

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFML

Terminal Charts For LFML

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: MARSEILLE/PROVENCE FRA
ICAO/IATA: LFML / MRS
Lat/Long: N43° 26.2', E005° 12.9'
Elevation: 70 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1070 ft (1000 ft AGL)

Sunrise: 0358 Z
Sunset: 1920 Z

Runway Information

Runway: 13R
Length x Width: 7776 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 8 ft
Lighting: Edge, REIL

Runway: 31L
Length x Width: 7776 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 61 ft
Lighting: Edge, REIL
Displaced Threshold: 344 ft

Runway: 31R
Length x Width: 11286 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 53 ft
Lighting: Edge, REIL
Displaced Threshold: 2165 ft

Runway: 13L
Length x Width: 11286 ft x 148 ft

Surface Type: concrete
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 919 ft

Communication Information

ATIS: 125.350
Provence Tower: 123.725 Secondary
Provence Tower: 133.100
Provence Ground: 121.900
Provence Clearance Delivery: 121.725
Provence Approach: 120.880
Provence Approach: 127.725 Secondary
Provence Approach: 121.430 VHF-DF
Provence Approach: 120.200
Provence Approach: 129.475 Secondary
Provence Information: 131.225 Flight Info Service VHF-DF
Provence Information: 134.800 Flight Info Service VHF-DF
Provence Information: 132.950 Flight Info Service VHF-DF

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JEPPESEN

MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE

17 MAY 19

10-1P

Eff 23 May

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 125.350

1.2. SPEED RESTRICTIONS

Within PROVENCE TMA 1, the speed is limited to MAX 250 KT below FL 100 except with explicit clearance by ATC.

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

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RWY USAGE

Between 2300-0600LT in light traffic and windspeed lower than or equal to 5 KT, RWY 13 will normally be used for landing and RWY 31 for take-off, unless otherwise required for operational reasons.

1.3.2. REVERSE THRUST

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

1.3.3. RUN-UP TESTS

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

Jet-engine tests are allowed

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

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

1.3.4. AUXILIARY POWER UNITS (APU)

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

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

1.3.5. NIGHTTIME RESTRICTIONS

Turbo-jet ACFT, certified in accordance of Chapter 3, with a cumulative margin of less than 10 EPNdB, are not allowed to:

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

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

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

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17 MAY 19

10-1P1

Eff 23 May

AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

TWY G1 between L1 and L2 MAX code letter D.

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

TWYs C1, C2, C3, C4, C6, C7, C8, D2, D9, E2, E9, G2 MAX code letter E.

TWYs D3, D4, D8 MAX code letter D.

Code E ACFT and AN 124:

- Entry and exit via TWY G3 only from TWY C4.
- Entry and exit via TWY G4 only from TWY C5 (entry: RIGHT turn, exit: LEFT turn).

TWYs D1, D6, E3, E7, F3, L3 MAX code letter C.

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

TWY F3 available for ACFT with MAX wingspan 78'/24m and Falcon 7X, Global Express, Gulfstream G5, ATR 72 and ATR 42 during DAY if VIS is equal to or greater than 800m, during NIGHT for home-based ACFT if VIS is equal to or greater than 800m with MAX 20 KT. Connection TWY F3 with RWY MAX code letter C.

TWY F7 available for ACFT with MAX wingspan 78'/24m and Falcon 7X, Global Express, Gulfstream G5, ATR 72 and ATR 42 during DAY if VIS is equal to or greater than 800m. Connection TWY F7 with RWY MAX code letter D.

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

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

TWY L2 MAX code letter D.

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

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

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

ACFT with wingspan between 118'/36m and 170'/52m, especially B757-200 and -300, B767-200 and -300, A310:

- Taxi with CAUTION and use oversteering technique to turn during access to or exit from apron from/to TWYs C5 and C6 via TWYs G3, G4, G5 and G6.

1.5. PARKING INFORMATION

Stands 24B and 65 available for helicopters.

Enter stands 52 thru 53C only via TWY G2.

Enter stands 56A thru 57 only via TWY G1.

1.6. OTHER INFORMATION

Handling compulsory for all ACFT.

Birds in vicinity of APT.

Wildlife strike hazard.

RWYs 13L and 13R right-hand circuit.

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22 FEB 19

10-1P2

Eff 28 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. ILS 31R PROCEDURE

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

2.1.2. VISUAL APPROACH

Except for safety reasons pilots shall comply with the instructions of chart 19-11. RWY 31 left-hand visual approach from North and West is prohibited between 2300-0600LT.

2.2. CAT II/III OPERATIONS

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

2.3. TAXI PROCEDURES

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

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

Code D ACFT with overall width of main gear above 26'/8m or wheelbase above 59'/18m, especially B757-200/300, B767-200/300 and A310:

- Taxi with CAUTION and use oversteering technique in turns when entering the apron from TWY C5 via TWY G3 or G4, or, from TWY C5 or C6 via TWY G5, or, from TWY C6 via TWY G6.

2.4. OTHER INFORMATION

2.4.1. COMMUNICATION FAILURE

ACFT not having received Clearance to Approach

- North arrivals: join DOLIV holding (RWY 31)/RIKSI holding (RWY 13) at last assigned FL or FL 80 if last assigned FL was less than FL 80.
- South arrivals: join LIPSU holding at last assigned FL or at 5000' if last assigned altitude was less than 5000'.

ACFT having received Clearance to Approach

Join and make the authorized instrument approach procedure.

In the event of a missed approach, comply with the procedure as described on the IAC to perform a second approach. If this attempt results in a new missed approach, leave the TMA following MTG R-247 at or below 4000' to seek for VMC westbound.

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22 FEB 19

10-1P3

Eff 28 Feb

AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

No deviation from SID shall be granted by Provence APP below 5000' except when flying over water or when RADAR spacing is required.

Apply configuration and climb power according to minimum noise procedure described in operations manual.

3.2. TAXI PROCEDURES

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

3.3. RWY OPERATIONS

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

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

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

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

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

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

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

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

Value of t_1 3 minutes

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

3.4.2. COMMUNICATION FAILURE

In VMC, reverse course to join the departure 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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26 JAN 18

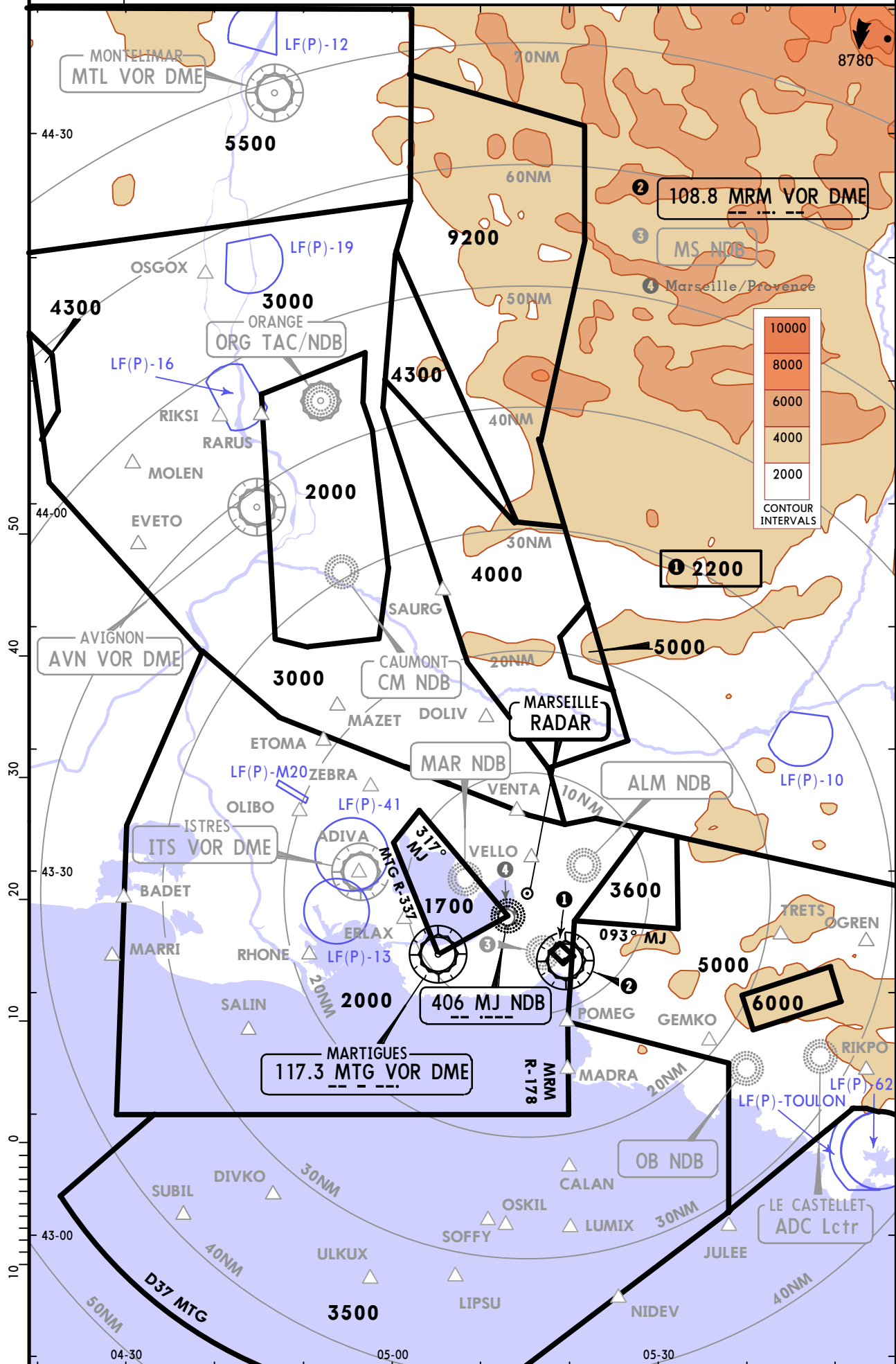
(10-1R)

Eff 1 Feb

RADAR MINIMUM ALTITUDES

Apt Elev
70'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
The published minimum altitudes integrate a correction for low temperatures.

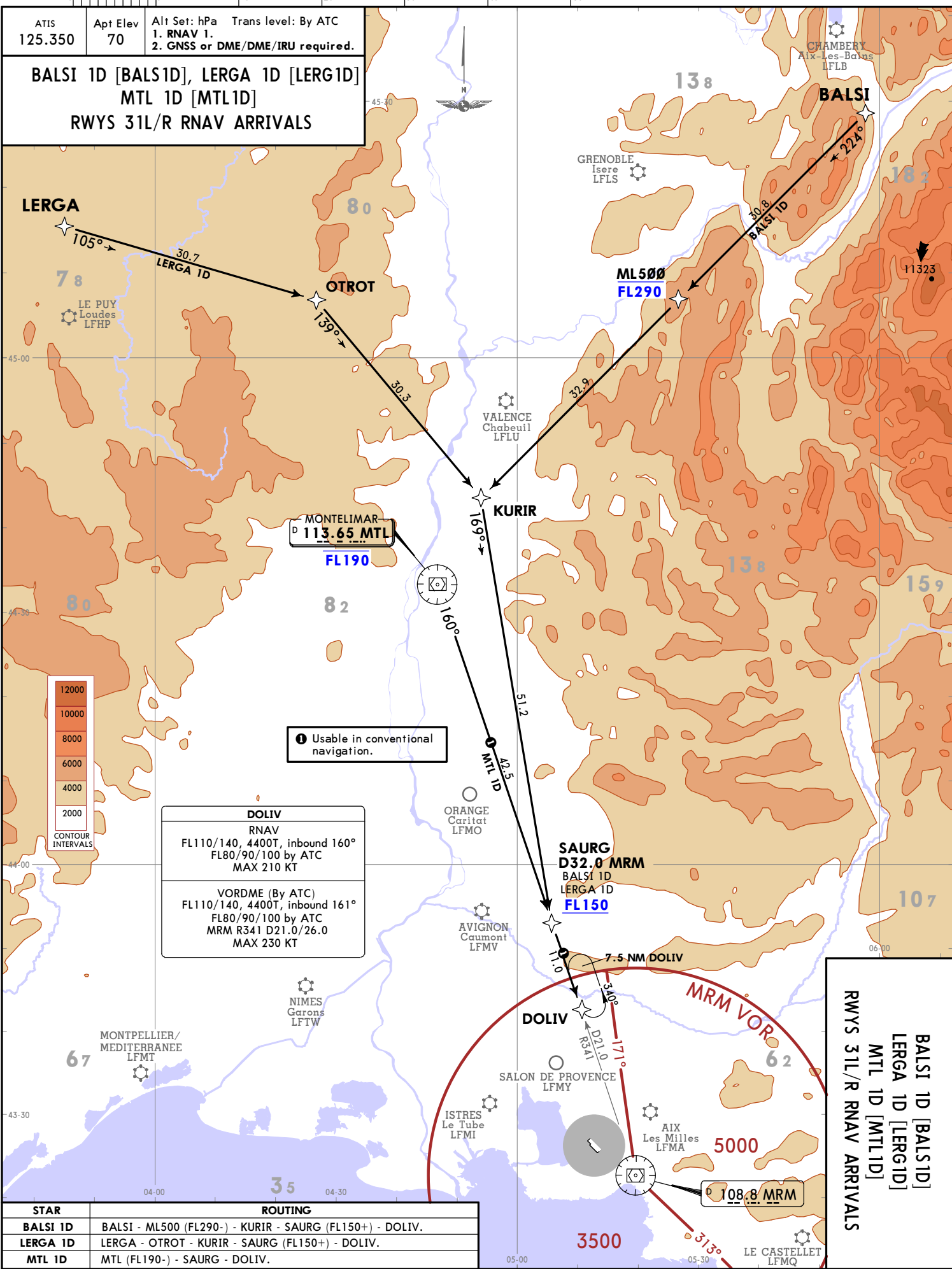


CHANGES: Sectors & altitudes revised.

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STAR	ROUTING
BALSI 1D	BALSI - ML500 (FL290-) - KURIR - SAURG (FL150+) - DOLIV.
LERGA 1D	LERGA - OTROT - KURIR - SAURG (FL150+) - DOLIV.
MTL 1D	MTL (FL190-) - SAURG - DOLIV.



HOLDING OVER

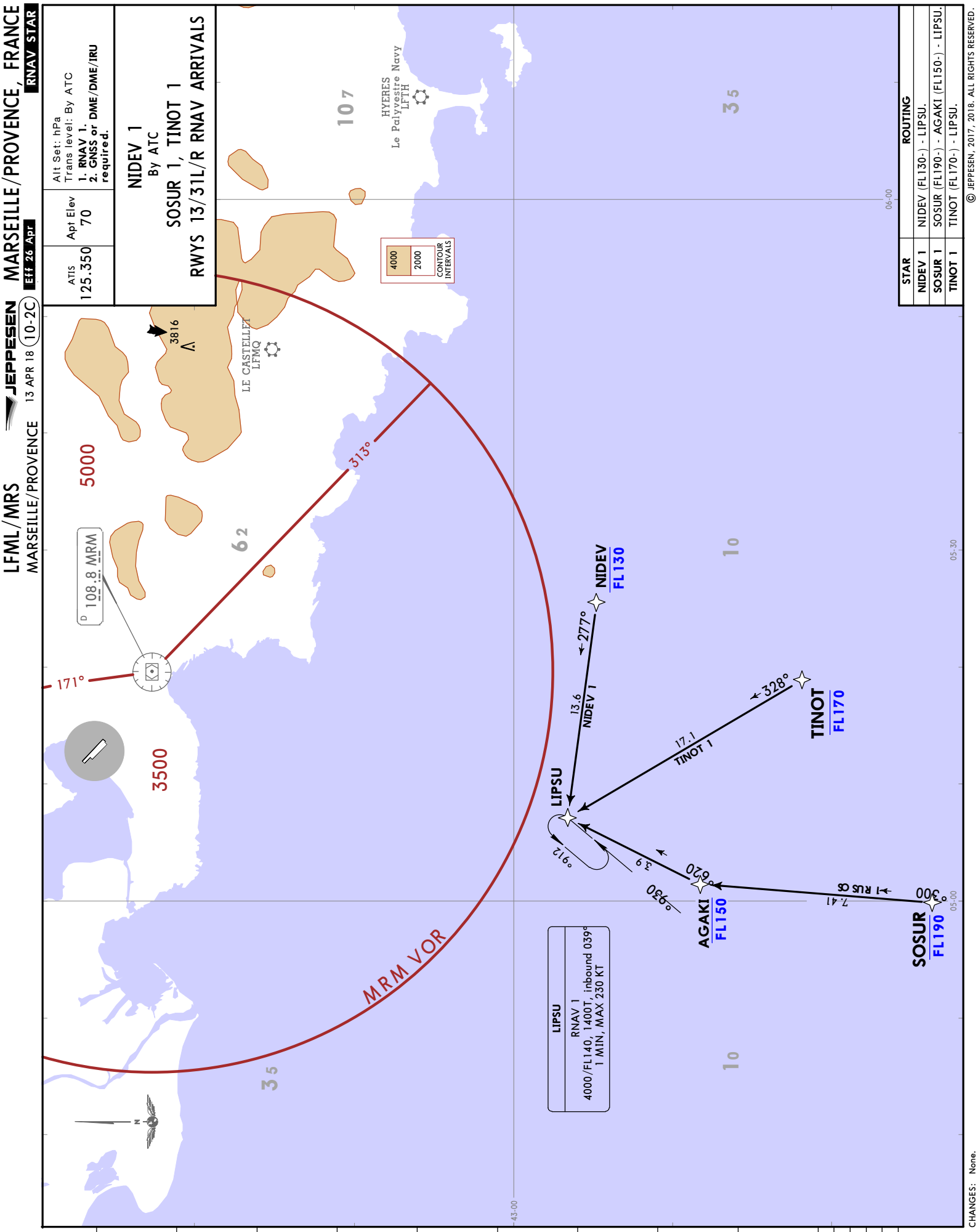
RIKSI

157°

7.5 NM
RIKSI

33°





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10-3 26 JAN 18
Eff 1 Feb

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SID

RNAV SID DESIGNATION	REFER TO CHART
ETREK 5N	10-3B
ETREK 5S	10-3C
FJR 5N	10-3D
FJR 5S	10-3E
LERGA 5N	10-3F
LERGA 5S	10-3G
LUC 5N, 5U	10-3H
LUC 5S	10-3J
MAMES 5N	10-3K
MAMES 5S	10-3L
MTL 5N	10-3M
MTL 5S	10-3N
NASIK 5N, 5U	10-3P
NASIK 5S	10-3Q
PPG 5N	10-3S
PPG 5S	10-3T
SOSUR 5N	10-3U
SOSUR 5S	10-3V
TINOT 5N	10-3V1
TINOT 5S	10-3V2
VATIR 5N	10-3V3
VATIR 5S	10-3V4
SID DESIGNATION	REFER TO CHART
ETREK 5B	10-3V5
ETREK 5C	10-3V6
LERGA 5B	10-3V7
LERGA 5C	10-3V8
MTL 5B	10-3W
MTL 5C	10-3X
LUC 5B	10-3X1
LUC 5C	10-3X2
NASIK 5B	10-3X3
NASIK 5C	10-3X4
MADRA 5B	10-3X5
MTG 5C	10-3X6

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10-3A

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SID

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DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

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

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

2. RNAV

2.1. RNAV 5 segments

Some SID routes include RNAV route segments.

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

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

2.2. RNAV 1 departures

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

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

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

3. USE OF RUNWAY 31 AT NIGHT

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

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10-3B 29 MAR 19

MARSEILLE/PROVENCE, FRANCE
RNAV SID

Apt Elev
70

Trans alt: 5000

1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

ETREK 5N [ETRE5N]

RNAV DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 6.0% until FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

NOT TO SCALE



Initial climb clearance 5000

RWY

INITIAL CLIMB

31L

Climb on 314° track to ML326, then to ML312 and ETOMA.

31R

Climb on 313° track to ML316, then to ML312 and ETOMA.

ROUTING

At ETOMA turn RIGHT to AVN, then to ARDEG, then to ETREK.

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JEPPESSEN
10-3C 29 MAR 19

MARSEILLE/PROVENCE, FRANCE

RNAV SID

Apt Elev
70

Trans alt: 5000

1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

ETREK 5S [ETRE5S]
RWYS 13L/R RNAV DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires minimum climb gradients of
9.0% in order to reduce noise above built-up areas
St Victoret, Les Pennes and Vitrolles, then
8.0% to VENTA due to ATS reasons, then
6.0% up to FL80 due to ATS reasons.

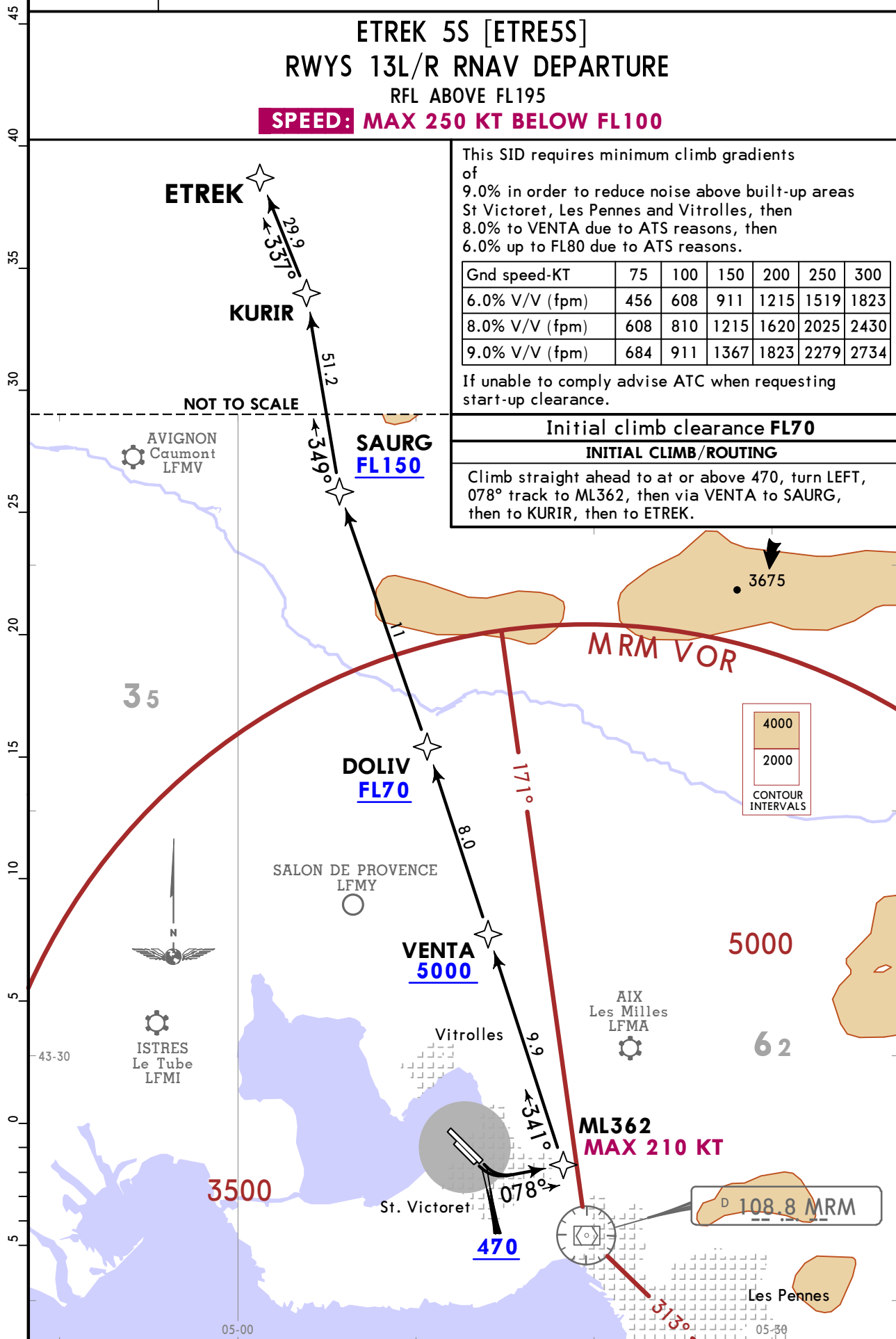
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

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

Initial climb clearance FL70

INITIAL CLIMB/ROUTING

Climb straight ahead to at or above 470, turn LEFT,
078° track to ML362, then via VENTA to SAURG,
then to KURIR, then to ETREK.



CHANGES: Reissue.

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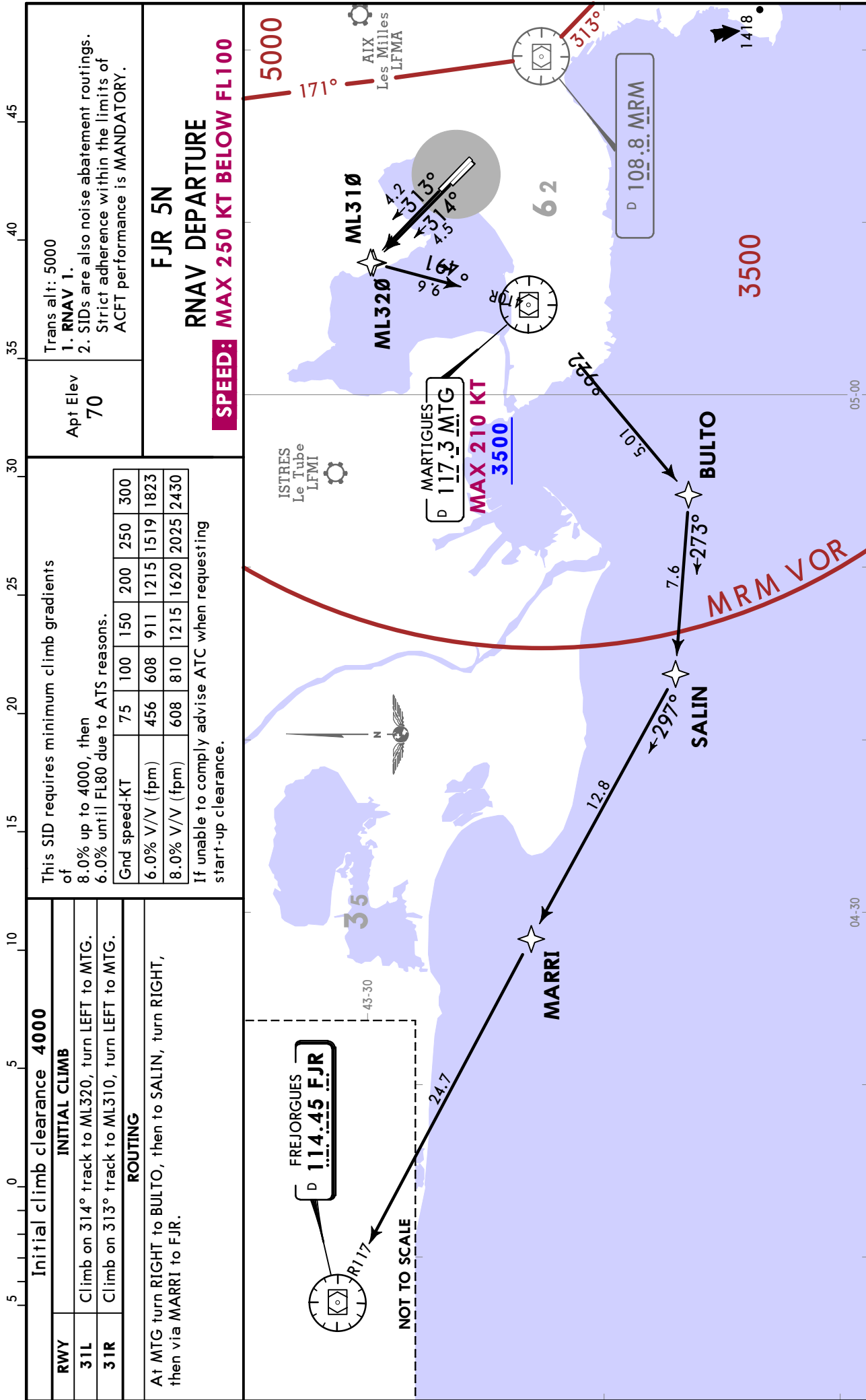
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10-3D

26 JAN 18
Eff 1 Feb

RNAV SID



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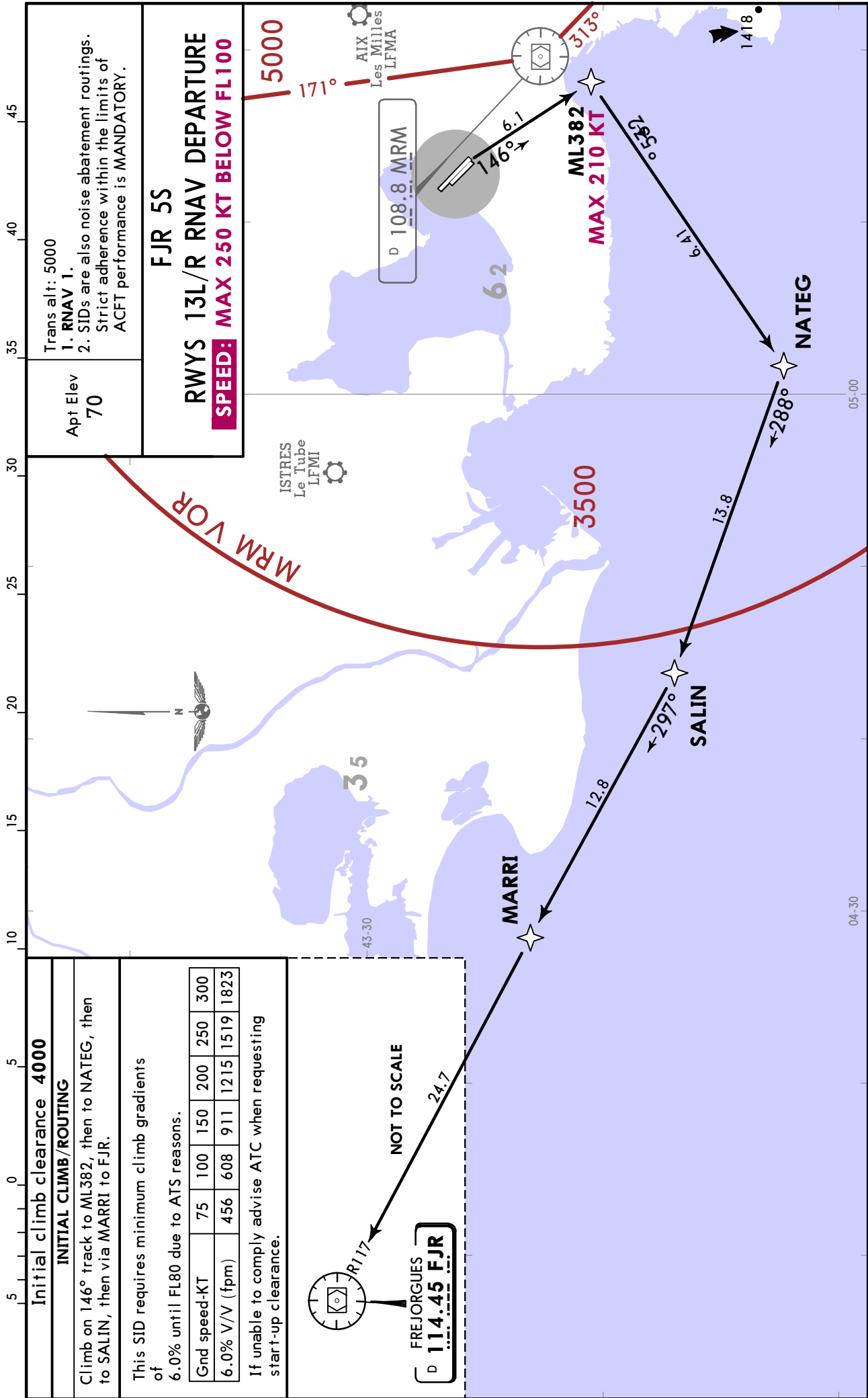
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Eff 1 Feb

RNAV SID



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10-3F

26 JAN 18
Eff 1 Feb

RNAV SID

Apt Elev
70

Trans alt: 5000

1. **RNAV 1.**

2. **SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.**

LERGA 5N [LERG5N]

RNAV DEPARTURE

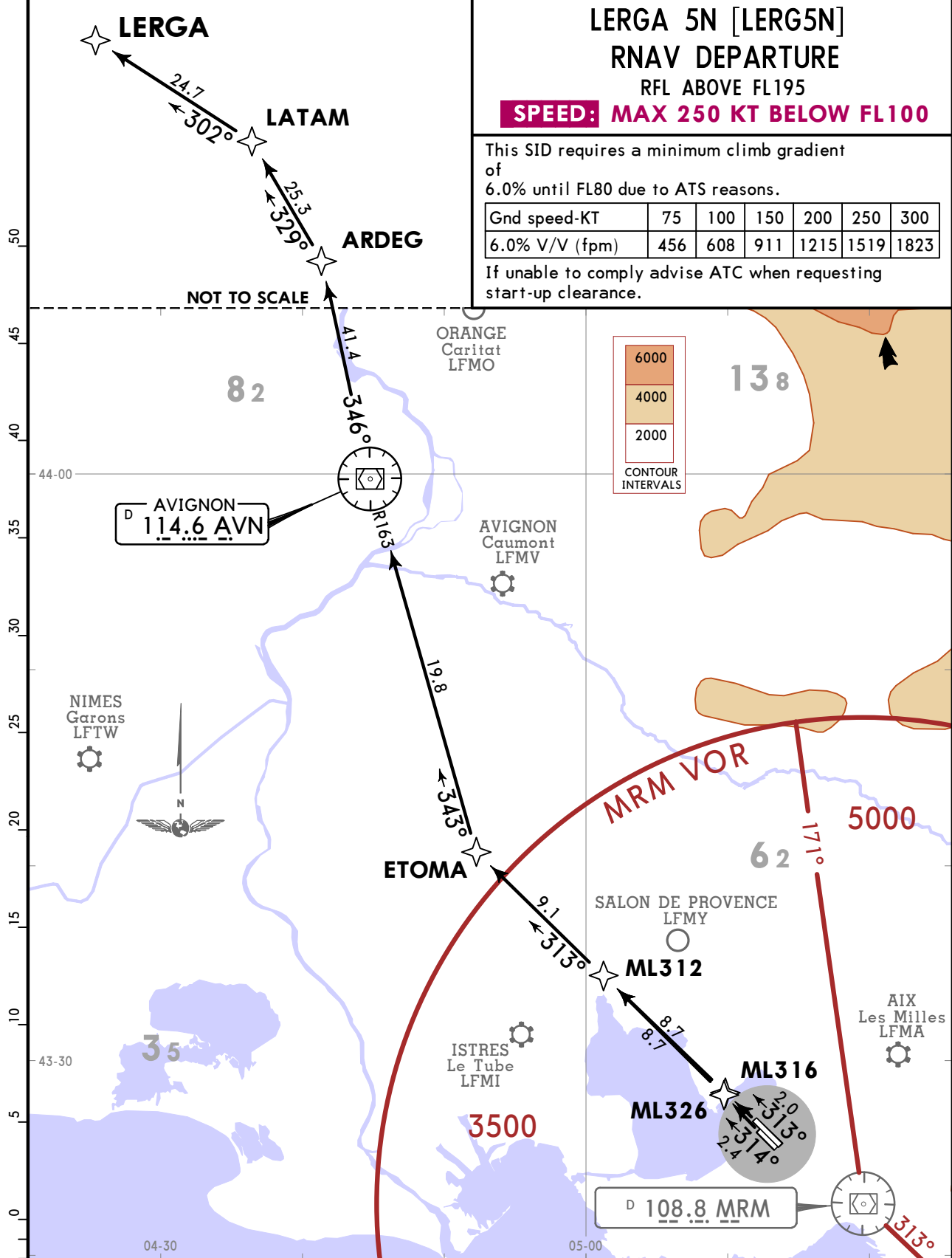
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 6.0% until FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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



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10-3G 26 JAN 18
Eff 1 Feb

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RNAV SID

Apt Elev
70

Trans alt: 5000

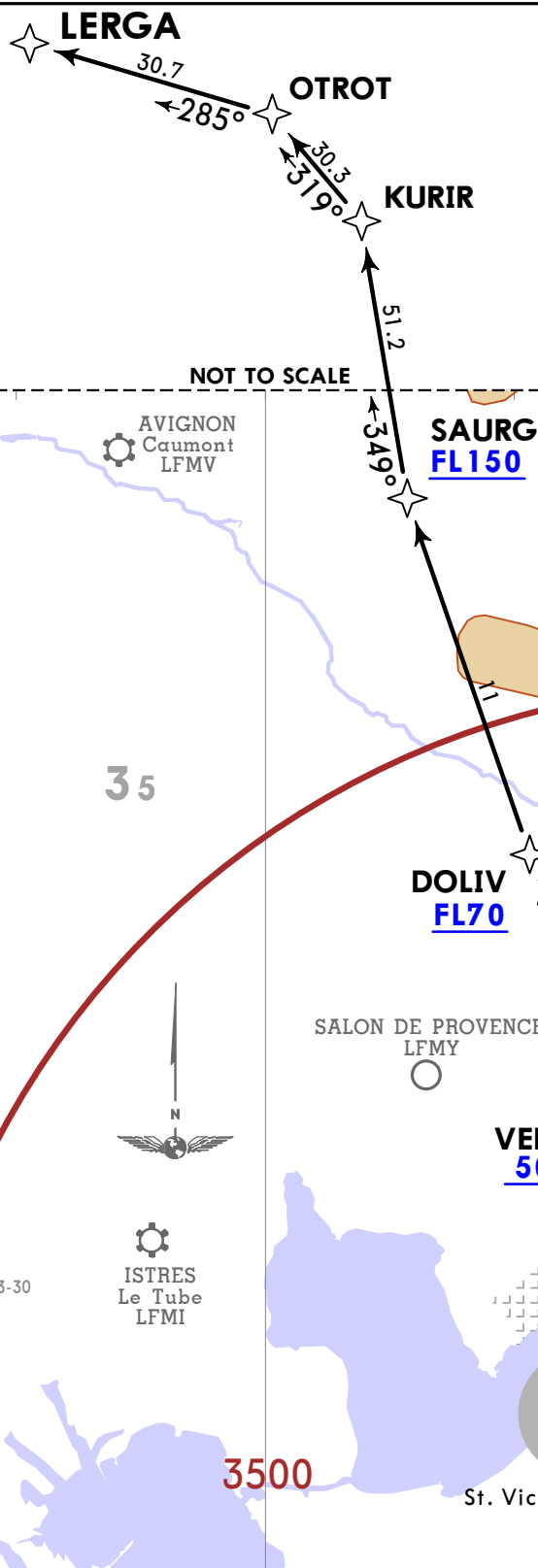
1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

LERGA 5S [LERG5S]
RWYS 13L/R RNAV DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients of
9.0% in order to reduce noise above built-up areas
St Victoret, Les Pennes and Vitrolles, then
8.0% to VENTA due to ATS reasons, then
6.0% up to FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

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

Initial climb clearance **FL70**

INITIAL CLIMB/ROUTING

Climb straight ahead to at or above 470, turn LEFT,
078° track to ML362, then via VENTA to SAURG,
then to KURIR, then to OTROT, then to LERGA.

