

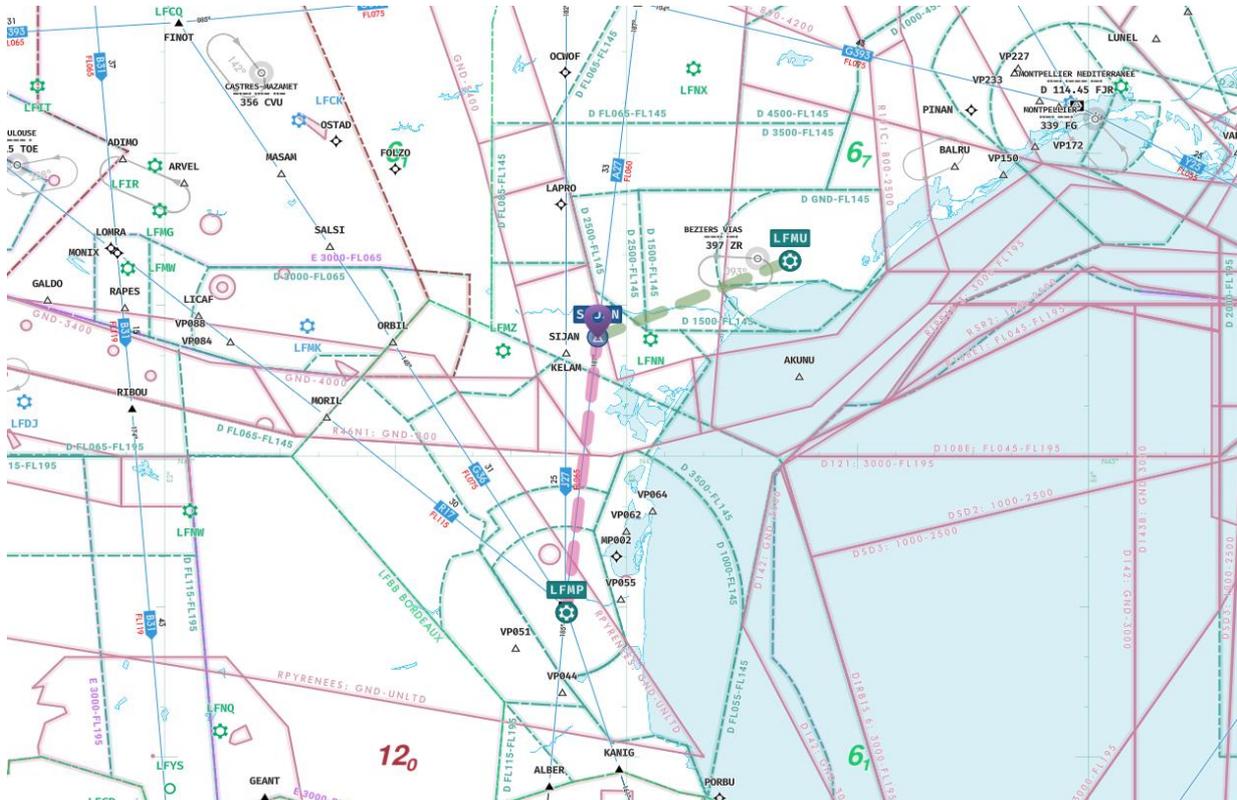
LFMP

Perpignan



LFMU

Béziers



Vol IFR entre Perpignan et Béziers, ce tronçon est régulièrement suivi par les élèves de l'école Aéropyrréennes, ce vol s'effectue en espace aérien contrôlé et sous couverture radar, une attention particulière sera porter au relief et aux vents forts voir modérés que subissent la région Sur ce vol vous effectuerez un départ standard conventionnel enchainé d'une arrivée pour une approche NDB en 2D puis une RNP en 3D

Niveau de difficulté : ★★☆☆☆

Durée de la séance : 01h30

Programme de la séance : Rdv en ligne 30min avant le départ sur discord ou zoom
Début du vol à LFMP rampe de stationnement 23
Débriefing : 10min

Objectifs :
→ Effectuer la préparation du vol en déterminant l'accessibilité des terrains
→ savoir effectuer un départ conventionnel
→ Assimiler les données de relief MSA sur une carte
→ Maitriser les techniques d'approche 2D 3D
→ Effectuer les différents briefing départ et arrivée

