

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0430-2200‡**Airport Information****RFF:** CAT 7 0400-2300‡, CAT 5 2300-0400‡ / CAT 7 PN before 2100‡**Fuel:** MON-FRI 0430-0230‡, SAT/SUN 0430-2100‡,  
outside these HRs 30min PN on FREQ 131.575**PCN:** RWY 12L/30R: 46/F/C/W/T  
RWY 12R/30L: 4t / 0.9MPa**Customs:** 0500-2100‡**Operation****Low Visibility Procedure**

When RVR is below 800m:

DEP from APN A, B, C, D and stand E1:

- RWY 12L: via TWY W2, T6
- RWY 30R: via TWY M, T4, T3, T2, T1

DEP from APN E (except stand E1) and F:

- RWY 12L: via TWY L3, T4, T5, T6
- RWY 30R: via TWY L3, T3, T2, T1

DEP from APN G:

- RWY 12L: via TWY L2, L3, T4, T5, T6
- RWY 30R: via TWY L2, L3, T3, T2, T1

When RVR is below 800m:

- Use TWY S1, S2, S3, S4, S5, L1, L2, R1 and R2 prohibited.

**RWY Restriction**

RWY 12L/30R:

- MAX wingspan 36m / 118ft
- MAX main gear overall width 9m / 30ft

Above these limits 3 months PN for impact evaluation.

RWY 12R/30L:

- MAX wingspan 24m / 79ft
- MAX main gear overall width 6m / 20ft
- Turbojets prohibited

TKOF between 2100-0600‡ RWY 12L if VIS above 1900m and tailwind component less than 5KT.

180° turns on THR 30R:

- MAX wingspan 36m / 118ft and MAX main gear overall width 9m / 30ft.
- not AVBL during night or when RVR is below 800m.

**Reduced Runway Separation Minima Between Aircraft Using the Same Runway**

Reduced spacing procedure is applied on RWYs 30R and 12L.

**GENERAL****TWY Restriction**

TWY L3, V width 22m / 72ft.

TWY T1, T2 width 21m / 69ft.

TWY W1 width 20m / 66ft.

TWY T3-T5 width 19m / 62ft.

TWY L1, L2, S1-S4 width 15m / 49ft.

TWY Q, R1, R2 width 14m / 46ft.

TWY K1 width 12m / 39ft.

TWY K4 width 10m / 33ft.

TWY K2, K5 width 9.5m / 32ft.

TWY S5 width 9m / 30ft.

TWY K3 CLSD.

TWY L1, L2, K, Q, R, S MAX 5.7t / 12500lbs.

**Taxi/Parking**

Marshaller mandatory on every parking stand: B, C, D, E1 and cargo.

**Warnings**

AD likely to be covered by sea haze in a few minutes.

Wildlife strike hazard.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

MAX IAS 250KT within TMA.

**Communication****COM Failure****Before Initial APCH**

Rejoin STAR and comply with National Regulation, expected approach time is time when crossing ESPIG.

**During APCH**

Follow the authorized APCH procedure.

**MISAP**

Apply MISAP PROC described and attempt new APCH. If second attempt is followed by a new MISAP, leave TMA following R242 FJR until D12 FJR then 179° to seek VMC.

**Arrival Procedure****Noise Abatement Procedures**

APCH on RWY 30R shall be preferred until a tail wind component lower than 8 KT.

APCH on RWY 12L shall be carried out at an angle equal or greater than the angle used for descent (6.4%) defined by PAPI.

Visual APCH: Incoming from SIMAR shall maintain 4000ft until D4 FJR.

Overflying La Grande Motte, 5NM E of AD, is strictly prohibited below 2000ft.

At night ARR (2100-0600Z) will be performed preferably on RWY 30R and pilots must maintain 4000ft till coastline (abeam FG) except otherwise instructed.

**DEPARTURE****Take-off Minima**

RWY		30R	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		12L	
All ACFT	ft - m/km	0 - 400V	-

**Speed**

MAX IAS 250KT below FL100.

MAX IAS 250KT within TMA.

**Communication****COM Failure**

**In VMC:** Turn back and land at AD.

**In IMC:** Continue the flight, following DEP path at the last assigned FL, up to D10 FJR, then climb up to cruise FL.

**Departure Procedure****Noise Abatement Procedures**

RWY 30R: Use TKOF PROC A.

After TKOF RWY 30R towards DEP routes MEN 6N and BRUSC 6N, join ASAP R331 FJR in order to fly FJR-MEN axis at 4NM FJR (except otherwise instructed by ATC).

**RNAV 1 Departures**

RNAV equipment without GNSS sensor shall, in addition to DME/DME sensor, have a possibility of inertial navigation to use SIDs RNAV procedures. In such a case, the crew must check before lining up on RWY, that the precision of the position given by the navigation system is greater than 0.17NM compared to a known position (e.g. threshold). This can be realized with a function of resetting of the navigation system (e.g. FMS) which can be automatic (function "Automatic RWY Update") or manual.

RNAV departures are preferred and are declared services by ATC. Without the required RNAV capacity, the pilot must announce "No RNAV" when requesting start-up, in order to follow a conventional departure.

06-SEP-2018  
MPL-LFMT

France **Montpellier** Montpellier Mediterranee

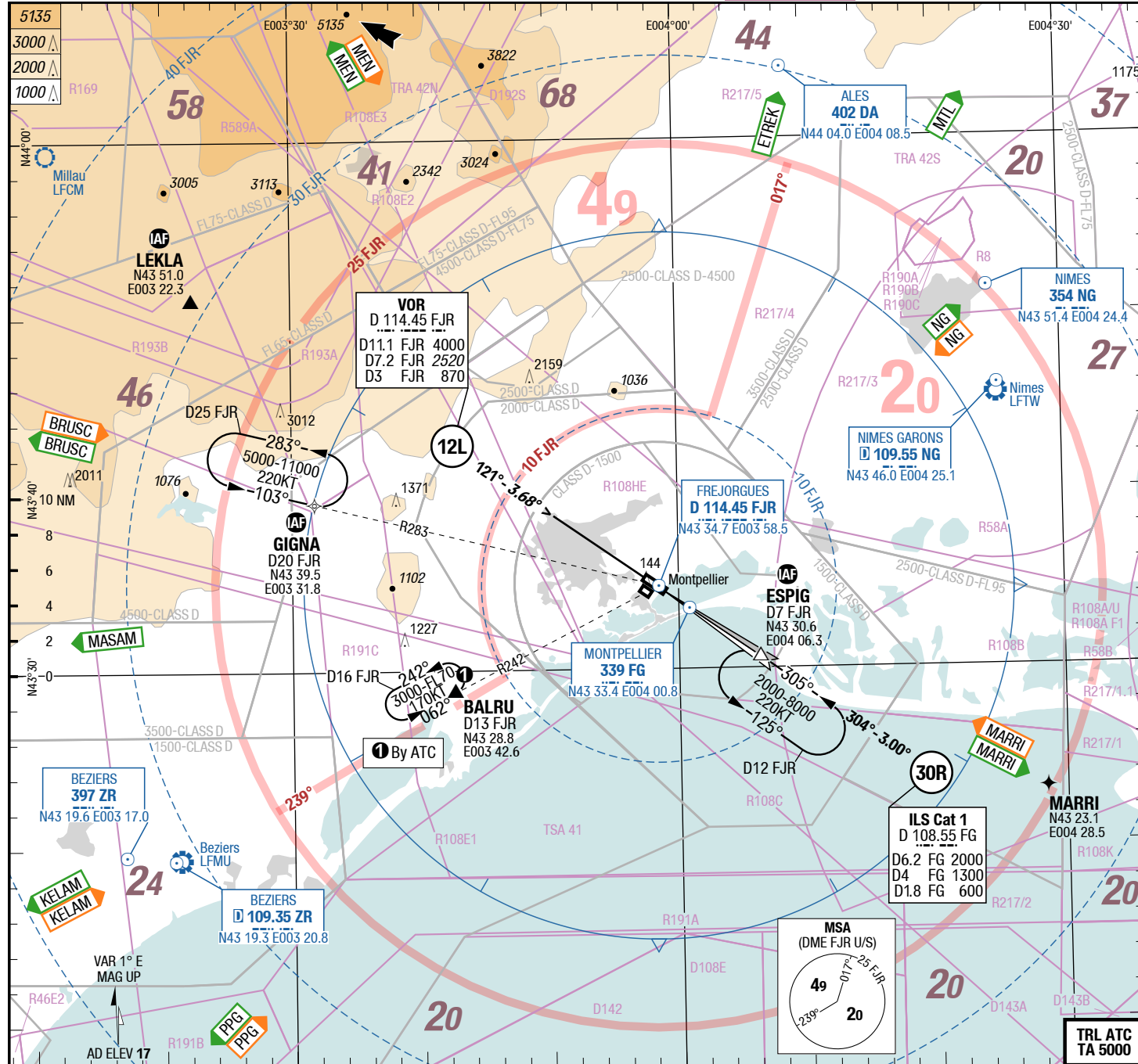
**AGC**  
**AFC**

# AFC

# AFC

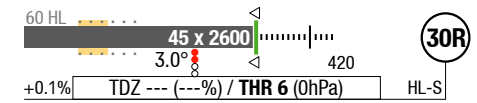
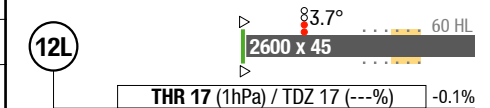
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**AGC**  
**AFC**



