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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: 1.0°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: 0417 Z
Sunset: 1914 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

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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 ligh ting configuration
- TWY F3 available during DAY if VIS is equal to or greater than 800m, during NIGHT for home-based ACFT if VIS is equal to or greater than 800m with MAX 20 KT,
- TWY F7 available du ring DAY if VIS is 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 Area 80/83 (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.

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1. GENERAL

Access from/to thresholds for ACFT MAX wingspan 213'/65m:
- thresholds 13 via G3.
- thresholds 31 via G4.

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 FL 80 if last assigned FL was less than FL 80.
- 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.

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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 occures during a radar vectored departure, join the assigned SID as soon as possible.

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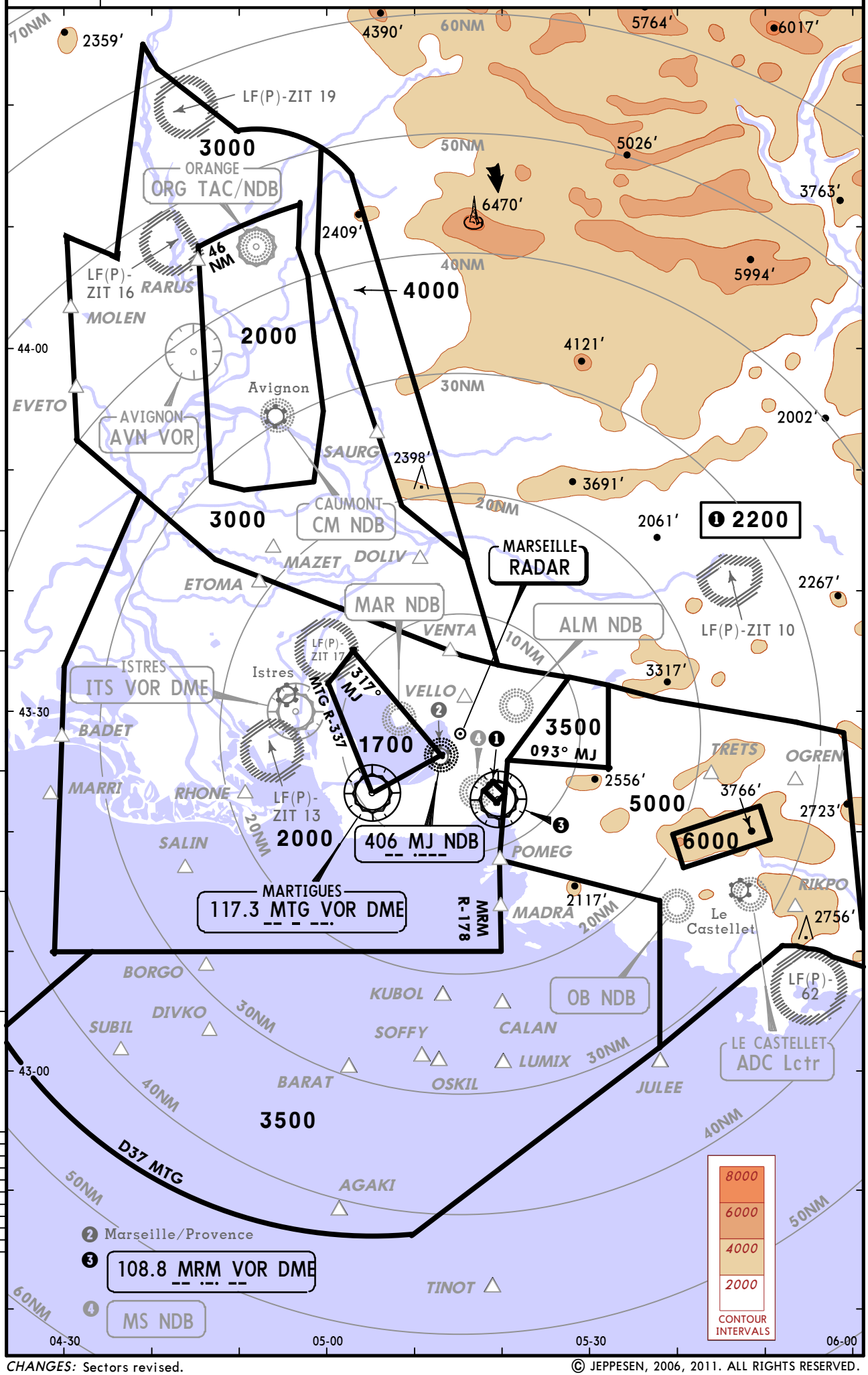
Apt Elev 70′

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



CHANGES: Sectors revised.

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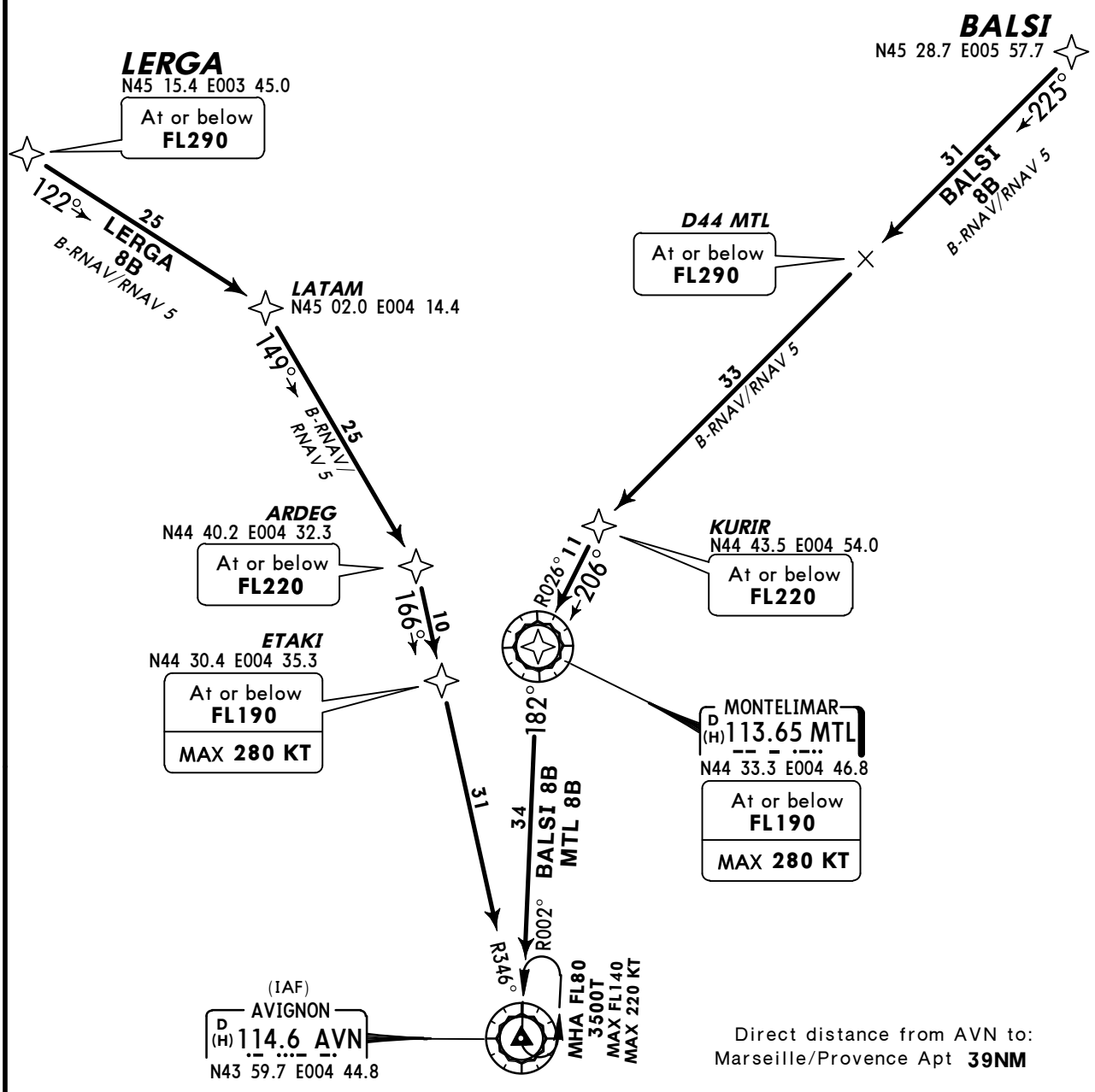
D-ATIS	Apt Elev	
125.35	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

BALSI 8B *[BALS8B]*, LERGA 8B *[LERG8B]*

BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8B

RWYS 13L/R ARRIVALS



CHANGES: STARs renumbered.

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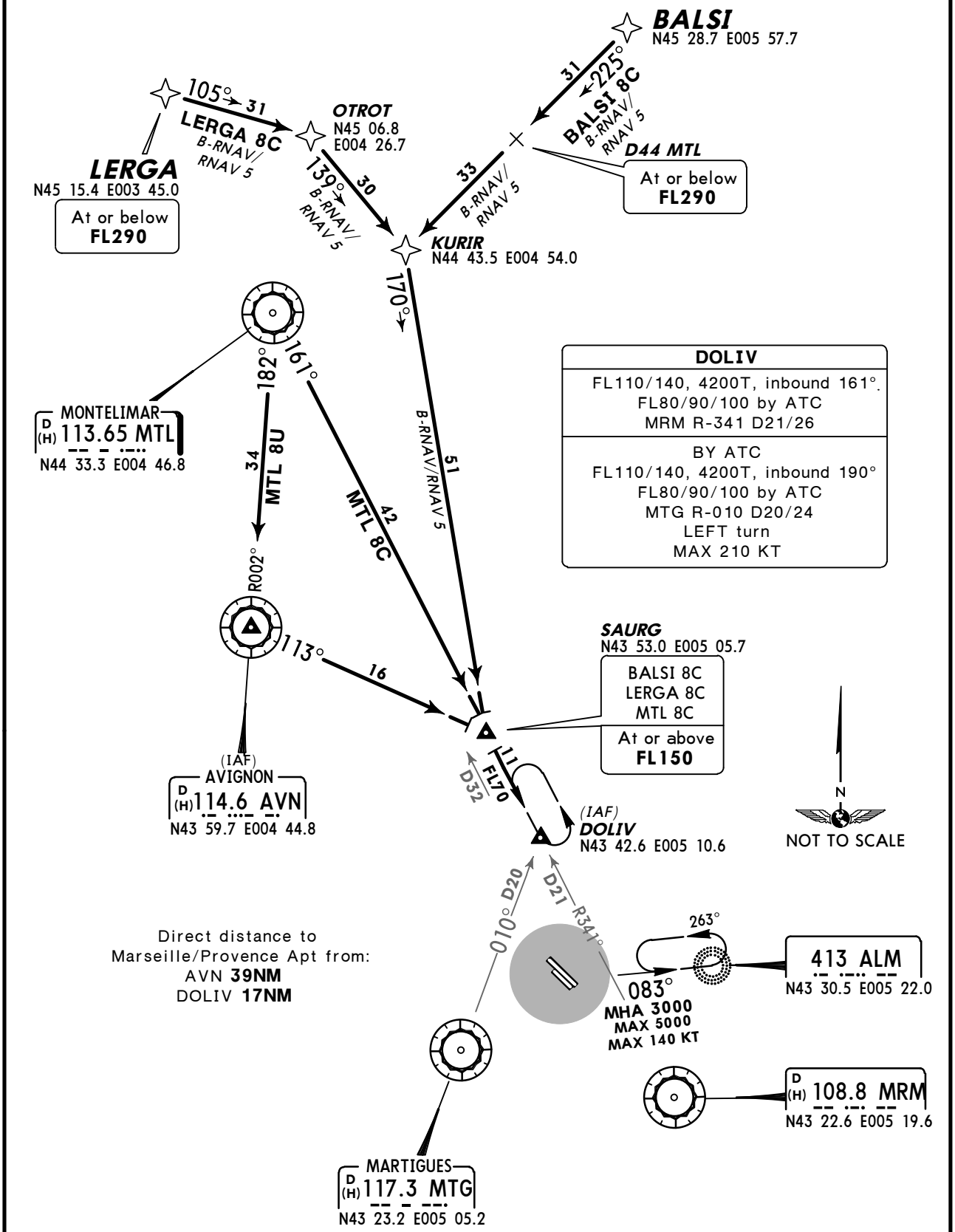
D-ATIS	Apt Elev	
125.35	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

BALSI 8C *[BALS8C]*, LERGA 8C *[LERG8C]*

BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8C, MTL 8U

RWYS 31L/R ARRIVALS



CHANGES: STARs renumbered.

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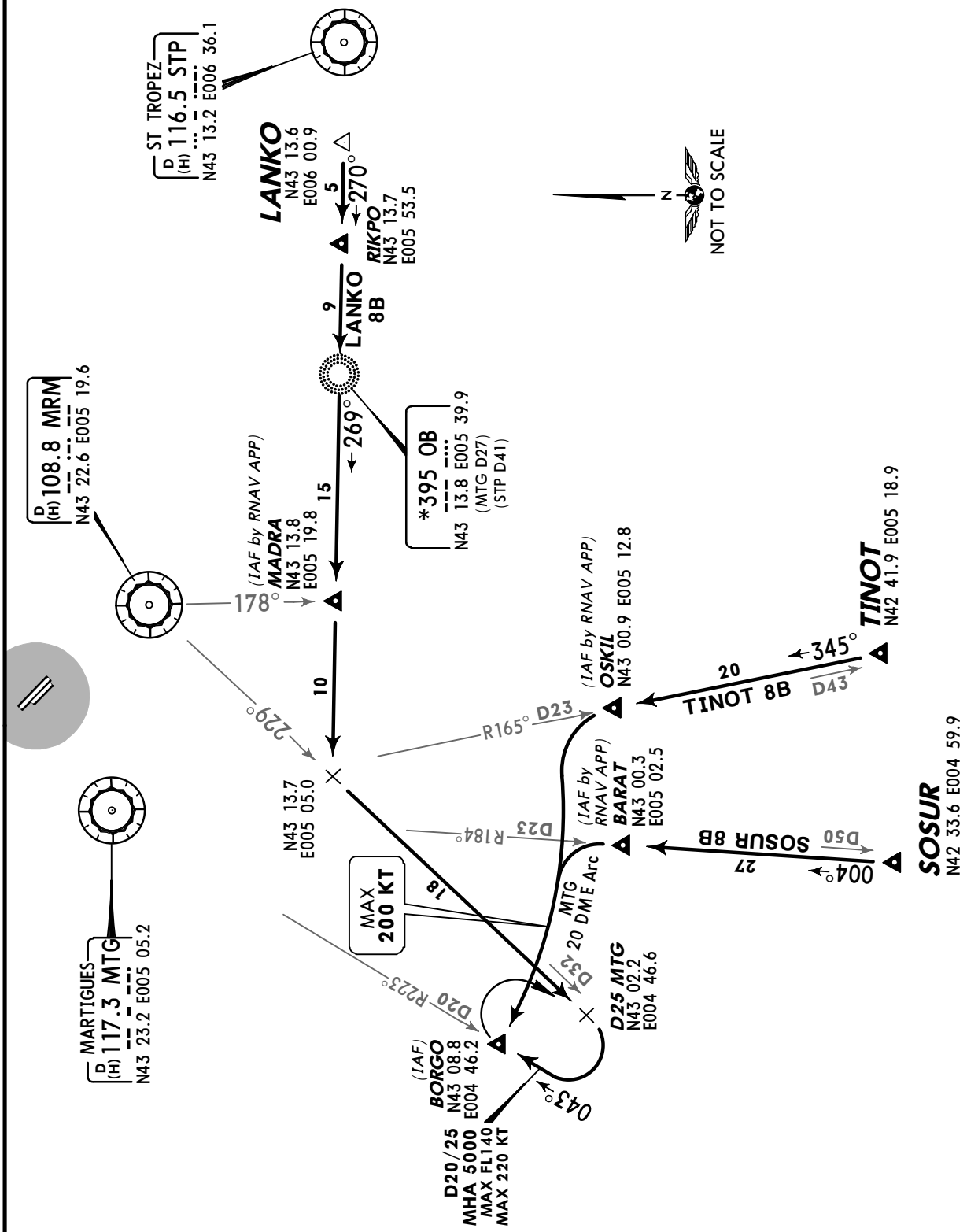
D-ATIS	Apt Elev	
125.35	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

LANKO 8B *[LANK8B]*
SOSUR 8B *[SOSU8B]*, TINOT 8B *[TINO8B]*
RWYS 13L/R ARRIVALS



CHANGES: STARs completely revised.

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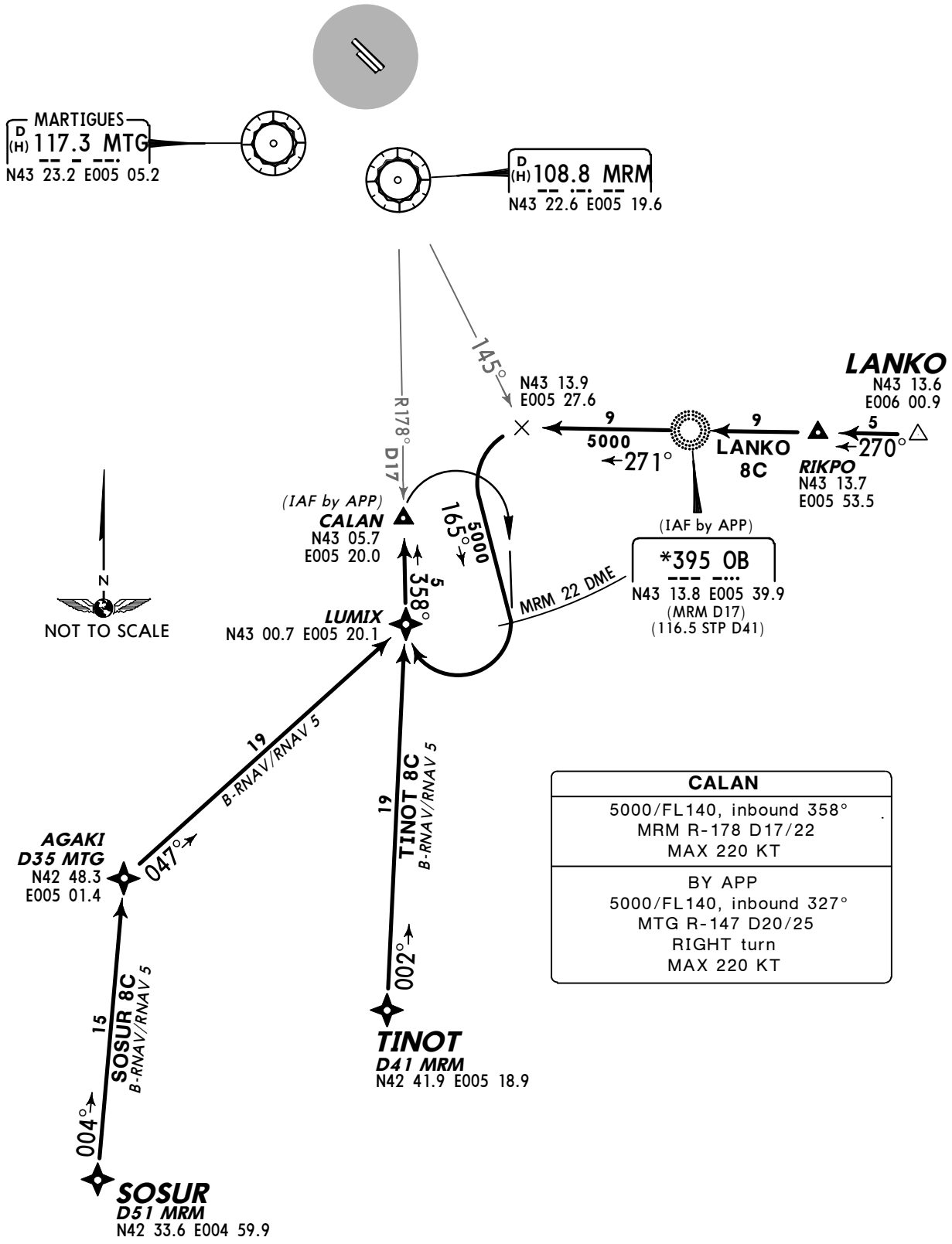
D-ATIS	Apt Elev	
125.35	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

LANKO 8C *[LANK8C]*

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

BRNAV/RNAV 5 EQUIPMENT REQUIRED

RWYS 31L/R ARRIVALS



CALAN
5000/FL140, inbound 358° MRM R-178 D17/22 MAX 220 KT
BY APP 5000/FL140, inbound 327° MTG R-147 D20/25 RIGHT turn MAX 220 KT

CHANGES: STARs renumbered & revised.

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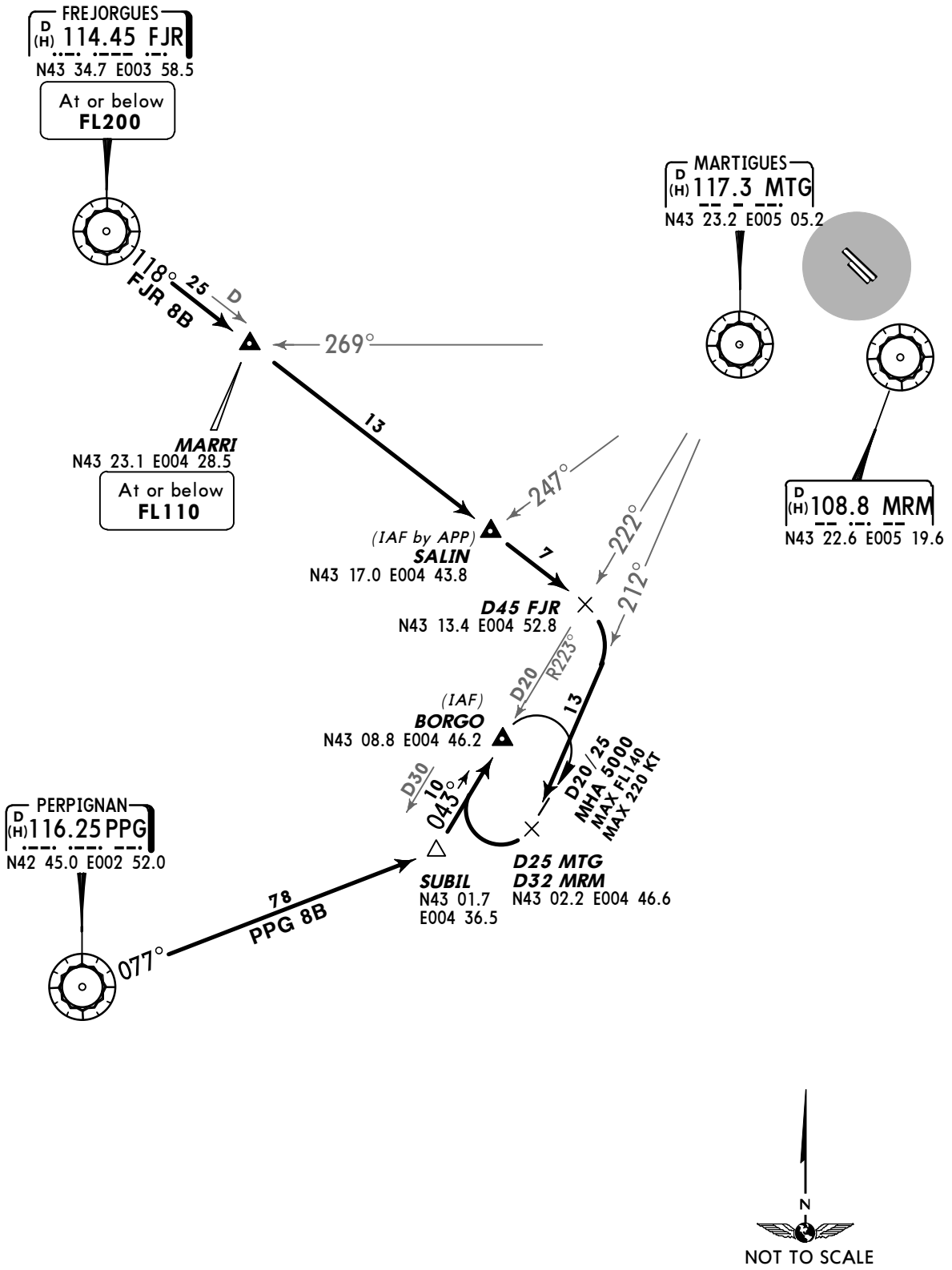
D-ATIS	Apt Elev	
125.35	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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



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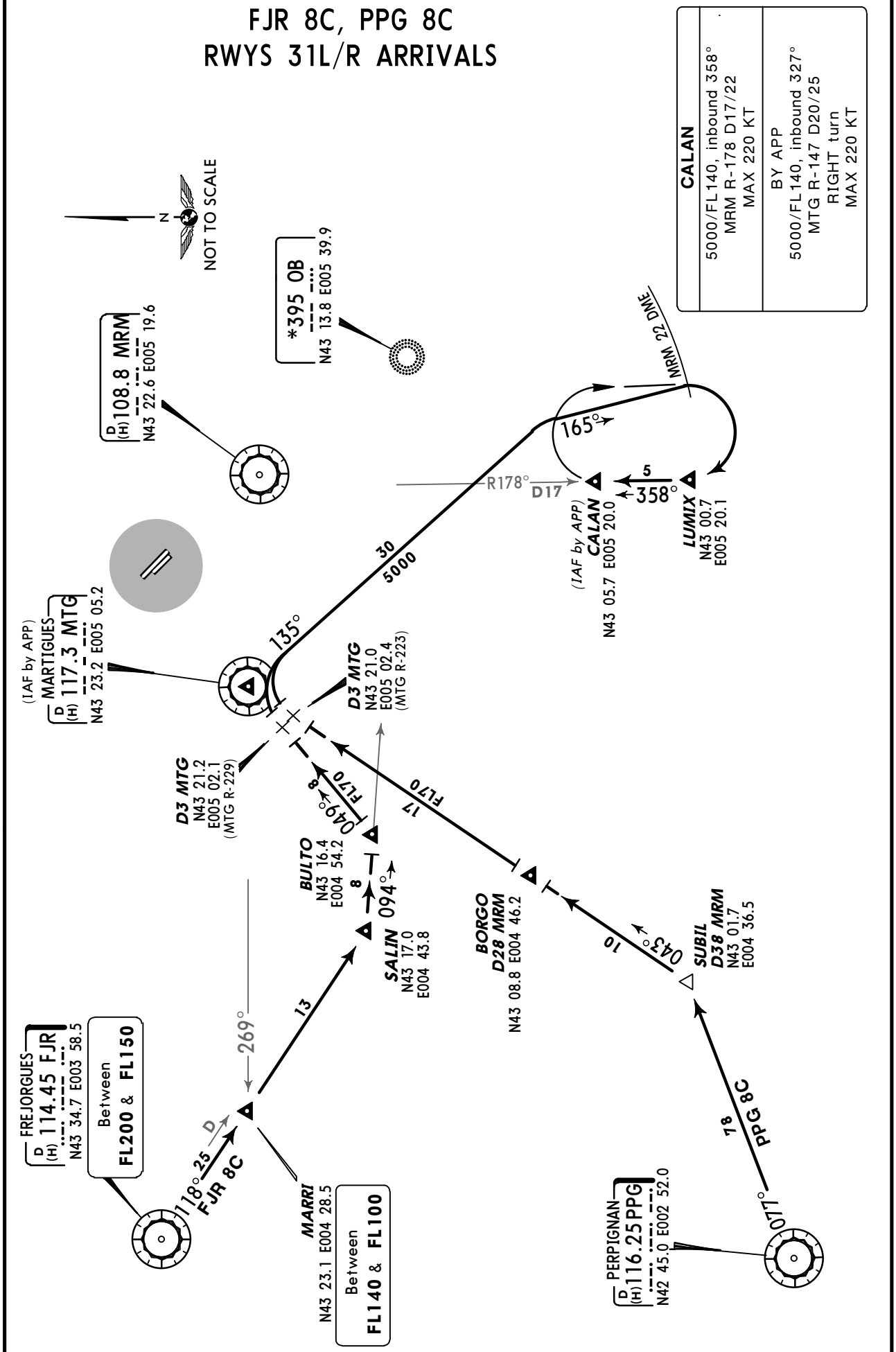
D-ATIS	Apt Elev	
125.35	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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



CHANGES: Turning points at D3 MTG established.

