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FRANCE

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SUBJECT : Traffic surveillance equipment on controlled aerodromes

1 Introduction

The purpose of this aeronautical circular is to inform the users about the publication in AIP France part AD 1.0 relative to the traffic surveillance equipment on controlled aerodromes as from 27th, august 2009.

2 Radar equipment

A list of aerodromes equipped with a radar system or a radar display and the relative procedures is published in AIP France part AD 1.0.

3 Minimum safe altitude system MSAW

3.1 A list of aerodromes equipped with a minimum safe altitude system MSAW and the relative procedures is published in AIP France part AD 1.0.

3.2 MSAW processing area will be progressively published in AIP France part AD 2 LFFx-23 « additional information » and in AD 2 LFFx ADC part for each equipped aerodrome. Waiting for the complete publication, aerodromes processing areas are defined as following :

3.2.1 **BALE MULHOUSE LFSB**

Lateral limits

47° 55' 58" N, 06° 53' 41" E - 47° 56' 00" N, 07° 34' 54" E - 47° 50' 06" N, 07° 40' 00" E - 47° 41' 47" N, 07° 44' 56" E - 47° 35' 12" N, 07° 45' 15" E
47° 25' 50" N, 07° 46' 39" E - 47° 18' 34" N, 07° 51' 55" E - 47° 17' 28" N, 07° 48' 38" E - 47° 20' 39" N, 07° 03' 41" E - 47° 21' 34" N, 07° 02' 50" E
47° 22' 10" N, 06° 55' 10" E.

Vertical limits

- Lower level: SFC
- Upper level: see AIP France AD2 LFSB ARC.

3.2.2 BIARRITZ BAYONNE ANGLET LFBZ

Lateral limits of the BIARRITZ TMA excluding:

- the ZRT San Sebastian (AIP FRANCE ENR 5.1.61)
- the intermediate and final approach VOR DME RWY 22 at SAN SEBASTIAN (LESO) (AIP SPAIN AD2 LESO IAC 3).

3.2.3 MARSEILLE PROVENCE LFML

Airspaces controlled by PROVENCE APP in Provence TMA (cf AIP France - AD2 - LFML - TEXT 3 and AD2 - LFML ATS - air traffic control units in Provence TMA) and limited to FL 100. Out of Avignon ATS operating times, the MSAW processing area controlled by PROVENCE APP is extended to airspaces delegated to AVIGNON APP within the TMA 8, TMA 12 and TMA 14 from 2000 ft ASFC to 4500 ft AMSL.

3.2.4 MONTPELLIER MEDITERRANEE LFMT

TMA MONTPELLIER from SFC to FL115.

In the close vicinity of Montpellier airport, only the RWY 31R/13L final approaches are monitored until reaching the runway.

The final approaches for Béziers are not monitored.

3.2.5 NANTES ATLANTIQUE LFRSLateral limits

47°33'00"N, 01°37'20"W - 46°58'00"N, 02°03'40"W - 46°45'16"N, 01°33'06"W - 47°21'25"N, 01°07'00"W.

Vertical limits

- Lower limit: SFC.
- Ceiling: FL 115

In the close vicinity of NANTES ATLANTIQUE airport, only ILS and VOR/DME final approaches on RWY 03 are monitored down to 1,1 NM from the runway, as also VOR/DME final approaches QFU 21 down to 1 NM from the runway.

The final approaches at SAINT NAZAIRE MONTOIR are not monitored.

3.2.6 NICE COTE D'AZUR LFMN

Lateral limits of the Nice TMA and the portion of the adjacent airspace under Milan FIR.

Lateral limits

TMA Nice : see AIP ENR 2.3-25/26

Adjacent airspace:

43°57'58"N, 007°38'15"E - 44°03'19"N, 007°42'33"E - 43°50'09"N, 008°03'13"E - 43°42'03"N, 007°50'31"E - 43°47'00"N, 007°32'00"E - Italian border - 43°57'58"N, 007°38'15"E.

Vertical limits

- Lower limit : SFC.
- Ceiling : FL 145.

In the close vicinity of NICE airport,

- on QFU 04: only ILS, LLZ/DME and L final approaches on QFU 04 L or R are monitored down to 2.2 Nm. "Riviera" approach MUS/NERAS-VOR/DME-MVI RWY 04 is not monitored during the day or night between Mapt and the runway threshold.
- on QFU 22 : "Saleya" approach MUS/NERAS-VOR/DME-MVI RWY 22 and MUS/NERAS-VOR/DME CGS-MVI RWY 22 are not monitored during the day or night between Mapt and the runway threshold.
- This service is not provided in the Cannes Mandelieu CTR.

3.2.7 PARIS CHARLES DE GAULLE LFPG

Airspace controlled by PARIS CHARLES DE GAULLE approach.

The final approaches for LE BOURGET, BEAUVAIS, CREIL and PONTOISE are not monitored.

3.2.8 PARIS ORLY LFPO

Airspace controlled by Orly approach.

In the close vicinity of Orly airport, only the ILS 26 and 07 final approaches are monitored until reaching the runway. For the other procedures, the MSAW monitoring is only used until reaching the reference datum of the final approach.

The final approaches for Villacoublay, Toussus and Brétigny are not monitored.

3.2.9 PAU PYRENEES LFBPVertical limits

- Lower limit : SFC
- Upper limit : FL 115
- Lateral limits : Pyrénées FIS outlines.

Within the Pyrénées FIS, the airspaces controlled by Lourdes approach (SFC/4500 ft AMSL) are excluded from the MSAW processing area.

When the Pau-Pyrénées Approach is resuming control for Biarritz airspaces, the MSAW processing area will be extended to Biarritz FIS.

3.2.10 STRASBOURG ENTZHEIM LFST

Area corresponding to the lateral limits of TMA 1 to 10 and S/CTA COLMAR 6 and 7, when they are controlled by STRASBOURG ENTZHEIM, from ground level to FL 145.

Only the Instrument final approaches published and performed along nominal approach paths (non-precision and precision approaches) are monitored down to the runway (QFU 05 and 23).

3.2.11 German airspace part where services are provided by STRASBOURG ENTZHEIM

Area corresponding to the lateral limits of TMA STRASBOURG and within German areas delegated to STRASBOURG located east of the border into controlled airspaces.

At KARLSRUHE BADEN, the instrument final approaches published performed on nominal approach paths (non-precision and precision approaches) are not monitored.

At LAHR, the instrument final approaches published performed on nominal approach paths (non-precision and precision approaches) are not monitored.

4 AIC cancels

This AIC cancels and replace AIC A17/09, A16/09, A10/09, A07/09, A05/09, A01/09, A32/08, A30/08, A29/08, A21/08, A19/08, A14/08, A08/08, A06/08, A04/08, A03/08, A15/07, A14/07, A20/06, A19/06, A01/06, A07/04, A10/03, A09/03, A06/03, A03/01, A01/01, A50/99.