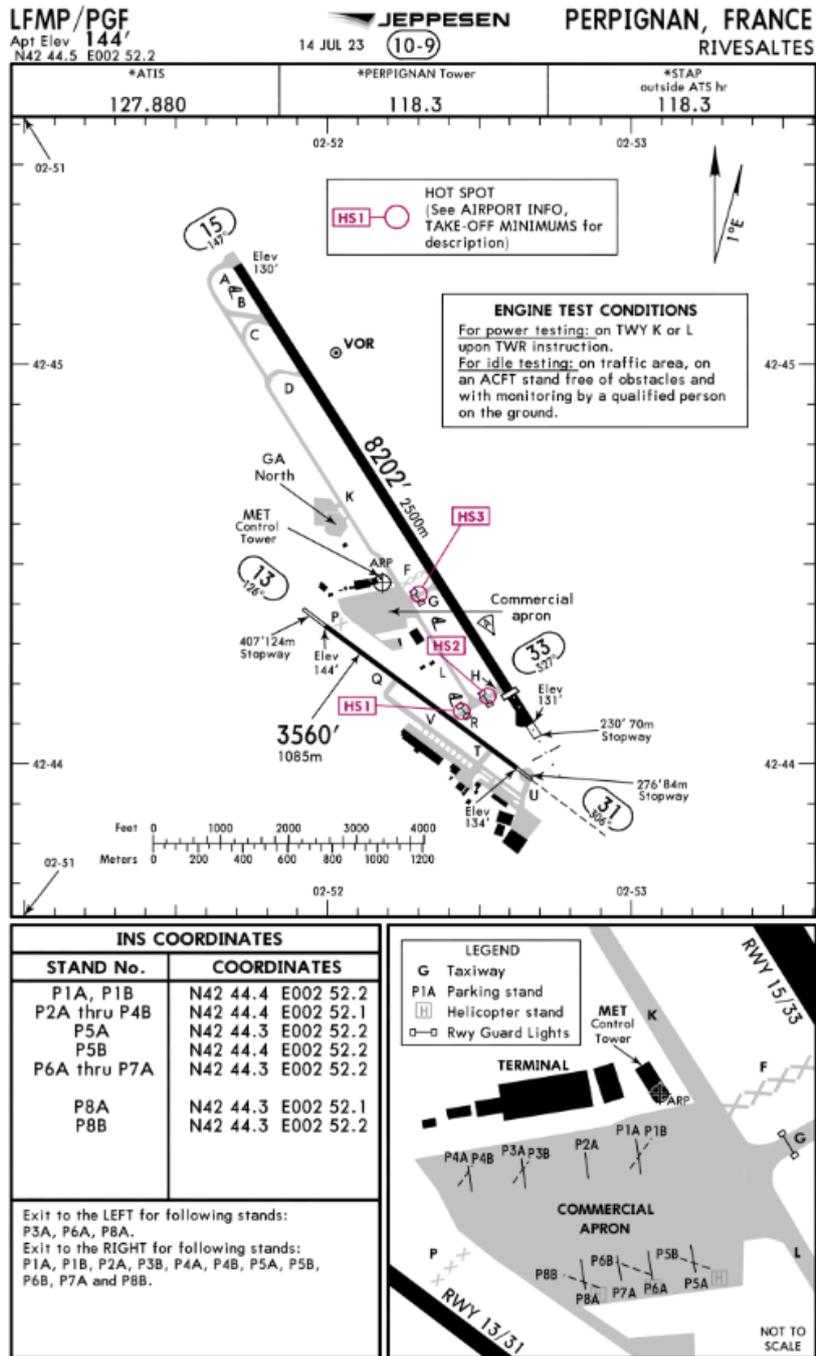


AVION CAT A ou B Garmin G1000 ou autres

CONDITIONS Météo réelle ou imposée

ROUTE FPL SIJAN A27 ZR

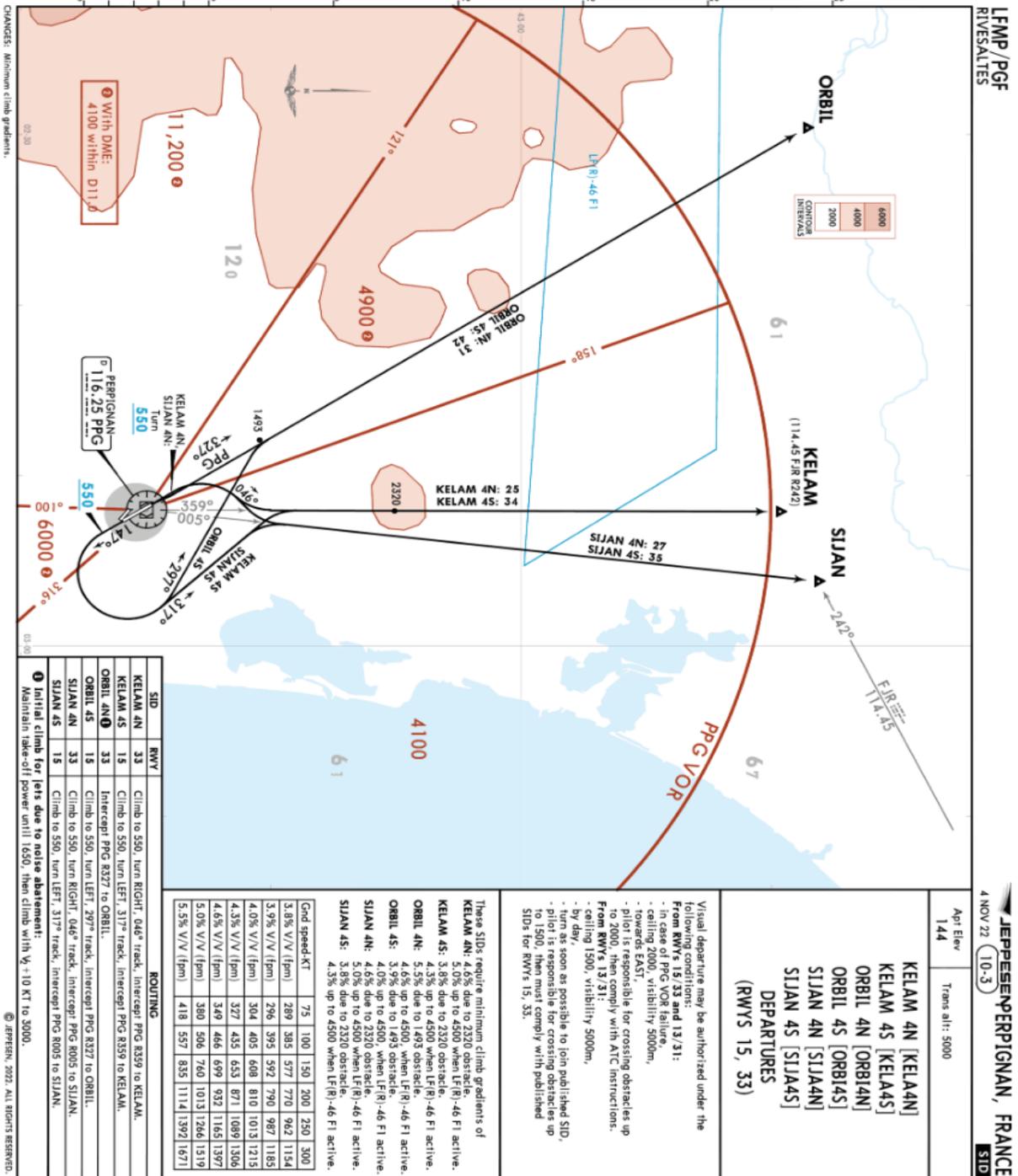
DEPART Rampe de stationnement 23
SID : SIJAN 4N ou 4S piste 15 ou 33



SCENARIO IFR #7



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LFMF/PGF
RIVESALTES

JEPESEN/PERPIGNAN, FRANCE
4 NOV 22 (10-3) **SID**

Appt Elev
144
Trans alt.: 5000

KELAM 4N [KELA4N]
KELAM 4S [KELA4S]
ORBIL 4N [ORBIA4N]
ORBIL 4S [ORBIA4S]
SIJAN 4N [SIIA4N]
SIJAN 4S [SIIA4S]
DEPARTURES
(RWYS 15, 33)

Visual departure may be authorized under the following conditions:
From RWYs 15/33 and 13/31:
- in case of PPG VOR failure,
- ceiling 2000, visibility 5000m,
- towards EAST,
- pilot is responsible for crossing obstacles up to 2000, then comply with ATC instructions.
From RWYs 13/31:
- ceiling 1500, visibility 5000m,
- by day,
- turn as soon as possible to join published SID,
- pilot is responsible for crossing obstacles up to 1500, then comply with published SID for RWYs 15, 33.

