

LFML/MRS **JEPPESEN** MARSEILLE/PROVENCE, FRANCE
MARSEILLE/PROVENCE 4 MAY 07 (10-1P) Eff 10 May AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 125.35

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

Between 2200-0700LT in light traffic and with calm wind RWY 13 will normally be used for landings and RWY 31 for take-offs, unless otherwise required for operational reasons.

1.2.2. REVERSE THRUST

Reverse thrust (reversed propeller pitch) must not be used between 2200-0700LT except for safety reasons.

1.2.3. RUN-UP TESTS

Jet-engine tests are allowed

- with full power: RWY 31 on TWY C1;

RWY 13 on TWY E2 or RWYs 13R/31L between TWY E2 and E3.

- with reduced thrust (idle): on 51 to 57 apron.

Between 2200-0700LT jet engine tests may only be carried out with special authorization from APT Authority.

1.2.4. AUXILIARY POWER UNITS (APU)

APUs may only be used on apron and not more than 60 minutes before take-off.

After landing APUs are not to be used for more than 20 minutes unless authorized by APT Authority.

For maintenance reasons use of APUs should be kept to a minimum.

1.3. TAXI PROCEDURES

Due to non-standard lighting configuration, TWYs F3 and F7 usable DAY only, when VIS equal to or greater than 800m.

1.4. PARKING INFORMATION

Stands 24B and 64C available for helicopters.

Enter stands 52 thru 53C only via TWY G2.

Enter stands 56A thru 57 only via TWY B3.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 13L and 13R right-hand circuit.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

On final approach and particularly when in sight of aerodrome visual aids, pilots must adhere to following descent gradients:

RWYs 31L/R: 7%

RWY 13L: 5.2%.

When RWY 31 is in use, pilots must overfly threshold at 50' minimum.

When RWY 13 is in use and references in sight, gradient may be greater than 7%.

2.2. CAT II/III OPERATIONS

RWY 13L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

Leave RWY 31R via TWY D1 at the latest to protect LOC sensitive area; if unable advise ATC.

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MARSEILLE/PROVENCE 4 MAY 07 (10-1P1) Eff 10 May AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

3.2. NOISE ABATEMENT PROCEDURES

Unless otherwise instructed, pilots must strictly adhere to initial ascent path and routings shown on SID charts.

PROPELLER-DRIVEN ACFT

Climb to 2570' in shortest possible time, then adopt normal climb configuration and retract flaps.

JET ACFT

RWY 13: Maintain climb thrust of $V_2 + 10$ KT or as ACFT performance permits up to 2570' using flaps in take-off configuration.

RWY 13 (Fan Jets): Maintain take-off thrust up to 1570' at least, then reduce to climb thrust up to 2570'.

RWY 13 (Single-engine Jets): Maintain take-off thrust for 70 seconds or up to 770', if not reached within this time, then reduce thrust according to noise abatement procedures up to 2570'.

RWY 31: Maintain take-off thrust up to 1570', then select climb thrust of $V_2 + 10$ KT up to 2570'.

ALL ACFT:

Above 2570' adopt normal climb configuration and retract flaps.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The Data-link departure clearance request must be initiated by aircrews 10 minutes before scheduled start-up time.

The clearance echo-back message must be received by air traffic control at the latest 3 minutes after clearance has been issued.

In case of lack of response 3 minutes before the scheduled start-up time, the aircrew should contact the preflight frequency to obtain departure clearance.

The departure clearance data-link service should not be initiated by the aircrew if their scheduled flight plan does not comply with the published SID and climb gradients.

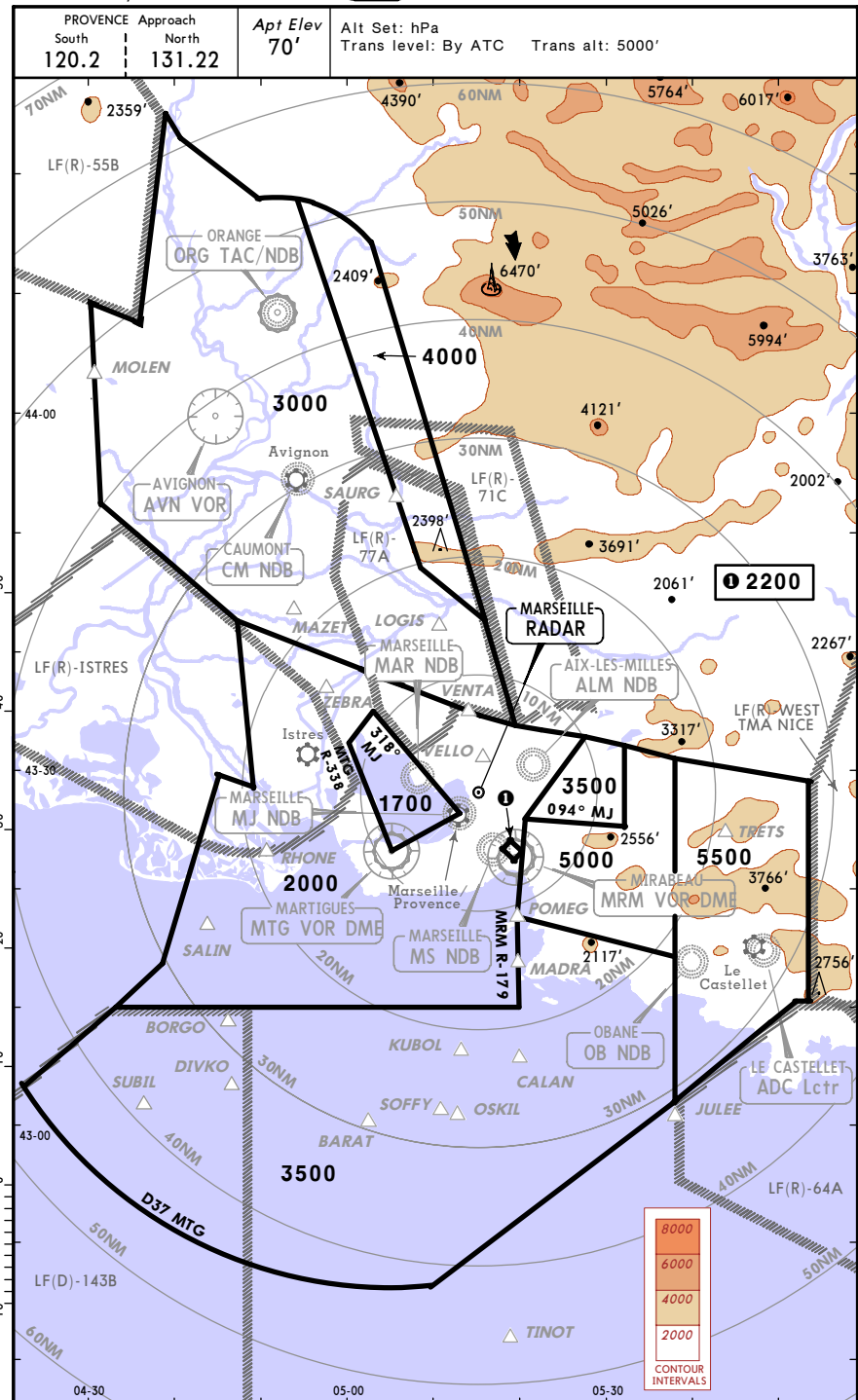
Unless otherwise mentioned in the message, the data-link departure clearance means start-up clearance as well, according to CTOT if any.

Push-back and taxi clearance will be delivered on ground frequency.

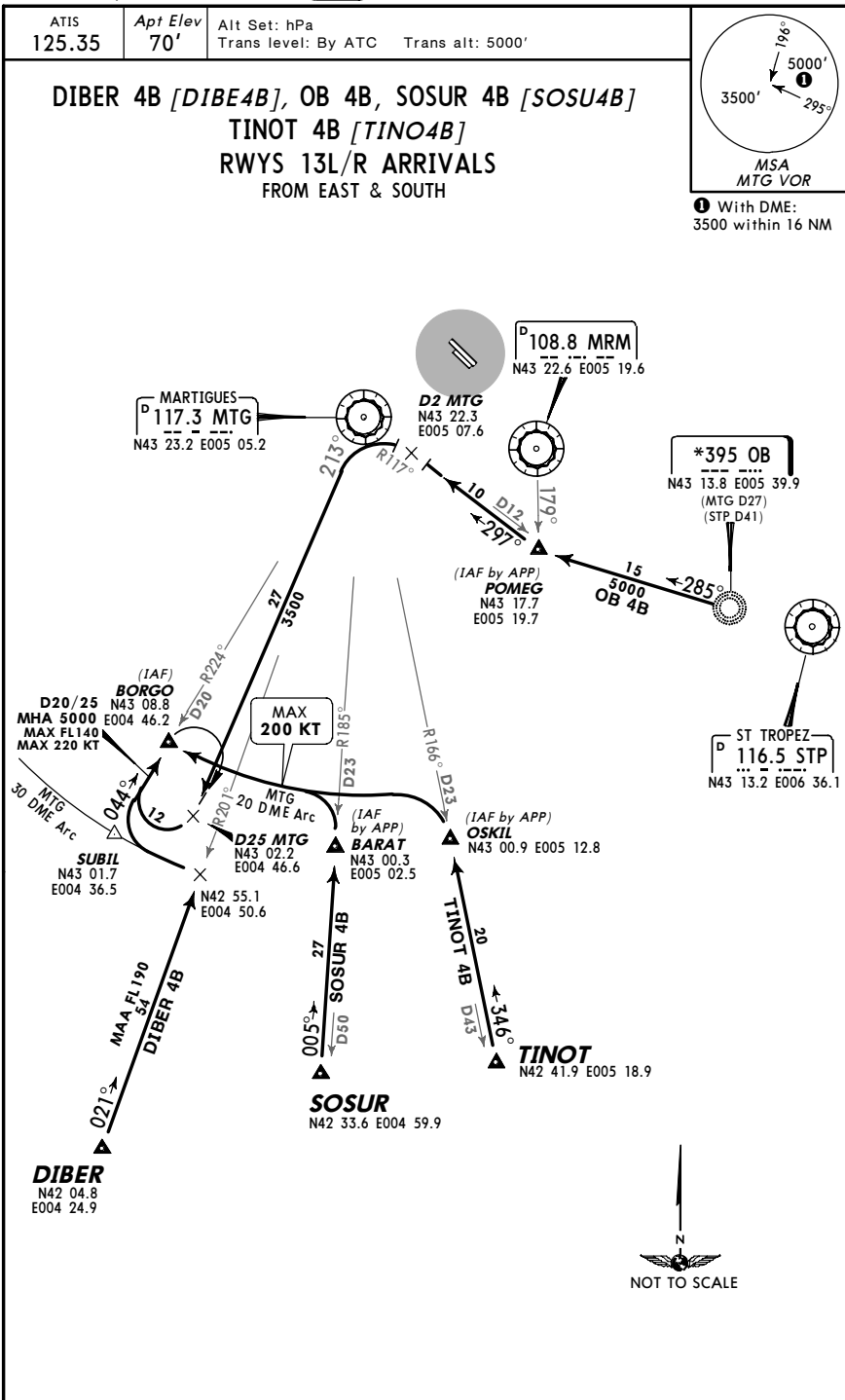
Value of t_1 3 minutes

In case of CTOT, the pilot gets the values CTOT -3' to CTOT +3' with the clearance.

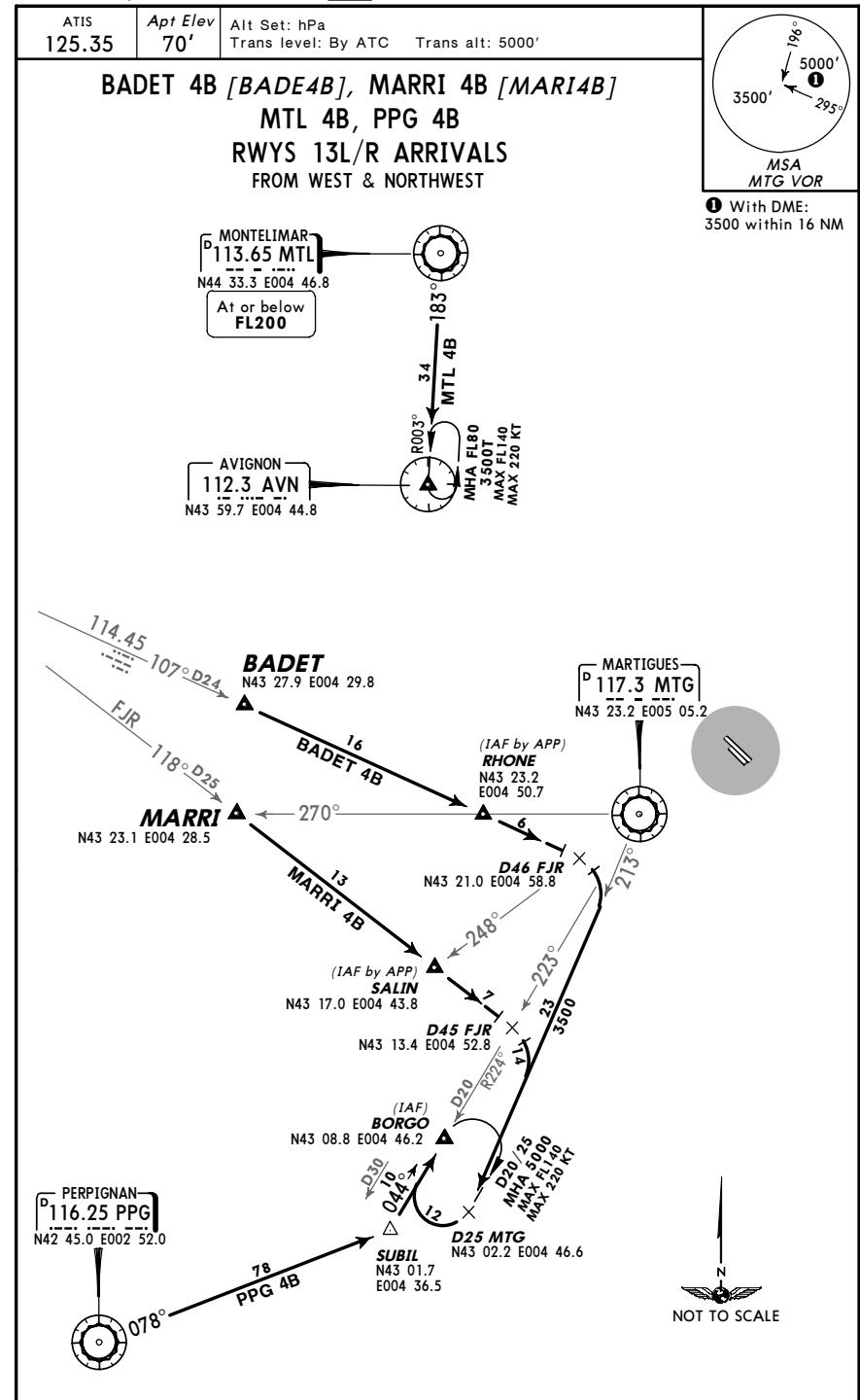
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MARSEILLE/PROVENCE 15 SEP 06 (10-1R) Eff 28 Sep RADAR MINIMUM ALTITUDES



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MARSEILLE/PROVENCE (10-2) 9 MAR 07 Eff 15 Mar STAR



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ATIS
125.35

Apt Elev
70'

Alt Set: hPa
Trans level: By ATC
Trans alt: 5000'

**AVN 4C, BADET 4C [BADE4C]
MARRI 4C [MARI4C], MTL 4C, PPG 4C
RWYS 31L/R ARRIVALS
FROM WEST & NORTHWEST**

MONTEILMAR
113.65 MTL
N44 33.3 E004 46.8

AVIGNON
112.3 AVN
N43 59.7 E004 44.8

BADET
N43 27.9 E004 29.8
(114.45 FJR R-107/D24)

MARRI
N43 23.1 E004 28.5
(114.45 FJR R-118/D25)

RHONE
N43 23.2 E004 50.7

SALIN
N43 17.0 E004 43.8

BORGO
N43 08.8 E004 46.2
(MRM D28)

PERPIGNAN
116.25 PPG
N42 45.0 E002 52.0

SUBIL
N43 01.7 E004 36.5
(MRM D38)

MARTIGUES
117.3 MTG
N43 23.2 E005 05.2

SAURG
N43 53.0 E005 05.7

LOGIS
N43 42.2 E005 10.7

VENTA
N43 35.0 E005 14.1

MRM
108.8 MRM
N43 22.6 E005 19.6

CALAN
N43 05.7 E005 20.0

NOT TO SCALE

Calan Table:

CALAN
N43 05.7 E005 20.0
5000/FL140, 3500T, inbound 359°
MRM R-179 D17/22
MAX 220 KT
BY APP
5000/FL140, 3500T, inbound 328°
MTG R-148 D20/25
RIGHT turn
MAX 220 KT

With DME:
3500 within 16 NM

AVN 8B
RWYS 13L/R DEPARTURE
 BELOW FL150
SPEED: MAX 250 KT BELOW FL100

AVIGNON
 112.3 AVN
 N43 59.7 E004 44.8

SAURG
 N43 53.0 E005 05.7

LOGIS
 N43 42.2 E005 10.7
 At or above **FL70**

VENTA
 N43 35.0 E005 14.1
 At or above **5000'**
 Climb to **FL140**

MARTIGUES
 117.3 MTG
 N43 23.2 E005 05.2

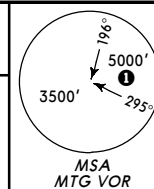
MRM
 108.8 MRM
 N43 22.6 E005 19.6

Initial Climb/Routing Table:

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823

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JEPPesen MARSEILLE/PROVENCE, FRANCE
(10-3A) 9 MAR 07 Eff 15 Mar SID

Apt Elev
70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



AVN 8C
RWYS 31L/R DEPARTURE
SPEED MAX 250 KT BELOW FL100

AVIGNON
112.3 AVN
N43 59.7 E004 44.8

Except for operational reasons, between 2200-0700LT by low traffic and calm wind flights to north must initially follow SID AVN 8C and expect radar vectoring to LOGIS and/or SAURG to follow MTL R-162 inbound to MTL.



ZEBRA
N43 37.0 E004 57.6
(ML D15)
(MCE D15)

D7 ML
At or below
4000'
Climb to FL140

D7 MCE
At or below
4000'
Climb to FL140

383 MAR
N43 29.4 E005 08.2

MAA 4000
MAA 4000

LOC DME
108.3 MCE

ILS DME
P (108.3) MCE
N43 26.3 E005 12.3

MARTIGUES
117.3 MTG
N43 23.2 E005 05.2

This SID requires a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC when requesting start-up clearance.

