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Airport Information For LFMN

Terminal Charts For LFMN

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

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

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

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

Sunrise: 0704 Z
Sunset: 1613 Z

Runway Information

Runway: 04L
Length x Width: 8622 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline, REIL

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: 8622 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 10 ft

Lighting: Edge, ALS, Centerline, REIL

Displaced Threshold: 190 ft

Communication Information

ATIS: 129.600 Non-English

ATIS: 136.575

Nice Clearance Tower: 121.775

Nice Tower Tower: 118.700

Nice Tower Tower: 123.150 Secondary

Nice Ground Tower: 121.700

Nice Tower Tower: 121.275 Secondary

Nice Ground Ground: 121.700

Nice Approach Approach: 134.475

Nice Approach Approach: 130.825

Nice Approach Approach: 128.200

Nice Approach Approach: 125.575 Secondary

Nice Approach Approach: 124.175

Nice Approach Approach: 120.650

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NICE/COTE D'AZUR

25 DEC 15

10-1P

Eff 7 Jan

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 136.575
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 TAXI PROCEDURES below).

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

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AIRPORT BRIEFING

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 MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

The system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

ACFT operators shall ensure that the ACFT Mode S transponder is operational.

For outbound taxiing ACFT:

Before requesting clearance to 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.

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 assigned by the ATC unit, or if none assigned the code = 0000.

NOTE: Most of the transponders non-equipped with Mode S name this position "ON", the position "ALT" is those applied for Mode C.

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AIRPORT BRIEFING

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.

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

Entry to Apron K via TWY U. Apron K towing compulsory.

TWY R MAX wingspan 112'/34.1m. ACFT equipped with optional elements (such as: sharklets for A320) having received a taxiing instruction via TWY R must report their particularity on NICE Ground.

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

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

Entrance to Apron K (East of TWY J1) MAX wingspan 94'/28.65m.

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, 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/D/E, 18, 19A/B/C/D, 21A/C/D, 43A, 45A, 47A, 51A/B/C, 53, 55 and 57 are nose-out stands.

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

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.

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AIRPORT BRIEFING

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.

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

860' 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 223°, 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).

1.7.2.3. ARRIVALS

QFU 043 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 A (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 A (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 A (GNSS) RWY 04L approaches. During less favourable conditions ILS RWY 04L is in use. RNAV Z/Y are 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 R-117 AZR with R-113 CGS.

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AIRPORT BRIEFING

1. GENERAL

QFU 223 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 D 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.

1.7.2.4. 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. 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.

1.7.2.5. 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.

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AIRPORT BRIEFING

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 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 A (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.

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.

Handling mandatory.

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AIRPORT BRIEFING

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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19 JUL 13

10-1R

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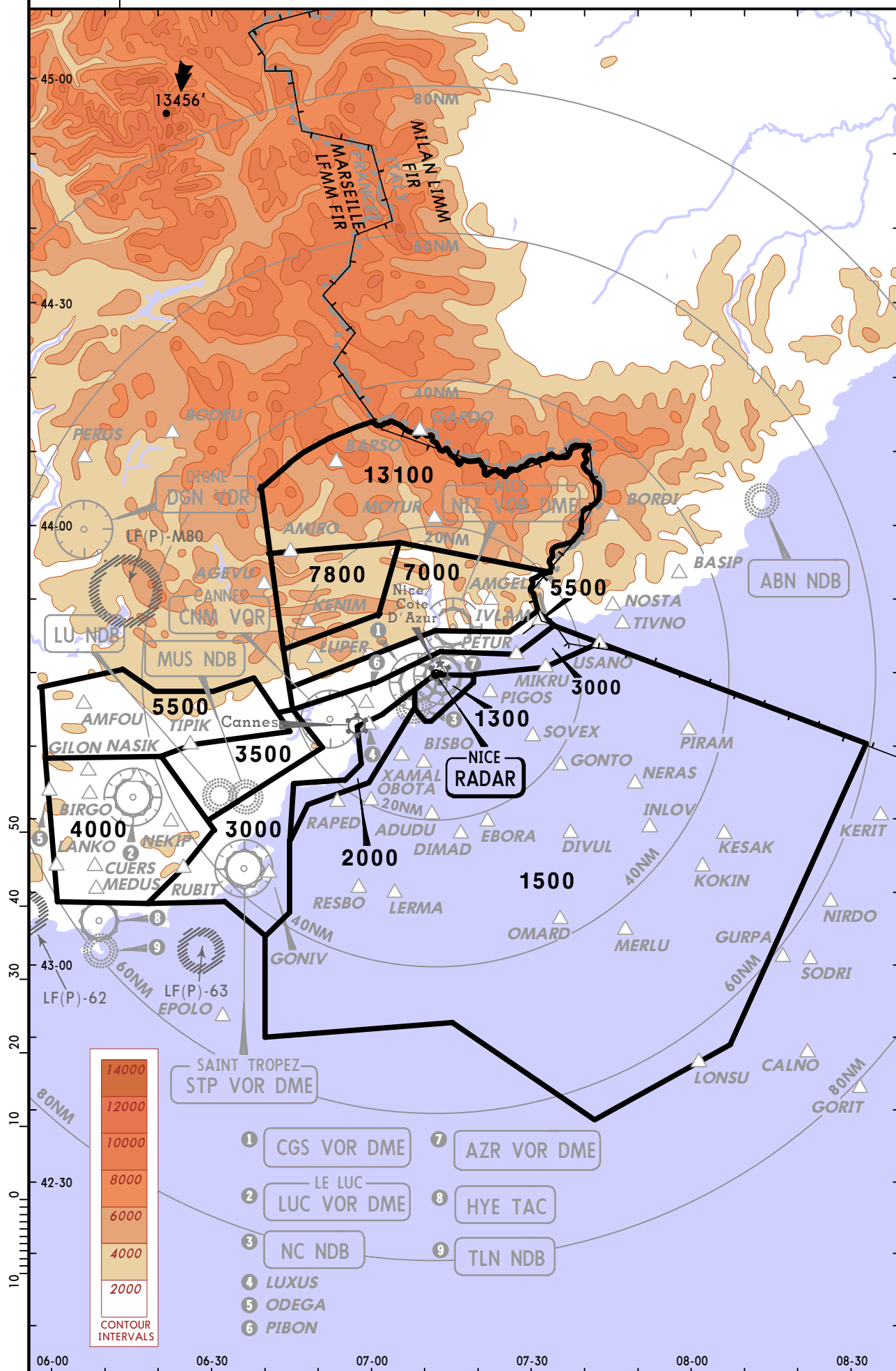
RADAR MINIMUM ALTITUDES

Apt Elev
12'

Alt Set: hPa

Trans level: By ATC Trans alt: 5000'

The published minimum altitudes integrate a correction for low temperatures.



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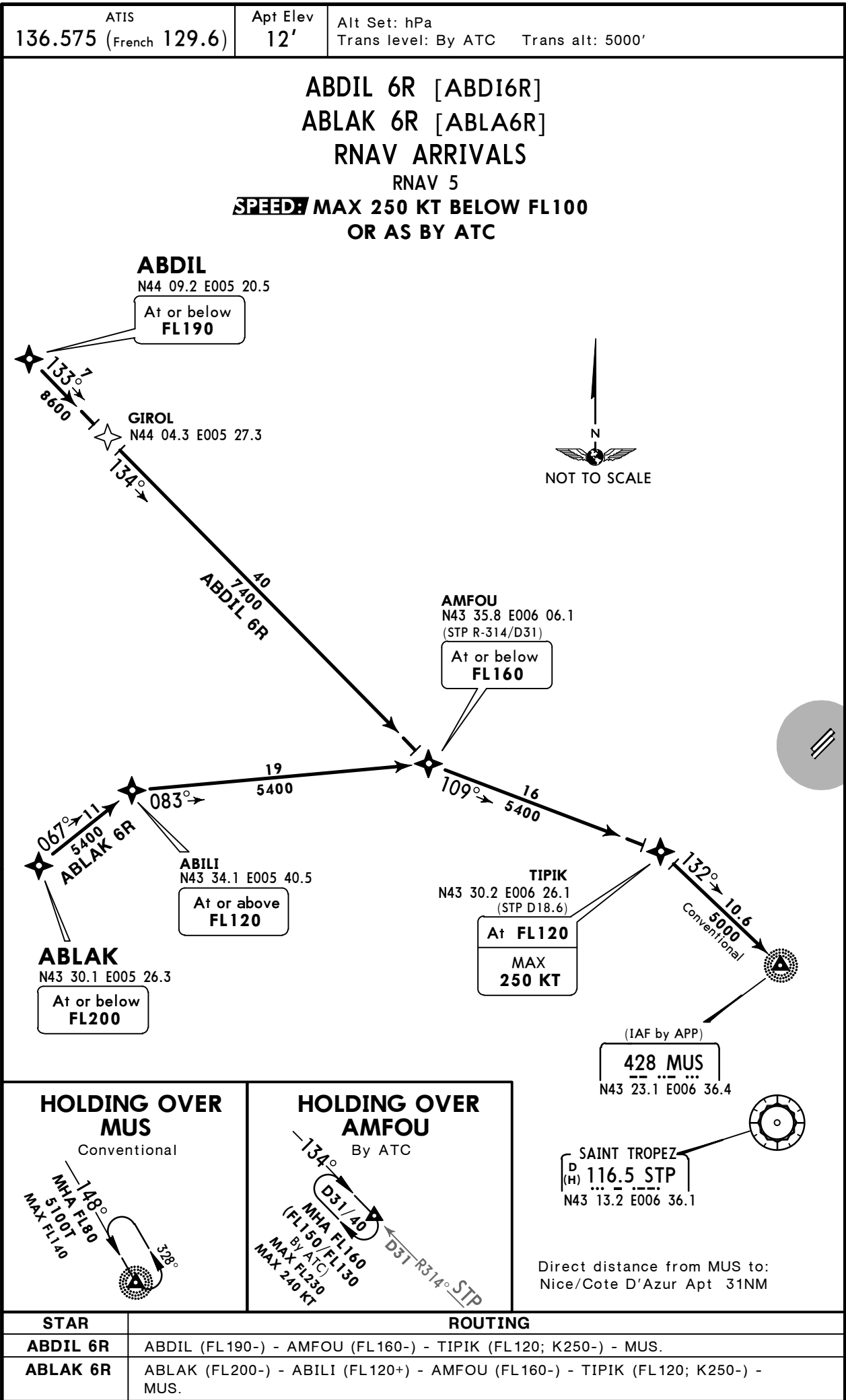
19 JUN 15

10-2

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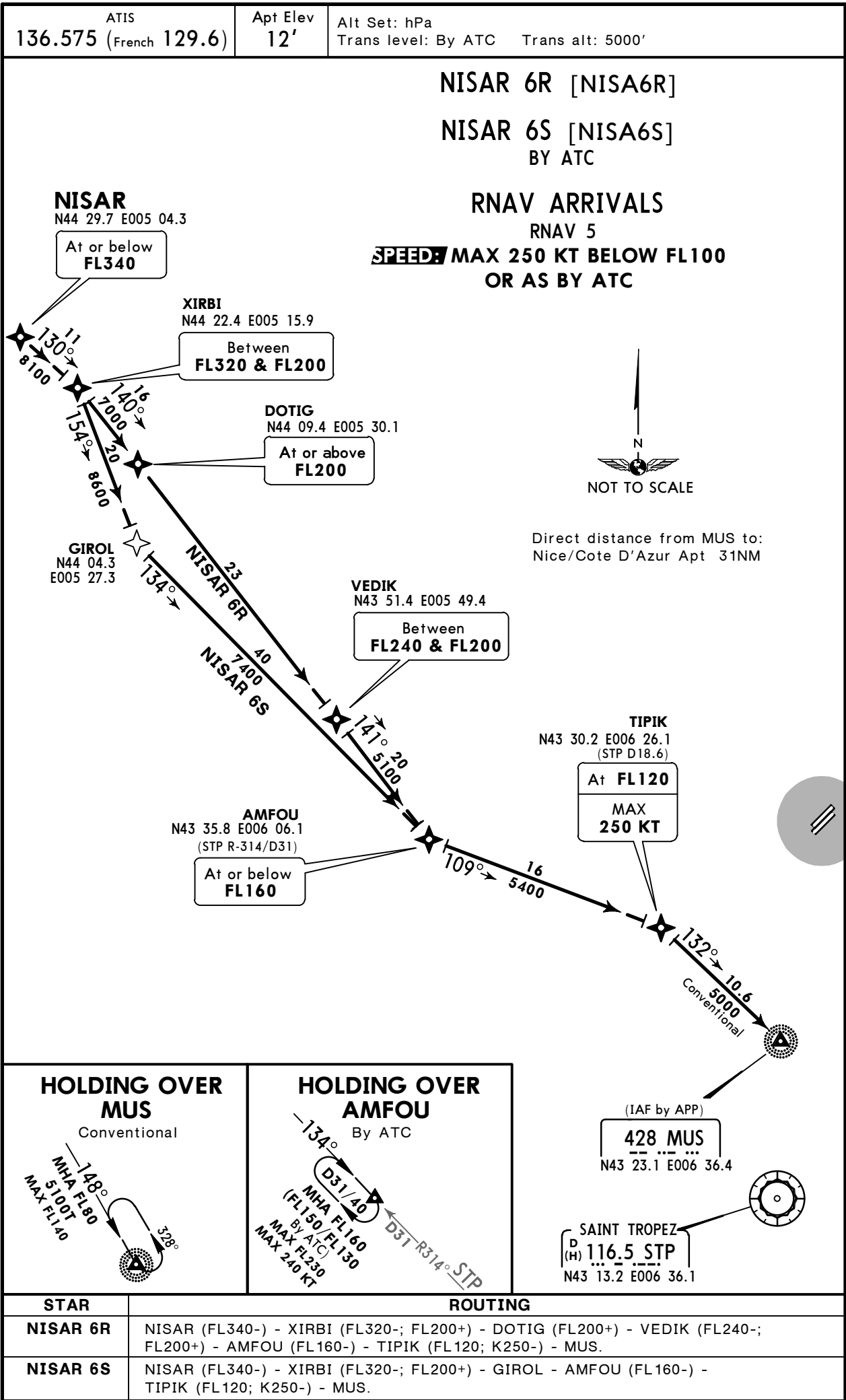
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RNAV STAR



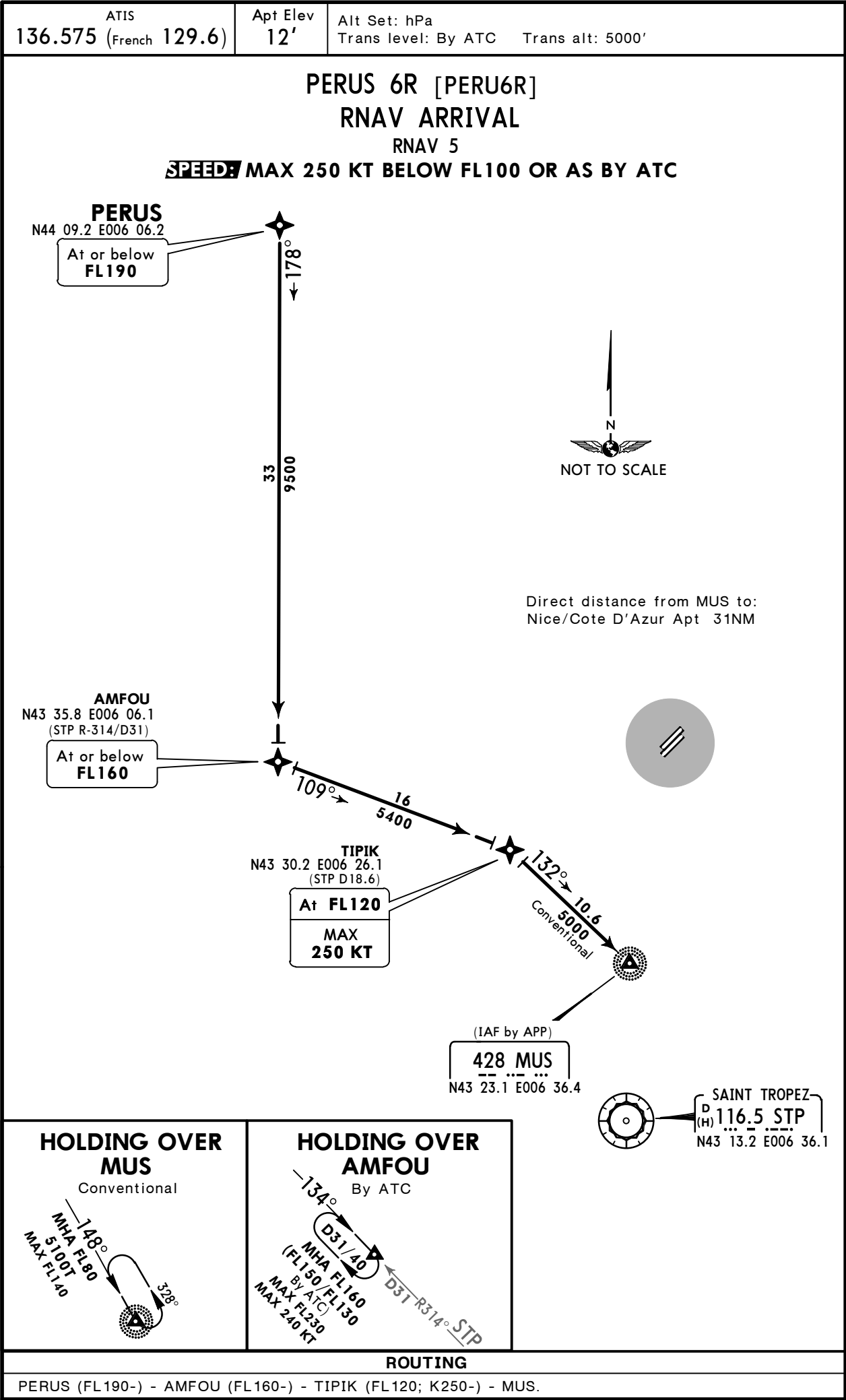
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19 JUN 15 **10-2A** **Eff 25 Jun** **RNAV STAR**



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19 JUN 15 **(10-2B)** **Eff 25 Jun** **RNAV STAR**



CHANGES: Bearings; holding over AMFOU.

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19 JUN 15 10-2C Eff 25 Jun STAR

ATIS
136.575 (French 129.6)

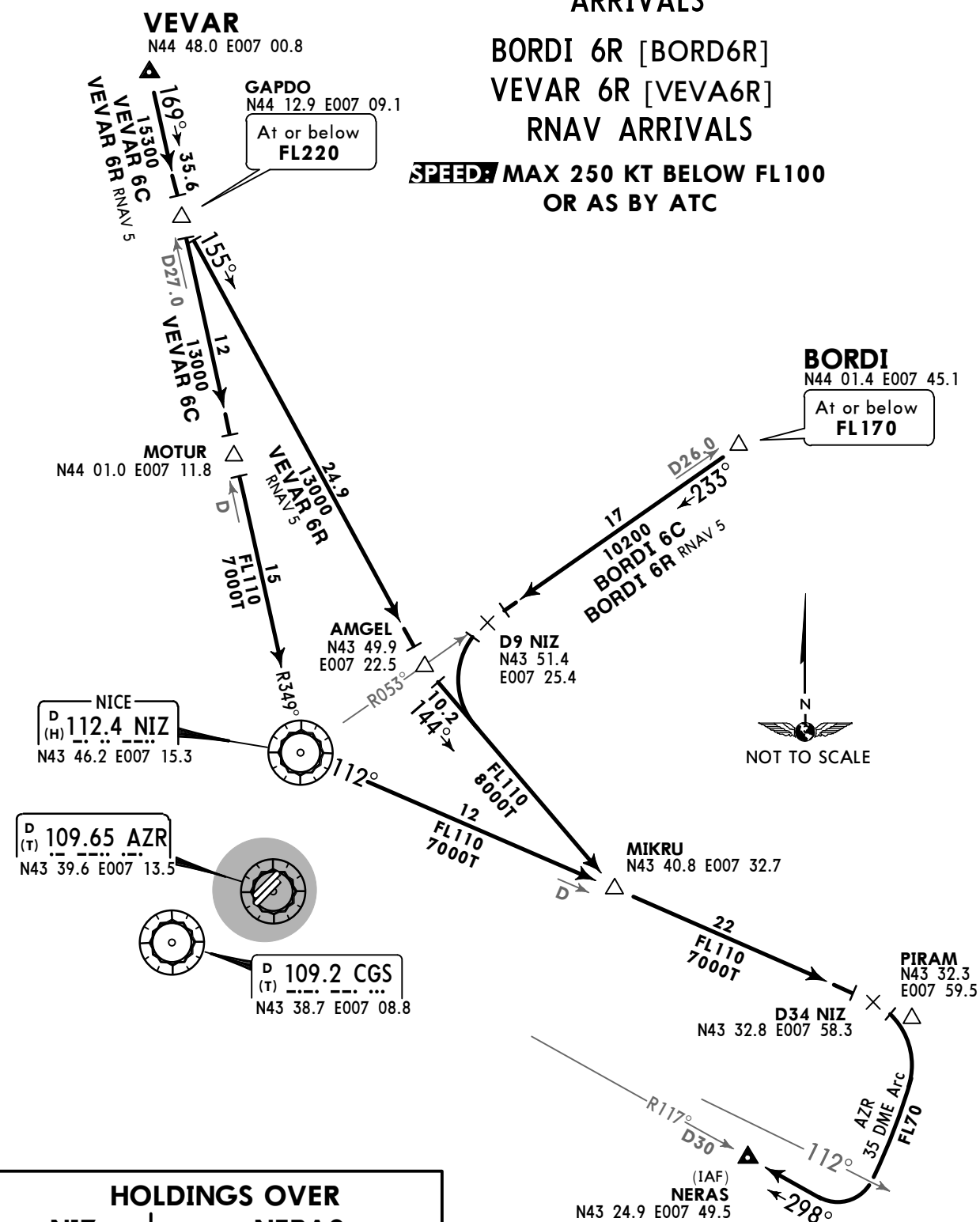
Apt Elev
12'

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

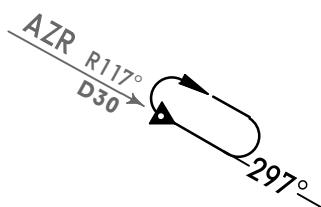
BORDI 6C [BORD6C]
VEVAR 6C [VEVA6C]
ARRIVALS

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

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



HOLDINGS OVER NERAS



NERAS

*Lower levels by ATC
FL70*/1300'T/FL140, inbound 297°
AZR R-117 D30/35

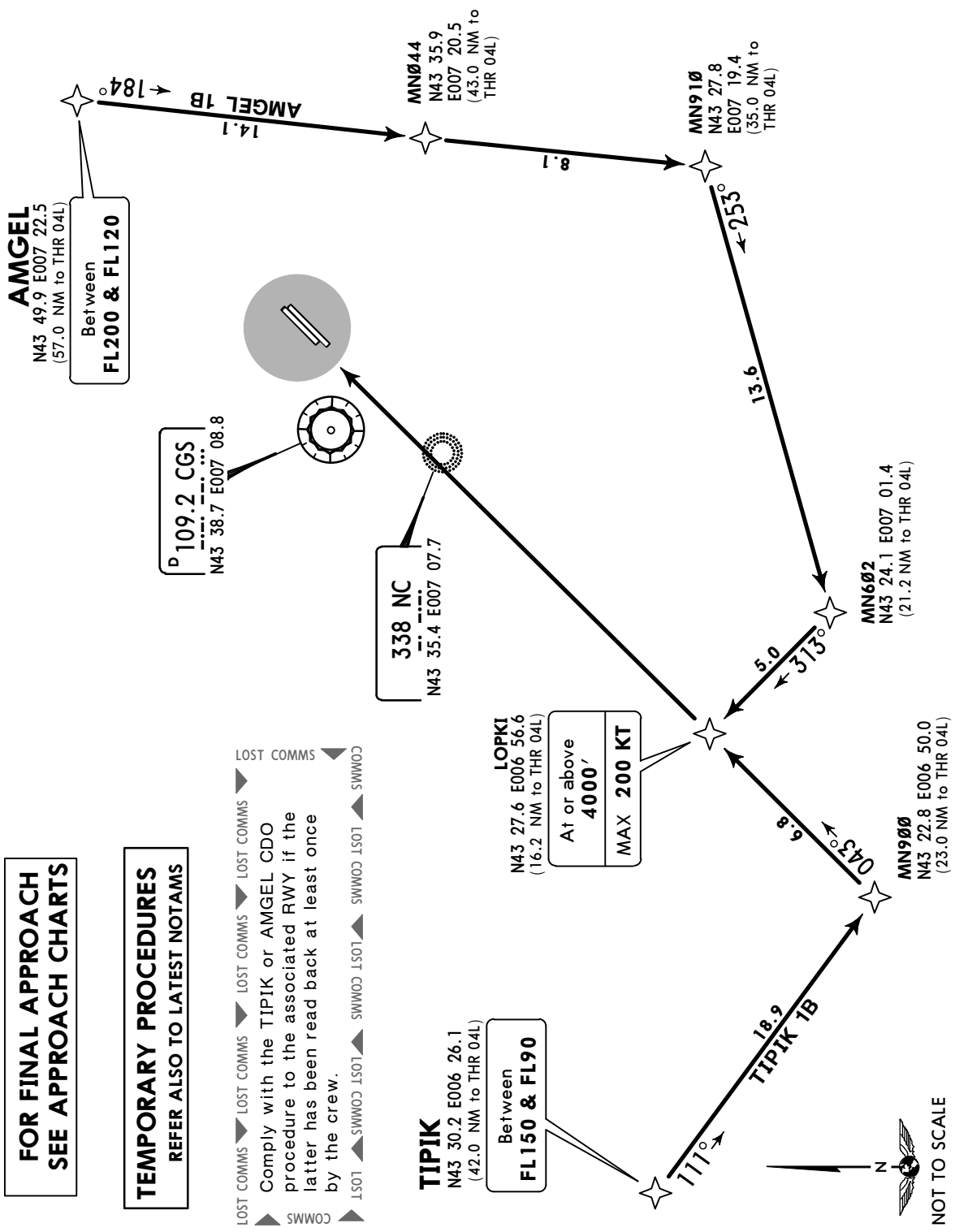
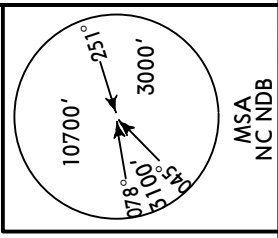
ALTERNATE BY ATC
*Lower levels by ATC
FL70*/1300'T/FL140, inbound 293°
CGS D33/38
RIGHT turn

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19 JUN 15 10-2G Eff 25 Jun RNAV INITIAL APPROACH

ATIS 136.575 (French 129.6)	Apt Elev 12'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' Approach will be performed on crews request at first contact with NICE APP and after confirmation of its feasibility by APP control.
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AMGEL 1B [AMG1B], TIPIK 1B [TIP1B]
RWY 04L
RNAV INITIAL APPROACH PROCEDURES (CDO)
RNAV 1 (GNSS AND DME/DME)
WITH RADAR CONTROL
TO ILS OR RNAV Z/Y (GNSS) RWY 04L
USABLE BETWEEN 2100-0500LT



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10-3

Eff 25 Jun

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RNAV SID

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.

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 **JEPPesen**
10-3A

Eff 25 Jun

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SID

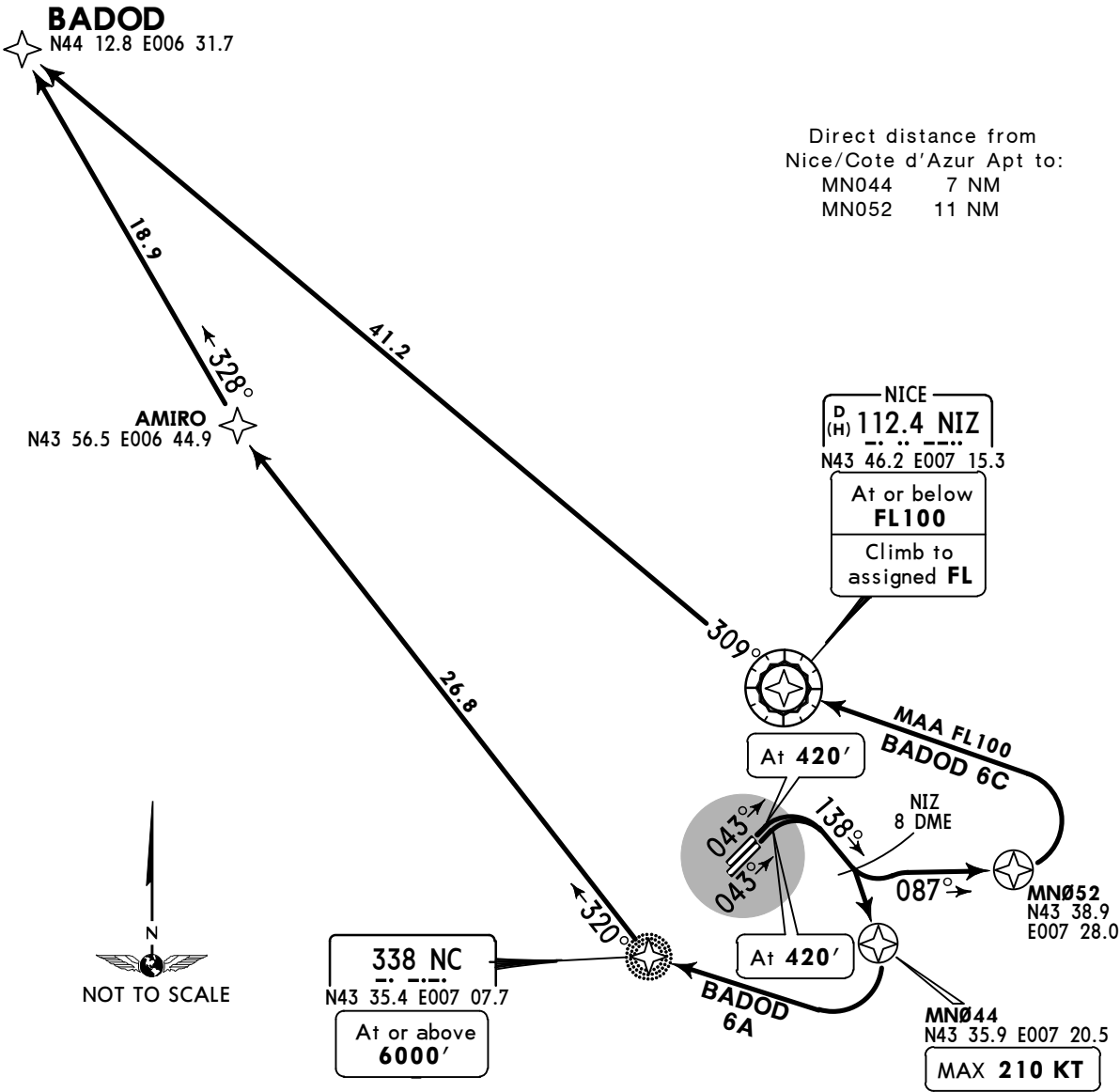
SID DESIGNATION	REFER TO CHART
BADOD 6E	10-3T5
BADOD 6W	10-3T6
BASIP 6E	10-3T7
BASIP 6W	10-3T8
BODRU 6E	10-3T9
BODRU 6W	10-3T10
EPOLO 6E, 6L	10-3U
EPOLO 6S, 6W	10-3V
IRMAR 6E	10-3V1
IRMAR 6W	10-3V2
LANKO 6E, 6L	10-3V3
LANKO 6S, 6W	10-3V4
LONSU 6E, 6L	10-3V5
LONSU 6S, 6W	10-3V6
OKTET 6E	10-3V7
OKTET 6W	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

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JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 10-3B Eff 10 Dec RNAV SID

Apt Elev 12'	Trans level: 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.
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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.

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 NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - BADOD.
BADOD 6C	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, 087° track to MN052 - NIZ (FL100-) - BADOD.

