List of pages in this Trip Kit

General Information

Location: NICE/COTE D'AZUR FRA
ICAO/IATA: LFMN / NCE
Lat/Long: N43° 39.9', E007° 12.9'
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: 0625 Z
Sunset: 1706 Z

Runway Information

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: 04L
Length x Width: 8622 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 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: 129.605 Non-English
ATIS: 136.580
Nice Tower: 118.700 VHF-DF
Nice Tower: 122.375 Secondary VHF-DF
Nice Tower: 123.150 Secondary
Nice Ground: 121.705
Nice Clearance Delivery: 121.780
Nice Approach: 120.655
Nice Approach: 122.925
Nice Approach: 124.180 VHF-DF
Nice Approach: 125.580 Secondary
Nice Approach: 134.475 VHF-DF
Nice Approach Arrival: 124.180 VHF-DF
Nice Approach Arrival: 128.205
Nice Approach Arrival: 134.475 VHF-DF
Nice Approach Departure: 130.830 VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS 136.580
129.605 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

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

Land Overflying Traffic

IFR: Any detected deviations with overflying land may lead to a request for explanation from the crew and may result in filing of an infringement report.

VFR: Except for landing and take-off as also for ATC requirements (ATC unit clearances), use the highest possible flight level.

1.2.2. NIGHTTIME RESTRICTIONS

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 parking kilo, the use of APU by parked ACFT is limited to:

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

Special Case Use of Parking Kilo

In order to reduce the noise nuisances due to ACFT using the parking kilo, special operating instructions for this parking have been defined (see TAXI PROCEDURES below).

ACFT using this parking shall comply with these operating restrictions.

1. GENERAL

In particular:

- On arrival:
  - Engine stopping and APU shut down upon entering the parking at the 'STOP ENGINE AND APU' line and towing to the ACFT stand;
  - The APU cannot be used while parking on KILO apron.
- On departure:
  - Towing is compulsory to the starting stands where 400 Hz/28 V power units and air conditioning systems are compulsory. For incompatible ACFT or in case of equipment failure, the use of APU is limited to MAX 30 minutes.

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. GENERAL

1.4. RWY OPERATIONS

1.4.1. SEGREGATED RWY OPERATIONS

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

1.5. TAXI PROCEDURES

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

If such clearance not received, ACFT must stop before holding position marking.

1.6. PARKING INFORMATION

Stands 2A/B/C, 6A/B/C, 8A/B/C, 10A/B/C, 12A/B/C, 14A/B/C, 16A/C, 19A/C/D, 20, 21, 22, 23A/C/D, 24A/C/D, 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 and 54A/B/C and are nose-in stands.

Stands 1B thru 1Q, 5A/C, 7, 9, 11, 13, 15, 16B/D/E, 18, 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 and 55A/B/C/D/E/F are nose-out stands.

Stand 2L is 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 2300-0600LT in winter and from 2200-0500LT in summer.

All departures from apron K within previous notified hours must be performed from another stand, after push-back.

On apron K the use of parking brakes is prohibited during parking period. ACFT are likely to be moved without notice by the assistants due to parking optimization.

Except specific control instructions push-back of ACFT in 'nose in' must be ready to taxi as follows:

- Heading East for stands 10 thru 24 except 16C;
- Heading North for stands 16C and 19;
- Heading East for stands 50 thru 54;
- Heading West for stands 2 thru 8 and 26 thru 28;
- Heading South for stands 23 and 40 thru 48 except stand 40A which is heading West. With control instruction for stand 21.

1.7. OTHER INFORMATION

1.7.1. GENERAL

Birds.
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.

1. GENERAL

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.

RWY 04 is preferred and accepted with up to a 6 KT tailwind component.

Possibility of wind shear on final 04/22 combined with a strong tailwind 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).

1.7.2.3. ARRIVALS

QFU 043 Arrivals

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

RWY 04L is dedicated to landings.

Under favourable meteorological conditions (10km/3000') the RNAV A (GNSS) 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, RNAV Z and RNAV Y are in use. The 3° slope allows for low noise descents over Antibes.

1. GENERAL

QFU 223 Arrivals

RWY 22R is dedicated to landings.

For RWY 22 landings, the preferential approach is the RNAV D (GNSS) 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.

1.7.2.4. DEPARTURES

South RWY 04R/22L dedicated to departures.

The landing RWY must be crossed before reaching take-off THR 04R or 22L.

Short taxiing distances from certain stands to RWY 04L/22R holding points can generate RWY incursion risk despite reinforced phraseology and DAY/NIGHT illuminated markings.

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

1.7.2.5. 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.

1.7.2.6. TIME SLOT

The APT is coordinated. For this reason prior notice of the corresponding time slot must be given by the designated coordinator at this APT for all arrivals or departures of IFR ACFT, except when unavailable.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

Procedures "VOR A or RNAV A (GNSS) RWY 04L/04R followed by VPT A RWY 04L/04R"

The procedures "VOR A or RNAV A (GNSS) followed by VPT A", used on RWY 04L or 04R, are noise abatement procedures intended to better manage the noise nuisances over the cities of Cannes, Vallauris and Antibes.

They are the preferred arrival procedures 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 R-174 CGS.

Any execution of an ILS or RNAV Z/Y procedure when VOR A or RNAV A (GNSS) procedures are in use will be followed by an analysis of the causes. Based on this analysis, an infringement report could be filed.

Procedures RNAV D (GNSS) followed by VPT D and "VOR B (or VOR C) RWY 22L/22R followed by VPT B (or VPT C) 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 R-174 CGS 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, RNAV Z/Y (GNSS) 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 NC/4.9NM THR 04L or 4.7NM THR 04R.

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.

2.2. TAXI PROCEDURES

After landing leave RWY 04L or 04R except by operational requirements, on or before TWY G1 or EY respectively. If unable, advise ATC immediately.

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 GLD (Gestion Locale des Departs - Local Departure System).

The COHOR association has been designated as the coordinator for French APTs.

The COHOR association is responsible for:

- allocating time slots;
- checking that there are time slots for the flight plans filed and the consistency of the flight plan times with the time slots allocated;
- and, when appropriate, requesting Eurocontrol to suspend a flight plan with no arrival or departure time slot at a coordinated APT.

At NICE COTE D'AZUR, the A-CDM system and associated procedures are called GLDC (Gestion Locale des Departs Collaborative - Collaborative Pre-departure Sequencing).

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

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 approved off-block departure time calculated by the GLD according to the TOBT, local platform constraints and CTOTs allocated by the NMOC.

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

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

The TTOT (Target Take-Off Time) is the target time of TKOF calculated according to TSAT, variable taxiing times.

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 handling agents and the ATS unit).

NICE COTE D'AZUR GLD 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. By using variable taxi times, 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 GLD system 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/or EOBT is a benefit for airlines whose CTOT calculation is better optimized.

3.1.4. SOBT AND EOBT

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

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 when cleared to do so (nose-in);
- Crew ready.

The TOBT must be locally updated on the platform, consequently the person responsible for the TOBT of a flight is the ground handling agent. The TOBT is therefore transmitted to the ACA GLD system by the ground handling agent. The TOBT is used to inform the GLD system of the time before which off-block departure is not possible.

The NICE COTE D'AZUR GLD system initially calculates an automatic TOBT based on the best-known time at a given instant (SOBT, EOBT, ELDT, EIBT, variable taxing time, turnaround time, etc.). The EOBT can be updated by the ground handling agents if required.

The TOBT is automatically calculated until AIBT, unless it has been entered in the GLD by a ground handling agent. In this case, automatic calculation is interrupted.

A new TOBT must be issued by ground handling agents as soon as they are informed of a flight delay with respect to the EOBT or a variation (delay or improvement) of 5 minutes or more from the initial TOBT. If the flight is ahead of schedule, the TOBT can be moved forward to the limit of the EOBT 10 minutes.

Any new TOBT must be later than the current time and than the SOBT - 10 minutes.

The TOBT must be transmitted 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 TOBTs sent for the same flight.

For all flights, it is still mandatory to update the flight plan by a DLA message when the EOBT is modified by more than 15 minutes. If there is a difference of more than 15 minutes between the TOBT and EOBT, an alarm is triggered and displayed on the GLD system. However, it must be emphasized that the TOBTs and flight plans are managed differently:

- A TOBT can always be moved forward or back, whereas the flight plan EOBT can be put back by a DLA, but cannot be moved forward.
- It is therefore important that each airline manages its own procedure for flight plan updating depending on TOBT.

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 approved off-block departure time. It is calculated by the GLD system taking into account available departure capacity at the APT, the TOBTs of other flights and the slots provided by the NMOC (enroute and at the destination).

The TSAT is the time at which an ACFT must leave the block after receiving start-up and push-back (or taxiing) clearance from the ATS unit.

A TSAT is calculated for all scheduled flights with a departure time in the next 4 hours.

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 entered in the GLD by the ground handling agent, resulting in a new TSAT.

The conditions resulting in the blocking of a flight in the GLD system are as follows:

- 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 at ASAT +5 minutes;
- Flight suspended by the NMOC due to, for example, closure of the destination airfield (the airline must send a DLA). 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.

3.1.7. 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 shown:

- on the CDM website (access to be requested directly online via the portal);
- on DMAN (Departure Manager), the specific ATC interface.

In addition, the sequence can be assessed by smartphone or tablet. Access rights to the CDM website are required to use this feature.

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). Each pilot can consult the TSAT/TOBT on the CDM website using a tablet or smartphone. 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 GLD system will also be displayed on the CDM website.

3.1.7.2. START-UP IN SEQUENCED MODE

Departure Clearance

The pilot must contact PREFLIGHT by radio or send an RCD (Request for Departure Clearance Downlink) to request Departure Clearance at TOBT -15 minutes. The ATS unit will then send the pilot the Departure Clearance information, put the flight on hold 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.

If the pilot calls or sends an RCD too late (from TSAT +2 minutes), the flight will be blocked by the GLD system and clearance will be refused. The flight will not be unblocked until a new TOBT is sent by the ground handling agent.

Start-Up Clearance

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 GLD system and clearance refused. The flight will not be unblocked until a new TOBT is entered by the ground handling agent.

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

Push-back (or taxiing) approval is given on the Ground frequency from TSAT -5 minutes, 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.

If off-block departure has not been performed within 5 minutes of Start-up Clearance being received, the flight will be blocked by the GLD system until a new TOBT is issued.

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 GLD 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 website.

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

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.

3.2. START-UP AND PUSH-BACK PROCEDURES

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

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

Up to 2000', use climbing procedure providing noise reduction for noise sensitive areas in close proximity to departure end of RWY in accordance to ICAO Doc 8168 Volume 1 Part I Section 7 Chapter 3.

Except when given ATC clearance, do not overfly land below 5000' AGL.

LFMN/NCE
NICE/COTE D'AZUR

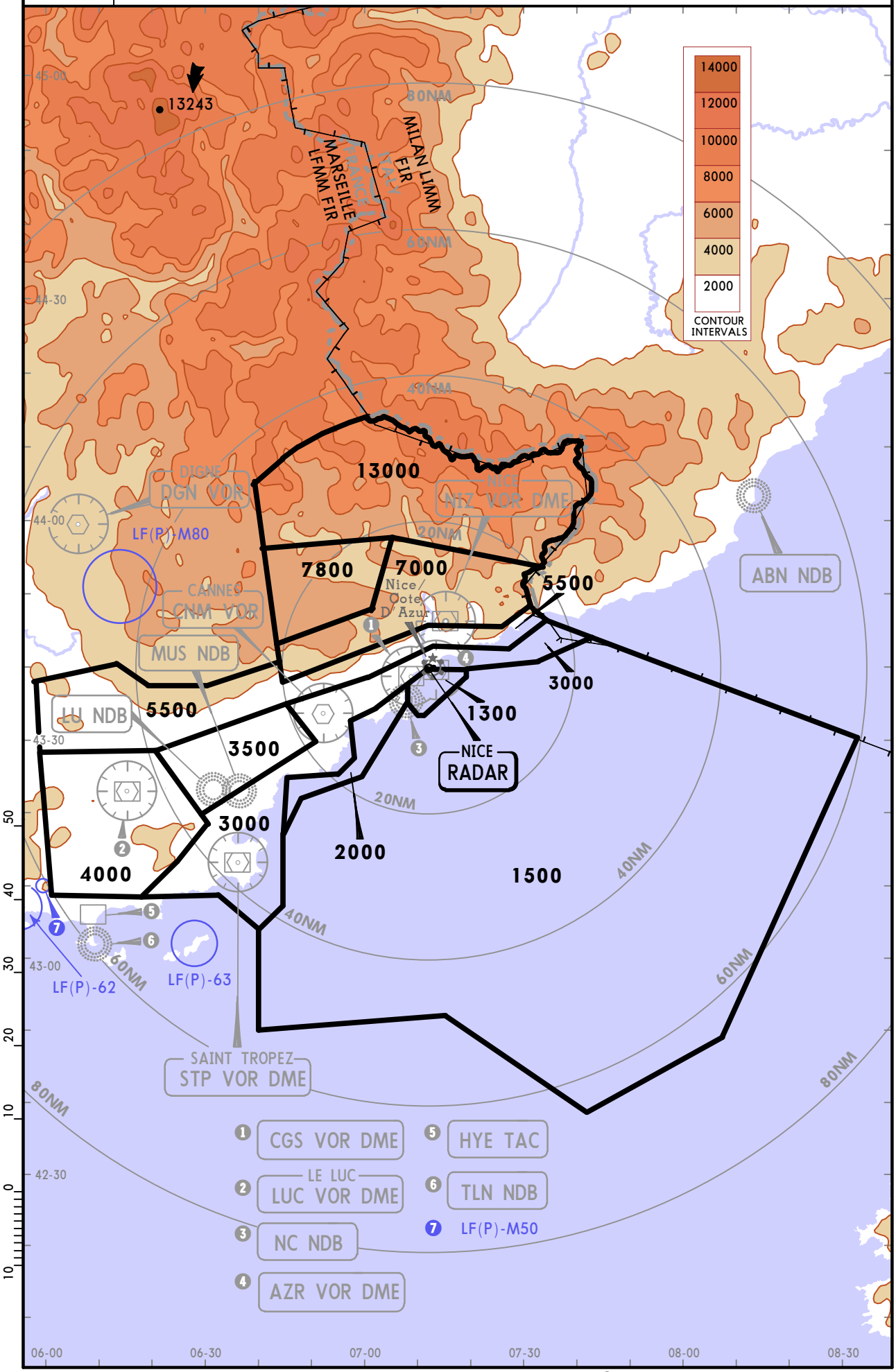
JEPPESEN

NICE/COTE D'AZUR, FRANCE

5 OCT 18 | 10-1R | Eff 11 Oct | 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: Sector altitude revised.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN

5 OCT 18 | 10-2 | Eff 11 Oct

NICE/COTE D'AZUR, FRANCE
RNAV STAR

D-ATIS 136.580 (French 129.605)

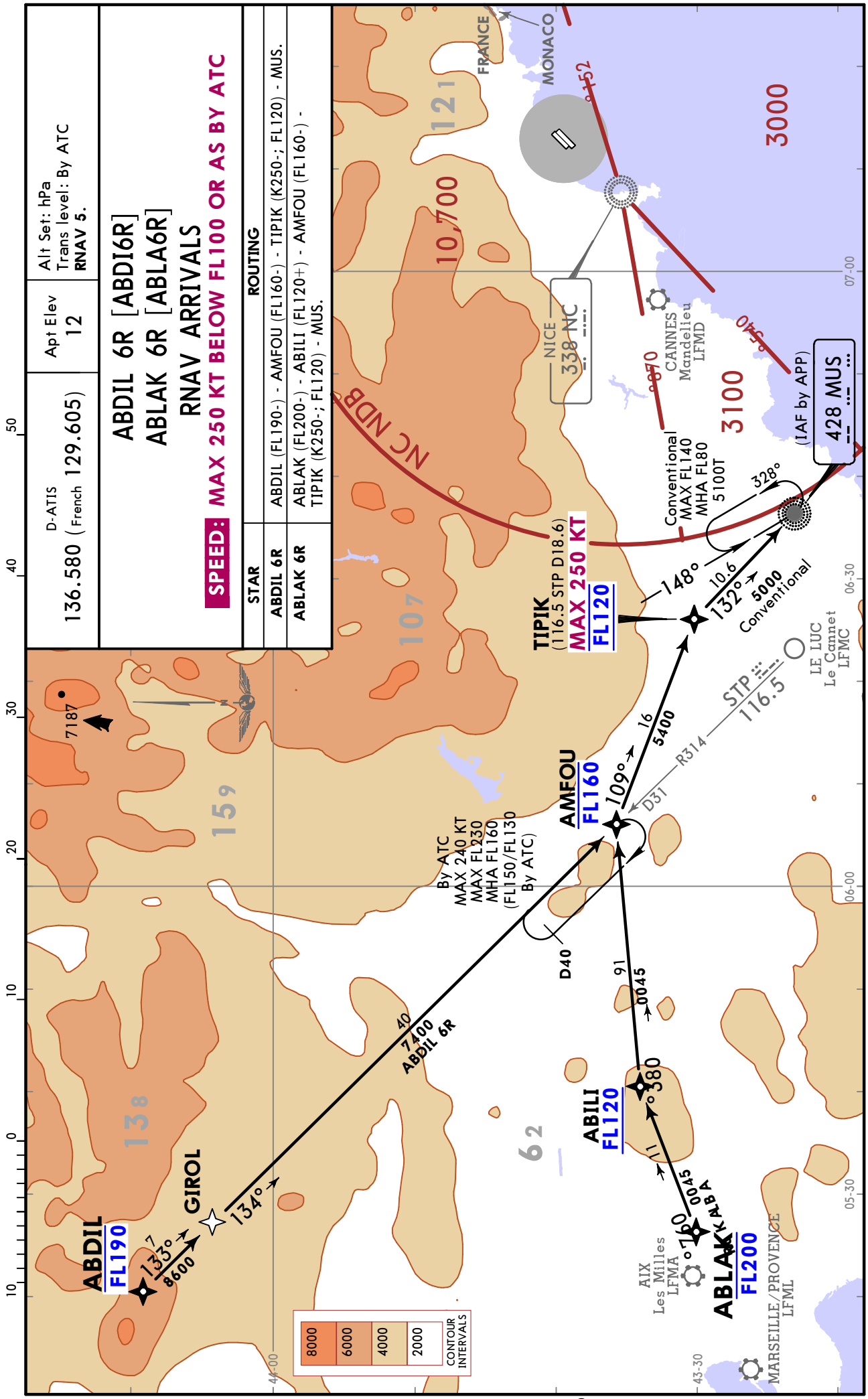
Apt Elev 12

Alt Set: hPa
Trans level: By ATC
RNAV 5.

ABDIL 6R [ABDI6R]
ABLAK 6R [ABLA6R]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

STAR	ROUTING
ABDIL 6R	ABDIL (FL190-) - AMFOU (FL160-) - TIPIK (K250-; FL120) - MUS.
ABLAK 6R	ABLAK (FL200-) - ABILI (FL120+) - AMFOU (FL160-) - TIPIK (K250-; FL120) - MUS.



CHANGES: ATIS.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

5 OCT 18 (10-2A) Eff 11 Oct

RNAV STAR

D-ATIS 136.580 (French 129.605)

Apt Elev 12

Alt Set: hPa
Trans level: By ATC
RNAV 5.

NISAR 6R [NISA6R]
NISAR 6S [NISA6S]
BY ATC
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

STAR	ROUTING
NISAR 6R	NISAR (FL340-) - XIRBI (FL320-; FL200+) - DOTIG (FL200+) - VEDIK (FL240-; FL200+) - AMFOU (FL160-) - TIPIK (K250-; FL120) - MUS.
NISAR 6S	NISAR (FL340-) - XIRBI (FL320-; FL200+) - GIROL - AMFOU (FL160-) - TIPIK (K250-; FL120) - MUS.

CONTOUR INTERVALS: 10000 8000 6000 4000 2000

NISAR FL340
130° 11 8100
XIRBI FL320 FL200
140° 16 7000
154° 20 8600
DOTIG FL200
GIROL
134° 23 NISAR 6R
141° 40 7400 NISAR 6S
VEDIK FL240 FL200
109° 20 5100
AMFOU FL160
109° 16 5400
TIPIK (116.5 STP D18.6) MAX 250 KT FL120
148° 10.6
132° 5000 Conventional
Conventional MAX FL140 MHA FL80 5100T
328°
428 MUS (IAF by APP)
3100
3000
NICE 338 NC
ECNAR
NC VOR/DME
NC NDB
ITALY FRANCE
CANNES Mandelieu LFMD
LE LUC Le Cannet LFMC
D37 R314 STP 116.5
D40 By ATC MAX 240 KT MAX FL230 MHA FL160 (FL150/FL130 By ATC)
ORANGE Caritat LFMO
AVIGNON Caumont LFMV
SALON DE PROVENCE LFMY
AIX Les Milles LFMA
ISTRES Le Tube LFMI
MARSEILLE/PROVENCE LFML
10,700
82 138 159 107 121 62 35
44-30 44-00 43-30
10 0 10 20 30 40 50
05-00 05-30 06-00 06-30 07-00 07-30

CHANGES: ATIS.

JEPPESEN
5 OCT 18 10-2B Eff 11 Oct

NICE/COTE D'AZUR, FRANCE

RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa
136.580 (French 129.605)	12	Trans level: By ATC RNAV 5.

PERUS 6R [PERU6R]
RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

ROUTING

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

PERUS FL190

AMFOU FL160

TIPIK (STP D18.6) MAX 250 KT FL120

D40.0 By ATC MAX 240 KT MAX FL230 MHA FL160 (FL150/FL130 By ATC)

134°

087°

033°

0059

16

5400

109°

D31.0

R314

148°

10.6

5000

132°

Conventional

328°

Conventional MAX FL140 MHA FL80 5100T

087°

152°

540°

10,700

3100

3000

ITALY

FRANCE

ECNARF

OCANOM

NICE 338 NC

CANNES Mandelieu LFMD

LE LUC Le Cannet LFMC

(IAF by APP)

428 MUS

LE CASTELLET LFMQ

LA MOLE LFTZ

SAINT TROPEZ D 116.5 STP

NC NDB

10611

12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

CHANGES: ATIS.

CHANGES: ATIS.

D-ATIS	Apt Elev	Alt Set: hPa
136.580 (French 129.605)	12	Trans level: By ATC

BORDI 6C [BORD6C], VEVAR 6C [VEVA6C] ARRIVALS

BORDI 6R [BORD6R], VEVAR 6R [VEVA6R] RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT TO SCALE

VEVAR

169°

15300 VEVAR 6C VEVAR 6R RNAV 5

35.6

GAPDO FL220

155°

D27.0

13000 VEVAR 6C

12

10611

ITALY FRANCE

MOTUR

24.9

13000 VEVAR 6R RNAV 5

NC NDB

D

FL110 7000T

15

187°

10,700

AMGEL

BORDI FL170

233°

D26.0

17

10200 BORDI 6C BORDI 6R RNAV 5

ALBENGA LIMG

D9 NIZ

R053

10.2

144°

R349

1.5 Min

007°

112°

12

FL110 7000T

FRANCE MONACO

FL110 8000T

NICE COTE D'AZUR

D 112.4 NIZ

By ATC
MAX 250 KT
MAX FL170
MHA 12300

D 109.2 CGS

MIKRU

D 109.65 AZR

251°

22

FL110 7000T

078°

045°

NICE 338 NC

CANNES Mandelieu LFMD 07-00

3100

3000

12 1

D34 NIZ

PIRAM

AZR R117 D30

AZR 112°

D35 AZR Arc FL70

(IAF) NERAS

298°

297°

HOLDING OVER NERAS

AZR R117 D30

297°

NERAS

*Lower levels by ATC
FL70*/1300T/FL140, inbound 297°
AZR R117 D30/35

ALTERNATE BY ATC
*Lower levels by ATC
FL70*/1300T/FL140, inbound 293°
CGS D33/38
RIGHT turn

12000
10000
8000
6000
4000
2000

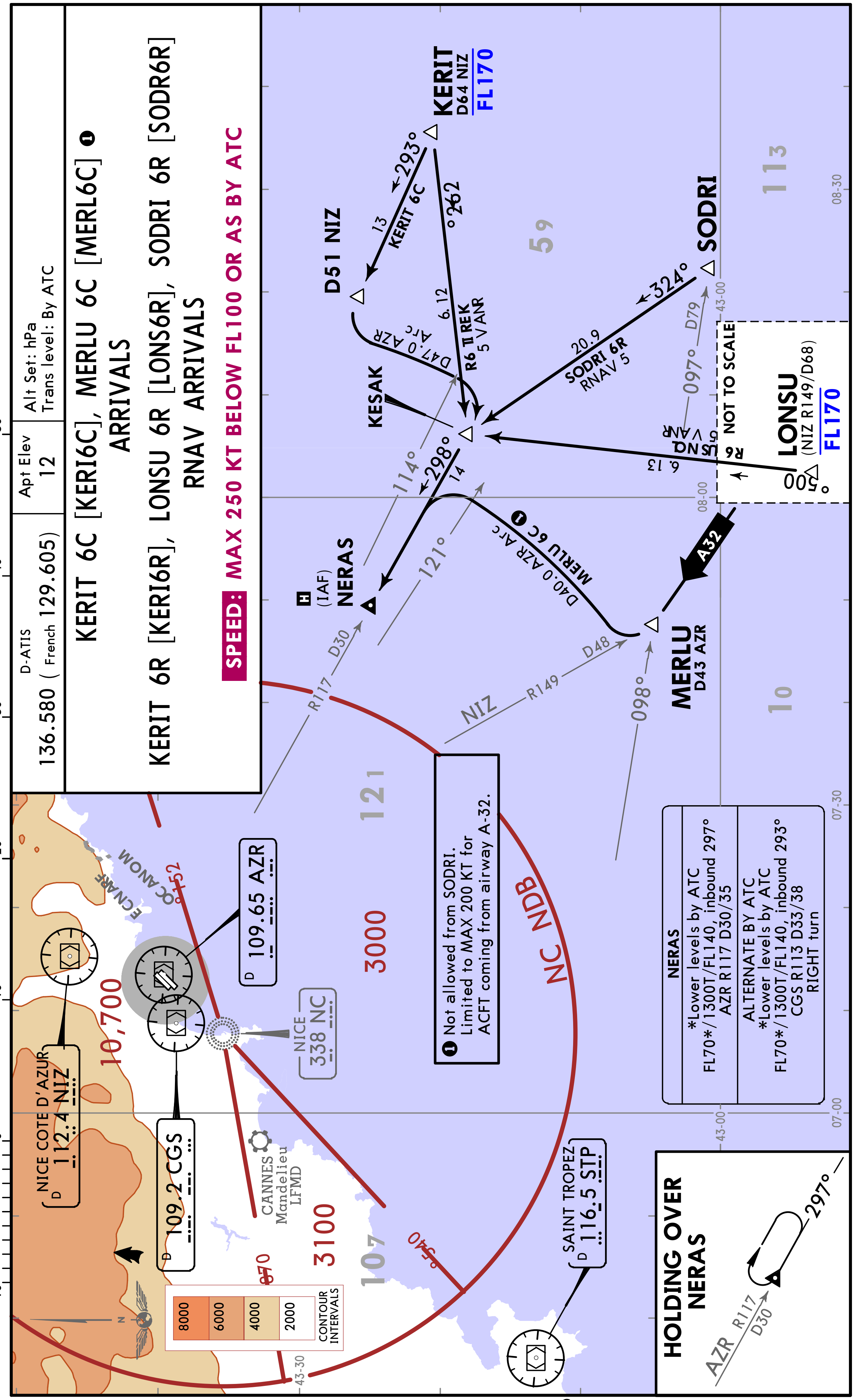
CONTOUR INTERVALS

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
5 OCT 18 (10-2C)
Eff 11 Oct

NICE/COTE D'AZUR, FRANCE
STAR

BORDI 6C [BORD6C], VEVAR 6C [VEVA6C] ARRIVALS
BORDI 6R [BORD6R], VEVAR 6R [VEVA6R] RNAV ARRIVALS



CHANGES: ATIS.

AMFOU 6C [AMFO6C], BIRGO 6C [BIRG6C] 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

NICE 338 NC
CANNES Mandelieu LFMD
LE LUC Le Cannet LFMC
NC NDB
MAX FL140
MHA FL80
5100T
(IAF by APP)
428 MUS
SAINT TROPEZ D 116.5 STP
LE LUC LE CANNET D 113.0 LUC
CONTOUR INTERVALS 6000 4000 2000
By ATC
MAX 240 KT
MAX FL230
MHA FL160
(FL150/FL130 By ATC)
AMFOU FL110
AMFOU 6C
GILON
(109.0 HYE D20.7)
(STP R301)
BIRGO FL110
BIRGO 6C
D40
D31
R314
R273
5132
10,700
3100
3000
121
107
62
15.4
5000
9.1
7.2
175°
134°
148°
328°
088°
119°
093°
07-00
06-30
06-00
43-30

RNAV SID DESIGNATION	REFER TO CHART
BADOD 6A, 6C	10-3B
BADOD 6X, 6Z	10-3C
BASIP 6A	10-3D
BASIP 6X	10-3E
BODRU 6A	10-3F
BODRU 6X	10-3G
EPOLO 6A, 6B	10-3H
EPOLO 6X, 6Y	10-3J
IRMAR 6A, 6C	10-3J1
IRMAR 6X, 6Z	10-3J2
LANKO 6A, 6B	10-3J3
LANKO 6X, 6Y	10-3J4
LONSU 6A, 6B	10-3J5
LONSU 6X, 6Y	10-3J6
OKTET 6A, 6C	10-3J7
OKTET 6X, 6Z	10-3J8
PERUS 6A	10-3K
PERUS 6X	10-3L
RUBAS 6A	10-3M
RUBAS 6X	10-3N
RUBIT 6A, 6B	10-3P
RUBIT 6X, 6Y	10-3Q
SODRI 6A, 6B	10-3S
SODRI 6X, 6Y	10-3T
TURIL 6A, 6B	10-3T1
TURIL 6X, 6Y	10-3T2
VAREK 6A, 6B	10-3T3
VAREK 6X, 6Y	10-3T4

RNAV departures are preferential and will be declared in use by ATC.

Required equipment is RNAV equipment with GNSS sensor and/or DME/DME sensor. However, RNAV equipment not having a GNSS sensor must have inertial navigation (required precision must be better than 0.17NM compared to a known position) in addition to a DME/DME sensor to use RNAV SIDs.

CHANGES: Procedures renumbered.

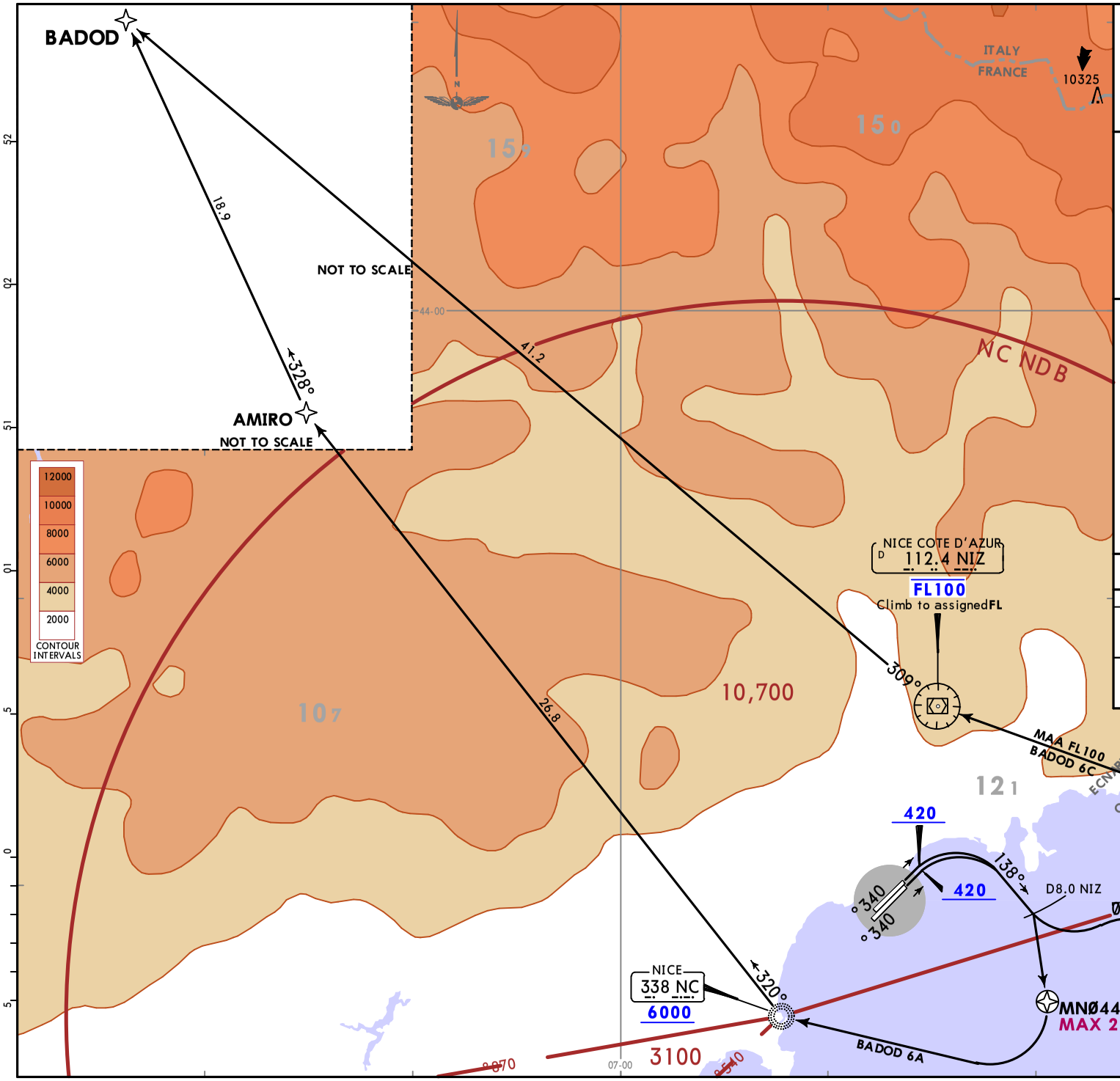
SID DESIGNATION	REFER TO CHART
BADOD 6E	10-3T5
BADOD 6W	10-3T6
BASIP 6E	10-3T7
BASIP 6W	10-3T8
BODRU 6E	10-3T9
BODRU 6W	10-3T10
EPOLO 6E, 6L	10-3U
EPOLO 6S, 6W	10-3V
IRMAR 6E	10-3V1
IRMAR 6W	10-3V2
LANKO 6E, 6L	10-3V3
LANKO 6S, 6W	10-3V4
LONSU 6E, 6L	10-3V5
LONSU 6S, 6W	10-3V6
OKTET 6E	10-3V7
OKTET 6W	10-3V8
PERUS 6E	10-3V9
PERUS 6W	10-3V10
RUBAS 6E	10-3W
RUBAS 6W	10-3X
RUBIT 6E, 6L	10-3X1
RUBIT 6S, 6W	10-3X2
SODRI 6E, 6L	10-3X3
SODRI 6S, 6W	10-3X4
TURIL 6E, 6L	10-3X5
TURIL 6S, 6W	10-3X6
VAREK 6E, 6L	10-3X7
VAREK 6S, 6W	10-3X8
OMNIDIRECTIONAL DEPARTURES	10-3X9

CHANGES: Procedures renumbered.

JEPPESEN
23 FEB 18 10-3B Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

RNAV SID



Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

BADOD 6A [BADO6A]
BADOD 6C [BADO6C]
RWYS 04L/R RNAV DEPARTURES

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

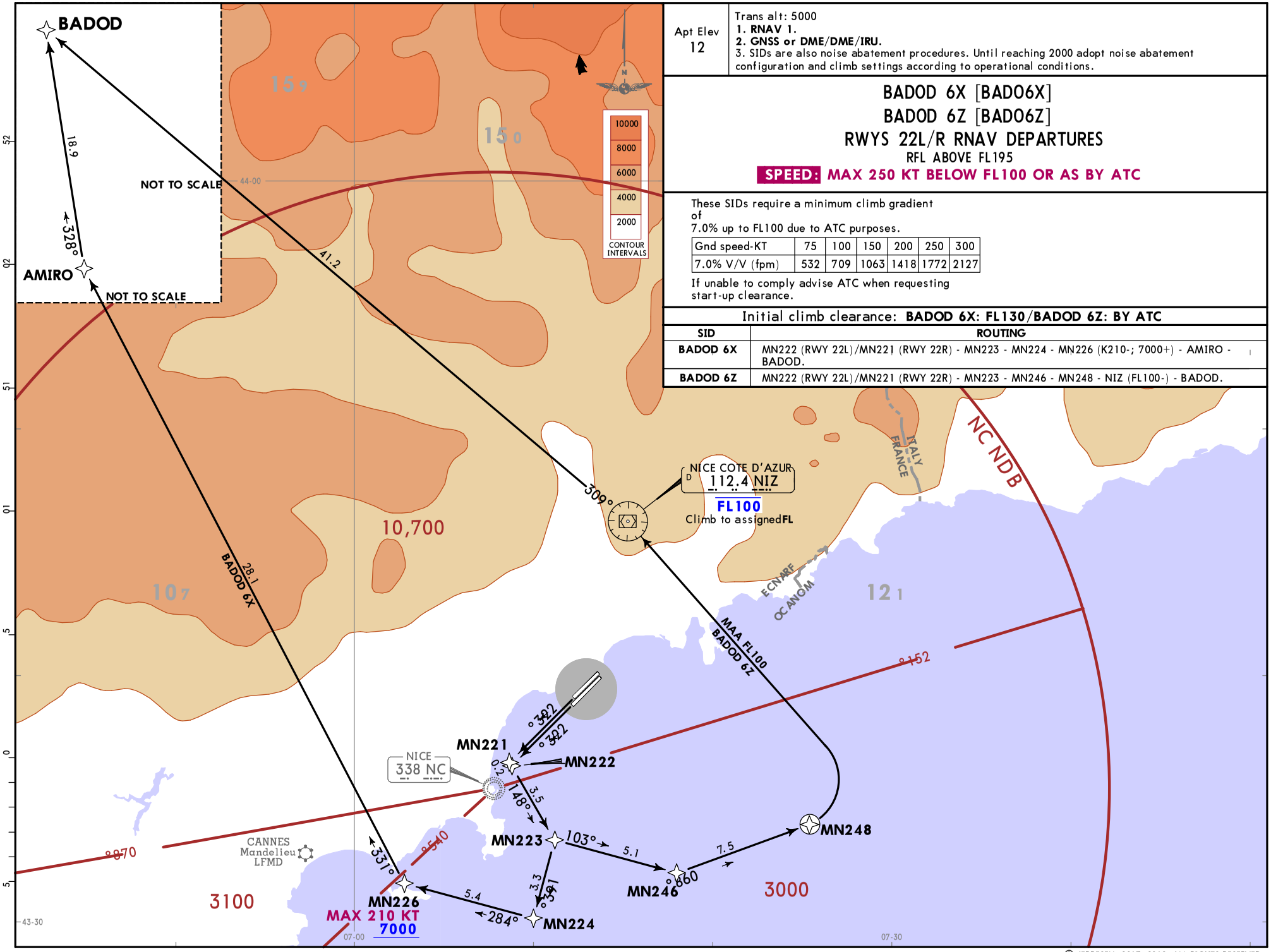
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

Initial climb clearance:
BADOD 6A: FL130/BADOD 6C: BY ATC

SID	ROUTING
BADOD 6A	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - NC (6000+) - AMIRO - BADOD.
BADOD 6C	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, 087° track to MN052 - NIZ (FL100-) - BADOD.

CHANGES: Notes for departures to Corsica withdrawn.



Apt Elev 12

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

BADOD 6X [BADO6X]
BADOD 6Z [BADO6Z]
RWYS 22L/R RNAV DEPARTURES

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **BADOD 6X: FL130/BADOD 6Z: BY ATC**

SID	ROUTING
BADOD 6X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (K210-; 7000+) - AMIRO - BADOD.
BADOD 6Z	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - NIZ (FL100-) - BADOD.

CHANGES: Notes for departures to Corsica withdrawn.

BASIP 6A [BASI6A]
RWYS 04L/R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

Apt Elev 12

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: JET: FL100/PROP: FL70

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, 087° track to MN054 - USANO - TIVNO - BASIP.

BASIP
3.0
TIVNO
4
USANO
6.7
MN054
4278
NC NDB
ITALY
FRANCE
121.52
NICE COTE D'AZUR
D 112.4 NIZ
OC ANOM
ECNARF
Ø8
D8.0 NIZ
138°
420
420
340°
340°
3000
10,700
3100
NICE
338 NC
CONTOUR INTERVALS
6000
4000
2000
07-30
43-40

BASIP 6X [BASI6X]
RWYS 22L/R RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

Apt Elev 12

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **JET: FL100/PROP: FL70**

ROUTING

MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - USANO - TIVNO - BASIP.

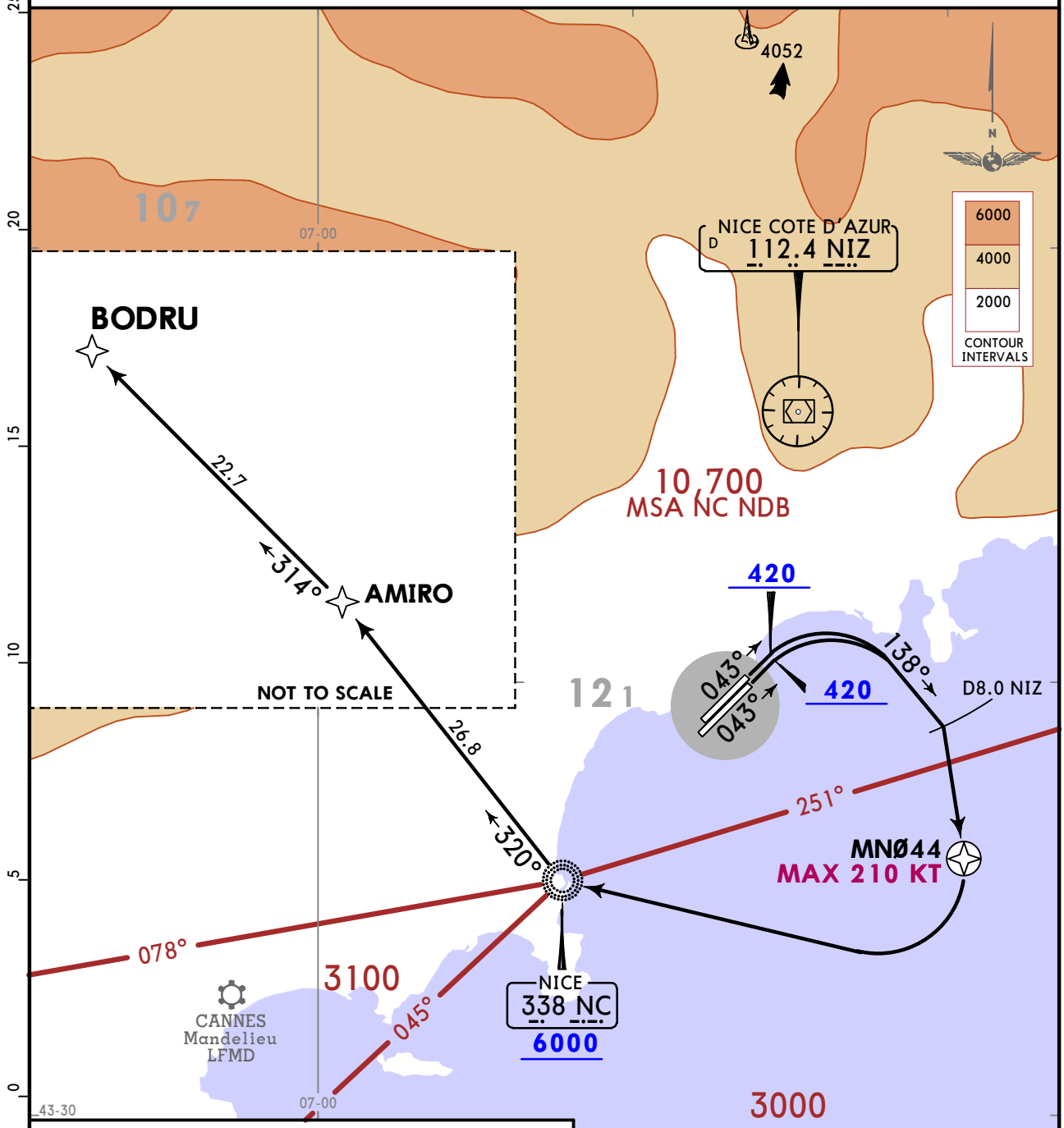
BASIP
TIVNO
USANO
MN248
MN246
MN223
MN222
MN221
NC NDB
NICE
338 NC
4278
3100
10,700
3000
121
CONTOUR INTERVALS
6000
4000
2000

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

BODRU 6A [BODR6A]
RWYS 04L/R RNAV DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of
7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL130**

ROUTING

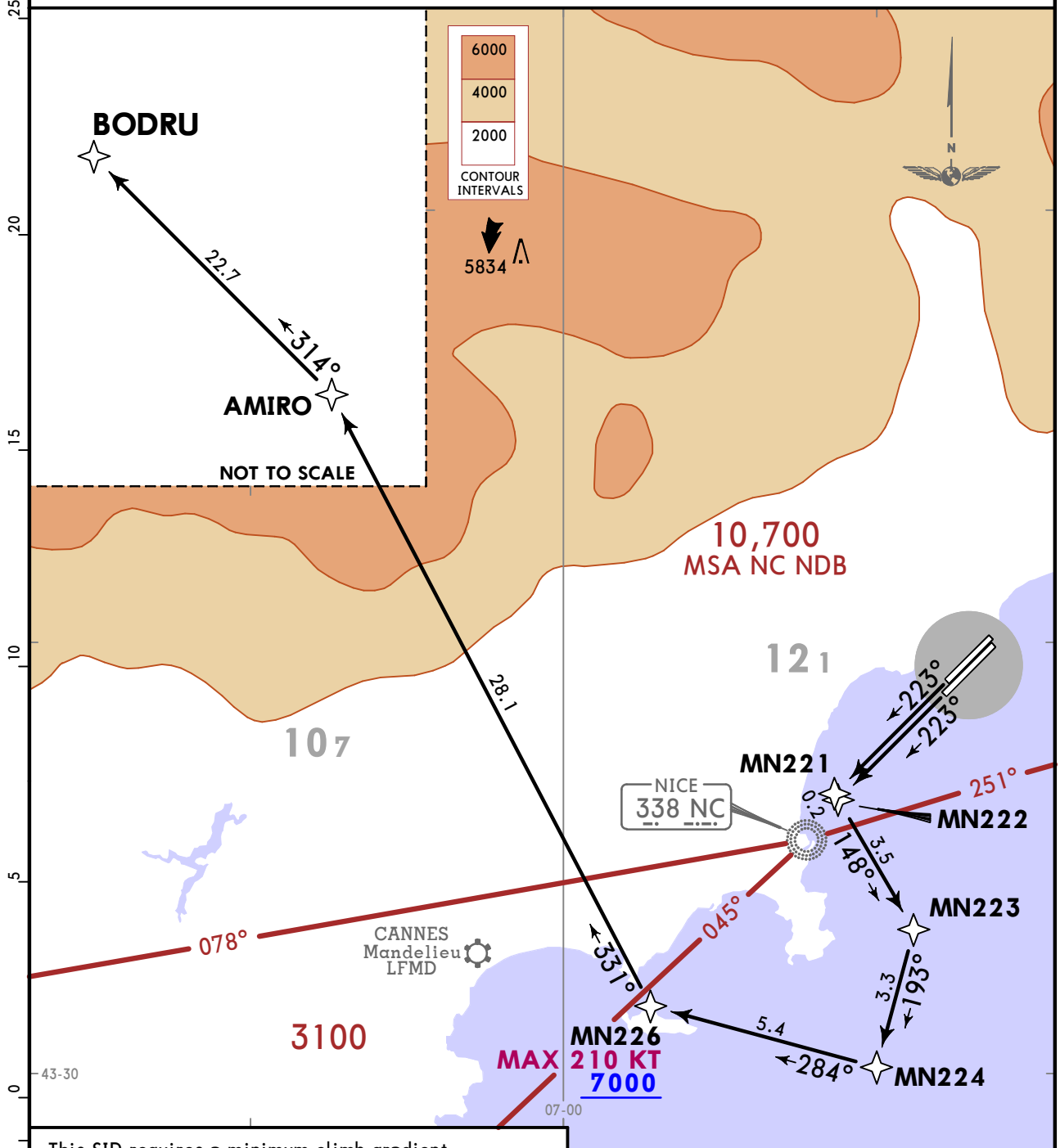
Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - NC (6000+) - AMIRO - BODRU.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

BODRU 6X [BODR6X]
RWYS 22L/R RNAV DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of
7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL130**

ROUTING

MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (K210-; 7000+) - AMIRO - BODRU.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

EPOLO 6A [EPOL6A], EPOLO 6B [EPOL6B]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **EPOLO 6A: FL100/EPOLO 6B: FL70**

SID	ROUTING
EPOLO 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN236 - RESBO - EPOLO.
EPOLO 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN234 - MN238 - LERMA - EPOLO.