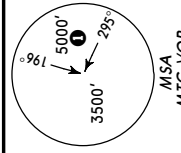
RWY	INITIAL CLIMB/ROUTING
31L	Climb on MCE outbound (315° track; when MCE unserviceable: intercept 314° bearing to MAR, continue on 314° bearing) to ZEBRA, turn RIGHT, intercept MTG R-338 to AVN.
31R	Climb on ML outbound (314° track; when ML unserviceable: intercept 314° bearing to MAR, continue on 314° bearing) to ZEBRA, turn RIGHT, intercept MTG R-338 to AVN.

CHANGES: SID renumbered.

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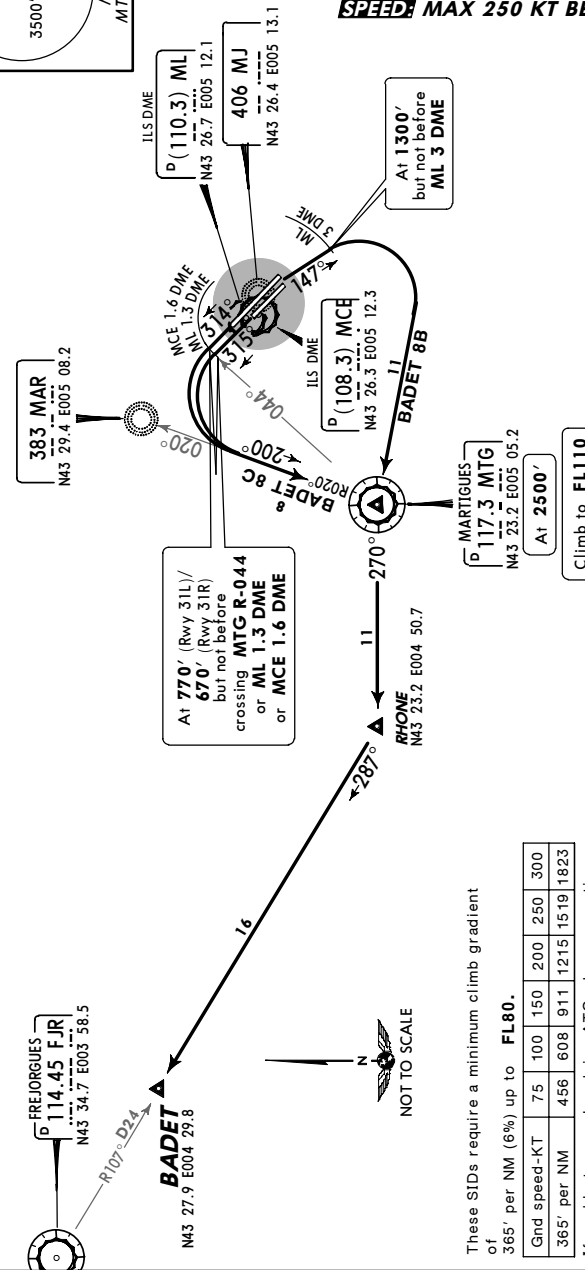
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(10-3B) 9 MAR 07 Eff 15 Mar SID

Apt Elev
70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



BADET 8B [BADE8B], BADET 8C [BADE8C]
RWYS 13L/R, 31L/R DEPARTURES
SPEED MAX 250 KT BELOW FL100

With DME:
3500 within 16 NM



These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC when requesting start-up clearance.

SID	RWY	INITIAL CLIMB/ROUTING
BADET 8B	13L/R	Intercept 147° bearing from MJ at 1300', but not before ML 3 DME turn RIGHT to MTG, MTG R-270 to RHONE, turn RIGHT, intercept FJR R-107 inbound to BADET.
BADET 8C	31L	Climb straight ahead, at 770', but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG, MTG R-270 to RHONE, turn RIGHT, intercept FJR R-107 inbound to BADET.
	31R	Climb straight ahead, at 670', but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG, MTG R-270 to RHONE, turn RIGHT, intercept FJR R-107 inbound to BADET.

CHANGES: LUC SIDs transferred; BADET SIDs established.

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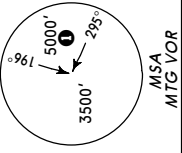
10-3C

9 MAR 07

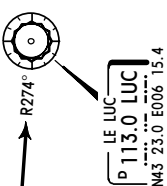
Eff 15 Mar

SID

Apt Elev 70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



With DME:
3500 within 16 NM



LUC 8B
RWYS 13L/R DEPARTURE
RFL BELOW FL145
SPEED MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC when requesting start-up clearance.

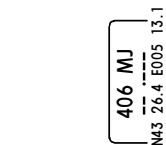
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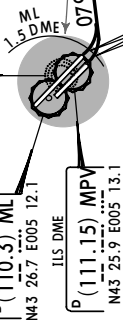
Initial climb clearance FL110

INITIAL CLIMB/ROUTING

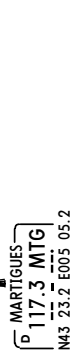
Climb straight ahead, at 370', but not before ML 1.5 DME turn LEFT, 079° track, when passing ML 3 DME or MPV 2 DME intercept 094° bearing from MJ (airway G 701) via TRETTS to LUC.



With DME:
3500 within 16 NM



At 370'
but not before
ML 1.5 DME



108.8 MRM
N43 22.6 E005 19.6

NOT TO SCALE



Initial climb clearance FL110

INITIAL CLIMB/ROUTING

Climb straight ahead, at 370', but not before ML 1.5 DME turn LEFT, 079° track, when passing ML 3 DME or MPV 2 DME intercept 094° bearing from MJ (airway G 701) via TRETTS to LUC.

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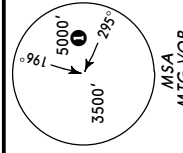
10-3D

9 MAR 07

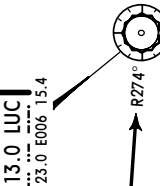
Eff 15 Mar

SID

Apt Elev 70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



With DME:
3500 within 16 NM



LUC 8C
CAT A, B & C
LUC 8L
RWYS 31L/R DEPARTURES
RFL BELOW FL145
SPEED MAX 250 KT BELOW FL100

NOT TO SCALE



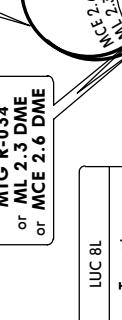
LUC 8L: Initial climb clearance FL110

INITIAL CLIMB/ROUTING

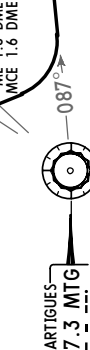
Climb straight ahead, when passing MTG R-034 or ML 2.3 DME or MCE 2.6 DME turn RIGHT, intercept 099° bearing via VELLO to ALM, 109° bearing to TRETTS, intercept LUC R-274 inbound to LUC. Climb straight ahead, at 770', but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-087 to TRETTS, intercept LUC R-274 inbound to LUC. Climb straight ahead, at 670', but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-087 to TRETTS, intercept LUC R-274 inbound to LUC.



With DME:
3500 within 16 NM



At 370'
but not before
ML 1.5 DME



108.8 MRM
N43 22.6 E005 19.6

LUC 8L: Initial climb clearance FL110

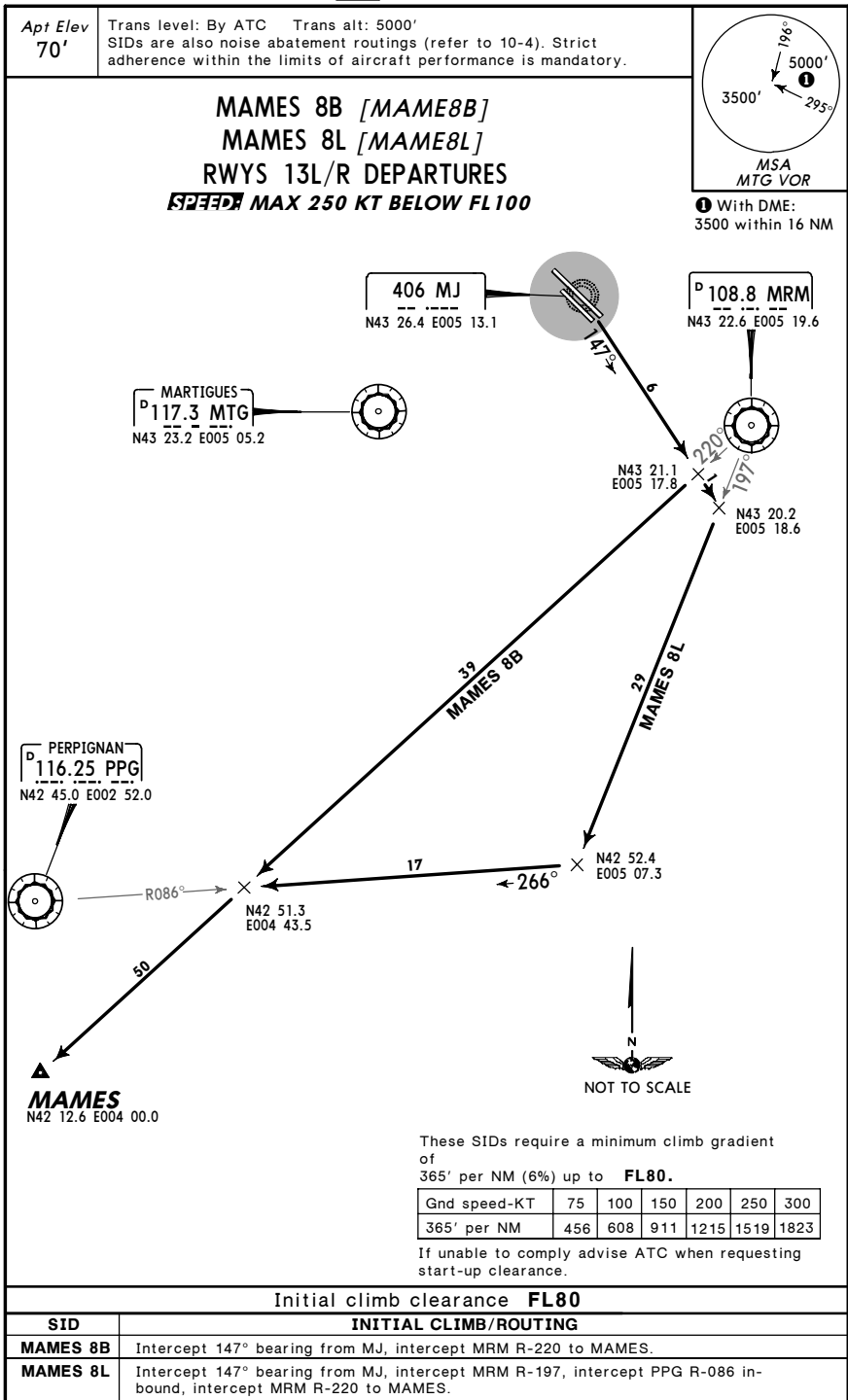
INITIAL CLIMB/ROUTING

Climb straight ahead, when passing MTG R-034 or ML 2.3 DME or MCE 2.6 DME turn RIGHT, intercept 099° bearing via VELLO to ALM, 109° bearing to TRETTS, intercept LUC R-274 inbound to LUC. Climb straight ahead, at 770', but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-087 to TRETTS, intercept LUC R-274 inbound to LUC. Climb straight ahead, at 670', but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-087 to TRETTS, intercept LUC R-274 inbound to LUC.

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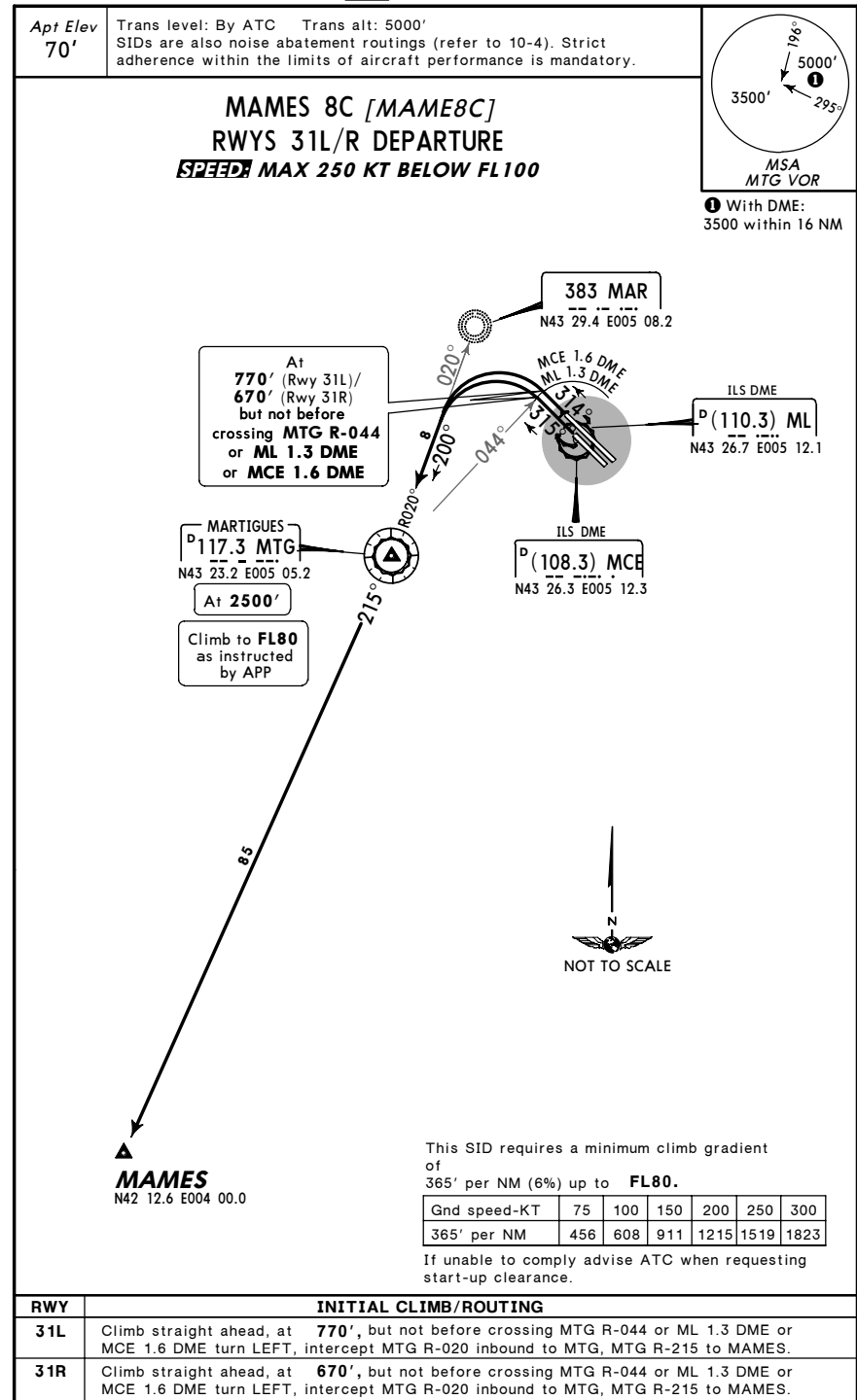
(10-3E) 9 MAR 07 Eff 15 Mar SID



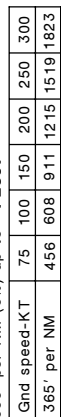
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(10-3F) 9 MAR 07 Eff 15 Mar SID



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(10-3G) 9 MAR 07 **Eff 15 Mar** **SID**

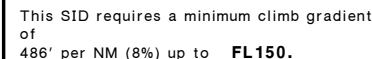


If unable to comply advise ATC when requesting start-up clearance.

SID	RWY	INITIAL CLIMB/ROUTING
MARRI 8B	13L/R	Intercept 147° bearing from MJ, at 1300' , but not before ML 3 DME turn RIGHT, intercept MRM R-258 to SALIN, turn RIGHT, intercept FJR R-118 inbound to MARRI, inbound to MARRI.
MARRI 8C	31L	Climb straight ahead, at 770' , but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG, MTG R-248 to SALIN, turn RIGHT, intercept FJR R-118 inbound to MARRI.
	31R	Climb straight ahead, at 670' , but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG, MTG R-248 to SALIN, turn RIGHT, intercept FJR R-118 inbound to MARRI.

JEPPSEN MARSEILLE/PROVENCE, FRANCE
(10-3H) 9 MAR 07 **Eff 15 Mar** **SID**

MTL 8B
RWYS 13L/R DEPARTURE
AT OR ABOVE FL150
SPEED: MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430

If unable to comply advise ATC when requesting start-up clearance.

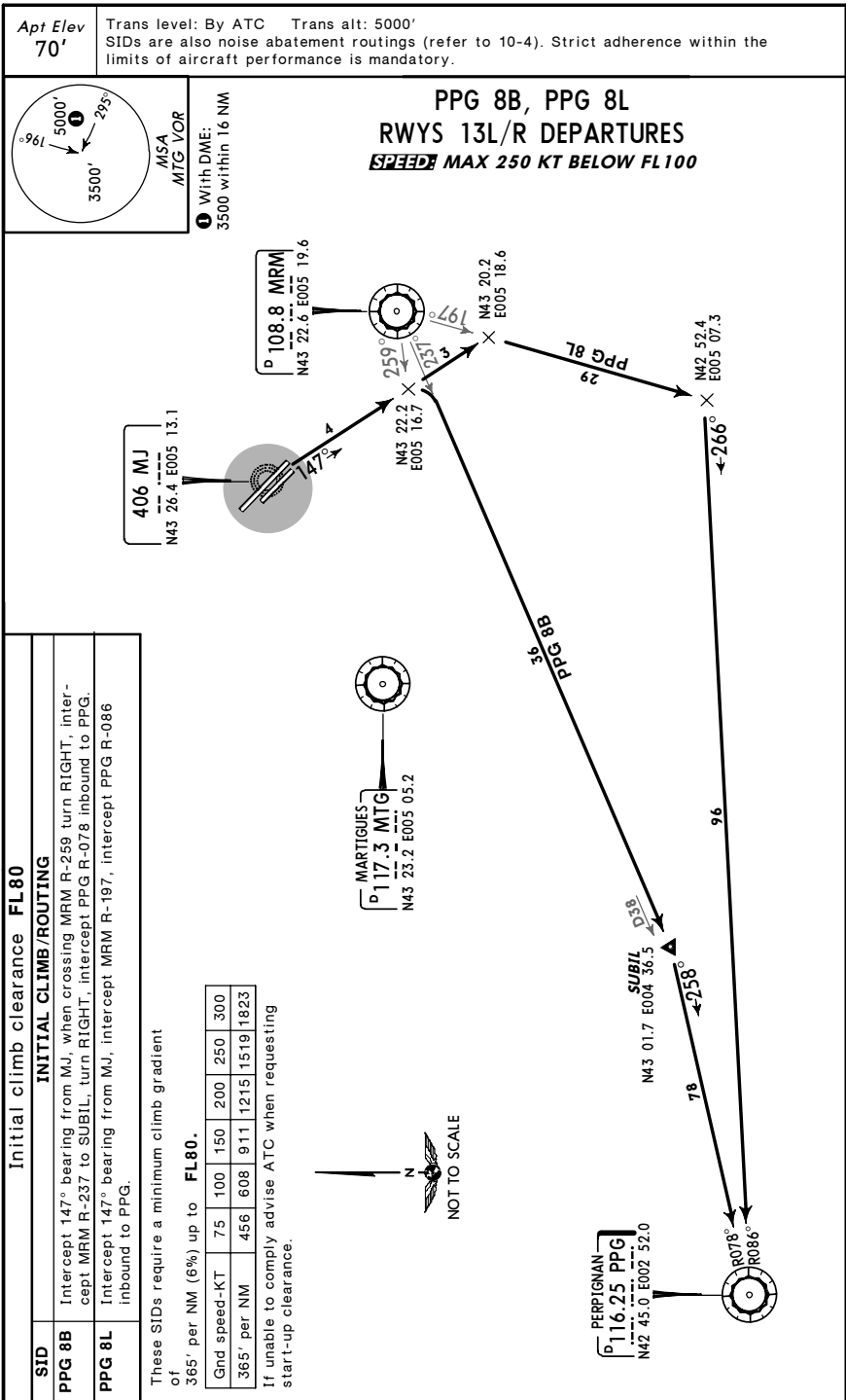
INITIAL CLIMB/ROUTING

Climb straight ahead, at **370'**, but not before ML 1.5 DME turn LEFT, 079° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-342 via VENTA and SAURG to MTL.

