



**This document is a supplement to information for environmental purposes and is not a substitute for aeronautical publications**

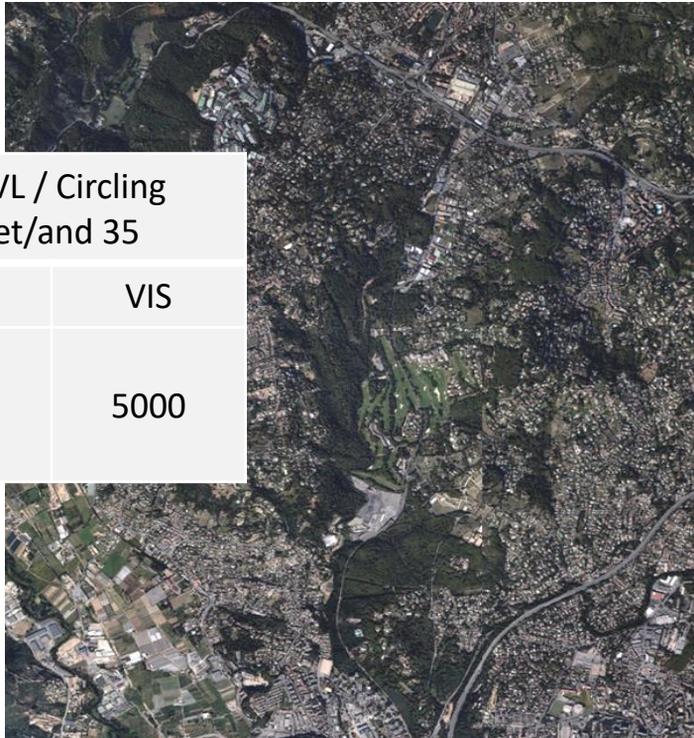
### Flight Path in case of a LOC B or RNP Y and Z RWY17 followed by a circling RWY 17

This procedure is a Visual Approach used in case of bad weather

Ignore instructions given in the paragraph dedicated to VPT17

In downwind position, the pilot must be able to identify the runway threshold without any risk of confusion

#### LOC B



CAT	MVL / Circling RWY 17 et/and 35	
	MDA (H)	VIS
A	<b>1190</b> (1180)	5000
B	<b>1220</b> (1200)	
C	<b>1500</b> (1480)	

