(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LFML
Terminal Charts For LFML
Revision Letter For Cycle 13-2016
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

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: 0358 Z
Sunset: 1923 Z

Runway Information

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: 13L
Length x Width: 11286 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1115 ft

Runway: 31R
Length x Width: 11286 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 53 ft
Lighting: Edge, REIL

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

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: 129.475 Secondary
Provence Approach: 131.225
Provence Approach: 120.200
Provence Approach: 132.300 Secondary
Provence Information: 124.350 Flight Info Service
Provence Information: 127.725 Flight Info Service

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

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.

© JEPPESEN, 2007, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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. RWY OPERATIONS

RWY 13L: Except for operational reasons, take-off shall be made from TWY C1.

3.4. OTHER INFORMATION

3.4.1. 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.

3.4.2. 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.

© JEPPESEN, 2014, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

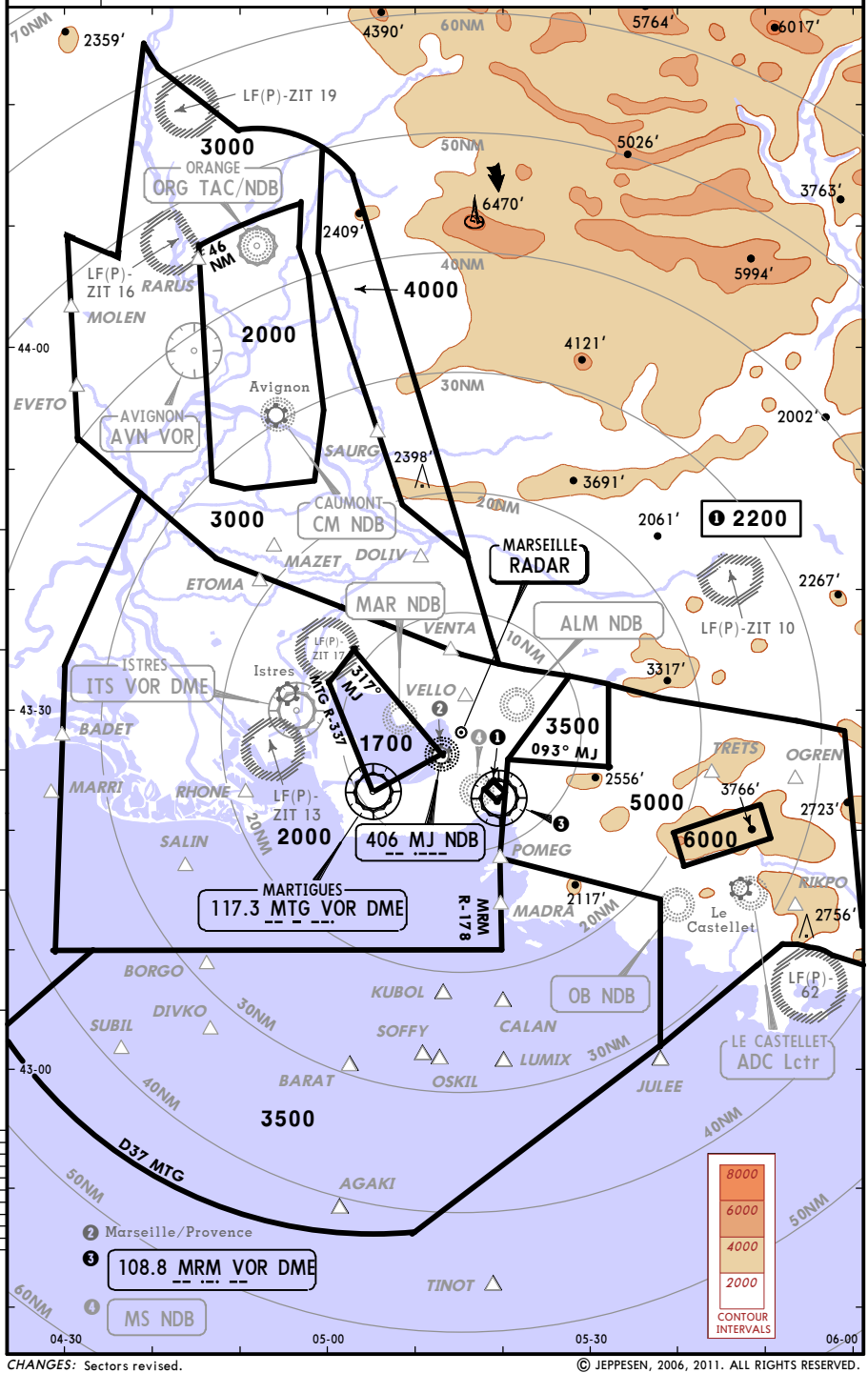
28 JAN 11 (10-1R) Eff 10 Feb

JEPPESEN MARSEILLE/PROVENCE, FRANCE

RADAR MINIMUM ALTITUDES

Apt Elev 70′

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



CHANGES: Sectors revised.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

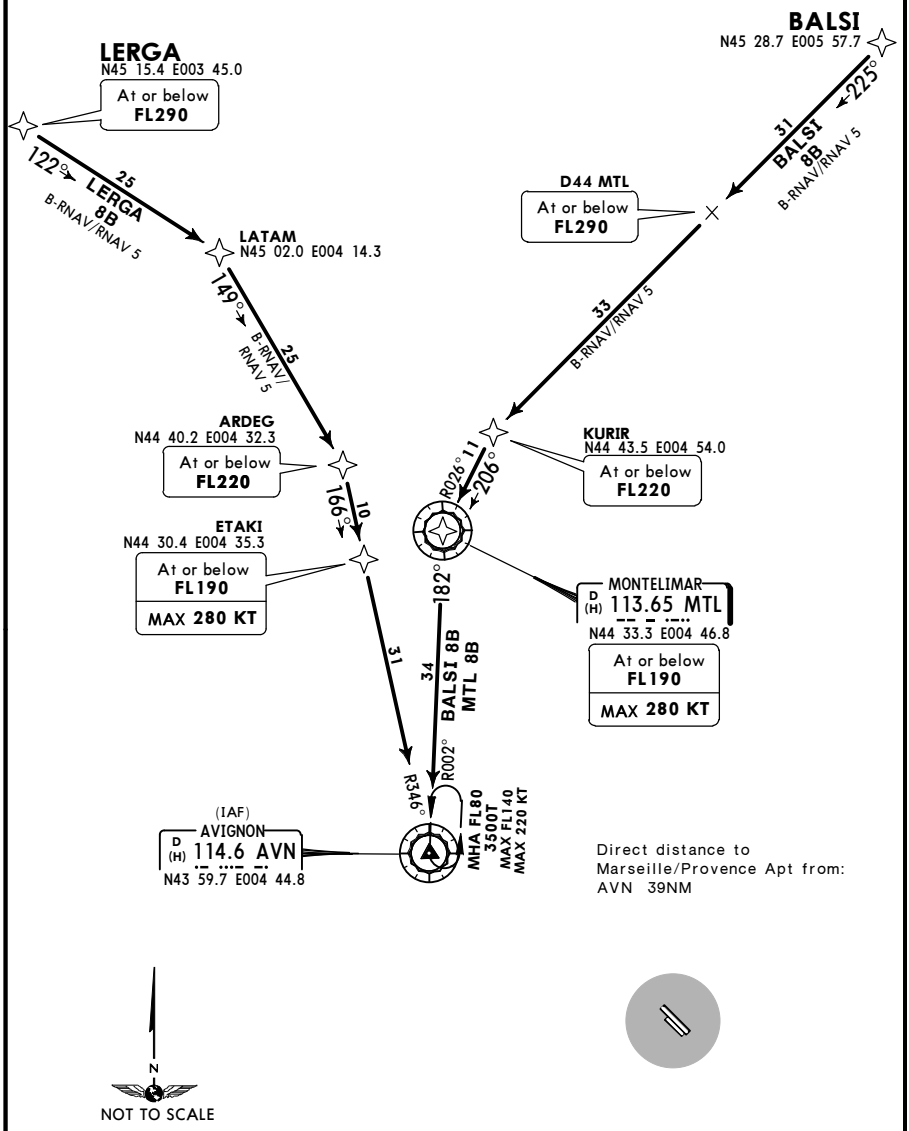
D-ATIS	Apt Elev	
125.350	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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

BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8B

RWYS 13L/R ARRIVALS



CHANGES: None.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

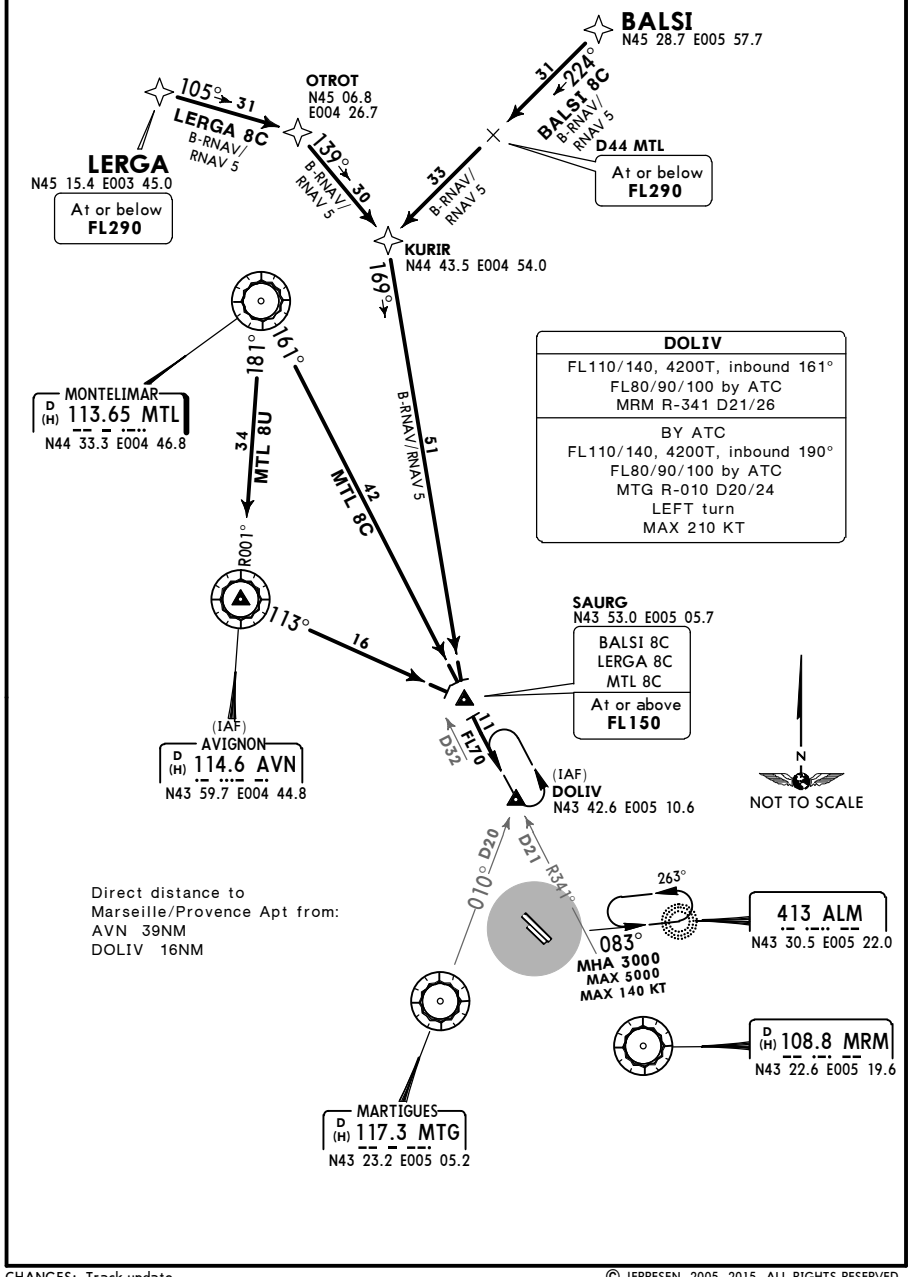
D-ATIS	Apt Elev	
125.350	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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

BRNAV/RNAV 5 EQUIPMENT REQUIRED

MTL 8C, MTL 8U

RWYS 31L/R ARRIVALS



Direct distance to
Marseille/Provence Apt from:
AVN 39NM
DOLIV 16NM

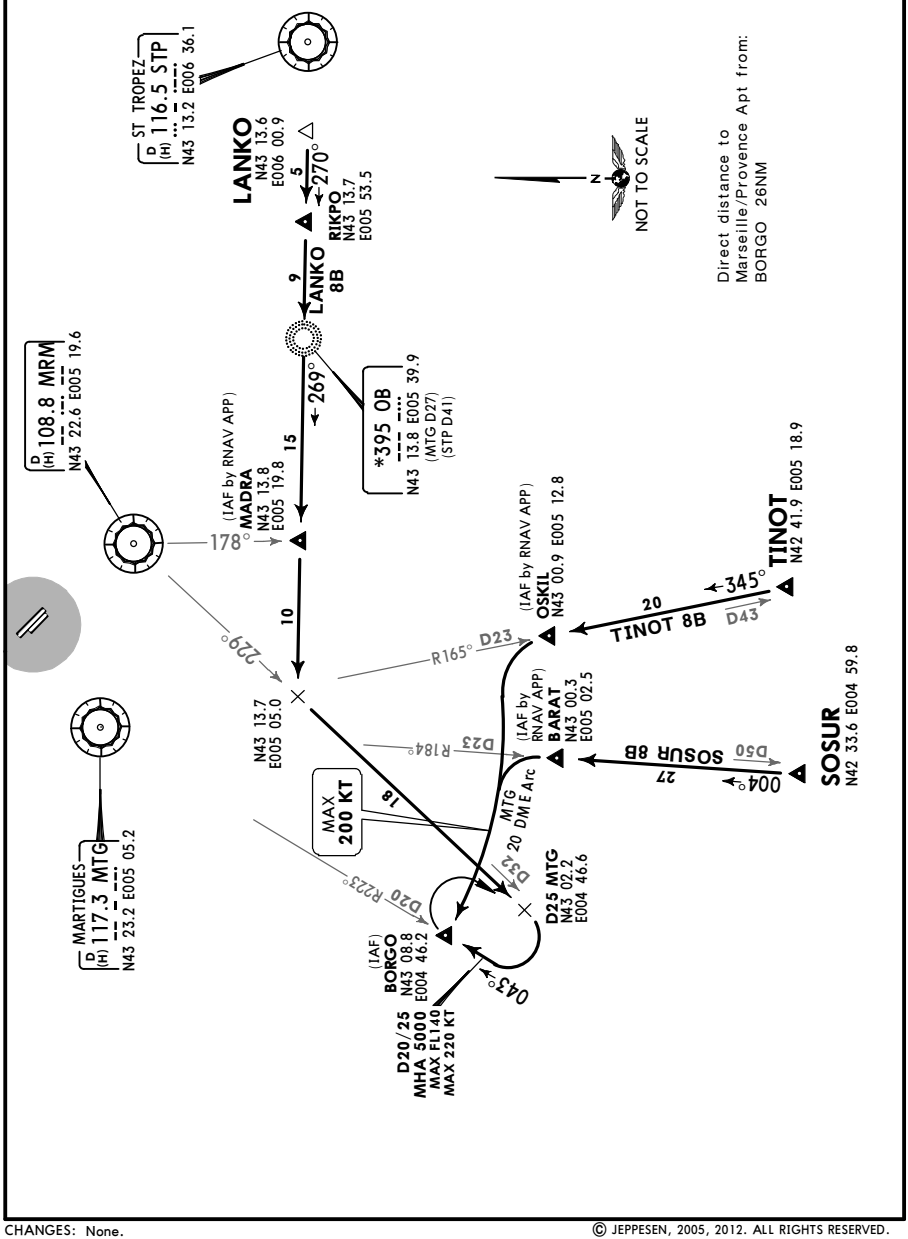
CHANGES: Track update.

© JEPPESEN, 2005, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

D-ATIS	Apt Elev	
125.350	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: None.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

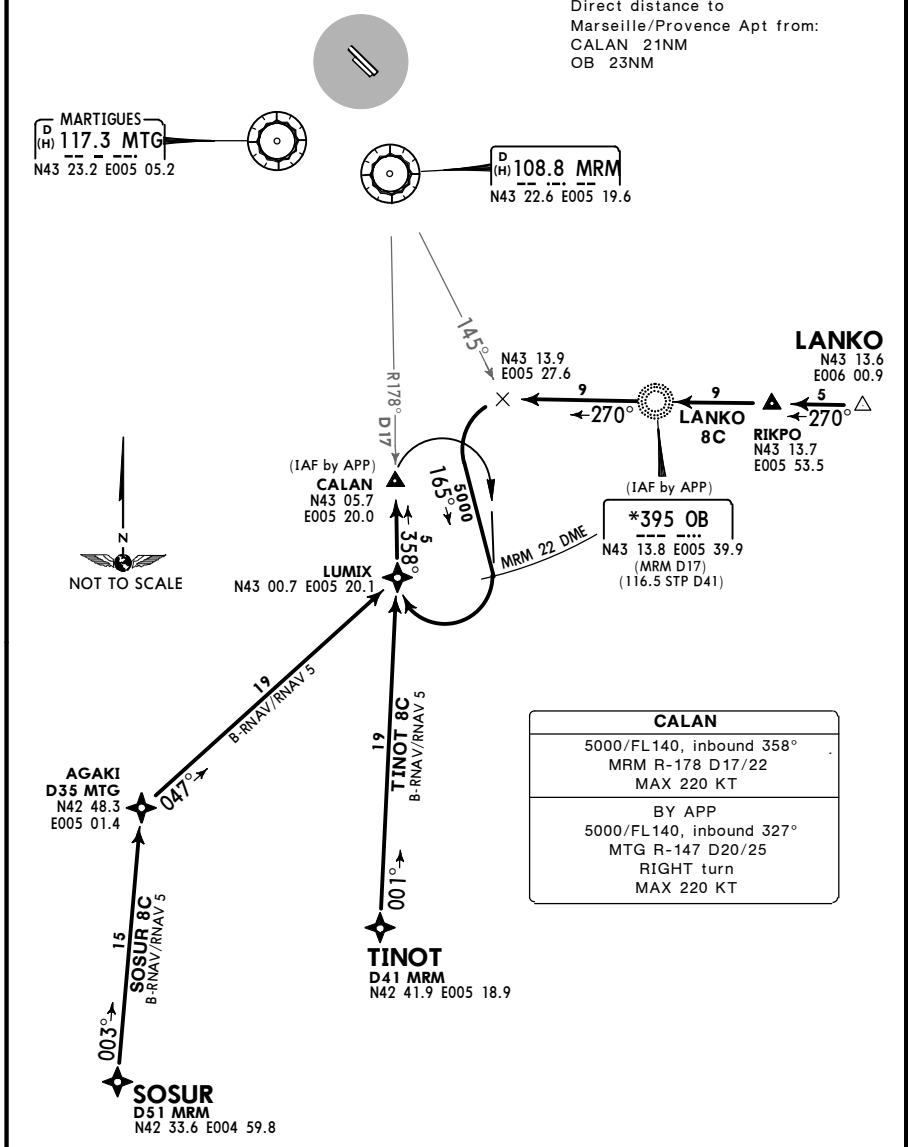
D-ATIS	Apt Elev	
125.350	70′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

LANKO 8C [LANK8C]

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

BRNAV/RNAV 5 EQUIPMENT REQUIRED

RWYS 31L/R ARRIVALS



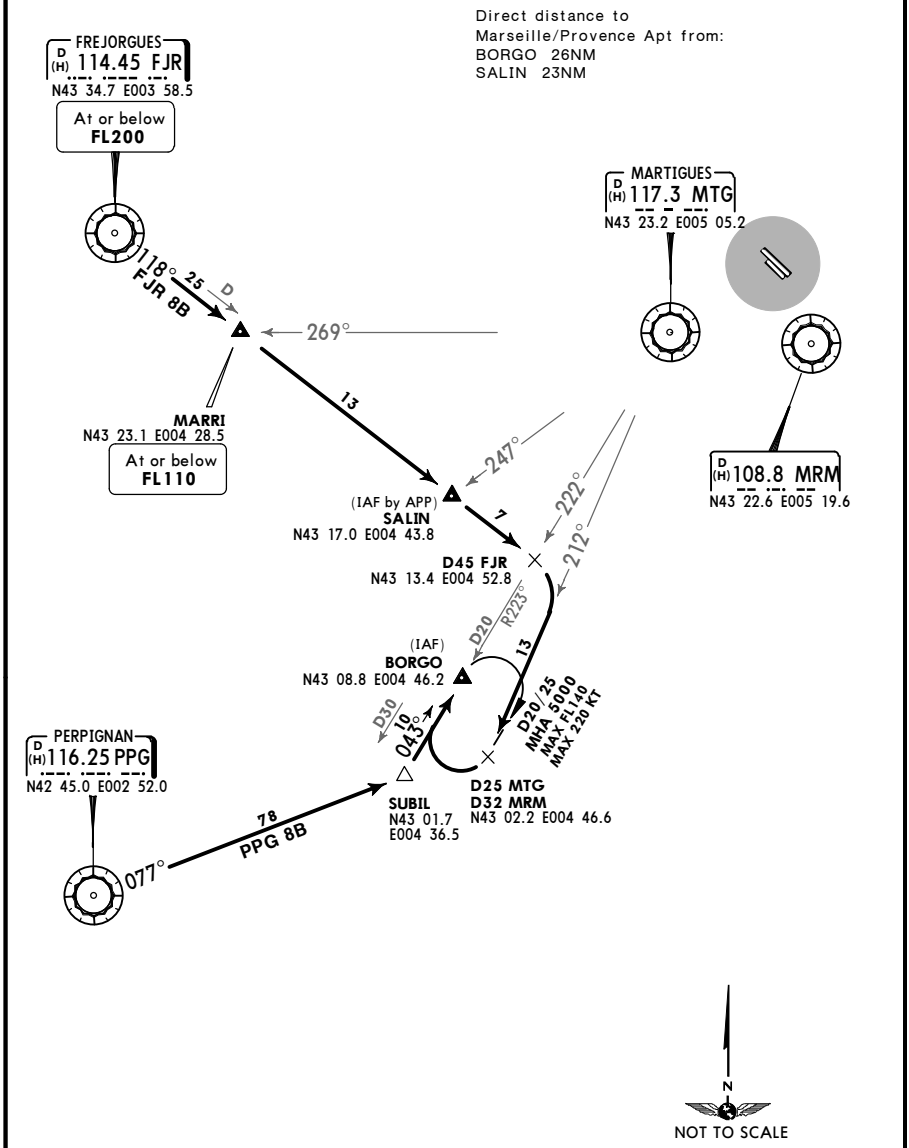
CHANGES: Track update.

© JEPPESEN, 2005, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

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



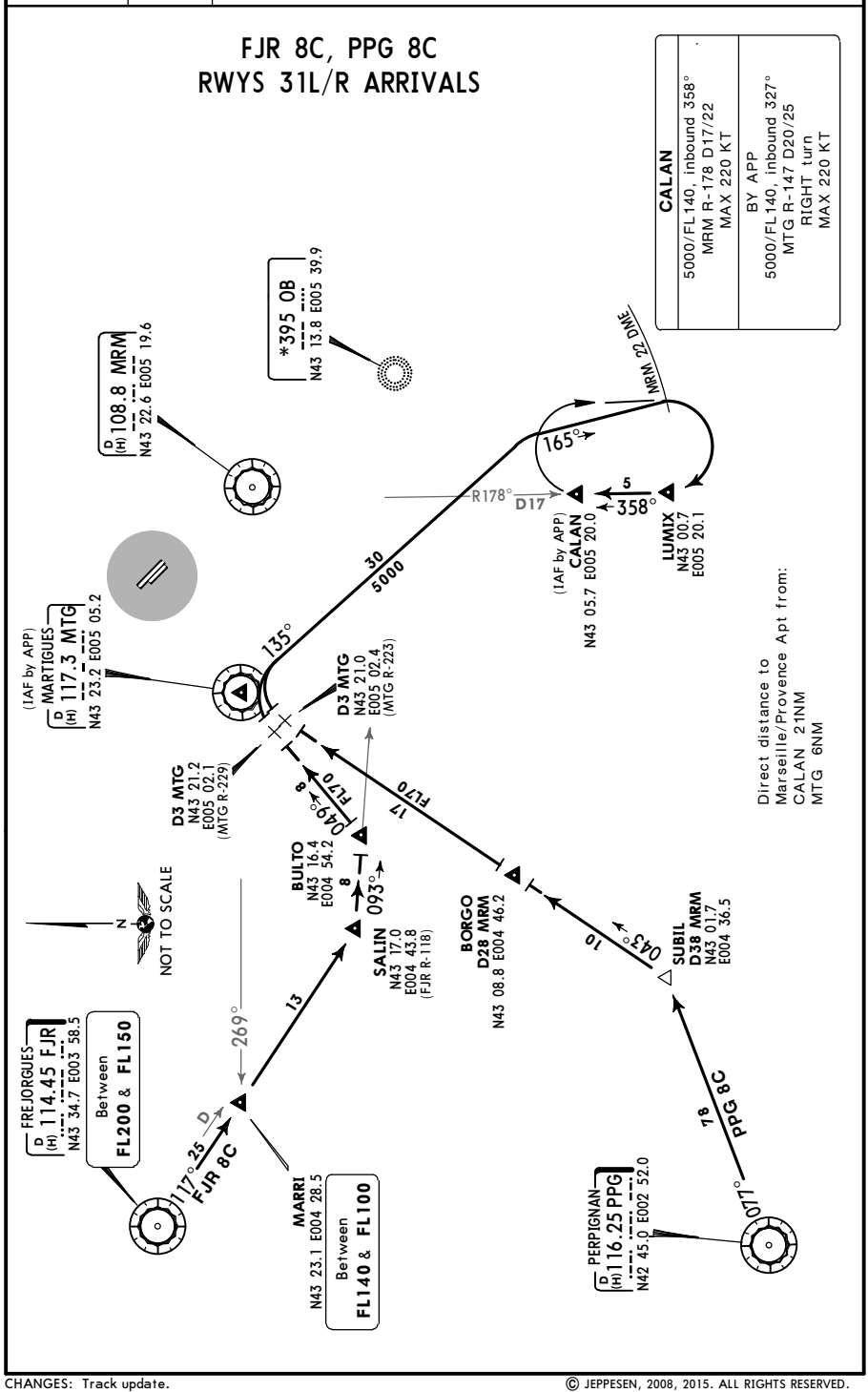
CHANGES: None.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

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



CHANGES: Track update.

