For flights from upper airspace.Only available when RHONE CTA

Sector 3 & 4 active.

3 If LF(R)-108A is active use

STAR MARRI 4.

D11 MTG N43 23.2 E004 50.7

MARRI

N43 23.1 E004 28.5

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

Climb straight ahead, at 710', but not before NG 2.2 DME, turn LEFT, 088° track,

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

intercept 147° bearing from NG to RHONE

RHONE 3S

LFTW/FNI Apt Elev 309' NIMES, FRANCE 22 JUL 11 (10-9) **GARONS** N43 45.5 E004 25.0 *ATIS *Tower 129.35 123.2 04-24 04-25 04-26 Wildlife strike hazard. 18 VAR 0° <u>∧</u>400′ 43-46 43-46 E2 D General **427**′ ∕∕∖∖ aviation Е3 Control Tower 403' _F 🛦 В - 43-45 43-45 1000 2000 3000 4000 Feet 36 357°-800 1000 200 04-24 04-25 04-26 ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND Threshold TAKE-OFF **RWY** Glide Slope WIDTH 18 7093' 2162m HIRL (60m) HIALS REIL PAPI-L (3.0°) R∨R 148 45m 36 HIRL(60m) REIL PAPI-L (3.0°) Standard TAKE-OFF RCLM (DAY only) NIL or RL (DAY only) B C D 400m 500m CHANGES: Airport layout.

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NIMES, FRANCE ILS or LOC Rwy 18 LFTW/FNI 22 JUL 11 (11-1)GARONS MONTPELLIER Approach *ATIS 129.35 133.77 123.2 NG STRIP LOC Final GS 115 309' Apt Elev NG Apch Crs D4.0 NG DA(H) 177° 1560'(1259') 109.55 551'(250') 5000 RWY 301' 3000 MISSED APCH: Climb STRAIGHT AHEAD to D3.2 NG, then turn RIGHT (MAX 220 KT) to NDB climbing to 3000'. 2000' Trans level: By ATC Alt Set: hPa Rwy Elev: 11 hPa Trans alt: 5000 DME required. MSA NG NDB 755' D11.0 NG: ILS DME 177° 109.55 NG 43-55 9 MHA 3000 MAX 7000 MAX 220 KT D8.5 LF(R)-190 NG (Entries via 888′ 860 sectors 1 and 2 MAX 190 KT) (4) (IAF) LF(R)-8 354 NG D5.5 NG 43-50 D4.0 Nimes (Courbessac) For complete restrictive **D1.0** airspace depiction see Low Enroute/Area Charts. 43-45 D3.2 NG 04-10 04-20 04-30 04-40 LOC NG DME 7.0 4.0 3.0 2.0 8.0 6.0 5.0 (GS out) 2830 2510 2190 ALTITUDE 1870 1560 1240 920' NDB D5.5 NG **D11.0**NG n=5 NM 177° 357 3000 G\$2050'**D4.0**NG 1770 GS 1560' D1.0 D8.5 LOC 1560 NG LOC 2050 1380 1140' TCH 51' MDA RWY 18 301' 3.0 1.5 3.0 0.8 Gnd speed-Kts 90 100 120 140 160 D3.2 REIL PAPI NG 377 484 538 753 646 861 LOC Descent angle 3.00° MAP at D1.0 NG STRAIGHT-IN LANDING RWY 18 LOC (GS out) Standard CIRCLE-TO-LAND 2 ILS Prohibited East of runway DA(H) 551'(250') DA/MDA(H) 1620'(319') FULL/Limited ALS out ALS out 750' (449', Kts VIS 110 1500m В 135 810' (509') 1600m RVR 800m RVR 1300m RVR 800m RVR 1400m 940′ (639′) С 180 2400m D 1010′ (709′ 205 3600m ■ For add-on to the MDA(H), see ATC pages FRANCE. ② Circling height based on rwy 18 threshold elevation of 301'.

