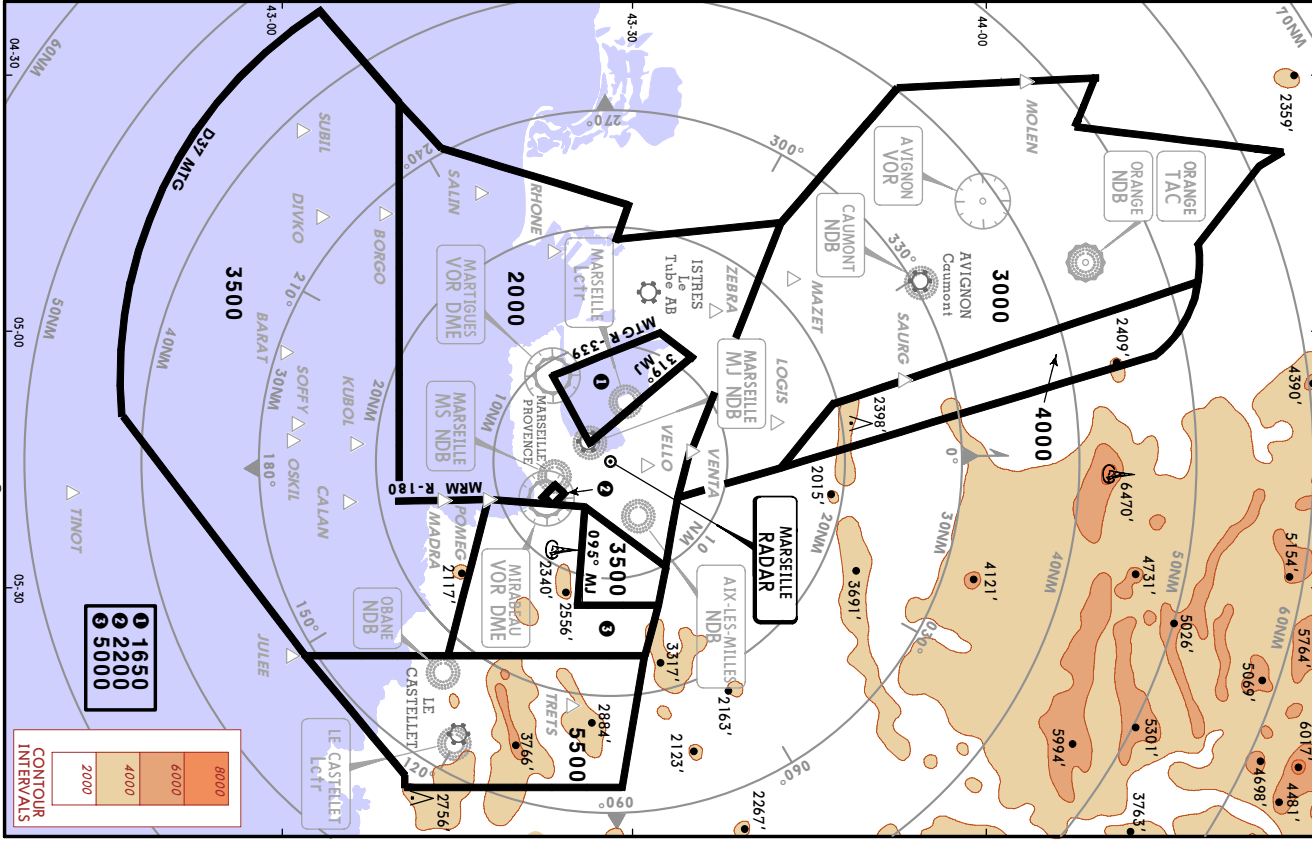


LFML/MRS
MARSEILLE/PROVENCE
10-1R 4 FEB 05
RADAR MINIMUM ALTITUDES

PROVENCE Approach	Apr Elev	Alt Set: MPA	Trans level: By ATC	Trans alt: 5000'
South	74'			
120.2	131.22			

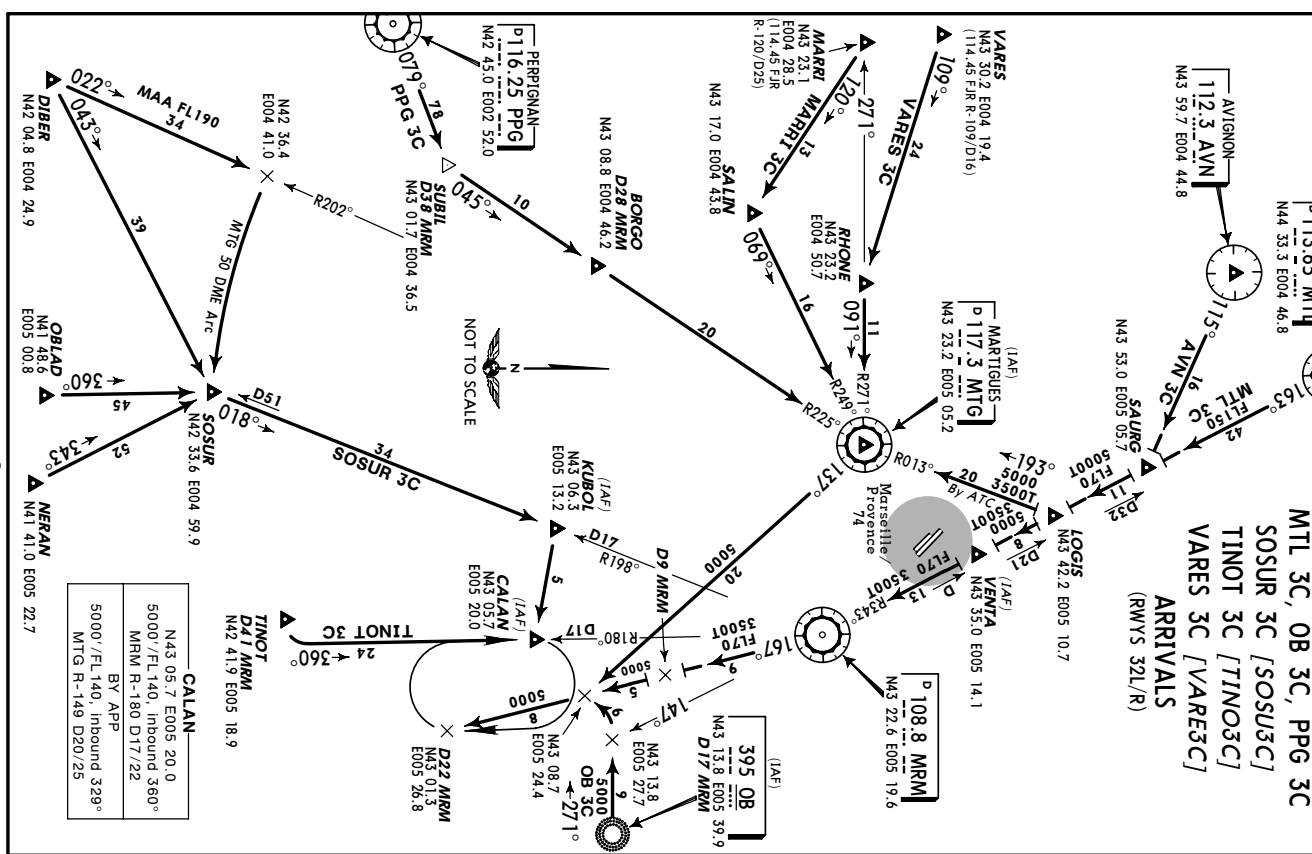


CHANGES: Re-issue.

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STAR
MARSEILLE/PROVENCE, FRANCE
10-2 10 AUG 01
MARSEILLE/PROVENCE

ATIS	125.35
TRANS LEVEL: BY ATC	
TRANS ALT: 5000	
MONTELMAR	113.65 MTL
AVN	112.3 AVN

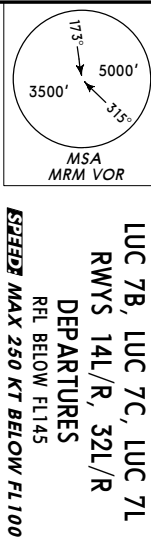


CHANGES: STAR SOSUR 3C revised.

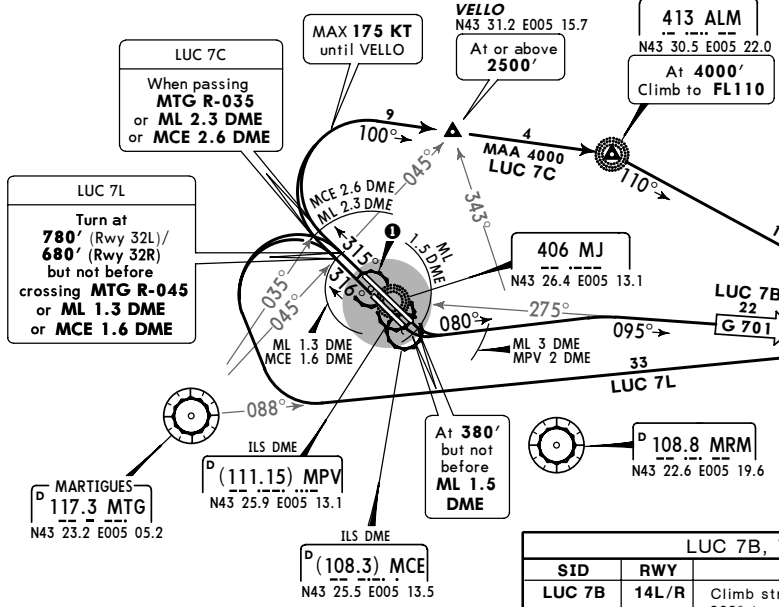
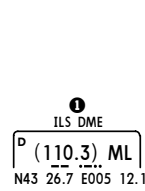
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LFML/MRS
MARSEILLE/PROVENCE
JEPPESEN MARSEILLE/PROVENCE, FRANCE
(10-3A) 24 JUN 05
SID

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



LUC 7B, LUC 7C, LUC 7L
RWYS 14L/R, 32L/R
DEPARTURES
RFL BELOW FL145
LSPEED MAX 250 KT BELOW FL100



LUC 7B, 7L: Initial climb clearance FL110		
SID	RWY	INITIAL CLIMB/ROUTING
LUC 7B	14L/R	Climb straight ahead, at 380', but not before ML 1.5 DME turn LEFT, 080° track, when passing ML 3 DME or MPV 2 DME intercept 095° bearing from MJ (airway G 701) via TRETTS to LUC.
LUC 7C	32L/R	Climb straight ahead, when passing MTG R-035 or ML 2.3 DME or MCE 2.6 DME turn RIGHT, intercept 100° bearing via VELLO to ALM, 110° bearing to TRETTS, intercept LUC R-275 inbound to LUC.
LUC 7L	32L	Climb straight ahead, at 780', but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-088 to TRETTS, intercept LUC R-275 inbound to LUC.
	32R	Climb straight ahead, at 680', but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-088 to TRETTS, intercept LUC R-275 inbound to LUC.

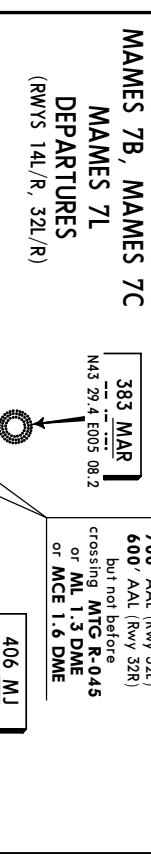
These SID's require a minimum climb gradient of 365' per NM (6%) up to FL80.

