

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LFMD
Terminal Charts For LFMD
Revision Letter For Cycle 05-2019
Change Notices
Notebook

General Information

Location: CANNES FRA
ICAO/IATA: LFMD / CEQ
Lat/Long: N43° 32.8', E006° 57.2'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1514 ft (1500 ft AGL)

Sunrise: 0504 Z
Sunset: 1805 Z

Runway Information

Runway: 04
Length x Width: 2493 ft x 59 ft
Surface Type: paved
TDZ-Elev: 8 ft
Displaced Threshold: 328 ft

Runway: 17
Length x Width: 5052 ft x 148 ft
Surface Type: paved
TDZ-Elev: 13 ft
Lighting: Edge, REIL
Displaced Threshold: 393 ft

Runway: 22
Length x Width: 2493 ft x 59 ft
Surface Type: paved
TDZ-Elev: 10 ft
Displaced Threshold: 98 ft

Runway: 35
Length x Width: 5052 ft x 148 ft
Surface Type: paved

TDZ-Elev: 8 ft
Lighting: Edge, REIL
Displaced Threshold: 918 ft

Communication Information

ATIS: 130.480
Lerins Tower: 124.030
Cannes Tower: 118.625 VHF-DF
Cannes Ground: 121.805
Nice Approach: 134.475 VHF-DF
Nice Approach: 120.655
Nice Approach: 124.180 VHF-DF
Nice Approach: 125.580 Secondary
Nice Approach Departure: 130.830 VHF-DF
Cannes Operations: 131.575

LFMD/CEQ
MANDELIEU

JEPPESEN

1 FEB 19

10-1P

CANNES, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 130.480

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Aircrews shall observe operating instructions included in Operating Manuals to reduce noise nuisances during landing and take-off.

These instructions shall comply with the ICAO PANS-OPS provisions, Volume I.

Except for emergency cases likely to affect ACFT safety, landing and take-off is prohibited to ACFT concerned by chapter 2 and turbojet-engined ACFT concerned by ICAO Annex 16, chapter 3, volume 1, part 2, entitled 'Environmental protection (volumes I and II)' with a cumulated margin lower than 13 EPNdB.

1.2.2. USE OF AUXILIARY POWER UNITS (APUs)

Use of Ground Power Unit (GPU) or electrical converter is recommended during stopovers.

1.2.3. TAXI RESTRICTIONS

Turn-off A5 reserved for ACFT below 3 tons, or as directed.

1.2.4. RUN-UP TESTS

Engine run-up area for turbojets and turboprops is located on RWY 04/22 or TWY V.

1.3. RWY OPERATIONS**1.3.1. PREFERENTIAL RWY SYSTEM**

If not directed otherwise and wind speed is less than 2m/sec, use RWY 17.

1.3.2. RWY USAGE

Use of RWY 04/22 is prohibited if one of the following conditions is applicable:

- Wingspan more than 49'/15m;
- Main gear overall width more than 15'/4.5m;
- Aeroplane Reference Field Length more than 2625'/800m.

1.4. TAXI PROCEDURES

TWY Y prohibited to ACFT with wingspan more than 49'/15m or overall width of main gear more than 14.7'/4.5m.

1.5. PARKING INFORMATION

For ACFT which MTOW is more than 3.5 tons or parking on the delimited area TANGO compulsory assistance and notification recommended by email or phone.

1.6. OTHER INFORMATION**1.6.1. GENERAL**

Wildlife strike hazard.

Helicopter activity.

RWYs 04 and 35 (paved) right-hand circuit.

LFMD/CEQ
MANDELIEU

1 FEB 19

JEPPESEN
10-1P1CANNES, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.6.2. SPECIFIC OPERATING PROCEDURES

1.6.2.1. GENERAL

This APT has topographical, climatological and environmental features that require specific procedures and operating methods. Pilots must have followed a training program on current procedures and basic characteristics of the APT's infrastructure. A summary of these procedures can be found on the website: www.briefing.cannes.aeroport.fr.

Crews should familiarize themselves with these procedures before flying to Cannes. Pilots are asked to carefully prepare their flights.

Pilots should be aware of the large difference in speeds among the different ACFT and should ensure a close visual vigilance to prevent any collisions.

1.6.2.2. TOPOGRAPHICAL AND METEOROLOGICAL FEATURES

The APT is located near the coast, East of the Esterel Mountains, and in the middle of a densely populated area. Sea mist can cover the APT very quickly.

When there is a strong westerly wind (above 30 KT), wind shear may occur below 2000' and near the ground. Wind gradient of 10 KT is frequent.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. VPT A RWY 17

As RWY 17 is the preferential RWY but all approaches come from the South, pilots are obliged to make a circling approach from East of APT resulting in over-flying mountainous and urban areas. To limit noise, pilots are requested:

- to maintain MAX 160 KT or minimum speed in clean configuration;
- to follow as close as possible the nominal track of VPT A RWY 17 via LUXUS and PIBON;
- to maintain 2000' until PIBON;
- to keep clean configuration until PIBON;
- not to shorten flight track when turning on final;
- flying over A (roundabout of the Penetrante Cannes - Grasse) is mandatory;
- not to fly beyond motorway Cannes - Grasse.

2.1.2. REVERSE THRUST/REVERSE PITCH

Reverse thrust and propeller reverse pitch should not be used beyond idle power other than for operational and safety requirements.

2.1.3. RWY VACATION

Use of TWY, preferred at the end of the RWY:

- RWY 17, TWY A7;
- RWY 35, TWY A1 or A2.

2.2. TAXI PROCEDURES

Marshalling service available when arriving at apron TANGO.

2.3. OTHER INFORMATION

Landings are difficult with severe winds from NW.

Severe turbulence due to downdrafts and rotors on APT.

Risk of losing visual references when executing VPT A RWY 17.

LFMD/CEQ
MANDELIEU

JEPPESEN
23 SEP 16 10-1P2

CANNES, FRANCE
AIRPORT BRIEFING

3. DEPARTURE

3.1. TAXI PROCEDURES

Use of TWYs A3 and A5 only on request and by ATC.

Take-off on RWY 17/35 prohibited from TWYs A3 and A5.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. INITIAL CLIMB

Recommended speed MAX 210 KT. Use climbing configuration and power setting corresponding to low noise procedure according to current operational conditions.

LFMD/CEQ
MANDELIEU

JEPPESEN

CANNES, FRANCE

5 OCT 18

10-1R

Eff 11 Oct

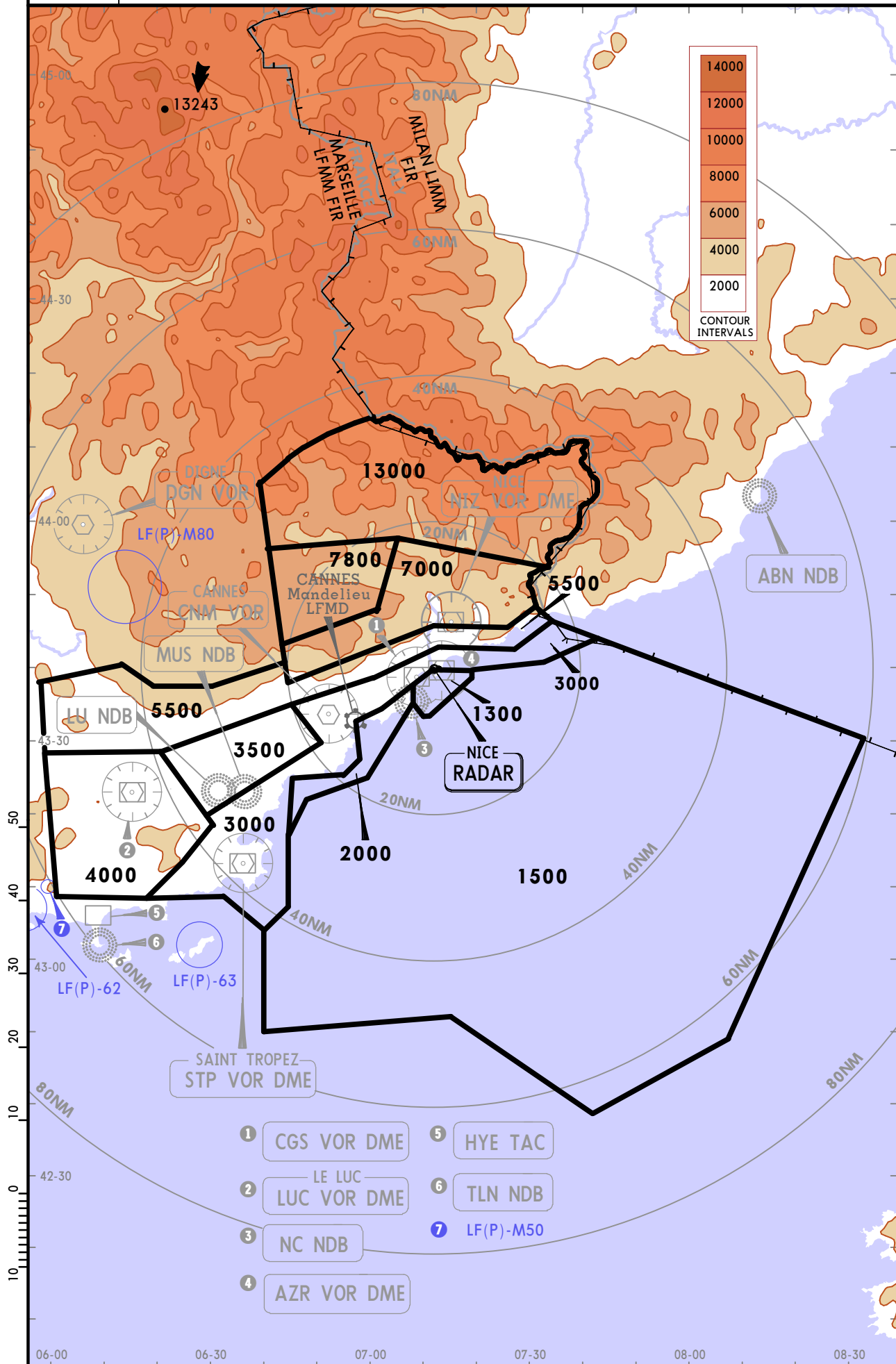
RADAR MINIMUM ALTITUDES

Apt Elev
14'

Alt Set: hPa

Trans level: By ATC Trans alt: 5000'

The published minimum altitudes integrate a correction for low temperatures.



CHANGES: Sector altitude revised.

© JEPPESEN, 2005, 2018. ALL RIGHTS RESERVED.

LFMD/CEQ
MANDELIEU

JEPPESEN
25 JAN 19 10-2 Eff 31 Jan

CANNES, FRANCE
RNAV STAR

*ATIS 130.480 Apt Elev 14' Alt Set: hPa Trans level: By ATC Trans alt: 5000'
RNAV 5

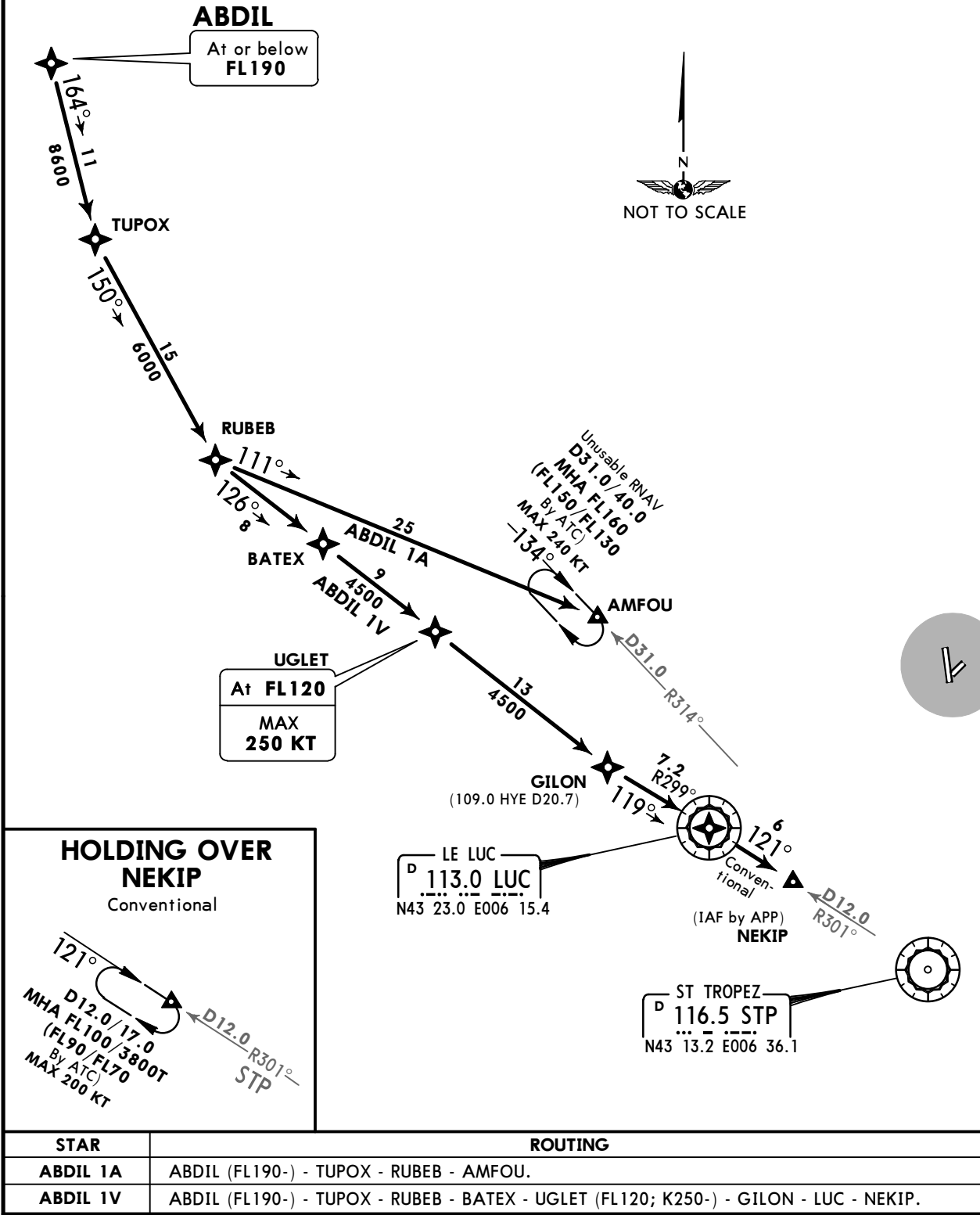
ABDIL 1A [ABDI1A]
BY ATC

ABDIL 1V [ABDI1V]

RNAV ARRIVALS

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
WITHIN CANNES CTR MAINTAIN MAX 160 KT
OR MINIMUM SPEED IN CLEAR CONFIGURATION



LFMD/CEQ
MANDELIEU

JEPPESSEN
25 JAN 19 10-2A Eff 31 Jan

CANNES, FRANCE
RNAV STAR

*ATIS 130.480 Apt Elev 14' Alt Set: hPa Trans level: By ATC Trans alt: 5000'
RNAV 5

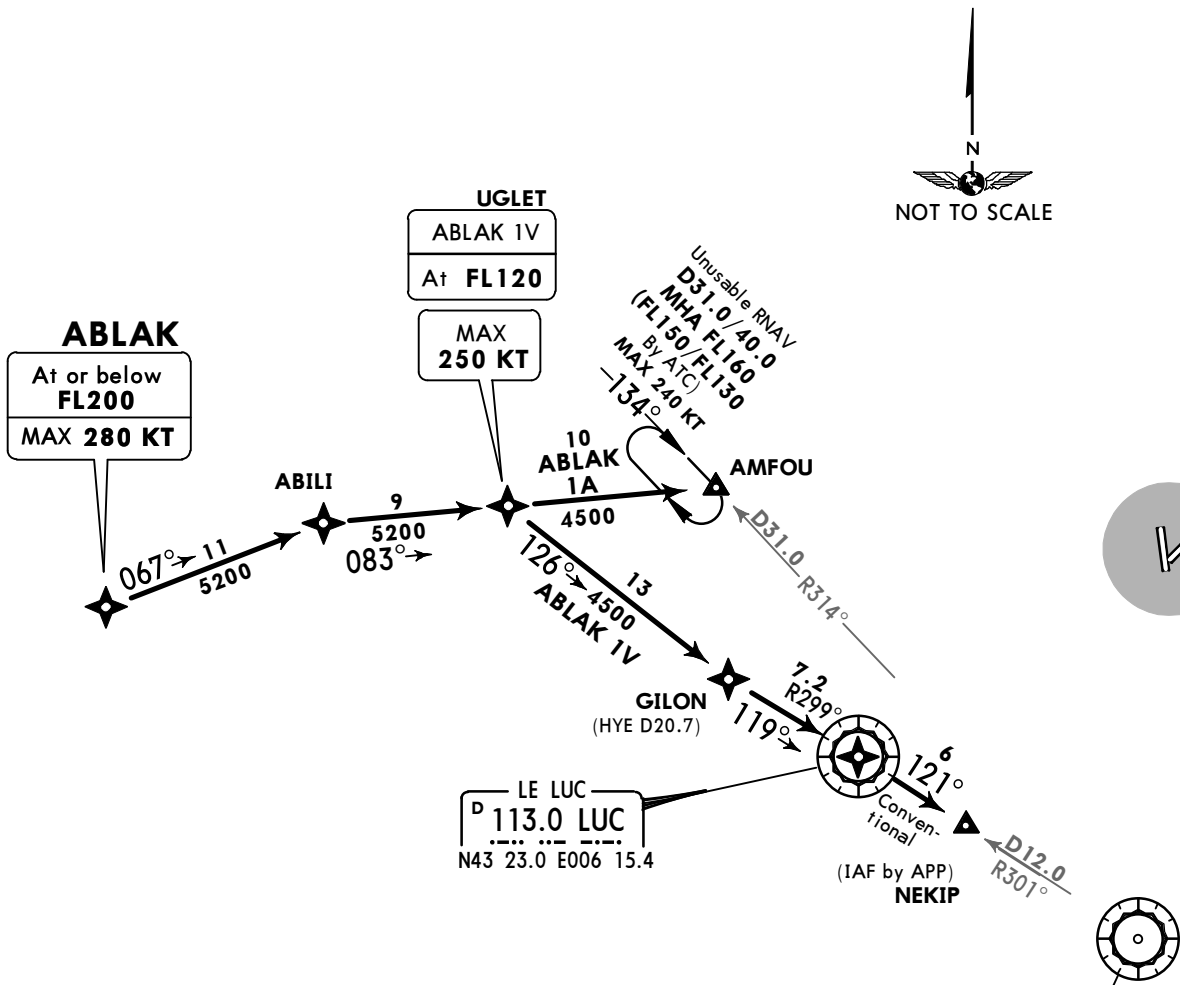
ABLAK 1A [ABLA1A]
BY ATC

ABLAK 1V [ABLA1V]

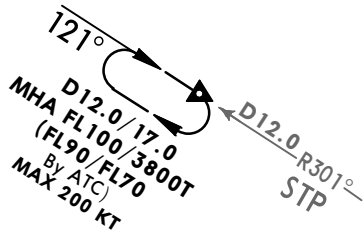
RNAV ARRIVALS

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
WITHIN CANNES CTR MAINTAIN MAX 160 KT
OR MINIMUM SPEED IN CLEAR CONFIGURATION



**HOLDING OVER
NEKIP**
Conventional



TAC
D (109.0) HYE
N43 06.0 E006 08.9

ST TROPEZ
D 116.5 STP
N43 13.2 E006 36.1

STAR	ROUTING
ABLAK 1A	ABLAK (FL200-; K280-) - ABILI - UGLET (K250-) - AMFOU.
ABLAK 1V	ABLAK (FL200-; K280-) - ABILI - UGLET (FL120; K250-) - GILON - LUC - NEKIP.

