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LFML/MRS

1.1. ATIS

XJEPPESEN

MARSEILLE/PROVENCE, FRANCE AIRPORT BRIEFING

MARSEILLE/PROVENCE

4 MAY 07

1. GENERAL

(10-1P

# D-ATIS 125.35

# 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:

1.2. NOISE ABATEMENT PROCEDURES

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

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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AIRPORT BRIEFING

LFML/MRS

MARSEILLE/PROVENCE, FRANCE

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Eff 10 May

4 MAY 07 (10-1P1 MARSEILLE/PROVENCE

3. DEPARTURE

**XJEPPESEN** 

## 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  $V_2 + 10 \text{ KT}$ 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 aradients.

Unless otherwise mentionned 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<sub>1</sub> 3 minutes

CHANGES: Data link departure clearance added.

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

# JEPPESENMARSEILLE / PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 15 SEP 06 (10-1R) Eff 28 Sep RADAR MINIMUM ALTITUDES PROVENCE Approach Apt Elev Alt Set: hPa 701 Trans level: By ATC Trans alt: 5000' 120.2 131.22 2359 LF(R)-55B ORG TAC/NDE 3763 6470' 4000 MOLEN 3000 4121 44-00 0 Avignon 2002 LF(R) SAURG AVN VOR LF(R) • 3691' 77A CM NDB 2 ONM **0** 2200 2061' MARŠÉILLE-LOGIS 📐 RADAR 2267' MAR NDB AIX-LES-MILLES LF(R)-ISTRES ALM NDB LF (R WEST TMA NICE **7**3500 1700 094° MJ NDB 5500 RHONE 5.000 2000 MTG VOR DME - MARSEILLE-MADRA 2117 SALIN MS NDB Castellet KUBOL A OB NDB DIVKO CASTELLET CALAN SUBIL ADC Lctr SOFFY \_\_ OSKIL BARAT 3500 LF(R)-64A LF(D)-143B 4000 △ TINOT 2000 CONTOUR 05-00 05-30

CHANGES: Minimum sector altitude.

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MARSEILLE/PROVENCE, FRANCE LFML/MRS (10-2) 9 MAR 07 Eff 15 Mar MARSÉILLE/PROVENCE Apt Elev Alt Set: hPa 125.35 70' Trans level: By ATC Trans alt: 5000 50001 0 DIBER 4B [DIBE4B], OB 4B, SOSUR 4B [SOSU4B] 3500' TINOT 4B [TINO4B] RWYS 13L/R ARRIVALS MSA MTG VOR FROM EAST & SOUTH With DME: 3500 within 16 NM 108.8 MRM N43 22.6 E005 19.6 - MARTIGUES-D2 MTG 117.3 MTG N43 22.3 E005 07.6 N43 23.2 E005 05.2 \*395 OB N43 13.8 E005 39.9 (MTG D27) (STP\_D41) **POMEG** N43 17.7 E005 19.7 D20/25 N43 08.8 MHA 5000 E004 46.2 ST TROPEZ 200 KT MAX FL140 MAX 220 KT 116.5 STP N43 13.2 E006 36. (IAF by APP) (IAF by APP) ▲ OSKIL N43 00.9 E005 12.8 **D25 MTG** N43 02.2 E004 46.6 A BARAT SUBIL N43 00.3 E005 02.5 N43 01.7 E004 36.5 N42 55.1 E004 50.6 **TINOT** N42 41.9 E005 18.9 **SOSUR** N42 33.6 E004 59.9 **DIBER** N42 04.8 E004 24.9 NOT TO SCALE

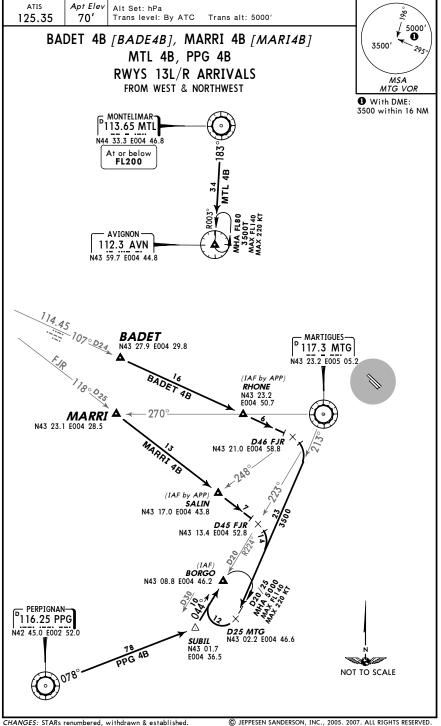
**JEPPESEN** JeppView 3.5.2.0

MARSEILLE/PROVENCE, FRANCE JEPPESEN LFML/MRS (10-2A)9 MAR 07 Eff 15 Mar

MARSÉILLE/PROVENCE Apt Elev Alt Set: hPa 125.35 70' Trans level: By ATC Trans alt: 5000 5000 OB 4C, SOSUR 4C [SOSU4C] 3500' TINOT 4C [TINO4C] RWYS 31L/R ARRIVALS MSA MTG VOR FROM EAST & SOUTH With DME: 3500 within 16 NM 108.8 MRM N43 22.6 E005 19.6 MARTIGUES-117.3 MTG N43 23.2 E005 05.2 (IAF by APP) \*395 OB CALAN N43 13.8 E005 39.9 N43 05.7 E005 20.0 (MRM D17) (116.5 STP D41) 5000/FL140, 3500T, inbound 3599 MRM R-179 D17/22 MAX 220 KT N43 13.9 E005 27.6 9 -271° BY APP 5000/FL140, 3500T, inbound 3289 MTG R-148 D20/25 5000 OB 4C RIGHT turn (IAF by APP) MAX 220 KT *KUBOL* N43 06.3 E005 13.2 IT DME Arc (IAF by APP) CALAN N43 05.7 E005 20.0 N42 36.4 E004 41.0 **TINOT** N42 41.9 E005 18.9 (MRM D41) SOSUR N42 33.6 E004 59.9 **DIBER** N42 04.8 E004 24.9 NOT TO SCALE **OBLAD** N41 48.6 E005 00.8 ▲ NERAN N41 41.0 E005 22.7

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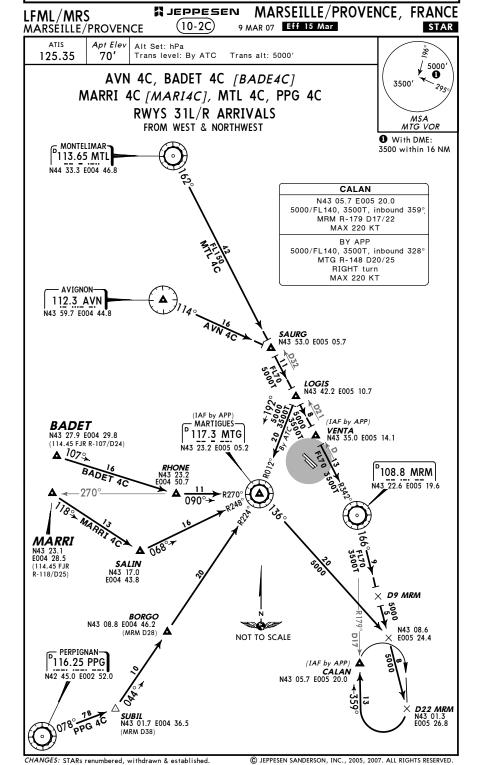
MARSEILLE/PROVENCE, FRANCE LFML/MRS (10-2B) 9 MAR 07 Eff 15 Mar MARSÉILLE/PROVENCE



CHANGES: STARs renumbered.

