LFMN (Nice/Cote D'azur)

General Info

Nice/Cote D'azur, FRA
N 43° 39.9' E 07° 12.9' Mag Var: 0.0°W
Elevation: 12'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: 100LL, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 04L-22R 8432' x 148' asphalt
Runway 04R-22L 9711' x 148' asphalt

Runway 04L (45.0°M) TDZE 10'
  Lights: Edge, Centerline, REIL
  Right Traffic
  Stopway Distance 492'
Runway 04R (45.0°M) TDZE 10'
  Lights: Edge, Centerline, REIL
  Right Traffic
  Stopway Distance 525'
Runway 22L (225.0°M) TDZE 12'
  Lights: Edge, Centerline, REIL
  Stopway Distance 427'
Runway 22R (225.0°M) TDZE 10'
  Lights: Edge, ALS, Centerline, REIL
  Stopway Distance 164'

Communications Info

ATIS **136.575**
ATIS **129.6** Non-English
Nice Tower **123.15** Secondary
Nice Tower **121.275** Secondary
Nice Tower **118.7**
Nice Ground Control **121.7**
Nice Pre-Taxi Clearance **121.775**
Nice Approach Control **134.475**
Nice Approach Control **130.825** Secondary
Nice Approach Control **125.575**
Nice Approach Control **124.175**

Notebook Info

1. GENERAL

1.1. ATIS

D-ATIS 136.57
129.6 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Pilots must comply with the noise abatement procedures provided to reduce noise nuisances as shown on charts.
Pilots shall observe the engine operation instructions included in the operating manuals to reduce noise nuisances of landing and take-off. These instructions shall comply with the ICAO PANS-OPS provisions, Volume I.

Land overflying traffic

IFR: Any detected deviations with overflying land may lead to a request for explanation from the crew and may result in filing of an infringement report.
VFR: Except for landing and take-off as also for ATC requirements (ATC unit clearances), use the highest possible flight level.

1.2.2. NIGHTTIME RESTRICTIONS

Jet ACFT not licensed according to ICAO Annex 16, Volume I, Chapter 3 and 'the noisiest ACFT of chapter 3' (turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3, which have a cumulated margin of certified noise levels with respect to permissible noise limits defined in this chapter, being less than 5 EPNdb) are not allowed to:
- take-off between 2315-0600LT of departure from parking area;
- land between 2330-0615LT of arrival on parking area.

These restrictions do not apply to:
- ACFT in emergency for flight safety reasons;
- humanitarian or ambulance flights;
- ACFT operating government missions;
- ACFT mentioned in article L. 110-2 of Civil Aviation Code.

1.2.3. RUN-UP TESTS

Run-up tests are not allowed between 2100-0600LT. This includes any operation carried out on a stationary ACFT with engines running for more than 5 minutes or with an engine power higher than those used for starting or taxiing sequences.
Exemptions may be granted between 2100-2300LT or 0500-0600LT for flight safety reasons by the Prefect of the Alpes-Maritimes on prior request from the person in charge of the flight (ACFT owner, technical or commercial operator).

Exceptions:
Run-up tests of piston engine ACFT within the limits of the checks required before take-off are allowed at any time.

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1. GENERAL

1.2.4. AUXILIARY POWER UNITS (APUs)

Use of a ground power unit (GPU) or an electrical converter is mandatory during stopovers.
However, the use of an onboard APU is permitted except on parking kilo for a maximum of:
- 30 minutes after arrival at stand,
- 30 minutes before departure from stand,
- for the total length of stopover, if less than 60 minutes.

Special case use of parking kilo

In order to reduce the noise nuisances due to ACFT using the parking kilo, special operating instructions for this parking have been defined (see chart 10-9).
ACFT being to stand on this parking shall comply with these operating restrictions.
In particular:
- on arrival: engine stopping upon entering the parking at the 'STOP ENGINE AND APU' line and towing to the ACFT stand;
- on departure: towing to the refueling and starting area;
- the APU can not be used on the apron; if needed, the ACFT must be towed to the starting area or a GPU must be used.

1.3. RWY OPERATIONS

1.3.1. SEGREGATED RWY OPERATIONS

If not otherwise instructed by ATC, RWY operations are as follows:

- RWY 04L/22R used for landing
- RWY 04R/22L used for take-off

1.4. TAXI PROCEDURES

CAUTION when cleared for RWY crossing. Read back of all holding position instructions before RWY crossing required.

TWY R MAX wingspan 112'/34.1m.
TWY U between TWYs F and C MAX wingspan 171'/52m.

1.5. PARKING INFORMATION

Stands 1B thru 1Q are available as push/pull stands.
Stands 2A/B/C, 6A/B/C, 8A/B/C, 10A/B/C, 12A/B/C, 14A/B/C, 20, 22 thru 24C, 25A, 26R, 28, 31A, 33A, 35A, 37A, 39A, 40A/B/C, 42, 44, 46A/B/C, 48A/B/C, 50A/B/C, 52A/B/C and 54A/B/C are nose-in stands.
Stands 3, 19A, 19C, 19D, 21A, 21C, 21D, 41A, 43A, 45A and 47A are nose-out stands.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Risk of confusion between RWY 04L/22R and TWY U (old RWY 05L/23R).
Birds.
RWYs 04L and 04R right-hand circuit.

1.6.2. APT CHARACTERISTICS

1.6.2.1. GENERAL

This APT has topographic, environmental and climatological features that require specific procedures and operating methods. Crews should familiarise themselves with these before coming to NICE. In addition to the official documentation, the internet site www.niceairport.org gives a resume of these specific procedures.

1. GENERAL

Operational requirements for commercial operators
Captains must have followed a training program on current procedures and the basic characteristics of the APT infrastructure.
Operators are requested to classify the APT as Category B further to the criteria as defined by AMC/OPS 1.975 relative to aerodrome familiarisation.
Operational requirements for general aviation
It is recommended that Captains follow a training program on current procedures and the basic characteristics of the APT infrastructure.

1.6.2.2. TOPOGRAPHICAL AND METEOROLOGICAL FEATURES

Location
On the coast and in close proximity to the built-up areas of NICE to the West and North, the rest surrounded by sea, limiting the surface area.
Due to the proximity of the sea and the river Var to the South there is the risk of bird hazard. (DAY time bird control from SR to SS).

Specialised parallel RWYs
Due to the limited available space, the APT has dedicated close proximity parallel RWYs. South RWY for take-offs and north RWY for landings.
For access to the take-off RWY, taxi routes cross the active landing RWY.
For RWY 04R departures access to the RWY is complex. If the crew request an arrival to RWY 04R, it is necessary that TWY W is free of all traffic and this may require a long delay.

Obstacles/high ground
850' and 2000' peaks at 3.5 and 5 NM respectively, from RWY 22 THRs.
Peaks up to 4200' 9 NM, NW and NE of the APT with peaks over 10,000' 29 NM NNE.

Effects on airspace and routes
Useful volume for arrivals and departures mainly concentrated in a sector of about 130° (QDR 090° - QDR 220°).

RWY direction (QFU) and wind
RWY direction was determined by local topography, not prevailing wind direction.
Due to the complexity, capacity and the high minima of QFU 22, landings and take-offs on RWY 04 are accepted with up to a 6 KT tail-wind component.
Possibility of wind shear on final 04/22 combined with a strong tail-wind component at medium altitude and cross wind on short final (confluent of gradient wind and sea breeze).
Serious risk of cross or full crosswind component due to the sea and river valley proximity and in particular RWY 04 THR (close to the Var estuary).

1.6.2.3. ARRIVALS

04 arrivals
Landings are preferred due to the meteorology, minima and topography.
They are used about 90% of the time. RWY 04L is dedicated to landings.
The 04L landing RWY can be confused with TWY U. Under favourable meteorological conditions (10km/3000') the "RIVIERA RWY 04" is used, avoiding overflying Cannes East, Vallauris and Antibes. About 2/3 of 04 arrivals use the RIVIERA approach.
During less favourable conditions ILS RWY 04L is available. The 3° slope allows for low noise descents over Antibes.
The 3° RWY 04L PAPI is situated to the RIGHT of RWY 04L theshold. Threshold height has been calibrated for CAT D ACFT.

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1. GENERAL

22 arrivals
Arrivals occur about 10% of the time, about 120 days per year for periods of several hours at most (sea breezes) and occasionally all day with strong W/SW winds.
Ceiling and visibility are usually good except for a few days a year and then only for a few hours at most. 22R is dedicated to landings. The 22R landing RWY can be confused with TWY U. Due to high ground the final approach is on a fixed track.
Procedure is called "SALEYA RWY 22". Due to obstacle clearance the minima are high (8km/1500'). Under certain adverse weather conditions there is a risk of holding or diversion. To carry out this procedure aircrews should:
- check speed and ACFT set-up BEFORE the visual phase of the approach
- strictly maintain published altitudes because of VFR helicopter flying at MAX 500' without transponder under the procedure
- be aware of marked high obstacles on the RIGHT of base leg
- note the very short final descent at 3.5°

At NIGHT, if these marked obstacles are not visible, the procedure is not authorized. During strong westerly winds there may be high turbulence on short final that could result in missed approaches. In this case the traffic may be carried exceptionally on RWY 22L.
A circle-to-land will not normally be designated by NICE ATC to be used for landing on RWY 22L or 22R. Notably, the more absence of operating conditions for SALEYA procedures has not to be considered like an exceptional situation and does not constitute a reason for using a circle-to-land RWY 22 procedure except on limited basis.

1.6.2.4. DEPARTURES

South RWY (04R/22L) dedicated to departures.
The landing RWY must be crossed before reaching take-off THR 04R or 22L.
Short taxiing distances from certain stands to RWY 04L/22R holding points can generate RWY incursion risk despite reinforced phraseology and DAY/NIGHT illuminated markings. Due to the seperation of the two RWYs they are not independent and require complex taxi routes for access to RWY 04R/22L and in particular for access to RWY 04R when TWY W, marked in green, is dedicated to 04R departures to allow for landing on RWY 04L.
The presence of high ground on the extended centerline of RWY 04L/R imposes a 095° RIGHT turn at 400' QFE.

Take-off 22: Pilots attention is drawn to the possibility of simultaneous movement of helicopters using the helipad. Strictly follow the initial departure flightpath and the published altitudes.

1.6.2.5. HELIPORT

To the South of the APT there is a helistation that has a high traffic density.
It is located 300m South of the RWY 04R/22L centerline.
Helicopter routes are limited to the South and not above 300' QNH.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Configuration 04:

A straight-in-approach shall be carried out, except for safety reasons, in accordance with noise abatement procedures described in operating manuals and complying with:

- MAX 200 KT at points shown on approach charts,
- landing gear extension recommended after passing NC.
- avoid increases in power and thrust during final approach whenever possible.

Due to noise nuisances on the towns of Antibes, Vallauris and Cannes, circle-to-land procedure "RIVIERA" shown on charts 19-10 and 19-10A are preferred arrival routes.
In order not to overfly the Cap and town of Antibes during the approach, pilots are requested to avoid all deviations West of CGS R-176.
When procedure "RIVERA" is in use any ILS approach procedure will be followed by an analysis of the causes. Based on this analysis an infringement report could be filed.

Configuration 22:

Avoid overflying the towns Cap Ferrat, Villefranche- sur-Mer and Nice.

Visual approaches

Pilots shall comply with instructions of the Environment - Visual Approach Chart (19-13), in particular:

- do not fly over land below 5000' AGL;
- in configuration 04, in order not to overfly the Cap and the town of Antibes, avoid to fly west of CGS R-176 within 6 NM;
- in configuration 22, avoid to overfly the towns of Nice, Villefranche-sur-Mer and Cap Ferrat.

2.2.2. REVERSE THRUST

Reverse thrust and propeller reverse pitch must not be used for landing beyond idle power except for operational or safety reasons.

2.3. TAXI PROCEDURES

After landing leave RWY 04L or 04R except by operational requirements, on or before TWY H1 or EY respectively.
If unable, advise ATC immediately.

For parking area K, arrival via TWY U and towing compulsory.

2.4. OTHER INFORMATION

2.4.1. GENERAL

Turbulence and wind discontinuity during approach possible.

2.4.2. PREFERENTIAL PROCEDURES FOR LANDING

Applicable only when the meteorological conditions are fulfilled.

2.4.2.1. RWY 04:

Preferential procedure: "**RIVIERA**" Circle-to-land with prescribed flight tracks RWY 04L.

2.4.2.2. RWY 22:

Preferential procedure: "**SALEYA**" Circle-to-land with prescribed flight tracks RWY 22R.

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3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

On parking area K, towing toward stand 1 for start-up.
No APU and refuelling in area K. If necessary, towing to stand 1.

CAUTION: Push-back clearance valid for 1 min only.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

3.3. NOISE ABATEMENT PROCEDURES

Up to 2000' use climbing configuration and power setting corresponding to low noise procedure according to the current operational conditions.
Except when given ATC clearance, do not overfly land below 5000 ' AGL.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

DCL request must be initiated 10 min before start-up, read-back message within 3 min.

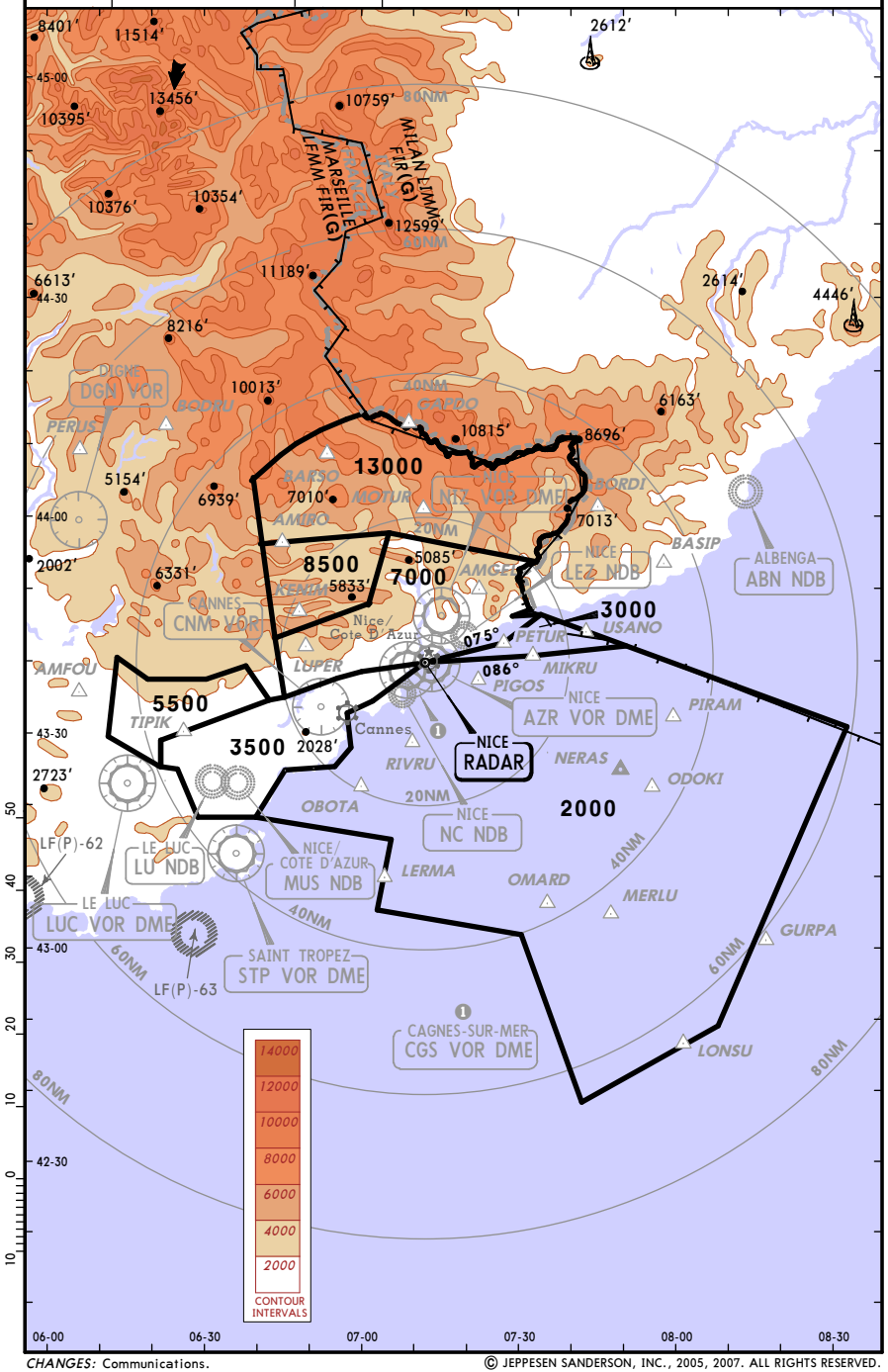
LFMN/NCE NICE/COTE D'AZUR

JEPPESEN 23 MAR 07 (10-1R)

NICE/COTE D'AZUR, FRANCE

RADAR MINIMUM ALTITUDES

NICE Approach			Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
Departure	Arrival		12′	The published minimum altitudes integrate a correction for low temperatures.
125.57	124.17	134.47		



CHANGES: Communications.

