

# LFMV / Avignon Caumont / AVN

*This page aims to draw the attention of commercial and general aviation pilots to the aeronautical context and the main threats associated with an aerodrome. Their identification is the result of collaborative work between platform operators (air operators, aerodrome operator, air navigation service provider, flying clubs, Météo-France, etc.) by comparing the elements of their monitoring systems. safety management (SMS). Members of the Local Safety Team (LST) of each platform validated this information.*

**Mise à jour : XXX**

**Approved by :** Aerodrome operator, Air operator, Local Safety Team  
**Date :** 29/01/2024

## Summary

### RUNWAY

- Risk of path error linked to the use of the edge of the racket

## WARNING

This information is published for guidance and information purposes only, and is not exhaustive.

We strive to keep them up to date. They constitute a complement made available as part of flight preparation, but in no way replace the aeronautical reference documentation distributed through AIP France, NOTAMs and Sup AIP.

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## Risk of path error linked to the use of the edge of the racket

To carry out turning maneuvers, due to the semi-circular configuration of the rackets at thresholds 17 and 35, it is recommended for pilots:

- Adapt their maneuvers at reduced speed (around 5 km/h);
- Use daytime and nighttime markings to identify visual landmarks (axial marking of snowshoes, lateral markings).

