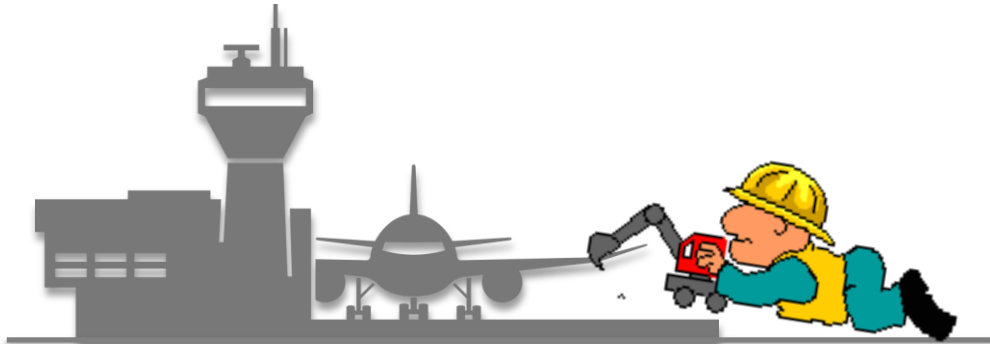




Desplazamientos de  
THR fuera de fechas  
AIRAC y NavDB

# THR desplazado

Cuando los trabajos de desplazamiento de THR se realizan fuera de fechas AIRAC y/o sufren atrasos e inconvenientes no planificados, el uso de la NavDB se convierte en un problema para el operador.



| AIRAC 2018 |       |                          |                            |           |
|------------|-------|--------------------------|----------------------------|-----------|
| Ciclo      | Ident | Publicación<br>(56 días) | NAVDB cut<br>off (28 días) | AIRAC     |
| 1          | 1801  | 09 NOV 17                | 07 DEC 17                  | 04 JAN 18 |
| 2          | 1802  | 07 DEC 17                | 04 JAN 18                  | 01 FEB 18 |
| 3          | 1803  | 04 JAN 18                | 01 FEB 18                  | 01 MAR 18 |
| 4          | 1804  | 01 FEB 18                | 01 MAR 18                  | 29 MAR 18 |
| 5          | 1805  | 01 MAR 18                | 29 MAR 18                  | 26 APR 18 |
| 6          | 1806  | 29 MAR 18                | 26 APR 18                  | 24 MAY 18 |
| 7          | 1807  | 26 APR 18                | 24 MAY 18                  | 21 JUN 18 |
| 8          | 1808  | 24 MAY 18                | 21 JUN 18                  | 19 JUL 18 |
| 9          | 1809  | 21 JUN 18                | 19 JUL 18                  | 16 AUG 18 |
| 10         | 1810  | 19 JUL 18                | 16 AUG 18                  | 13 SEP 18 |
| 11         | 1811  | 16 AUG 18                | 13 SEP 18                  | 11 OCT 18 |
| 12         | 1812  | 13 SEP 18                | 11 OCT 18                  | 08 NOV 18 |
| 13         | 1813  | 11 OCT 18                | 08 NOV 18                  | 06 DEC 18 |

# THR desplazado SCIE

Concepción es el segundo aeropuerto en importancia en Chile, es el alterno primario, con los trabajos sufrimos una mala experiencia, la información fue muy confusa para las tripulaciones.

