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Trip Kit Index

Airport Information For LFML

Terminal Charts For LFML

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Marseille/Provence Fra

IATA Code: MRS

Lat/Long: N43° 26.2' E005° 12.9'

Elevation: 70 ft

Airport Use: Public

Magnetic Variation: 0.9°E

Fuel Types: 100 Octane (LL), Jet A-1

Repair Types: Major Airframe, Major Engine

Customs: Yes

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: No

Pattern Altitude: 1000 ft AGL

Sunrise: 0458 Z

Sunset: 1821 Z,

Runway Information

Runway: 13L

Length x Width: 11483 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 8 ft

Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 1115 ft

Runway: 13R

Length x Width: 7776 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 8 ft

Lighting: Edge, REIL

Runway: 31L

Length x Width: 7776 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 61 ft

Lighting: Edge, REIL

Displaced Threshold: 344 ft

Runway: 31R

Length x Width: 11483 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 53 ft

Lighting: Edge, Centerline, REIL
Displaced Threshold: 2165 ft

Communication Information

ATIS 125.35
Provence Preflight Tower 121.725
Provence Ground Tower 121.9
Provence Tower 132.95
Provence Tower 123.725
Provence Tower 118.375 Secondary
Provence Approach Control 132.3
Provence Approach Control 131.225
Provence Approach Control 129.475 Secondary
Provence Approach Control 120.2
Provence Information 127.725 Flight Info Service
Provence Information 124.35 Flight Info Service

1. GENERAL

1.1. ATIS

D-ATIS 125.35

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

Between 2300-0600LT in light traffic and with calm wind RWY 13 will normally be used for landing and RWY 31 for take-off, unless otherwise required for operational reasons.

1.2.2. REVERSE THRUST

During landing reverse thrust and reversed propeller pitch shall only be used beyond idle power for operational and 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 52 to 57 apron.

Between 2200-0600LT engine tests are prohibited, except for ACFT with EOBT before 0700LT.

1.2.4. AUXILIARY POWER UNITS (APU)

On aprons the APU can be used only for a period not exceeding:

- 20 minutes after arrival to parking stand.
- 60 minutes before scheduled departure from parking stand.

1.2.5. NIGHTTIME RESTRICTIONS

Turbo-jet ACFT, certified in accordance of Chapter 3, with a cumulative margin of less than 8 EPNdB, are not allowed to:

- land between 2200-2400LT,
- leave stand to take-off between 2200-2400LT.

Turbo-jet ACFT, certified in accordance of Chapter 3, with a cumulative margin of less than 10 EPNdB, are not allowed to:

- land between 0000-0600LT,
- leave stand to take-off between 0000-0600LT.

From 27 October 2013, turbo-jet ACFT certified in accordance of Chapter 3, with a cumulative margin less than 10 EPNdB are not allowed to:

- land between 2200-0600LT,
- leave stand to take-off between 2200-0600LT.

Turbo-propeller ACFT, complying with the noise standards mentioned in chapter 2, chapter 3 or chapter 5 and with a cumulative margin of less than 8 EPNdB, are not allowed to:

- land between 2200-0600LT,
- leave stand to take-off between 2200-0600LT.

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.

TWYs D6, E3, E7, F3, L1 and L3 MAX wingspan 118'/36m.

TWY B3 between L1 and C3 MAX wingspan 171'/52m.

TWY B3 between L2 and L3 (except B767) MAX wingspan 171'/52m.

TWYs D1, D3, D4, D7 (except B767, A300, A310), D8, G3, G4, G5, G6 and L2 (except B767-300) MAX wingspan 171'/52m.

TWY B3 between L1 and C4 MAX wingspan 213'/65m.

TWY B3 between L1 and L2 (except A340-600 and B777) MAX wingspan 213'/65m.

TWY C1, C2, C3, C4, C6, C7, C8, D2, D9, E2, E9 and G2 MAX wingspan 213'/65m.

Access from/to thresholds for ACFT MAX wingspan 213'/65m:

- thresholds 13 via G3.
- thresholds 31 via G4.

1. GENERAL

1.4. PARKING INFORMATION

Stands 24B and 65 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

2.1.1. ILS 31R PROCEDURE

In order not to overfly the city of Marseille, do not overshoot MRM R-178 to the East.

2.1.2. VISUAL APPROACH

Except for safety reasons pilots shall comply with the instructions of chart 19-12.
RWY 31 left-hand visual approach from North and West is prohibited between 2300-0600LT.

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.

2.4. OTHER INFORMATION

2.4.1. COMMUNICATION FAILURE

2.4.1.1. AFTER MISSED APPROACH

Comply with missed approach described on the IAC to perform a second attempt. If this is followed by a new missed approach, clear the TMA following MTG R-247 at or below 4000' to seek VMC westbound.

2.4.1.2. ON RADAR VECTORING

ACFT not having received clearance to approach

- North arrivals: join DOLIV holding (RWY 31)/AVN holding (RWY 13) at last assigned FL or FL80 if last assigned FL was less than FL80.
- South arrivals: join CALAN holding (RWY 31)/BORGO holding (RWY 13) at last assigned FL or at 5000' if last assigned altitude was less than 5000'.

ACFT having received clearance to approach

Join and make the authorized instrument approach procedure.

In the event of a missed approach, comply with the procedure as described on the IAC to perform a second approach. If this attempt results in a new missed approach, leave the TMA following MTG R-247 at or below 4000' to seek for VMC westbound.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

No deviation from SID shall be granted by Provence APP below 5000 ' except when flying over water or when RADAR spacing is required.

Apply configuration and climb power according to minimum noise procedure described in operations manual.

3.2. OTHER INFORMATION

3.2.1. 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 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_1 3 minutes

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

3.2.2. COMMUNICATION FAILURE

In VMC, turn back to land on the aerodrome.

In IMC, follow the assigned SID, maintain initial SID clearance till MRM 15 DME for RWY 13 departure or till MTG 15 DME for RWY 31 departure, then climb to the FL indicated on the FPL in force.

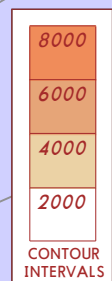
If the failure occurs during a radar vectored departure, join the assigned SID as soon as possible.

RADAR MINIMUM ALTITUDES

RADAR MINIMUM ALTITUDES

Trans alt: 5000'

Trans alt: 5000'

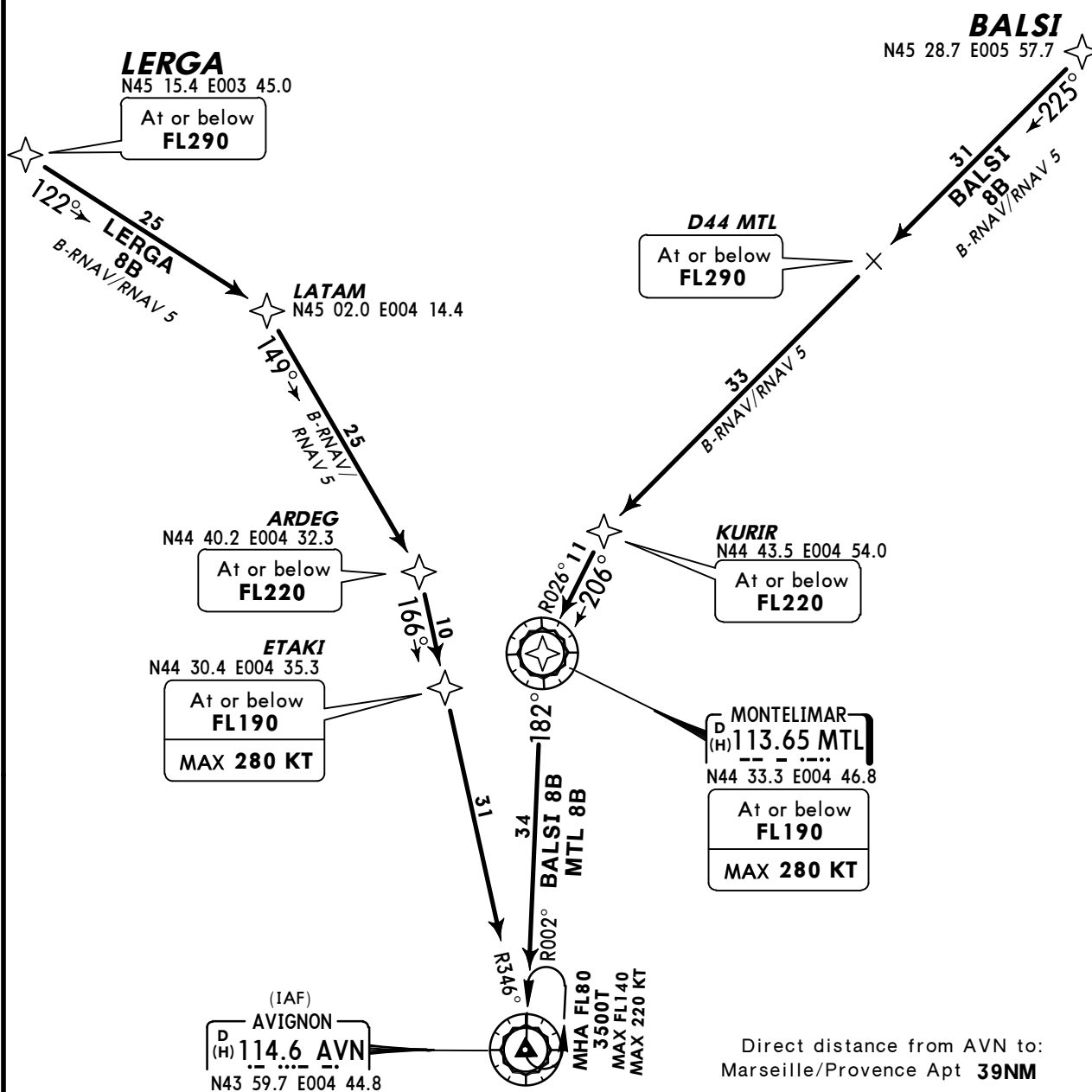


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D-ATIS 125.35 Apt Elev 70' Alt Set: hPa Trans level: By ATC Trans alt: 5000'

BALSI 8B [BALS8B], LERGA 8B [LERG8B]
BRNAV/RNAV 5 EQUIPMENT REQUIRED

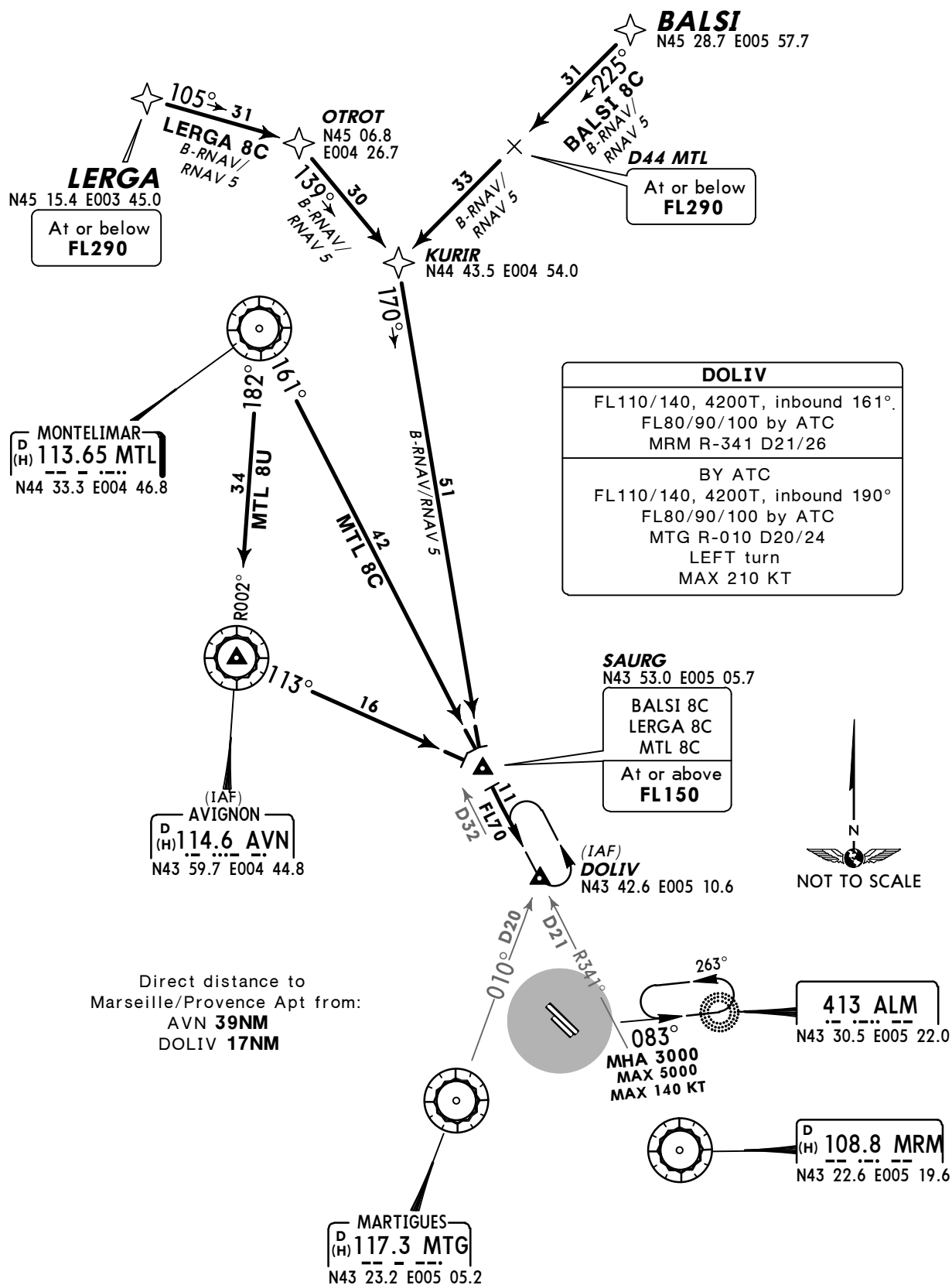
MTL 8B
RWYS 13L/R ARRIVALS



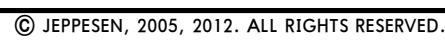
D-ATIS 125.35 Apt Elev 70' Alt Set: hPa Trans level: By ATC Trans alt: 5000'

BALSI 8C [BALS8C], LERGA 8C [LERG8C]
BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8C, MTL 8U
RWYS 31L/R ARRIVALS



Apt Elev
70'



D-ATIS

125.35

Apt Elev

70'

Alt Set: hPa

Trans level: By ATC

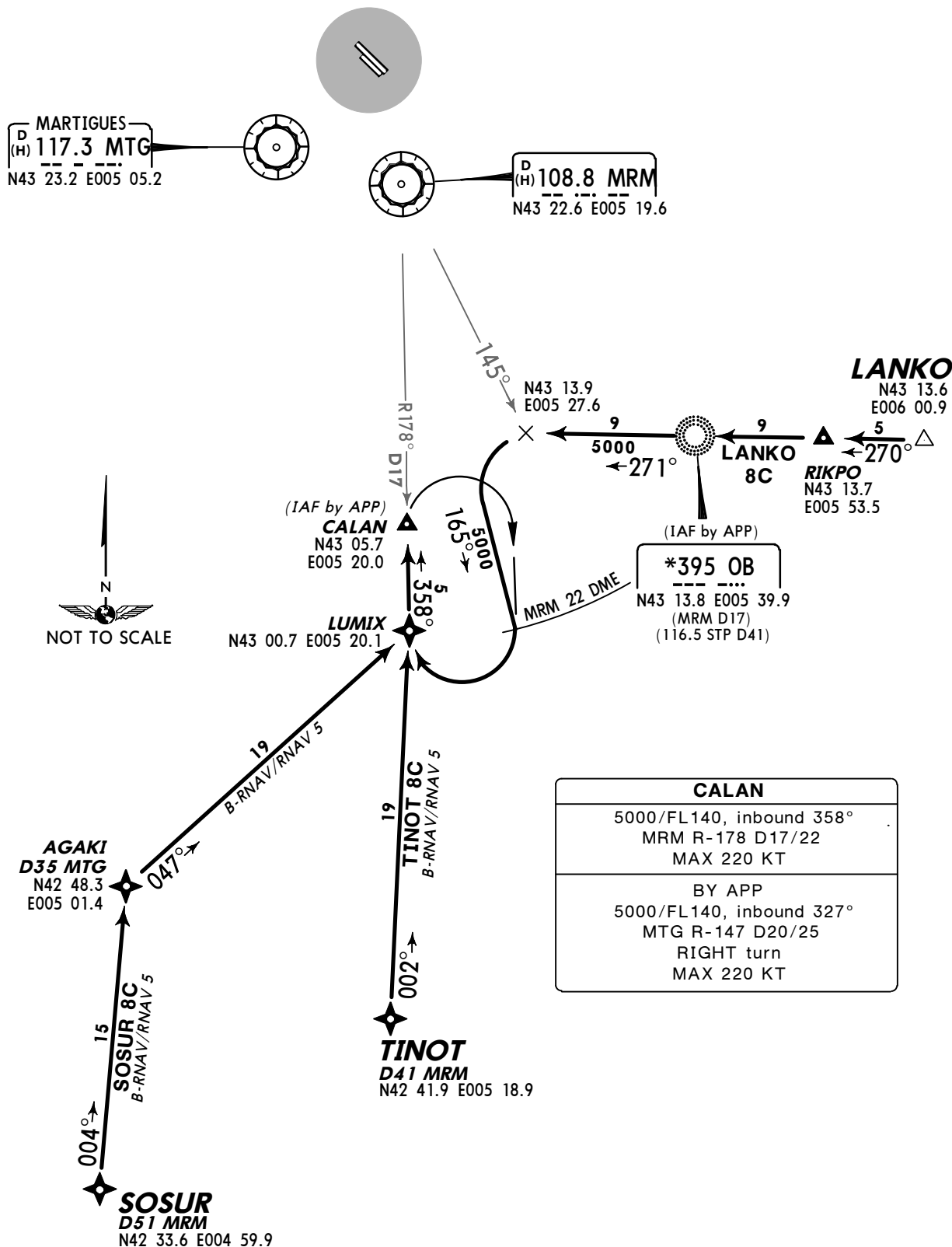
Trans alt: 5000'

LANKO 8C [LANK8C]

SOSUR 8C [SOSU8C], TINOT 8C [TINO8C]

BRNAV/RNAV 5 EQUIPMENT REQUIRED

RWYS 31L/R ARRIVALS

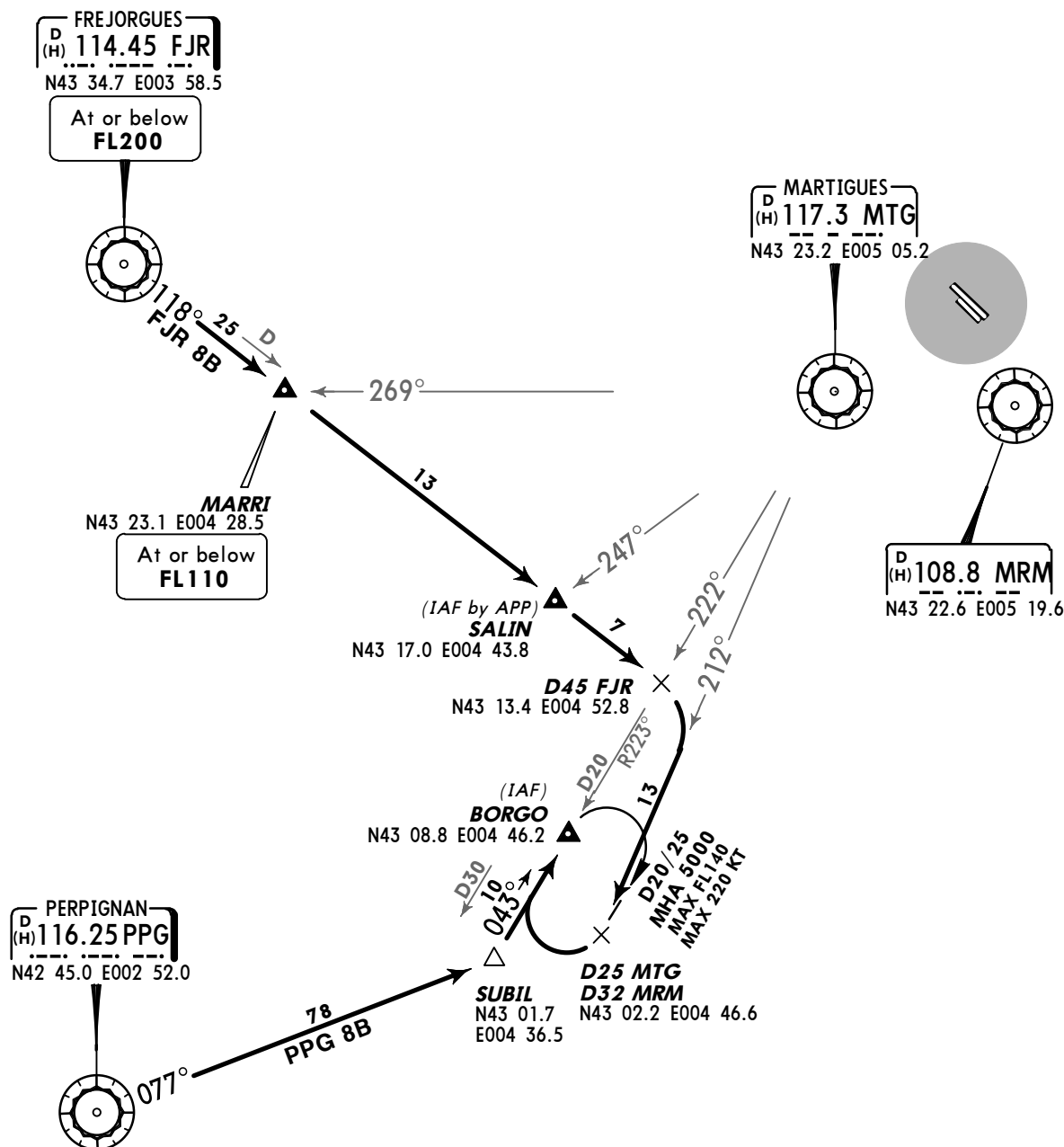


D-ATIS
125.35

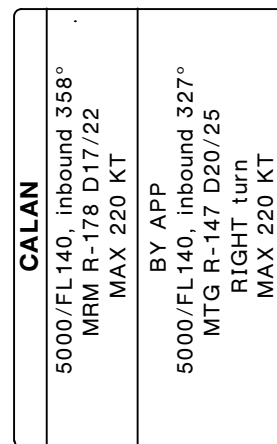
Apt Elev
70'

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

FJR 8B, PPG 8B
RWYS 13L/R ARRIVALS



**FJR 8C, PPG 8C
RWYS 31L/R ARRIVALS**



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.

