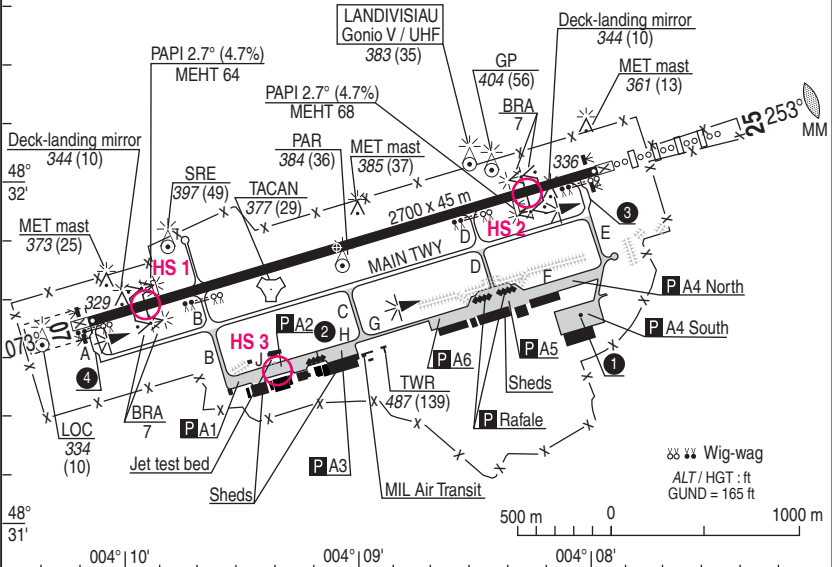


ALT AD : 348 (13 hPa) VAR : 0°W (25)

| TYPE     | LATITUDE      | LONGITUDE      |
|----------|---------------|----------------|
| THR 07   | 48°31'36.28"N | 004°10'09.42"W |
| THR 25   | 48°32'01.40"N | 004°08'03.35"W |
| Pt INS 1 | 48°31'37.32"N | 004°08'03.07"W |
| 2        | 48°31'30.09"N | 004°09'08.74"W |
| 3        | 48°31'56.61"N | 004°08'01.57"W |
| 4        | 48°31'31.63"N | 004°10'06.94"W |

HS : HOT SPOT  
See 01 B



| RWY | LIGHTING  |           | DECLARED DISTANCES |          |          |      | Surface<br>Strength | MINIMUMS TKOF (RVR in m) |       |       |       |
|-----|-----------|-----------|--------------------|----------|----------|------|---------------------|--------------------------|-------|-------|-------|
|     | APPROACH  | RWY       | TORA (1)           | TODA (1) | ASDA (1) | LDA  |                     | CAT A                    | CAT B | CAT C | CAT D |
| 07  | NIL       | LIH / LIL | 2700               | 2700     | 2700     | 2700 | Paved               | 250                      | 250   | 250   | 300   |
| 25  | LIH axial | LIH / LIL | 2700               | 2700     | 2700     | 2700 | 61 R/A/W/T          | 250                      | 250   | 250   | 300   |

(1) see flap 01 A

MARKING

- Day : lighting : LIH line APP RWY25 – LIH/LIL RWY07/25 – Flashing lights RWY07/25
- Remaining distance panels each 300 m south RWY (Height 5 ft)
- Stop indicators panels : TWY AST

**DV (Flight Director) : 862 724 21 06 - 02 98 24 21 06**

**OTHER INFORMATION**

- Deck-Landing mirror & BRA RWY 07 & 25
- Slippery RWY if rain

(1) Non-based ACFT : TORA=TODA=ASDA=2410 m because of the presence of specific infrastructures in the strip. Possible 2700 m O/R.

**REFUELING**

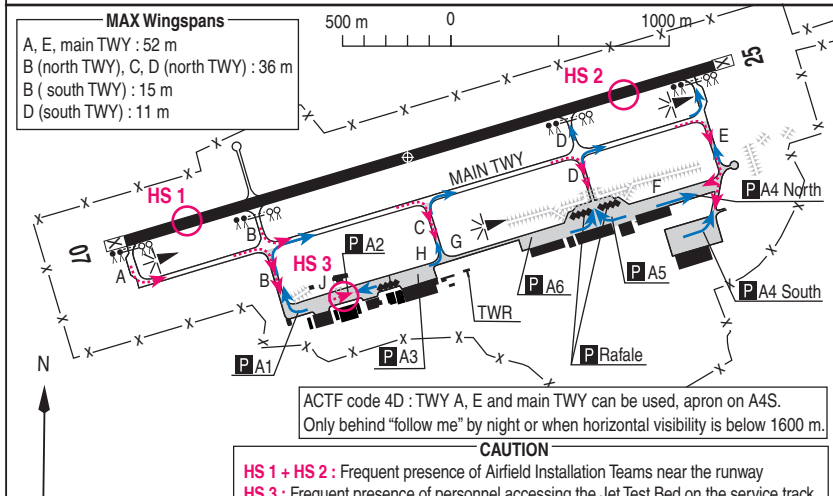
- F34 – HOR HO O/R 24H PN

**ATS HOR**

- PPR mandatory with 48HR MNM PN to LFRJZPX except for ACFT from French naval aviation.  
PPR NR mentioned in FPL box 18.
- Activity prohibited between 0000 and 0800 loc (except exemption from relevant authority).