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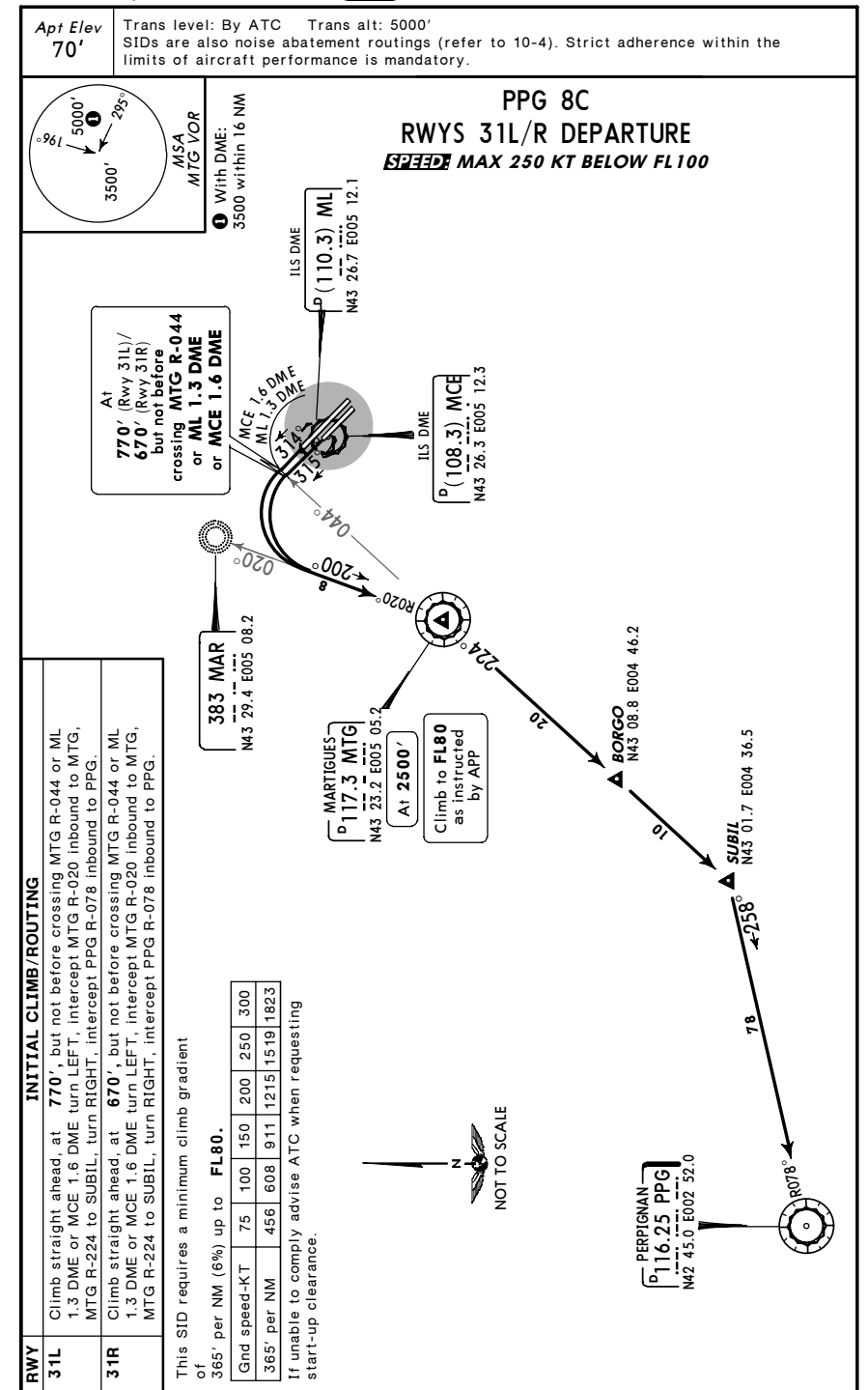
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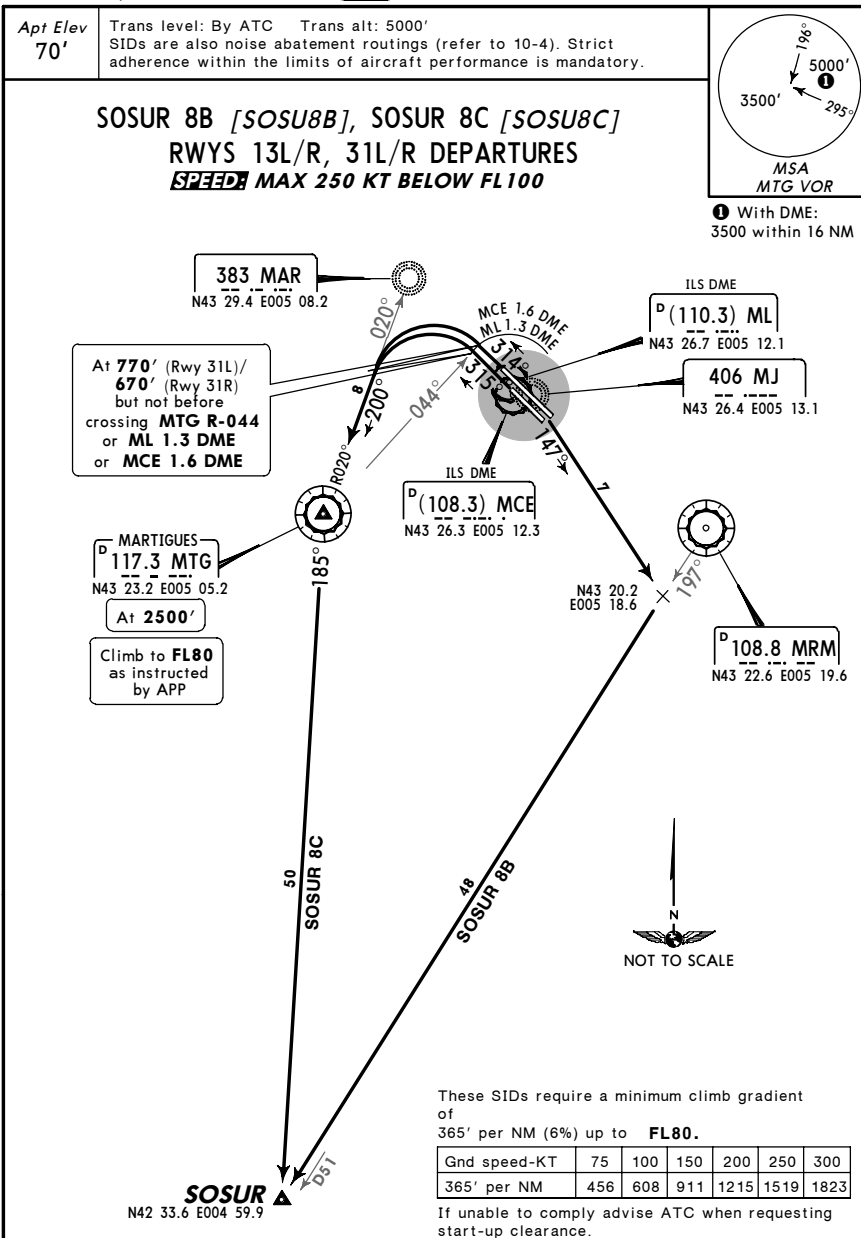
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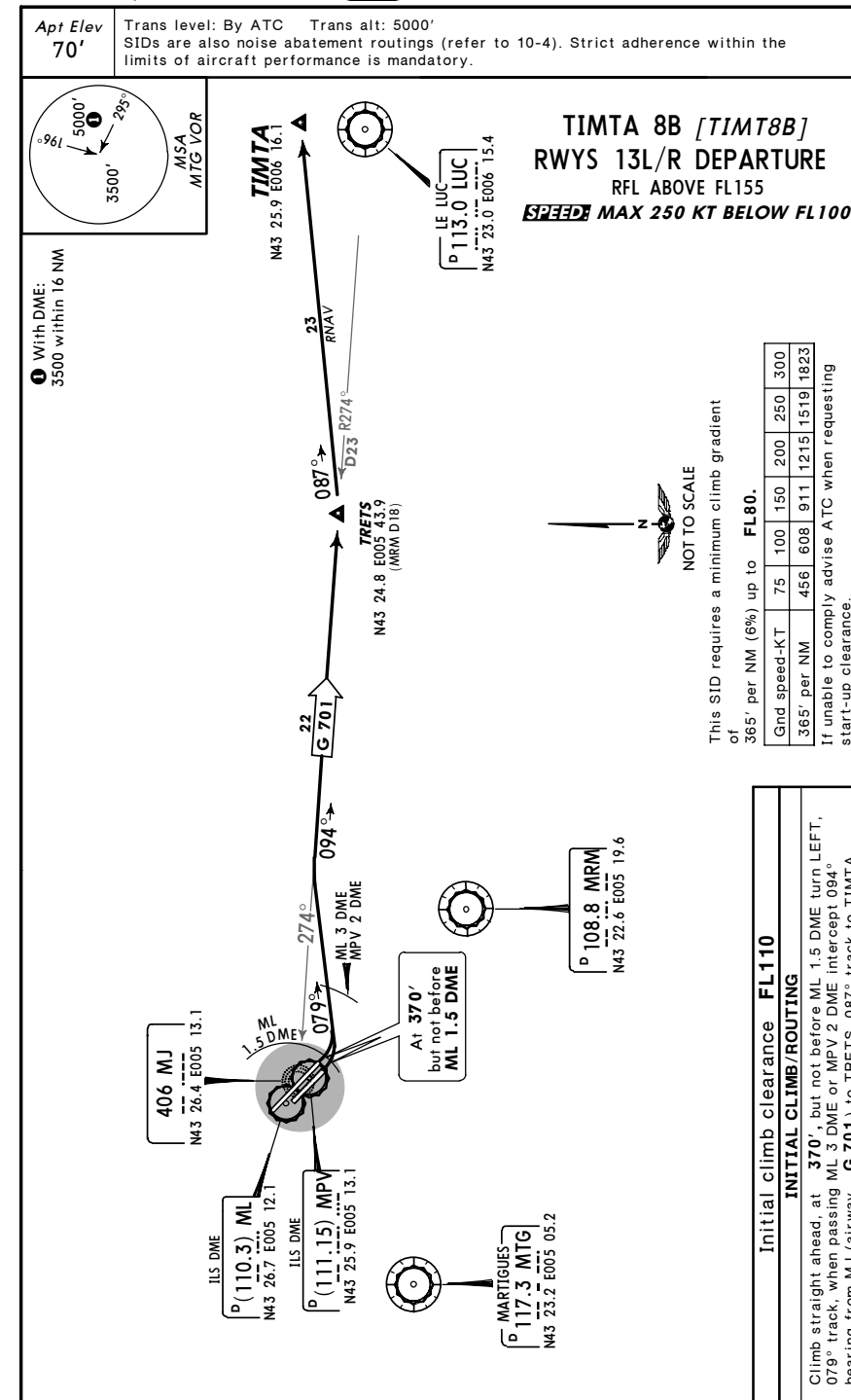
(10-3K) 9 MAR 07 Eff 15 Mar SID



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(10-3L) 9 MAR 07 Eff 15 Mar SID

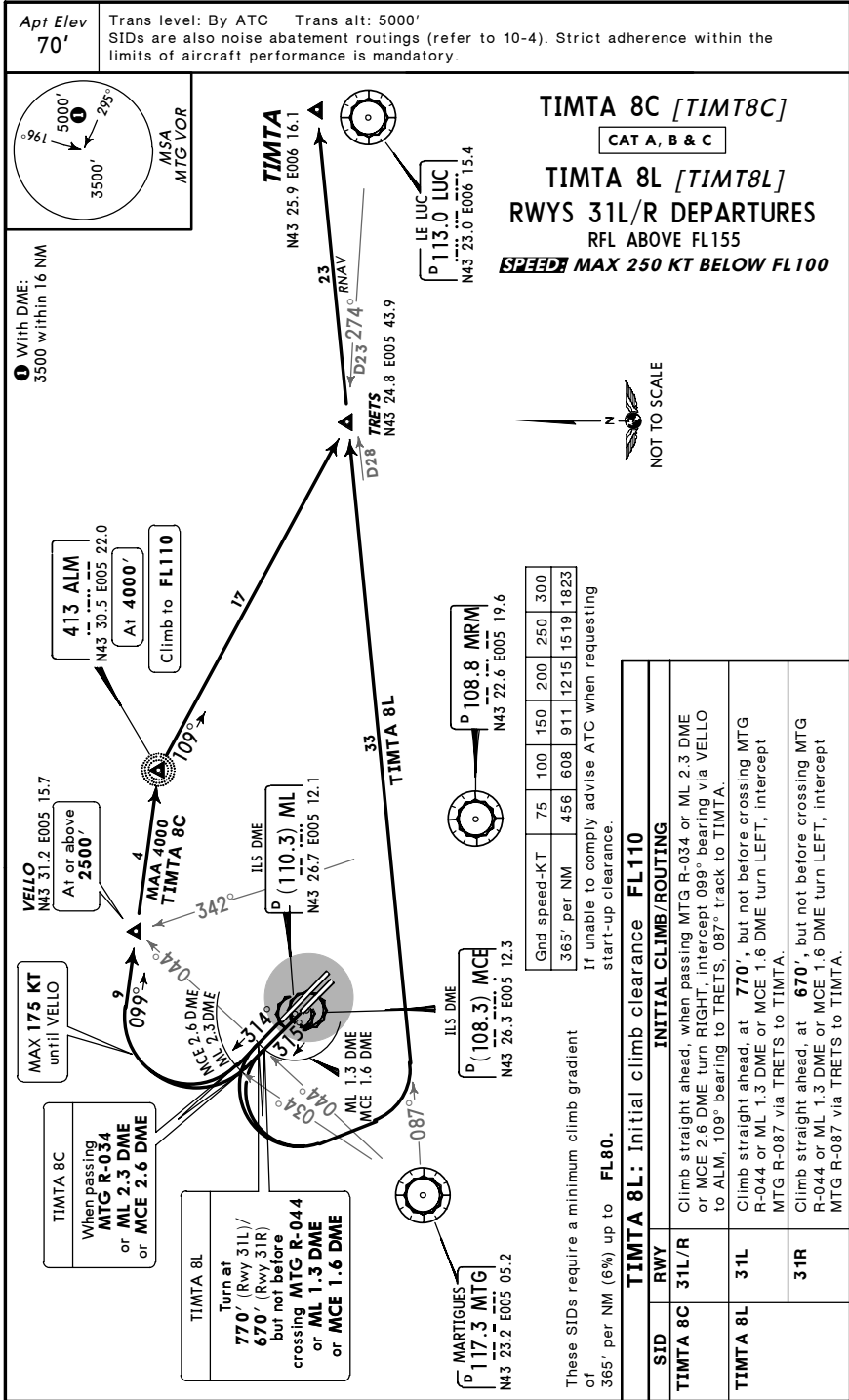


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(10-3M) 9 MAR 07 Eff 15 Mar SID



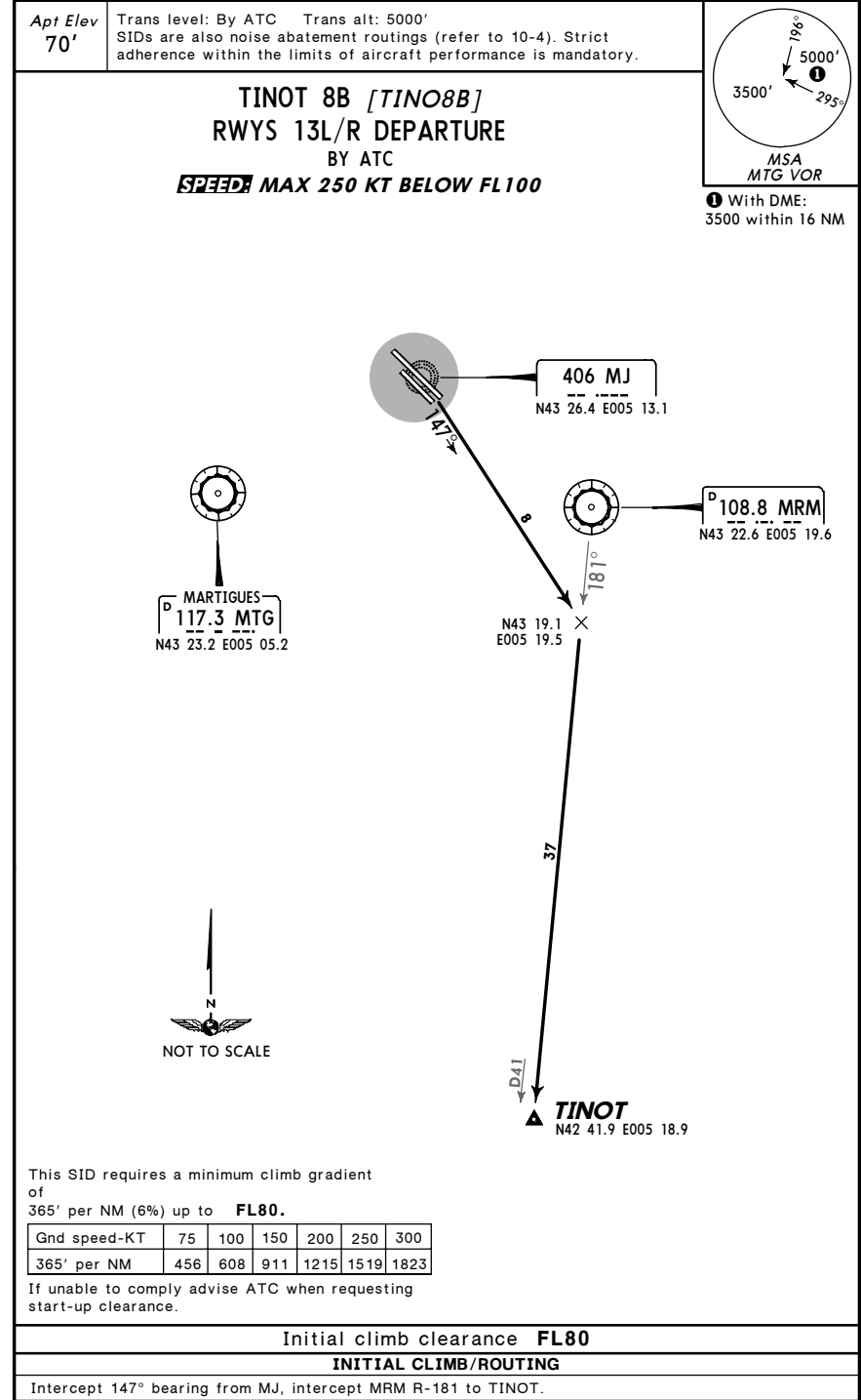
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(10-3N) 9 MAR 07 Eff 15 Mar SID



