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Airport Information For LFMN

Terminal Charts For LFMN

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Nice/Cote D'azur Fra
IATA Code: NCE
Lat/Long: N43° 39.9' E007° 12.9'
Elevation: 12 ft

Airport Use: Public
Magnetic Variation: 1.5°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: 0705 Z
Sunset: 1609 Z,

Runway Information

Runway: 04L
Length x Width: 8432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline, REIL
Stopway: 492 ft

Runway: 04R
Length x Width: 9711 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline, REIL
Stopway: 525 ft

Runway: 22L
Length x Width: 9711 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Centerline, REIL
Stopway: 427 ft

Runway: 22R
Length x Width: 8432 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft

Lighting: Edge, ALS, Centerline, REIL

Communication Information

- ATIS 136.575
- ATIS 129.6 Non-English
- Nice Tower Tower 123.15 Secondary
- Nice Tower Tower 121.275 Secondary
- Nice Tower Tower 118.7
- Nice Ground Tower 121.7
- Nice Clearance Tower 121.775
- Nice Approach Approach Control 134.475
- Nice Approach Approach Control 130.825
- Nice Approach Approach Control 128.2
- Nice Approach Approach Control 125.575 Secondary
- Nice Approach Approach Control 124.175
- Nice Approach Approach Control 120.65

1. GENERAL

1.1. ATIS

ATIS 136.57
129.6 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

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

Land overflying traffic

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

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

1.2.2. NIGHTTIME RESTRICTIONS

Turbojet ACFT not licensed according to ICAO Annex 16, Volume I, Part II, Chapter 3 or 4 and turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3, which have a cumulated margin of certified noise levels with respect to admissible noise limits defined in this chapter, being less than 10 EPNdb 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, Volume I, 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;
- ACFT mentioned in article L. 110-2 of Civil Aviation Code.

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 chart 10-9).

ACFT being to stand on this parking shall comply with these operating restrictions.

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;
- for stands 81 to 85: autonomous entrance is allowed then comply with special instructions for parking.

1. GENERAL

- on departure: towing is compulsory to the starting area and the APU can then be used for up to 30 minutes.

1.3. RWY OPERATIONS

1.3.1. SEGREGATED RWY OPERATIONS

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

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

1.4. TAXI PROCEDURES

CAUTION: Strictly follow RWY crossing clearance.

It is mandatory to read back all instructions before crossing a RWY.

On parking area K towing compulsory.

TWY R MAX wingspan 112' / 34.1m.

TWY T between TWYs C and F MAX wingspan 171' / 52m.

TWY U between TWYs H1 and J1 MAX wingspan 213' / 65m.

Entering parking area K (East of TWY J1) MAX wingspan 94' / 28.65m.

1.5. PARKING INFORMATION

| Stands 2A/B/C, 6A/B/C, 8A/B/C, 10A/B/C, 12A/B/C, 14A/B/C, 16A/C, 20, 22 thru 24C, 25A, 26R, 28, 31A, 33A, 35A, 37A, 39A, 40A/B/C, 42, 44, 46A/B/C, 48A/B/C, 50A/B/C, 52A/B/C and 54A/B/C are nose-in stands.

| Stands 1B thru 1Q, 5A/C, 7, 9, 11, 13, 15, 16B, 16D, 16E, 18, 19A, 19B, 19C, 19D, 21A, 21C, 21D, 43A, 45A and 47A are nose-out stands.

Stands K81A thru K85C are nose-in and push-back stands.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds.

RWYs 04L and 04R right-hand circuit.

1.6.2. APT CHARACTERISTICS

1.6.2.1. GENERAL

This APT has topographic, environmental and climatological features that require specific procedures and operating methods. Crews should familiarise themselves with these before coming to NICE.

Operational requirements for commercial operators

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

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

Operational requirements for general aviation

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

1. GENERAL

1.6.2.2. TOPOGRAPHICAL AND METEOROLOGICAL FEATURES

Location

On the coast and in close proximity to the built-up areas of NICE to the West and North, the rest surrounded by sea, limiting the surface area.

Due to the proximity of the sea and the river Var to the South there is the risk of bird hazard. (DAY time bird control from SR to SS).

Specialised Parallel RWYs

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

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

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

Obstacles/High Ground

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

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

Effects on Airspace and Routes

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

RWY Direction (QFU) and Wind

RWY direction was determined by local topography, not prevailing wind direction. Due to the complexity, capacity and the high minima of QFU 224°, landings and take-offs on RWY 04 are accepted with up to a 6 KT tail-wind component.

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

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

1.6.2.3. ARRIVALS

QFU 044 Arrivals

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

They are used about 90% of the time. RWY 04L is dedicated to landings.

Under favourable meteorological conditions (10km/3000') the RNAV (GNSS) RWY04L and VOR A RWY 04L are the preferential approaches.

In case of loss of RNAV capability, the pilot must give notice of it in order to benefit of a radar guidance. The VOR A RWY 04L approach is the overlay of RNAV (GNSS) approach and remains usable in case of loss of GNSS capability.

These two procedures are followed by VPT A. They enable to avoid the overflight of the East of Cannes, of Vallauris and of Antibes-City. About 2/3 of 04 arrivals use the VOR A or RNAV (GNSS) RWY 04L approaches. During less favourable conditions ILS RWY 04L is available. The 3° slope allows for low noise descents over Antibes.

In case of unavailability of VOR AZR for missed approach of ILS or LOC approaches RWY 04L and ILS, LOC or NDB approaches RWY 04R, replace RDL 118°AZR with RDL 114° CGS.

1. GENERAL

QFU 224 Arrivals

Arrivals occur about 10% of the time, about 120 days per year for periods of several hours at most (sea breezes) and occasionally all day with strong W/SW winds. Ceiling and visibility are usually good. RWY 22R is dedicated to landings.

For RWY 22 landings, the preferential approach is the VOR B RWY 22R approach followed by VPT B 22R. The conventional approach will be the VOR C RWY 22R approach followed by the VPT C RWY 22R, if VOR/DME AZR is U/S.

Due to obstacles, these approaches have high minimums, 8 km and 1500' (VOR B and C); under adverse weather conditions (VIS below 8km, CEIL below 1500'), RNAV RWY 22 procedure will be used.

Without required RNAV capability, holding or diversion to be expected.

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.

1.6.2.4. DEPARTURES

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

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

Short taxiing distances from certain stands to RWY 04L/22R holding points can generate RWY incursion risk despite reinforced phraseology and DAY/NIGHT illuminated markings. Due to the separation of the two RWYs they are not independent and require complex taxi routes for access to RWY 04R/22L and in particular for access to RWY 04R when TWY W, marked in green, is dedicated to 04R:

When both RWYs are in use, TWY W, marked in green, is to be used systematically.

When only RWY 04R is in use, TWY V, marked in green, is to be used systematically.

At night TWY A3 cannot be used from North to South.

Take-off 22:

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

1.6.2.5. HELIPORT

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

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

1.6.2.6. 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 (GNSS) RWY 04L/04R followed by VPT A RWY 04L/04R"

The procedures "VOR A or RNAV (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 CGS 175° RDL.

Any execution of an ILS procedure when VOR A or RNAV (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 (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 5000 ft 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 CGS 175° RDL at less than 6 NM CGS DME;
 - RWY 22: do not overfly Cape Ferrat and the cities of Villefranche-sur-Mer and Nice.

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 H1 or EY respectively.

If unable, advise ATC immediately.

2.3. OTHER INFORMATION

2.3.1. GENERAL

Turbulence and wind discontinuity during approach possible.

2.3.2. PREFERENTIAL PROCEDURES FOR LANDING

Applicable only when the meteorological conditions are fulfilled.

2.3.2.1. RWY 04:

Preferential procedure: VOR A Circle-to-land with prescribed flight tracks RWY 04L.

2.3.2.2. RWY 22:

Preferential procedure: VOR B Circle-to-land with prescribed flight tracks RWY 22R.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

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

3.2. 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.

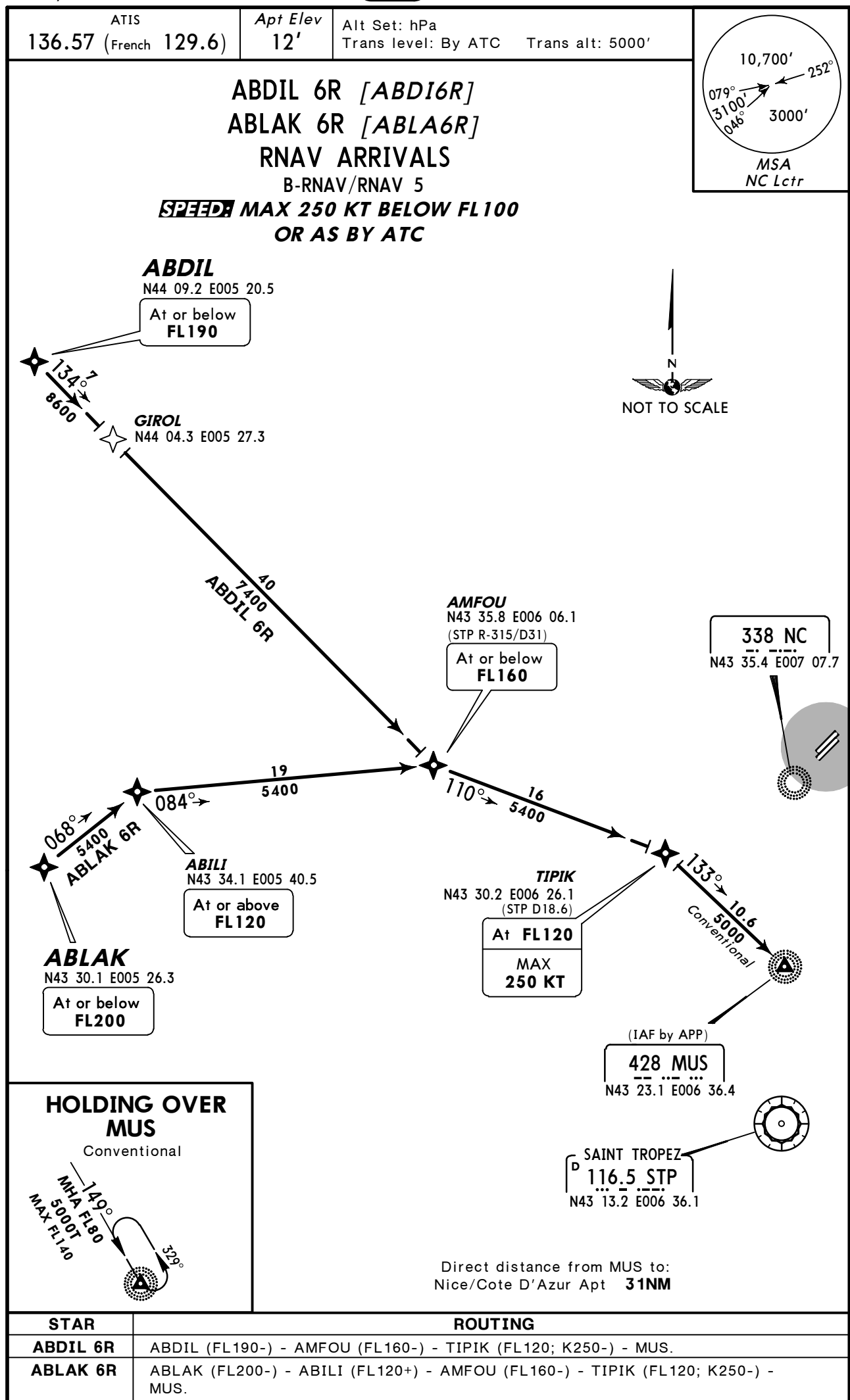
Except when given ATC clearance, do not overfly land below 5000' AGL.

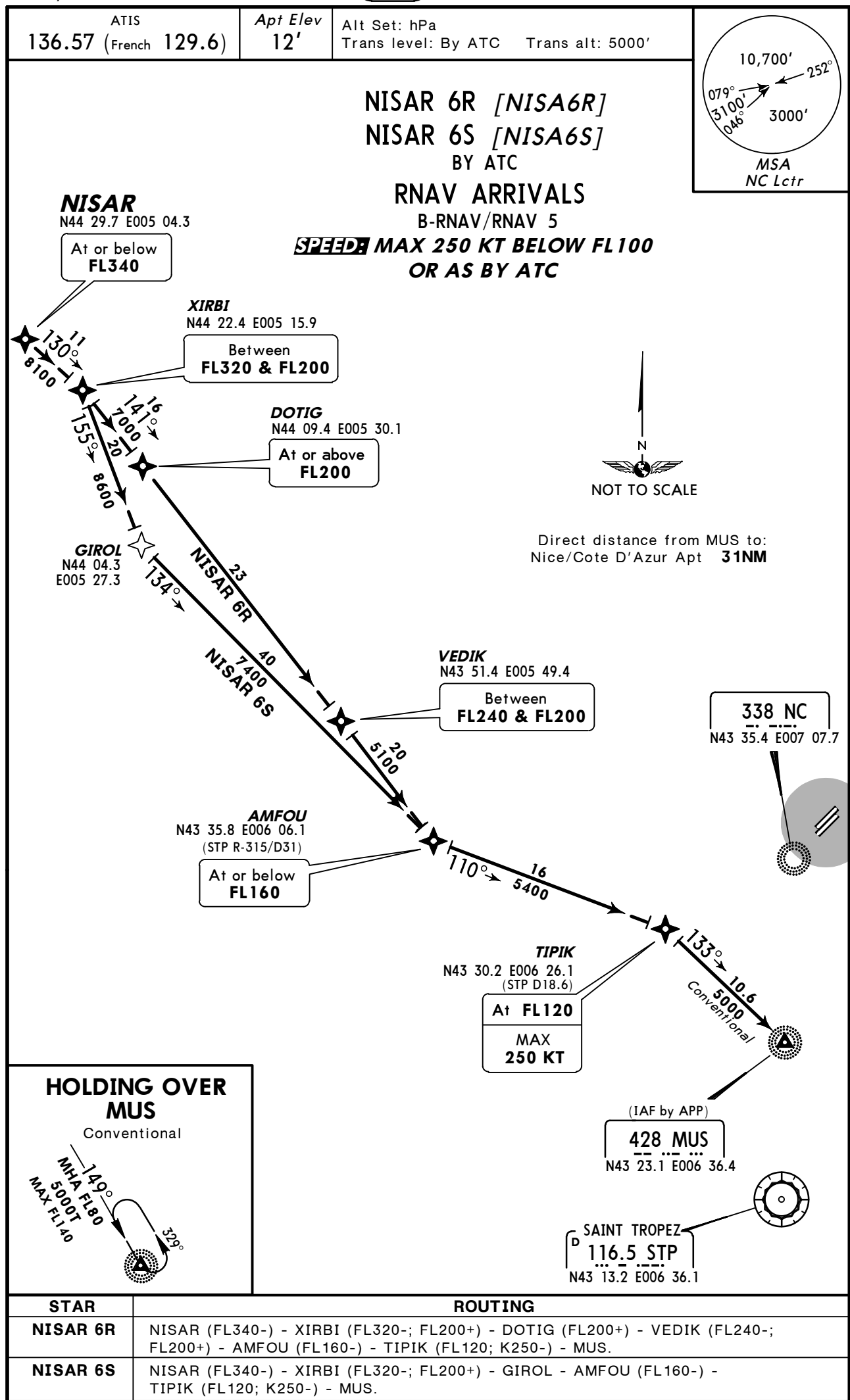
3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

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

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ATIS

136.57 (French 129.6)

Apt Elev

12'

Alt Set: hPa

Trans level: By ATC

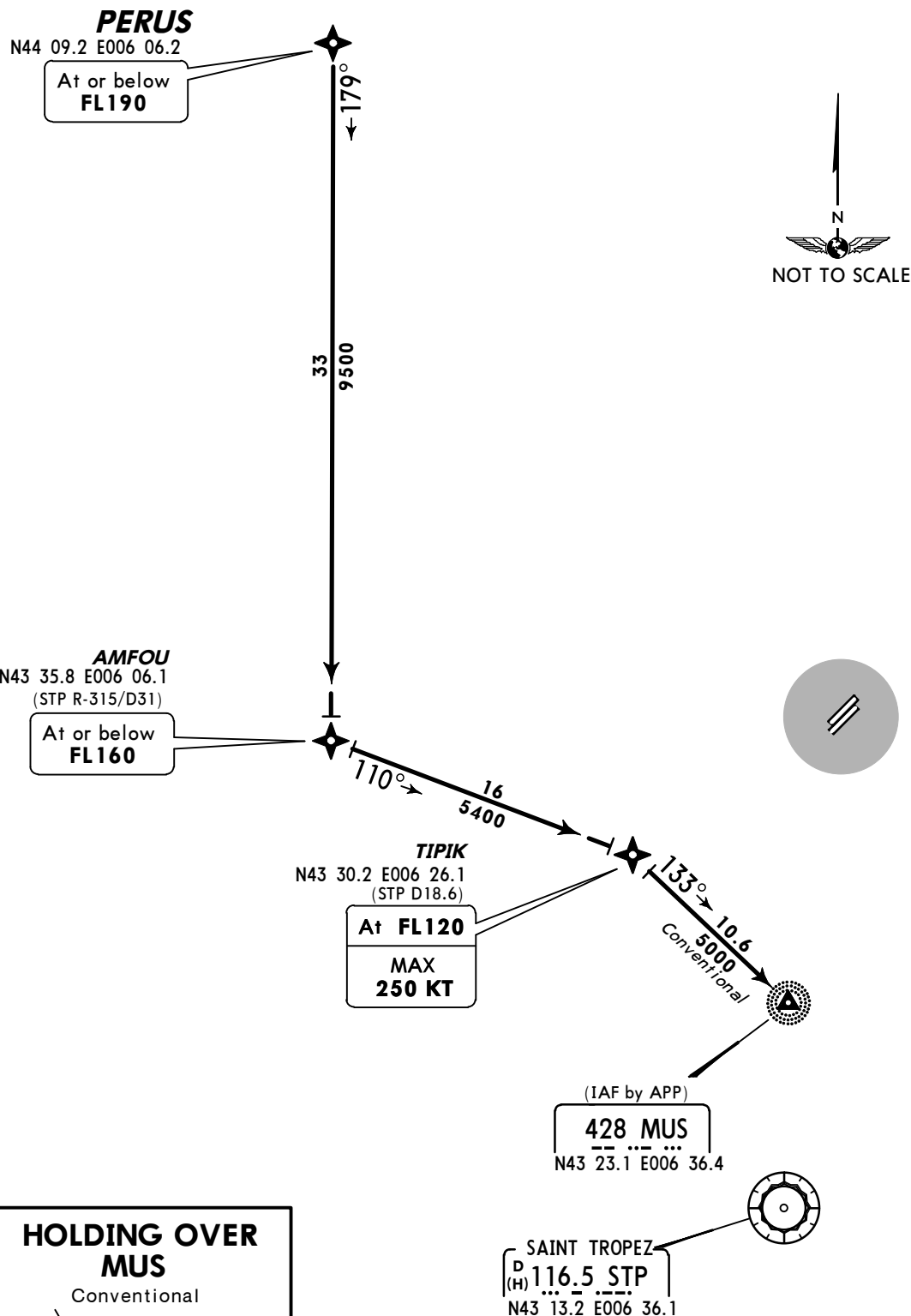
Trans alt: 5000'

PERUS 6R [PERU6R]

RNAV ARRIVAL

B-RNAV/RNAV 5

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



ROUTING

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

ATIS
136.57 (French 129.6)

Apt Elev
12'

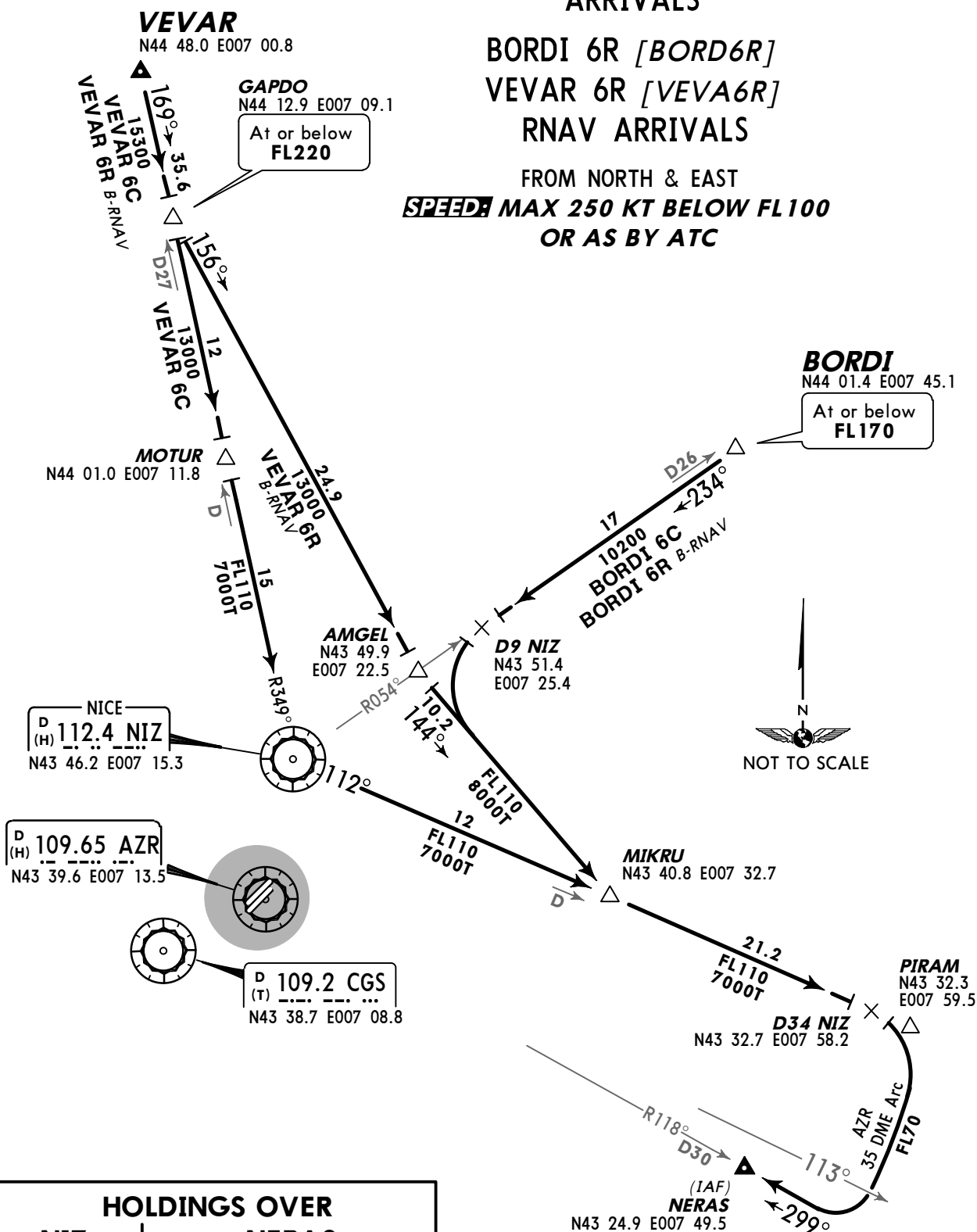
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

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

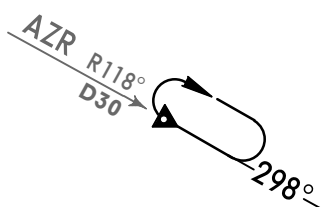
**BORDI 6R [BORD6R]
VEVAR 6R [VEVA6R]
RNAV ARRIVALS**

FROM NORTH & EAST

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



**HOLDINGS OVER
NERAS**



NERAS

Lower levels by ATC
FL70/2000'T/FL140, inbound 298°
AZR R-118 D30/35

ALTERNATE BY ATC
Lower levels by ATC
FL70/2000'T/FL140, inbound 294°
CGS R-114 D33/38
RIGHT turn

ATIS
136.57 (French 129.6)

Apt Elev
12'

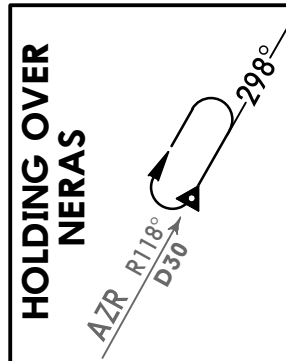
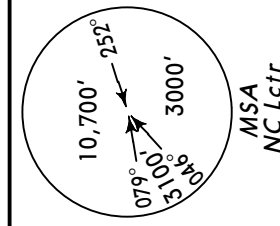
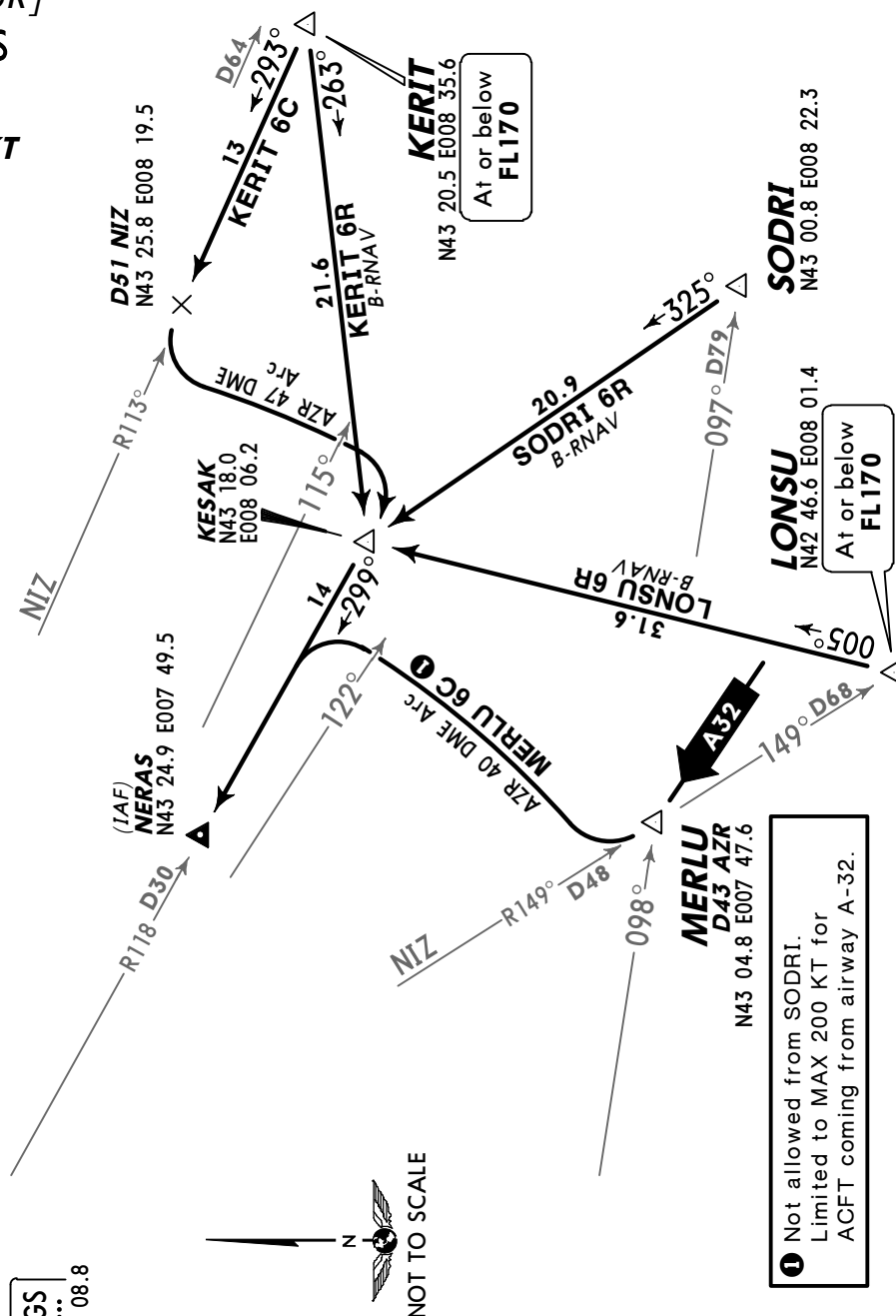
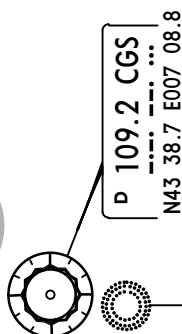
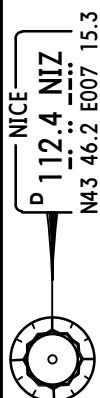
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

KERIT 6C [KERI6C]
MERLU 6C [MERL6C] ①
ARRIVALS

KERIT 6R [KERI6R]
LONSU 6R [LONS6R]
SODRI 6R [SODR6R]
RNAV ARRIVALS

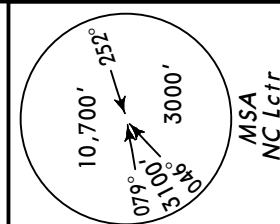
FROM SOUTH
SPEED MAX 250 KT
BELOW FL100
OR AS BY ATC

NERAS	
Lower levels by ATC FL70/2000'T/FL140, inbound 298° AZR R-118 D30/35	ALTERNATE BY ATC Lower levels by ATC FL70/2000'T/FL140, inbound 294° CGS R-114 D33/38 RIGHT turn

