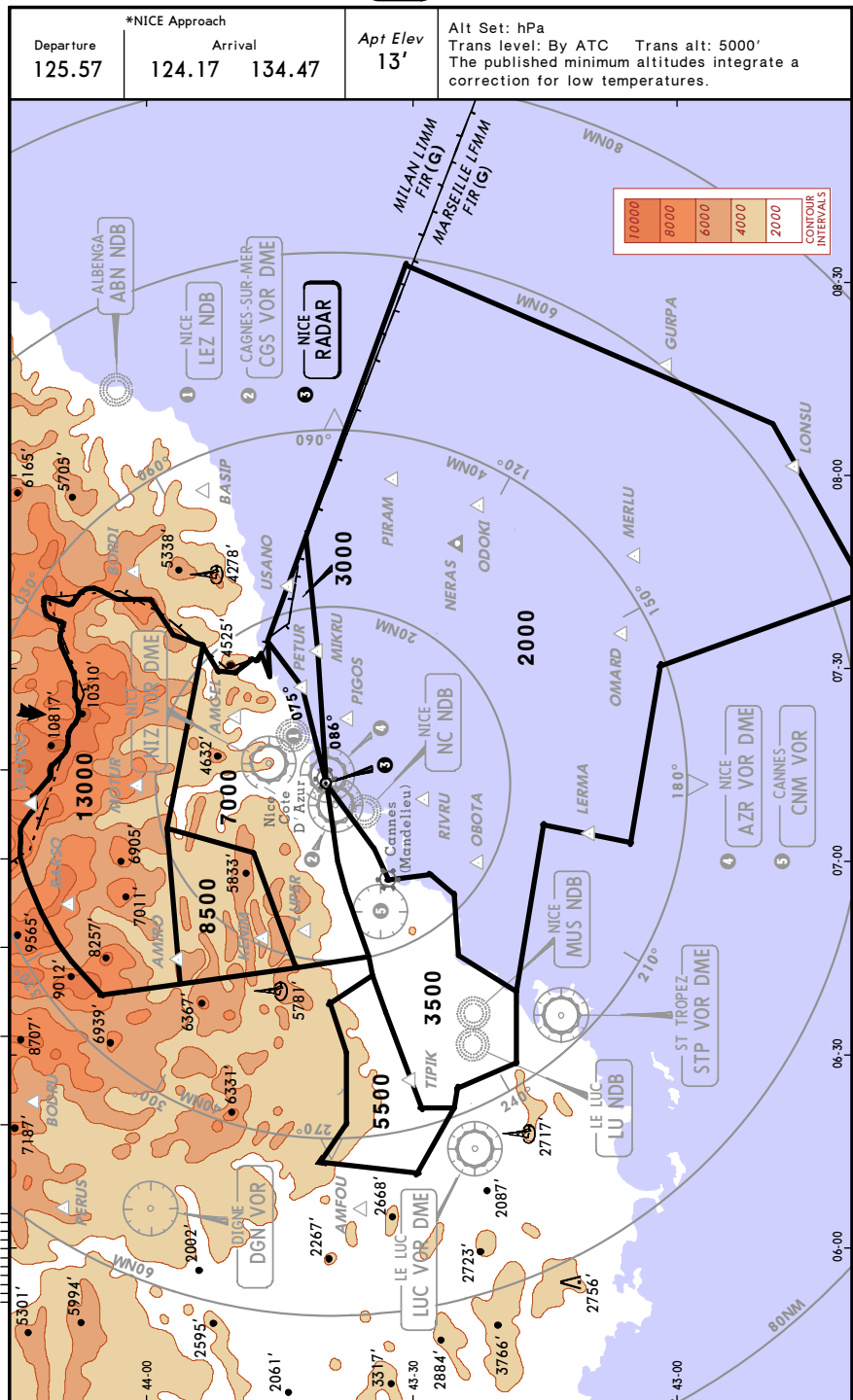


LFMD/CEQ
 MANDELIEU

JEPPesen
 3 NOV 06 (10-1R)

CANNES, FRANCE

RADAR MINIMUM ALTITUDES



CHANGES: Sectors.

