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List of pages in this Trip Kit

General Information

Location: NICE/COTE D'AZUR FRA
ICAO/IATA: LFMN / NCE
Lat/Long: N43° 39.92', E007° 12.90'
Elevation: 12 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0448 Z
Sunset: 1815 Z

Runway Information

Runway: 04L
Length x Width: 8622 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 295 ft

Runway: 04R
Length x Width: 9721 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline, REIL

Runway: 22L
Length x Width: 9721 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Centerline, REIL

Runway: 22R
Length x Width: 8622 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 190 ft

Communication Information

ATIS: 136.580
ATIS: 129.605 Non-English
Nice Tower: 123.150 Secondary
Nice Tower: 122.380 VHF-DF
Nice Tower: 118.700 VHF-DF
Nice Ground: 121.705
Nice Clearance Delivery: 121.780
Nice Approach: 122.925
Nice Approach: 120.655
Nice Approach: 124.180 VHF-DF
Nice Approach: 125.580 Secondary
Nice Approach: 134.475 VHF-DF
Nice Approach Arrival: 134.475 VHF-DF
Nice Approach Arrival: 128.205
Nice Approach Arrival: 124.180 VHF-DF
Nice Approach Departure: 130.830 VHF-DF
Nice Information: 120.850 Flight Info Service VHF-DF
Nice Information: 122.925 Flight Info Service VHF-DF
Nice Information: 124.425 Flight Info Service

1. GENERAL

1.1. ATIS

D-ATIS 136.580
129.605 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

ACFT operating IFR or VFR must comply with noise abatement procedures published in the AIP.

Pilots shall observe the engine operation instructions included in the operating manuals to reduce noise nuisances of landing and take-off.

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.

1.2.2. NIGHTTIME RESTRICTIONS

Turbojet ACFT not licensed according to ICAO Annex 16, Volume I, Part II, Chapter 3 or 4 are not allowed to:

- Take-off between 2315-0600LT of departure from apron;
- Land between 2330-0615LT of arrival on apron.

No Jet ACFT whose noise certification corresponds with ICAO Annex 16, VolumeI, Part II, Chapter 3 with a cumulated margin less than 13 EPNdb can:

- Take-off between 2315-0600LT for departure from the apron;
- Land between 2330-0615LT for arrival on the apron.

These restrictions do not apply to:

- ACFT in emergency for flight safety reasons;
- Humanitarian or ambulance flights;
- ACFT operating government missions;
- Military ACFT and French State ACFT.

1.2.3. RUN-UP TESTS

Except for necessary checks before take-off of piston engine ACFT 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.

1.2.4. AUXILIARY POWER UNITS (APUs)

Except for apron Kilo, the use of APU by parked ACFT is restricted to:

- 30 minutes after arrival at stand;
- 30 minutes before departure from stand.

1.2.5. KILO APRON

In order to reduce the noise nuisances due to ACFT using the apron Kilo, special operating instructions for this parking have been defined.

ACFT using this apron shall comply with these operating restrictions:

Entering apron via TWY U, engines and APU must be stopped on designated line "STOP ENGINE AND APU". Thereafter ACFT towing is compulsory.

Use of APU while parked on apron is prohibited.

When departing from apron Kilo, towing is compulsory towards start-up engine stands where 400Hz/28V power units and air conditioning systems are compulsory.

For incompatible ACFT or in case of equipment failure, use of APU is restricted to up to 30 minutes or less.

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF TRANSPONDERS ON THE GROUND

1.3.1.1. GENERAL

APT is equipped with the multilateration system using Mode-S transponder data and aiming to improve the accuracy and reliability of the ground movement monitoring system (SMGCS).

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

Pilots shall check that the ACFT Mode S transponder is operational.

For outbound taxiing ACFT:

Before any move (push-back or taxiing):

- Using the FMS or the transponder control unit enter:
  - The flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW362, DLH04T, AF651PQ..);
  - In the absence of flight identification, the ACFT registration (ex.: FHJCR).
- Select XPNDR or its equivalent (with respect to the installed model).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).
- Display the Mode A code assigned by ATC unit.

For inbound taxiing ACFT:

After landing and until stopping at the parking stand:

- Maintain the last mode A code assigned by ATC unit.
- Select XPNDR or its equivalent (with respect to the installed model).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).

For moving ACFT:

During towing, autonomous change of parking stand:

- Using the FMS or the transponder control unit, enter the ACFT registration (ex.: FHJCR).
- Select XPNDR or its equivalent (with respect to the installed model).
- Select AUTO mode if the function is available (do not select the OFF or STDBY functions).
- Display Mode A code 0000.

For ACFT at parking stand:

- Select OFF or STBY.

1.3.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

The pilot of an ACFT not equipped with a Mode S transponder, or equipped with an unserviceable Mode S transponder, moving on the movement area, shall display the Mode A+C code, or, if none assigned, the code = 0000.

1.4. RWY OPERATIONS

1.4.1. SEGREGATED RWY OPERATIONS

RWY 04L/22R used for landing.

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

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

CAUTION: Strictly follow RWY crossing clearance. It is mandatory to read back all instructions before crossing a RWY.

If no such clearance received, ACFT must stop before holding position marking. In ILS condition, crossing of northern RWY by code D, E and F ACFT is done via TWY C1.

1.5.2. REDUCED TAXI SPEEDS

Due to shorter separation distances on TWYs located to the North of TWY U (TWY U excluded):

- on straight portions: limitation of taxiing speed to 17 KT.
- on curved portions: limitation of taxiing speed to 10 KT and advice for pilots with ACFT with MAX wingspan greater than 118.1'/36m to carry out an over-steering maneuver.

1.6. PARKING INFORMATION

Some ACFT stands have Visual Docking Guidance Systems (VDGS).

Some high density ACFT stands have green marking to identify the different positions on the same stand.

Pilots can enter a stand only if instructed by marshaller (and VDGS if operational).

Without marshaller on the stand, ACFT should hold position on TWY or taxilane centerline ahead of the stand lead-in line and notify GND to request assistance.

Stands 2A/B/C, 6A/B/C, 8A/C, 10A/B/C, 12A/B/C, 14A/B/C, 16A/B/C, 18A/C, 19A/C/D, 20, 21, 22, 23A/C/D, 24A/C, 26R, 28, 40A/B/C, 41A/D, 42, 43A/D, 44, 45A/C/D, 46A/B/C, 47A/D, 48A/B/C, 50A/B/C, 52A/B/C, 54A/B/C, 56A/B/C/L, 58A/B/C, 60 and 62 are nose-in stands.

Stands 1B thru 1Q, 5, 11, 13, 24D, 26, 26A, 28A, 31, 33B/D/E, 35B/C/D/E, 37A/B/D/E, 39A/B/C/D/E/F, 41B, 43B, 45B, 47B, 49A/B, 51A/B/C, 53A/B/C, 71A/B/C/D/E/F, 73A/B/C/D/E/F, 75A/B/C/D/E/F and 77 are nose-out stands.

Stand 2L, 7, 9 and 15 are push-back.

Push-back for stands 19 thru 23 on ATC instructions.

Entry of stands 41A, 43A, 45A and 47A by push-back.

Departure stands of apron K, identified as 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1J and 1Q, are closed from 2200-0500 (2100-0400 in the summer).

Departures from apron K within previous notified hours must be performed from another stand, after towing.

On apron K the use of parking brakes is prohibited during parking period. Crews are advised that ACFT can be parked with reduced margins between ACFT and between wings by presenting a head-to-tail configuration on some positions of apron K. ACFT can be moved from their stand, without prior notice and by the handler, as part of the parking optimization on apron K.

Except when otherwise instructed by ATC, push-backs for 'nose-in' parked ACFT must be:

- heading East for stands 10B thru 24, except stands 19 thru 23;
- heading East for stands 50 thru 62;
- heading West for stands 2 thru 10A, 26 thru 28 and 40A, except stands 7 and 9;
- heading South for stands 40 thru 48, except stand 40A heading West;
- on ATC instruction for stands 7, 9, 19, 21 and 23.

1. GENERAL

1.7. OTHER INFORMATION

1.7.1. GENERAL

Birds.

Helicopter activity.

RWYs 04L and 04R right-hand circuit.

1.7.2. APT CHARACTERISTICS

1.7.2.1. 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.

Operational Requirements for Commercial Operators

Captains must have followed a training program on current procedures and the basic characteristics of the APT infrastructure.

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.

TWY U

Presence of oblique green bands on shoulder of TWY U to differentiate it from parallel RWY 04L/22R (risk of confusion in approach).

1.7.2.2. 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.

Obstacles/High Ground

860' and 2000' peaks at 3.5NM and 5NM respectively, from RWY 22 THRs.

Peaks up to 4200' 9NM, NW and NE of the APT with peaks over 10,000' 29NM NNE.

RWY Direction (QFU) and Wind

RWY direction was determined by local topography, not prevailing wind direction.

The preferred QFU is QFU 04.

Possibility of wind shear on final 04/22 combined with a strong tailwind component at medium altitude and crosswind 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).

1.7.2.3. STANDARD INSTRUMENT ARRIVALS

All STARs require RNAV 1 capability based on GNSS sensor. If not available report "non RNAV" in order to get RADAR vectoring.

STAR clearance only affects published route data. Any change in speed or flight level requires ATC clearance.

During STAR or when being RADAR vectored the descend profile has to be adjusted in order to adhere to published requirements. If not possible immediately inform ATC.

1. GENERAL

1.7.2.4. ARRIVALS

QFU 043 Arrivals

Landings are preferred due to the meteorology, minima and topography.

RWY 04L is dedicated to landings.

Under favourable meteorological conditions (DAY: VIS 10km/cloud base 2500'; NIGHT: VIS 10km/cloud base 3000') the RNP A RWY 04L is the preferential approach.

In case of loss of RNAV capability, the pilot must give notice.

This procedure is followed by VPT A.

During less favourable conditions ILS 04L, RNP Z and RNP Y are in use. The 3^ slope allows for low noise descents over Antibes.

QFU 223 Arrivals

RWY 22R is dedicated to landings.

For RWY 22 landings, the preferential approach is the RNP D RWY 22R approach followed by VPT RWY 22R.

In case of loss of RNAV capability the pilot must give notice.

To carry out these procedures, 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 procedures will not be carried out. 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 mere absence of operating conditions for circle-to-land with prescribed flight tracks 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.

1.7.2.5. 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.

TWY A3 cannot be used at NIGHT for departures from RWY 04R.

TWYs EB and EF are exit only TWYs from RWY 04R/22L.

1.7.2.6. 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.

1.7.2.7. WIND SHEAR INFORMATION TO PILOTS

Wind shear event is quite frequent. Therefore, a system to detect the phenomenon has been implemented on the airfield. If wind shear is detected in the immediate vicinity of the APT, the information is relayed to pilots via ATIS or control frequency by ATC.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

Procedure "RNP A RWY 04L/04R followed by VPT A RWY 04L/04R"

The procedure "RNP A followed by VPT A", used on RWY 04L or 04R, is a noise abatement procedure intended to better manage the noise nuisances over the cities of Cannes, Vallauris and Antibes.

It is the preferred arrival procedure to NICE.

In order not to overfly land (cape and city of Antibes) during the approach, pilots are requested to avoid all deviations West of 354^ from MN04A.

Any execution of an ILS or RNP Z/Y procedure when RNP A procedure is in use will be followed by an analysis of the causes. Based on this analysis, an infringement report could be filed.

Procedures "RNP D followed by VPT D" and "VOR B RWY 22L/22R followed by VPT B RWY 22L/R"

Pilots are requested to avoid overflying land (Cape Ferrat, cities of Villefranche-sur-Mer and Nice).

Visual Approaches

When performing a visual approach, pilots shall comply with instructions on the Environment Visual Approach Chart. In particular:

- Do not overfly land below 5000ft AGL (unless given ATC clearance);
- During the final approach:
  - RWY 04: in order not to overfly Cape and city of Antibes, avoid all deviations West of 354^ from MN04A at less than 6NM CGS DME;
  - RWY 22: do not overfly Cape Ferrat and the cities of Villefranche-sur-Mer and Nice.

Instrument Straight-In Approaches RWY 04 (ILS, RNP Z/Y or LOC)

In order to reduce the noise nuisances generated by ACFT, RWY 04 instrument straight-in approaches shall be carried out, except for safety reasons, in accordance with noise abatement procedures described in operating manuals and shall comply with the following instructions:

- Avoid increases in power and thrust during final approach;
- Comply with MAX 200 KIAS at points shown on approach charts;
- Landing gear extension recommended after passing 5.0NM THR 04L or 4.6NM THR04R.

Optimized Descent

If the traffic situation allows it, an optimized descent for all RWYs can be flown, following ATC instructions.

Before the FAF/FAP the approach should be conducted, as much as possible, in a noise-abatement, low-power, low-drag manner consistent with the safe operation of the ACFT.

If there is no constraint, ATC may the phraseology "when ready, descend/reduce" or "descend/reduce at discretion" in its descent or speed instructions. In this case, the pilot can modify the vertical and/or speed profile, in order to optimize the descend as much as possible.

2.1.2. REVERSE THRUST

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

2. ARRIVAL

2.2. TAXI PROCEDURES

To protect critical LOC areas and except for operational needs, it is requested that:

- code E and F ACFT landing on RWY 04L, exit no further than TWY G1;
- code A and D ACFT landing on RWY 04L, exit no further than TWY H1;
- all ACFT landing on RWY 04R, exit no further than TWY EY.

In the event of an exceptional exit beyond these TWYs, inform ATC as soon as possible.

2.3. OTHER INFORMATION

2.3.1. GENERAL

Turbulence and wind discontinuity during approach possible.

Handling mandatory.

3. DEPARTURE

3.1. OPERATIONAL DEPARTURE AND START-UP PROCEDURE

3.1.1. DEFINITION

A-CDM is an APT traffic management optimization concept. The "Departure" procedure is based on a local system calculating and managing an off-block departure sequence. This system is linked to the Network Manager Operations Center (NMOC). This local calculation system is called PDS (Pre Departure Sequencer).

At NICE COTE D'AZUR, the A-CDM system and associated procedures are called CPDS (Collaborative Pre Departure Sequencing): PDS + DMAN + CDM Portal.

PDS = Pre Departure Sequence. This is the APT Operator Tool which calculates TSAT. It is interfaced with DMAN for departure sequence calculation.

DMAN = Departure Manager. This is an ANSP tool. It is interfaced with PDS for departure sequence calculation.

The SOBT (Scheduled Off-Block Time) is the time corresponding to an APT slot allocated by COHOR.

The EOBT (Estimated Off-Block Time) is the off-block time in the flight plan.

The TOBT (Target Off-Block Time) is the target time set by the airline itself for the off-block departure time and transmitted to the A-CDM system.

The TSAT (Target Start-up Approval Time) is the target Start-up Approval Time calculated by the PDS according to the TOBT, local platform constraints and CTOTs allocated by the NMOC.

The ASAT (Actual Start-up Approval Time) is the actual time for Start-up.

The TTOT (Target Take-Off Time) is the target time of take-off calculated according to TOBT, variable taxiing times, APT local constraints and CTOT.

The CTOT (Calculated Take-Off Time) is the time at which the ACFT can take off, it is allocated by the NMOC.

The AOBT (Actual Off-Block Time) is the time at which the ACFT makes Off-Block (push-back for nose in stands and taxiing for nose out stands).

The AIBT (Actual In-Block Time) is the time at which the ACFT makes In-Block.

The ALDT (Actual Landing Time) is the time at which the ACFT lands.

The EIBT (Estimated In-Block Time) is the estimated time at which the ACFT will make In-Block.

The ELDT (Estimated Landing Time) is the estimated time at which the ACFT will land.

3. DEPARTURE

CDM Stakeholders

APT Operator - ACA (Aeroports de la Cote d'Azur):

- It is in charge of stand and gate allocation. Through the PDS tool, it is in charge of TSAT and TTOT calculation which are calculated according to TOBT, variable taxi times, APT local constraints and CTOT.

Ground Handlers:

- They are in charge of turnaround process. They are responsible for TOBT updates in APT CDM Portal (https://cdm.nce.aero).
  They receive TSAT and TTOT from PDS and provide pilots with them.

Airlines:

- They are in charge of flight plan update and EOBT update (according to TOBT provided by the ground handler).

Pilots:

- They receive TOBT/TSAT from the ground handler or directly by consulting Nice APT CDM portal at https://cdm.nce.aero.
  They are responsible for the different steps of the departure process with the Tower which have to be done at the right moment.

ANSP - ATS unit (Air Navigation Service Provider):

- With pilots, they are in charge of the departure process which has to be done according to TSAT and TTOT provided by PDS.

NMOC (Network Manager Operations Center):

- They are in charge of European airspace management. For each flight they receive departure information (TOBT/TSAT/TTOT/AOBT/SID...) via DPI messages (Departure Planning Information) sent by the APT operator at each step/update on the flight in order to have a better predictability/anticipation of the moment the flight will take-off. This will improve CTOT management.

3.1.2. GENERAL

The A-CDM concept is based on the sharing of flight-related information and the integration of all constraints on the partners working in collaboration (airlines, APTs, ground handlers, ATS unit and NMOC).

NICE COTE D'AZUR PDS system continuously calculates a sequence of off-block departure times, thus providing a TSAT for each flight.

The TOBT and its updates improve predictability and punctuality during the ACFT turnaround process from the take-off of outstation until take-off from departure APT. By using variable taxi times, RWY capacity, the off-block departure sequence is transformed into TTOT. These times can be seen by all partners and are also communicated to the NMOC for inclusion in management of the European network.

For each flight, in all situations and particularly in disrupted situations, the PDS calculates a TSAT, thus providing an off-block departure sequence enabling the ATS unit to optimize use of the available capacity.

3.1.3. COORDINATION WITH THE NETWORK

The NICE COTE D'AZUR APT is directly connected to the NMOC to exchange flight data update messages (Collaborative Management of Flight Updates). These DPI messages include the TOBT, TSAT and TTOT. The NMOC takes into account these data for enroute traffic prediction and for slot allocation.

In sequenced mode, the update of the TOBT and therefore EOBT update according to TOBT is a benefit for airlines whose CTOT calculation is better optimized.

This data transfer will enable highly accurate early predictions of landing and departure times, allowing thus a more accurate and efficient calculation of CTOT due to the use of local TTOT.

3. DEPARTURE

This communication is done via the following messages:

- Flight Update Messages (FUM).
- Early Departure Planning Information Messages (E-DPI).
- Target Departure Planning Information Messages (T-DPI).
- ATC Departure Planning Information Messages (A-DPI).

Basic Network Operations procedures continue to apply.

The Network Operation will take into account these TTOT when updating flight profile in its system.

3.1.4. SOBT AND EOBT

On reception of the flight plan (at least 3 hours before EOBT according to the NMOC rules), EOBT and SOBT must be consistent. The EOBT must comply with the following constraint: EOBT more than SOBT, otherwise:

At TOBT -40 minutes

If EOBT is not later or equal to SOBT, TSAT will not be displayed, the status DE-SEQ will be displayed in the CDM portal, Startup approval will not be granted and the flight will not take-off.

After TOBT - 40 minutes

In the case the constraint EOBT greater or equal to SOBT was initially respected (TSAT was displayed) and after EOBT or SOBT update EOBT is no more later or equal to SOBT, TSAT will be deleted, the status DE-SEQ will be displayed in the CDM portal, start-up approval will not be granted and the flight will not take-off.

Once the constraint EOBT greater or equal to SOBT will be respected, TSAT will be displayed, start-up approval will be granted and the flight will be able to follow the departure process to take-off.

In the case EOBT is not later or equal to SOBT, airline OCC must file a new flight plan so that EOBT greater or equal to SOBT.

3.1.5. TOBT

The TOBT is the target time the airline itself sets as off-block departure time:

- Doors closed;
- Jetway removed;
- Push-back available (if required);
- ACFT ready to taxi (nose-out)/be pushed back (nose-in) when cleared to do so;
- Crew ready.

The TOBT must be locally updated on the platform, consequently the person responsible for the TOBT of a flight is the ground handler. The TOBT is therefore input in ACA PDS system by the ground handler.

The ACA PDS system initially calculates an automatic TOBT based on the best-known time at a given moment (SOBT, EOBT, ELDT, EIBT, ALDT, AIBT, etc.). After the In Block event, via Nice CDM portal (https://cdm.nce.aero), the ground handler will have to update this TOBT according to the turnaround process.

This will allow to estimate the target off block time in a more reliable way.

The TOBT is automatically calculated until AIBT, unless it was manually updated by the ground handler via the CDM portal.

A new TOBT must be issued by the ground handler as soon as they identify a delay or an improvement regarding the previous TOBT.

In case of an improvement, the TOBT can be moved forward until EOBT -10 minutes and not earlier.

In case of delay, TOBT can be delayed until EOBT +15 minutes and not later.

TOBT cannot be earlier than SOBT -10 minutes.

Any new TOBT must be later than the current time.

3. DEPARTURE

The TOBT must be updated at the latest before the last TOBT value in effect so that the flight remains in the sequence.

There is no limit on the number of TOBT updates for the same flight.

For all flights, it is still mandatory to update the flight plan by a DLA message when the TOBT is later tn EOBT +15 minutes (TOBT greater than EOBT +15 minutes). In case TOBT is earlier than EOBT-10 minutes (TOBT smaller than EOBT -10minutes), airline will have to cancel the flight plan and refile a new one. If there is a difference of more than 15 minutes between the TOBT and EOBT, an alarm is triggered and displayed on the Nice CDM portal. However, it must be emphasized that the TOBTs and flight plans are managed differently:

- A TOBT can always be moved forward or backward, whereas the flight plan EOBT can be put off by a DLA, but cannot be moved earlier.
- It is therefore important that each airline manages its own procedure for flight plan updating according to TOBT changes.

The usual ICAO procedures for updating flight plans remain the same: transmission of a DLA message when TOBT/SOBT more than (EOBT +15 minutes).

The airline must still manage:

- The flight plans by sending DLA messages to avoid FLS (Flight Plan Suspended) due to FAM (Flight Activation Monitoring);
- Compliance with the CTOT.

3.1.6. TSAT

TSAT is the Tartget Start-up Time. It is calculated by the PDS system taking into account available departure capacity at the APT, the TOBTs of other flights and the slots provided by the NMOC.

The TSAT is the time at which an ACFT must request and obtain the start-up approval.

A TSAT is calculated for all scheduled flights with a departure time in the next 40 minutes.

To optimize the off-block departure sequence, TSAT is continuously calculated and can be moved forward or back at any time. The TSAT has a validity window of {5 minutes. A flight can be removed from the sequence (blocked) if it does not comply with its TSAT. In this case, the TSAT is no longer valid and the flight is no longer cleared for departure (the TSAT is no longer updated). A flight is only re-sequenced once a new TOBT has been updated in the CDM portal by the ground handler, resulting in a new TSAT.

The conditions for a flight to be blocked by the PDS system are the following:

For scheduled flights excluding TAXI airlines:

- Flight has not received Departure Clearance at TSAT +2 minutes;
- Flight has not received Start-up Clearance at TSAT +5 minutes;
- Flight has not left its stand (AOBT) at ASAT +5 minutes;
- Flight suspended by the NMOC due to, for example, closure of the destination airfield.

For non-scheduled flight including TAXI airlines:

- Flight has not received Departure Clearance at TSAT +2 minutes;
- Flight has not received Start-up Clearance at TSAT +5 minutes;
- Flight has not left its stand (AOBT) at TSAT +7 minutes;
- Flight suspended by the NMOC due to, for example, closure of the destination airfield.

Provided that the ground handling agent reports a change in TOBT before the TSAT expires, the flight is sequenced according to the new TOBT received.

3. DEPARTURE

3.1.7. DEPARTURE PROCEDURE WITH THE ATS UNIT IN SEQUENCED MODE

3.1.7.1. TOBT AND TSAT COMMUNICATION

The TOBT and TSAT for each flight are known:

- via the ground handler;
- on the CDM portal: hhtps://cdm.nce.aero
  reachable via computers, smartphones or tablets. A pilot specific interface is also provided: no login nor password are needed, only the call sign is requested for connection.

The handling agent must make sure that the TOBT is known to all parties involved in ACFT handling at all times. Any change in the TSAT must be communicated by the handling agent to the crew (by direct contact, radio or datalink). Communication of the TSAT to the crew must be performed with the same priority as the NMOC CTOT.

Blocked flight status and the different alerts transmitted by the PDS system will also be displayed on the CDM website.

3.1.7.2. START-UP IN SEQUENCED MODE FOR SCHEDULED FLIGHTS EXCLUDING TAXI AIRLINES

Departure Clearance

The pilot must contact PREFLIGHT by radio or send an RCD (Request for Departure Clearance Downlink) to request Departure Clearance from TOBT -15 minutes. The ATS unit will then send the pilot the Departure Clearance information, and ask the pilot to call back when ready to depart.

If the pilot calls too early, PREFLIGHT will ask the pilot to call back from TOBT -15 minutes.

In the case of an RCD, there will be no ACARS reply before TOBT -15 minutes.

If the pilot calls or sends an RCD too late (from TSAT +2 minutes), the flight will be blocked by the PDS system and clearance will be refused. The flight will not take off until it is unblocked. To unblock the flight, the ground handler will have to update TOBT (coordinated with the pilot) in the CDM portal. Then a new TSAT will be calculated.

Start-up Clearance (ASAT)

Pilots have to make sure that transponder is operative before the start-up request.

The pilot calls PREFLIGHT between TSAT -5 minutes and TSAT +5 minutes to obtain Start-up Clearance. PREFLIGHT then gives Start-up Clearance and transfers the pilot to the GROUND frequency.

If the call is made after TSAT +5 minutes, the flight will be blocked by the PDS system and clearance refused. The flight will not take off until it is unblocked. To unblock the flight, the ground handler will have to update TOBT (coordinated with the pilot) in the CDM portal. Then a new TSAT will be calculated.

NOTE: If a pilot has any doubt regarding his/her TSAT, he/she must contact the ground handling agent to obtain his/her current TSAT.

3.1.7.3. PUSH-BACK IN SEQUENCED MODE FOR SCHEDULED FLIGHTS EXCLUDING TAXI AIRLINES

Push-back (or taxiing) approval is given on the Ground frequency from ASAT the ACFT being ready for push-back/to leave the block.

Push-back/start of taxiing clearance is valid for 1 minute.

Push-back/taxiing must therefore begin promptly once clearance is given.

The flight may be blocked by the ATS unit and have to repeat the entire departure procedure if it does not comply with this rule.

3. DEPARTURE

If off-block departure has not been performed within 5 minutes of Start-up Clearance being received (ASAT +5 minutes), the flight will be blocked by the PDS system.

The flight will not take off until it is unblocked. To unblock the flight, the ground handler will have to update TOBT (coordinated with the pilot) in the CDM portal. Then a new TSAT will be calculated.

3.1.7.4. START-UP IN SEQUENCED MODE FOR NON-SCHEDULED FLIGHTS INCLUDING TAXI AIRLINES

Departure Clearance

The pilot must contact PREFLIGHT by radio or send an RCD (Request for Departure Clearance Downlink) to request Departure Clearance from TOBT -15 minutes. The ATS unit will then send the pilot the Departure Clearance information, and ask the pilot to call back when ready to depart.

If the pilot calls too early, PREFLIGHT will ask the pilot to call back from TOBT -15 minutes.

In the case of an RCD, there will be no ACARS reply before TOBT -15 minutes.

If the pilot calls or sends an RCD too late (from TSAT +2 minutes), the flight will be blocked by the PDS system and clearance will be refused. The flight will not take off until it is unblocked. To unblock the flight, the ground handler will have to update TOBT (coordinated with the pilot) in the CDM portal. Then a new TSAT will be calculated.

Start-up Clearance (ASAT)

Pilots have to make sure that transponder is operative before the start-up request.

The pilot calls PREFLIGHT between TSAT -5 minutes and TSAT +5 minutes to obtain Start-up Clearance. PREFLIGHT then gives Start-up Clearance and transfers the pilot to the GROUND frequency.

If the call is made after TSAT +5 minutes, the flight will be blocked by the PDS system and clearance refused. The flight will not take off until it is unblocked. To unblock the flight, the ground handler will have to update TOBT (coordinated with the pilot) in the CDM portal. Then a new TSAT will be calculated.

NOTE: If a pilot has any doubt regarding his/her TSAT, he/she must contact the ground handling agent to obtain the current TSAT.

3.1.7.5. PUSH-BACK IN SEQUENCED MODE FOR NON-SCHEDULED FLIGHTS INCLUDING TAXI AIRLINES

Push-back (or taxiing) approval is given on the Ground frequency from TSAT -5 minutes, the ACFT being ready for push-back/taxi.

Push-back/start of taxiing clearance is valid for 1 minute.

Push-back/taxiing must therefore begin promptly once clearance is given.

The flight may be blocked by the ATS unit and have to repeat the entire departure procedure if it does not comply with this rule.

If off-block departure has not been performed within 7 minutes after the TSAT (TSAT +7 minutes), the flight will be blocked by the PDS system.

The flight will not take off until it is unblocked. To unblock the flight, the ground handler will have to update TOBT (coordinated with the pilot) in the CDM portal. Then a new TSAT will be calculated.

3. DEPARTURE

3.1.8. DEPARTURE PROCEDURE IN NON-SEQUENCED MODE

3.1.8.1. COMMUNICATING OFF-BLOCK DEPARTURE TIME

If a technical or operational issue makes it impossible to use the off-block departure sequence calculated by the PDS system, the APT may have to switch departure management to non-sequenced mode.

A warning is displayed in the sequence, which can be accessed on the CDM portal: https://cdm.nce.aero.

In this case, TSAT display on the DMAN will be suspended.

In this mode, the off-block departure sequence is no longer automatically calculated, but a similar departure procedure continues to be applied manually. TOBTs must still be updated by airlines, as must the flight plan EOBTs dependent on these TOBTs.

The ATS unit will calculate an off-block departure time which will be confirmed on the PREFLIGHT frequency when called at TOBT -15 minutes.

This time corresponds to:

- Flight plan EOBT for a non-regulated flight;
- COBT (= CTOT - local default taxiing time) for a regulated flight.

3.1.8.2. START-UP IN NON-SEQUENCED MODE

Departure Clearance

Departure Clearance will be given on the PREFLIGHT frequency or via ACARS. The pilot must contact PREFLIGHT or send an RCD to request Departure Clearance at TOBT -15 minutes.

The ATS unit will then send the pilot the Departure Clearance information and ask the pilot to call back when ready to depart.

If the pilot calls too early, PREFLIGHT will ask the pilot to call back at TOBT -15 minutes. In the case of an RCD, there will be no ACARS reply before TOBT -15 minutes.

Start-up Clearance

Pilots have to make sure that transponder is operative before the start-up request.

When the pilot calls to state that he/she is ready for departure, there are two possible cases:

1. If the departure time is close, PREFLIGHT gives Start-up Clearance and transfers the flight to the Ground frequency.
2. If the departure time is not for some time, PREFLIGHT confirms the scheduled off-block departure time and asks the pilot to call back accordingly.

3.1.8.3. PUSH-BACK IN NON-SEQUENCED MODE

Push-back approval is given on the Ground frequency, the ACFT being ready for push-back/to leave the block. This contact must allow push-back/off-block departure at EOBT {15 minutes or before COBT +10 minutes; otherwise the flight will be blocked by the ATS unit until the flight plan has been updated by the airline sending a DLA message.

Push-back clearance is valid for 1 minute.

Push-back must therefore begin promptly once clearance is given. The flight may be blocked by the ATS unit and have to repeat the entire departure procedure if it does not comply with this rule.

3. DEPARTURE

3.2. START-UP AND PUSH-BACK PROCEDURES

In the absence of the required RNAV capacity, the pilot should announce "Non RNAV" at the requested start-up.

To optimize the management of the departures or if not RNAV 1 capable, there is a published omnidirectional departure which can be used on ATC clearance, in order to have radar vectoring to join the initialy assigned SID or the TMA exit point specified on FPL.

ACFT non RNAV 1 capable or flights destination LFMD or LFTZ: do not use DCL for departure clearance.

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

Special Information for Parking Kilo

Display screens are installed on the start-up area for Parking Kilo. These screens provide flights departure and CDM information and clearance given by ATC to pilots (pilots/ATC starting procedure).

Warning: The clearances provided on these screens do not replace the clearances and/or instructions given by ATC on the respective frequency.