NICE COTE D'AZUR D 112.4 NIZ

6000 4000 2000 CONTOUR INTERVALS

420 043° 043° 420 138° D8.0 NIZ

10,700

251° MN044 MAX 210 KT

078° 045° NC NDB

CANNES Mandelieu LFMD

NICE 338 NC

3100 3000

MN048 6000

227° 208° 7.6 EPOLO 6B 15.6 EPOLO 6A

MN234 182° 9.9

MN236 198° 10.1

MN238 233° 7

RESBO 225° 25.7 29.1 EPOLO

LERMA

NOT TO SCALE

43-30 07-00 43-00

12 1 10 7 1 0

LFMN/NCE NICE/COTE D'AZUR

NICE/COTE D'AZUR, FRANCE
RNAV SID
Eff 1 Mar
10-3H
23 FEB 18
JEPPESEN

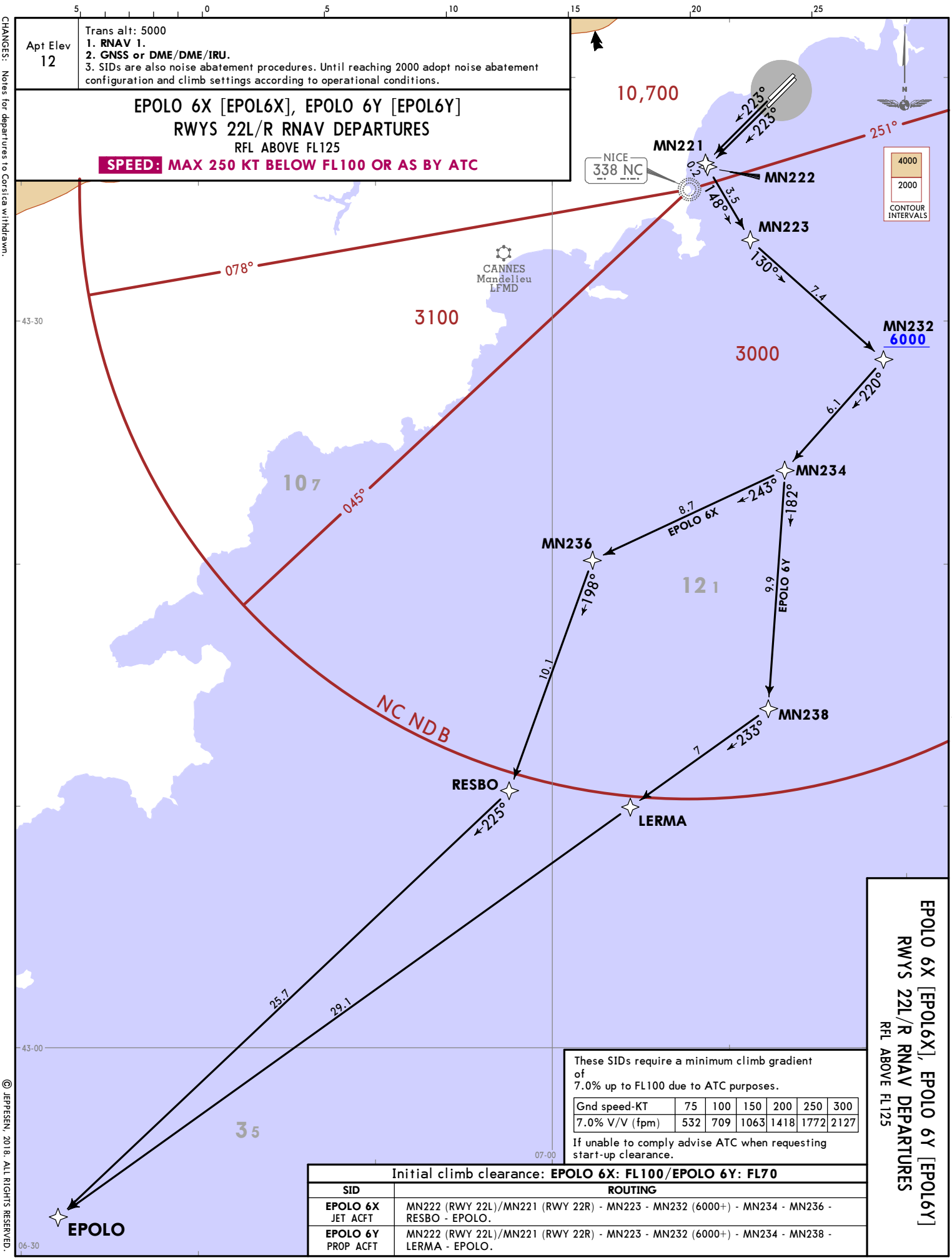
EPOLO 6A [EPOL6A]
EPOLO 6B [EPOL6B]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL125

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

EPOLO 6X [EPOL6X], EPOLO 6Y [EPOL6Y]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **EPOLO 6X: FL100/EPOLO 6Y: FL70**

SID	ROUTING
EPOLO 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN236 - RESBO - EPOLO.
EPOLO 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN238 - LERMA - EPOLO.

CHANGES: Notes for departures to Corsica withdrawn.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 FEB 18 (10-3J) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE
RNAV SID

EPOLO 6X [EPOL6X], EPOLO 6Y [EPOL6Y]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL125

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

IRMAR 6A [IRMA6A], IRMAR 6C [IRMA6C]
RWYS 04L/R RNAV DEPARTURES

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

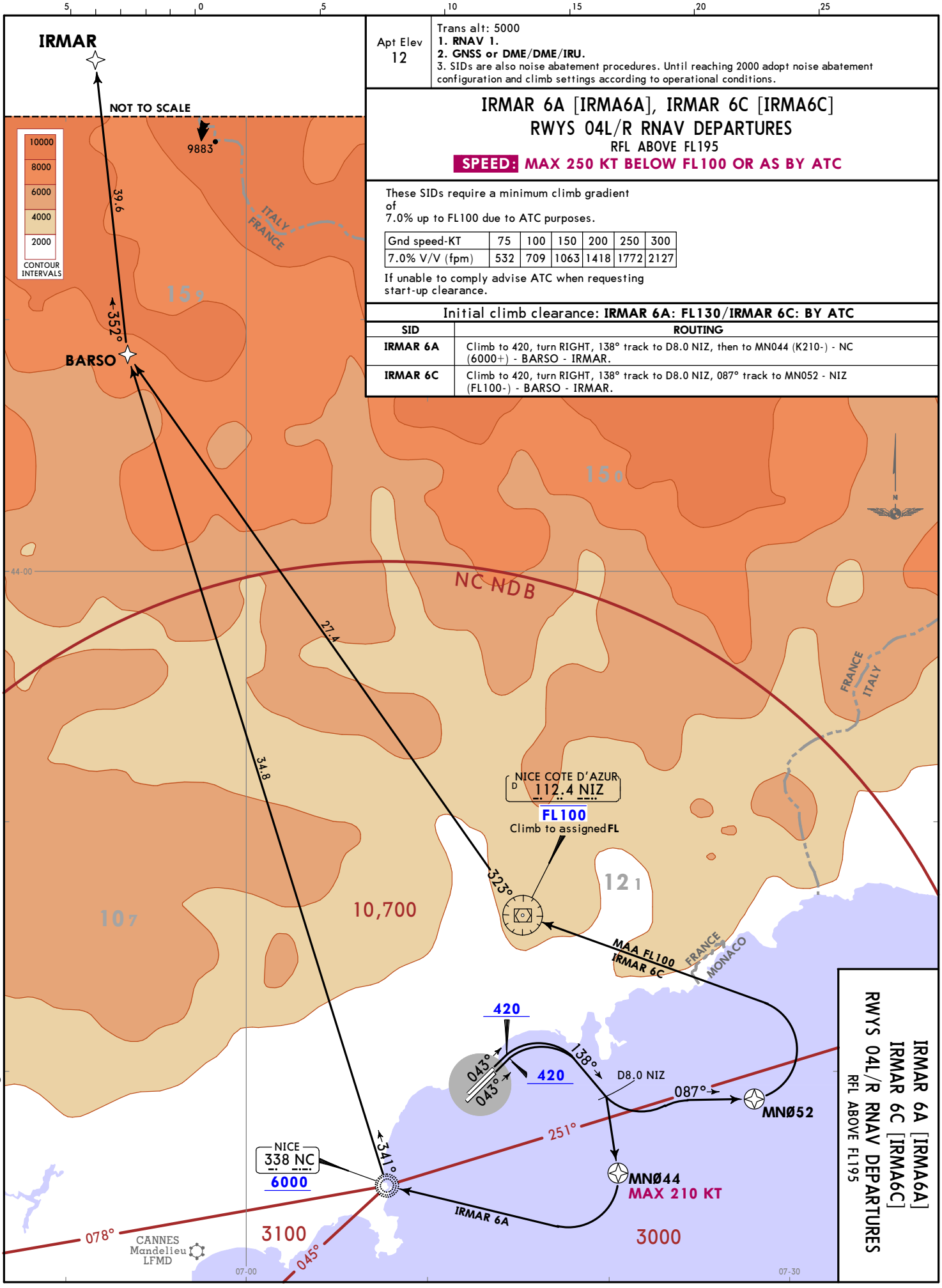
These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: IRMAR 6A: FL130/IRMAR 6C: BY ATC

SID	ROUTING
IRMAR 6A	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - NC (6000+) - BARSO - IRMAR.
IRMAR 6C	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, 087° track to MN052 - NIZ (FL100-) - BARSO - IRMAR.



IRMAR 6A [IRMA6A]
IRMAR 6C [IRMA6C]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

IRMAR 6X [IRMA6X], IRMAR 6Z [IRMA6Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

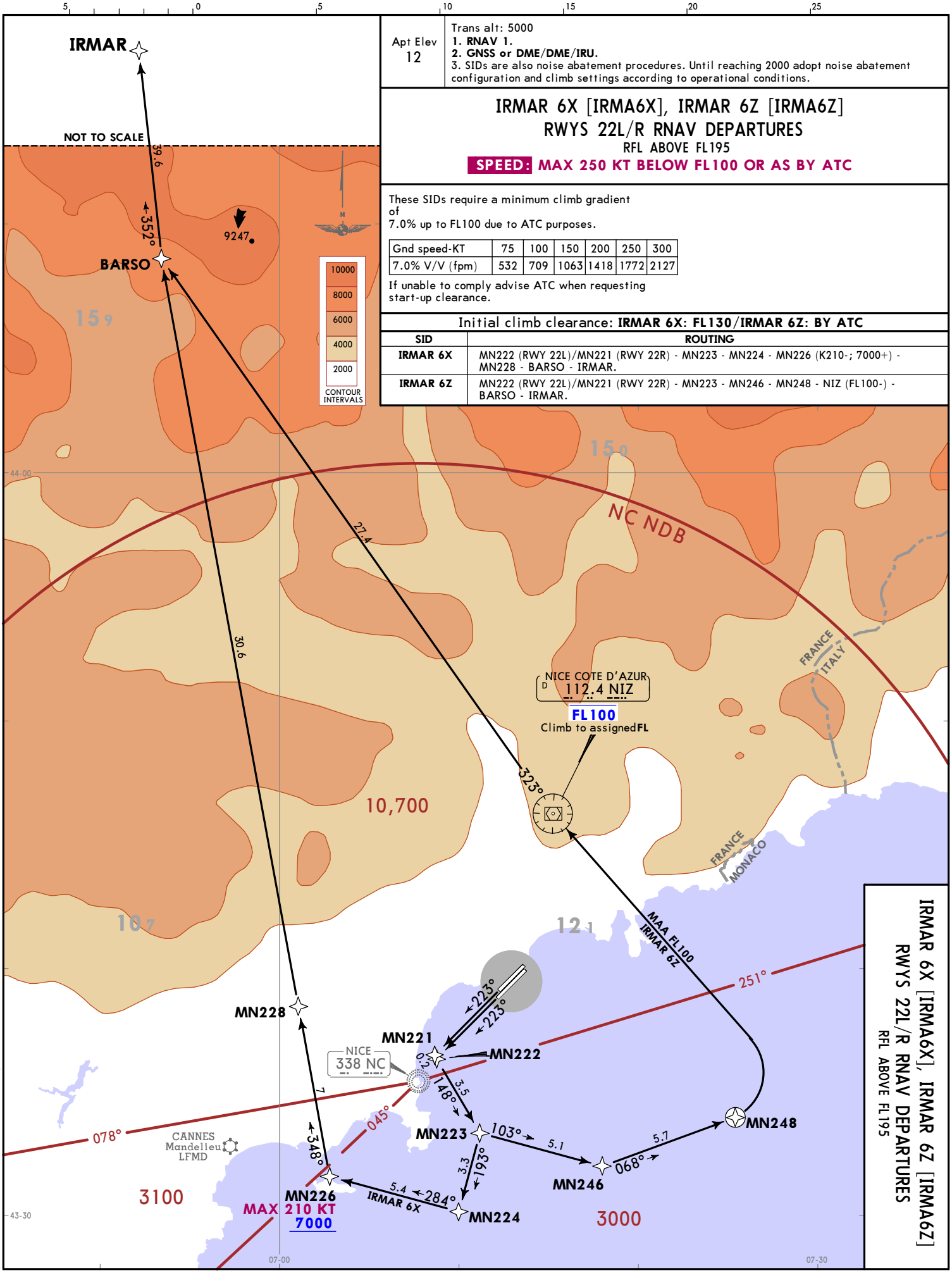
These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **IRMAR 6X: FL130/IRMAR 6Z: BY ATC**

SID	ROUTING
IRMAR 6X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (K210-; 7000+) - MN228 - BARSO - IRMAR.
IRMAR 6Z	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - NIZ (FL100-) - BARSO - IRMAR.



LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 FEB 18 (10-3J2)
Eff 1 Mar

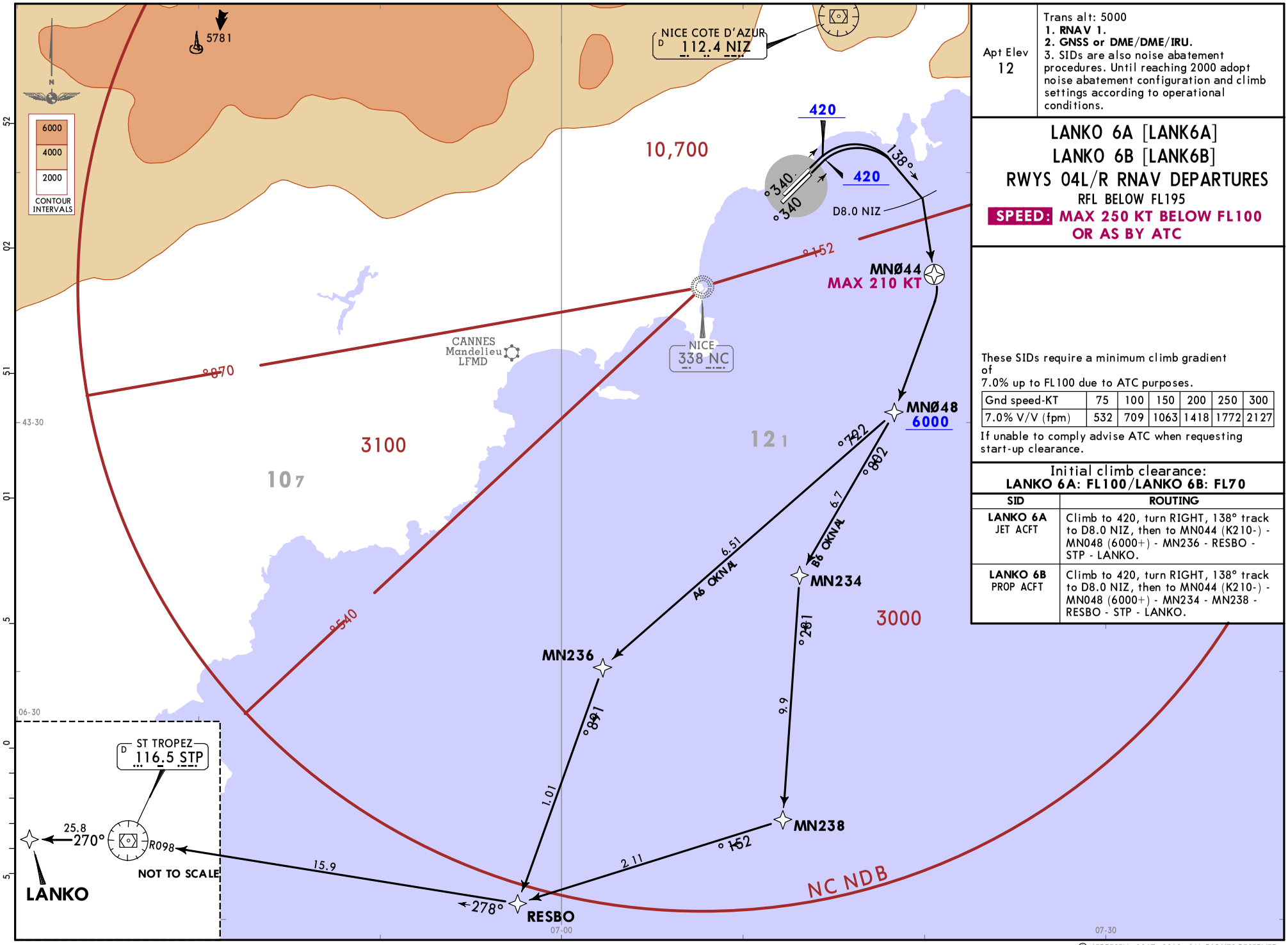
NICE/COTE D'AZUR, FRANCE
RNAV SID

IRMAR 6X [IRMA6X], IRMAR 6Z [IRMA6Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

JEPPESEN
23 FEB 18 (10-3J3) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

RNAV SID



Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

LANKO 6A [LANK6A]
LANKO 6B [LANK6B]
RWYS 04L/R RNAV DEPARTURES

RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance:
LANKO 6A: FL100/LANKO 6B: FL70

SID	ROUTING
LANKO 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN236 - RESBO - STP - LANKO.
LANKO 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN234 - MN238 - RESBO - STP - LANKO.

CHANGES: Notes for departures to Corsica withdrawn.

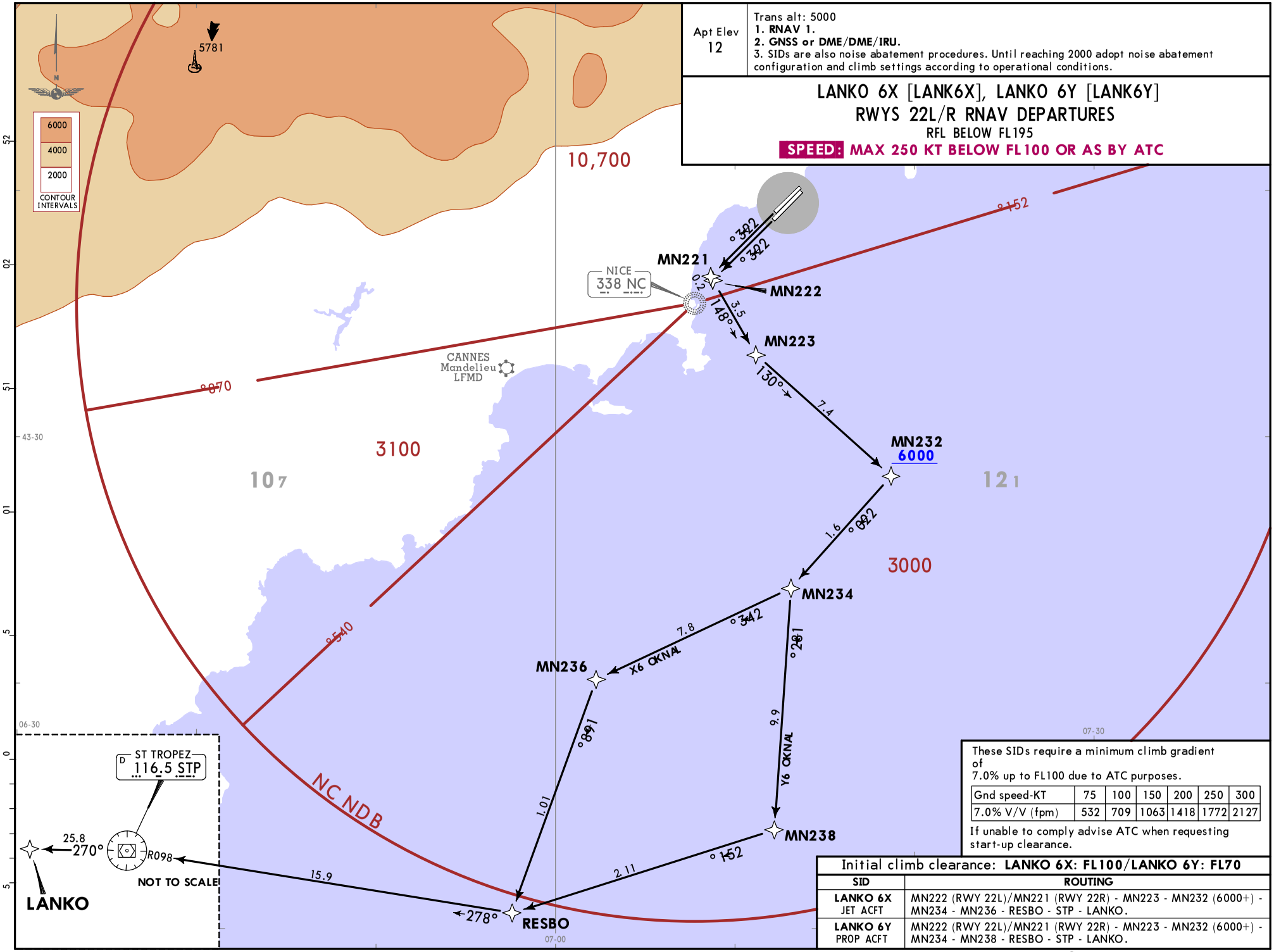
Apt Elev
12

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

LANKO 6X [LANK6X], LANKO 6Y [LANK6Y]
RWYS 22L/R RNAV DEPARTURES

RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: **LANKO 6X: FL100/LANKO 6Y: FL70**

SID	ROUTING
LANKO 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN236 - RESBO - STP - LANKO.
LANKO 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN238 - RESBO - STP - LANKO.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

LONSU 6A [LONS6A], LONSU 6B [LONS6B]
RWYS 04L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

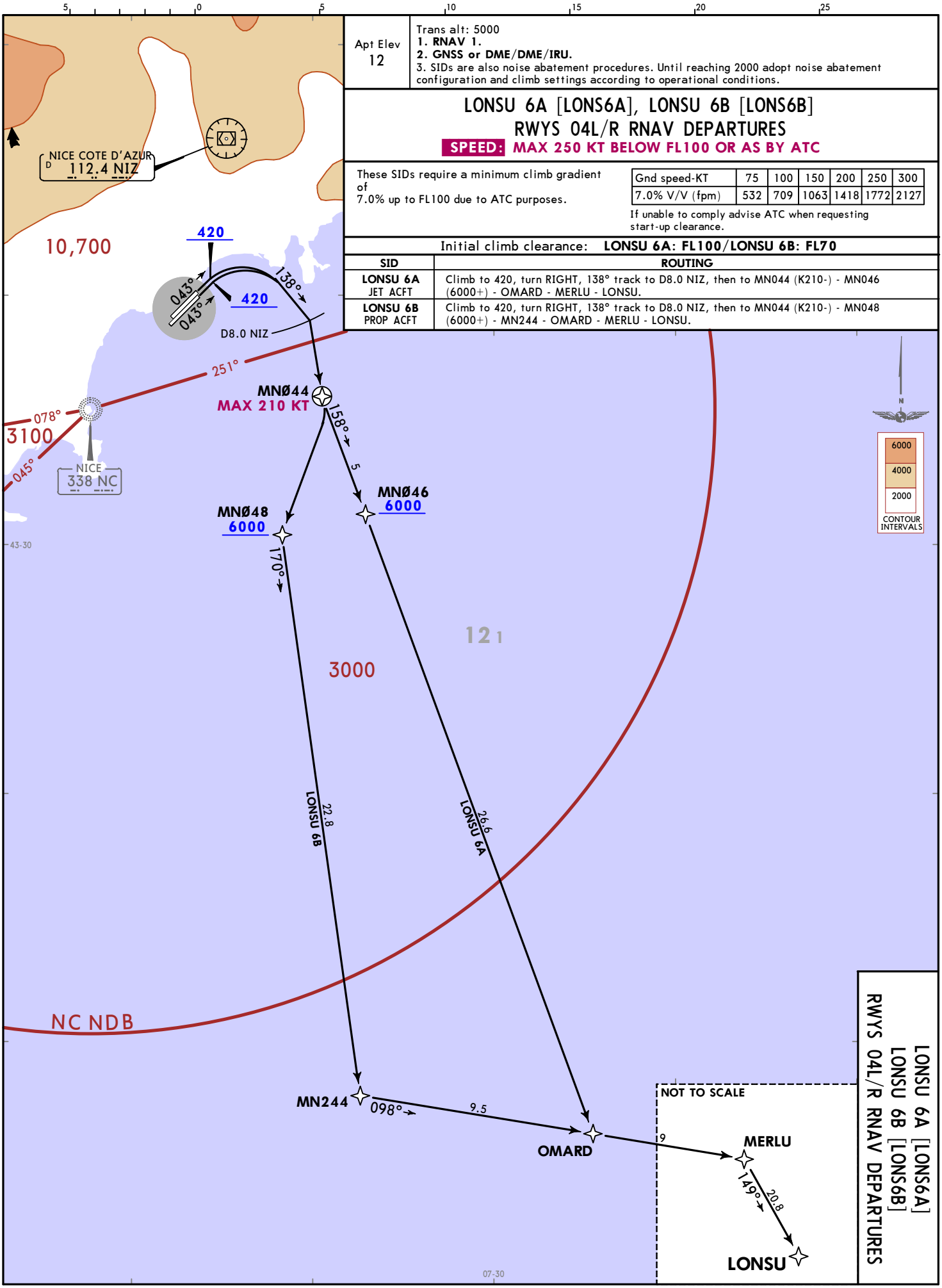
These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **LONSU 6A: FL100/LONSU 6B: FL70**

SID	ROUTING
LONSU 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN046 (6000+) - OMARD - MERLU - LONSU.
LONSU 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN244 - OMARD - MERLU - LONSU.



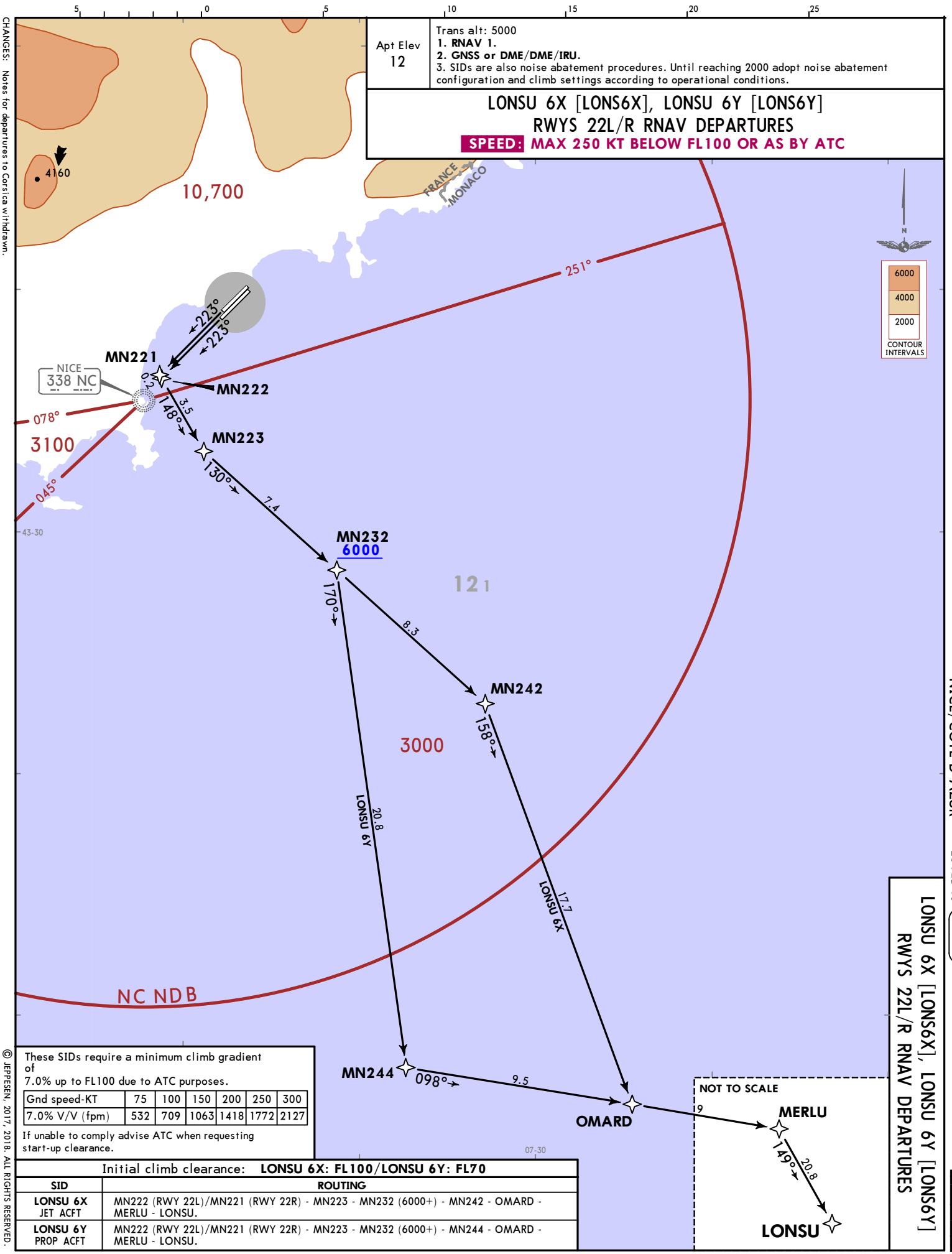
CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

LONSU 6X [LONS6X], LONSU 6Y [LONS6Y]
RWYS 22L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **LONSU 6X: FL100/LONSU 6Y: FL70**

SID	ROUTING
LONSU 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN242 - OMARD - MERLU - LONSU.
LONSU 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN244 - OMARD - MERLU - LONSU.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 FEB 18 (10-3J6) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE
RNAV SID

LONSU 6X [LONS6X], LONSU 6Y [LONS6Y]
RWYS 22L/R RNAV DEPARTURES

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

OKTET 6A [OKTE6A], OKTET 6C [OKTE6C]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

OKTET
BARSO
AMIRO
24.7
324°
33.5
345°
27.4
NOT TO SCALE
NOT TO SCALE
ITALY
FRANCE
10325
NC NDB
10000
8000
6000
4000
2000
CONTOUR INTERVALS
NICE COTE D'AZUR
D 112.4 NIZ
FL100
Climb to assigned FL
323°
26.8
10,700
MAA FL100
OKTET 6C
FRANCE
MONACO
FRANCE
ITALY
420
043°
043°
420
138°
D8.0 NIZ
087°
MNØ52
NICE
338 NC
6000
320°
251°
MNØ44
MAX 210 KT
OKTET 6A
078°
045°
CANNES
Mandelieu
LFMD
3000
3100

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **OKTET 6A: FL130/OKTET 6C: BY ATC**

SID	ROUTING
OKTET 6A	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - NC (6000+) - AMIRO - OKTET.
OKTET 6C	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, 087° track to MN052 - NIZ (FL100-) - BARSO - OKTET.

OKTET 6A [OKTE6A]
OKTET 6C [OKTE6C]
RWYS 04L/R RNAV DEPARTURES
RFL ABOVE FL195

JEPPESEN
23 FEB 18
10-3J7
Eff 1 Mar
RNAV SID

NICE/COTE D'AZUR, FRANCE

CHANGES: Notes for departures to Corsica withdrawn.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

OKTET 6X [OKTE6X], OKTET 6Z [OKTE6Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **OKTET 6X: FL130/OKTET 6Z: BY ATC**

SID	ROUTING
OKTET 6X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (K210-; 7000+) - AMIRO - OKTET.
OKTET 6Z	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - NIZ (FL100-) - BARSO - OKTET.

OKTET
BARSO
AMIRO
NOT TO SCALE
NOT TO SCALE
24.7
324°
33.5
345°
27.4
28.1
OKTET 6X
323°
NC NDB
9247
ITALY
FRANCE
FRANCE
ITALY
FRANCE
MONACO
NICE COTE D'AZUR
D 112.4 NIZ
FL100
Climb to assigned FL
10000
8000
6000
4000
2000
CONTOUR INTERVALS
10,700
MAA FL100
OKTET 6Z
251°
223°
223°
MN221
MN222
NICE
338 NC
0.2
148°
3.5
MN223
103°
5.1
MN246
068°
5.7
MN248
078°
331°
MN226
MAX 210 KT
7000
5.4
284°
MN224
3.3
193°
CANNES
Mandelieu
LFMD
3100
3000
045°
07-30
44-00
43-30
07-00
15 9
15 0
12 1
10 7

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 FEB 18
(10-3J8)
Eff 1 Mar

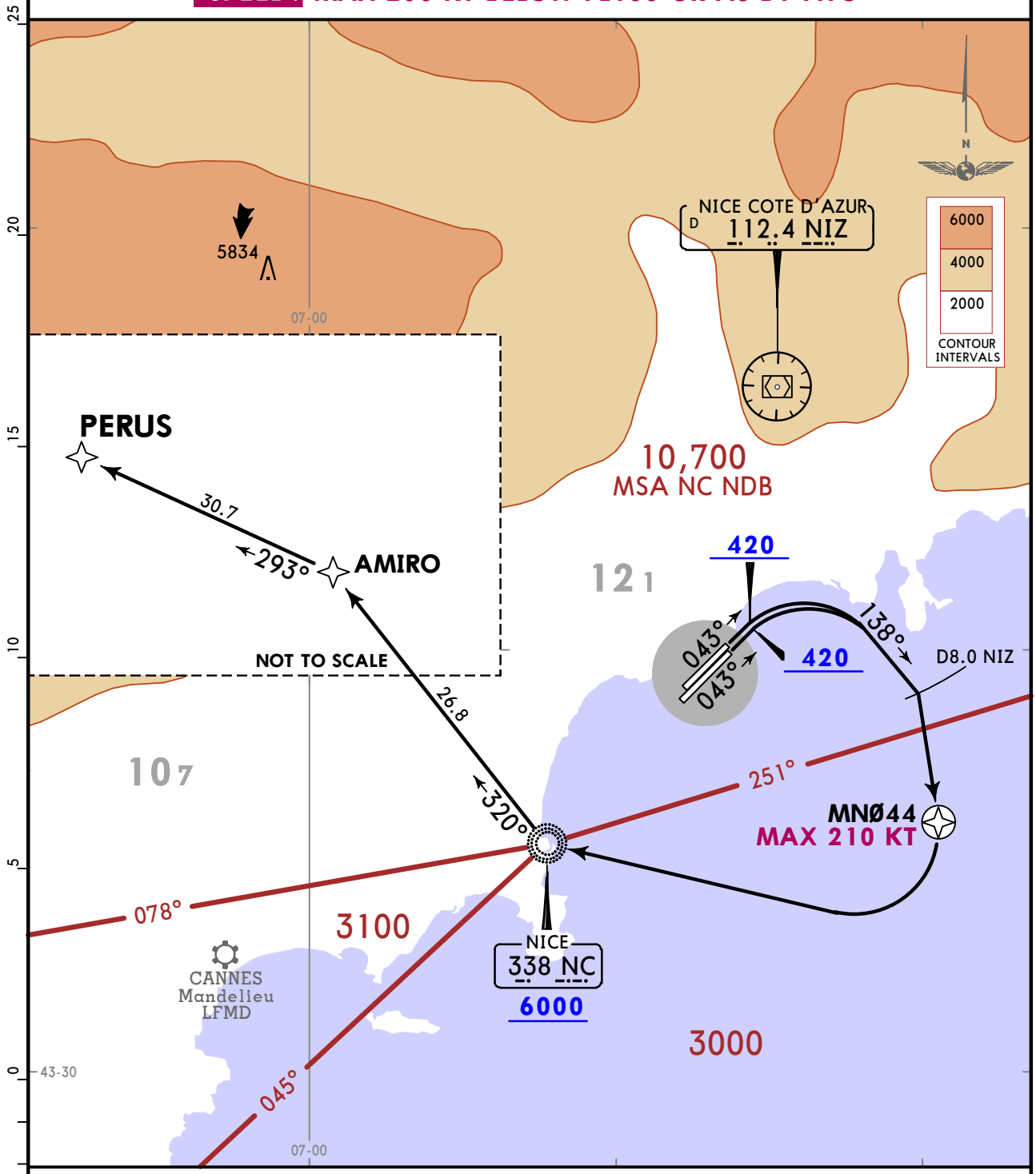
NICE/COTE D'AZUR, FRANCE
RNAV SID

OKTET 6X [OKTE6X], OKTET 6Z [OKTE6Z]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

PERUS 6A [PERU6A]
RWYS 04L/R RNAV DEPARTURE
RFL ABOVE FL135

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL130**

ROUTING

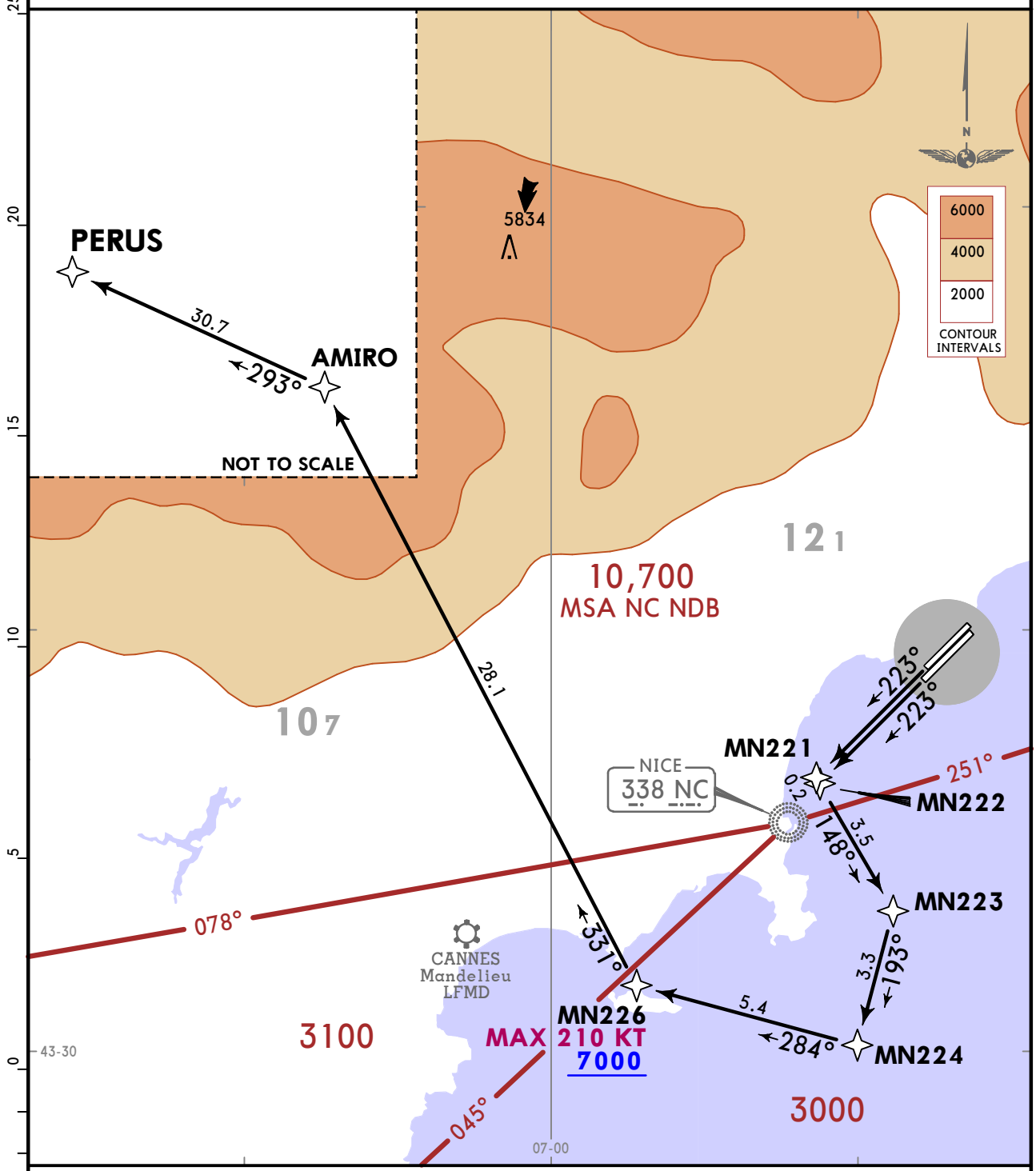
Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - NC (6000+) - AMIRO - PERUS.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

PERUS 6X [PERU6X]
RWYS 22L/R RNAV DEPARTURE
RFL ABOVE FL135

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL130**

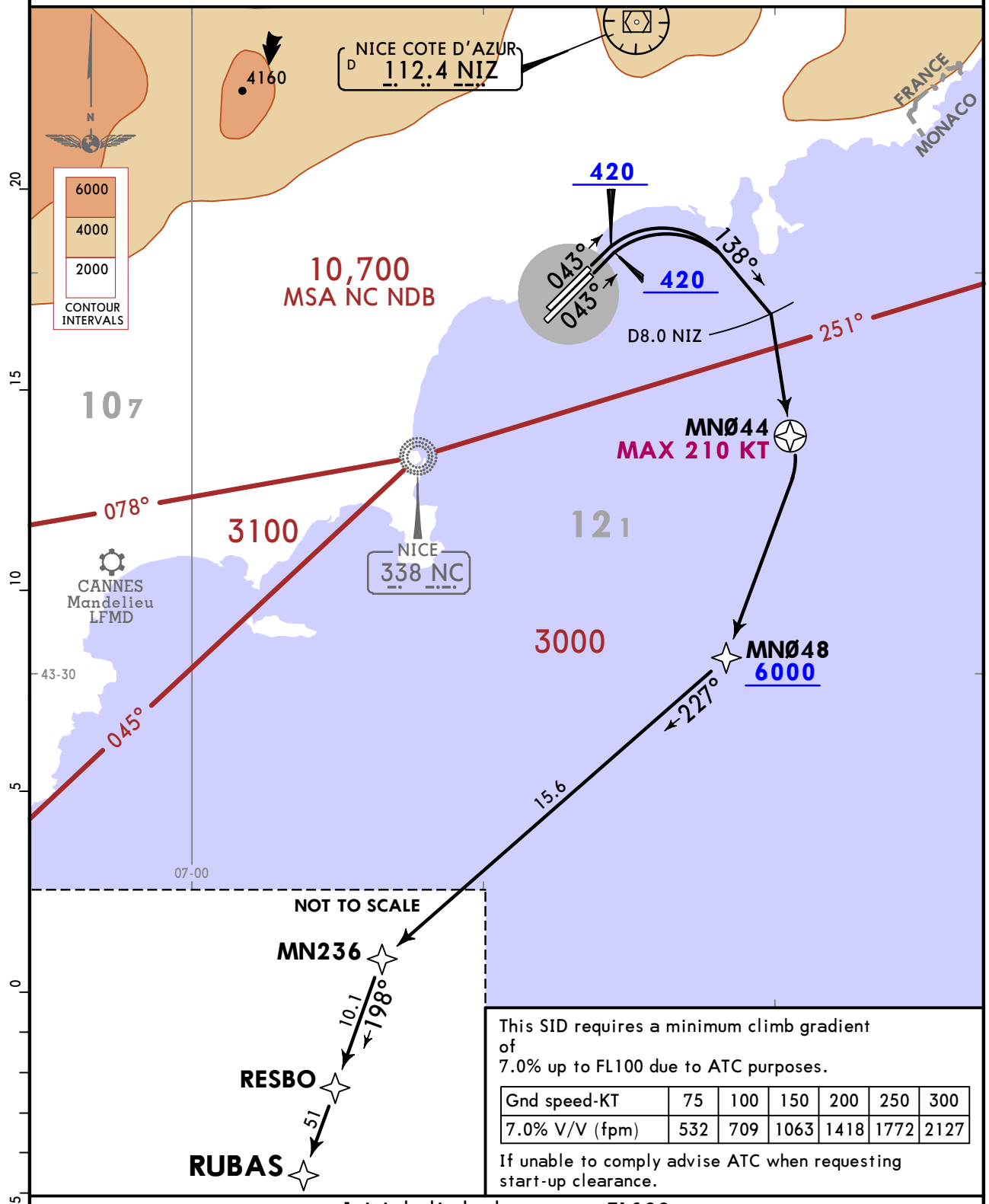
ROUTING

MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (K210-; 7000+) - AMIRO - PERUS.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

RUBAS 6A [RUBA6A]
RWYS 04L/R RNAV DEPARTURE
JET ACFT
RFL ABOVE FL195
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL100**

ROUTING

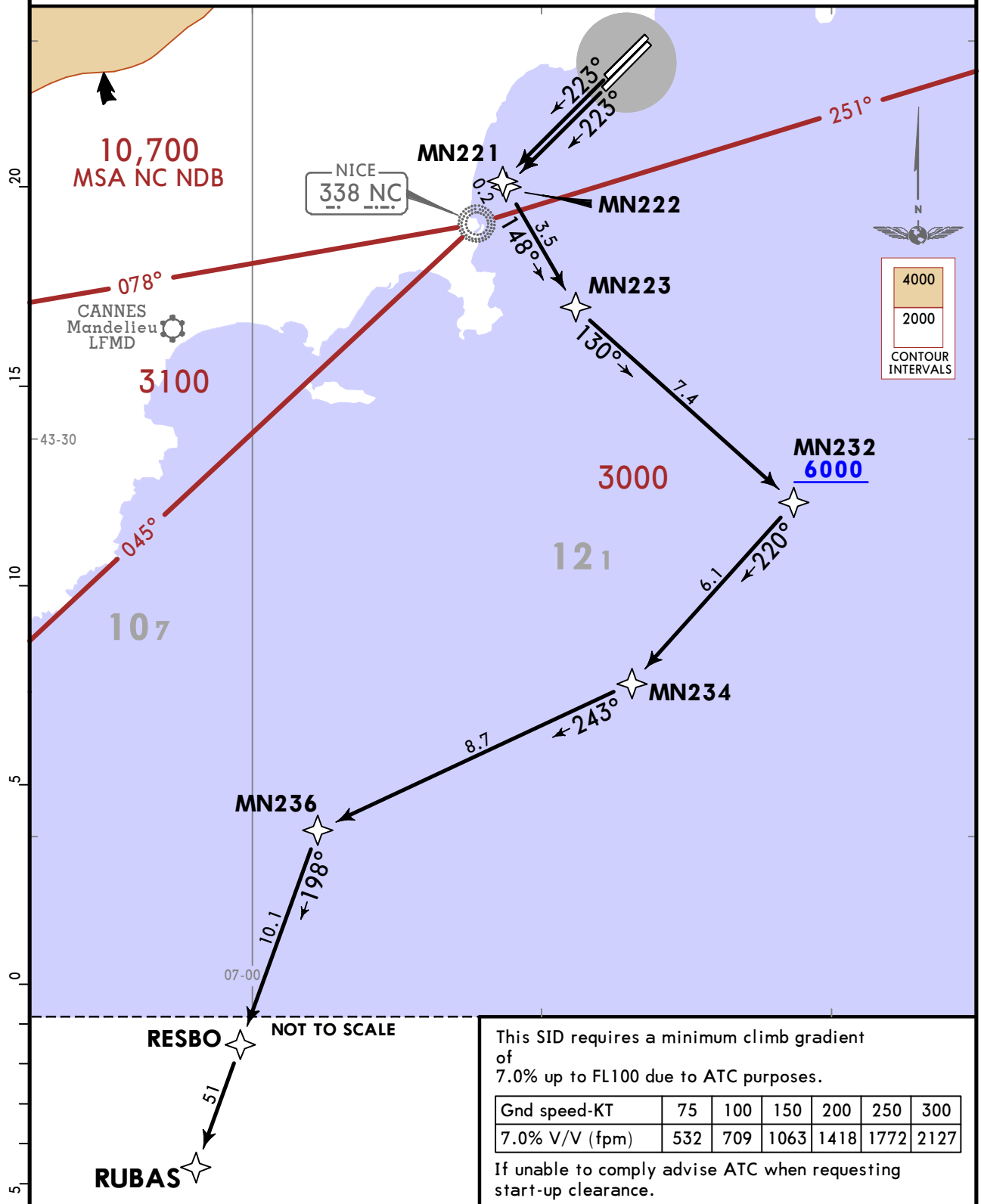
Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN236 - RESBO - RUBAS.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

RUBAS 6X [RUBA6X]
RWYS 22L/R P-RNAV DEPARTURE
JET ACFT
RFL ABOVE FL195
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL100**

ROUTING

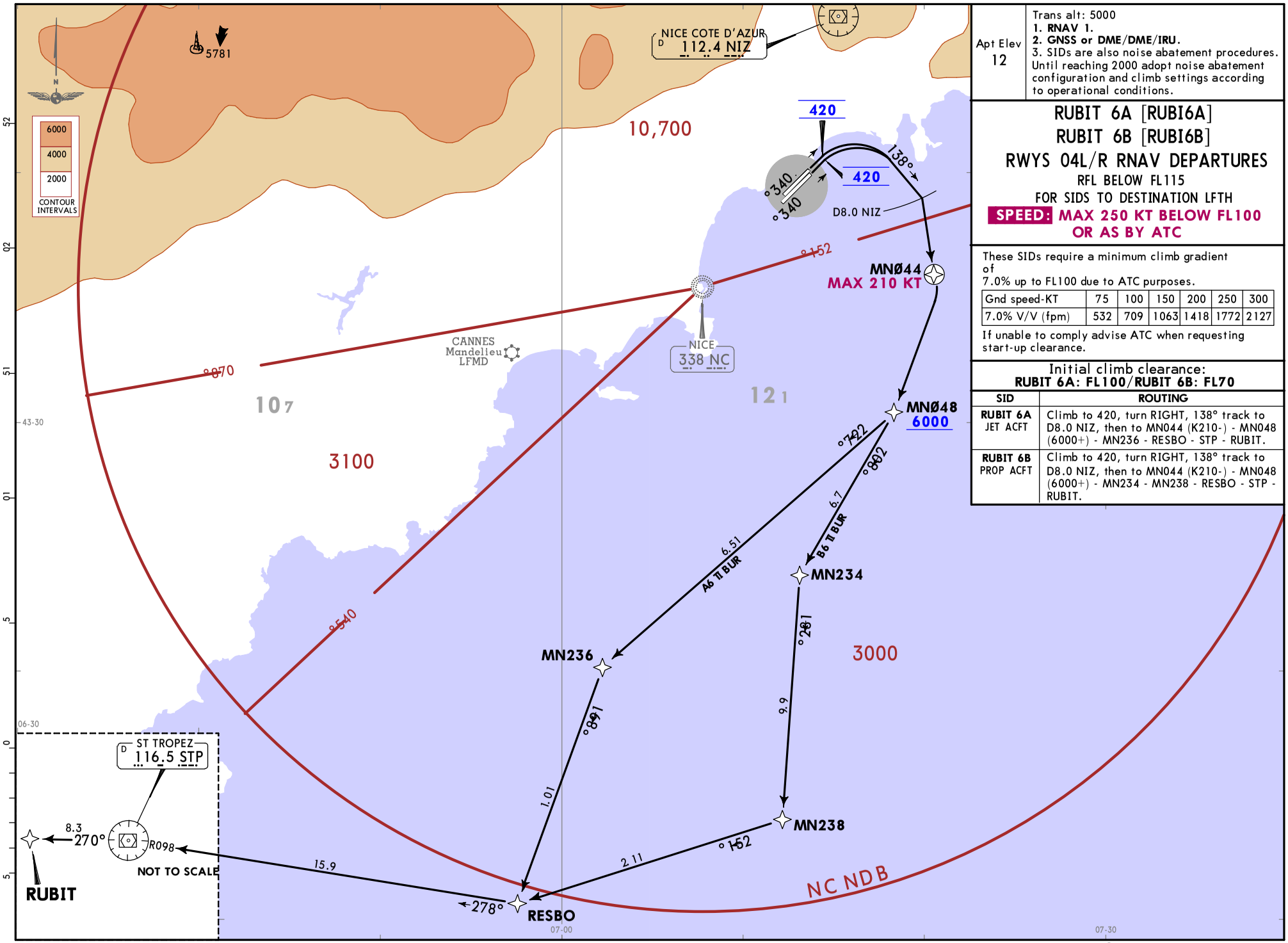
MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN236 - RESBO - RUBAS.

