

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0700-1600±**Airport Information****RFF:** CAT 7 0500-2200±, CAT 5 2200-0500±.
Other times CAT 7 O/R 24HR PN, CAT 8 O/R 48HR PN**Fuel:** 0345-2000±, other times O/R 1HR PN**PCN:** RWY 13/31: 52/F/C/W/T**Customs:** 24HR PPR**Operation****Low Visibility Procedure**

RWY 31 must be vacated via TWY N3.

RWY Restriction

No lighting on turn pad area THR 31.

TWY Dimension

TWY NW, N5 with 18m / 59ft.

TWY N width 15m / 49ft, limited up to code letter C ACFT.

TWY S, S0, S1, S2 width 15m / 49ft.

Taxi/Parking

ACFT code letter E and F, shall backtrack and taxi on N3 and C.

Warnings

Intensive helicopter and glider activity.

ARRIVAL**Speed**

MAX IAS 250KT below FL100

Communication**COM Failure**

- Follow or join STAR assigned or, failing that, the nominal one to according to TMA entry point.
- Proceed over IAF at last assigned acknowledged FL if this one is usable in the HLDG pattern, or for lack of this upper LVL of the HLDG stack.
- Perform HLDG until the latest of the following times:
 - EAT
 - ARR time in the pattern plus 10min
- Then descend in the HLDG stack towards the MNM altitude published.
- Leave IAF and perform APCH PROC.

Before initial APCH: Join STAR.

In case of MISAP

Apply MISAP described in IAC to perform a second attempt, If this last one is followed by a new MISAP, divert towards the ALTN AD stated in FPL up to MNM ENRT safety ALT.

DEPARTURE**Take-off Minima**

RWY		31	
All ACFT	ft - m/km	0 - 75R	-
RWY		13	
All ACFT	ft - m/km	0 - 150R	-

Speed

MAX IAS 250KT below FL100

Communication**COM Failure**

In VMC: Return to DEP AD or continue towards an appropriate AD.

In IMC: Continue until reaching TMA limits at last assigned FL, then climb up to the cruising FL indicated in current FPL. If last assigned FL is incompatible with MNM safe ALT, continue climb up to the cruising FL.

Departure Procedure**Omnidirectional Departure****RWY 31**

Climb straight ahead 306°. At D2.5 PYR omnidirectional DEP to the first ENRT reporting point of CLR. Theoretical gradient of climbing slope before D2.5 PYR : 6.6% MNM (controlling obstacle: vegetation altitude 185m / 606ft, 25m / 82ft from DER and 140m / 459ft left from RWY axis).

Theoretical gradient of climbing slope after D2.5 PYR: 5.5% MNM (controlling obstacle: vegetation altitude 267m / 973ft, at 262°/1.3NM from TP, D2.5 PYR; relief altitude 2703m / 8869ft at 165°/29NM).

RWY 13

Climb straight ahead 126°. At D2 PYR turn left to the first ENRT reporting point of CLR.

Theoretical gradient of climbing slope before D2 PYR 4.7% MNM (controlling obstacle: antenna altitude 199m / 654ft at 206m / 676ft from DER at left of RWY CL).

Theoretical gradient of climbing slope after D2 PYR 4.7% MNM (controlling obstacle: relief altitude 2365m / 7760ft at 320° / D32 PYR).

De-Icing

AVBL 0430-2200±.