3.3. RWY OPERATIONS

3.3.1. LINE-UP AND TAKE-OFF CLEARANCE

On receipt of line-up or take-off clearances, pilots should ensure, commensurate with safety, that they are able to proceed expeditiously.

3.3.2. TAKE-OFF RWY 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.

3.3.3. NOISE ABATEMENT PROCEDURES

ACFT shall use the appropriate climbing configuration and power setting correspondingto a NADP1 profile.

After taking off and for all ACFT, the initial climbing path shall be flown accordingto the specific operational standards for each ACFT, so as to be as close as possible to the NADP1 profile up to the altitude of 3000'.

Except when given ATC clearance, do not overfly land below 6000' AGL.

LFMN/NCE
NICE/COTE D'AZUR

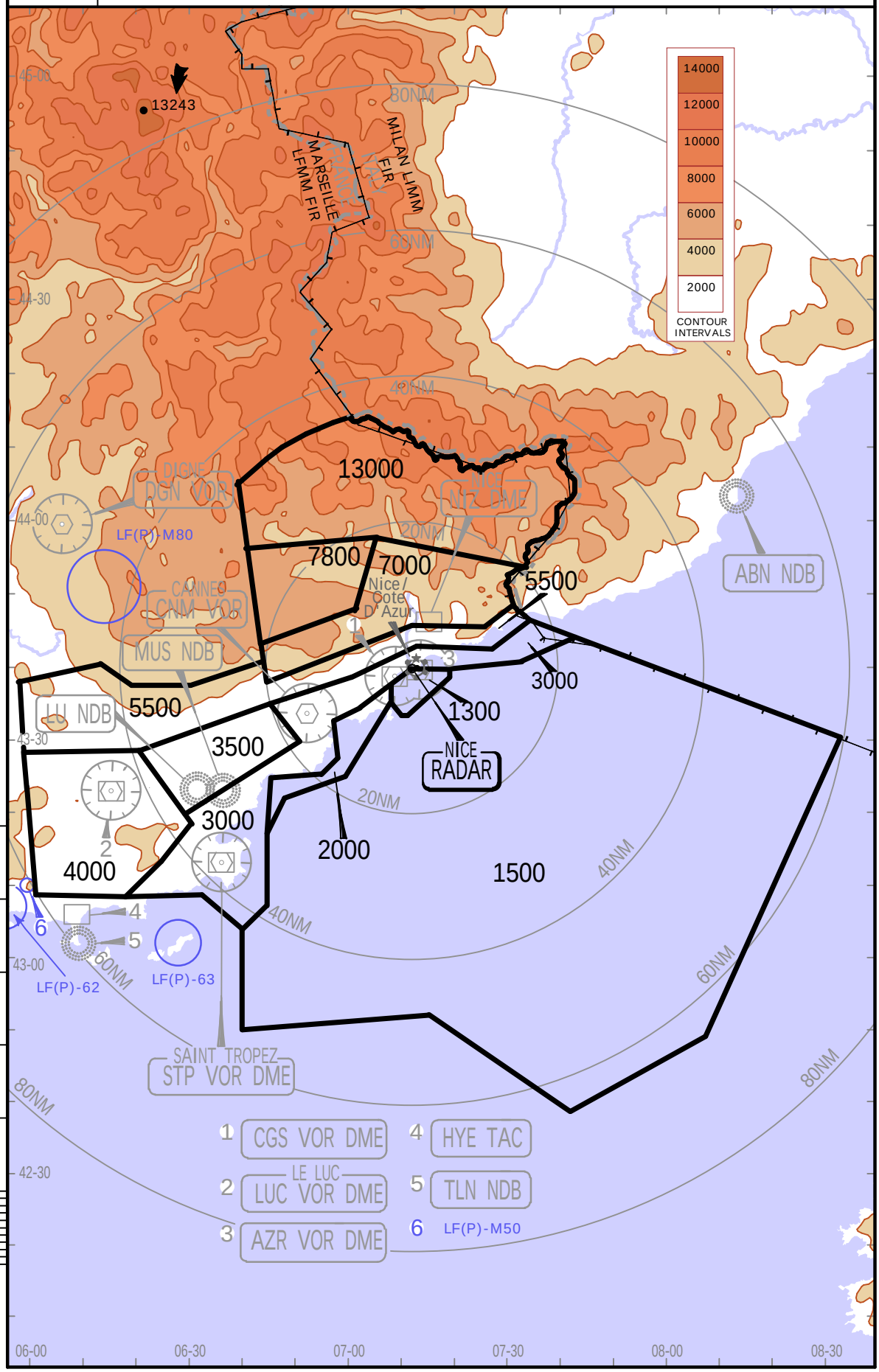
JEPPESEN

NICE/COTE D'AZUR, FRANCE

18 MAR 22 (10-1R) .Eff.24.Mar. .RADAR.MINIMUM.ALTITUDES.

Apt Elev
12

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



CHANGES: Reissue.

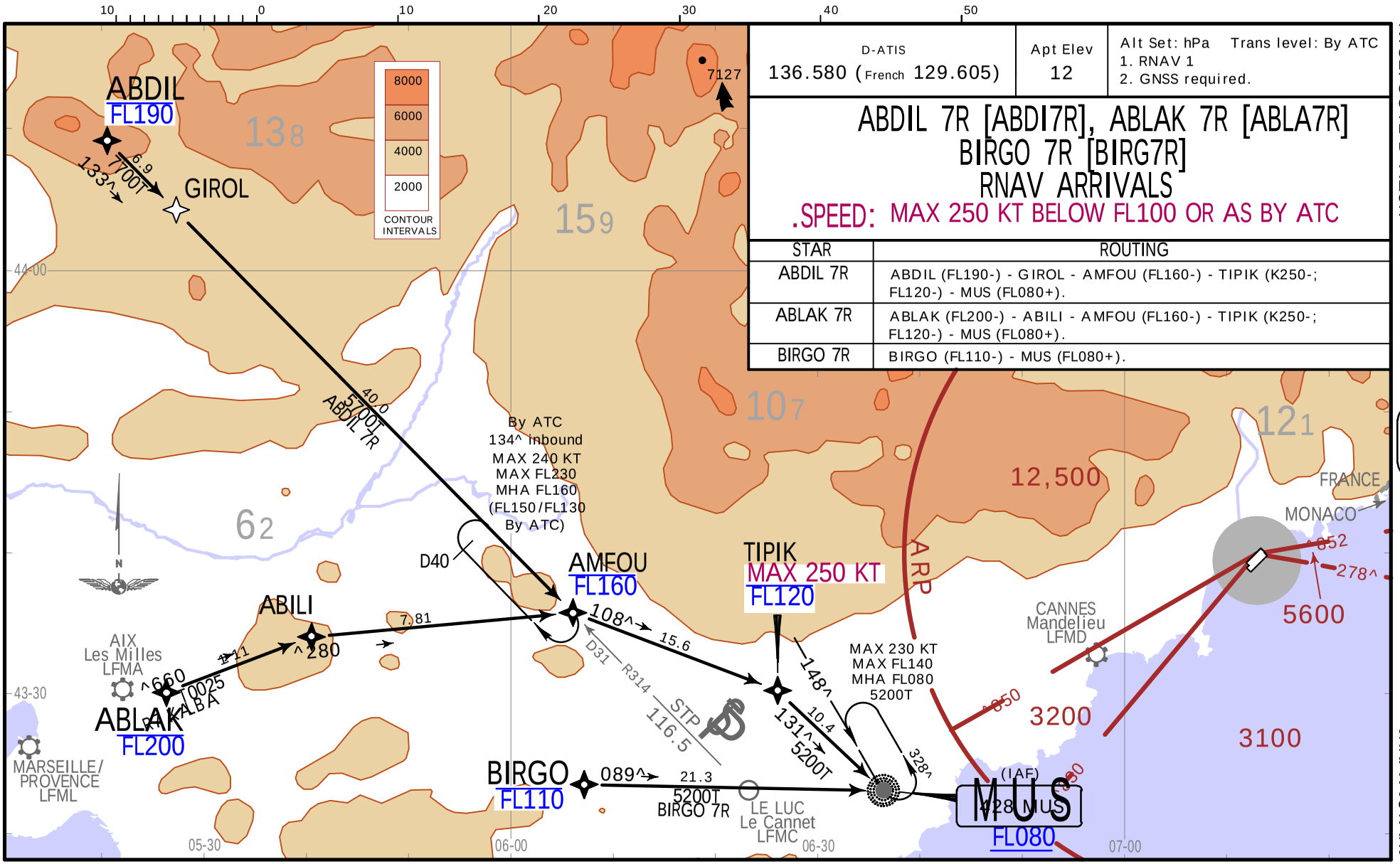
CHANGES: None.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
136.580 (French 129.605)	12	1. RNAV 1 2. GNSS required.

ABDIL 7R [ABDI7R], ABLAK 7R [ABLA7R] BIRGO 7R [BIRG7R] RNAV ARRIVALS

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

STAR	ROUTING
ABDIL 7R	ABDIL (FL190-) - GIROL - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).
ABLAK 7R	ABLAK (FL200-) - ABILI - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).
BIRGO 7R	BIRGO (FL110-) - MUS (FL080+).



JEPPESEN
28 OCT 22
10-2A
.Eff.3.Nov.

NICE/COTE D'AZUR, FRANCE

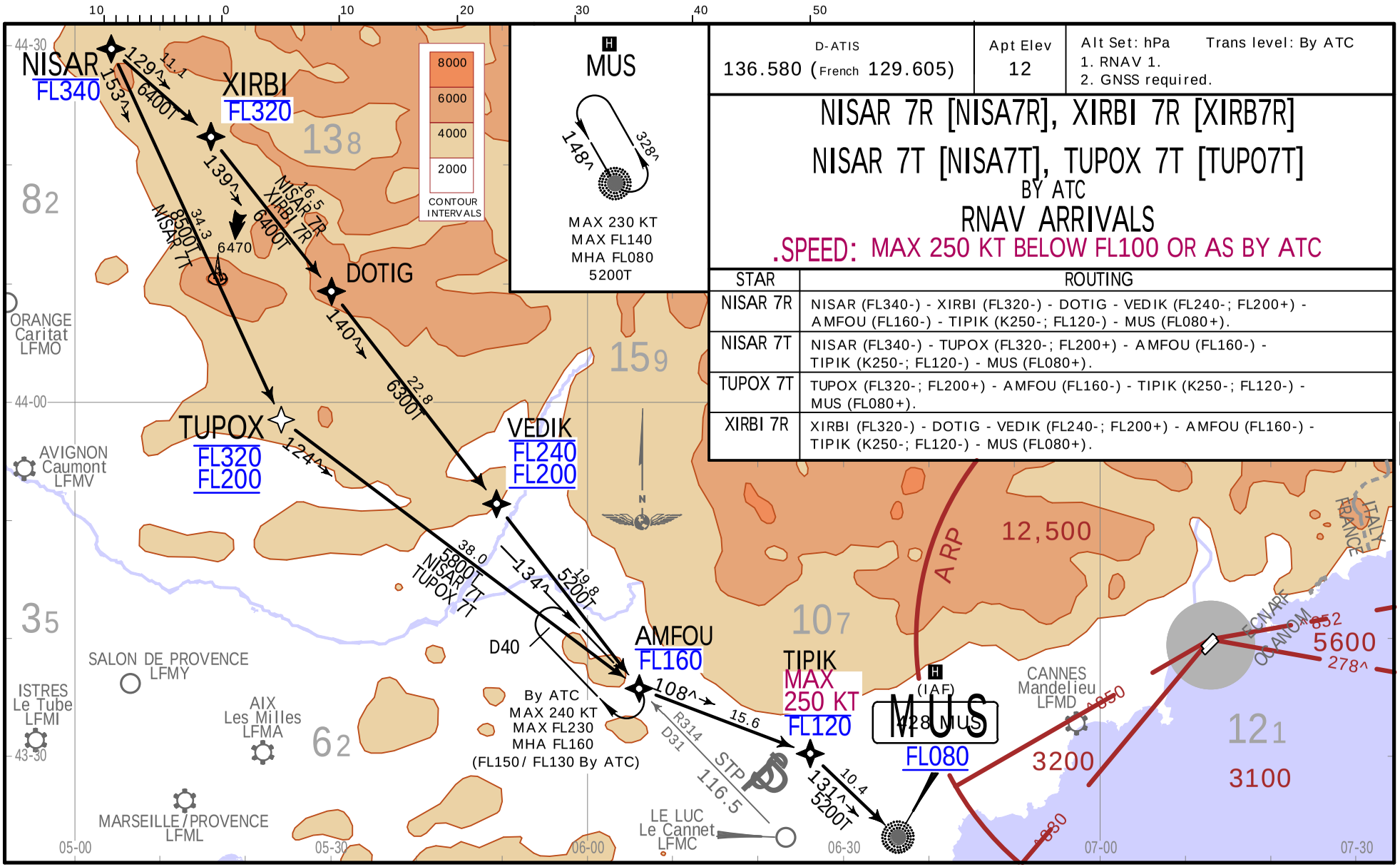
.RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
136.580 (French 129.605)	12	1. RNAV 1. 2. GNSS required.

NISAR 7R [NISA7R], XIRBI 7R [XIRB7R]
NISAR 7T [NISA7T], TUPOX 7T [TUPO7T]
BY ATC
RNAV ARRIVALS

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

STAR	ROUTING
NISAR 7R	NISAR (FL340-) - XIRBI (FL320-) - DOTIG - VEDIK (FL240-; FL200+) - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).
NISAR 7T	NISAR (FL340-) - TUPOX (FL320-; FL200+) - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).
TUPOX 7T	TUPOX (FL320-; FL200+) - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).
XIRBI 7R	XIRBI (FL320-) - DOTIG - VEDIK (FL240-; FL200+) - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).



JEPPESEN
23 DEC 22 (10-2B) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE .RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS required.
136.580 (French 129.605)	12	

PERUS 7R [PERU7R]
RNAV ARRIVAL
.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

ROUTING

PERUS (FL190-) - AMFOU (FL160-) - TIPIK (K250-; FL120-) - MUS (FL080+).

PERUS
FL190

AMFOU
FL160

TIPIK
MAX 250 KT
FL120

MUS
FL080

MAX FL140
MHA FL080
5200T

By ATC
MAX 240 KT
MAX FL230
MHA FL160
(FL150/FL130 By ATC)

D40.0

134^

108^

15.6

148^

131^

10.4

5200T

328^

D31

R314

5.33

T0046

(IAF)
M28 MUS

12,500

5600

3100

3200

852^

278^

850^

830^

ARP

ECNARF
OCEANOM

ECNARF
Y-AIT

ITALY
FRANCE

10611

CANNES
Mandelieu
LFMD

LE LUC
Le Cannet
LFMC

LE CASTELLET
LFMQ

LA MOLE
LFTZ

SAINT TROPEZ
D 116.5 STP

STP

13 8

15 9

15 0

10 7

6 2

12 1

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

44-00
43-30
06-00
06-30
07-00
07-30

CHANGES: None.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
136.580 (French 129.605)	12	1. RNAV 1. 2. GNSS required.

BORDI 7R [BORD7R], OZMIC 7R [OZMI7R]
VEVAR 7R [VEVA7R]
RNAV ARRIVALS

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

STAR	ROUTING
BORDI 7R	BORDI (FL170-) - AMGEL (11400+) - MIKRU (FL110+) - OTOKE - MN8~~ - NERAS (4000+).
OZMIC 7R	OZMIC (FL170-) - OTOKE - MN8~~ - NERAS (4000+).
VEVAR 7R	VEVAR - GAPDO (FL220-; FL170+) - AMGEL (FL140+) - MIKRU (FL110+) - OTOKE - MN8~~ - NERAS (4000+).

NOT TO SCALE

VEVAR
168^
35.6
14800T
VEVAR 7R

GAPDO
FL220
FL170
155^
24.9
11900T
10815

ITALY
FRANCE
150
95

BORDI
FL170
233^
20.0
11400T
BORDI 7R

ALBENGA
Riviera
LIMG

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

ARP

AMGEL
BORDI 7R
11400
VEVAR 7R
FL140
143^
1.5 Min
323^
139^

12,500

By ATC
MAX 200 KT
MAX FL170
MHA FL130
11400T

FRANCE
MONACO
11.8
6200T

MIKRU
FL110
107^
27.0

1 By ATC
59

OZMIC
FL170
5.7
219^
OZMIC 7R

OTOKE
12.7

258^
278^
058^
038^
5600
3200
3100

AZR
D 109.55 AZR

NERAS
*Lower levels by ATC
FL070*/1400T/FL140, inbound 297^
AZR R117 D30/35
MAX 230 KT

RNAV
*Lower levels by ATC
FL070*/1400T/FL140, inbound 297^
RIGHT turn
MAX 230 KT

AZR R117 D30

(IAF)
NERAS
4000
5.6
297^
MN8~~

121

NERAS
AZR R117 D30
D35
297^

44-00
43-30
07-30
08-00

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 DEC 22
10-2C

NICE/COTE D'AZUR, FRANCE
.Eff.29.Dec.
.RNAV.STAR.

BORDI 7R [BORD7R]
OZMIC 7R [OZMI7R]
VEVAR 7R [VEVA7R]
RNAV ARRIVALS

LFMN/NCE NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR 23 DEC 22 (10-2D) .Eff.29.Dec. .RNAV.STAR.

JEPPESEN

KERIT 7R [KERI7R], LONSU 7R [LONS7R], SODRI 7R [SODR7R]
RNAV ARRIVALS
.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

D-ATIS 136.580 (French 129.605)

Apt Elev 12

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. GNSS required.

KERIT FL170
SODRI
LONSU FL170
KESAK
MN8~~
NERAS (IAF) 4000
AZR R117 D30
ARP
CANNES Mandelieu LFMD
AZR R35 RR
CONTOUR INTERVALS 6000 4000 2000

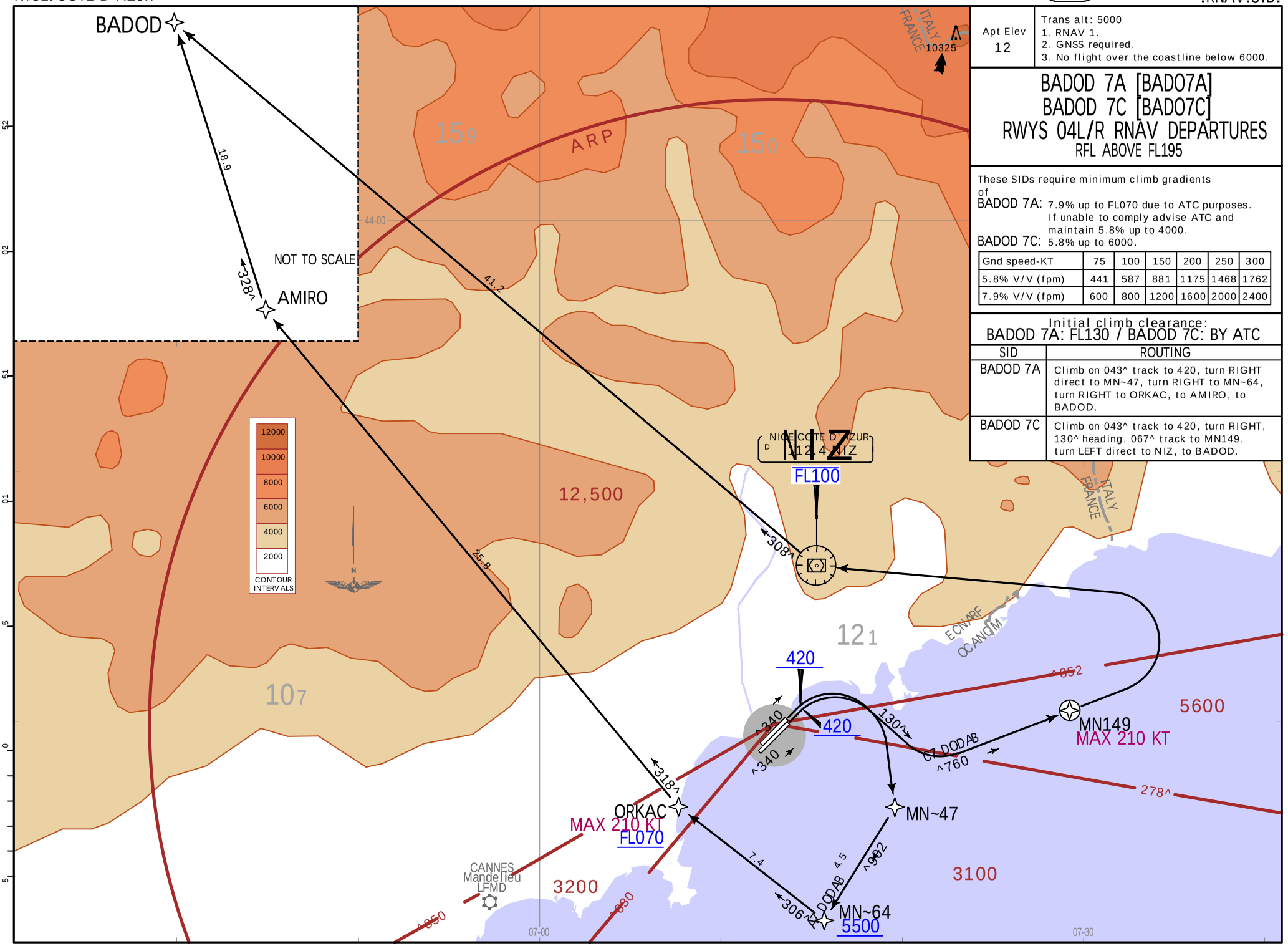
NERAS
*Lower levels by ATC
FL70*/1400T/FL140, inbound 297^
AZR R117 D30/35
MAX 230 KT

RNAV
*Lower levels by ATC
FL70*/1400T/FL140, inbound 297^
RIGHT turn
MAX 230 KT

STAR	ROUTING
KERIT 7R	KERIT (FL170-) - KESAK - MN8~~ - NERAS (4000+).
LONSU 7R	LONSU (FL170-) - KESAK - MN8~~ - NERAS (4000+).
SODRI 7R	SODRI - KESAK - MN8~~ - NERAS (4000+).

CHANGES: CGS VOR withdrawn; NERAS holding.

JEPPESEN
18 MAR 22 (10-3) .Eff.24.Mar.



Apt Elev	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.
12	

BADOD 7A [BADO7A]
BADOD 7C [BADO7C]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

These SIDs require minimum climb gradients of

BADOD 7A: 7.9% up to FL070 due to ATC purposes. If unable to comply advise ATC and maintain 5.8% up to 4000.

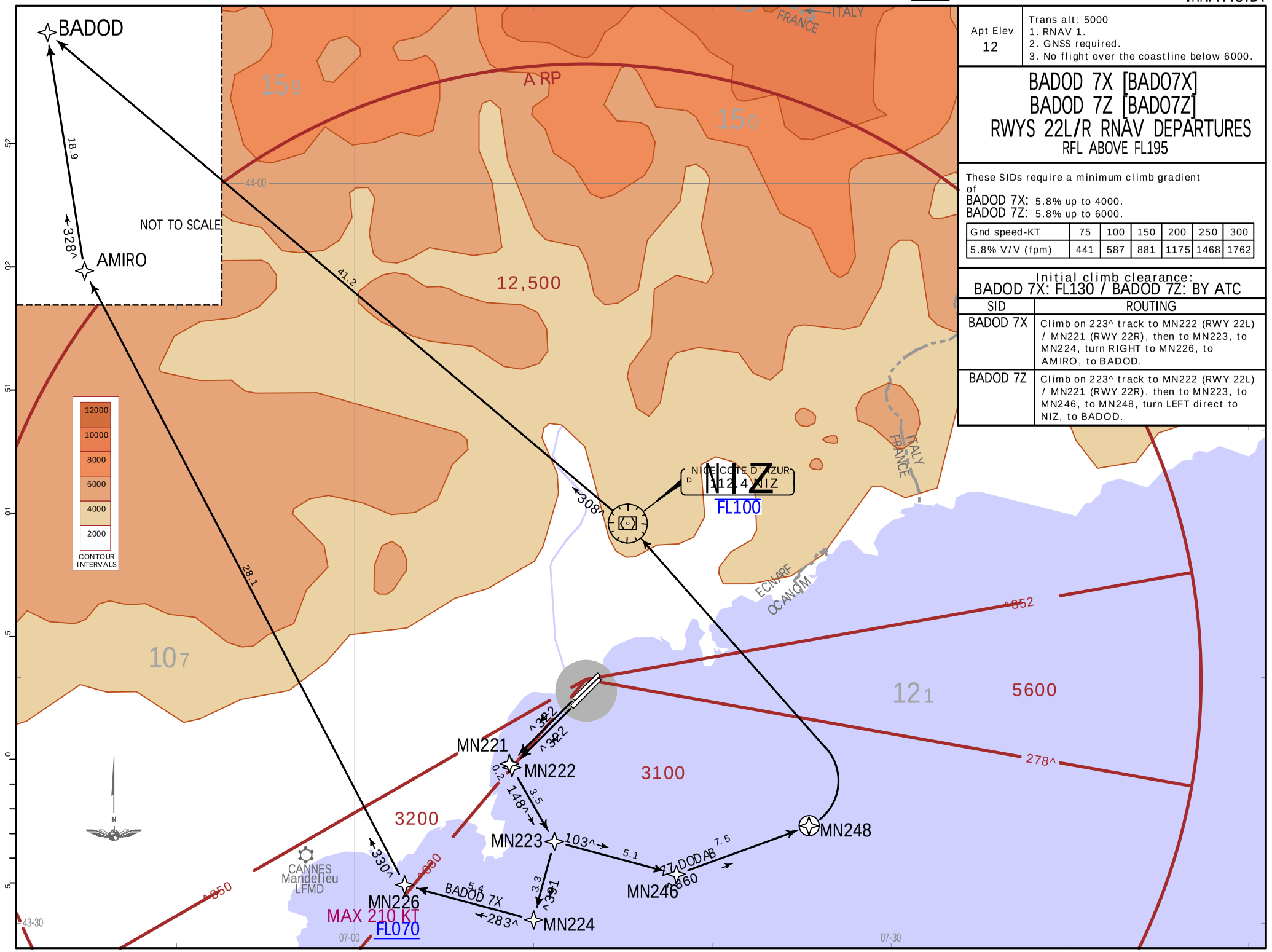
BADOD 7C: 5.8% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial climb clearance:
BADOD 7A: FL130 / BADOD 7C: BY ATC

SID	ROUTING
BADOD 7A	Climb on 043^ track to 420, turn RIGHT direct to MN~47, turn RIGHT to MN~64, turn RIGHT to ORKAC, to AMIRO, to BADOD.
BADOD 7C	Climb on 043^ track to 420, turn RIGHT, 130^ heading, 067^ track to MN149, turn LEFT direct to NIZ, to BADOD.

CHANGES: RNAV SIDs renumbered & revised; MSA.



Apt Elev	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.
12	

BADOD 7X [BADO7X]
BADOD 7Z [BADO7Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

These SIDs require a minimum climb gradient of
BADOD 7X: 5.8% up to 4000.
BADOD 7Z: 5.8% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

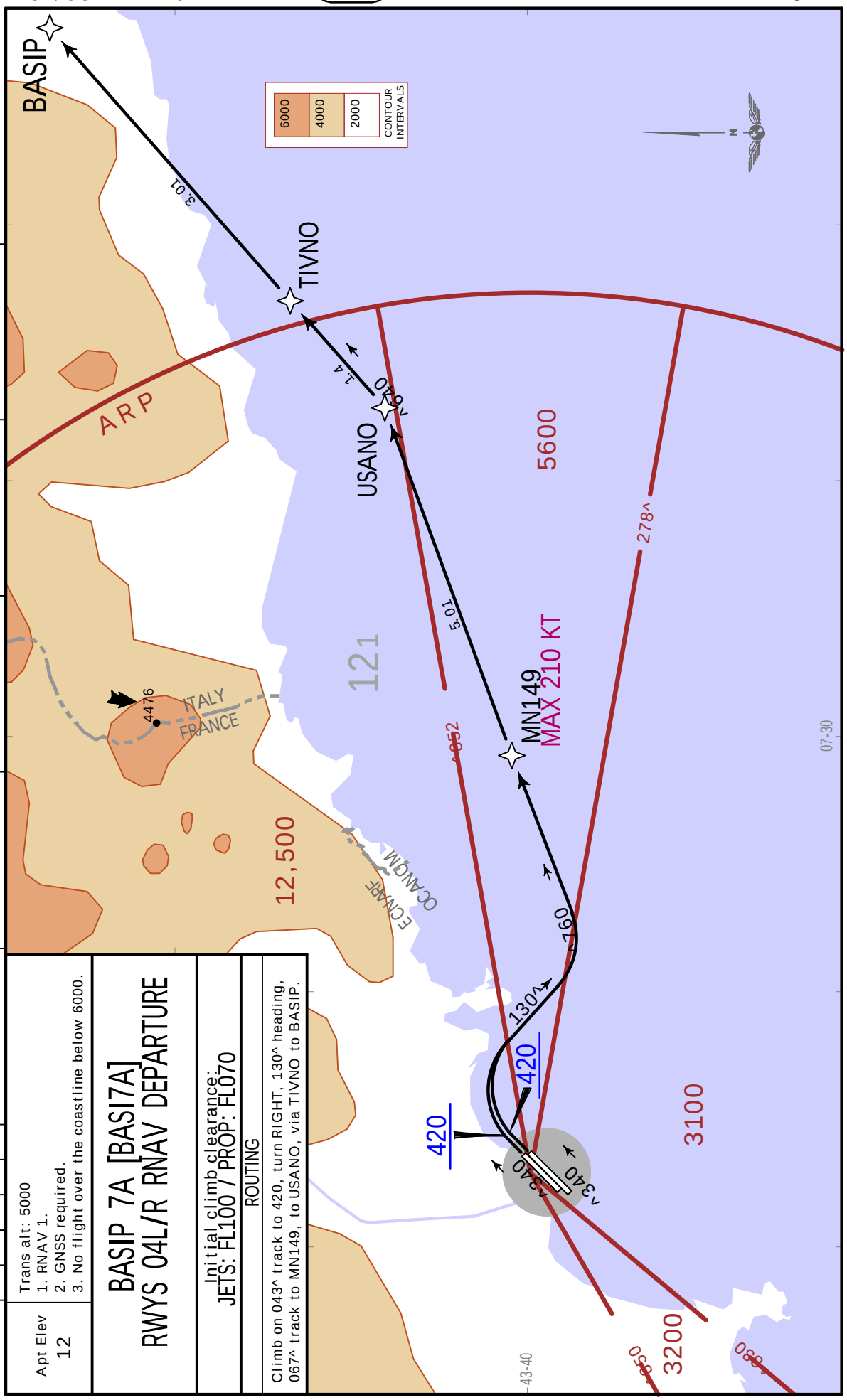
Initial climb clearance:
BADOD 7X: FL130 / BADOD 7Z: BY ATC

SID	ROUTING
BADOD 7X	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN224, turn RIGHT to MN226, to AMIRO, to BADOD.
BADOD 7Z	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN246, to MN248, turn LEFT direct to NIZ, to BADOD.

JEPPESEN

NICE/COTE D'AZUR, FRANCE

.RNAV.SID.



