
How to Access Saint Tropez Airport (La Môle)

ACCESSING SAINT TROPEZ AIRPORT

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LANDING
DISTANCE
REGULATORY
REMINDER

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ACCESS TO SAINT
TROPEZ AIRPORT
DEMONSTRATION

Falcon 8X and
F2000LXS / S

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ROAD MAP

LANDING DISTANCE ASSESSMENTS

Before departure - Regulatory reminder



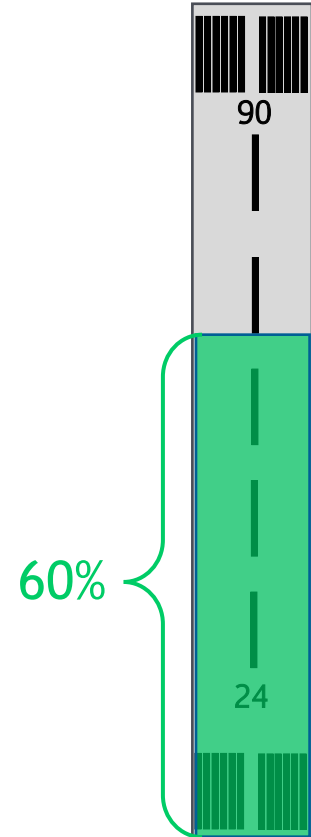
COMMERCIAL OPERATIONS

Crew has to check that the aircraft can land on 60% of the runway length available **on dry runway**

AFM Landing Distance x 1,67 ≤ Runway length available

Additional Margin of 15% **on wet runway**

AFM Landing Distance x 1,92 ≤ Runway length available



LANDING DISTANCE ASSESSMENTS

Before departure - Regulatory reminder



NON-COMMERCIAL OPERATIONS (NCC)

Operators has to declare a **Landing factor on dry** runway and check:

AFM Landing Distance x **Landing factor dry** \leq Runway length available

Operators has to declare a **Landing factor on wet** runway and check:

AFM Landing Distance x **Landing factor wet** \leq Runway length available

VIDEO EPLATURES

ACCESSING SAINT TROPEZ AIRPORT

Airport specifics



ACCESSING SAINT TROPEZ AIRPORT

Decree Amendment

Original airport specific decree:

- Mandates use of 1.67 landing factor even for Non Commercial
- Falcon 7X compliant

Audit : RWY LDA reduction and access restriction,
consequence : decree annulation

Proposal made to French DGAC to use OLD before next decree proposal

New Decree published on July 25th 2019:

- Authorizes an alternative to 1.67 for Non Commercial
- Provided a specific safety assessment is demonstrated based on OEM published performances

→ Falcon 8X and Falcon 2000 LXS/S operators have to be approved by French DGAC.



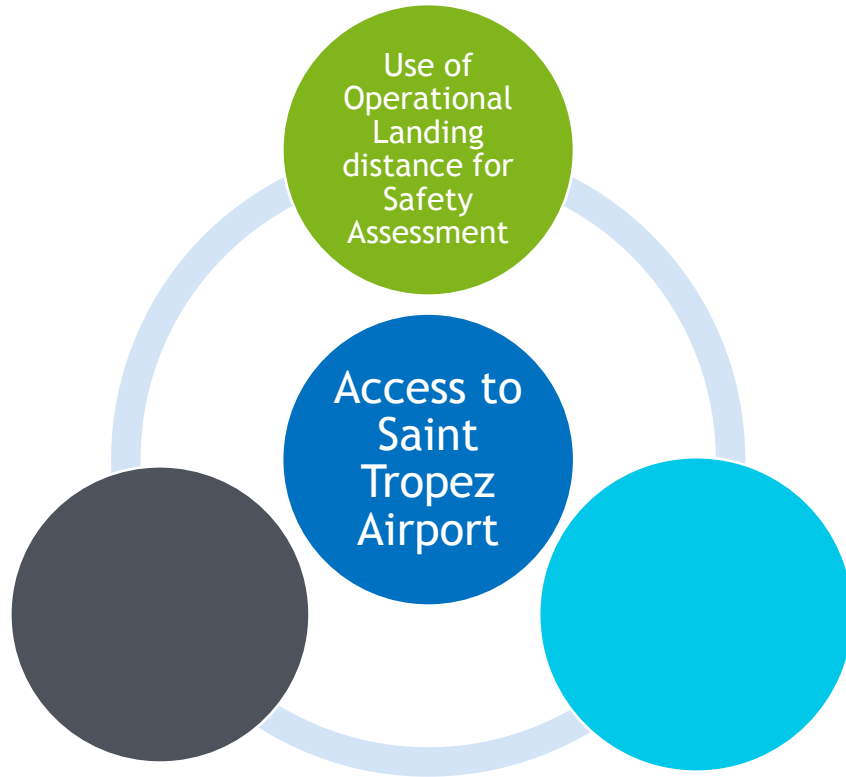
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**ACCESS TO SAINT
TROPEZ AIRPORT
DEMONSTRATION**

