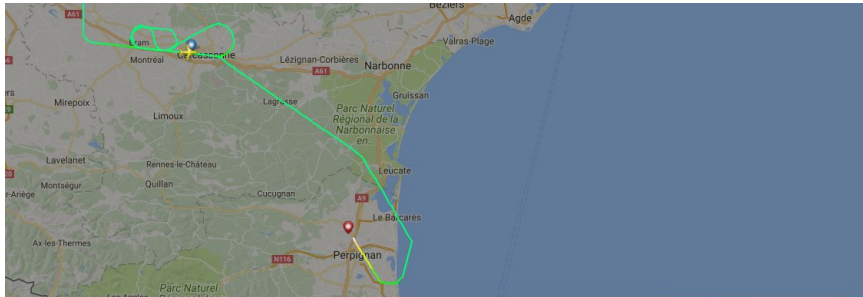


Étudier l'ensemble des informations de ces documents pour expliquer pourquoi le vol FR 8023 n'a pu se terminer comme prévu.

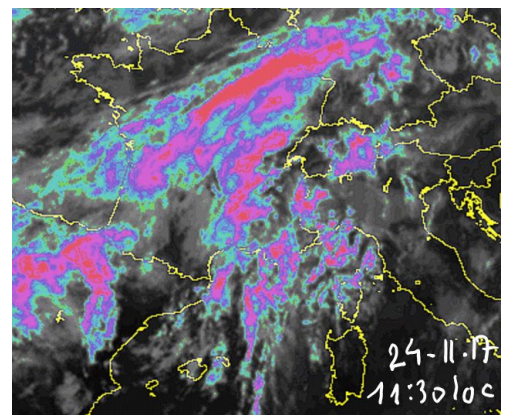
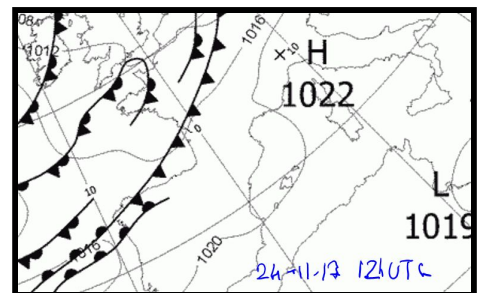
Données de Flightradar 24 sur le vol FR8083 de Ryanair Bruxelles -> Carcassonne du 24 nov 2017

28 Nov	Brussels (CRL)	Carcassonne (CCF)	B738 (EI-DYA)	1:42	10:30 AM	10:37 AM	12:10 PM	Landed 12:19 PM	KML CSV Play
27 Nov	Brussels (CRL)	Carcassonne (CCF)	B738 (EI-FTR)	1:17	10:30 AM	11:00 AM	12:10 PM	Landed 12:17 PM	KML CSV Play
25 Nov	Brussels (CRL)	Carcassonne (CCF)	B738 (EI-DWT)	1:21	10:30 AM	10:52 AM	12:10 PM	Landed 12:13 PM	KML CSV Play
24 Nov	Brussels (CRL)	Carcassonne (CCF)	B738 (EI-FTR)	-	10:30 AM	10:55 AM	12:10 PM	Diverted to PGF	KML CSV Play
23 Nov	Brussels (CRL)	Carcassonne (CCF)	B738 (EI-DAD)	1:23	10:30 AM	10:30 AM	12:10 PM	Landed 11:53 AM	KML CSV Play



- 24/11/2017 13:00-> METAR LFMK 241300Z AUTO 11006KT 080V160 3500 -RA BR OVC005 14/13 Q1017 TEMPO 9999 BKN015=
- 24/11/2017 12:30-> METAR LFMK 241230Z AUTO 10006KT 080V140 3500 BR OVC005 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 12:00-> METAR LFMK 241200Z AUTO 11006KT 080V180 4300 BR OVC004 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 11:30-> METAR LFMK 241130Z AUTO 10009KT 3300 BR OVC003 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 11:00-> METAR LFMK 241100Z AUTO 10009KT 3400 BR OVC003 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 10:30-> METAR LFMK 241030Z AUTO 09009KT 3700 BR BKN003 OVC007 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 10:00-> METAR LFMK 241000Z AUTO 10009KT 080V140 5000 BR BKN004 OVC008 14/13 Q1018 TEMPO BKN015=
- 24/11/2017 09:30-> METAR LFMK 240930Z AUTO 10008KT 070V130 2400 BR OVC003 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 09:00-> METAR LFMK 240900Z AUTO 10008KT 1700 BR OVC002 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 08:30-> METAR LFMK 240830Z AUTO 10010KT 070V150 1700 BR OVC002 14/13 Q1018 TEMPO 9999 BKN015=
- 24/11/2017 08:00-> METAR LFMK 240800Z AUTO 11008KT 2300 BR OVC003 14/13 Q1018 BECMG 9999 NSW BKN008=
- 24/11/2017 07:30-> METAR LFMK 240730Z AUTO 10009KT 3300 -RADZ BR OVC003 14/13 Q1018 BECMG 9999 NSW BKN008=

- 24/11/2017 09:42-> TAF AMD LFMK 240942Z 2409/2509 10009KT 2000 -RADZ BR OVC003 TEMPO 2410/2416 9999 BKN015 BECMG 2416/2418 7000 NSW OVC008 TEMPO 2423/2507 2000 BR VV/// BECMG 2504/2506 28015G30KT RA=
- 24/11/2017 08:00-> TAF LFMK 240800Z 2409/2509 10009KT 3300 -RADZ BR OVC003 TEMPO 2410/2416 9999 BKN015 BECMG 2416/2418 7000 NSW OVC008 TEMPO 2423/2507 2000 BR VV/// BECMG 2504/2506 28015G30KT RA=



Minima pour atterrir piste 10
 (DA(H)=alt et hauteur de décision à laquelle le pilote doit voir le seuil de piste, RVR=visibilité horizontale
 B737= CAT C)

CAT	LNAV/VNAV		
	DA (H)	RVR	OCH
A	770 (340)	1500	336
B	790 (350)	1500	348
C	790 (360)	1600	356