

LFRS / Nantes-Atlantique / NTE

This page is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo France...) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

Validated by the LST on 10/2025

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DISCLAIMER

The pieces of information provided are published only for indication, information and are not exhaustive. We make our best 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.

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Airport sujet to ACNUSA

- Nantes airport is subject to environmental constraints.
- A procedure systematically reads the trajectories which could lead to the filing of a violation (infringement for non-compliance with departure or landing procedure without a valid justification) in a reliable and unbiased manner.

All infringements are dealt with by the DSAC.

IFR/VFR compatibility

- There is a strong VFR activity in the E and G class airspace sectors of the Nantes FIS.
- The AD2LFRS ATT01 map now shows the track of the VFR traffic pattern, with a close left hand base leg 03, abeam the threshold 03 to land abeam Bravo (AD2 LFRS TXT01). We regularly observe a non-compliance of this circuit by non-local pilots who tend to turn late onto the base leg which makes them touch down close to the threshold.
- The go-around trajectories are conflicting with the West downwind of the circuit in this sector, particularly for the business jets. VFRs may be holding in this leg.
- The IFR trajectories may interfere with helicopter activity. The hospital helipad in Nantes is located about 4 NM DTNR below the final approach 21. When the paramedics' helicopter performs an emergency take-off from there, he has right of way and may end up conflicting with a plane on final 21, on take-off 03, or a missed approach on 03. In case of a final 21, a go-around 21 may be initiated by ATC.

Equally, the public security assignments over the city in case of protest marches may interfere with final 21.

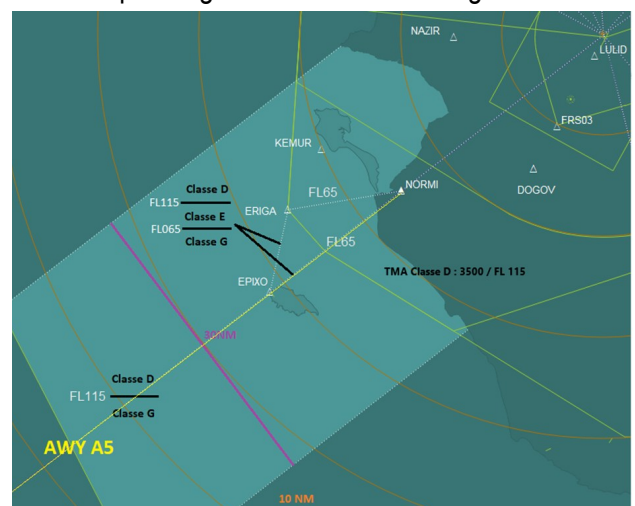
Pilots should expect TA-TCAS concerning these flights.

- The LFRS IFR arrivals via NORMI may be guided in airway A5 above FL115 until EPIXO, and below FL115 after EPIXO, therefore in class E airspace, with a risk of VFRs operating without ATC knowledge.

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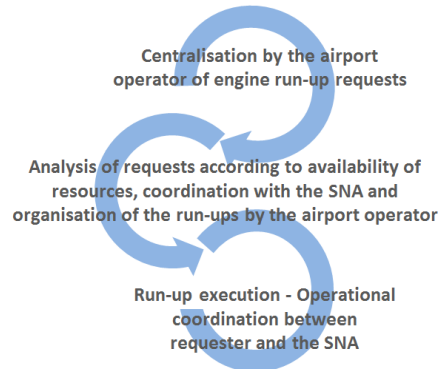
It is important to remember that in class E, a VFR flight is not subjected to clearance. Radio contact is therefore not mandatory. As ATC may not be aware of all VFRs, it is imperative for IFR pilots to stay vigilant.