ATIS	124.125	
APP	130.850	131.050
	127.275	120.375
TWR	118.200	118.775
GND	121.950	

**Landing RWY system:**



Changes: Reprint

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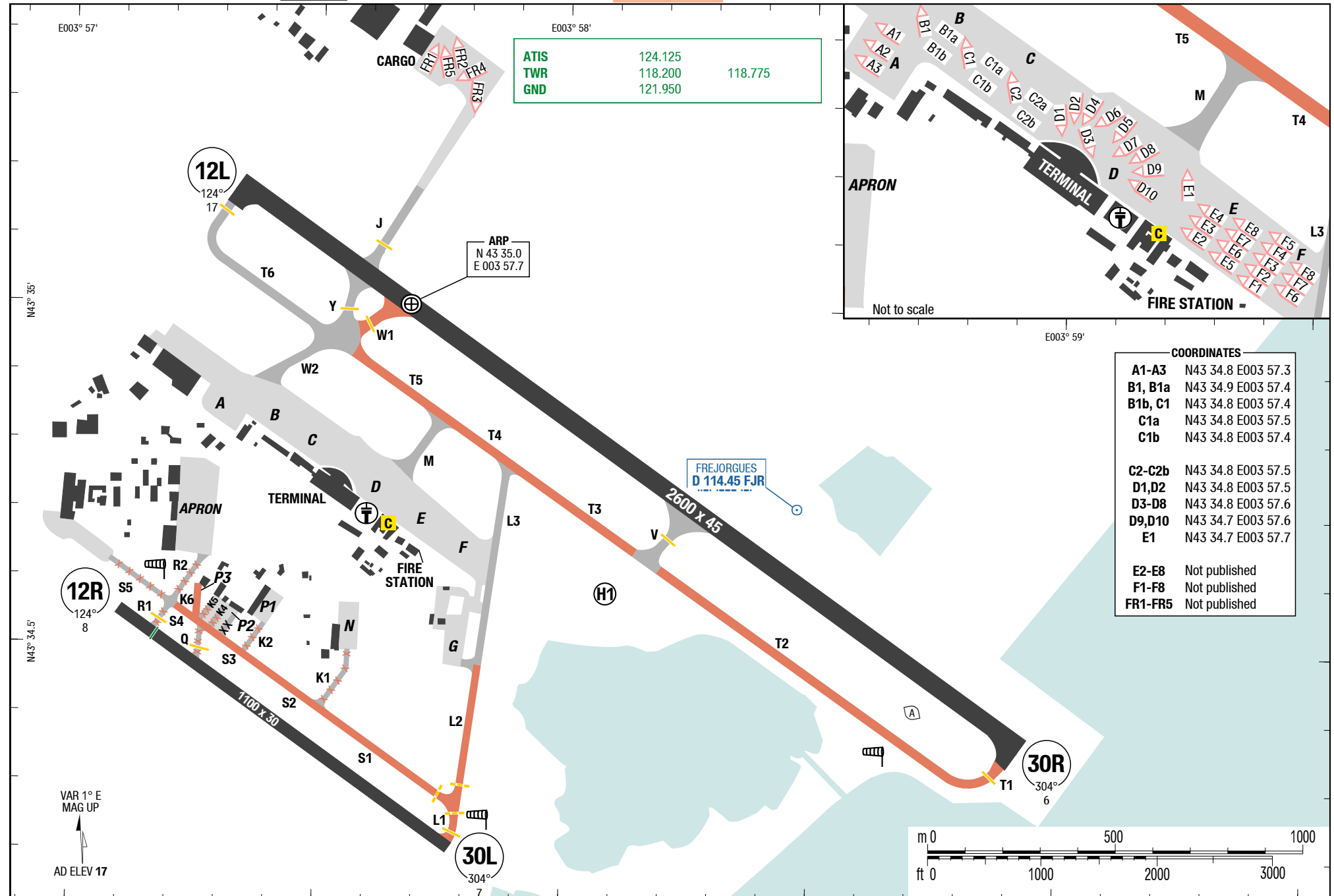
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3-20



Changes: Reprint

08-OCT-2018/UFN

06-SEP-2018

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Tempo WIP SUP 161/18 Phase 2

3-21

Tempo WIP SUP 161/18 Phase 1

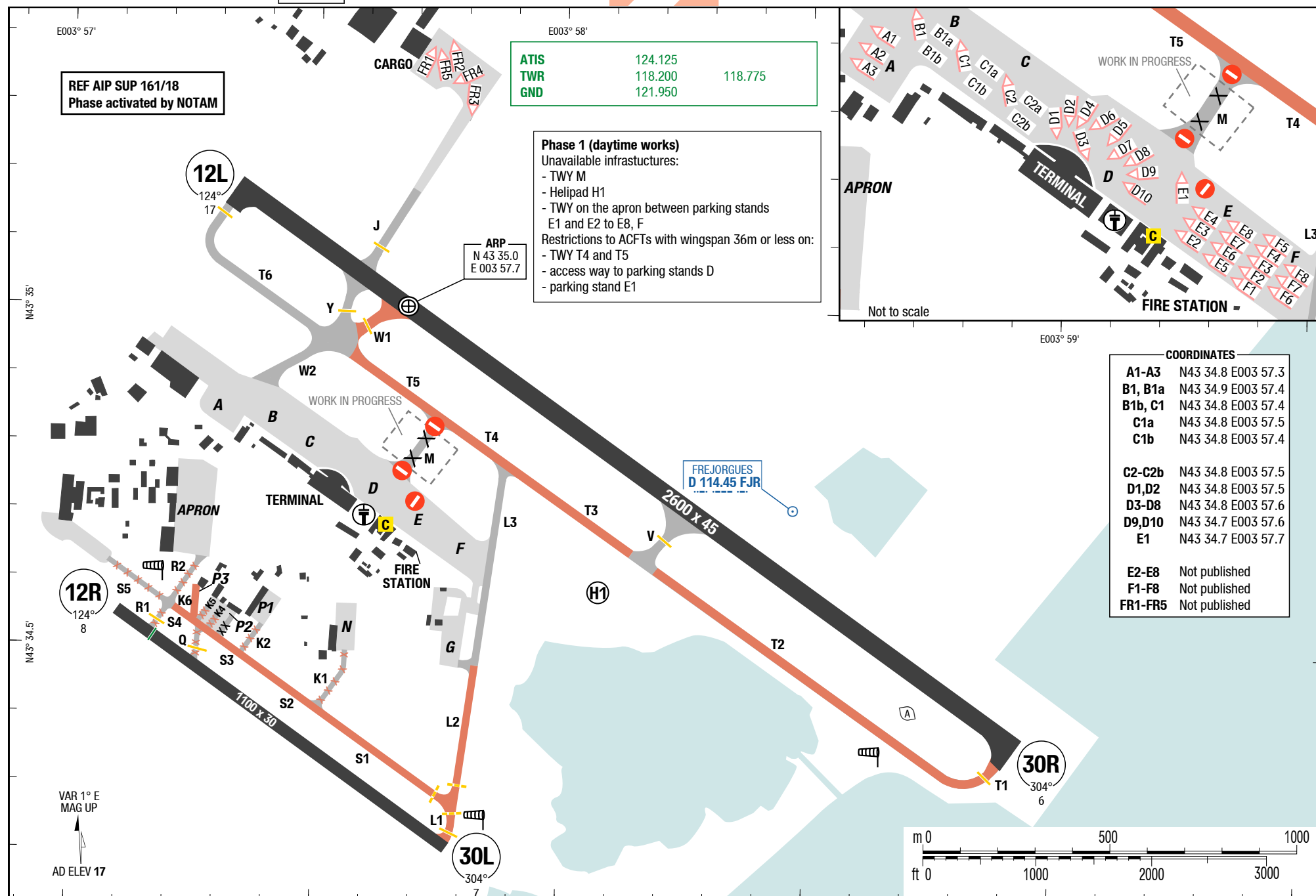
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Tempo WIP SUP 161/18 Phase 2

