

This document has to be updated with datas from the applicant. All datas in red are given has exemples and must be replaced by actual values from the applicant.

**Folder type :
Jet engine airplane
or
MTOW > 5, 7 t
or
MOPSC > 9 seats**

Aerodrome of Saint Tropez-La Mole

Indicate on this page :

- Name of the applicant,
- postal address,
- type of aircraft
- type of operation (CAT, NCC, other ...)
- Precise if this file uses disposition of article 5 and / or Article 6 of the decree : Arrêté du 25 juillet 2019 portant agrément de l'aérodrome de La Môle.

Documents to attach :

- Copy of the AOC and ops specs for companies, NCC declaration for NCC operators.
- Copy of licences for TRI pilots and logbook's extract showing validity of last flight in LFTZ on the aircraft type requested in the application.
- Copy or extract of the AFM showing performances on takeoff , landing, acceleration stop, and second segment.

Reminder:

Regardless the type of operations, the applicant has to comply with article 5 of the aforementioned decree of July 25, 2019. In particular CAT.POLA.230 and 60% (1.67) factor of LDA for turbojet aircrafts or 70% (1.43) for turboprop aircrafts.

Prior to using article 6, alternative arrangements to requirements relative to takeoff and landing performances must have been established by the type rating certificate's holder and filed to DSAC.

INTRODUCTION

Non-contractual document : all data are for reference only. The applicant for an authorization must fill a file submitted to the French civil aviation Aix-en-Provence. This file must imperatively be acknowledged by the DGAC before starting operations on site.

The file must be sent to : dsac-se-ops@aviation-civile.gouv.fr

Important informations :

The « group 1 » aircraft operated must comply with the operating conditions for performance of the AIR OPS, especially being able to land within ,60 % of the LDA for turbojet airplanes and 70 % of the LDA for turbo-prop airplanes.

All « group 1 » aircraft must comply with the operating conditions for public transport (see above) regardless the type of operations . But the operator may elect to implement alternative measures to the take-off and landing performance requirements set out in Sections 1 of Subparts B and C of Annex IV of the aforementioned Regulation (EU) no. 965/2012. They must have been established by the holder of the Group 1 airplane type certificate and must be incorporated into the operations manual. Should such alternative measures be implemented, take-offs and landings would only be permitted on a dry runway and for non commercial operations.

Ref. decree : Arrêté du 25 juillet 2019 portant agrément de l'aérodrome de La Môle (Var)

<https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000038850822/>
<https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000042176713/>

For information on official publications, operators should refer to the official maps available on below website :

<https://www.sia.aviation-civile.gouv.fr/>

ICAO code : **LFTZ**

1. Terms of use

The aerodrome can only be used whether it be for landing or take-off when the reported surface wind at La Mole does not exceed :

- 15 kt mean wind which direction is comprised between a sector 040° and 070° MAG, including those limits ;
- 16 kt included MAX wind and 13 kt mean wind for any other direction, the first of the two values reached.

Runway lengths declared :

RWY 24 : LDA 1071m (3513ft)

RWY 06 : TORA 1071m (3513ft) - TODA 1131m (3710ft) - ASDA 1071m (3513ft)

PAPI RWY 24 :

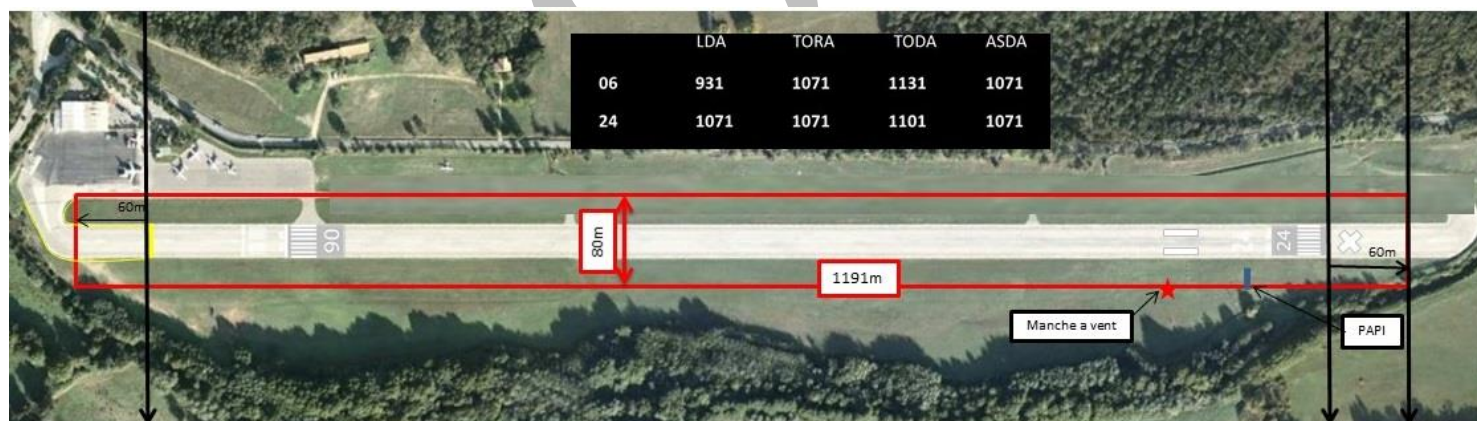
PAPI lights oriented at 232°.