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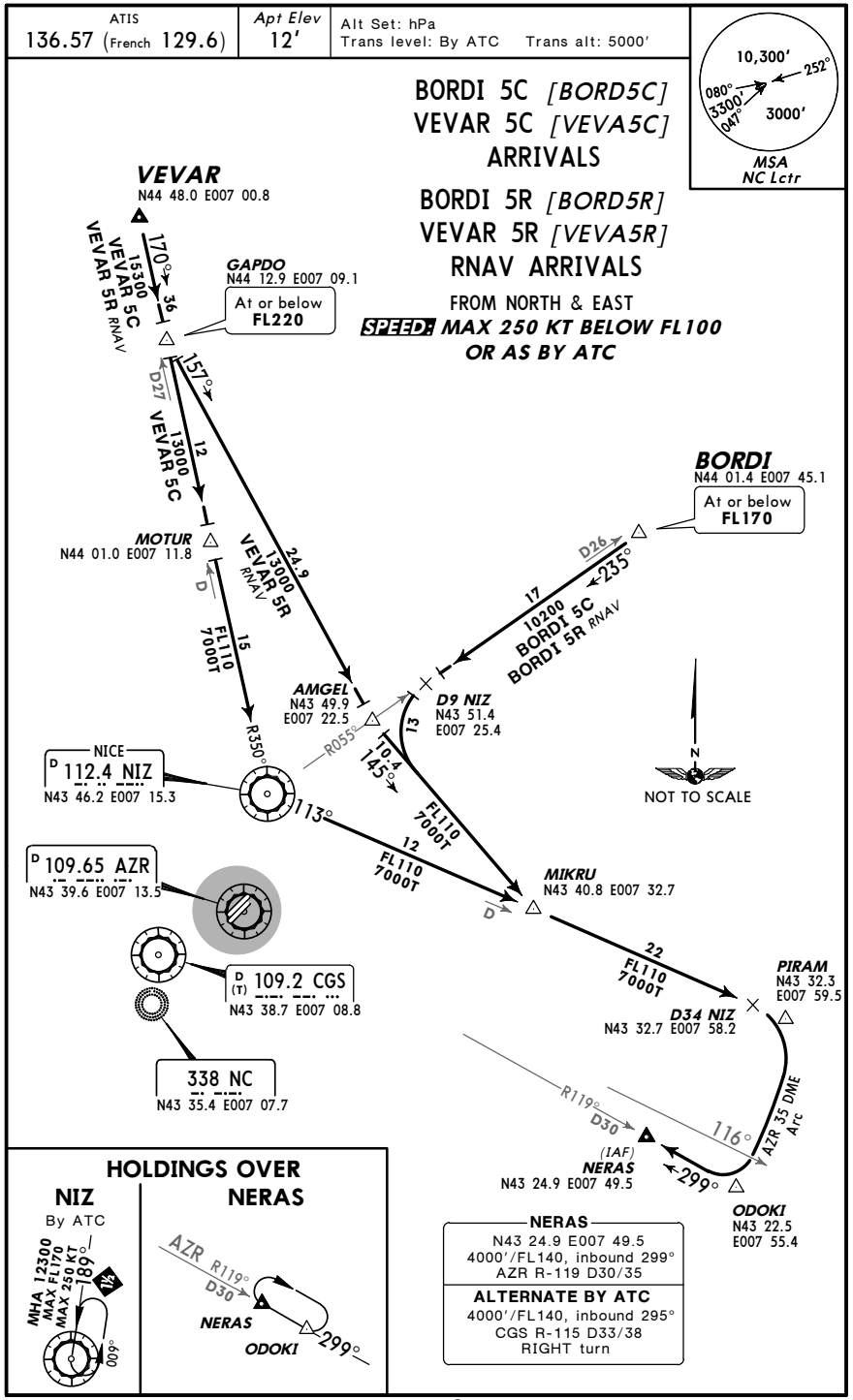
LFMN/NCE NICE/COTE D'AZUR

JEPPESEN 17 MAR 06 (10-2)

NICE/COTE D'AZUR, FRANCE

STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
136.57 (French 129.6)	12′	



CHANGES: ATIS.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

17 MAR 06 (10-2A)

STAR

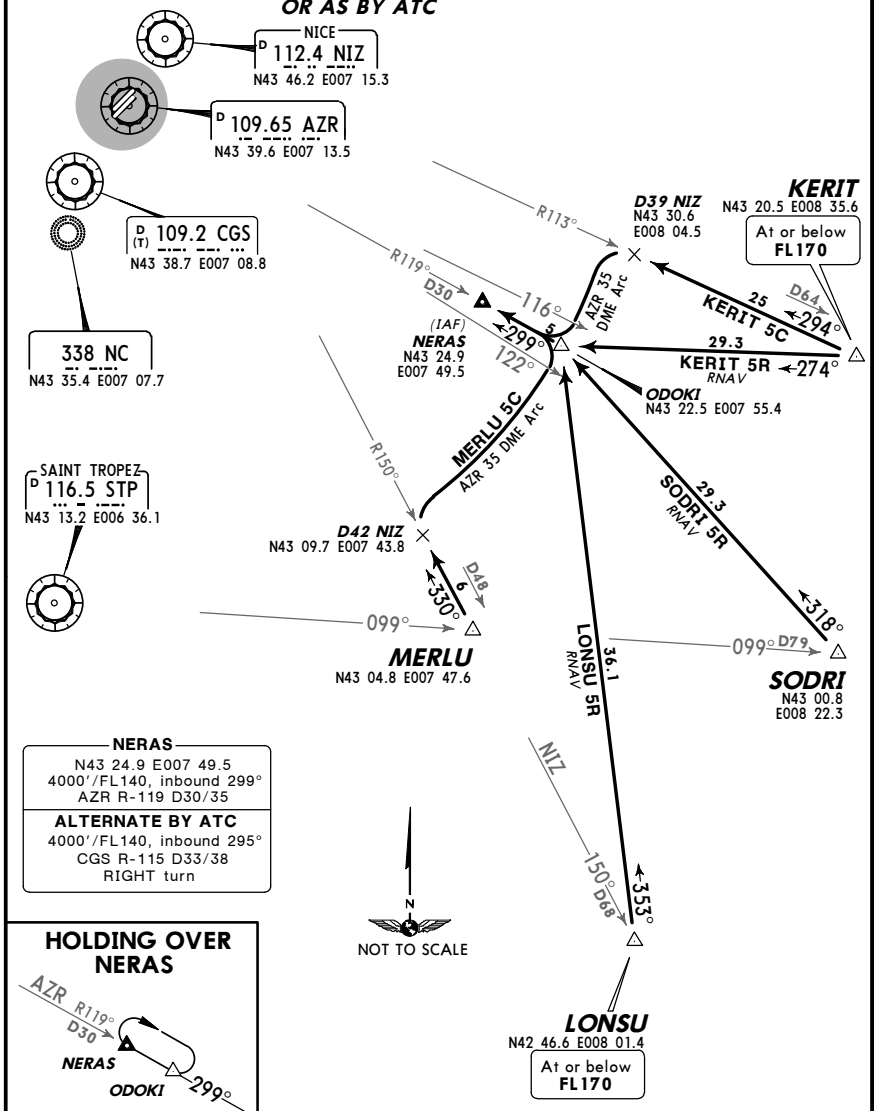
ATIS	Apt Elev	Alt Set: hPa
136.57 (French 129.6)	12′	Trans level: By ATC Trans alt: 5000′

MSA NC Lctr
10,300′ 252° 080° 3300′ 047° 3000′

KERIT 5C *[KERI5C]*, MERLU 5C *[MERL5C]*
ARRIVALS
KERIT 5R *[KERI5R]*, LONSU 5R *[LONS5R]*
SODRI 5R *[SODR5R]*
RNAV ARRIVALS

FROM SOUTH

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



NERAS
N43 24.9 E007 49.5
4000′/FL140, inbound 299°
AZR R-119 D30/35

ALTERNATE BY ATC
4000′/FL140, inbound 295°
CGS R-115 D33/38
RIGHT turn

HOLDING OVER NERAS

CHANGES: ATIS.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

17 MAR 06 (10-2B)

STAR

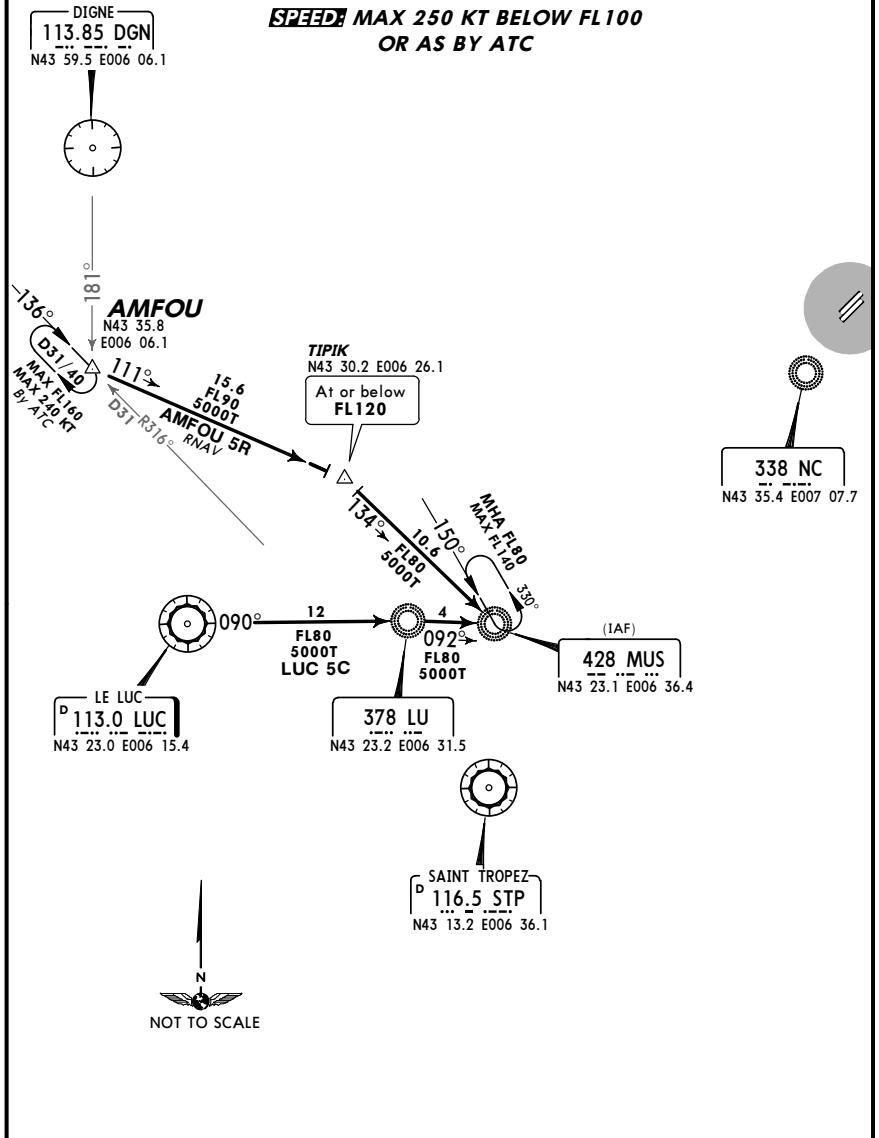
ATIS	Apt Elev	Alt Set: hPa
136.57 (French 129.6)	12′	Trans level: By ATC Trans alt: 5000′

MSA NC Lctr
10,300′ 252° 080° 3300′ 047° 3000′

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

FROM WEST

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



CHANGES: ATIS; STAR LUC 5C revised.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

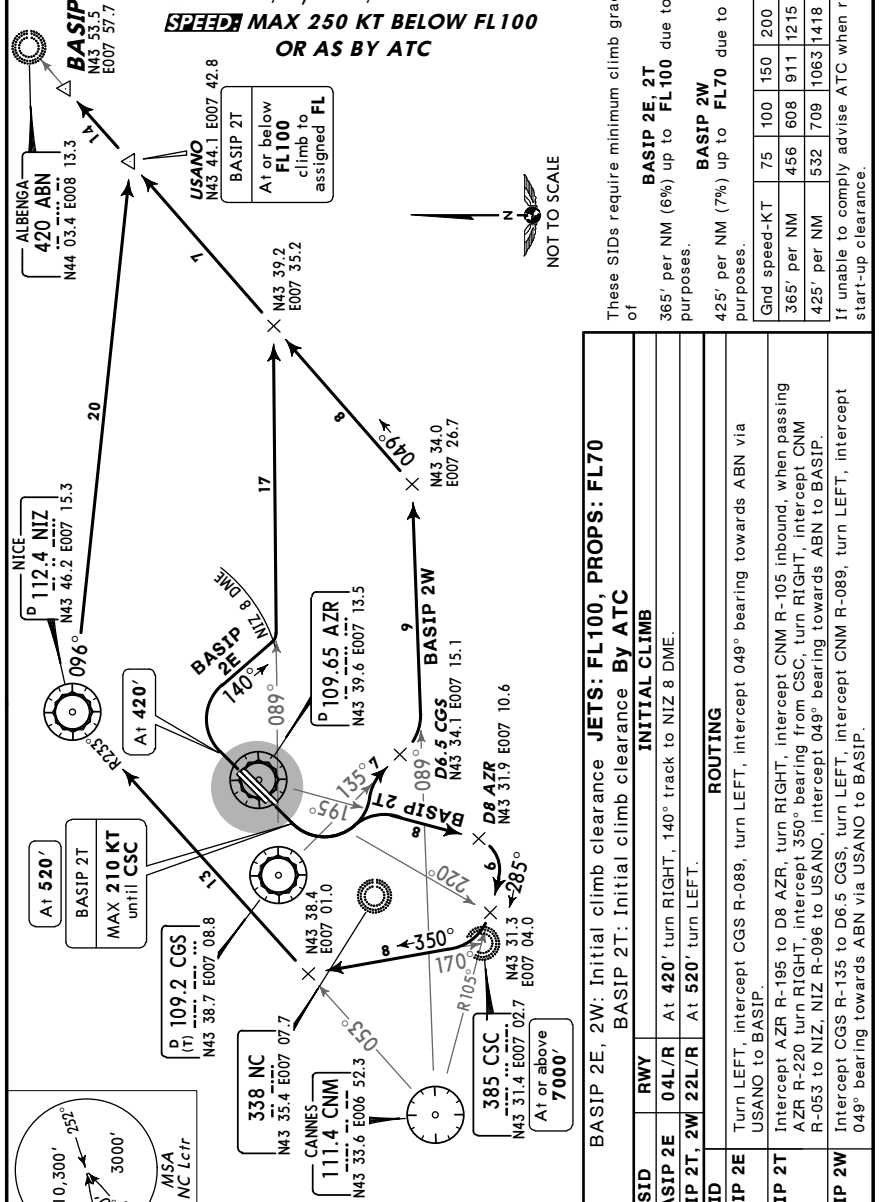
18 NOV 05 (10-3) Eff 24 Nov

SID

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.