LFMD/CEQ
MANDELIEU

JEPPESSEN
25 JAN 19 10-2B Eff 31 Jan

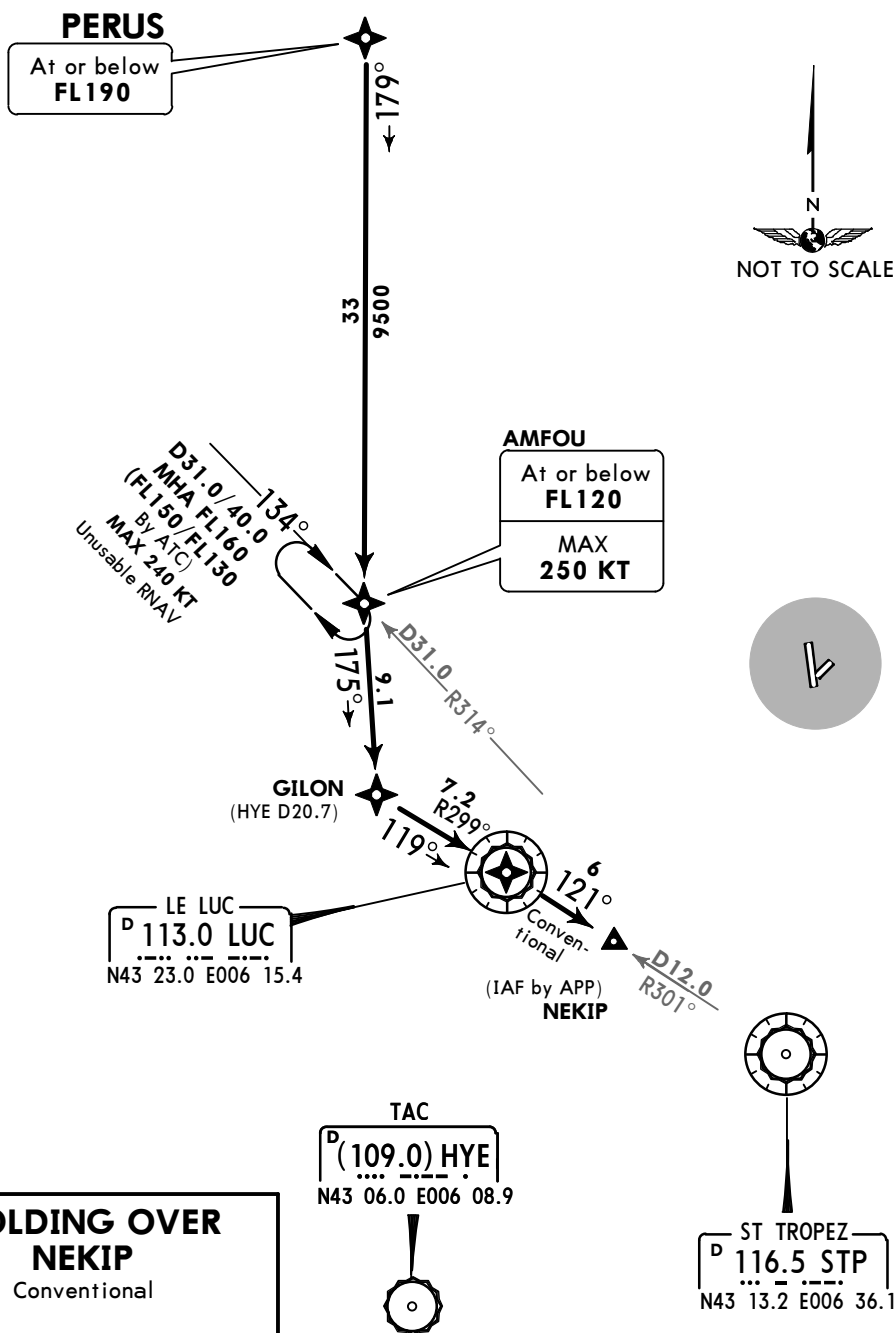
CANNES, FRANCE
RNAV STAR

*ATIS 130.480 Apt Elev 14' Alt Set: hPa RNAV 5 Trans level: By ATC Trans alt: 5000'

PERUS 1V [PERU1V] RNAV ARRIVAL

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
WITHIN CANNES CTR MAINTAIN MAX 160 KT
OR MINIMUM SPEED IN CLEAR CONFIGURATION



LFMD/CEQ
MANDELIEU

JEPPESSEN
25 JAN 19 10-2C Eff 31 Jan

CANNES, FRANCE
RNAV STAR

*ATIS 130.480 Apt Elev 14' Alt Set: hPa Trans level: By ATC Trans alt: 5000'
RNAV 5

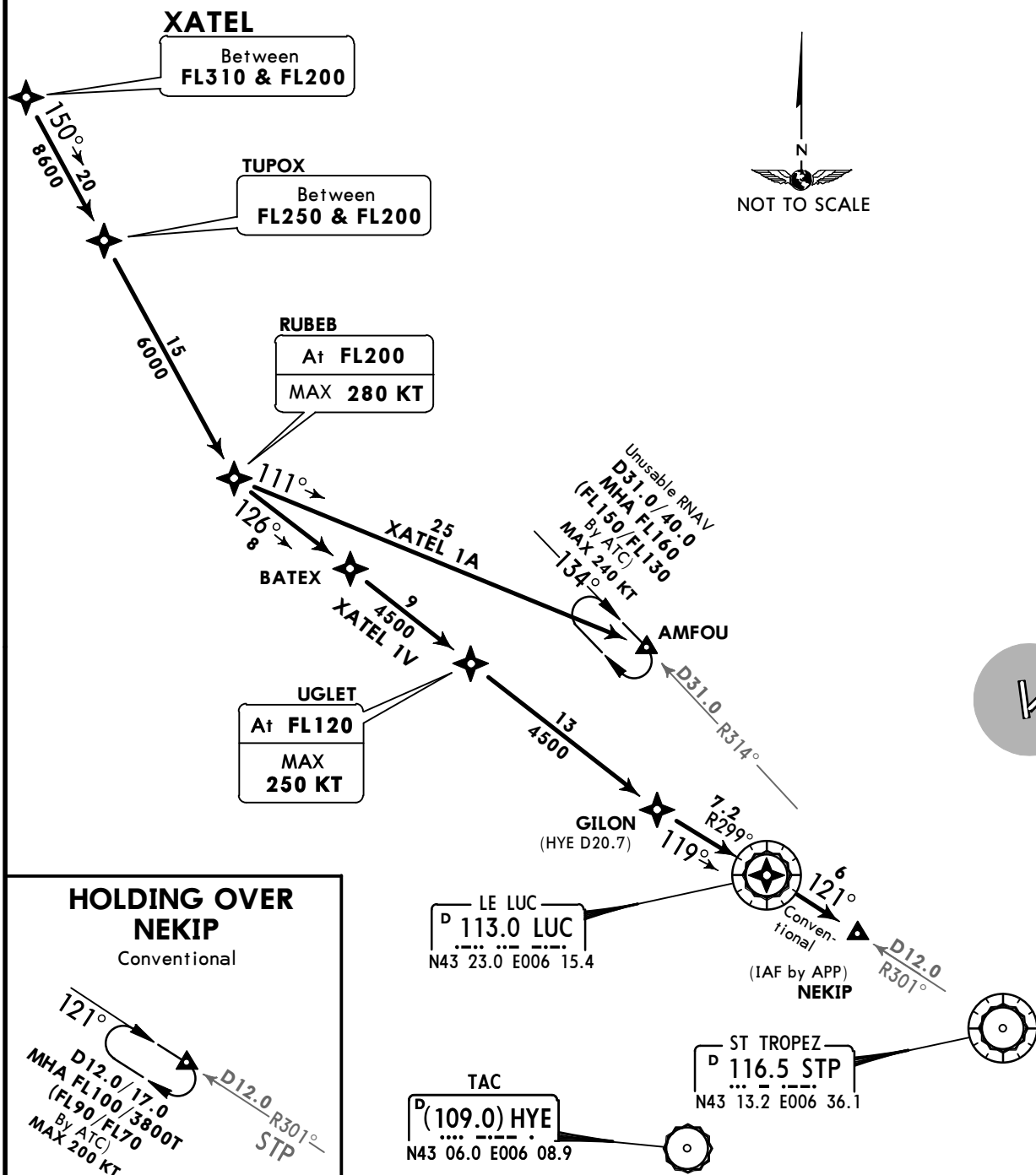
XATEL 1A [XATE1A]
BY ATC

XATEL 1V [XATE1V]

RNAV ARRIVALS

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
WITHIN CANNES CTR MAINTAIN MAX 160 KT
OR MINIMUM SPEED IN CLEAR CONFIGURATION

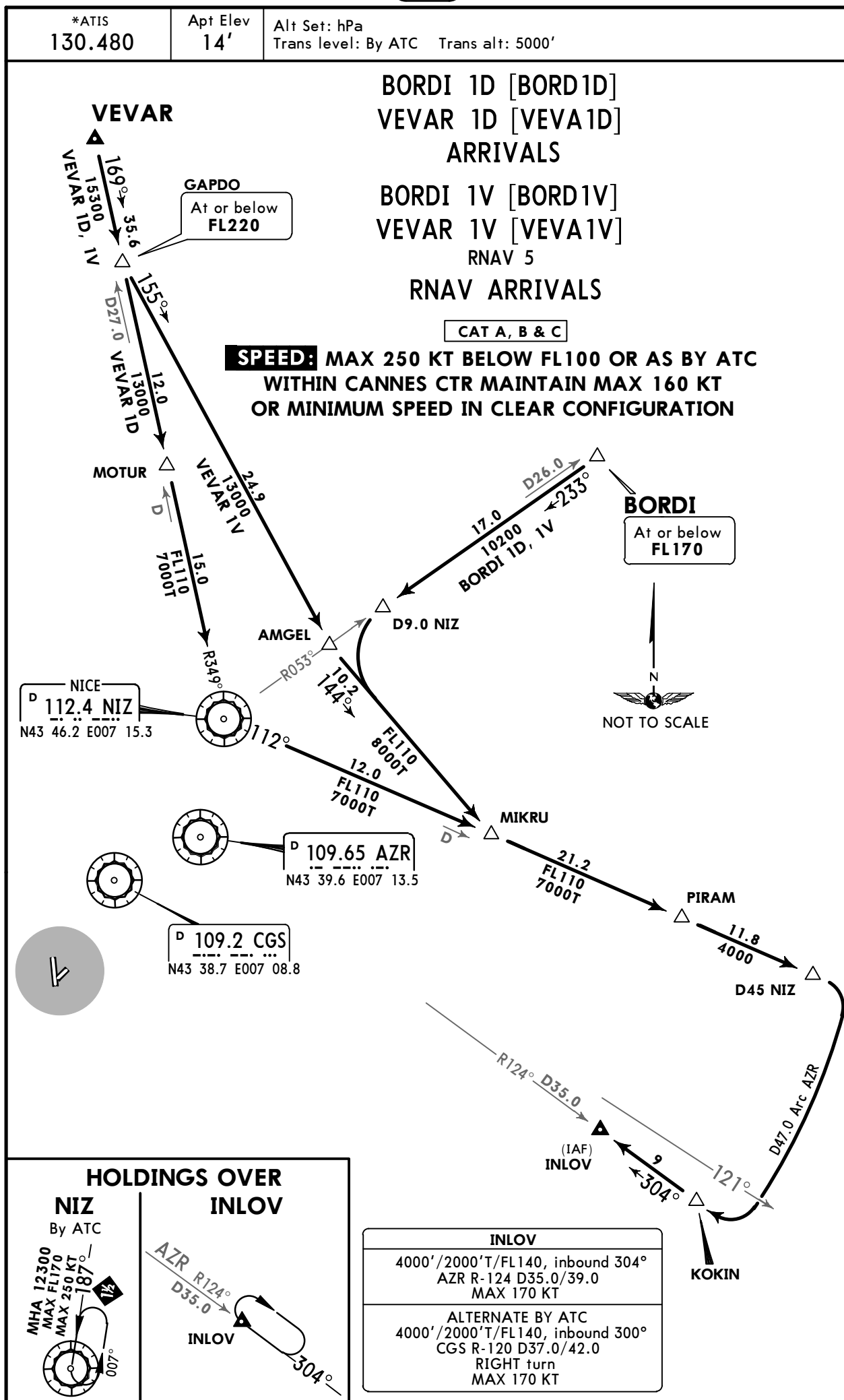


STAR	ROUTING
XATEL 1A	XATEL (FL310-; FL200+) - TUPOX (FL250-; FL200+) - RUBEB (FL200; K280-) - AMFOU.
XATEL 1V	XATEL (FL310-; FL200+) - TUPOX (FL250-; FL200+) - RUBEB (FL200; K280-) - BATEX - UGLET (FL120; K250-) - GILON - LUC - NEKIP.

LFMD/CEQ
MANDELIEU

JEPPESEN
25 JAN 19 10-2D Eff 31 Jan

CANNES, FRANCE
STAR



LFMD/CEQ
MANDELIEU

JEPPESSEN
25 JAN 19 10-2E Eff 31 Jan

CANNES, FRANCE
STAR

*ATIS 130.480
Apt Elev 14'
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

KERIT 1D [KERI1D]
MERLU 1D [MERL1D] ①
ARRIVALS

KERIT 1V [KERI1V]
LONSU 1V [LONS1V]
SODRI 1V [SODR1V]
RNAV 5

RNAV ARRIVALS

CAT A, B & C

SPEED: MAX 250 KT BELOW
FL100 OR AS BY ATC
OR AS BY ATC
WITHIN CANNES CTR
MAINTAIN MAX 160 KT
OR MINIMUM SPEED IN
CLEAR CONFIGURATION

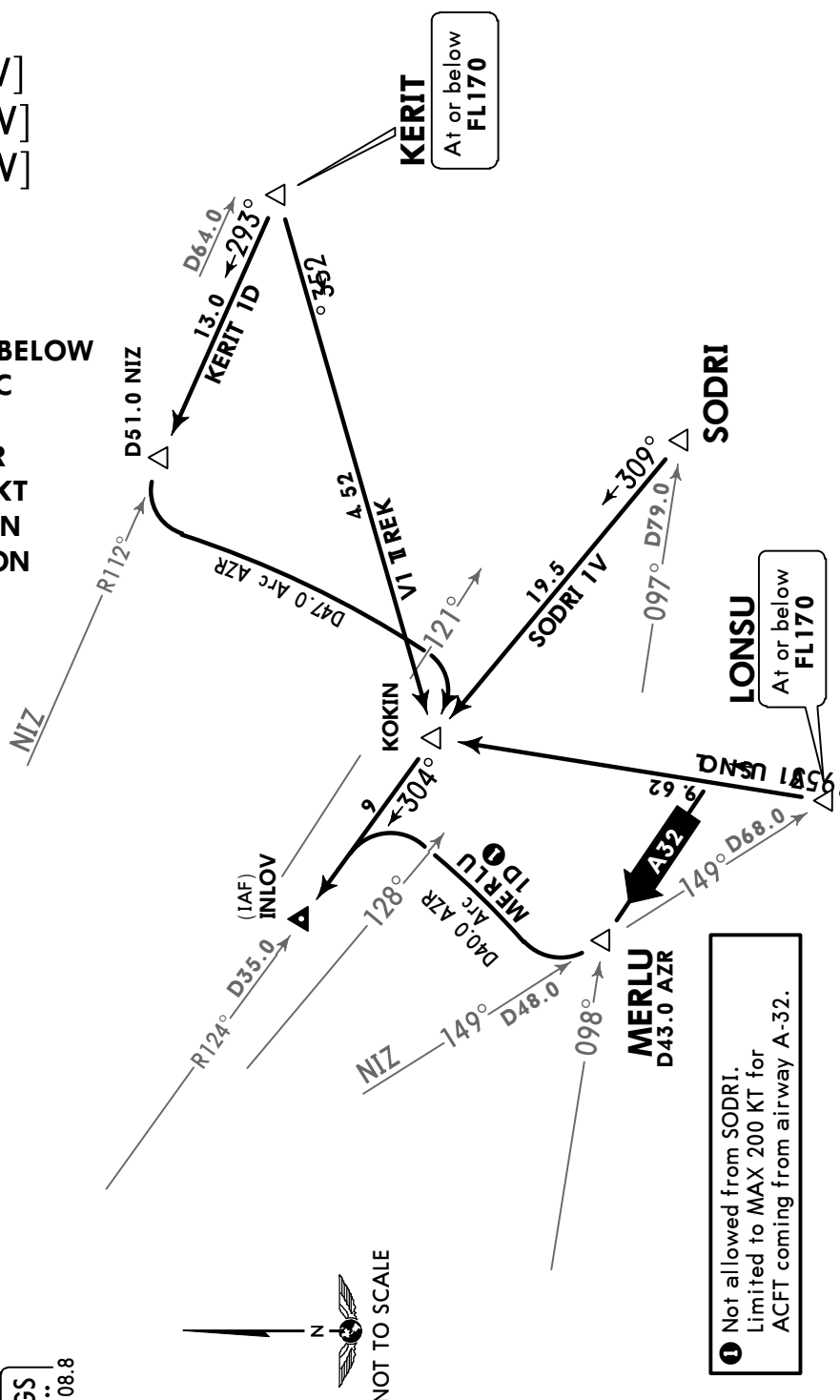
INLOV
4000' / 2000' T/FL140, inbound 304° AZR R-124 D35.0/39.0 MAX 170 KT
ALTERNATE BY ATC
4000' / 2000' T/FL140, inbound 300° CGS R-120 D37.0/42.0 RIGHT turn MAX 170 KT