LFMN/NCE
NICE/COTE D'AZUR

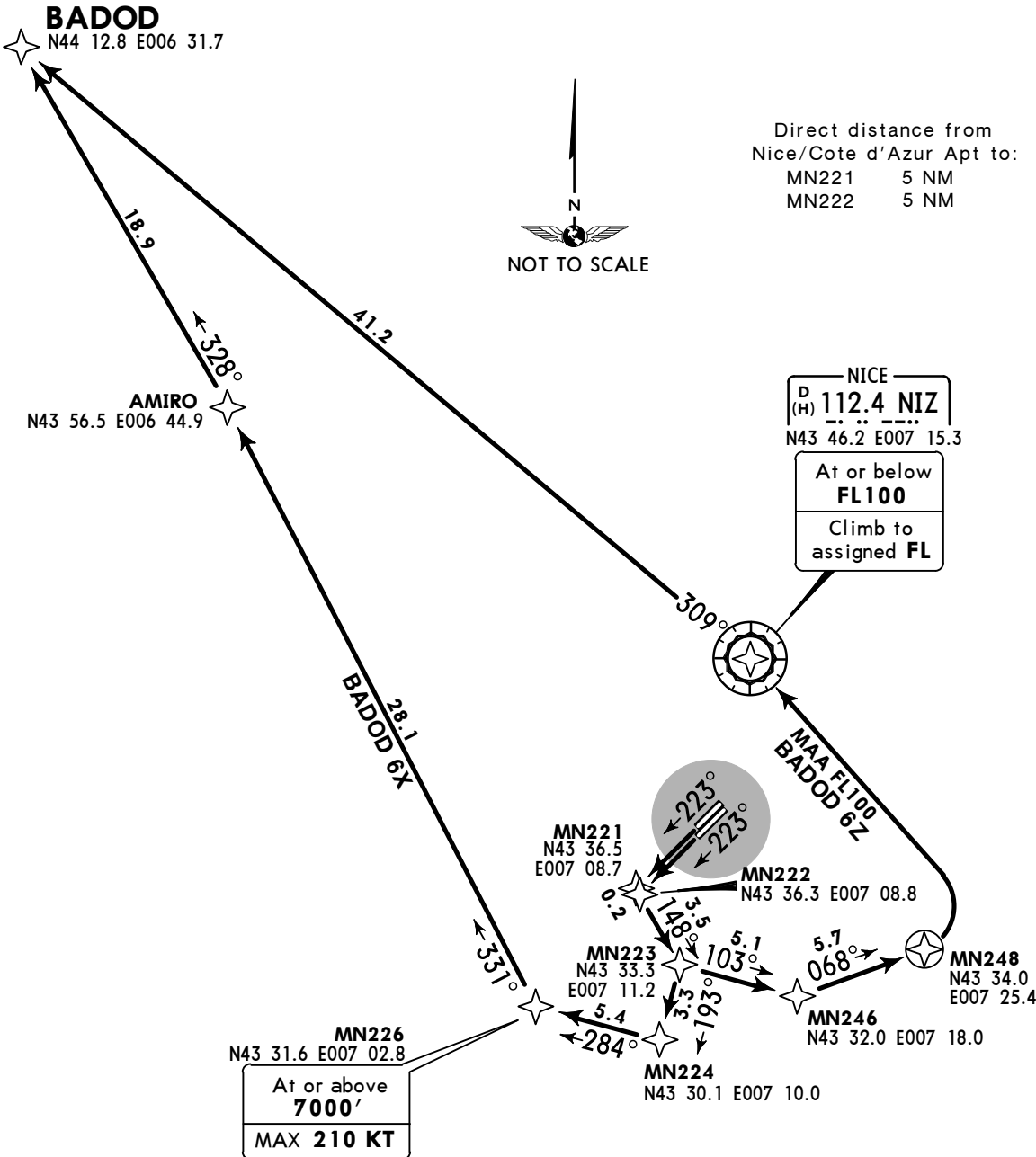
JEPPESSEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 **10-3C** **Eff 10 Dec** **RNAV SID**

Apt Elev
12'

- Trans level: 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.

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.

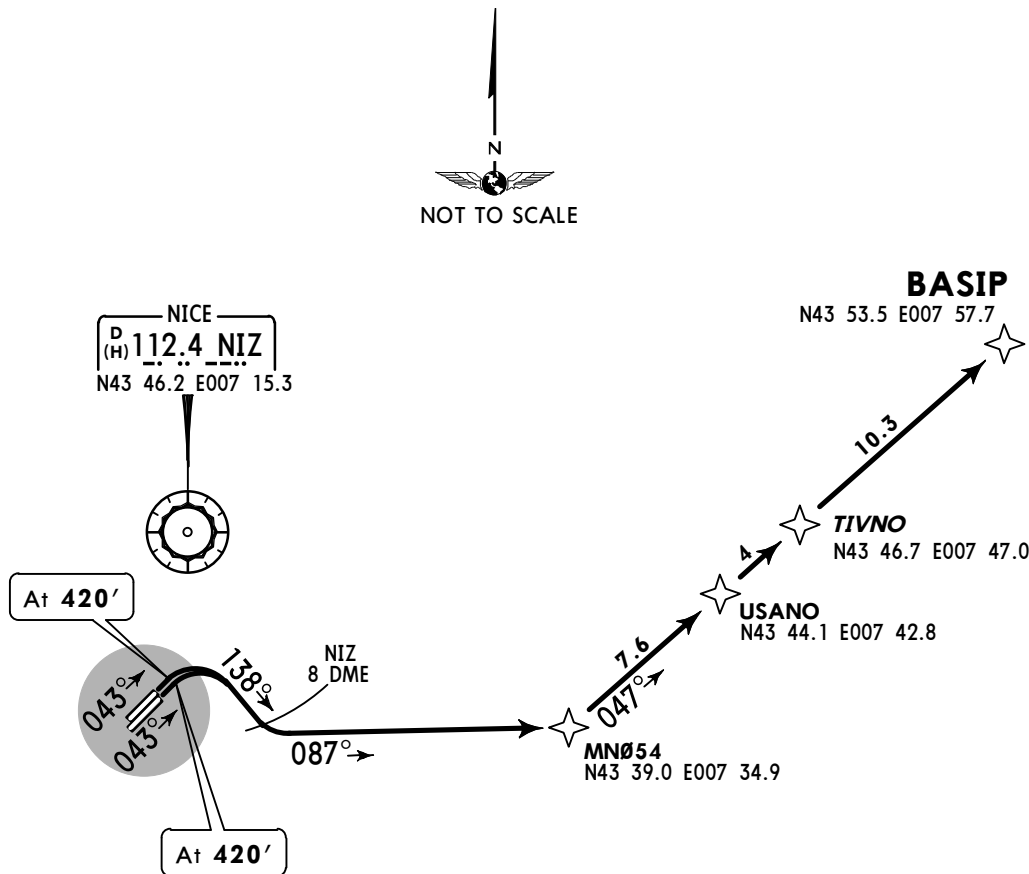
Initial climb clearance: BADOD 6X: FL130/BADOD 6Z: BY ATC	
SID	ROUTING
BADOD 6X	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN224 - MN226 (7000'+; K210-) - AMIRO - BADOD.
BADOD 6Z	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - NIZ (FL100-) - BADOD.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3D Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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BASIP 6A [BASI6A]
RWYS 04L/R RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from
Nice/Cote d'Azur Apt to:
MN054 16 NM

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 NIZ 8 DME, 087° track to MN054 - USANO - TIVNO - BASIP.

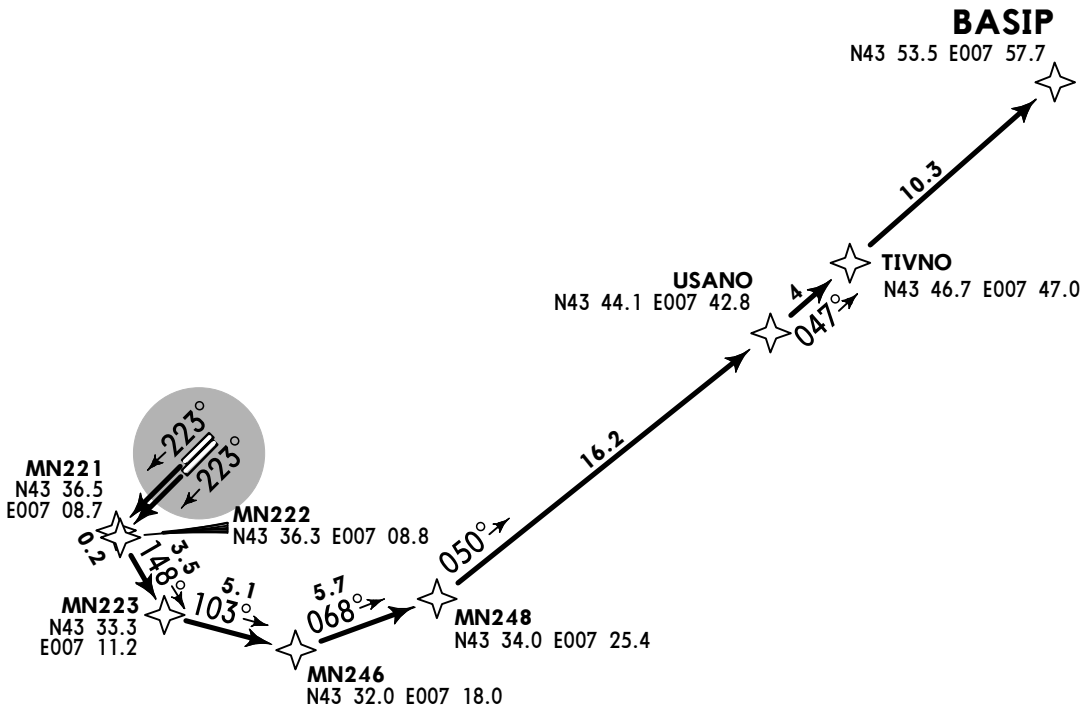
LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 **10-3E** **Eff 25 Jun** **RNAV SID**

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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BASIP 6X [BASI6X]
RWYS 22L/R RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)

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.

Direct distance from
Nice/Cote d'Azur Apt to:
MN221 5 NM
MN222 5 NM

Initial climb clearance: JET: FL100/PROP: FL70
ROUTING
MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN246 - MN248 - USANO - TIVNO - BASIP.

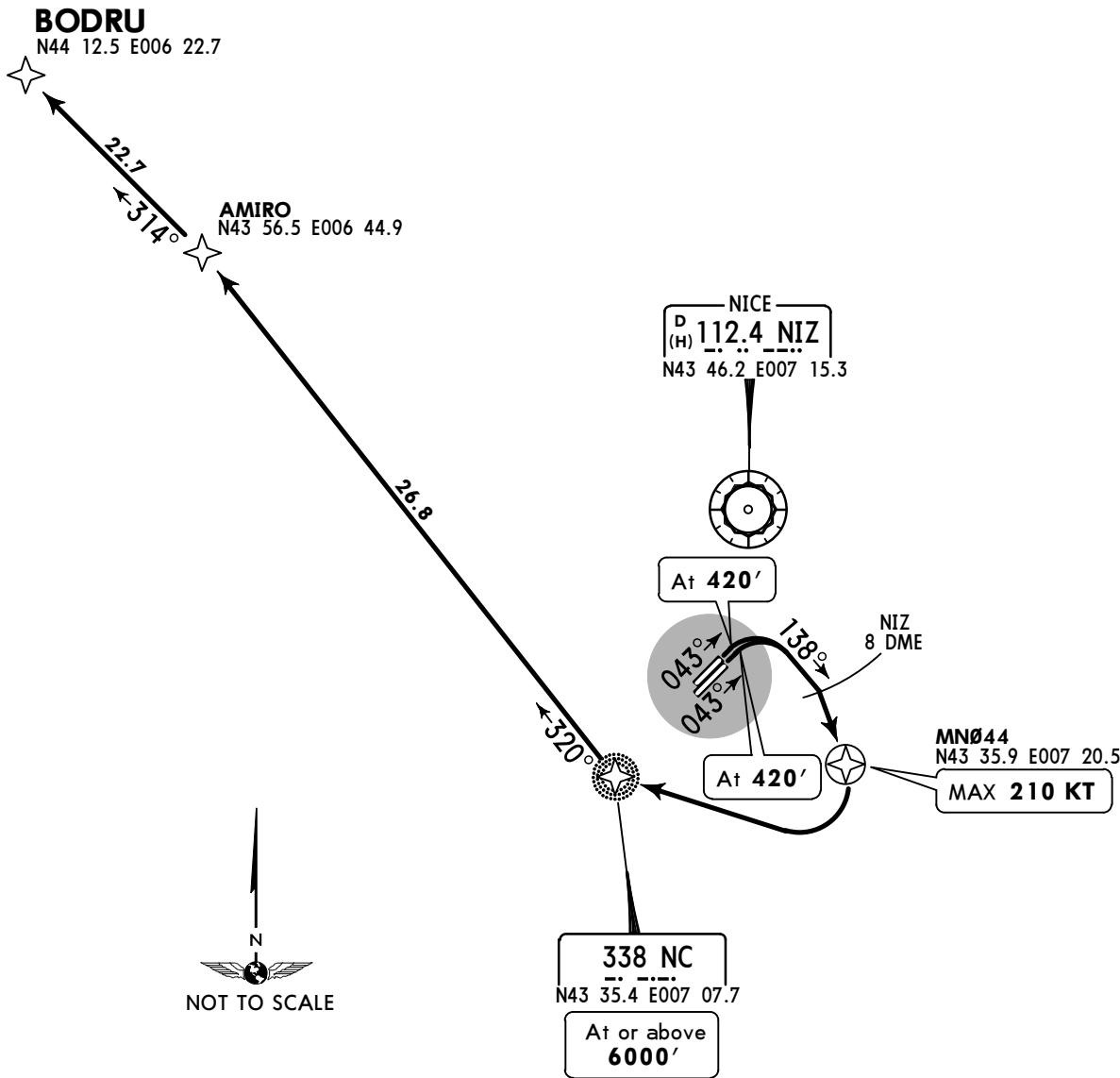
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 10-3F Eff 10 Dec RNAV SID

Apt Elev 12'	Trans level: 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.
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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.

Direct distance from
Nice/Cote d'Azur Apt to:
MN044 7 NM

Initial climb clearance: **FL130**

ROUTING

Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - BODRU.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3H Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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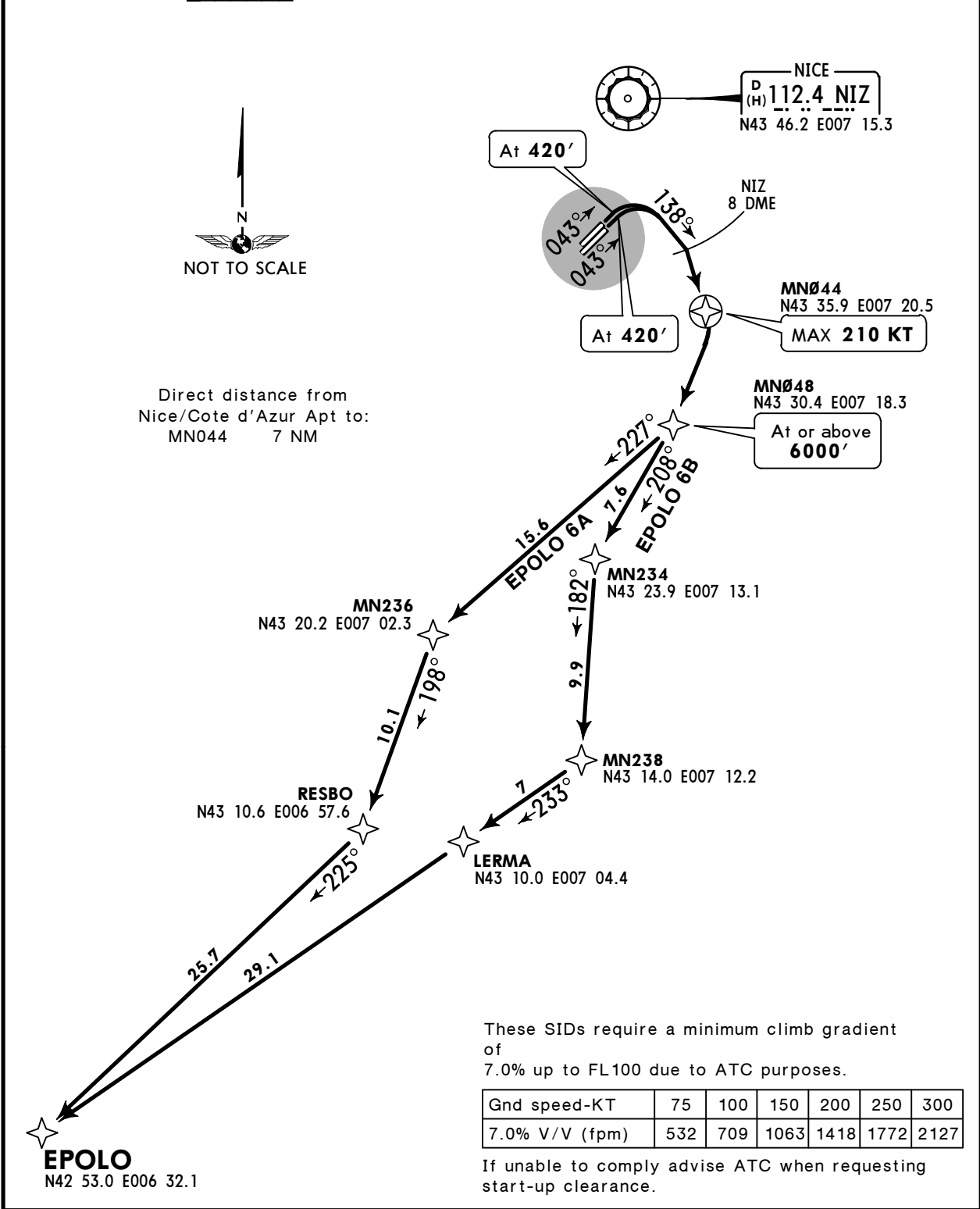
EPOLO 6A [EPOL6A] , EPOLO 6B [EPOL6B]

RWYS 04L/R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME/IRU)

RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: EPOLO 6A: FL100/EPOLO 6B: FL70	
SID	ROUTING
EPOLO 6A JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - EPOLO.
EPOLO 6B PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN234 - MN238 - LERMA - EPOLO.

LFMN/NCE
NICE/COTE D'AZUR



JEPPESEN NICE/COTE D'AZUR, FRANCE

19 JUN 15

10-3J

Eff 25 Jun

RNAV SID

Apt Elev
12'

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

EPOLO 6X [EPOL6X] , EPOLO 6Y [EPOL6Y]

RWYS 22L/R RNAV DEPARTURES

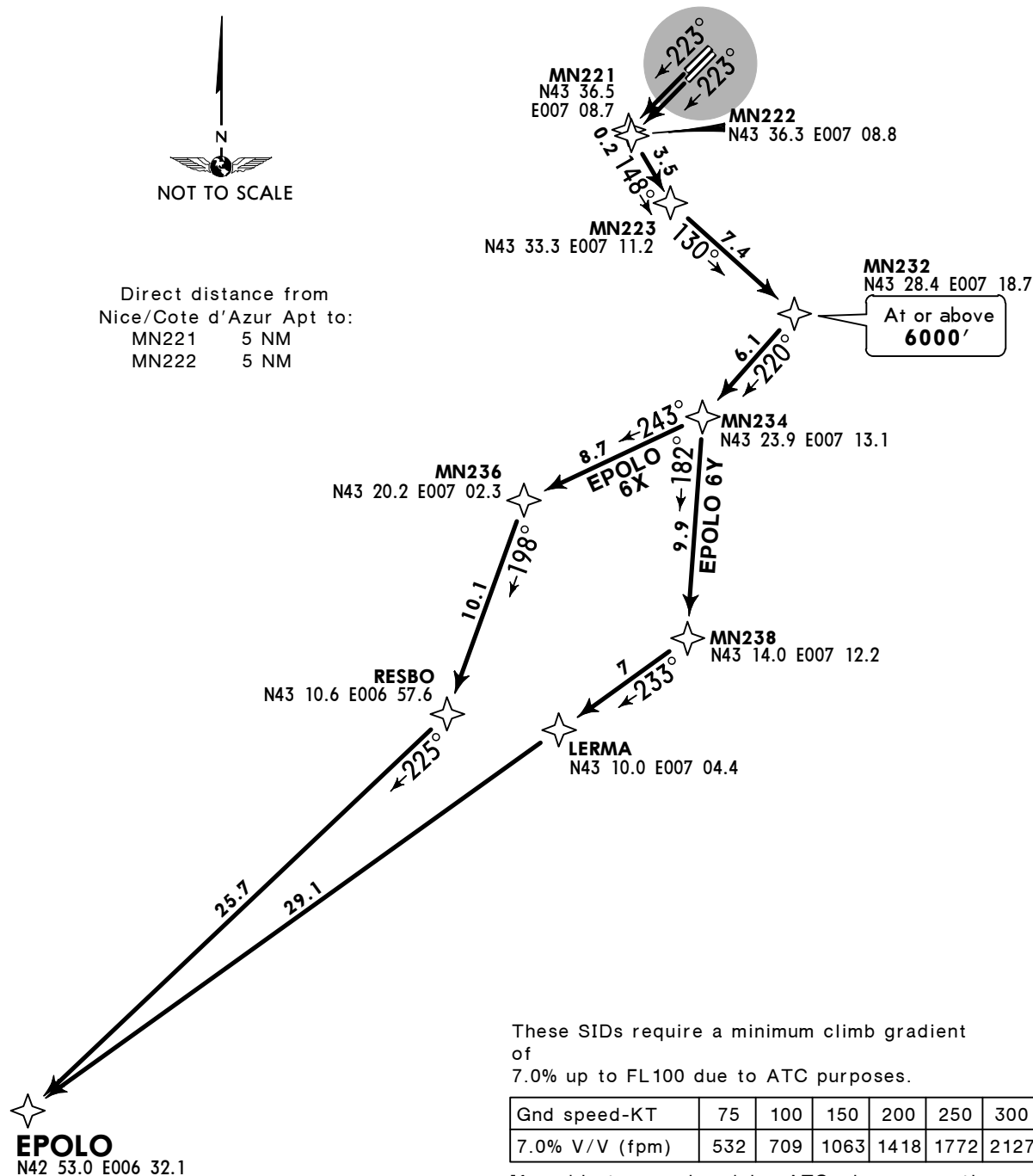
RNAV 1 (GNSS OR DME/DME/IRU)

RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from
Nice/Cote d'Azur Apt to:
MN221 5 NM
MN222 5 NM



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.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 (10-3J1) Eff 10 Dec

RNAV SID

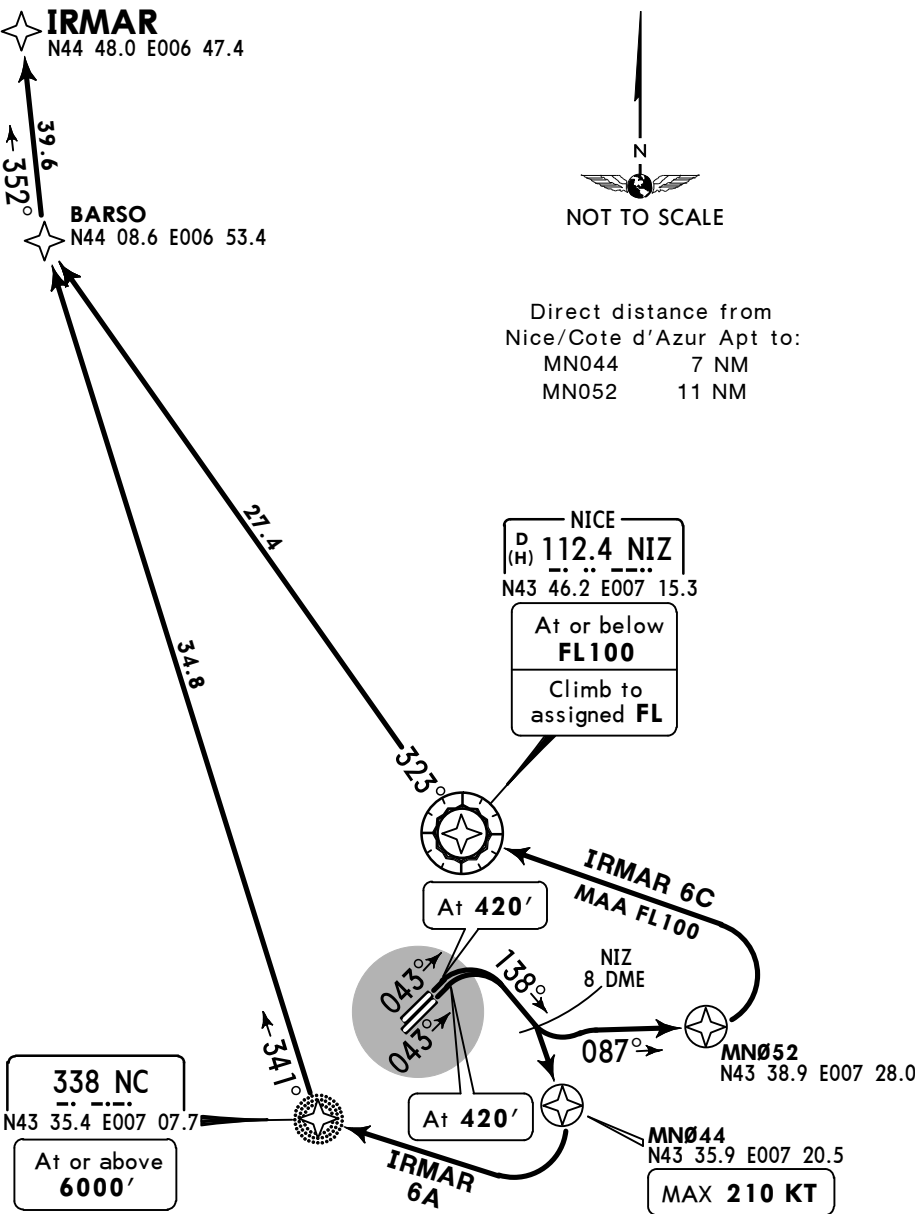
Apt Elev 12'	Trans level: By ATC Trans alt: 5000'
	1. RNAV 1.
	2. GNSS or DME/DME/IRU.
	3. SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.

IRMAR 6A [IRMA6A] , IRMAR 6C [IRMA6C]

RWYS 04L/R RNAV DEPARTURES

RFL ABOVE FL195

SPEED: MAX 250 KT BELOW 10000'



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 NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - BARSO - IRMAR.
IRMAR 6C	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, 087° track to MN052 - NIZ (FL100-) - BARSO - IRMAR.

LFMN/NCE
NICE/COTE D'AZUR

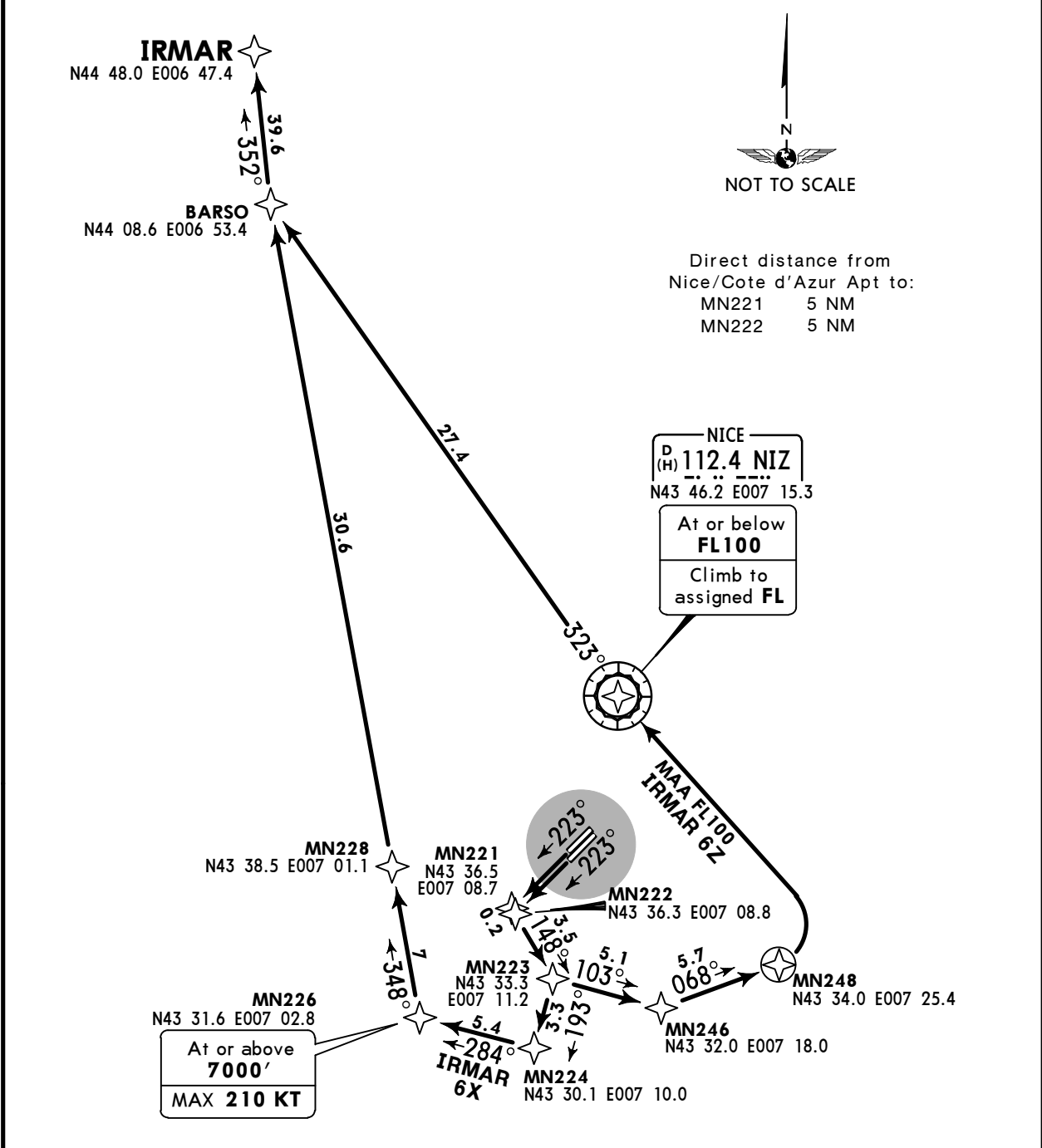
JEPPESSEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 (10-3J2) Eff 10 Dec

RNAV SID

Apt Elev 12'	Trans level: 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.
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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.

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 (7000'+; K210-) - 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 NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3J3) Eff 25 Jun

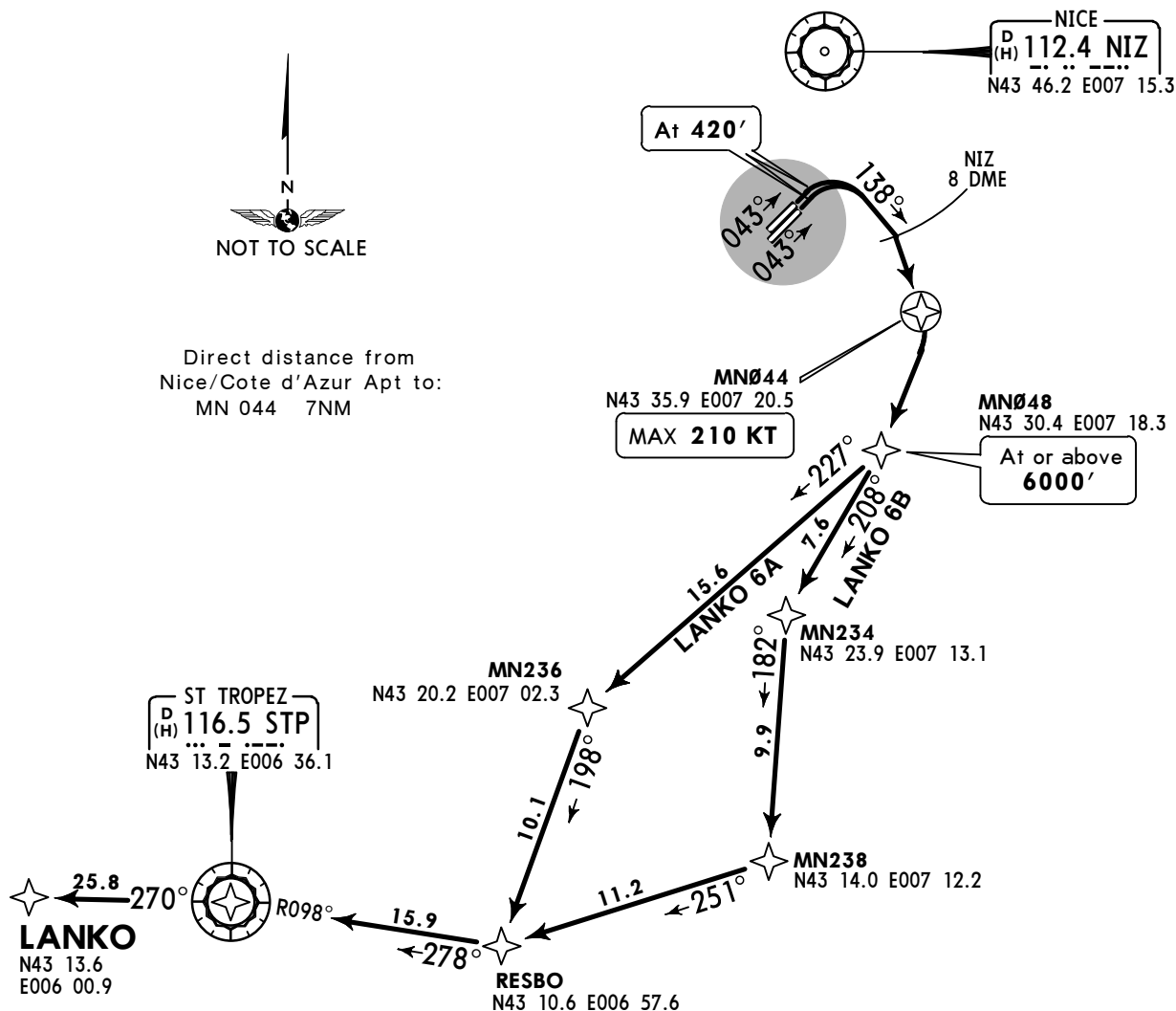
RNAV SID

Apt Elev
12'

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

LANKO 6A [LANK6A]
LANKO 6B [LANK6B]
RWYS 04L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
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**

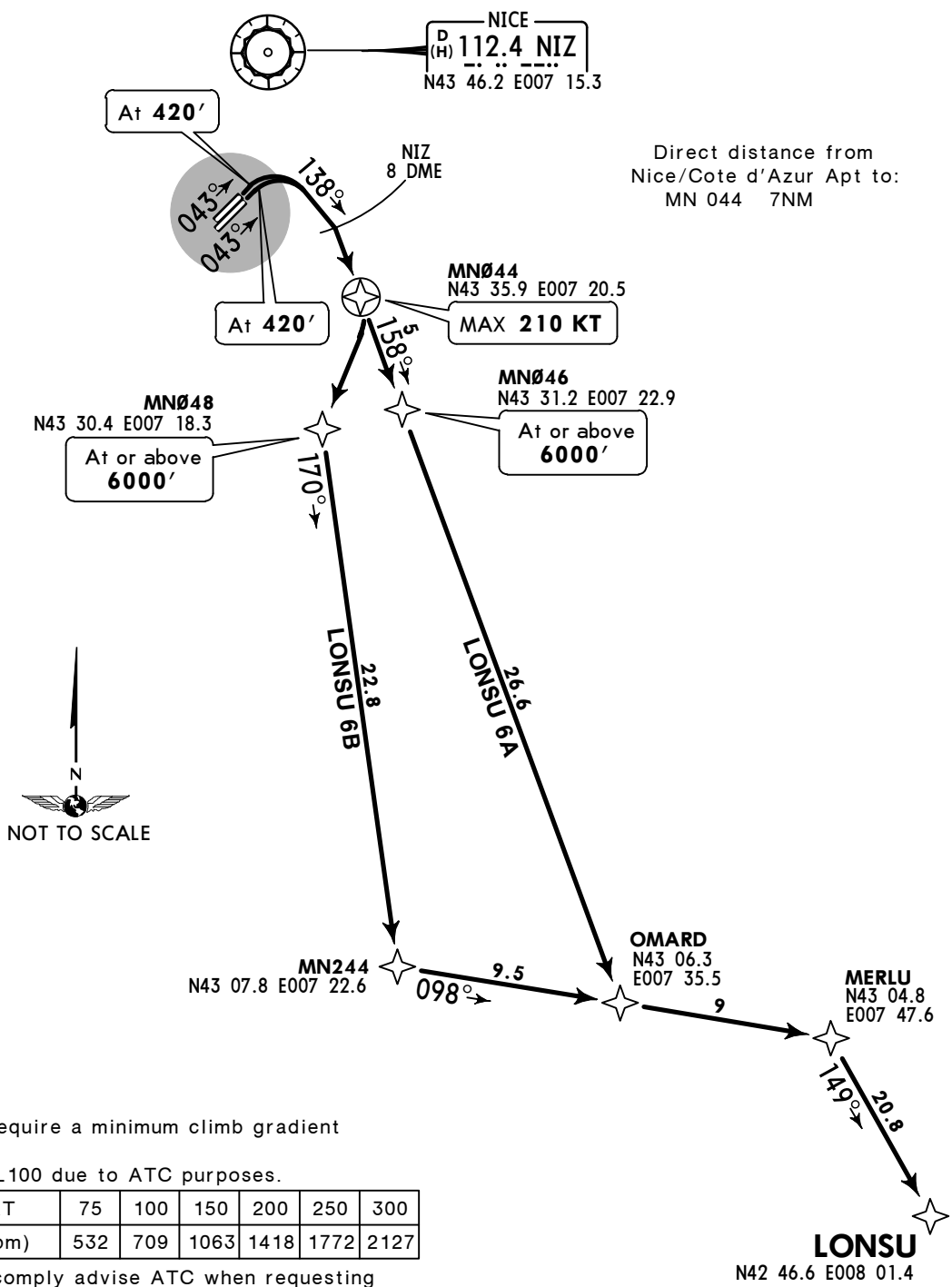
SID	ROUTING
LANKO 6A JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - STP - LANKO.
LANKO 6B PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN234 - MN238 - RESBO - STP - LANKO.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3J5) Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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LONSU 6A [LONS6A], LONSU 6B [LONS6B]
RWYS 04L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
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.