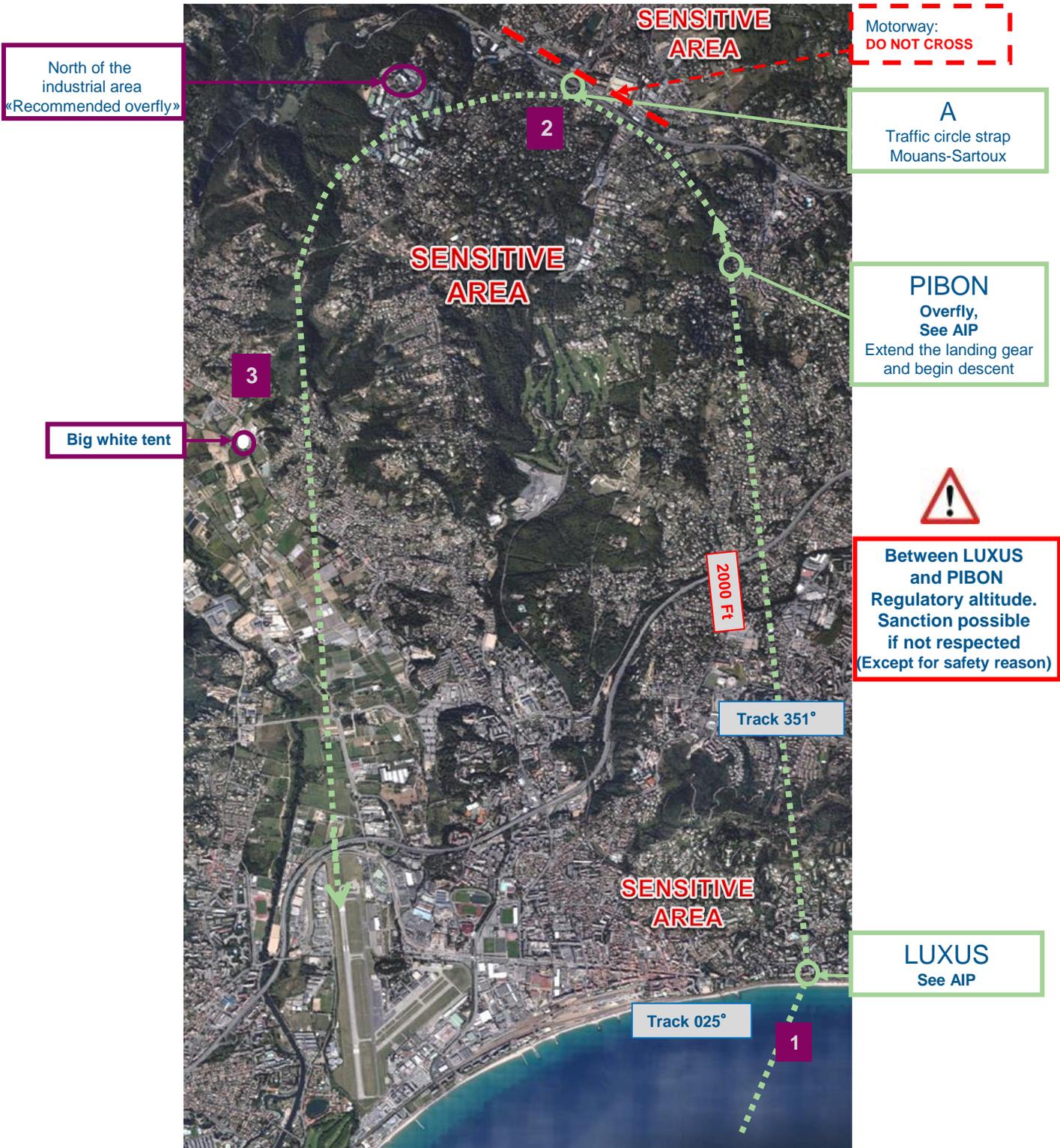
#### RNP Y and Z

CAT	MVL / Circling RWY 17	
	MDA (H)	VIS
A	<b>1180</b> (1170)	3200
B	<b>1250</b> (1240)	3200
C	<b>1560</b> (1550)	5000

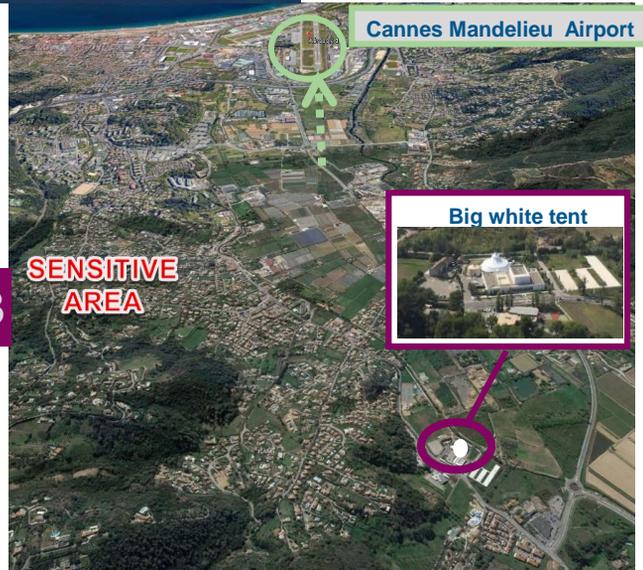
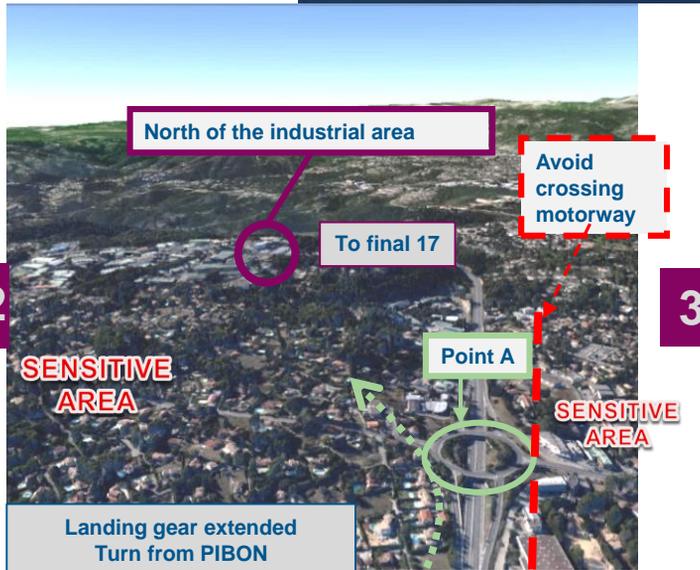


Flight Path in case of a LOC A or a RNP A followed by a VPT 17

Safety is a priority.  
Control clearance prevails over environmental instructions



# Visual Ground References



## Flight Path in case of LOC A or RNP A followed by a VPT 17

In compliance with safety conditions and ATC instructions, please proceed as follows:

- Avoid flying over the sensitive areas
- Fly at 2000 ft between LUXUS and PIBON. Maintain Flaps Approach (1st position) until PIBON to be in a low noise configuration
- **AIP : "A detected gap in the vertical plane between LUXUS and PIBON points throughout VPT 17 execution (cf. AIP AD 2 LFMD) (or a visual approach when RWY 17 is active) may be object of a demand of explanation from the crew, or a statement of infraction transmitted to the ACNUSA.**
- At PIBON extend the landing gear and begin the descent. Make a turn at the appropriate bank angle depending on the type of aircraft and the approach speed to intercept the runway axis.
- Do not fly beyond the Motorway
- After overflying Point A, fly over north of the industrial area and intercept the runway axis and PAPI slope
- As far as the environment is concerned, overshooting west of the final approach is acceptable (Identify the big white tent <sup>3</sup>) in compliance with the minimum height of stabilisation on final
- Get into a full flaps configuration once stabilized on final
- According to the safety requirements, restrict the use of reverse thrust