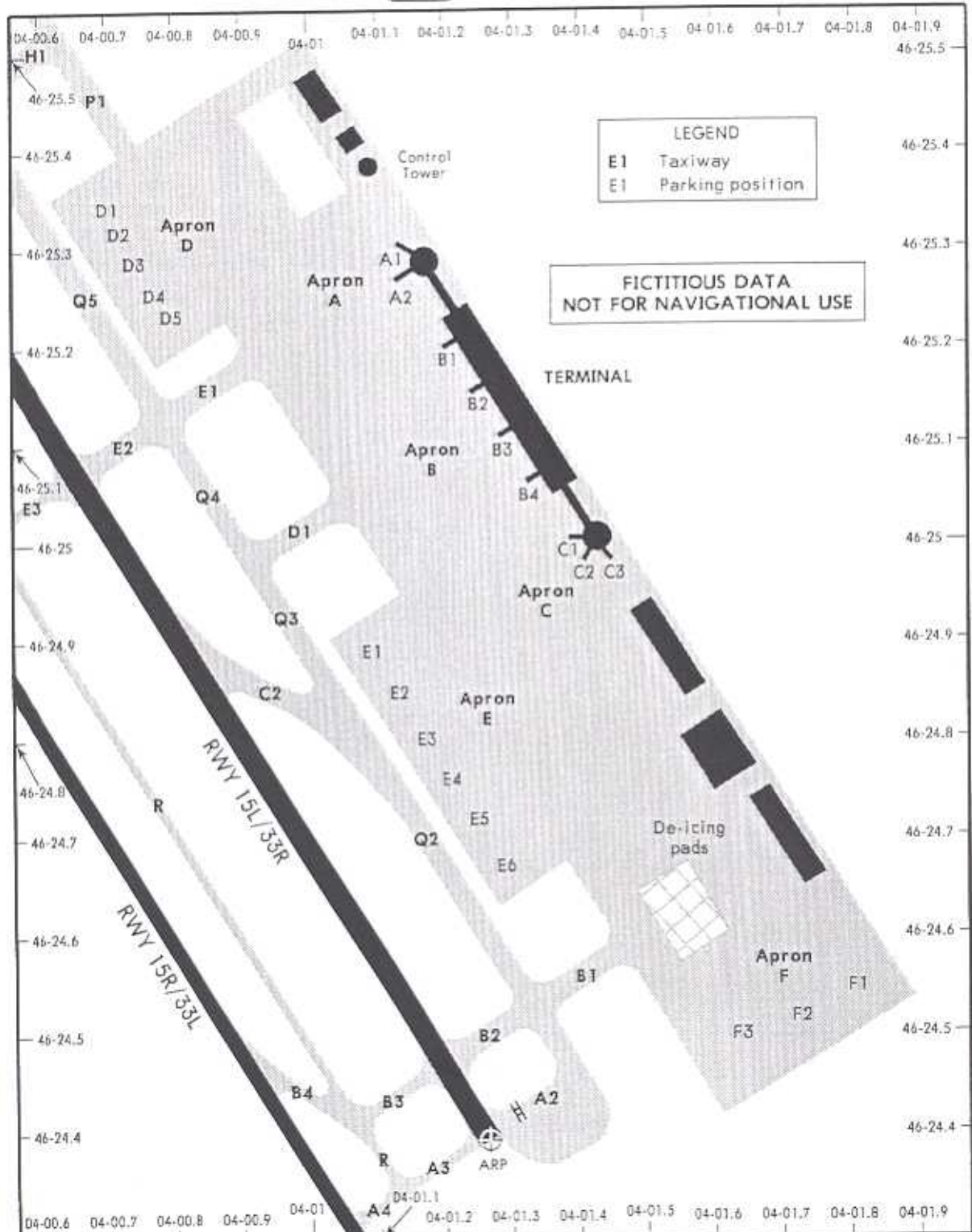


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JEPPESEN
31 JAN 04 (10-9A)