NICE
D 112.4 NIZ
N43 46.2 E007 15.3

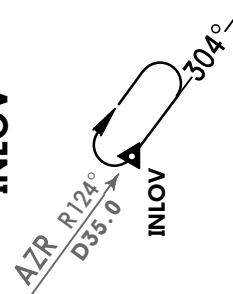
D 109.65 AZR
N43 39.6 E007 13.5

D 109.2 CGS
N43 38.7 E007 08.8

ST TROPEZ
D 116.5 STP
N43 13.2 E006 36.1



HOLDING OVER
INLOV



LFMD/CEQ
MANDELIEU

JEPPESSEN
25 JAN 19 10-2F Eff 31 Jan

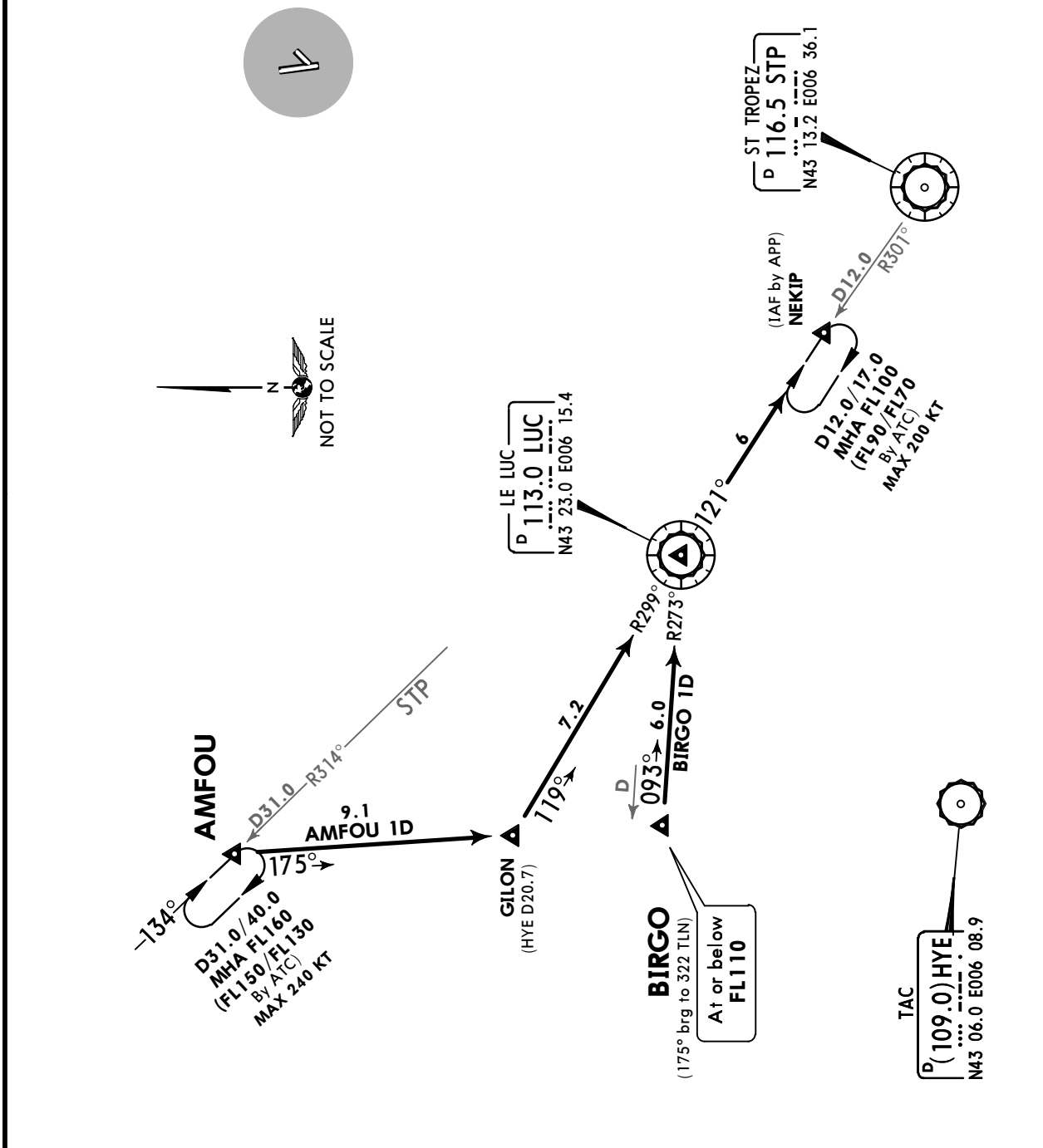
CANNES, FRANCE
STAR

*ATIS 130.480	Apt Elev 14'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
------------------	-----------------	--

AMFOU 1D [AMFO1D], BIRGO 1D [BIRG1D]
ARRIVALS

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
WITHIN CANNES CTR MAINTAIN MAX 160 KT
OR MINIMUM SPEED IN CLEAR CONFIGURATION



LFMD/CEQ
MANDELIEU

13 OCT 17 10-3

CANNES, FRANCE
SID

Apt Elev
14'

Trans level: By ATC Trans alt: 5000'

LOST COMMS ▼ LOST COMMS ▼

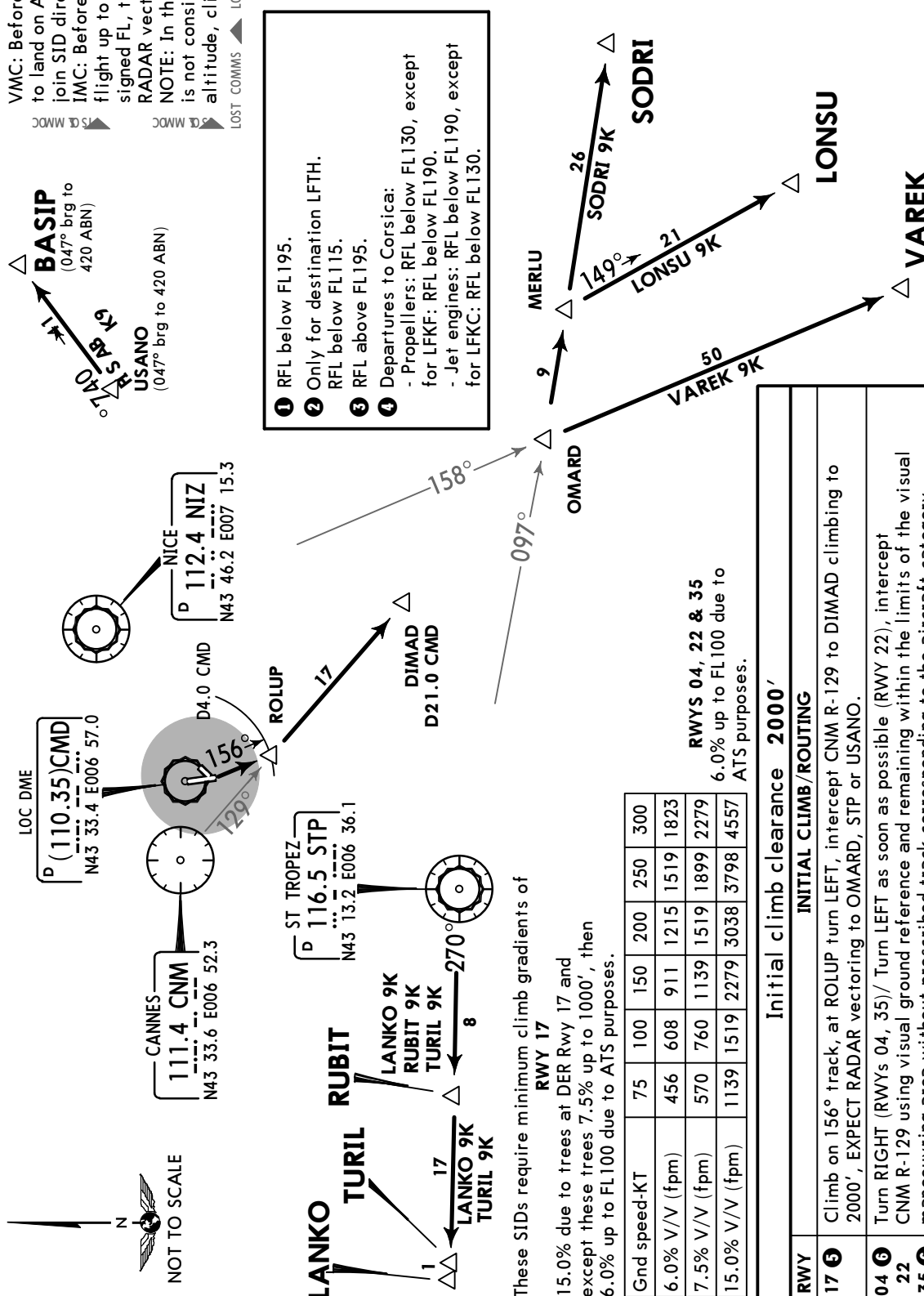
VMC: Before RADAR vectoring, turn back to land on AD. After RADAR vectoring, join SID directly.
IMC: Before RADAR vectoring, continue flight up to end of INITIAL CLIMB at assigned FL, then join SID directly. After RADAR vectoring, join SID directly.
NOTE: In the case the last assigned level is not consistent with the minimum safe altitude, climb to the cruising level.

BASIP 9K [BASI9K]
LANKO 9K [LANK9K] ①, LONSU 9K [LONS9K] ①
RUBIT 9K [RUBI9K] ②, SODRI 9K [SODR9K] ④
TURIL 9K [TURI9K] ③, VAREK 9K [VARE9K] ④

DEPARTURES

CAT A, B & C

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



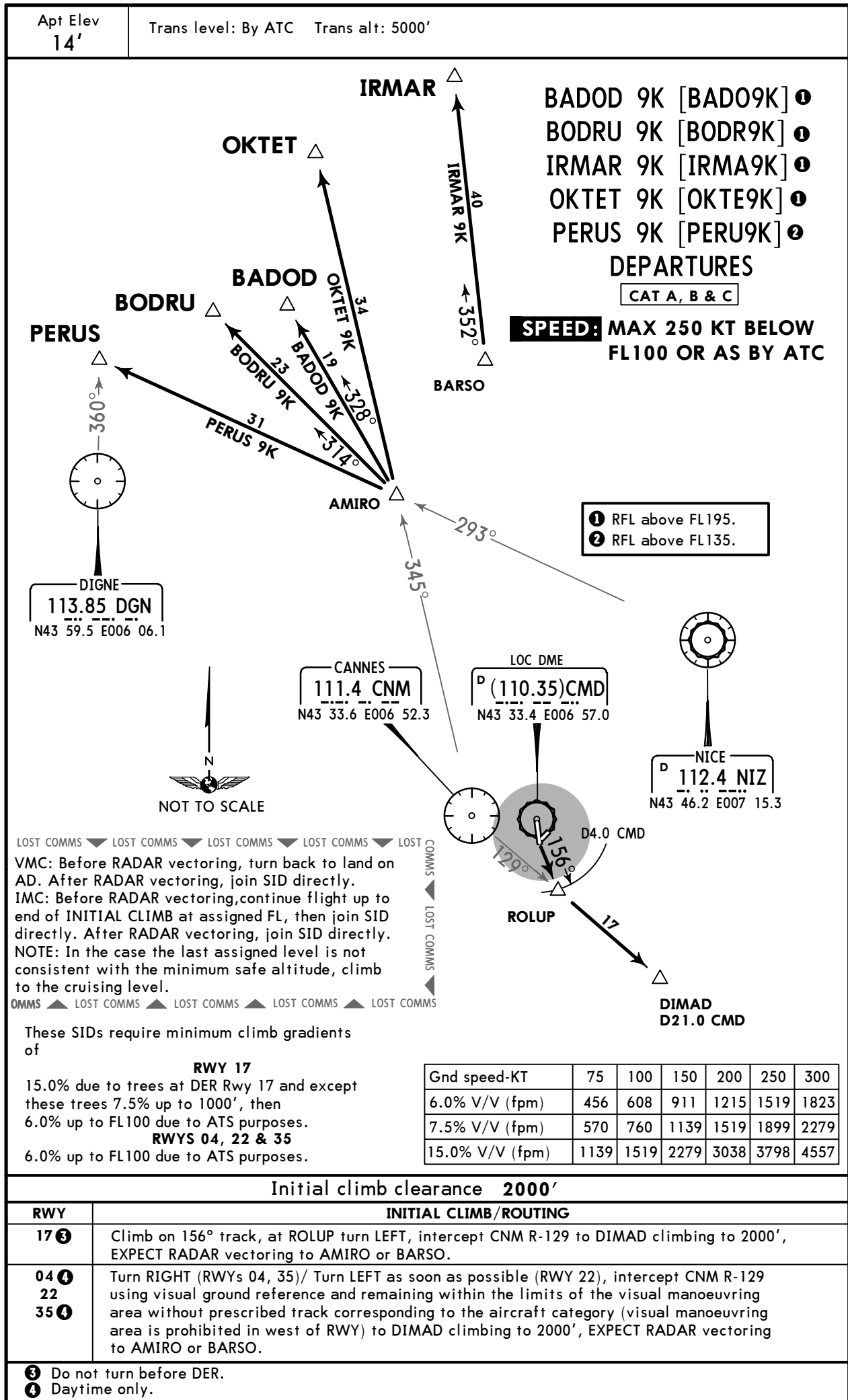
CHANGES: Speed restriction.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

LFMD/CEQ
MANDELIEU

JEPPESEN
13 OCT 17 (10-3A)

CANNES, FRANCE
SID



LFMD/CEQ

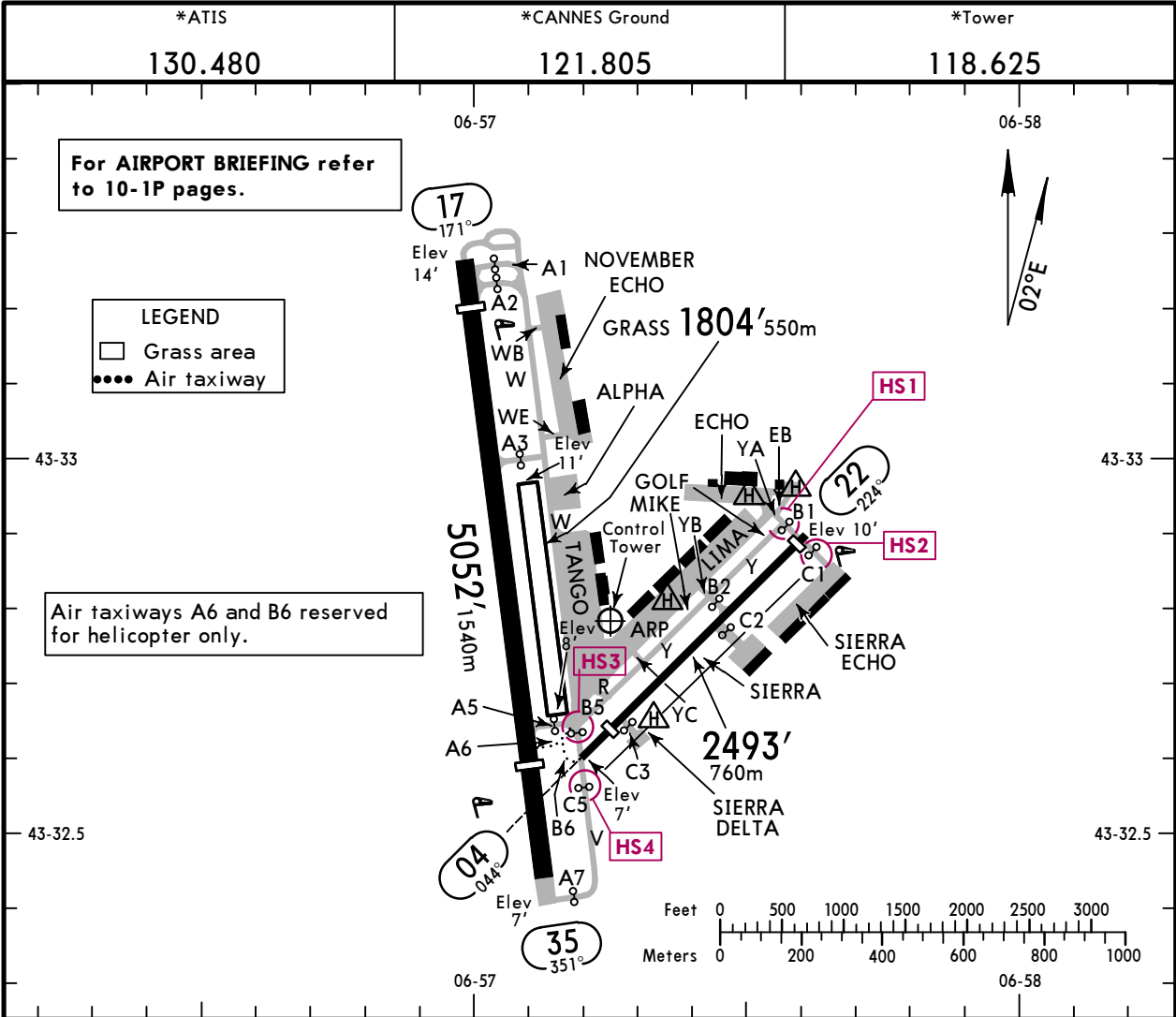
Apt Elev 14'
N43 32.8 E006 57.3

JEPPESSEN

1 FEB 19 10-9

CANNES, FRANCE

MANDELIEU



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
04					2165' 660m			59'
22					2395' 730m			18m
17	HIRL (60m)	REIL	PAPI-L (angle 4.0°)	❶	4659' 1420m		5052' 1540m	148'
35	HIRL (60m)	REIL	PAPI-L (angle 4.0°)	❷	4134' 1260m			45m
17	Grass runway (By ATC)							164'
35								50m

- ① PAPI range reduced to 11 km.
② PAPI not available outside ATS hrs. PAPI offset 5° East of RWY centerline.