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

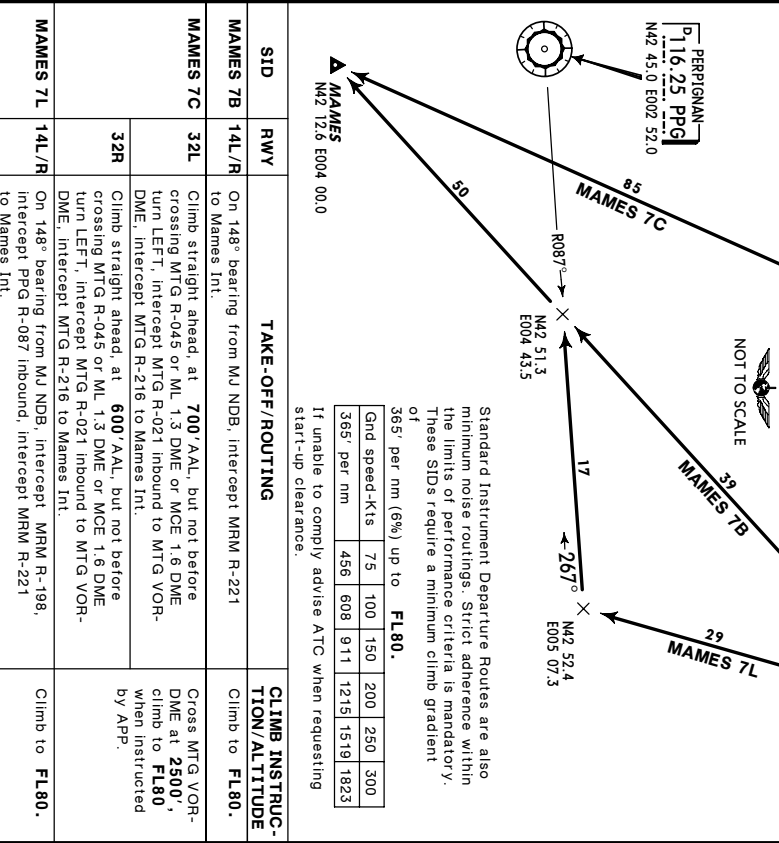
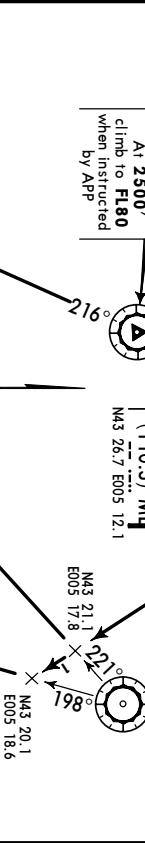
If unable to comply advise ATC when requesting start-up clearance.

JEPPESEN 20 OCT 00
EFF 2 NOV
(10-3B)
MARSEILLE/PROVENCE, FRANCE
MARSEILLE/PROVENCE
SID

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



MAMES 7B, MAMES 7C
MAMES 7L
DEPARTURES
(RWYS 14L/R, 32L/R)



Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. These SID's require a minimum climb gradient of 365' per nm (6%) up to FL80.

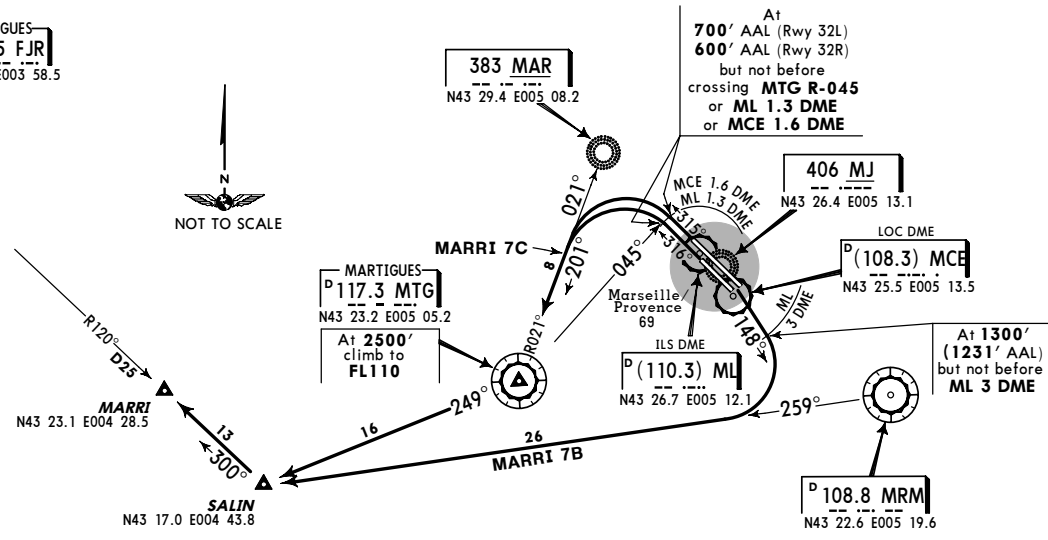
Gnd speed-Kts	75	100	150	200	250	300
365' per nm	456	608	911	1215	1519	1823

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

SID	RWY	TAKE-OFF/ROUTING	CLIMB INSTRUC-TION/ALTITUDE
MAMES 7B	14L/R	On 148° bearing from MJ NDB, intercept MRM R-221 to Mames Int.	Climb to FL80.
MAMES 7C	32L	Climb straight ahead, at 700' AAL, but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG VOR-DME, intercept MTG R-216 to Mames Int.	Cross MTG VOR-DME at 2300', climb to FL80 when instructed by App.
		Climb straight ahead, at 600' AAL, but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME, intercept MTG R-021 inbound to MTG VOR-DME, intercept MTG R-216 to Mames Int.	Climb to FL80.
MAMES 7L	14L/R	On 148° bearing from MJ NDB, intercept MRM R-198, intercept PPG R-087 inbound, intercept MRM R-221 to Mames Int.	Climb to FL80.

TRANS LEVEL: BY ATC
TRANS ALT: 5000

MARRI 7B, MARRI 7C
DEPARTURES
(RWYS 14L/R, 32L/R)



Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. These SIDs require a minimum climb gradient of 365' per nm (6%) up to **FL80**.

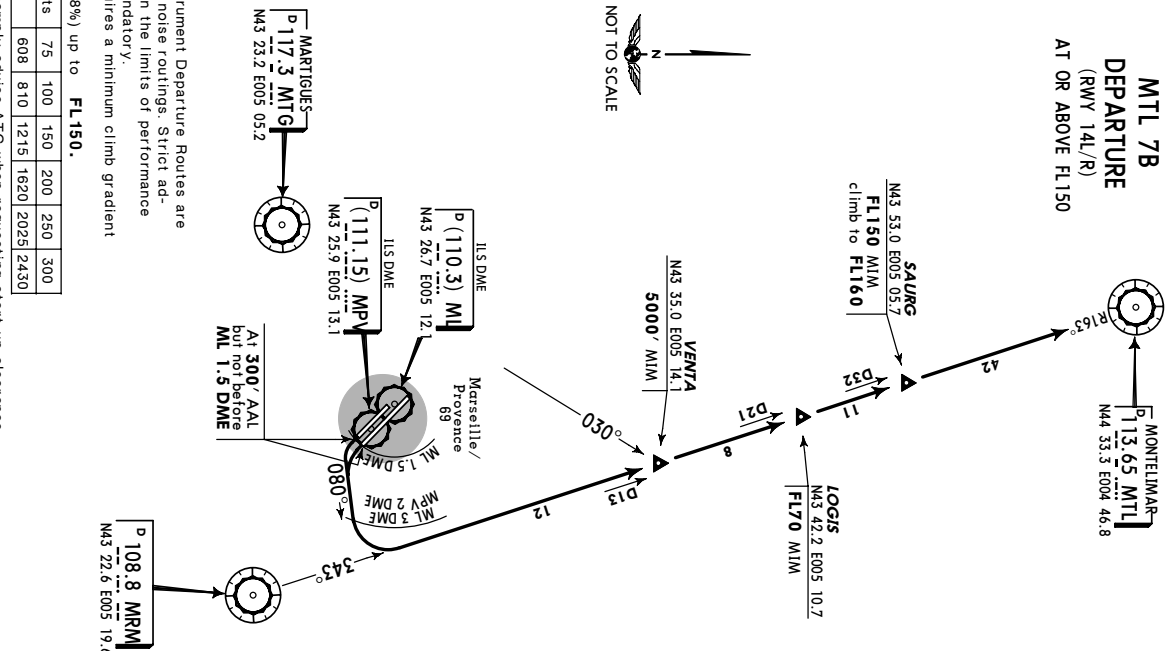
Gnd speed-Kts	75	100	150	200	250	300
365' per nm	456	608	911	1215	1519	1823

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

SID	RWY	TAKE-OFF/ROUTING	CLIMB INSTRUCTION/ALTITUDE
MARRI 7B	14L/R	On 148° bearing from MJ NDB, at 1300' (1231' AAL), but not before ML 3 DME turn RIGHT, intercept MRM R-259 to Salin Int, turn RIGHT, intercept FJR R-120 inbound to Marri Int.	Climb to FL110 .
MARRI 7C	32L	Climb straight ahead, at 700' AAL, but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG VORDME, intercept MTG R-249 to Salin Int, turn RIGHT, intercept FJR R-120 inbound to Marri Int.	Cross MTG VORDME at 2500' , climb to FL110 .
	32R	Climb straight ahead, at 600' AAL, but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG VORDME, intercept MTG R-249 to Salin Int, turn RIGHT, intercept FJR R-120 inbound to Marri Int.	

TRANS LEVEL: BY ATC
TRANS ALT: 5000

MTL 7B
DEPARTURE
(RWY 14L/R)
AT OR ABOVE FL150



Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. This SID requires a minimum climb gradient of 486' per nm (8%) up to **FL150**.

Gnd speed-Kts	75	100	150	200	250	300
486' per nm	608	810	1215	1620	2025	2430

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

TAKE-OFF/ROUTING	CLIMB INSTRUCTION/ALTITUDE
Climb straight ahead, at 300' AAL, but not before ML 1.5 DME turn LEFT, 080° track, when crossing ML 3 DME or MPV 2 DME turn LEFT, intercept MRM R-343 via Venta Int and Saurg Int to MTL VORDME.	Cross Venta Int at 5000' MIM, Logis Int at FL70 MIM, Saurg Int at FL150 MIM, climb to FL160 .

JEPPESEN 20 OCT 00 (10-3E) **MARSEILLE/PROVENCE, FRANCE** **SID**

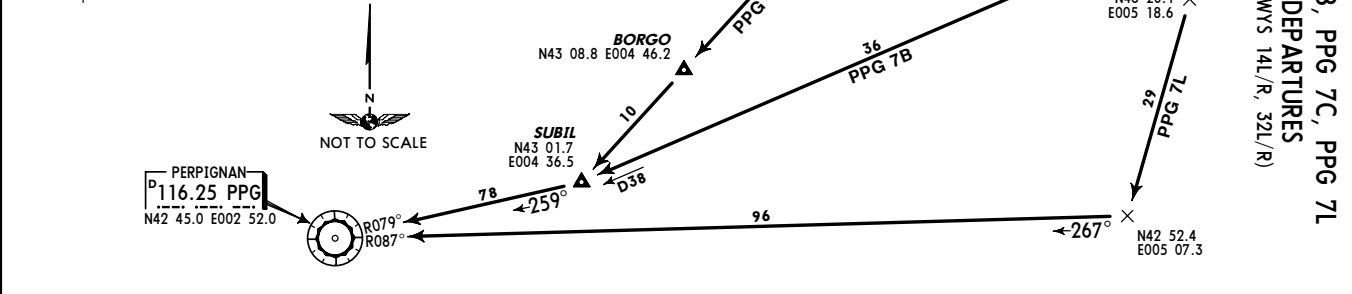
TRANS LEVEL: BY ATC
TRANS ALT: 5000
EFF: 2 NGV

SID	RWY	TAKE-OFF/ROUTING	CLIMB INSTRUCTION/ALTITUDE
PPG 7B	14L/R	On 148° bearing from MJ NDB, when crossing MRM R-260 turn RIGHT, intercept MRM R-238 to Subil Int, turn RIGHT, intercept PPG R-079 inbound to PPG VORDME.	Climb to FL80 .
PPG 7C	32L	Climb straight ahead, at 700' AAL, but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG VORDME, intercept MTG R-225 to Subil Int, turn RIGHT, intercept PPG R-079 inbound to PPG VORDME.	Cross MTG VOR-DME at 2500' , climb to FL80 when instructed by APP.
	32R	Climb straight ahead, at 600' AAL, but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG VORDME, intercept MTG R-225 to Subil Int, turn RIGHT, intercept PPG R-079 inbound to PPG VORDME.	
PPG 7L	14L/R	On 148° bearing from MJ NDB, intercept MRM R-198, intercept PPG R-087 inbound to PPG VORDME.	Climb to FL80 .

Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. These SIDs require a minimum climb gradient of 365' per nm (6%) up to **FL80**.