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Engine run-ups



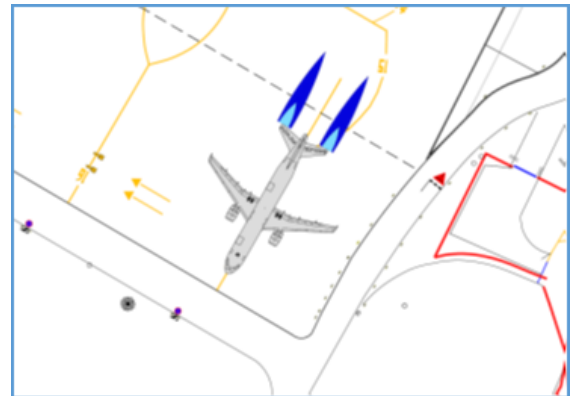
► Different typologies of run-ups

• Engine run-ups on idle

Engine run-ups on idle are performed at a remote stand.

If no remote stand is available, the run-up is postponed.

Run-ups are performed with anti-collision lights switched on.



• Engine run-ups at full thrust

Aircraft with wingspan less than 54 m

Engine run-ups are performed on the parallel taxiway or on the threshold according to the slots of the day.

If the parallel taxiway or threshold are unavailable, the run-up is postponed.

Aircraft chocking is not possible on the taxiway.

Real-time coordination is carried out through 2-way communication between aircraft and tower.



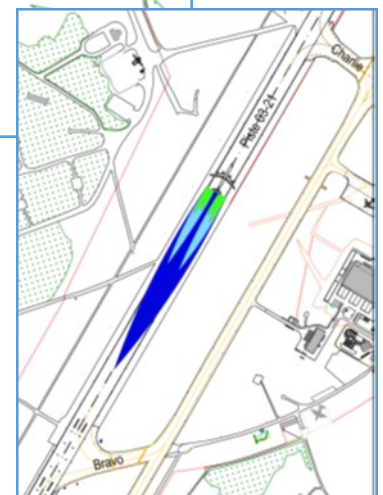
Aircraft with wingspan greater than 54 m

Engine run-ups are performed on the runway, ideally between Bravo and Charlie in order to limit noise pollution and jet blast erosion.

If the runway is unavailable, the run-up is postponed.

Aircraft chocking is not possible on the runway.

Real-time coordination is carried out through 2-way communication between aircraft and tower.



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Risk of penalized descent for arrivals runway 03 with R49H1 military zone

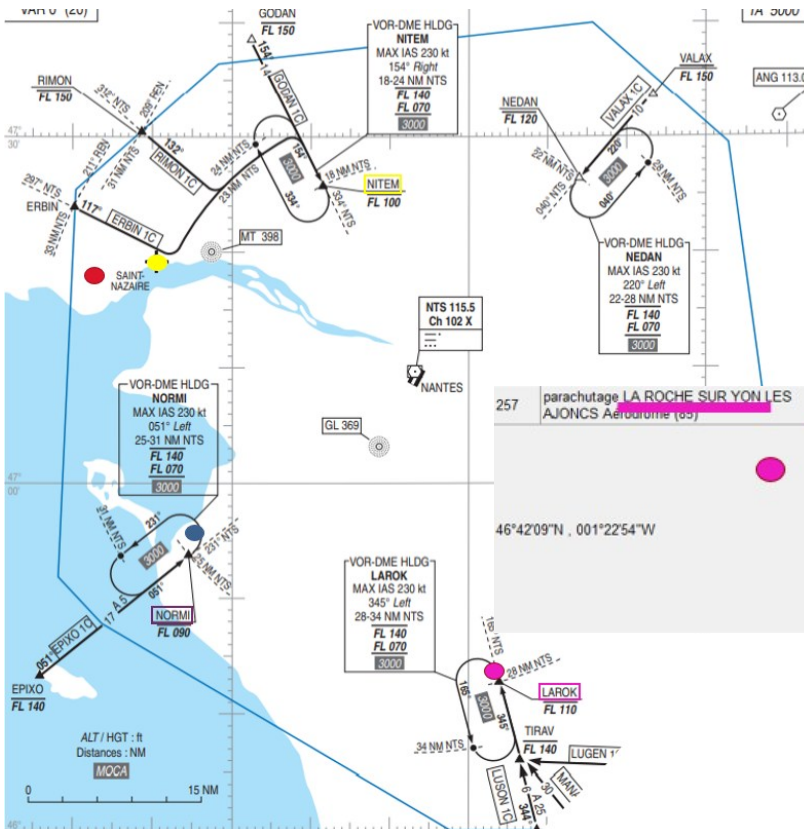
STAR MANAK: a direct route downstream from MANAK for runway 03 may prove disadvantageous in the event of activity on the R49H1 (up to FL195) depending on when it is given. The descent may be delayed by approximately 11 NM if the trajectory passes over the tip of the R49H1.