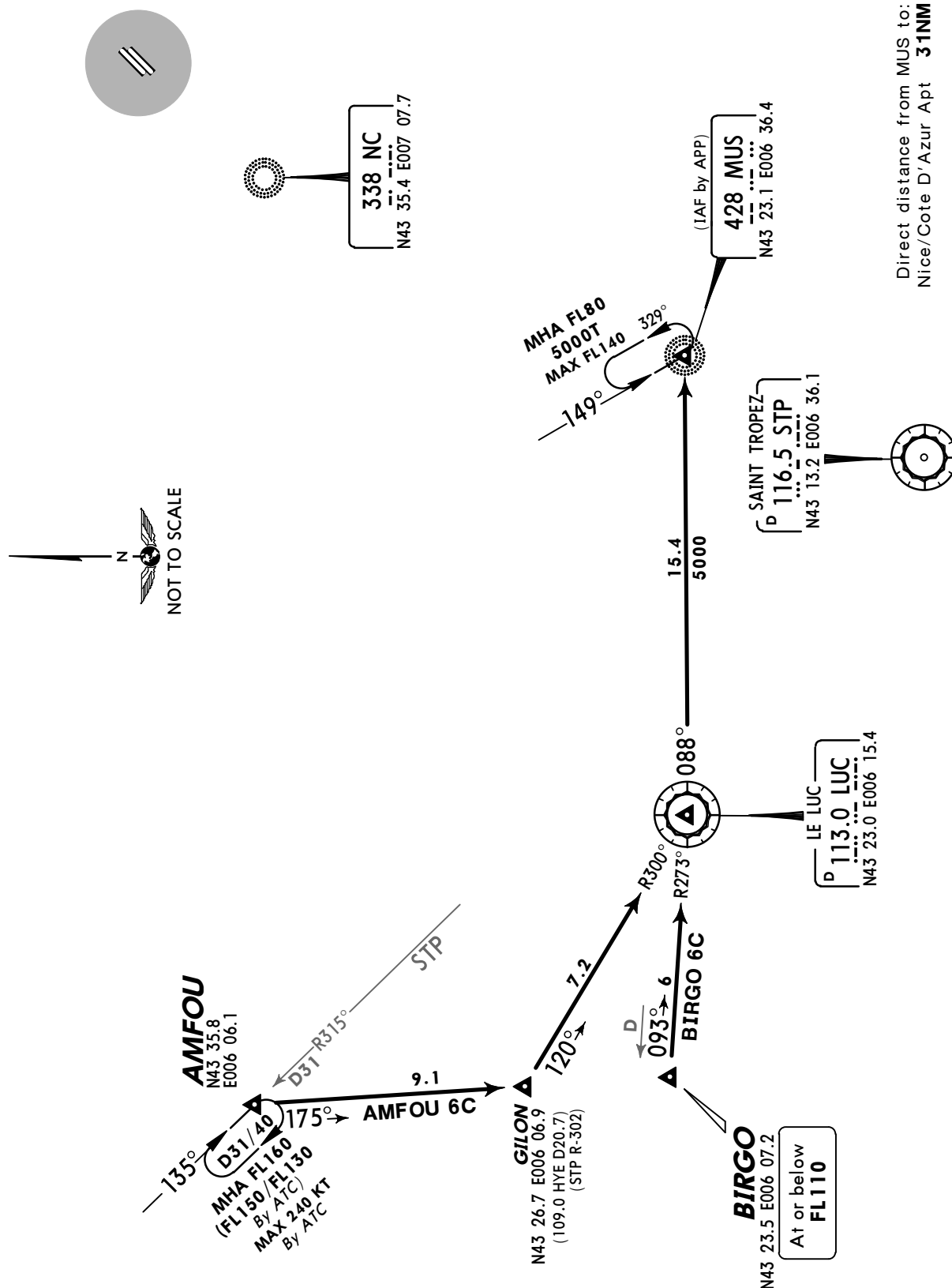


Alt Set: hPa
Trans level: By ATC Trans alt: 5000'

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from MUS to:
Nice/Cote D'Azur Apt **31NM**



RNAV SID DESIGNATION	REFER TO CHART
BASIP 5A	10-3B
BASIP 5X, 5Z	10-3C
BODRU 5A, 5B	10-3D
BODRU 5X, 5Y	10-3E
EPOLO 5A, 5B	10-3F
EPOLO 5X, 5Y	10-3G
IRMAR 5A, 5C	10-3H
IRMAR 5X, 5Z	10-3J
LANKO 5A, 5B	10-3J1
LANKO 5X, 5Y	10-3J2
LONSU 5A, 5B	10-3K
LONSU 5X, 5Y	10-3L
OKTET 5A, 5B, 5C	10-3M
OKTET 5X, 5Y, 5Z	10-3N
PERUS 5A, 5B	10-3P
PERUS 5X, 5Y	10-3Q
RUBAS 5A	10-3S
RUBAS 5X	10-3T
SODRI 5A, 5B	10-3T1
SODRI 5X, 5Y	10-3T2
TURIL 5A, 5B	10-3T3
TURIL 5X, 5Y	10-3T4
VAREK 5A, 5B	10-3T5
VAREK 5X, 5Y	10-3T6

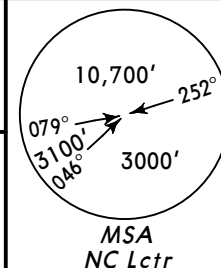
P-RNAV departures are preferential and will be declared in use by ATC.

Required equipment is P-RNAV equipment with GNSS sensor and/or DME/DME sensor. However, P-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 P-RNAV SIDs.

SID DESIGNATION	REFER TO CHART
BASIP 5E	10-3T7
BASIP 5T, 5W	10-3T8
BODRU 5E, 5L	10-3U
BODRU 5S, 5W	10-3V
EPOLO 5E, 5L	10-3V1
EPOLO 5S, 5W	10-3V2
IRMAR 5E, 5M	10-3V3
IRMAR 5T, 5W	10-3V4
LANKO 5E, 5L	10-3V5
LANKO 5S, 5W	10-3V6
LONSU 5E, 5L	10-3V7
LONSU 5S, 5W	10-3V8
OKTET 5E, 5L, 5M	10-3V9
OKTET 5S, 5T, 5W	10-3V10
PERUS 5E, 5L	10-3W
PERUS 5S, 5W	10-3X
RUBAS 5E	10-3X1
RUBAS 5W	10-3X2
SODRI 5E, 5L	10-3X3
SODRI 5S, 5W	10-3X4
TURIL 5E, 5L	10-3X5
TURIL 5S, 5W	10-3X6
VAREK 5E, 5L	10-3X7
VAREK 5S, 5W	10-3X8

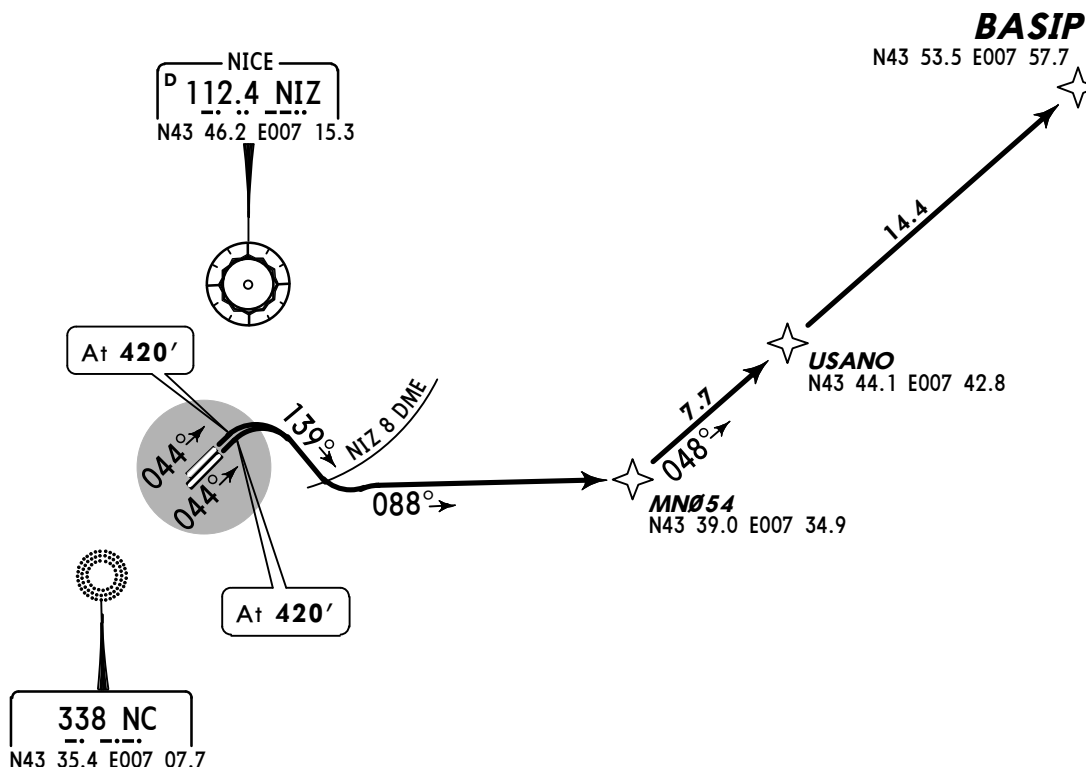
Apt Elev
12'

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



BASIP 5A [BASIP5A]
RWYS 04L/R P-RNAV DEPARTURE
RNAV (GNSS AND/OR DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

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

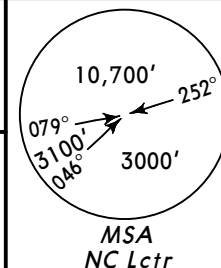
Initial climb clearance: **JET: FL100/PROP: FL70**

ROUTING

Climb to **420'**, turn RIGHT, 139° track to NIZ 8 DME, 088° track to MN054 - USANO - BASIP.

Apt Elev
12'

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

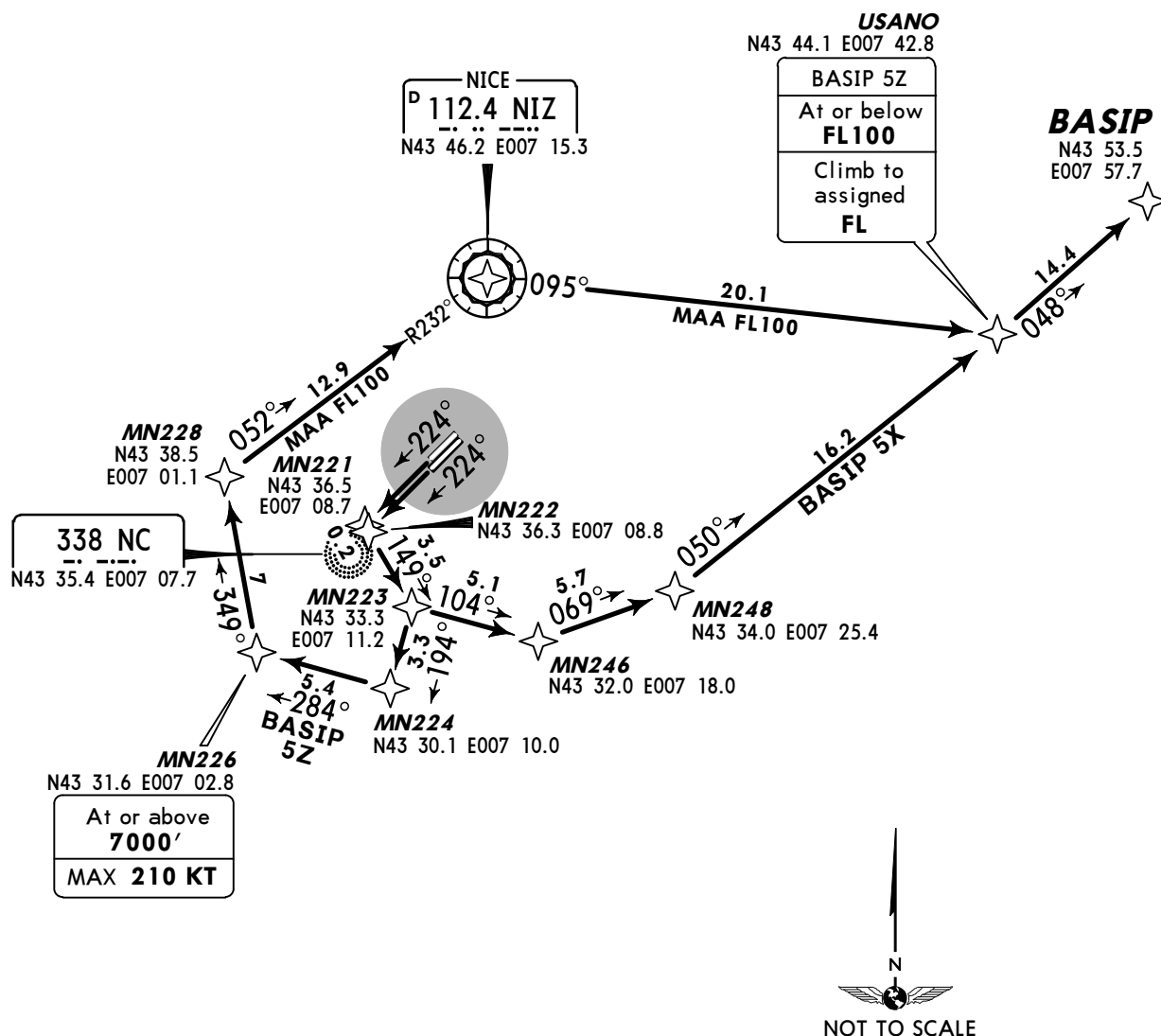


BASIP 5X [BASIP5X], BASIP 5Z [BASIP5Z]

RWYS 22L/R P-RNAV DEPARTURES

RNAV (GNSS AND/OR DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

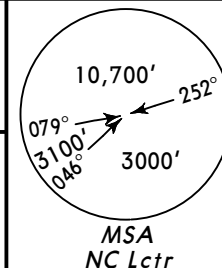
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **BASIP 5X: JET: FL100/PROP: FL70**
BASIP 5Z: BY ATC

SID	ROUTING
BASIP 5X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - USANO - BASIP.
BASIP 5Z	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - MN228 - NIZ - USANO (FL100-) - BASIP.

Apt Elev
12'

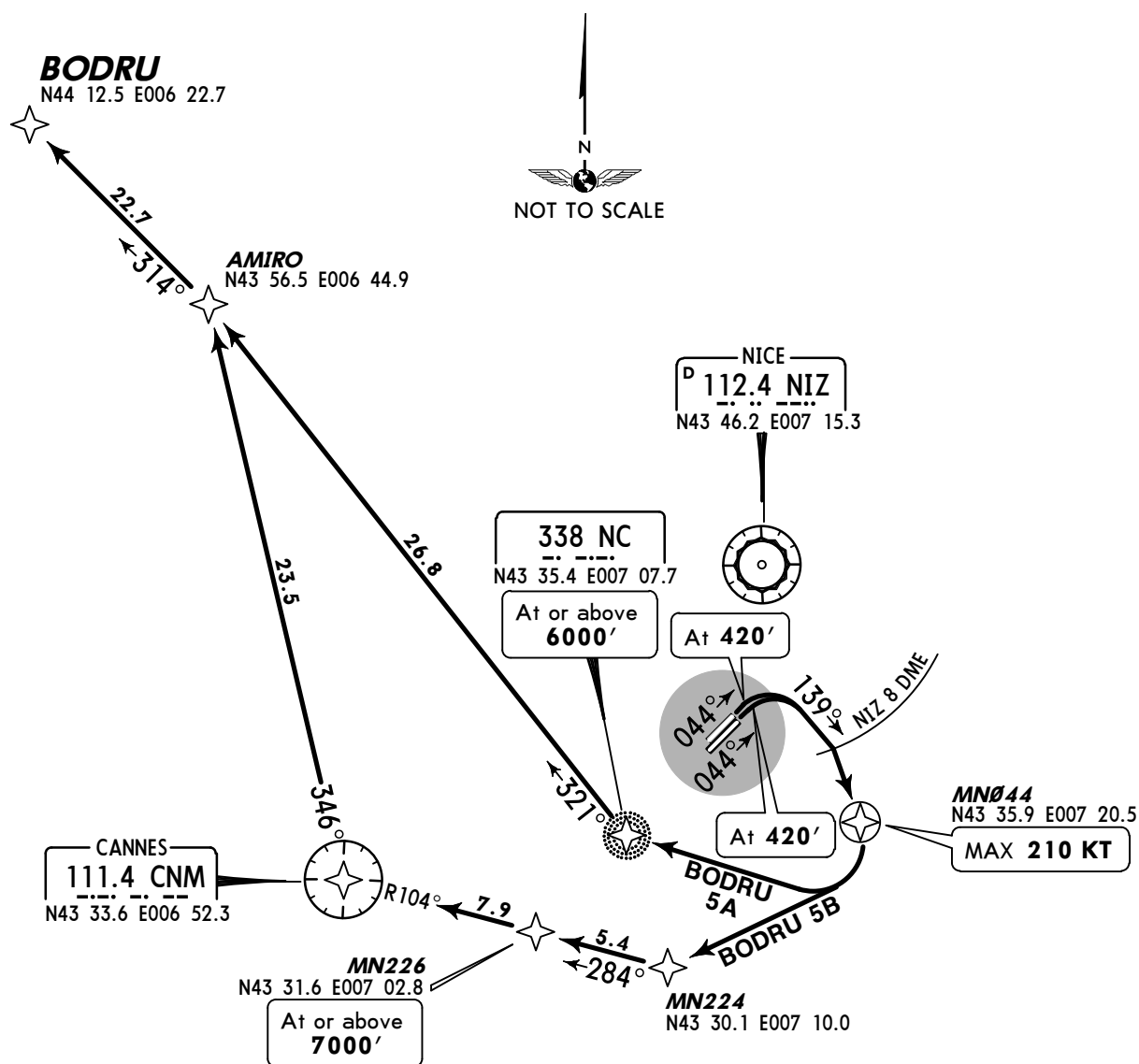
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.



BODRU 5A [BODR5A], BODRU 5B [BODR5B] RWYS 04L/R P-RNAV DEPARTURES

RNAV (GNSS AND/OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425' per NM (7%) up to FL100 due to ATC purposes.

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

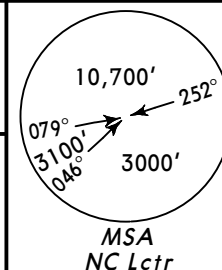
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: **FL130**

SID	ROUTING
BODRU 5A	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - BODRU.
BODRU 5B	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN224 - MN226 (7000'+) - CNM - AMIRO - BODRU.

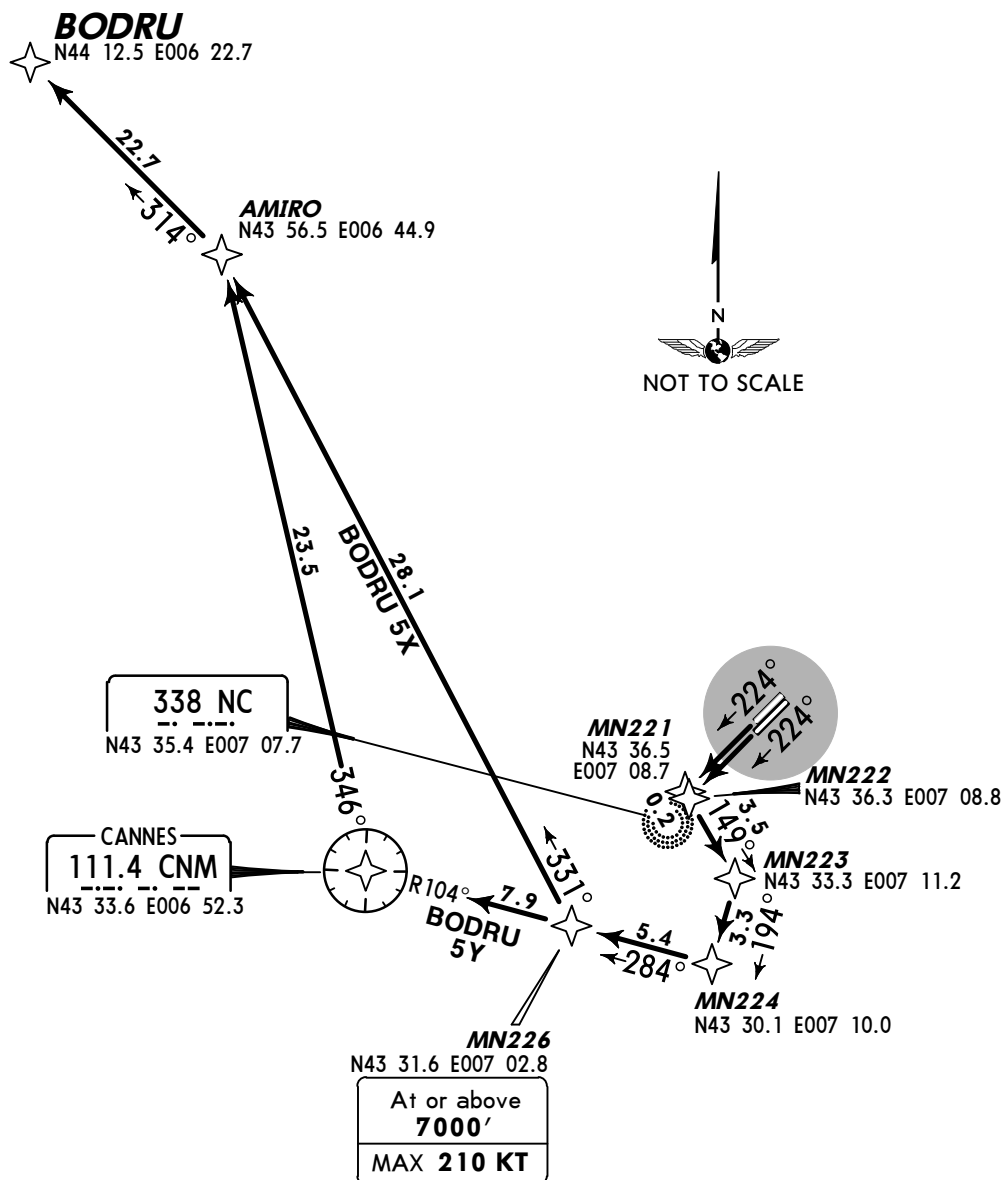
Apt Elev
12'

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



BODRU 5X [BODR5X], BODRU 5Y [BODR5Y]
RWYS 22L/R P-RNAV DEPARTURES
RNAV (GNSS AND/OR DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

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

Initial climb clearance: **FL130**

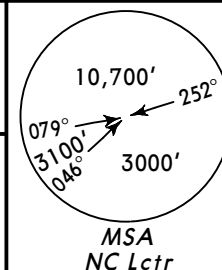
SID	ROUTING
BODRU 5X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - AMIRO - BODRU.
BODRU 5Y	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - CNM - AMIRO - BODRU.

CHANGES: Initial climb clearance.

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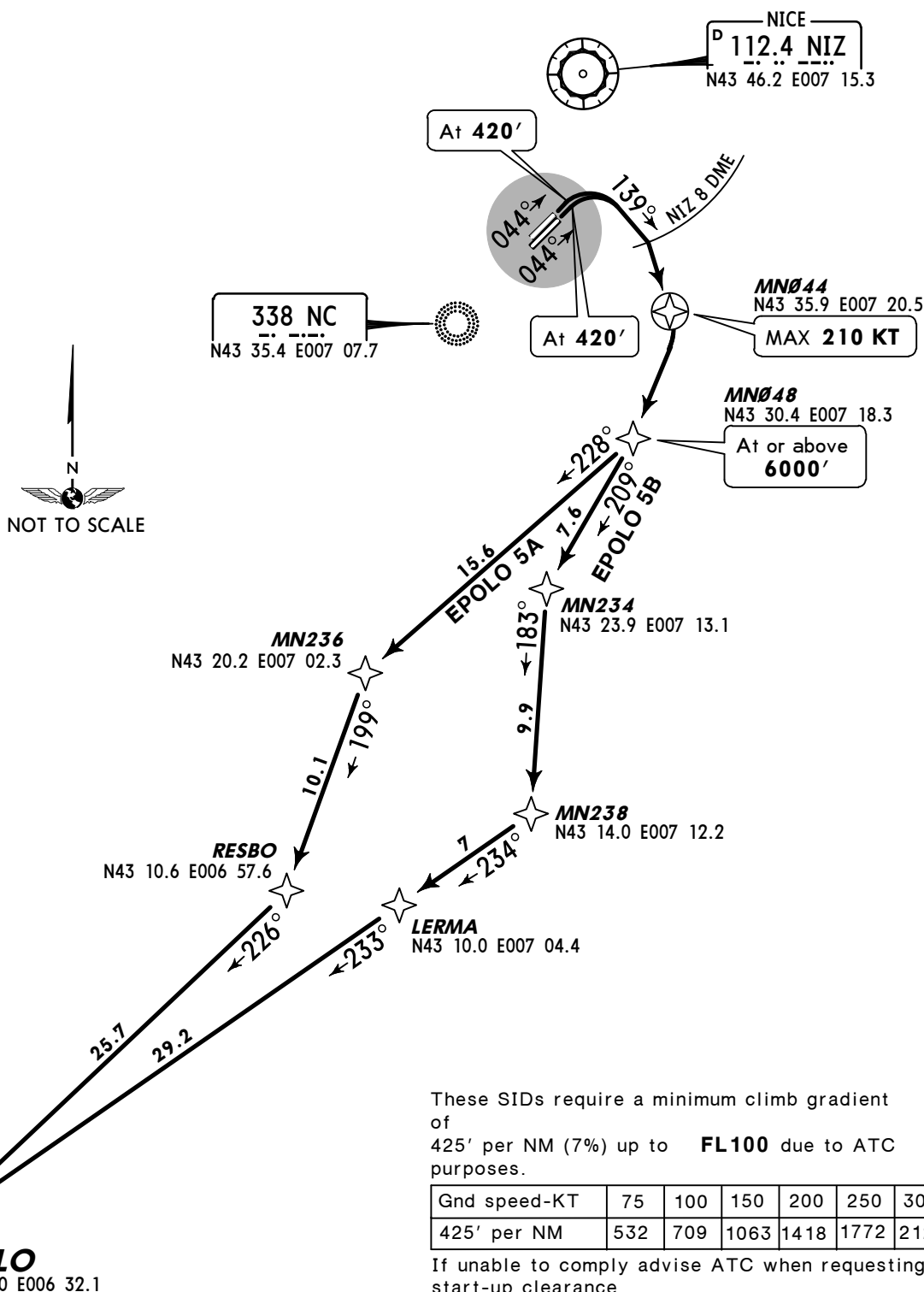
Apt Elev
12'

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



EPOLO 5A [EPOL5A], EPOLO 5B [EPOL5B]
RWYS 04L/R P-RNAV DEPARTURES
RNAV (GNSS AND/OR DME/DME)
RFL ABOVE FL125

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

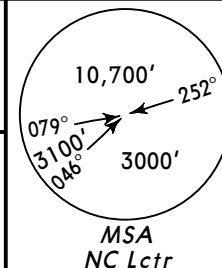
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **EPOLO 5A: FL100/EPOLO 5B: FL70**

SID	ROUTING
EPOLO 5A JET ACFT	Climb to 420' , turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - EPOLO.
EPOLO 5B PROP ACFT	Climb to 420' , turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN234 - MN238 - LERMA - EPOLO.