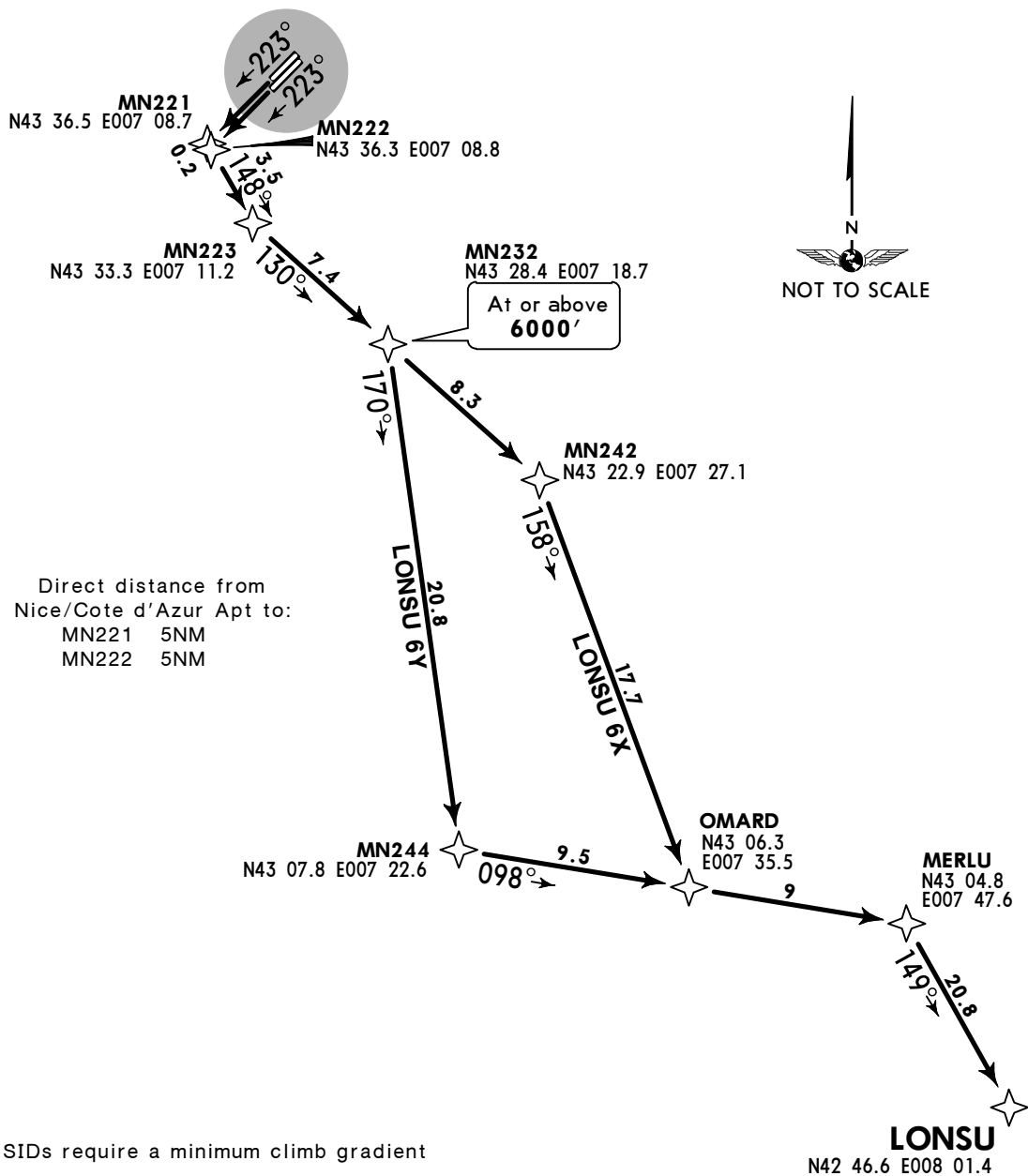
Initial climb clearance: LONSU 6A: FL100/LONSU 6B: FL70	
SID	ROUTING
LONSU 6A JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN046 (6000'+) - OMARD - MERLU - LONSU.
LONSU 6B PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN244 - OMARD - MERLU - LONSU.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3J6) Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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LONSU 6X [LONS6X] , LONSU 6Y [LONS6Y]
RWYS 22L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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
4 DEC 15 (10-3J7) Eff 10 Dec

NICE/COTE D'AZUR, FRANCE

RNAV SID

Apt Elev
12'

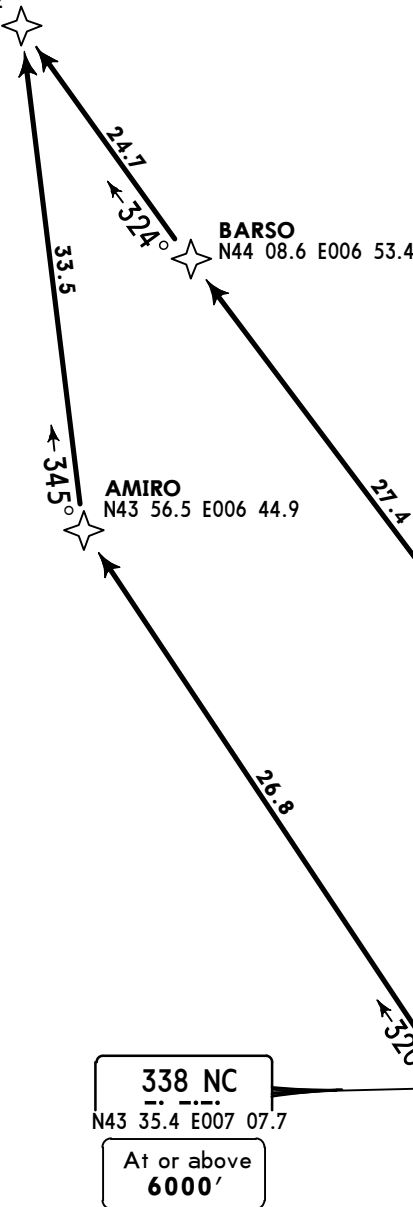
Trans level: By ATC Trans alt: 5000'

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.

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
N44 29.1
E006 34.2



NOT TO SCALE

Direct distance from
Nice/Cote d'Azur Apt to:
MN044 7 NM
MN052 11 NM

NICE
D (H) 112.4 NIZ
N43 46.2 E007 15.3

At or below
FL100
Climb to
assigned FL

OKTET 6C
MAA FL100

At 420'

043°
043°
138°

NIZ
8 DME

087°

MN052
N43 38.9 E007 28.0

MN044
N43 35.9 E007 20.5

MAX 210 KT

338 NC
N43 35.4 E007 07.7

At or above
6000'

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

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

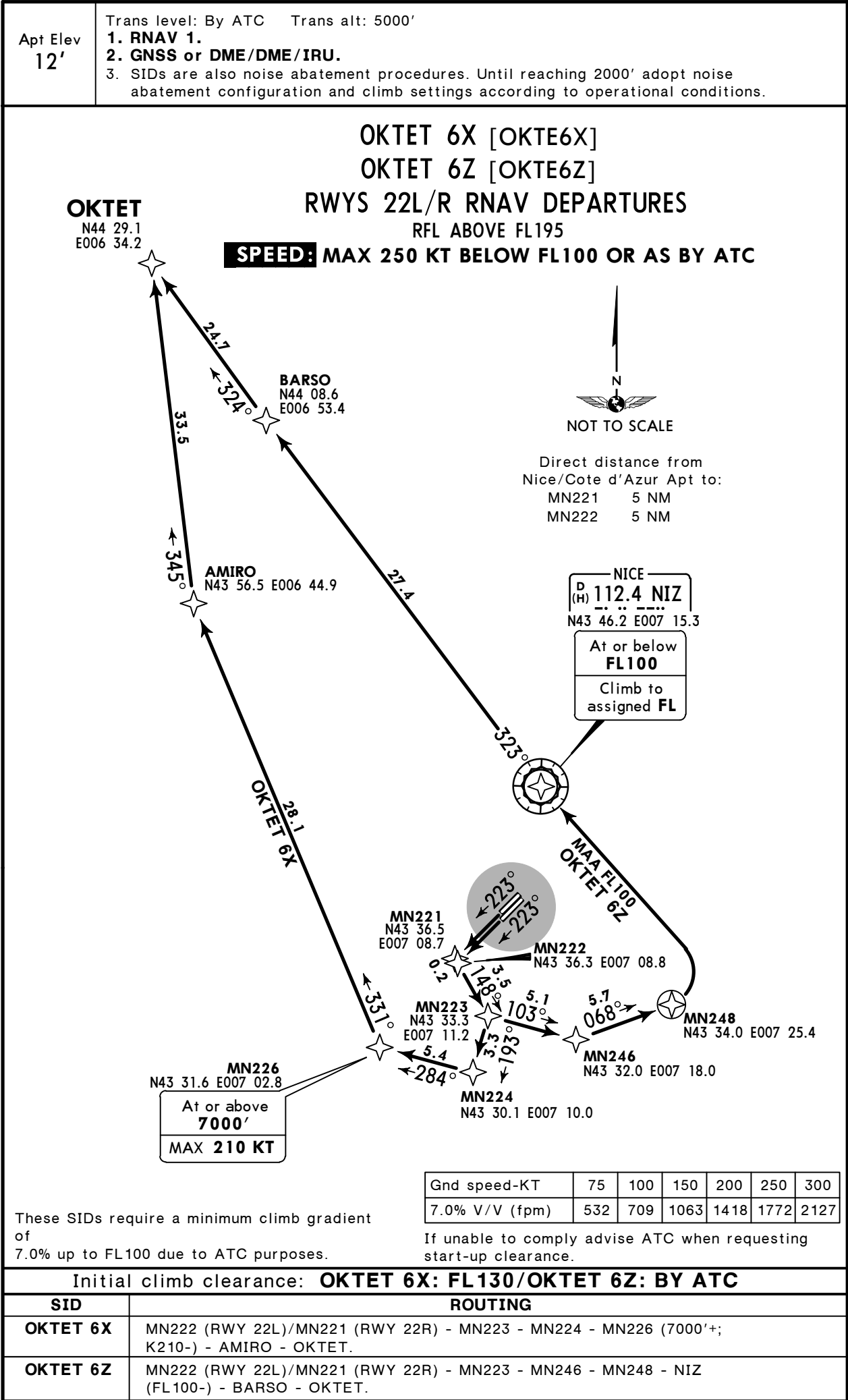
If unable to comply advise ATC when requesting
start-up clearance.

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

SID	ROUTING
OKTET 6A	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - OKTET.
OKTET 6C	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, 087° track to MN052 - NIZ (FL100-) - BARSO - OKTET.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 (10-3J8) Eff 10 Dec RNAV SID



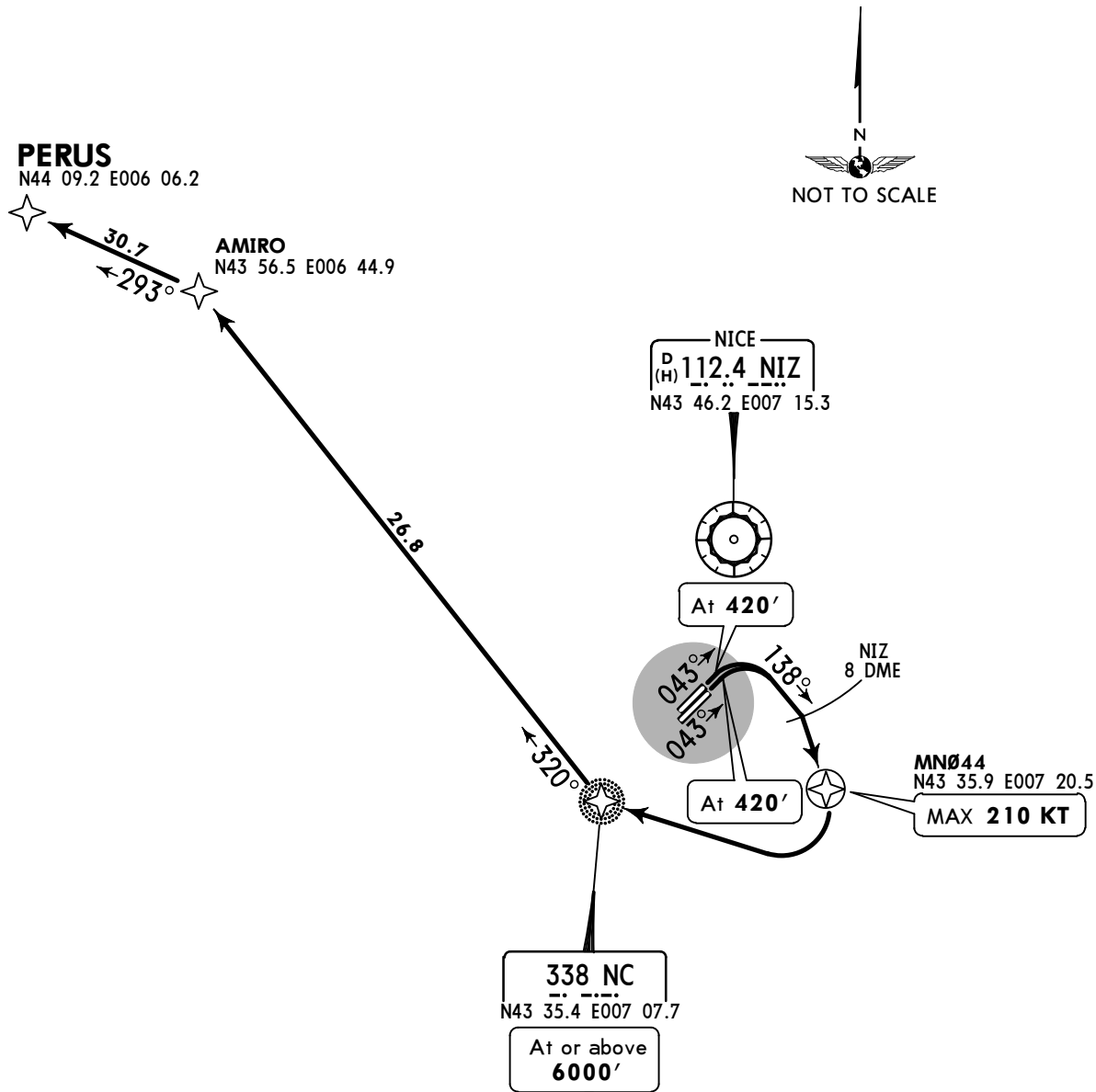
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3K Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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PERUS 6A [PERU6A]
RWYS 04L/R RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
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.

Direct distance from
Nice/Cote d'Azur Apt to:
MN044 7 NM

Initial climb clearance: **FL130**

ROUTING

Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - NC (6000'+) - AMIRO - PERUS.

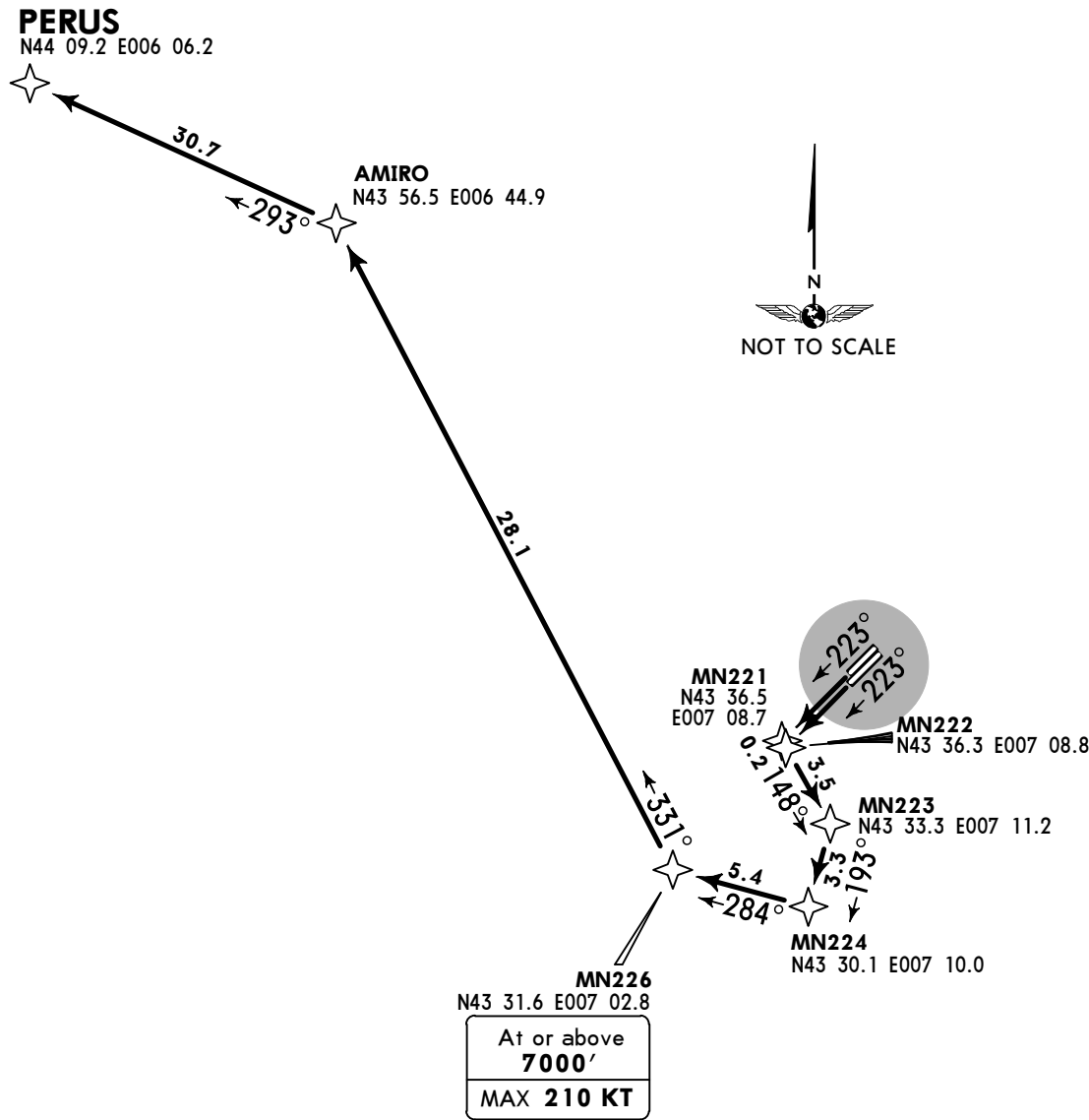
LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 **10-3L** **Eff 25 Jun** **RNAV SID**

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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PERUS 6X [PERU6X]
RWYS 22L/R RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
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.

Direct distance from
Nice/Cote d'Azur Apt to:
MN221 5 NM
MN222 5 NM

Initial climb clearance: **FL130**

ROUTING

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

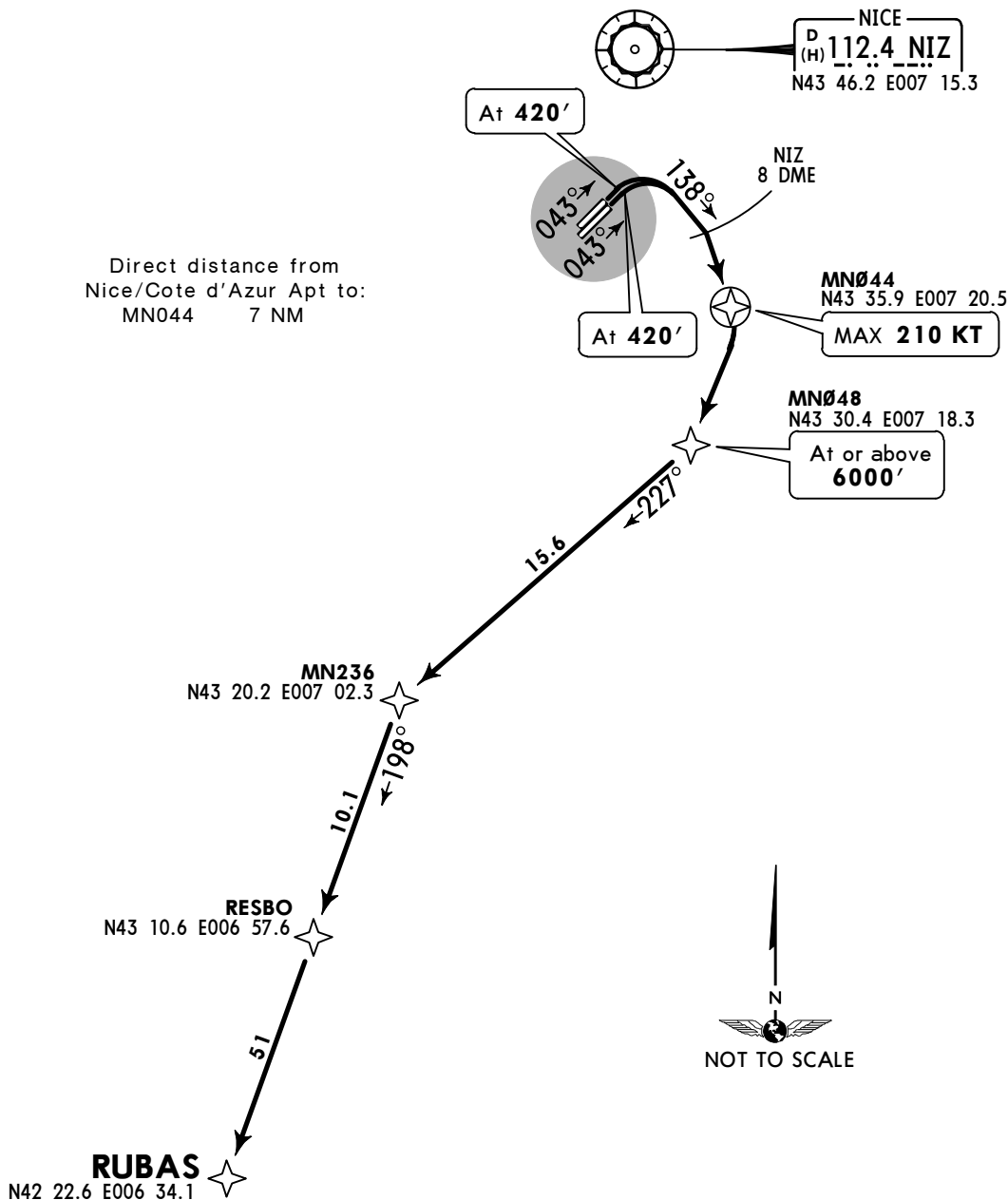
LFMN/NCE
NICE/COTE D'AZUR

JEPPesen NICE/COTE D'AZUR, FRANCE
19 JUN 15 **10-3M** **Eff 25 Jun** **RNAV SID**

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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RUBAS 6A [RUBA6A]
RWYS 04L/R RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
JET ACFT

~~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 NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - RUBAS.

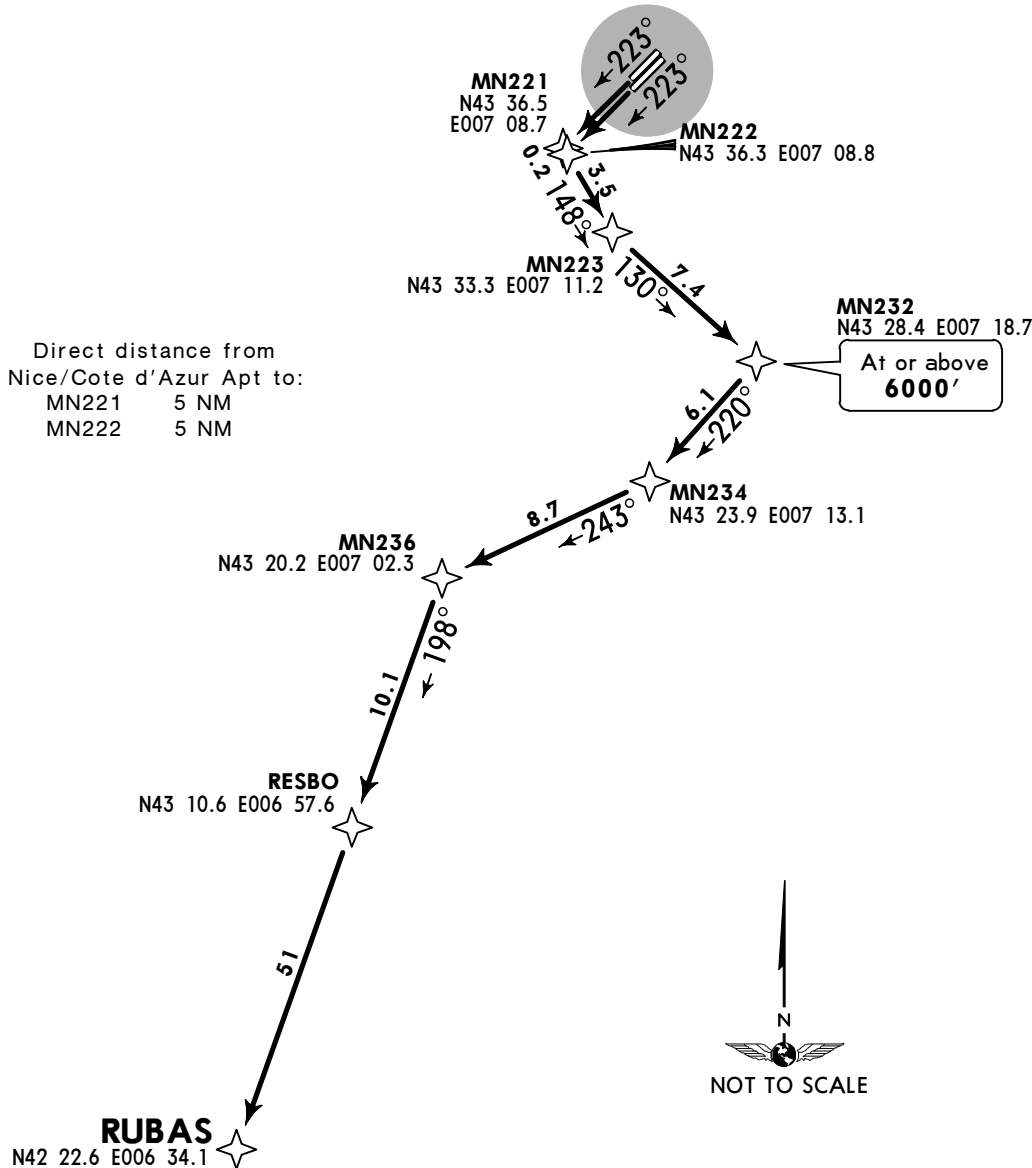
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3N Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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RUBAS 6X [RUBA6X]
RWYS 22L/R P-RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
JET ACFT

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.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN
19 JUN 15 10-3Q Eff 25 Jun

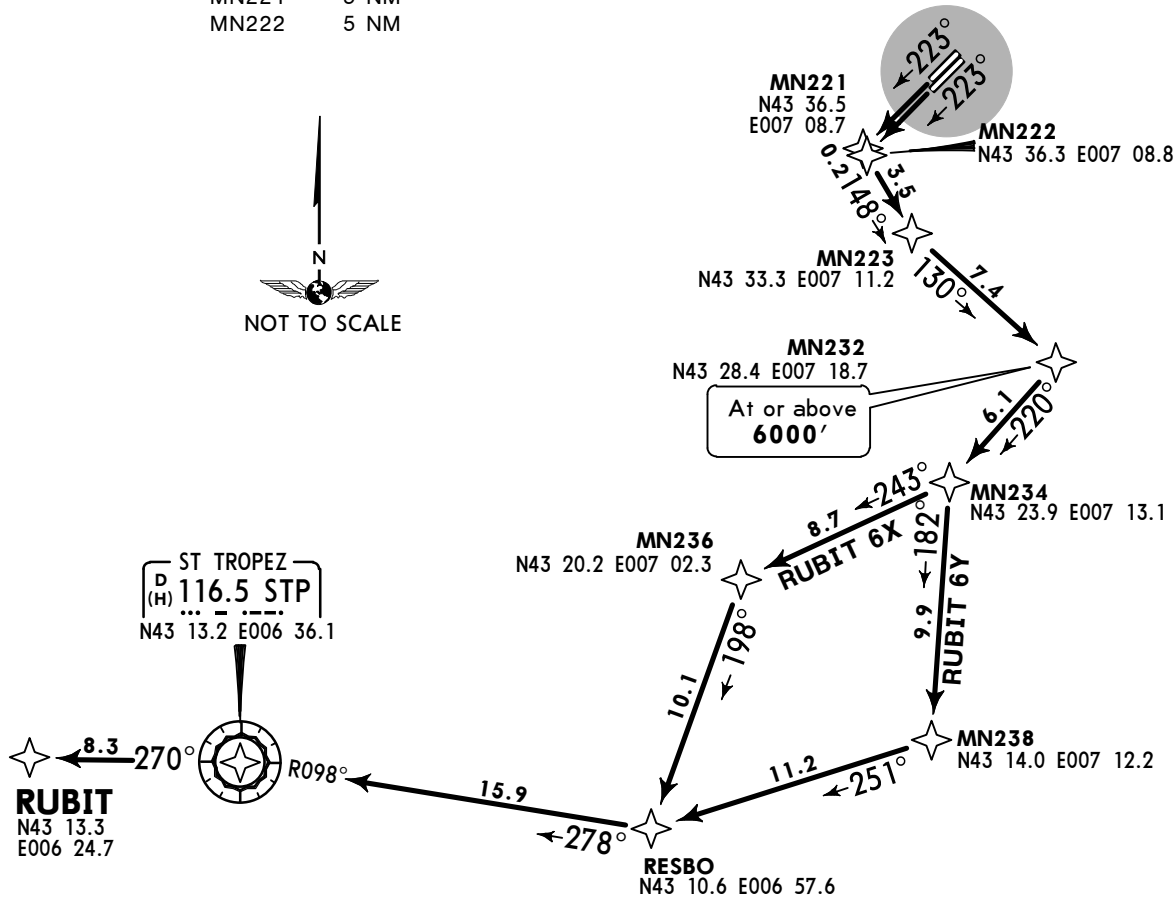
NICE/COTE D'AZUR, FRANCE
RNAV SID

Apt Elev
12'

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

RUBIT 6X [RUBI6X]
RUBIT 6Y [RUBI6Y]
RWYS 22L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
RFL BELOW FL115
FOR SIDS TO DESTINATION LFTH
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

Direct distance from
Nice/Cote d'Azur Apt to:
MN221 5 NM
MN222 5 NM



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 6X: FL100/RUBIT 6Y: FL70

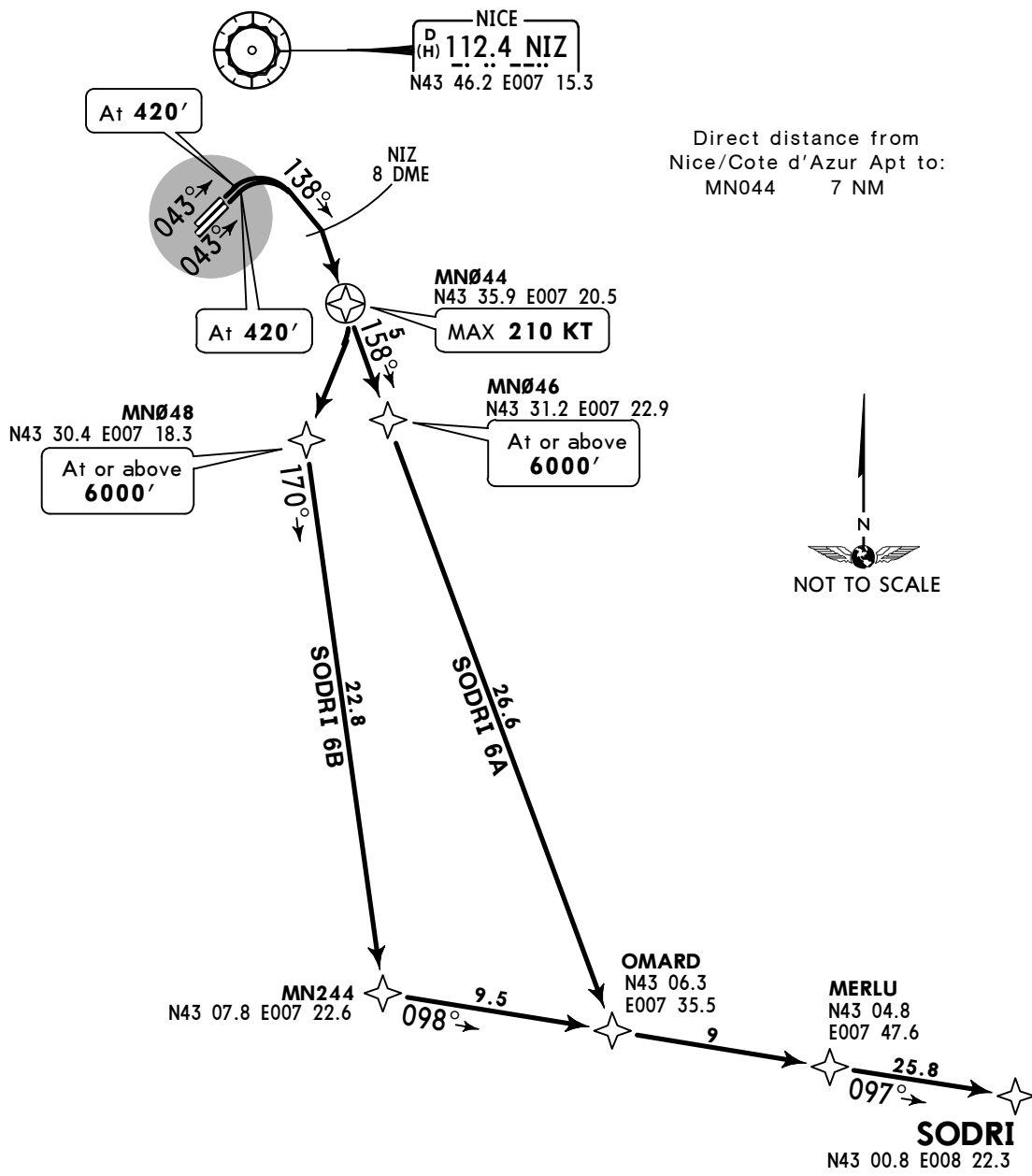
SID	ROUTING
RUBIT 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000'+) - MN234 - MN236 - RESBO - STP - RUBIT.
RUBIT 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000'+) - MN234 - MN238 - RESBO - STP - RUBIT.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3S Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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SODRI 6A [SODR6A], SODRI 6B [SODR6B]
RWYS 04L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
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.