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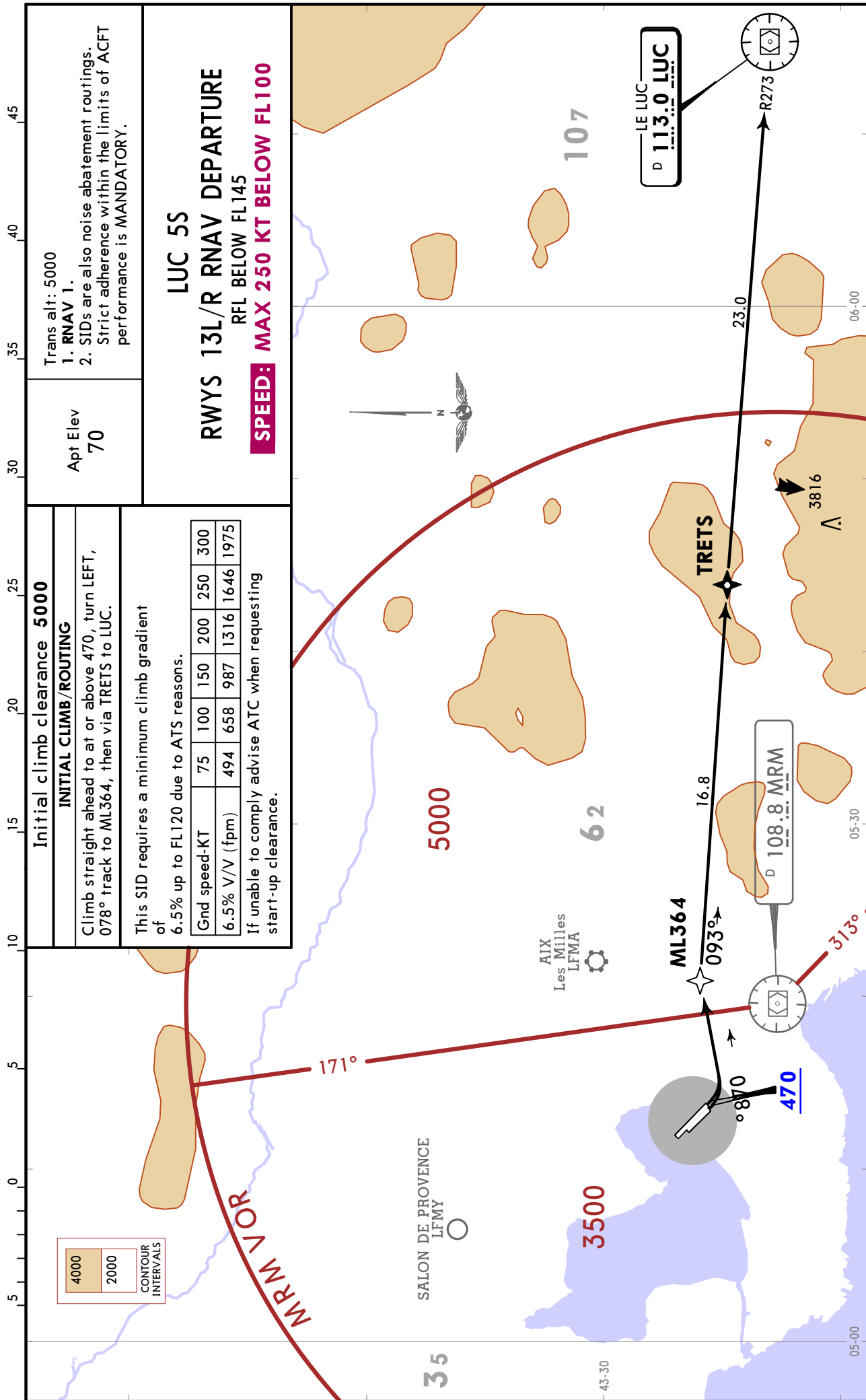
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10-3J

26 JAN 18
Eff 1 Feb

RNAV SID



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JEPPESSEN

MARSEILLE/PROVENCE, FRANCE

10-3L

26 JAN 18

Eff 1 Feb

RNAV SID

Apt Elev
70

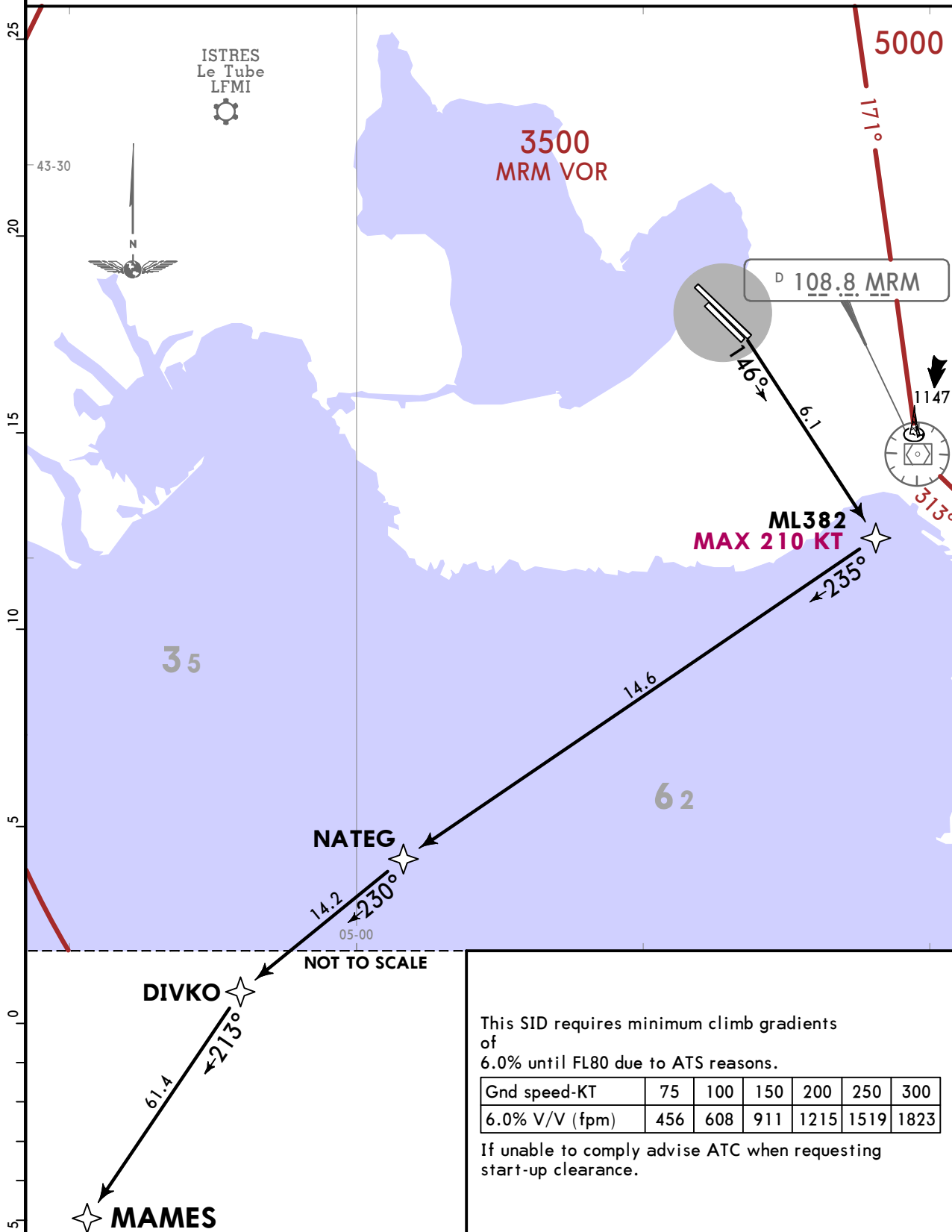
Trans alt: 5000

1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

MAMES 5S [MAME5S]
RWYS 13L/R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients
of
6.0% until FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance **4000**

INITIAL CLIMB/ROUTING

Climb on 146° track to ML382, then to NATEG, then to DIVKO, then to MAMES.

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MARSEILLE/PROVENCE, FRANCE

10-3M

26 JAN 18
Eff 1 Feb

RNAV SID

Apt Elev
70

Trans alt: 5000

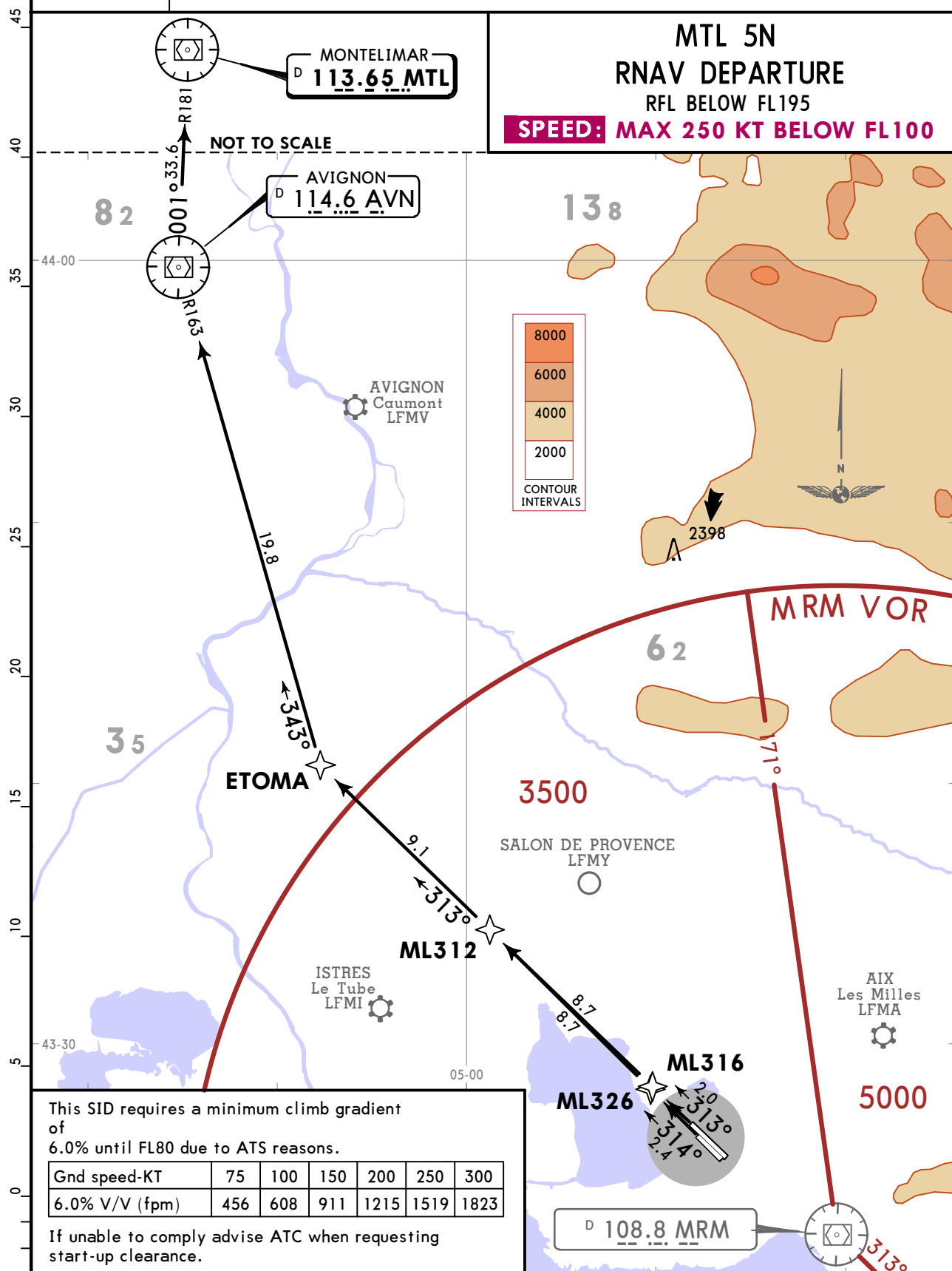
1. RNAV 1.
2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

MTL 5N

RNAV DEPARTURE

RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6.0% until FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance **5000**

RWY	INITIAL CLIMB
31L	Climb on 314° track to ML326, then to ML312 and ETOMA.
31R	Climb on 313° track to ML316, then to ML312 and ETOMA.

ROUTING

At ETOMA turn RIGHT to AVN, then to MTL.

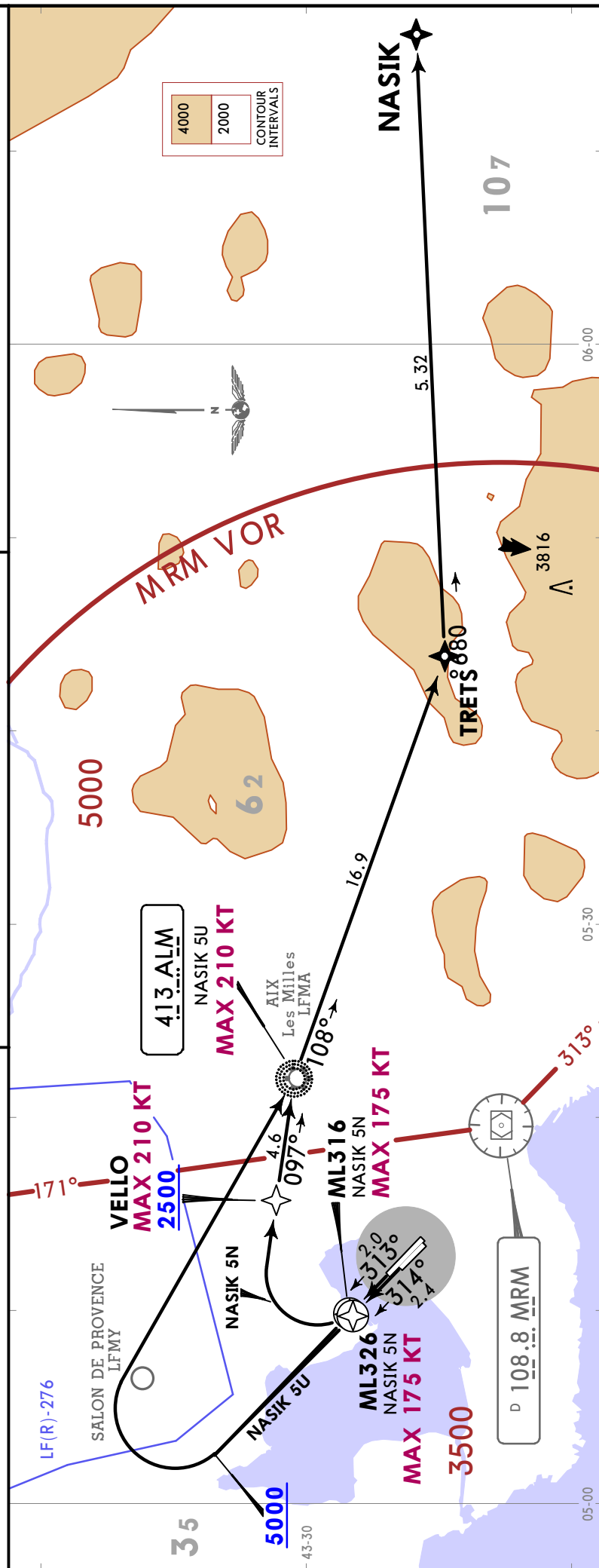
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LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
26 JAN 18
10-3P Eff 1 Feb

MARSEILLE/PROVENCE, FRANCE
RNAV SID

Initial climb clearance 5000			Trans alt: 5000 1. RNAV 1. 2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.																																							
			Apt Elev 70																																							
			NASIK 5N [NASI5N] CAT A, B & C NASIK 5U [NASI5U] RNAV DEPARTURES RFL ABOVE FL155 SPEED: MAX 250 KT BELOW FL100																																							
			These SIDs require minimum climb gradients of NASIK 5N: 6.5% up to FL120 due to ATS reasons. NASIK 5U: 8.0% up to 5000, then 6.0% until FL80 due to ATS reasons.																																							
			<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>6.0% V/V (fpm)</td><td>456</td><td>608</td><td>911</td><td>1215</td><td>1519</td><td>1823</td></tr><tr><td>6.5% V/V (fpm)</td><td>494</td><td>658</td><td>987</td><td>1316</td><td>1646</td><td>1975</td></tr><tr><td>8.0% V/V (fpm)</td><td>608</td><td>810</td><td>1215</td><td>1620</td><td>2025</td><td>2430</td></tr></table>												Gnd speed-KT	75	100	150	200	250	300	6.0% V/V (fpm)	456	608	911	1215	1519	1823	6.5% V/V (fpm)	494	658	987	1316	1646	1975	8.0% V/V (fpm)	608	810	1215	1620	2025	2430
Gnd speed-KT	75	100	150	200	250	300																																				
6.0% V/V (fpm)	456	608	911	1215	1519	1823																																				
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8.0% V/V (fpm)	608	810	1215	1620	2025	2430																																				
			If unable to comply advise ATC when requesting start-up clearance.																																							



LFML/MRS
MARSEILLE/PROVENCE



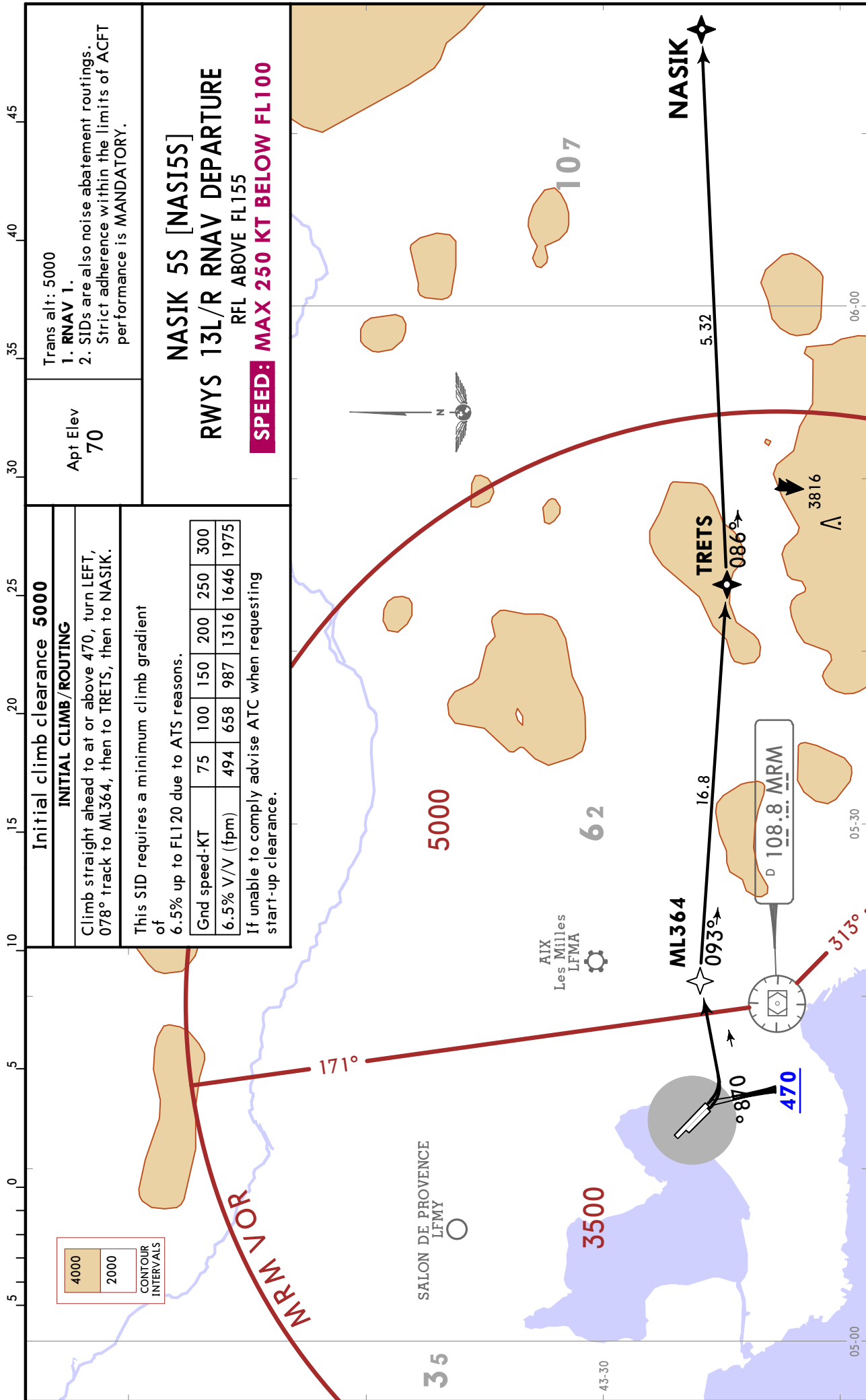
JEPPESSEN

MARSEILLE/PROVENCE, FRANCE

10-3Q

26 JAN 18
Eff 1 Feb

RNAV SID



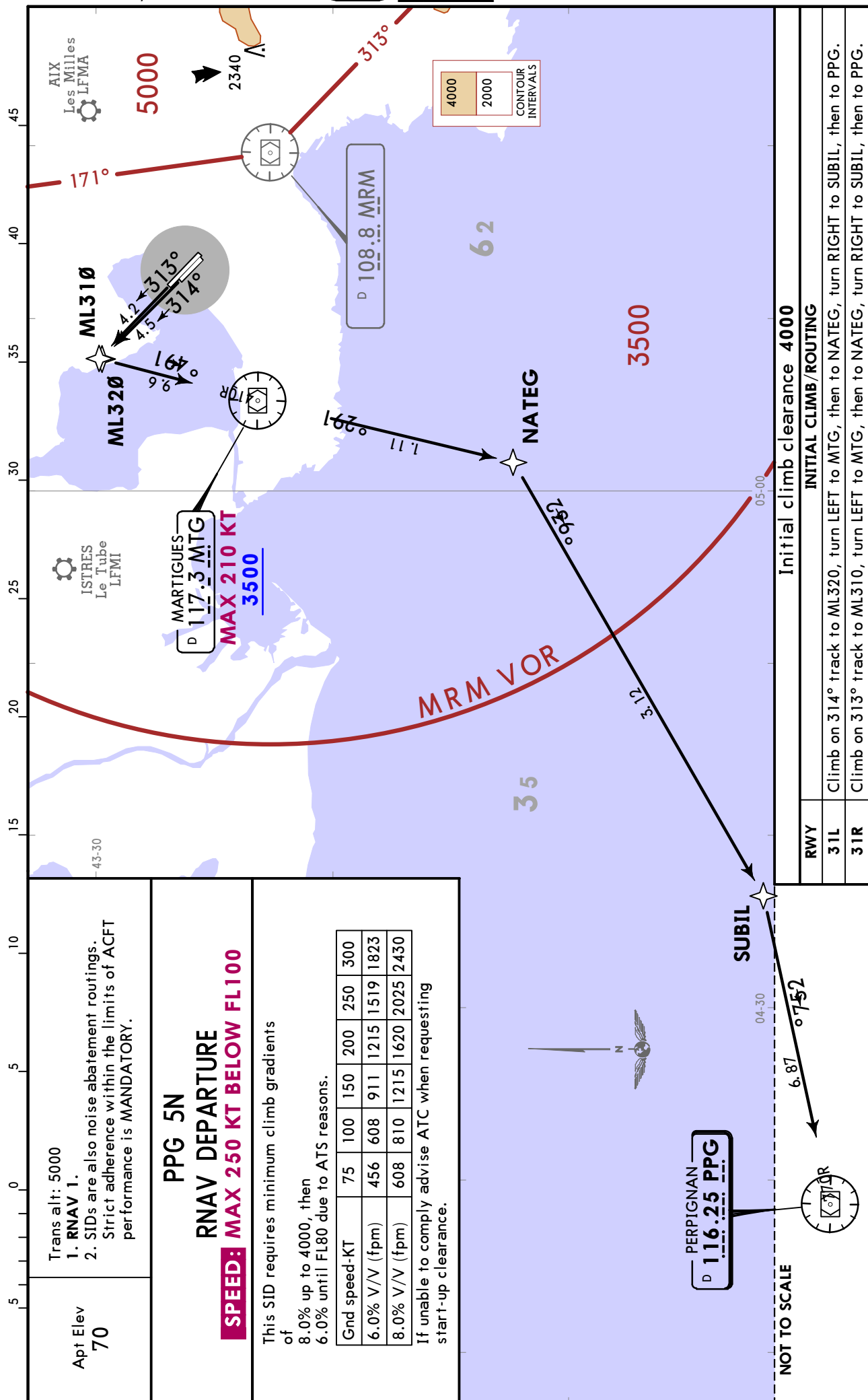
CHANGES: SID FJR 4C withdrawn; RNAV SID NASIK 5S established.

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26 JAN 18
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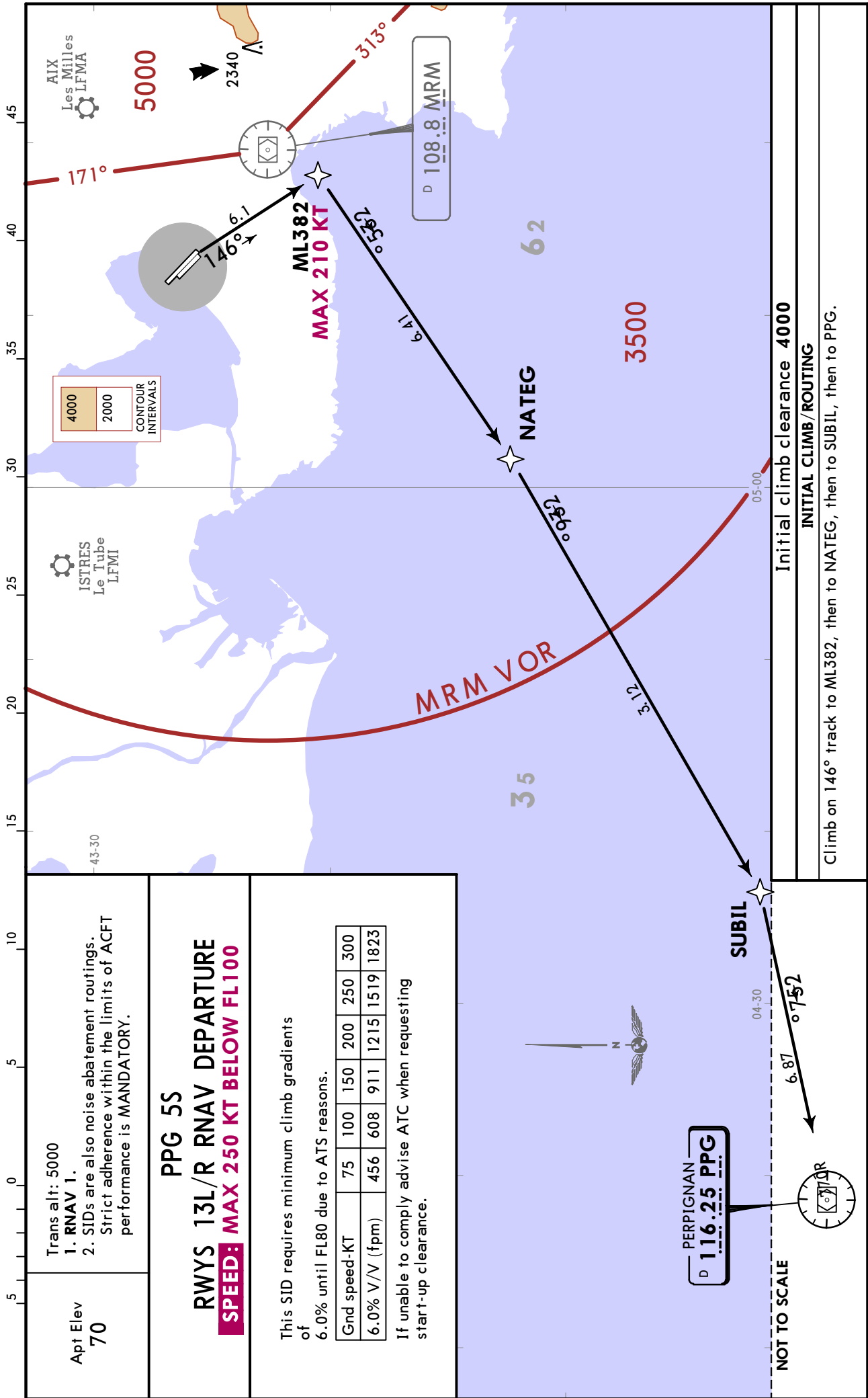
MARSEILLE/PROVENCE, FRANCE
RNAV SID



LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
26 JAN 18
10-3T Eff 1 Feb

MARSEILLE/PROVENCE, FRANCE
RNAV SID



LFML/MRS
MARSEILLE/PROVENCE



JEPPESSEN

MARSEILLE/PROVENCE, FRANCE

10-3U

26 JAN 18
Eff 1 Feb

RNAV SID

Apt Elev
70

Trans alt: 5000

1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

SOSUR 5N [SOSU5N]

RNAV DEPARTURE

BY ATC

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance 4000

RWY	INITIAL CLIMB/ROUTING
31L	Climb on 314° track to ML320, turn LEFT to MTG, then via NATEG to ML386, then to SOSUR.
31R	Climb on 313° track to ML310, turn LEFT to MTG, then via NATEG to ML386, then to SOSUR.

LFML/MRS
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JEPPESSEN

MARSEILLE/PROVENCE, FRANCE

10-3V

26 JAN 18
Eff 1 Feb

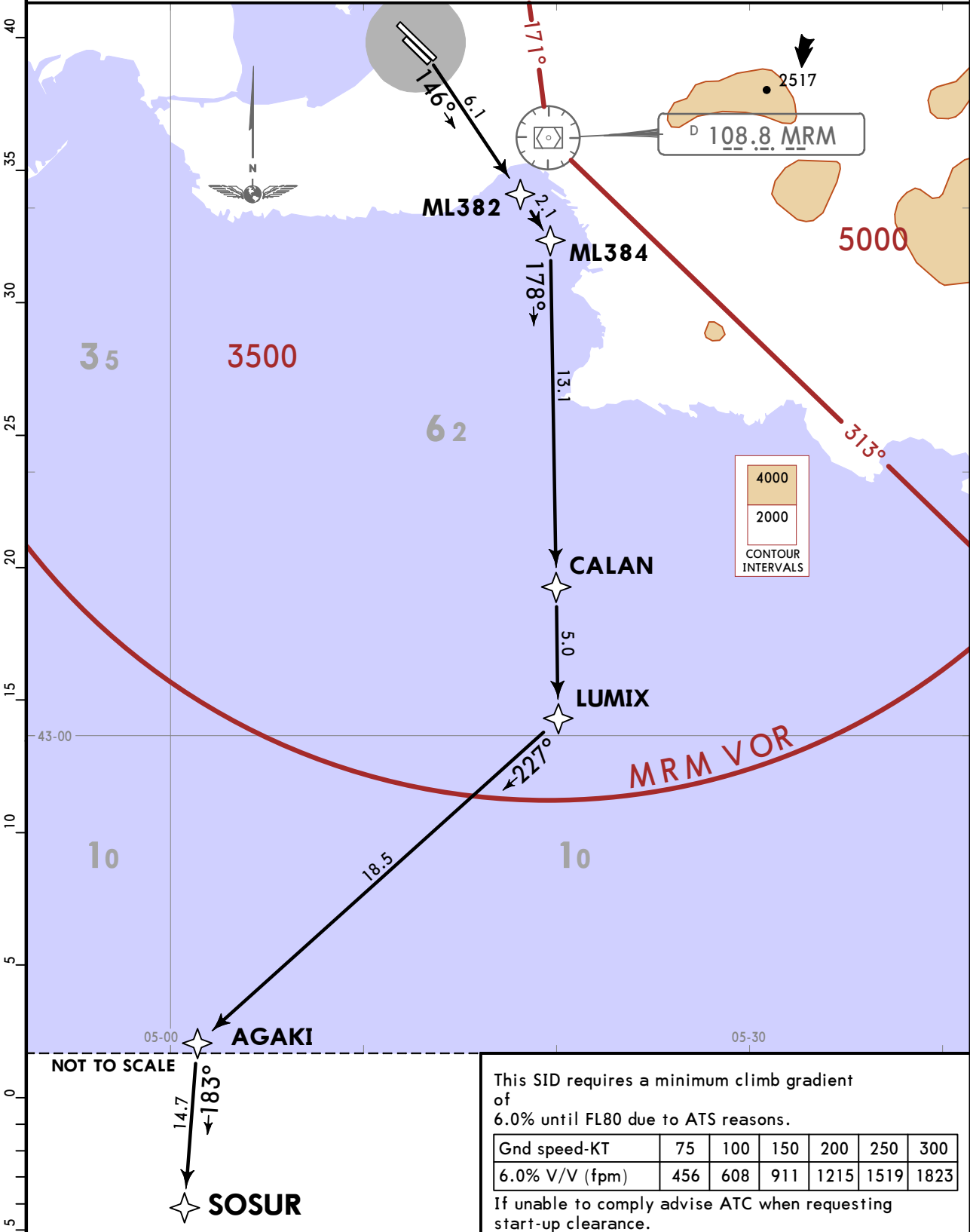
RNAV SID

Apt Elev
70

Trans alt: 5000
1. RNAV 1.
2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

SOSUR 5S [SOSU5S]
RWYS 13L/R RNAV DEPARTURE
BY ATC

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **4000**

INITIAL CLIMB/ROUTING

Climb on 146° track via ML382 to ML384, then via CALAN to LUMIX, then to AGAKI, then to SOSUR.