© JEPPESEN, 2008, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

CHANGES: Departure designation index added; SIDs transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 degration 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 intertial 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

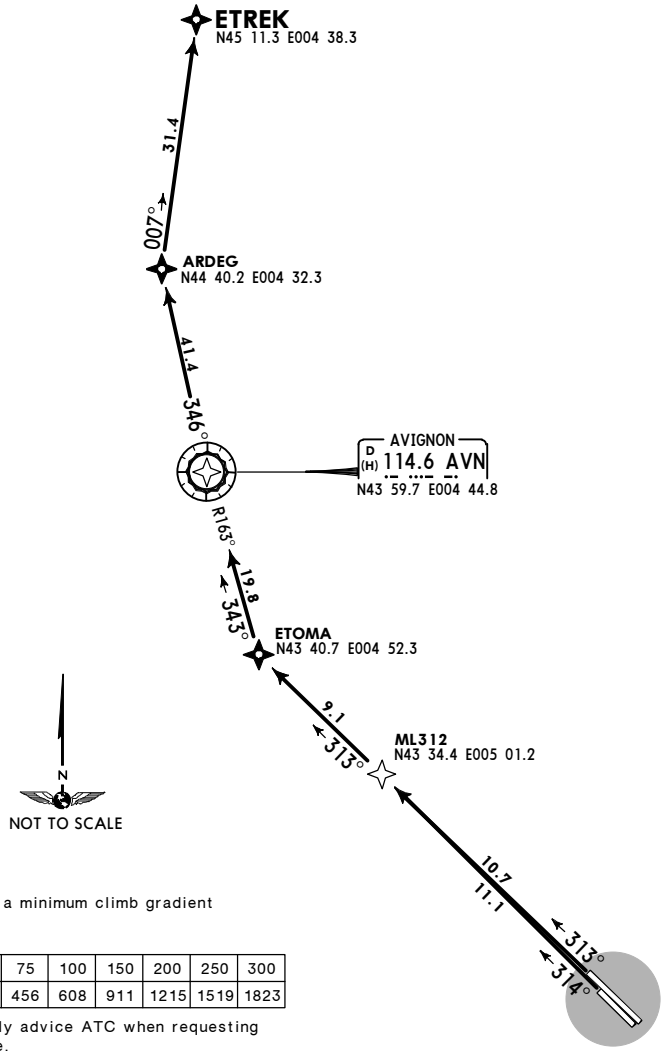
Except for operational reasons, between 2300 and 0600LT, by lox traffic and by calm wind, outbound Northwards flights must initially follow the described SID, and then are covered by RADAR vectoring to DOLIV and/or SAURG to follow SID RWY 13 to ETREK, LERGA or MTL.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 advice 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.

CHANGES: RNAV SID established; SIDs transferred.

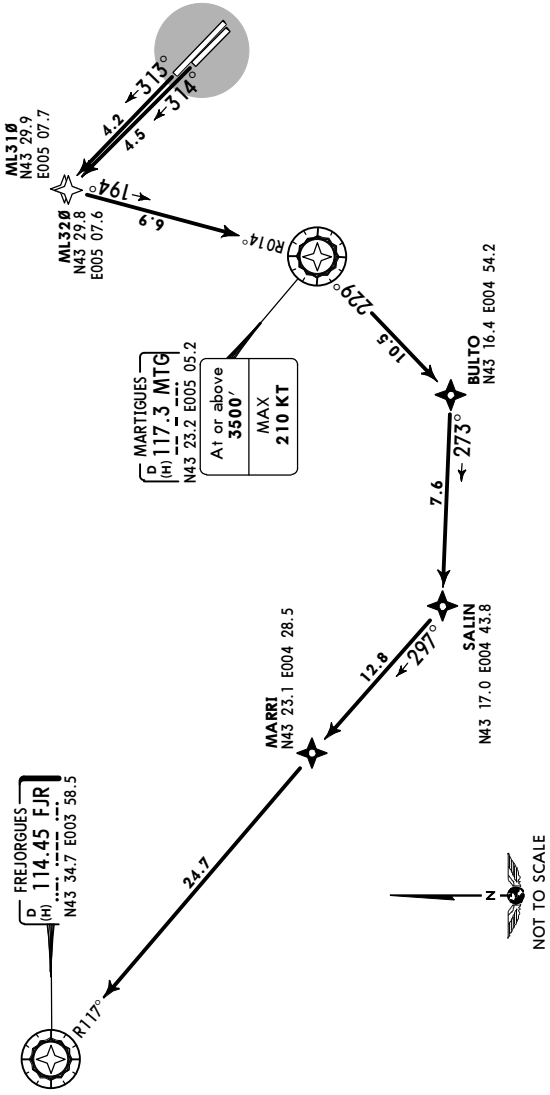
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 advice 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.

CHANGES: RNAV SID established; SIDs transferred.

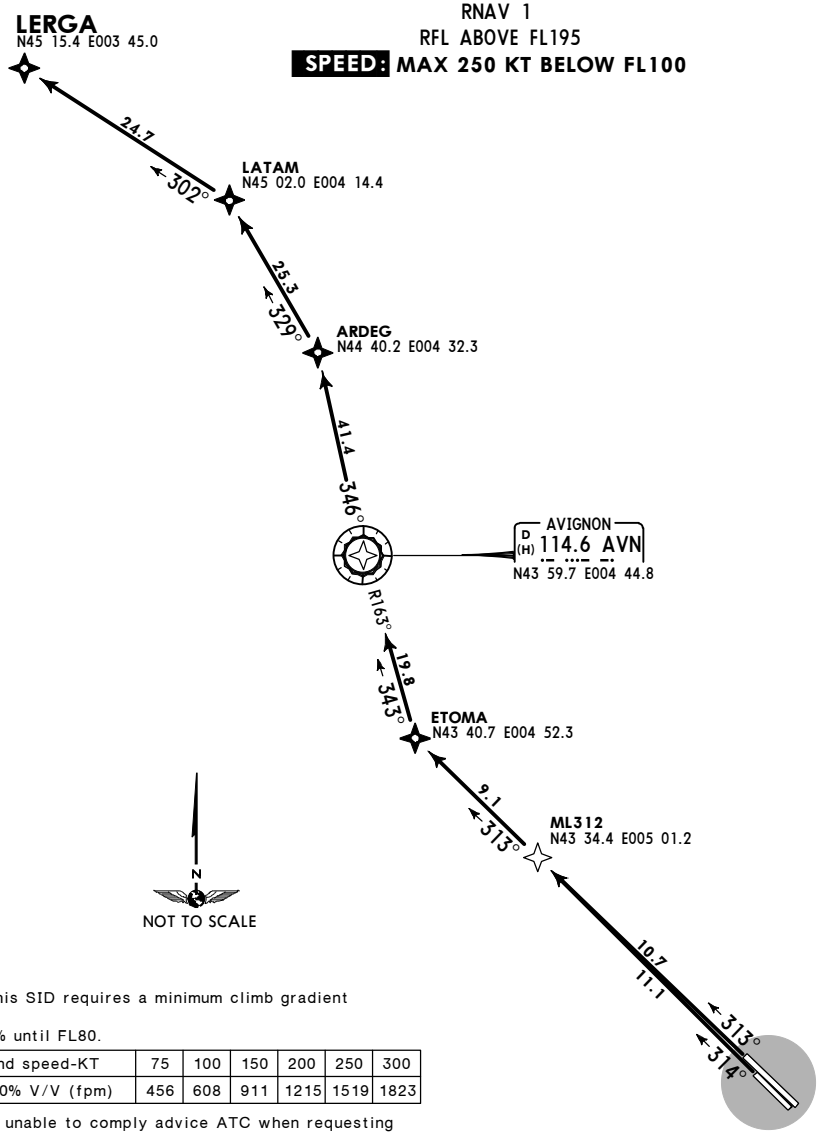
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 advice 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.

CHANGES: None.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 4M LUC 4N

CAT A, B & C

RWYS 31L/R RNAV DEPARTURES

RNAV 1
RFL BELOW FL145
SPEED: MAX 250 KT BELOW FL100

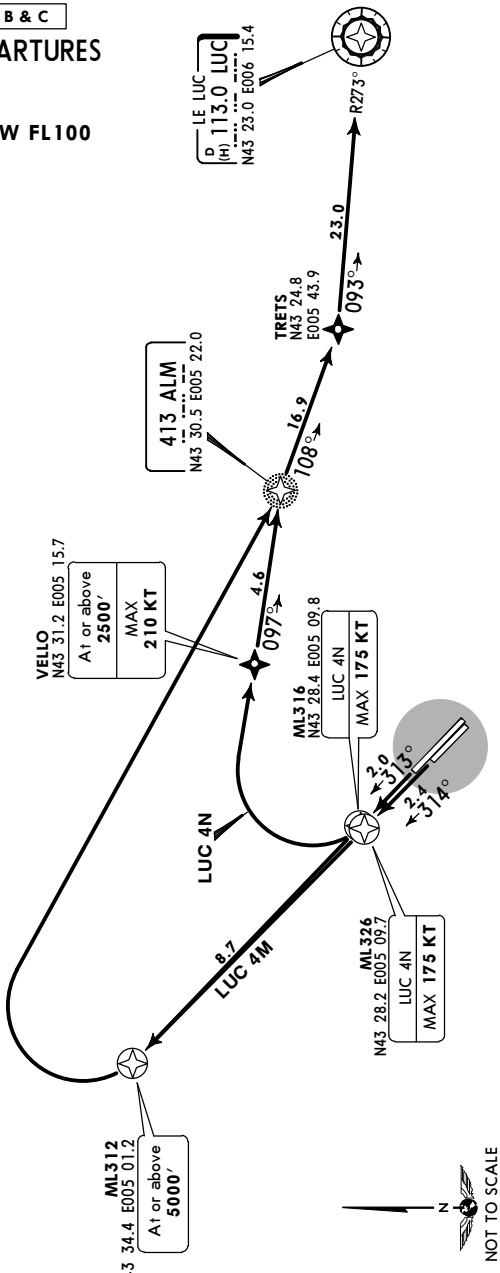
These SIDs require minimum climb gradients of
LUC 4M: 8% up to 5000′, then 6% until FL80.
LUC 4N: 6.5% up to FL120.

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 advice ATC when requesting start-up clearance.

Initial climb clearance **5000′**

SID	RWY	INITIAL CLIMB/ROUTING
LUC 4M	31L	Climb on 314° track to ML312, turn RIGHT direct to ALM, then to TRETS, then to LUC.
	31R	Climb on 313° track to ML312, turn RIGHT direct to ALM, then to TRETS, then to LUC.
LUC 4N	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.



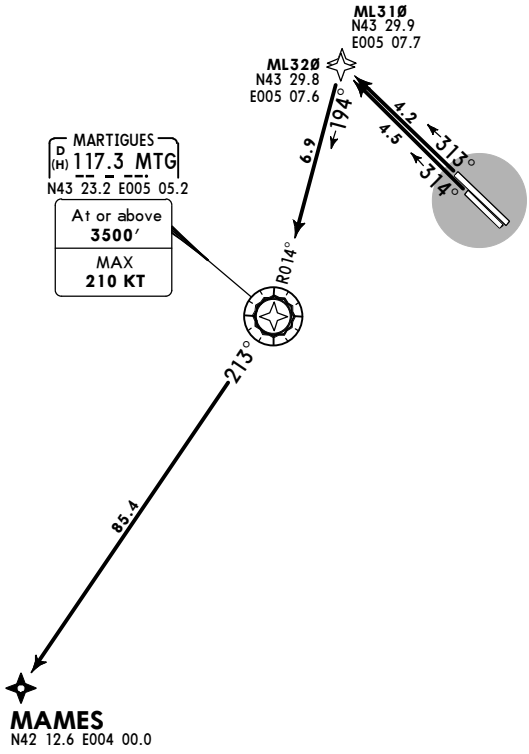
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 advice 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.

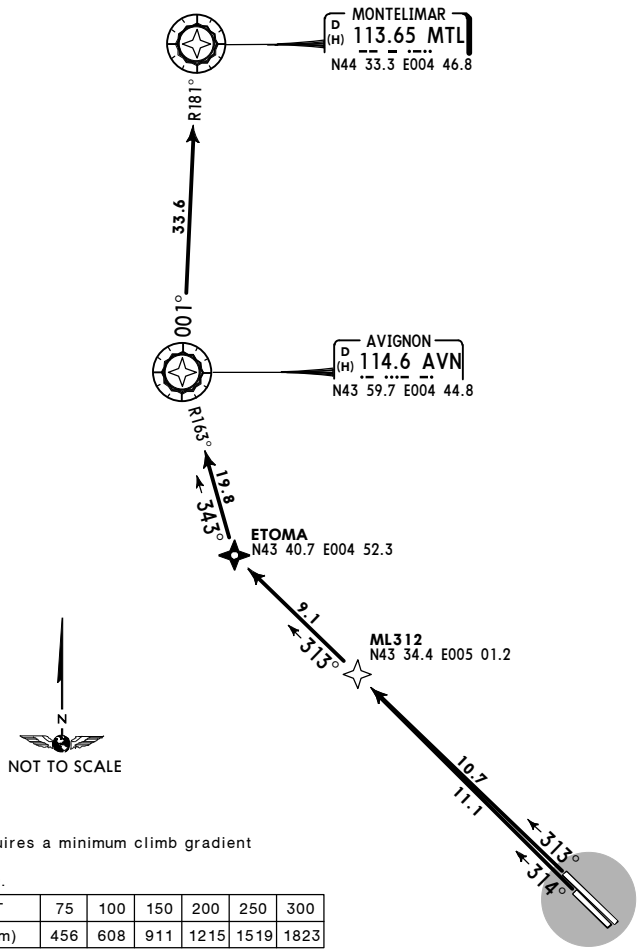
CHANGES: RNAV SID established; SIDs transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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



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 advice 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.

CHANGES: RNAV SID established; SIDs transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 4M [NASI4M] NASIK 4N [NASI4N]

CAT A, B & C

RWYS 31L/R RNAV DEPARTURES

RNAV 1

RFL ABOVE FL155

SPEED: MAX 250 KT BELOW FL100

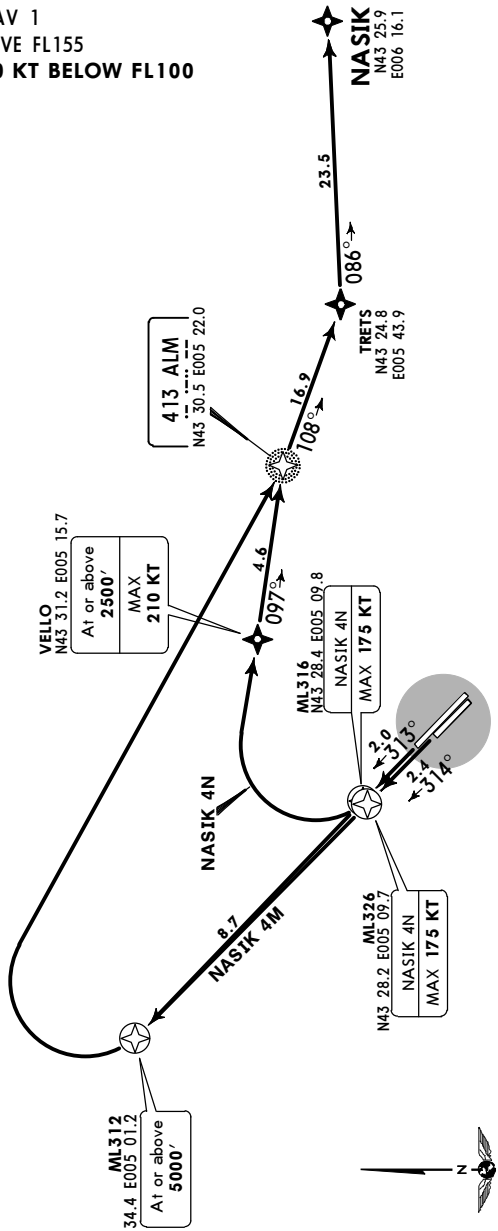
These SIDs require minimum climb gradients of
NASIK 4M: 8% up to 5000′, then 6% until FL80.
NASIK 4N: 6.5% up to FL120.

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 advice ATC when requesting start-up clearance.

Initial climb clearance **5000′**

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



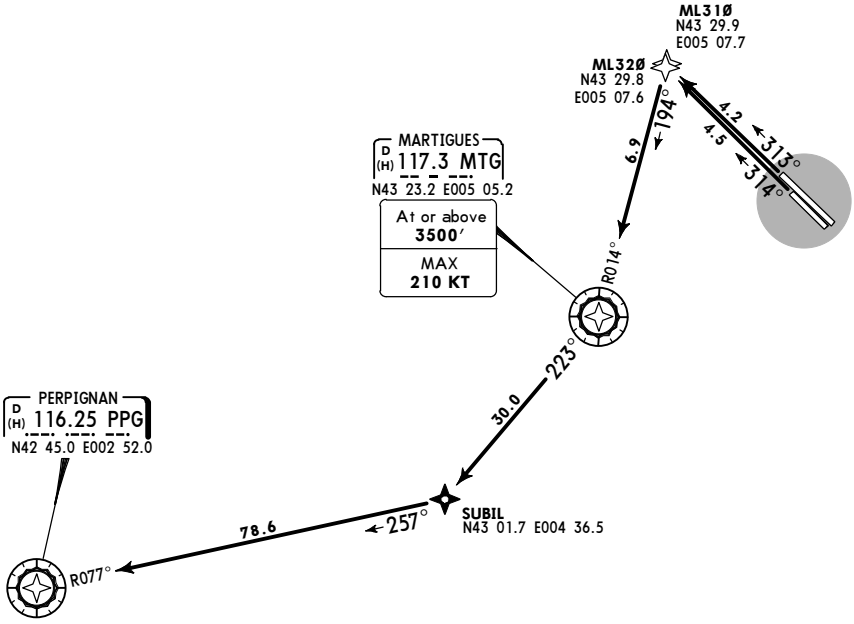
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 4N
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 advice ATC when requesting start-up clearance.

N
NOT TO SCALE

Initial climb clearance **4000′**

RWY	INITIAL CLIMB/ROUTING.
31L	Climb on 314° track to ML320, turn LEFT to MTG, turn RIGHT to SUBIL, then to PPG.
31R	Climb on 313° track to ML310, turn LEFT to MTG, turn RIGHT to SUBIL, then to PPG.

CHANGES: None.

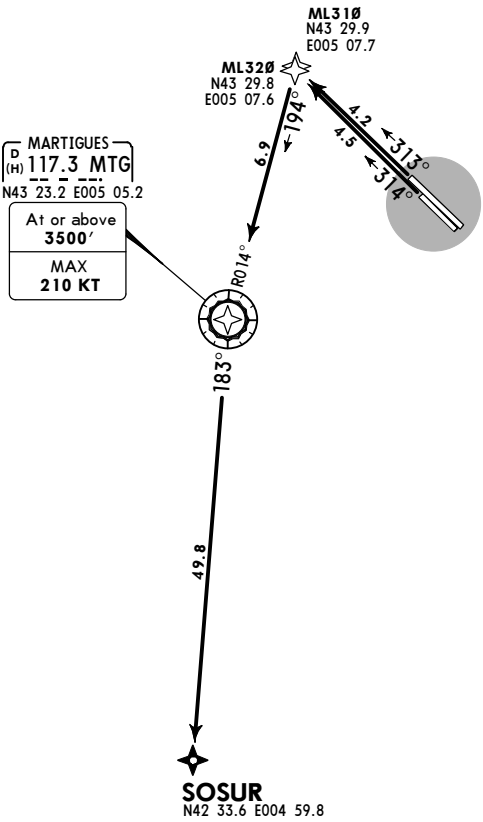
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 advice ATC when requesting start-up clearance.

N
NOT TO SCALE

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.

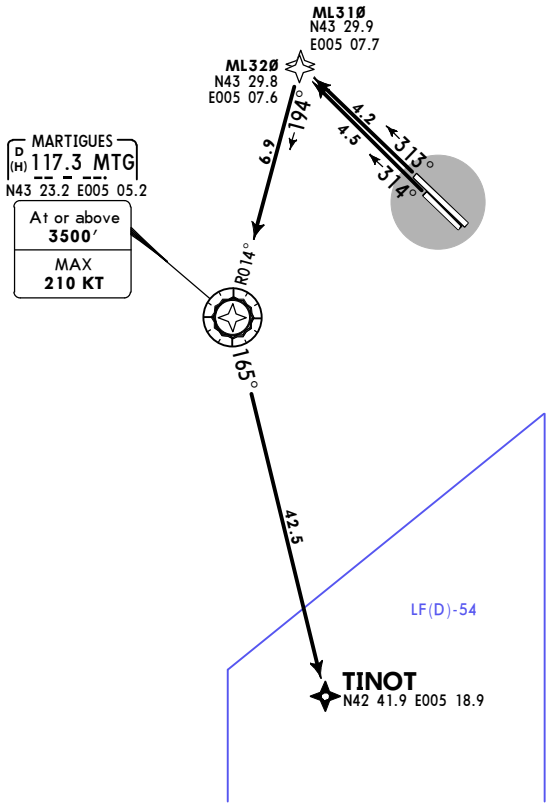
CHANGES: RNAV SID established; SIDs transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 advice ATC when requesting start-up clearance.

N
NOT TO SCALE

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.

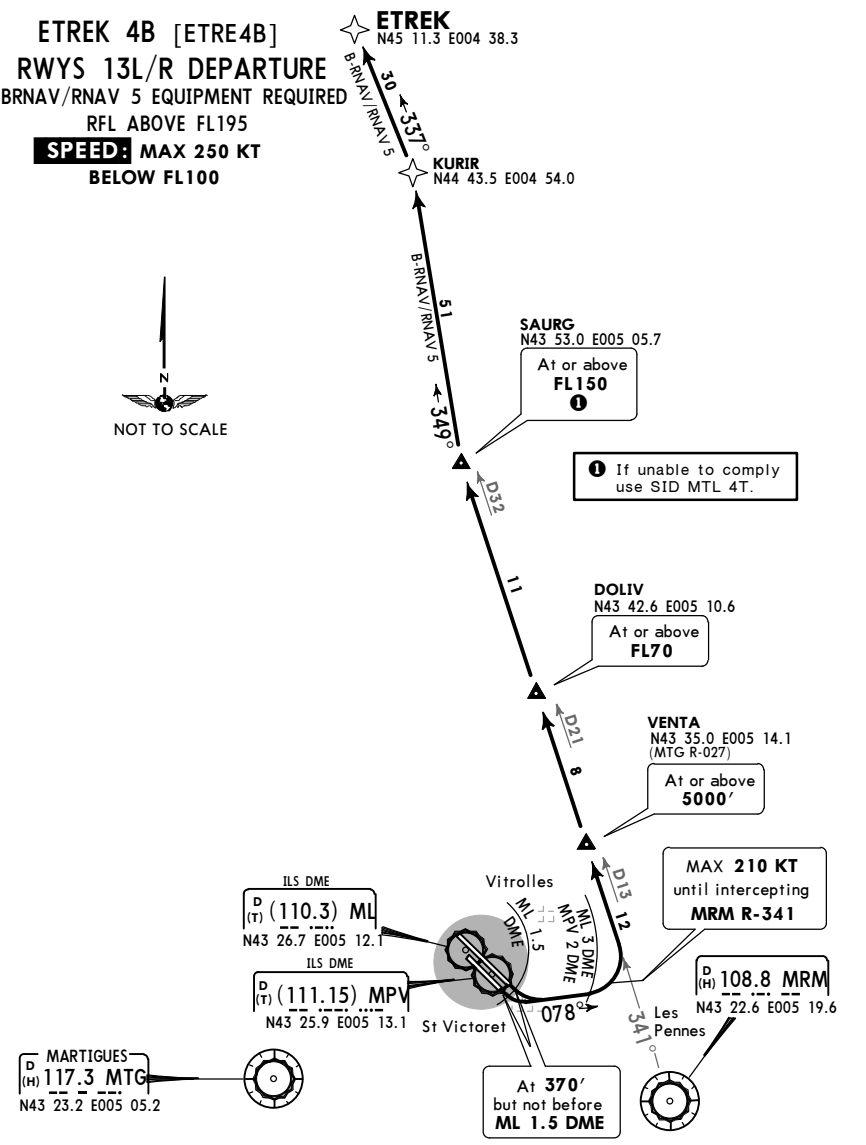
CHANGES: RNAV SID established; SIDs transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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



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, 337° track to ETREK.

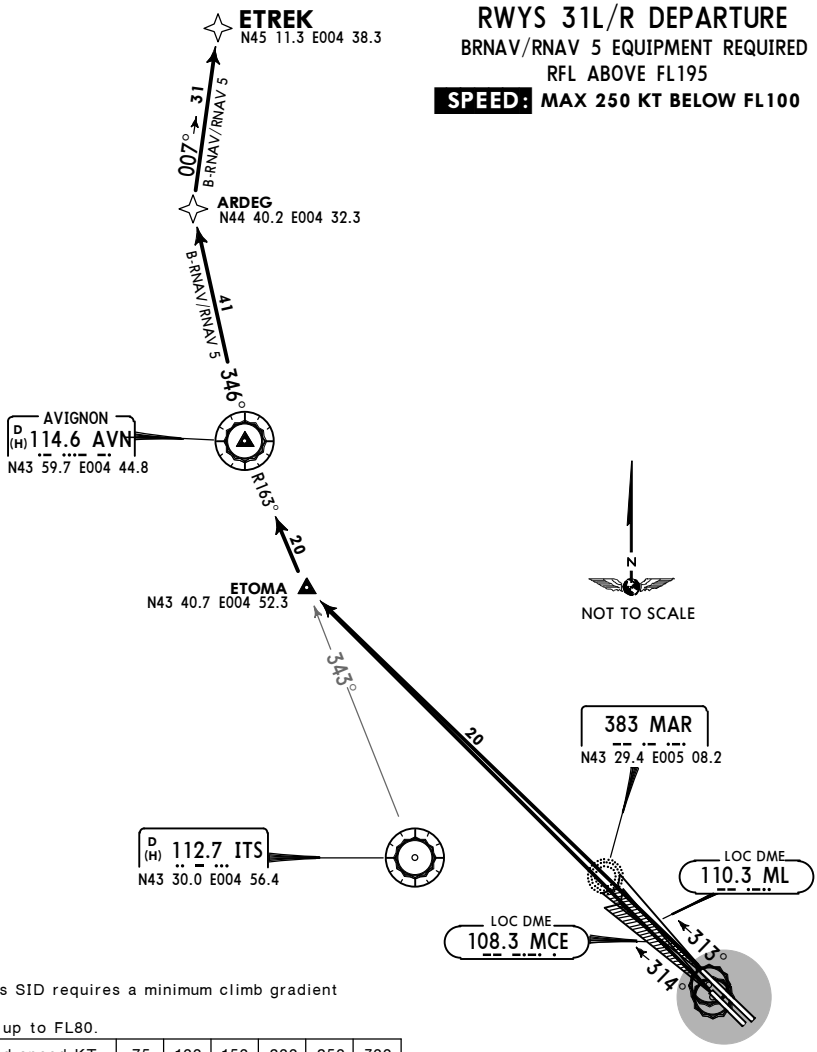
CHANGES: SID renumbered & transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 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.