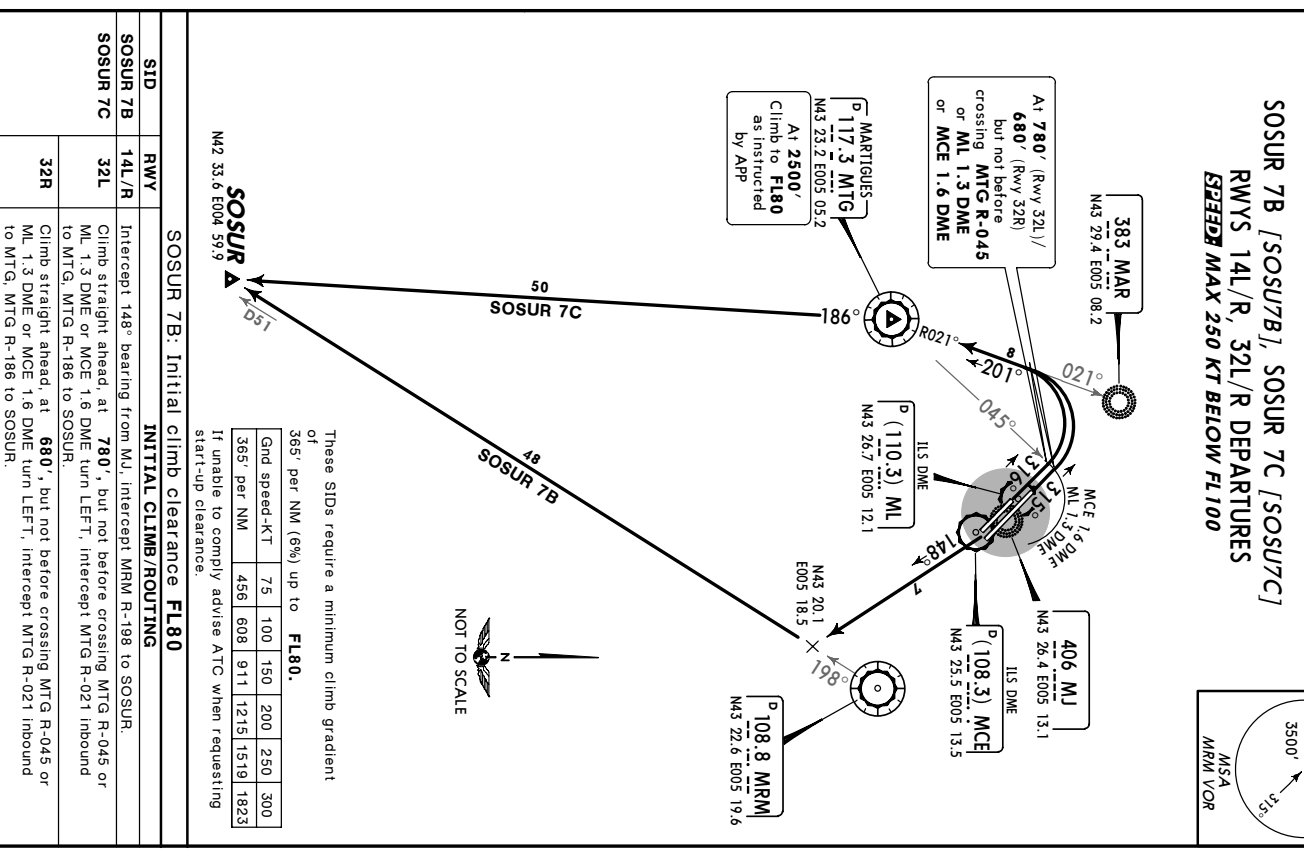
Gnd speed-Kts	75	100	150	200	250	300
365' per nm	456	608	911	1215	1519	1823

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



JEPPESEN MARSEILLE/PROVENCE, FRANCE **SID**

TRANS LEVEL: BY ATC Trans alt: 5000'
TRANS ALT: 5000'
EFF: 2 NGV



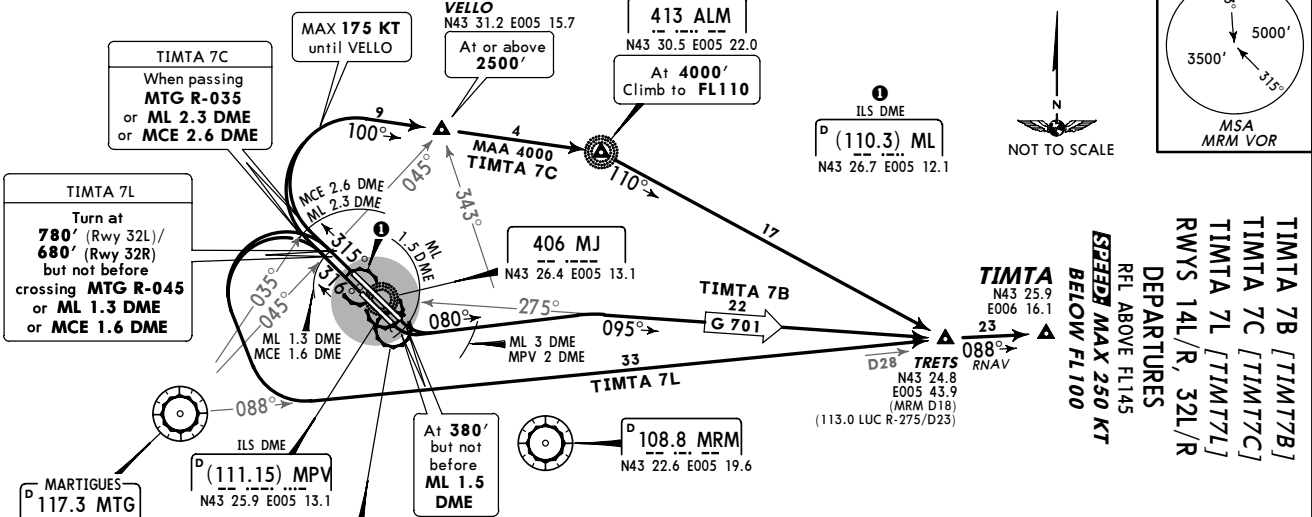
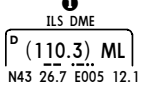
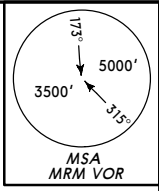
These SIDs require a minimum climb gradient of 365' per NM (6%) up to **FL80**.

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
(10-3G) 24 JUN 05
SID

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



TIMTA 7B [TIMT7B]
TIMTA 7C [TIMT7C]
TIMTA 7L [TIMT7L]
RWYS 14L/R, 32L/R
DEPARTURES
RFL ABOVE FL145
SPEEDS MAX 250 KT
BELOW FL100

TIMTA 7B, 7L: Initial climb clearance FL110		
SID	RWY	INITIAL CLIMB/ROUTING
TIMTA 7B	14L/R	Climb straight ahead, at 380', but not before ML 1.5 DME turn LEFT, 080° track, when passing ML 3 DME or MPV 2 DME intercept 095° bearing from MJ (airway G 701) to TRETTS, 088° track to TIMTA.
TIMTA 7C	32L/R	Climb straight ahead, when passing MTG R-035 or ML 2.3 DME or MCE 2.6 DME turn RIGHT, intercept 100° bearing via VELLO to ALM, 110° bearing to TRETTS, 088° track to TIMTA.
TIMTA 7L	32L	Climb straight ahead, at 780', but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-088 via TRETTS to TIMTA.
	32R	Climb straight ahead, at 680', but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-088 via TRETTS to TIMTA.

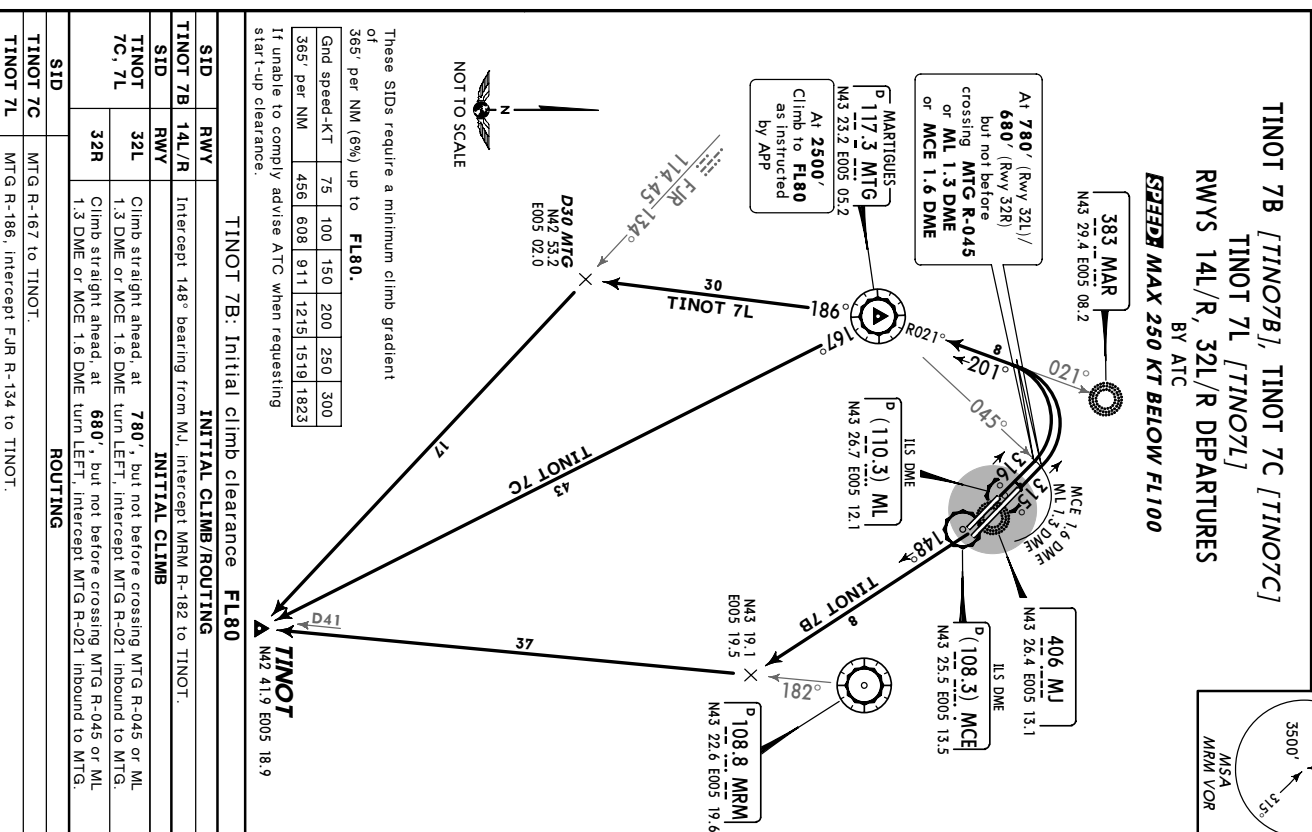
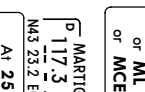
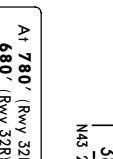
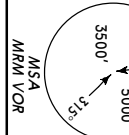
These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

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
(10-3H) 8 APR 05
EFF 12 APR
SID

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



TINOT 7B [TINO7B], TINOT 7C [TINO7C]
TINOT 7L [TINO7L]
RWYS 14L/R, 32L/R DEPARTURES
BY ATC
SPEEDS 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

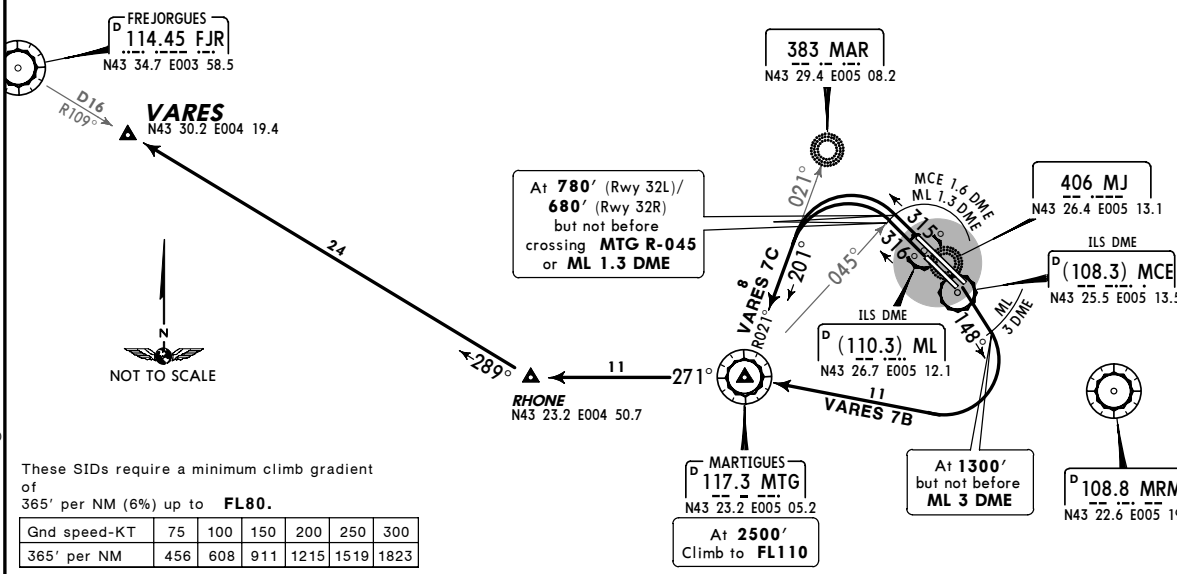
If unable to comply advise ATC when requesting start-up clearance.