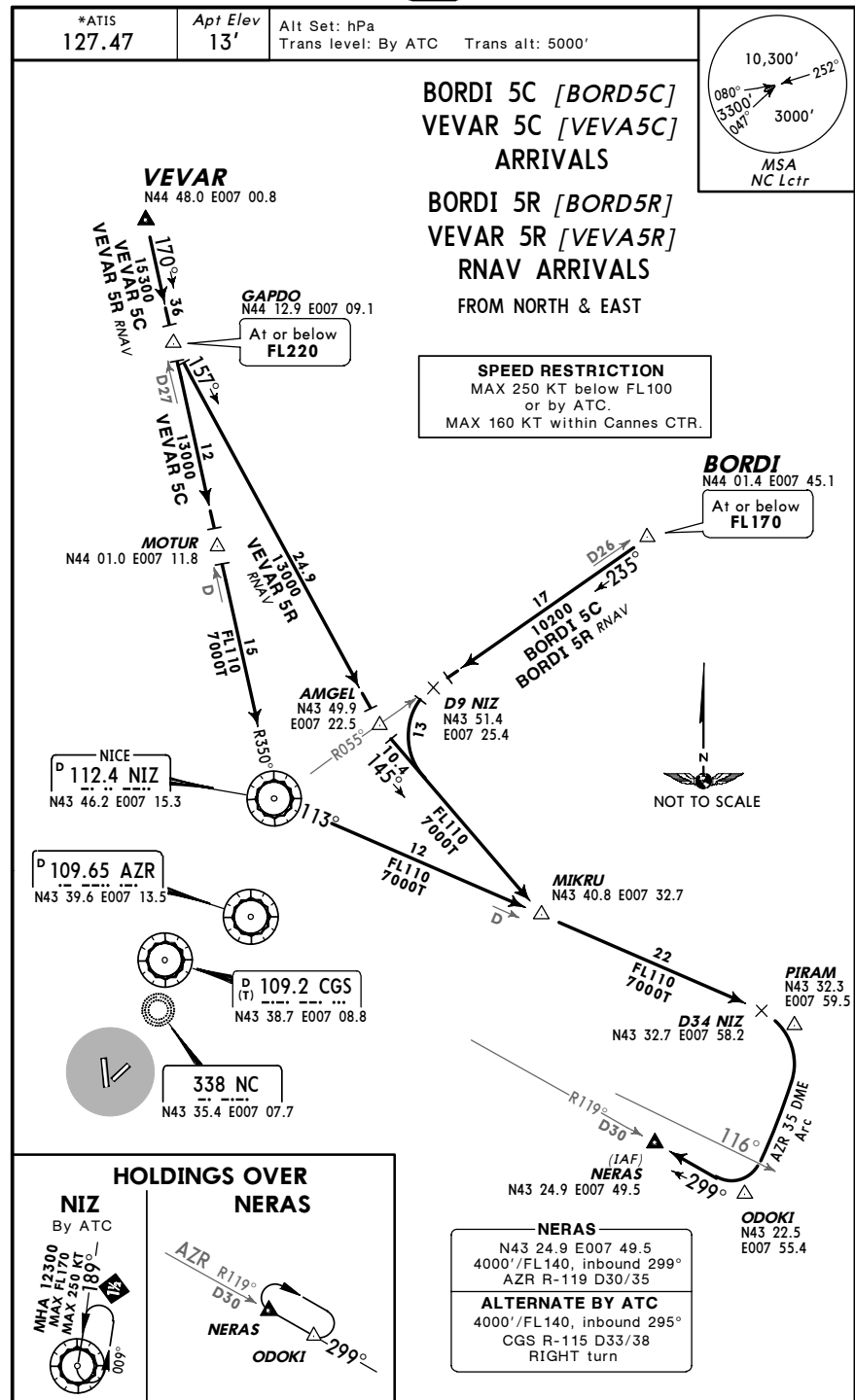
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JEPPesen
 12 AUG 05 (10-2)

CANNES, FRANCE

STAR



CHANGES: ODOKI added.

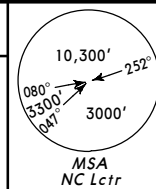
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 12 AUG 05 (10-2A)