ETREK 3B [ETRE3B]
RWYS 13L/R DEPARTURE
BRNAV/RNAV 5 EQUIPMENT REQUIRED
RFL ABOVE FL195
SPEED MAX 250 KT BELOW FL100



★ **ETREK**
N45 11.3 E004 38.3

B-RNAV/RNAV 5
30 ← 337°

★ **KURIR**
N44 43.5 E004 54.0

B-RNAV/RNAV 5
51 ← 350°

SAURG
N43 53.0 E005 05.7

At or above
FL150
①

① If unable to comply
use SID MTL 3T.

DOLIV
N43 42.6 E005 10.6

At or above
FL70

VENTA
N43 35.0 E005 14.1
(MTG R-028)

At or above
5000'

MAX 210 KT
until intercepting
MRM R-341

ILS DME
D (T) (110.3) ML
N43 26.7 E005 12.1

ILS DME
D (T) (111.15) MPV
N43 25.9 E005 13.1

MARTIGUES
D (H) 117.3 MTG
N43 23.2 E005 05.2

Vitrolles

ML 1.5 DME

ML 3 DME

MPV 2 DME

078°

St Victoret

At 370'

but not before

ML 1.5 DME

D (H) 108.8 MRM
N43 22.6 E005 19.6

Les Pennes

This SID requires minimum climb gradients
of
9% in order to reduce noise above built-up areas
St Victoret, Les Pennes and Vitrolles, then
8% up to FL150 ①

Gnd speed-KT	75	100	150	200	250	300
9% V/V(fpm)	684	911	1367	1823	2279	2734
8% V/V(fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance **FL160**

INITIAL CLIMB/ROUTING

Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, turn RIGHT, 350° track to KURIR, turn LEFT, 337° track to ETREK.

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.

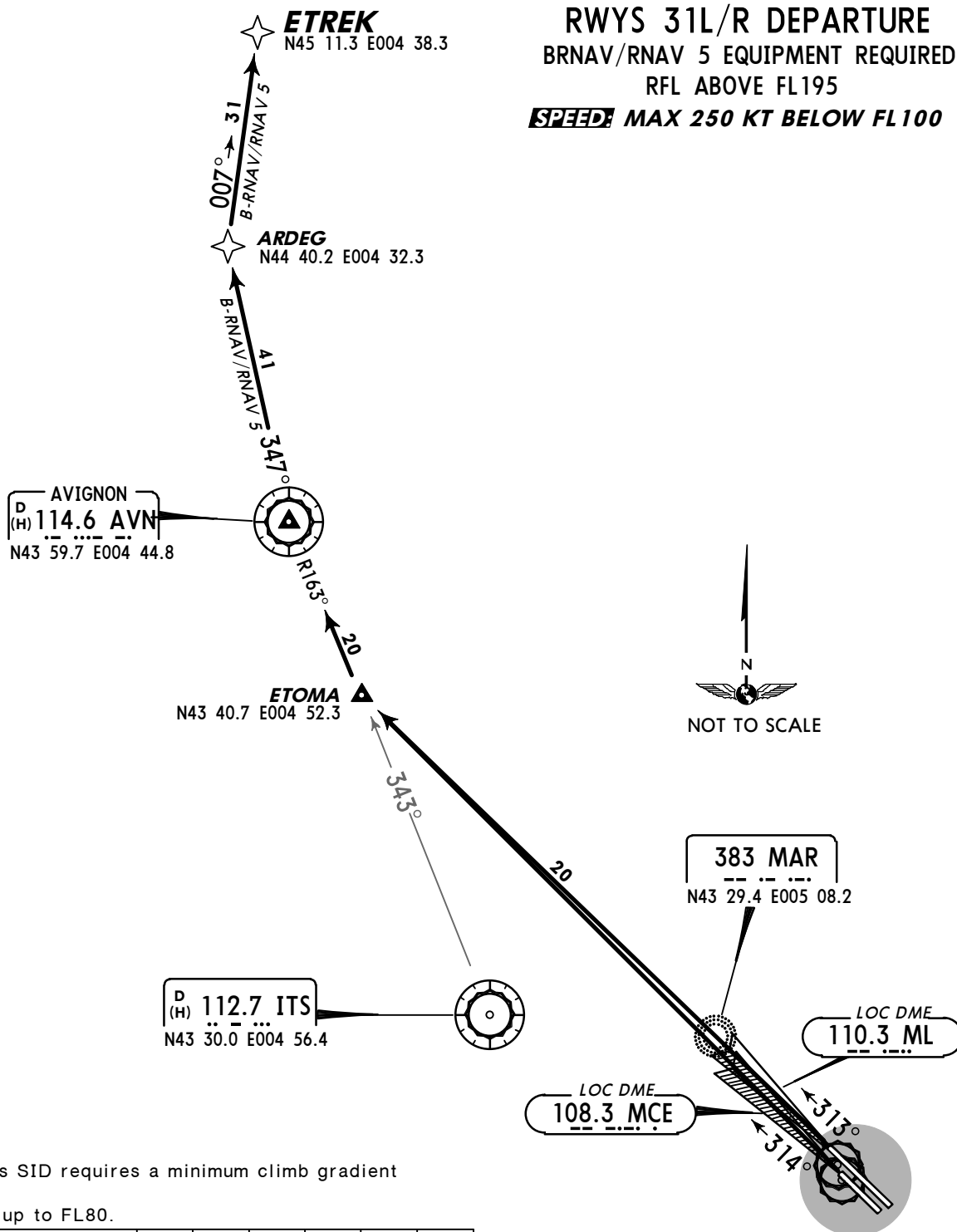
ETREK 3C [ETRE3C]

RWYS 31L/R DEPARTURE

BRNAV/RNAV 5 EQUIPMENT REQUIRED

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance 5000'

RWY	INITIAL CLIMB
31L	Climb on MCE outbound (314° track; when MCE unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN.
31R	Climb on ML outbound (313° track; when ML unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN.

ROUTING

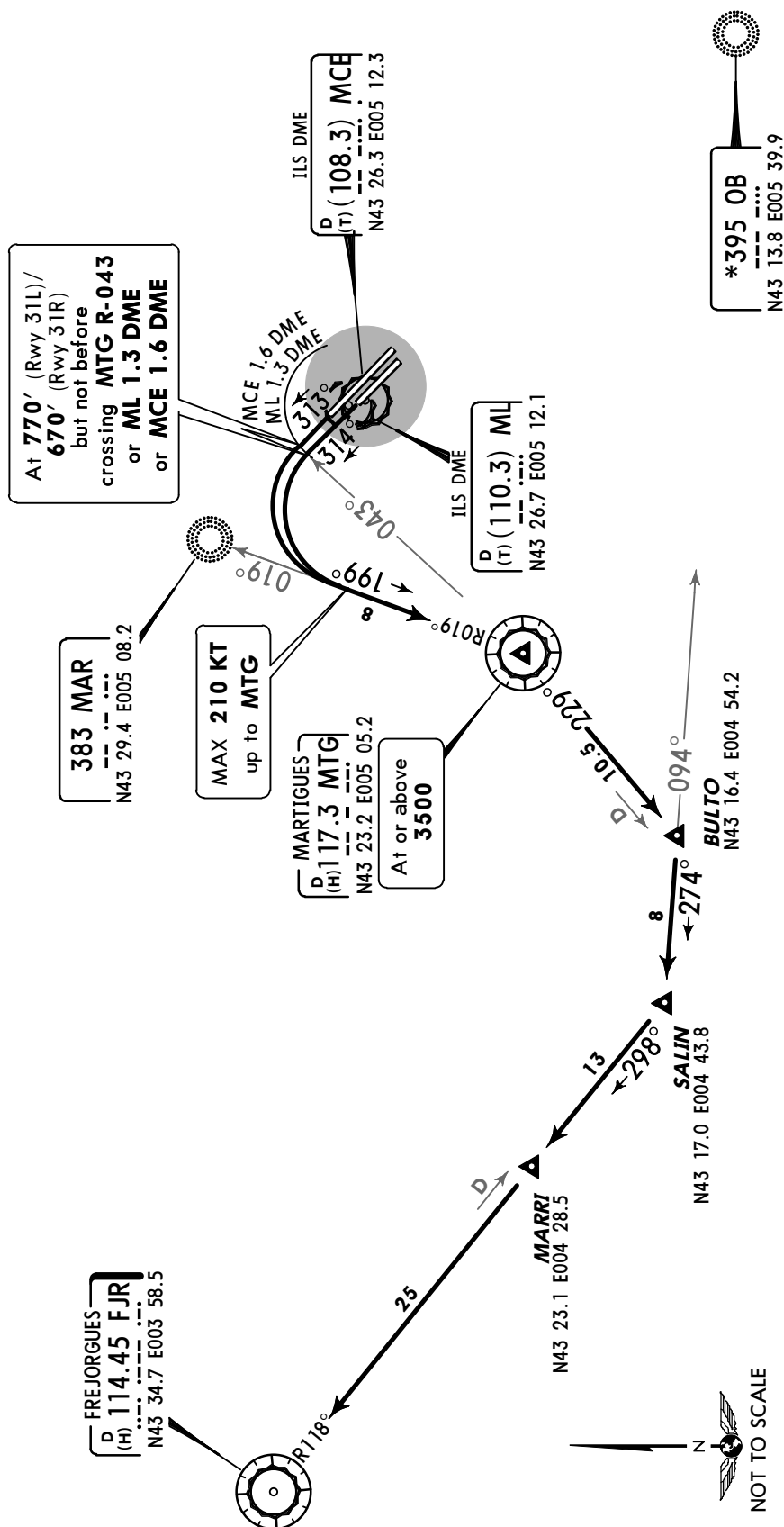
At AVN turn RIGHT, AVN R-347 to ARDEG, turn RIGHT, 007° track to ETREK.

FJR 3T	Intercept 146° bearing from MJ, at 1300', but not before ML 3 DME turn RIGHT to MTG, turn RIGHT, MTG R-229 to BULTO/D10.5 MTG, turn RIGHT, intercept 274° bearing from OB to SALIN, turn RIGHT, intercept FJR R-118 inbound via MARRI to FJR.
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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.

FJR 3C RWYS 31L/R DEPARTURE **SPEED: MAX 250 KT BELOW FL100**



This SID requires a minimum climb gradient of 8% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance 4000'

INITIAL CLIMB

31L Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG.

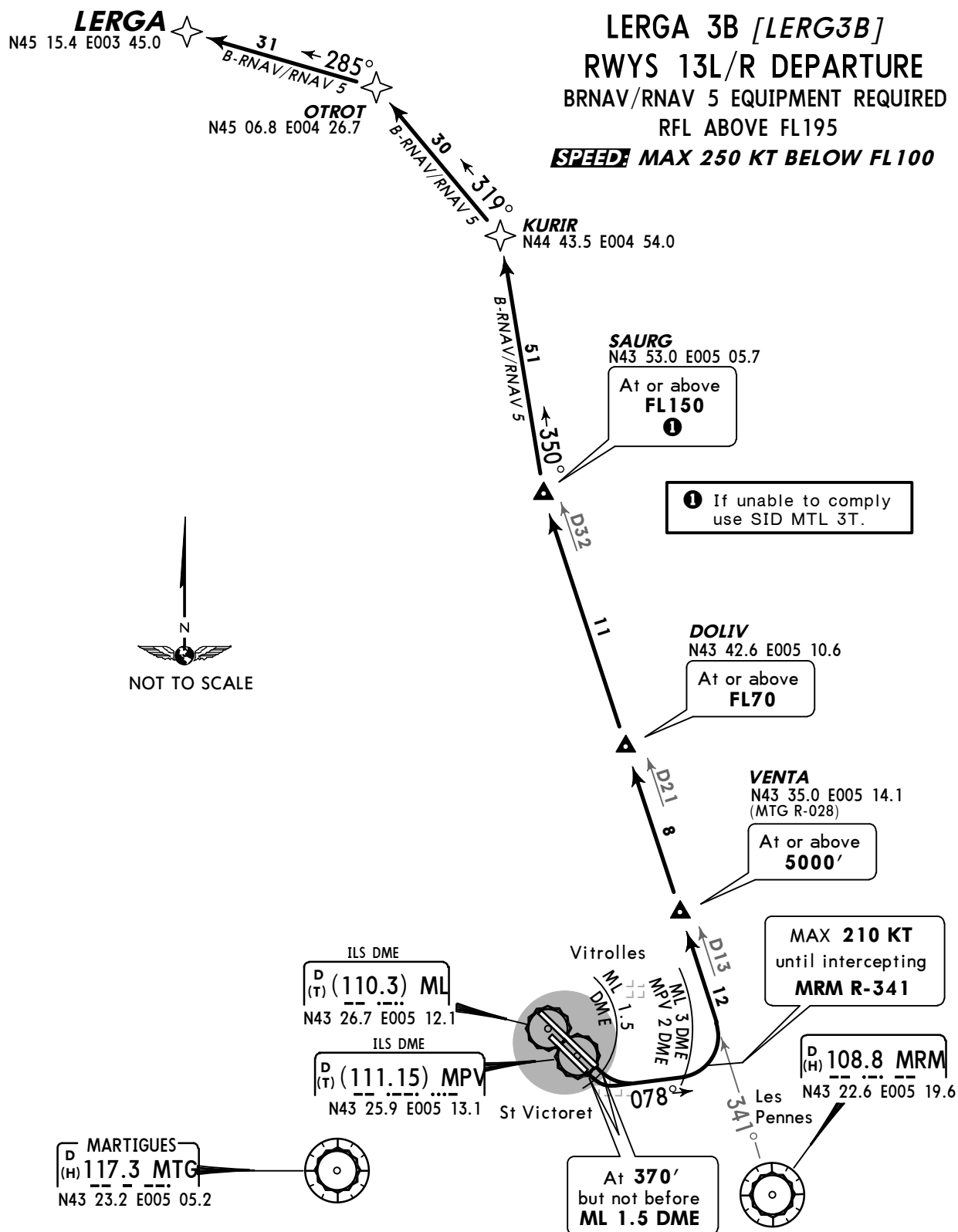
31R Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG.

ROUTING

At MTG turn RIGHT, MTG R-229 to BULTO/D10.5 MTG, turn RIGHT, intercept 274° bearing from OB to SALIN, turn RIGHT, intercept FJR R-118 inbound via MARRI to FJR.

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.



This SID requires minimum climb gradients of 9% in order to reduce noise above built-up areas St Victoret, Les Pennes and Vitrolles, then 8% up to FL150 ①

Gnd speed-KT	75	100	150	200	250	300
9% V/V(fpm)	684	911	1367	1823	2279	2734
8% V/V(fpm)	608	810	1215	1620	2025	2430

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

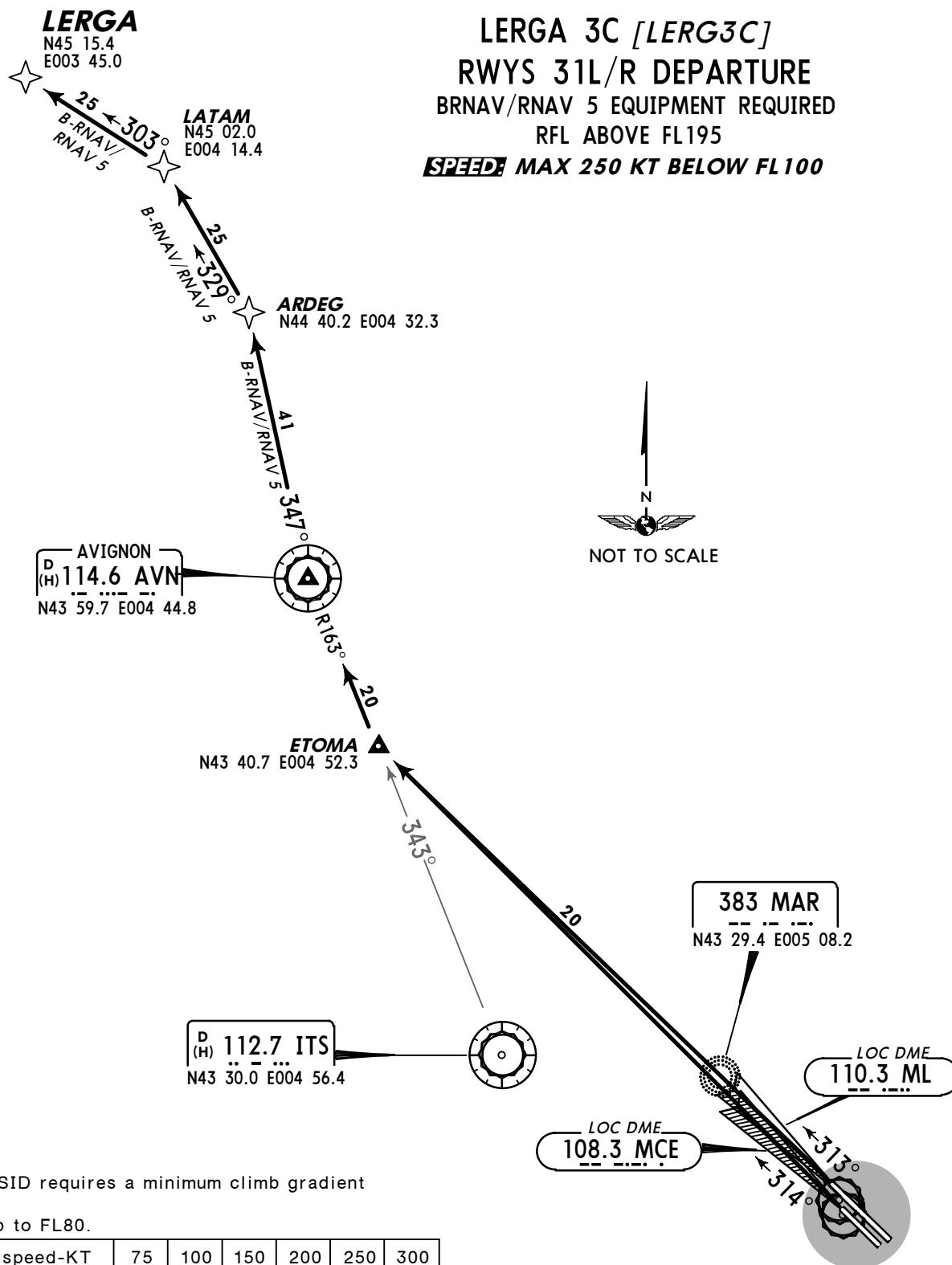
Initial climb clearance **FL160**

INITIAL CLIMB/ROUTING

Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, turn RIGHT, 350° track to KURIR, turn LEFT, 319° track to OTROT, turn LEFT, 285° track to LERGA.

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.



This SID requires a minimum climb gradient of 6% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance **5000'**

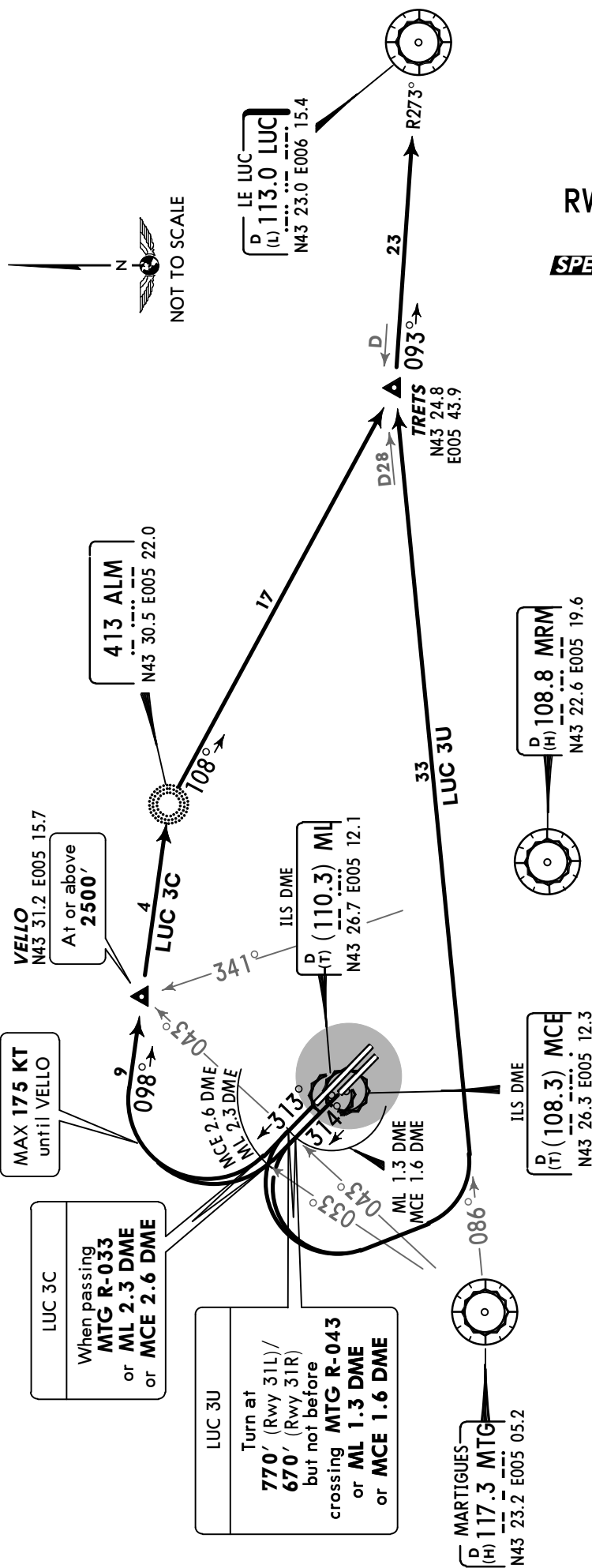
RWY	INITIAL CLIMB
31L	Climb on MCE outbound (314° track; when MCE unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN.
31R	Climb on ML outbound (313° track; when ML unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN.

ROUTING

At AVN turn RIGHT, AVN R-347 to ARDEG, turn LEFT, 329° track to LATAM, turn LEFT, 303° track to LERGA.

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.



These SIDs require a minimum climb gradient

of 6.5% up to FL120.