BASIP 2E *[BASI2E]*, BASIP 2T *[BASI2T]*
BASIP 2W *[BASI2W]*
RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
365′ per NM (6%) up to **FL100** due to ATC purposes.
425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823
425′ per NM	532	709	1063	1418	1772	2127

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

BASIP 2E, 2W: Initial climb clearance **JETS: FL100, PROPS: FL70**
BASIP 2T: Initial climb clearance **By ATC**

SID	RWY	INITIAL CLIMB
BASIP 2E	04L/R	At **420′** turn RIGHT, 140° track to NIZ 8 DME.
BASIP 2T, 2W	22L/R	At **520′** turn LEFT.

SID	ROUTING
BASIP 2E	Turn LEFT, intercept CGS R-089, turn LEFT, intercept 049° bearing towards ABN via USANO to BASIP.
BASIP 2T	Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 350° bearing from CSC, turn RIGHT, intercept CNM R-053 to NIZ, NIZ R-096 to USANO, intercept 049° bearing towards ABN to BASIP.
BASIP 2W	Intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089, turn LEFT, intercept 049° bearing towards ABN via USANO to BASIP.

CHANGES: ABN SIDs replaced by BASIP SIDs.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

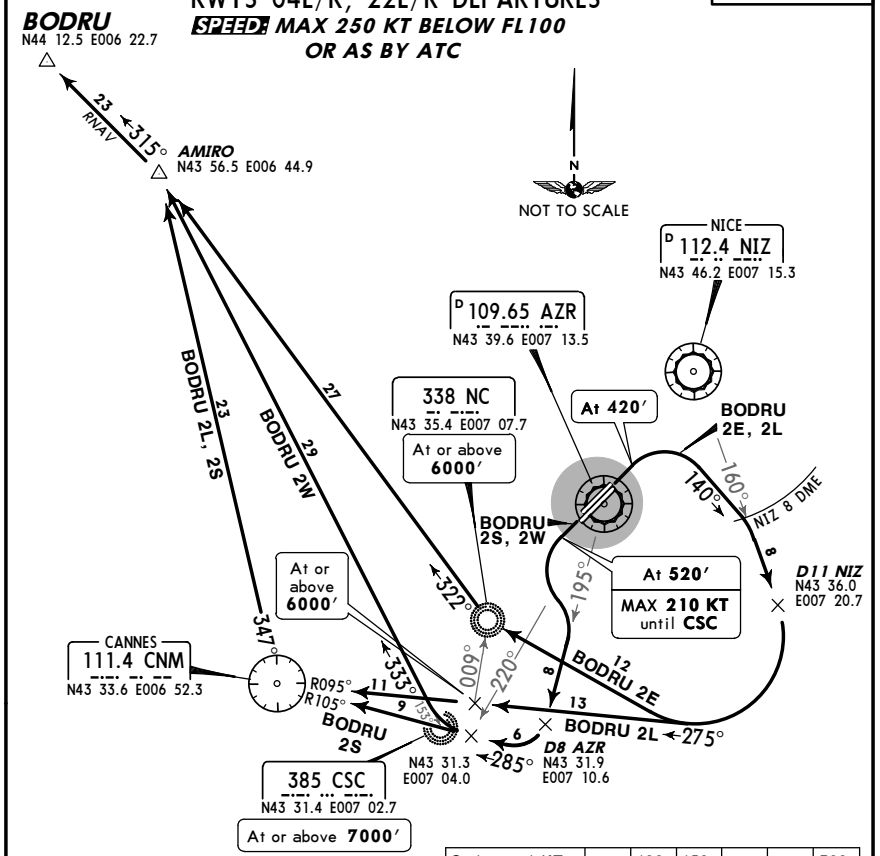
18 NOV 05 (10-3A) Eff 24 Nov

SID

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.

BODRU 2E *[BODR2E]*, BODRU 2L *[BODR2L]*
BODRU 2S *[BODR2S]*, BODRU 2W *[BODR2W]*
RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of
365′ per NM (6%) up to **FL100** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

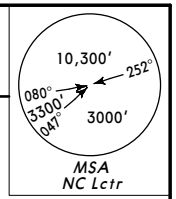
Initial climb clearance **FL140**

SID	RWY	INITIAL CLIMB
BODRU 2E, 2L	04L/R	At **420′** turn RIGHT, 140° track to NIZ 8 DME.
BODRU 2S, 2W	22L/R	At **520′** turn LEFT.

SID	ROUTING
BODRU 2E	Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn LEFT, 315° track to BODRU.
BODRU 2L	Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 to AMIRO, turn LEFT, 315° track to BODRU.
BODRU 2S	Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 to AMIRO, 315° track to BODRU.
BODRU 2W	Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 333° bearing from CSC to AMIRO, 315° track to BODRU.

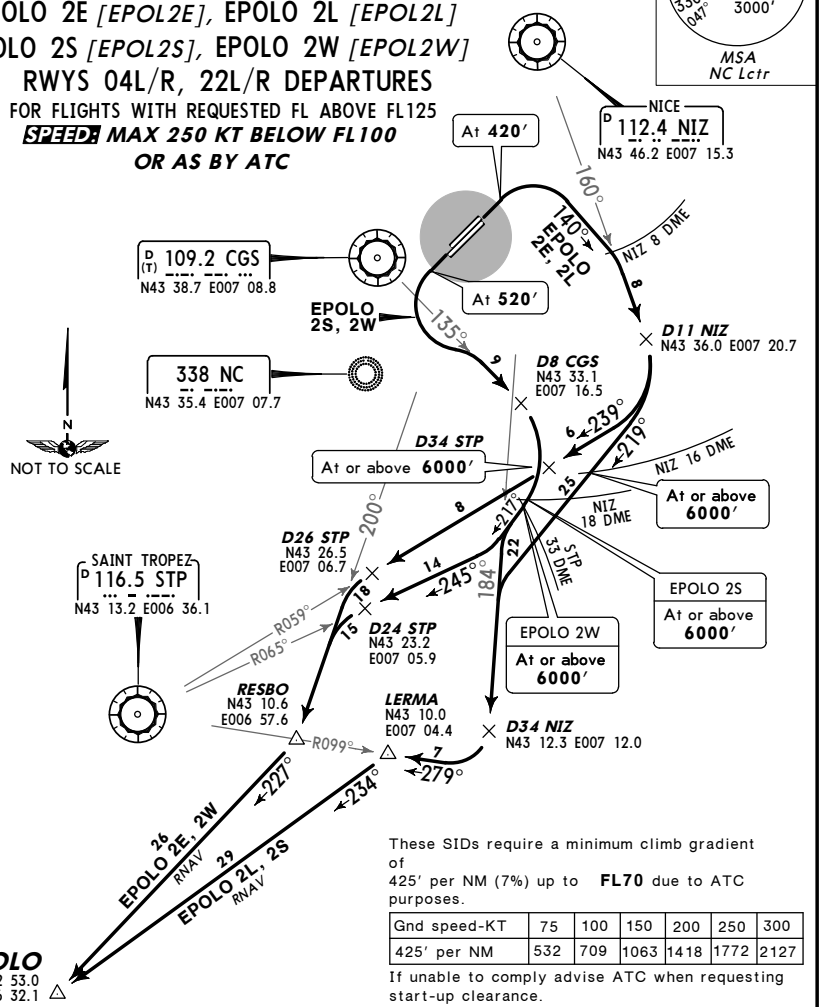
CHANGES: None.

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



EPOLO 2E *[EPOL2E]*, EPOLO 2L *[EPOL2L]* EPOLO 2S *[EPOL2S]*, EPOLO 2W *[EPOL2W]* RWYS 04L/R, 22L/R DEPARTURES

FOR FLIGHTS WITH REQUESTED FL ABOVE FL125
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

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

EPOLO 2E, 2W: Initial climb clearance **FL100**
EPOLO 2L, 2S: Initial climb clearance **FL70**

SID	RWY	INITIAL CLIMB/ROUTING
EPOLO 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-059 inbound to D26 STP, turn LEFT, intercept NIZ R-200 to RESBO, 227° track to EPOLO.
EPOLO 2L (PROP ONLY)		At **420′** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to LERMA, 234° track to EPOLO.
EPOLO 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to LERMA, 234° track to EPOLO.
EPOLO 2W (JET ONLY)		At **520′** turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn RIGHT, intercept STP R-065 inbound to D24 STP, turn LEFT, intercept NIZ R-200 to RESBO, 227° track to EPOLO.

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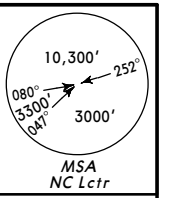
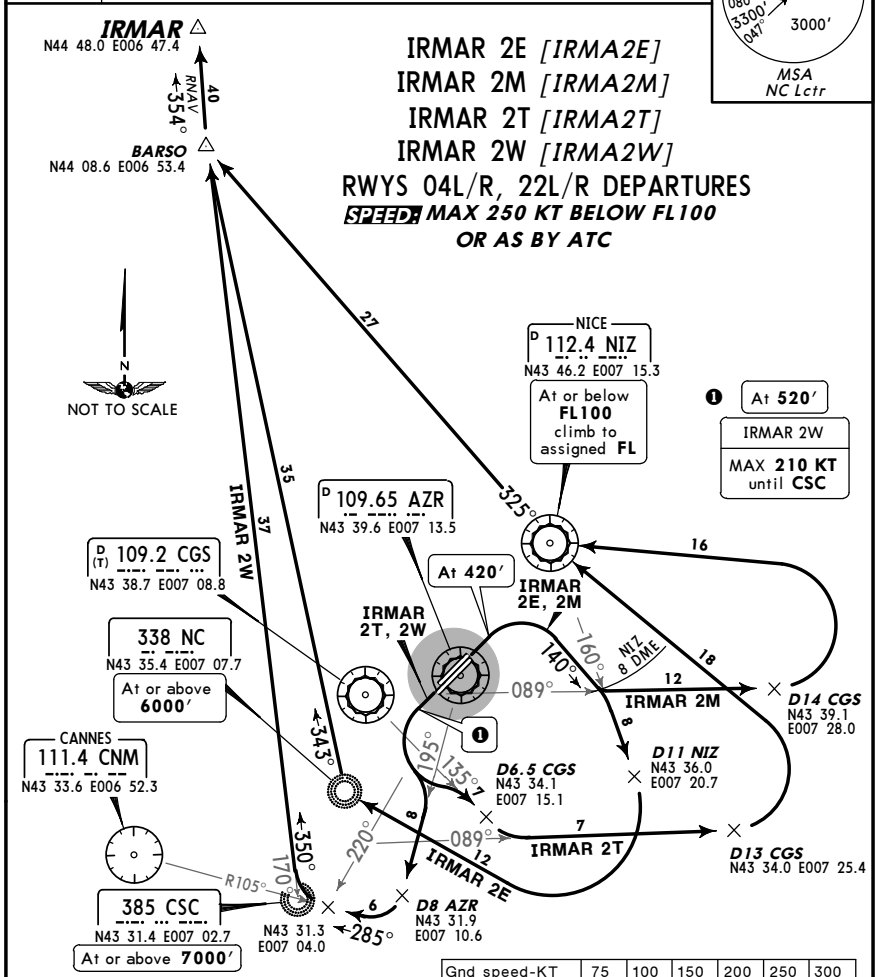
Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



IRMAR 2E *[IRMA2E]* IRMAR 2M *[IRMA2M]* IRMAR 2T *[IRMA2T]* IRMAR 2W *[IRMA2W]* RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **FL100** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

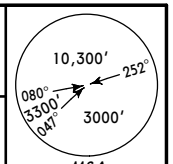
If unable to comply advise ATC when requesting start-up clearance.

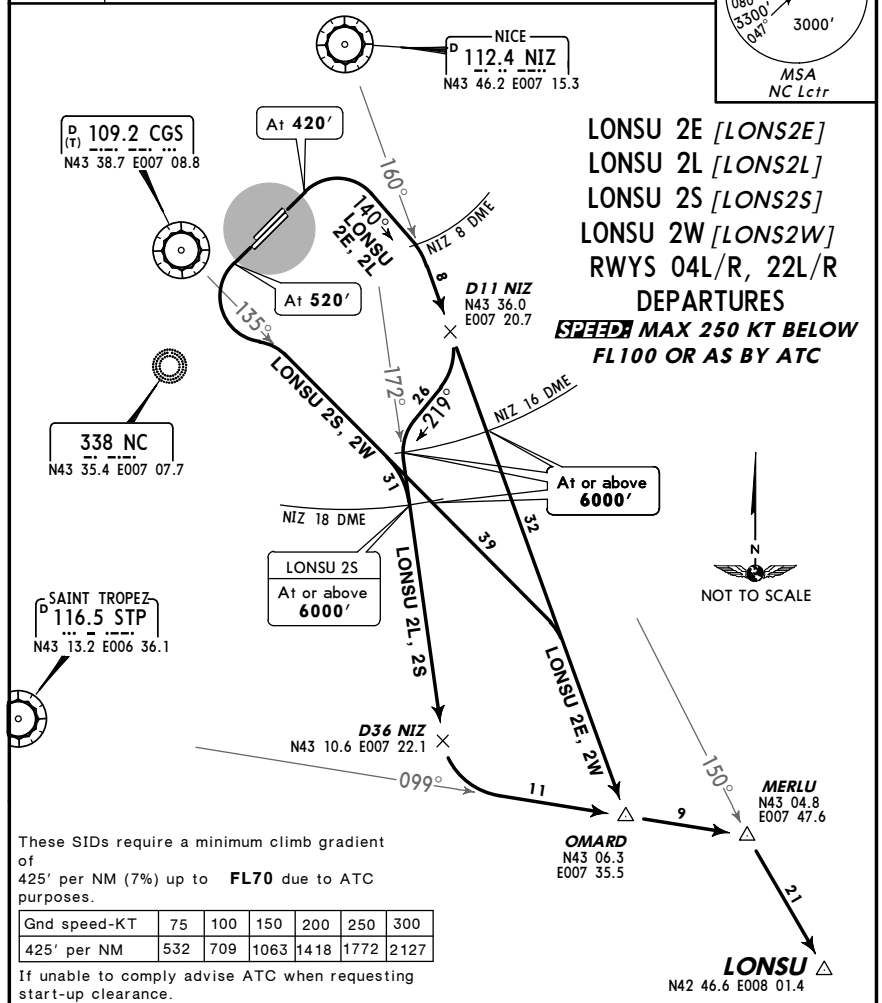
IRMAR 2E, 2W: Initial climb clearance **FL140**
IRMAR 2M, 2T: Initial climb clearance **By ATC**

SID	RWY	INITIAL CLIMB/ROUTING
IRMAR 2E	**04L/R**	At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 343° bearing to BARSO, 354° track to IRMAR.
IRMAR 2M		At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn LEFT, intercept CGS R-089 to D14 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, turn RIGHT, 354° track to IRMAR.
IRMAR 2T	**22L/R**	At **520′** turn LEFT, intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089 to D13 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 354° track to IRMAR.
IRMAR 2W		At **520′** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 350° bearing from CSC to BARSO, 354° track to IRMAR.