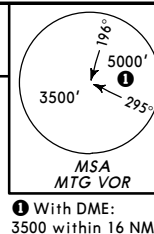
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(10-3P) 9 MAR 07 Eff 15 Mar SID

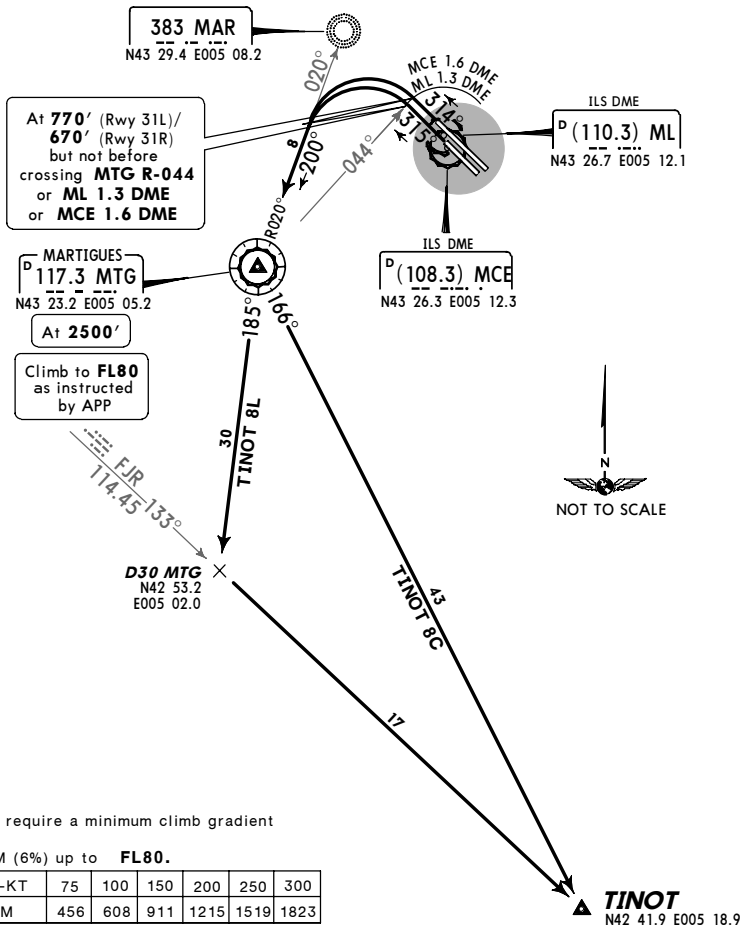


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(10-3Q) 9 MAR 07 Eff 15 Mar SID

Apt Elev
70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



TINOT 8C [TINO8C]
TINOT 8L [TINO8L]
RWYS 31L/R DEPARTURES
BY ATC
~~SPEED~~ MAX 250 KT BELOW FL100



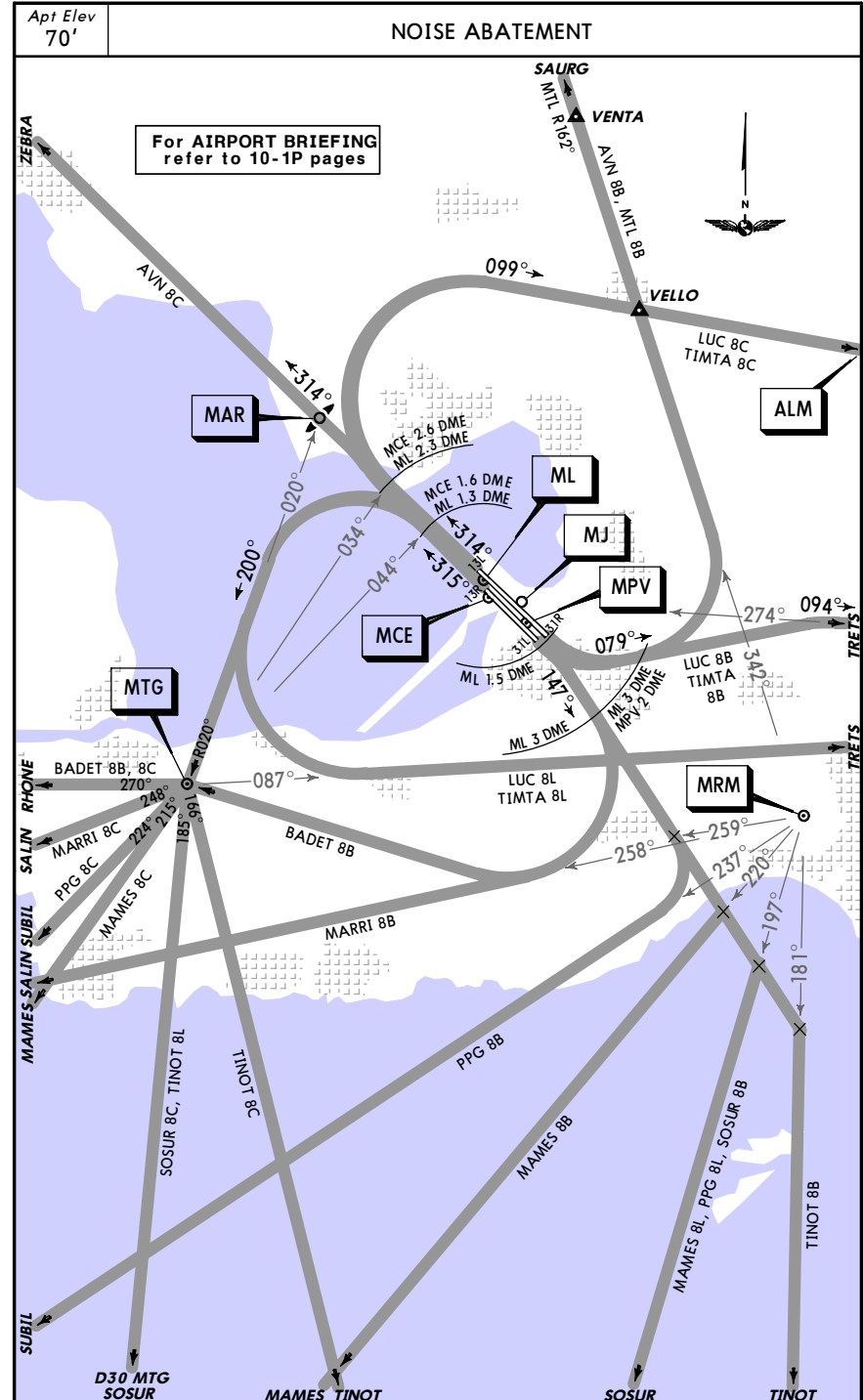
These SIDs require a minimum climb gradient of 365' per NM (6%) up to **FL80**.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

If unable to comply advise ATC when requesting start-up clearance.

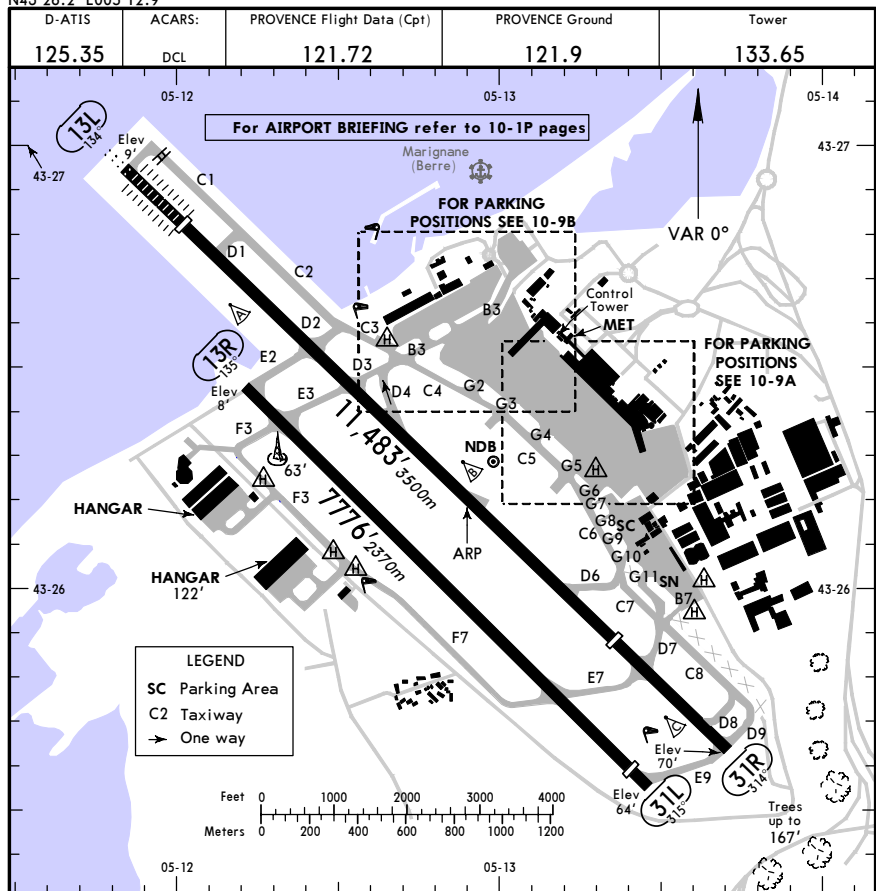
RWY	INITIAL CLIMB
31L	Climb straight ahead, at 770' , but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG.
31R	Climb straight ahead, at 670' , but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG.
SID	ROUTING
TINOT 8C	At MTG, MTG R-166 to TINOT.
TINOT 8L	At MTG, MTG R-185, intercept FJR R-133 to TINOT.

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JEPPesen MARSEILLE/PROVENCE, FRANCE
(10-4) 9 MAR 07 Eff 15 Mar NOISE



LFML/MRS
Apt Elev **70'**
N43 26.2 E005 12.9

JEPPESEN MARSEILLE/PROVENCE, FRANCE
29 JUN 07 **(10-9)**
MARSEILLE/PROVENCE

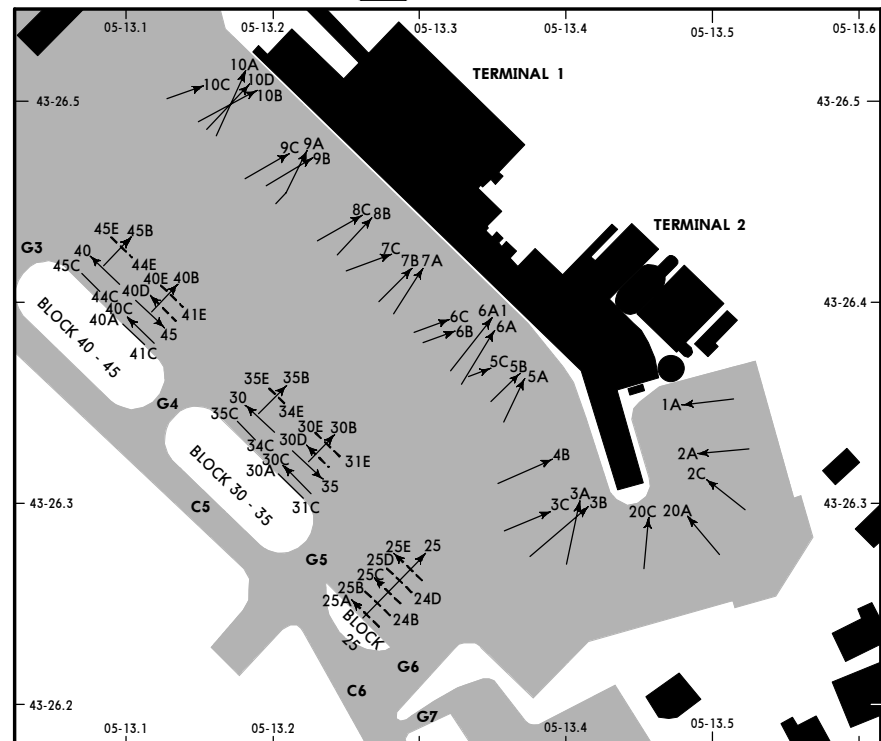


ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
				Threshold	Glide Slope	
13L	HIRL (60m)	CL HIALS-II TDZ	RVR	10,367' 3160m	9334' 2845m	148'
31R	HIRL (60m)	CL REIL PAPI-L (4.0°)	RVR	9318' 2840m	8458' 2578m	45m
13R	HIRL (60m)	REIL PAPI-L (3.0°)	VIBAL		6743' 2055m	148'
31L	HIRL (60m)	REIL PAPI-L (4.0°)	VIBAL	7431' 2265m		45m

JAR-OPS TAKE-OFF 1				
Rwy 13L/31R		All Rwys		
LVP must be in Force		LVP must be in Force		
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	150m	200m	250m 2	400m
C				500m
D	200m	250m	300m 2	
1 Operators applying U.S. Ops Specs: CL required below 300m.				
2 Rwy 13R/31L: 400m at NIGHT.				

LFML/MRS
29 JUN 07 **(10-9A)**
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE



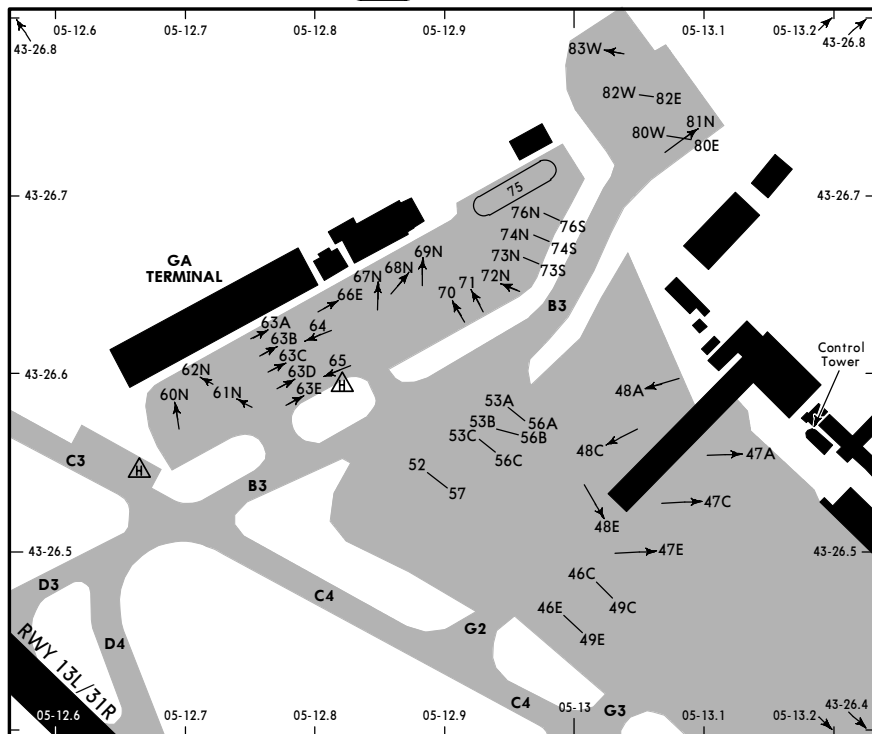
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 2C	N43 26.3 E005 13.5	31E	N43 26.3 E005 13.3
3A thru 4B	N43 26.3 E005 13.4	34C, 34E, 35	N43 26.3 E005 13.2
5A thru 6A1	N43 26.4 E005 13.4	35B	N43 26.4 E005 13.2
6B thru 8C	N43 26.4 E005 13.3	35C	N43 26.3 E005 13.2
9A thru 10D	N43 26.5 E005 13.2	35E	N43 26.4 E005 13.2
20A, 20C	N43 26.3 E005 13.5	40 thru 45E	N43 26.4 E005 13.1
24B	N43 26.2 E005 13.3		
24D thru 25E	N43 26.3 E005 13.3		
30	N43 26.4 E005 13.2		
30A thru 31C	N43 26.3 E005 13.2		

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JEPPESEN MARSEILLE/PROVENCE, FRANCE

10 AUG 07 10-9B

MARSEILLE/PROVENCE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
46C, 46E 47A 47C, 47E 48A, 48C 48E, 49C, 49E	N43 26.5 E005 13.0 N43 26.6 E005 13.1 N43 26.5 E005 13.1 N43 26.6 E005 13.0 N43 26.5 E005 13.0	60N thru 62N 63A thru 66E 67N 68N, 69N 70, 71	N43 26.6 E005 12.7 N43 26.6 E005 12.8 N43 26.7 E005 12.8 N43 26.7 E005 12.9 N43 26.6 E005 12.9
52 53A thru 53C 56A, 56B 56C 57	N43 26.5 E005 12.9 N43 26.6 E005 12.9 N43 26.6 E005 13.0 N43 26.6 E005 12.9 N43 26.5 E005 12.9	72N 73N thru 76S 80E thru 81N 82E 82W, 83W	N43 26.7 E005 12.9 N43 26.7 E005 13.0 N43 26.7 E005 13.1 N43 26.8 E005 13.1 N43 26.8 E005 13.0

CHANGES: Stands. Coordinates.