Tempo WIP SUP 161/18 Phase 1

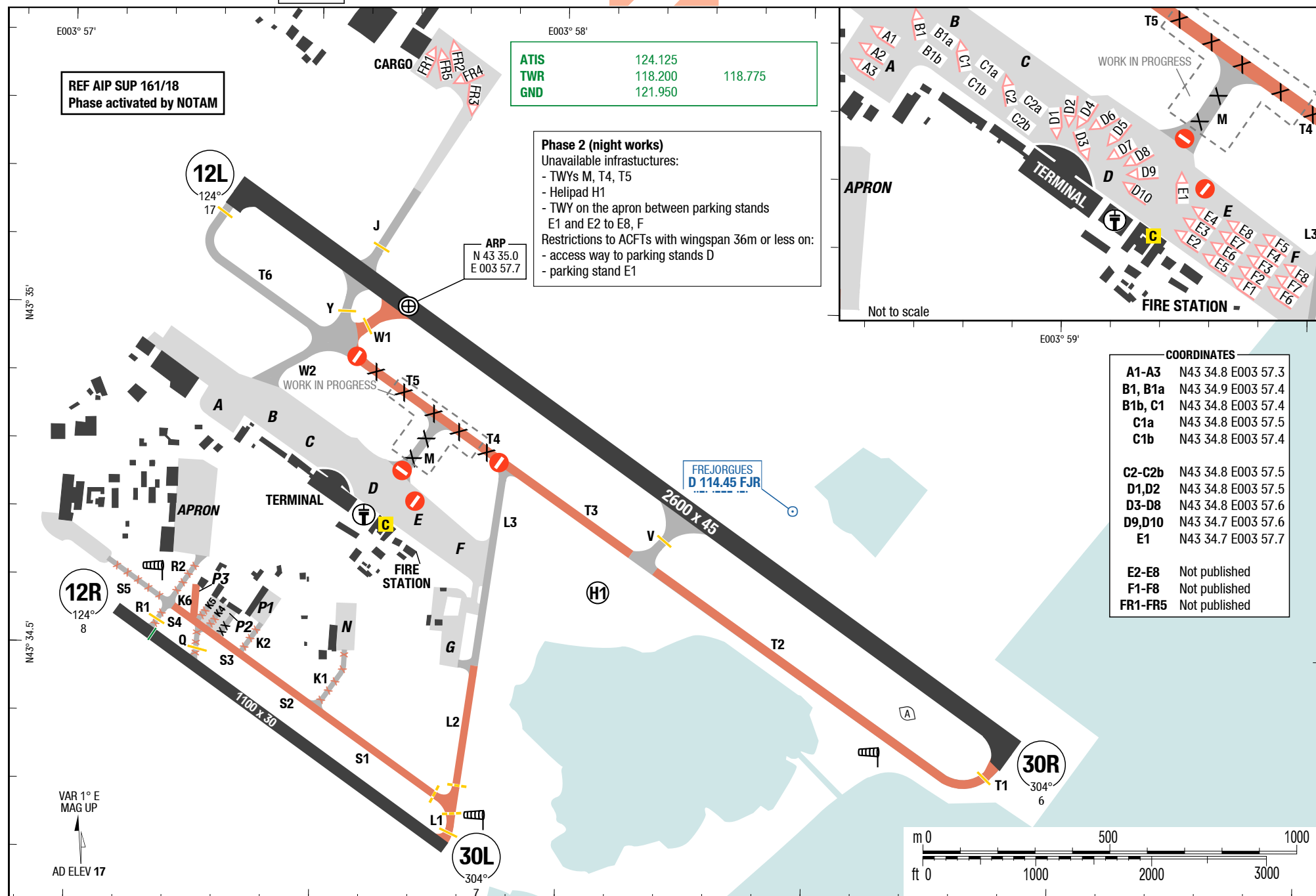


Changes: new

3-22

Tempo WIP SUP 161/18 Phase 2

Tempo WIP SUP 161/18 Phase 2





14-JUN-2018

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## RNAV SIDs RWY 12L South

SID

SID

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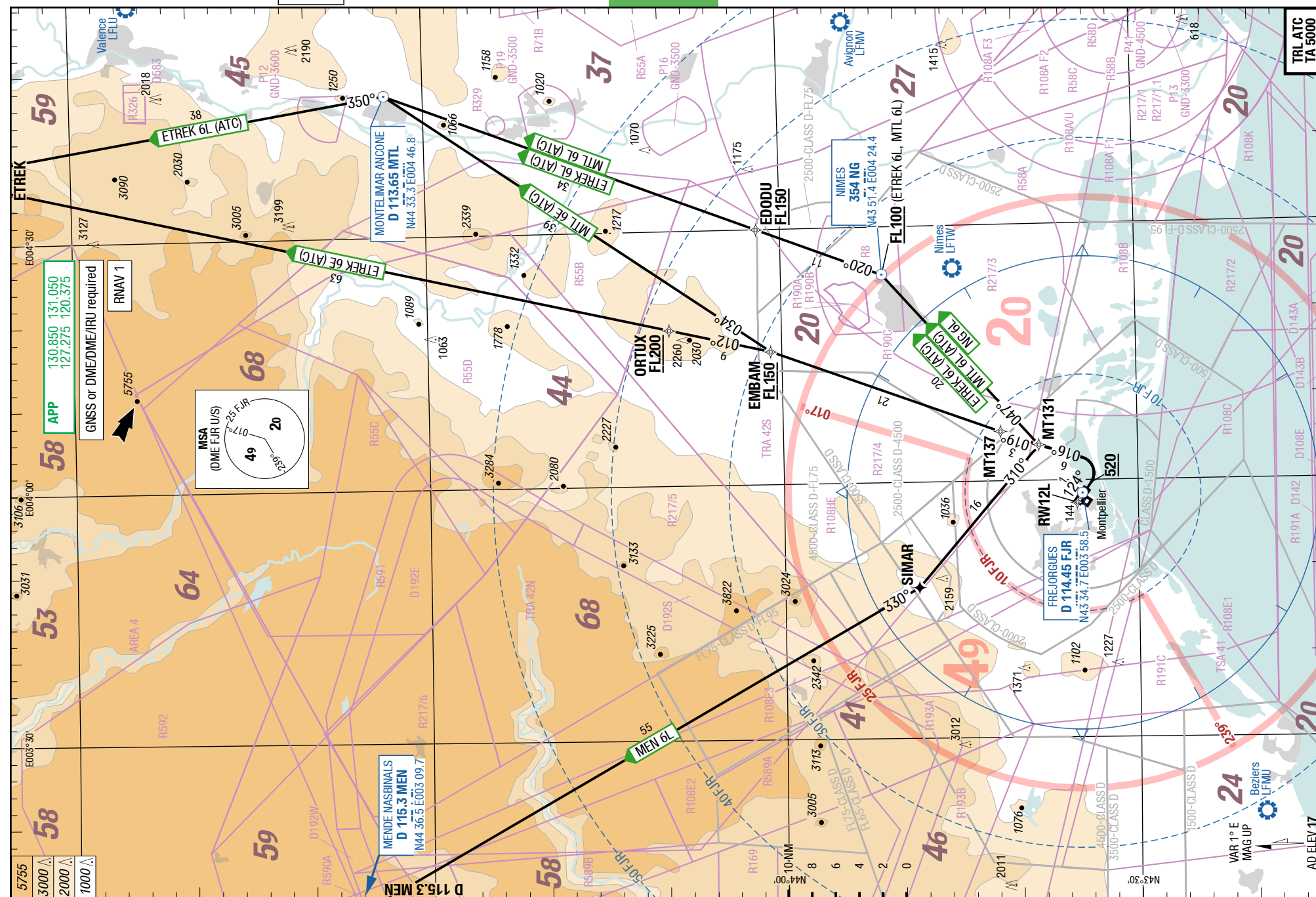
RNAV SIDs RWY 12L South

