

1 DISCLAIMER

The pieces of information provided are published only for indication, and are not exhaustive. We make our best effort to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP supp, AIC (Aeronautical Information Circular) and NOTAM.

This document, produced by Annecy Airport operator, aims at describing the main rules that applied on Annecy airport but companies and private operator are responsible to write their own procedures in order to cope with French Civil Aviation regulation.

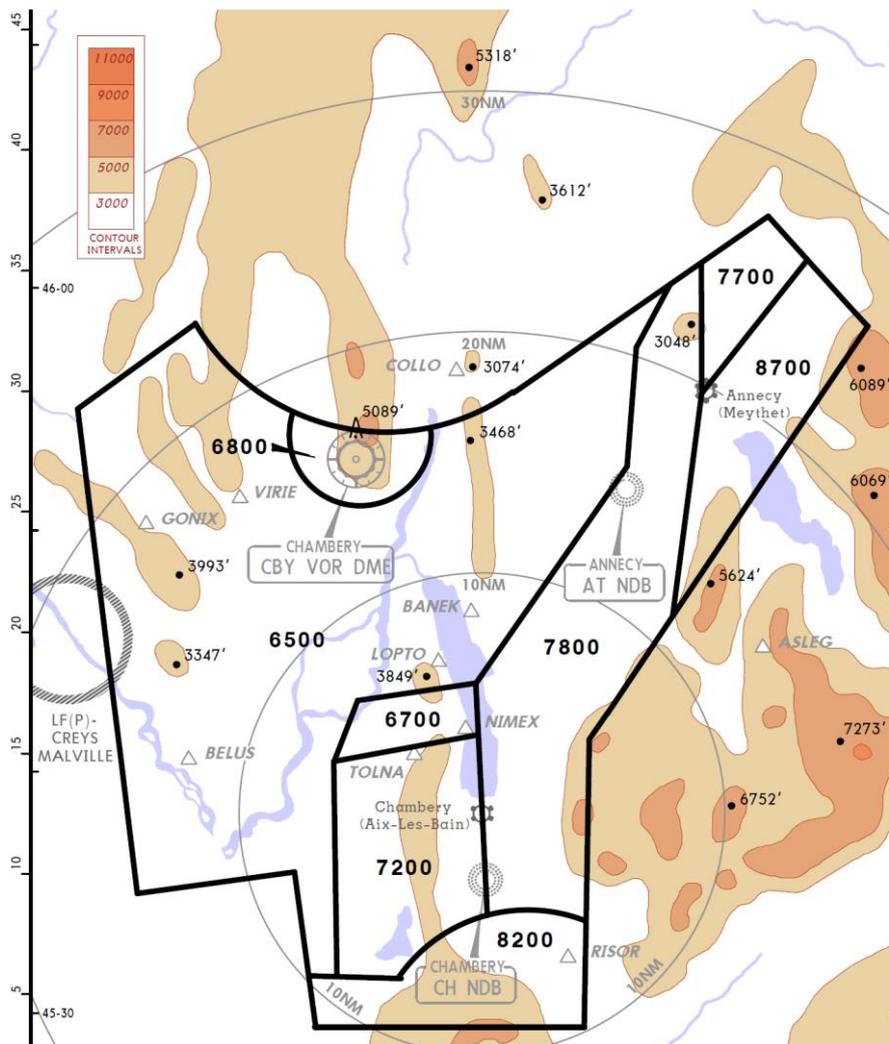
2 THE AIRPORT

The airport in brief

Category: B or C (regarding OPS 1.975 "Route and aerodrome competence qualification")
Country: France
ICAO: LFLP
IATA: NCY
Runway: 04/22, Asphalt, 1 630m * 30m
Elevation: 1 521 ft
MSA: 9 700 ft
Coordinates: N45-55.9 / E006-06.4
Aids: NDB, RNAV GNSS (LPV)

Localisation

The airport is situated to the West of the town of Annecy approximately 18 Nm South of Geneva. It is surrounded on all sides by high terrain. There is high terrain immediately to the North and West of the airport. On approach to RWY04 the NDB "AT" is situated on top of a hill 2,454ft MSL, 5nm SW, giving ground clearance of only 1,000ft when at 5 NM from the threshold 04. There is a hill 5,624ft MSL, 10nm South. Minimum Safe Altitudes (MSA's) are based on the Chambéry CBY VOR, located approximately 15nm WSW of the airport. Additional hills exist at 9,700ft MSL to the SE, 7,200ft to the NE, and 6,500ft to the West. Refer to the Jeppesen Radar Minimum Altitudes chart (10-1R) (see below).



