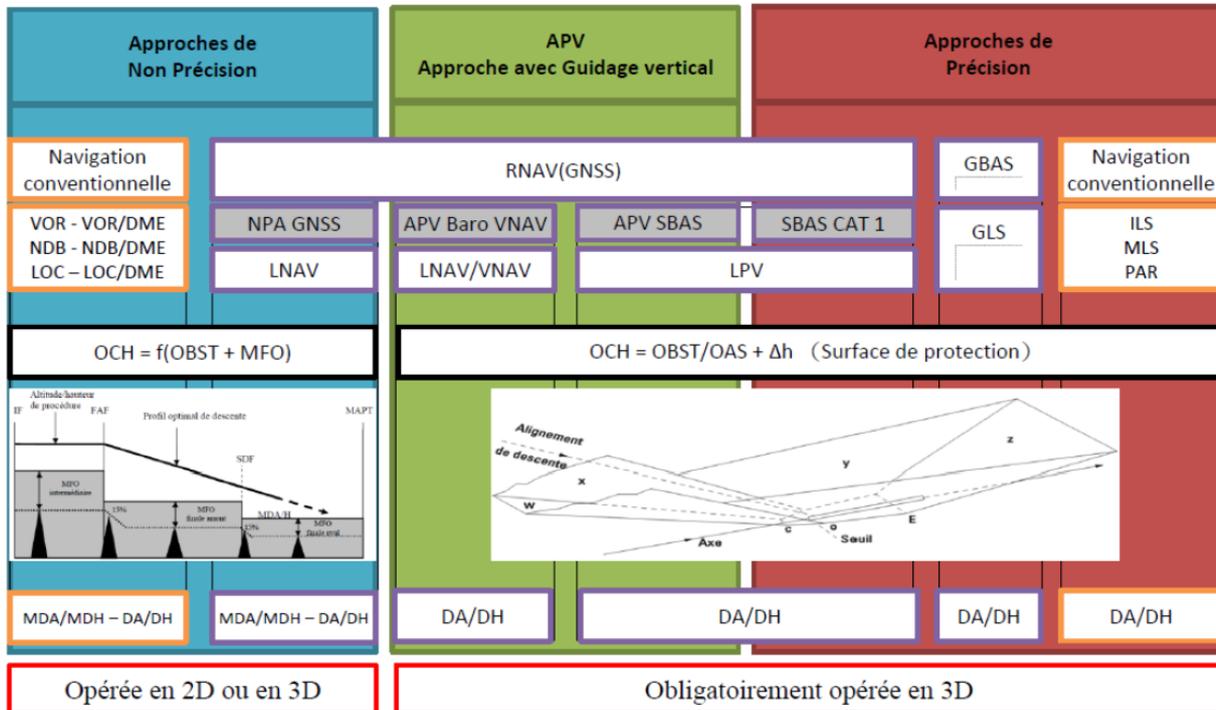


APPROCHE NPA LPV ET PRECISION

LFRK



Vol d'entraînement pour travailler les approches de non précision (NPA) les approche APV et les approches de précision (GBAS ou ILS), Cette séance aura lieu sur l'aéroport de Caen LFRK La première approche sera une VOR 13 , remise de gaz pour la RNP 31 en 2D suivi de l'ILS Z 31

Prérequis : avoir vu les vidéos approches classiques , approches APV précision

- Objectifs :
- Savoir différencier les types d'approches et leur exécution
 - Préparer les birefings des approches
 - Gestion des automatismes et du Garmin G1000

