

# PILOT BOOK

*« REOPENING OF RUNWAY 12/30 ON DAY VISUAL FLIGHT RULES CONDITIONS AND DAY-NIGHT INSTRUMENT FLIGHT RULES CONDITIONS »*

LE CASTELLET INTERNATIONAL AIRPORT (LFMQ)  
English version of February 08, 2022



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# PREAMBLE



This Book is intended for aircraft crews wishing to access Le Castellet International Airport (LFMQ) in day visual flight conditions and day-night instrument flight conditions with mandatory notice and authorization.

It provides supplements to the publications currently in progress pending the update of permanent aeronautical information and to allow pilots a good overall understanding of the changes made as part of the complete refurbishment of the runway that took place between November 2021 and January 2022.

The teams at Le Castellet international airport remain at your disposal for any further information, by telephone or email:

+33 4 94 98 39 35

[operations@aeroportducassellet.com](mailto:operations@aeroportducassellet.com)

# 02

## BOOK OBTAINING



## I want to go to Le Castellet airport as part of a flight, what should I do???



- I anticipate my arrival in order to comply with the notice imposed by the operator, 04 hours at the latest before my arrival (during published ATS hours), by contacting the "operations" department by email at [operations@aeroportducastellet.com](mailto:operations@aeroportducastellet.com) to obtain authorization.
- 2 possible cases (*see next slide*)

## I am an External User\*



### First coming

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I read the book, I sign it and send it back by email and wait for the authorization.



### Repetitive arrivals

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When requesting my flight by email, I attach the signed book and await authorization.

*\*signature of this book is necessary for users who have already signed previous versions and who operate under Instrument Flight Rules (IFR).*

## I am a User Based\*

I sign and send the book only once (per pilot)

I can fly without notice during published ATS hours (excluding hourly extension)

However, I must comply with all other provisions relating to information already in force (eg customs notice in the event of theft abroad, specific training, etc.)

*\*signature of this book is necessary for users who have already signed previous versions and who operate under Instrument Flight Rules (IFR).*



# 03

## WHAT CHANGES ?



### NEW RUNWAY MARKING

Marking with new QFU identification numbers (12/30), as well as touchdown zones have been carried out.

New runway entrance signs have also been installed .



### NEW THRESHOLD AT 12 & SAFETY AREA (RESA) AT THRESHOLDS 12 AND 30

Threshold 12 was moved 60 meters to East in order to incorporate a new runway end safety area called RESA.

At threshold 30, the RESA has been integrated without moving the threshold .



## NEW DECLARED DISTANCES AND RUNWAY RESISTANCE

The declared distances have been readjusted as follows :

RWY ID	TORA	TODA	ASDA	LDA
12	1485	1545	1485	1485
30	1485	1545	1485	1485

Tack resistance evolved :

<b>PCN</b>
<b>20 F B W T</b>

### NEW TURNING RACKETS



### PAPI

→ Threshold 12 moved, PAPI advanced 103 meters towards the center of the runway.

New PAPI setting: 3.0° or 5.2% with a new MEHT of 47 feet

→ Threshold 30, PAPI moved to the left side in the direction of landing.

PAPI setting unchanged: 3.5° or 6.1% with a new MEHT of 47 feet.

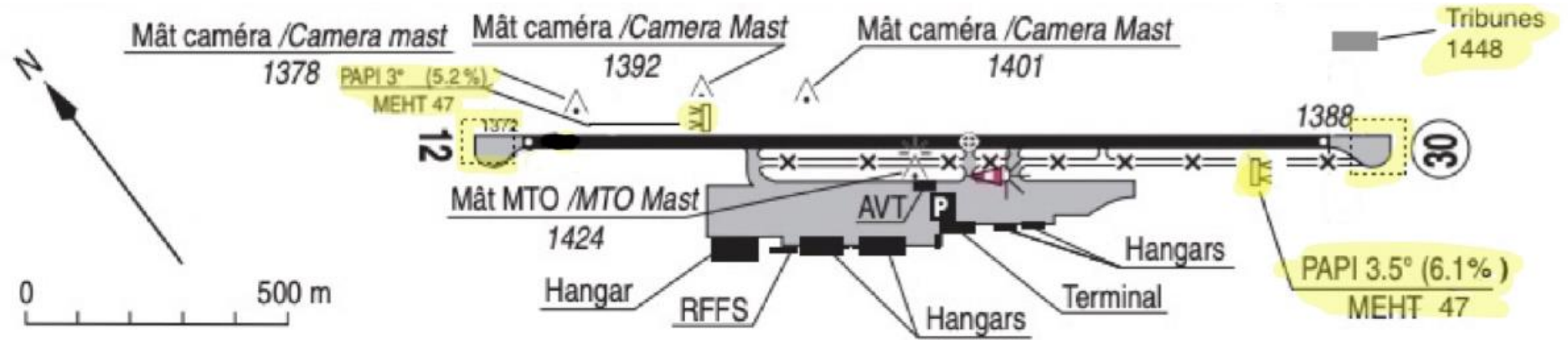
***Restriction: PROTECTION OF PAPI IS LIMITED TO A DEPTH OF 7km FOR THE TWO QFU,***

***Info: THE PAPI IS MANDATORY FOR THE USE OF RUNWAY 30 ON LANDING.***

# 04

## VAC CHART PROJECT







# 05

## TEMPORARY CHANGES TO IFR PROCEDURES



**The trajectories of the currently published IAC charts do not change.**

**However, special provisions should be noted during the complete review of all IFR procedures, namely:**

**That the LNAV RWY 30 minima have been raised to those of the MVL**

see AD 2 LFMQ IAC RWY 30 RNP

**That the slopes of the RNP RWY 12 procedure and the PAPI RWY 12 are now different**

see AD 2 LFMQ IAC RWY 12 RNP C

AD 2 LFMQ IAC RWY 30 RNPNEW LNAV MINIMAS

CAT	LNAV			(2) MVL (Sud HJ) / Circling (South HJ)	
	MDA (H)	RVR	OCH	MDA (H)	VIS
A	<b>2330</b> (940)	1500		<b>2330</b> (940)	1500
B	<b>2380</b> (990)	2400	683	<b>2380</b> (990)	2400
C	<b>2810</b> (1420)	3200		<b>2810</b> (1420)	3200

AD 2 LFMQ IAC RWY 12 RNP C

CAT	(1)	
	MVL (Sud HJ) / <i>Circling (South HJ)</i>	
	<b>MDA (H)</b>	<b>VIS</b>
A	<b>2330</b> (960)	1500
B	<b>2380</b> (1010)	2400
C	<b>2680</b> (1310)	3600

RNP Procedures and PAPI not harmonized

Different slopes:

-PENTE RNP RWY 12 : 3°38 (5,9%)

-PENTE PAPI RWY 12 : 3°0 (5.2%)

# 06

## CURRENT NOTAMS



The Notams relating to the changes mentioned are in progress on the website of the Aeronautical Information Service: :

<http://notamweb.aviation-civile.gouv.fr/>



# 07

## CERTIFICATE OF RESPONSABILITY



# 07-CERTIFICATE OF RESPONSABILITY

I, the undersigned, Mr/Mrs.....,  
company/individual....., captain, acknowledge having taken knowledge of this document and  
undertake to comply with the relevant instructions.

Phone number: .....

Email:.....

Aircraft (type/registration) : :.....

At....., on.....

Signature/Stamp if applicable



THANK YOU FOR YOUR ATTENTION !