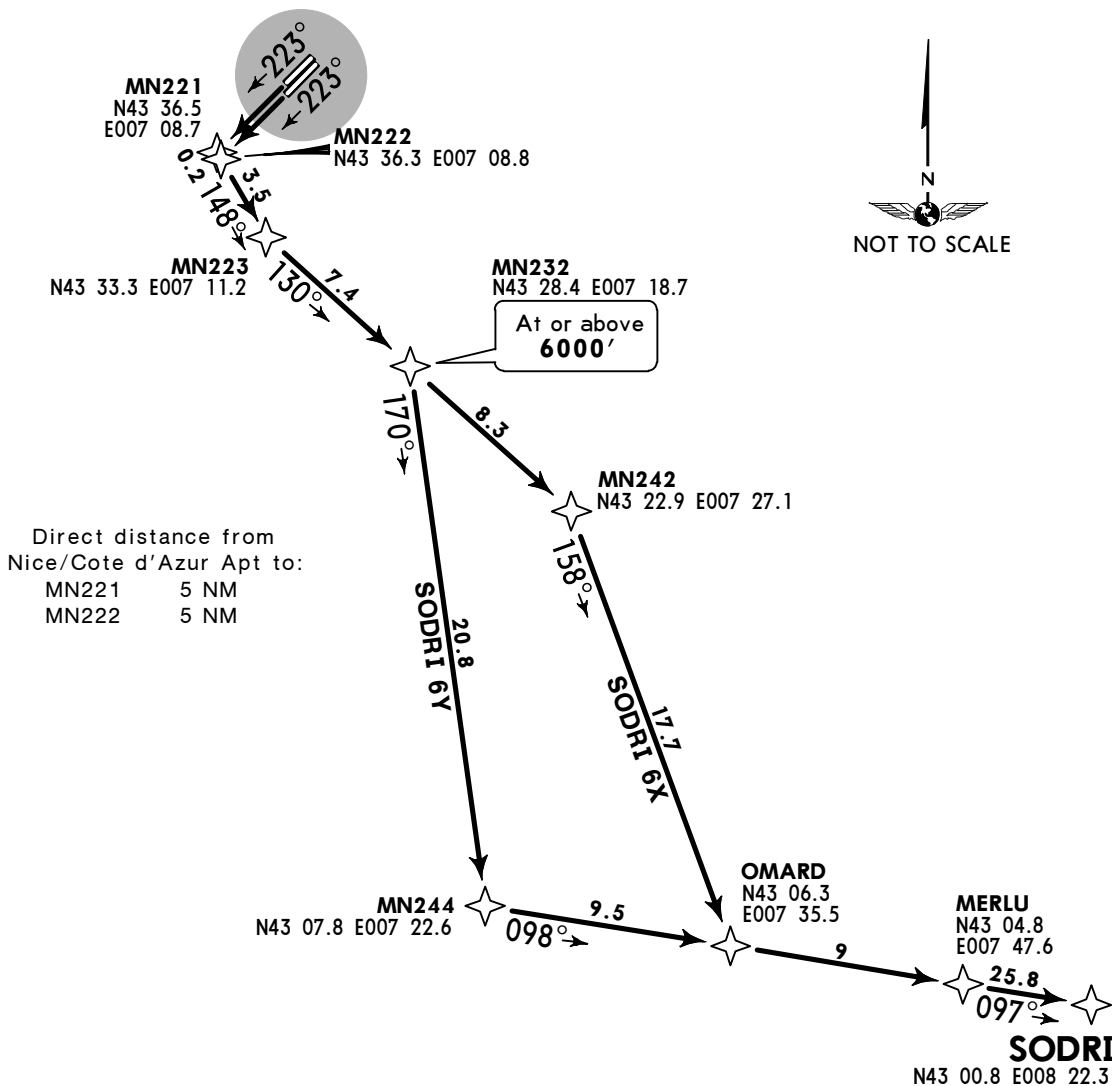
Initial climb clearance: SODRI 6A: FL100/SODRI 6B: FL70	
SID	ROUTING
SODRI 6A JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN046 (6000'+) - OMARD - MERLU - SODRI.
SODRI 6B PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN244 - OMARD - MERLU - SODRI.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3T Eff 25 Jun RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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SODRI 6X [SODR6X] , SODRI 6Y [SODR6Y]
RWYS 22L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
~~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
19 JUN 15 (10-3T1) Eff 25 Jun

NICE/COTE D'AZUR, FRANCE
RNAV SID

Apt Elev
12'

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

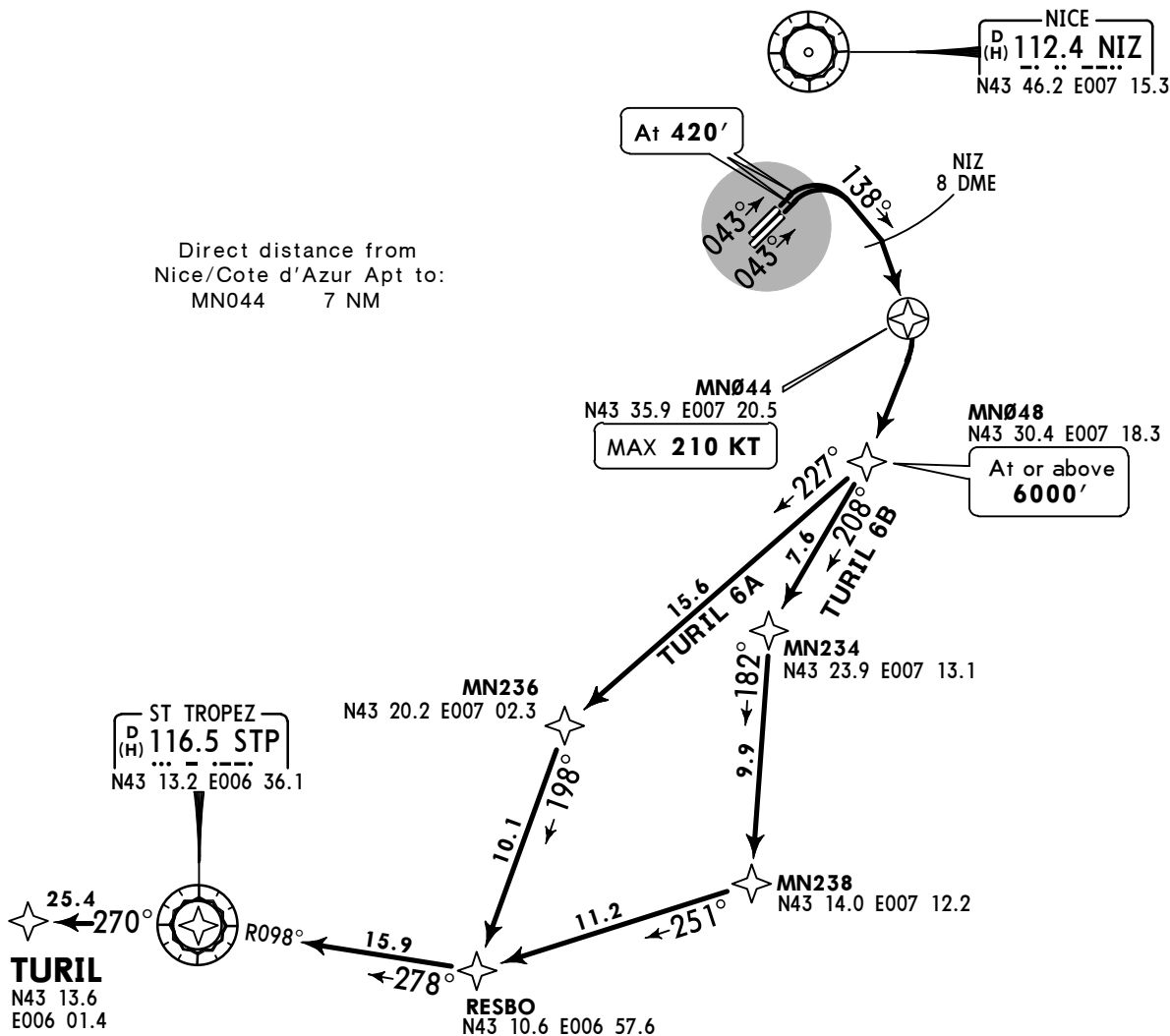
TURIL 6A [TURI6A]
TURIL 6B [TURI6B]

RWYS 04L/R RNAV DEPARTURES

RNAV 1 (GNSS OR DME/DME/IRU)

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 NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN236 - RESBO - STP - TURIL.
TURIL 6B PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN234 - MN238 - RESBO - STP - TURIL.

LFMN/NCE
NICE/COTE D'AZUR

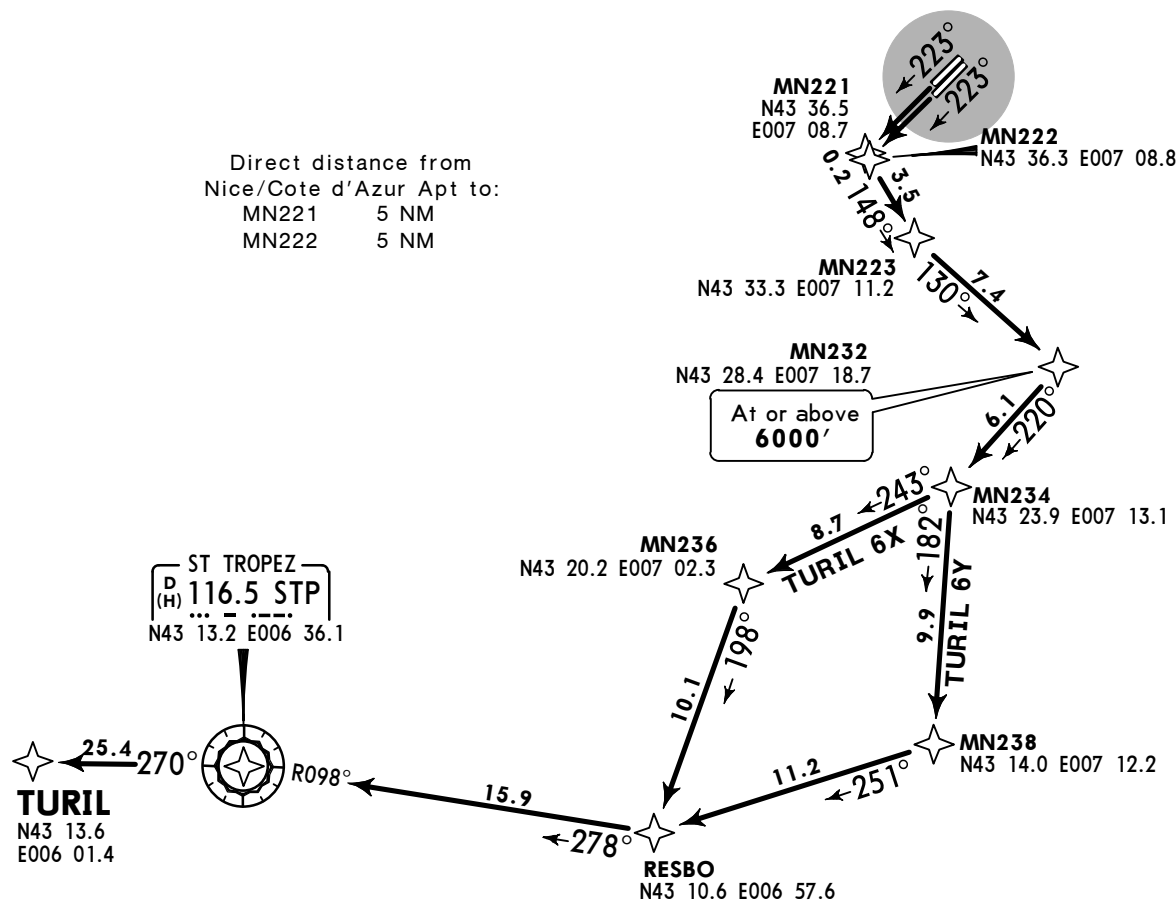
JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3T2 Eff 25 Jun

RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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TURIL 6X [TURI6X]
TURIL 6Y [TURI6Y]
RWYS 22L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
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.

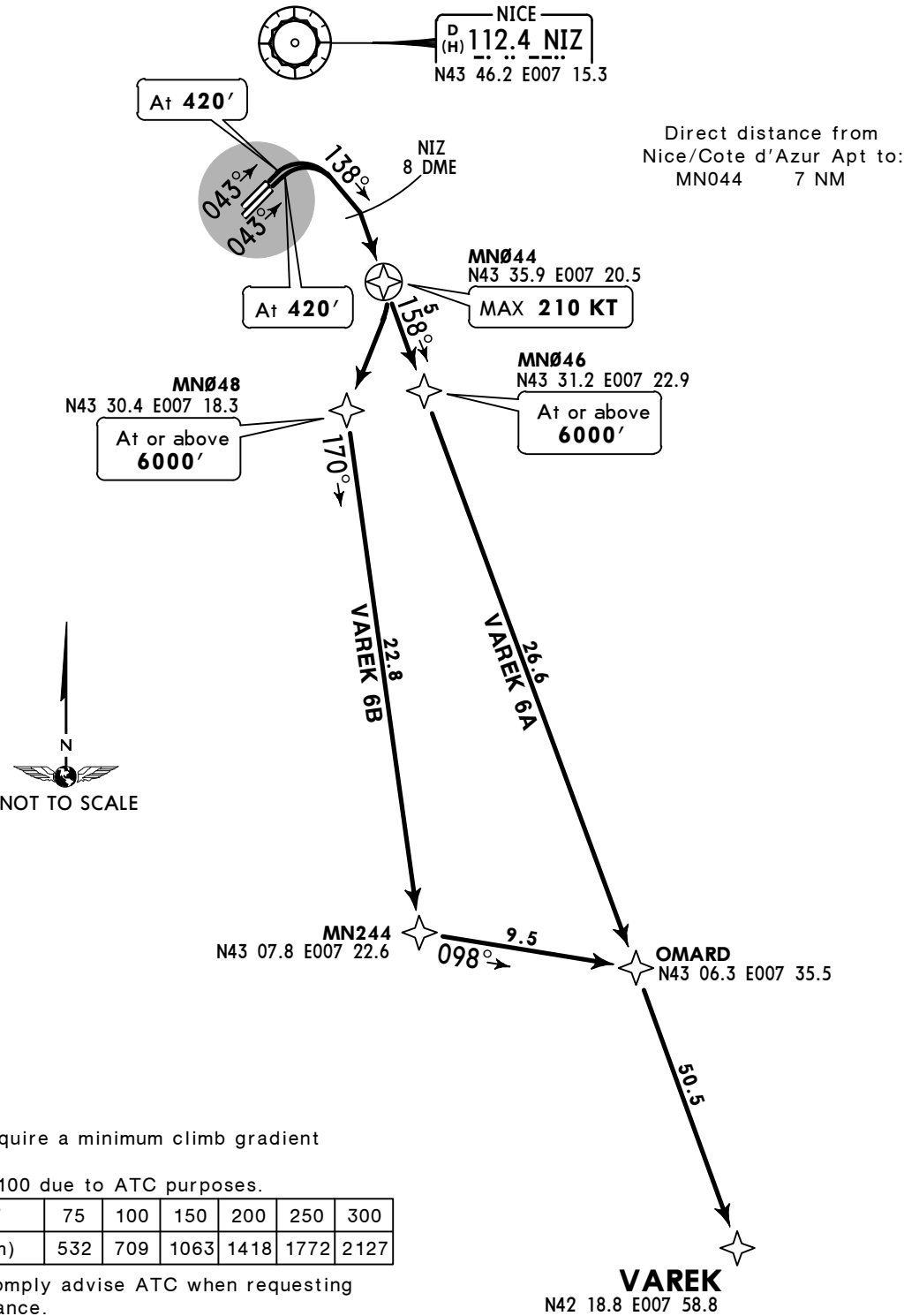
Initial climb clearance: TURIL 6X: FL100/TURIL 6Y: FL70	
SID	ROUTING
TURIL 6X JET ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000'+) - MN234 - MN236 - RESBO - STP - TURIL.
TURIL 6Y PROP ACFT	MN222 (RWY 22L)/MN221 (RWY 22R) - MN223 - MN232 (6000'+) - MN234 - MN238 - RESBO - STP - TURIL.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 **(10-3T3)** **Eff 25 Jun** **RNAV SID**

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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VAREK 6A [VARE6A] , VAREK 6B [VARE6B]
RWYS 04L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
~~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 NIZ 8 DME, then to MN044 (K210-) - MN046 (6000'+) - OMARD - VAREK.
VAREK 6B PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, then to MN044 (K210-) - MN048 (6000'+) - MN244 - OMARD - VAREK.

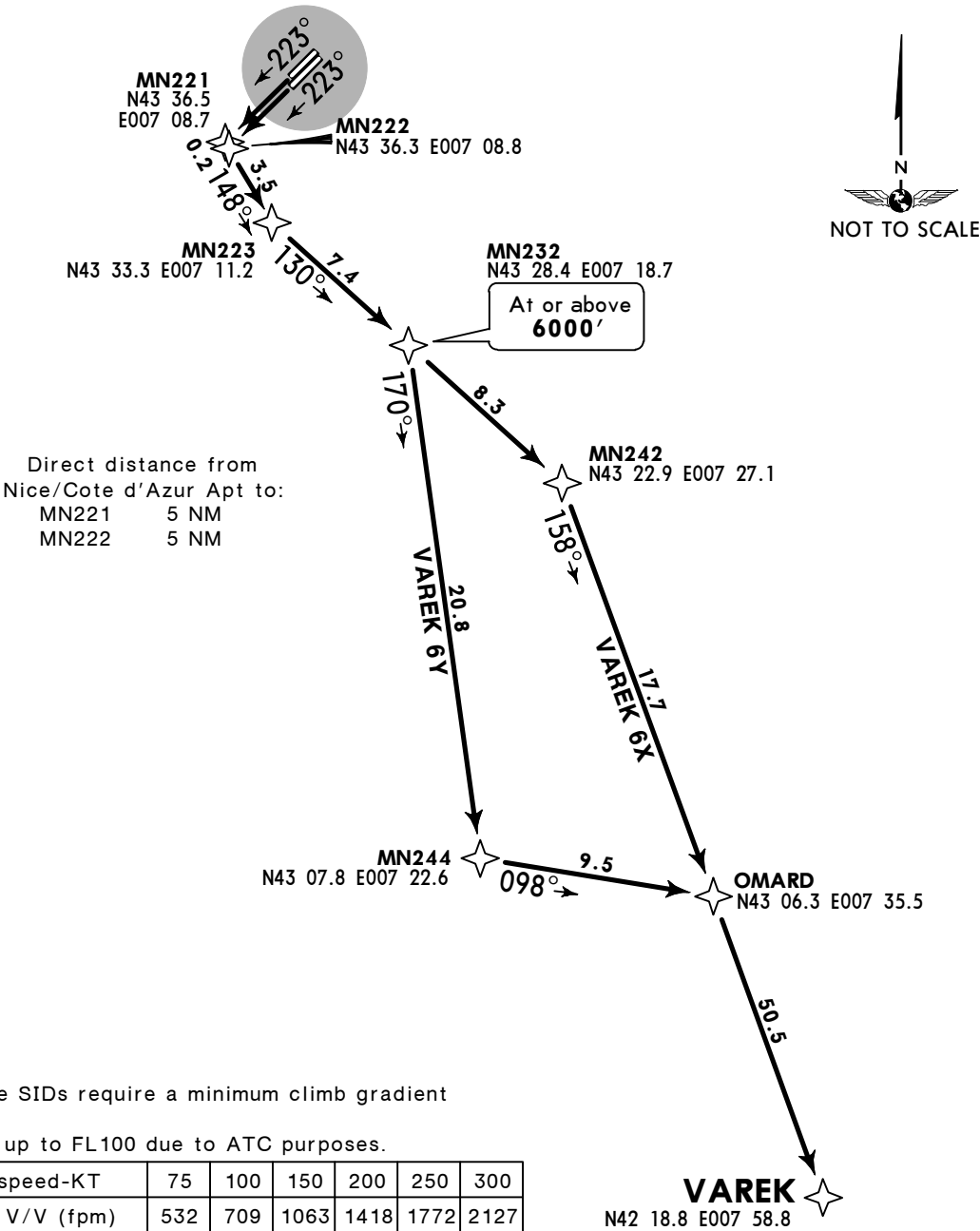
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3T4) Eff 25 Jun

RNAV SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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VAREK 6X [VARE6X] , VAREK 6Y [VARE6Y]
RWYS 22L/R RNAV DEPARTURES
RNAV 1 (GNSS OR DME/DME/IRU)
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



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.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 10-3T5 Eff 10 Dec

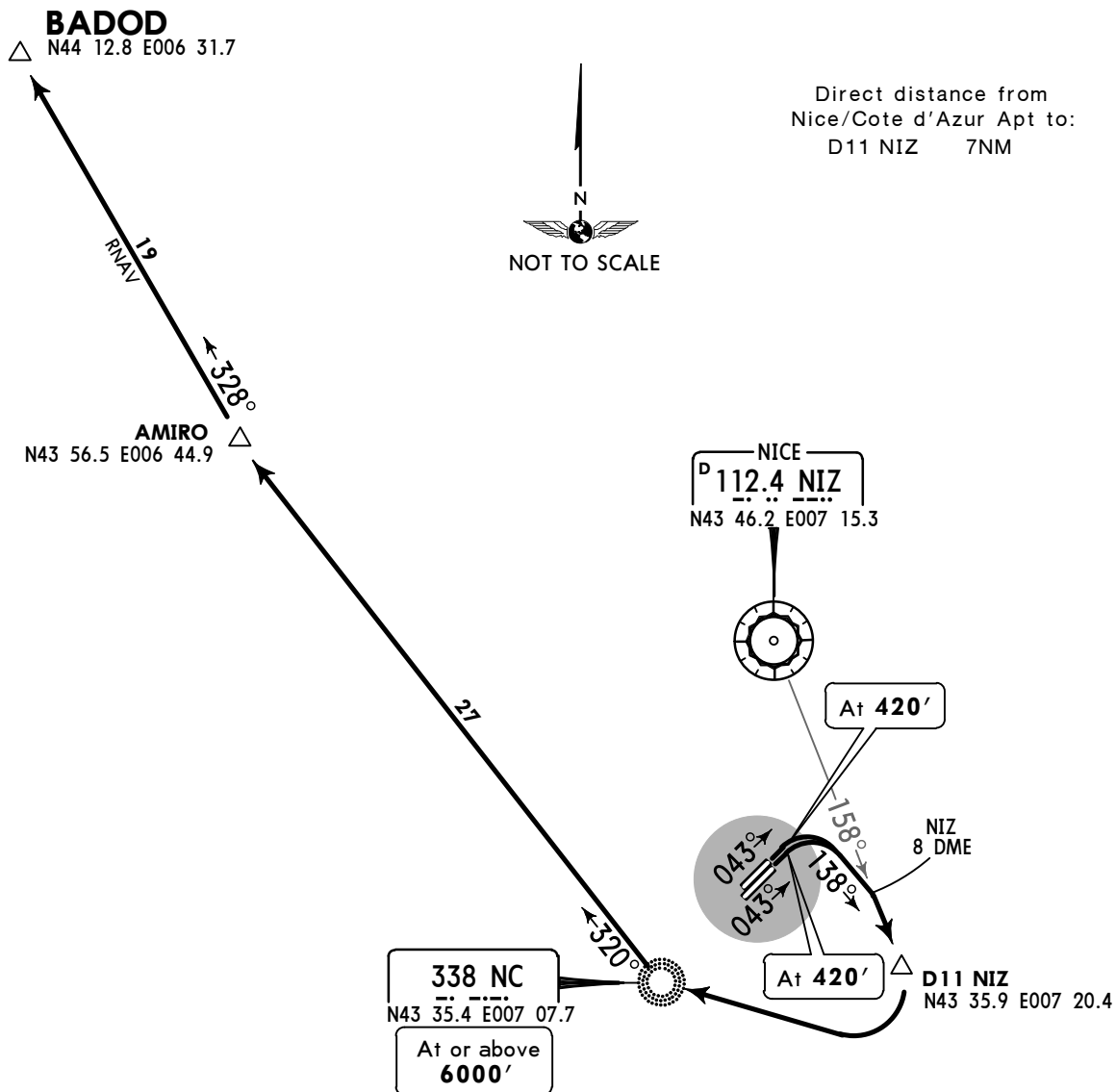
SID

Apt Elev
12'

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

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 NIZ 8 DME, turn RIGHT, intercept NIZ R-158 to
D11 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, 328° track to BADOD.