Apt Elev 12

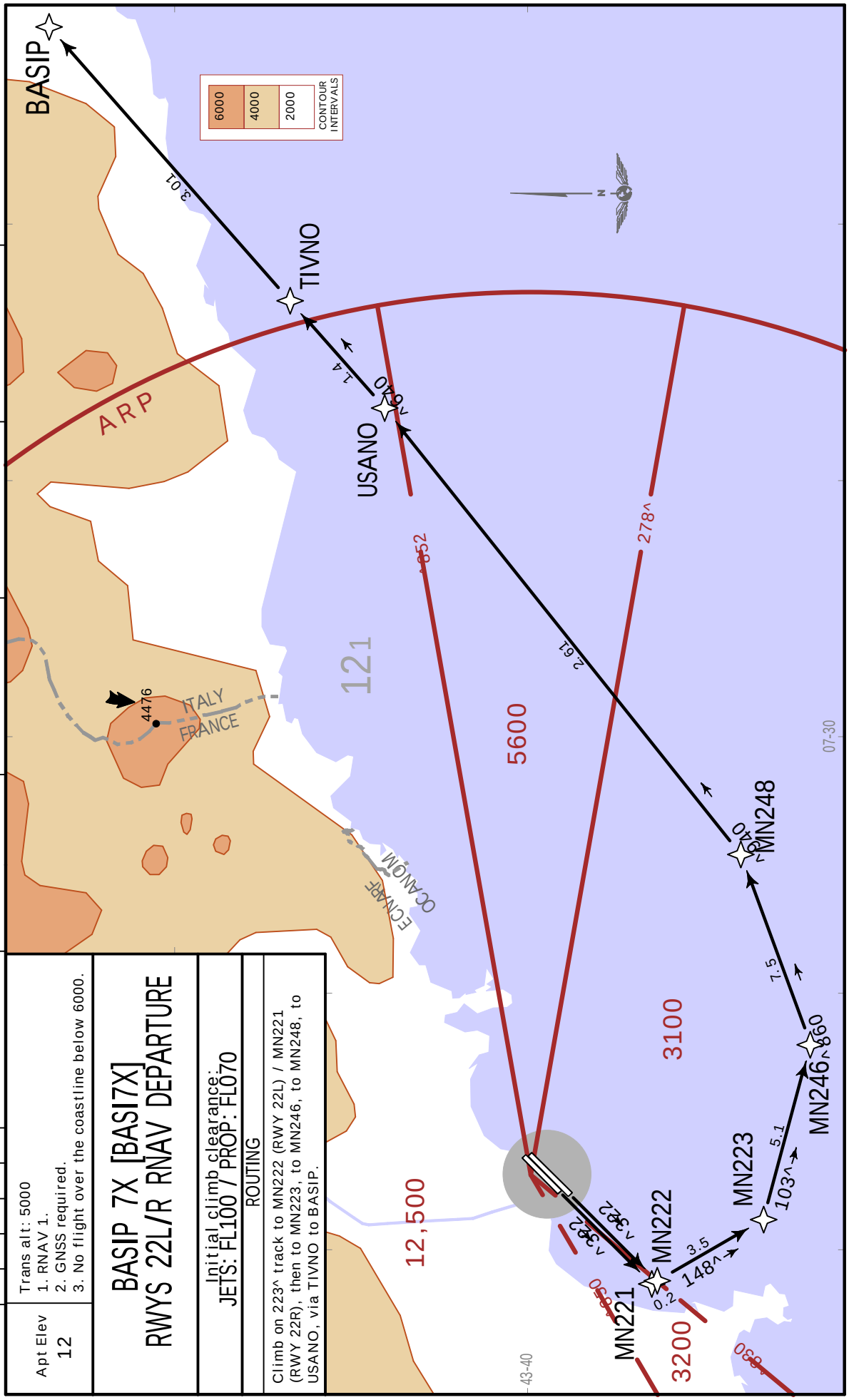
Trans alt: 5000
1. RNAV 1.
2. GNSS required.
3. No flight over the coastline below 6000.

BASIP 7A [BASI7A]
RWYS 04L/R RNAV DEPARTURE

Initial climb clearance:
JETS: FL100 / PROP: FL070

ROUTING

Climb on 043^ track to 420, turn RIGHT, 130^ heading, 067^ track to MN149, to USANO, via TIVNO to BASIP.



Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS required.
3. No flight over the coastline below 6000.

BASIP 7X [BASI7X]
RWYS 22L/R RNAV DEPARTURE

Initial climb clearance:
JETS: FL100 / PROP: FL070

ROUTING

Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN246, to MN248, to USANO, via TIVNO to BASIP.

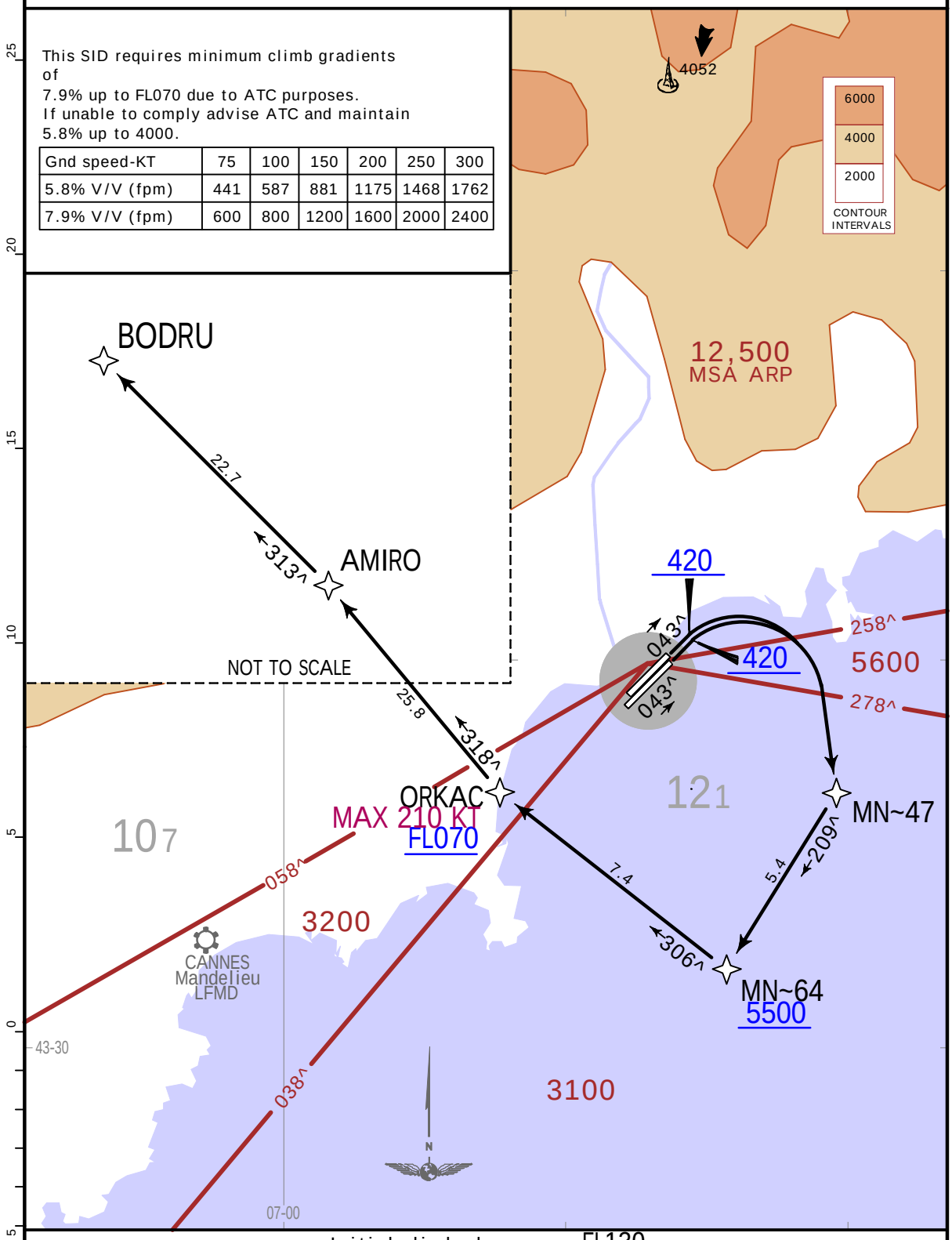
CHANGES: RNAV SID renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

BODRU 7A [BODR7A]
RWYS 04L/R RNAV DEPARTURE
RFL ABOVE FL195

This SID requires minimum climb gradients of
7.9% up to FL070 due to ATC purposes.
If unable to comply advise ATC and maintain
5.8% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.9% V/V (fpm)	600	800	1200	1600	2000	2400



Initial climb clearance: FL130

ROUTING

Climb on 043^ track to 420, turn RIGHT direct to MN~47, turn RIGHT to MN~64, turn RIGHT to ORKAC, to AMIRO, to BODRU.

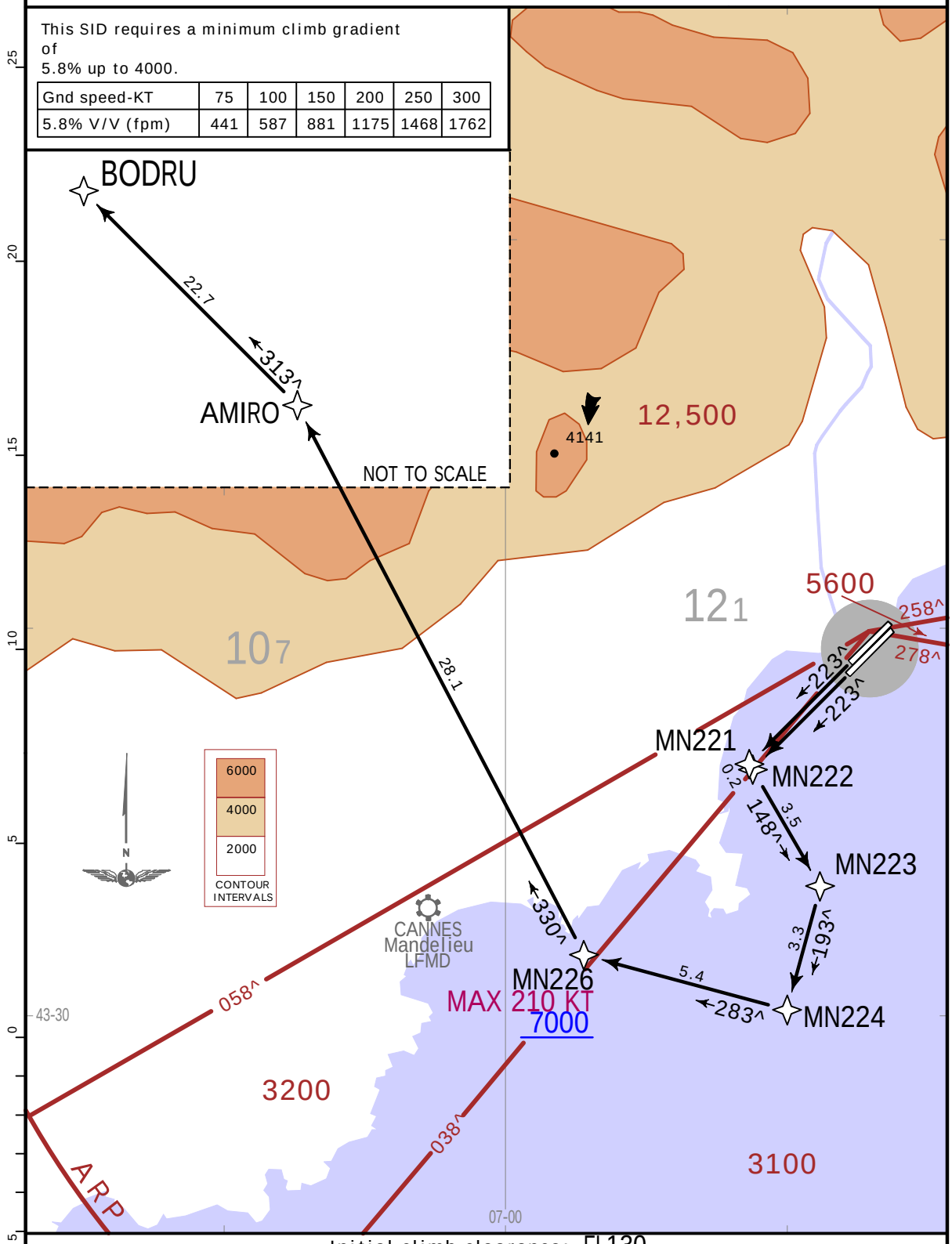
CHANGES: RNAV SID renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

BODRU 7X [BODR7X]
RWYS 22L/R RNAV DEPARTURE
RFL ABOVE FL195

This SID requires a minimum climb gradient of 5.8% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762



Initial climb clearance: FL130

ROUTING

Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN224, turn RIGHT to MN226, to AMIRO, to BODRU.

CHANGES: RNAV SID renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

EPOLO 7A [EPOL7A]
EPOLO 7B [EPOL7B]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL125

Initial climb clearance:
EPOLO 7A: FL100 / EPOLO 7B: FL070

SID	ROUTING
EPOLO 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, turn RIGHT, via MN148 to RESBO, to EPOLO.
EPOLO 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to RESBO, to EPOLO.

6000
4000
2000
CONTOUR INTERVALS

12,500
4141
FRANCE
MONACO
420
043^
420
258^
5600
278^
MN~44
211^
184^
5.0
5.0
MN148
MAX 210 KT
6000
MN147
MAX 210 KT
6000
CANNES
Mandelieu
LFMD
058^
3200
3100
038^
ARP
25.3
EPOLO 7A
14.2
EPOLO 7B
121
107
MN422
245^
15.8
RESBO
224^
25.7
EPOLO
NOT TO SCALE
43-30
43-00
07-00
10
10

LFMN/NCE
NICE/COTE D'AZUR

NICE/COTE D'AZUR
FRANCE
18 MAR 22
10-3F
Eff.24.Mar.
.RNAV.SID.

EPOLO 7A [EPOL7A]
EPOLO 7B [EPOL7B]
RWYS 04L/R RNAV DEPARTURES

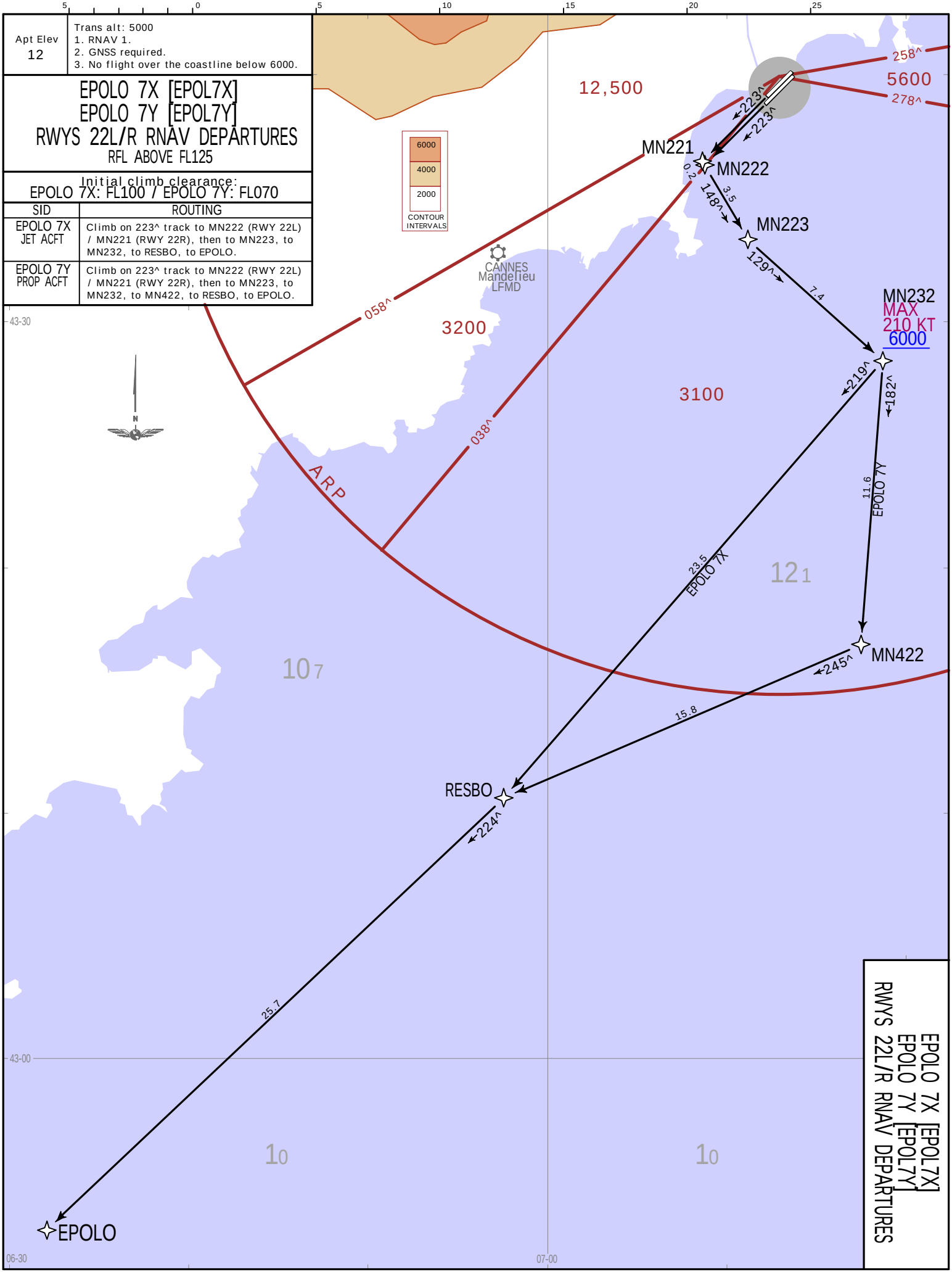
CHANGES: RNAV SIDs renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

EPOLO 7X [EPOL7X]
EPOLO 7Y [EPOL7Y]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL125

Initial climb clearance:
EPOLO 7X: FL100 / EPOLO 7Y: FL070

SID	ROUTING
EPOLO 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to RESBO, to EPOLO.
EPOLO 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to RESBO, to EPOLO.



LFMN/NCE
NICE/COTE D'AZUR
NICE/COTE D'AZUR, FRANCE
18 MAR 22
10-3G
.Eff.24.Mar.
.RNAV.SID.

EPOLO 7X [EPOL7X]
EPOLO 7Y [EPOL7Y]
RWYS 22L/R RNAV DEPARTURES

Apt Elev	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.
12	

IRMAR 7A [IRMA7A]
IRMAR 7C [IRMA7C]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

These SIDs require minimum climb gradients of
IRMAR 7A: 7.9% up to FL070 due to ATC purposes. If unable to comply advise ATC and maintain 5.8% up to 6000.
IRMAR 7C: 5.8% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial climb clearance:
IRMAR 7A: FL130 / IRMAR 7C: BY ATC

SID	ROUTING
IRMAR 7A	Climb on 043^ track to 420, turn RIGHT direct to MN~47, turn RIGHT to MN~64, turn RIGHT to ORKAC, to BARSO, to IRMAR.
IRMAR 7C	Climb on 043^ track to 420, turn RIGHT, 130^ heading, 067^ track to MN149, turn LEFT direct to NIZ, to BARSO, to IRMAR.

IRMAR
NOT TO SCALE
39.6
351^
BARSO
ITALY
FRANCE
10611
15 9
15 0
ARP
44-00
27.4
33.6
12,500
12 1
10 7
FRANCE
ITALY
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS
NICE/COTE D'AZUR
D
312.4 NIZ
NIZ
FL100
323^
FRANCE
MONACO
420
043^
043^
420
130^
5600
IRMAR 7C
MN149
MAX 210 KT
258^
067^
278^
340^
ORKAC
MAX 210 KT
FL070
MN~47
209^
5.4
IRMAR 7A
7.4
058^
3200
038^
3100
306^
MN~64
5500
CANNES
Mandelieu
LFMD
07-00
07-30

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
18 MAR 22
10-3H
Eff.24.Mar.

NICE/COTE D'AZUR, FRANCE
.RNAV.SID.

IRMAR 7A [IRMA7A]
IRMAR 7C [IRMA7C]
RWYS 04L/R RNAV DEPARTURES

Apt Elev	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.
12	

IRMAR 7P [IRMA7P]
IRMAR 7X [IRMA7X]
IRMAR 7Z [IRMA7Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

These SIDs require minimum climb gradients of
IRMAR 7P: 9.0% up to FL100 due to ATC purposes. If unable to comply advise ATC and maintain 5.8% up to 6000.
IRMAR 7X, IRMAR 7Z: 5.8% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

Initial climb clearance:
IRMAR 7P, 7X: FL130 / EPOLO 7Z: BY ATC

SID	ROUTING
IRMAR 7P HIGH PERFORMANCE	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN25~, turn LEFT to BARSO, to IRMAR.
IRMAR 7X	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN224, turn RIGHT to MN226, via MN228 to BARSO, to IRMAR.
IRMAR 7Z	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN246, to MN248, turn LEFT direct to NIZ, to BARSO, to IRMAR.

NOT TO SCALE

IRMAR

BARSO

351^

39.6

30.6

21.4

38.2

10611

ITALY
FRANCE

ARP

15 0

15 9

12 1

10 7

12,500

44-00

43-30

07-00

07-30

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

NICE/COTE D'AZUR
D 121.4 NIZ
FL100

323^

FRANCE
ITALY

FRANCE
MONACO

258^

5600

278^

223^

223^

MN228

MN221

MN222

MN25~
MAX 210 KT
6000

329^

0.2

148^

3.5

070^

5.8
IRMAR 7P

MN248

MN223

5.7
IRMAR 7Z

5.1

103^

193^

3.3

068^

MN246

MN224

5.4
IRMAR 7X

283^

MN226
MAX 210 KT
FL070

347^

7.0

038^

058^

CANNES
Mandelieu
LFMD

3200

3100

LFMN/NCE
NICE/COTE D'AZUR
18 MAR 22
JEPPESEN
10-3J
.Eff.24.Mar.
NICE/COTE D'AZUR, FRANCE
.RNAV.SID.
IRMAR 7P [IRMA7P]
IRMAR 7X [IRMA7X]
IRMAR 7Z [IRMA7Z]
RWYS 22L/R RNAV DEPARTURES

JEPPESEN
18 MAR 22 (10-3J1) .Eff.24.Mar.

NICE/COTE D'AZUR, FRANCE .RNAV.SID.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

LANKO 7A [LANK7A]
LANKO 7B [LANK7B]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

Initial climb clearance:
LANKO 7A: FL100 / LANKO 7B: FL070

SID	ROUTING
LANKO 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, turn RIGHT to MN148, to RESBO, to STP, via RUBIT to LANKO.
LANKO 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to RESBO, to STP, via RUBIT to LANKO.

5781

420

12,500

420

5600

^340

^340

^052

278^

MN~44

MN148
MAX 210 KT
6000

MN147
MAX 210 KT
6000

MN422

6000
4000
2000
CONTOUR INTERVALS

CANNES Mandelieu LFMD

10 7

12 1

3200

3100

^050

^080

ARP

A7 OKNA 3.52

B7 OKNA 2.41

^112

^292

0.5

0.5

^154

8.51

43-30

06-30

07-00

07-30

ST TROPEZ
D 116.5 STP

STP

LANKO

RUBIT

17.5

8.3

^269

15.9

^277

RESBO

NOT TO SCALE

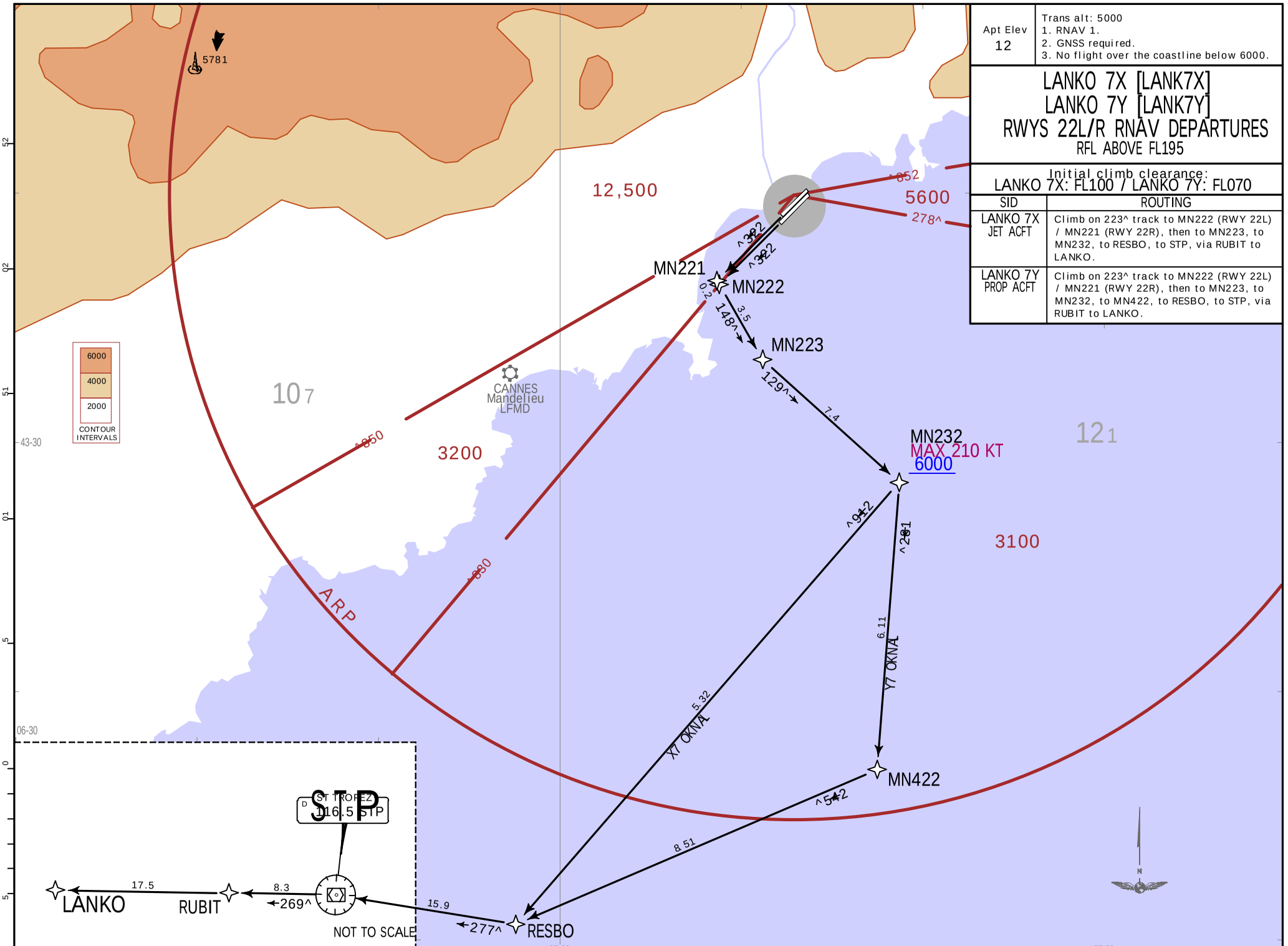
CHANGES: RNAV SIDs renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

LANKO 7X [LANK7X]
LANKO 7Y [LANK7Y]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

Initial climb clearance:
LANKO 7X: FL100 / LANKO 7Y: FL070

SID	ROUTING
LANKO 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to RESBO, to STP, via RUBIT to LANKO.
LANKO 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to RESBO, to STP, via RUBIT to LANKO.



CHANGES: RNAV SIDs renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

LONSU 7A [LONS7A]
LONSU 7B [LONS7B]
RWYS 04L/R RNAV DEPARTURES

Initial climb clearance:
LONSU 7A: FL100 / LONSU 7B: FL070

SID	ROUTING
LONSU 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN~46 to OMARD, to MERLU, to LONSU.
LONSU 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to OMARD, to MERLU, to LONSU.

6000
4000
2000
CONTOUR INTERVALS

4476
ITALY
FRANCE
FRANCE
MONACO

12,500
5600
3200
3100
12₁

420
420
043^
043^
258^
278^
058^
038^

MN~44
184^
157^
5.0
MN~46
MAX 210 KT
6000
MN147
MAX 210 KT
6000
14.2
LONSU 7B
26.6
LONSU 7A
MN422
126^
16.9
OMARD
097^
9.0
MERLU
148^
20.8
LONSU

ARP

43-30
07-30

NOT TO SCALE

LFMN/NCE
NICE/COTE D'AZUR

NICE/COTE D'AZUR, FRANCE
LONSU 7A [LONS7A]
LONSU 7B [LONS7B]
RWYS 04L/R RNAV DEPARTURES

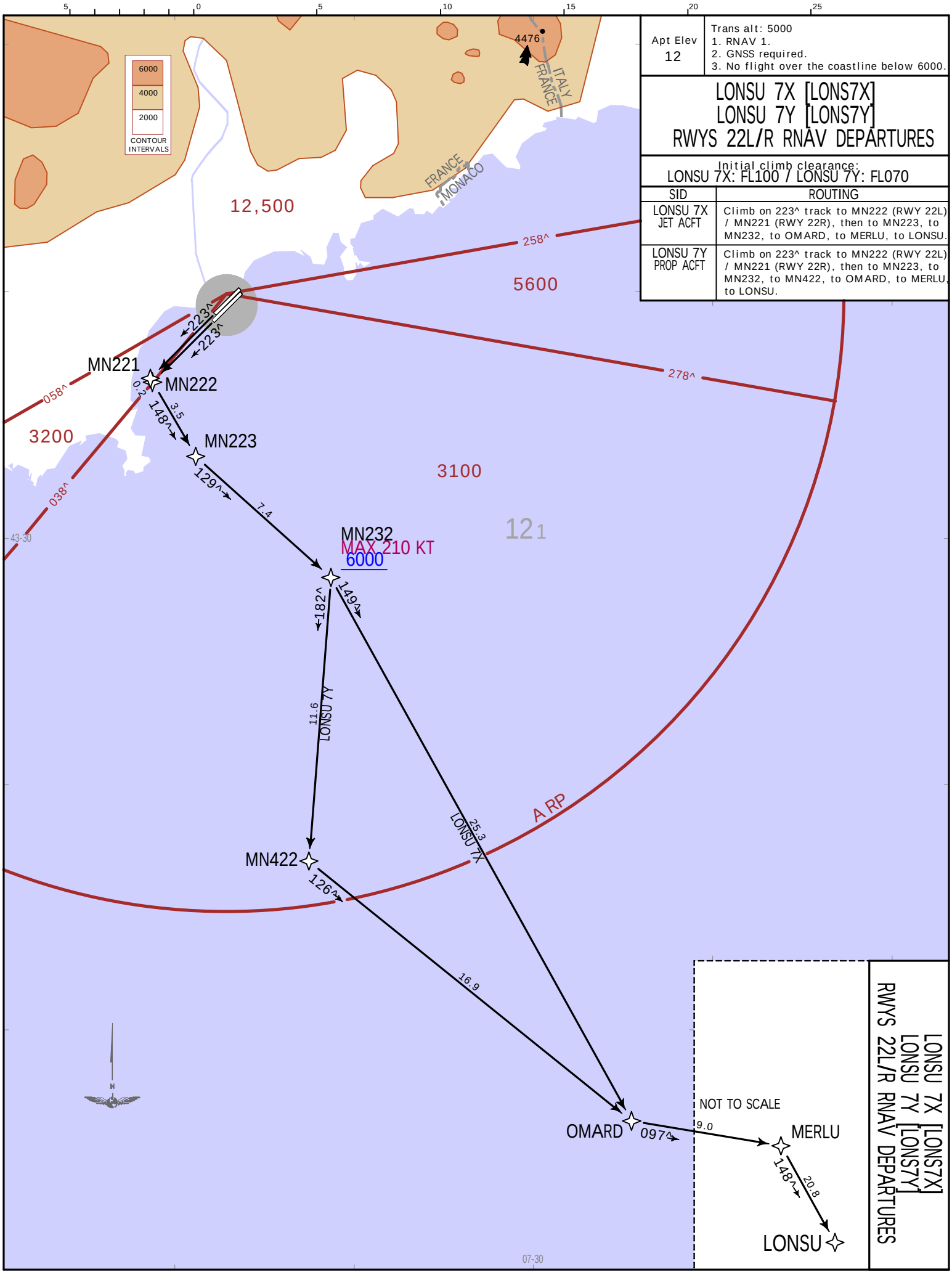
JEPPESEN
18 MAR 22 (10-3J3) Eff.24.Mar. .RNAV.SID.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

LONSU 7X [LONS7X]
LONSU 7Y [LONS7Y]
RWYS 22L/R RNAV DEPARTURES

Initial climb clearance:
LONSU 7X: FL100 / LONSU 7Y: FL070

SID	ROUTING
LONSU 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to OMARD, to MERLU, to LONSU.
LONSU 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to OMARD, to MERLU, to LONSU.



LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 18 MAR 22 (10-3J4) .Eff.24.Mar.

NICE/COTE D'AZUR, FRANCE
.RNAV.SID.