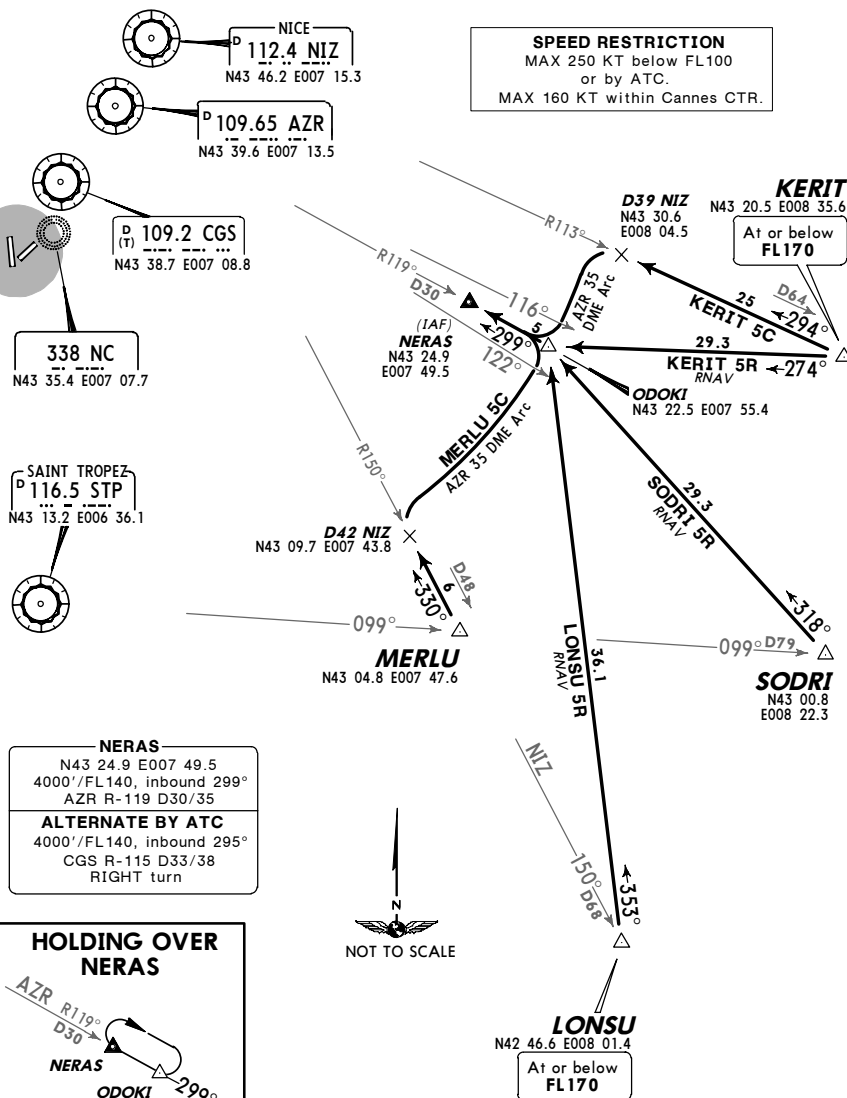
CANNES, FRANCE
 STAR

*ATIS 127.47
 Apt Elev 13'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 5000'



**KERIT 5C [KERI5C], MERLU 5C [MERL5C]
 ARRIVALS**

**KERIT 5R [KERI5R], LONSU 5R [LONS5R]
 SODRI 5R [SODR5R]
 RNAV ARRIVALS
 FROM SOUTH**



CHANGES: STAR KERIT 5C routing.

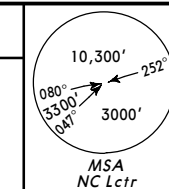
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JEPPESEN
 17 MAR 06 (10-2B)

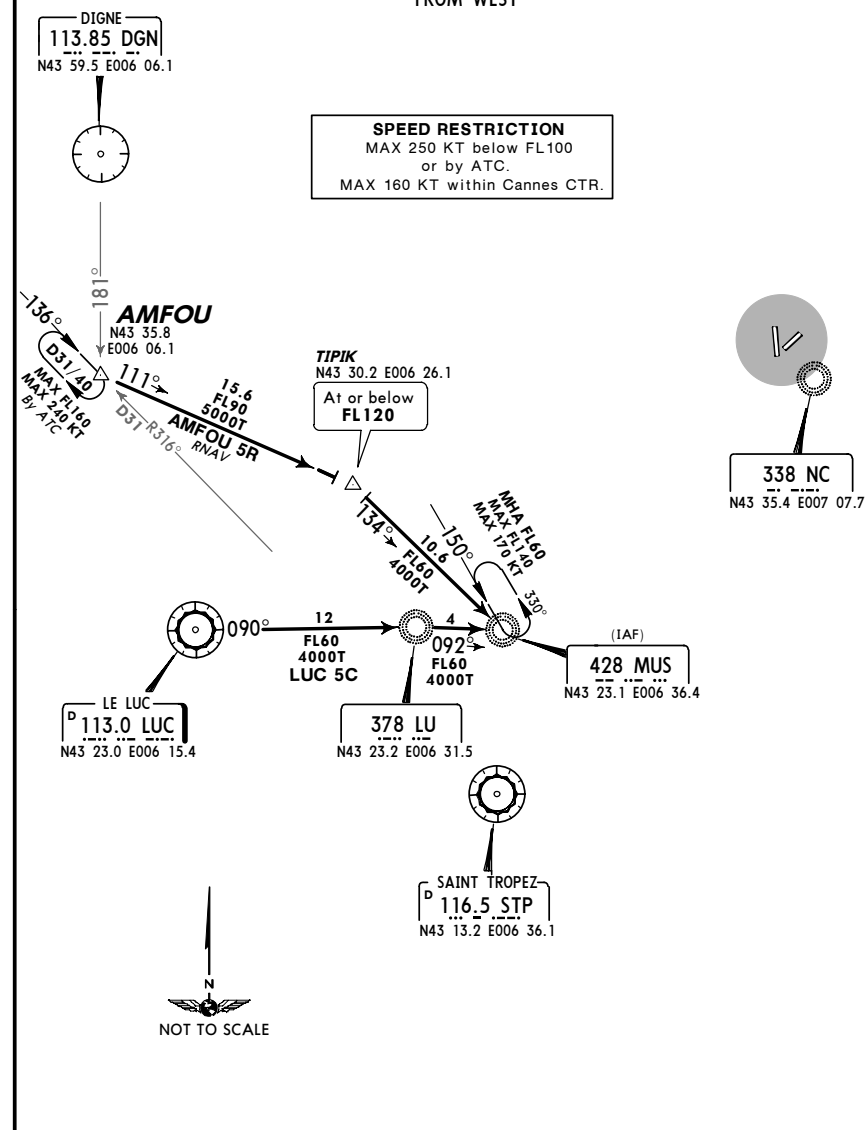
CANNES, FRANCE
 STAR

*ATIS 127.47
 Apt Elev 13'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 5000'