## MPL-LFMT

4-10

## RNAV SIDs RWY 12L North

## RNAV SIDs RWY 12L North





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14-JUN-2018

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SID

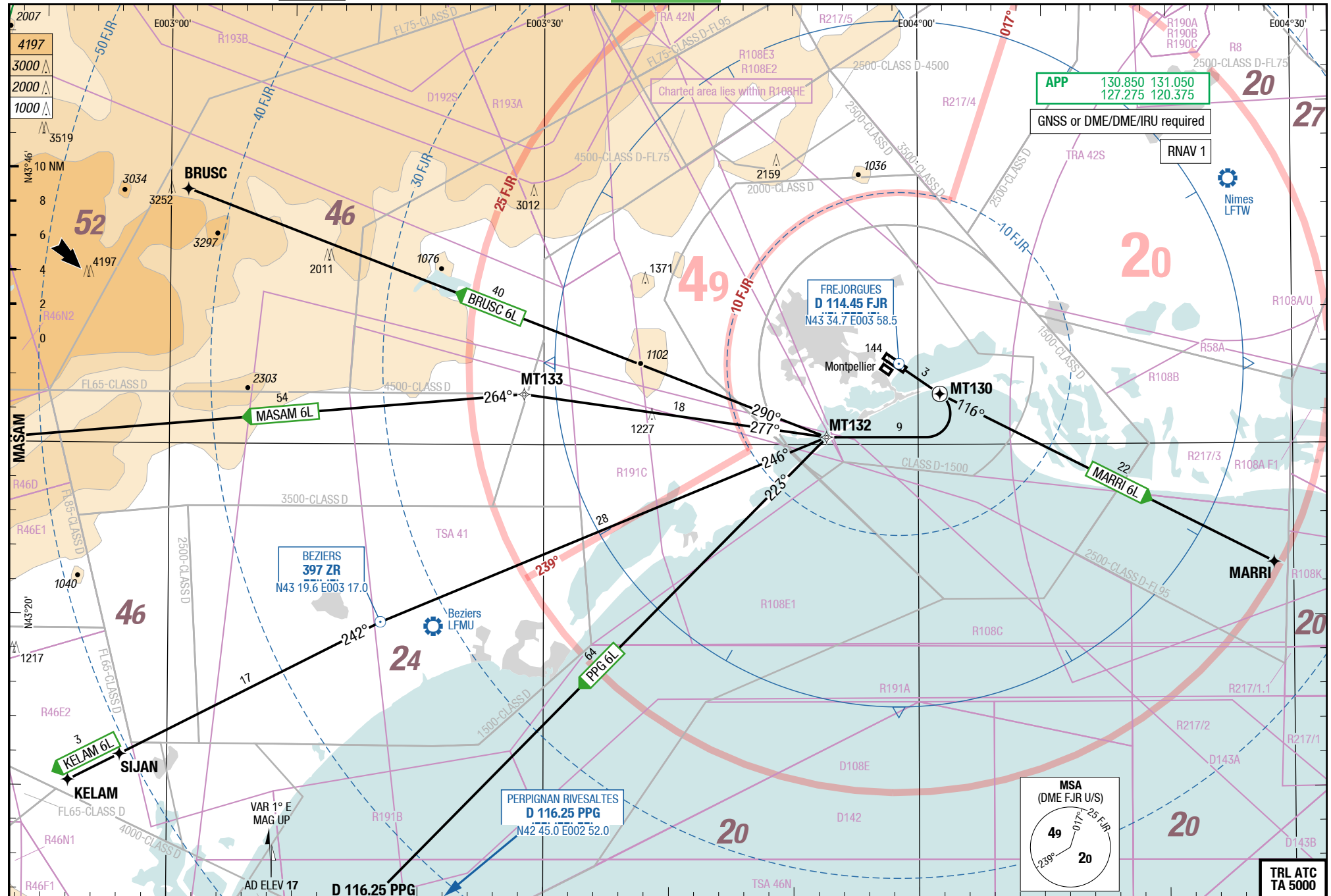
SID

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4-20

RNAV SIDs RWY 12L South

RNAV SIDs RWY 12L South



Changes: chart title, chart layout, ASP, OBST, SUAs, Note

14-JUN-2018

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## SIDs RWY 12L

SID

SID

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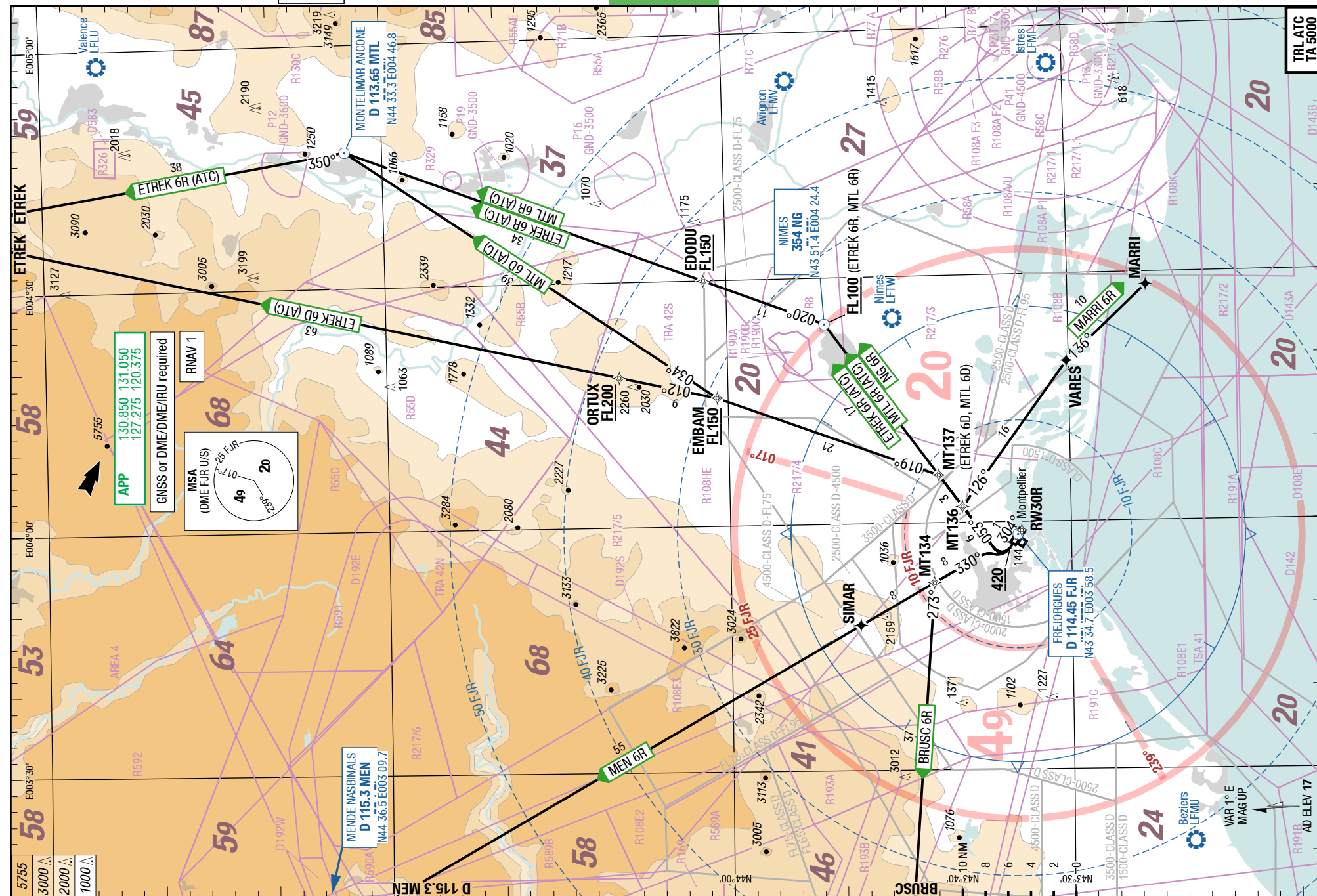
SIDs RWY 12L