Effective 13-SEP-2018

06-SEP-2018

PUF-LFBP

France Pau Pyrenees

AGC

AFC

AFC

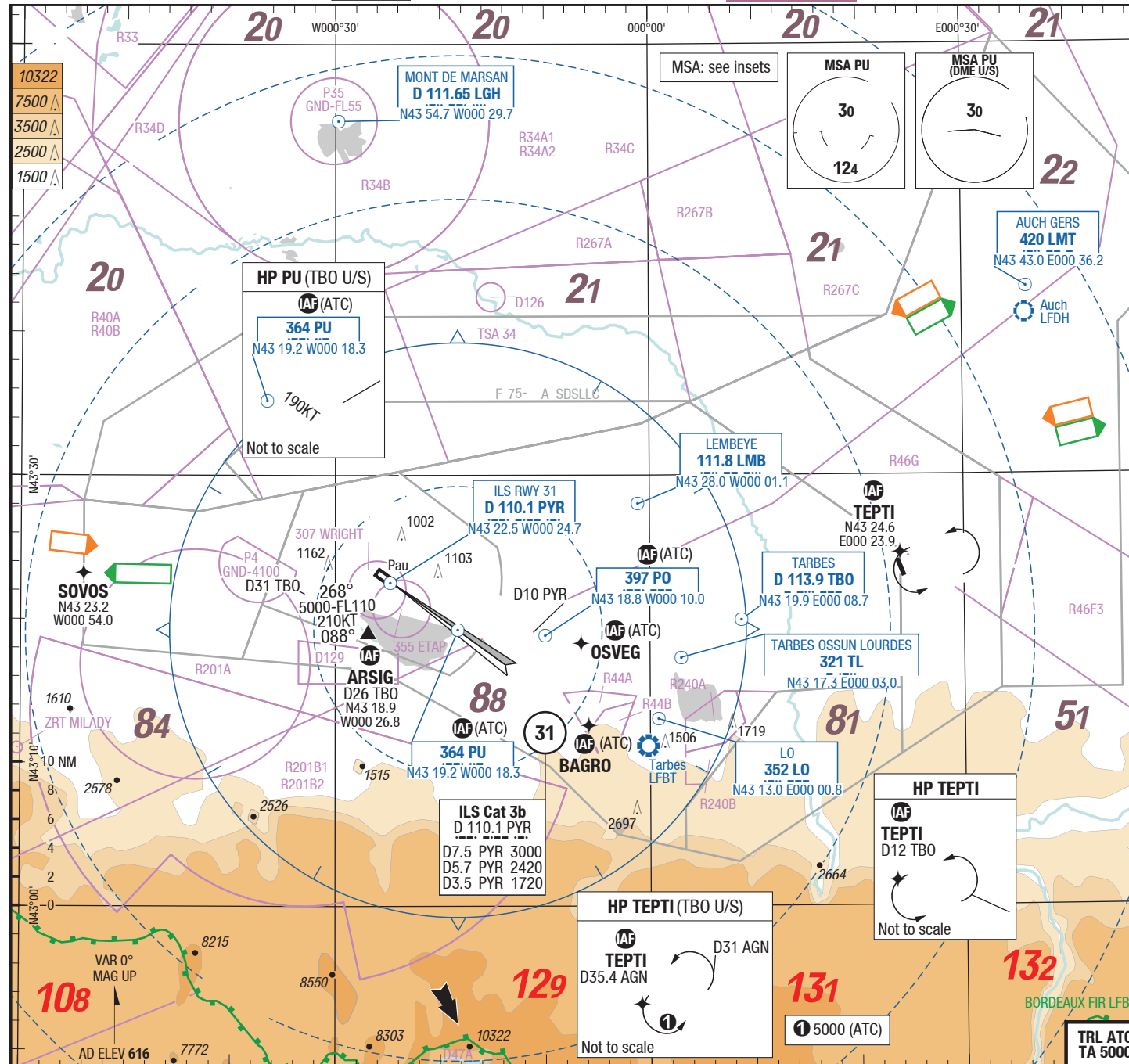
AFC

Pyrenees Pau France

AGC

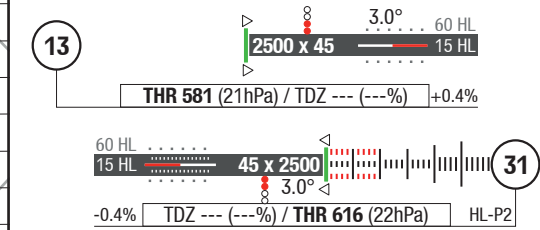
AFC

2-10



D-ATIS 128.475 HO
Pyrenees APP 128.800 up to FL200
121.175
TWR 124.150 HO
GND 121.750 HO

Landing RWY system:



Changes: Nil

Effective 13-SEP-2018

06-SEP-2018

PUF-LFBP

3-20

France Pau Pyrenees

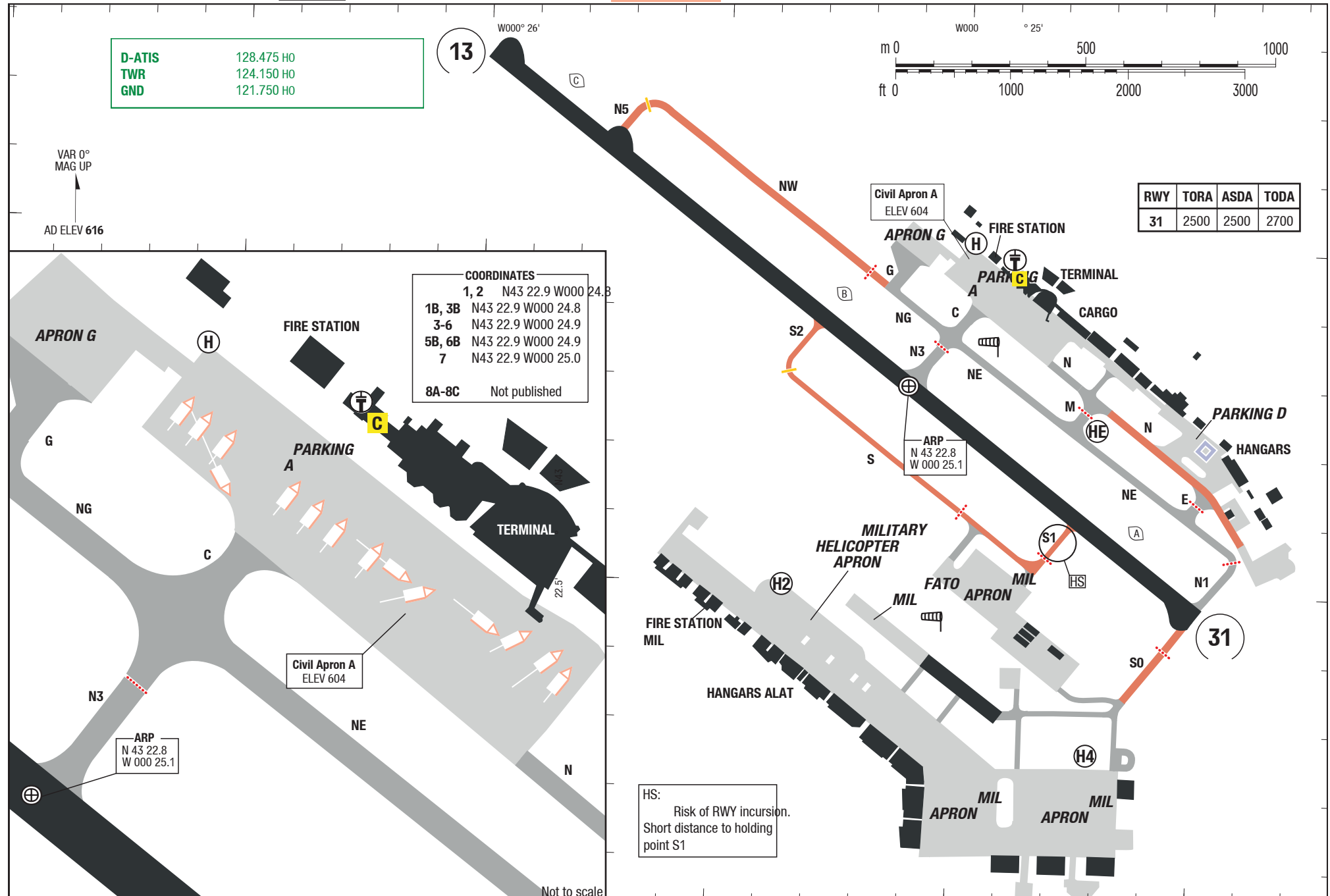
AGC

AGC

AGC

Pyrenees Pau France

AGC

N43
°
23'