HOT SPOTS

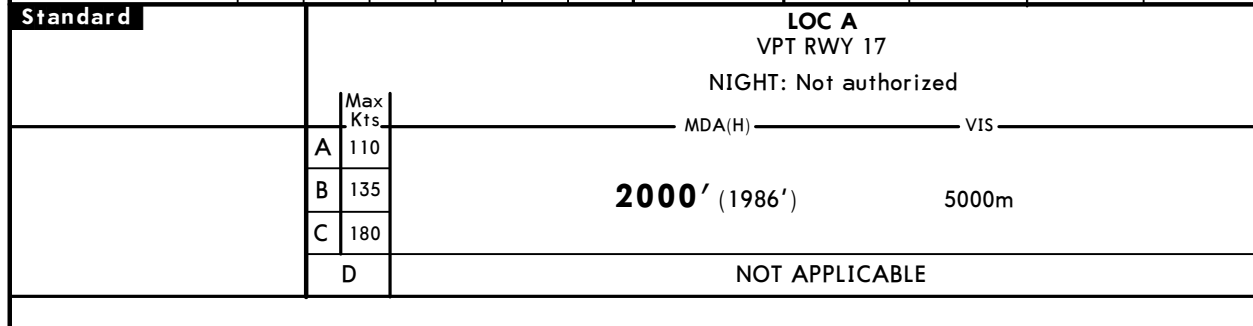
(For information only, not to be construed as ATC instructions.)

Strictly follow rwy crossing clearance. Only ATC may give clearance to cross any rwy. It is mandatory to read back all instructions before crossing a rwy.

- HS1** Twy crossing rwy. Short taxiing distance from parking G to holding point B1.
- HS2** Short taxiing distance from parking SE to holding point C1.
- HS3** Intersection of twy W, Y and rwy 04 and 17 exit via twy A5. Twy crossing rwy.
- HS4** Twy crossing rwy.

Standard		TAKE-OFF	
		Rwy 17	
	DAY		NIGHT RL
A	550m		800m
B			
C			
D	NOT APPLICABLE		

PAN



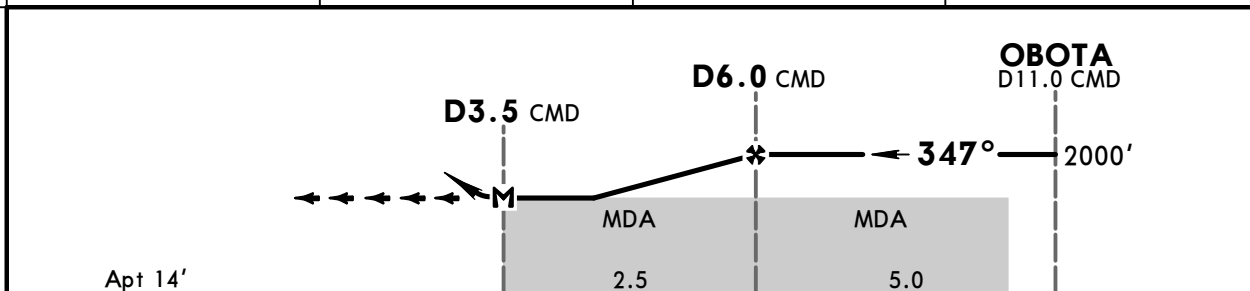
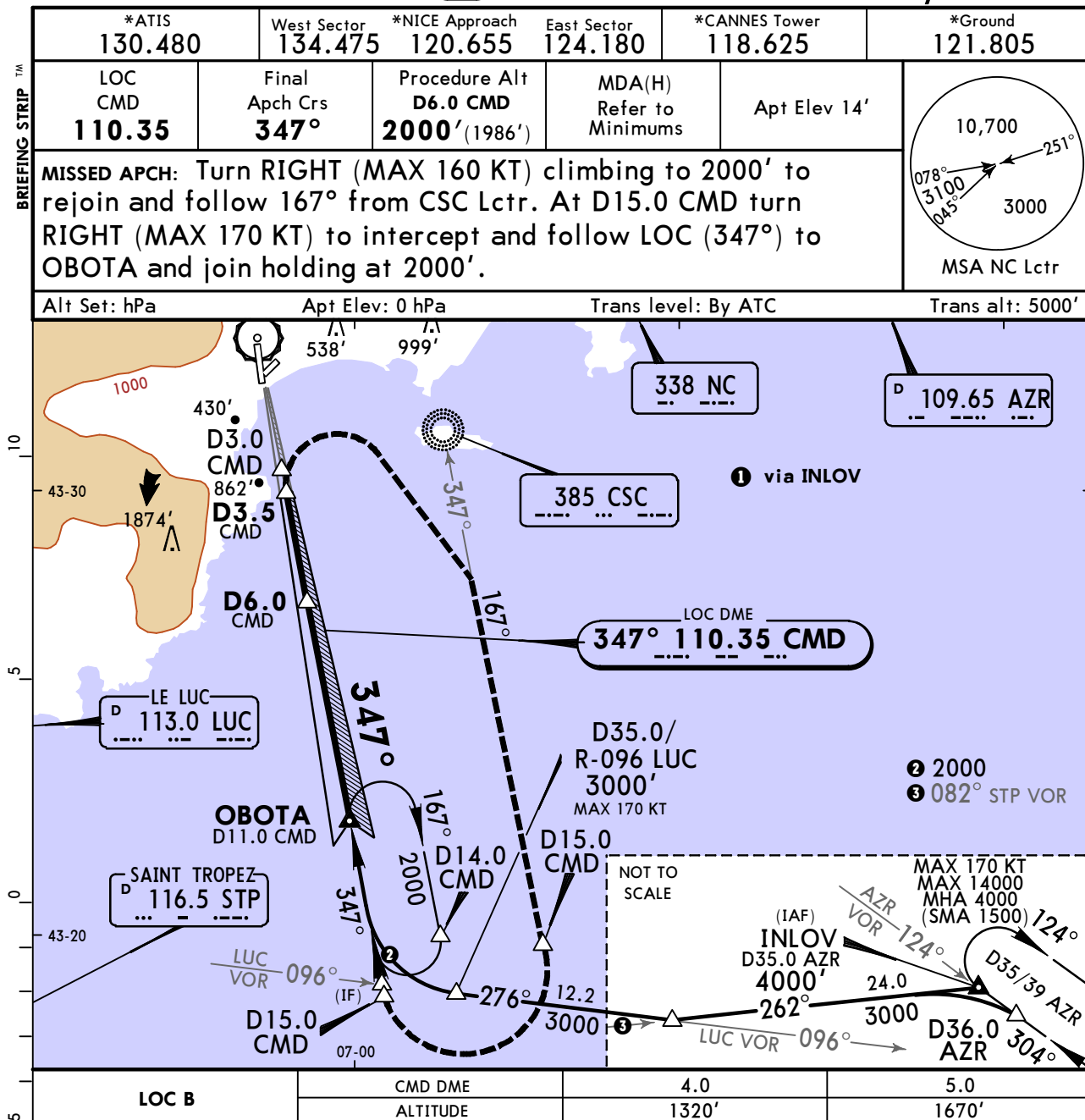
© JEPPESEN, 2010, 2019. ALL RIGHTS RESERVED.

LFMD/CEQ
MANDELIEU

1 FEB 19
11-3

CAT A, B & C

CANNES, FRANCE
LOC B Rwy 17 & 35



Gnd speed-Kts	70	90	100	120	140	160		Lighting - Refer to Airport Chart	160 KT MAX RT	2000' on ↑	167° from CSC 385
Descent Angle 3.15°	390	502	557	669	780	892					
MAP at D3.5 CMD											

Standard		CIRCLE-TO-LAND TO RWY 17 & 35 1 2 3			
		Prohibited when VPT in force Prohibited West of rwy 17/35			
	Max Kts	MDA(H)		VIS	
A	110	1190'(1176')		5000m	
B	135	1220'(1206')		5000m	
C	180	1500'(1486')		5000m	
D		NOT APPLICABLE			

1 PAPI not usable beyond 5.9NM DTHR Rwy 17. 2 PAPI mandatory for rwy 35. 3 Not authorized at NIGHT.

CHANGES: Communications.

© JEPPESEN, 2003, 2019. ALL RIGHTS RESERVED.

LFMD/CEQ
MANDELIEU

JEPPESSEN

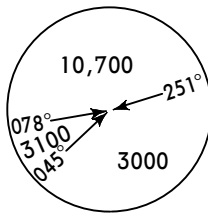
1 FEB 19

(11-4)

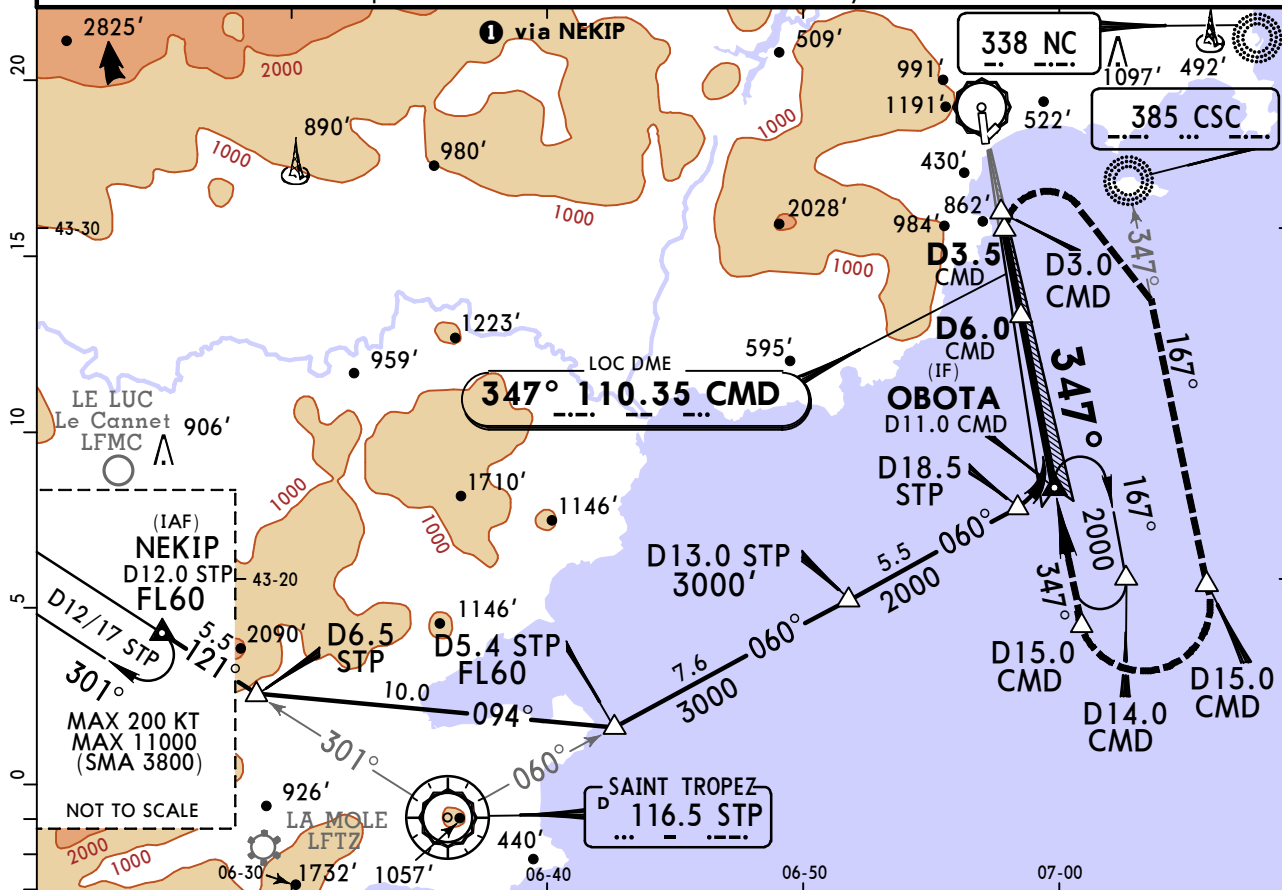
CAT A, B & C

CANNES, FRANCE

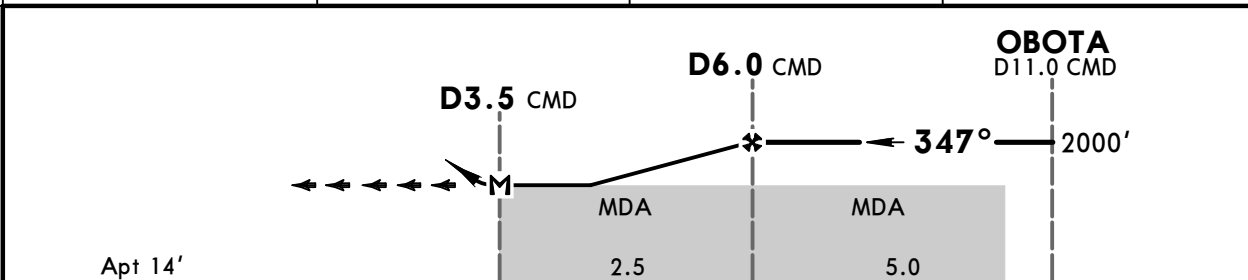
LOC B Rwy 17 & 35

*ATIS 130.480	West Sector 134.475	*NICE Approach 120.655	East Sector 124.180	*CANNES Tower 118.625	*Ground 121.805
LOC CMD 110.35	Final Apch Crs 347°	Procedure Alt D6.0 CMD 2000' (1986')	MDA(H) Refer to Minimums	Apt Elev 14'	
MISSED APCH: Turn RIGHT (MAX 160 KT) climbing to 2000' to rejoin and follow 167° from CSC Lctr. At D15.0 CMD turn RIGHT (MAX 170 KT) to intercept and follow LOC (347°) to OBOTA and join holding at 2000'.					 MSA NC Lctr

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



LOC B	CMD DME	4.0	5.0
	ALTITUDE	1320'	1670'



Gnd speed-Kts	70	90	100	120	140	160		Lighting - Refer to Airport Chart	160 KT MAX RT	2000' ↑ on CSC	167° from CSC
Descent Angle 3.15°	390	502	557	669	780	892					385
MAP at D3.5 CMD											

Standard		CIRCLE-TO-LAND TO RWY 17 & 35 1 2 3									
		Prohibited when VPT in force Prohibited West of rwy 17/35									
		Max Kts	MDA(H)		VIS						
A		110	1190'(1176')		5000m						
B		135	1220'(1206')		5000m						
C		180	1500'(1486')		5000m						
D			NOT APPLICABLE								