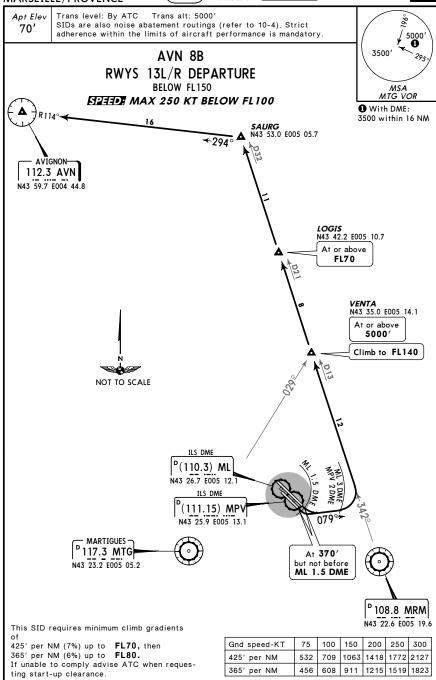
**JEPPESEN** 

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LFML/MRS MARSÉILLE/PROVENCE JEPPESENMARSEILLE/PROVENCE, FRANCE 9 MAR 07 Eff 15 Mar



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 turn LEFT, intercept MRM R-342 to SAURG, intercept AVN R-114 inbound to AVN.

**JEPPESEN** 

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### MARSEILLE/PROVENCE, FRANCE LFML/MRS 9 MAR 07 Eff 15 Mar MARSÉILLE/PROVENCE

- AVIGNON-

112.3 AVN

Δ

Apt Elev | 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

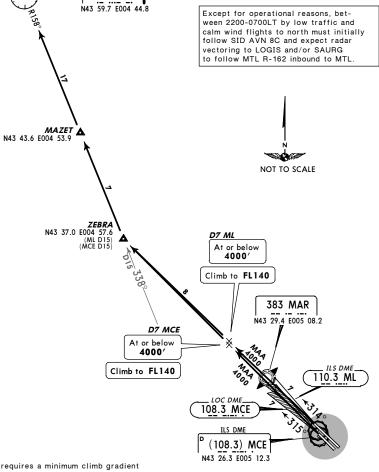
# AVN 8C RWYS 31L/R DEPARTURE MAX 250 KT BELOW FL100



With DME: 3500 within 16 NM

117.3 MTG

N43 23.2 E005 05.2



This SID requires a minimum climb gradient

365' per NM (6%) up to FL80. Gnd speed-KT 75

100 | 150 | 200 | 250 | 300 456 608 911 1215 1519 1823 365' per NM If unable to comply advise ATC when reques-

ting start-up clearance

5	· · ·
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

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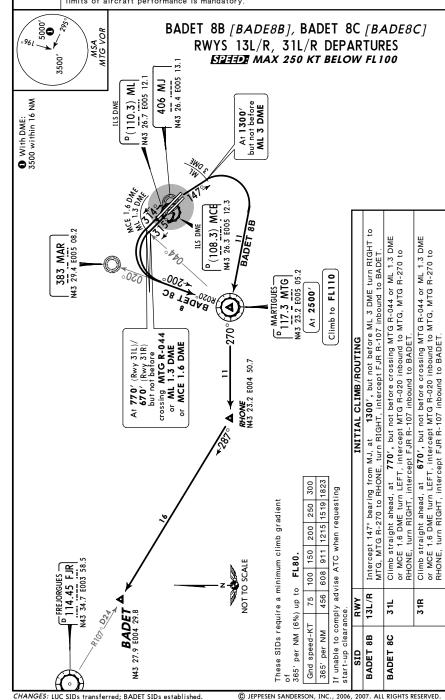
LFML/MRS MARSÉILLE/PROVENCE

70'

MARSEILLE/PROVENCE, FRANCE

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

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



094°

ML SDMEY 00

P(110.3) ML

ILS DME

ML 3 DME MPV 2 DME 274°

P(111.15) MPV N43 25.9 E005 13.1

At 370' but not before ML 1.5 DME

**JEPPESEN** JeppView 3.5.2.0

MARSEILLE/PROVENCE, FRANCE LFML/MRS (10-3C)9 MAR 07 Eff 15 Mar MARSEILLE/PROVENCE Trans level: By ATC Trans alt: 5000' Apt Elev 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 200 LUC 8B P 113.0 LUC N43 23.0 E006 15. RWYS 13L/R DEPARTURE R274° 3500 RFL BELOW FL145 MITTED MAX 250 KT BELOW FL100

minimum climb gradien NOT TO SCALE

D 108.8 MRM N43 22.6 E005 19.6

P 117.3 MTG N43 23.2 E005 05.2

100 150 200 608 911 1215 vise ATC when re FL80. 56 608 advise A up to 365' per NM (6%)

Gnd speed-KT 365' per NM If unable to com start-up clearand

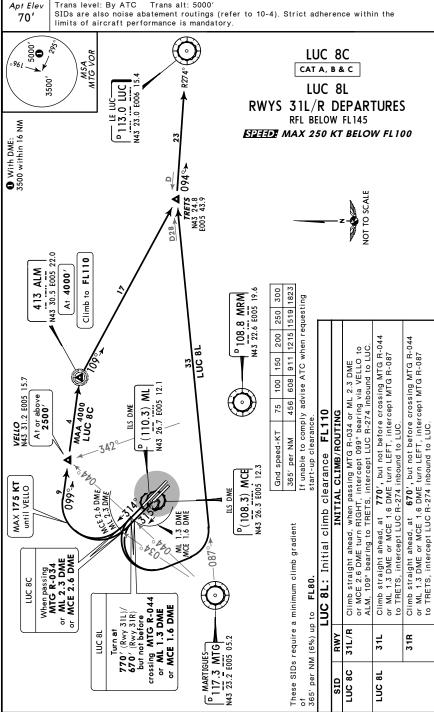
Initial climb clearance FL110
INITIAL CLIMB/ROUTING
Climb straight ahead, at 370', but not before ML 1.5 DME turn LEFT, 079° track, when passing ML 3 DME or MPV 2 DME intercept 094' bearing from MJ (airway G 701) via THETS to LUC.

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LFML/MRS MARSEILLE/PROVENCE MARSEILLE/PROVENCE, FRANCE (10-3D) 9 MAR 07 Eff 15 Mar

Trans level: By ATC Trans alt: 5000 SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the

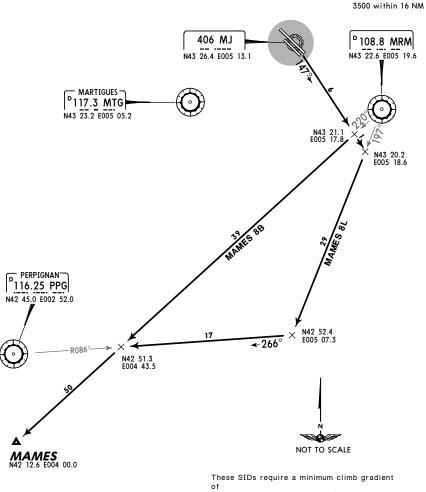


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JEPPESEN MARSEILLE/PROVENCE, FRANCE LFML/MRS (10-3E) 9 MAR 07 Eff 15 Mar MARSÉILLE/PROVENCE Apt Elev | Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory 5000 0 3500' MAMES 8B [MAME8B] MAMES 8L [MAME8L] MSA MTG VOR **RWYS 13L/R DEPARTURES** 





365' per NM (6%) up to FL80.

000 poi iiii (0%) ap to 1 <b>200</b> 1						
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.

	Initial Chilib Clearance 1 200			
SID INITIAL CLIMB/ROUTING				
MAMES 8B	Intercept 147° bearing from MJ, intercept MRM R-220 to MAMES.			
MAMES 8L	Intercept 147° bearing from MJ, intercept MRM R-197, intercept PPG R-086 in- bound, intercept MRM R-220 to MAMES.			