TINOT 7B: Initial climb clearance FL80		
SID	RWY	INITIAL CLIMB/ROUTING
TINOT 7B	14L/R	Intercept 148° bearing from MJ, intercept MRM R-182 to TINOT.
TINOT 7C	32L	Climb straight ahead, at 780', but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG.
	32R	Climb straight ahead, at 680', but not before crossing MTG R-045 or ML 1.3 DME or MCE 1.6 DME turn LEFT, intercept MTG R-021 inbound to MTG.

ROUTING

Apf Elev 7.4
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement routings (refer to 10-4A). Strict adherence within the limits of aircraft performance is mandatory.

VARES 7B [VARE7B], VARES 7C [VARE7C]
RWYS 14L/R, 32L/R DEPARTURES
SPEED MAX 250 KT BELOW FL100

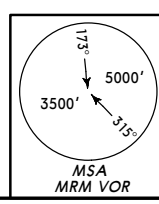


These SIDs require a minimum climb gradient of 365' per NM (6%) up to FL80.

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.

SID	RWY	INITIAL CLIMB/ROUTING
VARES 7B	14L/R	Intercept 148° bearing from MJ, at 1300', but not before ML 3 DME turn RIGHT to MTG, MTG R-271 to RHONE, turn RIGHT, intercept FJR R-109 inbound to VARES.
VARES 7C	32L	Climb straight ahead, at 780', but not before crossing MTG R-045 or ML 1.3 DME turn LEFT, intercept MTG R-021 inbound to MTG, MTG R-271 to RHONE, turn RIGHT, intercept FJR R-109 inbound to VARES.
	32R	Climb straight ahead, at 680', but not before crossing MTG R-045 or ML 1.3 DME turn LEFT, intercept MTG R-021 inbound to MTG, MTG R-271 to RHONE, turn RIGHT, intercept FJR R-109 inbound to VARES.



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

SUMMER : LT minus 2 HOURS = UTC (Z)
WINTER : LT minus 1 HOUR = UTC (Z)

NOISE ABATEMENT PROCEDURES

GENERAL

These procedures are established to avoid excessive aircraft noise at and around the airport. Operators unable to comply are to contact the Airport Authority.

RUNWAY USAGE

Between 2200-0700LT in light traffic and with calm wind runway 14 will normally be used for landings and runway 32 for take-offs, unless otherwise required for operational reasons.

ARRIVALS

On final approach and particularly when in sight of aerodrome visual aids, pilots must adhere to following descent gradients:
RWYs 32L/R: PAPI (7%).
(When RWY 32R in use and references in sight, gradient may be greater than 7%).
RWY 14L: 5.2%.
When RWYs 32L/R are in use, pilots must overfly threshold at 50' minimum.

DEPARTURES

Unless otherwise instructed, pilots must strictly adhere to initial ascent path and routings shown on SID charts.
PROPELLER-DRIVEN AIRCRAFT
Climb to 2580' in shortest possible time, then adopt normal climb configuration and retract flaps.
JET AIRCRAFT
RWY 14: Maintain climb thrust of $V_2 + 10$ KT or as aircraft performance permits up to 2580' using flaps in take-off configuration.
RWY 14 (Fan Jets): Maintain take-off thrust up to 1580' at least, then reduce to climb thrust up to 2580'.
RWY 14 (Single-engine jets): Maintain take-off thrust for 70 seconds or up to 780', if not reached within this time, then reduce thrust according to noise abatement procedures up to 2580'.
RWY 32: Maintain take-off thrust up to 1580', then select climb thrust of $V_2 + 10$ KT up to 2580'.

ALL AIRCRAFT:

Above 2580' adopt normal climb configuration and retract flaps.
SPEED RESTRICTION
MAX 250 KT below FL100.

REVERSE THRUST

Reverse thrust (reversed propeller pitch) must not be used between 2200-0700LT except for safety reasons.

RUN-UP TESTS

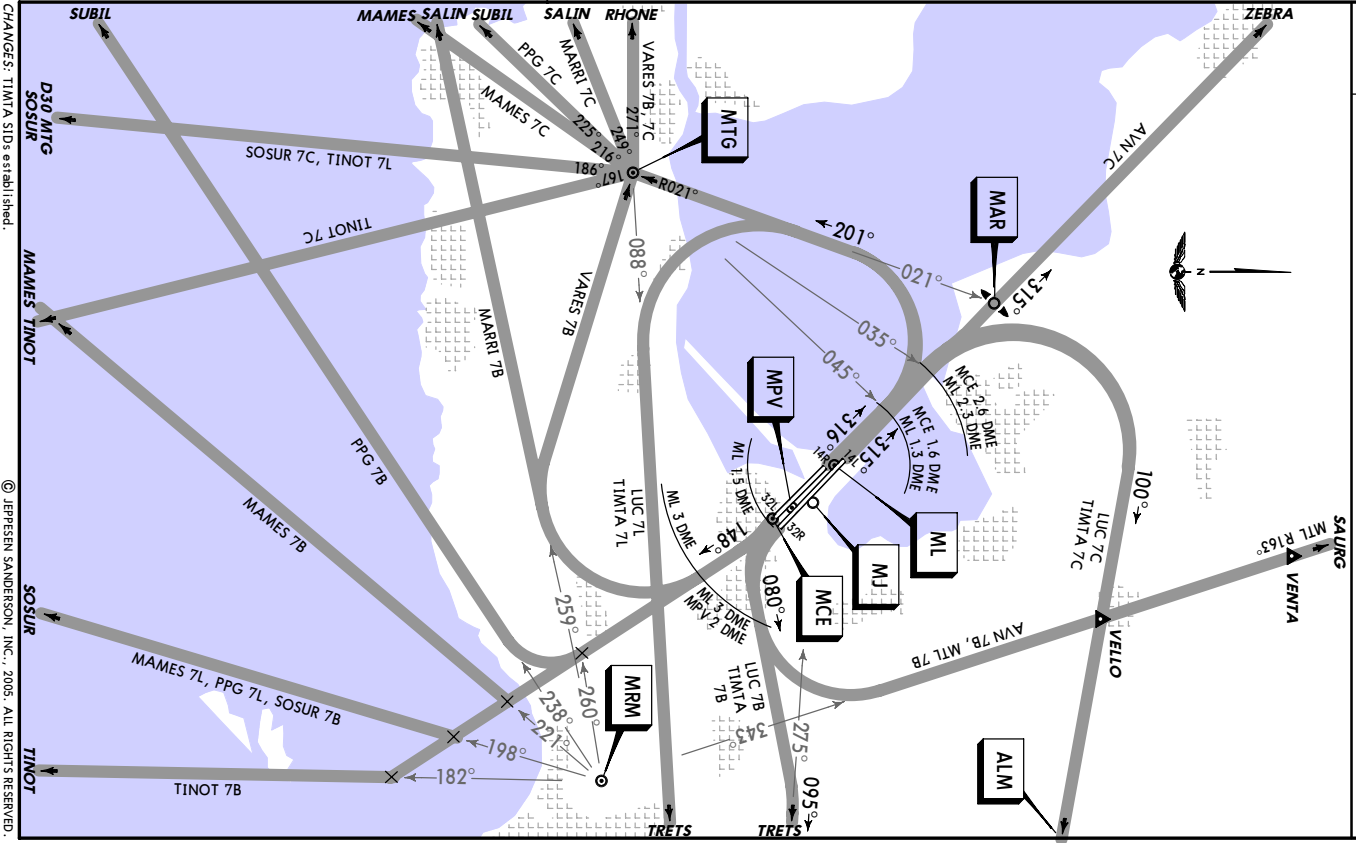
Jet-engine tests are allowed
- with full power: on taxiways E2 or E3 or runway 14R/32L between taxiways E2 and E3.
- with reduced thrust (idle): on apron M/N.
Between 2200-0700LT jet engine tests may only be carried out with special authorization from Airport Authority.

AUXILIARY POWER UNITS (APU)

APUs may only be used on apron and not more than 60 minutes before take-off.
After landing APUs are not to be used for more than 20 minutes unless authorized by Airport Authority.
For maintenance reasons use of APUs should be kept to a minimum.

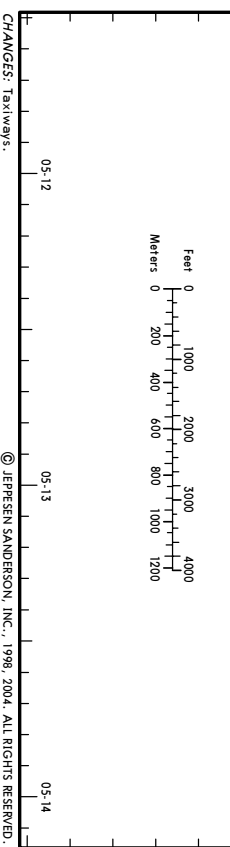
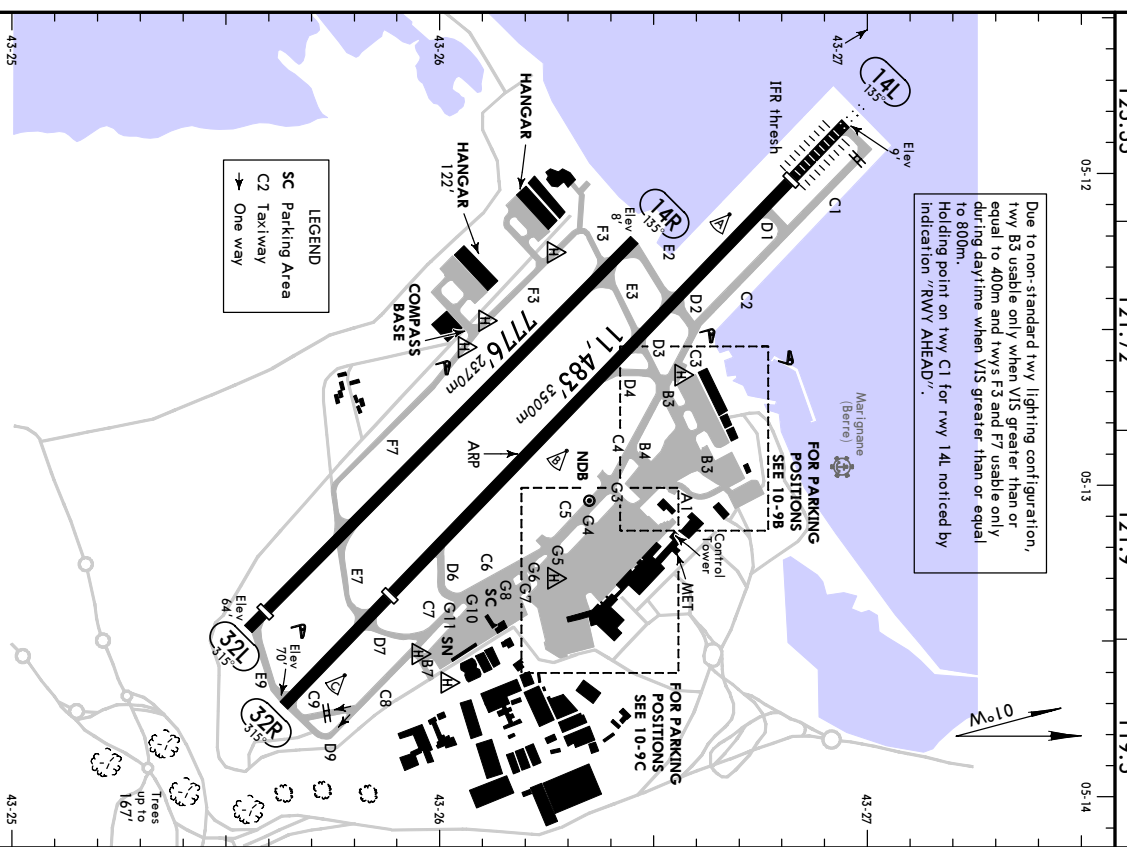
Jeppesen MARSEILLE/PROVENCE, FRANCE
(10-4A) 8 APR 05 **EFB 14 AFD**
NOISE ABATEMENT PROCEDURES