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Parachuting activities in the vicinity of arrival paths

Parachuting activities may occur in the vicinity of arrival paths in LFRS. Information about these activities is available in the French AIP. (see attached document for a full list of activities). Real-time information about the activity is known to Nantes Approach. In case of converging tracks between an IFR traffic and a VFR parachute dropping aircraft, Air Traffic Services will deliver flight information and/or will decide on the appropriate action for at least one of the two aircraft.



Parachuting areas close to IAF of LFRS (réf LFRS_STAR_RWY_03_CONV)

214	parachutage BEAUVOIR FROMENTINE Aérodrome (85)	FL 135	15 APR-15 OCT : SAT, SUN, HOL : SR-SS
46°53'26"N , 002°05'19"W	SFC	Activité réservée aux usagers autorisés par la DSAC-O/Délégation Pays de Loire et selon protocole. Information des usagers sur : NANTES INFO/APP. Activity reserved for users authorized by DSAC-O/Pays de Loire delegation and according to protocol. Users information on : NANTES INFO/APP	
277	parachutage LA BAULE ESCOUBLAC Aérodrome (44)	FL 115	MAY-SEP : 0700-SS
47°17'18"N , 002°20'49"W	SFC	Activité selon protocole. Activité réelle connue de : - LA BAULE INFO, - NANTES INFO/APP. Activity according to protocol. Actual activity on : - LA BAULE INFO, - NANTES INFO/APP.	
273	parachutage SAINT-NAZAIRE Aérodrome (44)	FL 115	APR - DEC : THU-MON and public HOL. SR-1100 and 1230-SS +30 (SUM : -1HR)
47°18'38"N , 002°09'24"W	SFC	Activité réservée aux usagers autorisés par la Délégation Pays de la Loire selon protocole. Information des usagers sur : - SAINT NAZAIRE TWR, - NANTES INFO Activity reserved for users authorized by Pays de la Loire Delegation according to protocol. Users' information on : - SAINT NAZAIRE TWR, - NANTES INFO	

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Nominal rates and minimum separation

At nominal operations, the rate is 2 minutes and 30 seconds. The minimum separation on the air situation display is of 5NM (Nantes does not have a primary radar).

LVP and rates

$800\text{m} \geq \text{RVR} \geq 550\text{m}$	$\text{RVR} < 550\text{m}$
4 min	7 min 30

NB: If ceiling <200ft and $\text{RVR} \geq 550\text{m}$ but spacing between aircrafts on taxiways can't be provided visually from the tower, rate is 7min30s consequently.

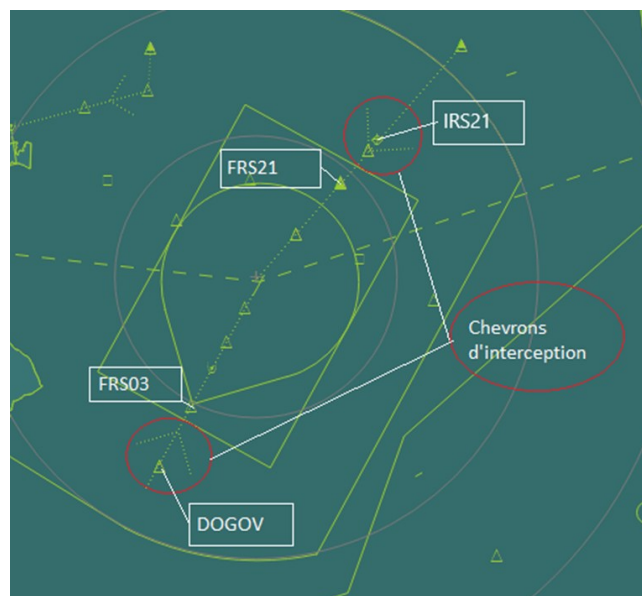
Deterioration of secondary radar detection