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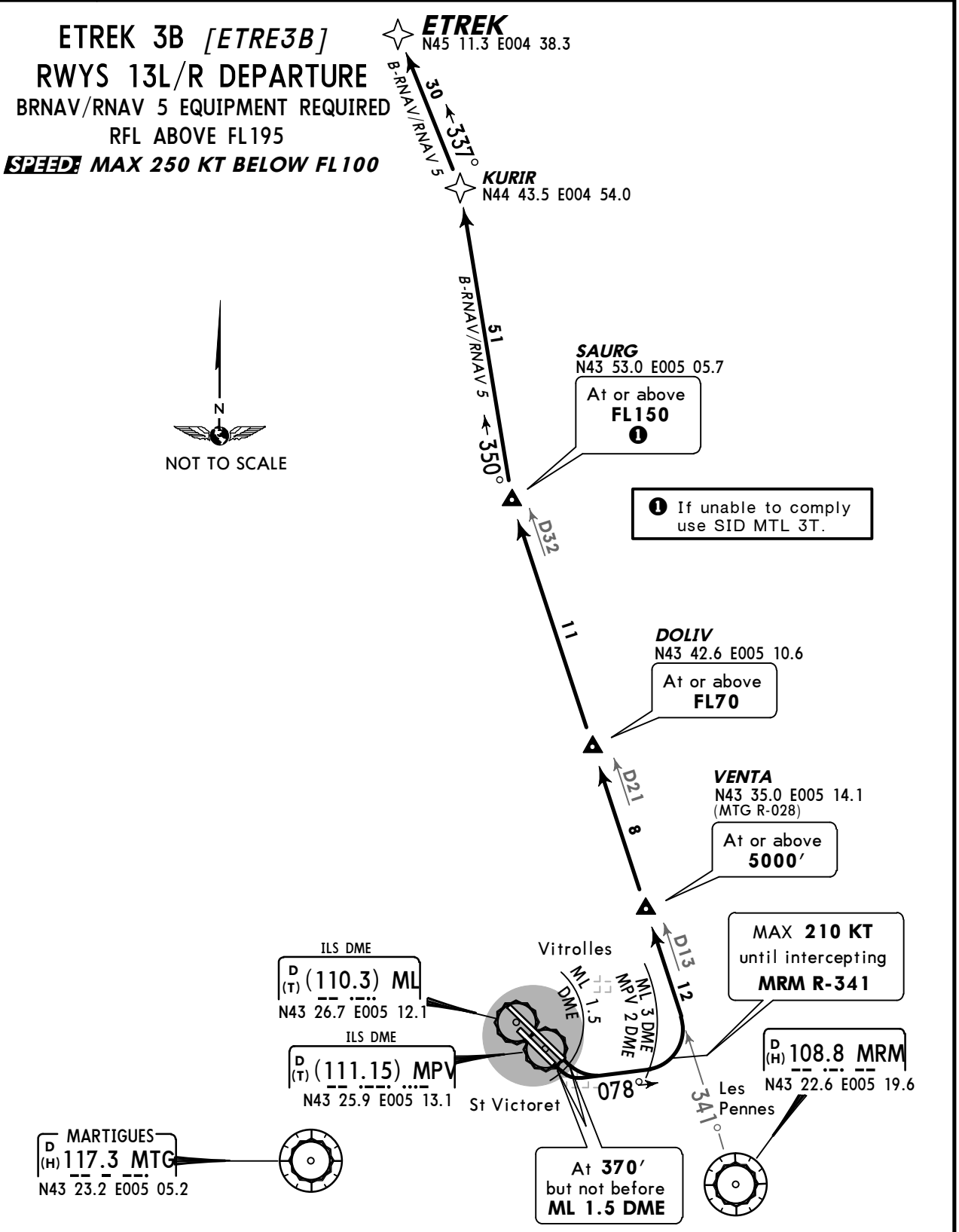
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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



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 ❶

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.

CHANGES: BADET SIDs withdrawn; ETREK SID renumbered & transferred.

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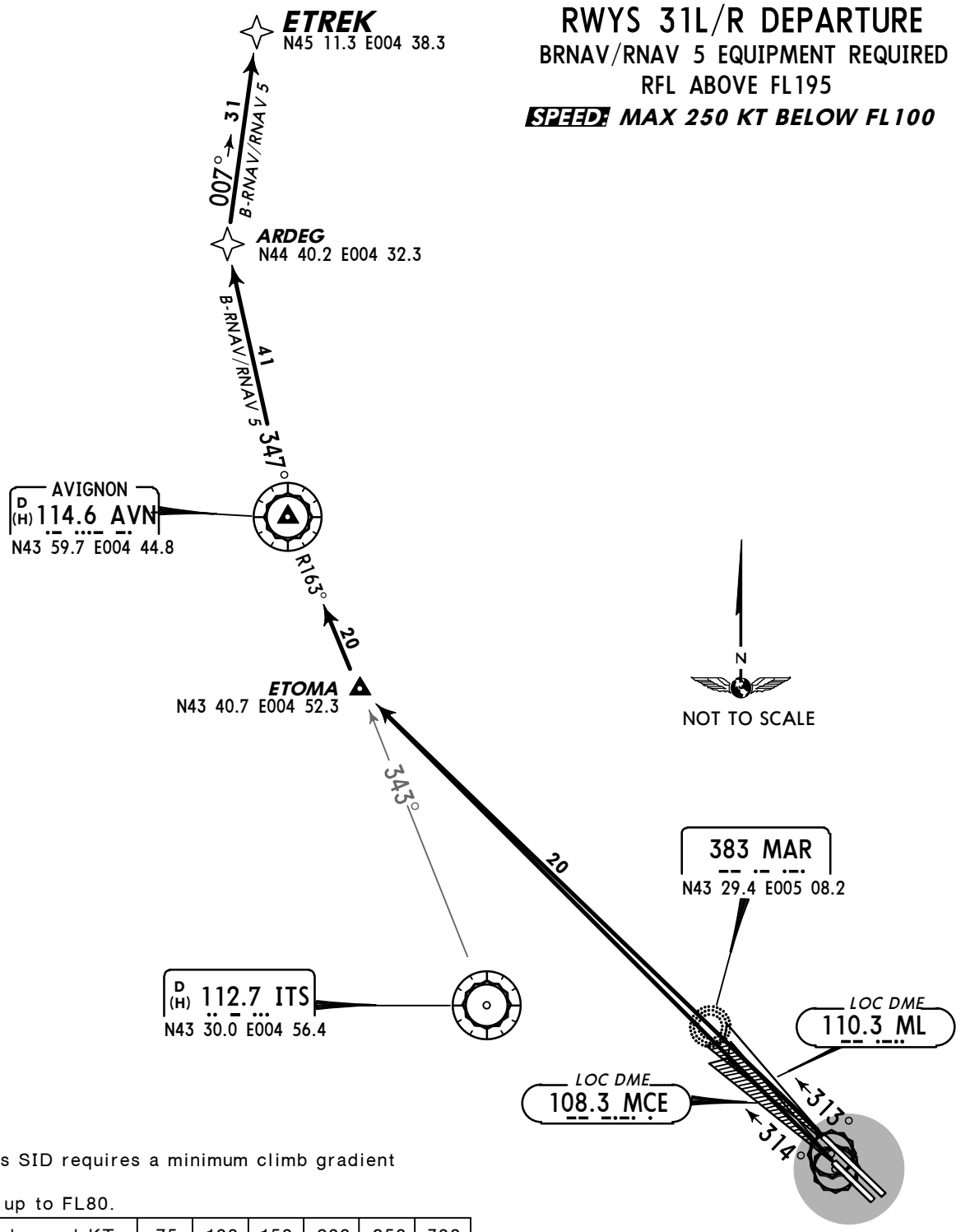
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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.

CHANGES: SID renumbered & transferred.

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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.

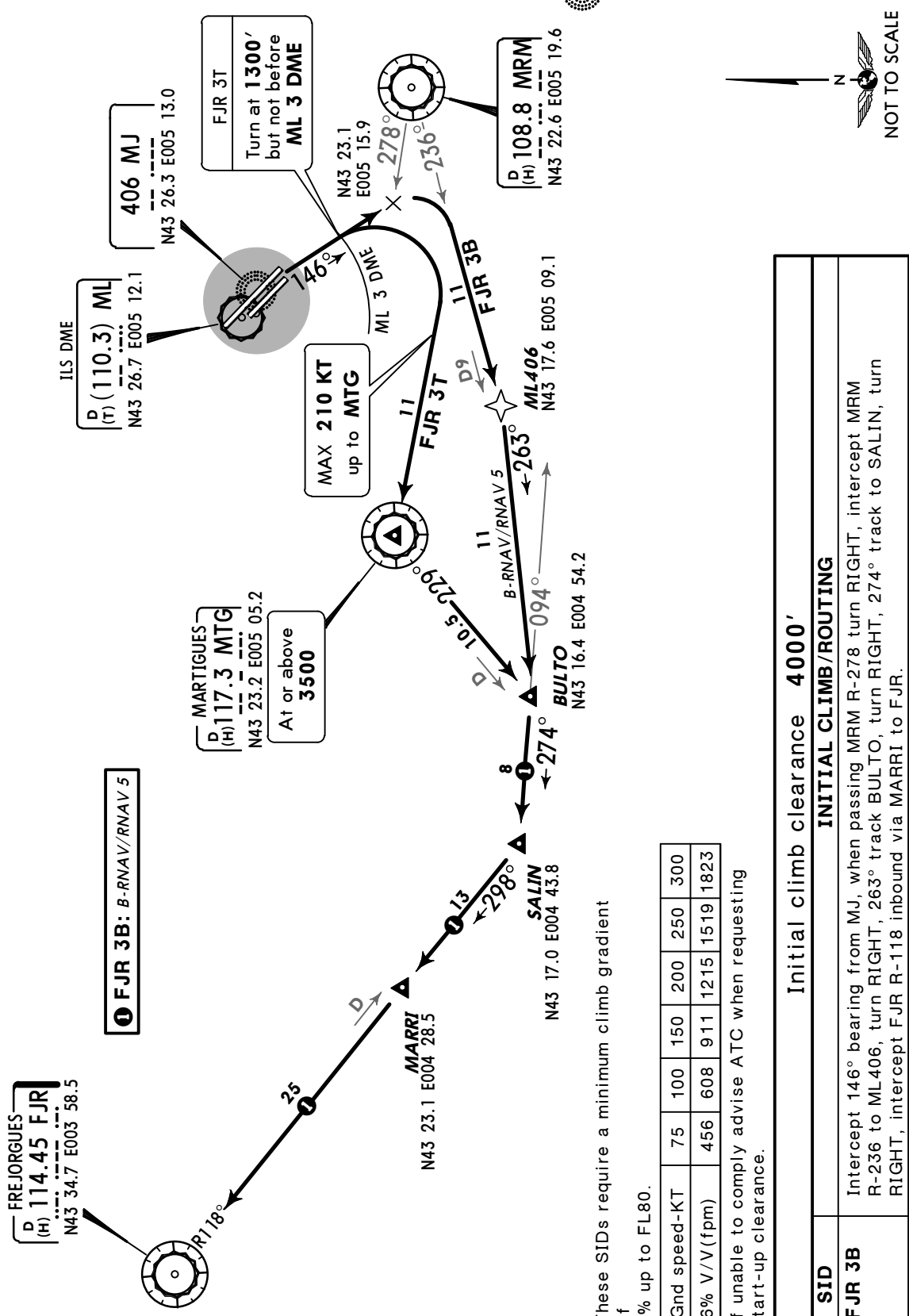
FJR 3B

BRNAV/RNAV 5 EQUIPMENT REQUIRED

FJR 3T

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
FJR 3B	Intercept 146° bearing from MJ, when passing MRM R-278 turn RIGHT, intercept MRM R-236 to ML406, turn RIGHT, 263° track BULTO, turn RIGHT, 274° track to SALIN, turn RIGHT, intercept FJR R-118 inbound via MARRI to FJR.
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.

CHANGES: ETREK & LERGA SIDs transferred; FJR SIDs established.

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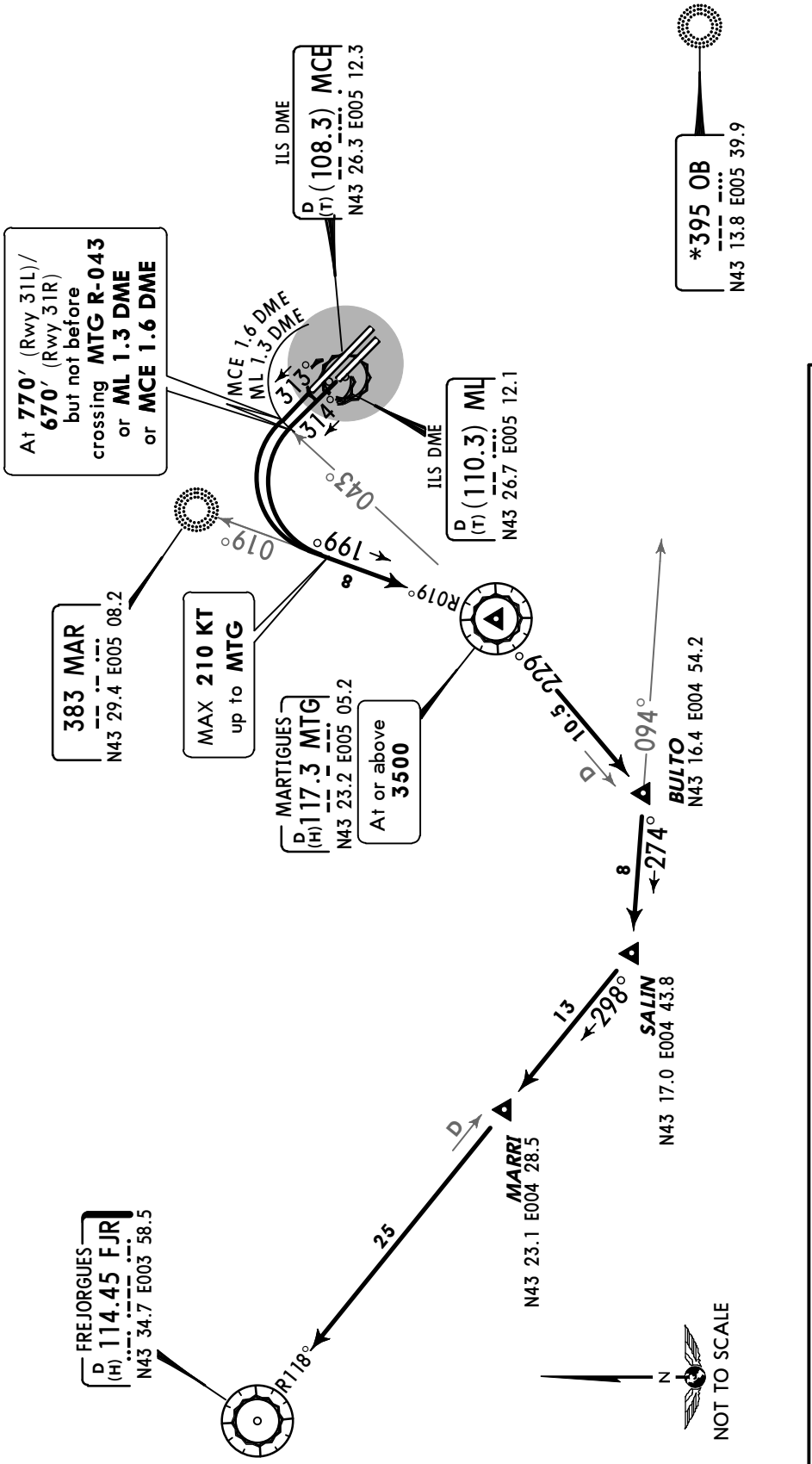
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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′**

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.

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.

CHANGES: ETREK & LERGA SIDs transferred; FJR SIDs established.

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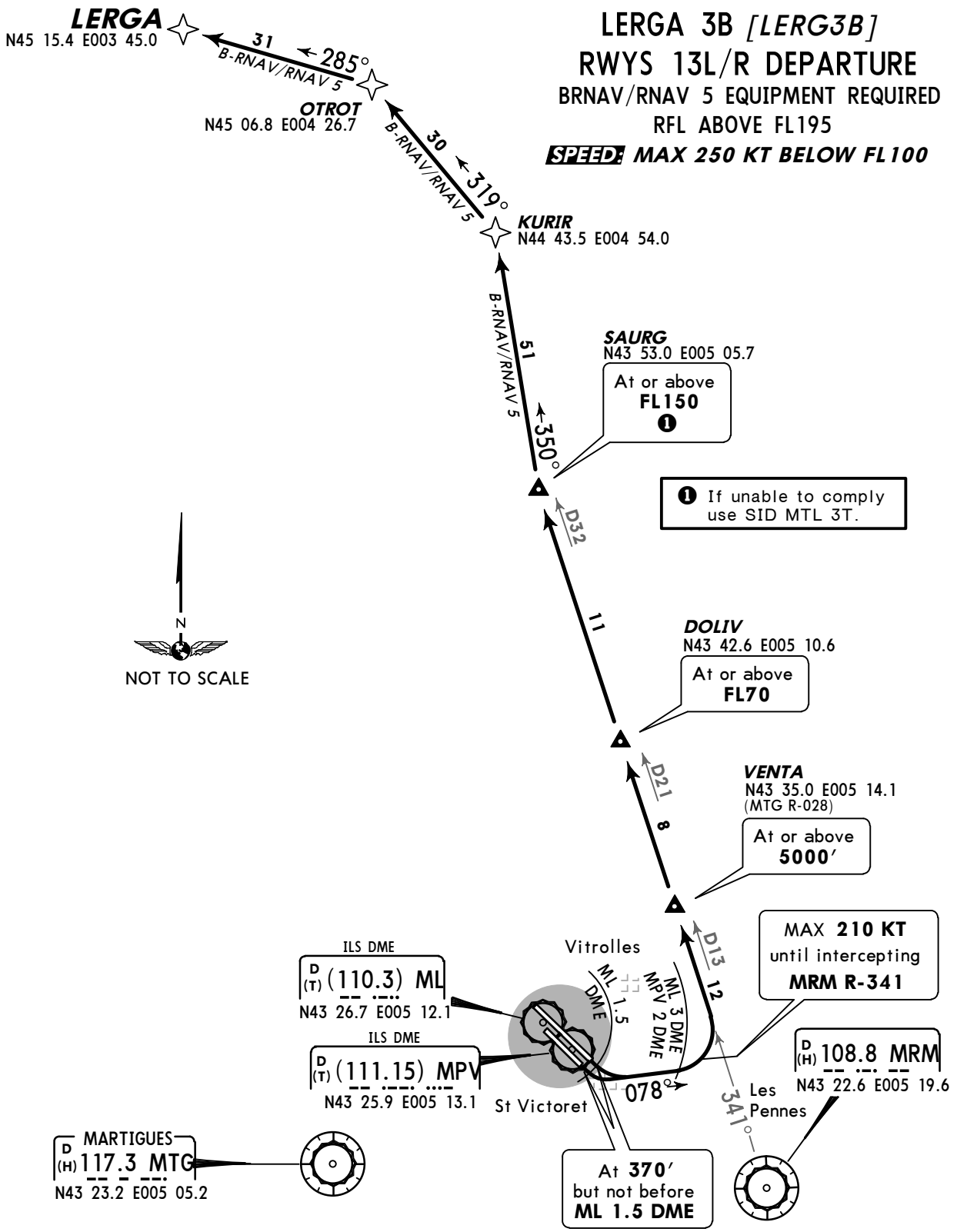
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

LERGA 3B [LERG3B]
RWYS 13L/R DEPARTURE
BRNAV/RNAV 5 EQUIPMENT REQUIRED
RFL ABOVE FL195
SPEED: MAX 250 KT BELOW FL100



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 ❶

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.

CHANGES: SID renumbered & transferred.

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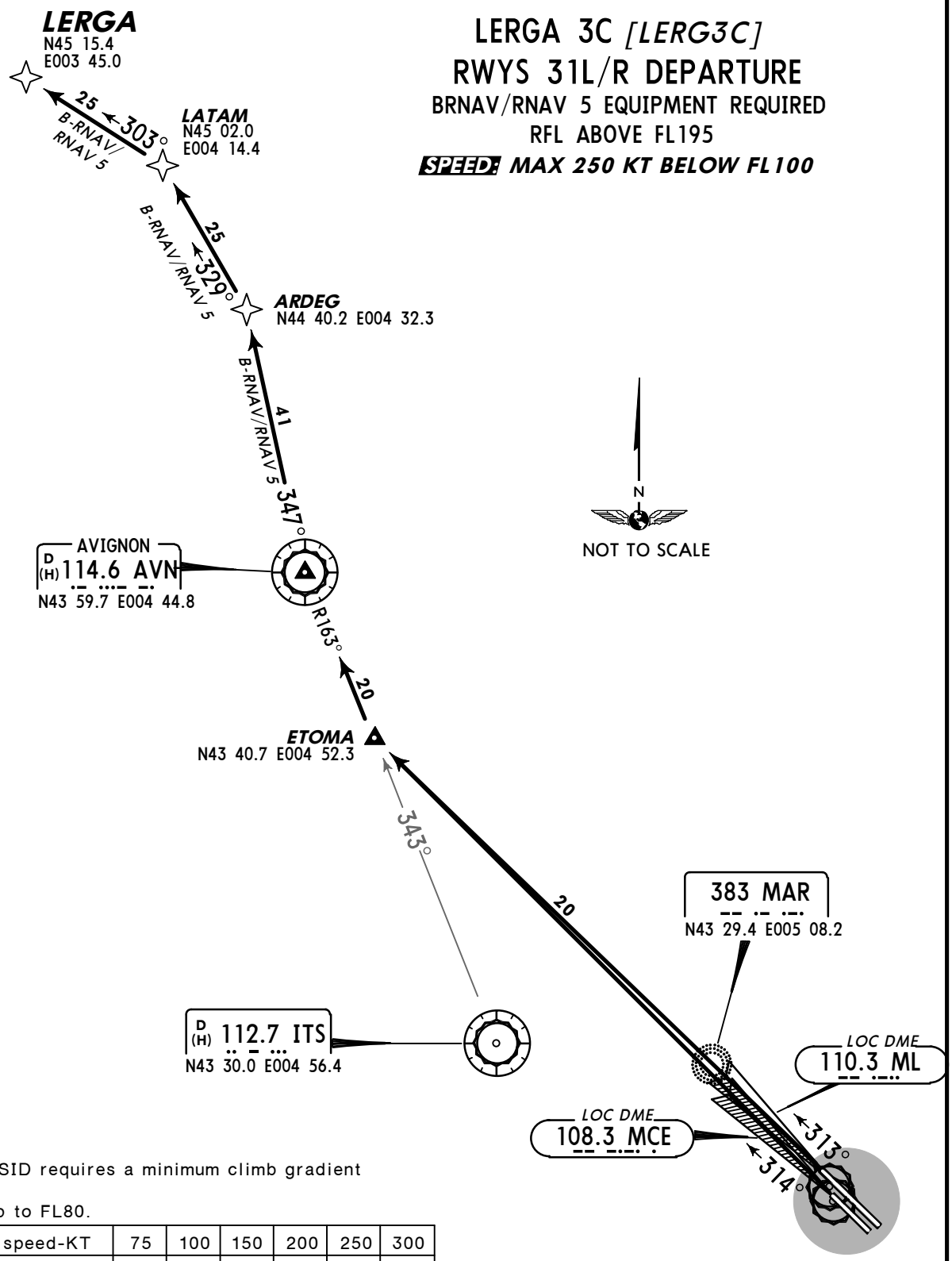
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

LERGA 3C *[LERG3C]*
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 LEFT, 329° track to LATAM, turn LEFT, 303° track to LERGA.

CHANGES: SID renumbered & transferred.

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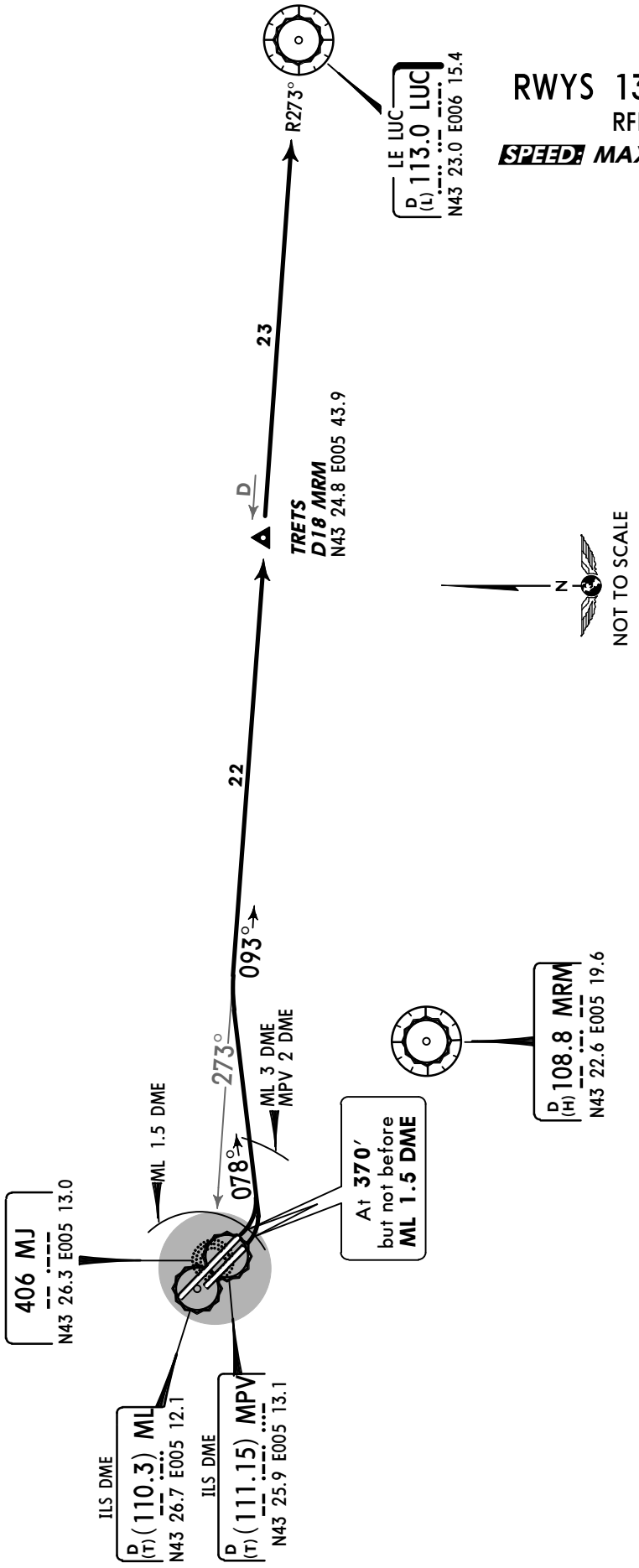
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

LUC 3B
RWYS 13L/R DEPARTURE
RFL BELOW FL145

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6.5% up to FL120.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

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

Initial climb clearance **5000′**

INITIAL CLIMB/ROUTING

Climb to 370′, not before ML 1.5 DME turn LEFT, 078° track, when passing ML 3 DME or MPV 2 DME, turn RIGHT, intercept 093° bearing from MJ via TRETS to LUC.

CHANGES: SID renumbered; chart reindexed.

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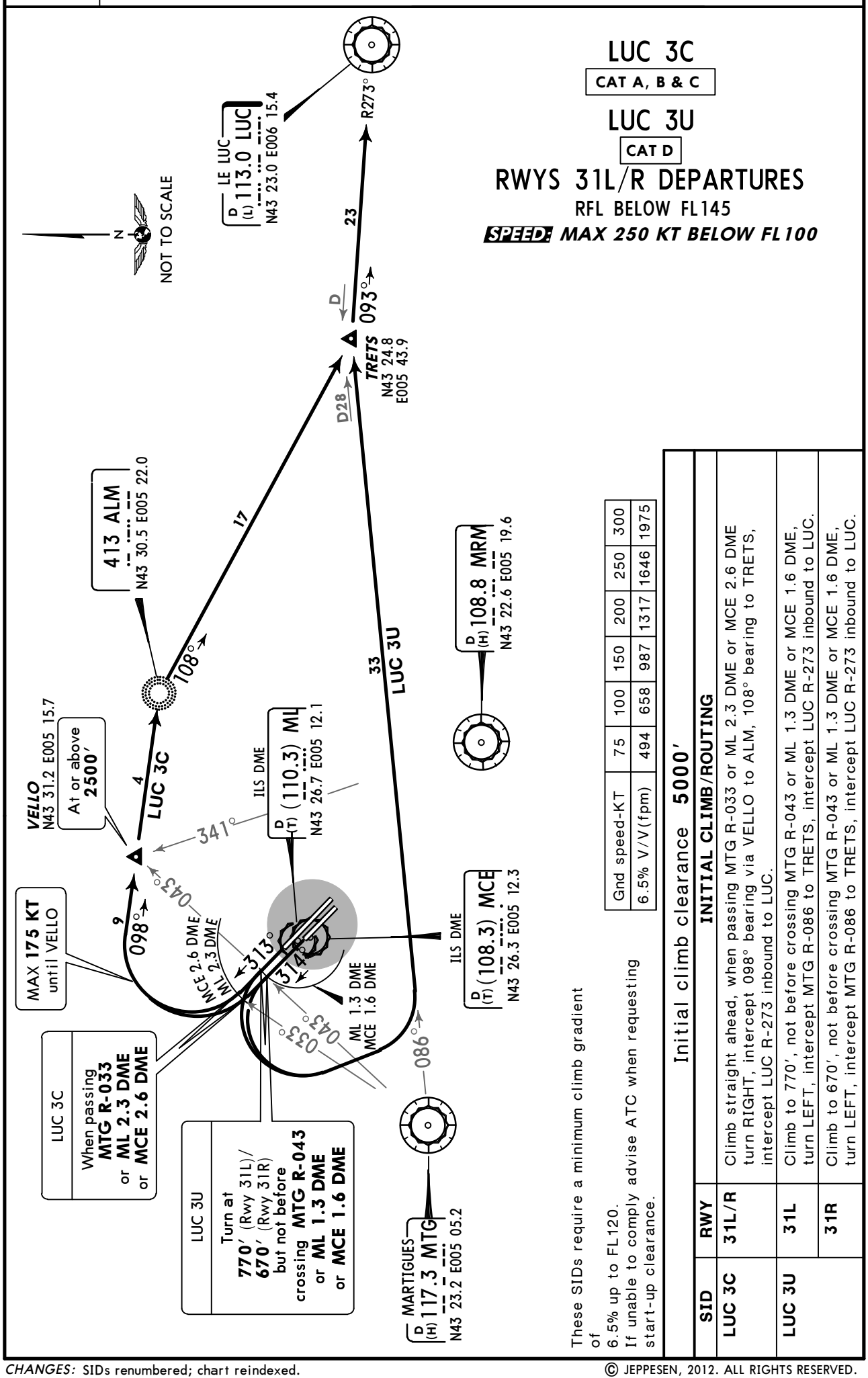
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

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′

SID	RWY	INITIAL CLIMB/ROUTING
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 TRETS, 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 TRETS, 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 TRETS, intercept LUC R-273 inbound to LUC.

