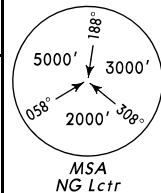


10-2

STAR

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

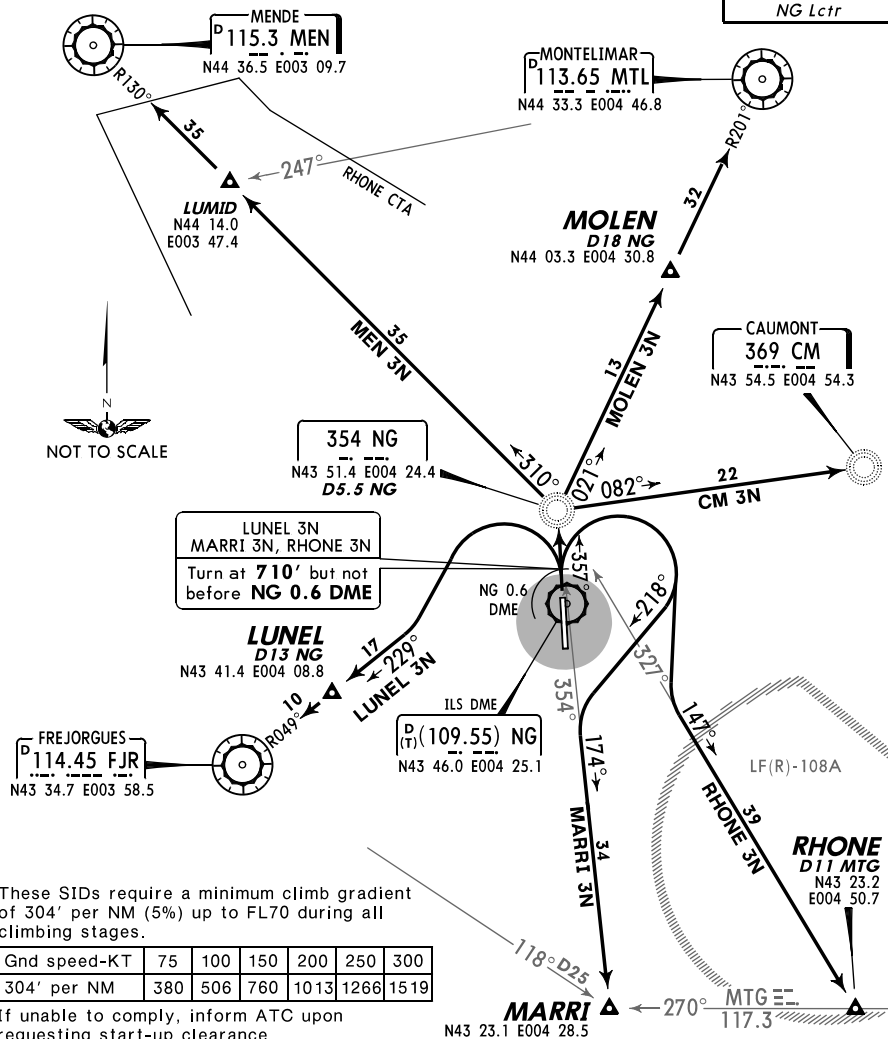
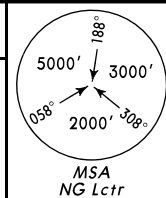


1 For flights from upper airspace.
2 Only available when RHONE CTA Sector 3 & 4 active.
3 If LF(R)-108A is active use STAR MARI 4

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Apt Elev
309'

Trans level: By ATC Trans alt: 5000'