These SIDs require minimum climb gradients of

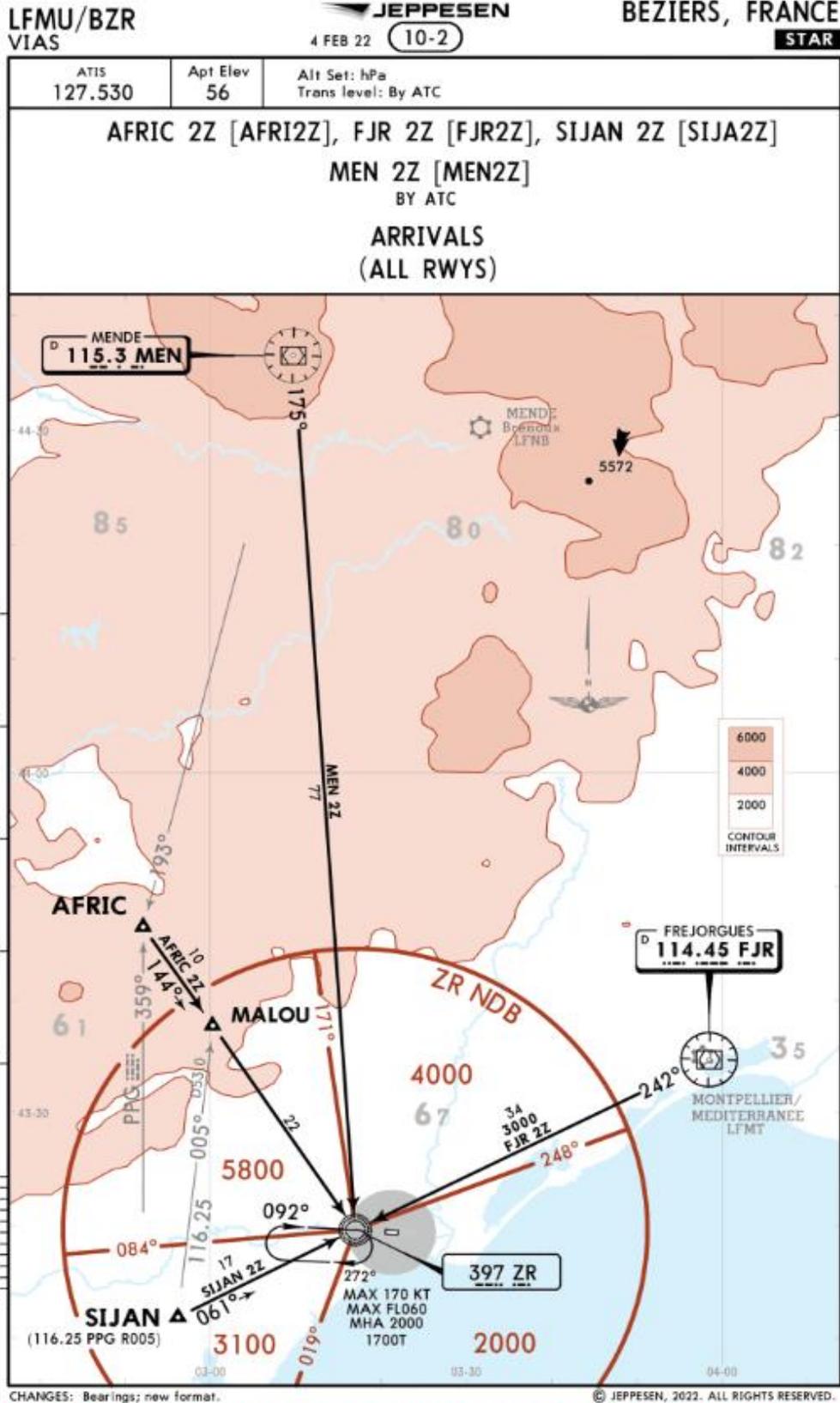
| | |
|-----------|---|
| KELAM 4N: | 4.0% due to 2320 obstacle. |
| KELAM 4S: | 3.0% up to 4500 when LFR-46 FI active. |
| ORBIL 4N: | 3.8% due to 2320 obstacle. |
| ORBIL 4S: | 4.2% up to 4200 when LFR-46 FI active. |
| ORBIL 4N: | 2.4% up to 4500 when FIR-46 FI active. |
| ORBIL 4S: | 3.9% due to 1493 obstacle. |
| ORBIL 4S: | 4.0% up to 4500, when LFR-46 FI active. |
| SIJAN 4N: | 4.5% up to 2320 obstacle. |
| SIJAN 4N: | 5.0% up to 4500 when LFR-46 FI active. |
| SIJAN 4S: | 3.8% up to 2320 obstacle. |
| SIJAN 4S: | 4.3% up to 4500 when LFR-46 FI active. |

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|-----|------|------|------|
| 3.8% V/V (fpm) | 289 | 385 | 577 | 770 | 962 | 1154 |
| 3.9% V/V (fpm) | 296 | 395 | 592 | 790 | 987 | 1185 |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |
| 4.3% V/V (fpm) | 327 | 435 | 653 | 871 | 1089 | 1306 |
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932 | 1165 | 1397 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

Initial climb for jets due to noise abatement:
Maintain take-off power until 1650', then climb with Vy +10 KT to 3000.

| SID | RWY | ROUTING |
|----------|-----|--|
| KELAM 4N | 33 | Climb to 550, turn RIGHT, 046° track, intercept PPG R359 to KELAM. |
| KELAM 4S | 15 | Climb to 550, turn LEFT, 317° track, intercept PPG R359 to KELAM. |
| ORBIL 4N | 33 | Intercept PPG R327 to ORBIL. |
| ORBIL 4S | 15 | Climb to 550, turn LEFT, 297° track, intercept PPG R327 to ORBIL. |
| SIJAN 4N | 33 | Climb to 550, turn RIGHT, 046° track, intercept PPG R005 to SIJAN. |
| SIJAN 4S | 15 | Climb to 550, turn LEFT, 317° track, intercept PPG R005 to SIJAN. |