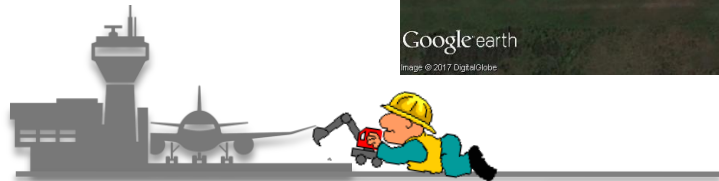


Google earth  
Image © 2017, DigitalGlobe



# THR desplazado SCIE

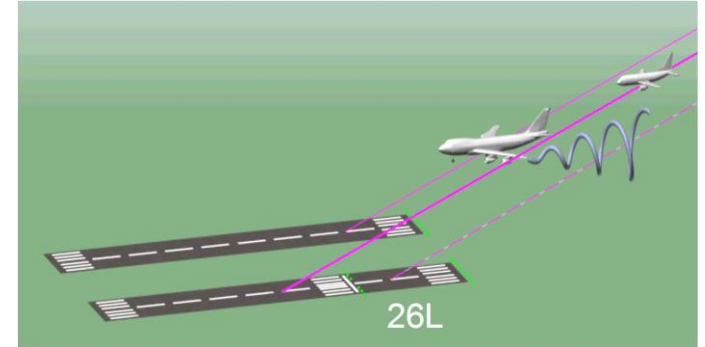
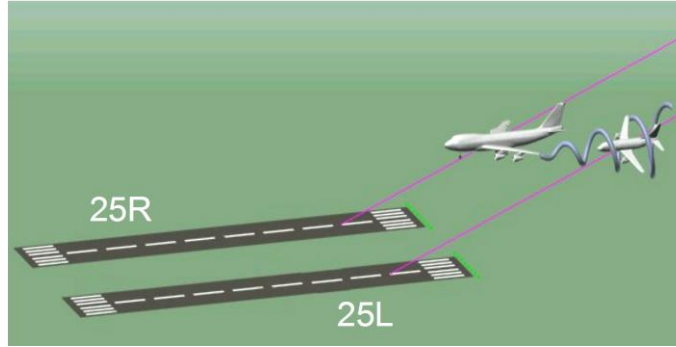
Y los trabajos se realizaron consecutivamente en ambos umbrales de pista.



# ¿Qué hacer?

EDDF Rwy 26L

Tres THR´s  
codificados en  
una pista



# ¿Qué hacer?

FMEE Rwy 12

Codificador  
de NavDB nos  
envió además  
este ejemplo

|   |  |  |
|---|--|--|
|  <p>Direction des Opérations<br/><b>Service de l'Information Aéronautique</b></p> <p><b>DSNA</b></p> |  <p>Liberté - Égalité - Fraternité<br/>RÉPUBLIQUE FRANÇAISE</p> <p>☎ : +33(0) 5 57 92 57 95 or 57 97<br/>✉ : <a href="mailto:sia_supalp@aviation-civile.gouv.fr">sia_supalp@aviation-civile.gouv.fr</a><br/>Internet : <a href="http://www.sia.aviation-civile.gouv.fr">www.sia.aviation-civile.gouv.fr</a></p> | <p><b>AIRAC AIP SUP<br/>RUN<br/>004/13</b></p> <p>Publication date: AUG 08</p> |
|---|--|--|

**LOCATION:** La Réunion-Roland Garros AD FMEE

**VALIDITY :** From September 23 to September 28, 2013

**SUBJECT :** Implementation of a temporary final approach FNA (GNSS) RWY 12 C

Due to work in progress causing the displacement of about 850 metres of the present displaced threshold on Runway 12, FNA RNAV (GNSS) RWY 12 IAC chart (AD2 FMEE IAC 15) is suspended. It is temporarily replaced by FNA RNAV (GNSS) RWY 12 C IAC chart (see APPENDIX A). The coordinates of the new DTHR 12 C and the associated waypoint DT12 are in APPENDIX B.

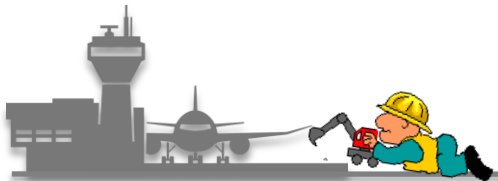
Crews' attention is drawn to the fact that this procedure will be the only landing procedure usable on Runway 12 during this period.

For any additional information, please contact :

SNA Océan Indien :

Siva Vadelou Phone : 0262 72 88 30

Martine Rousic Phone : 0262 72 88 36  
(Aeronautical informer)