Clearing of high mountains located RWY axis at 2200 m from threshold is not provided by PAPI.

IMPORTANT

Airfield of La Mole is approved for aircraft code 2 (*) and has a band 80 meters wide in accordance with regulations in force.

The aircraft operators code 3 (**) has a band 100 meters wide track (centered on runway axis) instead of 150 meters recommended by ICAO (Annex 14). The 60-meter regulatory runway upstream of threshold is not respected (see drawing).



Users have read the operating conditions of the above platform and undertake to operate the airfield of La Mole on their own responsibility.

* **Aircraft code 2** : The take-off length corresponds to the minimum length required for take-off at the maximum structural take-off weight at sea level in standard atmosphere in still air and zero runway slope, as shown in the manual certified flight of the aircraft is greater than or equal to 800 meters and strictly less than 1200 meters.

** **Aircraft code 3** : The take-off length corresponds to the minimum length required for take-off at the maximum structural take-off weight at sea level in standard atmosphere in still air and zero runway slope, as shown in the manual certified flight of the aircraft is greater than or equal to 1200 meters and strictly less than 1800 meters.

2. Crew Training

2.1 Type of airplane

This application relates to the aircraft type **xxx**.

ICAO code : **XXXX**

Engine types	Ref jet engine / turbo prop xxx
Max take-off weight - MTOW	lb xxx / xxx kg
Maximum capacity certified passengers	xxx passengers

2.2 List of approved pilots and FSTD.

Complete tables below precisig :

- PIC qualified on type at LFTZ, and date of application:
- FSTD intended to be used for the need of recent experience, if applicable.

Pilots list

Last name and first name	Licence number	TRI on type YES/NO	Date of last flight at LFTZ on type	comments
xxx	xxx	xxx	xxx	xxx
xxx	xxx	xxx	xxx	xxx
xxx	xxx	xxx	xxx	xxx
xxx	xxx	xxx	xxx	xxx
xxx	xxx	xxx	xxx	xxx
xxx	xxx	xxx	xxx	xxx

If the compagnie doesn't have TRI on type, explain the process for usinf outside TRI qualified in LFTZ. Included a copy of the license for TRI. Line training captains may not be substituted if they aren't TRI

FSTD list

Last name and first name	Licence number	TRI on type YES/NO	Date of last flight at LFTZ on type	comments
xxx	xxx	xxx	xxx	xxx

FSTD considered must be representative of LFTZ local environnement.

2.3 Crew training program

This training program is to be followed by any PIC who has not, during the last 12 month, performed a takeoff and a landing at the airport while acting as PIC, on type or class as appropriate.

The first flight following the training program, as to be performed within 6 month.

This training program is conducted by an instructor (TRI) qualified LFTZ
For initial training, the training flight in LFTZ is mandatory. It may not be performed on FSTD.

The practical phase of this program may also be used to maintain recent experience (12 month) on the FSTD mentionned at paragraph 2.2

2.3.1 Theoretical phase

The theoretical phase included a study of the following :

- charts and tracks in force ;
- obstacles in landing and take-off funnels, as well as in the vicinity of the aerodrome ;
- specific weather conditions ; aerologic site characteristics (windshear on final) ;
- airplane performance during normal and abnormal operations ;
- description of noise abatement schemes ;
- areas whose overflight shall be avoided ;
- unique features of the density and nature of air traffic around La Môle aerodrome ;
- a reminder of the integration conditions on an AFIS aerodrome ;
- a reminder of the helicopter traffic at 2000ft and below to helipads on the peninsula near the final trajectorie.

2.3.2 Practical phase

All PIC must be educated and trained on the aircraft type by company. The practical phase is to acquire the site qualification according to the program below :

- normal approach RWY 24 (N engines) followed by a go around N-1 in short final decision altitude **xxx** ft). Application of the exit procedure RWY 24 ;
- normal approach (N engines) RWY 24 and complete landing ;
- take-off RWY 06 with engine failure (N-1) after V1. Application of the exit procedure RWY 06.

3. Arrival - Landing

3.1 Terms of use

Approach and landing on RWY 24 only.

