

LFML/MRS **JEPPESEN** MARSEILLE/PROVENCE, FRANCE
 MARSEILLE/PROVENCE 3 FEB 12 (10-1P) Eff 9 Feb **AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 125.35

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

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

1.2.2. REVERSE THRUST

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

1.2.3. RUN-UP TESTS

Jet-engine tests are allowed

- with full power: RWY 31 on TWY C1;
RWY 13 on TWY E2 or RWYs 13R/31L between TWY E2 and E3.
- with reduced thrust (idle): on 52 to 57 apron.

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

1.2.4. AUXILIARY POWER UNITS (APU)

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

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

1.2.5. NIGHTTIME RESTRICTIONS

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

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

1.3. TAXI PROCEDURES

Due to non-standard lighting configuration, TWYs F3 and F7 usable DAY only, when VIS equal to or greater than 800m.

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

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

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

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

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

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

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

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

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

1.4. PARKING INFORMATION

Stands 24B and 65 available for helicopters.

Enter stands 52 thru 53C only via TWY G2.

Enter stands 56A thru 57 only via TWY B3.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 13L and 13R right-hand circuit.

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3 FEB 12

10-1P1

Eff 9 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. ILS 31R PROCEDURE

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

2.1.2. VISUAL APPROACH

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

2.2. CAT II/III OPERATIONS

RWY 13L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

Leave RWY 31R via TWY D1 at the latest to protect LOC sensitive area; if unable advise ATC.

2.4. OTHER INFORMATION

2.4.1. COMMUNICATION FAILURE

2.4.1.1. AFTER MISSED APPROACH

Comply with missed approach described on the IAC to perform a second attempt. If this is followed by a new missed approach, clear the TMA following MTG R-247 at or below 4000' to seek VMC westbound (stabilized at 2500' at MTG).

2.4.1.2. ON RADAR VECTORING

ACFT not having received clearance to approach

- North arrivals: join DOLIV holding (RWY 31)/AVN holding (RWY 13) at last assigned FL or FL80 if last assigned FL was less than FL80.
- South arrivals: join CALAN holding (RWY 31)/BORGO holding (RWY 13) at last assigned FL or at 3500' if last assigned altitude was less than 3500'.

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 (stabilized at 2500' at MTG).

LFML/MRS **JEPPESEN** MARSEILLE/PROVENCE, FRANCE
 MARSEILLE/PROVENCE 28 JAN 11 (10-1P2) Eff 10 Feb **AIRPORT BRIEFING**

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

3.2. 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. For departures with an altitude clearance of 2500 ' the take-off noise abatement procedure will be stopped at this altitude.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

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

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

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

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

Unless otherwise mentioned in the message, the data-link departure clearance means start-up clearance as well, according to CTOT if any.

Push-back and taxi clearance will be delivered on ground frequency.

Value of t_1 3 minutes

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

3.3.2. COMMUNICATION FAILURE

In VMC, turn back to land on the aerodrome.

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

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

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10-2

17 AUG 12

Eff 23 Aug

STAR

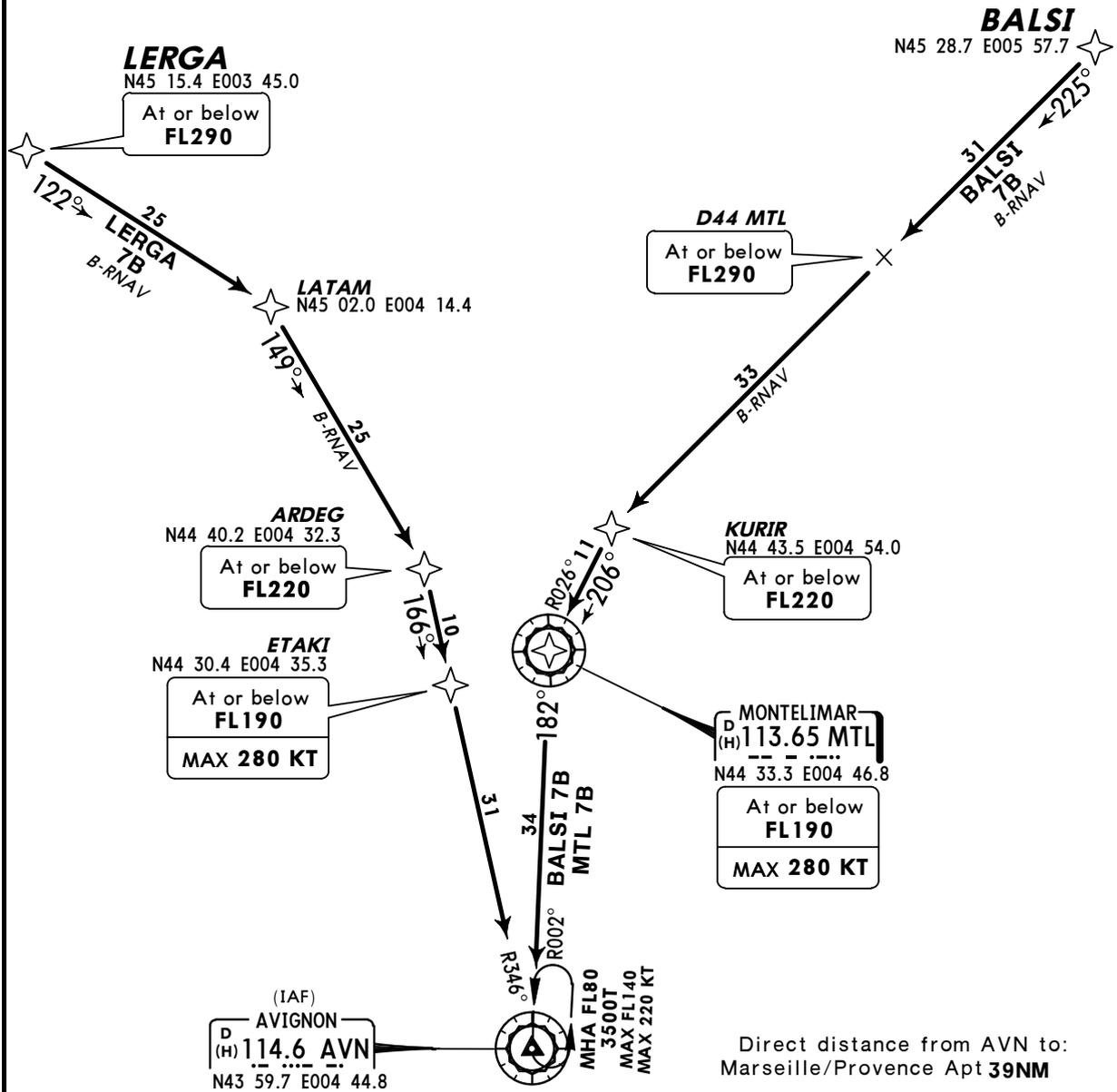
D-ATIS 125.35	Apt Elev 70'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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No MSA
 published

BALSI 7B [BALS7B], LERGA 7B [LERG7B]
 BRNAV EQUIPMENT REQUIRED

MTL 7B

RWYS 13L/R ARRIVALS
 FROM NORTH



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10-2A

17 AUG 12

Eff 23 Aug

STAR

D-ATIS
125.35

Apt Elev
70'

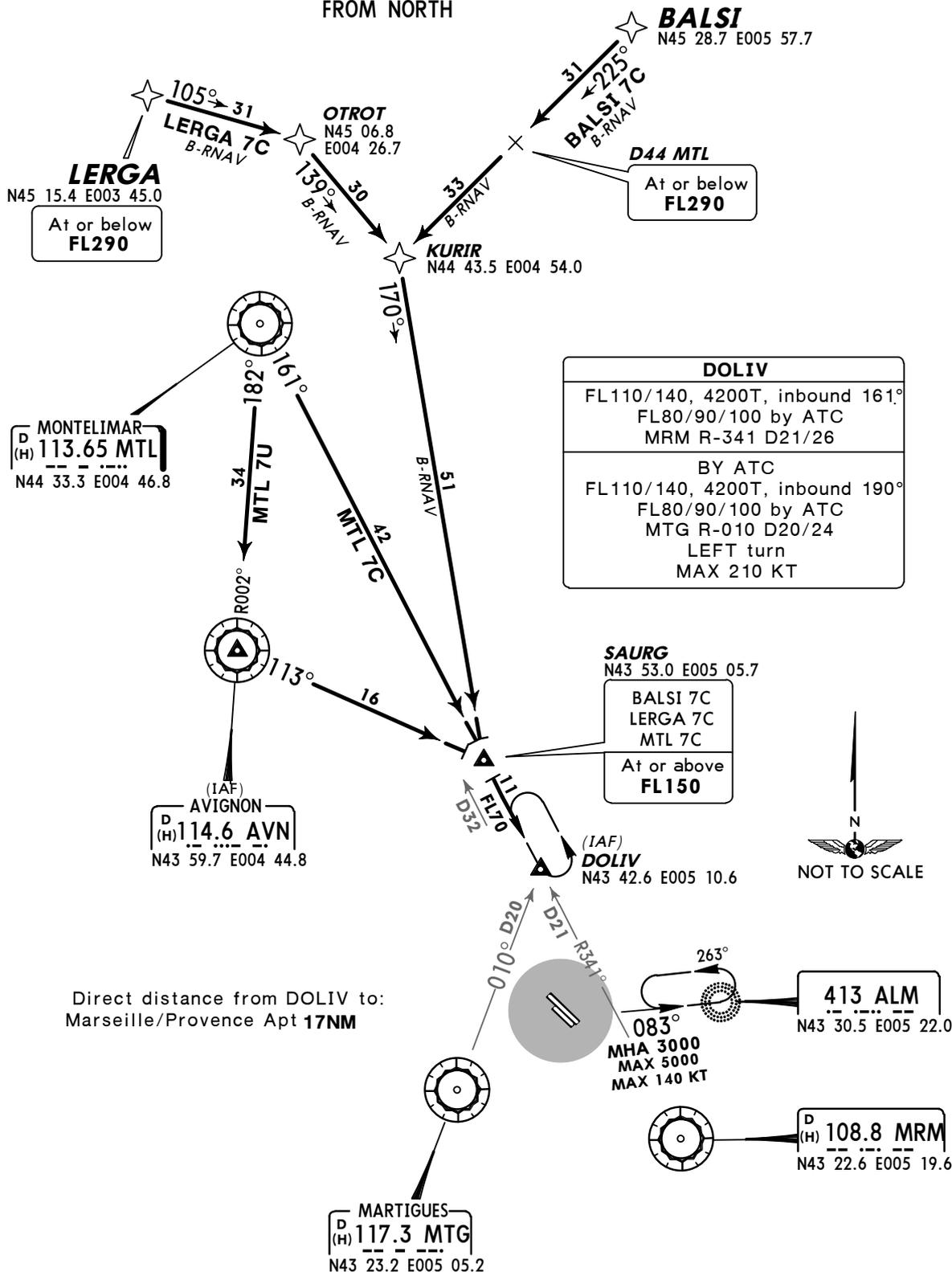
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

No MSA
published

BALSI 7C [BALS7C], LERGA 7C [LERG7C]
BRNAV EQUIPMENT REQUIRED

MTL 7C, MTL 7U

RWYS 31L/R ARRIVALS
FROM NORTH



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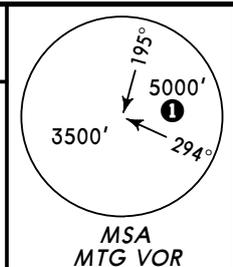
10-2C

28 JAN 11

Eff 10 Feb

STAR

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



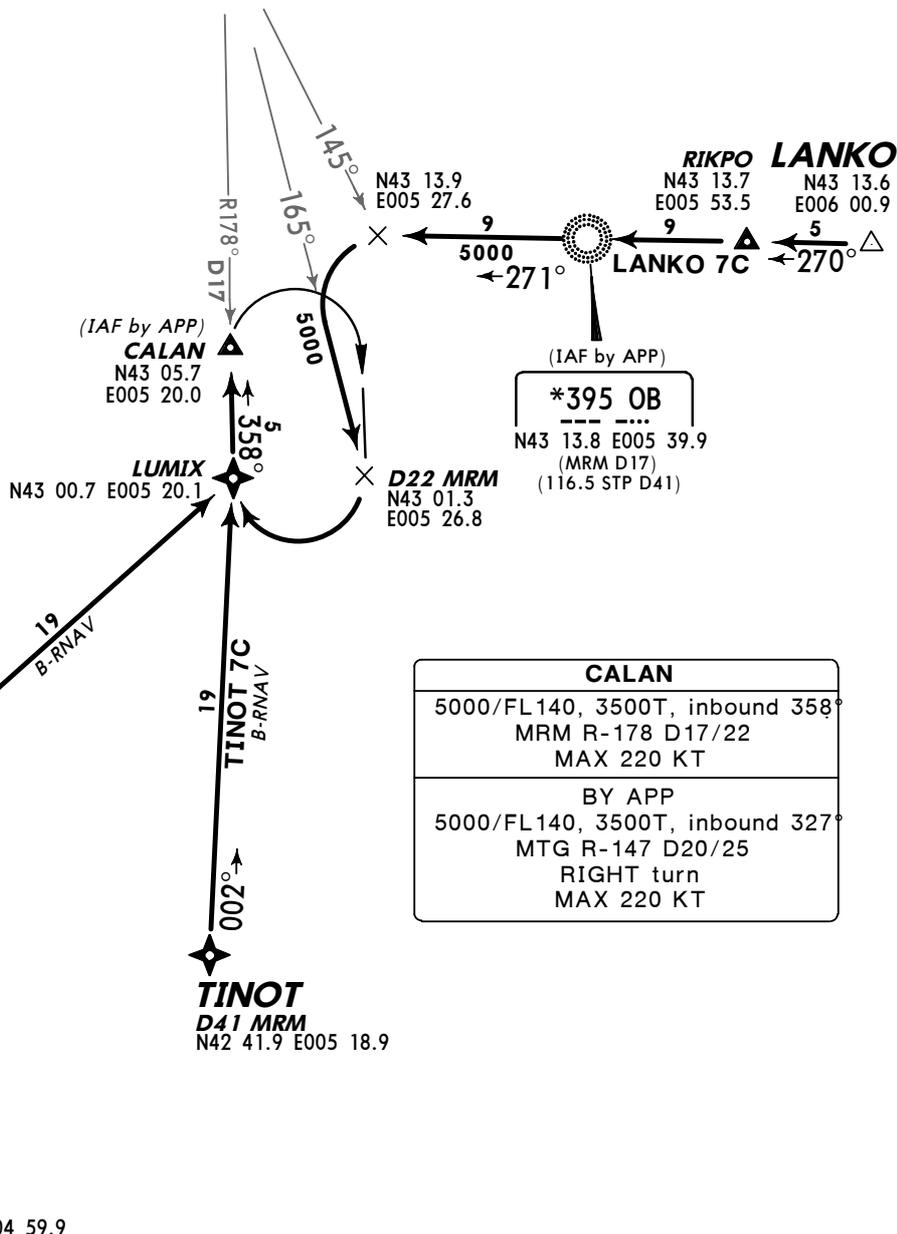
① With DME:
3500 within 16 NM

LANKO 7C [LANK7C]
SOSUR 7C [SOSU7C], TINOT 7C [TINO7C]
BRNAV EQUIPMENT REQUIRED

RWYS 31L/R ARRIVALS
FROM EAST & SOUTH

MARTIGUES
D 117.3 MTG
N43 23.2 E005 05.2

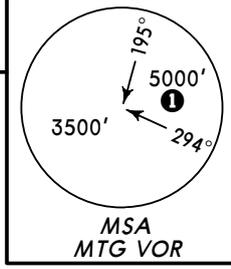
D 108.8 MRM
N43 22.6 E005 19.6



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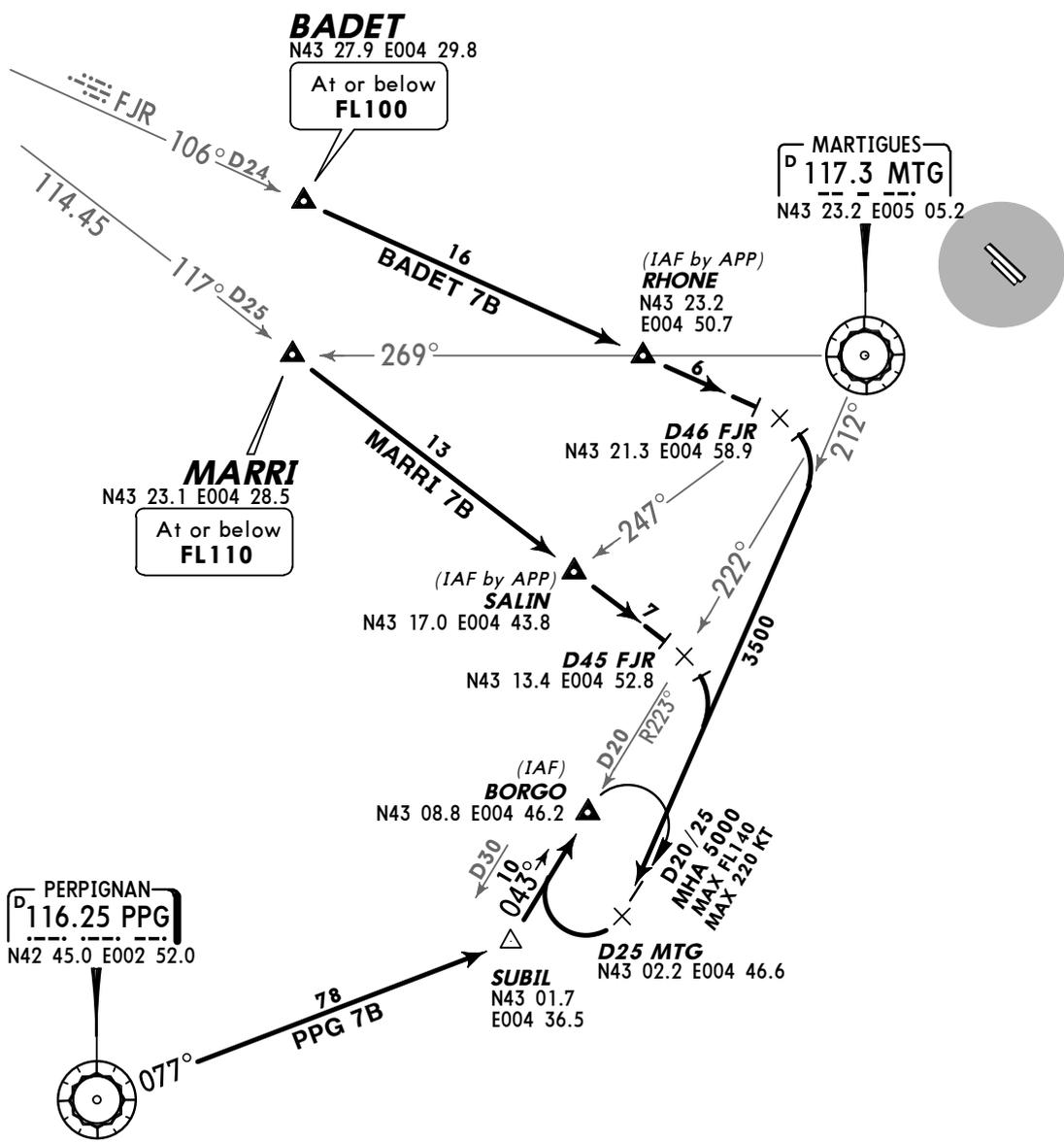
JEPPESEN MARSEILLE/PROVENCE, FRANCE
(10-2D) 4 FEB 11 Eff 10 Feb STAR

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



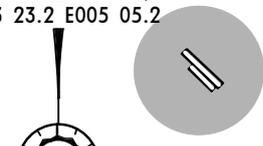
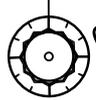
1 With DME: 3500 within 16 NM

BADET 7B [BADE7B], MARRI 7B [MARI7B]
PPG 7B
RWYS 13L/R ARRIVALS
FROM WEST



PERPIGNAN
116.25 PPG
N42 45.0 E002 52.0

MARTIGUES
117.3 MTG
N43 23.2 E005 05.2



NOT TO SCALE

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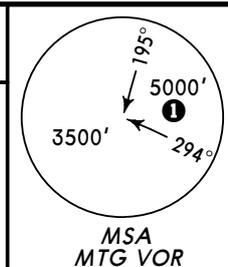
JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-2E

4 FEB 11 Eff 10 Feb

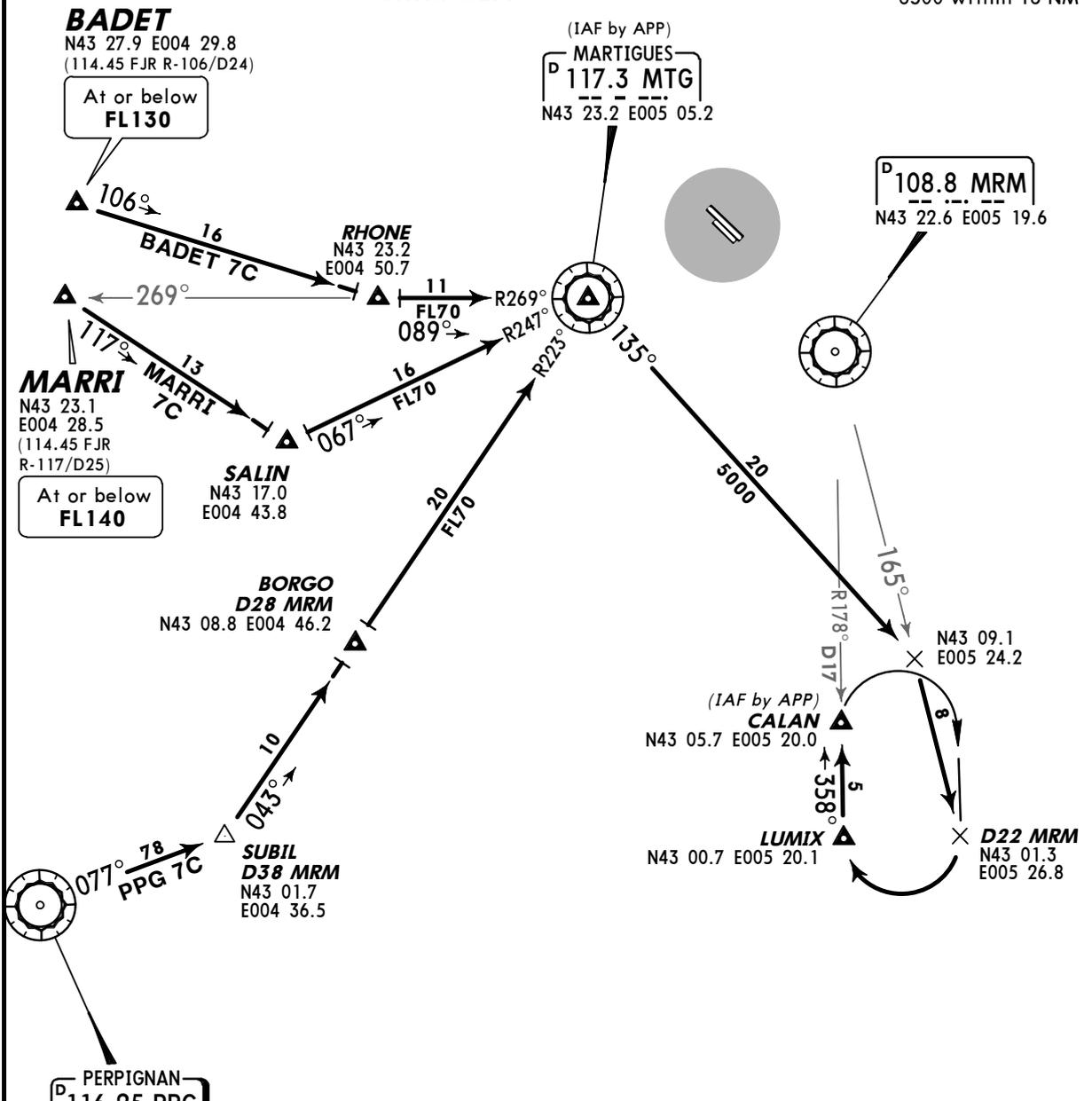
STAR

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



1 With DME: 3500 within 16 NM

BADET 7C [BADE7C]
MARRI 7C [MARI7C]
PPG 7C
RWYS 31L/R ARRIVALS
FROM WEST



BADET
N43 27.9 E004 29.8
(114.45 FJR R-106/D24)

At or below
FL130

(IAF by APP)
MARTIGUES
D 117.3 MTG
N43 23.2 E005 05.2

D 108.8 MRM
N43 22.6 E005 19.6

MARRI
N43 23.1
E004 28.5
(114.45 FJR
R-117/D25)

At or below
FL140

SALIN
N43 17.0
E004 43.8

BORG
D28 MRM
N43 08.8 E004 46.2

(IAF by APP)
CALAN
N43 05.7 E005 20.0

LUMIX
N43 00.7 E005 20.1

D22 MRM
N43 01.3
E005 26.8

PERPIGNAN
D 116.25 PPG
N42 45.0 E002 52.0

CALAN
5000/FL140, 3500T, inbound 358° MRM R-178 D17/22 MAX 220 KT
BY APP 5000/FL140, 3500T, inbound 327° MTG R-147 D20/25 RIGHT turn MAX 220 KT



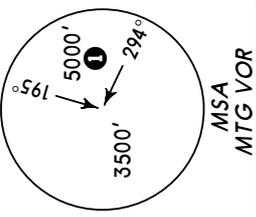
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 MARSEILLE/PROVENCE

JEPPESSEN MARSEILLE/PROVENCE, FRANCE

10-3 18 MAR 11

SID

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



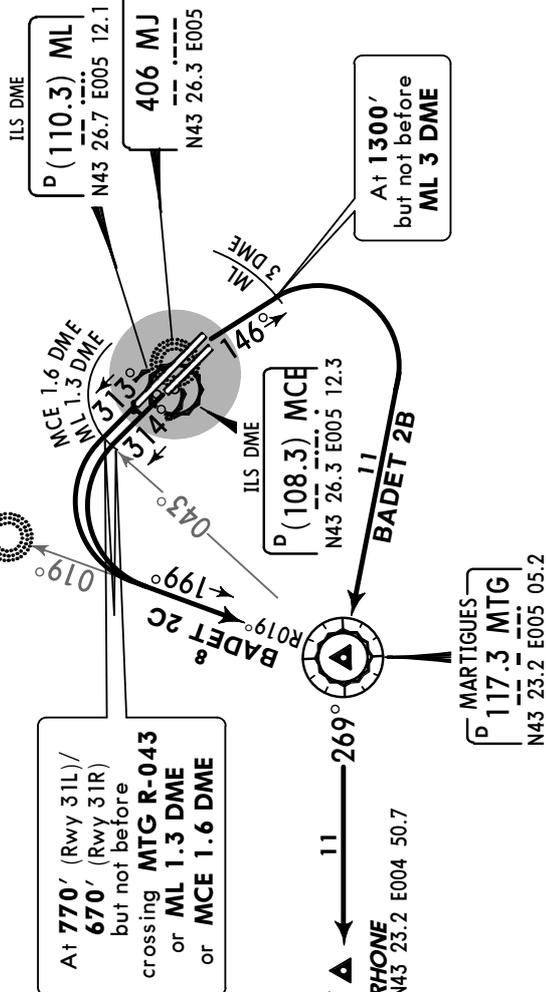
BADET 2B [BADE2B], BADET 2C [BADE2C]
 RWYS 13L/R, 31L/R DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① With DME:
 3500 within 16 NM

These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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



SID	RWY	INITIAL CLIMB/ROUTING
BADET 2B	13L/R	Intercept 146° bearing from MJ, at 1300', but not before ML 3 DME turn RIGHT to MTG, MTG R-269 to RHONE, turn RIGHT, intercept FJR R-106 inbound to BADET.
BADET 2C	31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-269 to RHONE, turn RIGHT, intercept FJR R-106 inbound to BADET.
	31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-269 to RHONE, turn RIGHT, intercept FJR R-106 inbound to BADET.