CHANGES: SIDs renumbered; chart reindexed.

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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.

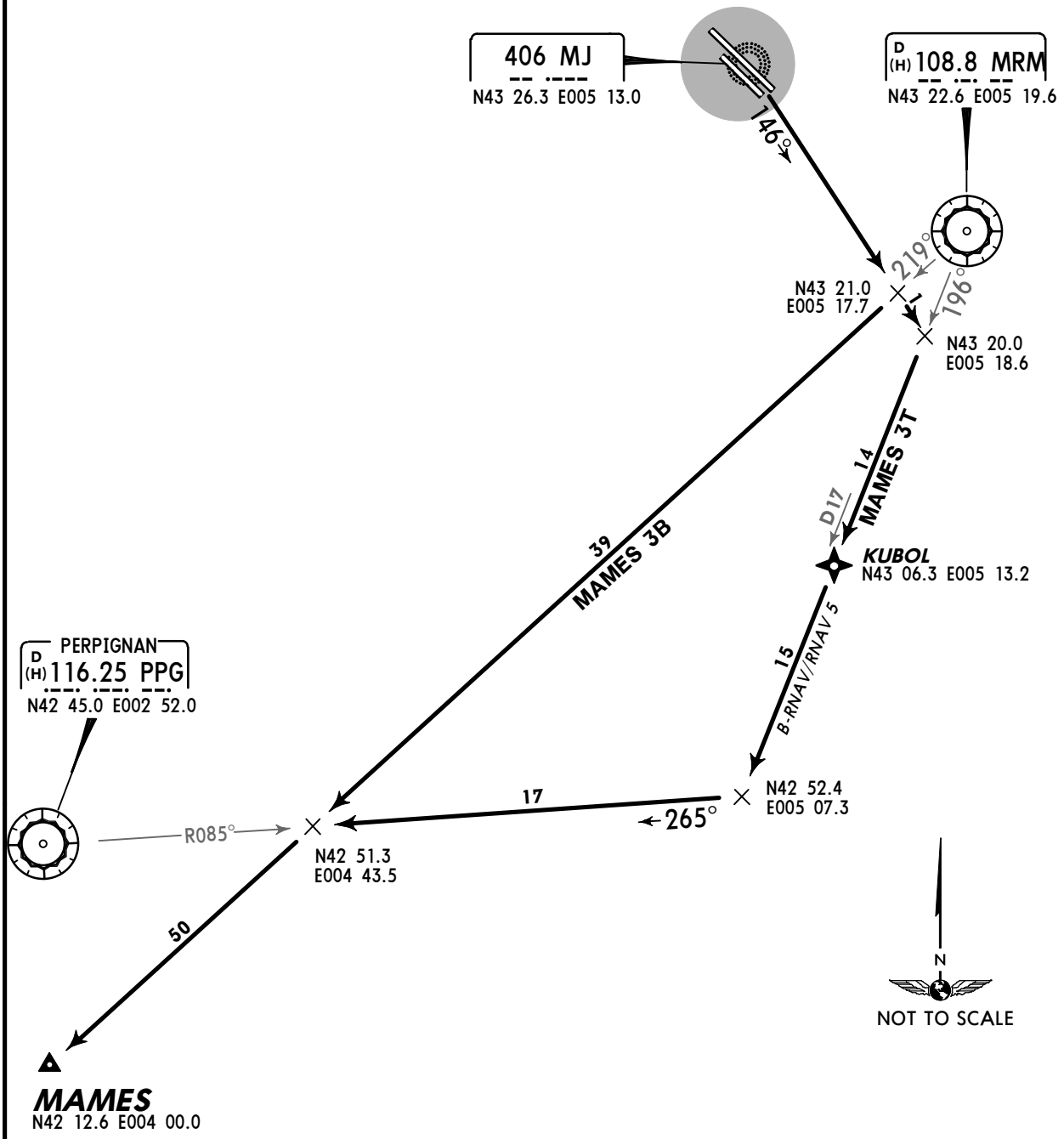
MAMES 3B *[MAME3B]*

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.

CHANGES: SIDs renumbered; chart reindexed.

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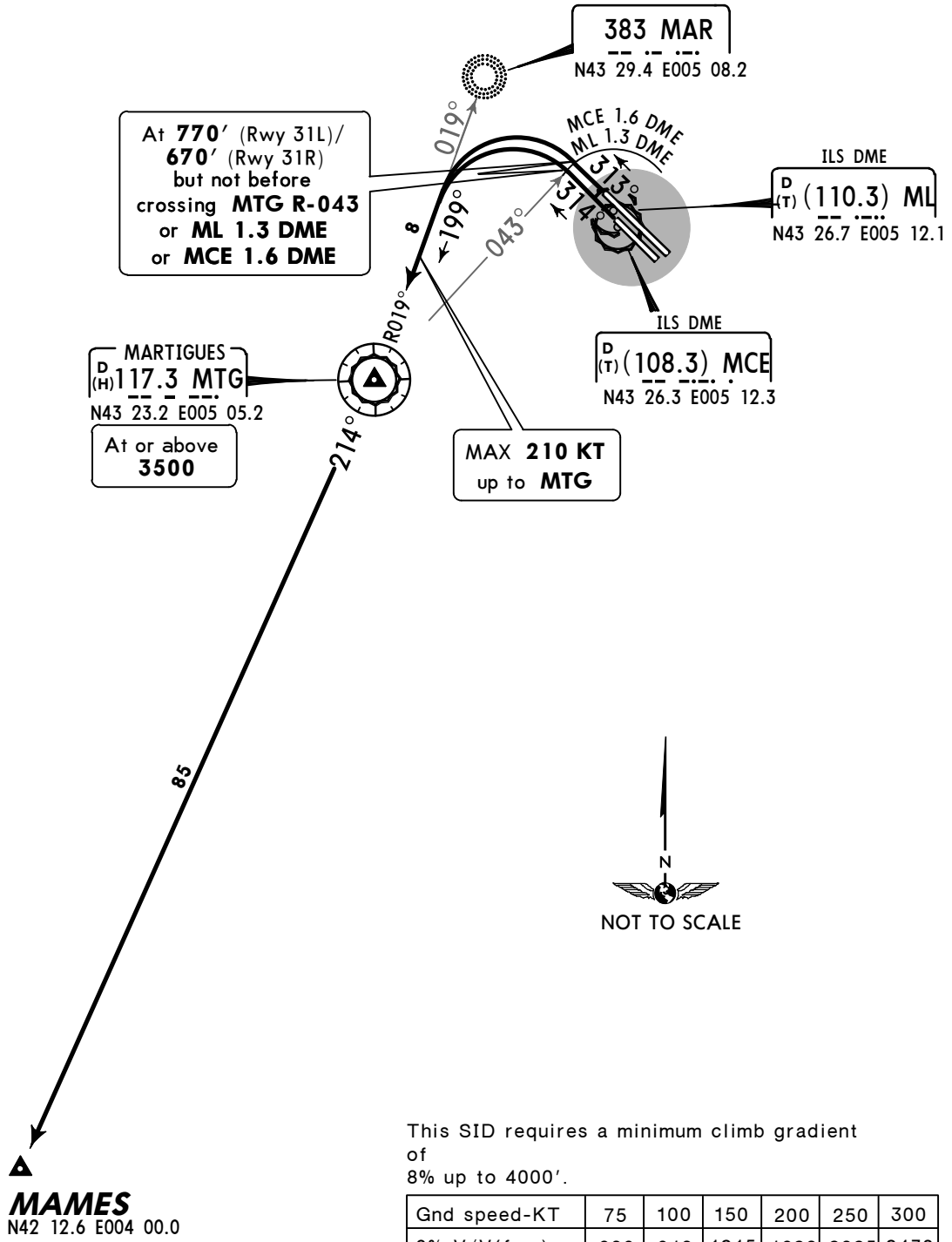
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

MAMES 3C *[MAME3C]*
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′**

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.

CHANGES: SID renumbered & revised; chart reindexed.

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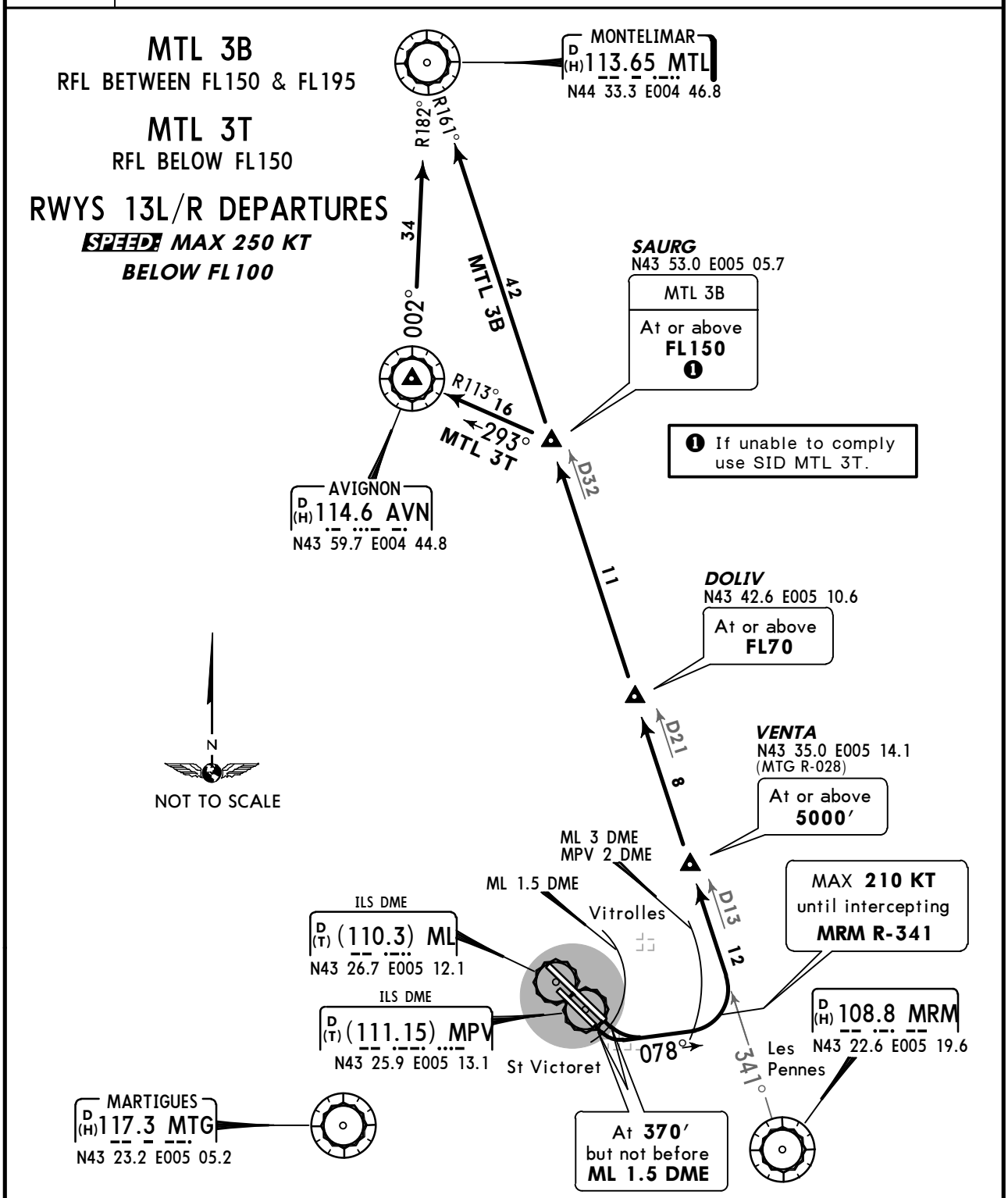
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



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.

CHANGES: SIDs renumbered; chart reindexed.

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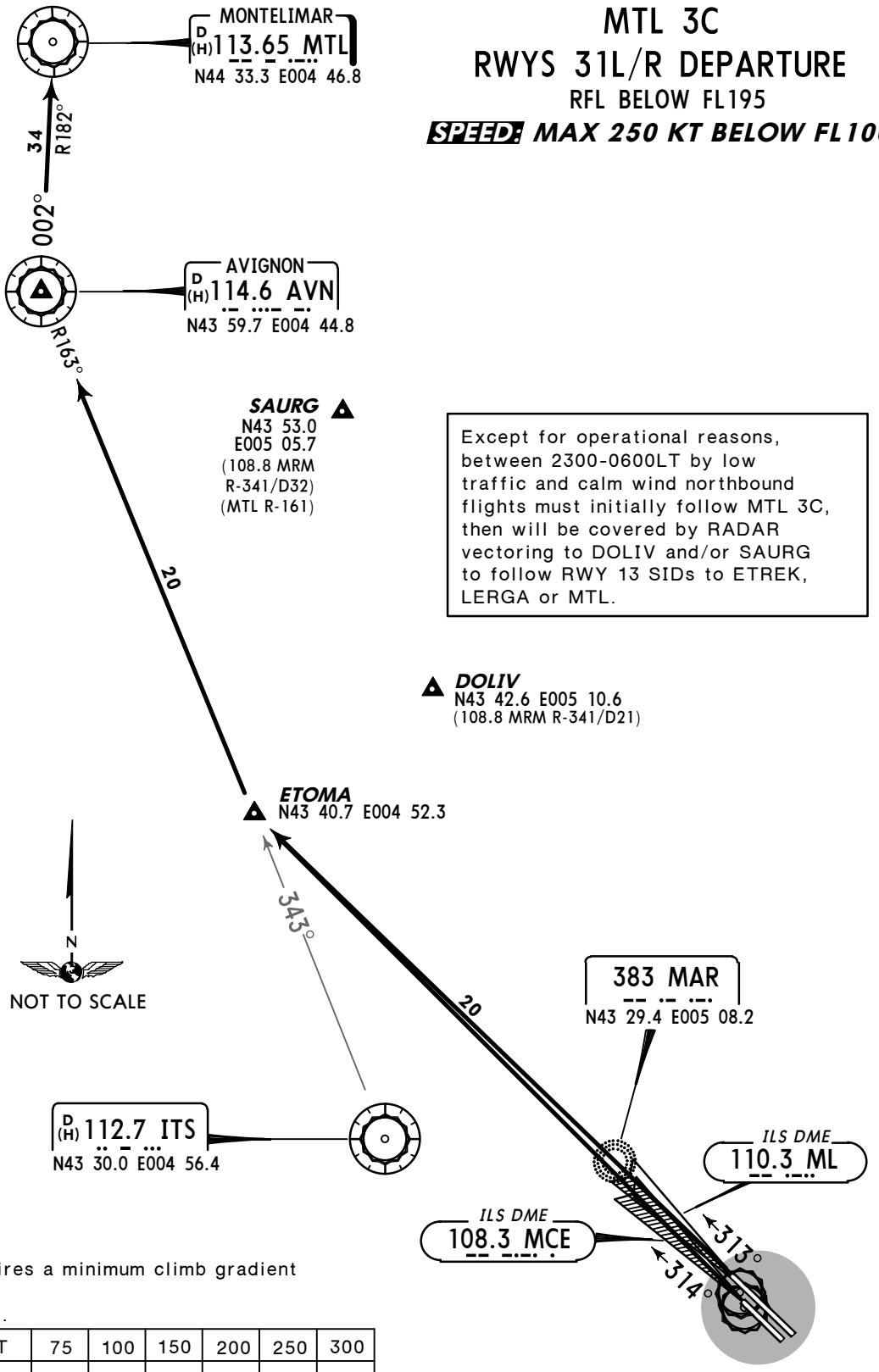
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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.

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.

CHANGES: SID renumbered; chart reindexed.

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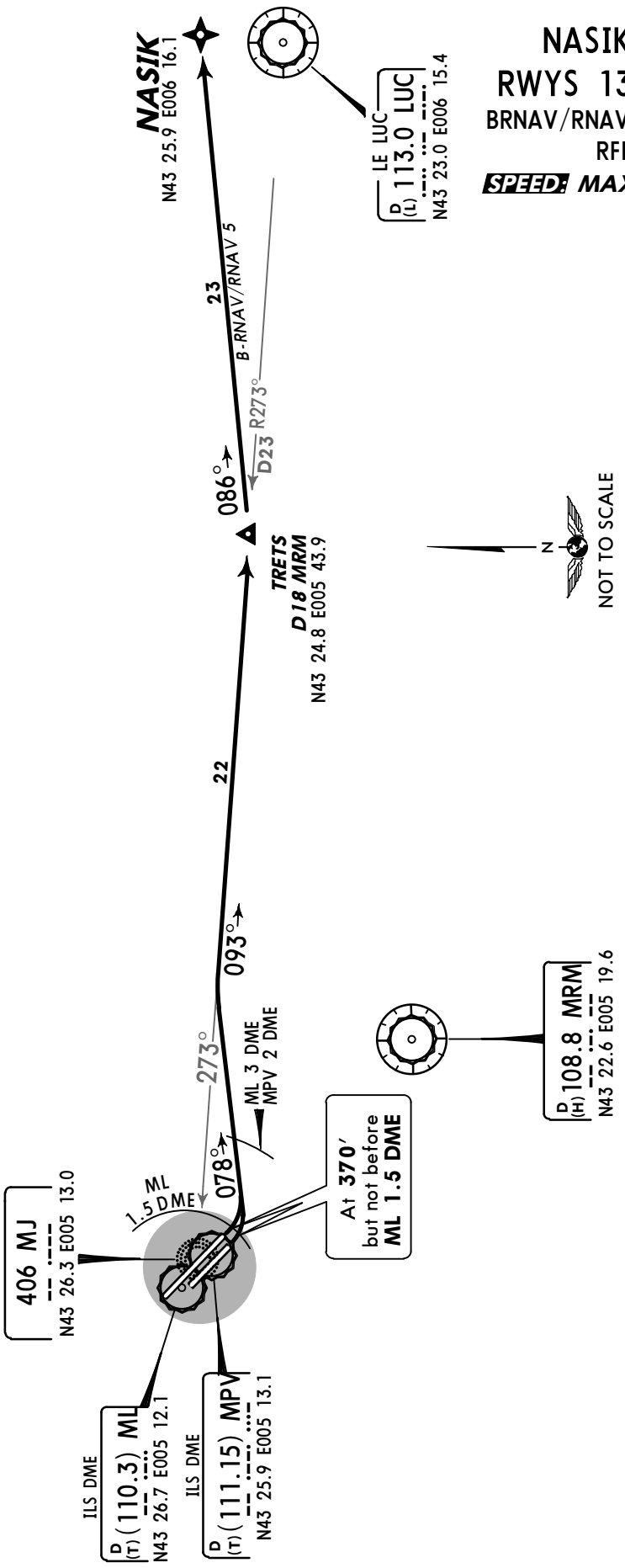
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

NASIK 3B *[NASI3B]*
RWYS 13L/R DEPARTURE
BRNAV/RNAV 5 EQUIPMENT REQUIRED
RFL ABOVE FL155
SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6.5% up to FL120.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

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

Initial climb clearance 5000′

INITIAL CLIMB/ROUTING

Climb to 370′, not before ML 1.5 DME turn LEFT, 078° track, when passing ML 3 DME or MPV 2 DME, turn RIGHT, intercept 093° bearing from MJ to TRETS, 086° track to NASIK.

CHANGES: SID renumbered; chart reindexed.

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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.

NASIK 3C *[NASI3C]*

CAT A, B & C

NASIK 3U *[NASI3U]*

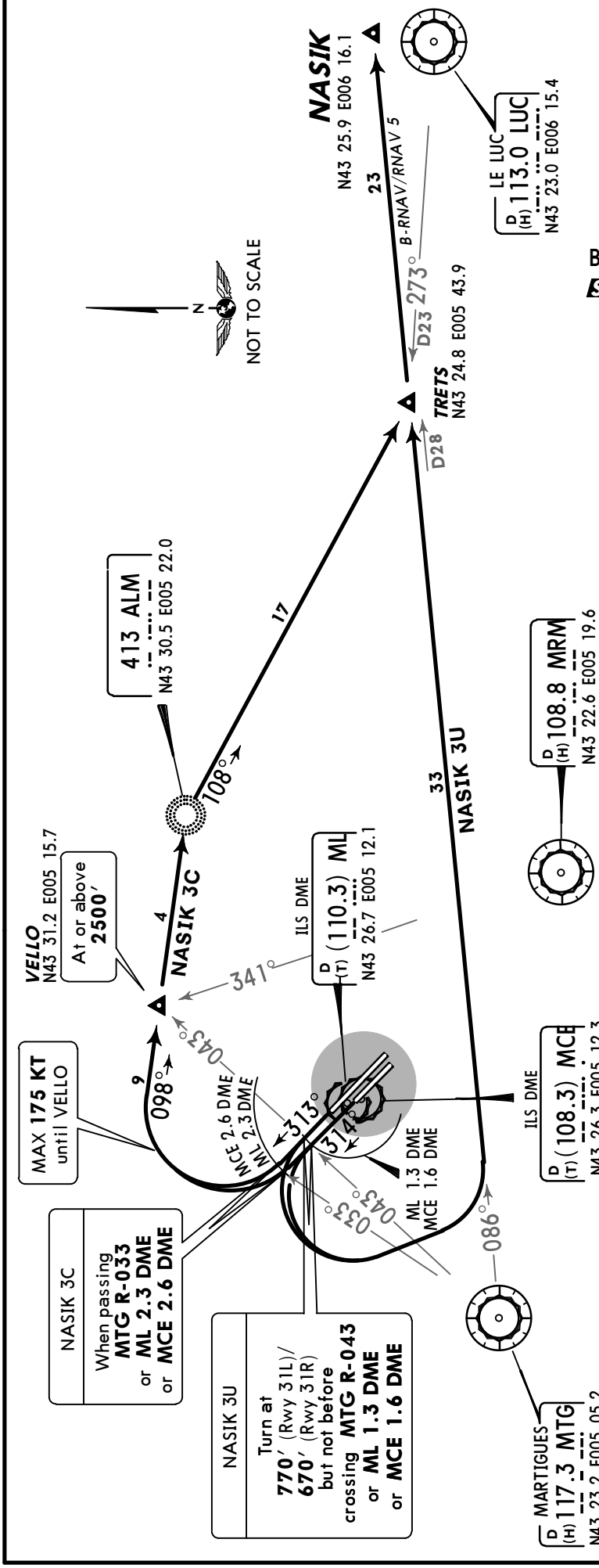
CAT D

RWYS 31L/R DEPARTURES

RFL ABOVE FL155

BRNAV/RNAV 5 EQUIPMENT REQUIRED

SPEED: MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

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′

SID	RWY	INITIAL CLIMB/ROUTING
NASIK 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 TRETS, 086° track to NASIK.
NASIK 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 via TRETS to NASIK.
	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 via TRETS to NASIK.

CHANGES: SIDs renumbered; chart reindexed.

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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.

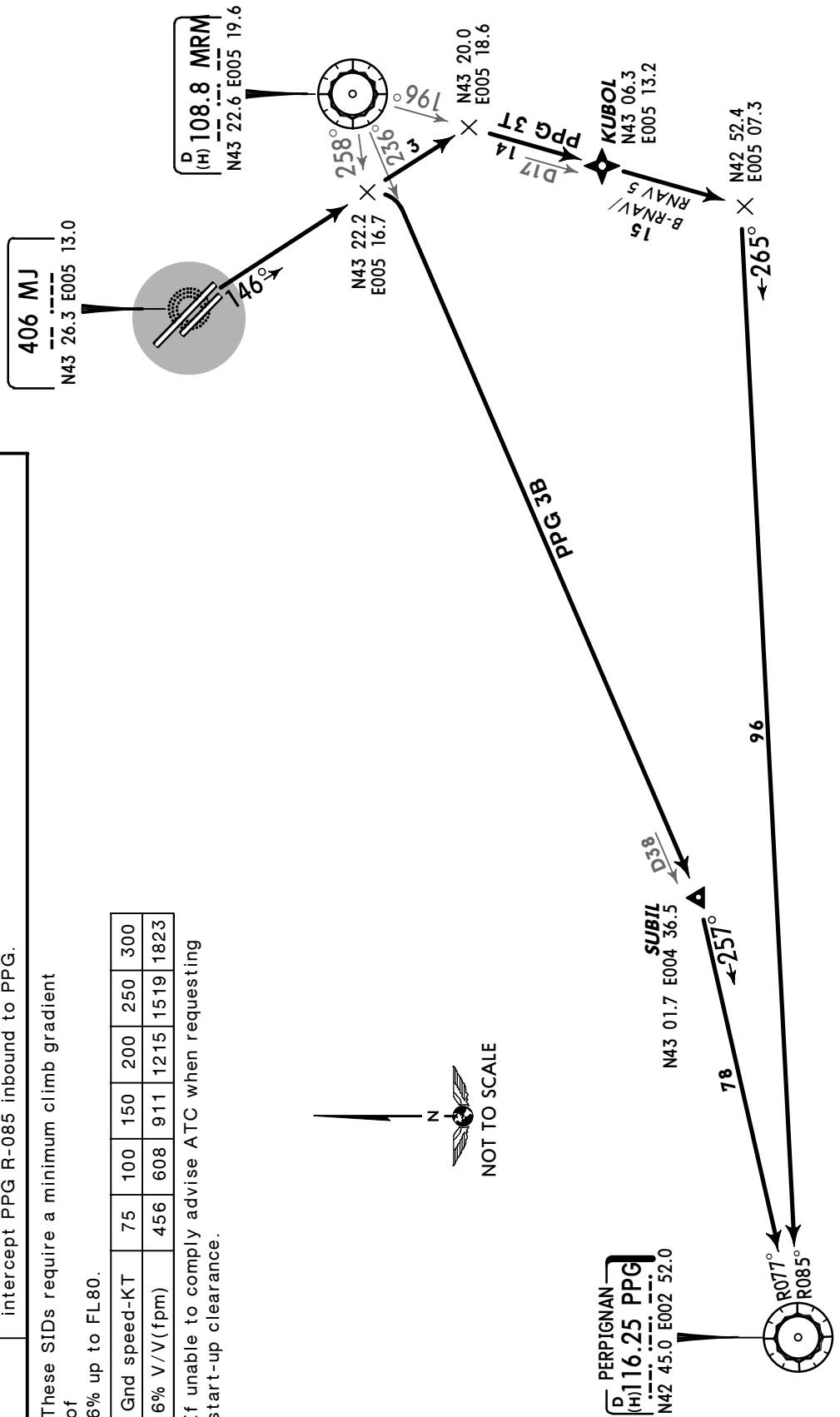
PPG 3B

PPG 3T

BRNAV/RNAV 5 EQUIPMENT REQUIRED

RWYS 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **4000′**

SID	INITIAL CLIMB/ROUTING
PPG 3B	Intercept 146° bearing from MJ, when crossing MRM R-258 turn RIGHT, intercept MRM R-236 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.
PPG 3T	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-196 via KUBOL, intercept PPG R-085 inbound to PPG.

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.

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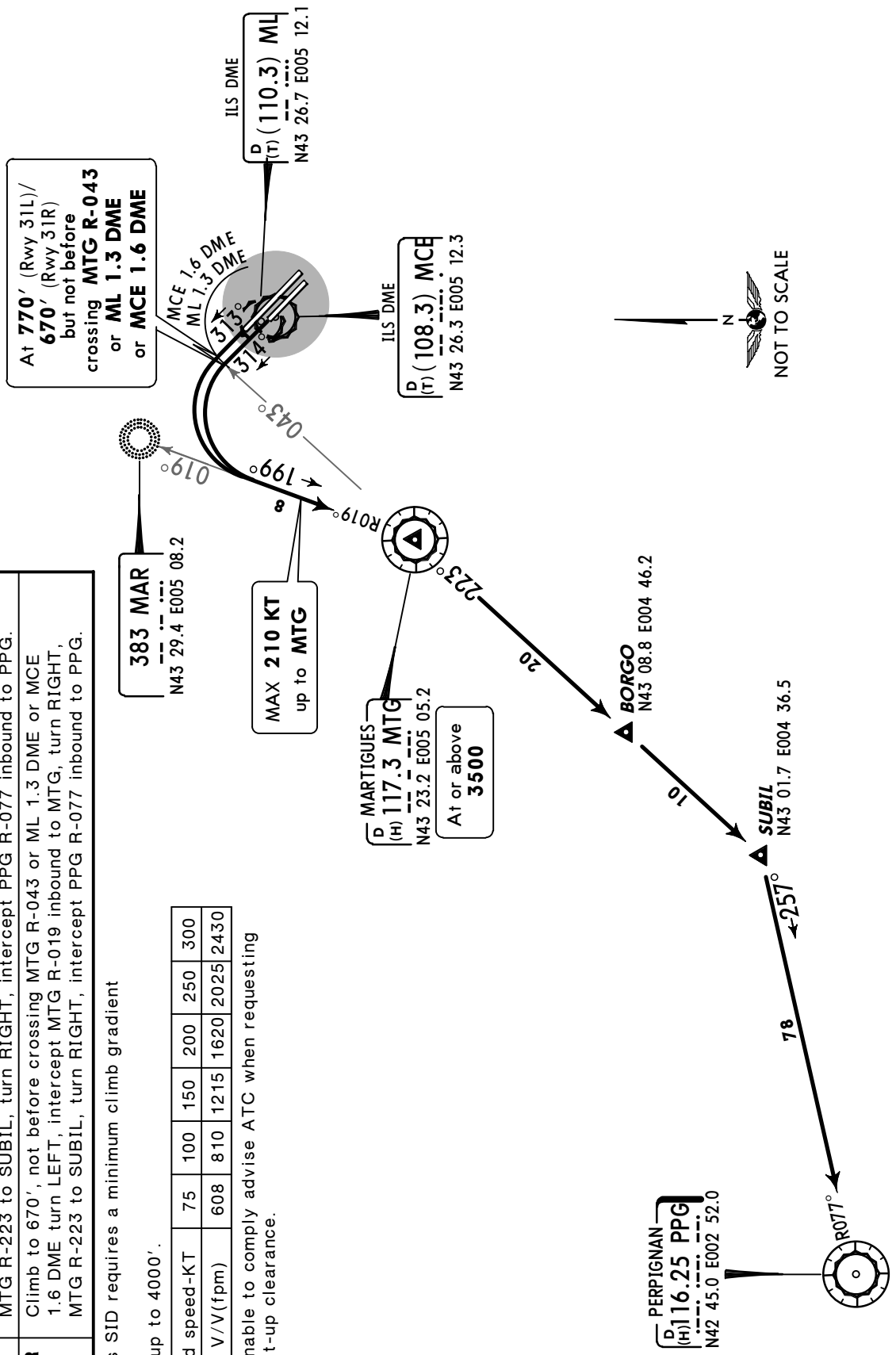
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

PPG 3C
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-223 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.
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-223 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.