Changes: Helipad, Stopbar, TWY, APN

13-SEP-2018/UFN

06-SEP-2018

PUF-LFBP

3-21

France Pau Pyrenees

NIL

Tempo AGC

AGC

AGC

Pyrenees Pau France

NIL

Tempo AGC

REF SUP 241/17

Phases will be activated by NOTAM

Phase 1: General aviation apron closed, TWY G closed**Phase 2:** General aviation apron closed, TWY G closed, Helipad HW closed**Phase 3 (night phase):** General aviation apron closed, TWYs G, N5, NW closed, Helipad HW closed, RWY 13/31 closed at night due to work beyond holding point N5 (the hours of RWY closure will be announced by NOTAM)**Phase 4 (night phase):** General aviation apron closed, TWYs G, N5, NW, N3, C and NE between TWY C and TWY M closed, Helipad HW closed, RWY 13/31 will be closed for 3 nights due to work beyond holding point N3 (the hours of RWY closure will be announced by NOTAM), LVP impossible, Vacate RWY via TWY N1

13

W000° 25.5'

W000

D-ATIS

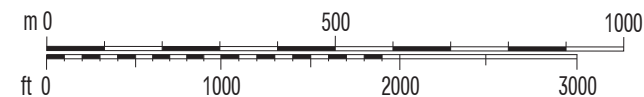
128.475 HO

TWR

124.150 HO

GND

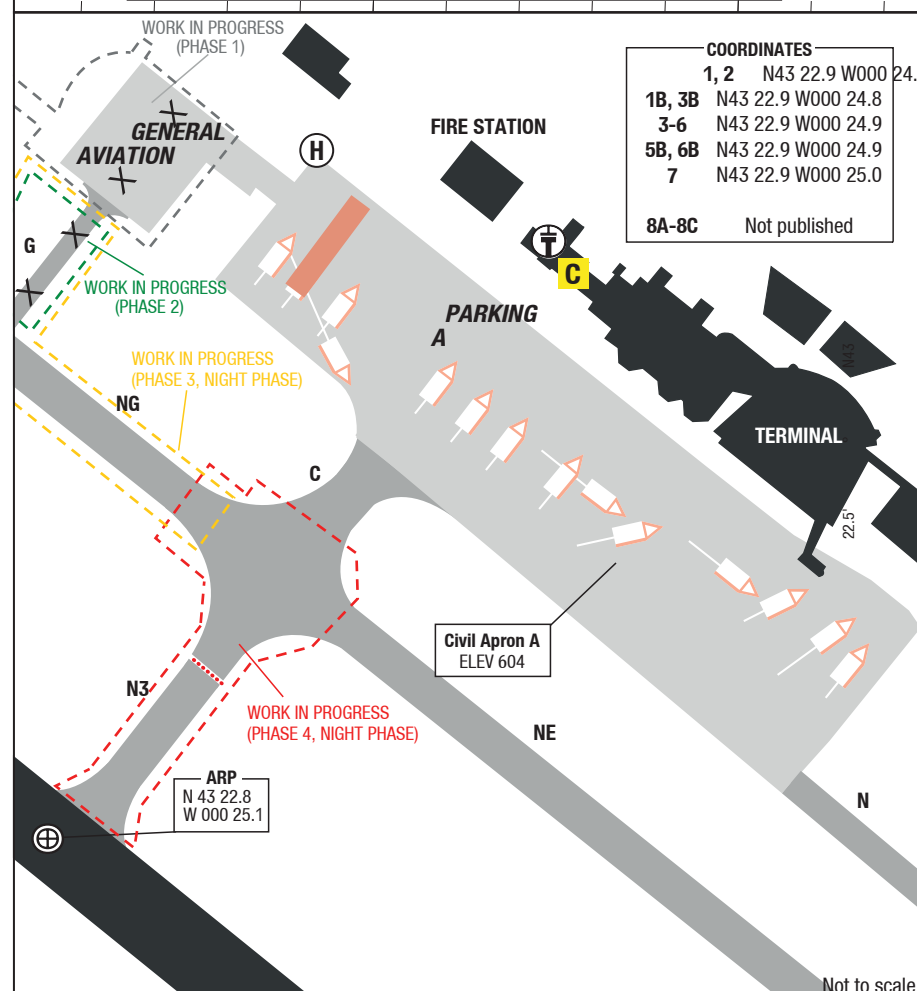
121.750 HO



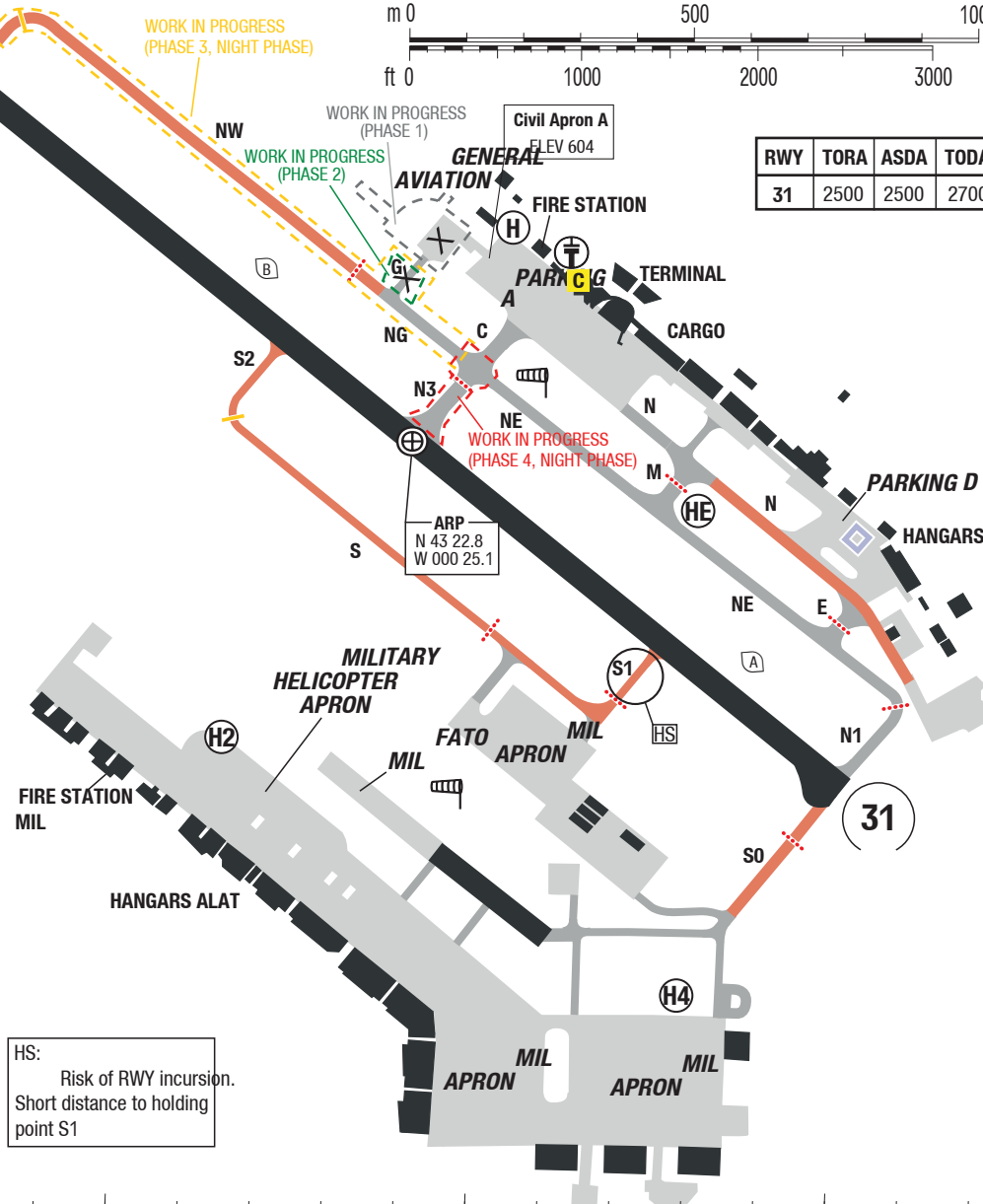
RWY	TORA	ASDA	TODA
31	2500	2500	2700

COORDINATES

1, 2	N43 22.9 W000 24.8
1B, 3B	N43 22.9 W000 24.8
3-6	N43 22.9 W000 24.9
5B, 6B	N43 22.9 W000 24.9
7	N43 22.9 W000 25.0
8A-8C	Not published



