

LFRB / BREST-BRETAGNE / BES

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, Météo-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.

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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 sup, AIC (Aeronautical Information Circular) and NOTAM.

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Risks linked to meteorology

The airfield is located at about 10 kilometres from the Bay of Brest, between 20 and 25 kilometres from the English Channel and the Iroise Sea. For this reason, Brest airfield is vulnerable to unsettled westerly wind patterns, with sustained winds, low ceiling and poor visibility. It is also submitted to maritime influences and the airfield is likely to be covered by sea haze within minutes.

The prevailing winds are located in a large westerly area (with strong winds mainly from the south-westerly sector). The airfield is also very vulnerable to winds from the North East.

Fog is a frequent occurrence. It appears all year round, more specifically from February to March and from June to October.

Risks linked to human activities

A horticultural greenhouse, located 600 metres to the South of runway 07R/25L on the left side of the final axis runway 25L, creates a pink halo of light which is extremely visible at night in low ceiling conditions.



Location of the greenhouses creating the pink halo of light phenomena, seen from runway 25L



Photo of phenomena taken from the control tower

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Activities of nearby Naval Air Stations (Landivisiau and Lanvéoc)

Interactions with the activities of Naval Air Station (NAS) Landivisiau

The naval base in Landivisiau is home to several aircraft squadrons such as Rafale, Falcon, and it also regularly shelters aircraft such as Atlantique 2, AWACS. The NAS Landivisiau is located only 12 NM from Brest airfield and its runway has the same QFU as Brest-Bretagne (Bretagne RWY 07R/25L and Landi RWY 07/25).

The Brest-Bretagne and Landivisiau runway extended centrelines are only 1.6 NM apart.



The strong interactions with the NAS Landivisiau activities lead to a joint management of the TMAs 1, 3, 4 and the FIS 3 Iroise, between the Iroise approach (based at Brest-Bretagne) and the Landivisiau approach.

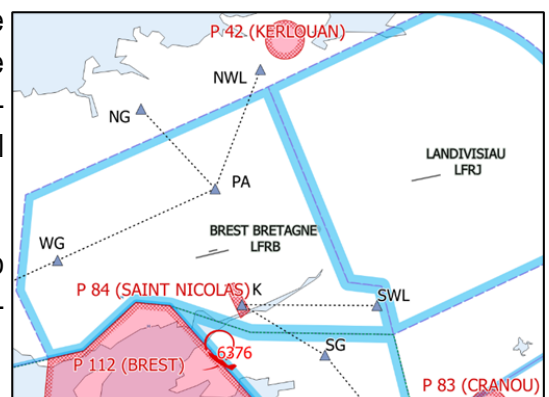
Interactions with the activities of Naval Air Station (NAS) Lanvéoc

The naval air station in Lanvéoc has, amongst other things, aircraft and helicopter training activity. It also takes part in public service missions, such as SAR and MEDEVAC. IFR departures from Runway 07R to the south-East are immediately interferential with the execution of Runway 23 procedures, and the aerobatic axis 6376 Ar-morique

Presence of prohibited areas nearby

Presence of prohibited areas **P42** (SFC / 2000 ft AMSL) to the North, **P84** (SFC / 500ft ASFC) and **P112** (SFC / FL195) to the south and south east of the airfield. Pilots performing an omnidirectional departure from runway 25L with a left turn must pay special attention to not enter the P112 zone.

VFR pilots following the path SG-K must check their altitude to make sure to not to enter the P84 (500ASFC ceiling, being approximately 770ft AMSL maximum).



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Risk of confusion with runway 25 at Landivisiau

The proximity of the NAS Landivisiau and the almost identical orientation of its runway compared to Brest-Bretagne's runway induces a risk of runway confusion on arrival, particularly when facing West.

Pilots performing a visual approach must check their positioning throughout the whole approach.

Possible loss of vision of runway lighting during visual approach

Due to the directional nature of the runway lighting, it may not be seen from downwind and it may be barely visible on beginning of base, especially when set to its minimum.

PAPI setting

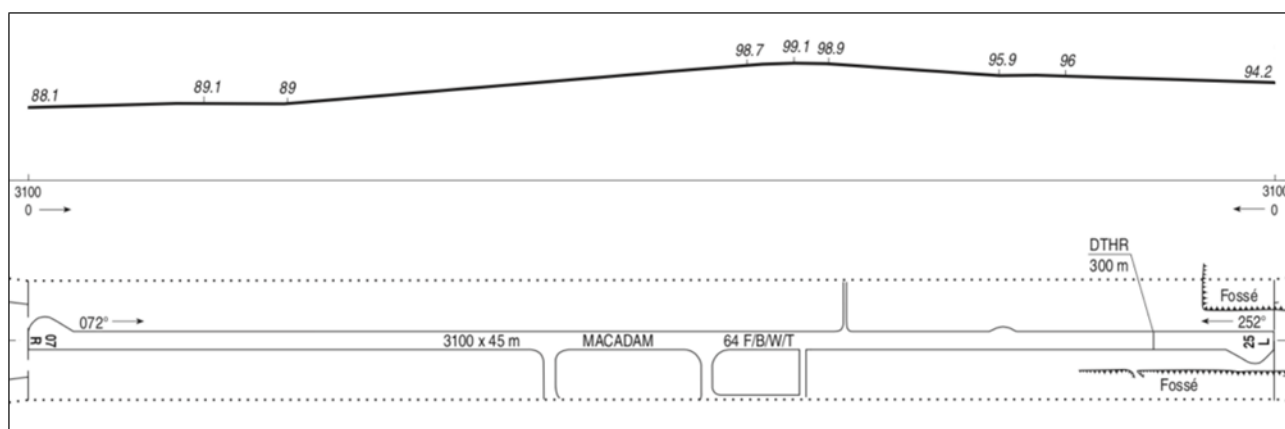
The PAPI are set on the reference aircraft: B747 (MEHT 075=78 ft, MEHT 25 L = 75 ft)

Possibility for an aircraft of a lesser dimension to encounter a downward shift even though the aircraft is correctly positioned on the glide path.