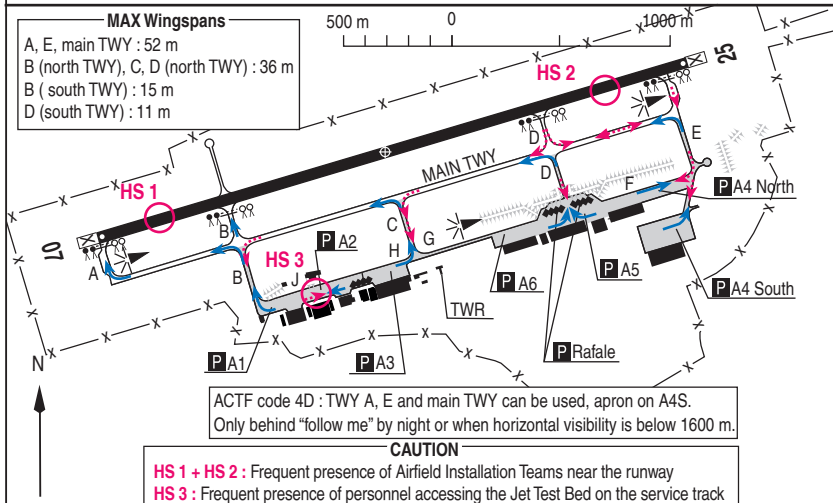
WEST CONFIGURATION :  
RWY25 in use

←..... ARR  
←..... DEP



EAST CONFIGURATION :  
RWY07 in use

←..... ARR  
←..... DEP



NATIONAL FRA  
VISUAL ARR & DEP  
ALT AD : 348 (13 hPa)

03 SEP 2026

MIAC4 LFRJ LANDIVISIAU  
JET RWY07/25

APP : 357.025 - 122.400  
TWR : 233.750 - 119.200  
PAR : LANDI precision 373.250 - 259.700 - 118.800  
ATIS : 142.225

AD FNF non GAT  
6 km NW from LANDIVISIAU  
TEL : 02.98.24.21.06

VAR  
0°W  
(25)



JET RWY07/25

CHG : QNH conversion.

LANDIVISIAU LFRJ

03 SEP 2026

**VISUAL ARR & DEP INSTRUCTIONS****ARR**

Radio contact with LANDI APP at 30 NM inbound.

Within a radius of 15 NM around AD : minimum 2500 (2152), speed limit 300 kt.

Contact LANDI TWR 1 MIN before joining break. Request TWR altitude clearance.

Left-hand break RWY 07 and 25.

Break at 1800 (1452) : Visibility more than 5 km / SCT / BKN / OVC higher than 1500 ft.

Break at 1300 (952) : Visibility more than 5 km / SCT / BKN / OVC more than 1000 ft, less than 1500 ft.

Maximum IAS : 280 kt.

Patrol of 4 ACFT MAX at break.

**RWY 25** EP "N" : CALLOT Island.

EP "S" : North of PLEYBER-CHRIST town 2500 (2152).

IP 25 : 5 NM RWY axis QFU 25.

**RWY 07** EP "W" : West of LESNEVEN town 2500 (2152).

IP 07 : 5 NM RWY axis QFU 07.

**Overflying BODILIS and ST DERRIEN cities forbidden.**

ARR by South are done 2500 (2152) vertical then proceed W point except CTL instructions.

**DEP**

Noise abatement procedures :

Initial climb : Maximum IAS : 300 kt. Minimal slope : 10° if possible.

**Low Altitude DEP:**

**RWY25** : the combat jet ACFT climb rapidly to 2000 (1652) in the RWY axis, then, from the end of the RWY or as soon as possible, make a sharp turn to the left or the right to avoid flying over the PLOUNEVENTER community area.

(This procedure does not apply to section TKOF).

**RWY07** : the jet ACFT climb rapidly to 2000 (1652) , stay in the RWY axis up to 3 NM TACAN (abeam PLOUGOURVEST town), then take the route scheduled in the flight plan.

(this procedure is to avoid flying over the KERVOANEC home for the aged, located between PLOUGOURVEST and LANDIVISIAU).

**High Altitude departure:**

**RWY25** : after TKOF and retraction of LDG gear, the combat jet ACFT turn to heading 290 while climbing to 5000 ft. After passing 3 NM TACAN, they take the route scheduled in the flight plan. The climb speed is free above 5000 ft

(This procedure does not apply to section TKOF).

**RWY07** : after TKOF and retraction of LDG gear, the combat jet ACFT stay in the RWY axis up to a distance of 3 NM TACAN, then take the route scheduled in the flight plan. The climb speed is free above 5000 ft.

See WARNING 01 for  
QNH conversion details

03 SEP 2026

**VISUAL ARR & DEP INSTRUCTIONS (CONTINUED)****SC DEP : SAINT MICHEL DE BRASPARTS Chapel.**

- After TKOF RWY 25, expedite climb on RWY axis up to 2000 (1652), then immediate left turn in order to avoid PLOUNEVENTER village, fly direct SC at 2000 (1652).
- After TKOF RWY 07, expedite climb on RWY axis up to 2000 (1652) up to 3 NM TACAN (abeam PLOUGOURVEST village), bypass LANDIVISIAU city via the east, fly direct SC at 2000 (1652).

**FLY RESTRICTIONS :**

Jet combat ACFT TKOF, LDG, RWY patterns, go around and touch and go prohibited between 1230 and 1345 loc.  
Jet combat ACFT LDG authorized during this slot will be performed only on long final

Overflying agglomerations to be avoided.

Direct proceed IP 07 or IP 25 only with CTL clearance.

Expect line up behind the BRA, 2410 m of RWY available.

On request, 2700 m of RWY available (delay depending on the traffic).