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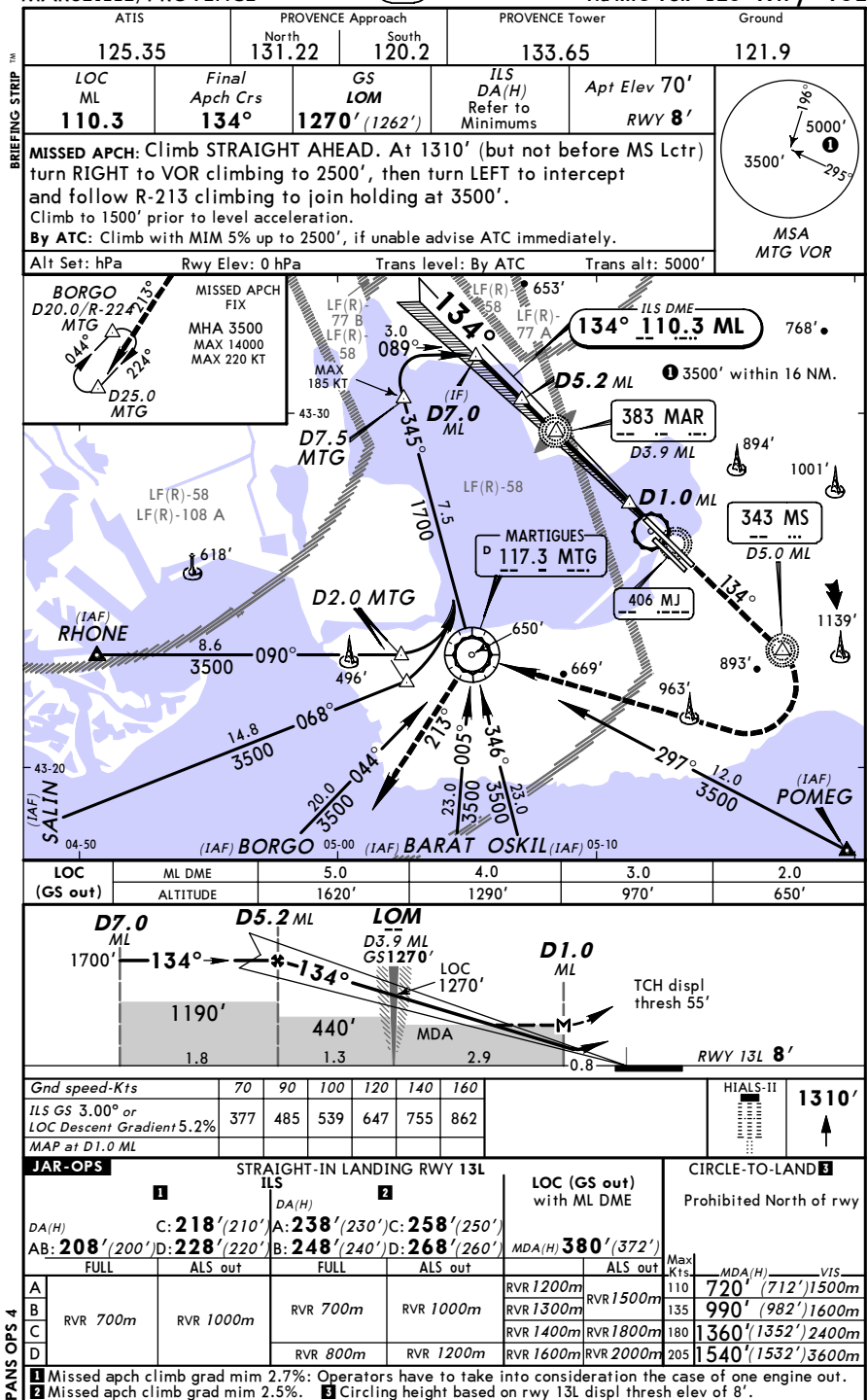
JEPPESEN MARSEILLE/PROVENCE, FRANCE

9 MAR 07 11-1

Eff 15 Mar

via MTG VOR

ILS Rwy 13L

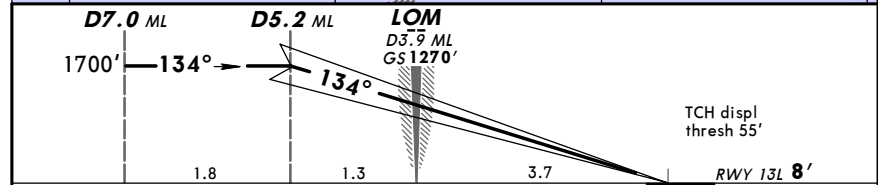
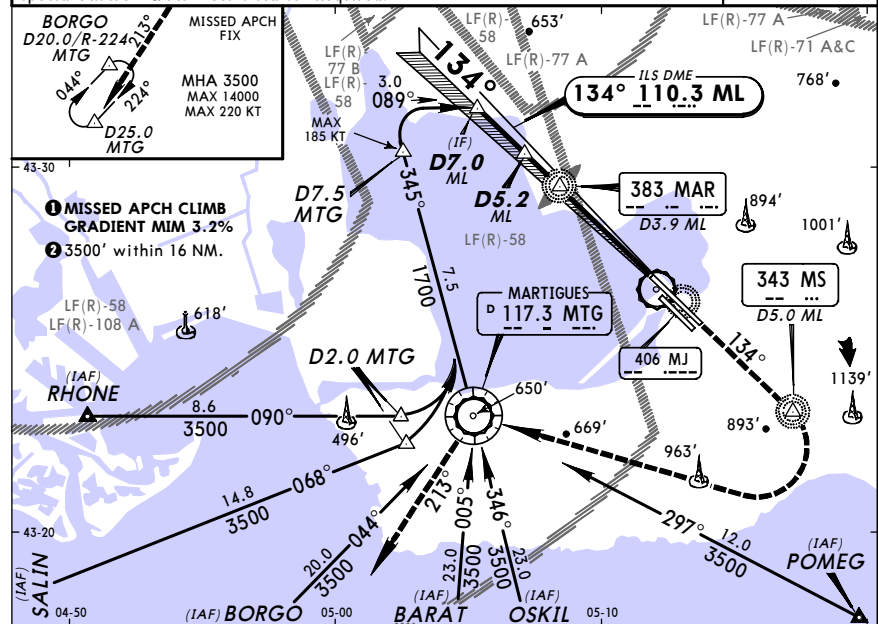


LFML/MRS
MARSEILLE/PROVENCE **9 MAR 07** **11-1A** **Eff 15 Mar** **CAT A, B & C** **CAT II ILS Rwy 13L**
via MTG VOR

ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	133.65	121.9
LOC ML	Final Apch Crs	GS LOM	CAT II ILS RA 99' DA(H)	Apt Elev 70'	
110.3	134°	1270' (1262')	108' (100')	RWY 8'	

MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-213 climbing to join holding at 3500'.
Climb to 1500' prior to level acceleration.
By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'
Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II
GS	3.00°	377	485	539	647	755	862

JAR-OPS		STRAIGHT-IN LANDING RWY 13L		CAT II ILS	
ABC		Missed apch climb gradient mim 3.2%		D	
RA 99'					
DA(H) 108' (100')					
RVR 300m		NOT APPLICABLE			

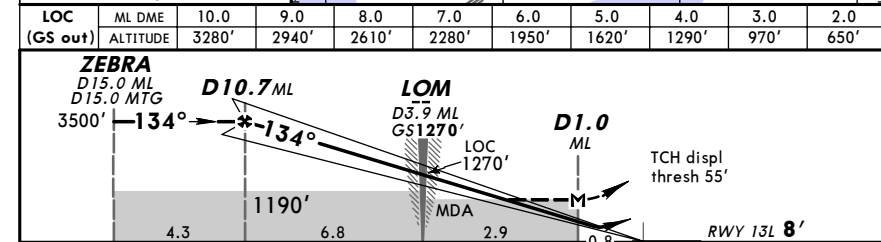
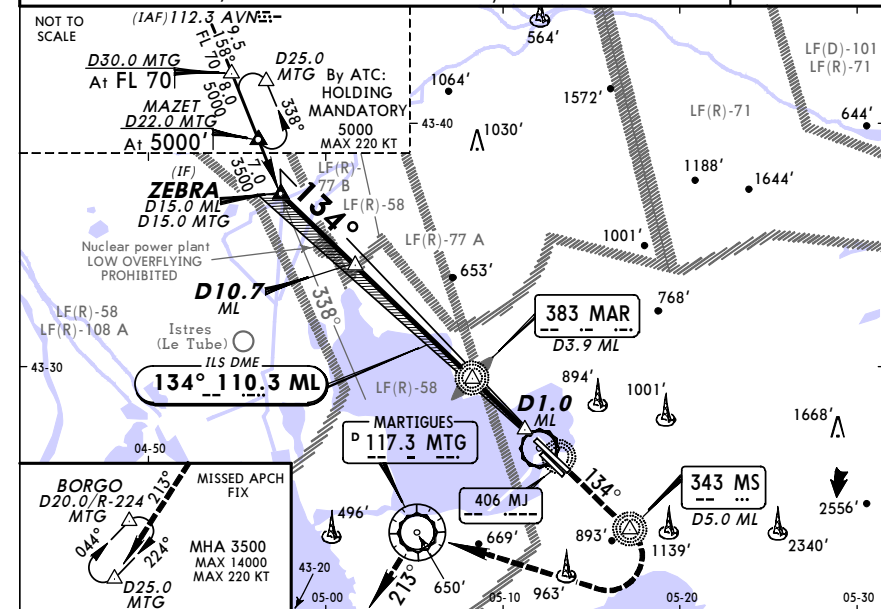
- 1 Not applicable for acft with wingspan exceeding 213'/65m.
2 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LFML/MRS
MARSEILLE/PROVENCE **9 MAR 07** **11-2** **Eff 15 Mar** **CAT A, B & C** **CAT II ILS Rwy 13L**
via AVN VOR

ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	133.65	121.9
LOC ML	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 70'	
110.3	134°	1270' (1262')		RWY 8'	

MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-213 MTG climbing to rejoin holding at 3500'.
Climb to 1500' prior to level acceleration.
By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'
MSA AVN VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	1310'


JAR-OPS		STRAIGHT-IN LANDING RWY 13L		LOC (GS out) with ML DME		CIRCLE-TO-LAND	
1		2		3		4	
DA(H) C: 218' (210') A: 238' (230') C: 258' (250')		DA(H) A: 238' (230') C: 258' (250')		DA(H) A: 238' (230') C: 258' (250')		DA(H) A: 238' (230') C: 258' (250')	
AB: 208' (200') D: 228' (220')		AB: 208' (200') D: 228' (220')		AB: 208' (200') D: 228' (220')		AB: 208' (200') D: 228' (220')	
FULL		FULL		FULL		FULL	
ALS out		ALS out		ALS out		ALS out	
RVR 700m		RVR 700m		RVR 700m		RVR 700m	
RVR 1000m		RVR 1000m		RVR 1000m		RVR 1000m	
RVR 800m		RVR 800m		RVR 800m		RVR 800m	
RVR 1200m		RVR 1200m		RVR 1200m		RVR 1200m	

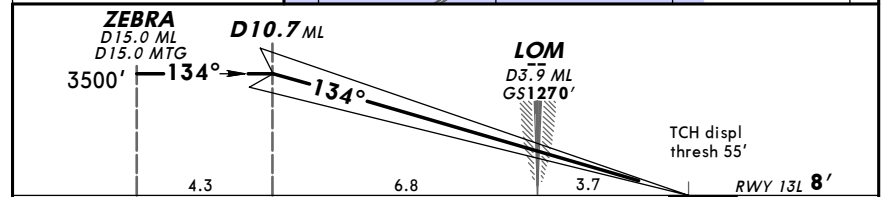
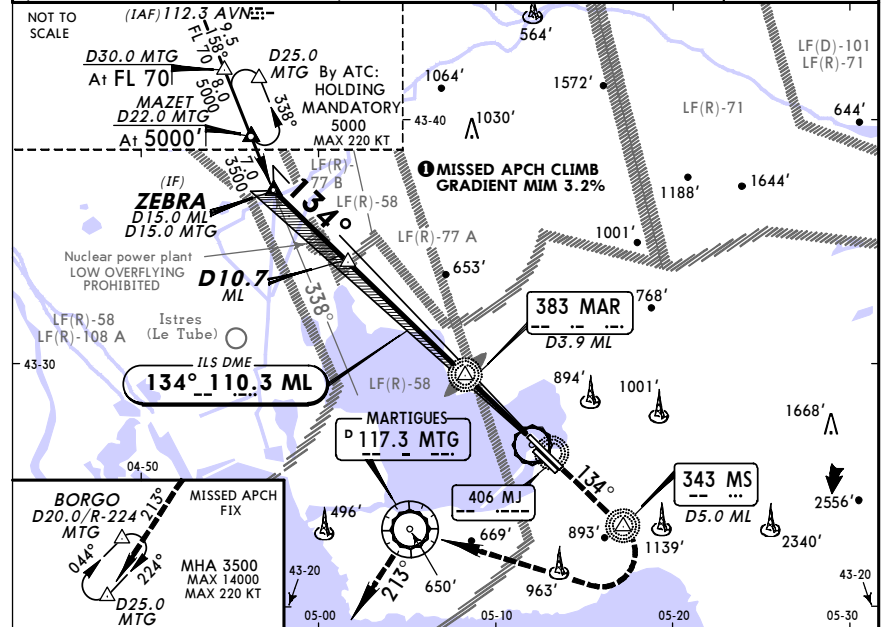
- 1 Missed apch climb grad mim 2.7%. Operators have to take into consideration the case of one engine out.
2 Missed apch climb grad mim 2.5%. 3 Circling height based on rwy 13L displ thresh elev of 8'.
4 Missed apch climb grad mim 2.7%. Operators have to take into consideration the case of one engine out.

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

9 MAR 07 Eff 15 Mar 11-2A CAT II ILS Rwy 13L

BRIEFING STRIP	ATIS		PROVENCE Approach North South		PROVENCE Tower		Ground	
	125.35		131.22 120.2		133.65		121.9	
	LOC ML	Final Aptch Crs	GS LOM	CAT II ILS RA 99' DA(H) 108' (100')		Apt Elev 70'		
	110.3	134°	1270' (1262')			RWY 8'		
	MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-213 MTG climbing to rejoin holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'		
Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1310'
GS	377	485	539	647	755	862		


JAR-OPS		STRAIGHT-IN LANDING RWY 13L		CAT II ILS		Missed apch climb gradient mim 3.2%		D	
ABC		RA 99'		DA(H)		108' (100')		NOT APPLICABLE	
RVR		300m							

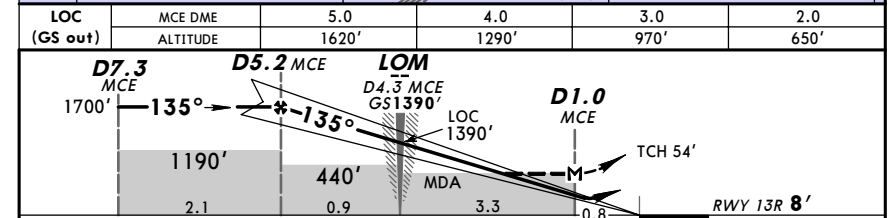
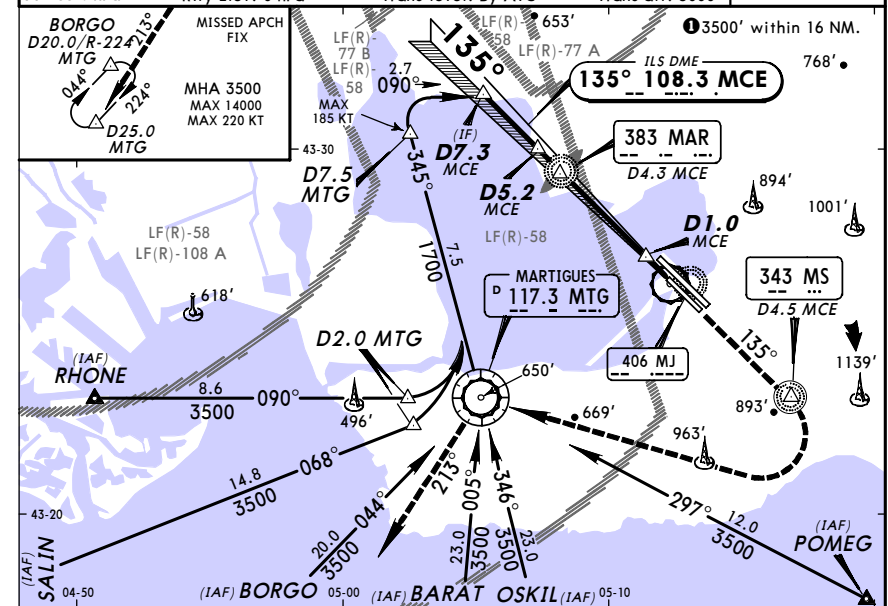
1 Not applicable for acft with wingspan exceeding 213'/65m.
2 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

9 MAR 07 11-3 Eff 15 Mar via MTG VOR ILS Rwy 13R

BRIEFING STRIP ™	ATIS		PROVENCE Approach		PROVENCE Tower		Ground	
	125.35		North 131.22	South 120.2	133.65		121.9	
	LOC MCE	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 70'			
	108.3	135°	1390' (1382')		RWY 8'			
	<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-213 climbing to join holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>							
	Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'	
							MSA MTG VOR	

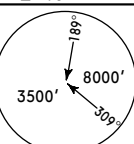


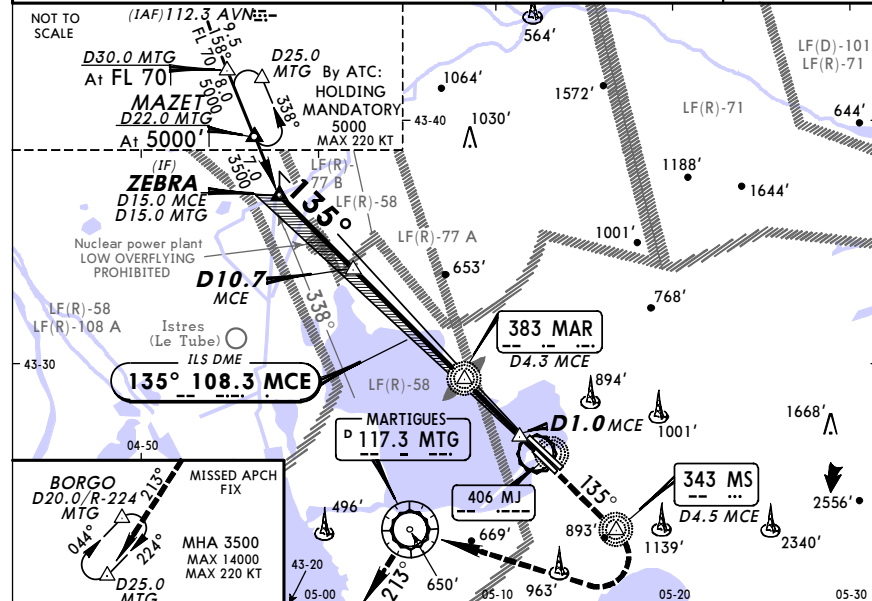
LOC (GS out)	MCE DME	5.0	4.0	3.0	2.0
ALTIMETER	ALTITUDE	1620'	1290'	970'	650'

JAR-OPS		STRAIGHT-IN LANDING RWY 13R		LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%		A: 338' (330') C: 358' (350')		Prohibited North of rwy	
A: 238' (230') C: 258' (250')		B: 348' (340') D: 368' (360')		MDA(H)		Max	
B: 248' (240') D: 268' (260')		390' (382')		RVR 1500m		110	
RVR 1000m		RVR 1200m		RVR 1800m		135	
RVR 1200m				RVR 2000m		180	
						205	

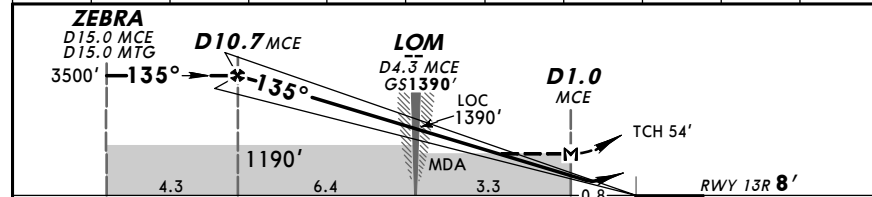
1 Circling height based on rwy 13R thresh elev of 8'.