Prohibited approach if (for instance) :

- one engine is inoperative (above MDA) ;
- technical failure affecting landing distance ;
- contaminated runway ; (Dry only if article 6)
- icing conditions ;
- wind :
 - Sector 040 ° - 070 ° : average wind > 15kt
 - Other sectors : average wind > 13kt or wind max > 16KT

Minima

APPROACH DAY ONLY	
Ceiling	2 500 ft no clouds below 1500 ft
Visibility	5 000 meters

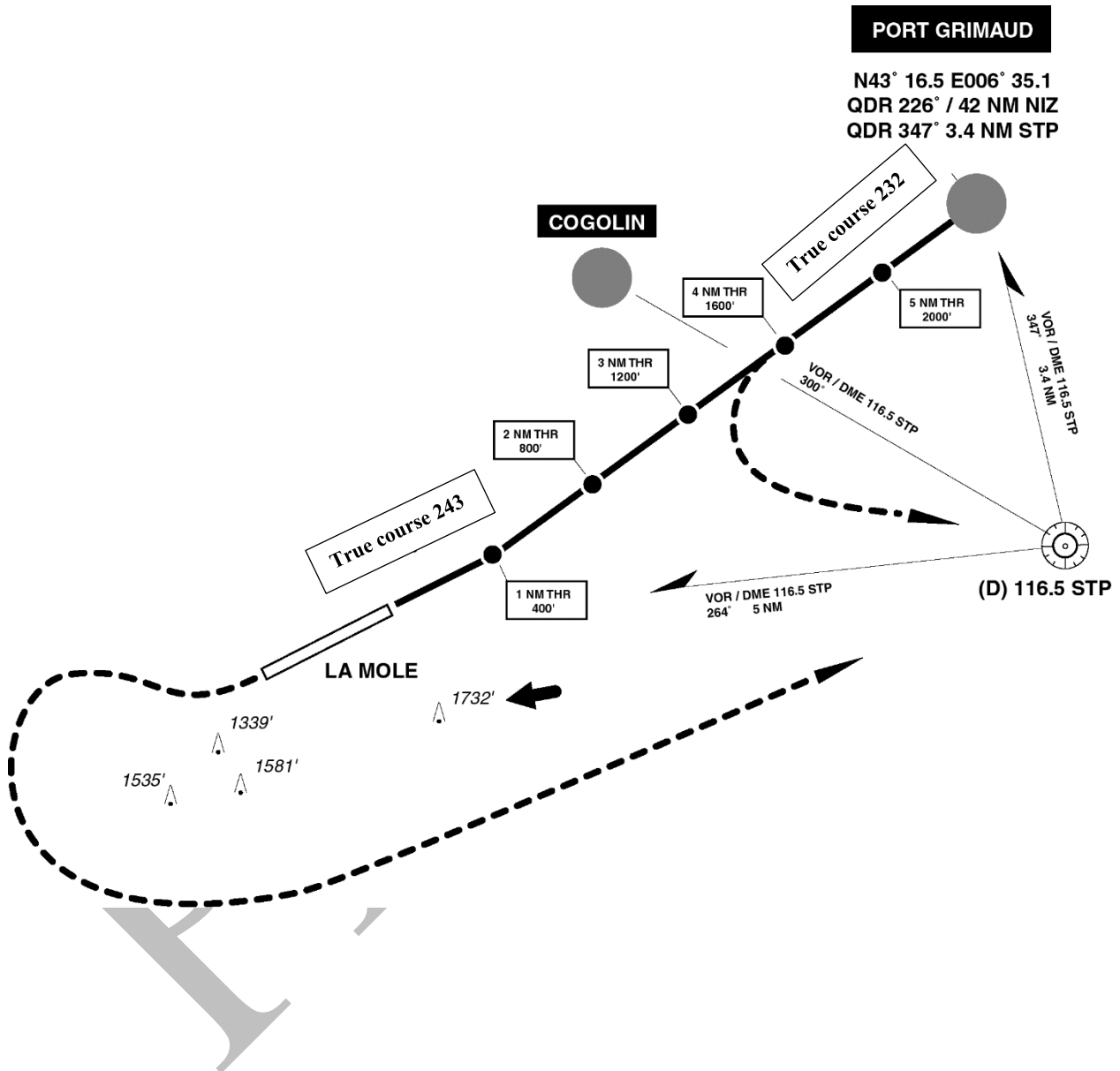
This visibility ensures visual of the runway abeam South of COGOLIN village.

3.2 Approach procedure RWY 24

- Mandatory manual flying from Port Grimaud (EM point);
- Cancelling IFR at STP VOR to continue under VFR is recommended.
- GPWS ON or OFF (ON recommended)
- From EM point (43° 15' 50 "N - 006° 35' 34" E, QDR 355° / 2,7 NM from STP VOR) and maintained throughout the approach true course 232° then true course 243° on very short final (about 200 ft) ;
- Reference PAPI glide path 7% (4°), no settled steep slope. Track offset 9 ° to the North from runway axis involves a staggered approach RWY 24 from Port Grimaud (EM point) (ref. map page 8). **PAPI does not ensure obstacle clearance for an arrival path in the axis ;**
- **Risk of turbulence passing the quarry and windshear on short final ;**
- Go around (at or above MDA) : maintaining published path, after the end of runway, right turn and left along the road to bypass the terrain located at the end of the runway, following centerline of La Mole river valley towards the Pass of Gratteloup climbing 2 500 ft to join holding pattern on STP VOR ;
- In the event of engine failure:
 - a) before Port Grimaud, diversion is mandatory to the planned alternate aerodrome (Nice, Cannes or Toulon).
 - b) between 2000 ft and xxx ft (decision altitude to be specified by the applicant) the go around should be done according to the procedure (N-1 slope xxx % to be specified by the applicant based on aircraft characteristics)
 - c) at an altitude below xxx ft (decision altitude to be specified by the applicant) landing based on the safe landing .
 - d) The decision altitude chosen is : xxx ft
- In case of weather deterioration below minimum (Cf 3.1) after Port Grimaud, maintain VMC and :
 - a) before South COGOLIN (QDR 300° STP) left turn to STP and perform a holding pattern at or above 2000 ft ;
 - b) after South COGOLIN (QDR 300° STP) : Proceed as a go around (mentionned above).