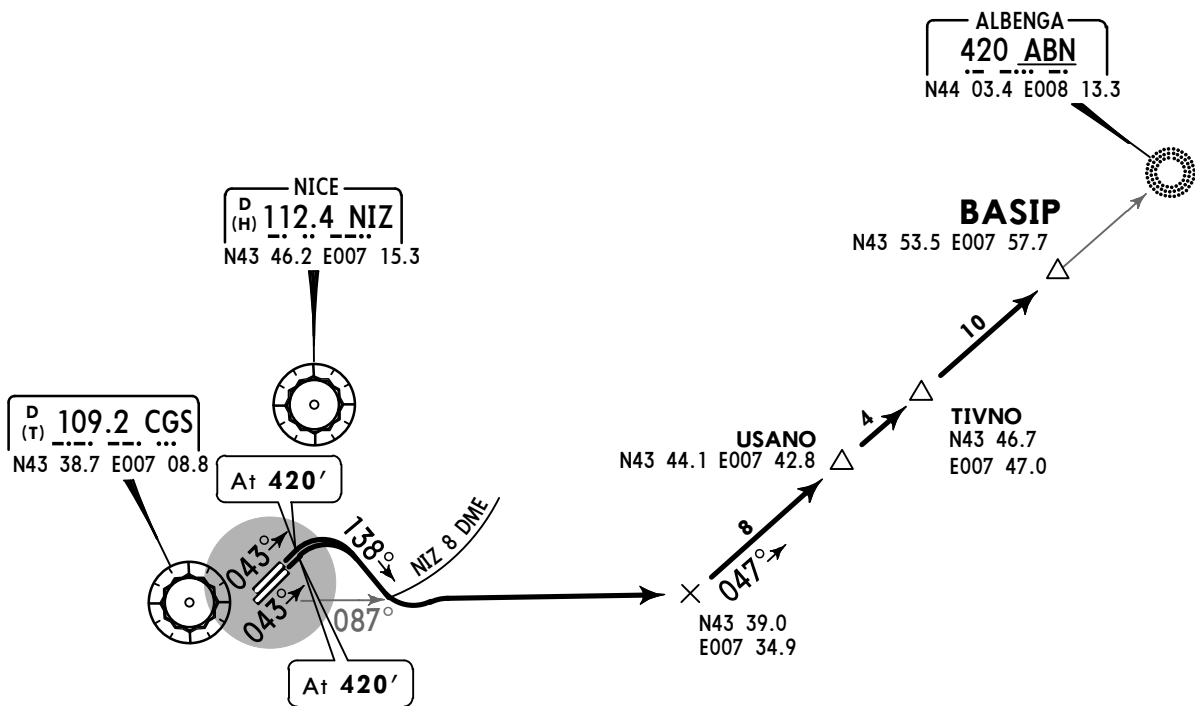
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3T7 Eff 25 Jun

SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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BASIP 6E [BASI6E]
RWYS 04L/R DEPARTURE
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from
Nice/Cote d'Azur Apt to:
N43 39.0 E007 35.9 16 NM



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**

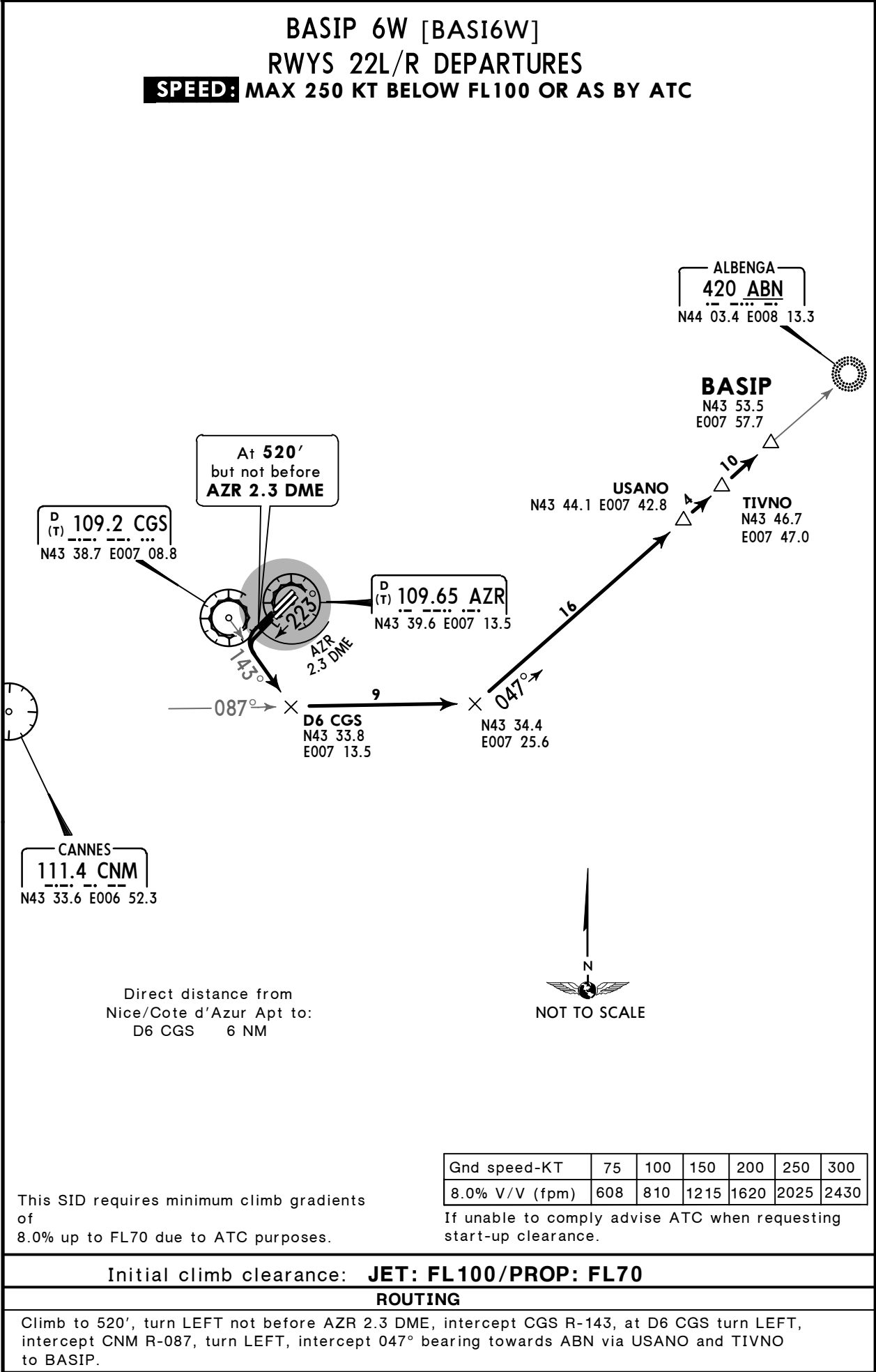
ROUTING

Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, turn LEFT, intercept CGS R-087, turn LEFT, intercept 047° bearing towards ABN via USANO and TIVNO to BASIP.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3T8 Eff 25 Jun SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN
4 DEC 15 10-3T9 Eff 10 Dec

NICE/COTE D'AZUR, FRANCE

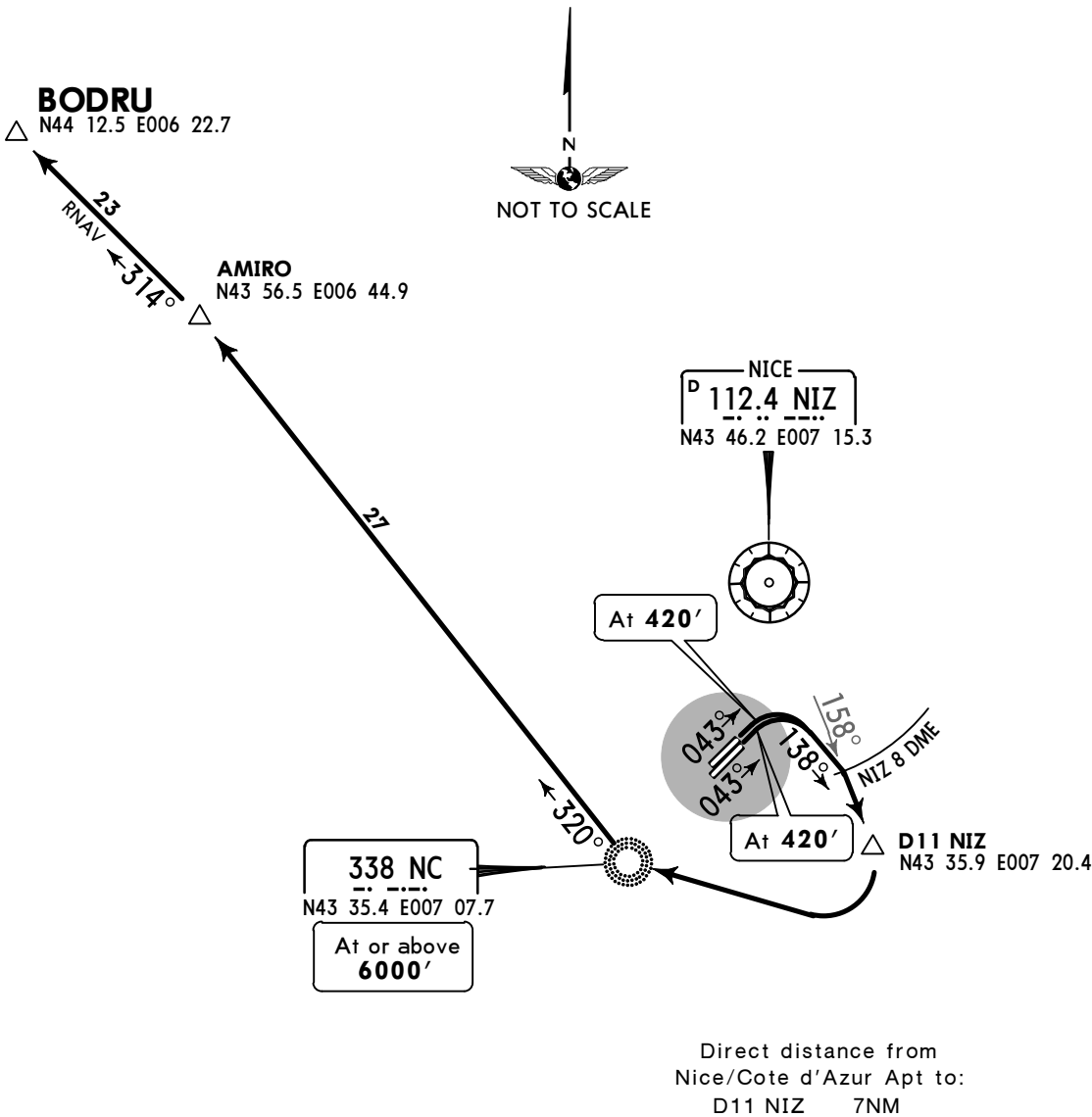
SID

Apt Elev
12'

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

BODRU 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.

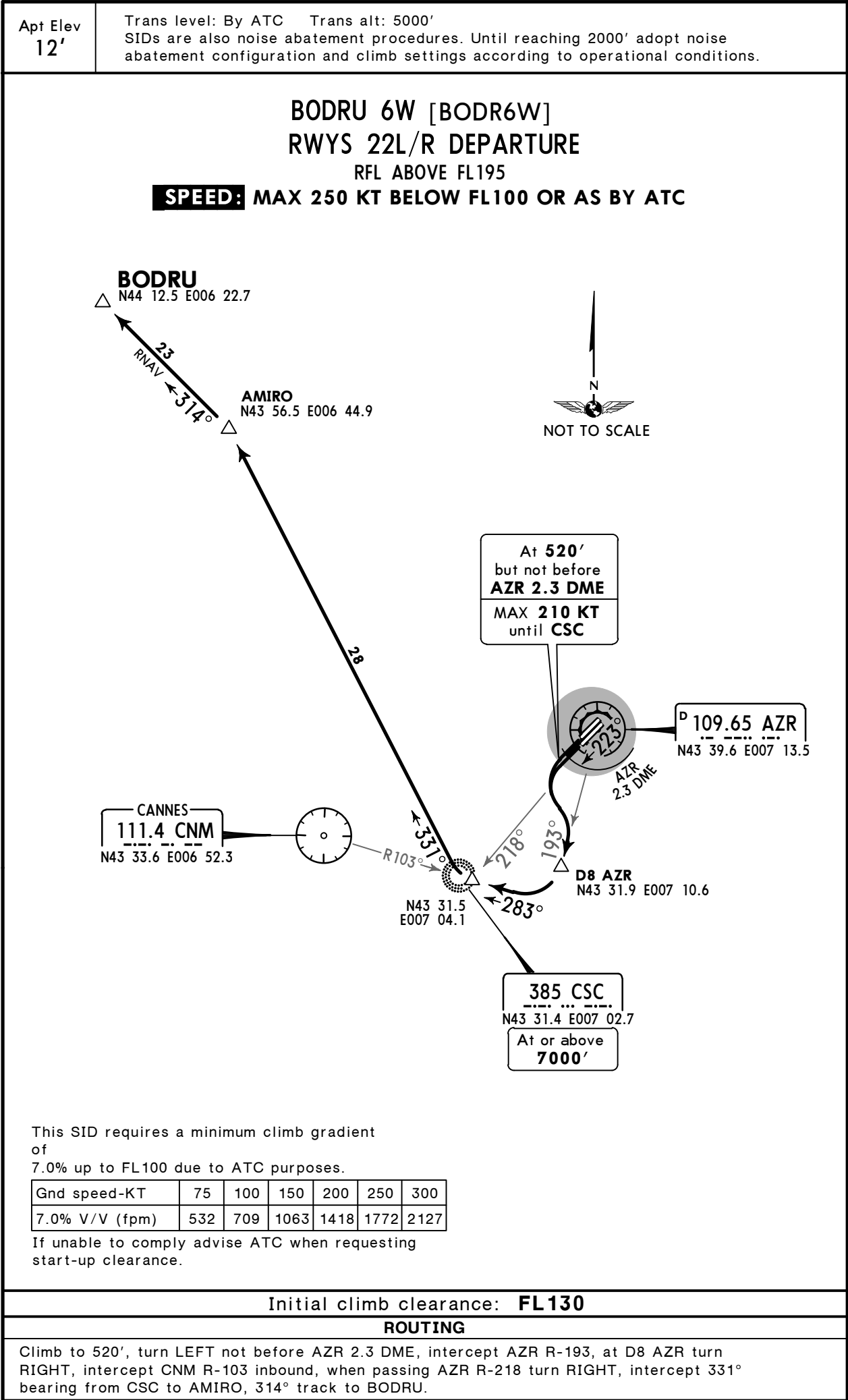
Initial climb clearance: **FL130**

ROUTING

Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-158
to D11 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, 314° track to BODRU.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 10-3T10 Eff 10 Dec SID



LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3U Eff 25 Jun

SID

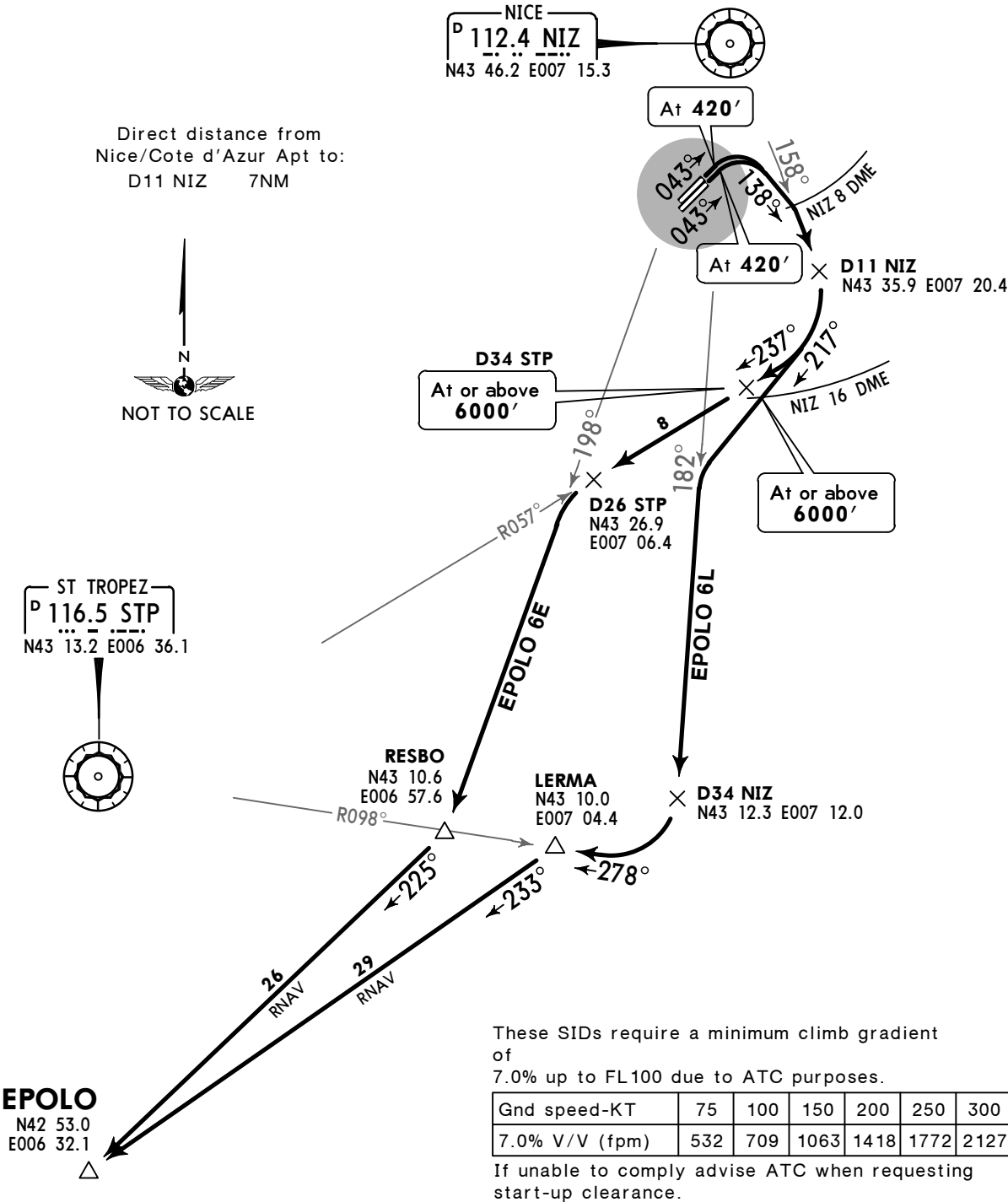
Apt Elev
12'

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

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

RFL ABOVE FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

SID	ROUTING
EPOLO 6E JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-158 to D11 NIZ, turn RIGHT, intercept STP R-057 inbound, at D26 STP turn LEFT, intercept NIZ R-198 to RESBO, 225° track to EPOLO.
EPOLO 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound to LERMA, 233° track to EPOLO.

LFMN/NCE
NICE/COTE D'AZUR

JEPPES NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3V Eff 25 Jun

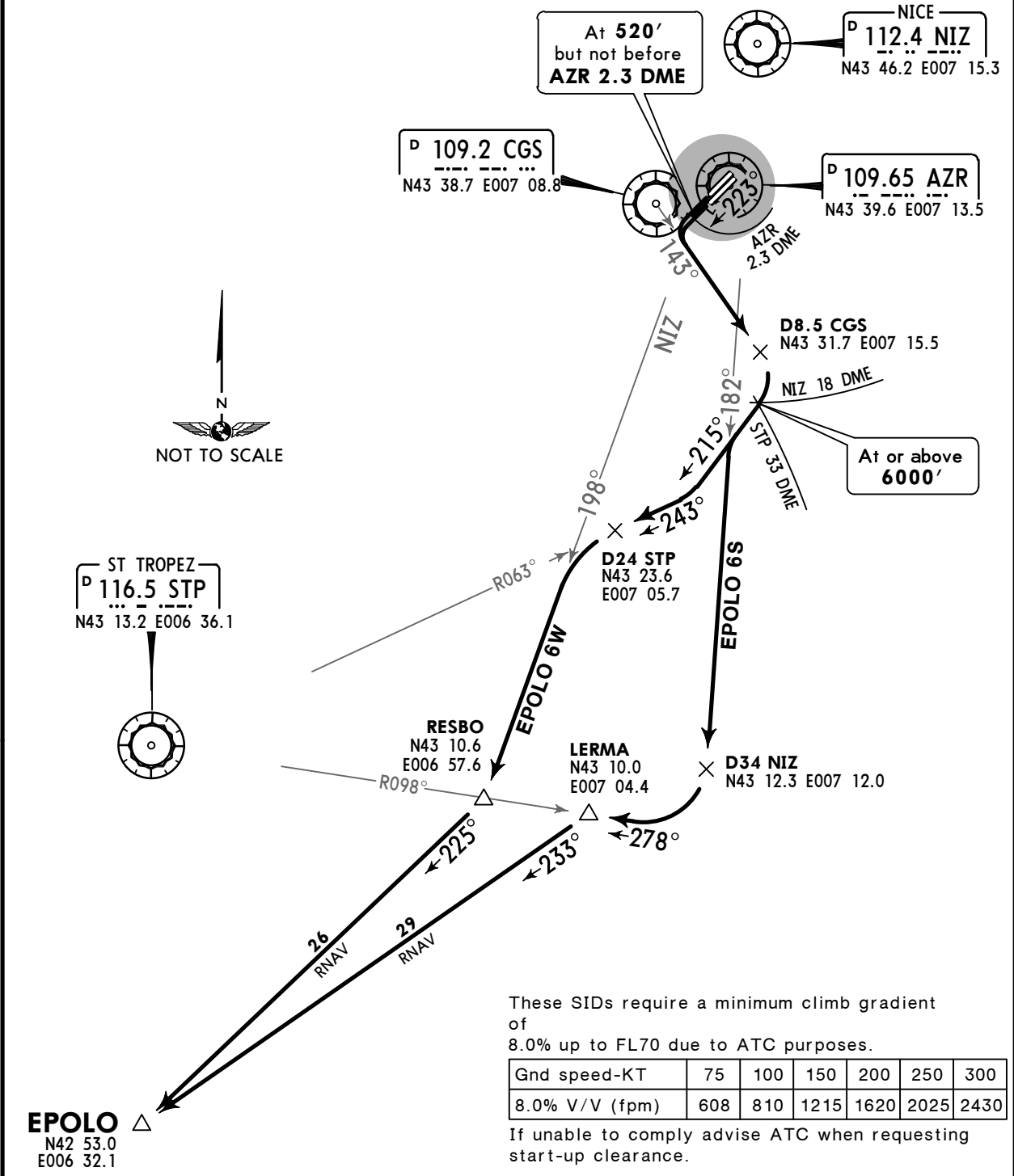
SID

Apt Elev
12'

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

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: EPOLO 6S: FL70/EPOLO 6W: FL100	
SID	ROUTING
EPOLO 6S PROP ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound to LERMA, 233° track to EPOLO.
EPOLO 6W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R-063 inbound, at D24 STP turn LEFT, intercept NIZ R-198 to RESBO, 225° track to EPOLO.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 (10-3V1) Eff 10 Dec

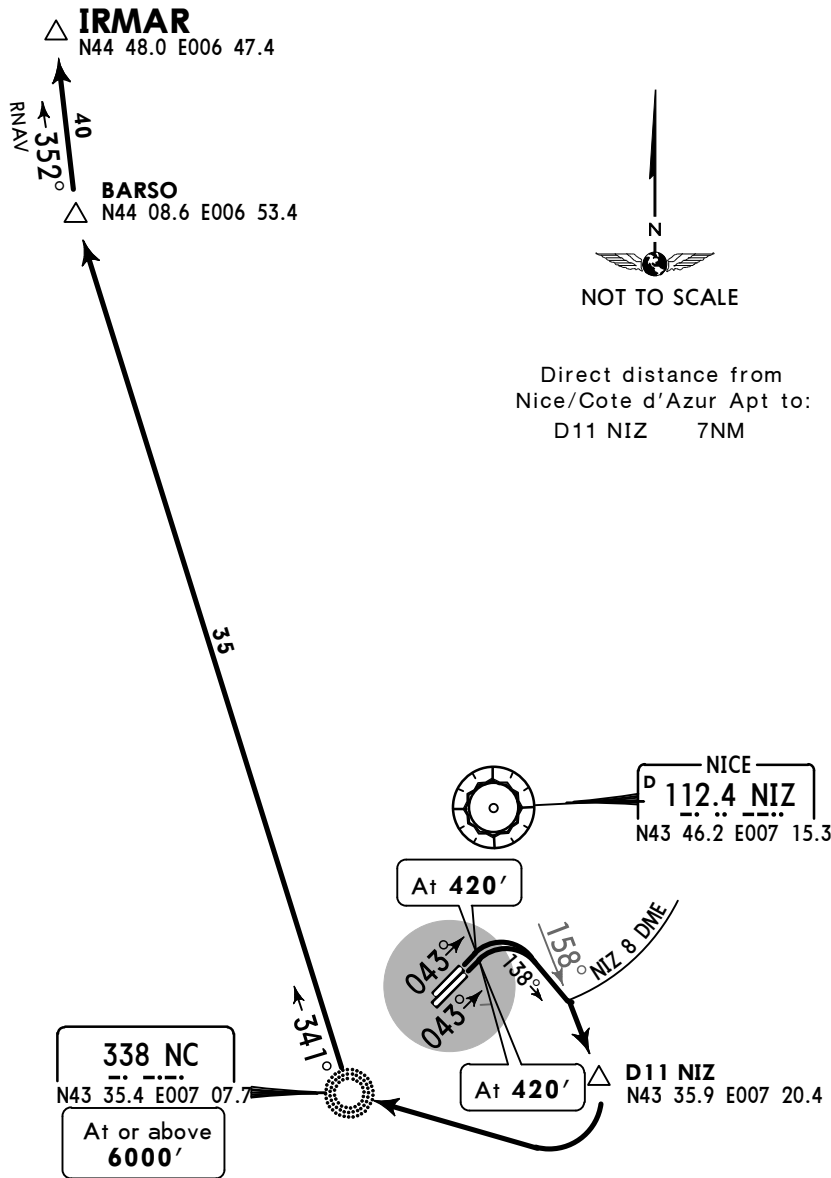
SID

Apt Elev
12'

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

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 NIZ 8 DME, turn RIGHT, intercept NIZ R-158 to
D11 NIZ, turn RIGHT to NC, 341° bearing to BARSO, 352° track to IRMAR.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3V3) Eff 25 Jun

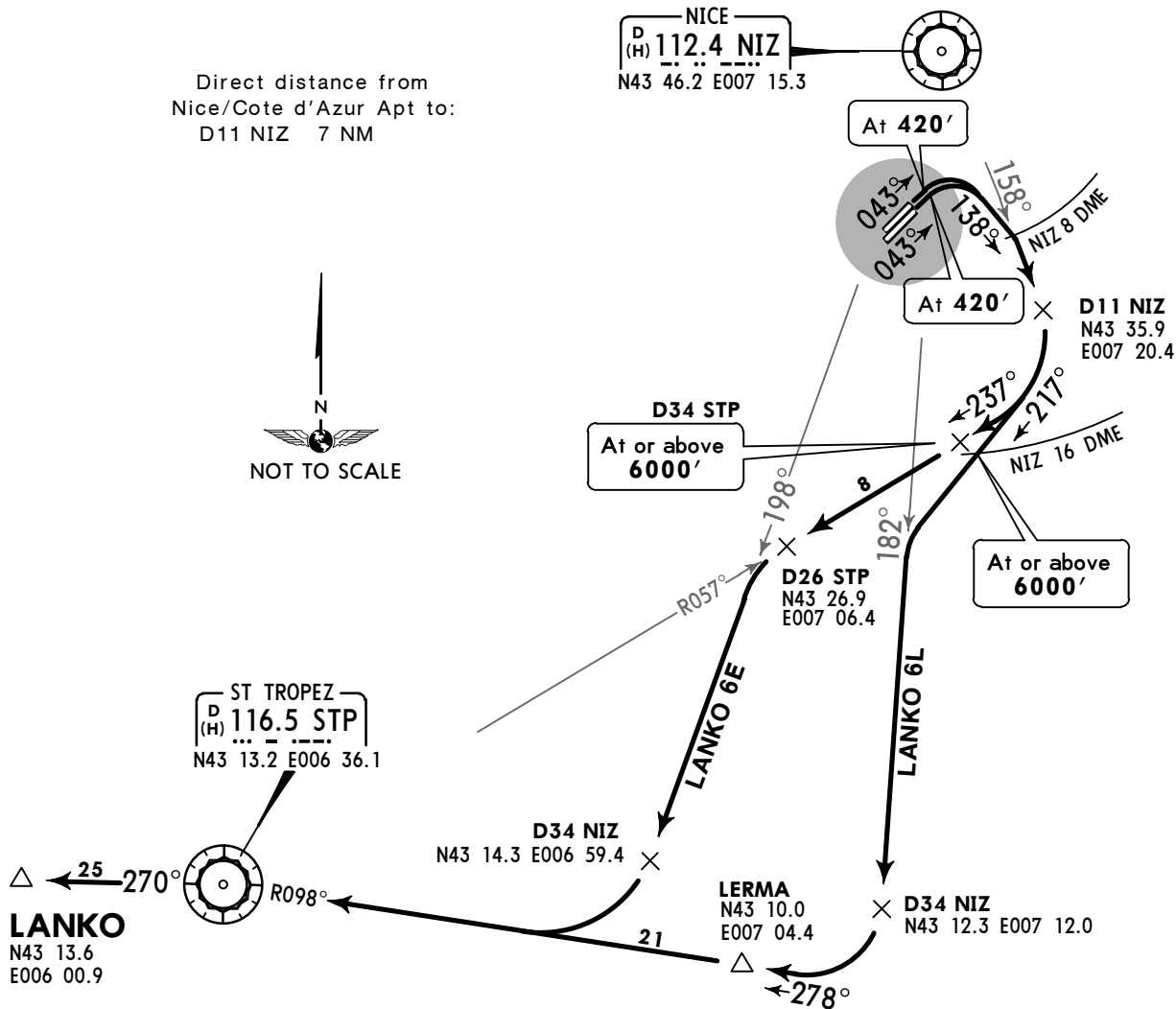
SID

Apt Elev
12'

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

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 NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, intercept STP R-057 inbound, at D26 STP turn LEFT, intercept NIZ R-198 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to LANKO.
LANKO 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, STP R-270 to LANKO.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3V4 Eff 25 Jun

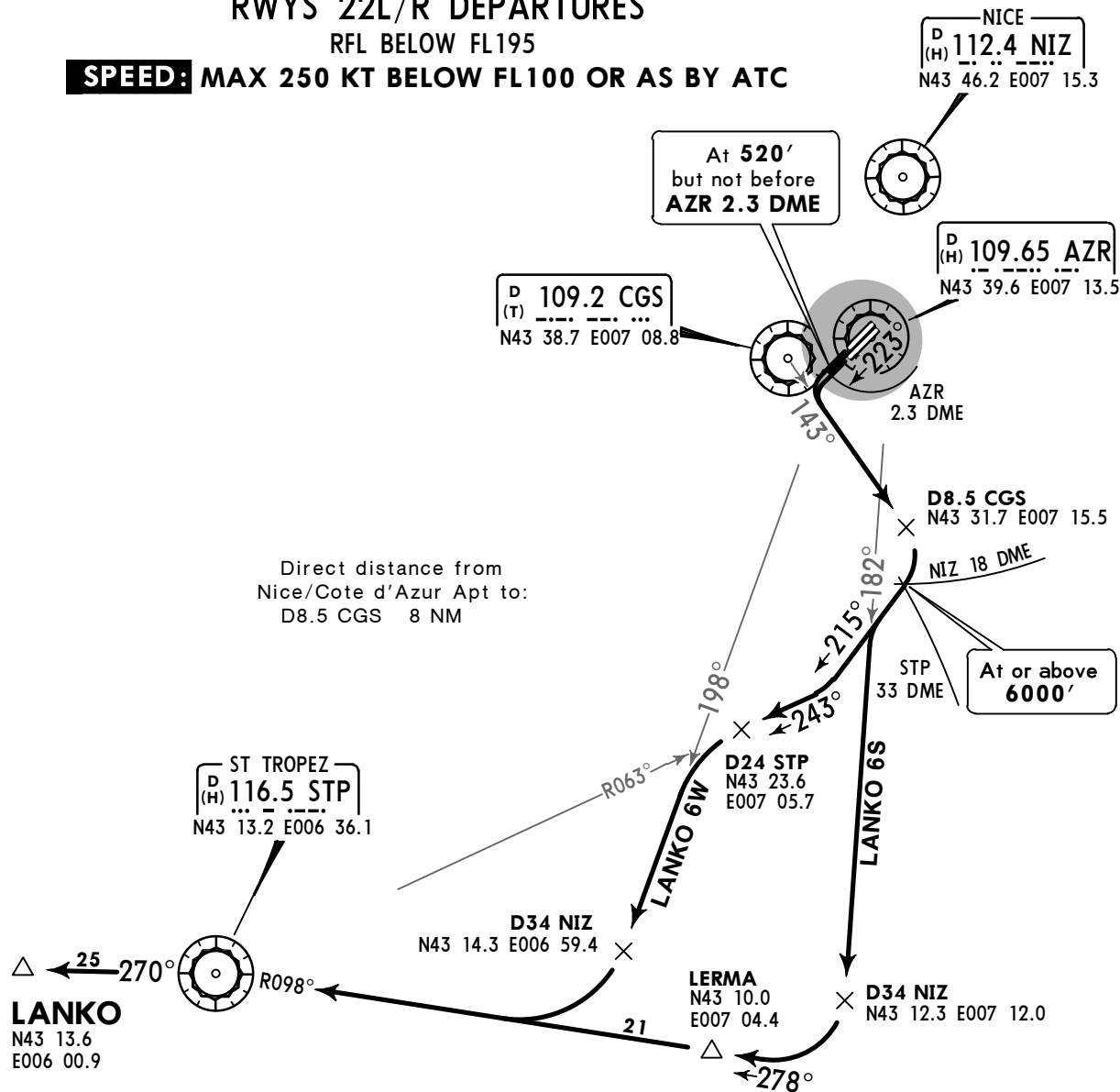
SID

Apt Elev
12'

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

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**

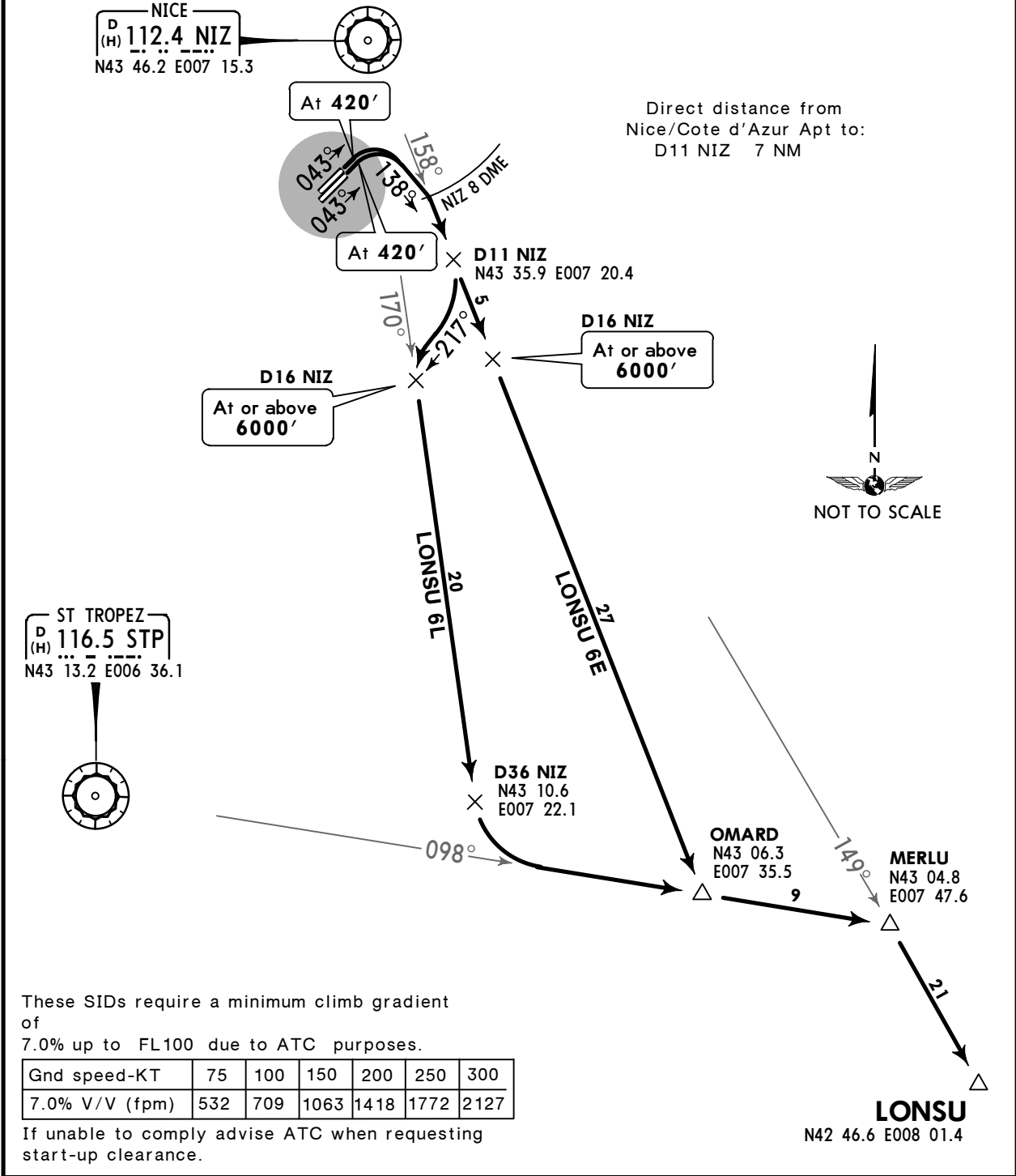
SID	ROUTING
LANKO 6S PROP ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, STP R-270 to LANKO.
LANKO 6W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R-063 inbound, at D24 STP turn LEFT, intercept NIZ R-198 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to LANKO.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 **(10-3V5)** **Eff 25 Jun** **SID**

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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LONSU 6E [LONS6E] , LONSU 6L [LONS6L]
RWYS 04L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: LONSU 6E: FL100/LONSU 6L: FL70	
SID	ROUTING
LONSU 6E JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to OMARD, turn LEFT, intercept STP R-098 to MERLU, turn RIGHT, intercept NIZ R-149 to LONSU.
LONSU 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-170, at D36 NIZ turn LEFT, intercept STP R-098 via OMARD to MERLU, turn RIGHT, intercept NIZ R-149 to LONSU.