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.

CHANGES: SID renumbered & revised, chart reindexed.

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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.

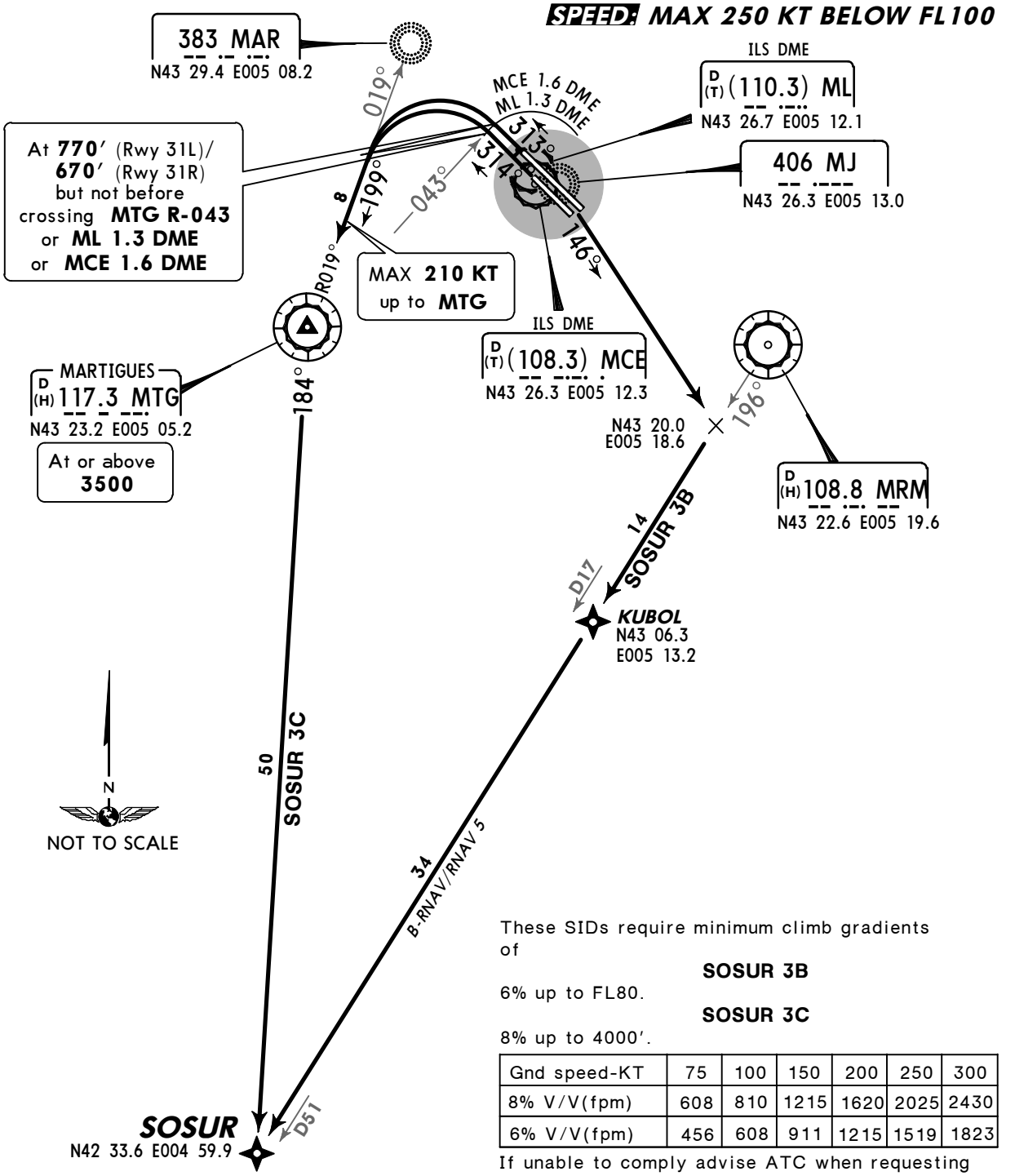
SOSUR 3B *[SOSU3B]*

BRNAV/RNAV 5 EQUIPMENT REQUIRED

SOSUR 3C *[SOSU3C]*

RWYS 13L/R, 31L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

SOSUR 3B

6% up to FL80.

SOSUR 3C

8% up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
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	RWY	INITIAL CLIMB/ROUTING
SOSUR 3B	**13L/R**	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-196 via KUBOL to SOSUR.
SOSUR 3C	**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 LEFT, MTG R-184 to SOSUR.
	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 LEFT, MTG R-184 to SOSUR.

CHANGES: SIDs renumbered & revised; chart reindexed.

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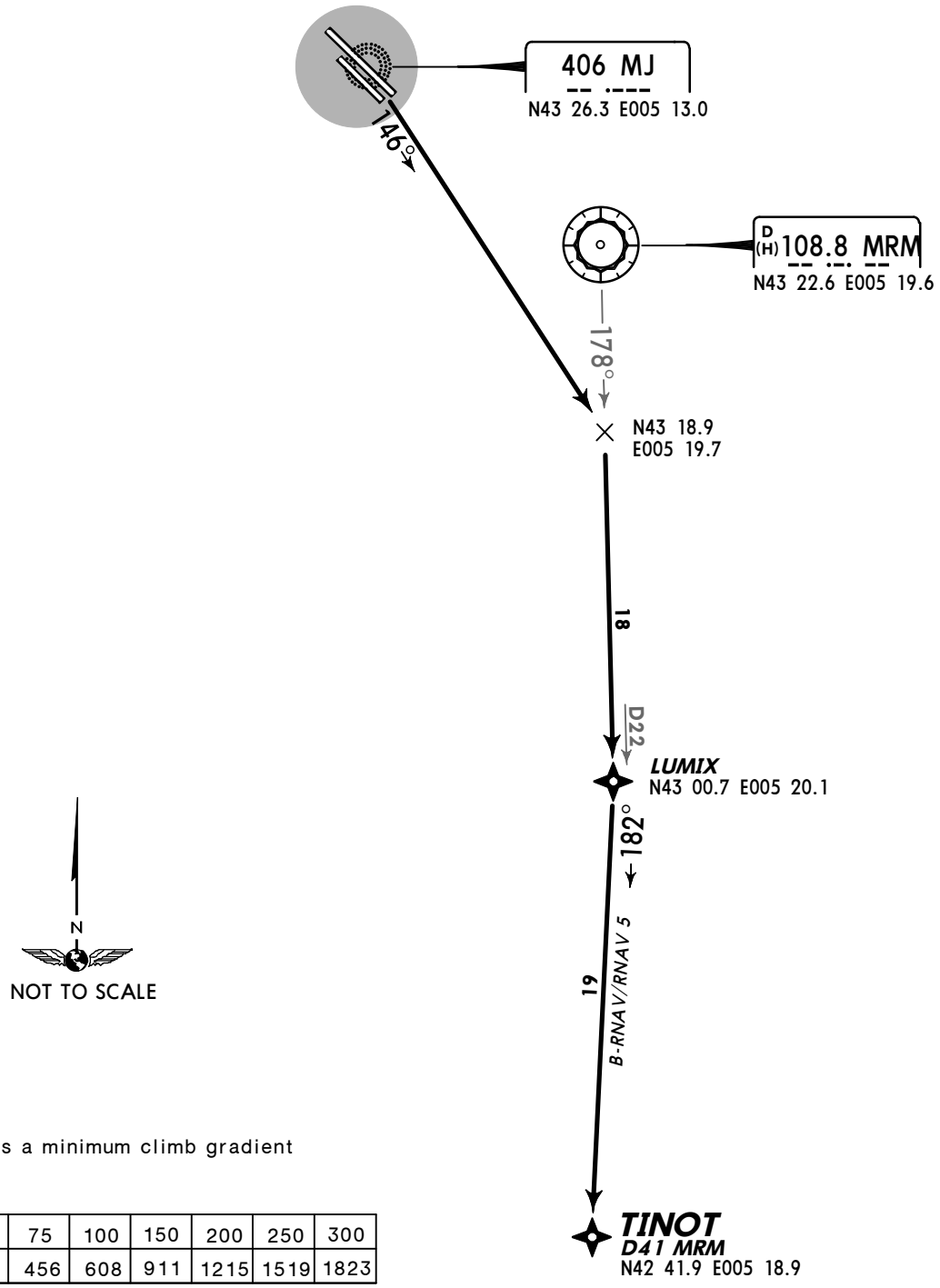
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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.

CHANGES: New chart (SID transferred & renumbered).

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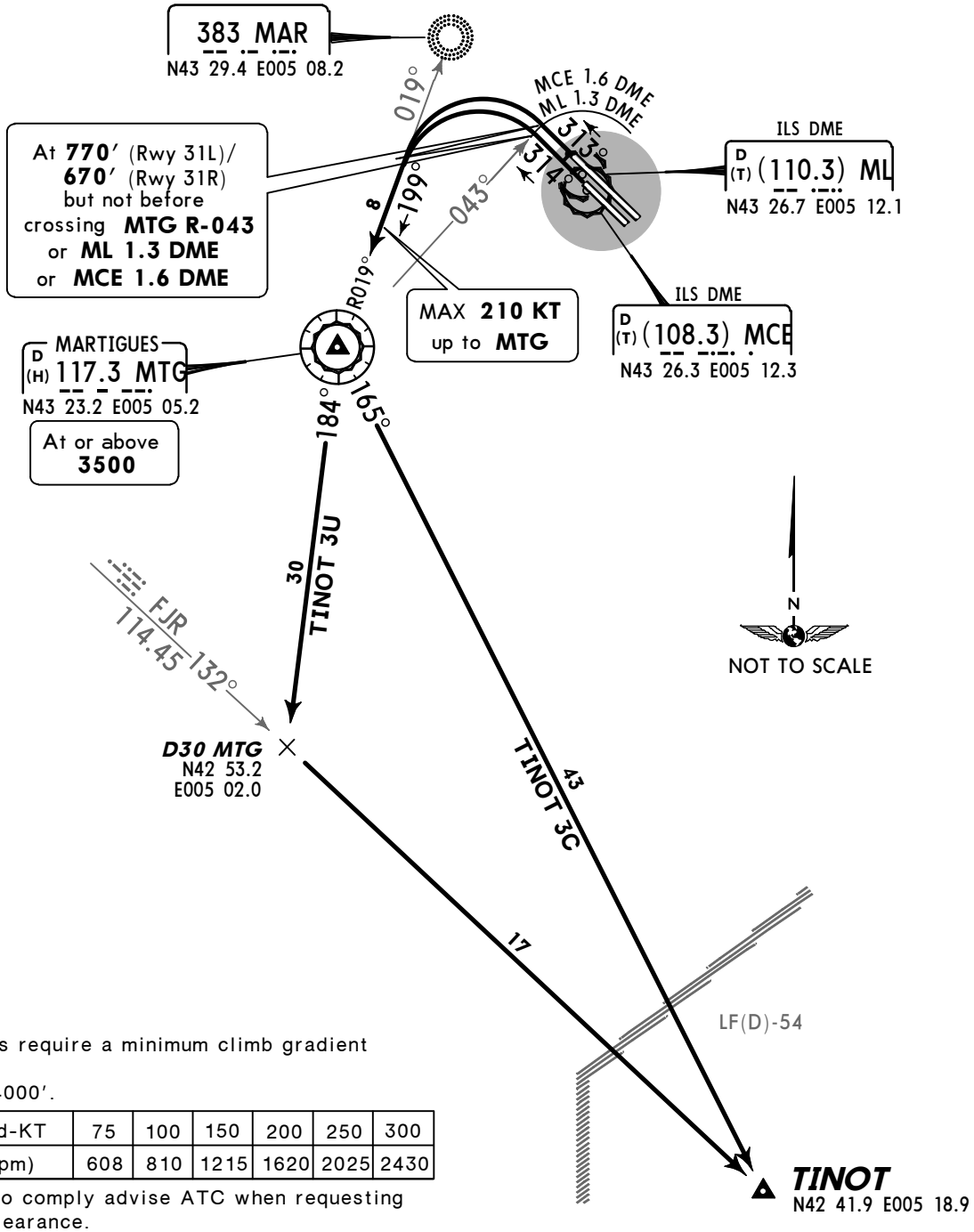
Apt Elev 70′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

TINOT 3C *[TINO3C]*
TINOT 3U *[TINO3U]*
RWYS 31L/R DEPARTURES
DEPENDING ON LF(D)-54 ACTIVITY
SPEED: MAX 250 KT BELOW FL100



These SIDs require 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′**

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.

CHANGES: New chart (SIDs transferred, renumbered & revised).

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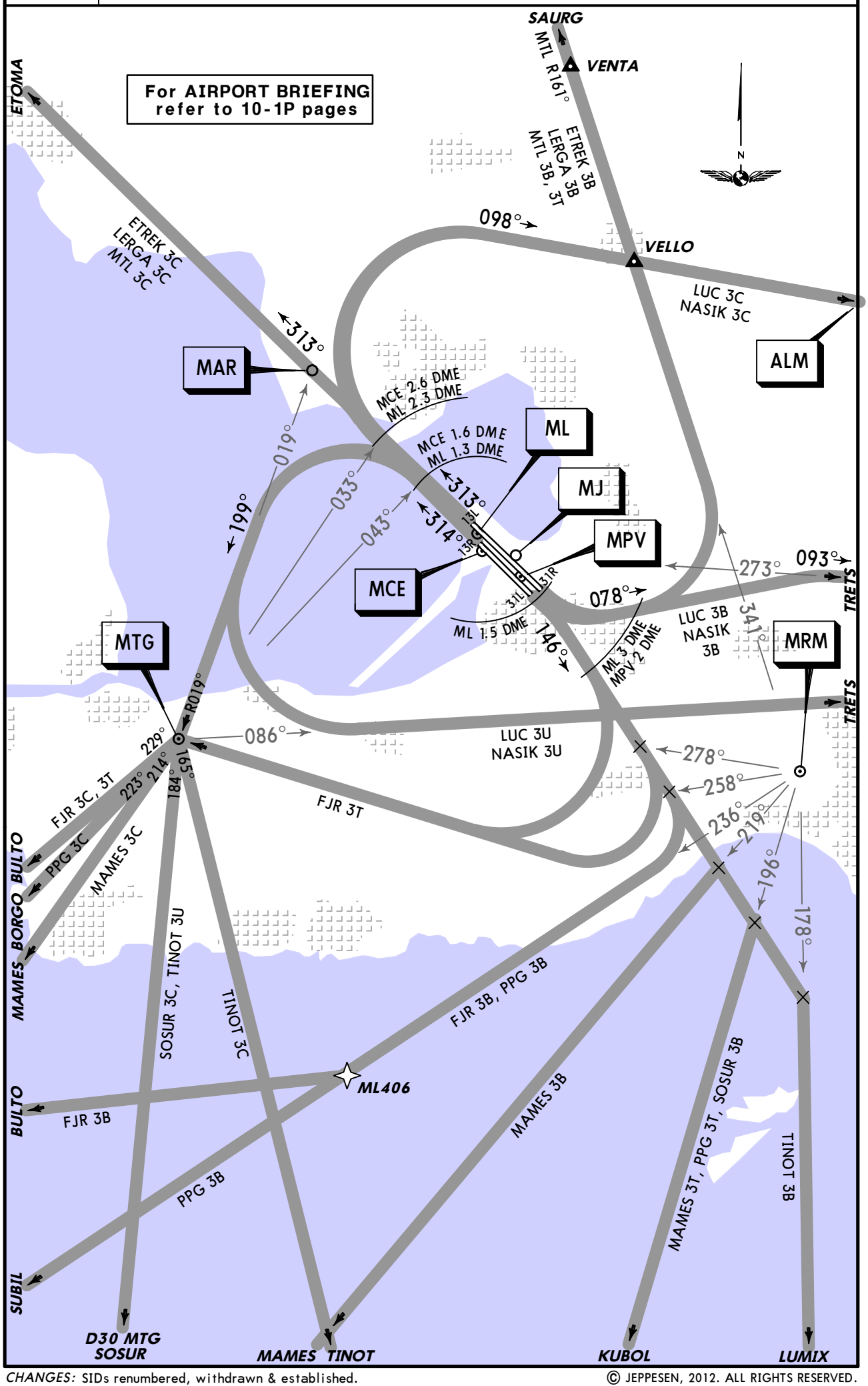
Apt Elev 70′

NOISE ABATEMENT



CHANGES: SIDs renumbered, withdrawn & established.

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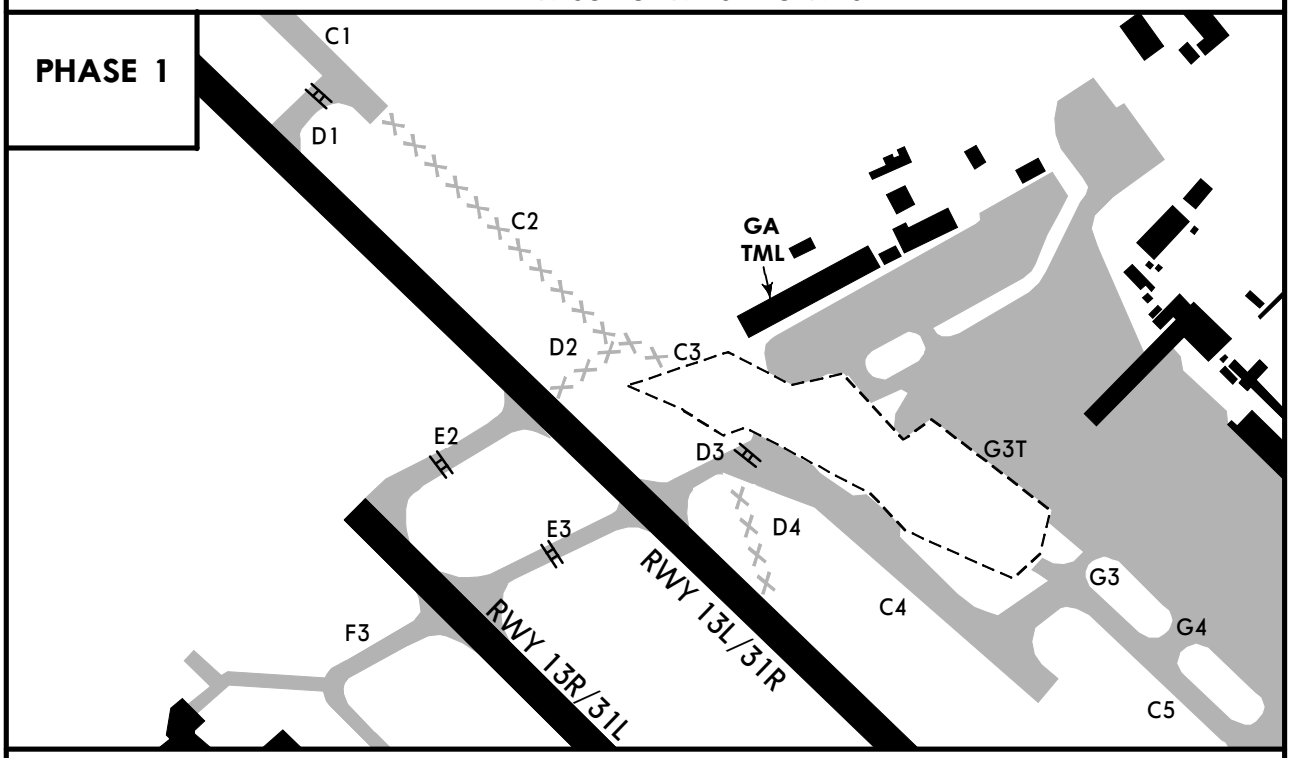
TWY C4 LAYOUT MODIFICATION WORKS

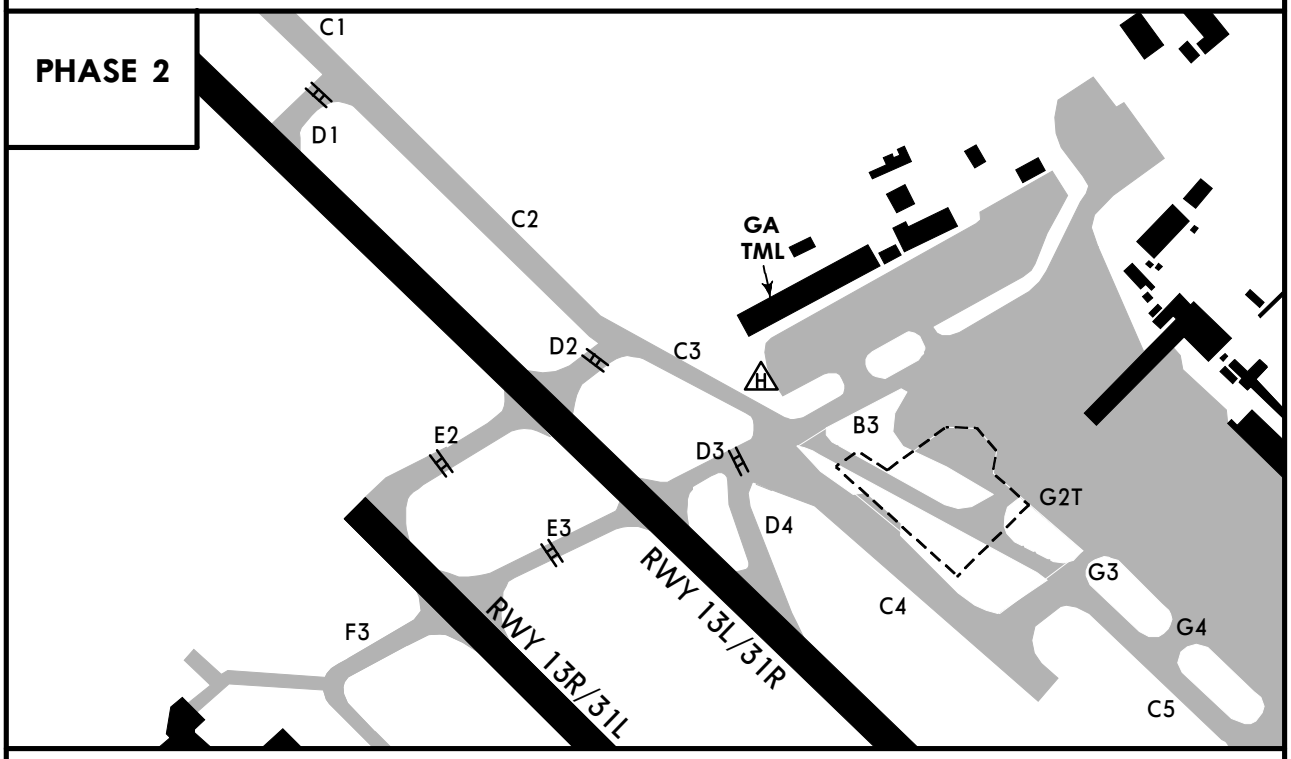
REFER ALSO TO LATEST NOTAMS

PHASE 1



Setting up of a new section D3/C4 with restrictions due to works on the intersection B3/C3/former C4.
Section Twy B3, between former C4 and L1 will be closed.
Twys C2, C3, former C4, D2, D4 and G2 will be closed.
A temporary Twy G3T will be operative between B3 and G3.
Following stands will be closed: 46C, 46E, 49C, 49E, 52, 52A, 52B, 52C, 57, 57A, 57B and 57C.
A painted blue line with black borders will indicate the axis of the temporary Twy, MAX wingspan 171'/52m.
Aircraft with wingspan 213'/65m and above will not be admitted to the apron.

PHASE 2



Setting up of a new section C3/C4 without any restriction during the works in progress on G2.
Former Twy C4, between B3 and G3, will be closed. Twy G2 will be closed.
A temporary Twy G2T will be operative between L3 and G3.
Following stands will be closed: 46C, 46E, 49C and 49E.
A painted blue line with black borders will indicate the axis of the temporary Twy.
Aircraft with wingspan 213'/65m and above will not be admitted to the apron.

CHANGES: New temporary chart.

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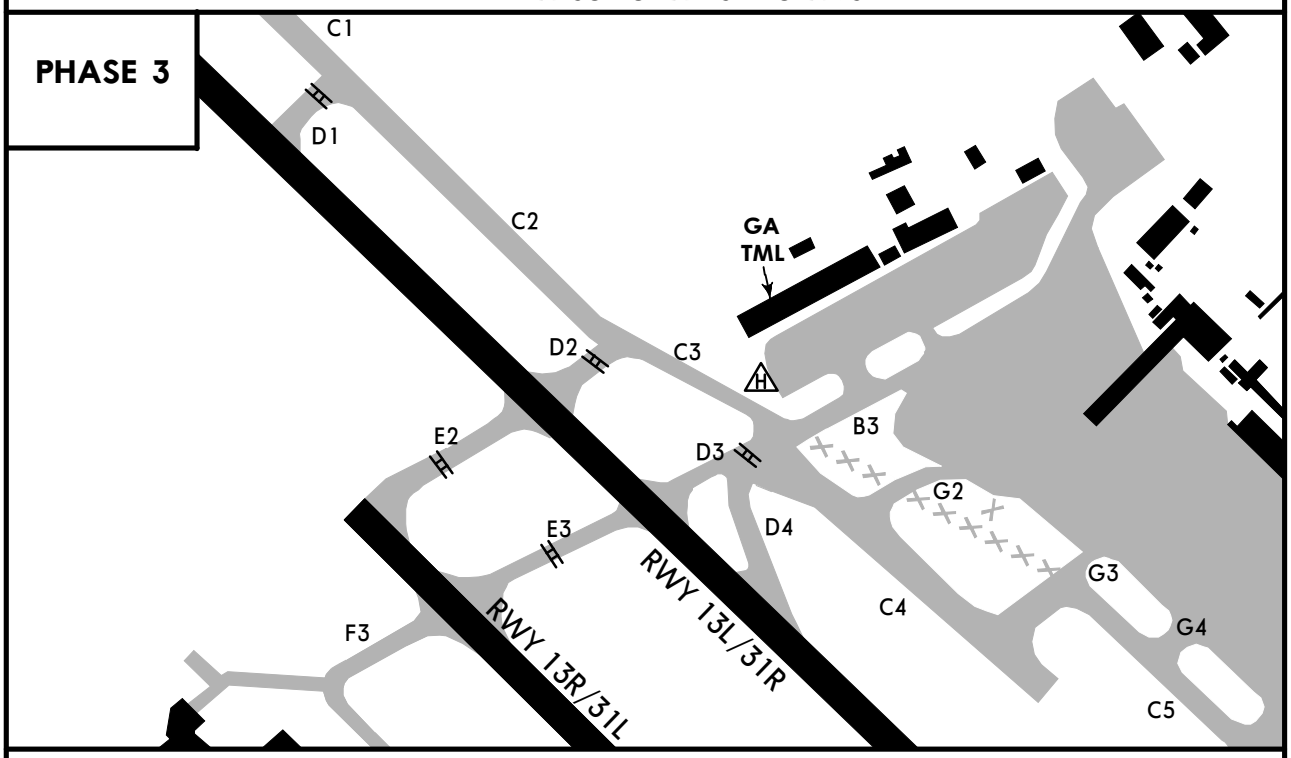
TWY C4 LAYOUT MODIFICATION WORKS

REFER ALSO TO LATEST NOTAMS



The definitive layout of the C3/C4 Twy will be operational after the completion of the works.

CHANGES: New temporary chart.