LONSU 7X [LONS7X]
LONSU 7Y [LONS7Y]
RWYS 22L/R RNAV DEPARTURES

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

OKTET 7A [OKTE7A]
OKTET 7C [OKTE7C]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

These SIDs require minimum climb gradients of
OKTET 7A: 7.9% up to FL070 due to ATC purposes. If unable to comply advise ATC and maintain 5.8% up to 4000.
OKTET 7C: 5.8% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial climb clearance:
OKTET 7A: FL130 / OKTET 7C: BY ATC

SID	ROUTING
OKTET 7A	Climb on 043^ track to 420, turn RIGHT direct to MN~47, turn RIGHT to MN~64, turn RIGHT to ORKAC, to AMIRO, to OKTET.
OKTET 7C	Climb on 043^ track to 420, turn RIGHT, 130^ heading, 067^ track to MN149, turn LEFT direct to NIZ, to BARSO, to OKTET.

OKTET
BARSO
NOT TO SCALE
AMIRO
NOT TO SCALE
24.7
324^
33.5
344^
27.4
25.8
329^
318^
ORKAC
MAX 210 KT
FL070
MN~47
MN~64
5500
7.4
306^
5.4
OKTET 7A
209^
NIZ
NICE/COTE D'AZUR
D 113.4 NIZ
FL100
420
043^
043^
420
130^
067^
OKTET 7C
MN149
MAX
210 KT
258^
278^
5600
3100
12,500
10 7
12 1
3200
CANNES
Mandelieu
LFMD
058^
038^
ITALY
FRANCE
FRANCE
ITALY
FRANCE
MONACO
ARP
10011
15 0
44-00
43-30
07-00
07-30
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

CHANGES: RNAV SIDs renumbered & revised: MSA.

Apt Elev	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.
12	

OKTET 7X [OKTE7X]
OKTET 7Z [OKTE7Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

These SIDs require a minimum climb gradient of
OKTET 7X: 5.8% up to 4000.
OKTET 7Z: 5.8% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

Initial climb clearance:
OKTET 7X: FL130 / OKTET 7Z: BY ATC

SID	ROUTING
OKTET 7X	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN224, turn RIGHT to MN226, to AMIRO, to OKTET.
OKTET 7Z	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN246, to MN248, turn LEFT direct to NIZ, to BARSO, to OKTET.

OKTET
24.7
324^
BARSO
NOT TO SCALE
33.5
344^
AMIRO
NOT TO SCALE
27.4
28.1
OKTET 7X
OKTET 7Z
ITALY
FRANCE
10011
15 9
15 0
A RP
44-00
12,500
NICE/COTE D'AZUR
D 112.4 NIZ
FL100
FRANCE
ITALY
329^
12 1
10 7
FRANCE
MONACO
5600
258^
278^
07-30
223^
223^
MN221
MN222
0.2
148^
3.5
MN223
103^
5.1
MN246
068^
5.7
MN248
330^
MN226
5.4
283^
MN224
3.3
193^
MAX 210 KT
7000
CANNES
Mandelieu
LFMD
058^
038^
3200
3100
43-30
07-00

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

LFMN/NCE
NICE/COTE D'AZUR
18 MAR 22
JEPPESEN
10-3J6
.Eff.24.Mar.
NICE/COTE D'AZUR, FRANCE
.RNAV.SID.

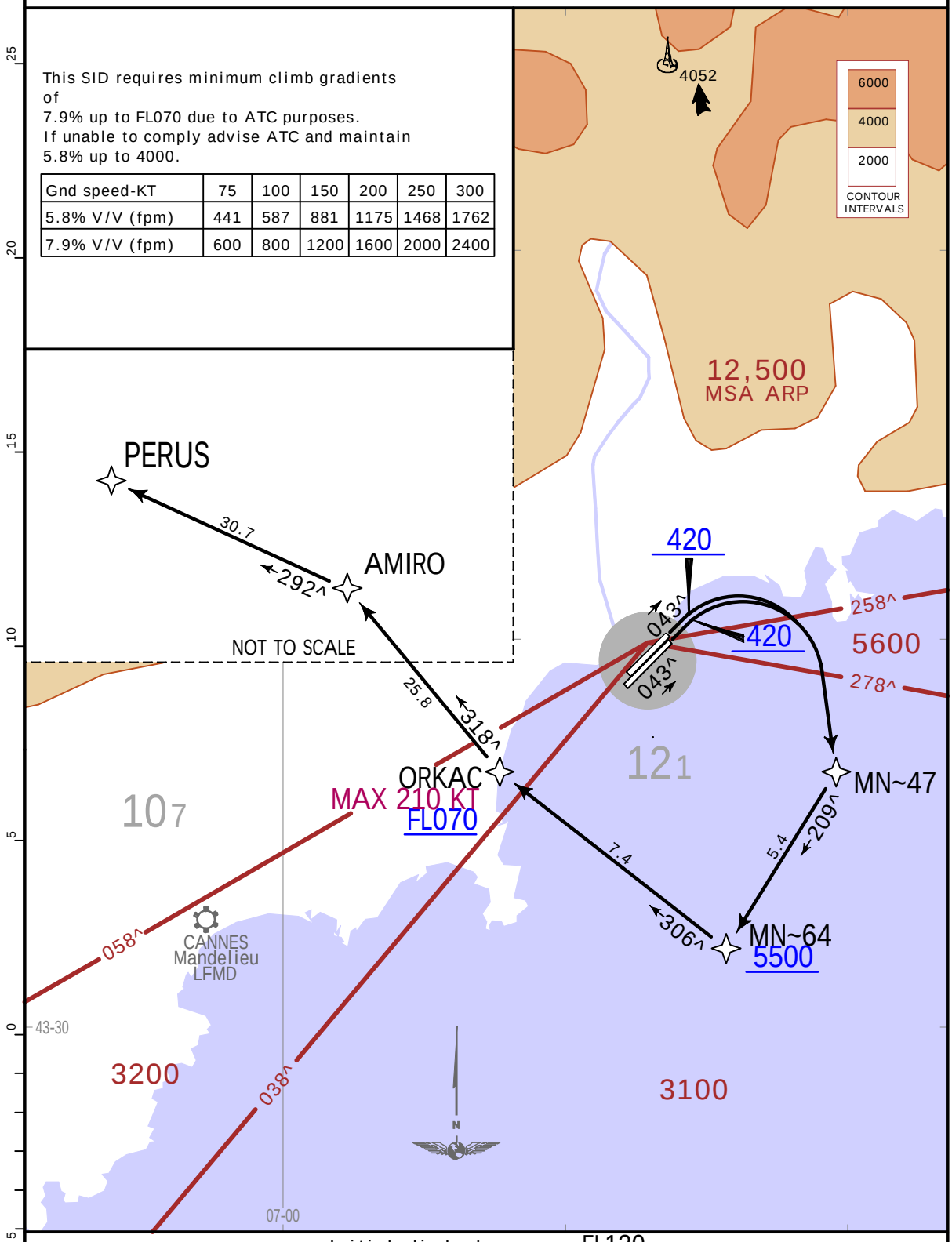
OKTET 7X [OKTE7X]
OKTET 7Z [OKTE7Z]
RWYS 22L/R RNAV DEPARTURES

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

PERUS 7A [PERU7A]
RWYS 04L/R RNAV DEPARTURE
RFL ABOVE FL135

This SID requires minimum climb gradients of
7.9% up to FL070 due to ATC purposes.
If unable to comply advise ATC and maintain
5.8% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.9% V/V (fpm)	600	800	1200	1600	2000	2400



Initial climb clearance: FL130

ROUTING

Climb on 043^ track to 420, turn RIGHT direct to MN~47, turn RIGHT to MN~64, turn RIGHT to ORKAC, to AMIRO, to PERUS.

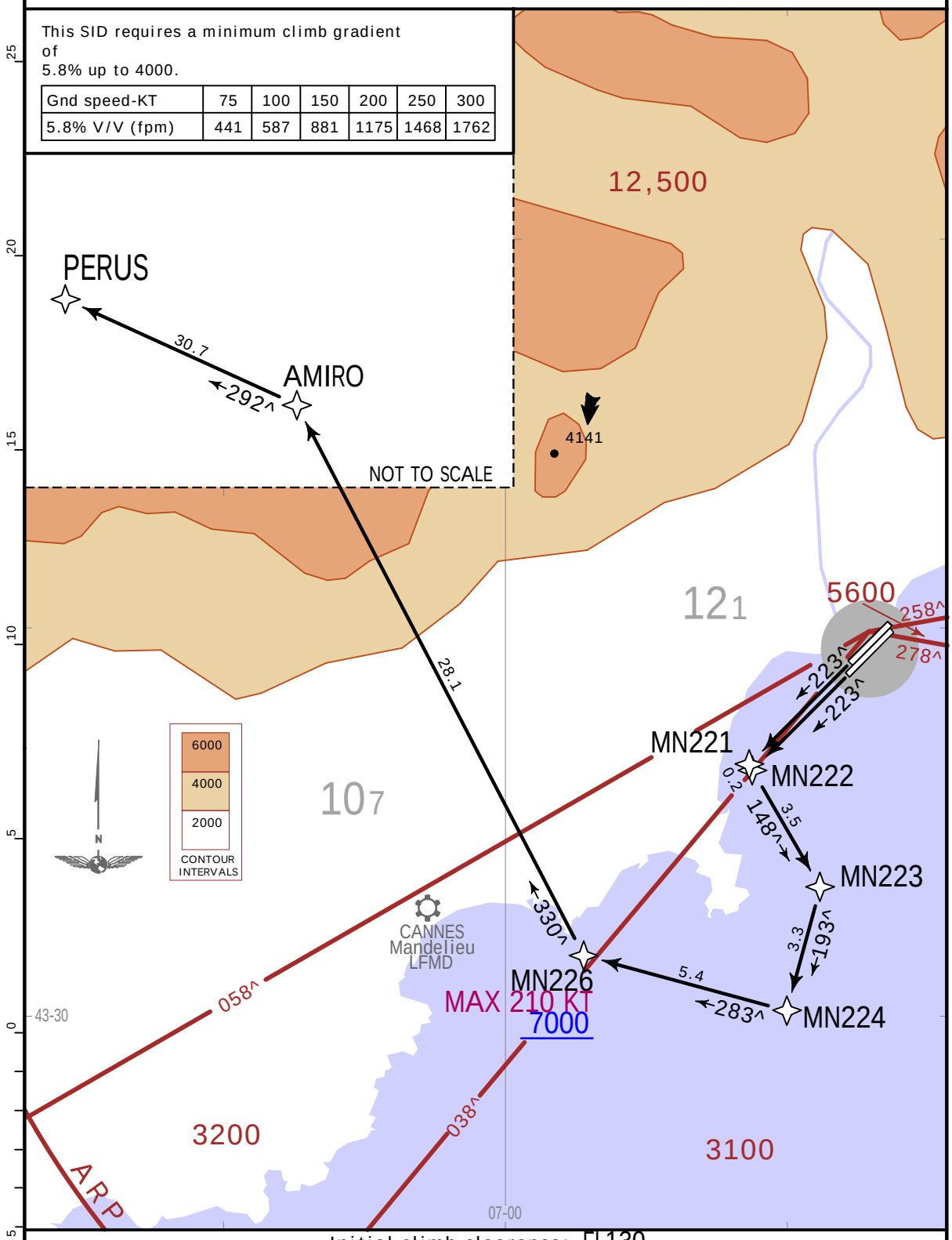
CHANGES: RNAV SID renumbered & revised; MSA:

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

PERUS 7X [PERU7X]
RWYS 22L/R RNAV DEPARTURE
RFL ABOVE FL135

This SID requires a minimum climb gradient of 5.8% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762



Initial climb clearance: FL130

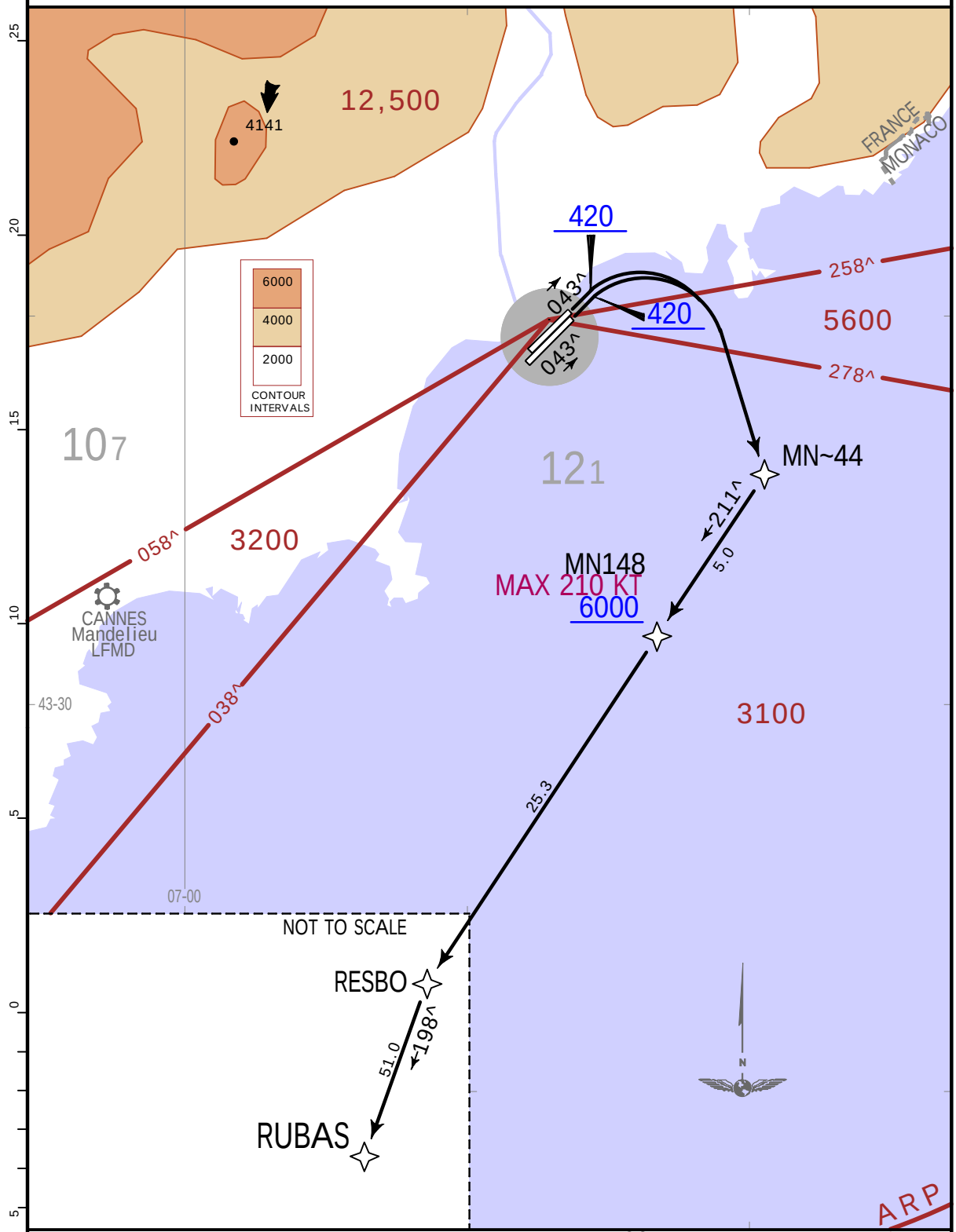
ROUTING

Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN224, turn RIGHT to MN226, to AMIRO, to PERUS.

CHANGES: RNAV SID renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

RUBAS 7A [RUBA7A]
RWYS 04L/R RNAV DEPARTURE
JET ACFT
RFL ABOVE FL195



Initial climb clearance: FL100

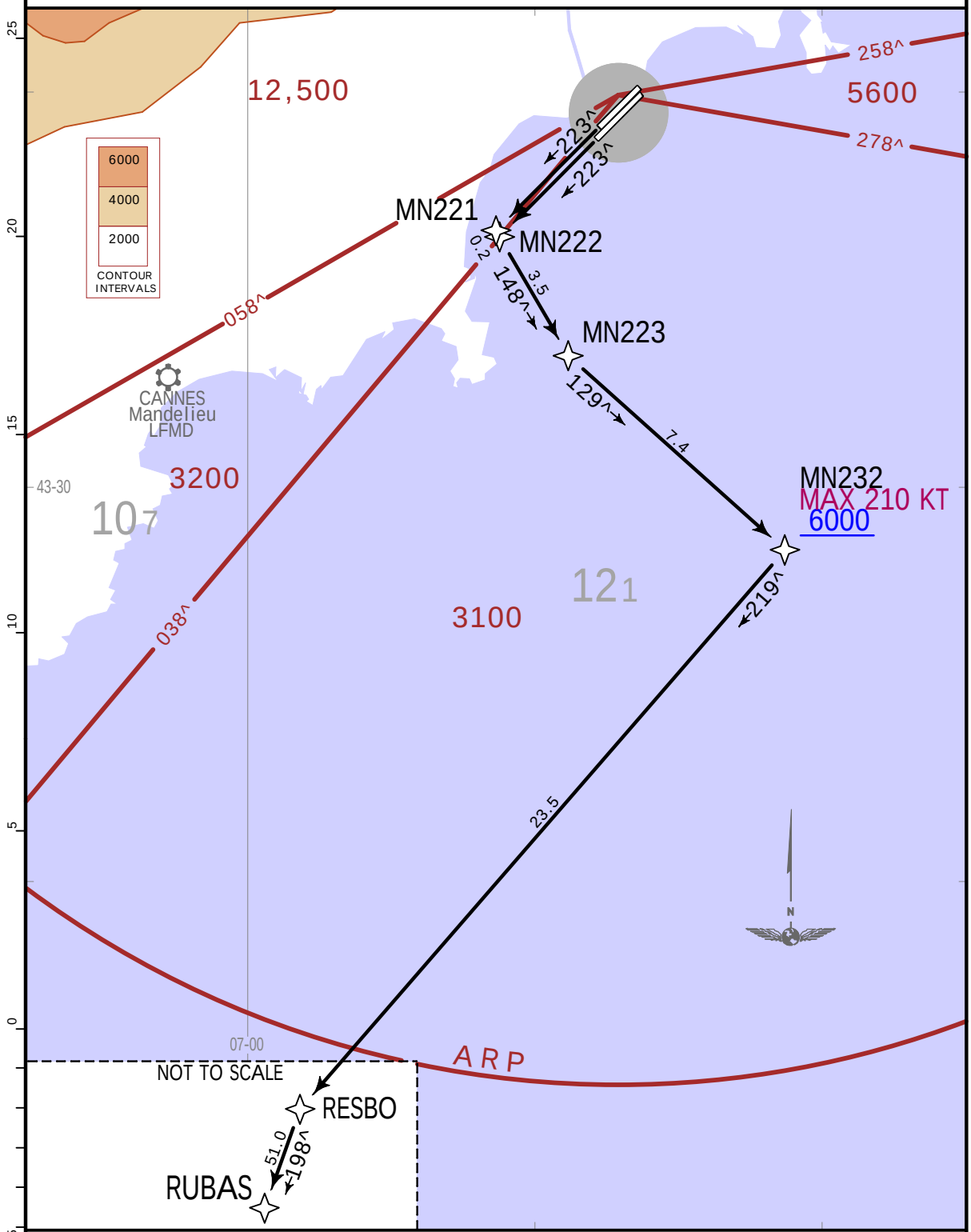
ROUTING

Climb on 043^ track to 420, turn RIGHT direct to MN~44, turn RIGHT, via MN148 to RESBO, to RUBAS.

CHANGES: RNAV SID renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

RUBAS 7X [RUBA7X]
RWYS 22L/R RNAV DEPARTURE
JET ACFT
RFL ABOVE FL195



Initial climb clearance: FL100

ROUTING

Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to RESBO, to RUBAS.

CHANGES: RNAV SID renumbered & revised; MSA.

JEPPESEN
18 MAR 22 (10-3M) .Eff.24.Mar.

NICE/COTE D'AZUR, FRANCE .RNAV.SID.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

RUBIT 7A [RUBI7A]
RUBIT 7B [RUBI7B]
RWYS 04L/R RNAV DEPARTURES
RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH

Initial climb clearance:
RUBIT 7A: FL100 / RUBIT 7B: FL070

SID	ROUTING
RUBIT 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, turn RIGHT to MN148, to RESBO, to STP, to RUBIT.
RUBIT 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to RESBO, to STP, to RUBIT.

5781
12,500
420
420
5600
340^
340^
052^
278^
MN~44
MN148
MAX 210 KT
6000
MN147
MAX 210 KT
6000
MN422
112^
0.5
481^
0.5
3.52
A71 BUR
2.41
B71 BUR
542^
8.51
15.9
277^
RESBO
RUBIT
8.3
269^
NOT TO SCALE
STP
ST TROPEZ
116.5 STP
CANNES
Mandelieu
LFMD
3200
3100
107
121
050^
080^
ARP
6000
4000
2000
CONTOUR INTERVALS
43-30
06-30
07-00
07-30

CHANGES: RNAV SIDs renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

RUBIT 7X [RUBI7X]
RUBIT 7Y [RUBI7Y]
RWYS 22L/R RNAV DEPARTURES
RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH

Initial climb clearance:
RUBIT 7X: FL100 / RUBIT 7Y: FL070

SID	ROUTING
RUBIT 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to RESBO, to STP, to RUBIT.
RUBIT 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to RESBO, to STP, to RUBIT.

5781
12,500
5600
^852
278^
MN221
MN222
0.2
^342
^342
148^
3.5
MN223
129^
7.4
MN232
MAX 210 KT
6000
CANNES
Mandelieu
LFMD
6000
4000
2000
CONTOUR INTERVALS
N
43-30
3200
3100
12 1
10 7
ARP
^850
^830
^342
^261
6.11
Y7 ⇈ BUR
5.32
X7 ⇈ BUR
MN422
^542
8.51
15.9
277^
RESBO
STP
ST TROPEZ
DL6.5 STP
RUBIT
8.3
269^
LA MOLE
LFTZ
06-30
07-00
07-30
52
02
51
01
5
0
5

CHANGES: RNAV SIDs renumbered & revised; MSA.

LFMN/NCE
NICE/COTE D'AZUR

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

SODRI 7A [SODR7A]
SODRI 7B [SODR7B]
RWYS 04L/R RNAV DEPARTURES

Initial climb clearance:
SODRI 7A: FL100 / SODRI 7B: FL070

SID	ROUTING
SODRI 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN~46 to OMARD, to MERLU, to SODRI.
SODRI 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to OMARD, to MERLU, to SODRI.

6000
4000
2000
CONTOUR INTERVALS

4476
ITALY
FRANCE
FRANCE
MONACO

12,500
420
043^
420
258^
5600
278^
058^
3200
038^
43-30
3100
121
MN~44
157^
184^
5.0
5.0
MN~46
MAX 210 KT
6000
MN147
MAX 210 KT
6000
14.2
SODRI 7B
SODRI 7A
26.6
ARP
MN422
126^
16.9
OMARD
9.0
097^
MERLU
25.8
096^
SODRI
NOT TO SCALE
07-30

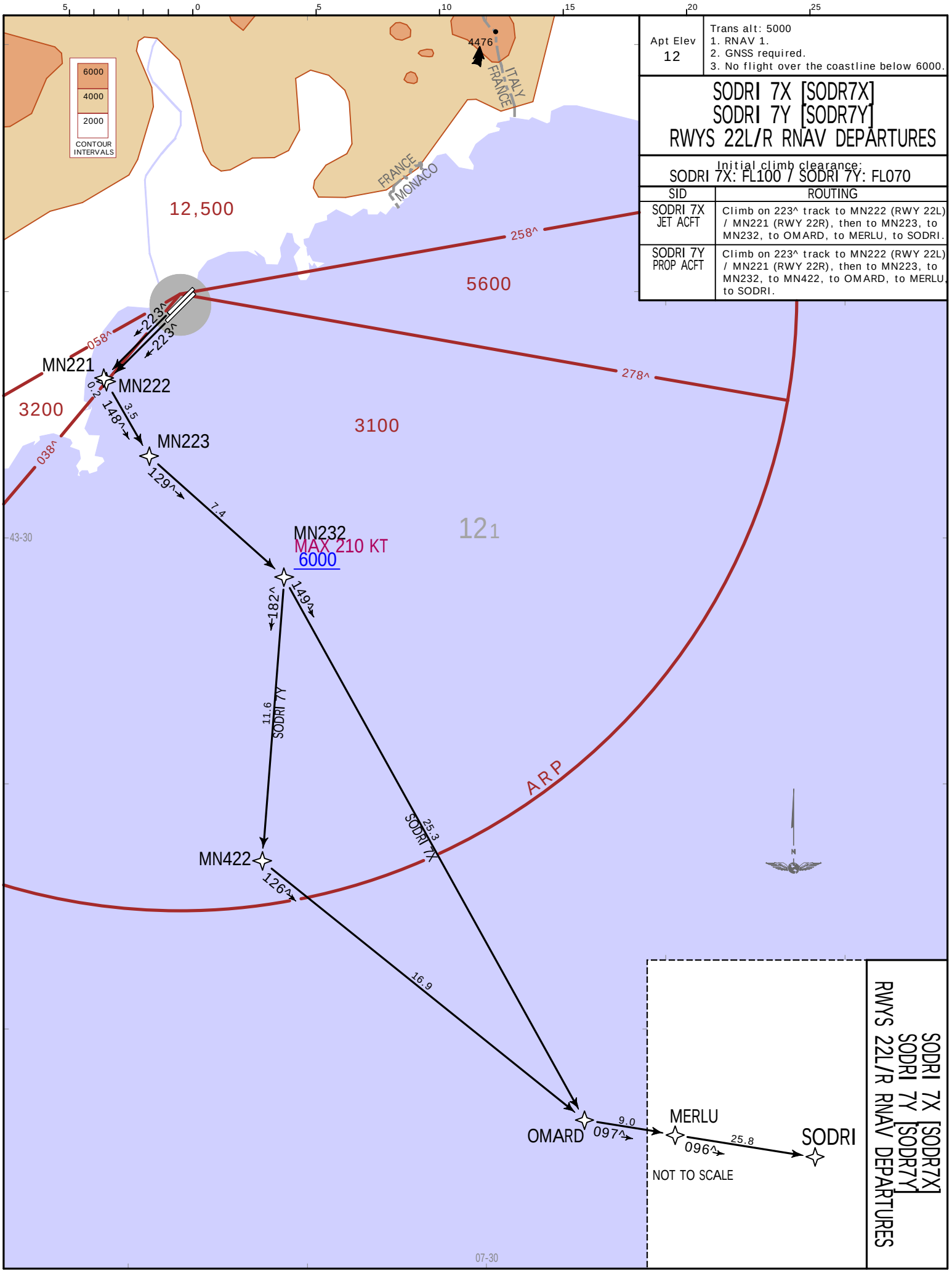
JEPPESEN
18 MAR 22 (10-3P) .Eff.24.Mar. .RNAV.SID.
NICE/COTE D'AZUR FRANCE
SODRI 7A [SODR7A]
SODRI 7B [SODR7B]
RWYS 04L/R RNAV DEPARTURES

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

SODRI 7X [SODR7X]
SODRI 7Y [SODR7Y]
RWYS 22L/R RNAV DEPARTURES

Initial climb clearance:
SODRI 7X: FL100 / SODRI 7Y: FL070

SID	ROUTING
SODRI 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to OMARD, to MERLU, to SODRI.
SODRI 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to OMARD, to MERLU, to SODRI.



LFMN/NCE
NICE/COTE D'AZUR
JEPPESEN
18 MAR 22
10-3Q
.Eff.24.Mar.
NICE/COTE D'AZUR, FRANCE
.RNAV.SID.
SODRI 7X [SODR7X]
SODRI 7Y [SODR7Y]
RWYS 22L/R RNAV DEPARTURES

CHANGES: RNAV SIDs renumbered & revised; MSA.

JEPPESEN
18 MAR 22 (10-3S) .Eff.24.Mar.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

TURIL 7A [TURI7A]
TURIL 7B [TURI7B]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

Initial climb clearance:
TURIL 7A: FL100 / TURIL 7B: FL070

SID	ROUTING
TURIL 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, turn RIGHT to MN148, to RESBO, to STP, via RUBIT to TURIL.
TURIL 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to RESBO, to STP, via RUBIT to TURIL.

5781
12,500
420
420
5600
052
278^
340
340
MN~44
MN148
MAX 210 KT
6000
MN147
MAX 210 KT
6000
MN422
CANNES
Mandelieu
LFMD
6000
4000
2000
CONTOUR INTERVALS
N
43-30
050
3200
107
080
ARP
121
3100
A7 U RUT 3.52
B7 U RUT 2.41
112
0.5
461
0.5
542
8.51
06-30
STP
D ST TROPEZ
116.5 STP
TURIL
17.0
RUBIT
8.3
269^
15.9
277^
RESBO
NOT TO SCALE
07-00
07-30

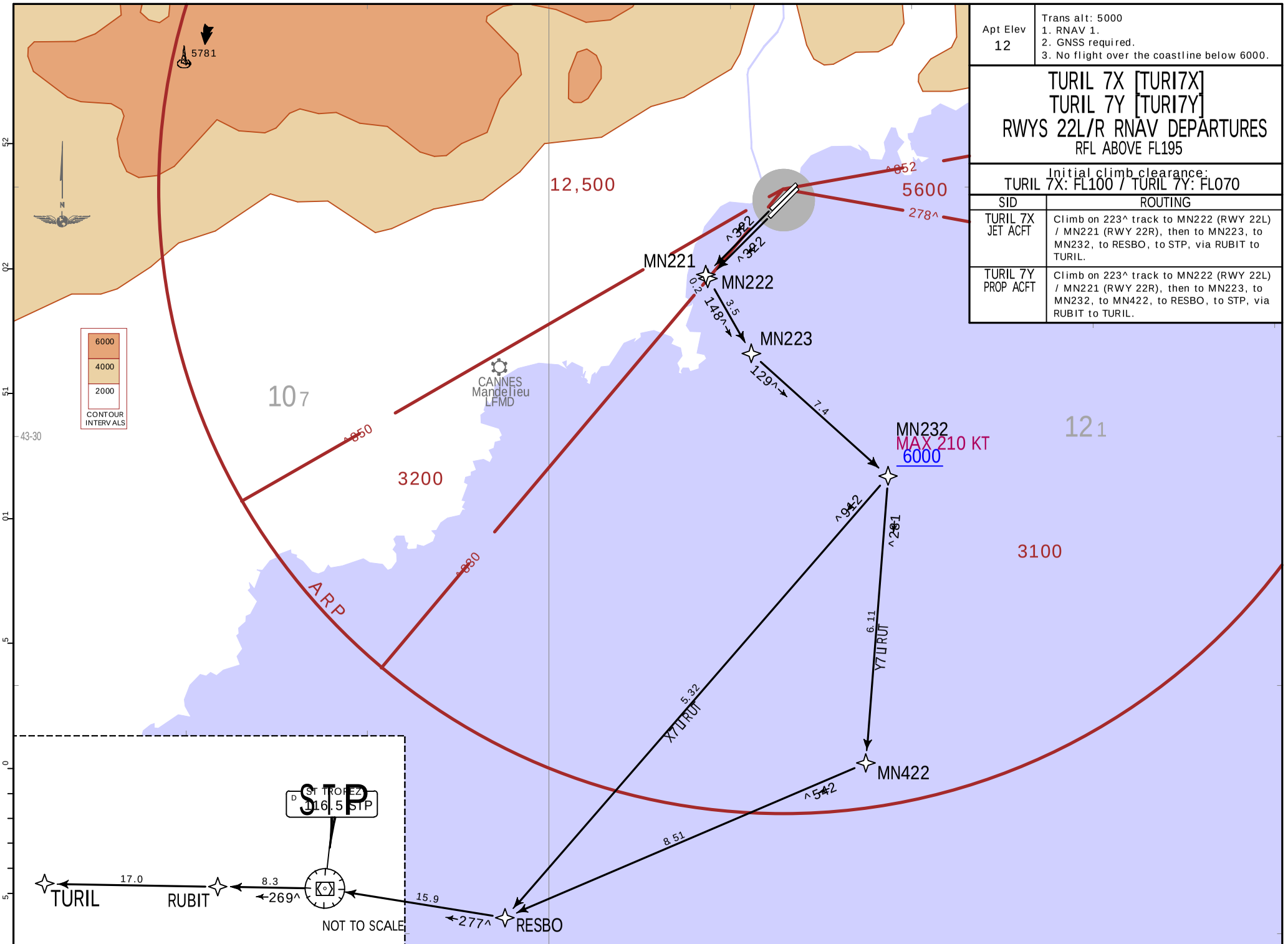
CHANGES: RNAV SIDs renumbered & revised; MSA.

