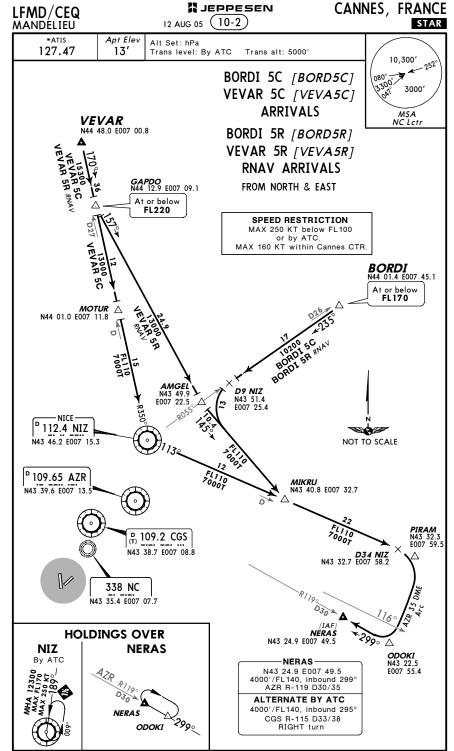
JEPPESEN JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 CANNES, FRANCE **MAJEPPESEN** LFMD/CEQ 3 NOV 06 (10-1R) RADAR MINIMUM ALTITUDES MANDÉLIEU *NICE Approach Alt Set: hPa Apt Elev Arrival Trans level: By ATC Trans alt: 5000' Departure 13' The published minimum altitudes integrate a 125.57 124.17 134.47 correction for low temperatures. -MER DME - CAGNES-SUR-RADAR 2000 B DME NICE -AZR • 0 TROPEZ VOR DME STP 5500

CHANGES: Sectors.

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M JEPPESEN CANNES, FRANCE LFMD/CEQ 12 AUG 05 (10-2A) MANDELIEU Apt Elev Alt Set: hPa 127.47 Trans level: By ATC Trans alt: 5000' 10,300' KERIT 5C [KERI5C], MERLU 5C [MERL5C] 3000' **ARRIVALS** KERIT 5R [KERI5R], LONSU 5R [LONS5R] MSA NC Lctr SODRI 5R [SODR5R] RNAV ARRIVALS FROM SOUTH SPEED RESTRICTION 112.4 NIZ MAX 250 KT below FL100 N43 46.2 E007 15.3 or by ATC. MAX 160 KT within Cannes CTR. 109.65 AZR N43 39.6 E007 13.5 **KERIT** N43 20.5 E008 35.6 **D39 NIZ** N43 30.6 E008 04.5 D 109.2 CGS At or below N43 38.7 E007 08.8 FL170 NÈRAS 338 NC KERIT 5R ←274° N43 35.4 E007 07.7 N43 22.5 E007 55.4 SAINT TROPEZ-116.5 STP N43 13.2 E006 36.1 $_{\rm N43~09.7~E007~43.8}$ \times 099° D79 **MERLU** N43 04.8 E007 47.6 **SODRI** NERAS N43 24.9 E007 49.5 4000'/FL140, inbound 299' AZR R-119 D30/35 ALTERNATE BY ATC 4000'/FL140, inbound 295° CGS R-115 D33/38 RIGHT turn **HOLDING OVER** NOT TO SCALE **NERAS** LONSU At or below FL170 ODOKI

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CANNES, FRANCE I JEPPESEN LFMD/CEQ 17 MAR 06 (10-2B) MANDÉLIEU Apt Elev Alt Set: hPa 127.47 13' Trans level: By ATC Trans alt: 5000' 10,300' 3000' AMFOU 5R [AMFO5R] RNAV ARRIVAL MSANC Lctr LUC 5C **ARRIVAL** FROM WEST 113.85 DGN N43 59.5 E006 06.1 SPEED RESTRICTION MAX 250 KT below FL100 or by ATC. MAX 160 KT within Cannes CTR. AMFOU N43 35.8 **TIPIK** N43 30.2 E006 26.1 At or below FL120 338 NC N43 35.4 E007 07.7 (IAF) FL60 4000T FL60 428 MUS LUC 5C 4000T N43 23.1 E006 36.4 - LE LUC [□] 113.0 LUC 378 LU N43 23.0 E006 15.4 N43 23.2 E006 31.5 – SAINT TROPEZ– 116.5 STP N43 13.2 E006 36. NOT TO SCALE

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CHANGES: SID BASIP 8K availability.