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10-3V1 26 JAN 18
Eff 1 Feb

MARSEILLE/PROVENCE, FRANCE
RNAV SID

Apt Elev
70

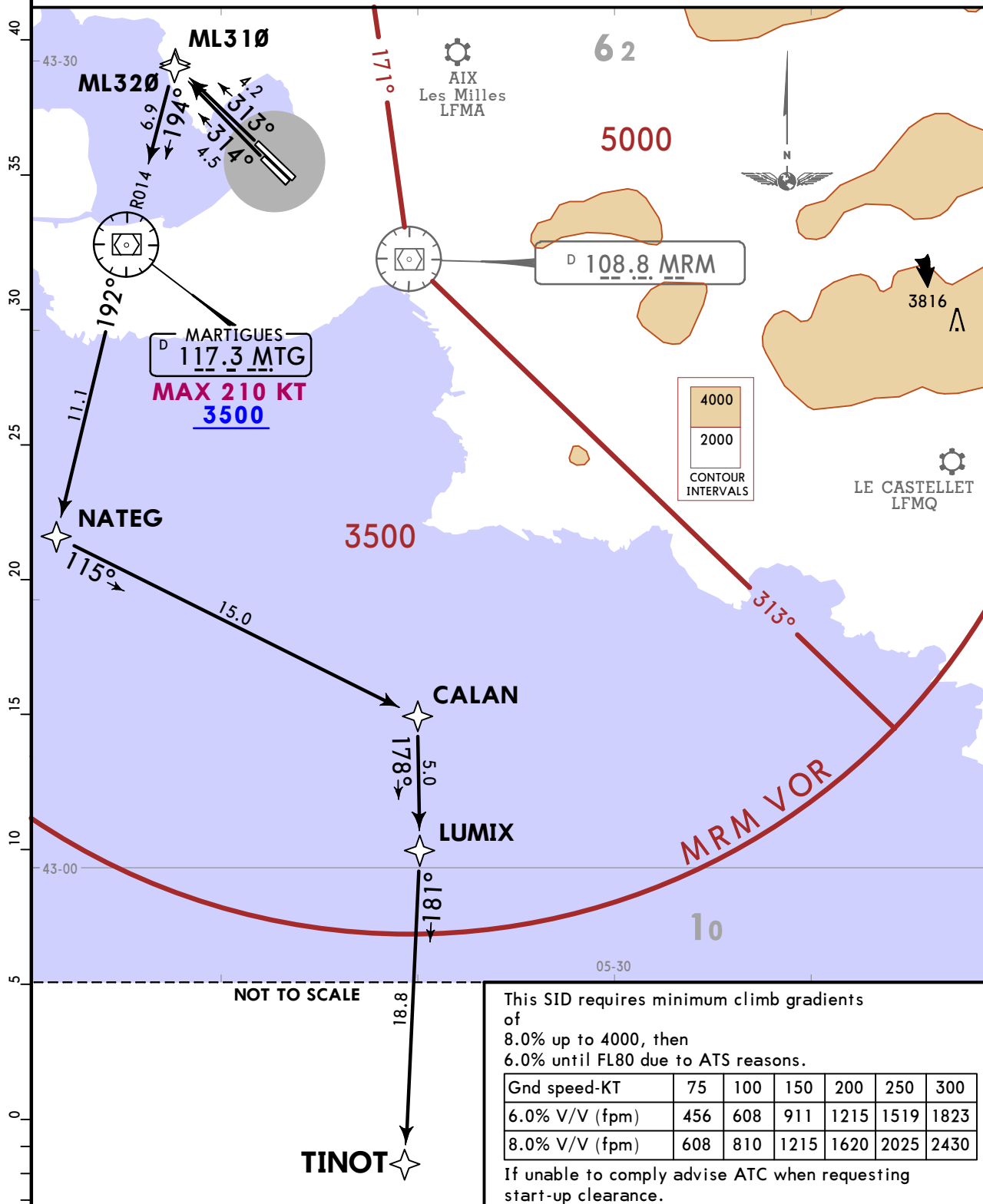
Trans alt: 5000

1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

TINOT 5N [TINO5N]
RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **4000**

RWY

INITIAL CLIMB/ROUTING

31L

Climb on 314° track to ML320, turn LEFT to MTG, then to NATEG, turn LEFT to CALAN, turn RIGHT to LUMIX, then to TINOT.

31R

Climb on 313° track to ML310, turn LEFT to MTG, then to NATEG, turn LEFT to CALAN, turn RIGHT to LUMIX, then to TINOT.

LFML/MRS
MARSEILLE/PROVENCE



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MARSEILLE/PROVENCE, FRANCE

10-3V2

26 JAN 18
Eff 1 Feb

RNAV SID

Apt Elev
70

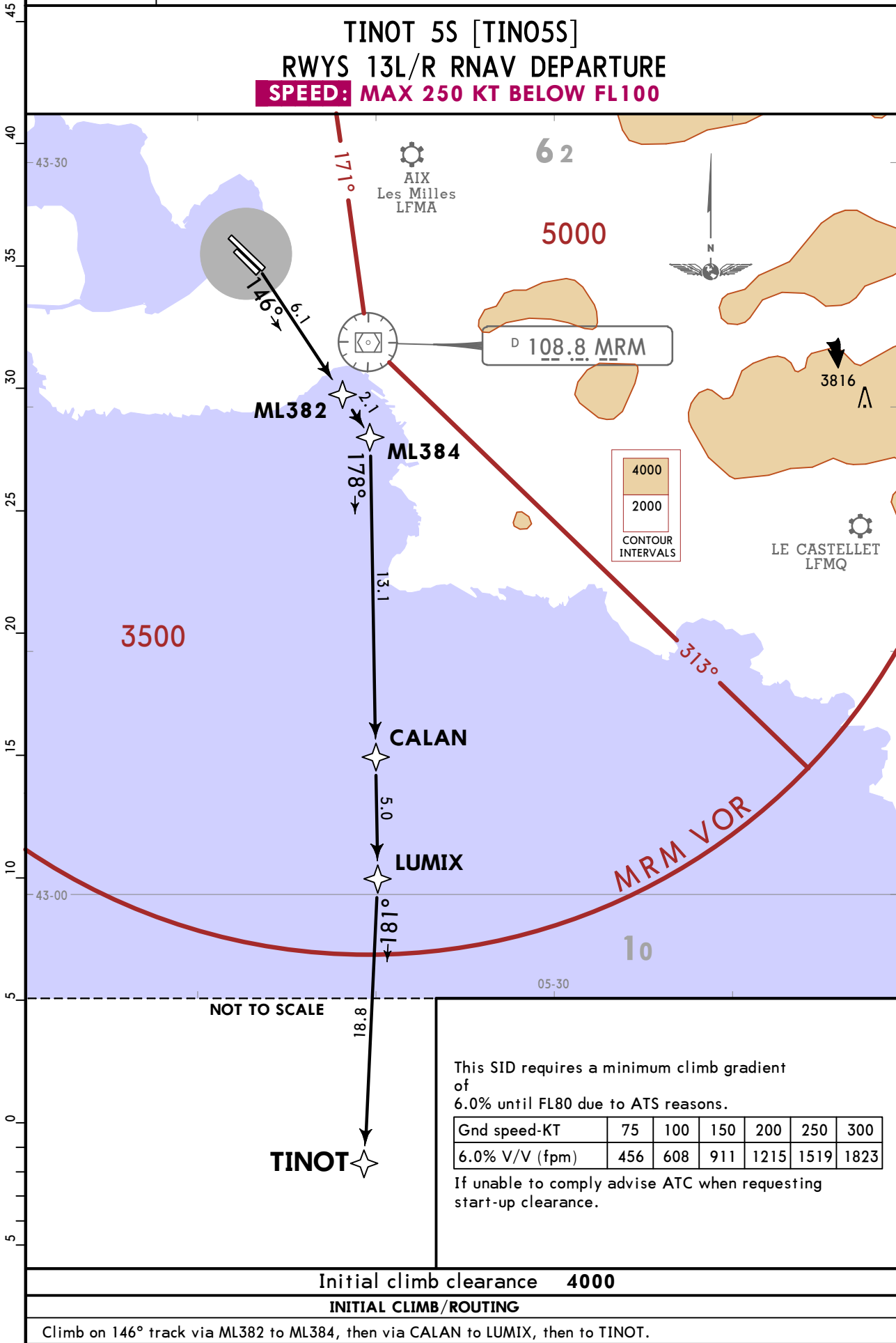
Trans alt: 5000

1. RNAV 1.
2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

TINOT 5S [TINO5S]

RWYS 13L/R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6.0% until FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

LFML/MRS
MARSEILLE/PROVENCE

JEPPESEN
10-3V3 26 JAN 18
Eff 1 Feb

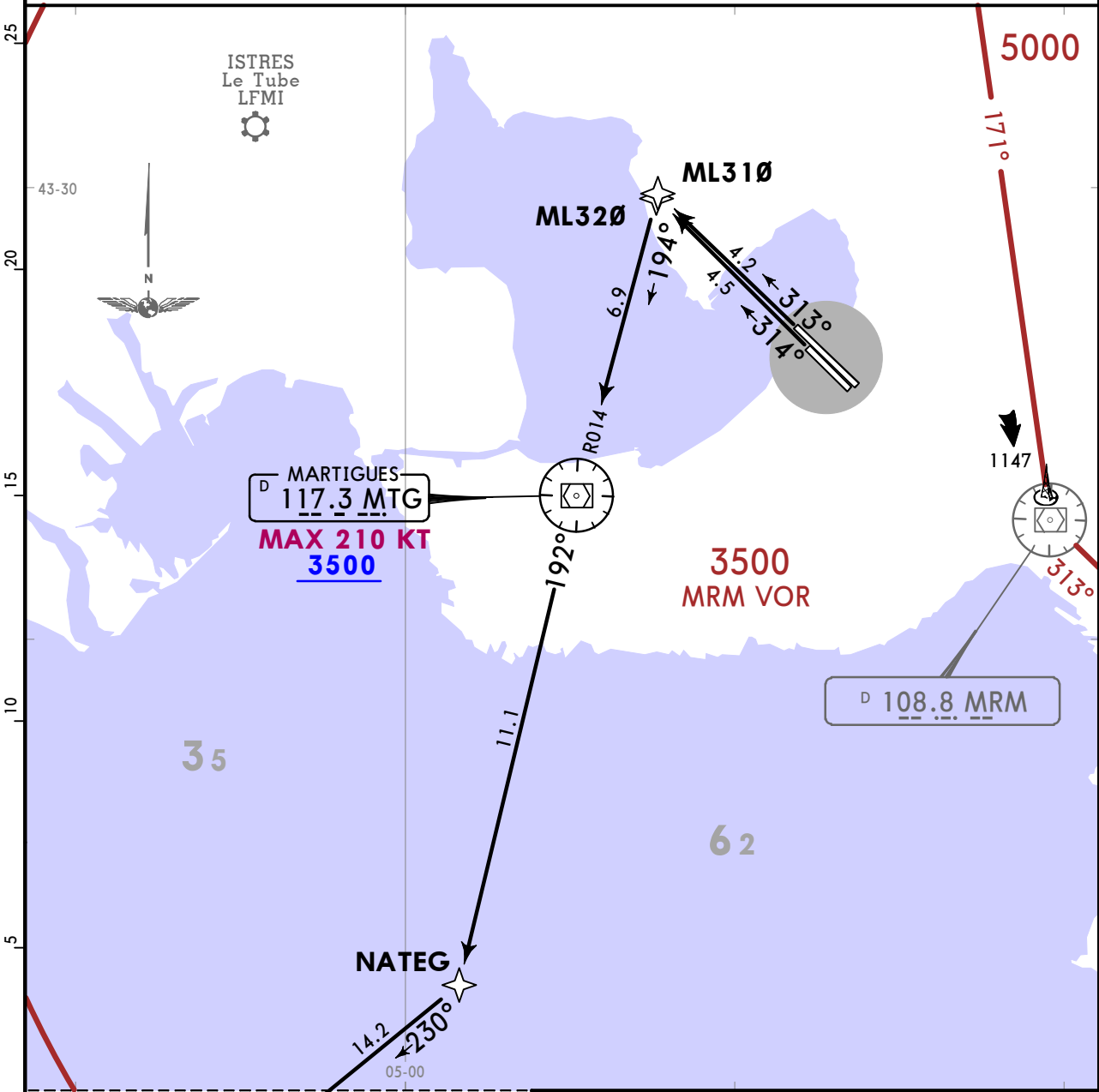
MARSEILLE/PROVENCE, FRANCE
RNAV SID

Apt Elev
70

Trans alt: 5000
1. RNAV 1.
2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

VATIR 5N [VATI5N]
RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100



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

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance 4000

RWY	INITIAL CLIMB/ROUTING
31L	Climb on 314° track to ML320, turn LEFT to MTG, then to NATEG, then to DIVKO, then to VATIR.
31R	Climb on 313° track to ML310, turn LEFT to MTG, then to NATEG, then to DIVKO, then to VATIR.

LFML/MRS
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MARSEILLE/PROVENCE, FRANCE

10-3V4

26 JAN 18
Eff 1 Feb

RNAV SID

Apt Elev
70

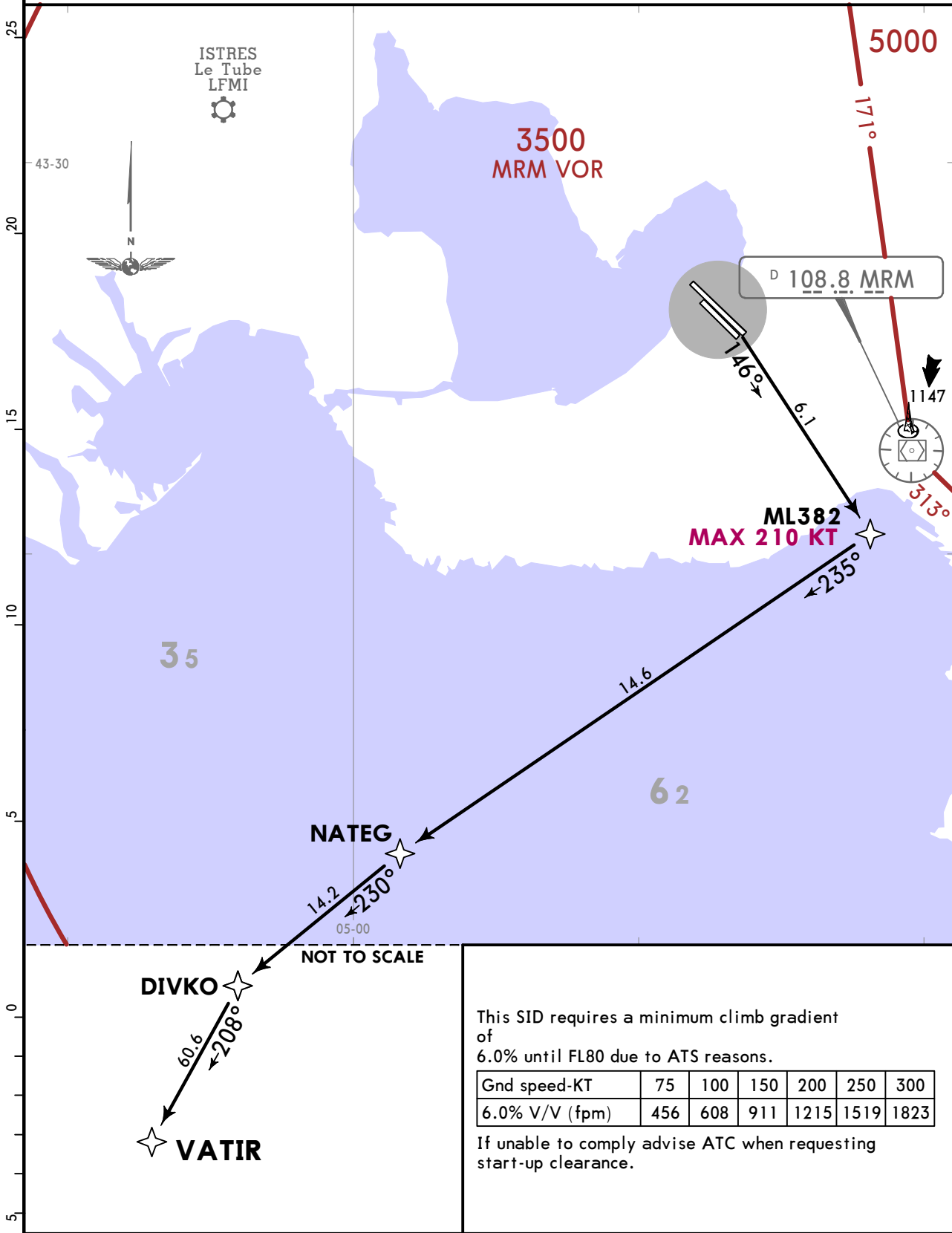
Trans alt: 5000

1. RNAV 1.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

VATIR 5S [VATI5S]
RWYS 13L/R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6.0% until FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

Initial climb clearance **4000**

INITIAL CLIMB/ROUTING

Climb on 146° track to ML382, then to NATEG, then to DIVKO, then to VATIR.

LFML/MRS
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MARSEILLE/PROVENCE, FRANCE

(10-3V5)

26 JAN 18

Eff 1 Feb

SID

Apt Elev
70

Trans alt: 5000

1. **B-RNAV/RNAV 5 equipment required.**

2. **SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.**

ETREK ✧

KURIR ✧

SAURG ▲
FL150

DOLIV ▲
FL70

VENTA ▲
5000

LOC DME
D 111.15 MPV

LOC DME
D 110.3 ML

D3.0 ML
D2.0 MPV

D1.5 ML
St. Victoret

370

but not before
D1.5 ML

MAX 210 KT
in turn

D 108.8 MRM

2340

Les Pennes

ETREK 5B [ETRE5B]
RWYS 13L/R DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires minimum climb gradients of 9.0% in order to reduce noise above built-up areas St Victoret, Les Pennes and Vitrolles, then 8.0% to FL150 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

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

NOT TO SCALE

MRM VOR

SALON DE PROVENCE
LFMY

3500

62

5000

Vitrolles

LOC DME

D 111.15 MPV

LOC DME

D 110.3 ML

D3.0 ML
D2.0 MPV

D1.5 ML
St. Victoret

370

but not before
D1.5 ML

MAX 210 KT
in turn

D 108.8 MRM

2340

Les Pennes

Initial climb clearance **FL70**

INITIAL CLIMB/ROUTING

Climb to 370, not before D1.5 ML turn LEFT, 078° track, at D3.0 ML or D2.0 MPV turn LEFT, intercept MRM R341 to SAURG, turn RIGHT, 349° track to KURIR, turn LEFT, 337° track to ETREK.

CHANGES: SIDs transferred, renumbered & revised; chart redrawn.

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MARSEILLE/PROVENCE



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MARSEILLE/PROVENCE, FRANCE

10-3V6

26 JAN 18
Eff 1 Feb

SID

Apt Elev
70

Trans alt: 5000

1. B-RNAV/RNAV 5 equipment required.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

ETREK 5C [ETRE5C]

DEPARTURE

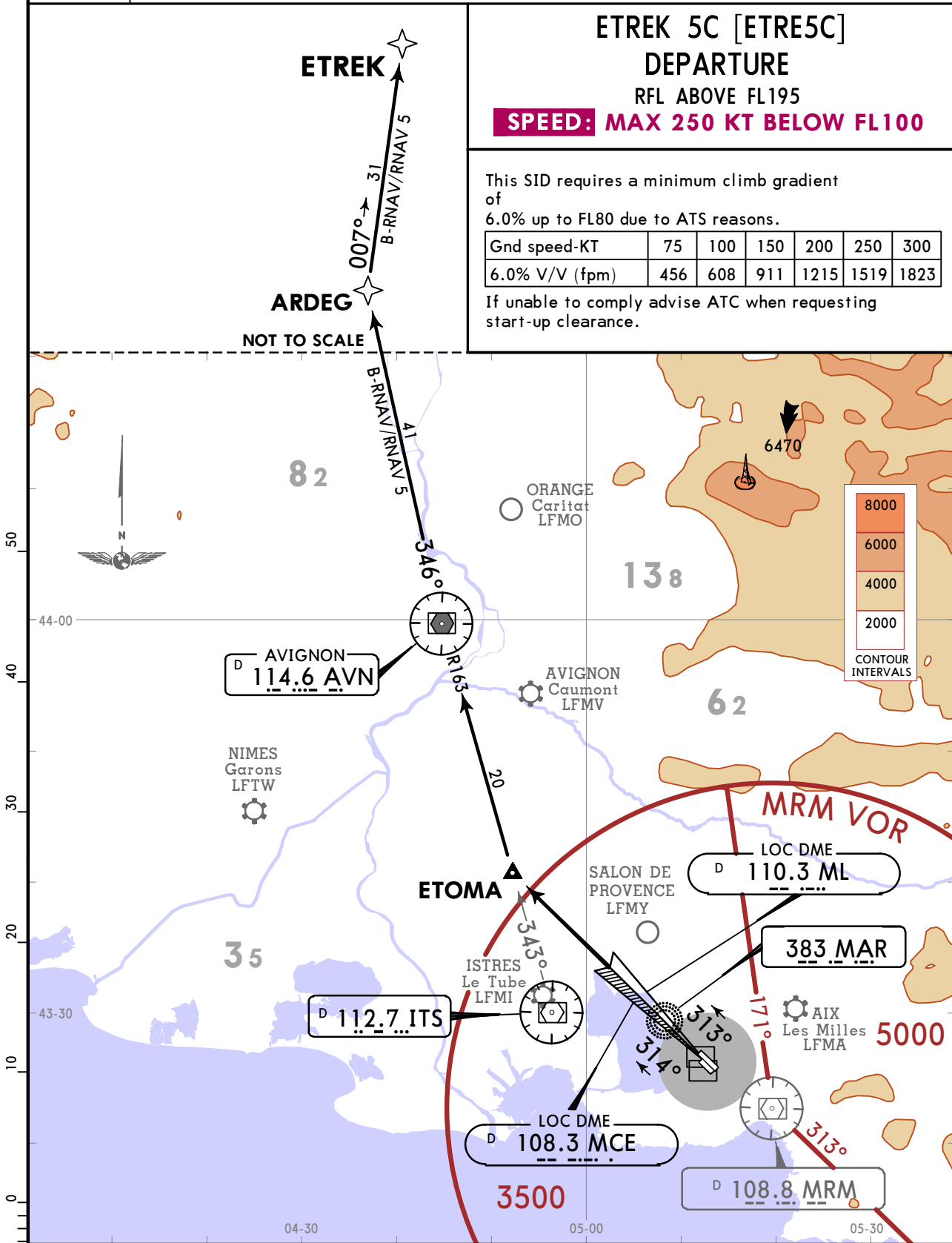
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 6.0% up to FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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



Initial climb clearance 5000

RWY

INITIAL CLIMB

31L

Climb on MCE outbound (314° track; when MCE unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R343 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 R343 to AVN.

ROUTING

At AVN turn RIGHT, AVN R346 to ARDEG, turn RIGHT, 007° track to ETREK.

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MARSEILLE/PROVENCE, FRANCE

10-3V7

26 JAN 18
Eff 1 Feb

SID

Apt Elev
70

Trans alt: 5000

1. **B-RNAV/RNAV 5 equipment required.**
2. **SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.**

LERGA 5B [LERG5B]

RWYS 13L/R DEPARTURE

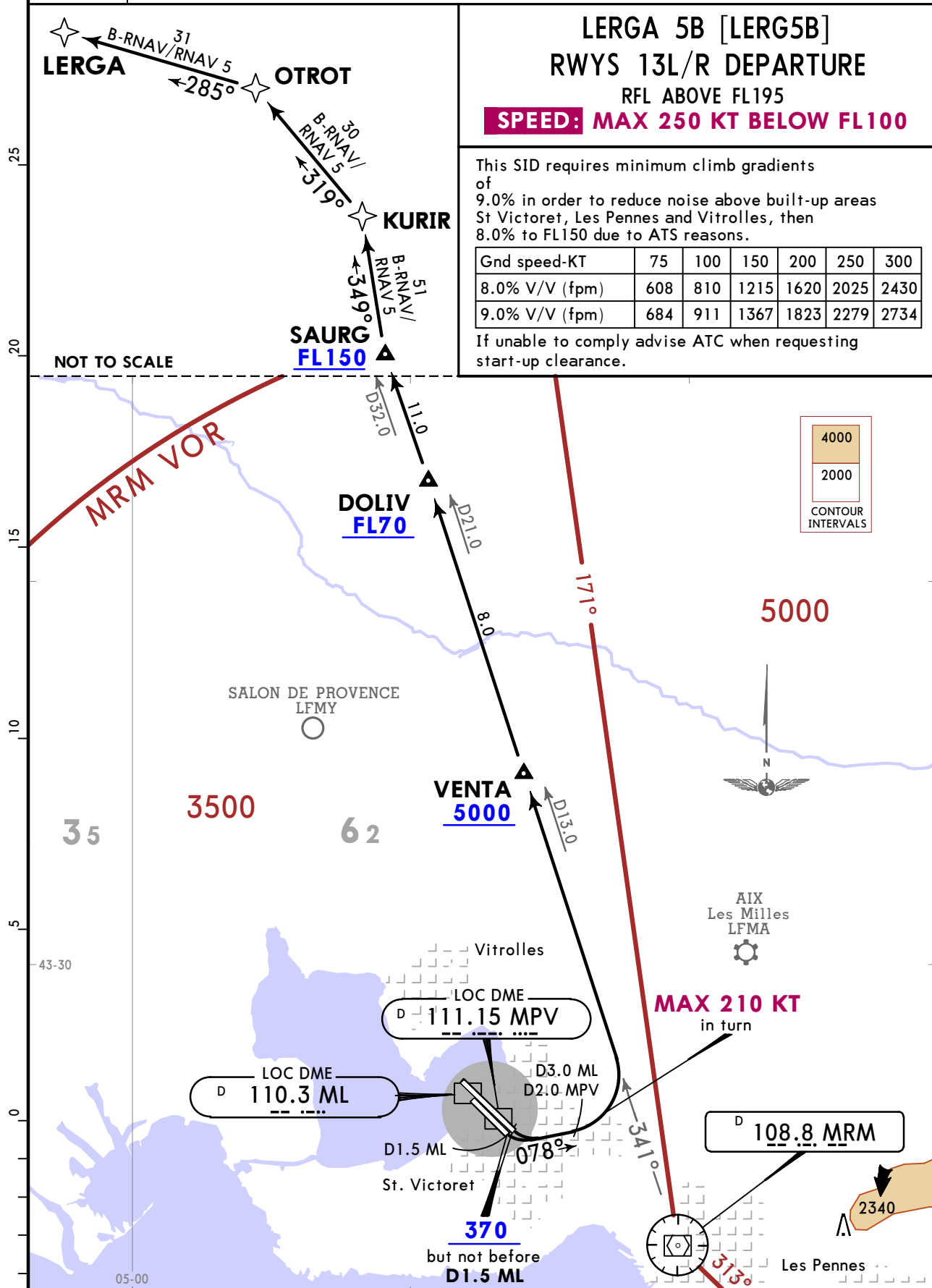
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires minimum climb gradients of 9.0% in order to reduce noise above built-up areas St Victoret, Les Pennes and Vitrolles, then 8.0% to FL150 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

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



Initial climb clearance	FL70
-------------------------	------

INITIAL CLIMB/ROUTING

Climb to 370, not before D1.5 ML turn LEFT, 078° track, at D3.0 ML or D2.0 MPV turn LEFT, intercept MRM R341 to SAURG, turn RIGHT, 349° track to KURIR, turn LEFT, 319° track to OTROT, turn LEFT, 285° track to LERGA.

LFML/MRS
MARSEILLE/PROVENCE

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26 JAN 18
Eff 1 Feb
SID

Apt Elev
70

Trans alt: 5000

1. B-RNAV/RNAV 5 equipment required.

2. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

LERGA 5C [LERG5C]

DEPARTURE

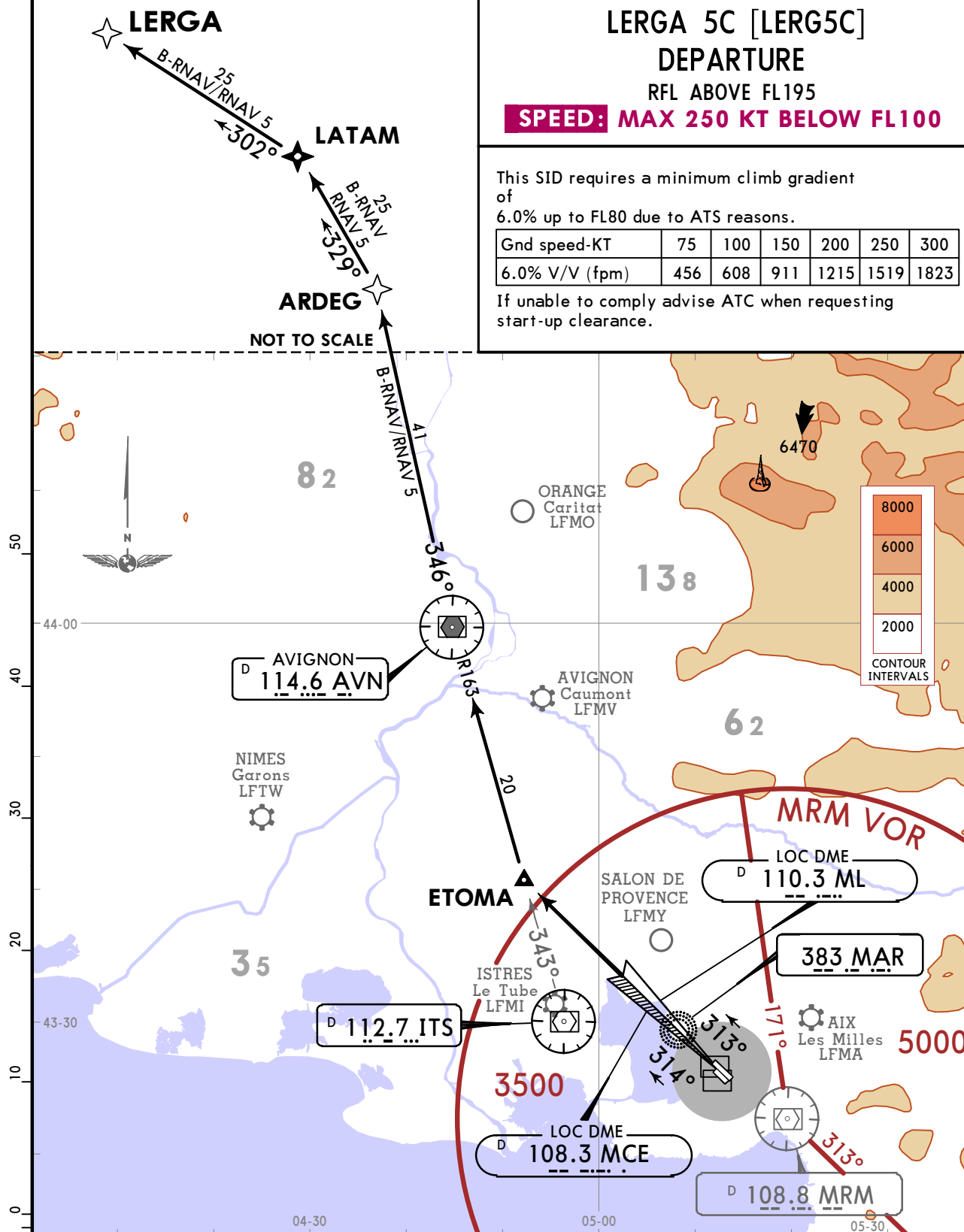
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 6.0% up to FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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



Initial climb clearance 5000

RWY

INITIAL CLIMB

31L

Climb on MCE outbound (314° track; when MCE unserviceable: intercept 313° bearing to MAR, continue on 313° bearing) to ETOMA, turn RIGHT, intercept ITS R343 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 R343 to AVN.

ROUTING

At AVN turn RIGHT, AVN R346 to ARDEG, turn LEFT, 329° track to LATAM, turn LEFT, 302° track to LERGA.

LFML/MRS
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MARSEILLE/PROVENCE, FRANCE

10-3W

13 APR 18

Eff 26 Apr

SID

Apt Elev
70

Trans alt: 5000

SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

MTL 5B
RWYS 13L/R DEPARTURE

RFL below FL195

SPEED: MAX 250 KT BELOW FL100

MONTEILMAR
D **113.65 MTL**



SAURG ▲

NOT TO SCALE

MRM VOR

DOLIV
FL70

VENTA ▲
5000

SALON DE PROVENCE
LFMY

3500

62

LOC DME
D **111.15 MPV**

LOC DME
D **110.3 ML**

D3.0 ML
D2.0 MPV

D1.5 ML
St. Victoret
370
but not before
D1.5 ML

MAX 210 KT
in turn

AIX
Les Milles
LFMA

D **108.8 MRM**



Les Pennes

5000

4000
2000
CONTOUR
INTERVALS

Initial climb clearance **FL70**

INITIAL CLIMB/ROUTING

Climb to 370, not before D1.5 ML turn LEFT, 078° track, at D3.0 ML or D2.0 MPV turn LEFT, intercept MRM R341 to SAURG, then to MTL.

CHANGES: Availability (requested flight level).

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LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
10-3X 13 APR 18
Eff 26 Apr

MARSEILLE/PROVENCE, FRANCE

SID

Apt Elev
70

Trans alt: 5000
SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

MTL 5C
DEPARTURE

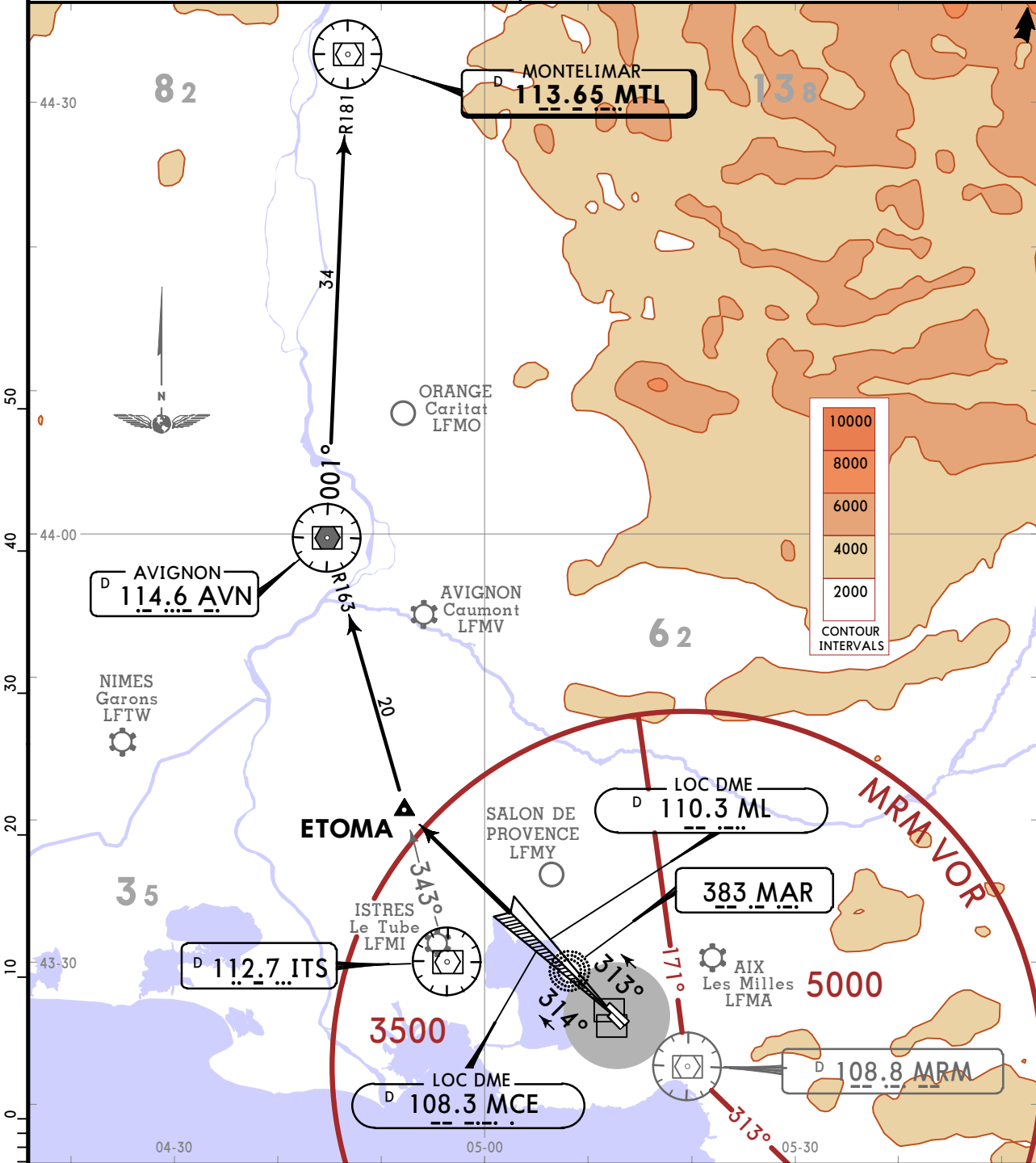
RFL below FL195

SPEED: MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 6.0% up to FL80 due to ATS reasons.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

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

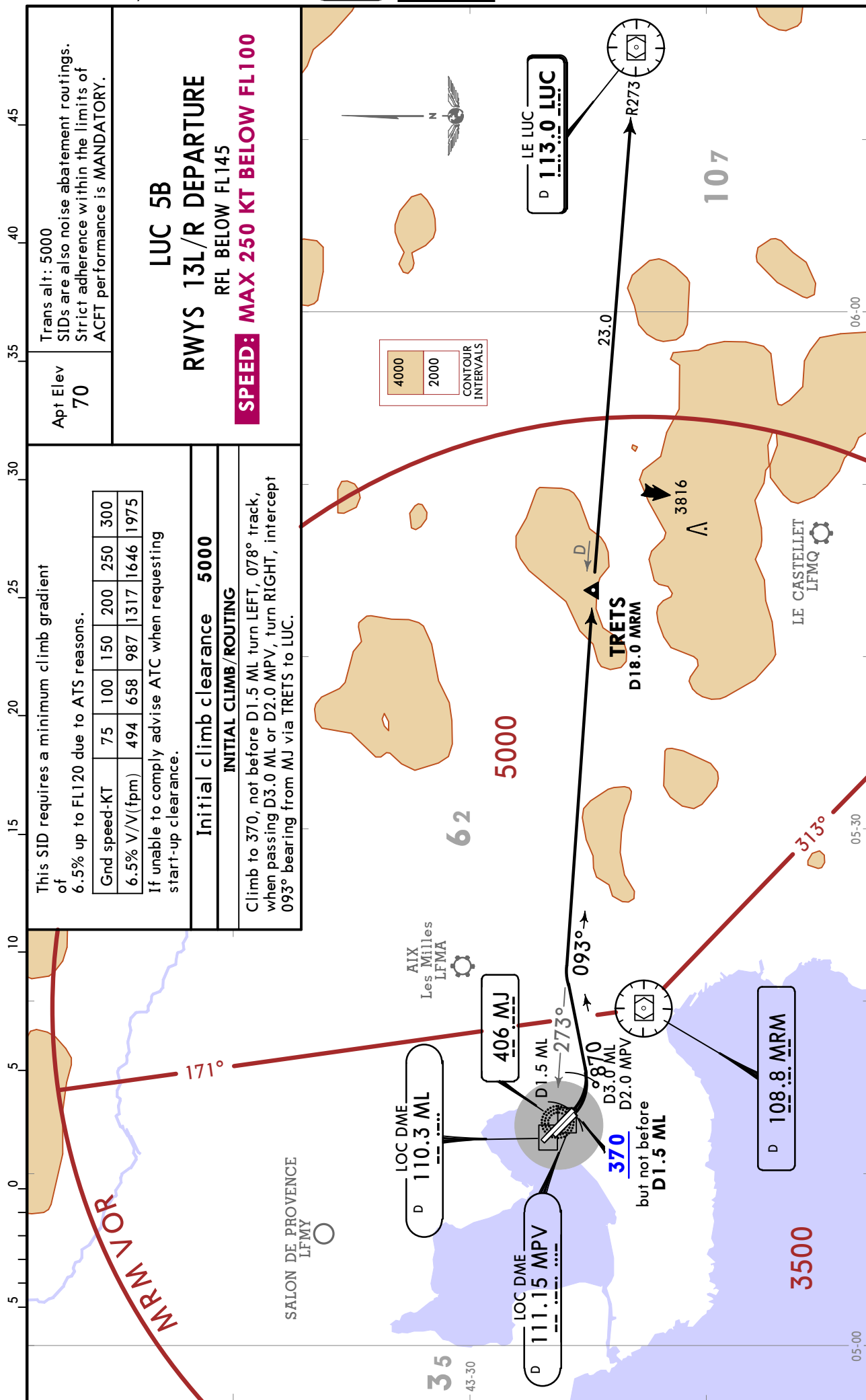


LFML/MRS
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JEPPESEN
26 JAN 18
10-3X1 Eff 1 Feb

MARSEILLE/PROVENCE, FRANCE

SID



CHANGES: SIDs completely revised; chart redrawn.