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

TURIL 7X [TURI7X]
TURIL 7Y [TURI7Y]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

Initial climb clearance:
TURIL 7X: FL100 / TURIL 7Y: FL070

SID	ROUTING
TURIL 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to RESBO, to STP, via RUBIT to TURIL.
TURIL 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to RESBO, to STP, via RUBIT to TURIL.



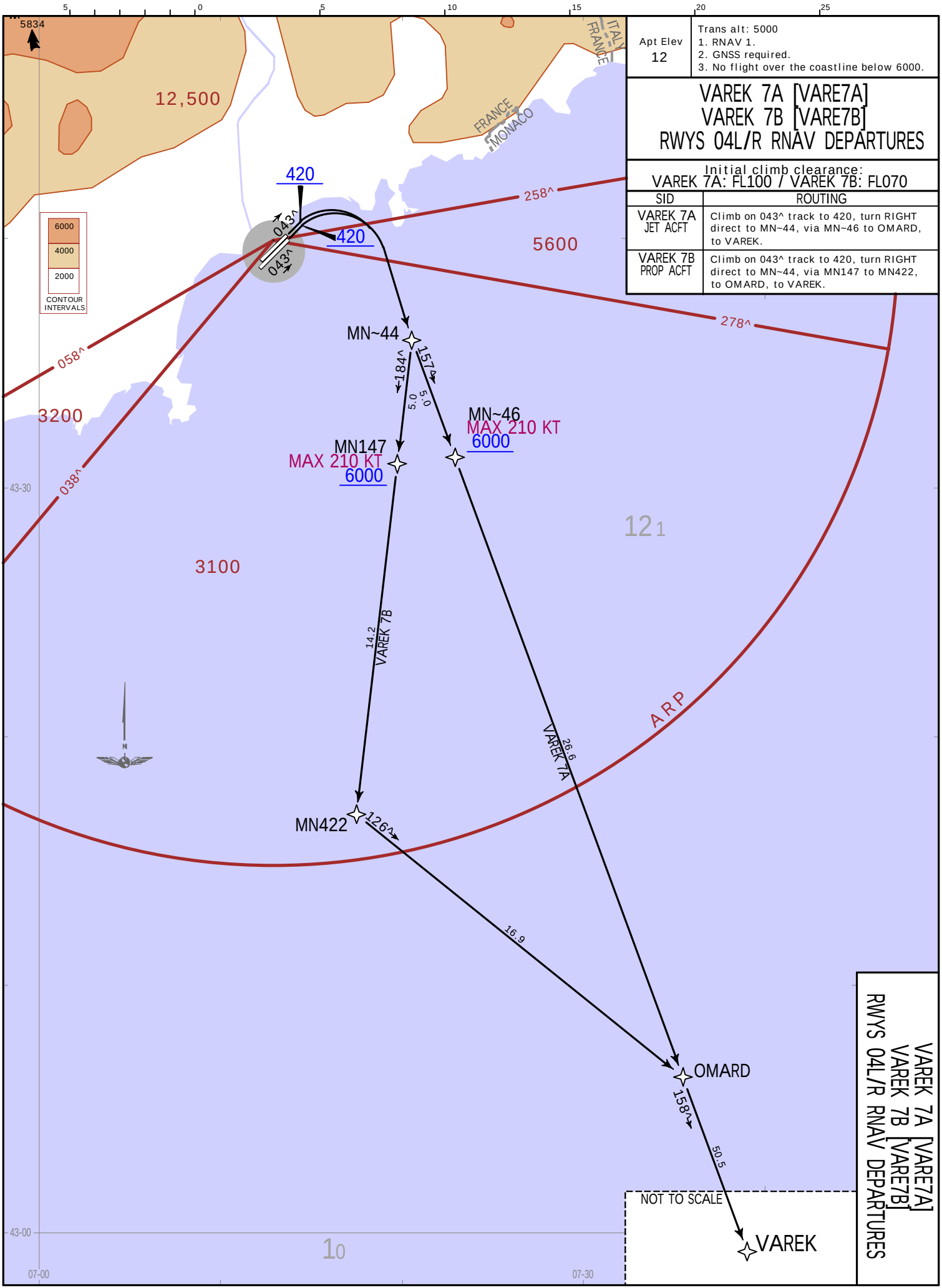
LFMN/NCE
NICE/COTE D'AZUR

Apt Elev	Trans alt: 5000
12	1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

VAREK 7A [VARE7A]
VAREK 7B [VARE7B]
RWYS 04L/R RNAV DEPARTURES

Initial climb clearance:
VAREK 7A: FL100 / VAREK 7B: FL070

SID	ROUTING
VAREK 7A JET ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN~46 to OMARD, to VAREK.
VAREK 7B PROP ACFT	Climb on 043^ track to 420, turn RIGHT direct to MN~44, via MN147 to MN422, to OMARD, to VAREK.



JEPPESEN
18 MAR 22 (10-3T1) .Eff.24.Mar. .RNAV.SID.

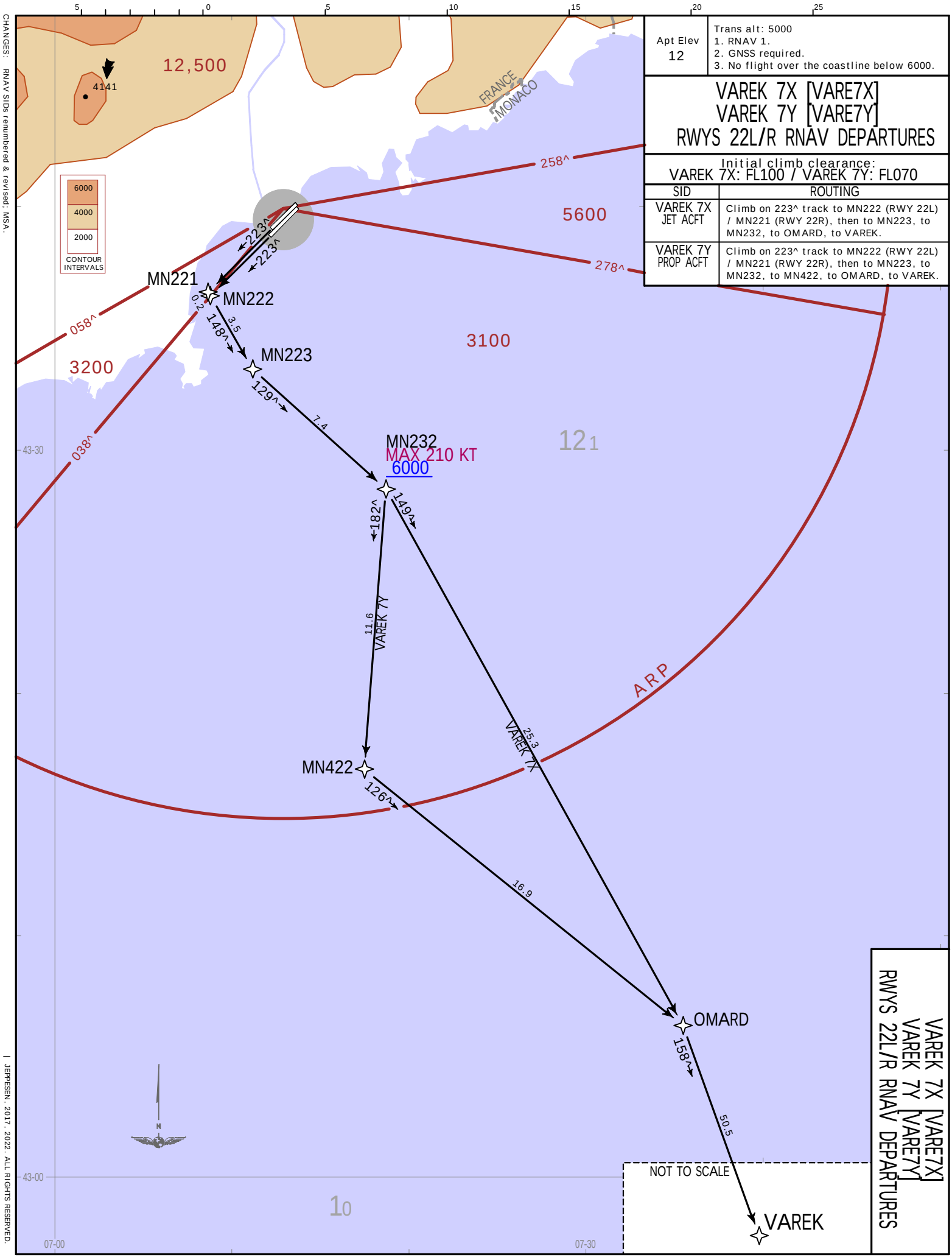
NICE/COTE D'AZUR FRANCE
VAREK 7A [VARE7A]
VAREK 7B [VARE7B]
RWYS 04L/R RNAV DEPARTURES

Apt Elev	
12	Trans alt: 5000 1. RNAV 1. 2. GNSS required. 3. No flight over the coastline below 6000.

VAREK 7X [VARE7X]
VAREK 7Y [VARE7Y]
RWYS 22L/R RNAV DEPARTURES

Initial climb clearance:
VAREK 7X: FL100 / VAREK 7Y: FL070

SID	ROUTING
VAREK 7X JET ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to OMARD, to VAREK.
VAREK 7Y PROP ACFT	Climb on 223^ track to MN222 (RWY 22L) / MN221 (RWY 22R), then to MN223, to MN232, to MN422, to OMARD, to VAREK.



LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
18 MAR 22
10-3T2
.Eff.24.Mar.

NICE/COTE D'AZUR, FRANCE
.RNAV.SID.

VAREK 7X [VARE7X]
VAREK 7Y [VARE7Y]
RWYS 22L/R RNAV DEPARTURES

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

RWYS 04L/R, 22L/R RNAV OMNIDIRECTIONAL DEPARTURES

RNAV 1 (GNSS OR DME/DME/IRU).

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These departures require a minimum climb gradient of
7.0% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

RWY	ROUTING
04L/R	At 420 turn RIGHT, climb to assigned FL in sector between 105^ and 180^.
22L/R	At 520 turn LEFT, climb to assigned FL in sector between 105^ and 180^.

LFMN/NCE

Apt Elev 12'

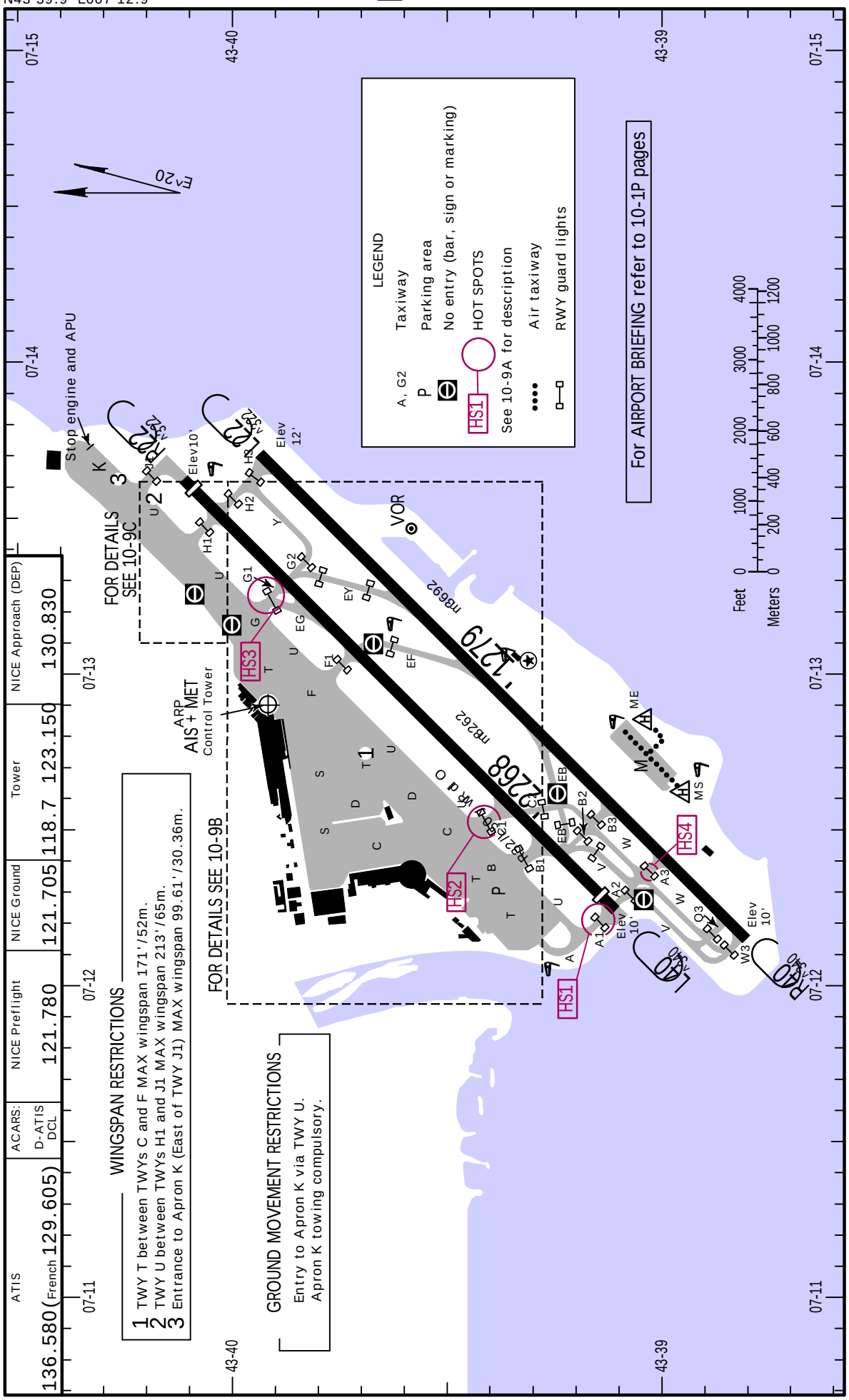
N43 39.9 E007 12.9

JEPPESEN

NICE/COTE D'AZUR, FRANCE

10 JUN 22 (10-9) .Eff.16.Jun.

NICE/COTE D'AZUR



CHANGES: HS4 established.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL (60m) REIL CL (30m) PAPI-R (3.0^) 1	8327' 2538m	7362' 2244m	3	148' 45m
22R	HIRL (60m) REIL CL (30m) SFL PAPI-L (3.5^) 2	8136' 2480m			

1 PAPI-R calibrated for THR overflight of A380 ACFT.
Obstacle clearance guaranteed up to 3.8 NM from THR.

2 PAPI-L calibrated for THR overflight of A380 ACFT.
Offset 5^ to the South. Obstacle clearance guaranteed up to 3.8 NM from THR.

3 TAKE-OFF RUN AVAILABLE

RWY 04L:
From RWY head 8622' (2628m)
TWY B1 int 7241' (2207m)
TWY C1 int 6496' (1980m)

RWY 22R:
From displ thresh 8136' (2480m)
TWY H1 int 7680' (2341m)
TWY G1 int 6319' (1926m)
TWY EG int 5768' (1758m)
TWY F1 int 4938' (1505m)

04R	HIRL (50m) REIL CL (30m) 4 HST-EF&EY		8671' 2643m	6	148' 45m
22L	HIRL (50m) REIL CL (30m) 5 HST-EB				

4 PAPI-R (3.0^). PAPI calibrated for THR overflight of B747 ACFT.
Obstacle clearance guaranteed up to 8.1 NM from THR.

5 PAPI-L (3.5^). PAPI calibrated for THR overlifhgt of B747 ACFT.
Offset 5^ to the South. Obstacle clearance guaranteed up to 3.8 NM from THR.

6 TAKE-OFF RUN AVAILABLE

RWY 04R:
From RWY head 9721' (2963m)
TWY Q3 int 9377' (2858m)
TWY A3 int 8114' (2473m)
TWY B3 int 7077' (2157m)

RWY 22L:
From RWY head 9721' (2963m)
TWY EY int 6936' (2114m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

Strictly follow RWY crossing clearance. Only ATC may give clearance to cross any RWY. It is mandatory to read back all instructions before crossing a RWY.

HS1 TWY crossing RWY.

HS2 Confusing RWY entry due to largeness of TWY C1.
Short taxiing distance from Terminal 2 parking stands to holding point C1.
TWY crossing RWY with ACFT flaring out.

HS3 TWY crossing RWY with ACFT flaring out.
Short taxiing distances from parking area K to holding point G1.

.Standard. TAKE-OFF

A
B
C
D

550m

CHANGES: Rwy 04R/22L HIRL spacing.

ATIS	ACARS:	NICE Preflight	NICE Ground	Tower	NICE Approach (DEP)
136.580 (French 129.605)	D-ATIS DCL	121.780	121.705	118.7 123.150	130.830

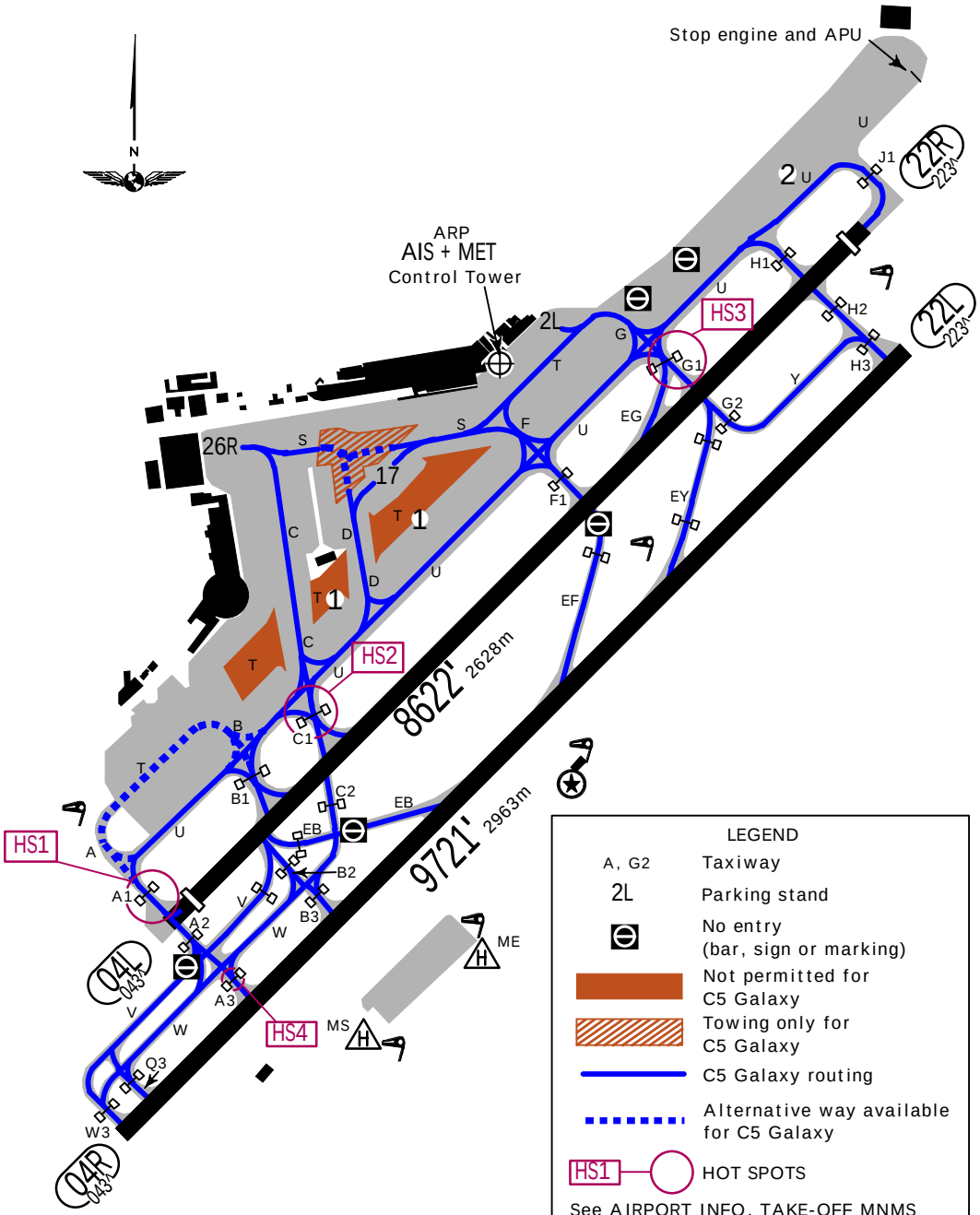
FOR C5 Galaxy ONLY

SPECIFIC INSTRUCTIONS

Outer engines on idle thrust.
If possible, use BRAKE TO VACATE.
Stands 2L, 17 and 26R: reduced wingtip margins while accessing/exiting the stand

WINGSPAN RESTRICTIONS

1 TWY T between TWYs C and F MAX wingspan 171'/52m.
2 TWY U between TWYs H1 and J1 MAX wingspan 213'/65m.



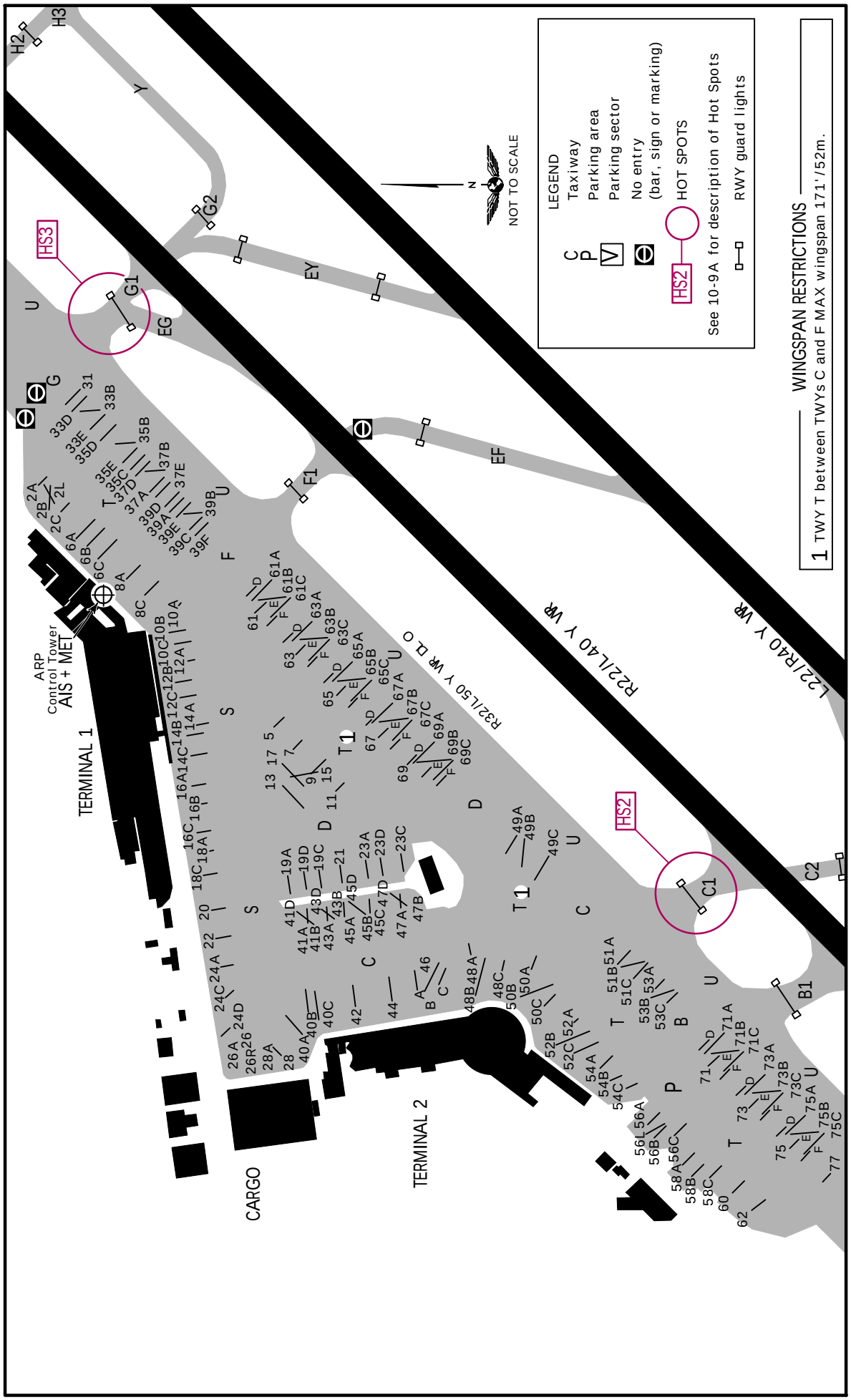
CHANGES: Stand 54B withdrawn.

LFMN/NCE NICE/COTE D'AZUR, FRANCE

JEPPESEN

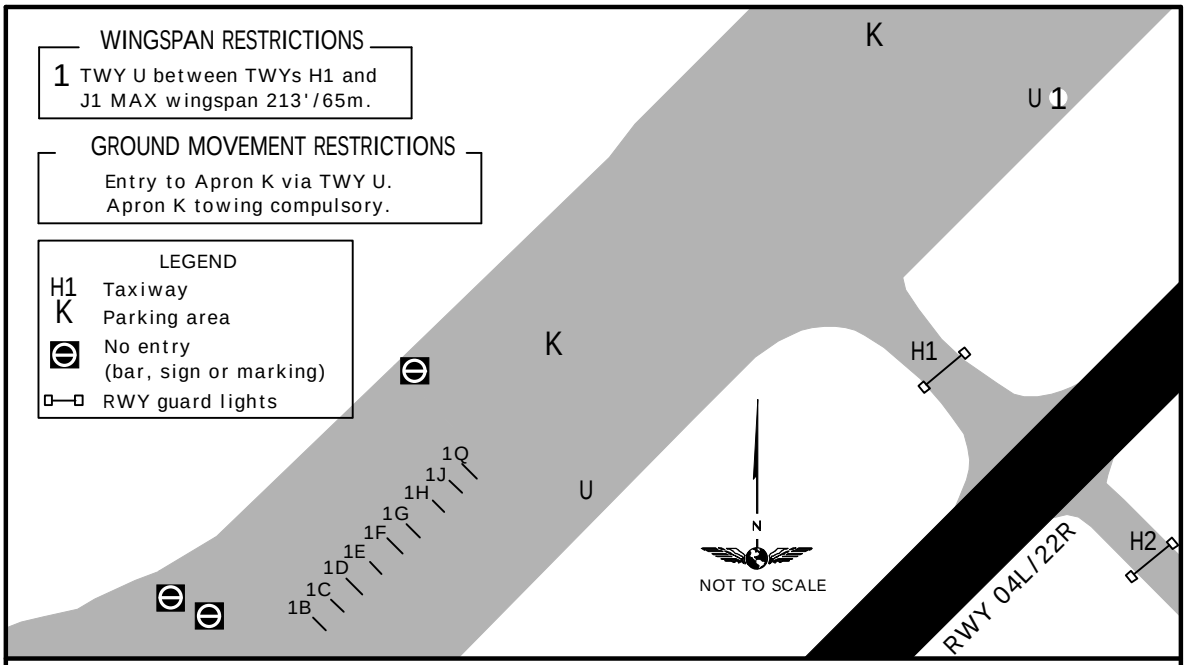
3 SEP 21 (10-9B) .Eff.9.Sep.

NICE/COTE D'AZUR



CHANGES: RWY guard lights.

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



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1B thru 1G	N43 40.0 E007 13.2	47A thru 47D	N43 39.7 E007 12.5
1H thru 1Q	N43 40.0 E007 13.3	48A thru 48C	N43 39.6 E007 12.4
2A thru 2L	N43 40.0 E007 13.0	49A, 49B	N43 39.6 E007 12.6
5	N43 39.8 E007 12.7	49C	N43 39.5 E007 12.6
6A, 6B	N43 39.9 E007 13.0	50A, 50B	N43 39.6 E007 12.4
6C	N43 39.9 E007 12.9	50C	N43 39.5 E007 12.4
7	N43 39.8 E007 12.7	51A thru 51C	N43 39.5 E007 12.5
8A, 8C	N43 39.9 E007 12.9	52A thru 52C	N43 39.5 E007 12.4
9	N43 39.7 E007 12.7	53A thru 53C	N43 39.4 E007 12.4
10A, 10B	N43 39.9 E007 12.9	54A thru 54C	N43 39.5 E007 12.3
10C	N43 39.9 E007 12.8	56A	N43 39.5 E007 12.2
11	N43 39.7 E007 12.7	56B thru 60	N43 39.4 E007 12.2
12A, 12B	N43 39.9 E007 12.8	61B thru 61F	N43 39.8 E007 12.9
12C	N43 39.8 E007 12.8	62	N43 39.4 E007 12.1
13 thru 16C	N43 39.8 E007 12.7	63A	N43 39.8 E007 12.8
17	N43 39.7 E007 12.7	63B, 63C	N43 39.7 E007 12.8
18A, 18C	N43 39.8 E007 12.6	63D	N43 39.8 E007 12.8
19A thru 19D	N43 39.7 E007 12.5	63E thru 67A	N43 39.7 E007 12.8
20	N43 39.8 E007 12.5	67B, 67C	N43 39.7 E007 12.7
21	N43 39.7 E007 12.6	67D	N43 39.7 E007 12.8
22	N43 39.8 E007 12.5	67E, 67F	N43 39.7 E007 12.7
23A thru 23D	N43 39.7 E007 12.6	69B thru 69F	N43 39.6 E007 12.7
24A thru 24D	N43 39.8 E007 12.4	71A, 71B	N43 39.4 E007 12.3
26 thru 28A	N43 39.8 E007 12.3	71C	N43 39.3 E007 12.3
31 thru 35E	N43 39.9 E007 13.1	71D, 71E	N43 39.4 E007 12.3
37A thru 37E	N43 39.9 E007 13.0	71F thru 75A	N43 39.3 E007 12.3
39A thru 39F	N43 39.8 E007 13.0	75B, 75C	N43 39.3 E007 12.2
40A	N43 39.8 E007 12.4	75D	N43 39.3 E007 12.3
40B, 40C	N43 39.7 E007 12.4	75E thru 77	N43 39.3 E007 12.2
41A thru 41D	N43 39.7 E007 12.5		
42	N43 39.7 E007 12.4		
43A thru 43D	N43 39.7 E007 12.5		
44	N43 39.7 E007 12.4		
45A thru 45D	N43 39.7 E007 12.5		
46A thru 46C	N43 39.6 E007 12.4		

CHANGES: RWY guard lights.