Approach track - VFR Approach Chart - RWY 24

REPORT THIS PROCEDURE ON A MAP 1/25 000, AND ENCLOSE TO THE FILE



3.3 Landing weight limitations

- Configuration
- Speed : V ref
- Runway 1071m x 30m ; QFU 24 LDA 1071m
- Landing distance factoring (Ref CAT.POL.A.230 (a)) at 60% (70% for turboprop aircrafts)
- Account for not more than 50 % of the headwind component or not less than 150 % of the tailwind component (Ref CAT.POL.A.230 (d))

Exemple of limitation table

State of the runway	Wind on the axis estimated	Wind on the axis considered	Vref	Weight in pounds	RWY Length needed (4)	Offered load with MOE (1) : xxxx lbs and CMD : xxxxx (2)	
Dry	5 kt Tail wind	7.5 kt Tail wind	NOT ALLOWED				
	Nil	Nil	XXX	XX.XX X	XXX	X.XXX lbs	X pax (3)
	5 kt head	2.5 kt front	XXX	XX.XX X	XXX	X.XXX lbs	XX XXX pax + lb extra (3)
	10 kt head	5 kt front	XXX	XX.XX X	XXX	X.XXX lbs	XX pax + X.XXX lb extra (3)
	15 kt head	7.5 kt front	XXX	XX.XX X	XXX	X.XXX lbs	XX pax + X.XXX lb extra (3)
Contaminated	NOT ALLOWED						

(1) MOE : basic empty weight

(2) CMD : fuel for landing and diverting ensuring **LFTH LFMD LFMN**

(3) These examples of weights carrying capacity of passengers have been calculated according to standard weights used in CAT POL MAB 100 corresponding to a uniform weight "men" of 202 lbs. (unfavourable case).

(4) Rwy length shall allow a full stop landing from 50 ft above the threshold (CAT.POL.A.230)

Example:

Basic weight	XX.xxx lbs
CMD	X.xxx lbs
Passengers = X men	X.xxx lbs
Landing weight (LW)	XX.XX lbs

The landing weight is limited by the more restrictive of the two following conditions :

- LDA 3513 ft ; landing distance for jets (60%) : 2107 ft ; and landing distance for turboprop aircraft (70%) : 2459 ft (CAT POL A 230 et CAT POL A 330)
- Go around slope N-1 + S FLAPS **XX°**

Note : the slope limitation is about 6%, during go around N-1 from the landing decision point planned RWY 24 at La Mole. (This point have to be based on the aircraft's characteristics, the subject of the current application).

4. Take-off - Departure

4.1 Terms of use

Take-off and departure QFU 06 only.

VMC minima with :

TAKE-OFF ON DAYLIGHT ONLY	
Ceiling	1 500 ft and no clouds below 1000ft
Visibility	3 000 meters

Limitations take-off :

- Takeoff prohibited if RWY contaminated, if the aircraft is operated under the article 6 of the decree
- GPWS : ON or OFF
- Takeoff configuration: flaps **xx°** ;
- wind :
 - Sector 040 ° - 070 ° : average wind > 15kt
 - Other sectors : average wind > 13kt or wind max > 16KT
- Account for not more than 50 % of the headwind component or not less than 150 % of the tailwind component

4.2 Departure procedure RWY 06

See the take-off corridor page 14.

For departure using IFR rules, consider reglementation in force and CAT.POL.A.310

Departure in VFR until STP :

- after take-off, initially 063° to A point ;
 - o Point A : abeam recycling center, on right side (see picture page 23), turn LEFT with speed at V2 / 15° bank onto TRACK

Conditions	V2	Mag Course
ISA	xxx kt	041 °
ISA + XX °	xxx kt	040 °
	xxx kt	039 °
	xxx kt	038 °
	xxx kt	37

- o At point B or 2000 ft resume own navigation to join STP.

4.3 Take-off weight limitations

This table was prepared following the performance data of the manufacturer flight manual.