Except TKOF, no full throttle or after-burner (shut down after-burner when gears are up if possible) in a 5 NM circle around AD, and below 10000 ft AGL.

**ADDITIONAL INFORMATION:**

BRA at each QFU.

Deck landing opticals, 25 m from RWY centre line, left side, 10 ft height ASFC with lighting.

Threshold distance : RWY 07 193 m

RWY 25 175 m

R 294 A : HOR possible activation H24. Entry upon Landi TWR authorization.

R 294 B : See AIP ENR 5.1-1.

P70 : See AIP ENR 5.1-1.

VFR transit closed when R 294 A is active.

See WARNING 01 for  
QNH conversion details

NATIONAL FRA  
ALT AD : 348 (13 hPa)

OPERATOR PROCEDURE  
03 SEP 2026

MIAC4 LFRJ LANDIVISIAU  
AMG 01

APP : 357.025 - 122.400

RESTRICTED TO AIRCRAFT

VAR

TWR : 233.750 - 119.200

AUTHORIZED BY THEIR AIRCRAFT OPERATOR

0°W

PAR : LANDI precision 373.250 - 259.700 - 118.800

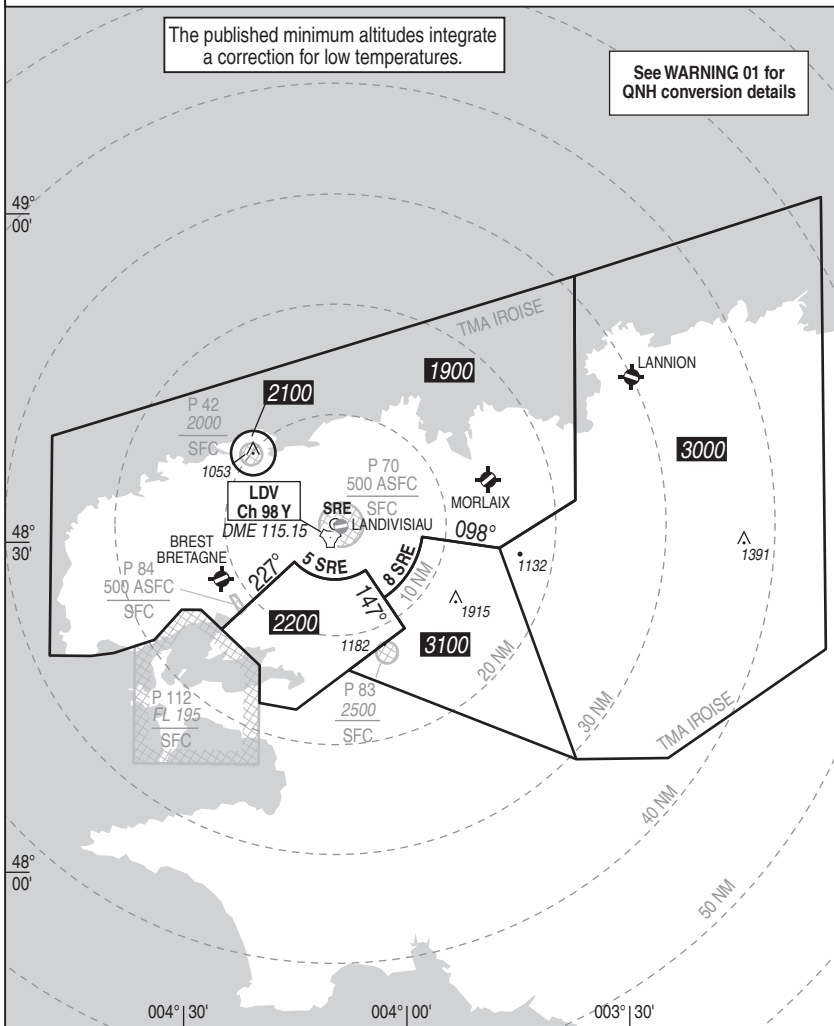
ATIS : 142.225

(25)

COMMUNICATION FAILURE : Apply french national regulation.

The published minimum altitudes integrate  
a correction for low temperatures.

See WARNING 01 for  
QNH conversion details



AMG

CHG : Renaming, QNH conversion.

LANDIVISIAU LFRJ

MILAIP FRANCE DIRCAM © DIA

APP : 357.025 - 122.400  
TWR : 233.750 - 119.200  
PAR : LANDI precision 373

RESTRICTED TO AIRCRAFT

**AUTHORIZED BY THEIR AIRCRAFT OPERATOR**  
59.700 - 118.800      ATIS : 142.225

RDH : 61

VAR  
0°W (25)

(1) OCH PAR  
(2) OCH CIRCLING

Non standard RDH  
RDH : 18.6 m (61 ft)

**MAX IAS 250 kt**

OAT ONLY

See WARNING 01 for QNH conversion details

P 42  
0000

1050



MOCA

IAF —  
GOGRU

8°36'19.5"N  
04°24'24.0"W  
**2100**

IAF  
LUMEV

48°28'10.1"N  
004°26'37.4"W 253° LD  
3000

IF

FAF

(1) 40  
(76)

$$\begin{array}{r} 535 \\ 06 \overline{) } \end{array}$$

LDV Ch 98Y  
(115.15)  
⋮⋮⋮  
48°31'41.8"N  
004°09'22.7"W

STR

—

REF HGT : ALT THR in ft

2100

1.5 NM

MT 315°

Missed APCH : Climb in RWY axis to 2100 (1771).  
At 1.5 LDV turn left MT 315° to intercept and follow  
RDL 360° LDV.  
At 9 LDV turn left to intercept and follow ARC 11  
LDV to IAF GOGRU for a new presentation.

