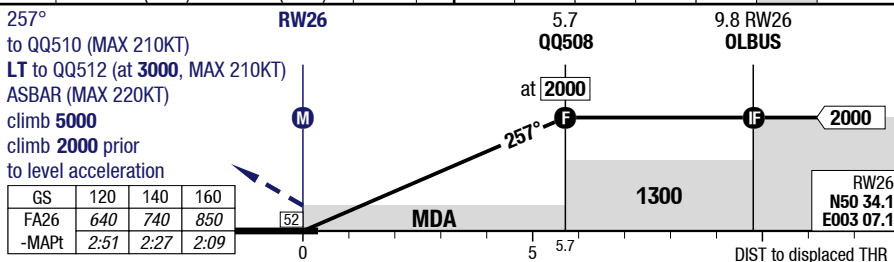
## LIL-LFQQ

7-70

## RNAV (GNSS) 26



60 HL	45 x 2545	280	2	3	4	5	5.7	3.00°
15 HL			820	1140	1460	1780	2000	RW26
+0.3% TDZ --- (---%) / THR 132 (5hPa) HL-P2								



26		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	270 - 750 400	300 - 750 430	440 - 1.3 570		1020 - 2.4V 1170
D	ft - m/km ft	280 - 750 410	310 - 750 440	440 - 1.3 570		1020 - 3.6V 1170 3)

1) With EVS 500m

2) Uncompensated BARO VNAV NA below -15°C (5°F)

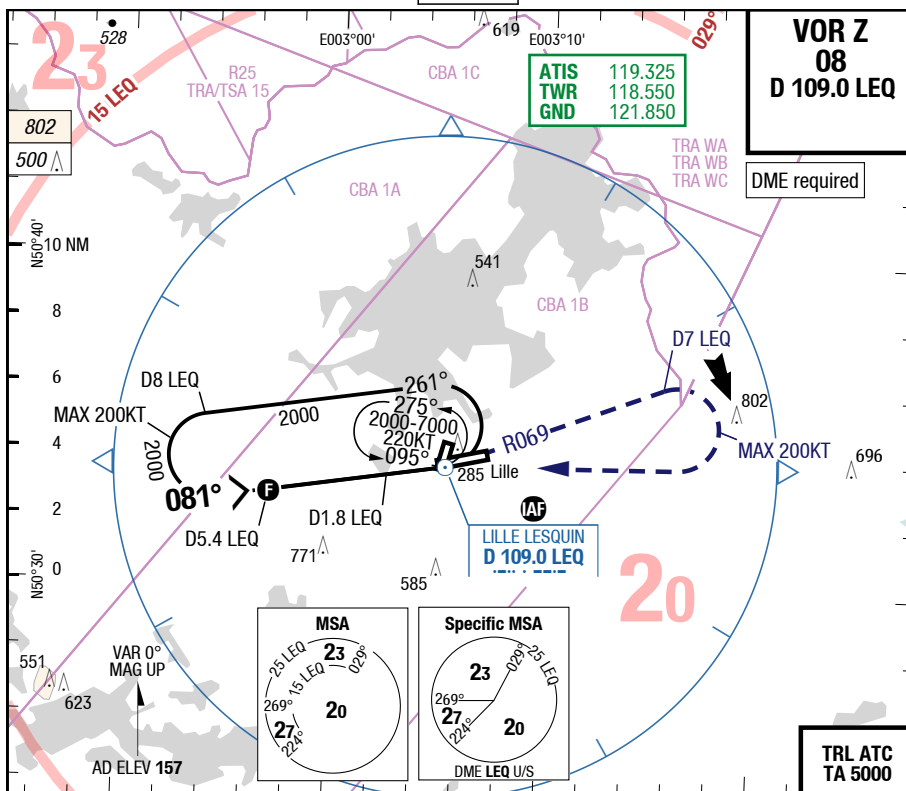
3) S of AD only

Changes: APL, SUAS

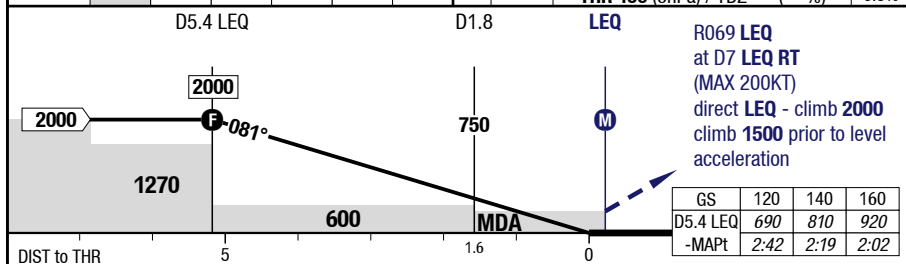
**LIL-LFQQ**

7-90

**VOR Z 08**



3.26° D LEQ 081° RWY 078°	5.4	5	4	3	2	08	<div><div>8.3.0°</div><div>2780 x 45</div><div>60 HL</div><div>15 HL</div></div>	<div>THR 156 (6hPa) / IDZ --- (---%)</div> <div>-0.3%</div>
	2000	1860	1520	1170	830			