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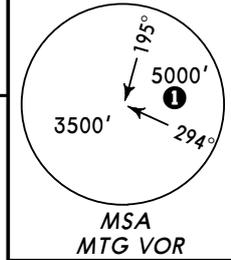
JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-3A 18 MAR 11

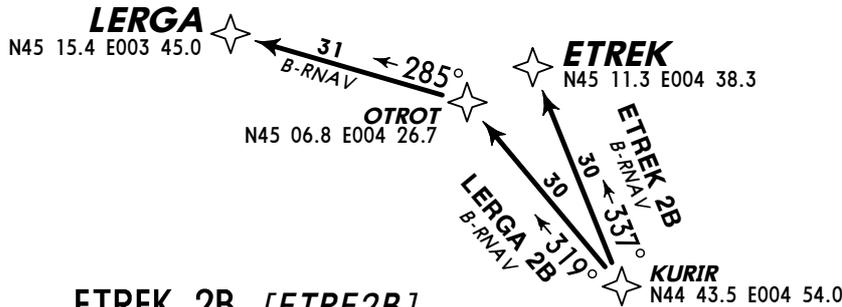
SID

Apt Elev
 70'

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



① With DME:
 3500 within 16 NM



ETREK 2B [ETRE2B]
LERGA 2B [LERG2B]
RWYS 13L/R DEPARTURES
BRNAV EQUIPMENT REQUIRED
RFL ABOVE FL195

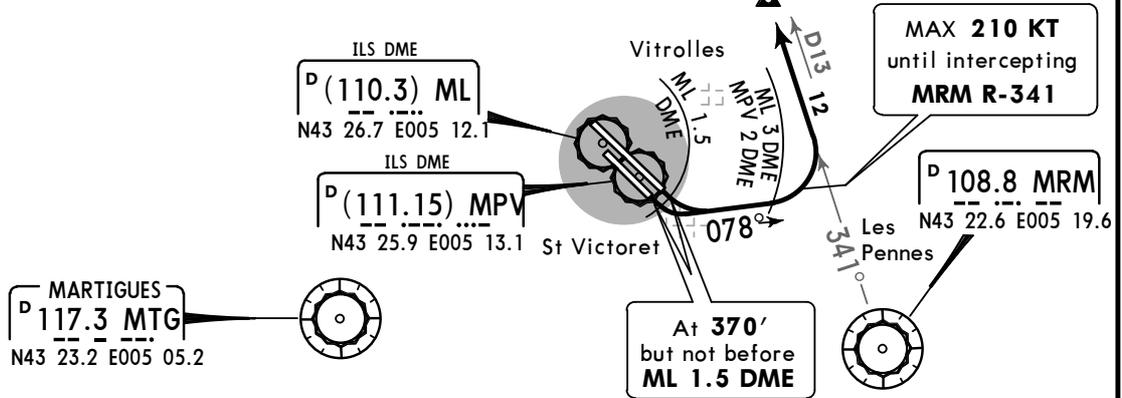
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 547' per NM (9%) in order to reduce noise above built-up areas St Victoret, Les Pennes and Vitrolles, then 486' per NM (8%) up to FL150 ②.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	911	1367	1823	2279	2734
486' per NM	608	810	1215	1620	2025	2430

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



Initial climb clearance FL160

SID	INITIAL CLIMB/ROUTING
ETREK 2B	Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, turn RIGHT, 350° track to KURIR, turn LEFT, 337° track to ETREK.
LERGA 2B	Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-341 to SAURG, turn RIGHT, 350° track to KURIR, turn LEFT, 319° track to OTROT, turn LEFT, 285° track to LERGA.

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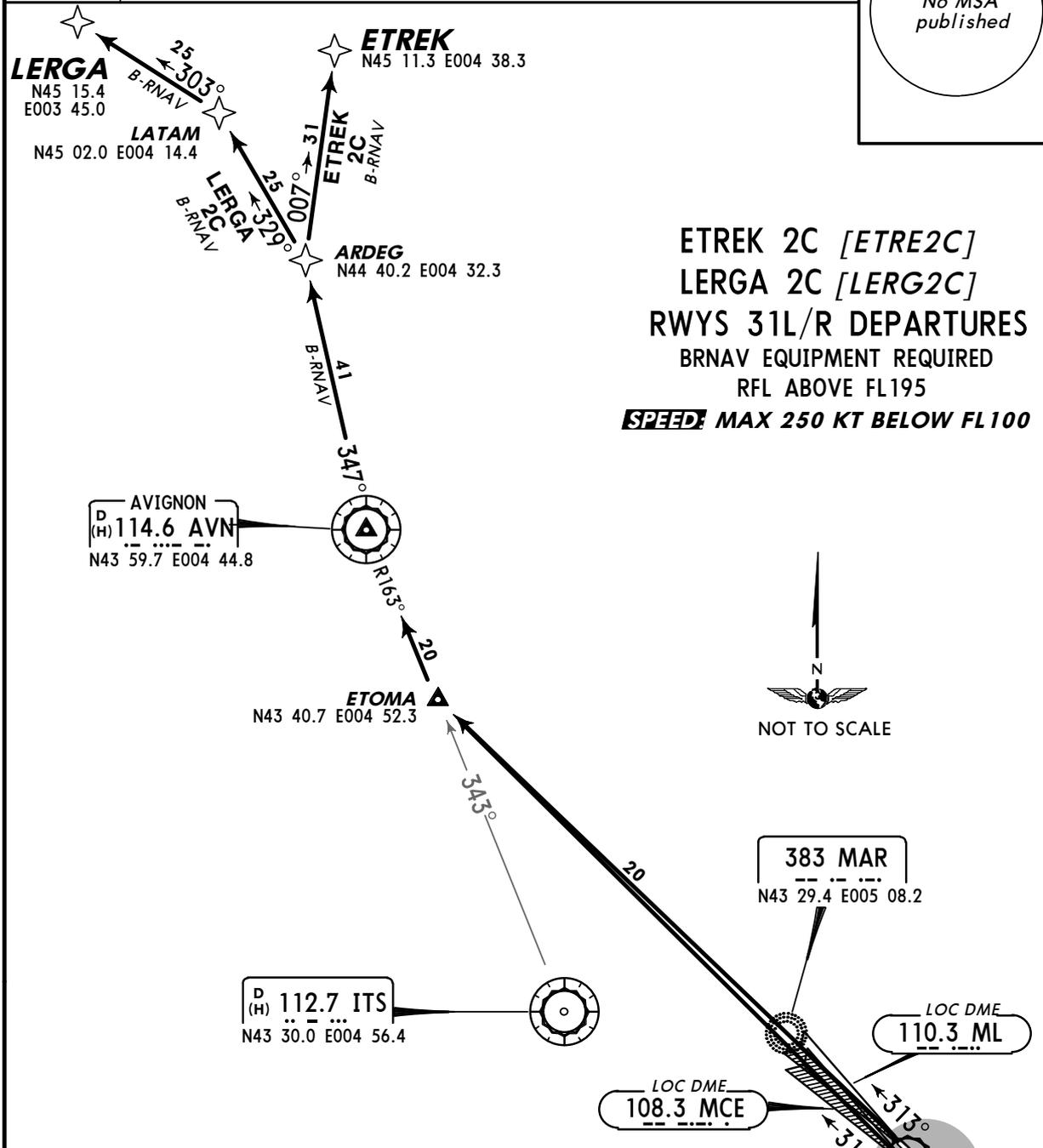
10-3B

17 AUG 12

Eff 23 Aug

SID

Apt Elev 70'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.	No MSA published
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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 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.
SID	ROUTING
ETREK 2C	At AVN turn RIGHT, AVN R-347 to ARDEG, turn RIGHT, 007° track to ETREK.
LERGA 2C	At AVN turn RIGHT, AVN R-347 to ARDEG, turn LEFT, 329° track to LATAM, turn LEFT, 303° track to LERGA.

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10-3C 17 AUG 12 Eff 23 Aug

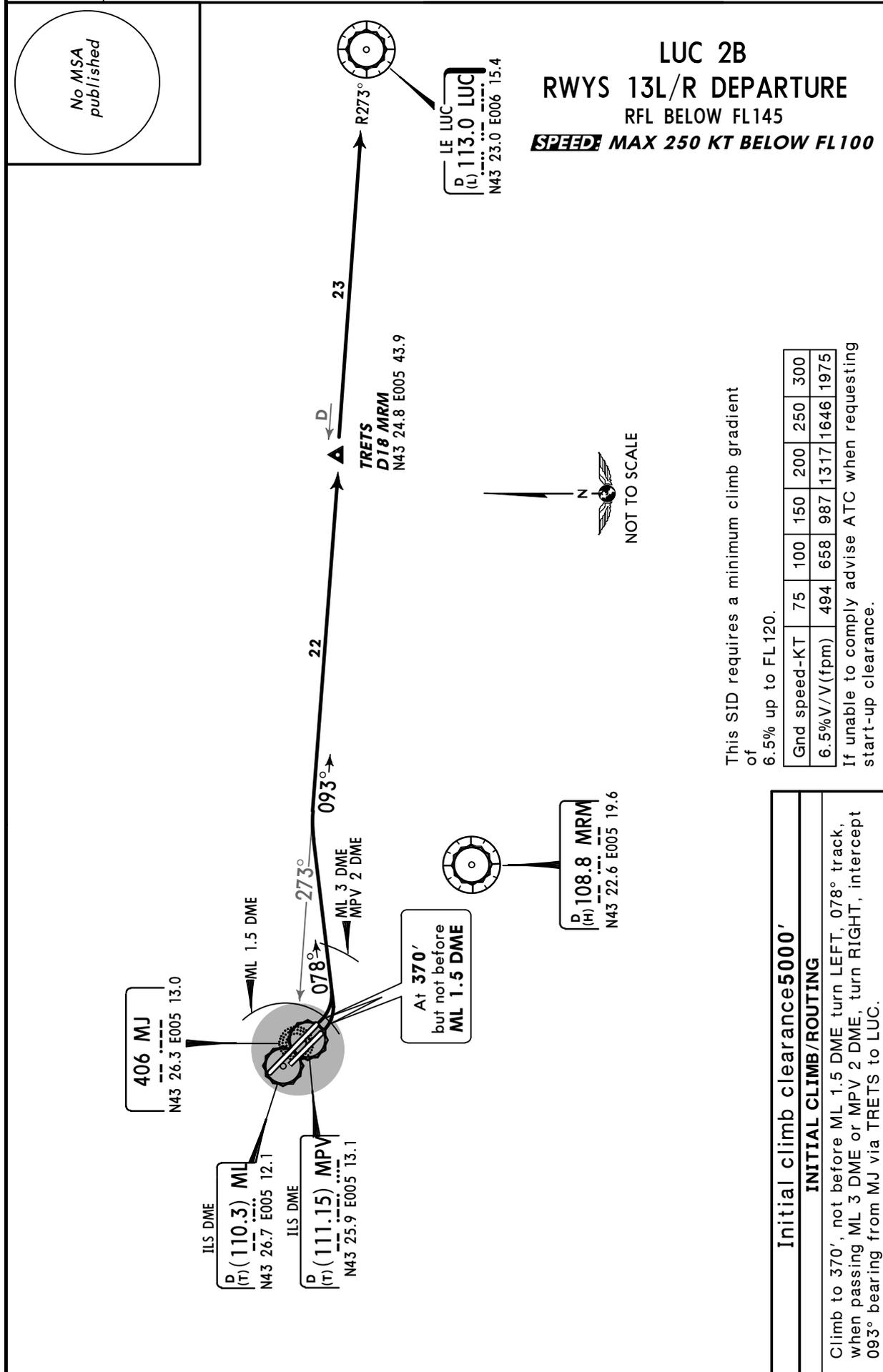
SID

Apt Elev
 70'

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

No MSA published

LUC 2B
 RWYS 13L/R DEPARTURE
 RFL BELOW FL145
SPEEDS 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 500'
INITIAL CLIMB/ROUTING
 Climb to 370', not before ML 1.5 DME turn LEFT, 078° track, when passing ML 3 DME or MPV 2 DME, turn RIGHT, intercept 093° bearing from MJ via TRET to LUC.

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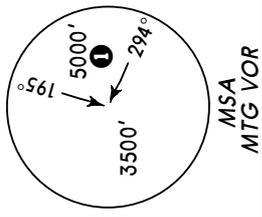
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10-3D 28 JAN 11 Eff 10 Feb

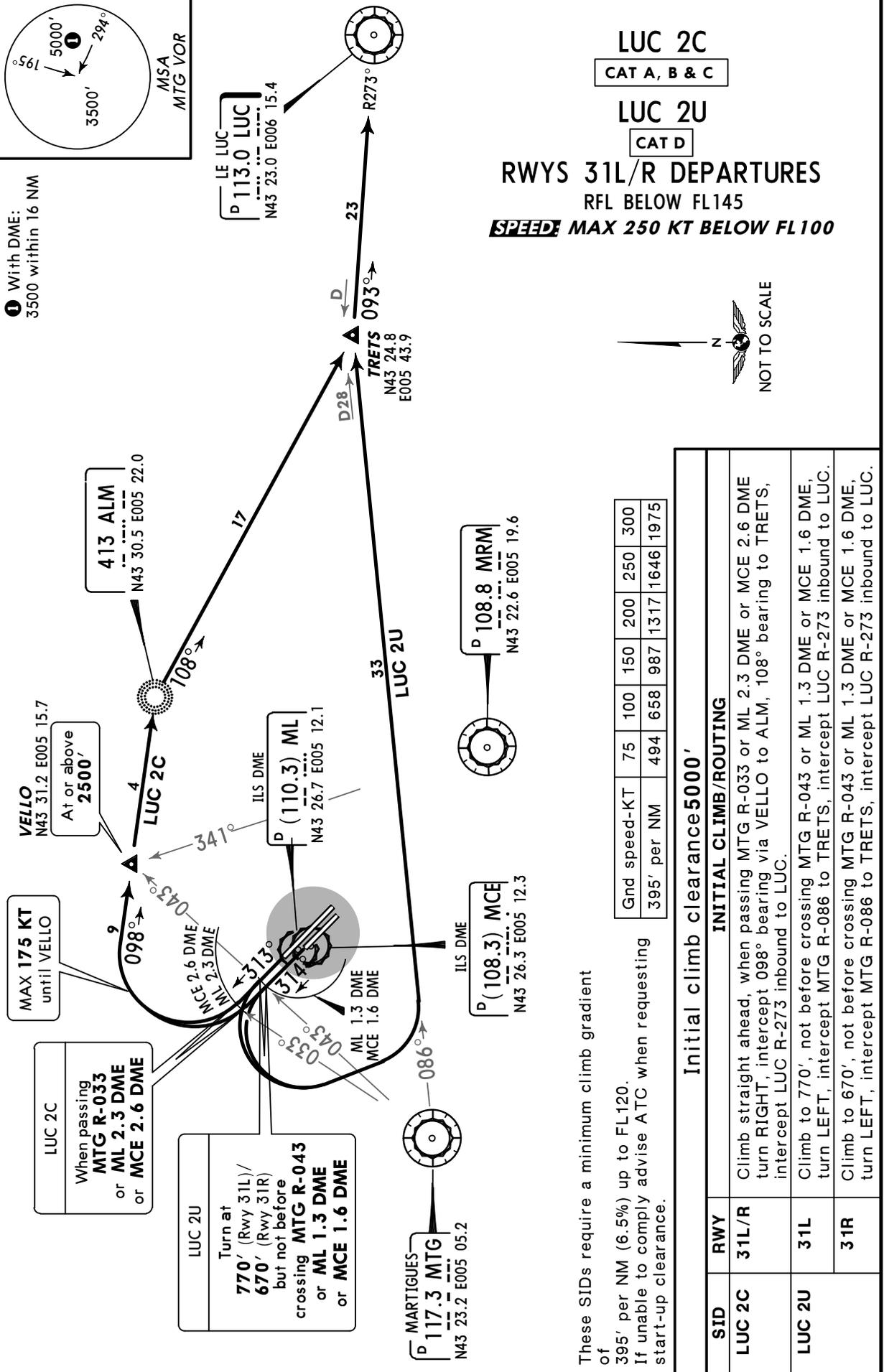
SID

Apt Elev
 70'

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



① With DME:
 3500 within 16 NM



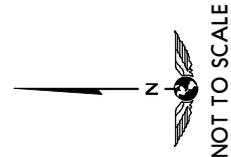
LUC 2C
 CAT A, B & C

LUC 2U
 CAT D

RWYS 31L/R DEPARTURES

RFL BELOW FL145

SPEED: MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

Initial climb clearance 5000'

INITIAL CLIMB/ROUTING	
SID	RWY
LUC 2C	31L/R
LUC 2U	31L
LUC 2U	31R

These SIDs require a minimum climb gradient of 395' per NM (6.5%) up to FL120. If unable to comply advise ATC when requesting start-up clearance.

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10-3E

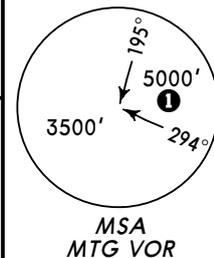
28 JAN 11

Eff 10 Feb

SID

Apt Elev
70'

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



① With DME:
3500 within 16 NM

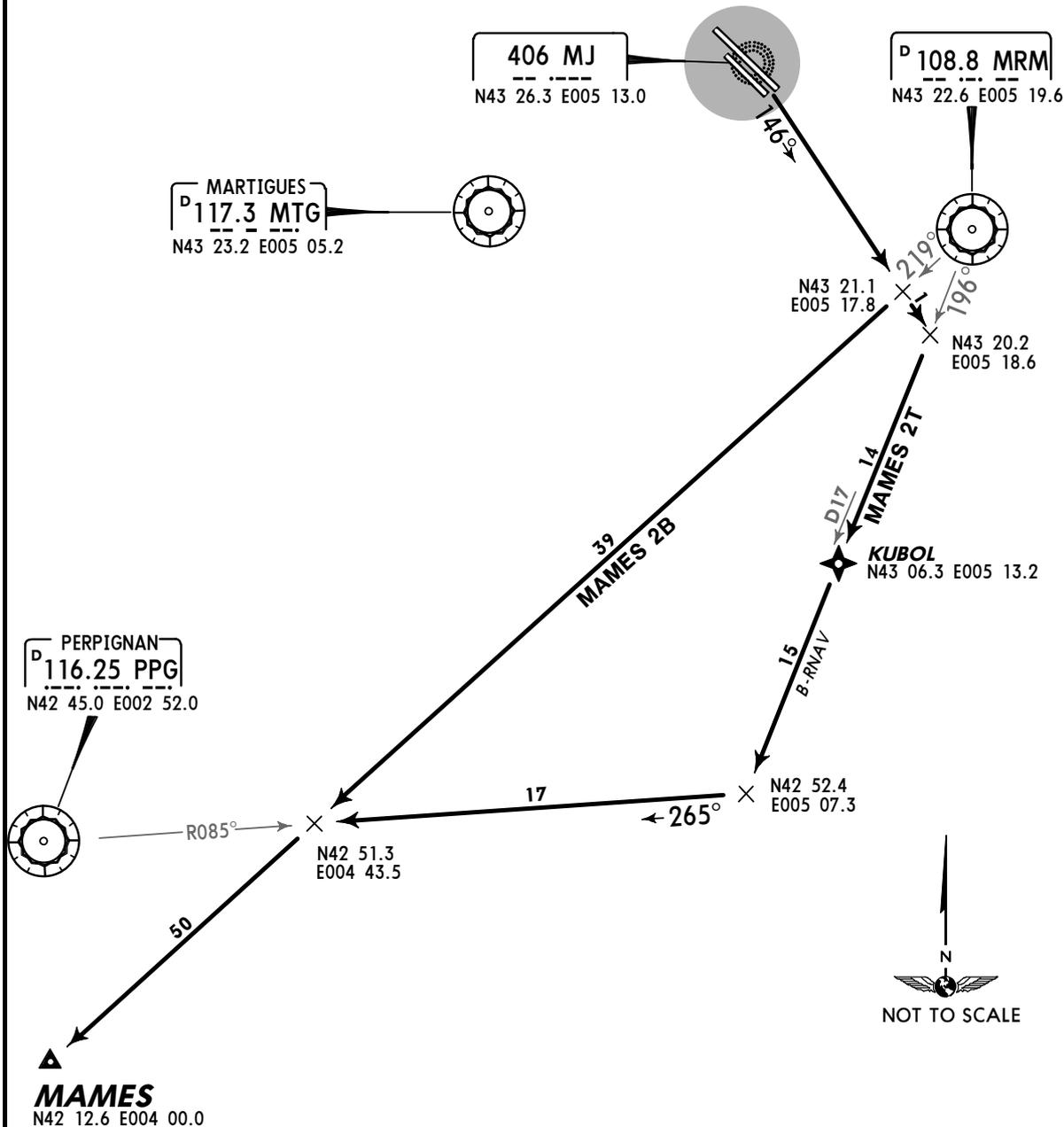
MAMES 2B [MAME2B]

MAMES 2T [MAME2T]

BRNAV EQUIPMENT REQUIRED

RWYS 13L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	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 2B	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-219 to MAMES.
MAMES 2T	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-196 via KUBOL, intercept PPG R-085 inbound, turn LEFT, intercept MRM R-219 to MAMES.