CM 3N, LUNEL 3N [LUNE3N], MARRI 3N [MARI3N]
MEN 3N, MOLEN 3N [MOLE3N], RHONE 3N [RHON3N]
RWY 36 DEPARTURES

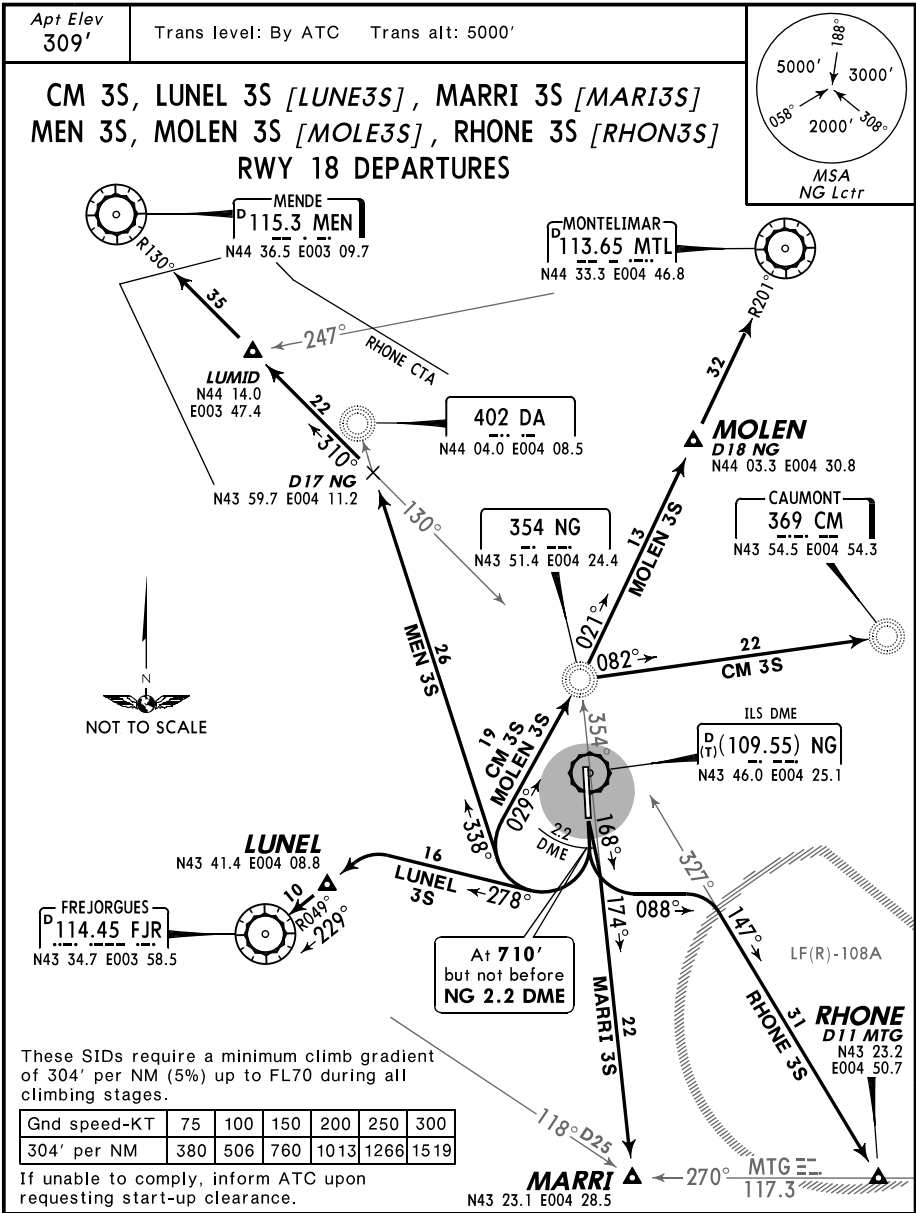
These SIDs require a minimum climb gradient of 304' per NM (5%) up to FL70 during all climbing stages.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply, inform ATC upon requesting start-up clearance.