Source: JEPPESEN, radar minimum altitudes, effective 21st Dec 2016.

Weather:

Continental climate, warmest months May-Sep. Wettest months Sep-Dec. Terrain protects from the worst effects of Northerly Mistral winds, local winds are concentrated within the valley. Snow probability between December and April, RWY cleared of snow every time, friction coefficient given every hour if needed.

Runway

RWY ID	Orientation (Mag)	Dimensions (m / ft)	PCN	TORA (m / ft)	TODA (m / ft)	ASDA (m / ft)	LDA (m / ft)
04	037	1 630 * 30	24 F/C/W/T	1 595	1 595	1 595	1 328
		5 347 * 98		5 333	5 333	5 333	4 357
22	217	1 630 * 30	24 F/C/W/T	1 575	1 575	1 575	1 346
		5 347 * 98		5 167	5 167	5 167	4 416

Declared distances are smaller than real RWY dimensions in order to keep runway strip (300m large) cleared of all potential obstacles.

Grass RWY 04/22, 800m (2 624 ft), parallel to the main RWY.

RWY 04

- NO APPROACH LIGHTING
- High intensity RWY lighting
- 3.5° PAPI RWY 04
- RWY 04 has a displaced threshold
- RWY 04 has upslope of 0.68%
- Runway End Identifier Lights RWY04
- PAPI compulsory at landing for all ACFT except single engine ram

RWY 22

- NO APPROACH LIGHTING
- High intensity RWY lighting
- 5.3° PAPI RWY 22
- RWY 22 has a displaced threshold
- RWY 22 has downslope of 0.68%
- Runway End Identifier Lights RWY22
- PAPI compulsory at landing for all ACFT except single engine ram

TWY Alpha

- Restricted to aircraft with main gear wheel span up to but not including 4,5m

VPT 22

Upcoming, in the meantime, refer to aeronautical charts.

Other information:

Wildlife Strike Hazards exist

Helicopter activity

Light aircraft activity using parallel grass RWY

RWY 04 Right-Hand Circuit

Main apron

Here is an example of the potential parking position you will face on Annecy. Marshaller are most of the time here to guide you.



* TWY A : reserved for ACFT whose width of landing gear is less than 4.5m

3 AIR TRAFFIC CONTROL

NDB and RNAV approach procedures are only authorized when Annecy ATC is available. Annecy operates only TWR frequency, 118.200 MHz (Chambery Approach 121.200 MHz).

- Transition Altitude: 6,500ft,
- Transition Level: by Chambery Approach,
- Altimeter Setting: hPa and Feet

En route

STAR and IAF information are given relatively lately in the en route process (most of the time when you enter in contact with LFLB frequency). Therefore, be prepared to change the approach procedure in your FMS if needed.

Good practices

- Be prepared to change your FMS parameters if needed

Approach

Annecy's TMA is shared between Annecy and Chambery. Most trajectories squeezed in the mountainous environment are interdependent and can only be used one at a time. Therefore, the number of arrival per hour is limited to 4 to 6 during the weekend of the winter season.

Example: one aircraft must wait until the previous one has finished its approach because the missed approach is in conflict with the arrival.

Therefore, it is possible to be put on hold for a long time in the approach.

Good practices

- Weather information can be asked on LFLB frequency (121.200MHz)

Start-up of the engines

In the same condition as the approach, it is possible to be put on hold just before take-off, because there is another aircraft somewhere else in the TMA.

On the other side it is possible that the Air Traffic Controller asks the pilots to take off in advance in order for him to clear the airspace faster. In general, the pilot must be ready in the next five minutes to do so.