Niveau de difficulté : ★★☆☆☆

Durée 1h

CONDITIONS

Météo réelle du jour ou selon modèles proposés

AVION



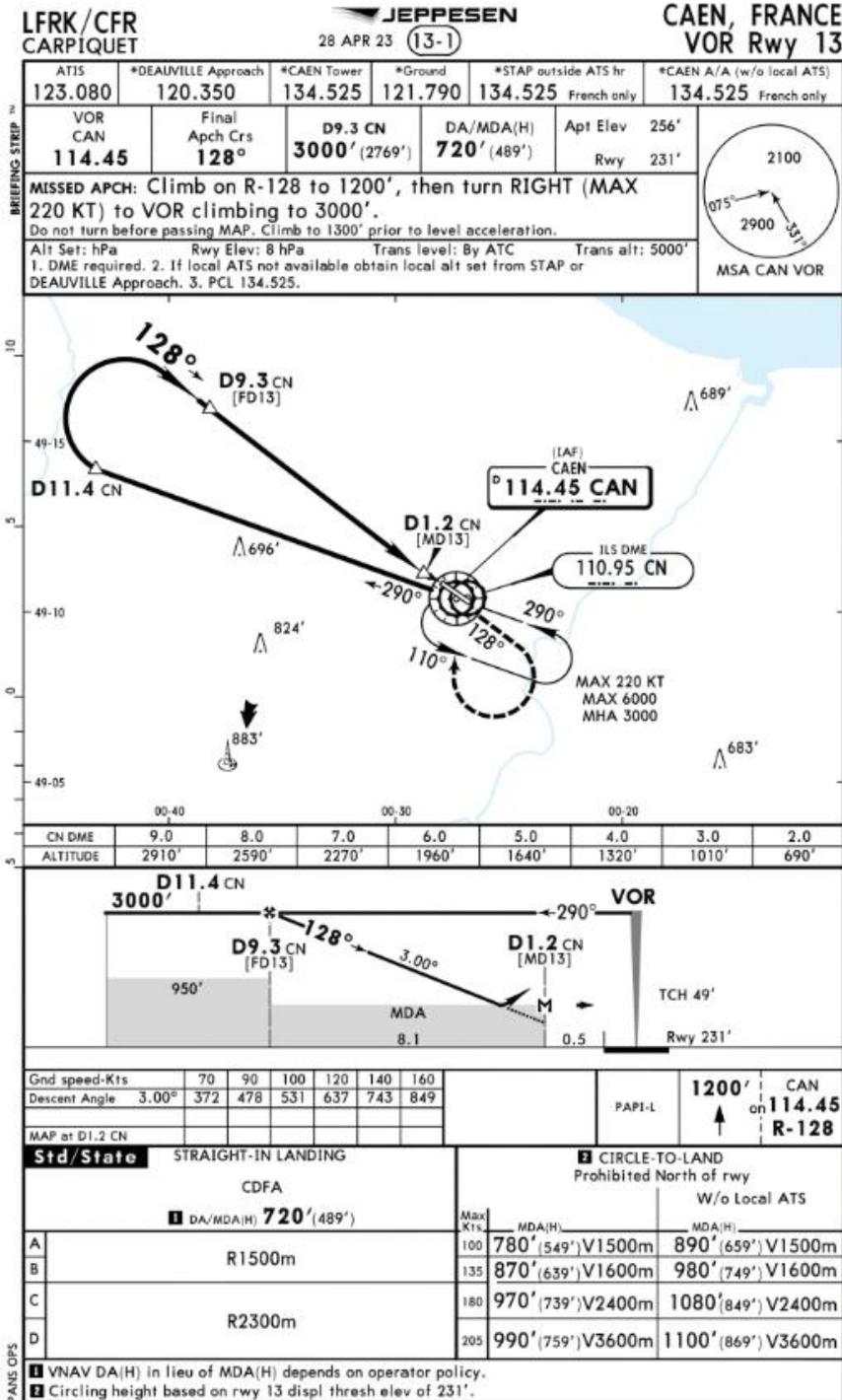
Au choix CAT A ou B garmin G1000

DEPART

Départ OMNI montée 3000ft pour le VOR de CAEN

CROISIERE

FL030 minimum





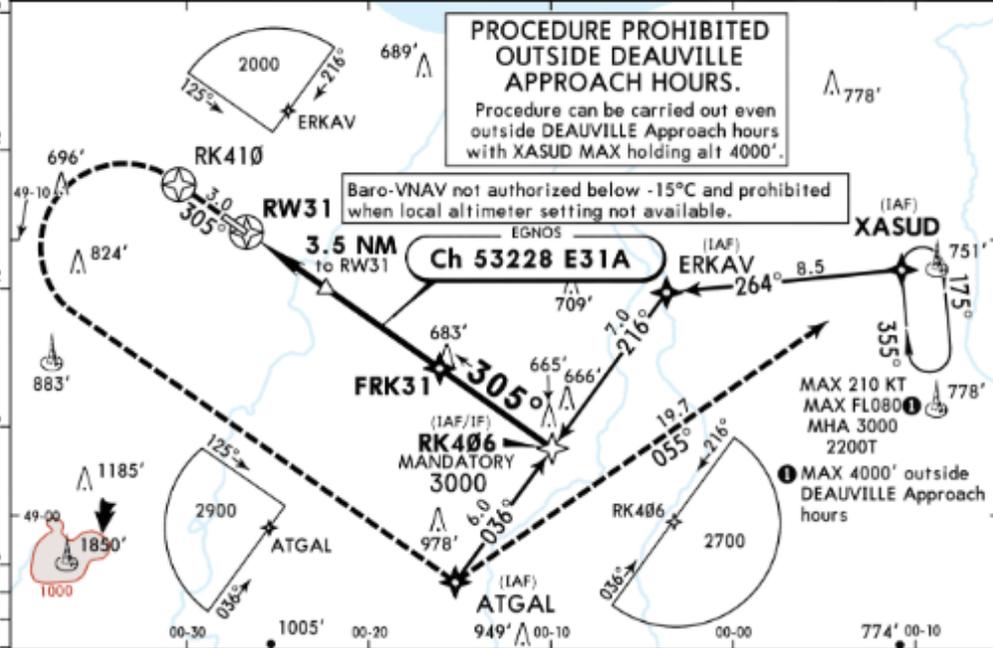
SCENARIO IFR #3

LFRK/CFR
CARPIQUET

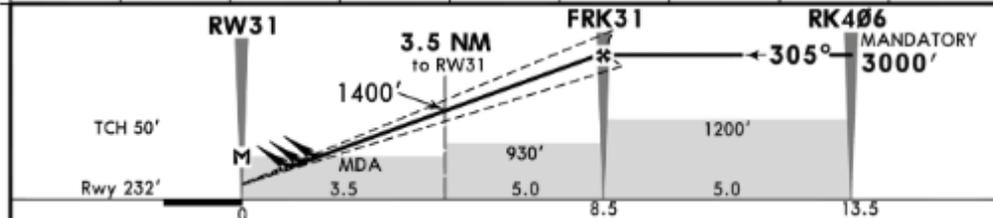
JEPPESEN
19 MAY 23 (12-2)

CAEN, FRANCE
RNP Rwy 31

ATIS 123.080	*DEAUVILLE Approach 120.350	*CAEN Tower 134.525	*Ground 121.790	*STAP outside ATS hr 134.525 <small>French only</small>	*CAEN A/A (w/o local ATIS) 134.525 <small>French only</small>
EGNOS Ch 53228 E31A	Final Apch Crs 305°	FRK31 MANDATORY 3000' (2768')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 256' Rwy 232'	TAA 25 NM IF/IAF
MISSED APCH: Climb STRAIGHT AHEAD to RK410, then turn LEFT to ATGAL, then join holding based on XASUD.					
Do not turn before passing MAP. Climb to 1500' prior to level acceleration.					
RNP apch. Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC	
Trans alt: 5000'					
1. If local ATIS not available obtain local altimeter setting from STAP or DEAUVILLE Approach. 2. Pilot controlled lighting 134.525.					



DIST to RW31	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	601'	919'	1238'	1556'	1875'	2193'	2512'	2830'



Gnd Speed-Kts	70	90	100	120	140	160	HIALS REIL RK410
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW31							

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited North of rwy	
	LPV CAT I DA(H)		LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
	A: 432' (200')	AB: 482' (250')	C: 492' (260')		DA/MDA(H) 590' (358')	
	B: 442' (210')	D: 502' (270')		W/o Local ATIS & w/o Local Alt Set		
	C: 452' (220')					
	D: 462' (230')					
PANS OPS	ALS out		ALS out		ALS out	
	A				Max Kts	MDA(H)
	B	R750m	R800m	R1200m	100	780' (548') V1500m
	C	R1200m	R1300m	R1200m	135	870' (638') V1600m
	D	R800m	R900m	R1600m	180	970' (738') V2400m
				205	1100' (868') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 31 thresh elev of 232'.
CHANGES: Procedure restriction. © JEPPESEN, 2014, 2023. ALL RIGHTS RESERVED.