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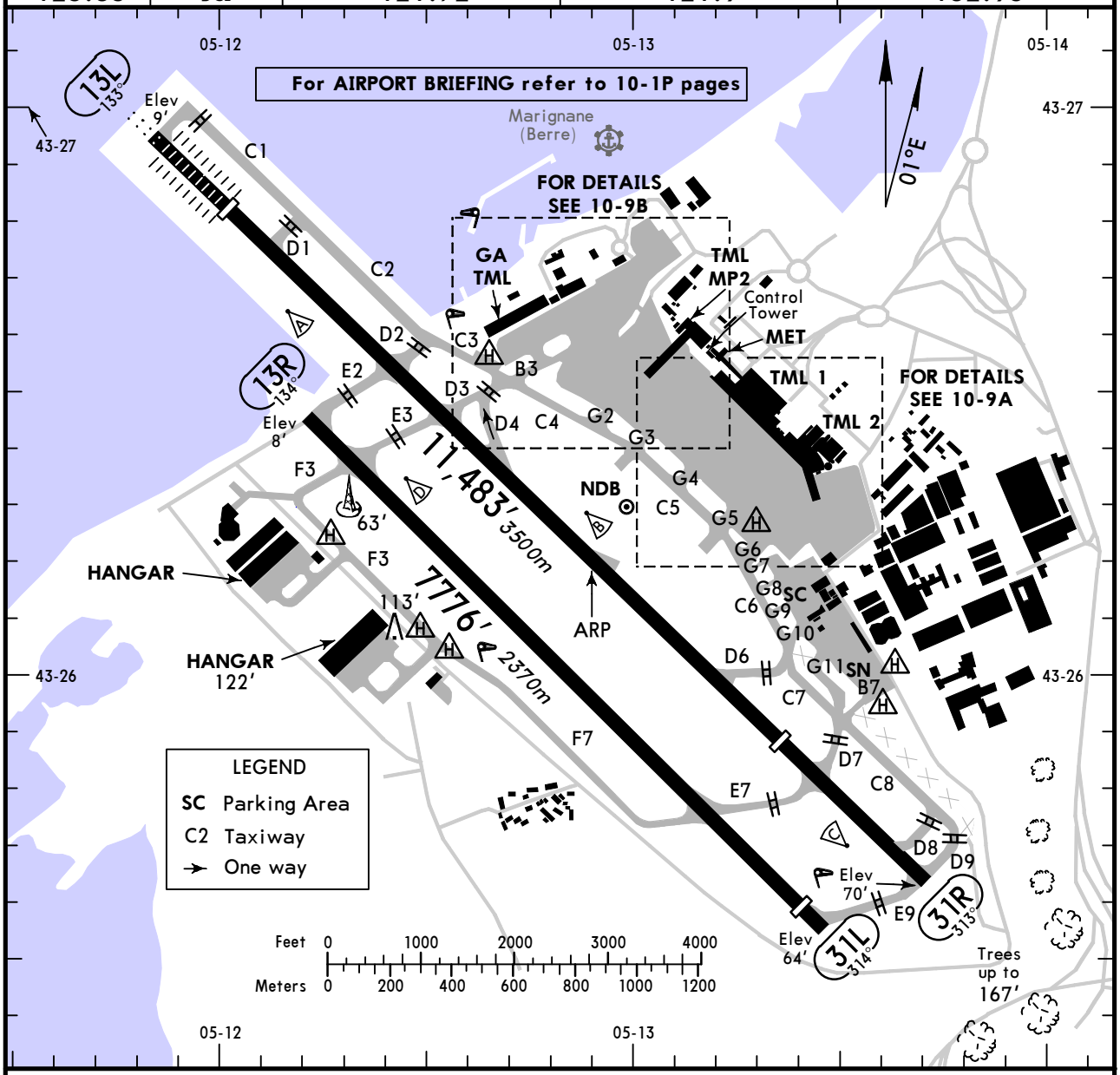
D-ATIS	ACARS:	PROVENCE Flight Data (Cpt)	PROVENCE Ground	Tower
125.35	DCL	121.72	121.9	132.95



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13L	HIRL *(60m)*	CL HIALS-II TDZ	RVR	10,367′ *3160m*	9334′ *2845m*		148′ *45m*
31R	HIRL *(60m)*	REIL PAPI-L (4.0°)	RVR	9318′ *2840m*	8458′ *2578m*		
13R	HIRL *(60m)*	REIL PAPI-L (3.0°)	RVR		6743′ *2055m*		148′ *45m*
31L	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	*150m*	*200m*	*250m* [2]	*400m*	*500m*
B					
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: Lights.

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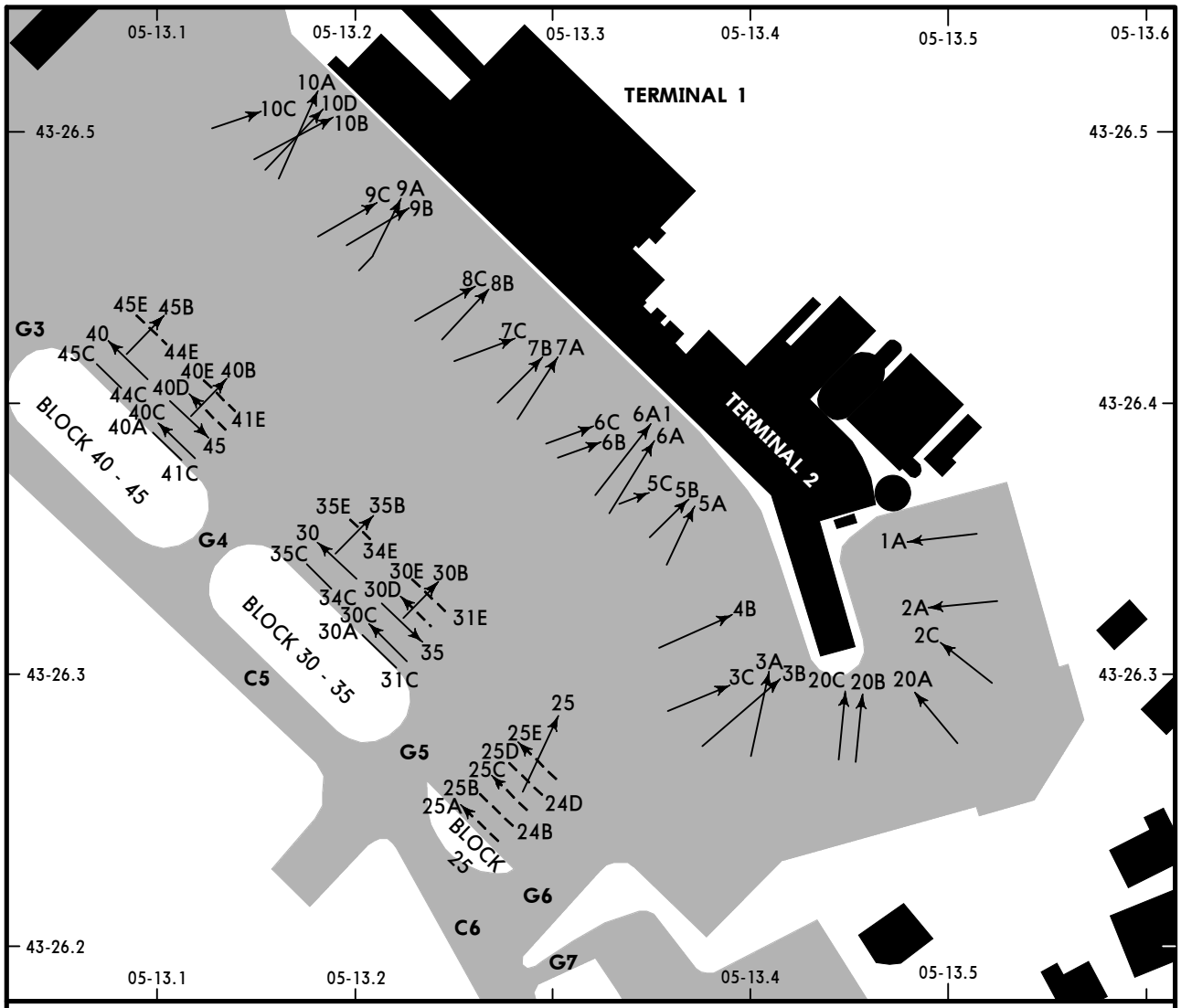

INS COORDINATES

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		

CHANGES: Stand 25.

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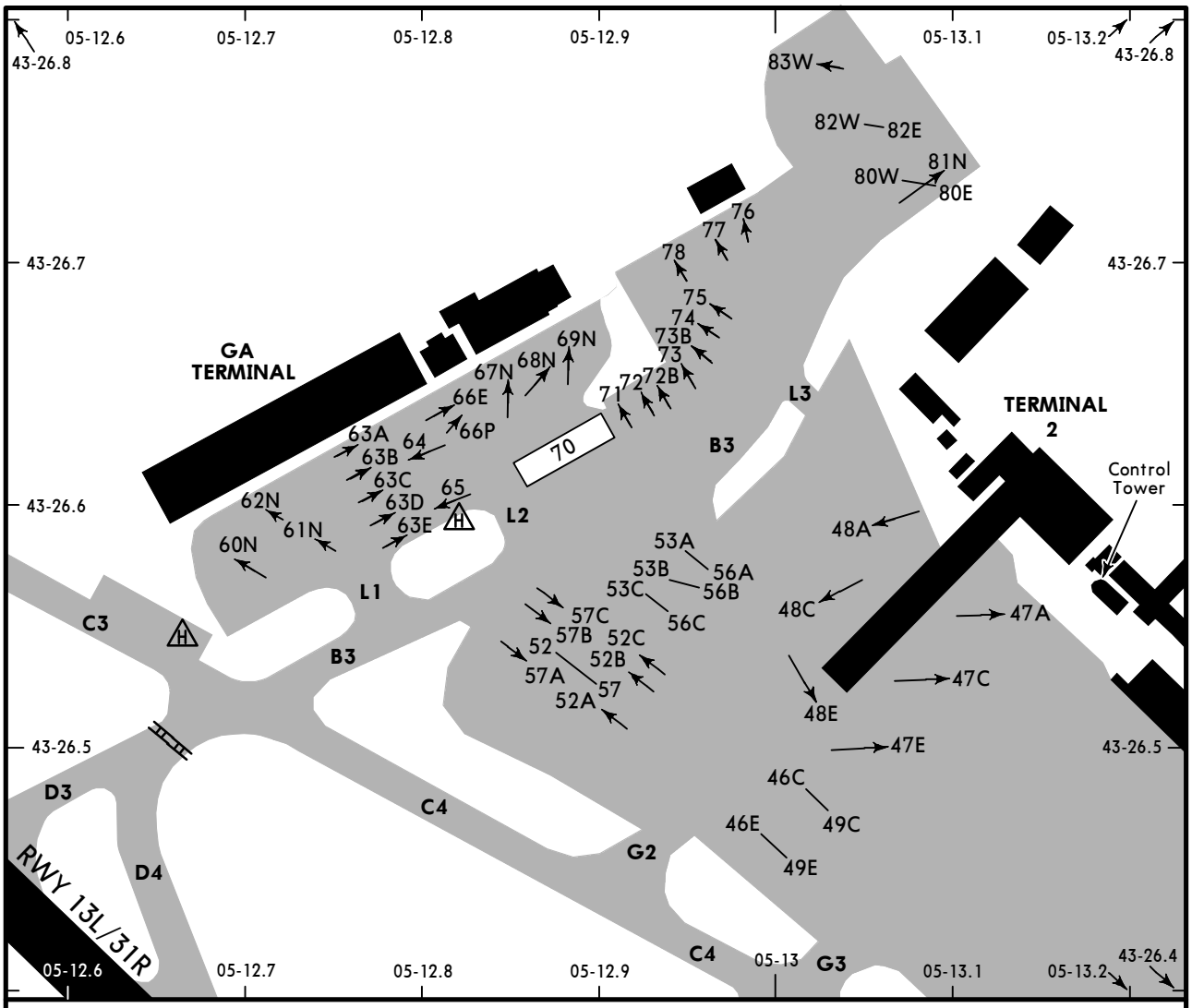

INS COORDINATES

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

CHANGES: Stands.

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MARSEILLE/PROVENCE, FRANCE
❶ ILS Z or LOC Z Rwy 13L/R

BRIEFING STRIP ™

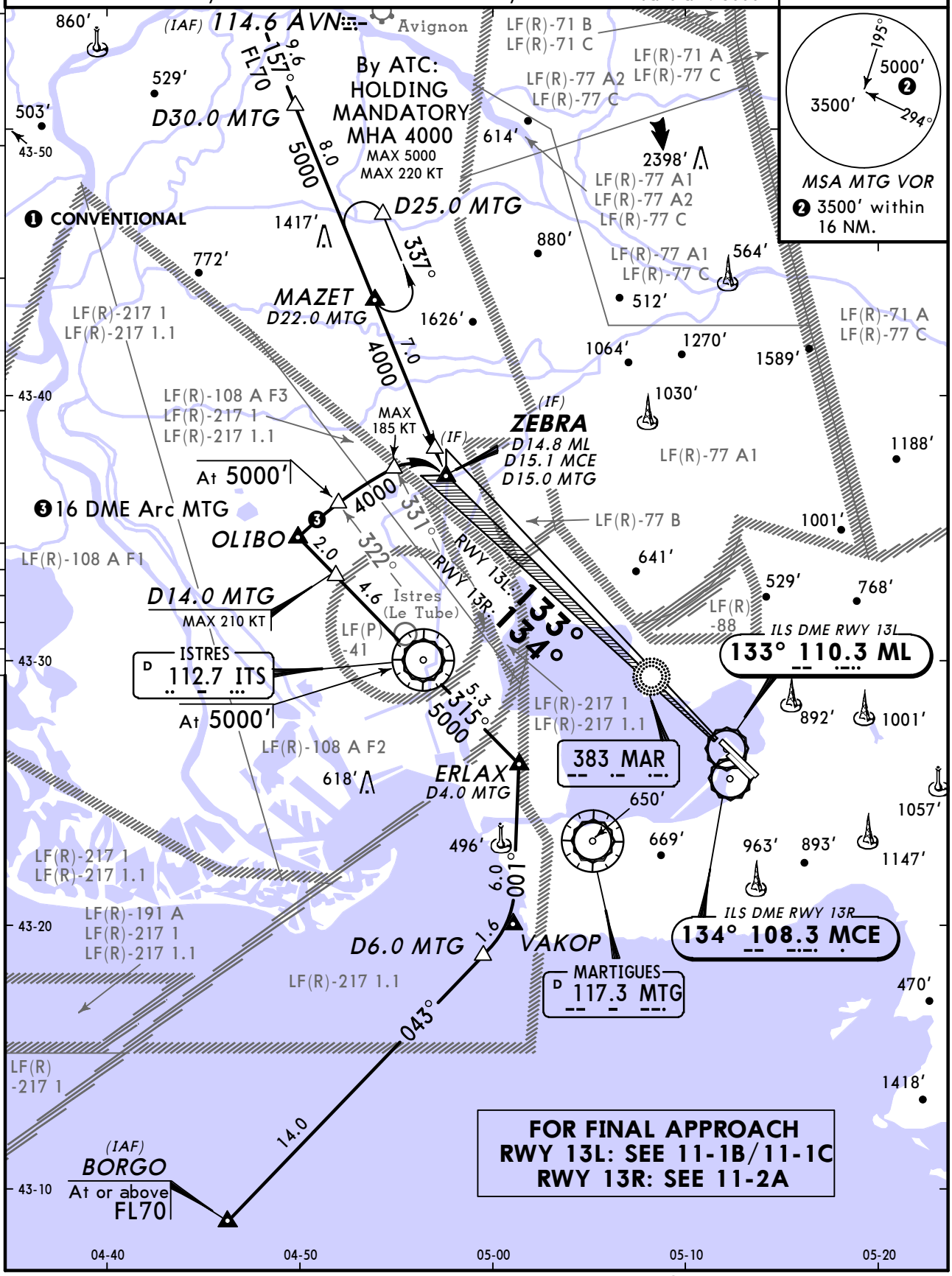
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

RWY 13L				
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	Apt Elev 70′
RWY 13R				RWY 8′
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′

MSA AVN VOR: 188°, 8000′, 308°, 3500′

MSA MTG VOR: 195°, 5000′ ❷, 294°, 3500′
❷ 3500′ within 16 NM.



CHANGES: None.

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MARSEILLE/PROVENCE, FRANCE
RNAV ILS Z or LOC Z Rwy 13L/R

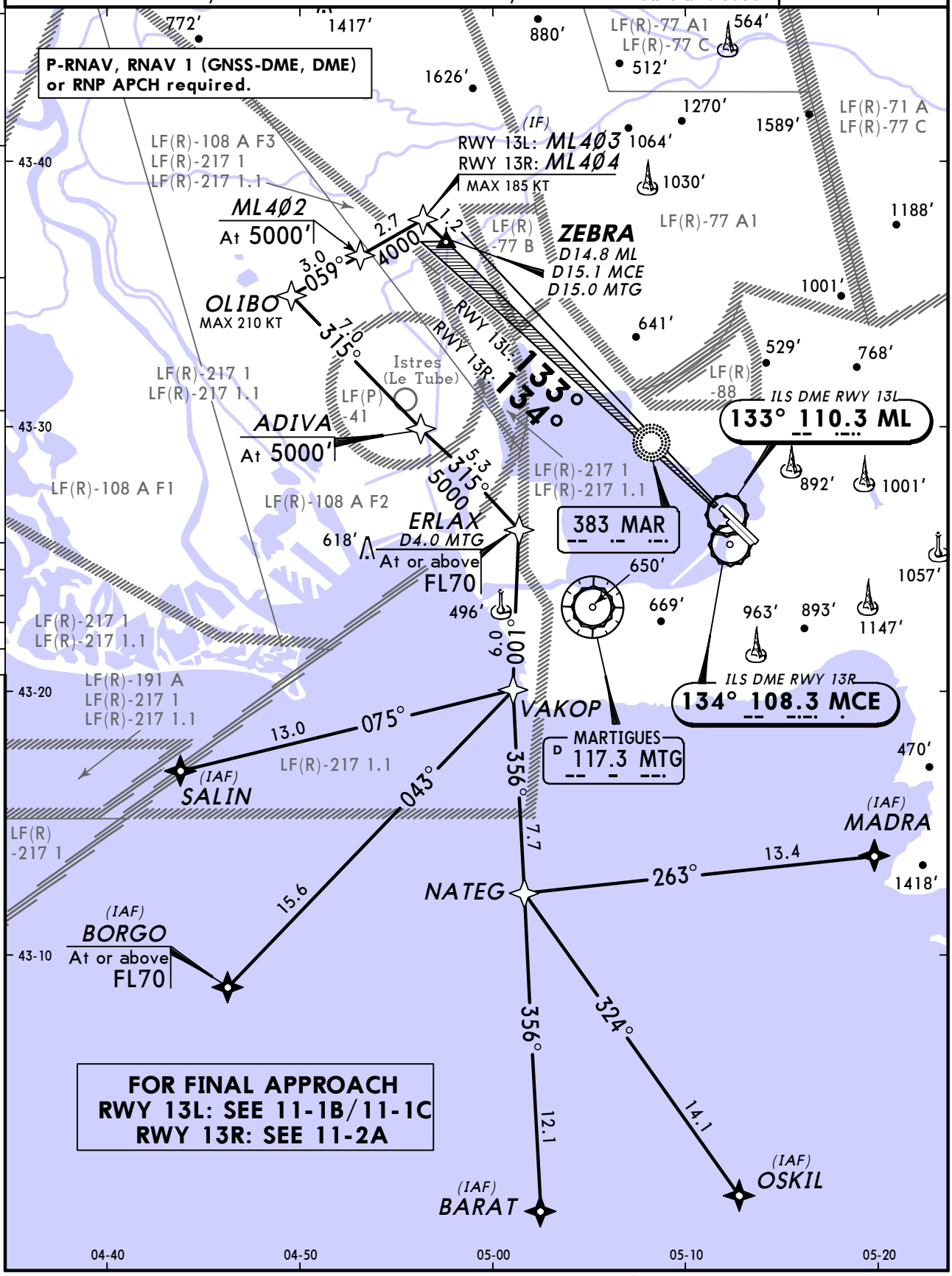
BRIEFING STRIP ™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

RWY 13L				
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	Apt Elev 70′ / RWY 8′
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′

MSA MTG VOR
❶ 3500′ within 16 NM.



PANS OPS

CHANGES: ML4ØØ renamed ADIVA.

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MARSEILLE/PROVENCE, FRANCE
ILS Z/Y or LOC Z/Y Rwy 13L

BRIEFING STRIP

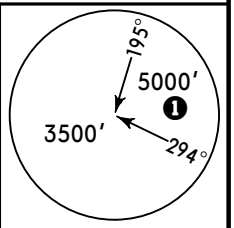
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

LOC ML	Final Apch Crs	GS MAR NDB	ILS DA(H)	Apt Elev 70′
110.3	133°	1280′ (1272′)	Refer to Minimums	RWY 8′

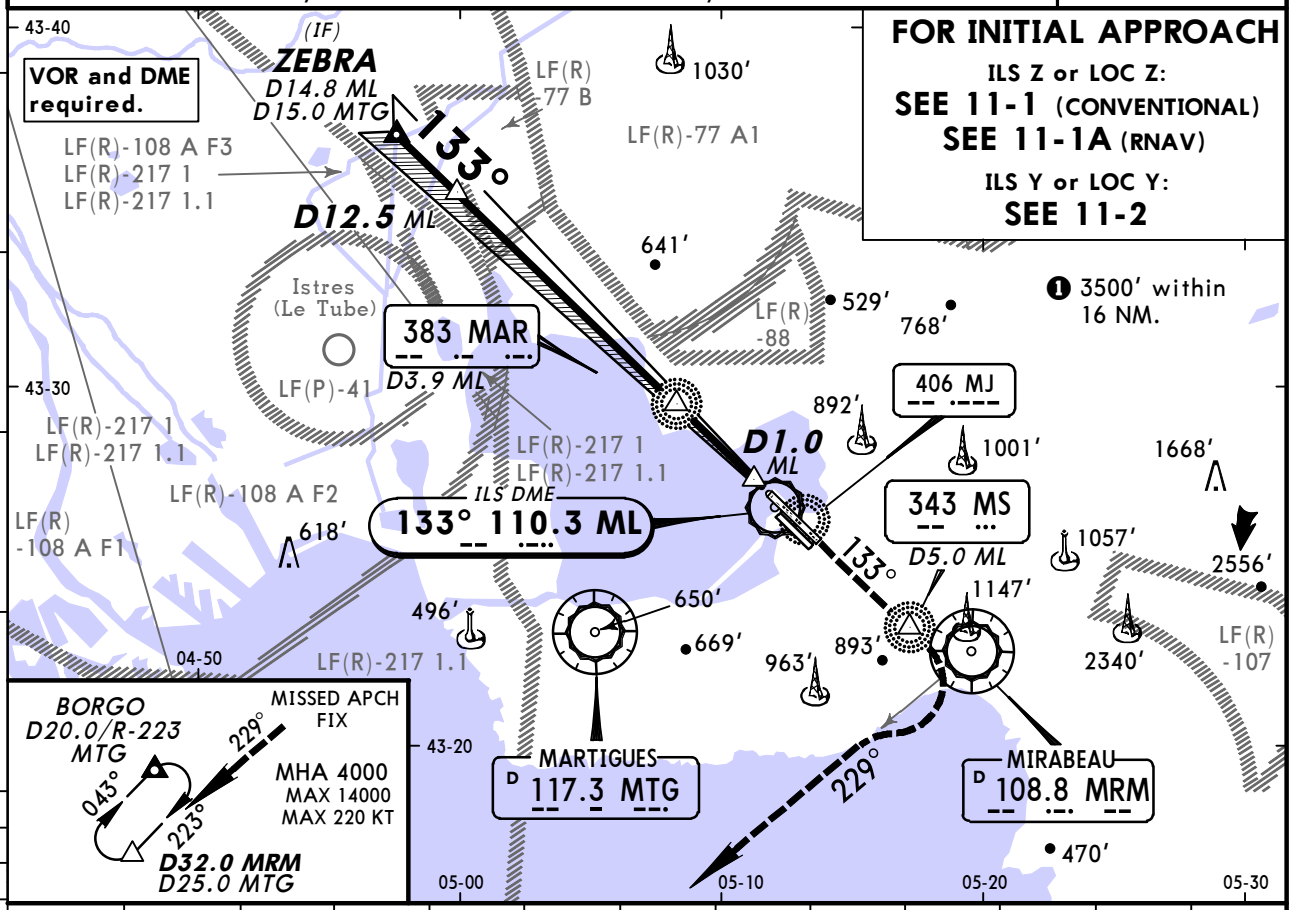
MISSED APCH: Climb STRAIGHT AHEAD. At 2000′ turn RIGHT (but not before MS Lctr) and follow R-229 MRM climbing to 4000′. At D32.0 MRM turn RIGHT to join holding at 4000′.

By ATC: Climb with MIM 5% up to 2500′, if unable advise ATC immediately.

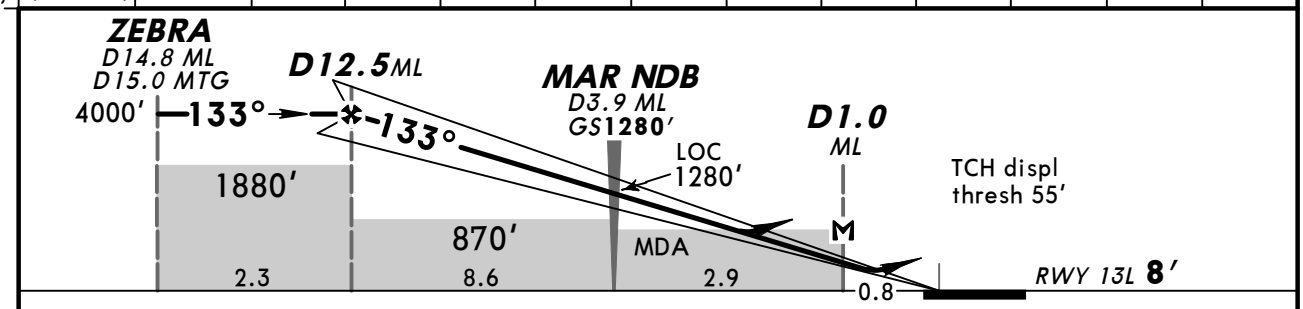
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 ML							

HIALS-II

2000′

Standard

STRAIGHT-IN LANDING RWY 13L

ILS [1]		ILS [2]		LOC (GS out) with ML DME CDFA	
DA(H)	C: 218′(210′)	DA(H)	A: 238′(230′) C: 258′(250′)	DA/MDA(H) [3]	380′(372′)
AB: 208′(200′)	D: 228′(220′)	B: 248′(240′)	D: 268′(260′)		

	FULL/Limited	ALS out	FULL/Limited	ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 800m	RVR 1200m	RVR 1300m	RVR 1500m
B						
C				RVR 1300m		RVR 1700m
D	RVR 800m					

CIRCLE-TO-LAND
Prohibited North of rwy
Circling height based on rwy 13L displ thresh elev of 8′.

Max Kts	MDA(H)	VIS
110	720′ (712′)	1500m
135	990′ (982′)	1600m
180	1360′(1352′)	2400m
205	1540′(1532′)	3600m

PANS OPS

[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.

CHANGES: Chart reindexed. Procedure title. Procedure.

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LFML/MRS
MARSEILLE/PROVENCE

12 OCT 12 **Eff 18 Oct** (11-1C) CAT A, B & C

JEPPESEN MARSEILLE/PROVENCE, FRANCE

❶CAT II/III ILS Z/Y Rwy 13L

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

BRIEFING STRIP

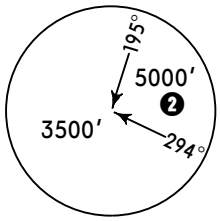
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 70′
ML 110.3	133°	MAR NDB 1280′ (1272′)	Refer to Minimums	RWY 8′

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.



MSA MTG VOR

FOR INITIAL APPROACH

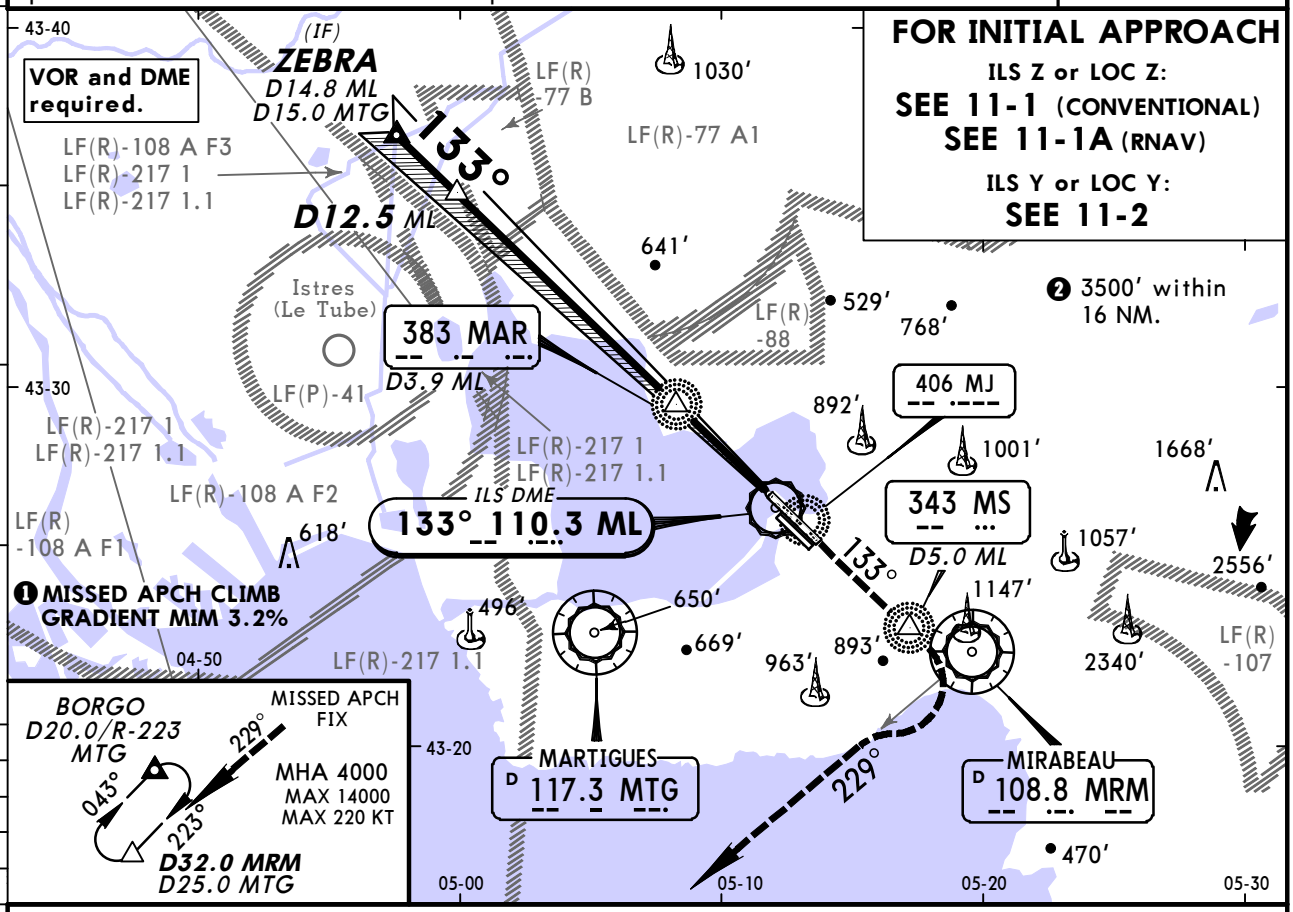
ILS Z or LOC Z:

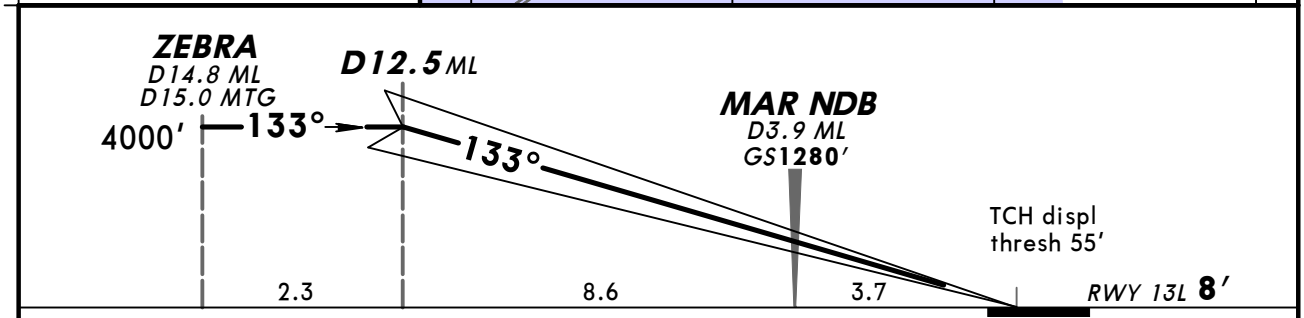
SEE 11-1 (CONVENTIONAL)

SEE 11-1A (RNAV)

ILS Y or LOC Y:

SEE 11-2





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II 2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13L

CAT IIIA ILS ❶	CAT II ILS ❶
Missed apch climb gradient mim 3.2%	
ABC	ABC
DH 50′	RA 99′
	DA(H) 108′ (100′)
RVR 200m	RVR 300m ❷

❶ Not applicable for acft with wingspan exceeding 213′/65m.