## MPL-LFMT

4-30

## RNAV SIDs RWY 30R

## RNAV SIDs RWY 30R



Changes: Completely revised

14-JUN-2018

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## MPL-LFMT

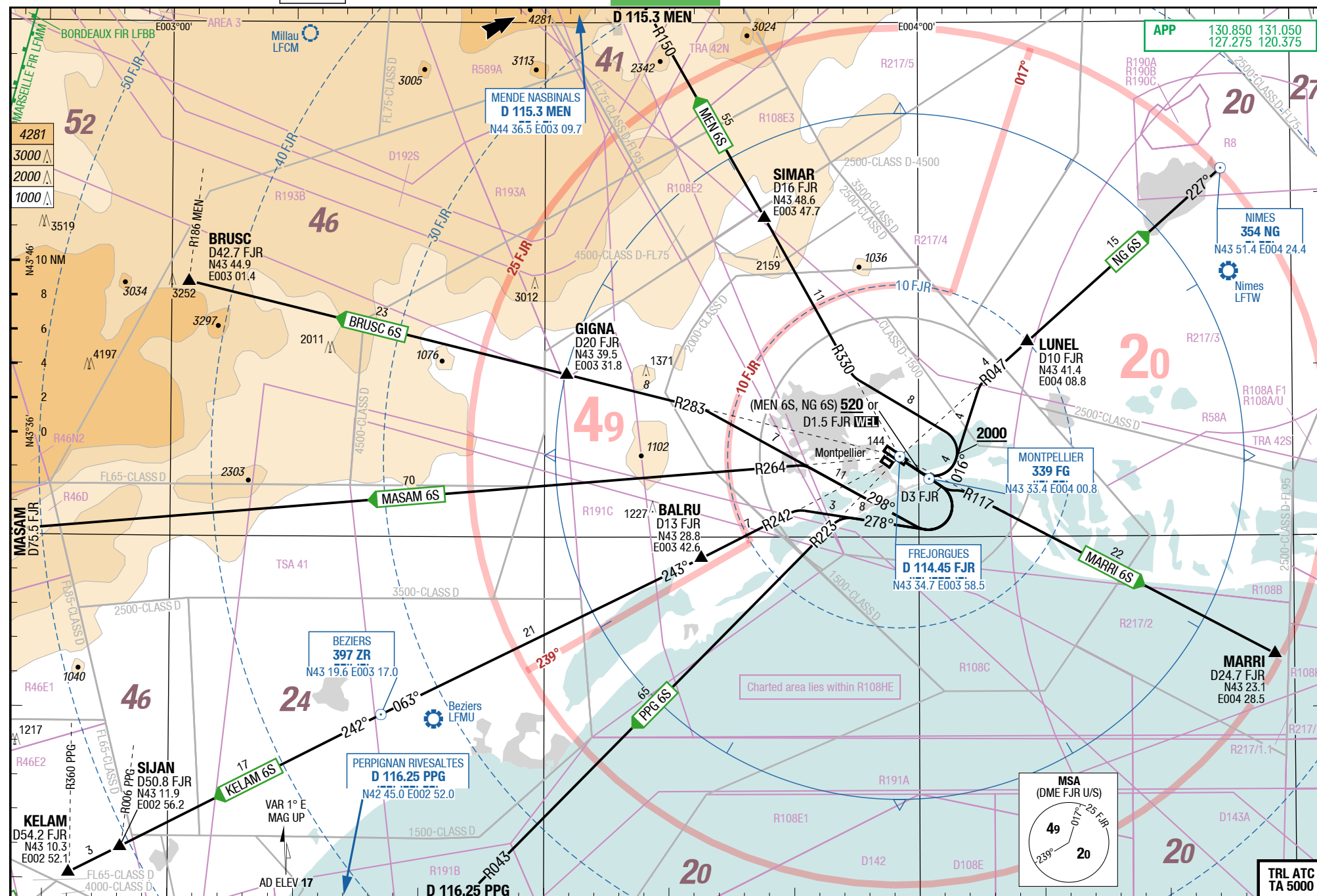
4-40

## SIDs RWY 12L

SID

SID

## SIDs RWY 12L



Changes: ASP, WPT , Track, PROC, SUAs, Editorial



14-JUN-2018

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NIL

SID

SID

Montpellier Mediterranee **Montpellier** France

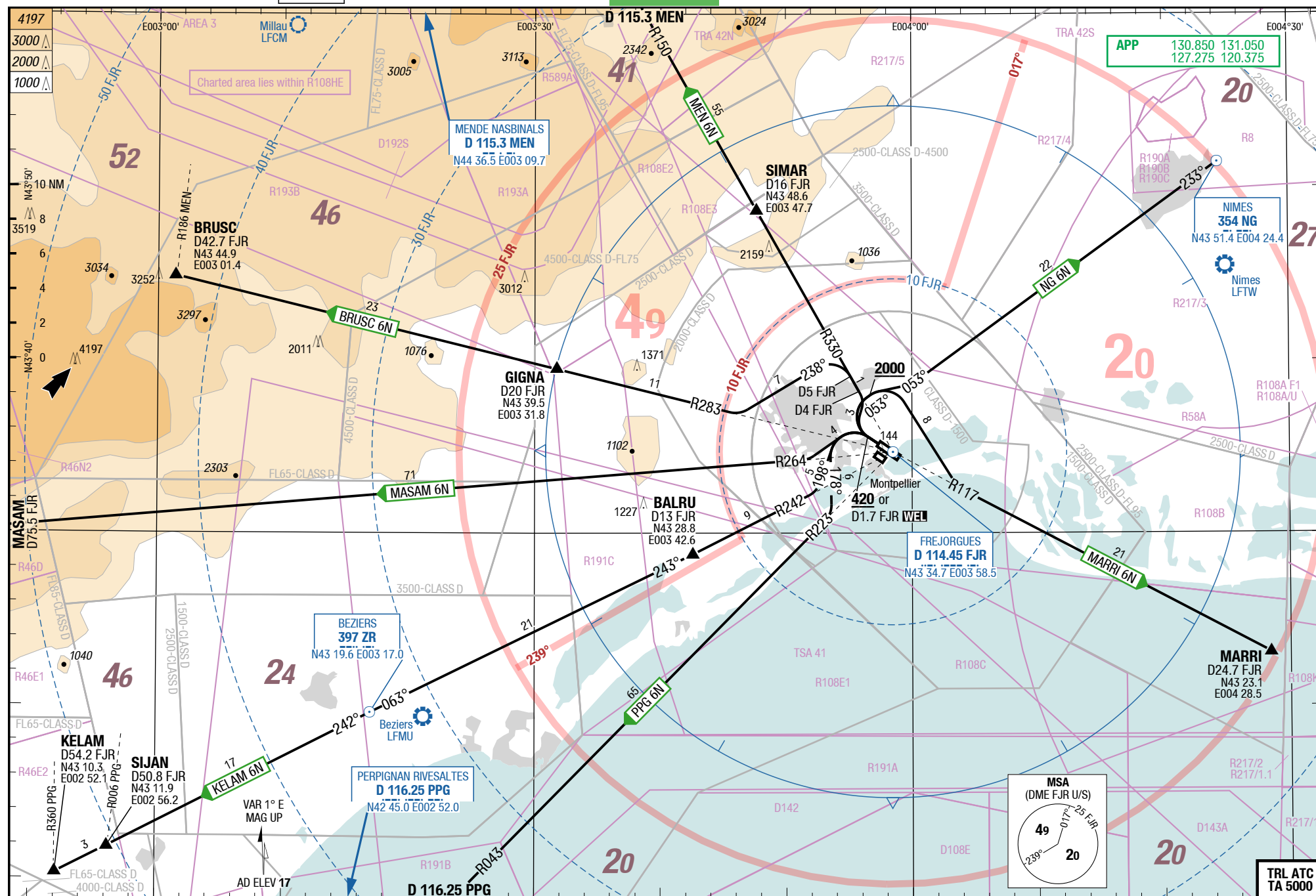
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## SIDs RWY 30R

## MPL-LFMT

4-50

## SIDs RWY 30R



Changes: ASP, WPT , Track, PROC, SUAs, OBST, Editorial

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## MPL-LFMT

5-10

## RNAV SIDs RWY 12L North

## ETREK 6E / ETREK 6L / MENDE NASBINALS 6L / MONTELMAR ANCONE 6E / MONTELMAR ANCONE 6L

RWY 12L (124°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12L</b>	
<b>ETREK 6E</b> (ATC) 9.0% to FL200 ①②	RW12L 124° [A520+] - 016° MT131 - MT137 - EMBAM - ORTUX - ETREK	EMBAM MNM <b>FL150</b> ORTUX MNM <b>FL200</b>  <b>initial climb</b> by ATC
<b>ETREK 6L</b> (ATC) 7.5% to EDODU ①④	RW12L 124° [A520+] - 016° MT131 - NG - EDODU - MTL - ETREK	NG MNM <b>FL100</b> EDODU MNM <b>FL150</b>  <b>initial climb</b> by ATC
<b>MENDE NASBINALS 6L</b> <b>MEN 6L</b> 7.5% to 2000 6.5% to FL70 ①	RW12L 124° [A520+] - 016° MT131 - SIMAR - MEN	     <b>initial climb</b> by ATC
<b>MONTELMAR ANCONE 6E</b> <b>MTL 6E</b> (ATC) 9.0% to FL150 ①③	RW12L 124° [A520+] - 016° MT131 - MT137 - EMBAM - MTL	EMBAM MNM <b>FL150</b>     <b>initial climb</b> by ATC
<b>MONTELMAR ANCONE 6L</b> <b>MTL 6L</b> (ATC) 7.5% to EDODU ①②④	RW12L 124° [A520+] - 016° MT131 - NG - EDODU - MTL	NG MNM <b>FL100</b> EDODU MNM <b>FL150</b>    <b>initial climb</b> by ATC

① ATC climb gradient. If unable to comply advise ATC on start up.

② ATC authorization required, only outside TSA42, R108HE, CTA Rhône 3, 4 and 5 and related R217 activity.

③ ATC authorization required, only outside R55, CTA Rhône 3, 4 and 5 and related R217 activity.

④ ATC authorization required, only outside CTA Rhône 3, 4 and 5 and related R217 activity.

**MPL-LFMT**

5-20

**RNAV SIDs RWY 12L North****NIMES 6L**

RWY 12L (124°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12L</b>	
<b>NIMES 6L</b> <b>NG 6L</b> 7.5% to 2000 6.5% to FL70 ①	RW12L 124° [A520+] - 016° MT131 - NG	initial climb by ATC

① ATC climb gradient. If unable to comply advise ATC on start up.



## MPL-LFMT

5-30

## RNAV SIDs RWY 12L South

**BRUSC 6L / KELAM 6L / MARRI 6L / MASAM 6L / PERPIGNAN RIVESALTES 6L**  
RWY 12L (124°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12L</b>	
<b>BRUSC 6L</b> 6.5% to FL70 ①	DCT <u>MT130</u> [R] - DCT MT132 - BRUSC	<b>initial climb</b> by ATC
<b>KELAM 6L</b> 6.5% to FL70 ①	DCT <u>MT130</u> [R] - DCT MT132 - ZR - SIJAN - KELAM	<b>initial climb</b> by ATC
<b>MARRI 6L</b> 6.5% to FL70 ①	DCT <u>MT130</u> - MARRI	<b>initial climb</b> by ATC
<b>MASAM 6L</b> 6.5% to FL70 ①	DCT <u>MT130</u> [R] - DCT MT132 - MT133 - MASAM	<b>initial climb</b> by ATC
<b>PERPIGNAN RIVESALTES 6L</b> <b>PPG 6L</b> 6.5% to FL70 ①	DCT <u>MT130</u> [R] - DCT MT132 - PPG	<b>initial climb</b> by ATC

① ATC climb gradient. If unable to comply advise ATC on start up.

