

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFML

Terminal Charts For LFML

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: MARSEILLE/PROVENCE FRA

ICAO/IATA: LFML / MRS

Lat/Long: N43° 26.20', E005° 12.90'

Elevation: 70 ft

Airport Use: Public

Daylight Savings: Observed

UTC Conversion: -1:00 = UTC

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

Traffic Pattern Altitude: 1070 ft (1000 ft AGL)

Sunrise: 0711 Z

Sunset: 1622 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, REIL
Displaced Threshold: 2165 ft

Communication Information

ATIS: 125.350
Provence Tower: 133.100
Provence Tower: 132.950
Provence Tower: 123.725 Secondary
Provence Preflight Tower: 121.725
Provence Ground Ground: 121.900
Provence Approach: 132.300 Secondary
Provence Approach: 131.225
Provence Approach: 129.475 Secondary
Provence Approach: 120.200
Provence Information: 127.725 Flight Info Service
Provence Information: 124.350 Flight Info Service

LFML/MRS

JEPPESEN

MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE 9 OCT 15

10-1P

Eff 15 Oct

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 125.35

1.2. SPEED RESTRICTIONS

Within PROVENCE TMA 1, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or for flight quality, a higher speed is possible after clearance.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. 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.

1.3.2. REVERSE THRUST

During landing reverse thrust and reversed propeller pitch shall only be used beyond idle power for operational and safety reasons.

1.3.3. RUN-UP TESTS

Engine testing includes any operation carried out on a stationary ACFT with engines running for more than 5 minutes or with an engine power higher than that used for starting or taxiing sequences.

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.

1.3.4. 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.

1.3.5. 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.

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MARSEILLE/PROVENCE 9 OCT 15

10-1P1

Eff 15 Oct

AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Due to non-standard lighting 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 during DAY if VIS is equal to or greater than 800m.

TWYs D6, E3, E7, F3, L3 MAX code letter C.

TWYs D7 and L1 MAX code letter C and B757-200.

TWY G1 between L2 and L4 MAX code letter D (except B767-400 and MD11F/FC).

TWYs D1, D3, D4, D8, F7, G3, G4, G5 and G6 MAX code letter D.

TWY L2 MAX code letter D (except B767-300).

TWY G1 between L1 and L2 MAX code letter D.

TWY C1, C2, C3, C4, C6, C7, C8, D2, D9, E2, E9 MAX code letter E.

TWY G2 between C4 and Area 52 MAX code letter D, A330-200 and B747-400.

TWY G2 between Area 57 and C4 MAX code letter D, A330-200/300, B747-400, A340-200 and B777-200.

Access from/to thresholds for ACFT code letter E + AN 124:

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

Due to reduced wingtip clearance margin between G1 and L4, ACFT using this axis should maintain reduced speed.

ACFT moving on TWYs C1 thru C8 must yield right of way to ACFT clearing RWY 13L/31R via TWYs D1 thru D8.

ACFT clearing RWY 13L/31R via TWYs D1 thru D8 have priority over ACFT moving on TWYs C1 thru C8.

1.5. 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 G1.

1.6. OTHER INFORMATION

Handling compulsory for all ACFT.

Birds in vicinity of APT.

RWYs 13L and 13R right-hand circuit.

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MARSEILLE/PROVENCE 10 OCT 14

10-1P2

Eff 16 Oct

AIRPORT BRIEFING

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.

Entry via TWY G1 between C3/C4 and Area 57 MAX code letter D, A330-200/300, A340-200/300, B747-400, B777-200.

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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MARSEILLE/PROVENCE 10 OCT 14

10-1P3

Eff 16 Oct

AIRPORT BRIEFING

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. TAXI PROCEDURES

Exit via TWY G1 between Area 52 and C3/C4 MAX code letter D, A330-200, A340-200/300, B747-400, B777-200.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The Data-link departure clearance request must be initiated by aircrews 10 minutes before scheduled start-up time.

The clearance echo-back message must be received by air traffic control at the latest 3 minutes after clearance has been issued.

In case of lack of response 3 minutes before the scheduled start-up time, the aircrew should contact the preflight frequency to obtain departure clearance.

The departure clearance data-link service should not be initiated by the aircrew if their scheduled flight plan does not comply with the published SID and climb gradients.

Unless otherwise mentioned 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.

3.3.2. 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.

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28 JAN 11

(10-1R)

Eff 10 Feb

RADAR MINIMUM ALTITUDES

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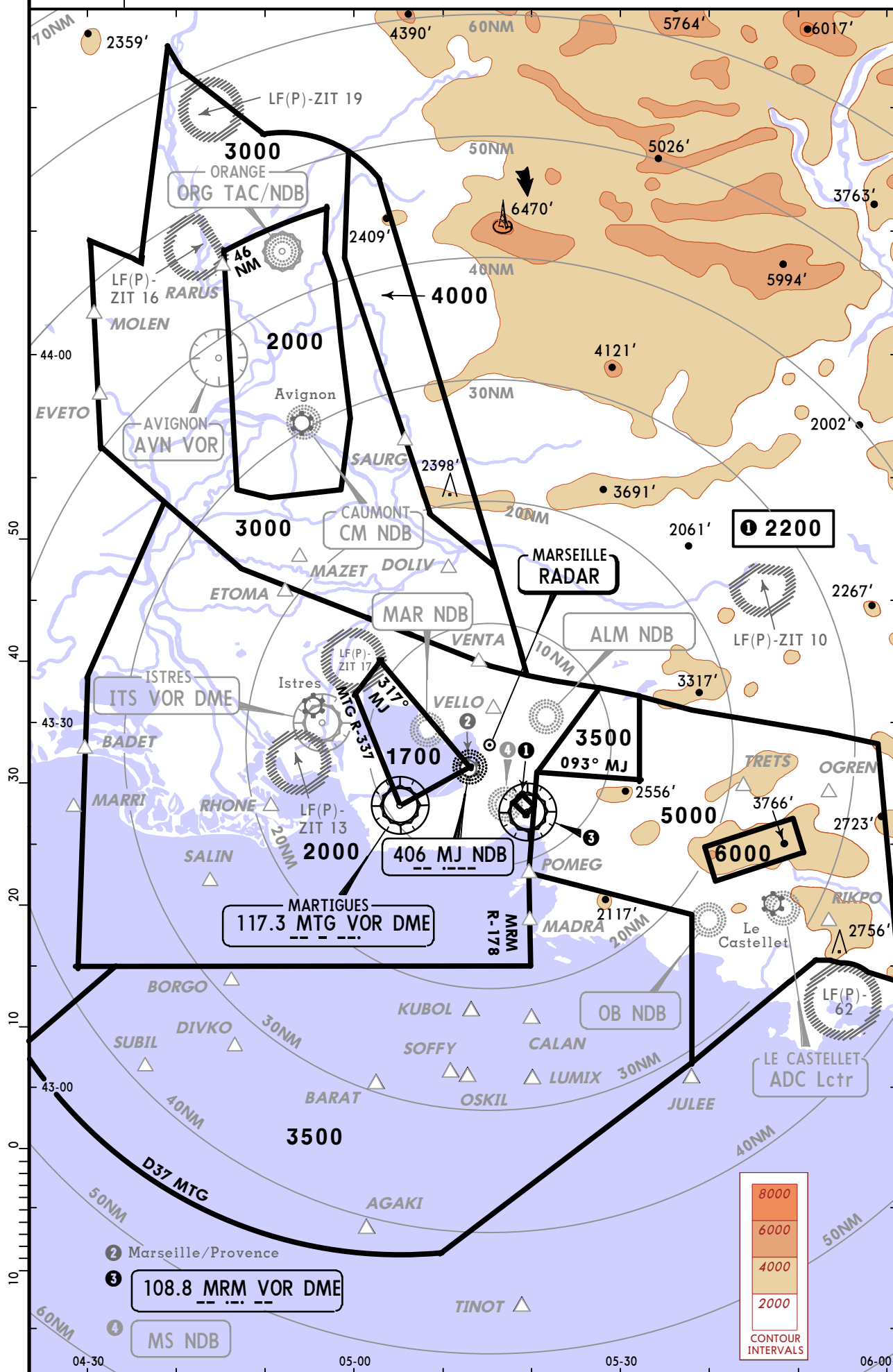
Apt Elev

70'

Alt Set: hPa

Trans level: By ATC

Trans alt: 5000'



CHANGES: Sectors revised.

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MARSEILLE/PROVENCE, FRANCE

10-2

17 JUL 15

Eff 23 Jul**STAR**

D-ATIS
125.350

Apt Elev
70'

Alt Set: hPa

Trans level: By ATC

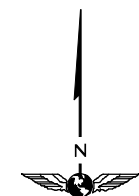
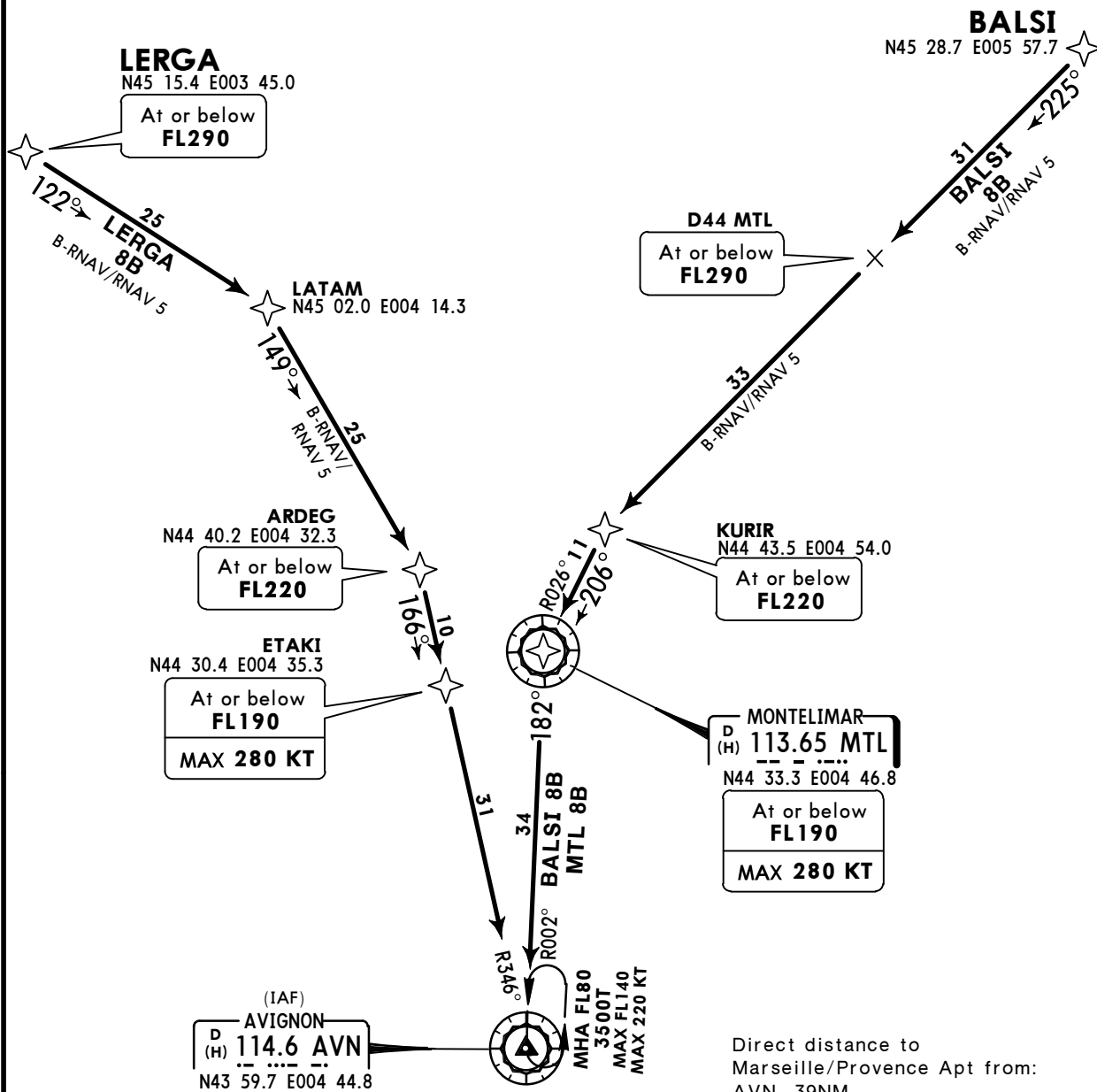
Trans alt: 5000'

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

BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8B

RWYS 13L/R ARRIVALS



NOT TO SCALE



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10-2A

17 JUL 15

Eff 23 Jul

STAR

D-ATIS
125.350

Apt Elev
70'

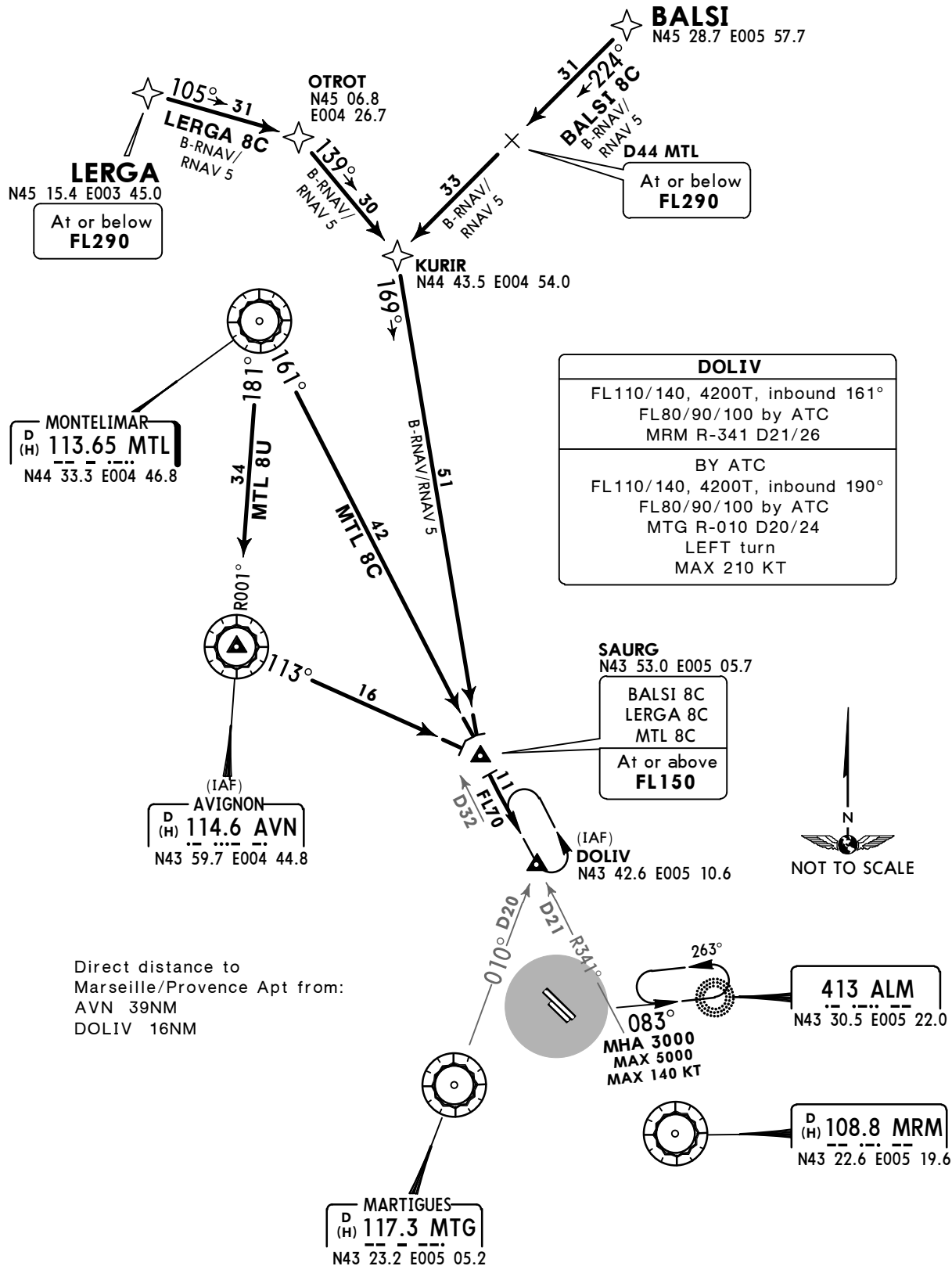
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

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

BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8C, MTL 8U

RWYS 31L/R ARRIVALS



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10-2B

17 JUL 15

Eff 23 Jul

STAR

D-ATIS
125.350

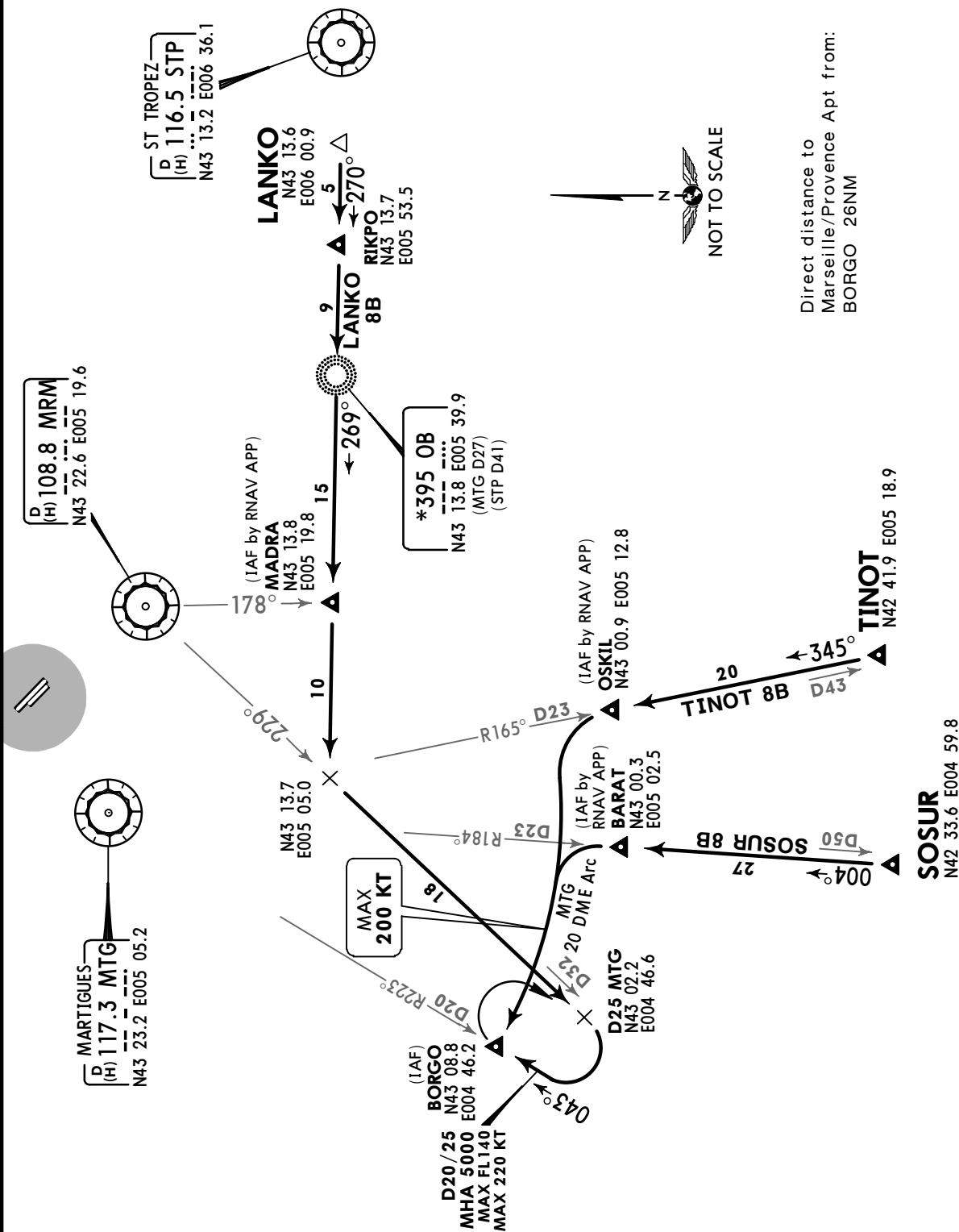
Apt Elev
70'

Alt Set: hPa

Trans level: By ATC

Trans alt: 5000'

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



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10-2C

17 JUL 15

Eff 23 Jul

STAR

D-ATIS
125.350

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

Direct distance to
Marseille/Provence Apt from:
CALAN 21NM
OB 23NM

MARTIGUES
D (H) 117.3 MTG
N43 23.2 E005 05.2

D (H) 108.8 MRM
N43 22.6 E005 19.6

LANKO
N43 13.6
E006 00.9

RIKPO
N43 13.7
E005 53.5

*395 OB
N43 13.8 E005 39.9
(MRM D17)
(116.5 STP D41)

(IAF by APP)
CALAN
N43 05.7
E005 20.0

LUMIX
N43 00.7 E005 20.1



AGAKI
D35 MTG
N42 48.3
E005 01.4

SOSUR 8C
B-RNAV/RNAV 5

SOSUR
D51 MRM
N42 33.6 E004 59.8

TINOT
D41 MRM
N42 41.9 E005 18.9

TINOT 8C
B-RNAV/RNAV 5

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

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10-2D

17 JUL 15

Eff 23 Jul

STAR

D-ATIS
125.350

Apt Elev
70'

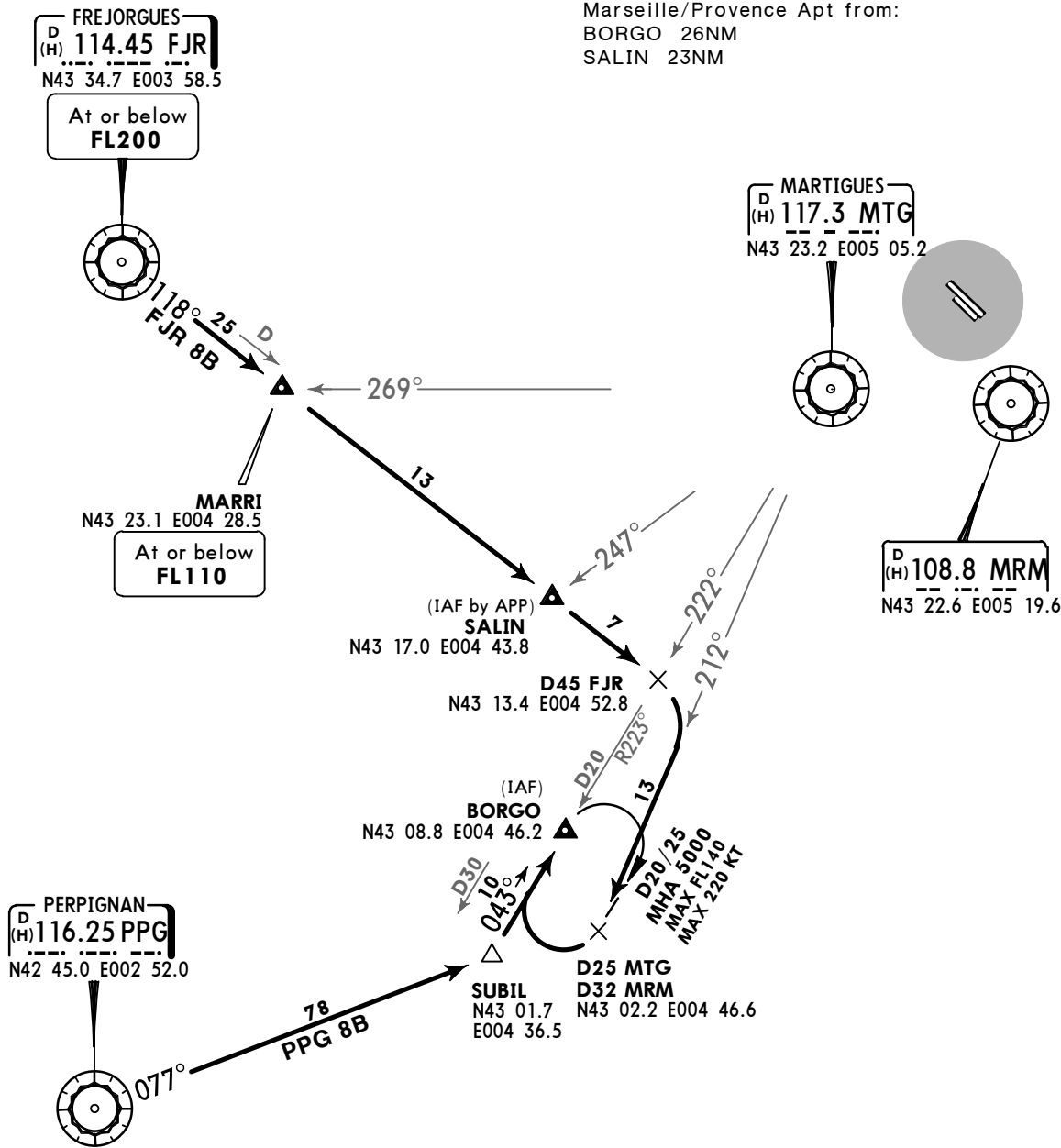
Alt Set: hPa

Trans level: By ATC

Trans alt: 5000'

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

Direct distance to
Marseille/Provence Apt from:
BORGO 26NM
SALIN 23NM



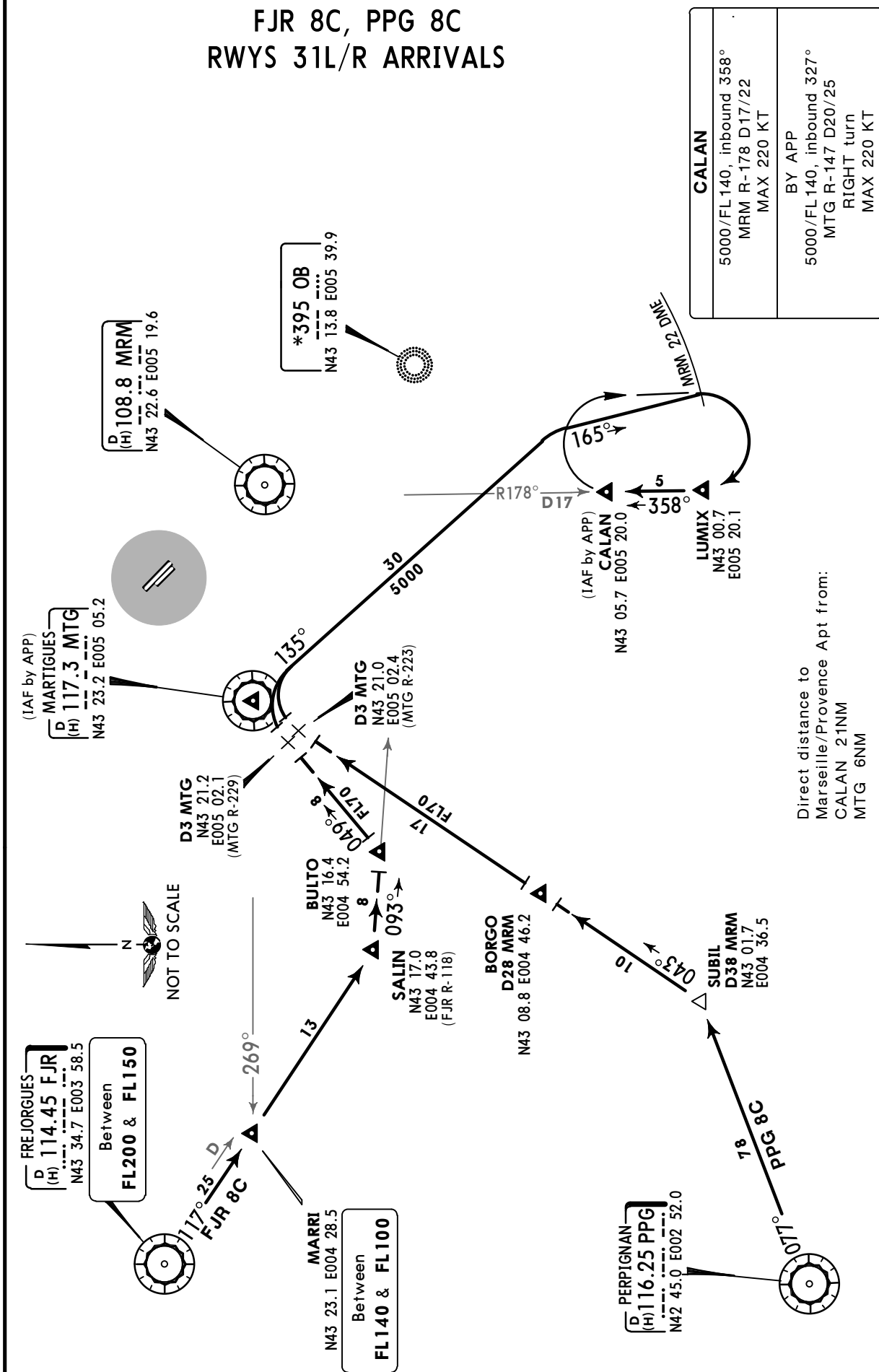
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10-2E 17 JUL 15 Eff 23 Jul

STAR

D-ATIS 125.350 Apt Elev 70' Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

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



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10-3

19 JUN 15

Eff 25 Jun

RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ETREK 4N	10-3B
FJR 4N	10-3C
LERGA 4N	10-3D
LUC 4M, 4N	10-3E
MAMES 4N	10-3F
MTL 4N	10-3G
NASIK 4M, 4N	10-3H
PPG 4N	10-3J
SOSUR 4N	10-3K
TINOT 4N	10-3L
SID DESIGNATION	REFER TO CHART
ETREK 4B	10-3M
ETREK 4C	10-3N
FJR 4B, 4T	10-3P
FJR 4C	10-3Q
LERGA 4B	10-3S
LERGA 4C	10-3T
LUC 4B	10-3U
LUC 4C	10-3V
MAMES 4B, 4T	10-3V1
MAMES 4C	10-3V2
MTL 4B, 4T	10-3V3
MTL 4C	10-3V4
NASIK 4B	10-3V5
NASIK 4C	10-3V6
PPG 4B, 4T	10-3V7
PPG 4C	10-3V8
SOSUR 4B	10-3W
SOSUR 4C	10-3X
TINOT 4B	10-3X1
TINOT 4C, 4U	10-3X2

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10-3A

19 JUN 15

Eff 25 Jun

MARSEILLE/PROVENCE, FRANCE

RNAV SID

DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

RNAV departures are preferred and are declared services by ATC services.

Without the required RNAV capacity, the pilot must announce "no RNAV" when requesting start-up, in order to follow a conventional departure.

2. RNAV

2.1. RNAV 5 segments

Some SID routes include RNAV route segments.

These segments can be used in B-RNAV and the routes are reserved for aircraft with the required navigation capability.

In case of aircraft performance degradation or failure, the pilot shall inform the ATC using the following sentence: UNABLE RNAV (REASON).

2.2. RNAV 1 departures

The required equipment for use of RNAV procedures is a RNAV equipment using a GNSS sensor and/or DME/DME/IRU sensor.

However, RNAV equipment without GNSS sensor shall, in addition to DME/DME sensor, have a possibility of inertial navigation to use the RNAV SIDs procedures.

In such a case, the crew members must check before lining up on runway, that the precision of the position given by the navigation system is better than 0.17 NM compared to a known position.

2. USE OF RUNWAY 31 AT NIGHT

Except for operational reasons, between 2300 and 0600LT, by low traffic and by calm wind, outbound Northwards flights must initially follow the described SID, and then are covered by RADAR vectoring to DOLIV and/or SAURG to follow SID RWY 13 to ETREK, LERGA or MTL.