- THR (NM)
- TAC LDV (NM)

| CAT | PAR              |      |     | CIRCLING (1) |      |     |
|-----|------------------|------|-----|--------------|------|-----|
|     | DA               | RVR  | OCH | MDA          | VIS  | OCH |
| A   | <b>530 (201)</b> | 1200 | 173 | 900 (571)    | 1600 | 501 |
| B   |                  |      |     | 900 (571)    | 1600 |     |
| C   |                  |      |     | 950 (621)    | 2400 |     |
| D   |                  |      |     | 1050 (721)   | 3600 |     |

Remarks : (1) Circling prohibited South of RWY.

HPMA TACAN PAR RWY07

**CHG** : QNH conversion.

LANDIVISIAU LFRJ

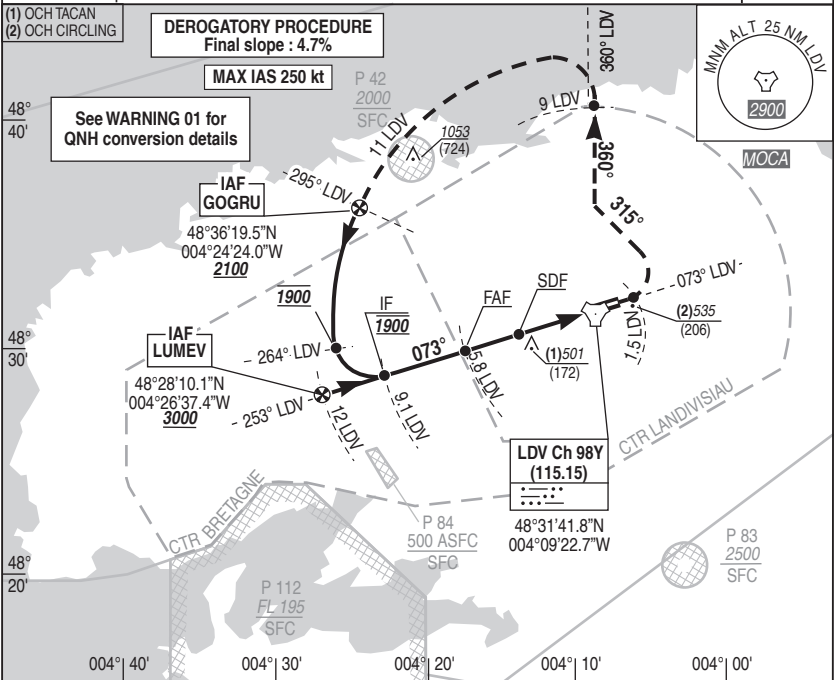
MILAIP FRANCE DIRCAM © DIA

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 348 THR : 329

03 SEP 2026

OPERATOR PROCEDURE  
MIAC4 LFRJ LANDIVISIAU  
HPMA TACAN RWY07

APP : 357.025 - 122.400  
TWR : 233.750 - 119.200  
PAR : LANDI precision 373.250 - 259.700 - 118.800  
ATIS : 142.225



| REF HGT : ALT THR in ft                                                                                                                                                                                                      |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|
|                                                                                                                                                                                                                              |  |  |  |  |  |
| Missed APCH : Climb RDL 073° LDV (MT 073°) to 2100(1771).<br>At 1.5 NM turn left MT 315° to intercept and follow RDL 360° LDV.<br>At 9 LDV turn left to intercept and follow ARC 11 LDV to IAF GOGRU for a new presentation. |  |  |  |  |  |
| Remarks : (1) South circling prohibited. VSS checked.                                                                                                                                                                        |  |  |  |  |  |

| CAT | TACAN |      |     | CIRCLING (1) |      |     | TACAN |     |     |        |        |
|-----|-------|------|-----|--------------|------|-----|-------|-----|-----|--------|--------|
|     | MDA   | RVR  | OCH | MDA          | VIS  | OCH | NM    | ALT | HGT | 5      | 4      |
| A   | 750   | 1500 |     | 900 (571)    | 1600 |     |       |     |     | 1660   | 1370   |
| B   | (421) | 1500 |     | 900 (571)    | 1600 |     |       |     |     | (1331) | (1041) |
| C   |       | 1900 | 418 | 950 (621)    | 2400 | 501 |       |     |     |        | 1080   |
| D   |       | 1900 |     | 1050 (721)   | 3600 |     |       |     |     |        | (751)  |
|     |       |      |     |              |      |     |       |     |     |        | 800    |
|     |       |      |     |              |      |     |       |     |     |        | (471)  |

HPMA TACAN RWY07

CHG : QNH conversion.