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



LFMU/BZR VIAS

JEPPESEN
27 NOV 20
Eff 3 Dec 16-1 CAT A, B & C

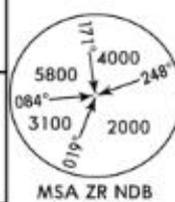
BEZIERS, FRANCE NDB Rwy 09

| | | | | | |
|----------------------|-------------------------------|---|---------------------------------|---------------------------|--|
| ATIS 127.530 | | MONTPELLIER Approach 127.280 130.855 131.055 | | *BEZIERS Tower 120.175 | *STAP outside ATS hr 120.175 French only |
| NDB ZR 397 | Final Apch Crs 092° | D6.1 ZR 2000' (1944') | DA/MDA(H) 460' (404') | Apt Elev 56' | |

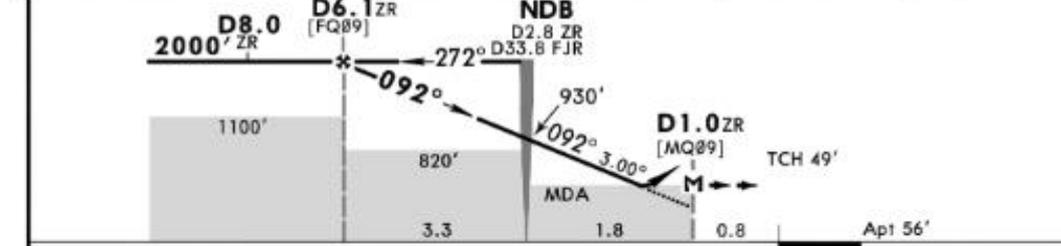
MISSED APCH: Climb on 093° from NDB to D6.0 ZR (2000' MAX at D2.0 ZR), then turn RIGHT (MAX 185 KT) climbing to 3000' to intercept and follow R-223 FJR/inbound R-043 PPG to EVADO, then join NDB holding at 3000', or as directed.
ATC gradient: 7% up to 3000'.

Alt Set: hPa Apt Elev: 2 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. 3. Pilot controlled lighting 120.175 and STAP available with PPR.



| | | | | |
|----------|-------|-------|-------|------|
| ZR DME | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 1640' | 1320' | 1000' | 680' |



| | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

MAP at D1.0 ZR

| | | | |
|--|----------------|--|-------------------|
| Standard STRAIGHT-IN LANDING RWY 09 | | CIRCLE-TO-LAND CAT B & C: Prohibited South of Rwy | |
| CDFA DA/MDA(H) 460' (404') | | Max Kts | |
| A | ALS out | 110 | 590' (534') 1500m |
| B | RVR 1400m | 135 | 590' (534') 1600m |
| C | RVR 1500m | 180 | 770' (714') 2400m |
| D | NOT APPLICABLE | D | NOT APPLICABLE |

For add-on to the MDA(H), see ATC pages FRANCE.
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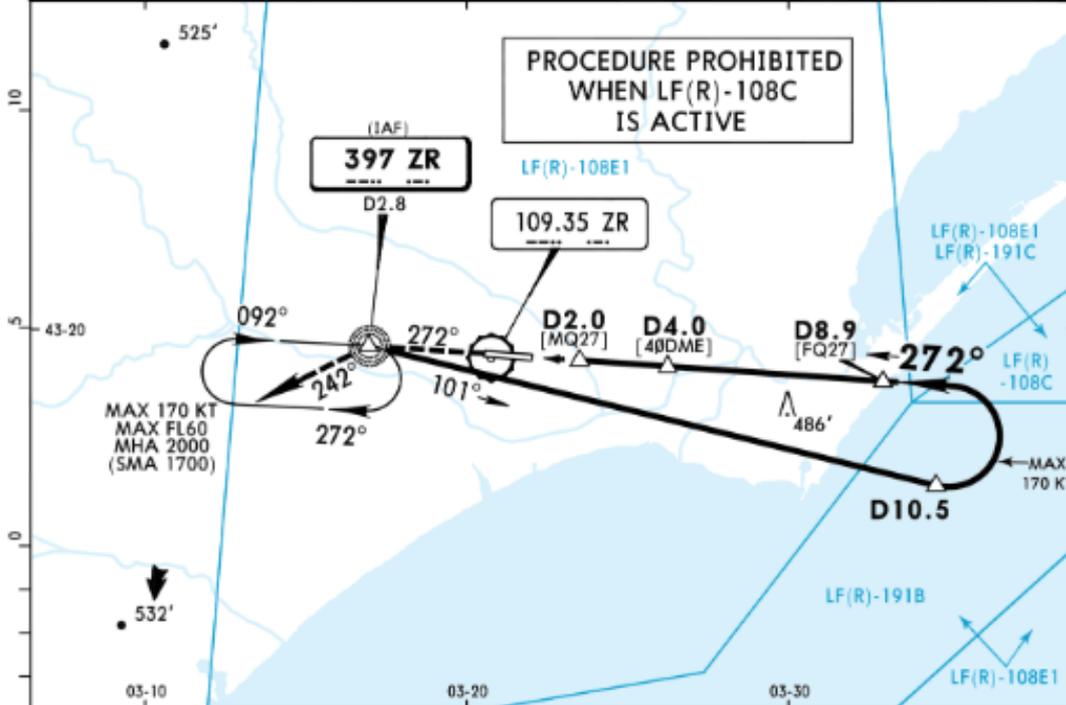