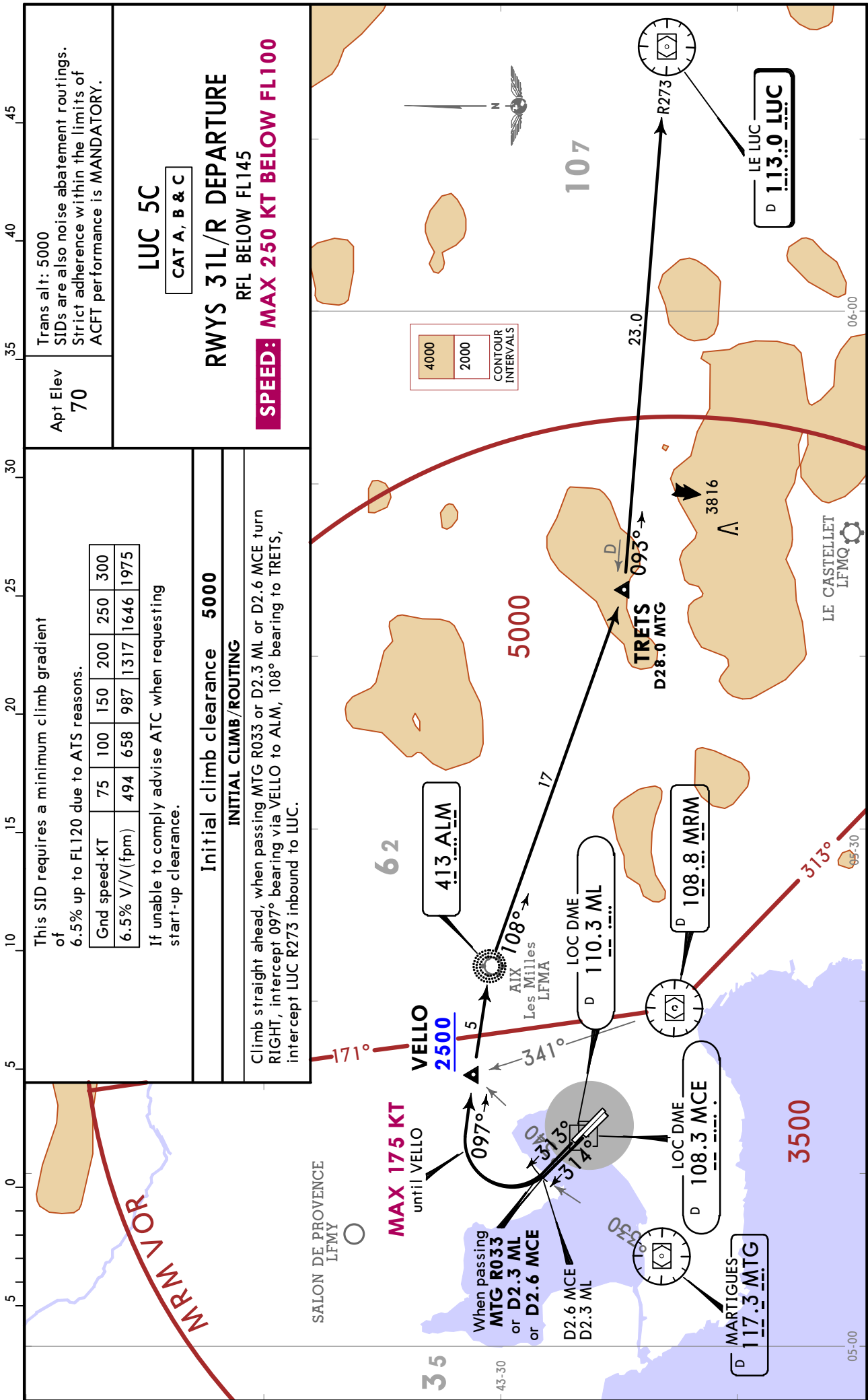
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LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
26 JAN 18
10-3X2 Eff 1 Feb

MARSEILLE/PROVENCE, FRANCE

SID

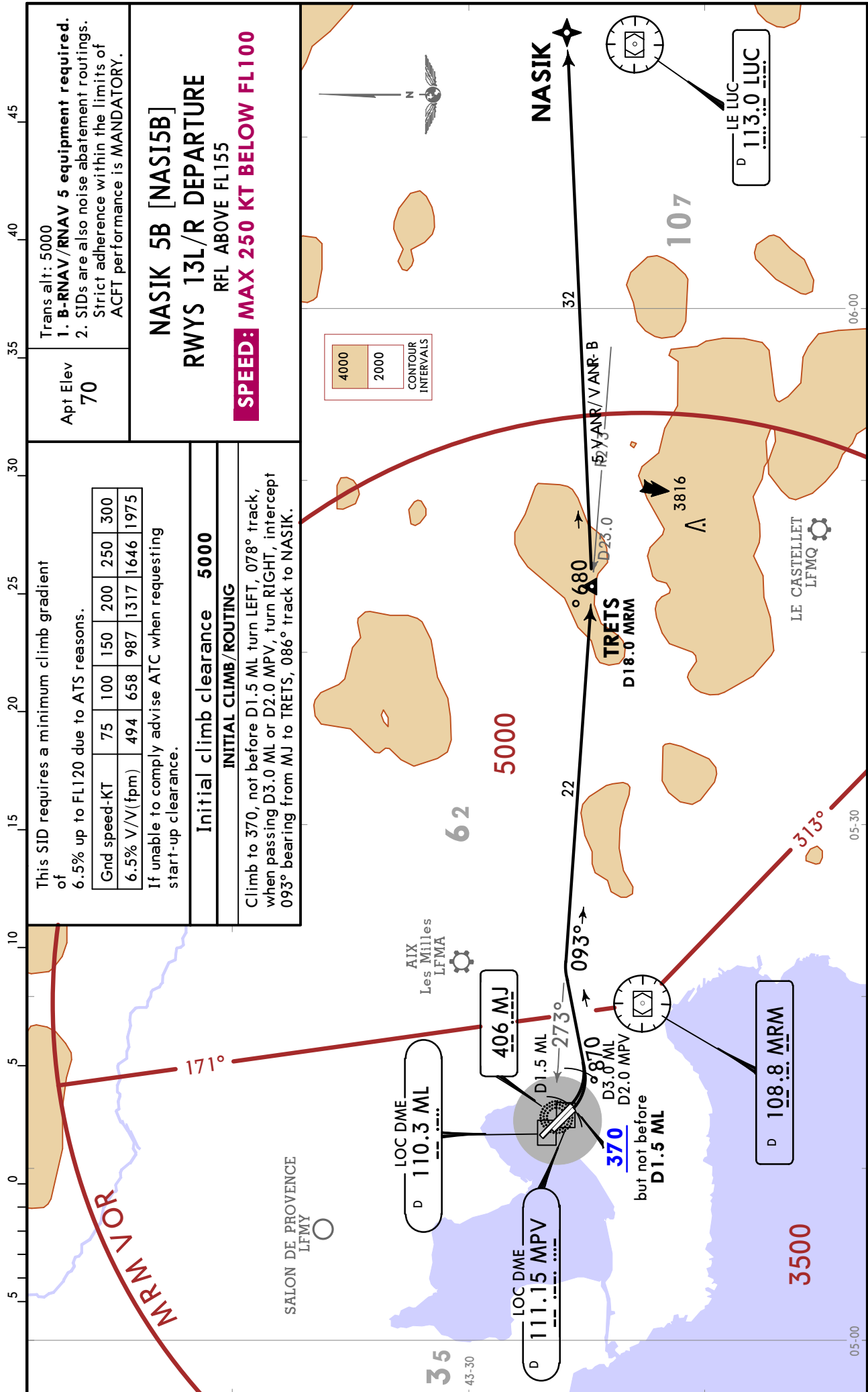


LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
10-3X3
26 JAN 18
Eff 1 Feb

MARSEILLE/PROVENCE, FRANCE

SID



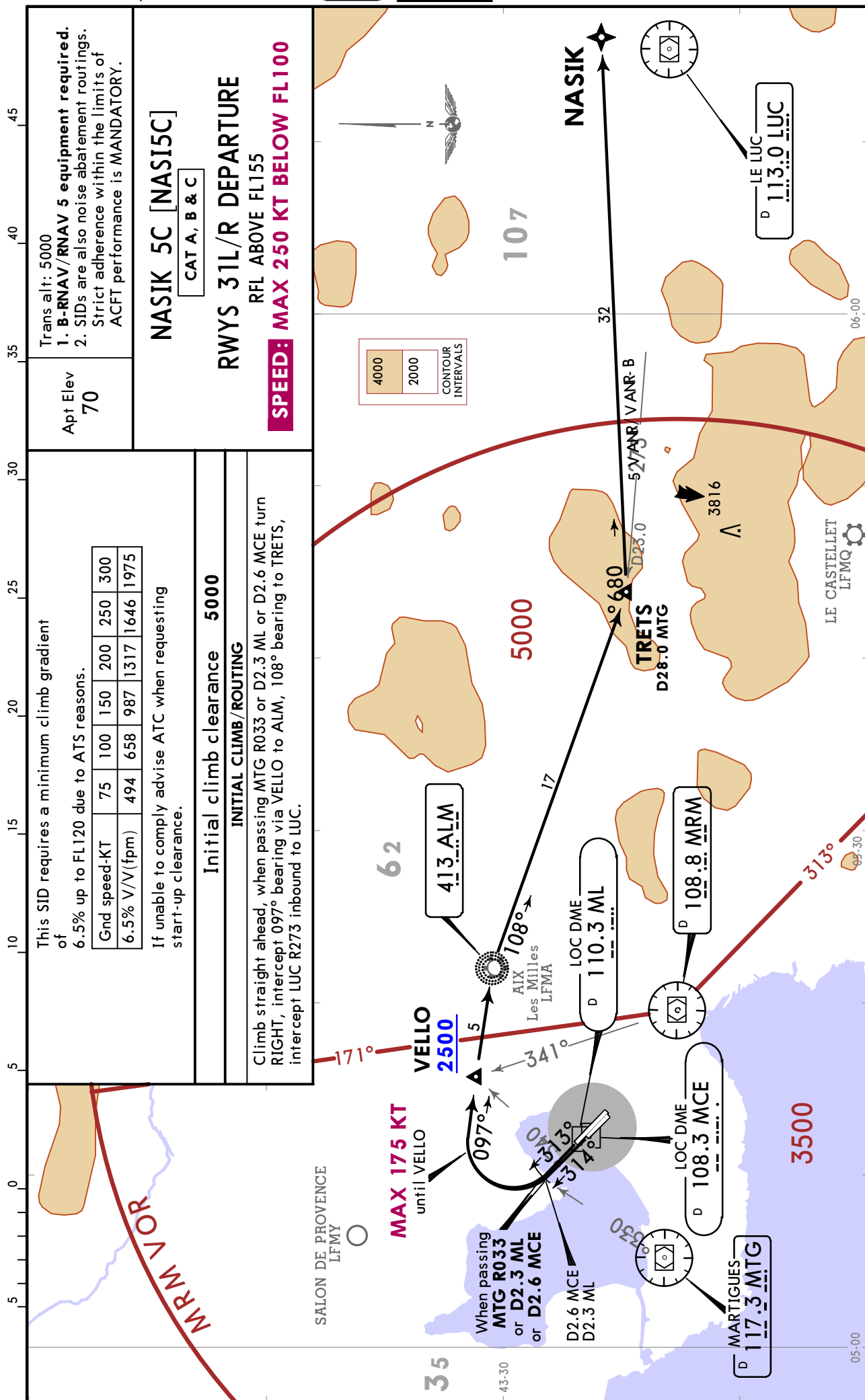
CHANGES: SIDs completely revised; chart redrawn.

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LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN M
(10-3X4) 26 JAN 18
Eff 1 Feb

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SID

LFML/MRS
MARSEILLE/PROVENCE



JEPPESEN

MARSEILLE/PROVENCE, FRANCE

10-3X5

26 JAN 18
Eff 1 Feb

SID

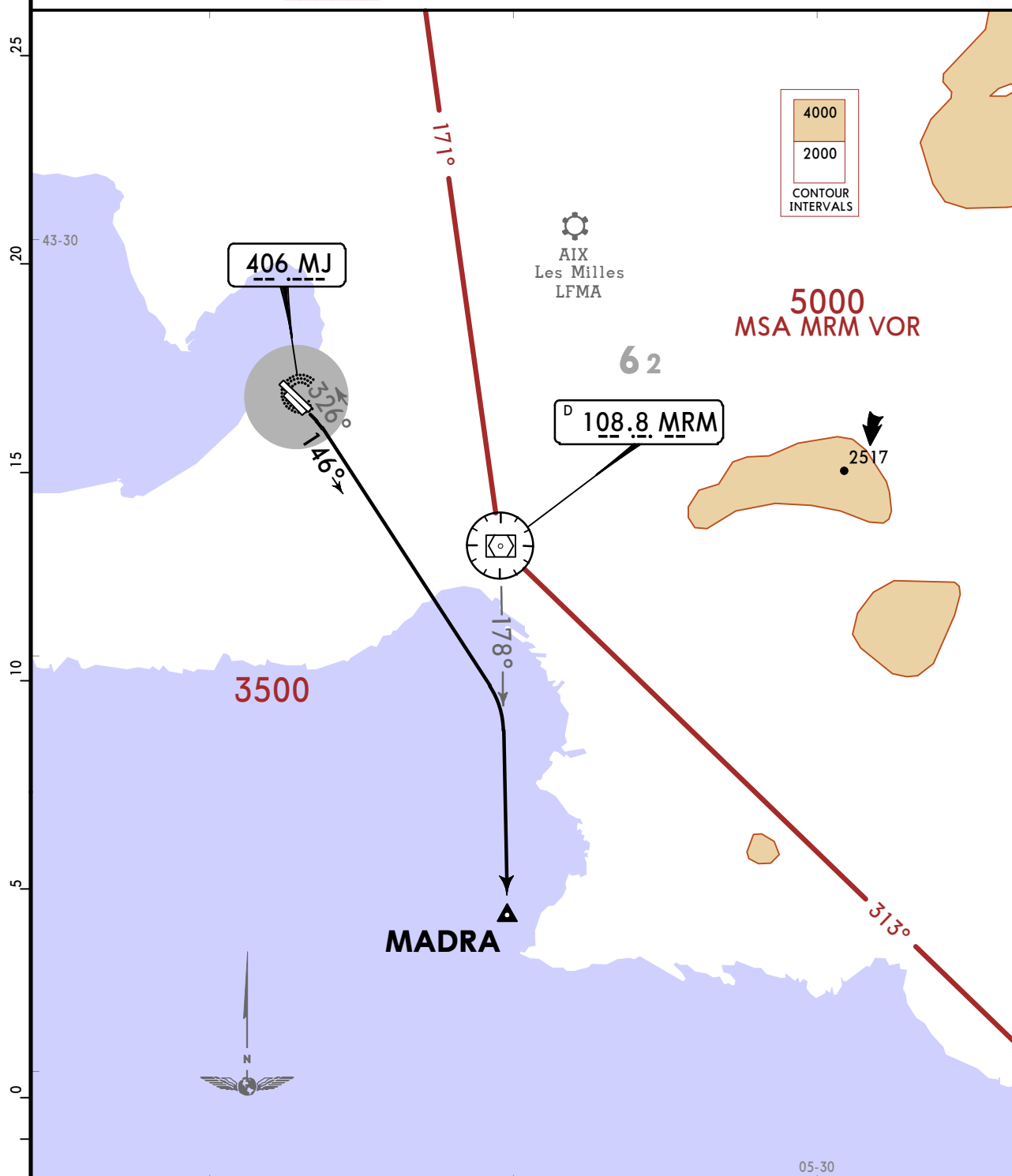
Apt Elev
70

Trans alt: 5000

SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is **MANDATORY**.

MADRA 5B [MADR5B]
RWYS 13L/R OMNIDIRECTIONAL DEPARTURE

SPEED: MAX 250 KT BELOW FL100



This SID requires a minimum climb gradient of 6.0% up to FL80 due to ATS reasons. If unable to comply advise ATC when requesting start-up clearance.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial climb clearance	4000
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INITIAL CLIMB/ROUTING

Intercept 146° bearing from MJ, turn RIGHT, intercept MRM R178 to MADRA, climb to enroute safety altitude.

LFML/MRS
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MARSEILLE/PROVENCE, FRANCE

10-3X6

26 JAN 18
Eff 1 Feb

SID

Apt Elev
70

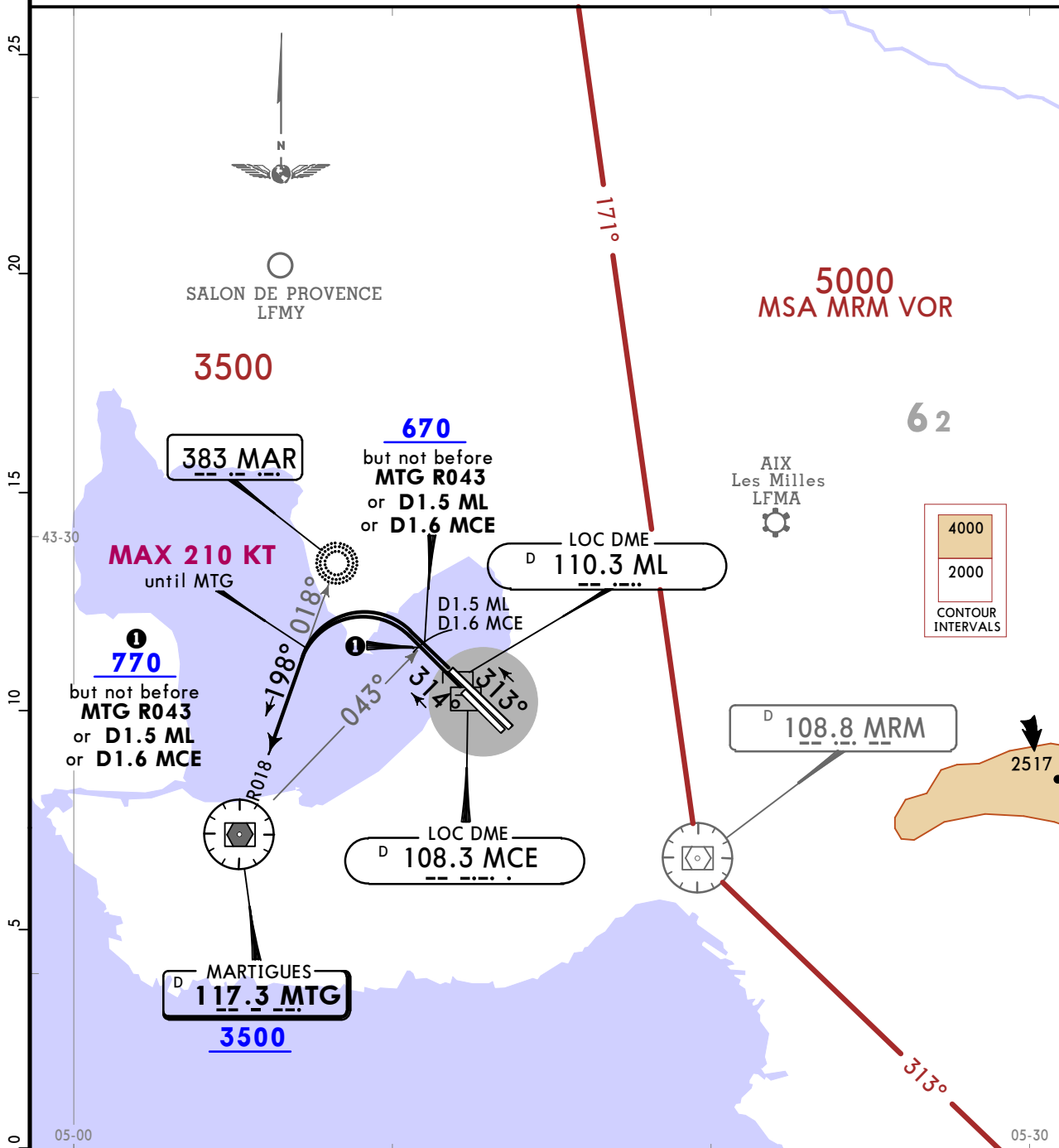
Trans alt: 5000

SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is MANDATORY.

MTG 5C

RWYS 31L/R OMNIDIRECTIONAL DEPARTURE

SPEED: MAX 250 KT BELOW FL100



This SID requires minimum climb gradients of
8.0% up to 4000 due to ATS reasons, then
6.0% up to FL80 due to ATS reasons.
If unable to comply advise ATC when requesting
start-up clearance.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial climb clearance **4000**

RWY

INITIAL CLIMB/ROUTING

31L

Climb to 770, not before MTG R043 or D1.3 ML or D1.6 MCE turn LEFT, intercept MTG R018 inbound to MTG (if MTG unusable intercept 198° bearing from MAR).

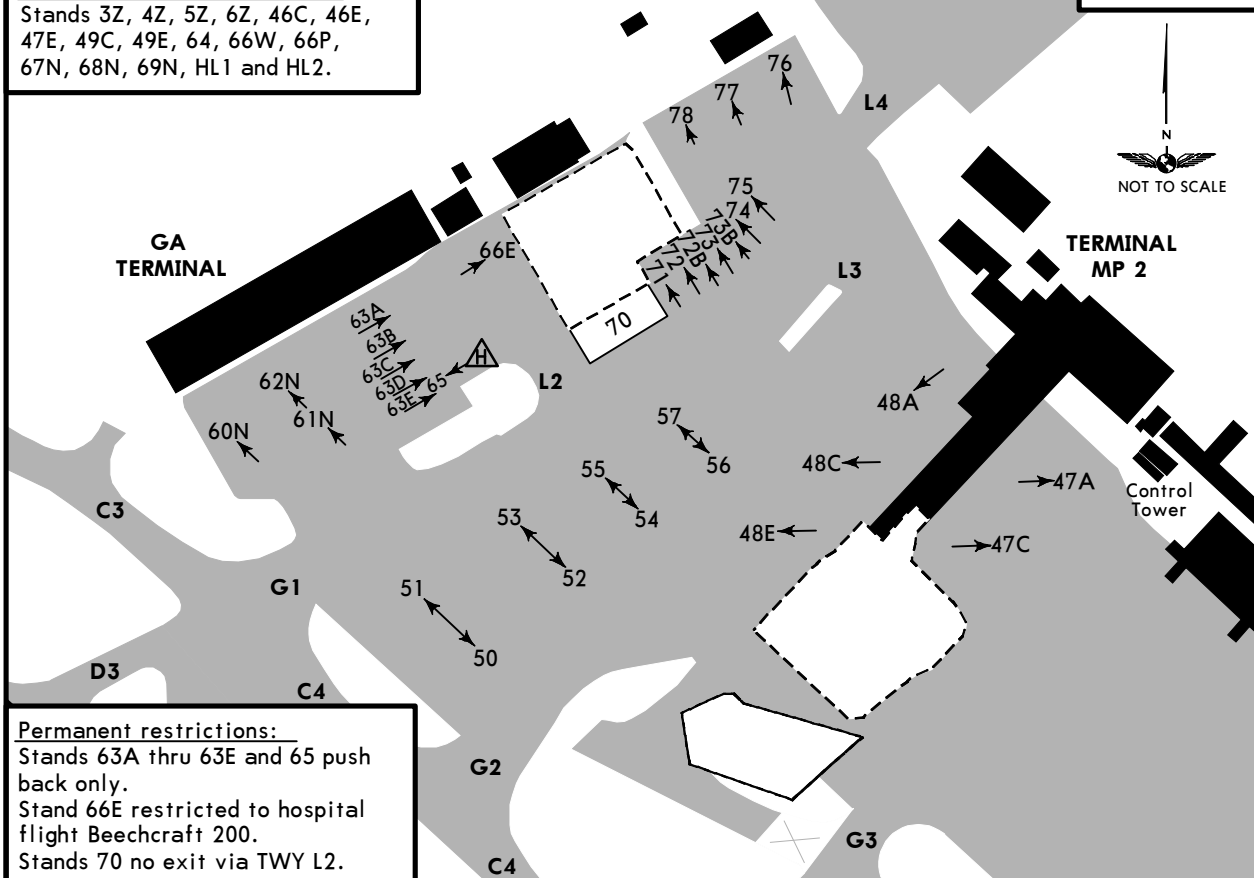
31R

Climb to 670, not before MTG R043 or D1.3 ML or D1.6 MCE turn LEFT, intercept MTG R018 inbound to MTG (if MTG unusable intercept 198° bearing from MAR).

CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

Unavailable infrastructures:
Stands 3Z, 4Z, 5Z, 6Z, 46C, 46E,
47E, 49C, 49E, 64, 66W, 66P,
67N, 68N, 69N, HL1 and HL2.

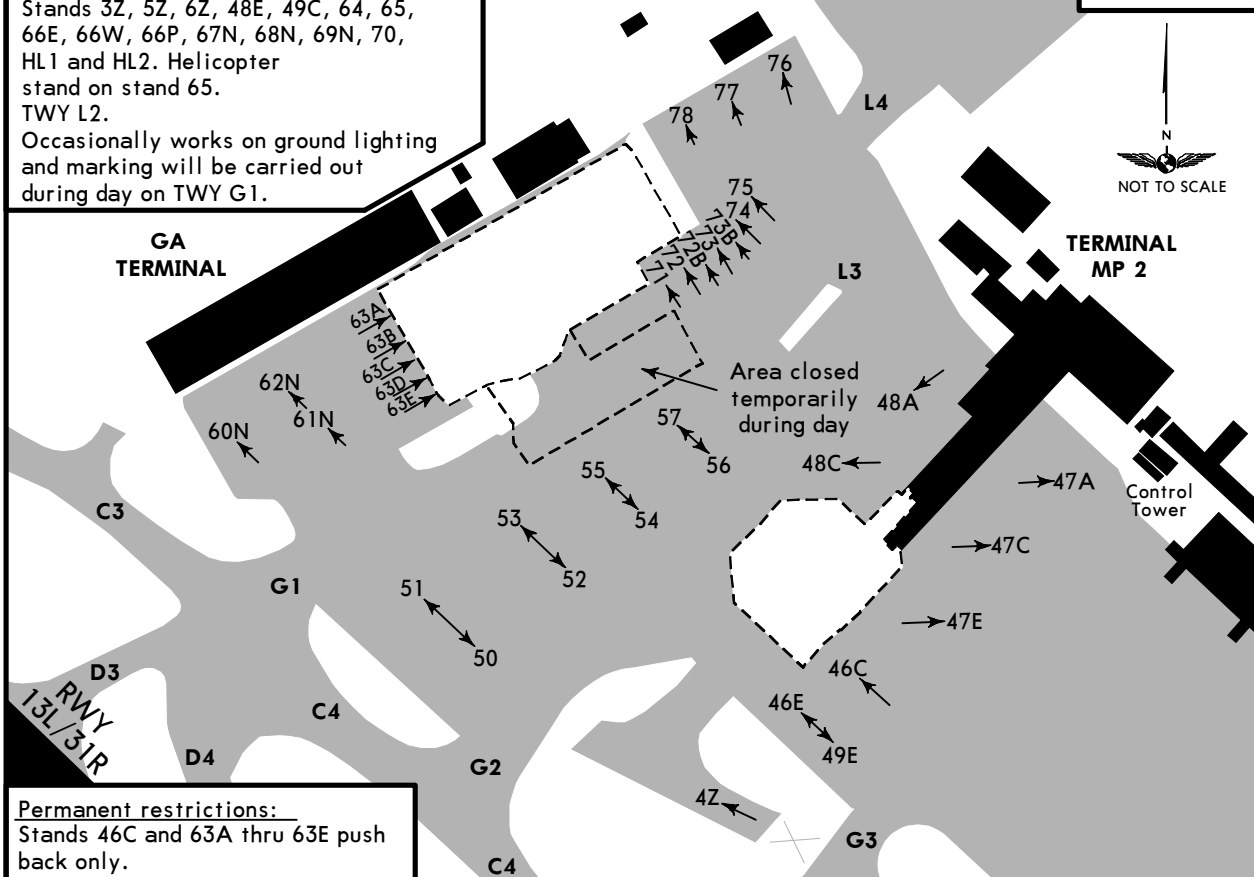
Phase 3



Permanent restrictions:
Stands 63A thru 63E and 65 push back only.
Stand 66E restricted to hospital flight Beechcraft 200.
Stands 70 no exit via TWY L2.

Unavailable infrastructures:
Stands 3Z, 5Z, 6Z, 48E, 49C, 64, 65, 66E, 66W, 66P, 67N, 68N, 69N, 70, HL1 and HL2. Helicopter stand on stand 65.
TWY L2.
Occasionally works on ground lighting and marking will be carried out during day on TWY G1.

Phase 4



Permanent restrictions:
Stands 46C and 63A thru 63E push
back only.

LFML/MRS

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24 AUG 18 (10-8A) MARSEILLE/PROVENCE

CONSTRUCTION WORKS (continued)

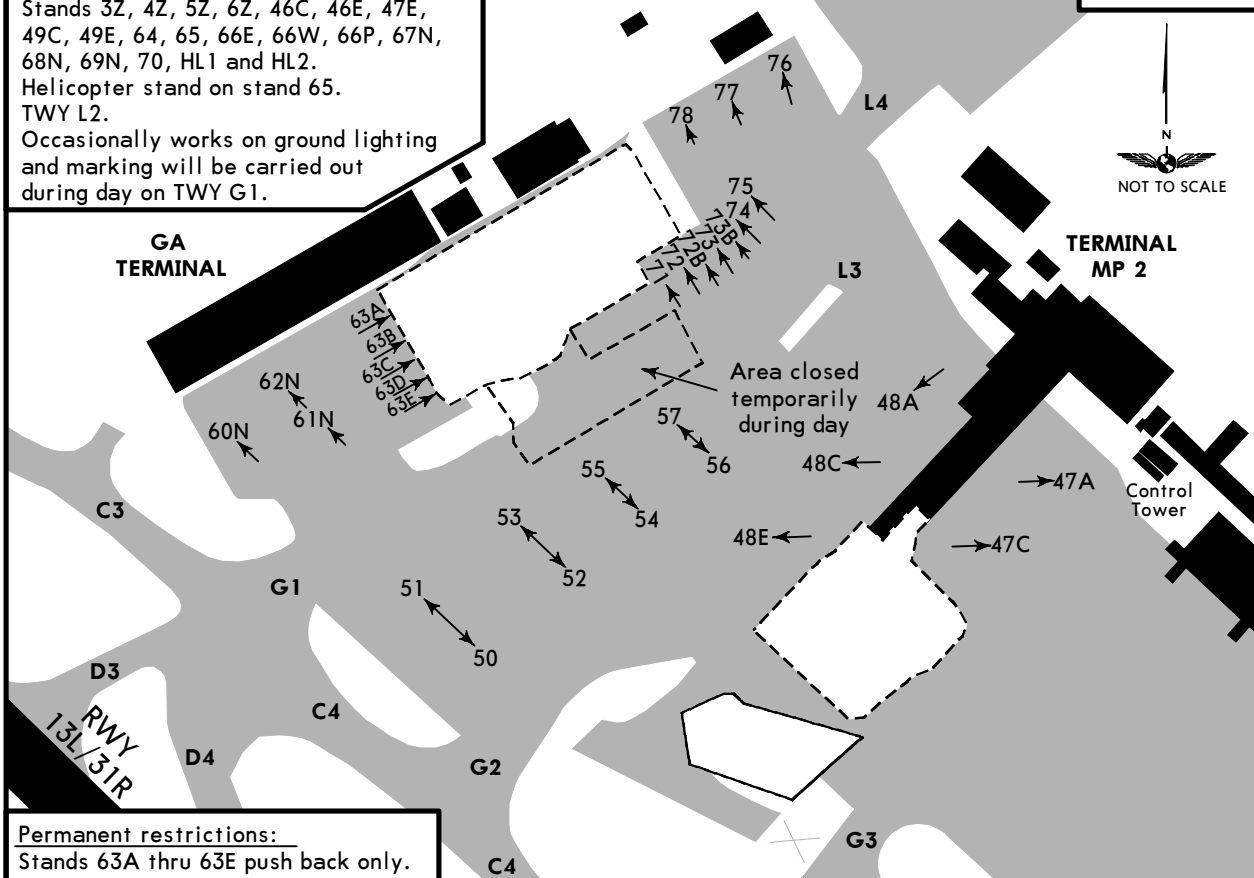
REFER ALSO TO LATEST NOTAMS

Unavailable infrastructures:

Stands 3Z, 4Z, 5Z, 6Z, 46C, 46E, 47E, 49C, 49E, 64, 65, 66E, 66W, 66P, 67N, 68N, 69N, 70, HL1 and HL2.
Helicopter stand on stand 65.
TWY L2.

Occasionally works on ground lighting and marking will be carried out during day on TWY G1.