Initial alimb algorance EL 90

CHANGES: SIDs renumbered; chart reindexed.

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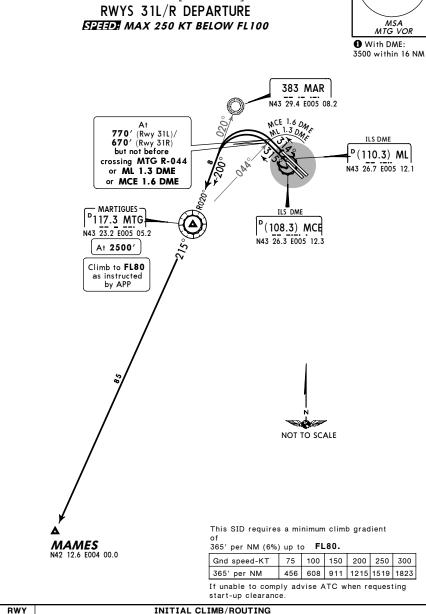
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LFML/MRS MARSÉILLE/PROVENCE

Apt Elev

# JEPPESEN MARSEILLE/PROVENCE, FRANCE (10-3F) 9 MAR 07 Eff 15 Mar

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. 5000' 0 3500' MAMES 8C [MAME8C] RWYS 31L/R DEPARTURE



INITIAL CLIMB/ROUTING 770', but not before crossing MTG R-044 or ML 1.3 DME or Climb straight ahead, at MCE 1.6 DME turn LEFT, intercept MTG R-020 inbound to MTG, MTG R-215 to MAMES. 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-215 to MAMES.

LFML/MRS

**JEPPESEN** JeppView 3.5.2.0

MARSEILLE/PROVENCE, FRANCE

(10-3G) 9 MAR 07 Eff 15 Mar MARSÉILLE/PROVENCE 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

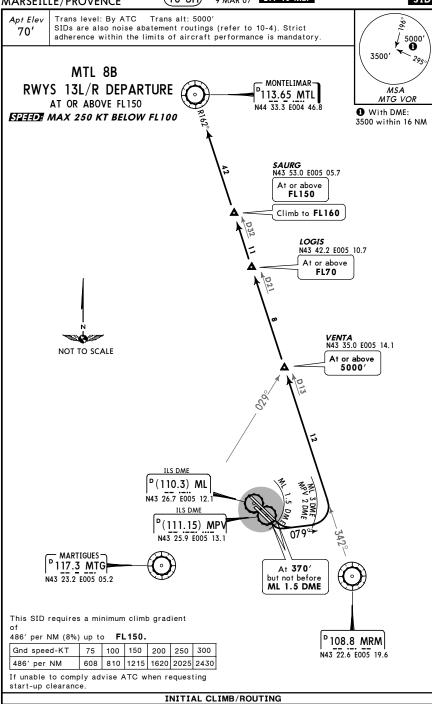
Apt Elev MARRI 8B [MARI8B] With DME: 3500 within 16 NM 200 MARRI 8C [MARI8C] RWYS 13L/R, 31L/R DEPARTURES SPEED! MAX 250 KT BELOW FL100 P(108.3) MCE N43 26.3 E005 12.3 P 108.8 MRM N43 22.6 E005 19.6 At 1300′ but not before ML 3 DME 406 but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME P (110.3) ML Intercept 147° bearing from MJ, at 1300′, but not before ML 3 DME turn RIGHT, tercept MRM R-258 to SALIN, turn RIGHT, intercept FJR R-118 inbound to MARRI. Clinb straight ahead, at 170′ but not before crossing MTG R-04 or ML 1.3 DME or MCE 1.6 DME turn LEFF, intercept MTG R-020 inbound to MTG, MTG R-248 to SALIN, turn RIGHT, intercept FJR R-118 inbound to MARRI. Clinb ahead, at 670′°, but not before crossing MTG R-044 or ML 1.3 DME or MCE 1.6 DME turn LEFF; intercept MTG R-020 inbound to MTG, MTG R-248 to SALIN, turn RIGHT, intercept MTG R-020 inbound to MTG, MTG R-248 to SALIN, turn RIGHT, intercept FJR R-118 inbound to MARRI. 383 MAR N43 29.4 E005 08 D MARTIGUES | 117.3 MTG | 117. Climb to FL110 MARRI 8B: Initial climb clearance NOT TO 150 200 250 3 911 1215 1519 · 8B MARRI 8C SID

CHANGES: SIDs renumbered; chart reindexed.

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LFML/MRS MARSÉILLE/PROVENCE JEPPESENMARSEILLE/PROVENCE, FRANCE (10-3H) 9 MAR 07 Eff 15 Mar



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.

CHANGES: SID renumbered; chart reindexed.

LFML/MRS

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# MARSEILLE/PROVENCE, FRANCE (10-3J) 9 MAR 07 Eff 15 Mar

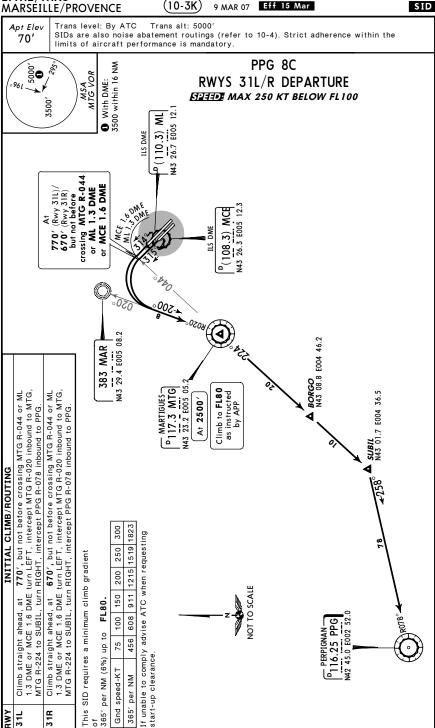
MARSÉILLE/PROVENCE Trans level: By ATC Trans alt: 5000' Apt Elev SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the 70′ limits of aircraft performance is mandatory ● With DME: 3500 within 16 NM PPG 8B, PPG 8L 900 **RWYS 13L/R DEPARTURES** MAX 250 KT BELOW FL100 MRM E005 19.6 P 108.8 259 22.2 16.7 406 MJ Initial climb clearance FL80
INITIAL CLIMB/ROUTING
Intercept 147° bearing from MJ, when crossing MRM R-259 turn RIGHT, intercept MRM R-237 to SUBIL, turn RIGHT, intercept PPG R-078 inbound to PPG.
Intercept 147° bearing from MJ, intercept MRM R-197, intercept PPG R-086 **SUBIL** E004 36.5 These SIDs require a minimum climb gradient 75 100 150 456 608 911 NOT TO Intercept 147° binbound to PPG. of 365' per NM (6%) up to PERPIGNAN 116.25 PPG 142 45.0 E002 52.0 Gnd speed-KT 365' per NM PPG 8B PPG 8L

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LFML/MRS

MARSEILLE/PROVENCE, FRANCE

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



LFML/MRS

MARSÉILLE/PROVENCE

**JEPPESEN** JeppView 3.5.2.0

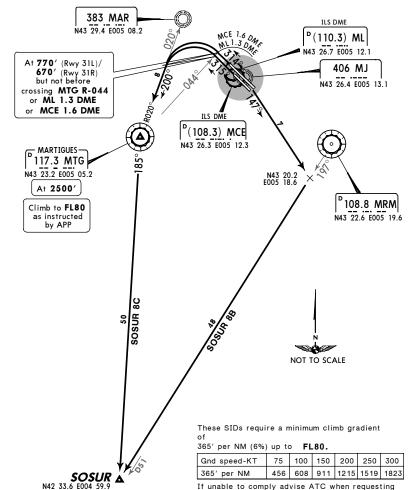
# MARSEILLE/PROVENCE, FRANCE 9 MAR 07 Eff 15 Mar

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

> SOSUR 8B [SOSU8B], SOSUR 8C [SOSU8C] RWYS 13L/R, 31L/R DEPARTURES MAX 250 KT BELOW FL100



With DME: 3500 within 16 NM



SOSUR 8B: Initial climb clearance FL80 SID RWY INITIAL CLIMB/ROUTING 13L/R SOSUR 8B Intercept 147° bearing from MJ, intercept MRM R-197 to SOSUR. SOSUR 8C 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-185 to SOSUR 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-185 to SOSUR.

start-up clearance.