Apt Elev 12′

Trans level: By ATC Trans alt: 5000′
SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.





LONSU 2E [LONS2E]
LONSU 2L [LONS2L]
LONSU 2S [LONS2S]
LONSU 2W [LONS2W]
RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

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

LONSU 2E, 2W: Initial climb clearance **FL100**
LONSU 2L, 2S: Initial climb clearance **FL70**

SID	RWY	INITIAL CLIMB/ROUTING
LONSU 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 2L (PROP ONLY)		At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 2W (JET ONLY)		At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.

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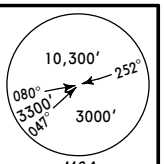
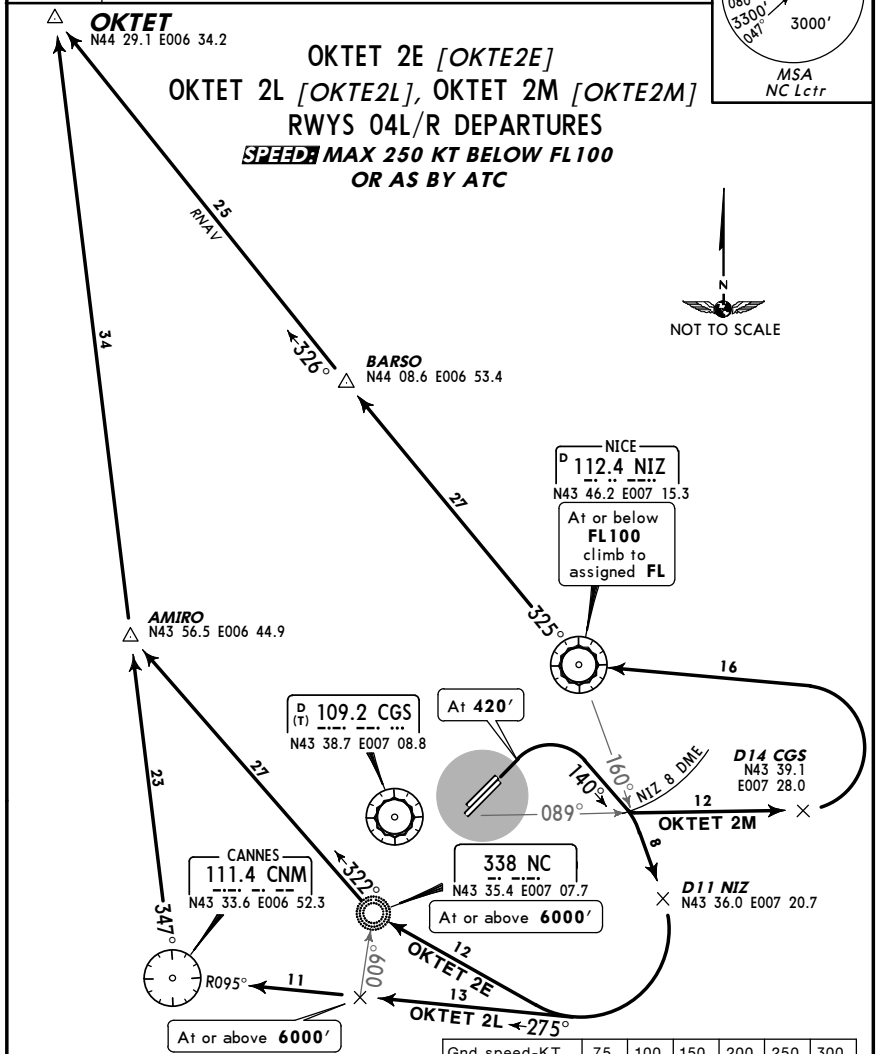
Apt Elev 12′

Trans level: By ATC Trans alt: 5000′
SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.





OKTET 2E [OKTE2E]
OKTET 2L [OKTE2L], OKTET 2M [OKTE2M]
RWYS 04L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **FL100** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

OKTET 2E, 2L: Initial climb clearance **FL140**
OKTET 2M: Initial climb clearance **By ATC**

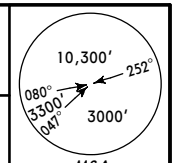
SID	INITIAL CLIMB/ROUTING
OKTET 2E	At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn RIGHT, intercept CNM R-347 to OKTET.
OKTET 2L	At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 via AMIRO to OKTET.
OKTET 2M	At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn LEFT, intercept CGS R-089 to D14 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 326° track to OKTET.

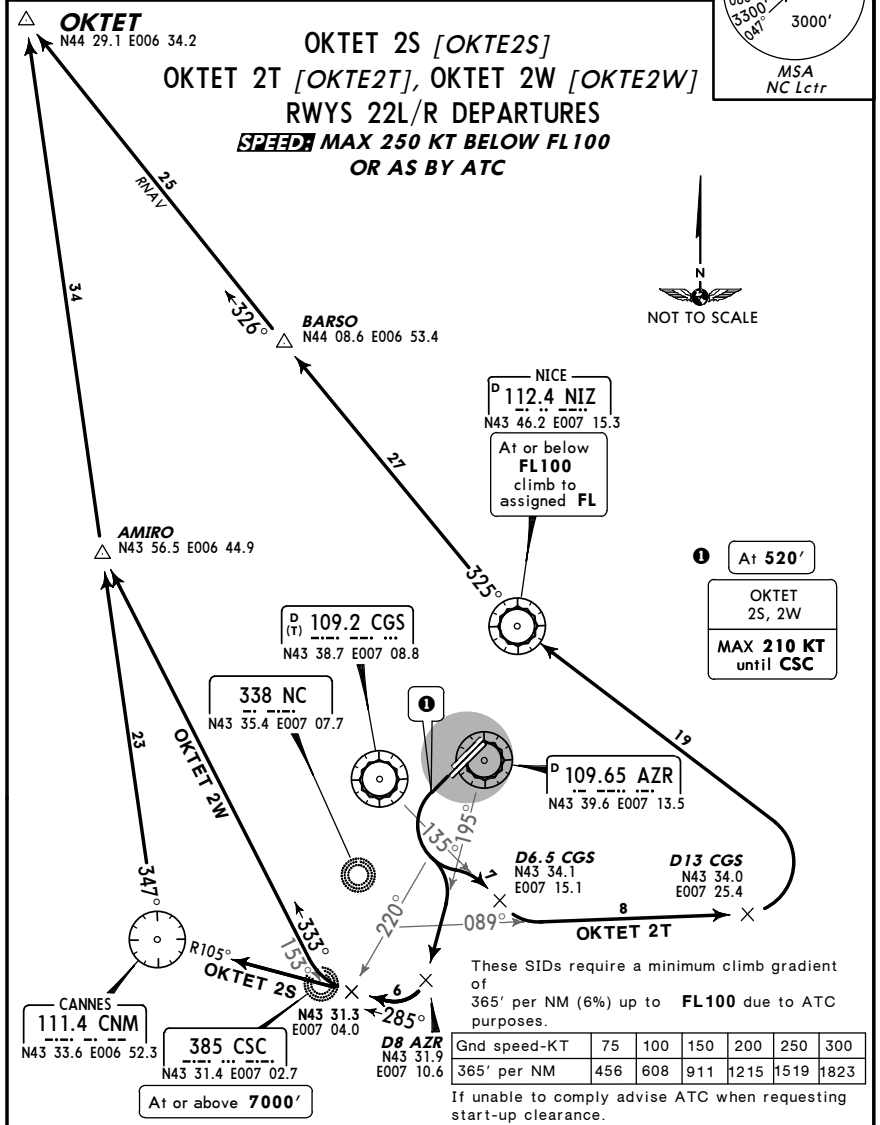
LFMN/NCE
NICE/COTE D'AZUR
JEPPESEN NICE/COTE D'AZUR, FRANCE

14 DEC 07 (10-3F) SID

Apt Elev 12′

Trans level: By ATC Trans alt: 5000′
SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.





These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **FL100** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

OKTET 2S, 2W: Initial climb clearance **FL140**
OKTET 2T: Initial climb clearance **By ATC**

SID	INITIAL CLIMB/ROUTING
OKTET 2S	At **520′** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 via AMIRO to OKTET.
OKTET 2T	At **520′** turn LEFT, intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089 to D13 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 326° track to OKTET.
OKTET 2W	At **520′** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 333° bearing from CSC to AMIRO, turn RIGHT, intercept CNM R-347 to OKTET.

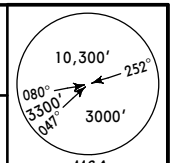
CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR
JEPPESEN NICE/COTE D'AZUR, FRANCE

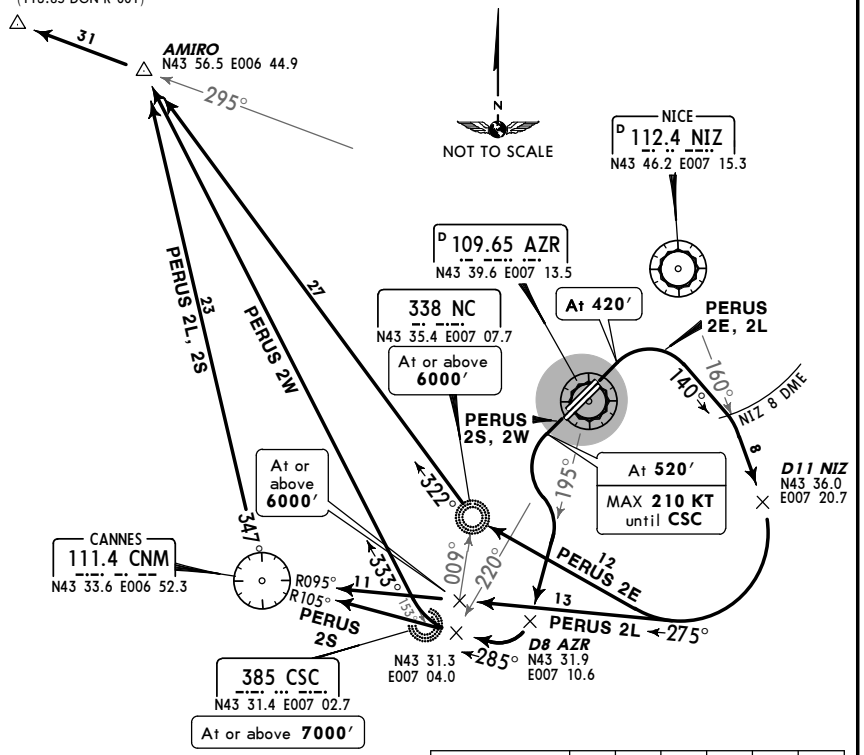
14 DEC 07 (10-3G) SID

Apt Elev 12′

Trans level: By ATC Trans alt: 5000′
SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



PERUS 2E [PERU2E], PERUS 2L [PERU2L]
PERUS 2S [PERU2S], PERUS 2W [PERU2W]
RWYS 04L/R, 22L/R DEPARTURES
FOR FLIGHTS ABOVE FL145
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC



These SIDs require a minimum climb gradient of 365′ per NM (6%) up to **FL100** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

Initial climb clearance **FL140**

SID	RWY	INITIAL CLIMB
PERUS 2E, 2L	**04L/R**	At **420′** turn RIGHT, 140° track to NIZ 8 DME.
PERUS 2S, 2W	**22L/R**	At **520′** turn LEFT.

SID	ROUTING
PERUS 2E	Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS.
PERUS 2L	Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS.
PERUS 2S	Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS.
PERUS 2W	Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 333° bearing from CSC to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS.

CHANGES: Restriction in chart heading.

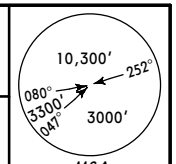
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3H) Eff 14 Apr

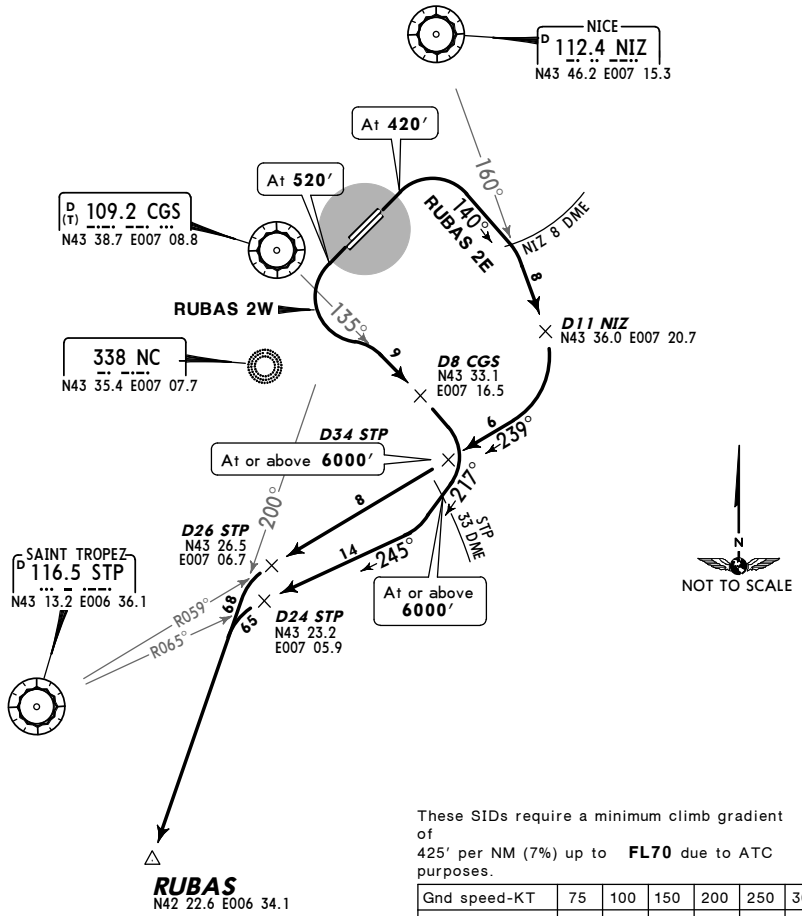
SID

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



RUBAS 2E *[RUBA2E]*, RUBAS 2W *[RUBA2W]*
RWYS 04L/R, 22L/R DEPARTURES
JET ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

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

Initial climb clearance **FL100**

SID	RWY	INITIAL CLIMB/ROUTING
RUBAS 2E	**04L/R**	At **420′** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-059 inbound to D26 STP, turn LEFT, intercept NIZ R-200 to RUBAS.
RUBAS 2W	**22L/R**	At **520′** turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn RIGHT, intercept STP R-065 inbound to D24 STP, turn LEFT, intercept NIZ R-200 to RUBAS.