**Falcon 8X and
F2000LXS / S**

ACCESSING SAINT TROPEZ AIRPORT

Safety equivalent demonstration



ACCESSING SAINT TROPEZ AIRPORT

Safety equivalent demonstration

Operational Landing Distance definition

$$\text{AFM LD} \times \left\{ \begin{array}{l} \text{Air distance correction} \\ + \\ \text{Temperature correction} \\ + \\ \text{Runway slope correction} \\ + \\ \text{Thrust reverser credit} \end{array} \right. = \text{Operational Landing Distance}$$

Verify in-flight that 1.15 (safety factor) \times OLD \leq LDA based on actual conditions at time of arrival (EASA AIR OPS regulation)

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Safety equivalent demonstration

Pre-flight assessment:

- Dassault Aviation determines a specific landing factor for each aircraft
 - Crew determines Maximum Landing Weight (MLW) using this landing factor
 - For this MLW, it has been checked that:
 - *The margin between the LDA and the Operational Landing Distance > 1.15 in the worst case of temperature*
 - *Payload is acceptable (5 pax)*
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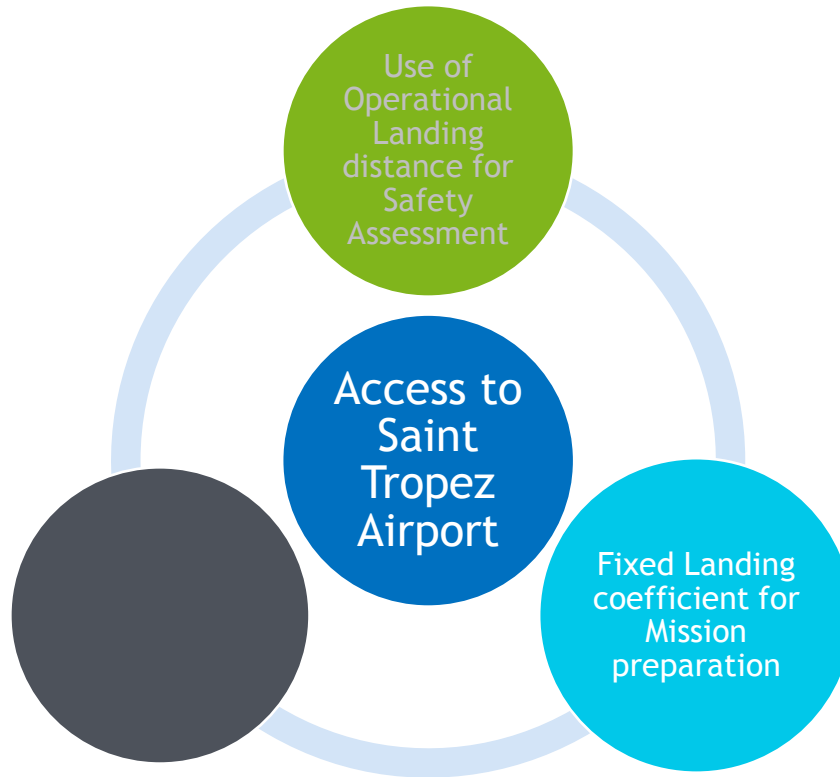
In-flight Assessment

- Before Landing the crew will have to check that:



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Safety equivalent demonstration



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Operator's approval

Operator shall submit a file to DGAC to obtain the approval based on:

- Dassault Aviation Study
 - *Initial qualification*
 - *Landing Factor to use (lower than 1.67)*
 - *In-flight Landing factors*
 - *Maximum Take-off weight limitations*
- St Tropez Airport Dossier Type
 - *Weather conditions limitations (Dry runway, winds)*
 - *Standard departure procedure*
 - *Approach recommendations*
 - *Go-around procedure*



Falcon 2000LX^S
Falcon 2000^S



Falcon 8X

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Initial qualification



ACCESSING SAINT TROPEZ AIRPORT

Initial qualification

Airport Familiarization (Briefing)

- Aerology (windshear and turbulence)
 - Terrain topology around the airport
 - Increased VFR traffic during summer
 - Identification of densely populated areas
 - Operational procedures available on www.sainttropez.aeroport.fr
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Performance calculations:

- Flight preparation (Landing and Take-off)
- In-Flight calculations

Simulator session recommended

Training under DASSAULT AVIATION TRI supervision



ACCESSING SAINT TROPEZ AIRPORT

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ROAD MAP

ACCESSING SAINT TROPEZ AIRPORT

Road Map

6 JUL
2017

Falcon 7X authorized to operate St Tropez airport

22 NOV
2018

Meeting with DGAC to present Dassault Aviation Safety assessment demonstration

25 JUL
2019

Decree Publication

22 AUG
2019

DASSAULT AVIATION authorized to operate St Tropez airport with Falcon 8X and Falcon 2000LXS/S

30 AUG
2019

Training flight to Saint Tropez airport with a Falcon 2000LXS/S

ACCESSING SAINT TROPEZ AIRPORT

What's next?



Falcon 8X and 2000LXS/S operators authorized to operate St Tropez airport



F7X Maximum Landing Weight increase using Operational Landing Distance

F900EASy operations study

New AIR OPS CAT regulations:

- *In-flight assessment with Operational Landing distance Mandatory for commercial operations*
- *Possibility to use 80% of the runway length available on specific airports (except La Môle)*



Questions Réponses



NARROW RUNWAY OPERATIONS



FLY NAVY !!!

EBAA SAFETY SUMMIT

Thank you !