CHANGES: Notes for departures to Corsica withdrawn.

JEPPESEN
20 OCT 17
10-3P

NICE/COTE D'AZUR, FRANCE

RNAV SID



Apt Elev
12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

RUBIT 6A [RUBI6A]
RUBIT 6B [RUBI6B]
RWYS 04L/R RNAV DEPARTURES

RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance:
RUBIT 6A: FL100/RUBIT 6B: FL70

SID	ROUTING
RUBIT 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN236 - RESBO - STP - RUBIT.
RUBIT 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN234 - MN238 - RESBO - STP - RUBIT.

CHANGES: New format.

Initial climb clearance: **RUBIT 6X: FL100/RUBIT 6Y: FL70**

SID	ROUTING
RUBIT 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN236 - RESBO - STP - RUBIT.
RUBIT 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN238 - RESBO - STP - RUBIT.

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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

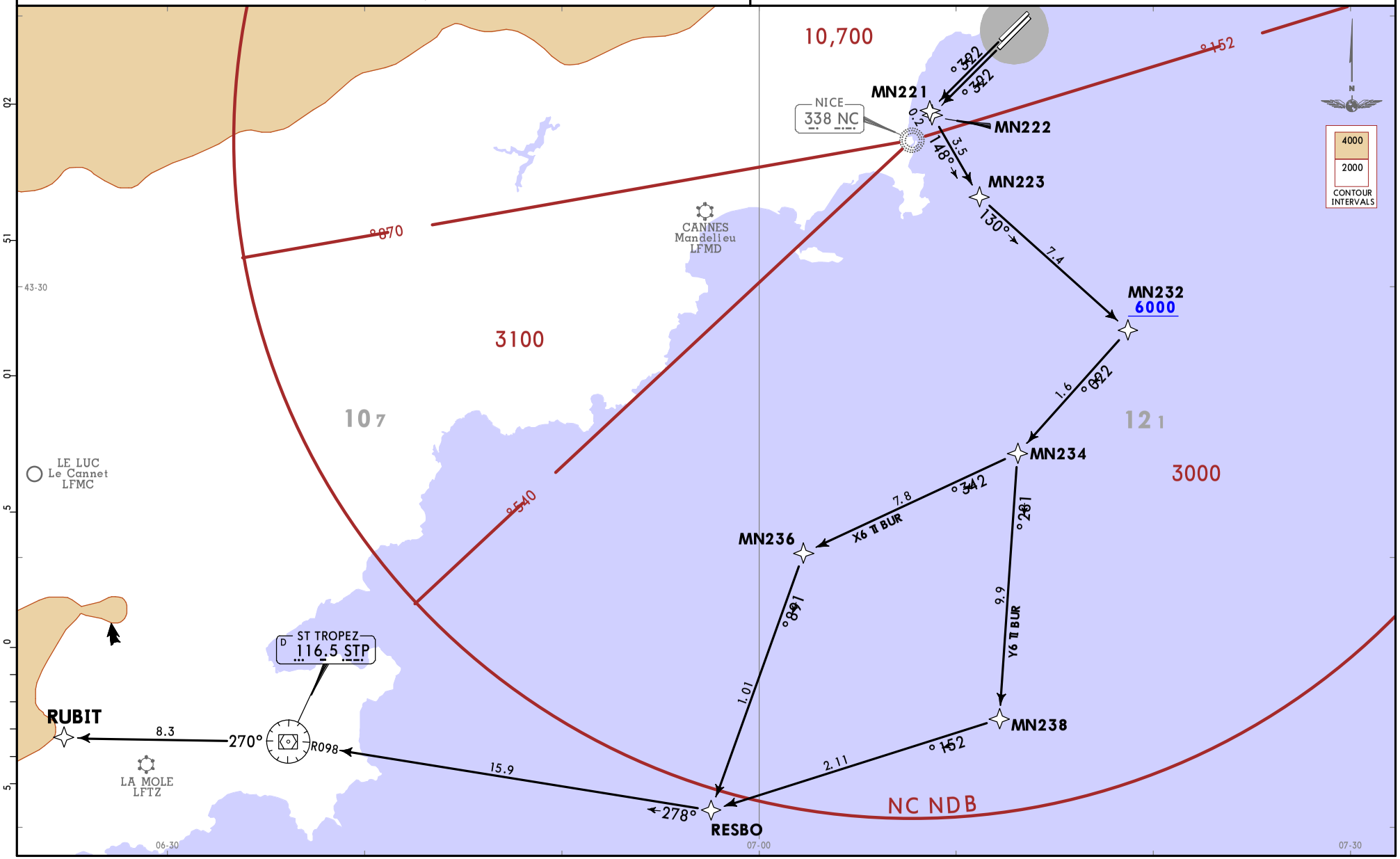
If unable to comply advise ATC when requesting start-up clearance.

Apt Elev 12

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

RUBIT 6X [RUBI6X], RUBIT 6Y [RUBI6Y]
RWYS 22L/R RNAV DEPARTURES
RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



CHANGES: New format.

CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

SODRI 6A [SODR6A], SODRI 6B [SODR6B]
RWYS 04L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NICE COTE D'AZUR
D 112.4 NIZ

4160

10,700

FRANCE
MONACO

420
420
043°
043°
138°
D8.0 NIZ
251°

MNØ44
MAX 210 KT
158°
5

MNØ46
6000

MNØ48
6000
170°

078°
3100
045°

NICE
338 NC

43-30

6000
4000
2000
CONTOUR INTERVALS

12 1

3000

NC NDB

SODRI 6B
22.8

SODRI 6A
26.6

MN244
098°
9.5

OMARD
9

NOT TO SCALE
MERLU
097°
25.8
SODRI

07-30

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **SODRI 6A: FL100/SODRI 6B: FL70**

SID	ROUTING
SODRI 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN046 (6000+) - OMARD - MERLU - SODRI.
SODRI 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN244 - OMARD - MERLU - SODRI.

SODRI 6A [SODR6A]
SODRI 6B [SODR6B]
RWYS 04L/R RNAV DEPARTURES

JEPPESEN
23 FEB 18
10-3S
Eff 1 Mar

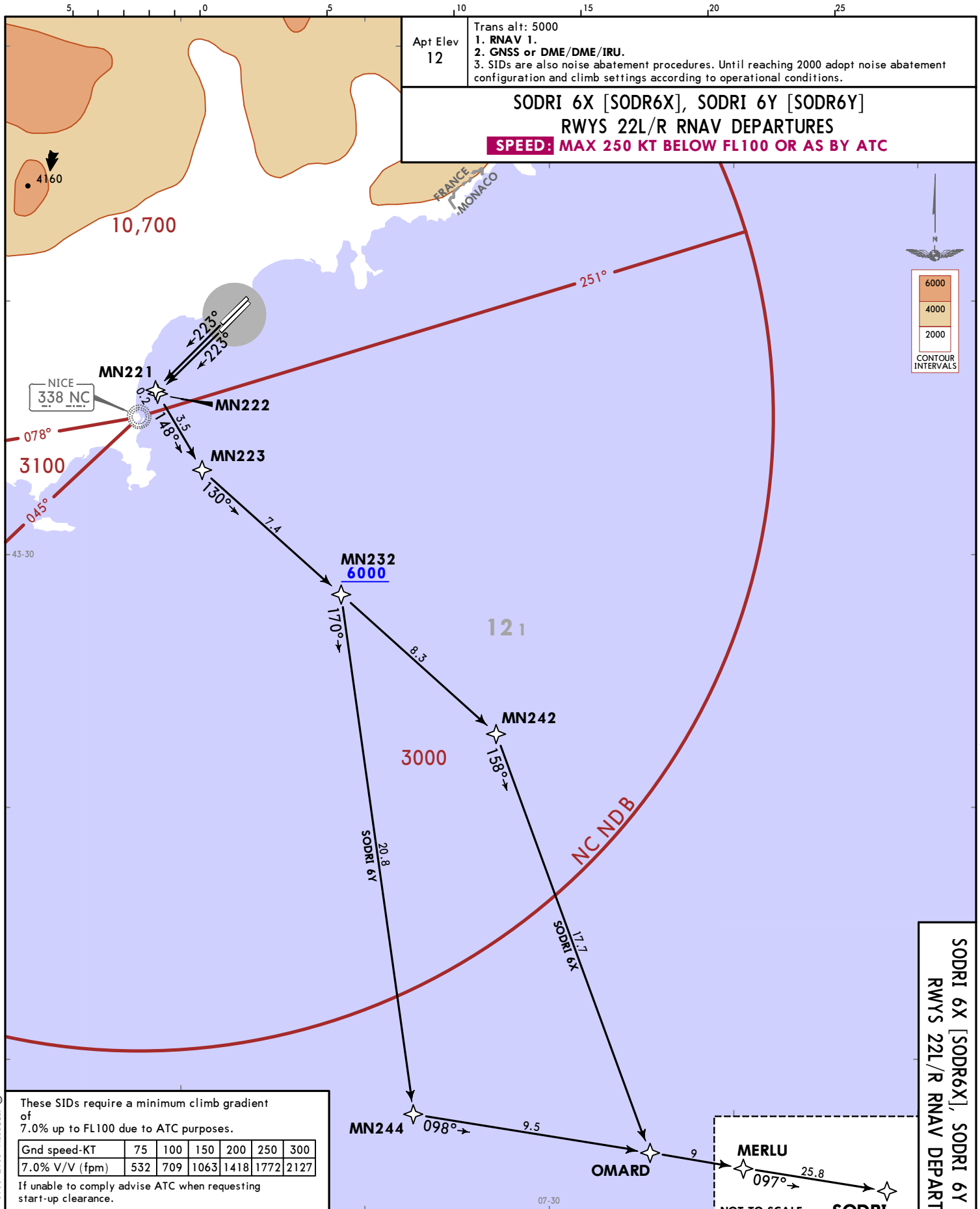
CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

SODRI 6X [SODR6X], SODRI 6Y [SODR6Y]
RWYS 22L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **SODRI 6X: FL100/SODRI 6Y: FL70**

SID	ROUTING
SODRI 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN242 - OMARD - MERLU - SODRI.
SODRI 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN244 - OMARD - MERLU - SODRI.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 FEB 18 (10-3T) Eff 1 Mar

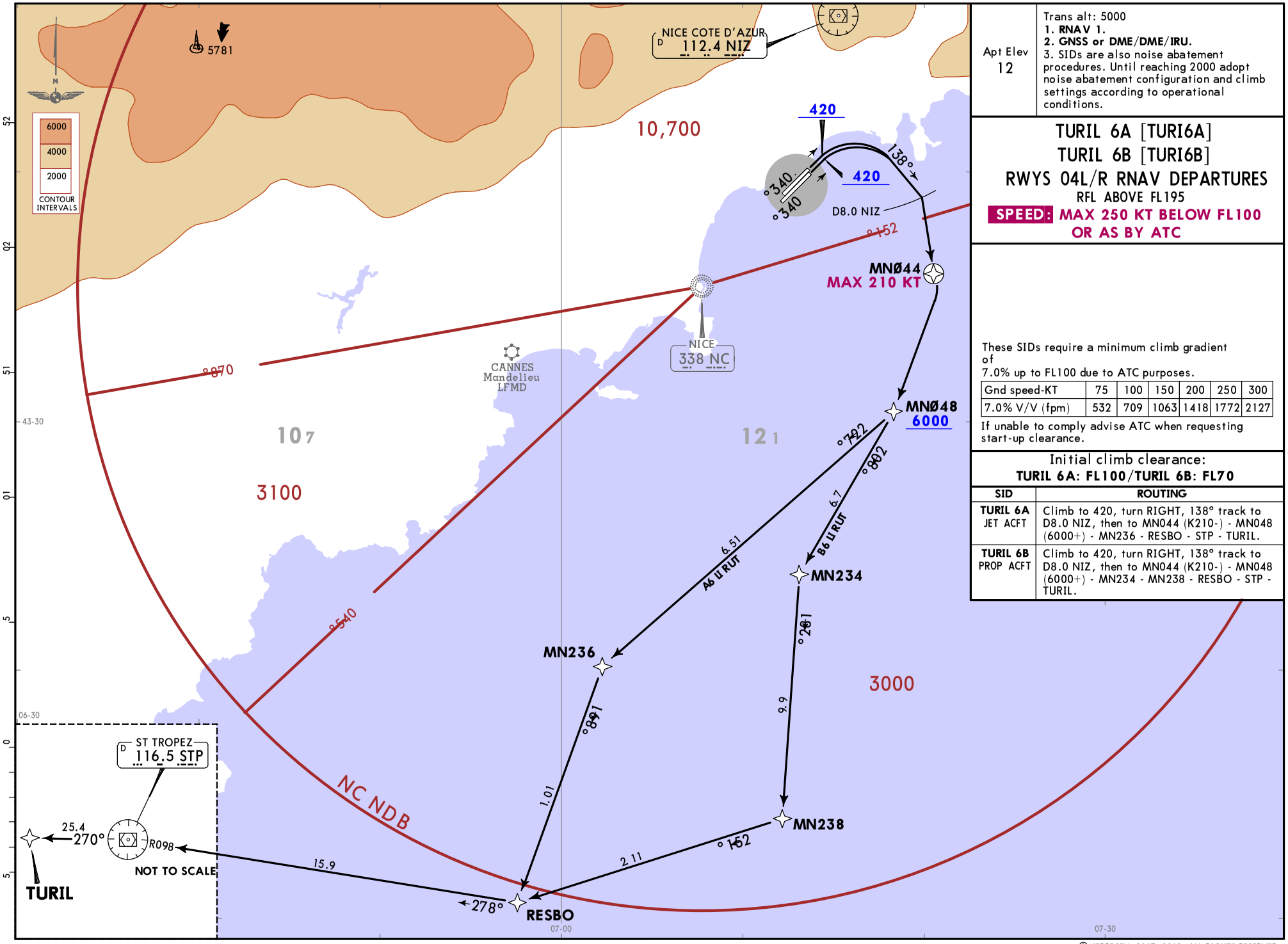
NICE/COTE D'AZUR, FRANCE
RNAV SID

SODRI 6X [SODR6X], SODRI 6Y [SODR6Y]
RWYS 22L/R RNAV DEPARTURES

JEPPESEN
23 FEB 18 (10-3T1) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

RNAV SID



Apt Elev	
12	Trans alt: 5000 **1. RNAV 1.** **2. GNSS or DME/DME/IRU.** 3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

TURIL 6A [TURI6A]
TURIL 6B [TURI6B]
RWYS 04L/R RNAV DEPARTURES

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance:
TURIL 6A: FL100/TURIL 6B: FL70

SID	ROUTING
TURIL 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN236 - RESBO - STP - TURIL.
TURIL 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN234 - MN238 - RESBO - STP - TURIL.

CHANGES: Notes for departures to Corsica withdrawn.

Initial climb clearance: **TURIL 6X: FL100/TURIL 6Y: FL70**

SID	ROUTING
TURIL 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN236 - RESBO - STP - TURIL.
TURIL 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN234 - MN238 - RESBO - STP - TURIL.

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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

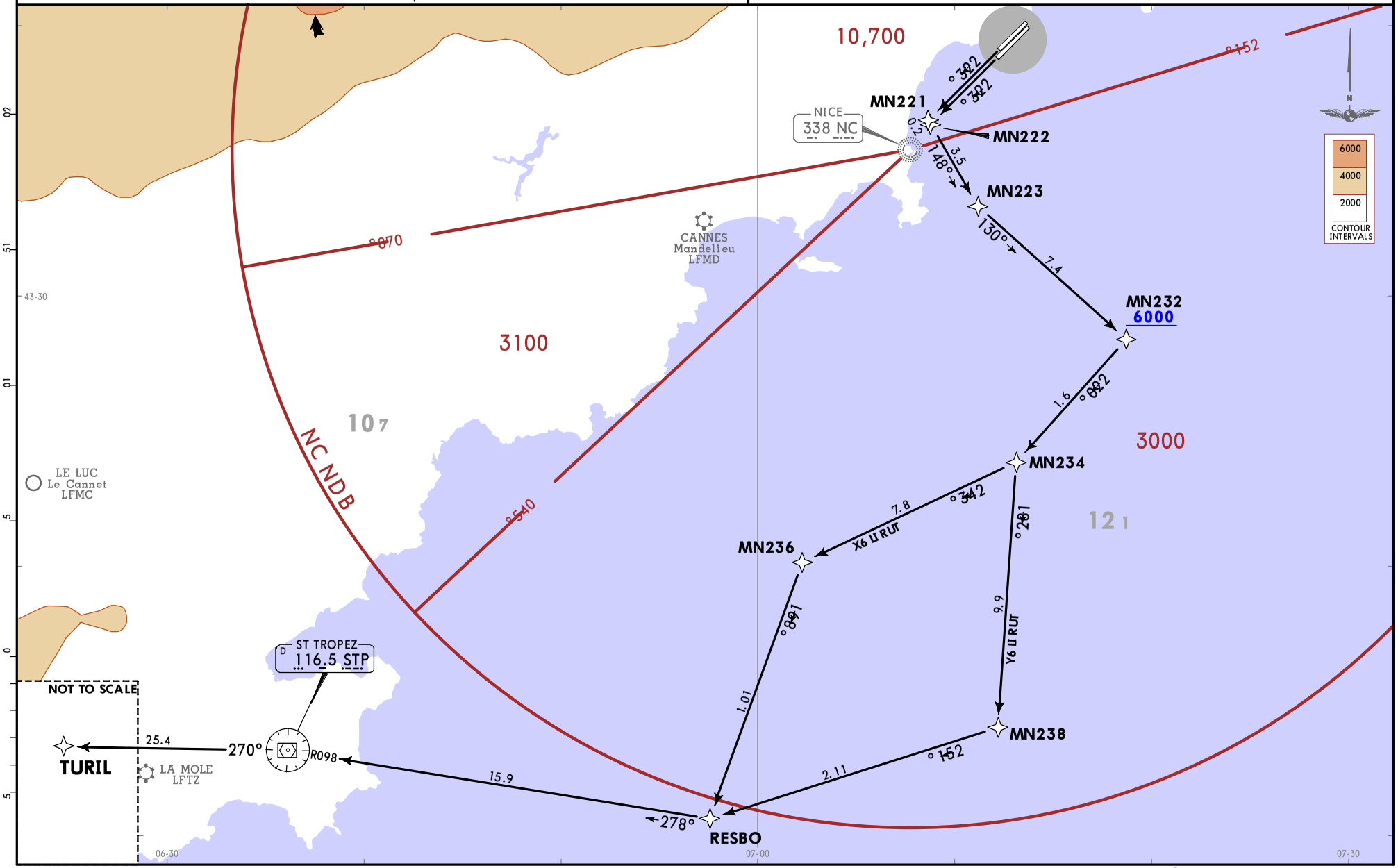
If unable to comply advise ATC when requesting start-up clearance.

Apt Elev 12

Trans alt: 5000
1. **RNAV 1.**
2. **GNSS or DME/DME/IRU.**
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

TURIL 6X [TURI6X], TURIL 6Y [TURI6Y]
RWYS 22L/R RNAV DEPARTURES
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



CHANGES: Notes for departures to Corsica withdrawn.

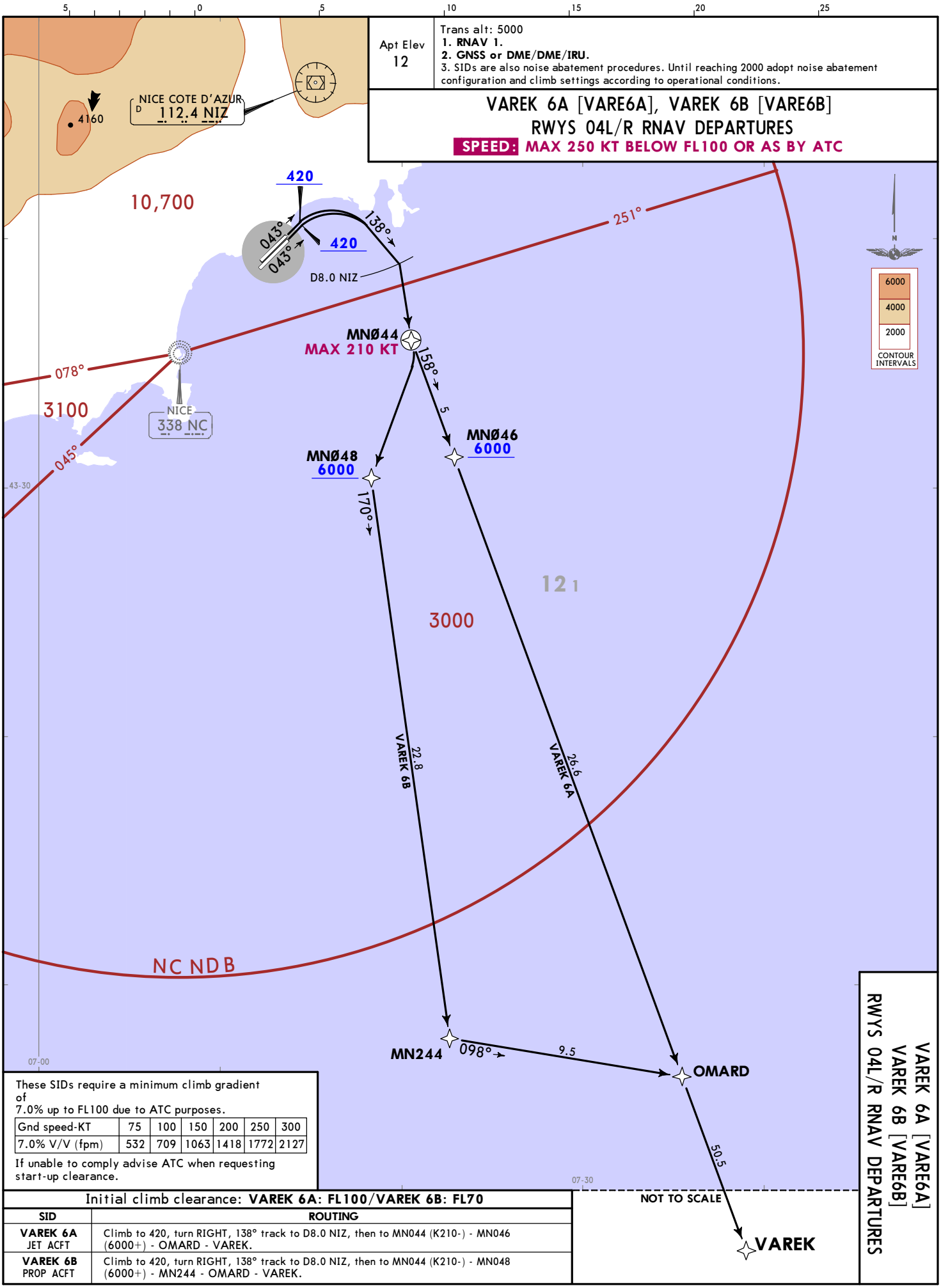
LFMN/NCE
NICE/COTE D'AZUR

Apt Elev
12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

VAREK 6A [VARE6A], VAREK 6B [VARE6B]
RWYS 04L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **VAREK 6A: FL100/VAREK 6B: FL70**

SID	ROUTING
VAREK 6A JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN046 (6000+) - OMARD - VAREK.
VAREK 6B PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, then to MN044 (K210-) - MN048 (6000+) - MN244 - OMARD - VAREK.

NOT TO SCALE

VAREK 6A [VARE6A]
VAREK 6B [VARE6B]
RWYS 04L/R RNAV DEPARTURES

JEPPESEN
23 FEB 18
10-3T3
Eff 1 Mar

NICE/COTE D'AZUR, FRANCE
RNAV SID

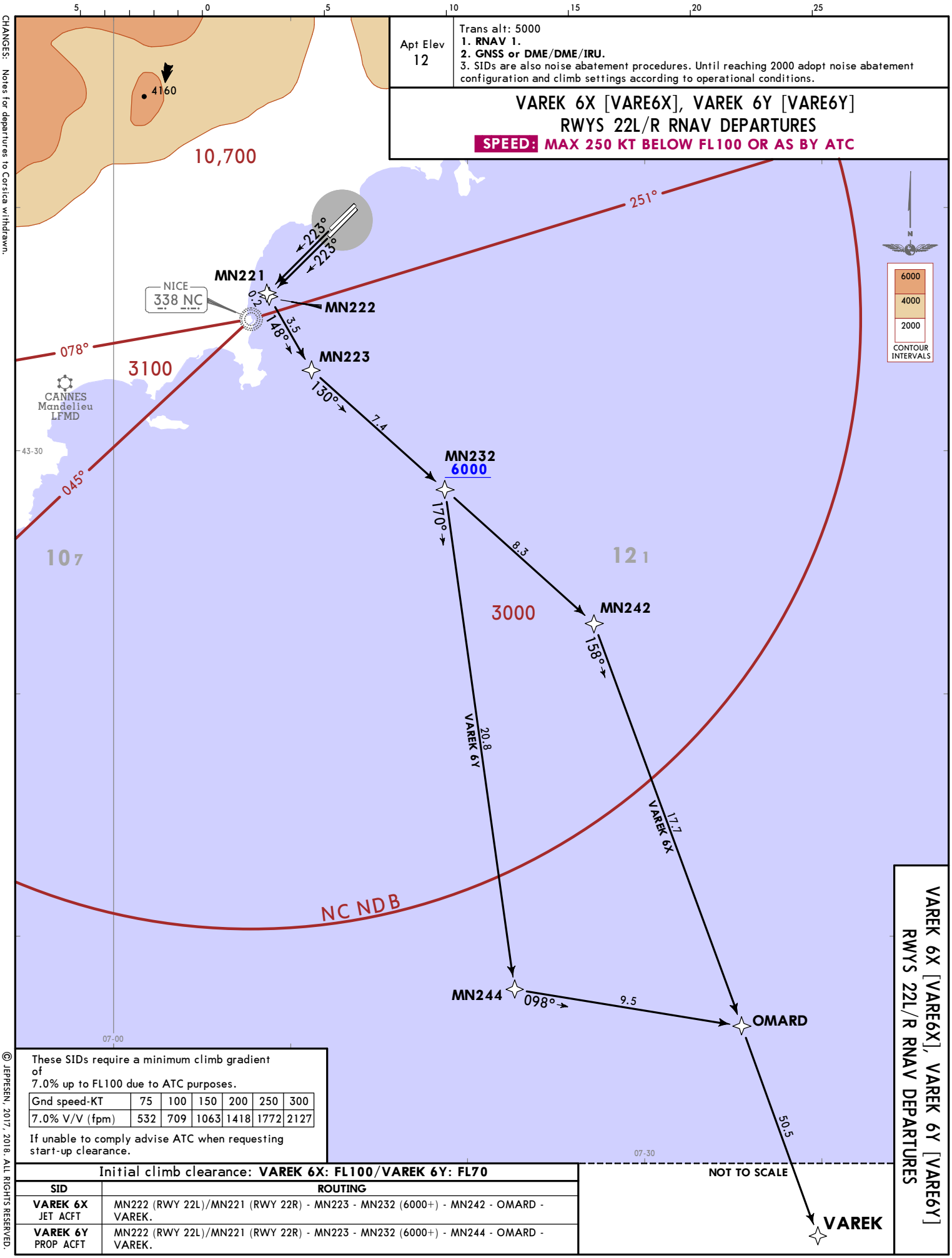
CHANGES: Notes for departures to Corsica withdrawn.

Apt Elev 12

Trans alt: 5000
1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. SIDs are also noise abatement procedures. Until reaching 2000 adopt noise abatement configuration and climb settings according to operational conditions.

VAREK 6X [VARE6X], VAREK 6Y [VARE6Y]
RWYS 22L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **VAREK 6X: FL100/VAREK 6Y: FL70**

SID	ROUTING
VAREK 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN242 - OMARD - VAREK.
VAREK 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000+) - MN244 - OMARD - VAREK.

NOT TO SCALE

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 FEB 18 (10-3T4) Eff 1 Mar

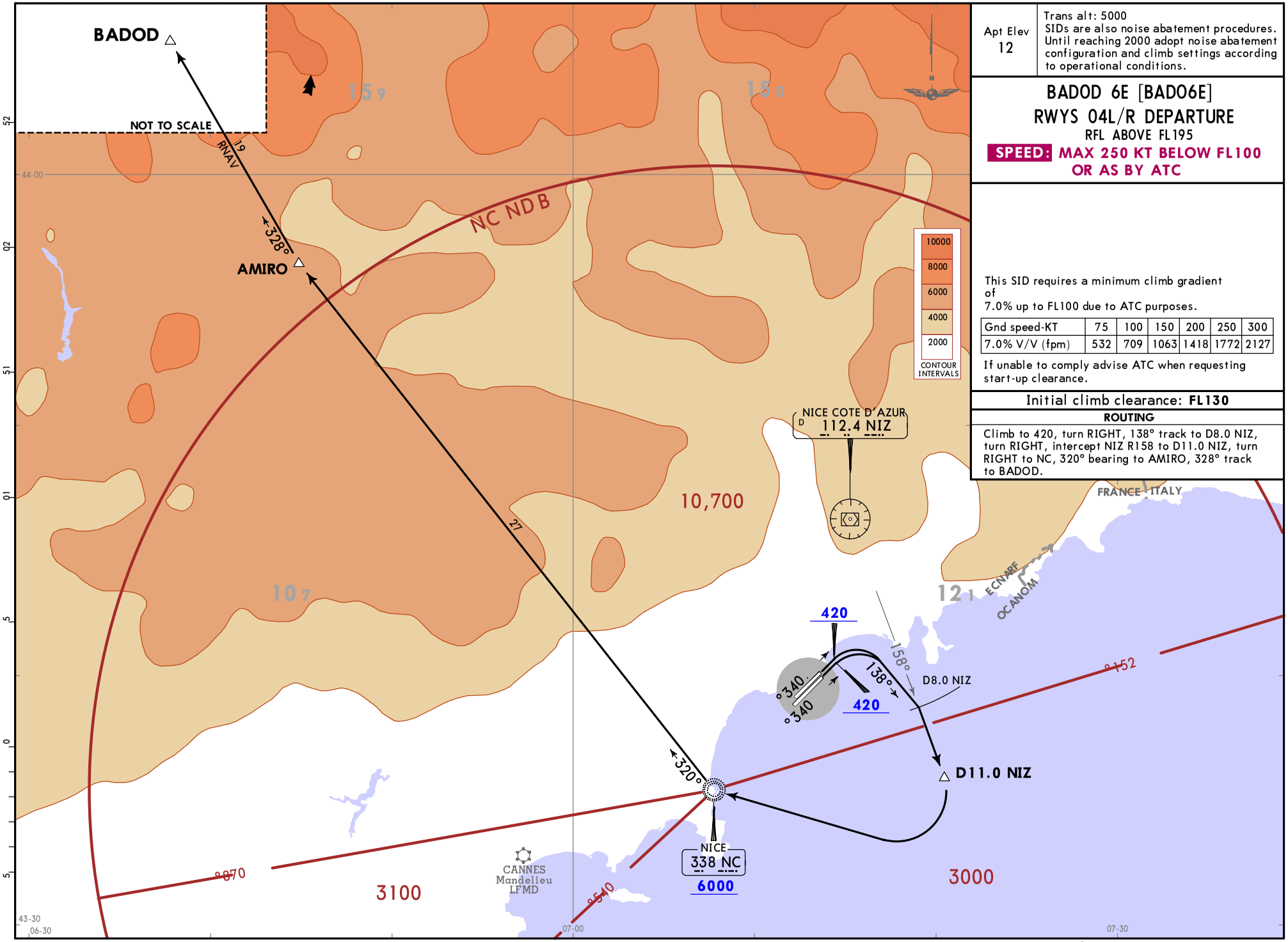
NICE/COTE D'AZUR, FRANCE
RNAV SID

VAREK 6X [VARE6X], VAREK 6Y [VARE6Y]
RWYS 22L/R RNAV DEPARTURES

JEPPESEN
23 FEB 18 (10-3T5) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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.

BADOD 6E [BADO6E]
RWYS 04L/R DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of
7.0% up to FL100 due to ATC purposes.

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

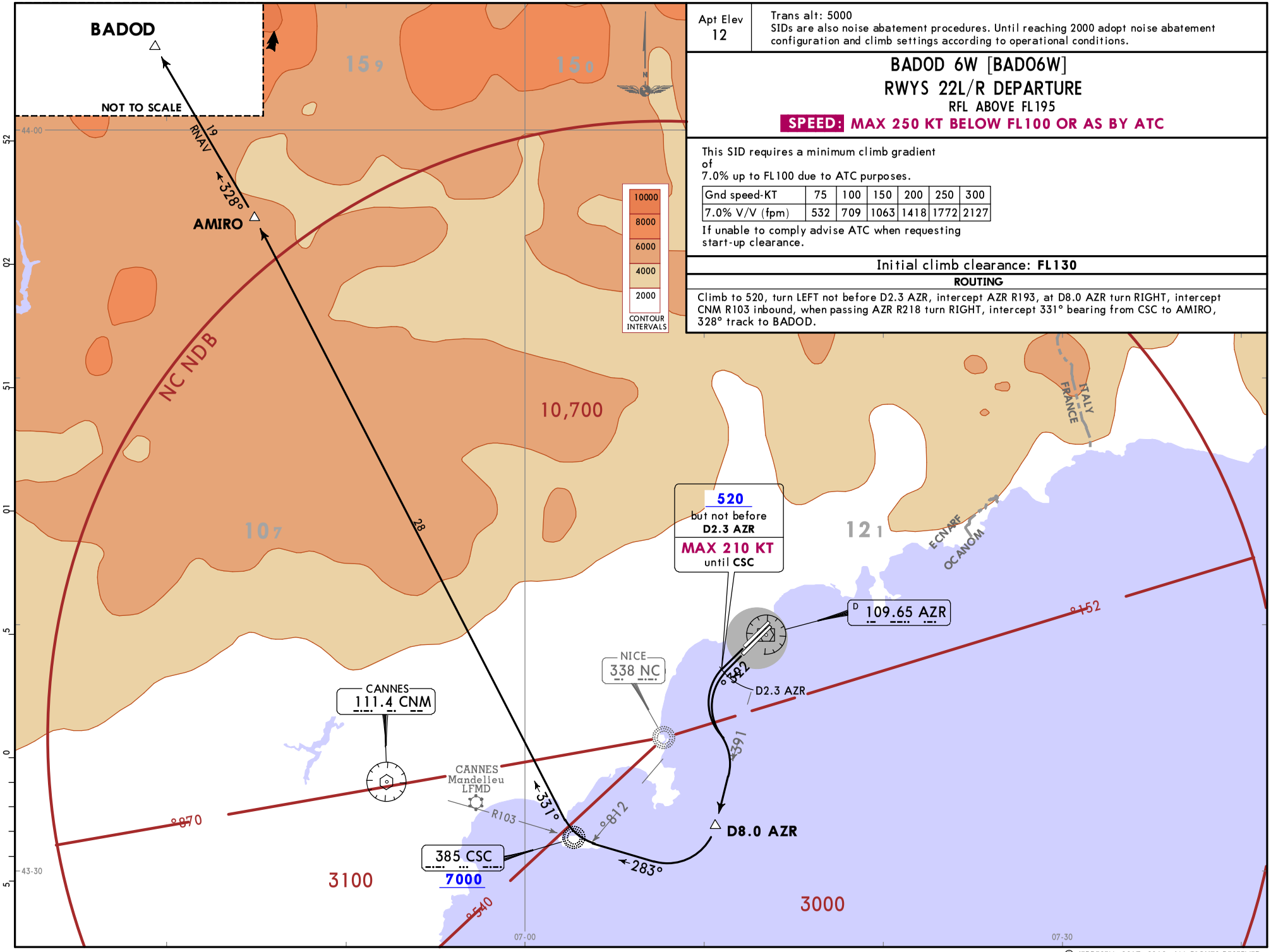
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: FL130

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, 328° track to BADOD.

CHANGES: Notes for departures to Corsica withdrawn.



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.

BADOD 6W [BADO6W]
RWYS 22L/R DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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

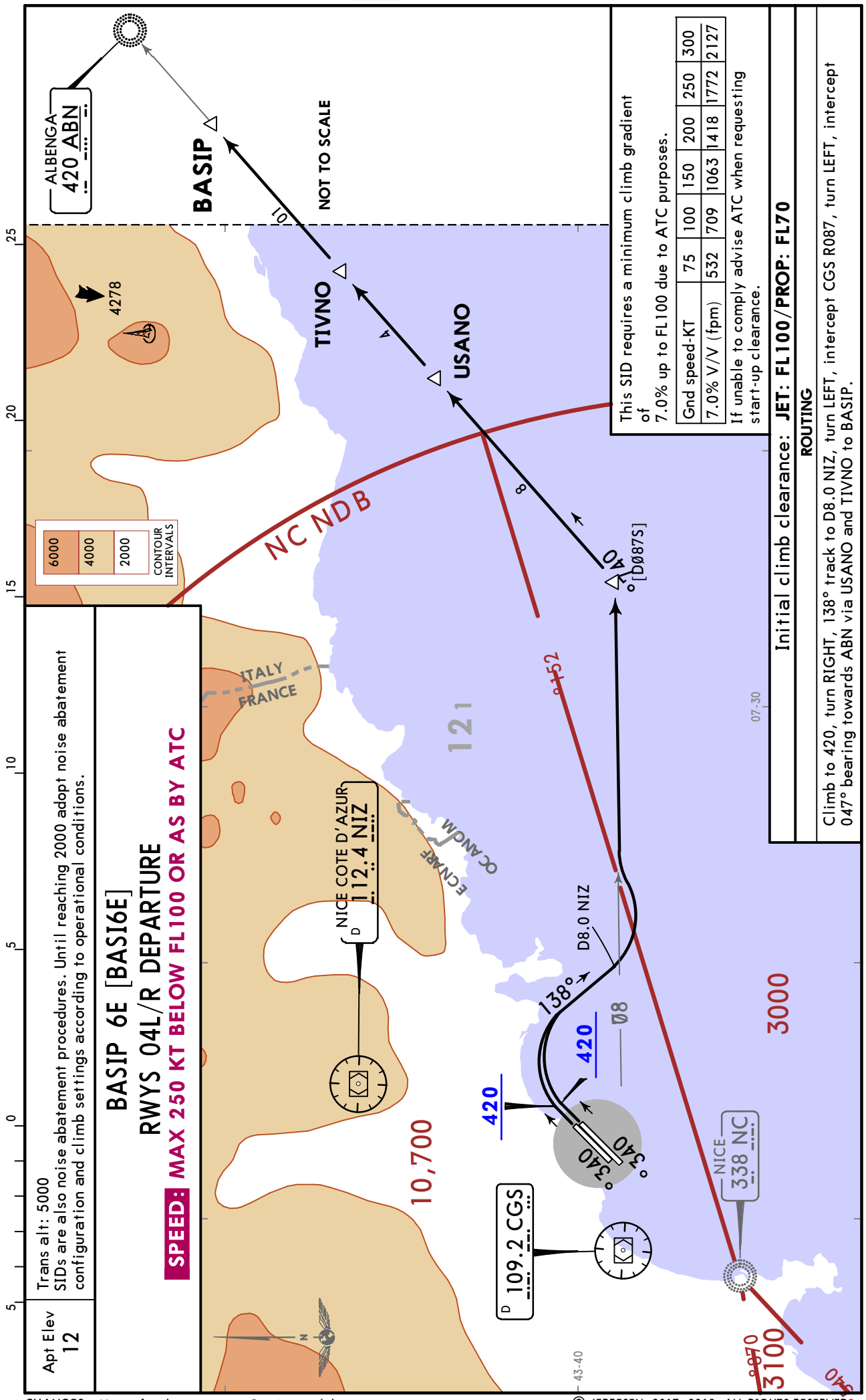
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: **FL130**

ROUTING

Climb to 520, turn LEFT not before D2.3 AZR, intercept AZR R193, at D8.0 AZR turn RIGHT, intercept CNM R103 inbound, when passing AZR R218 turn RIGHT, intercept 331° bearing from CSC to AMIRO, 328° track to BADOD.

CHANGES: Notes for departures to Corsica withdrawn.



CHANGES: Notes for departures to Corsica withdrawn.

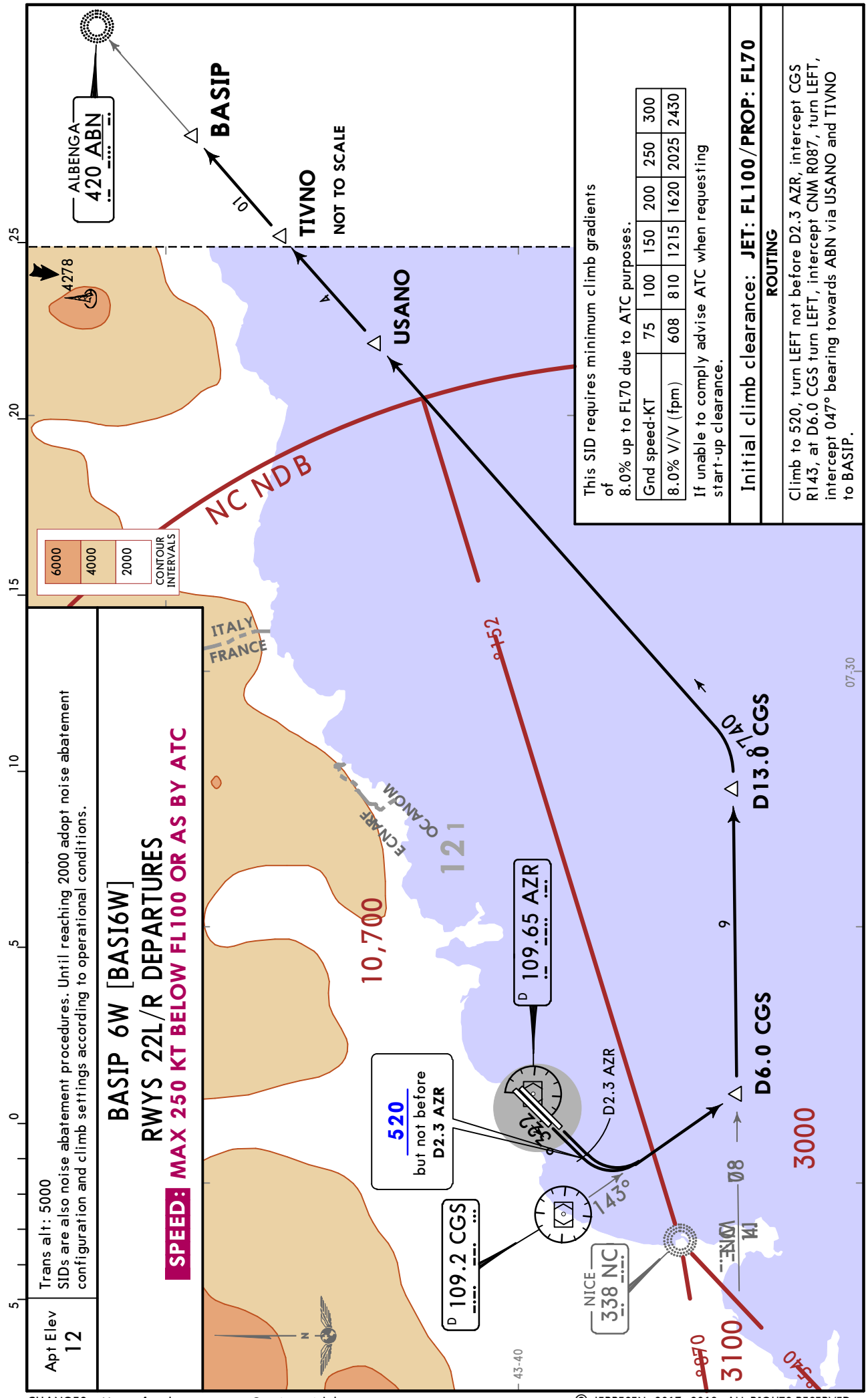
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN

23 FEB 18 (10-3T8) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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.

BASIP 6W [BASI6W]
RWYS 22L/R DEPARTURES

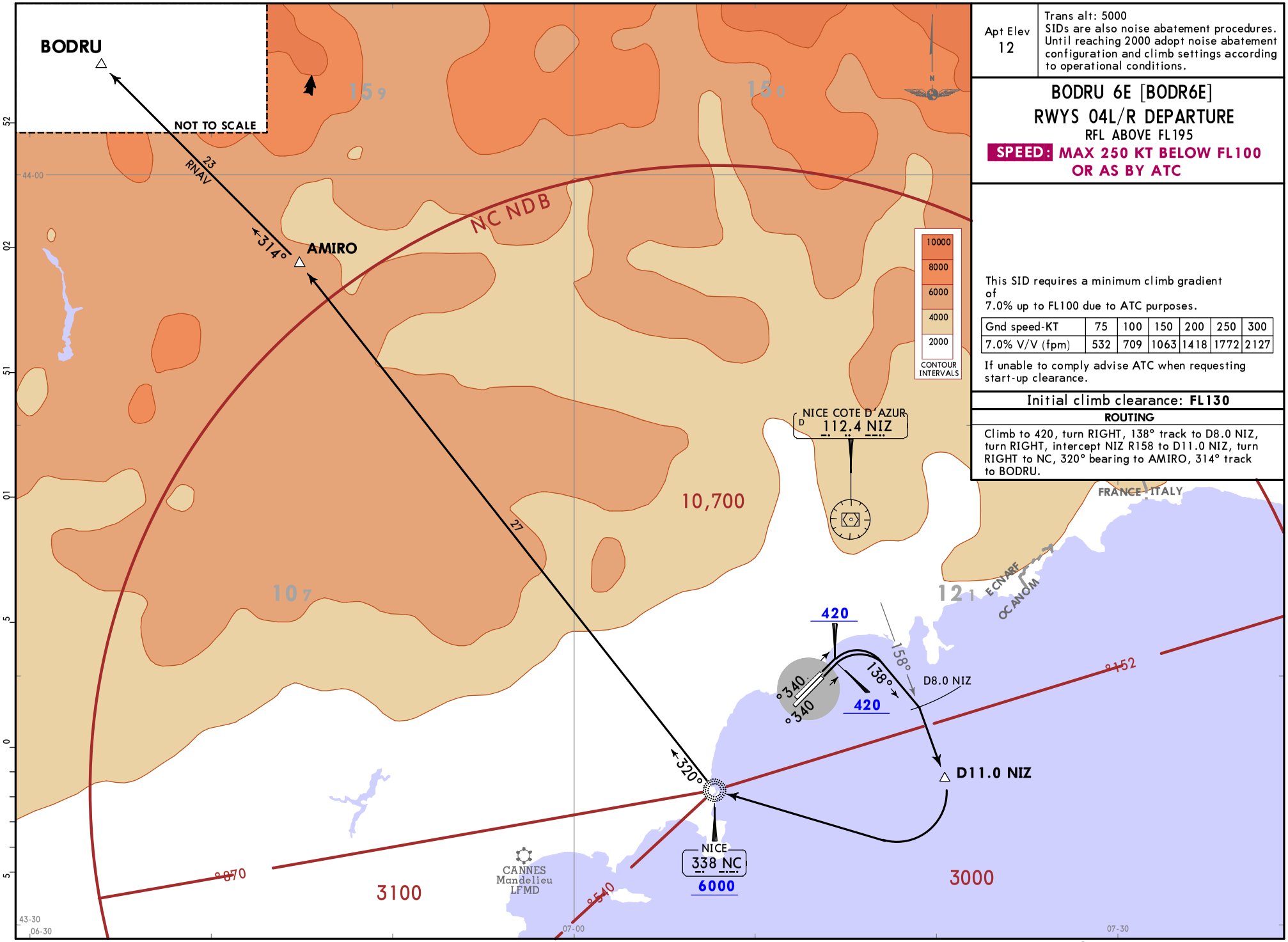
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

CHANGES: Notes for departures to Corsica withdrawn.