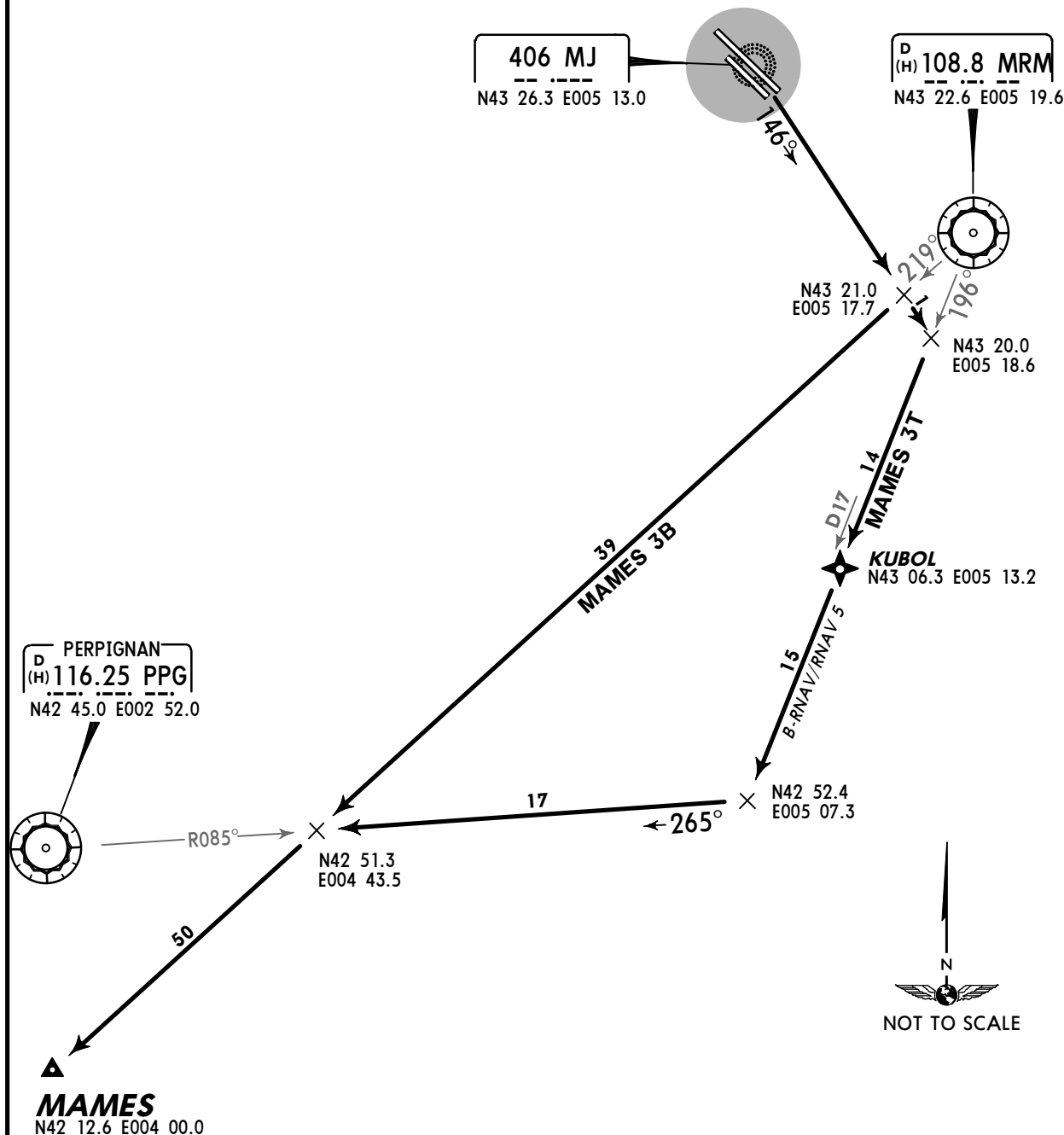
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance 5000'		
INITIAL CLIMB/ROUTING		
SID	RWY	
LUC 3C	31L/R	Climb straight ahead, when passing MTG R-033 or ML 2.3 DME or MCE 2.6 DME turn RIGHT, intercept 098° bearing via VELLO to ALM, 108° bearing to TRETTS, intercept LUC R-273 inbound to LUC.
LUC 3U	31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME, turn LEFT, intercept MTG R-086 to TRETTS, intercept LUC R-273 inbound to LUC.
	31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME, turn LEFT, intercept MTG R-086 to TRETTS, intercept LUC R-273 inbound to LUC.

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.

MAMES 3B [MAME3B]
MAMES 3T [MAME3T]
BRNAV/RNAV 5 EQUIPMENT REQUIRED
RWYS 13L/R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 6% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance **4000'**

SID	INITIAL CLIMB/ROUTING
MAMES 3B	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-219 to MAMES.
MAMES 3T	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-196 via KUBOL, intercept PPG R-085 inbound, turn LEFT, intercept MRM R-219 to MAMES.

Apt Elev

70'

Trans level: By ATC

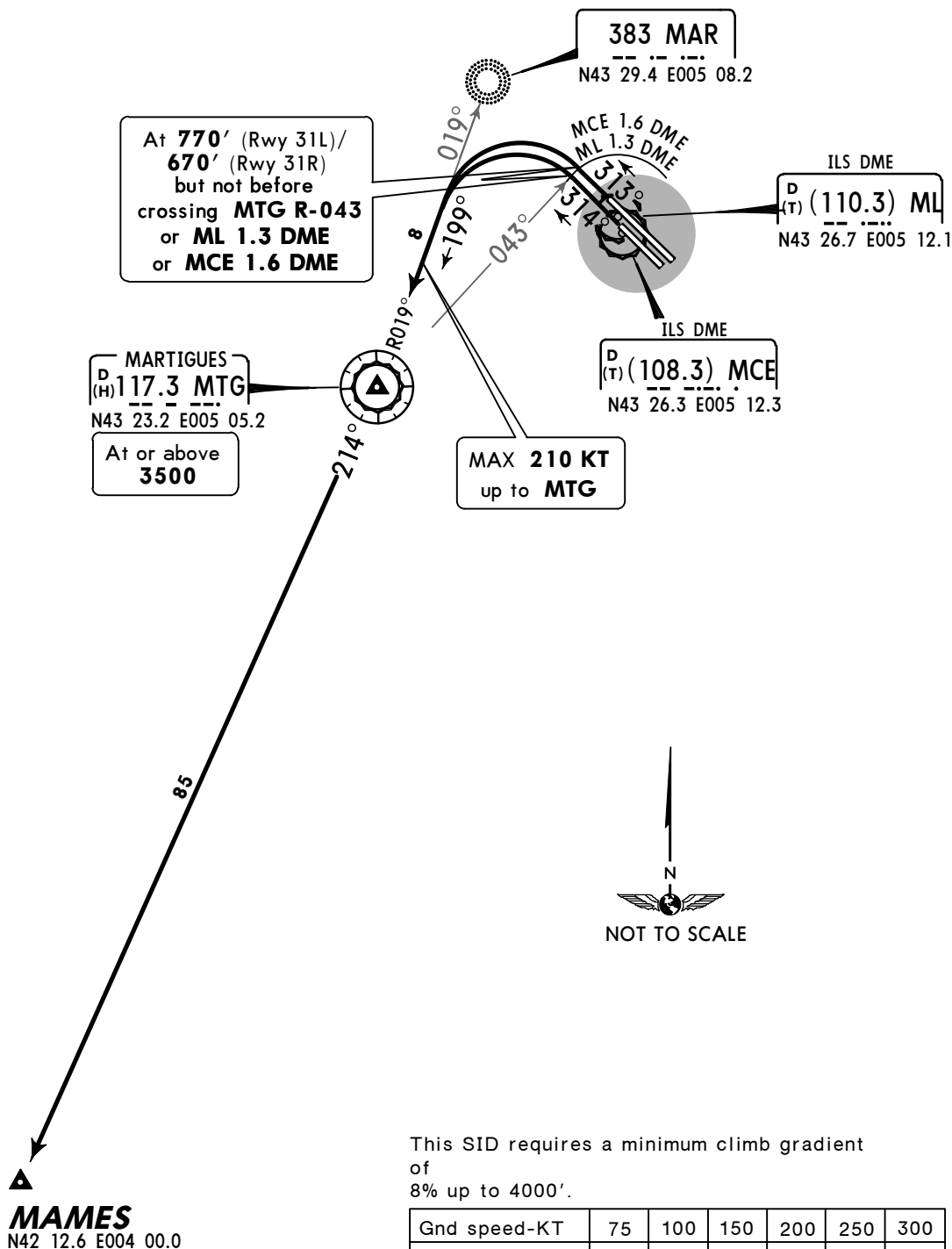
Trans alt: 5000'

SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

MAMES 3C [MAME3C]

RWYS 31L/R DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100



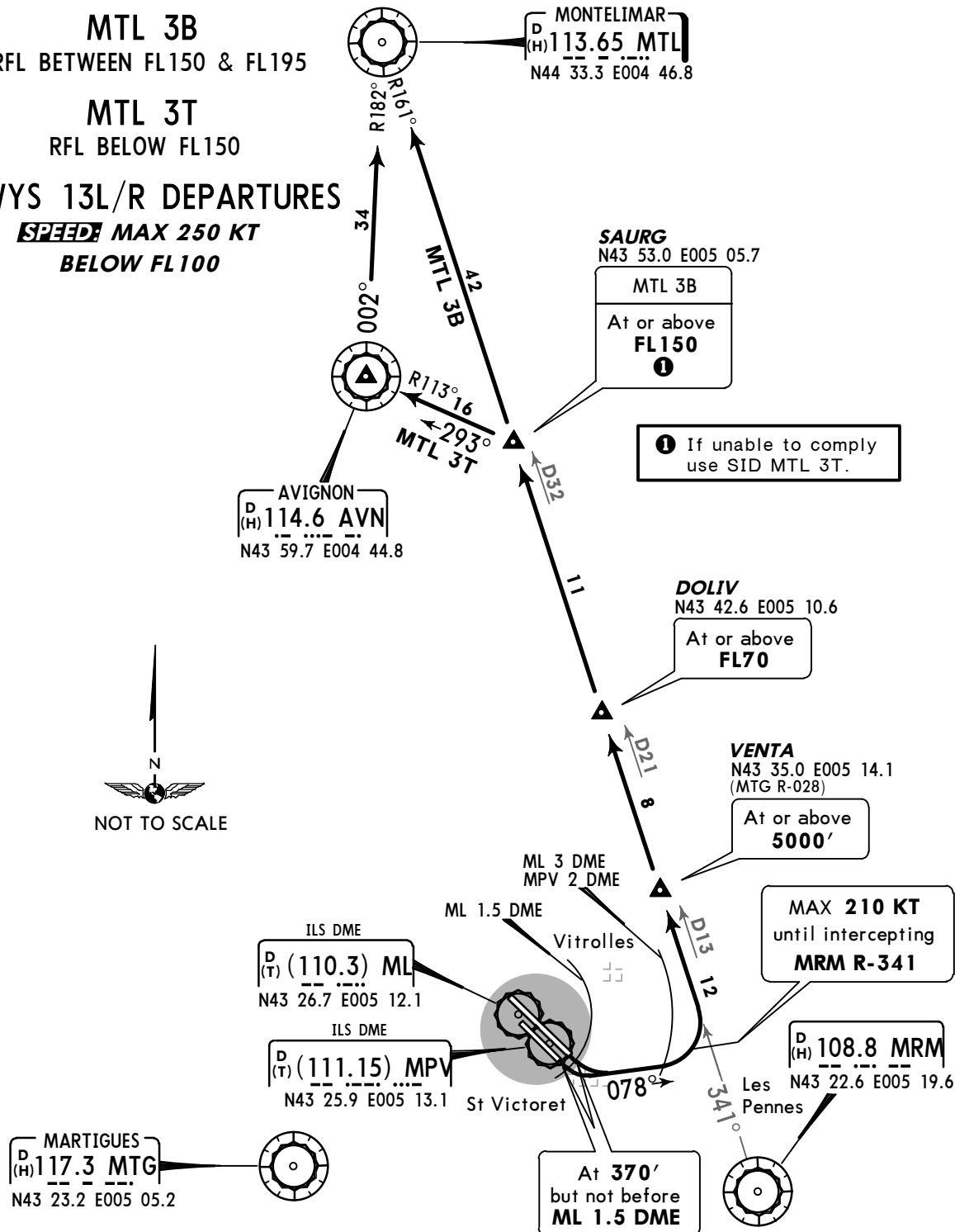
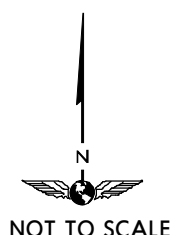
Initial climb clearance **4000'**

RWY	INITIAL CLIMB/ROUTING
31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-214 to MAMES.
31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-214 to MAMES.

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.

MTL 3B
RFL BETWEEN FL150 & FL195
MTL 3T
RFL BELOW FL150
RWYS 13L/R DEPARTURES
SPEED MAX 250 KT
BELOW FL100



These SIDs require a minimum climb gradient of 9%
in order to reduce noise above built-up areas
St Victoret, Les Pennes and Vitrolles, then
MTL 3B: 8% up to FL150 **1**
MTL 3T: 7% up to FL70.
If unable to comply advise ATC when requesting
start-up clearance.

Gnd speed-KT	75	100	150	200	250	300
9% V/V(fpm)	684	911	1367	1823	2279	2734
8% V/V(fpm)	608	810	1215	1620	2025	2430
7% V/V(fpm)	532	709	1063	1418	1772	2127

MTL 3B: Initial climb clearance FL160
MTL 3T: Initial climb clearance FL140

SID	INITIAL CLIMB/ROUTING
MTL 3B	Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 via SAURG to MTL.
MTL 3T	Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, intercept AVN R-113 inbound to AVN, turn RIGHT, intercept MTL R-182 inbound to MTL.

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.

MONTELMAR
D(H) 113.65 MTL
N44 33.3 E004 46.8



AVIGNON
D(H) 114.6 AVN
N43 59.7 E004 44.8



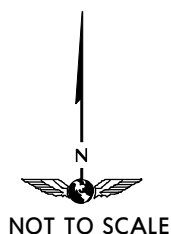
SAURG ▲
N43 53.0
E005 05.7
(108.8 MRM
R-341/D32)
(MTL R-161)

MTL 3C
RWYS 31L/R DEPARTURE
RFL BELOW FL195
SPEED: MAX 250 KT BELOW FL100

Except for operational reasons, between 2300-0600LT by low traffic and calm wind northbound flights must initially follow MTL 3C, then will be covered by RADAR vectoring to DOLIV and/or SAURG to follow RWY 13 SIDs to ETREK, LERGA or MTL.

▲ DOLIV
N43 42.6 E005 10.6
(108.8 MRM R-341/D21)

▲ ETOMA
N43 40.7 E004 52.3



D(H) 112.7 ITS
N43 30.0 E004 56.4



383 MAR
N43 29.4 E005 08.2

ILS DME
108.3 MCE

ILS DME
110.3 ML

This SID requires a minimum climb gradient of 6% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance **5000'**

RWY	INITIAL CLIMB/ROUTING
31L	Climb on MCE outbound (314° track; when MCE unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN, turn RIGHT, intercept MTL R-182 inbound to MTL.
31R	Climb on ML outbound (313° track; when ML unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN, turn RIGHT, intercept MTL R-182 inbound to MTL.

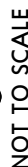
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Trans level: By ATC Trans alt: 5000'

SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 6% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
6% V/V($\dot{f}$ pm)	456	608	911	1215	1519	1823

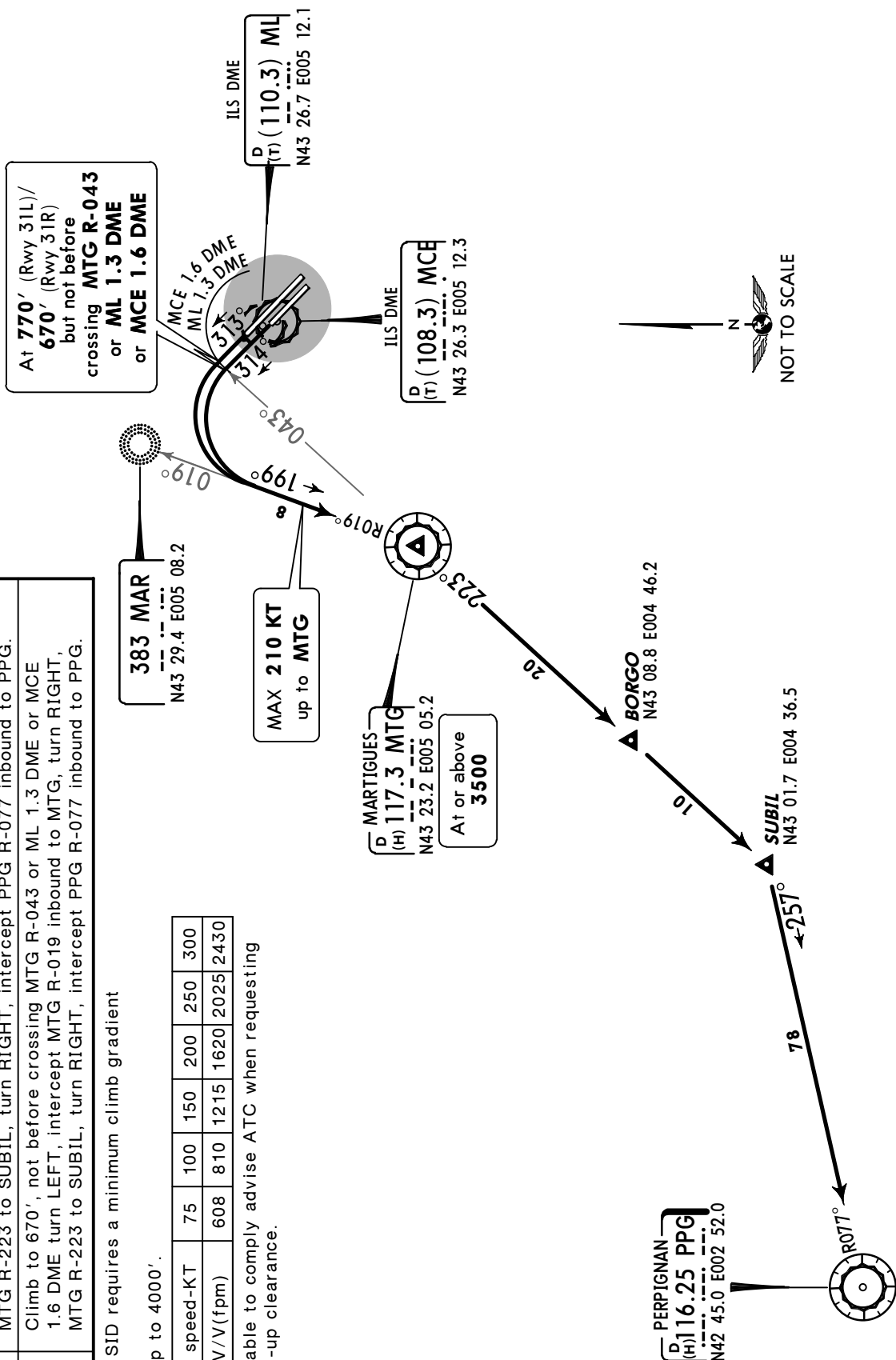
If unable to comply advise ATC when requesting start-up clearance.



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.

PPG 3C
RWYS 31L/R DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100



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Apt Elev

70'

Trans level: By ATC

Trans alt: 5000'

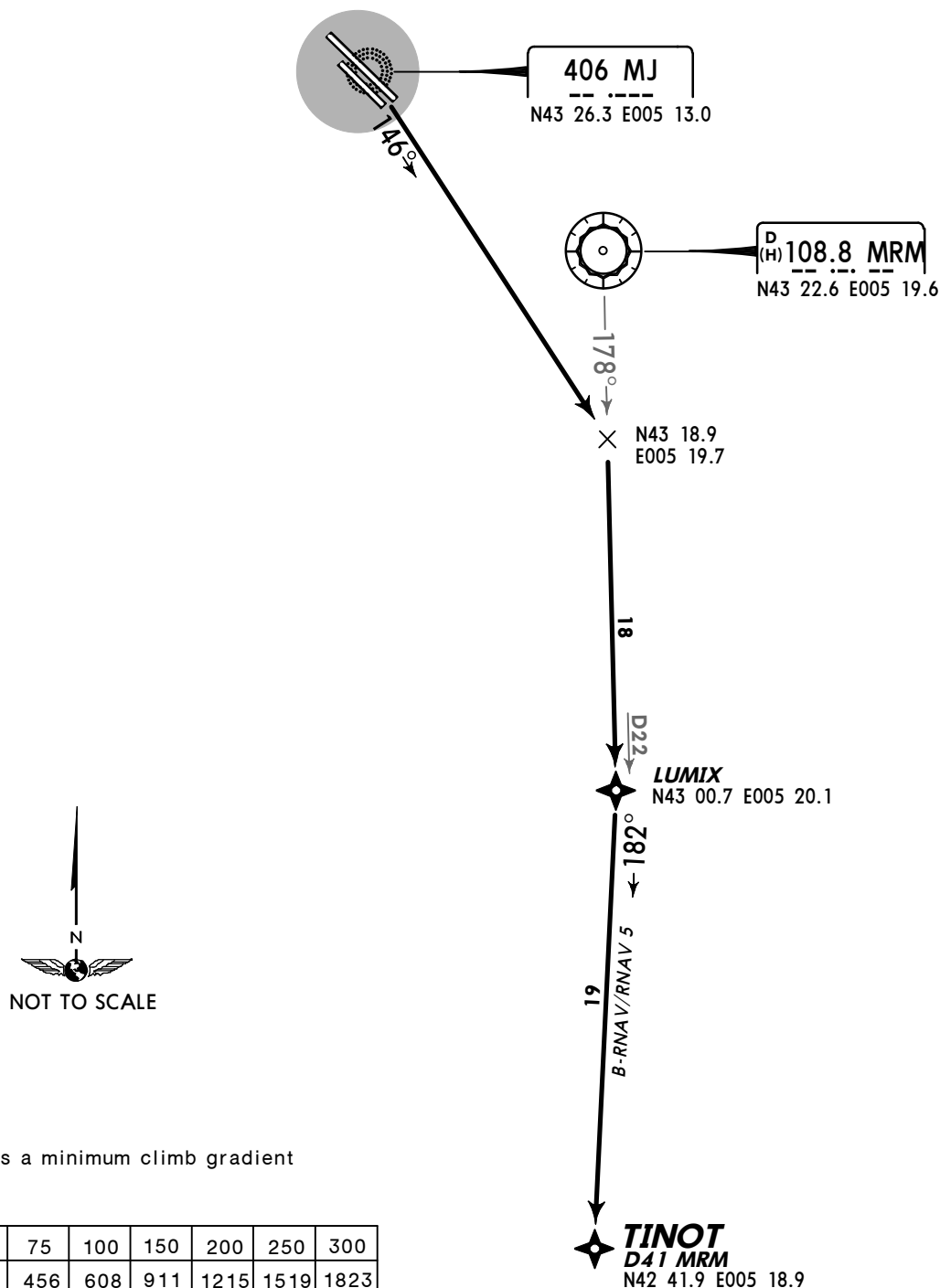
SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

TINOT 3B [TINO3B]

RWYS 13L/R DEPARTURE

BRNAV/RNAV 5 EQUIPMENT REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance 4000'

INITIAL CLIMB/ROUTING

Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-178 to LUMIX, turn RIGHT, 182° track to TINOT.