Phase 5



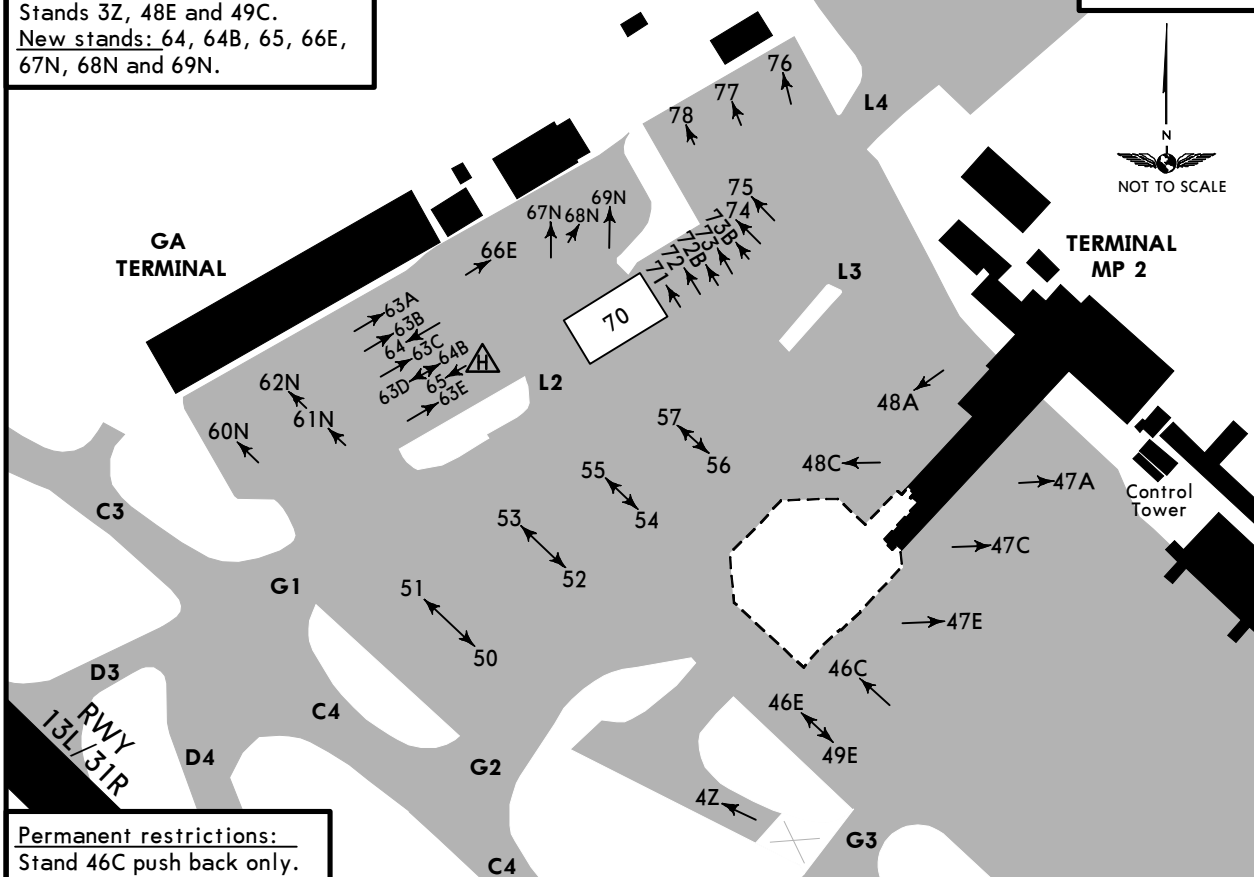
Permanent restrictions:

Stands 63A thru 63E push back only.

Unavailable infrastructures:

Stands 3Z, 48E and 49C.
New stands: 64, 64B, 65, 66E, 67N, 68N and 69N.

Phase 6



Permanent restrictions:

Stand 46C push back only.

LFML/MRS

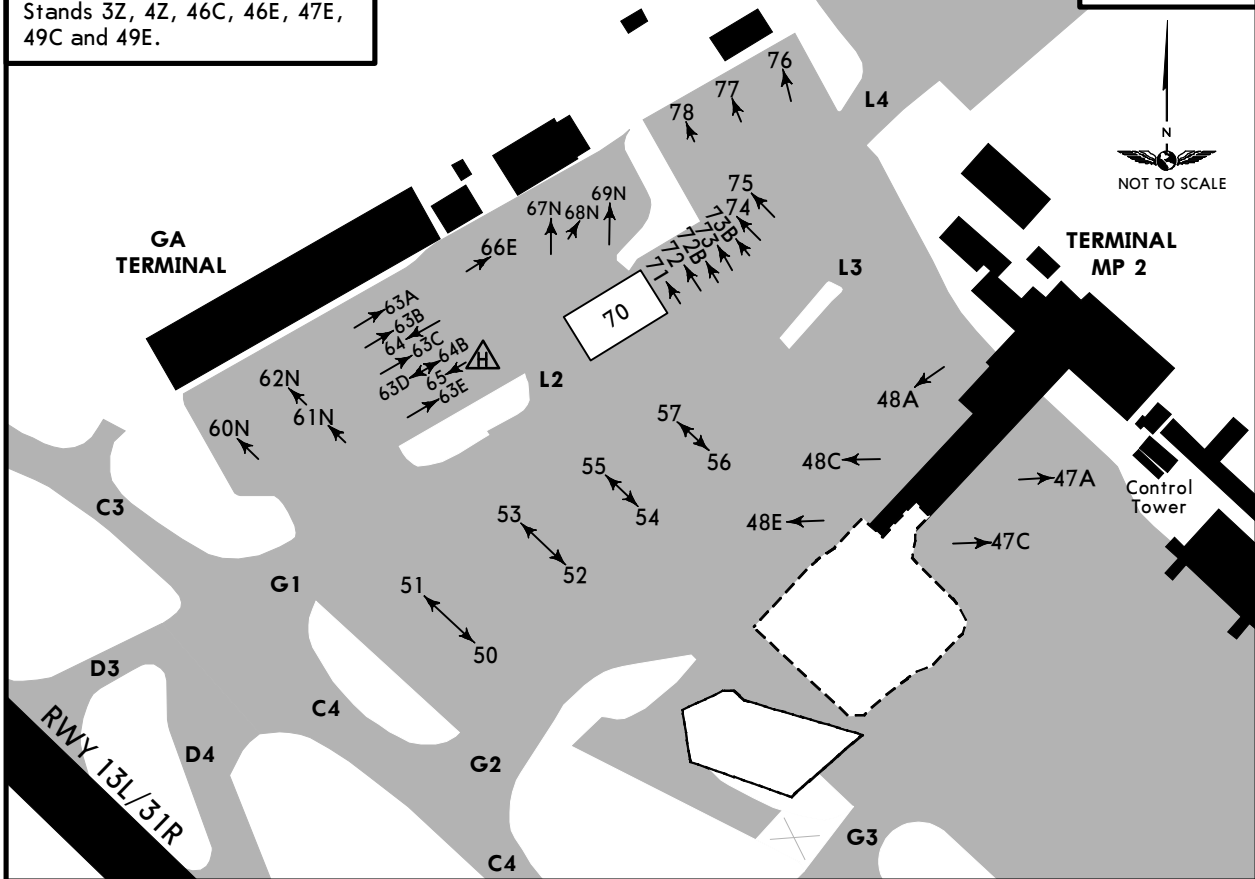
JEPPesen MARSEILLE/PROVENCE, FRANCE
24 AUG 18 (10-8B) MARSEILLE/PROVENCE

CONSTRUCTION WORKS (continued)

REFER ALSO TO LATEST NOTAMS

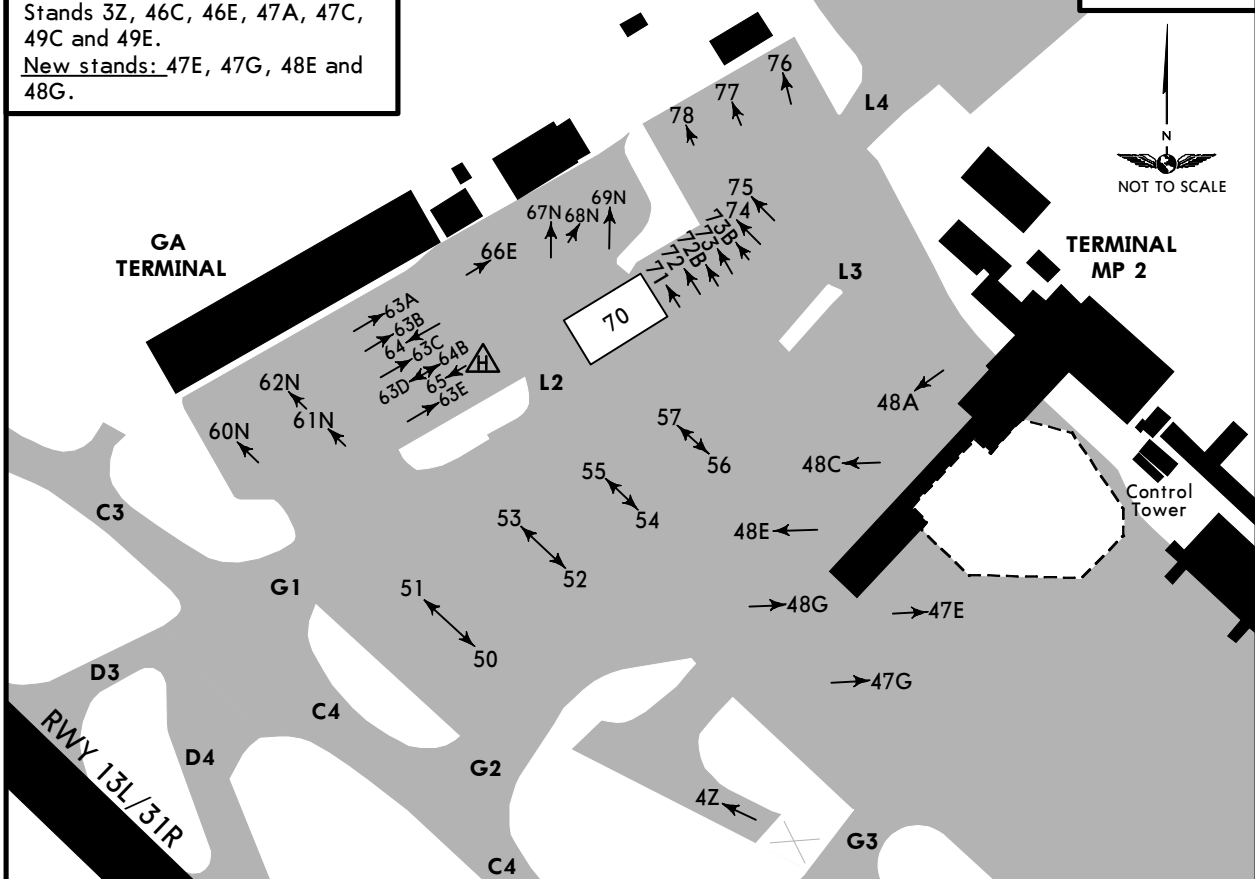
Unavailable infrastructures:
Stands 3Z, 4Z, 46C, 46E, 47E,
49C and 49E.

Phase 7



Unavailable infrastructures:
Stands 3Z, 46C, 46E, 47A, 47C,
49C and 49E.
New stands: 47E, 47G, 48E and
48G.

Phase 8

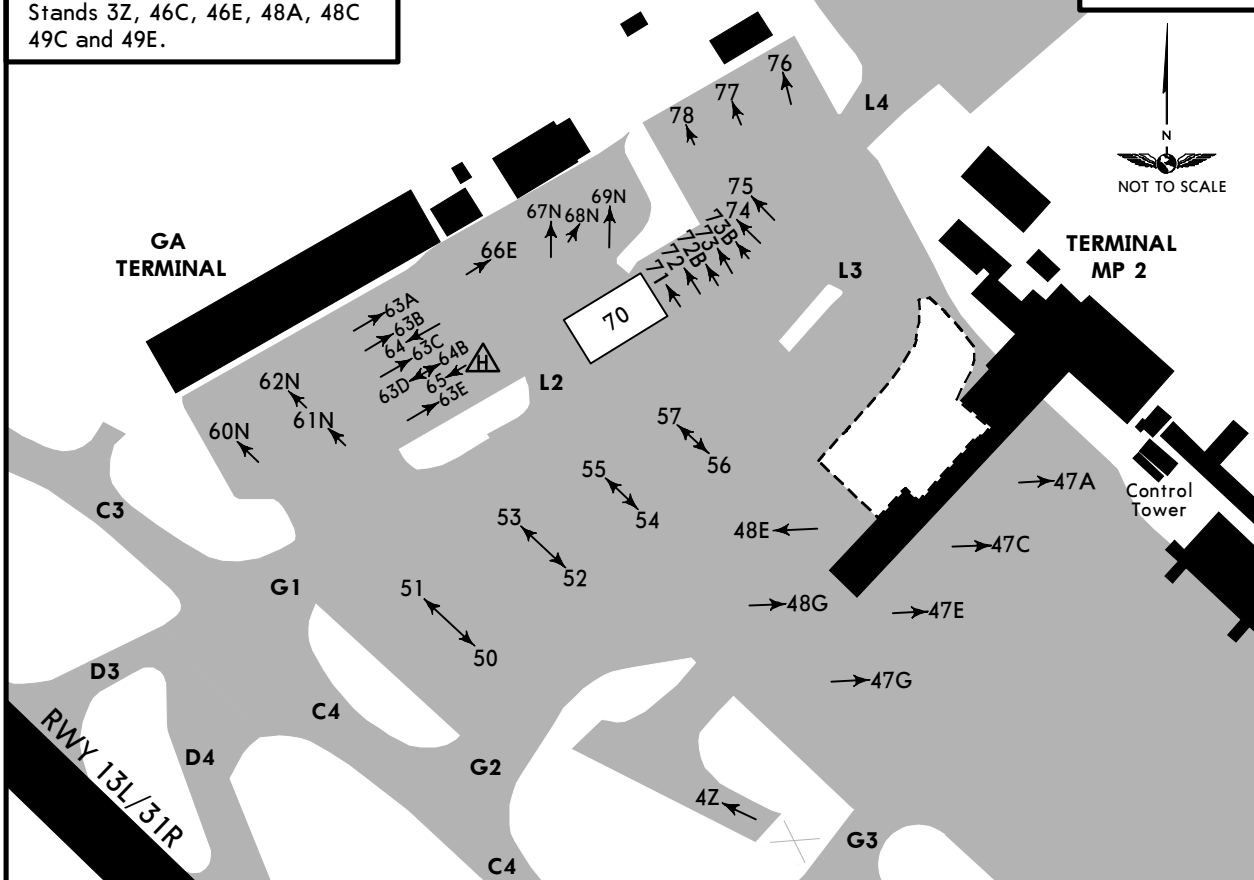


CONSTRUCTION WORKS (continued)

REFER ALSO TO LATEST NOTAMS

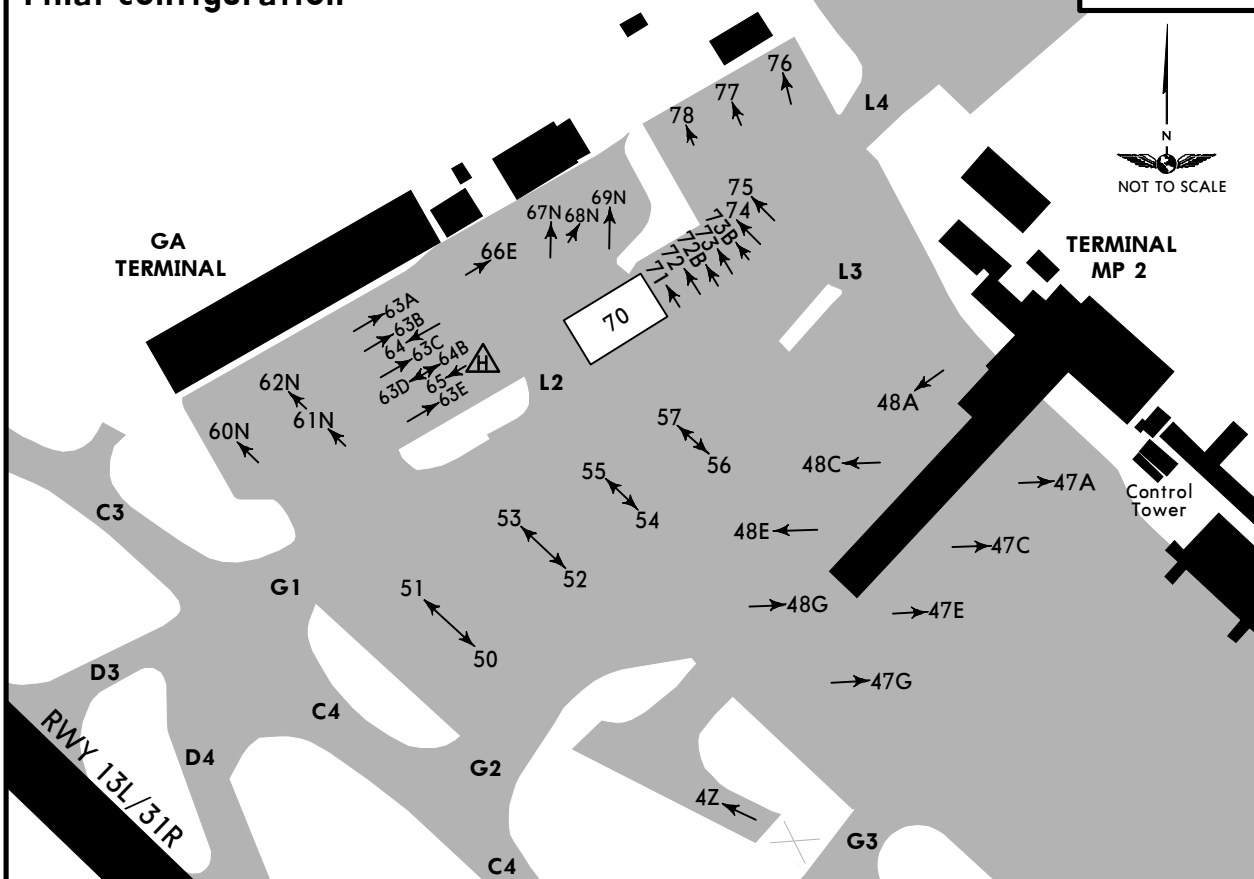
Unavailable infrastructures:
Stands 3Z, 46C, 46E, 48A, 48C
49C and 49E.

Phase 9



Final configuration

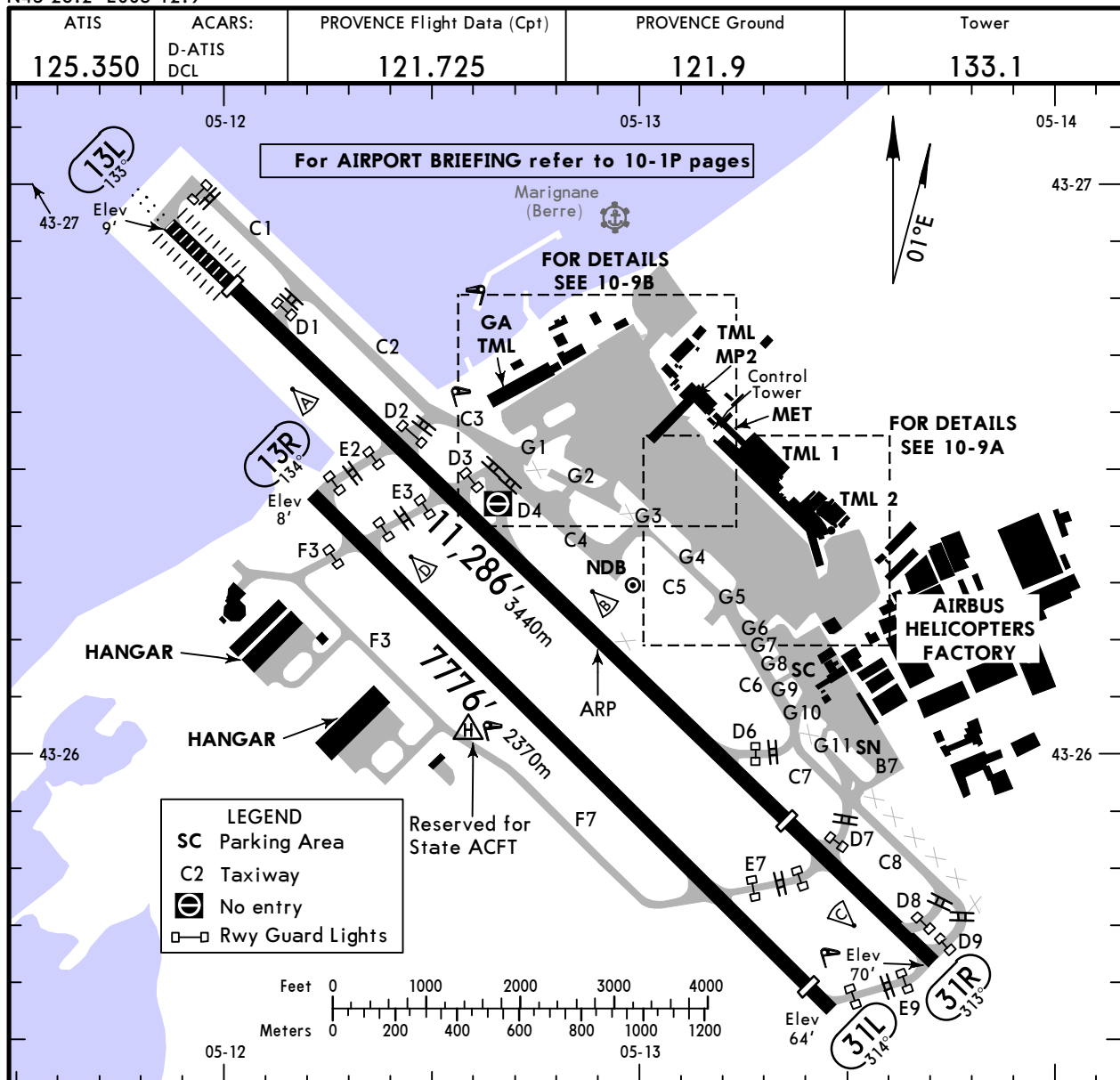
Phase 10



LFML/MRS

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

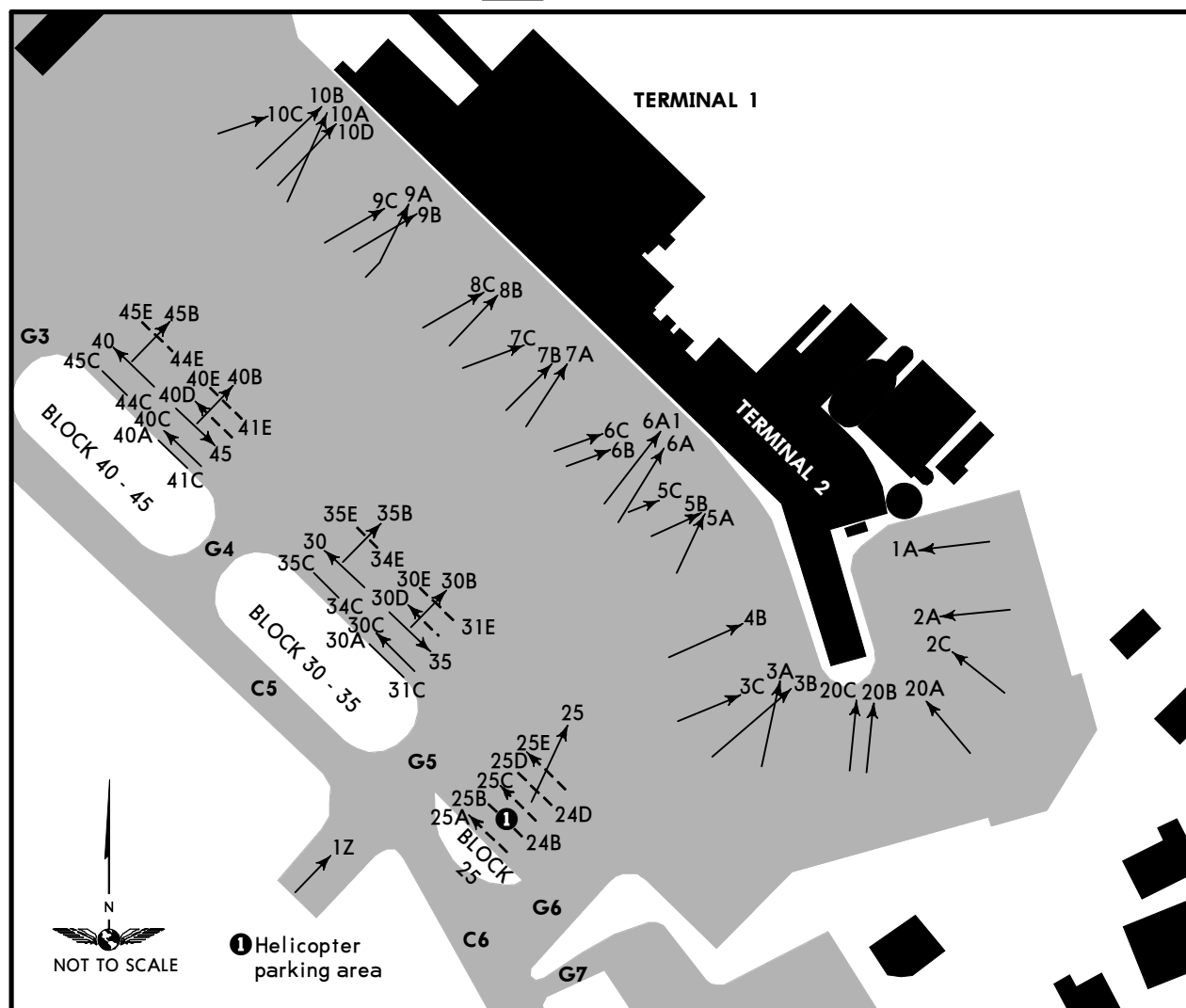
JEPPESSEN MARSEILLE/PROVENCE, FRANCE

1 FEB 19 **(10-9)**
MARSEILLE/PROVENCE

Standard
TAKE-OFF

Rwy 13L/31R			All Rwys		
Low Visibility Take-off					
RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)	
A					
B TDZ, MID, RO	RVR 150m	RVR 200m	RVR 300m	400m	500m
C					
D	RVR 200m	RVR 250m			

LFML/MRS

JEPPESSEN MARSEILLE/PROVENCE, FRANCE

1 FEB 19 **(10-9A)**
MARSEILLE/PROVENCE

INS COORDINATES

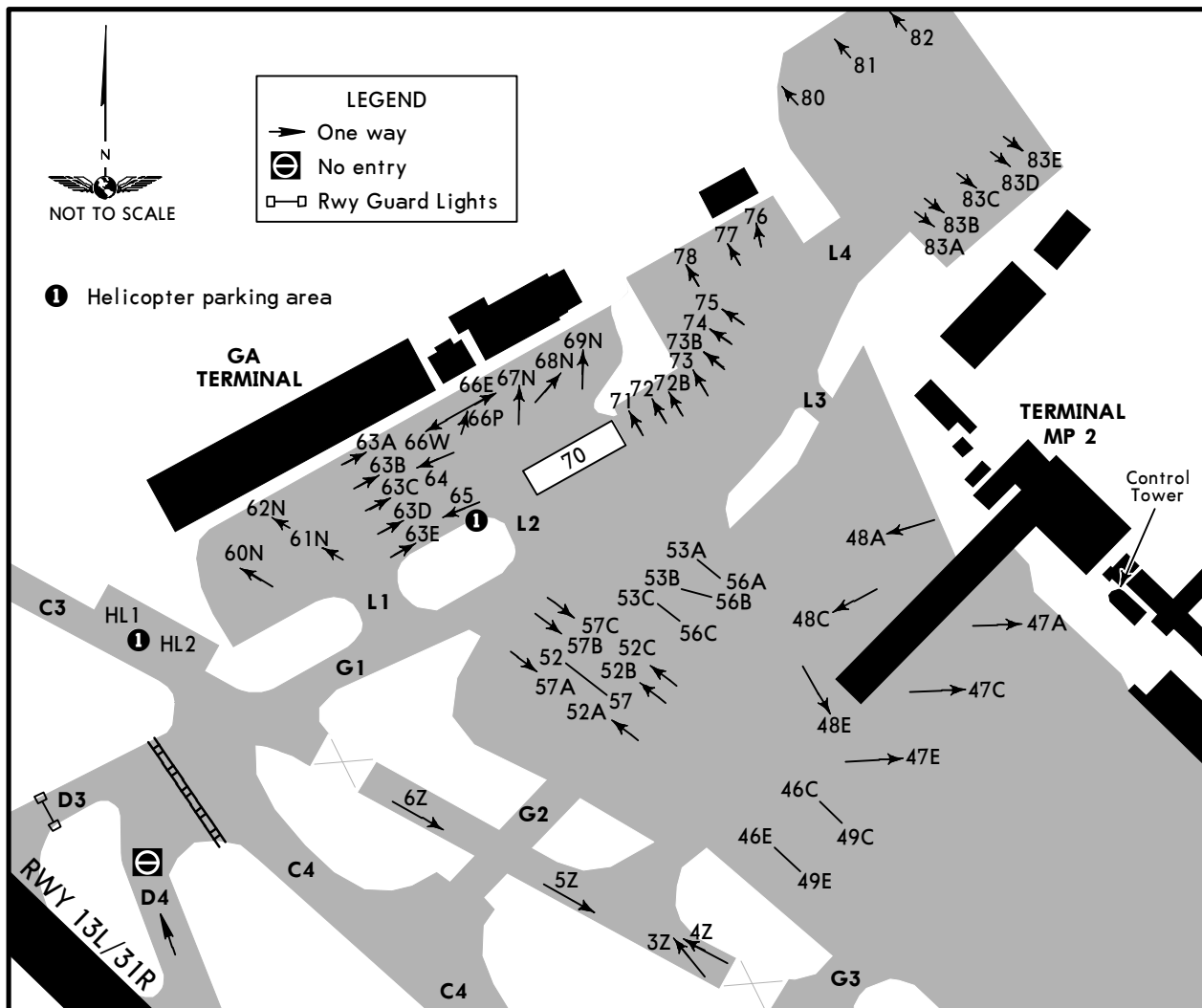
STAND No.	COORDINATES	STAND No.	COORDINATES
1A	N43 26.4 E005 13.5	24B, 24D	N43 26.3 E005 13.3
1Z	N43 26.2 E005 13.2	25 thru 25E	N43 26.3 E005 13.3
2A, 2C	N43 26.3 E005 13.5	30 thru 30E	N43 26.3 E005 13.2
3A thru 3C	N43 26.3 E005 13.4	31C, 31E	N43 26.3 E005 13.2
4B	N43 26.3 E005 13.4	34C	N43 26.3 E005 13.2
5A thru 5C	N43 26.4 E005 13.4	34E	N43 26.4 E005 13.2
6A	N43 26.4 E005 13.4	35	N43 26.3 E005 13.2
6A1	N43 26.4 E005 13.3	35B	N43 26.4 E005 13.2
6B, 6C	N43 26.4 E005 13.3	35C	N43 26.3 E005 13.2
7A thru 7C	N43 26.4 E005 13.3	35E	N43 26.4 E005 13.2
8B, 8C	N43 26.4 E005 13.3	40A thru 40E	N43 26.4 E005 13.1
9A thru 9C	N43 26.5 E005 13.2	41C, 41E	N43 26.4 E005 13.1
10A thru 10D	N43 26.5 E005 13.2	44C, 44E	N43 26.4 E005 13.1
20A, 20B	N43 26.3 E005 13.5	45, 45B, 45C, 45E	N43 26.4 E005 13.1
20C	N43 26.3 E005 13.4		

CHANGES: None.

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LFML/MRS
JEPPesen MARSEILLE/PROVENCE, FRANCE

20 APR 18

10-9B
Eff 26 Apr
MARSEILLE/PROVENCE


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

LFML/MRS

JEPPesenMARSEILLE/PROVENCE, FRANCE

22 FEB 19

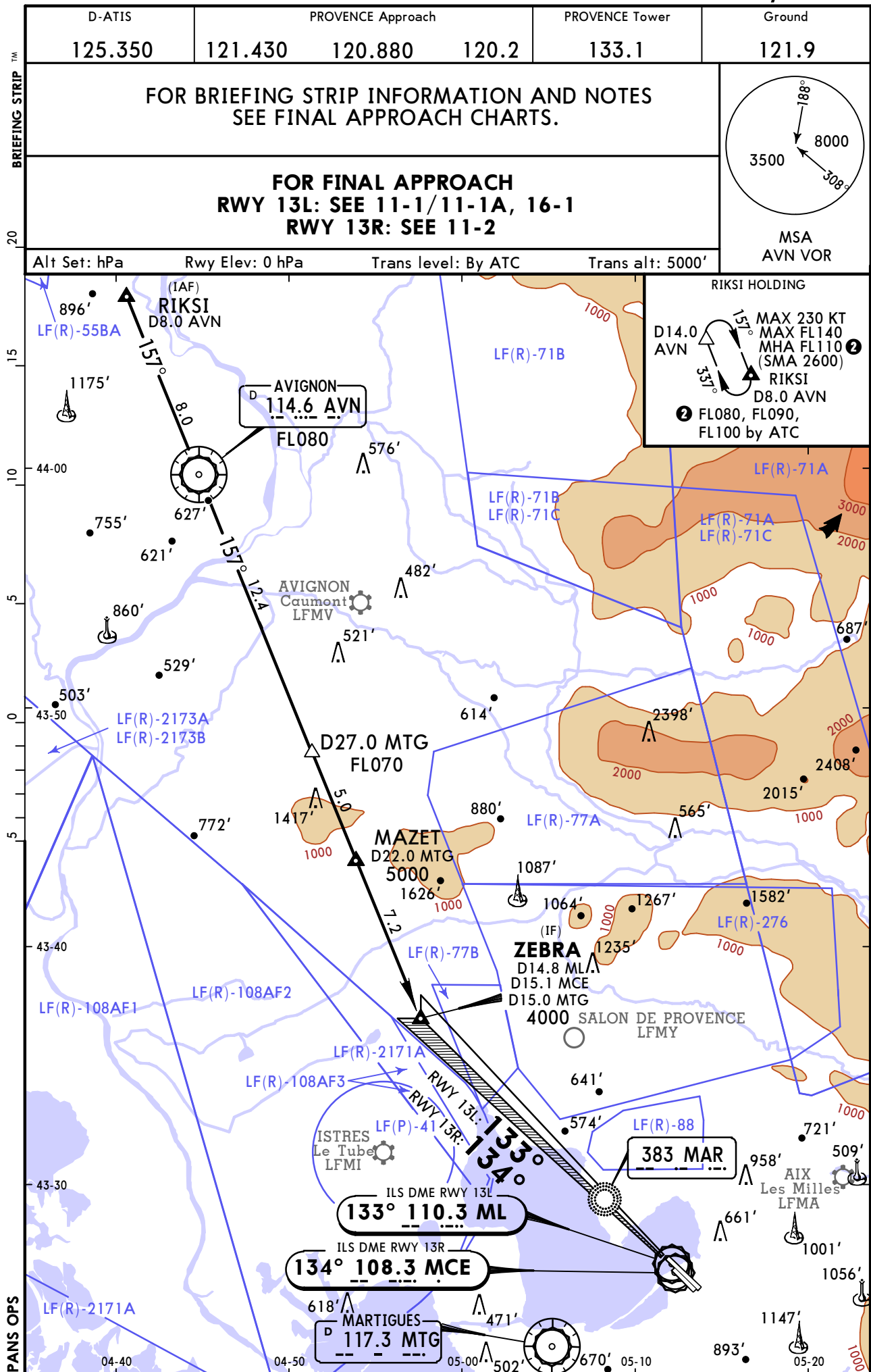
11-0

Eff 28 Feb

CONV INITIAL APCH

NORTH Rwy 13L/R

MARSEILLE/PROVENCE



CHANGES: MHA.

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LFML/MRS

JEPPESENMARSEILLE / PROVENCE, FRANCE

22 FEB 19 (11-0A) Eff 28 Feb

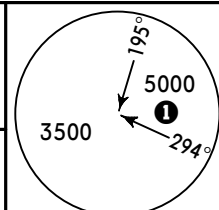
CONV INITIAL APCH
SOUTH Rwy 13L/R

MARSEILLE/PROVENCE

D-ATIS	PROVENCE Approach			PROVENCE Tower	Ground
125.350	121.430	120.880	120.2	133.1	121.9

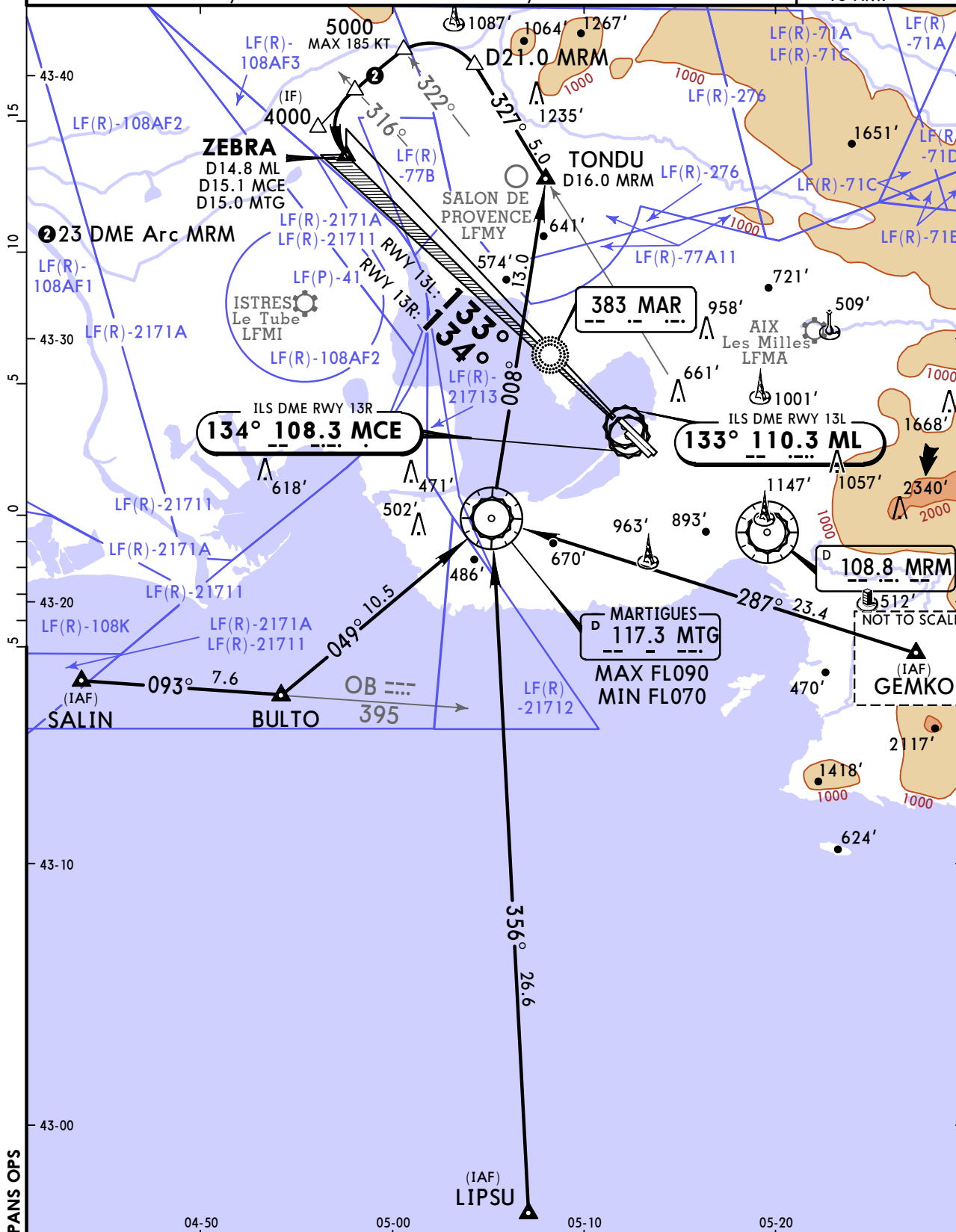
FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS.