LFMU/BZR
VIAS

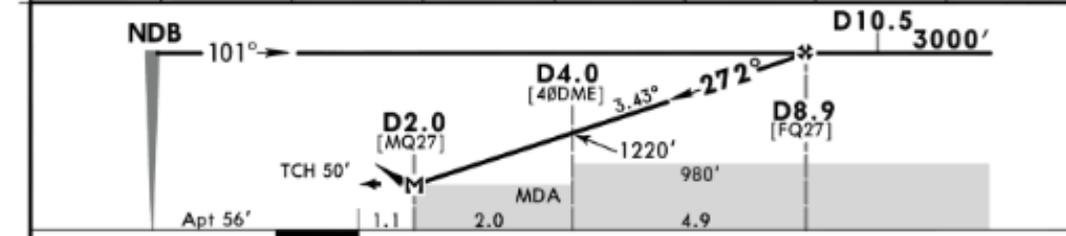
JEPPESEN
27 NOV 20
Eff 3 Dec 16-2 CAT A, B & C

BEZIERS, FRANCE
NDB Rwy 27

| | | | | | |
|--|---|-----------------------|--------------------------|---------------------------|--|
| ATIS 127.530 | MONTPELLIER Approach 127.280 130.855 131.055 | | | *BEZIERS Tower 120.175 | *STAP outside ATS hr 120.175 French only |
| NDB ZR 397 | Final Apch Crs 272° | D8.9 3000' (2944') | DA/MDA(H) 490' (434') | Apt Elev 56' | <p>MSA ZR NDB</p> |
| <p>MISSED APCH: Climb on 272° to NDB to 3000' and enter holding.</p> <p>Alt Set: hPa Apt Elev: 2 hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. DME required. 2. If local ATS not available obtain local altimeter setting from STAP. 3. Pilot controlled lighting 120.175 and STAP available with PPR.</p> | | | | | |



| | | | | | | | |
|----------|------|------|-------|-------|-------|-------|-------|
| ZR DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
| ALTITUDE | 490' | 850' | 1220' | 1580' | 1950' | 2310' | 2680' |