CHANGES: SIDs renumbered; chart reindexed.

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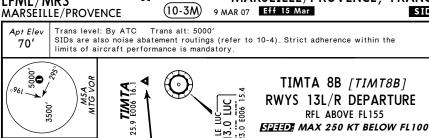
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LFML/MRS

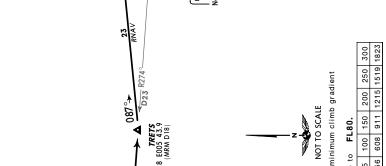
70'

200

MARSEILLE/PROVENCE, FRANCE







24.8

P(111.15) MPV N43 25.9 E005 13.1

P(110.3) ML N43 26.7 E005 12.

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406 MJ

**JEPPESEN** JeppView 3.5.2.0

MARSEILLE/PROVENCE, FRANCE

LFML/MRS (10-3N) 9 MAR 07 Eff 15 Mar MARSÉILLE/PROVENCE Trans level: By ATC Trans alt: 5000' Apt Elev SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory TIMTA 8C [TIMT8C] 200 **TIMTA**: 25.9 E006 16.1 CAT A, B & C TIMTA 8L /TIMT8L/ RWYS 31L/R DEPARTURES RFL ABOVE FL155 With DME: 3500 within 16 NM MAX 250 KT BELOW FL100 **TRETS**N43 24.8 E005 43.9 4 Climb to FL110 413 ALM 4000 250 300 1519 1823 P 108.8 MRM N43 22.6 E005 19.6 ¥ 200 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 TRETS, 087° track to TIMITA.

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 via TRETS to TIMTA.

Climb straight ahead, at 670°, but not before crossing MTG R-04 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-04 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-040° via TRETS to TIMTA. 150 P (110.3) ML At or above 2500' **VELLO** N43 31.2 E005 Gnd s 365' P(108.3) MCF N43 26.3 E005 12.3 MAX 175 KT until VELLO A 8L: Initial When passing MTG R-034 r ML 2.3 DME MCE 2.6 DME These SIDs require a minimum of 365' per NM (6%) up to FL8( TIMTA

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SID

TIMTA 8L

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LFML/MRS MARSÉILLE/PROVENCE

### JEPPESEN MARSEILLE/PROVENCE, FRANCE (10-3P) 9 MAR 07 Eff 15 Mar

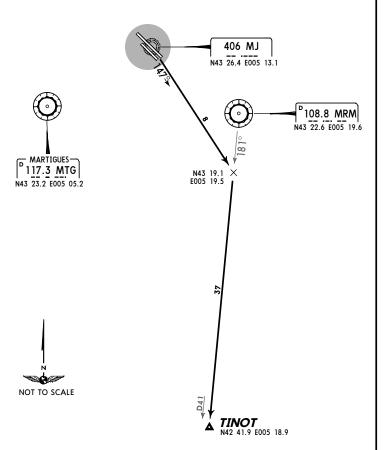
Apt Elev 70'

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 8B /TINO8B] RWYS 13L/R DEPARTURE BY ATC MAX 250 KT BELOW FL100



With DME: 3500 within 16 NM



This SID requires a minimum climb gradient

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

> Initial climb clearance FL80 INITIAL CLIMB/ROUTING

Intercept 147° bearing from MJ, intercept MRM R-181 to TINOT

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LFML/MRS JEPPESEN MAR

JEPPESEN MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE 10-3Q 9 MAR 07 Eff 15 Mar SIE

Apt Elev 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

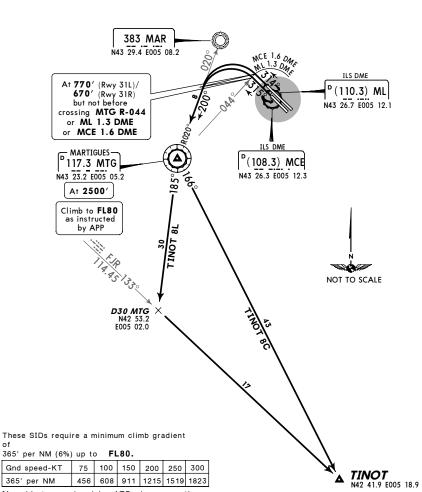
BY ATC
SPEED MAX 250 KT BELOW FL100

3500' 5000' 3500' 2950 MSA MIG VOR

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With DME: 3500 within 16 NM



CHANGES: TINOT SIDs transferred; VARES SIDs withdrawn.

If unable to comply advise ATC when requesting

start-up clearance.

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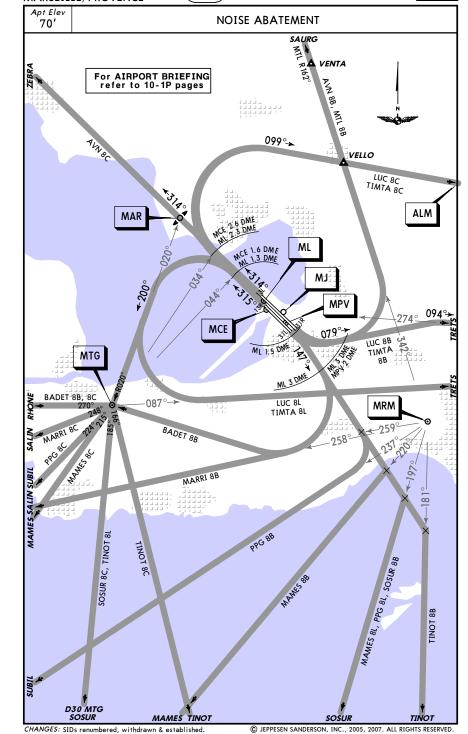
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LFML/MRS
MARSEILLE/PROVENCE, FRANCE

10-4 9 MAR 07 Eff 15 Mar NOISE



MARSEILLE/PROVENCE, FRANCE LFML/MRS Apt Elev 70' MARSEILLE/PROVENCE N43 26.2 E005 12.9 D-ATIS ACARS: PROVENCE Flight Data (Cpt) PROVENCE Ground Tower 125.35 121.72 121.9 133.65 05-12 05-13 05-14 For AIRPORT BRIEFING refer to 10-1P pages 43-27 FOR PARKING VAR 0° POSITIONS HANGAR HANGAR 43-26 LEGEND 0 SC Parking Area 0 C2 Taxiway One way 0 1000 05-12 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND -RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL (60m) CL HIALS-II TDZ RVR 10,367'3160m 9334' 2845m 148' 45m 31R HIRL (60m) CL REIL PAPI-L (4.0°) RVR 9318' 2840m 8458' 2578m 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 Rwy 13L/31R All Rwys LVP must LVP must be in Force be in Force RCLM (DAY only) RCLM (DAY only) RL, CL & mult. RVR req RL & CL or RL or RL (DAY only) 150m 200m 250m 2 400m 500m 200m 250m 300m 2 Operators applying U.S. Ops Specs: CL required below 300m. Rwy 13R/31L: 400m at NIGHT.

CHANGES: Twy C9 redesignated D8.

