Marseille (MRS/LFML)

Elevation 70ft

CATEGORY A/B/C

AV brief required

GENERAL

- The airfield is located 15NM NW of the city of Marseille on the eastern shore of the Etang de Berre, a lake inland of the Mediterranean coast

Threats

CFIT
- Navigraph/Lido Radar Minimum Altitudes chart illustrates the local terrain well.
- High ground in the sector N to SE; terrain reaches 2,500ft AMSL by 10 nm SE.
- 3.5NM SE of the threshold to RWY 31 is a ridge of hills with numerous obstructions up to nearly 1,000ft AMSL, causing severe turbulence in Mistral conditions.
- Approaches to RWY 31L/R require a 4° approach angle; careful handling is required to avoid GPWS activity. Early 1,000ft RAD ALT callouts are probable, it is recommended to be in landing configuration prior to leaving 2,000ft

Runway Excursion
- RWY 31L/R approaches use an FPA of 4°, this will lead to the visual illusion of being high
- After the steeper than normal approach, the considerably inset threshold on RWY31R further complicates assessment of the flare and landing.
- Rushed approaches and very firm landings have occurred.

Runway Incursion
- Crossing of an active runway may be required after landing or prior to departure.

Loss of Control
- The Mistral (strong N wind) blows at any time of the year but is most frequent in winter. Expect turbulence in Mistral conditions.

Mid Air Collision
- Restricted areas to the N and W mainly concerned with military and test flying.
- Civil airfield of Aix les Milles 8NM NE.
- Istres military airfield 13NM NW has numerous movements as does Salon 12NM N.
- Considerable light aircraft traffic along the coast to the S.
- ATC can clear you for an approach onto RWY31L/R whilst still on Flight Levels, passing you a QNH in the clearance. Create a bottom line for QNH setting to avoid level bust.

Special Considerations
- Marseille is a noise sensitive airfield, avoid overflying the city at all times by following restrictions on the approach charts regarding tracking.

ARRIVAL

Diversion Airports			
MONTPELLIER	MPL/LFMT	055 nm/279°T	CAT B
NICE	NCE/LFMN	088nm/081°T	CAT B
LYON	LYS/LFLL	138nm/357°T	CAT B
GENOA	GOA/LIMJ	167 nm/069°T	CAT A

Following the STAR, there are multiple initial approaches to the runways at Marseille. For the southerly runways you can expect to be cleared via the "CONV INITIAL APCH (NORTH/SOUTH)" for ILS and non-precision radio aid approaches and the "RNAV INITIAL APCH (NORTH/SOUTH)" for RNP approaches.

For the Northerly runway an RNAV initial approach will be used to take the aircraft from the STAR transition/IAF to the IF at POMREG. From POMREG crews can expect to be cleared for the ILS or RNP 31 approaches. A visual approach with prescribed tracks approach is available for 31L from the MS locator.

Approach

- Missed Approach Procedures have maximum speeds in turns due terrain. Some Missed Approach Procedures have non-standard climb gradients and minimum acceleration altitudes
- Marseille is noise sensitive.
- The preferential landing direction is 13.
- PAPIs to RWY 31L/R are set at 4°.
- ATC may describe the circling approaches to Rwy 31L/R and 13R as "VPT" approaches (Visual with Prescribed Tracks).
- The RNAV (GNSS) approaches to RWY31L and RWY31R involve a track change of 30° at the FAF. MRS produced a safety case to permit the use of these approaches by publishing VNAV Minima only. BA aircraft are permitted to utilise these approaches.

GROUND

- British Airways use Terminal 1A

DEPARTURE

- Caution advised identifying Cat 1 hold RWY 13L on taxiway C1. This point is prior to the left turn towards the threshold. Although clearly marked infringements have occurred.
- The preferential take-off direction is 31.
- Emergency Turn Procedures are in the BAV Performance Manual.

WEATHER

- Summer: Mainly fine weather but the occasional thunderstorm may be severe. Early morning mist.
- Winter: Fog and low stratus forms with light winds from the S aggravated by smog from nearby oil refineries NW and SE of the airfield.
- During the winter, depressions associated with the Mediterranean low bring cloud and rain.
- The Mistral (strong N wind) blows at any time of the year but is most frequent in winter.

- General weather and climactic synopsis, e.g. max/min temps, prevailing winds, likelihood of fog, local meteorological phenomena etc.

OPERATIONAL INFORMATION

Handling Agent	131.9
Handling Agent VHF	AVIAPARTNER
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (keep ground power connected to reduce APU fuel burn)