LANDIVISIAU LFRJ

MILAIIP FRANCE © DIA

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 348 THR : 329

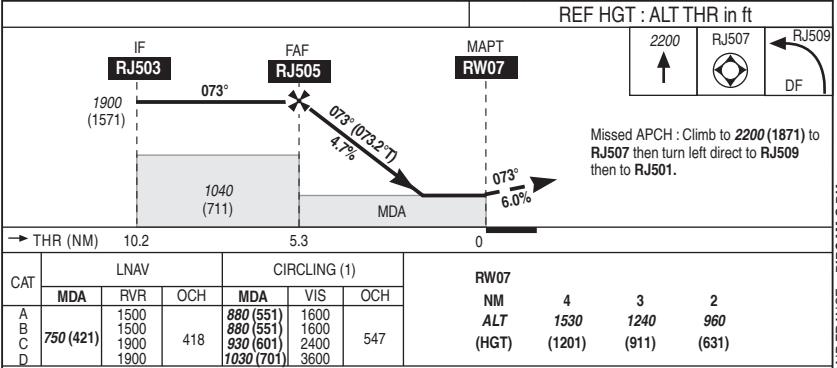
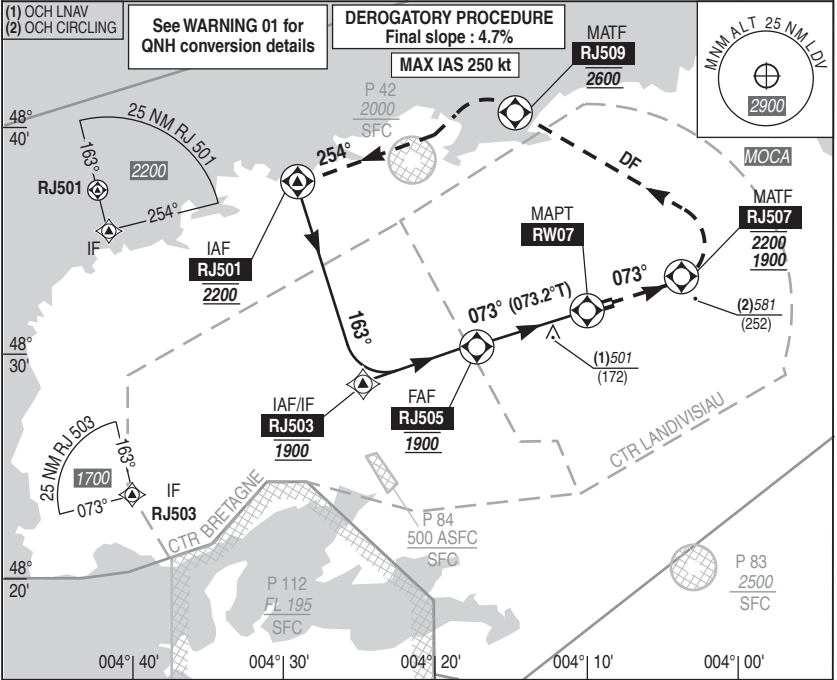
OPERATOR PROCEDURE  
MIAC4 LFRJ LANDIVISIAU  
HPMA INS GNSS RWY07

APP : 357.025 - 122.400  
TWR : 233.750 - 119.200  
PAR : LANDI precision 373.250 - 259.700 - 118.800

03 SEP 2026  
ATIS : 142.225

RESTRICTED TO AIRCRAFT  
AUTHORIZED BY THEIR AIRCRAFT  
OPERATOR

VAR  
0°W (25)



Remarks : (1) Circling prohibited South of RWY.VSS checked.

HPMA INS GNSS RWY07

CHG : QNH conversion.

LANDIVISIAU LFRJ

MILAIP FRANCE DIRCAM © DIA

| TABLE FOR DATA INDICATOR                                                                                                    |        |       |               |                |      | LFRJ INS GNSS RWY07 - MAG VAR 0.2°W (25) |                            |      |                       |                       |              |
|-----------------------------------------------------------------------------------------------------------------------------|--------|-------|---------------|----------------|------|------------------------------------------|----------------------------|------|-----------------------|-----------------------|--------------|
| N° SEQ                                                                                                                      | CODING | IDENT | COORDINATES   |                | TYPE | DIST (NM)                                | MAG TRACK (TRUE TRACK) (°) | TURN | MMN ALT or LEVEL (ft) | MAX ALT or LEVEL (ft) | MAX IAS (kt) |
| 10                                                                                                                          | IF     | RJ501 | 48°37'32.9"N  | 004°28'54.8"W  | FO   |                                          |                            |      | 2200                  | 2200                  | 250          |
| 20                                                                                                                          | TF     | RJ503 | 48°28'39.5"N  | 004°24'50.4"W  | FB   | 9.3                                      | 163 (163.1)                |      | 1900                  | 1900                  | 250          |
| 10                                                                                                                          | IF     | RJ503 | 48°28'39.5"N  | 004°24'50.4"W  | FB   |                                          |                            |      | 1900                  | 1900                  | 250          |
| 20                                                                                                                          | TF     | RJ505 | 48°30'05.3"N  | 004°17'44.1"W  | FO   | 4.9                                      | 073 (073.1)                |      | 1900                  | 1900                  |              |
| 30                                                                                                                          | TF     | RW07  | 48°31'36.28"N | 004°10'09.42"W | FO   | 4.9                                      | 073 (073.2)                |      |                       |                       |              |
| 40                                                                                                                          | TF     | RJ507 | 48°32'53.6"N  | 004°03'43.0"W  | FO   | 4.5                                      | 073 (073.2)                |      | 1900                  | 2200                  | 250          |
| 50                                                                                                                          | DF     | RJ509 | 48°40'29.5"N  | 004°14'12.5"W  | FO   |                                          | 254 (253.3)                | L    | 2600                  | 2600                  | 250          |
| 60                                                                                                                          | TF     | RJ501 | 48°37'32.9"N  | 004°28'54.8"W  | FO   | 10.2                                     |                            |      | 2200                  | 2200                  | 250          |
| LEGEND : TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CA : Course to an Altitude FO : Fly Over FB : Fly By |        |       |               |                |      |                                          |                            |      |                       |                       |              |
| See WARNING 01 for QNH conversion details                                                                                   |        |       |               |                |      |                                          |                            |      |                       |                       |              |