AIRBUS TRNG, FRANCE
AIRBUS TRNG

GENERAL						
Rwy 33R approved for CAT II/III operations, special aircrew and acft certification required. RWY 15L/R right-hand circuit.						
ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope		
06	HIRL (60m) CL (15m) HIALS REIL PAPI-R (3.0°) RVR			12,191' 3716m		200' 61m
24	HIRL (60m) CL (15m) LDIN REIL APAPI (3.0°) RVR					
THR 07	HIRL (60m) CL (15m) HIALS SFL TDZ PAPI-R (4.0°) RVR		8242' 2512m	7230' 2204m	8199' 2499m	
<div style="border: 1px solid black; padding: 10px; width: fit-content; margin: 0 auto;"> FICTITIOUS DATA NOT FOR NAVIGATIONAL USE </div>						
15L	HIRL (60m) CL (15m) ALSF-I REIL PAPI (3.0°) RVR					148' 45m
33R	HIRL (60m) CL (15m) HIALS-I TDZ PAPI-L (3.0°) RVR			8868' 2703m		
15R	HIRL (60m) REIL T-VASI (3.0°)		RVR 7211' 2198m		7211' 2198m	100'
33L	HIRL (60m) REIL PAPI-L (3.0°)		RVR 6555' 1998m ① 5573' 1699m		3930' 1198m	30m
① Last 394'/120m not available for landing.						
JAR-OPS TAKE-OFF ①						
Rwys 06/24, 07, 15L/33R LVP must be in Force				All Rwys		
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	LVP must be in Force	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NEL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.						



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1, A2	N46 25.3 E004 01.1	E2	N46 24.8 E004 01.1
B1	N46 25.2 E004 01.2	E3, E4	N46 24.8 E004 01.2
B2, B3	N46 25.1 E004 01.3	E5, E6	N46 24.7 E004 01.3
B4	N46 25.0 E004 01.3	F1	N46 24.5 E004 01.8
C1, C2	N46 25.0 E004 01.4	F2	N46 24.5 E004 01.7
C3	N46 25.0 E004 01.5	F3	N46 24.5 E004 01.6
D1 thru D3	N46 25.3 E004 00.7		
D4	N46 25.3 E004 00.8		
D5	N46 25.2 E004 00.8		
E1	N46 24.9 E004 01.1		

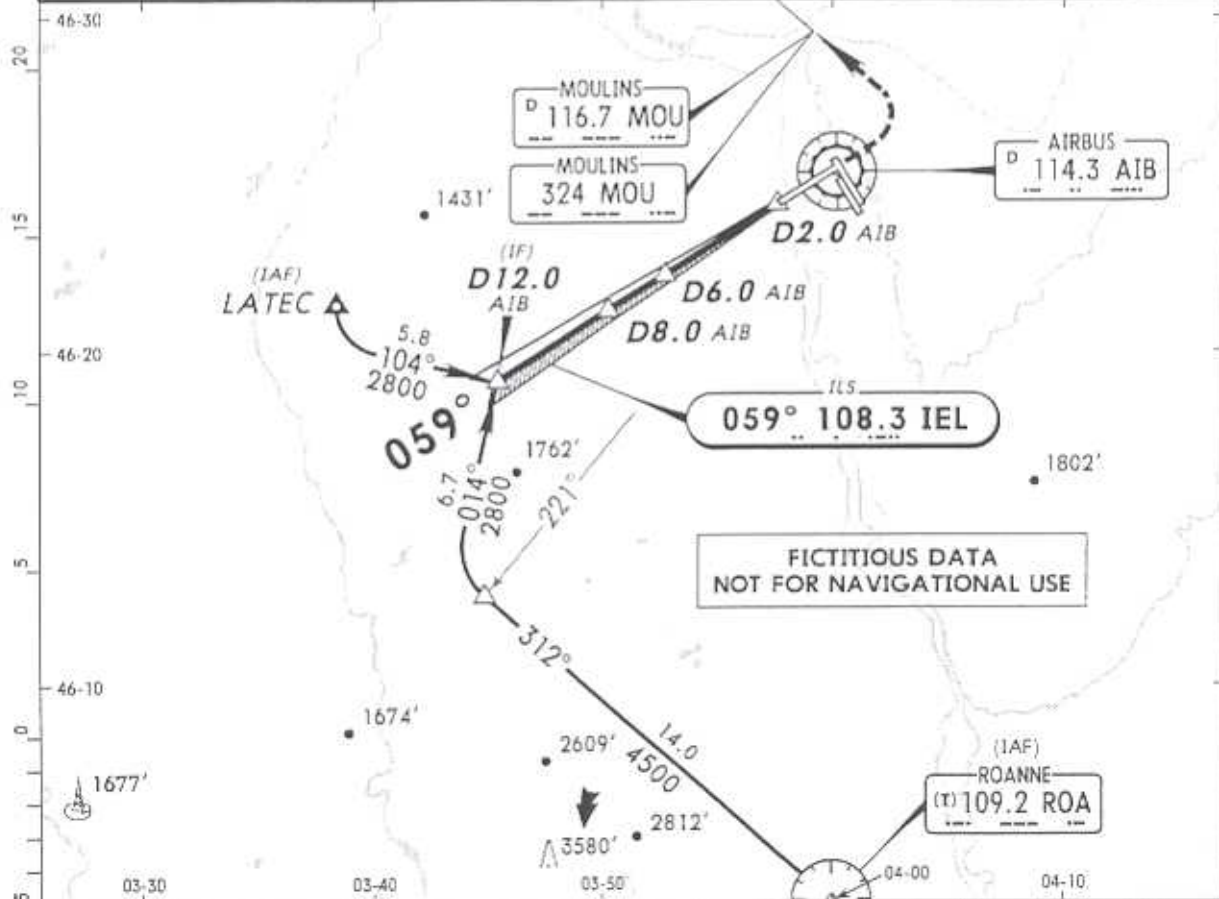
CHANGES: New airport.