**AMFOU 5R [AMFO5R]
 RNAV ARRIVAL**

**LUC 5C
 ARRIVAL
 FROM WEST**



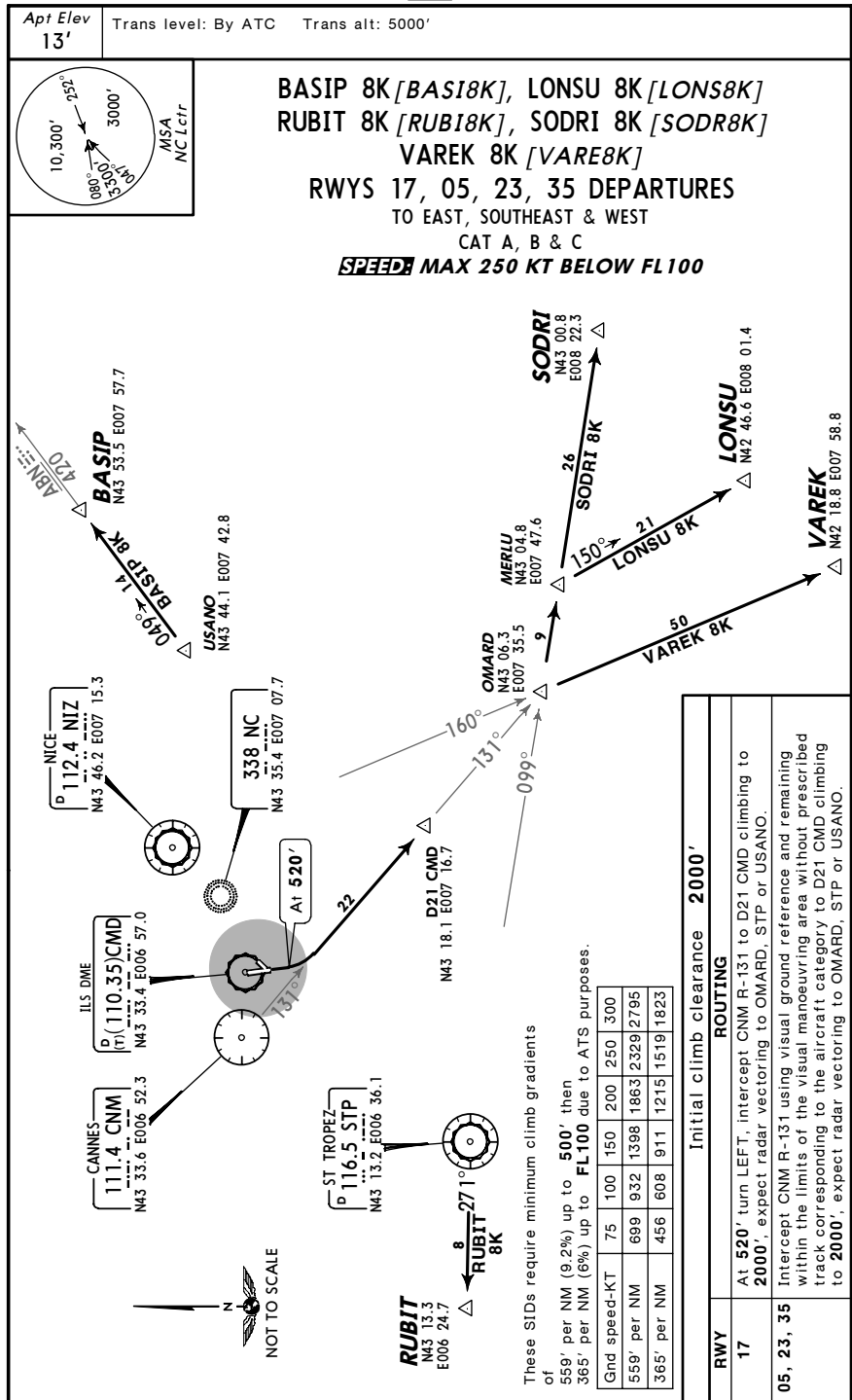
CHANGES: STAR LUC 5C revised.