SID	ROUTING
CM 3N	Climb on 357° bearing to NG Lctr, turn RIGHT (MAX 210 KT), 082° bearing to CM.
LUNEL 3N	Climb straight ahead, at 710', but not before NG 0.6 DME, turn LEFT, intercept FJR R-049 inbound via LUNEL to FJR.
MARRI 3N	Climb straight ahead, at 710', but not before NG 0.6 DME, turn RIGHT, 218° track, intercept 174° bearing from NG to MARRI.
MEN 3N ①	Climb on 357° bearing to NG Lctr, turn LEFT, 310° bearing via LUMID to MEN.
MOLEN 3N	Climb on 357° bearing to NG Lctr, turn RIGHT (MAX 210 KT), 021° bearing via MOLEN to MTL.
RHONE 3N ②	Climb straight ahead, at 710', but not before NG 0.6 DME, turn RIGHT, intercept 147° bearing from NG to RHONE.

① Only available when RHONE CTA Sector 3 & 4 active. ② Not available when LF(R)-108A active.



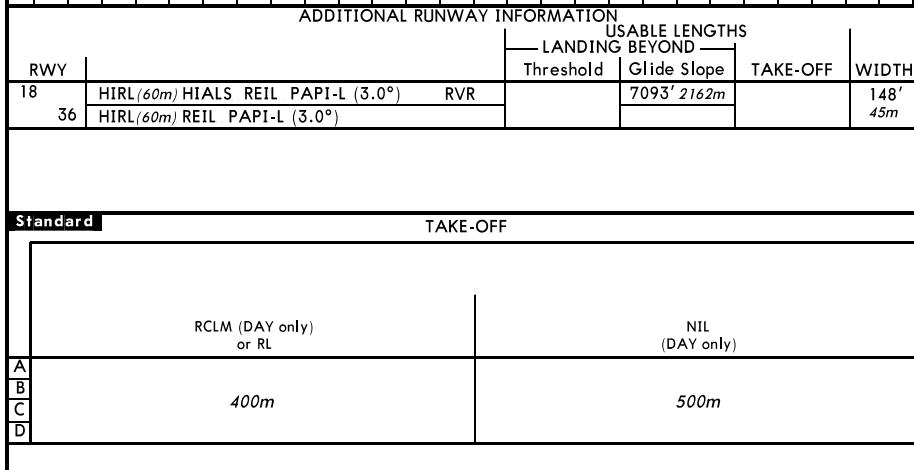
SID	ROUTING
CM 3S	Climb straight ahead, at 710', but not before NG 2.2 DME, turn RIGHT to NG Lctr, 082° bearing to CM.
LUNEL 3S	Climb straight ahead, at 710', but not before NG 2.2 DME, turn RIGHT, 278° track, intercept FJR R-049 inbound via LUNEL to FJR.
MARRI 3S	Climb on 168° track, intercept 174° bearing from NG to MARRI.
MEN 3S ❶	Climb straight ahead, at 710', but not before NG 2.2 DME, turn RIGHT, intercept 338° bearing towards DA, intercept MEN R-130 inbound via LUMID to MEN.
MOLEN 3S	Climb straight ahead, at 710', but not before NG 2.2 DME, turn RIGHT, intercept 029° bearing to NG Lctr, 021° bearing via MOLEN to MTL.
RHONE 3S ❷	Climb straight ahead, at 710', but not before NG 2.2 DME, turn LEFT, 088° track, intercept 147° bearing from NG to RHONE.

❶ Only available when RHONE CTA Sector 3 & 4 active. ❷ Not available when LF(R)-108A active.
CHANGES: SIDs renumbered & revised; CM 3S established. © JEPPESSEN, 2011. ALL RIGHTS RESERVED.

Apt Elev **309'**
N43 45.5 E004 25.0

22 JUL 11 (10-9)

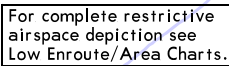
NIMES, FRANCE
GARONS



CHANGES: Airport layout.