1 PAPI not usable beyond 5.9NM DTHR Rwy 17. 2 PAPI mandatory for rwy 35. 3 Not authorized at NIGHT.

LFMD/CEQ
MANDELIEU

1 FEB 19

JEPPESEN

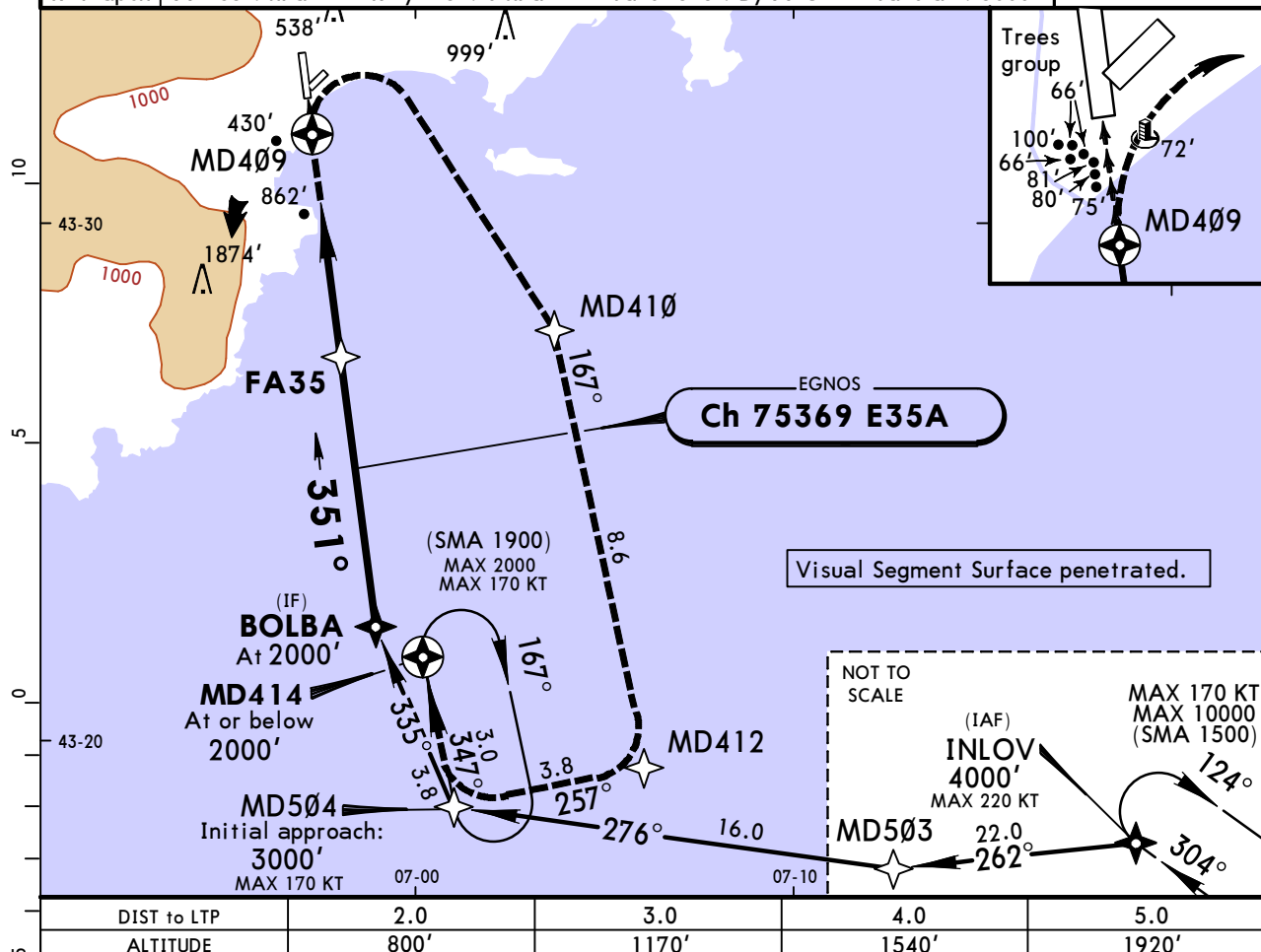
12-1

CAT A, B & C

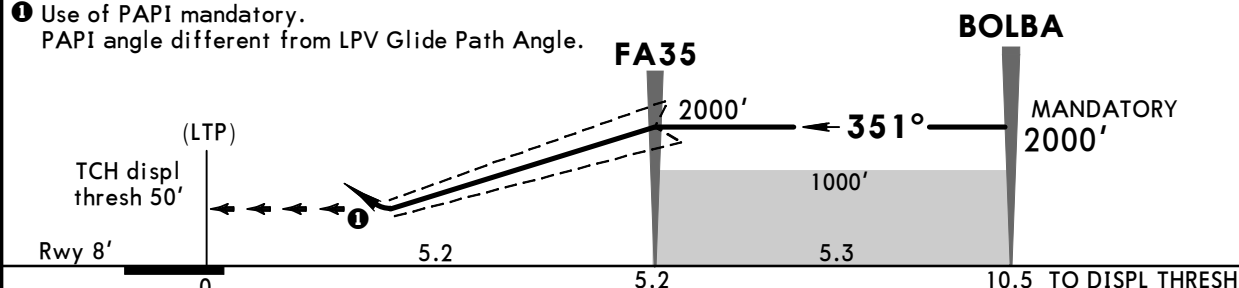
via IN

CANNES, FRANCE
RNAV (GNSS) Z Rwy 35

*ATIS 130.480		*NICE Approach West Sector 134.475 East Sector 120.655 124.180		*CANNES Tower 118.625	*Ground 121.805
EGNOS Ch 75369 E35A	Final Apch Crs 351°	Procedure Alt FA35 2000' (1992')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 8'	 1500 MSA INLOV
MISSED APCH: At MD409 turn RIGHT to MD410 climbing to 2000', then proceed to MD412 (MAX 160 KT), then proceed to MD504 (MAX 170 KT), then enter MD414 holding, or as directed. Climb to 1600' prior to level acceleration.					
RNP apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	



- 1** Use of PAPI mandatory.
PAPI angle different from LPV Glide Path Angle.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L MD409 ↑ 2000' ↗ RT MD410
Glide Path Angle 3.50°	434	557	619	743	867	991	
MAP at DA							

Standard	STRAIGHT-IN LANDING RWY 35
----------	----------------------------

LPV

DA(H) B: **888'** (880')
A: **878'** (870') C: **898'** (890')

CIRCLE-TO-LAND TO RWY 17 **2 3**

Prohibited when VPT in force
Prohibited West of rwy 17/35

A: 878' (870')		C: 898' (890')	Max Kts	MDA(H)	VIS
A	RVR 1500m		110	1180' (1172')	3200m
B	RVR 1600m		135	1250' (1242')	3200m
C	RVR 2400m		180	1560' (1552')	5000m
D	NOT APPLICABLE		D	NOT APPLICABLE	

- 1** PAPI mandatory. **2** Circling heights based on rwy 35 displ thresh elev of 8'. **3** Not authorized at NIGHT.

LFMD/CEQ
MANDELIEU

1 FEB 19

(12-2)

CAT A, B & C

via NEKIP

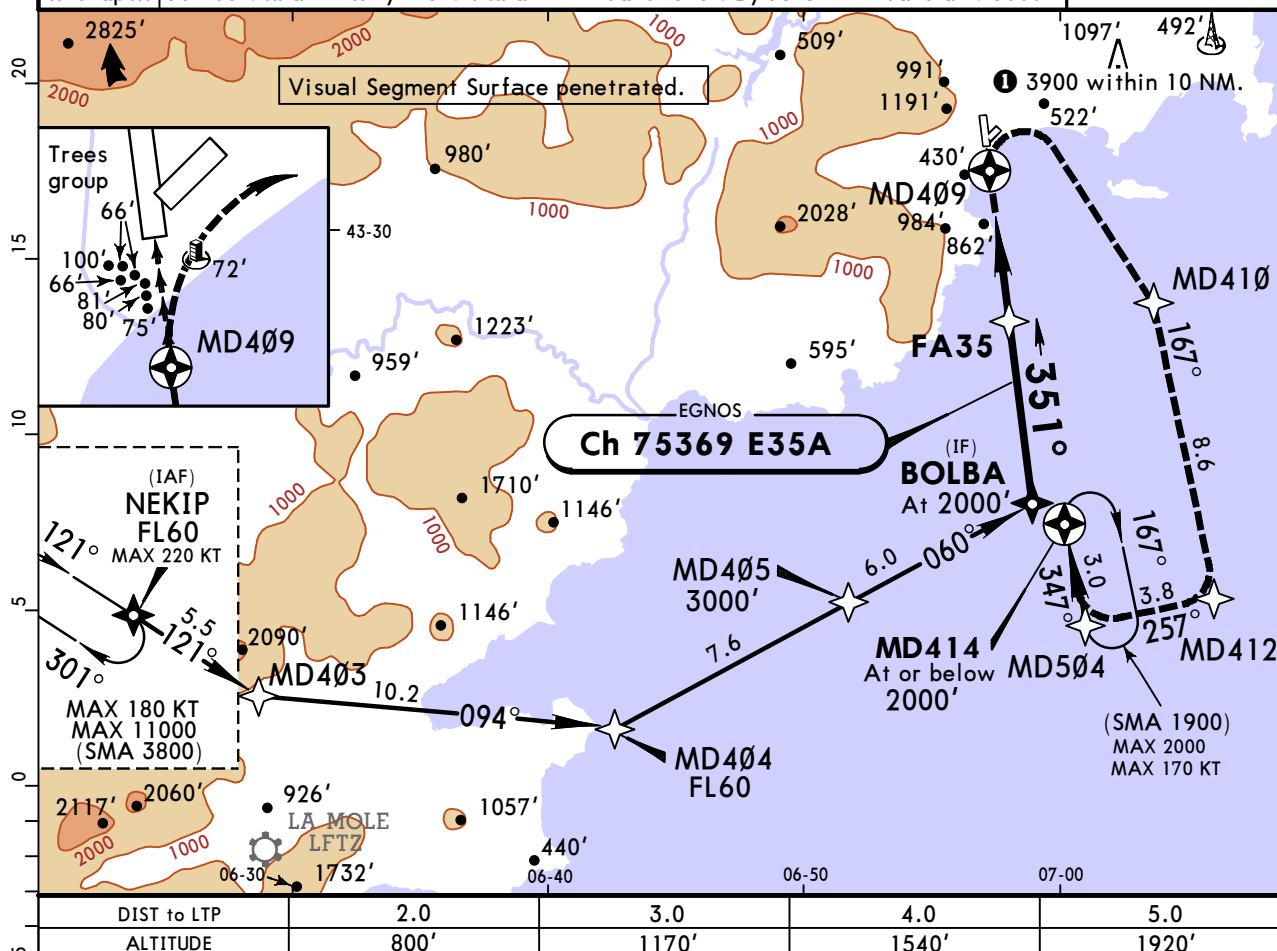
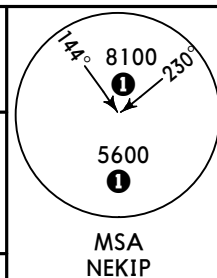
CANNES, FRANCE
RNAV (GNSS) Z Rwy 35

*ATIS 130.480		*NICE Approach West Sector 134.475 East Sector 120.655 124.180		*CANNES Tower 118.625	*Ground 121.805
EGNOS Ch 75369 E35A	Final Apch Crs 351°	Procedure Alt FA35 2000' (1992')	LPV DA(H) Refer to Minimums	Apt Elev 14' Rwy 8'	

MISSED APCH: At MD409 turn RIGHT to MD410 climbing to 2000', then proceed to MD412 (MAX 160 KT), then proceed to MD504 (MAX 170 KT), then enter MD414 holding, or as directed.

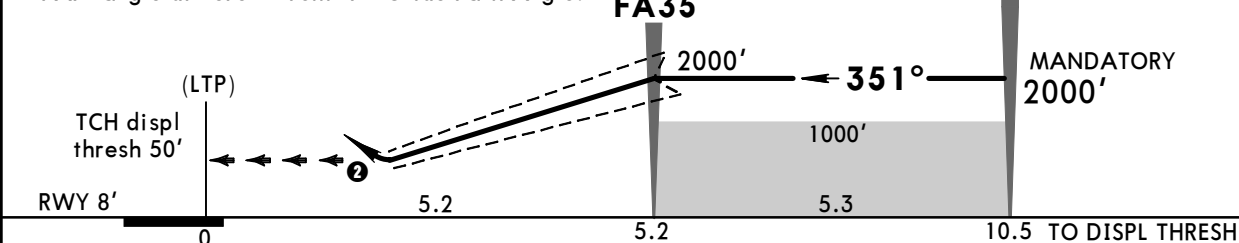
Climb to 1600' prior to level acceleration.

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



2 Use of PAPI mandatory.

PAPI angle different from LPV Glide Path Angle.



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	MD409 ↑	2000' ↗ RT	MD410
Glide Path Angle 3.50°	434	557	619	743	867	991					
MAP at DA											

Standard

STRAIGHT-IN LANDING RWY 35 **1**

LPV

DA(H)

B: **888'** (880')

A: **878'** (870')

C: **898'** (890')

CIRCLE-TO-LAND TO RWY 17 **2 3**

Prohibited when VPT in force
Prohibited West of rwy 17/35

A: 878' (870') C: 898' (890')		Max Kts	MDA(H)	VIS
A	RVR 1500m	110	1180' (1172')	3200m
B	RVR 1600m	135	1250' (1242')	3200m
C	RVR 2400m	180	1560' (1552')	5000m
D	NOT APPLICABLE	D	NOT APPLICABLE	

1 PAPI mandatory. **2** Circling heights based on rwy 35 displ thresh elev of 8'. **3** Not authorized at NIGHT.

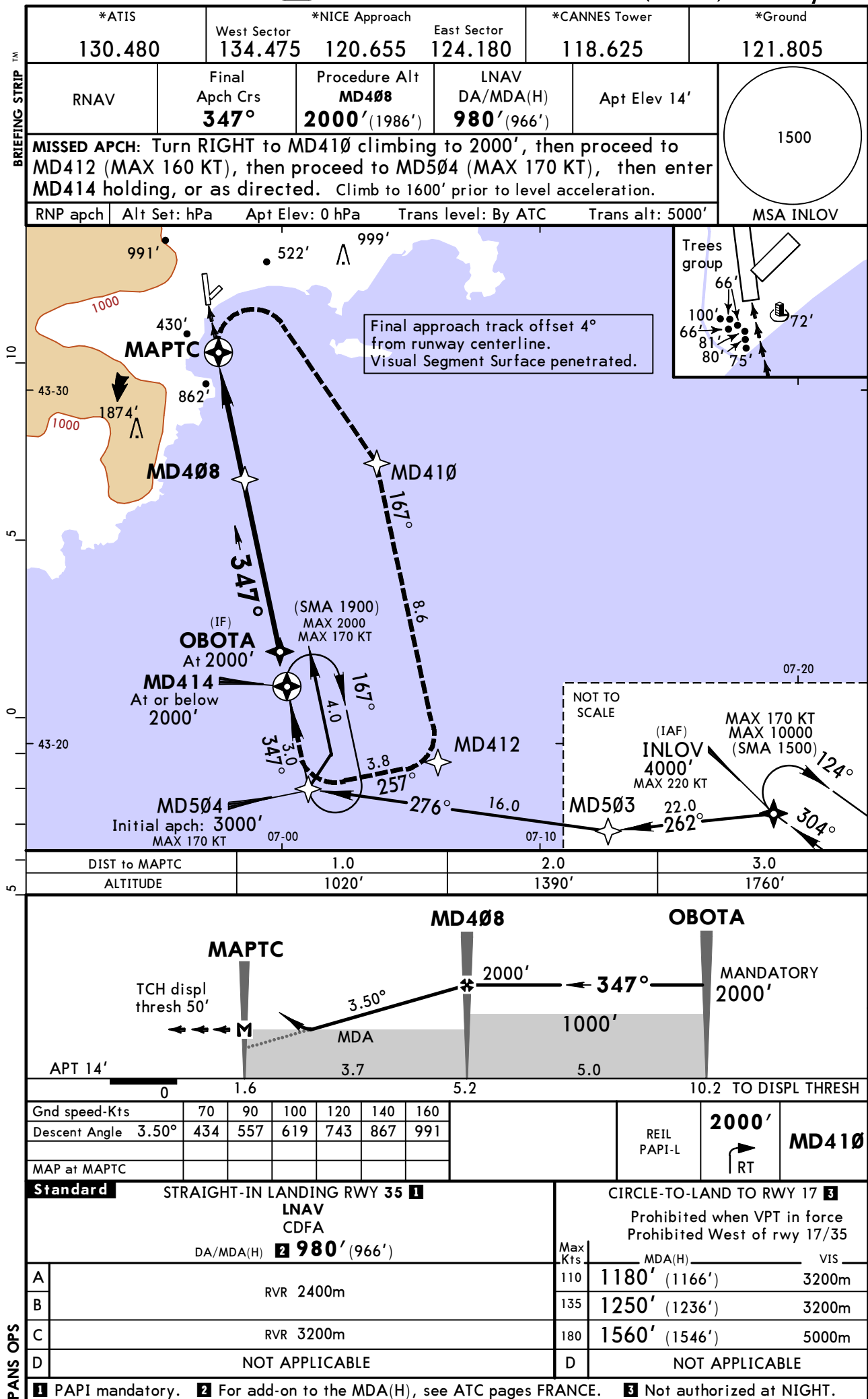
CHANGES: Communications.

© JEPPESEN, 2015, 2019. ALL RIGHTS RESERVED.

LFMD/CEQ
MANDELIEU

1 FEB 19 **12-3** CAT A, B & C

CANNES, FRANCE
via INLOV RNAV (GNSS) Y Rwy 35



LFMD/CEQ
MANDELIEU

1 FEB 19

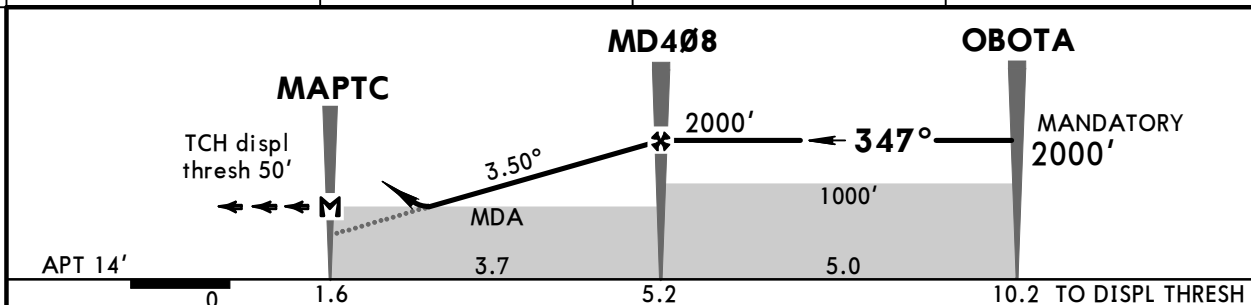
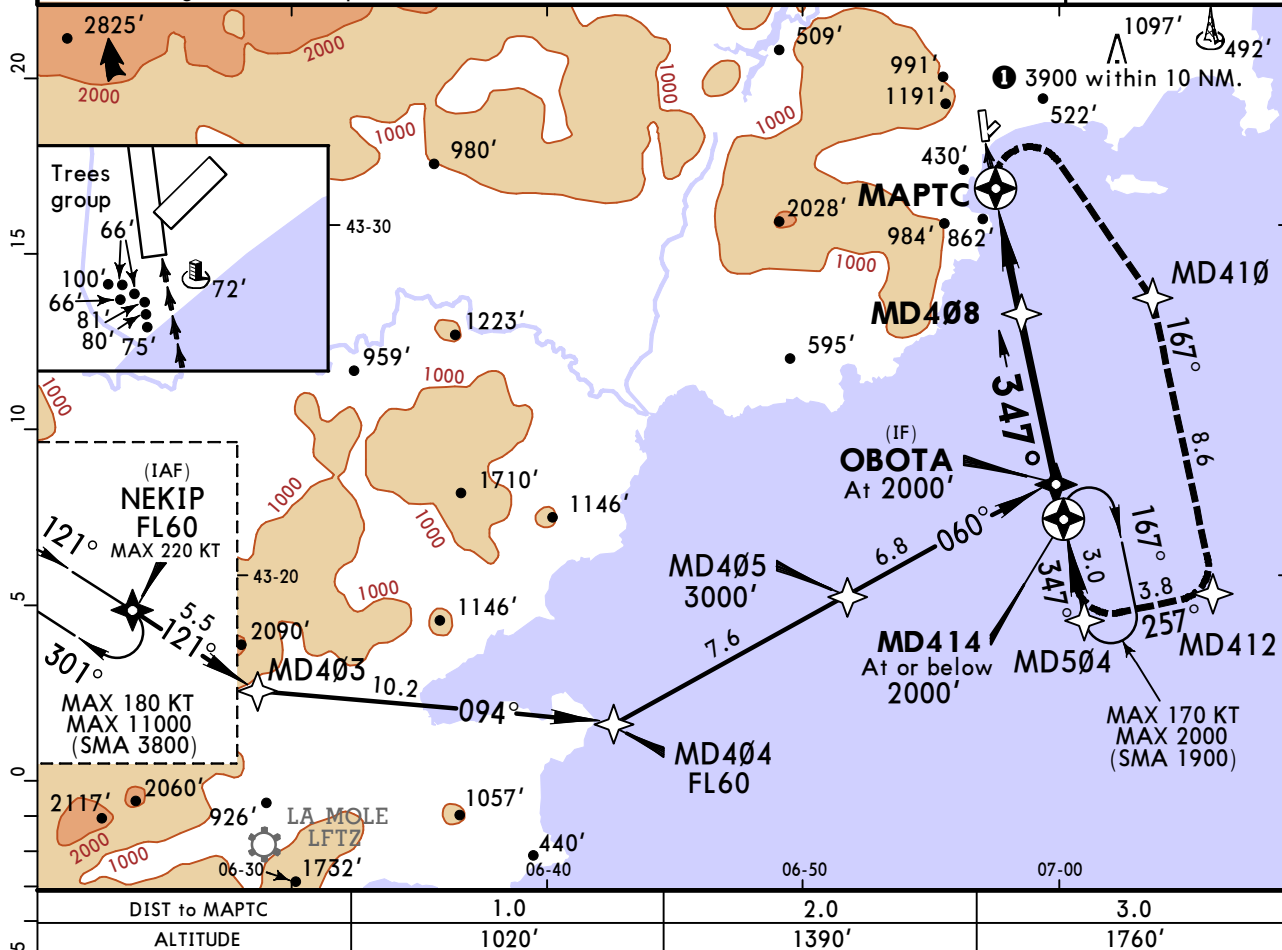
(12-4)

CAT A, B & C

via NEKIP

CANNES, FRANCE
RNAV (GNSS) Y Rwy 35

*ATIS 130.480	West Sector 134.475	*NICE Approach 120.655	East Sector 124.180	*CANNES Tower 118.625	*Ground 121.805
RNAV	Final Apch Crs 347°	Procedure Alt MD408 2000' (1986')	LNAV DA/MDA(H) 980' (966')	Apt Elev 14'	
MISSED APCH: Turn RIGHT to MD410 climbing to 2000', then proceed to MD412 (MAX 160 KT), then proceed to MD504 (MAX 170 KT), then enter MD414 holding, or as directed. Climb to 1600' prior to level acceleration.					
RNP apch Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 5000'					
1. Final approach track offset 4° from rwy centerline. 2. Visual Segment Surface penetrated.					