Ap ^t Elev	74'
NOISE ABATEMENT PROCEDURES	

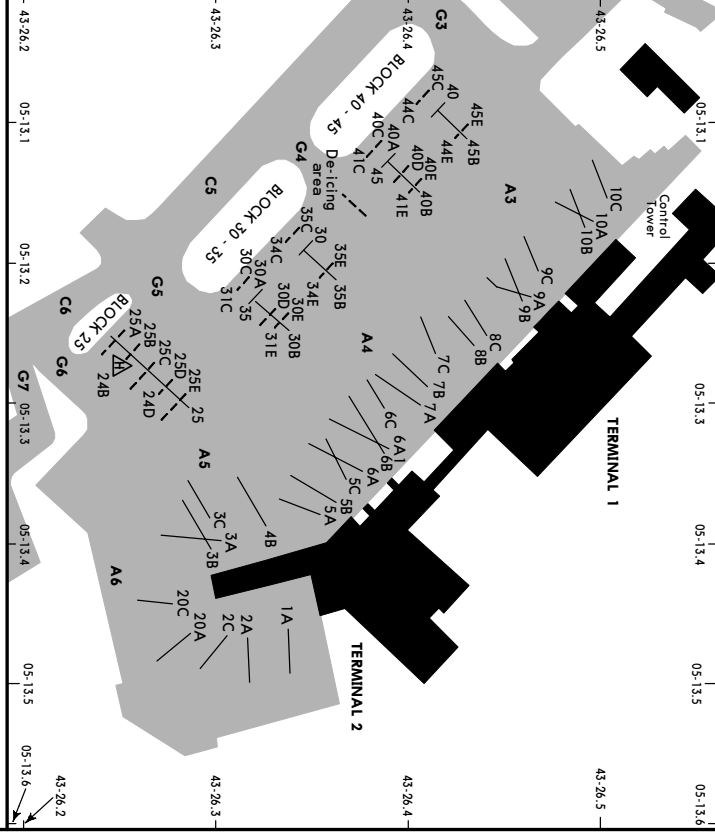


LFML/MRS
Jeppesen MARSEILLE/PROVENCE, FRANCE
(10-9) 24 SEP 04
MARSEILLE/PROVENCE

Ap ^t Elev	74'
ATIS	125.35
PROVENCE Flight Data (Cpl)	121.72
PROVENCE Ground	121.9
Tower	119.5



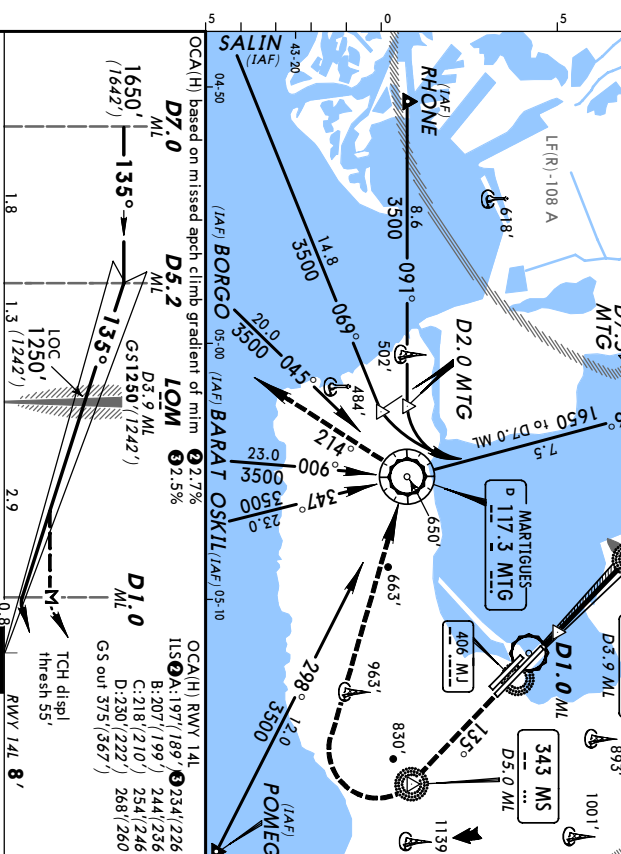
LFML/MRS
 24 SEP 04 (10-9C)
JEPPesenMARSEILLE/PROVENCE, FRANCE
MARSEILLE/PROVENCE



STAND No.	COORDINATES	STAND No.	COORDINATES
1A, 2A	N43 26.4 E005 13.5	30	N43 26.4 E005 13.3
2C	N43 26.4 E005 13.6	30A	N43 26.3 E005 13.2
3A thru 4B	N43 26.4 E005 13.5	30B, 30C	N43 26.4 E005 13.2
5A thru 5C	N43 26.4 E005 13.4	30D	N43 26.3 E005 13.2
6A	N43 26.5 E005 13.4	30E thru 35B	N43 26.4 E005 13.3
6A1	N43 26.4 E005 13.3	35C	N43 26.4 E005 13.2
6B, 6C	N43 26.4 E005 13.4	35E	N43 26.4 E005 13.3
7A, 7B	N43 26.5 E005 13.4	40	N43 26.5 E005 13.2
7C thru 8C	N43 26.5 E005 13.3	40A	N43 26.4 E005 13.1
9A thru 9C	N43 26.5 E005 13.3	40B, 40C	N43 26.5 E005 13.2
10A thru 10C	N43 26.6 E005 13.2	40D	N43 26.4 E005 13.1
20A	N43 26.4 E005 13.5	40E thru 45B	N43 26.5 E005 13.2
20C	N43 26.3 E005 13.5	45C	N43 26.5 E005 13.2
24B	N43 26.3 E005 13.3	45E	N43 26.5 E005 13.2
24D	N43 26.3 E005 13.4		
25	N43 26.3 E005 13.4		
25A	N43 26.3 E005 13.2		
25B, 25C	N43 26.3 E005 13.3		
25D	N43 26.3 E005 13.4		
25E	N43 26.3 E005 13.4		

LFML
MARSEILLE/PROVENCE
 3 MAY 02 (1-1) EFF 16 MAY
JEPPesenMARSEILLE/PROVENCE, FRANCE
MARSEILLE/PROVENCE
 via MTG VOR ILS Rwy 14L

ATIS	PROVENCE Approach	PROVENCE tower	Ground
125.35	120.2	131.22	119.5
LOC	Final	GS	DA(H)
110.3	Apch Crs	1250 (1242')	Refer to Minimums
	Missed Approach - See Below		Rwy 8'



STAND No.	COORDINATES	STAND No.	COORDINATES
1A, 2A	N43 26.4 E005 13.5	30	N43 26.4 E005 13.3
2C	N43 26.4 E005 13.6	30A	N43 26.3 E005 13.2
3A thru 4B	N43 26.4 E005 13.5	30B, 30C	N43 26.4 E005 13.2
5A thru 5C	N43 26.4 E005 13.4	30D	N43 26.3 E005 13.2
6A	N43 26.5 E005 13.4	30E thru 35B	N43 26.4 E005 13.3
6A1	N43 26.4 E005 13.3	35C	N43 26.4 E005 13.2
6B, 6C	N43 26.4 E005 13.4	35E	N43 26.4 E005 13.3
7A, 7B	N43 26.5 E005 13.4	40	N43 26.5 E005 13.2
7C thru 8C	N43 26.5 E005 13.3	40A	N43 26.4 E005 13.1
9A thru 9C	N43 26.5 E005 13.3	40B, 40C	N43 26.5 E005 13.2
10A thru 10C	N43 26.6 E005 13.2	40D	N43 26.4 E005 13.1
20A	N43 26.4 E005 13.5	40E thru 45B	N43 26.5 E005 13.2
20C	N43 26.3 E005 13.5	45C	N43 26.5 E005 13.2
24B	N43 26.3 E005 13.3	45E	N43 26.5 E005 13.2
24D	N43 26.3 E005 13.4		
25	N43 26.3 E005 13.4		
25A	N43 26.3 E005 13.2		
25B, 25C	N43 26.3 E005 13.3		
25D	N43 26.3 E005 13.4		
25E	N43 26.3 E005 13.4		

LFML
MARSEILLE/PROVENCE **3 MAY 02** **(11-1A)** **11-1A** **11-1A** **11-1A**
JEPESEN **MARSEILLE/PROVENCE, FRANCE**
CAT A, B & C **CAT II ILS** **RWY 14L**
via AVN VOR

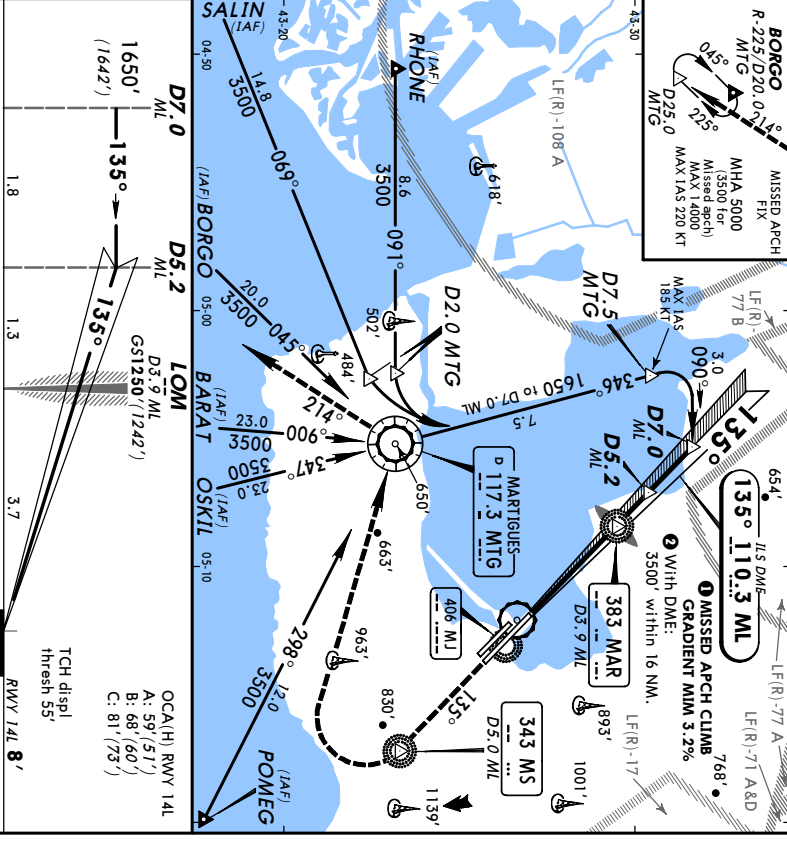
ATIS	PROVENCE Approach South	PROVENCE Approach North	PROVENCE Tower	Ground
125.35	120.2	131.22	119.5	121.9
LOC ML	Final Apch Crs	GS LOM	RA 99' DA(H) 108'(100')	Appt Elev 70' RWY 8'
110.3	135°	1250'(1242')		

Missed Approach - See Below

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'(4992')

Special Aircrew & Actt Certification Required.

MSA AVN VOR
 MSA
 MTG VOR



JAR-OPS

STRAIGHT-IN LANDING RWY 14L
 Missed apch climb gradient min 3.2%
CAT II ILS
RA 99'
DA(H) 108' (100')

GS	70	90	100	120	140	160
3.00%	377	485	539	647	755	862

Refer to Missed Apch above

NOT APPLICABLE

RVR 300m

NOT APPLICABLE

Not applicable for actt with wingspan 213'/65m.

Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

CHANGES: Apt elev. Arrival routes. © JEPESEN SANDERSON, INC., 1999, 2002. ALL RIGHTS RESERVED.

