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

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

Time Zone Info: GMT+1:00 uses DST

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

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

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

Notebook Info
1. GENERAL

1.1. ATIS
   D-ATIS 136.57
   129.6 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL
   Pilots must comply with the noise abatement procedures provided to reduce noise nuisances as shown on charts.

1.2.2. NIGHTTIME RESTRICTIONS
   Jet ACFT not licensed according to ICAO Annex 16, Volume I, Chapter 3 and 'the noisiest ACFT of chapter 3' (turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3, which have a cumulated margin of certified noise levels with respect to permissible noise limits defined in this chapter, being less than 5 EPNdb) are not allowed to:
   - take-off between 2315-0600LT of departure from parking area;
   - land between 2330-0615LT of arrival on parking area.
   These restrictions do not apply to:
   - ACFT in emergency for flight safety reasons;
   - humanitarian or ambulance flights;
   - ACFT operating government missions;
   - ACFT mentioned in article L. 110-2 of Civil Aviation Code.

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

1.3. RWY OPERATIONS

1.3.1. SEGREGATED RWY OPERATIONS
   If not otherwise instructed by ATC, RWY operations are as follows:
   - RWY 04L/22R used for landing
   - RWY 04R/22L used for take-off

1.4. TAXI PROCEDURES

1.5. PARKING INFORMATION
   Stands 1B thru 1Q are available as push/pull stands.

1.6. OTHER INFORMATION

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

1.6.2. APT CHARACTERISTICS

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

Operational requirements for commercial operators

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

Operators are requested to classify the APT as Category B further to the criteria as defined by AMC/OPS 1.975 relative to aerodrome familiarisation.

Operational requirements for general aviation

It is recommended that Captains follow a training program on current procedures and the basic characteristics of the APT infrastructure.

1.6.2.2. TOPOGRAPHICAL AND METEOROLOGICAL FEATURES

Location

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

Specialised parallel RWYs

Due to the limited available space, the APT has dedicated close proximity parallel RWYs. South RWY for take-offs and north RWY for landings.

For access to the take-off RWY, taxi routes cross the active landing RWY.

For RWY 04R departures access to the RWY is complex. If the crew request an arrival to RWY 04R, it is necessary that TWT W is free of all traffic and this may require a long delay.

Obstacles/high ground

850' and 2000' peaks at 3.5 and 5 NM respectively, from RWY 22 THR.

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

Effects on airspace and routes

Useful volume for arrivals and departures mainly concentrated in a sector of about 30° (QDR 090° - QDR 220°).

RWY direction (QFU) and wind

RWY direction was determined by local topography, not prevailing wind direction. Due to the complexity, capacity and the high minima of QFU 22, landings and take-offs on RWY 04 are accepted with up to a 6 KT tail-wind component.

Possibility of wind shear on final 04/22 combined with a strong tail-wind component at medium altitude and cross wind on short final (confluent of gradient wind and sea breeze).

Serious risk of cross or full crosswind component due to the sea and river valley proximity and in particular RWY 04 THR (close to the Var estuary).

1.6.2.3. ARRIVALS

04 arrivals

Landings are preferred due to the meteorology, minima and topography. They are used about 90% of the time. RWY 04L is dedicated to landings.

The 04L landing RWY can be confused with TWY U. Under favourable meteorological conditions (10km/3000') the "RIVIERA RWY 04" is used, avoiding overflying Cannes East, Vallauris and Antibes. About 2/3 of 04 arrivals use the RIVIERA approach.

Under less favourable conditions ILS RWY 04L is available. The 3rd slope allows for low noise descents over Antibes.

The 3rd RWY 04L PAPI is situated to the RIGHT of RWY 04L threshold. Threshold height has been calibrated for CAT D ACFT.

22 arrivals

Arrivals occur about 10% of the time, about 120 days per year for periods of several hours at most (sea breezes) and occasionally all day with strong W/SW winds.

Ceiling and visibility are usually good except for a few days a year and then for a few hours at most. 22R is dedicated to landings. The 22R landing RWY can be confused with TWY U. Due to high ground the final approach is on a fixed track.

Procedure is called "SALEYA RWY 22". Due to obstacle clearance the minima are high (8km/1500'). Under certain adverse weather conditions there is a risk of holding or diversion. To carry out this procedure aircrews should:

- check speed and ACFT set-up BEFORE the visual phase of the approach
- strictly maintain published altitudes because of VFR helicopter flying at MAX 500' without transponder under the procedure
- be aware of marked high obstacles on the RIGHT of base leg
- note the very short final descent at 3.5°

At NIGHT, if these marked obstacles are not visible, the procedure is not authorized. During strong westerly winds there may be turbulence on short final that could result in missed approaches. In this case the traffic may be carried exceptionally on RWY 22L.