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10-3F

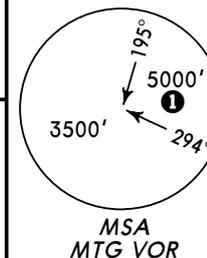
28 JAN 11

Eff 10 Feb

SID

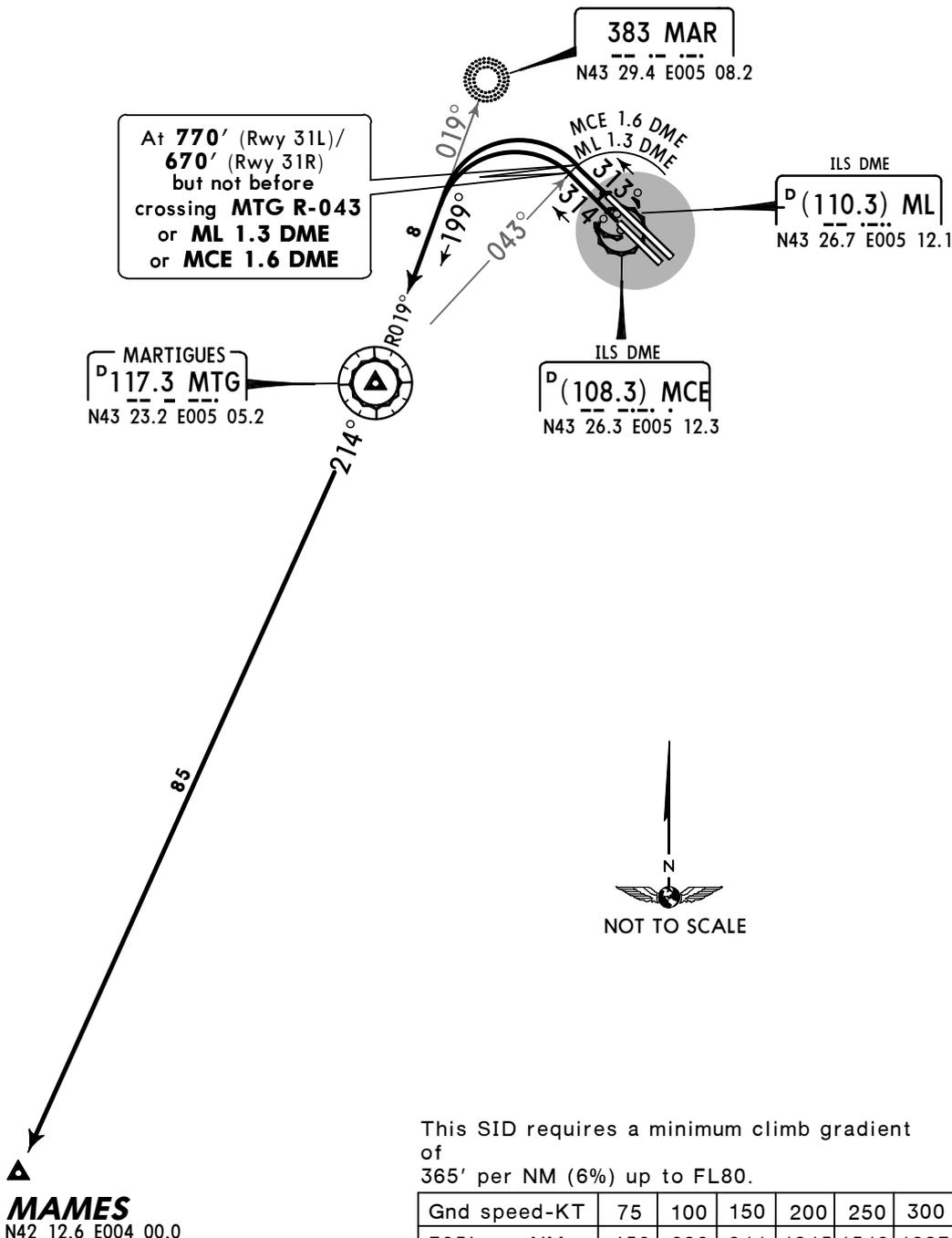
Apt Elev
70'

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



① With DME:
3500 within 16 NM

MAMES 2C [MAME2C]
RWYS 31L/R DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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

Initial climb clearance **4000'**

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

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10-3G

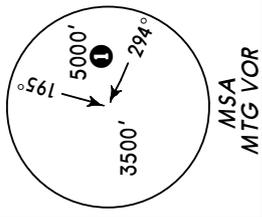
28 JAN 11

Eff 10 Feb

SID

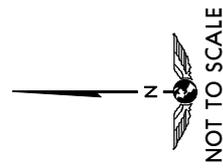
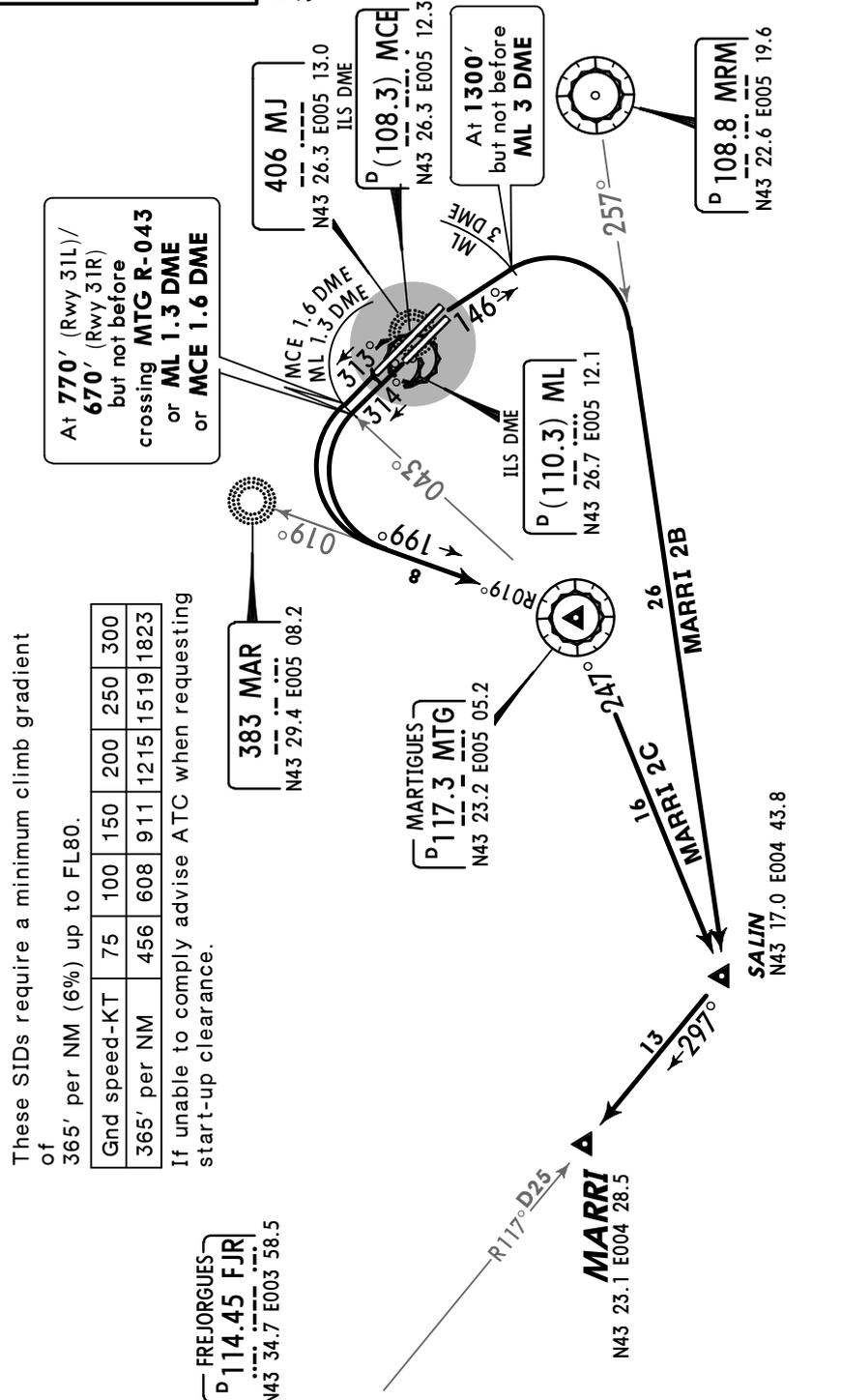
Apt Elev
 70'

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



With DME:
 3500 within 16 NM

MARRI 2B [MARI2B]
 MARRI 2C [MARI2C]
 RWYS 13L/R, 31L/R DEPARTURES
 SPEEDS MAX 250 KT BELOW FL100



INITIAL CLIMB/ROUTING	
MARRI 2B: Initial climb clearance 2500'	Intercept 146° bearing from MJ, at 1300', but not before ML 3 DME turn RIGHT, intercept MRM R-257 to SALIN, turn RIGHT, intercept FJR R-117 inbound to MARRI.
MARRI 2C: Initial climb clearance 4000'	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-247 to SALIN, turn RIGHT, intercept FJR R-117 inbound to MARRI.
	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-247 to SALIN, turn RIGHT, intercept FJR R-117 inbound to MARRI.

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-3H

17 AUG 12

Eff 23 Aug

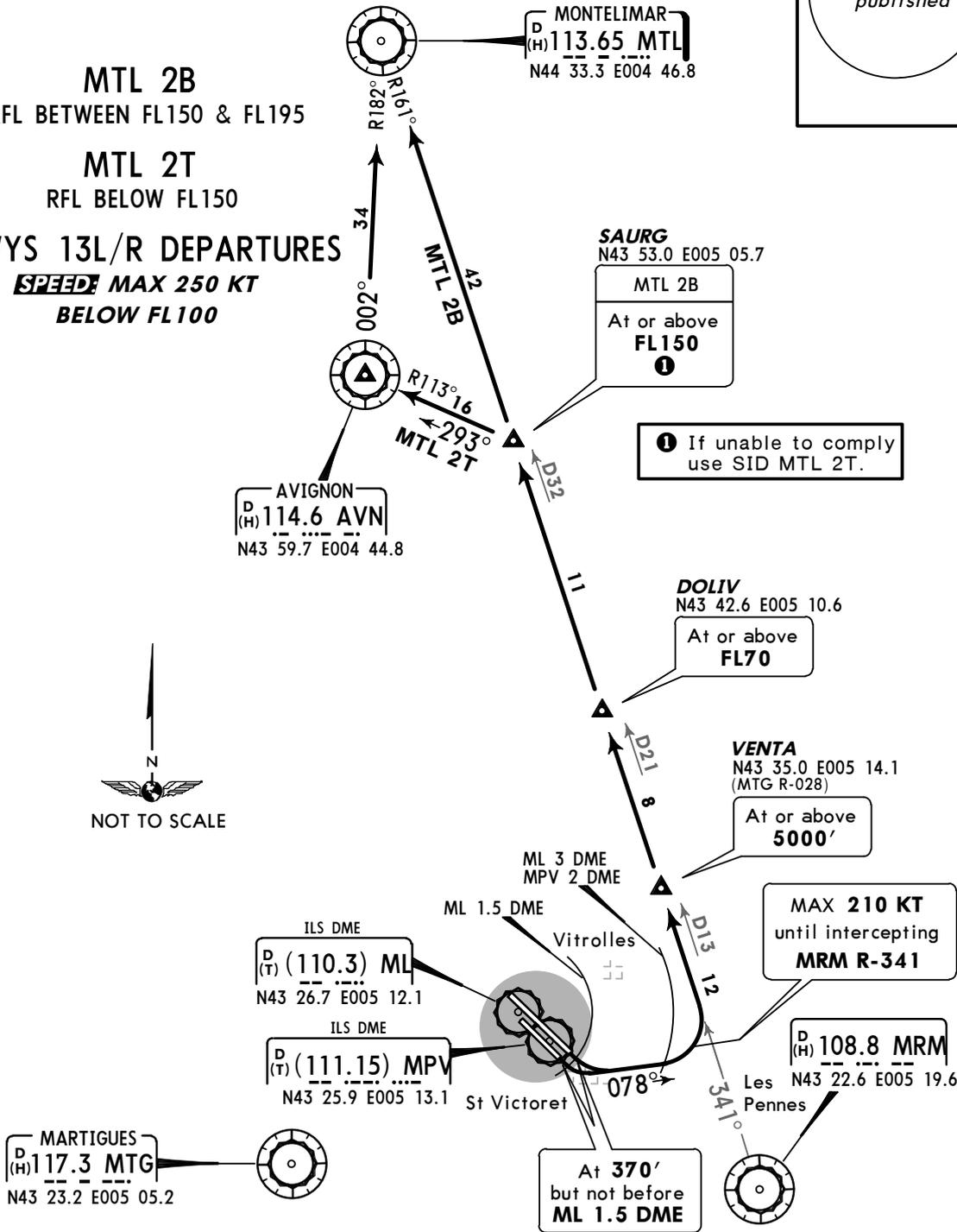
SID

Apt Elev
70'

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

No MSA published

MTL 2B
RFL BETWEEN FL150 & FL195
MTL 2T
RFL BELOW FL150
RWYS 13L/R DEPARTURES
SPEED MAX 250 KT
BELOW FL100



These SIDs require a minimum climb gradient of 9% in order to reduce noise above built-up areas St Victoret, Les Pennes and Vitrolles, then
MTL 2B: 8% up to FL150 ①.
MTL 2T: 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 2B: Initial climb clearance FL160
MTL 2T: Initial climb clearance FL140

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

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-3J 17 AUG 12 Eff 23 Aug

SID

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

No MSA published

MONTE LIMAR
D (H) 113.65 MTL
N44 33.3 E004 46.8

AVIGNON
D (H) 114.6 AVN
N43 59.7 E004 44.8

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

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

▲ ETOMA
N43 40.7 E004 52.3

383 MAR
N43 29.4 E005 08.2

D (H) 112.7 ITS
N43 30.0 E004 56.4

ILS DME 108.3 MCE

ILS DME 110.3 ML

MTL 2C
RWYS 31L/R DEPARTURE
RFL BELOW FL195
SPEED: MAX 250 KT BELOW FL100

Except for operational reasons, between 2300-0600LT by low traffic and calm wind northbound flights must initially follow MTL 2C, then will be covered by RADAR vectoring to DOLIV and/or SAURG to follow RWY 13 SIDs to ETREK, LERGA or MTL.



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

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

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

Initial climb clearance 5000'

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

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 MARSEILLE/PROVENCE

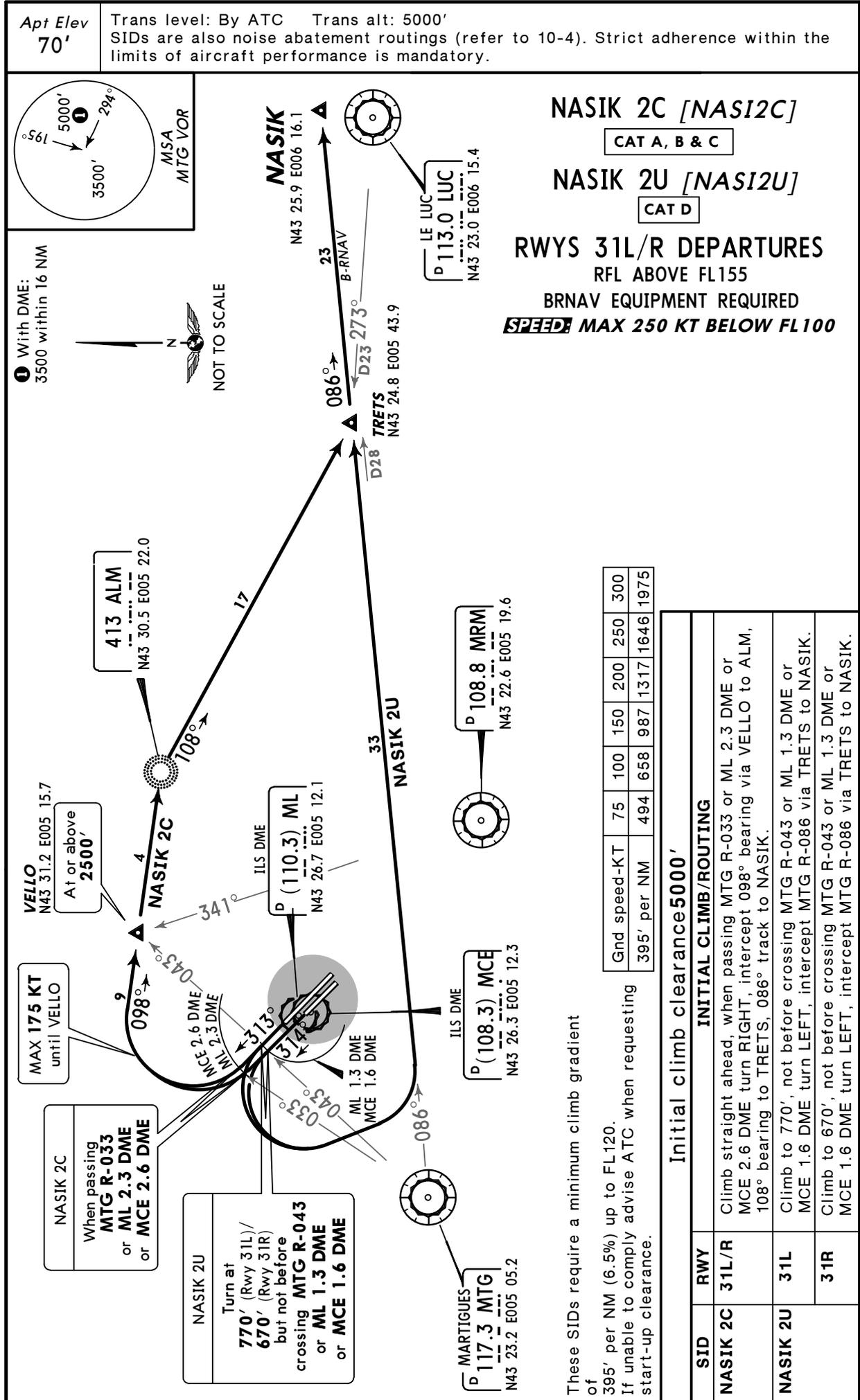
JEPPESSEN MARSEILLE/PROVENCE, FRANCE

10-3L

28 JAN 11

Eff 10 Feb

SID



LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

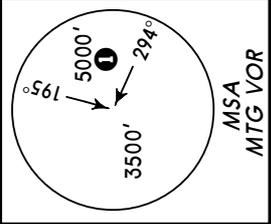
10-3M

28 JAN 11

Eff 10 Feb

SID

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



MSA
MTG VOR
With DME:
3500 within 16 NM

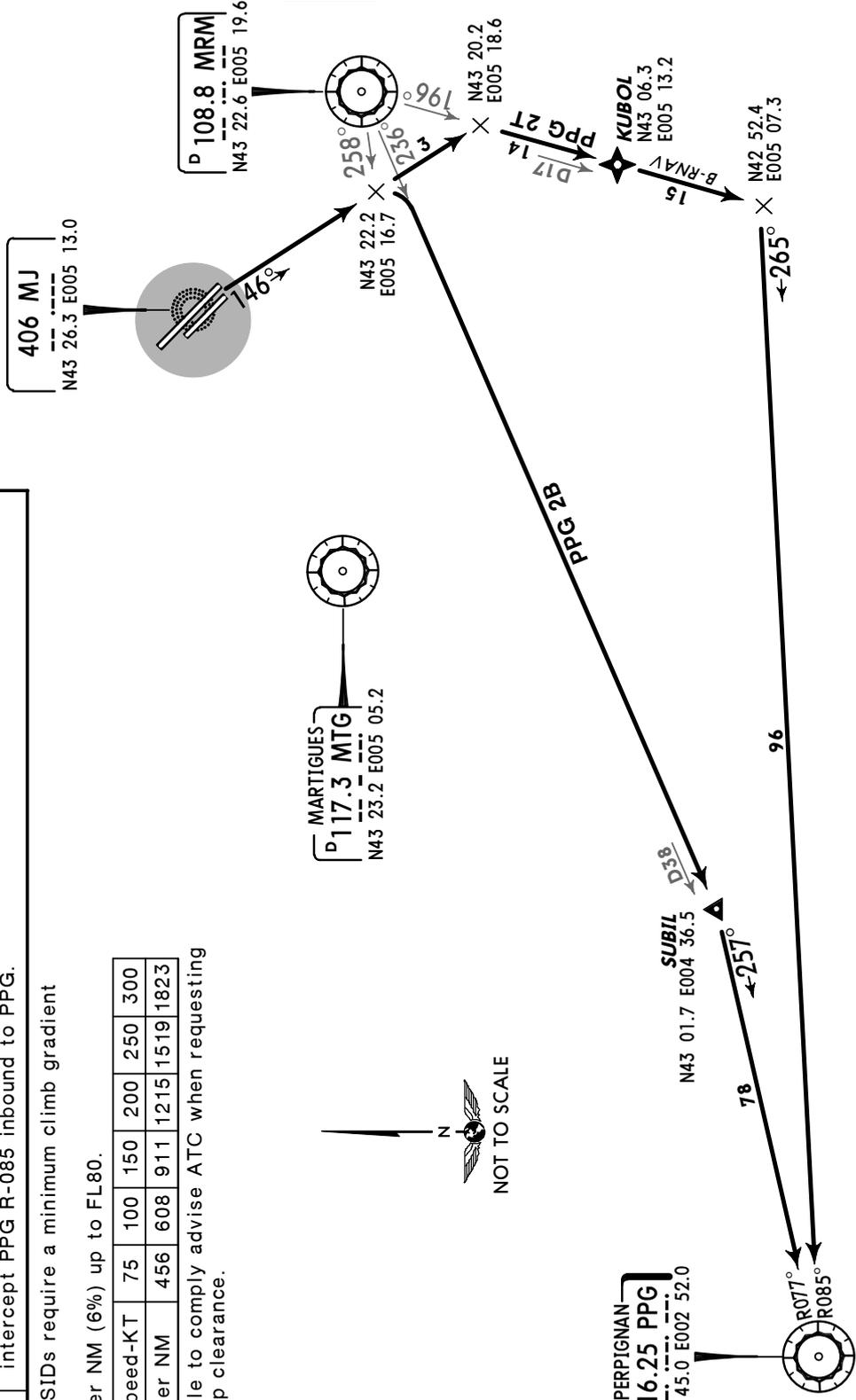
PPG 2B
PPG 2T
BRNAV EQUIPMENT REQUIRED
RWYS 13L/R DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

Initial climb clearance 4000'	
SID	INITIAL CLIMB/ROUTING
PPG 2B	Intercept 146° bearing from MJ, when crossing MRM R-258 turn RIGHT, intercept MRM R-236 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.
PPG 2T	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-196 via KUBOL, intercept PPG R-085 inbound to PPG.

These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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



LFML/MRS
 MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-3N

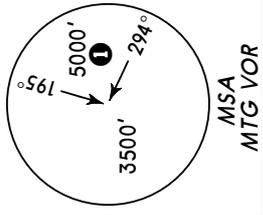
28 JAN 11

Eff 10 Feb

SID

Apt Elev
 70'

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



MSA
 MTG VOR
 1 With DME:
 3500 within 16 NM

PPG 2C

RWYS 31L/R DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100

Initial climb clearance 4000'

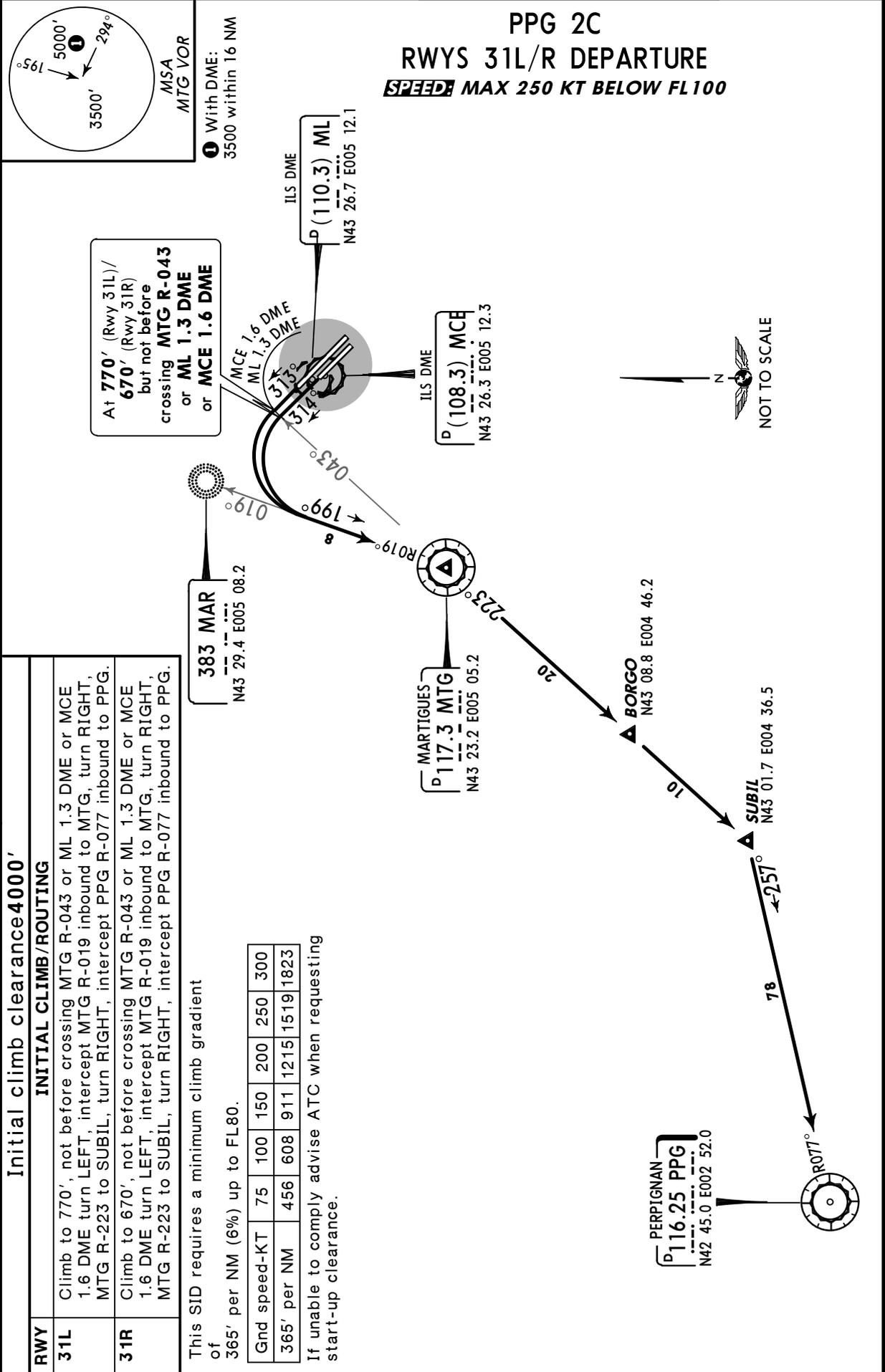
INITIAL CLIMB/ROUTING

31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-223 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.
31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn RIGHT, MTG R-223 to SUBIL, turn RIGHT, intercept PPG R-077 inbound to PPG.