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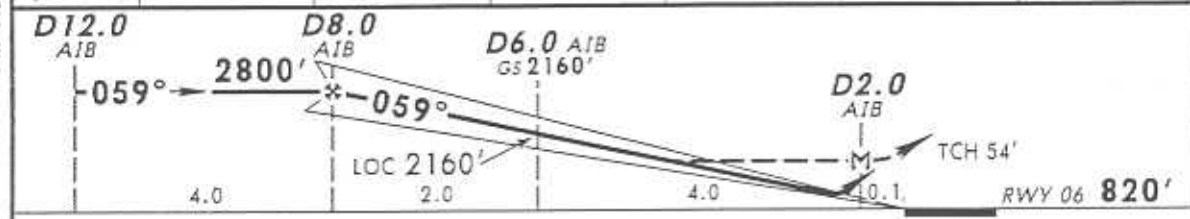
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31 JAN 04 (11-1)

AIRBUS TRNG, FRANCE
ILS Rwy 06

ATIS 132.47		AIRBUS Approach 128.2 134.72		AIRBUS Tower 118.7 121.6		Ground 121.9 121.82	
LOC IEL 108.3	Final Apch Crs 059°	GS D6.0 AIB 2160' (1340')	ILS DA(H) 1020' (200')	Apt Elev 820'	RWY 820'		
MISSED APCH: Climb STRAIGHT AHEAD to 1800', then turn LEFT to MOU VOR/NDB climbing to 3700'. Do not turn before passing MAP. Climb to 2500' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 30 hPa		Trans level: By ATC		Trans alt: 5000'	



LOC (GS out)	AIB DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2480'	2160'	1840'	1520'	1200'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS REIL PAPI 1800' ↑ 3700' ← LT MOU 116.7 324
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

JAR-OPS				STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
ILS		LOC (GS out) with DME					
DA(H) 1020' (200')		MDA(H) 1180' (360')					
FULL		ALS out		ALS out		Max Kts	
A				RVR 900m	RVR 1500m	110	1310' (490') 1500m
B				RVR 1000m	RVR 1800m	135	1320' (500') 1600m
C	RVR 550m	RVR 1000m		RVR 1400m	RVR 2000m	180	1510' (690') 2400m
D						205	1520' (700') 3600m

PANS OPS 4