LFML/MRS
MARSEILLE/PROVENCE
JEPPesenMARSEILLE/PROVENCE, FRANCE
9 MAR 07 (11-4) Eff 15 Mar via AVN VOR ILS Rwy 13R

BRIEFING STRIP	ATIS		PROVENCE Approach North		PROVENCE Tower		Ground			
	125.35		131.22		120.2		133.65		121.9	
	LOC MCE	Final Apch Crs		GS LOM		ILS DA(H) Refer to Minimums		Apt Elev 70'		
	108.3	135°		1390' (1382')				RWY 8'		
	MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-213 climbing to rejoin holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'		MSA AVN VOR		



LOC	MCE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3280'	2940'	2610'	2280'	1950'	1620'	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1310'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at D1.0 MCE								

JAR-OPS				STRAIGHT-IN LANDING RWY 13R		CIRCLE-TO-LAND 1	
Missed apch climb grad min 3.0% A: 238' (230') C: 258' (250') B: 248' (240') D: 268' (260')				Missed apch climb grad min 2.5% A: 338' (330') C: 358' (350') B: 348' (340') D: 368' (360')		Prohibited North of rwy	
LOC (GS out)				MDA(H) 390' (382')		Max Kts	
A				RVR 1500m		110 720' (712') 1500m	
B				RVR 1000m		135 990' (982') 1600m	
C				RVR 1200m		180 1360' (1352') 2400m	
D				RVR 2000m		205 1540' (1532') 3600m	

1 Circling height based on rwy 13R thresh elev of 8'.

LFML/MRS
MARSEILLE/PROVENCE
JEPPesenMARSEILLE/PROVENCE, FRANCE
9 NOV 07 (11-05) Eff 22 Nov CAT A, B & C

ILS Rwy 31R CONTINUOUS DESCENT APPROACH (CDA)

DESCRIPTION

Concerning the ILS Rwy 31R the CDA is a flight technique used to avoid the aircraft levelling off below 2500' before the final descent. The flight must be performed in such a way that this level is reduced to the minimum length which enables the aircraft to be stabilized at the altitude desired by the operator in landing configuration. The glidepath will be intercepted from below at a minimum altitude of 2500'.

The necessary additions (speed and altitude constraints) have been made to the existing procedure to enable it to be used as per the CDA flight technique.

The CDA profile begins at ARLET. The final approach gradient is 4.0°, therefore each operator is forced to define both speeds and configurations of drag-generating parts extension, enabling the aircraft to position itself in final descent at an altitude of 2500', during the entire procedure.

The minimum altitude at which aircraft must be stabilized in landing configuration, defined in the operating manual, must be taken into account.

If the aircraft is under radar vectoring it will receive CDA ILS Rwy 31R approach clearance at an altitude of 4000' prior to ARLET.

If the aircraft is not under radar vectoring it will be authorized to make the approach at an altitude lower than 5000', which means that the pilot can choose between 4000' and 5000'.

By choosing the altitude the pilot can optimize the aircraft's descent profile depending on wind parameters.

A CDA cannot be carried out in the event of a circling procedure (with or without prescribed flight tracks).

Beginning with ARLET, CDA specific actions have been added to the procedure. These contains a Distance To Go (DTG) to the displaced threshold, an altitude or range of altitudes and a max speed.

The CDA cannot be used by aircraft category D.

EVALUATION CONDITIONS

Those airlines wishing to participate in the evaluation of the CDA procedure must inform the DGAC of their intentions one week in advance by contacting the following address:

DGAC/SNA-SSE
BP1
AEROPORT de MARSEILLE/PROVENCE
13727 MARIGNANE CEDEX
FRANCE

The CDA will be performed or not on a voluntary basis depending on the given circumstances.

TRAINING

Each operator must ensure that the pilots of all different types of aircraft are aware of the CDA performance conditions. The strategy to be adopted must be defined for each type of aircraft.

PHRASEOLOGY

The voluntary crew makes a request before the VENTA, MTG VOR, OB NDB, KUBOL or CALAN IAF:

"Provence, CITRON AIR 3 2 4 5, requesting CDA ILS approach Rwy 31R."

If the ATC unit refuses this request, it replies as follows:

"CITRON AIR 3 2 4 5, negative approach CDA, cleared ILS approach Rwy 31R."

If the ATC unit accepts this request, it replies as follows:

"CITRON AIR 3 2 4 5, cleared CDA ILS approach Rwy 31R, report ARLET",

"CITRON AIR 3 2 4 5, vectoring to ARLET for CDA ILS approach RWY 31R."

The crew conforms with ATC instructions and begins CDA at ARLET once it has received approach clearance:

"CITRON AIR 3 2 4 5, resume own navigation to ARLET, cleared CDA ILS approach Rwy 31R."

The crew or ATC unit can interrupt the CDA at any moment, and return to the nominal ILS 31R procedure.

Any clearance lower than 4000' at ARLET leads to the CDA clearance being cancelled:

"CITRON AIR 3 2 4 5, cancel CDA, descend"

Cancellation by the crew:

"Provence, CITRON AIR 3 2 4 5, cancelling CDA."

PROGRESS REPORT

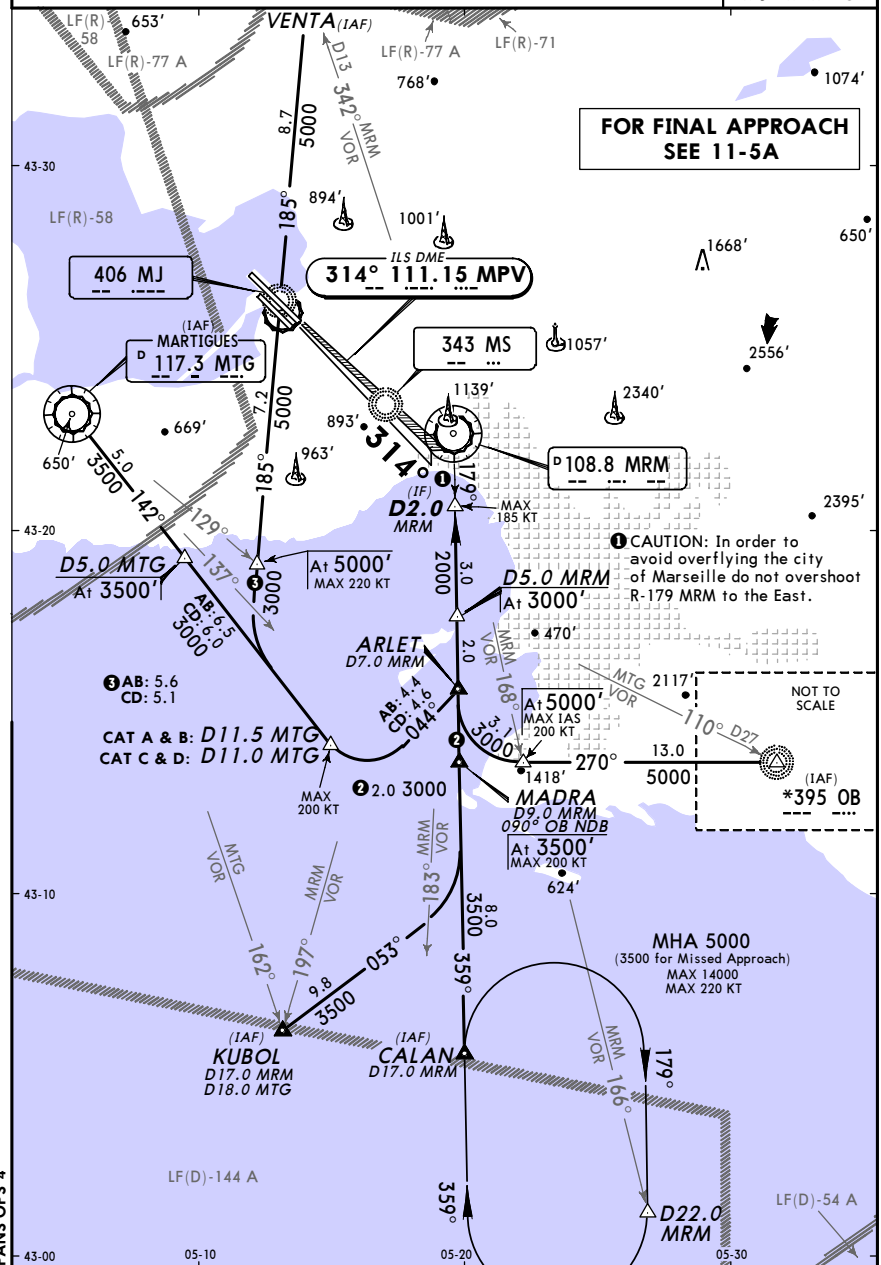
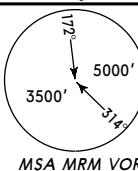
Those airlines participating in the evaluation will be requested to present a progress report, and report any possible onboard events related to CDA performance.

DURATION OF THE EVALUATION

The evaluation will end on 7 MAY 08. If an airline wishes to terminate its participation in the evaluation before the end of this period, it will inform the DGAC of its decision.

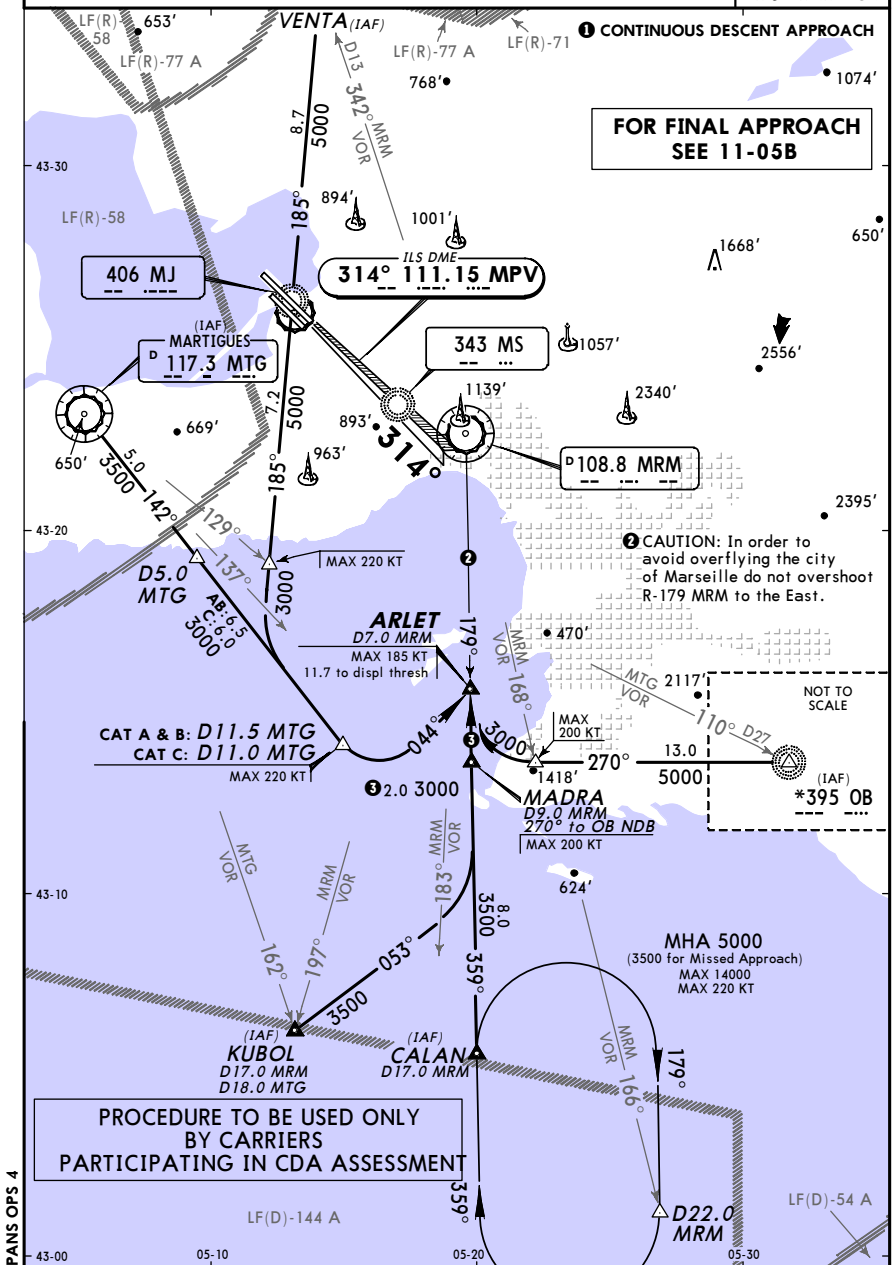
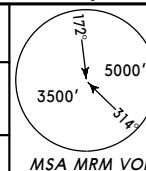
LFML/MRS
MARSEILLE/PROVENCE 9 MAR 07 (11-5) Eff 15 Mar
JEPPESEN MARSEILLE/PROVENCE, FRANCE
ILS Rwy 31R

ATIS	PROVENCE North	Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.65	121.9
LOC MPV 111.15	Final Apch Crs 314°	GS Refer to chart 11-5A	ILS DA(H) Refer to chart 11-5A	Apt Elev 70' RWY 53'
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				



LFML/MRS
MARSEILLE/PROVENCE 9 NOV 07 (11-05A) Eff 22 Nov CAT A, B & C ILS Rwy 31R
JEPPESEN MARSEILLE/PROVENCE, FRANCE

ATIS	PROVENCE North	Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.65	121.9
LOC MPV 111.15	Final Apch Crs 314°	GS Refer to chart 11-05B	ILS DA(H) Refer to chart 11-05B	Apt Elev 70' RWY 53'
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				

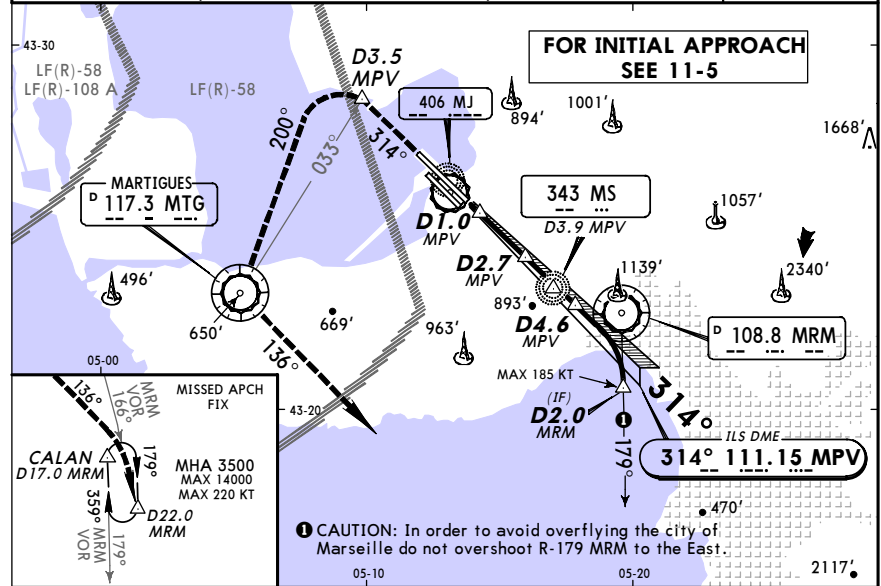


LFML/MRS
MARSEILLE/PROVENCE 9 MAR 07 (11-5A) Eff 15 Mar
JEPPesen MARSEILLE/PROVENCE, FRANCE
ILS Rwy 31R

ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	133.65	121.9
LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H)	Apt Elev 70'	
111.15	314°	1690' (1637')	353' (300')	RWY 53'	

MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept and follow R-020 inbound to MTG VOR climbing to 2500', then turn LEFT and climb on R-136 MTG to 3500' to intercept R-166 MRM and rejoin holding.
Climb to 1300' prior to level acceleration.
By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out)	MPV DME ALTITUDE	2.0	3.0	4.0
		900'	1330'	1760'

MS Lctr D3.9 MPV GS 1690' **D4.6** MPV **D2.0** MRM

D1.0 MPV LOC 1200' **D2.7** MPV LOC 1200' **D4.6** MPV LOC 1200' **D2.0** MRM

TCH displ thresh 58' **RWY 31R 53'** **MDA** 0.8 1.7 1.2 0.7

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 4.00° or	502	645	716	860	1003	1146
LOC Descent Gradient 7.0%						
MAP at D1.0 MPV						

JAR-OPS STRAIGHT-IN LANDING RWY 31R **CIRCLE-TO-LAND** **D3.5** MPV

ILS		LOC (GS out) with MPV DME		Prohibited North of rwy	
DA(H) 353' (300')		MDA(H) AB: 670' (617') D: 860' (807')		Max Kts	
				110	720' (667') 1500m
				135	990' (937') 1600m
				180	1360' (1307') 2400m
				205	1540' (1487') 3600m