<b>08</b>		<b>VOR DME</b>				<b>Circling</b>
C	ft - m/km ft	360 - 1.6 <b>510</b>				1030 - 2.4V <b>1180</b>
D	ft - m/km ft	360 - 1.6 <b>510</b>				1030 - 3.6V <b>1180 <sup>1)</sup></b>

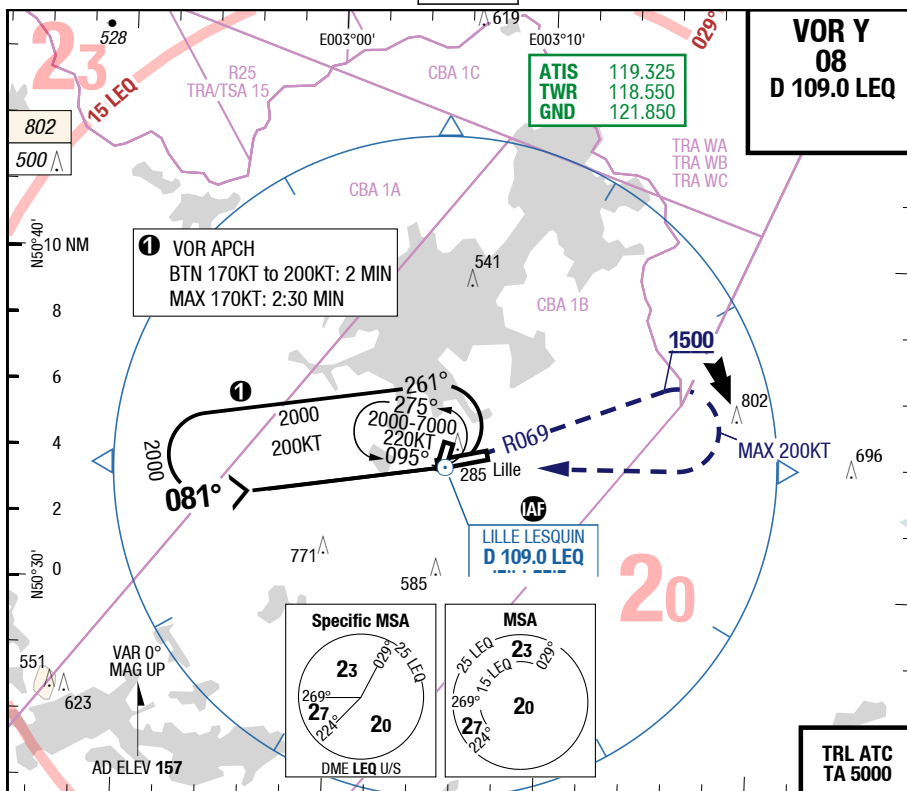
1) S of AD only

Changes: APL, OBST, SUAs

LIL-LFQQ

7-100

VOR Y 08



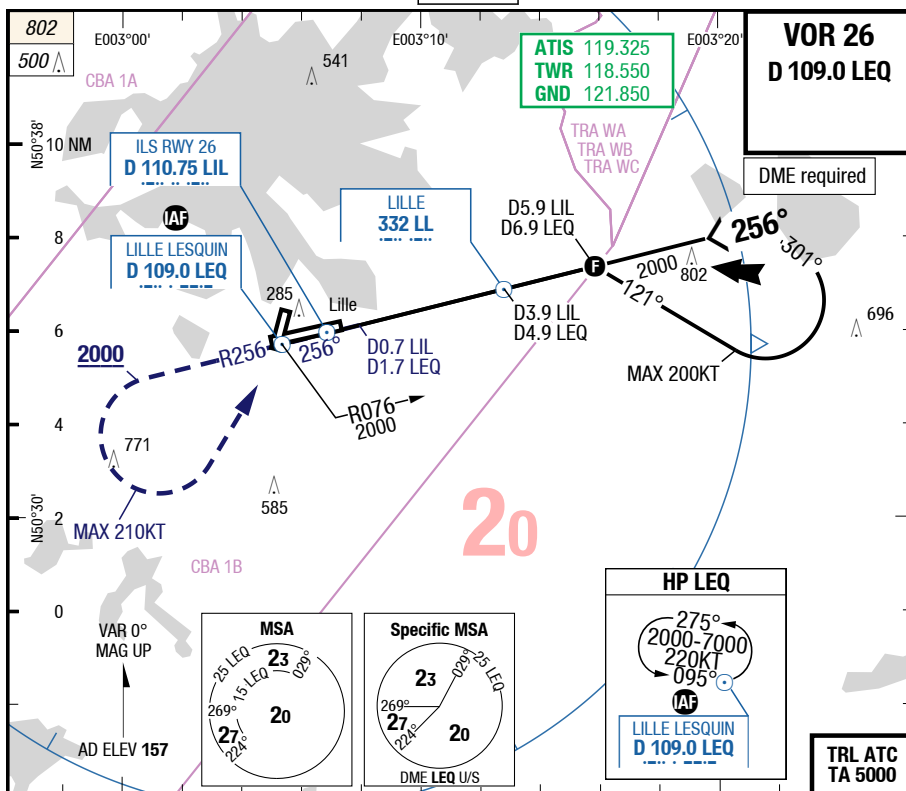
1) S of AD only

Changes: APL, OBST, SUAs

**LIL-LFQQ**

**7-110**

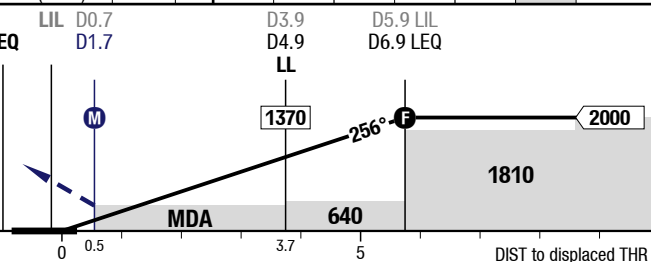
**VOR 26**



60 HL	15 HL	45 x 2545	280	26	3	4	5	6	6.9	3.00° D LEQ 256° RWY 258°