LFML
MARSEILLE/PROVENCE **3 MAY 02** **(11-2)** **11-2** **11-2** **11-2**
JEPESEN **MARSEILLE/PROVENCE, FRANCE**
CAT A, B & C **CAT II ILS** **RWY 14L**
via AVN VOR

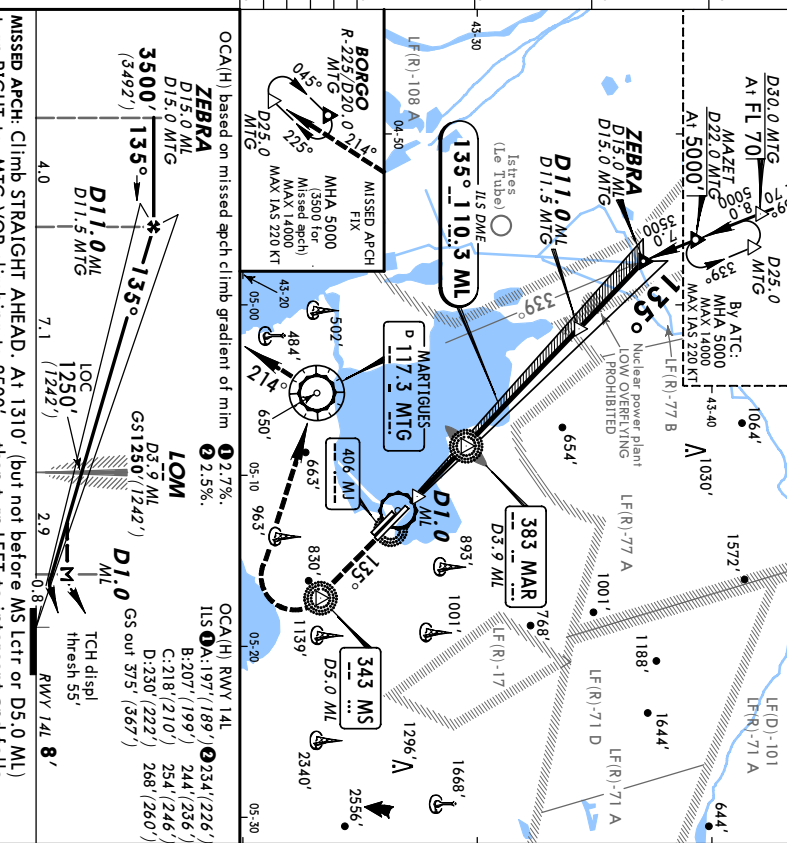
ATIS	PROVENCE Approach South	PROVENCE Approach North	PROVENCE Tower	Ground
125.35	120.2	131.22	119.5	121.9
LOC ML	Final Apch Crs	GS LOM	RA 99' DA(H) 108'(100')	Appt Elev 70' RWY 8'
110.3	135°	1250'(1242')		

Missed Approach - See Below

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'(4992')

Special Aircrew & Actt Certification Required.

MSA AVN VOR
 MSA
 MTG VOR



JAR-OPS

STRAIGHT-IN LANDING RWY 14L
 Missed apch climb grad min 2.7%
CAT II ILS
RA 99'
DA(H) 108' (100')

GS	70	90	100	120	140	160
3.00%	377	485	539	647	755	862

Refer to Missed Apch above

NOT APPLICABLE

RVR 300m

NOT APPLICABLE

Not applicable for actt with wingspan 213'/65m.

Operators have to take into consideration the case of one engine out.

CHANGES: Apt elev. Arrival routes. © JEPESEN SANDERSON, INC., 1999, 2002. ALL RIGHTS RESERVED.

LFML
MARSEILLE/PROVENCE **11-2A** **CAT A, B & C** **CAT II ILS** **Rwy 14L**

ATIS		PROVENCE Approach		PROVENCE Tower		Ground	
LOC	South	North					
125.35	120.2	131.22	119.5	121.9			
MCE	Final	Minimum Alt	MDA(H)	Appt Elev	74'		
108.3	135°	D5.2 MCE	380' (372')	Rwy 8'			
	Apch Crs	D5.2 MCE	1650' (1642')				

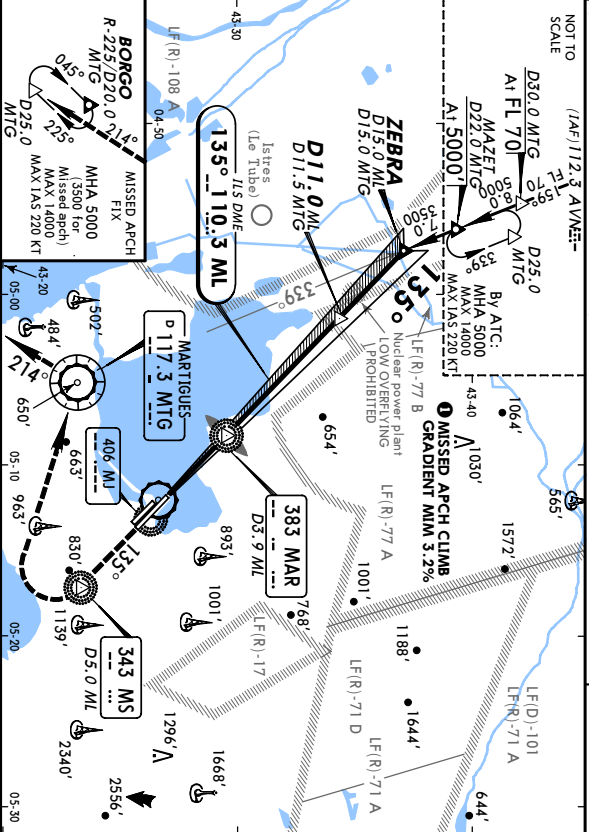
Missed Approach - See Below

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' (4992')

NOTIAL (IAF) 112.3 A VME

Special Aircrew & Actt Certification Required.

MSA AVN VOR



JAR OPS

STRAIGHT-IN LANDING Rwy 14L

Missed apch climb gradient min 3.2%

CAT II ILS **RA 99'**

DA(H) **108' (100')**

Grnd speed-Kts	70	90	100	120	140	160
	377	485	539	647	755	862

Refer to Missed Apch above

MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr or D5.0 ML) turn RIGHT to MTG VOR climbing to 2500', then turn LEFT to intercept and follow R-214 MTG climbing to 3500' and rejoin BORGO holding. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.

JAR OPS

NOT APPLICABLE for acft with wingspan > 213'/65m.

Operator's applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

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LFML/MRS
MARSEILLE/PROVENCE **11-3** **EFF 10 JUN** **MTG VOR** **LOC DME** **Rwy 14R**

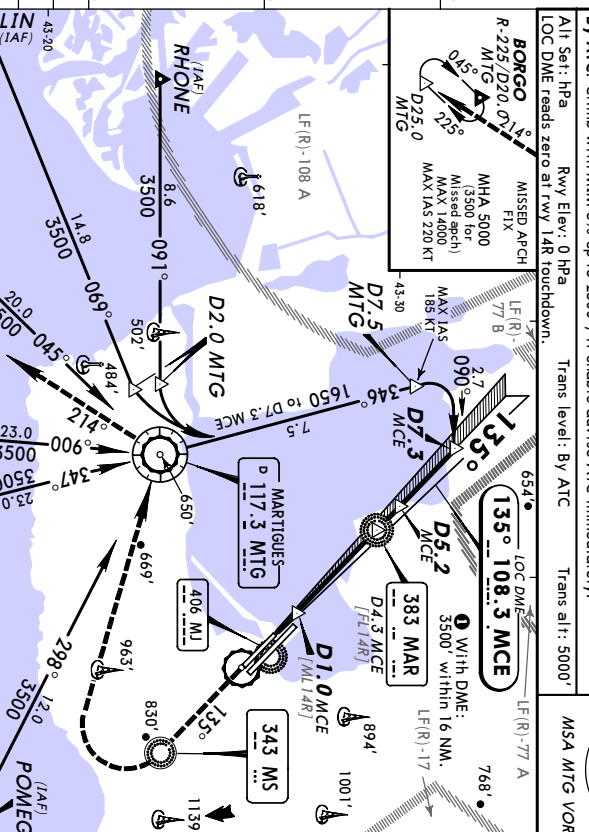
ATIS		PROVENCE Approach		PROVENCE Tower		Ground	
LOC	South	North					
125.35	131.22	120.2	119.5	121.9			
MCE	Final	Minimum Alt	MDA(H)	Appt Elev	74'		
108.3	135°	D5.2 MCE	380' (372')	Rwy 8'			
	Apch Crs	D5.2 MCE	1650' (1642')				

Missed Approach - See Below

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

LOC DME reads zero at rwy 14R touchdown.

MSA MTG VOR



JAR OPS

STRAIGHT-IN LANDING Rwy 14R

Missed apch climb gradient min 3.2%

CAT II ILS **RA 99'**

DA(H) **108' (100')**

Grnd speed-Kts	70	90	100	120	140	160
	372	478	531	637	743	849

Refer to Missed Apch above

MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr) turn RIGHT to VOR climbing to 2500', then follow R-214 MTG 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.

JAR OPS

NOT APPLICABLE for acft with wingspan > 213'/65m.

Operator's applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

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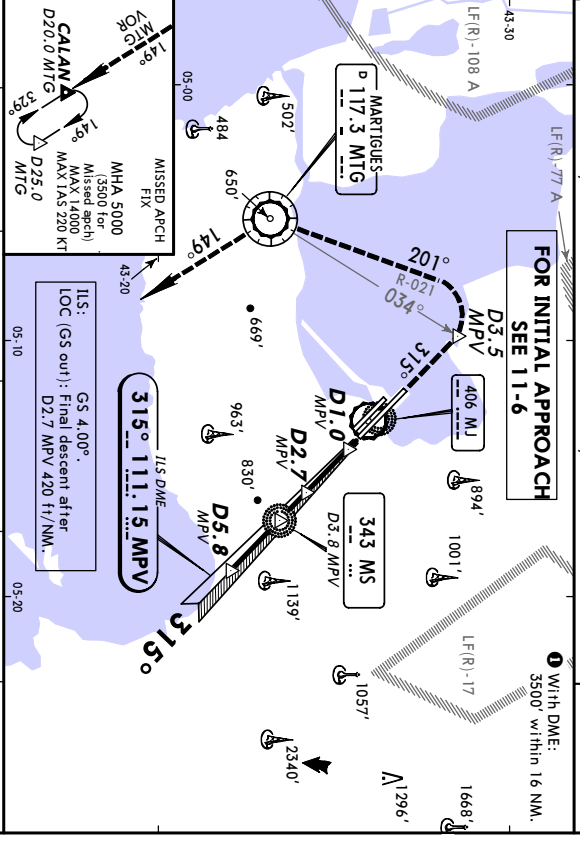
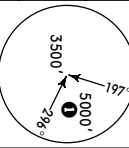
JEPPESEN MARSEILLE/PROVENCE, FRANCE
LFML/MRS
MARSEILLE/PROVENCE 4 JUN 04 **(1-6A)** **EFF TO 20M** when MRM VOR w/s **IIS RWY 32R**

ATIS	PROVENCE Approach		PROVENCE tower	Ground
	South	North		
125.35	120.2	131.22	119.5	121.9
LOC MPV	Final Apch Crs	MS Lctr	D(A)(H)	Appt Elev
111.15	315°	1680 (1627')	353' (300')	RWY 53'

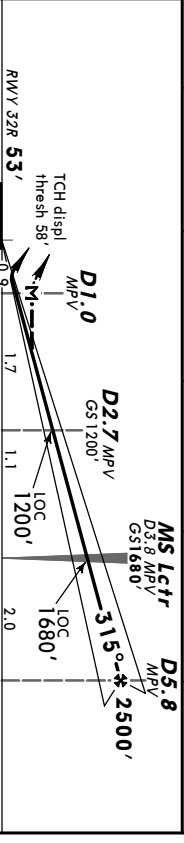
Missed Approach - See Below

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

MSA MTG VOR



LOC	MPV/DME	ALTITUDE	LOC (GS out)	ALTITUDE
		2.0	3.0	4.0
		900'	1320'	1750'
				2170'



MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV/R-034 MTG turn LEFT (MAX IAS 185 KT) to intercept and follow R-021 inbound to MTG VOR climbing to 2500', then turn LEFT and climb on R-149 MTG to CALAN 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.

Gnd speed-Kts 70 90 100 120 140 160
Descent Gradient 7.0% 502 645 716 860 1003 1146

JAR OPS STRAIGHT-IN LANDING RWY 32R

IIS LOC (GS out) with MPV DME
 MDA(H): **670'** (617')
 C: **760'** (707') D: **860'** (807')

CIRCLE-TO-LAND Prohibited North of RWYs
 Circling height based on RWY 32R displaced threshold elev of 53'

Max Kts	MDA(H)	VIS

REIL Missed Apch above

REIL	Missed Apch

PANS OPS 4

A	RVR 1200m

B	RVR 1500m

C	RVR 1800m

D	RVR 2000m

CHANGES: Chart released. Apr elev. © JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.

