

MONTPELLIER (MPL/LFMT)

Elevation 17ft

CATEGORY B

AV brief – not required

GENERAL

- Short runway (12R/30L) has been mistaken for Rwy 12L/30R.
- Montpellier (Mediterranee) in France is 2 nm inland from the S coast some 55 nm W of Marseille Airport.
- Town of Montpellier is 5 nm W.
- Montpellier is noise sensitive.
- Local traffic (including much VFR) controlled in French.

Threats**CFIT**

- Terrain to the NW reaches nearly 2,200ft asl at 14 nm NW.
- Hills to the SW reach nearly 650ft asl at 8 nm SW.

Runway Excursion

- Possible landing tailwind up to 8 kt due to preferential Rwy.
- No TDZ markings or approach lights on Rwy 12L.
- Rwy 12L PAPI set at 3.7°.

Mid Air Collision

- Gliders, although restricted at the airport, may be in the vicinity; a collision between a commercial aircraft and a glider has occurred.
- Significant light aircraft operations.
- VFR traffic may be encountered close to the edge of controlled airspace.
- Adopt maximum speed of 250 kt. Make maximum use of automation to ensure a good lookout and monitor TCAS at all times.
- Montpellier is surrounded by Class D airspace.

Loss of Control

- Heavy bird concentrations are a frequent hazard.

ARRIVAL

Diversions Airports

MARSEILLE	MRS/LFML	56 nm/099°T	CAT B
TOULOUSE(Blagnac)	TLS/LFBO	113 nm/271°T	CAT A
LYON	LYS/LFLL	138 nm/020°T	CAT A
NICE	NCE/LFMN	142 nm/088°T	CAT B
PERPIGNAN	PGF/LFMP	070 nm/223°T	CAT B

- Montpellier (Candillargues), with runway orientated 15/33, is 5 nm NE; overflight below 1,500ft agl is prohibited.

Approach

- Rwy 30R is the preferential runway with tailwinds of less than 8 kt.
- The instrument let down to Rwy 12L (over the high ground) is a slightly offset VOR/DME; DME arc procedures are used.
- The rate of descent inbound equates to a 3.7° angle of descent, which, when coupled with a common tailwind down to about 800ft becoming a slight headwind on the runway, has given considerable handling difficulty and all the ingredients for a rushed approach.
- Circling is to the NE, i.e. left hand for Rwy 12L, due terrain and obstructions; thus circuits are flown between the two airports for Montpellier.
- Maximum speeds are published for missed approach procedures Rwy 30R.
- PAPI 12L set to 3.7° due obstructions and terrain.

DEPARTURE

- Emergency Turn procedures available from CARD/Performance Manual.
- Departures from Rwy 30R require an initial turn at 420ft to avoid overflying the city.

WEATHER

- Summer Mainly fine weather but thunderstorms when they occur can be severe.
- Winter Poor weather conditions associated with passing depressions.
- The Mistral (strong N wind) is most frequent during Winter; expect turbulence in Mistral conditions.

OPERATIONAL INFORMATION

Handling Agent	AVIA PARTNER
Handling Agent VHF	131.4
Potable Water	Uplift banned