When La Roche Sur Yvon's main radar, that offers the best coverage over Nantes' airspace, is off-line (due to maintenance or failure) ATC changes its work methods to retain flight visualisation during flow control. Interceptions, more noticeably on 03, are executed on a very long final, at high altitude (no visualisation below FL 70) with a rate of 5 minutes requiring imposed speeds.

Unstabilized/non-compliant approach prevention and respect of markings

For environmental purposes and unstabilized approach risks, flights are guided towards DOGOV (IF) runway 03 and IRS21 (IF) on runway 21 in order to respect the interception markings.

Any requests for a vectoring for a short-circuit, on FRS03 and FRS21, are prohibited. Indeed, controllers must ensure the 30 seconds of level flight before the FAF or the FAP for an approach that complies with the regulations.



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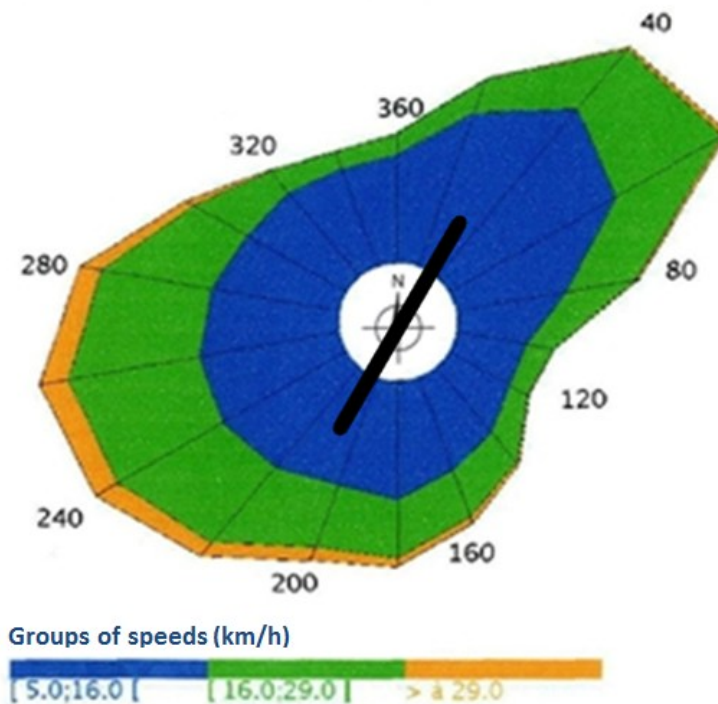
Announcement of preferred procedure at 1st contact

The crew must specify, on 1st contact with Nantes approach, the type of procedure they request on arrival. It is a valuable time saver for ATC, especially during heavy traffic sequencing.

Weather

- Westerly winds are prevailing and the landing and/or take off conditions are more delicate..

Frequency of winds according to their origin (in %)