A circle-to-land will not normally be designated by NICE ATC to be used for landing on RWY 22L or 22R. Notably, the more absence of operating conditions for SALEYA procedures has not to be considered an exceptional situation and does not constitute a reason for using a circle-to-land RWY 22 procedure except on limited basis.

1.6.2.4. DEPARTURES

South RWY (04R/22L) dedicated to departures.

The landing RWY must be crossed before reaching take-off THR 04R or 22L. Short taxing distances from certain stands to RWY 04L/22R holding points can generate RWY incursion risk despite reinforced phraseology and CATI/NIGHT illuminated markings. Due to the separation of the two RWYs they are not independent and require complex taxi routes for access to RWY 04R/22L and in particular for access to RWY 04R when TWY W, marked in green, is dedicated to 04R departures to allow for landing on RWY 04L.

The presence of high ground on the extended centerline of RWY 04L/R imposes a 90° RIGHT turn at 400' QFE.

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

1.6.2.5. HELIPORT

To the South of the APT there is a helistation that has a high traffic density.

It is located 300m South of the RWY 04R/22L centerline.

Helicopter routes are limited to the South and not above 300' QNH.
2. ARRIVAL

2.1. SPEED RESTRICTIONS
MAX 250 KT below FL100 or as by ATC.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL
Configuration 04:
A straight-in-approach shall be carried out, except for safety reasons, in accordance with noise abatement procedures described in operating manuals and complying with:
- MAX 200 KT at points shown on approach charts,
- landing gear extension recommended after passing NC.
Due to noise nuisances on the towns of Antibes, Vallauris and Cannes, circle-to-land procedure “RIVIERA” shown on charts 19-10 and 19-10A are preferred arrival routes. In order not to overfly the Cap and town of Antibes during the approach, pilots are requested to avoid all deviations West of CGS R-176.

Configuration 22:
Avoid overflying the towns Cap Ferrat, Villefranche-sur-Mer and Nice.

Visual approaches
Pilots shall comply with instructions of the Environment - Visual Approach Chart (19-13), in particular:
- do not fly over land below 5000' AGL;
- in configuration 04, in order not to overfly the Cap and town of Antibes, avoid to fly west of CGS R-176 within 6 NM;
- in configuration 22, avoid to overfly the towns of Nice, Villefranche-sur-Mer and Cap Ferrat.

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

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

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

2.4. OTHER INFORMATION

2.4.1. GENERAL
Turbulence and wind discontinuity during approach possible.

2.4.2. PREFERENTIAL PROCEDURES FOR LANDING
Applicable only when the meteorological conditions are fulfilled.

2.4.2.1. RWY 04:
Preferential procedure: “RIVIERA” Circle-to-land with prescribed flight tracks RWY 04L.

2.4.2.2. RWY 22:
Preferential procedure: “SALEYA” Circle-to-land with prescribed flight tracks RWY 22R.
CHANGES: ABN SIDs replaced by BASIP SIDs.
These SIDs require a minimum climb gradient of 425' per NM (7%) up to FL70 due to ATC purposes.

Gnd speed-KT: 175 100 150 200 250 300
425' per NM: 633 729 893 918 772 187

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

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

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

Gnd speed-KT: 175 100 150 200 250 300
365' per NM: 146 608 60 215 19 232

If unable to comply advise ATC when requesting start-up clearance.
NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.

SID INITIAL CLIMB/ROUTING

LONSU 2E [LONS2E], LONSU 2L [LONS2L], LONSU 2S [LONS2S], LONSU 2W [LONS2W]: Initial climb clearance OKTET 2E, OKTET 2L, OKTET 2M: Initial climb clearance

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

These SIDs require a minimum climb gradient of 420' per NM (7%) up to FL70 due to ATC purposes.

FL70

OKTET 2E (OKTE2E) OKTET 2L (OKTE2L) OKTET 2M (OKTE2M) RWYS 04L/R DEPARTURES

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC

OKTET 2E: Initial climb clearance FL140 OKTET 2M: Initial climb clearance

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

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

FL100

Gnd speed-KT 75 100 150 200 250 300

420' per NM 75 100 150 200 250 300

If unable to comply advise ATC when requesting start-up clearance.
SIDs are also noise abatement procedures. Until reaching 2000', adopt noise abatement configuration and climb settings according to operational conditions.