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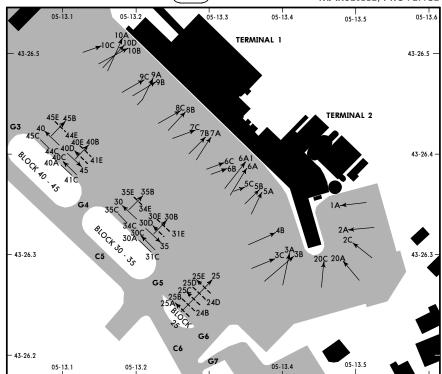
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LFML/MRS

| Sample SenMarseille/Provence, France | 10-9A | Marseille/Provence | 10-9A | Marseille/Prove

**JEPPESEN** 

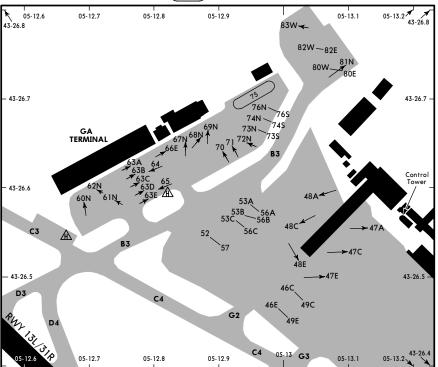
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### **INS COORDINATES COORDINATES COORDINATES** STAND No. STAND No. N43 26.3 E005 13.5 1A thru 2C N43 26.3 E005 13.3 3A thru 4B N43 26.3 E005 13.4 34C, 34E, 35 N43 26.3 E005 13.2 5A thru 6A1 N43 26.4 E005 13.4 35B N43 26.4 E005 13.2 6B thru 8C N43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

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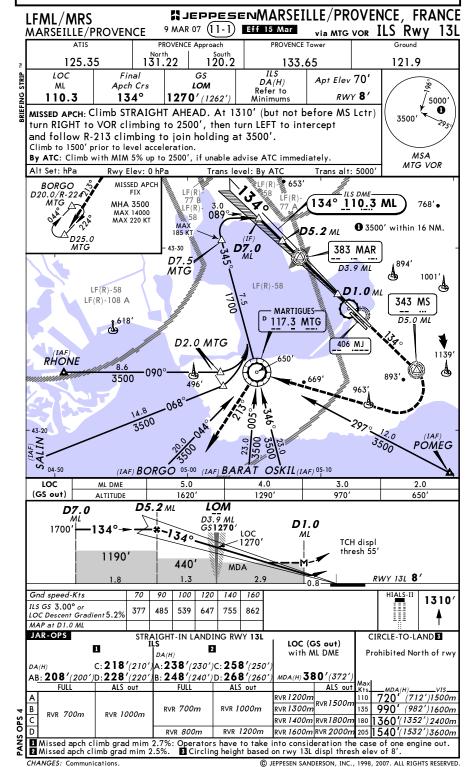
### # JEPPESENMARSEILLE/PROVENCE, FRANCE LFML/MRS 10 AUG 07 (10-9B) MARSEILLE/PROVENCE



TRIC		

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		
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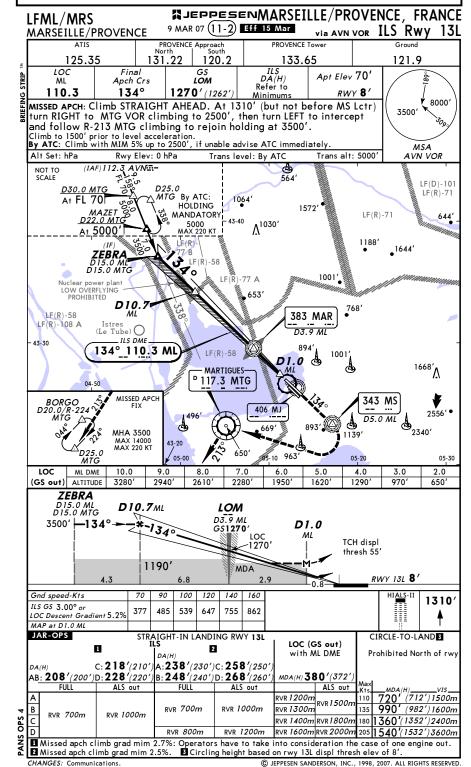
MJEPPESENMARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE PHI 15 Mar (11-1A) O CAT A. B & C CAT II ILS Rwy 13L 131.22 120.2 125.35 133.65 121.9 CAT II ILS RA 99' DA(H) LOC Final GS Apt Elev 70' ML Apch Crs LOM 110.3 134° 1270′ (1262′) RWY 8' 108' (100' <sup>1</sup> 5000' MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) Ø turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept 3500' 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' Special Aircrew & Acft Certification Required. LF(R)-77 A D20.0/R-224 BORGO MISSED APCH LF(R)-71 A&C MTG MHA 3500 768' 134° 110.3 ML MAX 14000 58 089 **MAX 220 KT** D7.0 43-30 383 MAR D5.2 **OMISSED APCH CLIMB** MTGD3.9 ML 1001' **GRADIENT MIM 3.2%** LF(R)-58 23500' within 16 NM. 343 MS MARTIGUES-LF(R)-58 (L) 618' <sup>□</sup> 117.3 MTG D5.0 ML LF(R)-108 A D2.0 MTG 406 MJ 1139 RHONE A 893' 963 43-20 POMEG **X** 04-50 (IAF) BORGO 05-00 BARAT OSKIL 05-10 LOM **D7.0** ML **D5.2** ML D3.9 ML GS 1270 TCH displ thresh 55' RWY 13L 8' 1 8 1.3 70 90 100 120 140 160 Gnd speed-Kts HIALS-1310 3.00° 377 485 539 647 755 862 JAR-OPS STRAIGHT-IN LANDING RWY 13L CAT II ILS Missed apch climb gradient mim 3.2% ABC D RA 99' DA(H) 108' (100' RVR 300m 2 NOT APPLICABLE Not applicable for acft with wingspan exceeding 213'/65m. Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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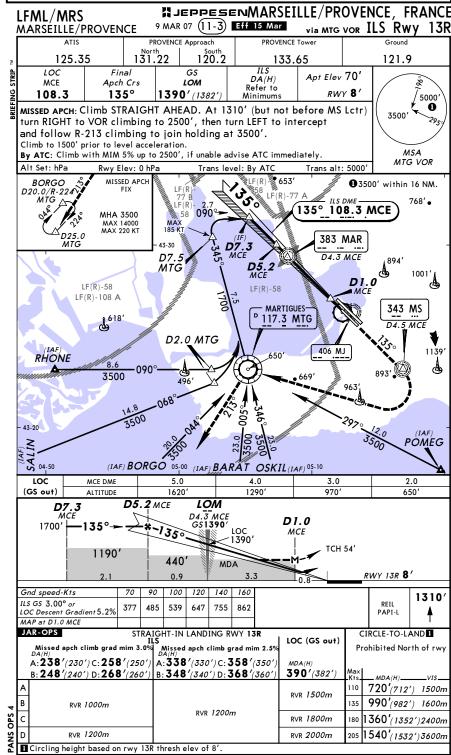
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MJEPPESENMARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 Eff 15 Mar (11-2A) O CAT A, B & C CAT II ILS Rwy 13L PROVENCE Towe 131.22 120.2 125.35 133.65 121.9 100 Final GS CAT II ILS Apt Elev 70' RA 99 Apch Crs LOM ML 110.3 134° 1270' (1262') RWY 8 108' (100' 8000' MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) 3500' 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 Trans level: By ATC Rwv Elev: 0 hPa Trans alt: 5000' AVN VOR Special Aircrew & Acft Certification Required. (IAF) 112.3 AVN::-NOT TO SCALE LF(D)-10 LF(R)-71 MTG By ATC: 1064 At FL 70 1572' HÓLDING MAZET O ್ಜ್ MANDATORY LF(R)-71 644' 43-40 5000 MISSED APCH CLIMB GRADIENT MIM 3.2% ZEBRA 1001 LOW OVERFLYING D10.7 383 MAR LF(R)-58 LF(R)-108 A (Le Tube) D3.9 ML 43-30 134° 110.3 ML LF(R)-58 1001 1668' MARTIGUES-<sup>D</sup> 117.3 MTG 04-50 343 MS MISSED APCH 406 MJ **BORGO** 2556 496' D20.0/R-224 V D5.0 ML MTG (A) MHA 3500 43-20 43-20 MAX 14000 963 MAX 220 KT 05-00 05-20 MTG 05-30 **ZEBRA** D10.7 ML D15.0 ML LOM D15.0 MTG D3.9 ML 3500' GS1270 TCH displ thresh 55 <u>RWY 13L 8'</u> 4.3 70 90 100 120 140 160 Gnd speed-Kts HIALS 1310 3.00° 377 485 539 647 755 862 JAR-OPS STRAIGHT-IN LANDING RWY 13L CAT II ILS Missed apch climb gradient mim 3.2% ABC D RA 99' DA(H) 108' (100' RVR 300m 2 NOT APPLICABLE Not applicable for acft with wingspan exceeding 213'/65m Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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MARSEILLE/PROVENCE, FRANCE LFML/MRS 9 MAR 07 (11-4) Eff 15 Mar via AVN VOR ILS RWV 13R MARSEILLE/PROVENCE PROVENCE Approach PROVENCE Tower 125.35 131.22 120.2 121.9 133.65 LOC Final ILS DA(H) Apt Elev 70' LOM MCE Apch Crs Refer to 108.3 135° 1390' (1382' RWY 8' Minimums 8000' MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) 3500' 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. MSA Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' AVN VOR (IAF) 112.3 AVN ...-NOT TO LF(D)-101 LF(R)-71 MTG By ATC: 1064 At FL 70 HOLDING 1572 MANDATORY 1 43-40 MAZETS LF(R)-71 644' 1030' At 5000 Λ MAX 220 KT 1188' • 1644′ 1001 LF(R)-77 A Nuclear nower plant LOW OVERFLYING 653 PROHIBITED D10.7 768 MCE LF(R)-58 LF(R)-108 A 383 MAR (Le Tube) D4.3 MCE ILS DME 43-30 135° 108.3 MCE LF(R)-58 1894 4 D 1.0 MCE 1001 1668 MARTIGUES-<sup>□</sup> 117.3 MTG 04-50 MISSED APCH D20.0/R-224 V 2556' ● 496' MTG D4.5 MCE (A) MHA 3500 2340' MAX 14000 43-20 MAX 220 KT 10 963 05-00 05-20 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' **ZEBRA D10.7** MCE LOM D15.0 MTG D4.3 MCE -#-135° 3500' **—135°**→ D1.0 GS1390 MCE 1390 TCH 54 1190' MDA RWY 13R 8 70 90 100 120 140 160 Gnd speed-Kts 1310 REIL ILS GS 3.00° or 377 | 485 | 539 | 647 | 755 862 PAPI-L LOC Descent Gradient 5.2% MAP at D1.0 MCE JAR-OPS STRAIGHT-IN LANDING RWY 13R CIRCLE-TO-LAND I LOC (GS out) Missed apch climb grad mim 2.59 Prohibited North of rwy Missed apch climb grad mim 3.0% A: 238'(230') C: 258'(250') A: 338'(330') C: 358'(350' MDA(H) B: 248'(240') D: 268'(260') B: 348'(340') D: 368'(360' 390'(382') 720' (712')1500m RVR 1500m 990' (982') 1600m RVR 1000m RVR 1200m RVR 1800m 180 1360 (1352')2400m RVR 2000m 205 1540 (1532') 3600 m RVR 1200m