JEPPESEN
23 FEB 18 (10-3T9) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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.

BODRU 6E [BODR6E]

RWYS 04L/R DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of
7.0% up to FL100 due to ATC purposes.

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

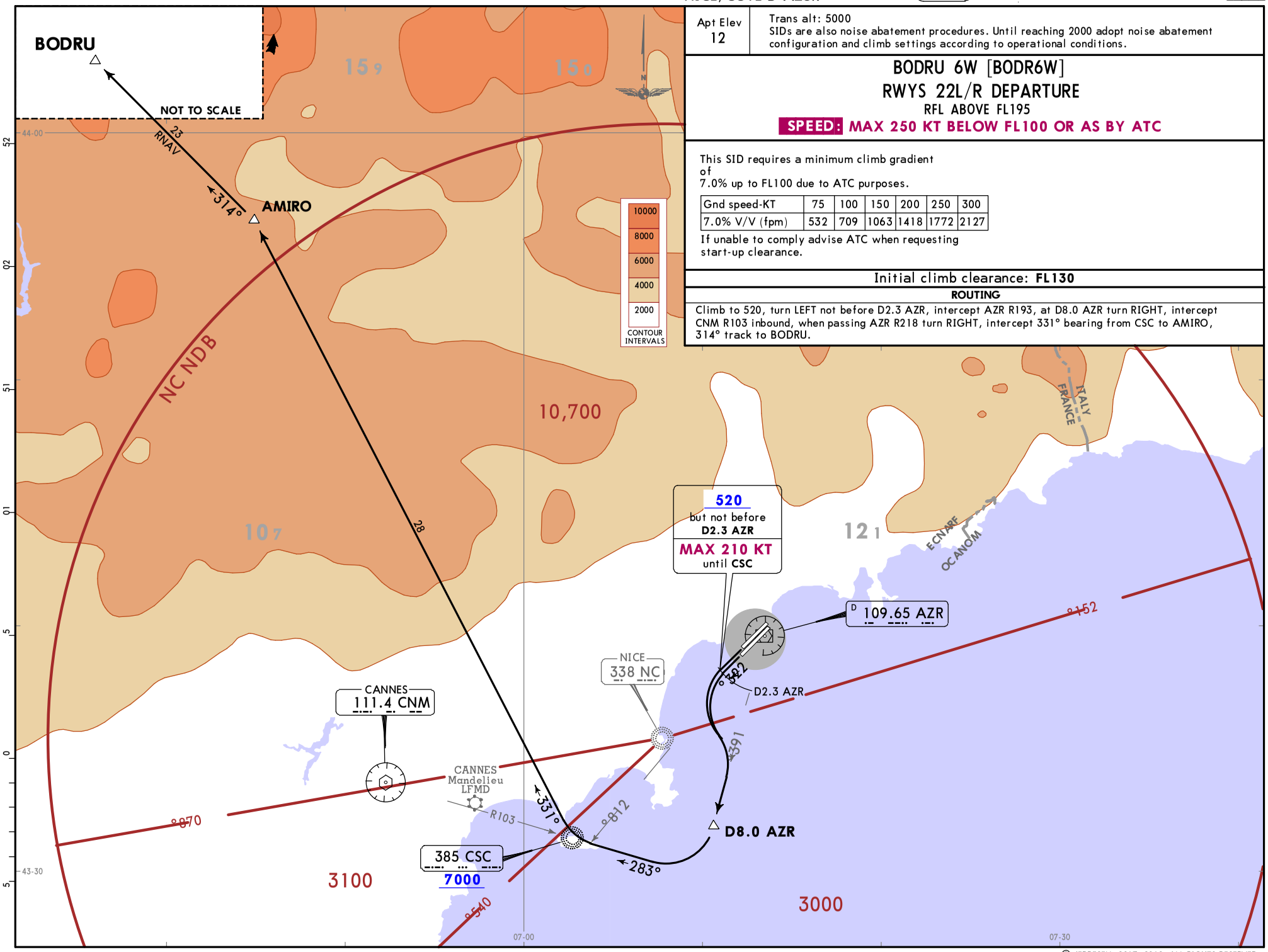
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: FL130

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, 314° track to BODRU.

CHANGES: Notes for departures to Corsica withdrawn.



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

BODRU 6W [BODR6W]
RWYS 22L/R DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL130**

ROUTING

Climb to 520, turn LEFT not before D2.3 AZR, intercept AZR R193, at D8.0 AZR turn RIGHT, intercept CNM R103 inbound, when passing AZR R218 turn RIGHT, intercept 331° bearing from CSC to AMIRO, 314° track to BODRU.

CHANGES: Notes for departures to Corsica withdrawn.

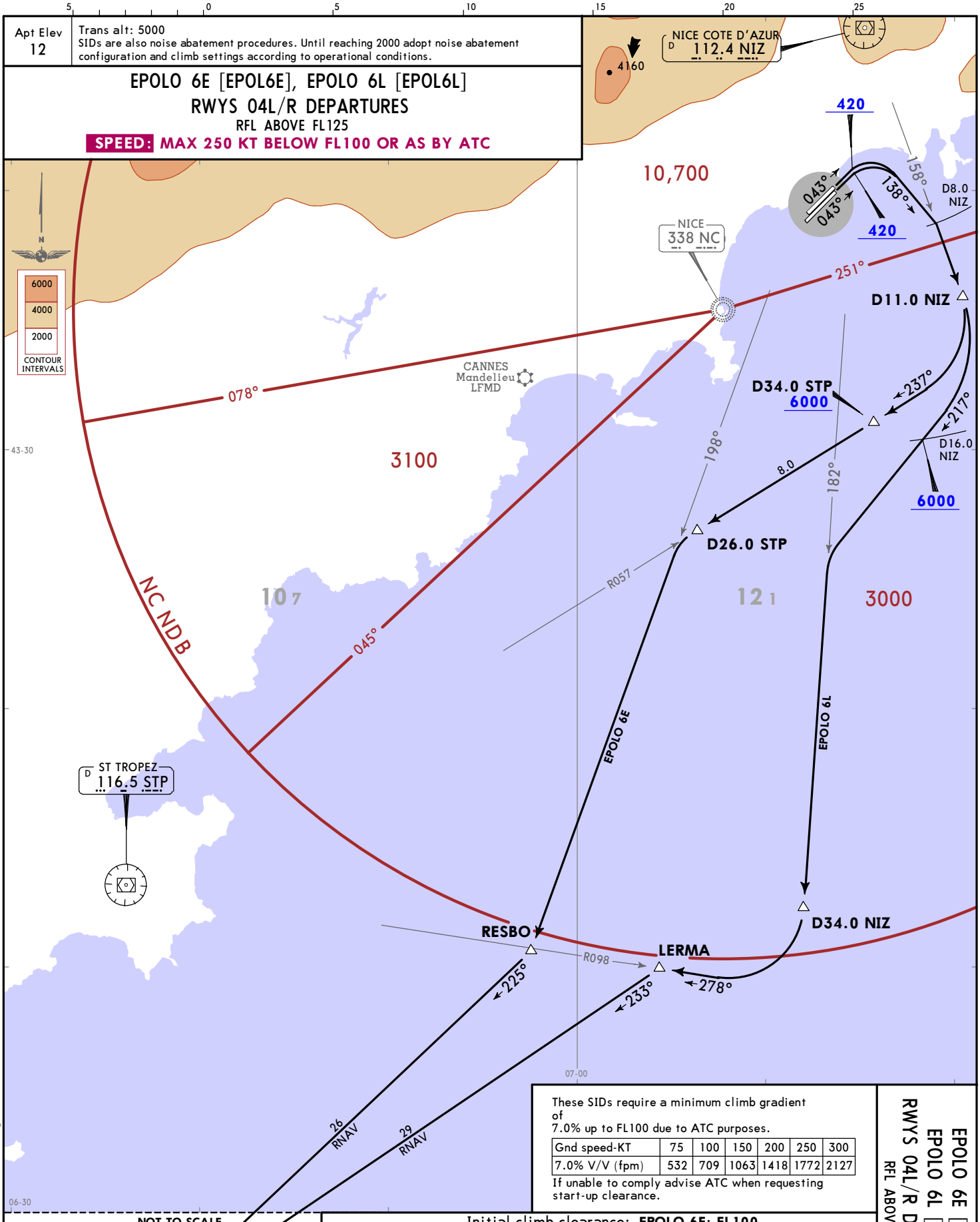
Apt Elev 12

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

EPOLO 6E [EPOL6E], EPOLO 6L [EPOL6L]
RWYS 04L/R DEPARTURES
RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

CHANGES: Notes for departures to Corsica withdrawn.



NOT TO SCALE

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **EPOLO 6E: FL100**

SID	ROUTING
EPOLO 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, intercept STP R057 inbound, at D26.0 STP turn LEFT, intercept NIZ R198 to RESBO, 225° track to EPOLO.
EPOLO 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound to LERMA, 233° track to EPOLO.

EPOLO 6E [EPOL6E]
EPOLO 6L [EPOL6L]
RWYS 04L/R DEPARTURES
RFL ABOVE FL125

CHANGES: Notes for departures to Corsica withdrawn.

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.

EPOLO 6S [EPOL6S], EPOLO 6W [EPOL6W]
RWYS 22L/R DEPARTURES

RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NICE COTE D'AZUR D 112.4 NIZ

520 but not before D2.3 AZR

D 109.65 AZR

D 109.2 CGS

NICE 338 NC

D2.3 AZR

D8.5 CGS

D18.0 NIZ

6000

D33.0 STP

D24.0 STP

D34.0 NIZ

RESBO

LERMA

EPOLO

ST TROPEZ D 116.5 STP

CANNES Mandelieu LFMD

MONACO

FRANCE

10,700

3100

3000

12 1

10 7

078°

251°

143°

223°

198°

182°

215°

243°

045°

278°

233°

225°

R063

R098

NIZ

NIZ

EPOLO 6W

EPOLO 6S

NC NDB

26 RNAV

29 RNAV

6000
4000
2000
CONTOUR INTERVALS

These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

NOT TO SCALE

Initial climb clearance: **EPOLO 6S: FL70/EPOLO 6W: FL100**

SID	ROUTING
EPOLO 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound to LERMA, 233° track to EPOLO.
EPOLO 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R063 inbound, at D24.0 STP turn LEFT, intercept NIZ R198 to RESBO, 225° track to EPOLO.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 23 FEB 18 (10-3V) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID

EPOLO 6S [EPOL6S], EPOLO 6W [EPOL6W]
RWYS 22L/R DEPARTURES
RFL ABOVE FL125

CHANGES: Notes for departures to Corsica withdrawn.

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

IRMAR 6E [IRMA6E]
RWYS 04L/R DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: FL130

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT to NC, 341° bearing to BARSO, 352° track to IRMAR.

IRMAR
NOT TO SCALE
RNAV 40
352°
BARSO
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS
10011
ITALY
FRANCE
15 0
15 9
NC NDB
44-00
35
NICE COTE D'AZUR
D 112.4 NIZ
10 7
12 1
10,700
FRANCE
MONACO
420
043°
043°
158°
138°
D8.0 NIZ
420
251°
341°
D11.0 NIZ
078°
CANNES
Mandelieu
LFMD
3100
NICE
338 NC
6000
045°
3000
07-00
07-30

IRMAR 6E [IRMA6E]
RWYS 04L/R DEPARTURE
RFL ABOVE FL195

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

IRMAR 6W [IRMA6W]
RWYS 22L/R DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

Initial climb clearance: **FL130**

ROUTING

Climb to 520, turn LEFT not before D2.3 AZR, intercept AZR R193, at D8.0 AZR turn RIGHT, intercept CNM R103 inbound, when passing AZR R218 turn RIGHT, intercept 348° bearing from CSC to BARSO, 352° track to IRMAR.

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

IRMAR
RNAV 40
352°
NOT TO SCALE
9247
BARSO
10000
8000
6000
4000
2000
CONTOUR INTERVALS
15 9
15 0
NC NDB
37
10,700
10 7
12 1
ITALY
FRANCE
FRANCE
MONACO
520
but not before
D2.3 AZR
MAX 210 KT
until CSC
D 109.65 AZR
225°
D2.3 AZR
251°
07-30
NICE
338 NC
193°
CANNES
111.4 CNM
CANNES
Mandelieu
LFMD
078°
348°
218°
R103
D8.0 AZR
3000
385 CSC
7000
283°
045°
3100
44-00
43-30
07-00

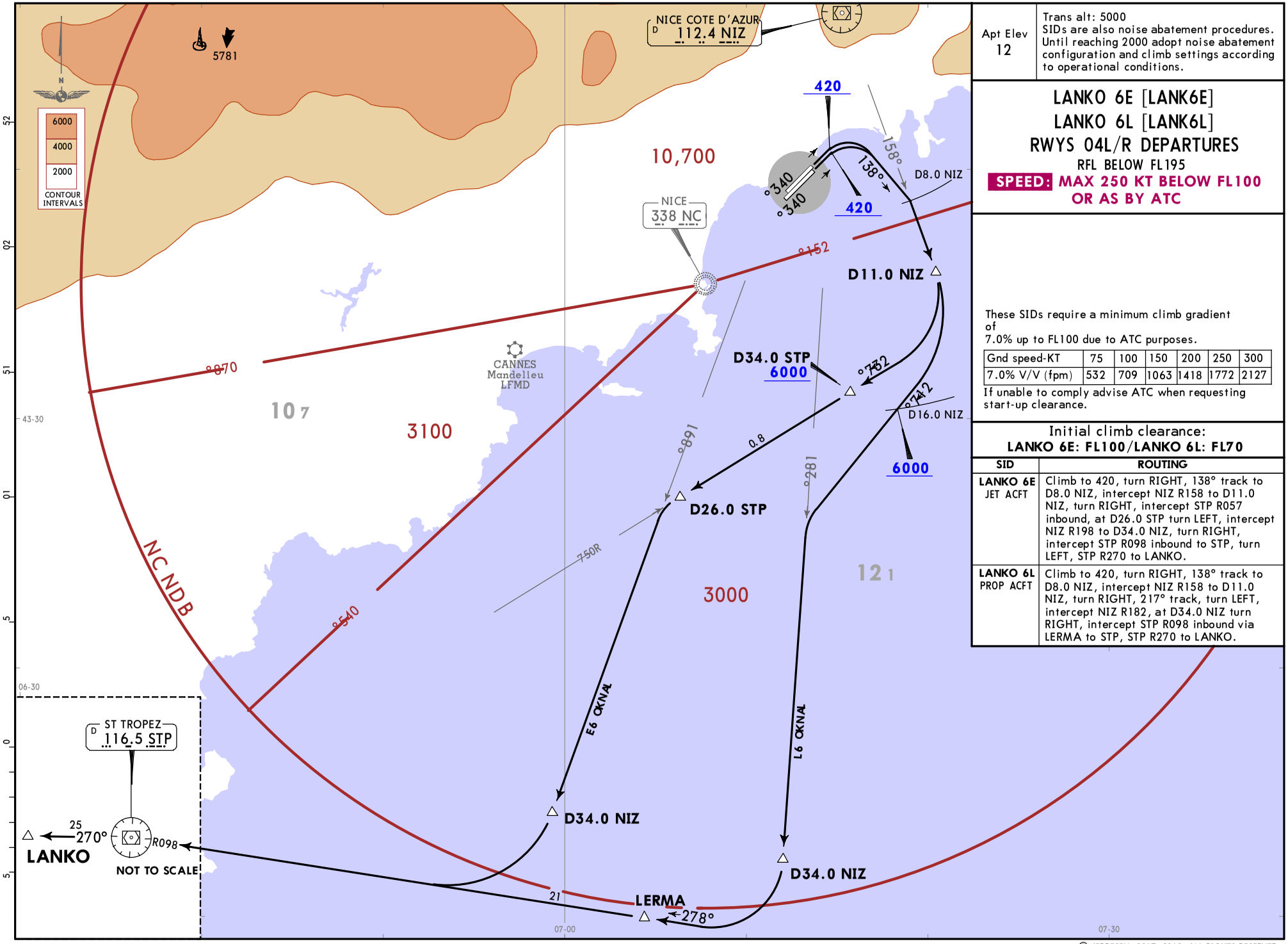
LFMN/NCE
NICE/COTE D'AZUR
23 FEB 18
(10-3V2)
Eff 1 Mar
NICE/COTE D'AZUR, FRANCE
SID

IRMAR 6W [IRMA6W]
RWYS 22L/R DEPARTURE
RFL ABOVE FL195

JEPPESEN
23 FEB 18 10-3V3 Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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

LANKO 6E [LANK6E]
LANKO 6L [LANK6L]
RWYS 04L/R DEPARTURES

RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance:
LANKO 6E: FL100/LANKO 6L: FL70

SID	ROUTING
LANKO 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, intercept STP R057 inbound, at D26.0 STP turn LEFT, intercept NIZ R198 to D34.0 NIZ, turn RIGHT, intercept STP R098 inbound to STP, turn LEFT, STP R270 to LANKO.
LANKO 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound via LERMA to STP, STP R270 to LANKO.

CHANGES: Notes for departures to Corsica withdrawn.

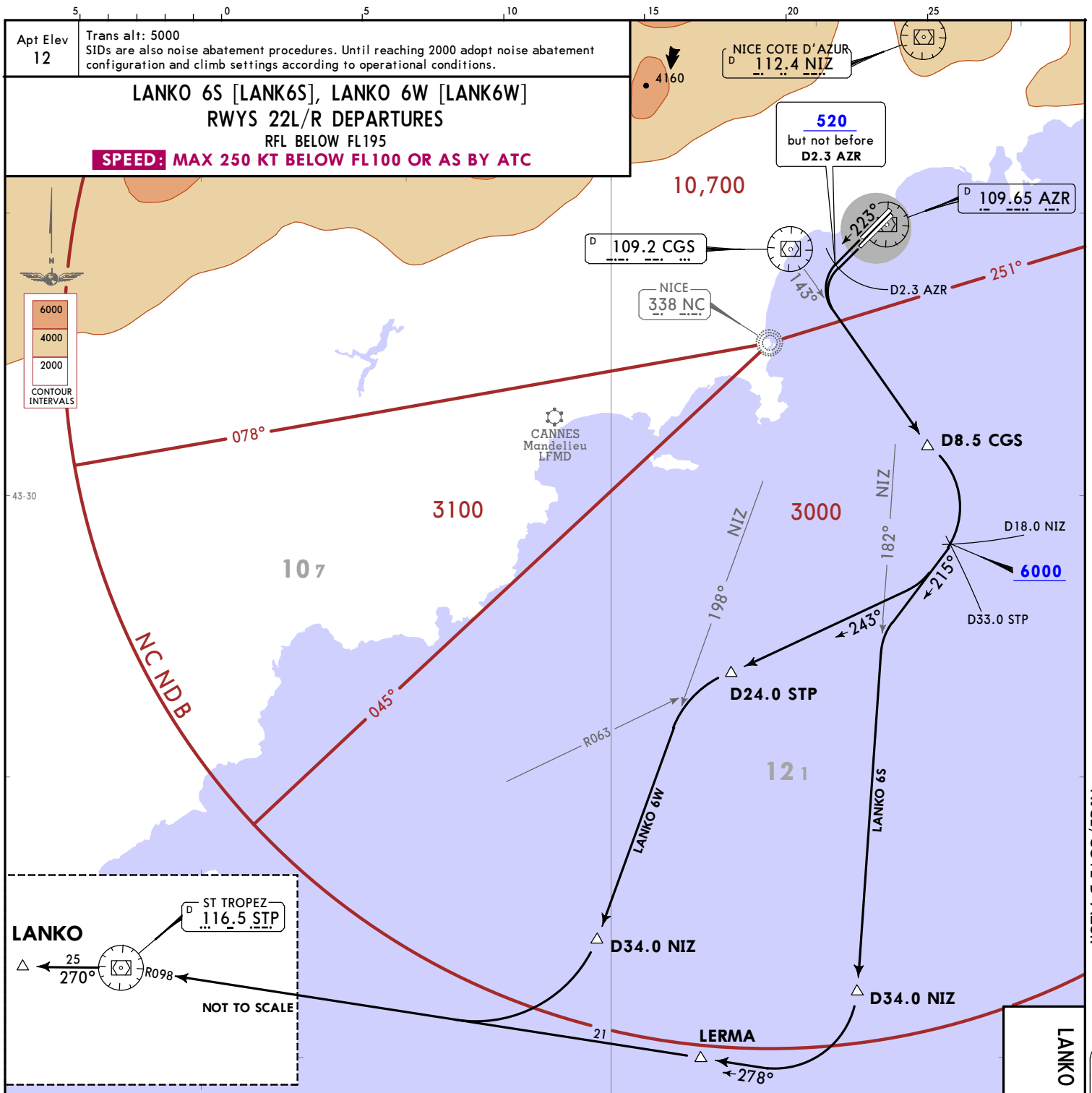
CHANGES: Notes for departures to Corsica withdrawn.

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.

LANKO 6S [LANK6S], LANKO 6W [LANK6W]
RWYS 22L/R DEPARTURES
RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance: **LANKO 6S: FL70/LANKO 6W: FL100**

SID	ROUTING
LANKO 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound via LERMA to STP, STP R270 to LANKO.
LANKO 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R063 inbound, at D24.0 STP turn LEFT, intercept NIZ R198 to D34.0 NIZ, turn RIGHT, intercept STP R098 inbound to STP, turn LEFT, STP R270 to LANKO.

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

JEPPESEN 23 FEB 18 (10-3V4) Eff 1 Mar

LANKO 6S [LANK6S], LANKO 6W [LANK6W]
RWYS 22L/R DEPARTURES
RFL BELOW FL195
NICE/COTE D'AZUR

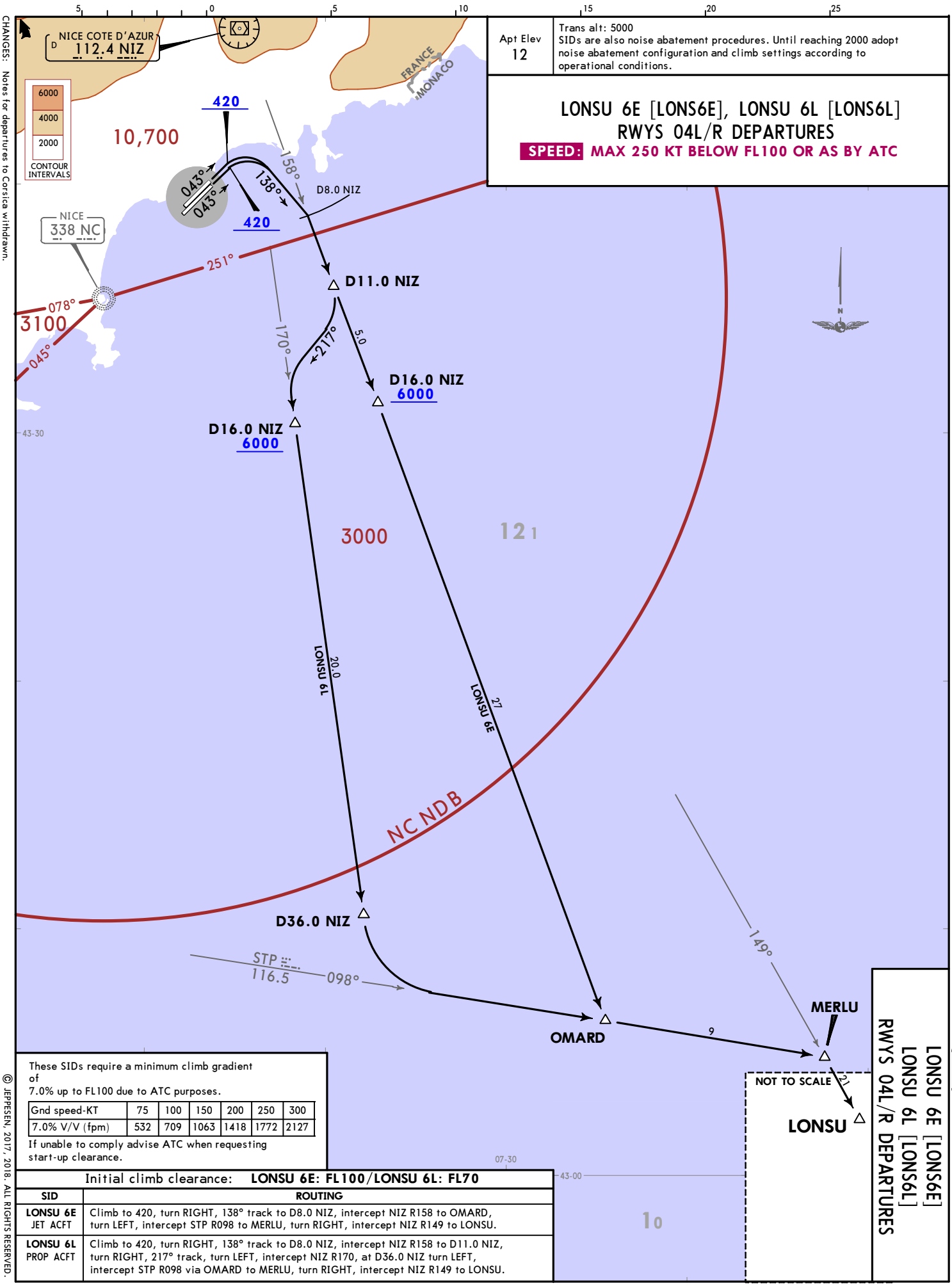
CHANGES: Notes for departures to Corsica withdrawn.

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.

LONSU 6E [LONS6E], LONSU 6L [LONS6L]
RWYS 04L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



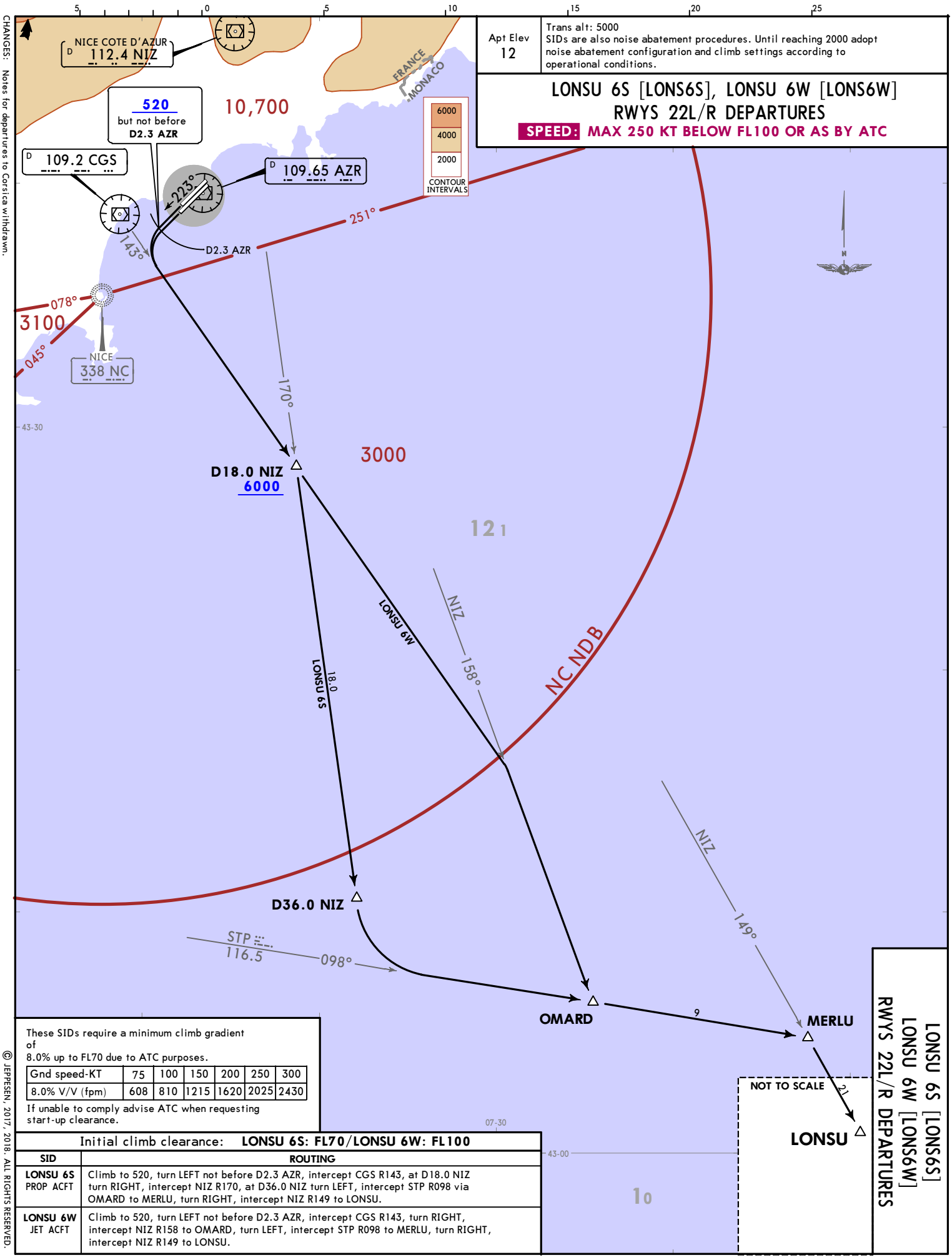
These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **LONSU 6E: FL100/LONSU 6L: FL70**

SID	ROUTING
LONSU 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to OMARD, turn LEFT, intercept STP R098 to MERLU, turn RIGHT, intercept NIZ R149 to LONSU.
LONSU 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R170, at D36.0 NIZ turn LEFT, intercept STP R098 via OMARD to MERLU, turn RIGHT, intercept NIZ R149 to LONSU.



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.

LONSU 6S [LONS6S], LONSU 6W [LONS6W] RWYS 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance: **LONSU 6S: FL70/LONSU 6W: FL100**

SID	ROUTING
LONSU 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D18.0 NIZ turn RIGHT, intercept NIZ R170, at D36.0 NIZ turn LEFT, intercept STP R098 via OMARD to MERLU, turn RIGHT, intercept NIZ R149 to LONSU.
LONSU 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, turn RIGHT, intercept NIZ R158 to OMARD, turn LEFT, intercept STP R098 to MERLU, turn RIGHT, intercept NIZ R149 to LONSU.

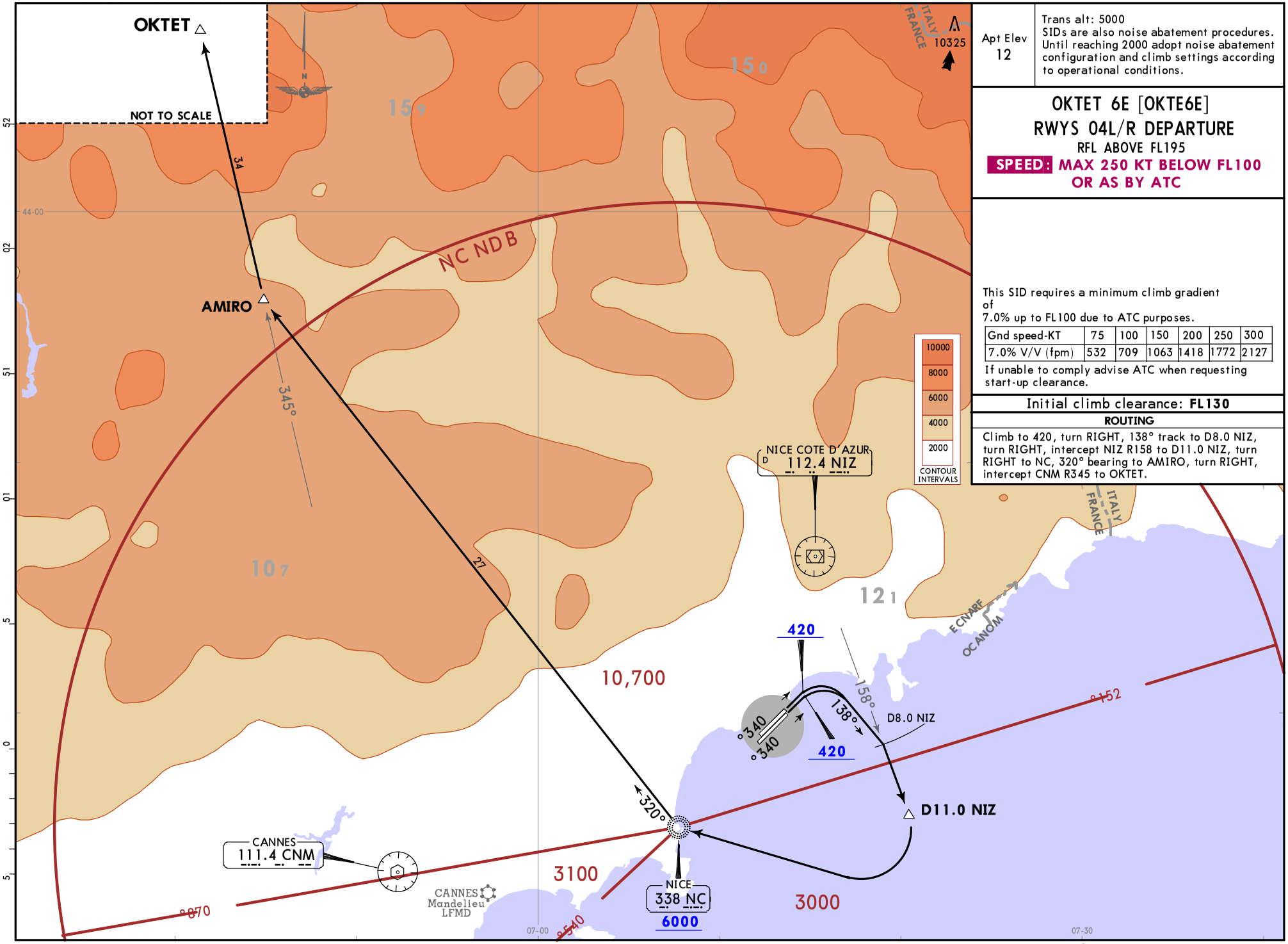
LFMN/NCE
NICE/COTE D'AZUR
23 FEB 18
JEPPESEN
10-3V6
Eff 1 Mar
NICE/COTE D'AZUR, FRANCE
SID

LONSU 6S [LONS6S]
LONSU 6W [LONS6W]
RWYS 22L/R DEPARTURES

JEPPESEN
23 FEB 18 (10-3V7) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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.

OKTET 6E [OKTE6E]

RWYS 04L/R DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL130**

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, turn RIGHT, intercept CNM R345 to OKTET.

CHANGES: Notes for departures to Corsica withdrawn.

CHANGES: Notes for departures to Corsica withdrawn.

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

OKTET 6W [OKTE6W]
RWYS 22L/R DEPARTURE

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

Initial climb clearance: **FL130**

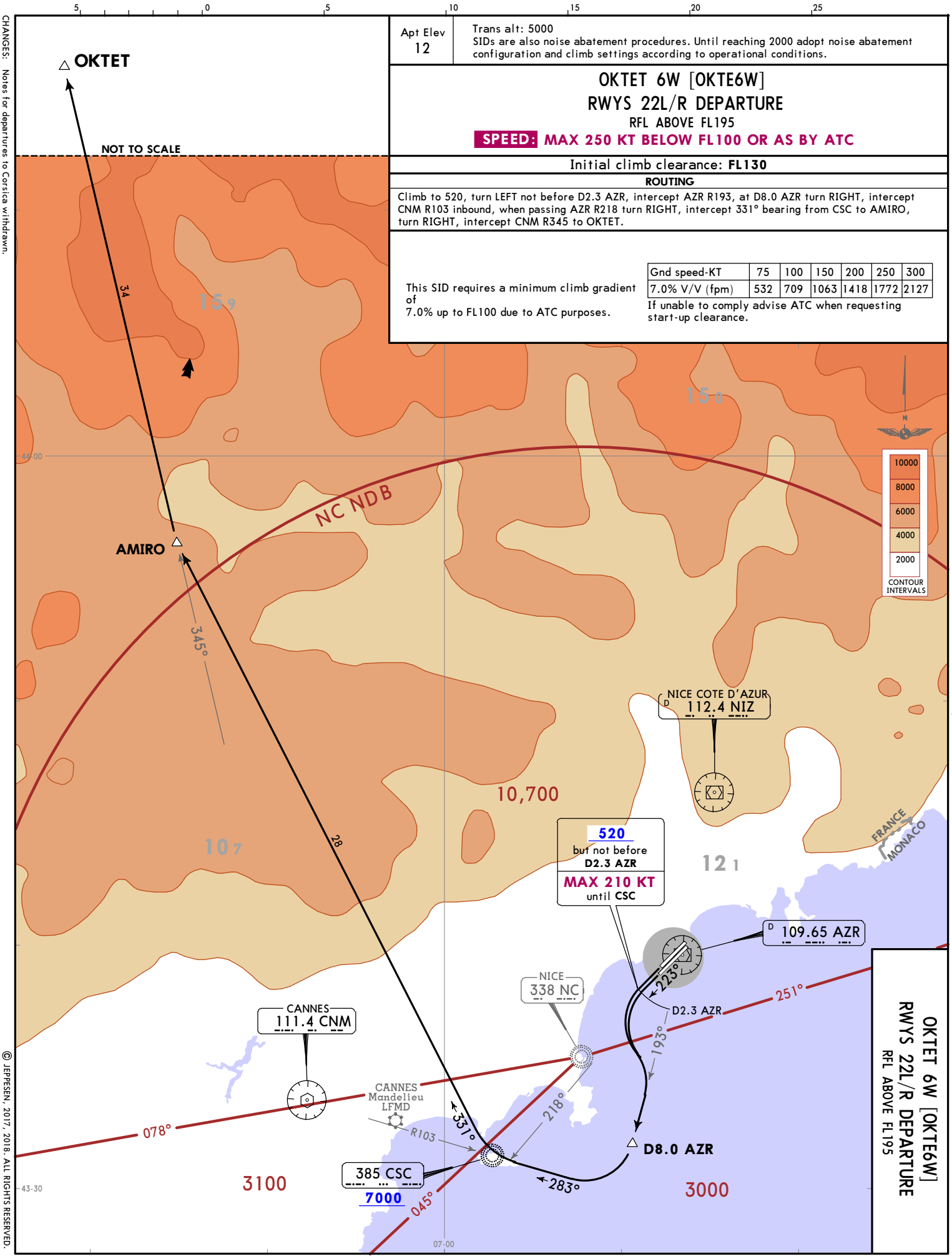
ROUTING

Climb to 520, turn LEFT not before D2.3 AZR, intercept AZR R193, at D8.0 AZR turn RIGHT, intercept CNM R103 inbound, when passing AZR R218 turn RIGHT, intercept 331° bearing from CSC to AMIRO, turn RIGHT, intercept CNM R345 to OKTET.

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.



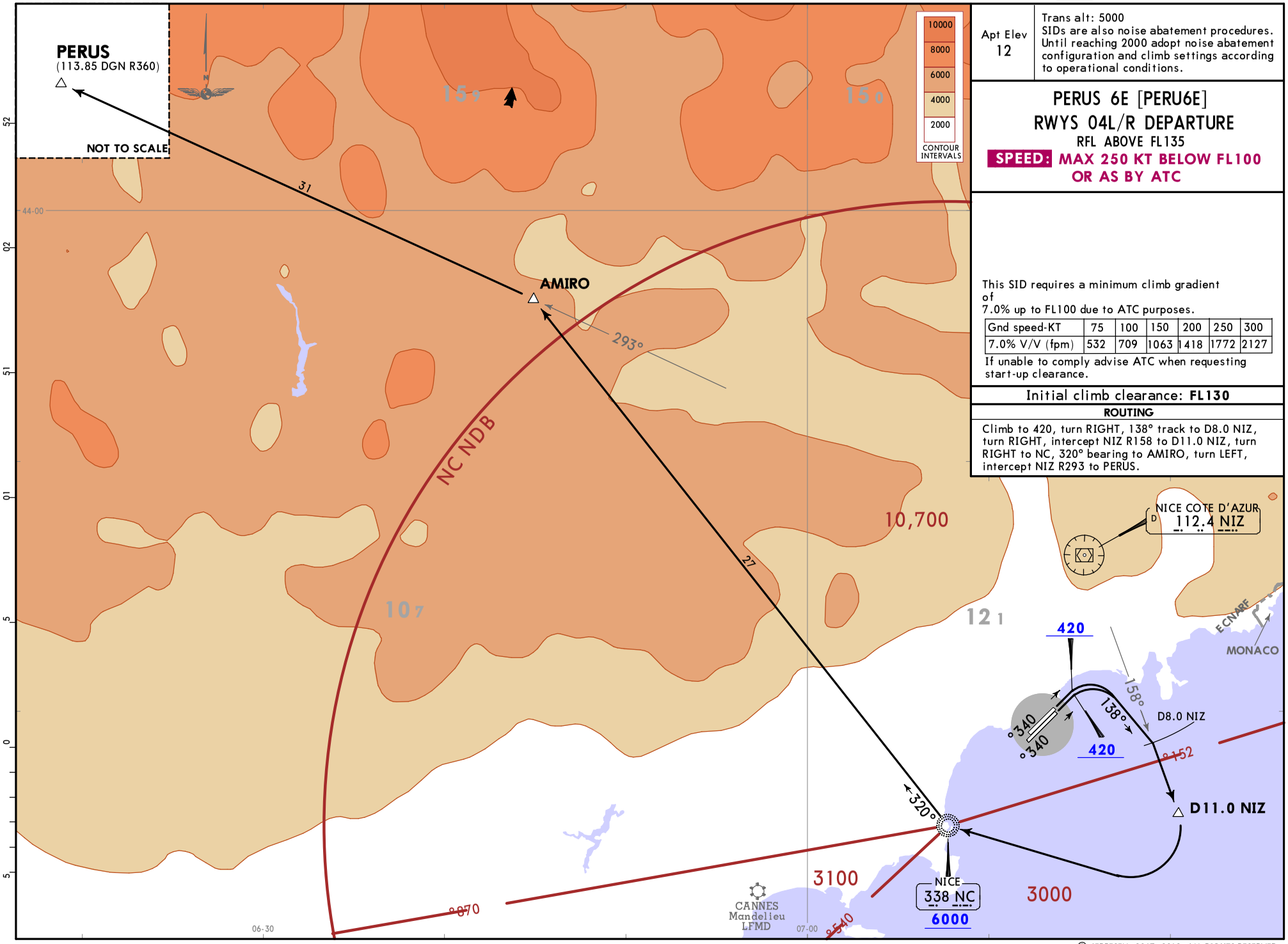
LFMN/NCE
NICE/COTE D'AZUR
23 FEB 18
JEPPESEN
10-3V8
Eff 1 Mar
NICE/COTE D'AZUR, FRANCE
SID

OKTET 6W [OKTE6W]
RWYS 22L/R DEPARTURE
RFL ABOVE FL195

JEPPESEN
23 FEB 18 (10-3V9) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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.

PERUS 6E [PERU6E]
RWYS 04L/R DEPARTURE

RFL ABOVE FL135

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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

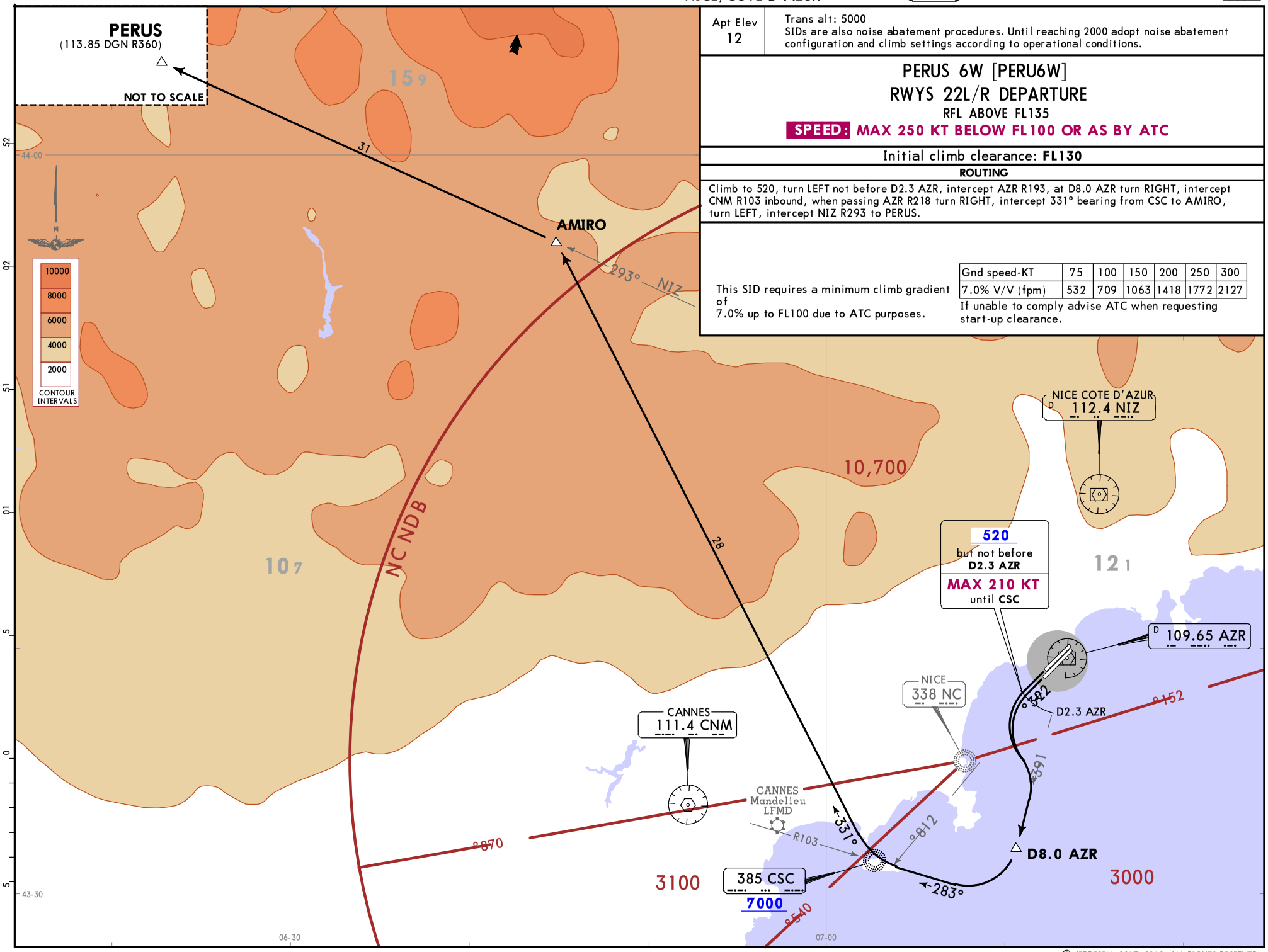
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: **FL130**

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, turn RIGHT, intercept NIZ R158 to D11.0 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, turn LEFT, intercept NIZ R293 to PERUS.

CHANGES: Notes for departures to Corsica withdrawn.



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

PERUS 6W [PERU6W]
RWYS 22L/R DEPARTURE

RFL ABOVE FL135

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

Initial climb clearance: **FL130**

ROUTING

Climb to 520, turn LEFT not before D2.3 AZR, intercept AZR R193, at D8.0 AZR turn RIGHT, intercept CNM R103 inbound, when passing AZR R218 turn RIGHT, intercept 331° bearing from CSC to AMIRO, turn LEFT, intercept NIZ R293 to PERUS.