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.

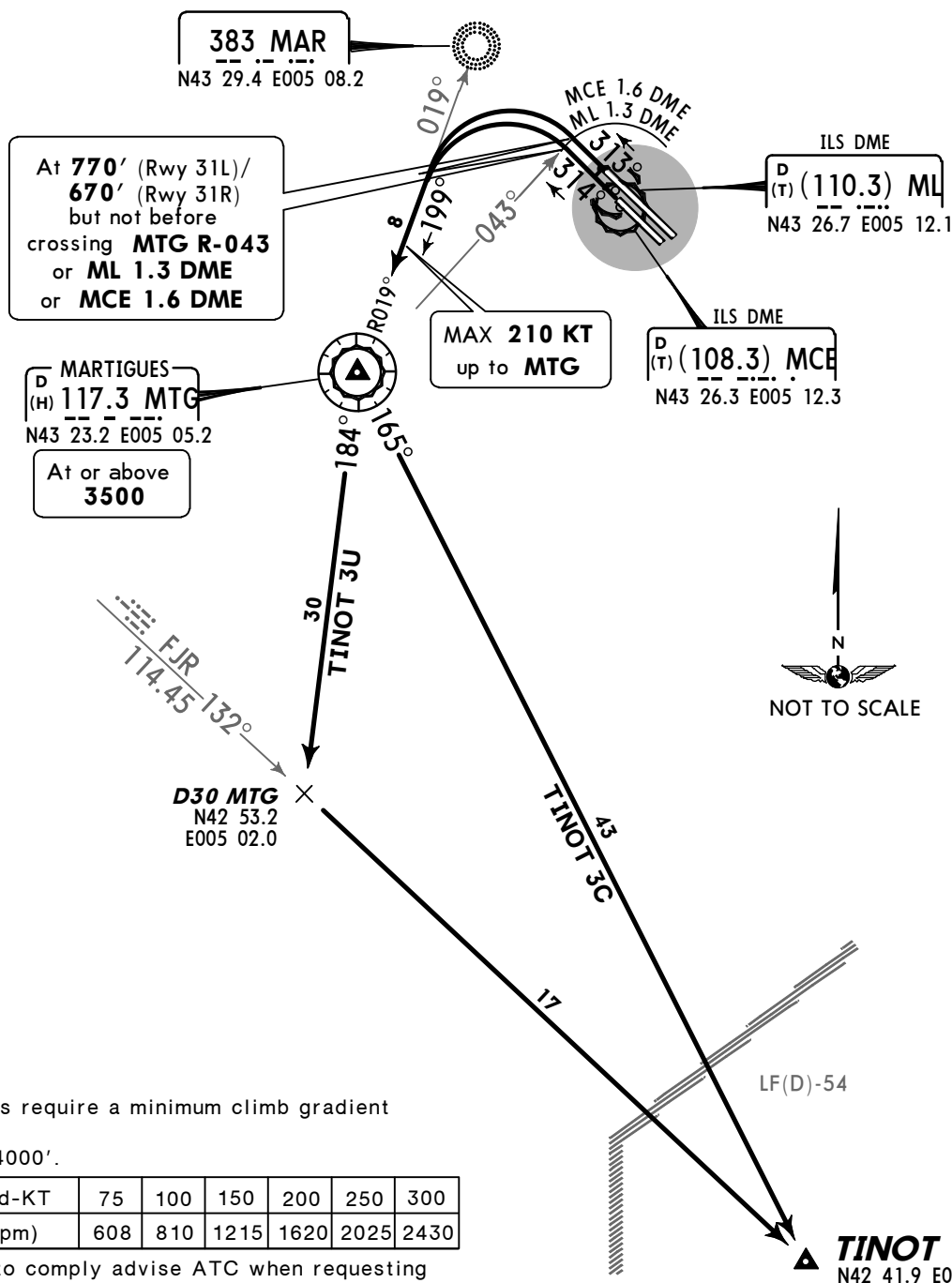
TINOT 3C [TINO3C]

TINOT 3U [TINO3U]

RWYS 31L/R DEPARTURES

DEPENDING ON LF(D)-54 ACTIVITY

~~SPEED~~ MAX 250 KT BELOW FL100



Initial climb clearance

4000'

RWY

INITIAL CLIMB

31L

Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG.

31R

Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG.

SID

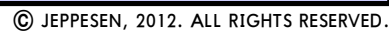
ROUTING

TINOT 3C

At MTG turn LEFT, MTG R-165 to TINOT.

TINOT 3U

At MTG turn LEFT, MTG R-184 to D30 MTG, turn LEFT, intercept FJR R-132 to TINOT.



LFML/MRS

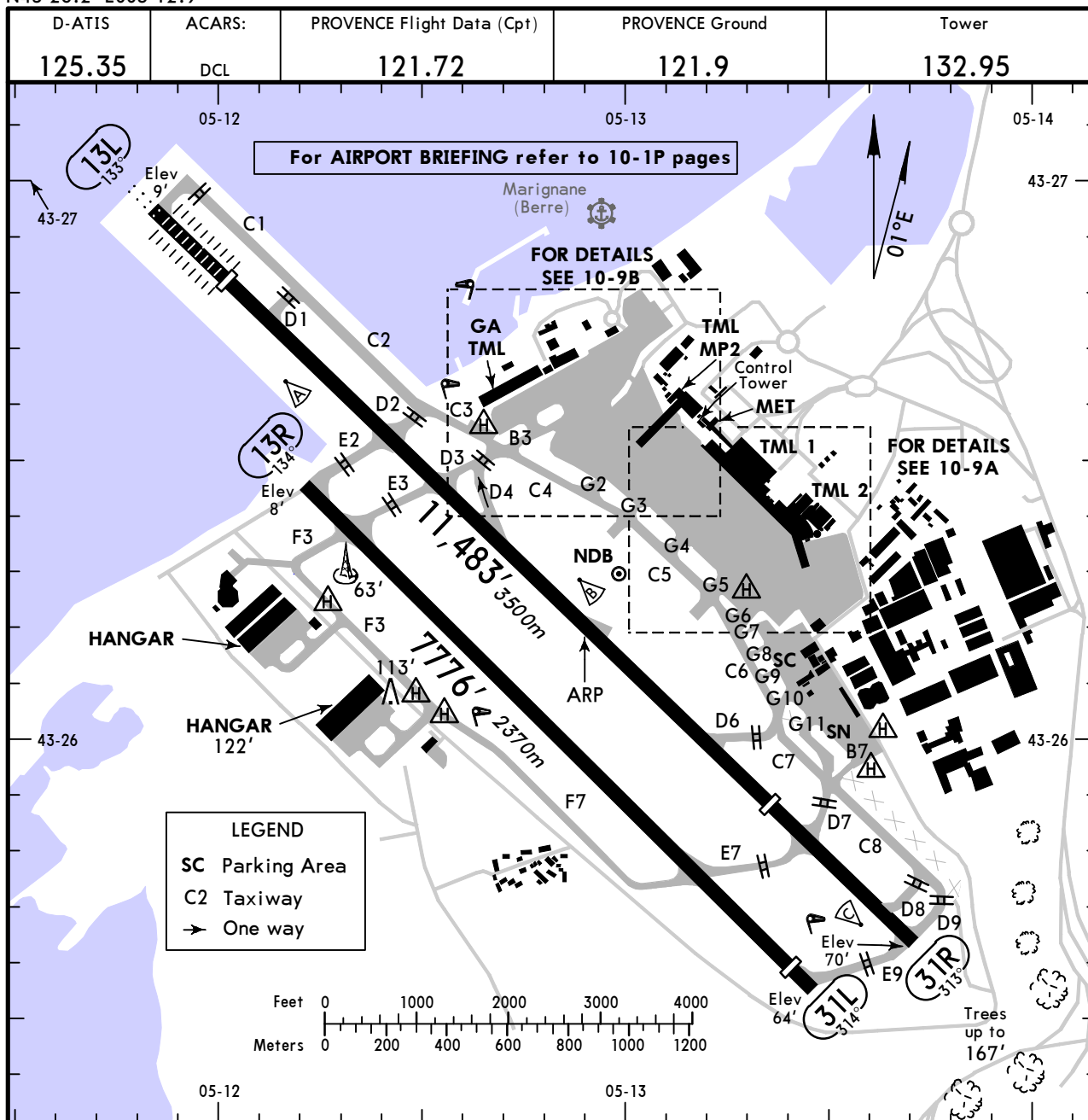
Apt Elev 70'

N43 26.2 E005 12.9

JEPPesen MARSEILLE/PROVENCE, FRANCE

6 JUL 12 10-9

MARSEILLE/PROVENCE



ADDITIONAL RUNWAY INFORMATION

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

Standard

TAKE-OFF 1

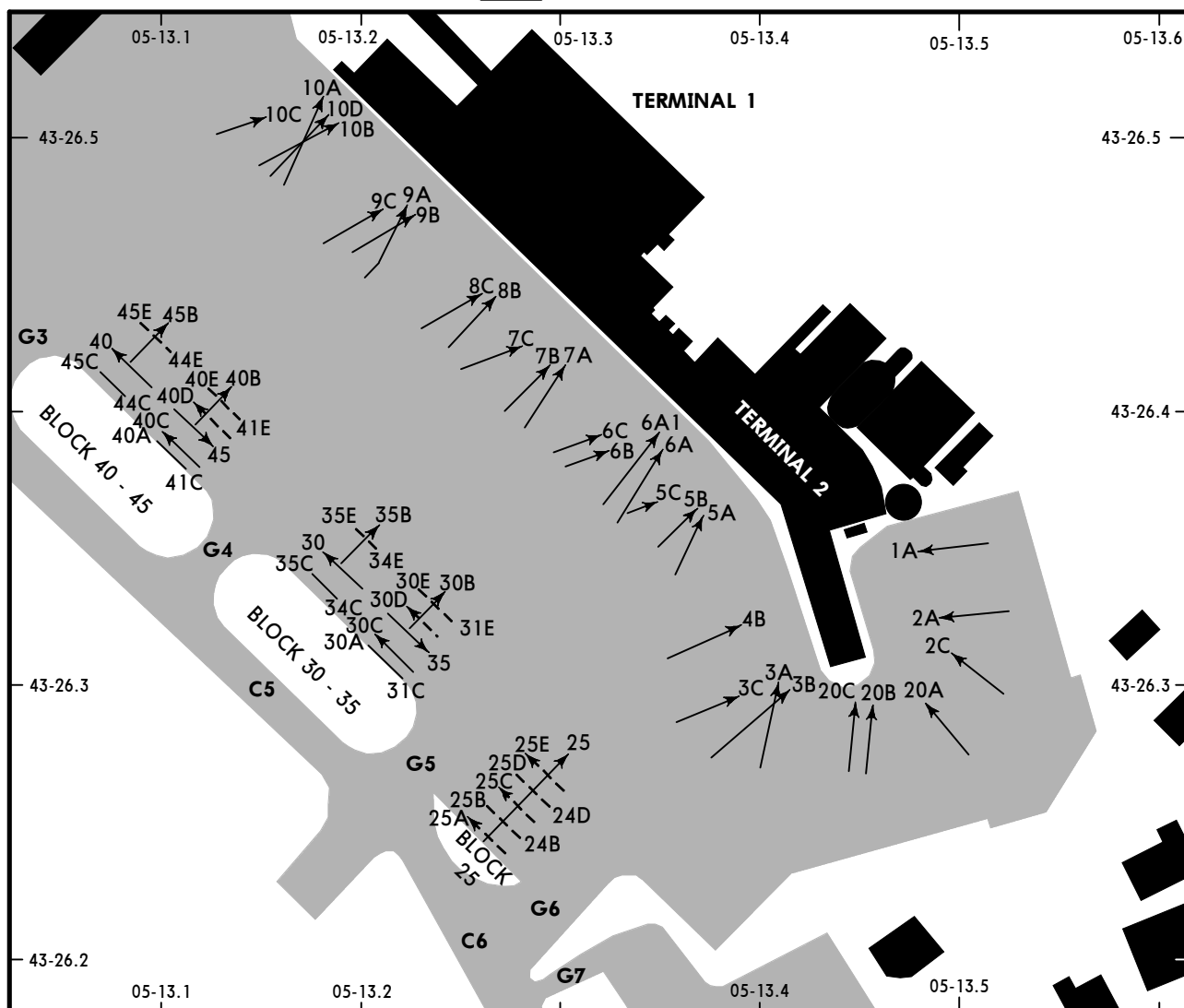
LVP must be in force						
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A					400m	500m
B	150m	200m	250m 2			
C						
D	200m	250m	300m 2			

1 Operators applying U.S. Ops Specs: CL required below 300m.

2 Rwy 13R/31L: 400m at NIGHT.

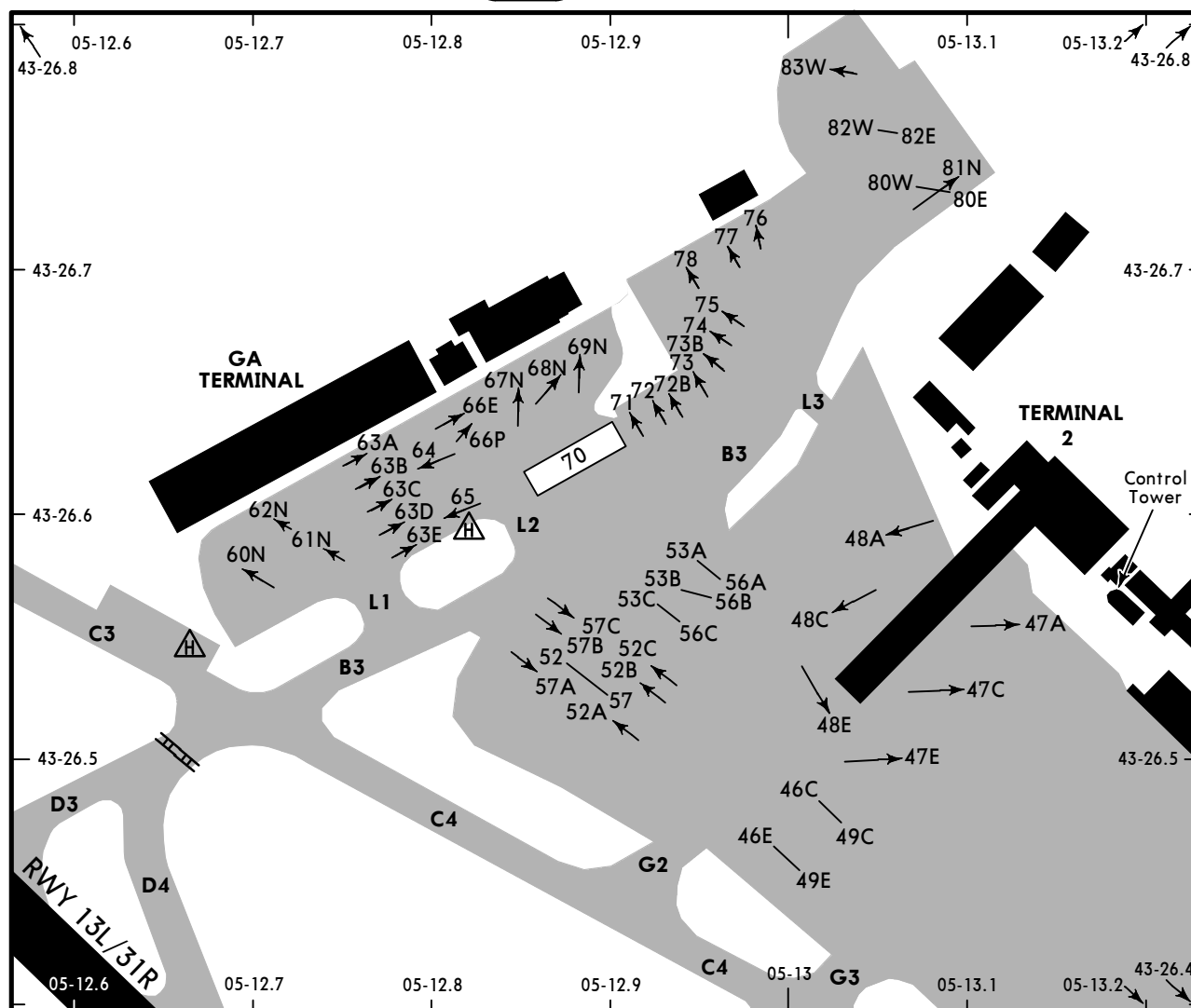
CHANGES: Communications.

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INS COORDINATES

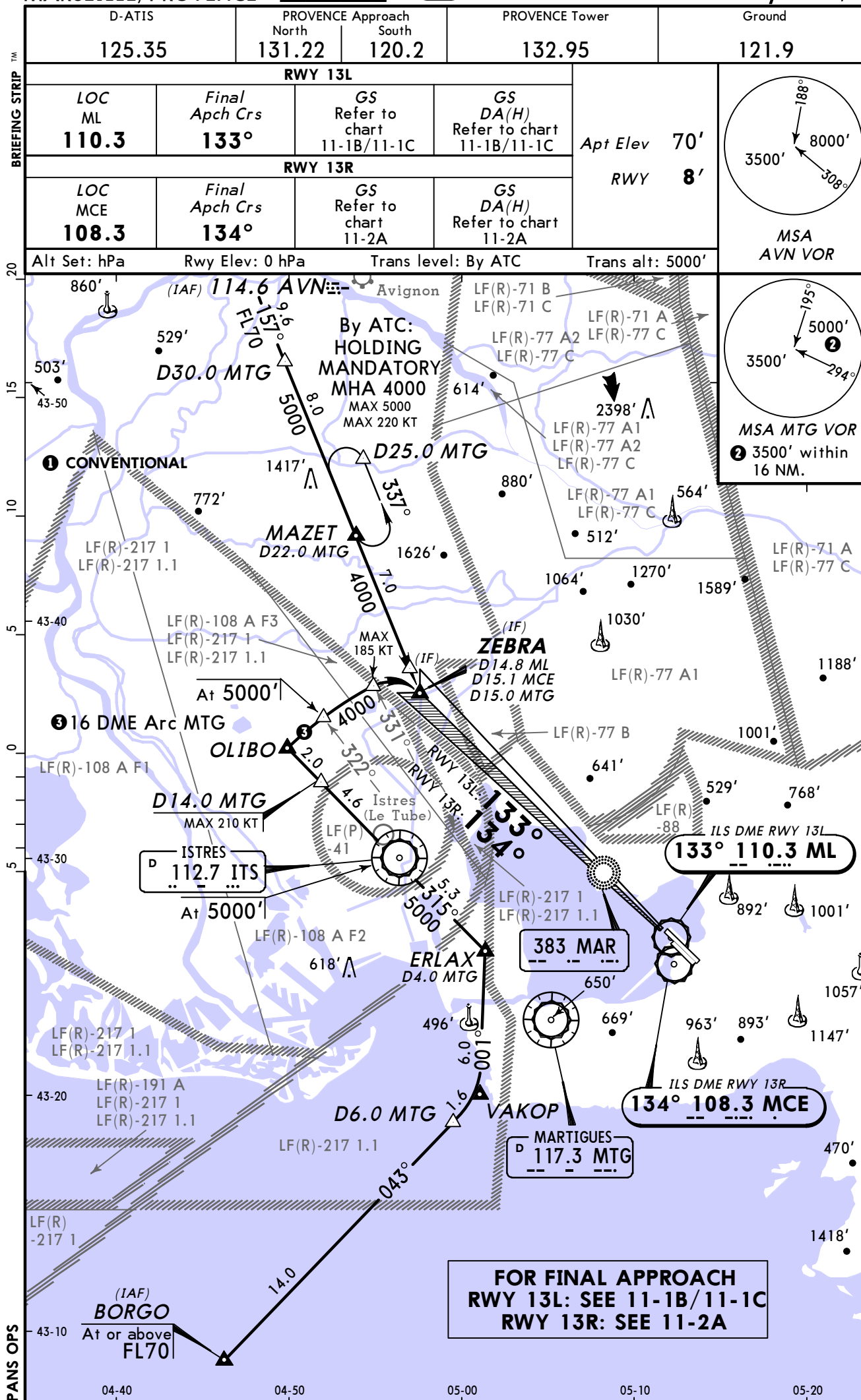
STAND No.	COORDINATES	STAND No.	COORDINATES
1A	N43 26.4 E005 13.5	25 thru 25E	N43 26.3 E005 13.3
2A, 2C	N43 26.3 E005 13.5	30 thru 30E	N43 26.3 E005 13.2
3A thru 3C	N43 26.3 E005 13.4	31C, 31E	N43 26.3 E005 13.2
4B	N43 26.3 E005 13.4	34C	N43 26.3 E005 13.2
5A thru 5C	N43 26.4 E005 13.4	34E	N43 26.4 E005 13.2
6A	N43 26.4 E005 13.4	35	N43 26.3 E005 13.2
6A1	N43 26.4 E005 13.3	35B	N43 26.4 E005 13.2
6B, 6C	N43 26.4 E005 13.3	35C	N43 26.3 E005 13.2
7A thru 7C	N43 26.4 E005 13.3	35E	N43 26.4 E005 13.2
8B, 8C	N43 26.4 E005 13.3	40A thru 40E	N43 26.4 E005 13.1
9A thru 9C	N43 26.5 E005 13.2	41C, 41E	N43 26.4 E005 13.1
10A thru 10D	N43 26.5 E005 13.2	44C, 44E	N43 26.4 E005 13.1
20A, 20B	N43 26.3 E005 13.5	45, 45B, 45C, 45E	N43 26.4 E005 13.1
20C	N43 26.3 E005 13.4		
24B, 24D	N43 26.3 E005 13.3		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
46C, 46E	N43 26.5 E005 13.0	60N thru 62N	N43 26.6 E005 12.7
47A	N43 26.6 E005 13.1	63A thru 66E	N43 26.6 E005 12.8
47C, 47E	N43 26.5 E005 13.1	67N	N43 26.7 E005 12.8
48A, 48C	N43 26.6 E005 13.0	68N, 69N	N43 26.7 E005 12.9
48E, 49C, 49E	N43 26.5 E005 13.0	70, 71, 72	N43 26.6 E005 12.9
52 thru 52C	N43 26.5 E005 12.9	72B, 73, 73B	N43 26.7 E005 12.9
53A thru 53C	N43 26.6 E005 12.9	74 thru 77	N43 26.7 E005 13.0
56A	N43 26.6 E005 13.0	78	N43 26.7 E005 12.9
56B, 56C	N43 26.6 E005 12.9	80E thru 81N	N43 26.7 E005 13.1
57 thru 57C	N43 26.5 E005 12.9	82E	N43 26.8 E005 13.1
		82W, 83W	N43 26.8 E005 13.0