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LFMD/CEQ
 MANDELIEU

JEPPESEN
 27 JAN 06 (10-3)

CANNES, FRANCE
 SID



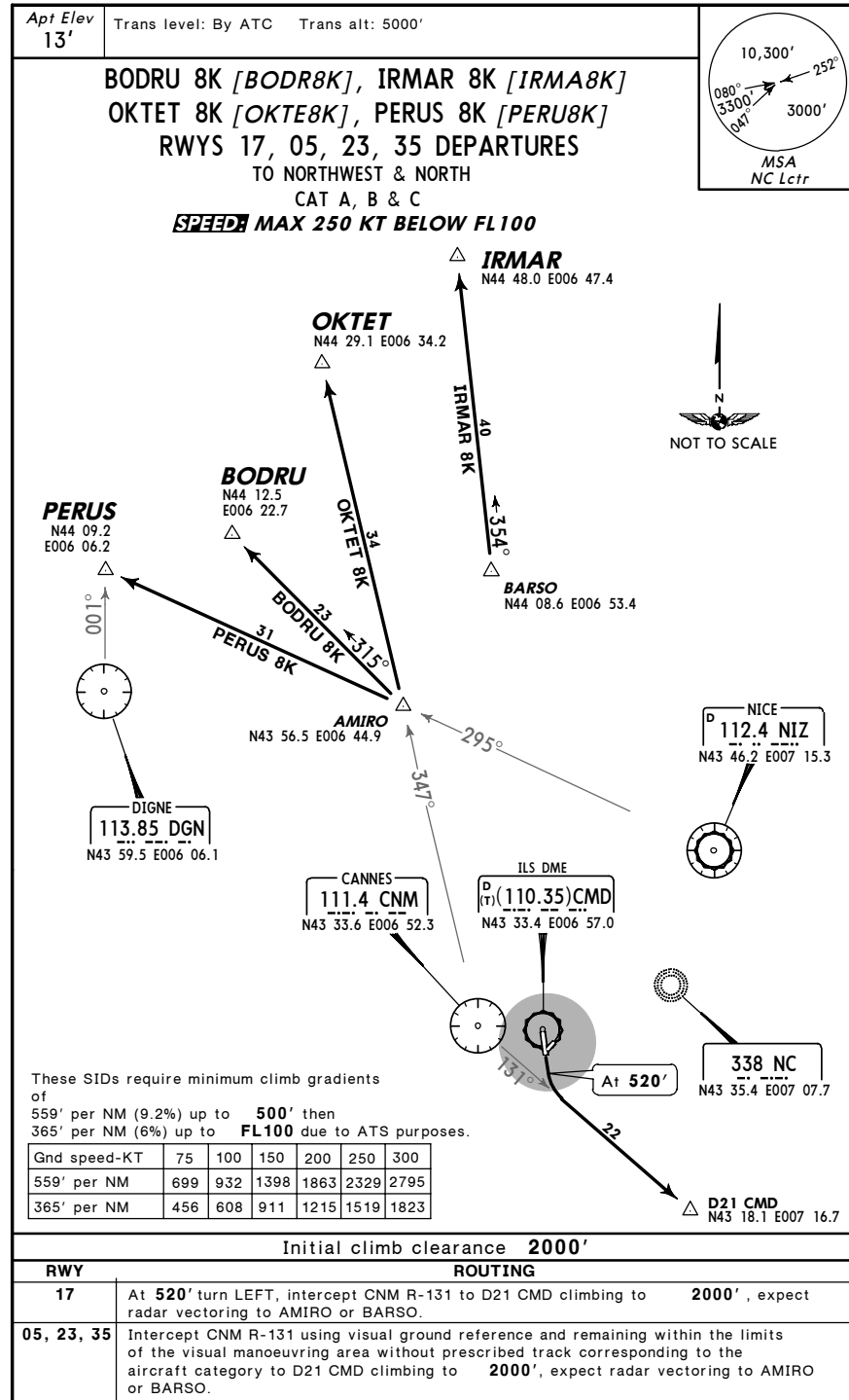
CHANGES: SID BASIP 8K availability.

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LFMD/CEQ
 MANDELIEU

JEPPESEN
 27 JAN 06 (10-3A)

CANNES, FRANCE
 SID



CHANGES: None.