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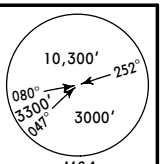
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3J) Eff 14 Apr

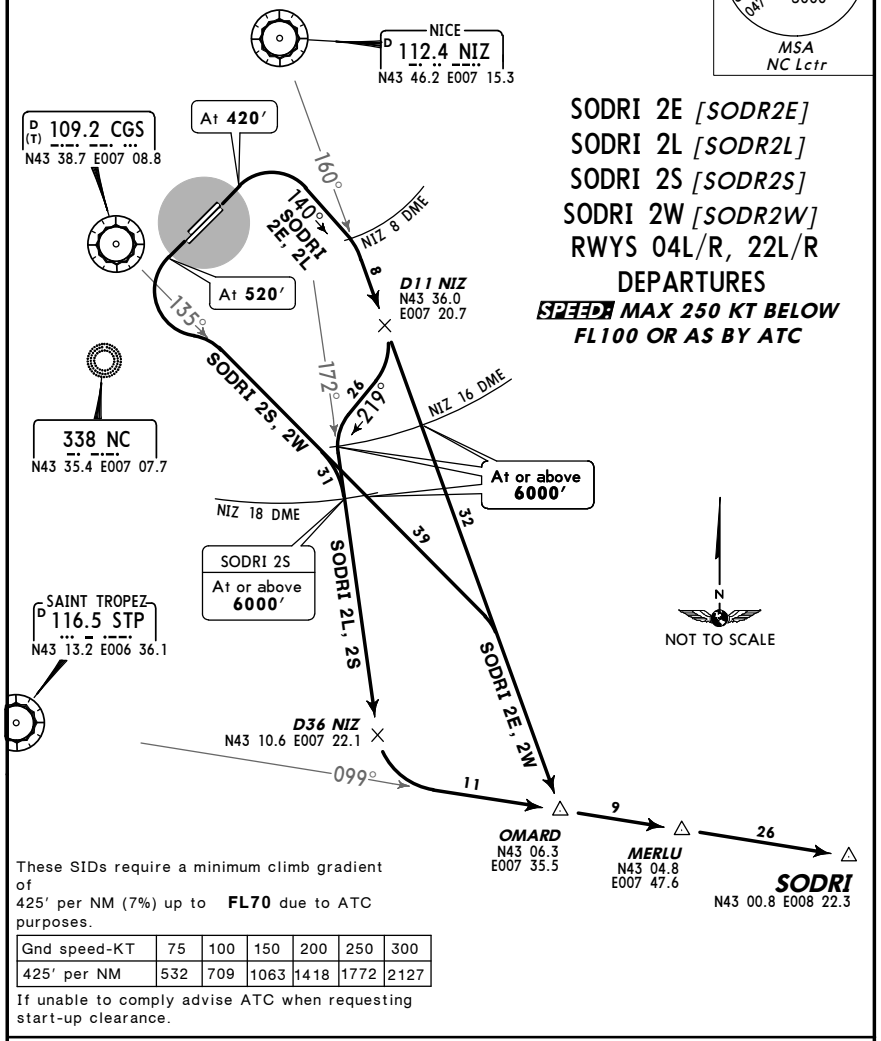
SID

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



SODRI 2E *[SODR2E]*
SODRI 2L *[SODR2L]*
SODRI 2S *[SODR2S]*
SODRI 2W *[SODR2W]*
RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

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

SODRI 2E, 2W: Initial climb clearance **FL100**
SODRI 2L, 2S: Initial climb clearance **FL70**

SID	RWY	INITIAL CLIMB/ROUTING
SODRI 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 via MERLU to SODRI.
SODRI 2L (PROP ONLY)		At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.
SODRI 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.
SODRI 2W (JET ONLY)		At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 via MERLU to SODRI.

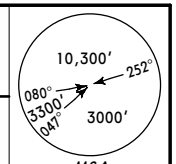
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3K) Eff 14 Apr

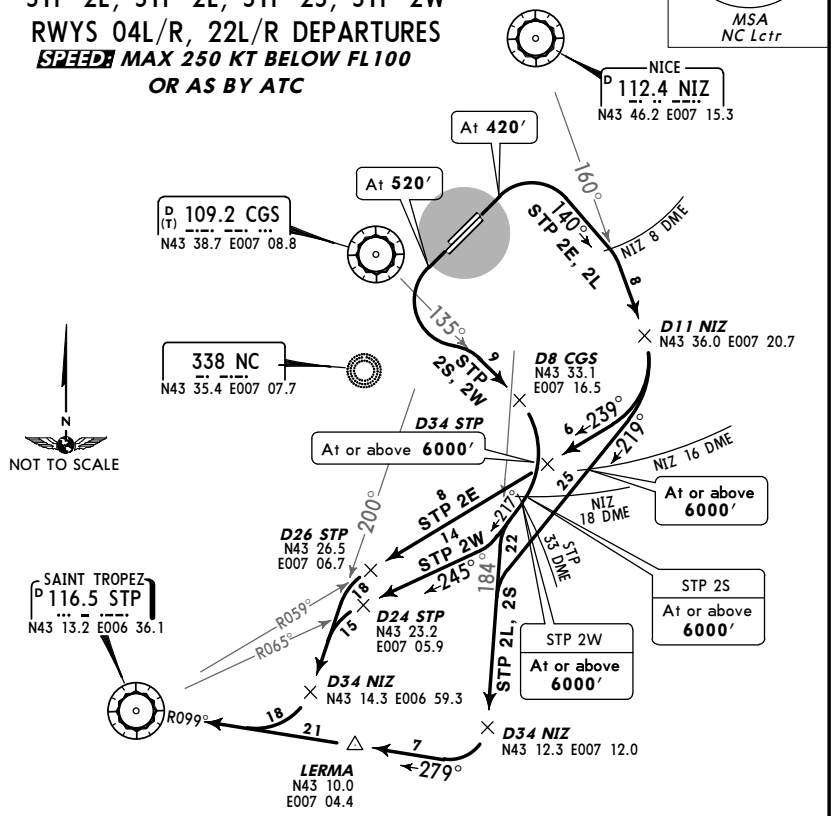
SID

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



STP 2E, STP 2L, STP 2S, STP 2W RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

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

STP 2E, 2W: Initial climb clearance **FL100**
STP 2L, 2S: Initial climb clearance **FL70**

SID	RWY	INITIAL CLIMB/ROUTING
STP 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-059 inbound to D26 STP, turn LEFT, intercept NIZ R-200 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to STP.
STP 2L (PROP ONLY)		At **420′** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound via LERMA to STP.
STP 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound via LERMA to STP.
STP 2W (JET ONLY)		At **520′** turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn RIGHT, intercept STP R-065 inbound to D24 STP, turn LEFT, intercept NIZ R-200 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to STP.

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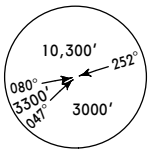
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3L) Eff 14 Apr

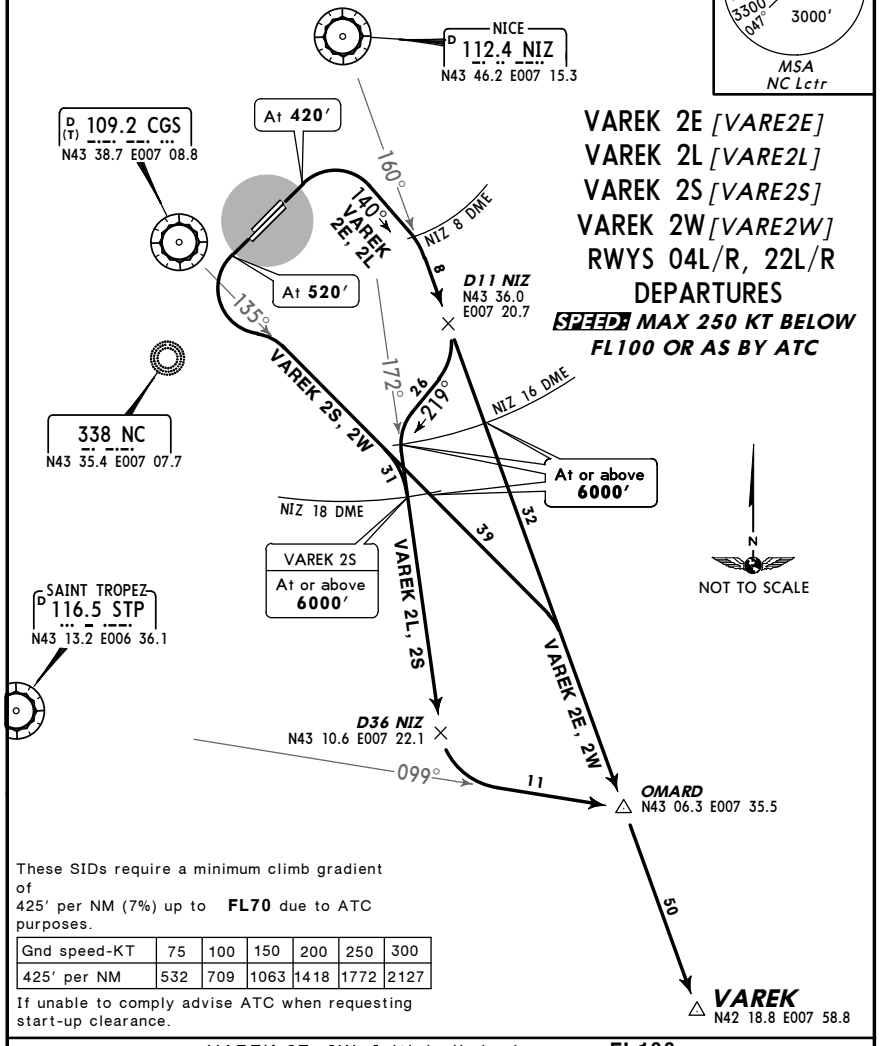
SID

Apt Elev	
12′	Trans level: By ATC Trans alt: 5000′ SIDs are also noise abatement procedures. Until reaching 2000′ adopt noise abatement configuration and climb settings according to operational conditions.



VAREK 2E *[VARE2E]* VAREK 2L *[VARE2L]* VAREK 2S *[VARE2S]* VAREK 2W *[VARE2W]* RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

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

VAREK 2E, 2W: Initial climb clearance **FL100**
VAREK 2L, 2S: Initial climb clearance **FL70**

SID	RWY	INITIAL CLIMB/ROUTING
VAREK 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 via OMARD to VAREK.
VAREK 2L (PROP ONLY)		At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 to OMARD, turn RIGHT, intercept NIZ R-160 to VAREK.
VAREK 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 to OMARD, turn RIGHT, intercept NIZ R-160 to VAREK.
VAREK 2W (JET ONLY)		At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 via OMARD to VAREK..

LFMN/NCE

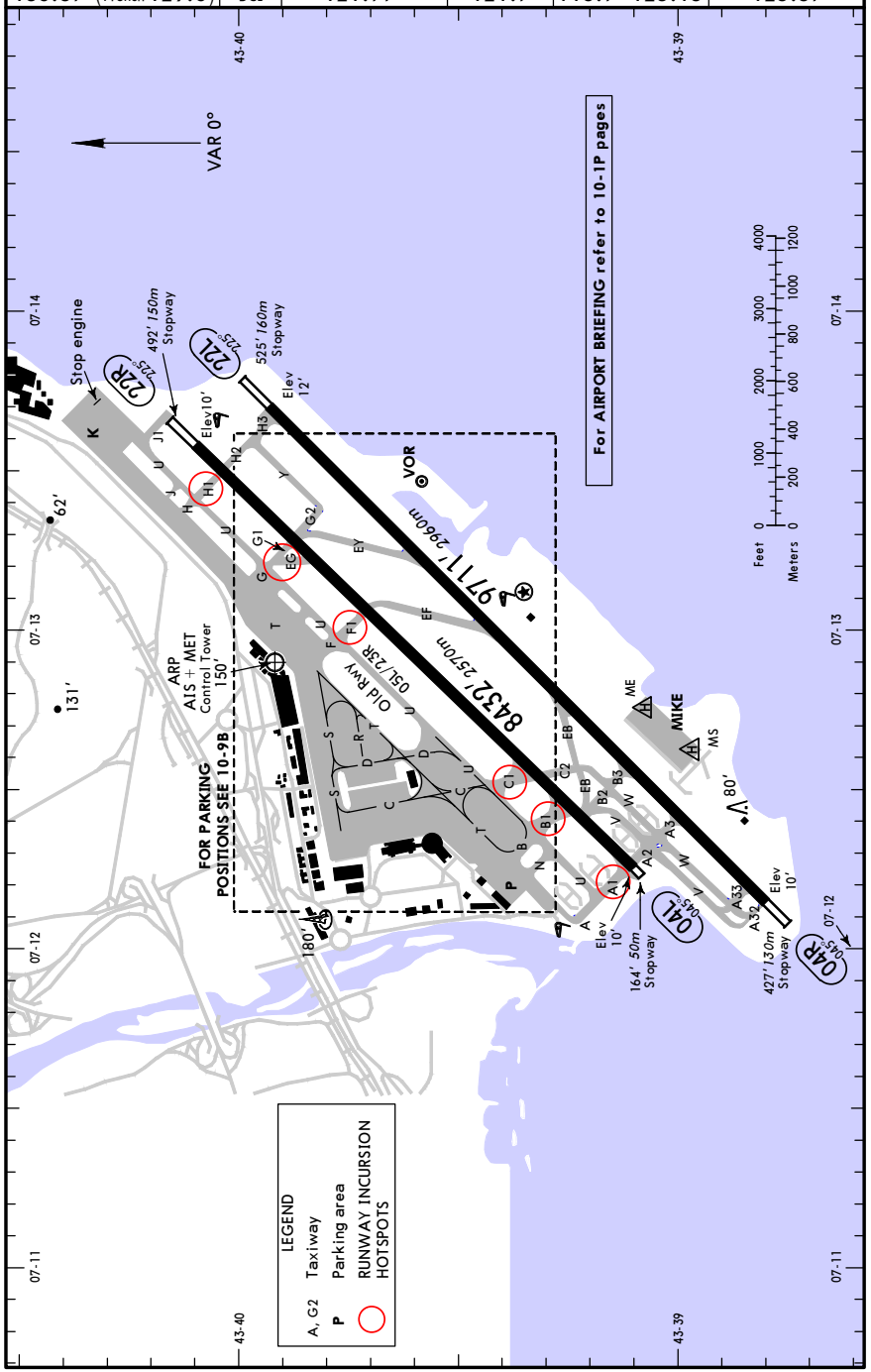
Apt Elev 12′
N43 39.9 E007 12.9

JEPPESEN NICE/COTE D'AZUR, FRANCE

4 JAN 08 (10-9)

NICE/COTE D'AZUR

ATIS	ACARS:	NICE Flight Data (Cpt)	NICE Ground	Tower	NICE Approach (DEP)
136.57 (French 129.6)	DCL	121.77	121.7	118.7 123.15	125.57



CHANGES: Aprons.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

4 JAN 08 (10-9A)

NICE/COTE D'AZUR

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL (60m) REIL CL ❶ PAPI-R (3.0°) VIBAL	8924′ 2720m	7487′ 2282m	❸	148′ 45m
22R	HIRL (60m) REIL CL ❶ SFL PAPI-L (3.5°) ❷ VIBAL				

❶ spacing 15m, white.
❷ PAPI-L offset 5° from rwy centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh.