LFML/MRS JEPPESEN MARSEILLE/PROVENCE, FRANCE MARSEILLE/PROVENCE 12 OCT 12 Eff 18 Oct (11-1) ILS Z or LOC Z Rwy 13L/R

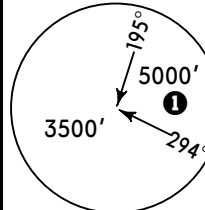


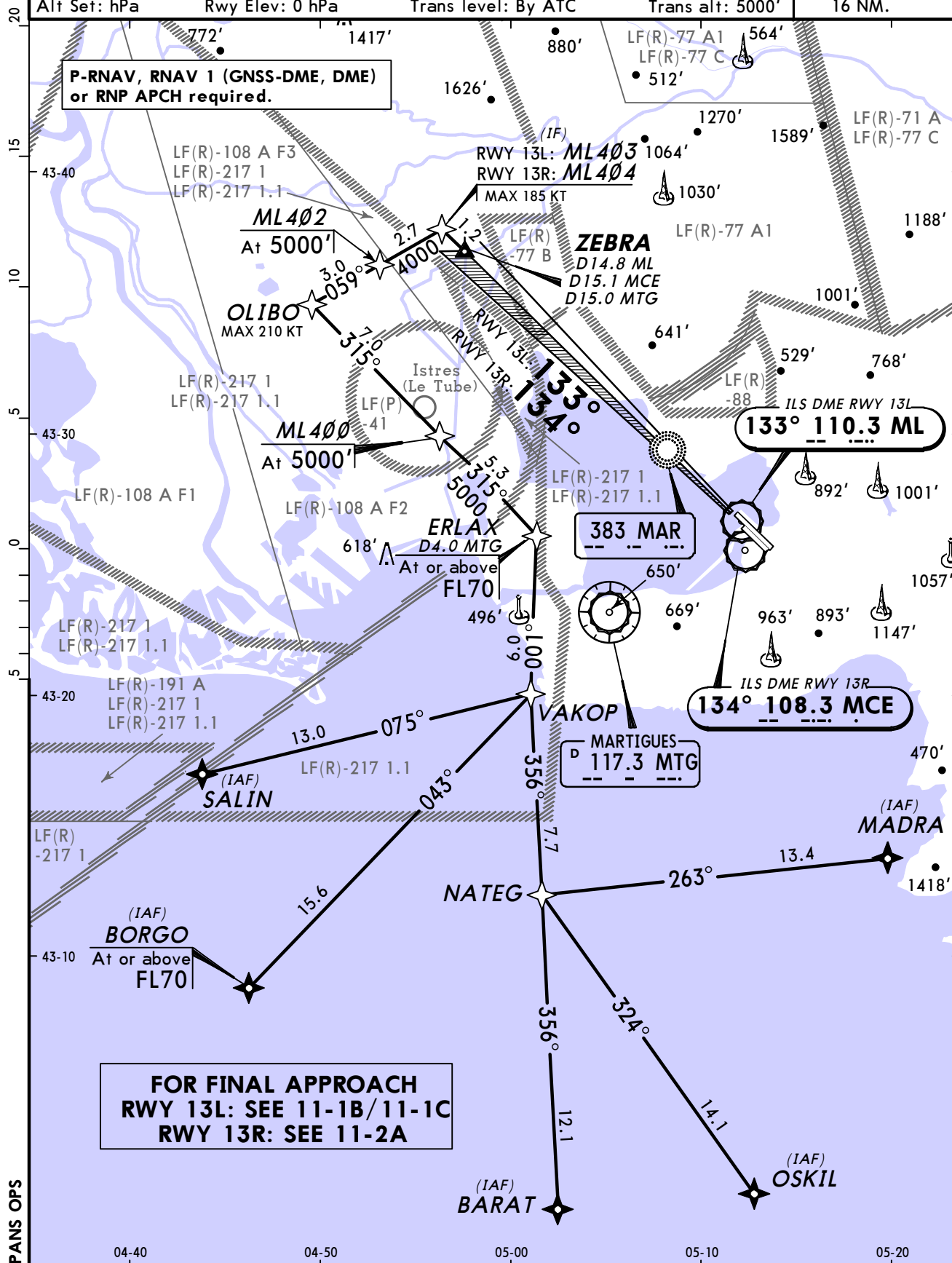
CHANGES: New procedure.

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LFML/MRS JEPPESEN MARSEILLE/PROVENCE, FRANCE

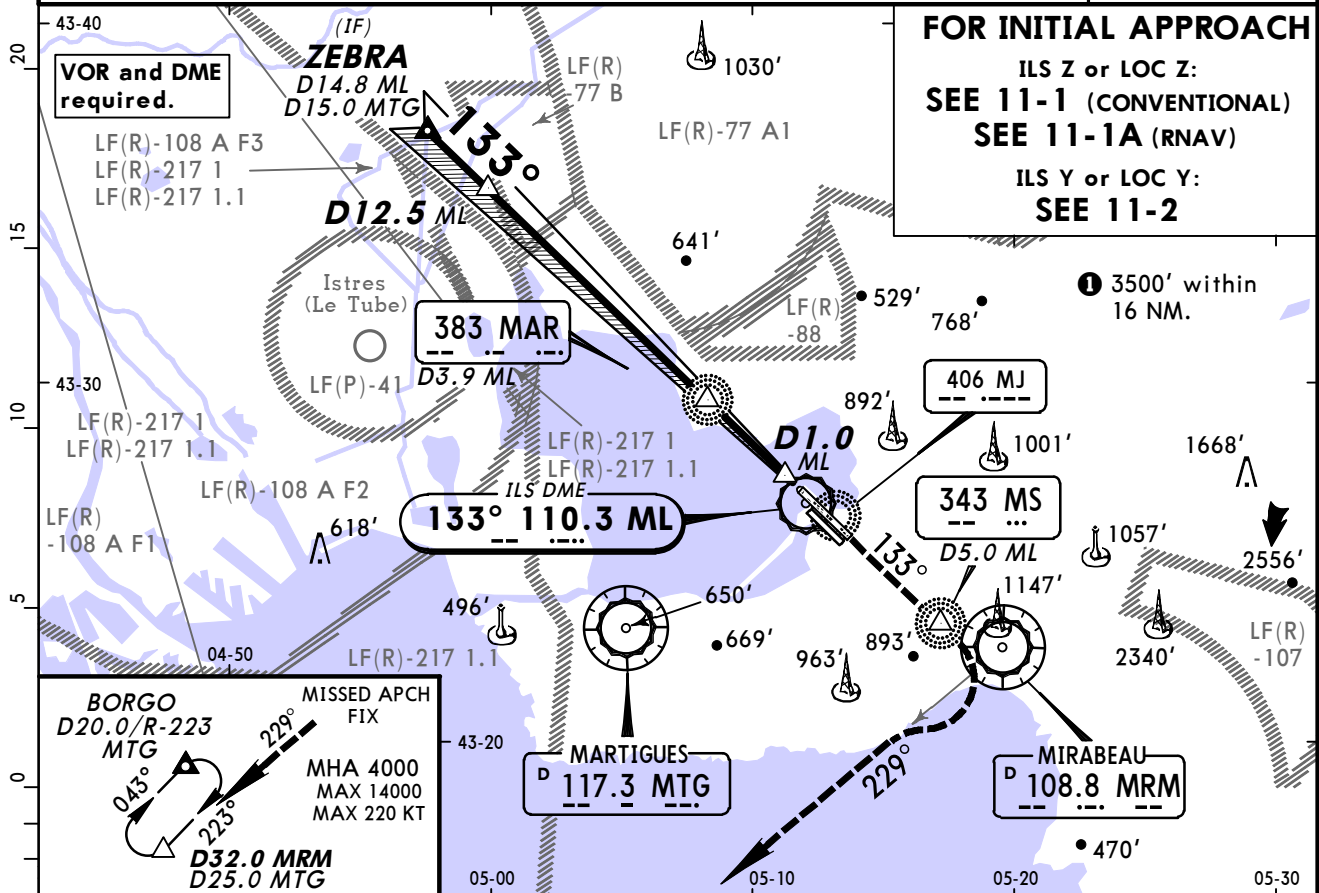
MARSEILLE/PROVENCE 12 OCT 12 Eff 18 Oct 11-1A RNAV ILS Z or LOC Z Rwy 13L/R

D-ATIS		PROVENCE Approach		PROVENCE Tower	Ground
125.35		North 131.22	South 120.2	132.95	121.9
RWY 13L				Apt Elev 70' RWY 8'	
LOC ML 110.3	Final Apch Crs 133°	GS Refer to chart 11-1B/11-1C	GS DA(H) Refer to chart 11-1B/11-1C		
RWY 13R					
LOC MCE 108.3	Final Apch Crs 134°	GS Refer to chart 11-2A	GS DA(H) Refer to chart 11-2A		
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'					

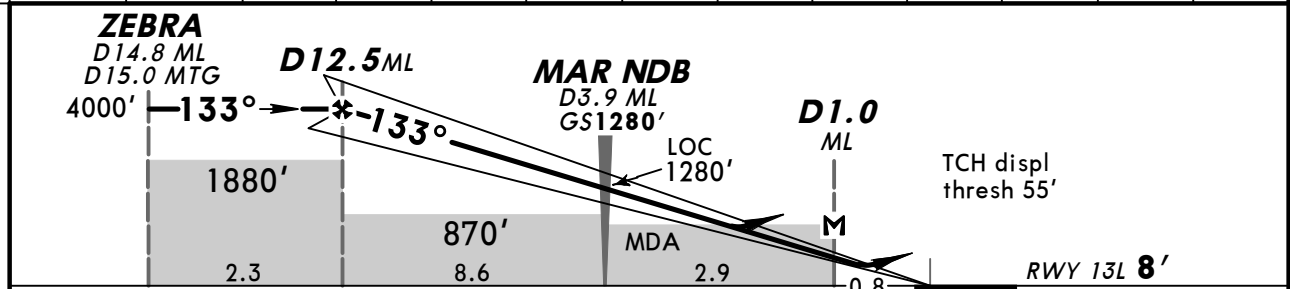


LFML/MRS MARSEILLE/PROVENCE, FRANCE

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Tower South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC ML 110.3	Final Apch Crs 133°	GS MAR NDB 1280' (1272')	ILS DA(H) Refer to Minimums	Apt Elev 70' RWY 8'
MISSED APCH: Climb STRAIGHT AHEAD. At 2000' turn RIGHT (but not before MS Lctr) and follow R-229 MRM climbing to 4000'. At D32.0 MRM turn RIGHT to join holding at 4000'. 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 MTG VOR



LOC (GS out)	ML DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		3830'	3510'	3190'	2870'	2560'	2240'	1920'	1600'	1280'	960'	650'



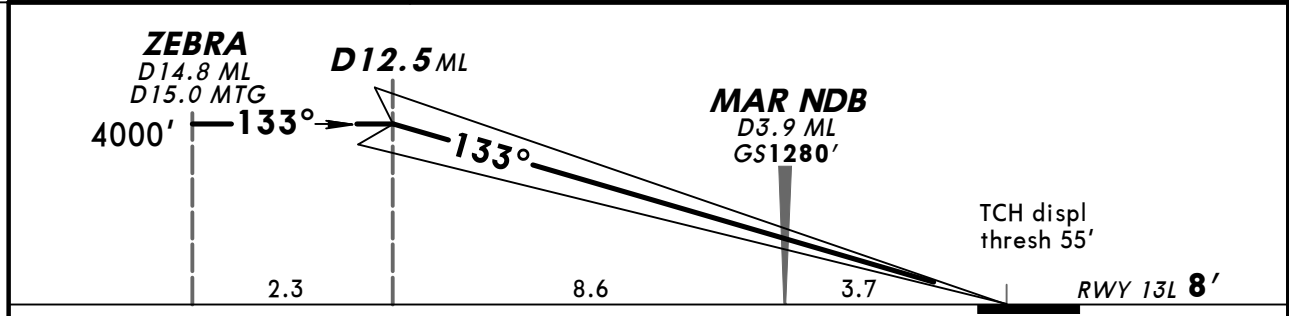
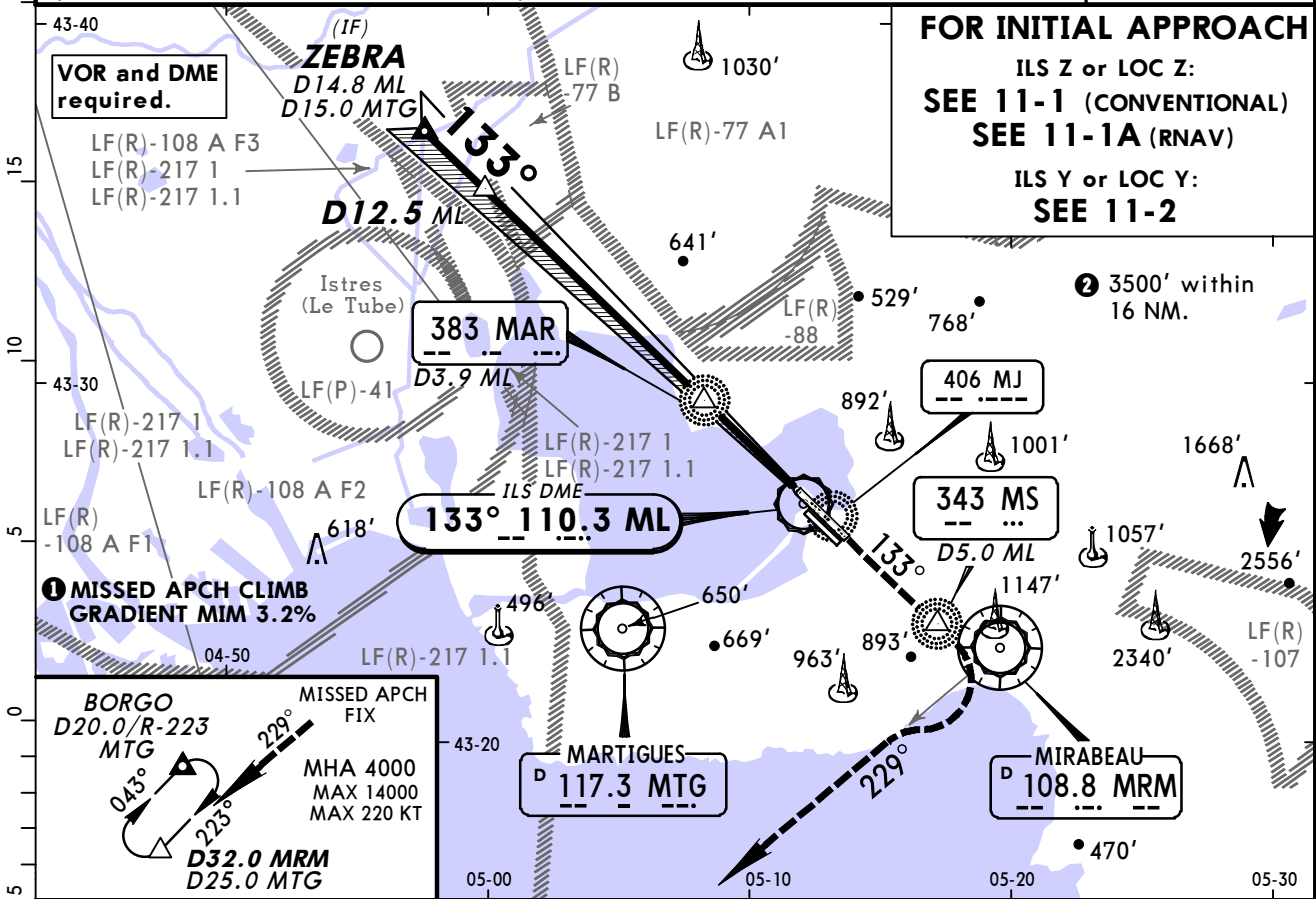
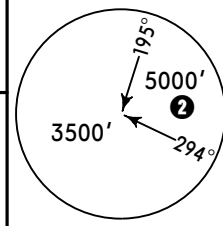
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 ML								

STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
1		2		LOC (GS out) with ML DME CDFA		Prohibited North of rwy Circling height based on rwy 13L displ thresh elev of 8'.	
DA(H) C: 218' (210') A: 238' (230') C: 258' (250')		DA(H) A: 238' (230') C: 258' (250')		DA/MDA(H) 380' (372')			
AB: 208' (200') D: 228' (220')		B: 248' (240') D: 268' (260')					
FULL/Limited	ALS out	FULL/Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A						110	720' (712') 1500m
B	RVR 750m	RVR 1200m	RVR 800m	RVR 1200m	RVR 1500m	135	990' (982') 1600m
C				RVR 1300m	RVR 1700m	180	1360' (1352') 2400m
D	RVR 800m					205	1540' (1532') 3600m

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

LFML/MRS MARSEILLE/PROVENCE, FRANCE

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Tower South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC ML 110.3	Final Apch Crs 133°	GS MAR NDB 1280' (1272')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 70' RWY 8'
MISSED APCH: Climb STRAIGHT AHEAD. At 2000' turn RIGHT (but not before MS Lctr) and follow R-229 MRM climbing to 4000'. At D32.0 MRM turn RIGHT to join holding at 4000'. 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.				



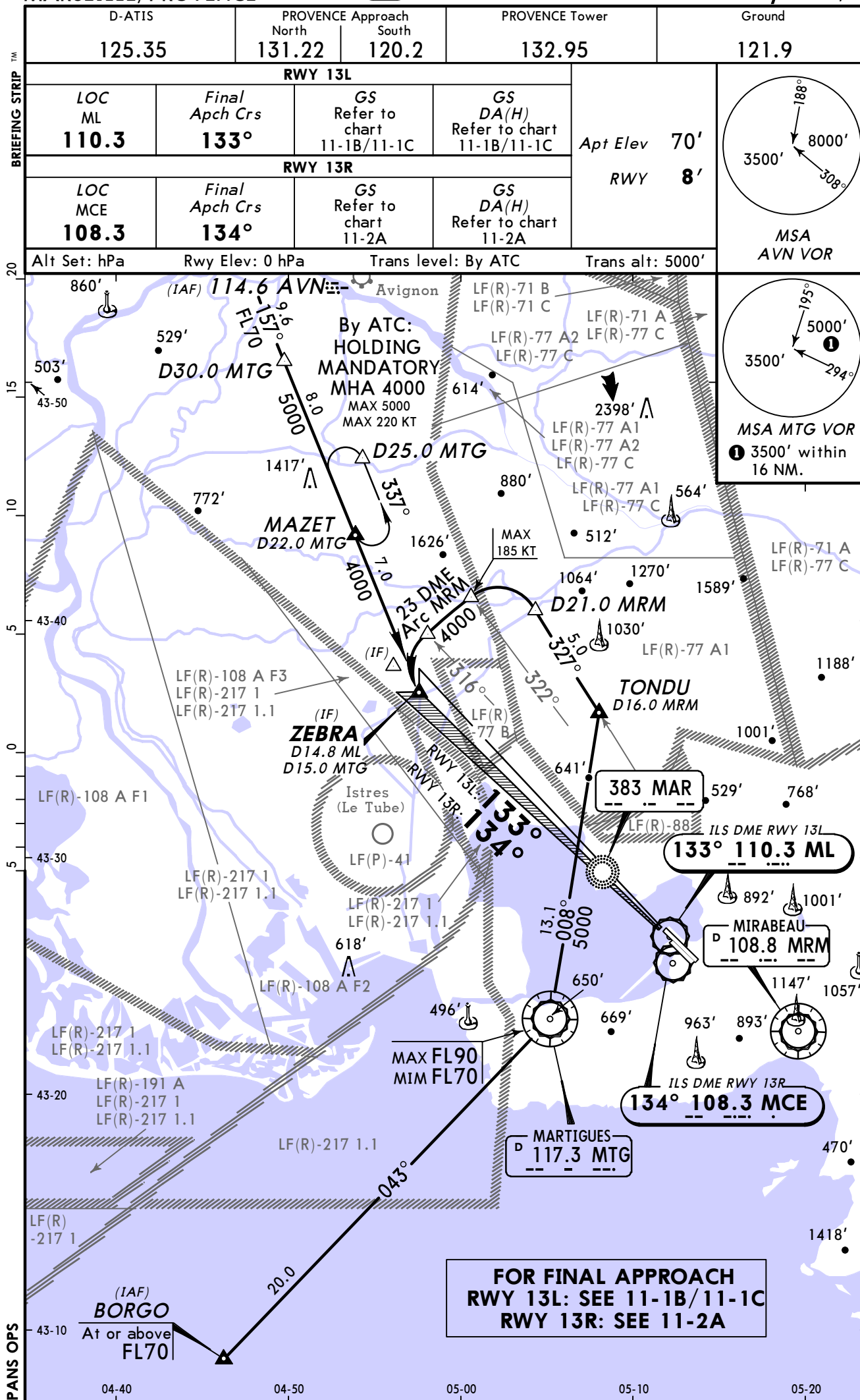
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2000'
GS	3.00°	372	478	531	637	743	849	↑

Standard		STRAIGHT-IN LANDING RWY 13L	
CAT IIIA ILS 1	ABC	CAT II ILS 1	ABC
Missed apch climb gradient mim 3.2%			
DA 50'		DA(H) 108' (100')	
RVR 200m		RVR 300m 2	