Apt Elev
12'

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

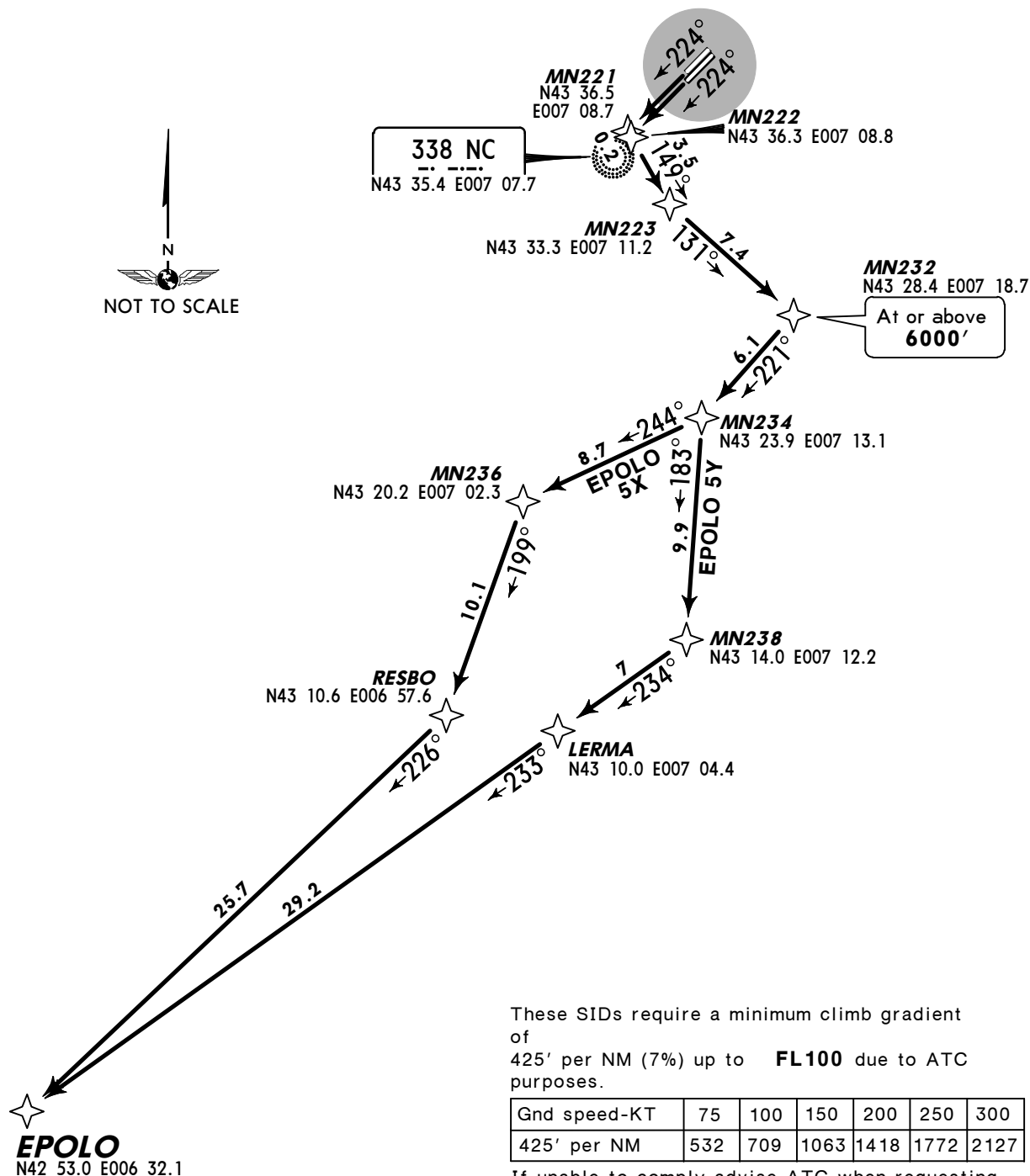
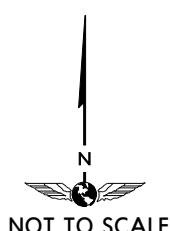


EPOLO 5X [EPOL5X], EPOLO 5Y [EPOL5Y] RWYS 22L/R P-RNAV DEPARTURES

RNAV (GNSS AND/OR DME/DME)

RFL ABOVE FL125

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

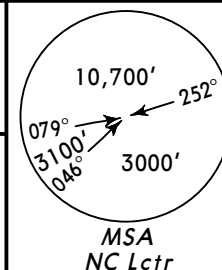


Initial climb clearance: **EPOLO 5X: FL100/EPOLO 5Y: FL70**

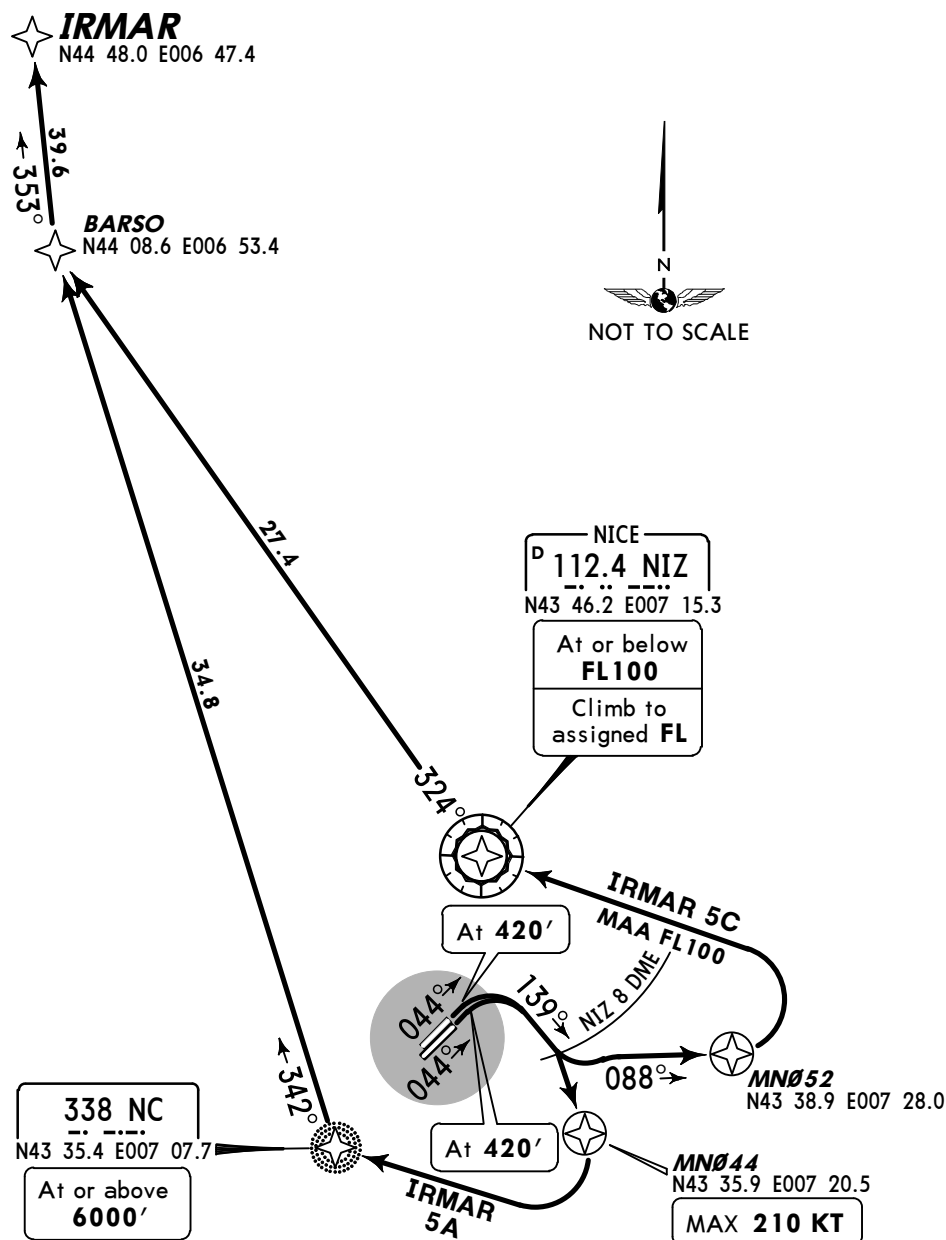
SID	ROUTING	
EPOLO 5X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 MN236 - RESBO - EPOLO.	(6000'+) - MN234 -
EPOLO 5Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 MN238 - LERMA - EPOLO.	(6000'+) - MN234 -

Apt Elev
12'

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



IRMAR 5A [IRMA5A], IRMAR 5C [IRMA5C]
RWYS 04L/R P-RNAV DEPARTURES
RNAV (GNSS AND/OR DME/DME)
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

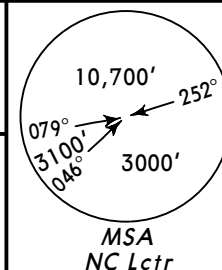
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

Initial climb clearance: **IRMAR 5A: FL130/IRMAR 5C: BY ATC**

SID	ROUTING
IRMAR 5A	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - BARSO - IRMAR.
IRMAR 5C	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, 088° track to MN052 - NIZ (FL100-) - BARSO - IRMAR.

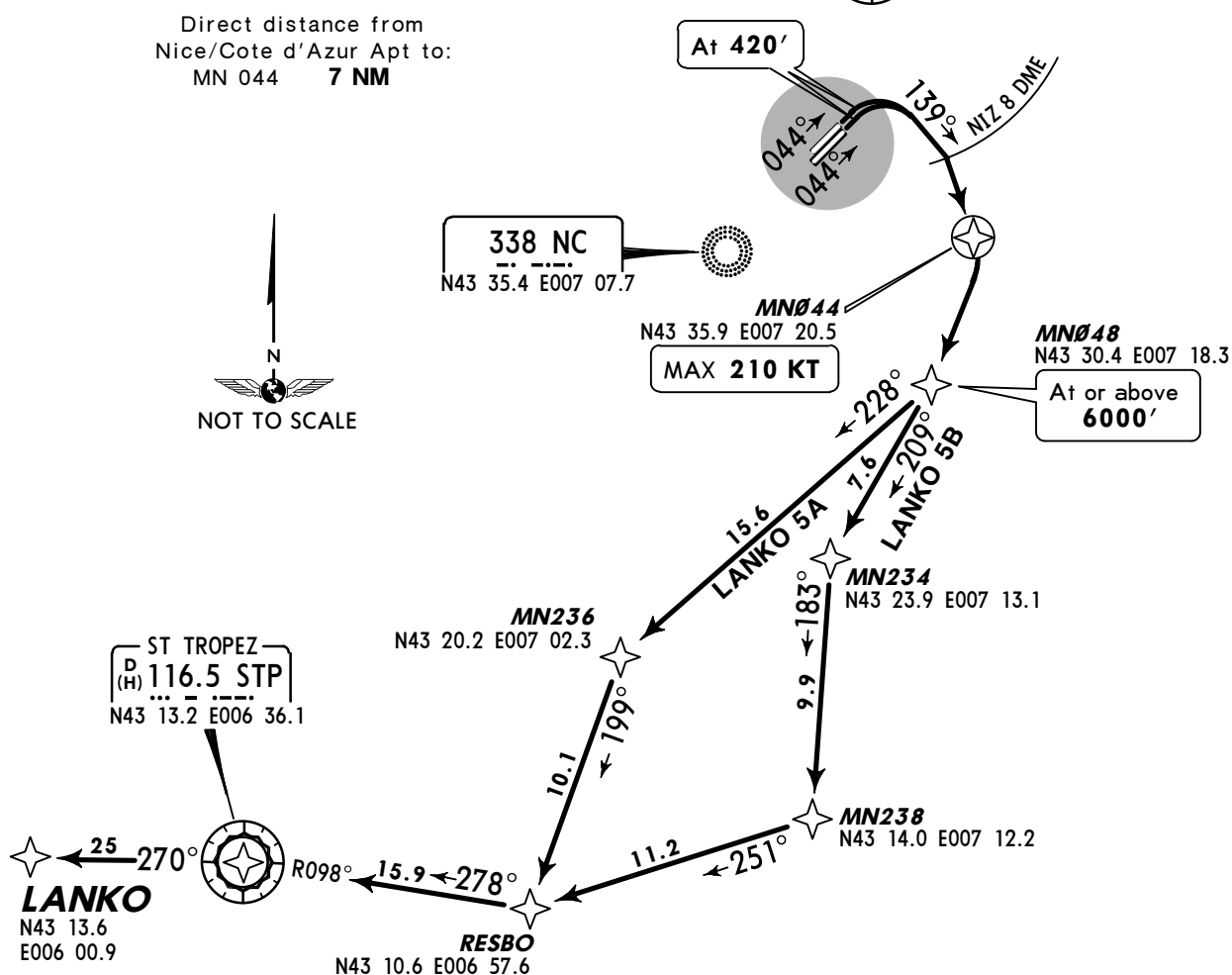
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000'
adopt noise abatement configuration and climb settings according
to operational conditions.



RFL BELOW FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NICE
D
(H) 112.4 NIZ
N43 46.2 E007 15.3

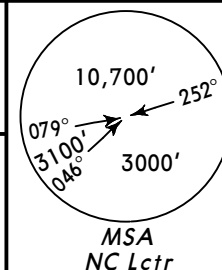


Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance: **LANKO 5A: FL100/LANKO 5B: FL70**

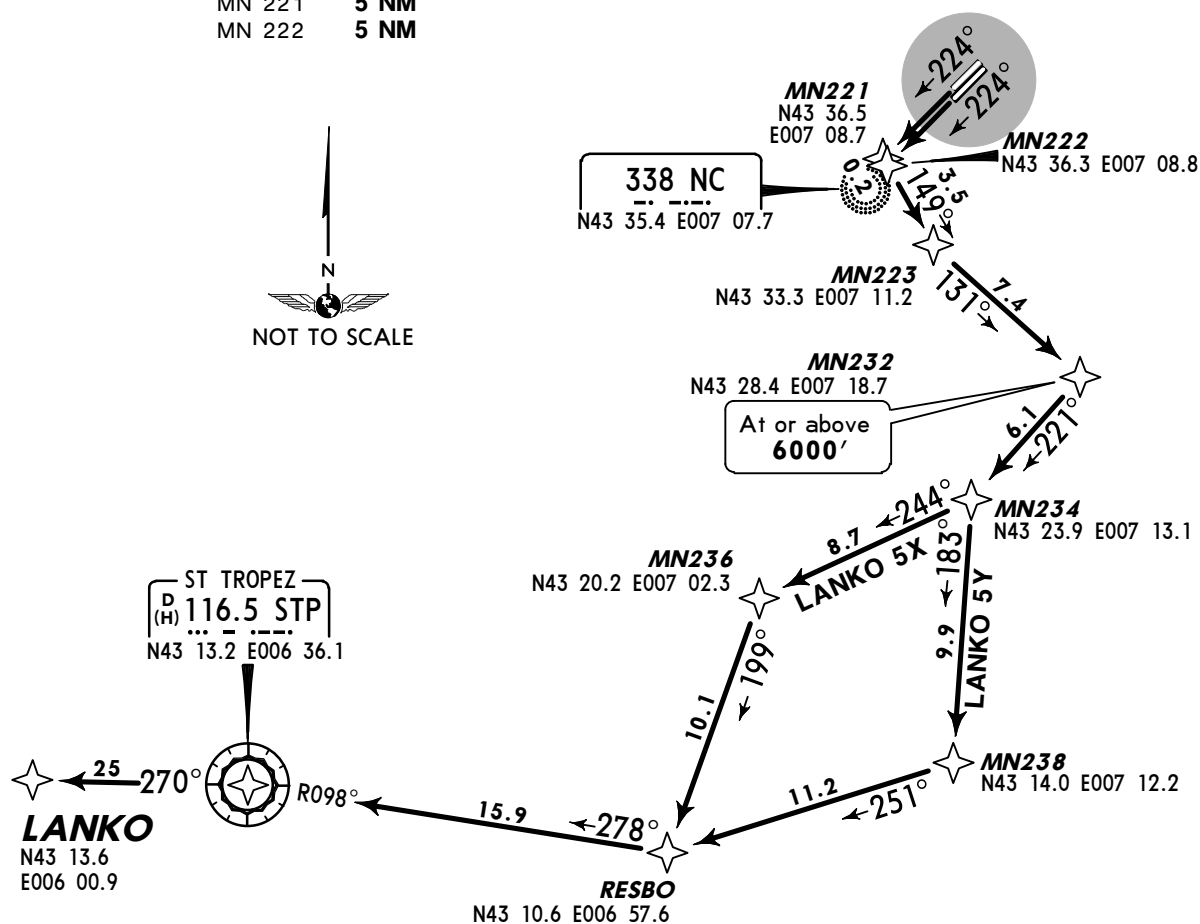
SID	ROUTING
LANKO 5A JET ACFT	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - STP - LANKO.
LANKO 5B PROP ACFT	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN234 - MN238 - RESBO - STP - LANKO.

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



SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

MN 221	5 NM
MN 222	5 NM



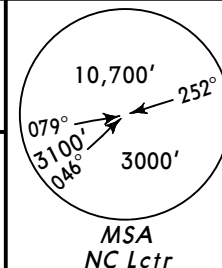
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

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

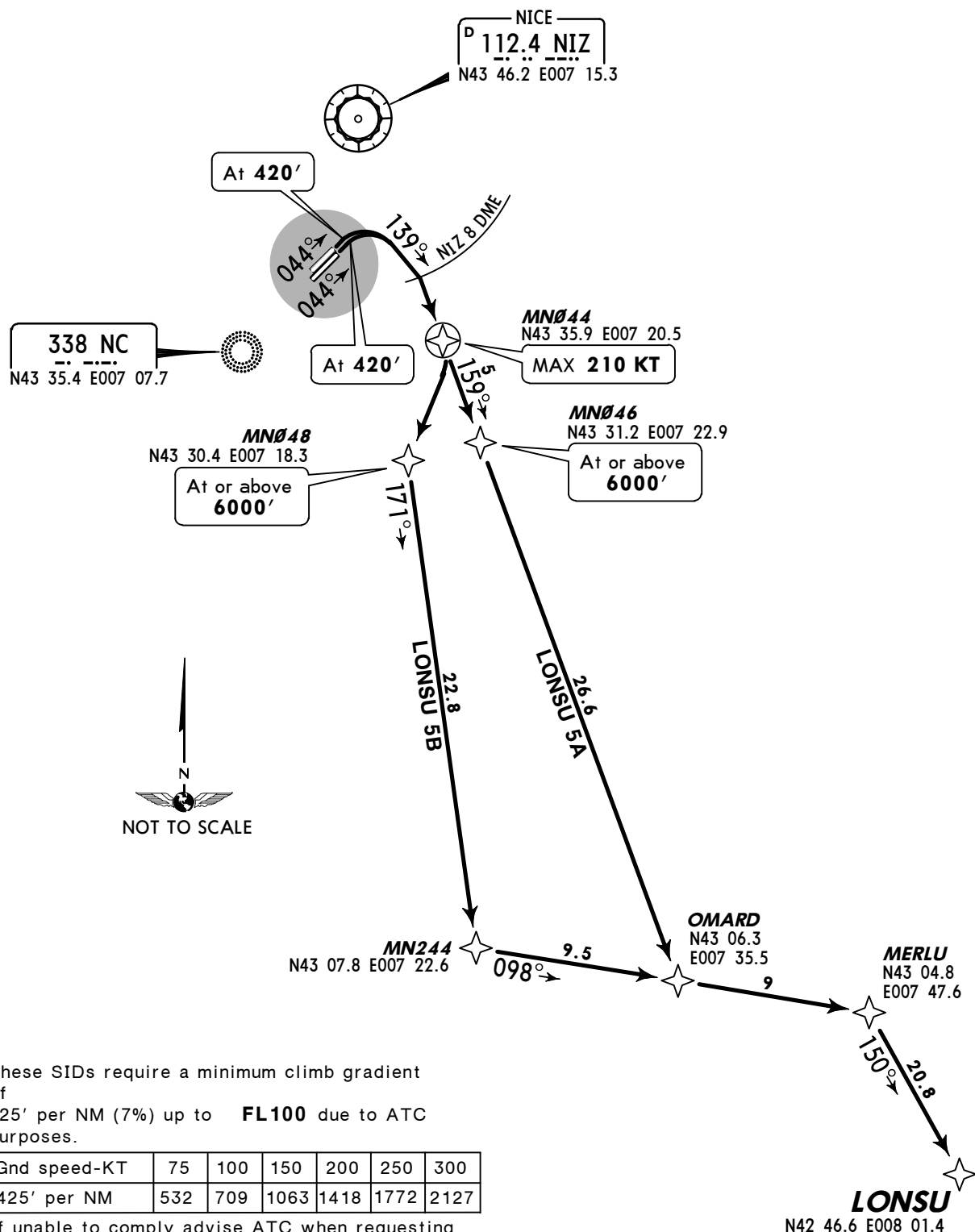
Initial climb clearance: LANKO 5X: FL100/LANKO 5Y: FL70			
SID	ROUTING		
LANKO 5X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000'+) - MN234 - MN236 - RESBO - STP - LANKO.		
LANKO 5Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000'+) - MN234 - MN238 - RESBO - STP - LANKO.		

Apt Elev
12'

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



LONSU 5A [LONS5A], LONSU 5B [LONS5B]
RWYS 04L/R P-RNAV DEPARTURES
RNAV (GNSS AND/OR DME/DME)
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

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

Initial climb clearance: **LONSU 5A: FL100/LONSU 5B: FL70**

SID	ROUTING
LONSU 5A JET ACFT	Climb to 420' , turn RIGHT , 139° track to NIZ 8 DME, then to MN044 (K210-) - MN046 (6000'+) - OMARD - MERLU - LONSU.
LONSU 5B PROP ACFT	Climb to 420' , turn RIGHT , 139° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN244 - OMARD - MERLU - LONSU.

Apt Elev

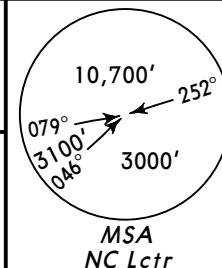
12'

Trans level: By ATC Trans alt: 5000'

SIDs are also noise abatement procedures. Until reaching 2000'

adopt noise abatement configuration and climb settings according

to operational conditions.

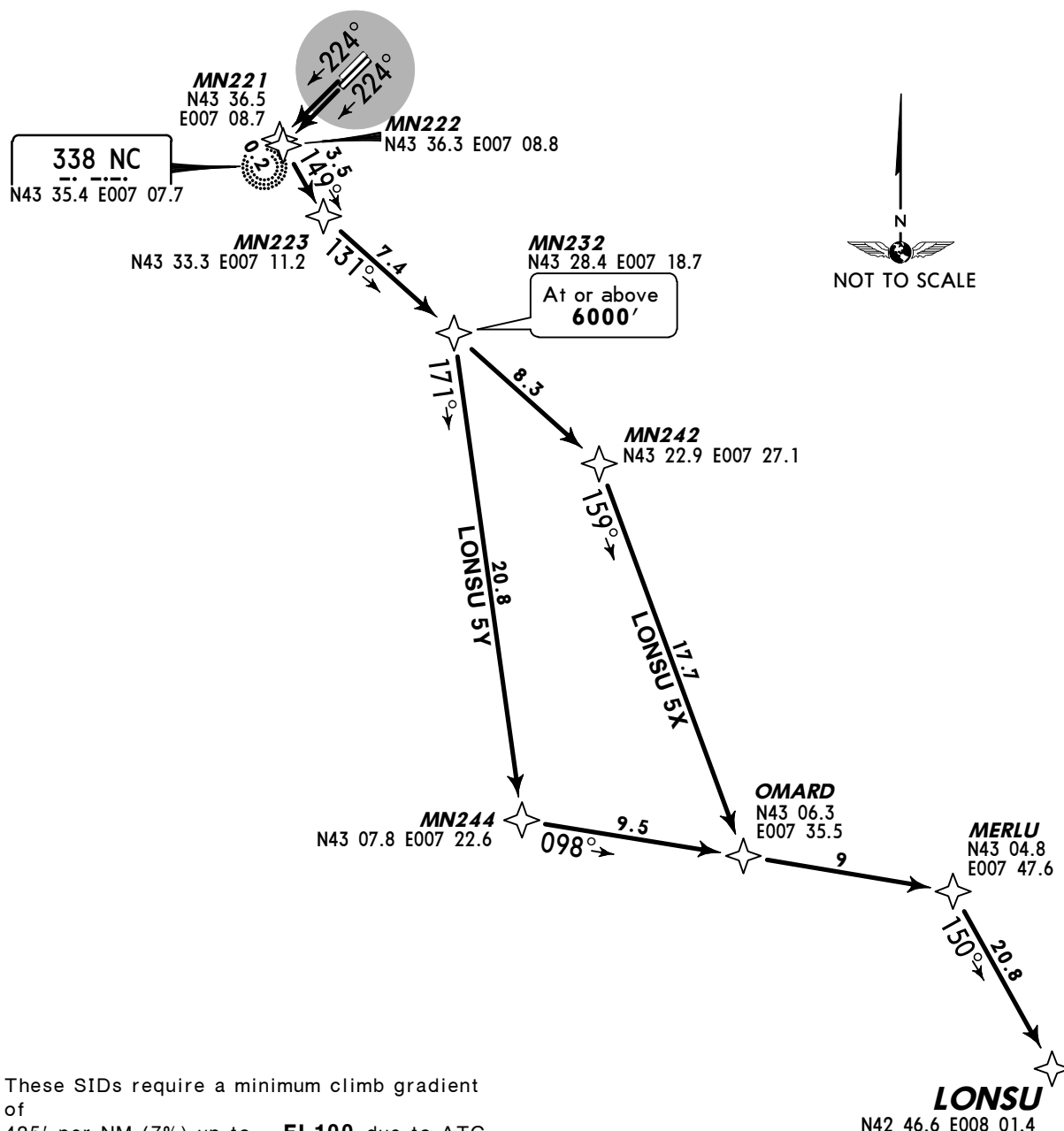


LONSU 5X [LONS5X], LONSU 5Y [LONS5Y]

RWYS 22L/R P-RNAV DEPARTURES

RNAV (GNSS AND/OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient

of

425' per NM (7%) up to **FL100** due to ATC

purposes.

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

If unable to comply advise ATC when requesting

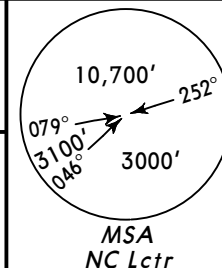
start-up clearance.

Initial climb clearance: **LONSU 5X: FL100/LONSU 5Y: FL70**

SID	ROUTING	
LONSU 5X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232	(6000'+) - MN242 - OMARD - MERLU - LONSU.
LONSU 5Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232	(6000'+) - MN244 - OMARD - MERLU - LONSU.

Apt Elev
12'

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

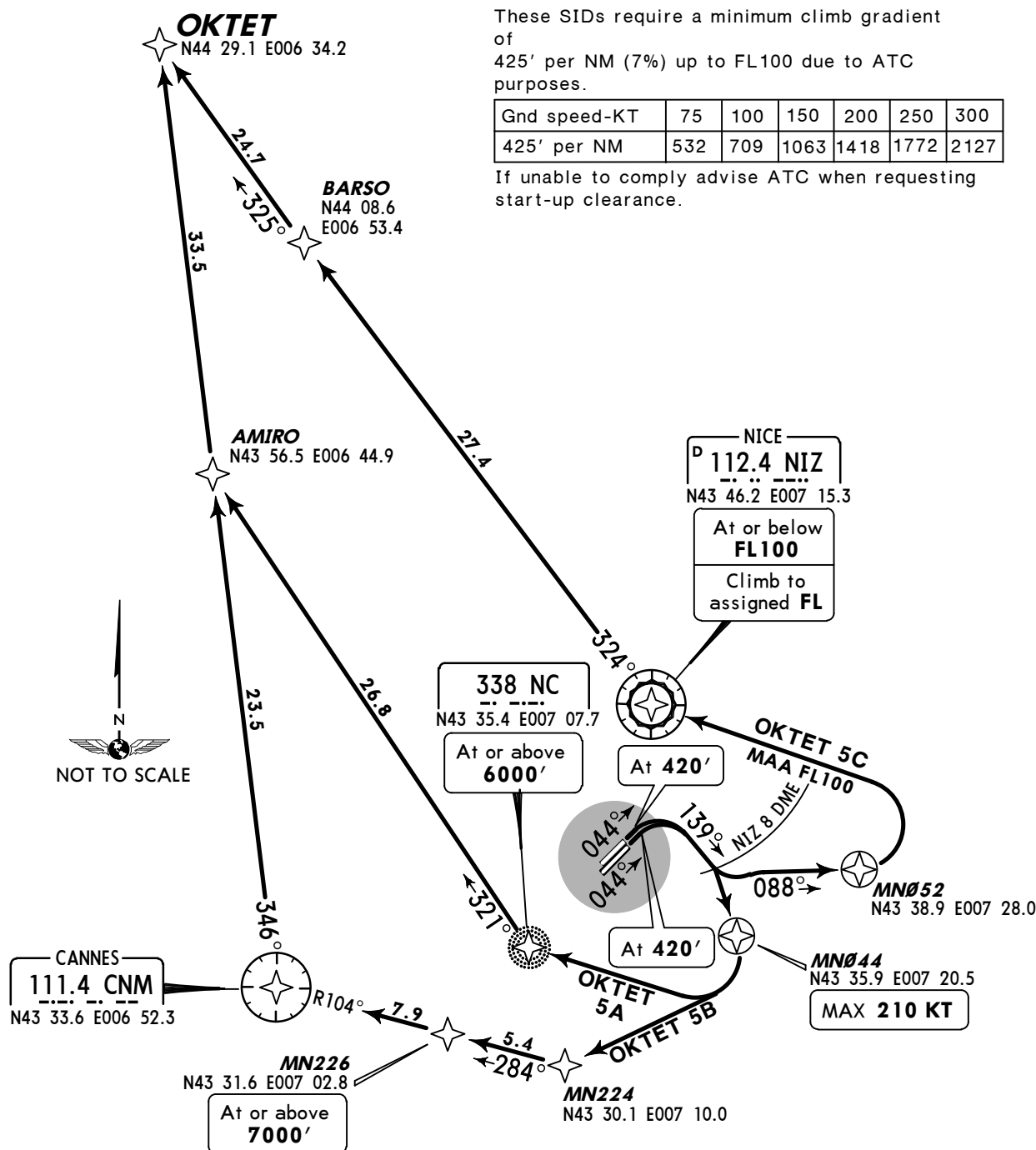


OKTET 5A [OKTE5A], OKTET 5B [OKTE5B]
OKTET 5C [OKTE5C]

RWYS 04L/R P-RNAV DEPARTURES

RNAV (GNSS AND/OR DME/DME)

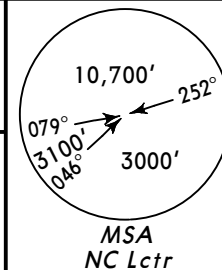
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: OKTET 5A, 5B: FL130/OKTET 5C: BY ATC	
SID	ROUTING
OKTET 5A	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - OKTET.
OKTET 5B	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN224 - MN226 (7000'+) - CNM - AMIRO - OKTET.
OKTET 5C	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, 088° track to MN052 - NIZ (FL100-) - BARSO - OKTET.