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



MSA MTG VOR
① 3500' within
16 NM.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'
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CHANGES: None.

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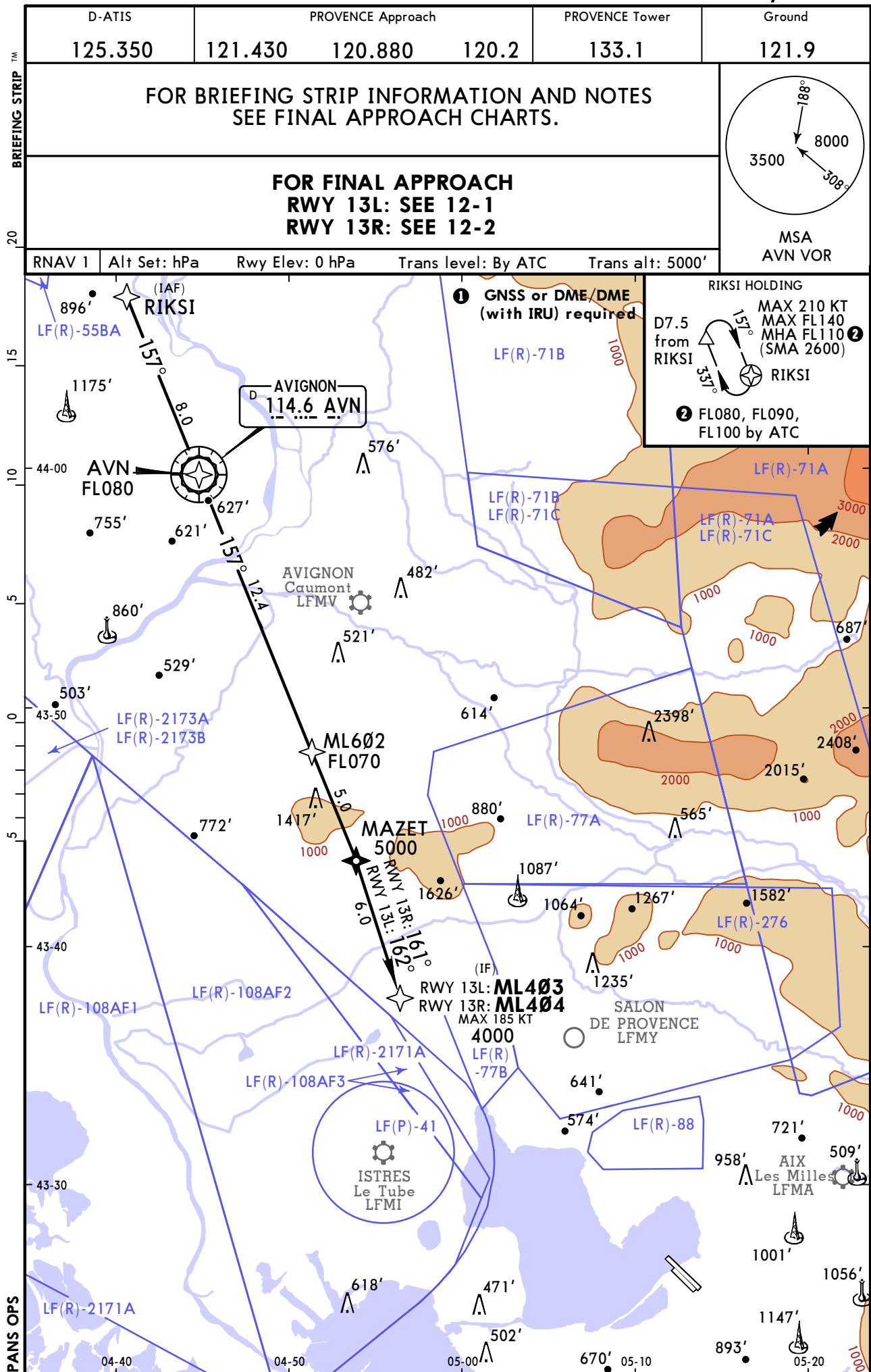
LFML/MRS

JEPPESSEN MARSEILLE/PROVENCE, FRANCE

22 FEB 19 **11-0B** **Eff 28 Feb** **1** RNAV INITIAL APCH

MARSEILLE/PROVENCE

NORTH Rwy 13L/R



CHANGES: MHA.

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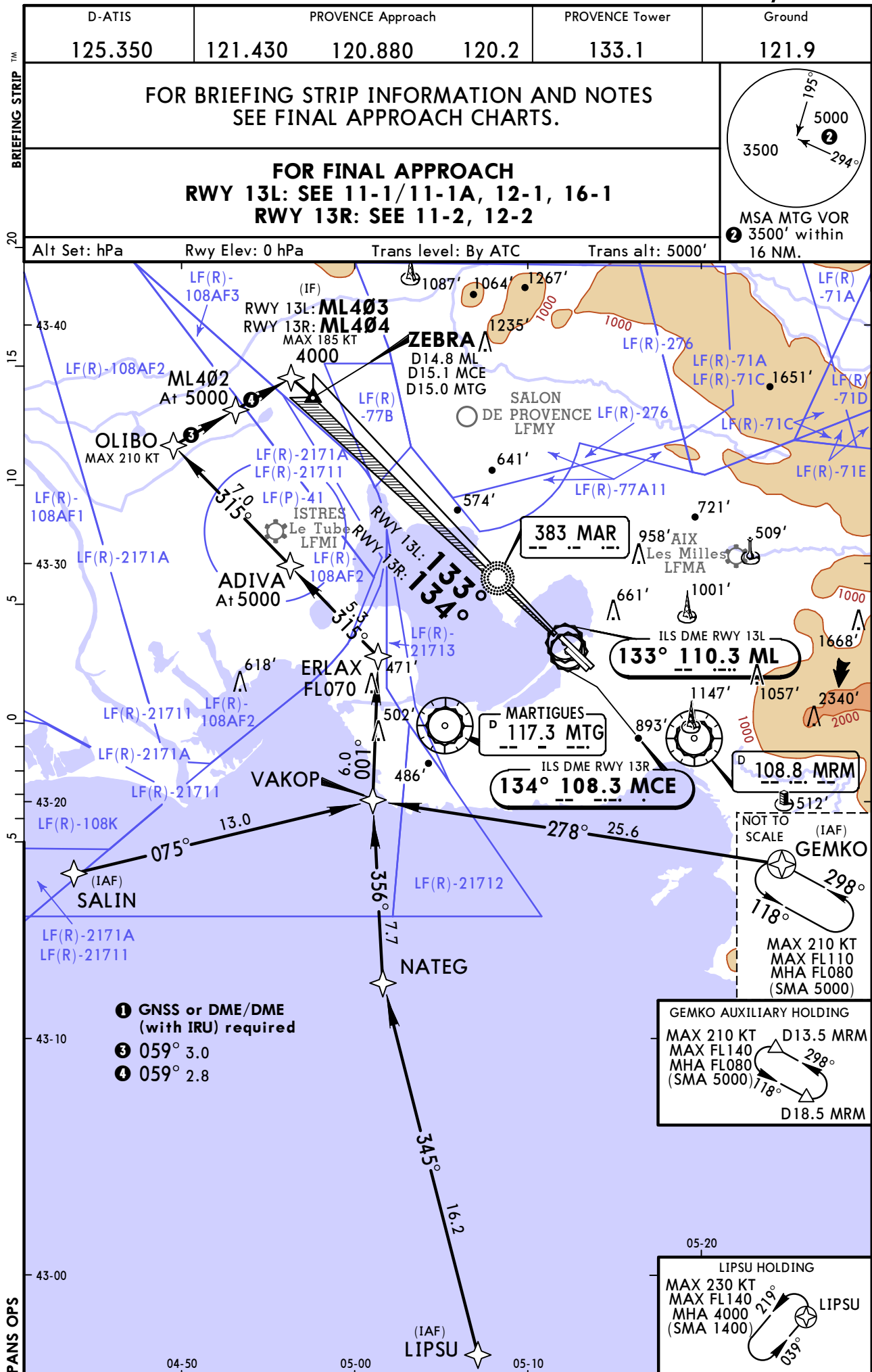
LFML/MRS

JEPPÉSEN MARSEILLE/PROVENCE, FRANCE

22 FEB 19 11-0C Eff 28 Feb 1 RNAV INITIAL APCH

MARSEILLE/PROVENCE

SOUTH Rwy 13L/R



CHANGES: None.

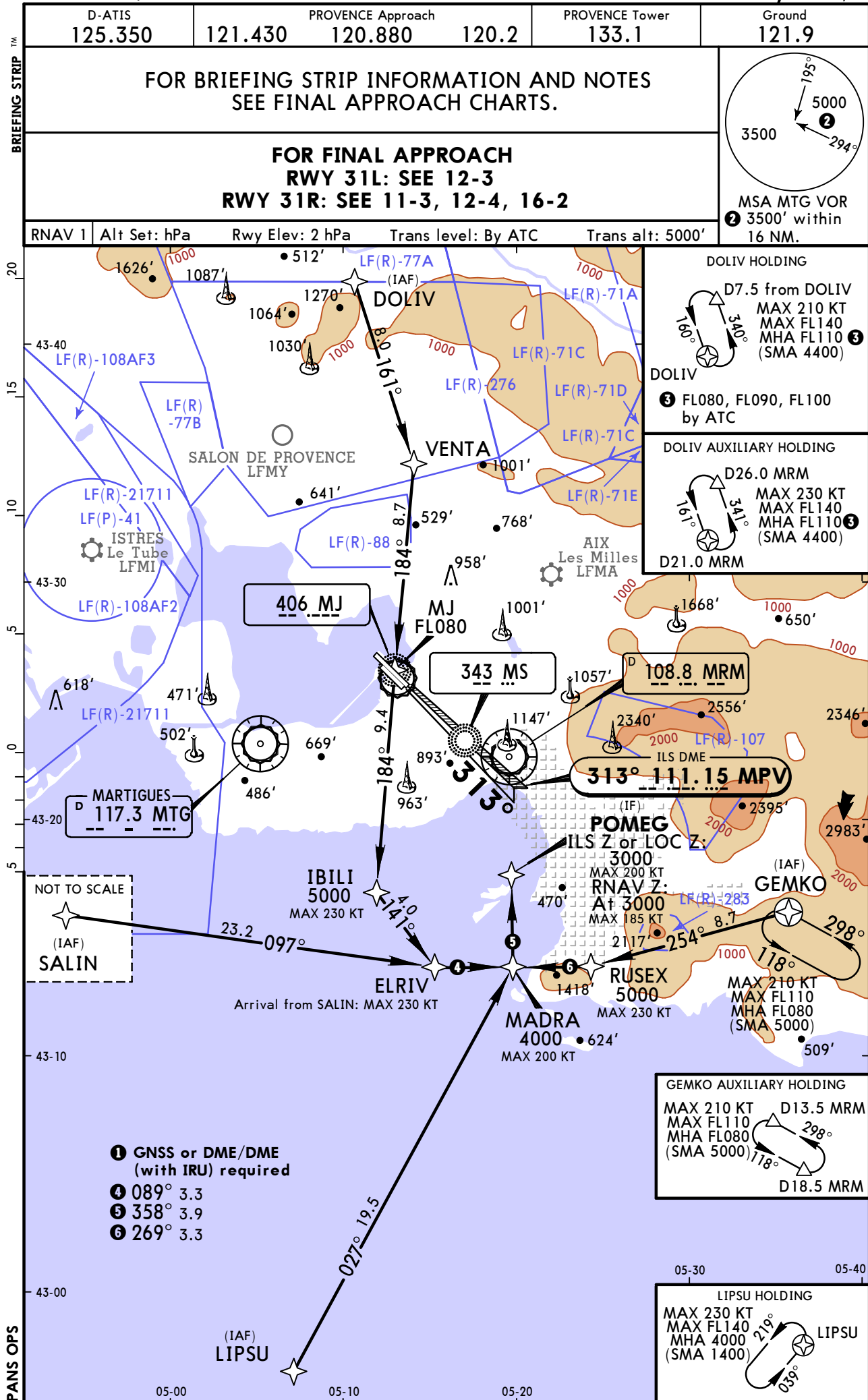
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LFML/MRS MARSEILLE/PROVENCE

22 FEB 19
Eff 28 Feb

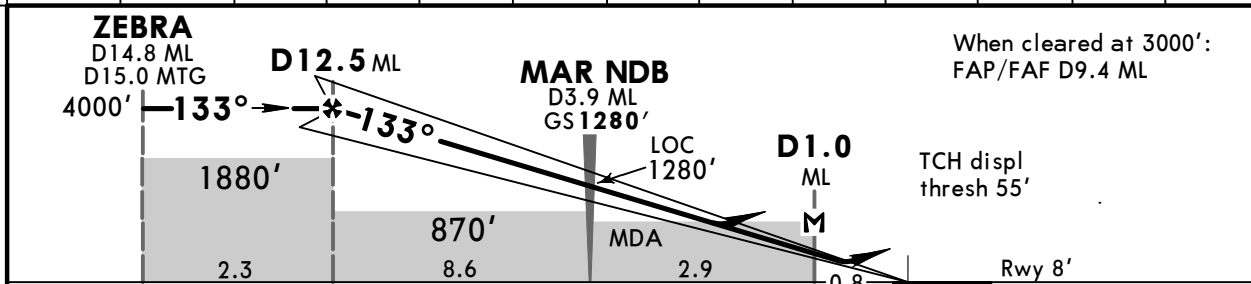
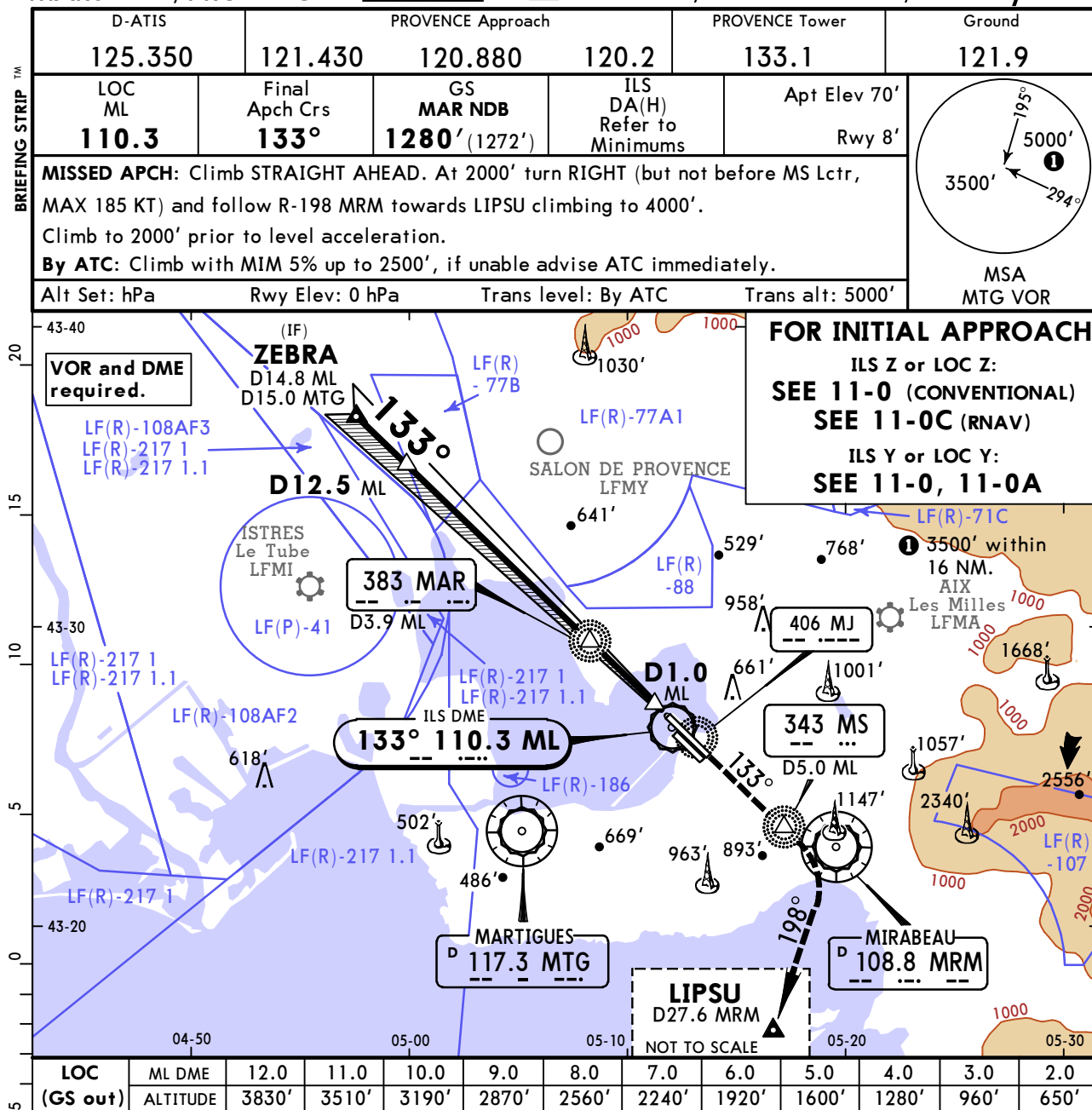
11-0D

RNAV INITIAL APCH Rwy 31L/R



LFML/MRS MARSEILLE/PROVENCE

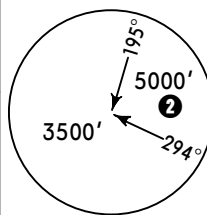
JEPPESSENMARSEILLE/PROVENCE, FRANCE 26 JAN 18 Eff 1 Feb (11-1) ILS Z/Y or LOC Z/Y Rwy 13L

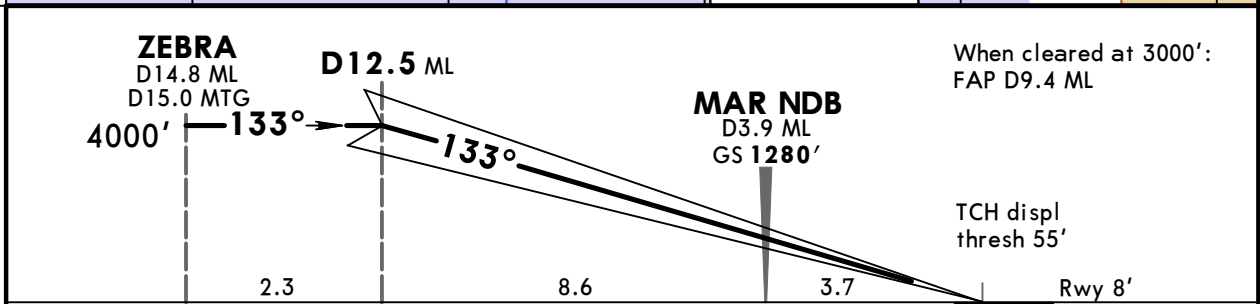
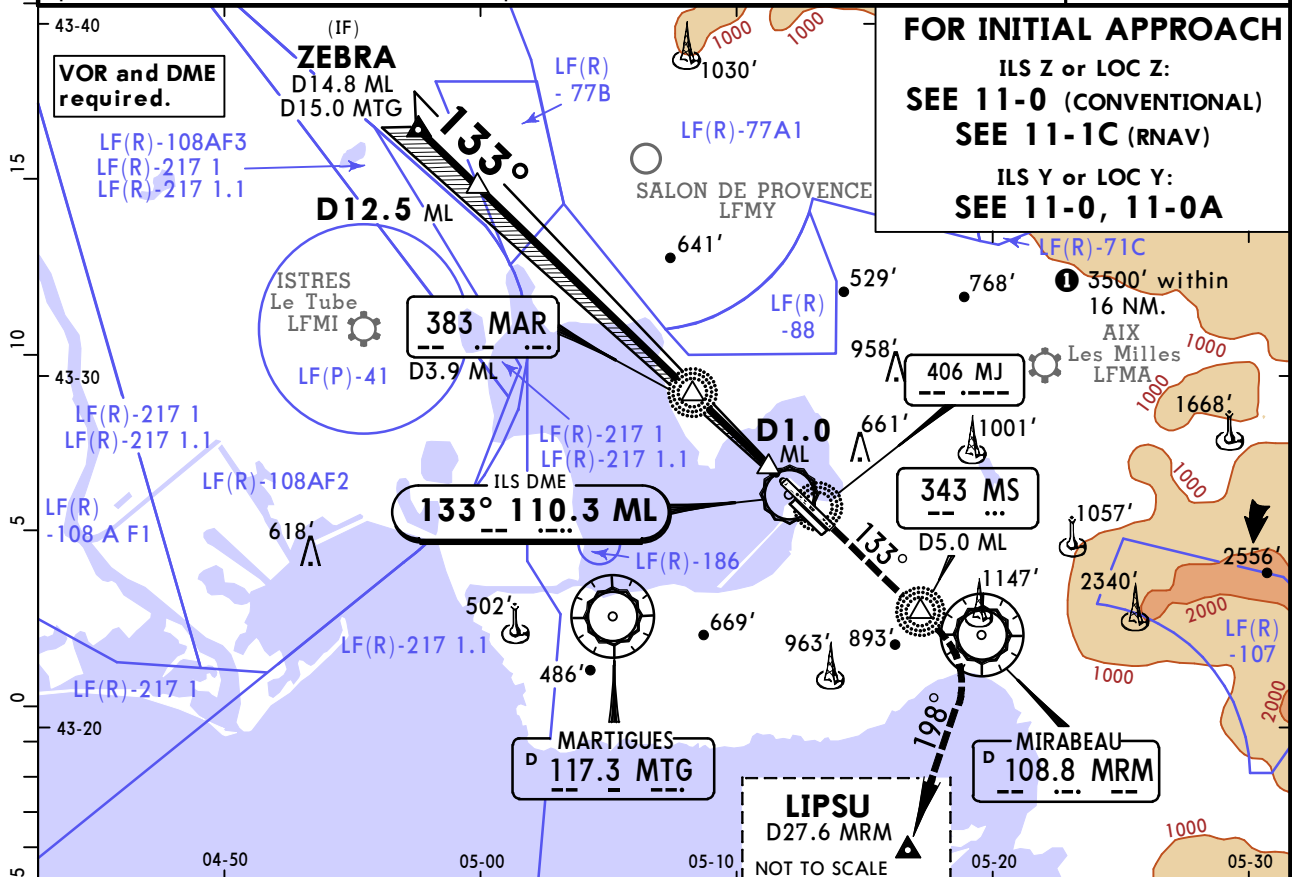


Gnd speed-Kts	70	90	100	120	140	160						
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849					
MAP at D1.0 ML												

Standard		STRAIGHT-IN LANDING RWY 13L				LOC (GS out) with ML DME CDFA		CIRCLE-TO-LAND	
		ILS						Prohibited North of rwy	
1		2						Circling height based on rwy 13L displ thresh elev of 8'.	
DA(H)		DA(H)				DA/MDA(H) 3			
BC: 218'(210')		A: 238'(230') C: 258'(250')				380'(372')			
A: 208'(200') D: 238'(230')		B: 248'(240') D: 268'(260')							
FULL/Limited		ALS out		FULL/Limited		ALS out		Max Kts.	
A	RVR 750m	RVR 1200m	RVR 800m	RVR 1200m	RVR 1300m	RVR1500m	110	720' (712')	1500m
B				RVR 1300m		135	990' (982')	1600m	
C				RVR 1700m		180	1360'(1352')	2400m	
D	RVR 800m						205	1540'(1532')	3600m

LFML/MRS MARSEILLE/PROVENCE, FRANCE

D-ATIS		PROVENCE Approach			PROVENCE Tower	Ground
125.350		121.430	120.880	120.2	133.1	121.9
LOC ML 110.3	Final Apch Crs 133°	GS MAR NDB 1280' (1272')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 70' Rwy 8'		
MISSED APCH: Climb STRAIGHT AHEAD. At 2000' turn RIGHT (but not before MS Lctr, MAX 185 KT) and follow R-198 MRM towards LIPSU climbing to 4000'. Climb to 2000' prior to level acceleration. By ATC: Climb with MIM 5% up to 2500', if unable advise ATC immediately.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 5000'	
Special Aircrew & Acft Certification Required.						

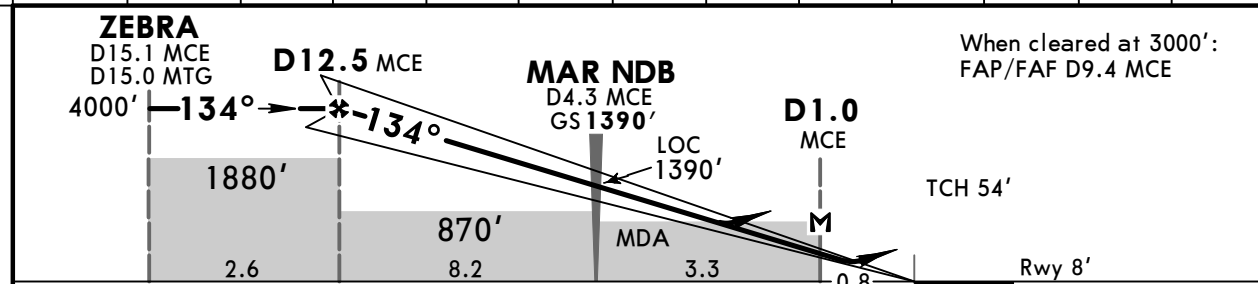
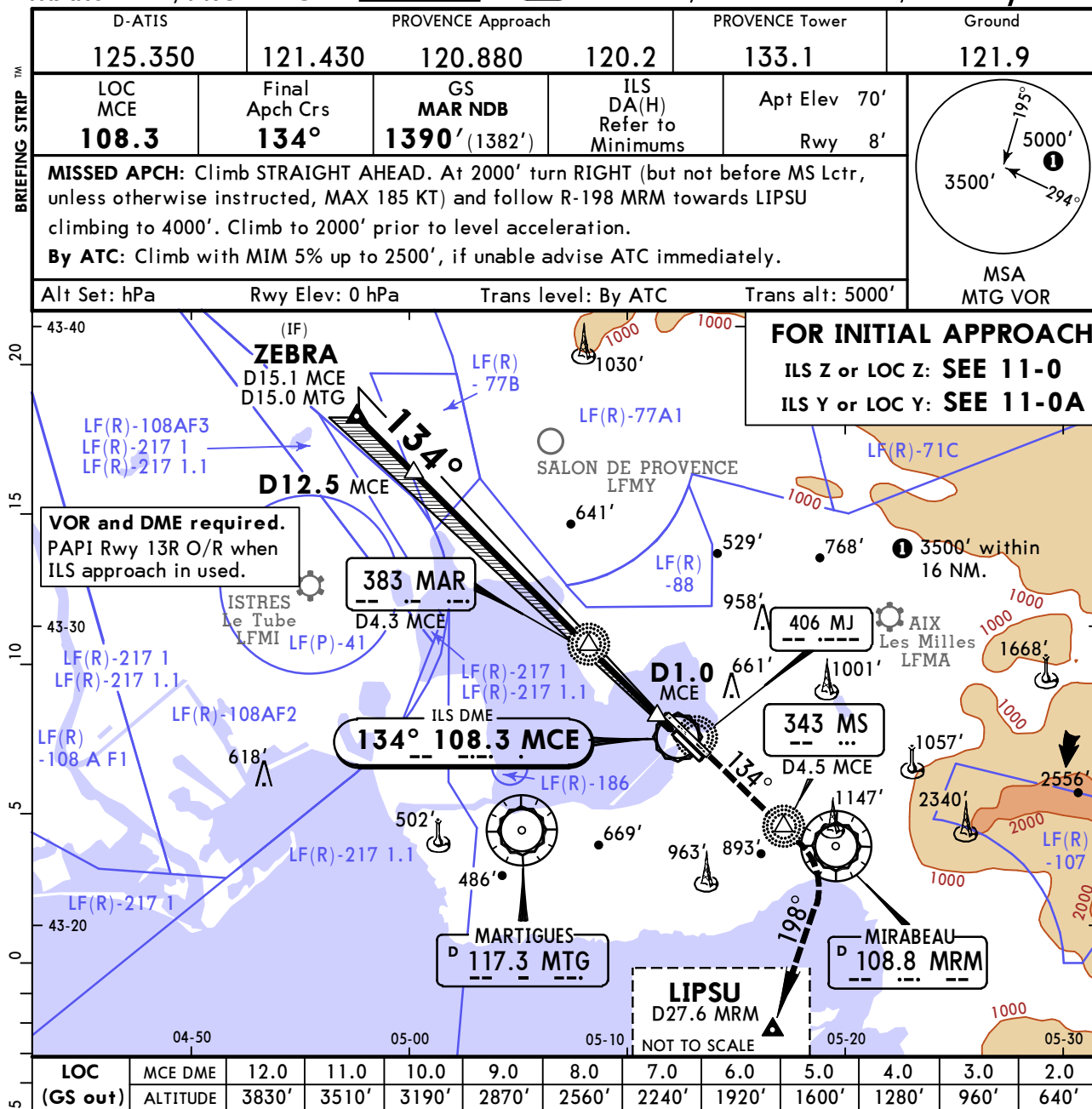


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2000'
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 13L	
CAT IIIA ILS 1	ABC	CAT II ILS 1	ABC
DA 50'		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, FRANCE MARSEILLE/PROVENCE 26 JAN 18 Eff 1 Feb (11-2) ILS Z/Y or LOC Z/Y Rwy 13R



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

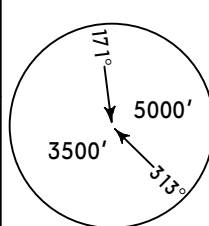
REIL	2000'
PAPI-L	

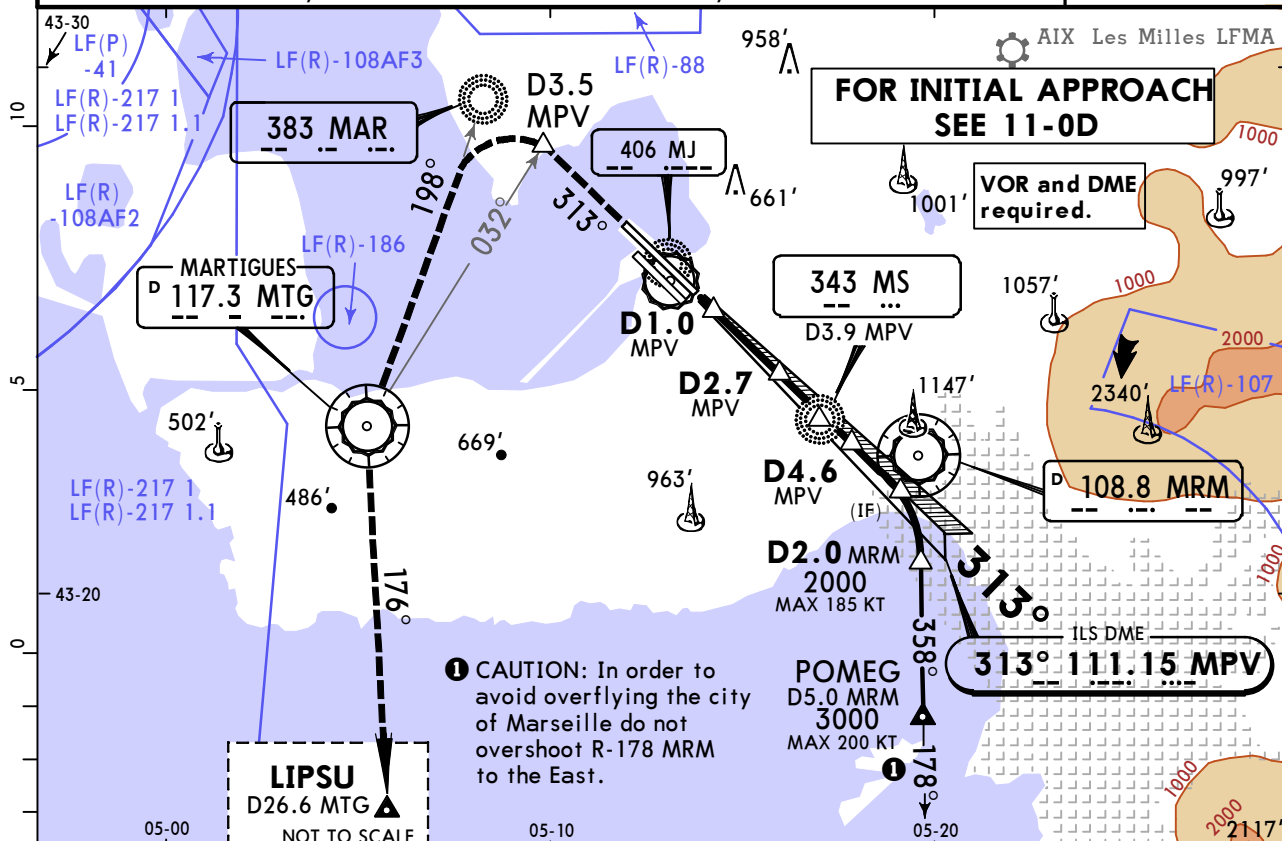
	STRAIGHT-IN LANDING RWY 13R				LOC (GS out) CDFA		CIRCLE-TO-LAND 2	
	Missed apch climb grad min 3.0%				Missed apch climb grad min 2.5%		Prohibited North of rwy	
A	A: 238' (230') C: 258' (250')				A: 338' (330') C: 358' (350')		Max Kts	
B	B: 248' (240') D: 268' (260')				B: 348' (340') D: 368' (360')		MDA(H) VIS	
C	RVR 1200m				RVR 1500m		110	720' (712') 1500m
D	RVR 1300m				RVR 1600m		135	990' (982') 1600m
							180	1360' (1352') 2400m
							205	1540' (1532') 3600m

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

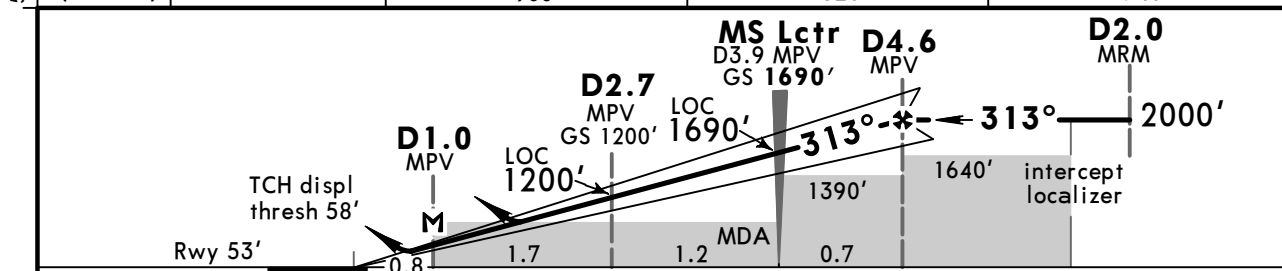
LFML/MRS MARSEILLE/PROVENCE 26 JAN 18 **11-3** Eff 1 Feb ILS Z or LOC Z Rwy 31R