Incline on runway 07R/25L

Runway 07R/25L has a pronounced incline with a bump, located near taxiway ECHO and NOVEMBER.

On arrival on runway 25L, this bump can induce a hard landing at the end of the flare.



Sectional view of the slope on runway 07R/25L

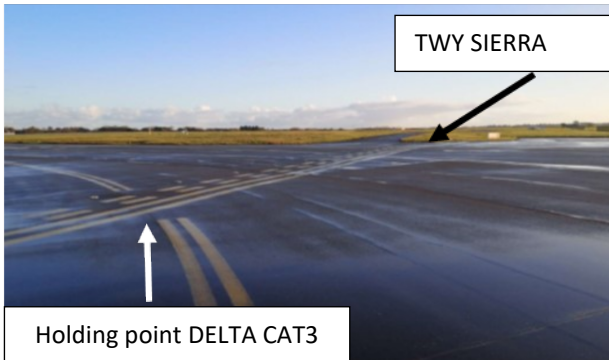
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Use of SIERRA taxiway

The entrance to SIERRA taxiway from DELTA taxiway is located between the holding point DELTA CAT3 and runway 07R/25L. This entrance is barely visible, especially at night, due to the lack of active lighting (reflective runway lighting only) and to the slope on the western side.



View coming from holding point DELTA



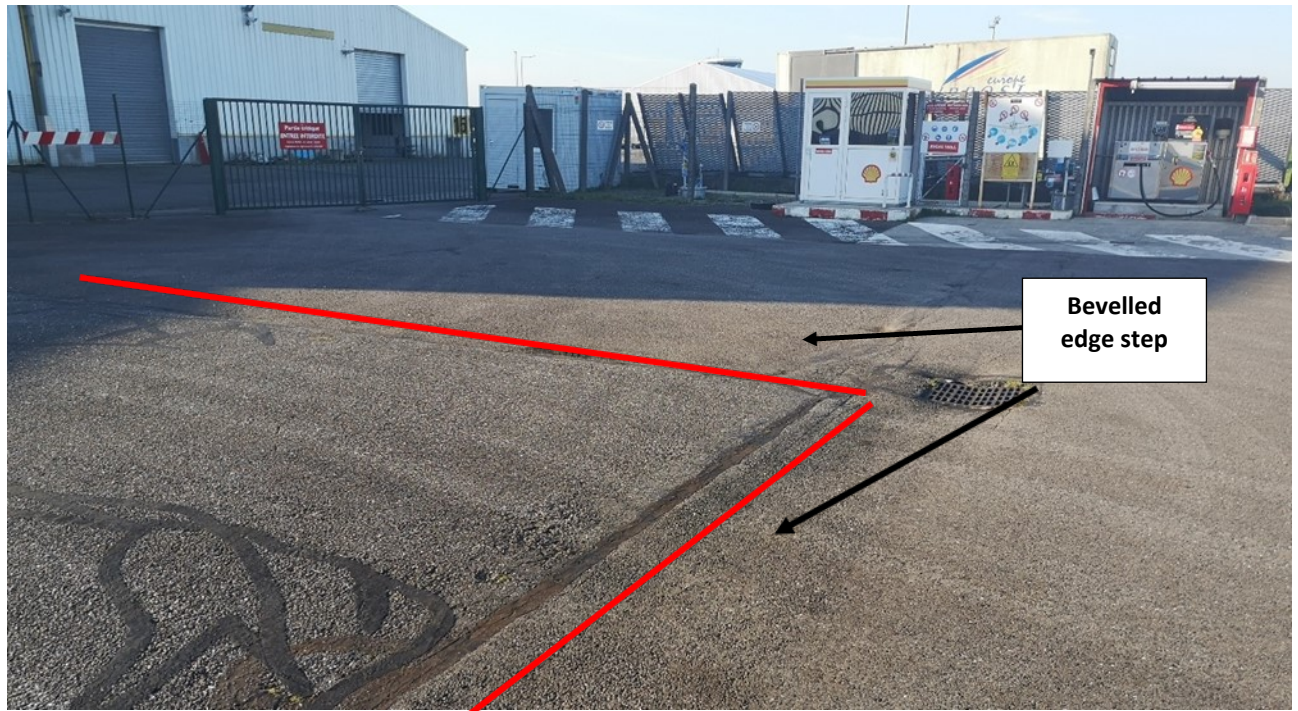
View taken from the secondary parking of the entrance to SIERRA on the right (day time and night time)

TAXI

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Fuel station 100LL at the General Aviation apron

Beware of the bevelled edge step in front of the station AVGAS 100LL which could cause the propeller to scrape.



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VFR departure and interaction with finals on runway 07 at Landivisiau

General case

After take-off, VFR pilots must maintain 1500ft AMSL maximum. Should they want to resume climb, they must obtain a clearance into the TMA beforehand. Otherwise, it is recommended that they contact the managing authority of FIS 3 Iroise (Iroise info or Landi info).

Specific case : Runway 07 in use at Landivisiau

When runway 07 is in use at Landivisiau, VFR departures to the north and to the west are maintained below 1300ft QNH by the Bretagne tower controller in order to provide 500ft spacing with the finals runway 07 at Landivisiau (1800ft AMSL).