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

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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

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

The CDA cannot be used be aircraft category D.

### **EVALUATION CONDITIONS**

Those airlines whishing 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 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

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 progess 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.

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MARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 (11-5) Eff 15 Mar ILS Rwy 31R PROVENCE Tower PROVENCE Approach 125.35 131.22 120.2 133.65 121.9 5000' GS LOC Final Apt Elev 70' DA(H) Refer to Apch Crs MPV 3500' chart Refer to chart 111.15 314° RWY 53' 11-5A Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' MSA MRM VOR 653 VENTA(IAF) LF(R)-77 A 1074′ 768′● FOR FINAL APPROACH **SEE 11-5A** 43-30 894' LF(R)-58 650' 314° 111.15 MPV 406 MJ MARTIGUES-343 MS (b)1057' 117.3 MTG 2340' 700 108.8 MRM 2395 43-20 • CAUTION: In order to -avoid overflying the city At 5000' D5.0 MRM - of Marseille do not overshoot MAX 220 KT R-179 MRM to the East. ARLET D7.0 MRN GAB: 5.6 CD: 5.1 SCALE CAT A & B: D11.5 MTG CAT C & D: D11.0 MTG **2**2.0 3000 D9.0 MRM 090° OB NDB 43-10 MHA 5000 (3500 for Missed Approach) MAX 14000 (IAF) CALANA D17.0 MRM KUBOL 79 D17.0 MRM LF(D)-144 A LF(D)-54 A *∆D22.0* MRM

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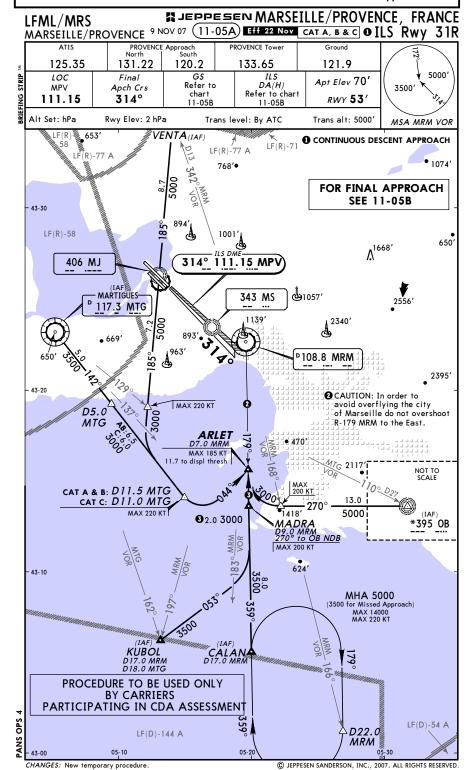
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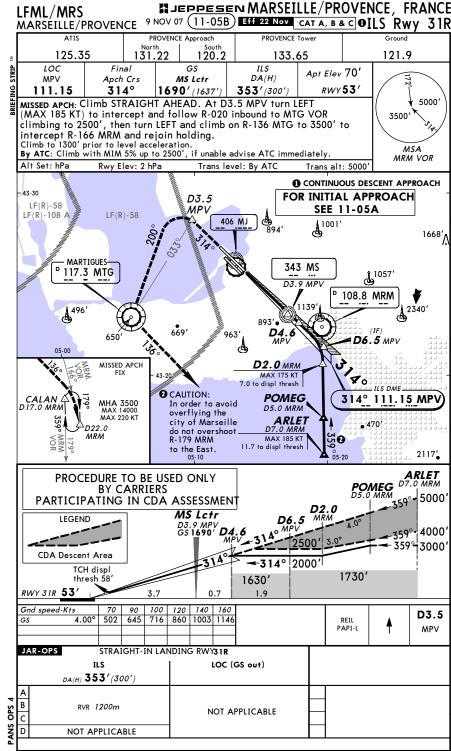
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MARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 (11-5A) Eff 15 Mar ILS Rwy 31R ATIS PROVENCE Tower PROVENCE Approach 131.22 125.35 120.2 133.65 121.9 LOC Final GS ILS Apt Elev 70' MPV Apch Crs MS Lctr DA(H) 111.15 314° 1690′(1637′) **353'**(300') RWY 53 MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT 5000' (MAX 185 KT) to intercept and follow R-020 inbound to MTG VOR 3500' 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. MSABy ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately. MRM VOR Rwy Elev: 2 hPa Trans level: By ATC FOR INITIAL APPROACH 43-30 D3.5 LF(R)-58 SEE 11-5 MPV LF(R)-108 A LF(R)-58 406 MJ 1001 1668 - MARTIGUES-343 MS D 117.3 MTG 1057 D1.0 D2. 2340' 496 669' 650° 108.8 MRM 05-00 MISSED APCH FIX D2.0 314° 111.15 MPV CALAN A MHA 3500 MAX 220 KT 470' • CAUTION: In order to avoid overflying the city of MRMMarseille do not overshoot R-179 MRM to the East. 05-20 LOC MPV DME 2.0 3.0 4.0 (GS out) ALTITUDE 900' 1330' 1760 D2.0 MS Lctr D4.6 D3.9 MPV GS 1690' D2.7 MPV LOC 2000' GS 1200' 1690' D1.0 1630 intercept 1200 TCH displ 1390' thresh 58 1.2 MDA RWY 31R 53 Gnd speed-Kts 90 100 120 140 160 D3.5 ILS GS 4.00° or 502 645 716 860 1003 1146 MPV LOC Descent Gradient 7.0% PAPI-I MAP at D1.0 MPV STRAIGHT-IN LANDING RWY31R JAR-OPS CIRCLE-TO-LAND 2 ILS LOC (GS out) with MPV DME Prohibited North of rwy C:760'(707' DA(H) 353'(300' AB:670'(617')D:860'(807' 720' (667' 1500m RVR 1500m 1 990' (937' 1600m RVR 1200m 1360 (1307) 2400m RVR 2000m 1 1540'(1487' ■ 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'.