BRIEFING STRIP

D-ATIS		PROVENCE Approach			PROVENCE Tower	Ground
125.350		121.430	120.880	120.2	133.1	121.9
LOC MPV 111.15	Final Apch Crs 313°	GS MS Lctr 1690' (1637')	ILS DA(H) Refer to Minimums	Apt Elev 70' Rwy 53'	 MSA MRM VOR	
MISSED APCH: Climb STRAIGHT AHEAD. At D3.5 MPV turn LEFT (MAX 185 KT) to intercept R-018 inbound to MTG VOR (MTG VOR u/s: 198° from MAR NDB) climbing up to 4000'. Then follow R-176 MTG towards LIPSU (MTG VOR u/s: Expect radar vectors). Climb to 1300' prior to level acceleration. By ATC: Climb with MIM 6% up to 4000', if unable advise ATC immediately.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'						



LOC (GS out)	MPV DME	2.0	3.0	4.0
	ALTITUDE	900'	1320'	1740'

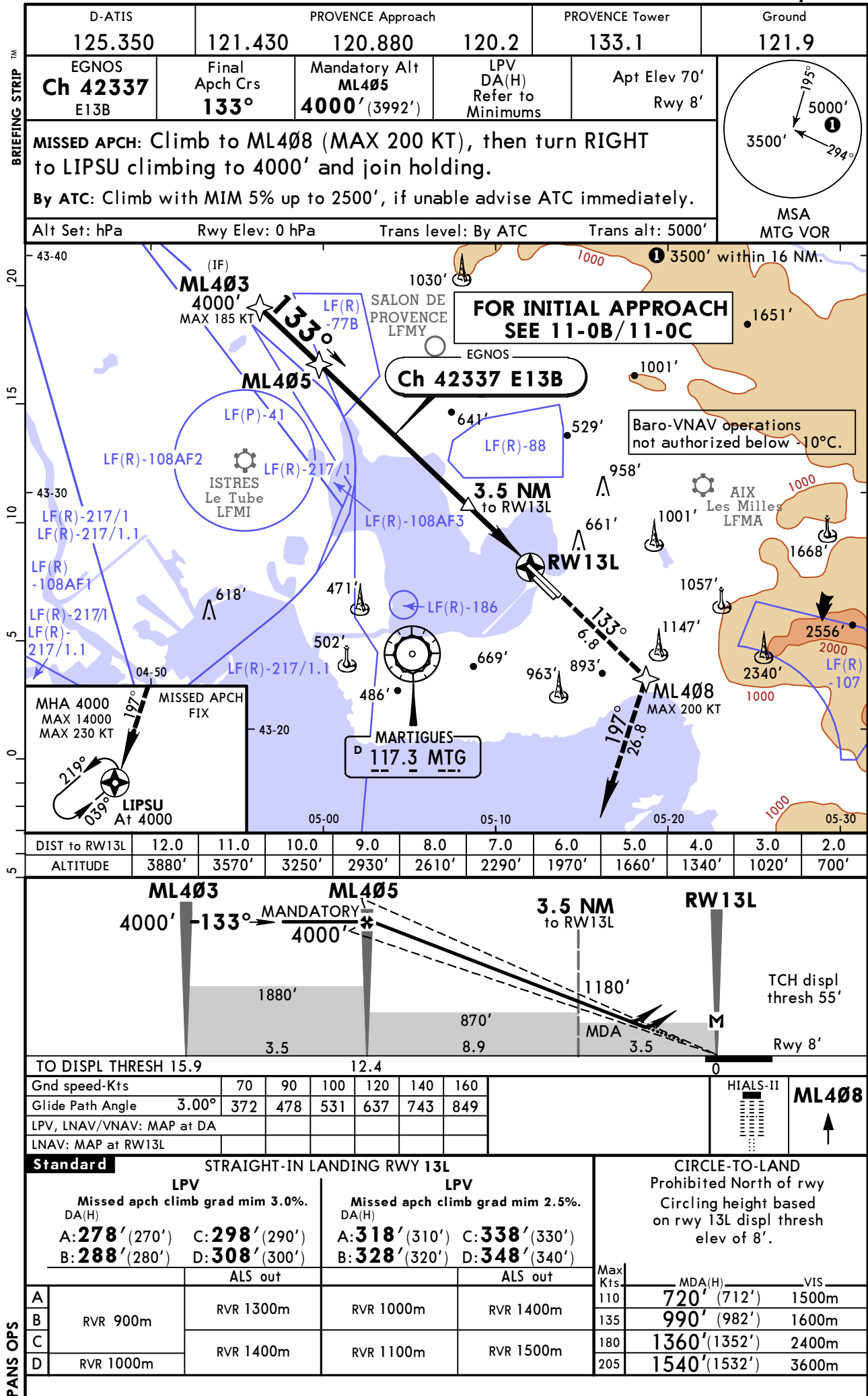


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	D3.5 MPV
ILS GS or LOC Descent Angle	4.00°	496	637	708	850	991		
MAP at D1.0 MPV								

Standard		STRAIGHT-IN LANDING RWY 31R		CIRCLE-TO-LAND ³	
ILS		LOC (GS out) CDFA		Prohibited North of rwy	
DA(H)		DA/MDA(H) 1 C: 760' (707')		Max Kts	
ABC: 353' (300') D: 363' (310')		AB: 670' (617') D: 860' (807')		MDA(H) VIS	
A	RVR 1400m	RVR 1500m	110	720' (667')	1500m
B		RVR 1500m 2	135	990' (937')	1600m
C		CMV 3200m	180	1360' (1307')	3200m
D		CMV 3600m	205	1540' (1487')	3600m

1 For add-on to the MDA(H), see ATC pages FRANCE. **2** NIGHT: If PAPI u/s RVR 1600m.

3 Circling height based on rwy 31R displ thresh elev of 53'.

LFML/MRS
MARSEILLE/PROVENCE
JEPPesen
20 APR 18
Eff 26 Apr
(12-1)
MARSEILLE/PROVENCE, FRANCE
RNAV (GNSS) Z Rwy 13L


RNAV (GNSS) Z RWY 13L MINIMUMS

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

MARSEILLE/PROVENCE

20 APR 18

12-2

Eff 26 Apr

RNAV (GNSS) Z Rwy 13R

BRIEFING STRIP™



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PANS OPS

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RNAV (GNSS) Z RWY 13R MINIMUMS

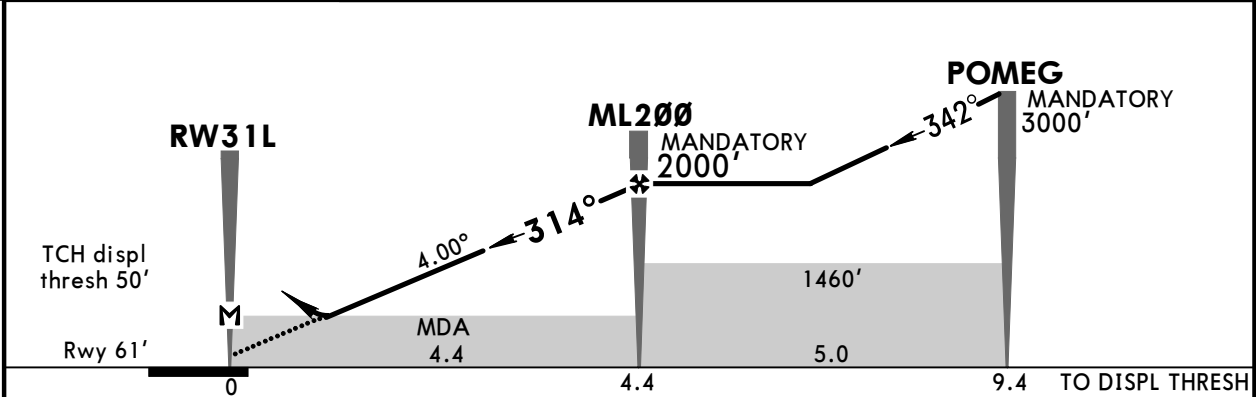
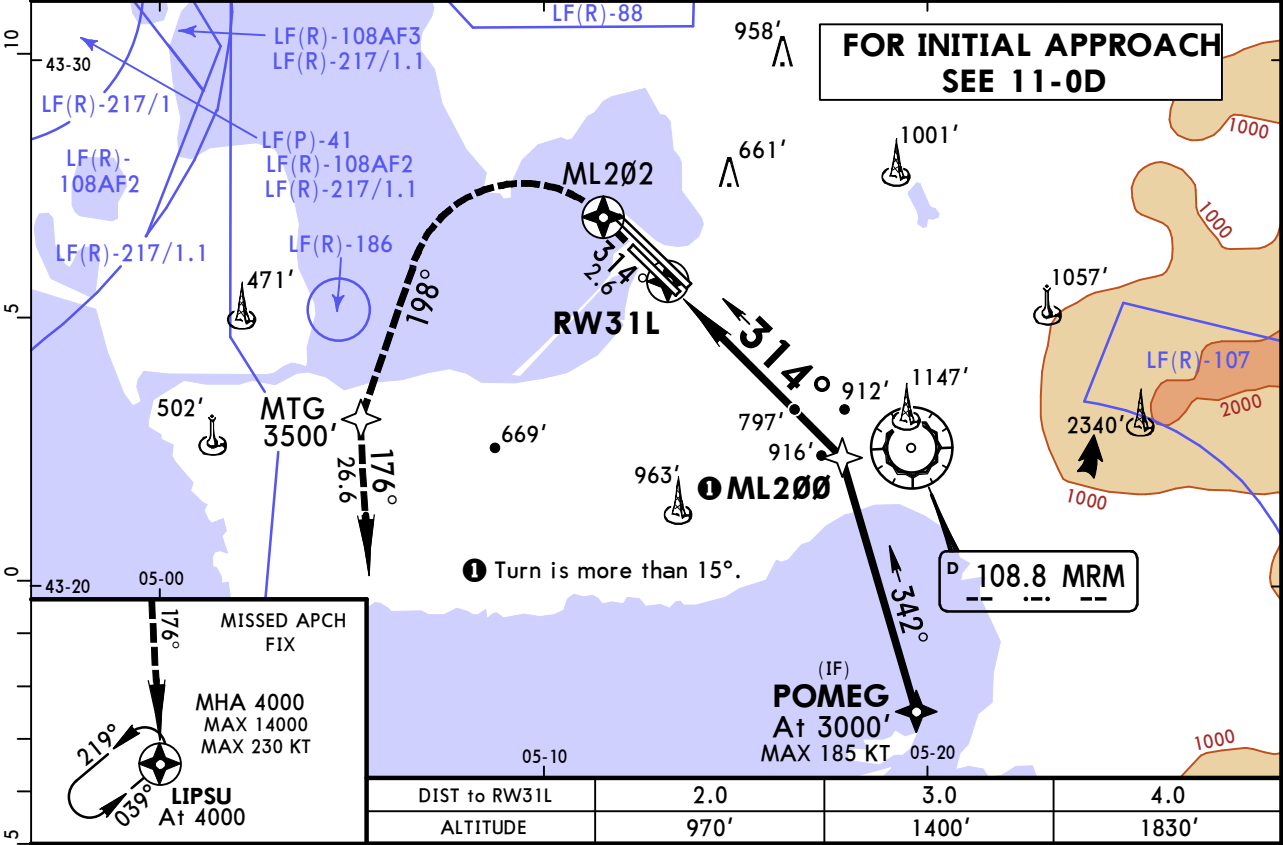
Standard		STRAIGHT-IN LANDING RWY 13R	
LNAV/VNAV		LNAV CDFA	
DA(H) 378' (370')		DA/MDA(H) AB: 520' (512') CD: 540' (532')	
A	RVR 1700m	RVR 1500m	
B			
C		CMV 2400m	
D			

LFML/MRS
MARSEILLE/PROVENCE

JEPPesen MARSEILLE/PROVENCE, FRANCE
20 APR 18 12-3 Eff 26 Apr

RNAV Z Rwy 31L

D-ATIS		PROVENCE Approach			PROVENCE Tower	Ground
125.350		121.430	120.880	120.2	133.1	121.9
RNAV	Final Apch Crs 314°	Mandatory Alt ML200 2000' (1939')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 70' Rwy 61'		 MSA MRM VOR
MISSED APCH: Climb STRAIGHT AHEAD. At ML202 turn LEFT (MAX 185 KT) until MTG direction 198° climbing up to 4000'. Then to LIPSU and enter the holding at 4000'. By ATC: Climb with MIM 6% up to 4000'.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'	
Baro-VNAV operations not authorized below -10°C.						



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

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

CHANGES: LIPSU altitude.

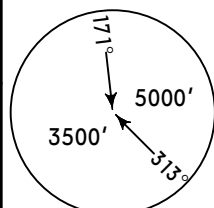
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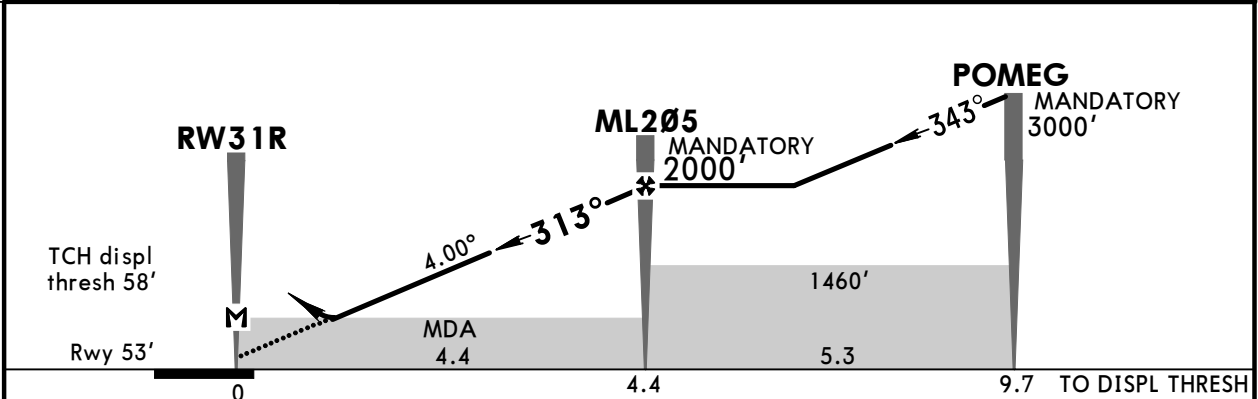
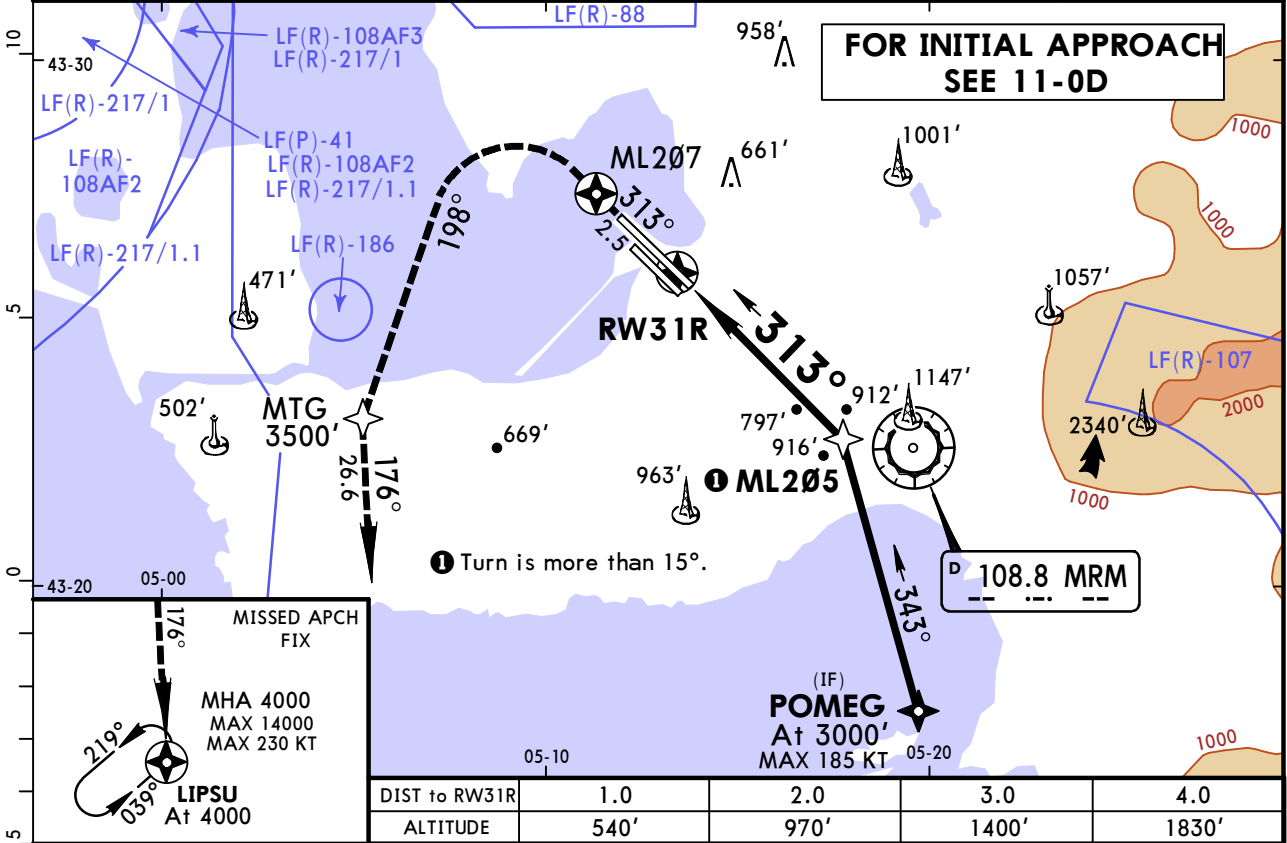
LFML/MRS
MARSEILLE/PROVENCE

20 APR 18 (12-4)

Eff 26 Apr

JEPPESEN MARSEILLE/PROVENCE, FRANCE
RNAV Z Rwy 31R

D-ATIS 125.350		PROVENCE Approach 121.430 120.880 120.2		PROVENCE Tower 133.1	Ground 121.9
RNAV	Final Apch Crs 313°	Mandatory Alt ML205 2000' (1947')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 70' Rwy 53'	 MSA MRM VOR
MISSED APCH: Climb STRAIGHT AHEAD. At ML207 turn LEFT (MAX 185 KT) until MTG direction 198° climbing up to 4000'. Then to LIPSU and enter the holding at 4000'.					
By ATC: Climb with MIM 6% up to 4000'.					
Alt Set: hPa Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'	
Baro-VNAV operations not authorized below -10°C.					



REIL PAPI-L	ML207	185 KT	MAX onto 198°
			LT

Standard				STRAIGHT-IN LANDING RWY31R			
				LNAV/VNAV			
DA(H)				A: 373' (320') B: 393' (340') C: 403' (350') D: 423' (370')			

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

LFML/MRS

MARSEILLE/PROVENCE

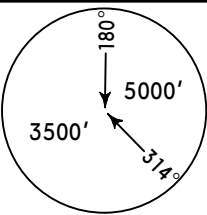
26 JAN 18
Eff 1 Feb

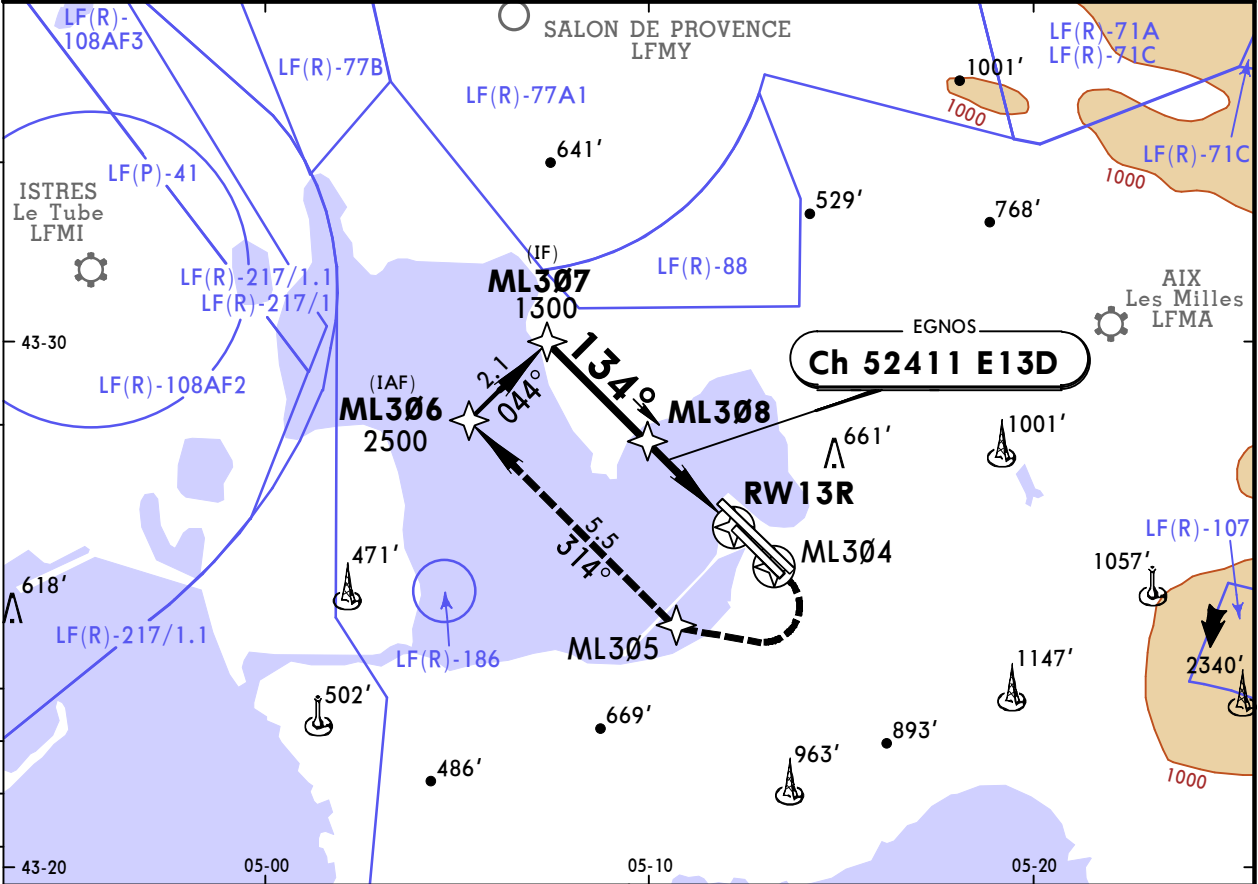
12-5

COPTER

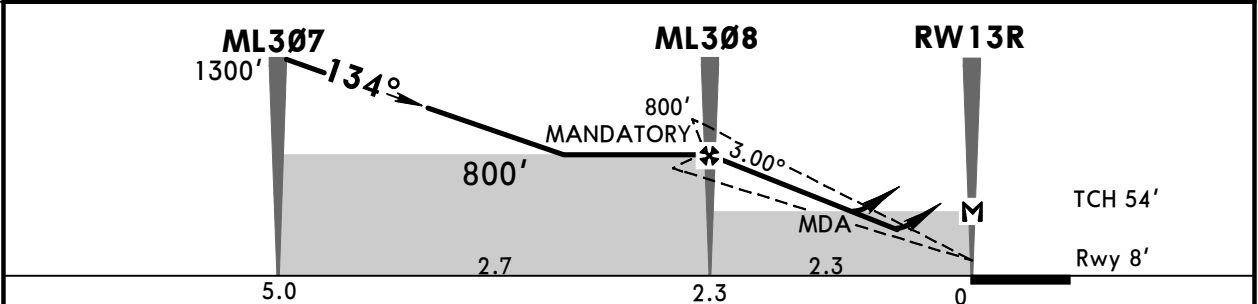
MARSEILLE/PROVENCE, FRANCE

RNAV (GNSS) H Rwy 13R

D-ATIS 125.350		PROVENCE Approach 121.430 120.880 120.2			PROVENCE Tower 133.1	Ground 121.9
EGNOS Ch 52411 E13D	Final Apch Crs 134°	Mandatory Alt ML308 800' (792')	LPV DA(H) 258' (250')	Apt Elev 70' Rwy 8'		
MISSED APCH: Climb STRAIGHT AHEAD up to ML304. Turn RIGHT direct to ML305 then ML306 climbing up to 2500'.						
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP		



DIST to RW13R	2.0
ALTITUDE	700'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	ML304 ↑	ML305 RT
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW13R									

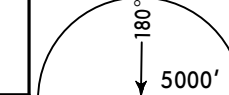
JAR-OPS STRAIGHT-IN LANDING RWY 13R									
LPV DA(H) 258' (250')					LNAV MDA(H) 430' (422')				

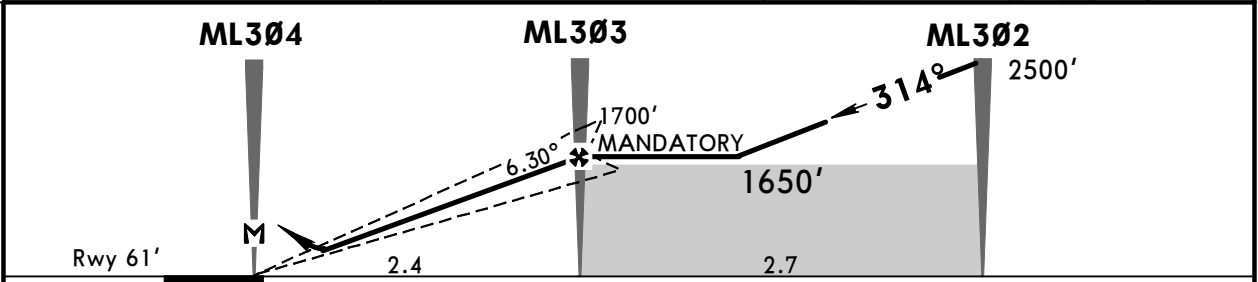
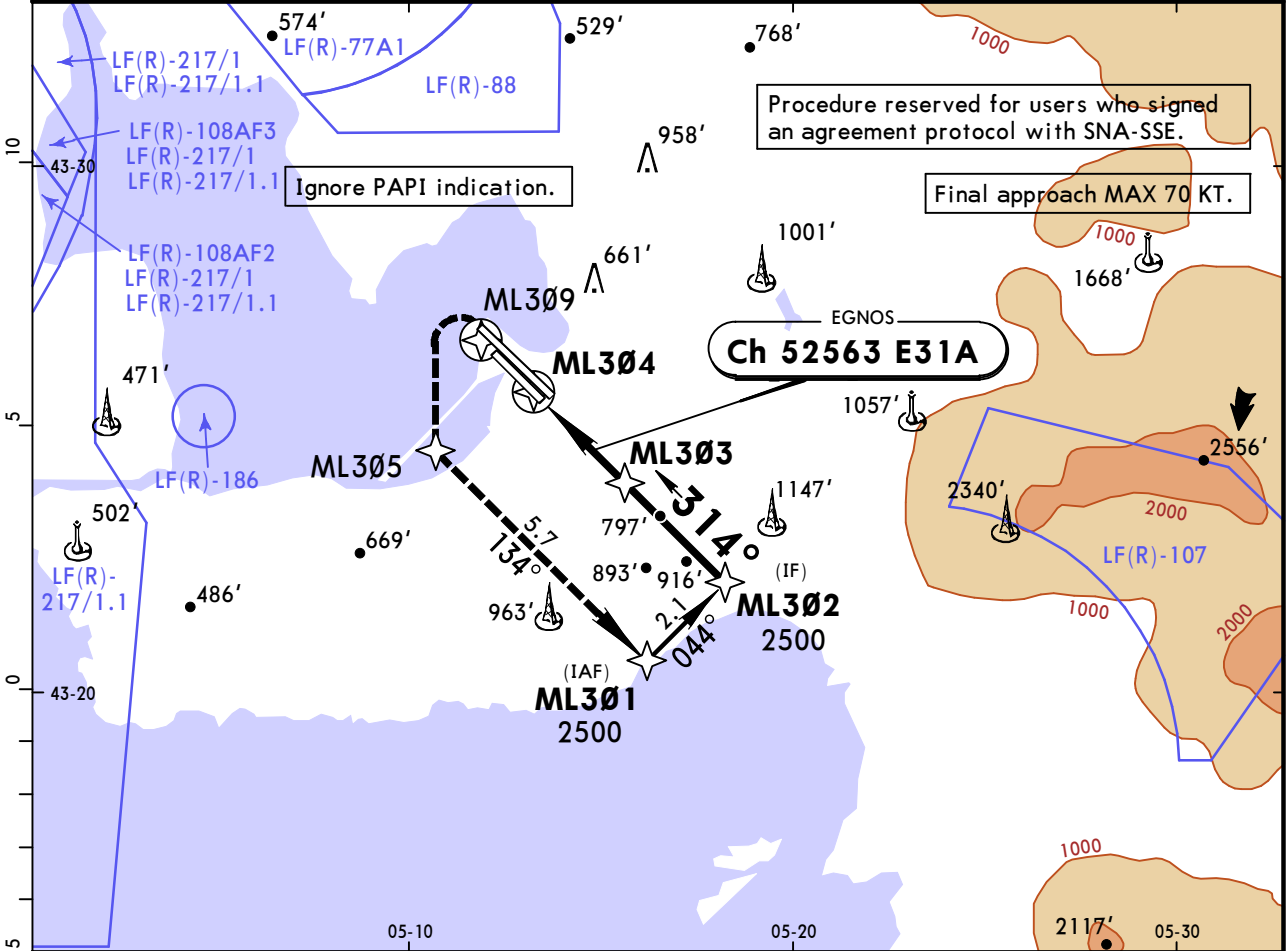
C O P T E R	RVR 1000m	RVR 1000m

LFML/MRS
MARSEILLE/PROVENCE

JEPPESSEN
26 JAN 18
Eff 1 Feb 12-6

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

D-ATIS		PROVENCE Approach			PROVENCE Tower	Ground
125.350		121.430	120.880	120.2	133.1	121.9
EGNOS Ch 52563 E31A	Final Apch Crs 314°	Mandatory Alt ML303 1700' (1639')	LPV DA(H) 361' (300')	Apt Elev 70' Rwy 61'		
MISSED APCH: Climb STRAIGHT AHEAD up to ML309. Turn LEFT to ML305 then ML301 climbing up to 2500'.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'	
MSA ARP						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	ML309 ↑	ML305 ← LT
Glide Path Angle 6.30°	783	1006	1118	1342	1565	1789			
MAP at ML304									

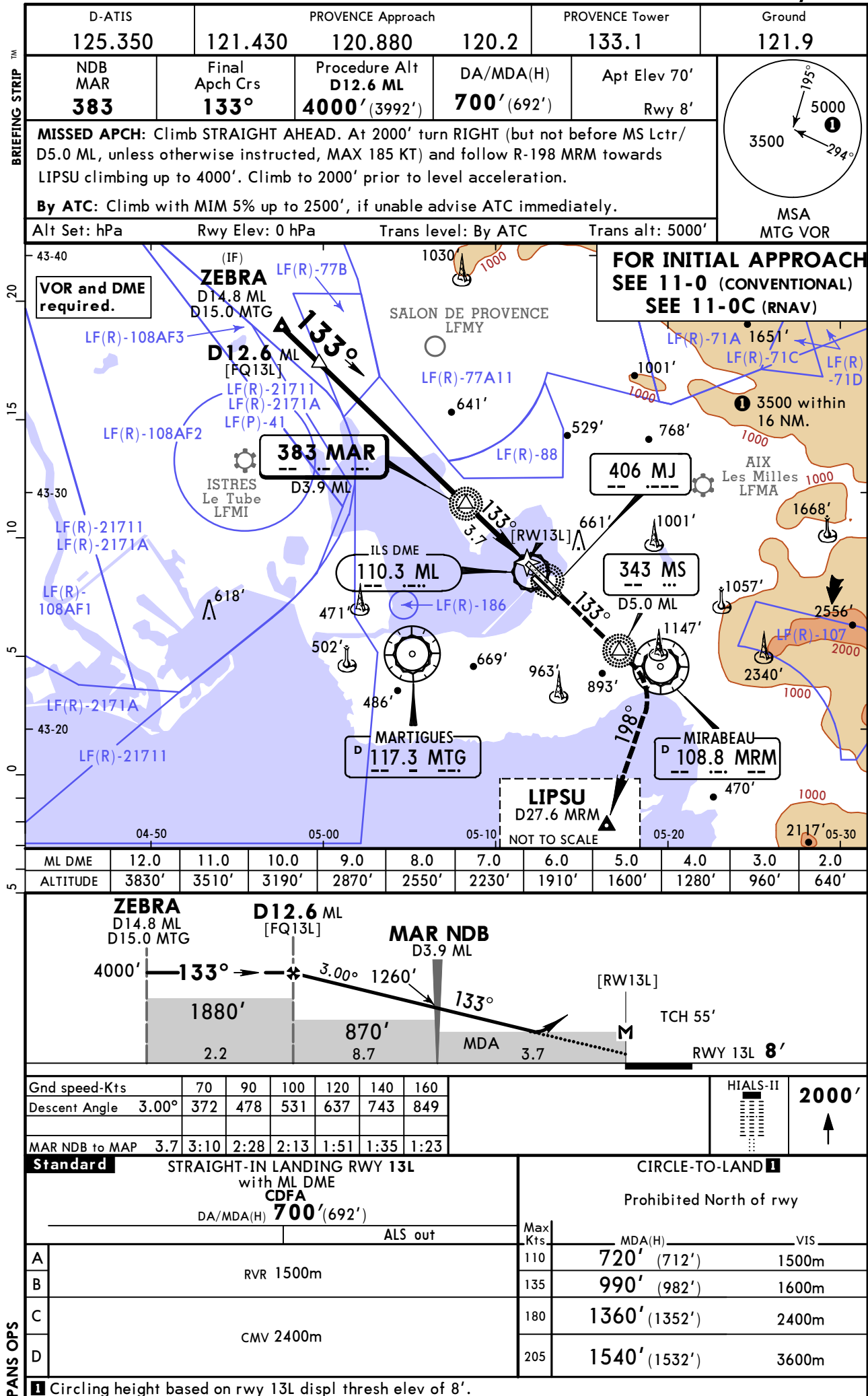
JAR-OPS STRAIGHT-IN LANDING RWY 31L
LPV
DA(H) **361'** (300')

PANS OPS
COPTER
RVR 1400m

LFML/MRS MARSEILLE/PROVENCE

4 MAY 18 (16-1)

JEPPENSEN MARSEILLE/PROVENCE, FRANCE NDB Rwy 13L



PANS OPS

19-1 05 APR 19

1

MARSEILLE

PROVENCE

FRANCE

19-2

05 APR 19

JEPPESSEN

PREFLIGHT (Prévol) **121.725**

PROVENCE GROUND (Sol) **121.900**

ATIS

125.350

(FIS) PROVENCE INFORMATION

132.950

PROVENCE APPROACH

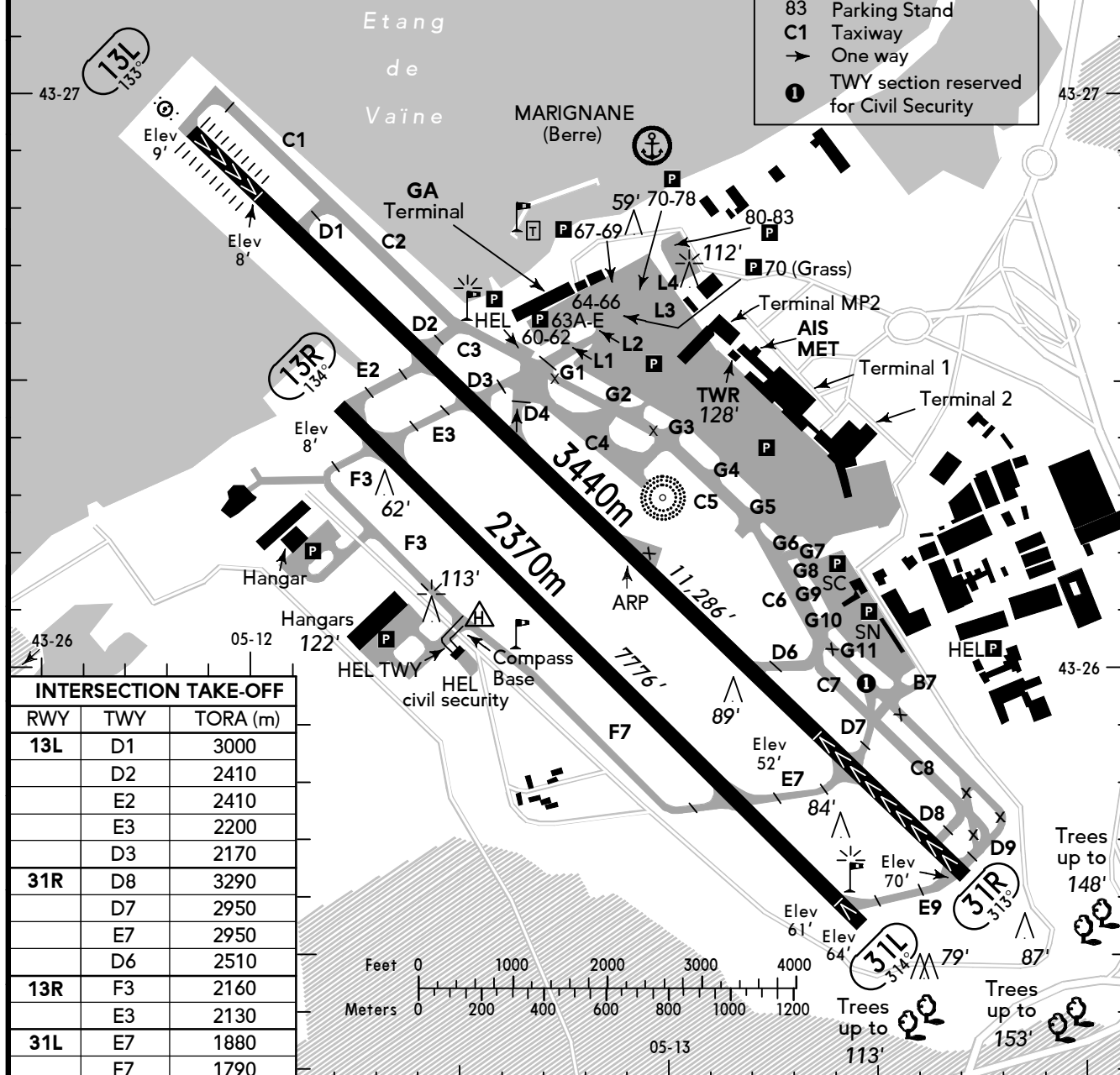
124.350

TWY F3, F7: Usable only when horizontal
VIS is > or = 800m/
Utilisable uniquement lorsque la visibilité
horizontale est supérieure ou égale à 800m.