CHANGES: SID renumbered & transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

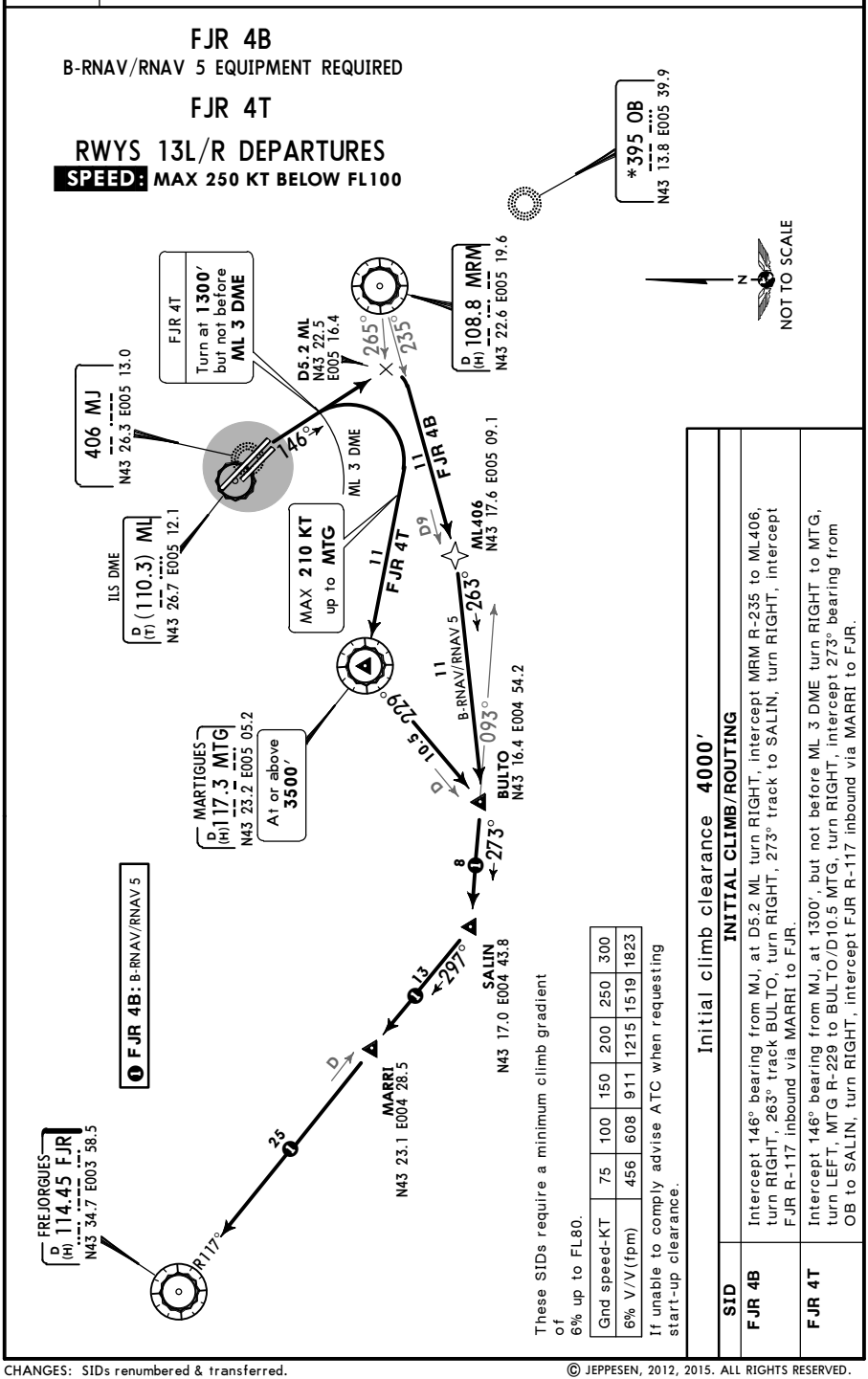
FJR 4B

B-RNAV/RNAV 5 EQUIPMENT REQUIRED

FJR 4T

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′

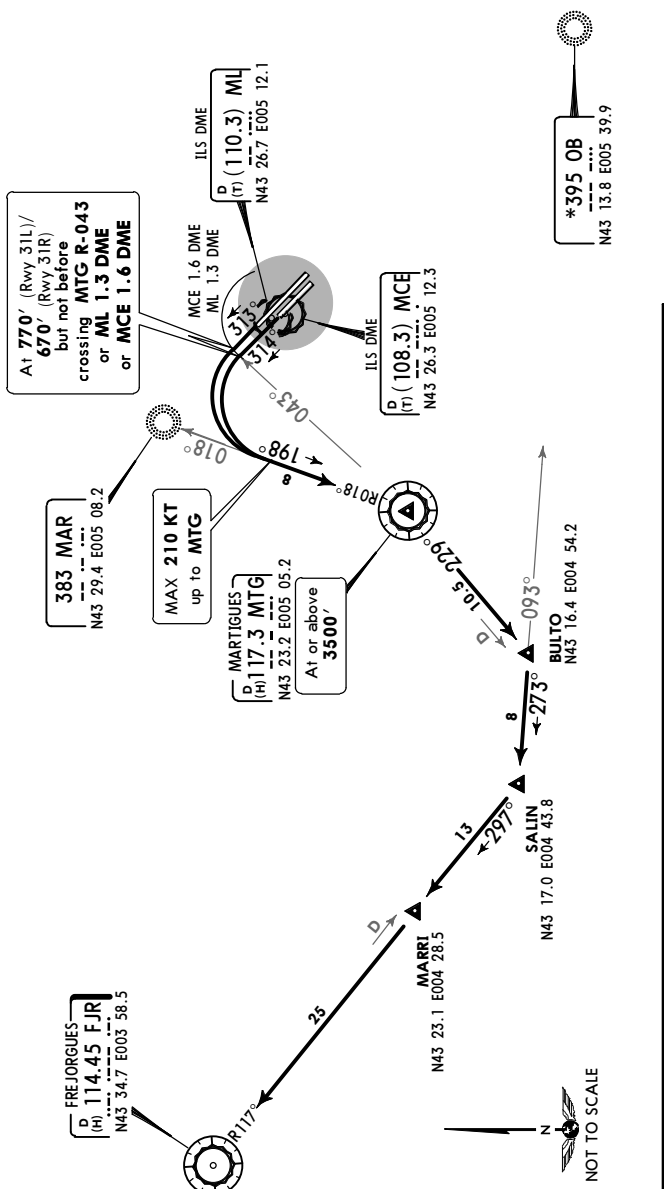
SID	INITIAL CLIMB/ROUTING
FJR 4B	Intercept 146° bearing from MJ, at D5.2 ML turn RIGHT, intercept MRM R-235 to ML406, turn RIGHT, 263° track BULTO, turn RIGHT, 273° track to SALIN, turn RIGHT, intercept FJR R-117 inbound via MARRI to FJR.
FJR 4T	Intercept 146° bearing from MJ, at 1300′, but not before ML 3 DME turn RIGHT to MTG, turn LEFT, 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.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

RWY	
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.

ROUTING

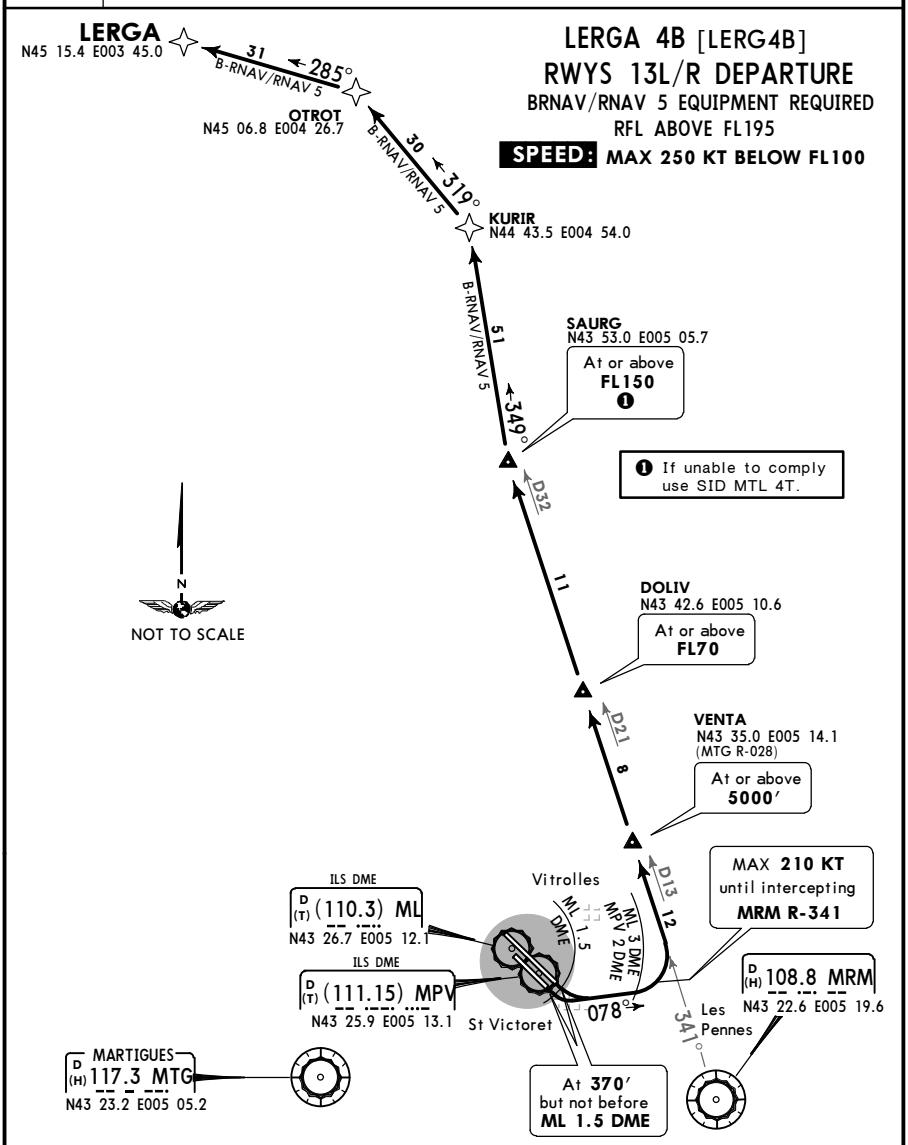
At MTG turn RIGHT, MTG R-229 to BULTO/D10.5 MTG, turn RIGHT, intercept 273° bearing from OB to SALIN, turn RIGHT, intercept FJR R-117 inbound via MARRI to FJR.

CHANGES: SID renumbered & transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 4B [LERG4B]
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 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

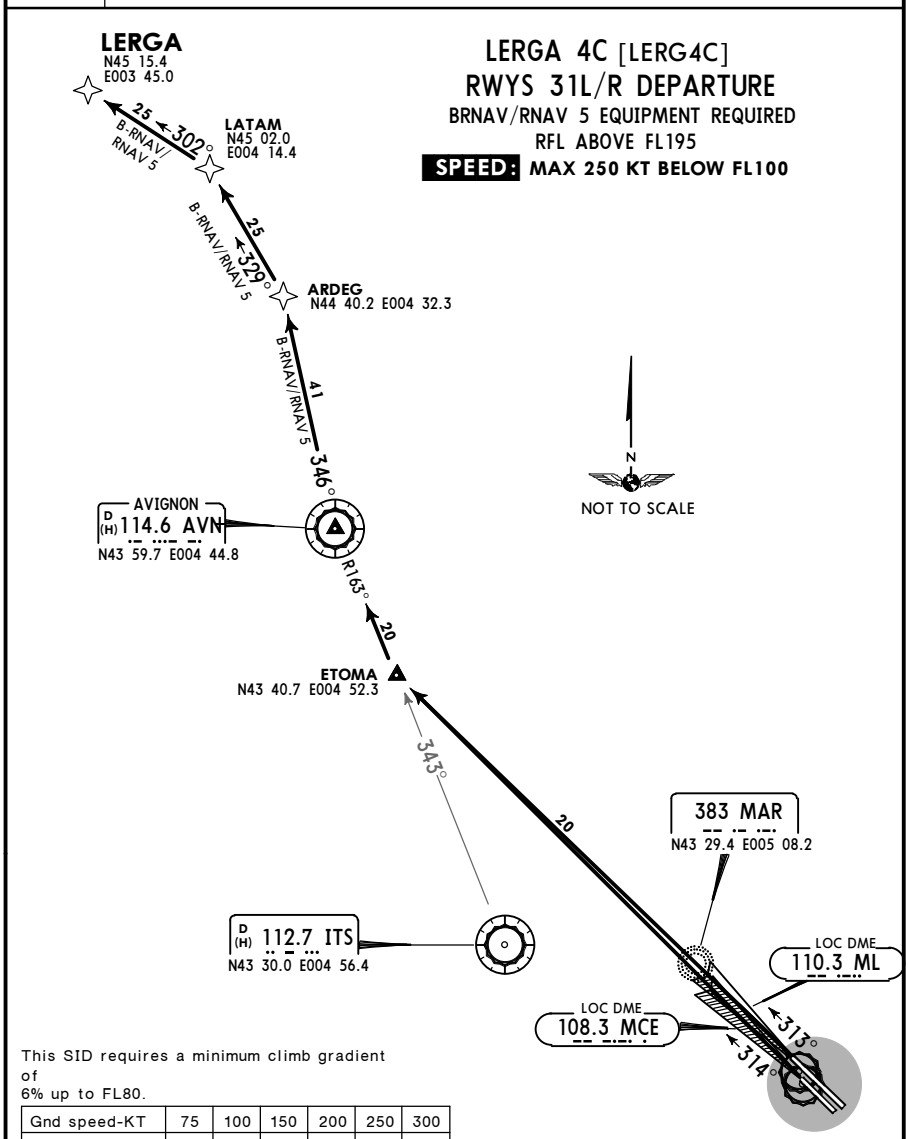
Climb to 370′, not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, turn RIGHT, 349° track to KURIR, turn LEFT, 319° track to OTROT, turn LEFT, 285° track to LERGA.

CHANGES: SID renumbered & transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

CHANGES: SID renumbered & transferred.

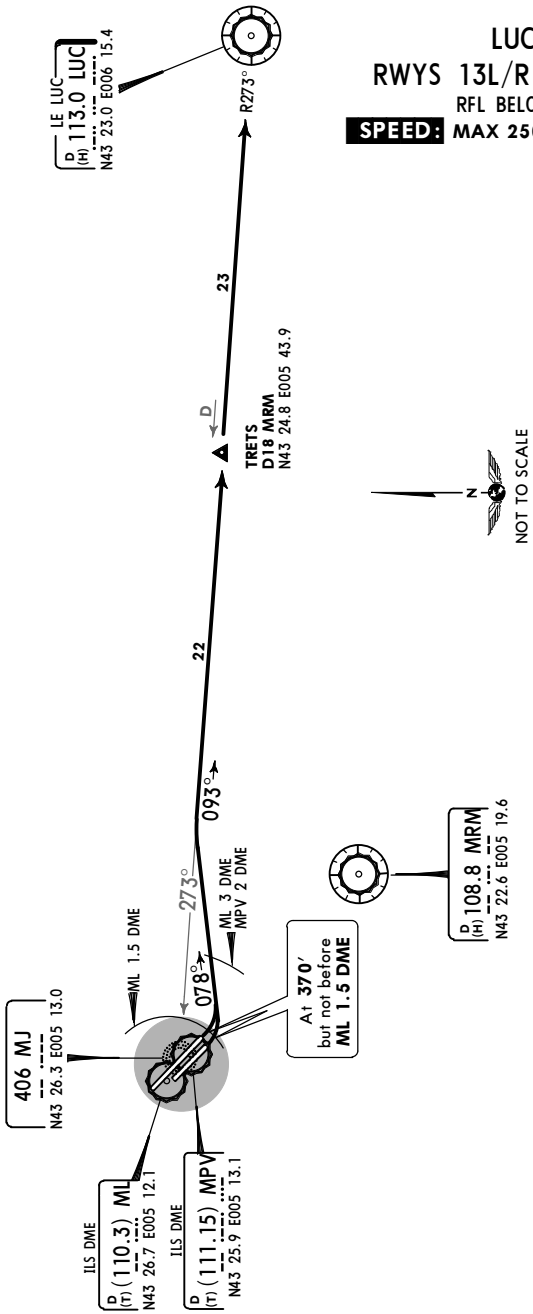
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 4B
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 & transferred.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

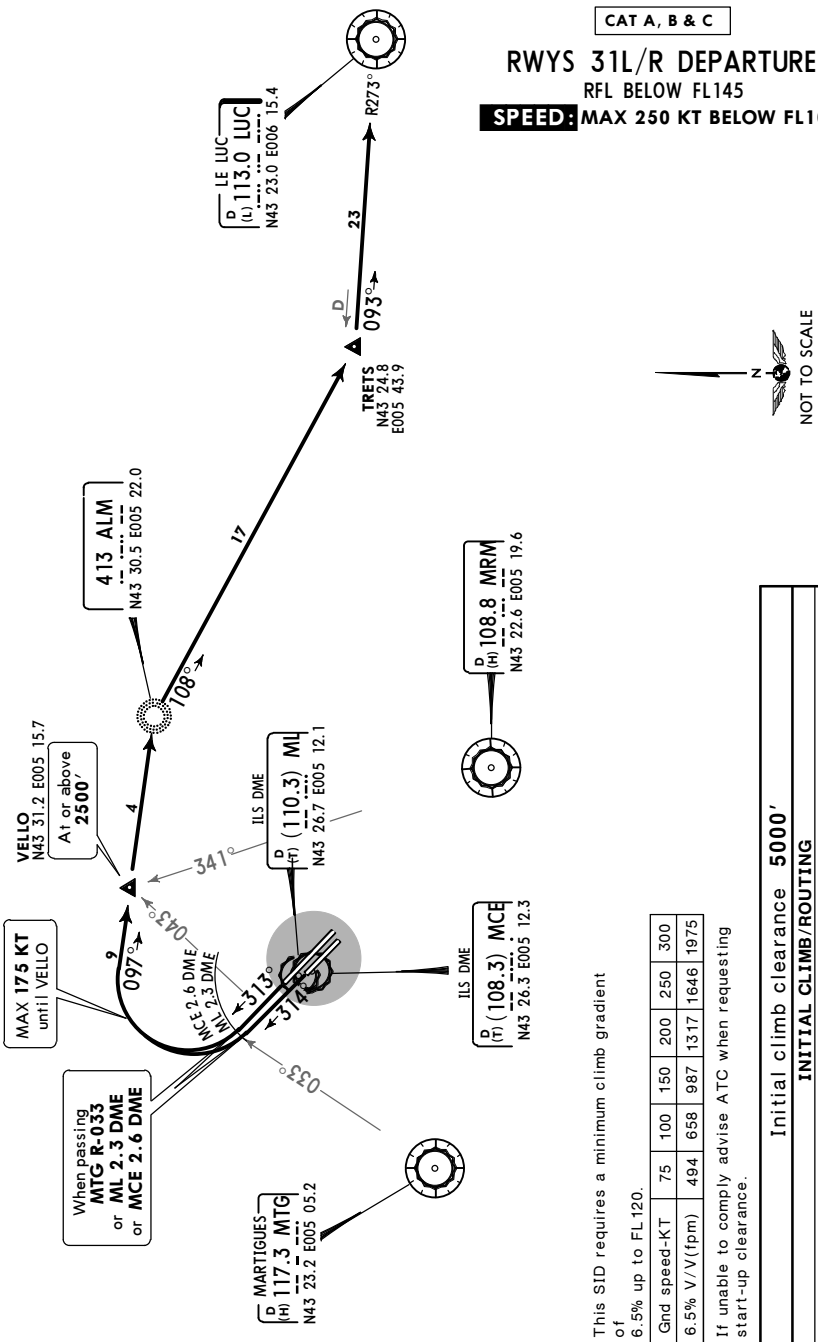
LUC 4C

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 TRETS, intercept LUC R-273 inbound to LUC.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

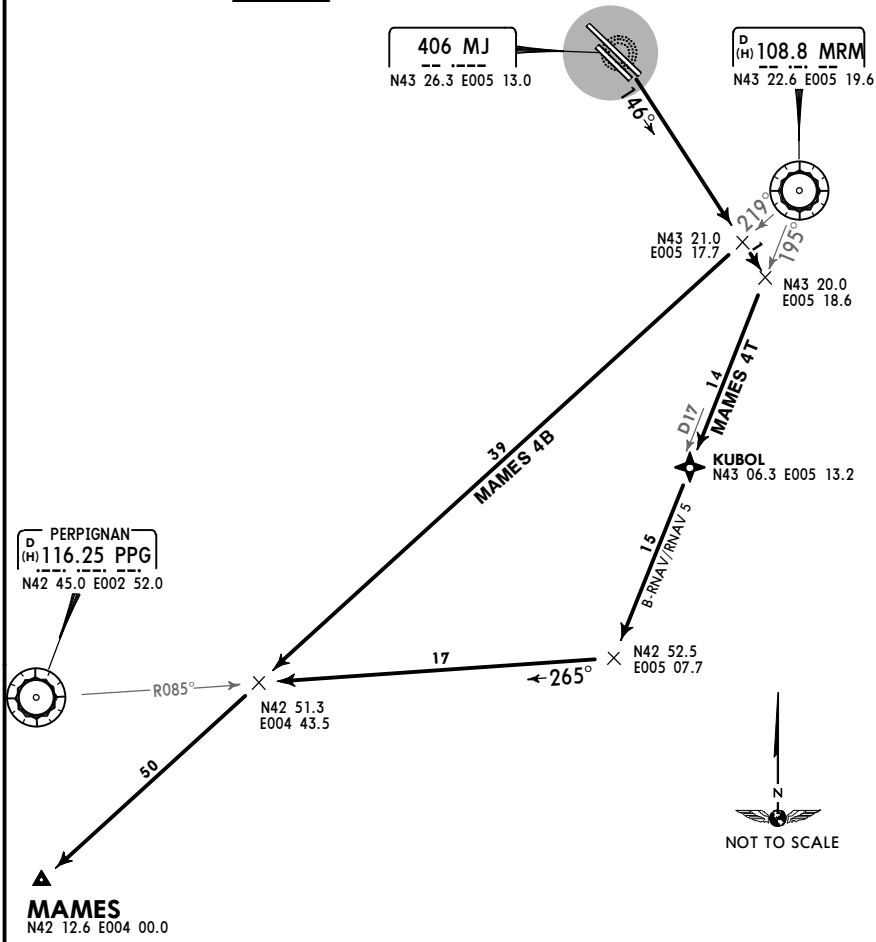
MAMES 4B [MAME4B]

MAMES 4T [MAME4T]

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 4B	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-219 to MAMES.
MAMES 4T	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-195 via KUBOL, intercept PPG R-085 inbound, turn LEFT, intercept MRM R-219 to MAMES.

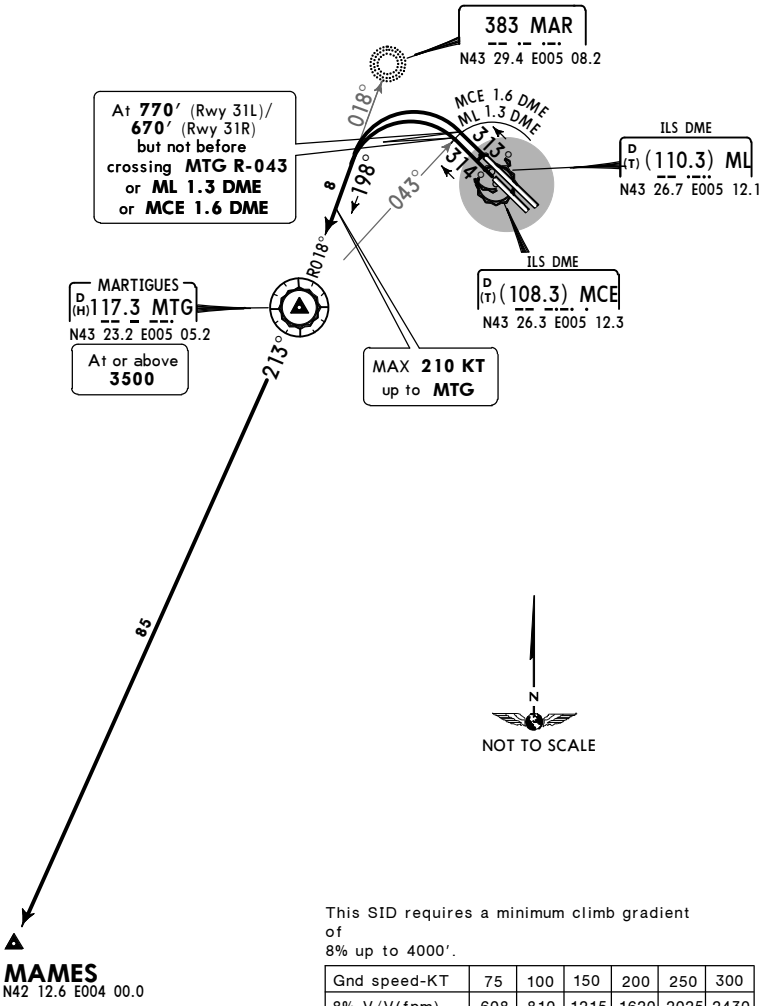
CHANGES: New chart (SIDs renumbered; chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 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′**

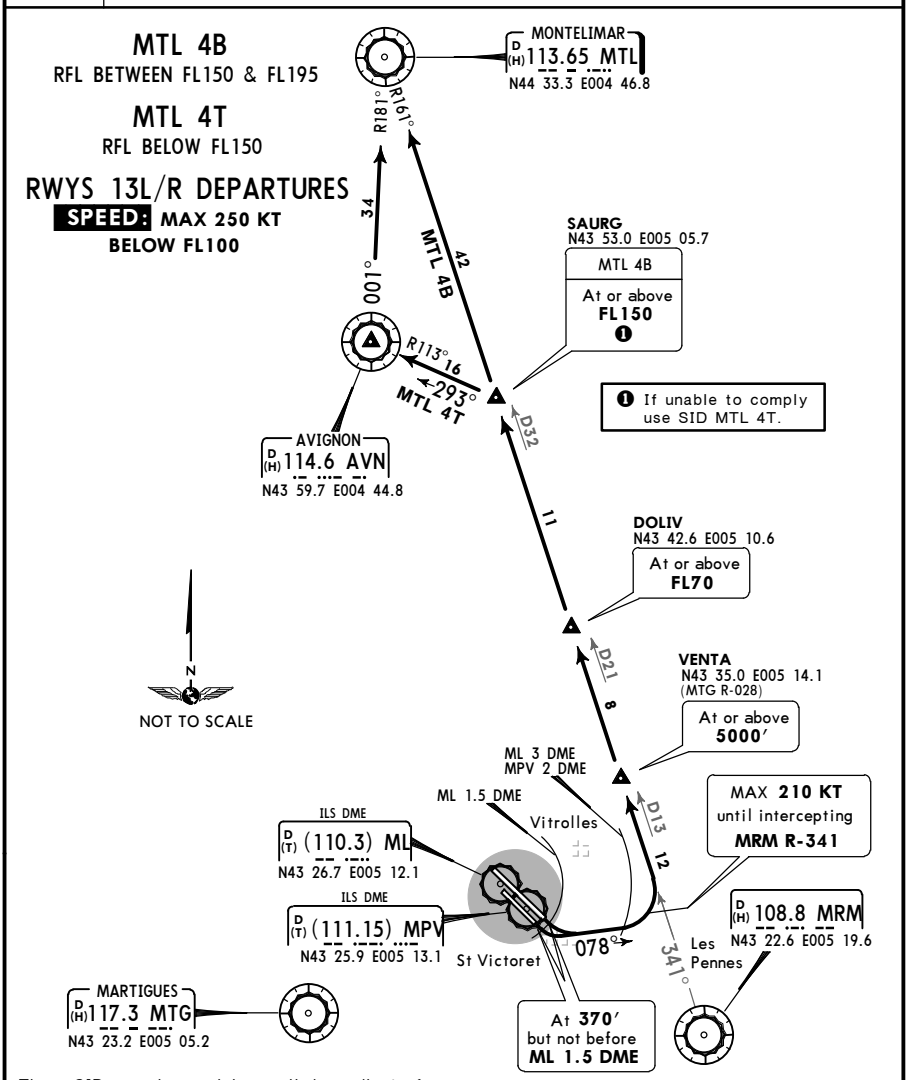
RWY	INITIAL CLIMB/ROUTING
31L	Climb to 770′, not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG, turn RIGHT, MTG R-213 to MAMES.
31R	Climb to 670′, not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-018 inbound to MTG, turn RIGHT, MTG R-213 to MAMES.