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LFMD/CEQ

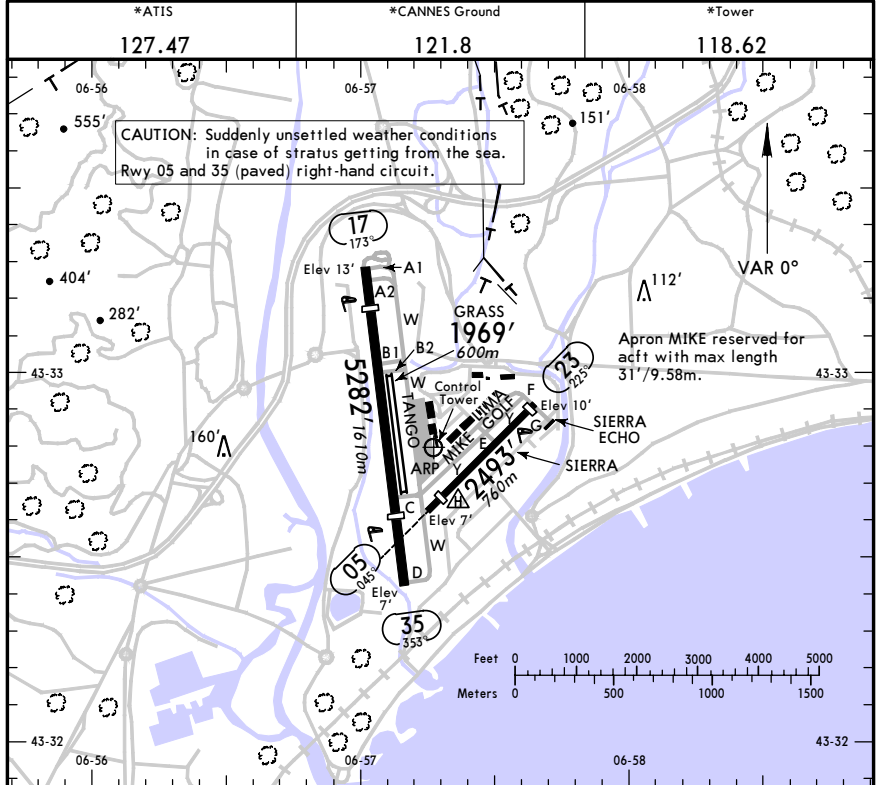
Apt Elev 13'
 234.7°/10.2 from CGS 109.2

JEPPESEN

21 MAR 03 (10-9)

CANNES, FRANCE

MANDELIEU
 N43 32.8 E006 57.3



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				WIDTH
	LANDING BEYOND		TAKE-OFF		
	Threshold	Glide Slope			
05		2165' 660m	98'		98'
23		2395' 730m	30m		30m
17	RL REIL PAPI-L (angle 4.0°) ②	③ 4593' 1400m	148'		148'
35	RL REIL PAPI-L (angle 4.0°)	4134' 1260m	45m		45m
17	Grass runway (By ATC)		131'		131'
35			40m		40m

PREFERENTIAL RUNWAY SYSTEM: If not directed otherwise and wind speed is less than 2m/sec, use rwy 17.
 ① Rws usable only by ATC or by strong winds.
 ② CAUTION: Obstacle clearance not assured with PAPI glide slope beyond 6 NM from Rwy threshold.
 ③ Night landing prohibited.

JAR-OPS		TAKE-OFF	
Main Rwy 17			
A			
B	500m		
C			
D	NOT APPLICABLE		

NOISE ABATEMENT PROCEDURES

- Multi-engine acft must perform traffic pattern at 1500' and maintain 1500' until the interception of rwy axis.
- Except for emergency, reverse prohibited.
- In rwy circuit, according to operational conditions, comply with configuration and rate available for low noise procedure.
- After take-off rwy 17, maintain slope up MAX and do not turn before:
 - 800' climbing to the right,
 - 500' climbing to the left.
- At night:
 - traffic pattern at 1500' for all acft,
 - turn at minimum 1000' climbing.
- Rwy 05/23:
 - turn as soon as possible towards the sea,
 - circuits only above the sea,
 - base leg 23 at the West of the railway Cannes-Grasse.

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MANDELIEU

JEPPESEN

24 MAR 06 (11-1) CAT A, B & C

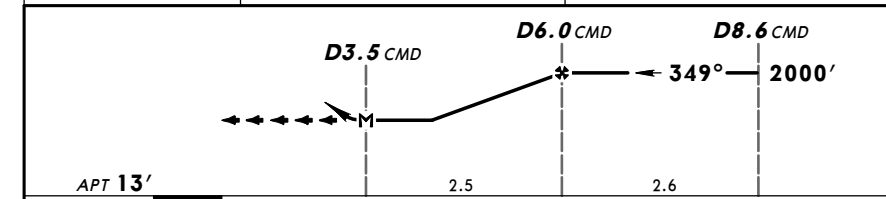
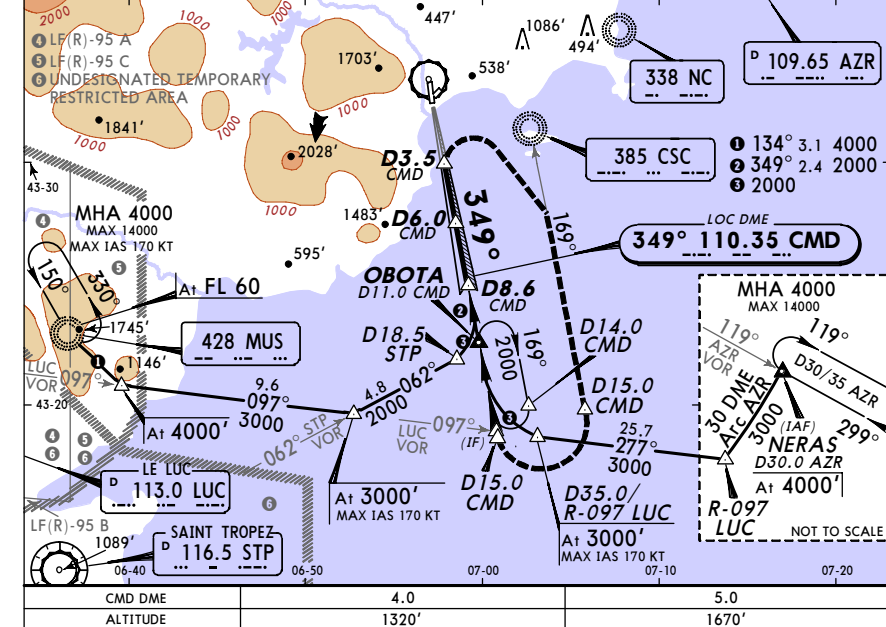
CANNES, FRANCE