This SID requires a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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



LFML/MRS
 MARSEILLE/PROVENCE

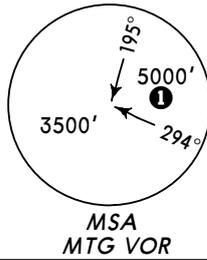
JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-3P

28 JAN 11

Eff 10 Feb

SID



Apt Elev
 70'

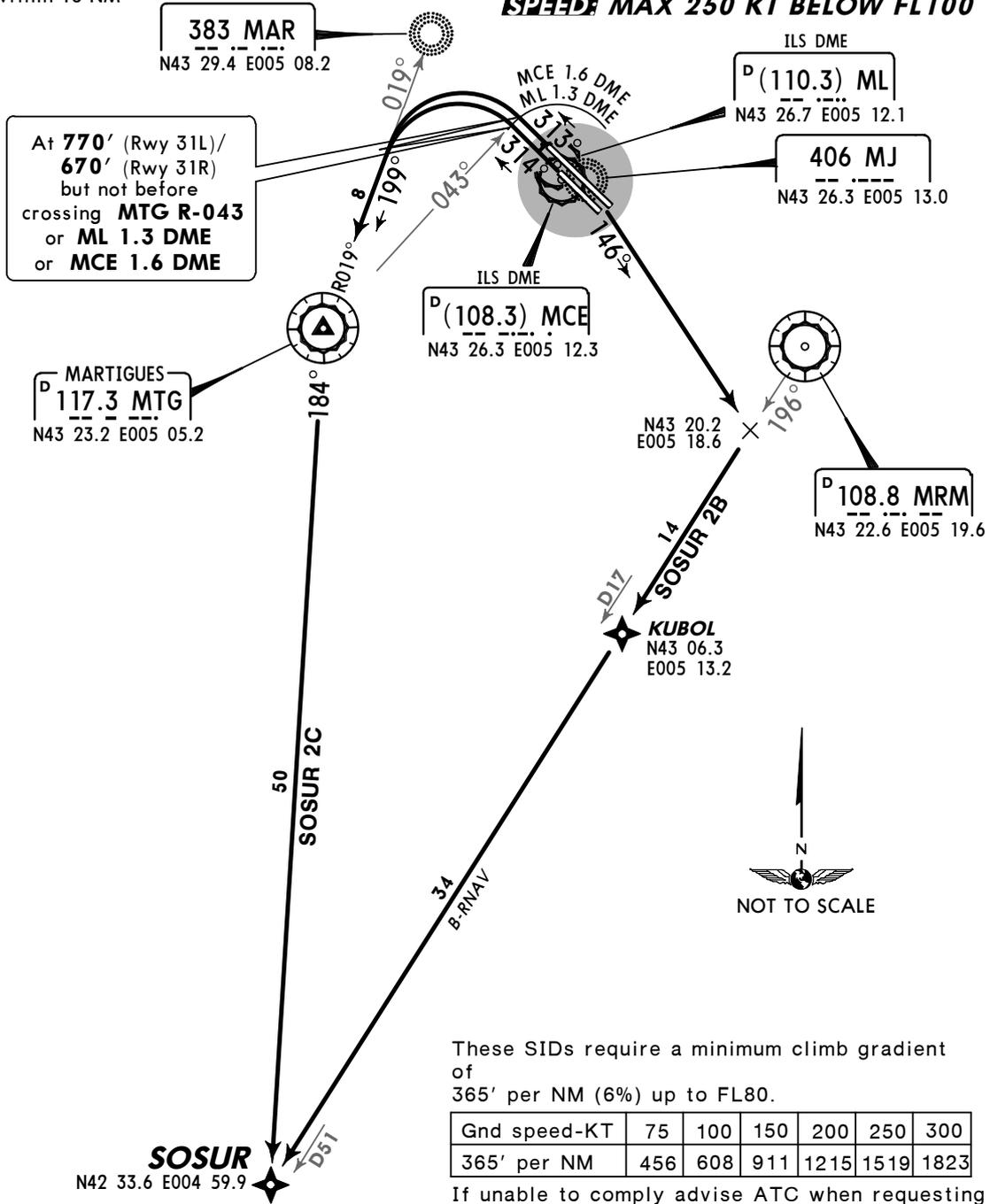
Trans level: By ATC Trans alt: 5000'
 SIDs are also noise abatement routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

SOSUR 2B [SOSU2B]
 BRNAV EQUIPMENT REQUIRED
 SOSUR 2C [SOSU2C]

RWYS 13L/R, 31L/R DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

① With DME:
 3500 within 16 NM



These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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

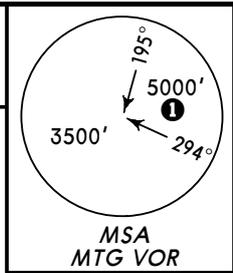
Initial climb clearance 4000'

SID	RWY	INITIAL CLIMB/ROUTING
SOSUR 2B	13L/R	Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R-196 via KUBOL to SOSUR.
SOSUR 2C	31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn LEFT, MTG R-184 to SOSUR.
	31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG, turn LEFT, MTG R-184 to SOSUR.

LFML/MRS
MARSEILLE/PROVENCE

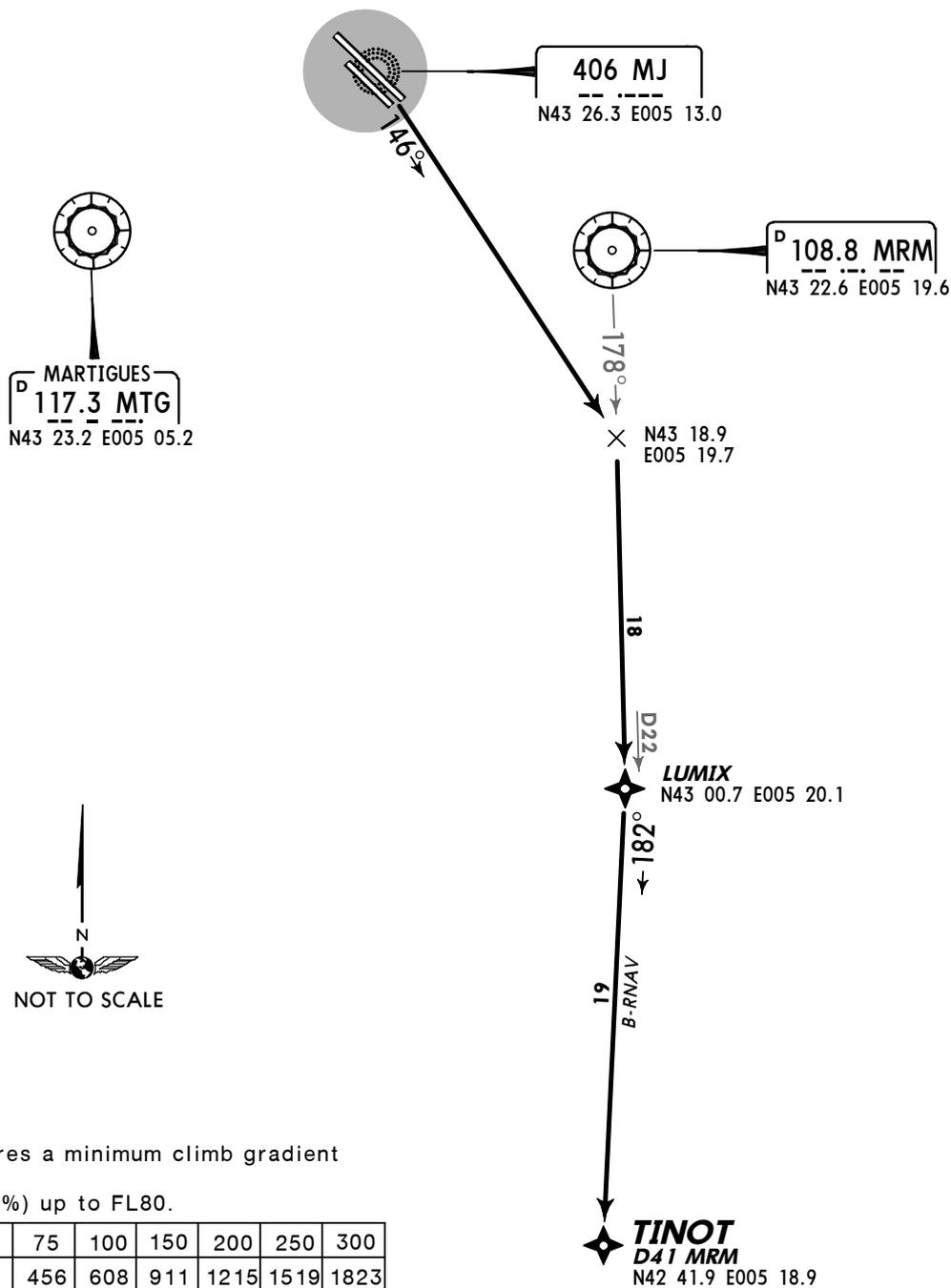
JEPPESEN MARSEILLE/PROVENCE, FRANCE
10-3Q 28 JAN 11 Eff 10 Feb SID

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



① With DME:
3500 within 16 NM

TINOT 2B [TINO2B]
RWYS 13L/R DEPARTURE
BRNAV EQUIPMENT REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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

Initial climb clearance 4000'

INITIAL CLIMB/ROUTING

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

LFML/MRS
MARSEILLE/PROVENCE

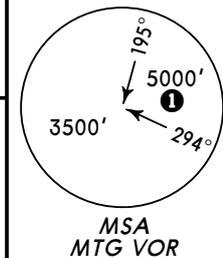
JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-3S 28 JAN 11 Eff 10 Feb

SID

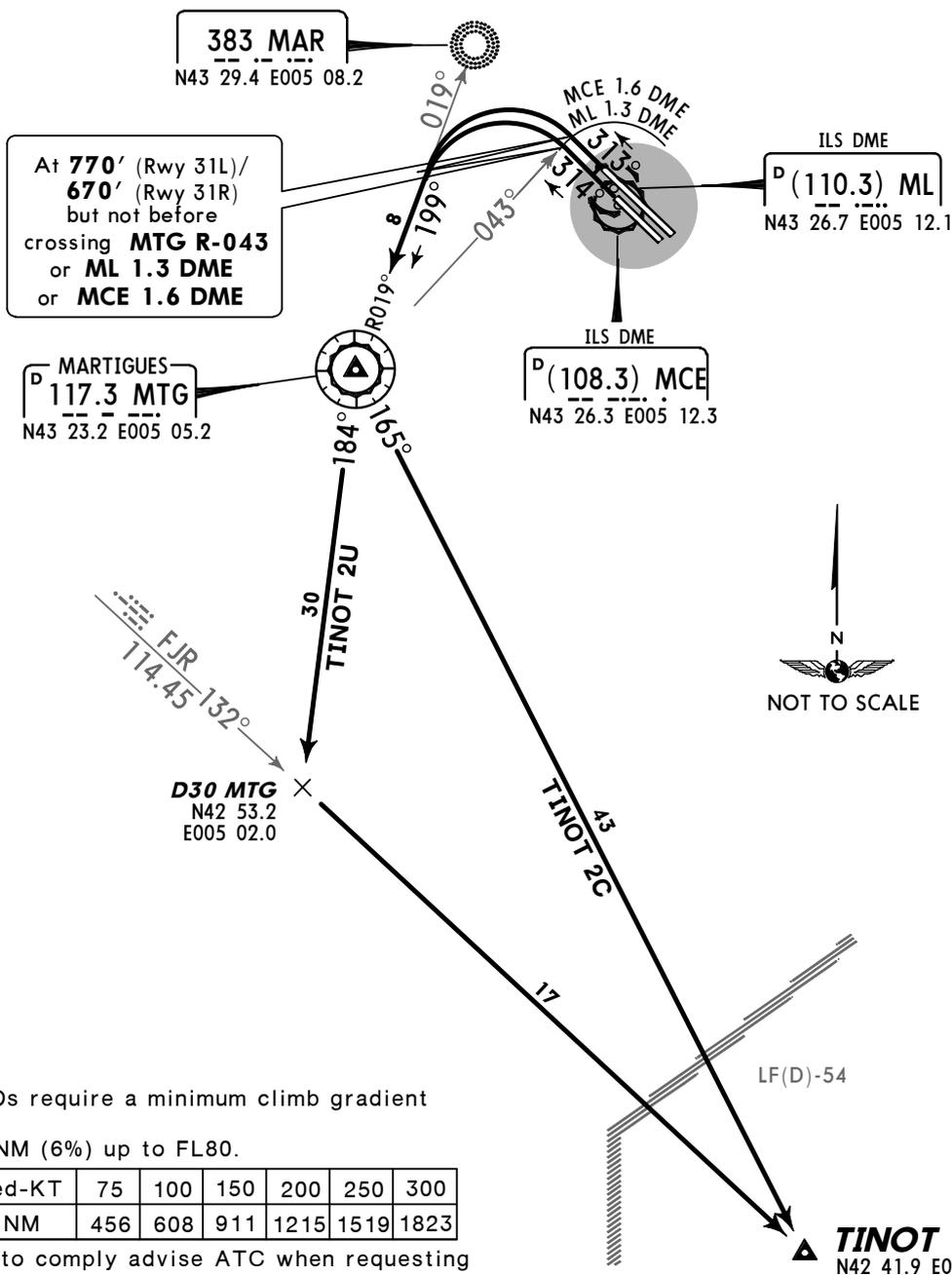
Apt Elev
70'

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



1 With DME:
3500 within 16 NM

TINOT 2C [TINO2C]
TINOT 2U [TINO2U]
RWYS 31L/R DEPARTURES
DEPENDING ON LF(D)-54 ACTIVITY
SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

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

Initial climb clearance 4000'

RWY	INITIAL CLIMB
31L	Climb to 770', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG.
31R	Climb to 670', not before crossing MTG R-043 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-019 inbound to MTG.
SID	ROUTING
TINOT 2C	At MTG turn LEFT, MTG R-165 to TINOT.
TINOT 2U	At MTG turn LEFT, MTG R-184 to D30 MTG, turn LEFT, intercept FJR R-132 to TINOT.

LFML/MRS
MARSEILLE/PROVENCE

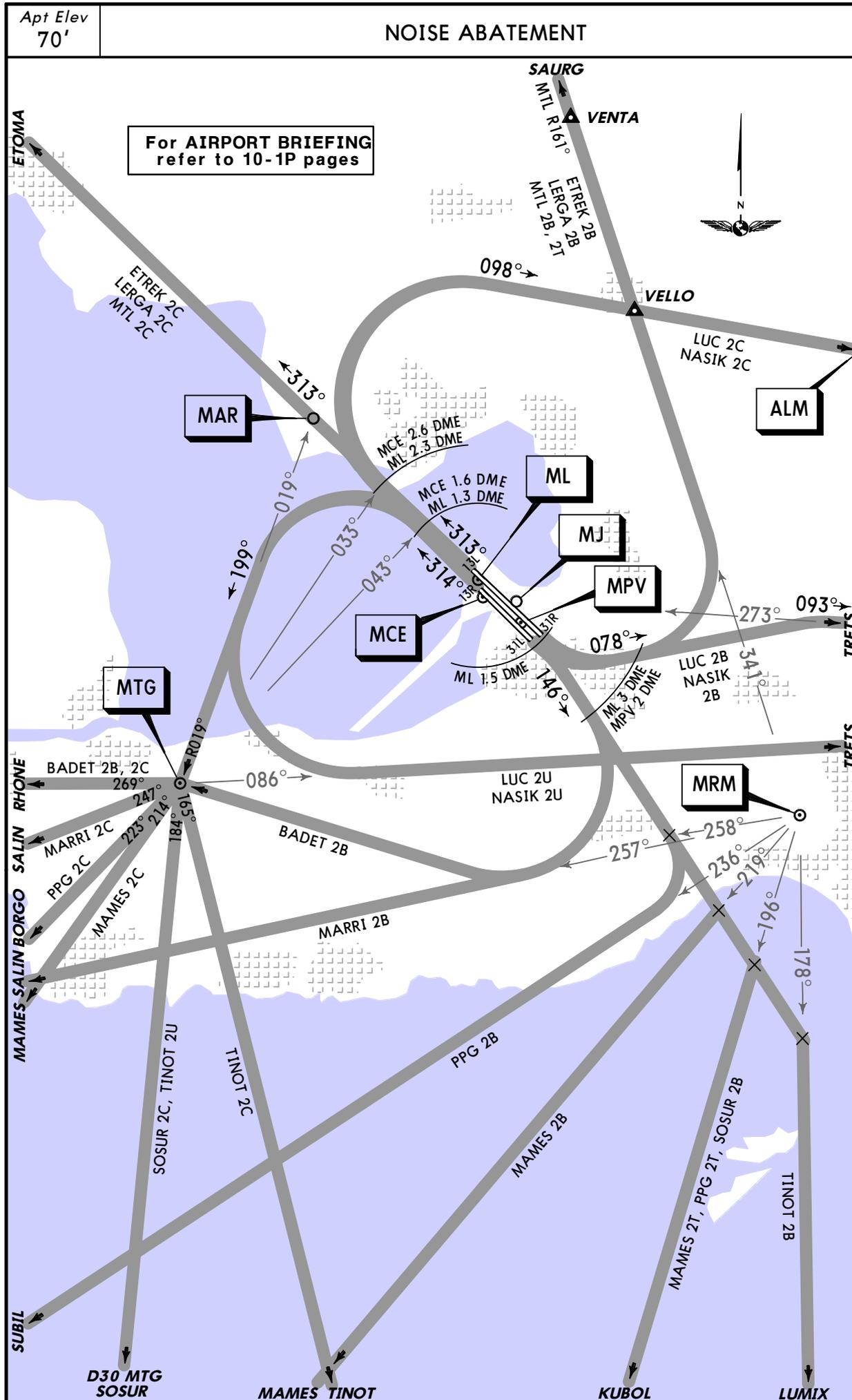
JEPPESEN MARSEILLE/PROVENCE, FRANCE

10-4

28 JAN 11

Eff 10 Feb

NOISE



CHANGES: SIDs renumbered; tracks updated.

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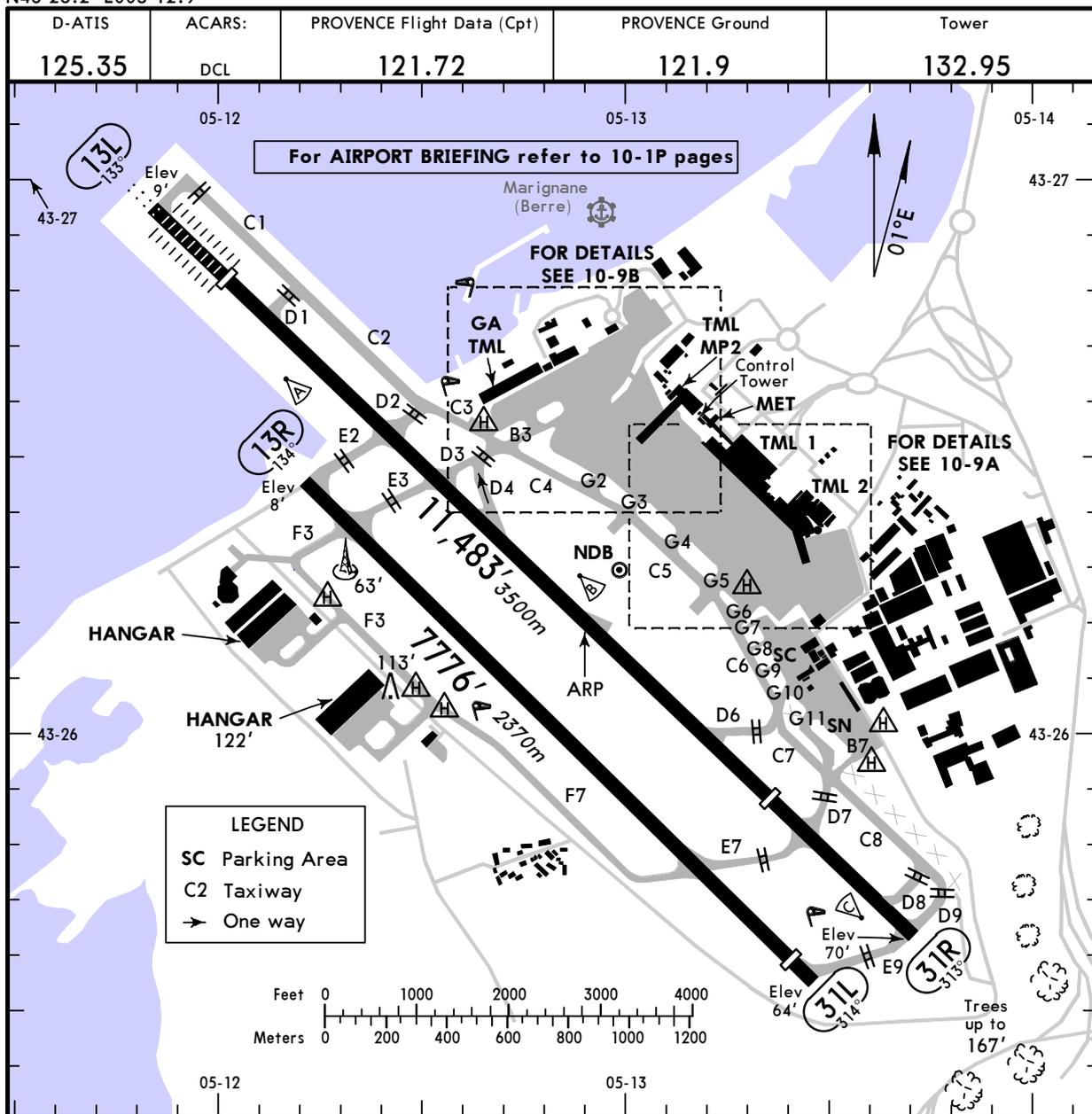
LFML/MRS

Apt Elev **70'**
N43 26.2 E005 12.9

JEPPESEN MARSEILLE/PROVENCE, FRANCE

6 JUL 12 **(10-9)**

MARSEILLE/PROVENCE



ADDITIONAL RUNWAY INFORMATION

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

Standard TAKE-OFF 1

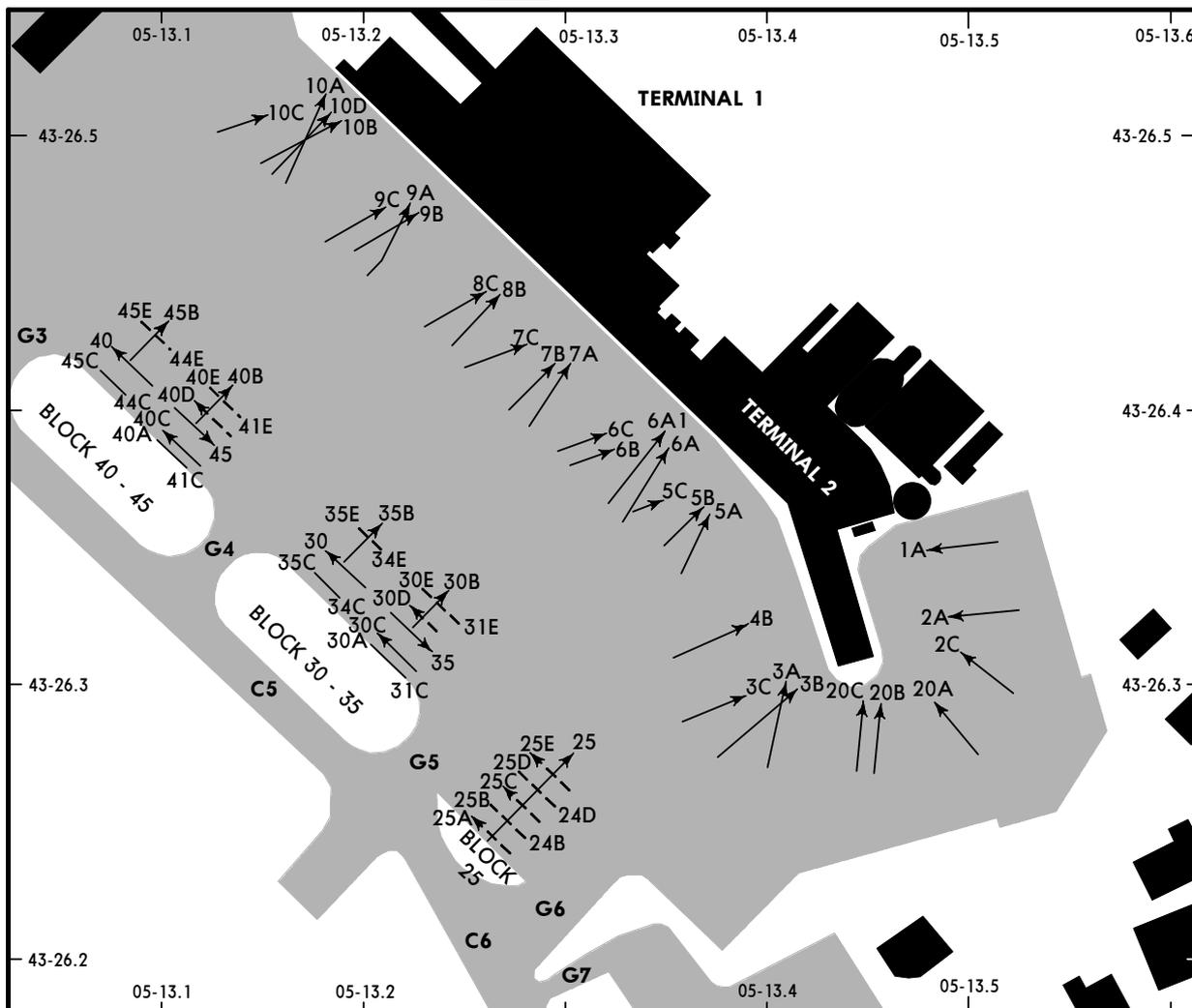
LVP must be in force					
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m 2	400m	500m
C					
D	200m	250m	300m 2		