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MARSEILLE/PROVENCE, FRANCE LFML/MRS 9 MAR 07 (11-6) Eff 15 Mar if MRM VOR u/s ILS RWY 31R MARSEILLE/PROVENCE PROVENCE Tower PROVENCE Approach 125.35 131.22 120.2 133.65 121.9 5000 GS LOC Final 0 Apt Elev 70' Refer to DA(H) 3500' MPV Apch Crs Refer to chart chart 111.15 314° RWY 53' 11-6A 11-6A Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' MSA MTG VOR 1618' ■ 3500' within 16 NM. 1064' 1572' FOR FINAL APPROACH LF(R)-71 43-40 **SEE 11-6A** Λ<sub>1030</sub>, LF(R)-77 B LF(R) 77 A 1188 LF(R)-77 A 1644 LF(R)-58 VENTA D13.5 MTG 1001' 653' ear nower plant 768' 43-30 LF(R)-58 894' LF(R)-58 1001 LF(R)-108 A ♨ 406 MJ ILS DME <sup>1296</sup>′Λ 314° 111.15 MPV (IAF) - MARTIGUES 1296′ Å 1057 117.3 MTG 343 MS 5000 2340 .1139 496 A) 669 650 963' D5. 43-20 At 5000' 2117' D10.5 M •1418<sup>'</sup> · 624 LF(D)-144 A 05-10

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MARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 (11-6A) Eff 15 Mar if MRM VOR U/s ILS RWV 31R PROVENCE Approach PROVENCE Tower 125.35 131.22 120.2 133.65 121.9 LOC Final GS ILS Apt Elev 70' MS Lctr MPV Apch Crs DA(H) 111.15 314° 1690' (1637') 353'(300') RWY 53' 5000 MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT 0 3500' (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. MSAMTG VOR Alt Set: hPa Rwy Elev: 2 hPa Trans alt: 5000' Trans level: By ATC LF(R)-58 LF(R)-77 A 1 3500' within 16 NM LF(R)-77 A - 43-30 FOR INITIAL APPROACH D3.5 MPV **SEE 11-6** LF(R)-58 406 MJ LF(R)-108 A LF(R)-58 **(4)** 1001' 1668 ILS DME. 314° 111.15 MPV MARTIGUES-<sup>D</sup> 117.3 MTG D1.0 343 MS D3.9 MPV D2. 2340' 496 11139' ♨ • 669' MISSED APCH MHA 3500 CALANA D20.0 MTG 05-10 05-20 LOC MPV DME 2.0 3.0 4.0 5.0 (GS out) ALTITUDE 900 1330 1760 2190 MS Lctr D5.7
D3.9 MPV MPV
GS 1690' MPV R-107 **D2.7** LOC 2500 GS 1200' 1690' D1.0 1200 1630 intercept TCH displ thresh 58 1.2 MDA RWY 31R 53' Gnd speed-Kts 90 100 120 140 160 D3.5 ILS GS 4.00° or RFII 502 | 645 | 716 | 860 | 1003 | 1146 MPV LOC Descent Gradient 7.0% PAPI-I MAP at D1.0 MPV JAR-OPS STRAIGHT-IN LANDING RWY 31R CIRCLE-TO-LAND 2 ILS LOC (GS out) with MPV DME Prohibited North of rwy C:760'(707 DA(H) 353'(300') AB: 670'(617')D:860'(807 720' (667') 1500m RVR 1500m 1 990' (937' 1600m RVR 1200m 1360'(1307') 2400m RVR 2000m 1 1540'(1487') 3600m I 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. © JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED

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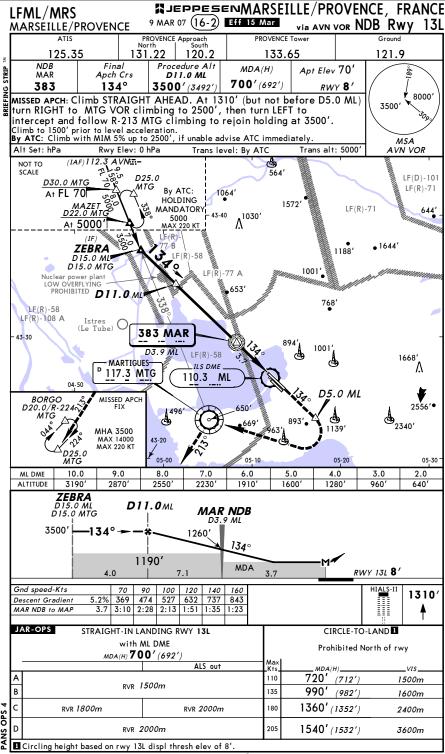
#JEPPESENMARSEILLE/PROVENCE, FRANCE LFML/MRS 9 MAR 07 (16-1) Eff 15 Mar via MTG VOR NDB RWY 13L MARSÉILLE/PROVENCE PROVENCE Tower PROVENCE Approach 131.22 120.2 125.35 133.65 121.9 NDB Final Procedure Alt Apt Elev 70' MDA(H) MAR Apch Crs D5.3 ML 700' (692') RWY 8' 383 134° 1700' (1692') 5000 0 MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) 3500' 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. MSA By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately. MTG VOR Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' BORGO S MISSED APCH LF(R)-LF(R)-77 A IF(R MTG LF(R)-77 A D7.0 MHA 3500 58 089°-768 MAX 14000 MAX 220 KT 1 3500' within 16 NM. D5.3 MTG **383 MAR** D7.5 MTG 43-30 894 D3.9 ML 1001' LF(R)-58 LF(R)-58 LF(R)-108 A 9 £618′ 110.3 ML 343 MS D2.0 MTG MARTIGUES-<sup>□</sup> 117.3 MTG RHONE (A) 1139' 43-20 ≥ PÒMÉG S 04-50 BORGO 05-00 (IAF) BARAT OSKIL(IAF) 05-10 2.0 1600' 1280 640' ALTITUDE MAR NDB D7.0 ML **D5.3** ML 1700' —134°<del> ></del> 1190' MDA 3.7 RWY 13L 8' 70 90 100 120 140 160 Gnd speed-Kts HIALS-II 1310 IIALS 5.2% 369 474 527 632 737 843 Descent Gradient 3.7 3:10 2:28 2:13 1:51 1:35 1:23 MAR NDB to MAP JAR-OPS STRAIGHT-IN LANDING RWY 13L CIRCLE-TO-LAND 1 with ML DME Prohibited North of rwy MDA(H) 700' (692' ALS out .VIS 720' (712' 1500m RVR 1500m 990' (982') 1600m 1360' (1352') RVR 1800m RVR 2000m 2400m RVR 2000m 1540' (1532') 3600m I Circling height based on rwy 13L displ thresh elev of 8'.