CHANGES: New chart (SID renumbered; chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.



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**

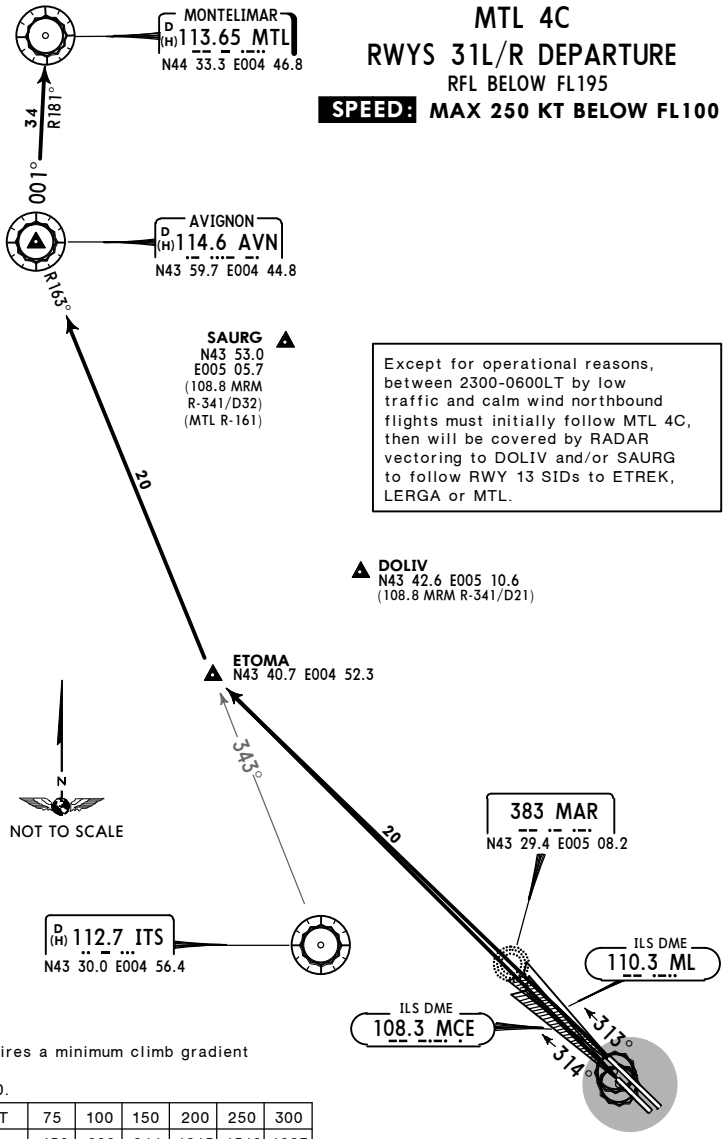
SID	INITIAL CLIMB/ROUTING
MTL 4B	Climb to 370′, not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 via SAURG to MTL.
MTL 4T	Climb to 370′, not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, intercept AVN R-113 inbound to AVN, turn RIGHT, intercept MTL R-181 inbound to MTL.

CHANGES: New chart (SIDs renumbered; chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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/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.

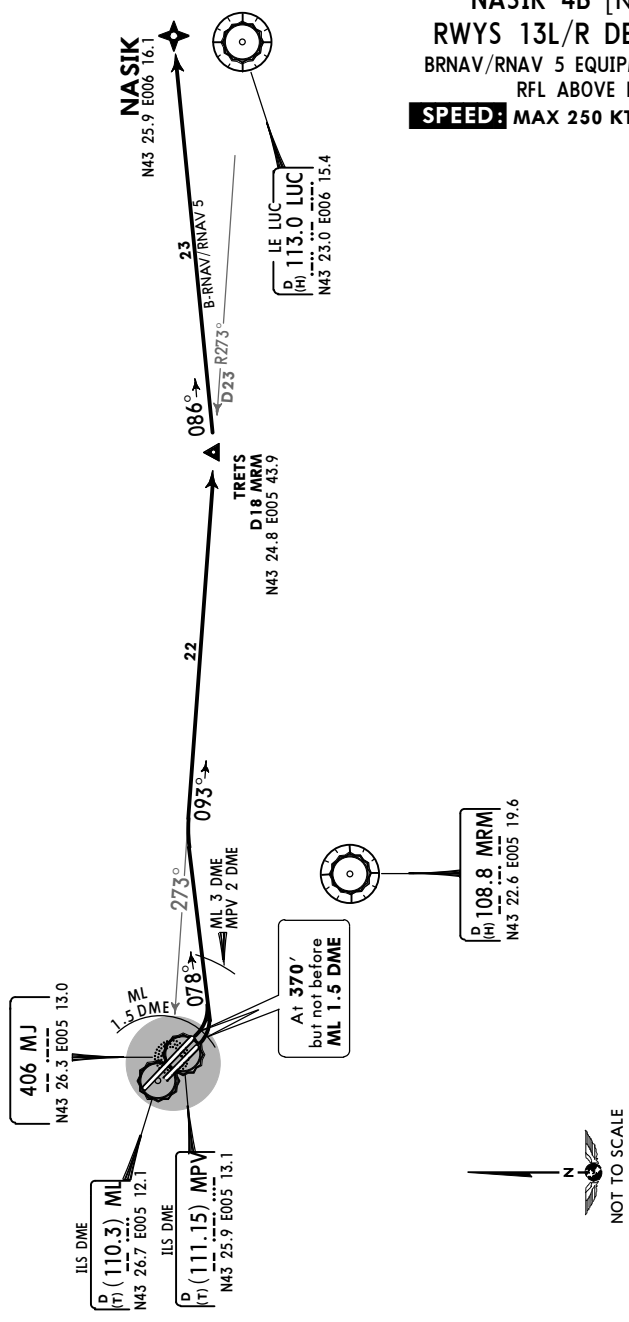
CHANGES: New chart (SID renumbered; chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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



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

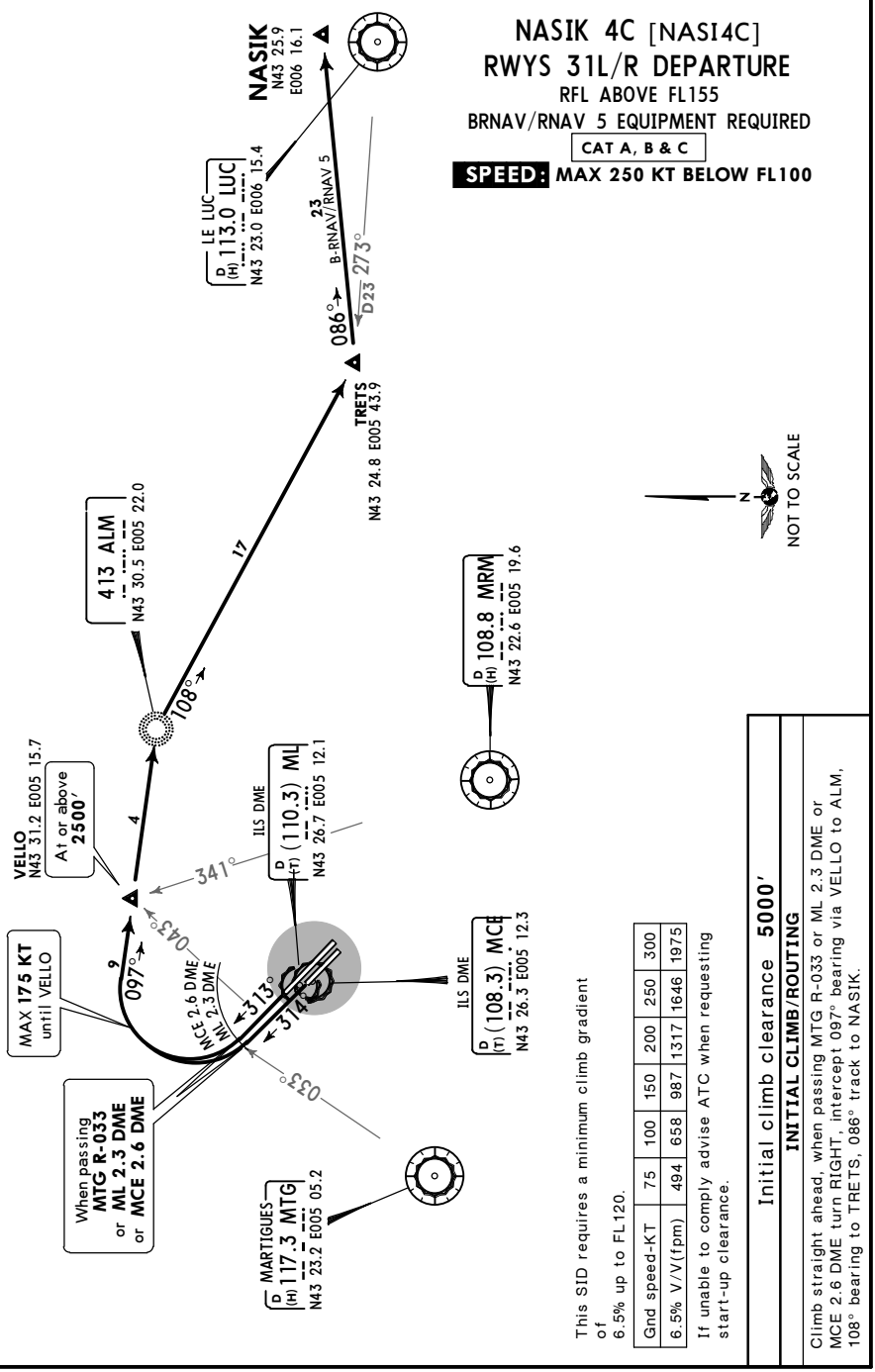
Climb to 370′, not before ML 1.5 DME turn LEFT, 078° track, when passing ML 3 DME or MPV 2 DME, turn RIGHT, intercept 093° bearing from MJ to TRETS, 086° track to NASIK.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 4C [NASI4C]
RWYS 31L/R DEPARTURE
RFL ABOVE FL155
BRNAV/RNAV 5 EQUIPMENT REQUIRED
CAT A, B & C
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 TRETS, 086° track to NASIK.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

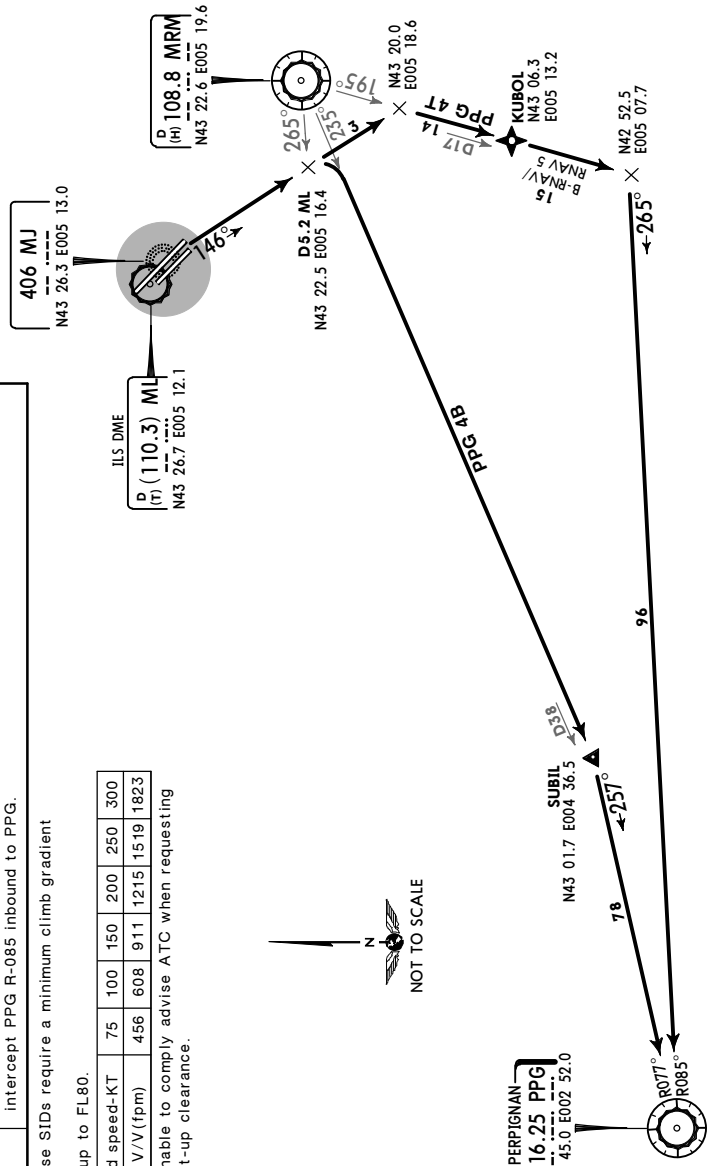
PPG 4B

PPG 4T

B-RNAV/RNAV 5 EQUIPMENT REQUIRED

RWYS 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **4000′**

SID	INITIAL CLIMB/ROUTING
PPG 4B	Intercept 146° bearing from MJ, at D5.2 ML turn RIGHT, intercept MRM R-235 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.
PPG 4T	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-195 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.

CHANGES: New chart (SIDs renumbered; chart reindexed).

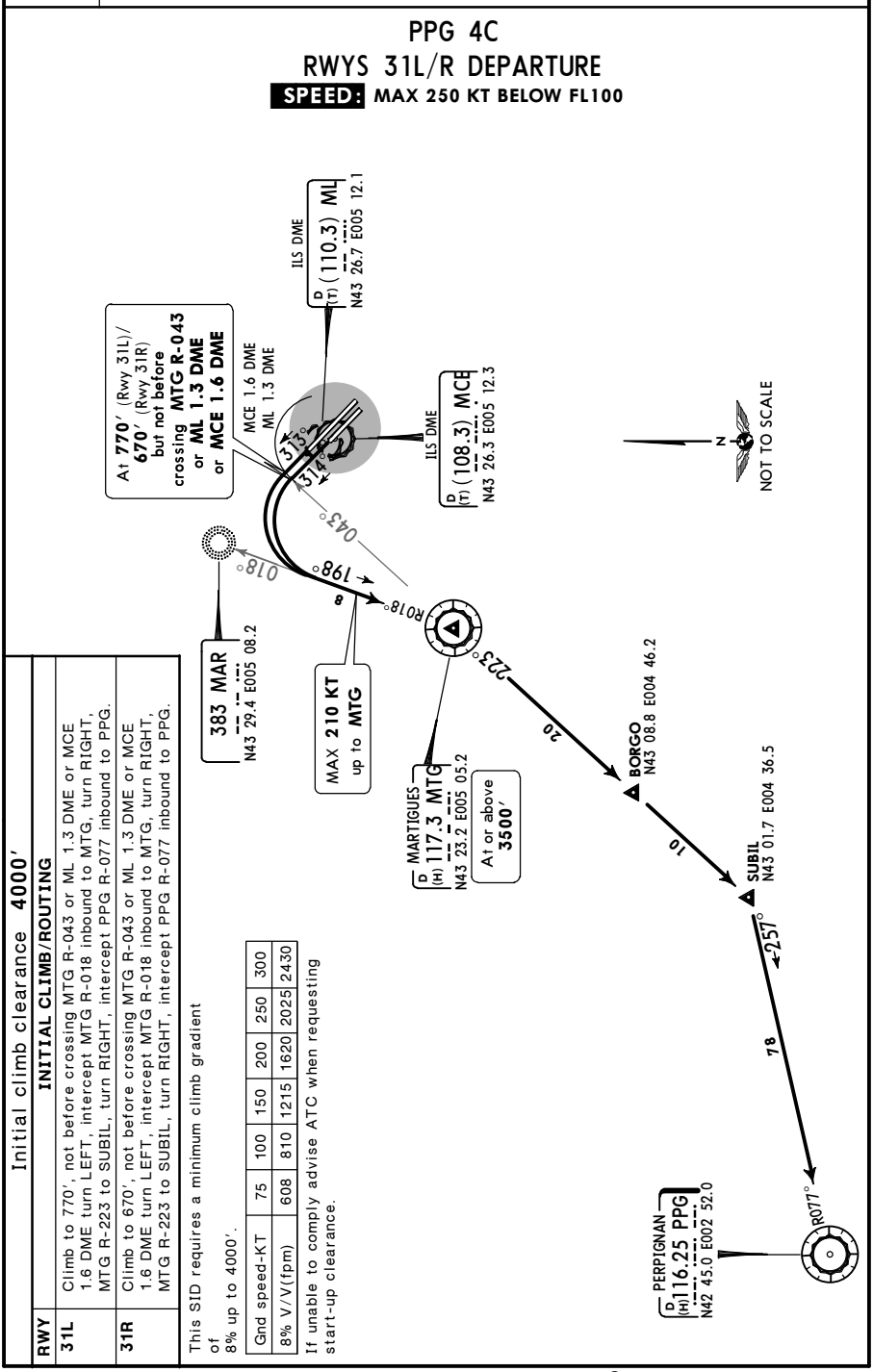
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

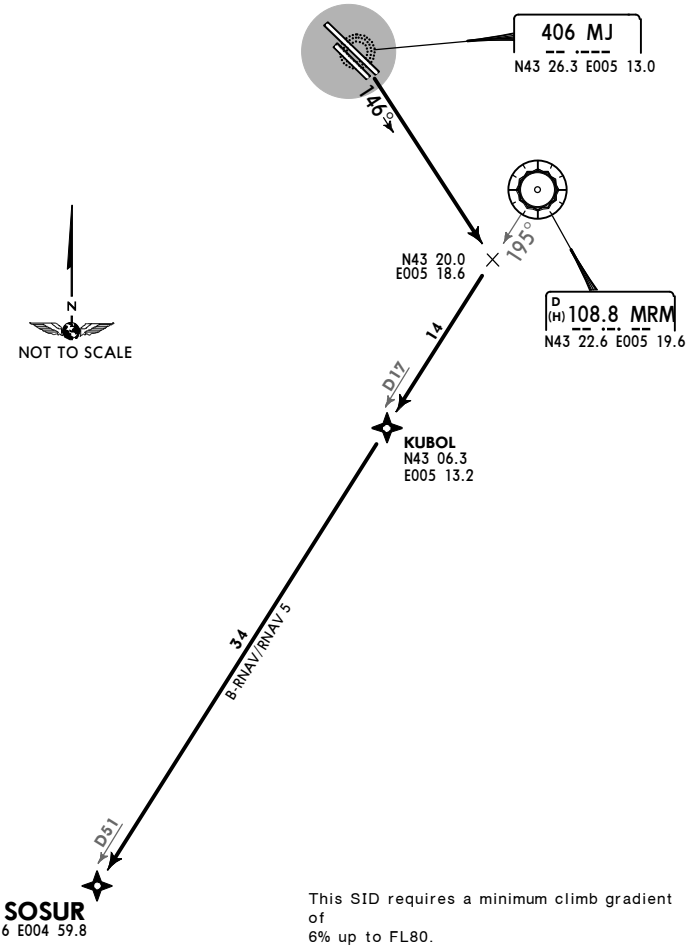
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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



This SID requires a minimum climb gradient of
6% up to 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 **4000′**

INITIAL CLIMB/ROUTING

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

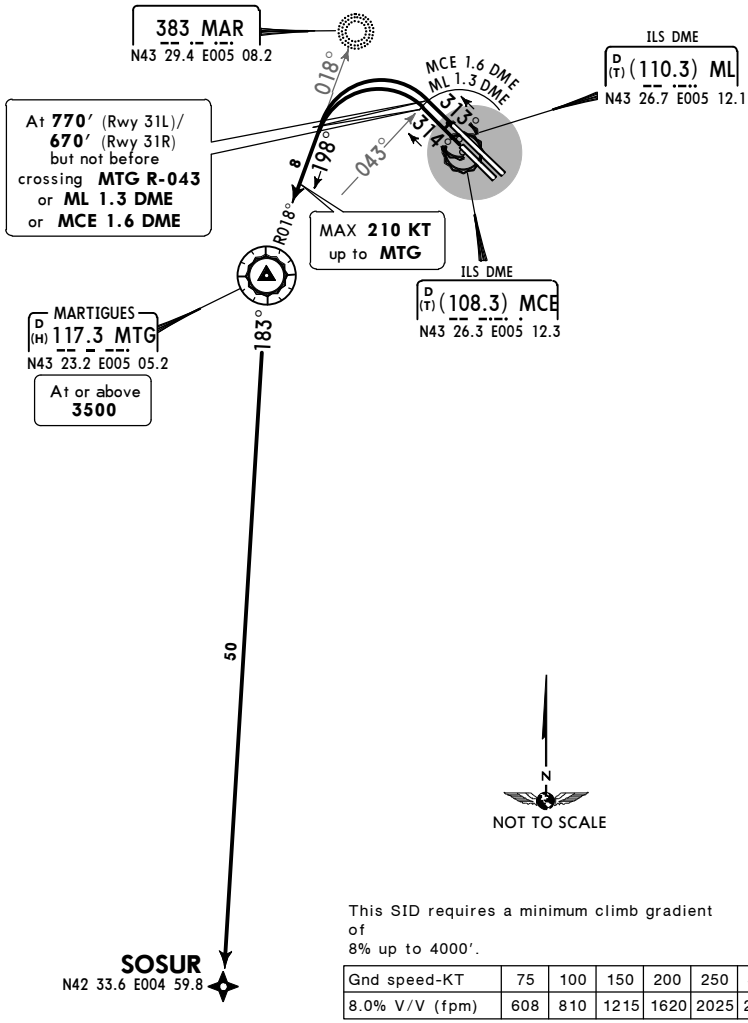
CHANGES: New chart (SIDs transferred).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

CHANGES: New chart (SIDs transferred).

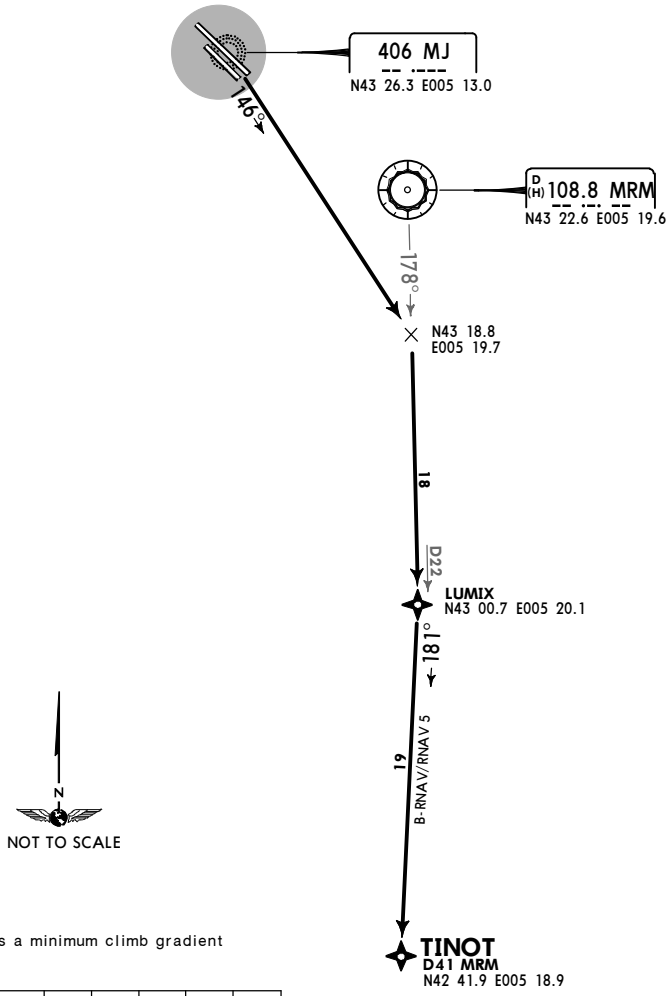
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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



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, 181° track to TINOT.

CHANGES: New chart (SID renumbered; chart reindexed).