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10-3B

19 JUN 15

Eff 25 Jun

RNAV SID

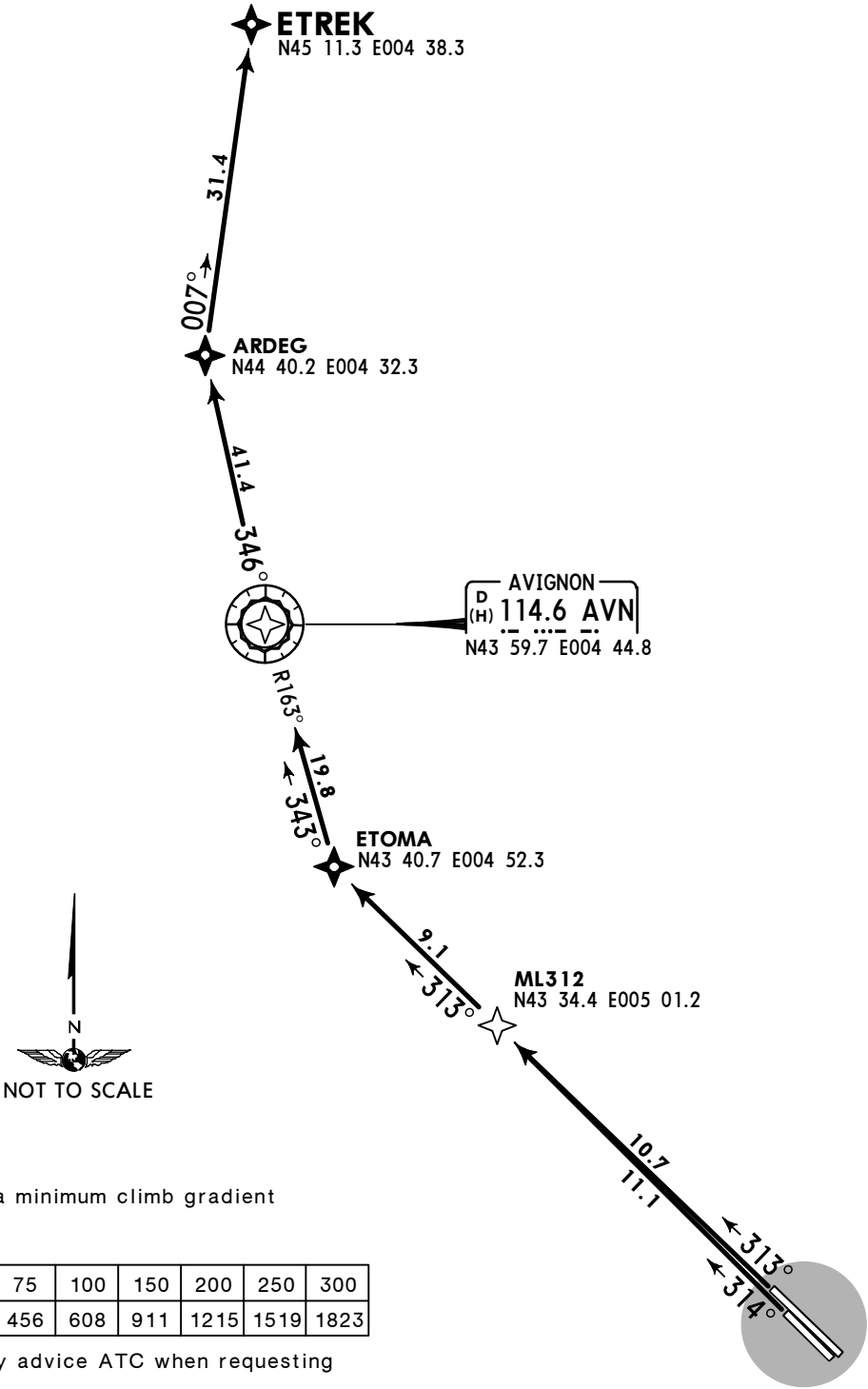
Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

ETREK 4N [ETRE4N]
RWYS 31L/R RNAV DEPARTURE
RNAV 1

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient
of
6.0% until FL80.

Gnd speed-KT	75	100	150	200	250	300
6.0% 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 314° track to ML312, then to ETOMA.
31R	Climb on 313° track to ML312, then to ETOMA.
ROUTING	
At ETOMA turn RIGHT to AVN, then to ARDEG, then to ETREK.	

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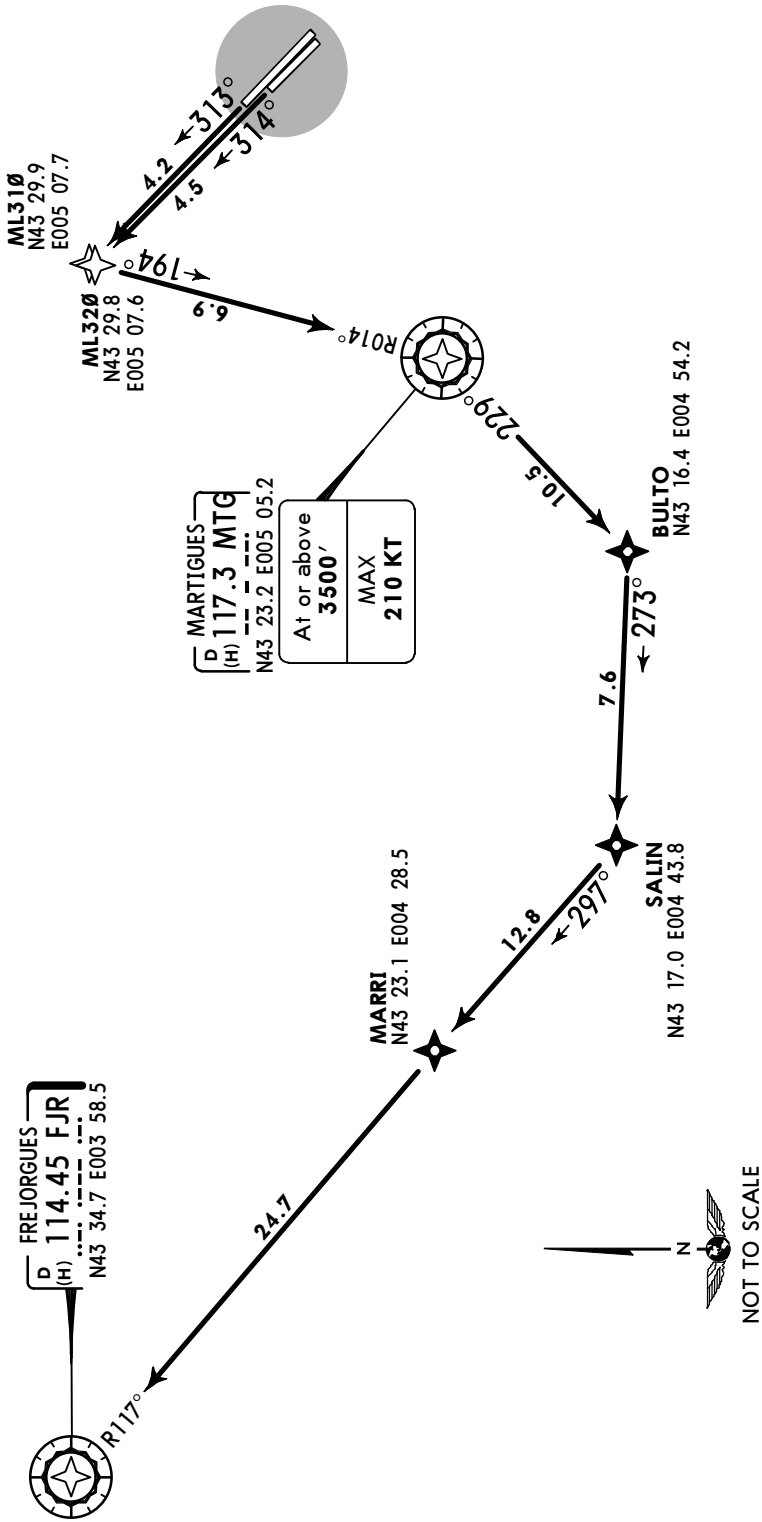
JEPPESSEN
10-3C 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun
RNAV SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

FJR 4N
RWYS 31L/R RNAV DEPARTURE
RNAV 1
SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients
of
8.0% up to 4000', then 6.0% until FL80.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% 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 on 314° track to ML320, turn LEFT to MTG.
31R	Climb on 313° track to ML310, turn LEFT to MTG.
ROUTING	
At MTG turn RIGHT to BULTO, then to SALIN, turn RIGHT, intercept FJR R-117 inbound via MARRI to FJR.	

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JEPPESEN
(10-3D) 31 JUL 15

MARSEILLE/PROVENCE, FRANCE
RNAV SID

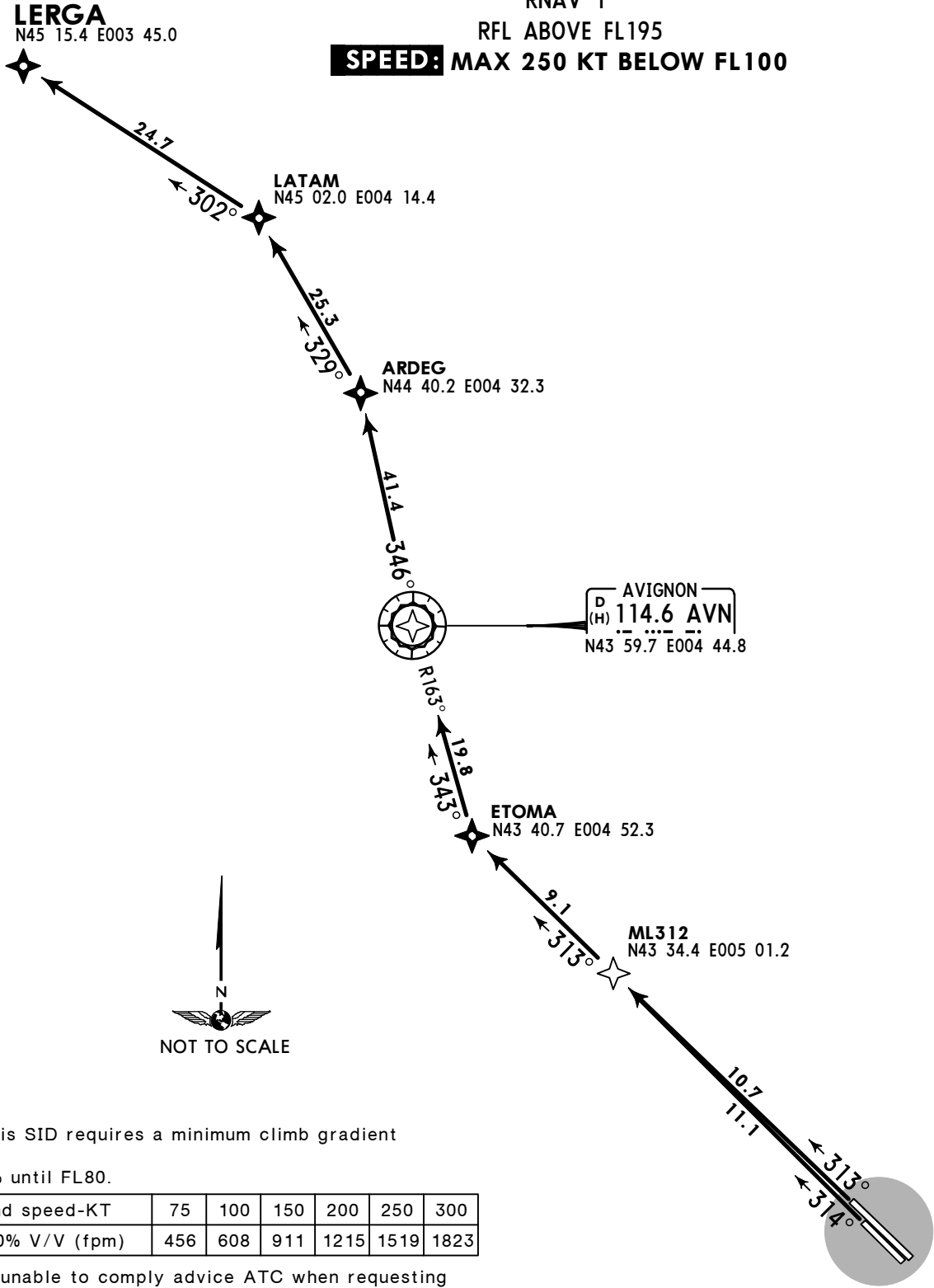
Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

LERGA 4N [LERG4N]
RWYS 31L/R RNAV DEPARTURE
RNAV 1

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100



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

Gnd speed-KT	75	100	150	200	250	300
6.0% 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 314° track to ML312, then to ETOMA.
31R	Climb on 313° track to ML312, then to ETOMA.
ROUTING	
At ETOMA turn RIGHT to AVN, then to ARDEG, turn LEFT to LATAM, then to LERGA.	

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JEPPESSEN
(10-3E) 31 JUL 15

MARSEILLE/PROVENCE, FRANCE
RNAV SID

Apt Elev 70'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.
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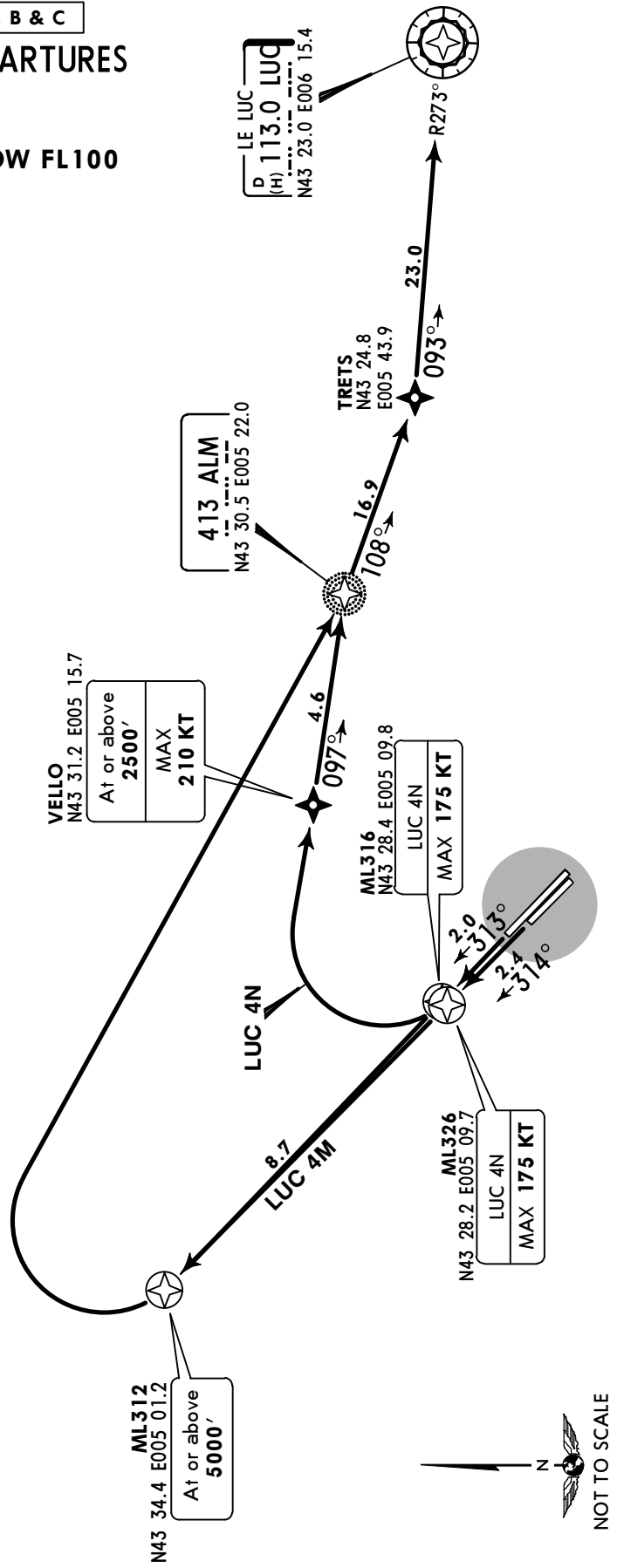
LUC 4M LUC 4N
CAT A, B & C
RWYS 31L/R RNAV DEPARTURES
RNAV 1
RFL BELOW FL145
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of

LUC 4M: 8% up to 5000', then 6% until FL80. LUC 4N: 6.5% up to FL120.	Gnd speed-KT	75	100	150	200	250	300
	6.0% V/V (fpm)	456	608	911	1215	1519	1823
	6.5% V/V (fpm)	494	658	987	1316	1646	1975
	8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance 5000'	
SID	RWY
LUC 4M	INITIAL CLIMB/ROUTING
	31L Climb on 314° track to ML312, turn RIGHT direct to ALM, then to TRETS, then to LUC.
LUC 4N	31R Climb on 313° track to ML312, turn RIGHT direct to ALM, then to TRETS, then to LUC.
	31L Climb on 314° track to ML326, turn RIGHT to VELLO, then to ALM, then to TRETS, then to LUC.
	31R Climb on 313° track to ML316, turn RIGHT to VELLO, then to ALM, then to TRETS, then to LUC.



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10-3F

19 JUN 15

Eff 25 Jun

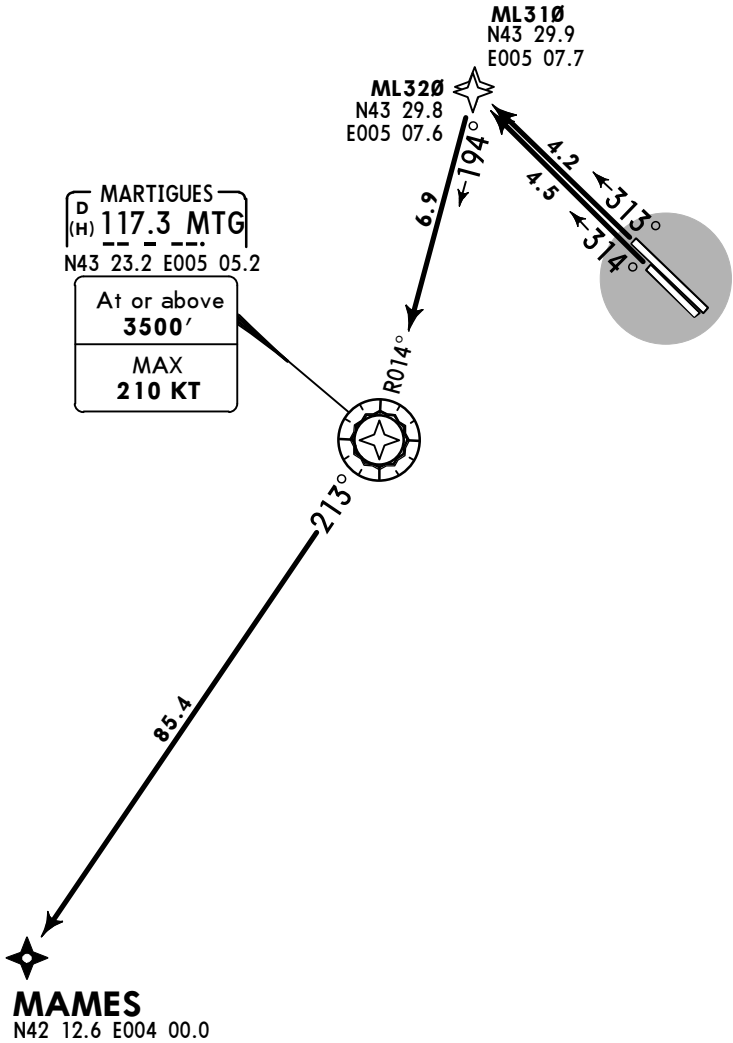
RNAV SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

MAMES 4N [MAME4N]
RWYS 31L/R RNAV DEPARTURE
RNAV 1

SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients
of
8% up to 4000', then 6% until FL80.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% 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 on 314° track to ML320, turn LEFT to MTG, then to MAMES.
31R	Climb on 313° track to ML310, turn LEFT to MTG, then to MAMES.

LFML/MRS
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MARSEILLE/PROVENCE, FRANCE

10-3G

19 JUN 15

Eff 25 Jun

RNAV SID

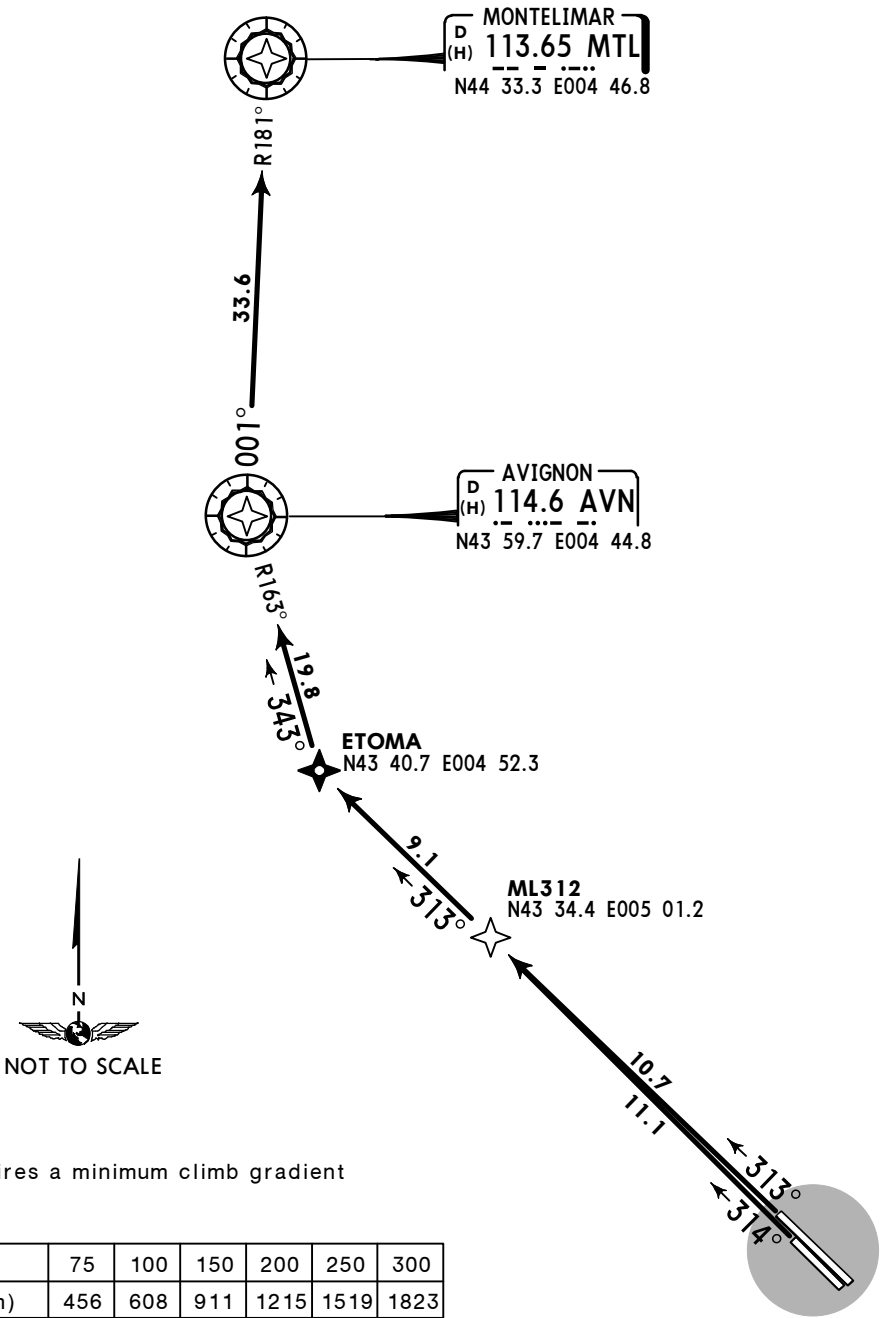
Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

MTL 4N
RWYS 31L/R RNAV DEPARTURE
RNAV 1

RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100



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

Initial climb clearance **5000'**

RWY	INITIAL CLIMB
31L	Climb on 314° track to ML312, then to ETOMA.
31R	Climb on 313° track to ML312, then to ETOMA.
ROUTING	
At ETOMA turn RIGHT to AVN, then to MTL.	

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MARSEILLE/PROVENCE, FRANCE

10-3K

19 JUN 15

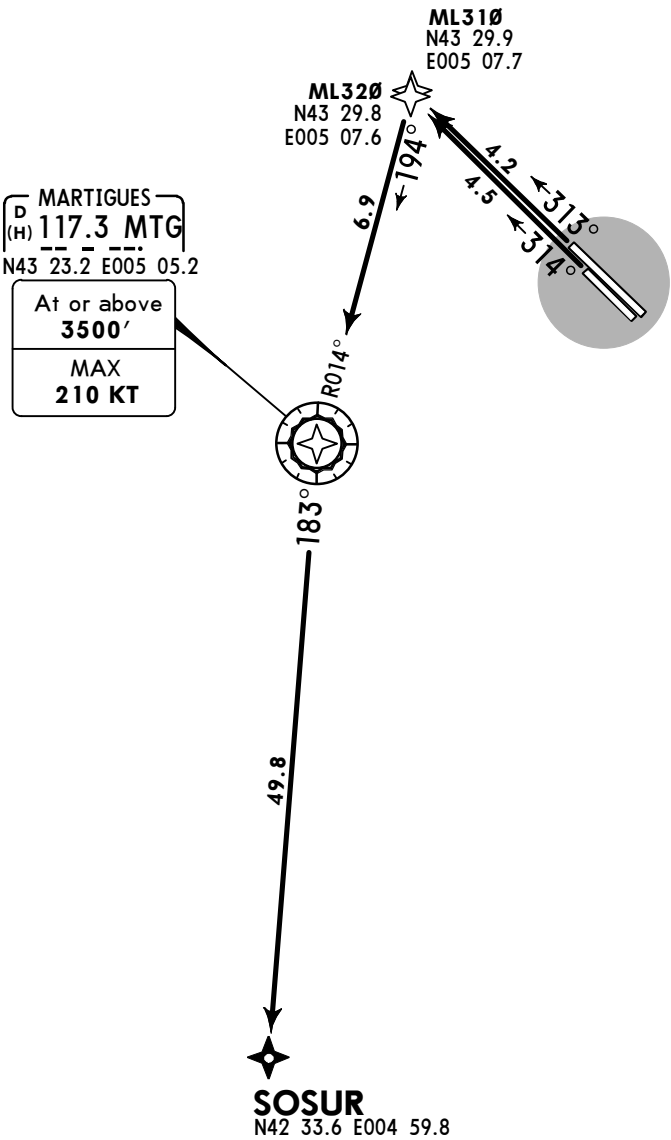
Eff 25 Jun

RNAV SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

SOSUR 4N [SOSU4N]
RWYS 31L/R RNAV DEPARTURE
RNAV 1
SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients
of
8% up to 4000', then 6% until FL80.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% 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 on 314° track to ML320, turn LEFT to MTG, then to SOSUR.
31R	Climb on 313° track to ML310, turn LEFT to MTG, then to SOSUR.

LFML/MRS
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MARSEILLE/PROVENCE, FRANCE

10-3L

19 JUN 15

Eff 25 Jun

RNAV SID

Apt Elev
70'

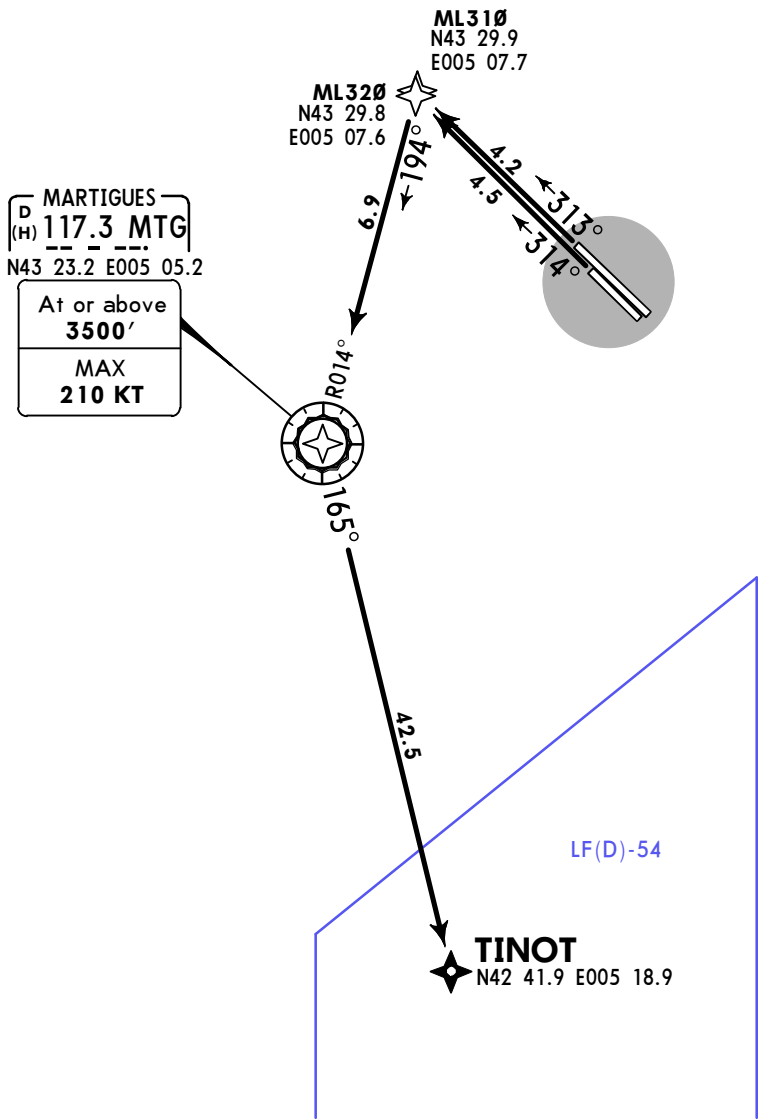
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits
of aircraft performance is mandatory.

TINOT 4N [TINO4N]
RWYS 31L/R RNAV DEPARTURE

RNAV 1

WHEN LF(D)-54 NOT ACTIVE

SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients
of
8% up to 4000', then 6% until FL80.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% 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 on 314° track to ML320, turn LEFT to MTG, turn LEFT to TINOT.

31R

Climb on 313° track to ML310, turn LEFT to MTG, turn LEFT to TINOT.

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(10-3M)

19 JUN 15

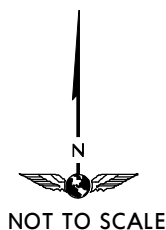
Eff 25 Jun

SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

ETREK 4B [ETRE4B]
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
349°

SAURG
N43 53.0 E005 05.7

At or above
FL150
①

① If unable to comply
use SID MTL 4T.

DOLIV
N43 42.6 E005 10.6

At or above
FL70

VENTA
N43 35.0 E005 14.1
(MTG R-027)

At or above
5000'

MAX 210 KT
until intercepting
MRM R-341

D (H) 108.8 MRM
N43 22.6 E005 19.6

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°

341°

At 370'

but not before

ML 1.5 DME

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

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

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

Initial climb clearance FL160

INITIAL CLIMB/ROUTING

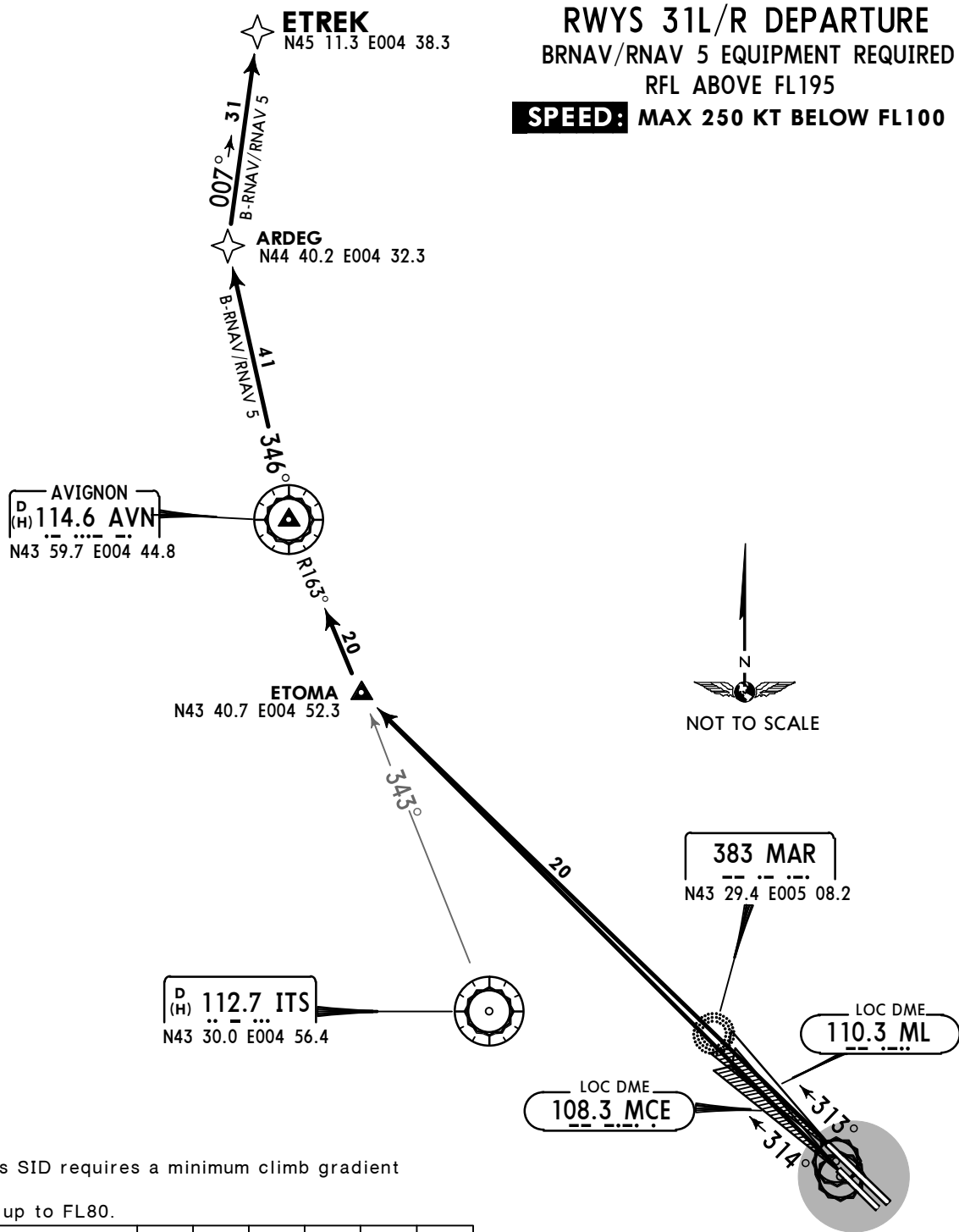
Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, turn RIGHT, 349° track to KURIR, turn LEFT, 337° track to ETREK.

LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN MARSEILLE/PROVENCE, FRANCE
10-3N 19 JUN 15 **Eff 25 Jun** **SID**

Apt Elev 70'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.
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ETREK 4C [ETRE4C]
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.

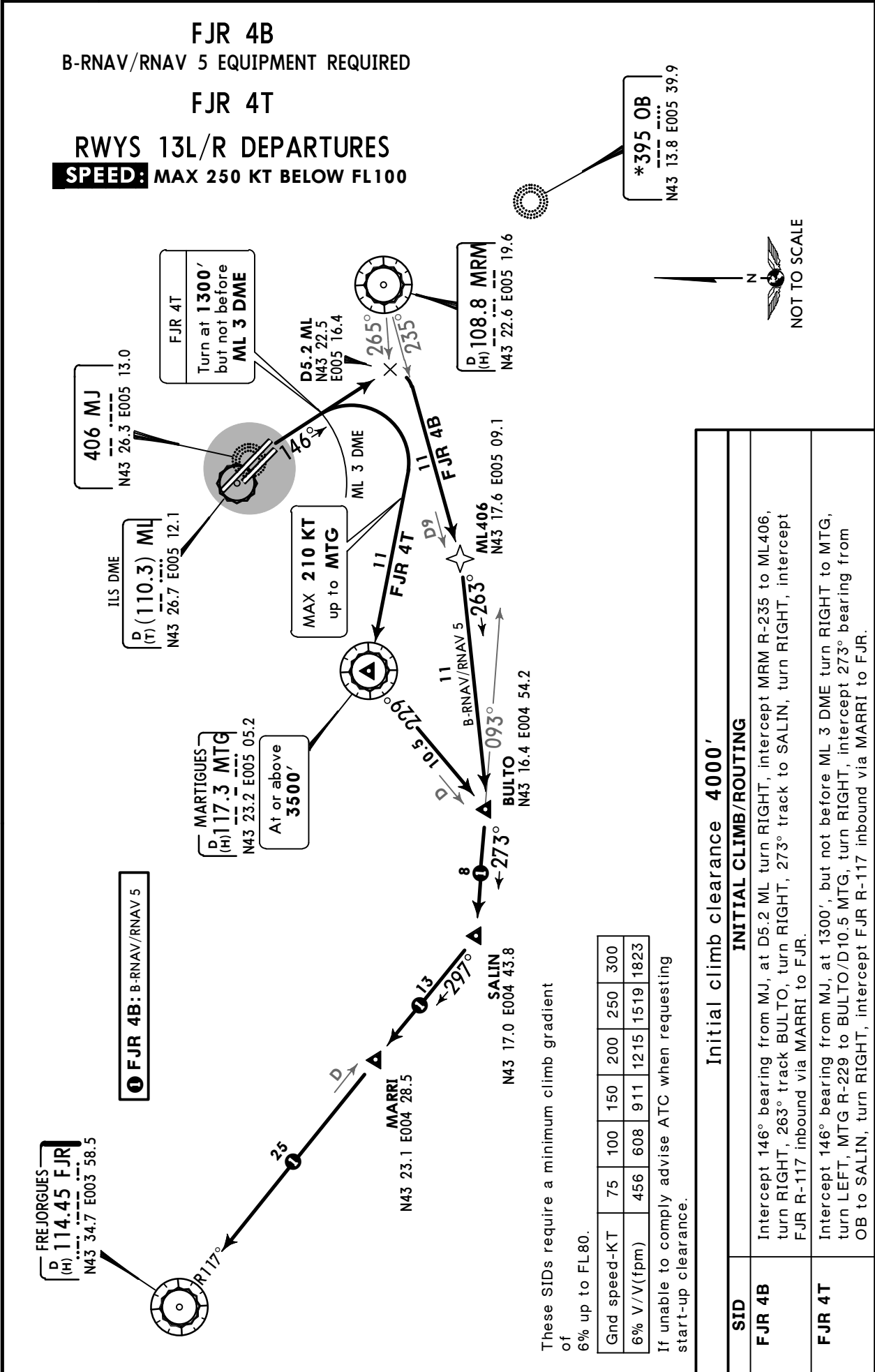
Initial climb clearance 5000'	
RWY	INITIAL CLIMB
31L	Climb on MCE outbound (314° track; when MCE unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN.
31R	Climb on ML outbound (313° track; when ML unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R-343 to AVN.
ROUTING	
At AVN turn RIGHT, AVN R-346 to ARDEG, turn RIGHT, 007° track to ETREK.	

LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
10-3P 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun **SID**

Apt Elev 70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



LFML/MRS
MARSEILLE/PROVENCE



JEPPESSEN

MARSEILLE/PROVENCE, FRANCE

10-3Q

19 JUN 15

Eff 25 Jun

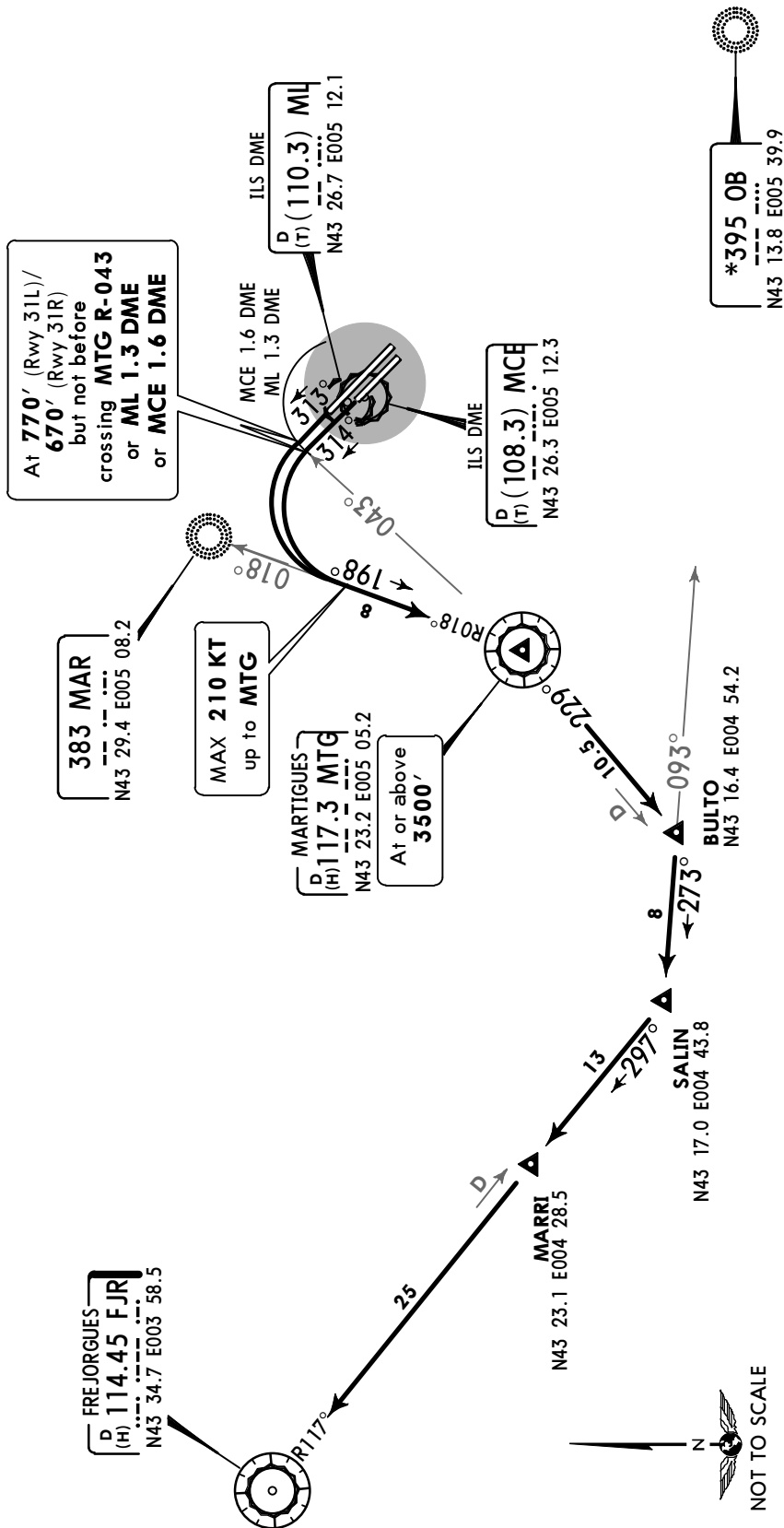
SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

FJR 4C
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

Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG.

Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG.

ROUTING

At MTG turn RIGHT, MTG R-229 to BULTO/D10.5 MTG, turn RIGHT, intercept 273° bearing from OB to SALIN, turn RIGHT, intercept FJR R-117 inbound via MARRI to FJR.

LFML/MRS
MARSEILLE/PROVENCE



JEPPESEN

MARSEILLE/PROVENCE, FRANCE

10-3S

19 JUN 15

Eff 25 Jun

SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

LERGA
N45 15.4 E003 45.0

31 ← 285°
B-RNAV/RNAV 5
OTROT
N45 06.8 E004 26.7

LERGA 4B [LERG4B]

RWYS 13L/R DEPARTURE

BRNAV/RNAV 5 EQUIPMENT REQUIRED

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

KURIR
N44 43.5 E004 54.0

SAURG
N43 53.0 E005 05.7

At or above
FL150
①

① If unable to comply
use SID MTL 4T.

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 3 DME
MPV 2 DME
ML 1.5 DME

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, 349° track to KURIR, turn LEFT, 319° track to OTROT, turn LEFT, 285° track to LERGA.

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JEPPESEN

MARSEILLE/PROVENCE, FRANCE

10-3T

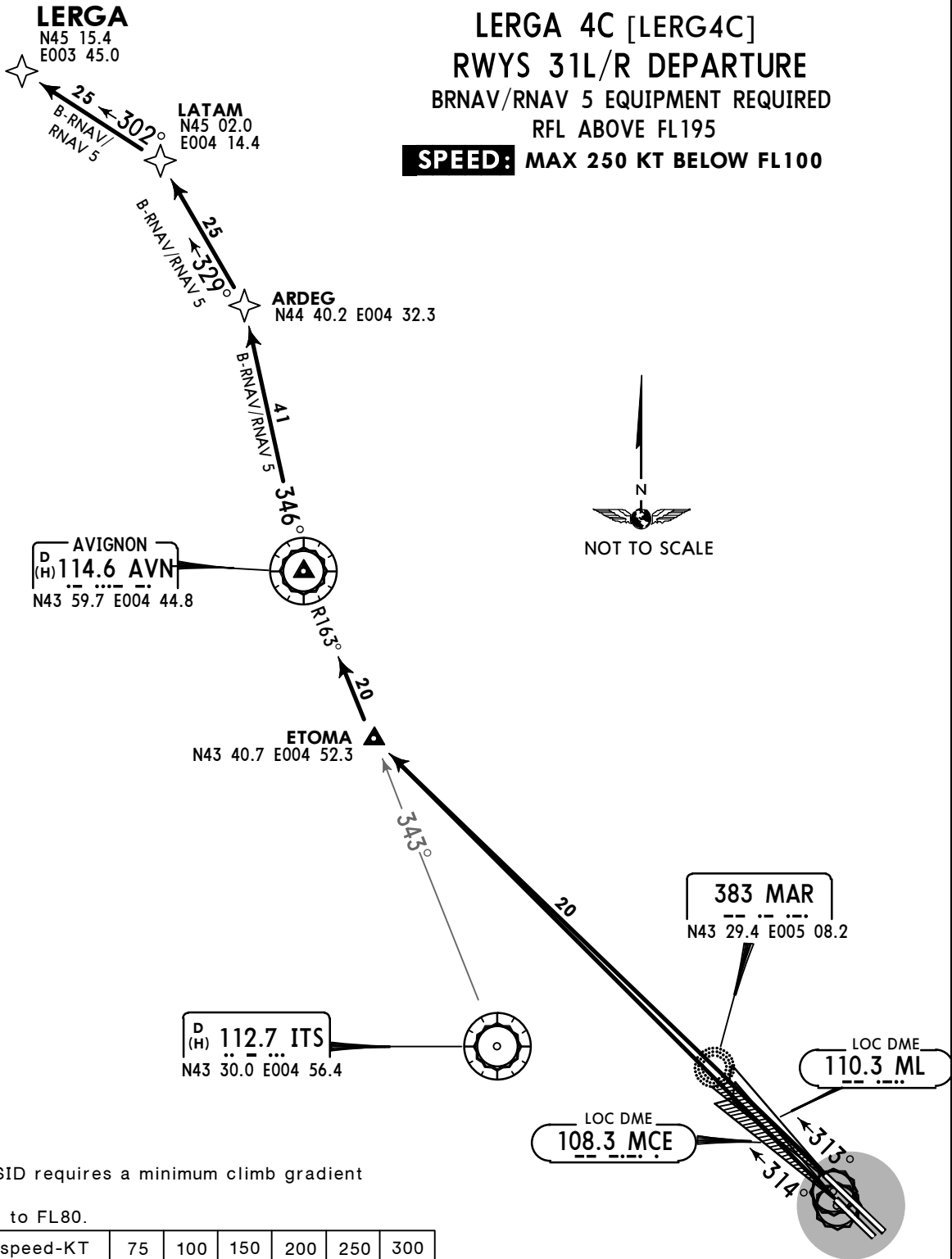
19 JUN 15

Eff 25 Jun

SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. 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-346 to ARDEG, turn LEFT, 329° track to LATAM, turn LEFT, 302° track to LERGA.	

LFML/MRS
MARSEILLE/PROVENCE

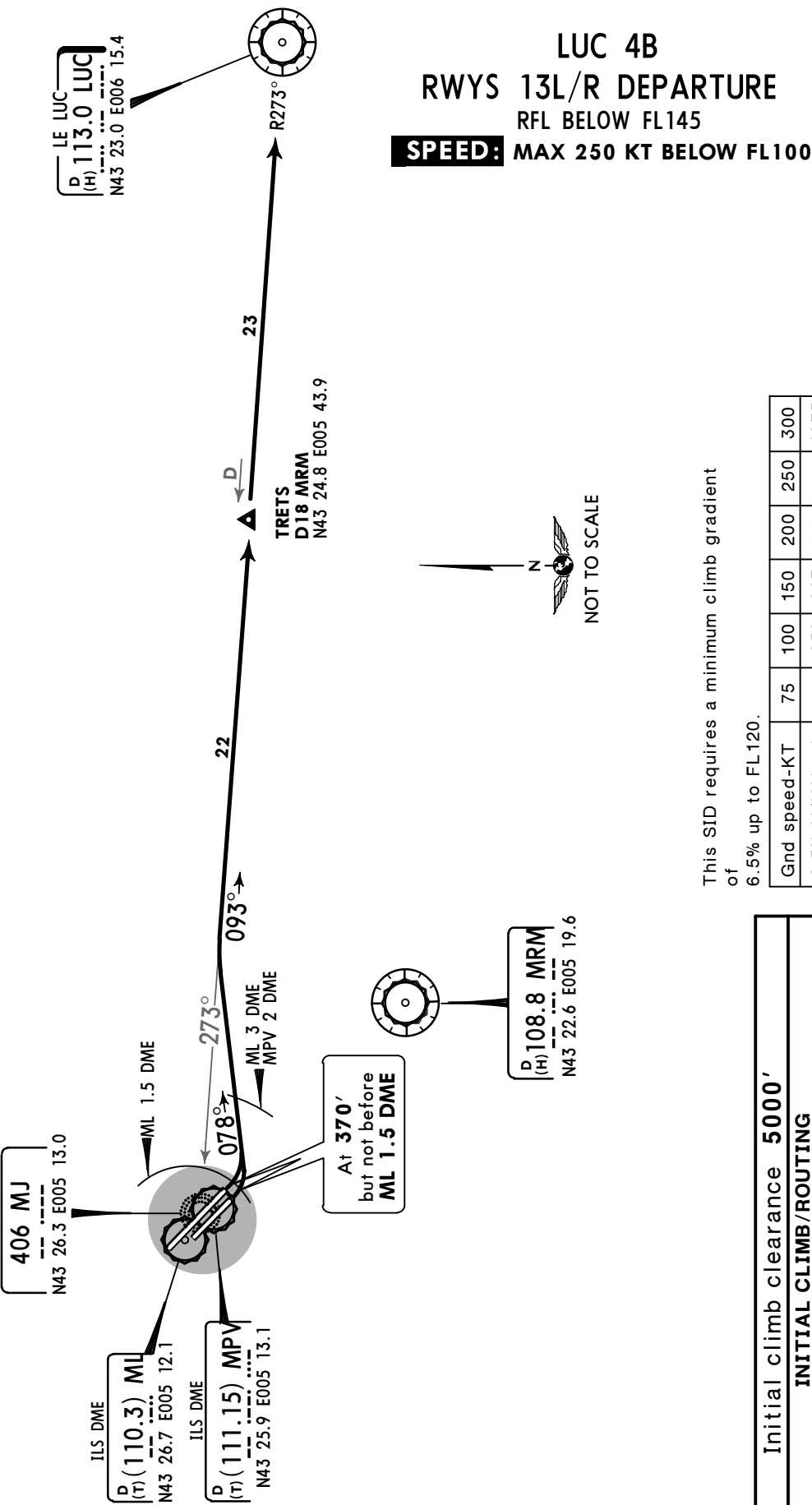
JEPPESEN
10-3U 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun

SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



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 TRET to LUC.

LFML/MRS
MARSEILLE/PROVENCE



JEPPESSEN

MARSEILLE/PROVENCE, FRANCE

10-3V

19 JUN 15

Eff 25 Jun

SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of
aircraft performance is mandatory.

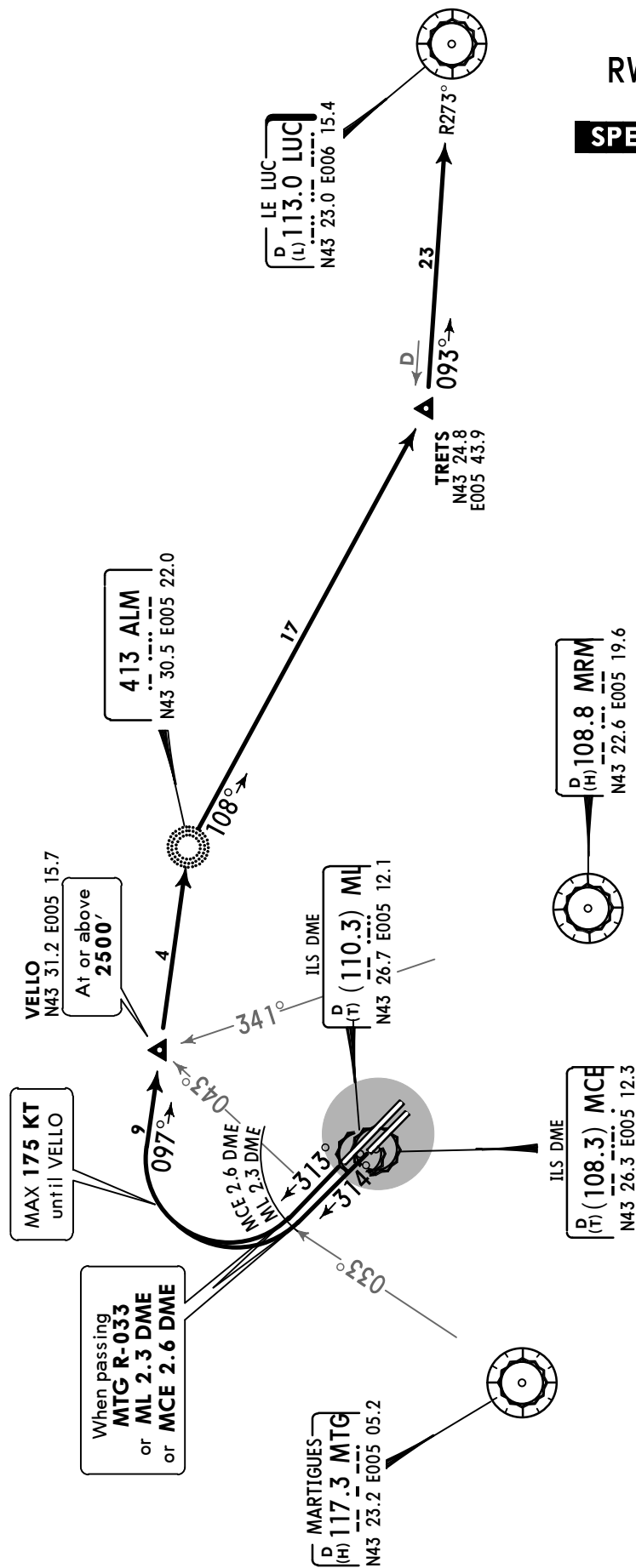
LUC 4C

CAT A, B & C

RWYS 31L/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

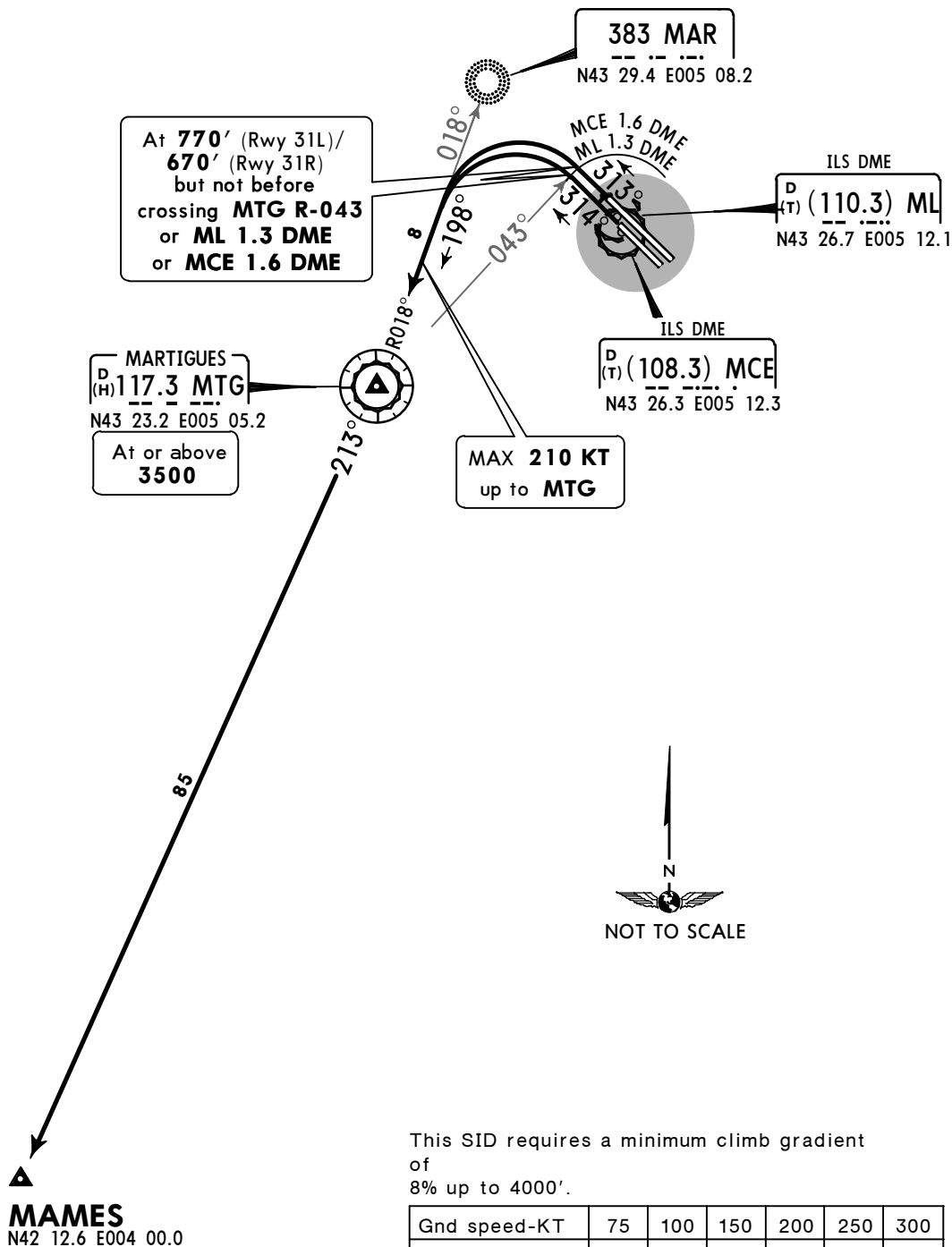
Climb straight ahead, when passing MTG R-033 or ML 2.3 DME or MCE 2.6 DME
turn RIGHT, intercept 097° bearing via VELLO to ALM, 108° bearing to TRETTS,
intercept LUC R-273 inbound to LUC.

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE
(10-3V2) 19 JUN 15 Eff 25 Jun SID

Apt Elev 70'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.
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MAMES 4C [MAME4C]
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-018 inbound to MTG, turn RIGHT, MTG R-213 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-018 inbound to MTG, turn RIGHT, MTG R-213 to MAMES.

LFML/MRS
MARSEILLE/PROVENCE



JEPPESEN

MARSEILLE/PROVENCE, FRANCE

(10-3V3)

19 JUN 15

Eff 25 Jun

SID

Apt Elev
70'

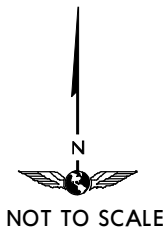
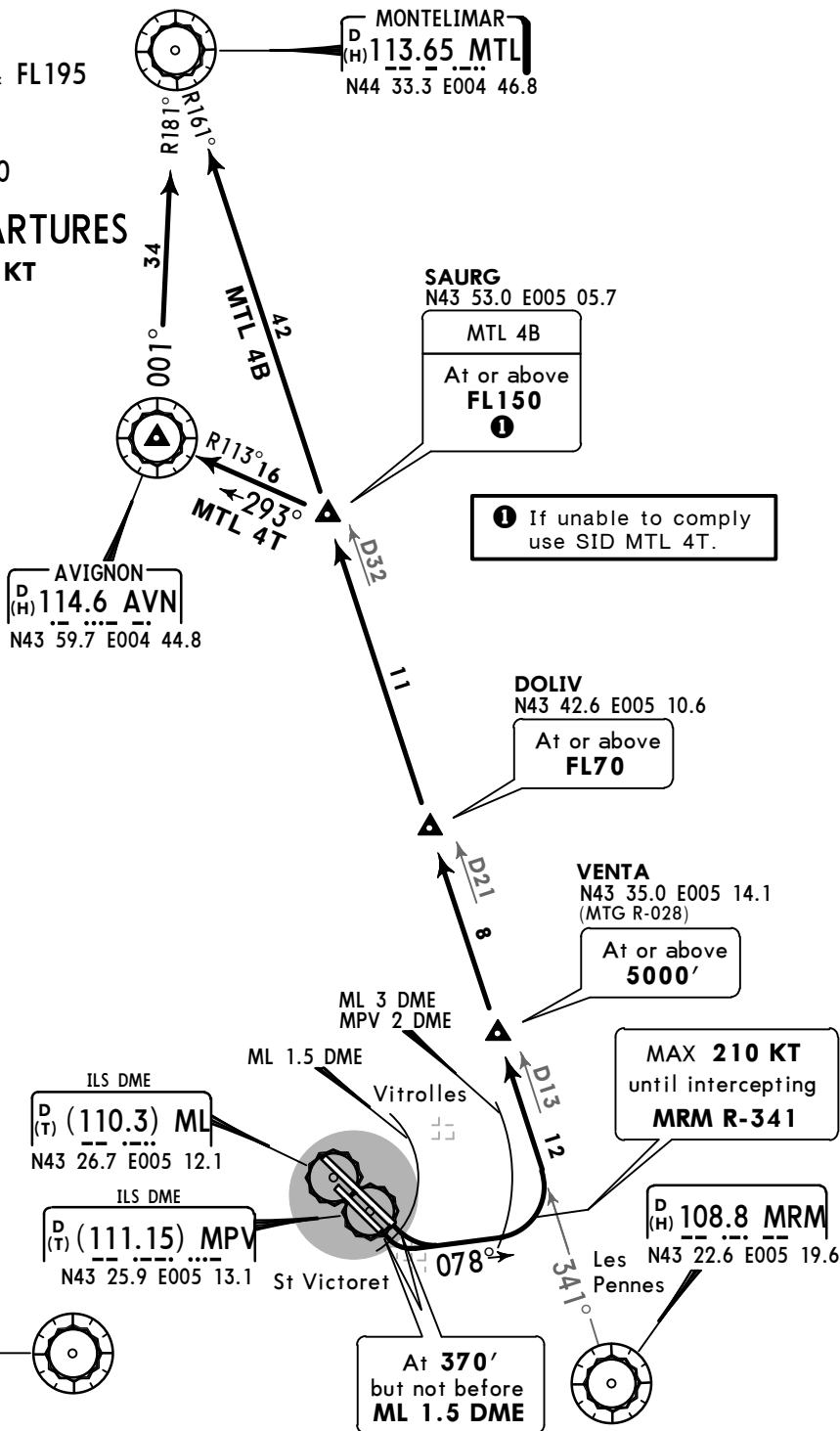
Trans level: By ATC Trans alt: 5000'

SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

MTL 4B
RFL BETWEEN FL150 & FL195

MTL 4T
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 4B: 8% up to FL150 1

MTL 4T: 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 4B: Initial climb clearance FL160

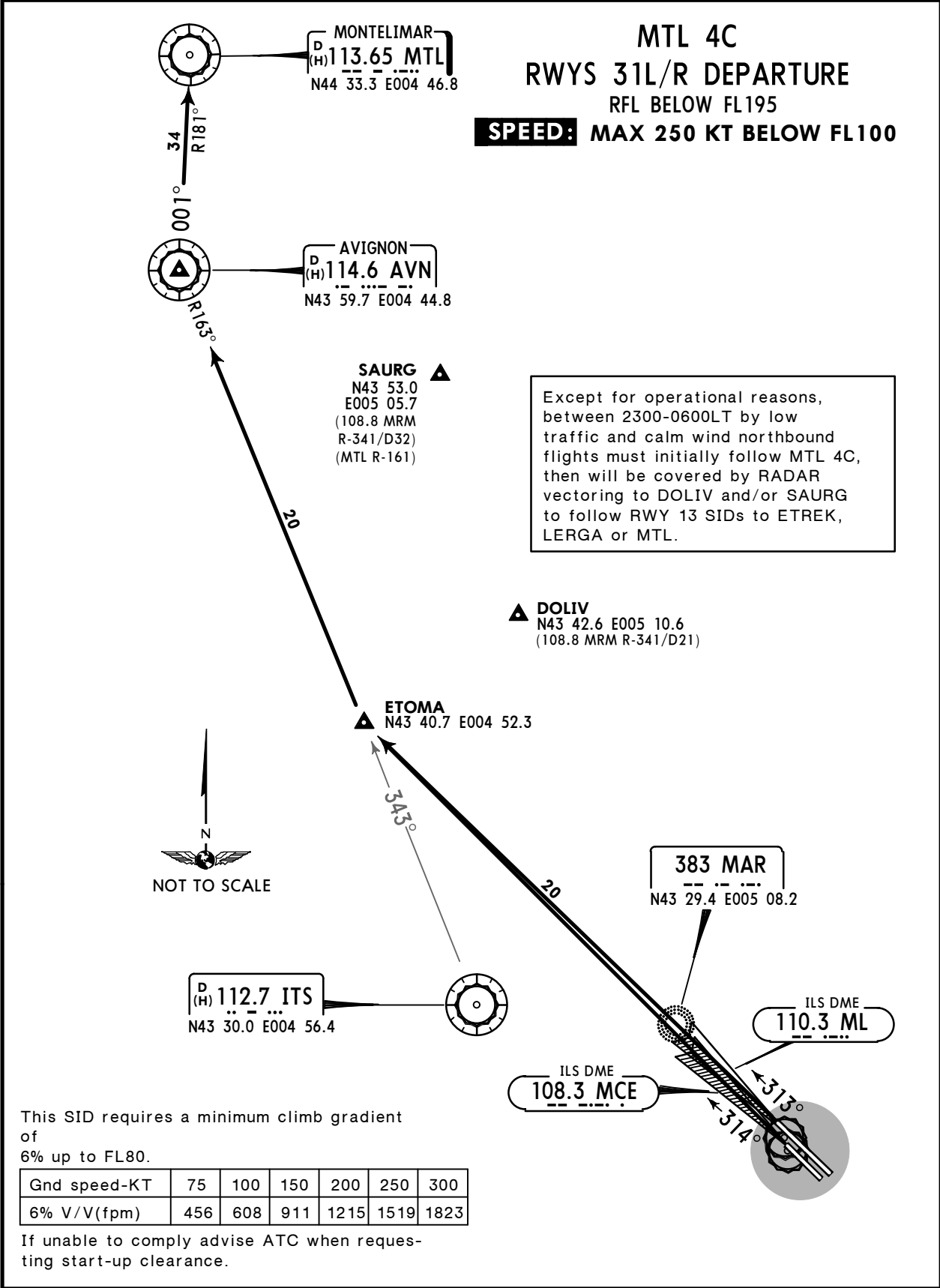
MTL 4T: Initial climb clearance FL140

SID	INITIAL CLIMB/ROUTING
MTL 4B	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 4T	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-181 inbound to MTL.