Trans level: By ATC
Trans alt: 5000'

Gnd speed-KT: 75 100 150 200 250 300

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

Initial climb clearance FL140

<table>
<thead>
<tr>
<th>SIDs</th>
<th>RWY</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERUS 2E, 2L</td>
<td>04L/R</td>
</tr>
<tr>
<td>PERUS 2B, 2W</td>
<td>22L/R</td>
</tr>
</tbody>
</table>

Initial climb routing:

<table>
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<tr>
<th>SIDs</th>
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<tr>
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<td>04L/R</td>
</tr>
<tr>
<td>PERUS 2B</td>
<td>22L/R</td>
</tr>
</tbody>
</table>

If unable to comply advise ATC when requesting start-up clearance.
**FLMN/NCE NICE/COTE D'AZUR, FRANCE**

**SID**

**JEPPESEN**

**Apt Elev**

**12°**

**Trans level: By ATC**

**Trans alt: 5000'**

**SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.**

**Above 2000':**

**NICE**

**D**

**RWYS 04L/R, 22L/R DEPARTURES**

**NICE**

**E**

**Z**

**N43 13.2 E006 36.1**

**OMARD, turn LEFT, intercept STP R-099 via MERLU and MERLU to SODRI.**

**D26 NIZ**

**R-160 to OMARD, turn LEFT, intercept STP R-099 via MERLU and MERLU to SODRI.**

**D34 NIZ**

**R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.**

**SODRI 2W**

**SODRI 2S**

**RUBAS 2L**

**RUBAS 2W**

**RUBAS 2E**

**RUBAS 2E**

**RUBAS 2W**

**RUBAS 2W**

**RUBAS 2E**

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

**Max 250 KT**

**Below FL100 or as by ATC**

**Gnd speed-KT**

<table>
<thead>
<tr>
<th>FL70</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>425' per NM</td>
<td>532</td>
<td>709</td>
<td>1063</td>
<td>1418</td>
<td>1772</td>
<td>2127</td>
</tr>
</tbody>
</table>

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

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

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

**SODRI 2E: Initial climb clearance FL100**

**SODRI 2L: Initial climb clearance FL70**

**CHANGES:**

Chart reindexed; SIDs renumb, revised & transferred.
These SIDs require a minimum climb gradient of 425' per NM (7%) up to FL70 due to ATC purposes.

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

**STP 2E, 2W: Initial climb clearance FL100**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP 2E</td>
<td>04L/R</td>
<td>A1 420° turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-099 inbound to D26 STP, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to STP.</td>
</tr>
<tr>
<td>STP 2L</td>
<td>04L/R</td>
<td>A1 420° turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-099 inbound to D26 STP, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to STP.</td>
</tr>
<tr>
<td>STP 2S</td>
<td>22L/R</td>
<td>A1 520° turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound via LERMA to STP.</td>
</tr>
<tr>
<td>STP 2W</td>
<td>22L/R</td>
<td>A1 520° turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn RIGHT, intercept STP R-099 inbound to D24 STP, turn LEFT, intercept NIZ R-200 to D34 NIZ, turn RIGHT, intercept NIZ R-099 inbound via LERMA to STP.</td>
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**SID**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAREK 2E</td>
<td>04L/R</td>
<td>A1 420° turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-10 to OMARD to VAREK.</td>
</tr>
<tr>
<td>VAREK 2L</td>
<td>04L/R</td>
<td>A1 420° turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-10 to OMARD to VAREK.</td>
</tr>
<tr>
<td>VAREK 2S</td>
<td>22L/R</td>
<td>A1 520° turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-17 to OMARD to VAREK.</td>
</tr>
<tr>
<td>VAREK 2W</td>
<td>22L/R</td>
<td>A1 520° turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-17 to OMARD to VAREK.</td>
</tr>
</tbody>
</table>
**FOR INITIAL APCH SEE 19-10**

- Intercept PAPI GS 3.0° (5.2%) during NIGHT.

- In order not to overfly the cape and city of Antibes, do not fly West of R-176 CGS.

**GO AROUND:**

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

**JAR-OPS:**

- NDA
- Container:

<table>
<thead>
<tr>
<th>Grid speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>185 KT MAX</td>
<td>369</td>
<td>474</td>
<td>527</td>
<td>563</td>
<td>573</td>
<td>584</td>
</tr>
</tbody>
</table>

**CHANGES:** None.
NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

LFMN/NCE

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

FOR INITIAL APCH SEE 19-11

PROCEDURE TO BE USED WHEN AZR VOR UNSERVICEABLE

BALKED LANDING:

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

MISSED APCH:

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

CHANGES:

PANS OPS 4

MAP at D9.0 CGS

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 all deviation West of R-176 CGS at less than D6.0 CGS.

Avoid overflying built-up areas depicted on the chart.

**Visual Approach clearance delivered on pilot request or ATC proposal**

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

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