Apt Elev
12'

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



OKTET 5X [OKTE5X], OKTET 5Y [OKTE5Y]
OKTET 5Z [OKTE5Z]

RWYS 22L/R P-RNAV DEPARTURES

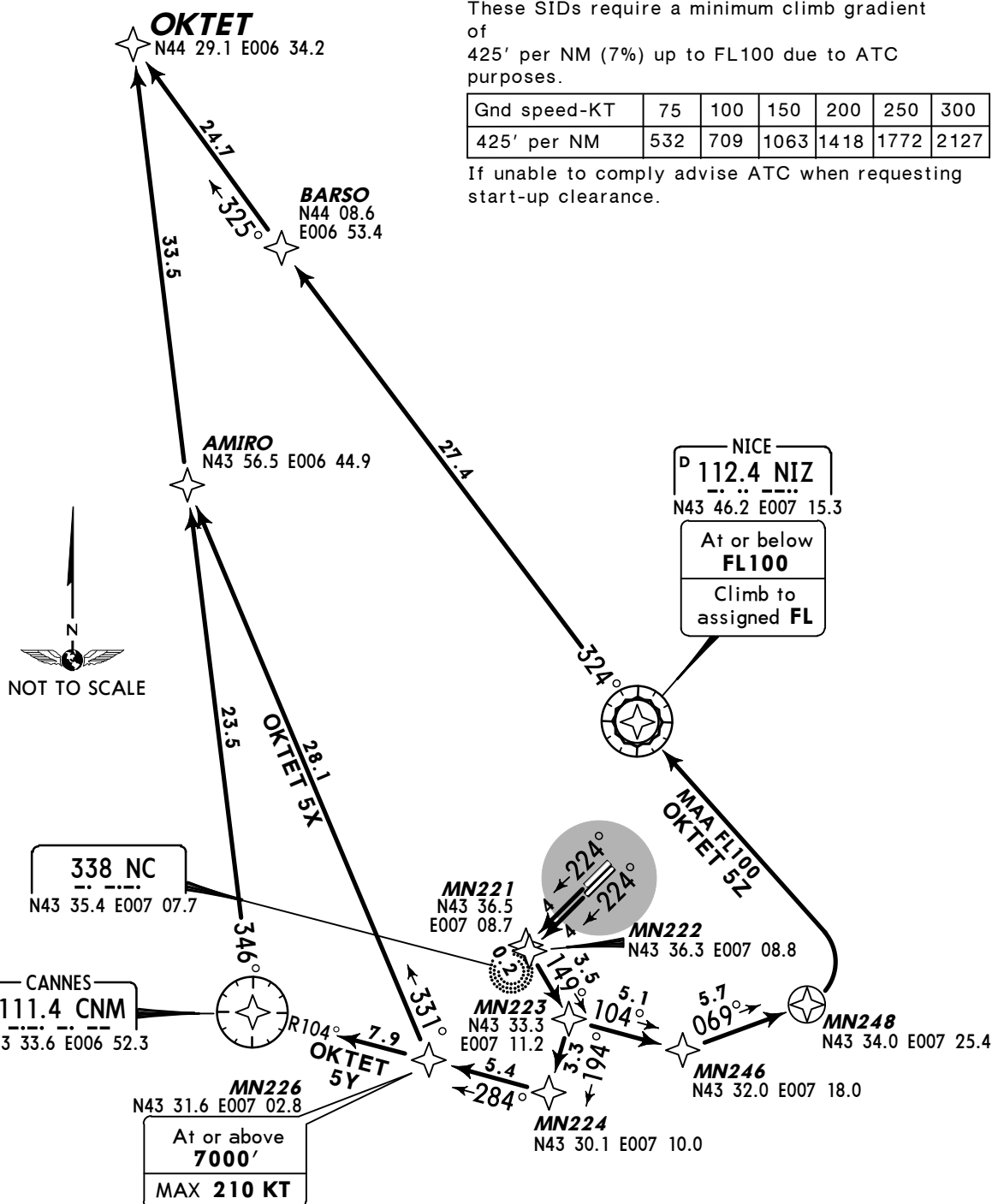
RNAV (GNSS AND/OR DME/DME)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

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

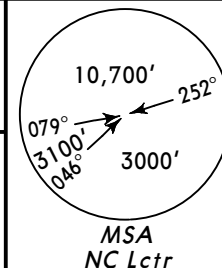


Initial climb clearance: **OKTET 5X, 5Y: FL130/OKTET 5Z: BY ATC**

SID	ROUTING
OKTET 5X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - AMIRO - OKTET.
OKTET 5Y	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - CNM - AMIRO - OKTET.
OKTET 5Z	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - NIZ (FL100-) - BARSO - OKTET.

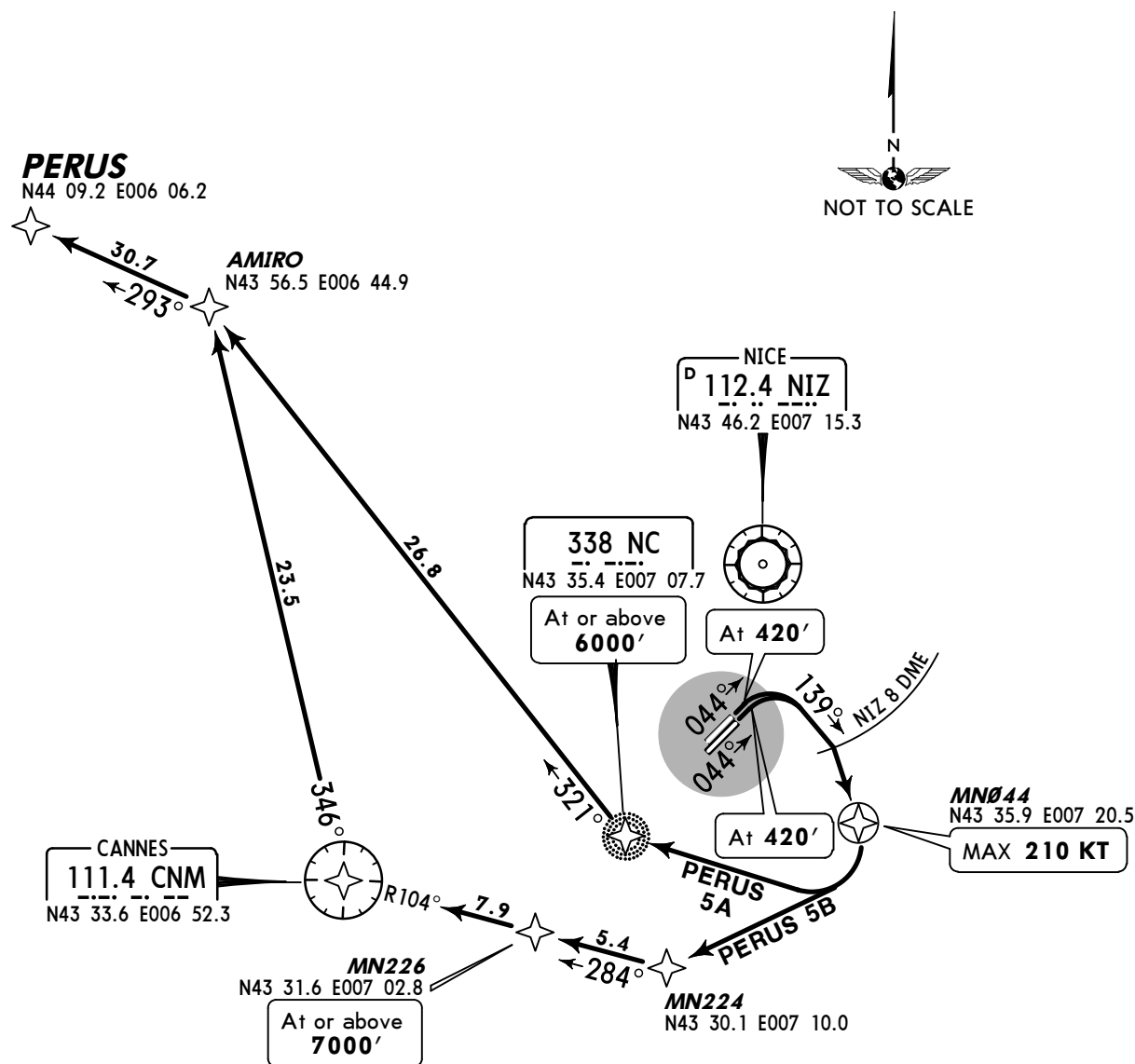
Apt Elev
12'

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



PERUS 5A [PERU5A], PERUS 5B [PERU5B]
RWYS 04L/R P-RNAV DEPARTURES
RNAV (GNSS AND/OR DME/DME)
RFL ABOVE FL135

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

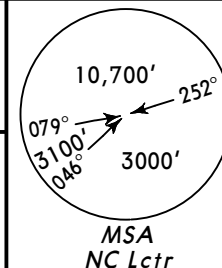
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **FL130**

SID	ROUTING
PERUS 5A	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - PERUS.
PERUS 5B	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, then to MN044 (K210-) - MN224 - MN226 (7000'+) - CNM - AMIRO - PERUS.

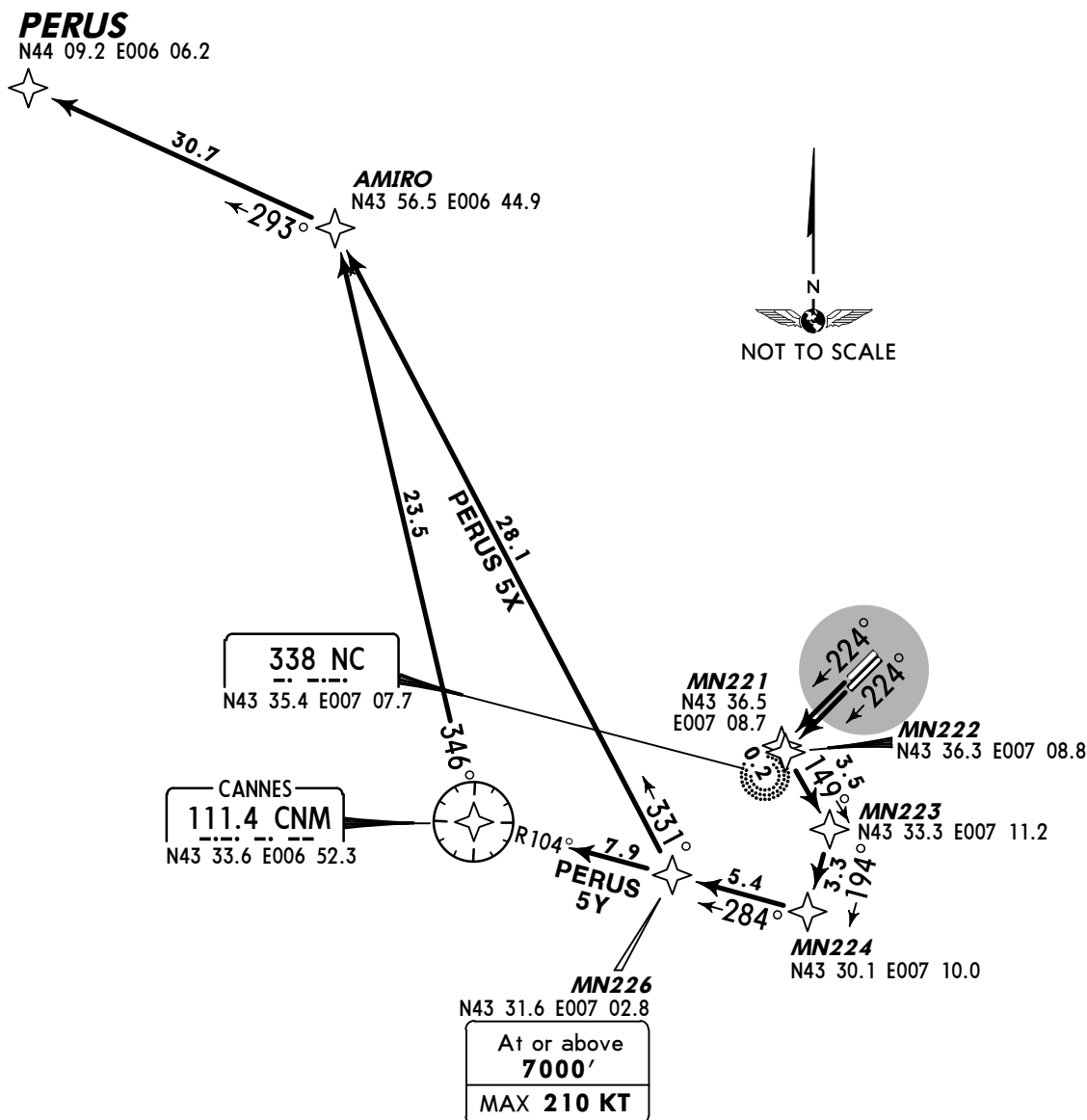
Apt Elev
12'

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



PERUS 5X [PERU5X], PERUS 5Y [PERU5Y]
RWYS 22L/R P-RNAV DEPARTURES
RNAV (GNSS AND/OR DME/DME)
RFL ABOVE FL135

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

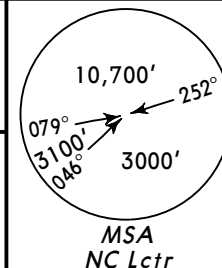
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **FL130**

SID	ROUTING
PERUS 5X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - AMIRO - PERUS.
PERUS 5Y	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - CNM - AMIRO - PERUS.

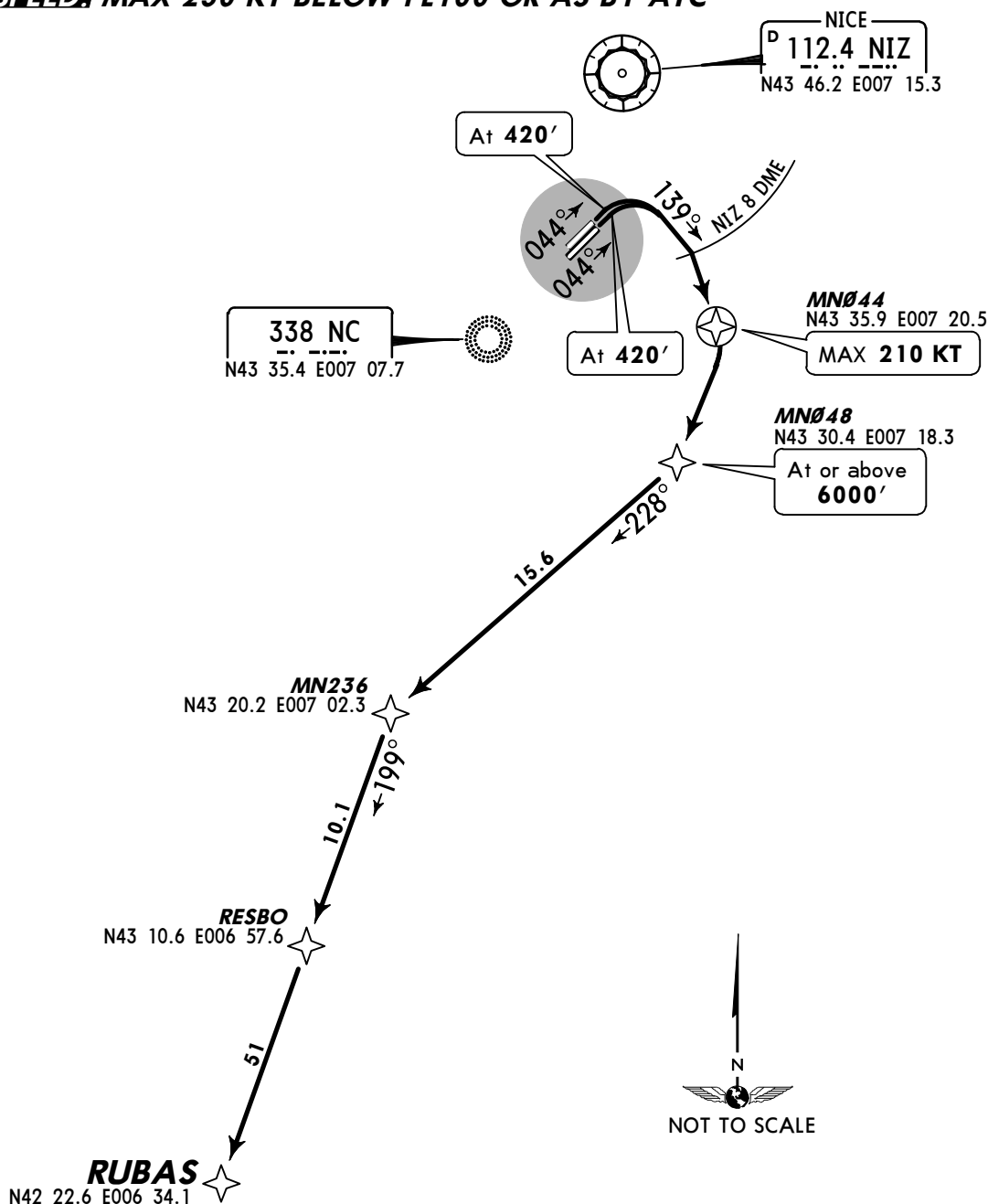
Apt Elev
12'

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



RUBAS 5A [RUBA5A]
RWYS 04L/R P-RNAV DEPARTURE
RNAV (GNSS AND/OR DME/DME)
JET ACFT

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

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

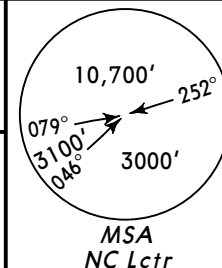
Initial climb clearance: **FL100**

ROUTING

Climb to **420'**, turn **RIGHT**, **139°** track to **NIZ 8 DME**, then to **MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - RUBAS**.

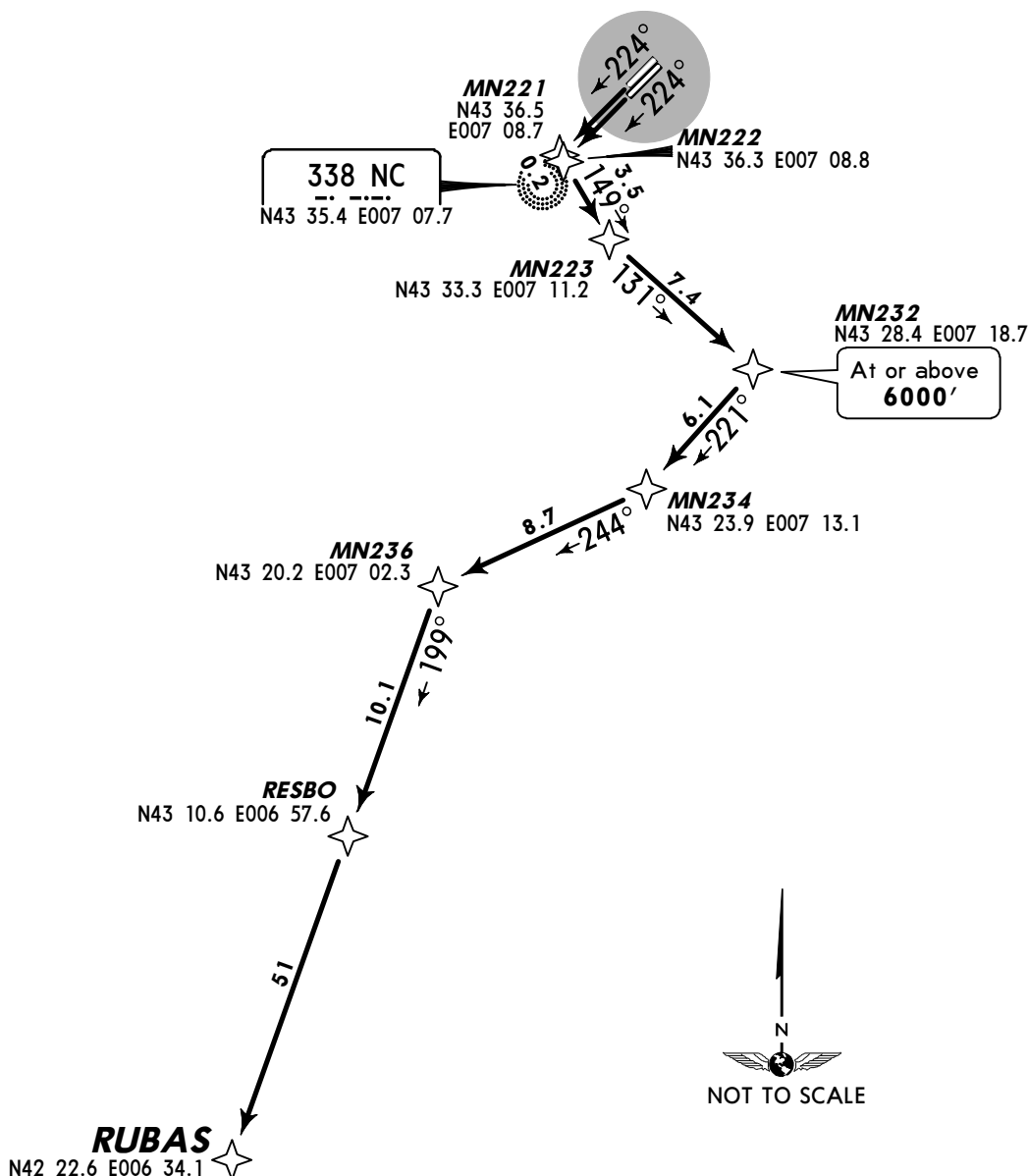
Apt Elev
12'

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



RUBAS 5X [RUBA5X]
RWYS 22L/R P-RNAV DEPARTURE
RNAV (GNSS AND/OR DME/DME)
JET ACFT

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

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

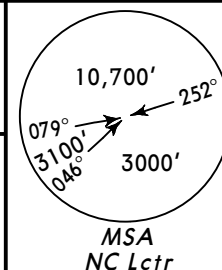
Initial climb clearance: **FL100**

ROUTING

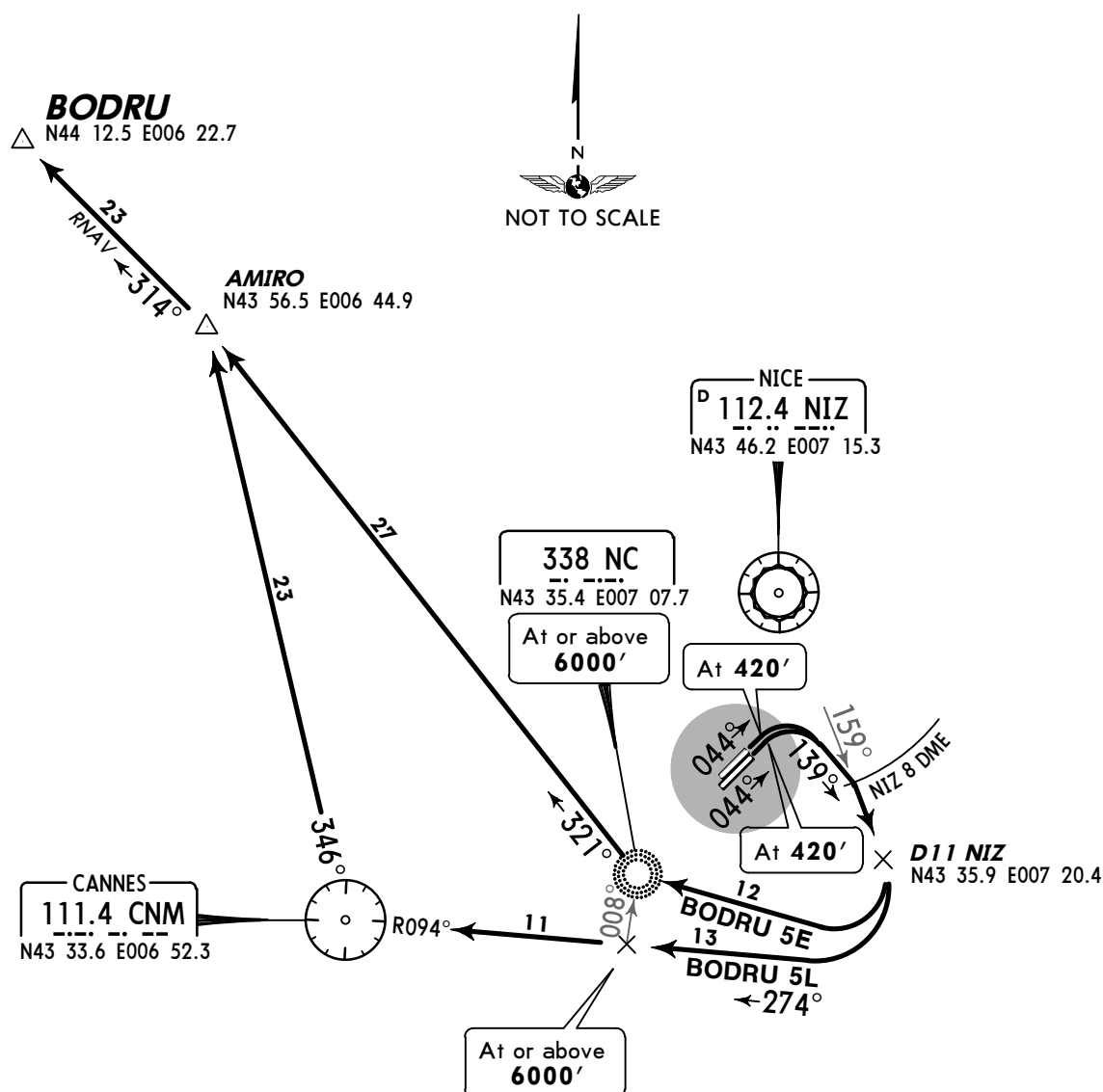
MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 **(6000'+)** - MN234 - MN236 - RESBO - RUBAS.

Apt Elev
12'

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



**BODRU 5E [BODR5E], BODRU 5L [BODR5L]
RWYS 04L/R DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 425' per NM (7%) up to FL100 due to ATC purposes.

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

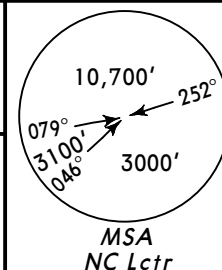
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: **FL130**

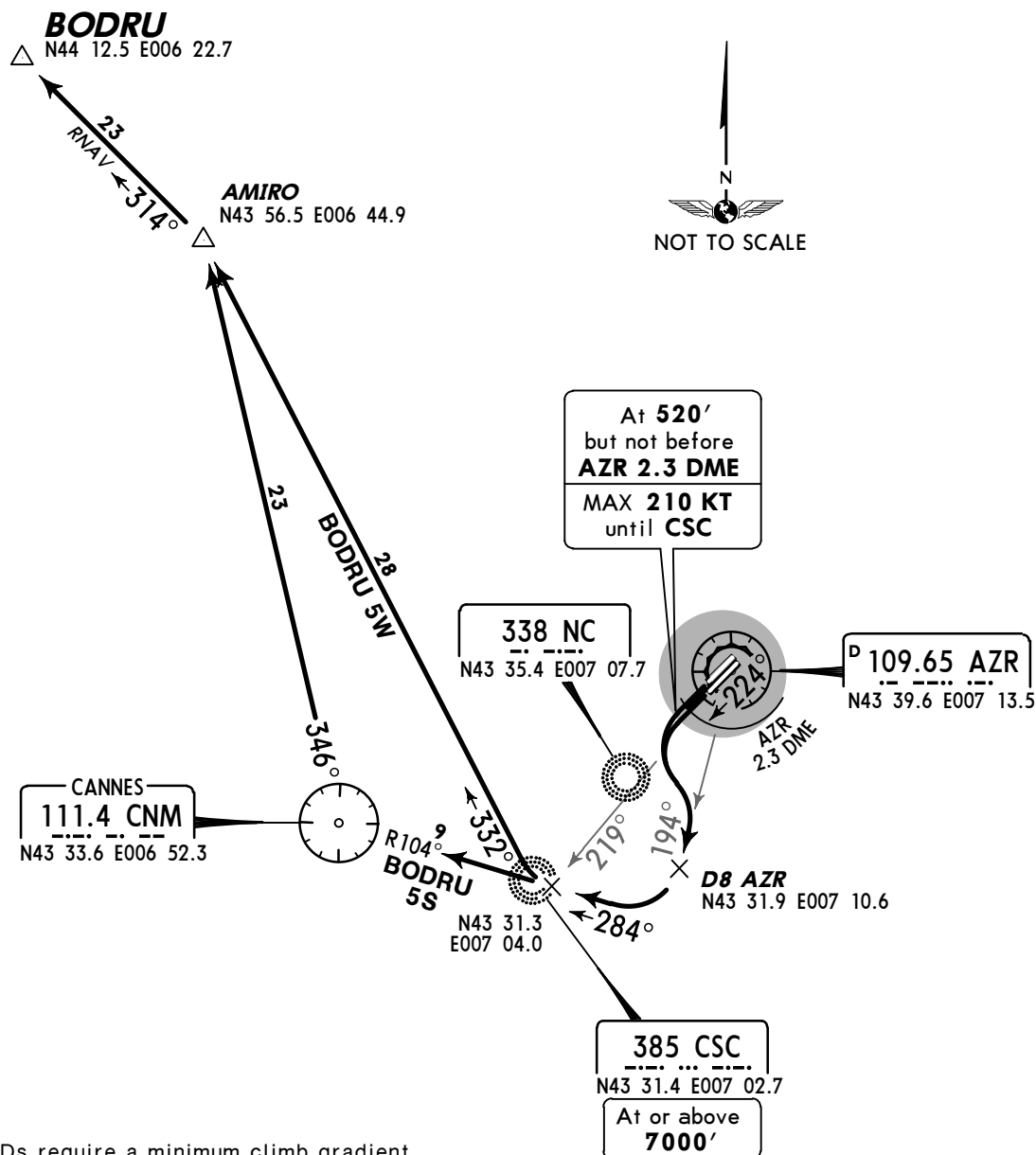
SID	ROUTING
BODRU 5E	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to NC, 321° bearing to AMIRO, 314° track to BODRU.
BODRU 5L	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to CNM, CNM R-346 to AMIRO, 314° track to BODRU.

Apt Elev
12'

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



BODRU 5S [BODR5S], BODRU 5W [BODR5W]
RWYS 22L/R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

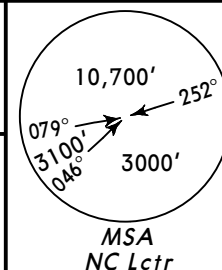
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **FL130**

SID	ROUTING
BODRU 5S	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound to CNM, CNM R-346 to AMIRO, 314° track to BODRU.
BODRU 5W	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound, when passing AZR R-219 turn RIGHT, intercept 332° bearing from CSC to AMIRO, 314° track to BODRU.

Apt Elev
12'

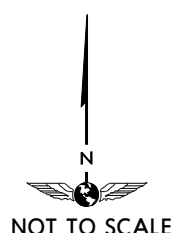
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000'
adopt noise abatement configuration and climb settings according
to operational conditions.