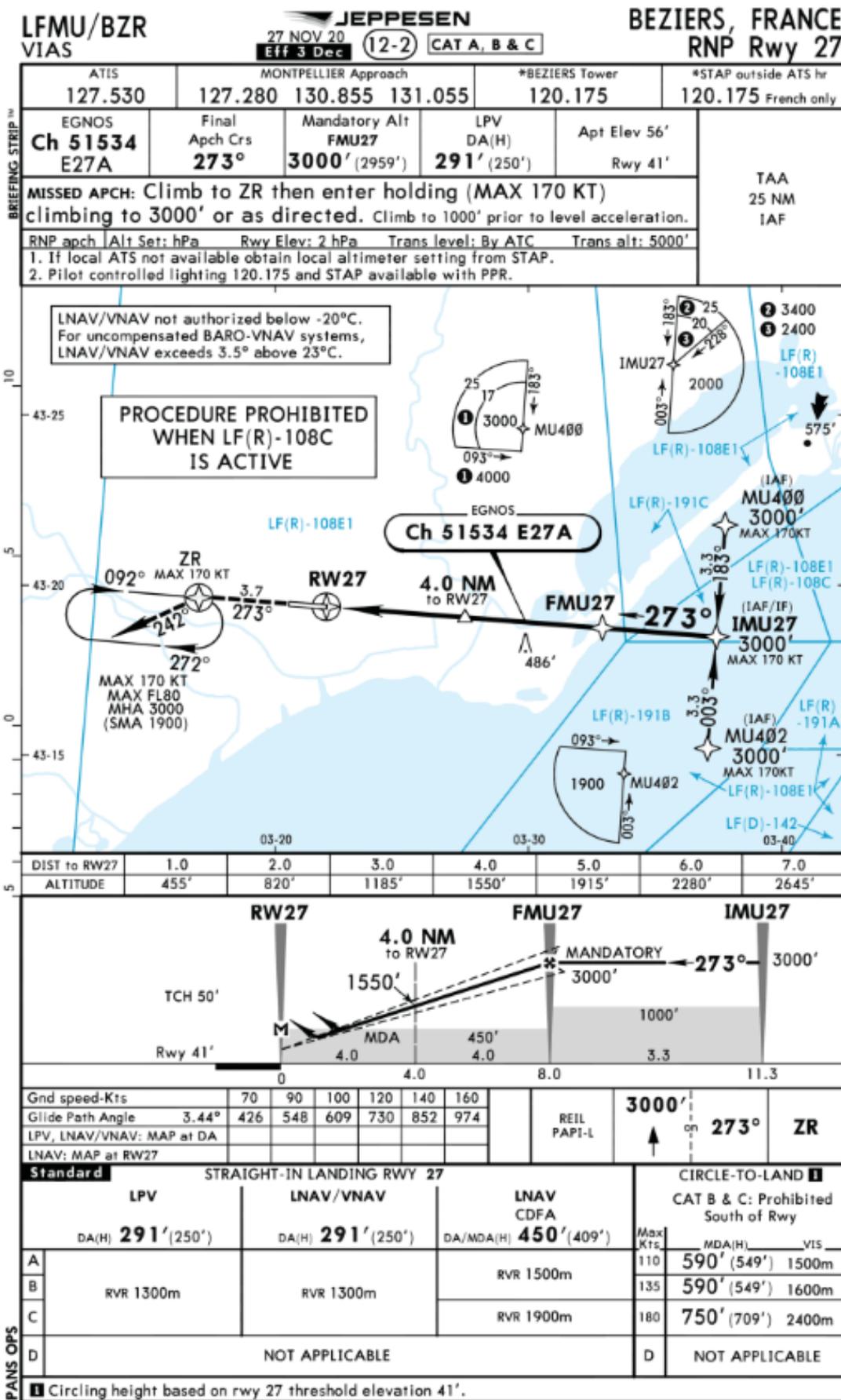
| | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|----------------|-------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI-L | 3000' on 272° ZR 397 |
| Descent Angle 3.43° | 425 | 546 | 607 | 728 | 850 | 971 | | |

| | | | | | | | | | | | |
|--------------------------------------|----------------|--|--|----------------------------|-----|--|----------------|--|----------------|--|--|
| MAP at D2.0 Standard | | | | STRAIGHT-IN LANDING RWY 27 | | | | CIRCLE-TO-LAND CAT B & C: Prohibited South of Rwy | | | |
| CDFA DA/MDA(H) 490' (434') | | | | | | | | Max Kts | | | |
| A | RVR 1500m | | | | 110 | | 590' (534') | | 1500m | | |
| B | RVR 2000m | | | | 135 | | 590' (534') | | 1600m | | |
| C | NOT APPLICABLE | | | | 180 | | 770' (714') | | 2400m | | |
| D | NOT APPLICABLE | | | | D | | NOT APPLICABLE | | NOT APPLICABLE | | |

For add-on to the MDA(H), see ATC pages FRANCE.

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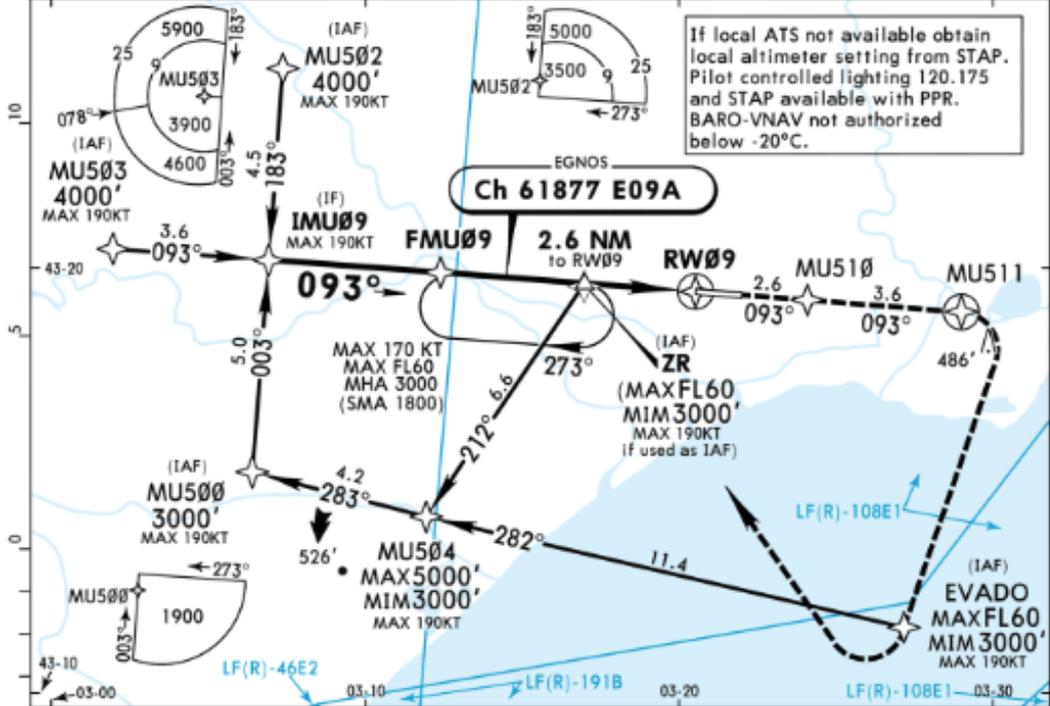
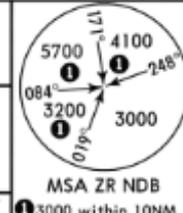