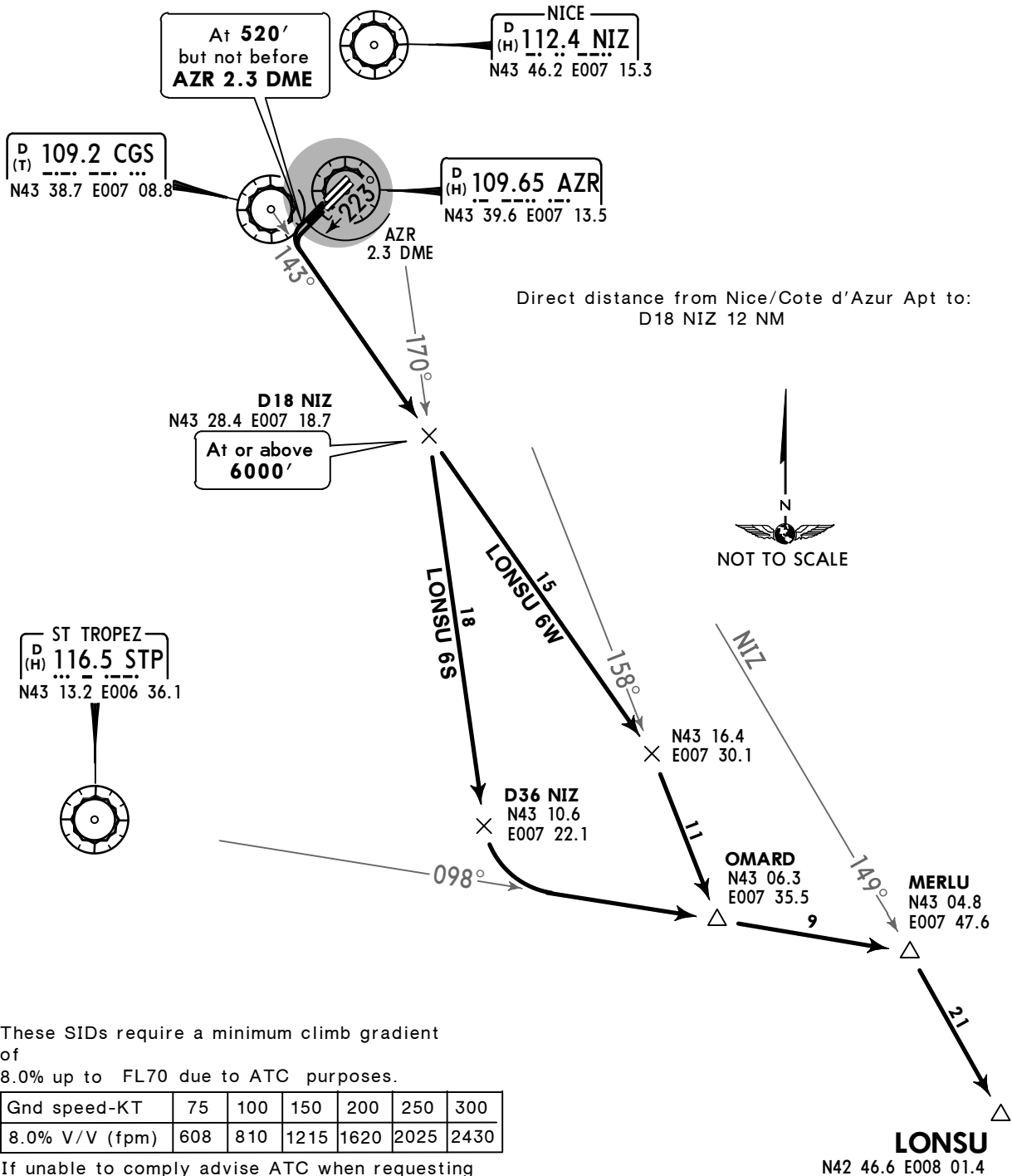
LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3V6 Eff 25 Jun SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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LONSU 6S [LONS6S] , LONSU 6W [LONS6W]
RWYS 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: LONSU 6S: FL70/LONSU 6W: FL100	
SID	ROUTING
LONSU 6S PROP ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D18 NIZ turn RIGHT, intercept NIZ R-170, at D36 NIZ turn LEFT, intercept STP R-098 via OMARD to MERLU, turn RIGHT, intercept NIZ R-149 to LONSU.
LONSU 6W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, turn RIGHT, intercept NIZ R-158 to OMARD, turn LEFT, intercept STP R-098 to MERLU, turn RIGHT, intercept NIZ R-149 to LONSU.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
4 DEC 15 (10-3V7) Eff 10 Dec

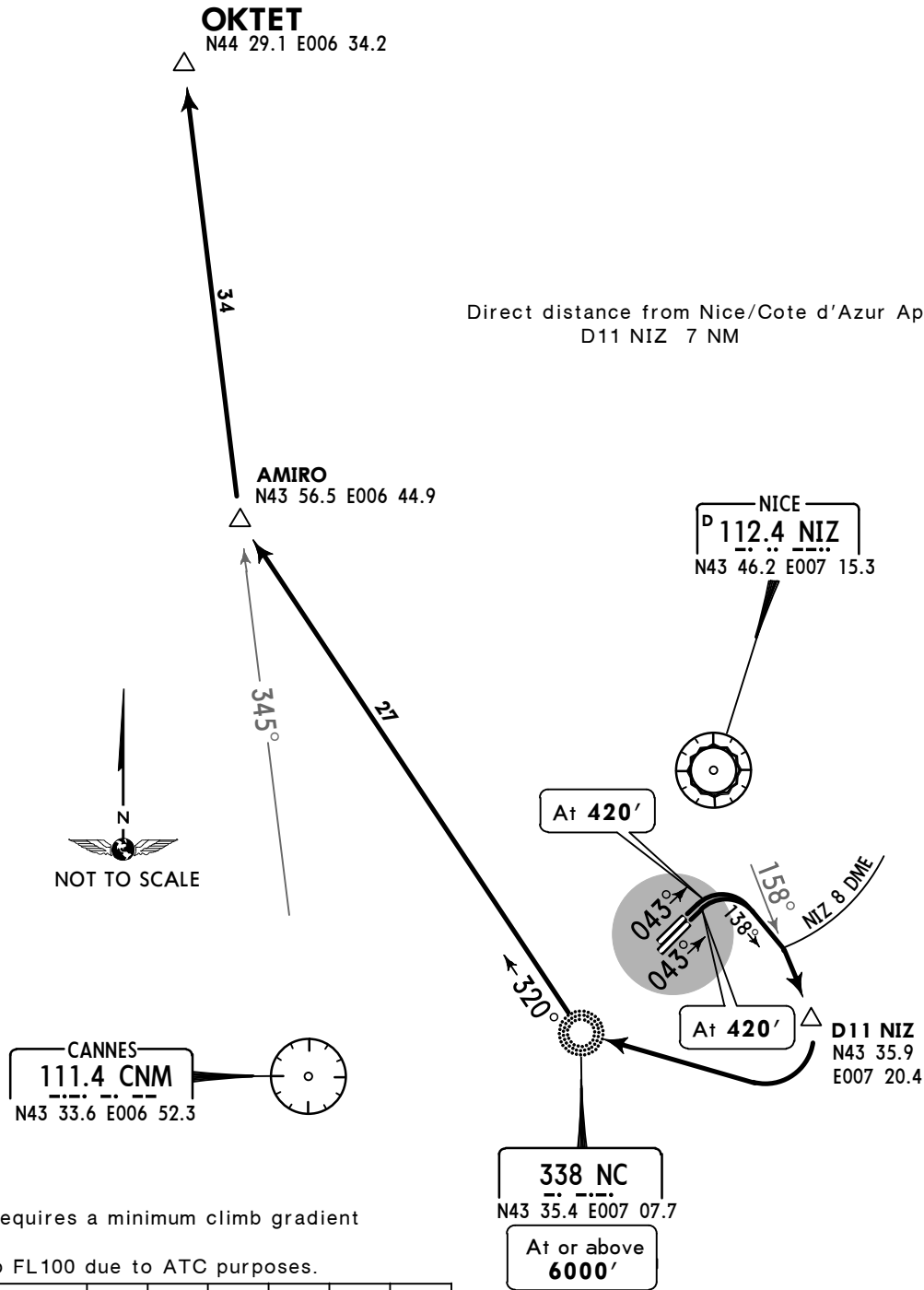
SID

Apt Elev
12'

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

OKTET 6E [OKTE6E]
RWYS 04L/R DEPARTURE
RFL ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Initial climb clearance: **FL130**

ROUTING

Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-158 to D11 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, turn RIGHT, intercept CNM R-345 to OKTET.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
4 DEC 15 10-3V8 Eff 10 Dec

NICE/COTE D'AZUR, FRANCE

SID

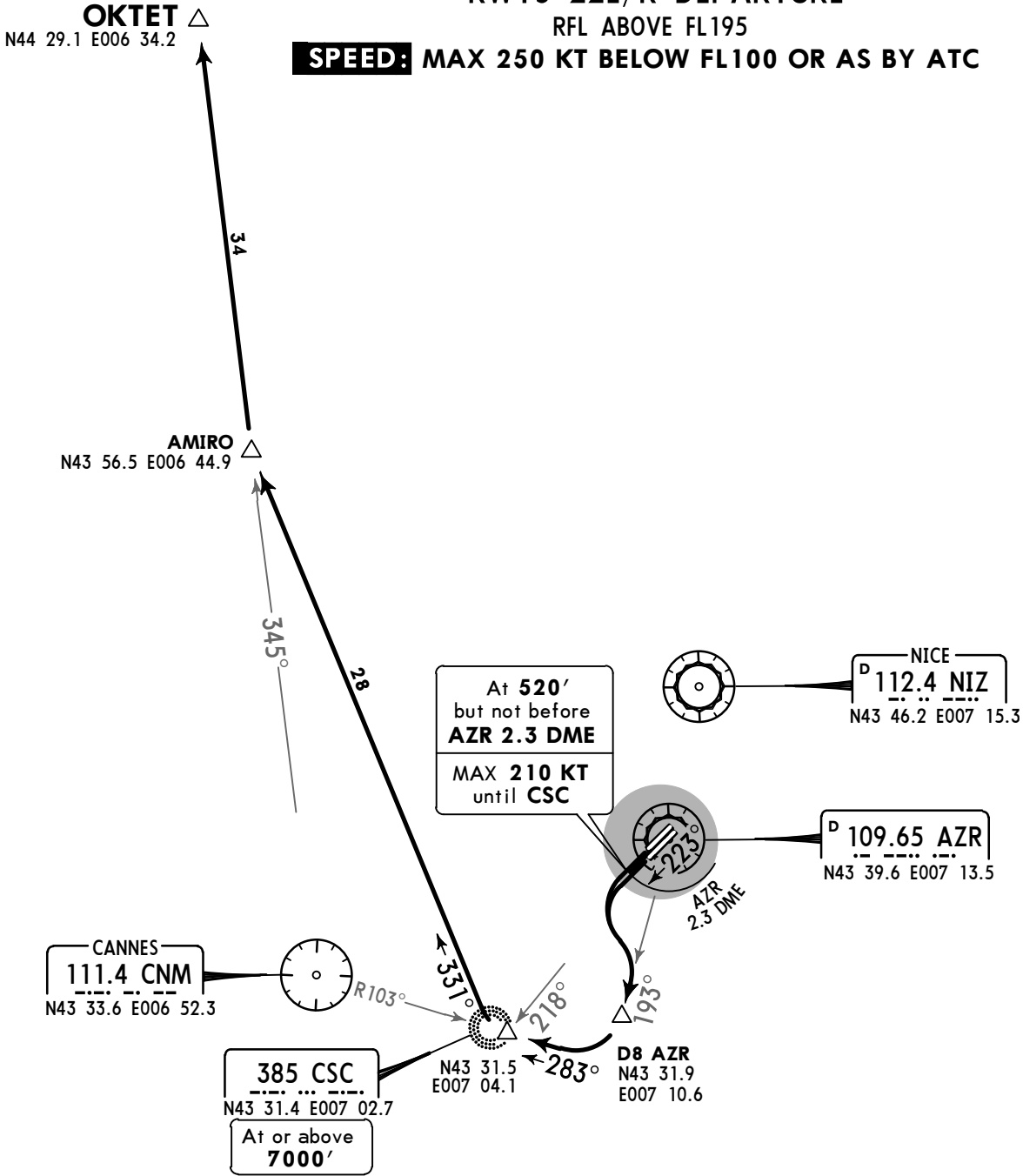
Apt Elev
12'

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

OKTET 6W [OKTE6W]
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 AZR 2.3 DME, intercept AZR R-193, at D8 AZR turn RIGHT, intercept CNM R-103 inbound, when passing AZR R-218 turn RIGHT, intercept 331° bearing from CSC to AMIRO, turn RIGHT, intercept CNM R-345 to OKTET.

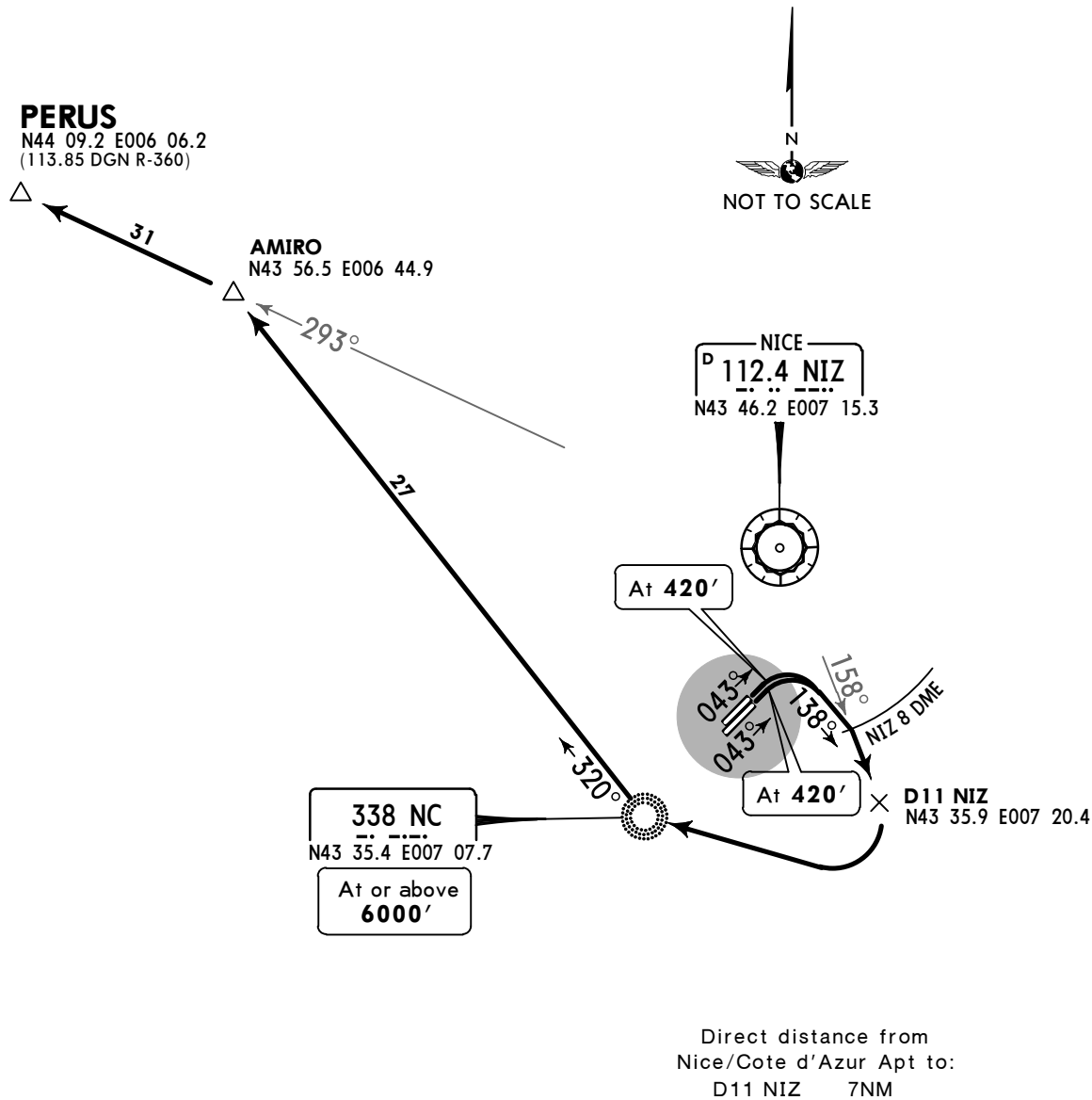
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3V9) Eff 25 Jun SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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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 NIZ 8 DME, turn RIGHT, intercept NIZ R-158 to
D11 NIZ, turn RIGHT to NC, 320° bearing to AMIRO, turn LEFT, intercept NIZ R-293 to
PERUS.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3V10) Eff 25 Jun

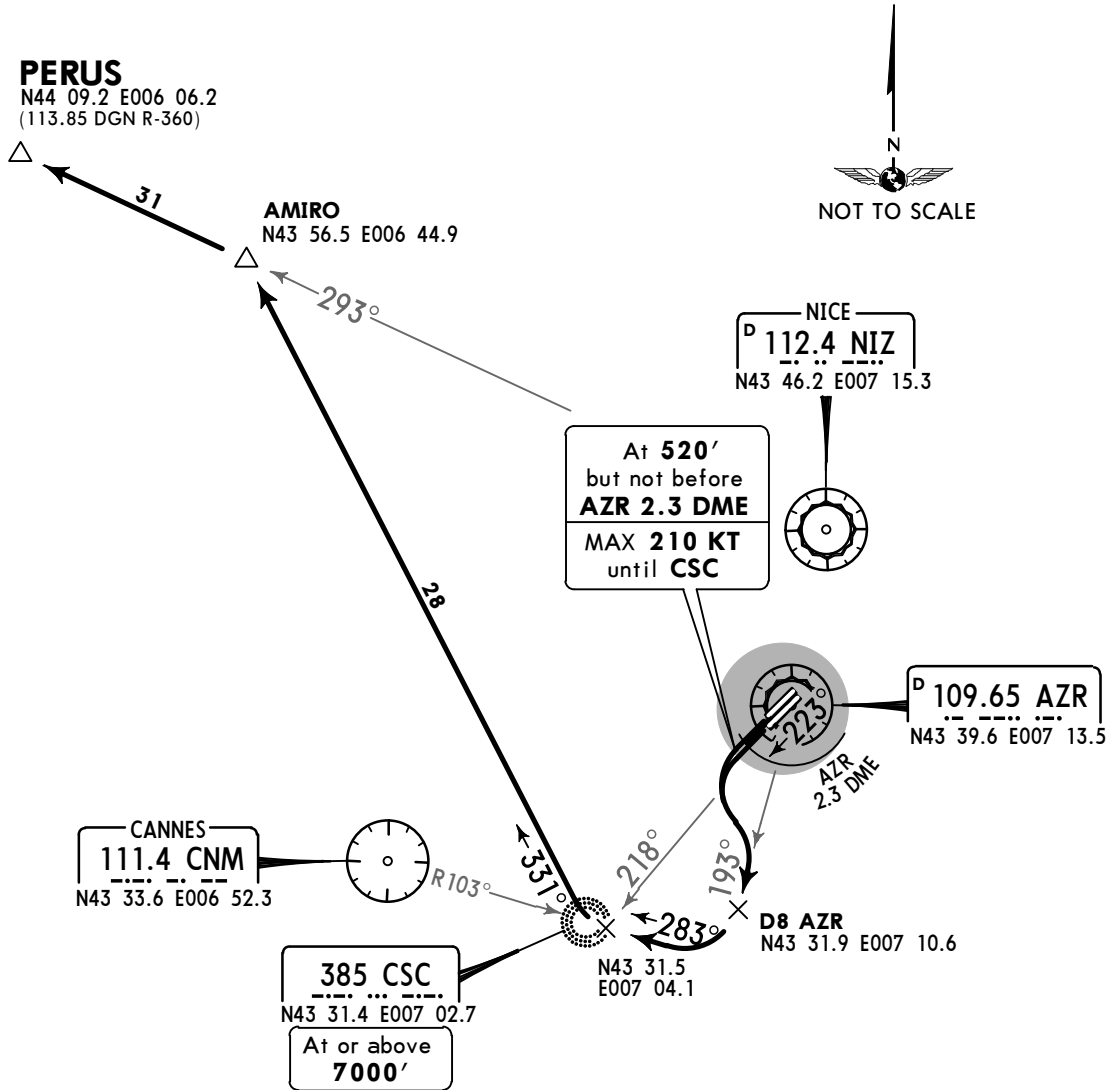
SID

Apt Elev
12'

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

PERUS 6W [PERU6W]
RWYS 22L/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 520', turn LEFT not before AZR 2.3 DME, intercept AZR R-193, at D8 AZR turn
RIGHT, intercept CNM R-103 inbound, when passing AZR R-218 turn RIGHT, intercept 331°
bearing from CSC to AMIRO, turn LEFT, intercept NIZ R-293 to PERUS.

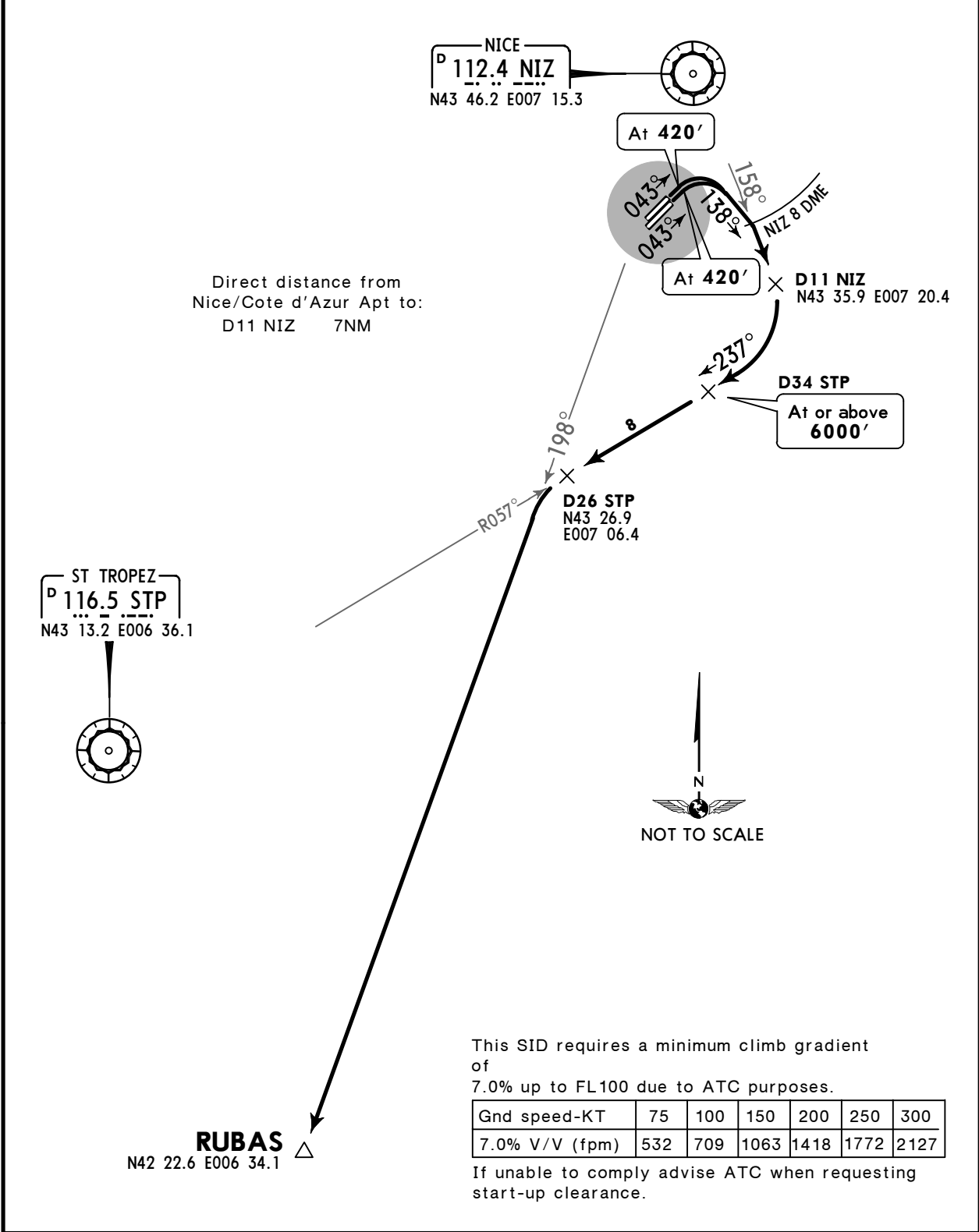
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3W Eff 25 Jun SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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RUBAS 6E [RUBA6E]
RWYS 04L/R DEPARTURE
JET ACFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: FL100
ROUTING
Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, intercept STP R-057 inbound, at D26 STP turn LEFT, intercept NIZ R-198 to RUBAS.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3X Eff 25 Jun

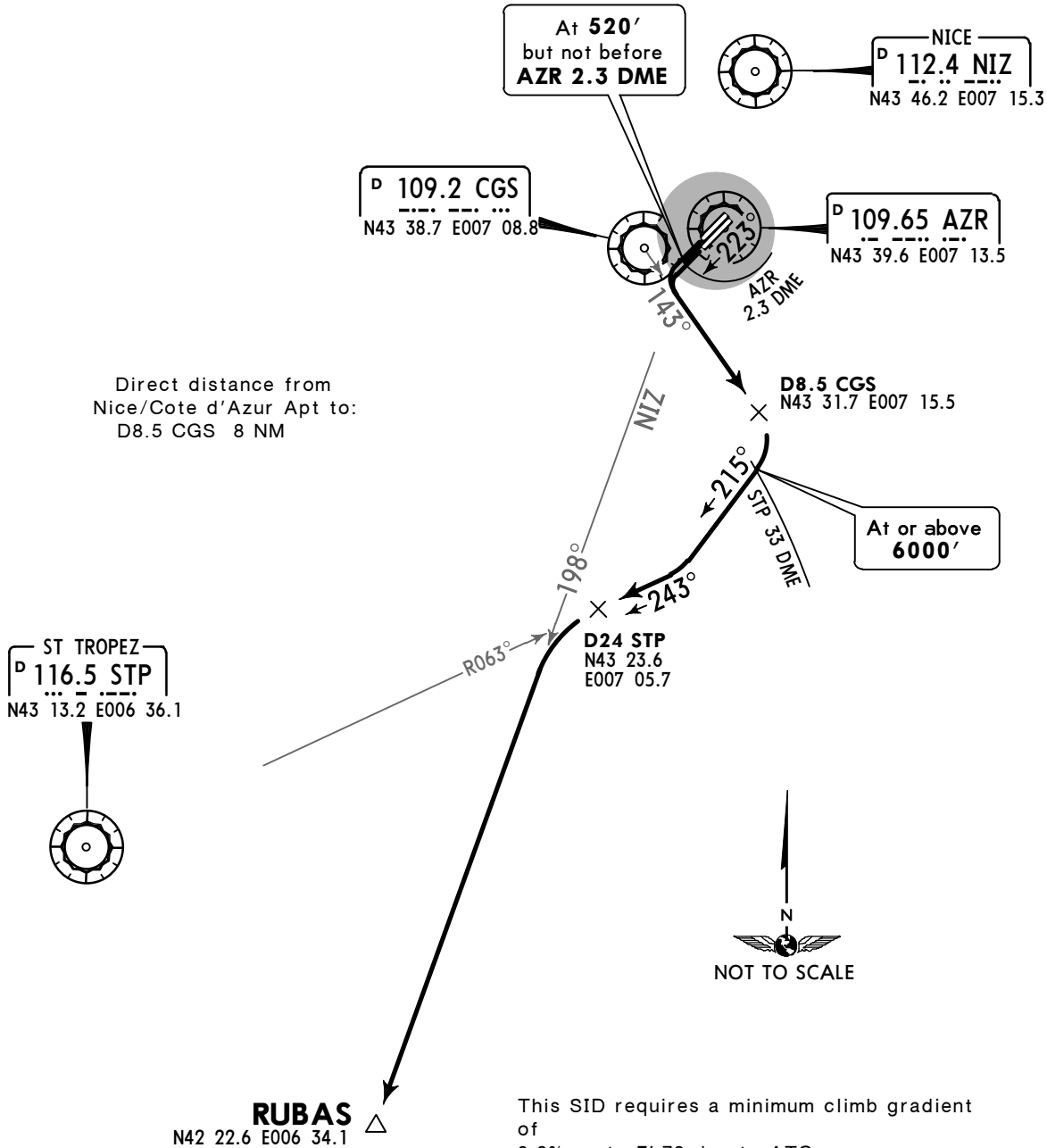
SID

Apt Elev
12'

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

RUBAS 6W [RUBA6W]
RWYS 22L/R DEPARTURE
JET ACFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID 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.

Initial climb clearance: **FL100**

ROUTING

Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn
RIGHT, 215° track, turn RIGHT, intercept STP R-063 inbound, at D24 STP turn LEFT, intercept
NIZ R-198 to RUBAS.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3X1) Eff 25 Jun

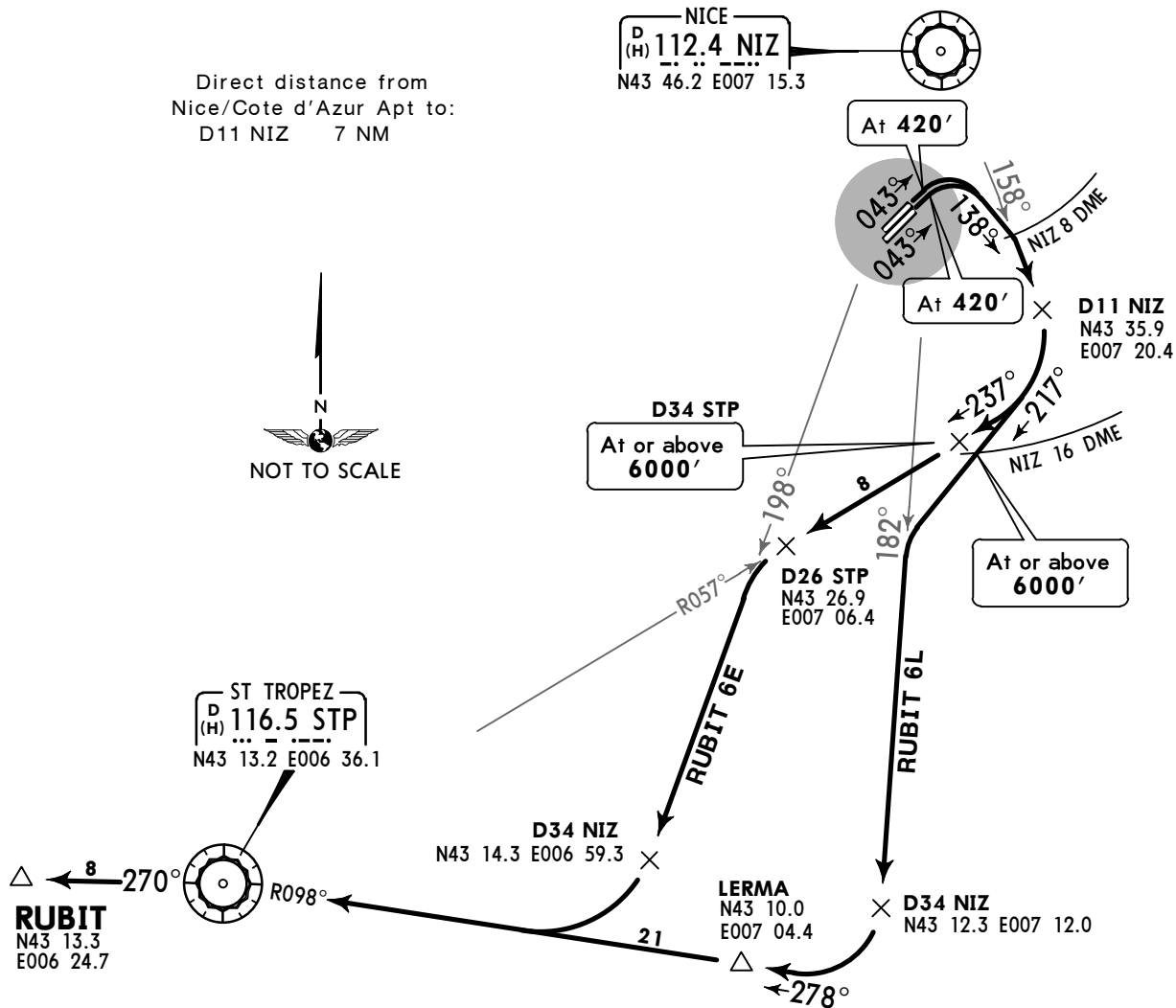
SID

Apt Elev
12'

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

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 NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, intercept STP R-057 inbound, at D26 STP turn LEFT, intercept NIZ R-198 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to RUBIT.
RUBIT 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, STP R-270 to RUBIT.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3X3 Eff 25 Jun

SID

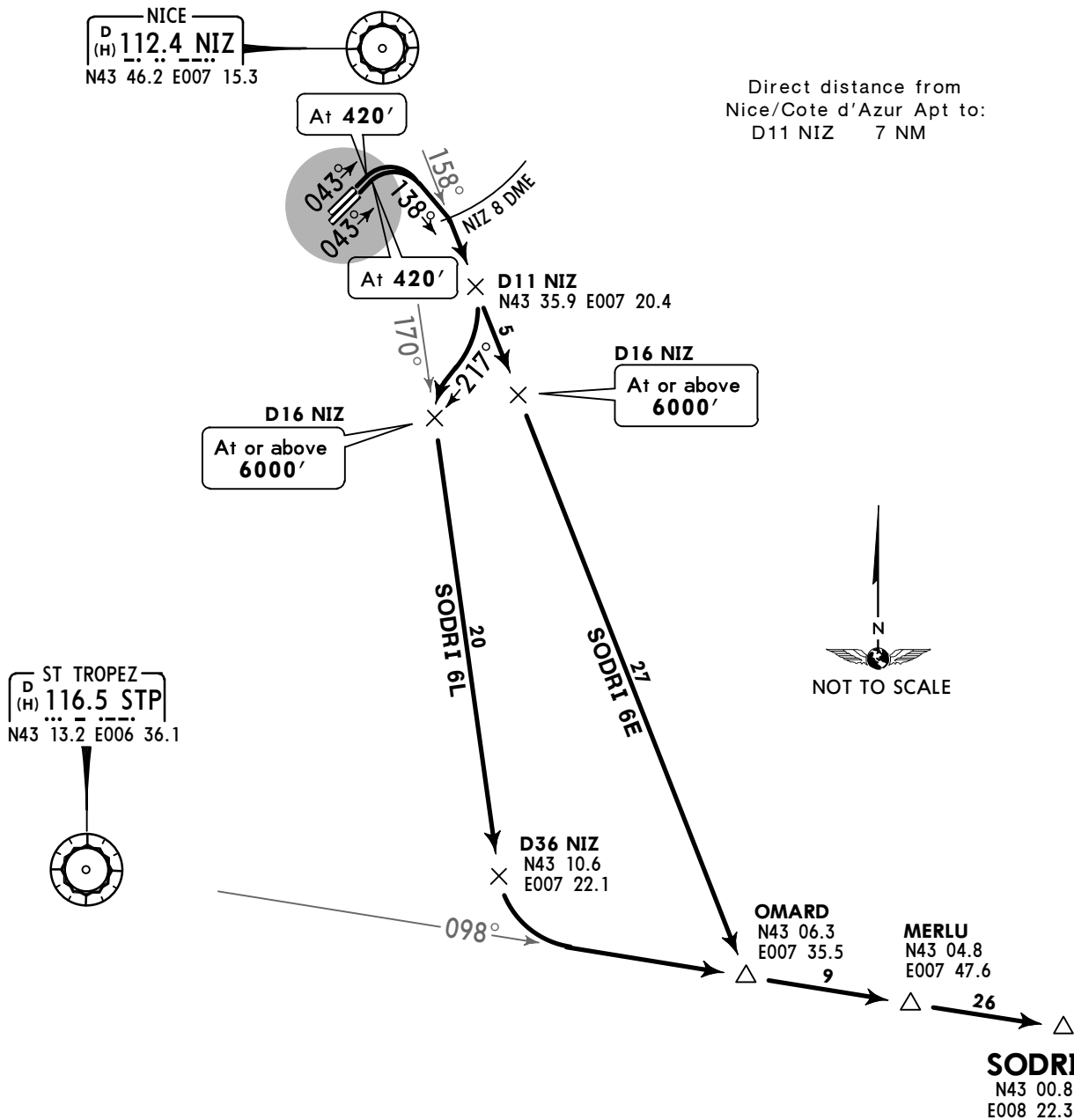
Apt Elev
12'

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

SODRI 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.