CIRCLING LOC DME

*ATIS	*NICE Departure (APP)	*NICE Approach	*CANNES Tower	*Ground
127.47	125.57	124.17 134.47	118.62	121.8
LOC CMD 110.35	Final Apt Crs 349°	Minimum Alt D6.0 CMD 2000' (1987')	MDA(H) Refer to Minimums	Apt Elev 13'

MISSED APCH: Turn RIGHT (MAX IAS 160 KT) climbing to 2000' to rejoin and follow 169° from CSC Lctr. At D15.0 CMD turn RIGHT (MAX IAS 170 KT) to intercept and follow 349° to OBOTA and join holding at 2000'.

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



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	160 KT max RT	2000' on ↑	169° from CSC 385
Descent Gradient 5.5%	390	501	557	668	780	891				

JAR-OPS		CIRCLE-TO-LAND 1	
TO RWY 17, 23 & 35 Prohibited West of rwy 17/35			
	Max Kts	MDA(H)	VIS
A	110	1180' (1167')	1500m
B	135	1180' (1167')	1600m
C	180	1440' (1427')	2400m
D		NOT APPLICABLE	

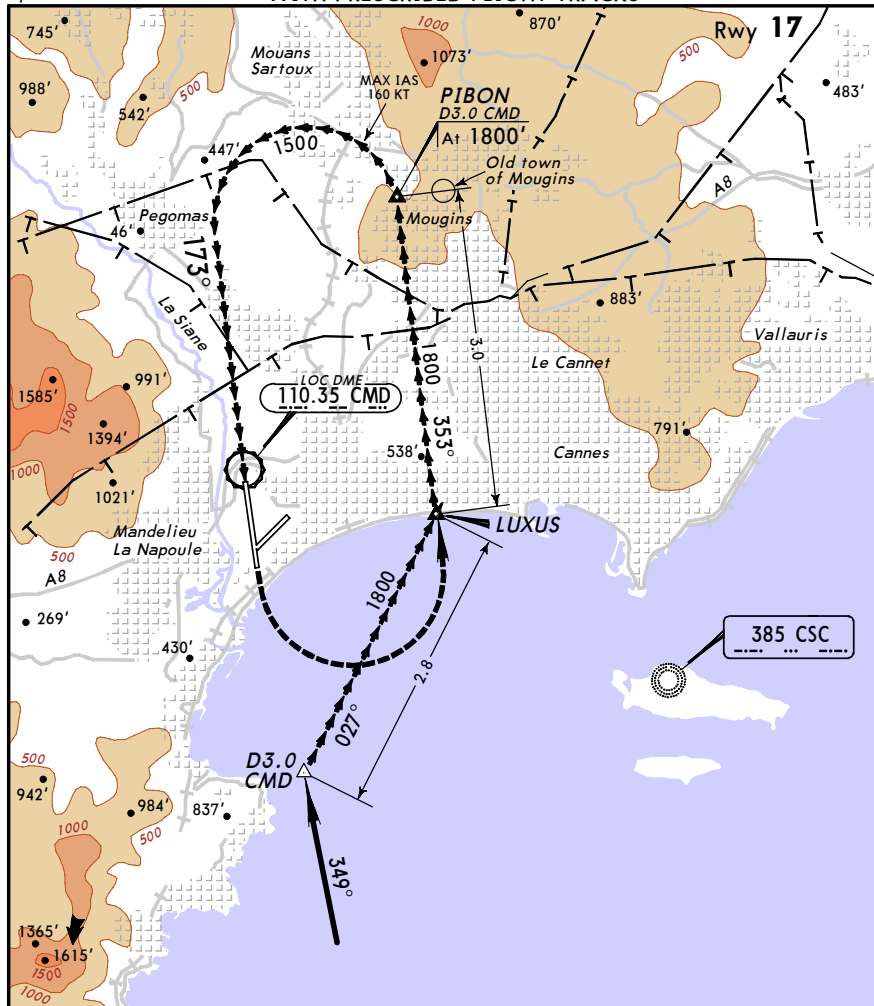
LFMD/CEQ

JEPPESEN
 24 MAR 06 (19-10)

CANNES, FRANCE
 MANDELIEU

CIRCLE-TO-LAND
 WITH PRESCRIBED FLIGHT TRACKS

Apt Elev 13'



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

BALKED LANDING: Turn LEFT to rejoin down wind leg climbing to 1500'.