## MPL-LFMT

5-40

## RNAV SIDs RWY 30R

## BRUSC 6R / ETREK 6D / ETREK 6R / MARRI 6R / MENDE NASBINALS 6R / MONTELMAR ANCONE 6D

RWY 30R (304°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30R</b>	
<b>BRUSC 6R</b> 6.5% to FL70 ①	RW30R 304° [A420+] - 330° MT134 - BRUSC	<b>initial climb</b> by ATC
<b>ETREK 6D</b> (ATC) 9.0% to FL200 ①②	RW30R 304° [A420+ ;R] - 053° MT136 - MT137 - EMBAM - ORTUX - ETREK	EMBAM MNM <b>FL150</b> ORTUX MNM <b>FL200</b> <b>initial climb</b> by ATC
<b>ETREK 6R</b> (ATC) 7.5% to EDODU ①④	RW30R 304° [A420+ ;R] - 053° MT136 - NG - EDODU - MTL - ETREK	NG MNM <b>FL100</b> EDODU MNM <b>FL150</b> <b>initial climb</b> by ATC
<b>MARRI 6R</b> 6.5% to FL70 ①	RW30R 304° [A420+ ;R] - 053° MT136 - VARES - MARRI	<b>initial climb</b> by ATC
<b>MENDE NASBINALS 6R</b> <b>MEN 6R</b> 6.5% to FL70 ①	RW30R 304° [A420+] - 330° MT134 - SIMAR - MEN	<b>initial climb</b> by ATC
<b>MONTELMAR ANCONE 6D</b> <b>MTL 6D</b> (ATC) 9.0% to FL150 ①③	RW30R 304° [A420+ ;R] - 053° MT136 - MT137 - EMBAM - MTL	EMBAM MNM <b>FL150</b> <b>initial climb</b> by ATC

① ATC climb gradient. If unable to comply advise ATC on start up.

② ATC authorization required, only outside TRA42, R108HE, CTA Rhône 3, 4 and 5 and related R217 activity.

③ ATC authorization required, only outside R55, CTA Rhône 3, 4 and 5 and related R217 activity.

④ ATC authorization required, only outside CTA Rhône 3, 4 and 5 and related R217 activity.

**MPL-LFMT**

5-50

**RNAV SIDs RWY 30R****MONTELMAR ANCONE 6R / NIMES 6R**

RWY 30R (304°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30R</b>	
<b>MONTELMAR ANCONE 6R MTL 6R (ATC) 7.5% to EDODU ①②</b>	RW30R 304° [A420+ ;R] - 053° MT136 - NG - EDODU - MTL	NG MNM <b>FL100</b> EDODU MNM <b>FL150</b>  <b>initial climb</b> by ATC
<b>NIMES 6R NG 6R 6.5% to FL70 ①</b>	RW30R 304° [A420+ ;R] - 053° MT136 - NG	          <b>initial climb</b> by ATC

① ATC climb gradient. If unable to comply advise ATC on start up.

② ATC authorization required, only outside CTA Rhône 3, 4 and 5 and related R217 activity.

## MPL-LFMT

5-60

## SIDs RWY 12L

**BRUSC 6S / KELAM 6S / MARRI 6S / MASAM 6S / MENDE NASBINALS 6S / NIMES 6S / OMNIDIRECTIONAL DEPARTURE FOLLOWED BY LT**

RWY 12L (124°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12L</b>	
<b>BRUSC 6S</b> 6.5% to FL70 ①	at D3 <b>FJR RT</b> 298° - intercept R283 <b>FJR</b> to GIGNA - BRUSC	
<b>KELAM 6S</b> 6.5% to FL70 ①	at D3 <b>FJR RT</b> 278° - intercept R242 <b>FJR</b> to BALRU - <b>ZR</b> - QDR 242 <b>ZR</b> to SIJAN - KELAM	
<b>MARRI 6S</b> 7.5% to 2000 6.5% to FL70 ①	at D3 <b>FJR LT</b> intercept R117 <b>FJR</b> to MARRI	
<b>MASAM 6S</b> 6.5% to FL70 ①	at D3 <b>FJR RT</b> 298° - intercept R264 <b>FJR</b> to MASAM	
<b>MENDE NASBINALS 6S</b> <b>MEN 6S</b> 7.5% to 2000 6.5% to FL70 ①	at MNM 520 or D1.5 <b>FJR</b> , whichever is later, <b>LT 016°</b> - at MNM 2000 <b>LT</b> intercept R330 <b>FJR</b> to SIMAR - <b>MEN</b>	
<b>NIMES 6S</b> <b>NG 6S</b> 7.5% to 2000 6.5% to FL70 ①	at MNM 520 or D1.5 <b>FJR</b> , whichever is later, <b>LT 016°</b> - at MNM 2000 intercept R047 <b>FJR</b> to LUNEL - <b>NG</b>	
<b>OMNIDIRECTIONAL DEPARTURE FOLLOWED BY LT</b> 7.5% to 2000 6.5% to FL70 ①	at MNM 520 depart omnidirectional	

① Climb gradients due to ATS and environmental purposes. If unable to comply advise ATC on start up.

**MPL-LFMT**

5-70

**SIDs RWY 12L****OMNIDIRECTIONAL DEPARTURE FOLLOWED BY RT / PERPIGNAN RIVESALTES 6S**

RWY 12L (124°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12L</b>	
<b>OMNIDIRECTIONAL DEPARTURE FOLLOWED BY RT</b> 6.5% to FL70 ①	at MNM 520 depart omnidirectional	
<b>PERPIGNAN RIVESALTES 6S PPG 6S</b> 6.5% to FL70 ①	at D3 <b>FJR RT 278°</b> - intercept R223 <b>FJR</b> to <b>PPG</b>	

① Climb gradients due to ATS and environmental purposes. If unable to comply advise ATC on start up.

## MPL-LFMT

5-80

## SIDs RWY 30R

**BRUSC 6N / KELAM 6N / MARRI 6N / MASAM 6N / MENDE NASBINALS 6N / NIMES 6N / OMNIDIRECTIONAL DEPARTURE / PERPIGNAN RIVESALTES 6N**

RWY 30R (304°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30R</b>	
<b>BRUSC 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, RT intercept R330 FJR - at D5 FJR LT 238° - intercept R283 FJR to GIGNA - BRUSC	
<b>KELAM 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, LT 198° - intercept R242 FJR to BALRU - ZR - QDR 242 ZR to SIJAN - KELAM	
<b>MARRI 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, RT 053° - at MNM 2000 RT intercept R117 FJR to MARRI	
<b>MASAM 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, LT intercept R264 FJR to MASAM	
<b>MENDE NASBINALS 6N</b> <b>MEN 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, RT intercept R330 FJR to SIMAR - intercept R150 MEN to MEN	
<b>NIMES 6N</b> <b>NG 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, RT 053° - at MNM 2000 intercept QDM 053 NG to NG	
<b>OMNIDIRECTIONAL DEPARTURE</b> 6.5% to FL70 ①	at MNM 420 depart omnidirectional	
<b>PERPIGNAN RIVESALTES 6N</b> <b>PPG 6N</b> 6.5% to FL70 ①	at MNM 420 or D1.7 FJR, whichever is later, LT 178° - intercept R223 FJR to PPG	

① Climb gradients due to ATS and environmental purposes. If unable to comply advise ATC on start up.