MTOW (lbs)	xxx
V1 XXX	VR = V2

(Falcon 50 performances for information)

T ° C	Wind - kt					
	Back		Nil	Front		
	-10	-5	0	5	10	15
+ 30°	30,000 91	32,200 109	34,200 103	34,800 116	35,500 118	36,200 119
+ 25°	31,000 92	33,000 110	35,200 105	35,700 118	36,300 119	37,000 120
+ 20°	31,200 92	33,400 111	35,700 106	36,200 119	36,800 120	37,500 121
+ 15°	31,400 93	33,800 111	36,000 106	36,600 120	37,300 121	38,000 122

Note : grey areas are with a V2 over the calculated V2 for the corridor page 14. the V2 checks till 122 kts demonstrate the limitations due to the aux obstacles are not to be considered as a limitation

(Falcon 50 performances for information)

Wind	0 kt			5 kt Rear		
T (° C)	LIMITATION	MASS	C/O (payload) + FUEL (1)	LIMITATION	MASS	C/O(payload) + FUEL (1)
0	Obstacle	33500	11400	Obstacle	32000	9900
5		33250	11150		31750	9650
10		33050	10950		31500	9400
15		32800	10700		31250	9150
20		32600	10500		31000	8900
25		32150	10050		30600	8500
30		31100	9000		29600	7500
35		29950	7850		28550	6450
40		28750	6650		27350	5250

(1) MOE 22100 lbs
MTOW 40780 lbs

Note: limitation "obstacle" does not impact the take-off RWY 06 in La Mole.

In case of technical issue after take-off, due to weight, aircraft must divert to **Nice, Cannes or Toulon**.

If no technical issues, the noise procedure will be applied to every departure.

Example (*Falcon 50 performances for information*) :

Basic weight	22,100 lbs
Onboard fuel mass	5,000 lbs
Passengers = 5 men	1,010 lbs

Take-off weight (TOW)	28,110 lbs
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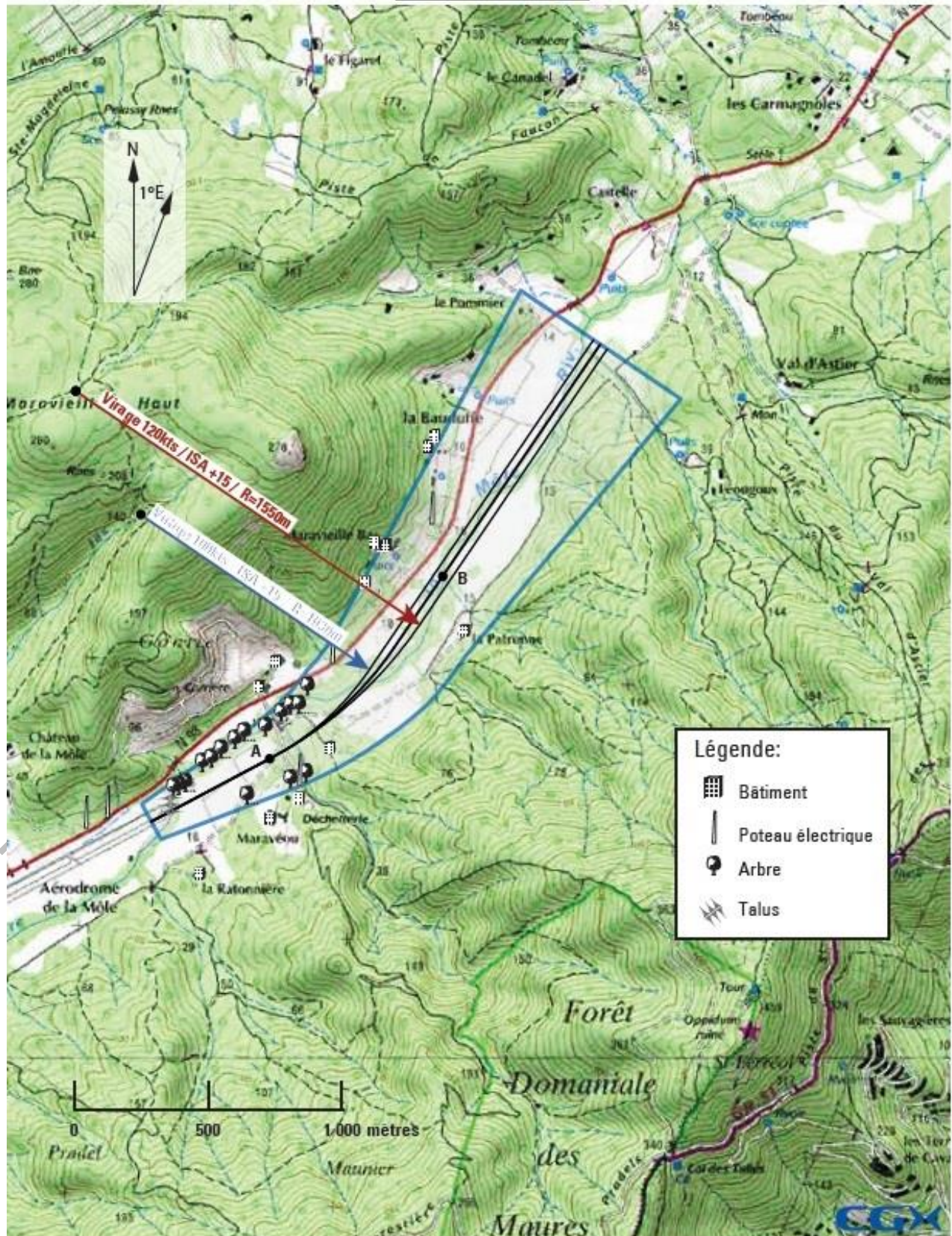
The take-off weight is limited by the more restrictive of the two following conditions :