# ¿Qué hacer?

## FMEE Rwy 12

AIP SUP No. 004/13

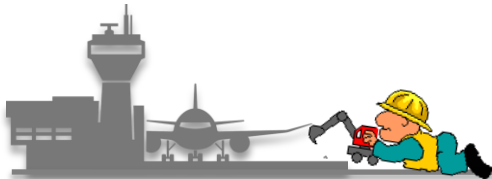
APPENDK B

AD2 FMEE IAC 15 provisoire  
DATA RNAV (GNSS) RWY12C

TABLEAU POUR LES INTEGRATEURS DE DONNEES  
TABLE FOR DATA INTEGRATORS

| Repères Fixes | Identification | Coordonnées    |                 | Codage proposé  | Statut   |
|---------------|----------------|----------------|-----------------|-----------------|----------|
|               | Identification | Coordinates    |                 | Proposed coding | Status   |
| IAF           | OKNER          | 20°41'21,9" S  | 055°17'24,4" E  | IF              | Fly By   |
| IAF / TP      | TESOP          | 20°48'43,8" S  | 055°16'45,2" E  | IF / TF         | Fly By   |
| IAF           | OKTIB          | 21°05'22,0" S  | 055°07'12,6" E  | IF              | Fly By   |
| TP            | ERDIP          | 20°50'52,1" S  | 055°12'06,2" E  | TF              | Fly By   |
| IF            | EE606          | 20°49'49,7" S  | 055°18'35,6" E  | TF              | Fly By   |
| FAF           | EE609          | 20°50'53,3" S  | 055°22'20,0" E  | TF              | Fly By   |
| MAPT          | DT12           | 20°53'16,17" S | 055°30'49,15" S | TF              | Fly Over |
| MATF          | EE410          | 20°46'45,9" S  | 055°33'35,0" E  | DF              | Fly By   |
| MATF          | EE412          | 20°44'54,5" S  | 055°29'33,8" E  | TF              | Fly By   |
| MATF          | OKNER          | 20°41'21,9" S  | 055°17'24,4" E  | TF              | Fly By   |
| HF            | TESOP          | 20°48'43,8" S  | 055°16'45,2" E  | HF              | Fly Over |

FMEE RW12 C LNAV IAC DATA



AIP SUP No. 004/13

APPENDK A

AJP  
RUN



AD2 FMEE IAC 15 provisoire

APPROCHE AUX INSTRUMENTS

LA REUNION-ROLAND GARROS

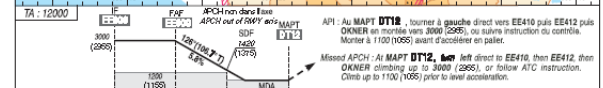
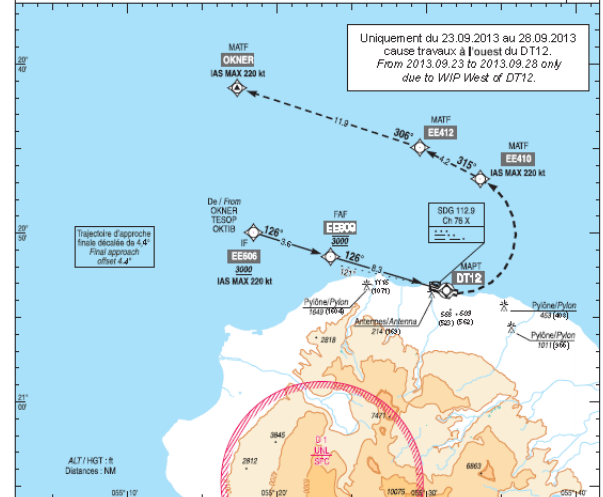
Instrument approach

CAT A B C D

FMA RNAV (GNSS) RWY 12 C

ATIS : LA REUNION 126.8  
APP : ROLAND GARROS Approche / Approach 127.2 123.1 (s)  
TWR : ROLAND GARROS Tour / Tower 118.4

VAR  
19° W  
(10)



DTNR → (NM) 12 8.3 3.8 0

MNR AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in meters. REF HGT : ALT DTNR