Not to scale



HS:
Risk of RWY incursion.
Short distance to holding point S1

Changes: Helipad, Stopbar, APN, TWY

PUF-LFBP

SIDs

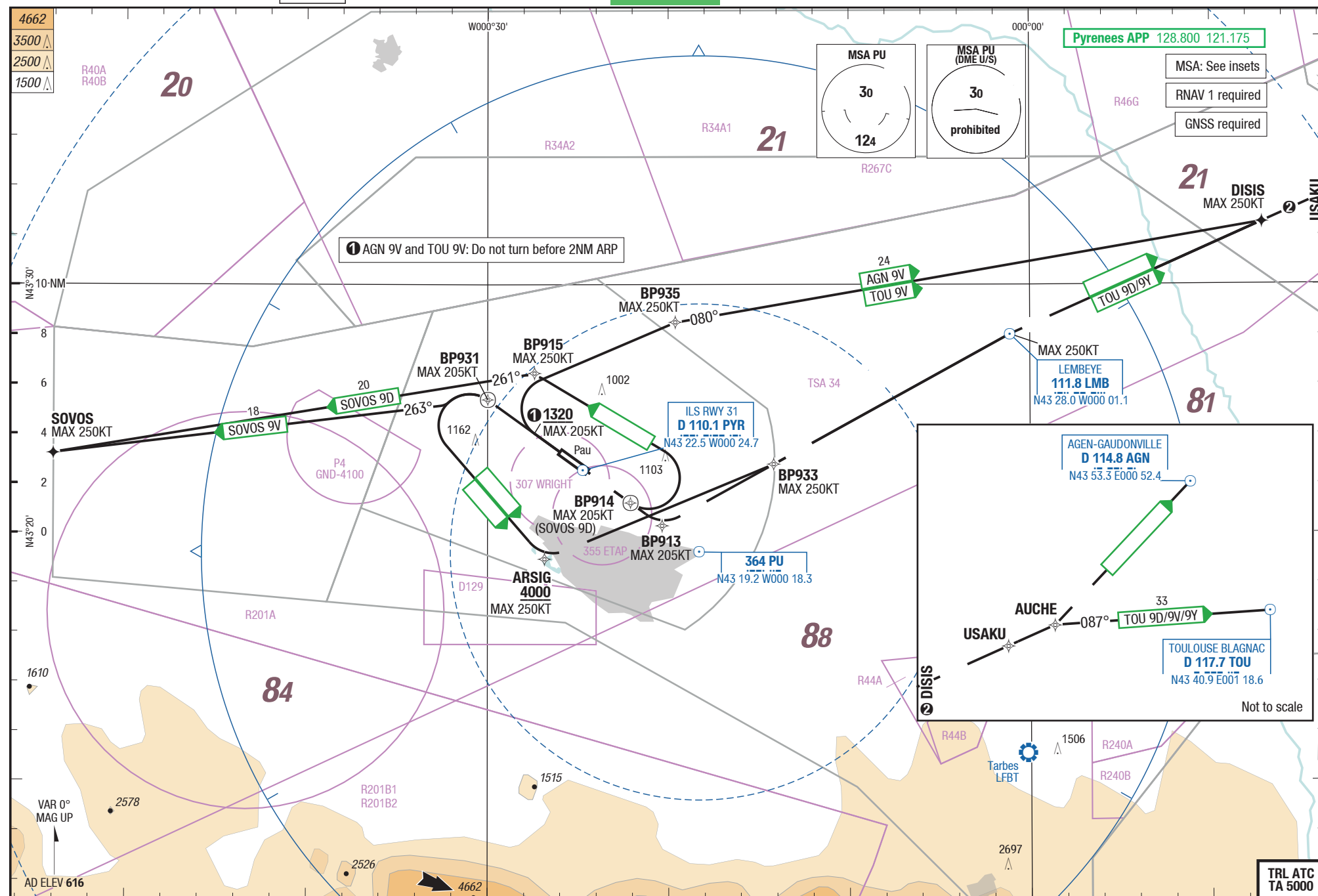
RNAV SIDs

SID

SID