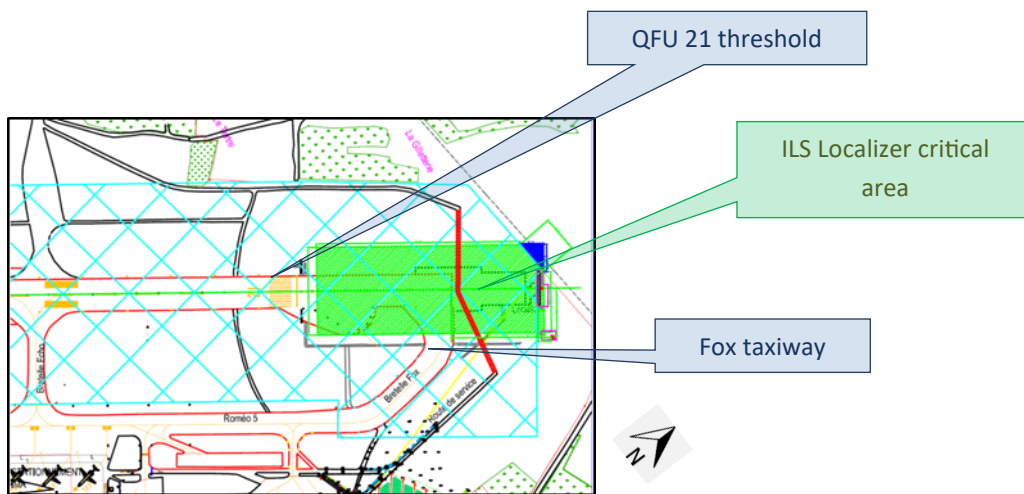
- The aerodrome's location near the lake *Lac de Grand-Lieu* may lead to special weather phenomena with fog, such as threshold runway 03 in LVP conditions but excellent visibility on threshold runway 21.

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Vacating the runway

When vacating the runway, crews must hold position before the parallel taxiway Romeo, as long as instructions to taxi towards stand have not been obtained from Ground control even if path to the parking stand is short time taxiing and looks clear. Beyond the regulatory aspects of this remark, any ground conflict on a tiny apron can lead to its blockage.

Localizer critical area



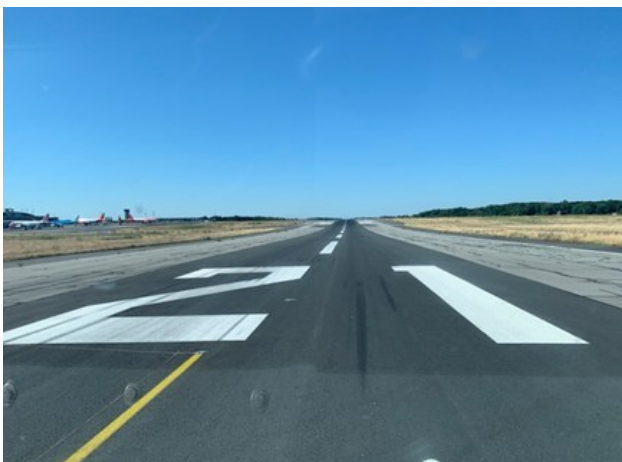
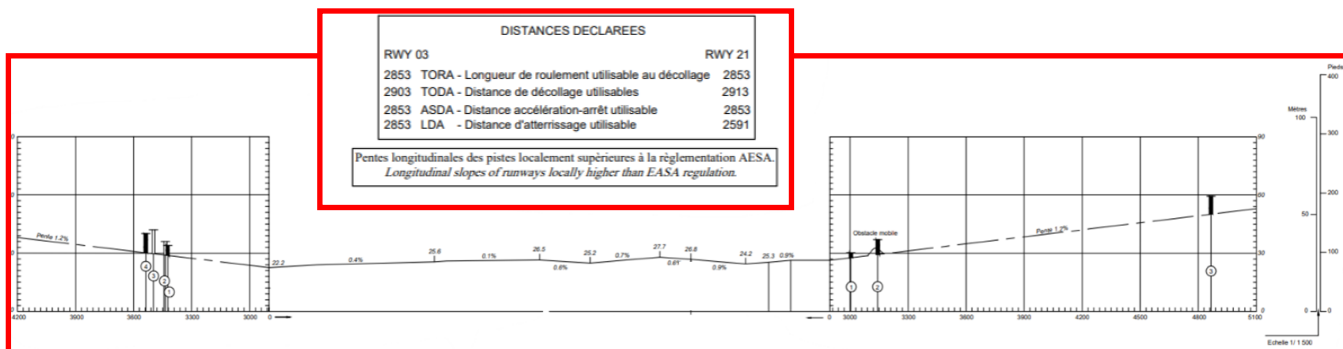
Because of airport property limitations, the ILS localizer antennas are implanted particularly close to threshold 21. As a consequence, the localizer critical area encroaches upon both the runway and Fox taxiway (see green zone on the diagram above). A special derogation was accorded for this layout.