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE
10-3V4 19 JUN 15 Eff 25 Jun SID

Apt Elev 70' Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



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-181 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-181 inbound to MTL.

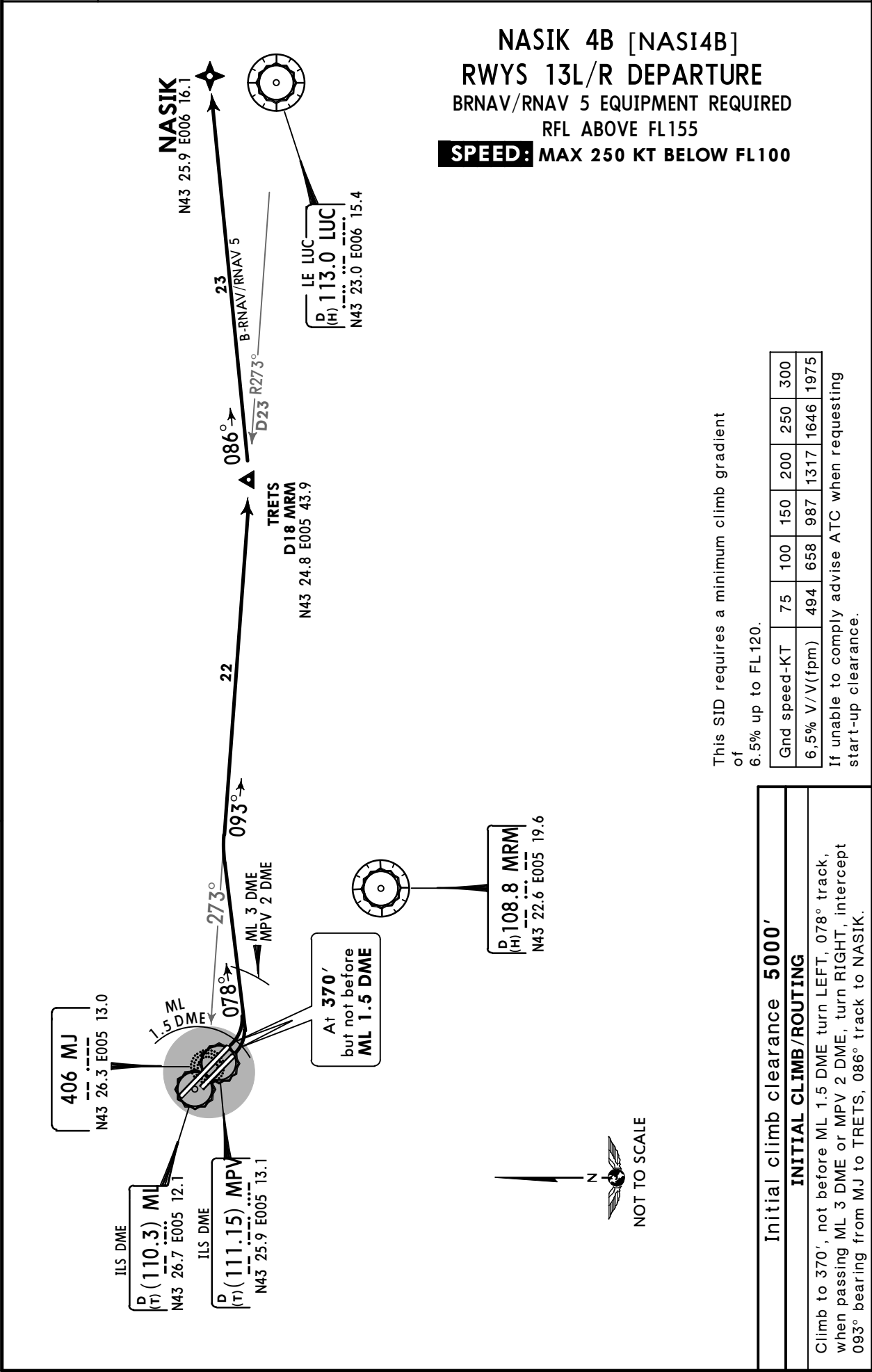
LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN
10-3V5 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun
SID

Apt Elev 70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

NASIK 4B [NASI4B]
RWYS 13L/R DEPARTURE
BRNAV/RNAV 5 EQUIPMENT REQUIRED
RFL ABOVE FL155
SPEED: MAX 250 KT BELOW FL100

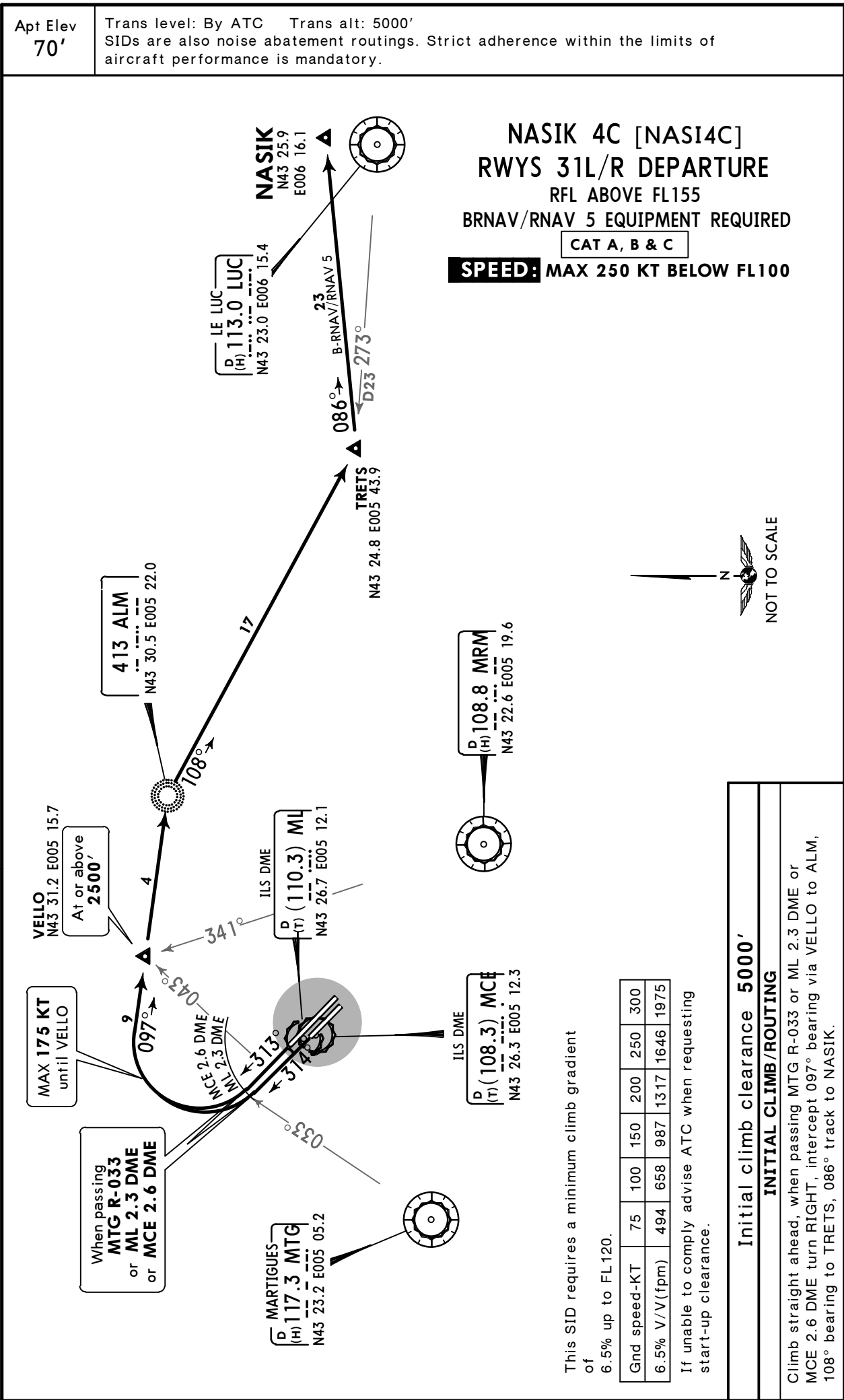


LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN
10-3V6 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun

SID

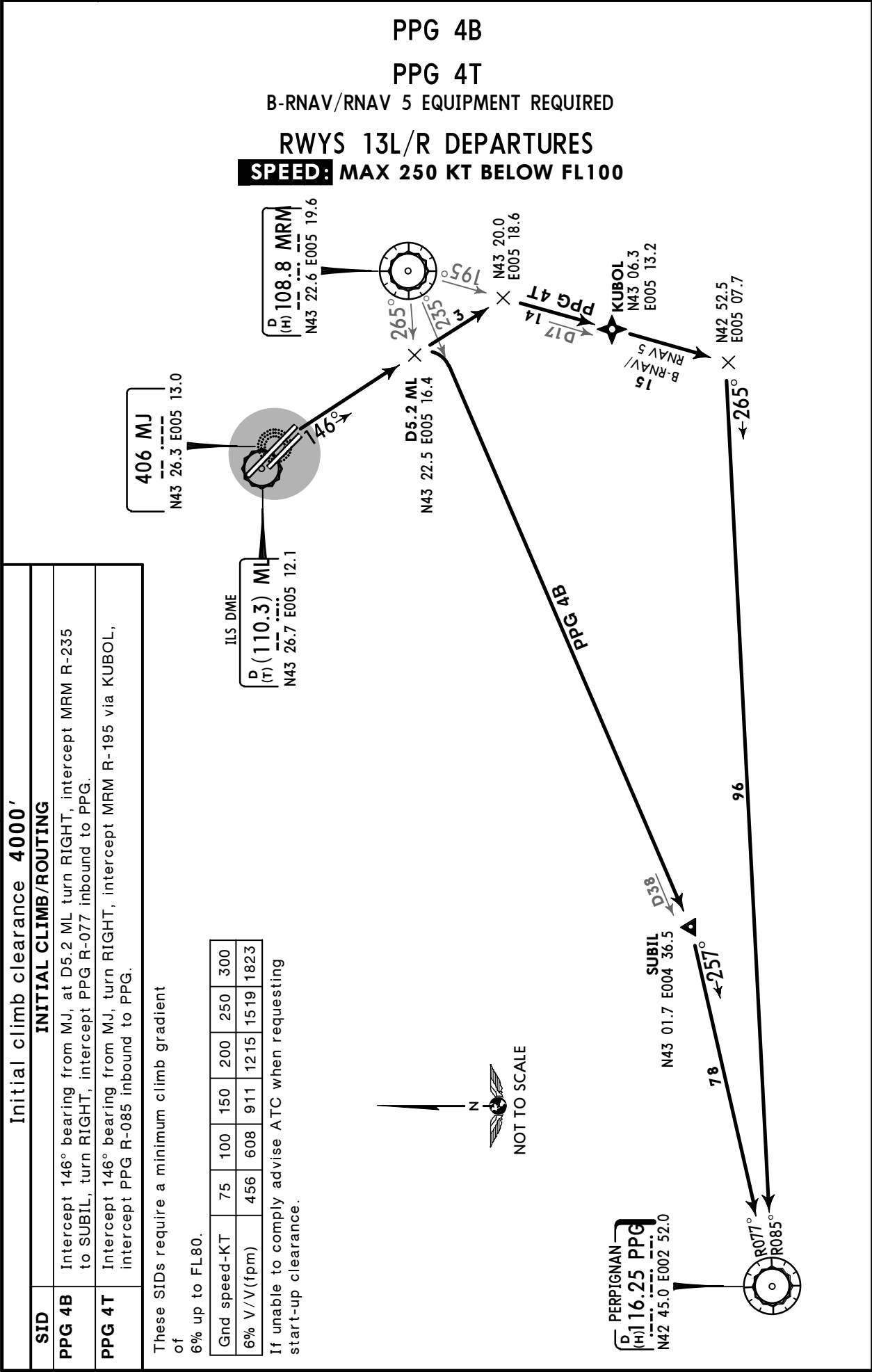


LFML/MRS
MARSEILLE/PROVENCE

JEPPesen
10-3V7 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun **SID**

Apt Elev 70'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.
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LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN
10-3V8 19 JUN 15

MARSEILLE/PROVENCE, FRANCE
Eff 25 Jun
SID

Apt Elev 70'
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

PPG 4C
RWYS 31L/R DEPARTURE
SPEED: MAX 250 KT BELOW FL100

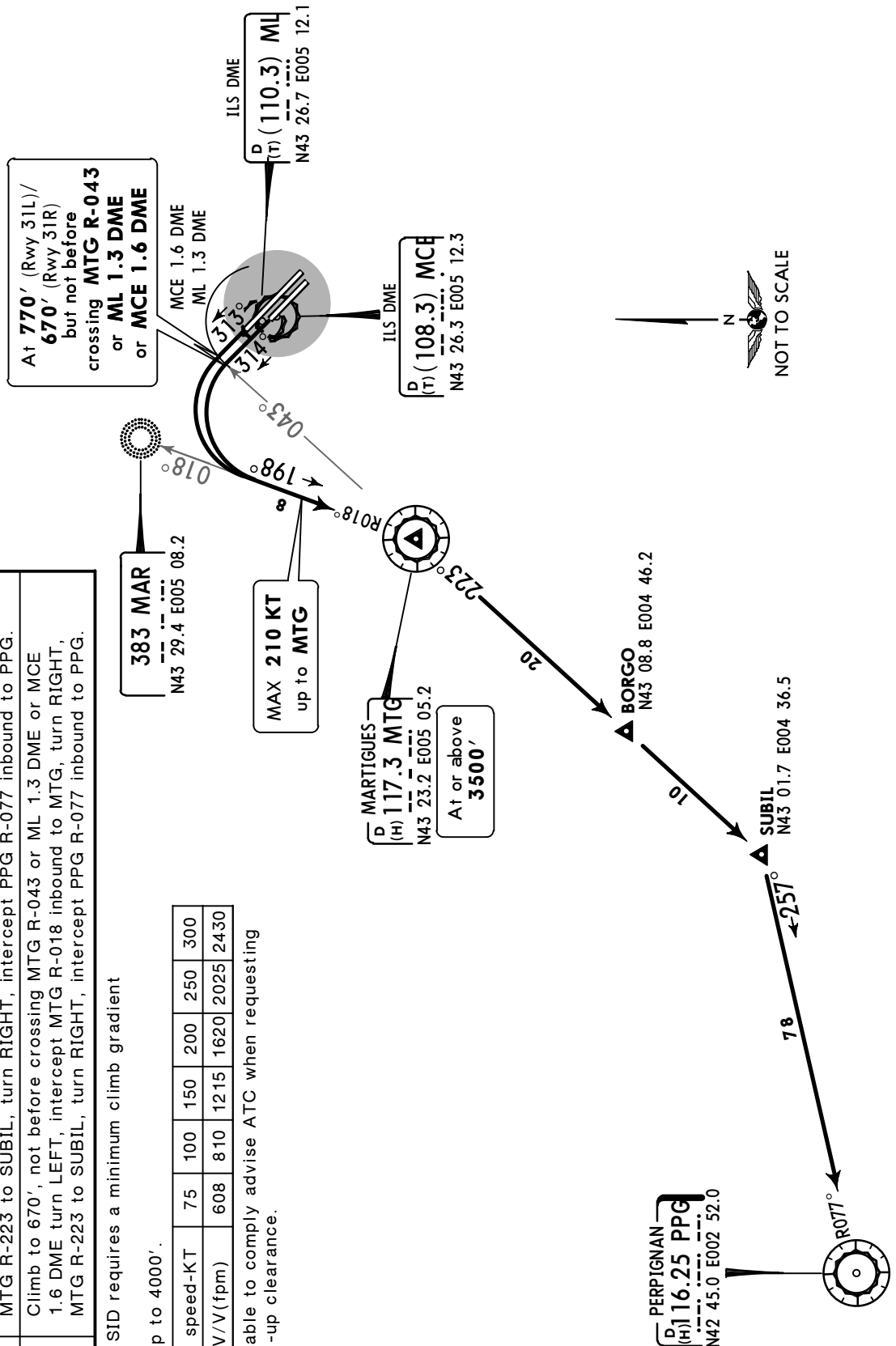
Initial climb clearance 4000'	
RWY	INITIAL CLIMB/ROUTING
31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG, turn RIGHT, MTG R-223 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.
31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 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.



LFML/MRS
MARSEILLE/PROVENCE



JEPPESEN

MARSEILLE/PROVENCE, FRANCE

10-3W

19 JUN 15

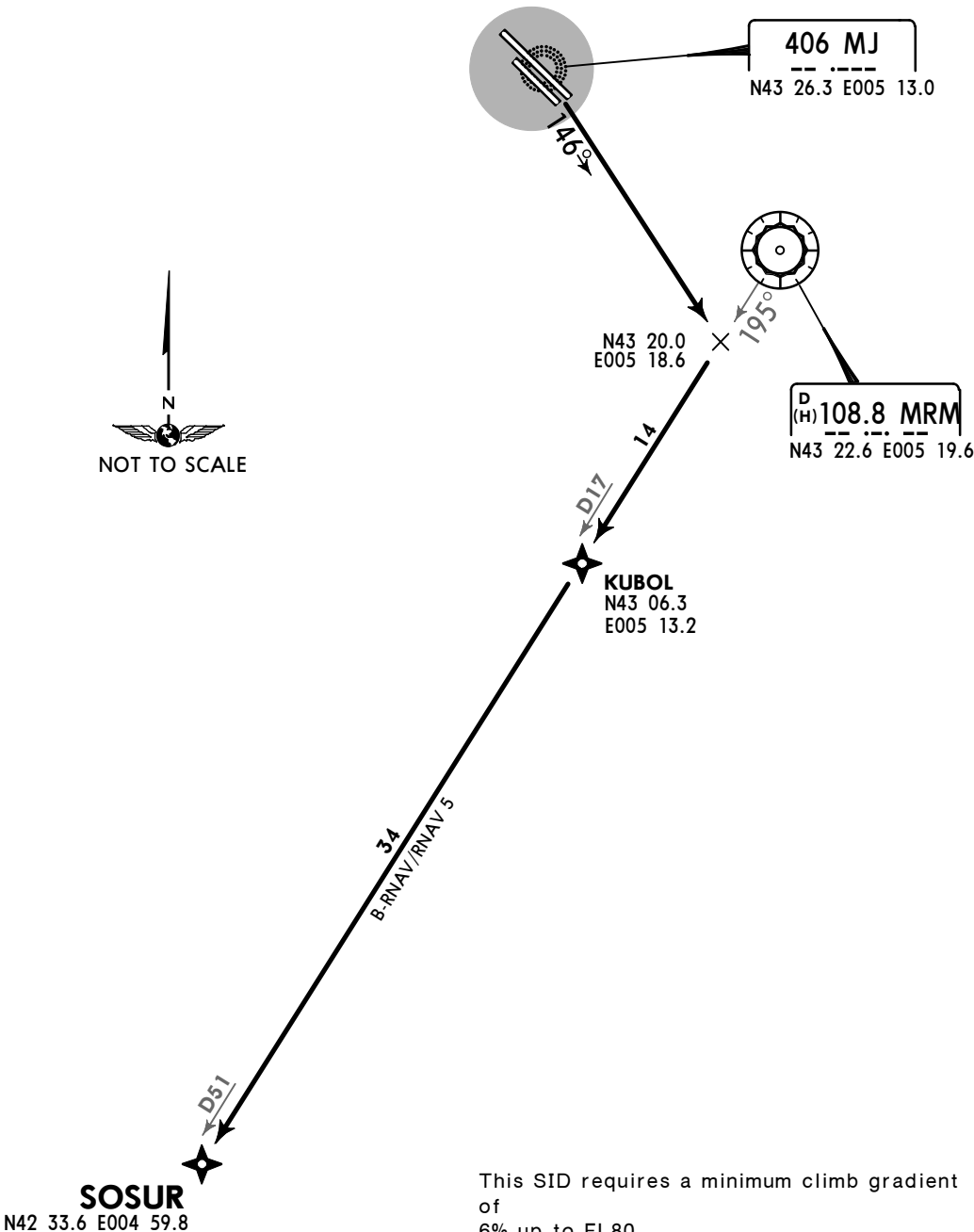
Eff 25 Jun

SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

SOSUR 4B [SOSU4B]
RWYS 13L/R DEPARTURE
BRNAV/RNAV 5 EQUIPMENT REQUIRED
SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **4000'**

INITIAL CLIMB/ROUTING

Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-195 via KUBOL to SOSUR.

LFML/MRS
MARSEILLE/PROVENCE



JEPPESEN

MARSEILLE/PROVENCE, FRANCE

10-3X

19 JUN 15

Eff 25 Jun

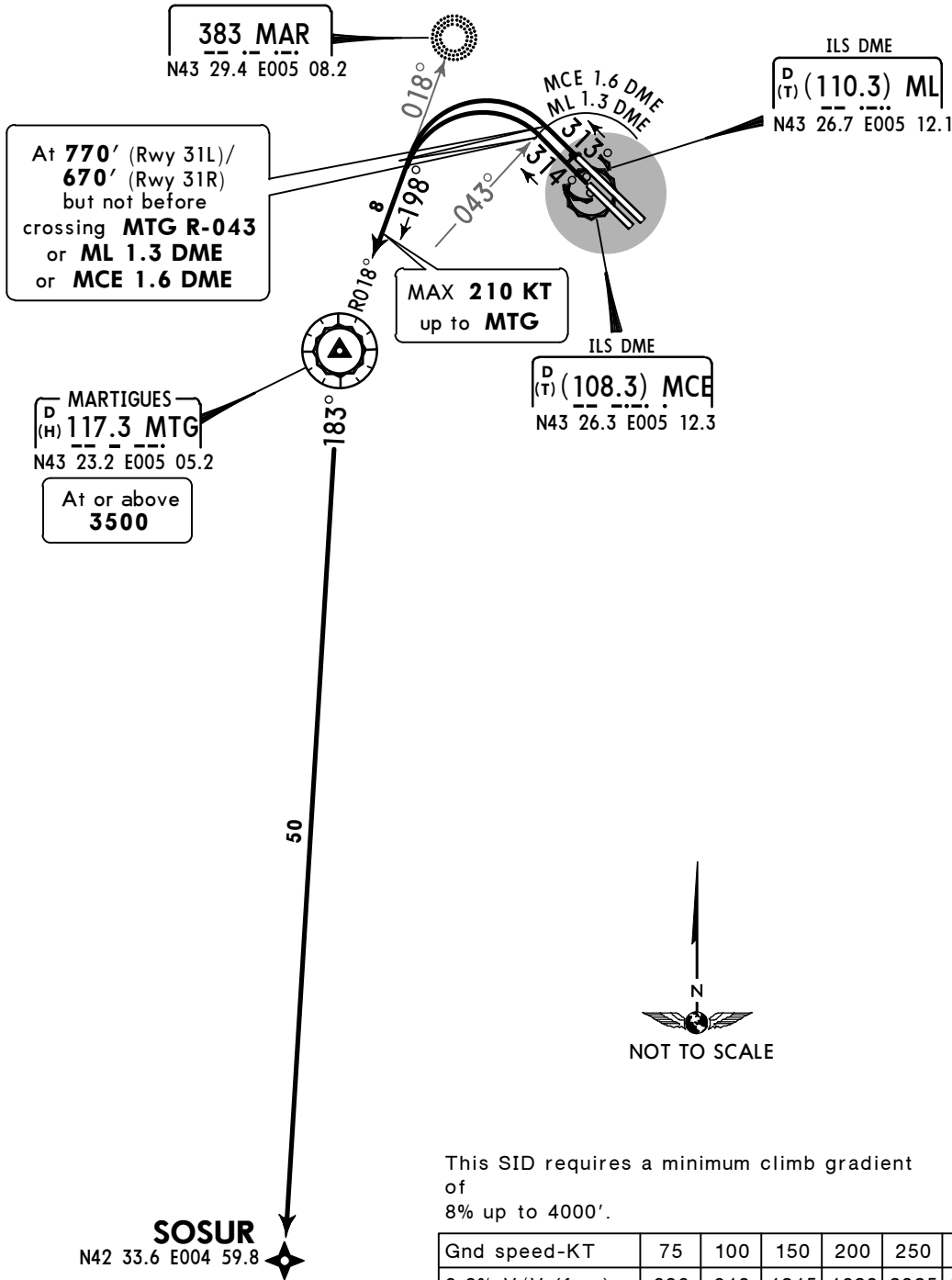
SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

SOSUR 4C [SOSU4C]
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
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance **4000'**

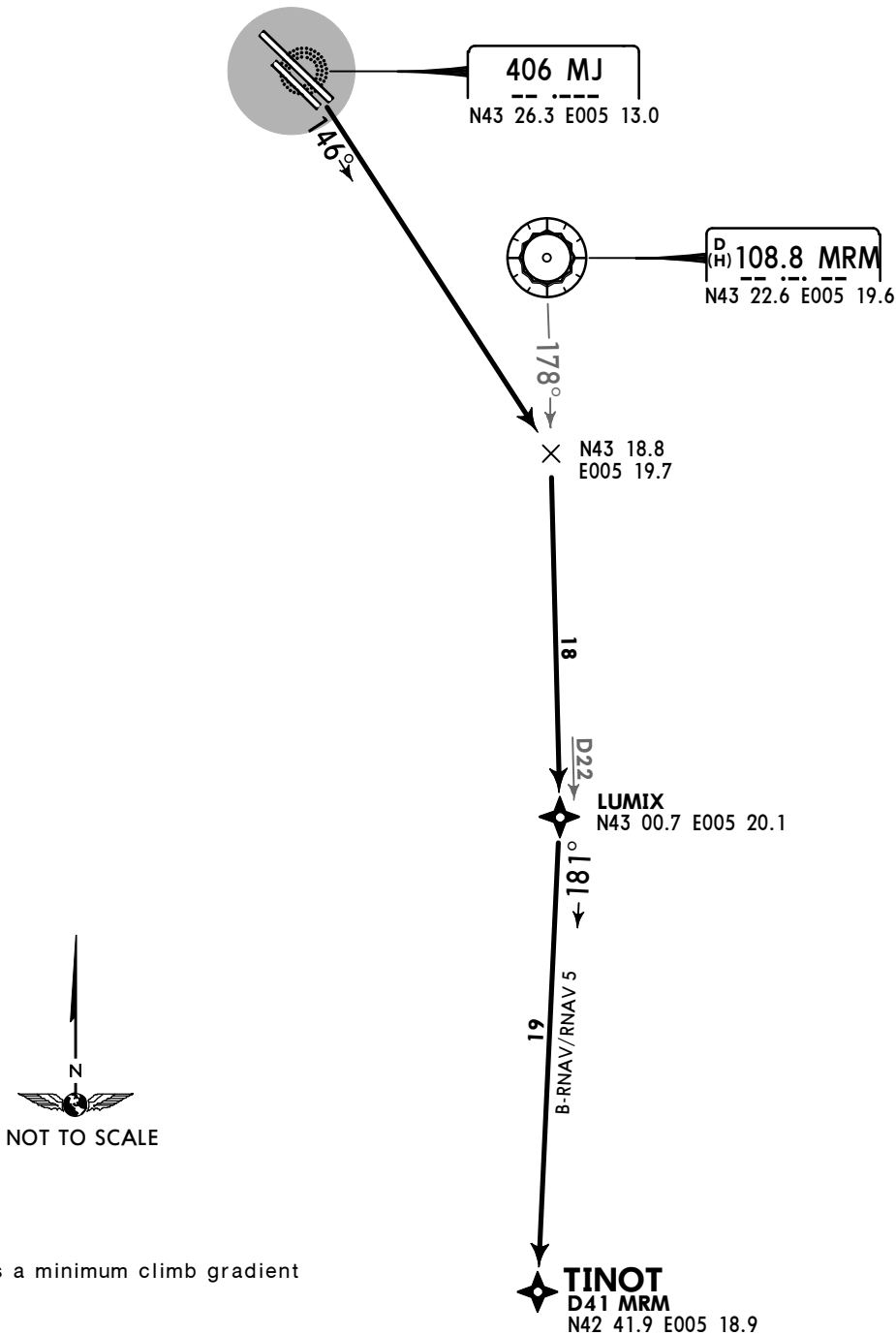
RWY	INITIAL CLIMB/ROUTING
31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG, turn LEFT, MTG R-183 to SOSUR.
31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG, turn LEFT, MTG R-183 to SOSUR.

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JEPPESEN MARSEILLE/PROVENCE, FRANCE
(10-3X1) 19 JUN 15 Eff 25 Jun SID

Apt Elev 70'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.
-----------------	---

TINOT 4B [TINO4B]
RWYS 13L/R DEPARTURE
BRNAV/RNAV 5 EQUIPMENT REQUIRED
SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 4000'
INITIAL CLIMB/ROUTING
Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-178 to LUMIX, turn RIGHT, 181° track to TINOT.

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MARSEILLE/PROVENCE, FRANCE

10-3X2

19 JUN 15

Eff 25 Jun

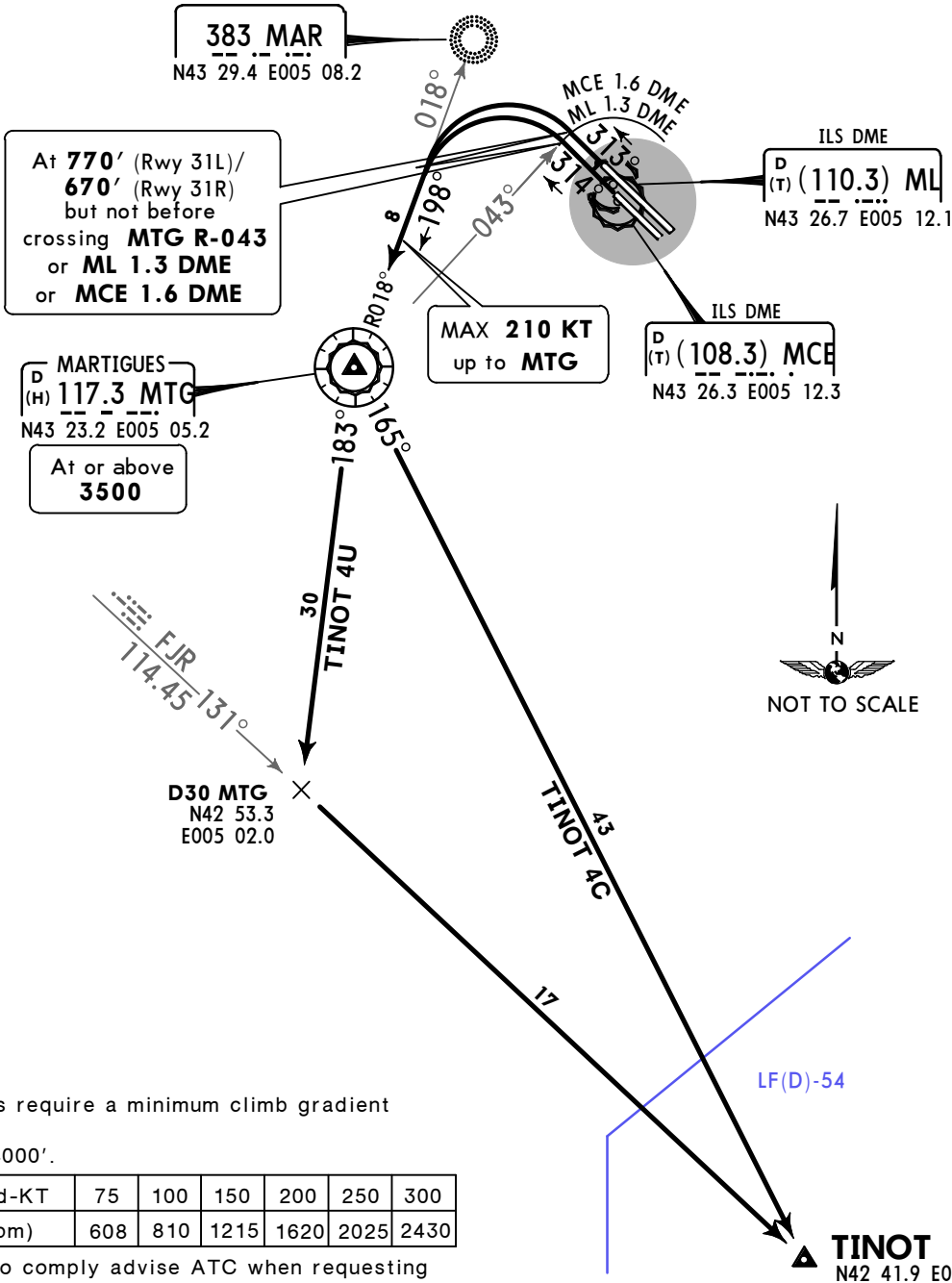
SID

Apt Elev
70'

Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

TINOT 4C [TINO4C]
TINOT 4U [TINO4U]
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-018 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-018 inbound to MTG.
SID	ROUTING
TINOT 4C	At MTG turn LEFT, MTG R-165 to TINOT.
TINOT 4U	At MTG turn LEFT, MTG R-183 to D30 MTG, turn LEFT, intercept FJR R-131 to TINOT.