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NIMES, FRANCE
ILS or LOC Rwy 18

1 in=5 NM 5 0

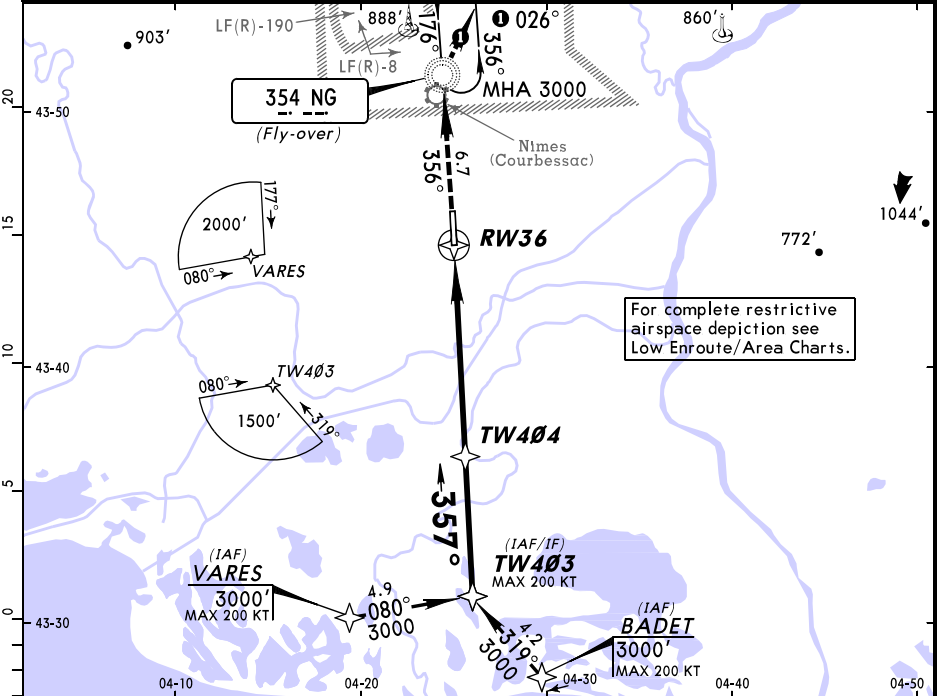
D3.2
NG
↑

PANS OPS 4

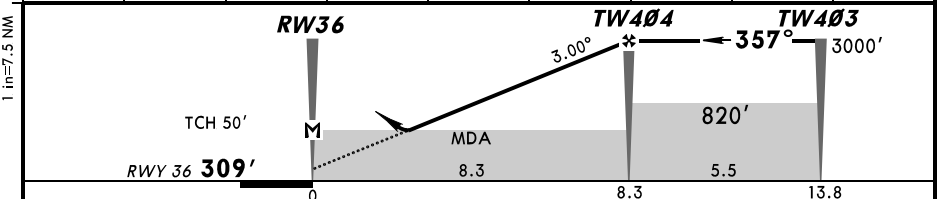
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*ATIS		MONTPELLIER Approach		*GARONS Tower		MSA 25 NM IAF
129.35		133.77		123.2		
RNAV	Final Apch Crs 357°	Procedure Alt TW404 3000' (2691')	DA/MDA(H) 650' (341')	Apt Elev 309'	RWY 309'	

Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 5000'
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DIST to RW36	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	680'	1000'	1310'	1630'	1950'	2270'	2590'	2910'