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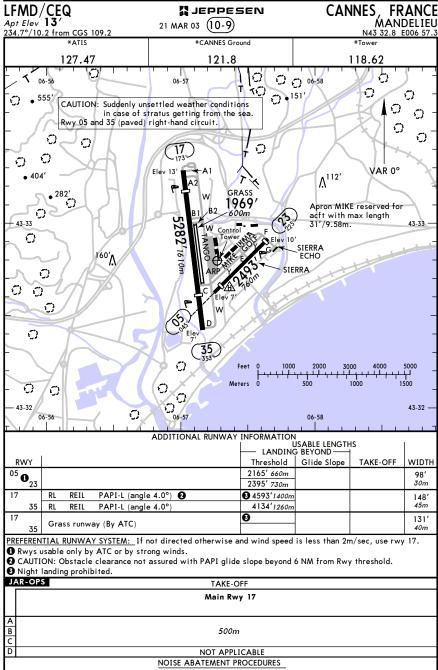
CANNES, FRANCE **MJEPPESEN** LFMD/CEQ 27 JAN 06 (10-3) MANDÉLIEU Apt Elev Trans level: By ATC Trans alt: 5000' BASIP 8K/BASI8K], LONSU 8K/LONS8K] 3000 RUBIT 8K [RUB18K], SODRI 8K [SODR8K] 10,300' VAREK 8K [VARE8K] RWYS 17, 05, 23, 35 DEPARTURES TO EAST, SOUTHEAST & WEST CAT A, B & C MAX 250 KT BELOW FL100 (T) (110.35)CMD N43 33.4 E006 57.0 CANNES——111.4 CNM N43 33.6 E006 52.

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CANNES, FRANCE M JEPPESEN LFMD/CEQ 27 JAN 06 (10-3A) MANDÉLIEU Apt Elev Trans level: By ATC Trans alt: 5000 10.3001 BODRU 8K [BODR8K], IRMAR 8K [IRMA8K] OKTET 8K [OKTE8K], PERUS 8K [PERU8K] 3000' RWYS 17, 05, 23, 35 DEPARTURES MSA TO NORTHWEST & NORTH NC Lctr CAT A, B & C SPEEDE MAX 250 KT BELOW FL100 **IRMAR** N44 48.0 E006 47.4 **OKTET** N44 29.1 E006 34.2 NOT TO SCALE **BODRU** N44 12.5 E006 22.7 **PERUS** N44 09.2 E006 06.2 N44 08.6 E006 53.4 00 **AMIRO** N43 56.5 E006 44.9 112.4 NIZ N43 46.2 E007 15.3 DIGNE 113.85 DGN N43 59.5 E006 06.1 ILS DME - CANNES - $_{(T)}^{D}(110.35)$ CMD 111.4 CNM N43 33.6 E006 52.3 N43 33.4 E006 57.0 338 NC These SIDs require minimum climb gradients At 520' N43 35.4 E007 07.7 559' per NM (9.2%) up to 500' then 365' per NM (6%) up to FL100 due to ATS purposes. 75 100 150 200 250 300 Gnd speed-KT 699 932 1398 1863 2329 2795 559' per NM **D21 CMD** N43 18.1 E007 16.7 456 608 911 1215 1519 1823 365' per NM Initial climb clearance 2000 RWY ROUTING At 520' turn LEFT, intercept CNM R-131 to D21 CMD climbing to radar vectoring to AMIRO or BARSO. 05, 23, 35 Intercept CNM R-131 using visual ground reference and remaining within the limits of the visual manoeuvring area without prescribed track corresponding to the aircraft category to D21 CMD climbing to 2000', expect radar vectoring to AMIRO

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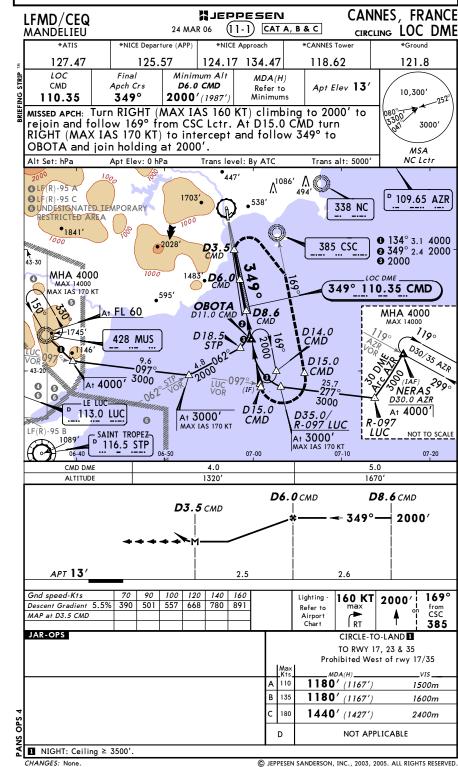