❸ TAKE-OFF RUN AVAILABLE

RWY 04L:
From rwy head 8432′ (2570m) ❹
twy B1 int 7300′ (2225m)
twy C1 int 6522′ (1988m)

RWY 22R:
From rwy head 8432′ (2570m)
twy H1 int 7972′ (2430m)
twy G1 int 6611′ (2015m)
twy EG int 6063′ (1848m)
twy F1 int 5233′ (1595m)

❹ Additional 197′/60m twy structure available.

04R	HIRL (60m) REIL CL ❺ PAPI-R(3.0°) HST-EF&EY VIBAL		8661′ 2640m	❼	148′ 45m
22L	HIRL (60m) REIL CL ❺ PAPI-L (3.5°) ❻ HST-EB VIBAL				

❺ spacing 15m, white.
❻ PAPI-L offset 5° from rwy centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh.

❼ TAKE-OFF RUN AVAILABLE

RWY 04R:
From rwy head 9711′ (2960m)
twy A33 int 9383′ (2860m)
twy A3 int 8120′ (2475m)
twy B3 int 7070′ (2155m)

RWY 22L:
From rwy head 9711′ (2960m)
twy EY int 6936′ (2114m)
twy EF int 5551′ (1692m)

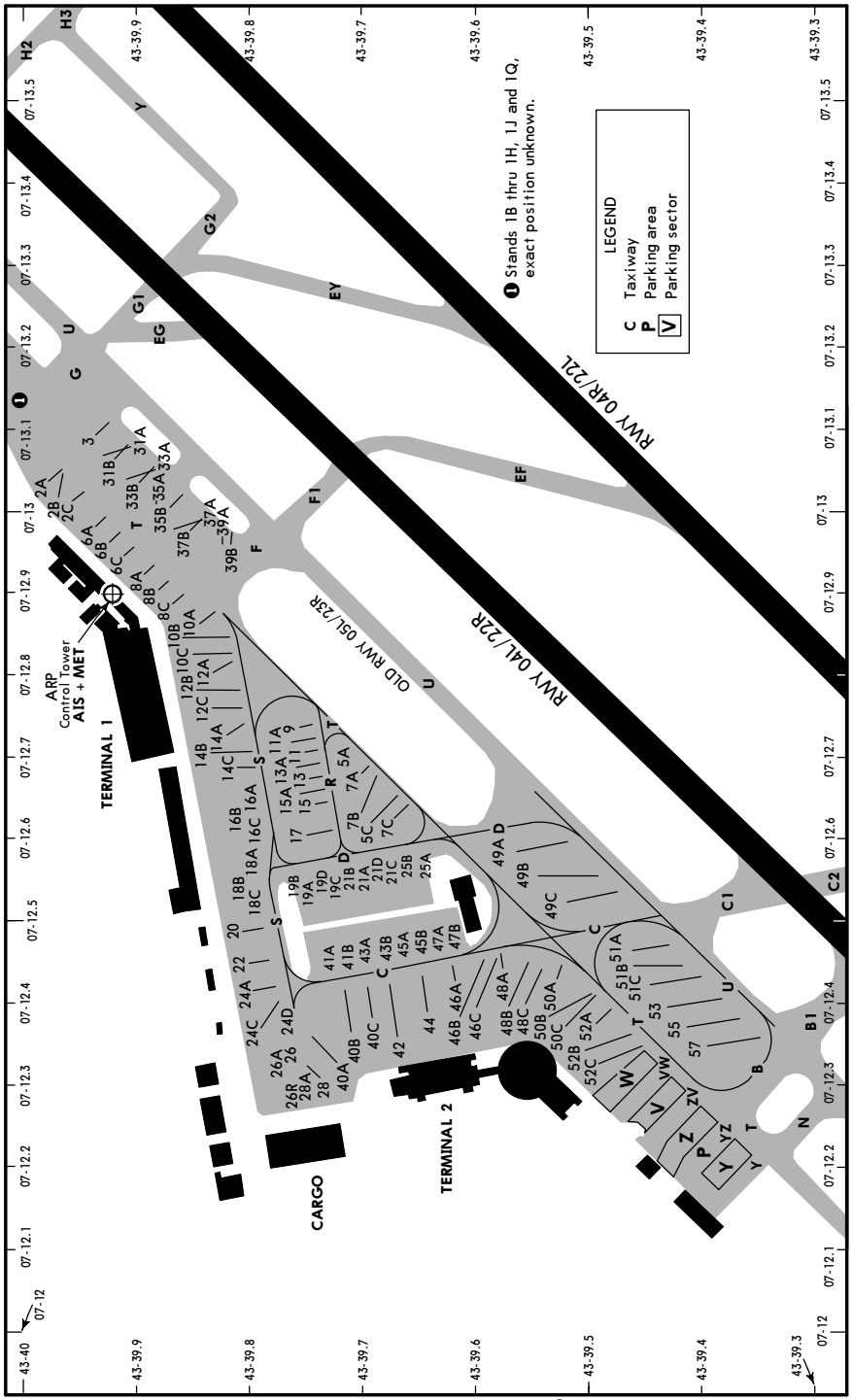
JAR-OPS

TAKE-OFF

All Rwys

	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m
B		
C		
D		

CHANGES: None.



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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1B, 1G	N43 40.0 E007 13.2	28	N43 39.7 E007 12.3
2A thru 2C	N43 40.0 E007 13.0	28A	N43 39.8 E007 12.3
3	N43 39.9 E007 13.1	31A, 31B	N43 39.9 E007 13.1
5A	N43 39.7 E007 12.7	33A thru 35B	N43 39.9 E007 13.0
5C	N43 39.7 E007 12.6	37A	N43 39.8 E007 13.0
6A, 6B	N43 39.9 E007 13.0	37B	N43 39.9 E007 13.0
6C	N43 39.9 E007 12.9	39A	N43 39.8 E007 13.0
7A	N43 39.7 E007 12.7	39B	N43 39.8 E007 12.9
7B, 7C	N43 39.7 E007 12.6	40A	N43 39.7 E007 12.4
8A thru 8C	N43 39.9 E007 12.9	40B	N43 39.7 E007 12.3
9	N43 39.8 E007 12.7	40C	N43 39.7 E007 12.4
10A	N43 39.9 E007 12.9	41A, 41B	N43 39.7 E007 12.5
10B, 10C	N43 39.9 E007 12.8	42	N43 39.7 E007 12.3
11, 11A	N43 39.8 E007 12.7	43A, 43B	N43 39.7 E007 12.5
12A	N43 39.8 E007 12.8	44	N43 39.7 E007 12.4
12B	N43 39.9 E007 12.8	45A	N43 39.7 E007 12.5
12C	N43 39.8 E007 12.8	45B	N43 39.6 E007 12.5
13 thru 14C	N43 39.8 E007 12.7	46A thru 46C	N43 39.6 E007 12.4
15, 15A	N43 39.8 E007 12.6	47A, 47B	N43 39.6 E007 12.5
16A, 16B	N43 39.8 E007 12.7	48A thru 48C	N43 39.6 E007 12.4
16C thru 18A	N43 39.8 E007 12.6	49A, 49B	N43 39.6 E007 12.6
18B thru 19B	N43 39.8 E007 12.5	49C	N43 39.5 E007 12.5
19C	N43 39.7 E007 12.5	50A thru 50C	N43 39.5 E007 12.4
19D	N43 39.7 E007 12.6	51A	N43 39.5 E007 12.5
20	N43 39.8 E007 12.5	51B thru 52A	N43 39.5 E007 12.4
21A thru 21D	N43 39.7 E007 12.6	52B, 52C	N43 39.5 E007 12.3
22 thru 24D	N43 39.8 E007 12.4	53	N43 39.4 E007 12.4
25A	N43 39.6 E007 12.6	55, 57	N43 39.4 E007 12.4
25B	N43 39.7 E007 12.6		
26 thru 26R	N43 39.8 E007 12.3		

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

9 NOV 07 (11-1) Eff 22 Nov

ILS Rwy 04L

BRIEFING STRIP

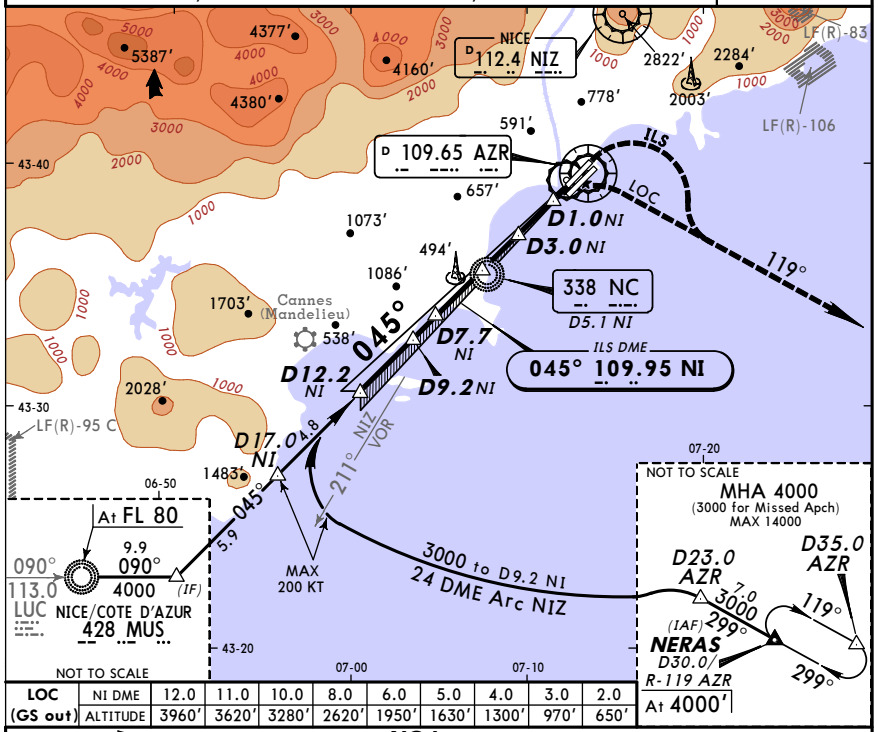
ATIS	NICE Approach	NICE Tower	Ground
136.57 (French 129.6)	124.17 130.82 134.47	118.7 123.15	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 12′
NI		NC Lctr	Refer to	RWY 10′
109.95	045°	1660′ (1650′)	Minimums	

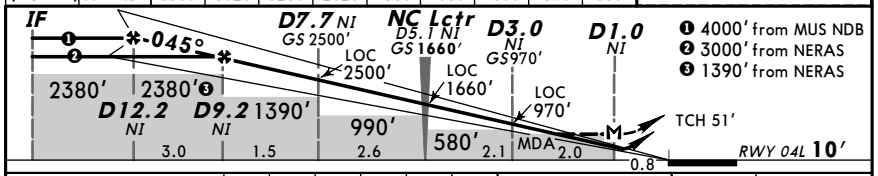
MISSED APCH: Turn RIGHT ❶ (MAX 200 KT) to intercept and follow R-119 AZR climbing to 2000′ to NERAS, then turn LEFT onto 089° and join holding at 3000′. Climb to 1000′ prior to level acceleration.
❶ ILS: Climb to 320′ before initiating RIGHT turn. Do not turn before passing NC Lctr.

MSA NC Lctr: 10,300′ (252°–080°) 3300′ (047°–252°) 3000′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	NI DME	12.0	11.0	10.0	8.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3960′	3620′	3280′	2620′	1950′	1630′	1300′	970′	650′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D1.0 NI						

REIL PAPI-R: Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY 04L

	ILS	LOC (GS out) with NI DME	CIRCLE-TO-LAND Prohibited Northwest of runway		
	Missed apch climb gradient mim 3.2%	Missed apch climb gradient mim 2.5%		Max Kts	MDA(H) — VIS
PANS OPS 4 A	DA(H) ABC: 210′ (200′) D: 230′ (220′)	DA(H) A: 210′ (200′) B: 220′ (210′) C: 290′ (280′) D: 300′ (290′)	MDA(H) 390′ (380′)	110	770′ (758′) 2500m
B	RVR 1000m	RVR 1000m	RVR 1500m	135	
C	RVR 1000m	RVR 1200m	RVR 1800m	180	1710′ (1698′) 3700m
D			RVR 2000m	205	2400′ (2388′) 4500m

CHANGES: None.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

9 NOV 07 (11-2) Eff 22 Nov

ILS Rwy 04R

BRIEFING STRIP

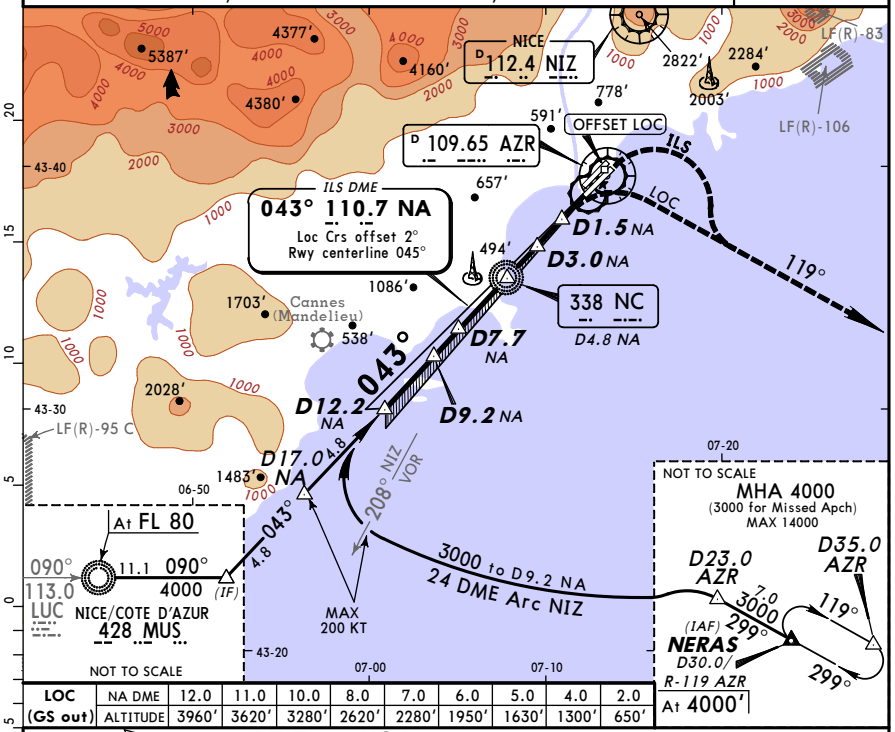
ATIS	NICE Approach	NICE Tower	Ground
136.57 (French 129.6)	124.17 130.82 134.47	118.7 123.15	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 12′
NA		NC Lctr	Refer to	RWY 10′
110.7	043°	1570′ (1560′)	Minimums	

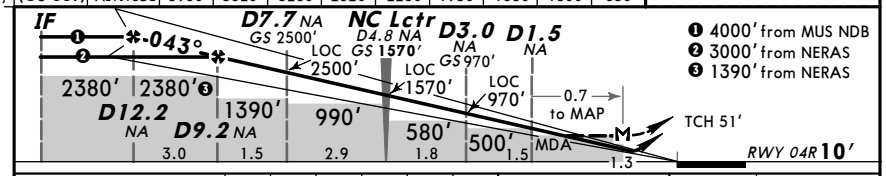
MISSED APCH: Turn RIGHT ❶ (MAX 200 KT) to intercept and follow R-119 AZR climbing to 2000′ to NERAS, then turn LEFT onto 089° and join holding at 3000′. Climb to 1000′ prior to level acceleration.
❶ ILS: Climb to 300′ before initiating RIGHT turn. Do not turn before passing NC Lctr.