When runway 03 is in use, aircraft exiting at the far end of the runway can cause interferences to the localizer signal. If this occurs during LVP conditions and there is a subsequent aircraft on final, it will be instructed to go around regardless of its distance to the threshold. On the other hand, in Cat I conditions, the approach can be completed visually if applicable requirements are met.

In order not to infringe upon the localizer critical area and induce go arounds for subsequent aircraft, landing aircraft should prepare to exit runway 03 via taxiways C, D or E, if possible.

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Cambered runway, longitudinal profile



Additional information on arrival: risk of hard landing on 21 with “pitch pitch” alarm. Please notify airport manager of these events if and when they occur.

Possible consequences: Hard landing, lack of visibility on opposite threshold.

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LVP and restrictions

Only one movement at a time is possible on the platform :

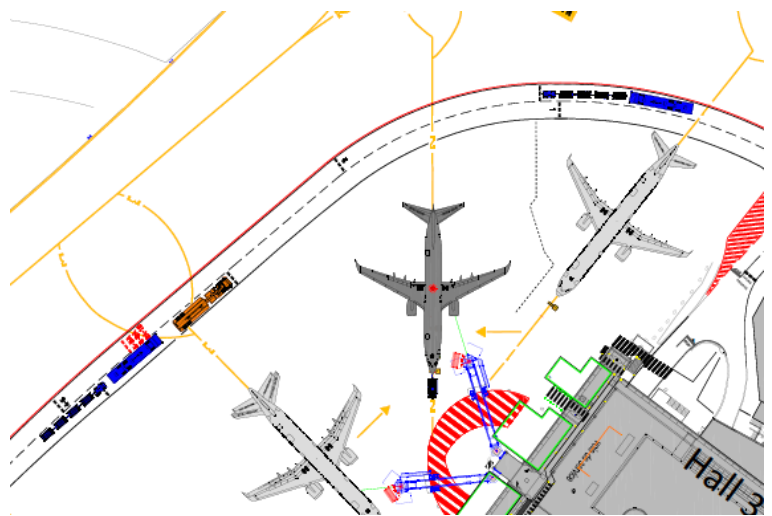
- If $RVR \leq 550m$
- If ceiling $< 200ft$, and $RVR > 550m$ but spacing between aircrafts on taxiways can't be provided visually from the tower

As a result, traffic regulations are put in place, which explains delays.

LVP, at arrival, it is mandatory to report "chocks on".

Pushback clearance validity

Due to ramp service way set up and as the site is confined, flight crews should only illuminate aircraft anti-collision lights following pushback clearance from ATC, which is valid only for 2 minutes.



Limits of ramp and manoeuvring areas

Before crossing this red and white line, ATC has issued a departure clearance but is not responsible for any ground routing in this area. The same applies on arrival. Caution everyone.



Stand markings

If there is no visual indicators confirming the names or numbers of parking stands; it is important to follow ground markings.

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Weather

Tending westerly winds with the presence of a wood to the south west of the runway, on 03 threshold and the quarry to the west lead to strange weather phenomena. Downdrafts are often reported especially during rotation for departures on 21.



Pushback operations

Due to the constraint imposed by infrastructures of the platform, ATC is driven to request different types of pushbacks. Pilots must relay instructions to the ground assistance companies with the utmost precision. If pushback clearance from handling agent does not comply with ATC request, the crew must immediately inform the Ground controller to prevent any risk of platform interactions.

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Specific ground phraseology in use at Nantes airport

Push-back Y, Z and X

Detailed parking stand description sheets, (see example on right), are forwarded to airlines and Ground Handling.

A synthesis of the push-back schemes issued by ATC can be consulted online at French AIP as a safety loop.



Each pushback direction is uniquely identified:

- For pushbacks on taxiway Romeo, by the runway number to be reached: 03 or 21.
- For other pushbacks, by a letter, depending on the position of the aircraft in relation to the runway.