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.50°	434	557	619	743	867	991		
MAP at MAPTC									

Standard		STRAIGHT-IN LANDING RWY 35 1		CIRCLE-TO-LAND TO RWY 17 3		
		LNAV CDFA		Prohibited when VPT in force Prohibited West of rwy 17/35		
		DA/MDA(H) 2 980' (966')		Max Kts	MDA(H)	VIS
A		RVR 2400m		110	1180' (1166')	3200m
B				135	1250' (1236')	3200m
C		RVR 3200m		180	1560' (1546')	5000m
D		NOT APPLICABLE		D	NOT APPLICABLE	

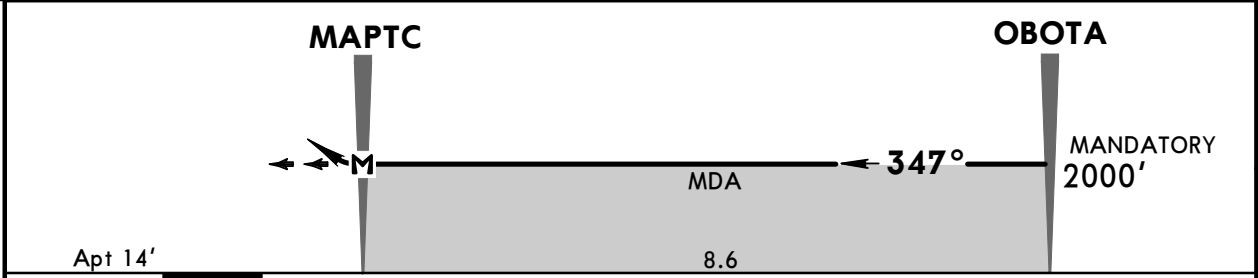
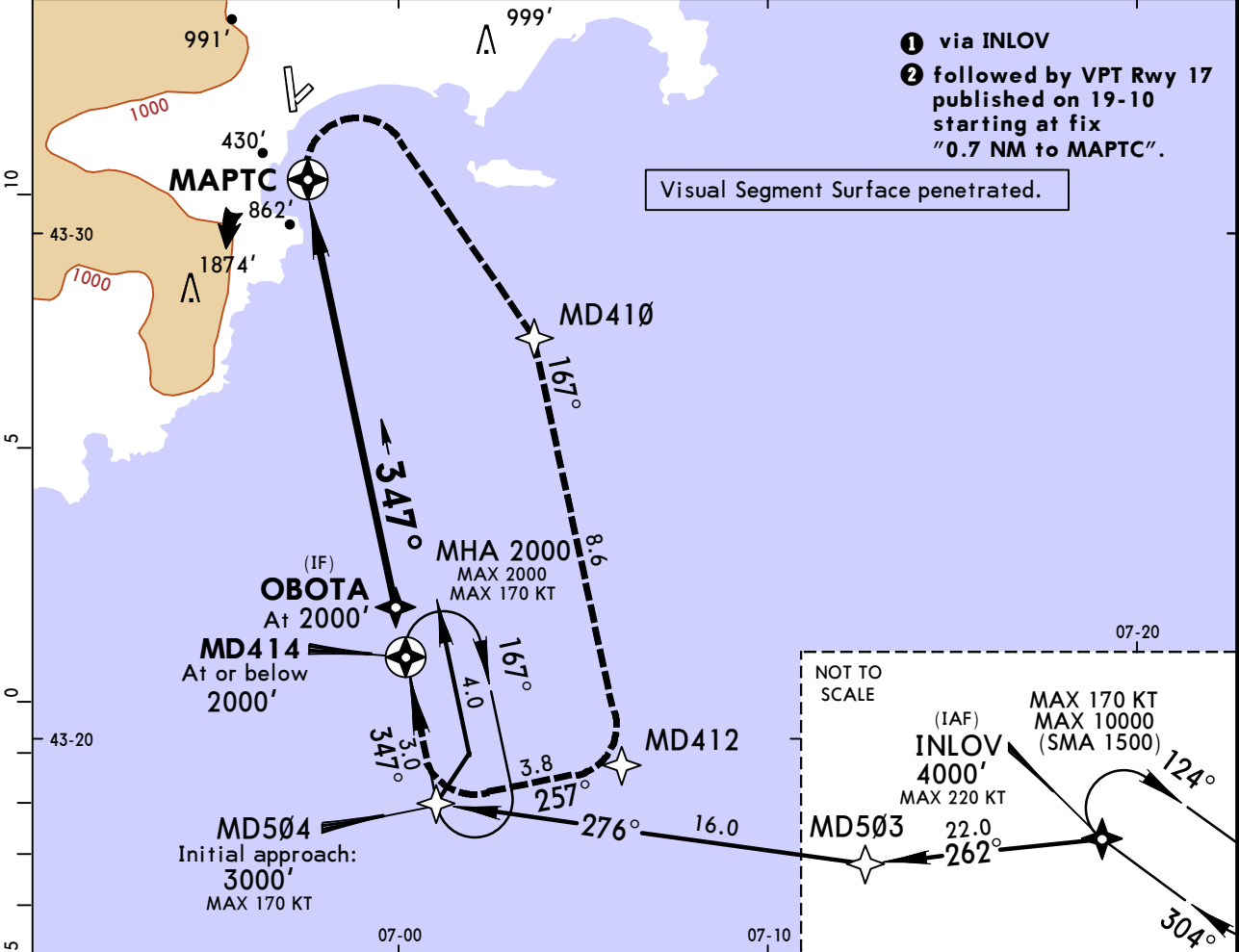
1 PAPI mandatory. 2 For add-on to the MDA(H), see ATC pages FRANCE. 3 Not authorized at NIGHT.

LFMD/CEQ
MANDELIEU

1 FEB 19
12-5
CAT A, B & C

CANNES, FRANCE
RNAV (GNSS) A Rwy 17

*ATIS 130.480		*NICE Approach West Sector 134.47 5 120.655		East Sector 124.180	*CANNES Tower 118.625	*Ground 121.805
RNAV	Final Apch Crs 347°	Procedure Alt OBOTA 2000'(1986')	MDA(H) 2000'(1986')	Apt Elev 14'		1500 MSA INLOV
MISSED APCH: Turn RIGHT to MD410 climbing to 2000', then proceed to MD412 (MAX 160 KT), then proceed to MD504 (MAX 170 KT), then enter MD414 holding, or as directed.						
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC		



							REIL PAPI-L	2000'	MD410
MAP at MAPTC							RT		

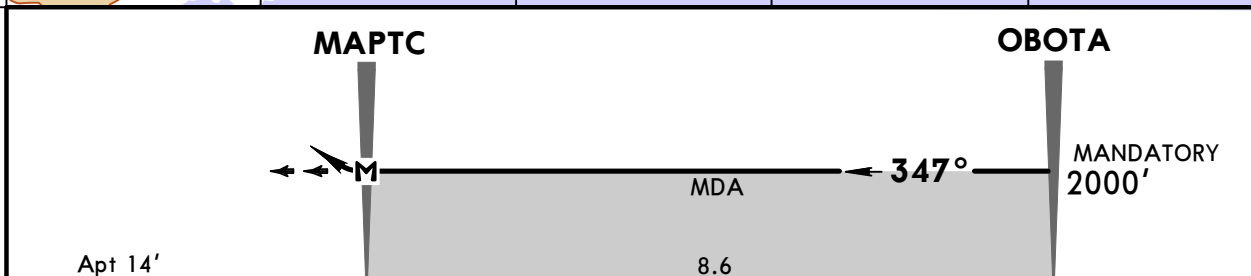
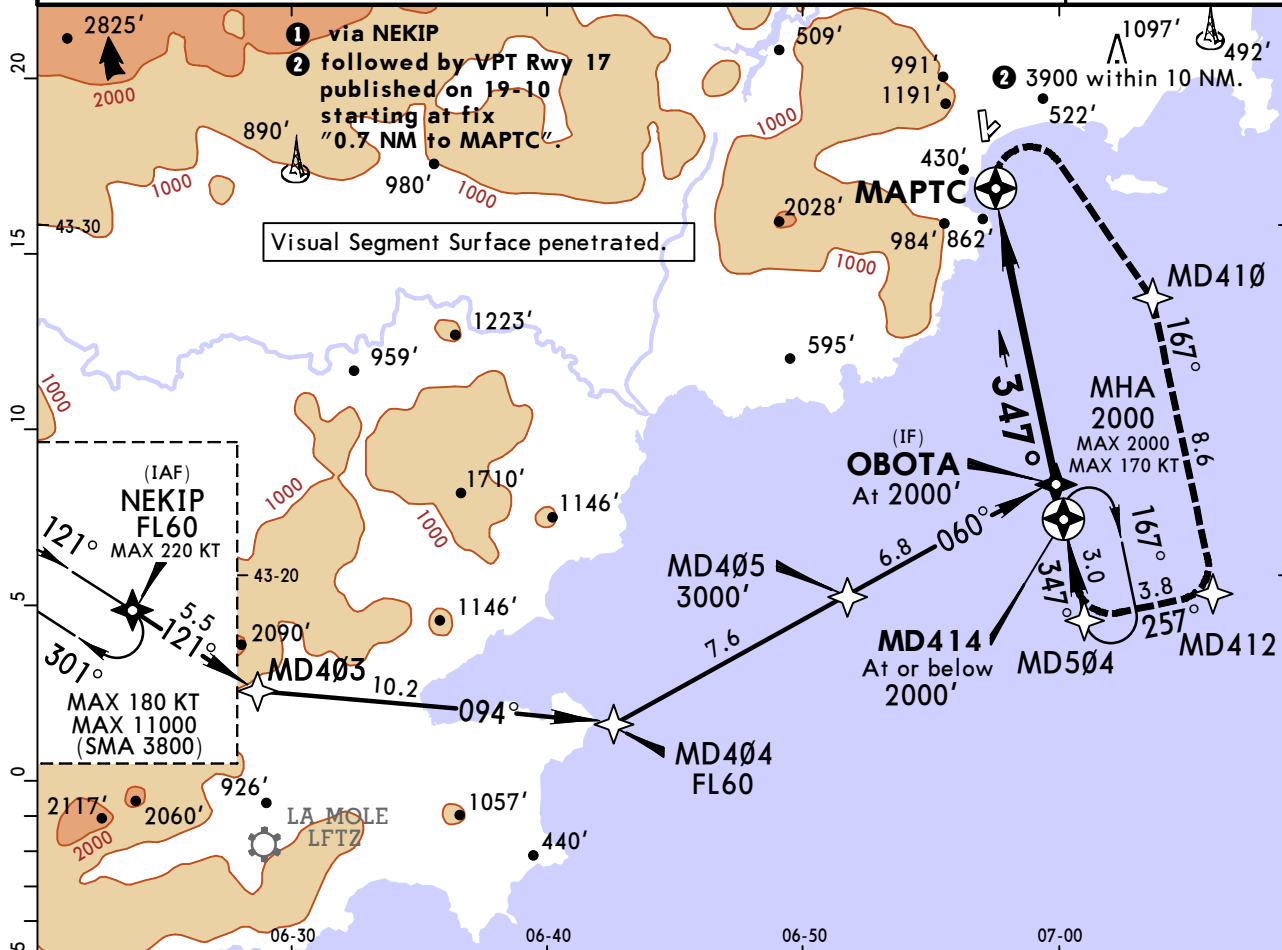
Standard		VPT RWY 17 NIGHT: Not authorized	
	Max Kts.	MDA(H)	VIS
A	110	2000' (1986')	3200m
B	135		
C	180	2000' (1986')	5000m
D		NOT APPLICABLE	

LFMD/CEQ
MANDELIEU

JEPPESEN
1 FEB 19 (12-6) CAT

RNAV (GNSS) A Rwy 17

*ATIS 130.480		*NICE Approach West Sector 134.475 East Sector 120.655 124.180		*CANNES Tower 118.625		*Ground 121.805	
RNAV	Final Apch Crs 347°	Procedure Alt OBOTA 2000' (1986')	MDA(H) 2000' (1986')	Apt Elev 14'			
MISSSED APCH: Turn RIGHT to MD41Ø climbing to 2000', then proceed to MD412 (MAX 160 KT), then proceed to MD5Ø4 (MAX 170 KT), then enter MD414 holding, or as directed.						5600 2 MSA NEKIP	
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'	

[illegible]

Standard

VPT RWY 17
NIGHT: Not authorized

		NIGHT: Not authorized	
	Max Kts	MDA(H)	VIS
A	110	2000' (1986')	3200m
B	135		
C	180	2000' (1986')	5000m
D		NOT APPLICABLE	

JEPPesen

08 MAR 19

19-1

CANNES

MANDELIEU

FRANCE

(APP) Above 2500', at ATC discretion.

NICE APPROACH **120.655**

LFMD

Elev **14' / 4 m (1 hPa)**

N43 32.8
E006 57.3

3.2 NM W Cannes

(TWR) Outside ATS op hr, Air/Air in French only. *VDF

CANNES TOWER **118.625***

ATIS **130.480**

*LOC/DME freq paired. No ILS GP AVBL.

LOC coverage limited to 10° left from LDG direction.

GROUND (Sol) **121.805**

RWY	ILS	RWY	ILS
		35*	110.35 CMD 347°



- 1 Recommended
- 2 Single engine **1000'**
- 3 Twin engine **1500'**
- 4 Recommended
- 5 Oneway clockwise compulsory without radio contact

CHANGES: COM.

© JEPPesen, 1999, 2019. ALL RIGHTS RESERVED.

LFMD
MANDELIEU

08 MAR 19

19-3
CANNES
FRANCE

RWY Incursion Hot Spots

HS1 - TWY crossing RWY. Short taxiing distance from parking G to holding point B1.

HS2 - Short taxiing distance from parking SE to holding point C1.

HS3 - Intersection of TWY W, Y and RWY 04 and 17 exit via TWY A5. TWY crossing RWY.

HS4 - TWY crossing RWY.

General

NOTE: See also Nice/Côte d'Azur and section 2.1 VFR Flights Across the Western Mediterranean Sea.

CAUTION: Clearance of obstacles not assured with PAPI 17 glide slope beyond 6 NM from THR.

Avoid overflying built-up areas.

Local Flying Area reserved for HEL traffic.

Do not cross RWY 04/22 without authorisation.

Outside ATS op hr, PAPI 35 unavailable.

TKOF ACFT on RWY 17/35 prohibited from TWY A3 and A5.

TWY Y prohibited to ACFT complying with at least one of the following conditions:

- MAX wing-span > 15m,
- MAX main LDG gear width > 4.5m.

AD Operating Conditions

EXC for emergency cases liable to affect ACFT safety, AD reserved for GA operations or tourism in particular, prohibited to gliders, ULM & ACFT without radio.

RWY 04/22:

For use in the daytime only, when ATS are present.

Dedicated mainly to HEL traffic, plane traffic only with ATC clearance.

Prohibited to ACFT whose one the following conditions is applicable:

- wingspan > 15m
- main gear overall width > 4,5m
- TKOF reference distance > 800m.

Grass RWY 17/35

Usable only on ATC clearance.

Unusable after rain.

Line-up and clearing shall be performed at the end of strip, laterally, from and to TWY W.

Air Navigational Hazards

AD likely to be covered by sea haze in a few minutes.

LDG are difficult with severe winds from NW (Mistral). Severe turbulence due to down-draughts and rotors on AD.

Mix-up risk with LFMD & old AD Fréjus (closed).

Presence of groups of trees in S, N and W of RWY 17/35.

