

Subject : Restrictions of use of Avord AD LFOA due to aerodrome renovation work, PHASE 3
With effect : From 21 JUN to 14 NOV 2021

Location : FIR : Paris LFFF - AD : Avord LFOA

INTRODUCTION :

As a purpose to operate the Airbus A330-200 MRTT and in order to keep the airforce base Avord (LFOA) active, a major renovation work is being carried out. It involves resurfacing of RWY and TWY as well as upgrading power supply and lightning. This work has started on 5th October 2020 and lasts 24 months.

During this time period, step by step parts of RWY and TWY won't be available. The availabilities are divided in 5 work phases.

DESCRIPTION :

The work phases will last until July 2022 (phase 1 and 4 are divided into three sub-phases 1a to 1c and 4a to 4c). Final reservations should be cleared by September 2022. A description of each phase is described in AIP-SUP.

This 3rd phase described below has a planned duration of 4 months and might be extended by one month.

The start and end dates for this phase will be confirmed by NOTAM.

Phase 3 :

Construction equipment and staff will be positioned on the eastern part of the RWY :

- for ground movements follow ATC instructions due to amended taxiing plans ;
- taxiways Alpha 1, Bravo 1, Bravo 2 and Bravo 3 closed ;
- Apron ZA1 not available.

Night work may be necessary to meet the timetable, and may restrict aviation activities at night (traffic restrictions to be published by NOTAM).

Displaced thresholds are implemented in both QFU including tempo PAPI and tempo lightning (BI)²

As consequences the following restrictions are implemented :

- if QFU 06 in use : **IFR approaches in the opposite QFU are mandatory** (see table below) :
 - o RWY 06 procedures, published in the IAC, MIAC 2 and MIAC 4, cannot be used ;
 - o RWY 24 procedures not suspended, published in the IAC, MIAC 2 and MIAC 4, may be used with MVL minima, and must be followed by an MVL³ (visual maneuvering without prescribed track) for landing on RWY 06 ;
 - o take-offs minima for RWY 06 : RVR >= 800 m.
- if QFU 24 in use (see table below) :
 - o RWY 06 procedures not suspended, published in the IAC, MIAC 2 and MIAC 4, may be used with MVL minima, and must be followed by an MVL to land on RWY 24 ;
 - o procedures RWY 24 not suspended, published in the IAC, MIAC 2 and MIAC 4, may be used with MVL minima ;
 - o take-offs from RWY 24 may take place only under visual meteorological conditions (special VFR minimum).

RWY 24 procedures using ILS (published in the IAC, MIAC 2 and MIAC 4) cannot be used due to the localizer removal.

Except for take-off and landing, overflying work areas below 500 ft AGL is prohibited.

¹ Multi-Role Transport Tanker – a multi-role aircraft for in-flight refueling and transport

² Low-intensity

³ Visual manoeuvring without prescribed track (MVL - Manœuvre à Vue Libre)

Flight procedures suspended or with higher IFR minima :**MIAC 2 :**

RWY in use	Name of procedure	Suspended procedure	Procedure usable with restrictions
06	page MIL B « PAR RWY 06 »	X	
	page MIL C « TACAN RWY 06 »	X	
	page MIL D « RNP RWY 06 »	X	
	page MIL E « ILS Z ou LOC Z RWY 24 »	X	
	page MIL F « ILS Y ou LOC Y RWY24 »	X	
	page MIL G « PAR RWY 24 »	X	
	page MIL H « TACAN RWY 24 »		with MVL minima, must be followed by an MVL to land on RWY 06
	page MIL J « NDB RWY 24 »		
	page MIL K « RNP RWY 24 »		
24	page MIL B « PAR RWY 06 »		with MVL minima, must be followed by an MVL to land on RWY 24 and subject to the agreement of the shift supervisor
	page MIL C « TACAN RWY 06 »		
	page MIL D « RNP RWY 06 »		
	page MIL E « ILS Z ou LOC Z RWY 24 »	X	
	page MIL F « ILS Y ou LOC Y RWY24 »	X	
	page MIL G « PAR RWY 24 »	X	
	page MIL H « TACAN RWY 24 »		with MVL minima
	page MIL J « NDB RWY 24 »		
	page MIL K « RNP RWY 24 »		

MIAC 4 :