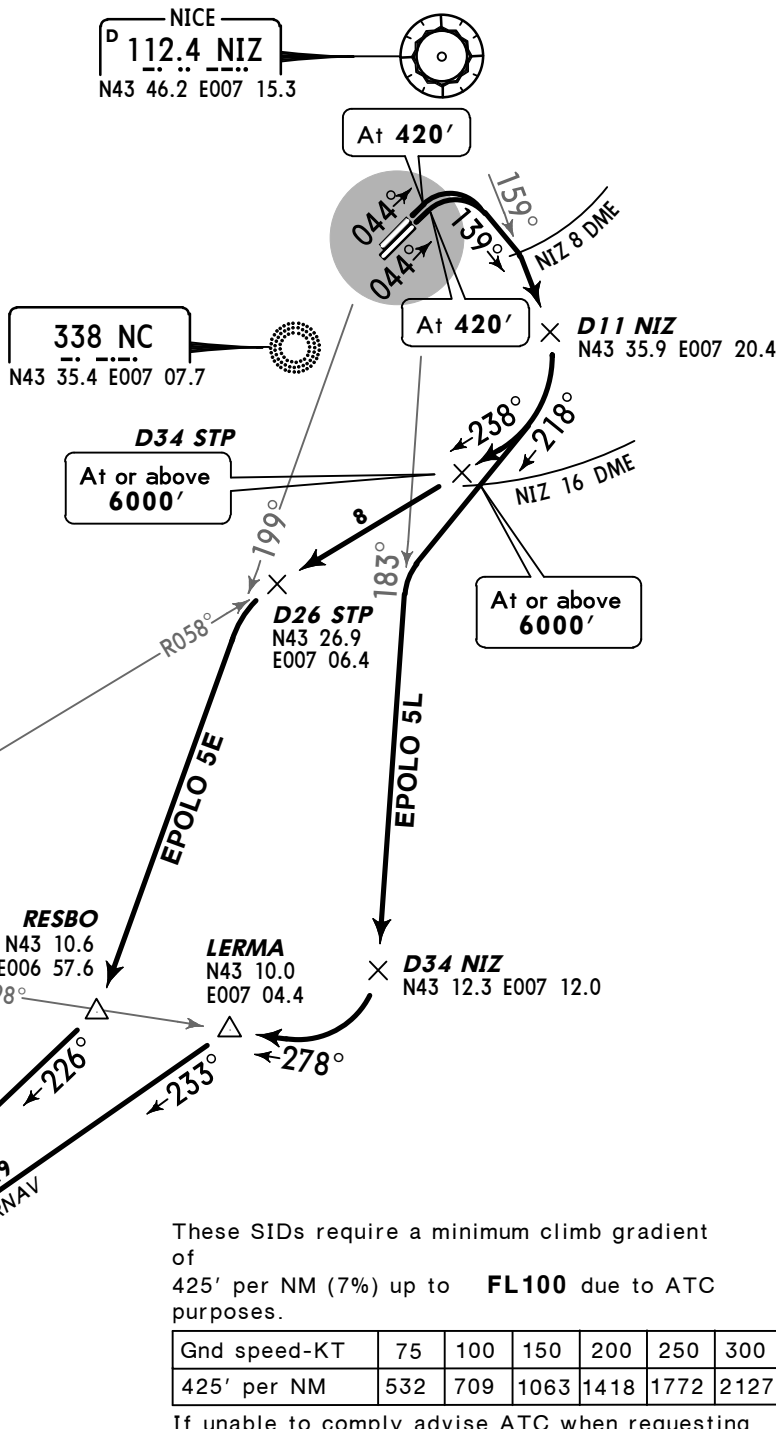
EPOLO 5E [EPOL5E], EPOLO 5L [EPOL5L] RWYS 04L/R DEPARTURES

RFL ABOVE FL125

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



ST TROPEZ
D 116.5 STP
N43 13.2 E006 36.1

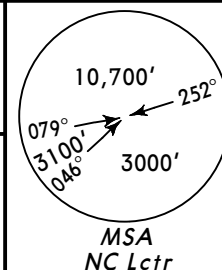


Initial climb clearance: **EPOLO 5E: FL100/EPOLO 5L: FL70**

SID	ROUTING
EPOLO 5E JET ACFT	Climb to 420' , turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT, intercept STP R-058 inbound, at D26 STP turn LEFT, intercept NIZ R-199 to RESBO, 226° track to EPOLO.
EPOLO 5L PROP ACFT	Climb to 420' , turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT, 218° track, turn LEFT, intercept NIZ R-183, at D34 NIZ turn RIGHT, intercept STP R-098 inbound to LERMA, 233° track to EPOLO.

Apt Elev
12'

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



EPOLO 5S [EPOL5S], EPOLO 5W [EPOL5W] RWYS 22L/R DEPARTURES

RFL ABOVE FL125

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

①

At 520'
but not before
AZR 2.3 DME

NICE
D 112.4 NIZ
N43 46.2 E007 15.3

D 109.2 CGS
N43 38.7 E007 08.8

D 109.65 AZR
N43 39.6 E007 13.5

338 NC
N43 35.4 E007 07.7

D8.5 CGS
N43 31.7 E007 15.5



ST TROPEZ
D 116.5 STP
N43 13.2 E006 36.1

D24 STP
N43 23.6 E007 05.7

At or above
6000'

RESBO
N43 10.6 E006 57.6

LERMA
N43 10.0 E007 04.4

D34 NIZ
N43 12.3 E007 12.0

EPOLO
N42 53.0 E006 32.1

These SIDs require a minimum climb gradient
of
486' per NM (8%) up to **FL70** due to ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430

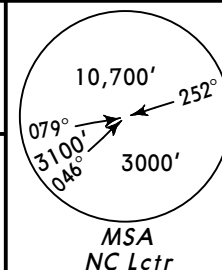
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **EPOLO 5S: FL70/EPOLO 5W: FL100**

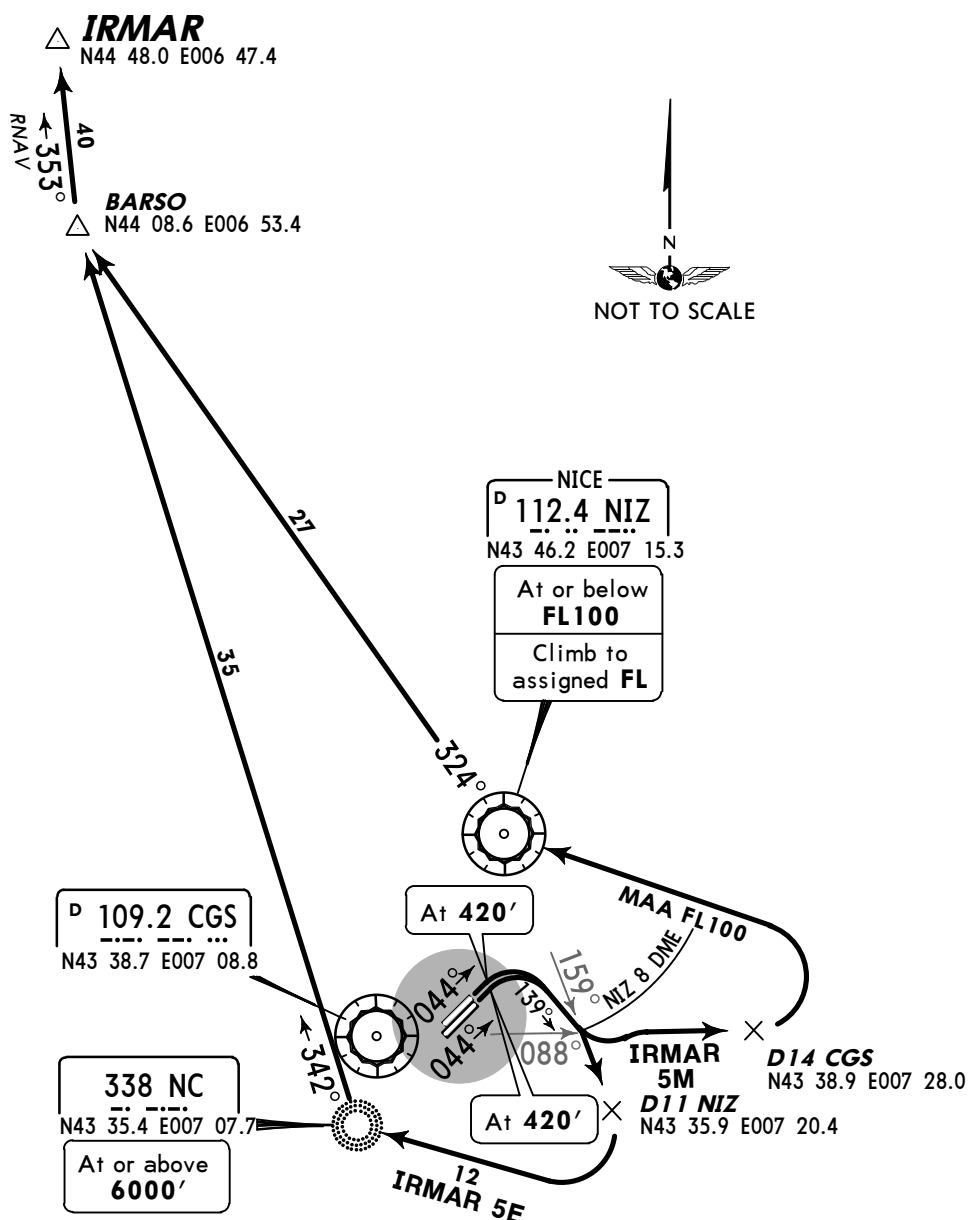
SID	ROUTING
EPOLO 5S PROP ACFT	Climb to 520' , turn LEFT not before AZR 2.3 DME , intercept CGS R-144 , at D8.5 CGS turn RIGHT , 216° track, turn LEFT , intercept NIZ R-183 , at D34 NIZ turn RIGHT , intercept STP R-099 inbound to LERMA , 233° track to EPOLO .
EPOLO 5W JET ACFT	Climb to 520' , turn LEFT not before AZR 2.3 DME , intercept CGS R-144 , at D8.5 CGS turn RIGHT , 216° track, turn RIGHT , intercept STP R-064 inbound, at D24 STP turn LEFT , intercept NIZ R-199 to RESBO , 226° track to EPOLO .

Apt Elev
12'

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



IRMAR 5E [IRMA5E], IRMAR 5M [IRMA5M]
RWYS 04L/R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

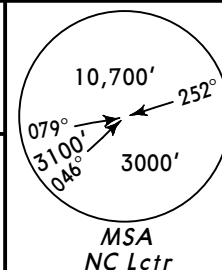
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **IRMAR 5E: FL130/IRMAR 5M: BY ATC**

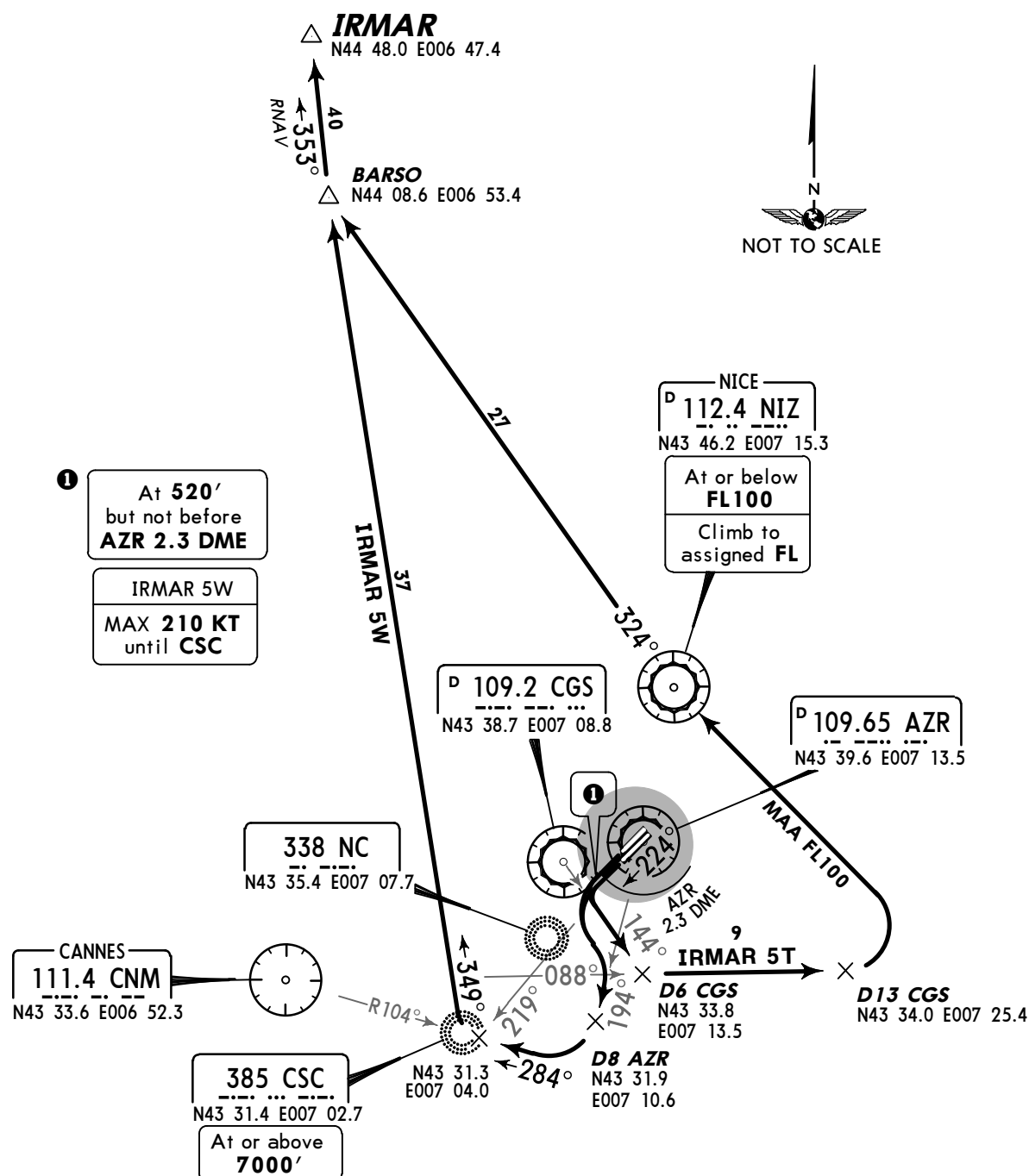
SID	ROUTING
IRMAR 5E	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to NC, 342° bearing to BARSO, 353° track to IRMAR.
IRMAR 5M	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn LEFT, intercept CGS R-088 to D14 CGS, turn LEFT to NIZ, NIZ R-324 to BARSO, turn RIGHT, 353° track to IRMAR.

Apt Elev
12'

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



IRMAR 5T [IRMA5T], IRMAR 5W [IRMA5W] RWYS 22L/R DEPARTURES **SPEED MAX 250 KT BELOW FL100 OR AS BY ATC**



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

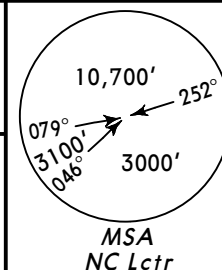
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **IRMAR 5T: BY ATC/IRMAR 5W: FL130**

SID	ROUTING
IRMAR 5T	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-144, at at D6 CGS turn LEFT, intercept CNM R-088, at D13 CGS turn LEFT to NIZ, NIZ R-324 to BARSO, 353° track to IRMAR.
IRMAR 5W	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound, when passing AZR R-219 turn RIGHT, intercept 349° bearing from CSC to BARSO, 353° track to IRMAR.

Apt Elev
12'

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

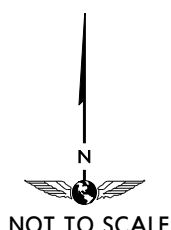


**LANKO 5E [LANK5E]
LANKO 5L [LANK5L]
RWYS 04L/R DEPARTURES**
RFL BELOW FL195

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

Direct distance from
Nice/Cote d'Azur Apt to:
D11 NIZ **7 NM**

NICE
D (H) 112.4 NIZ
N43 46.2 E007 15.3



338 NC
N43 35.4 E007 07.7

D34 STP
At or above
6000'

At 420'

At 420'

D11 NIZ
N43 35.9 E007 20.4

At or above
6000'

ST TROPEZ
D (H) 116.5 STP
N43 13.2 E006 36.1

LANKO
N43 13.6 E006 00.9

D34 NIZ
N43 14.3 E006 59.3

LERMA
N43 10.0 E007 04.4

D34 NIZ
N43 12.3 E007 12.0

These SIDs require a minimum climb gradient
of
7% up to FL100 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

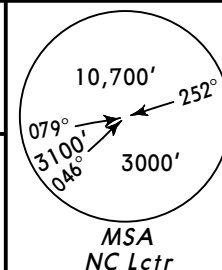
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **LANKO 5E: FL100/LANKO 5L: FL70**

SID	ROUTING
LANKO 5E JET ACFT	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, intercept NIZ R-159 to D11 NIZ, turn RIGHT, intercept STP R-058 inbound, at D26 STP turn LEFT, intercept NIZ R-199 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to LANKO.
LANKO 5L PROP ACFT	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, intercept NIZ R-159 to D11 NIZ, turn RIGHT, 218° track, turn LEFT, intercept NIZ R-183, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, then to LANKO.

Apt Elev
12'

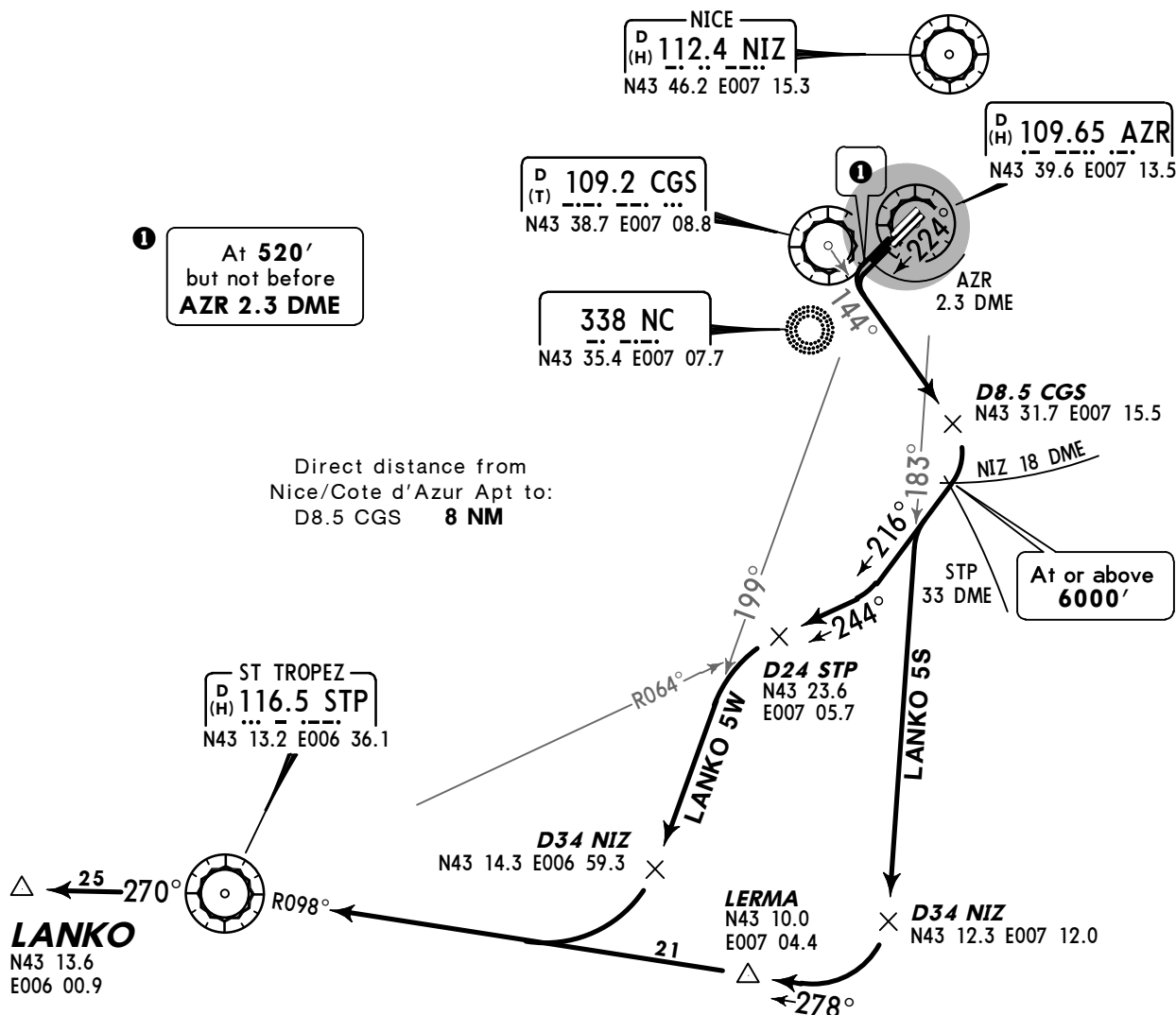
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000'
adopt noise abatement configuration and climb settings according
to operational conditions.



**LANKO 5S [LANK5S]
LANKO 5W [LANK5W]
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% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430

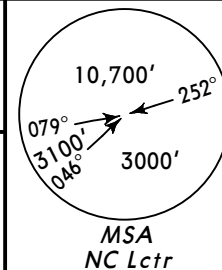
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **LANKO 5S: FL70/LANKO 5W: FL100**

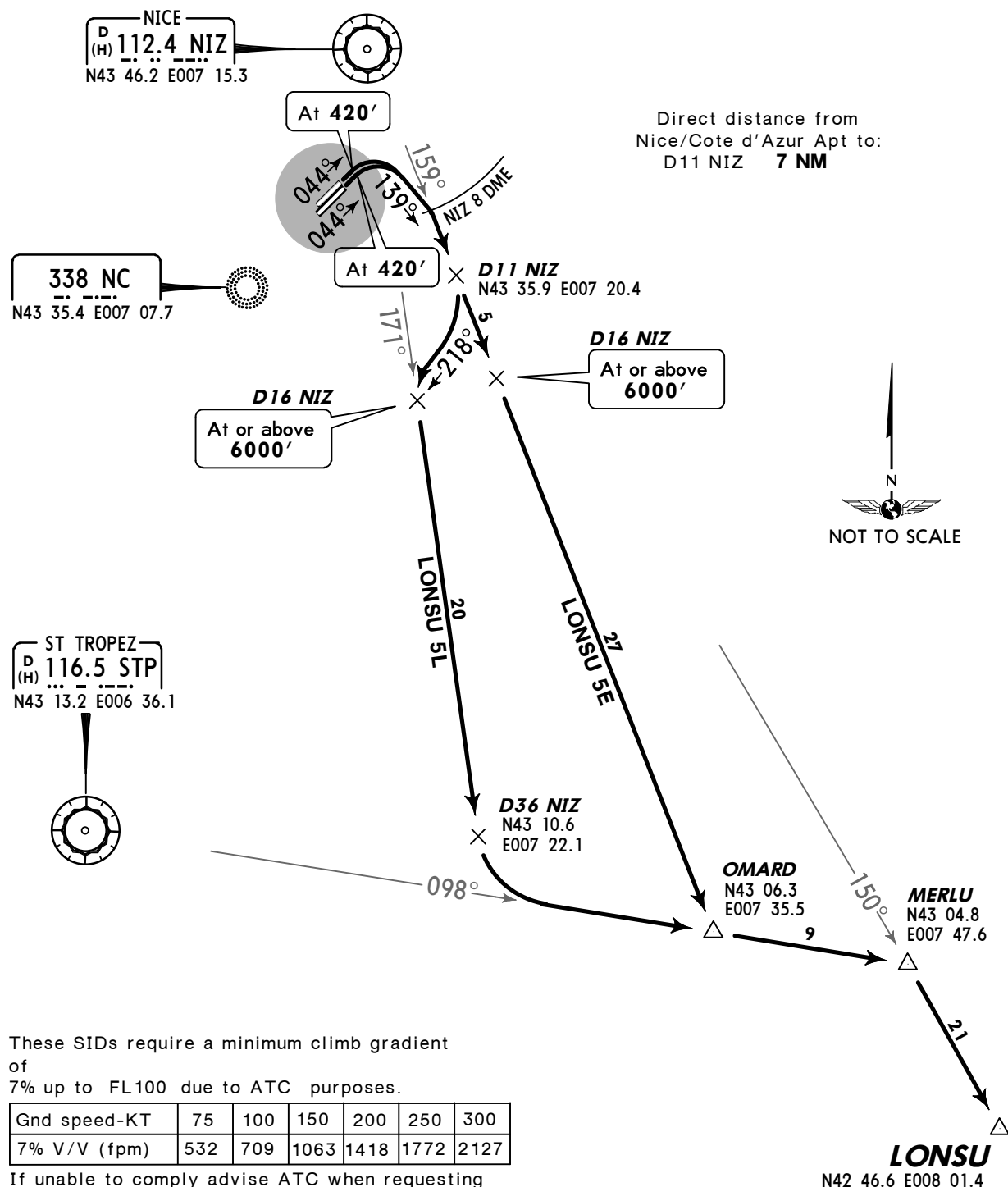
SID	ROUTING
LANKO 5S PROP ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-144, at D8.5 CGS turn RIGHT, 216° track, turn LEFT, intercept NIZ R-183, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, then to LANKO.
LANKO 5W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-144, at D8.5 CGS turn RIGHT, 216° track, turn RIGHT, intercept STP R-064 inbound, at D24 STP turn LEFT, intercept NIZ R-199 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to LANKO.

Apt Elev
12'

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



LONSU 5E [LONS5E], LONSU 5L [LONS5L]
RWYS 04L/R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

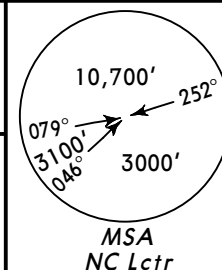


Initial climb clearance: **LONSU 5E: FL100/LONSU 5L: FL70**

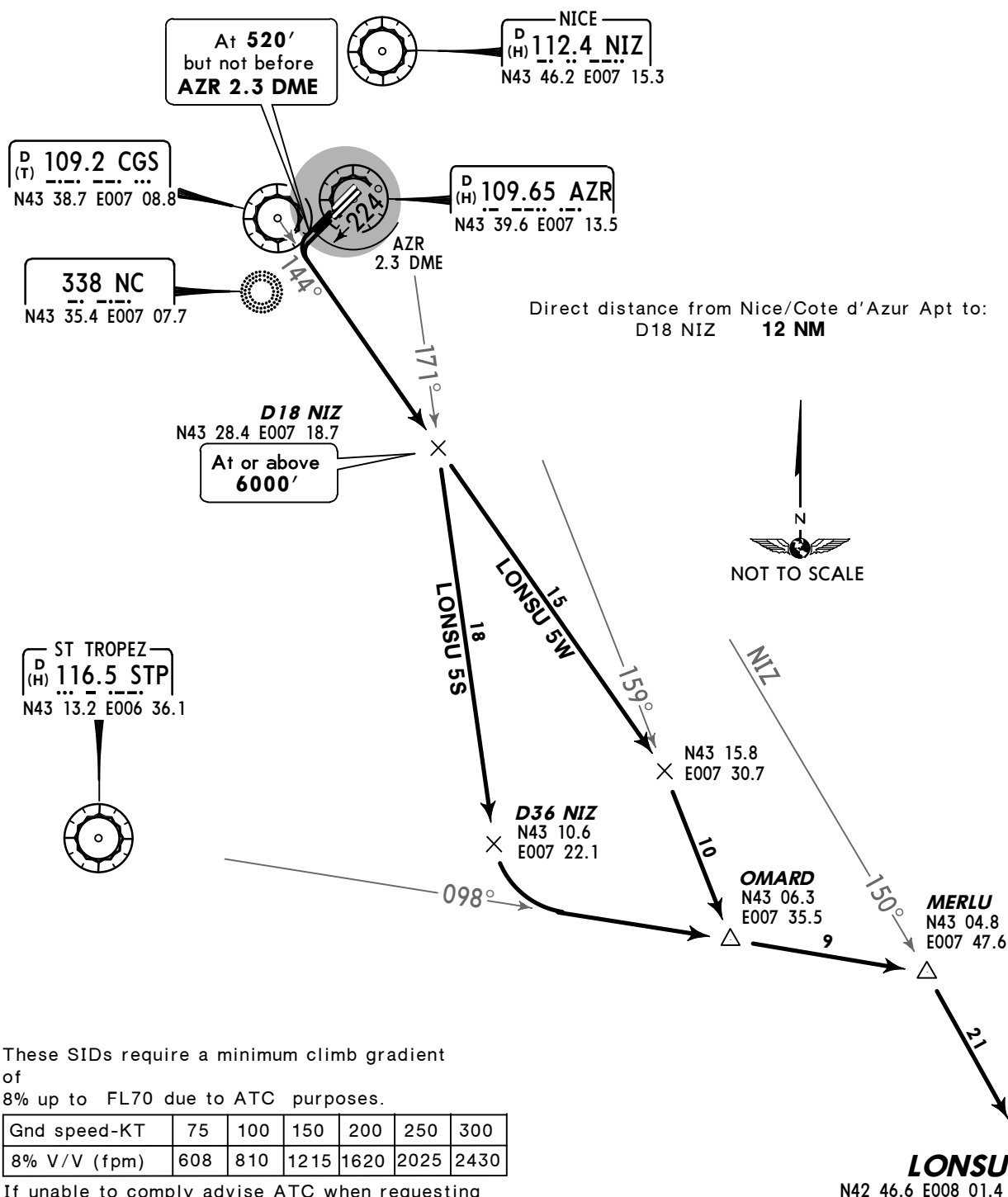
SID	ROUTING
LONSU 5E JET ACFT	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, intercept NIZ R-159 to OMARD, turn LEFT, intercept STP R-098 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 5L PROP ACFT	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, intercept NIZ R-159 to D11 NIZ, turn RIGHT, 218° track, turn LEFT, intercept NIZ R-171, at D36 NIZ turn LEFT, intercept STP R-098 via OMARD to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.