- Runway length : TODA : 1131m (3710 ft) / ASDA : 1071m (3513 ft)
- Obstacles : Obstacle Chart La Mole / EO Corridor 06

PROTECTED

5. Take-off RWY 06 funnel

LA MOLE
VISUAL TAKE-OFF TRACK RWY 06 - scale 1 : 25 000
Funnel example



Folder-type aircraft MTOW> 5, 7 t
Aerodrome of Saint Tropez-La Mole



Folder-type aircraft MTOW> 5, 7 t
Aerodrome of Saint Tropez-La Mole

Nature	Identification	Top Elevation	Latitude	Longitude	Distance from end of TODA
Tree	Tree 1	24 m / 79 ft	43°12'34.157"N	006°29'25.391"E	229 m / 751 ft
Tree	Tree 2	35 m / 115 ft	43°12'32.432"N	006°29'37.098"E	437 m / 1.434 ft
Tree	Tree 3	32 m / 105 ft	43°12'34.878"N	006°29'38.410"E	499 m / 1.637 ft
Tree	Tree 4	33 m / 108 ft	43°12'34.113"N	006°29'37.438"E	468 m / 1.535 ft
Tree	Tree 5	32 m / 105 ft	43°12'34.758"N	006°29'37.985"E	489 m / 1.604 ft
Straight line 100kt					
Building	Bat b	44 m / 144 ft	43°12'57.248"N	006°29'53.196"E	1.256 m / 4.121 ft
Building	Bat d	53 m / 174 ft	43°13'01.844"N	006°29'55.153"E	1.398 m / 6.358 ft
Straight line 120kt					
Building	Bat c	25 m / 82 ft	43°12'51.229"N	006°30'08.841"E	1.311 m / 4.301 ft
Turn 100kt / R=1030m					
Electric pole	Poteau	21 m / 69 ft	43°12'48.114"N	006°29'47.782"E	867 m / 2.844 ft
Turn 120kt / R=1550m					
Building	Bat a	29 m / 95 ft	43°12'38.112"N	006°29'47.710"E	695 m / 2.280 ft

The above operational funnel is given as an example.

For any construction of a different funnel by the operators, they can contact the airport (operations@sainttropez.aeroport.fr) for a more complete list of obstacles.

Folder-type aircraft MTOW> 5, 7 t Aerodrome of Saint Tropez-La Mole

ICAO Type A Charts

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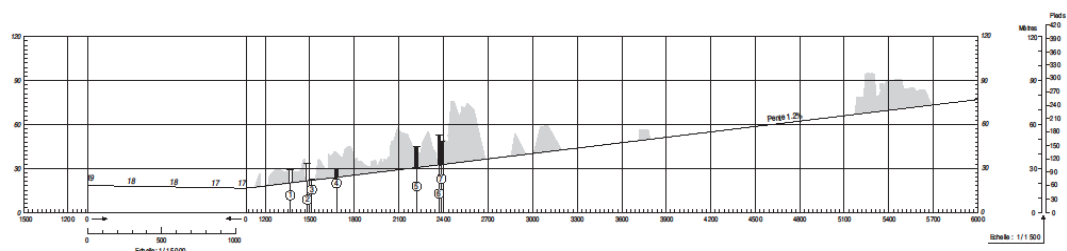
AD 2 LFTZ AOC RWY06
02 MAR 17

CARTE D'OBSTACLES D'AERODROME OACI - TYPE A
Aerodrome Obstacles Chart - ICAO - A type

LA MOLE
RWY 06

VAR 2°E (15)

DIMENSIONS ET ALTITUDES
EN METRES



DISTANCES DECLAREES	
RWY 06	RWY 24
1071 TODA - Longueur de roulement utilisable au décollage	939
1131 TODA - Distance de décollage utilisable	961
1071 ASDA - Distance accélérément utilisable	1071
939 LDA - Distance d'atterrissage utilisable	1071

LEGENDE	
NOTE: SONT INDICES LES OBSTACLES SITUES AU-DESSUS DE LA SURFACE DE REFERENCE	
① NUMERO D'IDENTIFICATION	⊕ OBSTACLE A L'INTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)
* ARBRE OU ARBUSTE - ZONE BOISEE	⊖ OBSTACLE A L'EXTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)
⊙ MÂT, TOUR, CLOCHER, ANTENNE, ETC...	⊖ OBSTACLE A L'EXTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)
■ BATIMENT OU CONSTRUCTION IMPORTANTE	⊖ OBSTACLE A L'EXTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)
⊕ OBSTACLE NATUREL A L'INTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)	⊖ OBSTACLE A L'EXTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)
	⊖ OBSTACLE A L'EXTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)
	⊖ OBSTACLE A L'EXTERIEUR DE LA TROUÉE D'ENVOL (PROFIL)

TOLERANCES CONFORMES AUX PRESCRIPTIONS DE L'OACI

Levée actualisée en juillet 2016
Niveauement rattaché au N.G.F.