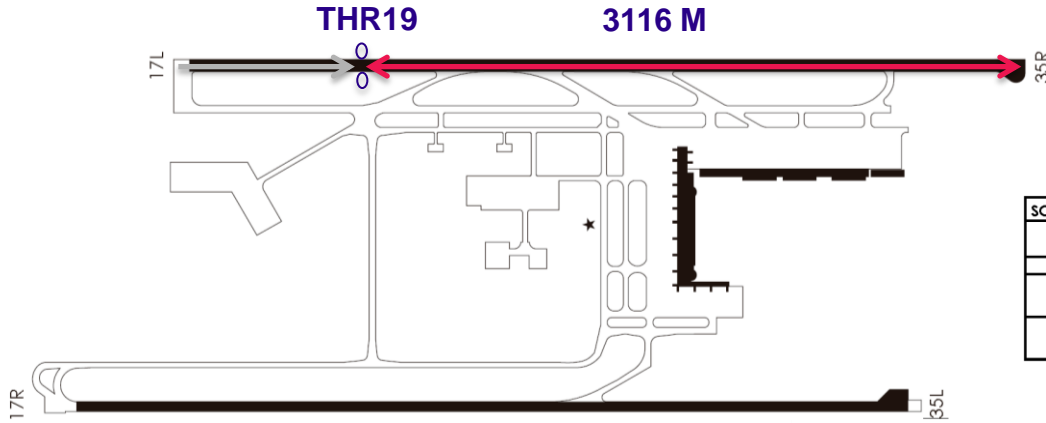
| LNAV | RVT  | OCH  | MVL / Circling (1) |      | DT12   |        |        |        |        |        |       |
|------|------|------|--------------------|------|--------|--------|--------|--------|--------|--------|-------|
|      |      |      | MDA (ft)           | VIS  | NM     | 8      | 7      | 6      | 5      | 4      | 3     |
| A    | 2000 | 1500 | 800                | 1100 | 2890   | 2540   | 2190   | 1840   | 1490   | 1140   | 790   |
| B    | 2000 | 1600 | 800                | 1100 | (2043) | (2493) | (2143) | (1793) | (1443) | (1093) | (743) |
| C    | 2000 | 2400 | 600                | 2000 |        |        |        |        |        |        |       |
| D    | 2000 | 3600 | 100                | 2000 |        |        |        |        |        |        |       |

Observations / Remarque : (1) MVL Interdite au Sud des plates si en l'absence d'indication RAPI / Circling prohibited S of RWYs and without RAPI indication.  
Permis de guidage GNSS lors de l'approche / Loss of GNSS guidance during approach: voir l'annexe PWS 1.5.

| FAF - DT12   | 8.3 NM   | 70 ft  | 86 ft    | 100 ft   | 115 ft   | 130 ft   | 145 ft   | 160 ft   | 185 ft   |
|--------------|----------|--------|----------|----------|----------|----------|----------|----------|----------|
| VSP (ft/min) | 7 min 07 | 8.3 NM | 5 min 52 | 4 min 59 | 4 min 20 | 3 min 50 | 3 min 26 | 3 min 01 | 2 min 42 |
|              |          | 410    | 495      | 585      | 670      | 760      | 845      | 935      | 1030     |

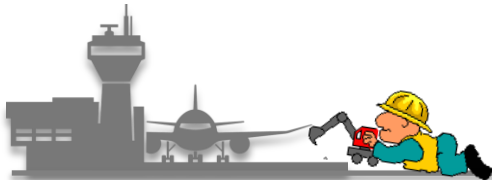
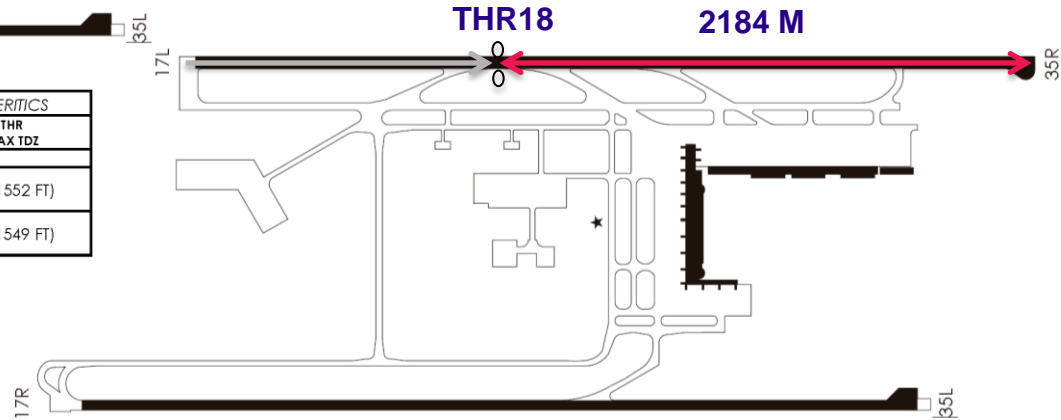
APR IDENT VIS  
X X X X