❷ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Chart reindexed. Procedure title. Procedure.

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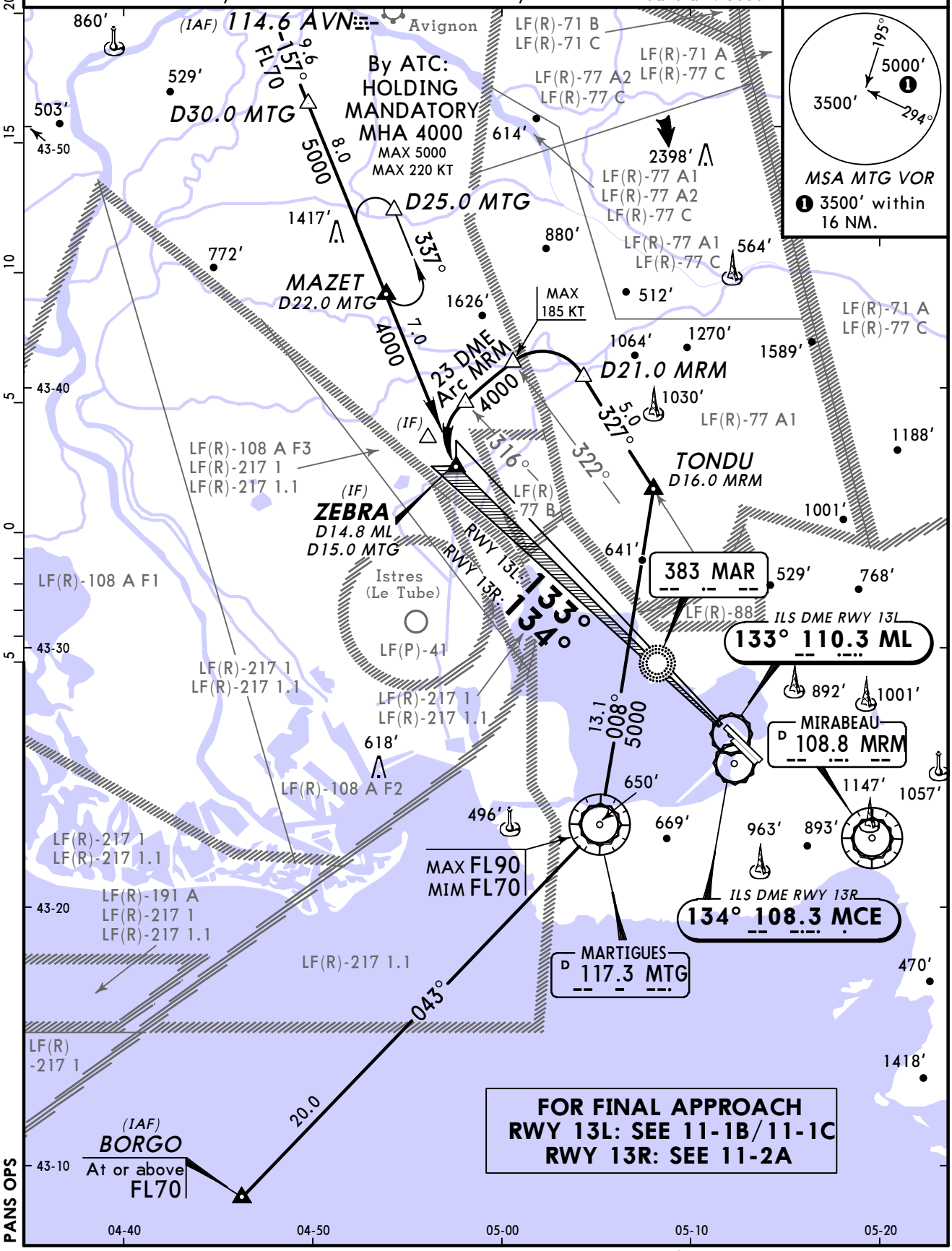
BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

RWY 13L				
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	Apt Elev 70′
RWY 13R				RWY 8′
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′



CHANGES: New procedure.

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LFML/MRS
MARSEILLE/PROVENCE

12 OCT 12
Eff 18 Oct

JEPPESEN

MARSEILLE/PROVENCE, FRANCE
(11-2A) ILS Z/Y or LOC Z/Y Rwy 13R

BRIEFING STRIP ™

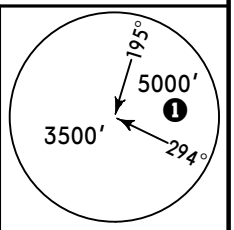
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

LOC MCE	Final Apch Crs	GS MAR NDB	ILS DA(H) Refer to Minimums	Apt Elev 70′ RWY 8′
108.3	134°	1390′ (1382′)		

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′.

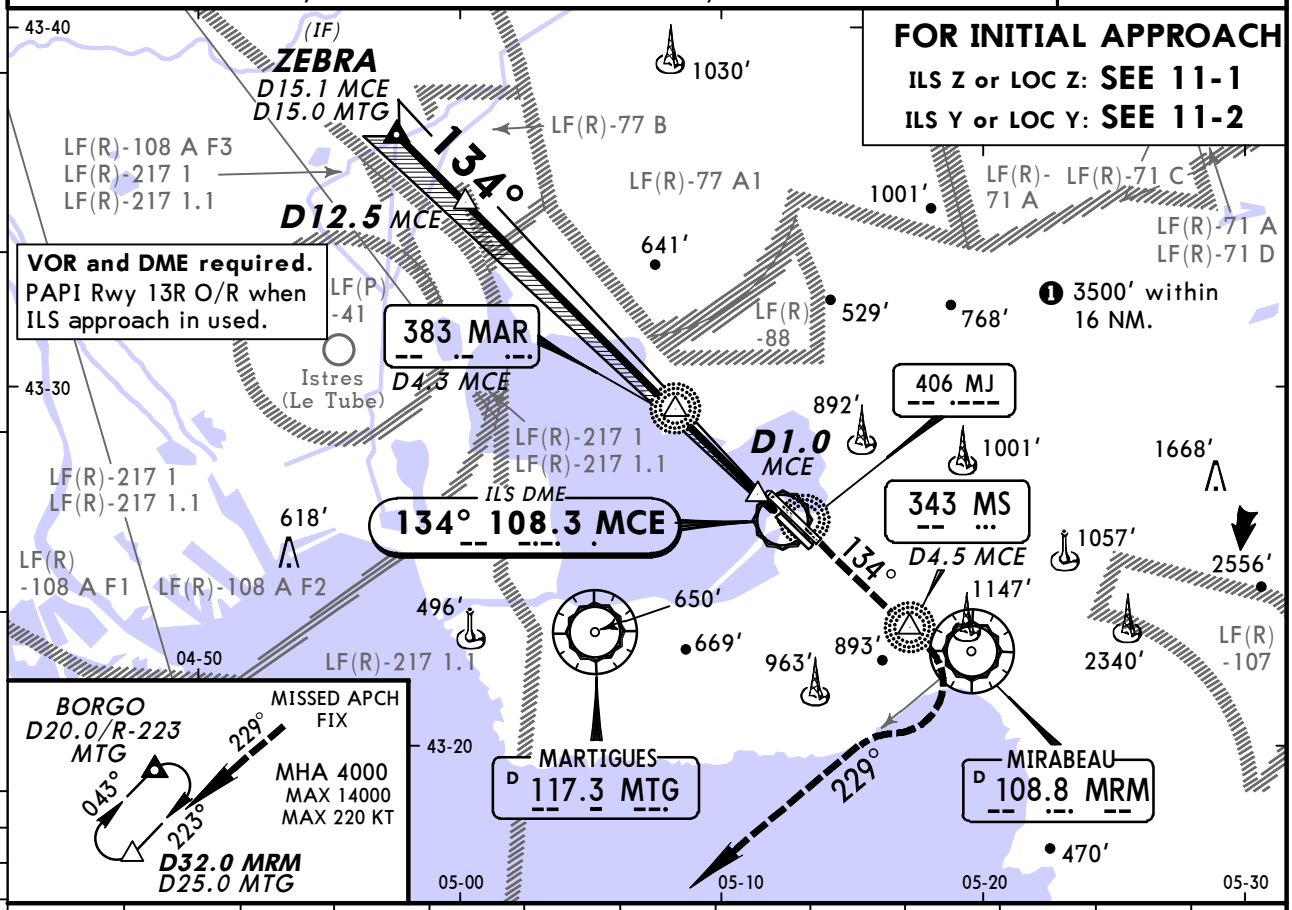
By ATC: Climb with MIM 5% up to 2500′, if unable advise ATC immediately.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

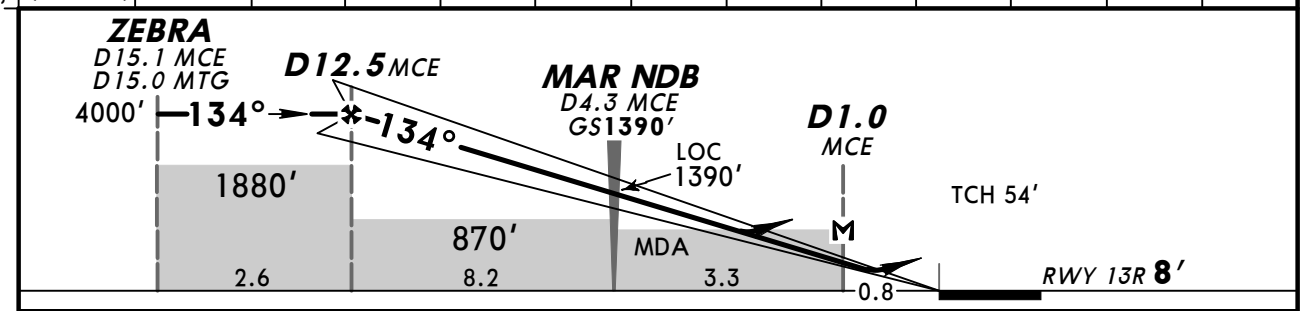


MSA
MTG VOR

FOR INITIAL APPROACH
ILS Z or LOC Z: **SEE 11-1**
ILS Y or LOC Y: **SEE 11-2**



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							

REIL
PAPI-L

2000′

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 13R

	ILS Missed apch climb grad mim 3.0% DA(H)	ILS Missed apch climb grad mim 2.5% DA(H)	LOC (GS out) CDFA DA/MDA(H) [1]
	A: 238′ (230′) C: 258′ (250′)	A: 338′ (330′) C: 358′ (350′)	390′ (382′)
	B: 248′ (240′) D: 268′ (260′)	B: 348′ (340′) D: 368′ (360′)	
A	RVR 1200m	RVR 1500m	RVR 1500m
B			
C	RVR 1300m	RVR 1600m	RVR 1700m
D			

CIRCLE-TO-LAND [2]
Prohibited North of rwy

Max Kts	MDA(H)	VIS
110	720′ (712′)	1500m
135	990′ (982′)	1600m
180	1360′ (1352′)	2400m
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.

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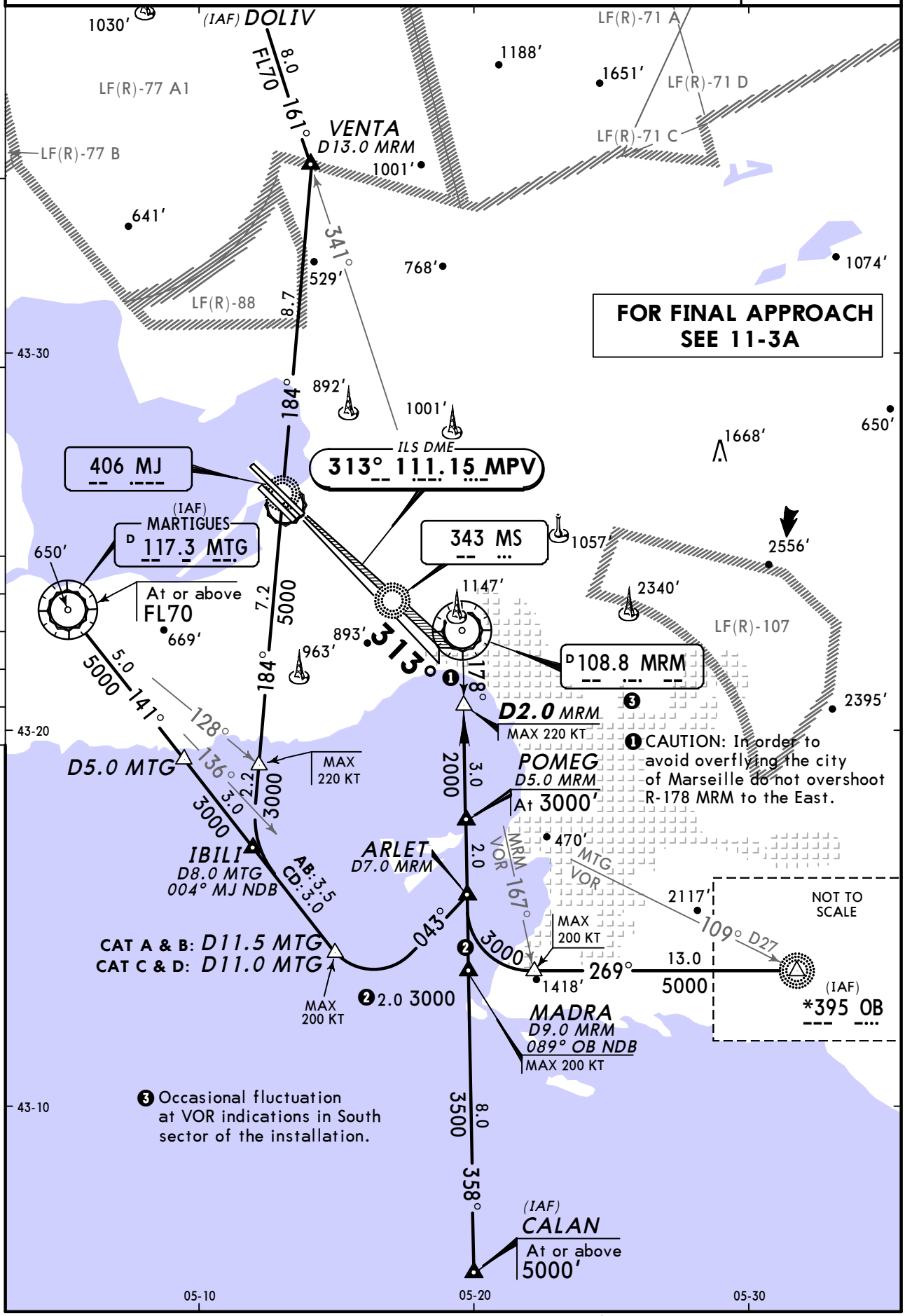
BRIEFING STRIP ™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

LOC MPV	Final Apch Crs	GS	ILS DA(H)	Apt Elev 70′
111.15	313°	Refer to chart 11-3A	Refer to chart 11-3A	RWY 53′

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

MSA MRM VOR: 171° 5000′ 3500′ 313°



PANS OPS

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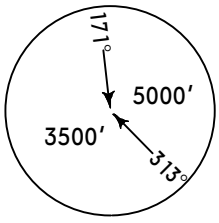
BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

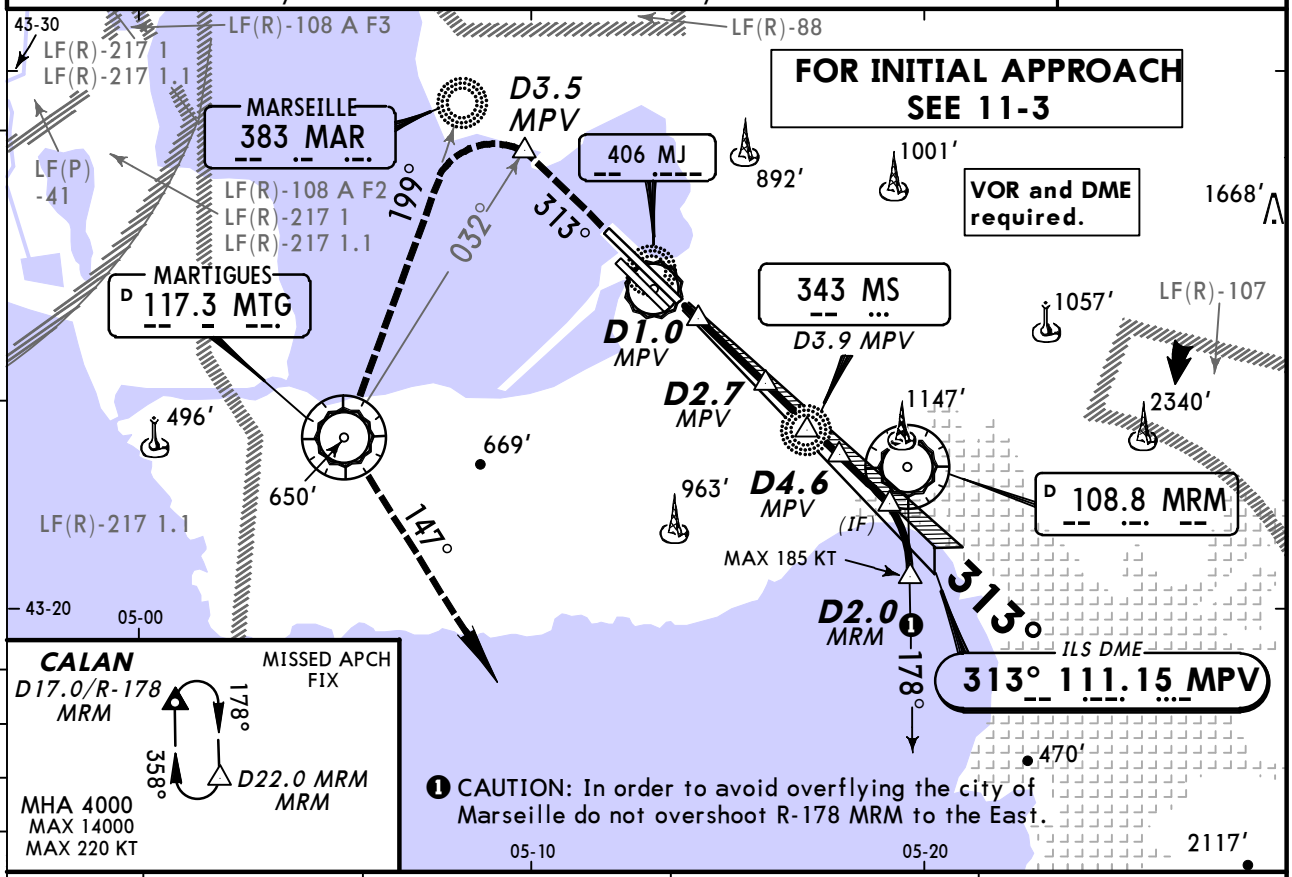
LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H)	Apt Elev 70′
111.15	313°	1690′ (1637′)	353′ (300′)	RWY 53′

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.

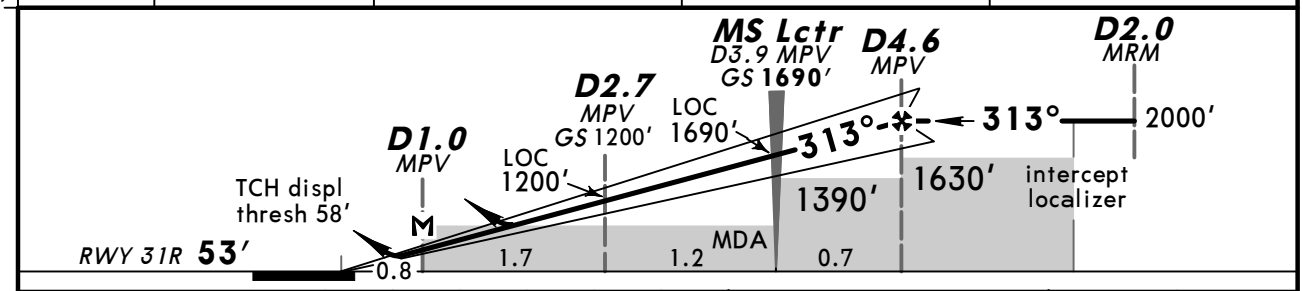
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
MRM VOR



LOC (GS out)	MPV DME	2.0	3.0	4.0
	ALTITUDE	900′	1320′	1740′



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						

REIL
PAPI-L

D3.5
MPV

Standard STRAIGHT-IN LANDING RWY 31R

	ILS	LOC (GS out) CDFA	CIRCLE-TO-LAND 3 Prohibited North of rwy		
	DA(H) 353′ (300′)	DA/MDA(H) 1 C:760′ (707′) AB:670′ (617′) D:860′ (807′)	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	110	720′ (667′)	1500m
B		RVR 1500m 2	135	990′ (937′)	1600m
C		CMV 3200m	180	1360′ (1307′)	3200m
D		CMV 3600m	205	1540′ (1487′)	3600m

PANS OPS

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′.

CHANGES: Chart reindexed. Recommended alt. Missed approach.

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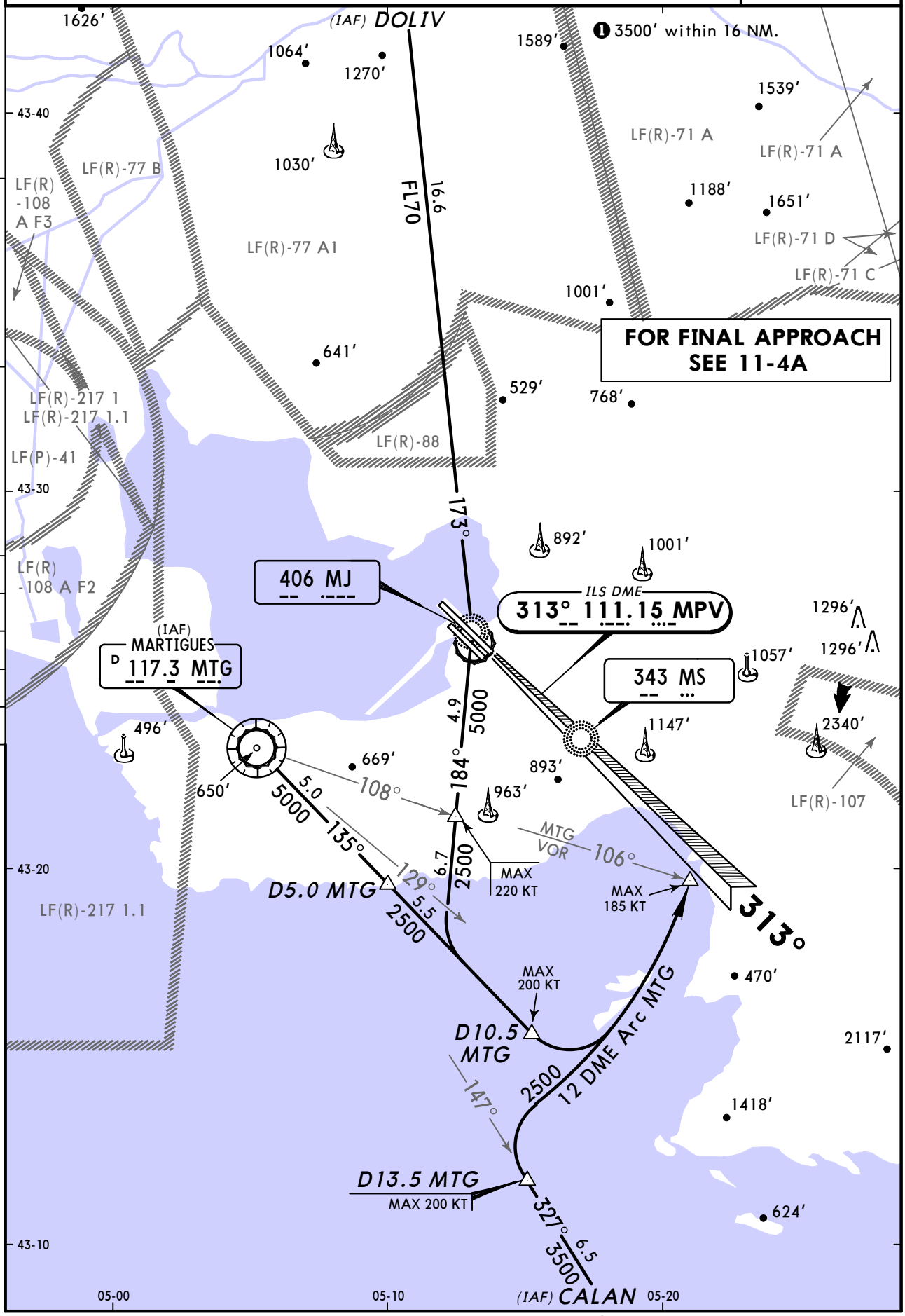
BRIEFING STRIP ™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	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′

MSA MTG VOR
195°
5000′
3500′
294°



PANS OPS

CHANGES: Chart reindexed. Procedure.

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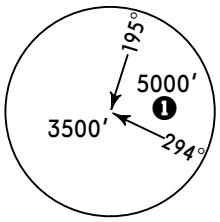
BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

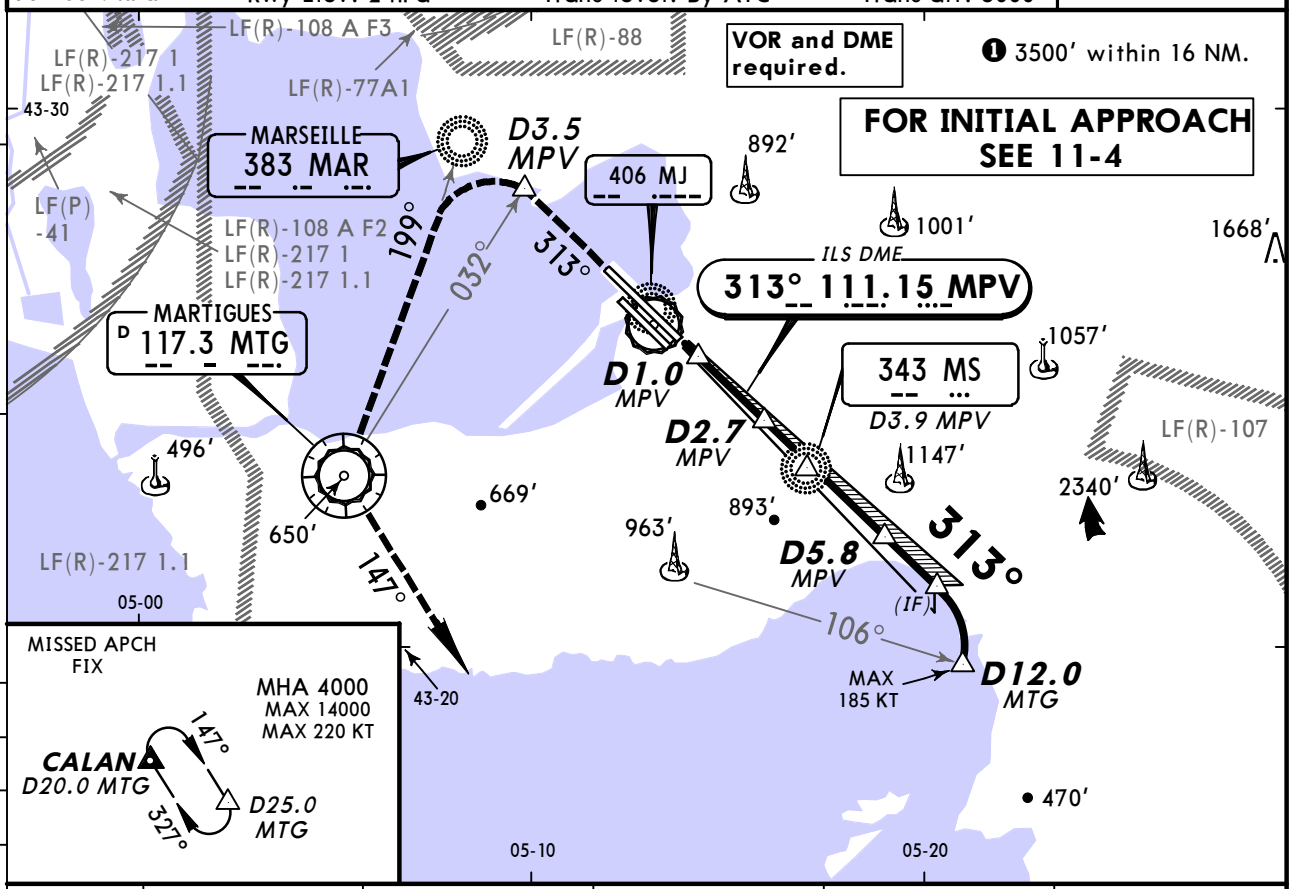
LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H)	Apt Elev 70′
111.15	313°	1690′ (1637′)	353′ (300′)	RWY 53′

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.