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

LFML/MRS JEPPESEN MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE 12 OCT 12 (11-2) Eff 18 Oct ILS Y or LOC Y Rwy 13L/R

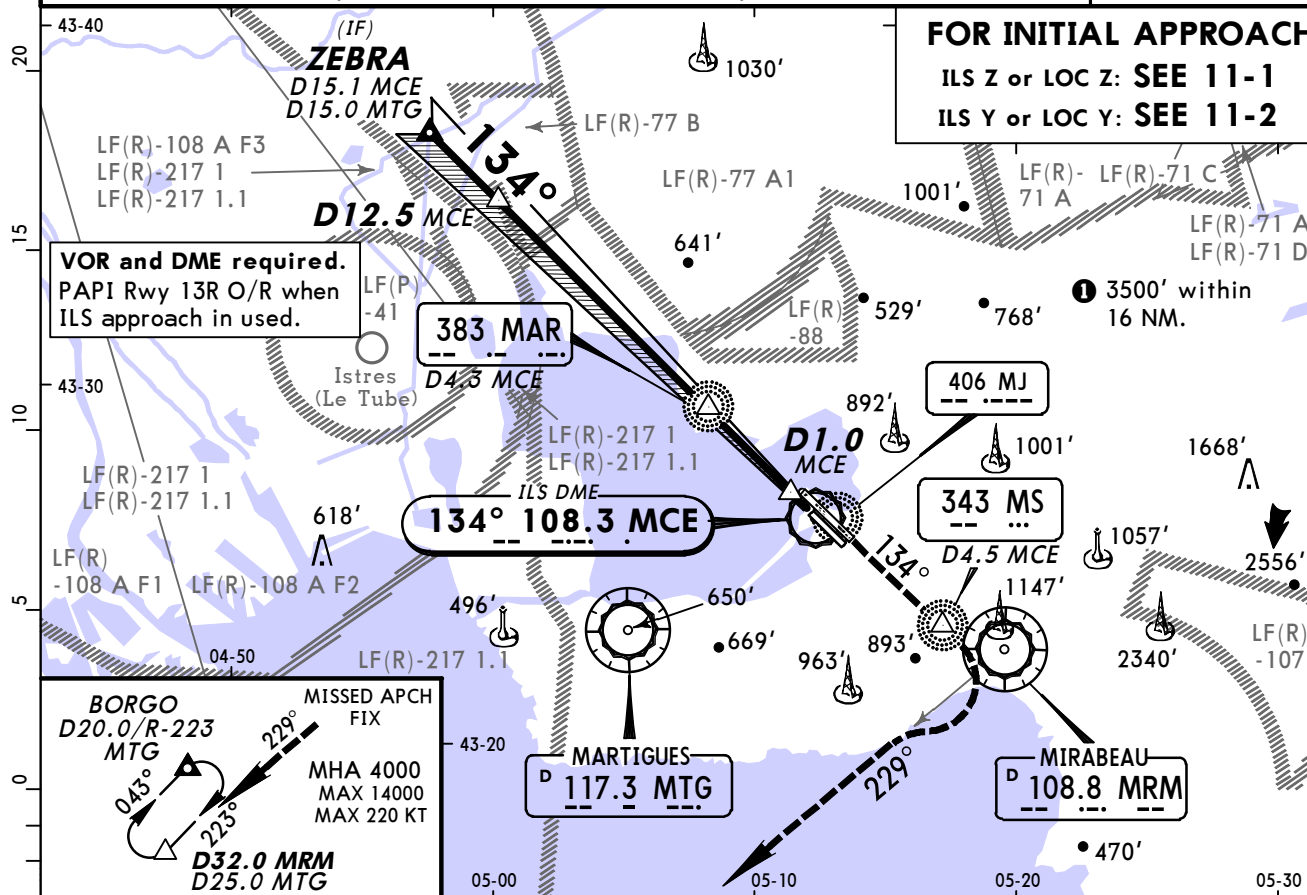
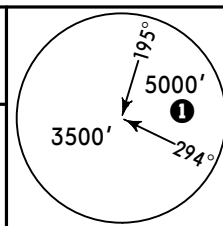


CHANGES: New procedure.

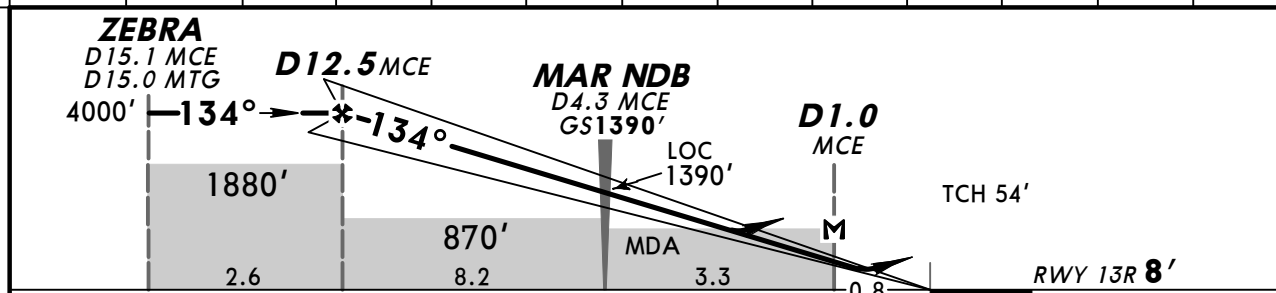
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LFML/MRS MARSEILLE/PROVENCE 12 OCT 12 Eff 18 Oct JEPPSEN MARSEILLE/PROVENCE, FRANCE 11-2A ILS Z/Y or LOC Z/Y Rwy 13R

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Tower South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC MCE 108.3	Final Apch Crs 134°	GS MAR NDB 1390' (1382')	ILS DA(H) Refer to Minimums	Apt Elev 70' RWY 8'
MISSED APCH: Climb STRAIGHT AHEAD. At 2000' turn RIGHT (but not before MS Lctr) and follow R-229 MRM climbing to 4000'. At D32.0 MRM turn RIGHT to join holding at 4000'. 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 MTG VOR



LOC (GS out)	MCE DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3830'	3510'	3190'	2870'	2560'	2240'	1920'	1600'	1280'	960'	640'



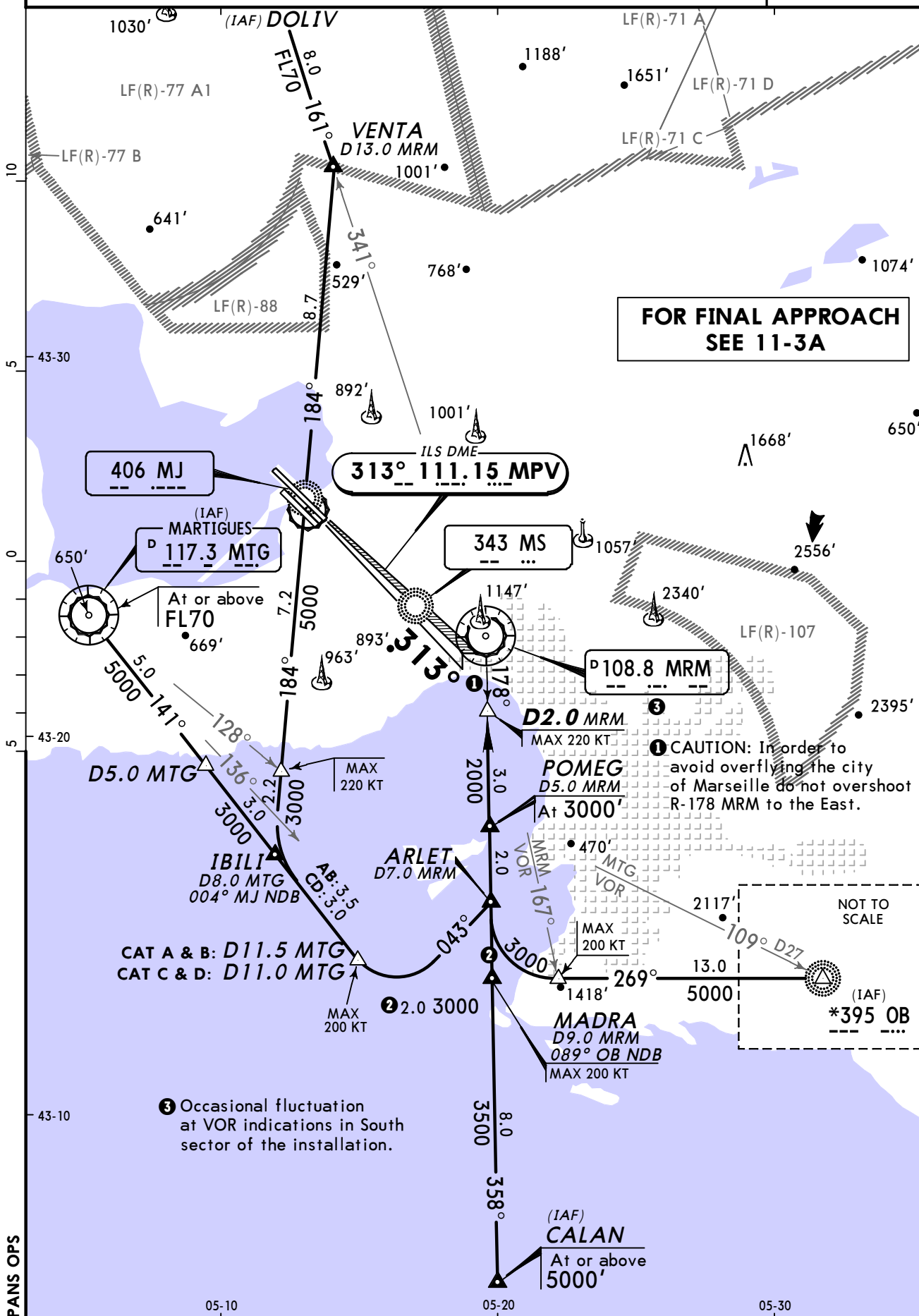
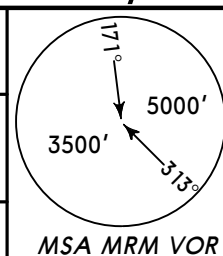
Gnd speed-Kts	70	90	100	120	140	160						
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849						
MAP at D1.0 MCE												

STRAIGHT-IN LANDING RWY 13R				CIRCLE-TO-LAND ²	
Standard		LOC (GS out) CDFA		Prohibited North of rwy	
Missed apch climb grad min 3.0% DA(H) A: 238' (230') C: 258' (250') B: 248' (240') D: 268' (260')		Missed apch climb grad min 2.5% DA(H) A: 338' (330') C: 358' (350') B: 348' (340') D: 368' (360')		DA/MDA(H) 1 390' (382')	
A	RVR 1200m	RVR 1500m	RVR 1500m	Max Kts 110	MDA(H) 720' (712') VIS 1500m
B				135	990' (982') 1600m
C	RVR 1300m	RVR 1600m	RVR 1700m	180	1360' (1352') 2400m
D				205	1540' (1532') 3600m

1 For add-on to the MDA(H), see ATC pages FRANCE. **2** Circling height based on rwy 13R thresh elev of 8'.
 CHANGES: Chart reindexed. Procedure title. Procedure. © JEPPSEN, 1998, 2012. ALL RIGHTS RESERVED.

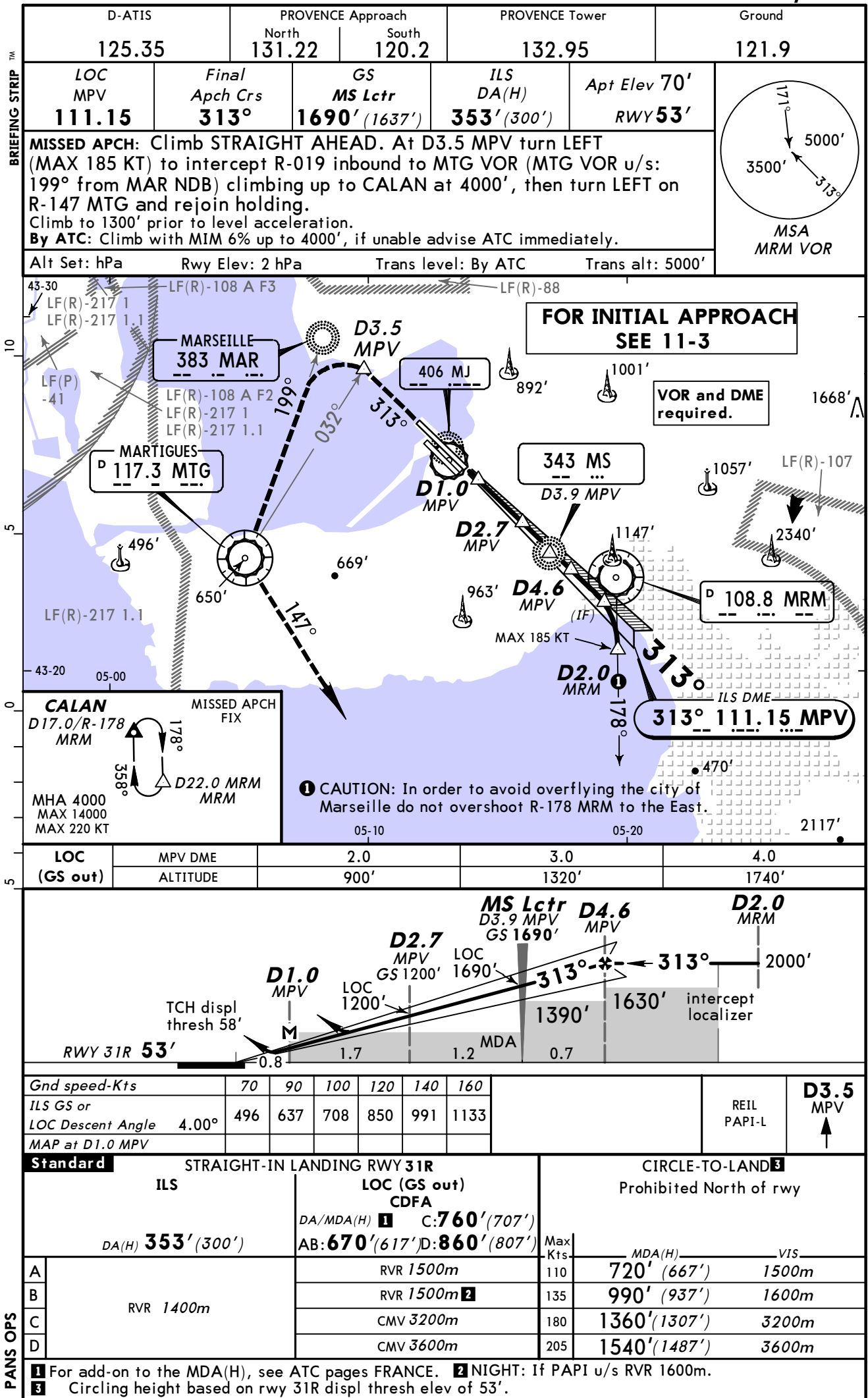
LFML/MRS **JEPPSEN** MARSEILLE/PROVENCE, FRANCE MARSEILLE/PROVENCE 12 OCT 12 **11-3** Eff 18 Oct ILS Z or LOC Z Rwy 31R

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Tower South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS Refer to chart 11-3A	ILS DA(H) Refer to chart 11-3A	Apt Elev 70' RWY 53'
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	



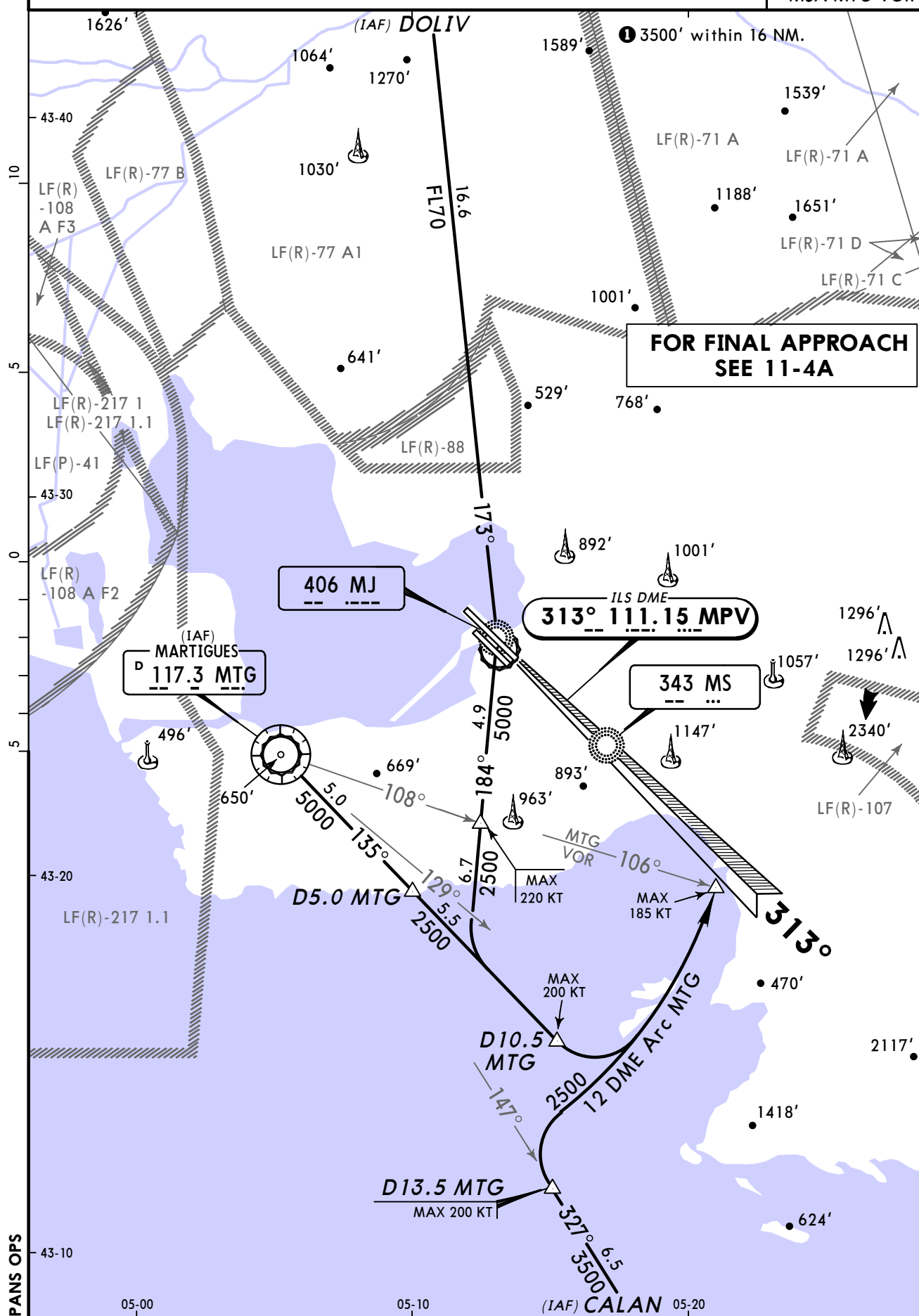
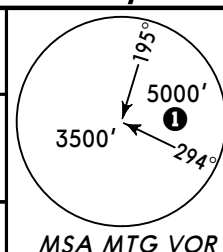
LFML/MRS JEPPESSEN MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE 12 OCT 12 (11-3A) Eff 18 Oct ILS Z or LOC Z Rwy 31R



LFML/MRS **JEPPESEN MARSEILLE/PROVENCE, FRANCE** MARSEILLE/PROVENCE 12 OCT 12 **(11-4)** Eff 18 Oct ILS Y or LOC Y Rwy 31R

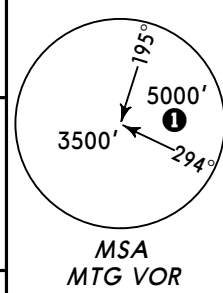
D-ATIS 125.35	PROVENCE North 131.22	Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS Refer to chart 11-4A	ILS DA(H) Refer to chart 11-4A	Apt Elev 70' RWY 53'
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	



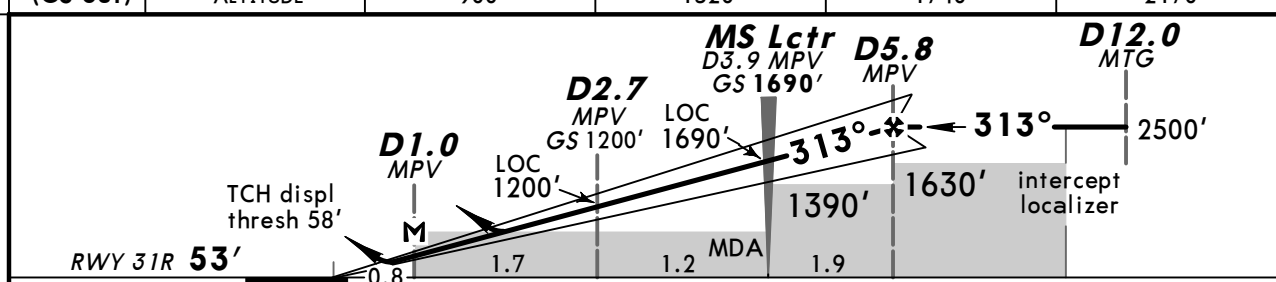
LFML/MRS JEPPesen MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE 12 OCT 12 (11-4A) Eff 18 Oct ILS Y or LOC Y Rwy 31R

D-ATIS 125.35	PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS MS Lctr 1690' (1637')	ILS DA(H) 353' (300')	Apt Elev 70' RWY 53'
MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-019 inbound to MTG VOR (MTG VOR u/s: 199° from MAR NDB) climbing up to CALAN at 4000', then turn LEFT on R-147 MTG and rejoin holding. Climb to 1300' prior to level acceleration. By ATC: Climb with MIM 6% up to 4000', if unable advise ATC immediately.				
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	MSA MTG VOR



LOC (GS out)	MPV DME	2.0	3.0	4.0	5.0
	ALTITUDE	900'	1320'	1740'	2170'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle 4.00°	496	637	708	850	991	1133		
MAP at D1.0 MPV								

Standard				CIRCLE-TO-LAND ³			
STRAIGHT-IN LANDING RWY 31R				Prohibited North of rwy			
ILS				LOC (GS out) with MPV DME			
DA(H) 353' (300')				CDFA C: 760' (707') AB: 670' (617') D: 860' (807')			
A	RVR 1400m			Max Kts	MDA(H)	VIS	
B				110	720' (667')	1500m	
C				135	990' (937')	1600m	
D				180	1360' (1307')	3200m	
				205	1540' (1487')	3600m	

¹ For add-on to the MDA(H), see ATC pages FRANCE. ² NIGHT: If PAPI u/s RVR 1600m. ³ Circling height based on rwy 31R displ thresh elev of 53'.