LFMN/NCE
NICE/COTE D'AZUR

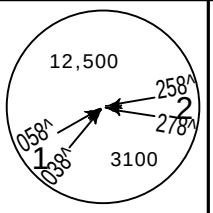
JEPPESEN

NICE/COTE D'AZUR, FRANCE
23 DEC 22 (11-0) .Eff.29.Dec. **INITIAL APCH ALL Rwys**

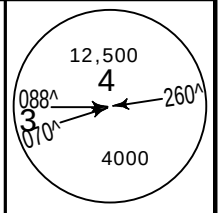
D-ATIS		NICE Approach			NICE Tower	Ground
(French)	East	West				
136.580 129.605)	124.180	134.475	120.655	128.205	118.7 123.150	121.705

BRIEFING STRIP ™

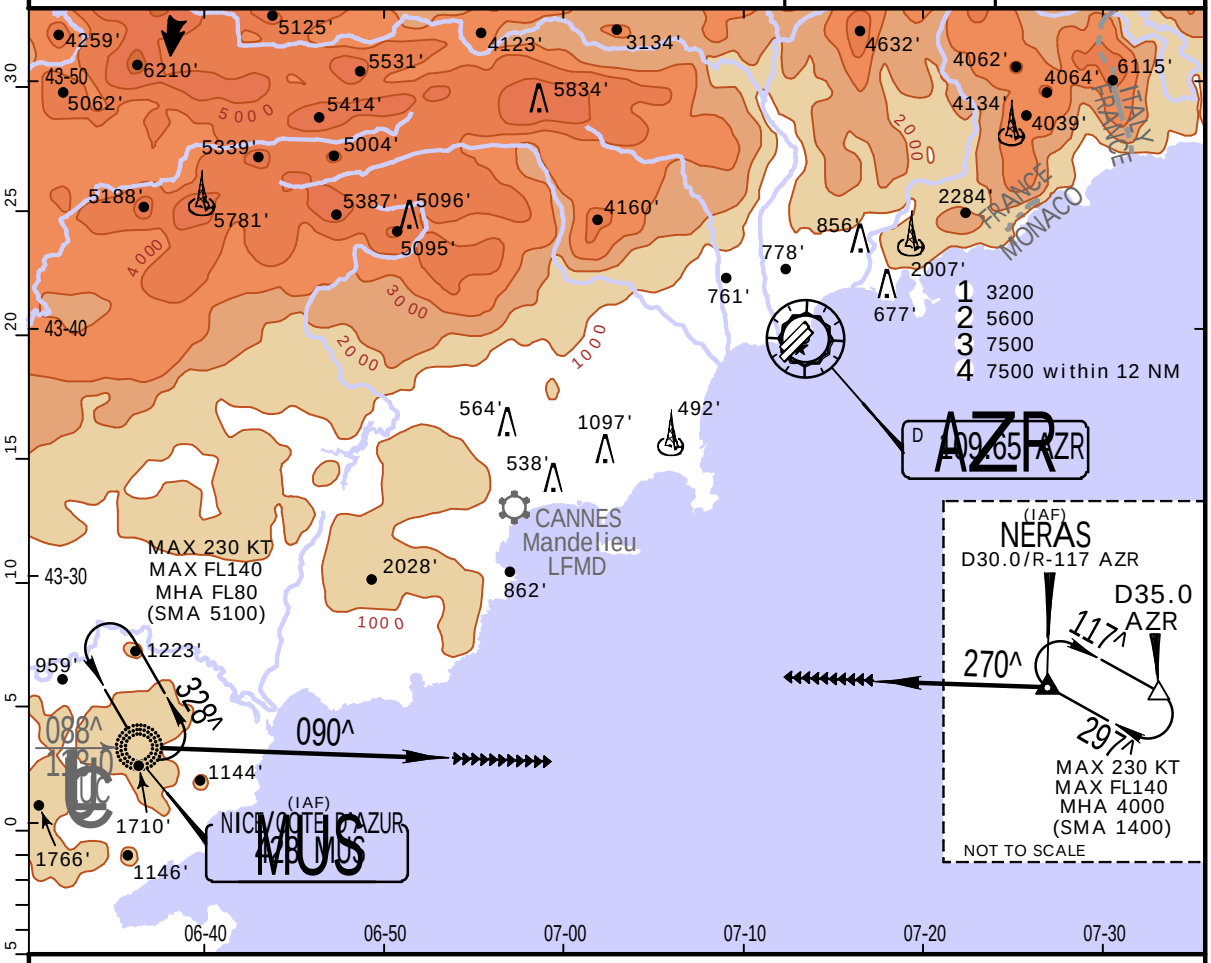
FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS



MSA ARP



MSA AZR VOR



FOR FINAL APPROACH SEE
Rwy 04L: 11-1, 12-1, 12-2, 12-3
Rwy 04R: 11-3, 12-3, 12-4, 12-5
Rwy 22L: 12-6
Rwy 22R: 12-6

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Join and follow route published
for Rwy 04L on chart 11-2,
for Rwy 04R on chart 11-4,
for Rwy 22L on chart 12-6A, 13-1,
for Rwy 22R on chart 12-6A, 13-1.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

CHANGES: MSA, notes.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (11-1) .Eff.29.Dec.

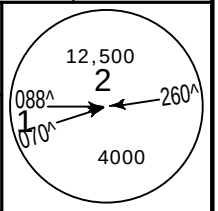
NICE/COTE D'AZUR, FRANCE
ILS or LOC Rwy 04L

D-ATIS		NICE Approach			NICE Tower	Ground
(French)		East	West			
136.580	129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

BRIEFING STRIP ™

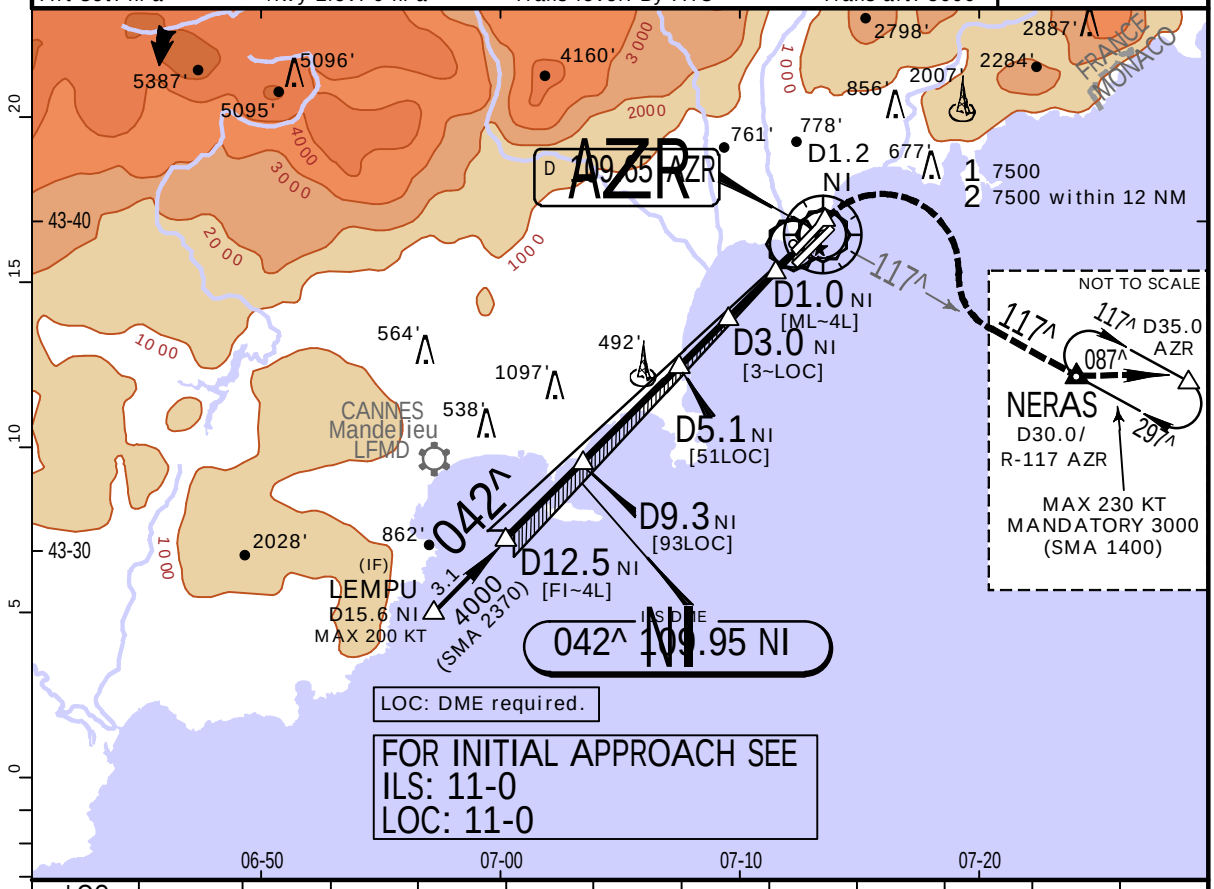
LOC	Final	D12.5 NI	ILS	Apt Elev 12'
NI	Apch Crs	4000' (3989')	DA(H)	
109.95	042^		Refer to Minimums	Rwy 11'

MISSED APCH: Climb on 043^, at D1.2 NI turn RIGHT (MAX 200 KT) onto R-117 AZR climbing to 3000' to NERAS. At NERAS turn LEFT on 087^ to join holding.
Climb to 1200' prior to level acceleration.

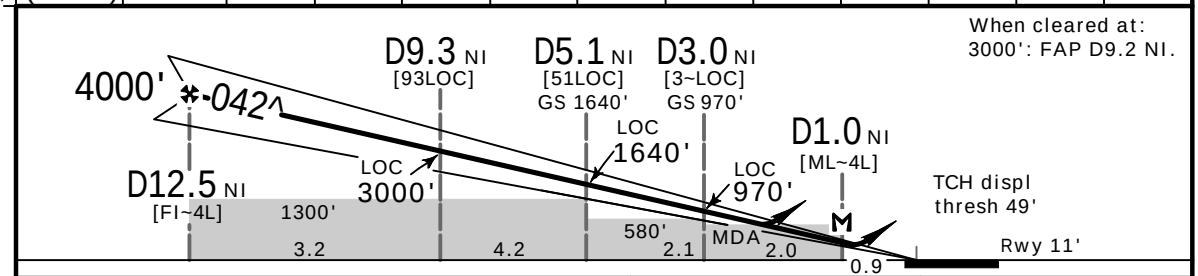


MSA AZR VOR

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	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3840'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.02^	374	481	534	641	748	855
MAP at D1.0 NI							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

.Standard. STRAIGHT-IN LANDING RWY 04L

Missed apch climb gradient mim 4.0%	ILS	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%	LOC (GS out) CDFA
DA(H) 1 211' (200')	DA(H) 1	A:221' (210') C:291' (280') B:231' (220') D:301' (290')	A:251' (240') C:391' (380') B:261' (250') D:401' (390')	DA/MDA(H) 390' (379')

					CIRCLE-TO-LAND 2 Prohibited Northwest of runway	
					Max Kts	MDA(H) VIS
A	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1700m	110	770' (759') 3500m
B			RVR 1300m		135	
C		RVR 1300m	RVR 1700m		180	1700' (1689') 5000m
D		RVR 1400m	RVR 1800m		205	2420' (2409') 5000m

1 For the use of these minimums a failure of one engine during missed apch must be taken into account.
2 Circling height based on rwy 04L displ thresh elev of 11'.

CHANGES: MSA, missed apch text.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (11-2) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE
ILS or LOC Rwy 04L

D-ATIS		NICE Approach			NICE Tower	Ground
(French)		East	West			
136.580	129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

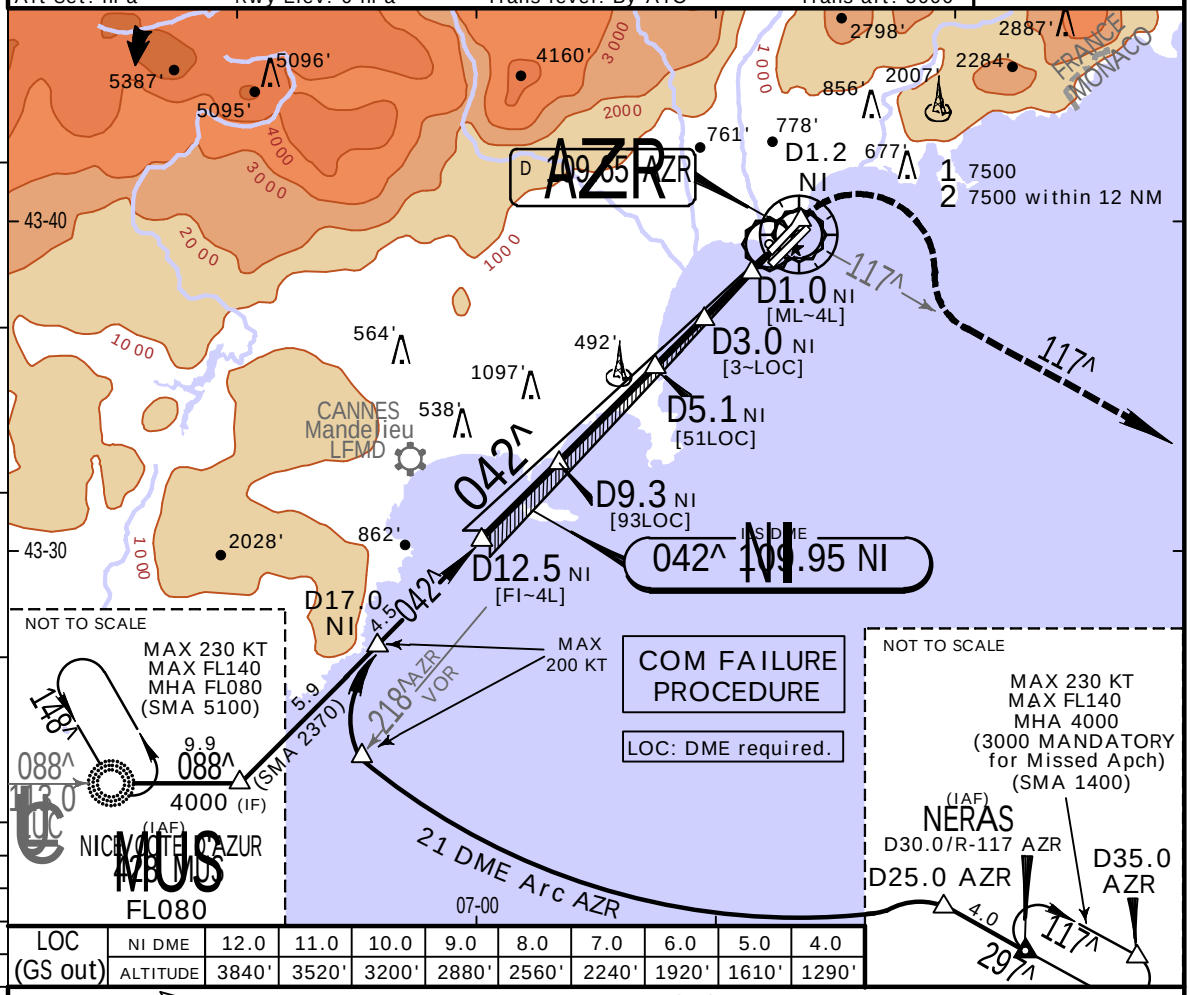
BRIEFING STRIP ™

LOC NI	Final Apch Crs	D12.5 NI	ILS DA(H) Refer to Minimums	Apt Elev 12' Rwy 11'
109.95	042^	4000' (3989')		

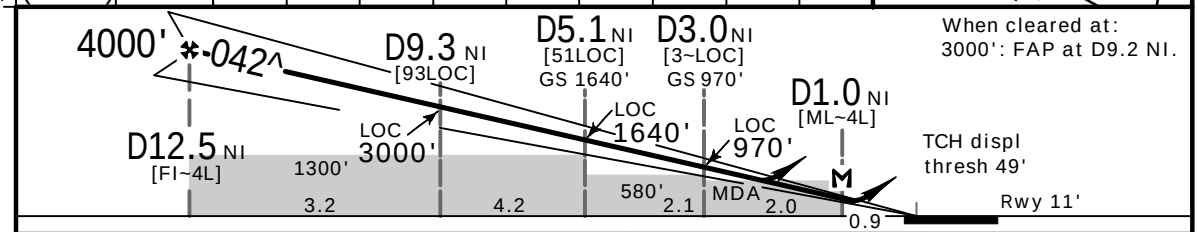
MISSED APCH: Climb on 043^, at D1.2 NI turn RIGHT (MAX 200 KT) onto R-117 AZR climbing to 3000' to NERAS. At NERAS turn LEFT on 087^ to join holding.
Climb to 1200' prior to level acceleration.

12,500 2 088^ 260^ 1 070^ 4000
MSA AZR VOR

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	9.0	8.0	7.0	6.0	5.0	4.0
	ALTITUDE	3840'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.02^	374	481	534	641	748	855
MAP at D1.0 NI							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 04L

Missed apch climb gradient mim 4.0%	ILS DA(H) 1 Missed apch climb gradient mim 3.0%	ILS DA(H) 1 Missed apch climb gradient mim 2.5%	LOC (GS out) CDFA DA/MDA(H)
DA(H) 1 211' (200')	A:221' (210') C:291' (280') B:231' (220') D:301' (290')	A:251' (240') C:391' (380') B:261' (250') D:401' (390')	390' (379')

					Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1700m	110	770' (759')	3500m
B			RVR 1300m		135		
C		RVR 1300m	RVR 1700m		180	1700' (1689')	5000m
D		RVR 1400m	RVR 1800m		205	2420' (2409')	5000m

CIRCLE-TO-LAND 2
Prohibited Northwest of runway

1 For the use of these minimums a failure of one engine during missed apch must be taken into account.
2 Circling height based on rwy 04L displ thresh elev of 11'.

CHANGES: MSA, missed apch text.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (11-3) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE
ILS or LOC Rwy 04R

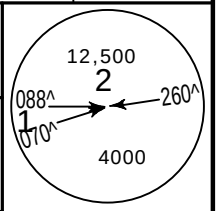
D-ATIS (French)	NICE Approach East	NICE Approach West	NICE Tower	Ground
136.580 129.605)	124.180	134.475 120.655 128.205	118.7 123.150	121.705

BRIEFING STRIP ™

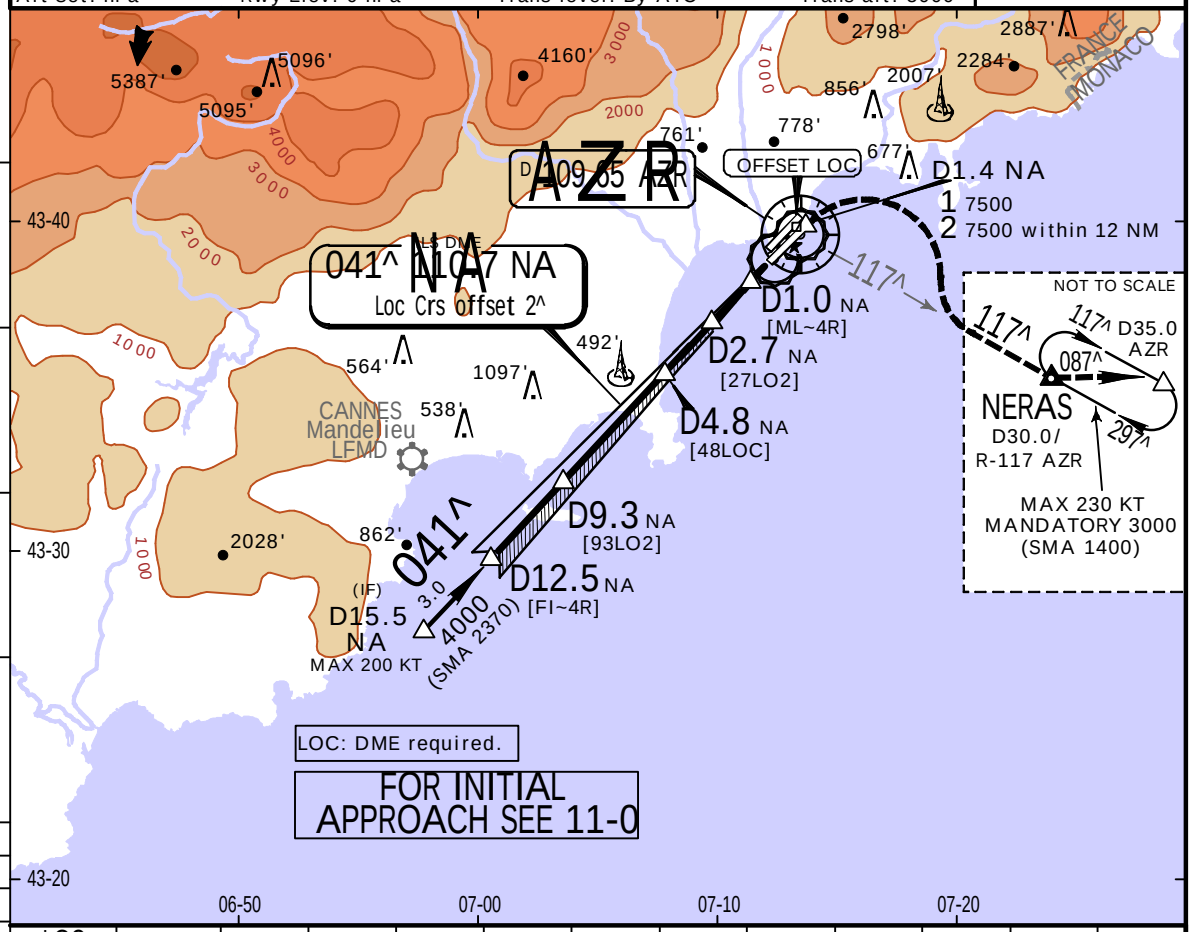
LOC	Final Apch Crs	D12.5 NA	ILS DA(H) Refer to Minimums	Apt Elev 12' Rwy 10'
NA 110.7	041^	4000' (3990')		

MISSED APCH: Climb STRAIGHT AHEAD, at D1.4 NA turn RIGHT (MAX 200 KT) onto R-117 AZR climbing to 3000' to NERAS. At NERAS turn LEFT on 087^ to join holding.
Climb to 1200' prior to level acceleration.

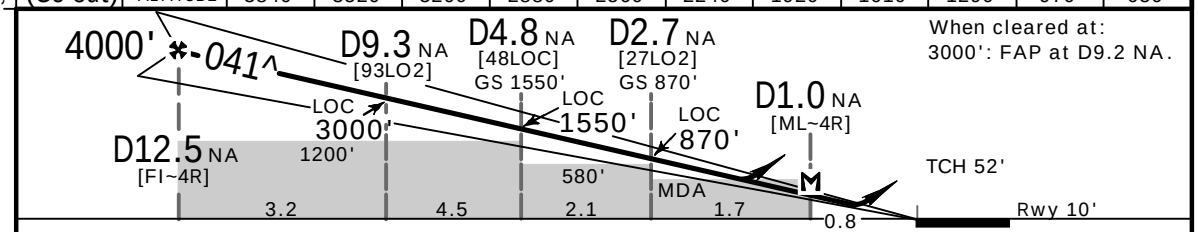
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000'



MSA AZR VOR



LOC (GS out)	NA DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3840'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.02^	374	481	534	641	748	855
MAP at D1.0 NA							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 04R

ILS DA(H)	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%	LOC (GS out) CDFA DA/MDA(H)
	ABC: 260' (250') D: 270' (260')	AB: 260' (250') C: 360' (350') D: 370' (360')	390' (380')

	DA(H)		
A	RVR 1300m	RVR 1300m	RVR 1700m
B			
C		RVR 1600m	
D			

CIRCLE-TO-LAND 1
Prohibited Northwest of runway

Max Kts	MDA(H)	VIS
110	770' (760')	3500m
135		
180	1700' (1690')	5000m
205	2420' (2410')	5000m

1 Circling height based on rwy 04R thresh elev of 10'.

CHANGES: MSA, missed apch text.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (11-4) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE
ILS or LOC Rwy 04R

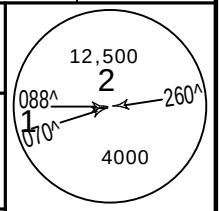
D-ATIS (French)	NICE Approach East	NICE Approach West		NICE Tower	Ground
136.580 129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

BRIEFING STRIP ™

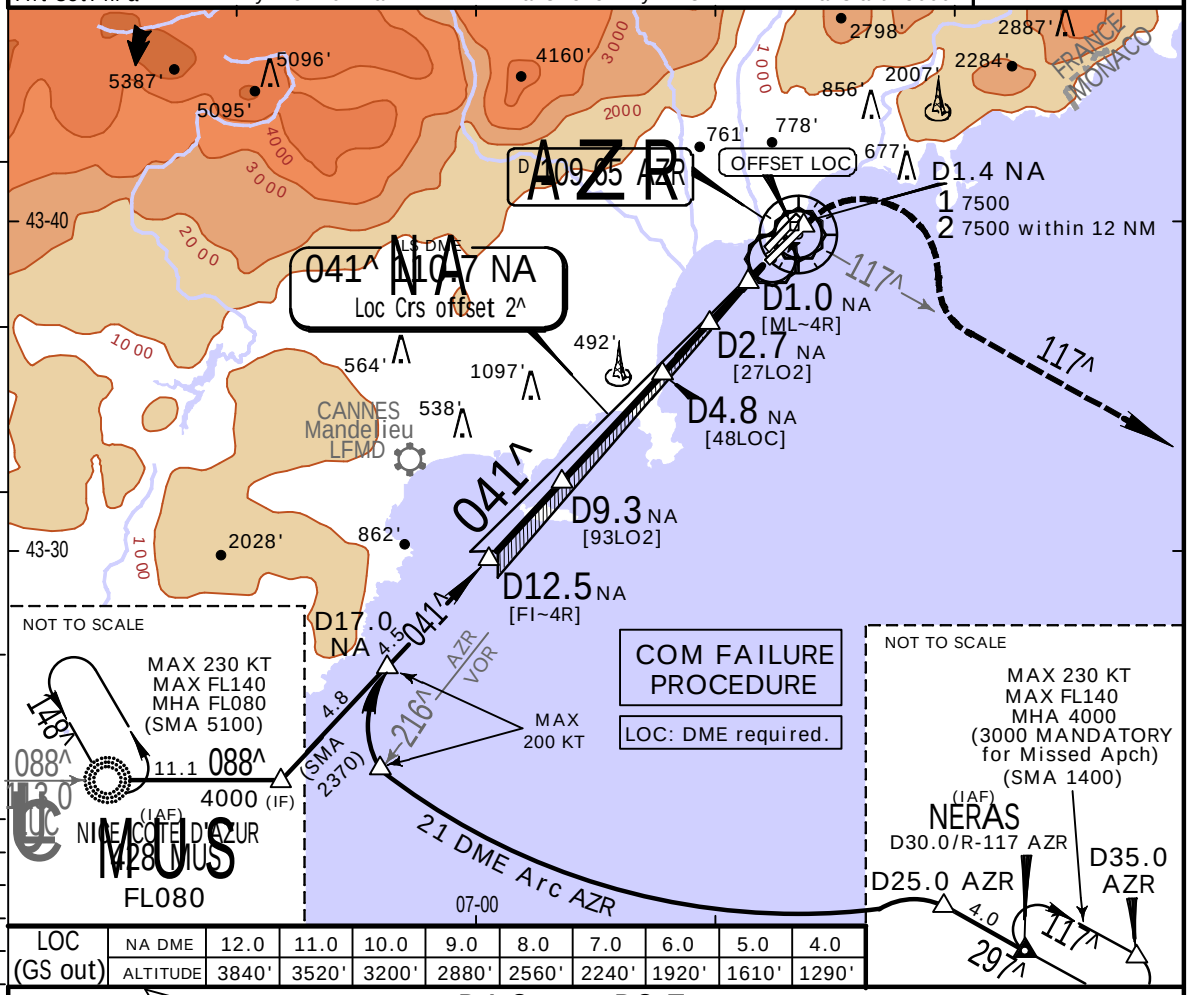
LOC	Final Apch Crs	D12.5 NA	ILS DA(H) Refer to Minimums	Apt Elev 12'
NA 110.7	041^	4000' (3990')		Rwy 10'

MISSED APCH: Climb STRAIGHT AHEAD, at D1.4 NA turn RIGHT (MAX 200 KT) onto R-117 AZR climbing to 3000' to NERAS. At NERAS turn LEFT on 087^ to join holding.
Climb to 1200' prior to level acceleration.

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



MSA AZR VOR

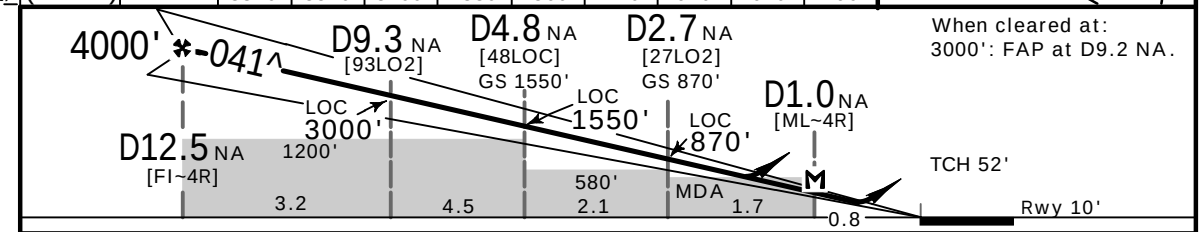


NOT TO SCALE

COM FAILURE PROCEDURE
LOC: DME required.

NOT TO SCALE

LOC (GS out)	NA DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
	ALTITUDE	3840'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'



When cleared at:
3000': FAP at D9.2 NA.

Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	372	478	531	637	743	849
LOC Descent Angle	3.02^	374	481	534	641	748	855
MAP at D1.0 NA							

REIL
PAPI-R
Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 04R

DA(H)	ILS Missed apch climb gradient mim 3.0%	DA(H)	ILS Missed apch climb gradient mim 2.5%	LOC (GS out) CDFA DA/MDA(H)
	ABC: 260' (250') D: 270' (260')		AB: 260' (250') C: 360' (350') D: 370' (360')	390' (380')
A	RVR 1300m		RVR 1300m	RVR 1700m
B				
C			RVR 1600m	
D				

CIRCLE-TO-LAND 1
Prohibited Northwest of runway

Max Kts	MDA(H)	VIS
110	770' (760')	3500m
135		
180	1700' (1690')	5000m
205	2420' (2410')	5000m

1 Circling height based on rwy 04R thresh elev of 10'.

CHANGES: MSA, missed apch text.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN

30 JUL 21 (12-1)

NICE/COTE D'AZUR, FRANCE
1 RNP Z Rwy 04L

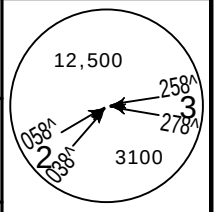
D-ATIS	NICE Approach			NICE Tower	Ground
(French)	East	West			
136.580 129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

BRIEFING STRIP ™

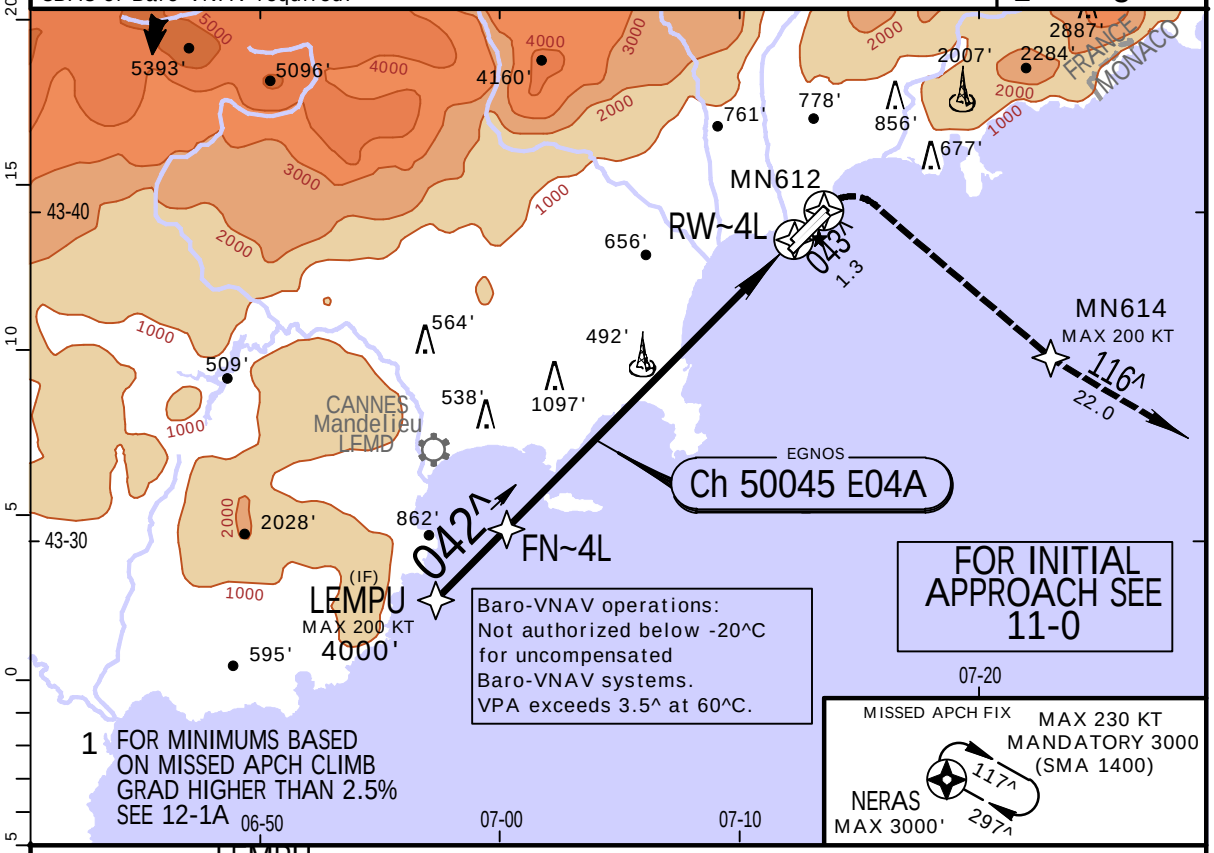
EGNOS	Final	FN~4L	LPV CAT I	Apt Elev 12'
Ch 50045	Apch Crs	MANDATORY	DA(H)	Rwy 11'
E04A	042^	4000' (3989')	Refer to Minimums	

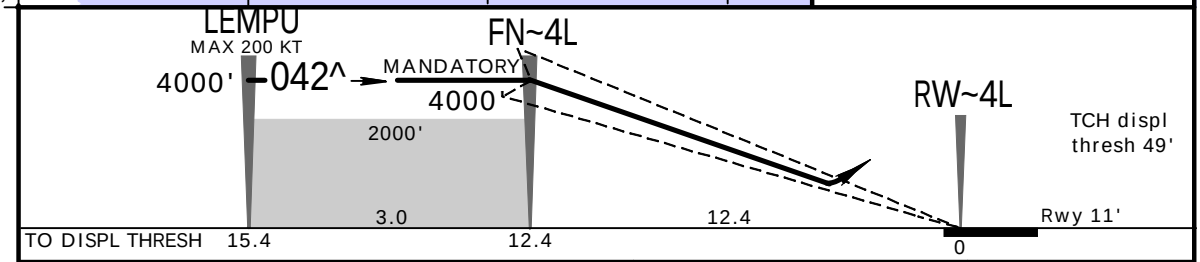
MISSED APCH: Climb to MN612, then turn RIGHT to MN614 (MAX 200 KT), then proceed to NERAS climbing to 3000' to join holding.
Climb to 1200' prior to level acceleration.