LFMU/BZR
VIAS

JEPPESEN
27 NOV 20
Eff 3 Dec (12-1) CAT A, B & C

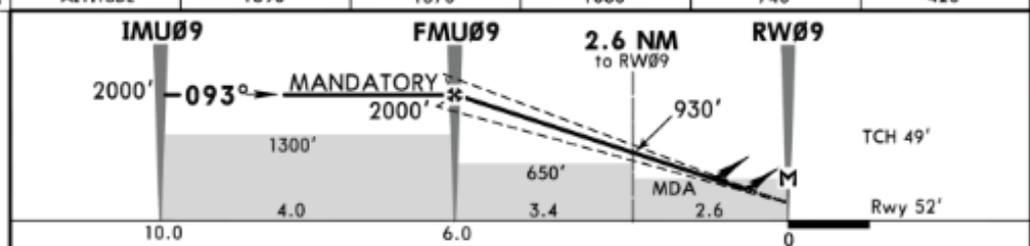
BEZIERS, FRANCE
RNP Rwy 09

| | | | | | |
|---|---|--|------------------------------------|---------------------------|---|
| ATIS 127.530 | MONTPELLIER Approach 127.280 130.855 131.055 | | | *BEZIERS Tower 120.175 | *STAP outside ATS hr 120.175 French only |
| EGNOS Ch 61877 E09A | Final Apch Crs 093° | Mandatory Alt FMU09 2000' (1948') | LPV DA(H) 302' (250') | Apt Elev 56' Rwy 52' | |
| <p>MISSED APCH: Climb to MU510 to MAX 2000', then to MU511 to MAX 3000' (MAX 185 KT), then turn RIGHT to EVADO (MAX 190 KT) climbing to 3000'. At EVADO, unless otherwise instructed by ATC, join ZR holding at 3000'. ATC gradient: 7% up to 3000'.</p> | | | | | |
| <p>RNP apch Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'</p> | | | | | |



If local ATS not available obtain local altimeter setting from STAP. Pilot controlled lighting 120.175 and STAP available with PPR. BARO-VNAV not authorized below -20°C.

| | | | | | |
|--------------|-------|-------|-------|------|------|
| DIST to RW09 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
| ALTITUDE | 1690' | 1370' | 1060' | 740' | 420' |



| | | | | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|-------------------------------|--------------------|--------------------|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS REIL PAPI PAPI | MU510 MAX 2000' | MU511 MAX 3000' | MAX 185 KT |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |

| | | | | | | | | |
|----------|-------------------------------------|-----------|-------------------|-----------|-----------------------|---|----------------|-------|
| PANS OPS | Standard STRAIGHT-IN LANDING RWY 09 | | | | | CIRCLE-TO-LAND CAT B & C: Prohibited South of Rwy | | |
| | LPV | | LNAV/VNAV | | LNAV CDFA | Max Kts | MDA(H) | VIS |
| | DA(H) 302' (250') | | DA(H) 302' (250') | | DA/MDA(H) 430' (378') | | | |
| | ALS out | | ALS out | | ALS out | 100 | 590' (538') | 1500m |
| A | RVR 800m | RVR 1300m | RVR 800m | RVR 1300m | RVR 1300m | 135 | 590' (538') | 1600m |
| B | | | | | | 180 | 770' (718') | 2400m |
| C | NOT APPLICABLE | | | | | D | NOT APPLICABLE | |

1 Circling height based on rwy 09 threshold elevation 52'.
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