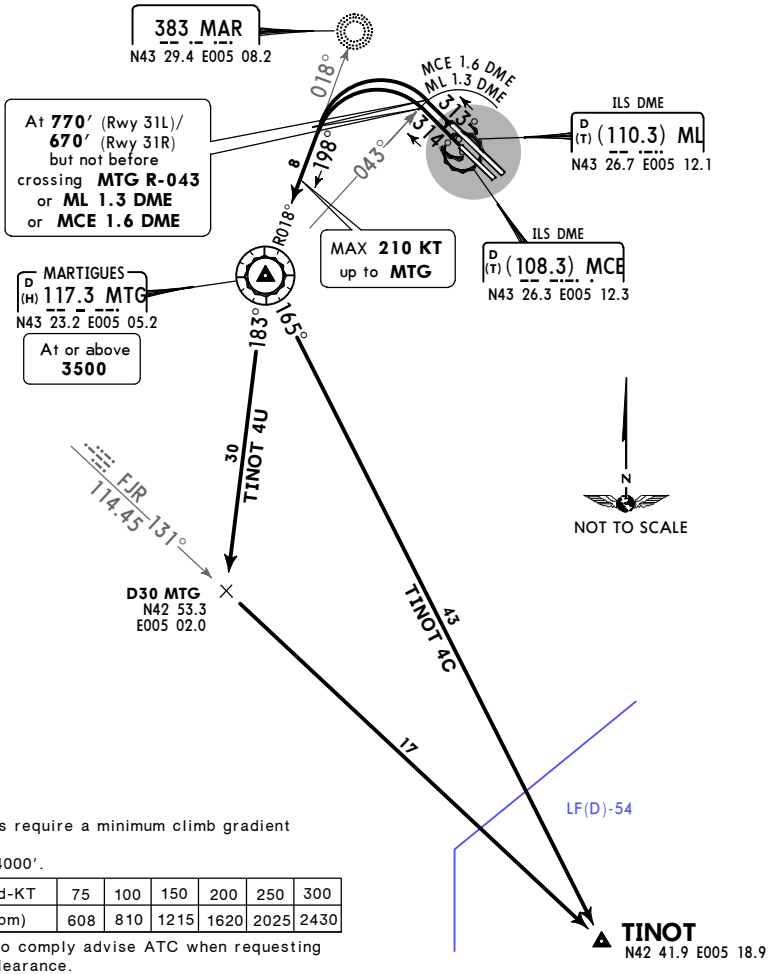
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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



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-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.

CHANGES: New chart (SIDs renumbered; chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS

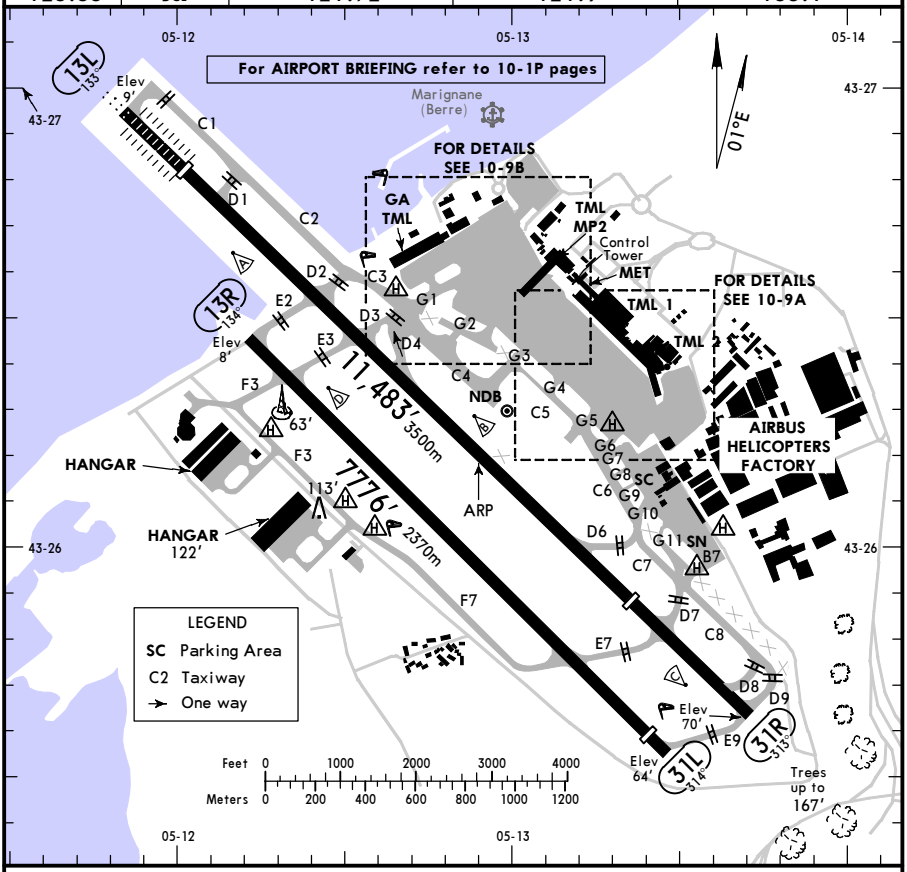
Apt Elev **70′**
N43 26.2 E005 12.9

JEPPESEN 11 MAR 16 (10-9)

MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE

D-ATIS	ACARS:	PROVENCE Flight Data (Cpt)	PROVENCE Ground	Tower
125.35	DCL	121.72	121.9	133.1



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	9335′ 2845m		148′ 45m
31R	HIRL (60m) REIL PAPI-L (4.0°)		RVR	9121′ 2780m	8261′ 2518m	11,286′ 3440m	
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]

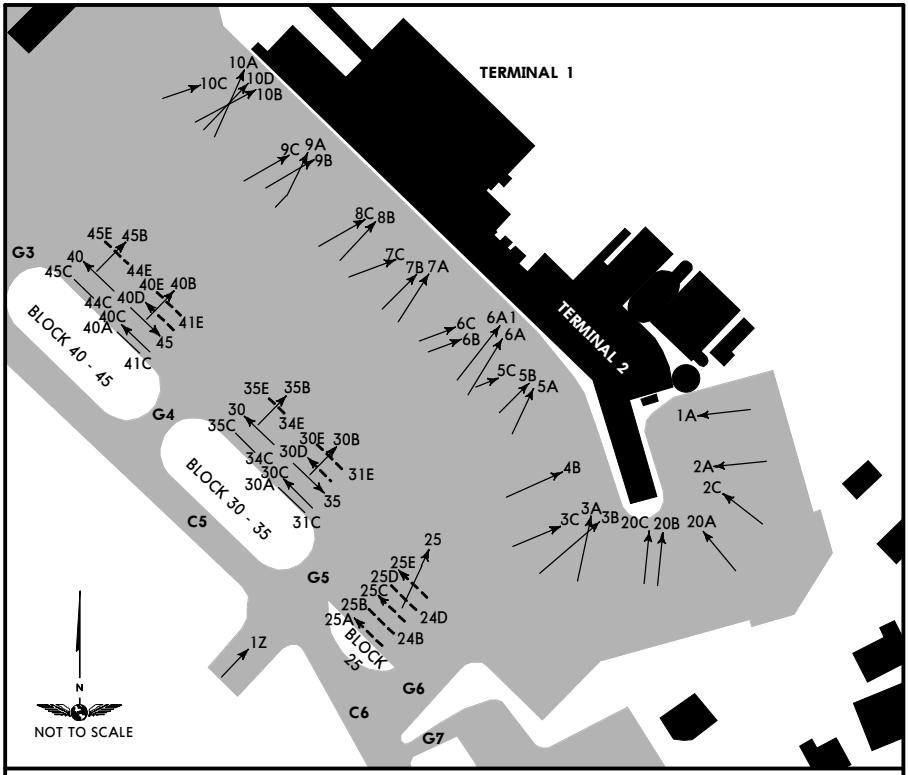
	Rwy 13L/31R LVP must be in force			All Rwys	
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

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

CHANGES: Usable lengths rwy 31R. Minimums.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



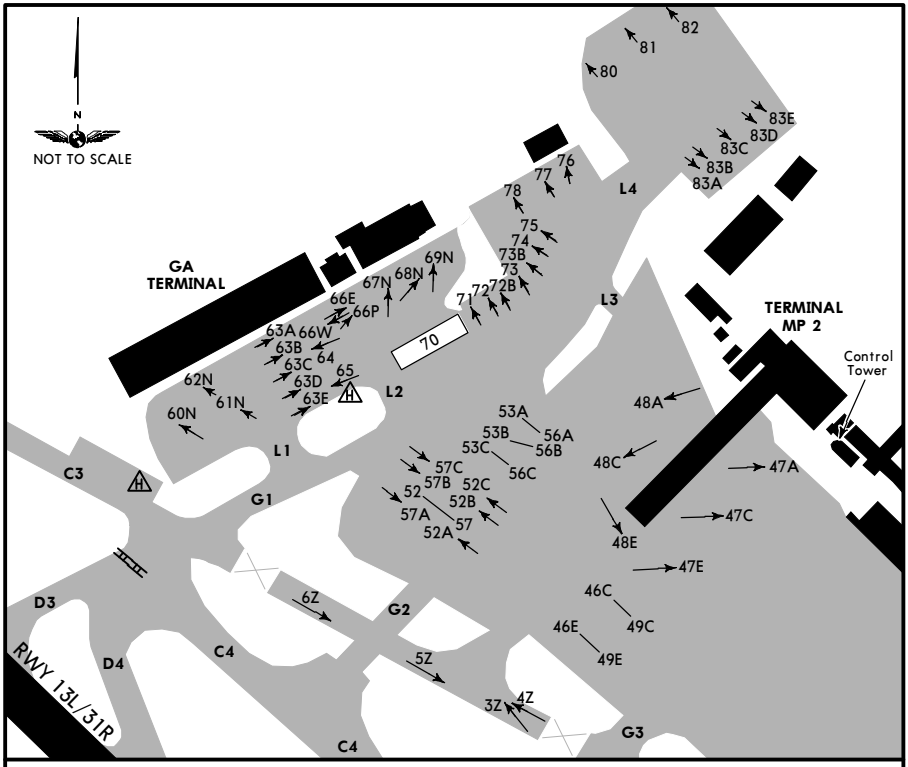
INS COORDINATES

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		

CHANGES: None.

© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



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		

CHANGES: New parking stand.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN

7 FEB 14 (11-1)

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

BRIEFING STRIP TM

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

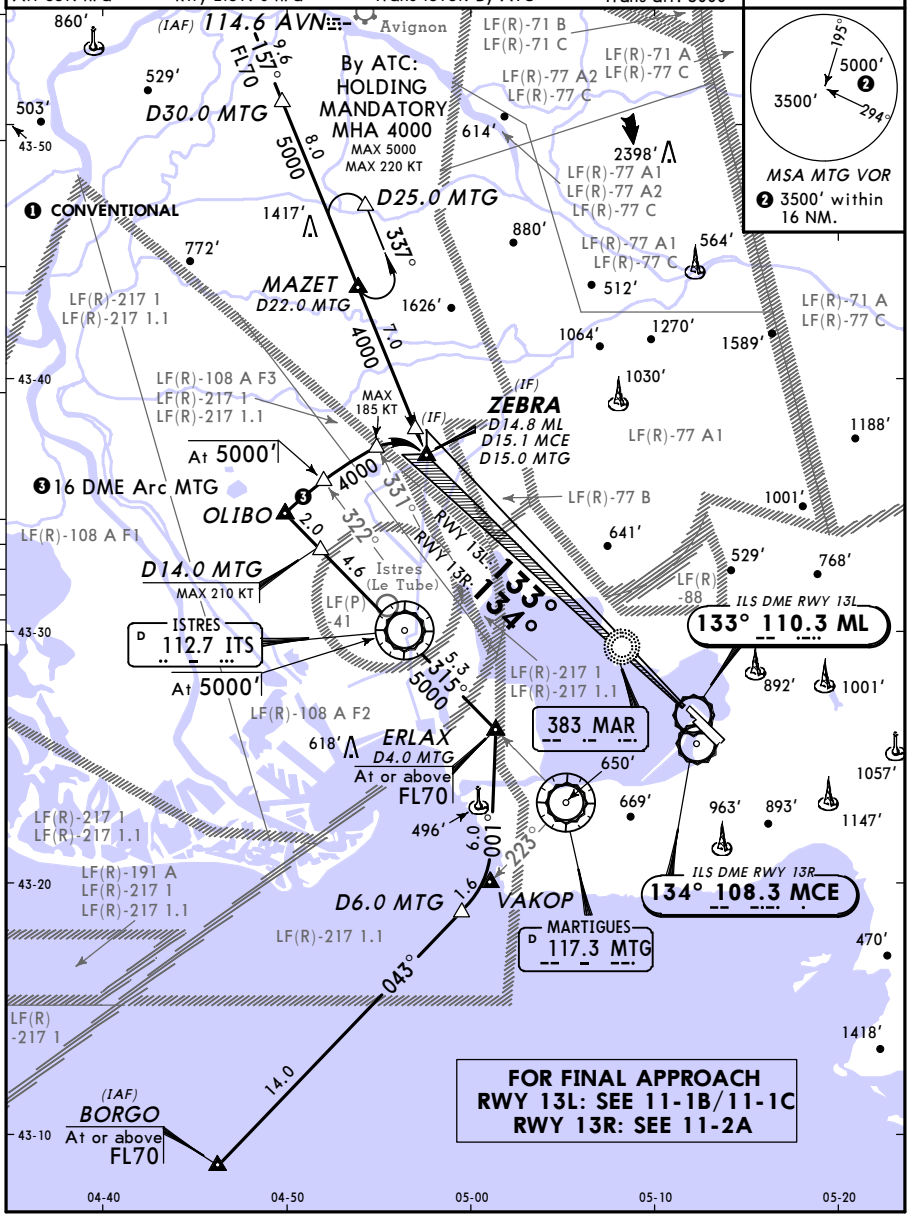
RWY 13L			
LOC ML 110.3	Final Apch Crs 133°	GS Refer to chart 11-1B/11-1C	GS DA(H) Refer to chart 11-1B/11-1C
RWY 13R			
LOC MCE 108.3	Final Apch Crs 134°	GS Refer to chart 11-2A	GS DA(H) Refer to chart 11-2A

Apt Elev 70′
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′, ❷ 3500′, 294°
❷ 3500′ within 16 NM.



CHANGES: Tower frequency. Crossing alt at ERLAX.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN 7 FEB 14 (11-1A) RNAV

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

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

BRIEFING STRIP

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
RWY 13R			
LOC MCE 108.3	Final Apch Crs 134°	GS Refer to chart 11-2A	GS DA(H) Refer to chart 11-2A

Apt Elev 70′
RWY 8′

MSA MTG VOR
❶ 3500′ within 16 NM.

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

P-RNAV, RNAV 1 (GNSS-DME, DME) or RNP APCH required.

RWY 13L: ML4Ø3
RWY 13R: ML4Ø4
MAX 185 KT

ML4Ø2 At 5000′

ZEBRA
D14.8 ML
D15.1 MCE
D15.0 MTG

OLIBO MAX 210 KT

ADIVA At 5000′

ERLAX D4.0 MTG At or above FL70

VAKOP

SALIN (IAF)

MADRA (IAF)

NATEG

BORGO (IAF) At or above FL70

BARAT (IAF)

OSKIL (IAF)

ILS DME RWY 13L
133° 110.3 ML

ILS DME RWY 13R
134° 108.3 MCE

383 MAR

MARTIGUES D 117.3 MTG

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

PANS OPS

CHANGES: Tower frequency.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

20 MAY 16 **Eff 26 May** (11-1B)

JEPPESEN

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
125.350	131.225	120.2	133.1	121.9

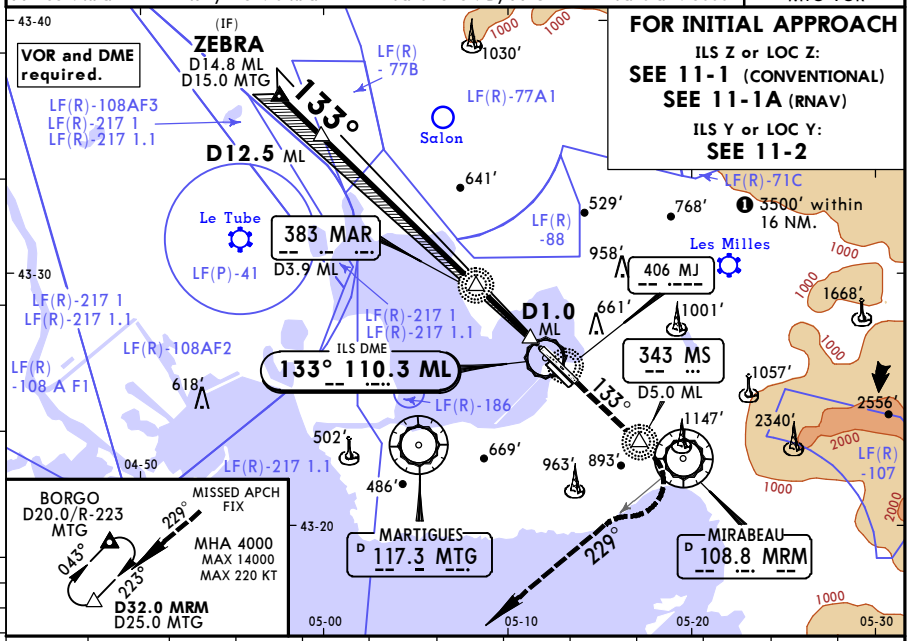
LOC ML	Final Apch Crs	GS MAR NDB	ILS DA(H) Refer to Minimums	Apt Elev 70′ Rwy 8′
110.3	133°	1280′ (1272′)		

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.

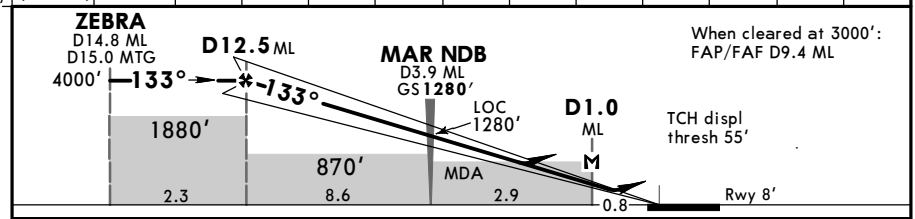
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

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

FOR INITIAL APPROACH
ILS Z or LOC Z:
SEE 11-1 (CONVENTIONAL)
SEE 11-1A (RNAV)
ILS Y or LOC Y:
SEE 11-2



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′**

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13L

	❶ ILS DA(H)		❷ ILS DA(H)		LOC (GS out) with ML DME CDFA DA/MDA(H) ❸	
	BC: 218′ (210′)		A: 238′ (230′)	C: 258′ (250′)	380′ (372′)	
	A: 208′ (200′)	D: 238′ (230′)	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

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

CHANGES: Communications. Note.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

20 MAY 16 Eff 26 May

JEPPESEN

MARSEILLE/PROVENCE, FRANCE

(11-1C) CAT A, B & C ❶CAT II/III ILS Z/Y Rwy 13L

BRIEFING STRIP

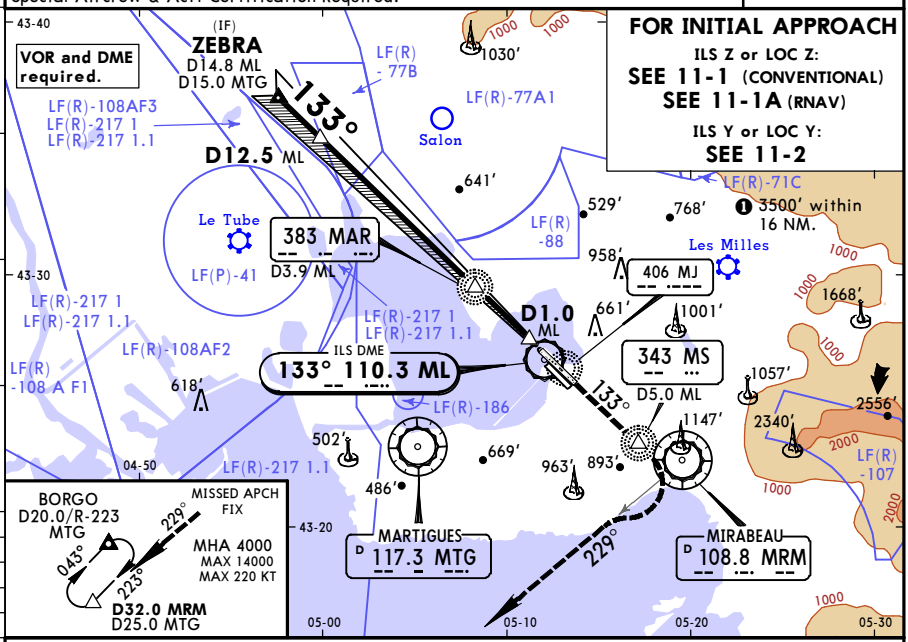
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

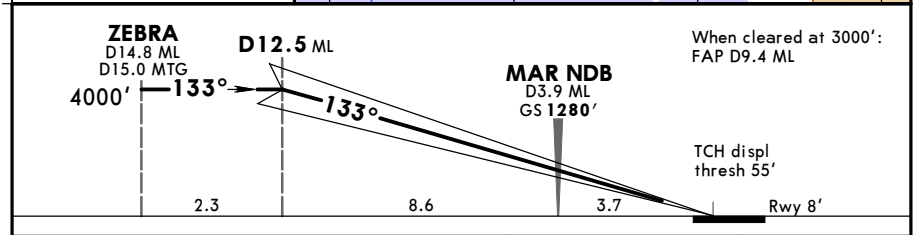
LOC ML	Final Apch Crs	GS MAR NDB	CAT II & IIIA ILS Refer to Minimums	Apt Elev 70′ Rwy 8′
110.3	133°	1280′ (1272′)		

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 Trans alt: 5000′
Special Aircrew & Acft Certification Required.

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





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: Communications. Note.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN **MARSEILLE/PROVENCE, FRANCE**
20 MAY 16 (11-2) Eff 26 May **ILS Y or LOC Y Rwy 13L/R**

BRIEFING STRIP

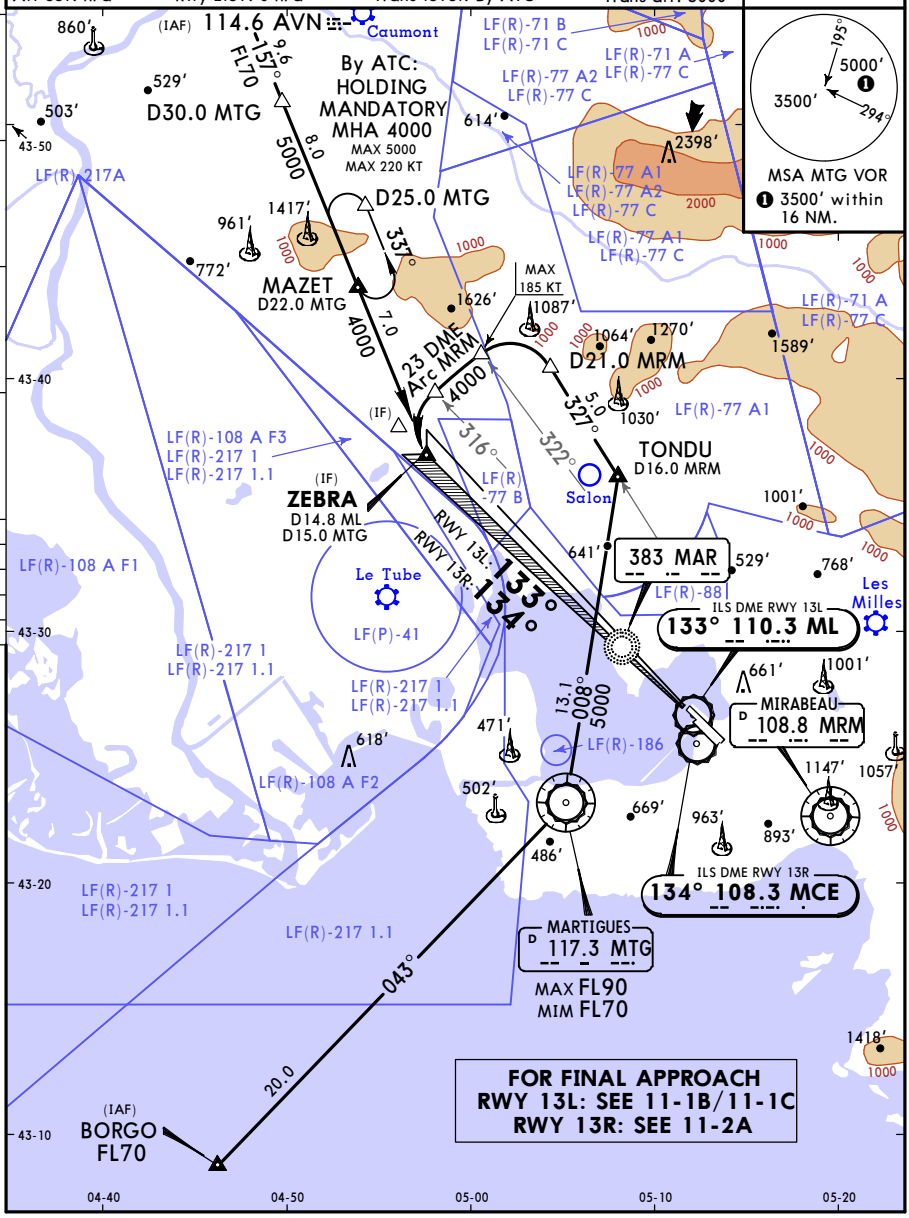
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

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′; 3500′; 308°

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



CHANGES: Communications.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

20 MAY 16
Eff 26 May

JEPPESEN

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

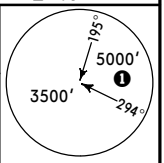
BRIEFING STRIP™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

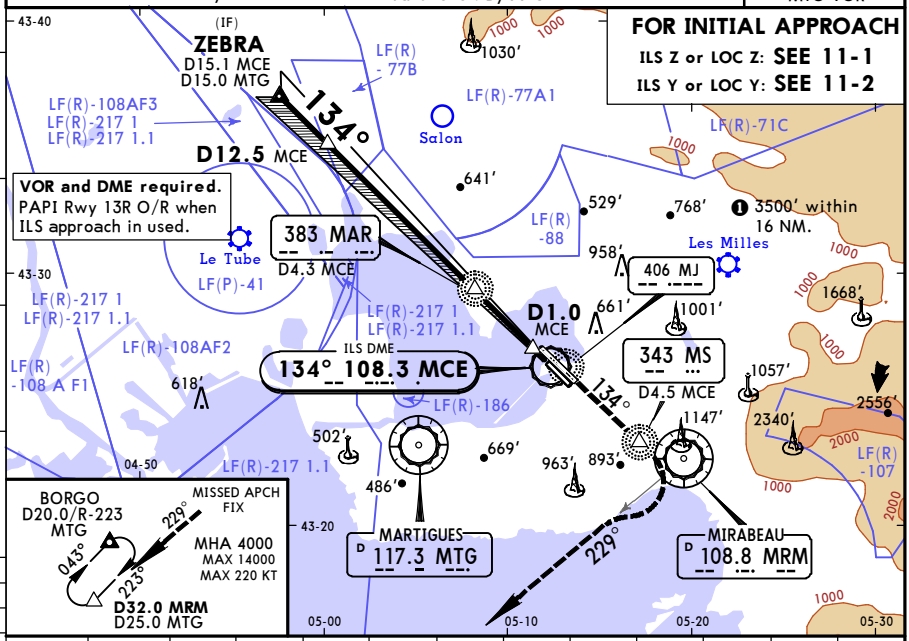
LOC MCE	Final Apch Crs	GS MAR NDB	ILS DA(H) Refer to Minimums	Apt Elev 70′ Rwy 8′
108.3	134°	1390′(1382′)		

MISSED APCH: Climb STRAIGHT AHEAD. At 2000′ turn RIGHT (but not before MS Lctr, 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.