Effective 21-JUN-2018

14-JUN-2018

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STARs/RNAV STARs South

6-10 STARs/RNAV STARs North

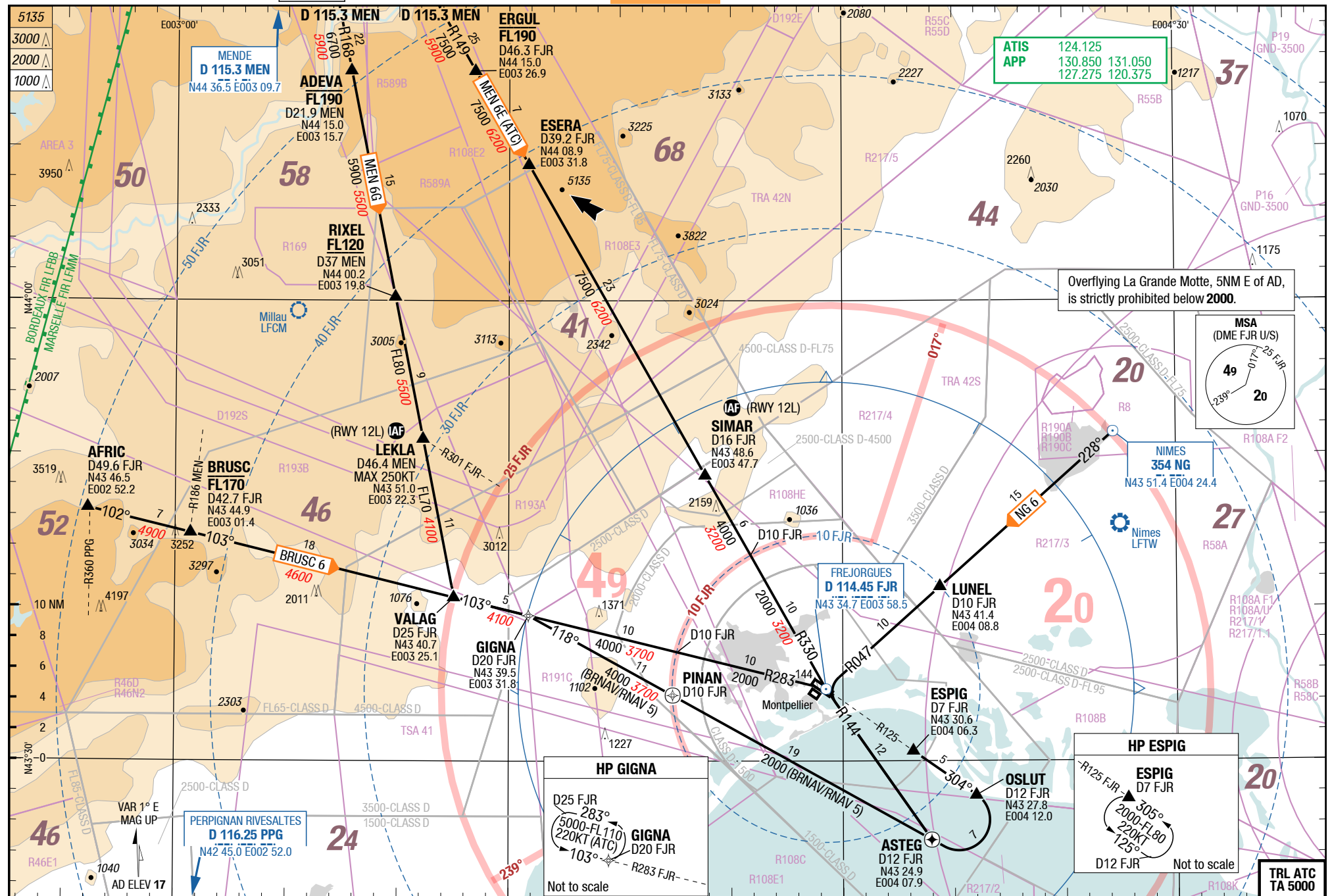
STAR

STAR

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STARs/RNAV STARs South

STARs/RNAV STARs North



Changes: PROC, ASP, Track, SUAs

## MPL-LFMT

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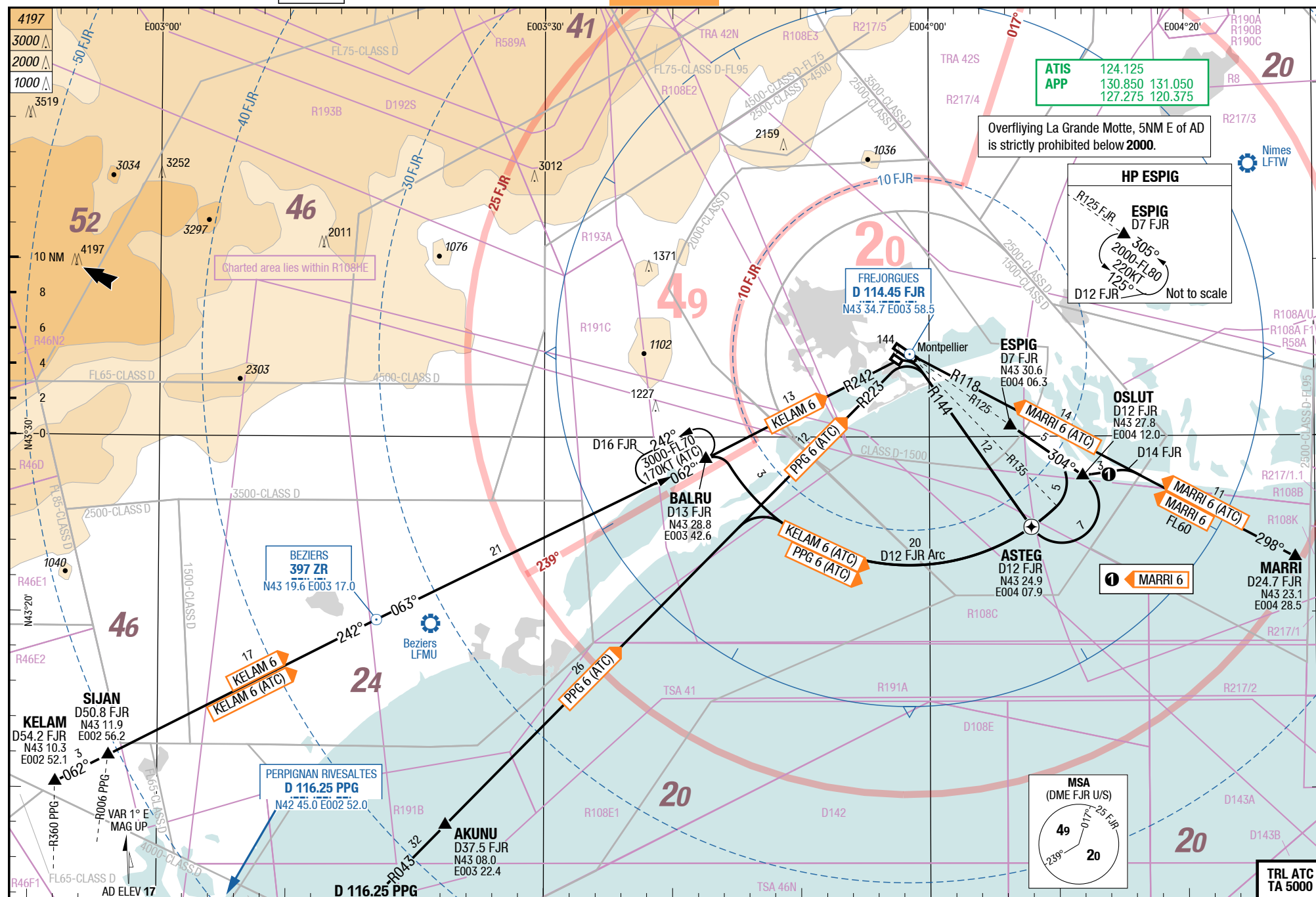
## 6-20 **STARs/RNAV STARs South**

# STAR

# STAR

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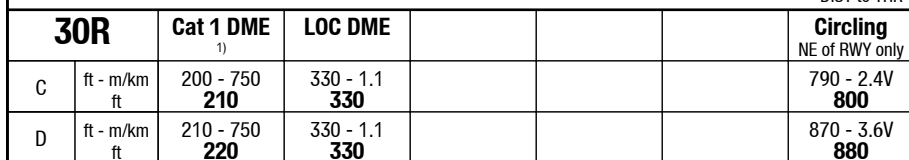
## STARs/RNAV STARs South



Changes: ASP, SUAs, OBST

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**ILS Z or LOC Z 30R**

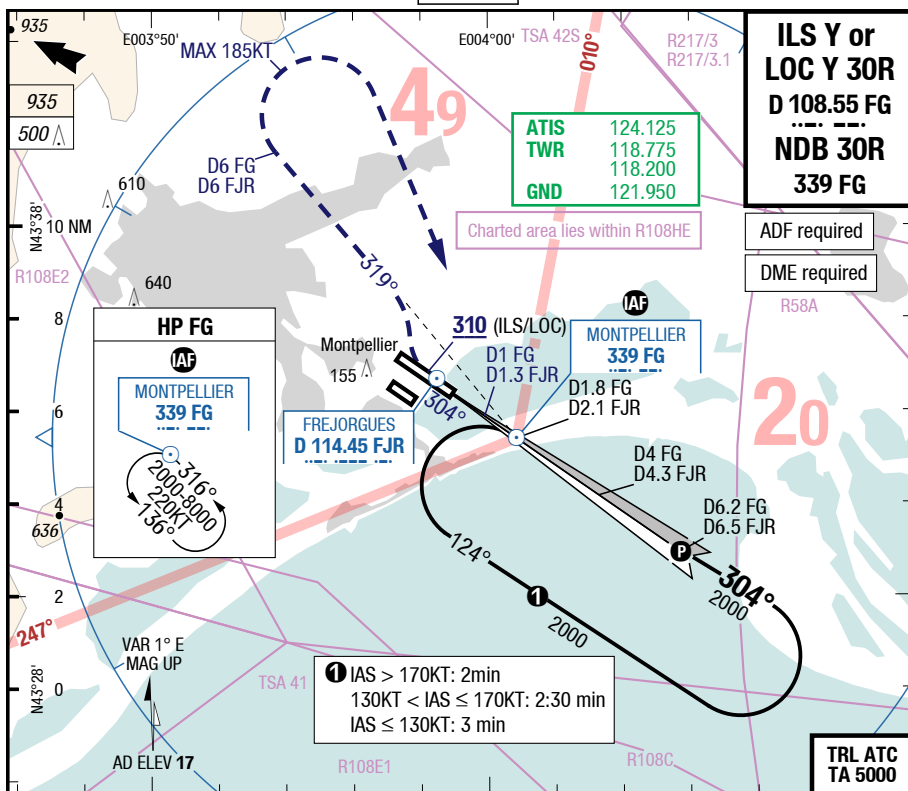


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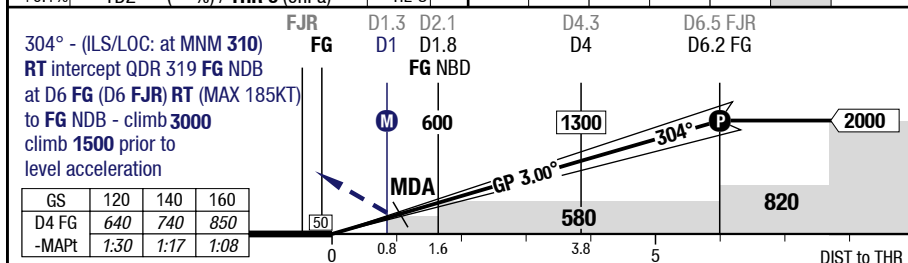
# MPL-LFMT