ILS X Rwy 31R CONTINUOUS DESCENT APPROACH (CDA)**DESCRIPTION**

The CDA is a flight technique used to avoid the aircraft levelling off below 2500' before the final descent.

The flight must be performed so that this level is reduced to the minimum length to enable aircraft stabilization at the altitude desired by the operator in landing configuration. The glidepath will be intercepted from below at a minimum altitude of 2500'.

Modifications have been made to the ILS Z Rwy 31R procedure, in particular as regards speeds and altitudes so that the procedure ILS X Rwy 31R can be best adapted to the CDA flight technique.

The final approach gradient is 4.0°. This gradient forces each operator to define both speeds and configurations of drag-generating parts extension throughout the procedure, enabling the aircraft to position itself in final descent at an altitude of 2500'. The altitude at which aircraft must be stabilized in landing configuration must be taken into account by the flight crews.

Aircraft that have received a CDA ILS X Rwy 31R clearance upstream of the IAF (no radar vectoring), CDA begins at MJ NDB, MTG VOR or ARLET. Regardless of the IAF, the pilot will select the altitude at ARLET between 4000' and 5000'. The choice of the altitude enables the pilot to optimize the descent profile according to the current parameters (wind, pressure, temperature, weight) to minimize the deceleration level.

Aircraft under radar vectoring to ARLET will be authorized to an altitude of 4000'.

The CDA procedure shall not be followed by a circling procedure with or without prescribed flight tracks.

As from the beginning of the CDA profile, blocks containing CDA-specific actions have been inserted. These blocks contain a Distance To Go (DTG), an applicable altitude information (a stable altitude or a minimum altitude or an altitude range) and a maximum indicated speed.

The CDA cannot be used by CAT D aircraft.

CONDITIONS OF USE

The CDA is available as soon as the ILS Rwy 31R procedure is in use. Its use is subject to the control unit's authorization.

TRAINING

Each airline must ensure that, for each type of aircraft, the pilots are aware of the CDA performance modalities. The strategy to be adopted must be defined by each airline.

PHRASEOLOGY

Before the IAF DOLIV, MTG VOR, OB NDB, CALAN, the voluntary crew makes a CDA request:

"Provence, CITRON AIR 32 45, requesting approach ILS X Rwy 31R."

In case of ATC refusal, the reply is:

"CITRON AIR 32 45, negative approach, cleared approach ILS Z Rwy 31R."

In case of ATC authorization, the reply is:

"CITRON AIR 32 45, cleared approach ILS X Rwy 31R, report MJ NDB/MTG VOR/ARLET", or

"CITRON AIR 32 45, vectoring to ARLET for approach ILS X RWY 31R."

The crew complies with ATC instructions and starts the at ARLET, regardless of where the aircraft comes from, once it has received approach clearance:

"CITRON AIR 32 45, resume own navigation to ARLET, cleared approach ILS X Rwy 31R."

At any time, the crew or ATC unit can interrupt the CDA and return to ILS Z Rwy 31R procedure.

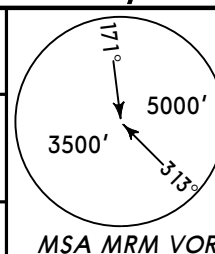
FEEDBACK

Airlines are invited to send the experience feedback information they deem useful to the SNA-SSE at the following address:

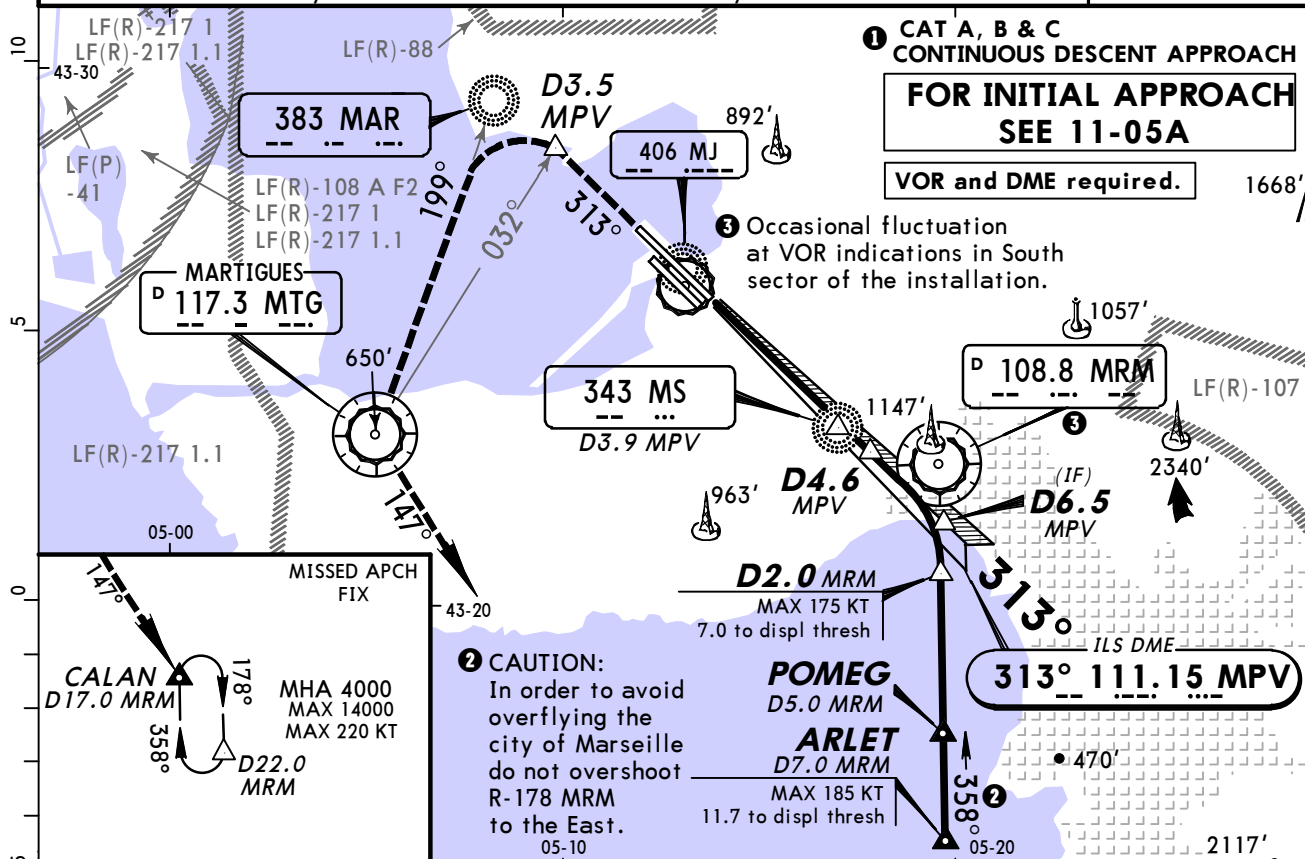
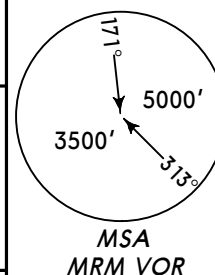
DGAC/SNA-SSE
BP1 AEROPORT MARSEILLE-PROVENCE
13727 MARIGNANE CEDEX
FRANCE

LFML/MRS JEPPESEN MARSEILLE/PROVENCE, FRANCE MARSEILLE/PROVENCE 12 OCT 12 11-05A Eff 18 Oct ILS X Rwy 31R

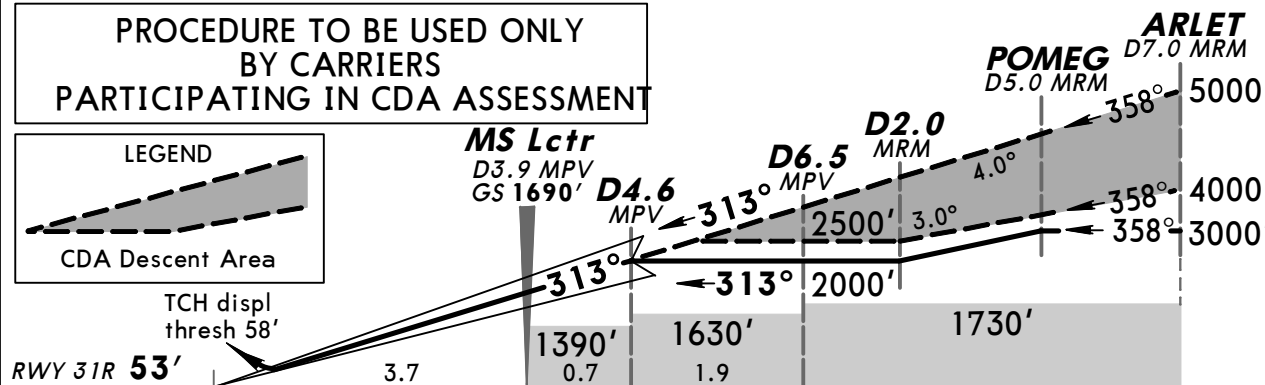
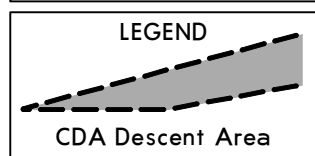
D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Tower South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS Refer to chart 11-05B	ILS DA(H) Refer to chart 11-05B	Apt Elev 70' RWY 53'
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	



D-ATIS 125.35	PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS MS Lctr 1690' (1637')	ILS DA(H) 353' (300')	Apt Elev 70' RWY 53'
MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-019 inbound to MTG VOR (MTG VOR u/s: 199° from MAR NDB) climbing up to CALAN at 4000', then turn LEFT on R-147 MTG and rejoin holding. Climb to 1300' prior to level acceleration. By ATC: Climb with MIM 6% up to 4000'.				
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	



PROCEDURE TO BE USED ONLY
 BY CARRIERS
 PARTICIPATING IN CDA ASSESSMENT



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 4.00°	496	637	708	850	991	1133