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

SID	ROUTING
SODRI 6E JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to OMARD, turn LEFT, intercept STP R-098 via MERLU to SODRI.
SODRI 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-170, at D36 NIZ turn LEFT, intercept STP R-098 via OMARD and MERLU to SODRI.

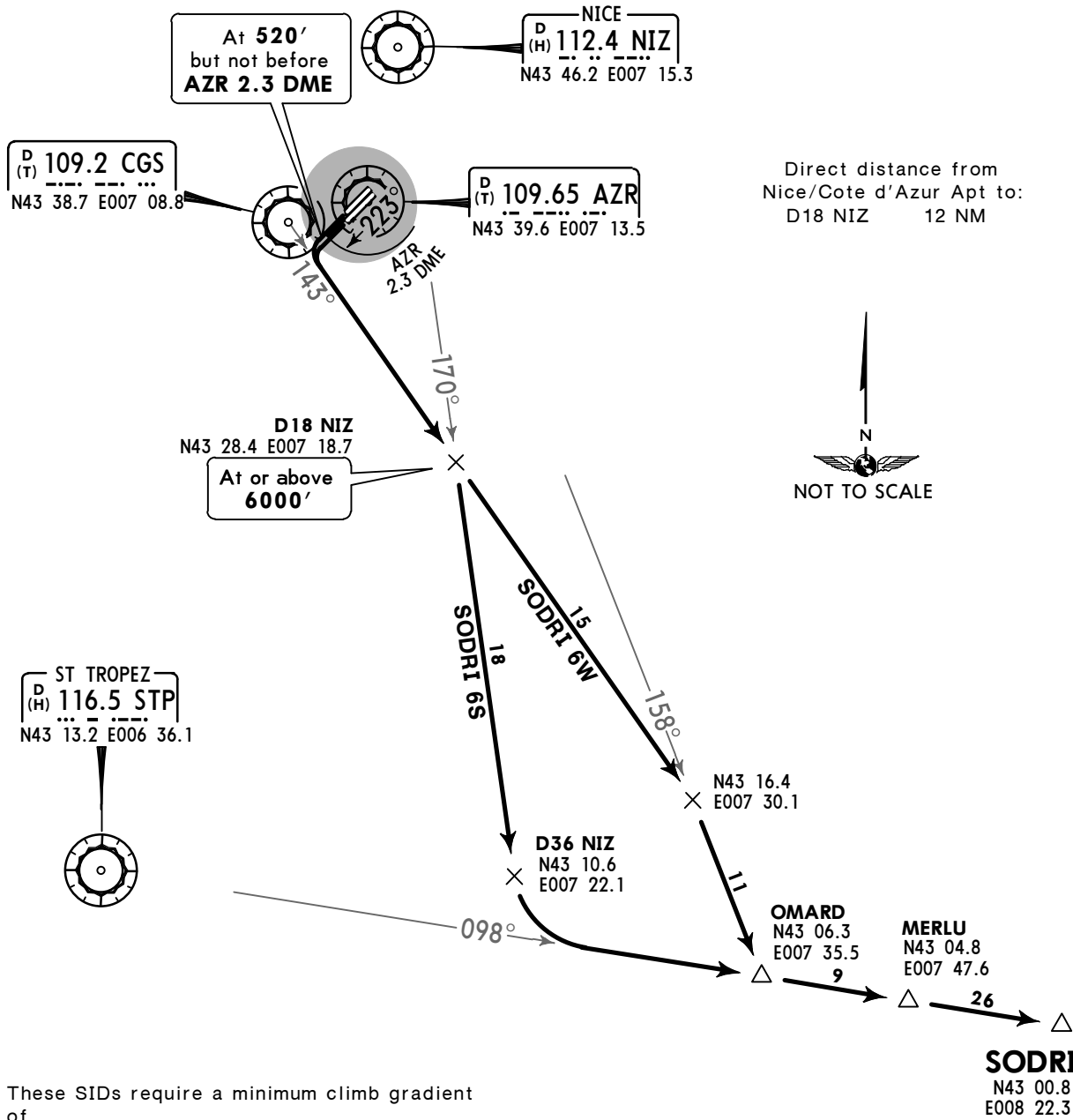
LFMN/NCE
NICE/COTE D'AZUR

JEPPESSEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 **(10-3X4)** **Eff 25 Jun** **SID**

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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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 AZR 2.3 DME, intercept CGS R-143, at D18 NIZ turn RIGHT, intercept NIZ R-170, at D36 NIZ turn LEFT, intercept STP R-098 via OMARD and MERLU to SODRI.
SODRI 6W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, turn RIGHT, intercept NIZ R-158 to OMARD, turn LEFT, intercept STP R-098 via MERLU to SODRI.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 (10-3X5) Eff 25 Jun

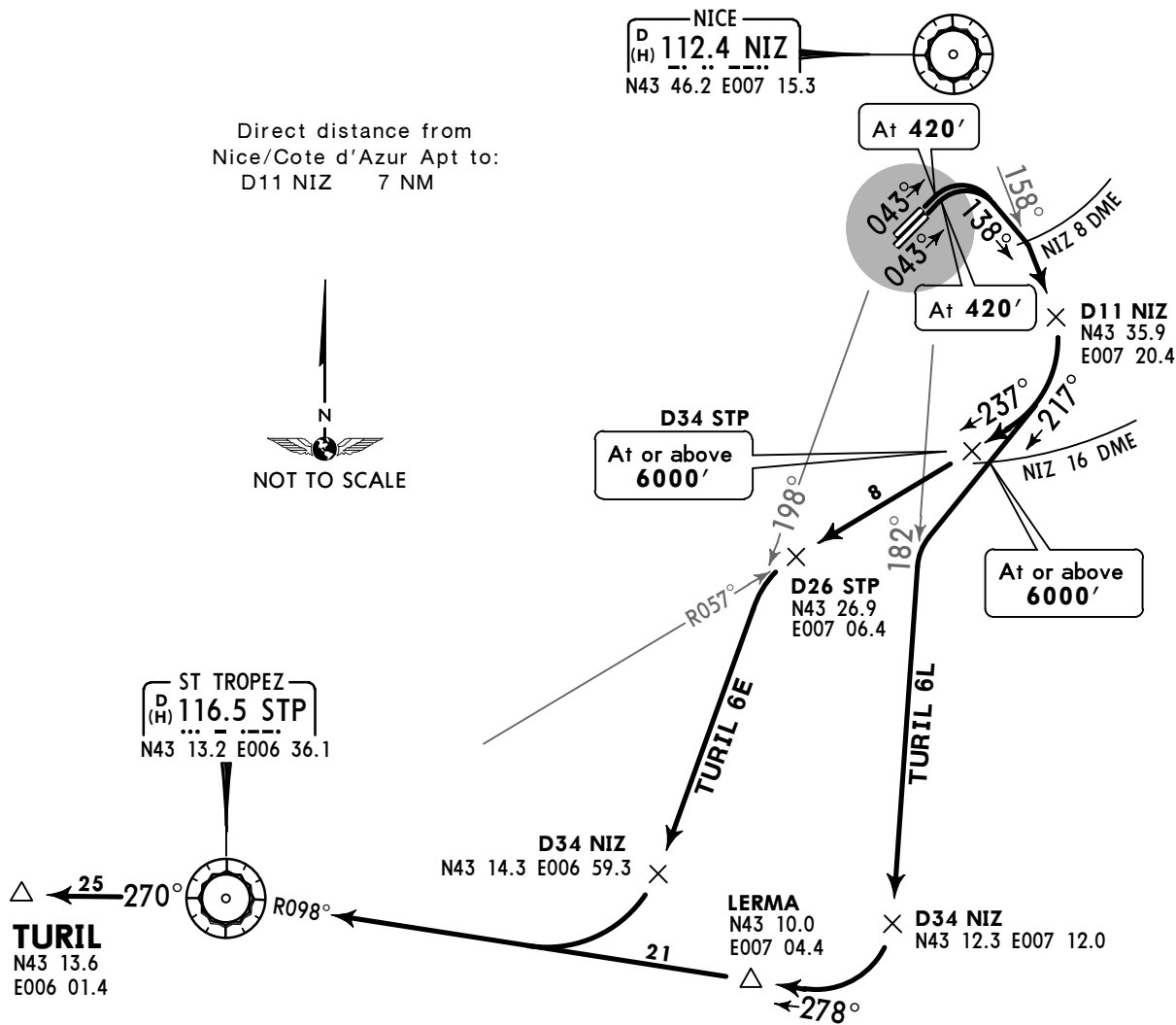
SID

Apt Elev
12'

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

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 NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, intercept STP R-057 inbound, at D26 STP turn LEFT, intercept NIZ R-198 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to TURIL.
TURIL 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, STP R-270 to TURIL.

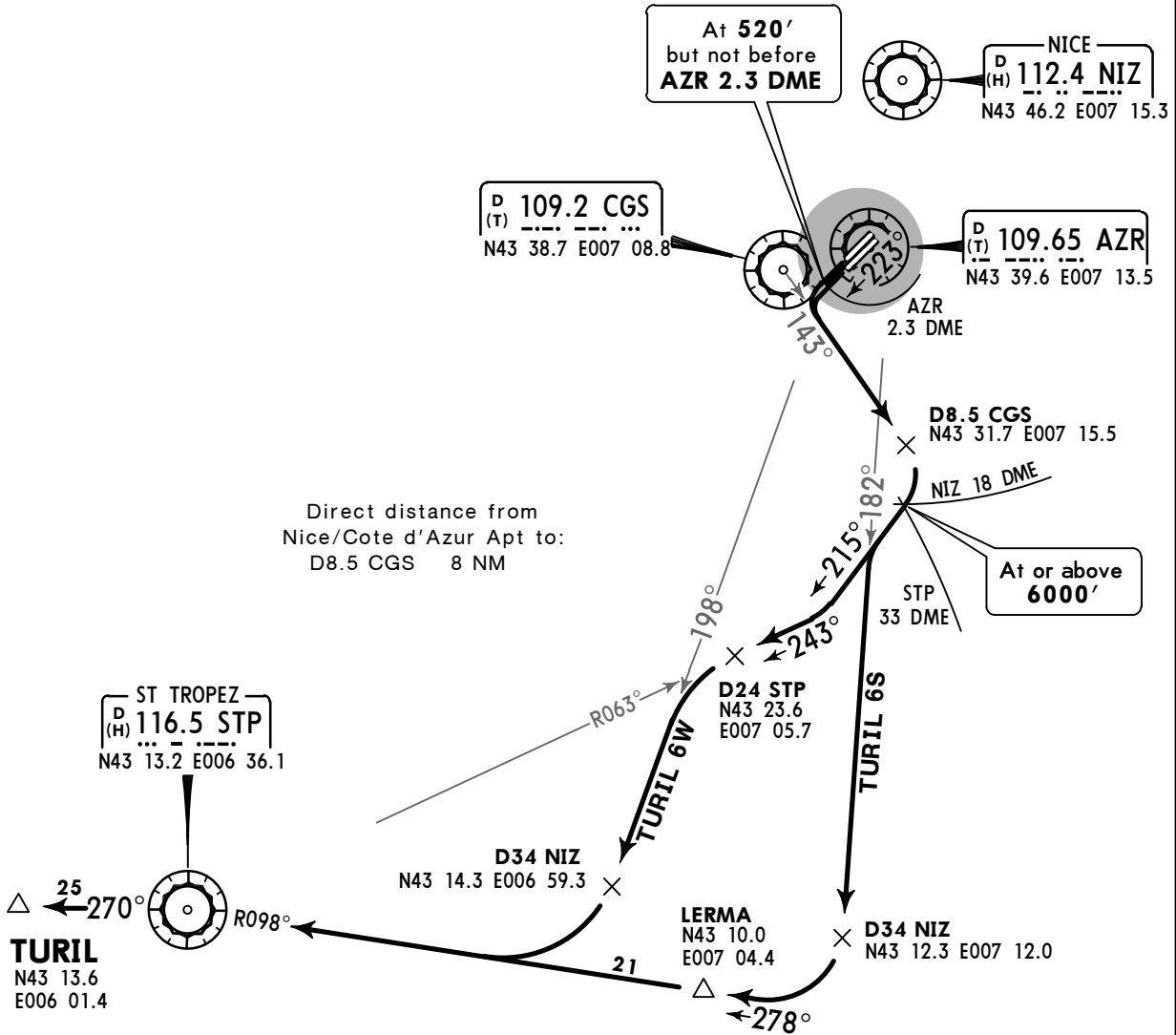
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3X6 Eff 25 Jun SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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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 AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn RIGHT, 215° track, turn LEFT, intercept NIZ R-182, at D34 NIZ turn RIGHT, intercept STP R-098 inbound via LERMA to STP, STP R-270 to TURIL.
TURIL 6W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D8.5 CGS turn RIGHT, 215° track, turn RIGHT, intercept STP R-063 inbound, at D24 STP turn LEFT, intercept NIZ R-198 to D34 NIZ, turn RIGHT, intercept STP R-098 inbound to STP, turn LEFT, STP R-270 to TURIL.

LFMN/NCE
NICE/COTE D'AZUR

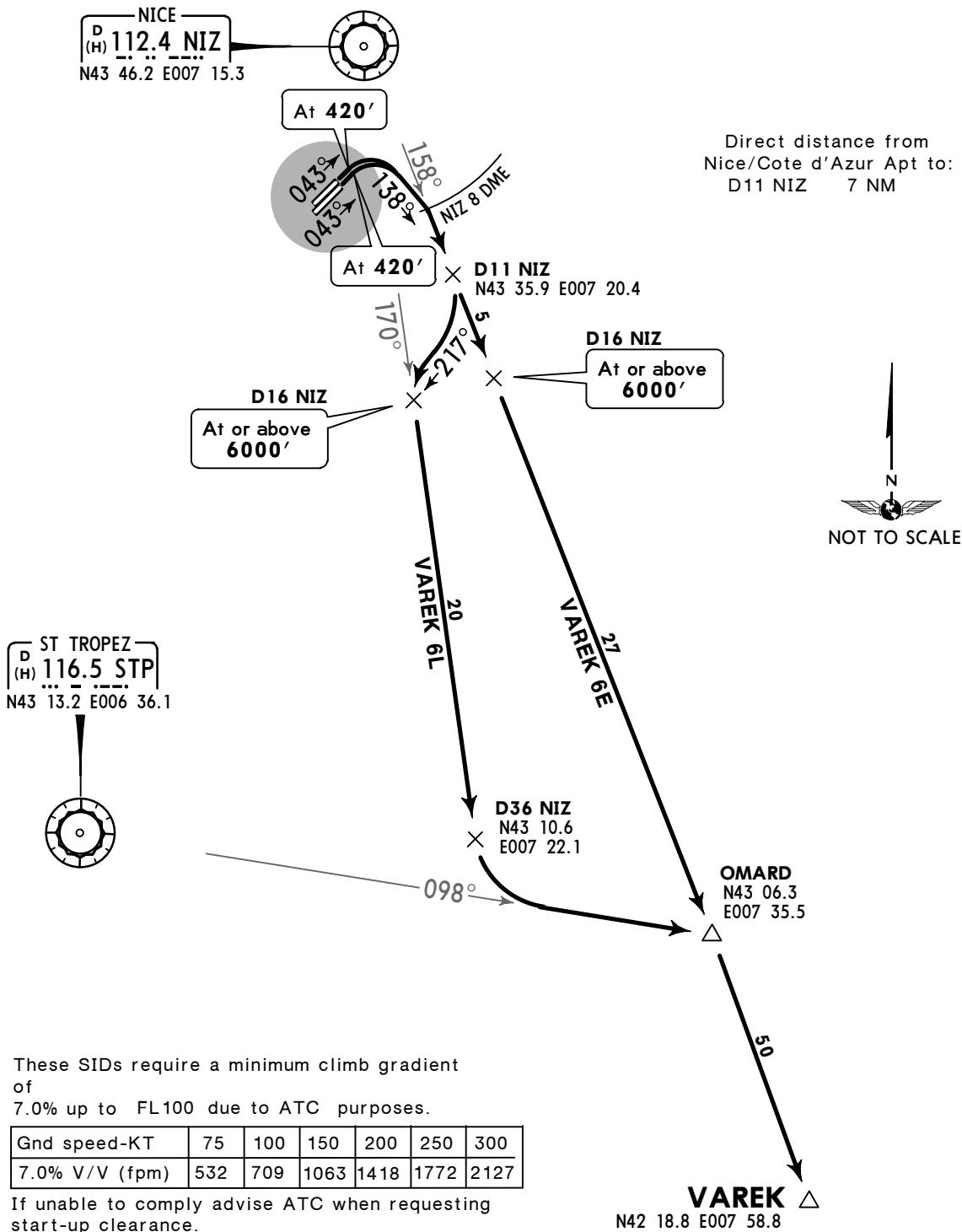
JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3X7 Eff 25 Jun SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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VAREK 6E [VARE6E] , VAREK 6L [VARE6L]

RWYS 04L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

SID	ROUTING
VAREK 6E JET ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 via OMARD to VAREK.
VAREK 6L PROP ACFT	Climb to 420', turn RIGHT, 138° track to NIZ 8 DME, intercept NIZ R-158 to D11 NIZ, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-170, at D36 NIZ turn LEFT, intercept STP R-098 to OMARD, turn RIGHT, intercept NIZ R-158 to VAREK.

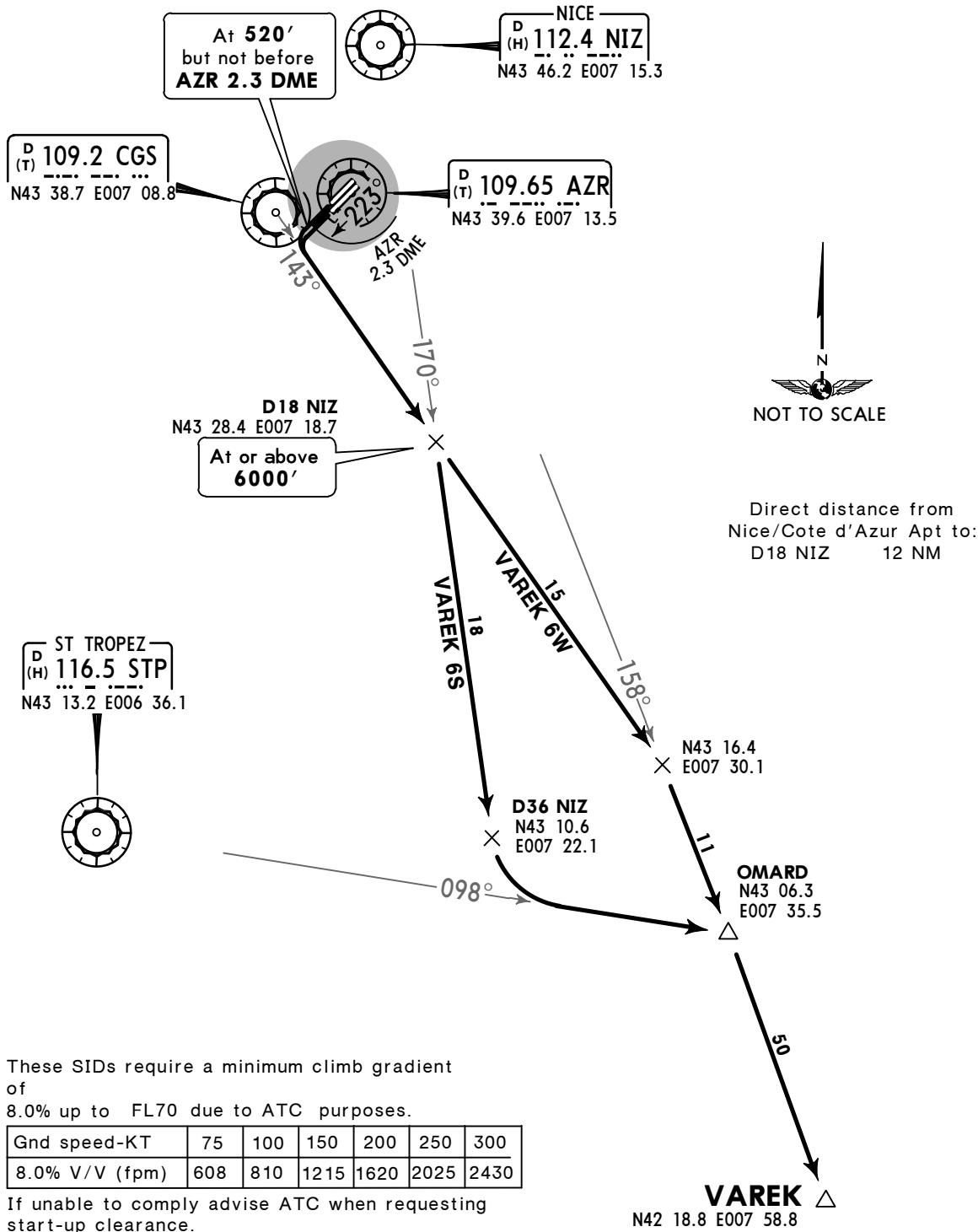
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE
19 JUN 15 10-3X8 Eff 25 Jun

SID

Apt Elev 12'	Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according to operational conditions.
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VAREK 6S [VARE6S] , VAREK 6W [VARE6W]
RWYS 22L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance: VAREK 6S: FL70/VAREK 6W: FL100	
SID	ROUTING
VAREK 6S PROP ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, at D18 NIZ turn RIGHT, intercept NIZ R-170, at D36 NIZ turn LEFT, intercept STP R-098 to OMARD, turn RIGHT, intercept NIZ R-158 to VAREK.
VAREK 6W JET ACFT	Climb to 520', turn LEFT not before AZR 2.3 DME, intercept CGS R-143, turn RIGHT, intercept NIZ R-158 via OMARD to VAREK.

LFMN/NCE
NICE/COTE D'AZUR

 **JEPPESEN**
19 JUN 15 **(10-3X9)** **Eff 25 Jun**

NICE/COTE D'AZUR, FRANCE

DEPARTURE

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.
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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

JEPPesen

NICE/COTE D'AZUR, FRANCE

20 NOV 15

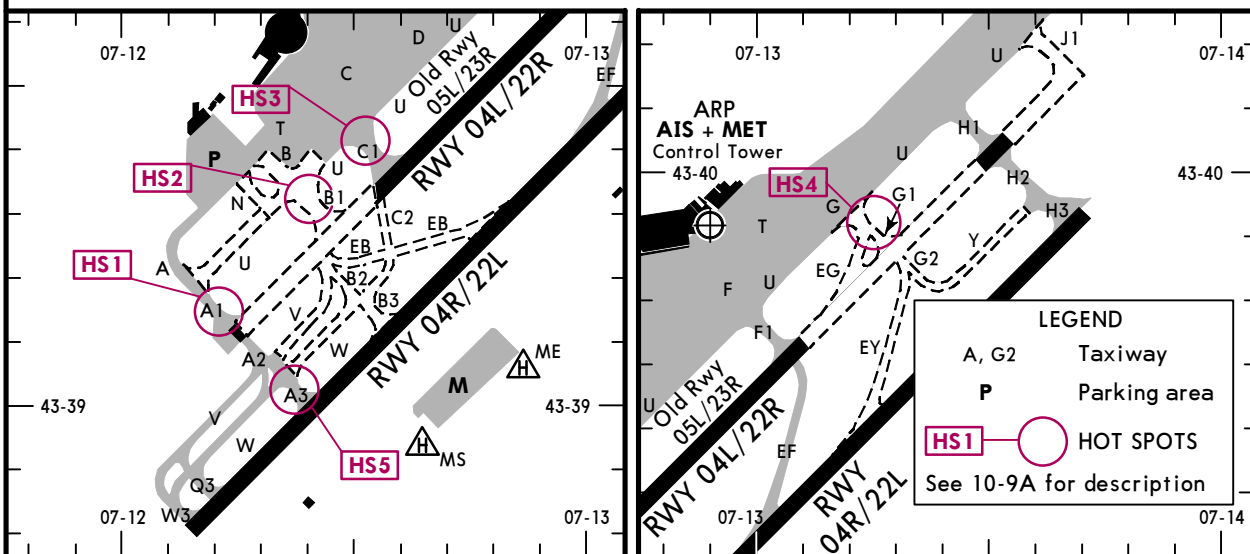
10-8

Eff 30 Nov

NICE/COTE D'AZUR

WIP ON TAXIWAYS AND RWY 04L/22R

REFER ALSO TO LATEST NOTAMS



Description:

These works consist in creating over-widths and shoulders, in order to receive wide-body ACFT, on curved portions of TWYs located in front of the Terminal 2 extension and between the RWYs.

PHASE 1

RWY 04L/22R is closed for take-off and landing but available for taxiing between TWYs C1 and F1.

ILS 04L is unserviceable.

Following TWYs are closed:

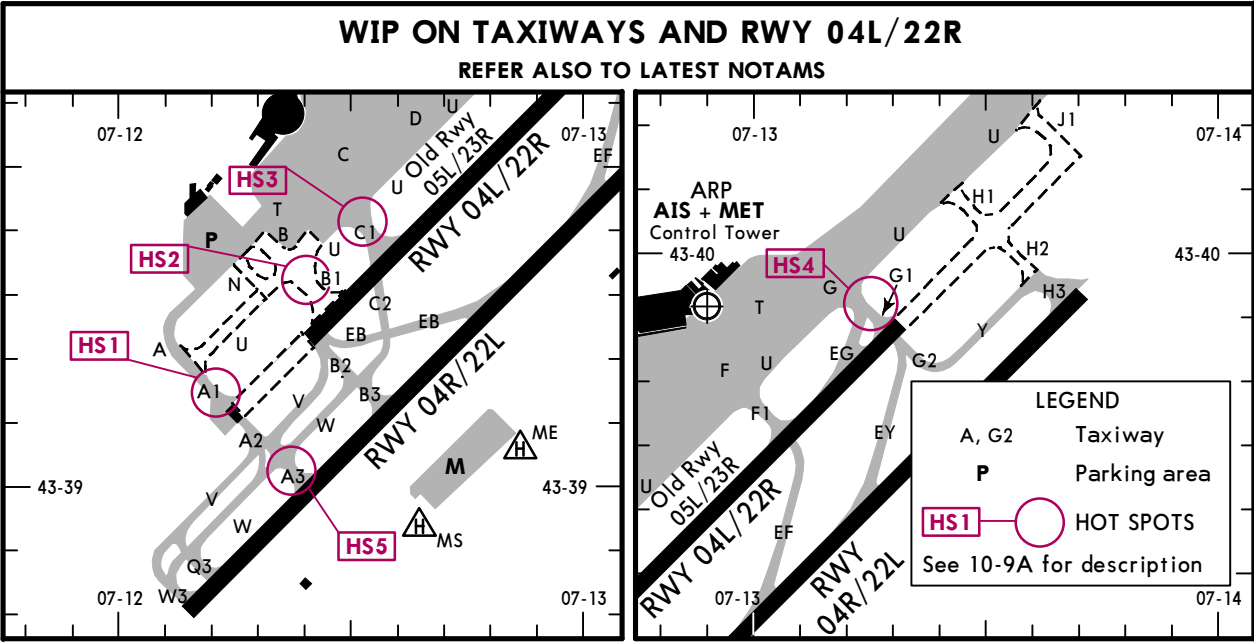
TWY B,
 TWY N
 TWY U between TWY A and Stand 57,
 TWY B1,
 TWY V between TWYs A2 and B2,
 TWY B2,
 TWY W between TWYs A3 and C2,
 TWY C2,
 TWY B3,
 TWY EB,
 TWY G1,
 TWY G2,
 TWY EG,
 TWY EY,
 TWY Y and
 TWY J1.

Stand 57 is closed.

LFMN/NCE

JEPPesen
20 NOV 15 **10-8A** **Eff 30 Nov**

NICE/COTE D'AZUR, FRANCE
NICE/COTE D'AZUR



PHASE 2A

RWY 04L/22R is closed for take-off and landing but available for taxiing between TWYs B1 and G1.
ILS 04L is unserviceable.

Following TWYs are closed at DAY:
TWY B,
TWY N
TWY U between TWY A and Stand 57,
TWY B1,
TWY H1,
TWY H2 and
TWY J1.

Stand 57 is closed.

LFMN/NCE

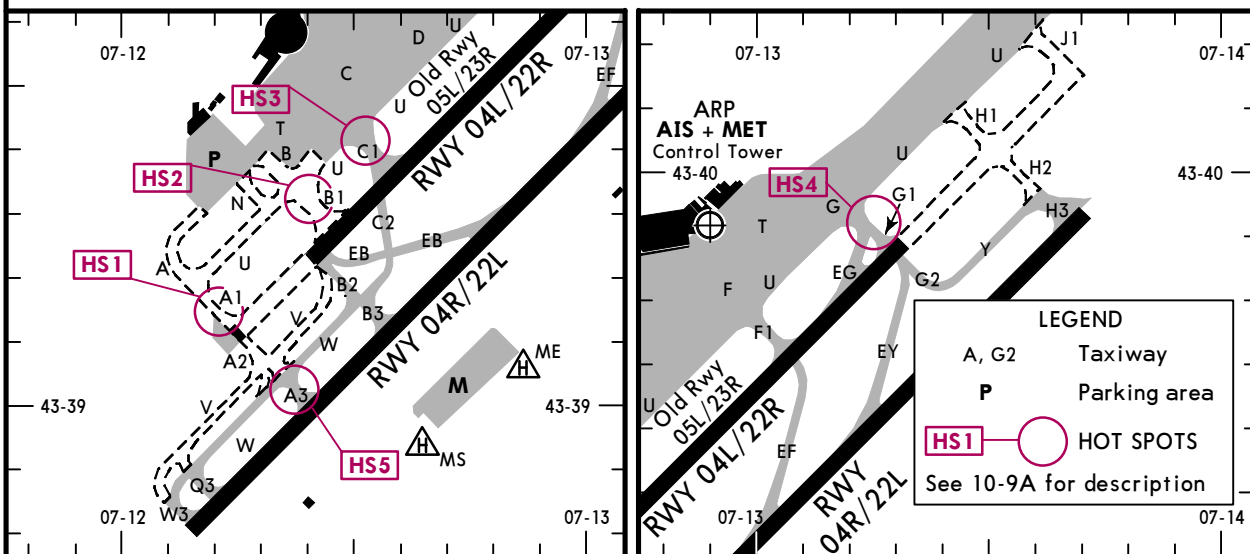
JEPPESSEN
20 NOV 15 (10-8B) Eff 30 Nov

NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

WIP ON TAXIWAYS AND RUNWAY 04L/22R

REFER ALSO TO LATEST NOTAMS



PHASE 2B

RWY 04L/22R is closed for take-off and landing but available for taxiing between TWYs B1 and G1.
ILS 04L is inoperative.