NAVIGRAPH CHARTS INTENDED FOR FLIGHT SIMULATION ONLY - NOT FOR NAVIGATIONAL USE



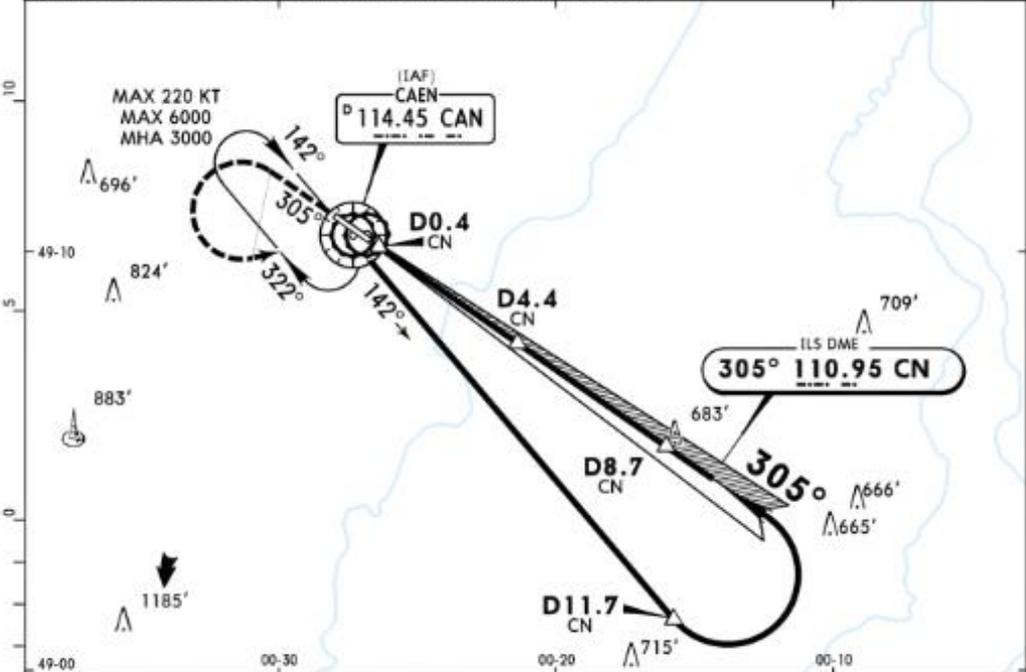
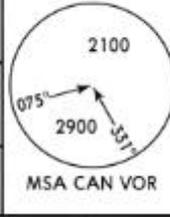
LFKR/CFR CARPIQUET **JEPPESEN** **CAEN, FRANCE**
 28 APR 23 (11-1) **ILS Z or LOC Z Rwy 31**

ATIS 123.080	*DEAUVILLE Approach 120.350	*CAEN Tower 134.525	*Ground 121.790	*STAP outside ATS hr 134.525 French only	*CAEN A/A (w/o local ATS) 134.525 French only
LOC CN 110.95	Final Apch Crs 305°	D8.7 CN 3000' (2768')	ILS DA(H) 432' (200')	Apt Elev 256'	Rwy 232'

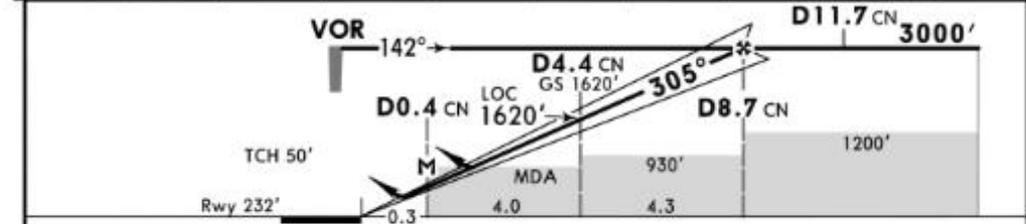
MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn LEFT (MAX 220 KT) to VOR climbing to 3000'.
 Do not turn before passing MAP. Climb to 1300' prior to level acceleration.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'

1. VOR and DME required. 2. If local ATS not available obtain local altimeter setting from STAP or DEAUVILLE Approach. 3. Pilot controlled lighting 134.525.



LOC (GS out)	CN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	550'	870'	1180'	1500'	1820'	2140'	2460'	2780'



Gnd Speed-Kts	70	90	100	120	140	160	HTALS	1000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL	

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Prohibited North of rwy	
	DA(H) 432' (200')		DA/MDA(H) 510' (278')		W/o Local ATS	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A					100	780' (548') V1500m 890' (658') V1500m
B	R750m	R1200m	R900m	R1300m	135	870' (638') V1600m 980' (748') V1600m
C					180	970' (738') V2400m 1080' (848') V2400m
D					205	990' (758') V3600m 1100' (868') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 2 Circling height based on rwy 31 threshold elev of 232'.

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Chart linked to: jaltersaut