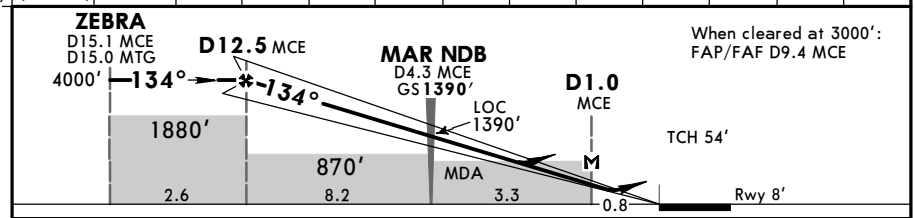
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



MSA
MTG VOR



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′) B:248′(240′) D:268′(260′)	A:338′(330′) C:358′(350′) B:348′(340′) D:368′(360′)	390′(382′)
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: Communications. Note.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN 20 MAY 16 (11-3) Eff 26 May

MARSEILLE/PROVENCE, FRANCE ILS Z or LOC Z Rwy 31R

BRIEFING STRIP

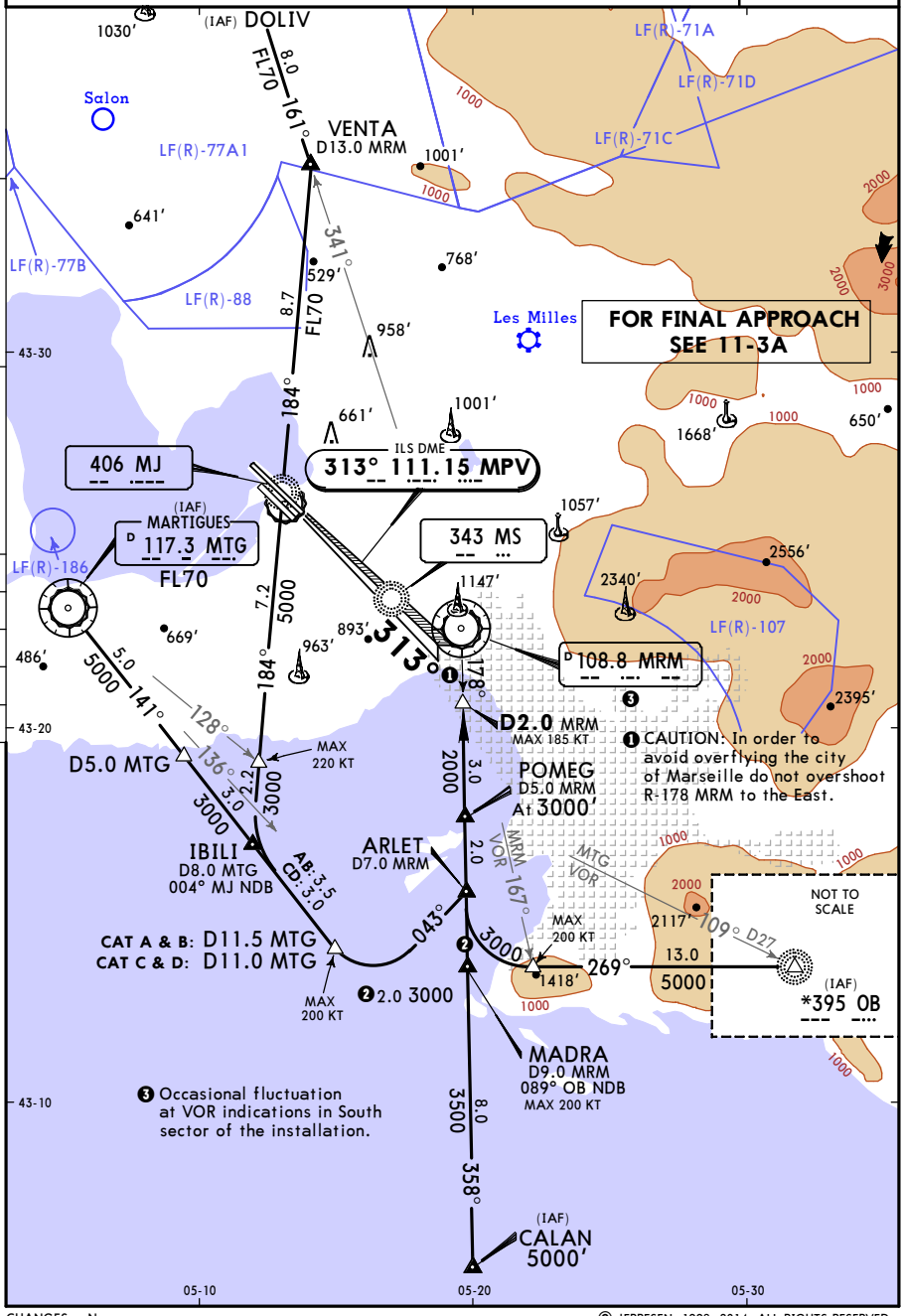
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

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′

171° 5000′ 3500′ 313°

MSA MRM VOR



PANS OPS

CHANGES: None.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN 20 MAY 16 (11-3A) Eff 26 May

MARSEILLE/PROVENCE, FRANCE ILS Z or LOC Z Rwy 31R

BRIEFING STRIP

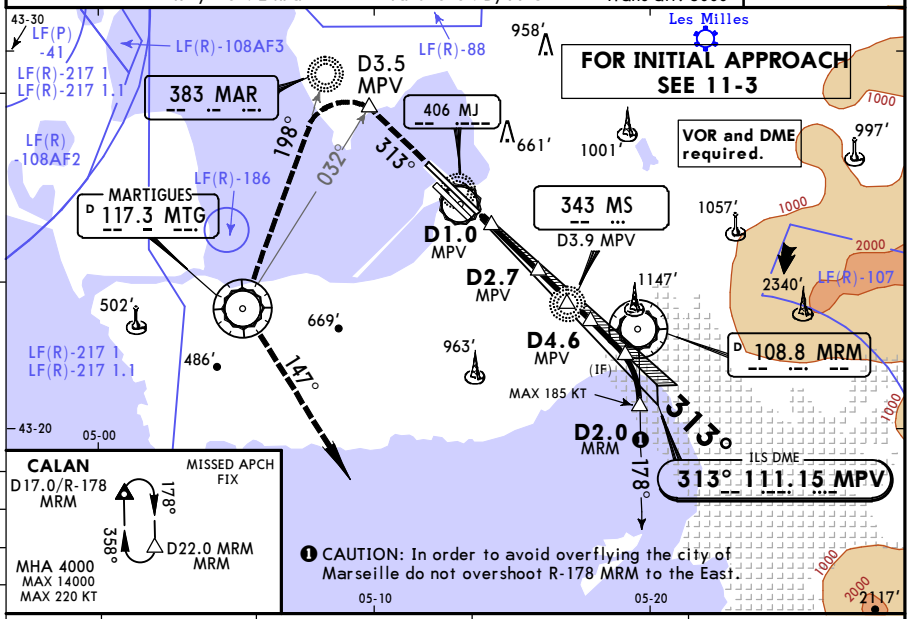
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H) Refer to Minimums	Apt Elev 70′ Rwy 53′
111.15	313°	1690′ (1637′)		

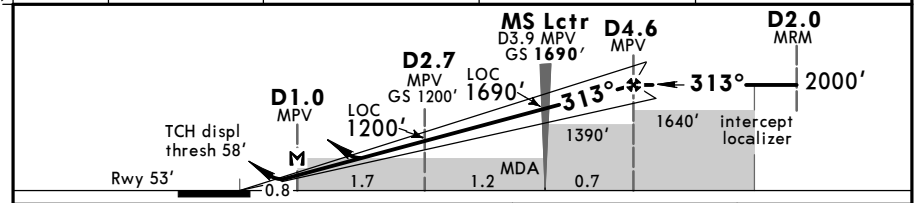
MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-018 inbound to MTG VOR (MTG VOR u/s: 198° from MAR NDB) climbing up to CALAN at 4000′, then follow R-147 MTG and rejoin holding at 4000′ (MTG VOR u/s: Expect radar vectors). Climb to 1300′ prior to level acceleration.
By ATC: Climb with MIM 6% up to 4000′, if unable advise ATC immediately.

171° 5000′ 3500′ 313°
MSA
MRM VOR

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



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

PANS OPS

Standard STRAIGHT-IN LANDING RWY 31R

	ILS	LOC (GS out) CDFA	CIRCLE-TO-LAND 3 Prohibited North of rwy			
	DA(H) ABC: 353′(300′) D:363′(310′)	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

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: Missed approach. SMA. Minimums.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN 20 MAY 16 (11-4) Eff 26 May

MARSEILLE/PROVENCE, FRANCE
ILS Y or LOC Y Rwy 31R

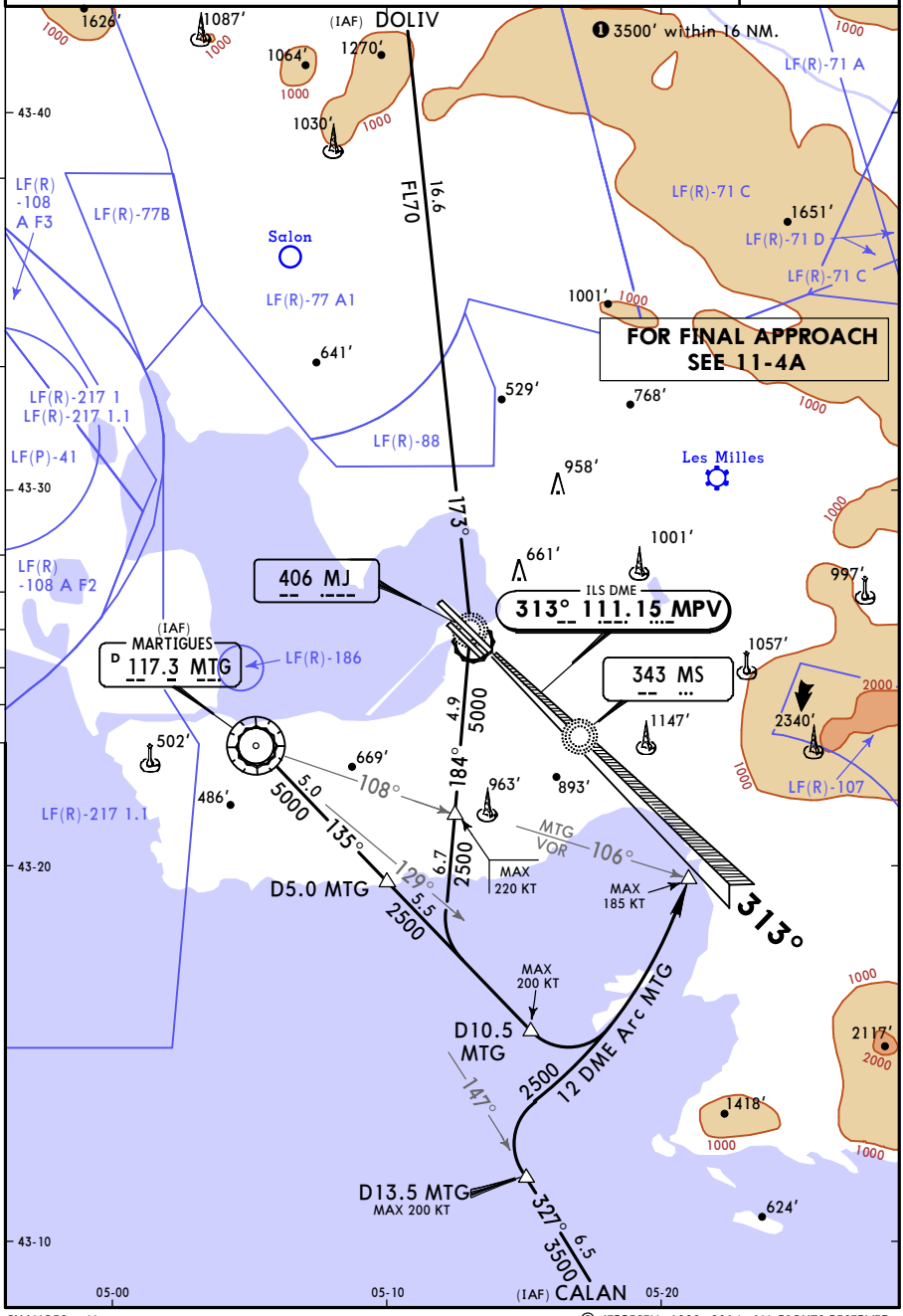
BRIEFING STRIP ™

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

LOC MPV	Final Apch Crs	GS	ILS DA(H)	Apt Elev 70′
111.15	313°	Refer to chart 11-4A	Refer to chart 11-4A	Rwy 53′

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

MSA MTG VOR: 5000′ ❶ 3500′ 195° 294°



PANS OPS

CHANGES: None.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

20 MAY 16 (11-4A) Eff 26 May ILS Y or LOC Y Rwy 31R

BRIEFING STRIP

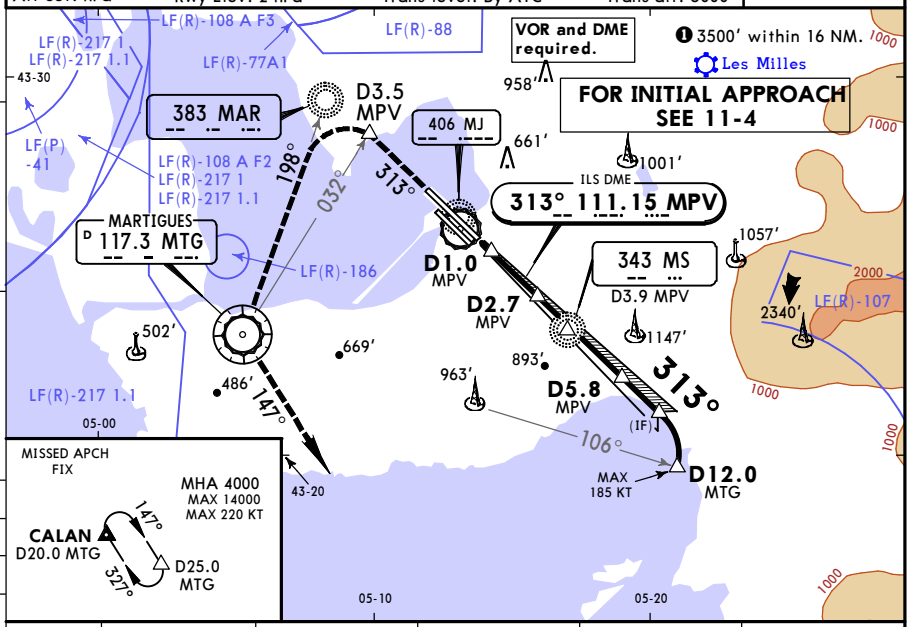
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H) Refer to Minimums	Apt Elev 70′ Rwy 53′
111.15	313°	1690′ (1637′)		

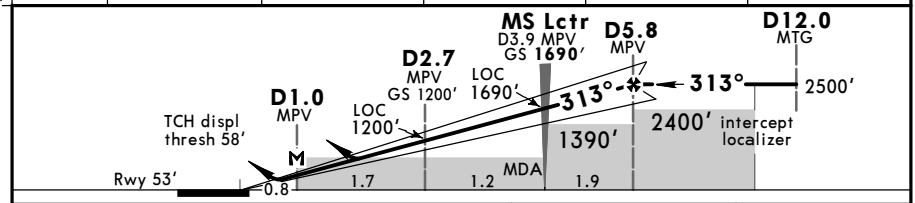
MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-018 inbound to MTG VOR (MTG VOR u/s: 198° from MAR NDB) climbing up to CALAN at 4000′, then follow R-147 MTG outbound and rejoin holding.
Climb to 1300′ prior to level acceleration.
By ATC: Climb with MIM 6% up to 4000′, if unable advise ATC immediately.

MSA MTG VOR: 5000′ (1) 195° 294° 3500′

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



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	LOC (GS out) with MPV DME	CIRCLE-TO-LAND (3) Prohibited North of rwy			
DA(H)	ABC: 353′ (300′) D: 363′ (310′)	CDFA 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

(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: SMA. Minimums.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN

20 JUN 14 **Eff 26 Jun** (11-5)

MARSEILLE/PROVENCE, FRANCE
ILS X Rwy 31R

CAT A, B & C
CONT DESCENT APCH

BRIEFING STRIP ™

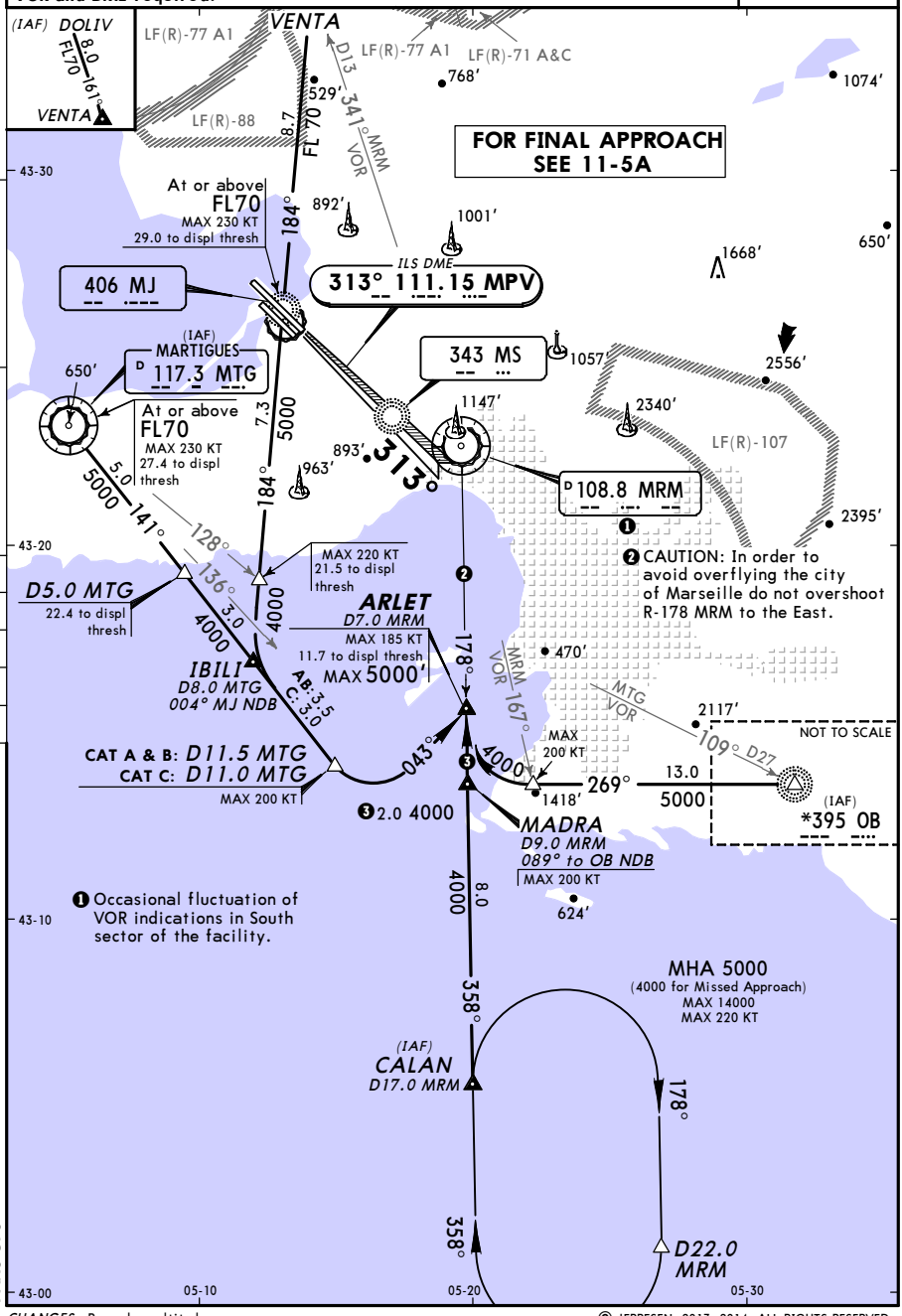
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	
MPV 111.15	313°	Refer to chart 11-5A	Refer to chart 11-5A	Apt Elev 70′ RWY 53′

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

VOR and DME required.

171° 5000′ 3500′ 313°
MSA MRM VOR



PANS OPS

CHANGES: Procedure altitudes.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN 20 JUN 14 Eff 26 Jun (11-5A)

MARSEILLE/PROVENCE, FRANCE ILS X Rwy 31R

CAT A, B & C
CONT DESCENT APCH

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

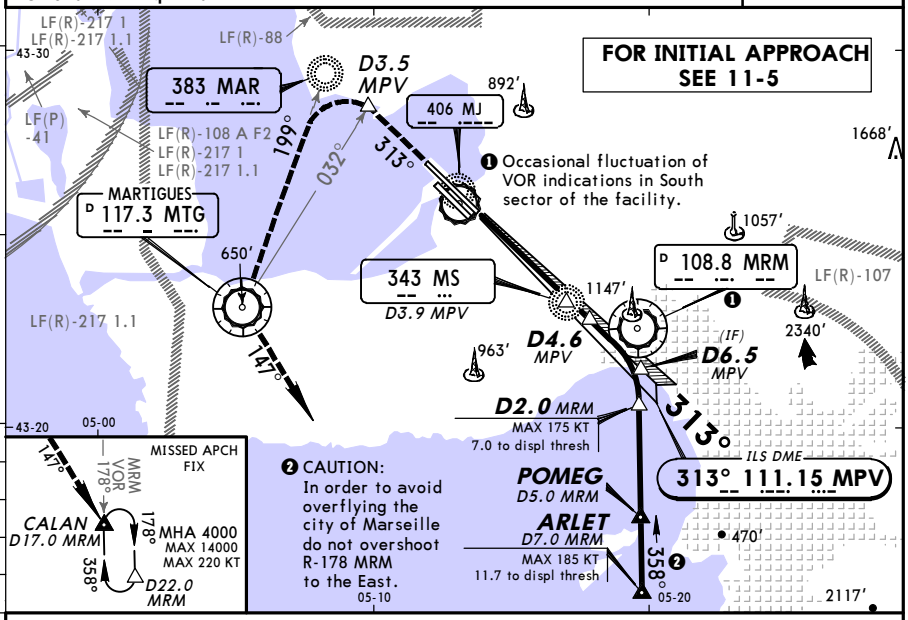
BRIEFING STRIP TM

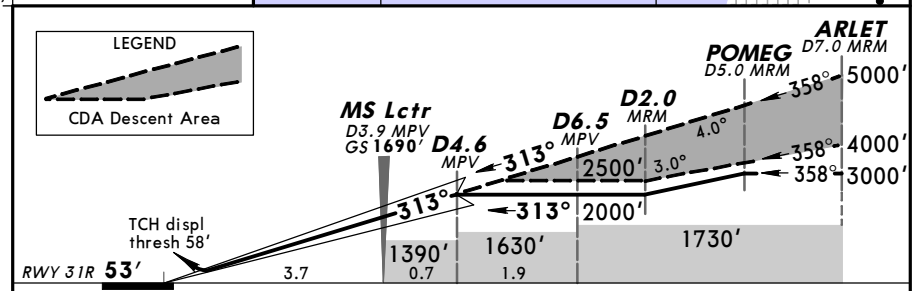
LOC MPV	Final Apch Crs	GS MS Lctr	ILS DA(H)	Apt Elev 70′
111.15	313°	1690′ (1637′)	353′ (300′)	RWY 53′

MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-019 inbound to MTG VOR 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′
VOR and DME required.