RWY in use	Name of procedure	Suspended procedure	Procedure usable with restrictions
06	page 05 « TACAN "S" PAR RWY 06 »	X	
	page 06 « TACAN "S" RWY 06 »	X	
	page 07 « HPMA TACAN "S" ILS ou LOC RWY 24 »	X	
	page 08 « TACAN "S" PAR RWY 24 »	X	
	page 09 « TACAN "S" RWY 24 »		minimas increased as follows : CAT B : MDH 600ft / VISI 2400 m CAT C : MDH 600ft / VISI 2400 m CAT D : MDH 600ft / VISI 3600 m must be followed by an MVL to land on RWY 06
24	page 05 « TACAN "S" PAR RWY 06 »		minimas increased as follows : CAT B : MDH 600ft / VISI 2 400 m CAT C : MDH 600ft / VISI 2 400 m CAT D : MDH 600ft / VISI 3 600 m must be followed by an MVL to land on RWY 06 and subject to agreement from shift supervisor
	page 06 « TACAN "S" RWY 06 »		
	page 07 « HPMA TACAN "S" ILS ou LOC RWY 24 »	X	
	page 08 « TACAN "S" PAR RWY 24 »	X	
	page 09 « TACAN "S" RWY 24 »		minimas increased as follows : CAT B : MDH 600ft / VISI 2 400 m CAT C : MDH 600ft / VISI 2 400 m CAT D : MDH 600ft / VISI 3 600 m must be followed by an MVL to land on RWY 24

IAC :

RWY in use	Name of procedure	Suspended procedure	Procedure usable with restrictions
06	« RNP RWY 06 »	X	
	« ILS ou LOC RWY 24 »	X	
	« RNP RWY 24 »		with MVL minima, must be followed by an MVL to land on RWY 06
24	« RNP RWY 06 »		with MVL minima, must be followed by an MVL to land on RWY 24 and subject to the agreement of the shift supervisor
	« ILS ou LOC RWY 24 »	X	
	« RNP RWY 24 »		with MVL minima

Miscellaneous information :

- ILS RWY 24 not available ;
- an aircraft arresting cable is located, approximately 400 m away from the end of the runway in use;
- training missions including aerodrome circuits are prohibited ;
- line up procedures :
 - o RWY 06 : no line up from an intermediary TWY, line up from THR is mandatory;
 - o RWY 24 : distance from TWY B4 for take-off : 1550 m ;
- take Off minima :
 - o RWY 06 : RVR \geq 800 m
 - o RWY 24 : visual take off (with special VFR conditions or better)
- MVL : available at night for all the procedures not suspended; use of the tempo PAPI is mandatory;
- landing and take-off prohibited if cross wind stronger than 25 kt on dry runway, or 20 kt on wet runway, for all aircraft ;
- wide-body aircraft must contact the base operations office (BOB) beforehand at ba702-ops.dv.fct@intradef.gouv.fr phone : +33 (0)2 48 68 40 54) to confirm parking availability ;
- please consider extra taxi time and to backtrack or turn around on the RWY ;
- plan fuel quantity in order to comply with these new restrictions.

Marking lights :

- use of temporary PAPI : 3° for RWY 06 and RWY 24, the PAPI has been calibrated with the E-3F as reference aircraft ;
- temporary white low-intensity (BI) lighting in place on either side of the runway ;
- out of ground green runway threshold lights and red end-of-runway lights in place, regardless of the QFU in use ;
- no signs displaying RWY remaining distance ;
- blue retro-reflective lights in place on the taxiways and on Stand ZA3.

Obstacles :

- red and white cones with HN red lights are positioned to prevent access to the worksite;
- the arresting cables are marked as obstacles (with red lights and IACM signs).

Restrictions :

- follow ATC instructions for ground movements ;
- the response time for fire fighting of some of the aerodrome facilities requires :
 - o the use of taxiways by fire fighting vehicles;
 - o immediate stop of ACFT taxiing to give way to rescue services as soon as vehicle in sight or upon ATC instructions.

Physical characteristics of the taxiways :

Taxiway B4 made wider :

- **width** : 23 meters ;
- **taxiway shoulder** : surfaced pavement is limited to 10.5 meters on each side of the taxiway.

This taxiway can be used by CAT A, B, C, D and E ACFT.

Physical characteristics of the runways :

TODA = TORA = LDA = ASDA : 2200 m

RWY width : 45 m

Paved RWY strip : 7.5 m on either side of the RWY

Threshold coordinates for RWY 06 : 47°02'46.32690"N 002°36'26.24540" E

Threshold coordinates for RWY 24 : 47°03'21.57154"N 002°37'56.83232" E

ANNEXE/APPENDIX – Descriptif des travaux / Chart showing the closed areas

MOUVEMENTS A LA SURFACE

Ground movements

PHASE 3

AVORD