7-20

ILS Y or LOC Y 30R / NDB 30R



60 HL	45 x 2600	3.0°	420	2	3	5	6	6.2	LOC 3.00°
+0.1%	TDZ --- (---%) / THR 6 (0hPa)	HL-S		660	980	1630	1960	2000	D FG



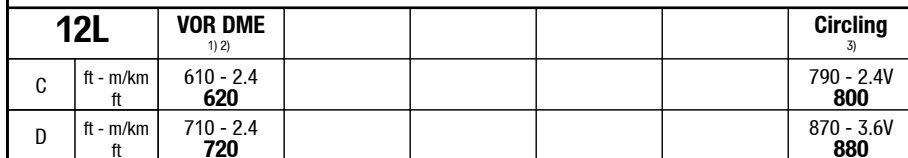
30R	Cat 1 DME 1)	LOC DME	NDB DME		Circling 2)
C	ft - m/km ft	200 - 750 210	330 - 1.1 330	330 - 1.1 330	790 - 2.4V 800
D	ft - m/km ft	200 - 750 210	330 - 1.1 330	330 - 1.1 330	870 - 3.6V 880

1) With EVS 550m

2) NE of RWY only

Changes: APL

**VOR Z 12L**

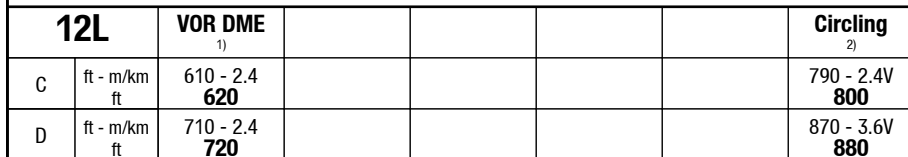


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Changes: SUAs, TOPO, Editorial



**VOR Y 12L**



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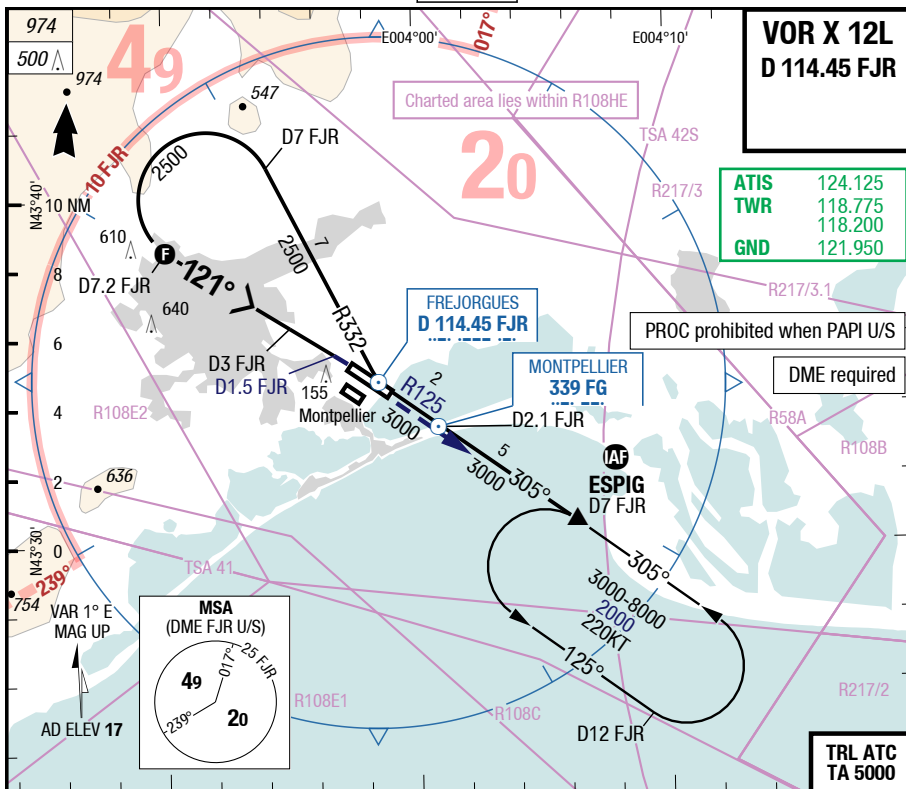
12-JUL-2018  
MPL-LFMT

France Montpellier Montpellier Mediterranee

IAC

7-50

VOR X 12L



3.68° D FJR 121° RWY 124°		7.2	7	6	5	4	<div>12L</div>	<div>83.7° 2600 x 45 60 HL</div>													
		2500	2440	2050	1660	1270		<div>THR 17 (1hPa) / TDZ 17 (---%)</div>	-0.1%												
<div>D7.2 FJR<span style="margin-left: 300px;">D3</span><span style="margin-left: 100px;">D1.5</span><span style="margin-left: 100px;">FJR</span></div>																					
<div><div><div>2500</div><div>2500</div><div>F</div><div>121°</div></div><div><div>870</div><div>M</div></div><div><div>R301 FJR to FJR</div><div>R125 FJR to ESPIG</div><div>climb 2000</div><div>climb 1000 prior to</div><div>level acceleration</div></div></div>																					
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D7.2 FJR</td><td>780</td><td>910</td><td>1040</td></tr><tr><td>-MAPt</td><td>2:51</td><td>2:27</td><td>2:08</td></tr></table>										GS	120	140	160	D7.2 FJR	780	910	1040	-MAPt	2:51	2:27	2:08
GS	120	140	160																		
D7.2 FJR	780	910	1040																		
-MAPt	2:51	2:27	2:08																		
<div>DIST to THR<span style="margin-left: 100px;">6.3</span><span style="margin-left: 100px;">5</span><span style="margin-left: 100px;">2.1</span><span style="margin-left: 100px;">0.6</span><span style="margin-left: 100px;">0</span></div>																					
<div><div>12L</div><div>VOR DME</div><div>1)</div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>																					
C	ft - m/km ft	610 - 2.4 620							Circling												
D	ft - m/km ft	710 - 2.4 720							2)												
<div>790 - 2.4V 800</div> <div>870 - 3.6V 880</div>																					
<div>1) wo PAPI PROC NA</div> <div>2) NE of RWY only</div>																					

Changes: Nil

12-JUL-2018

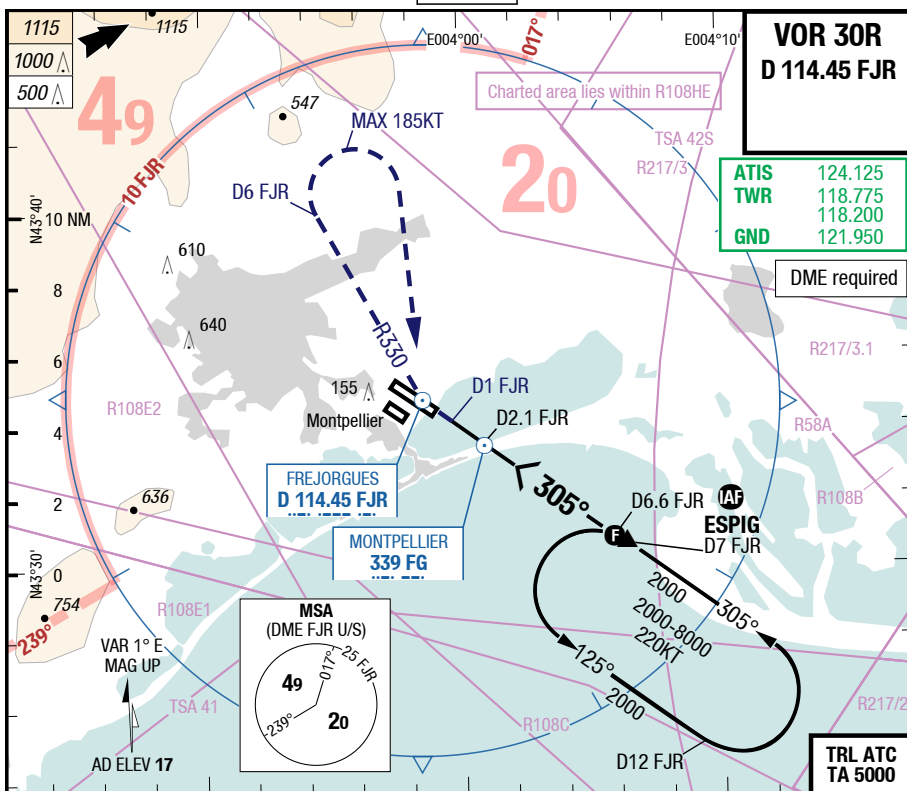
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7-60

VOR 30R



30R		VOR DME		Circling <sup>1)</sup>	
C	ft - m/km ft	290 - 900 290		790 - 2.4V 800	
D	ft - m/km ft	290 - 900 290		870 - 3.6V 880	

1) NE of RWY only

Changes: MISAP text