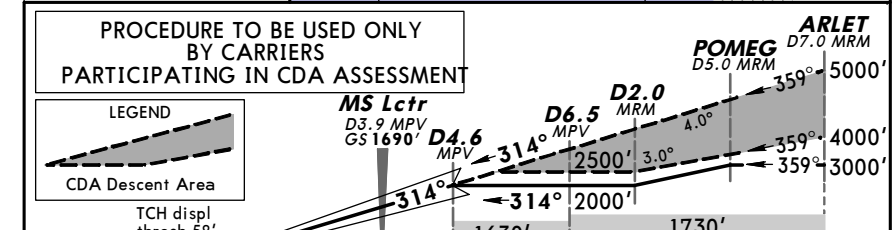
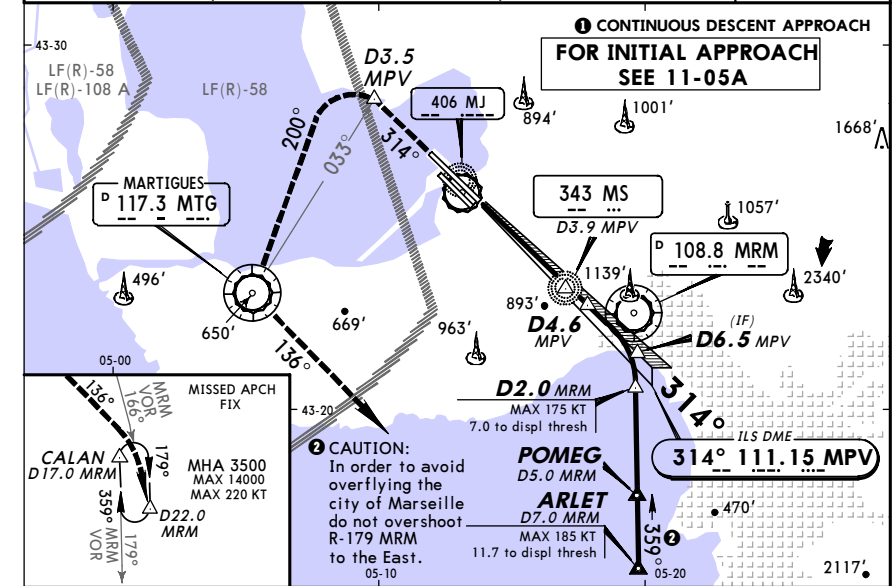
A NIGHT: If PAPI u/s CAT A: VIS 1500m, B: VIS 1600m, C: VIS 2400m and D: VIS 3600m
B Circling height based on rwy 31R displ thresh elev of 53'.
C RVR 1500m **D** RVR 1200m **E** RVR 2000m

LFML/MRS
MARSEILLE/PROVENCE 9 NOV 07 (11-05B) Eff 22 Nov CAT A, B & C
JEPPesen MARSEILLE/PROVENCE, FRANCE
ILS Rwy 31R

ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	133.65	121.9
LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H)	Apt Elev 70'	
111.15	314°	1690' (1637')	353' (300')	RWY 53'	

MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept and follow R-020 inbound to MTG VOR climbing to 2500', then turn LEFT and climb on R-136 MTG to 3500' to intercept R-166 MRM and rejoin holding.
Climb to 1300' prior to level acceleration.
By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160
GS 4.00°	502	645	716	860	1003	1146

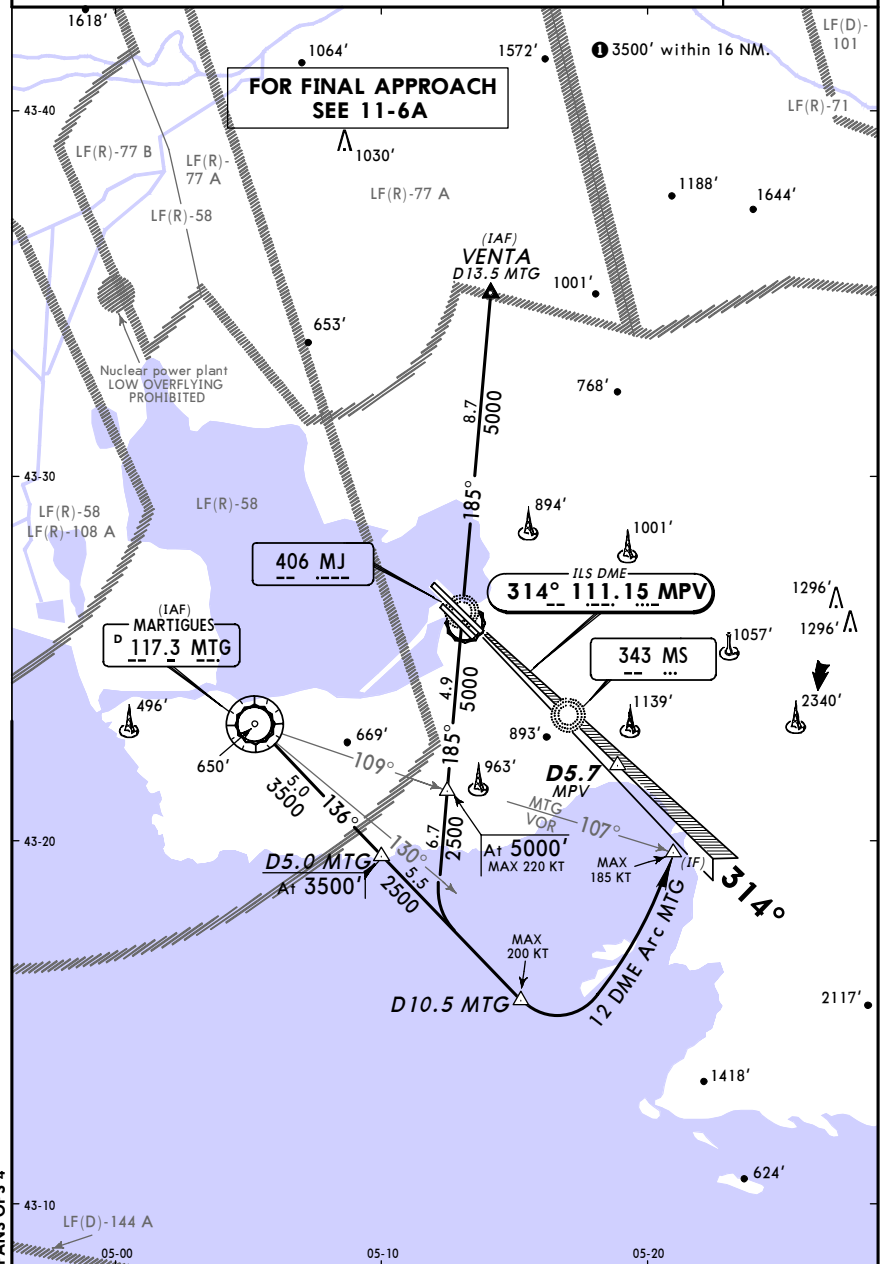
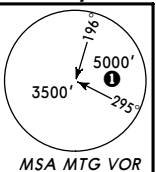
JAR-OPS STRAIGHT-IN LANDING RWY 31R **D3.5** MPV

ILS		LOC (GS out)		Prohibited North of rwy	
DA(H) 353' (300')		MDA(H) AB: 670' (617') D: 860' (807')		Max Kts	
				110	720' (667') 1500m
				135	990' (937') 1600m
				180	1360' (1307') 2400m
				205	1540' (1487') 3600m

A NIGHT: If PAPI u/s CAT A: VIS 1500m, B: VIS 1600m, C: VIS 2400m and D: VIS 3600m
B Circling height based on rwy 31R displ thresh elev of 53'.
C RVR 1500m **D** RVR 1200m **E** RVR 2000m

LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 **11-6** Eff 15 Mar if MRM VOR u/s ILS Rwy 31R

ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.65	121.9
LOC MPV 111.15	Final Apch Crs 314°	GS Refer to chart 11-6A	ILS DA(H) Refer to chart 11-6A	Apt Elev 70' RWY 53'
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'

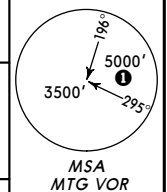


CHANGES: Communications.

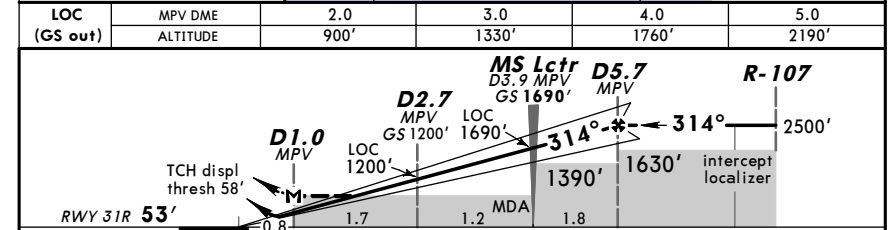
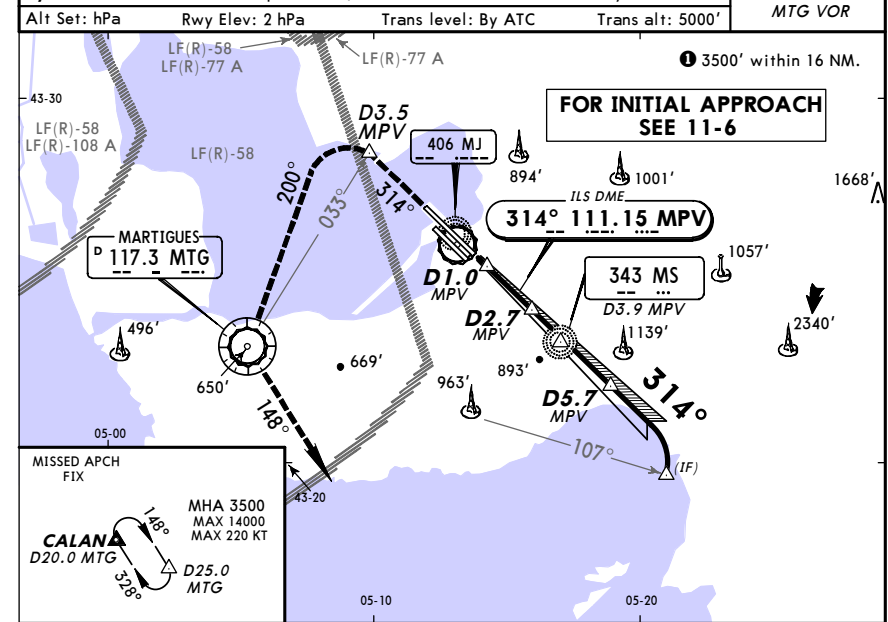
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LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 **11-6A** Eff 15 Mar if MRM VOR u/s ILS Rwy 31R

ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.65	121.9
LOC MPV 111.15	Final Apch Crs 314°	GS MS Lctr 1690' (1637')	ILS DA(H) 353' (300')	Apt Elev 70' RWY 53'
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'



MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept and follow R-020 inbound to VOR climbing to 2500', then turn LEFT and climb on R-148 to CALAN to join holding at 3500'. Climb to 1300' prior to level acceleration.
By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.



LOC (GS out)	MPV DME	2.0	3.0	4.0	5.0
ALTITUDE		900'	1330'	1760'	2190'

JAR-OPS		STRAIGHT-IN LANDING RWY 31R		CIRCLE-TO-LAND 2	
ILS		LOC (GS out) with MPV DME		Prohibited North of rwy	
DA(H) 353' (300')		MDA(H) AB: 670' (617') D: 860' (807')		Max Kts	
A		RVR 1200m		720' (667')	
B		RVR 1500m		990' (937')	
C		RVR 2000m		1360' (1307')	
D				1540' (1487')	

1 NIGHT: If PAPI u/s CAT A: VIS 1500m, B: VIS 1600m, C: VIS 2400m and D: VIS 3600m

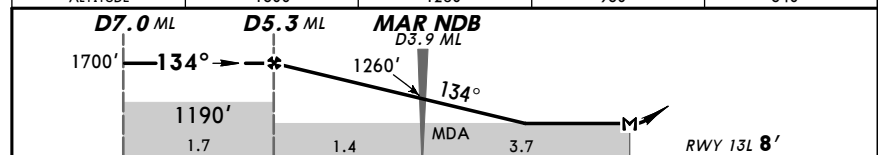
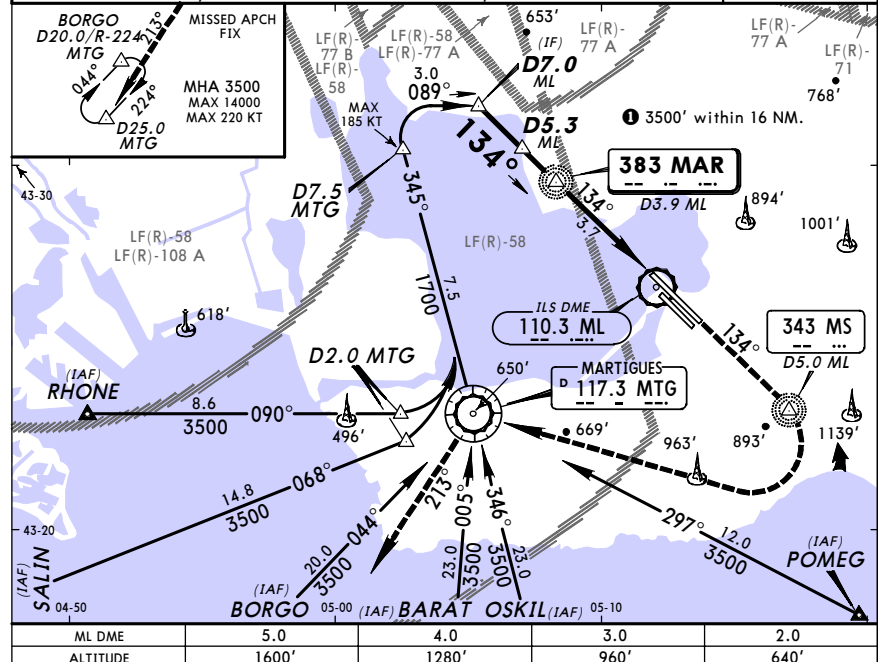
2 Circling height based on rwy 31R displ thresh elev of 53'.

CHANGES: Communications.

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LFML/MRS
MARSEILLE/PROVENCE 9 MAR 07 (16-1) Eff 15 Mar via MTG VOR NDB Rwy 13L

ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	133.65	121.9
NDB MAR 383	Final Apch Crs 134°	Procedure Alt D5.3 ML 1700' (1692')	MDA(H) 700' (692')	Apt Elev 70'	RWY 8'
MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-213 climbing to join holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.					MSA MTG VOR
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1310'
Descent Gradient	5.2%	369	474	527	632	737		
MAR NDB to MAP	3.7	3:10	2:28	2:13	1:51	1:35		

JAR-OPS		STRAIGHT-IN LANDING RWY 13L		CIRCLE-TO-LAND I	
		with ML DME		Prohibited North of rwy	
		MDA(H) 700' (692')			
		ALS out			
A		RVR 1500m		Max Kts	VIS
B		RVR 1800m		110	720' (712') 1500m
C		RVR 2000m		135	990' (982') 1600m
D		RVR 2000m		180	1360' (1352') 2400m
				205	1540' (1532') 3600m

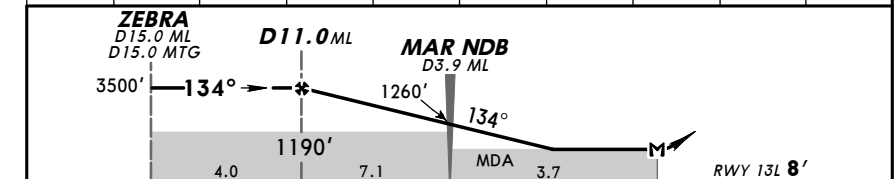
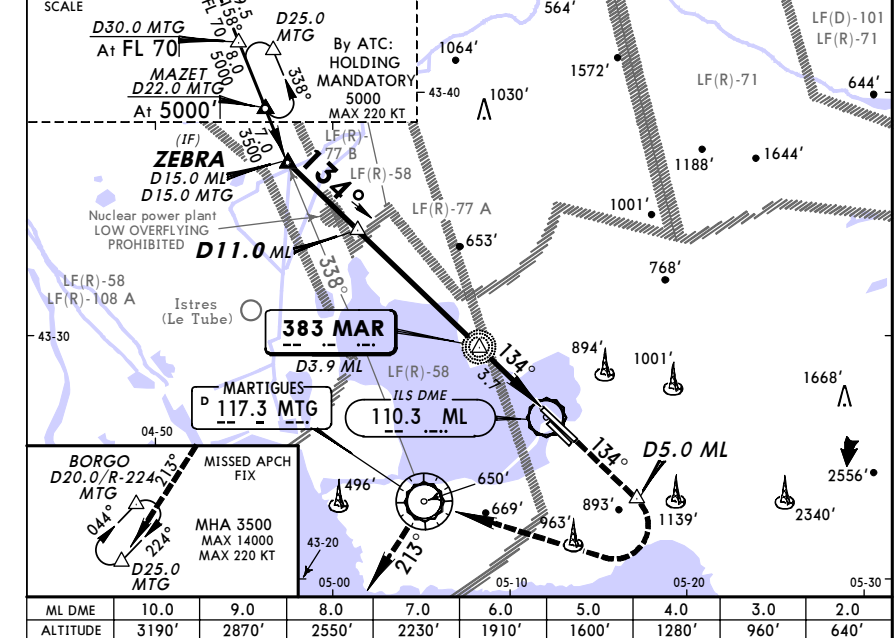
1 Circling height based on rwy 13L displ thresh elev of 8'.

CHANGES: Communications.