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

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

LFML/MRS

JEPPESEN MARSEILLE/PROVENCE, FRANCE
 6 JUL 12 **(10-9A)**
 MARSEILLE/PROVENCE

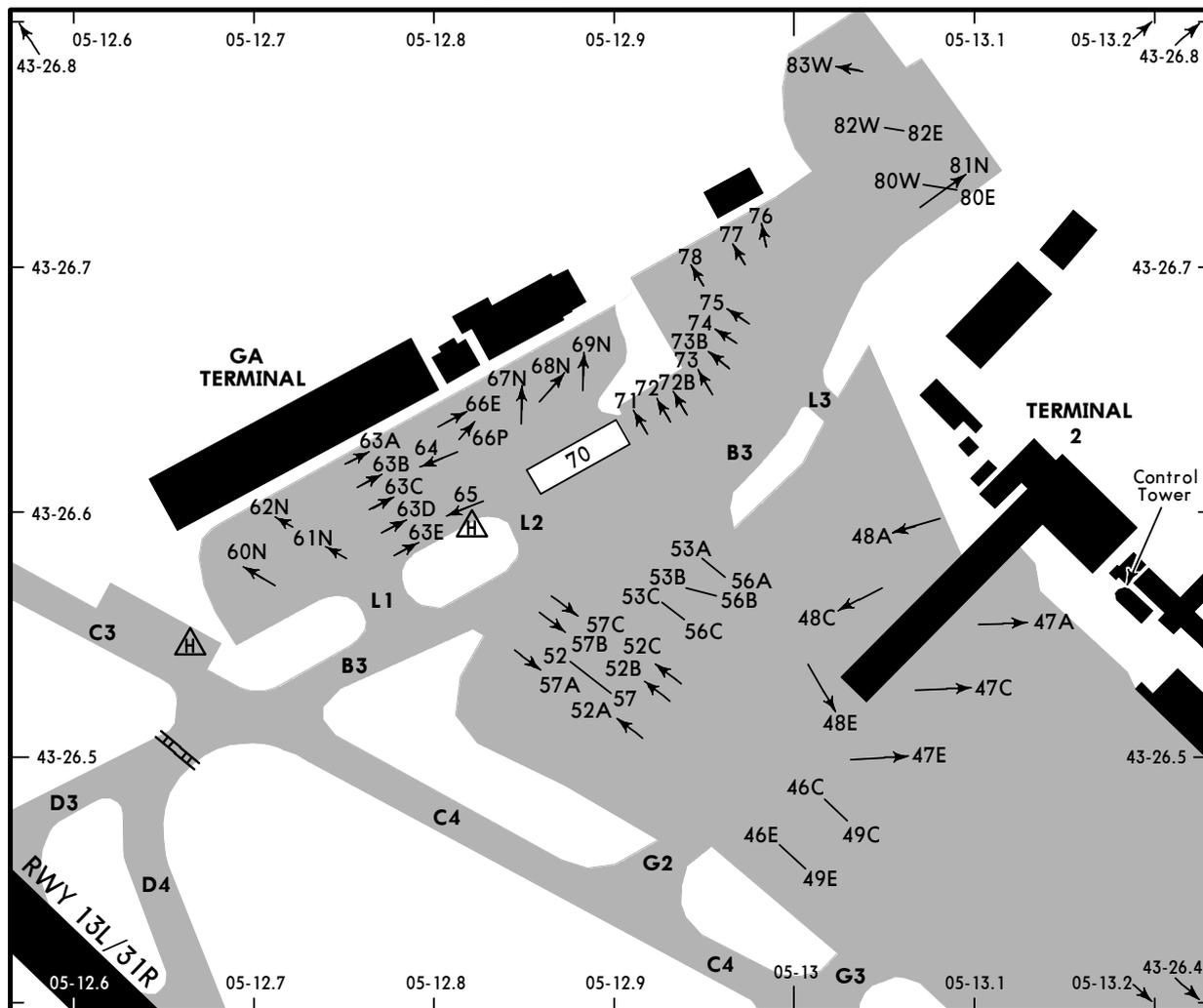


INS COORDINATES

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

LFML/MRS

JEPPESEN MARSEILLE/PROVENCE, FRANCE
 20 APR 12 (10-9B) Eff 3 May
 MARSEILLE/PROVENCE



INS COORDINATES

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

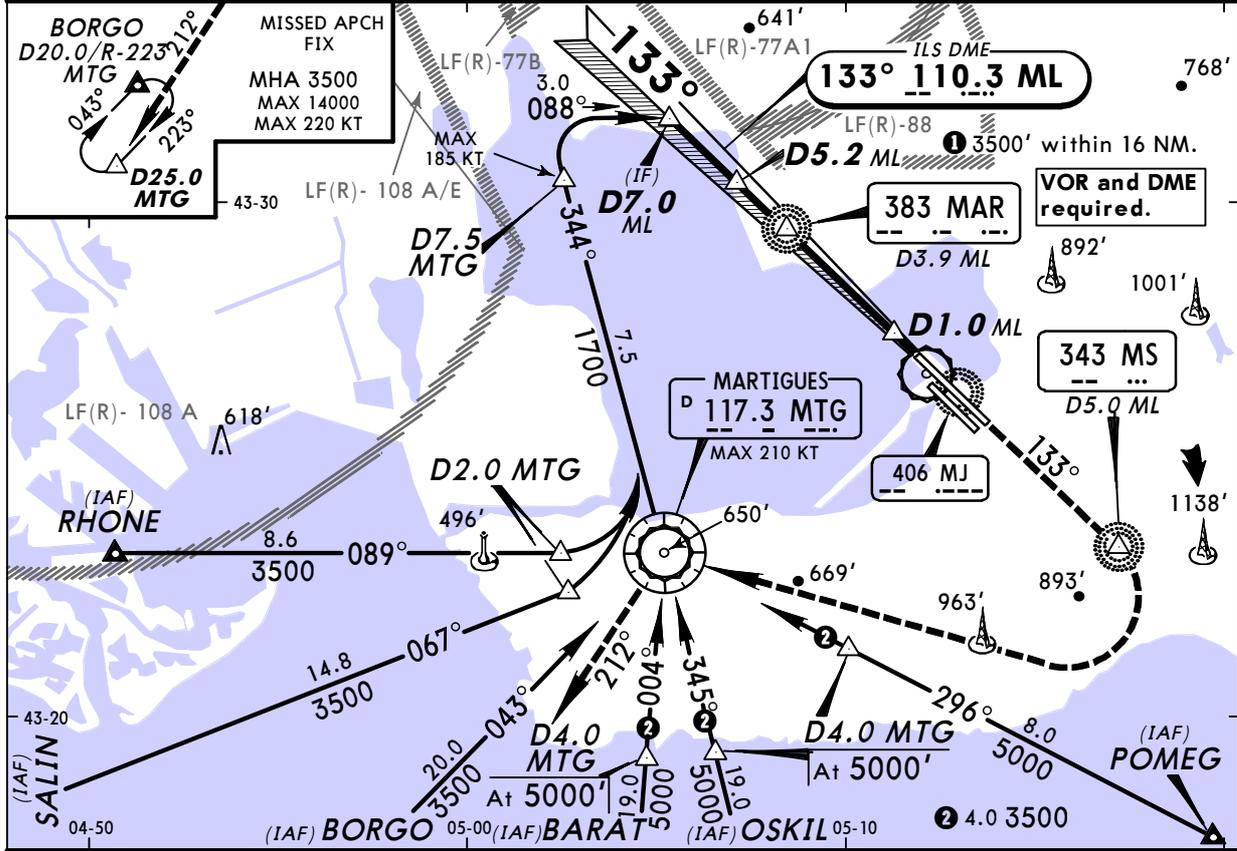
LFML/MRS
MARSEILLE/PROVENCE

8 JUN 12 **(11-1)**

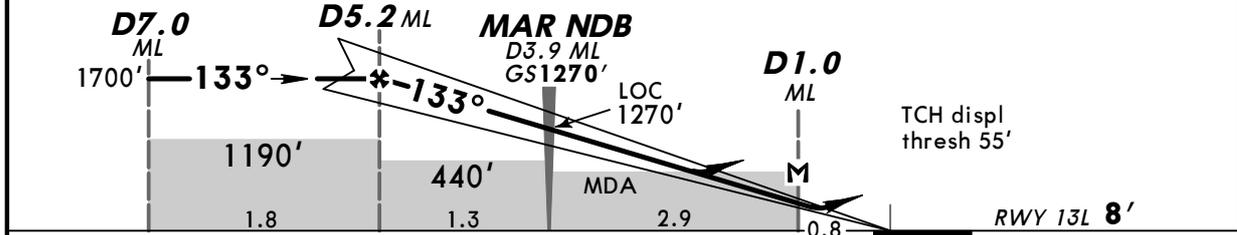
JEPPESENMARSEILLE/PROVENCE, FRANCE
ILS Z or LOC Z Rwy 13L

BRIEFING STRIP™

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC ML 110.3	Final Apch Crs 133°	GS LOM 1270' (1262')	ILS DA(H) Refer to Minimums	Apt Elev 70' RWY 8'	<p>MSA MTG VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-212 climbing to join holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 5000'	



LOC (GS out)	ML DME	5.0	4.0	3.0	2.0
	ALTITUDE	1620'	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 1310'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 ML							

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

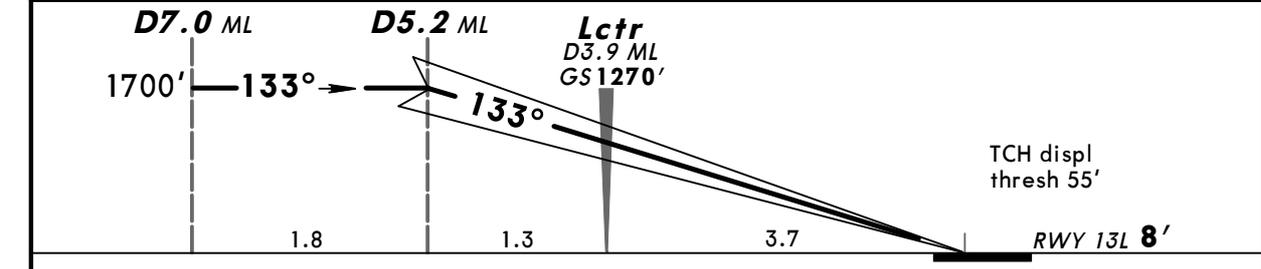
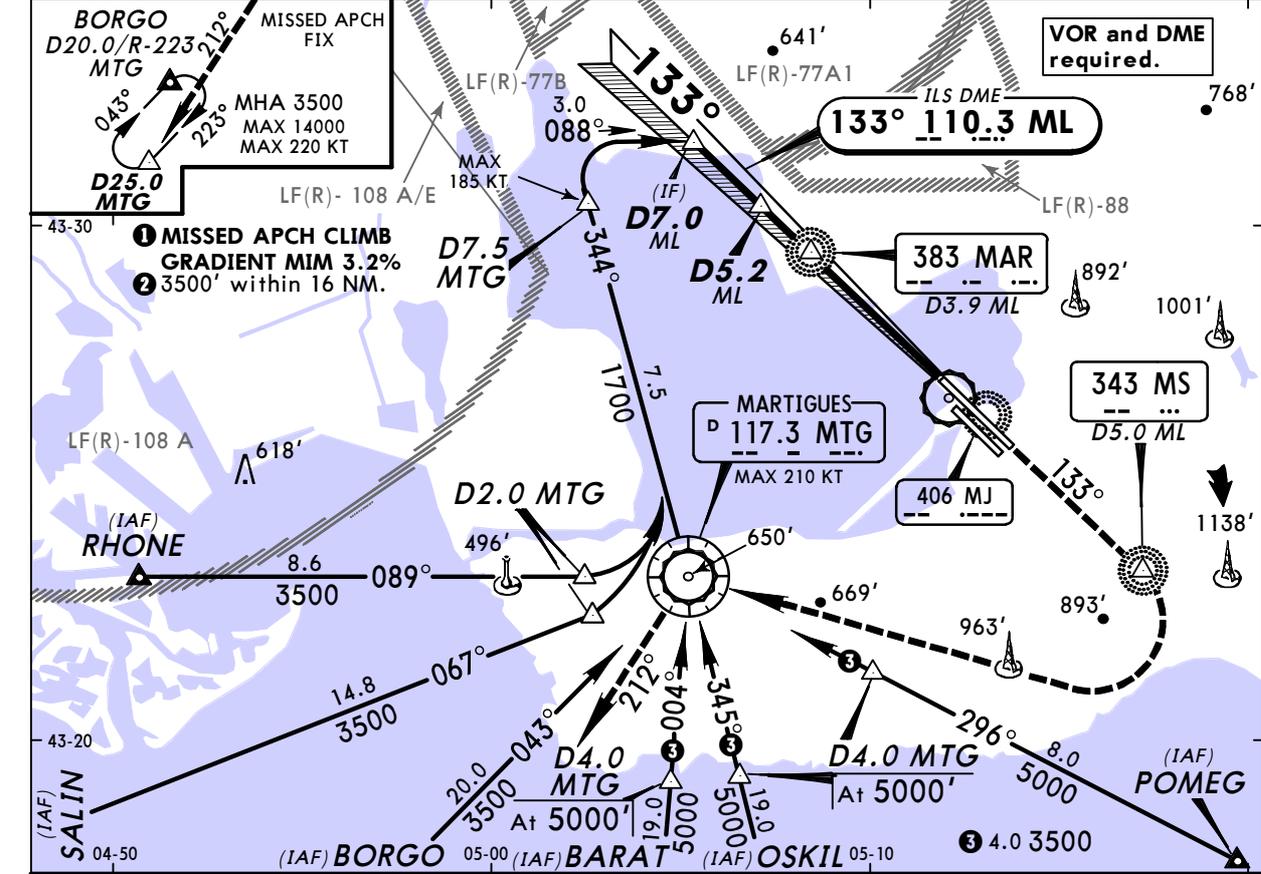
1 Missed apch climb grad mim 2.7%: Operators have to take into consideration the case of one engine out.
2 Missed apch climb grad mim 2.5%. **3** For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Tower frequency.

PANS OPS

LFML/MRS
MARSEILLE/PROVENCE 8 JUN 12 **(11-1A)** **CAT A, B & C** **CAT II/III ILS Z Rwy 13L**

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC ML 110.3	Final Apch Crs 133°	GS LOM 1270' (1262')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 70' RWY 8'	<p>MSA MTG VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-212 climbing to join holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>					
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.</p>					



Gnd speed-Kts	70	90	100	120	140	160		1310'
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 13L	
CAT IIIA ILS 1	ABC	CAT II ILS 1	ABC
Missed apch climb gradient mim 3.2%		Missed apch climb gradient mim 3.2%	
DH 50'		RA 99'	DA(H) 108' (100')
RVR 200m		RVR 300m 2	

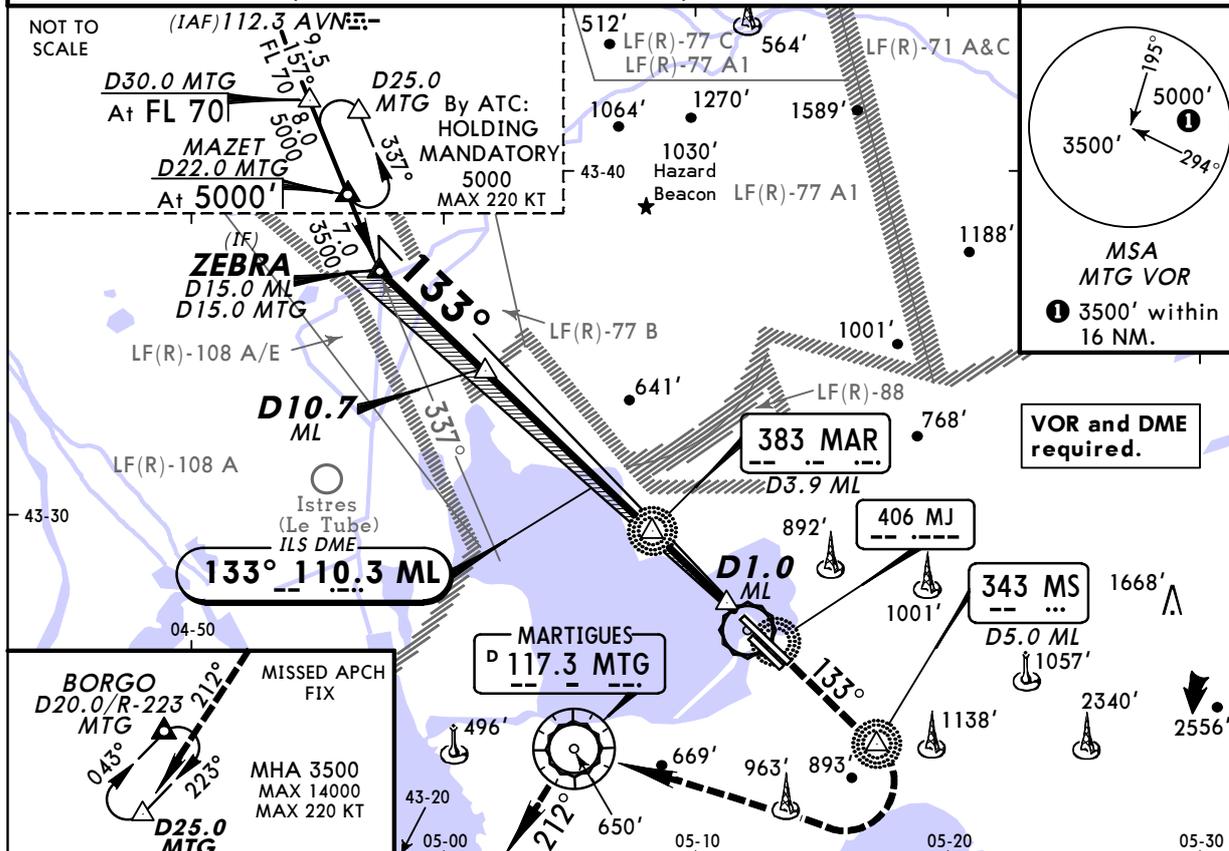
1 Not applicable for acft with wingspan exceeding 213'/65m.
2 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LFML/MRS
MARSEILLE/PROVENCE

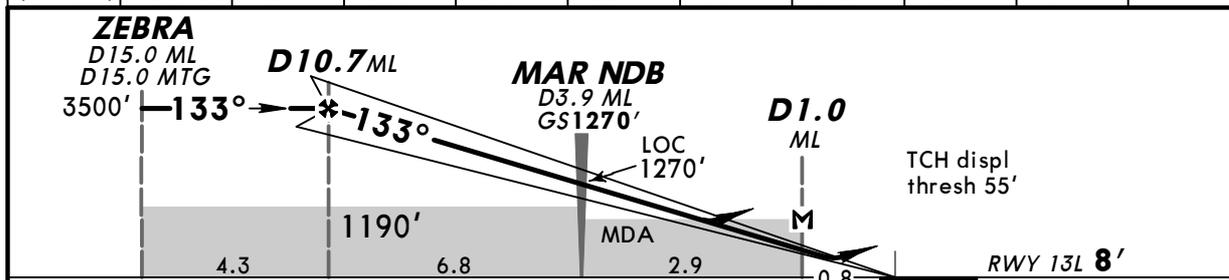
JEPPESENMARSEILLE/PROVENCE, FRANCE
8 JUN 12 (11-2)
ILS Y or LOC Y Rwy 13L

BRIEFING STRIP™

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC ML 110.3	Final Apch Crs 133°	GS LOM 1270' (1262')	ILS DA(H) Refer to Minimums	Apt Elev 70' RWY 8'
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-212 MTG climbing to rejoin holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'				MSA AVN VOR



LOC	ML DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3280'	2940'	2610'	2280'	1950'	1620'	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160		1310' ↑	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.0 ML									

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

PANS OPS

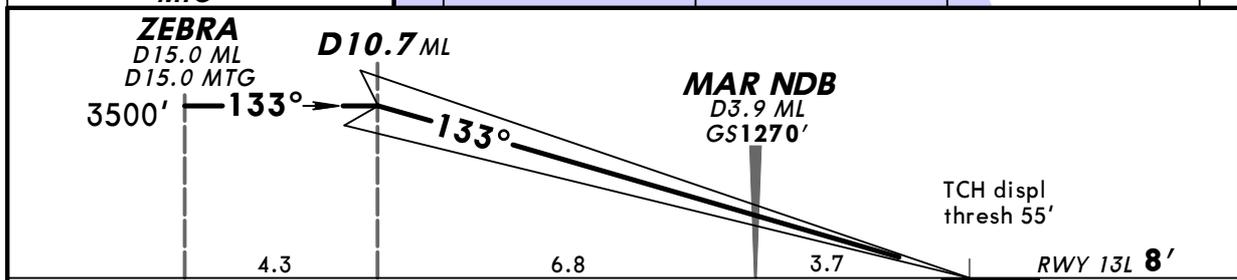
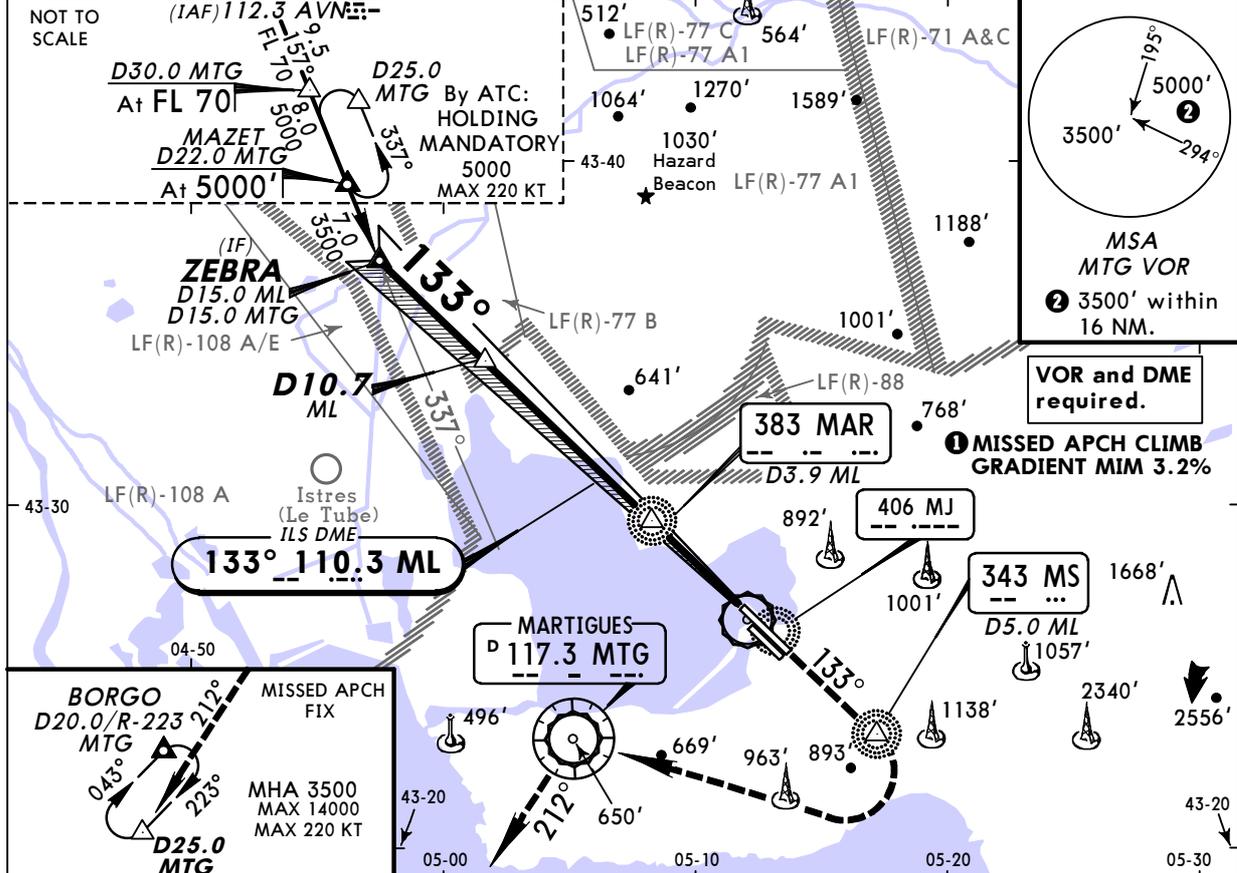
1 Missed apch climb grad mim 2.7%: Operators have to take into consideration the case of one engine out.
2 Missed apch climb grad mim 2.5%. **3** For add-on to the MDA(H), see ATC pages FRANCE.