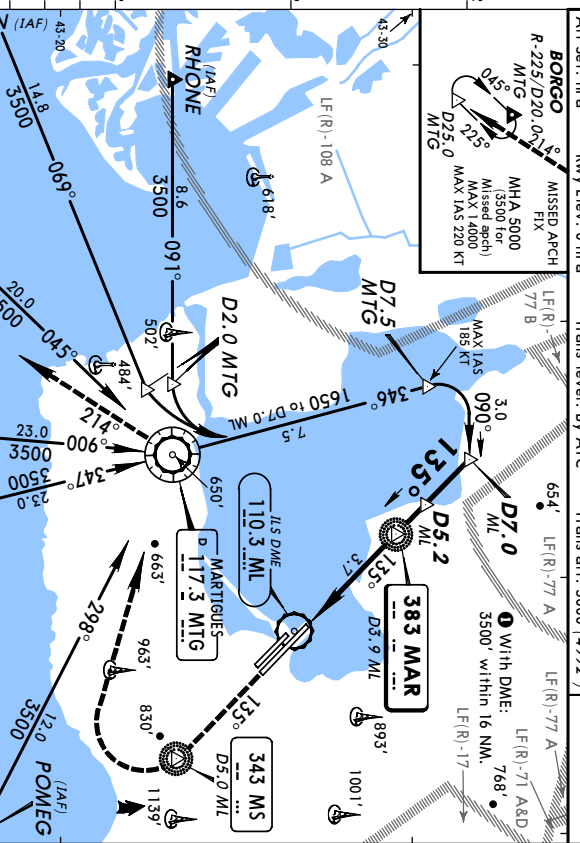
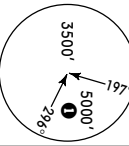
JEPPESEN MARSEILLE/PROVENCE, FRANCE
LFML
MARSEILLE/PROVENCE 3 MAY 02 **(6-1)** **EFF 16 MAY** via MTG VOR **NDB RWY 14L**

ATIS	PROVENCE Approach		PROVENCE tower	Ground
	South	North		
125.35	120.2	131.22	119.5	121.9
NDB MAR	Final Apch Crs	Minimum Alt	MDA(H)	Appt Elev
383	135°	1250' (1242')	700' (692')	RWY 8'

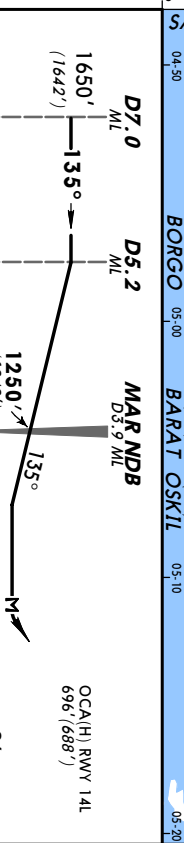
Missed Approach - See Below

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' (4992')

MSA MTG VOR



LOC	MPV/DME	ALTITUDE	LOC (GS out)	ALTITUDE
		2.0	3.0	4.0
		900'	1320'	1750'
				2170'



MISSED APCH: Climb STRAIGHT AHEAD. At 1310' (but not before MS Lctr or D5.0 ML) turn RIGHT to VOR climbing to 2500', then turn LEFT to intercept and follow R-214 MTG climbing to 3500' and rejoin BORG0 holding. Climb to 1500' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500'. If unable advise ATC immediately.

Gnd speed-Kts 70 90 100 120 140 160
Descent Gradient 5.2% 369 474 527 632 737 843

MAR NDB to MAP 3.7 3.10 2:28 2:13 1:51 1:35 1:23

JAR OPS STRAIGHT-IN LANDING RWY 14L

MLS LOC (GS out) with ML DME
 MDA(H): **700'** (692')

CIRCLE-TO-LAND Prohibited North of RWYs
 Circling height based on RWY 14L displaced threshold elev of 53'

Max Kts	MDA(H)	VIS

REIL Missed Apch above

REIL	Missed Apch

PANS OPS 4

A	RVR 1500m

B	RVR 1800m

C	RVR 2000m

D	RVR 2000m

CHANGES: Apr elev. Arrival routes. © JEPPESEN SANDERSON, INC., 1998, 2002. ALL RIGHTS RESERVED.

LFML
MARSEILLE/PROVENCE 3 MAY 02 **16-2** **EFIS 16 MAY**
JEPPESANMARSEILLE/PROVENCE, FRANCE
 via AVN VOR **NDB Rwy 14L**

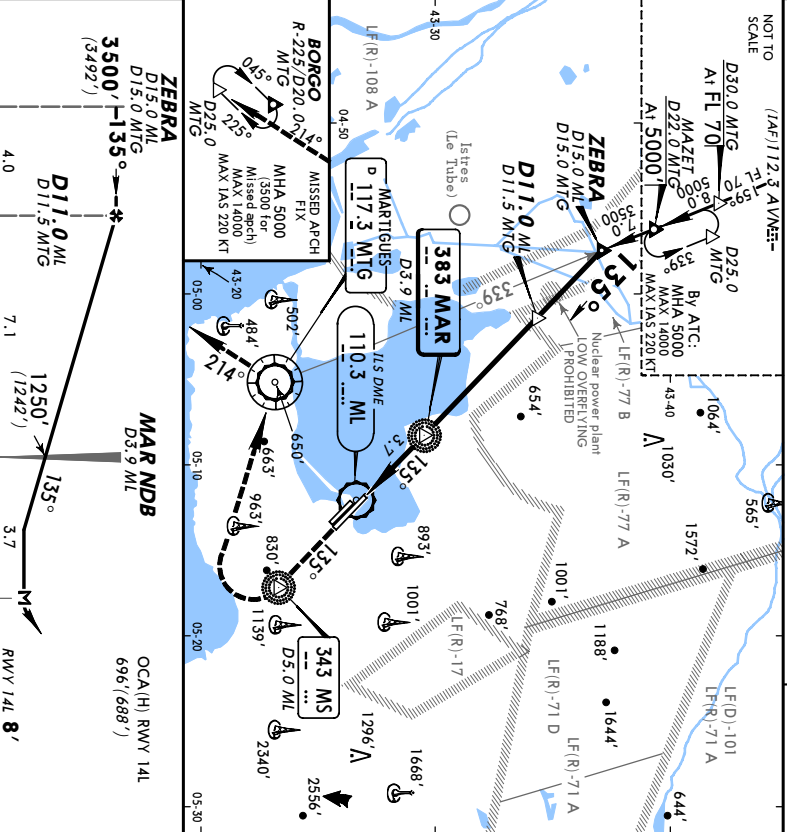
ATIS	PROVENCE Approach		PROVENCE tower	Ground
	South	North		
125.35	120.2	131.22	119.5	121.9
NDB MAR 383	Final Apt Crs 135°	Minimum Alt D11.0 ML 3500 (3492')	MDA(H) 700 (692')	Apt Elev 70' RWY 8'

Missed Approach - See Below

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' (4992')

NOT TO SCALE (1/4" = 112.3 AVMS)

MSA AVN VOR



JAR-OPS STRAIGHT-IN LANDING RWY 14L
 MDA(h) **700' (692')**
 with ML DME

ALIS out

A	B	C	D
RVR 1500m			
RVR 1800m		RVR 2000m	
		RVR 2000m	

Grand speed-kts

70	90	100	120	140	160
Decent Gradient 5.2%	369	474	577	632	737
MAR NDB to MAR	3:7	3:10	2:28	2:13	1:33

Refer to Missed Apch above

CHANGES: Apt & rwy elev. Arrival routes.
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LFML
MARSEILLE/PROVENCE 3 MAY 02 **16-3** **EFIS 16 MAY**
JEPPESANMARSEILLE/PROVENCE, FRANCE
 Lctr Rwy 52R

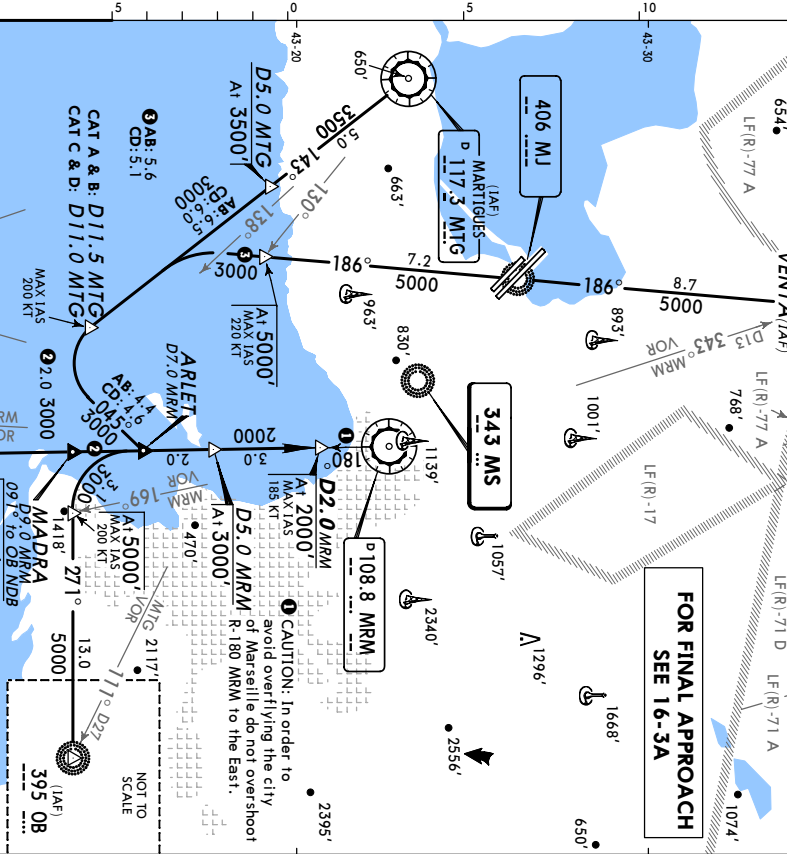
ATIS	PROVENCE Approach		PROVENCE tower	Ground
	South	North		
125.35	120.2	131.22	119.5	121.9
Lctr MS 343	Final Apt Crs 315°	Minimum Alt Refer to 16-3A	MDA(H) Refer to 16-3A	Apt Elev 70' RWY 53'

Missed Approach - See Below

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' (4947')

NOT TO SCALE (1/4" = 112.3 AVMS)

MSA MRM VOR



JAR-OPS STRAIGHT-IN LANDING RWY 52R
 MDA(h) **700' (692')**
 with ML DME

ALIS out

A	B	C	D
RVR 1500m			
RVR 1800m		RVR 2000m	
		RVR 2000m	

Grand speed-kts

70	90	100	120	140	160
Decent Gradient 5.2%	369	474	577	632	737
MAR NDB to MAR	3:7	3:10	2:28	2:13	1:33

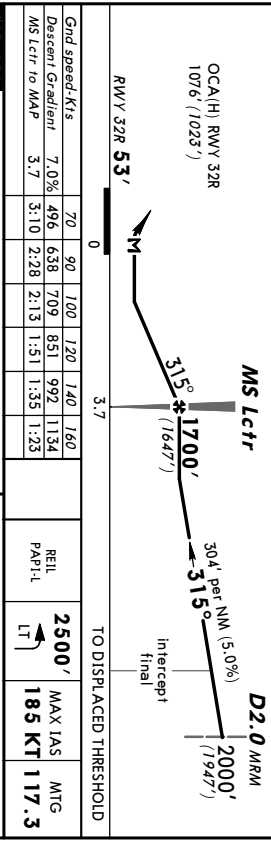
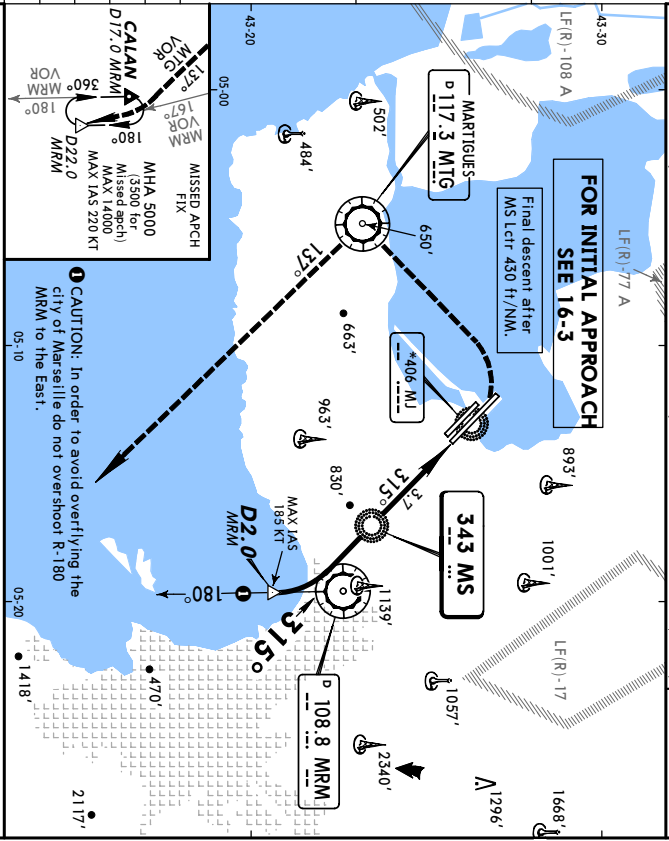
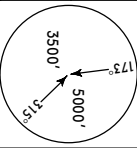
Refer to Missed Apch above