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MARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 (16-3) Eff 15 Mar Lctr Rwy 31R PROVENCE Tower PROVENCE Approach Ground 133.65 125.35 131.22 120.2 121.9 5000' Final Minimum Alt Lctr MDA(H) Apt Elev 70' Apch Crs Refer to MS 3500' Refer to chart 343 314° RWY 53' 16-3A Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' MSA MRM VOR **ØENTA**(IAF) <sub>-</sub> 653′ LF(R)-71 LF(R)-77 A LF(R)-77 A 1074 768' 342 FOR FINAL APPROACH **SEE 16-3A** 43-30 894' LF(R)-58 ७ 1001' 650' 1668 406 MJ , 1057 (IAF) 343 MS D 117.3 MTG 2556 2340' 893' ♨ **D2.0** MRM At 2000' 43-20 • CAUTION: In order to avoid overflying the city At 5000' D5.0MTG D5.0 MRM of Marseille do not overshoot R-179 MRM to the East. At 3500° At 3000' ARLET D7.0 MRN **❸AB**: 5.6 **CD**: 5.1 NOT TO At 5000' SCALE MAX 200 KT CAT A & B: D11.5 MTG CAT C & D: D11.0 MTG (IAF) **2**2.0 3000 D9.0 MRM 090° OB NDB 624 43-10 MHA 5000 (3500 for Missed Approach) MAX 14000 (IAF) KUBOL CALANA D17.0 MRM D18.0 MTG LF(D)-144 A LF(D)-54 A D22.0 MRM 05-20

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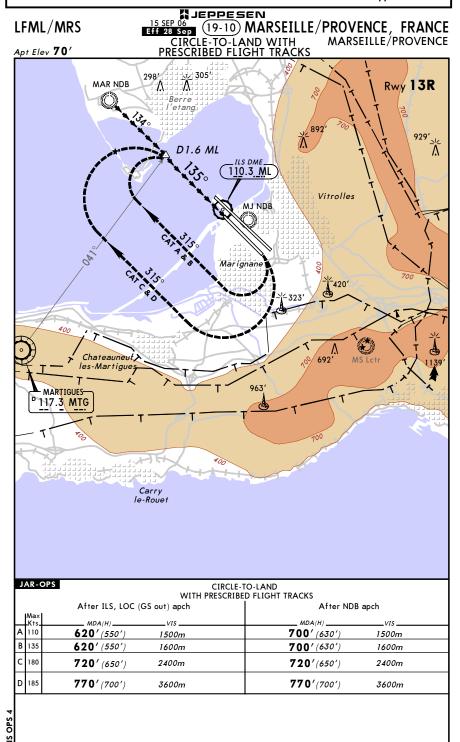
MARSEILLE/PROVENCE, FRANCE LFML/MRS MARSEILLE/PROVENCE 9 MAR 07 (16-3A) Eff 15 Mar Lctr Rwy 31R PROVENCE Tower PROVENCE Approach 125.35 131.22 120.2 133.65 121.9 Procedure Alt Lctr Final Apt Elev 70' MDA(H) Apch Crs MS MS Lctr 1080' (1027') 343 314° 1700' (1647') RWY 53' 5000 MISSED APCH: Climbing turn LEFT (MAX 185 KT) to MTG VOR to 2500', 3500 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 LF(R)-77 A FOR INITIAL APPROACH LF(R)-58 LF(R)-77 A **SEE 16-3** 43-30 LF(R)-58 LF(R)-108 A 1001 1668' MARTIGUES-رُ<mark>لُ</mark> 1057' 343 MS □117.3 MTG 650' \*406 MJ 2340' 1496 **669** 108.8 MRM LF(R)-58 ♨ 185 KT (IF) 43-20 **D2.0** MRM 05-00 MISSED APCH ♣470′ CALAN MHA 3500 D17.0 MRM MAX 14000 **MAX 220 KT** 2117 • CAUTION: In order to avoid overflying the D22.0 city of Marseille do not overshoot R-179 MRM to the East. • 1418′ MS Lctr **D2.0** MRM 5.0% (304'/NM) 2000' 314° . 1700' 1630 final MDA RWY 31R 53' TO DISPLACED THRESHOLD 
 70
 90
 100
 120
 140
 160

 496
 638
 709
 851
 992
 1134
 Gnd speed-Kts 2500 7.0% MAX MTG REIL Descent Gradient 3.7 3:10 2:28 2:13 1:51 1:35 1:23 PAPI-L LT MS Lctr to MAP 185 KT 117.3 STRAIGHT-IN LANDING RWY 31R CIRCLE-TO-LAND 2 Prohibited North of rwy MDA(H) 1080' (1027' 1080′(1027′) 110 1500m RVR 1500m 1 135 1080'(1027' 1600m 180 1360′(1307′) 2400m RVR 2000m 1 205 1540'(1487' 3600m ■ 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 displaced threshold elev of 53'. CHANGES: Communications. © JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED

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15 SEP 06
Eff 28 Sep (19-11) MARSEILLE/PROVENCE, FRANCE LFML/MRS CIRCLE-TO-LAND MARSEILLE/PROVENCE WITH PRESCRIBED FLIGHT TRACKS Apt Elev 70' 205 کیایا 298 MAR NDB **Rwy 31L** Berre l'etang 929' ILS DME RWY 13L Vitrolles MJ NDB ILS DME RWY 31R 111.15 MPV Chateauneuf les-Martigues MARTIGUES-117.3 MTG 1 Intercept PAPI glide slope and descend with 7.0% (425'/NM). Carry le-Rouet PROCEDURE PROHIBITED AFTER LCTR APPROACH JAR-OPS BALKED LANDING: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) 1080' (1010') 1500m to intercept and follow R-020 inbound VOR climbing to 2500', then follow B 135 1080' (1010') 1600m missed approach procedure. 1080' (1010') 2400m 1080' (1010') 3600m

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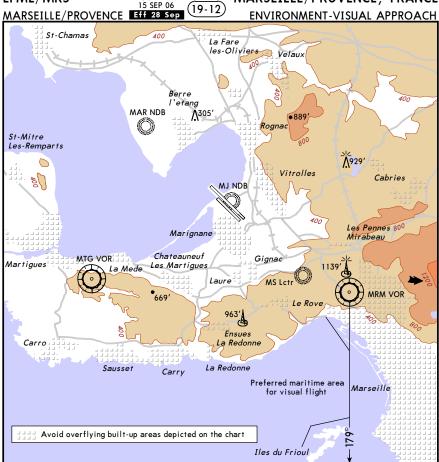
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LFML/MRS 

| JEPPESEN MARSEILLE/PROVENCE, FRANCE



# Visual Approach clearance only issued on pilot request

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

Final approaches to be conduced at a gradient equal to or greater than PAPI gradient (7%), to minimize noise pollution on short final above  ${f St~Victoret}.$ 

## 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:  $\leq$  210 KT/FL  $\leq$  5000. Visual approach abeam THR 13, recommended speed/FL:  $\leq$  210 KT/FL  $\leq$  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.