MSA NC Lctr: 10,300′ (252°–080°) 3300′ (047°–252°) 3000′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	NA DME	12.0	11.0	10.0	8.0	7.0	6.0	5.0	4.0	2.0
	ALTITUDE	3960′	3620′	3280′	2620′	2280′	1950′	1630′	1300′	650′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
Lctr to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL PAPI-R: Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY 04R

	ILS	LOC (GS out) with NA DME	CIRCLE-TO-LAND Prohibited Northwest of runway		
	DA(H) AB: 260′ (250′) C: 270′ (260′) D: 280′ (270′)	MDA(H) 310′ (300′)		Max Kts	MDA(H) — VIS
PANS OPS 4 A	RVR 1000m	RVR 1500m		110	770′ (758′) 2500m
B				135	
C	RVR 1200m	RVR 1800m		180	1710′ (1698′) 3700m
D		RVR 2000m		205	2400′ (2388′) 4500m

CHANGES: Procedure.

LFMN/NCE NICE/COTE D'AZUR

JEPPESEN 30 NOV 07 (16-1)

NICE/COTE D'AZUR, FRANCE LOCATOR Rwy 04R

ATIS	NICE Approach	NICE Tower	Ground
136.57 (French 129.6)	124.17 130.82 134.47	118.7 123.15	121.7

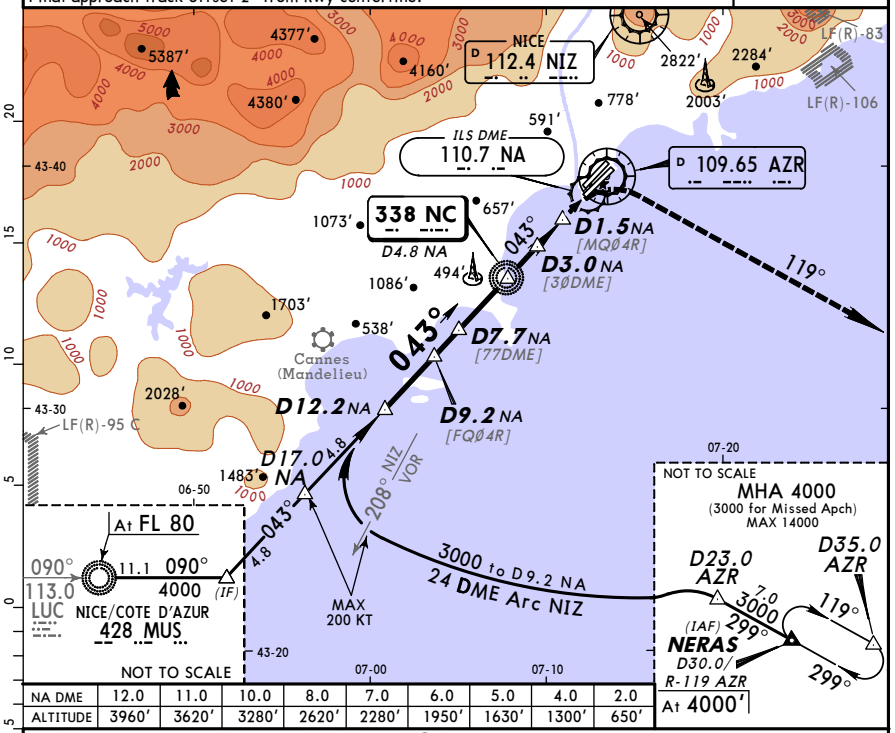
BRIEFING STRIP

Lctr	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 12′
NC 338	043°	D9.2 NA 3000′ (2990′)	500′ (490′)	RWY 10′

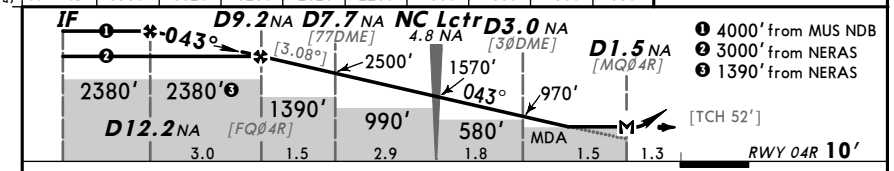
MISSED APCH: Turn RIGHT (MAX 200 KT) to intercept and follow R-119 AZR climbing to 2000′ to NERAS, then turn LEFT onto 089° and join holding at 3000′. Climb to 1000′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′
Final approach track offset 2° from Rwy centerline.

MSA NC Lctr: 10,300′ (080°–252°) 3300′ (047°–080°) 3000′ (252°–047°)



NA DME	12.0	11.0	10.0	8.0	7.0	6.0	5.0	4.0	2.0
ALTITUDE	3960′	3620′	3280′	2620′	2280′	1950′	1630′	1300′	650′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.37% or Descent angle [3.08°]	381	490	545	654	763	872
MAP at D1.5 NA						

REIL PAPI-R | 200 KT MAX RT | AZR 109.65 R-119

JAR-OPS STRAIGHT-IN LANDING RWY 04R

with NA DME

MDA(H) 500′ (490′)

CIRCLE-TO-LAND
Prohibited Northwest of runway

PANS OPS 4

		Max Kts	MDA(H)	VIS
A	RVR 1500m	110	770′ (758′)	2500m
B		135		
C	RVR 2000m	180	1710′ (1698′)	3700m
D		205	2400′ (2388′)	4500m

CHANGES: Communications.

LFMN/NCE NICE/COTE D'AZUR

JEPPESEN 30 NOV 07 (19-10)

NICE/COTE D'AZUR, FRANCE VOR DME CGS RIVIERA CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 04L/R

ATIS	NICE Approach	NICE Tower	Ground
136.57 (French 129.6)	124.17 130.82 134.47	118.7 123.15	121.7

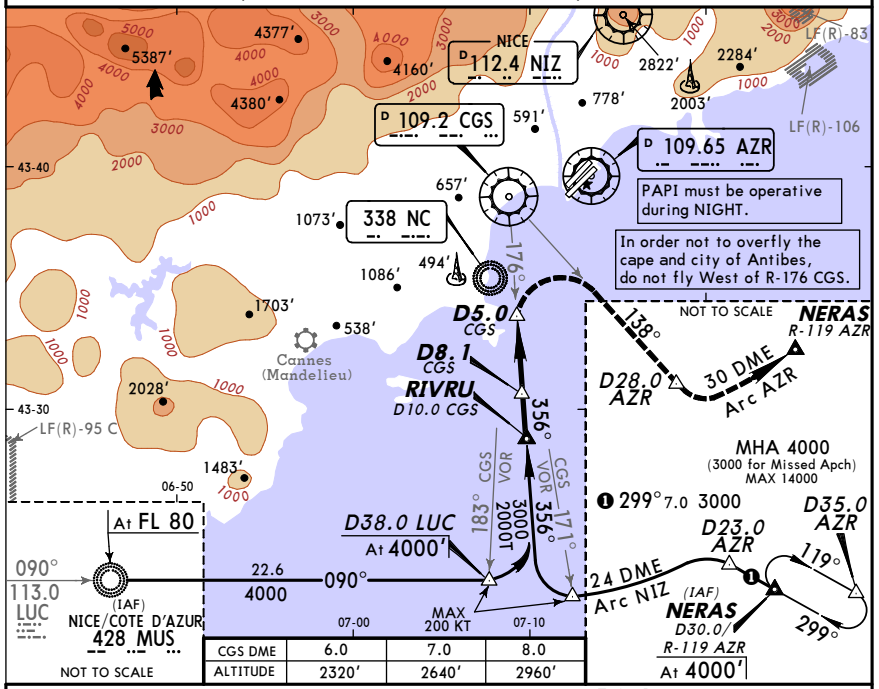
BRIEFING STRIP

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 12′
CGS 109.2	Refer to chart 19-10A	D8.1 CGS 3000′ (2988′)	2000′ (1988′)	

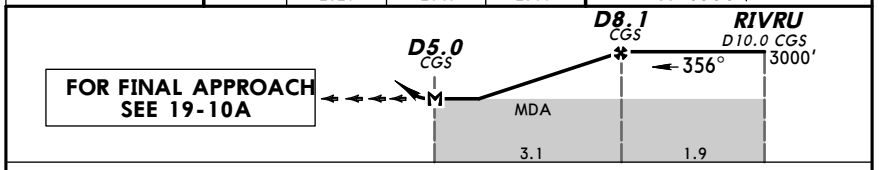
MISSED APCH: Turn RIGHT (MAX 185 KT) to intercept and follow R-138 CGS maintaining 2000′. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS climb to 3000′ and join holding.

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

MSA NC Lctr: 10,300′ (080°–252°) 3300′ (047°–080°) 3000′ (252°–047°)



CGS DME	6.0	7.0	8.0
ALTITUDE	2320′	2640′	2960′



FOR FINAL APPROACH SEE 19-10A

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D5.0 CGS						

REIL PAPI-R | 185 KT MAX RT | CGS 109.2 R-138

JAR-OPS **CEILING REQUIRED**

PANS OPS 4

	Max Kts	MDA(H)	CEIL-VIS
A	110	2000′ (1988′)	3000′- 10 km ❶
B	135		
C	180		
D	205		

❶ CEIL and VIS required within Southwest sector of apt.

CHANGES: Communications. SMA.

LFMN/NCE

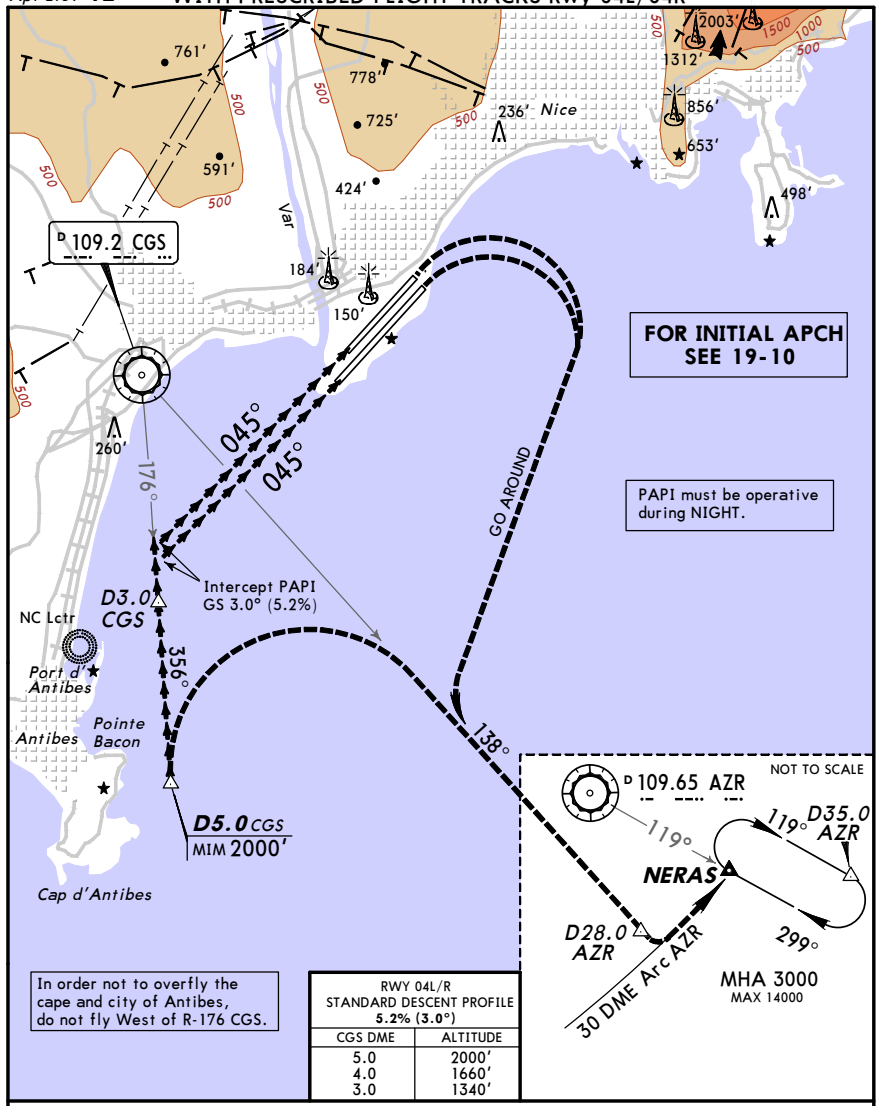
JEPPESEN NICE/COTE D'AZUR, FRANCE

30 NOV 07 (19-10A)

NICE/COTE D'AZUR

VOR DME CGS **RIVIERA** CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS Rwy 04L/04R

Apt Elev 12′



RWY 04L/R STANDARD DESCENT PROFILE 5.2% (3.0°)	
CGS DME	ALTITUDE
5.0	2000′
4.0	1660′
3.0	1340′

GO AROUND:
Turn RIGHT to intercept R-138 CGS at 2000′. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS climb to 3000′ and join holding.