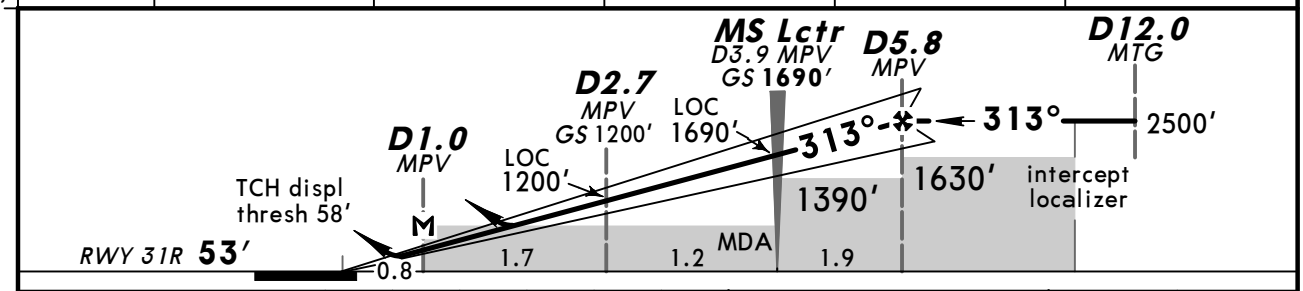
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 5000′



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						

REIL PAPI-L

D3.5 MPV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 353′ (300′)	LOC (GS out) with MPV DME CDFA DA/MDA(H) ❶ C:760′ (707′) AB:670′ (617′) D:860′ (807′)	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	110	720′ (667′)	1500m
B		RVR 1500m ❷	135	990′ (937′)	1600m
C		CMV 3200m	180	1360′ (1307′)	3200m
D		CMV 3600m	205	1540′ (1487′)	3600m

CIRCLE-TO-LAND ❸ Prohibited North of rwy

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

CHANGES: Chart reindexed. Procedure.

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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 authorizaion, 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

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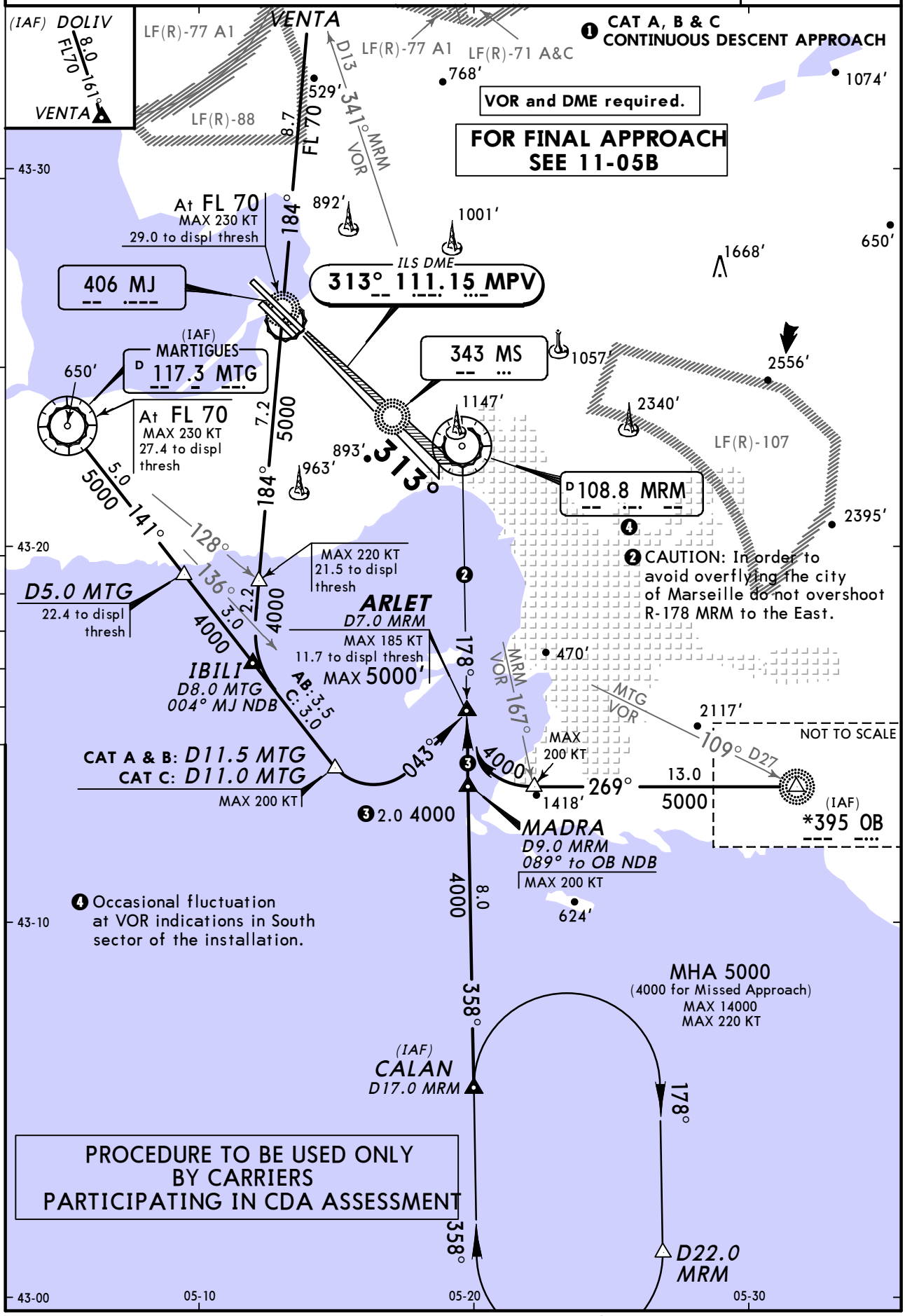
BRIEFING STRIP ™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

LOC MPV	Final Apch Crs	GS	ILS DA(H)	Apt Elev 70′
111.15	313°	Refer to chart 11-05B	Refer to chart 11-05B	RWY 53′

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

MSA MRM VOR



PANS OPS

CHANGES: Procedure title. Procedure.

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BRIEFING STRIP

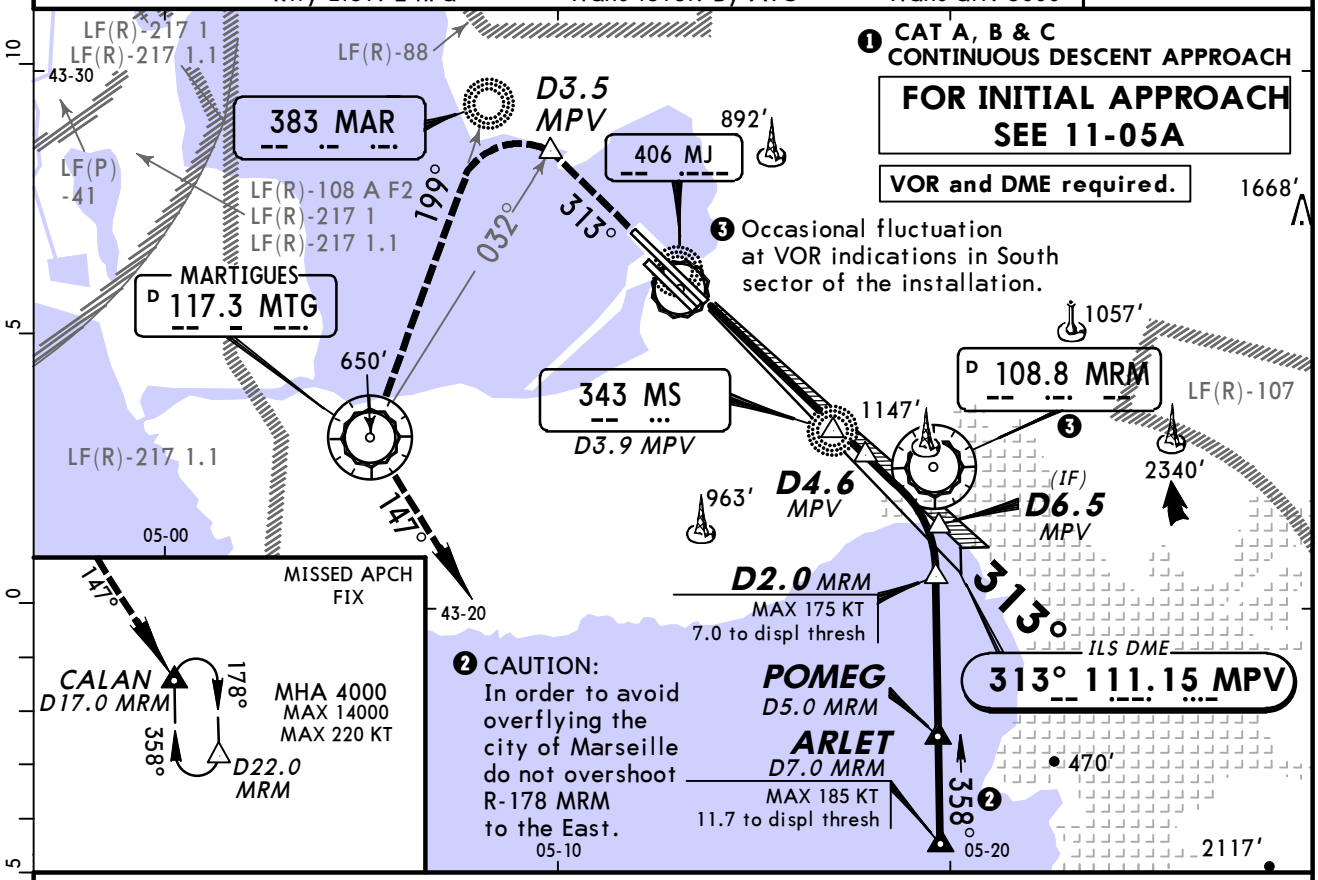
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

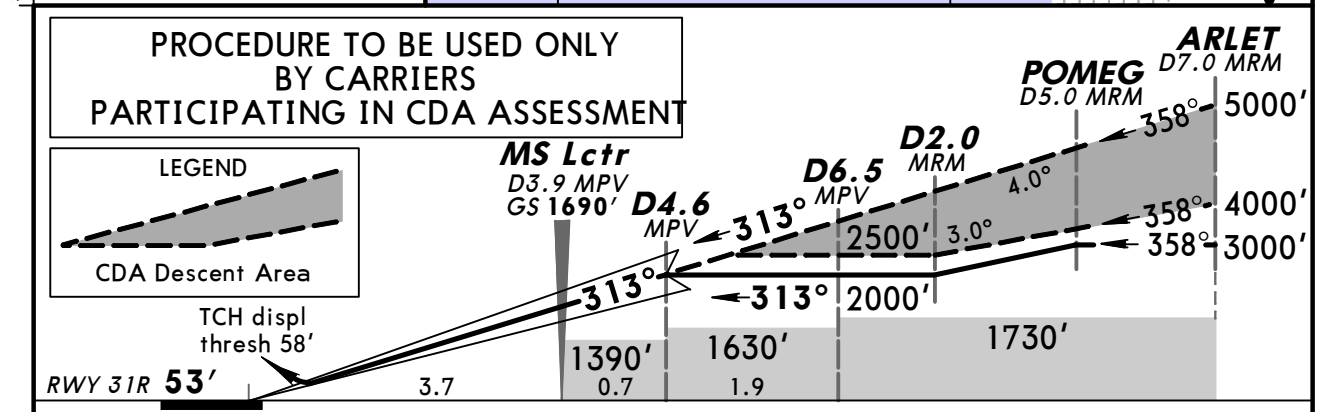
LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H)	Apt Elev 70′
111.15	313°	1690′ (1637′)	353′ (300′)	RWY 53′

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′

171° 5000′ 3500′ 313°
MSA
MRM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 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	

PANS OPS

CHANGES: Procedure title. Missed approach.

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BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

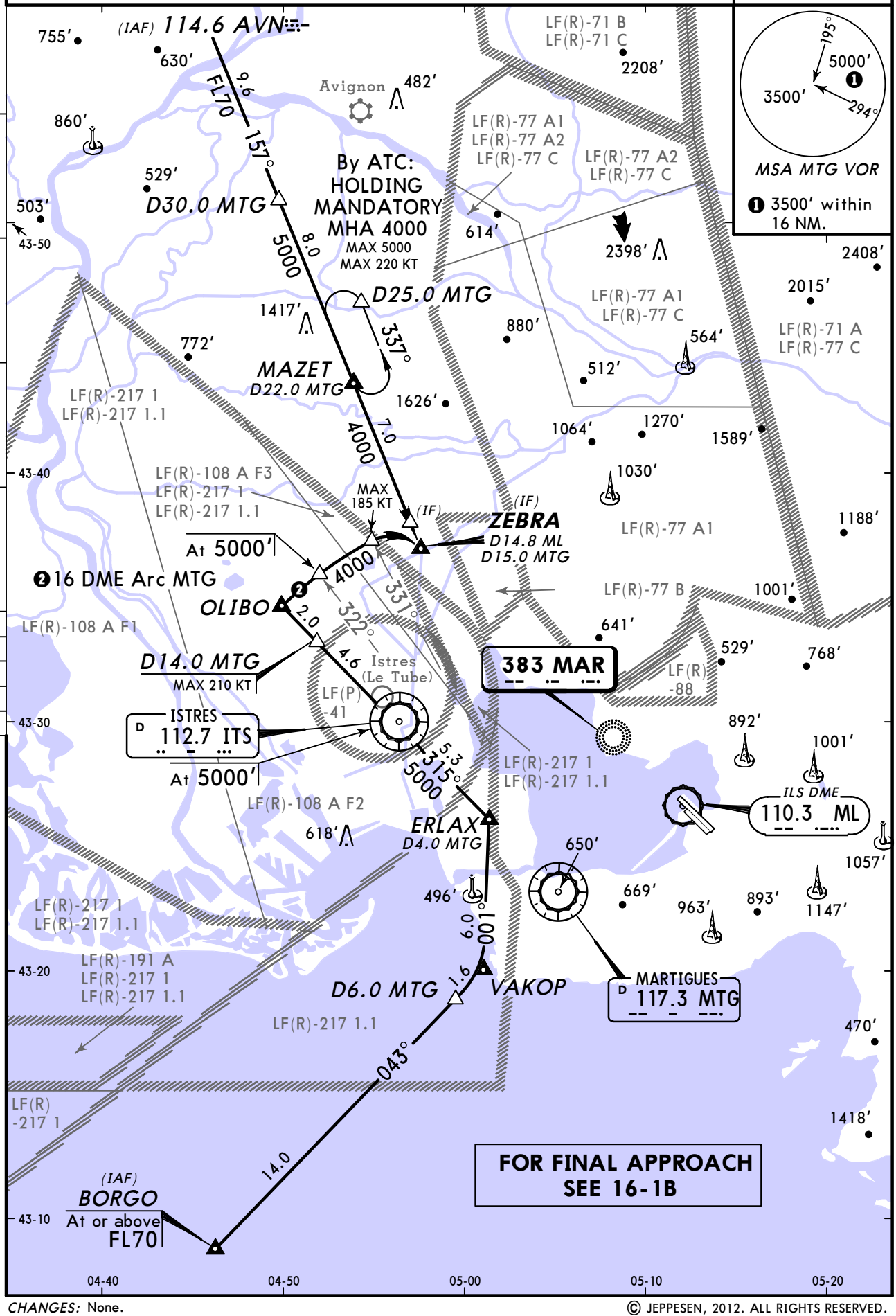
Lctr MAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 70′
383	133°	Refer to chart 16-1B	Refer to chart 16-1B	RWY 8′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

MSA AVN VOR: 188° 8000′; 3500′; 308°

MSA MTG VOR: 195° 5000′ ❶; 3500′; 294°

❶ 3500′ within 16 NM.



FOR FINAL APPROACH SEE 16-1B

CHANGES: None.

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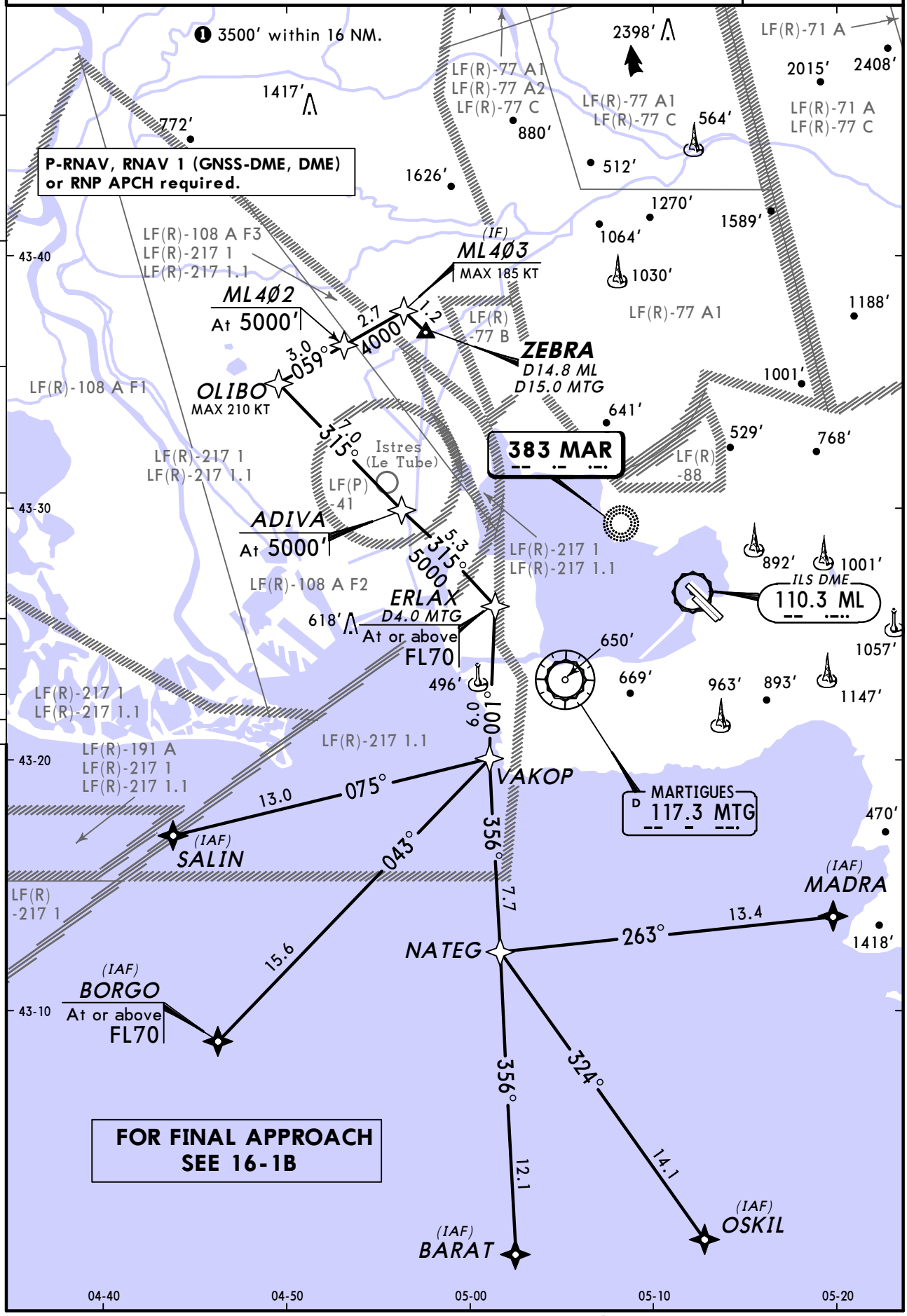
BRIEFING STRIP ™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

Lctr MAR 383	Final Apch Crs 133°	Procedure Alt Refer to chart 16-1B	DA/MDA(H) Refer to chart 16-1B	Apt Elev 70′ RWY 8′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

MSA MTG VOR: 195° 5000′ ❶; 3500′; 294°



CHANGES: ML4ØØ renamed ADIVA.

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BRIEFING STRIP

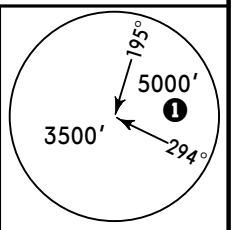
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

NDB MAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 70′
383	133°	D12.6 ML 4000′ (3992′)	700′ (692′)	RWY 8′

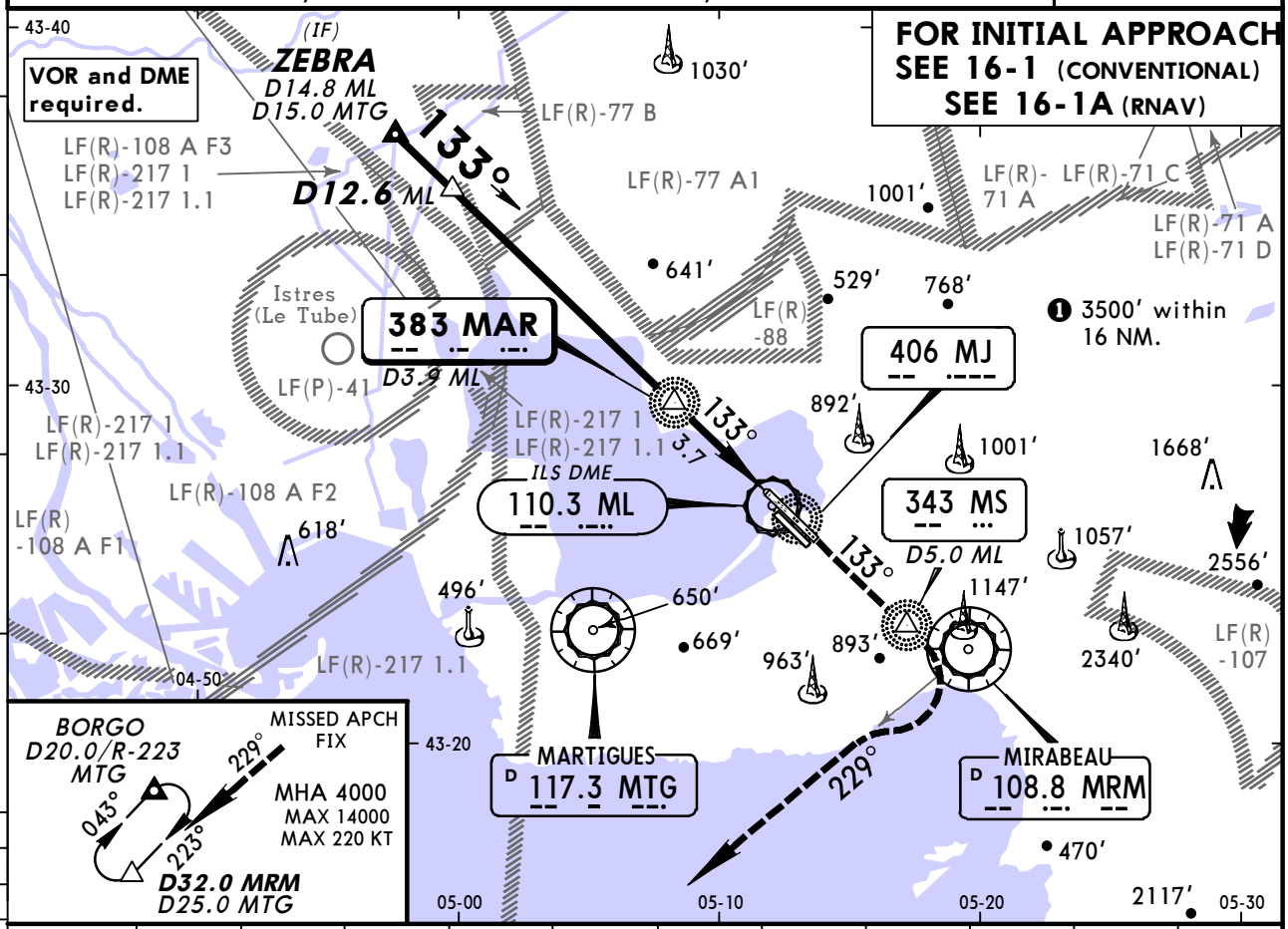
MISSED APCH: Climb STRAIGHT AHEAD. At 2000′ turn RIGHT (but not before MS Lctr/D5.0 ML) and follow R-229 MRM climbing to 4000′. At D32.0 MRM turn RIGHT to join holding at 4000′.

By ATC: Climb with MIM 5% up to 2500′, if unable advise ATC immediately.

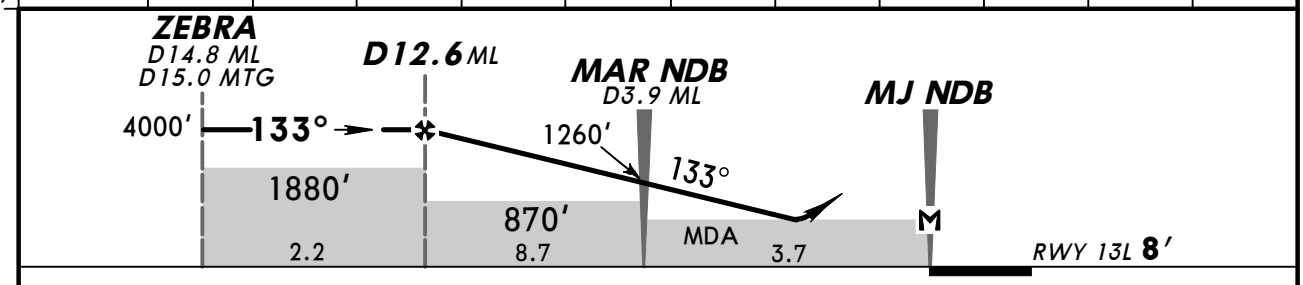
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
MTG VOR



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′	2550′	2230′	1910′	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at MJ NDB							

HIALS-II

2000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13L with ML DME
CDFA
DA/MDA(H) 700′ (692′)
ALS out

A	RVR 1500m	110	720′ (712′)	1500m
B		135	990′ (982′)	1600m
C	CMV 2400m	180	1360′ (1352′)	2400m
D		205	1540′ (1532′)	3600m

CIRCLE-TO-LAND 1
Prohibited North of rwy

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

CHANGES: Chart reindexed. Procedure title. Procedure.

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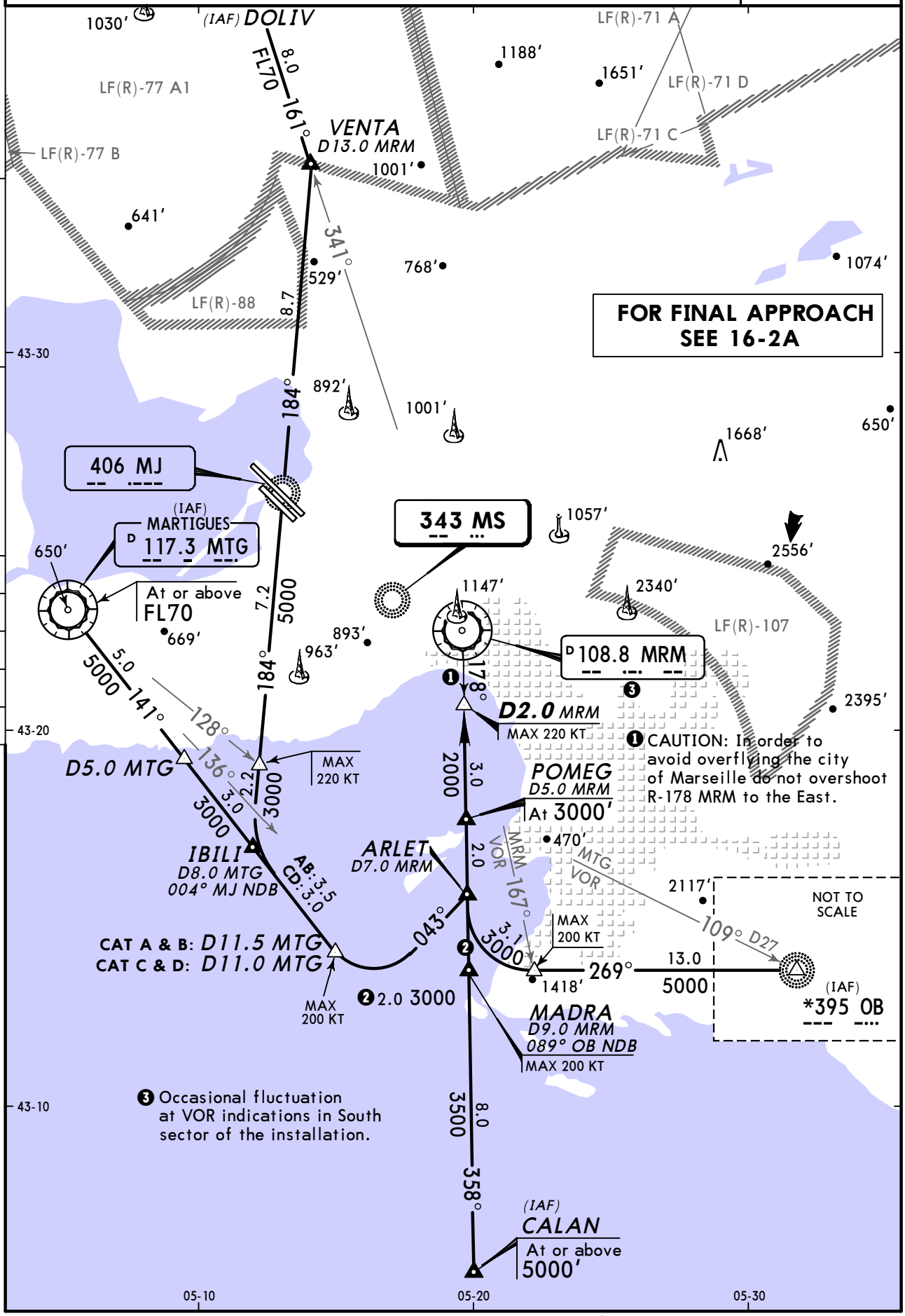
BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

Lctr MS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 70'
343	313°	Refer to chart 16-2A	Refer to chart 16-2A	RWY 53'

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

MSA MRM VOR: 171°, 5000', 3500', 313°



PANS OPS

CHANGES: Chart reindexed. Procedure.