This SID requires a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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

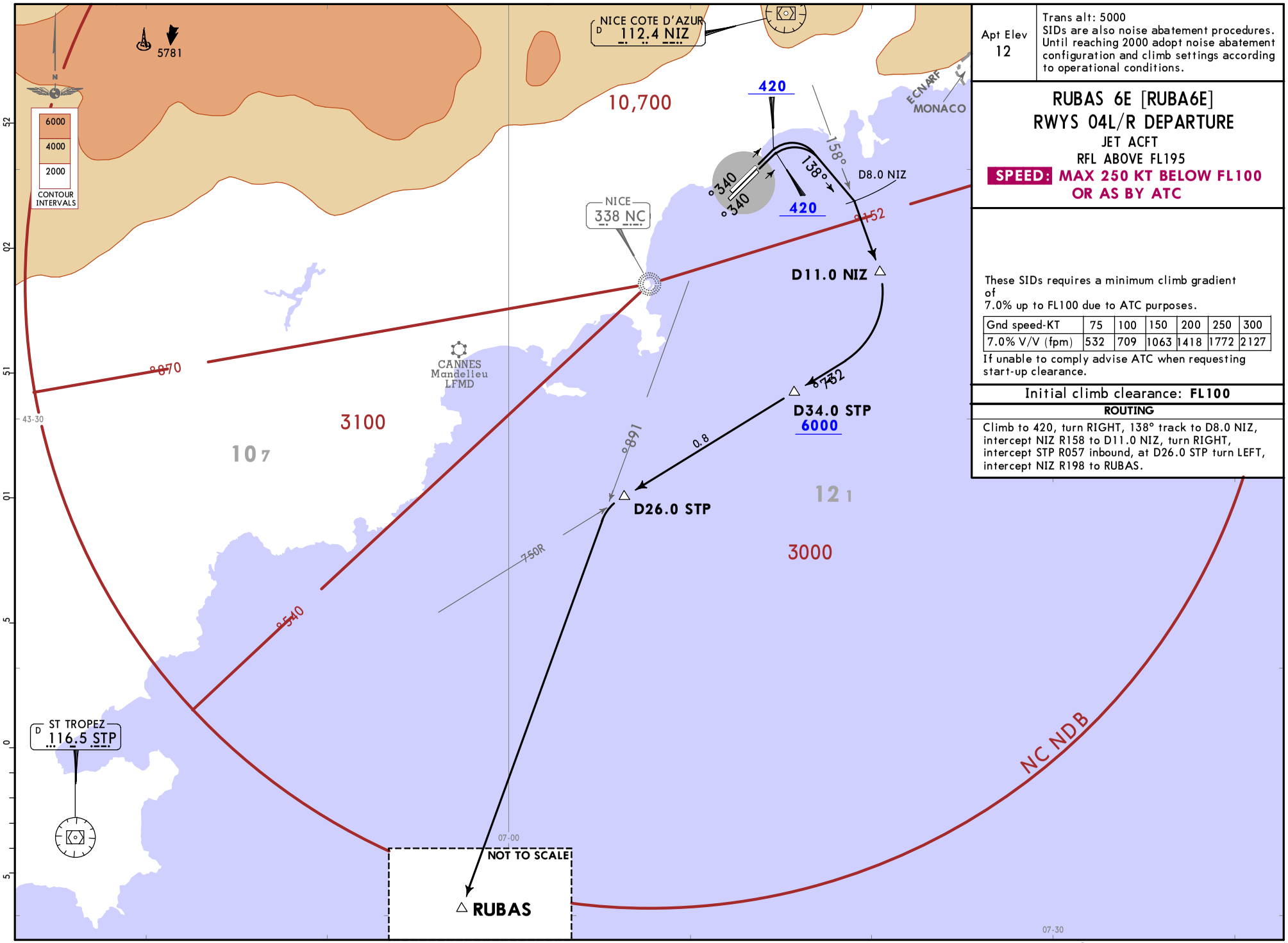
If unable to comply advise ATC when requesting start-up clearance.

CHANGES: Notes for departures to Corsica withdrawn.

JEPPESEN
23 FEB 18 (10-3W) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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

RUBAS 6E [RUBA6E]
RWYS 04L/R DEPARTURE

JET ACFT
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs requires a minimum climb gradient of
7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance: **FL100**

ROUTING

Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, intercept STP R057 inbound, at D26.0 STP turn LEFT, intercept NIZ R198 to RUBAS.

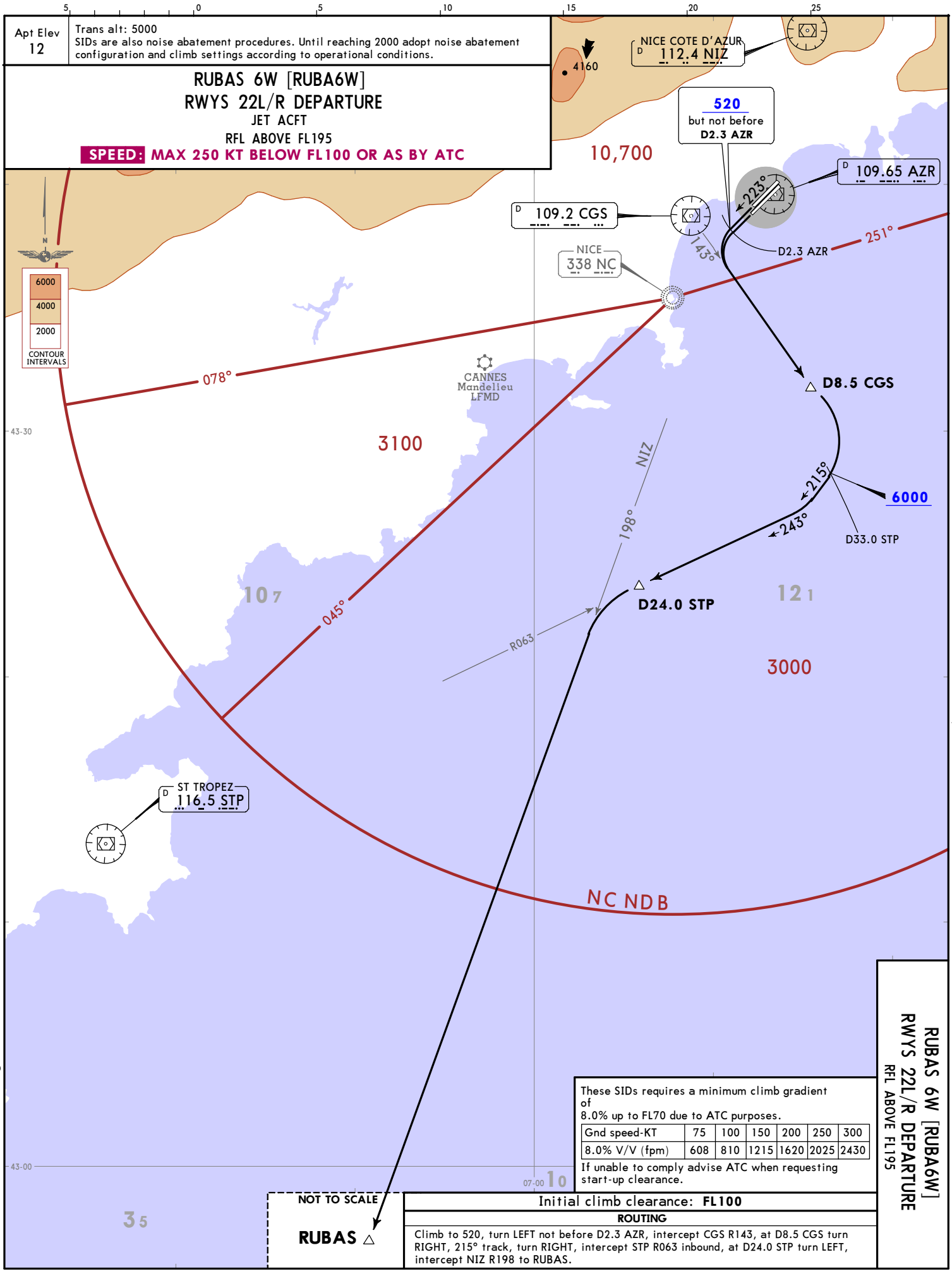
CHANGES: Notes for departures to Corsica withdrawn.

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.

RUBAS 6W [RUBA6W]
RWYS 22L/R DEPARTURE
JET ACFT
RFL ABOVE FL195
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

CHANGES: Notes for departures to Corsica withdrawn.



These SIDs requires a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

NOT TO SCALE

RUBAS △

Initial climb clearance: **FL100**

ROUTING

Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R063 inbound, at D24.0 STP turn LEFT, intercept NIZ R198 to RUBAS.

RUBAS 6W [RUBA6W]
RWYS 22L/R DEPARTURE
RFL ABOVE FL195

LFMN/NCE
NICE/COTE D'AZUR

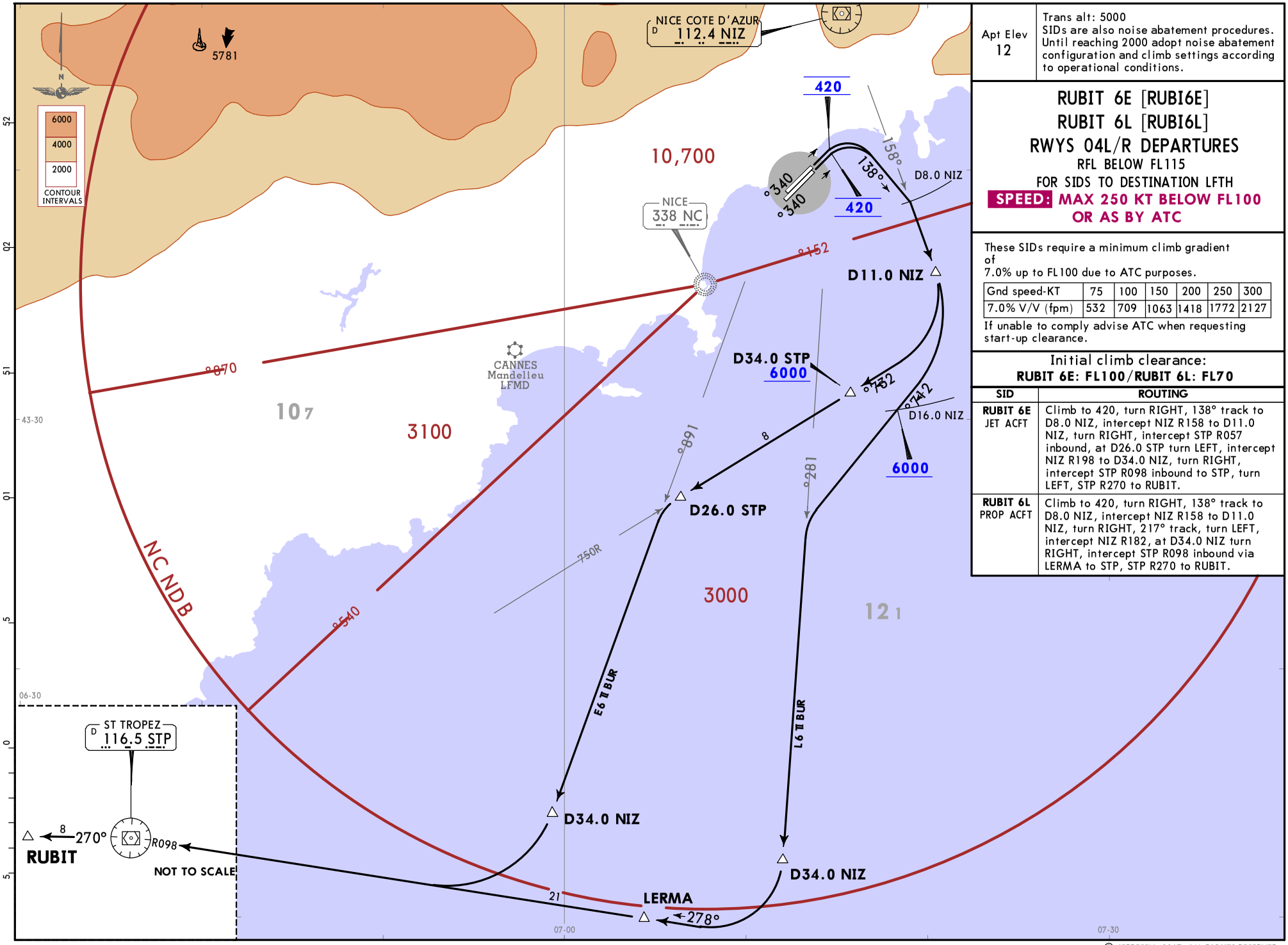
JEPPESEN
23 FEB 18 (10-3X)
Eff 1 Mar

NICE/COTE D'AZUR, FRANCE
SID

JEPPESEN
20 OCT 17 (10-3X1)

NICE/COTE D'AZUR, FRANCE

SID



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

RUBIT 6E [RUBI6E]
RUBIT 6L [RUBI6L]
RWYS 04L/R DEPARTURES

RFL BELOW FL115

FOR SIDS TO DESTINATION LFTH

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance:
RUBIT 6E: FL100/RUBIT 6L: FL70

SID	ROUTING
RUBIT 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, intercept STP R057 inbound, at D26.0 STP turn LEFT, intercept NIZ R198 to D34.0 NIZ, turn RIGHT, intercept STP R098 inbound to STP, turn LEFT, STP R270 to RUBIT.
RUBIT 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound via LERMA to STP, STP R270 to RUBIT.

CHANGES: New format.

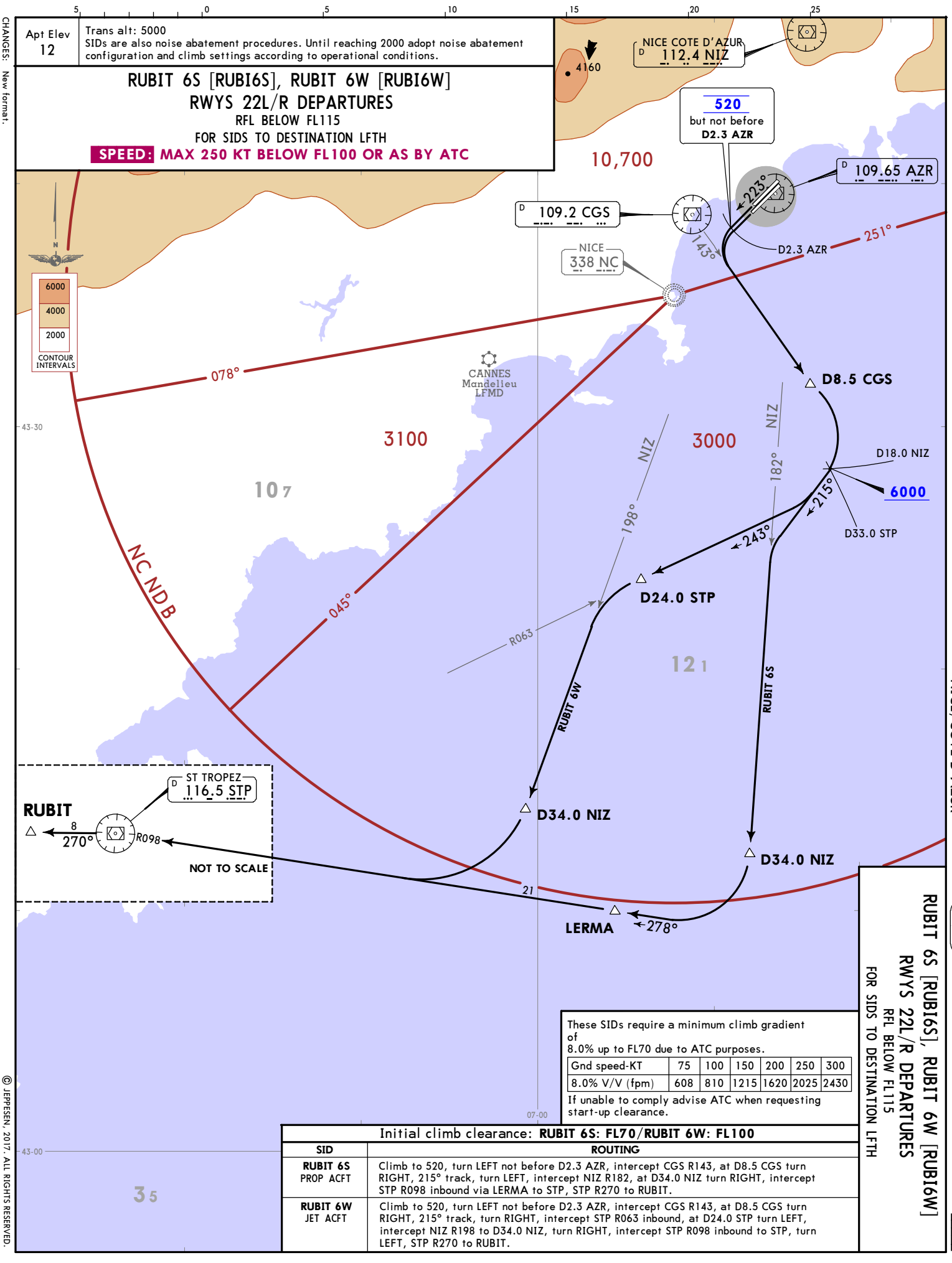
CHANGES: New format.

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.

RUBIT 6S [RUBI6S], RUBIT 6W [RUBI6W]
RWYS 22L/R DEPARTURES
RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

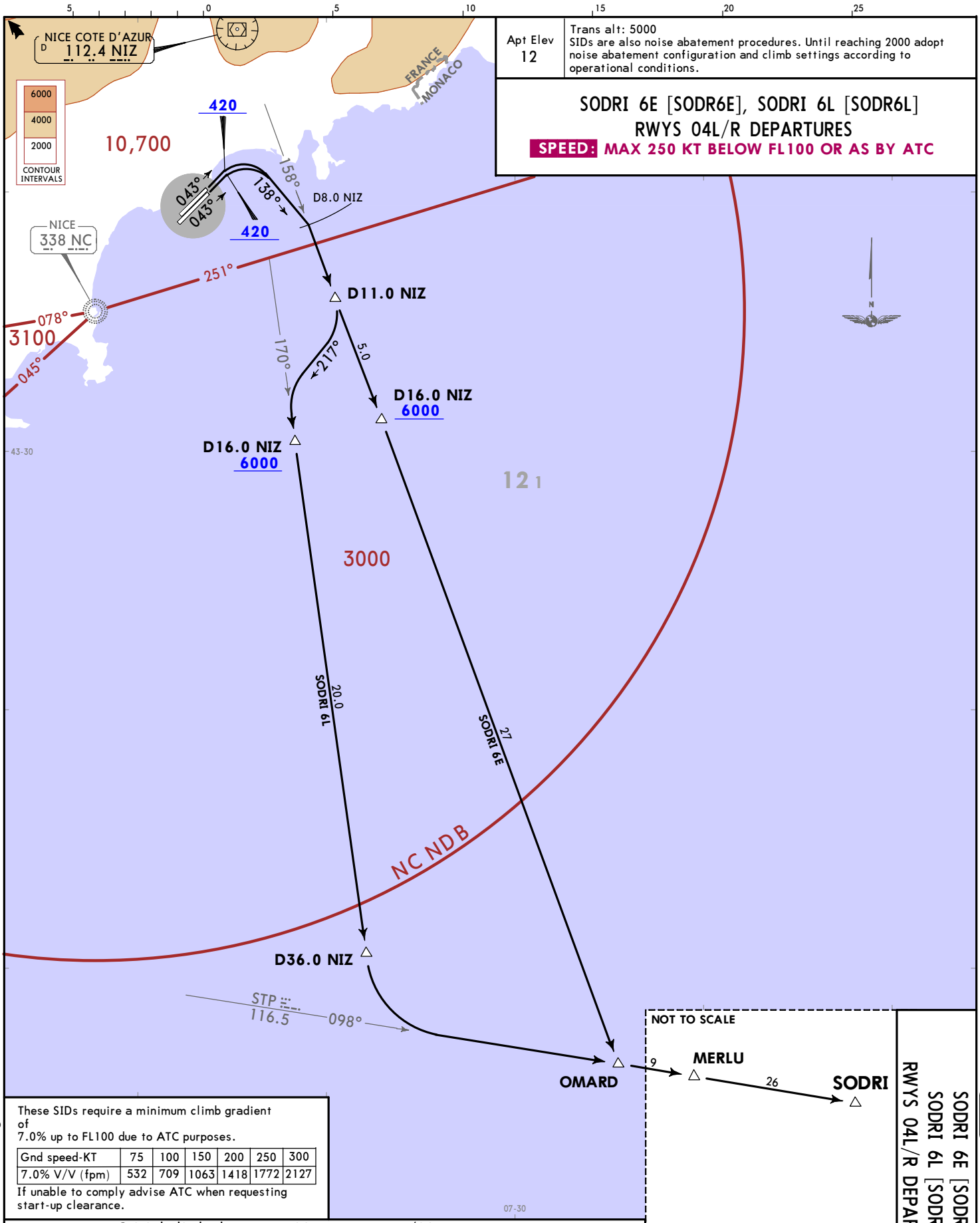
Initial climb clearance: **RUBIT 6S: FL70/RUBIT 6W: FL100**

SID	ROUTING
RUBIT 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound via LERMA to STP, STP R270 to RUBIT.
RUBIT 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R063 inbound, at D24.0 STP turn LEFT, intercept NIZ R198 to D34.0 NIZ, turn RIGHT, intercept STP R098 inbound to STP, turn LEFT, STP R270 to RUBIT.

LFMN/NCE
NICE/COTE D'AZUR
20 OCT 17
10-3X2
JEPPESEN
NICE/COTE D'AZUR, FRANCE
SID

RUBIT 6S [RUBI6S], RUBIT 6W [RUBI6W]
RWYS 22L/R DEPARTURES
RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH

CHANGES: Notes for departures to Corsica withdrawn.



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.

SODRI 6E [SODR6E], SODRI 6L [SODR6L]
RWYS 04L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

07-30

Initial climb clearance: **SODRI 6E: FL100/SODRI 6L: FL70**

SID	ROUTING
SODRI 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to OMARD, turn LEFT, intercept STP R098 via MERLU to SODRI.
SODRI 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R170, at D36.0 NIZ turn LEFT, intercept STP R098 via OMARD and MERLU to SODRI.

LFMN/NCE
NICE/COTE D'AZUR

SODRI 6E [SODR6E]
SODRI 6L [SODR6L]
RWYS 04L/R DEPARTURES

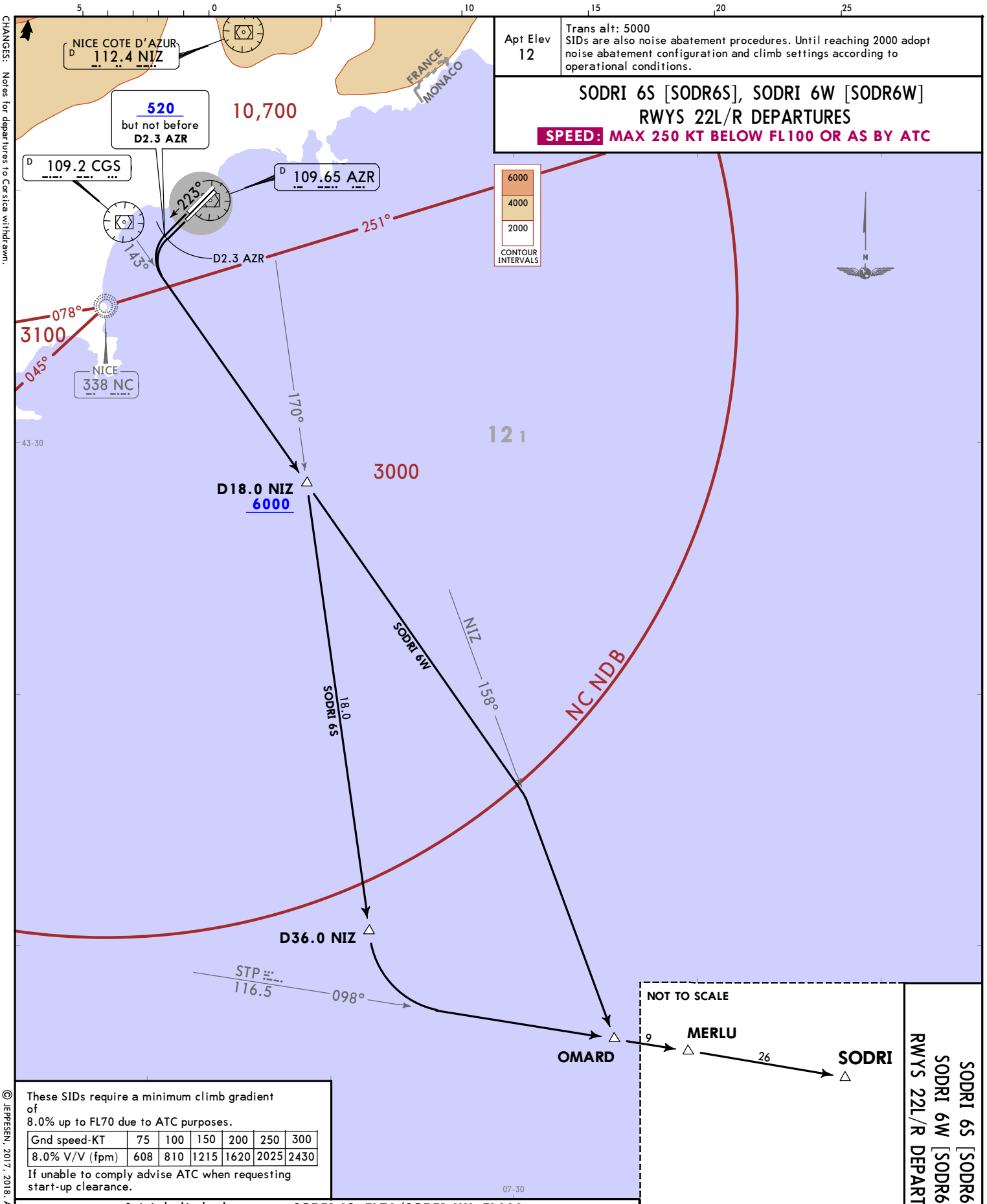
JEPPESEN
23 FEB 18 (10-3X3) Eff 1 Mar
NICE/COTE D'AZUR, FRANCE
SID

CHANGES: Notes for departures to Corsica withdrawn.

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.

SODRI 6S [SODR6S], SODRI 6W [SODR6W]
RWYS 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance: **SODRI 6S: FL70/SODRI 6W: FL100**

SID	ROUTING
SODRI 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D18.0 NIZ turn RIGHT, intercept NIZ R170, at D36.0 NIZ turn LEFT, intercept STP R098 via OMARD and MERLU to SODRI.
SODRI 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, turn RIGHT, intercept NIZ R158 to OMARD, turn LEFT, intercept STP R098 via MERLU to SODRI.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 FEB 18 (10-3X4)
Eff 1 Mar

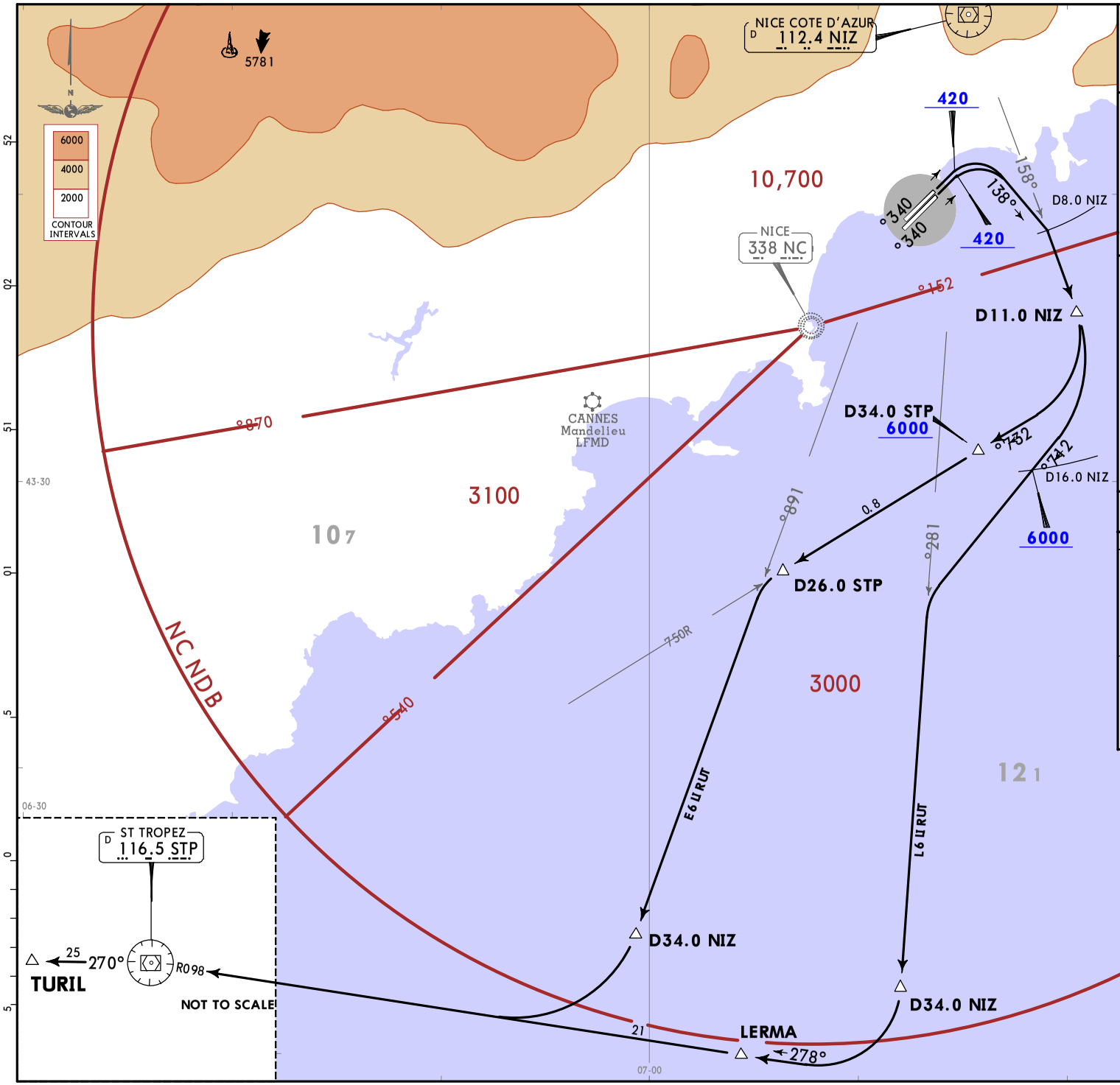
NICE/COTE D'AZUR, FRANCE
SID

SODRI 6S [SODR6S]
SODRI 6W [SODR6W]
RWYS 22L/R DEPARTURES

JEPPESEN
23 FEB 18 (10-3X5) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE

SID



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.

TURIL 6E [TURI6E]
TURIL 6L [TURI6L]
RWYS 04L/R DEPARTURES

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

Initial climb clearance:
TURIL 6E: FL100/TURIL 6L: FL70

SID	ROUTING
TURIL 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, intercept STP R057 inbound, at D26.0 STP turn LEFT, intercept NIZ R198 to D34.0 NIZ, turn RIGHT, intercept STP R098 inbound to STP, turn LEFT, STP R270 to TURIL.
TURIL 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound via LERMA to STP, STP R270 to TURIL.

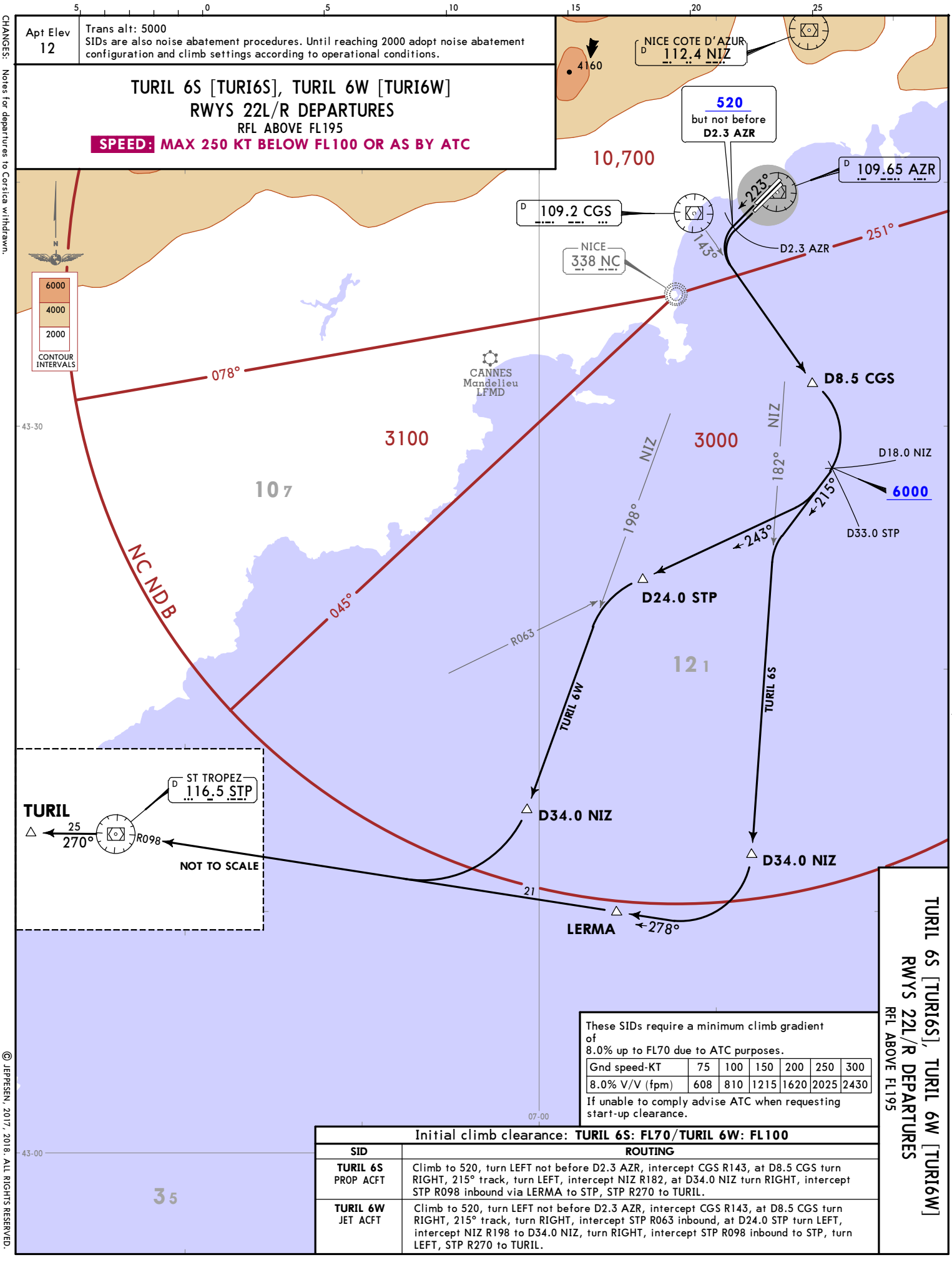
CHANGES: Notes for departures to Corsica withdrawn.

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.

TURIL 6S [TURI6S], TURIL 6W [TURI6W]
RWYS 22L/R DEPARTURES
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance: **TURIL 6S: FL70/TURIL 6W: FL100**

SID	ROUTING
TURIL 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R182, at D34.0 NIZ turn RIGHT, intercept STP R098 inbound via LERMA to STP, STP R270 to TURIL.
TURIL 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R063 inbound, at D24.0 STP turn LEFT, intercept NIZ R198 to D34.0 NIZ, turn RIGHT, intercept STP R098 inbound to STP, turn LEFT, STP R270 to TURIL.

CHANGES: Notes for departures to Corsica withdrawn.

LFMN/NCE
NICE/COTE D'AZUR, FRANCE
JEPPESEN 23 FEB 18 (10-3X6) Eff 1 Mar
NICE/COTE D'AZUR
SID

TURIL 6S [TURI6S], TURIL 6W [TURI6W]
RWYS 22L/R DEPARTURES
RFL ABOVE FL195

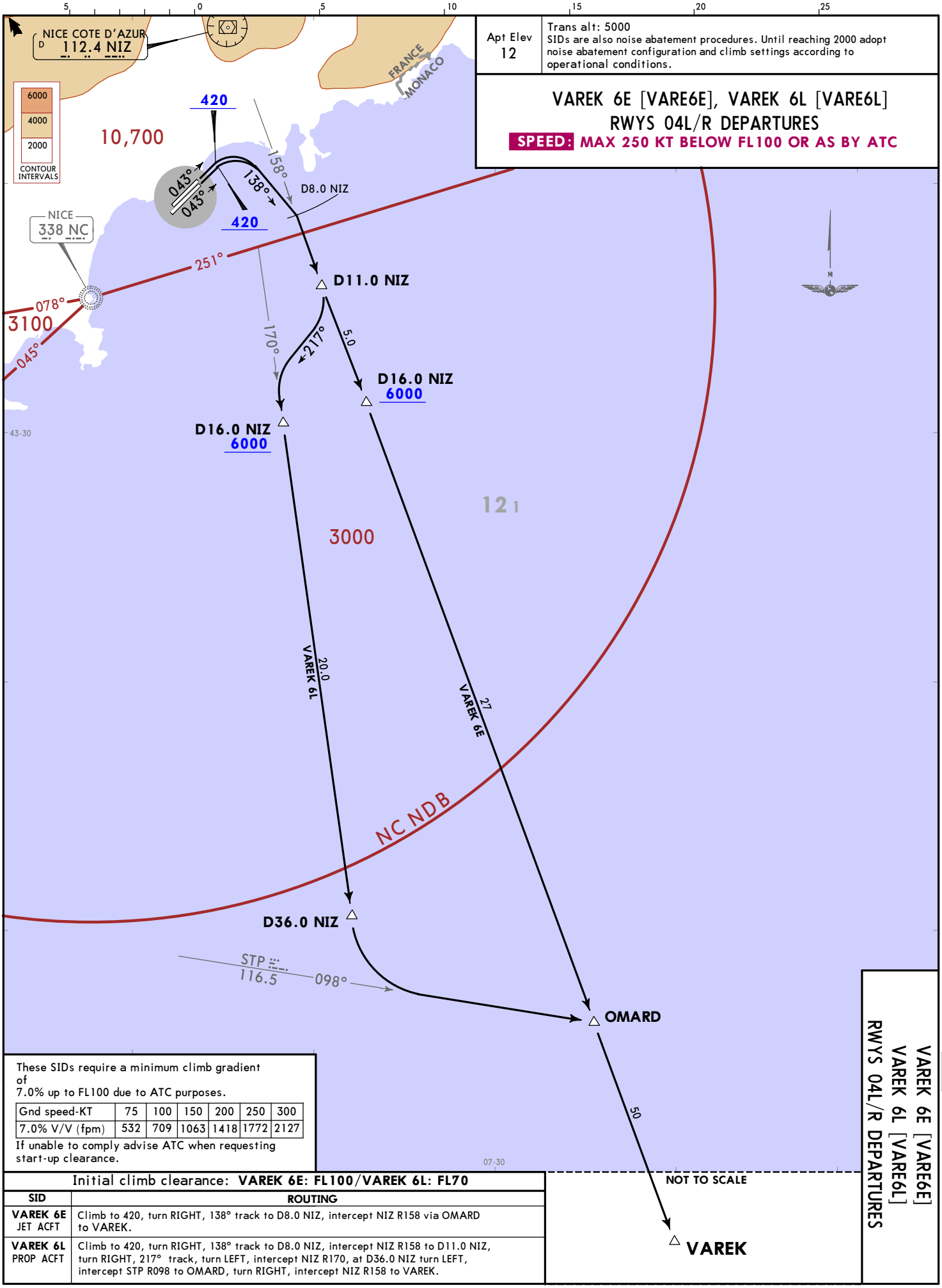
CHANGES: Notes for departures to Corsica withdrawn.

LFMN/NCE
NICE/COTE D'AZUR

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

VAREK 6E [VARE6E], VAREK 6L [VARE6L] RWYS 04L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 7.0% up to FL100 due to ATC purposes.

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.

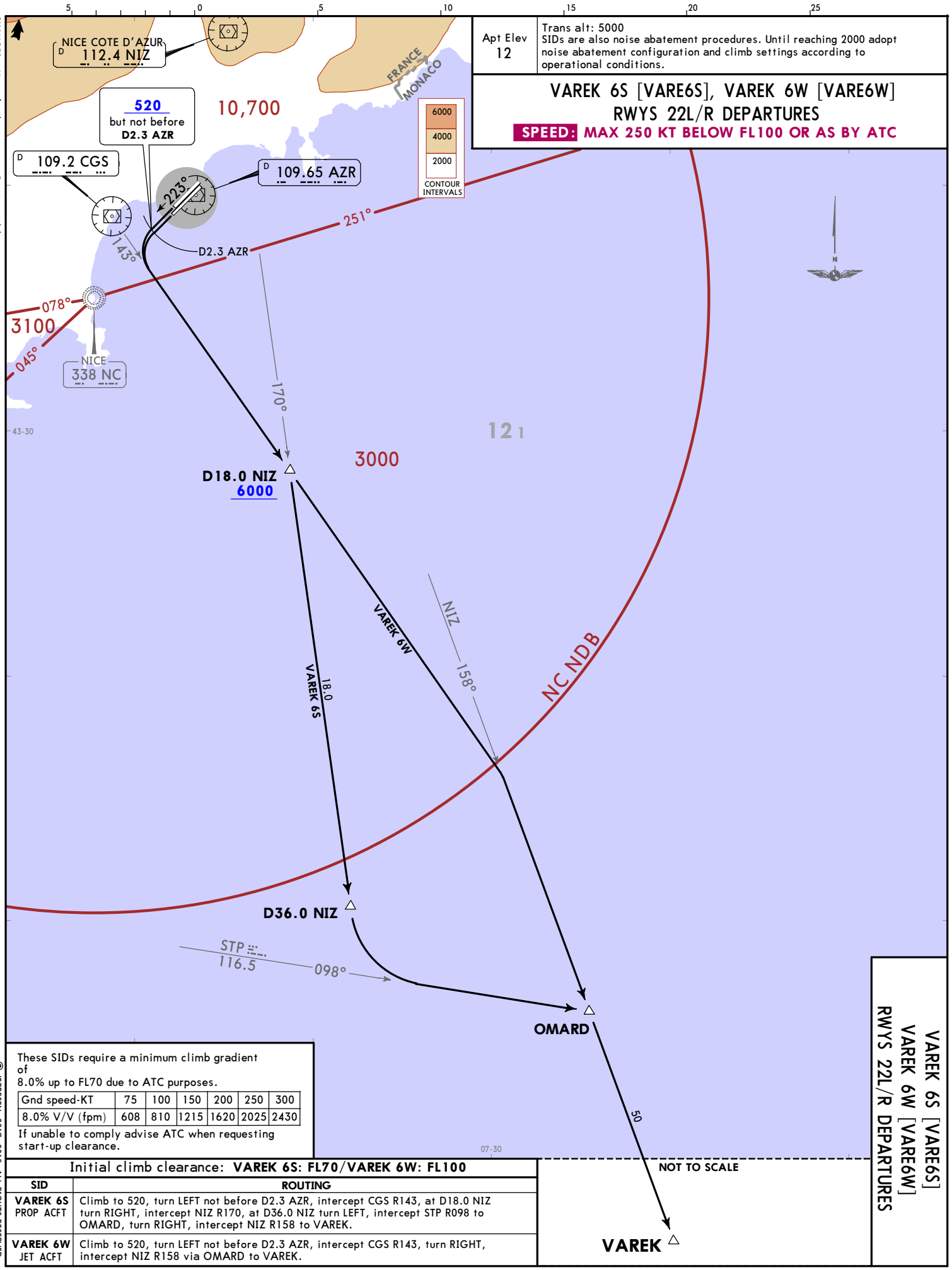
Initial climb clearance: **VAREK 6E: FL100/VAREK 6L: FL70**

SID	ROUTING
VAREK 6E JET ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 via OMARD to VAREK.
VAREK 6L PROP ACFT	Climb to 420, turn RIGHT, 138° track to D8.0 NIZ, intercept NIZ R158 to D11.0 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R170, at D36.0 NIZ turn LEFT, intercept STP R098 to OMARD, turn RIGHT, intercept NIZ R158 to VAREK.

VAREK 6E [VARE6E]
VAREK 6L [VARE6L]
RWYS 04L/R DEPARTURES

JEPPESEN
23 FEB 18 (10-3X7) Eff 1 Mar
SID

NICE/COTE D'AZUR, FRANCE



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.

VAREK 6S [VARE6S], VAREK 6W [VARE6W] RWYS 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient of 8.0% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

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

Initial climb clearance: **VAREK 6S: FL70/VAREK 6W: FL100**

SID	ROUTING
VAREK 6S PROP ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, at D18.0 NIZ turn RIGHT, intercept NIZ R170, at D36.0 NIZ turn LEFT, intercept STP R098 to OMARD, turn RIGHT, intercept NIZ R158 to VAREK.
VAREK 6W JET ACFT	Climb to 520, turn LEFT not before D2.3 AZR, intercept CGS R143, turn RIGHT, intercept NIZ R158 via OMARD to VAREK.

NOT TO SCALE

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
23 FEB 18 (10-3X8) Eff 1 Mar

NICE/COTE D'AZUR, FRANCE
SID

VAREK 6S [VARE6S]
VAREK 6W [VARE6W]
RWYS 22L/R 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°.

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

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

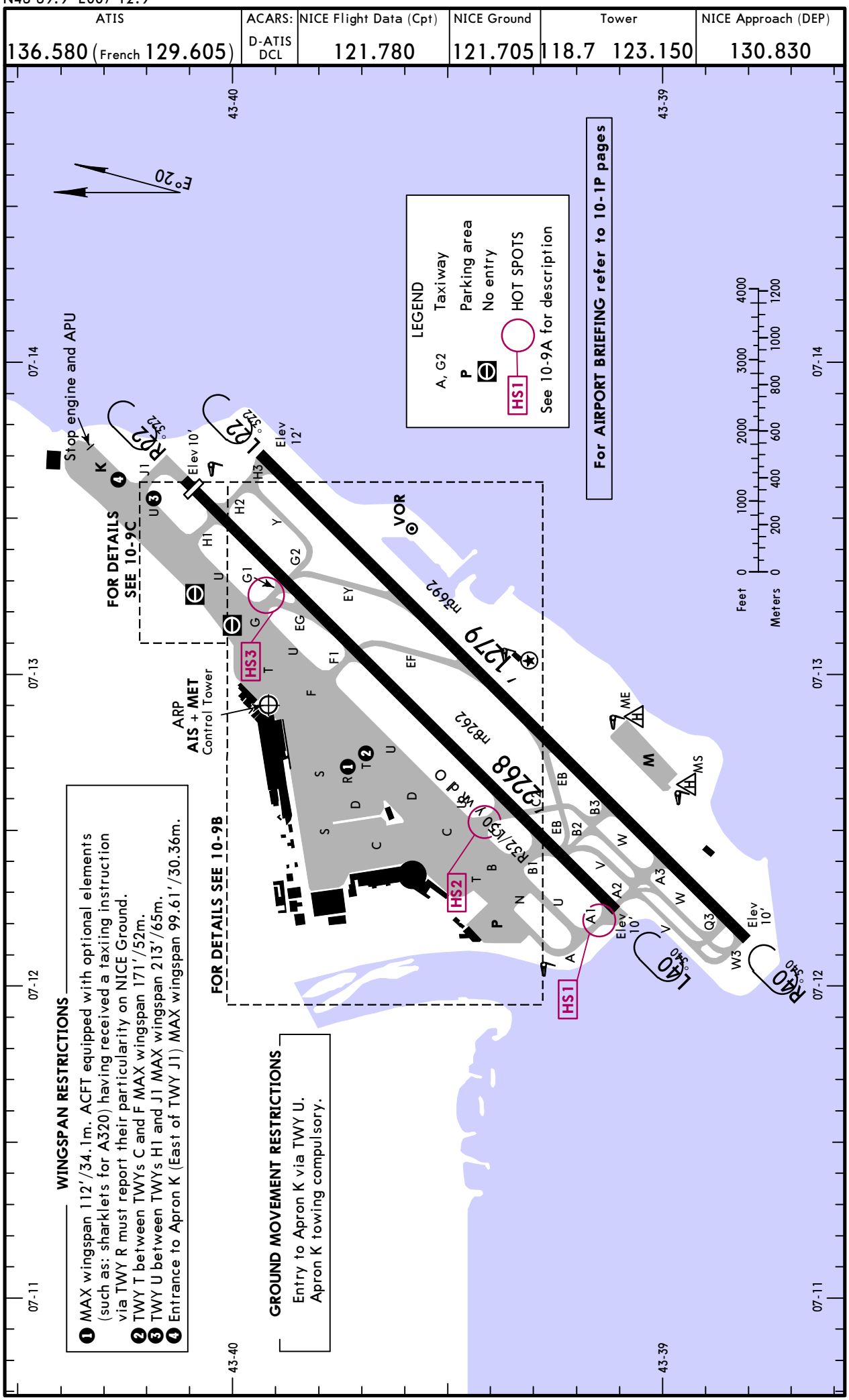
Apt Elev 12′
N43 39.9 E007 12.9

JEPPESEN NICE/COTE D'AZUR, FRANCE

14 DEC 18 (10-9)

NICE/COTE D'AZUR

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



CHANGES: Communications.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL (60m) REIL CL ❶ PAPI-R (3.0°) ❷		7650′ 2332m	❹	148′ 45m
22R	HIRL (60m) REIL CL ❶ SFL PAPI-L (3.5°) ❷❸	8432′ 2570m			

❶ spacing 30m, white.
❷ PAPI calibrated for B747 ACFT.
❸ PAPI-L offset 5° from RWY centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh.
❹ TAKE-OFF RUN AVAILABLE

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

RWY 22R:
From RWY head 8432′ (2570m)
TWY H1 int 7976′ (2431m)
TWY G1 int 6614′ (2016m)
TWY EG int 6063′ (1848m)
TWY F1 int 5233′ (1595m)

04R	HIRL (60m) REIL CL ❺❻ HST-EF&EY		8671′ 2643m	❽	148′ 45m
22L	HIRL (60m) REIL CL ❺❼ HST-EB				

❺ spacing 30m, white.
❻ PAPI-R(3.0°). PAPI calibrated for B747 ACFT.
❼ PAPI-L (3.5°). PAPI calibrated for B747 ACFT.
❽ 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)
TWY EF int 5551′ (1692m)

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.