JAR-OPS **CEILING REQUIRED**

	Max Kts	MDA(H)	CEIL-VIS
A	110	2000′ (1988′)	3000′- 10 km 1
B	135		
C	180		
D	205		

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: None.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

30 NOV 07 (19-11) VOR DME AZR **SALEYA** CIRCLE-TO-LAND

NICE/COTE D'AZUR

WITH PRESCRIBED FLIGHT TRACKS Rwy 22L/R

BRIEFING STRIP™

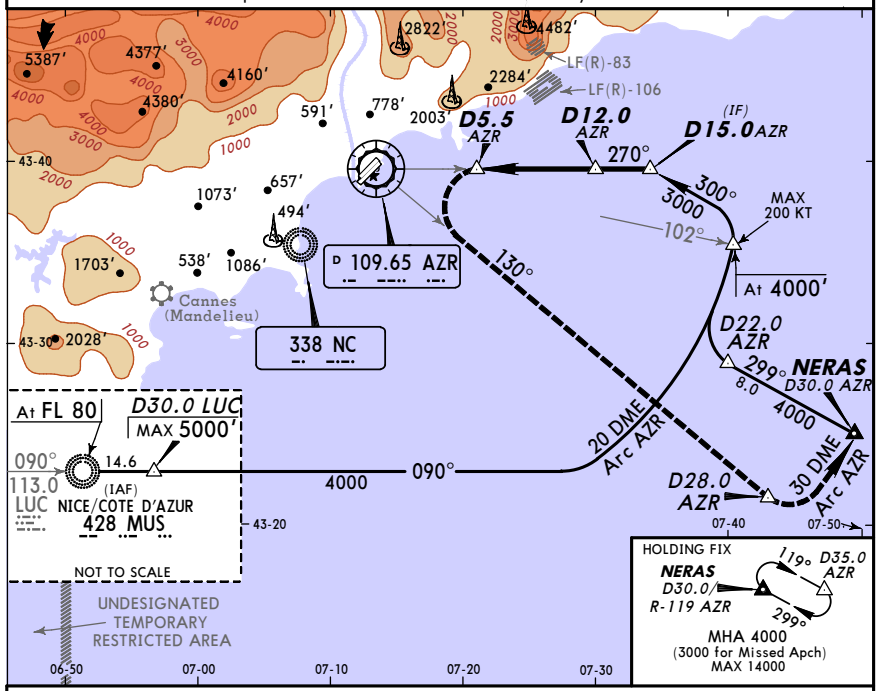
ATIS	NICE Approach	NICE Tower	Ground
136.57 (French 129.6)	124.17 130.82 134.47	118.7 123.15	121.7

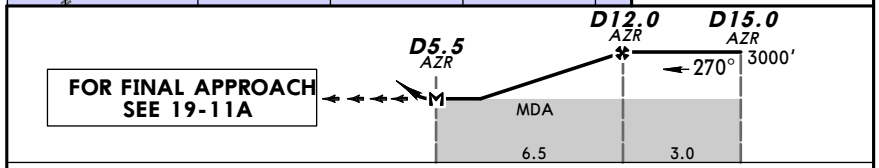
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
AZR 109.65	Refer to chart 19-11A	D12.0 AZR 3000′ (2988′)	1500′ (1488′)	12′

MISSED APCH: Turn LEFT (MAX 185 KT) to intercept and follow R-130 AZR climbing to 3000′. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS join holding at 3000′.

10,300′ 252° 080° 3300′ 047° 3000′
MSA
NC Lctr

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





FOR FINAL APPROACH
SEE 19-11A

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D5.5 AZR						

REIL
PAPI-L

185 KT MAX
LT

AZR 109.65 R-130

JAR-OPS

PANS OPS 4

	Max Kts	MDA(H)	VIS
A	110	1500′ (1488′)	8 km
B	135		
C	180		
D	205		

CHANGES: Communications. SMA.

LFMN/NCE

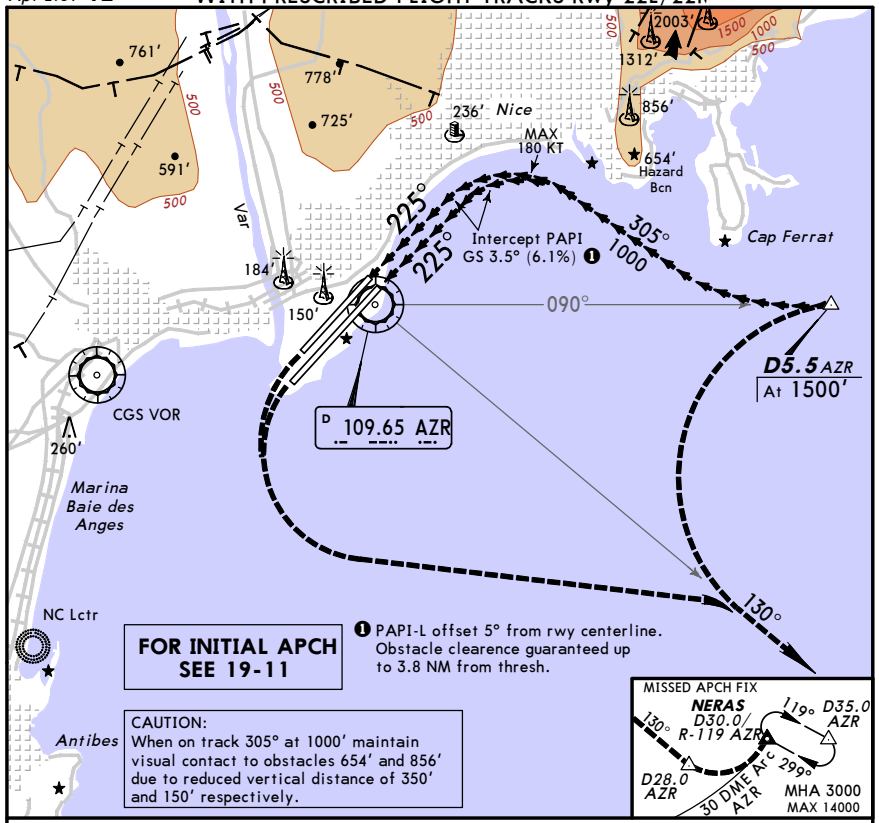
JEPPESEN NICE/COTE D'AZUR, FRANCE

30 NOV 07 (19-11A)

NICE/COTE D'AZUR

VOR DME AZR **SALEYA** CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS Rwy 22L/22R

Apt Elev **12'**



BALKED LANDING:
Turn LEFT to intercept R-130 AZR climbing to 3000'. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS join holding at 3000'.

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110	1500' (1488')	8 km
B	135		
C	180		
D	205		

CHANGES: None.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

30 NOV 07 (19-12)

NICE/COTE D'AZUR

VOR DME CGS CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS Rwy 22L/R

BRIEFING STRIP™

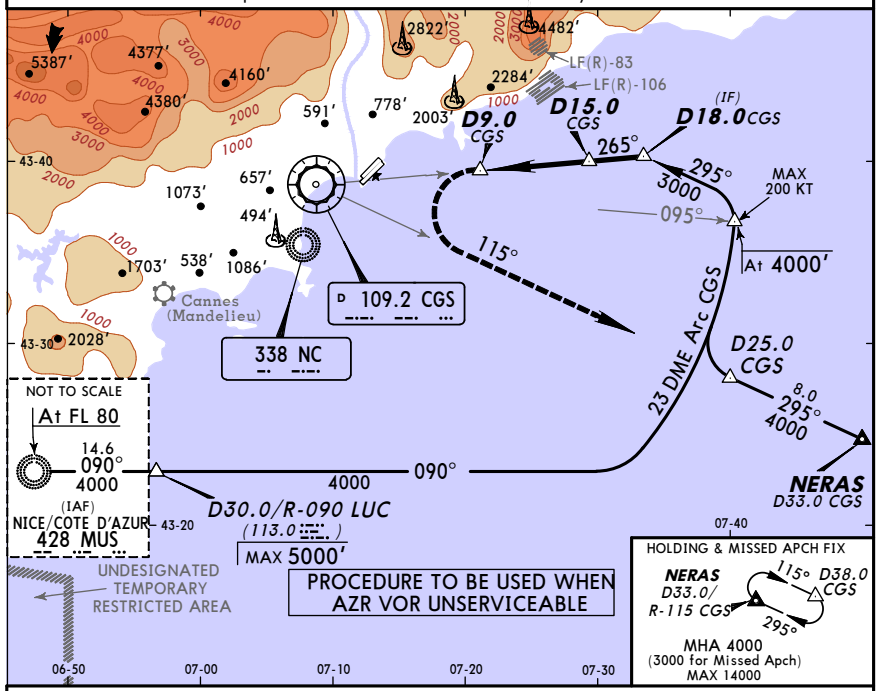
ATIS	NICE Approach	NICE Tower	Ground
136.57 (French 129.6)	124.17 130.82 134.47	118.7 123.15	121.7

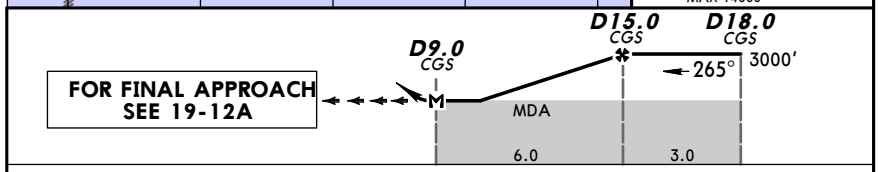
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
CGS 109.2	Refer to chart 19-12A	D15.0 CGS 3000' (2988')	1500' (1488')	12'

MISSED APCH: Turn LEFT (MAX 185 KT) to intercept R-115 CGS climbing to 3000' to NERAS. At NERAS join holding at 3000'.

10,300' 252° 080° 3300' 047° 3000'
MSA
NC Lctr

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D9.0 CGS						

REIL
PAPI-L
185 KT MAX
LT
CGS 109.2
R-115

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110	1500' (1488')	8 km
B	135		
C	180		
D	205		

PANS OPS 4

CHANGES: Communications. SMA.

LFMN/NCE

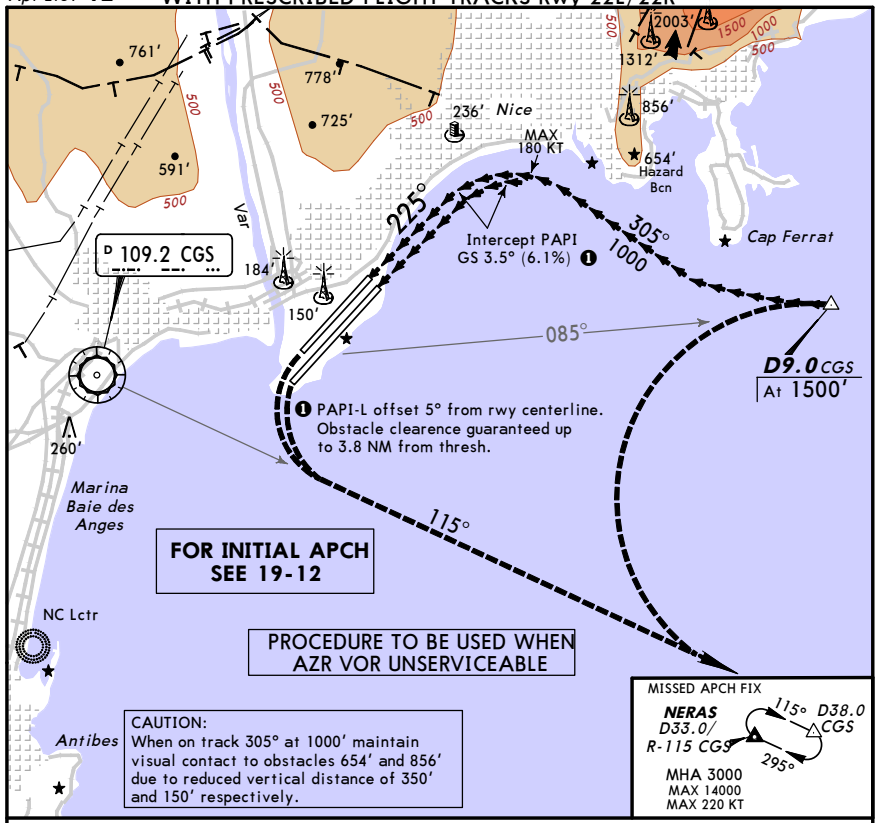
JEPPESEN NICE/COTE D'AZUR, FRANCE

30 NOV 07 (19-12A)

NICE/COTE D'AZUR

VOR DME CGS CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 22L/22R

Apt Elev 12'



BALKED LANDING:

Turn LEFT to intercept R-115 CGS climbing to 3000' to NERAS.
At NERAS join holding at 3000'.

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110		
B	135		
C	180	**1500'** (1488')	8 km
D	205		

CHANGES: None.

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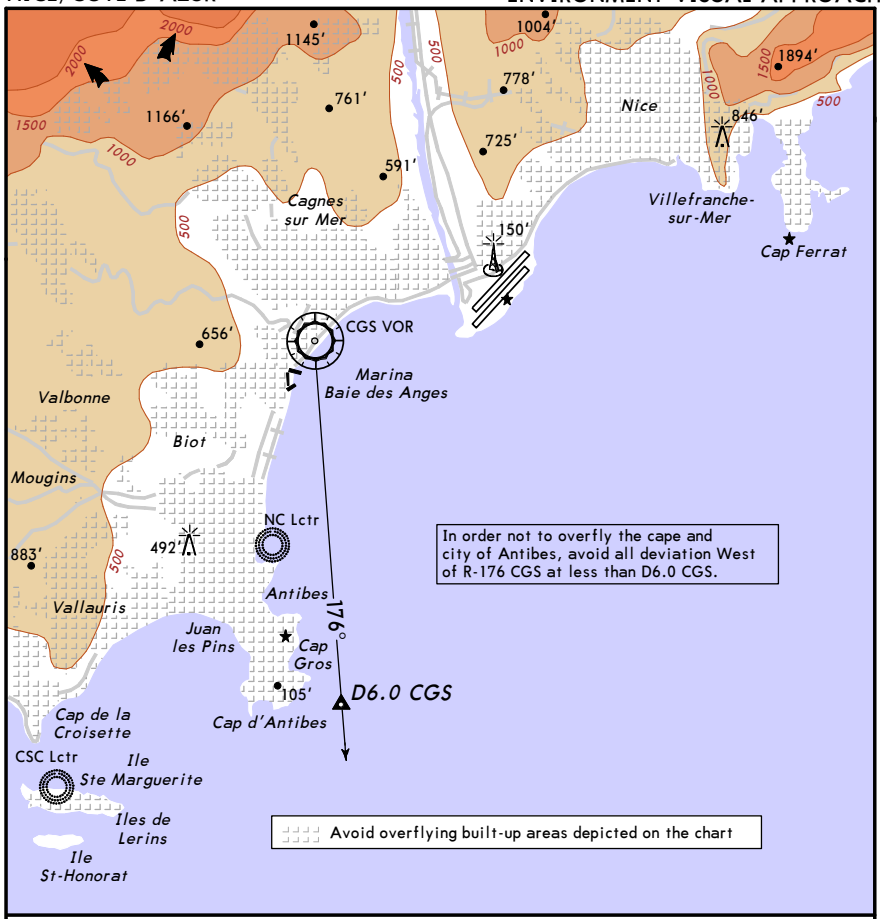
LFMN/NCE

NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

17 MAR 06 (19-13)

ENVIRONMENT-VISUAL APPROACH



Visual Approach clearance delivered on pilot request or ATC proposal

Instructions, except for safety requirement:

Do not overfly ground below 5000' AGL.
Avoid overflying Nice, Villefranche-sur-Mer and Cap Ferrat.
Normally, low noise flying procedures should be adopted near to the coast.
Avoid excessive power changes as much as possible and limit landing gear/flaps extension to strict minimum.

Visual approach conditions:

When RWY 22 in use, visual approaches are forbidden when lighting and weather conditions for SALEYA procedure implementation are not provided.

CHANGES: Chart reindexed.