**NATIONAL FRA**  
**INSTRUMENT APPROACH**  
**ALT AD : 348 THR : 336**

03 SEP 2026

**OPERATOR PROCEDURE**  
**MIAC4 LFRJ LANDIVISIAU**  
**HPMA TACAN ILS or LOC RWY25**

APP : 357.025 - 122.400  
 TWR : 233.750 - 119.200  
 PAR : LANDI precision 373.250 - 259.700 - 118.800

ATIS : 142.225

**ILS : LD 108.5**  
 ::::

**RDH : 61**

**VAR**  
 0°W (25)

- (1) OCH ILS  
 (2) OCH LOC  
 (3) OCH CIRCLING  
 (4) VSS

**Non standard RDH**  
**RDH : 61 ft**

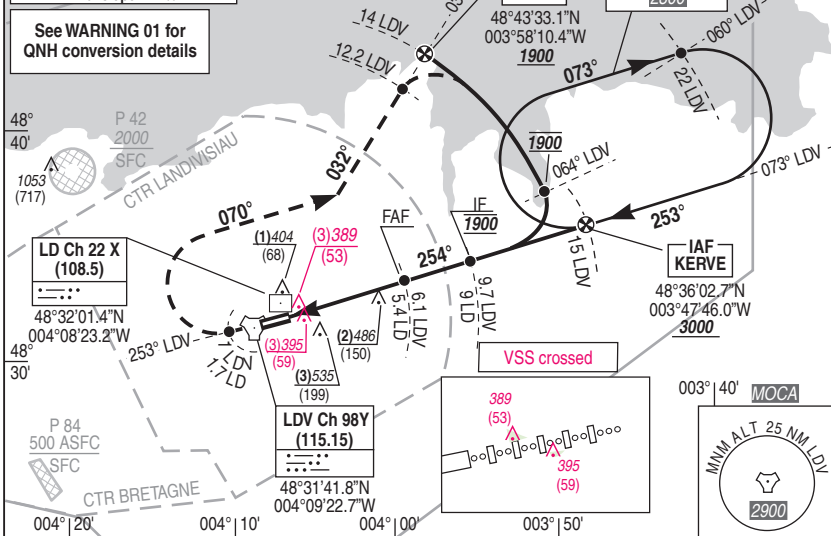
**MAX IAS 250 kt**

**RESTRICTED TO AIRCRAFT**  
**AUTHORIZED BY THEIR**  
**AIRCRAFT OPERATOR**

**TACAN HLDG**  
**KERVE**  
 MAX IAS 250 kt  
**FL 175**  
**3000**  
**2300**

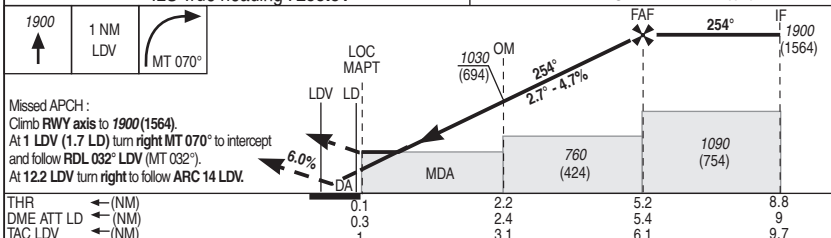
**DEROGATORY LOC PROCEDURE**  
 Final slope : 4.7%

**See WARNING 01 for**  
**QNH conversion details**



**ILS True heading : 253.31°**

**REF HGT : ALT THR in ft**



**Missed APCH :**  
 Climb **RWY** axis to **1900(1564)**.  
 At 1 LDV (1.7 LDV) turn right **MT 070°** to intercept  
 and follow **RDL 032° LDV** (MT 032°).  
 At 12.2 LDV turn right to follow **ARC 14 LDV**.

|            |        |     |     |     |     |
|------------|--------|-----|-----|-----|-----|
| THR        | ← (NM) | 0.1 | 2.2 | 5.2 | 8.8 |
| DME ATT LD | ← (NM) | 0.3 | 2.4 | 5.4 | 9   |
| TAC LDV    | ← (NM) | 1   | 3.1 | 6.1 | 9.7 |

| CAT | ILS       |     |     | LOC       |      |     | CIRCLING (5) |      |     | LOC / DME ATT |       |       |        |        |
|-----|-----------|-----|-----|-----------|------|-----|--------------|------|-----|---------------|-------|-------|--------|--------|
|     | DA        | RVR | OCH | MDA       | RVR  | OCH | MDA          | VIS  | OCH | NM            | 2     | 3     | 4      | 5      |
| A   | 540 (204) | 550 | 166 | 740 (404) | 1100 | 396 | 910 (574)    | 1600 | 494 | ALT           | 920   | 1200  | 1490   | 1780   |
| B   |           |     |     |           |      |     | 960 (574)    | 1600 |     | (HGT)         | (584) | (864) | (1154) | (1444) |
| C   |           |     |     |           |      |     | 960 (624)    | 2400 |     |               |       |       |        |        |
| D   |           |     |     |           |      |     | 1060 (724)   | 3600 |     |               |       |       |        |        |