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MISSED APCH CLIMB RNAV (GNSS) RWY 36 LFTW/FNI GARONS 22 JUL 11 *ATIS *GARONS Tower 129.35 133.77 123.2 Final Procedure Alt MSA Apt Elev 309 DA/MDA(H) Apch Crs TW4Ø4 25 NM RNAV 650'(341') IAF 357° 3000'(2691' RWY 309 MISSED APCH: Climb on 356° to join holding indirect at 3000'. Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000 888 0 026° 860 LF(R)-190 جال 903 LF(R)-8 MHA 3000 354 NG 43-50 (Fly-over) Nimes (Courbessac) 1044 2000 **RW36** 772' VARES 080°-> For complete restrictive airspace depiction see Low Enroute/Area Charts 43-40 TW4Ø3 1500 TW4Ø4 (IAF/IF) (IAF) TW4Ø3 MAX 200 KT VARES 3000' MAX 200 KT 080 BADET 43-30 3000 3000 MAX 200 KT 04-30 04-20 04-40 04-10 04-50 DIST to RW36 1.0 2.0 3.0 4.0 5.0 6.0 7.0 8.0 2270 ALTITUDE 680 1310 1630 1950 2590 2910 TW4Ø4 TW4Ø3 RW36 in=7.5 NM 357° 3.00° 3000' 820 TCH 50' MDA RWY 36 309' 8.3 5.5 8.3 13.8 120 Gnd speed-Kts 70 90 100 Refer to Descent angle 3.00° 372 478 531 REIL Missed Apch PAPI-L above MAP at RW36 Standard STRAIGHT-IN LANDING RWY 36 CIRCLE-TO-LAND Missed apch climb gradient mim 3.5% Prohibited East of runway DA/MDA(H) 650'(341') Ma> Kts 750<u>′ (441′)</u> VIS 110 1500m RVR 1500m В 135 810′ (501′) 1600m C 180 940' (631') 2400m RVR 1600m D 205 1010' (701') 3600m

CHANGES: New procedure.

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LFTW/FNI NDB Rwy 18 22 JUL 11 (16-1)GARONS MONTPELLIER Approach *GARONS Tower *ATIS 129.35 133.77 123.2 NDR Final Minimum Alt DA/MDA(H) NG Apch Crs NDB Apt Elev 309' 700′(391′) 176° 2050′(1741′) 354 5000 3000 MISSED APCH: Climb on 176° from NDB, crossing R-073 FJR turn RIGHT (MAX 185 KT) to NDB climbing to 3000'. 2000' Trans level: By ATC Apt Elev: 11 hPa Alt Set: hPa Trans alt: 5000 VOR required. MSA NG NDB MHA 3000 MAX 7000 MAX 220KT 929' LF(R)-190 888 (Entries via 860' sectors 1 and 2 2 MAX 190 KT) (45) LF(R)-8 354 NG 43-50 Nimes (Courbessac) For complete restrictive airspace depiction see Low Enroute/Area Charts [RW18] FJR :== 114.45 43-40 04-10 04-20 04-30 04-40 DIST to RW18 5.3 5.0 4.0 3.0 2.0 2050 1320 ALTITUDE 1960 1640 1010 NDB ≨ CAT A & B: - 356° 176°⊣ $1\frac{1}{2}$ Min 3000 CAT C & D: 1 Min 2050 ₹.00° [RW18] TCH 51' Μ APT **309**′ 5.3 5.3 HIALS Gnd speed-Kts 70 90 100 120 140 160 176° Descent angle 3.00° 372 478 531 637 743 849 from NG 5.3 4:33 3:32 3:11 2:39 2:16 1:59 NDB to MAP 354 Standard STRAIGHT-IN LANDING RWY 18 CIRCLE-TO-LAND CDFA Prohibited East of runway DA/MDA(H) 1 700'(391') Max Kts ALS out MDA(H)VIS 750' (441') 110 1500m RVR 1500m В 135 810' (501') 1600m RVR 1100m C 180 940' (631') 2400m OPS RVR 1800m D 205 1010' (701') 3600m ■ For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: MSA. Procedure. Minimums.

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NIMES, FRANCE