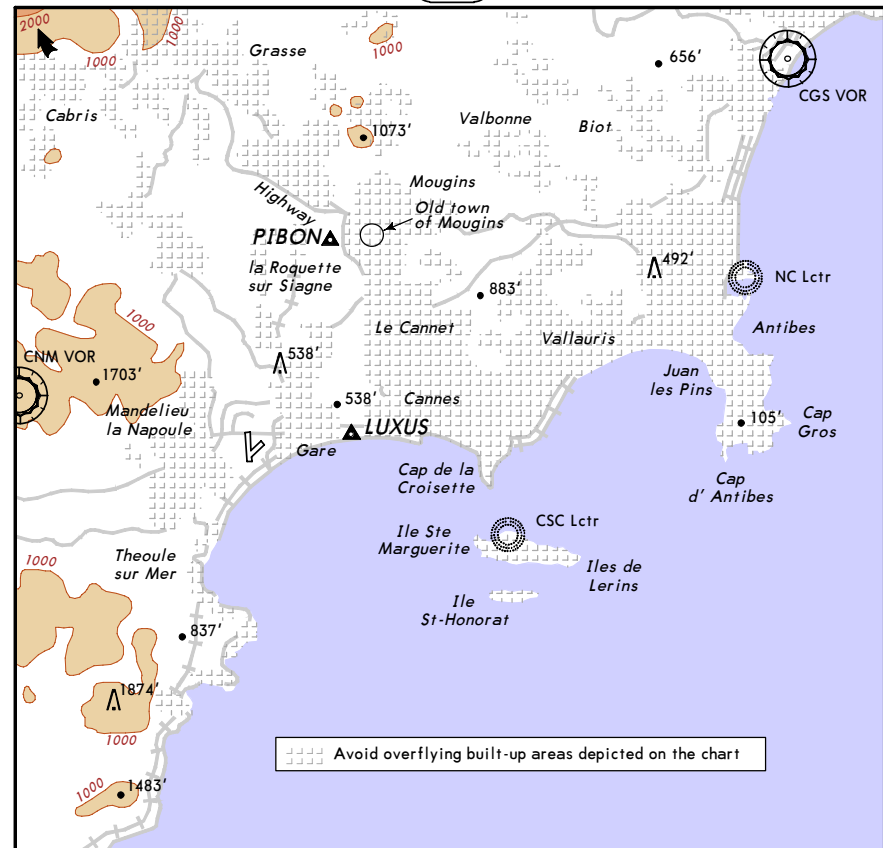
JAR-OPS

Max Kts	DAY		NIGHT
	MDA(H)	VIS	
A 110	1800' (1787')	1500m	NOT AUTHORIZED
B 135	1800' (1787')	1600m	
C 180	1800' (1787')	2400m	
D	NOT APPLICABLE		

LFMD/CEQ
 MANDELIEU

JEPPESEN
 24 MAR 06 (19-11)

CANNES, FRANCE
 ENVIRONMENT-VISUAL APPROACH



Visual Approach clearance required

Instructions, except for safety requirement

Visual approach clearances are authorized by CANNES Tower and given by NICE Approach only from a position over the sea. When the pilot receives clearance to fly a visual approach, he shall proceed as follows:

- Maintain 2000' over the sea then:
 - **For RWY 17**
 Proceed to point LUXUS and fly left hand down wind leg at 1800' until point PIBON (0.5 NM/1 km West of old Mougins village), keeping clear of the urban areas le Cannet and la Roquette-sur-Siagne. Make a base turn at point PIBON. Do not fly beyond the Cannes-Grasse highway.
 - **For RWY 35**
 Proceed to the final approach for rwy 35.

Speed limitation

In Cannes CTR, switch on landing lights and maintain 160 KT IAS or less.

Visual approach weather conditions

- For multi-engine acft and during day time:
 Visual approach clearances may only be issued when weather conditions notified by CANNES Tower are as follows:
 - horizontal visibility equal to or more than 5 km and
 - ceiling equal to or above 2500'/750m.
 Visual approaches should not be authorized when NICE Approach is not informed of the weather conditions. Especially out of CANNES ATS hours visual approaches are prohibited.
- For all acft and during night time:
 Only rwy 35 is available for night landings at CANNES airport.
 Visual approach clearances may only be issued when weather conditions notified by CANNES Tower are as follows:
 - horizontal visibility equal to or more than 5 km and
 - ceiling equal to or above 3500'/1050m.