+0.3%	TDZ --- (---%) /	THR 132 (5hPa)	HL-P2		770	1090	1410	1730	2000	

256° to **LEQ** -  
R256 **LEQ** -  
at MNM **2000 LT** (MAX 210KT)  
direct **LEQ** - climb **3000**  
Do not turn before **LEQ**  
climb **2000** prior to level  
acceleration

GS	120	140	160
D4.9 LEQ	640	740	850
-MAPt	1:36	1:22	1:12



26		VOR DME					Circling
C	ft - m/km ft	440 - 1.3 570					1030 - 2.4V 1180
D	ft - m/km ft	440 - 1.3 570					1030 - 3.6V 1180 <sup>1)</sup>

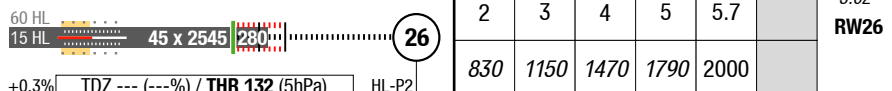
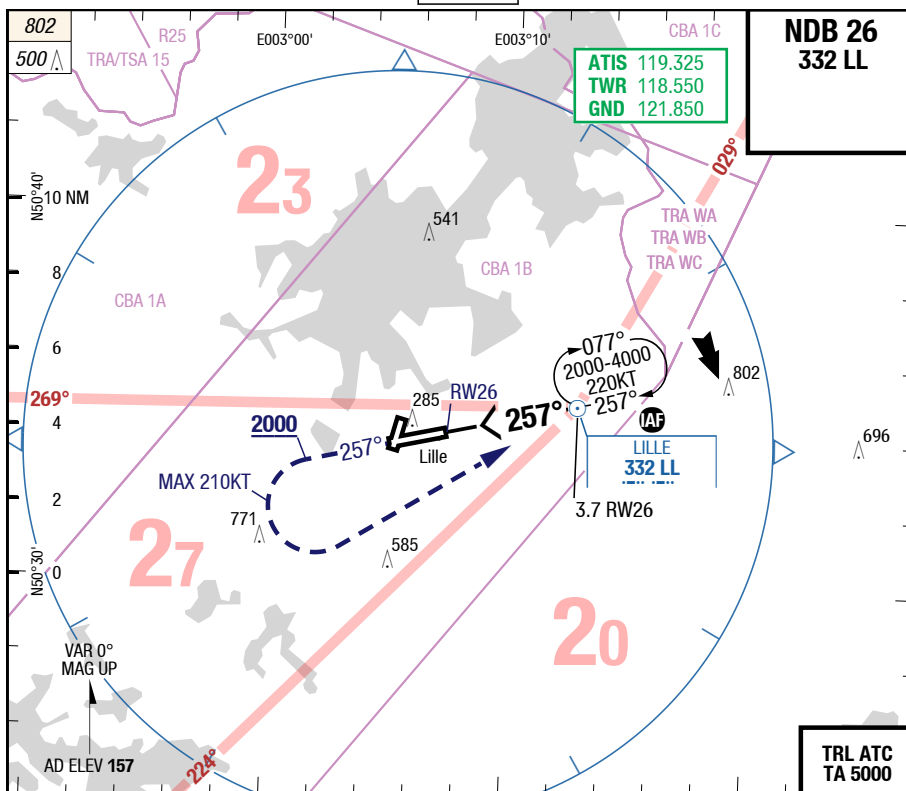
1) S of AD only