- 1. Multi-engine acft must perform traffic pattern at 1500'
- and maintain 1500' until the interception of rwy axis. 2. Except for emergency, reverse prohibited.
- 3. In rwy circuit, according to operational conditions, comply with configuration and rate available for low noise procedure.
- 4. After take-off rwy 17, maintain slope up MAX and do not
- turn before: 800' climbing to the right, - 500' climbing to the left.

- 5. At night:

 - traffic pattern at 1500' for all acft. - turn at minimum 1000' climbing.
- 6. Rwy 05/23:
 - túrn as soon as possible towards the sea,
- circuits only above the sea,
- base leg 23 at the West of the railway Cannes-Grasse.

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JEPP SEN

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LFMD/CEQ 24 MAR 06 (19-10) CANNES, FRANCE
CIRCLE-TO-LAND MANDELIEU

Apt Elev 13 WITH PRESCRIBED FLIGHT TRACKS 745' Rwy Mouans Sartoux MAX IAS •483′ PIBON At 1800' Old town Vallauris Le Cannet 110.35 CMD 1585 LUXUS ndelieu La Napoule 500 • 269' 385 CSC D3.0 A 942' CMD 984 837' 1365'

PIBON situated 0.5 NM/1km West of Mougins old town.

BALKED LANDING: Turn LEFT to rejoin down wind leg climbing to 1500'.

JΑ	R-	0	PS	

		DAY		NIGHT	
	Max Kts		VI\$		
Α	110	1800′ (1787′)	1500m		
В	135	1800′ (1787′)	1600m	NOT AUTHORIZED	
С	180	1800′ (<i>1787′</i>)	2400m		
	D	NOT APPLICABLE			

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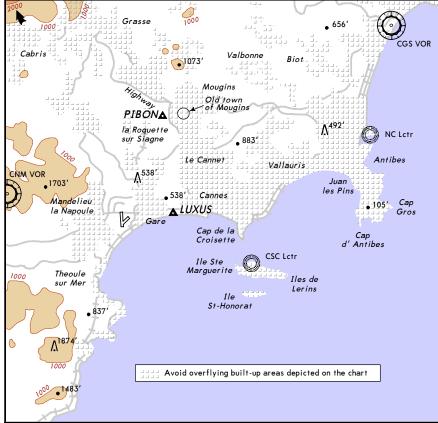
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24 MAR 06

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LFMD/CEQ MANDELIEU MACCONTRACTOR STANDS FRANCE (19-11) ENVIRONMENT-VISUAL APPROACH



Visual Approach clearance required

Instructions, except for safety requirement

Visual approach clearances are authorized by CANNES Tower and given by NICE Approach only from a position over the sea. When the pilot receives clearance to fly a visual approach, he shall proceed as follows:

- Maintain 2000' over the sea then:
 - For RWY 17

Proceed to point LUXUS and fly left hand down wind leg at 1800' until point PIBON (0.5 NM/1 km West of old Mougins village), keeping clear of the urban areas le Cannet and la Roquette-sur-Siagne. Make a base turn at point PIBON. Do not fly beyond the Cannes-Grasse highway.

- For RWY 35

Proceed to the final approach for rwy 35.

Speed limitation

In Cannes CTR, switch on landing lights and maintain 160 KT IAS or less.

Visual approach weather conditions

- For multi-engine acft and during day time:
 - Visual approach clearances may only be issued when weather conditions notified by CANNES Tower are as follows:
 - horizontal visibility equal to or more than 5 km and
 - ceiling equal to or above 2500'/750m.

Visual approaches should not be authorized when NICE Approach is not informed of the weather conditions. Especially out of CANNES ATS hours visual approaches are prohibited.

- For all acft and during night time:
 - Only rwy 35 is available for night landings at CANNES airport.

Visual approach clearances may only be issued when weather conditions notified by CANNES Tower are as follows:

- horizontal visibility equal to or more than 5 km and
- norizontal visibility equal to or more than 5 km and ceiling equal to or above 3500'/1050m.
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