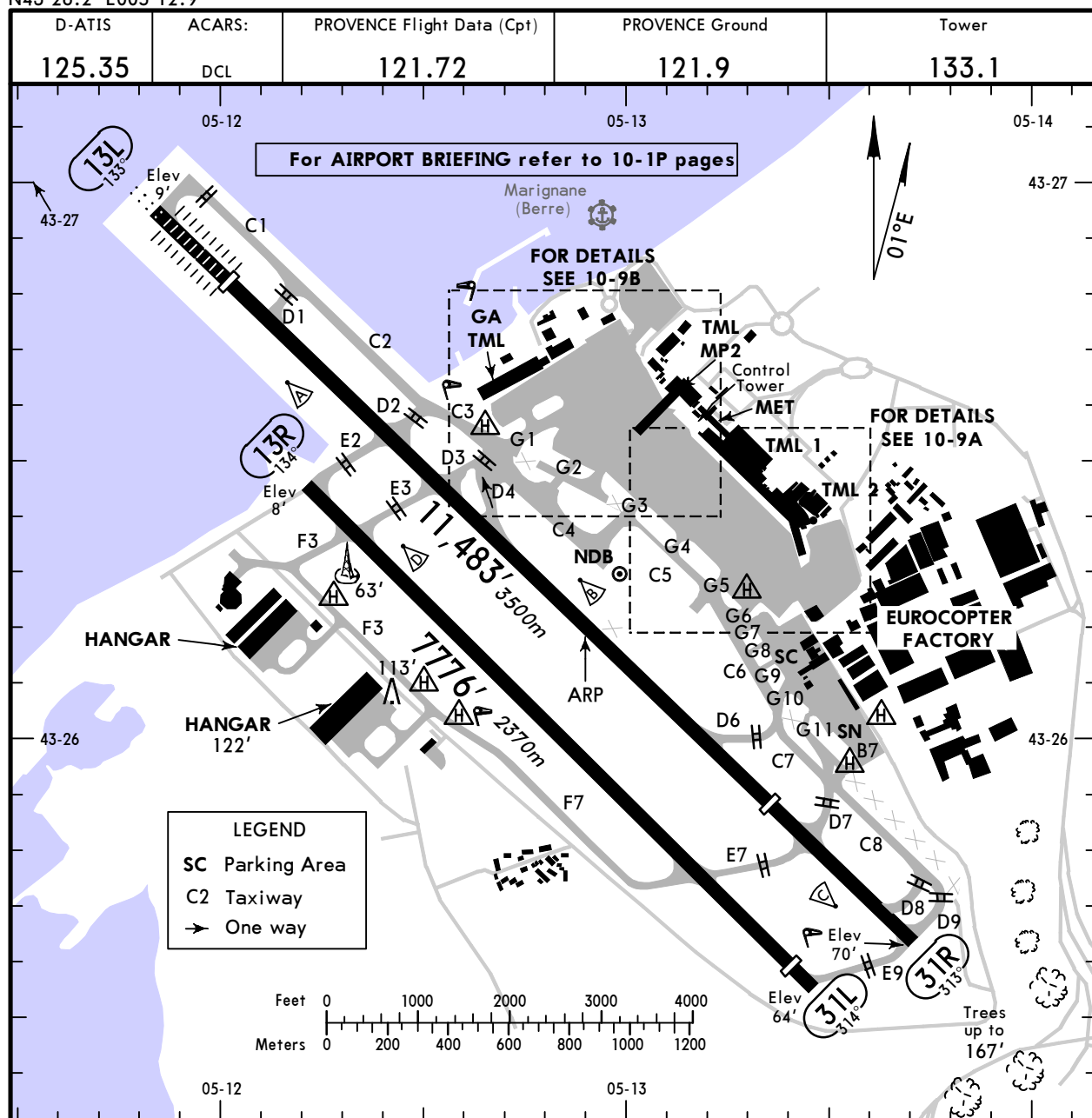
LFML/MRS

Apt Elev **70'**

N43 26.2 E005 12.9


JEPPESSEN MARSEILLE/PROVENCE, FRANCE

10 OCT 14

(10-9)
Eff 16 Oct
MARSEILLE/PROVENCE


ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
13L	HIRL (60m)	CL HIALS-II TDZ	RVR	10,367' 3160m	9335' 2845m		148'
31R	HIRL (60m)	REIL PAPI-L (4.0°)	RVR	9318' 2840m	8458' 2578m		45m
13R	HIRL (60m)	REIL PAPI-L (3.0°)	RVR		6743' 2055m		148'
31L	HIRL (60m)	REIL PAPI-L (4.0°)		7431' 2265m			45m

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						
B	150m	200m	250m 2	400m	500m	
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: Twy G1.

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LFML/MRS

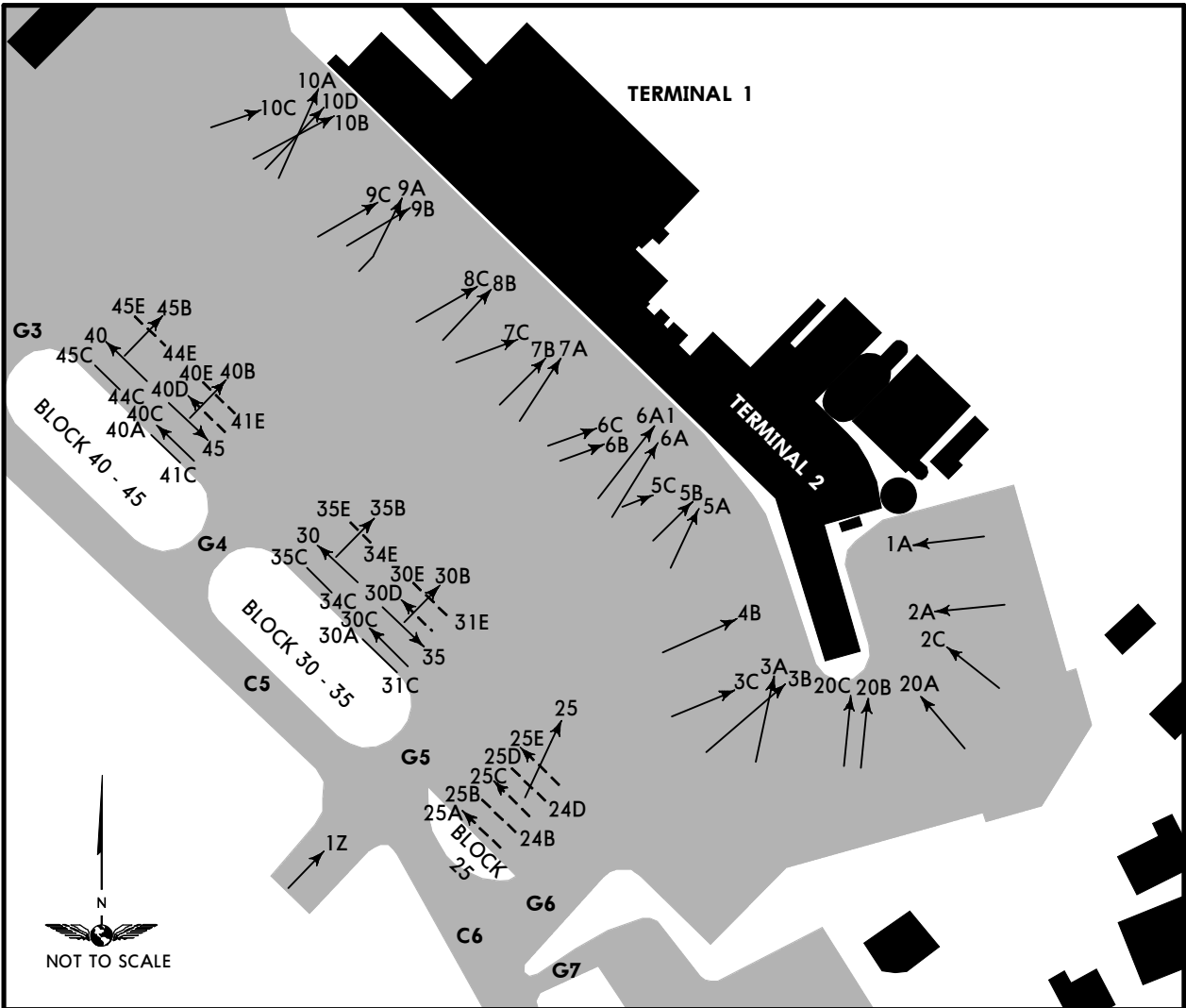


JEPPesen MARSEILLE/PROVENCE, FRANCE

10 OCT 14 (10-9A)

Eff 16 Oct

MARSEILLE/PROVENCE

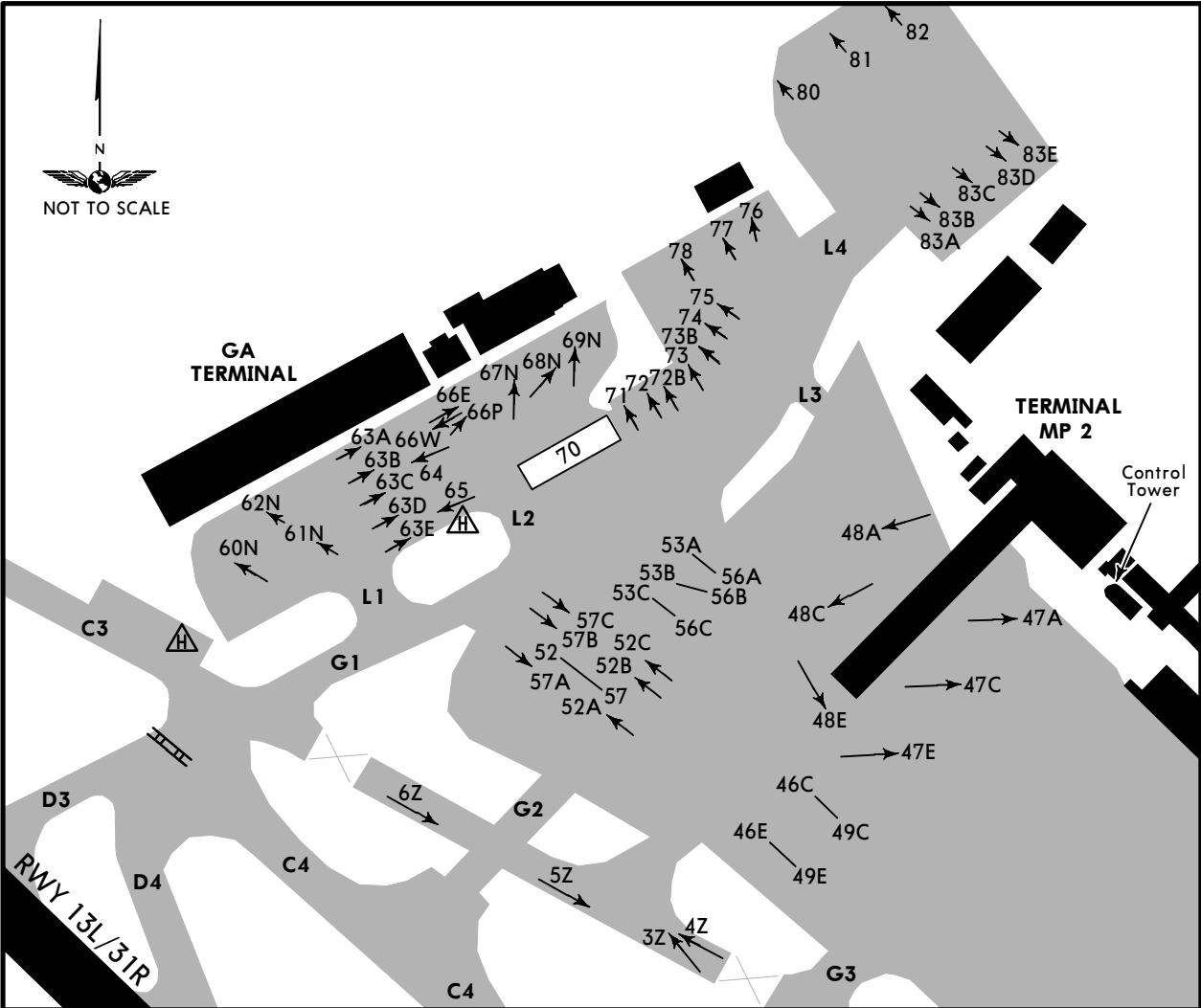


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1A	N43 26.4 E005 13.5	24B, 24D	N43 26.3 E005 13.3
1Z	N43 26.2 E005 13.2	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		

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JEPPESSEN MARSEILLE/PROVENCE, FRANCE
27 FEB 15 **10-9B** **Eff 5 Mar** MARSEILLE/PROVENCE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
3Z, 4Z, 5Z	N43 26.4 E005 12.9	68N, 69N	N43 26.7 E005 12.9
6Z	N43 26.5 E005 12.8	70, 71, 72	N43 26.6 E005 12.9
46C, 46E	N43 26.5 E005 13.0	72B, 73, 73B	N43 26.7 E005 12.9
47A	N43 26.6 E005 13.1	74 thru 77	N43 26.7 E005 13.0
47C, 47E	N43 26.5 E005 13.1	78	N43 26.7 E005 12.9
48A, 48C	N43 26.6 E005 13.0	80, 81	N43 26.8 E005 13.0
48E, 49C, 49E	N43 26.5 E005 13.0	82	N43 26.8 E005 13.1
52 thru 52C	N43 26.5 E005 12.9	83A thru 83D	N43 26.7 E005 13.1
53A thru 53C	N43 26.6 E005 12.9	83E	N43 26.8 E005 13.1
56A	N43 26.6 E005 13.0		
56B, 56C	N43 26.6 E005 12.9		
57 thru 57C	N43 26.5 E005 12.9		
60N thru 62N	N43 26.6 E005 12.7		
63A thru 66W	N43 26.6 E005 12.8		
67N	N43 26.7 E005 12.8		

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

AVN VOR

114.6 AVN

By ATC: HOLDING MANDATORY MHA 4000 MAX 5000 MAX 220 KT

LF(R)-71 B LF(R)-71 C

LF(R)-77 A2 LF(R)-77 C

LF(R)-77 A1 LF(R)-77 A2 LF(R)-77 C

LF(R)-77 A1 LF(R)-77 C

LF(R)-71 A LF(R)-77 C

195° 5000' 3500' 294°

MSA MTG VOR 2 3500' within 16 NM.

CONVENTIONAL

LF(R)-217 1 LF(R)-217 1.1

LF(R)-108 A F3 LF(R)-217 1 LF(R)-217 1.1

At 5000'

16 DME Arc MTG

LF(R)-108 A F1

D14.0 MTG MAX 210 KT

ISTRES 112.7 ITS

At 5000'

LF(R)-108 A F2

ERLAX D4.0 MTG At or above FL70

VAKOP

MARTIGUES 117.3 MTG

BORGO (IAF) At or above FL70

FOR FINAL APPROACH RWY 13L: SEE 11-1B/11-1C RWY 13R: SEE 11-2A

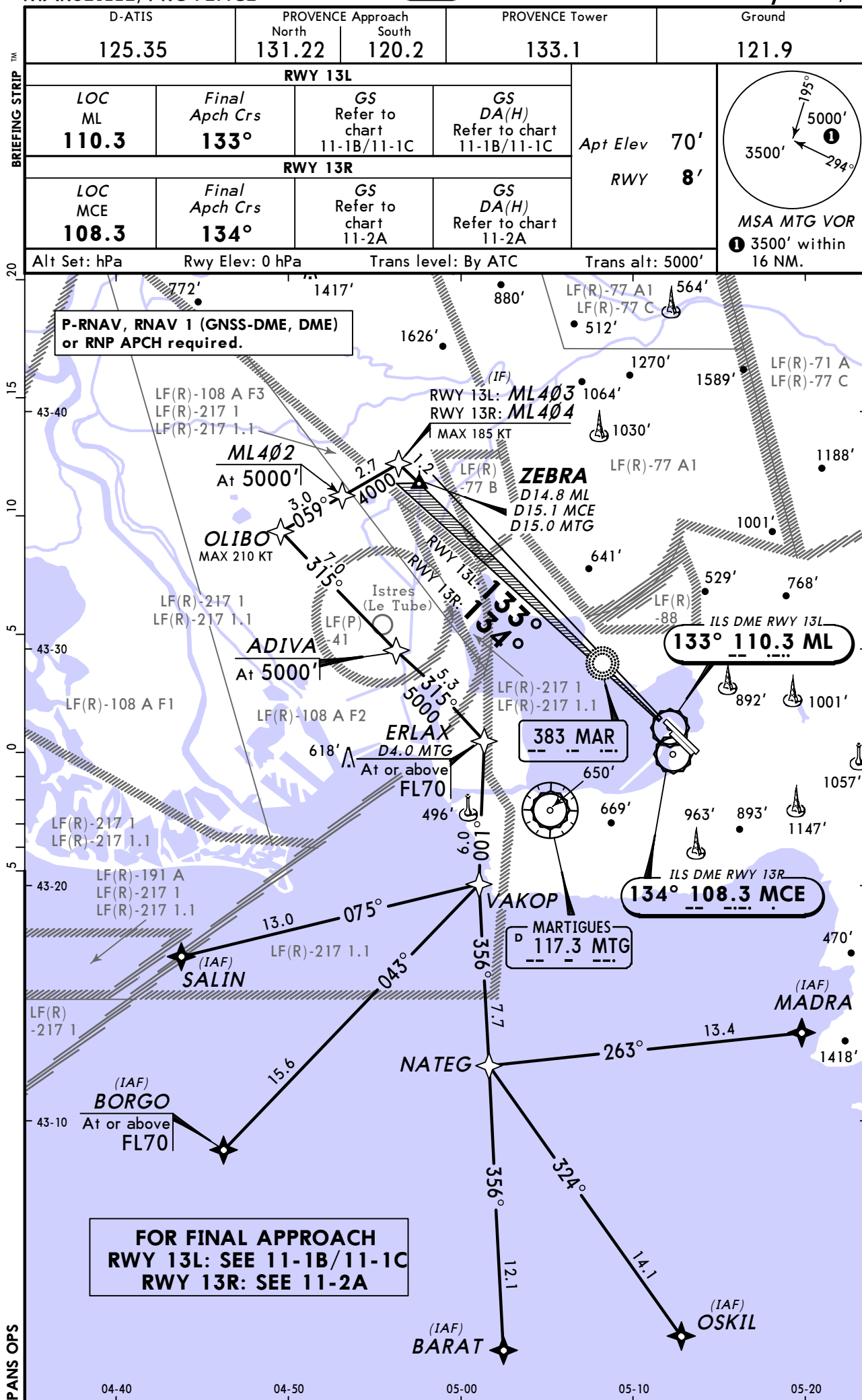
04-40 04-50 05-00 05-10 05-20

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LFML/MRS MARSEILLE/PROVENCE

JEPPesenMARSEILLE/PROVENCE, FRANCE

7 FEB 14 **11-1A** RNAV ILS Z or LOC Z Rwy 13L/R



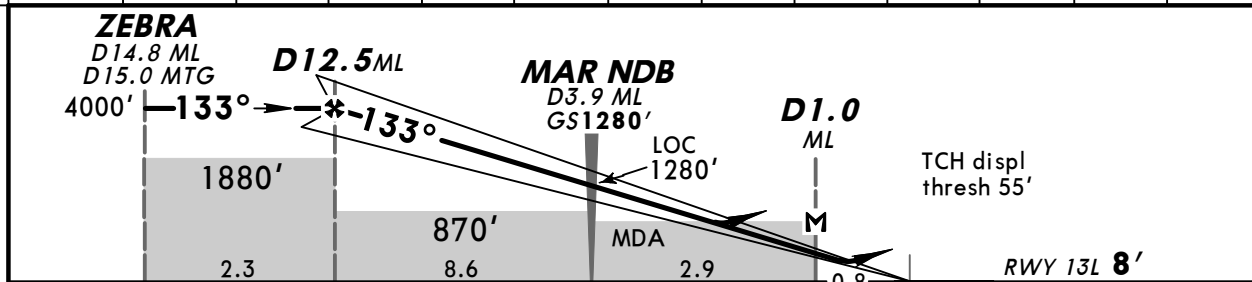
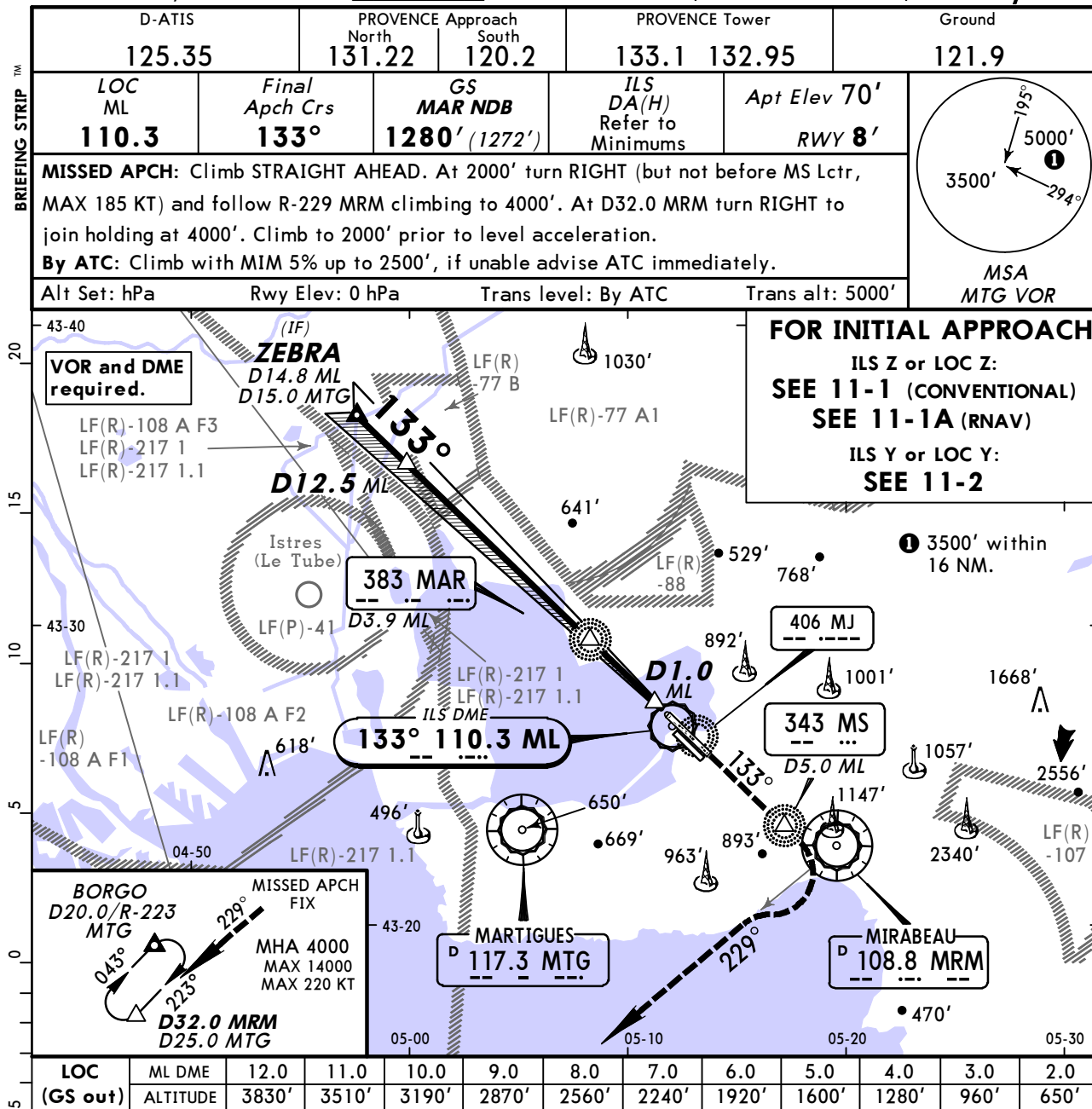
CHANGES: Tower frequency.

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LFML/MRS MARSEILLE/PROVENCE

11 OCT 13
Eff 17 Oct

11-1B

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


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								

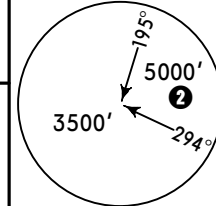
STRAIGHT-IN LANDING RWY 13L						CIRCLE-TO-LAND	
1			2			Prohibited North of rwy Circling height based on rwy 13L displ thresh elev of 8'.	
DA(H)			DA(H)			Max	
BC: 218' (210')			A: 238' (230') C: 258' (250')			Kts	
A: 208' (200') D: 238' (230')			B: 248' (240') D: 268' (260')			MDA(H) VIS	
FULL/Limited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

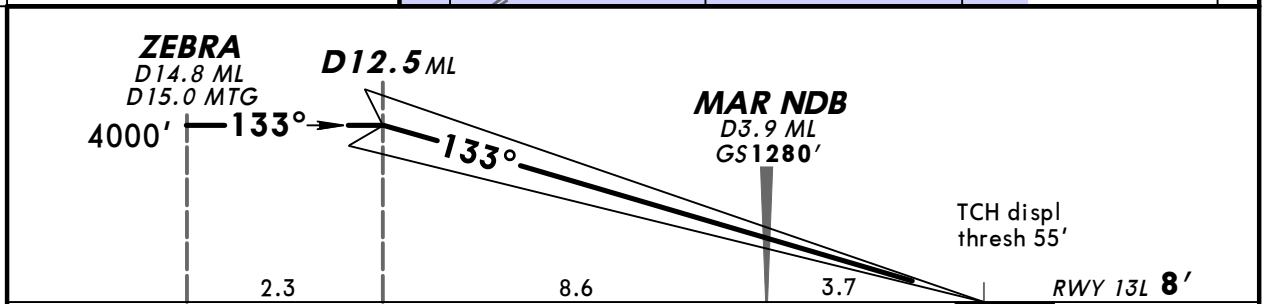
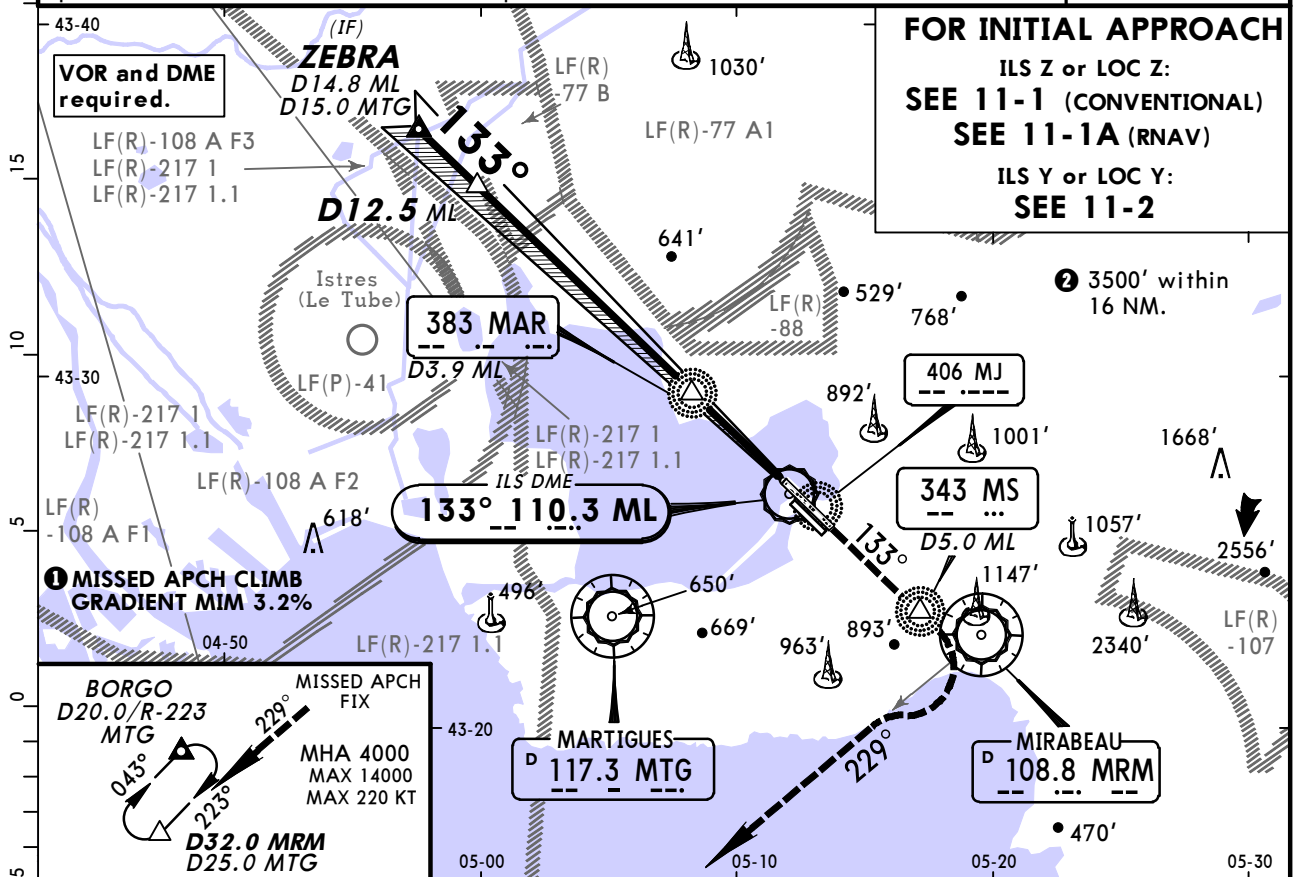
1 Missed apch climb grad mim 2.7%: Operators have to take into consideration the case of one engine out.
2 Missed apch climb grad mim 2.5%. 3 For add-on to the MDA(H), see ATC pages FRANCE.

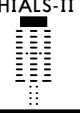
CHANGES: Twr freq. Missed approach restrictions. Minimums.

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LFML/MRS MARSEILLE/PROVENCE, FRANCE

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 133.1 132.95		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'	 MSA MTG VOR
MISSED APCH: Climb STRAIGHT AHEAD. At 2000' turn RIGHT (but not before MS Lctr, MAX 185 KT) and follow R-229 MRM climbing to 4000'. At D32.0 MRM turn RIGHT to join holding at 4000'. Climb to 2000' prior to level acceleration. 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		
Special Aircrew & Acft Certification Required.						



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

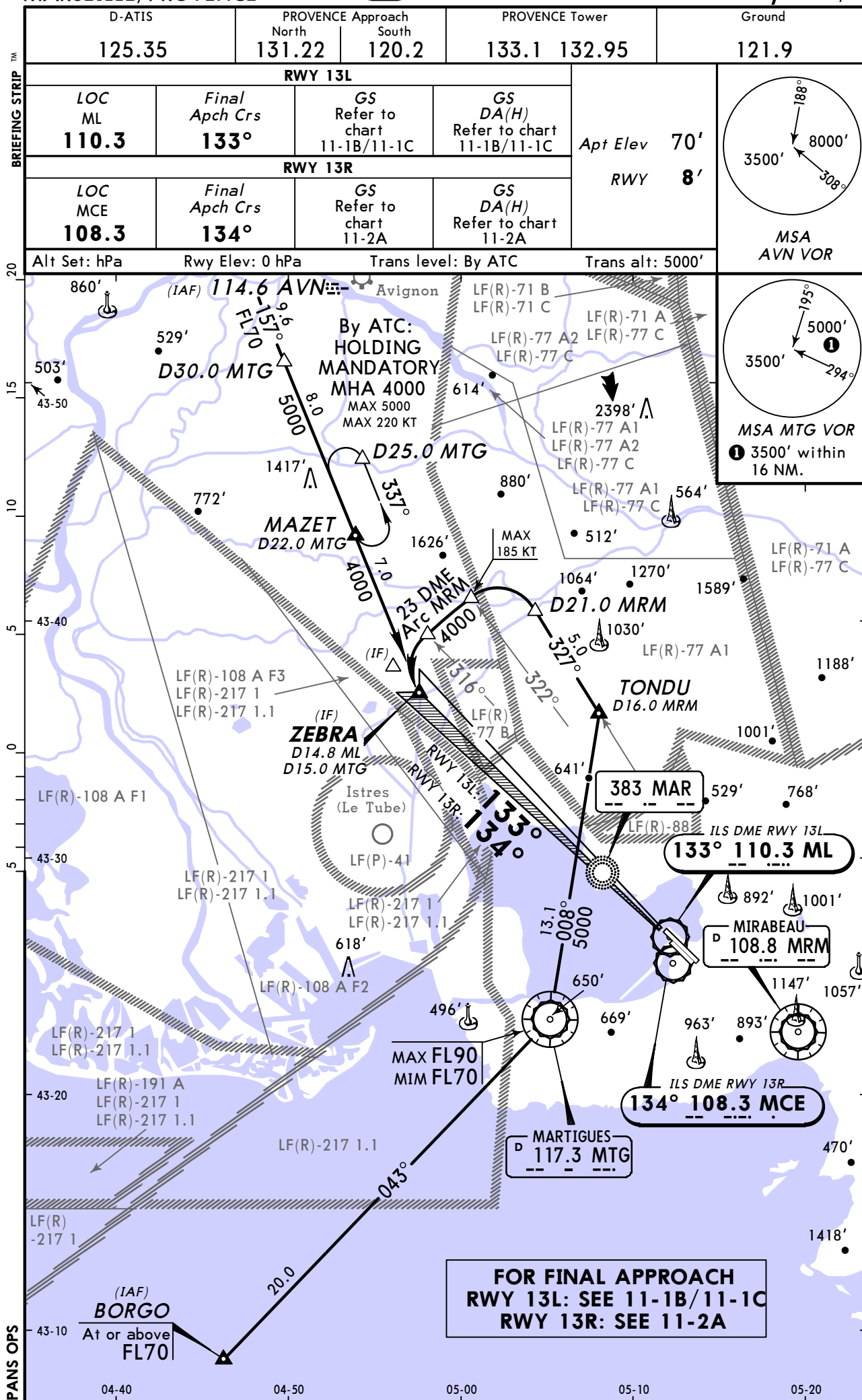
Standard CAT IIIA ILS ABC DH 50' RVR 200m		STRAIGHT-IN LANDING RWY 13L Missed apch climb gradient mim 3.2% ABC RA 99' DA(H) 108' (100') RVR 300m		CAT II ILS ABC RA 99' DA(H) 108' (100') RVR 300m	
---	--	--	--	--	--

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
MARSEILLE/PROVENCE

11 OCT 13

(11-2)

Eff 17 Oct
JEPPENSEN MARSEILLE/PROVENCE, FRANCE
ILS Y or LOC Y Rwy 13L/R


CHANGES: Tower frequency.