Changes: APL

**LIL-LFQQ**

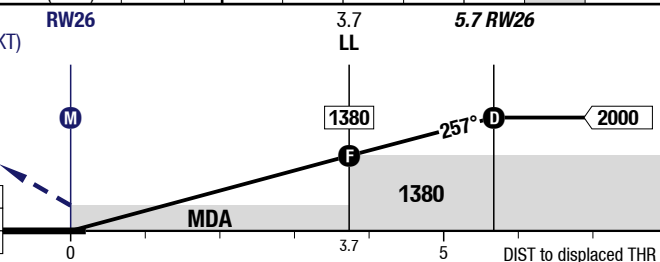
**7-120**

## NDB 26



QDR 257 **LL**  
at MNM **2000 LT** (MAX 210KT)  
(do not turn before MAPt)  
direct **LL**  
climb **3000**  
climb **2000** prior  
to level acceleration

GS	120	140	160
LL	640	750	850
-MAPt	1:52	1:36	1:24



26		NDB					Circling
C	ft - m/km ft	440 - 1.3 570					1030 - 2.4V 1180
D	ft - m/km ft	440 - 1.3 570					1030 - 3.6V 1180 <sup>1)</sup>

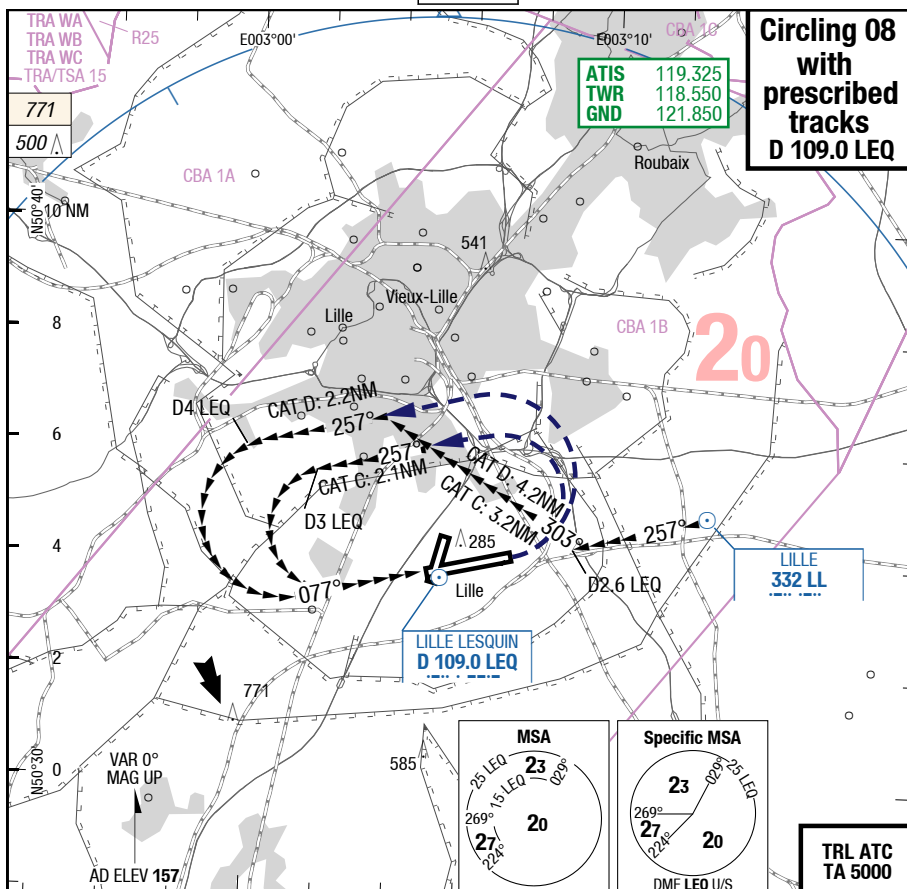
1) S of AD only

Changes: APL, SUAs

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

**LIL-LFQQ**

**8-10**



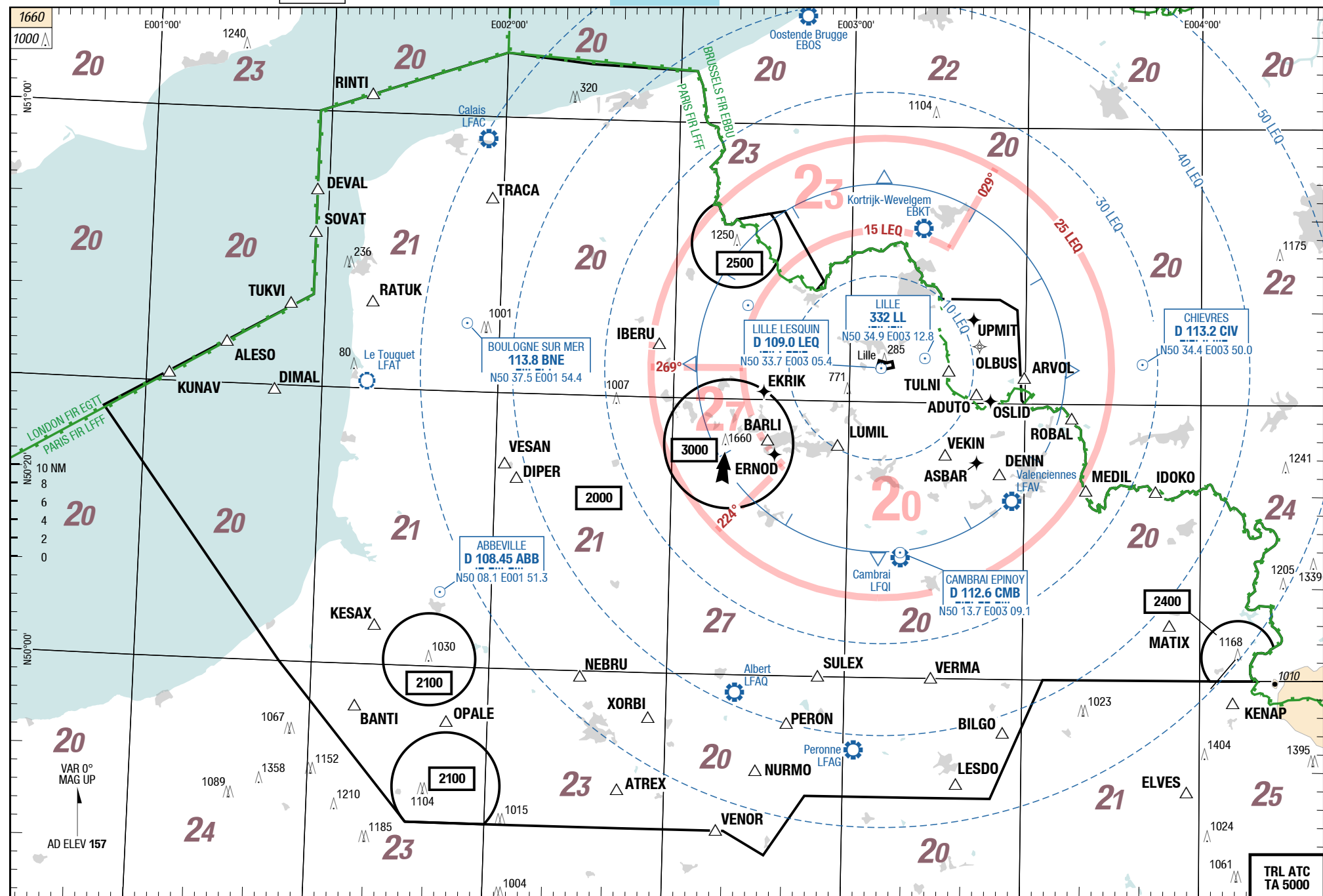
**MRC**

**MRC**

**MRC**



**MRC**



Changes: WPT , MGA, OBST

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