RNP apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'
SBAS or Baro-VNAV required.				



MSA ARP
2 3200 3 5600





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at DA							

REIL
PAPI-R

MN612

PANS OPS

.Standard. STRAIGHT-IN LANDING RWY 04L

	LPV CAT I	LNAV/VNAV
	Missed apch climb gradient mim 2.5%	
DA(H)	A: 251' (240') C: 391' (380') B: 261' (250') D: 401' (390')	A: 601' (590') C: 631' (620') B: 611' (600') D: 661' (650')
A	RVR 1200m	RVR 1500m
B	RVR 1300m	
C	RVR 1700m	RVR 2400m
D	RVR 1800m	

CIRCLE-TO-LAND 1

Prohibited Northwest of runway

Max Kts	MDA(H)	VIS
110	770' (759')	3500m
135		
180	1700' (1689')	5000m
205	2420' (2409')	5000m

1 Circling height based on rwy 04L displ thresh elev of 11'.

CHANGES: Initial approach procedure withdrawn.

RNP Z Rwy 04L MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT
OF MORE THAN 2.5 %

For the use of these minimums a failure of one engine during missed approach must be taken into account.

MISSED APCH CLIMB GRADIENT MIM 3.0%

.Standard.	STRAIGHT-IN LANDING RWY 04L	
	LPV CAT I	LNAV/VNAV
	DA(H) A: 221' (210') C: 291' (280') B: 231' (220') D: 301' (290')	DA(H) A: 461' (450') C: 491' (480') B: 471' (460') D: 521' (510')
A	RVR 1200m	RVR 1500m
B		
C	RVR 1300m	RVR 2200m
D	RVR 1400m	RVR 2400m

MISSED APCH CLIMB GRADIENT MIM 4.0%

.Standard.	STRAIGHT-IN LANDING RWY 04L	
	LPV CAT I	LNAV/VNAV
	DA(H) AB: 211' (200') C: 221' (210') D: 231' (220')	DA(H) A: 341' (330') C: 371' (360') B: 351' (340') D: 411' (400')
A	RVR 1200m	RVR 1500m
B		
C		RVR 1600m
D		RVR 1800m

MISSED APCH CLIMB GRADIENT MIM 5.0%

.Standard.	STRAIGHT-IN LANDING RWY 04L LNAV/VNAV DA(H) A: 331' (320') BC: 341' (330') D: 351' (340')
A	RVR 1400m
B	RVR 1500m
C	
D	

CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 30 JUL 21 (12-2)

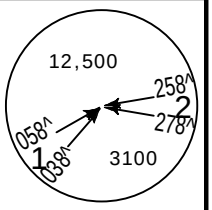
NICE/COTE D'AZUR, FRANCE
RNP Y Rwy 04L

BRIEFING STRIP ™

D-ATIS	NICE Approach			NICE Tower	Ground
(French)	East	West			
136.580 129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

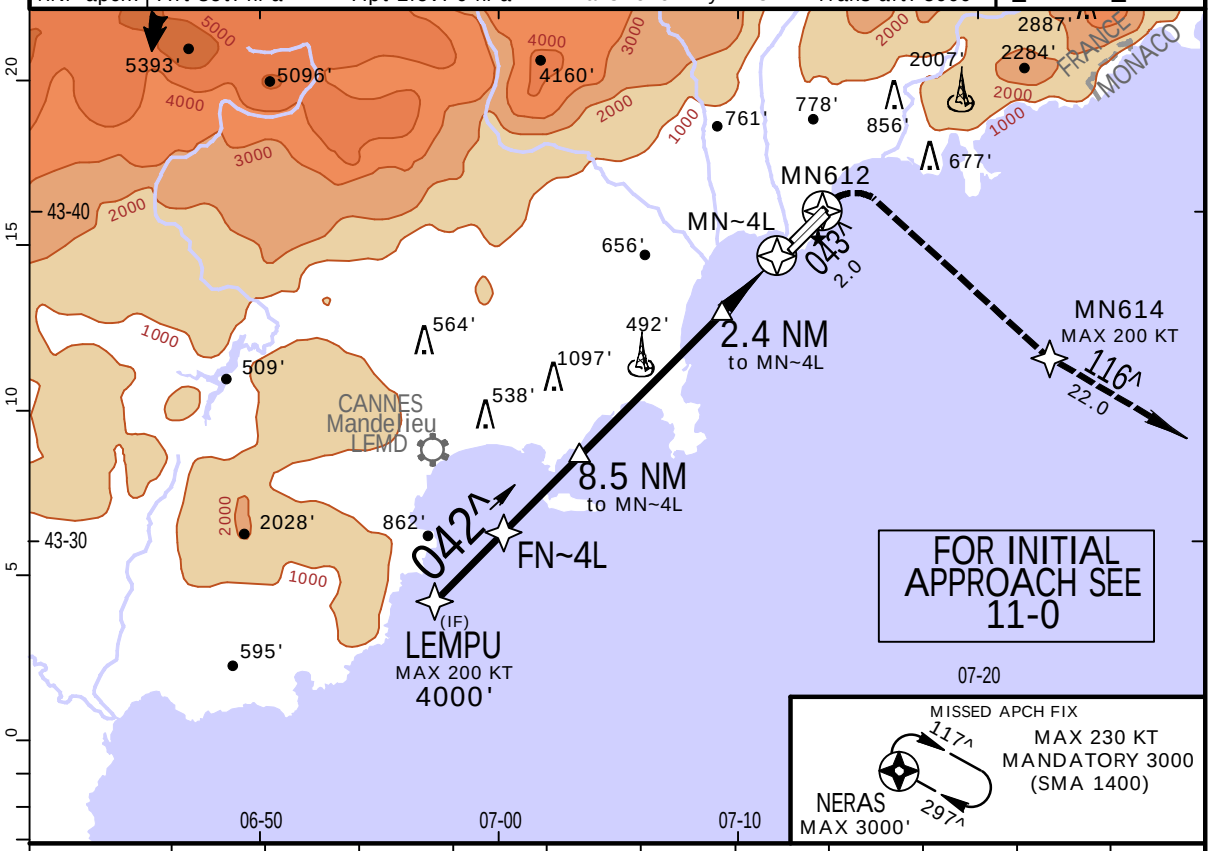
RNAV	Final Apch Crs	FN~4L MANDATORY	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 12'
	042^	4000' (3988')		

MISSED APCH: Climb to MN612, then turn RIGHT to MN614 (MAX 200 KT), then proceed to NERAS climbing to 3000' to join holding.
Climb to 1200' prior to level acceleration.

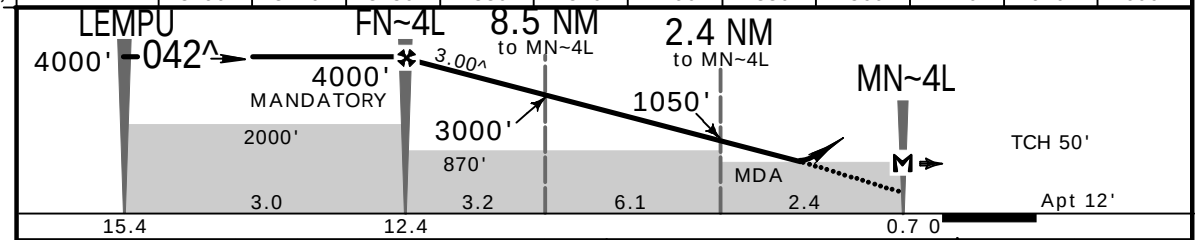


MSA ARP
1 3200 2 5600

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



DIST to MN~4L	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3790'	3470'	3150'	2830'	2510'	2190'	1880'	1560'	1240'	920'	600'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at MN~4L						

REIL
PAPI-R

MN612

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 04L
LNAV

CIRCLE-TO-LAND

Prohibited Northwest of runway

	MACG MIM 4.0% CDFA DA/MDA(H) 1	MACG MIM 3.0% CDFA DA/MDA(H) 1	MACG MIM 2.5% CDFA DA/MDA(H) 1	Max Kts	MDA(H)	VIS
	390' (378')	A: 440' (428') C: 490' (478') B: 460' (448') D: 520' (508')	A: 630' (618') C: 670' (658') B: 650' (638') D: 690' (678')			
A	RVR 1500m	RVR 1500m	RVR 1500m	110	770' (758')	3500m
B				135		
C	RVR 1700m	RVR 2200m	RVR 2400m	180	1700' (1688')	5000m
D		RVR 2300m		205	2420' (2408')	5000m

1 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Initial approach procedure withdrawn.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN

23 DEC 22 (12-3) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE
RNP A Rwy 04L/R

BRIEFING STRIP ™

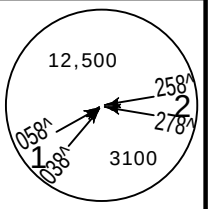
D-ATIS (French)	NICE Approach East	NICE Approach West		NICE Tower	Ground
136.580 129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

RNAV	Final Apch Crs Refer to chart 12-3A	FN~4A MANDATORY 3000' (2988')	MDA(H) 2000' (1988')	Apt Elev 12'

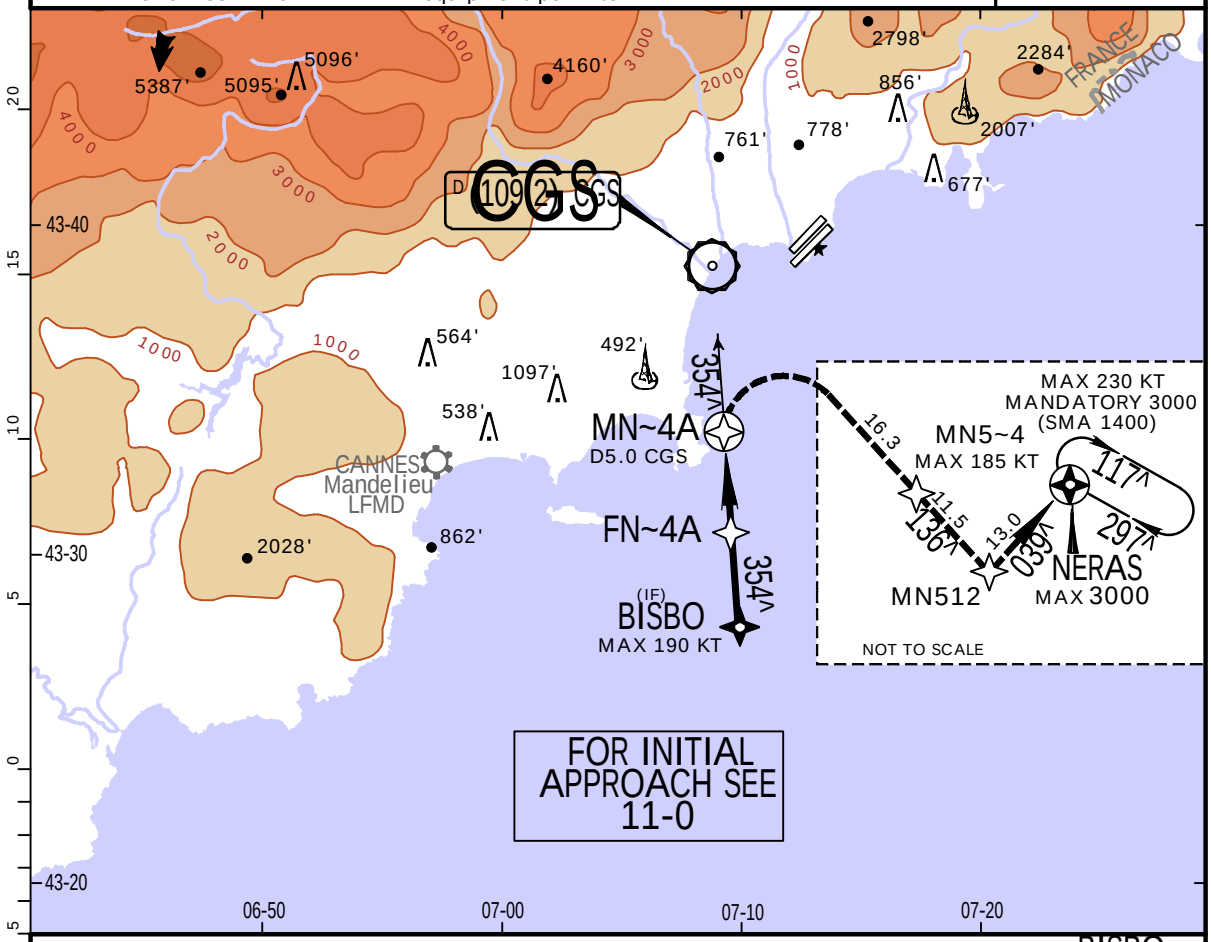
MISSED APCH: At MN~4A turn RIGHT (MAX 185 KT) to MN5~4 maintaining MAX 3000' then proceed to MN512, then turn LEFT to NERAS. At NERAS join holding pattern at 3000'.

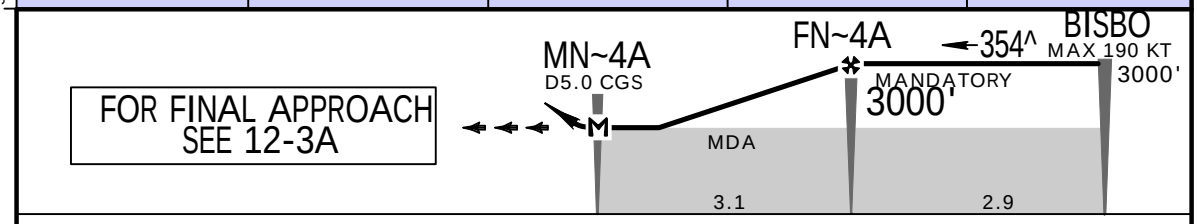
RNP apch	Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'

In order not to overfly the cape and city of Antibes, avoid deviations to the West after MN~4A. Follow 354^ from MN~4A if equipment permits.



MSA ARP
1 3200 2 5600





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at MN~4A/D5.0 CGS							

REIL
PAPI-R

185 KT MAX RT

D

MN5~4

.Standard. .CEILING.REQUIRED.

PANS OPS

	Max Kts	DAY MDA(H)	DAY CEIL-VIS	NIGHT MDA(H)	NIGHT CEIL-VIS
A	110	2000' (1988')	2500'- 10 km 1	2000' (1988')	3000'- 10 km 1
B	135				
C	180				
D	205				

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: CGS VOR withdrawn, note.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

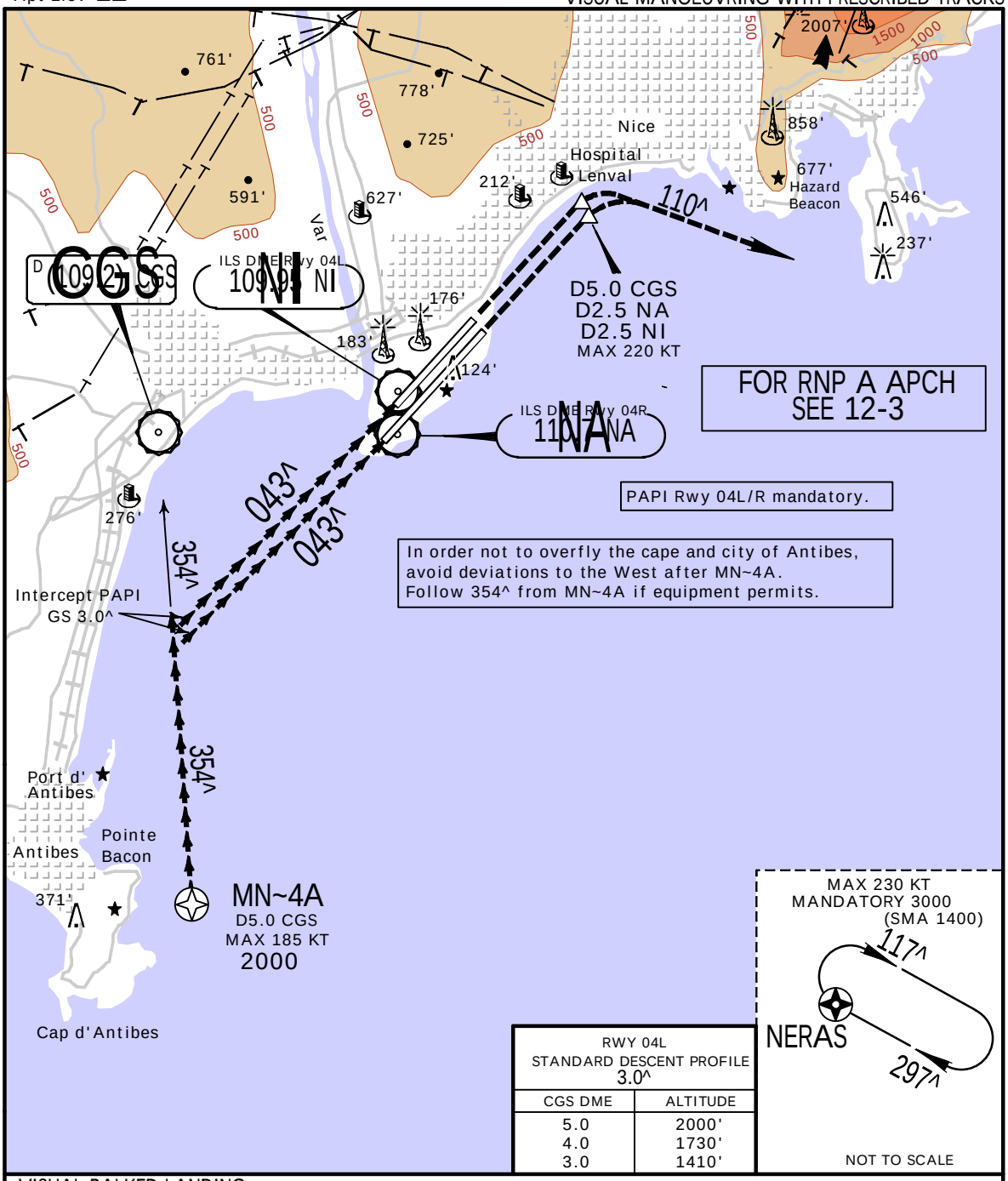
23 DEC 22 (12-3A) .Eff.29.Dec.

NICE/COTE D'AZUR

VPT A Rwy 04L/R

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS

Apt Elev 12'



RWY 04L STANDARD DESCENT PROFILE 3.0^	
CGS DME	ALTITUDE
5.0	2000'
4.0	1730'
3.0	1410'

VISUAL BALKED LANDING:

Climb STRAIGHT AHEAD, when passing Hospital Lenval (D5.0 CGS or D2.5 NI or D2.5 NA) turn RIGHT 110^, climbing to 3000'. MAX 220KT.

VISUAL BALKED LANDING WITH COMM FAILURE:

Climb STRAIGHT AHEAD, when passing Hospital Lenval (D5.0 CGS or D2.5 NI or D2.5 NA) turn RIGHT 110^, climbing to 3000'. MAX 220KT. Join NERAS at 3000'.

.Standard. .CEILING.REQUIRED.

	Max Kts	DAY MDA(H)	DAY CEIL-VIS	NIGHT MDA(H)	NIGHT CEIL-VIS
A	110	2000' (1988')	2500'- 10 km 1	2000' (1988')	3000'- 10 km 1
B	135				
C	180				
D	205				

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: CGS VOR withdrawn. Procedure.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 19 MAR 21 (12-4) .Eff.25.Mar.

NICE/COTE D'AZUR, FRANCE
1 RNP Z Rwy 04R

BRIEFING STRIP ™

D-ATIS		NICE Approach			NICE Tower	Ground
(French)		East	West			
136.580	129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

EGNOS	Final	FN~4R	LPV	Apt Elev 12'
Ch 53227	Apch Crs	MANDATORY	DA(H)	Rwy 10'
E04B	042^	4000' (3990')	Refer to Minimums	

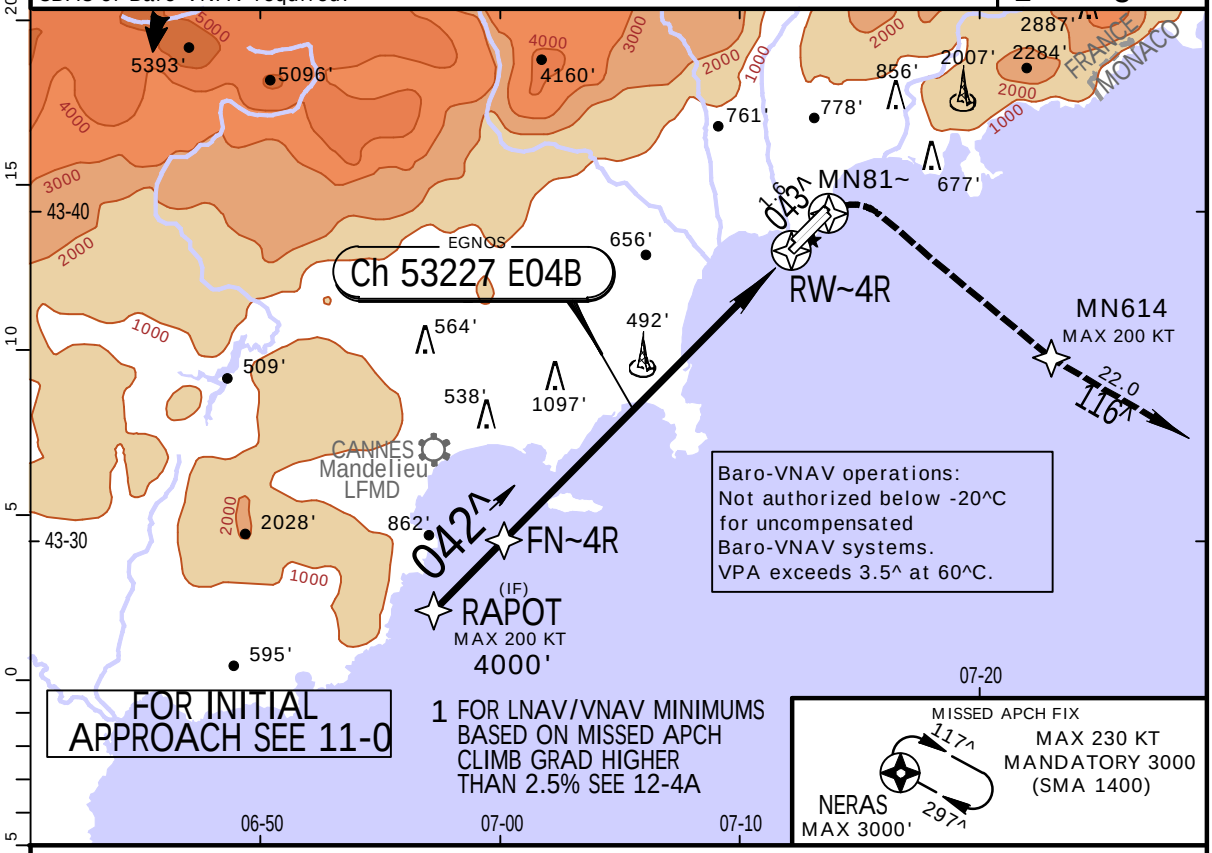
MISSED APCH: Climb to MN81~, then turn RIGHT to MN614 (MAX 200 KT), then proceed to NERAS climbing to 3000' to join holding.
Climb to 1200' prior to level acceleration.

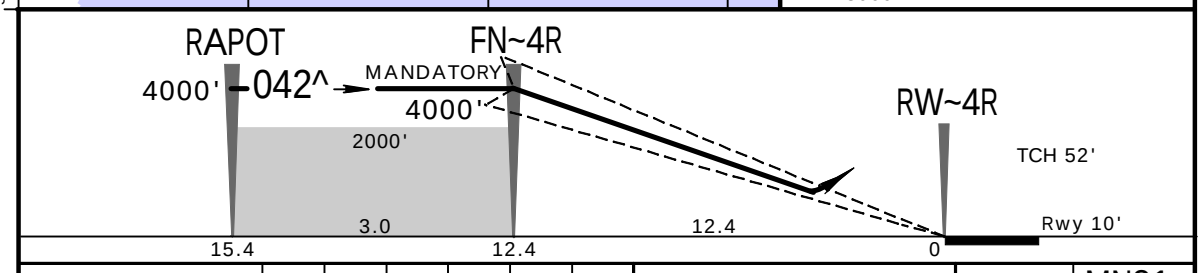
RNP apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'

SBAS or Baro-VNAV required.

12,500 · 258^ 278^ 3 · 058^ 038^ 2 · 3100

MSA ARP
2 3200 3 5600





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at DA							

REIL
PAPI-R

MN81~

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 04R

	LPV CAT I	LNAV/VNAV	CIRCLE-TO-LAND 1
	MACG MIM 3.0%	MACG MIM 2.5%	MACG MIM 2.5%	
	DA(H)	DA(H)	DA(H)	Prohibited Northwest of runway
A	ABC: 210' (200')	A: 220' (210')	A: 560' (550')	
B		B: 230' (220')	B: 570' (560')	
C		C: 290' (280')	C: 590' (580')	
D	D: 220' (210')	D: 300' (290')	D: 620' (610')	

				Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1200m	RVR 1500m	110	770' (760')	3500m
B				135		
C		RVR 1300m	RVR 2400m	180	1700' (1690')	5000m
D		RVR 1400m		205	2420' (2410')	5000m

1 Circling height based on rwy 04R thresh elev of 10'.

CHANGES: MSA. Bearings.

RNP Z Rwy 04R MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT
OF MORE THAN 2.5 %

For the use of these minimums a failure of one engine during missed approach must be taken into account.

MISSED APCH CLIMB GRADIENT MIM 3.0%

.Standard.	STRAIGHT-IN LANDING RWY 04R LNAV/VNAV DA(H) A: 420' (410') C: 450' (440') B: 430' (420') D: 480' (470')
A B	RVR 1500m
C	RVR 2000m
D	RVR 2200m

MISSED APCH CLIMB GRADIENT MIM 4.0%

.Standard.	STRAIGHT-IN LANDING RWY 04R LNAV/VNAV DA(H) A: 320' (310') C: 360' (350') B: 340' (330') D: 390' (380')
A	RVR 1400m
B	RVR 1500m
C	RVR 1600m
D	RVR 1700m

MISSED APCH CLIMB GRADIENT MIM 5.0%

.Standard.	STRAIGHT-IN LANDING RWY 04R LNAV/VNAV C: 300' (290') DA(H) AB: 290' (280') D: 340' (330')
A B	RVR 1300m
C	RVR 1400m
D	RVR 1500m

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 19 MAR 21 (12-5) .Eff.25.Mar.

NICE/COTE D'AZUR, FRANCE
RNP Y Rwy 04R

D-ATIS		NICE Approach			NICE Tower	Ground
(French		East	West			
136.580	129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

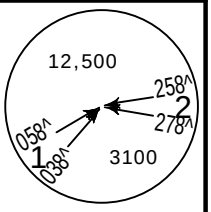
BRIEFING STRIP ™

RNAV	Final Apch Crs	FN~4R MANDATORY	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 12'
	042^	4000' (3988')		

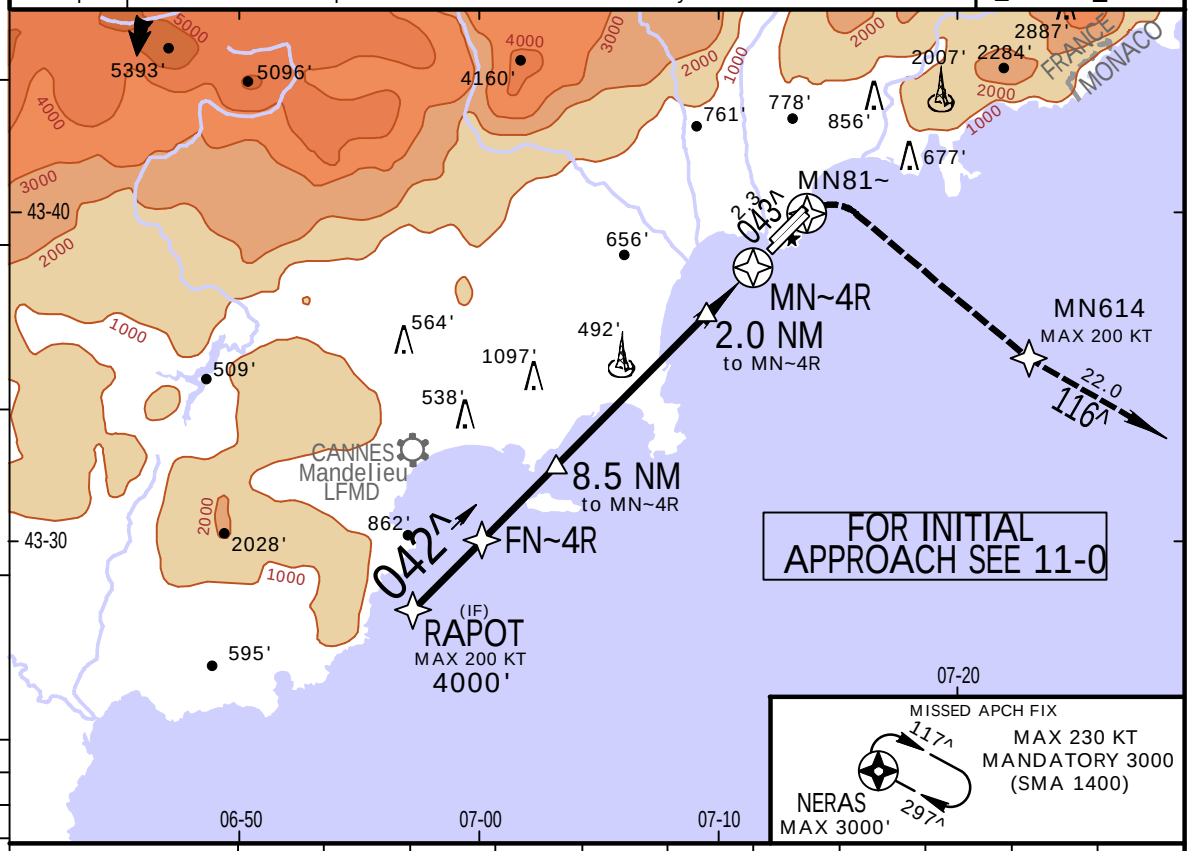
MISSED APCH: Climb to MN81~, then turn RIGHT to MN614 (MAX 200 KT), then proceed to NERAS climbing to 3000' to join holding.

Climb to 1200' prior to level acceleration.