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LFML/MRS

MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

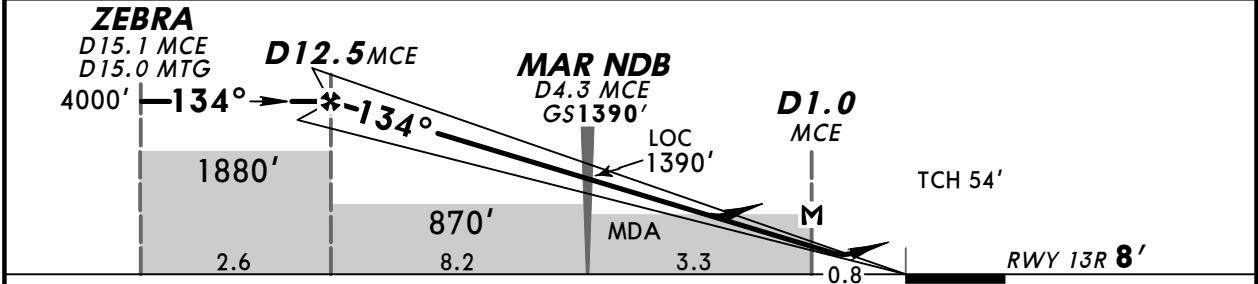
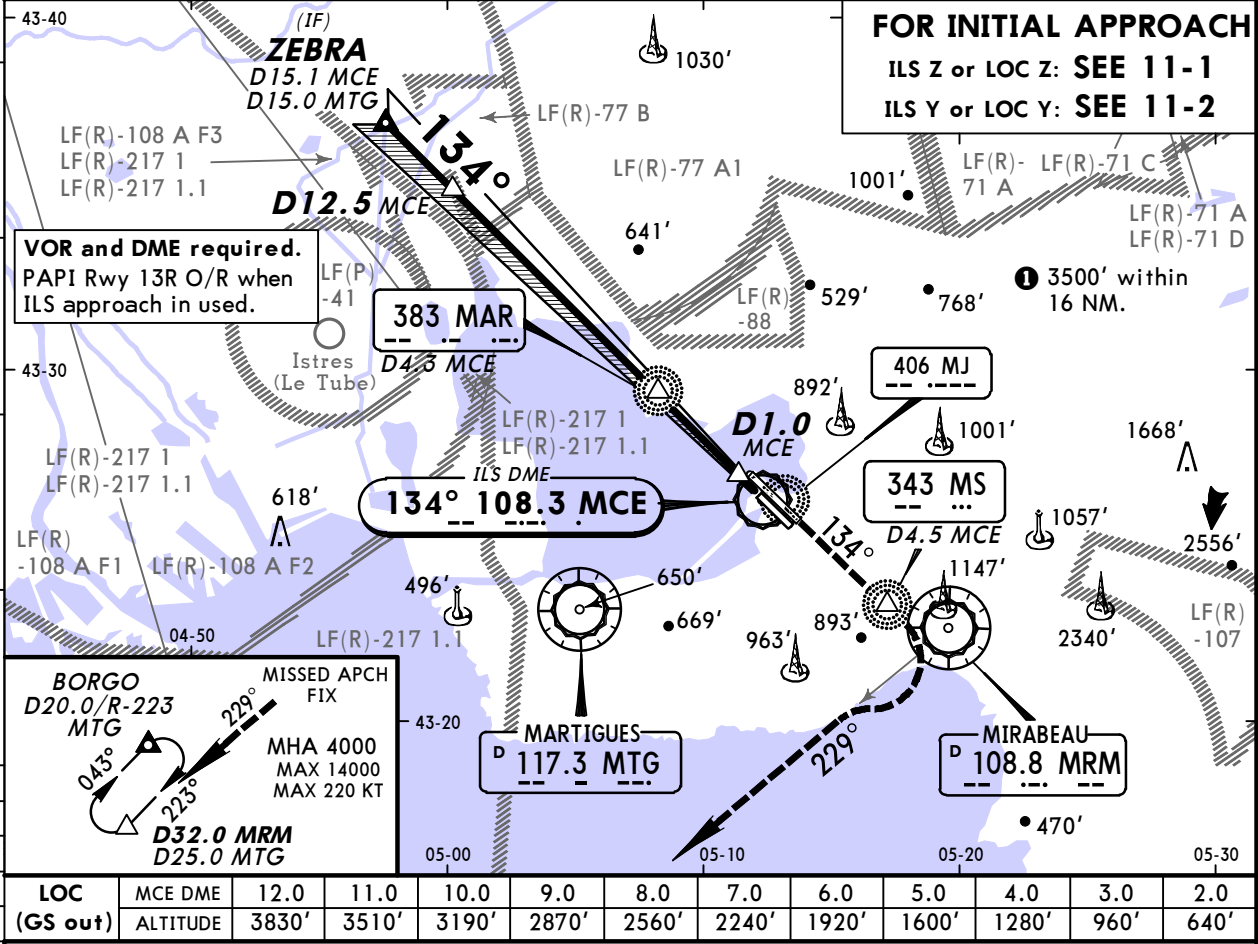
11 OCT 13

Eff 17 Oct

11-2A

ILS Z/Y or LOC Z/Y Rwy 13R

D-ATIS		PROVENCE Approach		PROVENCE Tower		Ground
125.35		North 131.22	South 120.2	133.1	132.95	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, unless otherwise instructed, MAX 185 KT) and follow R-229 MRM climbing to 4000'. At D32.0 MRM turn RIGHT to join holding at 4000'. Climb to 2000' prior to level acceleration. 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

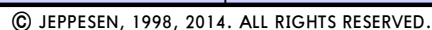


Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	
MAP at D1.0 MCE								
								REIL PAPI-L
								2000'

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

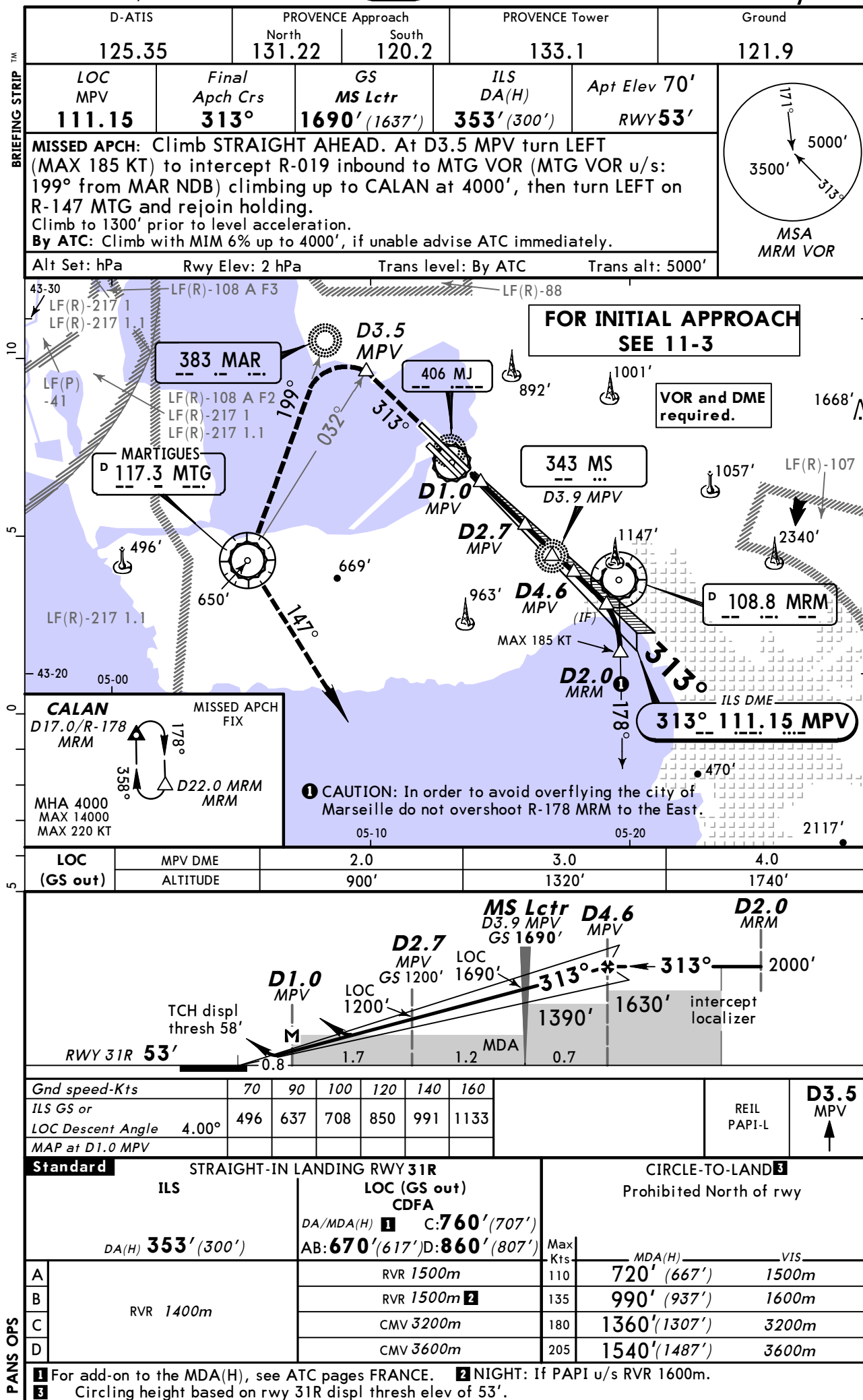
1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 13R thresh elev of 8'.

MSA MRM VOR



LFML/MRS
MARSEILLE/PROVENCE

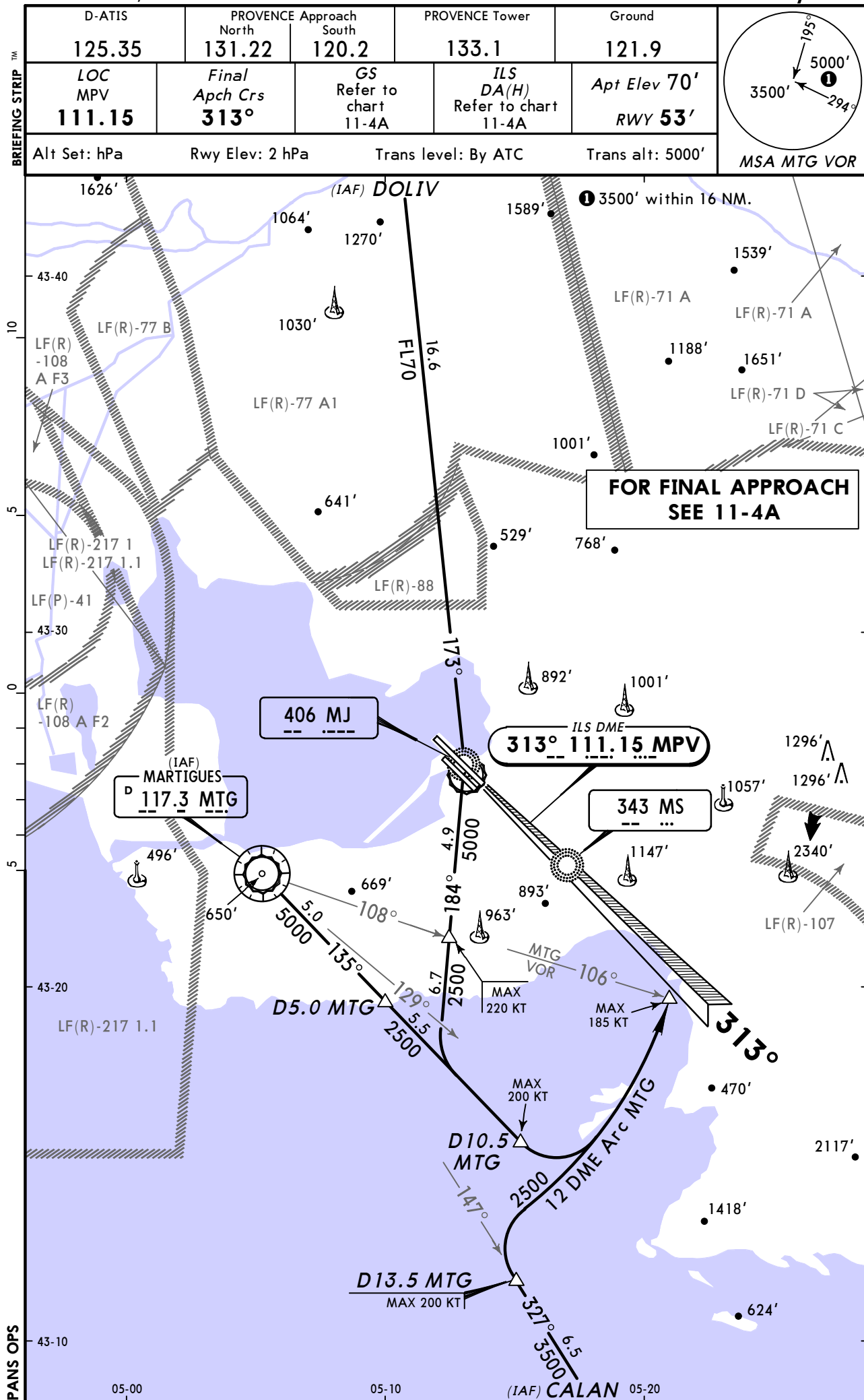
7 FEB 14

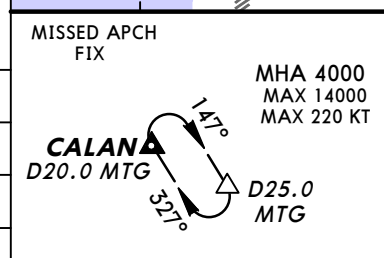
(11-3A)
JEPPESSEN MARSEILLE/PROVENCE, FRANCE
ILS Z or LOC Z Rwy 31R


CHANGES: Tower frequency.

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LFML/MRS MARSEILLE/PROVENCE 7 FEB 14 (11-4) ILS Y or LOC Y Rwy 31R



5.

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'.

LFML/MRS

MARSEILLE/PROVENCE

20 JUN 14

Eff 26 Jun

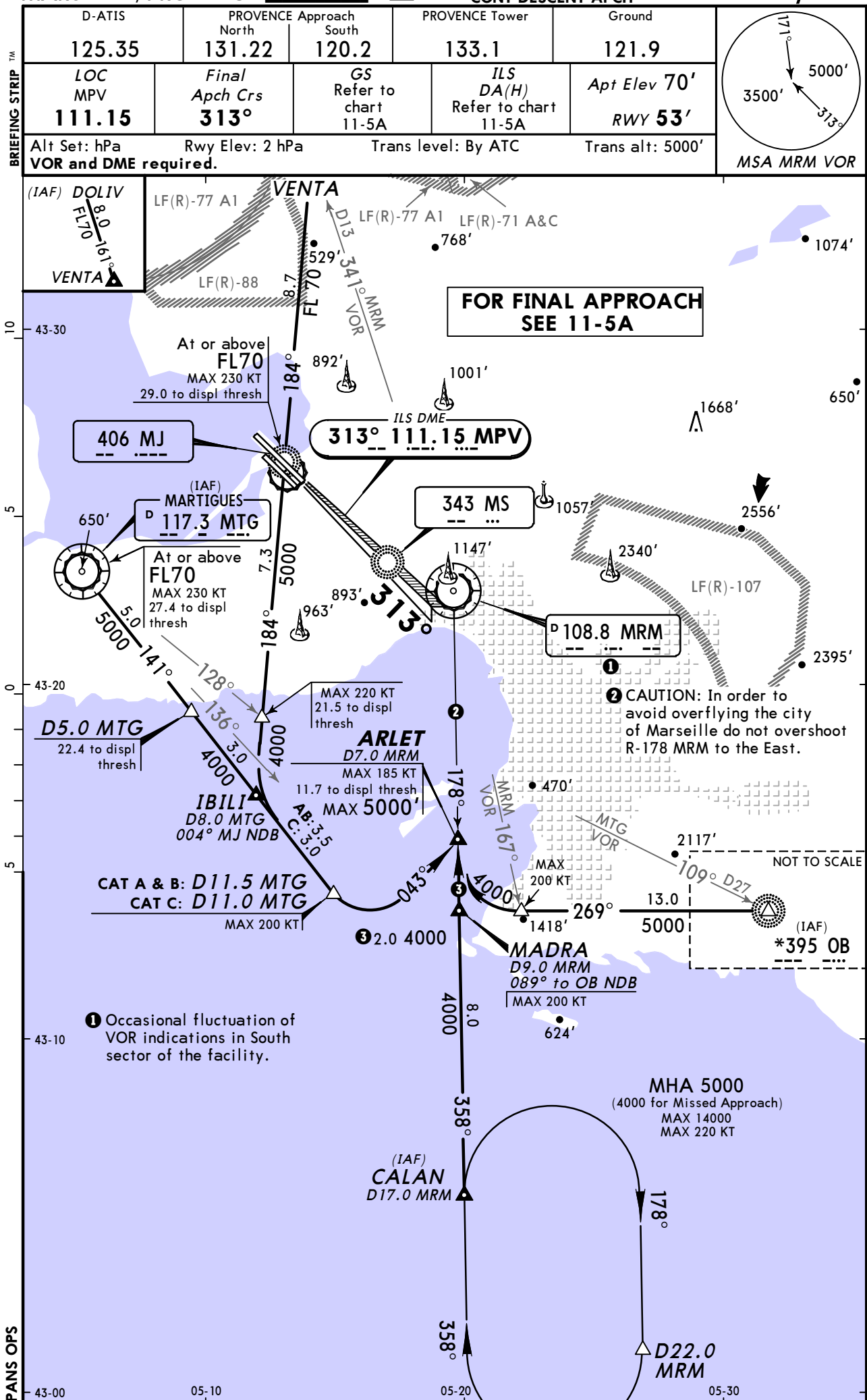
11-5

CAT A, B & C

CONT DESCENT APCH

MARSEILLE/PROVENCE, FRANCE

ILS X Rwy 31R

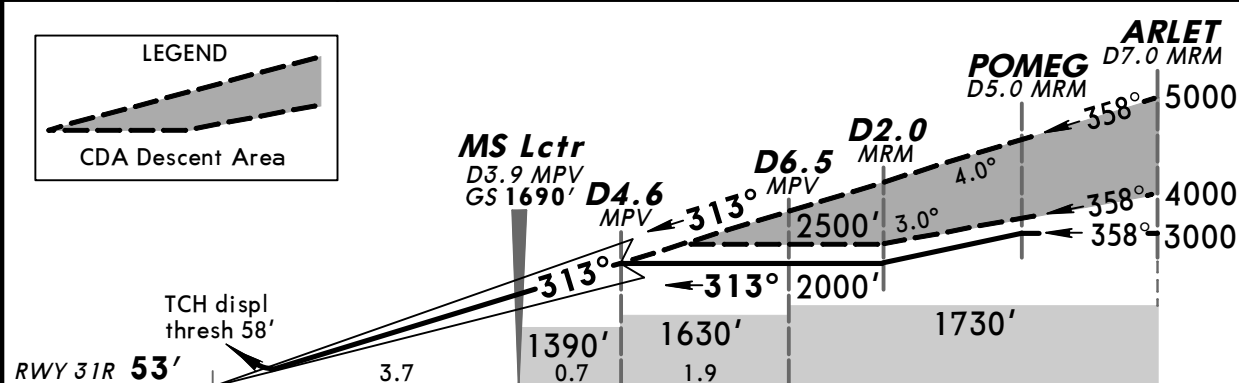
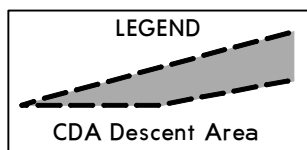
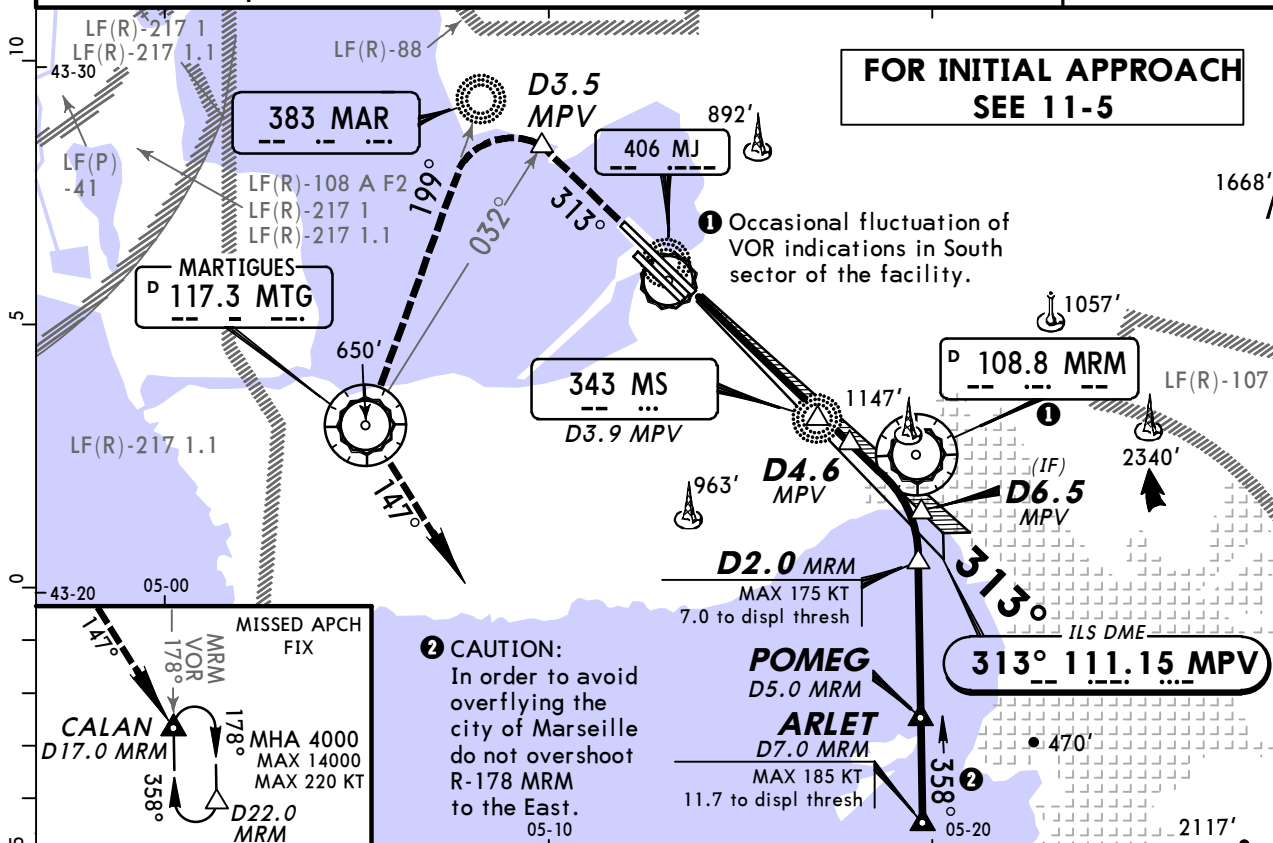
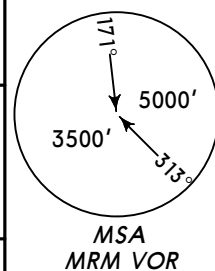


LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
20 JUN 14
Eff 26 Jun

MARSEILLE/PROVENCE, FRANCE
CAT A, B & C
CONT DESCENT APCH
ILS X Rwy 31R

D-ATIS	PROVENCE Approach		PROVENCE Tower	Ground
125.35	North 131.22	South 120.2	133.1	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 alt: 5000'
VOR and DME required.		Trans level: By ATC		Trans alt: 5000'



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

CHANGES: None.

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LFML/MRS

JEPP **ENSEN** **MARSEILLE/PROVENCE, FRANCE**

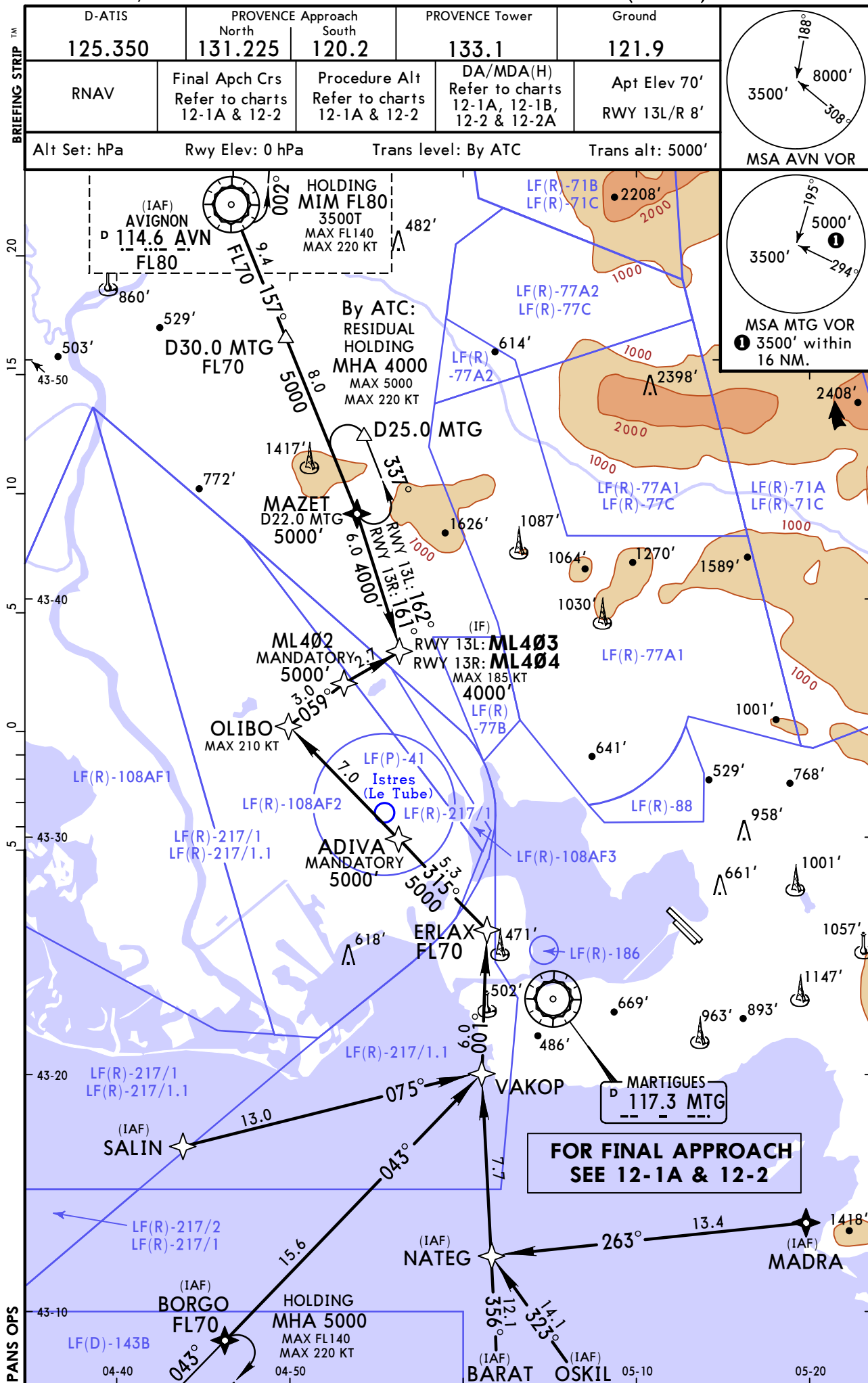
11 SEP 15 (12-1)

Eff 17 Sep

RNAV (GNSS) Rwy 13L/

RNAV (GNSS) Z RWY 13R

MARSEILLE/PROVENCE



CHANGES: None.