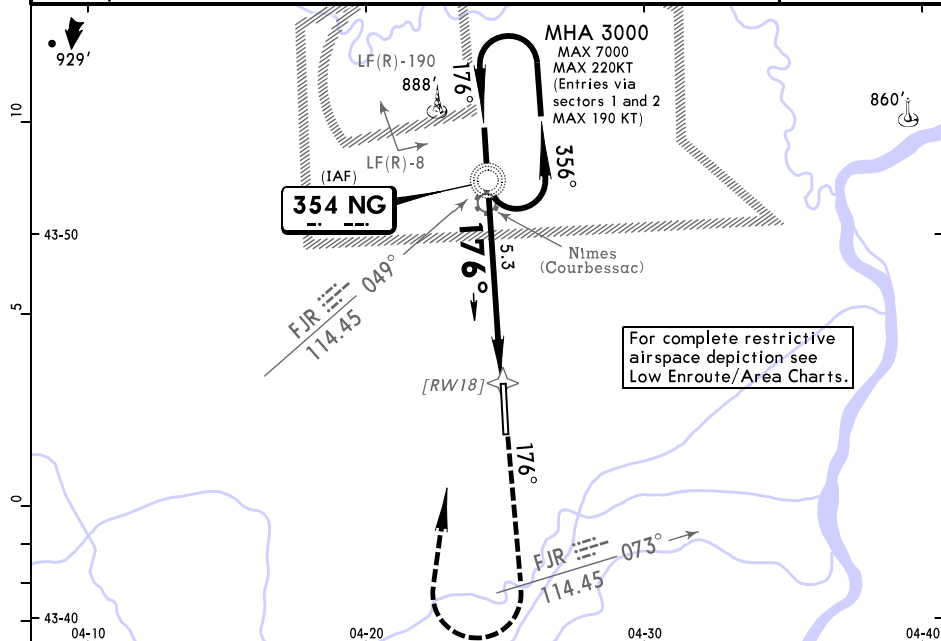


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	Refer to Missed Apch above
Descent angle 3.00°	372	478	531	637	743	849		
MAP at RW36								

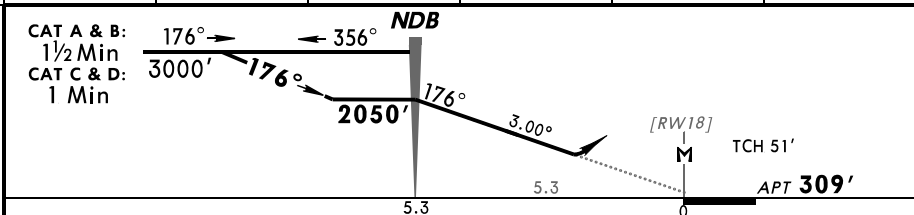
Standard				Circle-to-Land	
STRAIGHT-IN LANDING RWY 36 Missed apch climb gradient min 3.5%				Prohibited East of runway	
CDFA DA/MDA(H) 650' (341')				Max Kts	VIS
A RVR 1500m				110	750' (441') 1500m
				135	810' (501') 1600m
C RVR 1600m				180	940' (631') 2400m
				205	1010' (701') 3600m

NIMES, FRANCE
NDB Rwy 18

*ATIS		MONTPELLIER Approach			*GARONS Tower	
129.35		133.77			123.2	
NDB NG 354	Final Aptch Crs 176°	Minimum Alt NDB 2050' (1741')	DA/MDA(H) 700' (391')	Apt Elev 309'		
MISSED APCH: Climb on 176° from NDB, crossing R-073 FJR turn RIGHT (MAX 185 KT) to NDB climbing to 3000'.						
Alt Set: hPa		Apt Elev: 11 hPa		Trans level: By ATC		
VOR required.				Trans alt: 5000'		MSA NG NDB



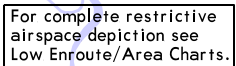
DIST to RW18	5.3	5.0	4.0	3.0	2.0
ALTITUDE	2050'	1960'	1640'	1320'	1010'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>REIL</div><div>PAPI</div><div>↑</div><div>on</div></div>	<div>176° from NG 354</div>
Descent angle 3.00°	372	478	531	637	743	849		
NDB to MAP	5.3	4:33	3:32	3:11	2:39	2:16		

Standard		STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND		
		CDFA		Prohibited East of runway		
		DA/MDA(H) 700' (391')				
		ALS out		Max Kts		
A	RVR 1100m	RVR 1500m		MDA(H)	VIS	
B				110	750' (441')	1500m
C		135	810' (501')	1600m		
D		180	940' (631')	2400m		
		RVR 1800m		205	1010' (701')	3600m

1 For add-on to the MDA(H), see ATC pages FRANCE.

 $\text{in}=7.5 \text{ NM}$

1 For add-on to the MDA(H), see ATC pages FRANCE.