ANOT 0317 CHG - 1ère édition

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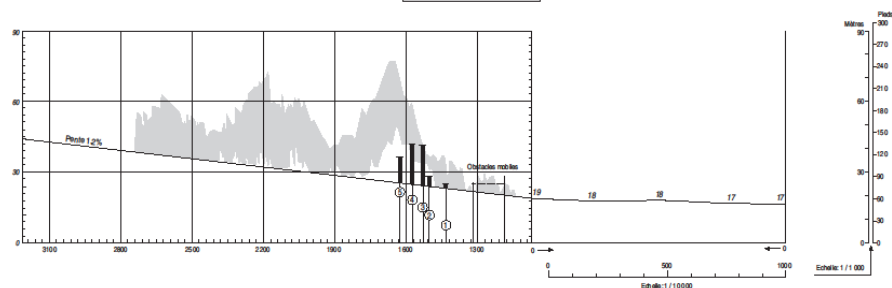
AD 2 LFTZ AOC RWY24
02 MAR 17

CARTE D'OBSTACLES D'AERODROME OACI - TYPE A
Aerodrome Obstacles Chart - ICAO - A type

LA MOLE
RWY 24

VAR 2°E (15)

DIMENSIONS ET ALTITUDES
EN METRES



DISTANCES DECLAREES	
RWY 06	RWY 24
1071 TODA - Longueur de roulement utilisable au décollage	939
1131 TODA - Distance de décollage utilisable	961
1071 ASDA - Distance accélérément utilisable	1071
939 LDA - Distance d'atterrissage utilisable	1071