REIL
 PAPI-L

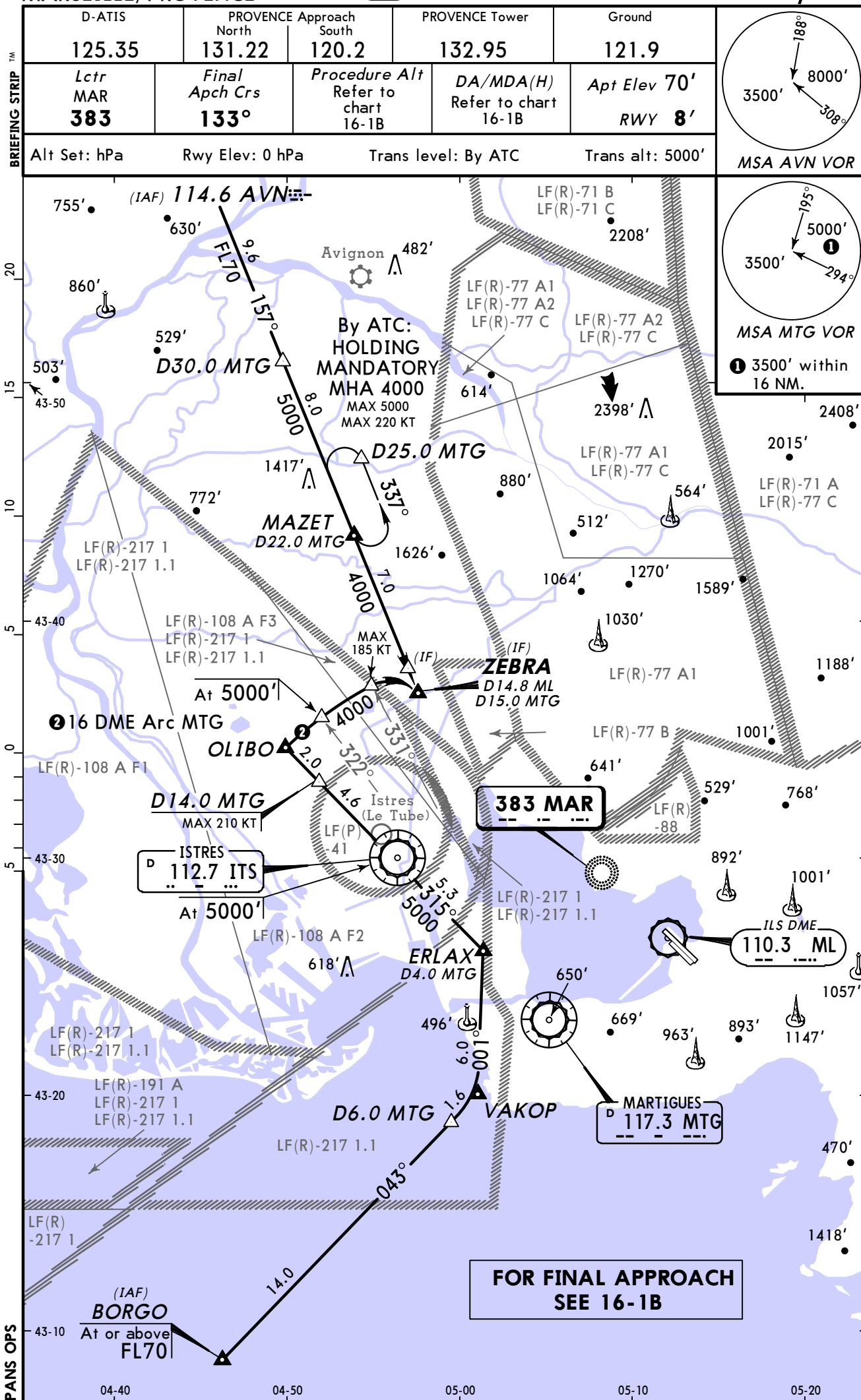


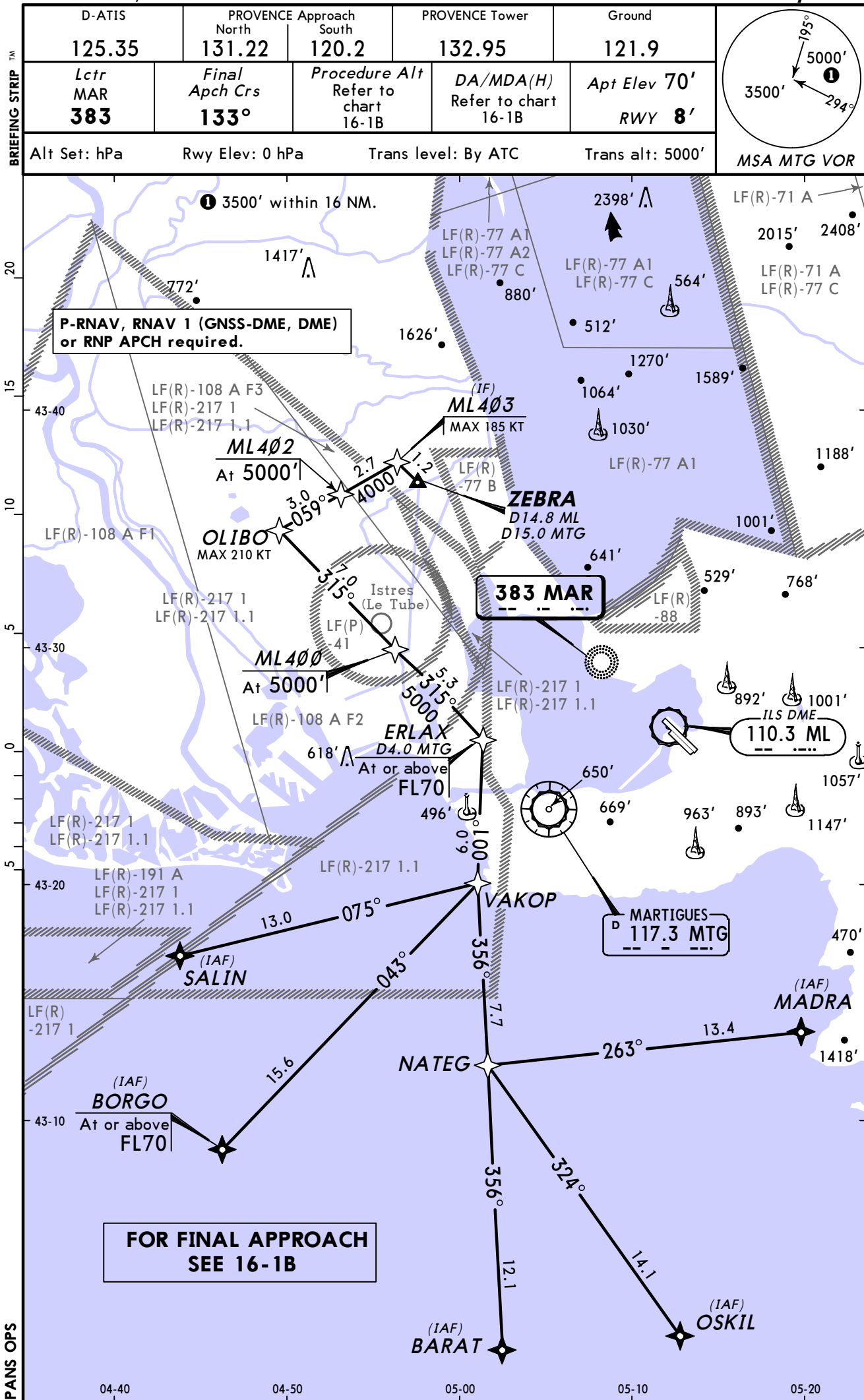
D3.5
 MPV

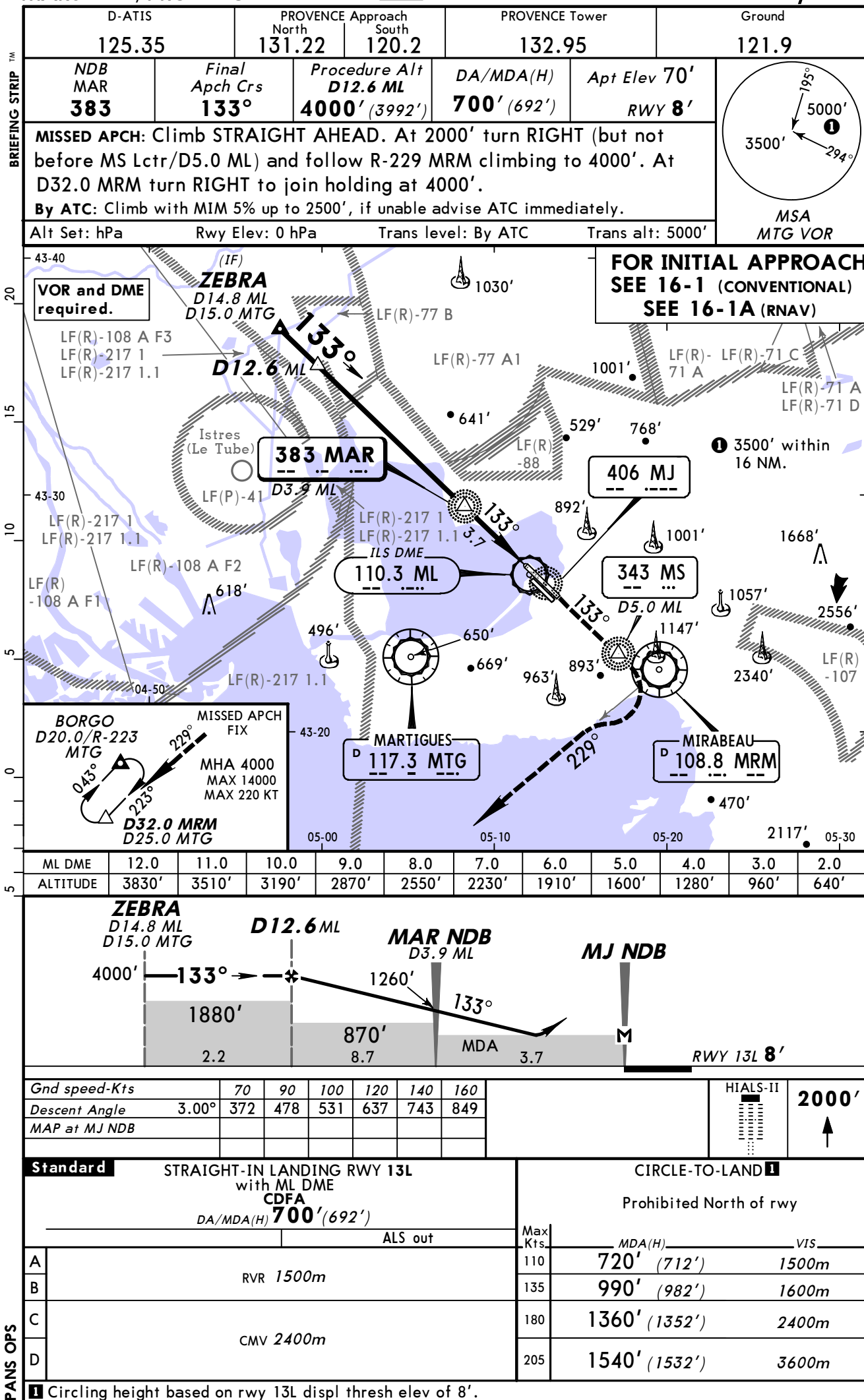
Standard

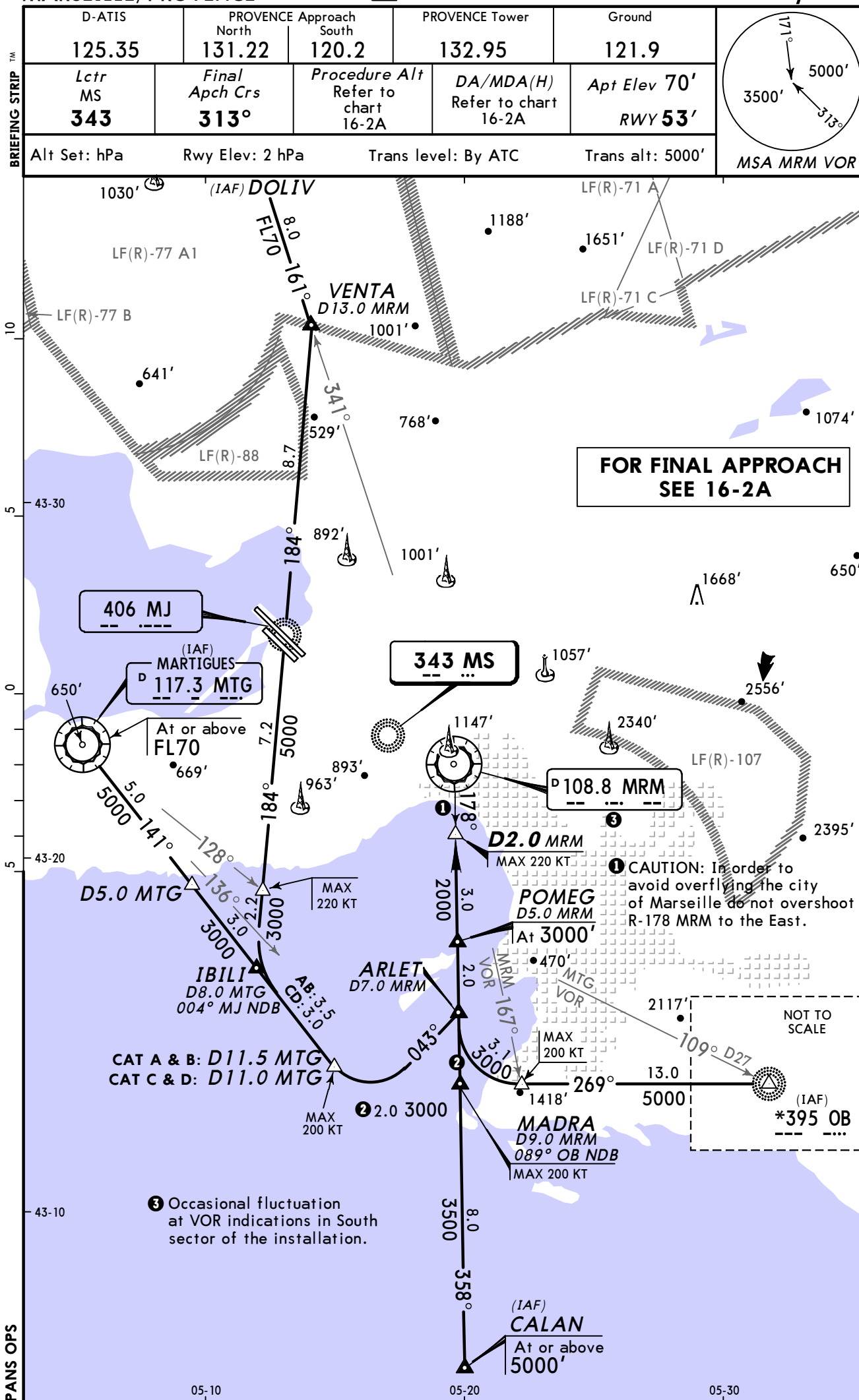
STRAIGHT-IN LANDING RWY 31R

ILS DA(H) 353' (300')		LOC (GS out)	
A	RVR 1400m	NOT APPLICABLE	
B			
C			
D	NOT APPLICABLE		

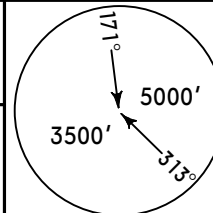


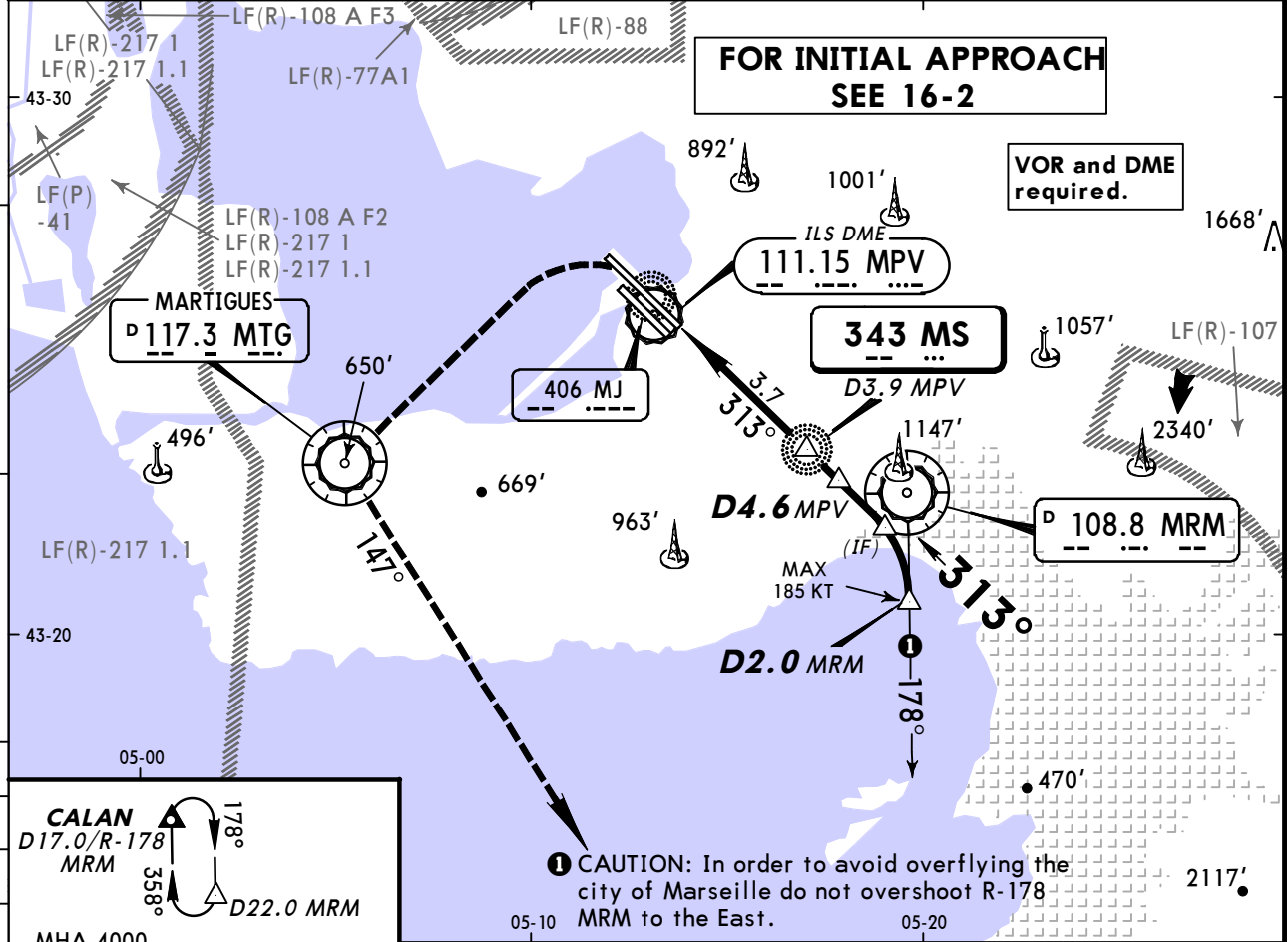




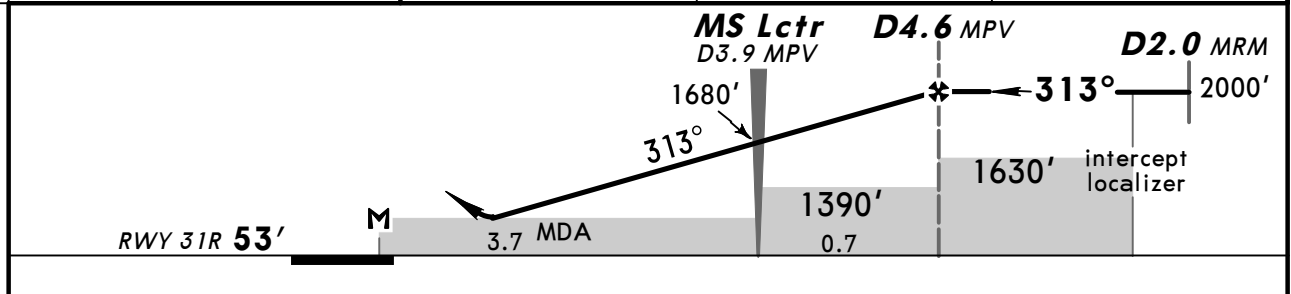


LFML/MRS JEPPESEN MARSEILLE/PROVENCE, FRANCE MARSEILLE/PROVENCE 12 OCT 12 16-2A Eff 18 Oct NDB Rwy 31R

D-ATIS		PROVENCE Approach		PROVENCE Tower		Ground	
125.35		North	South	132.95		121.9	
131.22		120.2					
Lctr MS	Final Apch Crs	Procedure Alt		DA/MDA(H)	Apt Elev	70'	
343	313°	D4.6 MPV		1080' (1027')	RWY	53'	
		2000' (1947')					
MISSED APCH: Climbing turn LEFT (MAX 185 KT) to MTG VOR to 4000', then turn LEFT and climb on R-147 MTG to CALAN to join holding.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'	
							MSA MRM VOR



MPV DME	3.0	4.0
ALTITUDE	1310'	1740'



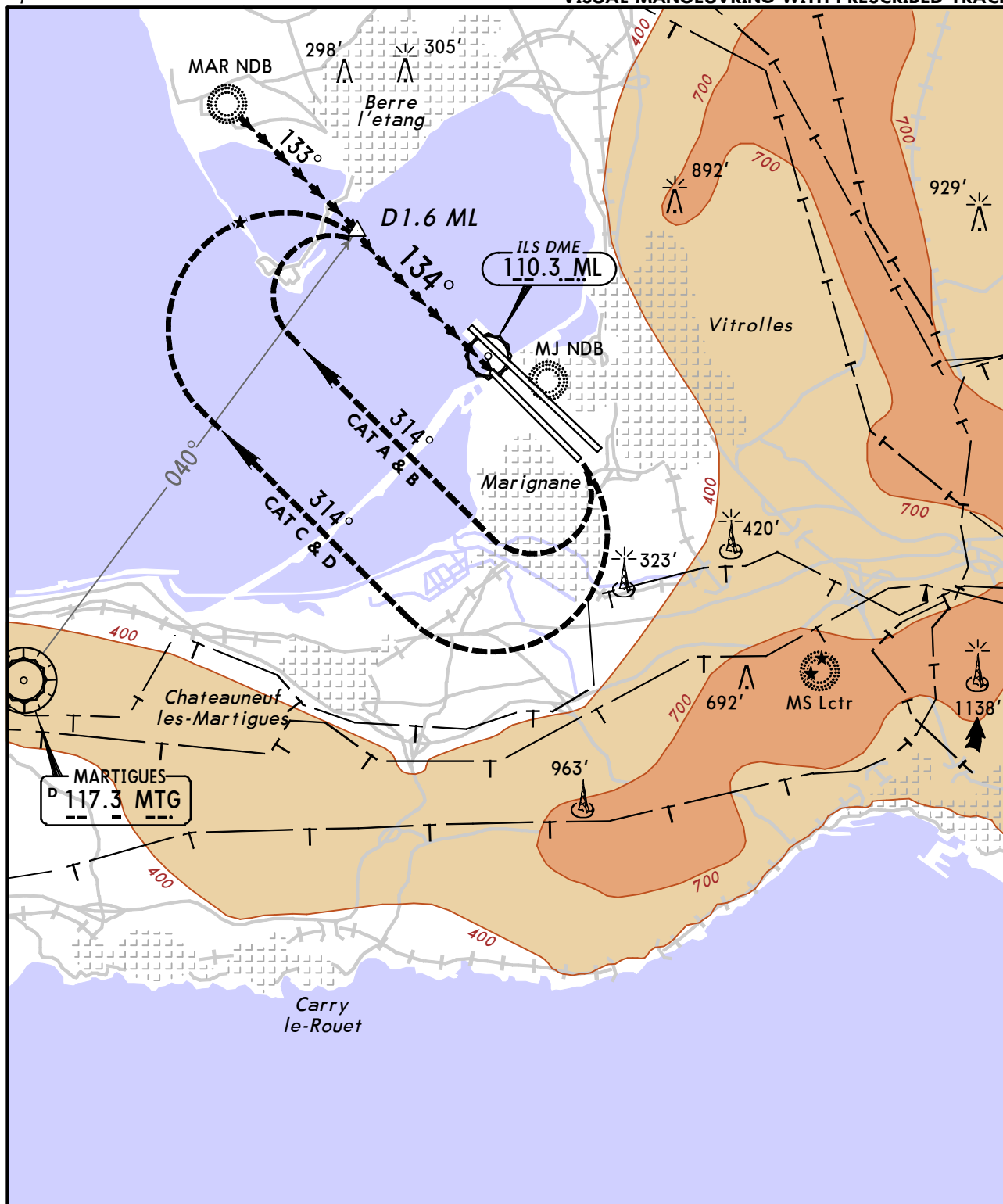
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		4000'	MAX	MTG
Descent Angle	4.00°	496	637	708	850	991	1133		185 KT	117.3	
D4.6 MPV to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				

Standard				CIRCLE-TO-LAND 2			
STRAIGHT-IN LANDING RWY 31R				CDFA			
				DA/MDA(H) 1080' (1027')			
				Max Kts			
				MDA(H)		VIS	
A	RVR 1500m			110	1080' (1027')	1500m	
B	RVR 1500m 1			135	1080' (1027')	1600m	
C	CMV 4900m			180	1360' (1307')	4900m	
D				205	1540' (1487')	4900m	

1 NIGHT: If PAPI u/s RVR 1600m.
2 Circling height based on rwy 31R displaced threshold elev of 53'.

Apt Elev **70'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK

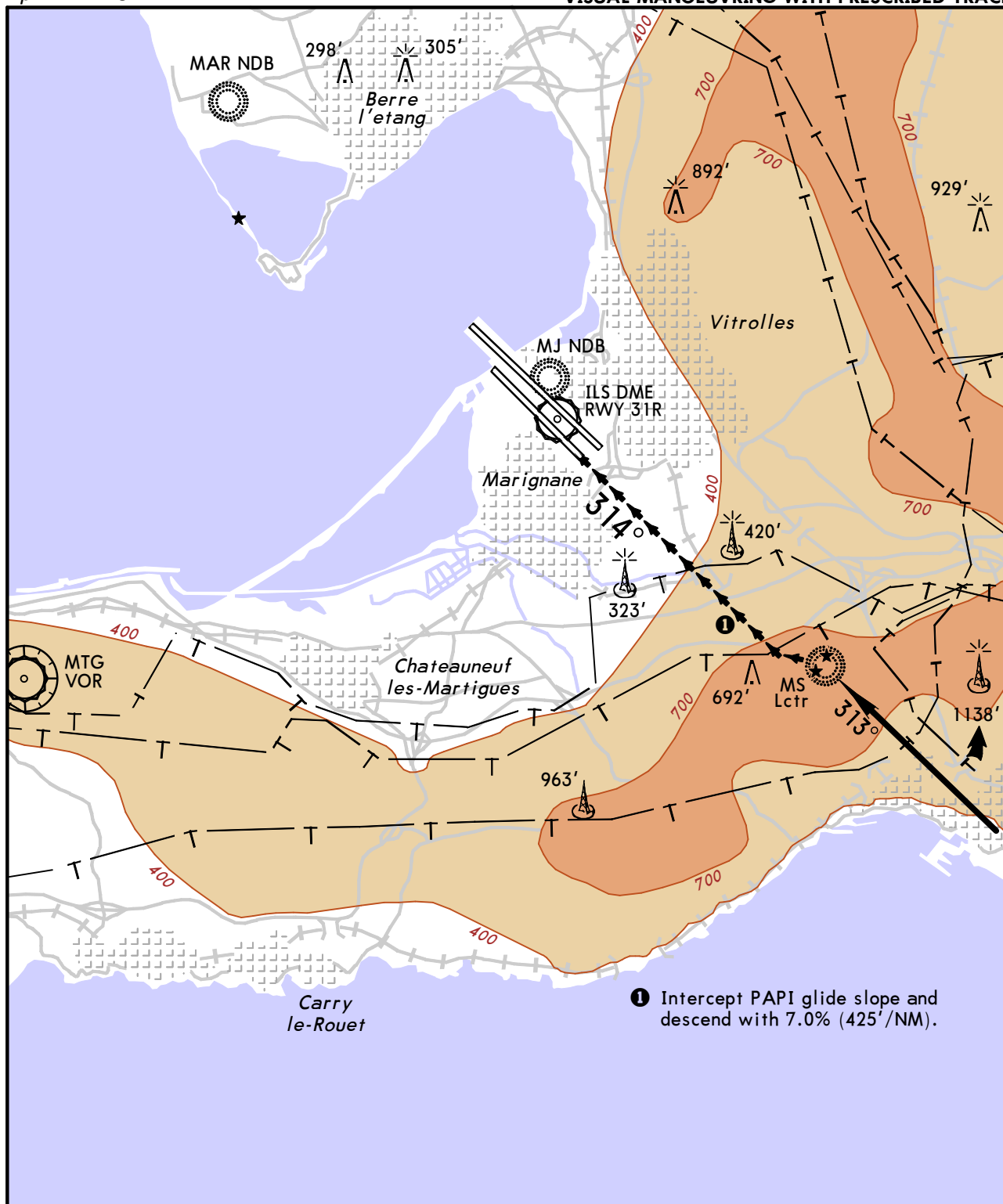


Standard

		After ILS or LOC (GS out) apch		After NDB apch	
	Max Kts	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

Apt Elev **70'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK

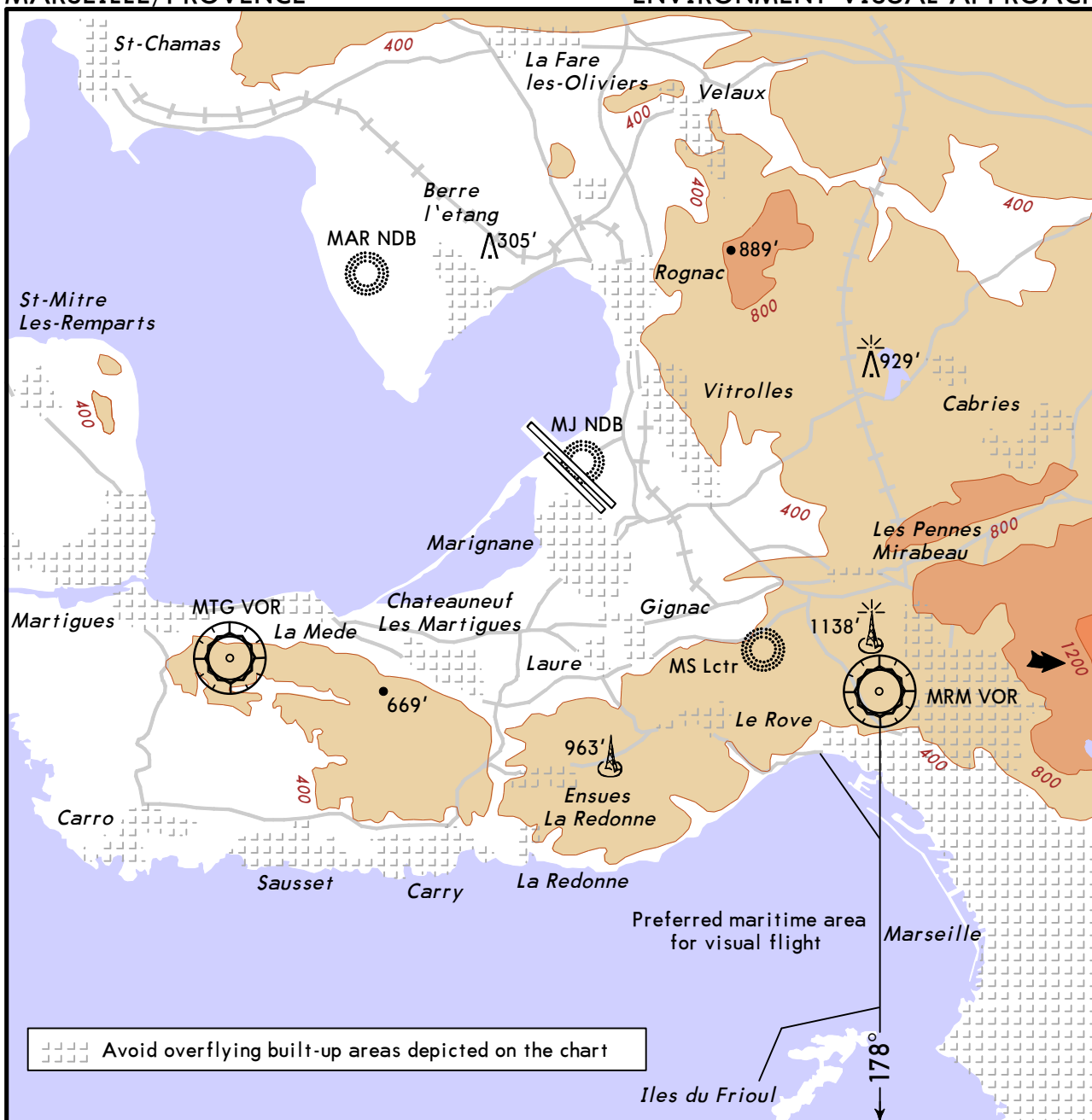


Follow MISSED APCH from instrument approach procedure, used prior to VPT approach.

Standard

	Max Kts	After ILS apch		After LOC (GS out) apch		After NDB apch	
		MDA(H)	VIS	MDA(H)	VIS	MDA(H)	VIS
A	110	1680' (1610')	1500m	1680' (1610')	1500m	1680' (1610')	1500m
B	135	1680' (1610')	1600m	1680' (1610')	1600m	1680' (1610')	1600m
C	180	1680' (1610')	2400m	1680' (1610')	3200m	1680' (1610')	4900m
D	205	1680' (1610')	3600m	1680' (1610')	3600m	1680' (1610')	4900m

PANS OPS 4



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 and Western 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-178 MRM.

RWY 13L/R Southern and Eastern arrivals:

Left-hand Visual approach: Prohibited.

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

MARSEILLE/PROVENCE, (MARSEILLE/PROVENCE - LFML)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFML

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 15 Nov 12 Twy C4 layout modification works in progress. For details refer to temp chart 10-8 and latest NOTAMs.