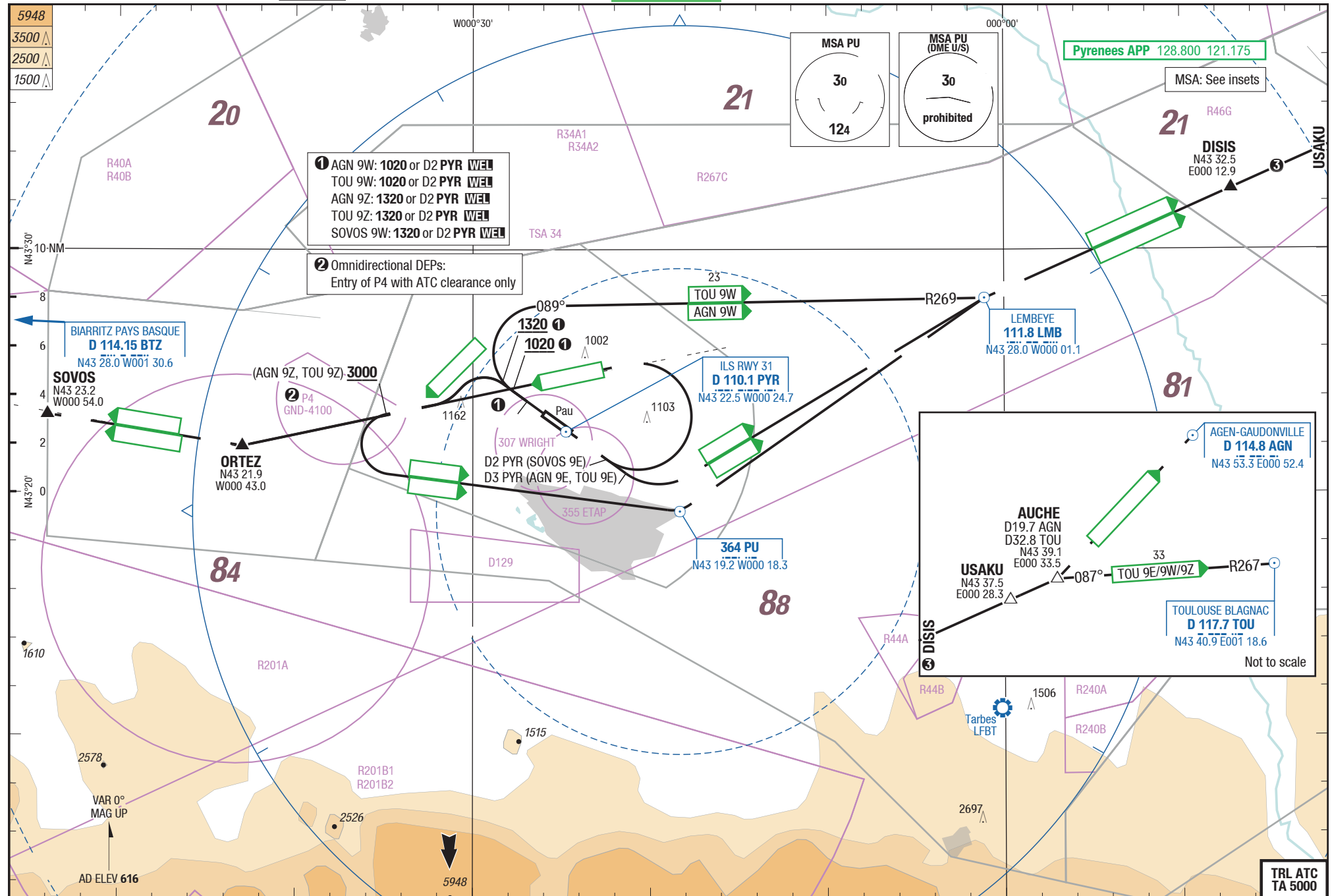
SIDs

RNAV SIDs



Changes: Inset, PROC, PROC renamed, PROC renumbered, TOPO

© Lido 2017



以上内容仅为本文档的试下载部分，为可阅读页数的一半内容。如要下载或阅读全文，请访问：<https://d.book118.com/867034140035006143>