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TOLERANCES CONFORMES AUX PRESCRIPTIONS DE L'OACI

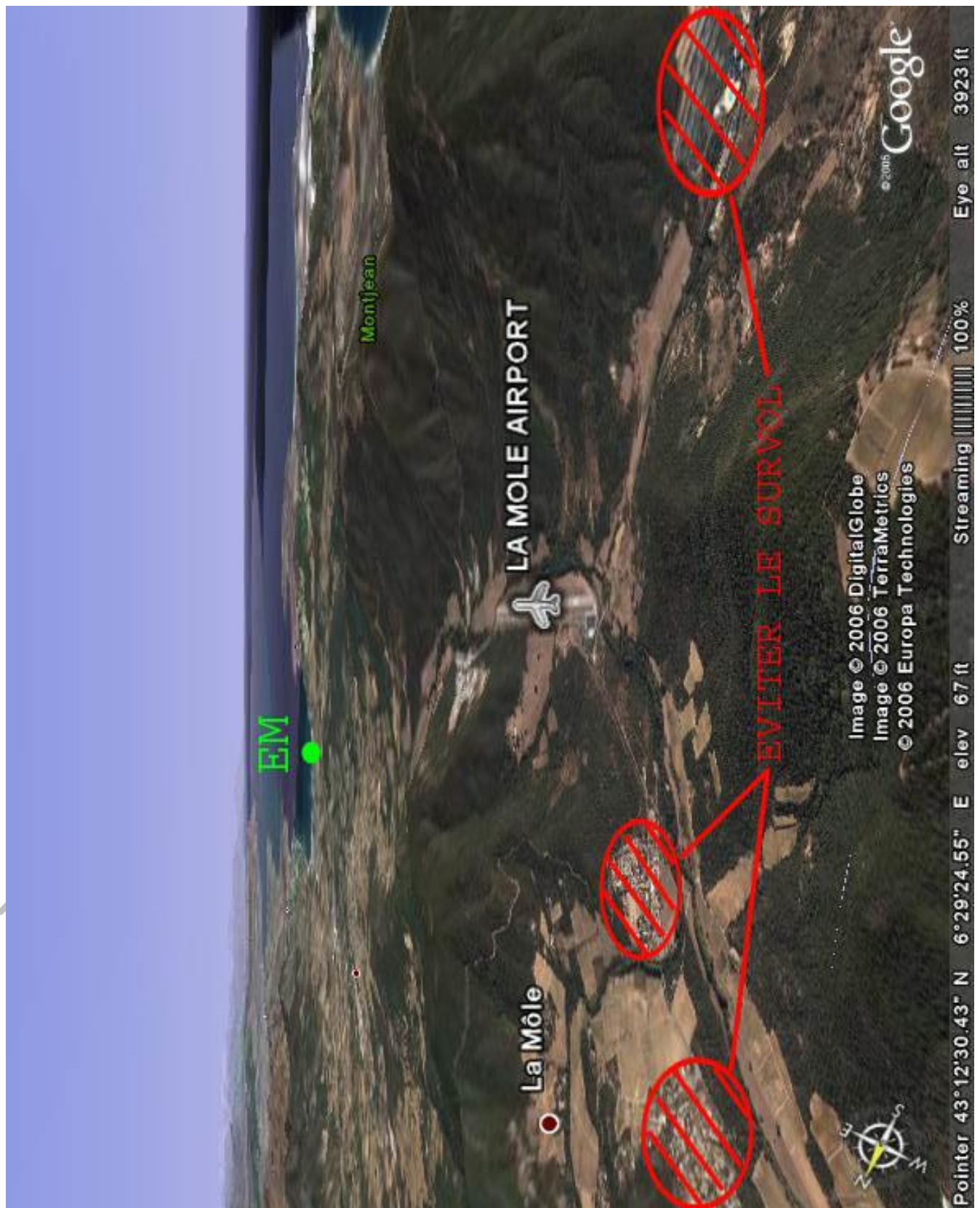
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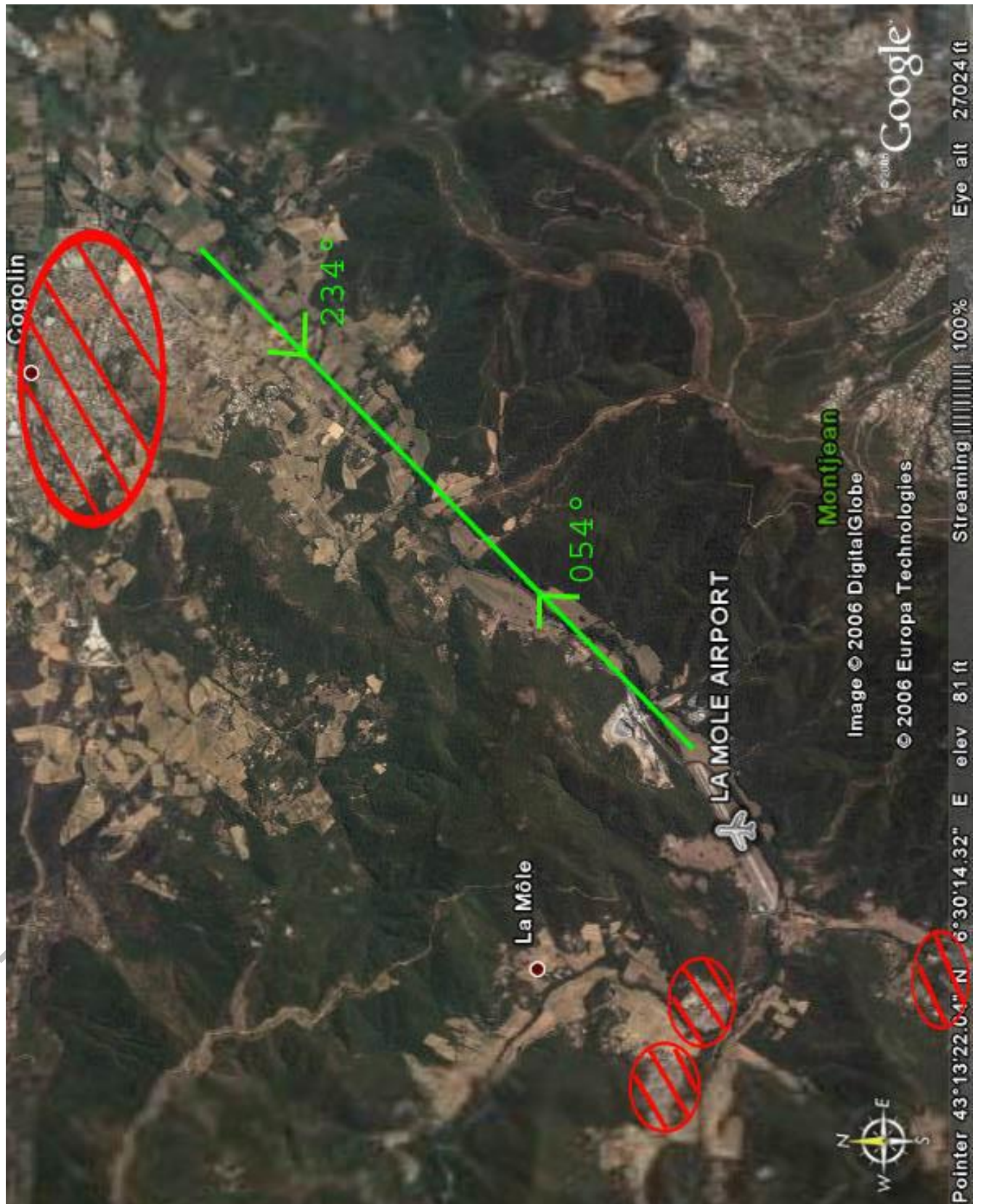
6. Map elements to be used to specify paths



Folder-type aircraft MTOW> 5, 7 t
Aerodrome of Saint Tropez-La Mole



Folder-type aircraft MTOW> 5, 7 t
Aerodrome of Saint Tropez-La Mole







**Folder-type aircraft MTOW> 5, 7 t
Aerodrome of Saint Tropez-La Mole**

VIEW AT 3.00 AFTER TAKEOFF

GETTING GOING ON LEFT IN the gap D'FLIGHT



PK