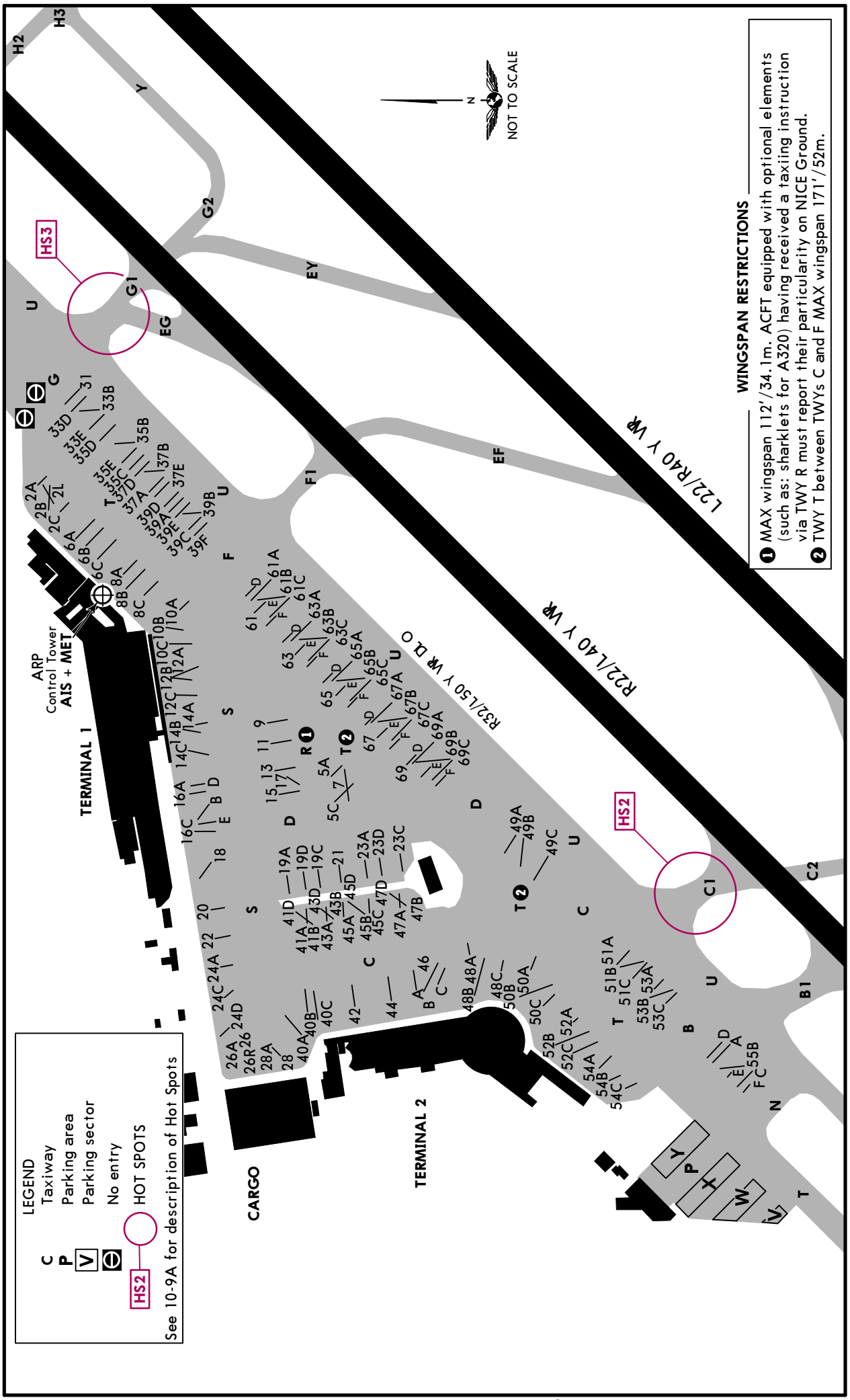
HS2 Confusing RWY entry due to largeness of TWY C1.
Short taxiing distance from Terminal 2 parking stands to holding point C1.
TWY crossing RWY with ACFT flaring out.

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

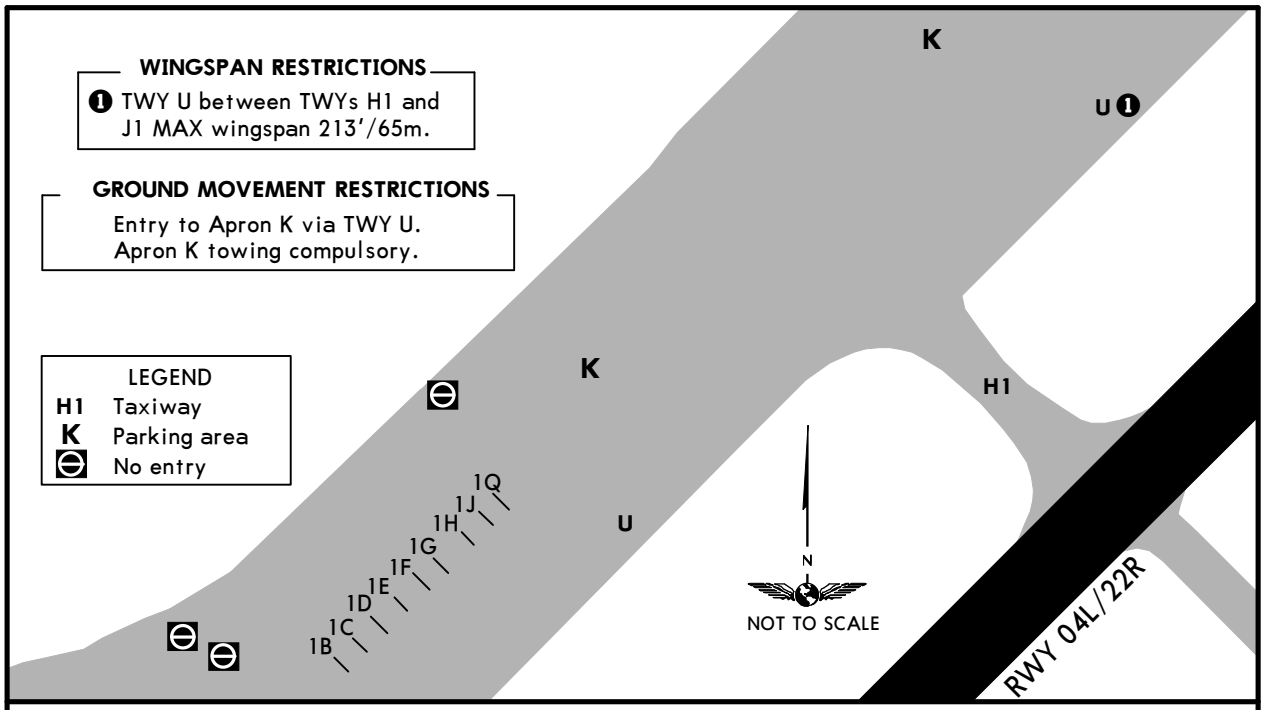
Standard TAKE-OFF

	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	400m	500m

CHANGES: None.



CHANGES: Stands. No entry added.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1B thru 1H	N43 40.0 E007 13.2	41A thru 41D	N43 39.7 E007 12.5
1J, 1Q	N43 40.0 E007 13.3	42	N43 39.7 E007 12.4
2A thru 2L	N43 40.0 E007 13.0	43A thru 43D	N43 39.7 E007 12.5
5A	N43 39.7 E007 12.7	44	N43 39.7 E007 12.4
5C	N43 39.7 E007 12.6	45A thru 45D	N43 39.7 E007 12.5
6A, 6B	N43 39.9 E007 13.0	46A thru 46C	N43 39.6 E007 12.4
6C	N43 39.9 E007 12.9	47A thru 47D	N43 39.7 E007 12.5
7	N43 39.7 E007 12.7	48A thru 48C	N43 39.6 E007 12.4
8A thru 8C	N43 39.9 E007 12.9	49A, 49B	N43 39.6 E007 12.6
9	N43 39.8 E007 12.7	49C	N43 39.5 E007 12.6
10A, 10B	N43 39.9 E007 12.9	50A, 50B	N43 39.6 E007 12.4
10C	N43 39.9 E007 12.8	50C	N43 39.5 E007 12.4
11	N43 39.8 E007 12.7	51A, 51B	N43 39.5 E007 12.5
12A thru 12C	N43 39.9 E007 12.8	51C thru 52A	N43 39.5 E007 12.4
13	N43 39.8 E007 12.7	52B, 52C	N43 39.5 E007 12.3
14A thru 14C	N43 39.9 E007 12.7	53A thru 53C	N43 39.4 E007 12.4
15 thru 16B	N43 39.8 E007 12.7	54A thru 54C	N43 39.5 E007 12.3
16C thru 16E	N43 39.8 E007 12.6	55A, 55B	N43 39.4 E007 12.3
17	N43 39.8 E007 12.7	55C	N43 39.3 E007 12.3
19A thru 19D	N43 39.7 E007 12.5	55D, 55E	N43 39.4 E007 12.3
20	N43 39.8 E007 12.5	55F	N43 39.3 E007 12.3
21	N43 39.7 E007 12.6	61A thru 61F	N43 39.8 E007 12.9
22	N43 39.8 E007 12.5	63A, 63C	N43 39.7 E007 12.9
23A thru 23D	N43 39.7 E007 12.6	63D	N43 39.8 E007 12.9
24A thru 24D	N43 39.8 E007 12.4	63E, 63F	N43 39.7 E007 12.8
26 thru 28A	N43 39.8 E007 12.3	65A thru 67B	N43 39.7 E007 12.8
31 thru 35E	N43 39.9 E007 13.1	67C	N43 39.6 E007 12.7
37A thru 37E	N43 39.9 E007 13.0	67D thru 67F	N43 39.7 E007 12.7
39A thru 39F	N43 39.8 E007 13.0	69A thru 69F	N43 39.6 E007 12.7
40A thru 40C	N43 39.7 E007 12.4		

CHANGES: No entry added.

LFMN/NCE
NICE/COTE D'AZUR

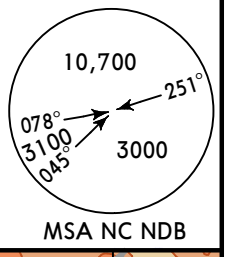
JEPPESEN 14 DEC 18 (11-0)

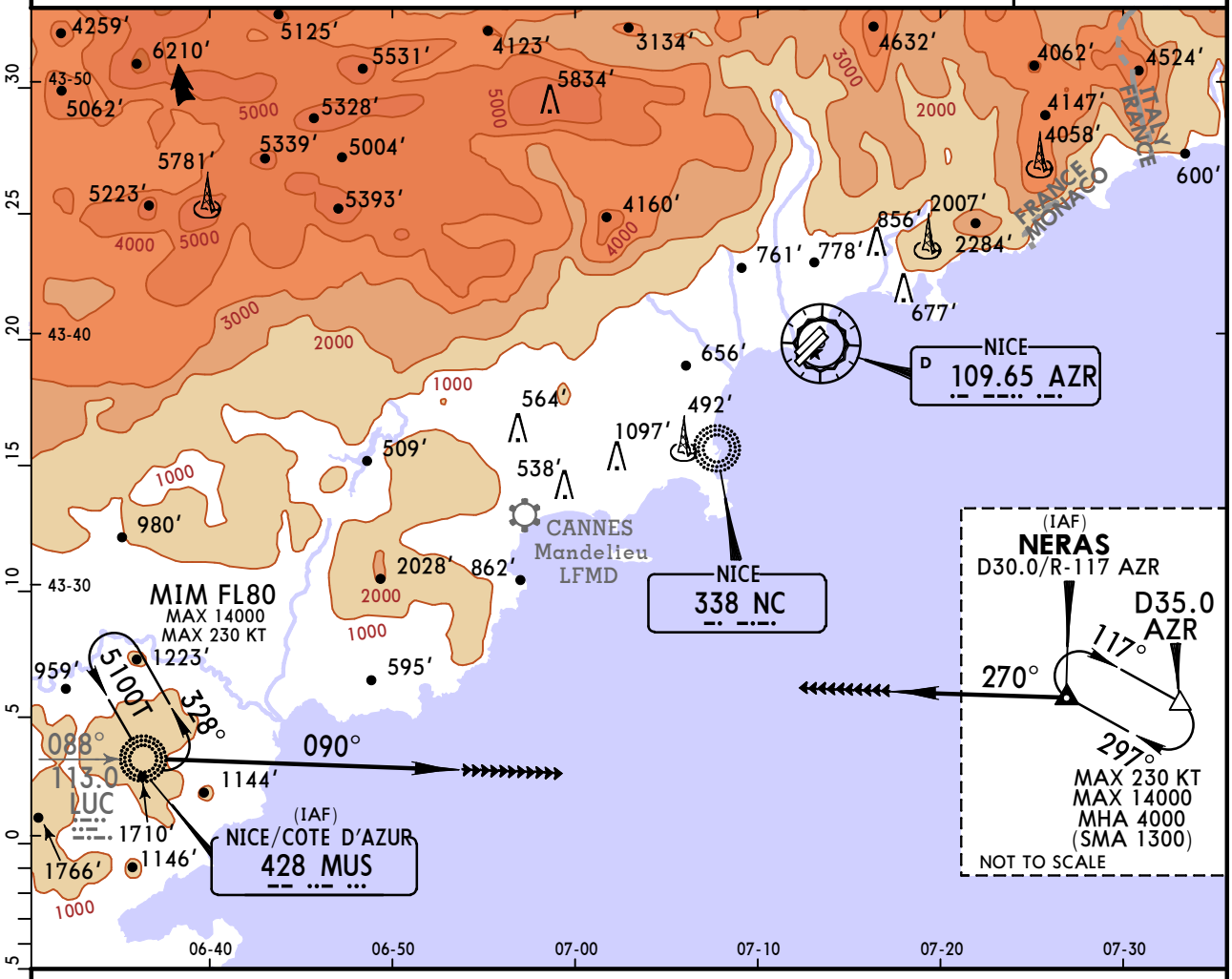
NICE/COTE D'AZUR, ~~FRANCE~~
INITIAL APCH ALL Rwys

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

BRIEFING STRIP™

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS





FOR FINAL APPROACH SEE
Rwy 04L: 11-1, 12-1, 12-2, 12-3, 13-1
Rwy 04R: 11-3, 12-3, 12-4, 12-5, 13-1
Rwy 22L: 12-6, 13-2, 13-3
Rwy 22R: 12-6, 13-2, 13-3

LOST COMMS ▼ 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, 13-2A, 13-3A,
for Rwy 22R on chart 12-6A, 13-2A, 13-3A.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

CHANGES: Communications.

NICE/COTE D'AZUR — INITIAL APCH RNAV LEMPU Rwy 04L

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™

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

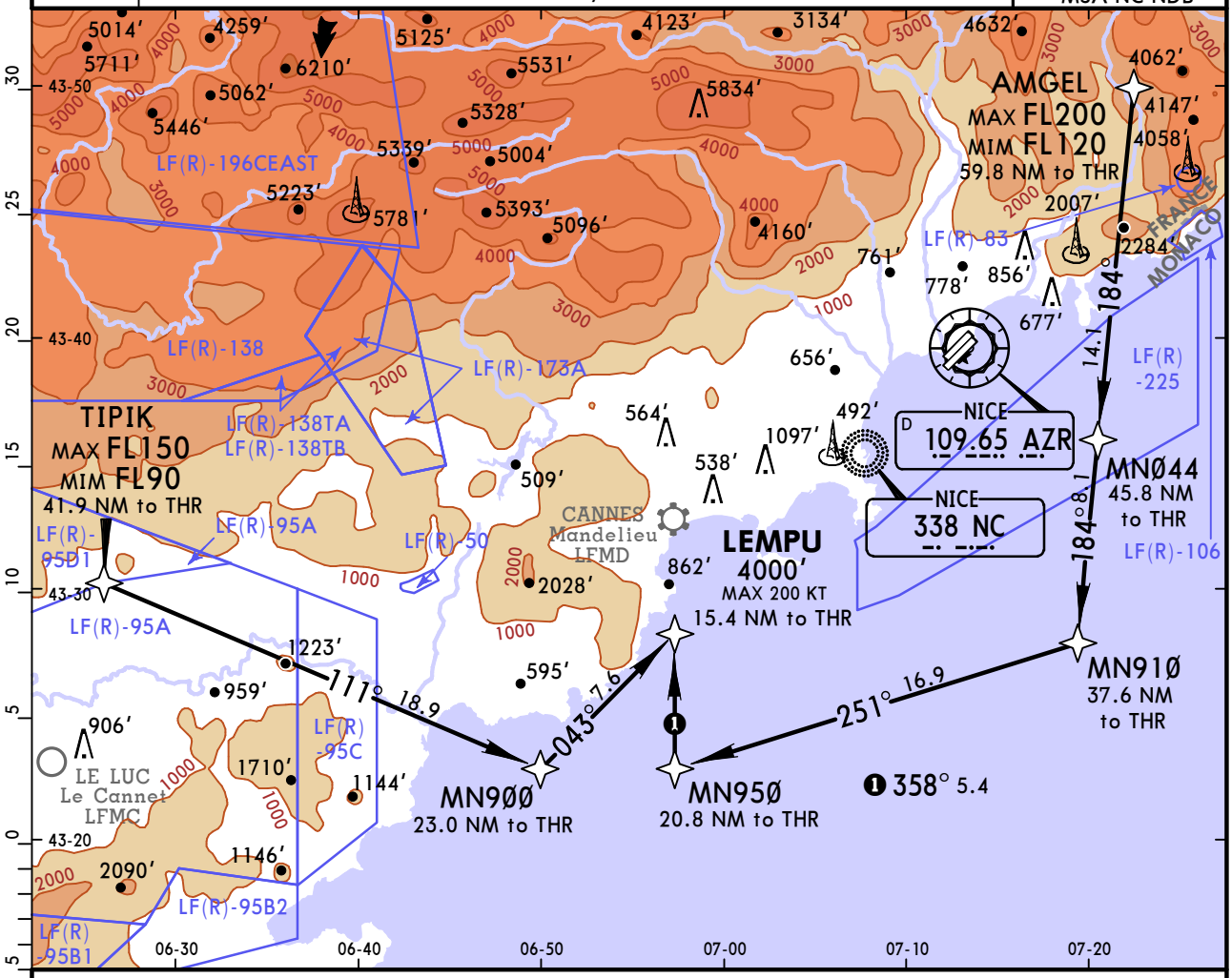
FOR FINAL APPROACH SEE 11-1, 12-1, 12-2

RNAV 1

1. CONTINUOUS DESCENT APPROACH
2. Procedure usable with authorization only.

10,700 — 251° — 078° — 3100 — 045° — 3000

MSA NC NDB



LOST COMMS — LOST COMMS — LOST COMMS — LOST COMMS

Squawk 7600. Comply with the LEMPU (or BISBO) CDO procedure to the associated RWY if the latter has been read back at least once by the crew.

LOST COMMS — LOST COMMS — LOST COMMS — LOST COMMS

CDO approaches are conducted:
- only in low traffic for compatibile traffic.
- from 2000 to 0400 LT
- on crew's request at the first contact with Nice APPROACH and after confirmation by the Approach Control.
- upon proposal from Nice APPROACH and with crew's agreement.

CDO approaches will be performed exlusively under radar surveillance.
A CDO procedure can be intercepted by radar guidance towards a CDO waypoint. In this case, the intercepted CDO level and speed restriction apply to the DTG (Distance to go) corresponding with the published restriction waypoints (crew must inform ATC if comlying with these restrictions is impossible).

If a 1000' vertical separation is required between two ACFT an intermediate altitude may be given by ATC.

At any time, on pilots or ATC request, the CDO procedure can be stopped, the controller guides the ACFT to the agreed final approach procedure.

CHANGES: Lost comms instructions.

LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

28 DEC 18 (11-0B) Eff 3 Jan

NICE/COTE D'AZUR

INITIAL APCH RNAV BISBO Rwy 04L/R

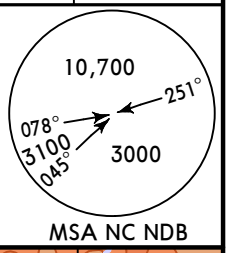
D-ATIS	NICE Approach			NICE Tower	Ground
(French) 136.580 129.605)	East 124.180	West 134.475	120.655 128.205	118.7 123.150	121.705

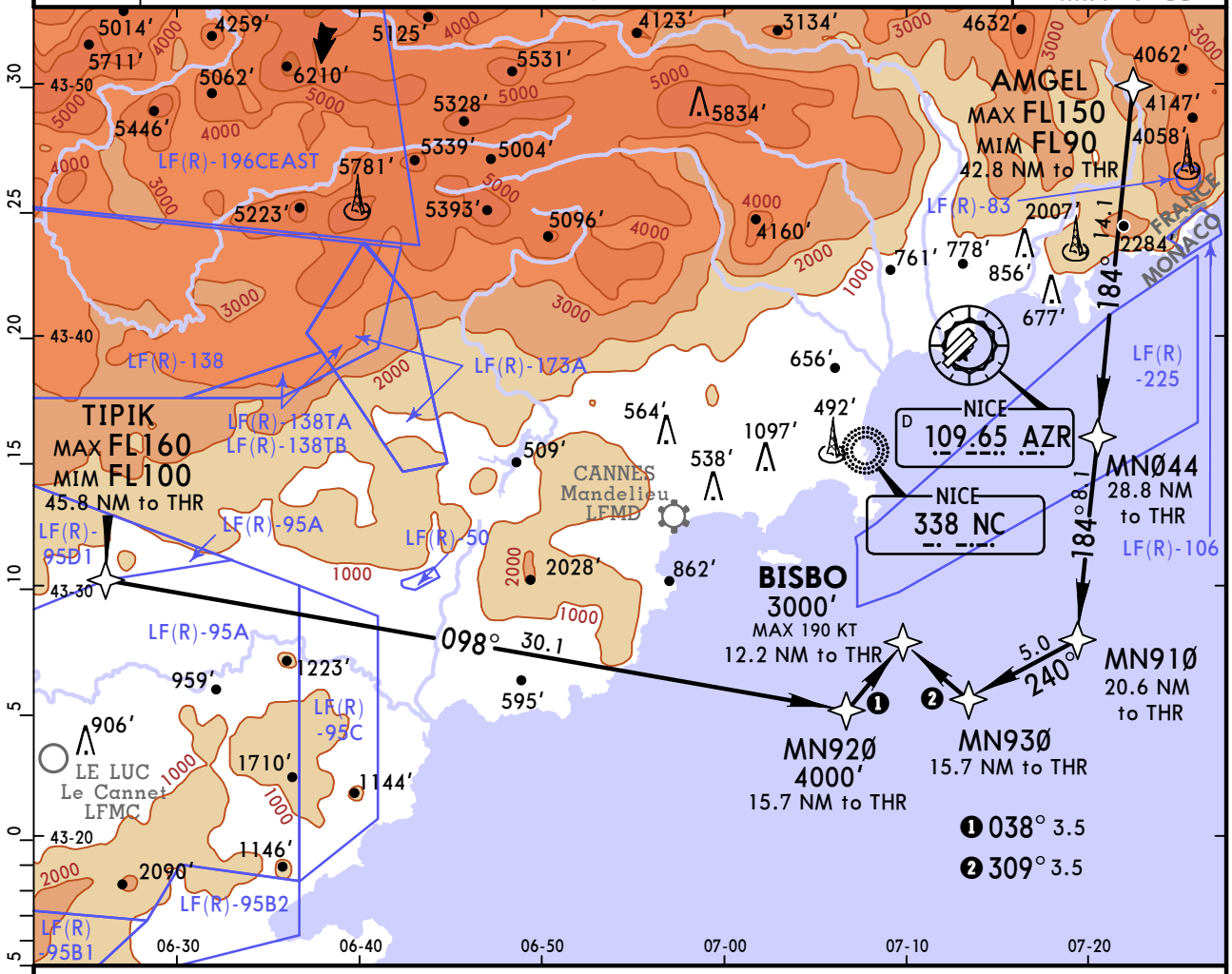
BRIEFING STRIP™

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

FOR FINAL APPROACH SEE 12-3, 13-1

RNAV 1
1. CONTINUOUS DESCENT APPROACH
2. Procedure usable with authorization only.





LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS

Squawk 7600. Comply with the BISBO (or LEMPU) CDO procedure to the associated RWY if the latter has been read back at least once by the crew.

LOST COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CDO approaches are conducted:
- only in low traffic for compatibile traffic.
- from 2000 to 0400 LT
- on crew's request at the first contact with Nice APPROACH and after confirmation by the Approach Control.
- upon proposal from Nice APPROACH and with crew's agreement.

CDO approaches will be performed exlusively under radar surveillance.
A CDO procedure can be intercepted by radar guidance towards a CDO waypoint. In this case, the intercepted CDO level and speed restriction apply to the DTG (Distance to go) corresponding with the published restriction waypoints (crew must inform ATC if comlying with these restrictions is impossible).

If a 1000' vertical separation is required between two ACFT an intermediate altitude may be given by ATC.

At any time, on pilots or ATC request, the CDO procedure can be stopped, the controller guides the ACFT to the agreed final approach procedure.

CHANGES: Lost comms instructions.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN

14 DEC 18 (11-1)

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

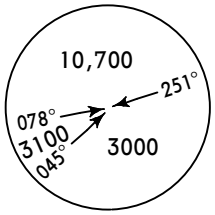
D-ATIS		NICE Approach				NICE Tower	Ground
(French)		East	West				
136.580	129.605)	124.180	134.475	120.655	128.205	118.7 123.150	121.705

BRIEFING STRIP

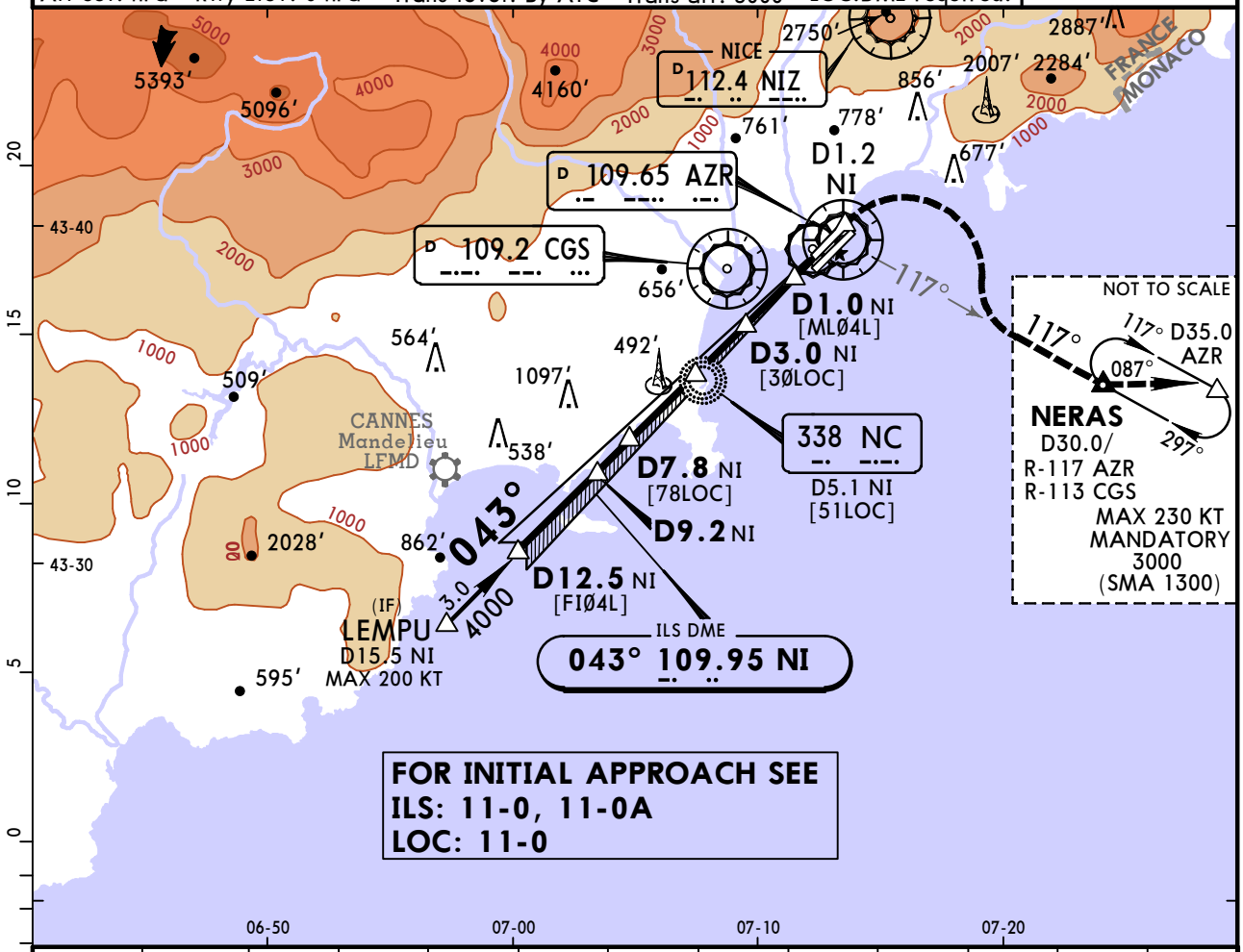
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 12′
NI		NC NDB	Refer to Minimums	Rwy 10′
109.95	043°	1660′ (1650′)		

MISSED APCH: Climb STRAIGHT AHEAD, at D1.2 NI turn RIGHT (MAX 200 KT) onto R-117 AZR (R-113 CGS if AZR VOR u/s) climbing to 2000′ to NERAS. At NERAS turn LEFT on 087° to join holding at 3000′.
Climb to 1200′ prior to level acceleration.

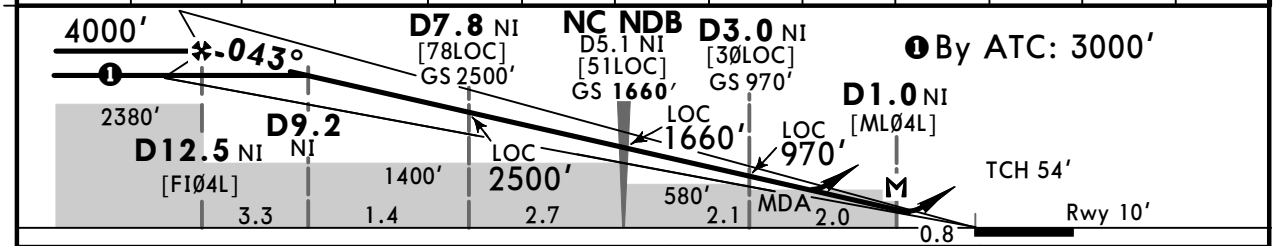
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′ LOC:DME required.



MSA NC NDB



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	3.04°	376	484	538	645	753	861
MAP at D1.0 NI							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 04L

	ILS 1	LOC (GS out)	CIRCLE-TO-LAND 4
	Missed apch climb gradient mim 2.5%	CDFA	Prohibited Northwest of runway
DA(H) 2	A: 210′(200′) C: 290′(280′) B: 220′(210′) D: 300′(290′)	DA/MDA(H) 3 360′(350′)	Max Kts / MDA(H) / VIS
A/B	RVR 1200m	RVR 1500m	110/135 — 770′ (760′) 3500m
C	RVR 1300m	RVR 1600m	180 — 1700′(1690′) 5000m
D	RVR 1400m		205 — 2420′(2410′) 5000m

Missed apch climb gradient mim 3.0%
DA(H) 2 C: 220′(210′) D: 230′(220′)

1 LACFT 3.0%: DA(H) 230′(220′), RVR 1200m; 2.5%: DA(H) 300′(290′), RVR 1400m. 2 B: DA(H) 210′(200′).
3 For add-on to the MDA(H), see ATC pages FRANCE. 4 Circling height based on rwy 04L thresh elev of 10′.

CHANGES: Communications.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN

14 DEC 18 (11-2)

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

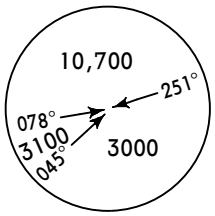
D-ATIS	NICE Approach			NICE Tower	Ground
(French) 136.580 129.605)	East 124.180	West 134.475	120.655 128.205	118.7 123.150	121.705

BRIEFING STRIP™

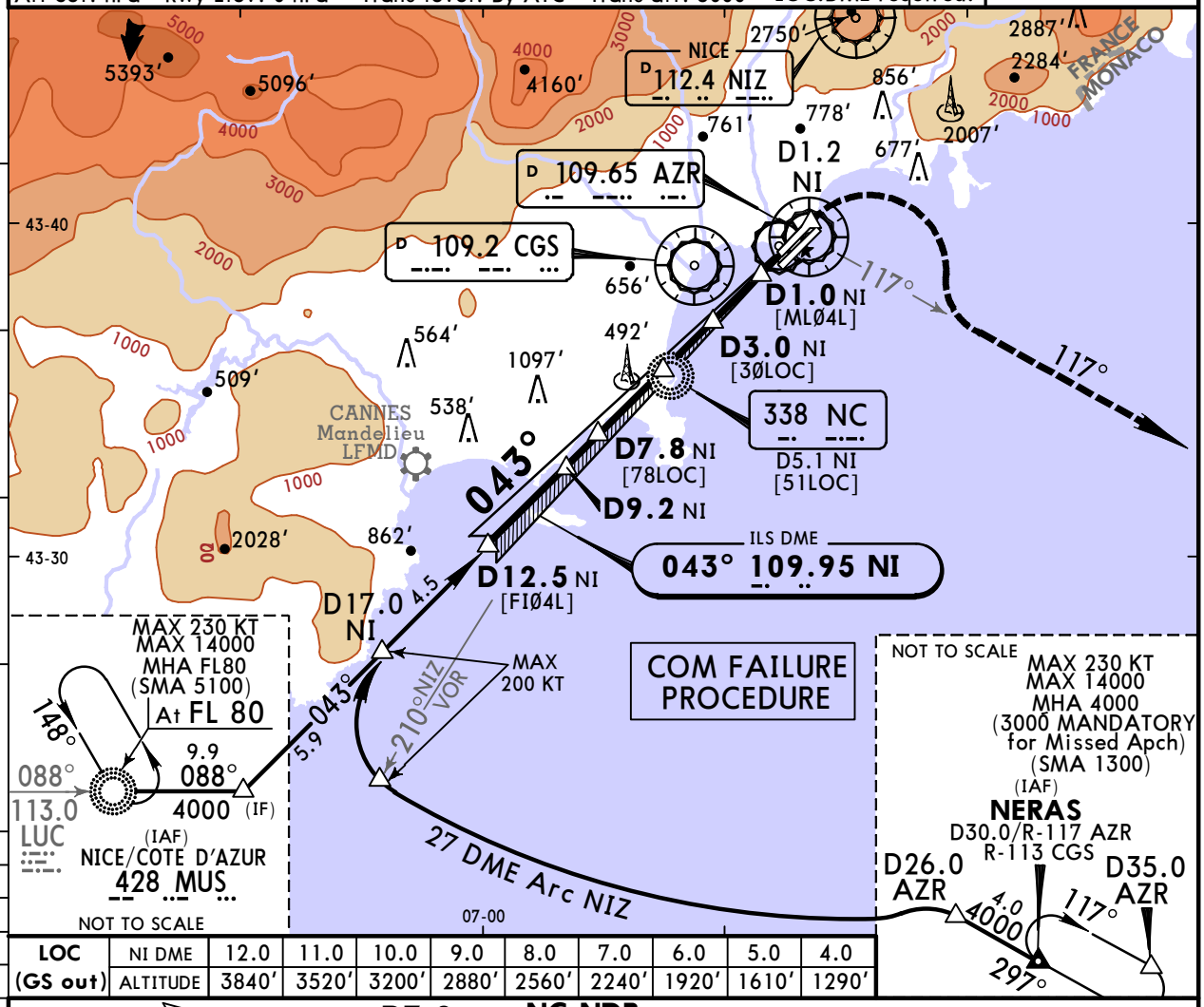
LOC NI	Final Apch Crs	GS NC NDB	ILS DA(H) Refer to Minimums	Apt Elev 12' Rwy 10'
109.95	043°	1660' (1650')		

MISSED APCH: Climb STRAIGHT AHEAD, at D1.2 NI turn RIGHT (MAX 200 KT) onto R-117 AZR (R-113 CGS if AZR VOR u/s) climbing to 2000' to NERAS. At NERAS turn LEFT on 087° to join holding at 3000'. Climb to 1200' prior to level acceleration.

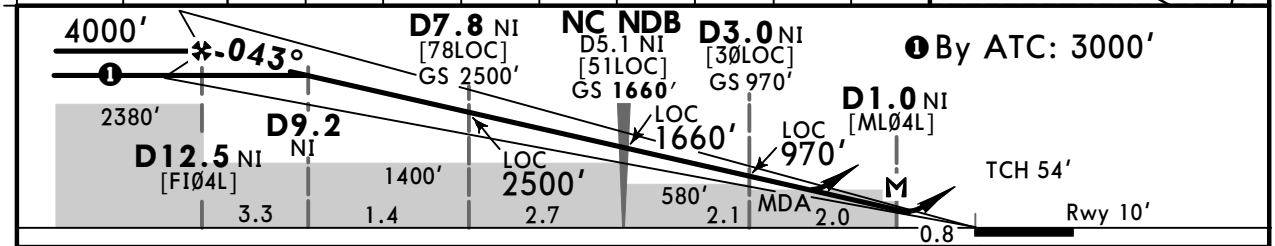
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' LOC:DME required.



MSA NC NDB



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	3.04°	376	484	538	645	753	861
MAP at D1.0 NI							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 04L

	ILS 1	LOC (GS out)	CIRCLE-TO-LAND 4
	Missed apch climb gradient mim 2.5%	CDFA	Prohibited Northwest of runway
DA(H) 2	A: 210'(200') C: 290'(280') B: 220'(210') D: 300'(290')	DA/MDA(H) 3 360'(350')	Max Kts / MDA(H) / VIS
A/B	RVR 1200m	RVR 1500m	110/135 — 770' (760') 3500m
C	RVR 1300m	RVR 1600m	180 — 1700'(1690') 5000m
D	RVR 1400m		205 — 2420'(2410') 5000m

1 LACFT 3.0%: DA(H) 230'(220'), RVR 1200m; 2.5%: DA(H) 300'(290'), RVR 1400m. 2 B: DA(H) 210'(200').
3 For add-on to the MDA(H), see ATC pages FRANCE. 4 Circling height based on rwy 04L thresh elev of 10'.

CHANGES: Communications.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (11-3)

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

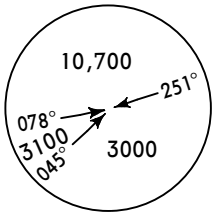
D-ATIS	NICE Approach			NICE Tower	Ground
(French) 136.580 129.605)	East 124.180	West 134.475	120.655 128.205	118.7 123.150	121.705

BRIEFING STRIP

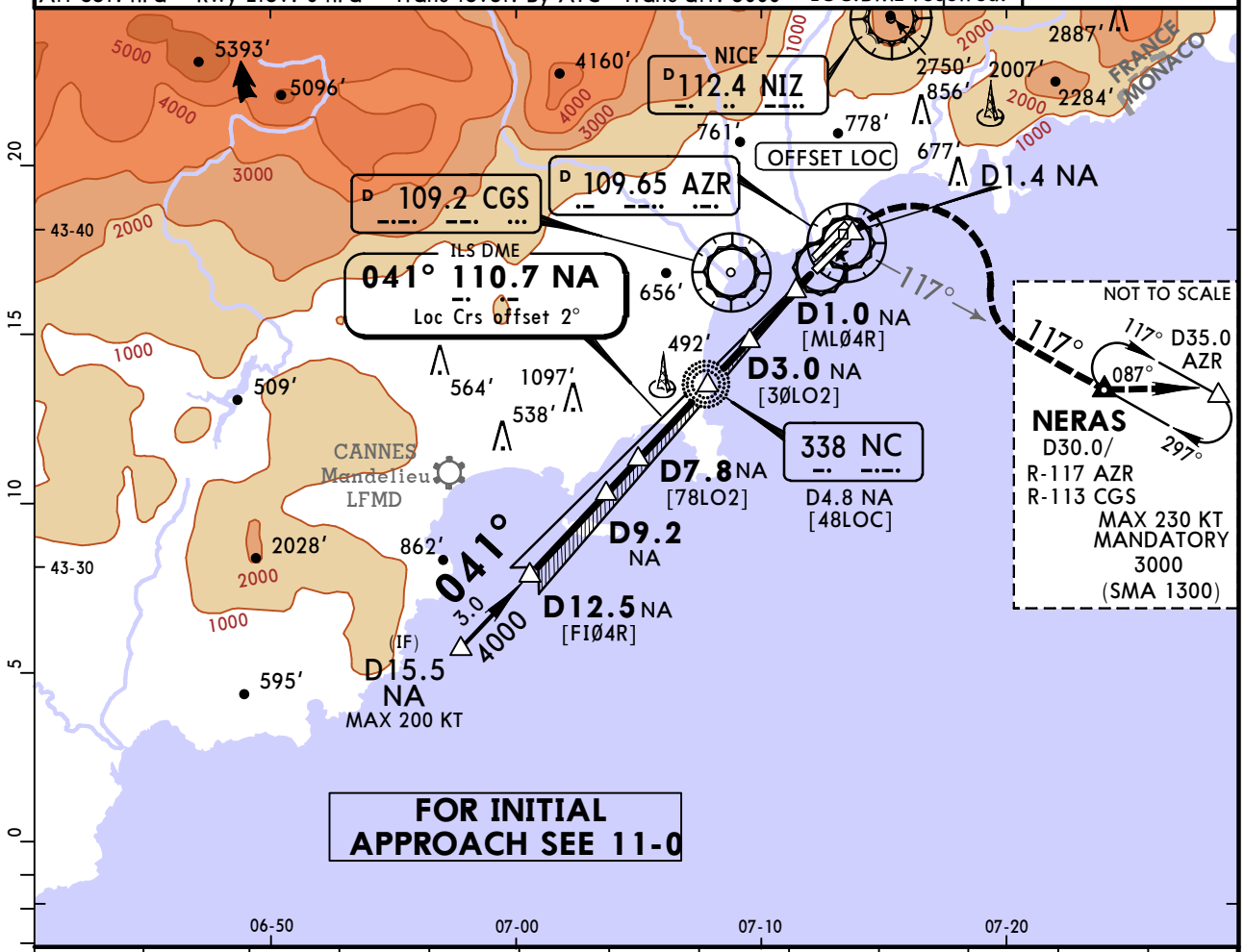
LOC	Final Apch Crs	GS	ILS	Apt Elev 12′
NA		NC NDB	DA(H)	
110.7	041°	1570′(1560′)	Refer to Minimums	Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD, at D1.4 NA turn RIGHT (MAX 200 KT) onto R-117 AZR (R-113 CGS if AZR VOR u/s) climbing to 2000′ to NERAS. At NERAS turn LEFT on 087° to join holding at 3000′.
Climb to 1200′ prior to level acceleration.

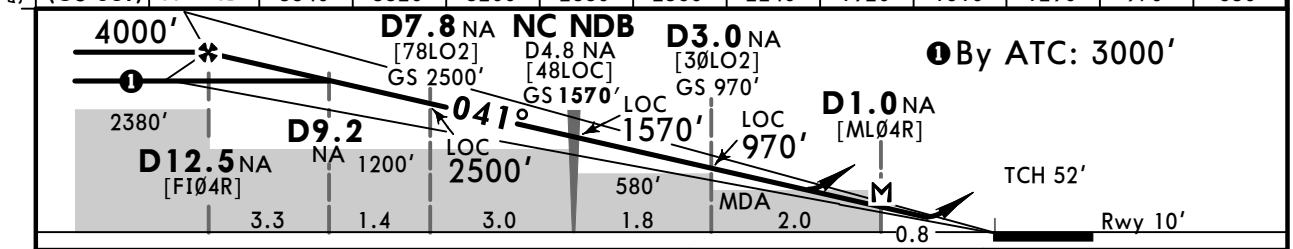
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′ LOC:DME required.



MSA NC NDB



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	3.06°	379	487	541	650	758	866
MAP at D1.0 NA							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**

	ILS	LOC (GS out)
	DA(H)	CDFA
	ABC: **260′**(250′) D: **280′**(270′)	DA/MDA(H) [1] **340′**(330′)
	LACFT: **280′**(270′)	
A	RVR 1300m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND [2]
Prohibited Northwest of runway

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

[1] For add-on to the MDA(H), see ATC pages FRANCE. [2] Circling height based on rwy 04R thresh elev of 10′.

CHANGES: Communications.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (11-4)

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

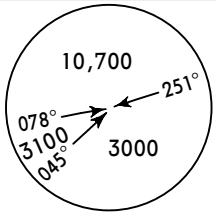
D-ATIS		NICE Approach			NICE Tower	Ground
(French)	East	West				
136.580 129.605)	124.180	134.475	120.655	128.205	118.7 123.150	121.705

BRIEFING STRIP

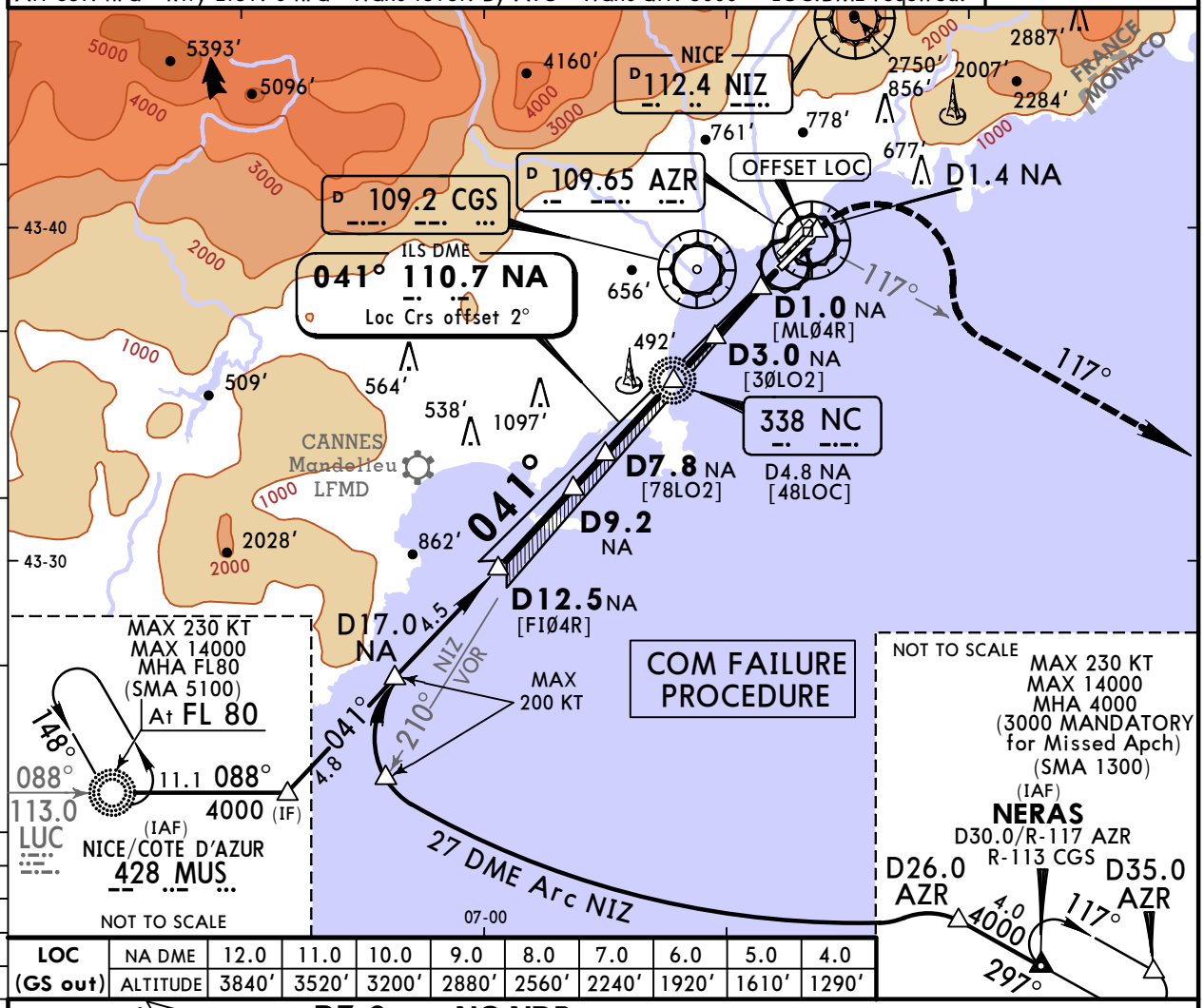
LOC	Final Apch Crs	GS	ILS	Apt Elev 12'
NA		NC NDB	DA(H)	
110.7	041°	1570'(1560')	Refer to Minimums	Rwy 10'

MISSED APCH: Climb STRAIGHT AHEAD, at D1.4 NA turn RIGHT (MAX 200 KT) onto R-117 AZR (R-113 CGS if AZR VOR u/s) climbing to 2000' to NERAS. At NERAS turn LEFT on 087° to join holding at 3000'. Climb to 1200' prior to level acceleration.