ACFT clearing RWY 13L/31R via TWY D (D1-D8)
have priority over ACFT moving on TWY C (C1 to C8)./
ACFT dégager RWY 13L/31R via TWY D (D1-D8)
ont la priorité sur ACFT circuler sur TWY C (C1-C8).

LEGEND

- P** Parking Area
- 83** Parking Stand
- C1** Taxiway
- One way
- I** TWY section reserved for Civil Security



INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
13L	D1	3000
	D2	2410
	E2	2410
	E3	2200
	D3	2170
31R	D8	3290
	D7	2950
	E7	2950
	D6	2510
	F3	2160
13R	E3	2130
	F7	1790
31L	E7	1880
	F7	1790



ALS 13L - PAPI 31L & 31R (4°), 13R - THRL - RL - RCLL 13L - TWYL (EXC B7 & F7) - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
13L	3440 x 45 Paved	3500	3160	PCN 71/R/C/W/T	
31R		3440	2780		
13R	2370 x 45 Paved	2370	2370	PCN 68/F/C/W/T	
31L		2370	2265		

CHANGES: Holding Position.

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NOTE: See also ISTRES 19-1 (Routes).

CAUTION: Birds at and in vicinity of the AD.

Intense HEL activity within traffic circuit and in vicinity of the AD.

Seaplane operations up to 500'.

Taxiing prohibited except on RWYs & TWYs.

For safety and security reasons, handling is compulsory for any ACFT, including ACFT going to the AIRBUS HELICOPTERS area.

In case of wet RWY, TWY exits D6, D2, D3, D4 not recommended.

After landing on RWY 31R, except for operational requirement, at the latest exit through TWY D1 to protect the LOC critical area. In case of exceptional exit beyond TWY D1, report to the control unit as soon as possible.

TKOF RWY 13L: except for operational reasons, TKOF shall be made from TWY C1.

Single-engined training flights are subject to PPR from PROVENCE APPROACH. Depending on current traffic condition, these flights could be subject to air traffic flow measures or prohibited.

ATIS

Monitor ATIS prior to initial contact with ATC.

Routes

The routes depicted on chart 19-1 may be imposed by ATC.

On pilot's request and with ATC clearance, other routes and/or altitudes than those specified on chart 19-1 may be granted.

Axis Crossing Procedures

An explicit authorisation from PROVENCE TOWER must be obtained to cross RWY axis. Failing that and holding will be executed as follows:

- N to S direction: holding at NB without interfering with axis.
- S to N direction: holding at SB without interfering with axis.

Arrivals

Contact PROVENCE TOWER at least 3 MIN before reaching the entry points.

Radio Failure (ARR)

Squawk A 7600.

Outside the CTR: Do not enter the CTR.

Within the CTR:

- West of RWYs: Leave the CTR via route S (1000') - in direction of SC, then climb to MAX 1500'.
- East of RWYs: leave the CTR by the most appropriate route via either E (2000'), or NA (1500') to LP (1700') or CB (2000').

NOTE: Voir aussi ISTRES 19-1 (Itinéraires).

ATTENTION: Concentration d'oiseaux sur aéroport.

Importante activité HEL dans le circuit et aux abords de celle-ci.

Evolutions d'hydravions jusqu'au 500'.

Roulage interdit hors RWYs & TWYs.

Pour des raisons de sécurité et de sûreté l'assistance est obligatoire pour tous les ACFT, y compris les ACFT à destination du site AIRBUS HELICOPTERS.

En cas de piste mouillée, sorties voies D6, D2, D3, D4 déconseillées.

Après atterrissage RWY 31R, sauf nécessité opérationnelle, sortir au plus tard par voie D1 pour protéger l'aire critique du LOC. En cas de sortie exceptionnelle au delà de la voie D1, en aviser dès que possible le contrôle.

TKOF RWY 13L: sauf nécessité opérationnelle, les décollages s'effectueront à partir de la voie de circulation C1.

Vols d'entraînement monomoteur sont sur autorisation de PROVENCE APPROACH. En fonction du trafic du moment, ces vols peuvent subir des régulations ou ne pas être autorisés.

ATIS

Ecouter l'ATIS avant de contacter l'ATC.

Itinéraires

Les itinéraires figurés sur la carte 19-1 sont susceptibles d'être imposés par l'ATC.

Sur demande du pilote et avec l'autorisation de l'ATC, des itinéraires et/ou altitudes différents de ceux figurés sur la carte 19-1 pourront être suivis.

Procédures croisée d'axes

Une autorisation explicite de Provence TWR doit être obtenue pour croiser les axes de piste. A défaut une attente sera exécutée comme suit :

- Sens Nord-Sud : attente à NB sans interférer avec les axes.
- Sens Sud-Nord : attente à SB sans interférer avec les axes.

Arrivées

Contacter PROVENCE TOWER 3 MIN au moins avant le survol des points d'entrée.

Panne Radio (ARR)

Afficher A 7600.

A l'extérieur de la CTR: Ne pas y pénétrer.

A l'intérieur de la CTR:

- A l'ouest des pistes: Quitter la CTR par l'itinéraire S (1000') - vers SC, ensuite en montée vers 1500' MAX.
- A l'est des pistes: Quitter la CTR par l'itinéraire le plus approprié soit E (2000'), ou NA (1500') vers LP (1700') ou CB (2000').

MARSEILLE

PROVENCE

FRANCE

19-3A 05 APR 19

JEPPÉSEN

Departures

Contact PREFLIGHT, indicating the exit point and, if no flight plan has been filed, the flight data.

Departure routes via exit point E:

- RWY 31 DEP route: NB (1500') - EA (1500') - E (2000').
- RWY 13 DEP route: EB (1500') - EA (1500') - E (2000').

Radio Failure (DEP)

Prior to TKOF: Do not TKOF.

After take-off: Squawk A 7600 and

- West of RWYs: Leave the CTR via route S (1000') - in direction of SC, then climb to MAX 1500'.
- East of RWYs: Leave the CTR via intended routeing.

Transit

Coastal Routing

SW->SC:

- SW (700') - S (1000') - SC (MAX 1500').

SC->SW:

- SC (MAX 1500') - S (1000') - SW (700').

Other trajectories except coastal transit

Tell ATC entry point in the CTR and the planned exit point. Then comply with ATC instructions.

Transit CTR Istres and LF-R108B

Transit Route for use in 2 directions: Section S-SW-SD-SC-SB: mandatory.

SW - SD - SC: MAX 700',

SC - SB - SA: MAX 1000'.

SA (122°/13 114.45 FJR VOR/DME) N43 27.6 E004 14.0

SB (113°/21 114.45 FJR VOR/DME) N43 26.4 E004 25.4 (0.8 NM S Saintes-Maries-de-la-Mer)

Radio Failure (Transit)

Outside the CTR: Do not enter the CTR.

Within the CTR: Leave the CTR by the nearest route without crossing RWY axis.

Special VFR

A special VFR clearance is necessary to enter the CTR at ARR, DEP or transit when meteorological conditions observed on AD are:

- VIS between 1500m and 5000m;
- ceiling between 600' and 1500'

Special VFR by daytime only.

VFR flight ACFT operating within CTR PROVENCE as special VFR flight may be requested to proceed holding in order to provide separation from IFR traffic.

Départs

Contacter PREVOL, indiquer le point de sortie et, en l'absence de PLN, les éléments de vol.

Départs via point de sortie E:

- RWY 31 DEP itinéraire: NB (1500') - EA (1500') - E (2000').
- RWY 13 DEP itinéraire: EB (1500') - EA (1500') - E (2000').

Panne Radio (DEP)

Avant le décollage: Ne pas décoller.

Après le décollage: Afficher A 7600 et

- A l'ouest des pistes: Quitter la CTR par l'itinéraire S (1000') - vers SC, ensuite en montée vers 1500' MAX.
- A l'est des pistes: Quitter la CTR par l'itinéraire prévu.

Transit

Itinéraire Côtier

SW->SC:

- SW (700') - S (1000') - SC (MAX 1500').

SC->SW:

- SC (MAX 1500') - S (1000') - SW (700').

Other trajectories except coastal transit

Annoncer au contrôle le point d'entrée dans la CTR, et le point de sortie prévu. Se référer ensuite aux instructions données par le contrôle.

Transit CTR Istres et LF-R108B

Itinéraire de transit utilisable dans les 2 sens: Tronçon S-SW-SD-SC-SB: obligatoire.

SW - SD - SC: MAX 700',

SC - SB - SA: MAX 1000'.

Panne Radio (Transit)

A l'extérieur de la CTR: Ne pas y pénétrer.

A l'intérieur de la CTR: Quitter la CTR par l'itinéraire le plus proche sans couper les axes de pistes.

VFR Spécial

Une clairance VFR Spécial est nécessaire pour pénétrer dans la CTR à l'arrivée, au départ, ou en transit, dès que les conditions météo constatées sur l'aérodrome sont les suivantes:

- VIS entre 1500m et 5000m;
- plafond entre 600' et 1500'.

VFR spécial possible de jour seulement.

En VFR spécial, dans le but d'assurer une séparation avec le trafic IFR, des attentes en vol pourront être demandées aux ACFT en VFR souhaitant pénétrer dans la CTR PROVENCE.

HELICOPTERS

MARSEILLE

PROVENCE

FRANCE

19-5

05 APR 19

JEPPesen

PREFLIGHT (Prévol) **121.725**

PROVENCE GROUND (Sol) **121.900**

ATIS

125.350

(FIS) PROVENCE INFORMATION

PROVENCE APPROACH

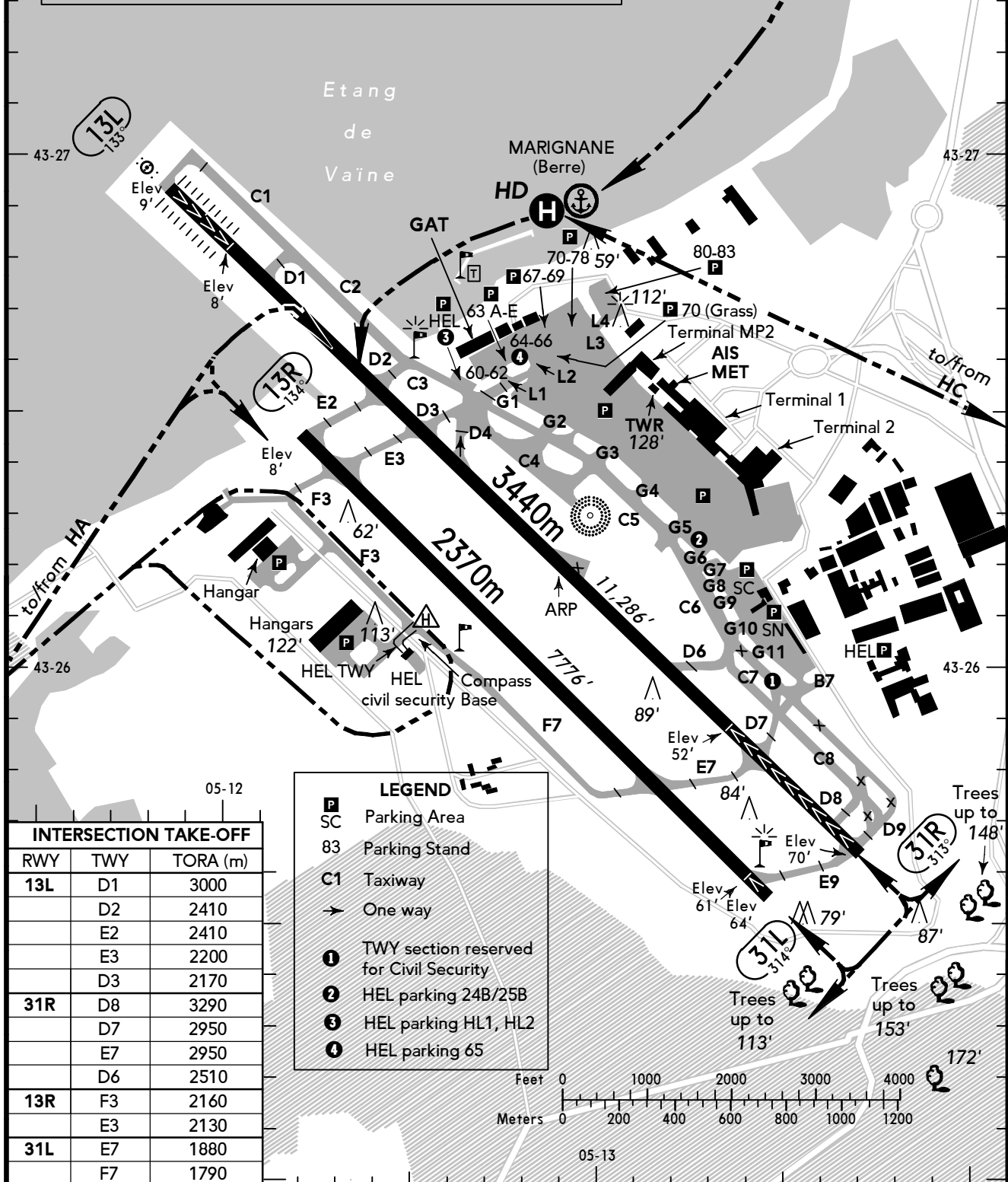
132.950
124.350

CAUTION:

Seaplanes operation over or next to "Etang de Vaïne" (500').

ATTENTION:

Evolutions d'hydravions sur et aux abords de l'étang de Vaïne" (500').



ALS 13L - PAPI 31L & 31R (4°), 13R - THRL - RL - RCLL 13L - TWYL (EXC B7 & F7) - APRON - WDI - OBSTL.

NOTE: See also MARSEILLE 19-1/19-2, 19-3/19-3A and ISTRES 19-1 (Routes).

CAUTION: Birds at and in vicinity of the AD.

Intense HEL activity within traffic circuit and in vicinity of the AD.

Traffic circuits: HEL have to comply with RWY in use.

Restricted area LF-R 186 on Berre lake off Martigues (hydro activity), forbidden to not authorized ACFT.

Overflight of apron, AD buildings and taxiing ACFT is forbidden.

Within Berre la Fare AD area, helicopters evolutions between SFC and 1000' SFC.

Taxiing prohibited except on RWYs & TWYs.

Parking

HEL parking is limited to 24 hr on all aprons. Prior request to the AD manager by FAX 04 42 14 21 25 or by SITA (MRSAPXH).

Stand 24B/25B on the main commercial parking area:

- parking is limited to 30 MIN;
- two way plane position 24B or 25B, with rotor diameter limited to 12.6m, overall length limited to 14.3m.

GA stand 65, rotor diameter limited to 15m.

HL1 or HL2 (W of stand 60N): rotor diameter limited to 11m, overall length limited to 13m. Caution access to stands HL1 or HL2 interfere with possible SSLIA vehicle exits.

Handling for reception and transport of passengers is compulsory.

HEL bound to AIRBUS HELICOPTERS factory or the Civil Security based are not concerned by these measures.

Transit and Arrival Procedures

Monitor ATIS prior contacting the ATC unit.

Clearance for entering the CTR shall be requested at least 3 MIN before reaching the entry points.

Routes

Except particular ATC clearance, which even may give ACFT altitude and ACFT REPs, HEL must comply with HEL routes which are in the CTR.

The routes depicted on chart 19-4 may be imposed by ATC.

On pilot's request and with ATC clearance, other routes and/or altitudes than those specified on chart 19-4 may be granted.

NOTE: Voir aussi MARSEILLE 19-1/19-2, 19-3/19-3A et ISTRES 19-1 (Itinéraires).

ATTENTION: Concentration d'oiseaux sur l'AD.

Importante activité HEL dans le circuit et aux abords de celle-ci.

Dans le circuit de piste d'AD, les HEL doivent respecter la piste en service.

Présence de la LF-R 186 sur l'étang de Berre au large de Martigues (activité hydro-surface), interdite aux aéronefs non autorisés.

Le survol des PRKG, des bâtiments aéroportuaires, et des ACFT au roulage est interdit.

Dans la zone de l'aérodrome de Berre la Fare, les évolutions des HEL se font entre le sol et 1000' SFC.

Roulage interdit hors RWYs & TWYs.

Parking

Les stationnement des HEL est limité à 24 hr sur l'ensemble des aires. Les demandes d'autorisation préalables sont effectuées auprès du gestionnaire par FAX 04 42 14 21 25 ou par SITA (MRSAPXH).

Le poste 24B/25B de l'aire commerciale principale:

- le stationnement est limité à 30 MIN;
- position avion à double sens 24B ou 25B, de diamètre de rotor limité à 12.6m, longueur hors tout limitée à 14.3m.

L'Aviation Générale: poste 65, diamètre rotor limité à 15m.

HL1 ou HL2 (à l'W du PRKG 60N) : diamètre de rotor limité à 11 m et longueur hors tout limitée à 13 m. Prudence recommandée, l'accès aux aires HL1 et HL2 interfère avec d'éventuelles sorties de véhicules SSLIA.

L'assistance nécessaire à l'accueil et au transport des passagers en transit est obligatoire.

Les HEL à destination de l'usine AIRBUS HELICOPTERS ou de la base de la Sécurité Civile ne sont pas concernés par ces mesures.

Procédures d'arrivée et de transit

Ecouter l'ATIS avant de contacter l'ATC.

L'autorisation de pénétrer dans la CTR sera demandée 3 MIN au moins avant le survol des points d'entrée.

Itinéraires

Sauf clairances particulières du Contrôle qui pourra éventuellement donner des altitudes et des points de compte rendu avion, les HEL doivent se conformer aux itinéraires HEL inclus dans la CTR.

Les itinéraires figurés sur la carte 19-4 sont susceptibles d'être imposés par l'ATC.

Sur demande du pilote et avec l'autorisation de l'ATC, des itinéraires et/ou altitudes différents de ceux figurés sur la carte 19-4 pourront être suivis.

HELICOPTERS
MARSEILLE
PROVENCE
FRANCE
19-6A 09 FEB 18

JEPPESEN
Axis Crossing Procedures

An explicit authorisation from PROVENCE TOWER must be obtained to cross RWY axis. Failing that and holding will be executed as follows:

- N to S direction: holding at NB without interfering with axis.
- S to N direction: holding at SB without interfering with axis.

LDG and TKOF area

LDG and TKOF of HEL to/from MARSEILLE PROVENCE must be conducted on RWYs then low-level flight to/from apron.

Only Civil Security may obtain a LDG or TKOF clearance to/from TWY F.

Arrival Routes
Entry Points
TWR freq
REPs (ALT in ft)

W2 (from Istres W2 - HA less than 1.5 KM offshore avoiding to fly over "la Mède" and the refineries)

133.100
W2 (500') - HA (1000')

NE - RWY 31 (from Istres NE - HB - HC bypassing by the N Shell industrial complex in Berre and by the S the LF-R77)

133.100
NE (500') - HB (MAX 1500') - HC (MAX 500')

NE - RWY 13 (from Istres NE - HB - HD bypassing by the N Shell industrial complex in Berre and by the S the LF-R77)

133.100
NE (MAX 500') - HB (MAX 1500') - HD (MAX 500')

LP or CB - RWY 31

133.100
LP (1500') or CB (2000') - NA (1500') - NB (1500') - HC (MAX 1500')

LP or CB - RWY 13

133.100
LP (1500') or CB (2000') - NA (1500') - NB (1500') - HD (MAX 500')

E - RWY 31 (outside Special VFR from E, path EA - HC: MAG 276°, turning point Vitrolles stadium 3.7 NM from EA then MAG 238° towards HC (2.3 NM). In Special VFR, from E, path EA - HC: MAG 273°, turning point 0.5 NM from HC)

133.100
E (2000') - EA (1500') - HC (MAX 1500')

E - RWY 13

133.100
E (2000') - EA (1500') - NB (1500') - HD (MAX 500')

SC

133.100
SC (MAX 1500') - S (1500') - SA (1500') - SB (1500')

SW

133.100
SW (MAX 700') - S (1000') - SA (1500') - SB (1500')
Procédures croisée d'axes

Une autorisation explicite de Provence TWR doit être obtenue pour croiser les axes de piste. A défaut une attente sera exécutée comme suit :

- Sens Nord-Sud : attente à NB sans interférer avec les axes.
- Sens Sud-Nord : attente à SB sans interférer avec les axes.

Zone de LDG et TKOF

LDG et TKOF des HEL de /vers MARSEILLE PROVENCE doivent se faire sur les RWYs puis vol rasant de/vers les PRKG.

Seule la Sécurité Civile pourra recevoir une clairance d'atterrissage ou de décollage sur le TWY F.

Itinéraires d'Arrivée
Points d'Entrée
TWR freq
REPs (ALT en ft)

W2 (de Istres W2 - HA à moins de 1.5 KM de la côte en évitant le survol de la Mède et des raffineries)

133.100
W2 (500') - HA (1000')

NE - RWY 31 (de Istres NE - HB - HC en contournant par le N le complexe Shell le Berre et la LF-R77 par le S)

133.100
NE (500') - HB (MAX 1500') - HC (MAX 500')

NE - RWY 13 (de Istres NE - HB - HD en contournant par le N le complexe Shell le Berre et la LF-R77 par le S)

133.100
NE (500') - HB (MAX 1500') - HD (MAX 500')

LP ou CB - RWY 31

133.100
LP (1500') ou CB (2000') - NA (1500') - NB (1500') - HC (MAX 1500')

LP or CB - RWY 13

133.100
LP (1500') ou CB (2000') - NA (1500') - NB (1500') - HD (MAX 500')

E - RWY 31 (hors VFR Spécial de l'est, trajet EA - HC: cap 276°, point tournant Stadium de Vitrolles 3.7 NM de EA puis cap 238° vers HC (2,3 NM). En VFR Spécial de l'est, trajet EA - HC: cap 273°, point tournant à 0,5 NM de HC)

133.100
E (2000') - EA (1500') - HC (MAX 1500')

E - RWY 13

133.100
E (2000') - EA (1500') - NB (1500') - HD (MAX 500')

SC

133.100
SC (MAX 1500') - S (1500') - SA (1500') - SB (1500')

SW

133.100
SW (MAX 700') - S (1000') - SA (1500') - SB (1500')

Departure Routes

Exit Points

REPs (ALT in ft)

W2 (from HA - W2 less than 1.5 KM offshore avoiding to fly over "la Mède" and the refineries)

HA (1000') - **W2** (500')

NE - RWY 31 (from HB - NE bypassing by the N Shell industrial complex in Berre and by the S the LF-R77)

HB (MAX 1500') - **NE** (MAX 500')

NE - RWY 13 (from NB - HB - NE bypassing by the N Shell industrial complex in Berre and by the S the LF-R77)

NB (MAX 1500') - **HB** (MAX 1500') - **NE** (500')

LP or CB

NB (1500') - **NA** (1500') - **LP** (1700') or **CB** (2000')

E - RWY 31

NB (1500') - **EA** (1500') - **E** (2000')

E - RWY 13

HC (MAX 1500') - **EA** (1500') - **E** (2000')

SC

SB (1000') - **SA** (1000') - **S** (1500') - **SC** (MAX 1500')

SW

SB (1000') - **SA** (1000') - **S** (1000') - **SW** (700')

Transit Routes

Enter and Exit Points

TWR freq

REPs (ALT in ft)

SW - SC

133.100

SW (700') - **S** (1000') - **SC** (MAX 1500')

SC - SW

133.100

SC (MAX 1500') - **S** (1000') - **SW** (700')

Special VFR

A special VFR clearance is necessary to enter the CTR at ARR, DEP or transit when meteorological conditions observed on AD are:

- VIS between 800m and 5000m;
- ceiling between 600' and 1500'.

Special VFR by daytime only.

VFR flight ACFT operating within CTR PROVENCE as special VFR flight may be requested to proceed holding in order to provide separation from IFR traffic.

Possible holding sectors (VFR/IFR separation):

- North-West HA MAX 1500' (RWY 13 and 31);
- East HB MAX 2000' (RWY 13);
- East NB MAX 2500' (RWY 31).

Itinéraires de Départ

Points de Sortie

REPs (ALT en ft)

W2 (de HA - W2 à moins de 1.5 KM de la côte en évitant le survol de la Mède et des raffineries)

HA (1000') - **W2** (500')

NE - RWY 31 (de HB - NE en contournant par le N le complexe Shell le Berre et la LF-R77 par le S)

HB (MAX 1500') - **NE** (MAX 500')

NE - RWY 13 (de NB - HB - NE en contournant par le N le complexe Shell le Berre et la LF-R77 par le S)

NB (MAX 1500') - **HB** (MAX 1500') - **NE** (500')

LP ou CB

NB (1500') - **NA** (1500') - **LP** (1700') ou **CB** (2000')

E - RWY 31

NB (1500') - **EA** (1500') - **E** (2000')

E - RWY 13

HC (MAX 1500') - **EA** (1500') - **E** (2000')

SC

SB (1000') - **SA** (1000') - **S** (1500') - **SC** (MAX 1500')

SW

SB (1000') - **SA** (1000') - **S** (1000') - **SW** (700')

Itinéraires de Transit

Points d'Entrée et Sortie

TWR freq

REPs (ALT en ft)

SW - SC

133.100

SW (700') - **S** (1000') - **SC** (MAX 1500')

SC - SW

133.100

SC (MAX 1500') - **S** (1000') - **SW** (700')

VFR spécial

Une clairance VFR Spécial est nécessaire pour pénétrer dans la CTR à l'arrivée, au départ, ou en transit, dès que les conditions météo constatées sur l'aérodrome sont les suivantes:

- VIS entre 800m et 5000m;
- plafond entre 600' et 1500'.

VFR spécial possible de jour seulement.

En VFR spécial, dans le but d'assurer une séparation avec le trafic IFR, des attentes en vol pourront être demandées aux ACFT en VFR souhaitant pénétrer dans la CTR.

Secteurs d'attente possibles (séparation VFR/IFR):

- Nord-Ouest HA MAX 1500' (RWY 13 et 31);
- Est HB MAX 2000' (RWY 13);
- Est NB MAX 2500' (RWY 31).

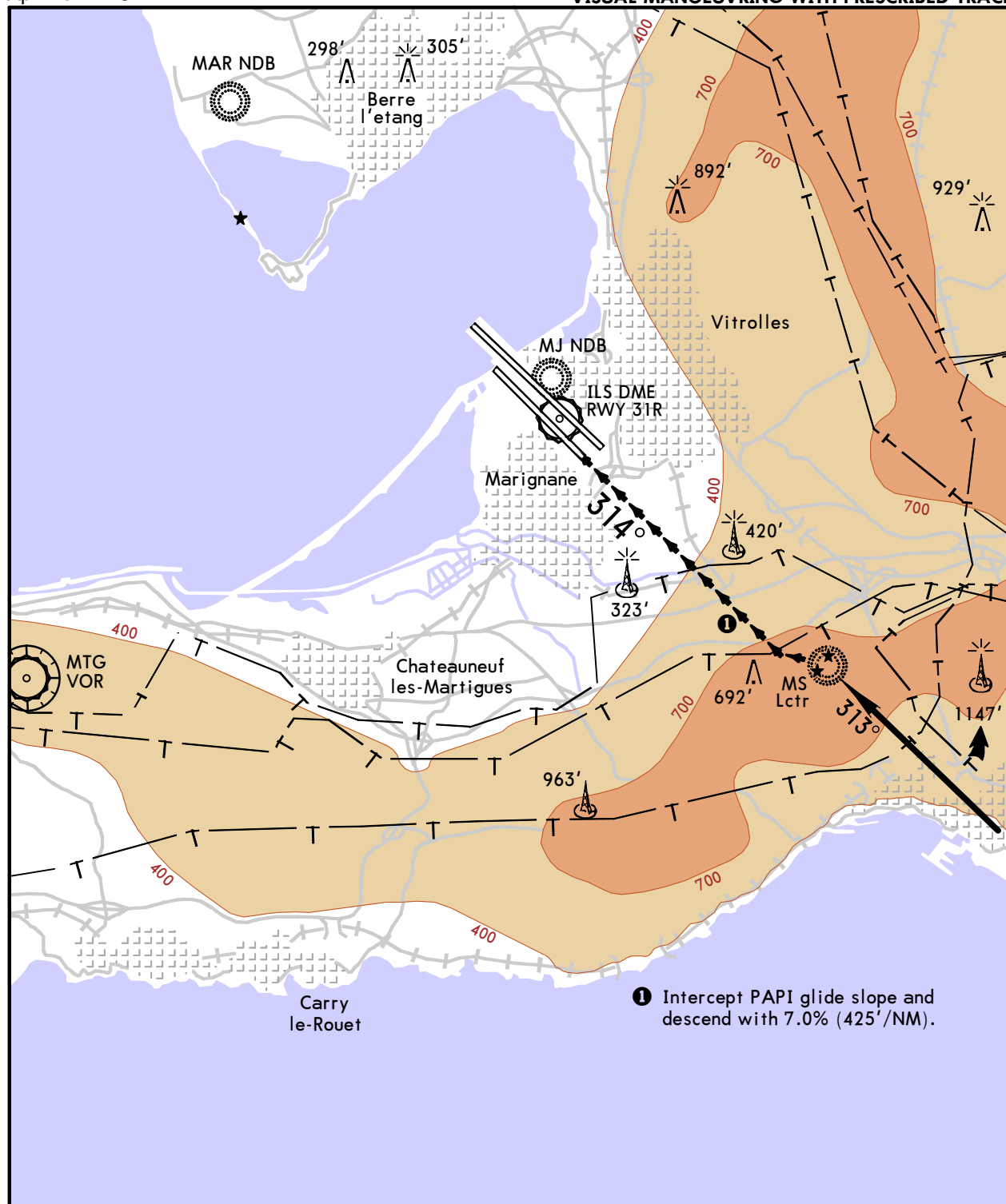
LFML/MRS

JEPPesen
20 MAY 16 **19-10**

MARSEILLE/PROVENCE, FRANCE
MARSEILLE/PROVENCE
VPT Rwy 31L

Apt Elev **70'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACK



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

Standard

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

PANS OPS

LFML/MRS

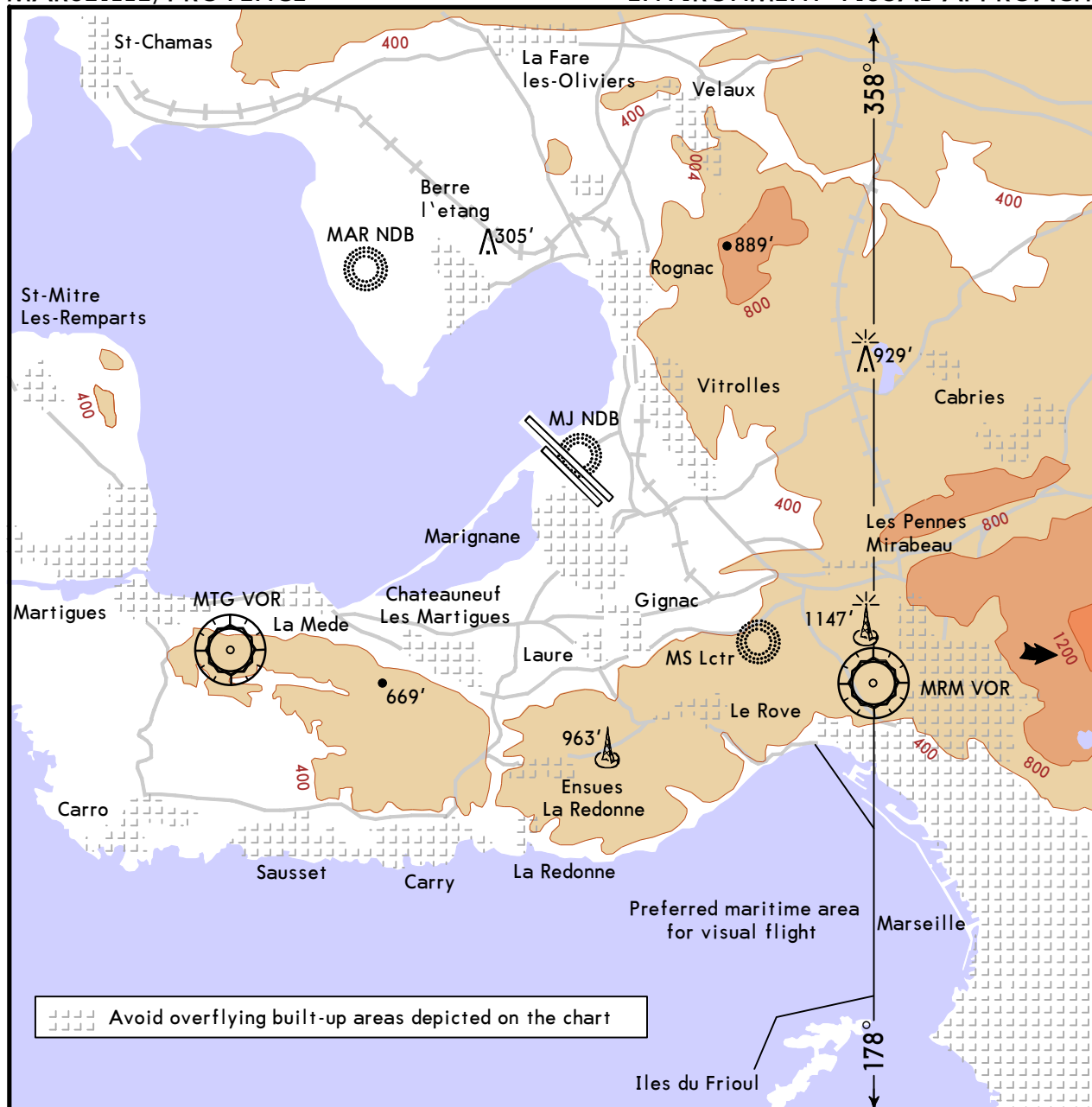
JEPPesen MARSEILLE/PROVENCE, FRANCE

MARSEILLE/PROVENCE

20 MAY 16
Eff 26 May

19-11

ENVIRONMENT-VISUAL APPROACH



Instructions, except for safety requirement:

RWY 31L/R:

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

Northern and Western arrivals:

Right-hand visual approach:

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

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

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

Left-hand visual approach:

Visual approach prohibited between 2300 LT and 0600 LT.

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

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

Southern and Eastern arrivals:

Visual approach prohibited East of R-178 MRM/R-358 MRM.

RWY 13L/R:

Left-hand Visual approach: Prohibited.

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

Chart changes since cycle 10-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MARSEILLE/PROVENCE, (MARSEILLE/PROVENCE - LFML)				
REV	VFR APPROACH CHART	19-1	31 May 2019	20 Jun 2019
REV	VFR AERODROME CHART	19-2	31 May 2019	20 Jun 2019
REV	VFR HELICOPTER APPROACH C...	19-4	31 May 2019	20 Jun 2019
REV	VFR HELICOPTER LANDING CH...	19-5	31 May 2019	20 Jun 2019

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFML

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Construction works on apron in progress (based on SUPs 155-18 & 097-19). Refer to temp charts 10-8 thru 10-8D and latest NOTAMs.

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

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

TMA Lille lateral and vertical limits changed.

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 section 2.3: STRASBOURG INFO freq 119.575 (East) chgd to 119.580 (East).

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: Temporary Prohibited Area estbld: LF-ZIT17 (GND/3300'), H24.

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 2.3-2: EFF 28 MAR 19 FIS CHEVREUSE estbld APRX 30 NM SW of AD LFPG within FIS PARIS (PARIS INFO 126.100). NW part: less than 2000', SW part: less than 2500' and E part: less than 1500'. CHEVREUSE INFO freq 119.300; FIS TOULOUSE estbld APRX 30 NM NNW of AD LFMP. TOULOUSE INFO 121.250.

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

Callsign for all Provence FIS sectors should read 'PROVENCE INFO'.

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.

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.