Procedures and Special Instructions

ACFT departure RWY 17/35: The use of A3 and A5 turn-offs is prohibited.

If wind speed less than 4 KT, use RWY 17.

Taxiing prohibited except on RWY & TWY.

ALPHA apron reserved for ACFT whose wingspan < 10.97m and length < 8.61m.

MIKE apron reserved for ACFT whose wingspan < 12m and length < 10.46m.

TANGO area: access to AVGAS pump limited to fixed-wing ACFT with wingspan ≤ 12m and the length 11.70 m. As soon as refueling finished, start up and contact GND for intentions.

GOLF apron reserved for ACFT whose wingspan < 12m and length < 10.46m.

Use of PAPI RWY 35 mandatory for any traffic.

Landing lights must be switched on and IAS < 160 KT within CTR.

Noise Abatement Procedures

RWY 17/35: Multi-engine ACFT must perform traffic circuit at 1500' and maintain 1500' until the interception of RWY axis.

Use of thrust reverse prohibited, except in emergency cases.

In the traffic circuit, according to operational conditions, comply with configuration and rate available for low-noise procedure.

TKOF RWY 17: After TKOF do not turn before 800' climbing to the right or 600' climbing to the left.

RWY 04/22: Turn towards the sea as soon as possible. Circuits only above the sea. Densely populated area: strictly comply with routes and avoidance of urban areas as depicted. Apply noise abatement APCH procedures. Base leg RWY 22 at the west of the railway Cannes-Grasse.

Restrictions Training Traffic Circuits

Reserved for home-based ACFT and for ACFT equipped with exhaust silencers; limited to MAX 5 and MAX 3 at low height.

Low height circuits are reserved for home-based ACFT equipped with exhaust silencers at MNM 500' and except during HEL activities on RWY 04/22.

Training flights in traffic circuits are prohibited before 0800LT and after 2000LT and limited between 1200LT and 1400LT.

Arrivals

- via WL1: Arrival WL at preferential altitude 2500', clearance only until WL, on ATC instruction to the overhead TWR, 2 NM before TWR, descend to 1500'. Pass to N of the motorway.
- via DR1: Clearance only until DR, then with CANNES TOWER instruction route to SW-SA at 1000'.
- from Corsica: LERMA - SW (1000').

Departures

- via WD2: after TKOF RWY 17, climb on axis up to 800', then turn right to WD2 DEP route via Théoule viaduct, climb 2000' MAX inbound WD. After TKOF RWY 22, left turn as soon as possible to join RWY 17 axis, then WD2 route.
- via DR2: after TKOF RWY 17, climb on axis to join DR2 route up to 1000' MAX until SW then climb up to

LFMD

MANDELIEU

08 MAR 19

19-3A

CANNES

FRANCE

2000' MAX inbound DR. After TKOF RWY 22, left turn as soon as possible to join RWY 17 axis, then DR2 route.

- to Corsica: SW (1000') - LERMA.

Special VFR

ARR and DEP routes (unless otherwise instructed by control):

DR - LFMD, MAX 1000', follow the shore line.

Radio Failure

- Inbound from west facing TWR at 2000' (2500' at night) with landing lights on, follow visual signals from TWR.
- Special VFR: without ATC clearance, do not enter the CTR, leave it if already inside. With ATC clearance, follow latest instructions.

HELICOPTERS

JEPPESSEN

08 MAR 19

19-4

CANNES

MANDELIEU

FRANCE

(APP) Above 2500', at ATC discretion.

NICE APPROACH **120.655**

LFMD

Elev **14' / 4 m (1 hPa)**

N43 32.8
E006 57.3

3.2 NM W Cannes

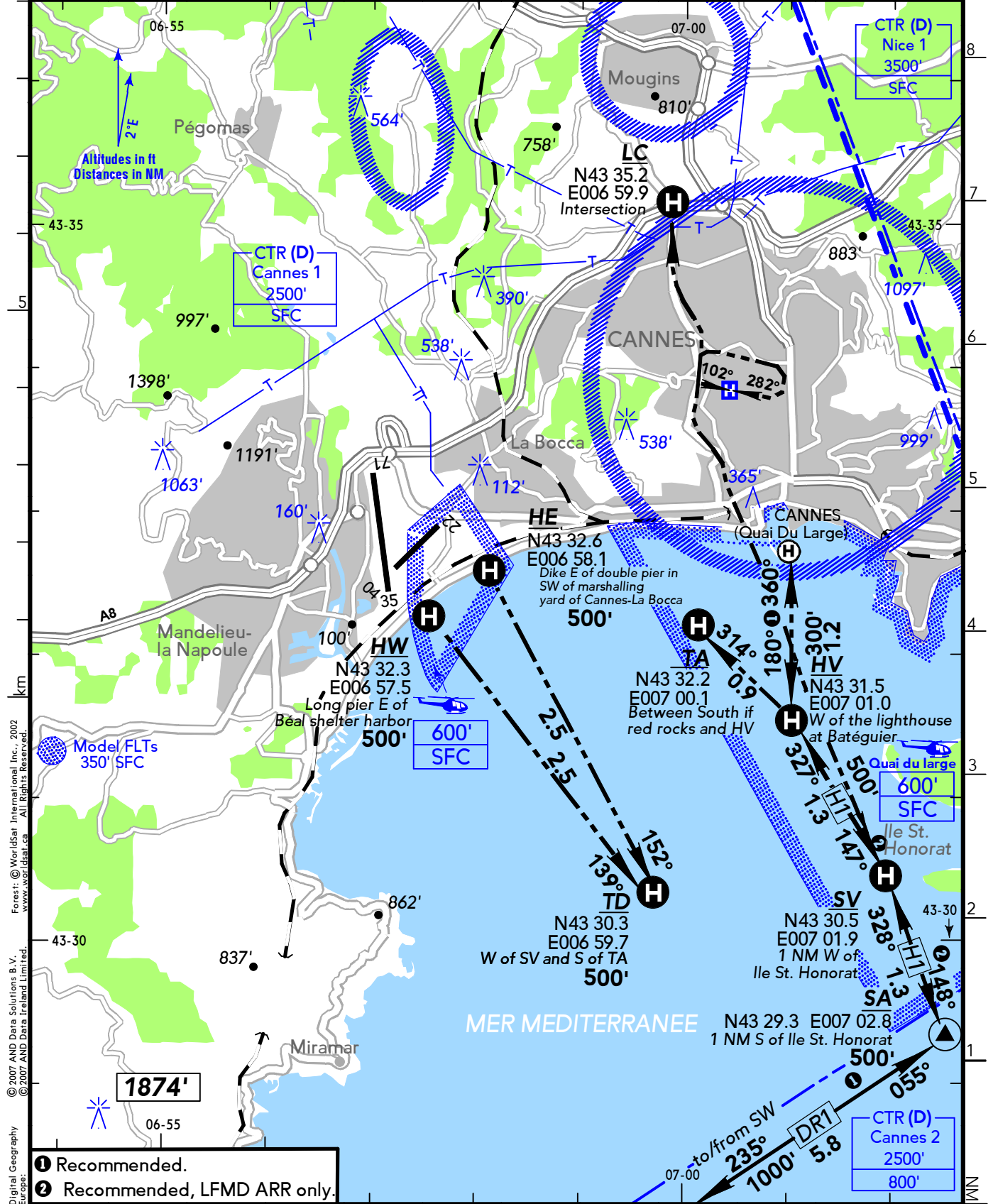
(TWR) Outside ATS op hr, Air/Air in French only. *VDF

ATIS **130.480**

*LOC/DME freq paired. No ILS GP AVBL.
LOC coverage limited to 10° left from LDG direction.

CANNES TOWER **118.625***
LERINS TOWER **118.905** (Quai Du Large sector)
GROUND (Sol) **121.805**

RWY	ILS	RWY	ILS
		35*	110.35 CMD 347°



- 1 Recommended.
- 2 Recommended, LFMD ARR only.

CHANGES: COM.

© JEPPESEN, 2016, 2019. ALL RIGHTS RESERVED.

HELICOPTERS

CANNES
MANDELIEU
FRANCE

3.2 NM W Cannes

LFMD

Elev **14'** /4m (1 hPa)

N43 32.8
E006 57.3

19-4A

08 MAR 19



(APP) Above 2500', at ATC discretion.

NICE APPROACH **120.655**

(TWR) Outside ATS op hr, Air/Air in French only.

*VDF

CANNES TOWER **118.625***

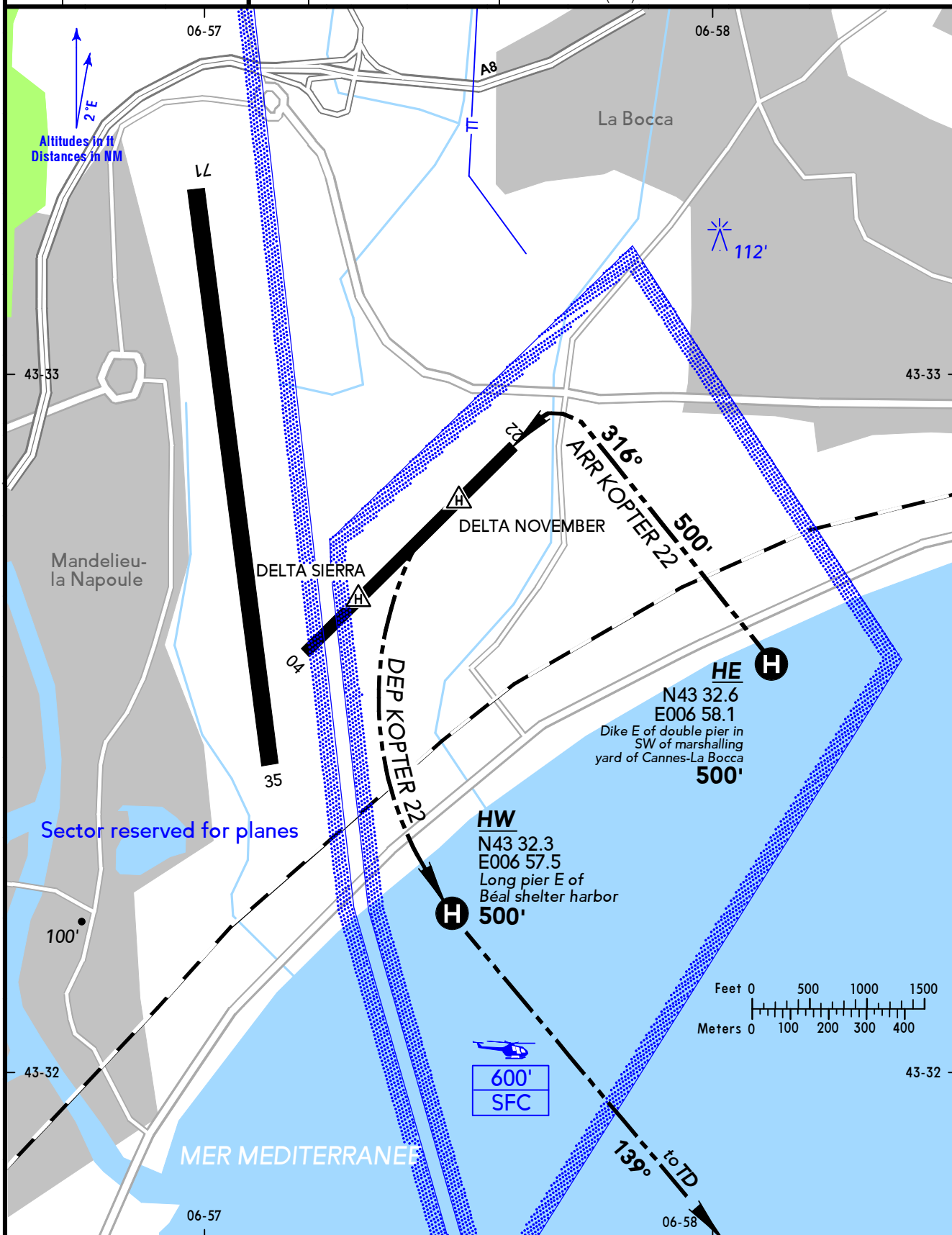
GROUND (Sol) **121.805**

ATIS **130.480**

*LOC/DME freq paired. No ILS GP AVBL.

LOC coverage limited to 10° left from LDG direction.

RWY	ILS	RWY	ILS
		35*	110.35 CMD 347°



HELICOPTERS

JEPPESSEN

08 MAR 19

19-4B

CANNES

MANDELIEU

FRANCE

(APP) Above 2500', at ATC discretion.

NICE APPROACH **120.655**

LFMD

Elev **14' 1/4m (1 hPa)**

N43 32.8

E006 57.3

3.2 NM W Cannes

(TWR) Outside ATS op hr, Air/Air in French only.

*VDF

CANNES TOWER **118.625***

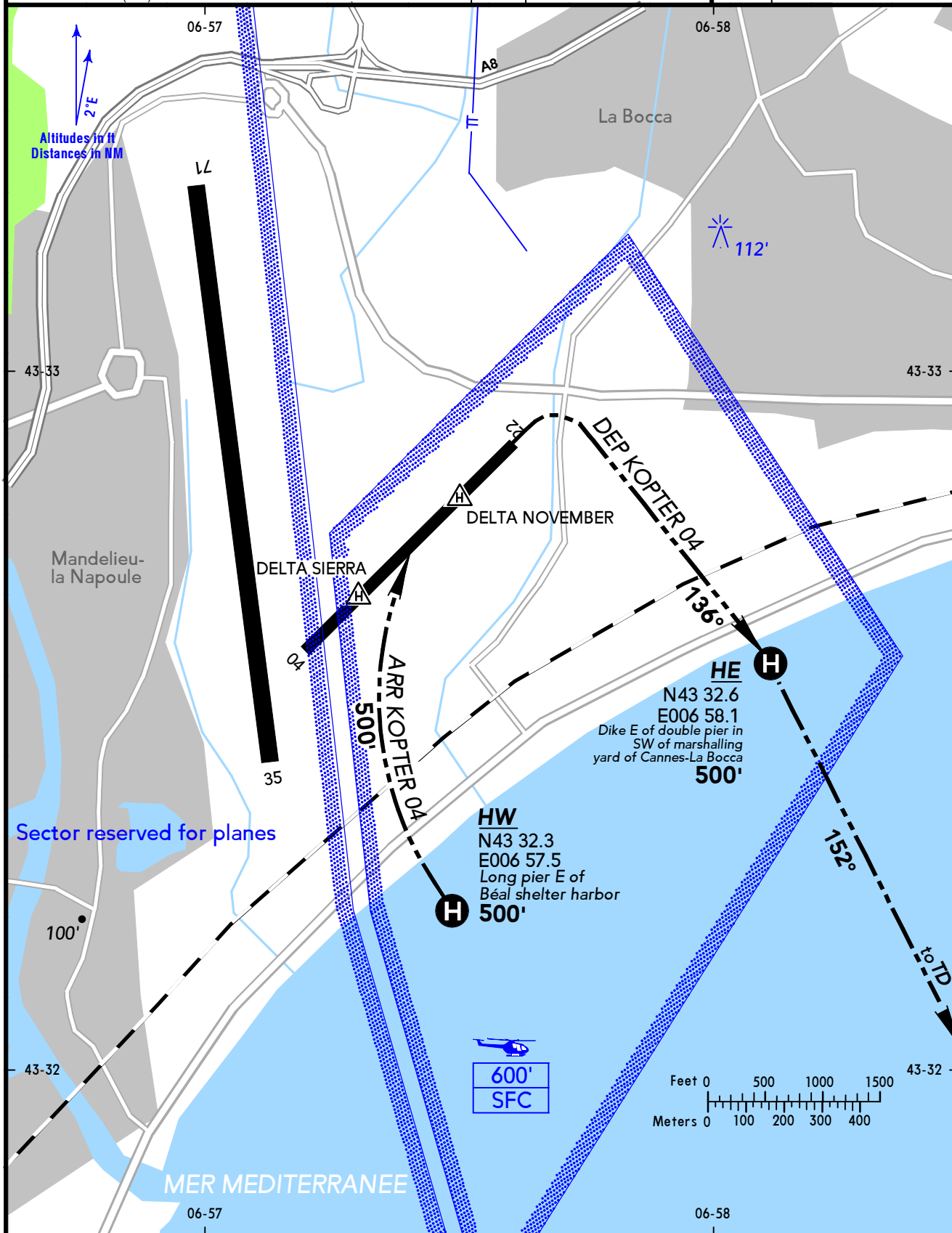
ATIS **130.480**

*LOC/DME freq paired. No ILS GP AVBL.

LOC coverage limited to 10° left from LDG direction.