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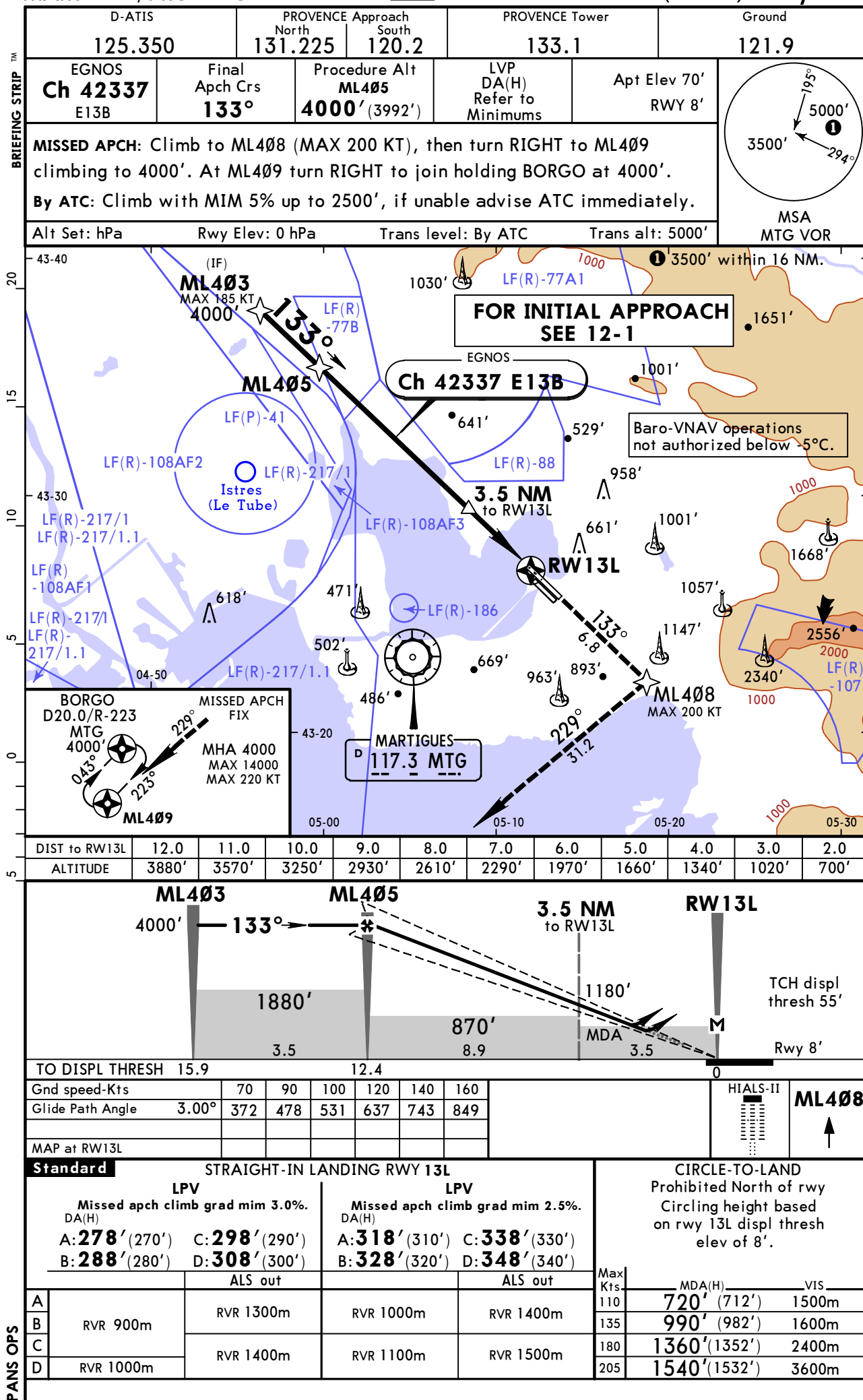
LFML/MRS MARSEILLE/PROVENCE

11 SEP 15

(12-1A)

Eff 17 Sep

JEPPENSEN MARSEILLE/PROVENCE, FRANCE RNAV (GNSS) Rwy 13L



LFML/MRS
MARSEILLE/PROVENCE

 **JEPPesen** MARSEILLE/PROVENCE, FRANCE
19 JUN 15 **12-1B** **Eff 25 Jun**

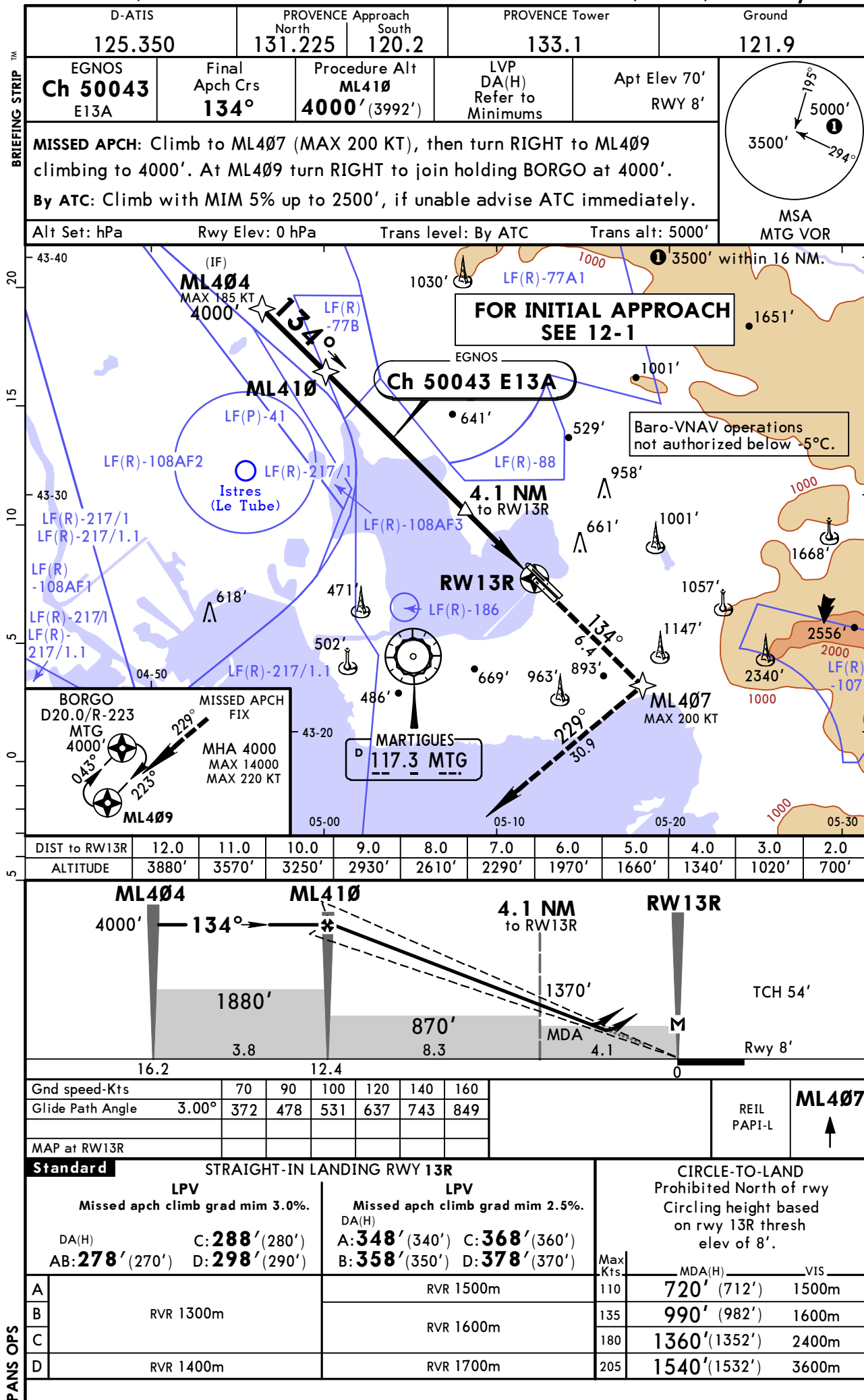
RNAV (GNSS) RWY 13L MINIMUMS

Standard		STRAIGHT-IN LANDING RWY 13L	
LNAV/VNAV		LNAV CDFA	
DA(H) 358' (350')		DA/MDA(H) C: 460' (452')	
		AB: 440' (432')	D: 480' (472')
		ALS out	ALS out
A	RVR 1200m	RVR 1500m	
B			
C		RVR 1700m	CMV 2100m
D		RVR 1800m	CMV 2200m

LFML/MRS MARSEILLE/PROVENCE

11 SEP 15 (12-2)

Eff 17 Sep RNAV (GNSS) Z Rwy 13R



LFML/MRS
MARSEILLE/PROVENCE

MARSEILLE/PROVENCE, FRANCE

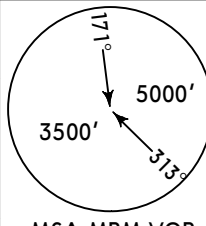
RNAV (GNSS) Z RWY 13R MINIMUMS

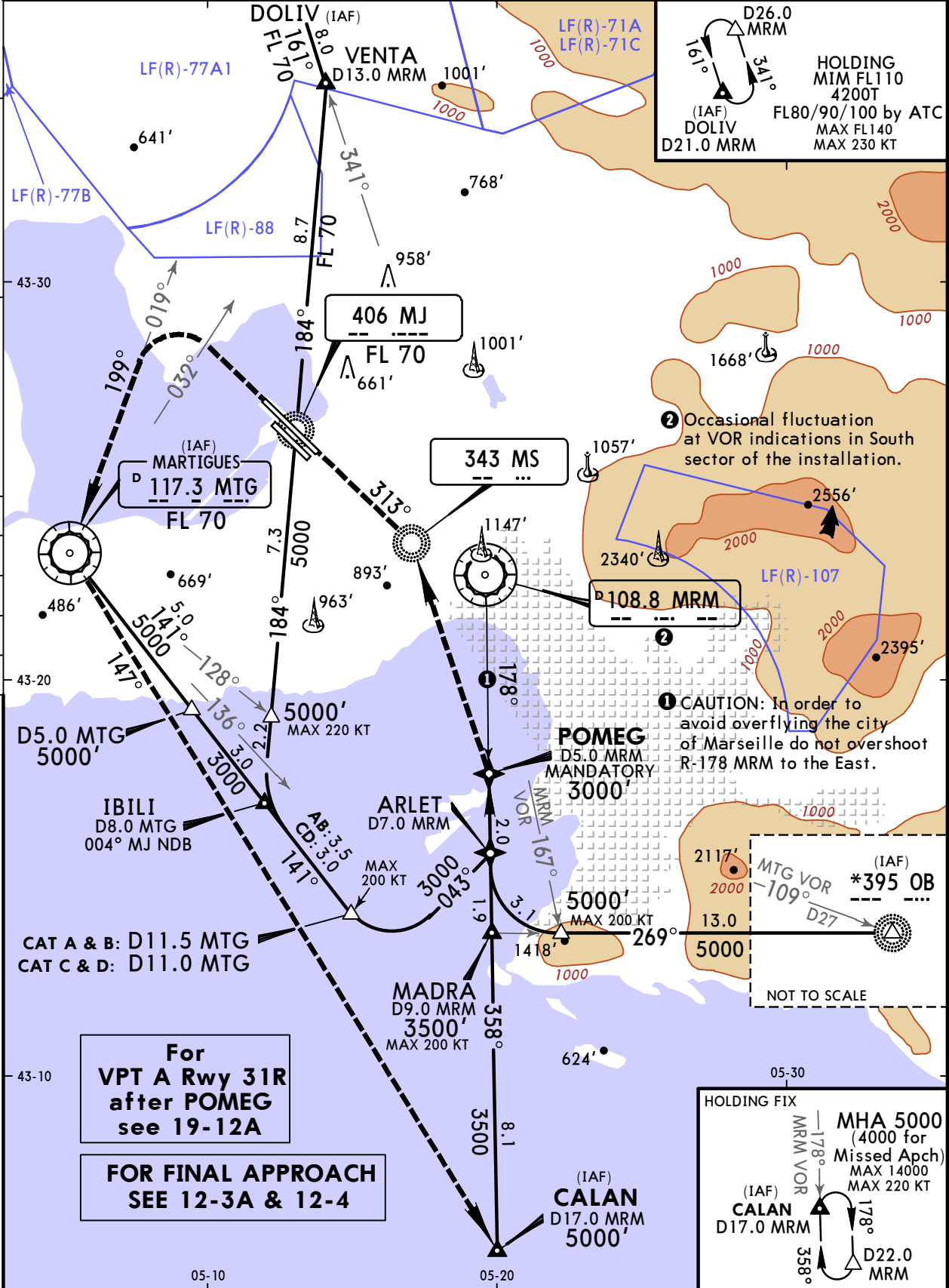
Standard		STRAIGHT-IN LANDING RWY 13R	
LNAV/VNAV		LNAV CDFA	
DA(H) 378' (370')		DA/MDA(H) AB: 520' (512') CD: 540' (532')	
A	RVR 1700m	RVR 1500m	
B			
C		CMV 2400m	
D			

LFML/MRS

JEPPESSEN MARSEILLE/PROVENCE, FRANCE
19 JUN 15 Eff 25 Jun 12-3 RNAV Z RWY 31L/RNAV RWY 31R

MARSEILLE/PROVENCE INITIAL APPROACH NORTH Z and SOUTH Z

D-ATIS 125.350		PROVENCE Approach North 131.225 South 120.2		PROVENCE Tower 133.1	Ground 121.9
RNAV	Final Apch Crs Refer to charts 12-3A & 12-4	Procedure Alt Refer to charts 12-3A & 12-4	DA(H) Refer to charts 12-3A & 12-4	Apt Elev 70' RWY 31L 61' RWY 31R 53'	
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	

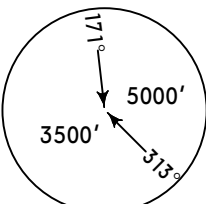


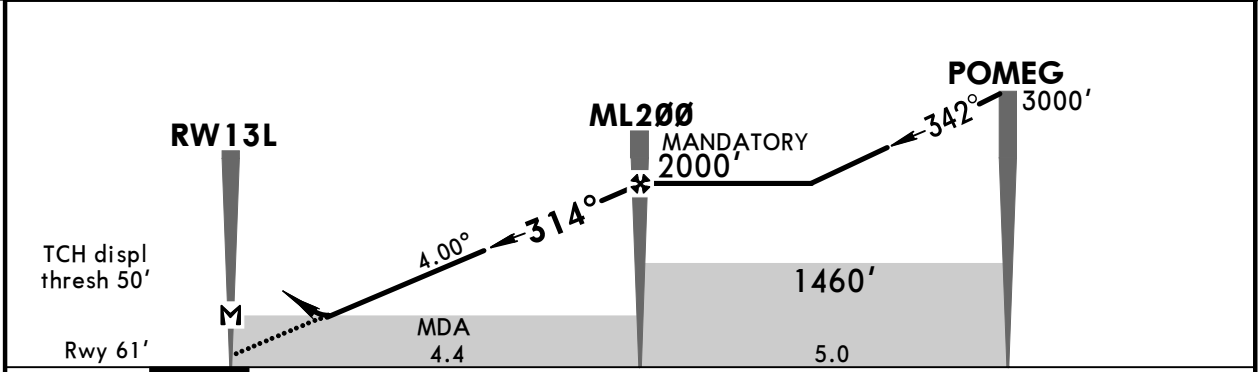
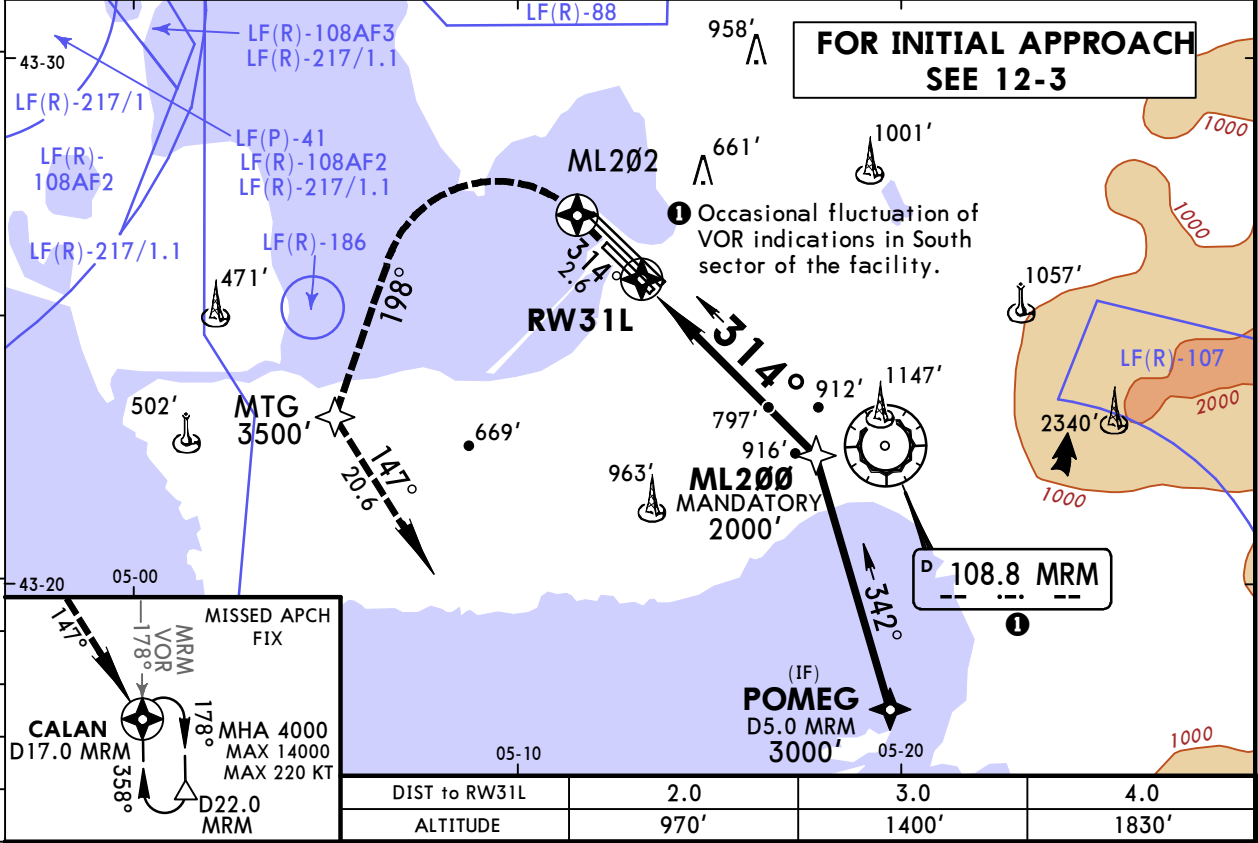
LFML/MRS
MARSEILLE/PROVENCE

19 JUN 15 12-3A

Eff 25 Jun

MARSEILLE/PROVENCE, FRANCE
RNAV Z Rwy 31L

D-ATIS 125.350		PROVENCE Approach North 131.225 South 120.2		PROVENCE Tower 133.1	Ground 121.9
RNAV	Final Apch Crs 314°	Procedure Alt ML200 2000' (1939')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 70' RWY 61'	
MISSED APCH: Climb STRAIGHT AHEAD. At ML202 turn LEFT (MAX 185 KT) until MTG direction 198° climbing up to 4000'. Then to CALAN.					
By ATC: Climb with MIM 6% up to 4000'.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		
Trans alt: 5000'					MSA MRM VOR
Baro-VNAV operations not authorized below -15°C.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	ML202 ↑	185 KT MAX LT	198° onto
Descent angle	4.00°	496	637	708	850	991				
MAP at RW31L										

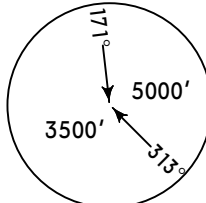
Standard										
STRAIGHT-IN LANDING RWY 31L										
RNAV/VNAV										
DA(H) A: 501' (440') B: 521' (460') C: 531' (470') D: 551' (490')										
A	RVR 2000m									
B	CMV 2100m									
C	CMV 2200m									
D	CMV 2300m									

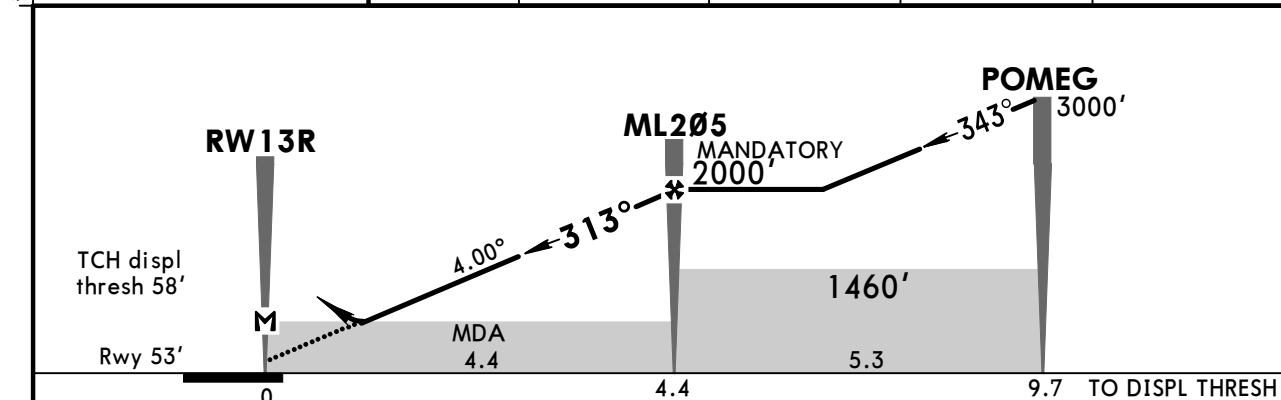
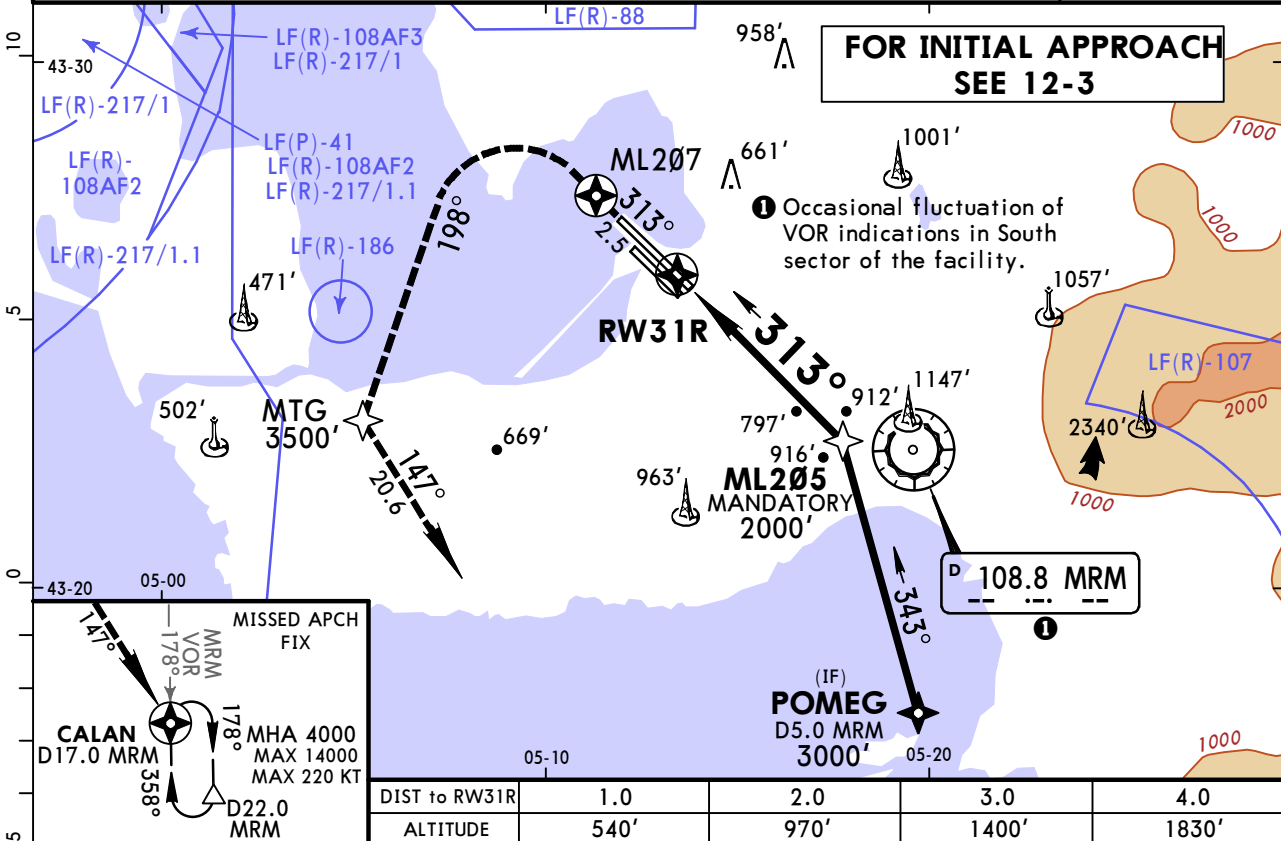
LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN MARSEILLE/PROVENCE, FRANCE
19 JUN 15 **(12-4)** **Eff 25 Jun**
RNAV Rwy 31R

TM

BRIEFING STRIP

D-ATIS 125.350		PROVENCE Approach North 131.225 South 120.2		PROVENCE Tower 133.1	Ground 121.9
RNAV	Final Apch Crs 313°	Procedure Alt ML205 2000' (1947')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 70' RWY 53'	 MSA MRM VOR
MISSED APCH: Climb STRAIGHT AHEAD. At ML207 turn LEFT (MAX 185 KT) until MTG direction 198° climbing up to 4000'. Then to CALAN.					
By ATC: Climb with MIM 6% up to 4000'.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		
Baro-VNAV operations not authorized below -15°C.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	ML207 ↑	185 KT MAX LT	onto 198°
Descent angle	4.00°	496	637	708	850	991				
MAP at RW31R										

Standard **STRAIGHT-IN LANDING RWY 31R**
RNAV/VNAV
DA(H) A: **373'** (320') B: **393'** (340') C: **403'** (350') D: **423'** (370')

A	RVR 1400m
B	RVR 1500m
C	RVR 1600m
D	RVR 1700m

CHANGES: New procedure.

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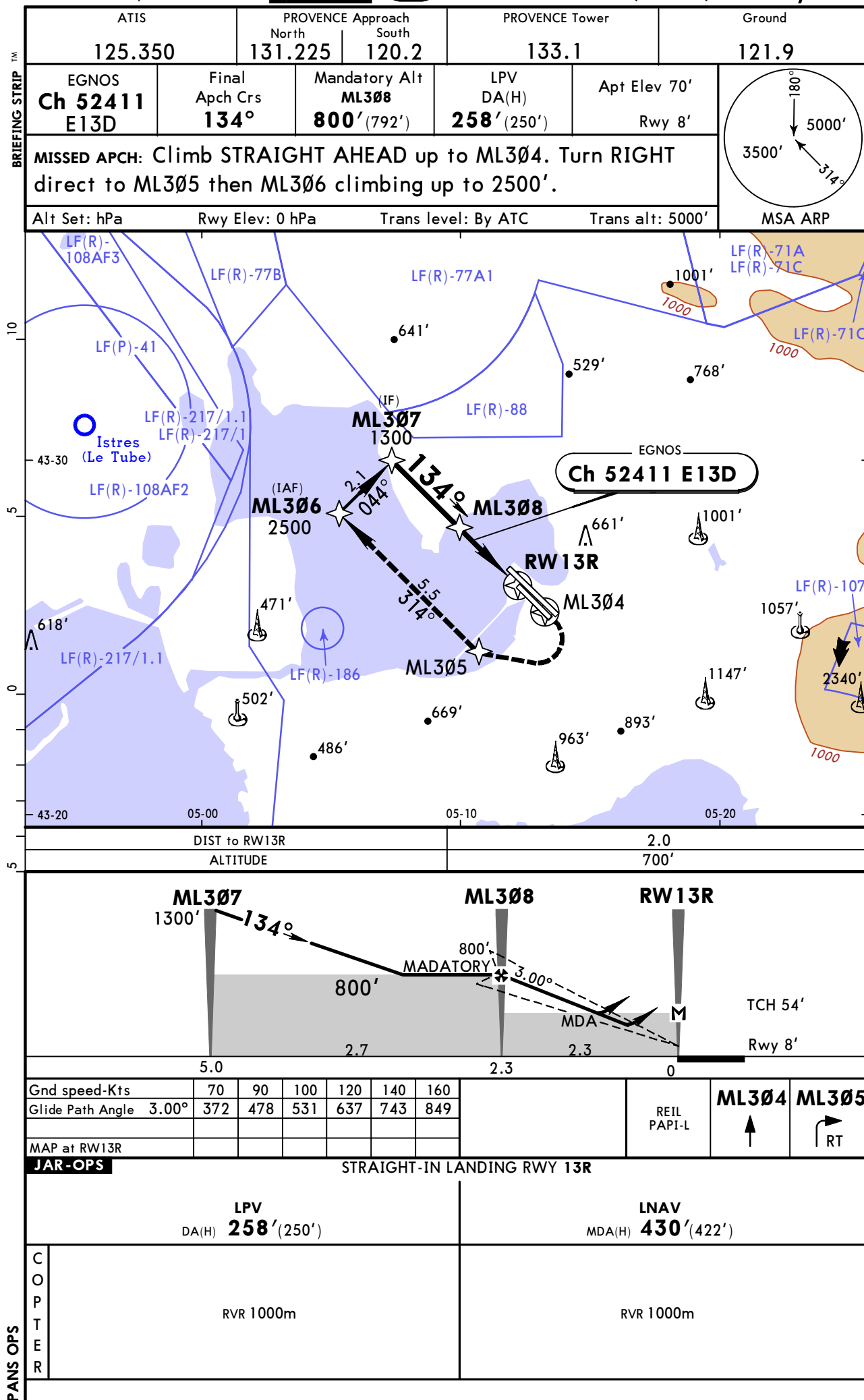
LFML/MRS MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

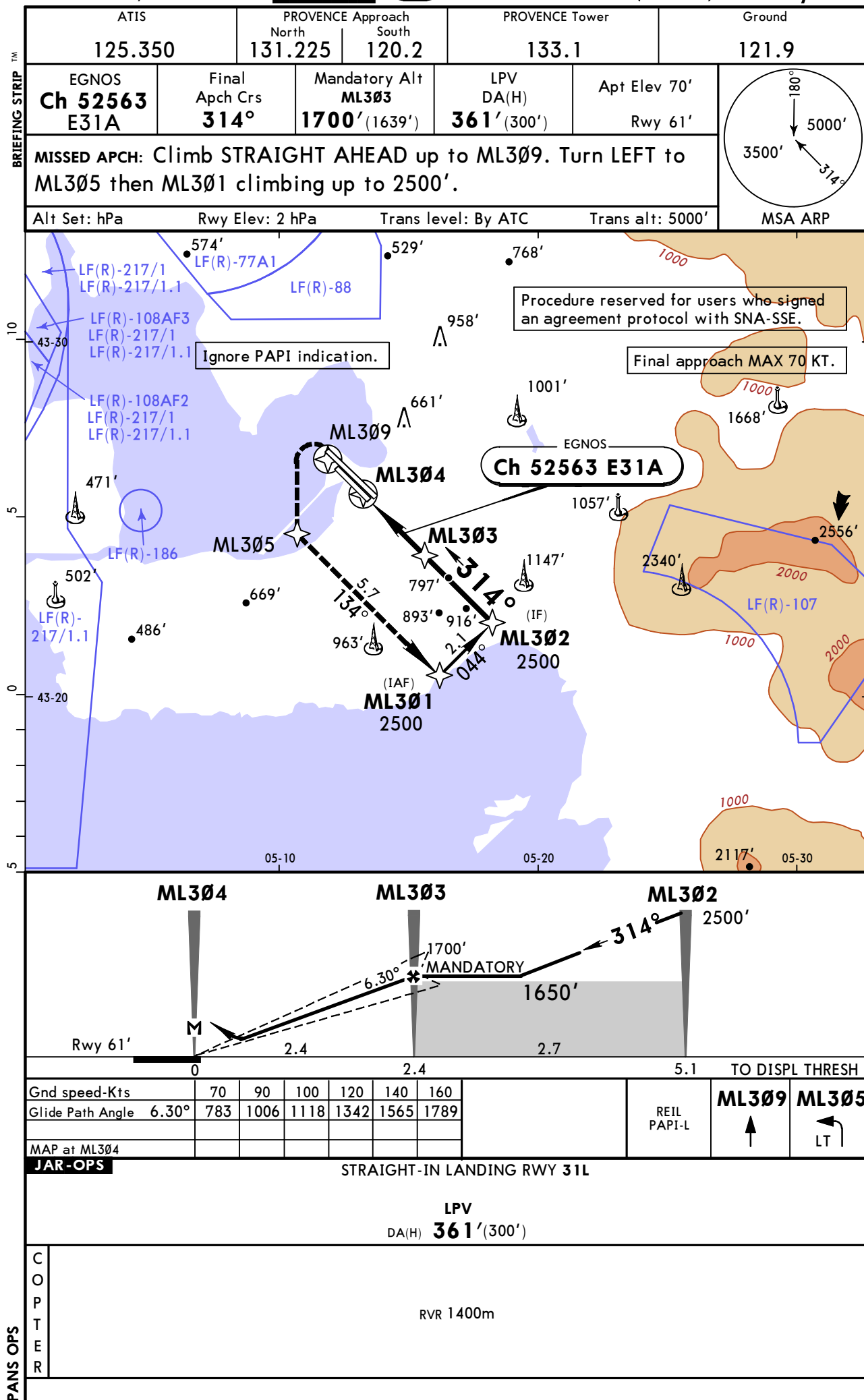
19 JUN 15
Eff 25 Jun

12-5

COPTER RNAV (GNSS) H Rwy 13R



LFML/MRS MARSEILLE/PROVENCE **JEPPESEN MARSEILLE/PROVENCE, FRANCE** 19 JUN 15 Eff 25 Jun (12-6) COPTER RNAV (GNSS) H Rwy 31L



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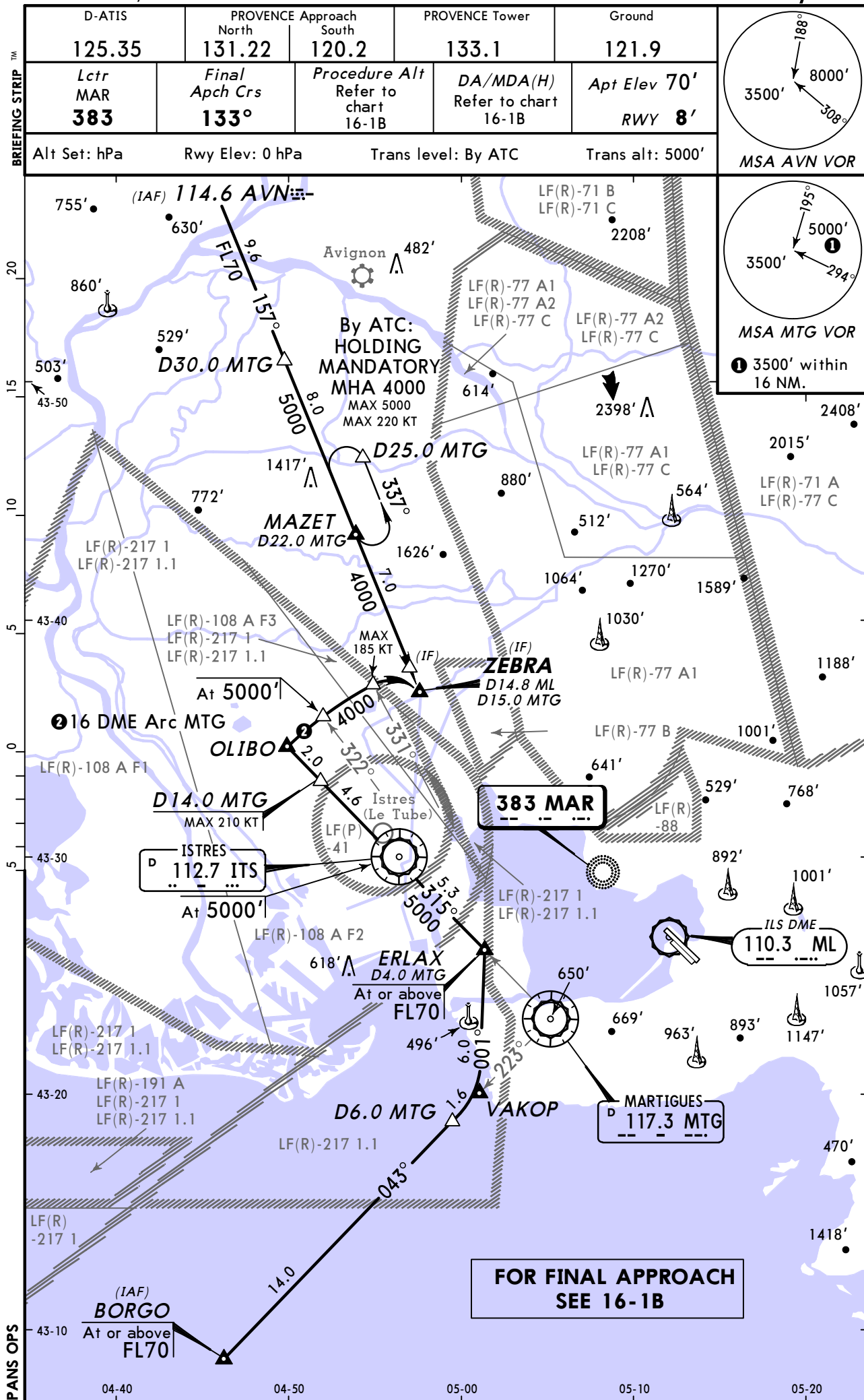
MARSEILLE/PROVENCE

7 FEB 14

(16-1)

JEPP ESEN MARSEILLE/PROVENCE, FRANCE

CONVENTIONAL NDB Rwy 13L

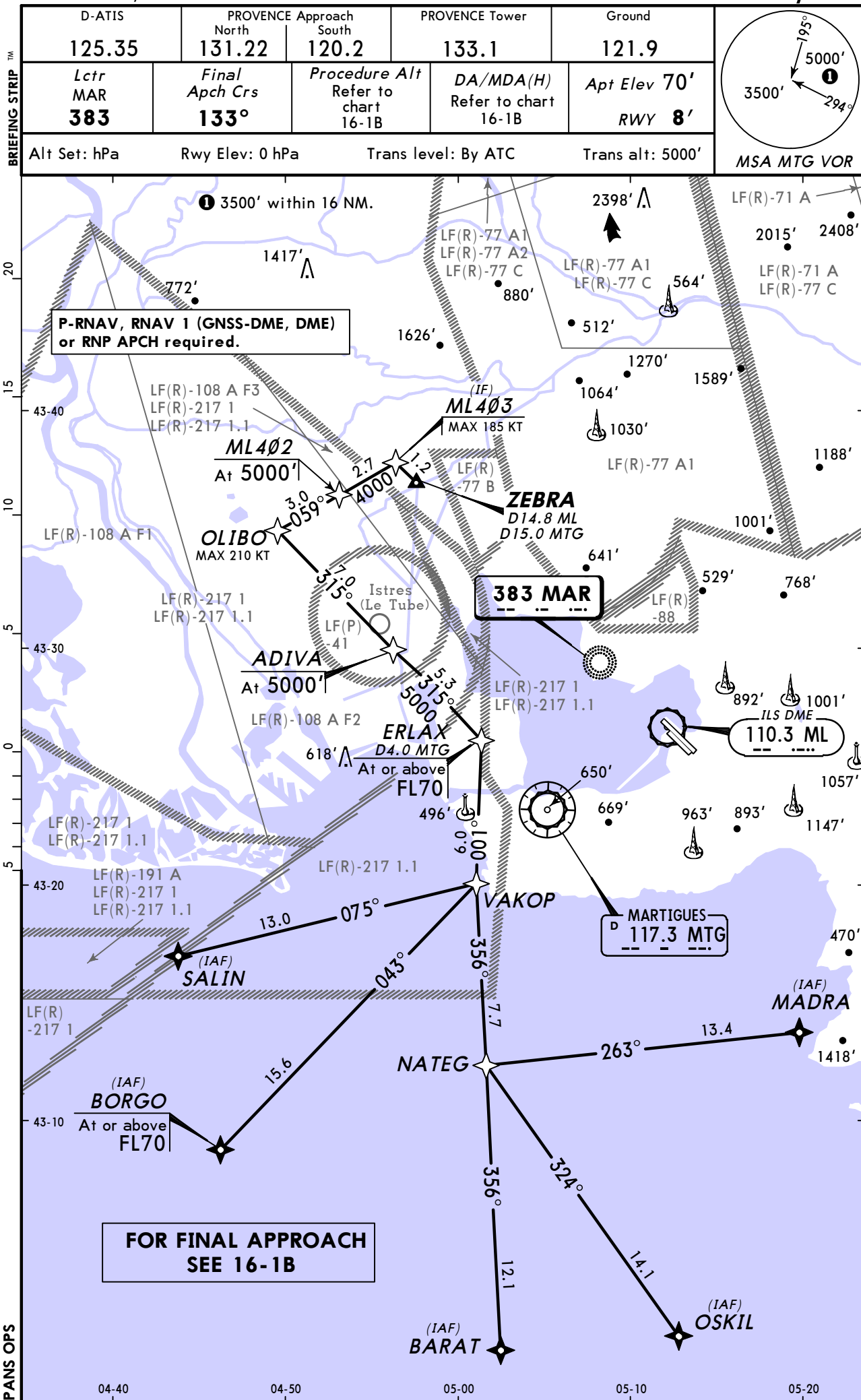


CHANGES: Tower frequency. Crossing alt at ERLAX.