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LFML/MRS
MARSEILLE/PROVENCE 9 MAR 07 (16-2) Eff 15 Mar via AVN VOR NDB Rwy 13L

ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	133.65	121.9
NDB MAR 383	Final Apch Crs 134°	Procedure Alt D11.0 ML 3500' (3492')	MDA(H) 700' (692')	Apt Elev 70'	RWY 8'
MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before D5.0 ML) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-213 MTG climbing to rejoin holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.					MSA AVN VOR
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1310'
Descent Gradient	5.2%	369	474	527	632	737		
MAR NDB to MAP	3.7	3:10	2:28	2:13	1:51	1:35		

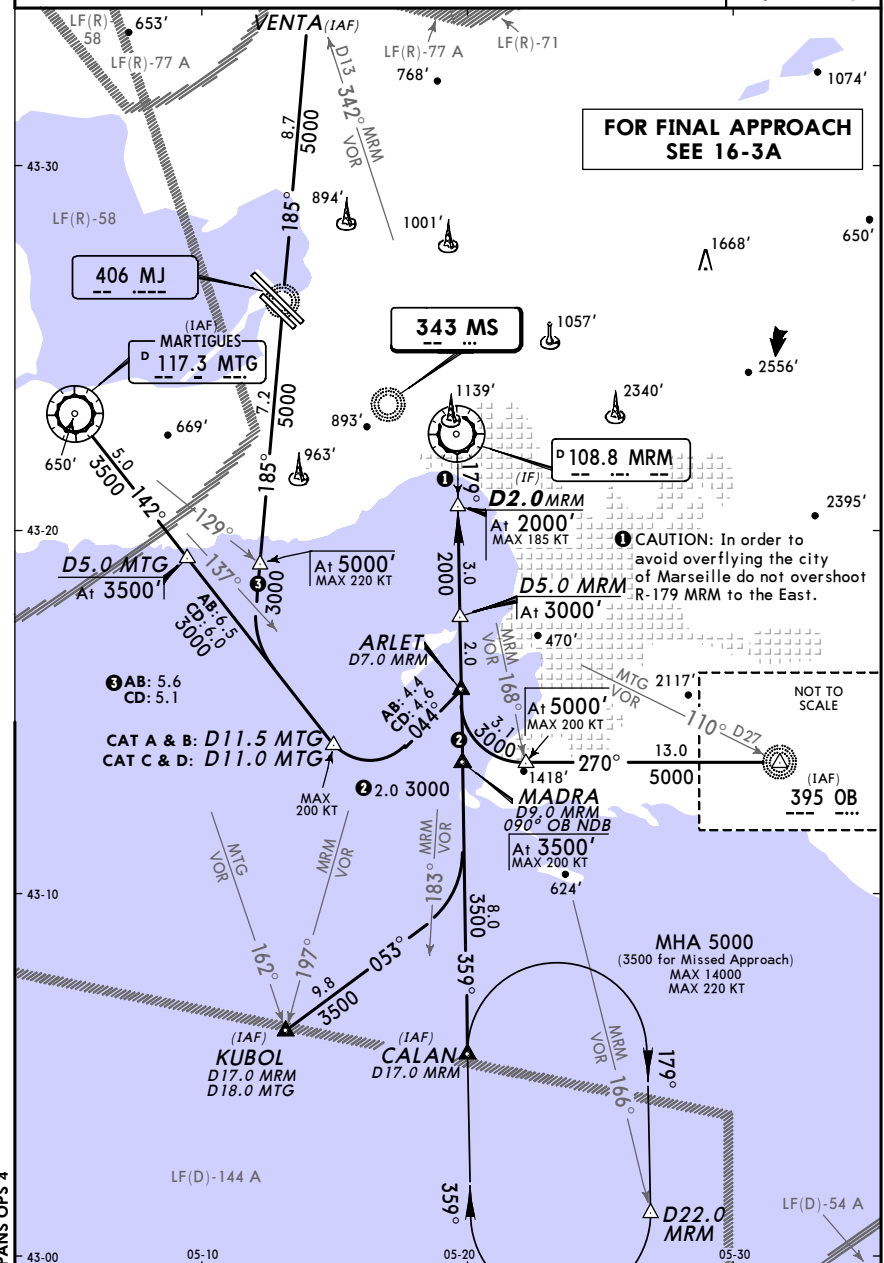
JAR-OPS		STRAIGHT-IN LANDING RWY 13L		CIRCLE-TO-LAND I	
		with ML DME		Prohibited North of rwy	
		MDA(H) 700' (692')			
		ALS out			
A		RVR 1500m		Max Kts	VIS
B		RVR 1800m		110	720' (712') 1500m
C		RVR 2000m		135	990' (982') 1600m
D		RVR 2000m		180	1360' (1352') 2400m
				205	1540' (1532') 3600m

1 Circling height based on rwy 13L displ thresh elev of 8'.

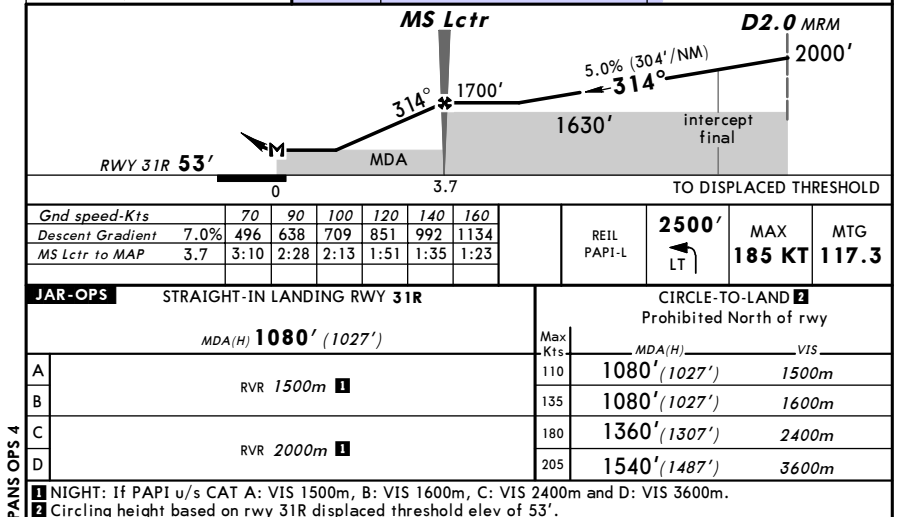
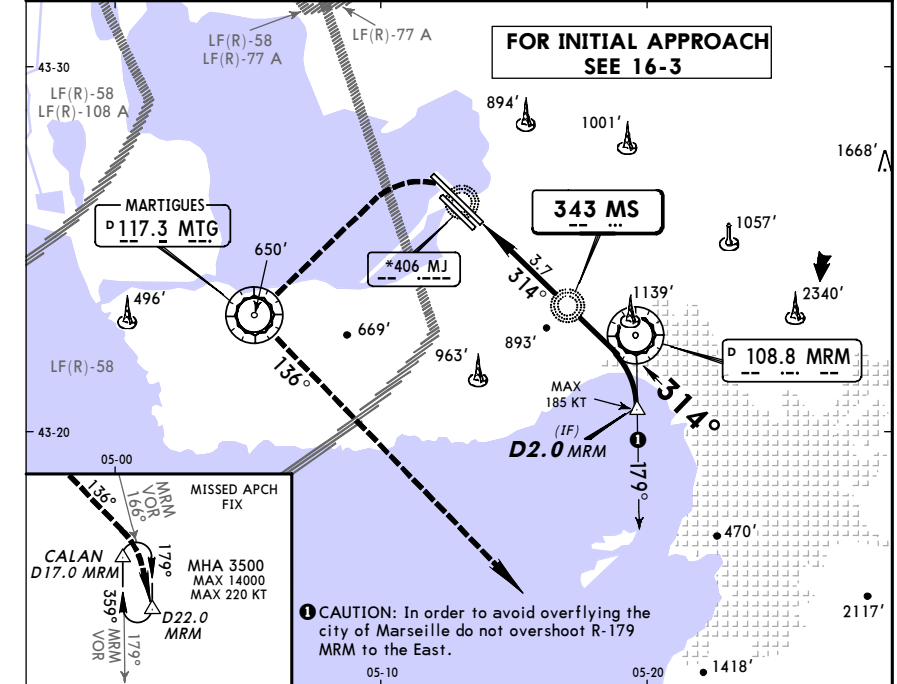
CHANGES: Communications.

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BRIEFING STRIP™	ATIS		PROVENCE Approach North South		PROVENCE Tower		Ground	
	125.35		131.22		120.2		133.65	
	121.9							
	Lctr MS	Final Apch Crs	Minimum Alt Refer to chart	MDA(H) Refer to chart	Apt Elev 70'			
	343	314°	16-3A	16-3A	RWY 53'			
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'		
MSA MRM VOR								



BRIEFING STRIP 10	ATIS 125.35		PROVENCE North 131.22		Approach South 120.2	PROVENCE Tower 133.65		Ground 121.9	
	Lctr MS 343	Final Apch Crs 314°	Procedure Alt MS Lctr 1700' (1647')		MDA(H) 1080' (1027')	Apt Elev 70' RWY 53'			
	MISSED APCH: Climbing turn LEFT (MAX 185 KT) to MTG VOR to 2500', then turn LEFT and climb on R-136 MTG to intercept R-166 MRM and rejoin holding at 3500'. Climb to 2500' prior to level acceleration.								
	Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'		
									MSA MRM VOR



LFML/MRS

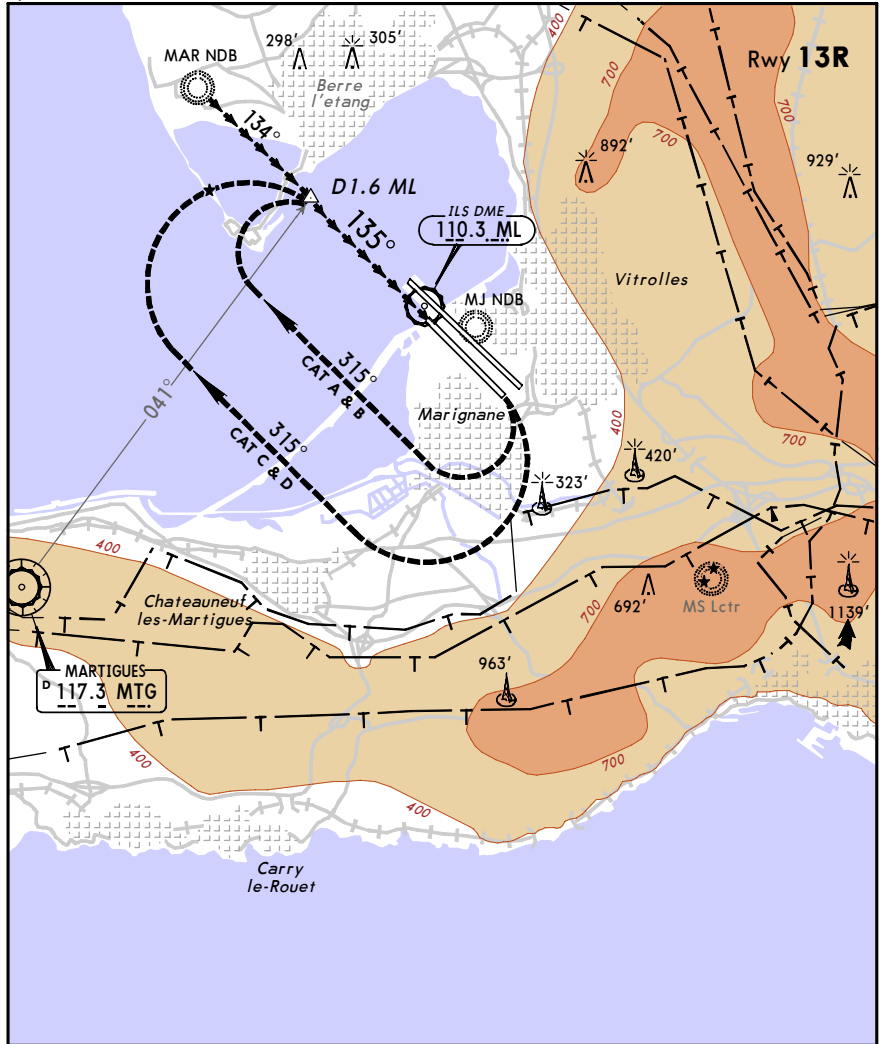
15 SEP 06
Eff 28 Sep

JEPPESEN

(19-10) MARSEILLE/PROVENCE, FRANCE

CIRCLE-TO-LAND WITH
PRESCRIBED FLIGHT TRACKS

Apt Elev 70'



JAR-OPS

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Max Kts	After ILS, LOC (GS out) apch		After NDB apch	
	MDA(H)	VIS	MDA(H)	VIS
A 110	620' (550')	1500m	700' (630')	1500m
B 135	620' (550')	1600m	700' (630')	1600m
C 180	720' (650')	2400m	720' (650')	2400m
D 185	770' (700')	3600m	770' (700')	3600m

PANS OPS 4

CHANGES: Apt elev. Rwy designation. Bearings. Minimums.

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LFML/MRS

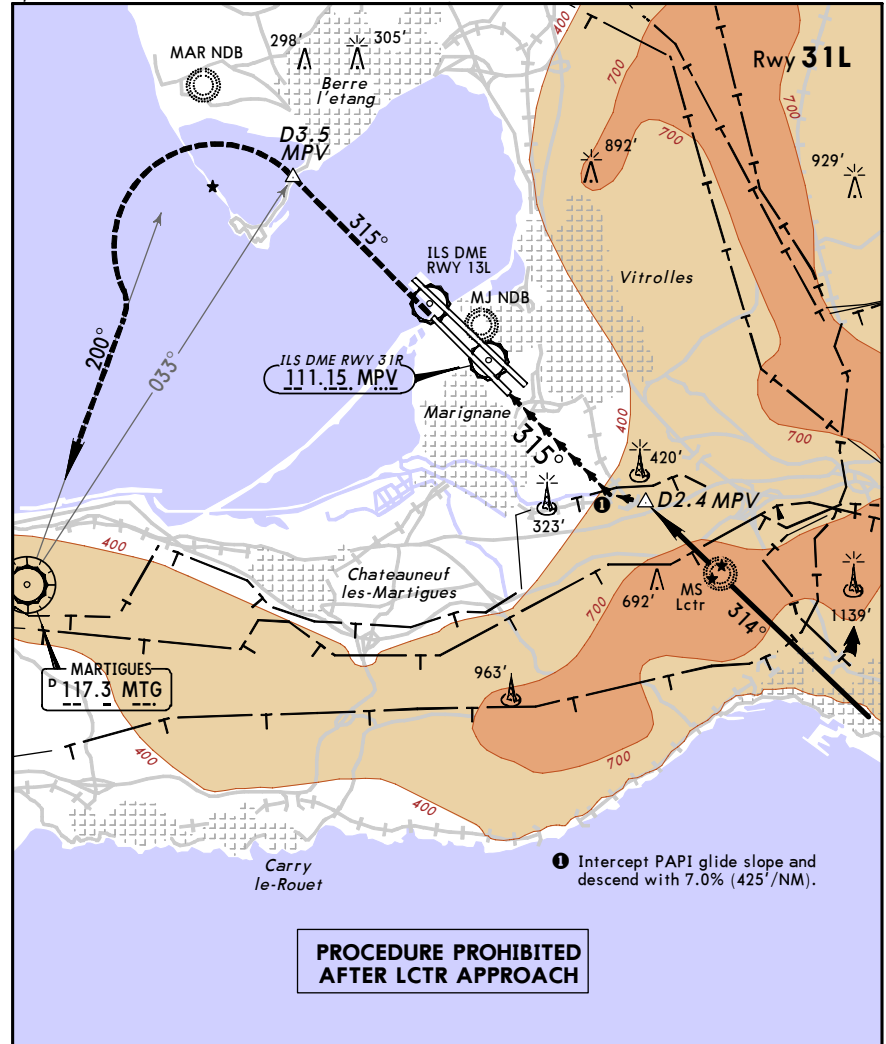
15 SEP 06
Eff 28 Sep

JEPPESEN

(19-11) MARSEILLE/PROVENCE, FRANCE

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Apt Elev 70'



1 Intercept PAPI glide slope and
descend with 7.0% (425'/NM).

PROCEDURE PROHIBITED
AFTER LCTR APPROACH

JAR-OPS

BALKED LANDING:
Climb STRAIGHT AHEAD.
At D3.5 MPV turn LEFT (MAX 185 KT)
to intercept and follow R-020 inbound
VOR climbing to 2500', then follow
missed approach procedure.

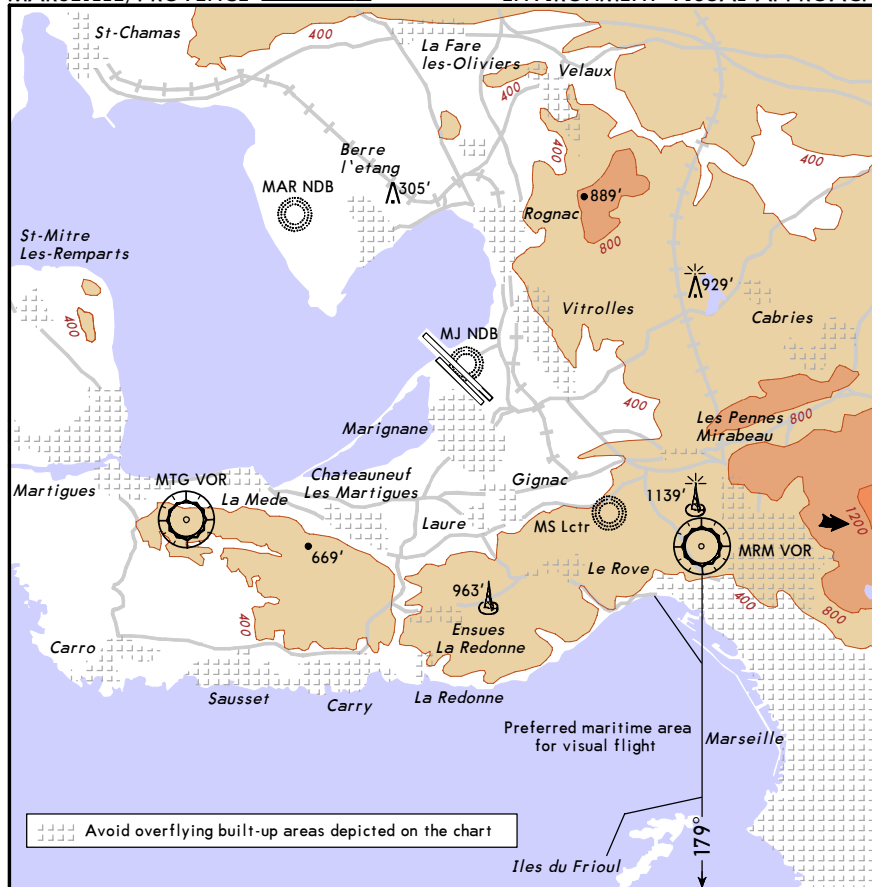
Max Kts	MDA(H)	VIS
A 110	1080' (1010')	1500m
B 135	1080' (1010')	1600m
C 180	1080' (1010')	2400m
D 205	1080' (1010')	3600m

PANS OPS 4

CHANGES: Apt elev. Rwy designations. Bearings. Minimums.

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LFML/MRS
 15 SEP 06
 Eff 28 Sep 19-12
 MARSEILLE/PROVENCE ENVIRONMENT-VISUAL APPROACH



Visual Approach clearance only issued on pilot request

RWY 31L/R instructions, except for safety requirement:

Final approaches to be conducted at a gradient equal to or greater than PAPI gradient (7%), to minimize noise pollution on short final above St Victoret.

Northern arrivals:

Right-hand visual approach:

Recommended speed/FL over VENTA: < 250 KT/FL ≤ 070.

CAT A/B: Base leg between Vitrolles and Les Pennes Mirabeau.

CAT C/D: Base leg South of Les Pennes Mirabeau.

Left-hand visual approach:

Visual approach prohibited between 2300 LT and 0600 LT.

Visual approach by MJ NDB, recommended speed/FL: ≤ 210 KT/FL ≤ 5000.

Visual approach abeam THR 13, recommended speed/FL: ≤ 210 KT/FL ≤ 2500.

Southern and Eastern arrivals:

Visual approach prohibited East of R-179 MRM.

RWY 13L/R Southern and Eastern arrivals:

Left-hand Visual approach: Prohibited.

Right-hand Visual approach: Prohibited South of MTG VOR.