RWY	ILS	RWY	ILS
		35*	110.35 CMD 347°

GROUND (Sol) **121.805**



HELICOPTERS

CANNES

MANDELIEU

FRANCE

19-5

08 MAR 19

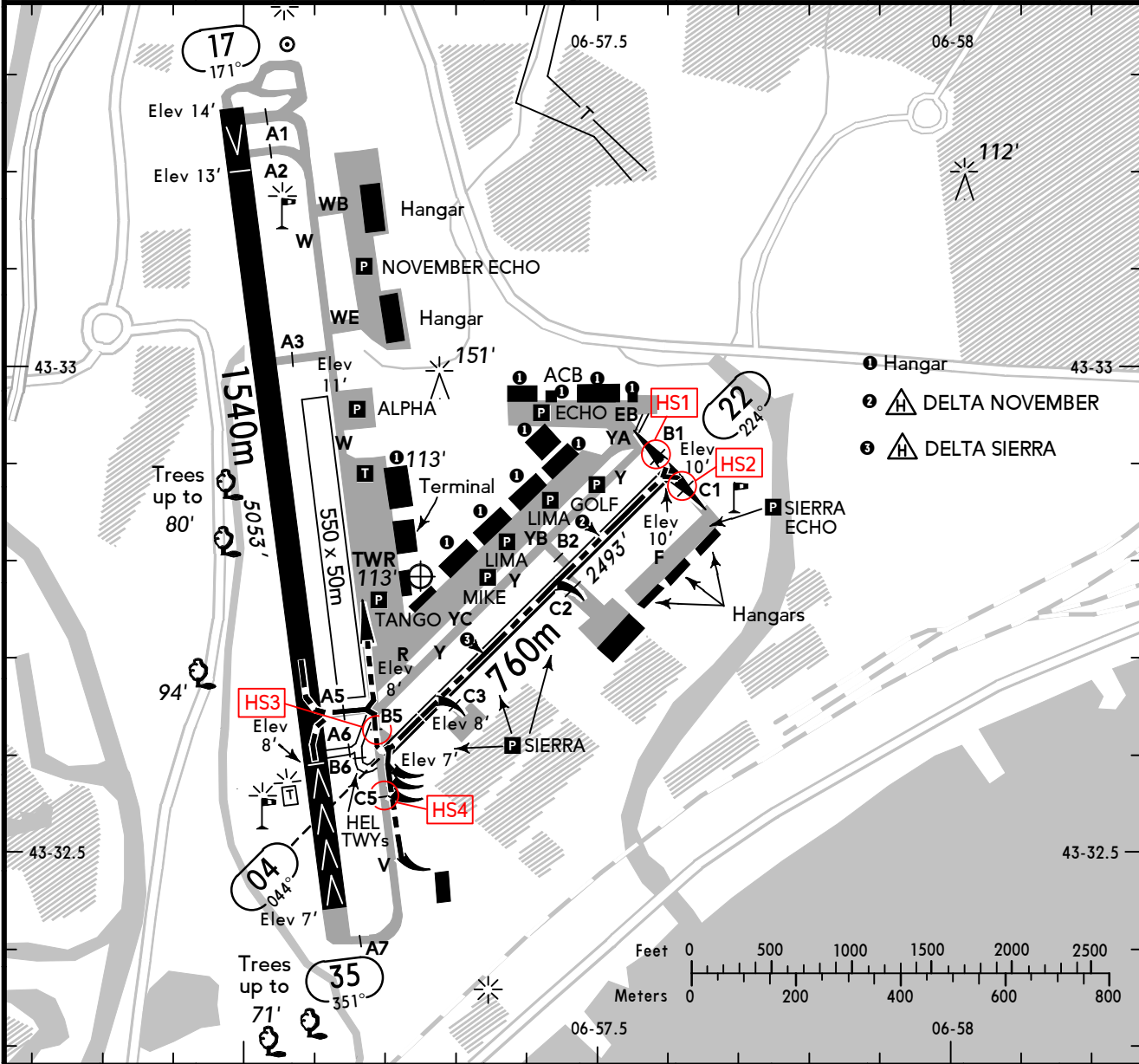
JEPPesen

ATIS 130.480

CANNES GROUND (Sol) 121.805

(FIS)

NICE INFORMATION 120.850



RWY 17/35: PAPI (4°) - THRL - RL - TWYL (TWY 'W' & 'V') - APRON - WDI - LDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
17	1540 x 45 Paved	1540	1420	PCN 26/F/A/W/T	
35		1540	1260		
04	760 x 18 Paved	760	660	5.7t AUW	—
22		760	730		

For text please refer to 19-3 and 19-6.

HEL Procedures

AD reserved for radio-equipped HEL.

Do not cross RWY 04/22 without authorisation.

Taxiing prohibited except on RWY & TWY.

HEL must be parked in the centre of the stands.

Simultaneous operations on two adjacent stands are strictly prohibited.

Grass stands are accessible only by translation in ground effect.

TWY in ground effect F, located between TWY C1 and C2 is reserved for HEL whose rotor diameter is lower or equal to 12.6m.

No translation by ground effect is authorised on TWY Y and R.

TWY Y limited to HEL with wheels, MAX rotor diameter is 12.60m and MAX overall width is 14.30m.

Helistation Operating Conditions

Aerodrome located in a densely populated area.

Consequently, training flights to and from the aerodrome are prohibited, and above the same area, circular scenic flights without stopover or with stopover of less than one hour are prohibited too.

Outside ATS op hr daytime RWY 04/22 closed, A/A in french only within aerodrome traffic.

Air Navigational Hazards

AD likely to be covered by sea haze in a few minutes.

Mix-up risk with LFMD & old AD Fréjus (closed).

ARR/DEP RWY 04/22

For use in the daytime only, when ATS are present.

RWY 04/22 plan is usable for HEL with MTOW < 5.7t.

Pilots must strictly adhere to defined trajectories and altitudes except for safety reason.

Go around trajectories are the same as TKOF trajectories, therefore each crew has to define a point after which a go around is not possible.

In case of inability to fly expected trajectory or HEL with MTOW > 5.7t, LDG and TKOF on RWY 17/35.

In one if the cases above, state this at first ATC contact.

Presence of two unmarked parts of RWY 04/22 dedicated to HEL TKOF and LDG, bordered by a 4m wide unmarked safety area, called DELTA areas.

- DELTA SIERRA, from 18m after DTHR 04 (in the service road axis) to the west side of holding point B2: length 385m and width 30m.
- DELTA NOVEMBER, from THR 22 to the west side of holding point B2: length 250m and width 30m.

RWY 04:

- ARR: KOPTER 04: TA - HW - DELTA NOVEMBER
- DEP: KOPTER 04: DELTA SIERRA - HE - TD

RWY 22:

- ARR: KOPTER 22: TA - HE - DELTA SIERRA
- DEP: KOPTER 22: DELTA NOVEMBER - HW - TD

The 4.5% slopes protecting TKOF and LDG legs are not penetrated.

In case of use of RWY 04/22 by plane traffic, KOPTER procedures are suspended and subjected to ATC authorization.

Procedure in use is reported on ATIS.

LFMD ARR:

- SW SB or TTM ARR: go through SA at 500' with direct call LERINS TOWER then transfer radio contact on CANNES TOWER at 500'.
- North CTR ARR (EW, N,...) and WL: direct call CANNES TOWER.

LFMD DEP:

- KOPTER DEP: go to TD 500', point of clearance limit for waiting additional instructions.

Flights LFMD to/from LFTL:

- From LFMD to LFTL: DEP on CANNES TOWER then transfer radio contact on LERINS TOWER at 500'.
- From LFTL to LFMD: DEP on LERINS TOWER then transfer radio contact on CANNES TOWER at 500'.

CTR Cannes Transit:

- From E to W: transfer radio contact from CANNES TOWER to LERINS TOWER at 5000'.
- From W to E: transfer radio contact from LERINS TOWER to CANNES TOWER at 5000'.

Land-Based ARR/DEP Visual Reporting Points

Land-based arrivals will be integrated for RWY 17/35 or RWY 04/22. For RWY 04/22, reporting points will be REP HE or REP HW according to the KOPTER procedure in use.

Land-based departures will receive routing instructions to follow after REP HE or REP HW reporting points, depending on the KOPTER procedure in use.

Parking

SIERRA

No refueling on grass stands located west of stand 36.

SIERRA ECHO

Parking in front of hangars 9, 10 and 11 is used by HEL of hangar operator societies. There are two parallel rows.

TANGO

Tango parking can be used by all types of HEL with CTL instruction and AD operator advice.

Follow yellow guiding lines for ACFT to arrive to the stand and to leave it.

Crew Information

A simple information notice including instructions about itineraries, urban areas, and noise abatement procedures, will have to be on board of each HEL based or frequenting often the AD.

Each captain must have read this document before beginning a flight from the AD.

Special VFR

ARR and DEP routes (unless otherwise instructed by control):

DR - LFMD, MAX 1000', follow the shore line.



LFMD **HELICOPTERS**

MANDELIEU

11 JAN 19

19-6A

CANNES
FRANCE

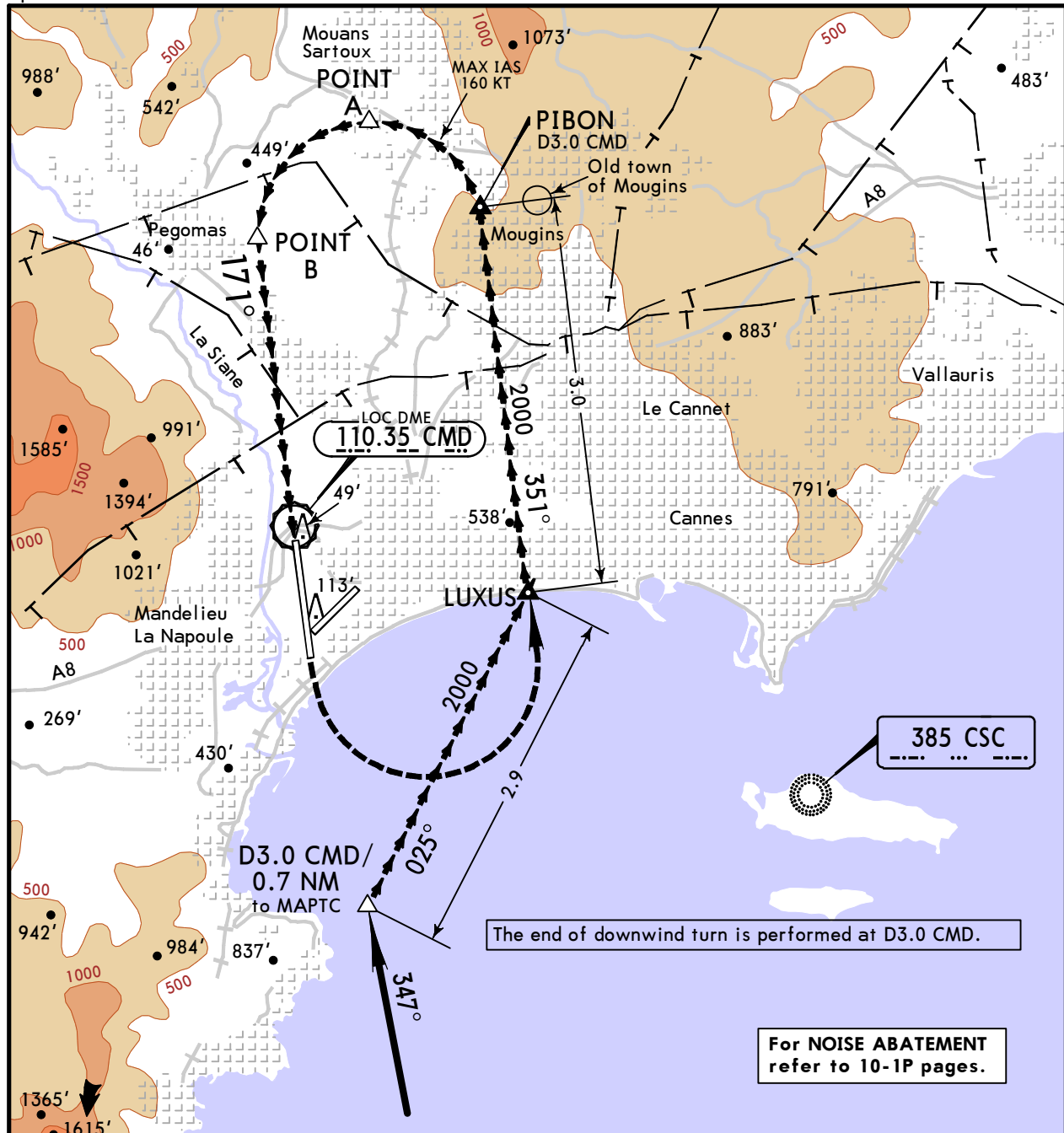
Radio Failure

- Inbound from west facing TWR at 2000' (2500' at night) with landing lights on, follow visual signals from TWR.
- Special VFR: without ATC clearance, do not enter the CTR, leave it if already inside. With ATC clearance, follow latest instructions.

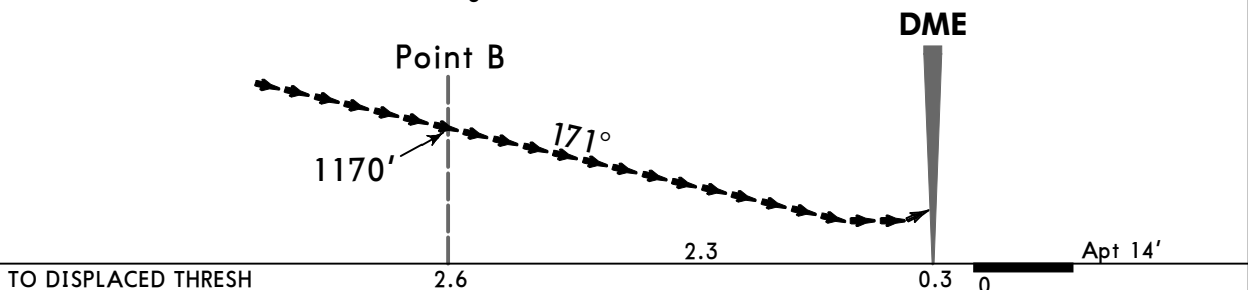
LFMD/CEQ
JEPPesen
CANNES, FRANCE

11 AUG 17 **19-10** Eff 17 Aug

MANDELIEU
VPT A Rwy 17

Apt Elev **14'**
VISUAL MANOEUVRING WITH PRESCRIBED TRACKS


PIBON situated 0.5 NM/1km West of Mougins old town.



TO DISPLACED THRESH

MISSED LANDING: Climb STRAIGHT AHEAD to 800', then turn LEFT to rejoin down wind leg climbing to 1500'.

Standard

		After RNAV (GNSS) A approach		After LOC A approach		
	Max Kts	MDA(H)	VIS	MDA(H)	VIS	
A	110	2000' (1986')	3200m	2000' (1986')	5000m	NOT AUTHORIZED
B	135					
C	180	2000' (1986')	5000m			
D		NOT APPLICABLE				

CHANGES: Crossing altitude withdrawn.

© JEPPesen, 2003, 2017. ALL RIGHTS RESERVED.



Visual Approach clearance required

Instructions, except for safety requirement

Visual approach clearances are given only from a position over the sea. When the pilot receives clearance to fly a visual approach, he shall proceed as follows, except if otherwise directed:

- MAX 160 KT or minimum speed in clean configuration.
- Maintain 2000' over the sea then:

- For RWY 17

Go round "Iles de Lerins" by South and West.

Join LUXUS (0.3 NM/0.5 km East of "Rochers de la Bocca").

Join PIBON (0.5 NM/1 km NW of old town of Mougins) maintain 2000' and avoid overflying of depicted built-up areas.

Keep clean configuration until PIBON.

Start descent after PIBON.

Do not shorten trajectory by turning final.

Flying over A (roundabout of the penetrating Cannes - Grasse) is mandatory.

Do not fly beyond the Cannes-Grasse highway.

- For RWY 35

Proceed to the final approach for rwy 35.

Visual approach weather conditions

- For multi-engine acft and during day time:

Visual approach clearances may only be issued when weather conditions notified by CANNES Tower are as follows:

- horizontal visibility equal to or more than 5 km and
- cloud base equal to or above 2500'/750m.

Visual approaches should not be authorized when NICE Approach is not informed of the weather conditions. Especially out of CANNES ATS hours visual approaches are prohibited.

- For all acft and during night time:

Only rwy 35 is available for night landings at CANNES airport.

Visual approach clearances may only be issued when weather conditions notified by

CANNES Tower are as follows:

- horizontal visibility equal to or more than 5 km and
- cloud base equal to or above 3500'/1050m.

Chart changes since cycle 04-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CANNES, (MANDELIEU - LFMD)				
REV	VFR APPROACH CHART	19-1	08 Mar 2019	
REV	VFR AERODROME CHART	19-2	08 Mar 2019	
REV	VFR GENERAL AERODROME INF...	19-3	08 Mar 2019	
REV	VFR GENERAL AERODROME INF...	19-3A	08 Mar 2019	
REV	VFR HELICOPTER APPROACH C...	19-4	08 Mar 2019	
REV	VFR HELICOPTER APPROACH C...	19-4A	08 Mar 2019	
REV	VFR HELICOPTER APPROACH C...	19-4B	08 Mar 2019	
REV	VFR HELICOPTER CHART	19-5	08 Mar 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFMD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-1R) Several altitudes and sectors revised.

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Fuel: F-3, Jet A-1 (Sterling AIRBP card, credit card and Broker card via Fuel Release AIRBP only).

Type: Terminal (VFR)

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Until 23 MAY 19 LERINS TOWER freq chgd to 124.030.

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

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

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Information regarding aerodromes Alderney, Guernsey and Jersey to be found under country name UNITED KINGDOM.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Text sections 2.1 & 2.3: EFF 08 NOV 18 JERSEY CONTROL FIS freq 125.200 chgd to 125.205.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

FIS IROISE INFO chgd from 119.575 to 135.825.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

LF-R 205/2 (1500'/2500') established within lateral limits of TMA (A) Paris 2, LF-R 205/3 (2500'/3500') established within lateral limits of TMA (A) Paris 3, LF-R 205/4 (3500'/4500') established within lateral limits of TMA (A) Paris 4, LF-R 205/5 (4500'/FL 65) established within lateral limits of TMA (A) Paris 5, LF-R 205/7 (FL 65/FL 85) established within lateral limits of TMA (A) Paris 7 & LF-R 205/9 (FL 85/FL 115) established within lateral limits of TMA (A) Paris 9.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Chambéry 1 lateral limits changed (expanded to W), vertical limits 3400' (1000' AGL)/FL 95, airspace class changed to (D).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3.3.3.: Transponder Mode S is mandatory to land on heliport MIKE, dispensations may be granted upon request to the service: temps-reel.nice@aviation-civile.gouv.fr minimum 5 days before the flight.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 28 FEB 19 LF-D31D times of activity chgd: Mon 0800LT-Fri 1700LT.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 31 MAR 16 TMA (D) Montpellier 1-9 upper limit changed to FL 145.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA Lille lateral and vertical limits changed.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Chambéry 2 lateral limits changed (expanded to W), airspace class changed to (D).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon 1.2 completely withdrawn. TMA (C) Lyon 1 enlarged to this area, 2500'/4500'.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon sectors 2.1 - 2.5 completely withdrawn. TMA (C) Lyon 2 extended to this area, 4500'/FL 65.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately

End Date: No end date

EFF 10 NOV 16 TMA Lyon sectors 4.1 - 4.4 completely withdrawn. TMA (C) Lyon 4 extended to this area, FL 65/FL 115, class (C).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (E) Lyon 6 limit changed to 3500' (1000' AGL)/FL 115.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (D) Pyrenees 1, limits changed to 2500' (1000' AGL)/FL 145.