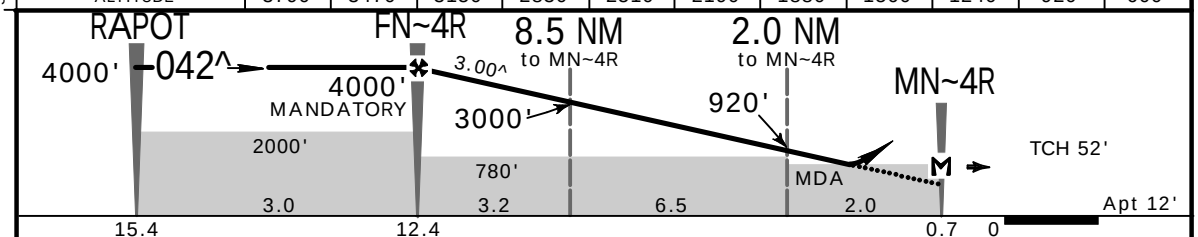
RNP apch	Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'



MSA ARP
1 3200 2 5600

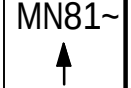


DIST to MN~4R	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3790'	3470'	3150'	2830'	2510'	2190'	1880'	1560'	1240'	920'	600'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at MN~4R						

REIL
PAPI-R



PANS OPS

.Standard. STRAIGHT-IN LANDING RWY 04R LNAV

	MACG MIM 4.0% CDFA DA/MDA(H) 1	MACG MIM 3.0% CDFA DA/MDA(H) 1	MACG MIM 2.5% CDFA DA/MDA(H) 1
	390' (378')	A: 390' (378') C: 430' (418') B: 400' (388') D: 450' (438')	A: 570' (558') C: 620' (608') B: 600' (588') D: 640' (628')
A	RVR 1500m	RVR 1500m	RVR 1500m
B			
C	RVR 1700m	RVR 1900m	RVR 2400m
D		RVR 2000m	

CIRCLE-TO-LAND

Prohibited Northwest of runway

Max Kts	MDA(H)	VIS
110	770' (758')	3500m
135		
180	1700' (1688')	5000m
205	2420' (2408')	5000m

1 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: MSA. Bearings.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (12-6) .Eff.29.Dec.

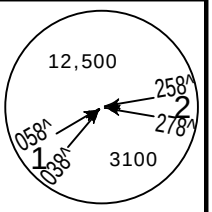
NICE/COTE D'AZUR, FRANCE
RNP D Rwy 22L/R

BRIEFING STRIP ™

D-ATIS	NICE Approach			NICE Tower	Ground
(French) 136.580 129.605)	East 124.180	West 134.475	120.655 128.205	118.7 123.150	121.705

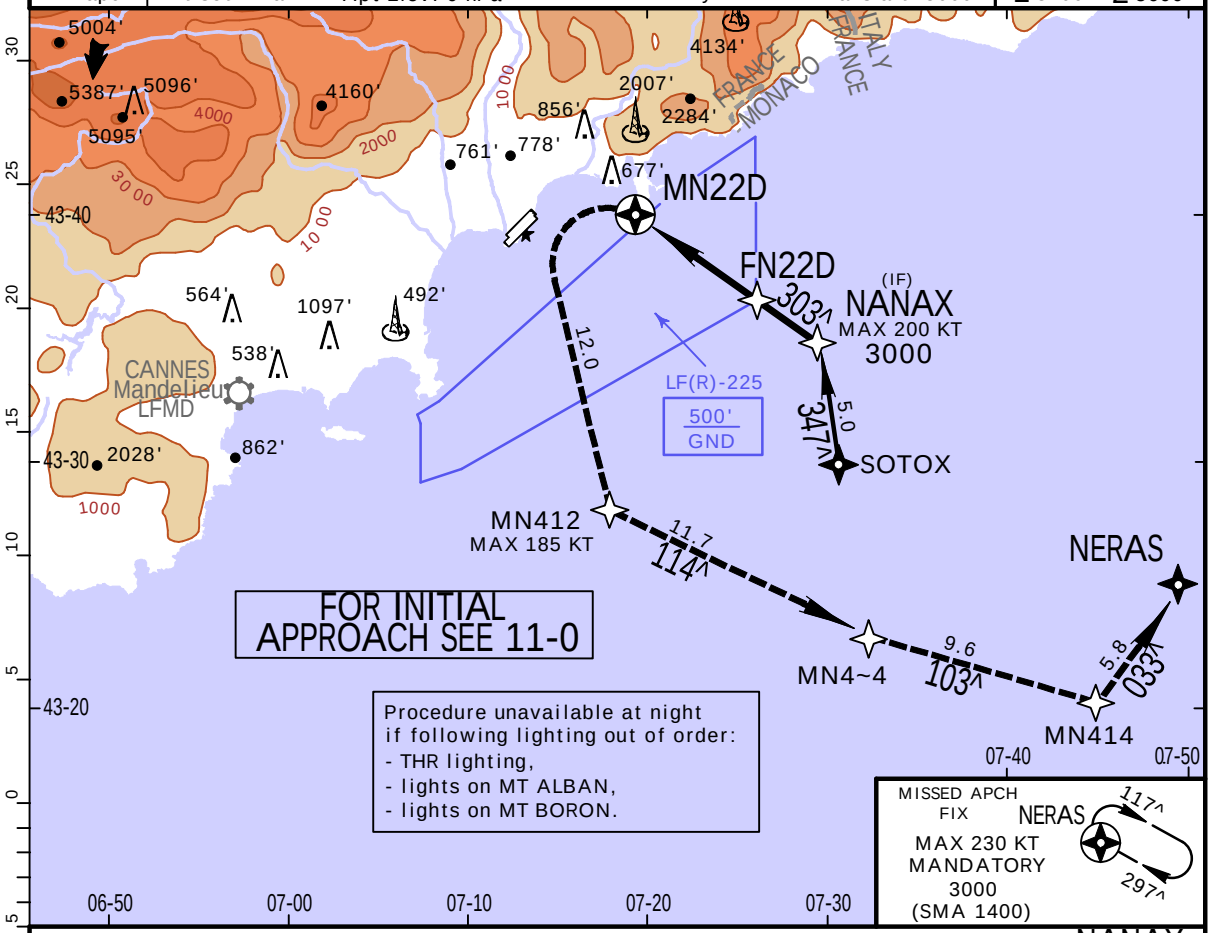
RNAV	Final Apch Crs Refer to chart 12-6B	FN22D MANDATORY 3000' (2988')	MDA(H) 1260' (1248')	Apt Elev 12'

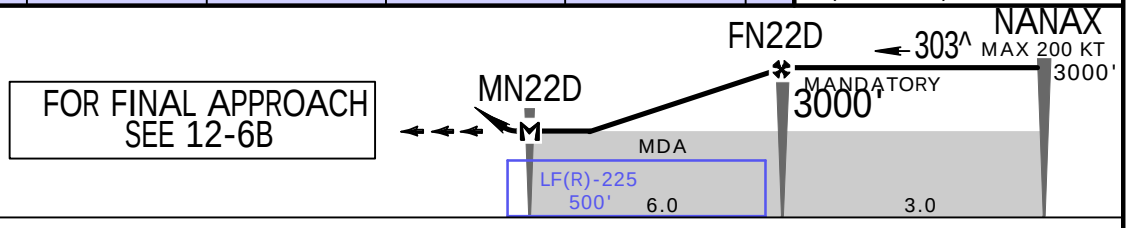
MISSED APCH: At MN22D turn LEFT (MAX 185 KT) to MN412 climbing to MAX 3000', then proceed to MN4~4, MN414 and NERAS. At NERAS join holding pattern at 3000'.



MSA ARP
1 3200 2 5600

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at MN22D						

REIL
PAPI-L

185 KT MAX
LT

D

MN412

.Standard.

PANS OPS

	Max Kts	MDA(H)	VIS
A	110	1260' (1248')	5 km
B	135		
C	180		
D	180		

CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (12-6A) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE
RNP D Rwy 22L/R

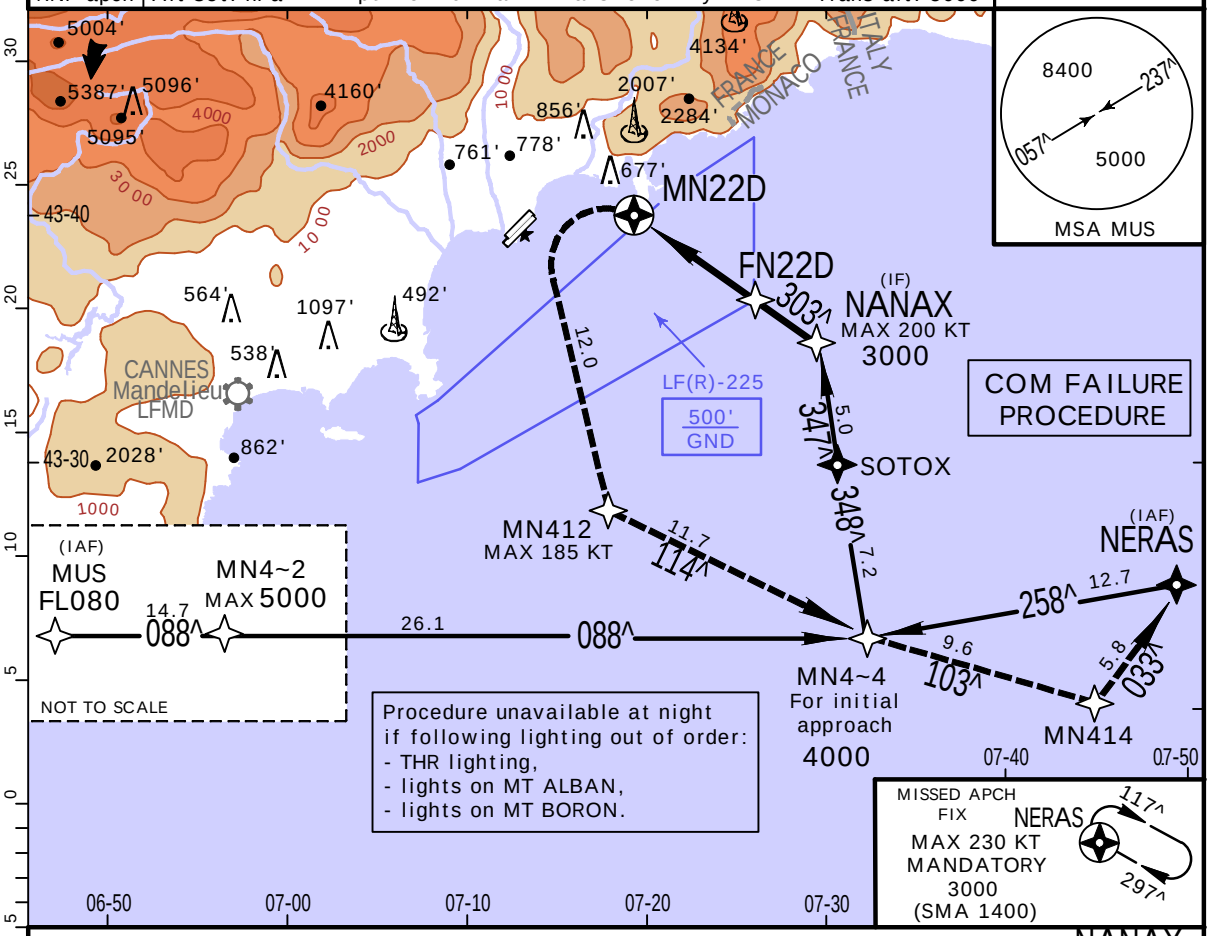
BRIEFING STRIP ™

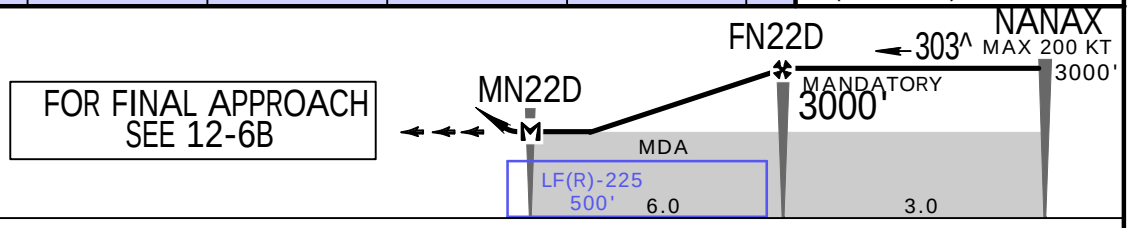
D-ATIS		NICE Approach			NICE Tower	Ground
(French)		East	West			
136.580	129.605)	124.180	134.475	120.655 128.205	118.7 123.150	121.705

RNAV	Final Apch Crs Refer to chart 12-6B	FN22D MANDATORY 3000' (2988')	MDA(H) 1260' (1248')	Apt Elev 12'

MISSED APCH: At MN22D turn LEFT (MAX 185 KT) to MN412 climbing to MAX 3000', then proceed to MN4~4, MN414 and NERAS. At NERAS join holding pattern at 3000'.

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at MN22D						

REIL
PAPI-L

185 KT MAX LT

D → MN412

.Standard.

PANS OPS

	Max Kts	MDA(H)	VIS
A	110	1260' (1248')	5 km
B	135		
C	180		
D	180		

CHANGES: Altitude at MUS.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

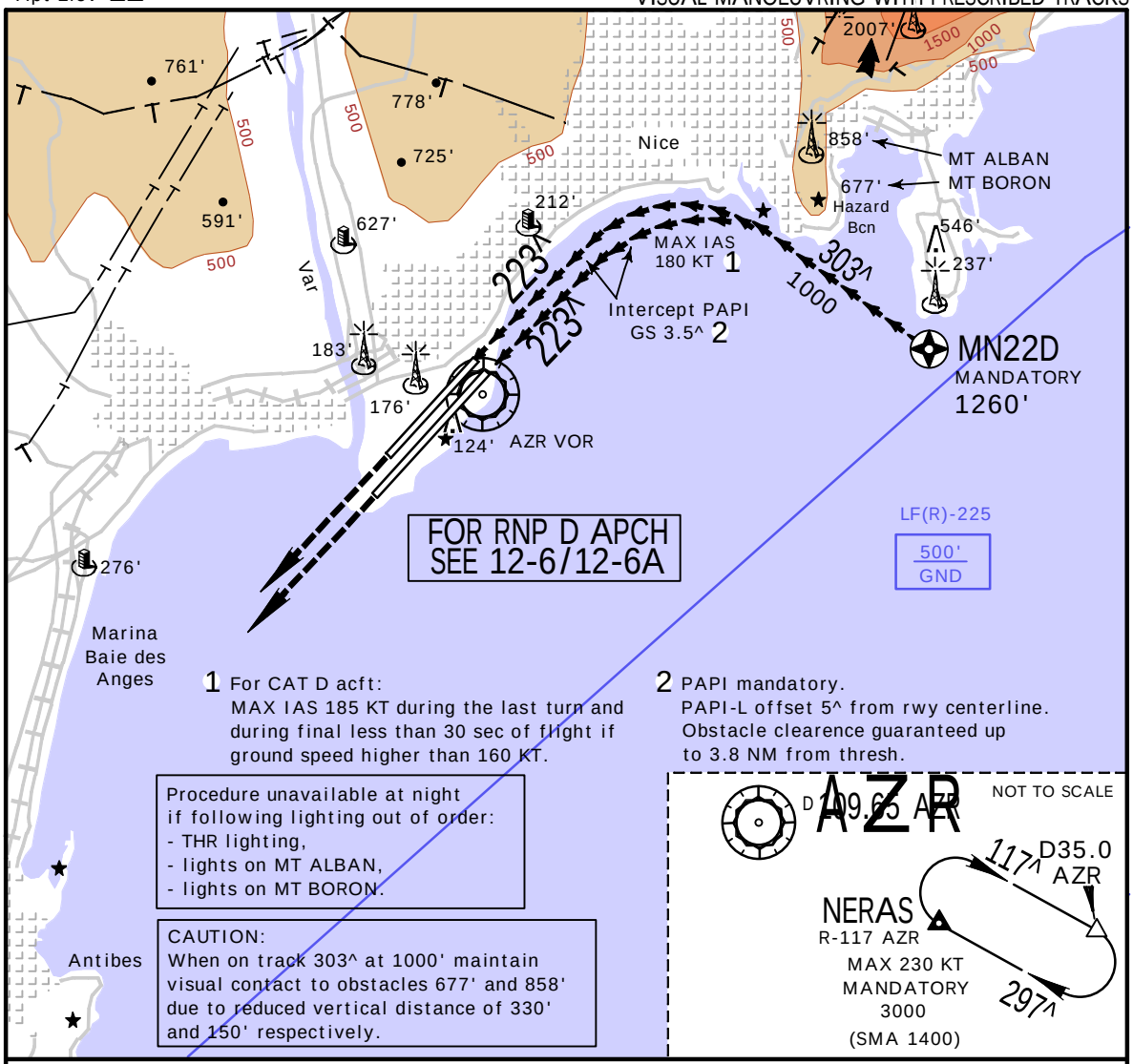
23 DEC 22 (12-6B) .Eff.29.Dec.

NICE/COTE D'AZUR

VPT D Rwy 22L/R

Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



1 For CAT D acft:
MAX IAS 185 KT during the last turn and during final less than 30 sec of flight if ground speed higher than 160 KT.

2 PAPI mandatory.
PAPI-L offset 5^ from rwy centerline.
Obstacle clearance guaranteed up to 3.8 NM from thresh.

Procedure unavailable at night if following lighting out of order:
- THR lighting,
- lights on MT ALBAN,
- lights on MT BORON.

CAUTION:
When on track 303^ at 1000' maintain visual contact to obstacles 677' and 858' due to reduced vertical distance of 330' and 150' respectively.

VISUAL BALKED LANDING:
Climb STRAIGHT AHEAD up to 3000', then expect LEFT turn on ATC clearance.

VISUAL BALKED LANDING WITH COMM FAILURE:
Climb STRAIGHT AHEAD up to 3000', then join NERAS at 3000'.

.Standard.

	Max Kts	MDA(H)	VIS
A	110	1260' (1248')	5 km
B	135		
C	180		
D	180		

CHANGES: CGS VOR withdrawn.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 DEC 22 (13-1) .Eff.29.Dec.

NICE/COTE D'AZUR, FRANCE
VOR B Rwy 22L/R

D-ATIS	NICE Approach			NICE Tower	Ground
(French) 136.580 129.605)	East 124.180	West 134.475	120.655 128.205	118.7 123.150	121.705

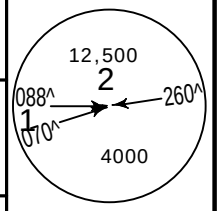
BRIEFING STRIP™

VOR	Final Apch Crs	D12.0 AZR	MDA(H)	Apt Elev
AZR 109.65	Refer to chart 13-1A	3000' (2988')	1500' (1488')	12'

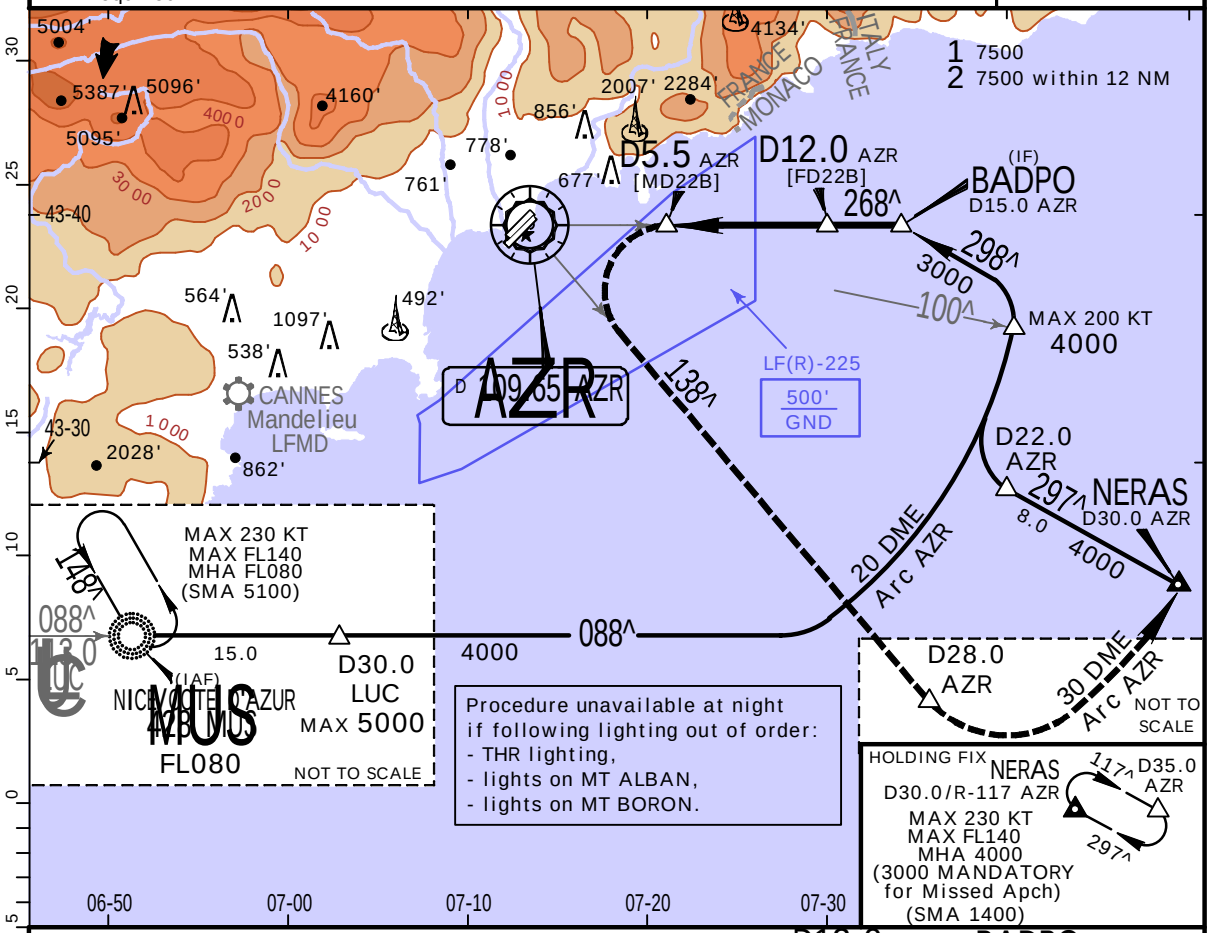
MISSED APCH: Turn LEFT (MAX 185 KT) to intercept and follow R-138 AZR climbing to 3000'. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS join holding pattern at 3000'.

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

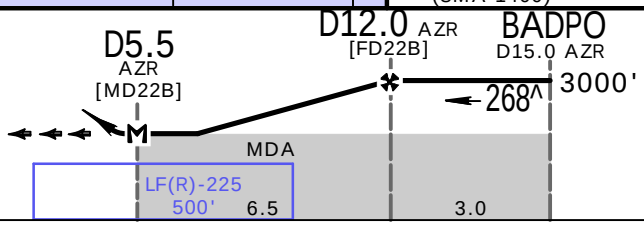
DME required.



MSA AZR VOR



FOR FINAL APPROACH
SEE 13-1A



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D5.5 AZR						

REIL
PAPI-L

185 KT MAX
LT

AZR 109.65 R-138

.Standard.

PANS OPS

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

Conditions needed in the South-East area of apt to use VOR B RWY 22L/R:
- Visibility equal to or above 8km
- Ceiling equal to or above 1500'

CHANGES: Chart reindexed, MSA.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

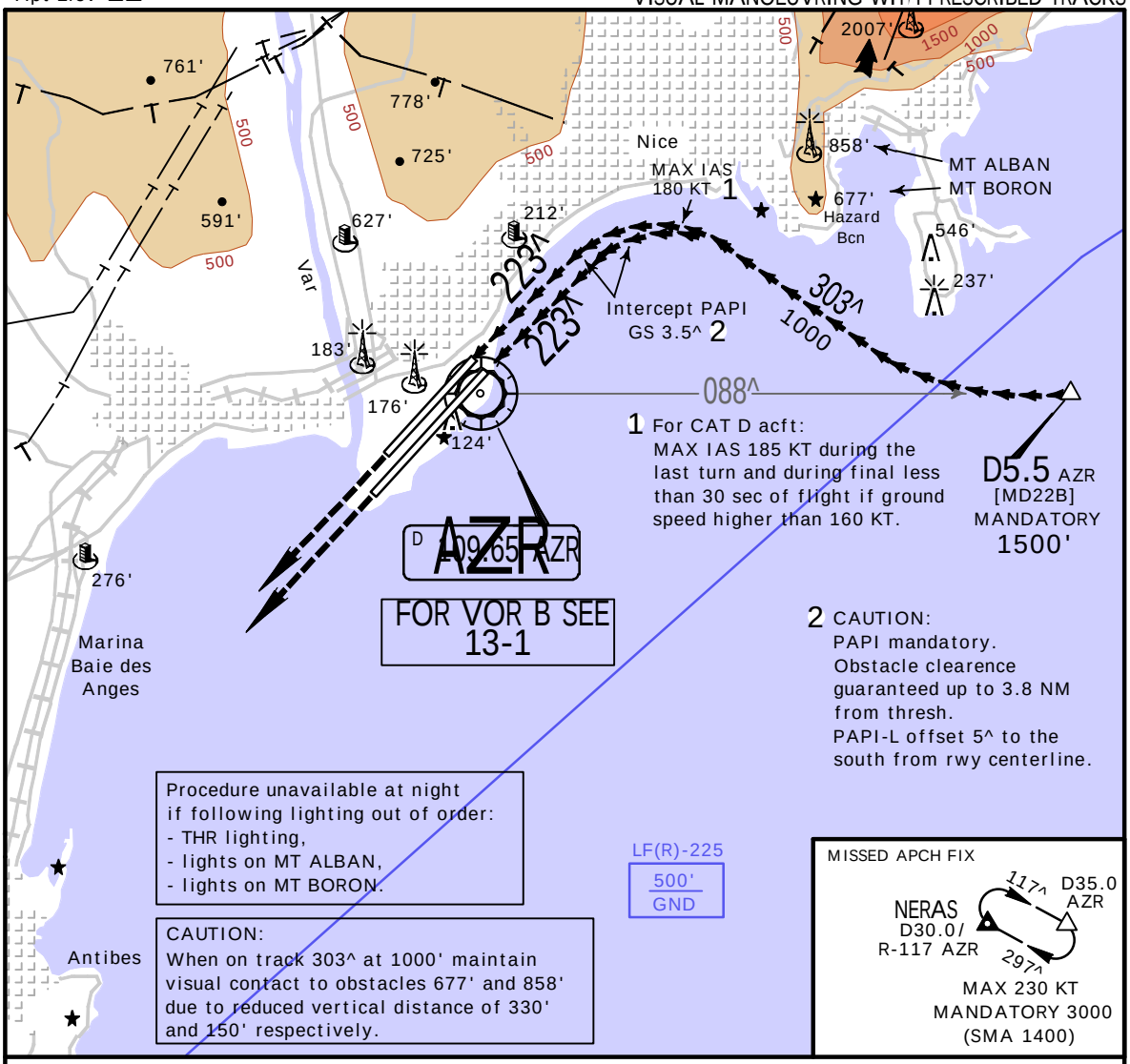
23 DEC 22 (13-1A) .Eff.29.Dec.

NICE/COTE D'AZUR

VPT B Rwy 22L/R

Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



VISUAL BALKED LANDING:

Climb STRAIGHT AHEAD up to 3000', then expect LEFT turn on ATC clearance.

VISUAL BALKED LANDING WITH COMM FAILURE:

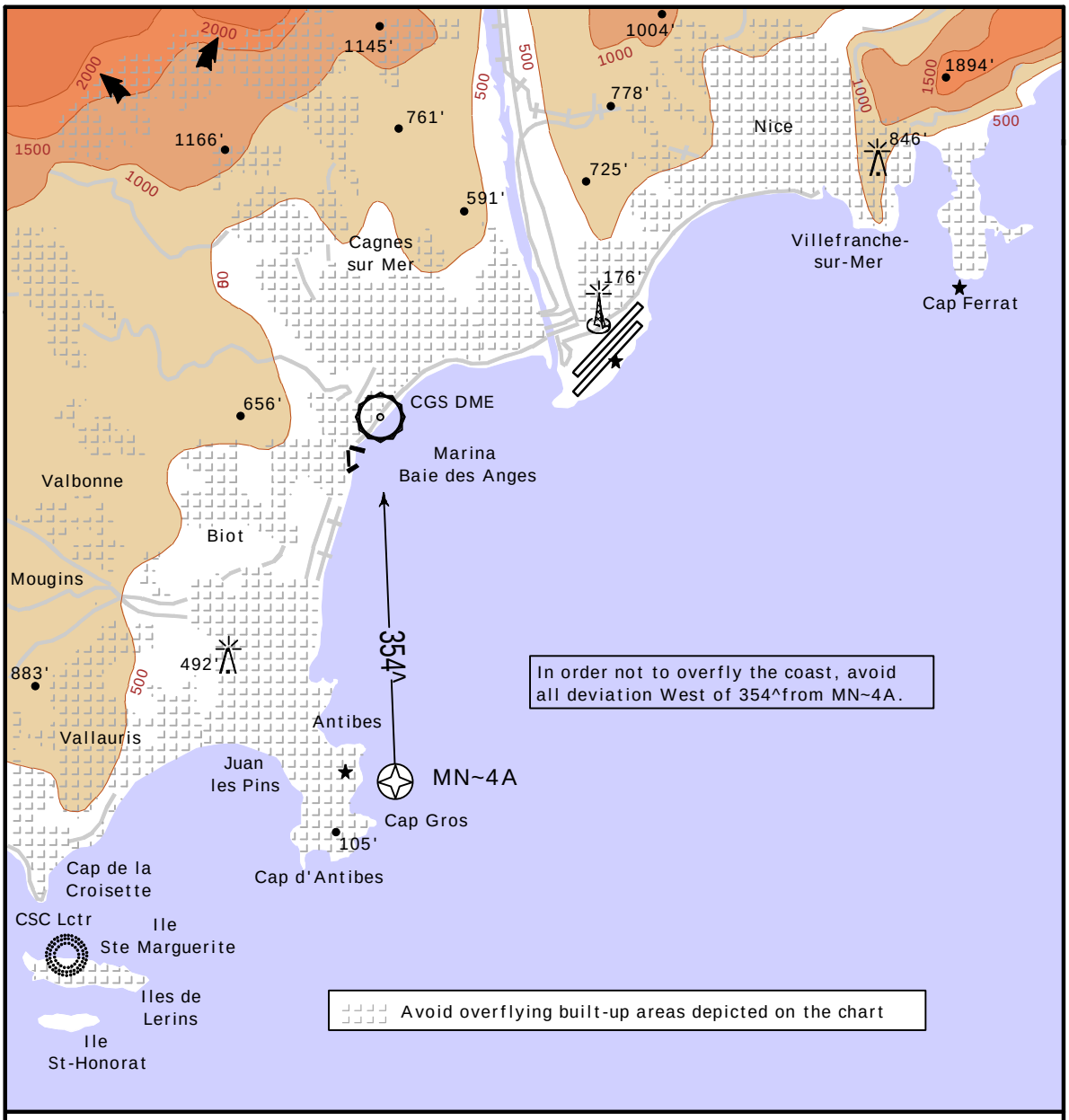
Climb STRAIGHT AHEAD up to 3000', then join NERAS at 3000'.

.Standard.

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

Conditions needed in the South-East area of apt to use VOR B RWY 22L/R:
- Visibility equal to or above 8km
- Ceiling equal to or above 1500'

CHANGES: Chart reindexed, CGS VOR withdrawn.



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/or weather conditions for flying RNP D or VOR B procedure are not met.

CHANGES: CGS VOR withdrawn, notes.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NICE/COTE D'AZUR, (NICE/COTE D'AZUR - LFMN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFMN

Type: Terminal
Effectivity: Permanent
Begin Date: 20190328
End Date: No end date

ACFT non 8.33 KHz equipped. On departure ACFT shall contact ATS on NICE TWR 118.700 MHz. On arrival ACFT shall contact ATS on NICE Information North 120.850 MHz or South 122.925 MHz or West 124.425 MHz.

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 andCL: 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