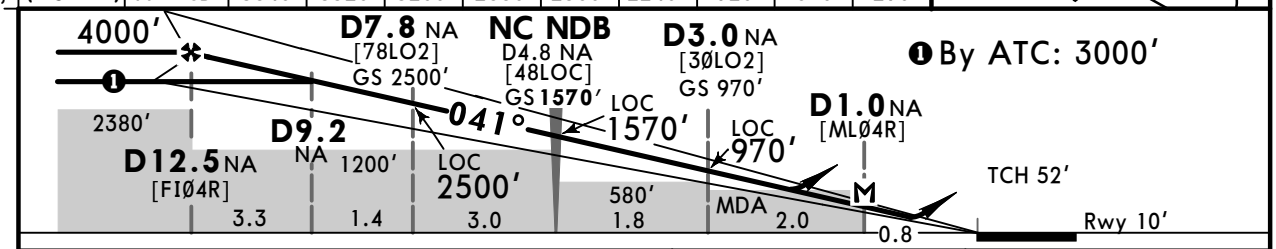
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' LOC:DME required.



MSA NC NDB



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'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.06°	379	487	541	650	758	866
MAP at D1.0 NA							

REIL
PAPI-R

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04R

	ILS DA(H)	LOC (GS out) CDFA DA/MDA(H)	CIRCLE-TO-LAND 2 Prohibited Northwest of runway Max Kts	MDA(H)	VIS
A	ABC: 260'(250') D: 280'(270') LACFT: 280'(270')	1 340'(330')	110	770' (760')	3500m
B	RVR 1300m	RVR 1500m	135		
C			180	1700' (1690')	5000m
D			205	2420' (2410')	5000m

1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 04R thresh elev of 10'.

CHANGES: Communications.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (12-1)

NICE/COTE D'AZUR, ~~FRANCE~~
❶ RNAV Z (GNSS) Rwy 04L

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

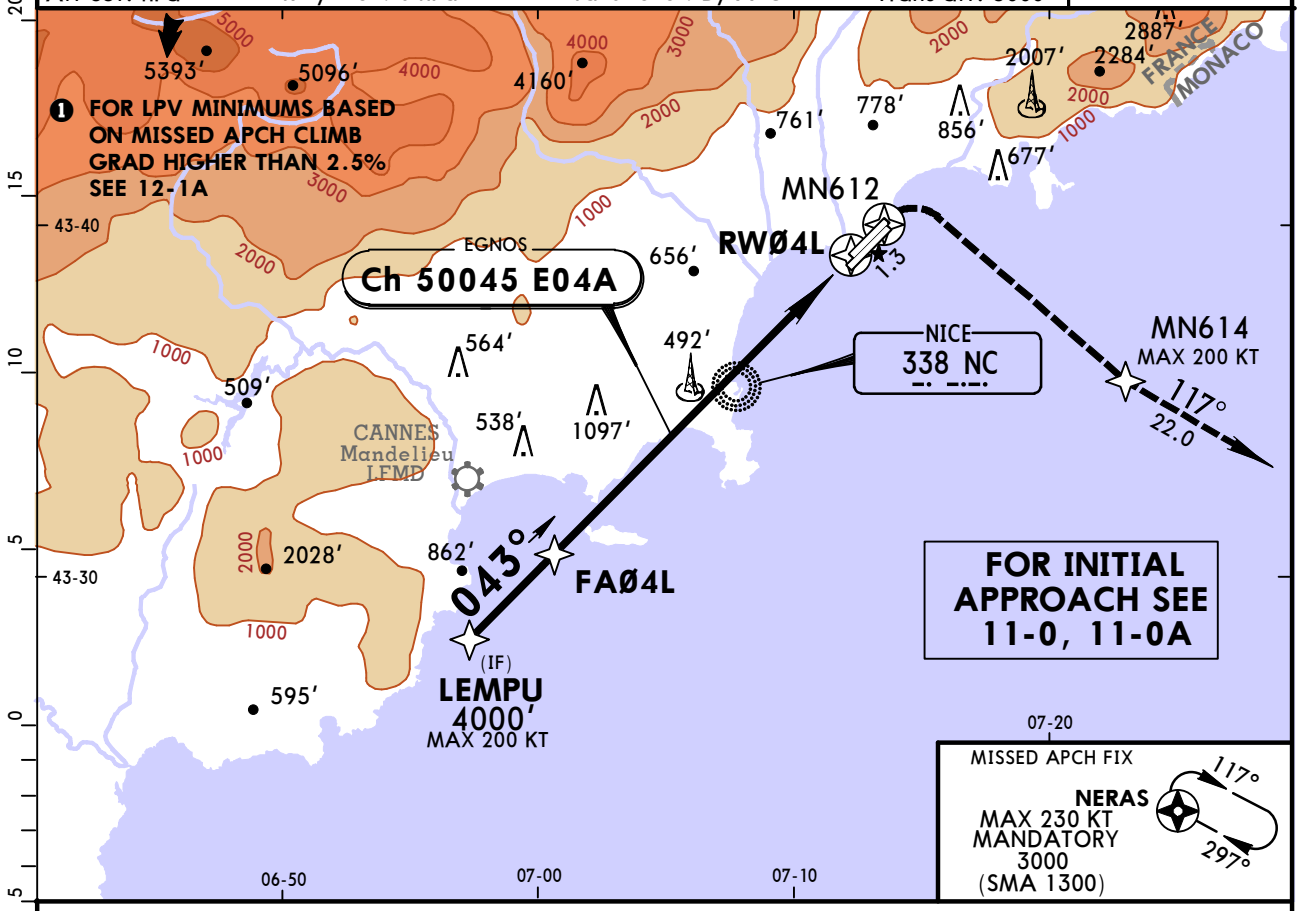
EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H) Refer to Minimums	Apt Elev 12′ Rwy 10′
Ch 50045 E04A	043°	FAØ4L 4000′ (3990′)		

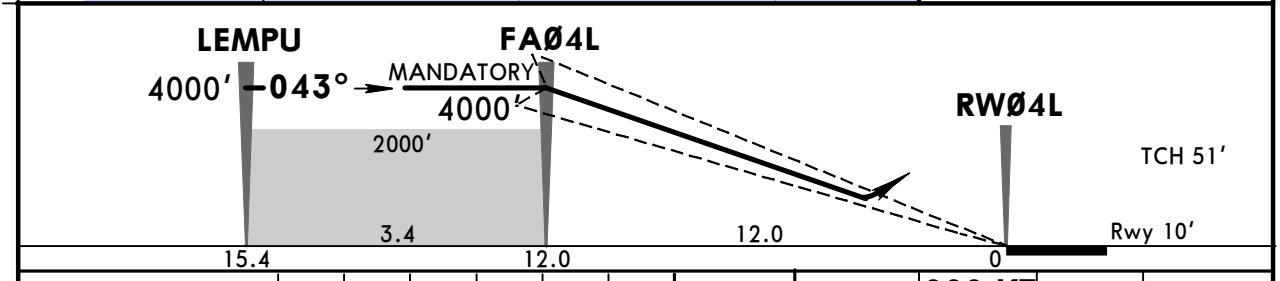
MISSED APCH: Climb to MN612, then turn RIGHT to MN614 (MAX 200 KT) then proceed to NERAS climbing to 2000′. At NERAS join holding climbing to 3000′. Climb to 1200′ prior to level acceleration.

MSA NC NDB: 10,700 (078°–251°) 3100 (045°–078°) 3000

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

BRIEFING STRIP ™





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

REIL PAPI-R | MN612 | 200 KT MAX | RT | D | MN614

Standard STRAIGHT-IN LANDING RWY **04L**

LPV

DA(H) A: **330′** (320′) C: **350′** (340′) B: **340′** (330′) D: **360′** (350′)

	RVR	Max Kts	MDA(H)	VIS
A	RVR 1400m	110	770′ (760′)	3500m
B	RVR 1500m	135		
C		180	1700′ (1690′)	5000m
D	RVR 1600m	205	2420′ (2410′)	5000m

CIRCLE-TO-LAND 1

Prohibited Northwest of runway

PANS OPS

1 Circling height based on rwy 04L thresh elev of 10′.

CHANGES: Communications.

RNAV Z (GNSS) RWY 04L MINIMUMS

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard	STRAIGHT-IN LANDING RWY 04L LPV DA(H) A: 280′ (270′) C: 300′ (290′) B: 290′ (280′) D: 310′ (300′)
A B	RVR 1300m
C D	RVR 1400m

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard	STRAIGHT-IN LANDING RWY 04L LPV DA(H) AB: 260′ (250′) C: 270′ (260′) D: 280′ (270′)
A B C D	RVR 1300m

MISSED APCH CLIMB GRADIENT MIM 5.0%

Standard	STRAIGHT-IN LANDING RWY 04L LPV DA(H) 260′ (250′)
A B C D	RVR 1300m

LFMN/NCE
NICE/COTE D'AZUR

14 DEC 18 (12-2)

JEPPESEN

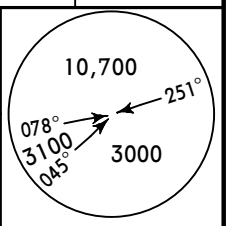
NICE/COTE D'AZUR, ~~FRANCE~~
❶ RNAV Y (GNSS) Rwy 04L

BRIEFING STRIP ™

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

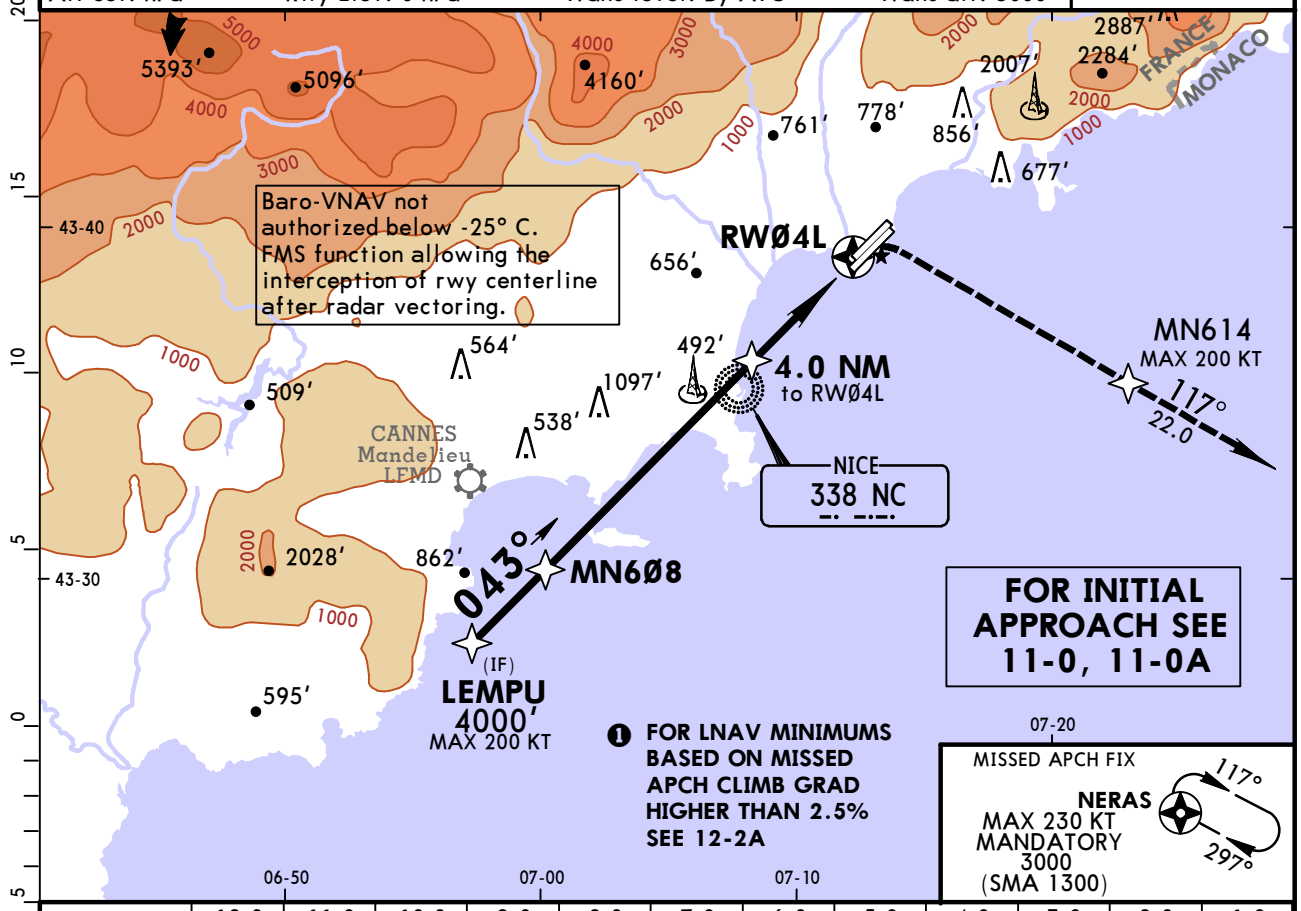
RNAV	Final Apch Crs 043°	Mandatory Alt MN6Ø8 4000′ (3990′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 12′ Rwy 10′

MISSED APCH: Turn RIGHT (MAX 200 KT) to MN614, then proceed to NERAS climbing to 2000′. At NERAS join holding climbing to 3000′. Climb to 1200′ prior to level acceleration.

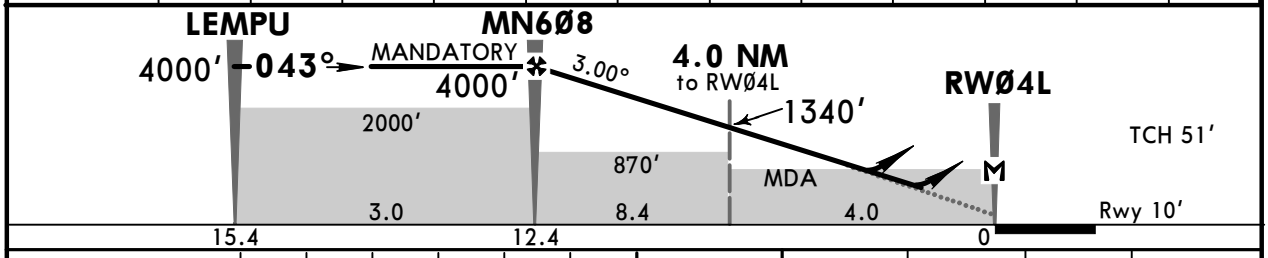


MSA NC NDB

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



DIST to RWØ4L	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3880′	3560′	3240′	2930′	2610′	2290′	1970′	1650′	1330′	1010′	700′	380′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4L							

REIL
PAPI-R

200 KT MAX RT

D MN614

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04L

	LNAV/VNAV DA(H)	LNAV CDFA DA(H)/MDA(H)
A	A: 400′ (390′) C: 430′ (420′)	A: 530′ (520′) C: 590′ (580′)
B	B: 410′ (400′) D: 490′ (480′)	B: 550′ (540′) D: 610′ (600′)
A	RVR 1500m	RVR 1500m
B		
C	RVR 1900m	RVR 2400m
D	RVR 2200m	

CIRCLE-TO-LAND ❶

Prohibited Northwest of runway

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

❶ Circling height based on rwy 04L thresh elev of 10′

CHANGES: Communications.

RNAV Y (GNSS) RWY 04L MINIMUMS

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard	STRAIGHT-IN LANDING RWY 04L LNAV CDFA
DA(H)/ MDA(H)	A: 500′(490′) C: 570′(560′) B: 530′(520′) D: 600′(590′)
A B	RVR 1500m
C D	RVR 2400m

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard	STRAIGHT-IN LANDING RWY 04L LNAV CDFA
DA(H)/ MDA(H)	A: 440′(430′) C: 530′(520′) B: 480′(470′) D: 560′(550′)
A B	RVR 1500m
C D	RVR 2400m

MISSED APCH CLIMB GRADIENT MIM 5.0%

Standard	STRAIGHT-IN LANDING RWY 04L LNAV CDFA
DA(H)/ MDA(H)	A: 390′(380′) C: 490′(480′) B: 430′(420′) D: 530′(520′)
A B	RVR 1500m
C	RVR 2200m
D	RVR 2400m

CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
14 DEC 18 (12-3)

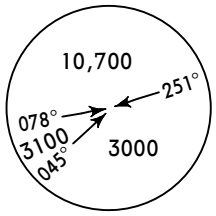
NICE/COTE D'AZUR, FRANCE
RNAV A (GNSS) Rwy 04L/R

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

BRIEFING STRIP ™

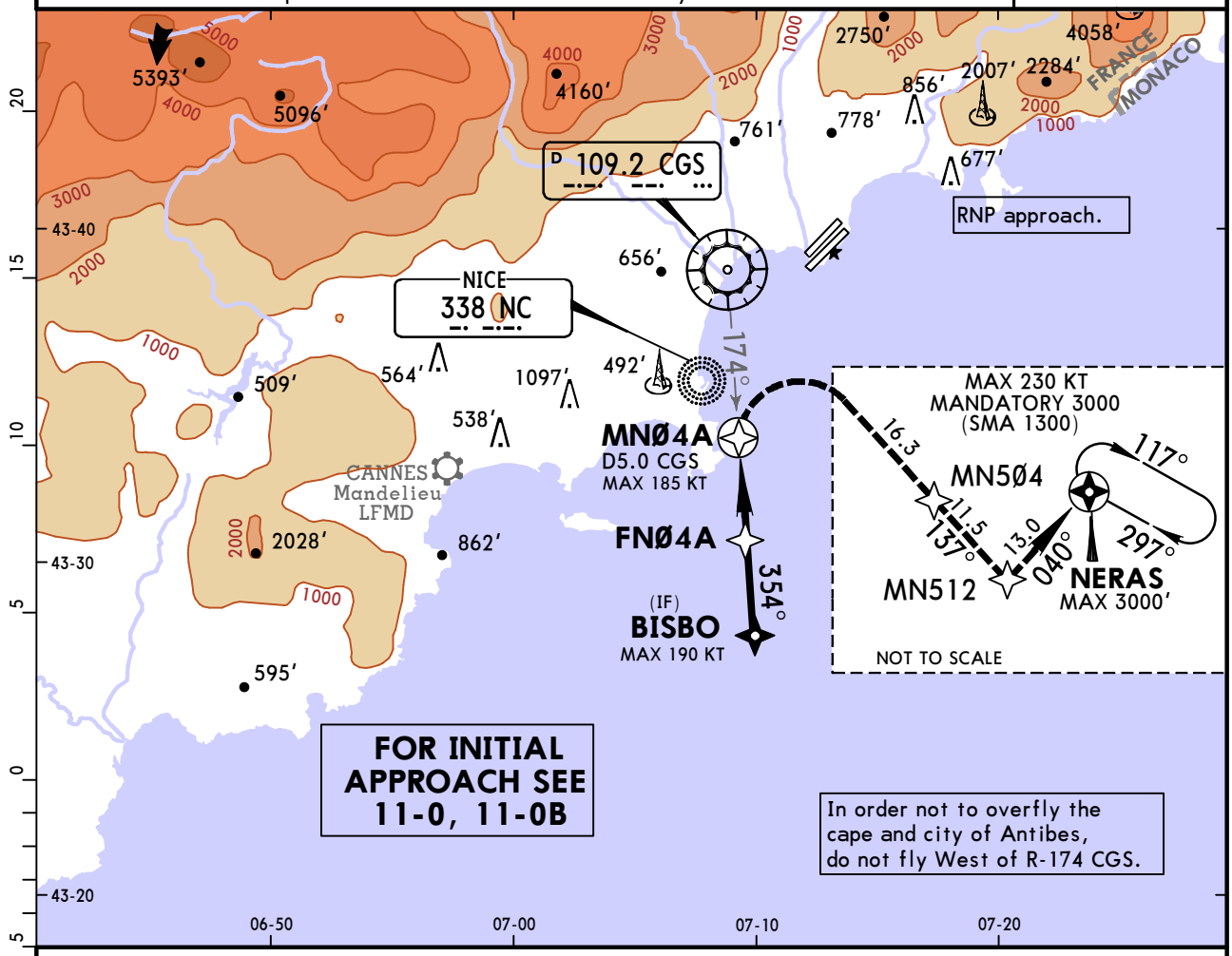
RNAV	Final Apch Crs Refer to chart 12-3A	Mandatory Alt FNØ4A 3000′ (2988′)	MDA(H) 2000′ (1988′)	Apt Elev 12′

MISSED APCH: At MNØ4A turn RIGHT (MAX 185 KT) to MN5Ø4 maintaining MAX 3000′ then proceed to MN512, then turn LEFT to NERAS. At NERAS join holding pattern at 3000′.

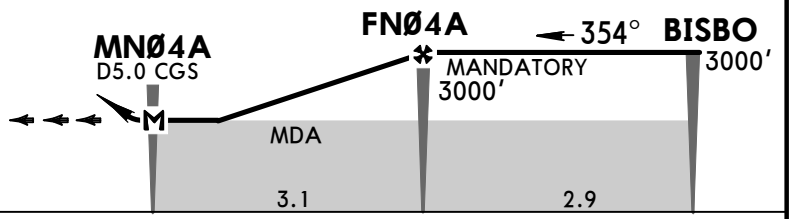


MSA NC NDB

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



FOR FINAL APPROACH SEE 12-3A



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-R	185 KT MAX RT	D	MN5Ø4
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at MNØ4A/D5.0 CGS											

Standard **CEILING REQUIRED**

PANS OPS

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

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: Communications.

LFMN/NCE

JEPPESEN 14 DEC 18 (12-3A)

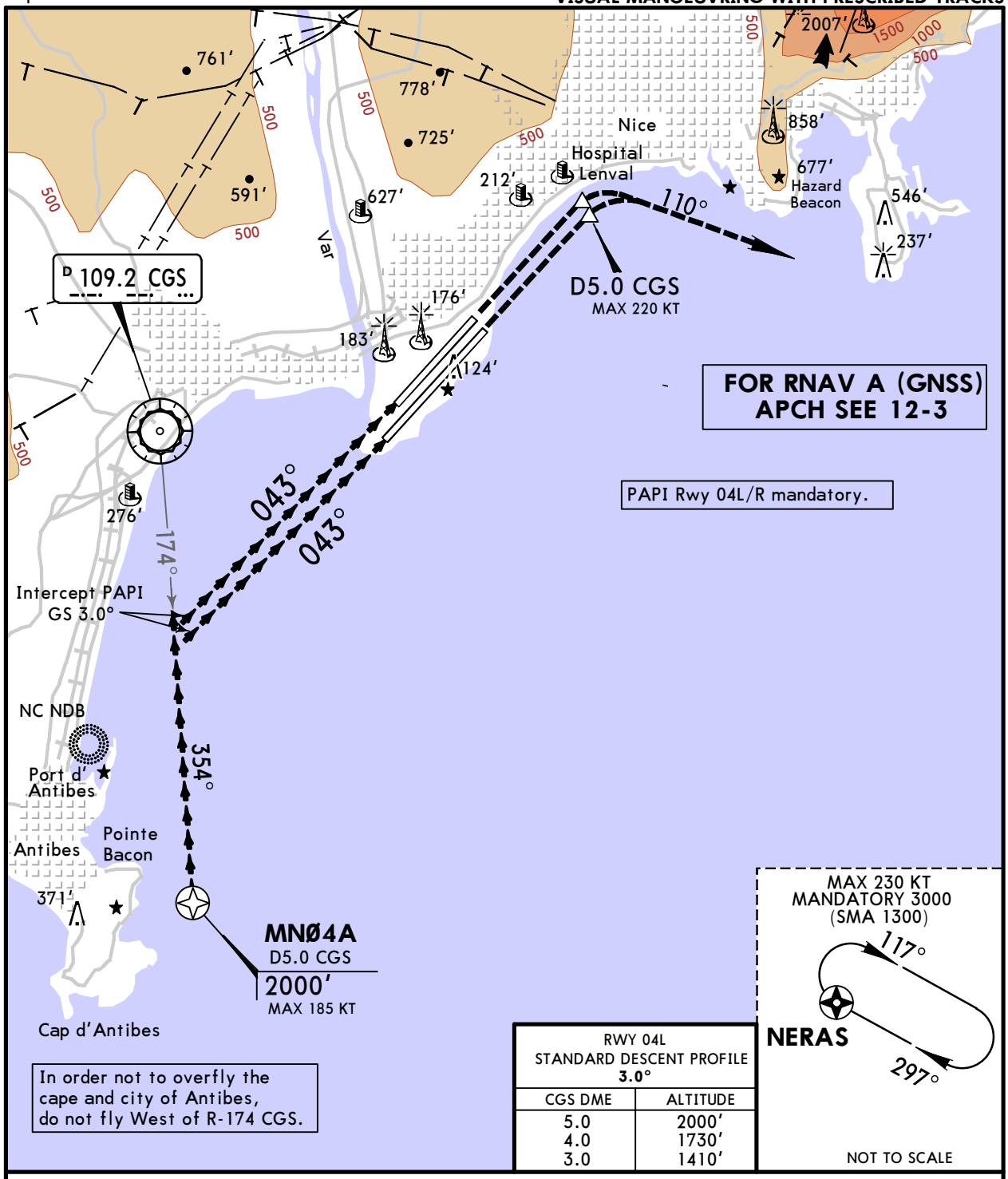
NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

VPT A Rwy 04L/R

Apt Elev **12'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



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) turn RIGHT 110°, climbing to 3000'. MAX 220KT.

VISUAL BALKED LANDING WITH COMM FAILURE:

Climb STRAIGHT AHEAD, when passing Hospital Lenval (D5.0 CGS) turn RIGHT 110°, climbing to 3000'. Join NERAS at 3000'. MAX 220KT.

Standard **CEILING REQUIRED**

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

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (12-4)

NICE/COTE D'AZUR, FRANCE
RNAV Z (GNSS) Rwy 04R

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

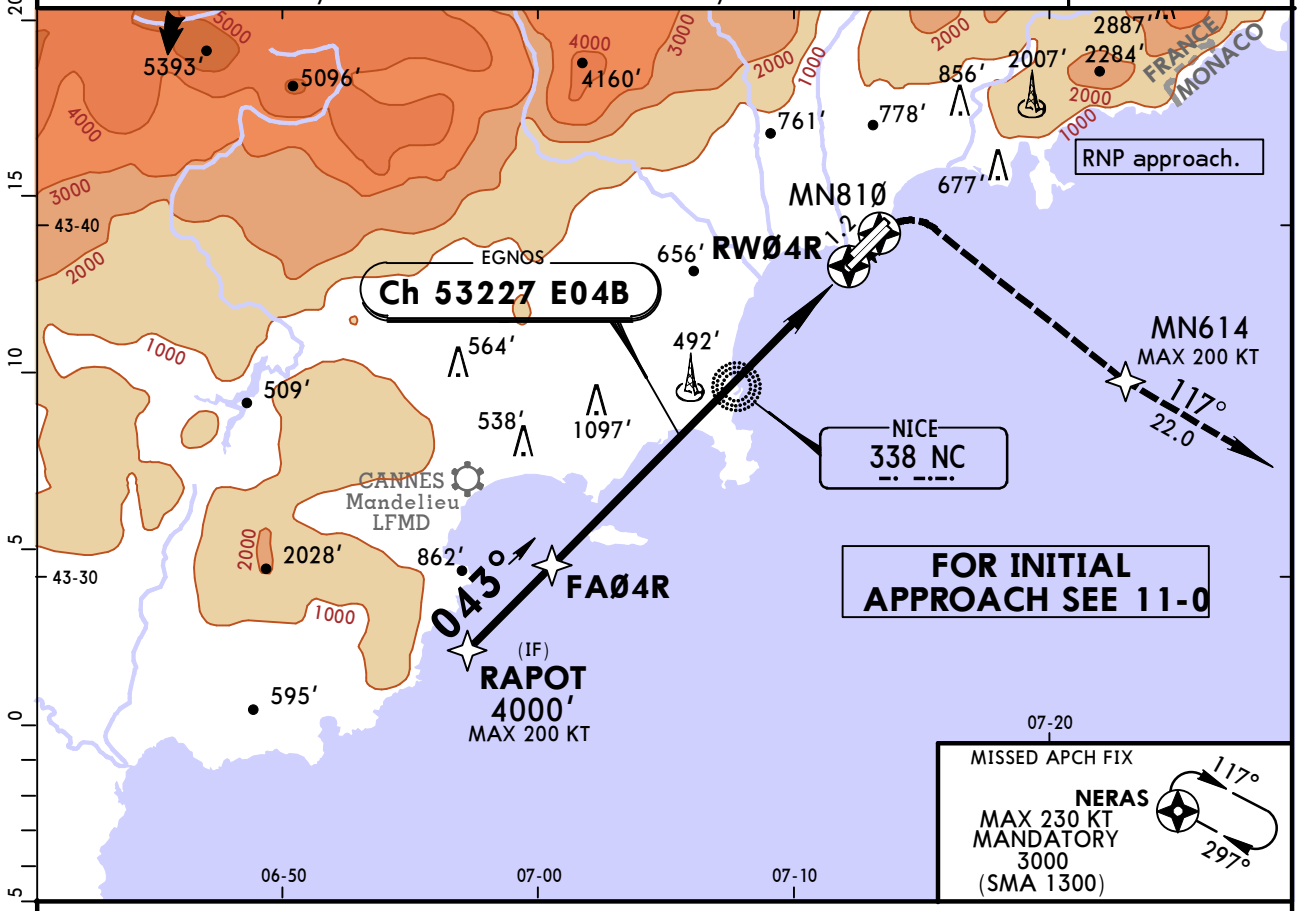
BRIEFING STRIP

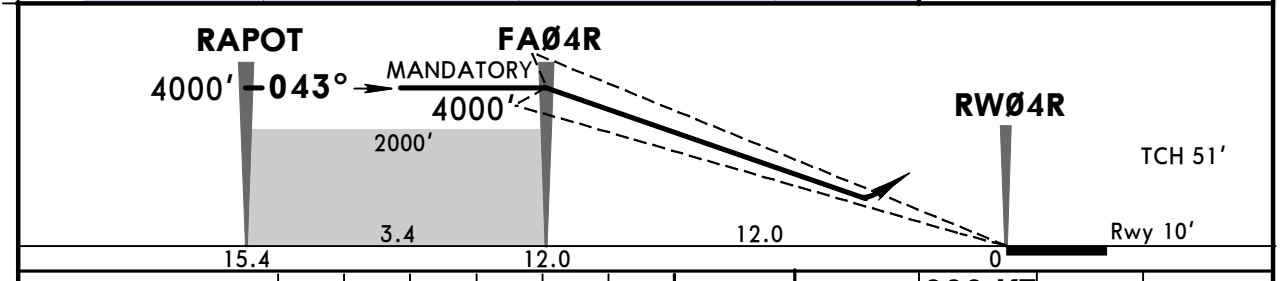
EGNOS	Final Apch Crs	Mandatory Alt	LPV DA(H) Refer to Minimums	Apt Elev 12′ Rwy 10′
Ch 53227 E04B	043°	FAØ4R 4000′ (3990′)		

MISSED APCH: Climb to MN81Ø, then turn RIGHT to MN614 (MAX 200 KT) then proceed to NERAS climbing to 2000′. At NERAS join holding climbing to 3000′. Climb up to 1200′ prior to level acceleration.

MSA NC NDB: 10,700 (078°–251°) 3100 (045°–078°) 3000

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





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

REIL PAPI-R | MN81Ø | 200 KT MAX | RT | D | MN614

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04R

	LPV		CIRCLE-TO-LAND 1		
	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%			
	DA(H) ABC: 260′ (250′) D: 270′ (260′)	DA(H) A: 270′ (260′) C: 290′ (280′) B: 280′ (270′) D: 300′ (290′)			
			Max Kts	MDA(H)	VIS
A	RVR 1300m	RVR 1300m	110	770′ (760′)	3500m
B			135		
C			180	1700′ (1690′)	5000m
D		RVR 1400m	205	2420′ (2410′)	5000m

Prohibited Northwest of runway

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

CHANGES: Communications.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (12-5)

NICE/COTE D'AZUR, FRANCE
RNAV Y (GNSS) Rwy 04R

BRIEFING STRIP

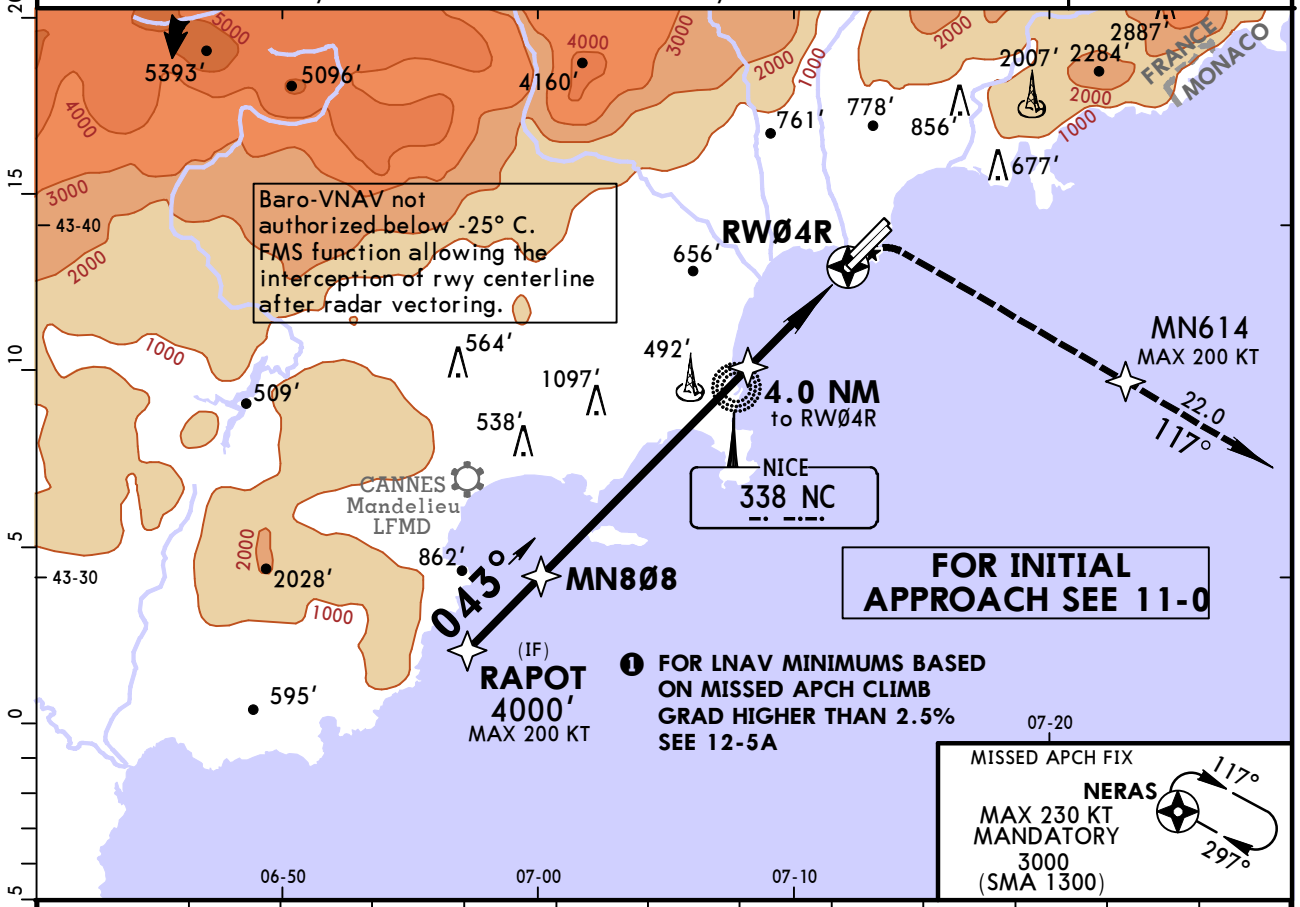
D-ATIS		NICE Approach			NICE Tower	Ground
136.580 (French 129.605)	East 124.180	West 134.475	120.655	128.205	118.7	123.150	121.705

RNAV	Final Apch Crs 043°	Mandatory Alt MN8Ø8 4000′ (3990′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 12′ Rwy 10′

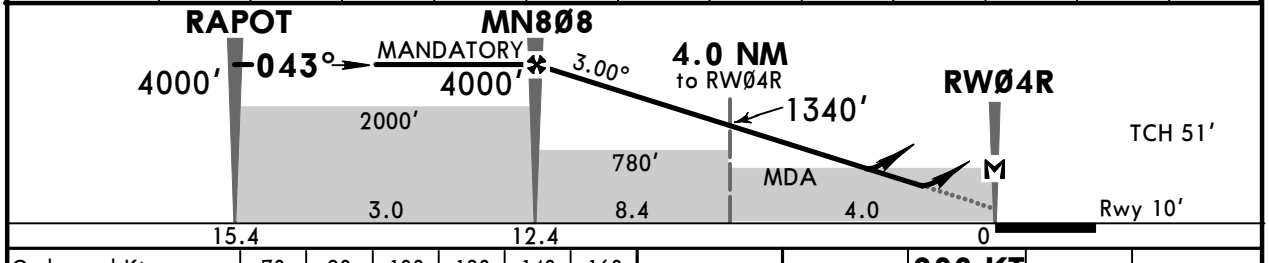
MISSED APCH: At RWØ4R turn RIGHT (MAX 200 KT) to MN614, then proceed to NERAS climbing to 2000′. At NERAS join holding climbing to 3000′. Climb to 1200′ prior to level acceleration.

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

10,700 251° 078° 3100 045° 3000
MSA NC NDB



DIST to RWØ4R	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3880′	3560′	3240′	2930′	2610′	2290′	1970′	1650′	1330′	1010′	700′	380′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4R							

REIL
PAPI-R

200 KT MAX RT

D MN614

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04R

	LNAV/VNAV DA(H)	LNAV CDFA DA(H)/MDA(H)	CIRCLE-TO-LAND 1 Max Kts	MDA(H)	VIS
	A: 380′ (370′) C: 430′ (420′) B: 390′ (380′) D: 490′ (480′)	A: 390′ (380′) C: 500′ (490′) B: 460′ (450′) D: 530′ (520′)		Prohibited Northwest of runway	
A	RVR 1500m	RVR 1500m	110	770′ (760′)	3500m
B			135		
C	RVR 1900m	RVR 2300m	180	1700′ (1690′)	5000m
D	RVR 2200m	RVR 2400m	205	2420′ (2410′)	5000m

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

CHANGES: Communications.

RNAV Y (GNSS) RWY 04R MINIMUMS

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard	STRAIGHT-IN LANDING RWY 04R LNAV CDFA DA(H)/ MDA(H) A: 380′ (370′) C: 470′ (460′) B: 430′ (420′) D: 510′ (500′)
A B	RVR 1500m
C	RVR 2100m
D	RVR 2300m

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard	STRAIGHT-IN LANDING RWY 04R LNAV CDFA DA(H)/ MDA(H) A: 380′ (370′) C: 430′ (420′) B: 390′ (380′) D: 490′ (480′)
A B	RVR 1500m
C	RVR 1900m
D	RVR 2200m

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
14 DEC 18 (12-6)

NICE/COTE D'AZUR, ~~FRANCE~~
RNAV D (GNSS) Rwy 22L/R

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

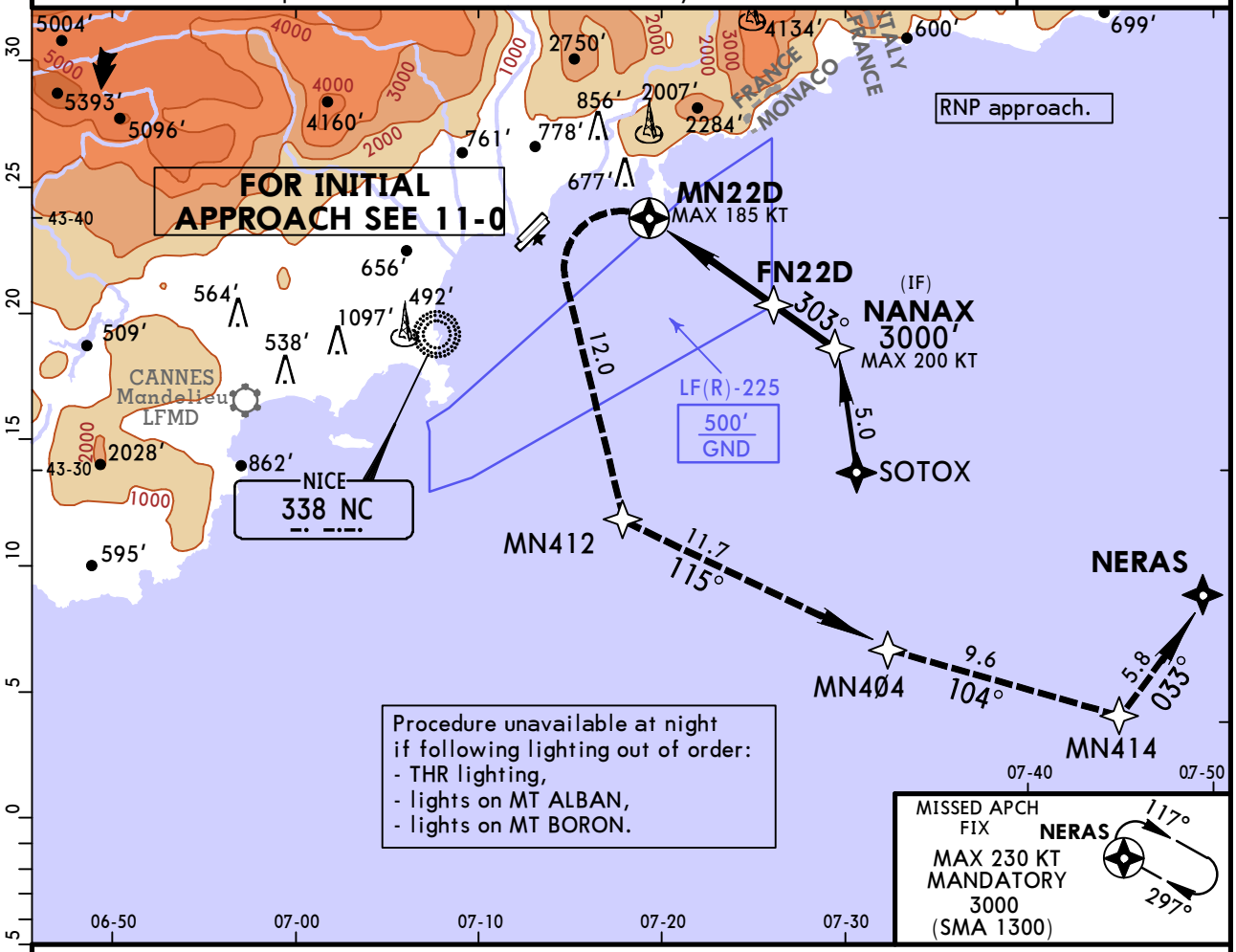
BRIEFING STRIP

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

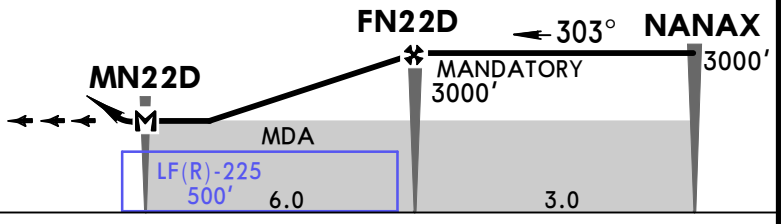
MISSED APCH: At MN22D turn LEFT (MAX 185 KT) to MN412 climbing to MAX 3000′, then proceed to MN4Ø4, MN414 and NERAS. At NERAS join holding pattern at 3000′.

10,700 251° 078° 3100 045° 3000
MSA NC NDB

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



FOR FINAL APPROACH SEE 12-6B



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: Communications.

LFMN/NCE
NICE/COTE D'AZUR

14 DEC 18 (12-6A)

JEPPESEN

NICE/COTE D'AZUR, ~~FRANCE~~
RNAV D (GNSS) Rwy 22L/R

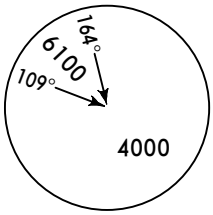
D-ATIS		NICE Approach			NICE Tower	Ground
(French)	East	West				
136.580 129.605)	124.180	134.475	120.655	128.205	118.7 123.150	121.705

BRIEFING STRIP ™

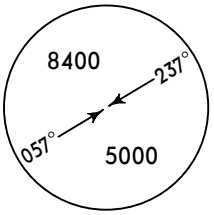
RNAV	Final Apch Crs Refer to chart 12-6B	Mandatory Alt FN22D 3000′ (2988′)	MDA(H) 1260′ (1248′)	Apt Elev 12′

MISSED APCH: At MN22D turn LEFT (MAX 185 KT) to MN412 climbing to MAX 3000′, then proceed to MN4Ø4, MN414 and NERAS. At NERAS join holding pattern at 3000′.

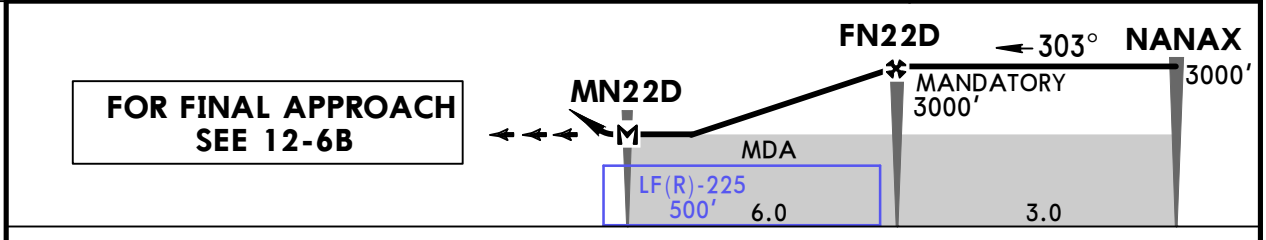
Alt Set: hPa | Apt Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′



MSA NERAS



MSA MUS



Gnd speed-Kts		70	90	100	120	140	160					
Descent Angle	3.00°	372	478	531	637	743	849		REIL PAPI-L	185 KT MAX LT	D	MN412
MAP at MN22D												

PANS OPS

Standard

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

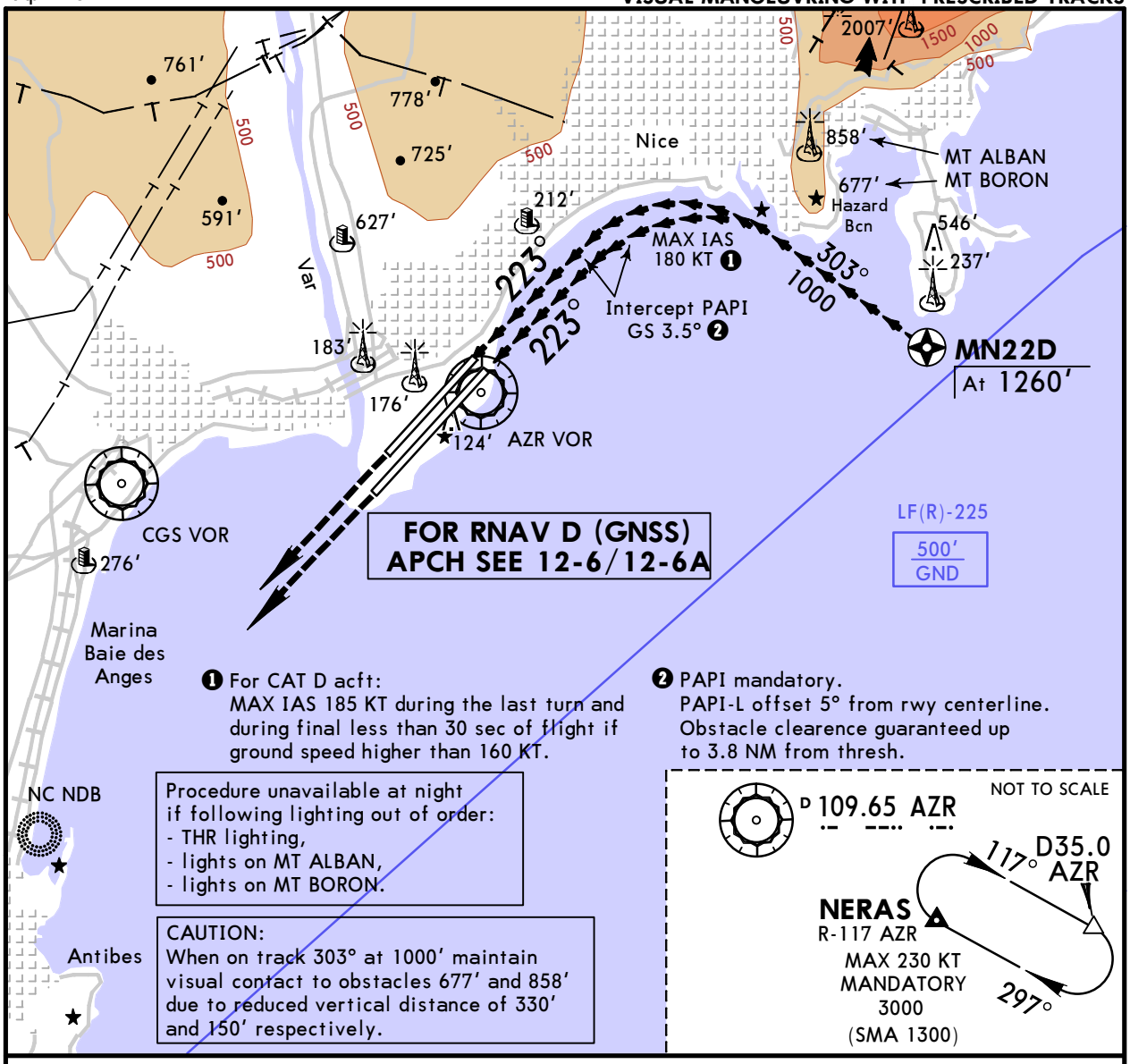
CHANGES: Communications.