Good practices

- Wait until the passengers are on board to ask the start-up
- Inform the ATC of your ETD when you ask for start-up (the ATC usually plans about 10 minutes between start-up and ETD)
- If holding is asked by the ATC, inform him if you stay on the radio in order for him to potentially offer you a “shortcut” in the departure sequence

4 OPERATIONAL CONSTRAINTS

Anncy airport must be operated under special conditions regarding operational constraints due to mountainous environment. These conditions are described in the aeronautical publication under the paragraph AD 2 LFLP.20.

(Updates available here: <https://www.sia.aviation-civile.gouv.fr/> select the latest date available for the “Currently Effective eAIP” and select in “Partie 3 AERODROMES” LFLP ANNECY MEYTHET).

The operational requirements on Anncy applied to:

- All commercial aircraft operators,
- All non-commercial aircraft operators using an aircraft with a reference take off distance greater than 1 200 m / 3 937 ft. (reference distance: MTOW, sea level, ISA, no wind, no RWY slope).

If the operation on Anncy is included in the above two situations, the following rules applied:

- **First, under any circumstances**, the operator must be able to prove to the French Civil Aviation that the captains and the pilots have followed a specific briefing before coming to the airport (called theoretical training). This briefing, done by the operator, must contain information on the approach, the missed approach, visual manoeuvring and departure procedures.
- **Secondly**, if the weather conditions go under **3 000 ft ceiling or 5 000m visibility**, the operator must be able to prove to the French Civil Aviation that the captain and the pilots have followed an appropriate practical training with simulator or by flight training directly on site.

Aeronautical publication of 5th of January mention the following requirements: “The operator/captain shall make sure of the creation of RWY 04 emergency departure procedures.”

This is not mandatory and it will be definitely modified on the 27th of April. In the meantime, NOTAM is the reference.

5 THEORETICAL TRAINING INFORMATION

Theoretical training could cover the following topics:

- Airspeed and bank angle vs turn radius,
- Bank angle vs stall speed,
- Terrain Awareness Warning System TAWS,
- Use of the radar in terrain mode,
- Cold temperature effects on barometric altitude.

Be aware of obstacles charts A type.

GNSS approach X is restricted to civil security helicopter.

RWY 04

The descent angle is 3.55° on the NDB.

The descent angle is 3.5° on the RNAV (Y and Z) approaches.

The missed approach requires a maximum airspeed of 160 kts and climb gradient varies from 2.5% to 5.0% according to minimums

RWY 22

The visual manoeuvring chart to VPT RWY 22 ground track is over the town of Annecy. It is authorised **by day only**.

A maximum speed of 160 kts, for Cat C aircraft, is written next to the base turn to the final approach track. The runway 22 PAPI is set to 5.3° so be cautious of a steep and fast short final in a hilly environment. Also, be aware of a high descent rate.

Departure

SIDs are available for RWY22 only.

However departing from runway 04 is possible: join QDR 038° AT (MAG 218°) by left or right turn using visual ground references then follow the assigned RWY22 SID. Specify turn direction (right or left) when requesting the departure clearance.

One engine inoperative procedures

Consideration should be given to one engine out on departure and missed approach. The missed approaches specify an acceleration level at 4600' for GNSS and 4500' for NDB procedures.

6 PRACTICAL TRAINING INFORMATION

Practical training should contain at least:

1. A RNAV approach to runway 04 to the lowest minimums available requiring a missed approach climb gradient of 5.0% or lower gradient as required by aircraft performance.
2. A missed approach from DA or MDA with One engine Inoperative (OEI).
3. Optional - VPT 22 if weather allows

7 PHOTOGRAPHY OF SPECIFIC POINTS

The following photography are not for flight purposes, orientation only.

RWY 22 beginning of the RWY



RWY 04 beginning of the RWY



Approach 04 from AT point, 2000ft



Approach 04 1 Nm from threshold



Approach 04, airfield under the snow



The following link describe the not anymore in use ILS approach. More videos will come.

<https://www.youtube.com/watch?v=Zmb9gUtcjF4>

8 DOCUMENT UPDATE

Version	Authors	Modification
1.0	J. PANNETIER, Airport Manager	Creation of the document ATC Proofreading N°1
2.0	J. PANNETIER, Airport Manager	Based pilots proofreading ATC proofreading
2.1	J. PANNETIER, Airport Manager	Part 3 and Part 4