MSA MRM VOR: 171° 5000′ 3500′ 313°





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

PANS OPS

CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS

JEPPESEN

20 MAY 16 (12-1) Eff 26 May

MARSEILLE, FRANCE
RNAV (GNSS) Z Rwy 13L/ RNAV (GNSS) Z Rwy 13R

MARSEILLE/PROVENCE

BRIEFING STRIP TM

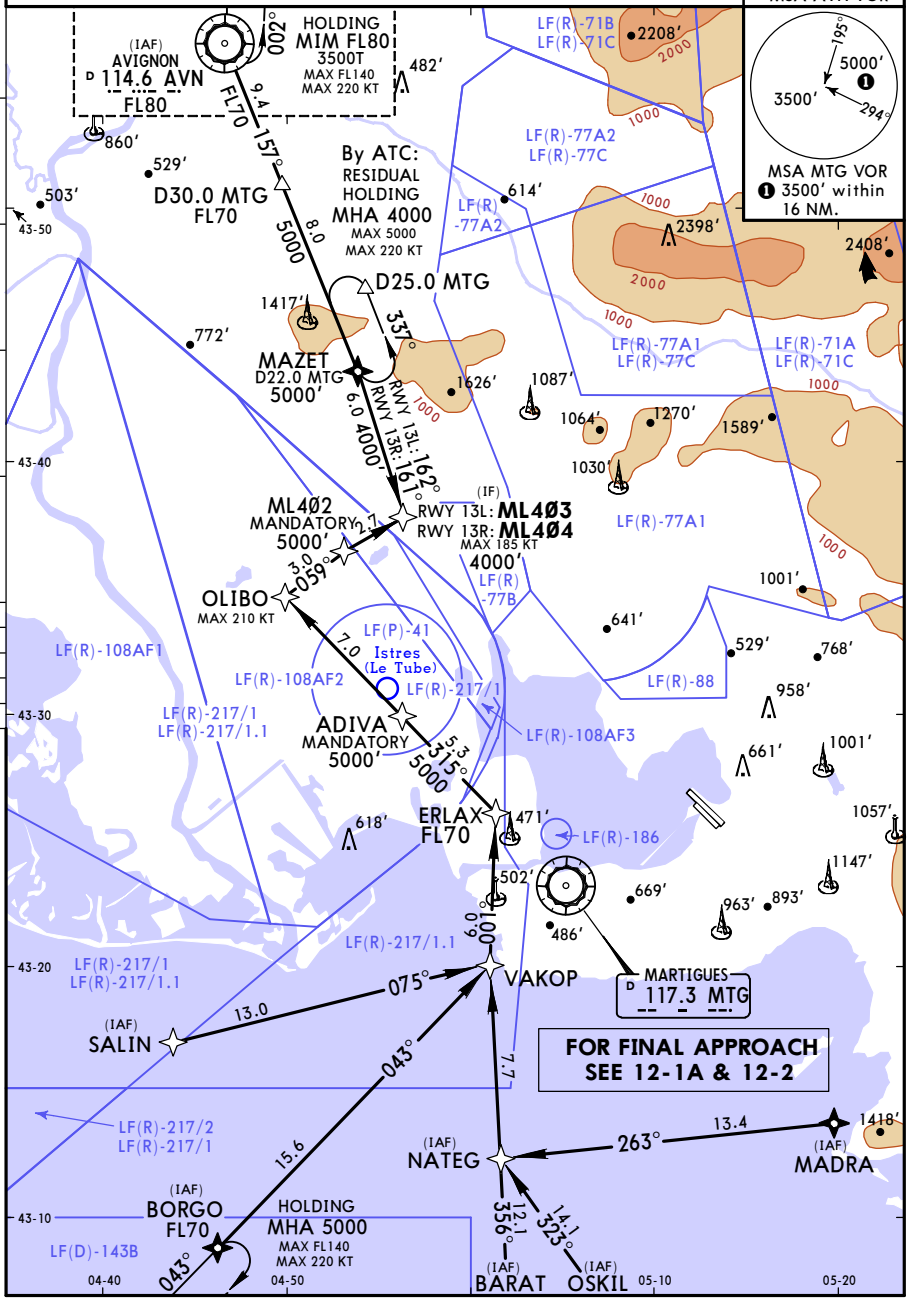
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

RNAV	Final Apch Crs Refer to charts 12-1A & 12-2	Procedure Alt Refer to charts 12-1A & 12-2	DA/MDA(H) Refer to charts 12-1A, 12-1B, 12-2 & 12-2A	Apt Elev 70' RWY 13L/R 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.



CHANGES: Procedure ident.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN 20 MAY 16 Eff 26 May 12-1A

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

BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

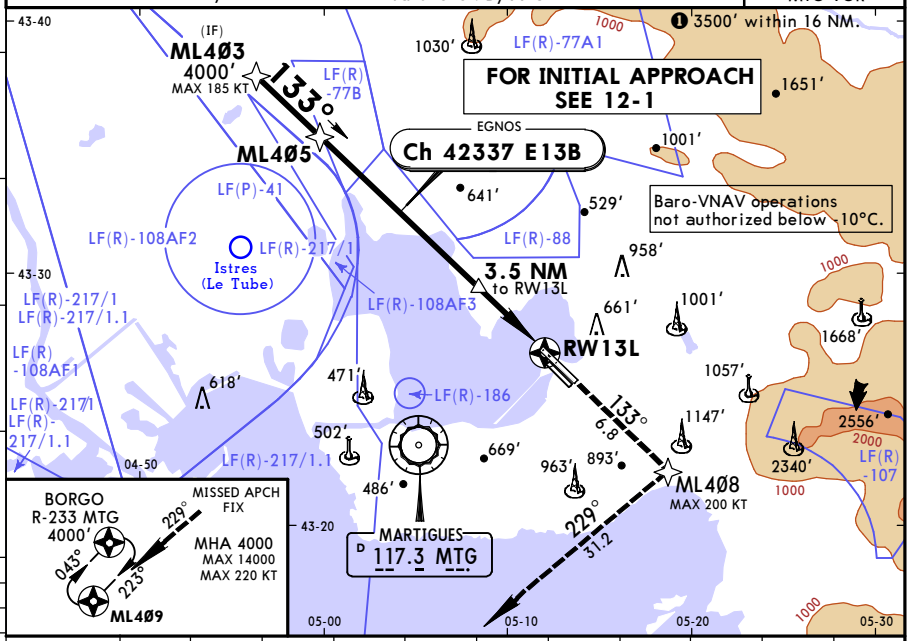
EGNOS	Final Apch Crs	Mandatory Alt	LVP DA(H) Refer to Minimums	Apt Elev 70′ Rwy 8′
Ch 42337 E13B	133°	ML4Ø5 4000′ (3992′)		

MISSED APCH: Climb to ML4Ø8 (MAX 200 KT), then turn RIGHT to ML4Ø9 climbing to 4000′. At ML4Ø9 turn RIGHT to join holding BORGO at 4000′.

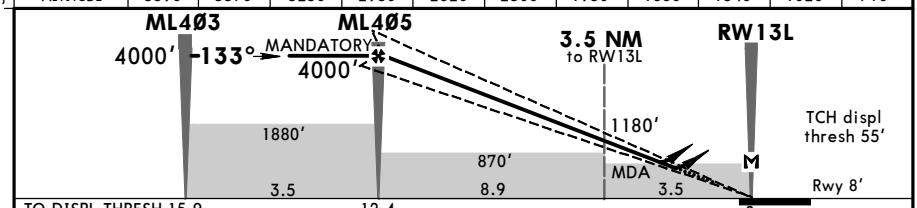
By ATC: Climb with MIM 5% up to 2500′, if unable advise ATC immediately.

MSA MTG VOR: 195° 5000′; 294° 3500′

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



DIST to RW13L	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3890′	3570′	3250′	2930′	2620′	2300′	1980′	1660′	1340′	1020′	710′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW13L							

HIALS-II ML4Ø8

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13L

	LPV Missed apch climb grad mim 3.0%. DA(H)	ALS out	LPV Missed apch climb grad mim 2.5%. DA(H)	ALS out
A	A: 278′ (270′) C: 298′ (290′)	RVR 1300m	A: 318′ (310′) C: 338′ (330′)	RVR 1400m
B	B: 288′ (280′) D: 308′ (300′)		B: 328′ (320′) D: 348′ (340′)	
C	RVR 900m	RVR 1400m	RVR 1000m	RVR 1100m
D	RVR 1000m			

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

CHANGES: Procedure ident. Note. BORGO holding. Altitudes.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

RNAV (GNSS) Z RWY 13L MINIMUMS

Standard	STRAIGHT-IN LANDING RWY 13L			
	LNAV/VNAV		LNAV CDFA	
	DA(H) 358′(350′)		DA/MDA(H) AB: 440′(432′)	C: 460′(452′) D: 480′(472′)
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1600m	RVR 1700m	CMV 2100m
D			RVR 1800m	CMV 2200m

CHANGES: Procedure designation.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

20 MAY 16 (12-2) Eff 26 May RNAV (GNSS) Z Rwy 13R

BRIEFING STRIP TM

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

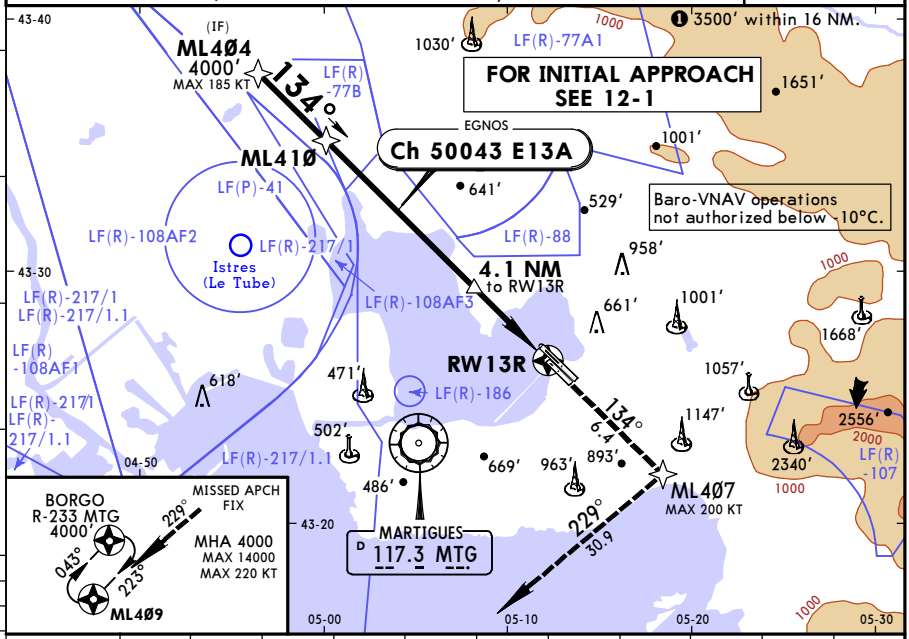
EGNOS	Final Apch Crs	Mandatory Alt	LVP DA(H) Refer to Minimums	Apt Elev 70′ Rwy 8′
Ch 50043 E13A	134°	ML4Ø 4000′ (3992′)		

MISSED APCH: Climb to ML4Ø7 (MAX 200 KT), then turn RIGHT to ML4Ø9 climbing to 4000′. At ML4Ø9 turn RIGHT to join holding BORGO at 4000′.

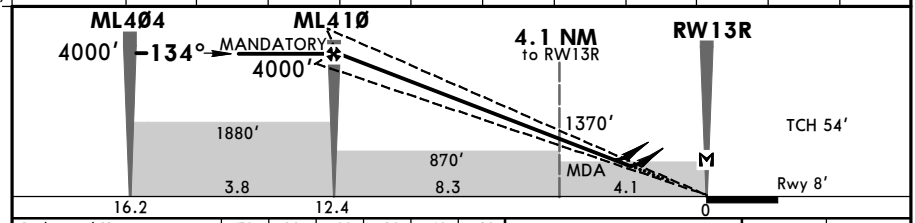
By ATC: Climb with MIM 5% up to 2500′, if unable advise ATC immediately.

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

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



DIST to RW13R	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3870′	3550′	3240′	2920′	2600′	2280′	1960′	1640′	1330′	1010′	690′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW13R							

REIL PAPI-L

ML4Ø7

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13R

	LPV Missed apch climb grad mim 3.0%. DA(H) AB: 278′ (270′) C: 288′ (280′) D: 298′ (290′)	LPV Missed apch climb grad mim 2.5%. DA(H) A: 348′ (340′) B: 358′ (350′) C: 368′ (360′) D: 378′ (370′)	CIRCLE-TO-LAND Prohibited North of rwy Circling height based on rwy 13R thresh elev of 8′. Max Kts	MDA(H)	VIS
A	RVR 1300m	RVR 1500m	110	720′ (712′)	1500m
B		RVR 1600m	135	990′ (982′)	1600m
C			180	1360′ (1352′)	2400m
D	RVR 1400m	RVR 1700m	205	1540′ (1532′)	3600m

CHANGES: BORGO holding. Note. Altitudes.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

RNAV (GNSS) Z RWY 13R MINIMUMS

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

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS

JEPPESEN

20 MAY 16
Eff 26 May

(12-3)

MARSEILLE/PROVENCE, FRANCE
RNAV Z RWY 31L/RNAV Z RWY 31R
INITIAL APPROACH NORTH Z and SOUTH Z

MARSEILLE/PROVENCE

BRIEFING STRIP ™

D-ATIS	PROVENCE Approach		PROVENCE Tower	Ground
125.350	North 131.225	South 120.2	133.1	121.9

RNAV	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 70′
	Refer to charts 12-3A & 12-4	Refer to charts 12-3A & 12-4	Refer to charts 12-3A & 12-4	Rwy 31L 61′ Rwy 31R 53′

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

171° 5000′ 3500′ 313°
MSA MRM VOR

DOLIV (IAF)
161° 8.0 FL 70
VENTA
D13.0 MRM
1001′
1000
LF(R)-71A
LF(R)-71C
LF(R)-77A1
641′
341°
768′
LF(R)-77B
LF(R)-88
8.7 FL 70
958′
43-30
406 MJ
FL 70
184°
1001′
661′
1668′
1000
2000
D26.0 MRM
161° 341°
(IAF) DOLIV D21.0 MRM
HOLDING
MIM FL110
4200T
FL80/90/100 by ATC
MAX FL140
MAX 230 KT
❷ Occasional fluctuation at VOR indications in South sector of the beacon.
(IAF)
MARTIGUES
117.3 MTG
FL 70
343 MS
1057′
1147′
7.3 5000
184°
893′
963′
669′
486′
2556′
2340′
LF(R)-107
108.8 MRM
❷
2395′
5.0 141° 5000
128°
136°
43-20
178°
❶ CAUTION: In order to avoid overflying the city of Marseille do not overshoot R-178 MRM to the East.
D5.0 MTG
5000′
5000′
MAX 220 KT
3.0 3000
2.2
POMEG
D5.0 MRM
MANDATORY
3000′
IBILI
D8.0 MTG
004° MJ NDB
ARLET
D7.0 MRM
MRM VOR 167°
2.0
AB: 3.5
CD: 3.0
141°
MAX 200 KT
3000
043°
1.9
3.1
5000′
MAX 200 KT
269°
1418′
2117′
MTG VOR 109°
D27
(IAF)
*395 OB
13.0
5000
NOT TO SCALE
CAT A & B: D11.5 MTG
CAT C & D: D11.0 MTG
MADRA
D9.0 MRM
3500′
MAX 200 KT
358°
624′
43-10
05-30
3500
8.1
FOR FINAL APPROACH
SEE 12-3A & 12-4
(IAF)
CALAN
D17.0 MRM
5000′
HOLDING FIX
MRM VOR 178°
MHA 5000
(4000 for Missed Apch)
MAX 14000
MAX 220 KT
(IAF)
CALAN
D17.0 MRM
178°
358°
D22.0 MRM
05-10
05-20

PANS OPS

CHANGES: Procedure ident. VPT A Rwy 31R withdrawn.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN 20 MAY 16 (12-3A) Eff 26 May

MARSEILLE/PROVENCE, FRANCE
RNAV Z Rwy 31L

BRIEFING STRIP

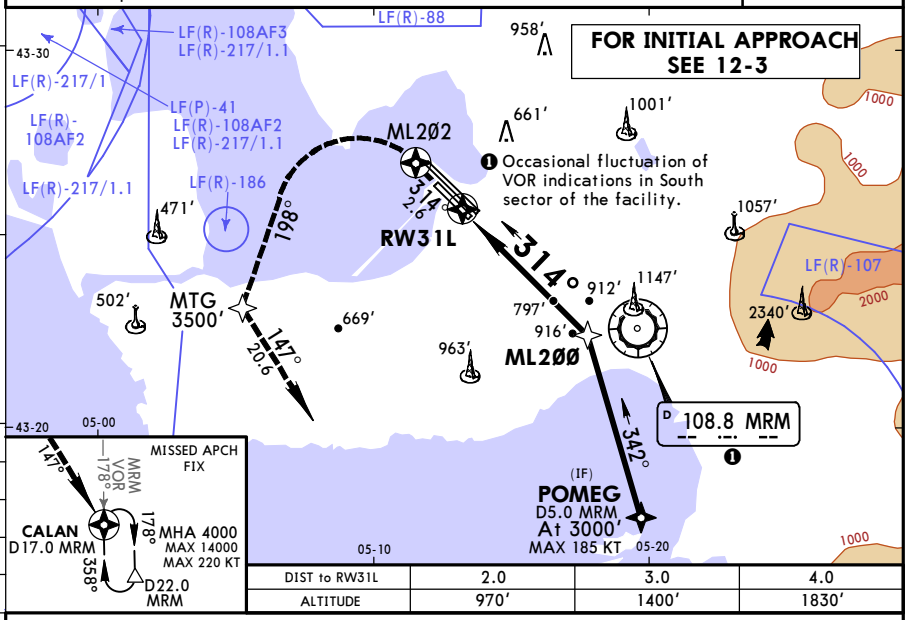
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 70′
	314°	ML2ØØ 2000′ (1939′)	Refer to Minimums	Rwy 61′

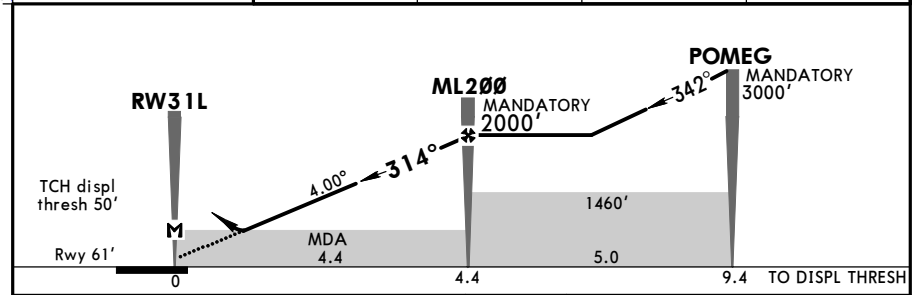
MISSED APCH: Climb STRAIGHT AHEAD. At ML2Ø2 turn LEFT (MAX 185 KT) until MTG direction 198° climbing up to 4000′. Then to CALAN.
By ATC: Climb with MIM 6% up to 4000′.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV operations not authorized below -10°C.

MSA MRM VOR: 147° 5000′; 3500′; 313°



DIST to RW31L	2.0	3.0	4.0
ALTITUDE	970′	1400′	1830′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	4.00°	496	637	708	850	991	1133
MAP at RW31L							

REIL PAPI-L ML2Ø2 185 KT MAX onto 198° LT

Standard STRAIGHT-IN LANDING RWY 31L
LNAV/VNAV

DA(H) A: **501′**(440′) B: **521′**(460′) C: **531′**(470′) D: **551′**(490′)

PANS OPS

A	RVR 2000m
B	CMV 2100m
C	CMV 2200m
D	CMV 2300m

CHANGES: Note. Speed restriction.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE
20 MAY 16 (12-4) Eff 26 May
RNAV Z Rwy 31R

BRIEFING STRIP

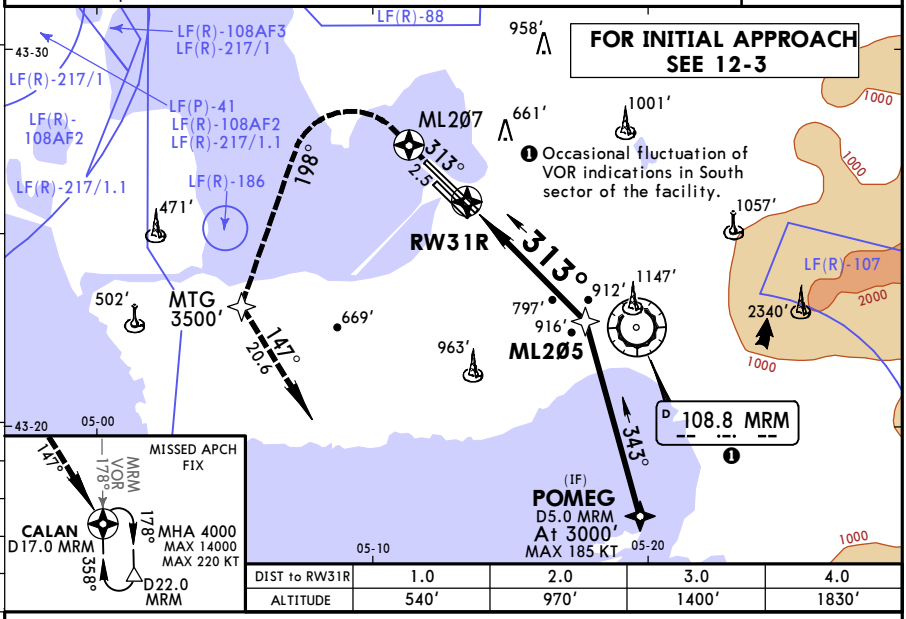
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 70′ Rwy 53′
	313°	ML2Ø5 2000′ (1947′)		

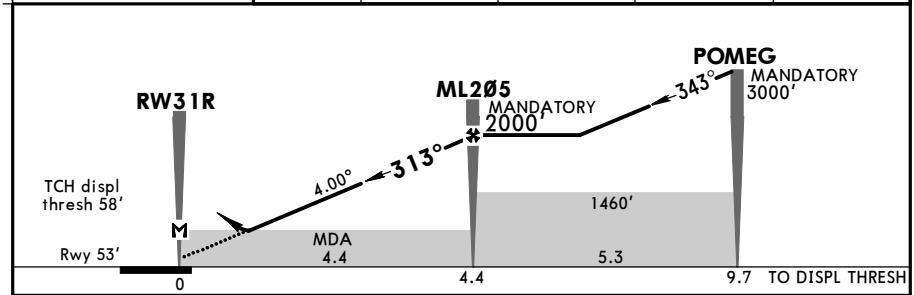
MISSED APCH: Climb STRAIGHT AHEAD. At ML2Ø7 turn LEFT (MAX 185 KT) until MTG direction 198° climbing up to 4000′. Then to CALAN.
By ATC: Climb with MIM 6% up to 4000′.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV operations not authorized below -10°C.

MSA
MRM VOR
5000′
3500′
171°
313°



DIST to RW31R	1.0	2.0	3.0	4.0
ALTITUDE	540′	970′	1400′	1830′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	4.00°	496	637	708	850	991	1133
MAP at RW31R							

REIL
PAPI-L
ML2Ø7
185 KT
MAX
onto 198°
LT

Standard
STRAIGHT-IN LANDING RWY 31R
LNAV/VNAV

DA(H) A: **373′**(320′) B: **393′**(340′) C: **403′**(350′) D: **423′**(370′)

PANS OPS

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

CHANGES: Procedure ident. Note. Speed restriction.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN 19 JUN 15 Eff 25 Jun (12-5)

MARSEILLE/PROVENCE, FRANCE
COPTER RNAV (GNSS) H Rwy 13R

BRIEFING STRIP

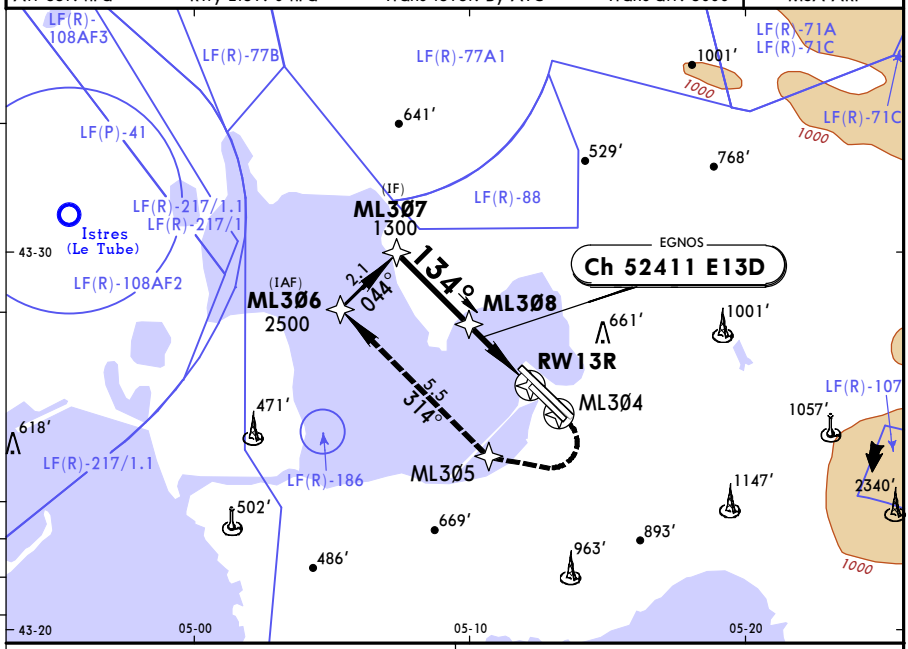
ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 70′
Ch 52411 E13D	134°	ML3Ø8 800′(792′)	258′(250′)	Rwy 8′

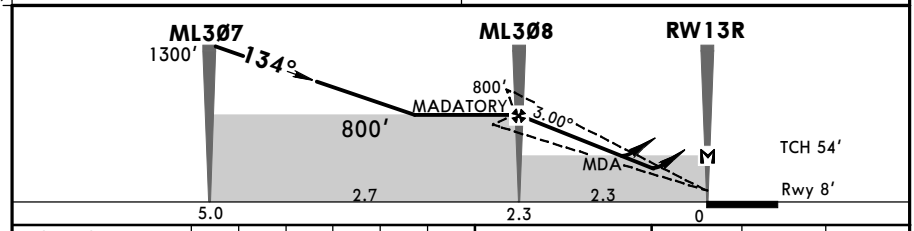
MISSED APCH: Climb STRAIGHT AHEAD up to ML3Ø4. Turn RIGHT direct to ML3Ø5 then ML3Ø6 climbing up to 2500′.