NICE/COTE D'AZUR

VPT D 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	**1260'** (1248')	5 km
B	135		
C	180		
D	180		

CHANGES: MAP22 renamed MN22D.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

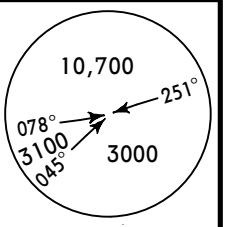
VOR A Rwy 04L/R

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

VOR CGS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
109.2	Refer to chart 13-1A	**D8.1 CGS** **3000'** (2988')	**2000'** (1988')	12'

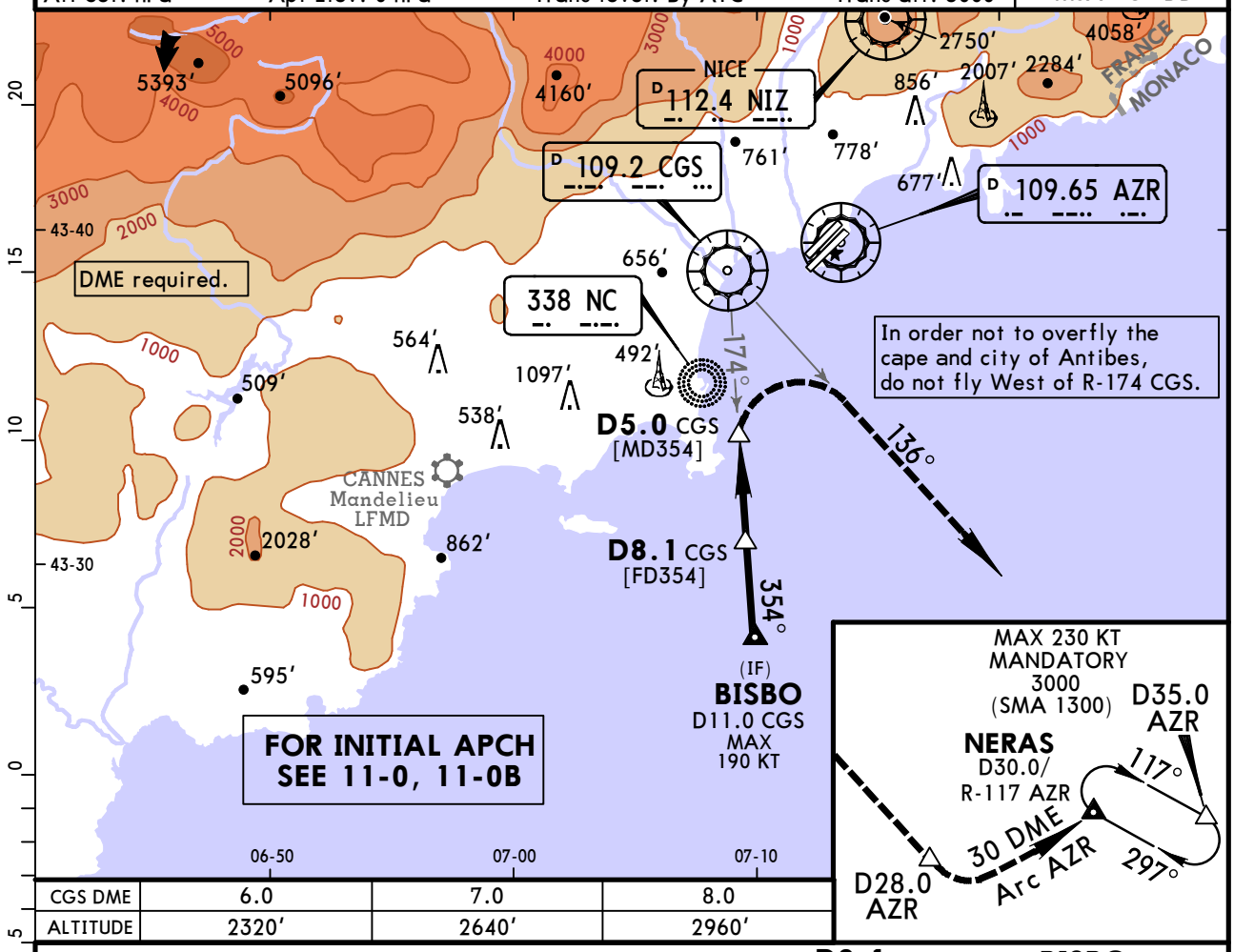
MISSED APCH: Turn RIGHT (MAX 185 KT) to intercept and follow R-136 CGS climbing up to MAX 3000'. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS join holding pattern at 3000'.

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

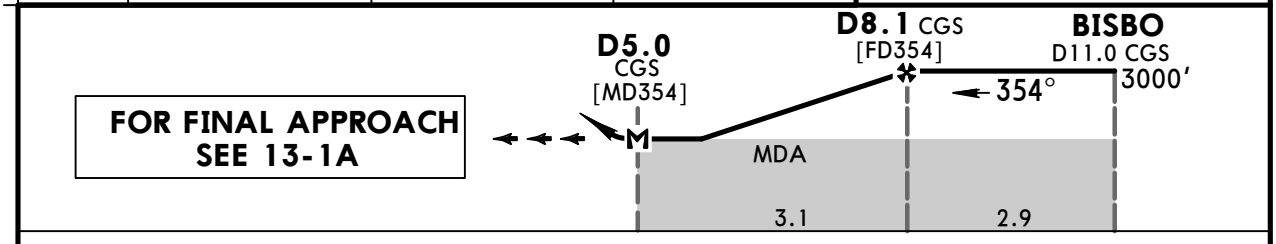


MSA NC NDB

BRIEFING STRIP ™



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.0 CGS							

REIL
PAPI-R

185 KT MAX RT

CGS **109.2** **R-136**

Standard **CEILING REQUIRED**

PANS OPS

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

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: Communications.

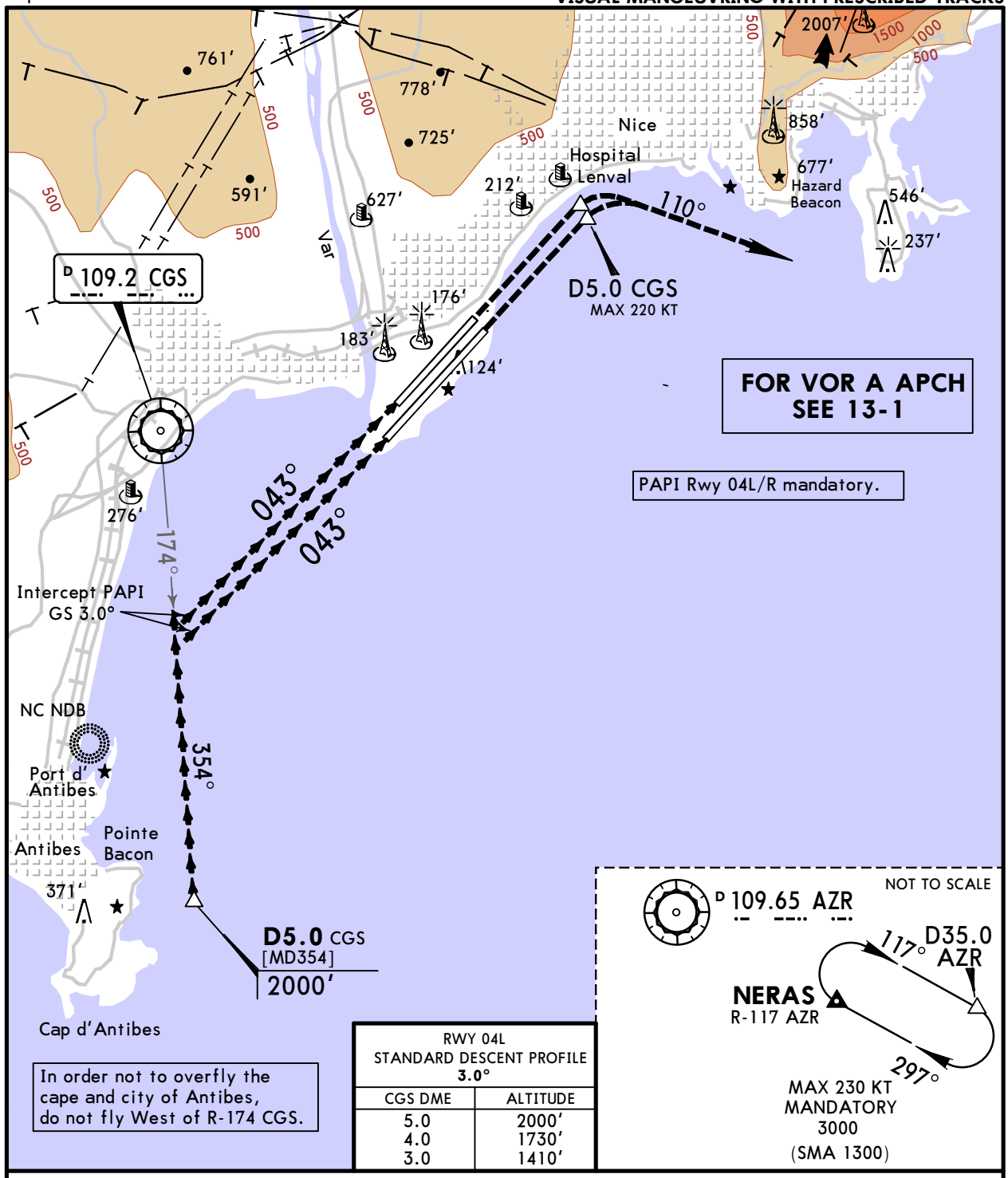
NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

VPT A Rwy 04L/R

Apt Elev 12′

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



VISUAL BALKED LANDING:

Climb STRAIGHT AHEAD, when passing Hospital Lenval (D5.0 CGS) turn RIGHT 110°, climbing to 3000′. MAX 220KT.

VISUAL BALKED LANDING WITH COMM FAILURE:

Climb STRAIGHT AHEAD, when passing Hospital Lenval (D5.0 CGS) turn RIGHT 110°, climbing to 3000′. Join NERAS at 3000′. MAX 220KT.

Standard **CEILING REQUIRED**

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

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR

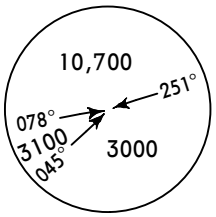
JEPPESEN 14 DEC 18 (13-2)

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

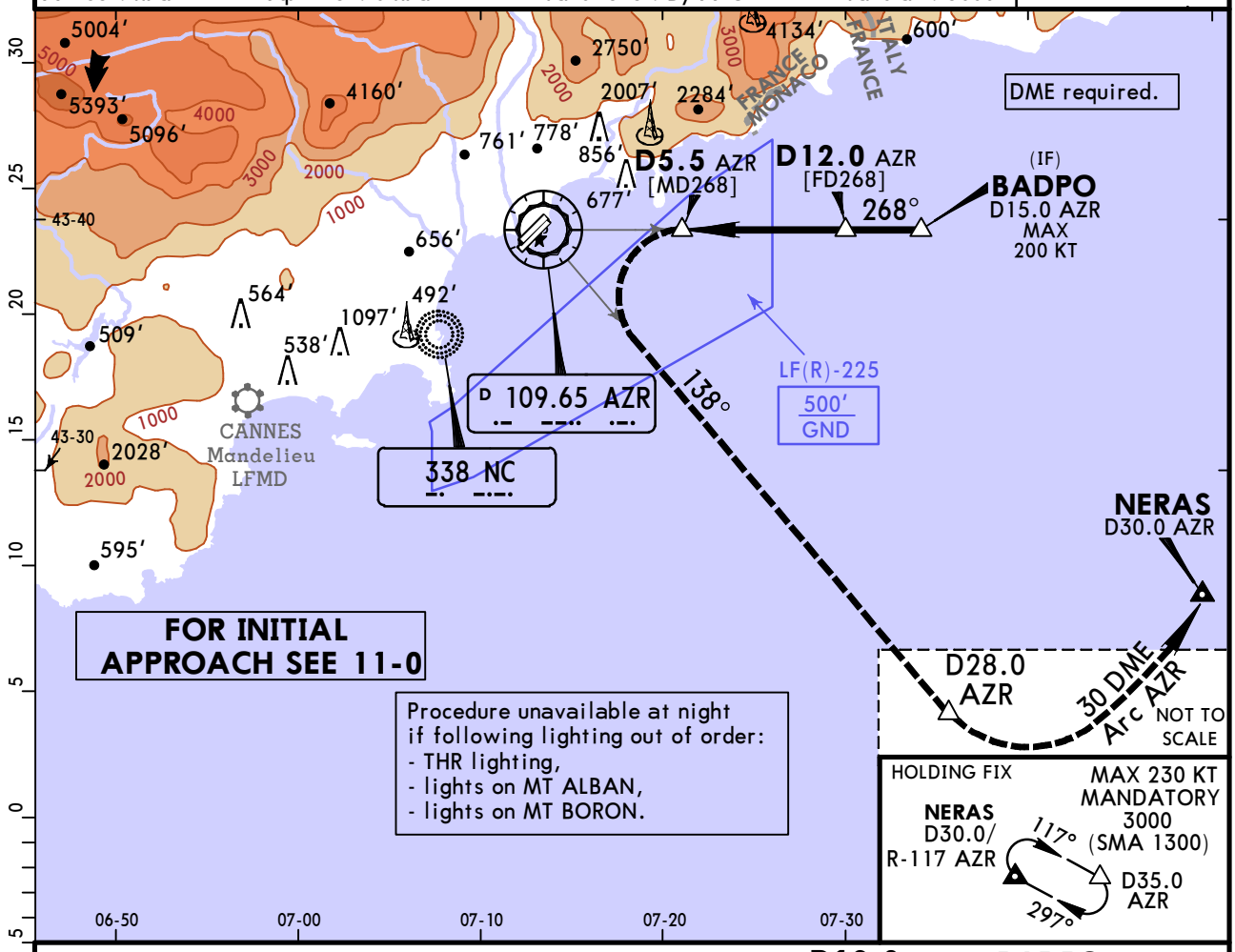
D-ATIS		NICE Approach			NICE Tower	Ground
136.580 (French 129.605)	East 124.180	West 134.475	120.655	128.205	118.7 123.150	121.705

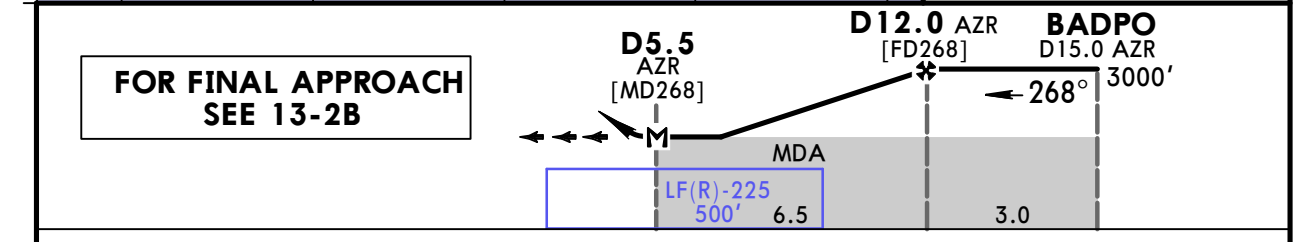
VOR AZR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
109.65	Refer to chart 13-2B	**D12.0 AZR** **3000'** (2988')	**1500'** (1488')	12'

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'





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

	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: Communications.

LFMN/NCE
NICE/COTE D'AZUR

14 DEC 18 (13-2A)

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

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

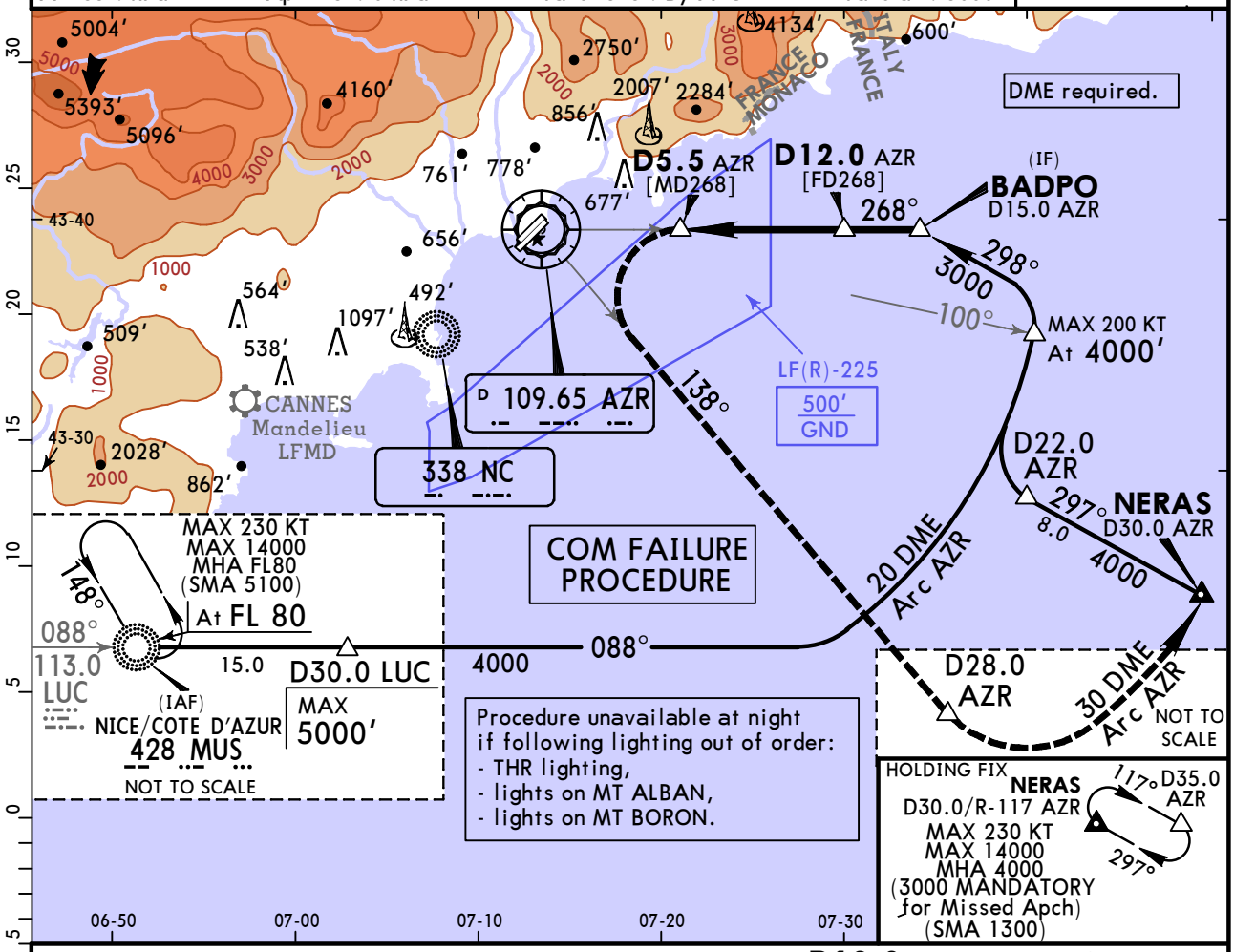
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
AZR **109.65**	Refer to chart 13-2B	**D12.0 AZR** **3000'** (2988')	**1500'** (1488')	12'

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'.

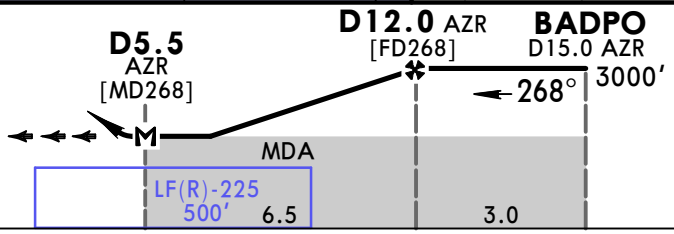
10,700 251° 078° 3100 045° 3000
MSA NC NDB

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

BRIEFING STRIP™



FOR FINAL APPROACH SEE 13-2B



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**

PANS OPS

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: Communications.

LFMN/NCE

JEPPESEN

21 APR 17
Eff 27 Apr

13-2B

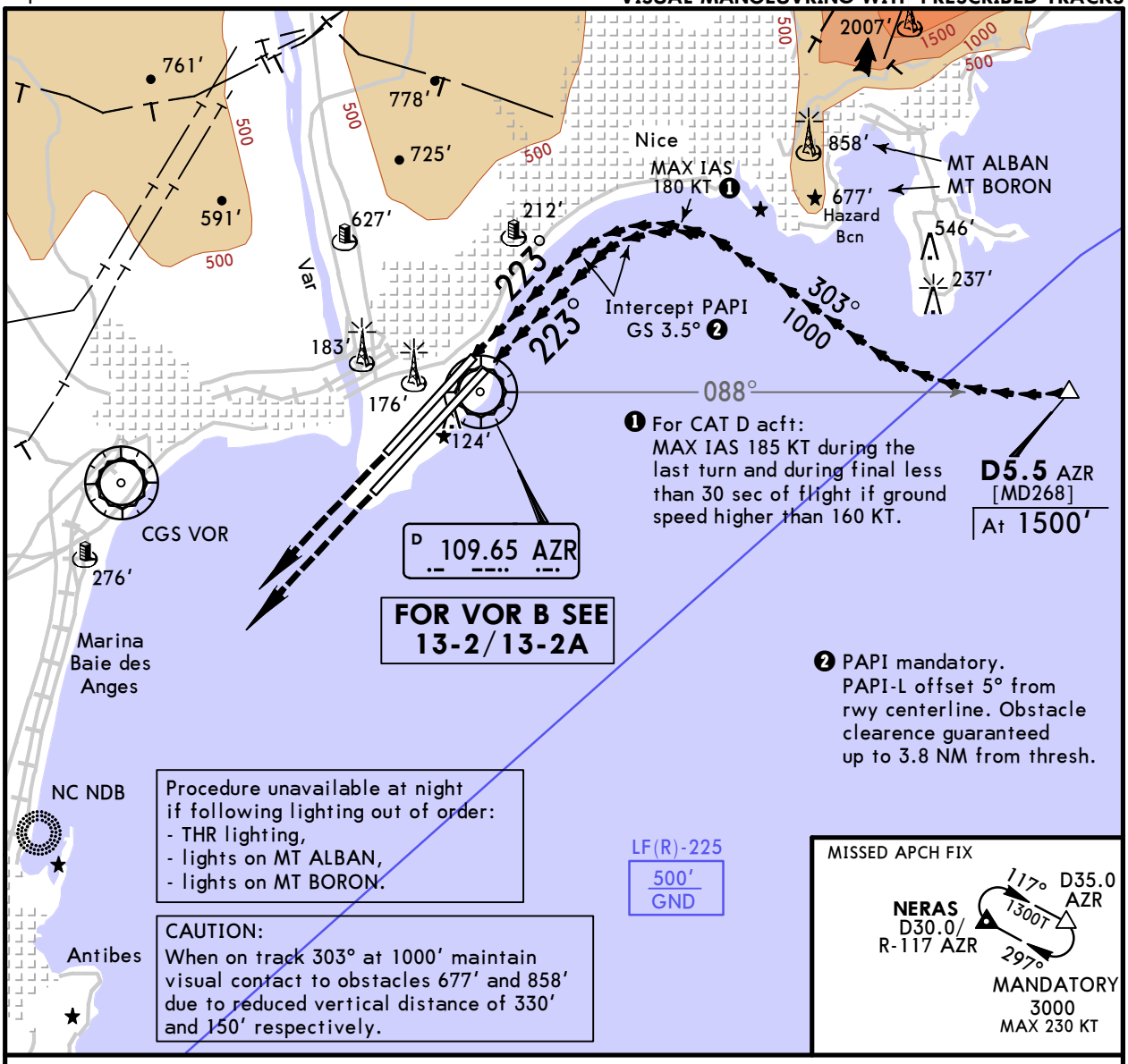
NICE/COTE D'AZUR, FRANCE

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: Visual balked landing.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (13-3)

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

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

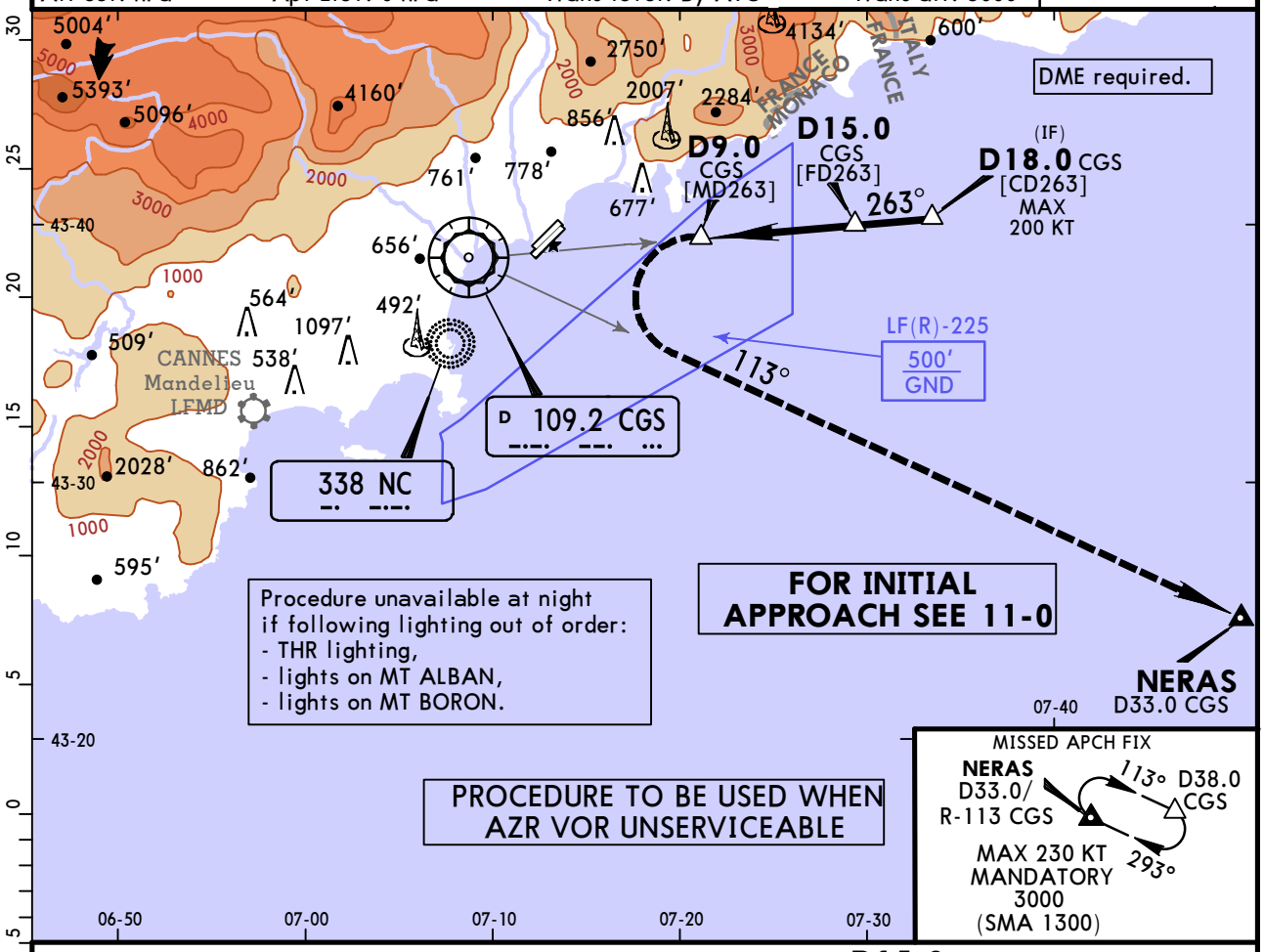
VOR CGS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
109.2	Refer to chart 13-3B	**D15.0 CGS** **3000'** (2988')	**1500'** (1488')	12'

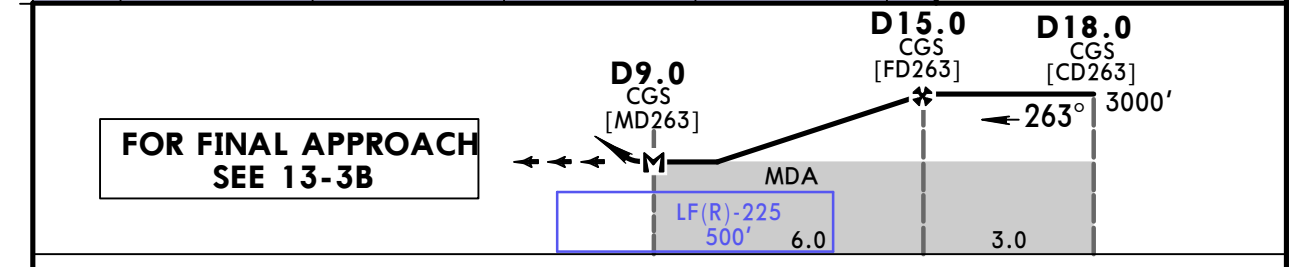
MISSED APCH: Turn LEFT (MAX 185 KT) to intercept R-113 CGS climbing to 3000' to NERAS. At NERAS join holding pattern at 3000'.

10,700 251° 078° 3100 045° 3000

MSA NC NDB

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 D9.0 CGS						

REIL
PAPI-L

185 KT MAX LT

CGS **109.2** **R-113**

PANS OPS

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 C RWY 22L/R:
- Visibility equal to or above 8km
- Ceiling equal to or above 1500'

CHANGES: Communications.

LFMN/NCE
NICE/COTE D'AZUR

14 DEC 18 (13-3A)

JEPPESEN NICE/COTE D'AZUR, FRANCE
VOR C 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

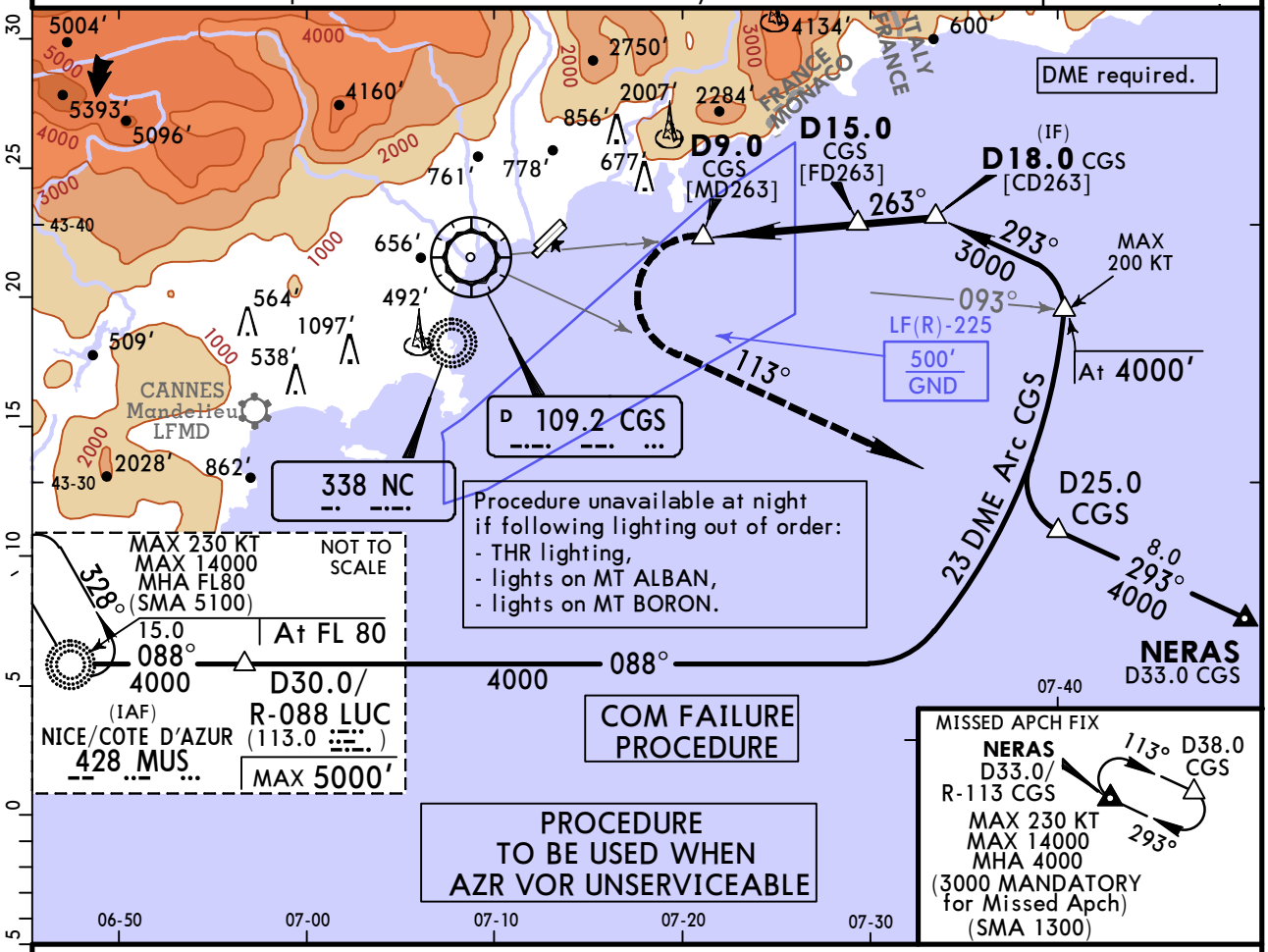
BRIEFING STRIP

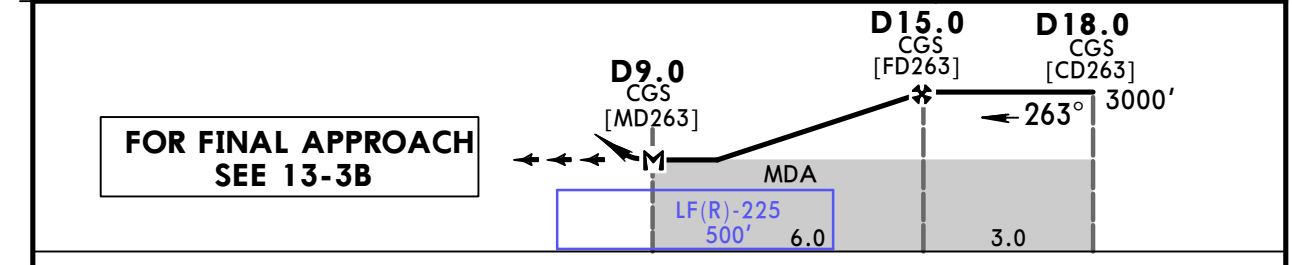
VOR CGS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
109.2	Refer to chart 13-3B	D15.0 CGS 3000′ (2988′)	1500′ (1488′)	12′

MISSED APCH: Turn LEFT (MAX 185 KT) to intercept R-113 CGS climbing to 3000′ to NERAS. At NERAS join holding pattern at 3000′.

10,700 / 078° 251° / 3100 / 045° / 3000

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D9.0 CGS						

REIL
PAPI-L

185 KT MAX
LT

CGS 109.2
R-113

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 C RWY 22L/R:
- Visibility equal to or above 8km
- Ceiling equal to or above 1500′

CHANGES: Communications.

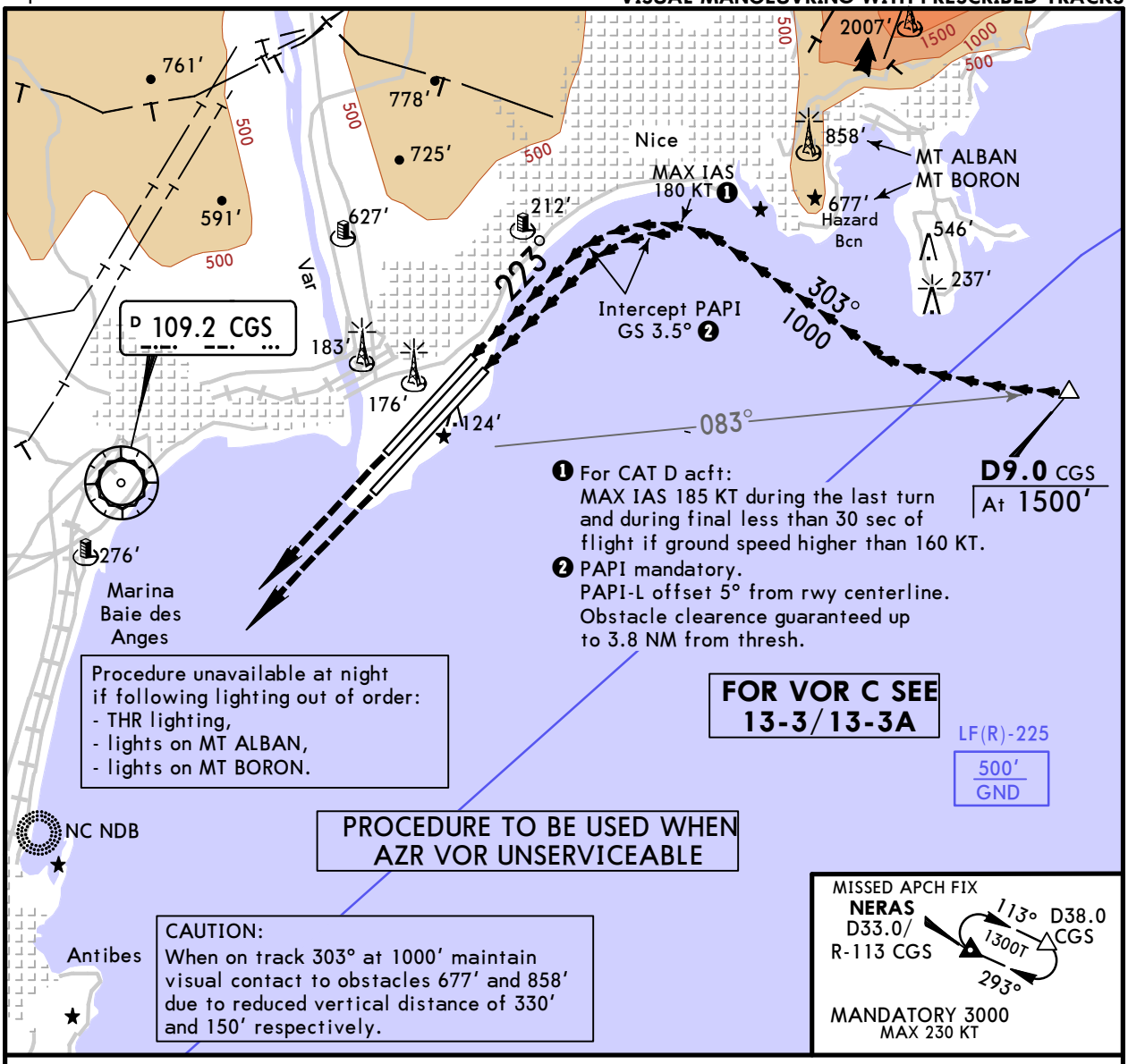
NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

VPT C 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 C RWY 22L/R:
- Visibility equal to or above 8km
- Ceiling equal to or above 1500′

CHANGES: Visual balked landing.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 14 DEC 18 (16-1)

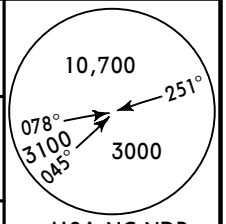
NICE/COTE D'AZUR, FRANCE
NDB Rwy 04R

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

NDB	Final	Procedure Alt	DA/MDA(H)	Apt Elev 12′
NC	Apch Crs	D12.5 NA		
338	041°	4000′ (3990′)	500′ (490′)	Rwy 10′

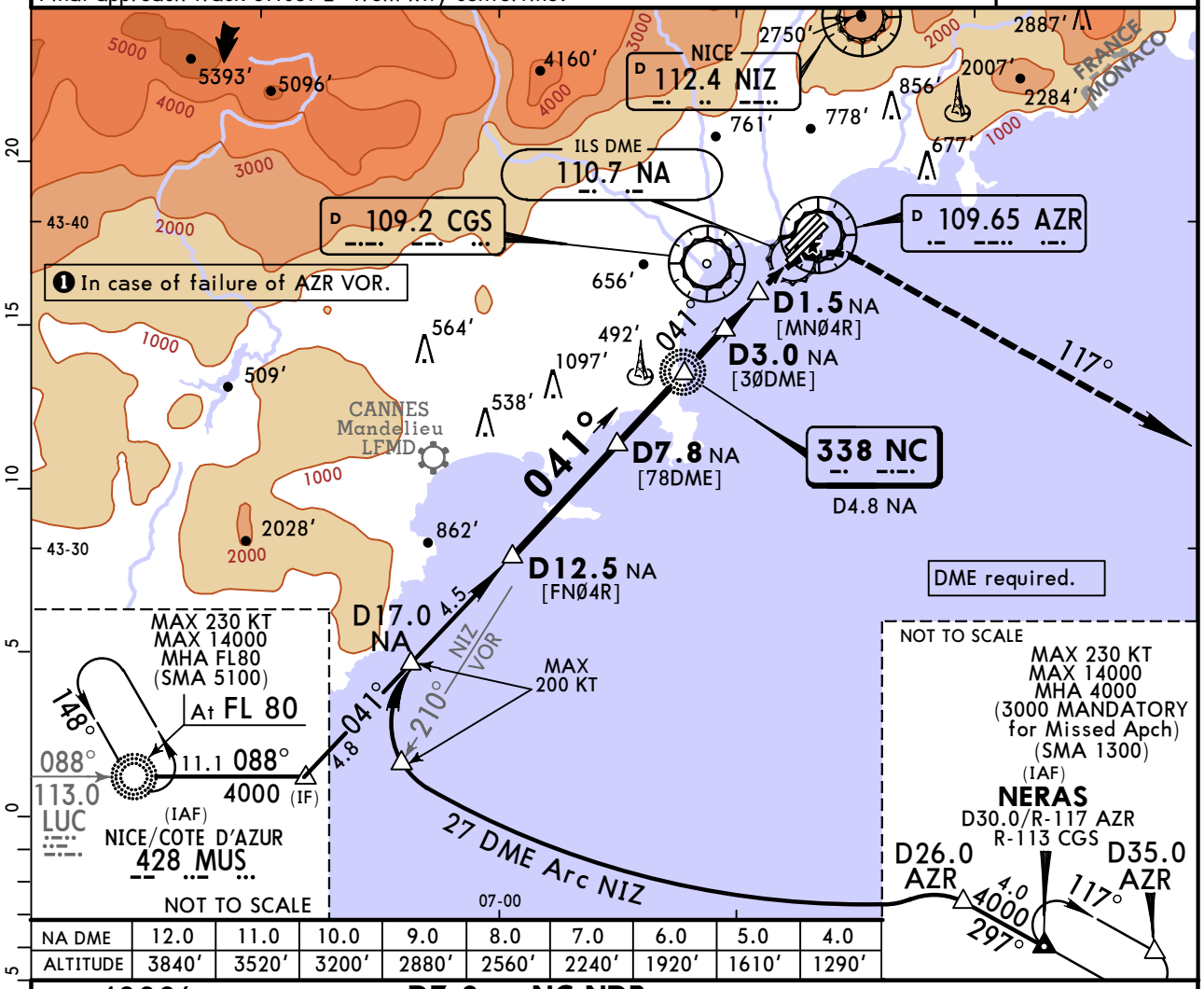
MISSED APCH: Turn RIGHT (MAX 200 KT) to intercept and follow R-117 AZR (❶R-113 CGS) climbing to 2000′ to NERAS. At NERAS turn LEFT on 087° and join holding at 3000′. Climb to 1200′ prior to level acceleration.

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

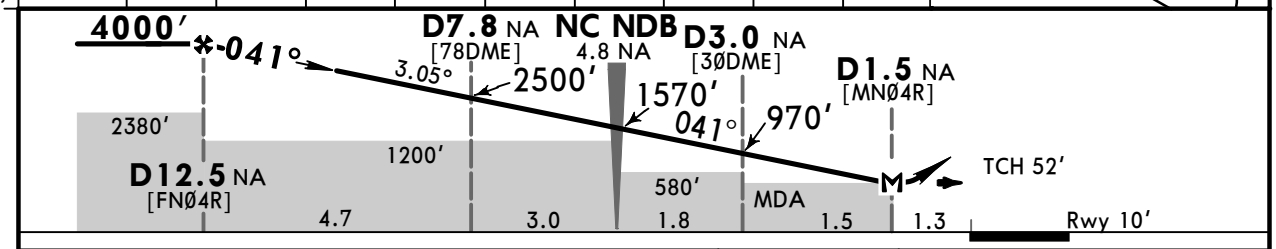


MSA NC NDB

BRIEFING STRIP



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′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.5 NA							

REIL
PAPI-R

200 KT MAX RT

AZR 109.65 R-117

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04R

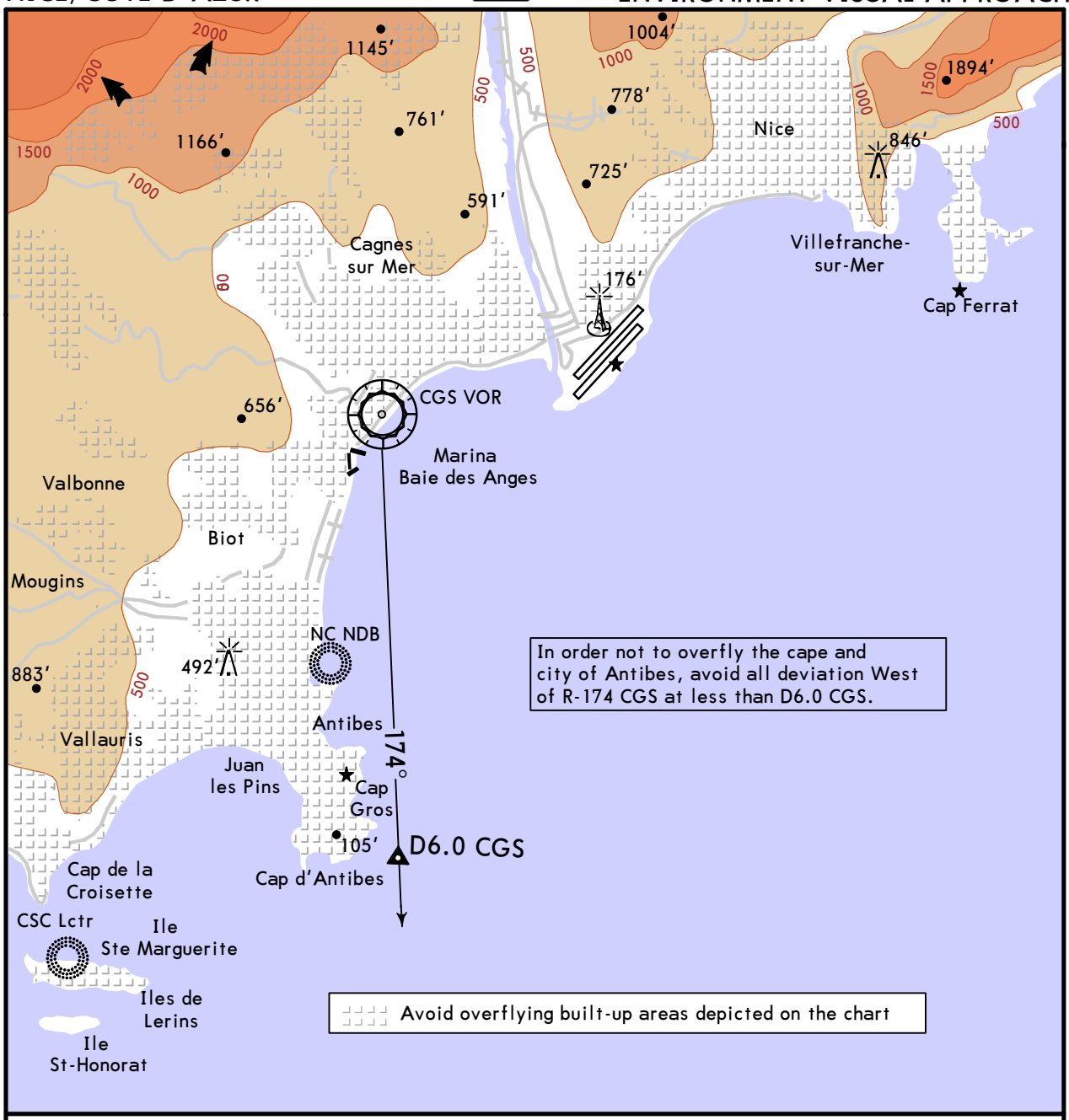
CDFA
DA/MDA(H) ❶ 500′ (490′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	110	770′ (760′)	3500m
B		135		
C	RVR 2300m	180	1700′ (1690′)	5000m
D		205	2420′ (2410′)	5000m

CIRCLE-TO-LAND ❷
Prohibited Northwest of runway

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 04R thresh elev of 10′.

CHANGES: Communications.



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 RNAV D (GNSS) or VOR B or C procedure implementation are not provided.

CHANGES: None.

Chart changes since cycle 02-2019

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

No Chart Change Notices for Airport LFMN

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