# THR desplazado SCCL

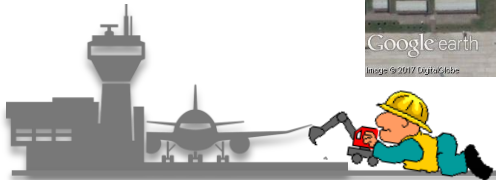


| SCCL   | CARACTERÍSTICAS FÍSICAS DE LA PISTA / RUNWAY PHYSICAL CHARACTERISTICS |                 |                    |                                     |                       |
|--------|---|-----------------|--------------------|-------------------------------------|-----------------------|
| RWY NR | BRG GEO   | LEN/WID RWY (m) | RSTG SFC RWY / SWY | COORD GEO THR                       | ELEV THR ELEV MAX TDZ |
| 1      | 2   | 3               | 4                  | 5                                   | 6                     |
| 18     | 177° GEO  | 2184 x 55       | 63 F/B/W/T ASPH    | 33° 23' 24,59"S<br>70° 47' 09,44" W | 473 m (1552 FT)       |
|        | 175° MAG  |                 |                    |                                     |                       |
| 35R    | 357° GEO  | 1634 x 55       | 63 F/B/W/T ASPH    | 33° 24' 17,60"S<br>70° 47' 06,57"W  | 472 m (1549 FT)       |
|        | 355° MAG  |                 |                    |                                     |                       |

| SCCL   | CARACTERÍSTICAS FÍSICAS DE LA PISTA / RUNWAY PHYSICAL CHARACTERISTICS |                 |                    |                                     |                       |
|--------|---|-----------------|--------------------|-------------------------------------|-----------------------|
| RWY NR | BRG GEO   | LEN/WID RWY (m) | RSTG SFC RWY / SWY | COORD GEO THR                       | ELEV THR ELEV MAX TDZ |
| 1      | 2   | 3               | 4                  | 5                                   | 6                     |
| 19     | 177° GEO  | 3116 x 55       | 63 F/B/W/T ASPH    | 33° 22' 54,37"S<br>70° 47' 11,02" W | 473 m (1552 FT)       |
|        | 175° MAG  |                 |                    |                                     |                       |
| 35R    | 357° GEO  | 2566 x 55       | 63 F/B/W/T ASPH    | 33° 24' 17,60"S<br>70° 47' 06,57"W  | 472 m (1549 FT)       |
|        | 355° MAG  |                 |                    |                                     |                       |



# THR desplazado SCCL



# Nueva Rwy SCCF



# Nueva Rwy SCCF



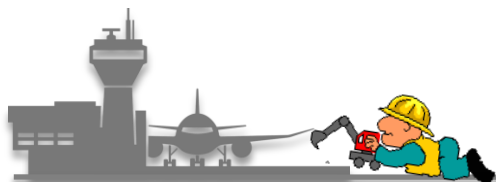
# Trabajos actuales en SCCL

## NavDB

| Apt    | Rwy    | R      | North  | MagBrg | Length | Width  | Latitude     | Longitude     |
|--------|--------|--------|--------|--------|--------|--------|--------------|---------------|
| Filter | Filter | Filter | Filter | Filter | Filter | Filter | Filter       | Filter        |
| SCCL   | RW17L  | B      | M      | 175.00 | 12303  | 180    | S33-22-33.88 | W070-47-12.17 |
| SCCL   | RW17R  | B      | M      | 175.00 | 12467  | 148    | S33-22-19.05 | W070-48-13.35 |
| SCCL   | RW18   | B      | M      | 175.00 | 8038   | 148    | S33-22-19.05 | W070-48-13.35 |
| SCCL   | RW35L  | B      | M      | 355.00 | 12467  | 148    | S33-24-22.26 | W070-48-06.79 |
| SCCL   | RW35R  | B      | M      | 355.00 | 12303  | 180    | S33-24-17.63 | W070-47-06.53 |
| SCCL   | RW36   | B      | M      | 355.00 | 8038   | 148    | S33-23-38.38 | W070-48-09.10 |