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JEPPESEN MARSEILLE/PROVENCE, FRANCE
8 JUN 12 (11-2A) CAT A, B & C CAT II/III ILS Y Rwy 13L

BRIEFING STRIP™

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC ML 110.3	Final Apch Crs 133°	GS LOM 1270' (1262')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 70' RWY 8'
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-212 MTG climbing to rejoin holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>				<p>MSA AVN VOR</p>
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'</p> <p>Special Aircrew & Acft Certification Required.</p>				<p>MSA MTG VOR ② 3500' within 16 NM.</p>



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	1310' ↑
GS	3.00°	377	485	539	647	755		

Standard	STRAIGHT-IN LANDING RWY 13L	
CAT IIIA ILS ①	Missed apch climb gradient mim 3.2%	CAT II ILS ①
ABC		ABC
DH 50'		RA 99' DA(H) 108' (100')
RVR 200m		RVR 300m ②

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

PANS OPS

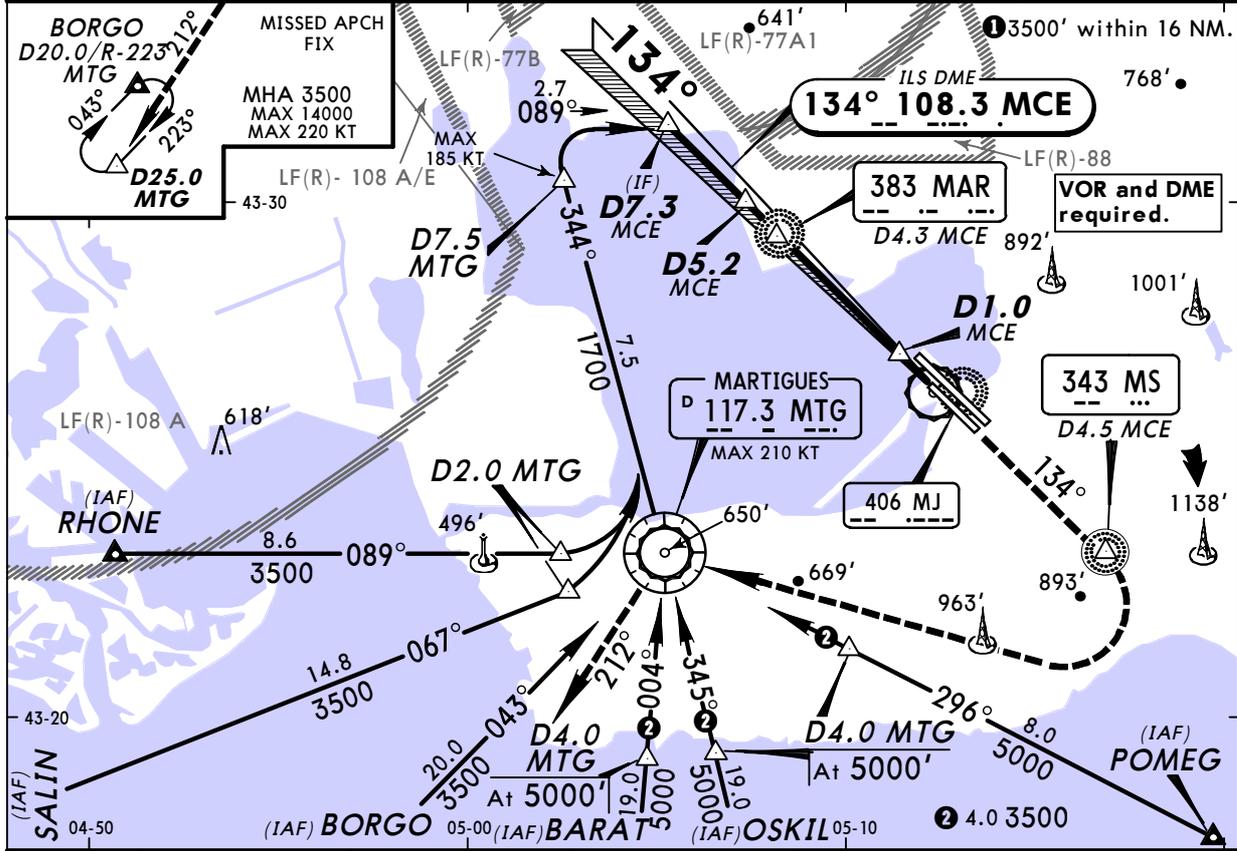
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MARSEILLE/PROVENCE

8 JUN 12 (11-3)

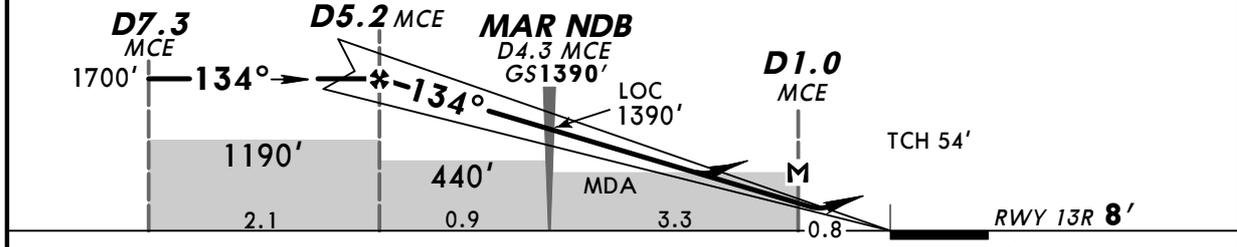
JEPPESENMARSEILLE/PROVENCE, FRANCE
ILS Z or LOC Z Rwy 13R

BRIEFING STRIP™

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC MCE 108.3	Final Apch Crs 134°	GS LOM 1390' (1382')	ILS DA(H) Refer to Minimums	Apt Elev 70' RWY 8'	<p>MSA MTG VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-212 climbing to join holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>					
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'</p>					



LOC	MCE DME	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	1620'	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1310' ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 MCE								

PANS OPS	Standard STRAIGHT-IN LANDING RWY 13R			LOC (GS out) CDFA	CIRCLE-TO-LAND 2 Prohibited North of rwy	
	Missed apch climb grad mim 3.0% DA(H) A: 238' (230') C: 258' (250') B: 248' (240') D: 268' (260')		Missed apch climb grad mim 2.5% DA(H) A: 338' (330') C: 358' (350') B: 348' (340') D: 368' (360')			DA/MDA(H) 1 390' (382')
	A	RVR 1200m	RVR 1500m	RVR 1500m	Max Kts	MDA(H) VIS
	B				110	720' (712') 1500m
	C	RVR 1300m	RVR 1600m	RVR 1700m	135	990' (982') 1600m
D				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: Tower frequency. © JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

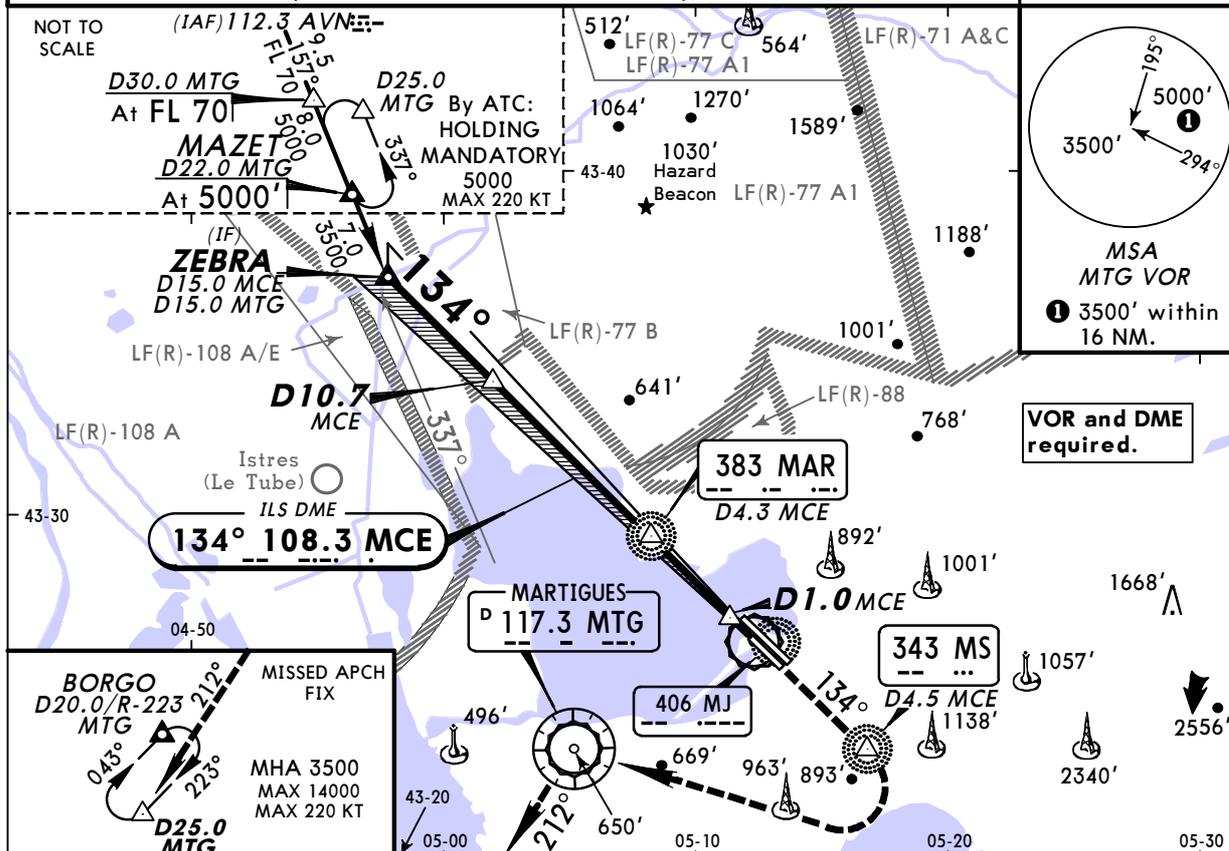
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MARSEILLE/PROVENCE

8 JUN 12 **(11-4)**

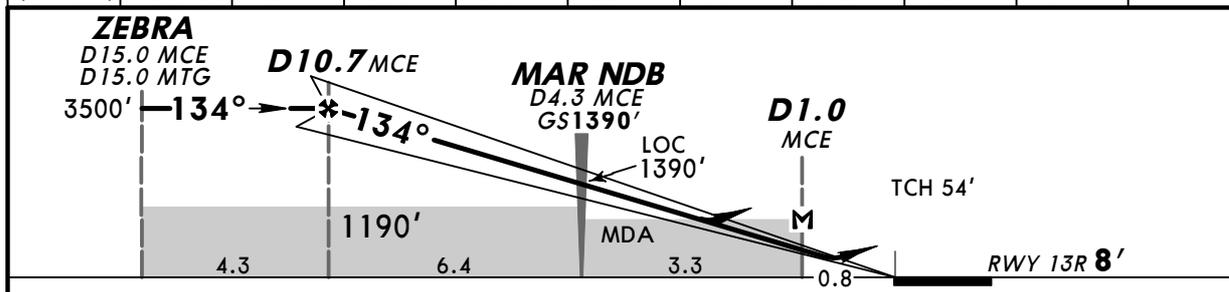
JEPPESENMARSEILLE/PROVENCE, FRANCE
ILS Y or LOC Y Rwy 13R

BRIEFING STRIP™

D-ATIS 125.35	PROVENCE Approach North 131.22 South 120.2	PROVENCE Tower 132.95	Ground 121.9	
LOC MCE 108.3	Final Apch Crs 134°	GS LOM 1390' (1382')	ILS DA(H) Refer to Minimums	
Apt Elev 70' RWY 8'			<p>MSA AVN VOR</p>	
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-212 climbing to rejoin holding at 3500'.</p> <p>Climb to 1500' prior to level acceleration.</p> <p>By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>				
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'



LOC (GS out)	MCE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3280'	2940'	2610'	2280'	1950'	1620'	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1310'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.0 MCE									

Standard		STRAIGHT-IN LANDING RWY 13R		LOC (GS out) CDFA	CIRCLE-TO-LAND 2
Missed apch climb grad mim 3.0% DA(H)		Missed apch climb grad mim 2.5% DA(H)		390' (382')	Prohibited North of rwy
A: 238' (230') C: 258' (250') B: 248' (240') D: 268' (260')		A: 338' (330') C: 358' (350') B: 348' (340') D: 368' (360')			
A	RVR 1200m	RVR 1500m	RVR 1500m	Max Kts	MDA(H) VIS
B				110	720' (712') 1500m
C	RVR 1300m	RVR 1600m	RVR 1700m	135	990' (982') 1600m
D				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: Tower frequency. © JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

PANS OPS

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

8 JUN 12

11-05

CAT A, B & C

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

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

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

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

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

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

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

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

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

The CDA cannot be used by CAT D aircraft.

CONDITIONS OF USE

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

TRAINING

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

PHRASEOLOGY

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

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

In case of ATC refusal, the reply is:

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

In case of ATC authorizaion, the reply is:

*"CITRON AIR 32 45, cleared approach CDA ILS Z Rwy 31R, report MJ NDB/MTG VOR/ARLET", or
"CITRON AIR 32 45, vectoring to ARLET for approach CDA ILS Z RWY 31R."*

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

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

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

Any clearance below 4000' at ARLET causes cancellation of the CDA clearance:

"CITRON AIR 32 45, cancel CDA, descend"

Cancellation by the crew:

"Provence, CITRON AIR 32 45, cancelling CDA."

FEEDBACK

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

DGAC/SNA-SSE
BP 1 AEROPORT MARSEILLE-PROVENCE
13727 MARIGNANE CEDEX
FRANCE

LFML/MRS

MARSEILLE/PROVENCE

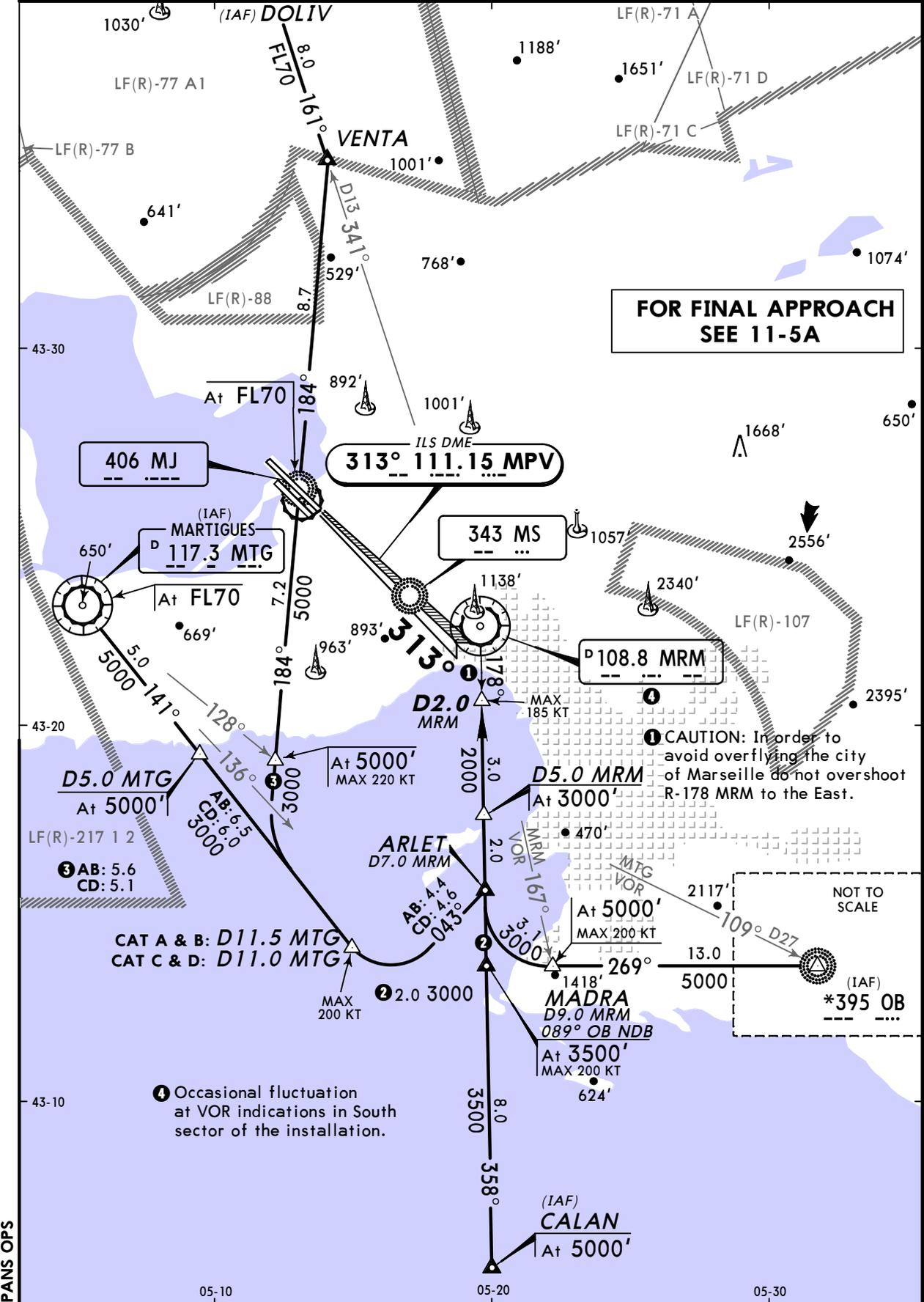
8 JUN 12 (11-5)



JEPPESEN MARSEILLE/PROVENCE, FRANCE

ILS Z or LOC Z Rwy 31R

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9	<p>MSA MRM VOR</p>
LOC MPV 111.15	Final Apch Crs 313°	GS Refer to chart 11-5A	ILS DA(H) Refer to chart 11-5A	Apt Elev 70' RWY 53'	
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'		



CHANGES: Tower frequency.

LFML/MRS

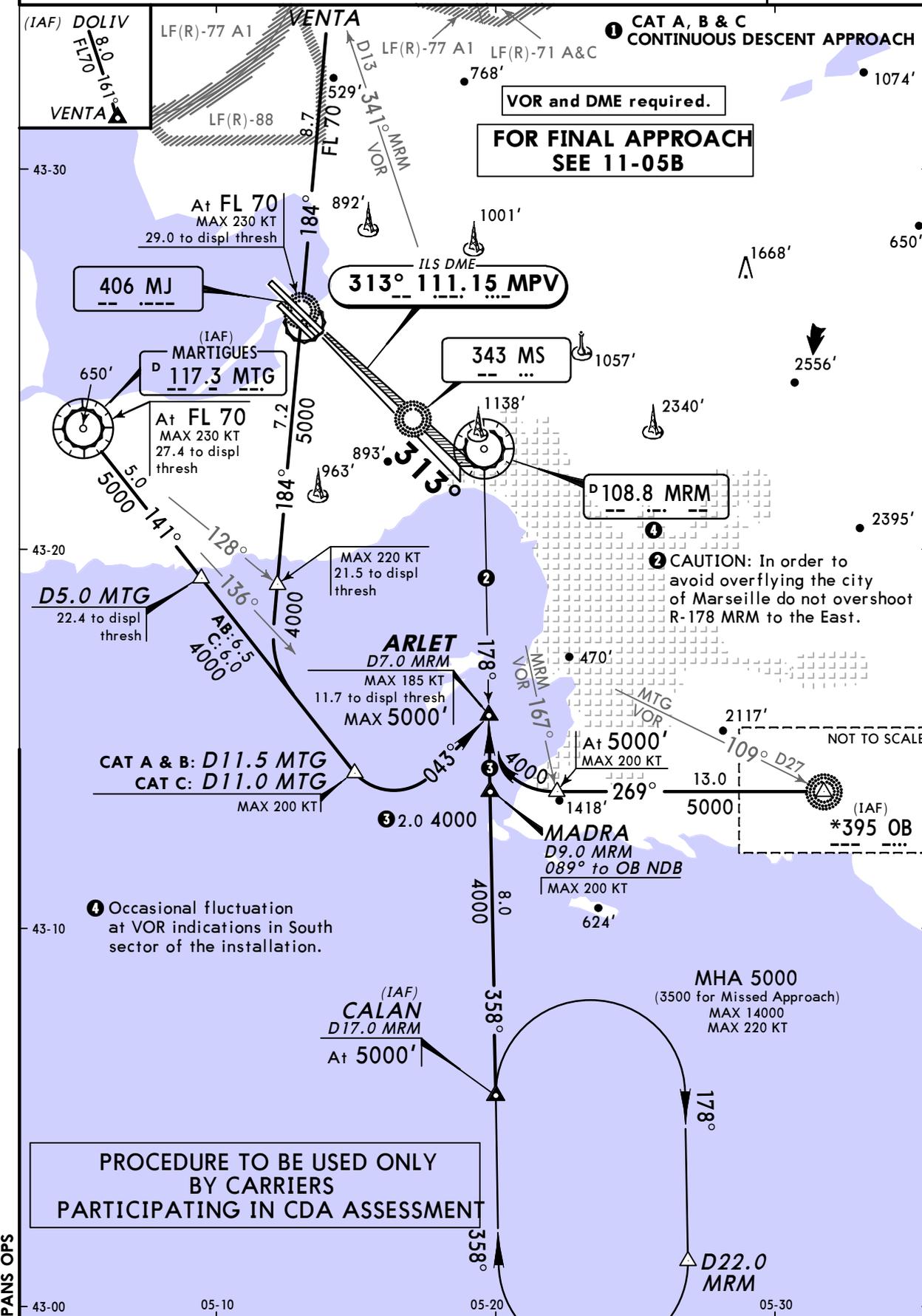
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE

8 JUN 12 11-05A

[131RX] ILS Z Rwy 31R

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

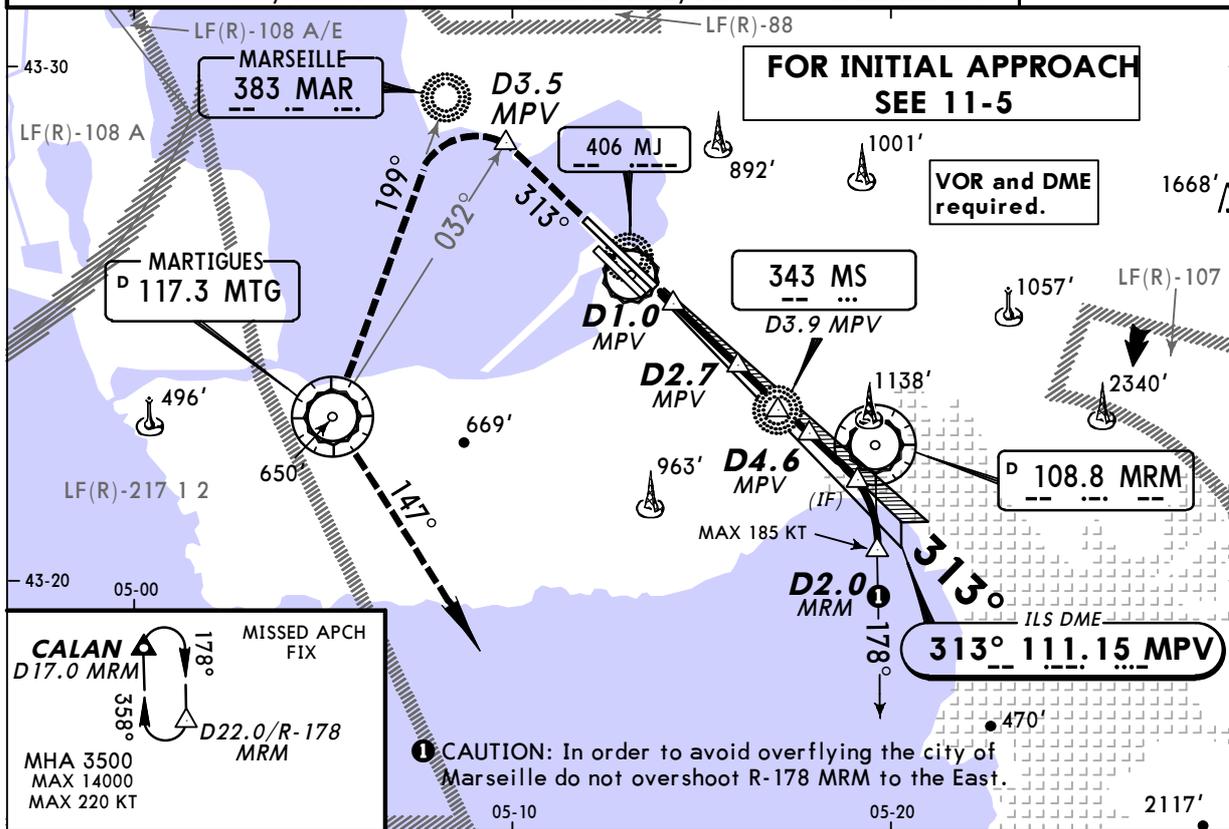


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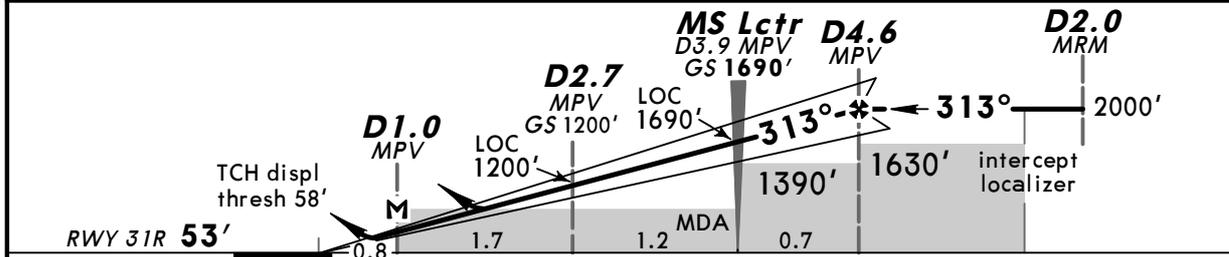
LFML/MRS MARSEILLE/PROVENCE 8 JUN 12 (11-5A) ILS Z or LOC Z Rwy 31R

BRIEFING STRIP™

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS MS Lctr 1690' (1637')	ILS DA(H) 353' (300')	Apt Elev 70' RWY 53'	
MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-019 inbound to MTG VOR (MTG VOR u/s: 199° from MAR NDB) climbing to 2500', then turn LEFT and climb on R-147 MTG to 3500' and rejoin holding. Climb to 1300' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		