Trans level: By ATC Trans alt: 5000'

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



SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 8% up to FL70 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430

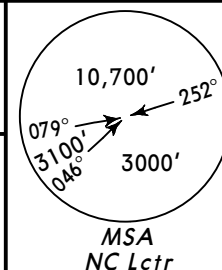
If unable to comply advise ATC when requesting start-up clearance.

Initial climb clearance: **LONSU 5S: FL70/LONSU 5W: FL100**

SID	ROUTING
LONSU 5S PROP ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-144, at D18 NIZ turn RIGHT, intercept NIZ R-171, at D36 NIZ turn LEFT, intercept STP R-098 via OMARD to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 5W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-144, turn RIGHT, intercept NIZ R-159 to OMARD, turn LEFT, intercept STP R-098 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.

Apt Elev
12'

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



OKTET 5E [OKTE5E] , OKTET 5L [OKTE5L]
OKTET 5M [OKTE5M]
RWYS 04L/R DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

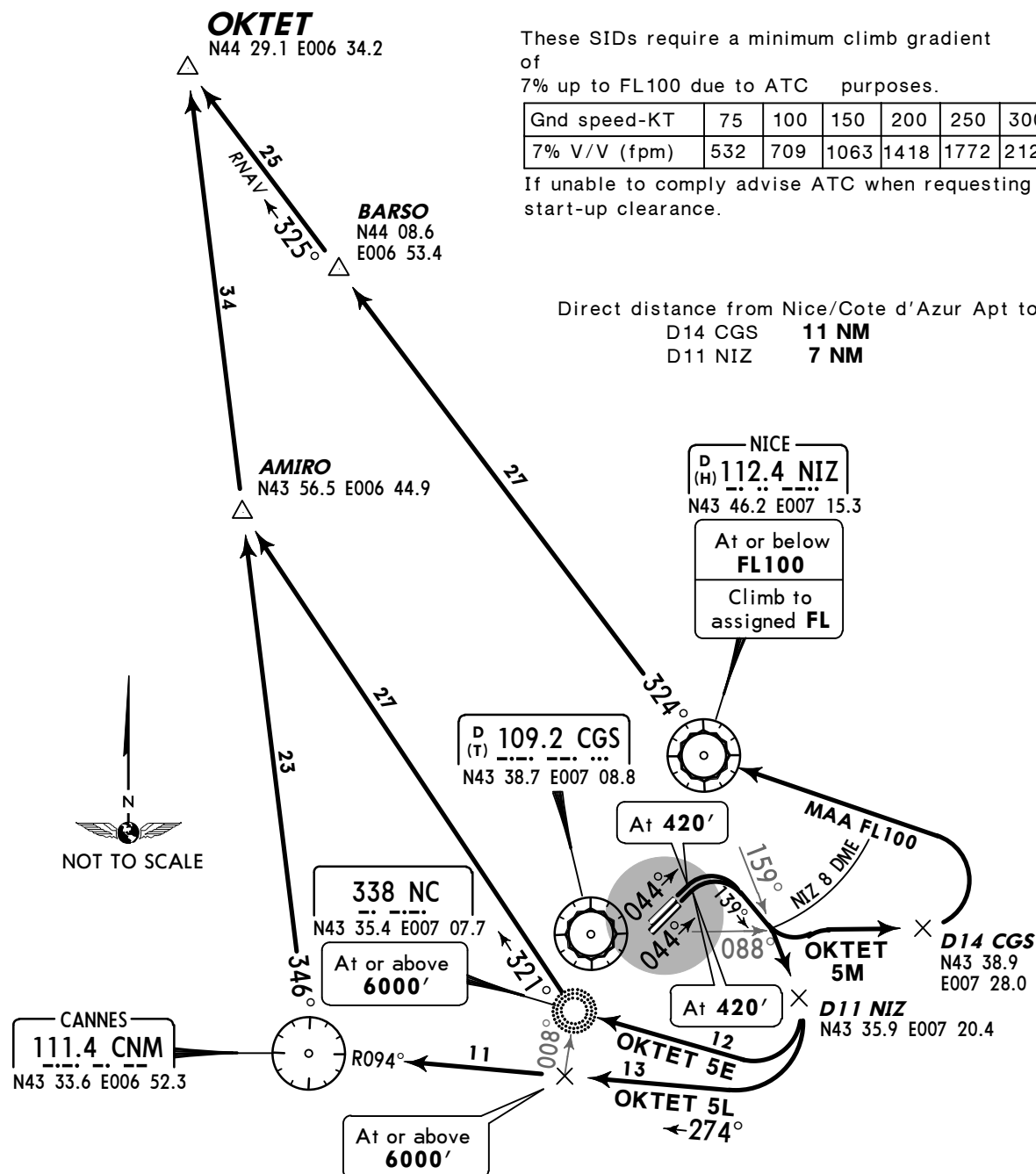
These SIDs require a minimum climb gradient
of
7% up to FL100 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

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

Direct distance from Nice/Cote d'Azur Apt to:

D14 CGS 11 NM
D11 NIZ 7 NM

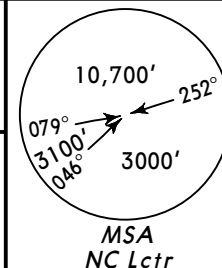


Initial climb clearance: **OKTET 5E, 5L: FL130/OKTET 5M: BY ATC**

SID	ROUTING
OKTET 5E	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to NC, 321° bearing to AMIRO, turn RIGHT, intercept CNM R-346 to OKTET.
OKTET 5L	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to CNM, CNM R-346 via AMIRO to OKTET.
OKTET 5M	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn LEFT, intercept CGS R-088 to D14 CGS, turn LEFT to NIZ, NIZ R-324 to BARSO, 325° track to OKTET.

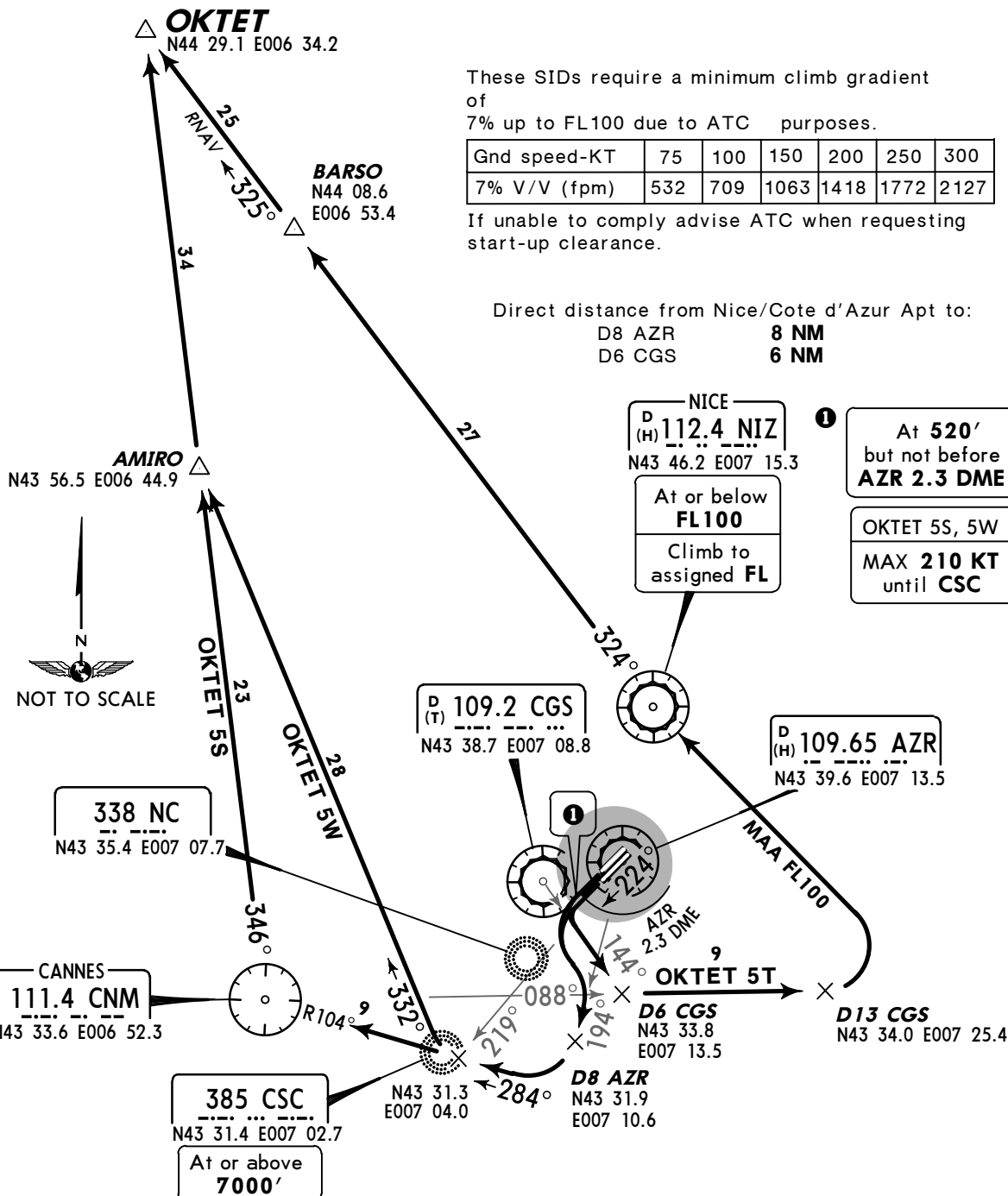
Apt Elev
12'

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



OKTET 5S [OKTE5S] , OKTET 5T [OKTE5T]
OKTET 5W [OKTE5W]
RWYS 22L/R DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

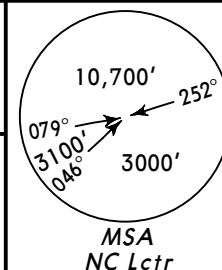


Initial climb clearance: OKTET 5S, 5W: FL130/OKTET 5T: BY ATC

SID	ROUTING
OKTET 5S	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound to CNM, CNM R-346 via AMIRO to OKTET.
OKTET 5T	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D6 CGS turn LEFT, intercept CNM R-088, at D13 CGS turn LEFT to NIZ, NIZ R-324 to BARSO, 325° track to OKTET.
OKTET 5W	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound, when passing AZR R-219 turn RIGHT, intercept 332° bearing from CSC to AMIRO, turn RIGHT, intercept CNM R-346 to OKTET.

Apt Elev
12'

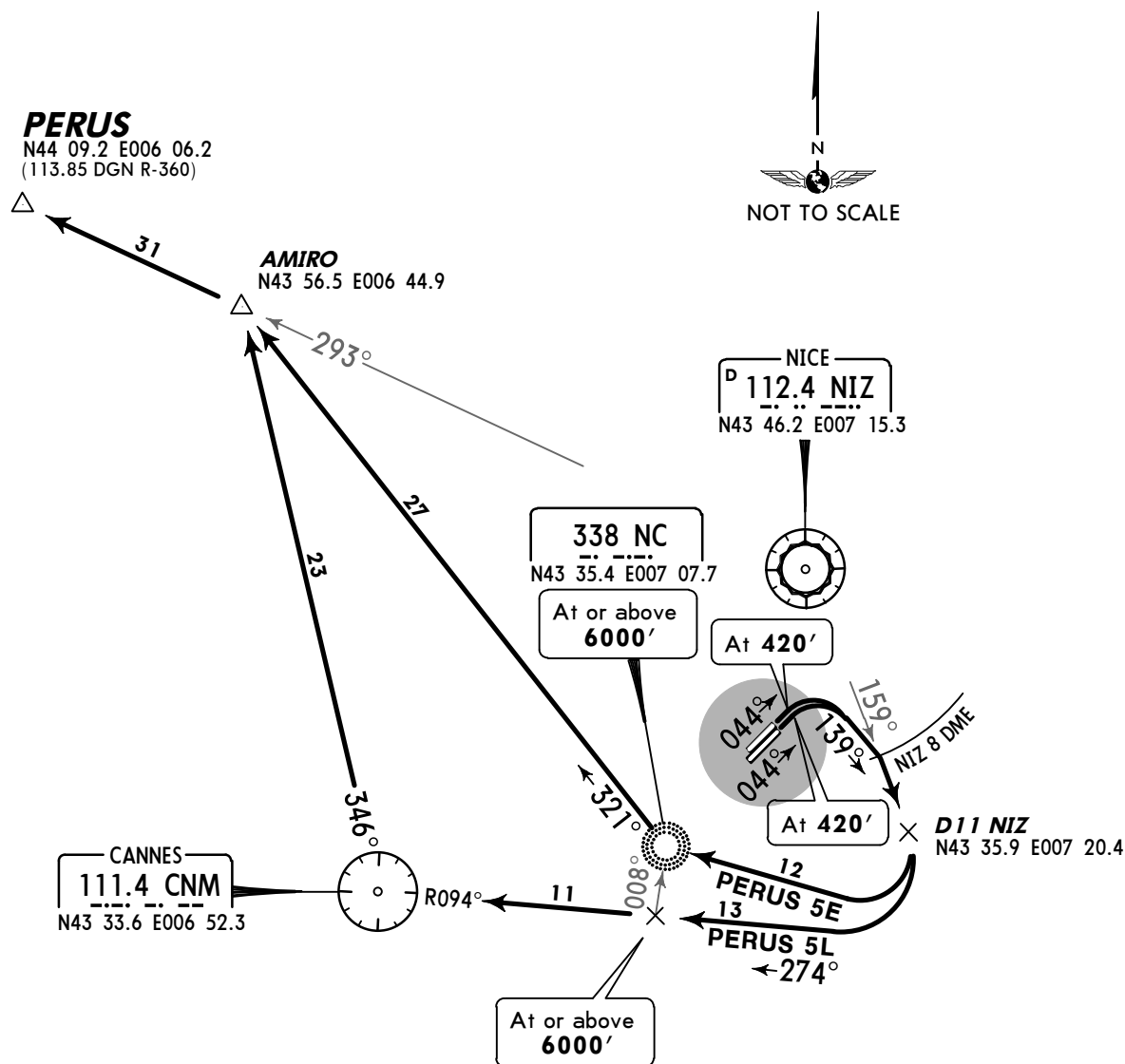
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000'
adopt noise abatement configuration and climb settings according
to operational conditions.



PERUS 5E [PERU5E], PERUS 5L [PERU5L]
RWYS 04L/R DEPARTURES

RFL ABOVE FL135

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

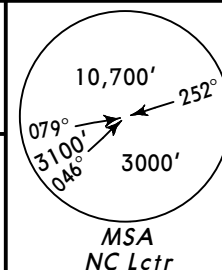
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **FL130**

SID	ROUTING
PERUS 5E	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to NC, 321° bearing to AMIRO, turn LEFT, intercept NIZ R-293 to PERUS.
PERUS 5L	Climb to 420', turn RIGHT, 139° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-159 to D11 NIZ, turn RIGHT to CNM, CNM R-346 to AMIRO, turn LEFT, intercept NIZ R-293 to PERUS.

Apt Elev
12'

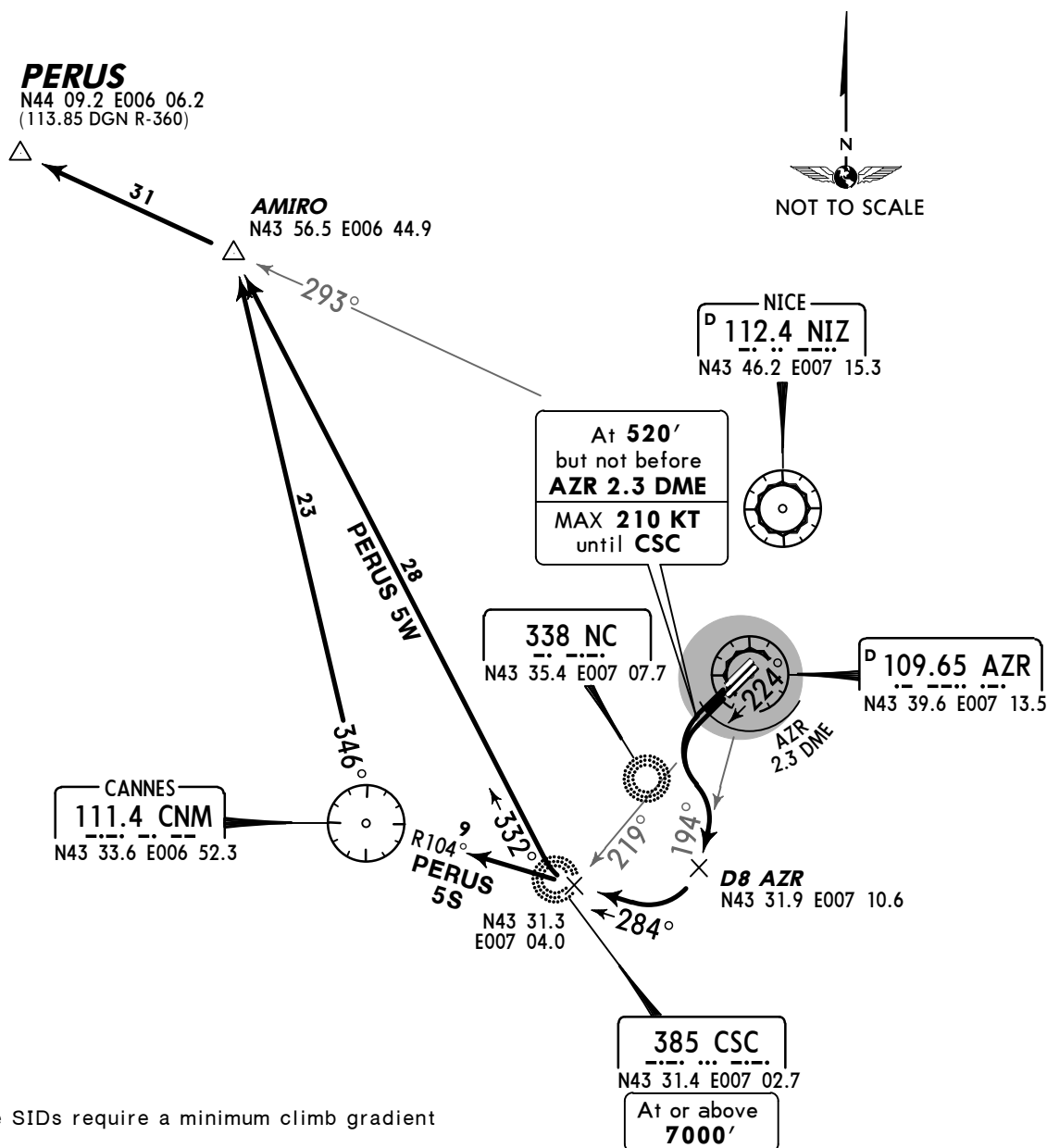
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000'
adopt noise abatement configuration and climb settings according
to operational conditions.



PERUS 5S [PERU5S], PERUS 5W [PERU5W] RWYS 22L/R DEPARTURES

RFL ABOVE FL135

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient
of
425' per NM (7%) up to FL100 due to ATC
purposes.

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

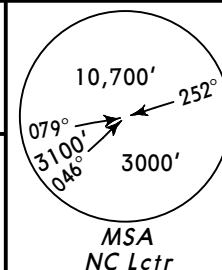
If unable to comply advise ATC when requesting
start-up clearance.

Initial climb clearance: **FL130**

SID	ROUTING
PERUS 5S	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound to CNM, CNM R-346 to AMIRO, turn LEFT, intercept NIZ R-293 to PERUS.
PERUS 5W	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-194, at D8 AZR turn RIGHT, intercept CNM R-104 inbound, when passing AZR R-219 turn RIGHT, intercept 332° bearing from CSC to AMIRO, turn LEFT, intercept NIZ R-293 to PERUS.

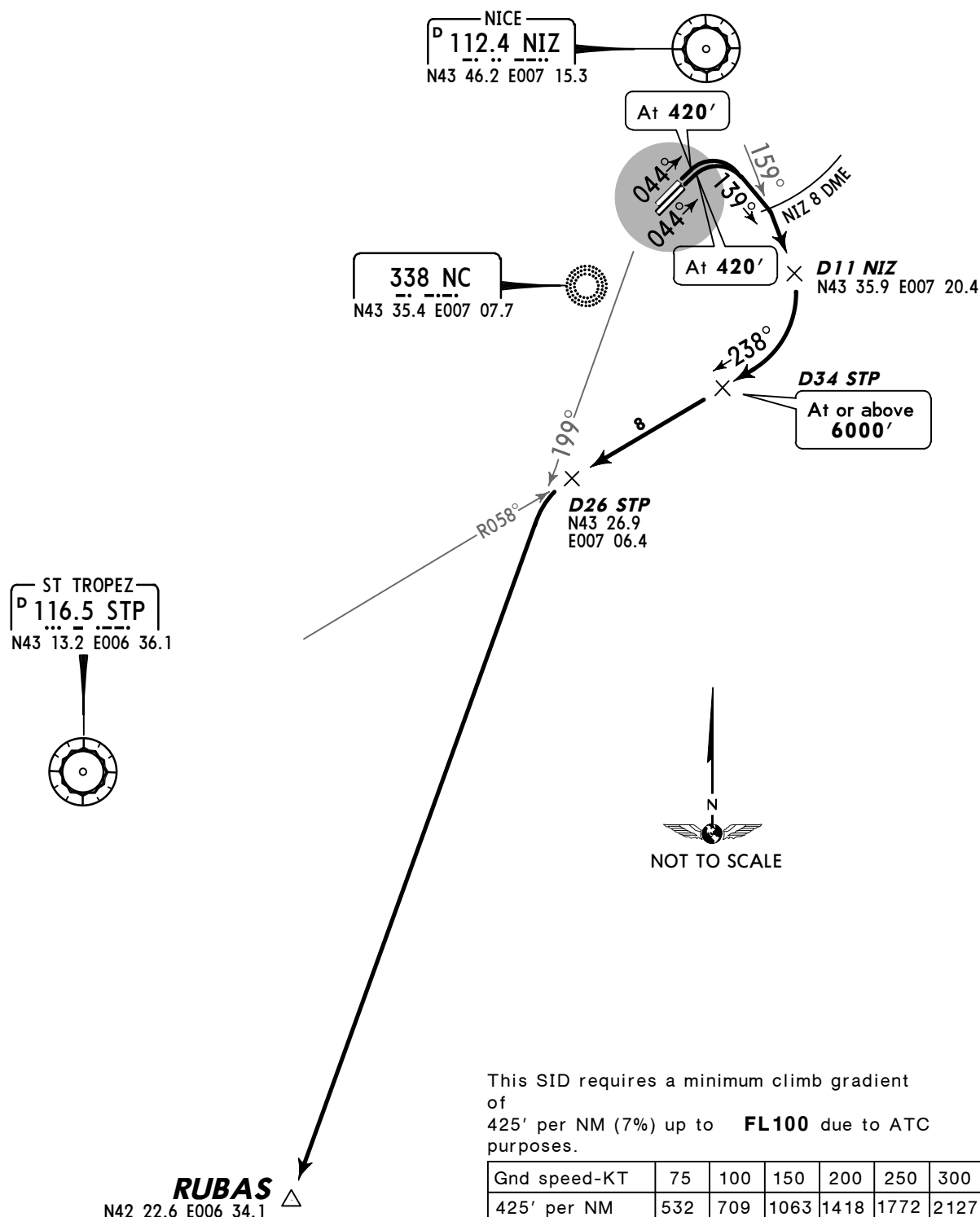
Apt Elev
12'

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



RUBAS 5E [RUBA5E]
RWYS 04L/R DEPARTURE
JET ACFT

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient
of
425' per NM (7%) up to **FL100** due to ATC
purposes.

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

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

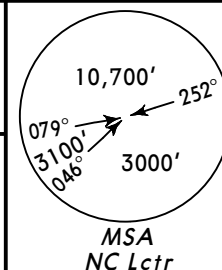
Initial climb clearance: **FL100**

ROUTING

Climb to **420'**, turn **RIGHT**, **139°** track to NIZ 8 DME, intercept NIZ R-159 to D11 NIZ, turn
RIGHT, intercept STP R-058 inbound, at D26 STP turn **LEFT**, intercept NIZ R-199 to RUBAS.

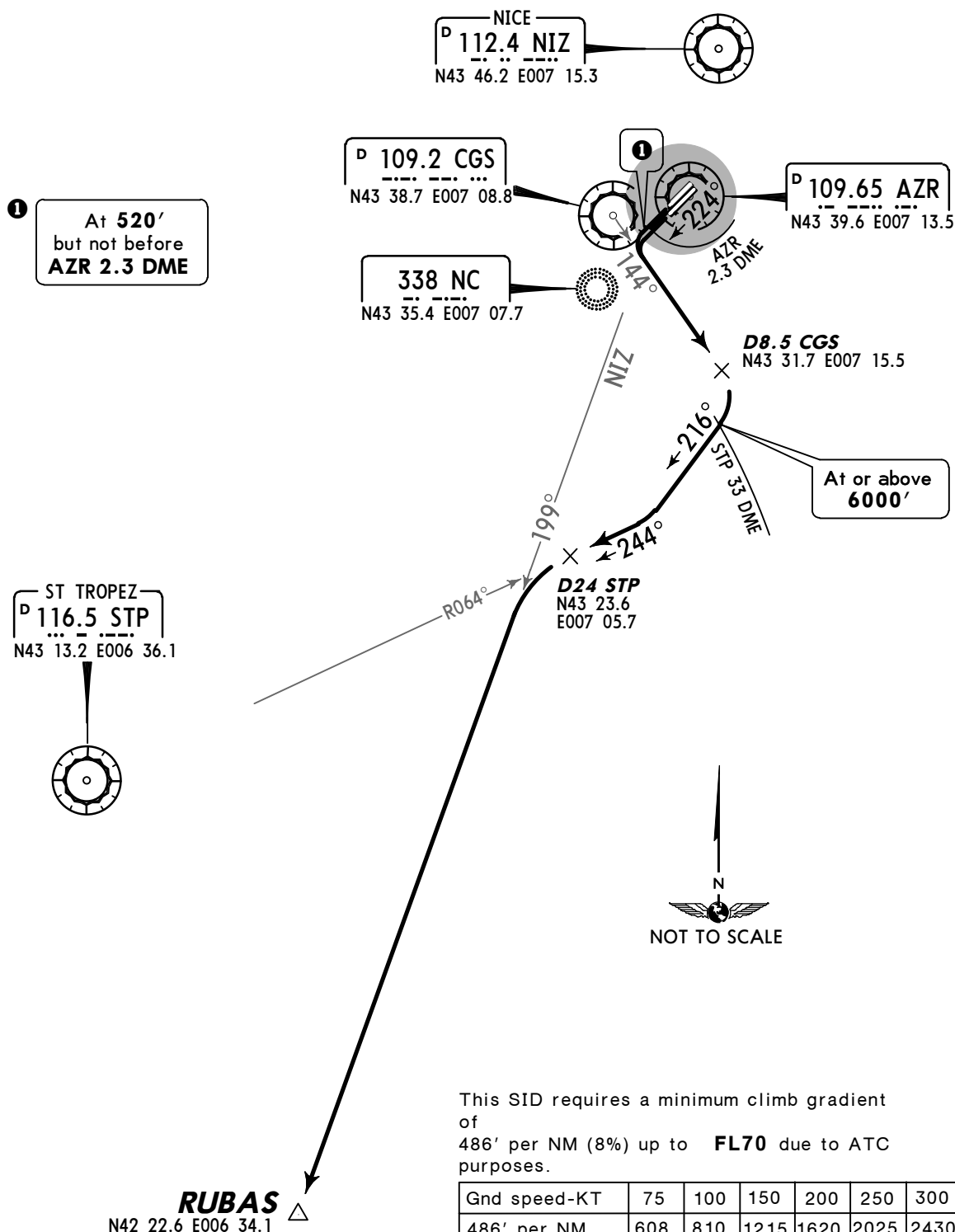
Apt Elev
12'

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



**RUBAS 5W [RUBA5W]
RWYS 22L/R DEPARTURE
JET ACFT**

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient
of
486' per NM (8%) up to **FL70** due to ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430