Remarks : (5) South circling prohibited. **VSS crossed**

**HPMA TACAN ILS or LOC RWY25**

**CHG : QNH conversion.**

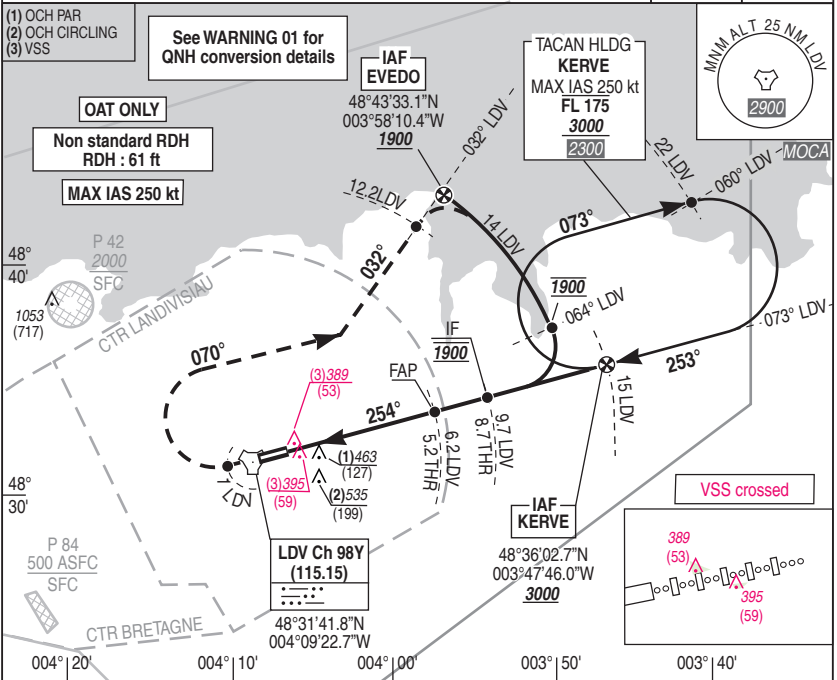
**LANDIVISIAU LFRJ**

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 348 THR : 336

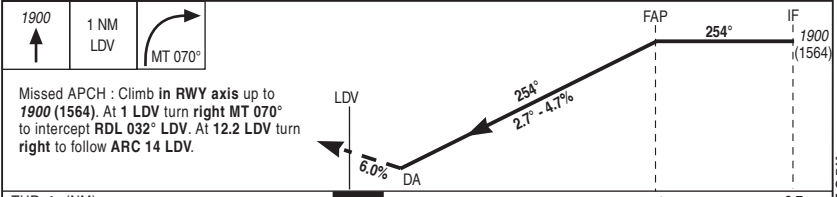
03 SEP 2026

OPERATOR PROCEDURE  
MIAC4 LFRJ LANDIVISIAU  
HPMA TACAN PAR RWY25

|                                                                                                         |                                                                                   |          |                 |
|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|-----------------|
| APP : 357.025 - 122.400<br>TWR : 233.750 - 119.200<br>PAR : LANDI precision 373.250 - 259.700 - 118.800 | RESTRICTED TO AIRCRAFT<br>AUTHORIZED BY THEIR AIRCRAFT OPERATOR<br>ATIS : 142.225 | RDH : 61 | VAR<br>0°W (25) |
|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|-----------------|



|                         |  |
|-------------------------|--|
| REF HGT : ALT THR in ft |  |
|-------------------------|--|



|            |     |     |
|------------|-----|-----|
| THR ← (NM) | 5.2 | 8.7 |
| TAC ← (NM) | 6.2 | 9.7 |

| CAT | PAR       |     |     | CIRCLING (4) |      |     |
|-----|-----------|-----|-----|--------------|------|-----|
|     | DA        | RVR | OCH | MDA          | VIS  | OCH |
| A   | 570 (234) | 550 | 225 | 910 (574)    | 1800 |     |
| B   |           |     |     | 910 (574)    | 1800 | 494 |
| C   |           |     |     | 960 (624)    | 2400 |     |
| D   |           |     |     | 1060 (724)   | 3600 |     |

Remarks : (4) Circling prohibited South of RWY. VSS crossed.

NATIONAL FRA  
INSTRUMENT APPROACH  
ALT AD : 348 THR : 336

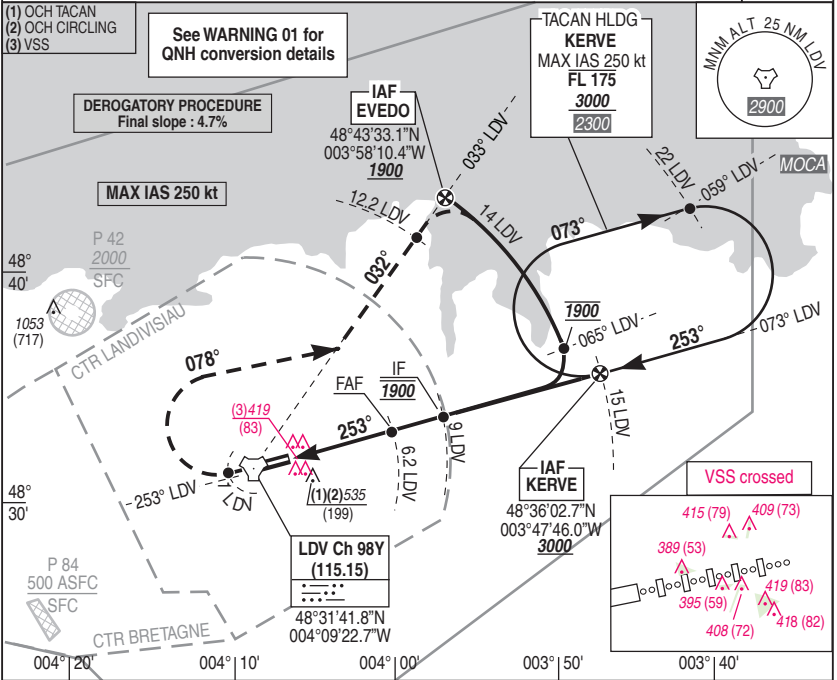
OPERATOR PROCEDURE  
MIAC4 LFRJ LANDIVISIAU  
HPMA TACAN RWY25

03 SEP 2026

APP : 357.025 - 122.400  
TWR : 233.750 - 119.200  
PAR : LANDI precision 373.250 - 259.700 - 118.800  
ATIS : 142.225