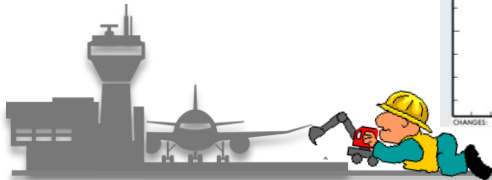
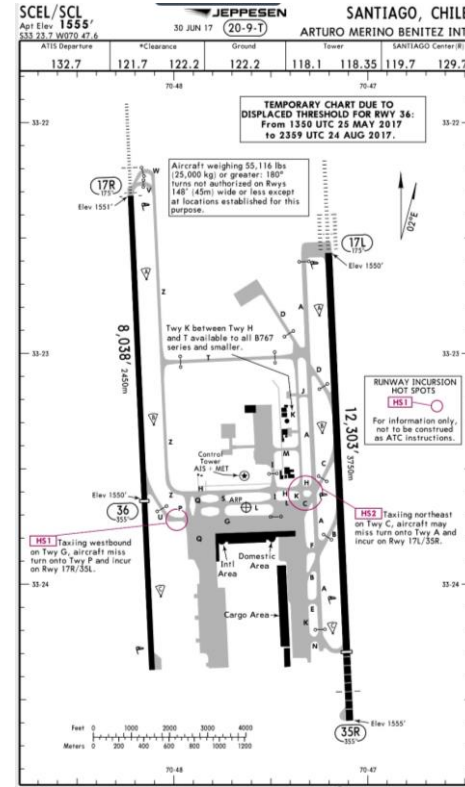
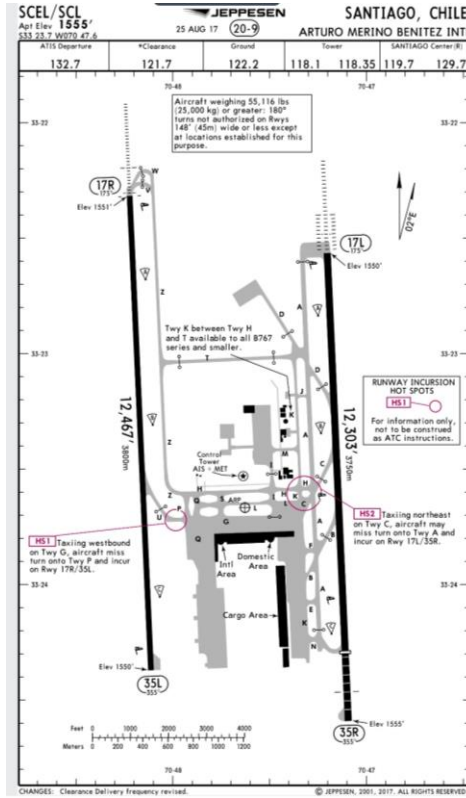
| Apt    | Ident  | R      | C      | Via     | Base Procedure | Rwy |
|--------|--------|--------|--------|---------|----------------|-----|
| Filter | Filter | Filter | Filter | Filter  | Filter         | 36  |
| SCCL   | RNV36  | B      |        | APPR    |                | 36  |
| SCCL   | ANKES  | B      |        | APPTRN  | RNV36          | 36  |
| SCCL   | WISEK  | B      |        | APPTRN  | RNV36          | 36  |
| SCCL   | RNV36  | B      |        | MISSEDA |                | 36  |

| Apt    | Ident  | R      | C      | Via     | Base Procedure | Rwy |
|--------|--------|--------|--------|---------|----------------|-----|
| Filter | Filter | Filter | Filter | Filter  | Filter         | 35L |
| SCCL   | RNV35L | B      |        | APPR    |                | 35L |
| SCCL   | ANKES  | B      |        | APPTRN  | RNV35L         | 35L |
| SCCL   | WISEK  | B      |        | APPTRN  | RNV35L         | 35L |
| SCCL   | RNV35L | B      |        | MISSEDA |                | 35L |
| SCCL   | VOR35L | B      |        | APPR    |                | 35L |
| SCCL   | R169N  | B      |        | APPTRN  | VOR35L         | 35L |
| SCCL   | VOR35L | B      |        | MISSEDA |                | 35L |



# Trabajos actuales en SCEL

## Cartas





¡Gracias!

---

[mariela.valdes@latam.com](mailto:mariela.valdes@latam.com)