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

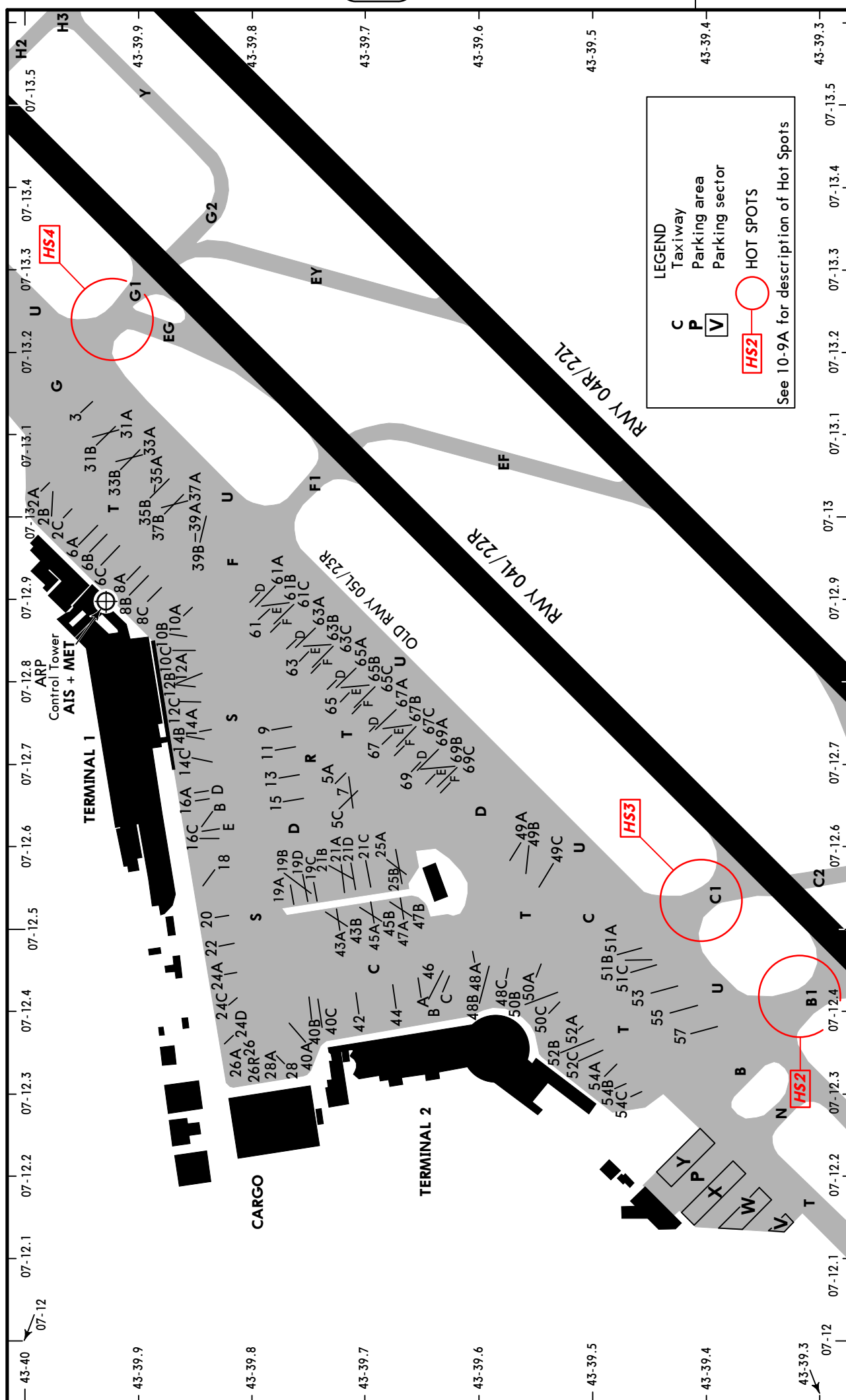
Initial climb clearance: **FL100**

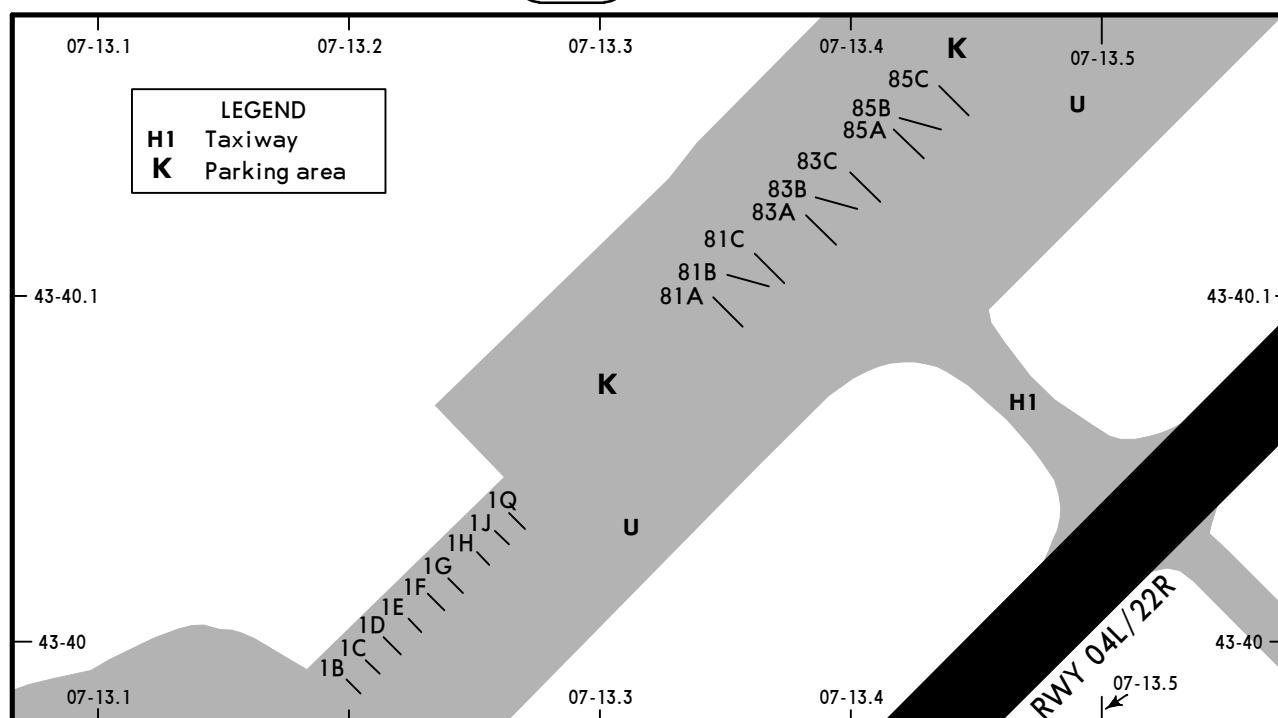
ROUTING

Climb to **520'**, turn **LEFT** not before **AZR 2.3 DME**, intercept **CGS R-144**, at **D8.5 CGS** turn
RIGHT, **216°** track, turn **RIGHT**, intercept **STP R-064** inbound, at **D24 STP** turn **LEFT**, intercept
NIZ R-199 to **RUBAS**.

[illegible]

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
04L	HIRL (60m) REIL CL ❶ PAPI-R (3.0°) ❷	8924' 2720m ❹	7979' 2432m	❺	148' 45m
22R	HIRL (60m) REIL CL ❶ SFL PAPI-L (3.5°) ❷ ❸				
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 LDA rwy 04L includes swy rwy 04L. ❺ TAKE-OFF RUN AVAILABLE RWY 04L: ❻ From rwy head 8432' (2570m) twy B1 int 7300' (2225m) twy C1 int 6522' (1988m) RWY 22R: From rwy head 8432' (2570m) twy H1 int 7972' (2430m) twy G1 int 6611' (2015m) twy EG int 6063' (1848m) twy F1 int 5233' (1595m) ❻ Additional 197'/60m twy structure beyond thresh rwy 22R available.					
04R	HIRL (60m) REIL CL ❷ ❸ HST-EF&EY		8661' 2640m	❽	148' 45m
22L	HIRL (60m) REIL CL ❷ ❹ ❺ HST-EB				
❷ spacing 30m, white. ❸ PAPI-R(3.0°). PAPI calibrated for B747 ACFT. ❹ PAPI-L (3.5°). PAPI calibrated for B747 ACFT. ❺ PAPI-L offset 5° from rwy centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh. ❽ TAKE-OFF RUN AVAILABLE RWY 04R: From rwy head 9711' (2960m) twy Q3 int 9383' (2860m) twy A3 int 8120' (2475m) twy B3 int 7070' (2155m) RWY 22L: From rwy head 9711' (2960m) twy EY int 7070' (2155m) twy EF int 5692' (1735m)					
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 Short taxiing distances from parking area P to holding point B1. HS3 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. HS4 Twy crossing rwy with acft flaring out. Short taxiing distances from parking area K to holding point G1. HS5 Twy going straight to intermediate part of the departure rwy. Cannot be used at night from North to South.					
Standard		TAKE-OFF			





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1B thru 1H	N43 40.0 E007 13.2	35A	N43 39.9 E007 13.1
1J, 1Q	N43 40.0 E007 13.3	35B, 37B	N43 39.9 E007 13.0
2A thru 2C	N43 40.0 E007 13.0	39A, 39B	N43 39.8 E007 13.0
3	N43 39.9 E007 13.1	40A thru 42	N43 39.7 E007 12.4
5A	N43 39.7 E007 12.7	43A, 43B	N43 39.7 E007 12.5
5C	N43 39.7 E007 12.6	44	N43 39.7 E007 12.4
6A, 6B	N43 39.9 E007 13.0	45A, 45B	N43 39.7 E007 12.5
6C	N43 39.9 E007 12.9	46A thru 46C	N43 39.6 E007 12.4
7	N43 39.7 E007 12.7	47A, 47B	N43 39.6 E007 12.5
8A thru 8C	N43 39.9 E007 12.9	48A thru 48C	N43 39.6 E007 12.4
9	N43 39.8 E007 12.7	49A, 49B	N43 39.6 E007 12.6
10A, 10B	N43 39.9 E007 12.9	49C	N43 39.5 E007 12.6
10C	N43 39.9 E007 12.8	50A, 50B	N43 39.6 E007 12.4
11	N43 39.8 E007 12.7	50C	N43 39.5 E007 12.4
12A thru 12C	N43 39.9 E007 12.8	51A, 51B	N43 39.5 E007 12.5
13	N43 39.8 E007 12.7	51C thru 52A	N43 39.5 E007 12.4
14A thru 14C	N43 39.9 E007 12.7	52B, 52C	N43 39.5 E007 12.3
15 thru 16B	N43 39.8 E007 12.7	53	N43 39.5 E007 12.4
16C thru 19B	N43 39.8 E007 12.6	54A thru 54C	N43 39.5 E007 12.3
19C	N43 39.7 E007 12.6	54E	N43 39.4 E007 12.3
19D	N43 39.8 E007 12.6	55, 57	N43 39.4 E007 12.4
20	N43 39.8 E007 12.5	61A thru 61F	N43 39.8 E007 12.9
21A thru 21D	N43 39.7 E007 12.6	63A, 63C	N43 39.7 E007 12.9
22	N43 39.8 E007 12.5	63D	N43 39.8 E007 12.9
24A thru 24D	N43 39.8 E007 12.4	63E, 63F	N43 39.7 E007 12.8
25A, 25B	N43 39.7 E007 12.6	65A thru 67B	N43 39.7 E007 12.8
26 thru 28A	N43 39.8 E007 12.3	67C	N43 39.6 E007 12.7
31A, 31B	N43 39.9 E007 13.1	67D thru 67F	N43 39.7 E007 12.7
33A	N43 39.9 E007 13.1	69A thru 69F	N43 39.6 E007 12.7
33B	N43 39.9 E007 13.0	81A, 81B	N43 40.1 E007 13.3
		81C thru 83C	N43 40.1 E007 13.4
		85A thru 85C	N43 40.2 E007 13.4
		Y2	N43 39.4 E007 12.2

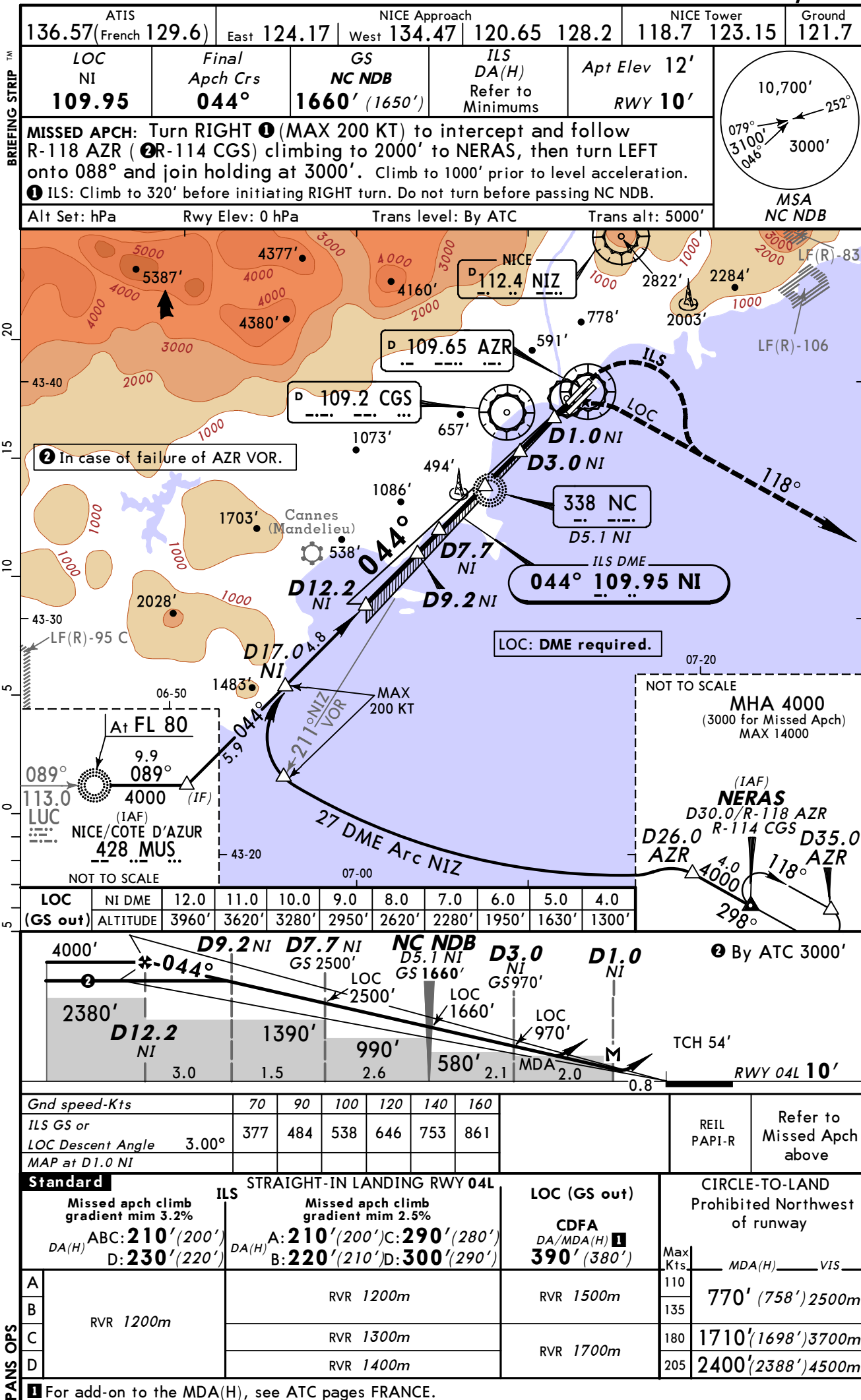
LFMN/NCE NICE/COTE D'AZUR

17 MAY 13

(11-1)

Eff 30 May

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



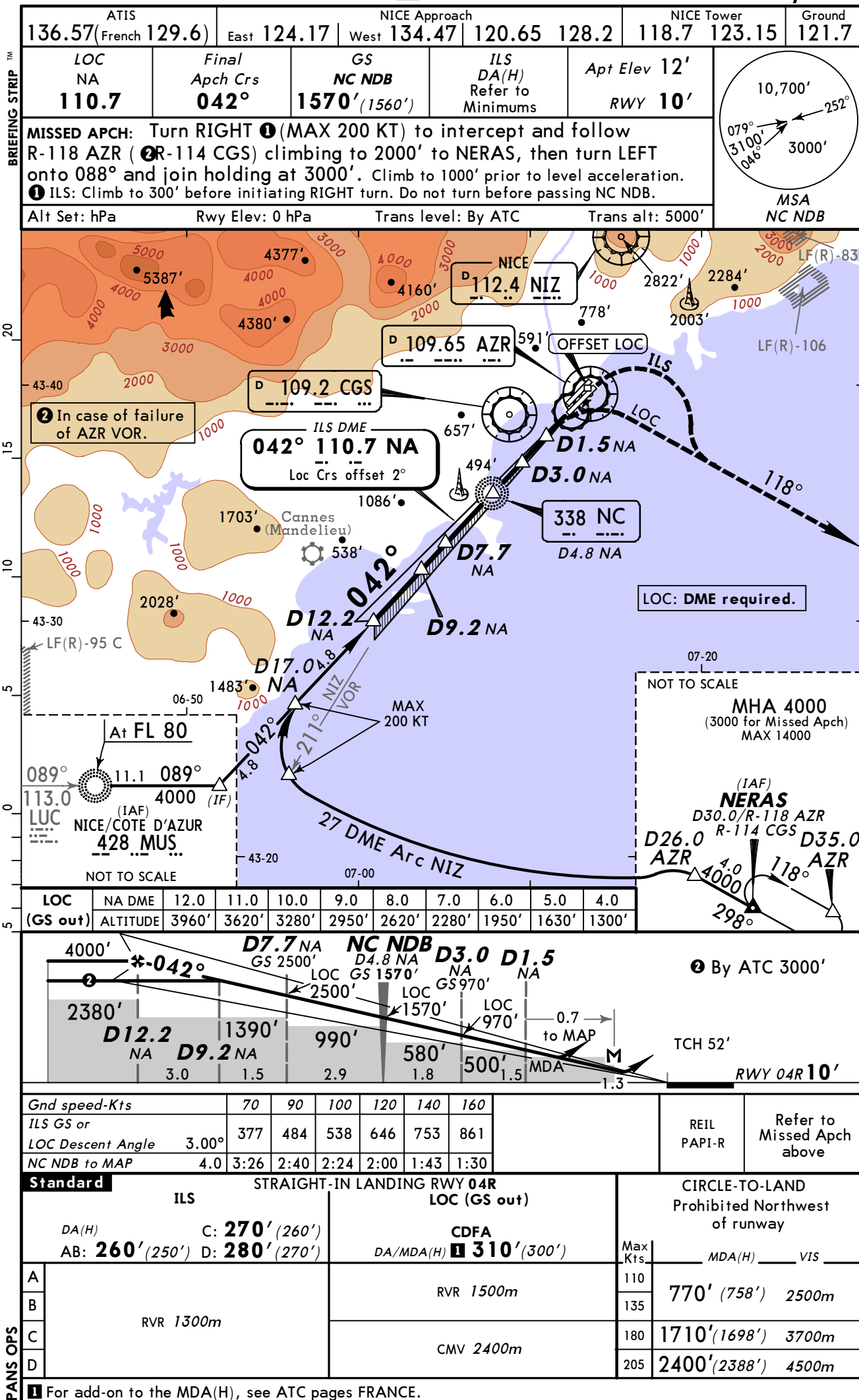
LFMN/NCE NICE/COTE D'AZUR

17 MAY 13

11-2

Eff 30 May

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



LFMN/NCE

NICE/COTE D'AZUR

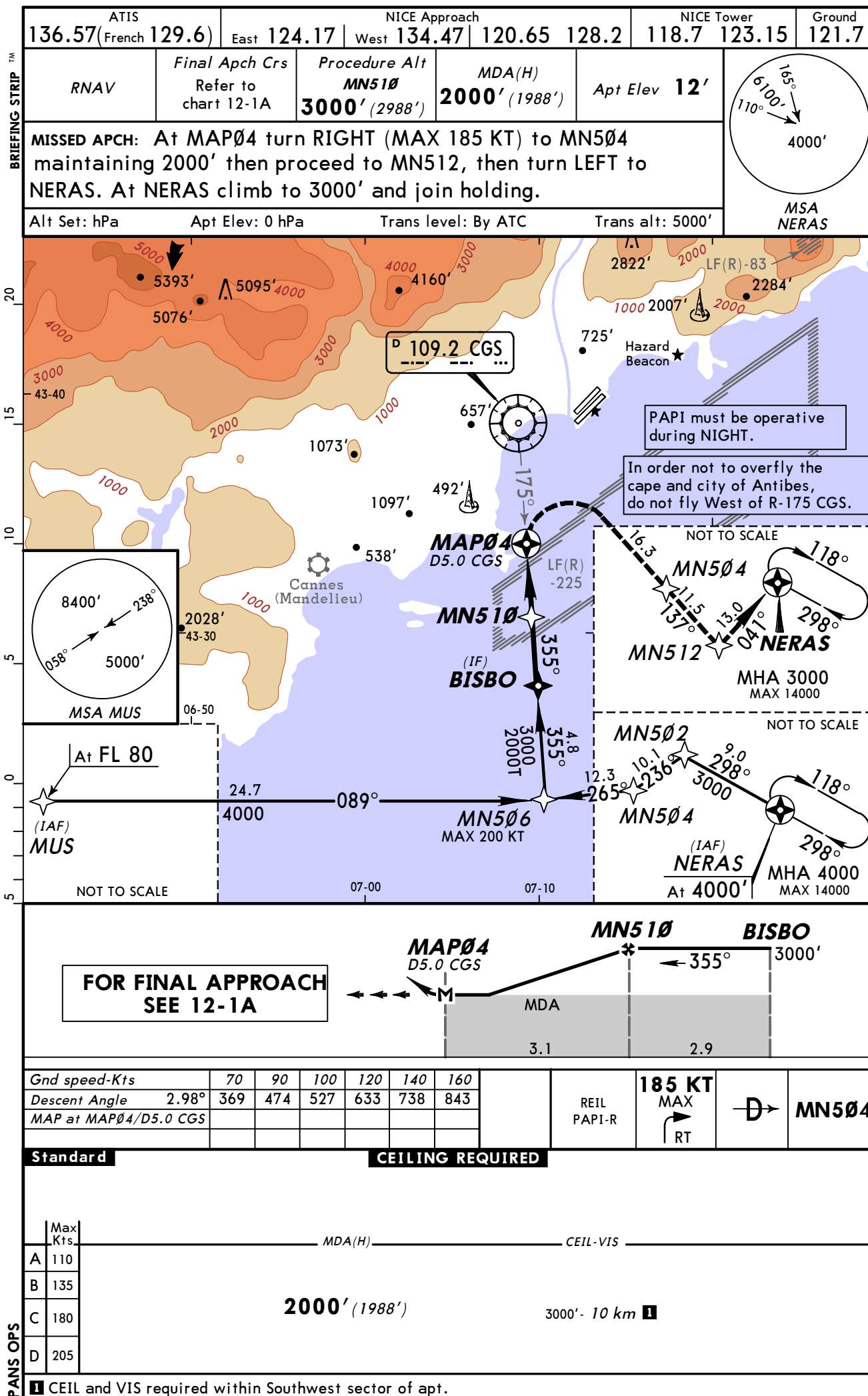
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Eff 27 Jun

12-1

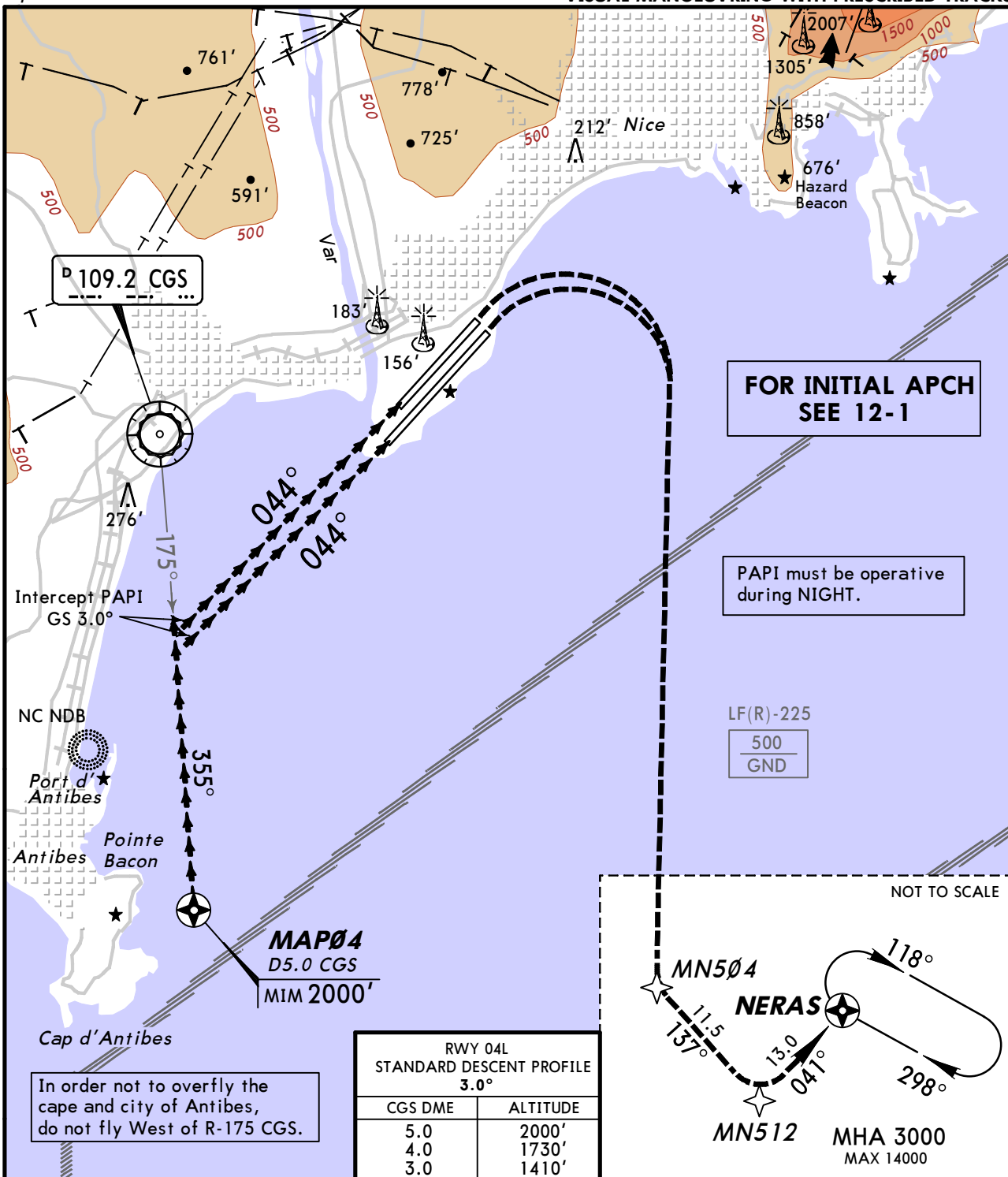
JEPPSEN NICE/COTE D'AZUR, FRANCE

RNAV (GNSS) Rwy 04L/R



Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



Standard

CEILING REQUIRED

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

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: Go Around.