RESTRICTED TO AIRCRAFT  
AUTHORIZED BY THEIR AIRCRAFT OPERATOR

VAR  
0°W (25)



REF HGT : ALT THR in ft

1900  
↑  
R-253° LDV

1 NM  
LDV

MT 078°

Missed APCH : Climb RDL 253° LDV to 1900 (1564).  
At 1 LDV turn right MT 078° to intercept and follow RDL 032° LDV. At 12.2 LDV turn right to follow ARC 14 LDV for a new presentation.

APCH not in RWY axis

FAF

253°

IF 1900 (1564)

LDV

MAPT

253°

4.7%

6.0%

MDA

1090 (754)

| CAT | TACAN     |      |     | CIRCLING (4) |      |     | TACAN        |            |             |             |
|-----|-----------|------|-----|--------------|------|-----|--------------|------------|-------------|-------------|
|     | MDA       | RVR  | OCH | MDA          | VIS  | OCH | NM ALT (HGT) | 3          | 4           | 5           |
| A   | 790 (454) | 1400 | 445 | 910 (574)    | 1600 | 494 | 980 (644)    | 1270 (934) | 1550 (1214) | 1840 (1504) |
| B   |           |      |     | 910 (574)    | 1600 |     |              |            |             |             |
| C   |           |      |     | 960 (624)    | 2400 |     |              |            |             |             |
| D   |           |      |     | 1060 (724)   | 3600 |     |              |            |             |             |

Remarks : (4) Circling prohibited South of RWY. VSS crossed.



See WARNING 01 for QNH conversion details

| TABLE FOR DATA INDICATOR                                                                                                    |        |       |               |                |      | LFRJ INS GNSS RWY25 - MAG VAR 0.2°W (25) |                            |      |                        |                       |              |
|-----------------------------------------------------------------------------------------------------------------------------|--------|-------|---------------|----------------|------|------------------------------------------|----------------------------|------|------------------------|-----------------------|--------------|
| N° SEQ                                                                                                                      | CODING | IDENT | COORDINATES   |                | TYPE | DIST (NM)                                | MAG TRACK (TRUE TRACK) (°) | TURN | MINM ALT or LEVEL (ft) | MAX ALT or LEVEL (ft) | MAX IAS (kt) |
|                                                                                                                             | HM     | RJ502 | 48°37'26.2"N  | 003°40'32.3"W  | FO   |                                          | 254 (253.9)                |      | 3000                   | FL165                 | 250          |
| 10                                                                                                                          | IF     | RJ500 | 48°44'57.4"N  | 003°55'22.9"W  | FO   |                                          |                            |      | 2200                   | 2200                  | 250          |
| 20                                                                                                                          | TF     | RJ506 | 48°35'22.6"N  | 003°51'05.4"W  | FB   | 10.0                                     | 164 (163.4)                |      | 2100                   | 2100                  | 250          |
| 10                                                                                                                          | IF     | RJ502 | 48°37'26.2"N  | 003°40'32.3"W  | FO   |                                          |                            |      | 3000                   | 3000                  | 250          |
| 20                                                                                                                          | TF     | RJ506 | 48°35'22.6"N  | 003°51'05.4"W  | FB   | 7.3                                      | 255 (254.8)                |      | 2100                   | 2100                  | 250          |
| 10                                                                                                                          | IF     | RJ504 | 48°28'22.9"N  | 003°47'58.5"W  | FO   |                                          |                            |      | 3000                   | 3000                  | 250          |
| 20                                                                                                                          | TF     | RJ506 | 48°35'22.6"N  | 003°51'05.4"W  | FB   | 7.3                                      | 344 (343.5)                |      | 2100                   | 2100                  | 250          |
| 10                                                                                                                          | IF     | RJ506 | 48°35'22.6"N  | 003°51'05.4"W  | FB   |                                          |                            |      | 2100                   | 2100                  | 250          |
| 20                                                                                                                          | TF     | RJ508 | 48°33'43.5"N  | 003°59'37.9"W  | FO   | 5.8                                      | 254 (253.5)                |      | 2100                   | 2100                  |              |
| 30                                                                                                                          | TF     | RW25  | 48°32'01.40"N | 004°08'03.40"W | FO   | 6.0                                      | 254 (253.4)                |      |                        |                       |              |
| 40                                                                                                                          | TF     | RJ510 | 48°31'09.7"N  | 004°12'22.7"W  | FO   | 3.0                                      | 254 (253.3)                |      |                        | 2200                  | 250          |
| 50                                                                                                                          | CF     | RJ500 | 48°44'57.4"N  | 003°55'22.9"W  | FO   |                                          | 074 (073.9)                |      | 2200                   | 2200                  | 250          |
| LEGEND : TF : Track to a Fix DF : Direct to a Fix CF : Course to a Fix CA : Course to an Altitude FO : Fly Over FB : Fly By |        |       |               |                |      |                                          |                            |      |                        |                       |              |

DATA INS GNSS RWY25

CHG : QNH conversion.

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