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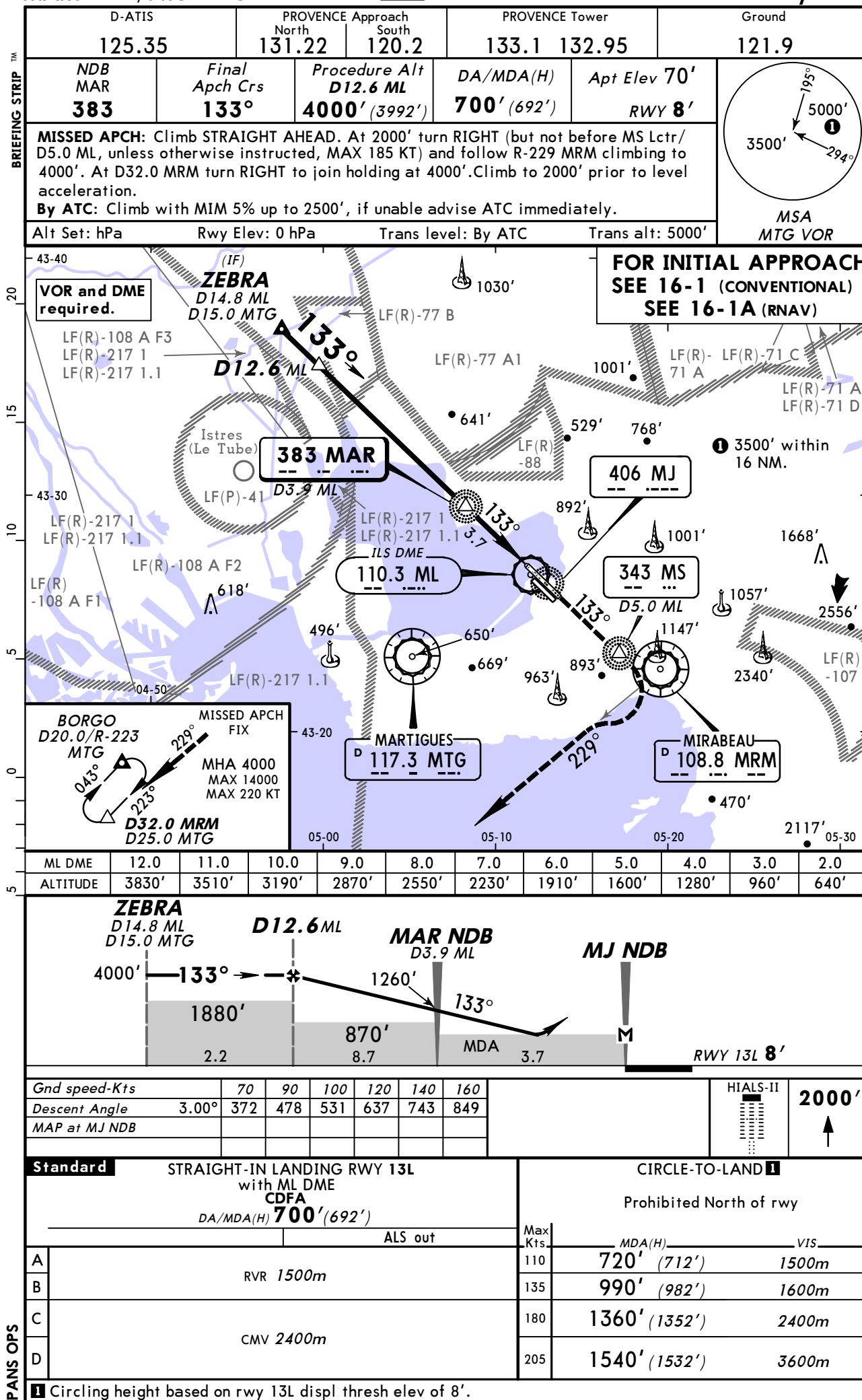
LFML/MRS MARSEILLE/PROVENCE

JEPP **ENSEN** **MARSEILLE/PROVENCE, FRANCE**
7 FEB 14 **(16-1A)** RNAV NDB Rwy 13L

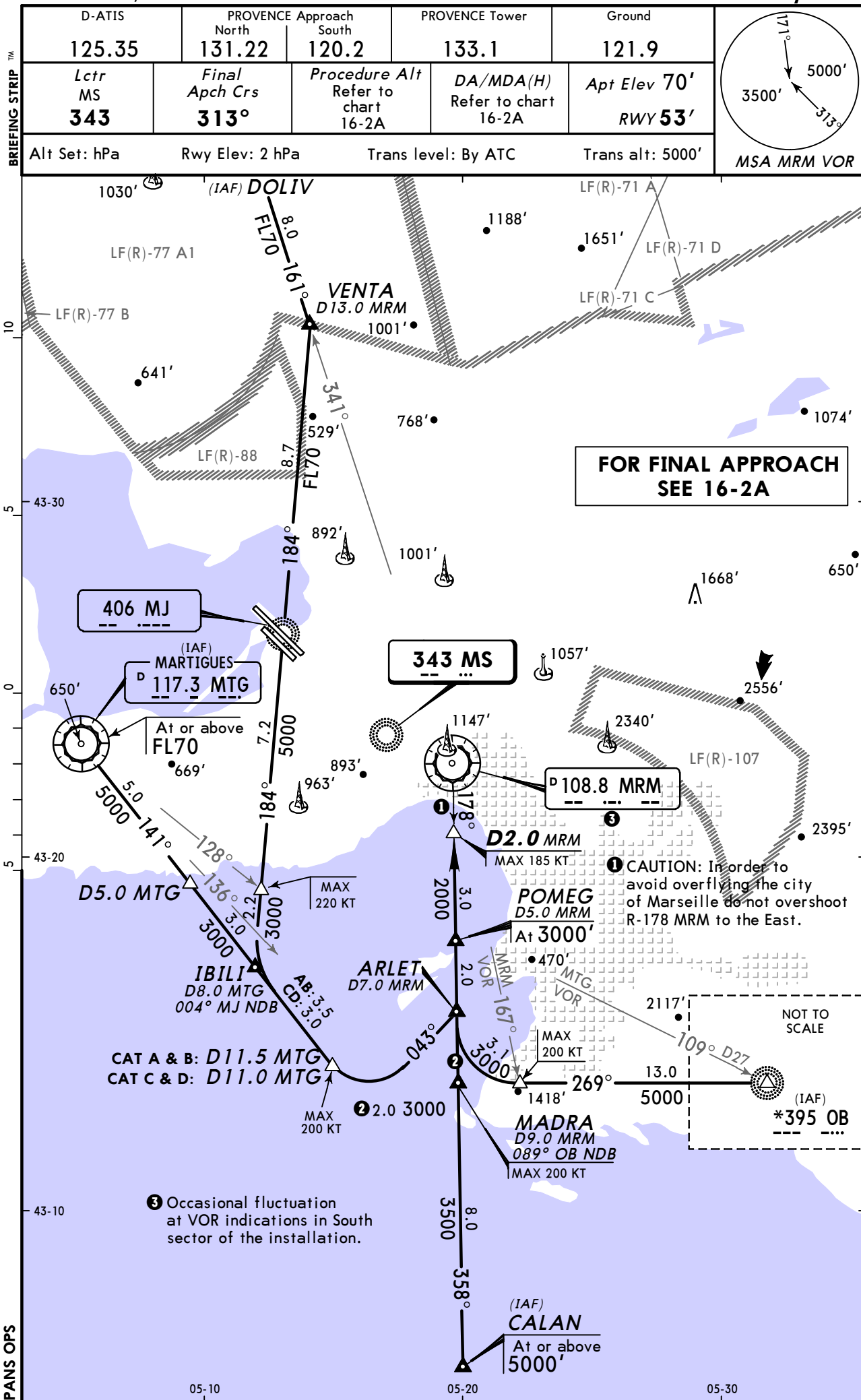


LFML/MRS
MARSEILLE/PROVENCE

11 OCT 13

16-1B
Eff 17 Oct
JEPPENSEN MARSEILLE/PROVENCE, FRANCE
NDB Rwy 13L


LFML/MRS MARSEILLE/PROVENCE 7 FEB 14 (16-2) NDB Rwy 31R

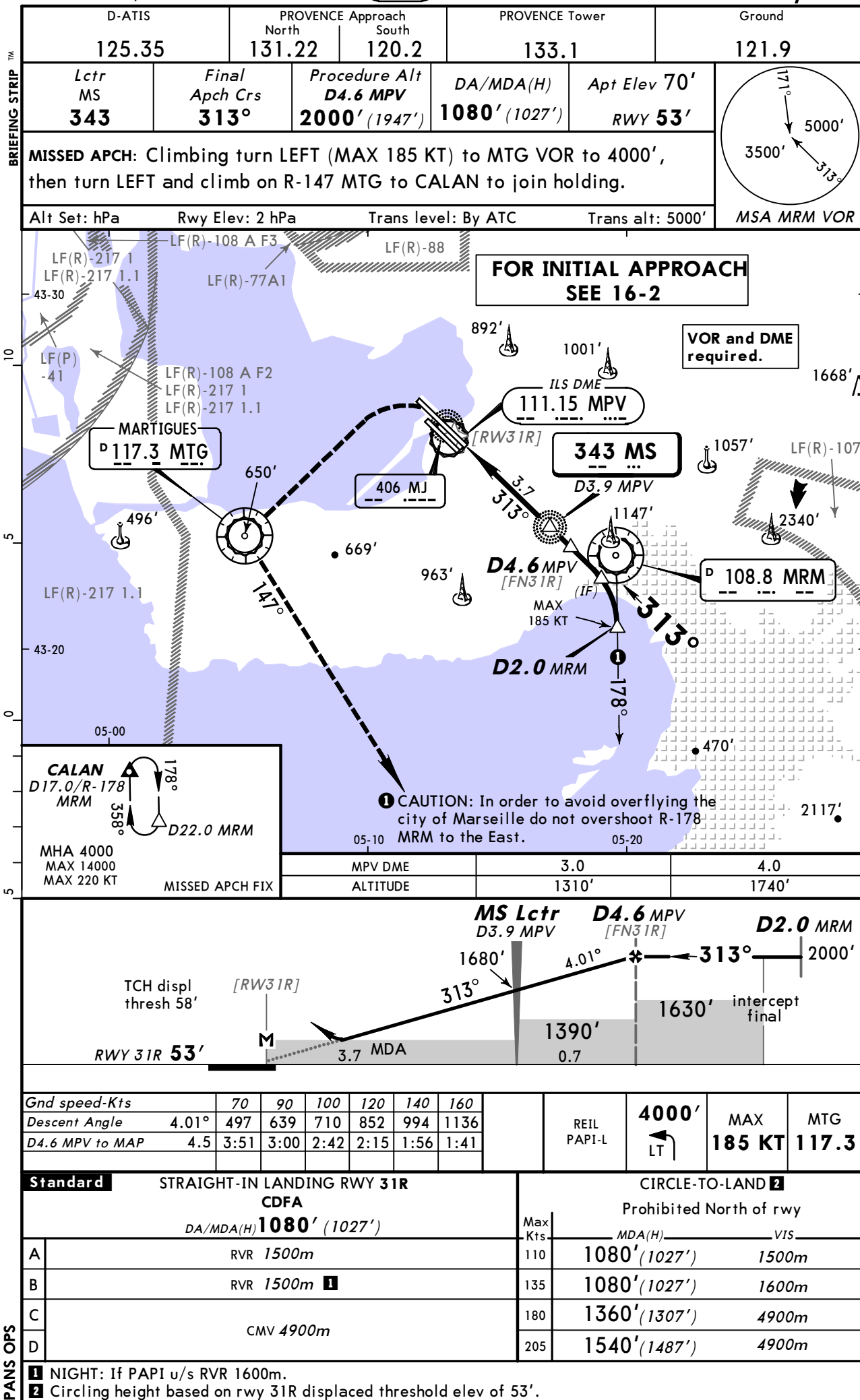


CHANGES: Tower frequency. Speed restriction at D2.0 MRM.

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LFML/MRS
MARSEILLE/PROVENCE

7 FEB 14

16-2A
JEPPesenMARSEILLE/PROVENCE, FRANCE
NDB Rwy 31R


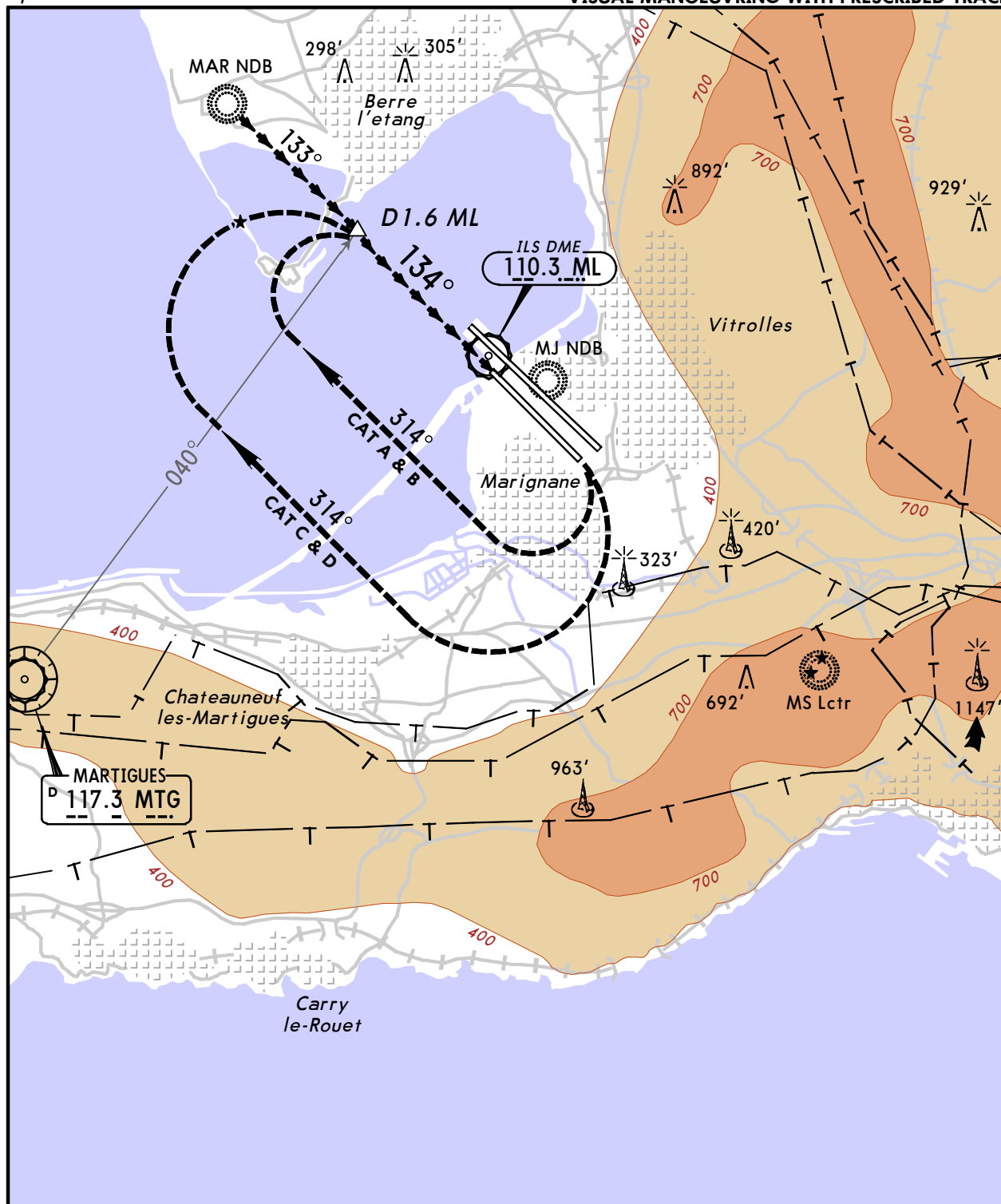
LFML/MRS

JEPPESEN
26 APR 13 19-10
Eff 2 May

MARSEILLE/PROVENCE, FRANCE
MARSEILLE/PROVENCE
VPT C Rwy 13R

Apt Elev **70'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK



Standard

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

PANS OPS

CHANGES: Procedure designation.

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LFML/MRS

 **JEPPESSEN**

26 APR 13

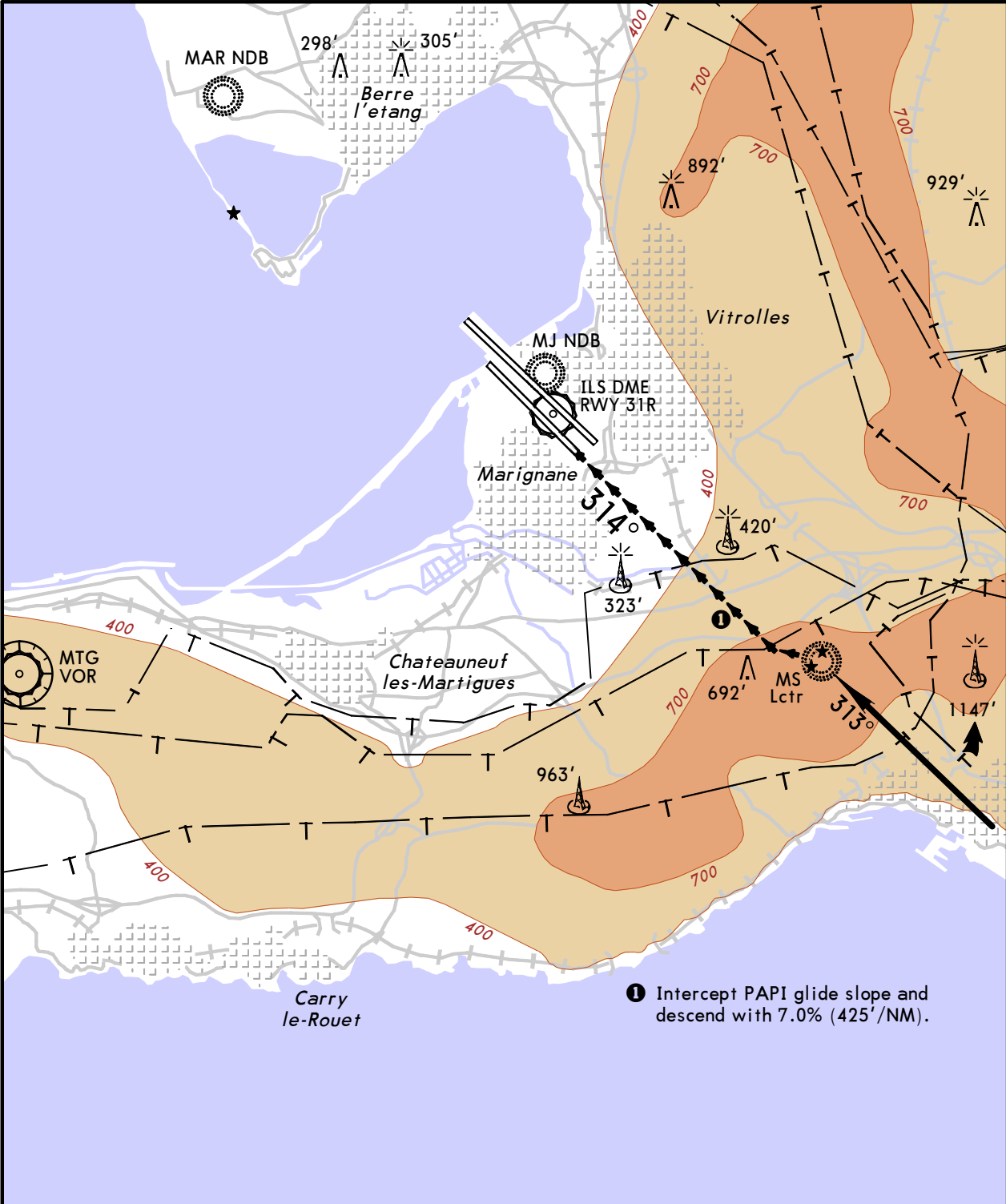
Eff 2 May

19-11

MARSEILLE/PROVENCE, FRANCE
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		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



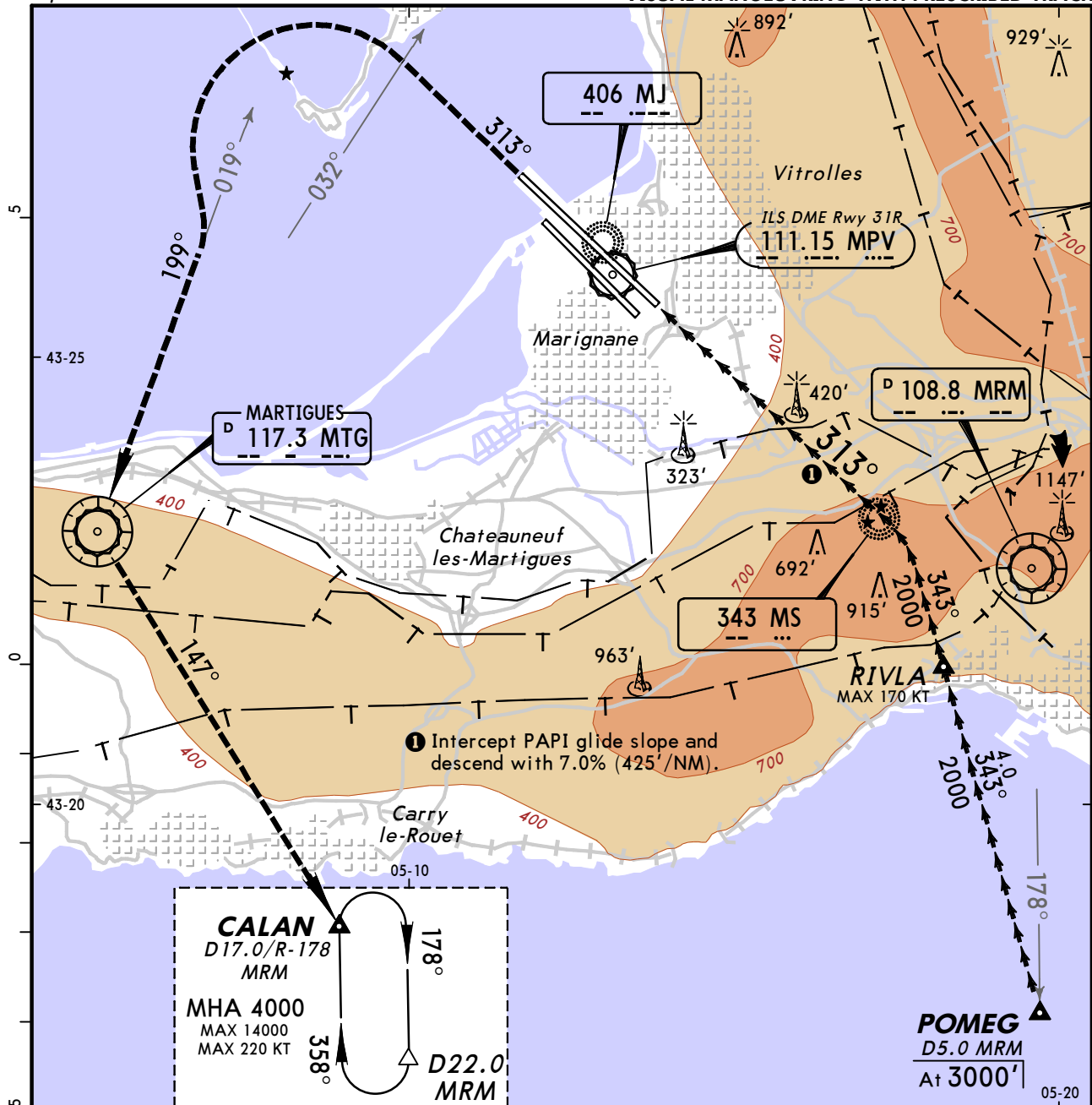
LFML/MRS

JEPPesen
28 NOV 14
Eff 11 Dec

MARSEILLE/PROVENCE, FRANCE
CAT A, B & C
MARSEILLE/PROVENCE
VPT A Rwy 31R

Apt Elev **70'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK



PANS OPS

CHANGES: Notes.

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LFML/MRS



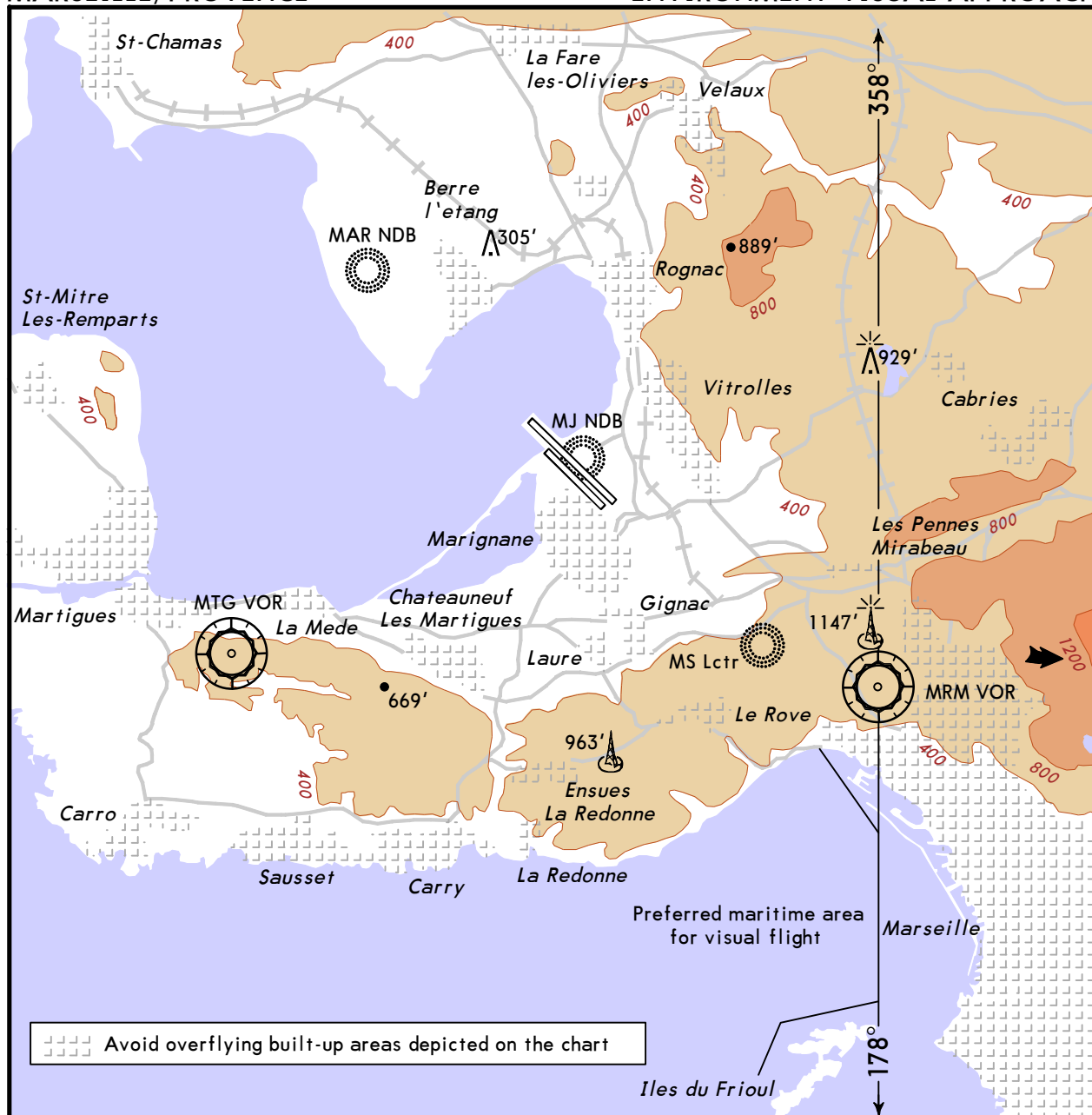
JEPPESEN MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE

23 MAY 14

19-13

ENVIRONMENT-VISUAL APPROACH



Instructions, except for safety requirement:

RWY 31L/R:

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/R-358 MRM.

RWY 13L/R:

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

IAPs RNAV Z Rwy 31L (Final approach), chart 12-3A, and RNAV Rwy 31R (Final approach), chart 12-4: Altitude at POME is MANDATORY.

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m