CHANGES: Apt & rwy elev. Arrival routes.
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JEPPESEN MARSEILLE/PROVENCE, FRANCE
LFML MARSEILLE/PROVENCE 3 MAY 02 (16-3A) EFF 16 MAY
Lctr Rwy 32R

ATIS	PROVENCE Approach		PROVENCE Tower	Ground
	South	North		
125.35	120.2	131.22	119.5	121.9
Lctr MS 343	Final Apch Crs 315°	Minimum Alt 1700 (1647')	MS Lctr 1080' (1027')	Appt Elev 70'
				Rwy 53'

MISA MRM VOR



JAR OPS	STRAIGHT-IN LANDING Rwy 32R		CIRCLE-TO-LAND	
	MDA(H)	1080' (1027')	Prohibited North of rwy	185 KT
A	RVR 1500m	1500m	1080' (1027')	1500m
B	RVR 1500m	1500m	1080' (1027')	1600m
C	RVR 2000m	2400m	1360' (1307')	2400m
D	RVR 2000m	3600m	1540' (1487')	3600m

TO DISPLACED THRESHOLD

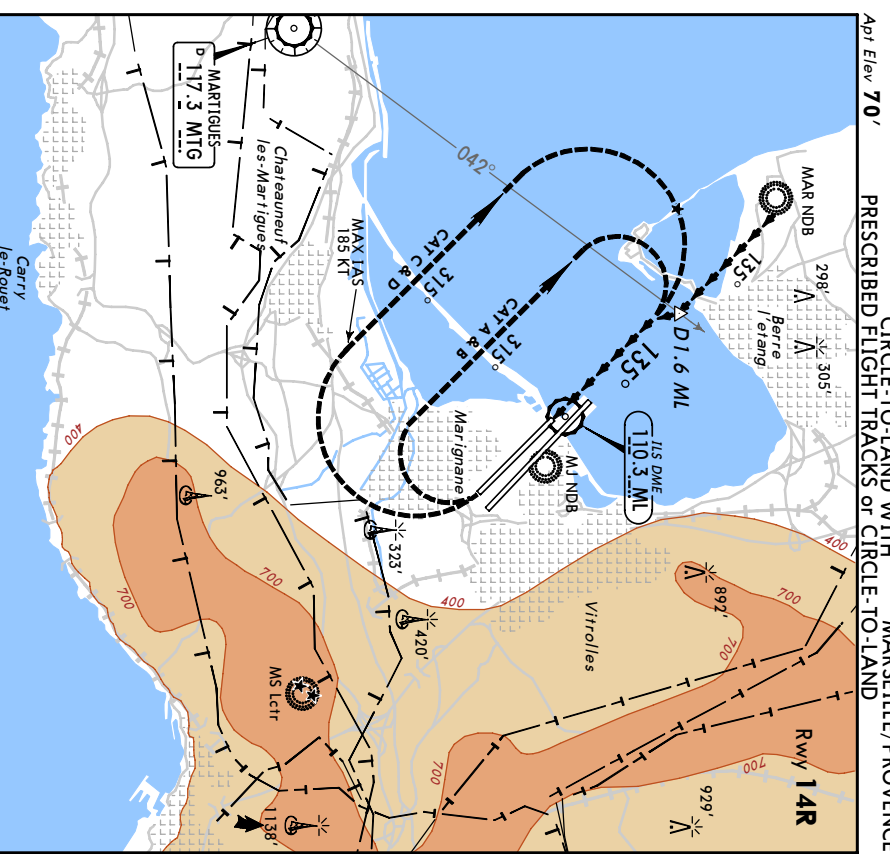
Grnd speed-Kts	70	90	100	120	140	160
Descent Gradient	7.0%	496	638	709	851	992
MS Lctr to MAP	3.7	3:10	2:28	2:13	1:51	1:35

REL PAPT-L 2500' MAX IAS 185 KT

CHANGES: Apt & rwy elev.

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JEPPESEN MARSEILLE/PROVENCE, FRANCE
LFML 3 MAY 02 (19-1) EFF 16 MAY
CIRCLE-TO-LAND WITH MARSEILLE/PROVENCE
APpt Elev 70' PRESCRIBED FLIGHT TRACKS or CIRCLE-TO-LAND

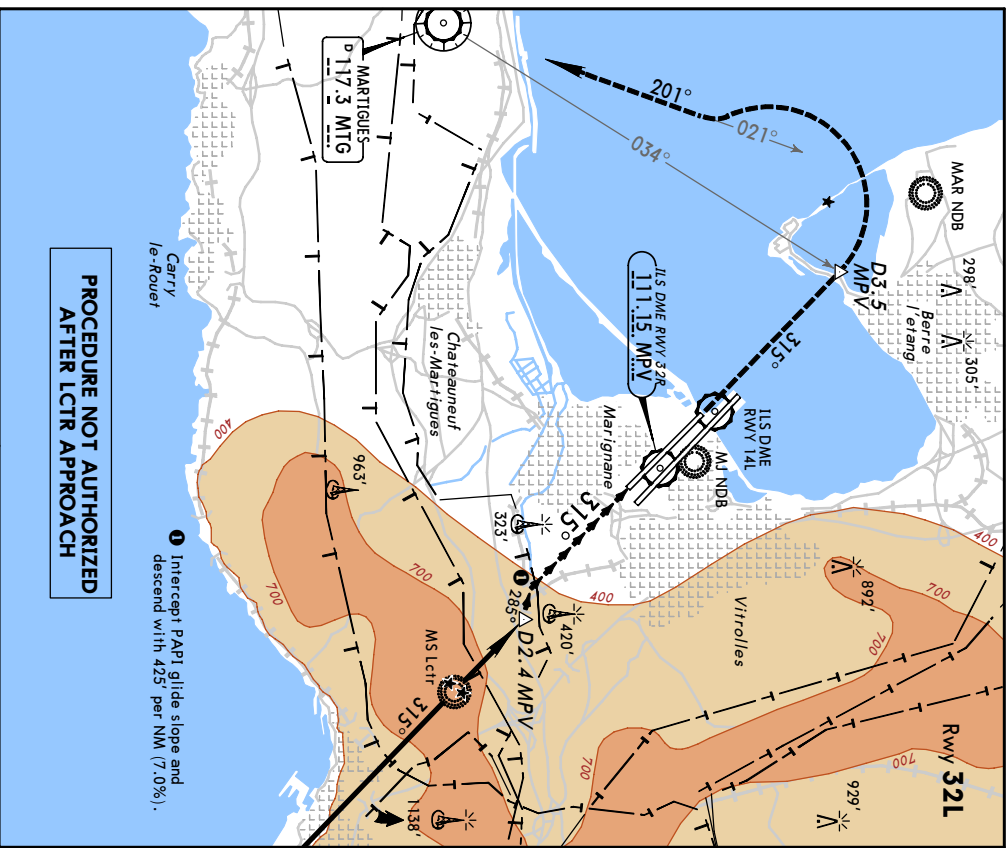


JAR OPS	CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS		CIRCLE-TO-LAND Prohibited North of airport	
	After 11S, LOC (GS out) apch	After NDB apch	After 11S, LOC (GS out) apch	After NDB apch
A	MDA(H) 620' (550')	1500m	MDA(H) 700' (630')	1500m
B	620' (550')	1600m	700' (630')	1600m
C	720' (650')	2400m	720' (650')	2400m
D	770' (700')	3600m	770' (700')	3600m

CHANGES: Apt elevation, Bearings.

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LFML
JEPPESSEN
3 MAY 02 **19-2** **MARSEILLE/PROVENCE, FRANCE**
ENR 16 MAR **19-3** **CIRCLE-TO-LAND**
WITH PRESCRIBED FLIGHT TRACKS **MARSEILLE/PROVENCE**

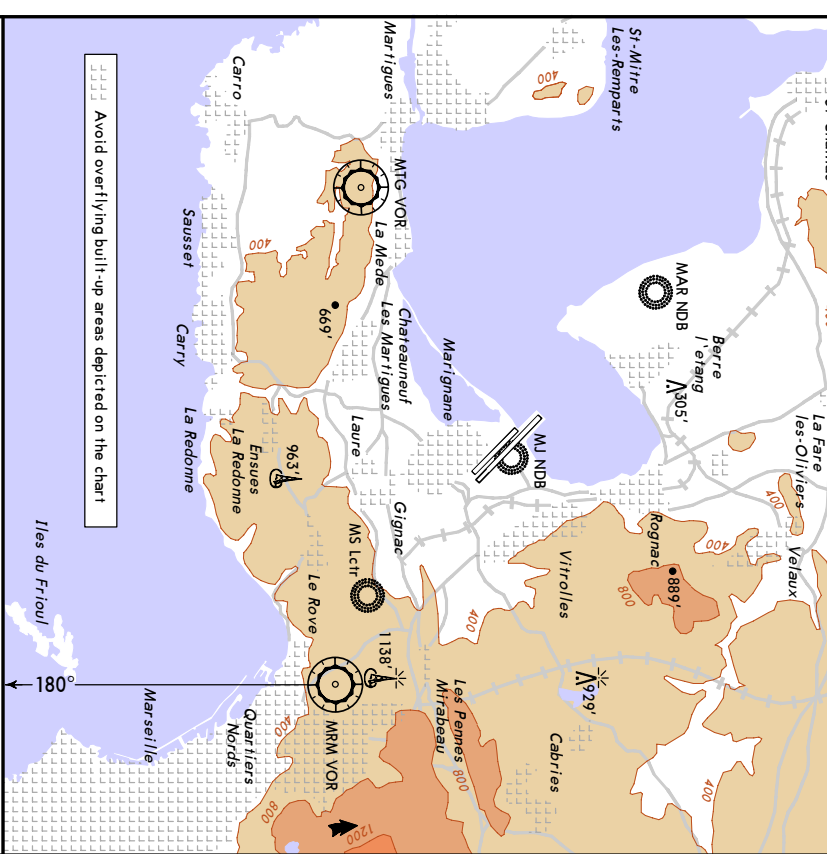


**PROCEDURE NOT AUTHORIZED
 AFTER LCTR APPROACH**

BAIKED LANDING:
 Climb STRAIGHT AHEAD.
 At D3.5 MPV/R-034 MTG, turn LEFT (MAX IAS 185 KT) to intercept and follow R-021 inbound MTG VOR climbing to 2500', then follow missed approach procedure.

JAR-OPS		Max (Kts)	MDA/H ¹	VIS
A	110	1080' (1010')	1500m	
B	135	1080' (1010')	1600m	
C	180	1080' (1010')	2400m	
D	205	1080' (1010')	3600m	

LFML/MRS
JEPPESSEN
3 OCT 03 **19-3** **MARSEILLE/PROVENCE, FRANCE**
MARSEILLE/PROVENCE **ENVIRONMENT-VISUAL APPROACH**



Visual Approach clearance only issued on pilot request
Instructions, except for safety requirement

When RWY 32L/R in use final approaches to be conducted at a gradient equal to or greater than PAPI gradient (7%).

RWY 32L/R Northern arrivals:

Right-hand visual approach: **Virrolles and Les Pennes Mirabeau.**
 CAT A/B: Base leg between **Virrolles and Les Pennes Mirabeau.**
 CAT C/D: South of **Les Pennes Mirabeau.**

Left-hand visual approach:

Visual approach clearance obtained South of VENTA operate as well as possible in the maritime area North-West of **Iles du Frioul**
 Visual approach prohibited between 2300 LT and 0600 LT.
 Eastern arrivals: Visual approach prohibited East of R-180 MRM.

RWY 14L/R Southern and Eastern arrivals:

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