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

MSA ARP: 180° 5000′; 3500′; 314°



DIST to RW13R	2.0
ALTITUDE	700′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13R						

REIL PAPI-L | ML3Ø4 | ML3Ø5 RT

JAR-OPS

STRAIGHT-IN LANDING RWY 13R

PANS OPS

	LPV DA(H) 258′(250′)	LNAV MDA(H) 430′(422′)
COPTER	RVR 1000m	RVR 1000m

CHANGES: Chart reindexed.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS MARSEILLE/PROVENCE

JEPPESEN 19 JUN 15 Eff 25 Jun (12-6)

MARSEILLE/PROVENCE, FRANCE
COPTER RNAV (GNSS) H Rwy 31L

BRIEFING STRIP

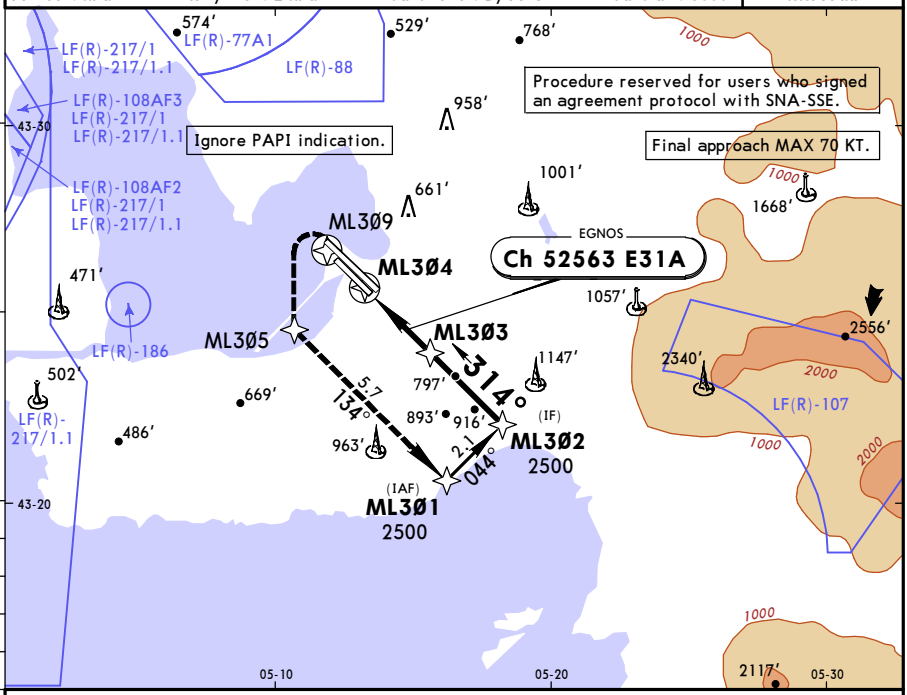
ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.350	131.225	120.2	133.1	121.9

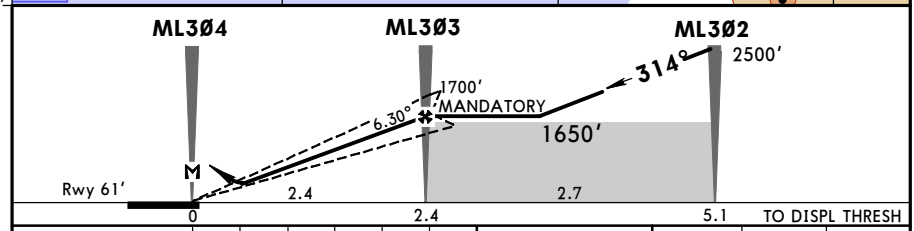
EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H)	Apt Elev 70′
Ch 52563 E31A	314°	ML3Ø3 1700′(1639′)	361′(300′)	Rwy 61′

MISSED APCH: Climb STRAIGHT AHEAD up to ML3Ø9. Turn LEFT to ML3Ø5 then ML3Ø1 climbing up to 2500′.

180° 5000′ 3500′ 314° MSA ARP

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 6.30°	783	1006	1118	1342	1565	1789
MAP at ML3Ø4						

REIL PAPI-L | ML3Ø9 | ML3Ø5 LT

JAR-OPS

STRAIGHT-IN LANDING RWY 31L

LPV DA(H) 361′(300′)

PANS OPS

COPTER

RVR 1400m

CHANGES: Chart reindexed.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

7 FEB 14 (16-1)

JEPPESEN

MARSEILLE/PROVENCE, FRANCE
CONVENTIONAL NDB Rwy 13L

BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

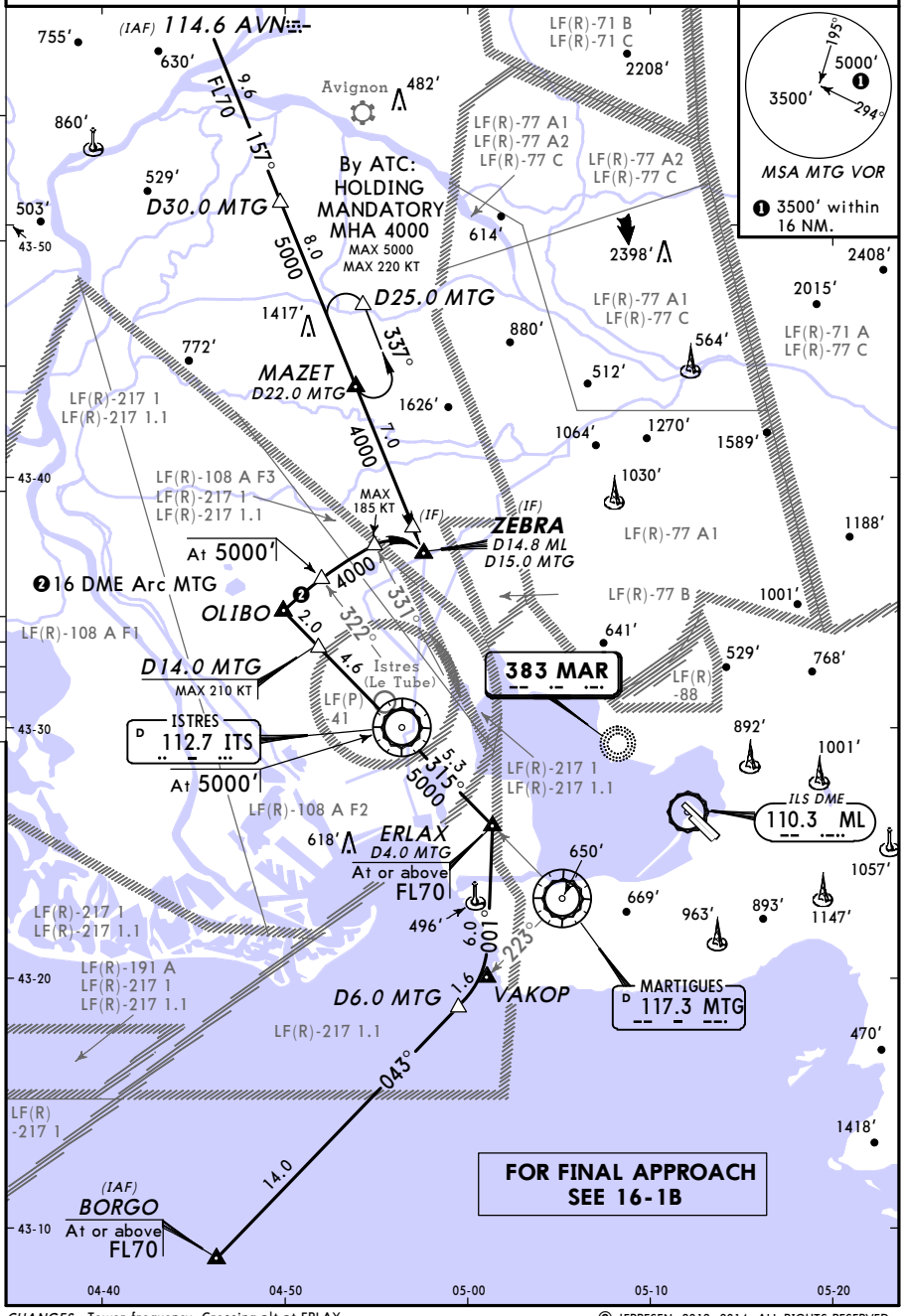
Lctr MAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 70′
383	133°	Refer to chart 16-1B	Refer to chart 16-1B	RWY 8′

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′, 3500′, 294°

❶ 3500′ within 16 NM.



PANS OPS

CHANGES: Tower frequency. Crossing alt at ERLAX.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN 7 FEB 14 (16-1A)

MARSEILLE/PROVENCE, FRANCE
RNAV NDB Rwy 13L

BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

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

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

MSA MTG VOR: 5000′ (1) 195° 294° 3500′

(1) 3500′ within 16 NM.

P-RNAV, RNAV 1 (GNSS-DME, DME) or RNP APCH required.

(IF) ML4Ø3 — MAX 185 KT

ML4Ø2 — At 5000′

ZEBRA — D14.8 ML D15.0 MTG

OLIBO — MAX 210 KT

ADIVA — At 5000′

ERLAX — D4.0 MTG — At or above FL70

VAKOP

NATEG

(IAF) SALIN

(IAF) MADRA

(IAF) BORGO — At or above FL70

(IAF) BARAT

(IAF) OSKIL

383 MAR

ILS DME 110.3 ML

MARTIGUES D 117.3 MTG

Istres (Le Tube)

LF(P)-41

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

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

LF(R)-77 B

LF(R)-77 A1

LF(R)-108 A F1

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

LF(R)-88

LF(R)-108 A F2

LF(R)-191 A LF(R)-217 1 LF(R)-217 1.1

LF(R)-217 1

LF(R)-217 1.1

FOR FINAL APPROACH SEE 16-1B

PANS OPS

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

CHANGES: Tower frequency.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

11 OCT 13 (16-1B) Eff 17 Oct

JEPPESEN MARSEILLE/PROVENCE, FRANCE
NDB Rwy 13L

BRIEFING STRIP

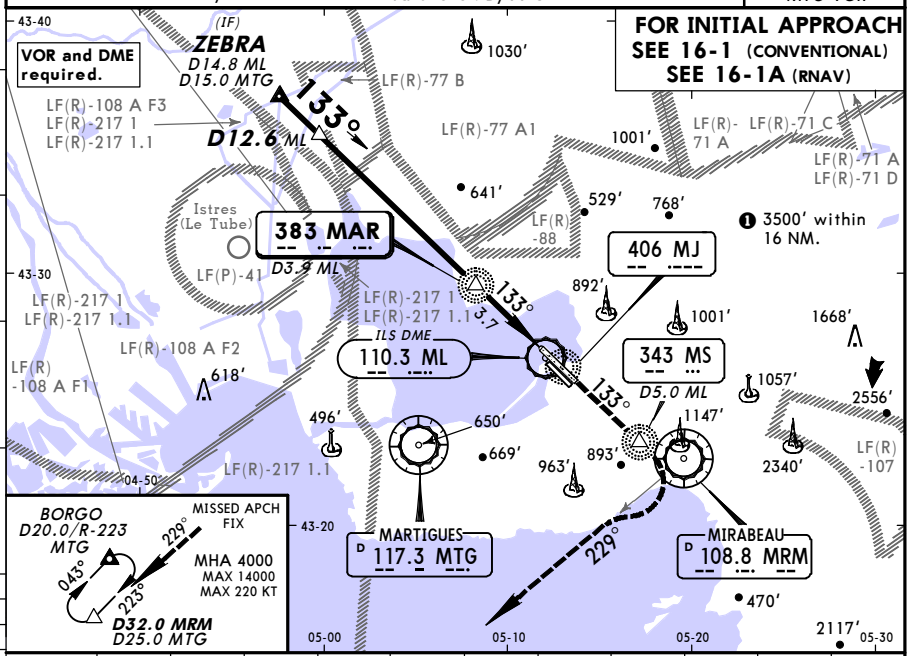
D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower		Ground
125.35	131.22	120.2	133.1	132.95	121.9

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, 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.

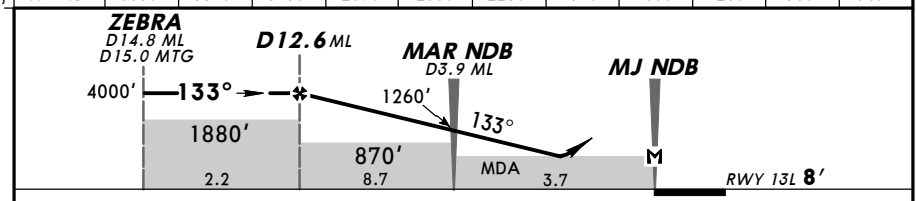
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

195° 5000′ ❶ 3500′ 294°
MSA
MTG VOR



FOR INITIAL APPROACH
SEE 16-1 (CONVENTIONAL)
SEE 16-1A (RNAV)

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	
B		
C	CMV 2400m	
D		

CIRCLE-TO-LAND ❶
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

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

CHANGES: Twr freq. Missed approach restrictions.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

7 FEB 14 (16-2)

JEPPESEN

MARSEILLE/PROVENCE, FRANCE
NDB Rwy 31R

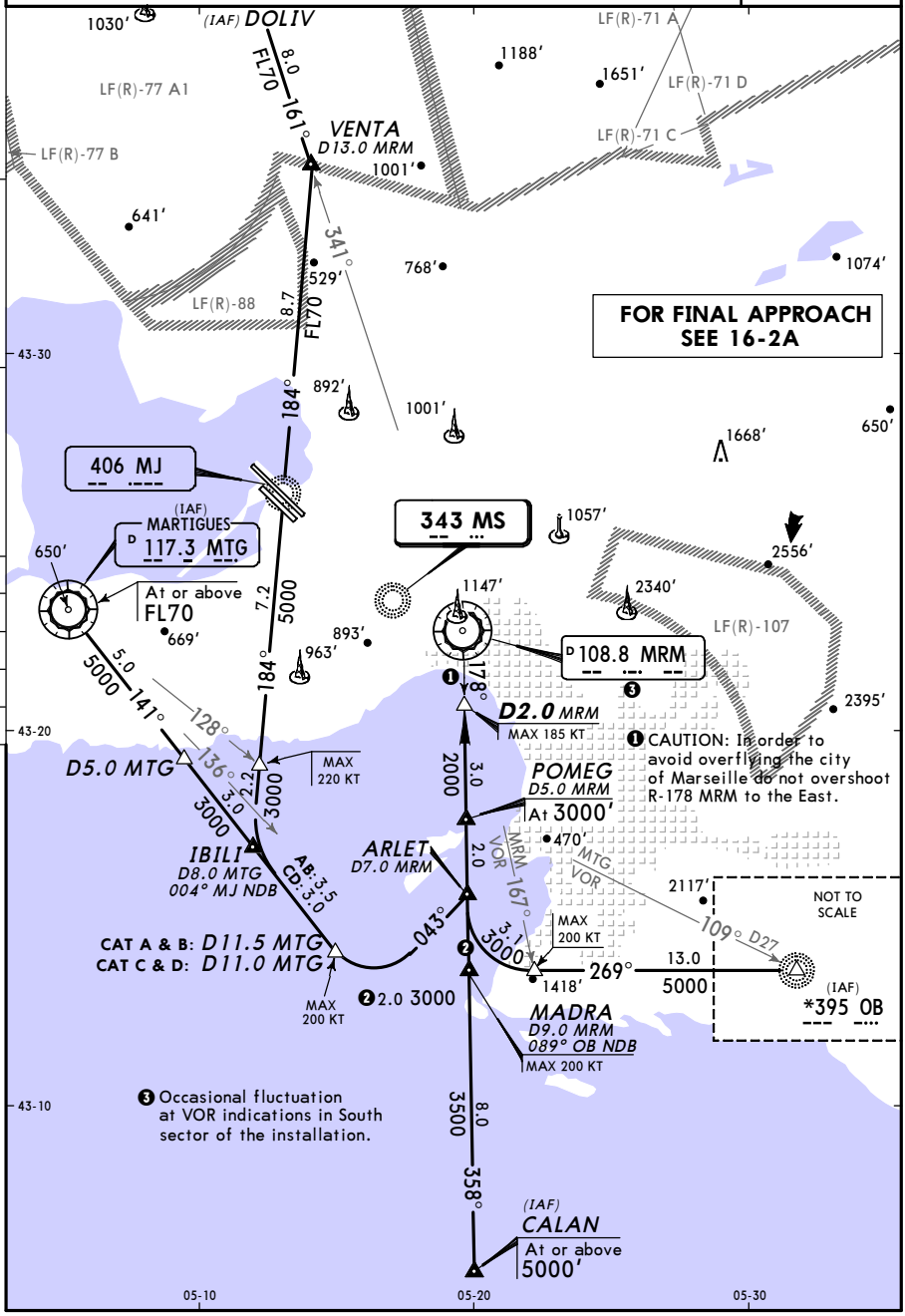
BRIEFING STRIP TM

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	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: Tower frequency. Speed restriction at D2.0 MRM.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS
MARSEILLE/PROVENCE

7 FEB 14 (16-2A)

JEPPESEN

MARSEILLE/PROVENCE, FRANCE
NDB Rwy 31R

BRIEFING STRIP

D-ATIS	PROVENCE Approach North	PROVENCE Approach South	PROVENCE Tower	Ground
125.35	131.22	120.2	133.1	121.9

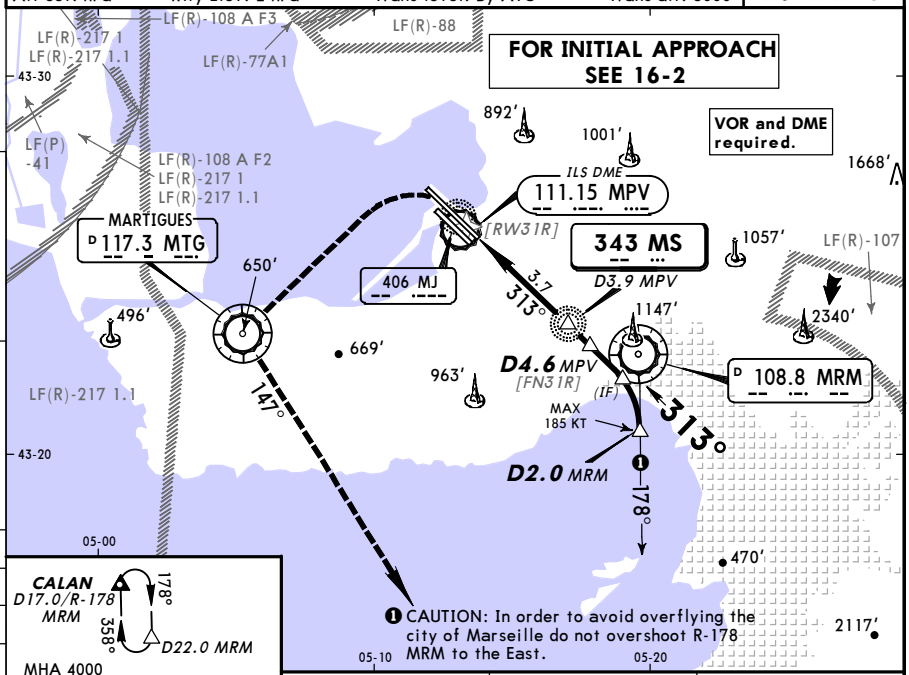
Lctr MS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 70′
343	313°	D4.6 MPV 2000′ (1947′)	1080′ (1027′)	RWY 53′

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.

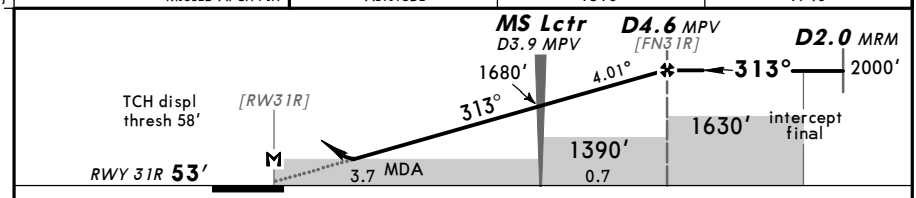
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 5000′

171° 5000′ 3500′ 313°

MSA MRM VOR



MPV DME	3.0	4.0
ALTITUDE	1310′	1740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.01°	497	639	710	852	994	1136
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′)

A	RVR 1500m	CIRCLE-TO-LAND [2] Prohibited North of rwy	Max Kts	MDA(H)	VIS
B	RVR 1500m [1]		110	1080′ (1027′)	1500m
C	CMV 4900m		135	1080′ (1027′)	1600m
D			180	1360′ (1307′)	4900m
			205	1540′ (1487′)	4900m

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

CHANGES: Tower frequency. Descent angle.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

LFML/MRS

JEPPESEN 20 MAY 16 (19-10) Eff 26 May

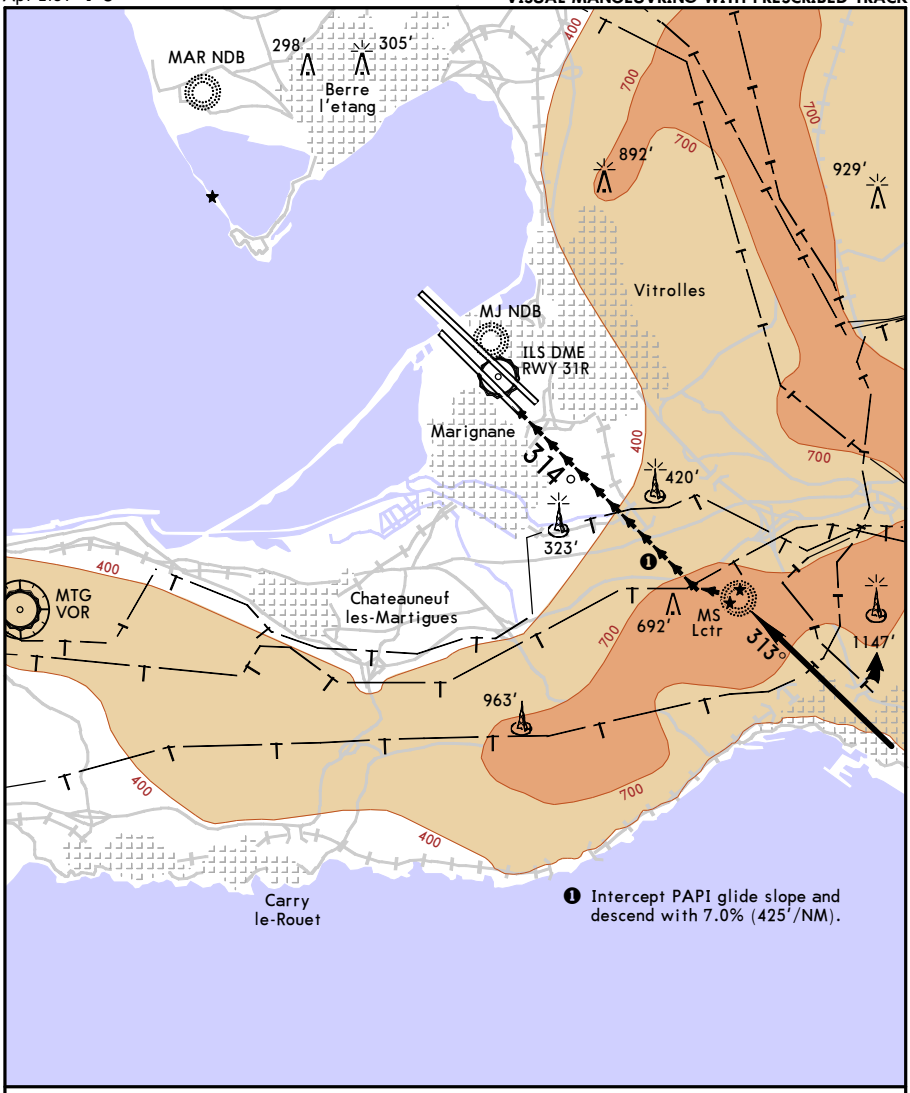
MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE

VPT Rwy 31L

Apt Elev **70′**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK



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

Standard

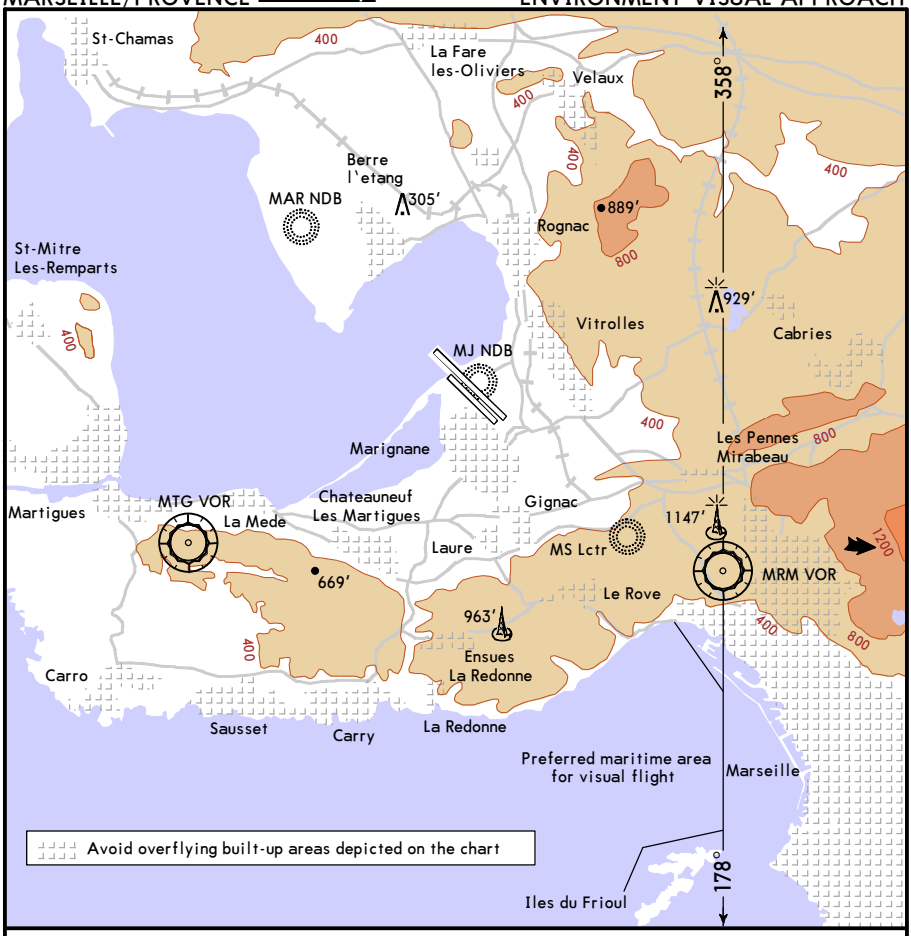
	Max Kts	After ILS apch MDA(H)	VIS	After LOC (GS out) apch MDA(H)	VIS	After NDB apch MDA(H)	VIS
A	110	**1680′** (1610′)	1500m	**1680′** (1610′)	1500m	**1680′** (1610′)	1500m
B	135	**1680′** (1610′)	1600m	**1680′** (1610′)	1600m	**1680′** (1610′)	1600m
C	180	**1680′** (1610′)	2400m	**1680′** (1610′)	3200m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

PANS OPS

CHANGES: Procedure designation. Printing sequence.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



Instructions, except for safety requirement:

RWY 31L/R:

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.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MARSEILLE/PROVENCE, (MARSEILLE/PROVENCE - LFML)

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFML

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 andCL: 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

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: 20160610
End Date: 20160710

From 10 JUN 16 until 10 JUL 16, due to European Football Championship, restrictions and special requirements will temporarily be implemented for following aerodromes: Paris Orly (LFPO), Paris Charlesde Gaulle (LFPG), Lyon Saint Exupйry (LFLL), Nice Сфte d'Azur (LFMN), Beauvais-Tillй (LFOB), Bordeaux-Мйrignac (LFBD), Lille-Lesquin (LFQQ), Lyon-Bron (LFLY), Marseille-Provence (LFML), Saint-Etienne-Loire (LFMH) and Toulouse-Blagnac (LFBO). Refer to SUP 060-16 available on www.sia.aviation-civile.gouv.fr and latest NOTAMs.