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BRIEFING STRIP

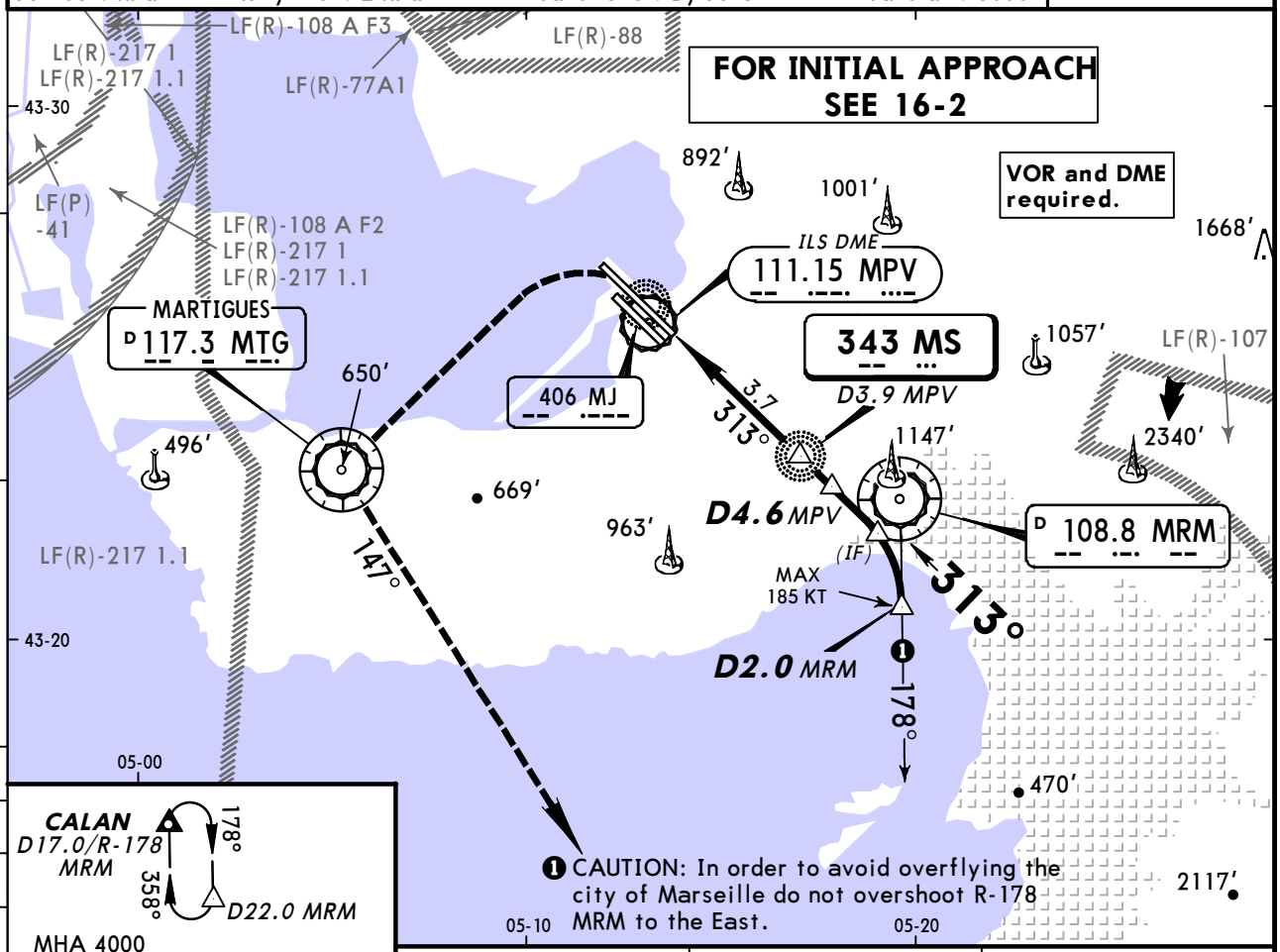
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	132.95	121.9

Lctr MS	Final Apch Crs	Procedure Alt D4.6 MPV	DA/MDA(H)	Apt Elev 70′
343	313°	2000′ (1947′)	1080′ (1027′)	RWY 53′

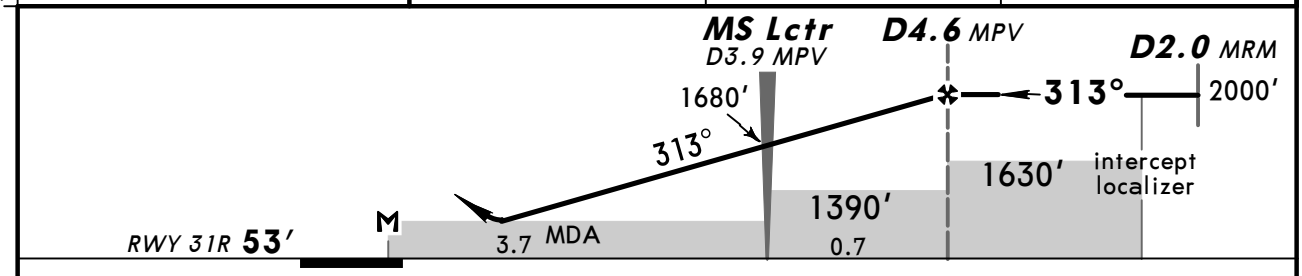
MISSED APCH: Climbing turn LEFT (MAX 185 KT) to MTG VOR to 4000′, then turn LEFT and climb on R-147 MTG to CALAN to join holding.

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

MSA MRM VOR: 171°, 5000′, 3500′, 313°



	MISSED APCH FIX	
MPV DME	3.0	4.0
ALTITUDE	1310′	1740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.00°	496	637	708	850	991	1133
D4.6 MPV to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

REIL PAPI-L	4000′ LT	MAX 185 KT	MTG 117.3

PANS OPS

Standard 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

CIRCLE-TO-LAND [2]
Prohibited North of rwy

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

CHANGES: Chart reindexed. Missed approach.

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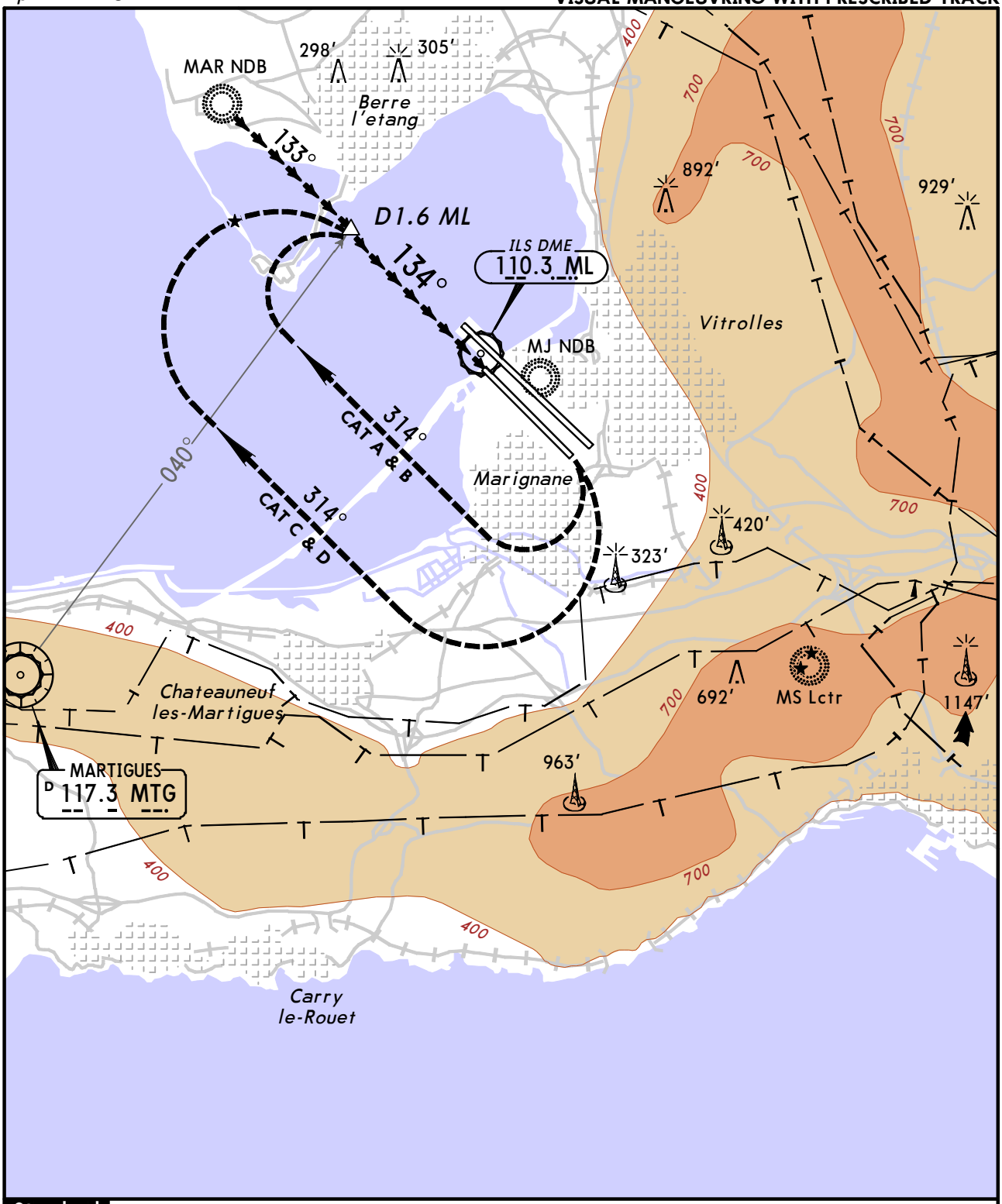
MARSEILLE/PROVENCE
VPT C Rwy 13R
VISUAL MANOEUVRING WITH PRESCRIBED TRACK

Apt Elev **70'**



Standard

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

PANS OPS

CHANGES: Procedure designation.

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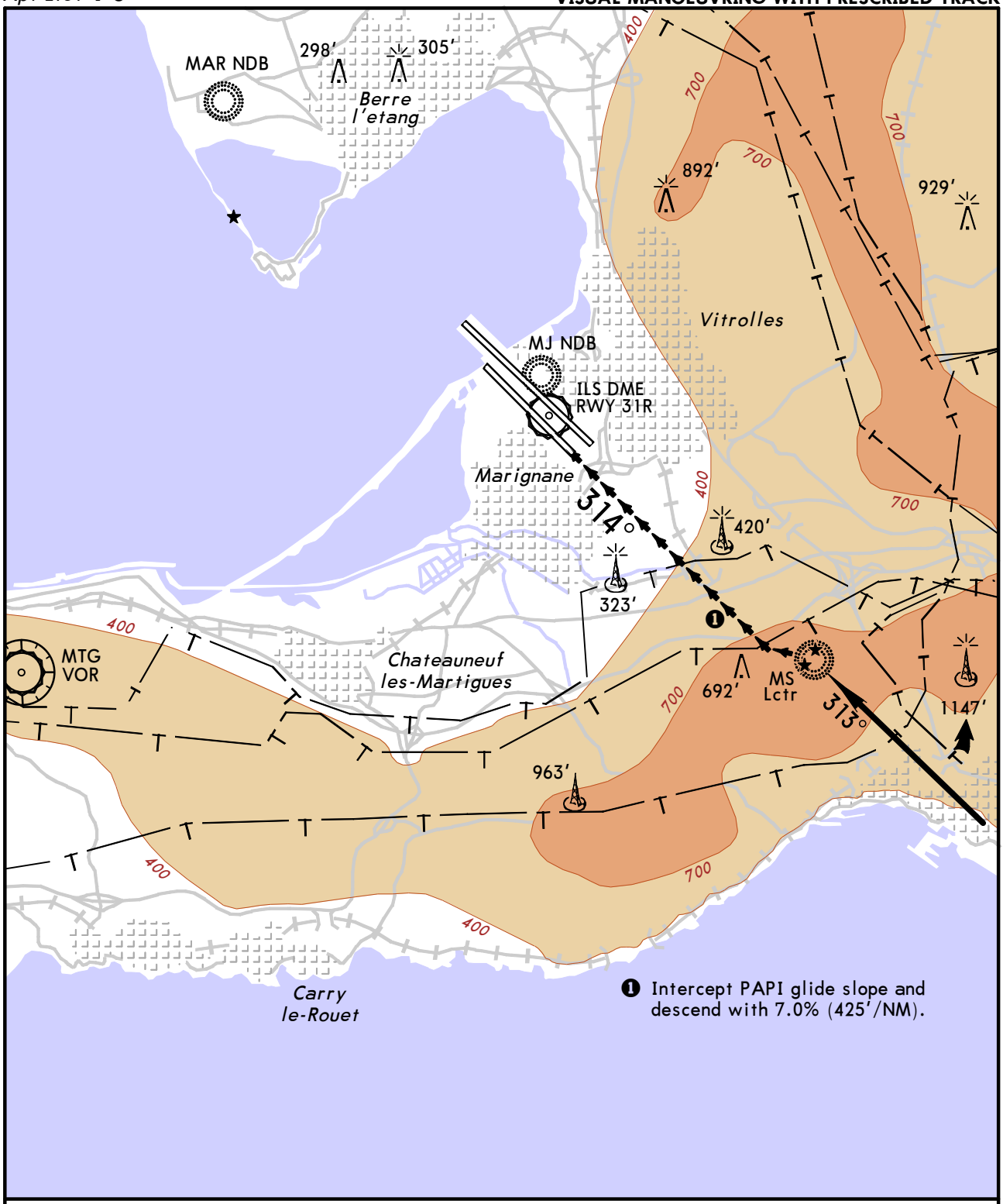
MARSEILLE/PROVENCE
VPT B Rwy 31L

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 MDA(H)	VIS	After LOC (GS out) apch MDA(H)	VIS	After NDB apch 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

CHANGES: Procedure designation.

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MARSEILLE/PROVENCE, FRANCE
INITIAL APPROACH
NORTH Z and SOUTH Z to VPT A Rwy 31R

D-ATIS	PROVENCE Approach	PROVENCE Tower	Ground
125.35	North 131.22 / South 120.2	132.95	121.9

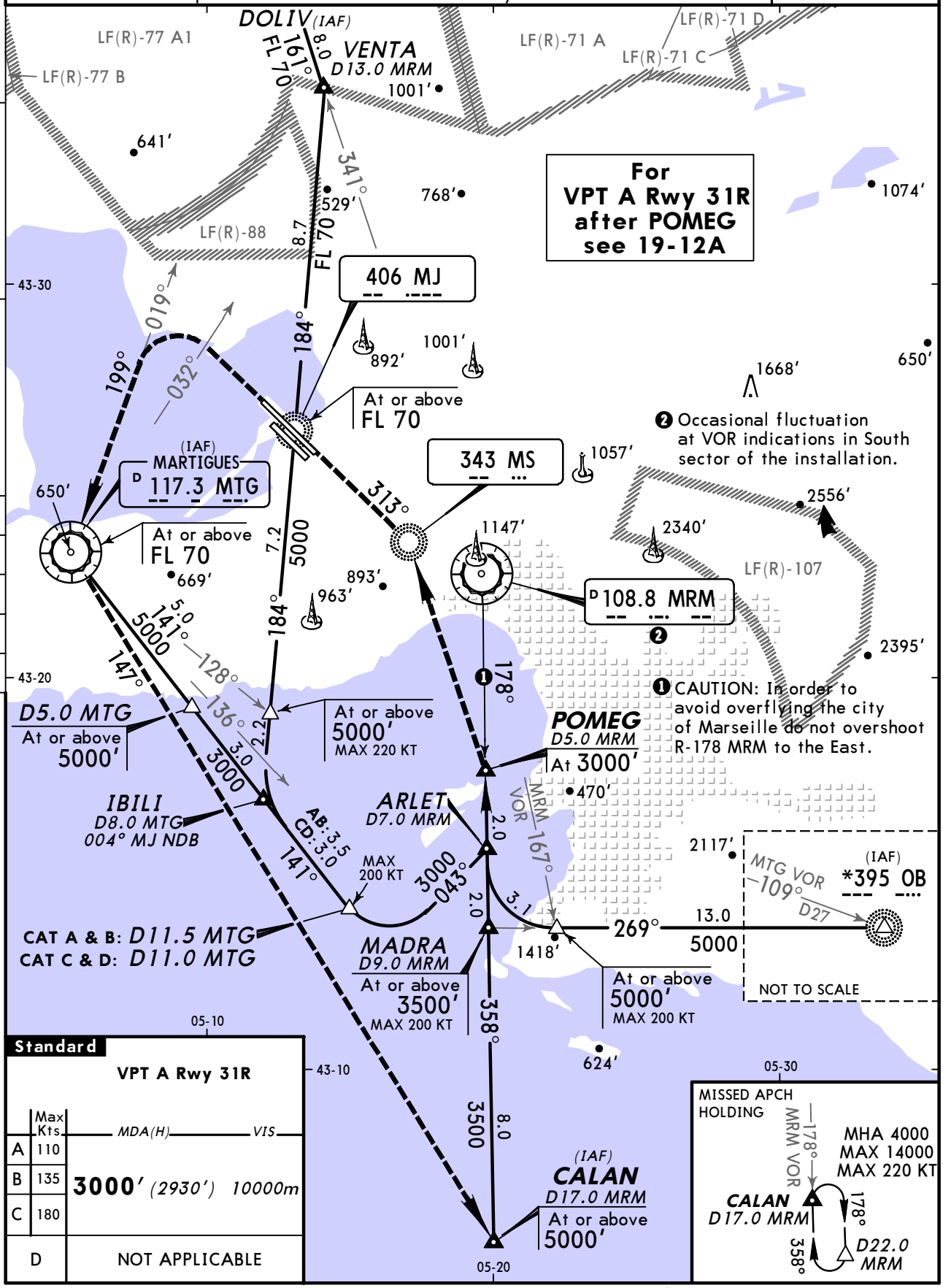
BRIEFING STRIP

MDA(H)	Apt Elev
3000′ (2930′)	70′

MISSED APCH: If visual references at POMEG are inadequate to follow VPT A Rwy 31R procedure, proceed to MS Lctr, then turn LEFT onto 313° from MS Lctr climbing to 4000′. At R-032 MTG turn LEFT (MAX 185 KT) to intercept and follow R-019 MTG inbound to MTG VOR, then follow R-147 MTG to CALAN and join holding at 4000′.

Alt Set: hPa | Apt Elev: 3 hPa | Trans level: By ATC | Trans alt: 5000′

MSA MRM VOR: 171° 5000′; 3500′; 313°



PANS OPS

Standard — VPT A Rwy 31R

	Max Kts	MDA(H)	VIS
A	110	3000′ (2930′)	10000m
B	135		
C	180		
D	NOT APPLICABLE		

CHANGES: New procedure.

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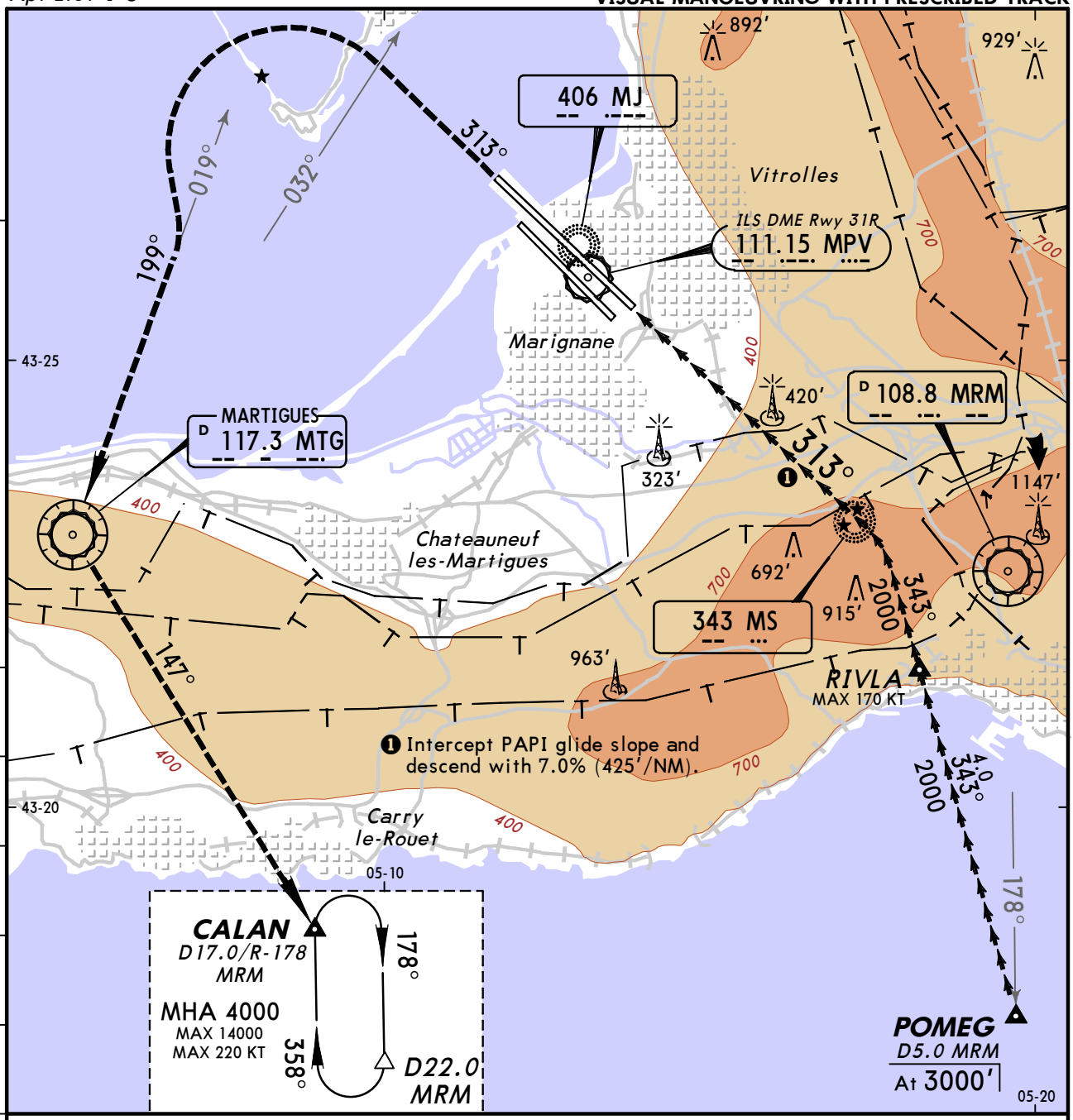
VPT A Rwy 31R

Apt Elev **70'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK



GO AROUND:

Before MS Lctr: Proceed to MS Lctr, then turn LEFT onto 313° from MS Lctr climbing to 4000'. At R-032 MTG turn LEFT (MAX 185 KT) to intercept and follow R-019 MTG inbound to MTG VOR, then follow R-147 MTG to CALAN and join holding at 4000'.

After MS Lctr: Continue STRAIGHT AHEAD on 313° from MS Lctr climbing to 4000'. Climb with MIM 6.0%, if unable advise ATC immediately. At R-032 MTG turn LEFT (MAX 185 KT) to intercept and follow R-019 MTG inbound to MTG VOR, then follow R-147 MTG to CALAN and join holding at 4000'.

Conditions needed to declare VPT A Rwy 31R in use:

- DAY only
- CAVOK
- MSAW in use
- PAPI Rwy 31R in use
- MS Lctr, MTG VOR and MRM VOR in use
- Effective wind at airport: headwind, 10 kt at least

PANS OPS

CHANGES: New procedure.

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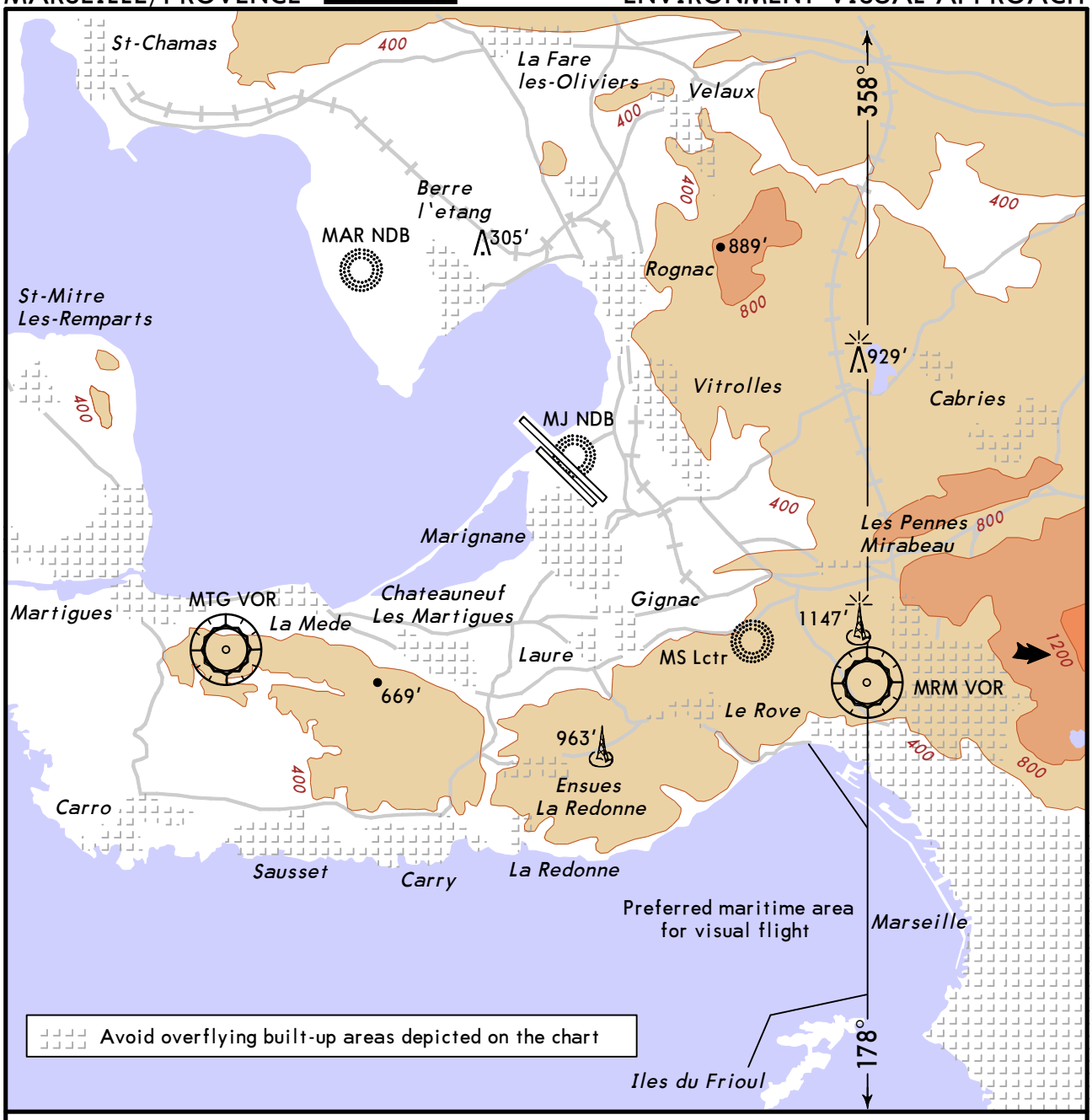

Visual Approach clearance only issued on pilot request

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 **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/R-358 MRM.

RWY 13L/R:
Left-hand Visual approach: Prohibited.
Right-hand Visual approach: Prohibited South of MTG VOR.

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Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MARSEILLE/PROVENCE, (MARSEILLE/PROVENCE - LFML)				
REV	AIRPORT BRIEFING (GEN)	10-1P	14 Jun 2013	27 Jun 2013
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	14 Jun 2013	27 Jun 2013
REV	AIRPORT, AIRPORT INFO, TA...	10-9	14 Jun 2013	27 Jun 2013
REV	PARKING STANDS & COORDS	10-9A	14 Jun 2013	27 Jun 2013
REV	ENVIRONMENT-VISUAL APCH	19-13	14 Jun 2013	27 Jun 2013

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFML

Type: Terminal
Effectivity: Temporary
Begin Date: 20130502
End Date: 20130821

Construction works on Twy C4 in progress. Refer to temp charts and latest NOTAMs.