LOC (GS out)	MPV DME	2.0	3.0	4.0
	ALTITUDE	900'	1330'	1760'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	D3.5 MPV ↑	
ILS GS or LOC Descent Angle	4.00°	496	637	708	850	991			1133
MAP at D1.0 MPV									

Standard STRAIGHT-IN LANDING RWY 31R			CIRCLE-TO-LAND 3 Prohibited North of rwy		
ILS DA(H) 353' (300')		LOC (GS out) CDFA DA/MDA(H) 1 C: 760' (707') AB: 670' (617') D: 860' (807')			
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

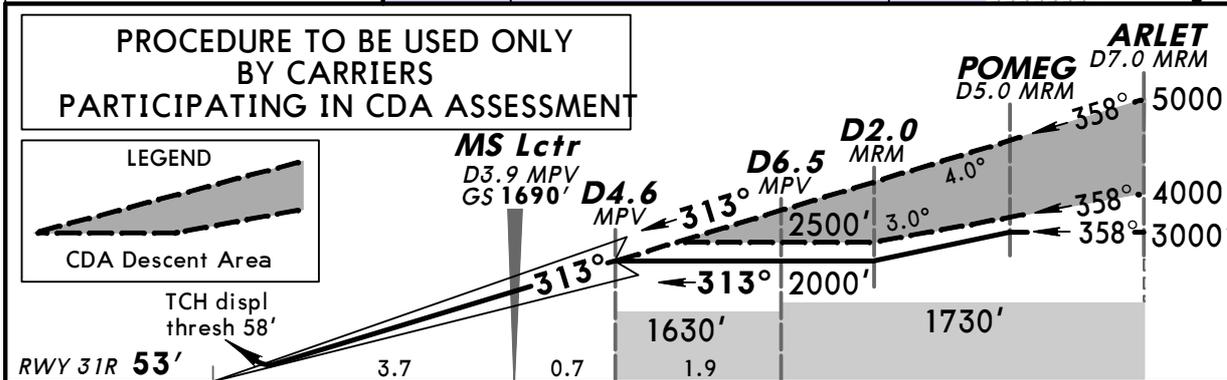
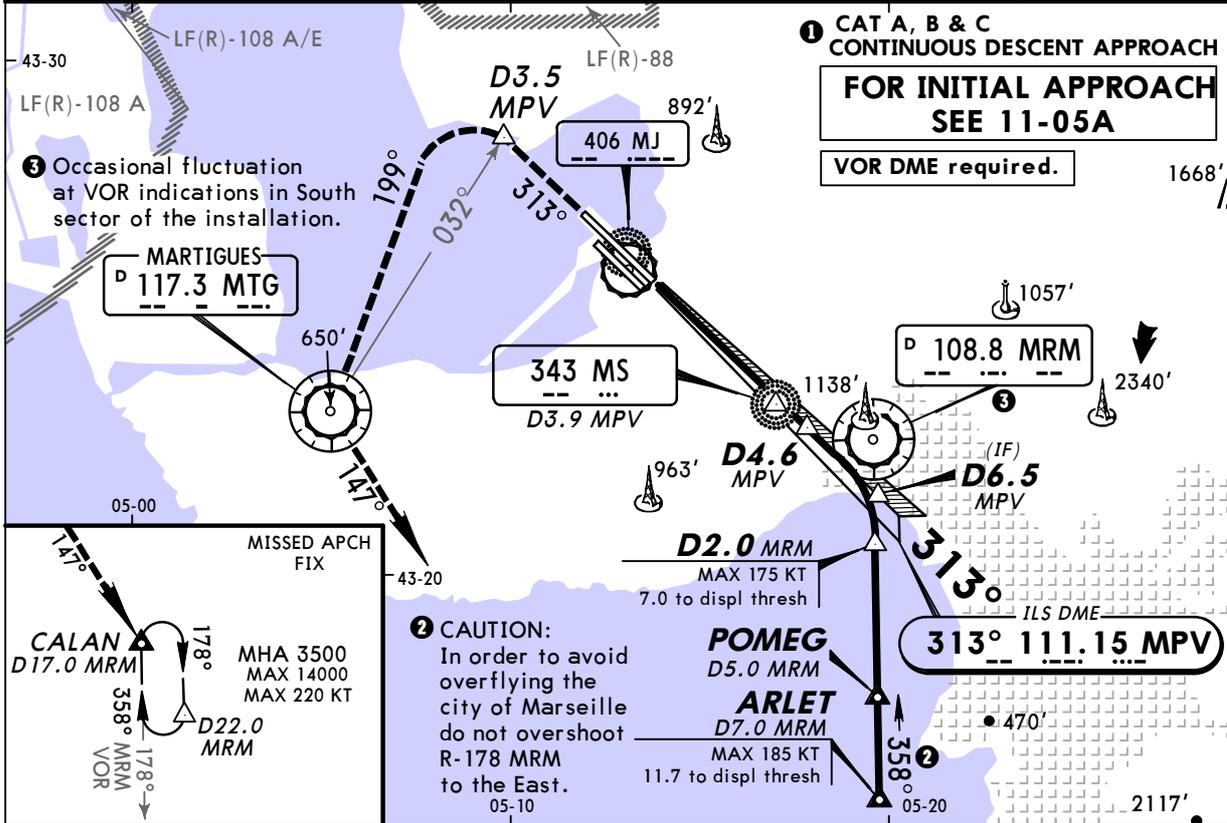
1 For add-on to the MDA(H), see ATC pages FRANCE. **2** NIGHT: If PAPI u/s RVR 1600m. **3** Circling height based on rwy 31R displ thresh elev of 53'.

PANS OPS

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN MARSEILLE/PROVENCE, FRANCE
8 JUN 12 **(11-05B)** **[I31RX] ILS Z Rwy 31R**

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS MS Lctr 1690' (1637')	ILS DA(H) 353' (300')	Apt Elev 70' RWY 53'	
<p>MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept and follow R-019 inbound to MTG VOR climbing to 2500', then turn LEFT and climb on R-147 MTG to 3500' to rejoin holding.</p> <p>Climb to 1300' prior to level acceleration.</p> <p>By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>					<p>MSA MRM VOR</p>
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC	
				Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	↑	D3.5 MPV
GS	4.00°	496	637	708	850	991			

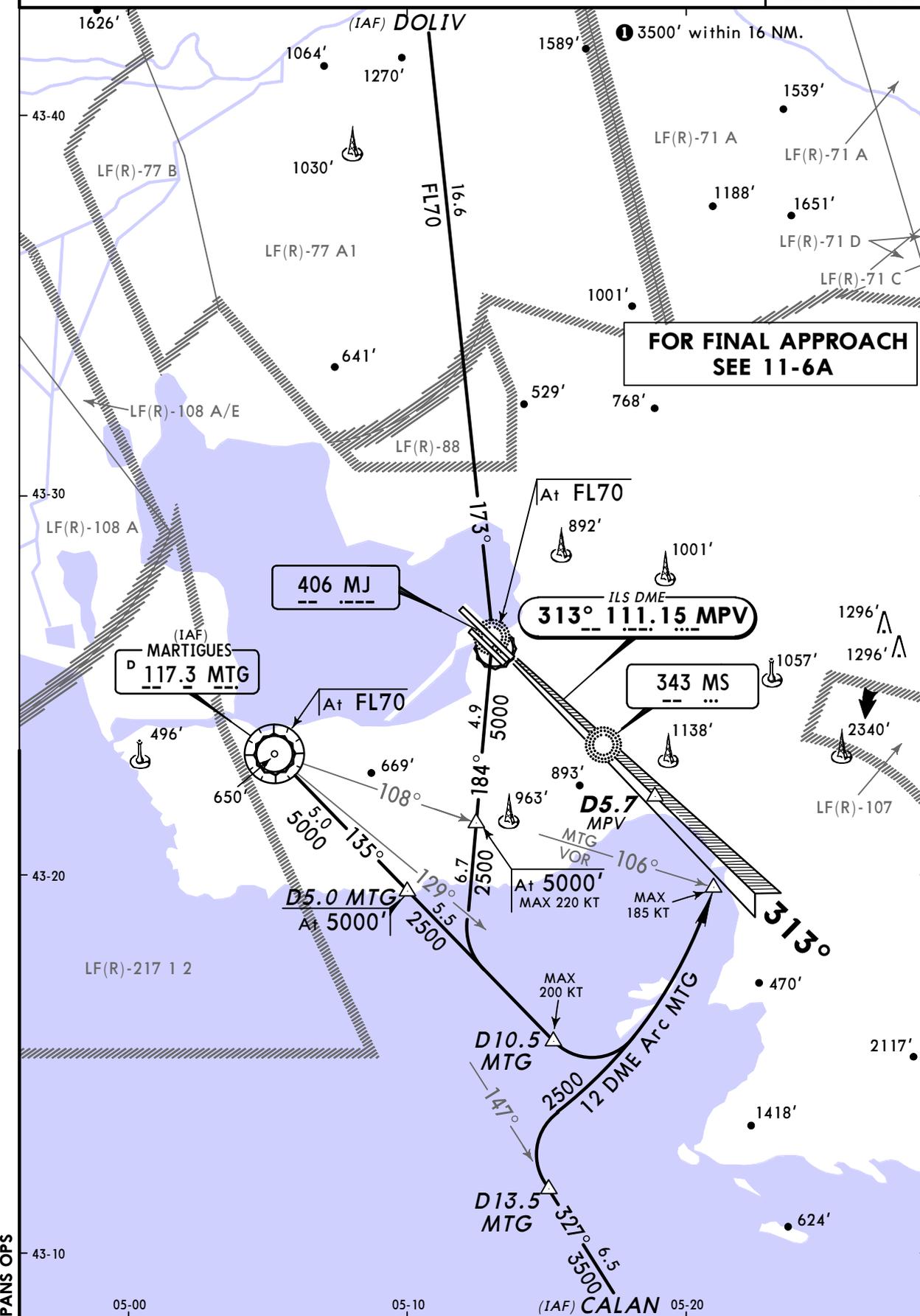
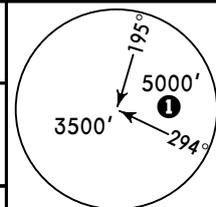
Standard		STRAIGHT-IN LANDING RWY 31R	
ILS DA(H) 353' (300')		LOC (GS out)	
A			
B	RVR 1400m	NOT APPLICABLE	
C			
D	NOT APPLICABLE		

LFML/MRS

MARSEILLE/PROVENCE

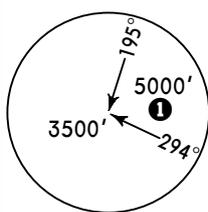
JEPPESEN MARSEILLE/PROVENCE, FRANCE
8 JUN 12 (11-6)
ILS Y or LOC Y Rwy 31R

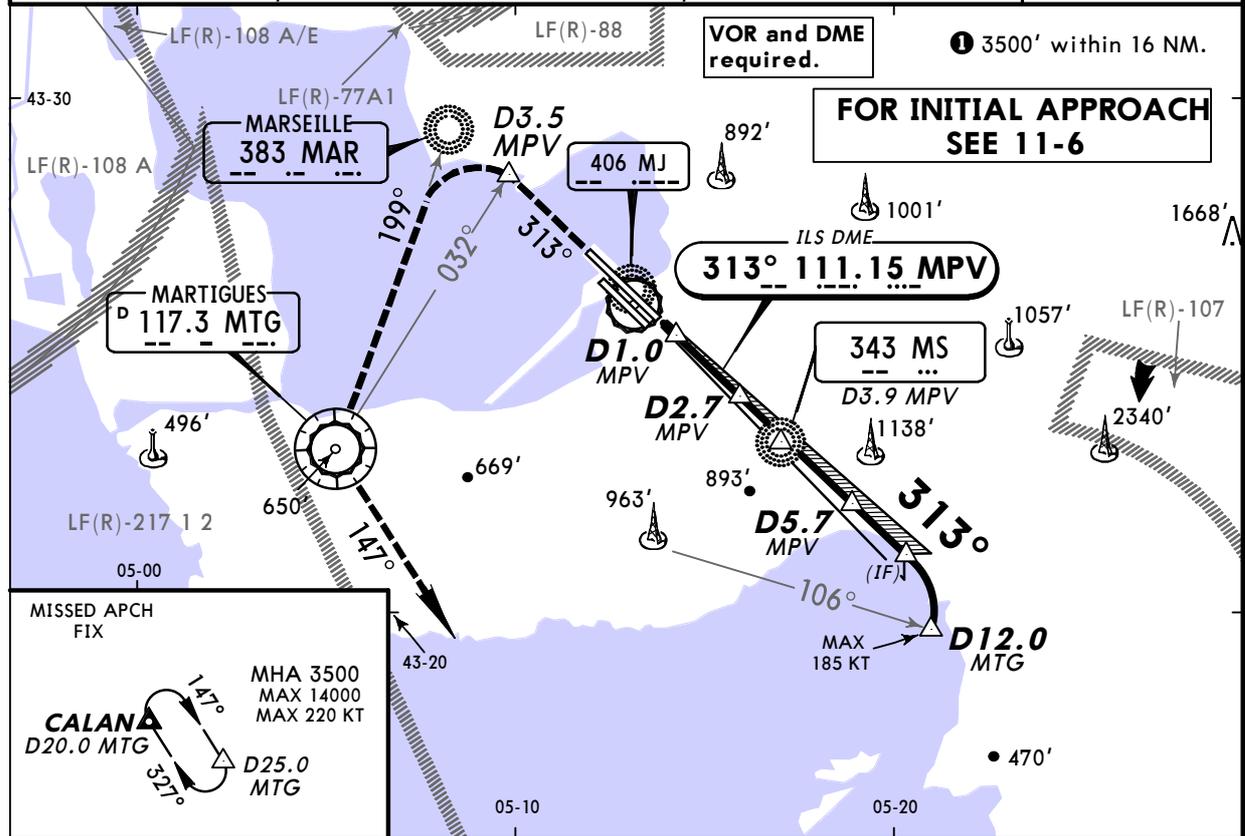
D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS Refer to chart 11-6A	ILS DA(H) Refer to chart 11-6A	Apt Elev 70' RWY 53'
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'



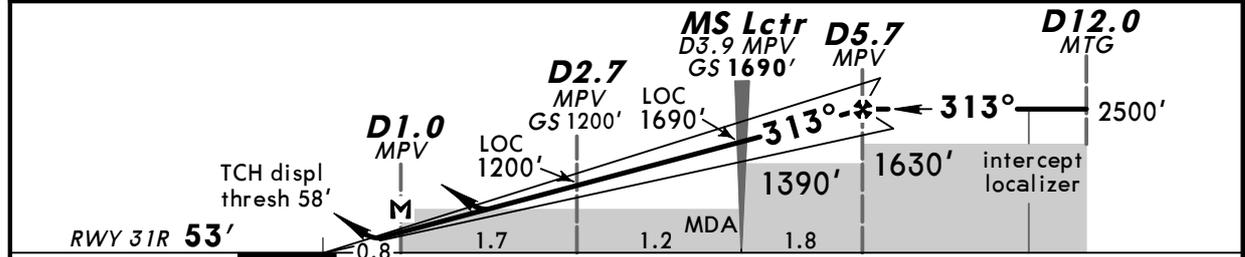
CHANGES: Tower frequency.

LFML/MRS **JEPPESEN MARSEILLE/PROVENCE, FRANCE**
MARSEILLE/PROVENCE 8 JUN 12 **(11-6A)** **ILS Y or LOC Y Rwy 31R**

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
LOC MPV 111.15	Final Apch Crs 313°	GS MS Lctr 1690' (1637')	ILS DA(H) 353' (300')	Apt Elev 70' RWY 53'	
<p>MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-019 inbound to MTG VOR (MTG VOR u/s: 199° from MAR NDB) climbing to 2500', then turn LEFT and climb on R-147 to CALANA to join holding at 3500'. Climb to 1300' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>					 <p>MSA MTG VOR</p>
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		



LOC (GS out)	MPV DME	2.0	3.0	4.0	5.0
	ALTITUDE	900'	1330'	1760'	2190'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	D3.5 MPV ↑	
ILS GS or LOC Descent Angle	4.00°	496	637	708	850	991			1133
MAP at D1.0 MPV									

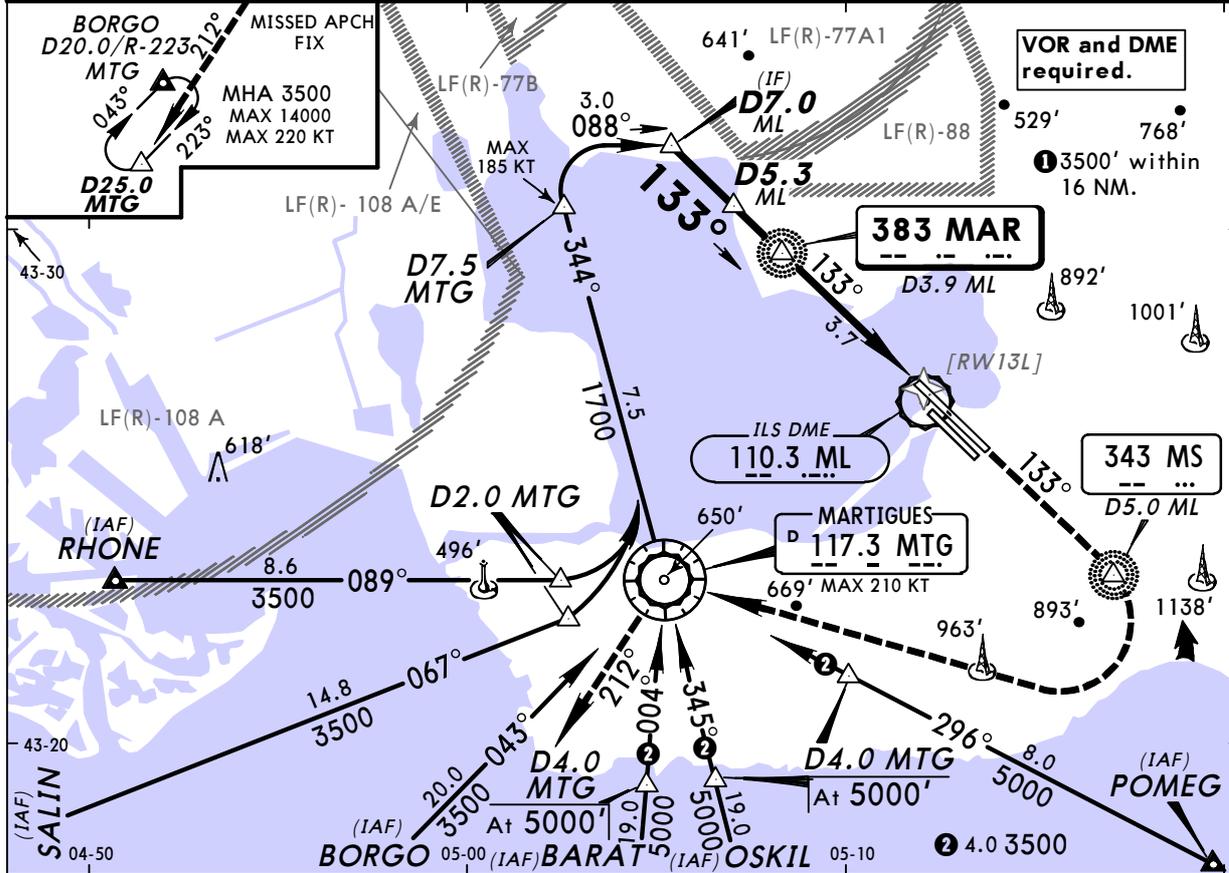
Standard		STRAIGHT-IN LANDING RWY 31R		CIRCLE-TO-LAND ³	
ILS		LOC (GS out) with MPV DME		Prohibited North of rwy	
DA(H) 353' (300')		CDFA DA/MDA(H) ¹ C: 760' (707') AB: 670' (617') D: 860' (807')		Max Kts	
A		RVR 1500m		110	720' (667') 1500m
B	RVR 1400m	RVR 1500m ²		135	990' (937') 1600m
C		CMV 3200m		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'.

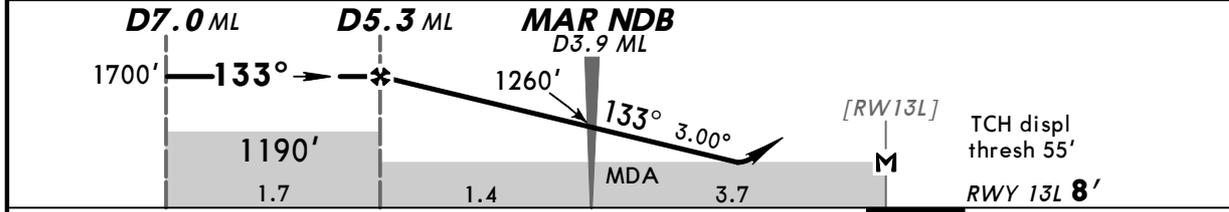
LFML/MRS
MARSEILLE/PROVENCE 8 JUN 12 (16-1) **JEPPESENMARSEILLE/PROVENCE, FRANCE**
NDB Z Rwy 13L

BRIEFING STRIP™

D-ATIS 125.35		PROVENCE Approach North 131.22 South 120.2		PROVENCE Tower 132.95	Ground 121.9
NDB MAR 383	Final Apch Crs 133°	Procedure Alt D5.3 ML 1700' (1692')	DA/MDA(H) 700' (692')	Apt Elev 70' RWY 8'	<p>MSA MTG VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-212 climbing to join holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 5000'



ML DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	<p>1310'</p>	
Descent Angle	3.00°	372	478	531	637	743		849
MAR NDB to MAP	3.7	3:10	2:28	2:13	1:51	1:35		1:23

PANS OPS

Standard		CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 13L with ML DME CDFA DA/MDA(H) 700' (692')		Prohibited North of rwy	
	ALS out	Max Kts	MDA(H) VIS
A		110	720' (712') 1500m
B	RVR 1500m	135	990' (982') 1600m
C	CMV 2400m	180	1360' (1352') 2400m
D		205	1540' (1532') 3600m

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

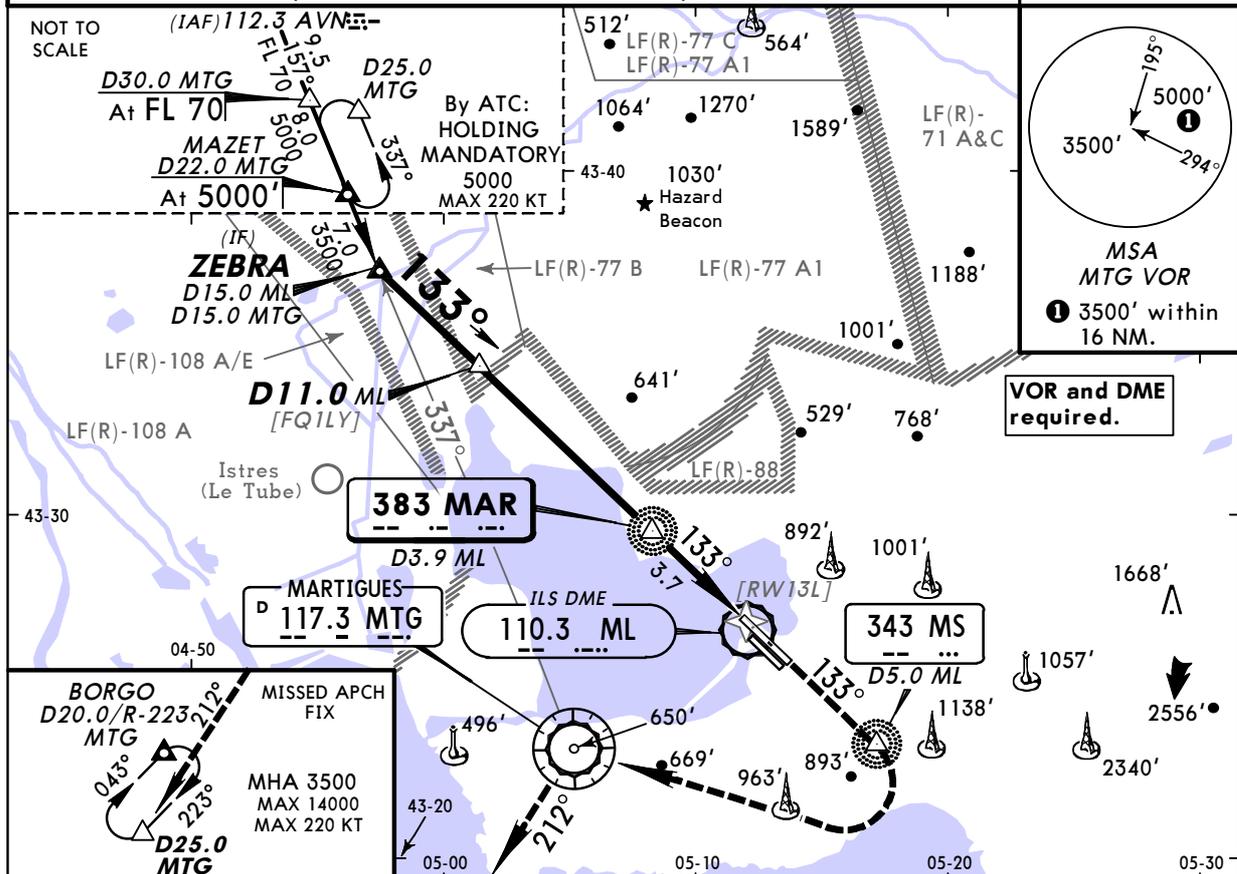
LFML/MRS
MARSEILLE/PROVENCE

8 JUN 12 (16-2)

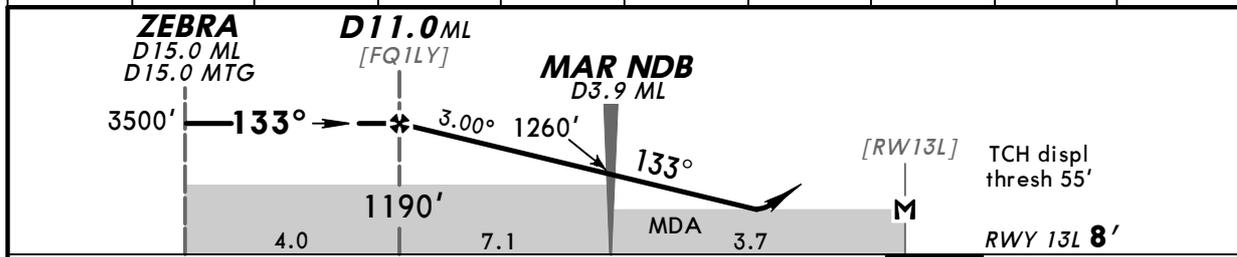
JEPPESENMARSEILLE/PROVENCE, FRANCE
NDB Y Rwy 13L

BRIEFING STRIP™

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
NDB MAR 383	Final Apch Crs 133°	Procedure Alt D11.0 ML 3500' (3492')	DA/MDA(H) 700' (692')	Apt Elev 70' RWY 8'
<p>MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-212 MTG climbing to rejoin holding at 3500'. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.</p>				<p>MSA AVN VOR</p>
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	<p>MSA MTG VOR ① 3500' within 16 NM.</p>



ML DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3190'	2870'	2550'	2230'	1910'	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160		1310'	
Descent Angle	3.00°	372	478	531	637	743			849
MAR NDB to MAP	3.7	3:10	2:28	2:13	1:51	1:35			1:23

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 13L with ML DME CDFA DA/MDA(H) 700' (692')	CIRCLE-TO-LAND 1 Prohibited North of rwy	
		ALS out	Max Kts	
	A	RVR 1500m	MDA(H) 720' (712')	VIS 1500m
	B		MDA(H) 990' (982')	VIS 1600m
	C	CMV 2400m	MDA(H) 1360' (1352')	VIS 2400m
D		MDA(H) 1540' (1532')	VIS 3600m	

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

CHANGES: Tower frequency.