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LFMN/NCE

NICE/COTE D'AZUR

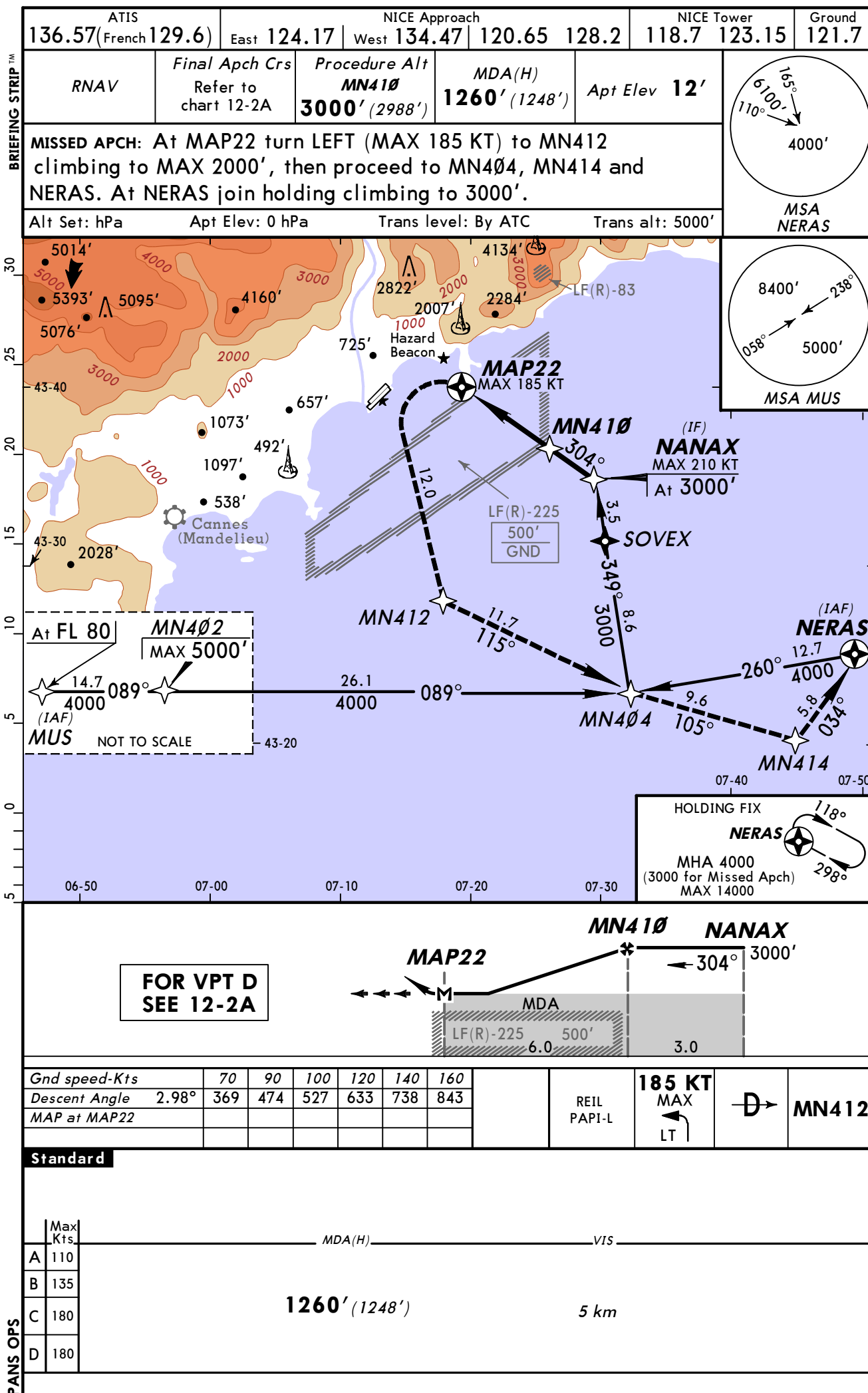
4 OCT 13

Eff 17 Oct

12-2

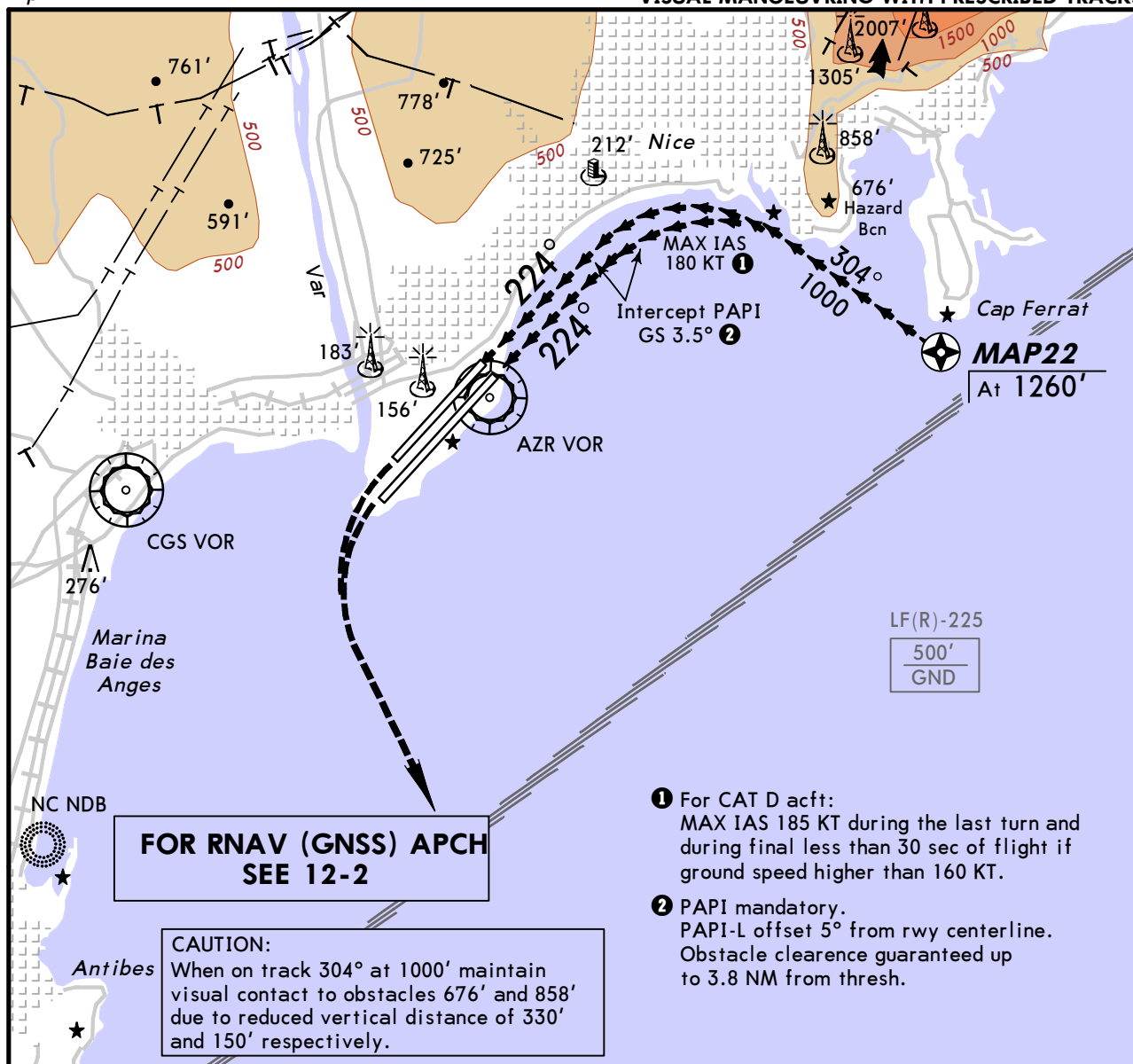
JEPPSEN NICE/COTE D'AZUR, FRANCE

RNAV (GNSS) Rwy 22L/R



Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



GO AROUND:

Turn LEFT when overflying extremity of rwy, climb to 2000' and follow missed apch on chart 12-2.

Standard

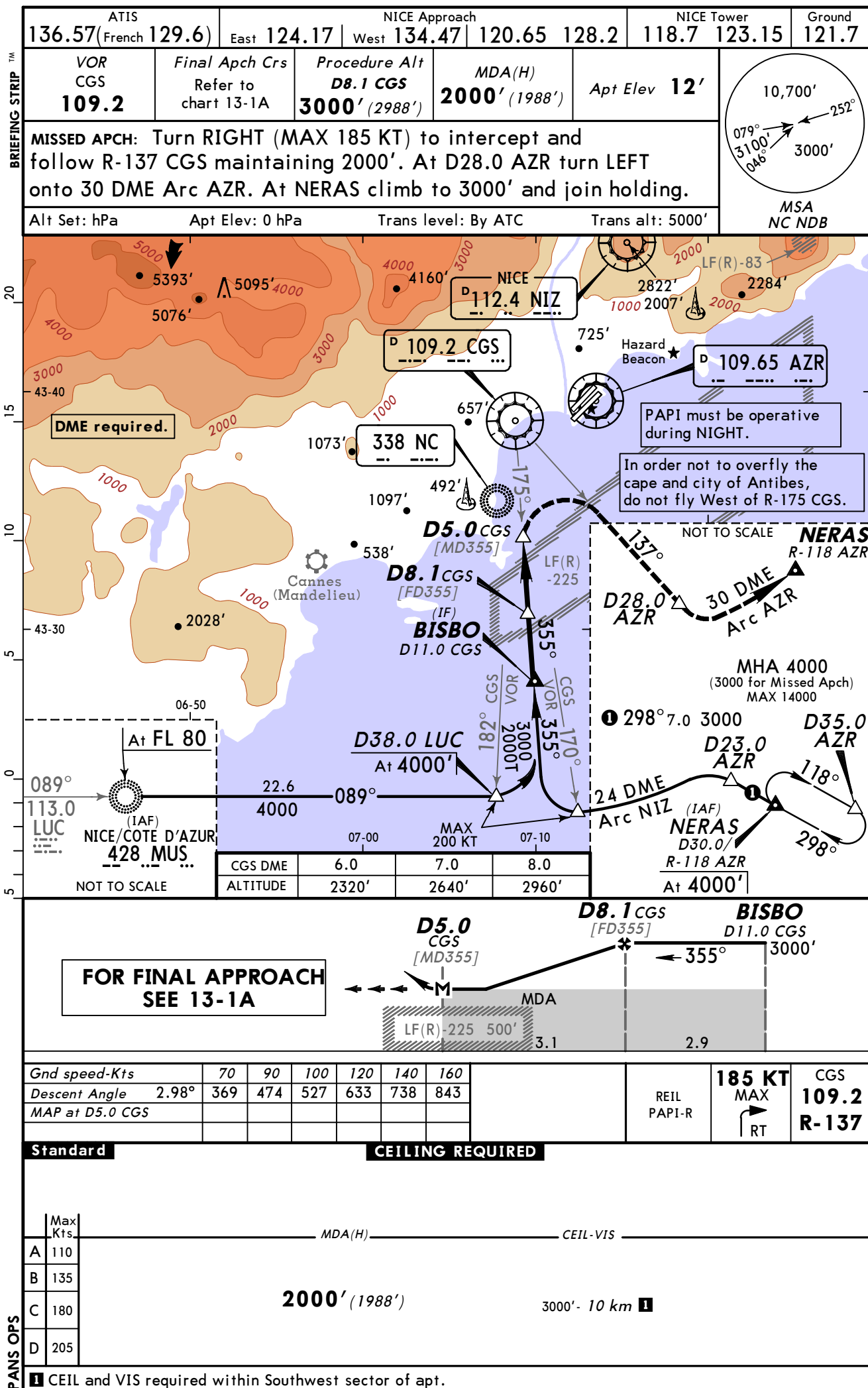
	Max Kts
A	110
B	135
C	180
D	180

MDA(H)

VIS

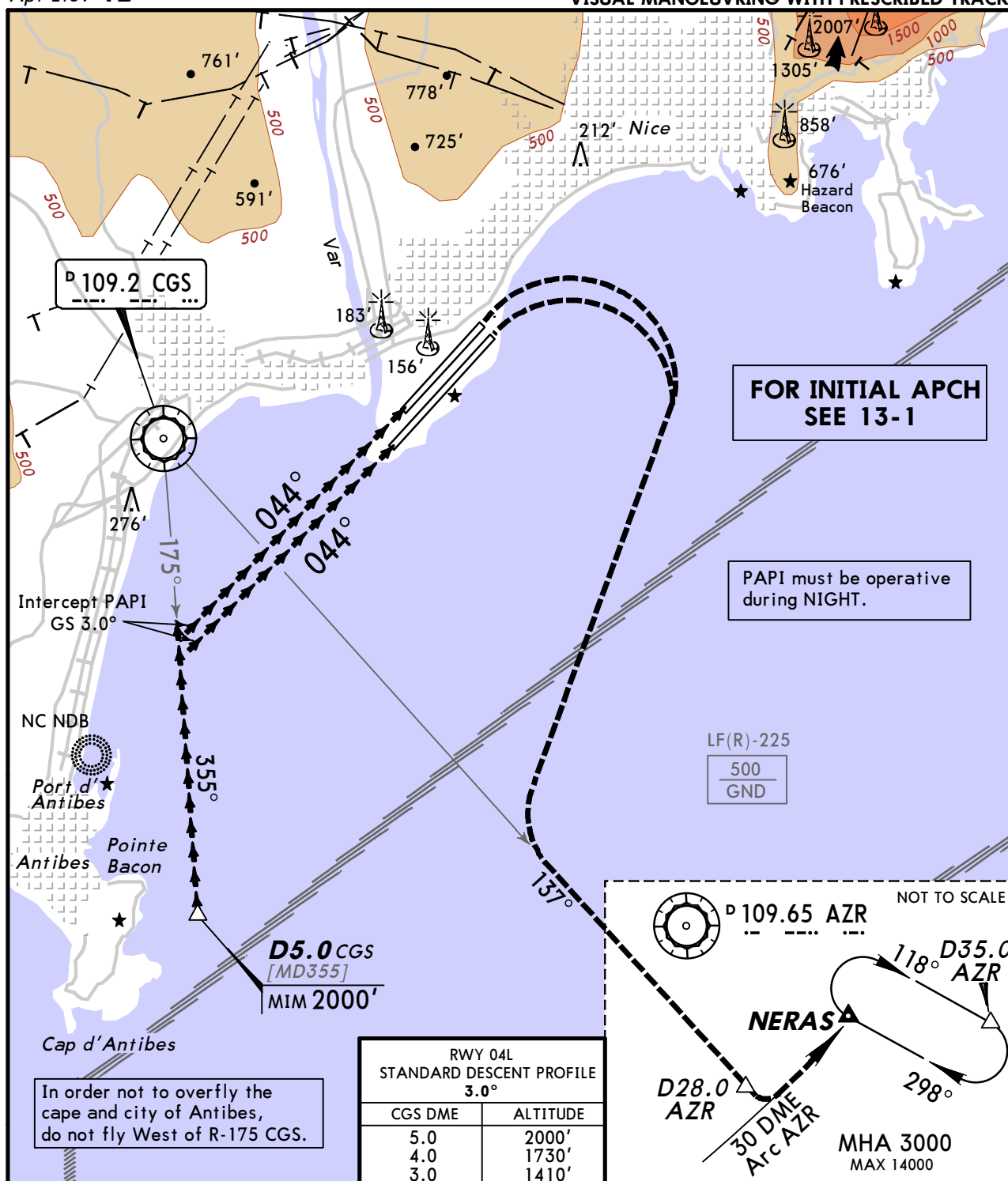
1260' (1248')

5 km



Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



Standard

CEILING REQUIRED

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

1 CEIL and VIS required within Southwest sector of apt.

BRIEFING STRIP™



**FOR VPT B
SEE 13-2A**

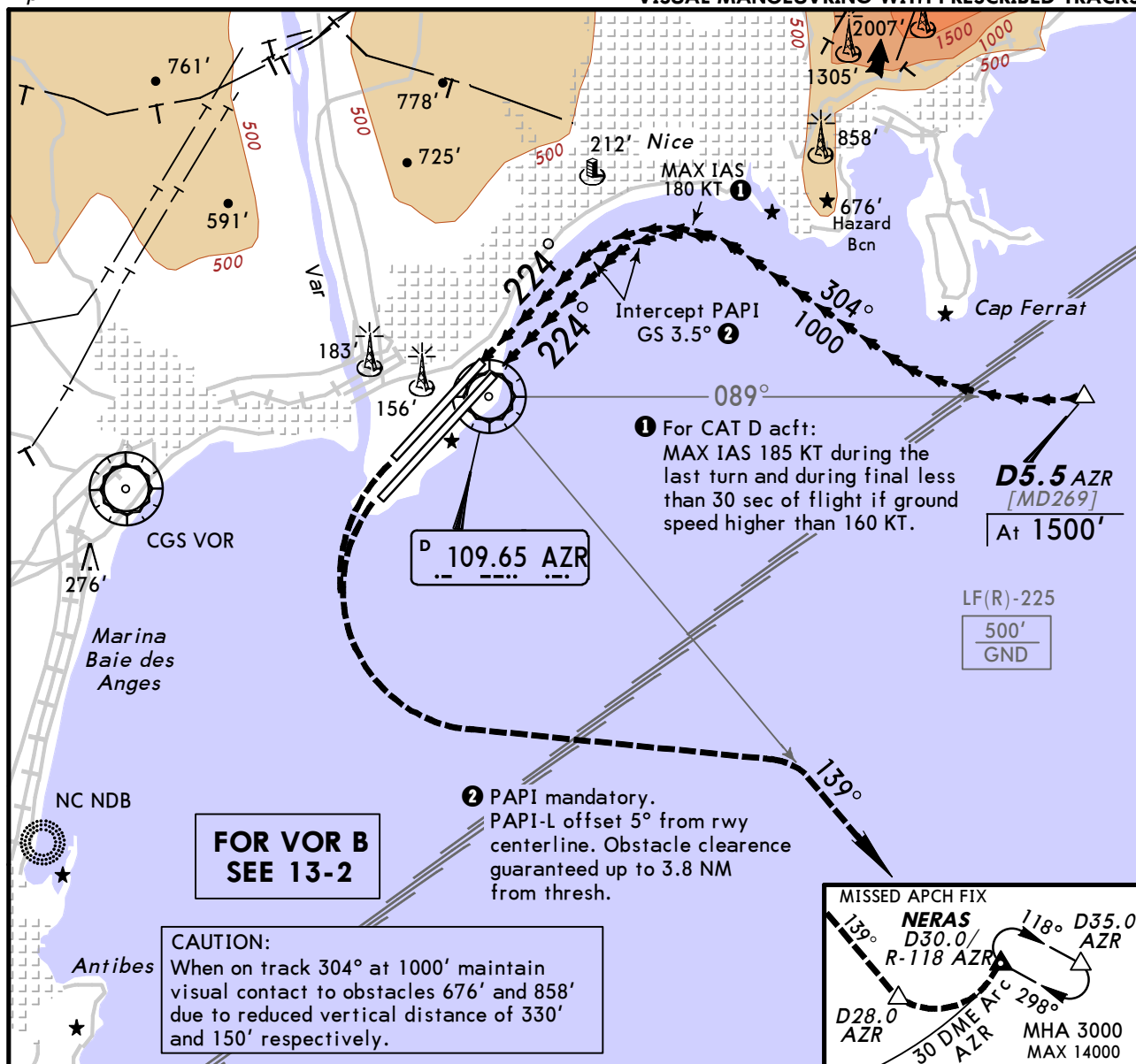
185 KT
MAX
LT

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'

Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS

**GO AROUND:**

Turn **LEFT** when overflying extremity of rwy and climb to 2000'. Intercept and follow R-139 AZR. At D28.0 AZR turn **LEFT** onto 30 DME Arc AZR. At NERAS join holding climbing to 3000'.

Standard

	Max Kts
A	110
B	135
C	180
D	180

1500' (1488')

MDA(H)

VIS

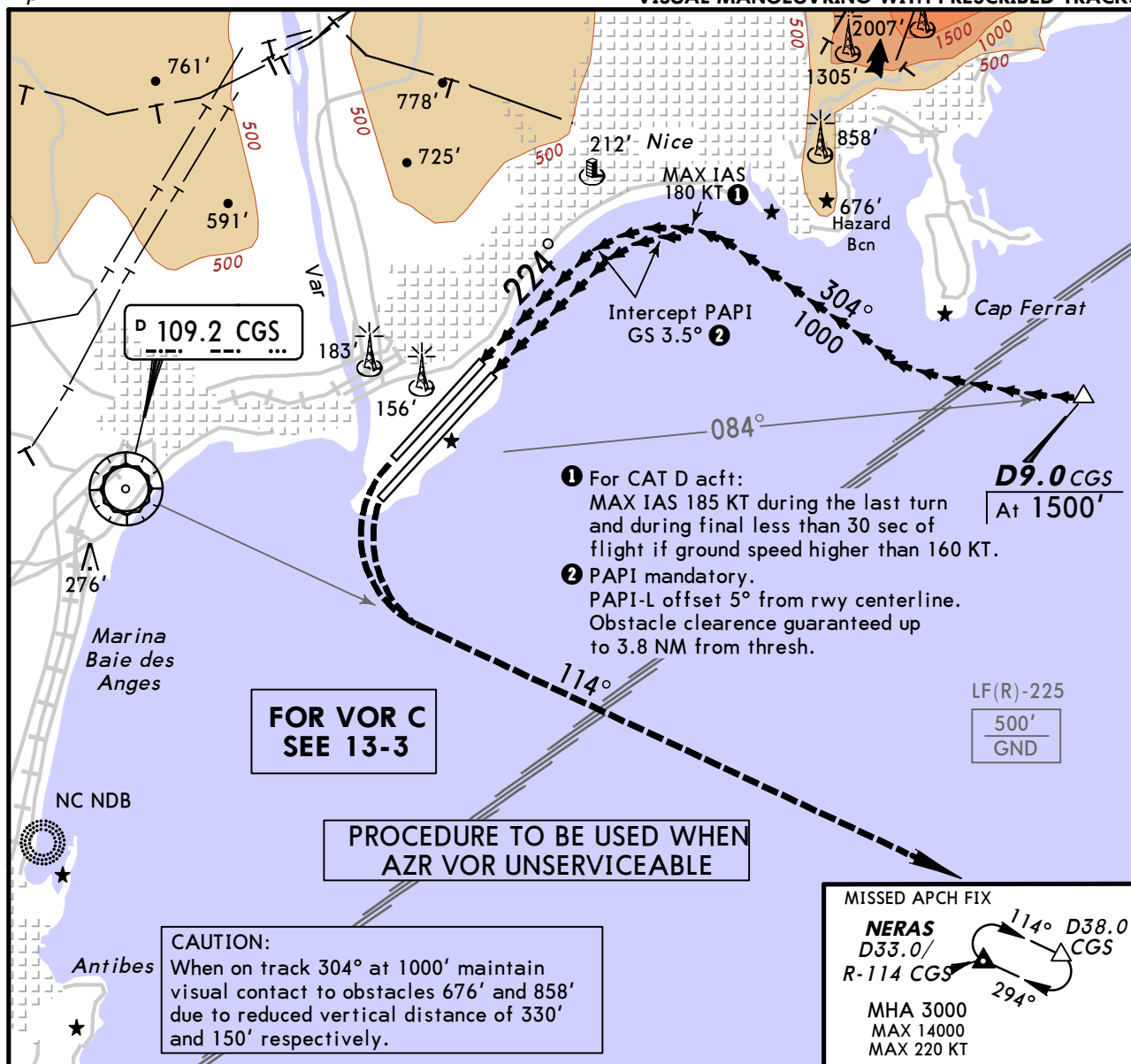
8 km

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'

Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS

**GO AROUND:**

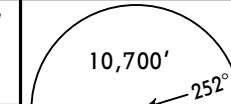
Turn **LEFT** when overflying extremity of rwy and climb to 2000'.
 Intercept and follow R-114 CGS to NERAS.
 At NERAS join holding climbing to 3000'.

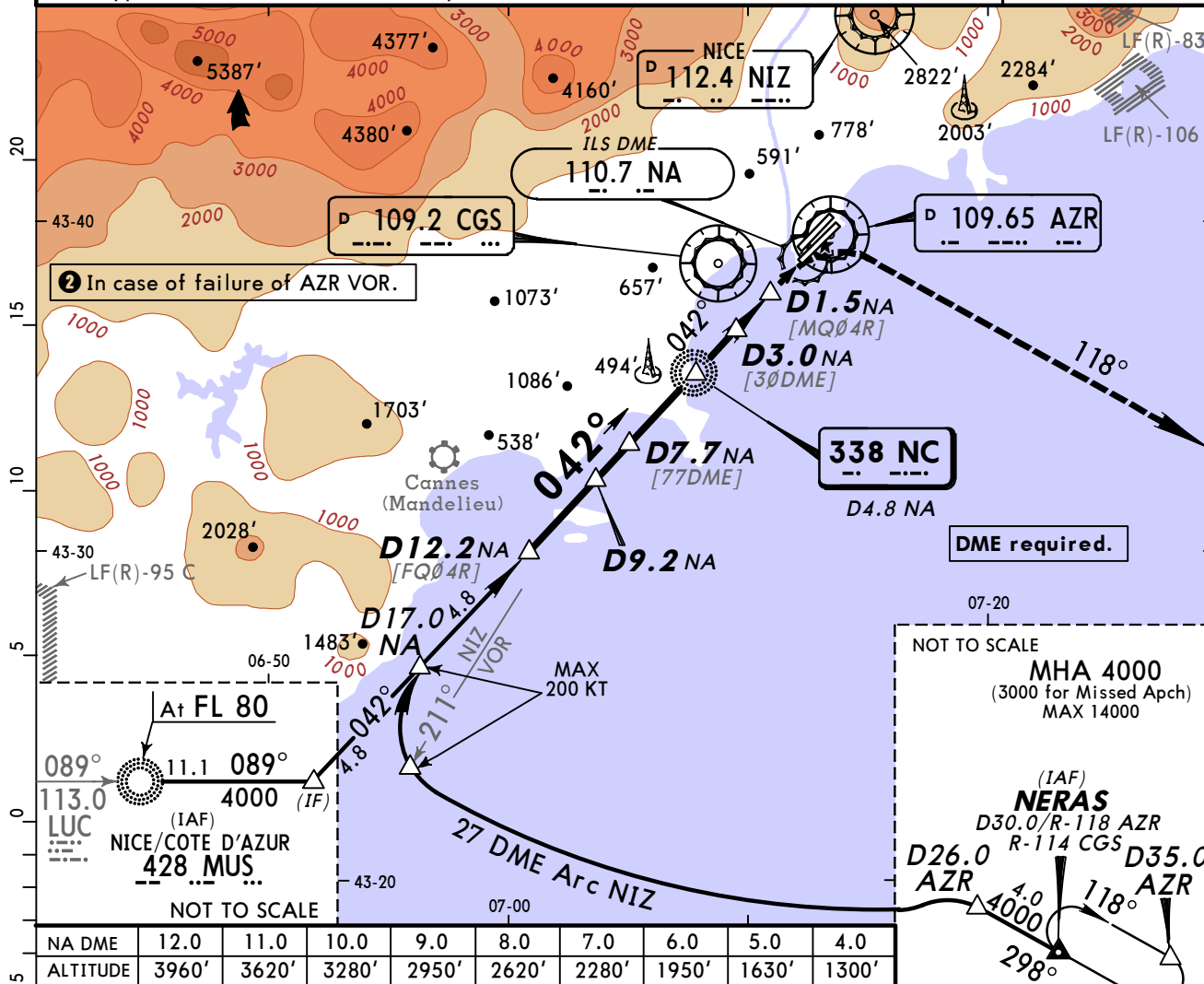
Standard

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

Conditions needed in the South-East area of apt to use VOR C RWY 22L/R:

- Visibility above 8km
- Ceiling above 1500'

ATIS 136.57 (French 129.6)		NICE Approach East 124.17 West 134.47 120.65 128.2			NICE Tower 118.7 123.15		Ground 121.7
NDB NC 338	Final Apch Crs 042°	Procedure Alt D9.2 NA 3000' (2990')	DA/MDA(H) 500' (490')	Apt Elev 12' RWY 10'			
MISSED APCH: Turn RIGHT (MAX 200 KT) to intercept and follow R-118 AZR (R-114 CGS) climbing to 2000' to NERAS, then turn LEFT onto 088° and join holding at 3000'. Climb to 1000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'	
Final approach track offset 2° from Rwy centerline.					MSA NC NDB		



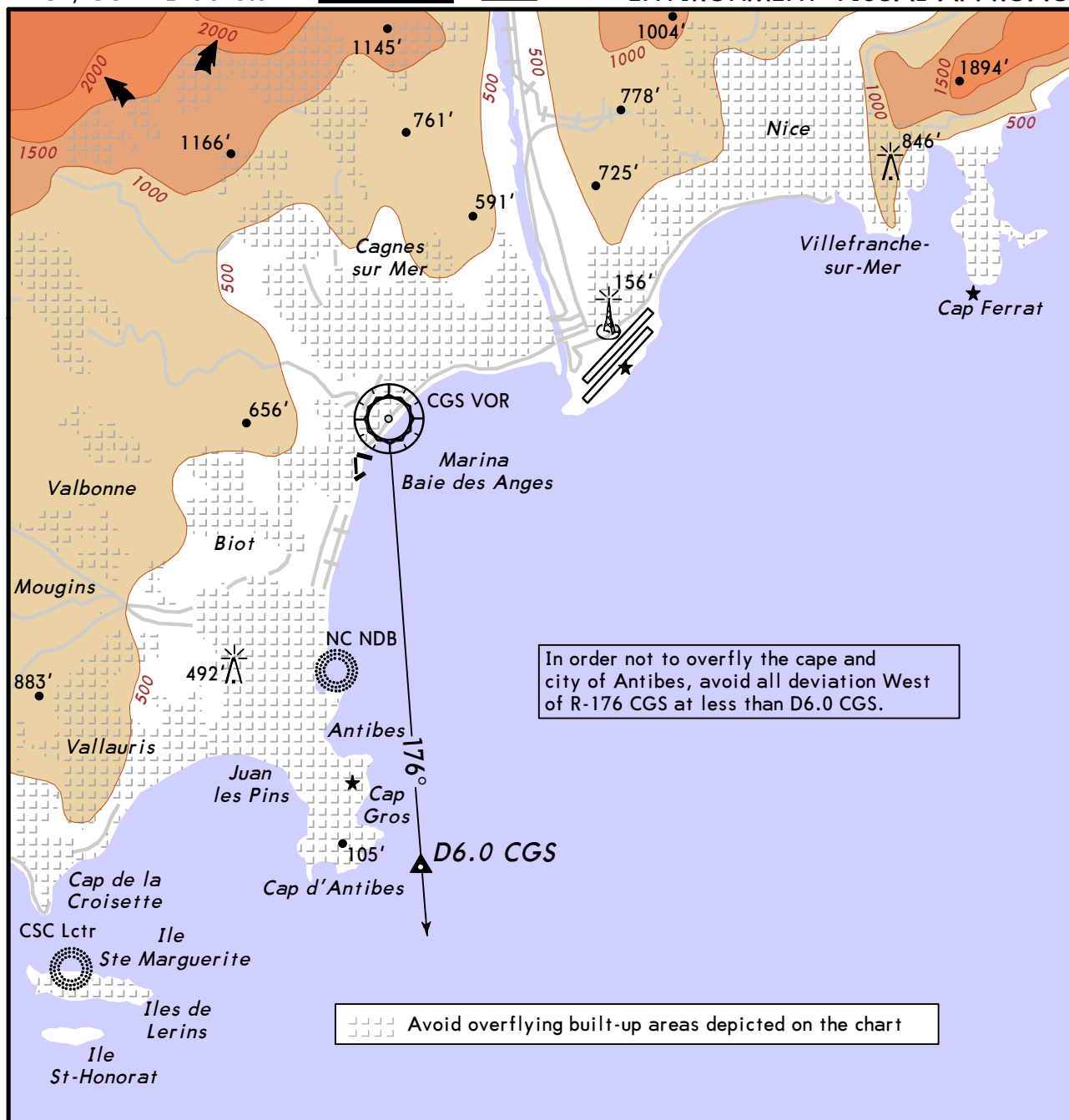
NA DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3960'	3620'	3280'	2950'	2620'	2280'	1950'	1630'	1300'

4000'	D9.2 NA	D7.7 NA	NC NDB	D3.0 NA	D1.5 NA	TCH 52'	RWY 04R 10'
2380'	3.08°	3.08°	4.8 NA	1570'	970'		
1390'			990'	580'	MDA 1.5		
3.0	1.5	2.9	1.8	1.3			

Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	200 KT MAX RT	AZR 109.65 R-118
Descent Angle	3.08°	381	490	545	654	872			
MAP at D1.5 NA									

Standard			STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND Prohibited Northwest of runway	
			CDFA DA/MDA(H) 500' (490')		Max Kts	
A	RVR 1500m				110	770' (758')
B					135	2500m
C	CMV 2300m				180	1710' (1698')
D					205	2400' (2388')

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



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

Chart changes since cycle 26-2013

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)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	29 Nov 2013	
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	29 Nov 2013	
REV	AIRPORT	10-9	29 Nov 2013	
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	29 Nov 2013	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFMN

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-1R) Several altitudes and sectors revised.