LFML/MRS

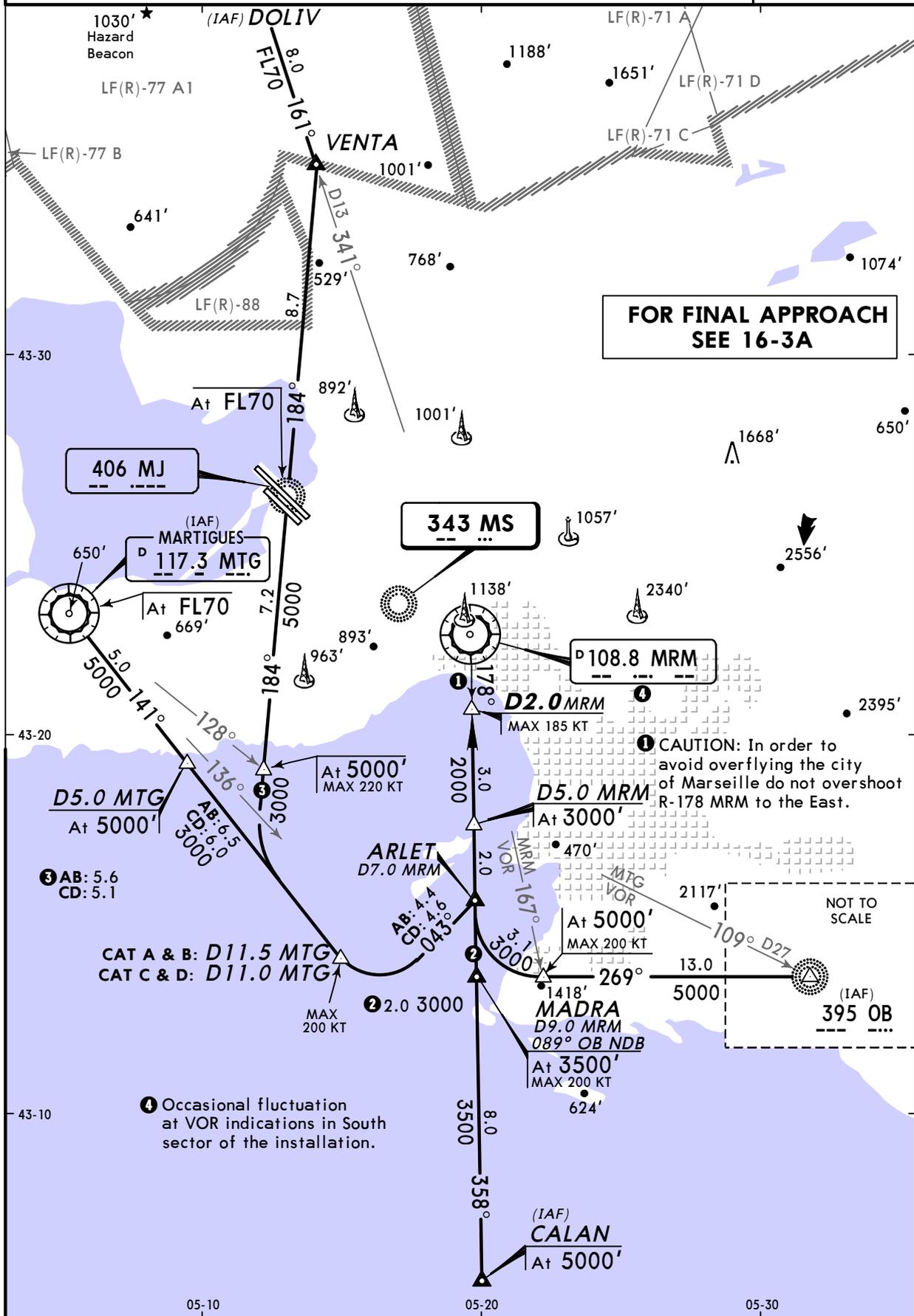
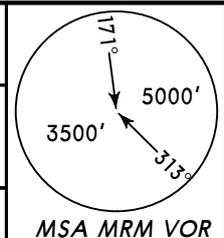
MARSEILLE/PROVENCE

JEPPESENMARSEILLE/PROVENCE, FRANCE
NDB Rwy 31R

8 JUN 12 (16-3)

BRIEFING STRIP™

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
Lctr MS 343	Final Apch Crs 313°	Minimum Alt Refer to chart 16-3A	DA/MDA(H) Refer to chart 16-3A	Apt Elev 70' RWY 53'
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'



PANS OPS

LFML/MRS

MARSEILLE/PROVENCE

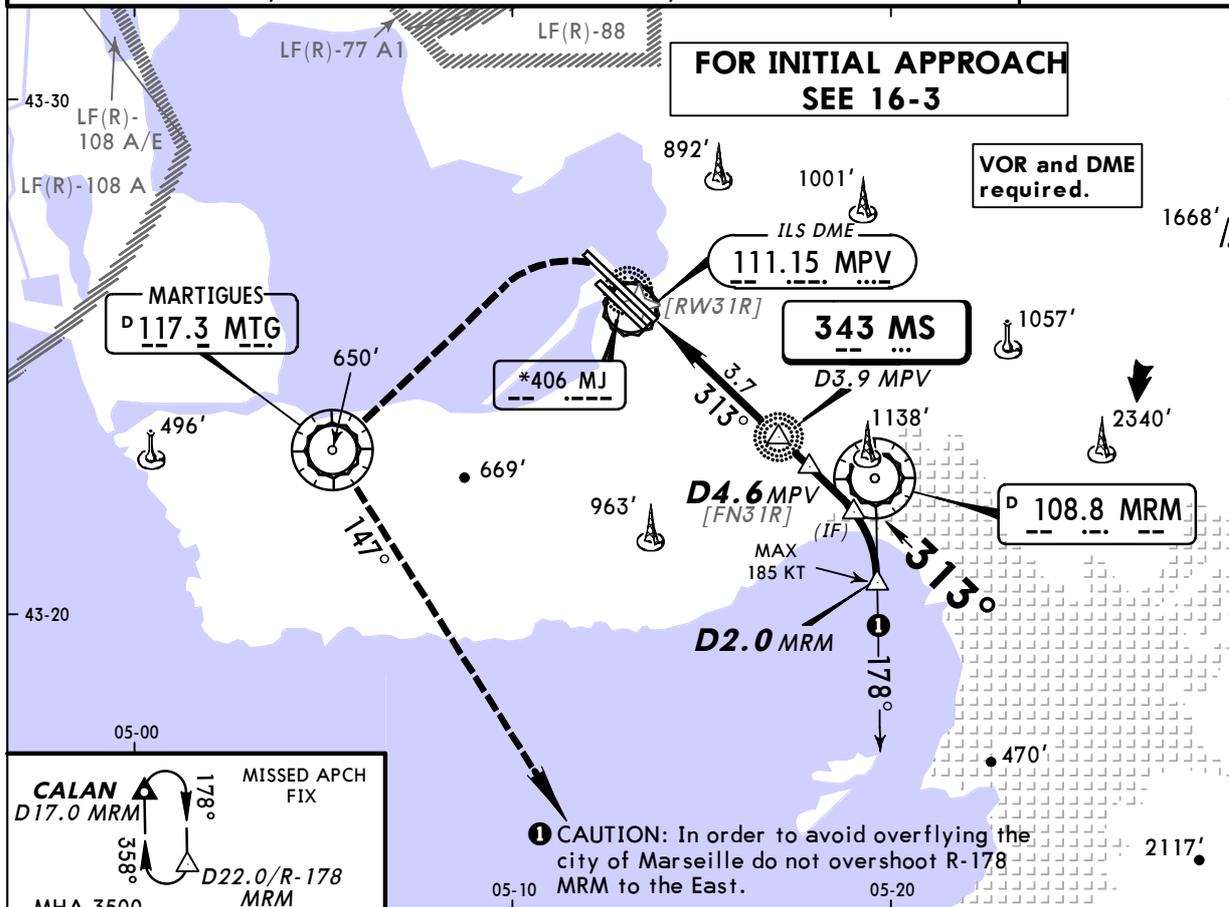
JEPPESENMARSEILLE/PROVENCE, FRANCE

NDB Rwy 31R

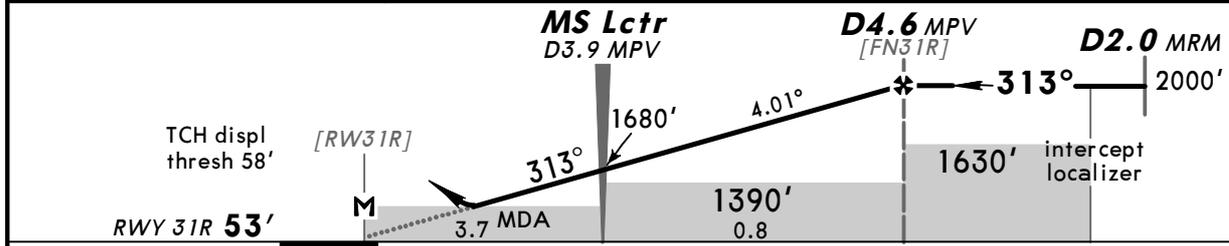
8 JUN 12 (16-3A)

BRIEFING STRIP™

D-ATIS 125.35	PROVENCE Approach North 131.22	PROVENCE Approach South 120.2	PROVENCE Tower 132.95	Ground 121.9
Lctr MS 343	Final Apch Crs 313°	Procedure Alt D4.6 MPV 2000' (1947')	DA/MDA(H) 1080' (1027')	Apt Elev 70' RWY 53'
<p>MISSED APCH: Climbing turn LEFT (MAX 185 KT) to MTG VOR to 2500', then turn LEFT and climb on R-147 MTG and rejoin holding at 3500'. Climb to 2500' prior to level acceleration.</p>				
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	MSA MRM VOR



MPV DME	3.0	4.0
ALTITUDE	1310'	1740'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2500' LT	MAX 185 KT	MTG 117.3
Descent Angle	4.01°	4.97	6.39	7.10	8.52	9.94				
D4.6 MPV to MAP	4.5	3:51	3:00	2:42	2:15	1:56				

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

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

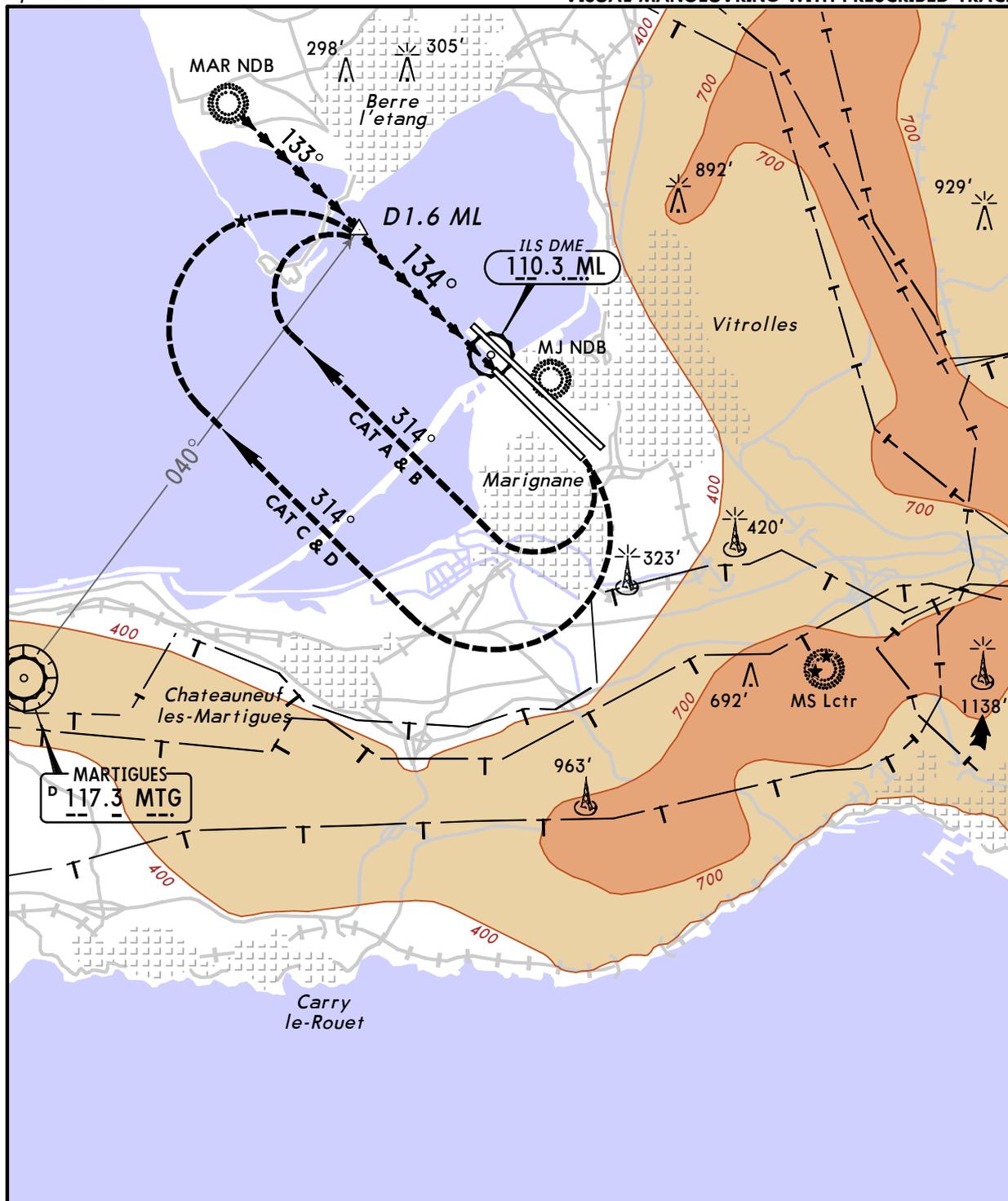
PANS OPS

LFML/MRS

JEPPESEN MARSEILLE/PROVENCE, FRANCE
30 MAR 12 Eff 5 Apr 19-10
MARSEILLE/PROVENCE
VPT Rwy 13R

Apt Elev 70'

VISUAL MANOEUVRING WITH PRESCRIBED TRACK



Standard

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

PANS OPS 4

LFML/MRS

JEPPESEN MARSEILLE/PROVENCE, FRANCE

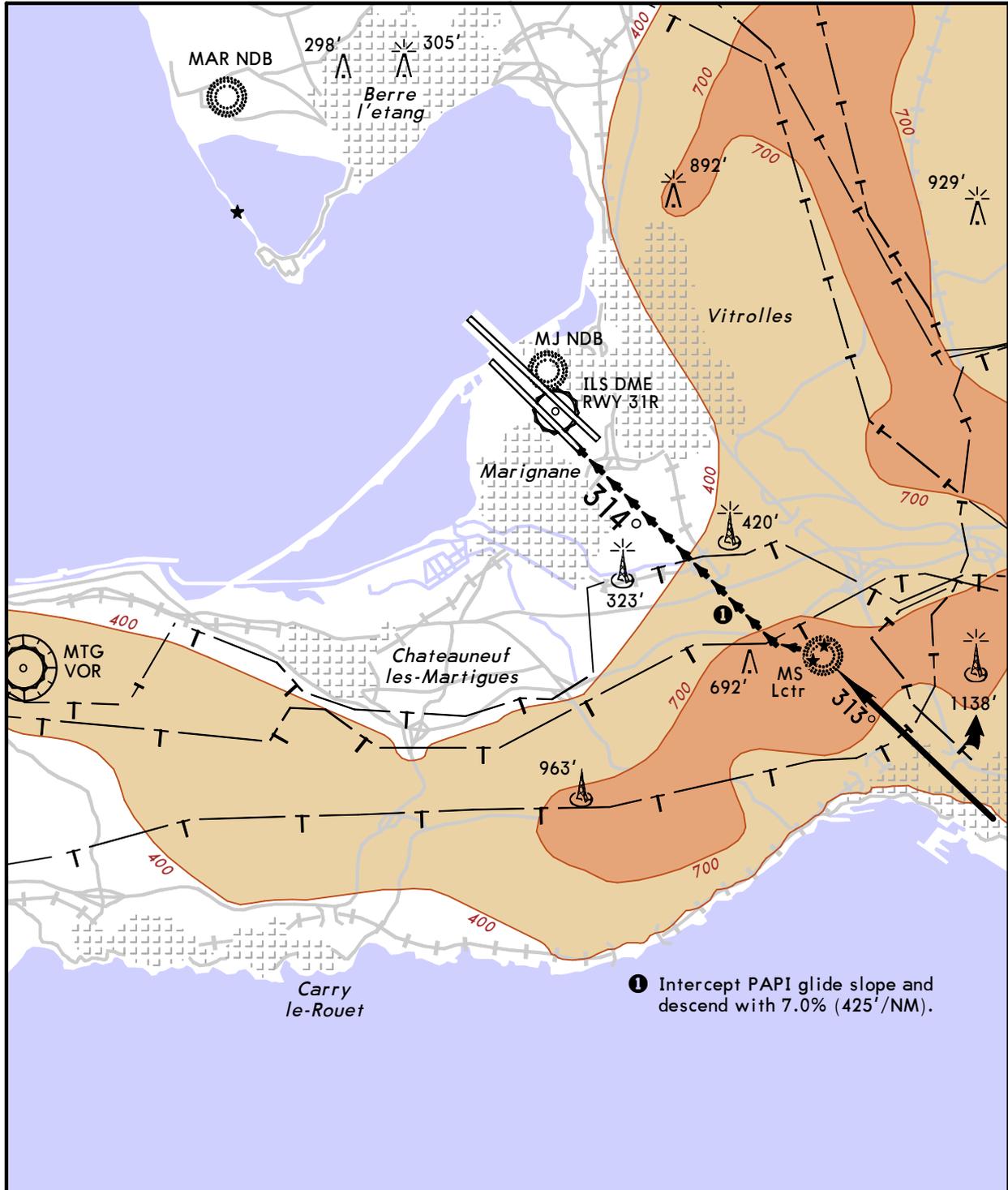
30 MAR 12
Eff 5 Apr 19-11

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

PANS OPS 4

LFML/MRS

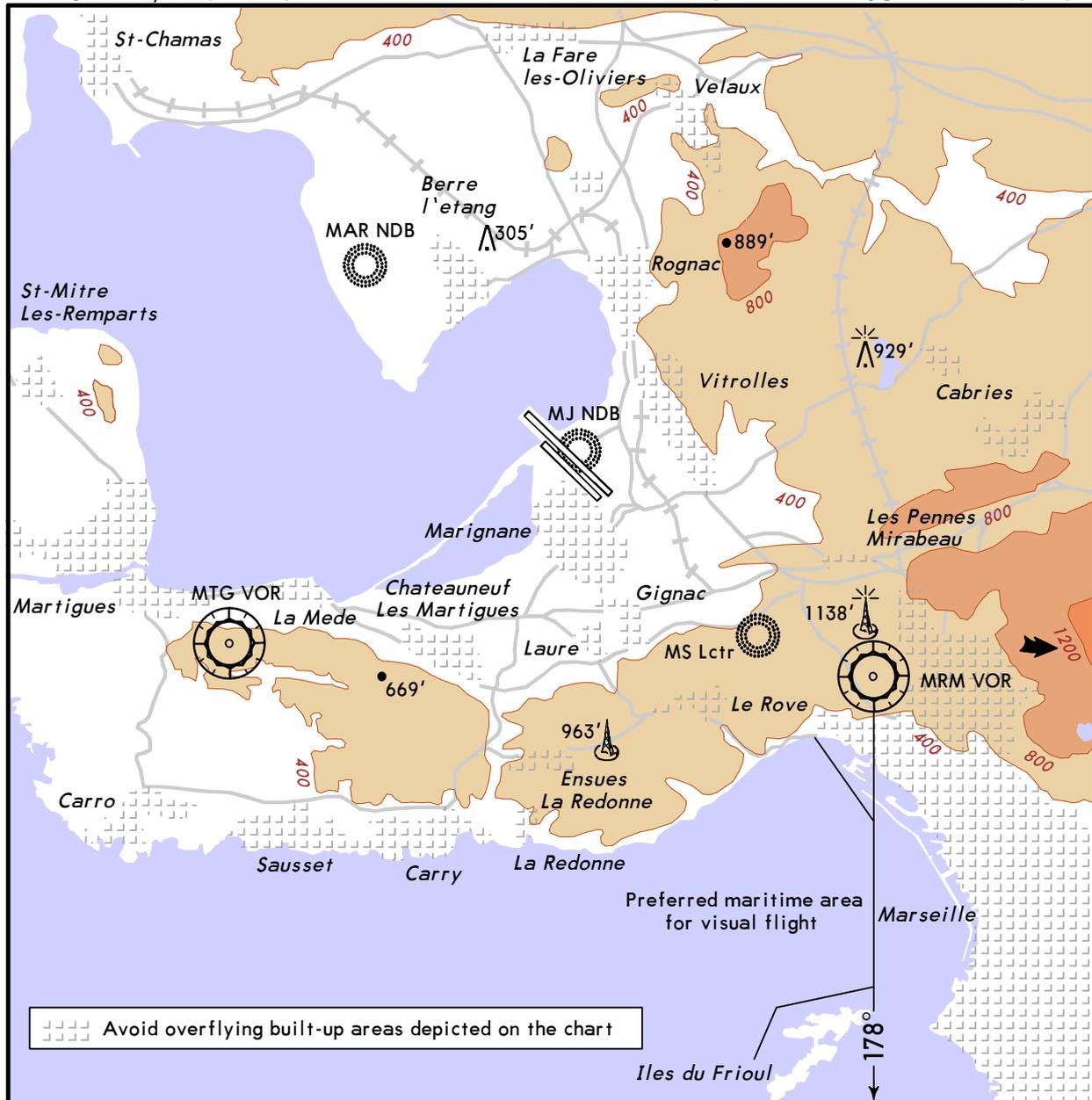
JEPPESEN MARSEILLE/PROVENCE, FRANCE

4 FEB 11

19-12

MARSEILLE/PROVENCE Eff 10 Feb

ENVIRONMENT-VISUAL APPROACH



Visual Approach clearance only issued on pilot request

RWY 31L/R instructions, except for safety requirement:

Final approaches to be conducted at a gradient equal to or greater than PAPI gradient (7%), to minimize noise pollution on short final above **St Victoret**.

Northern arrivals:

Right-hand visual approach:

Recommended speed/FL over VENTA: < 250 KT/FL ≤ 070.

CAT A/B: Base leg between **Vitrolles** and **Les Pennes Mirabeau**.

CAT C/D: Base leg South of **Les Pennes Mirabeau**.

Left-hand visual approach:

Visual approach prohibited between 2300 LT and 0600 LT.

Visual approach by MJ NDB, recommended speed/FL: ≤ 210 KT/FL ≤ 5000.

Visual approach abeam THR 13, recommended speed/FL: ≤ 210 KT/FL ≤ 2500.

Southern and Eastern arrivals:

Visual approach prohibited East of R-178 MRM.

RWY 13L/R Southern and Eastern arrivals:

Left-hand Visual approach: Prohibited.

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