Following TWYs are closed at NIGHT:

- TWY B,
- TWY N,
- TWY U between TWY A and Stand 57,
- TWY T between TWY A and Parking Area P,
- TWY A,
- TWY A1,
- TWY A2,
- TWY V,
- TWY B1,
- TWY H1,
- TWY H2 and
- TWY J1.

Stand 57 is closed.

LFMN/NCE

Apt Elev **12'**
N43 39.9 E007 12.9

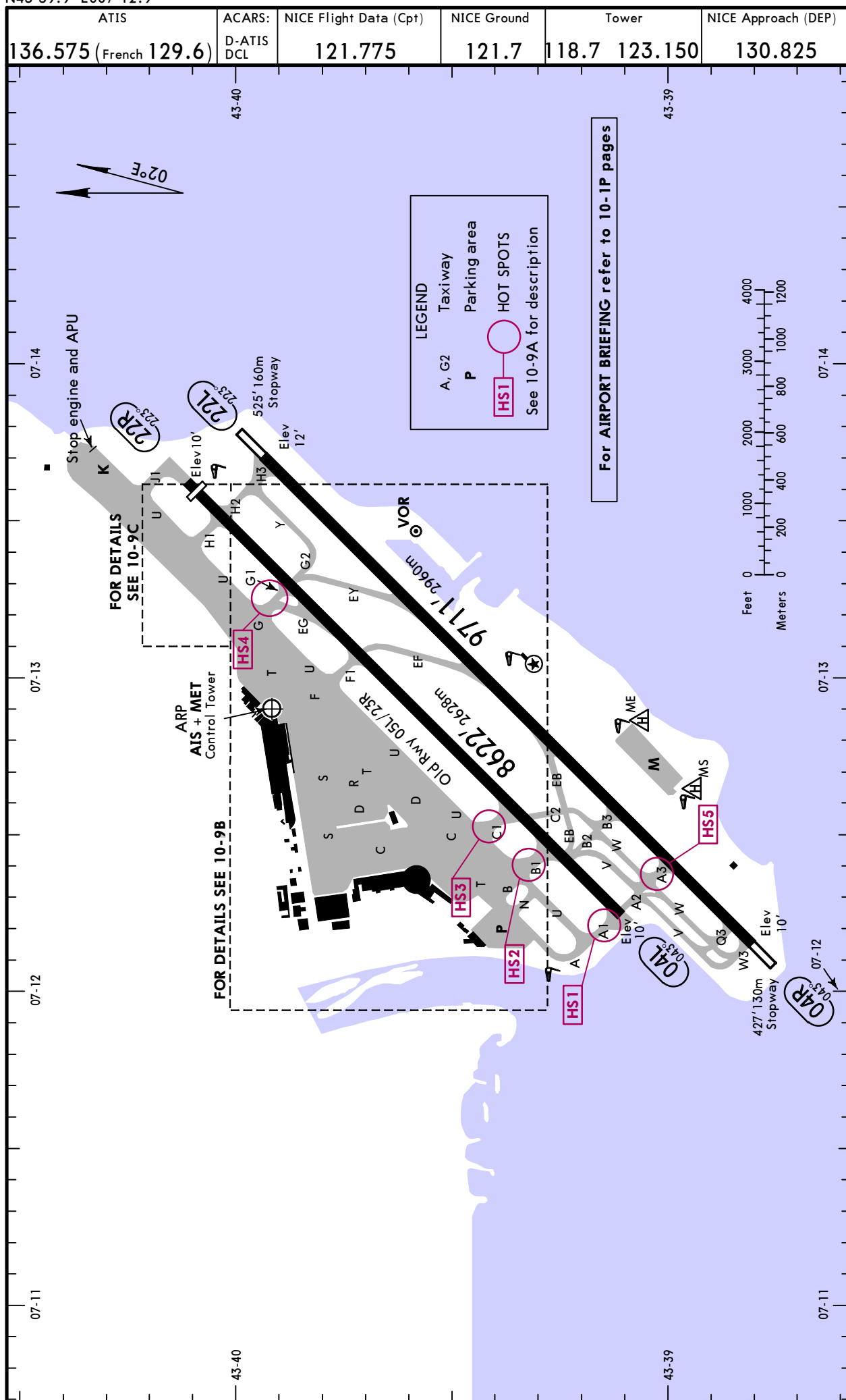
JEPPESSEN NICE/COTE D'AZUR, FRANCE

25 DEC 15

10-9

Eff 7 Jan

NICE/COTE D'AZUR



LFMN/NCE

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		7650' 2332m	❹	148' 45m
22R	HIRL (60m) REIL CL ❶ SFL PAPI-L (3.5°) ❷ ❸	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 7297' (2224m) TWY C1 int 6512' (1985m) 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)					
04R	HIRL (60m) REIL CL ❺❻ HST-EF&EY		8661' 2640m	❾	148' 45m
22L	HIRL (60m) REIL CL ❺❼❸ 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. ❸ PAPI-L offset 5° from RWY centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh. ❾ 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. TWY A3 cannot be used at night for departures on RWY 04R.					
Standard		TAKE-OFF			
		RCLM (DAY only) or RL		NIL (DAY only)	
A		400m		500m	
B					
C					
D					

LFMN/NCE

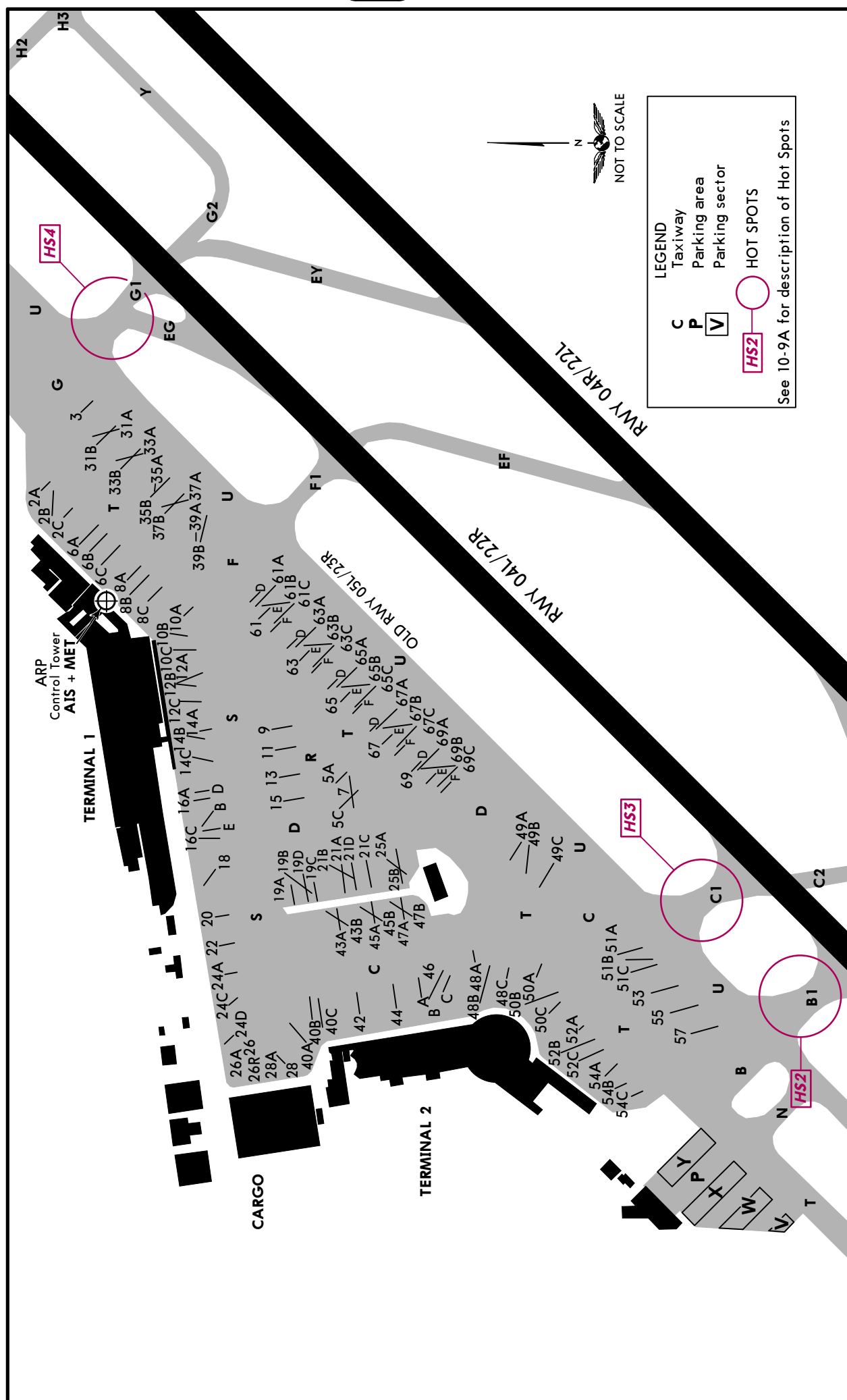
JEPPESSEN
30 JAN 15

10-9B

Eff 5 Feb

NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR



LFMN/NCE



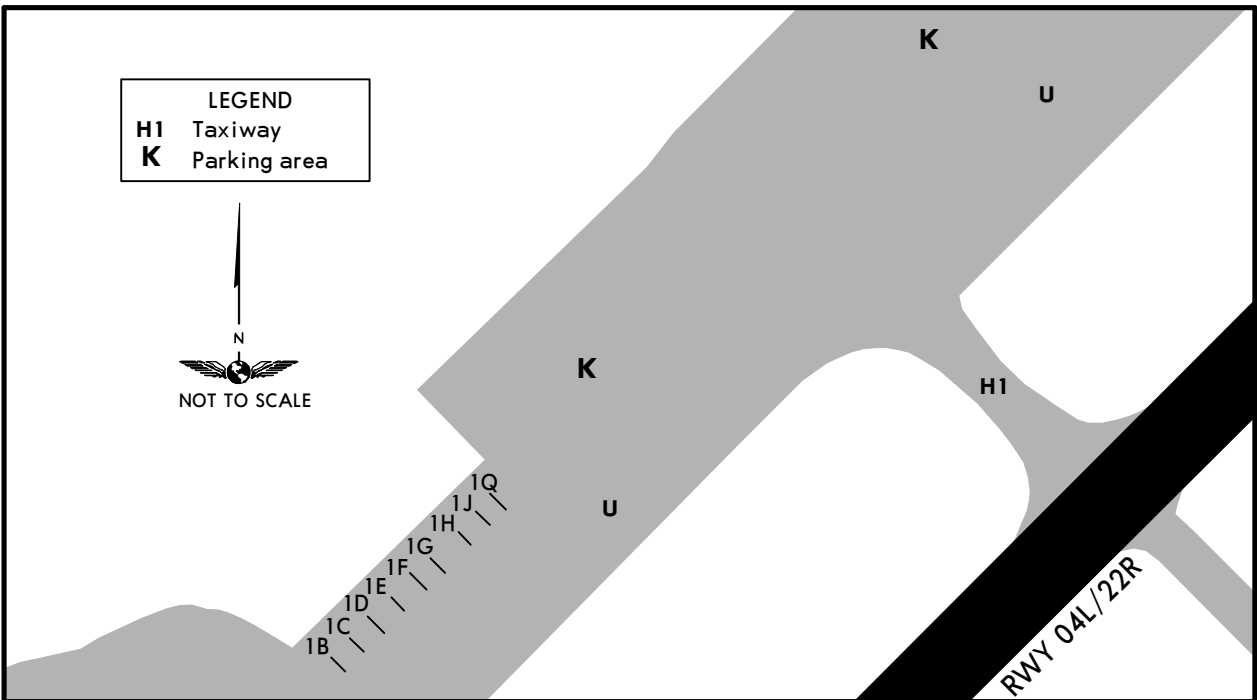
NICE/COTE D'AZUR, FRANCE

30 JAN 15

10-9C

Eff 5 Feb

NICE/COTE D'AZUR



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		

LFMN/NCE

NICE/COTE D'AZUR

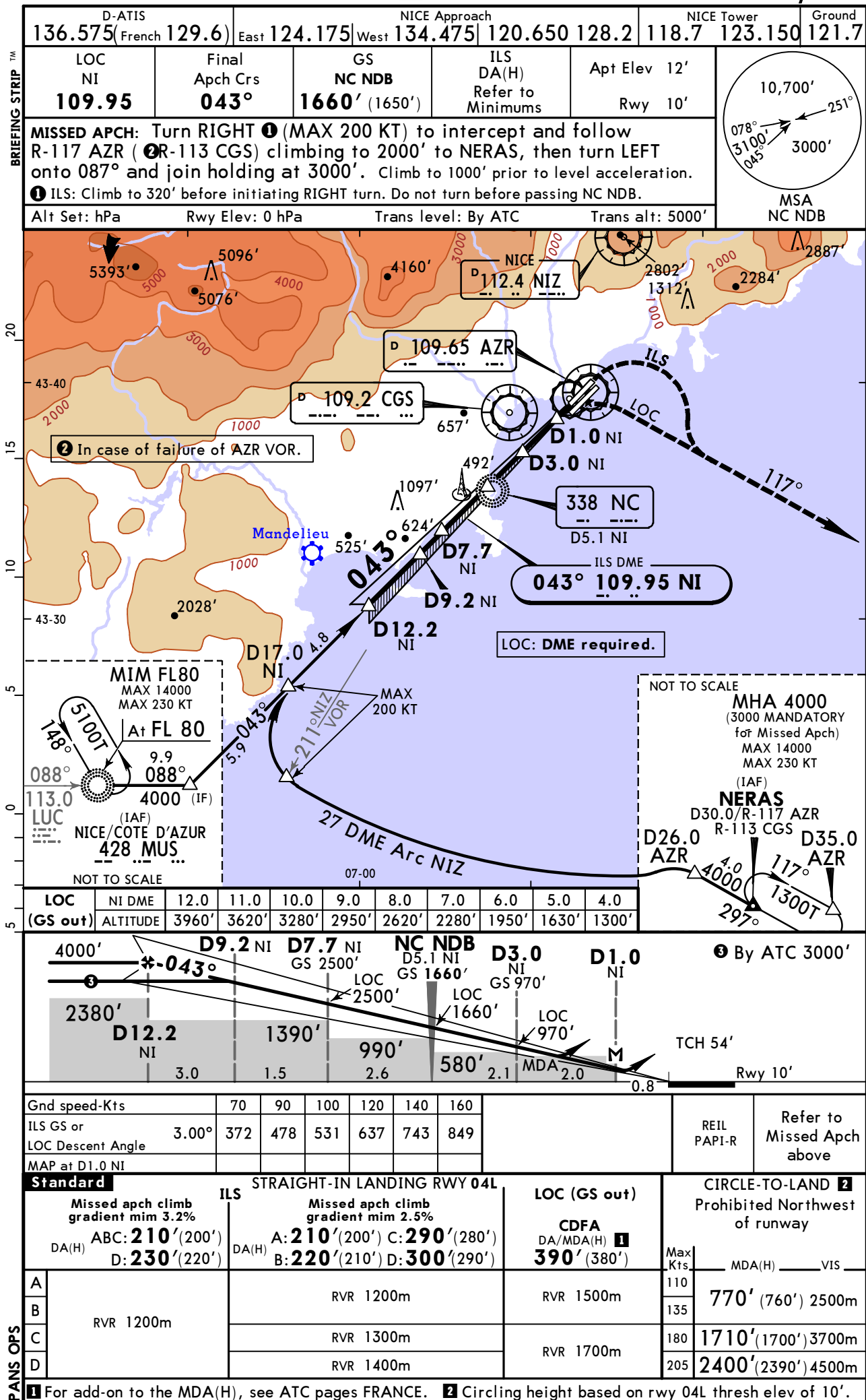
25 DEC 15

(11-1)

Eff 7 Jan

JEPPES NICE/COTE D'AZUR, FRANCE

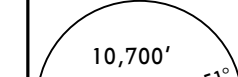
ILS or LOC Rwy 04L

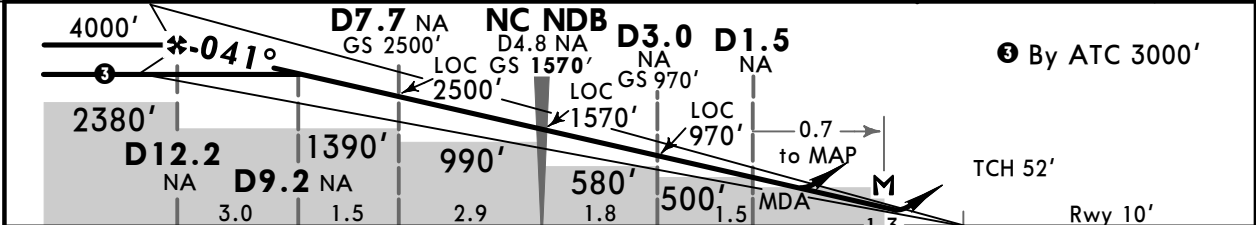
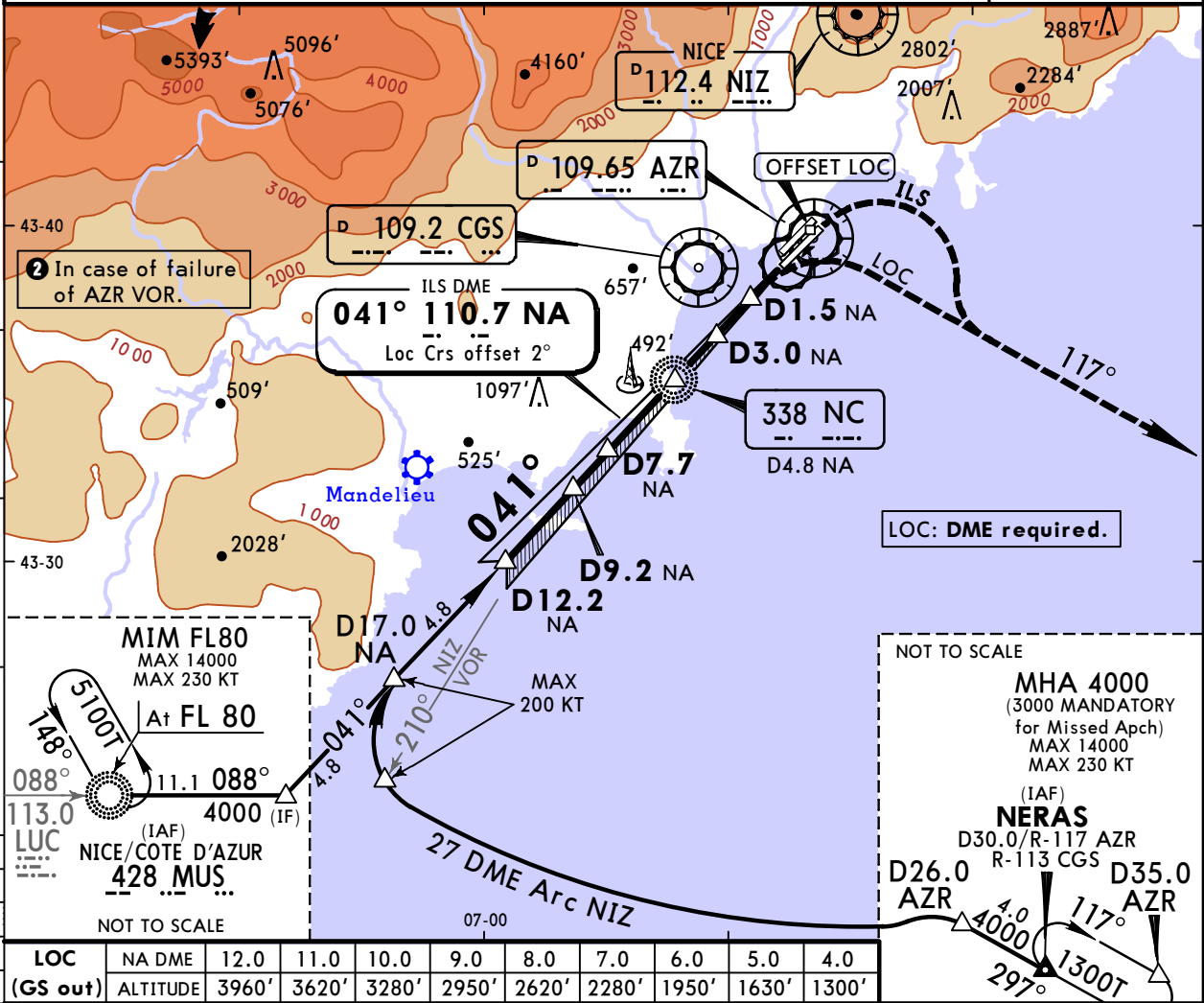


LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15 11-2 Eff 7 Jan

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

D-ATIS 136.575 (French 129.6)		NICE Approach East 124.175 West 134.475 120.650 128.2				NICE Tower 118.7 123.150		Ground 121.7
LOC NA 110.7	Final Apch Crs 041°	GS NC NDB 1570' (1560')	ILS DA(H) Refer to Minimums		Apt Elev 12' Rwy 10'			
MISSED APCH: Turn RIGHT ❶ (MAX 200 KT) to intercept and follow R-117 AZR (❷ R-113 CGS) climbing to 2000' to NERAS, then turn LEFT onto 087° and join holding at 3000'. Climb to 1000' prior to level acceleration. ❶ ILS: Climb to 300' before initiating RIGHT turn. Do not turn before passing NC NDB.								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R		Refer to Missed Apch above	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849				
NC NDB to MAP	4.0	3:26	2:40	2:24	2:00	1:43				

Standard		STRAIGHT-IN LANDING RWY 04R			CIRCLE-TO-LAND ② Prohibited Northwest of runway	
ILS		LOC (GS out)			Max Kts	
DA(H) AB: 260' (250') C: 270' (260') D: 280' (270')		CDFA DA/MDA(H) ① 310' (300')			MDA(H) VIS	
A		RVR 1500m			110	770' (760') 2500m
B		RVR 1300m			135	
C		CMV 2400m			180	1710' (1700') 3700m
D					205	2400' (2390') 4500m

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

LFMN/NCE

25 DEC 15
Eff 7 Jan

12-1

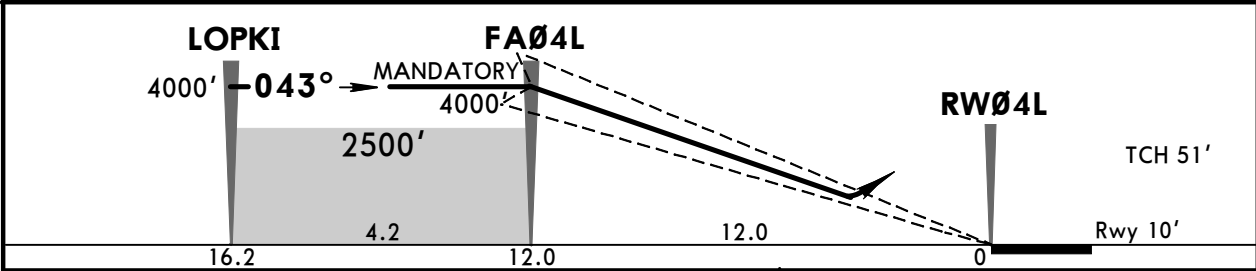
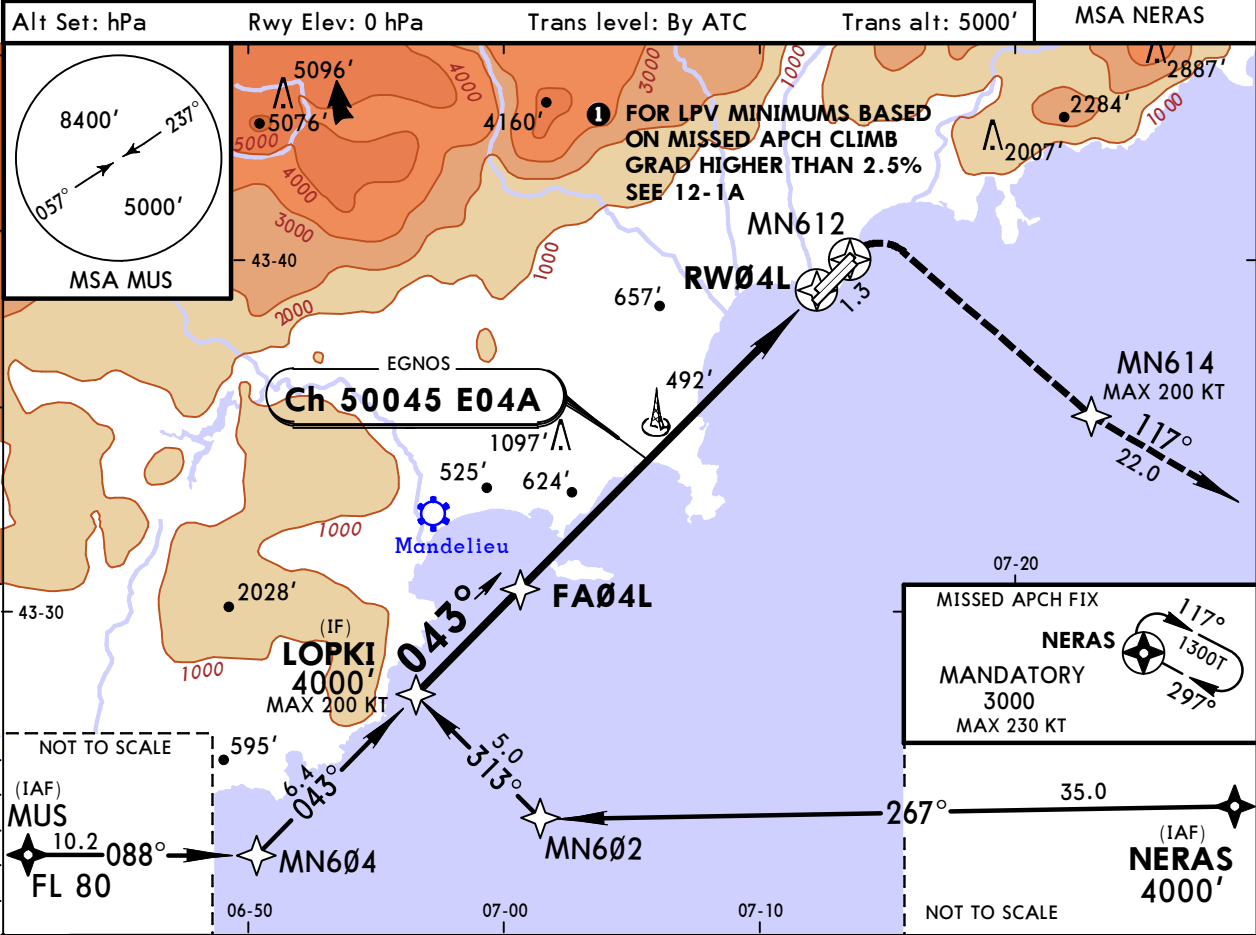
NICE/COTE D'AZUR, FRANCE

RNAV Z (GNSS) Rwy 04L

D-ATIS	NICE Approach				NICE Tower		Ground
136.575 (French 129.6)	East 124.175	West 134.475	120.650	128.2	118.7	123.150	121.7

EGNOS Ch 50045 E04A	Final Apch Crs 043°	Mandatory Alt FA04L 4000' (3990')	LPV DA(H) Refer to Minimums	Apt Elev 12' Rwy 10'	
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Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	MN612 200 KT MAX RT	D→ MN614
Glide Path Angle 3.00°	372	478	531	637	743	849			

STRAIGHT-IN LANDING RWY 04L				CIRCLE-TO-LAND 1			
LPV				Prohibited Northwest of runway			
DA(H) A: 330' (320') C: 350' (340') B: 340' (330') D: 360' (350')				Max Kts	MDA(H)	VIS	
A	RVR 1400m			110	770' (760')	2500m	
B	RVR 1500m			135			
C	RVR 1600m			180	1710' (1700')	3700m	
D	RVR 1600m			205	2400' (2390')	4500m	

LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan

JEPPesen NICE/COTE D'AZUR, FRANCE
(12-1A)

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	RVR 1300m		
B			
C	RVR 1400m		
D			

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	RVR 1300m		
B			
C			
D			

MISSED APCH CLIMB GRADIENT MIM 5.0%

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

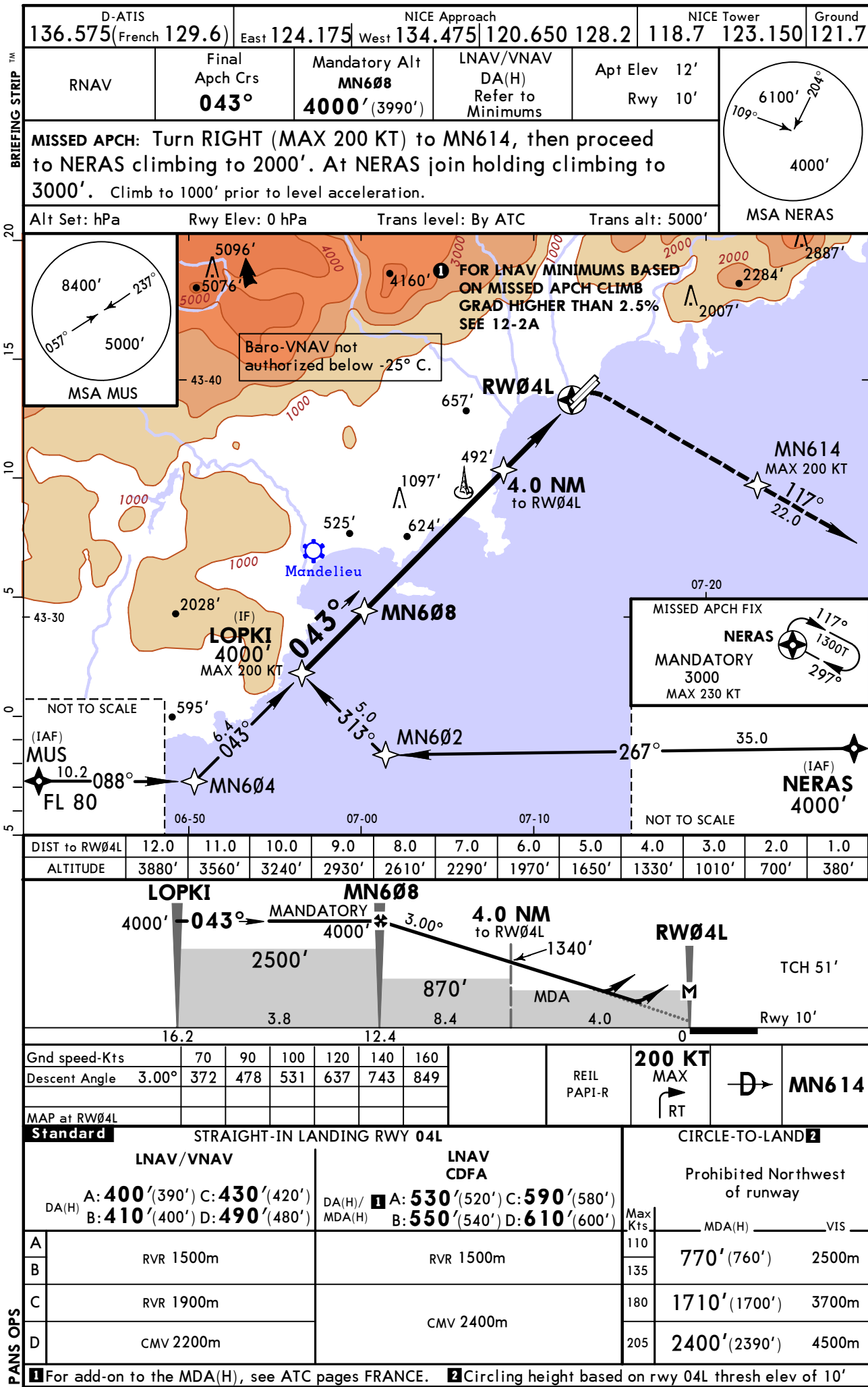
LFMN/NCE

NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan 12-2

JEPPES NICE/COTE D'AZUR, FRANCE

RNAV Y (GNSS) Rwy 04L



LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan

JEPPesen NICE/COTE D'AZUR, FRANCE

12-2A

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)	1	A: 500' (490')	C: 570' (560')
		B: 530' (520')	D: 600' (590')
A	RVR 1500m		
B			
C	CMV 2400m		
D			
1 For add-on to the MDA(H), see ATC pages FRANCE.			

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	RVR 1500m		
B			
C	CMV 2400m		
D			
1 For add-on to the MDA(H), see ATC pages FRANCE.			

MISSED APCH CLIMB GRADIENT MIM 5.0%

Standard		STRAIGHT-IN LANDING RWY 04L	
		LNAV CDFA	
DA(H)/ MDA(H)	1	A: 390' (380') B: 430' (420')	C: 490' (480') D: 530' (520')
A	RVR 1500m		
B			
C	CMV 2200m		
D	CMV 2400m		
1 For add-on to the MDA(H), see ATC pages FRANCE.			

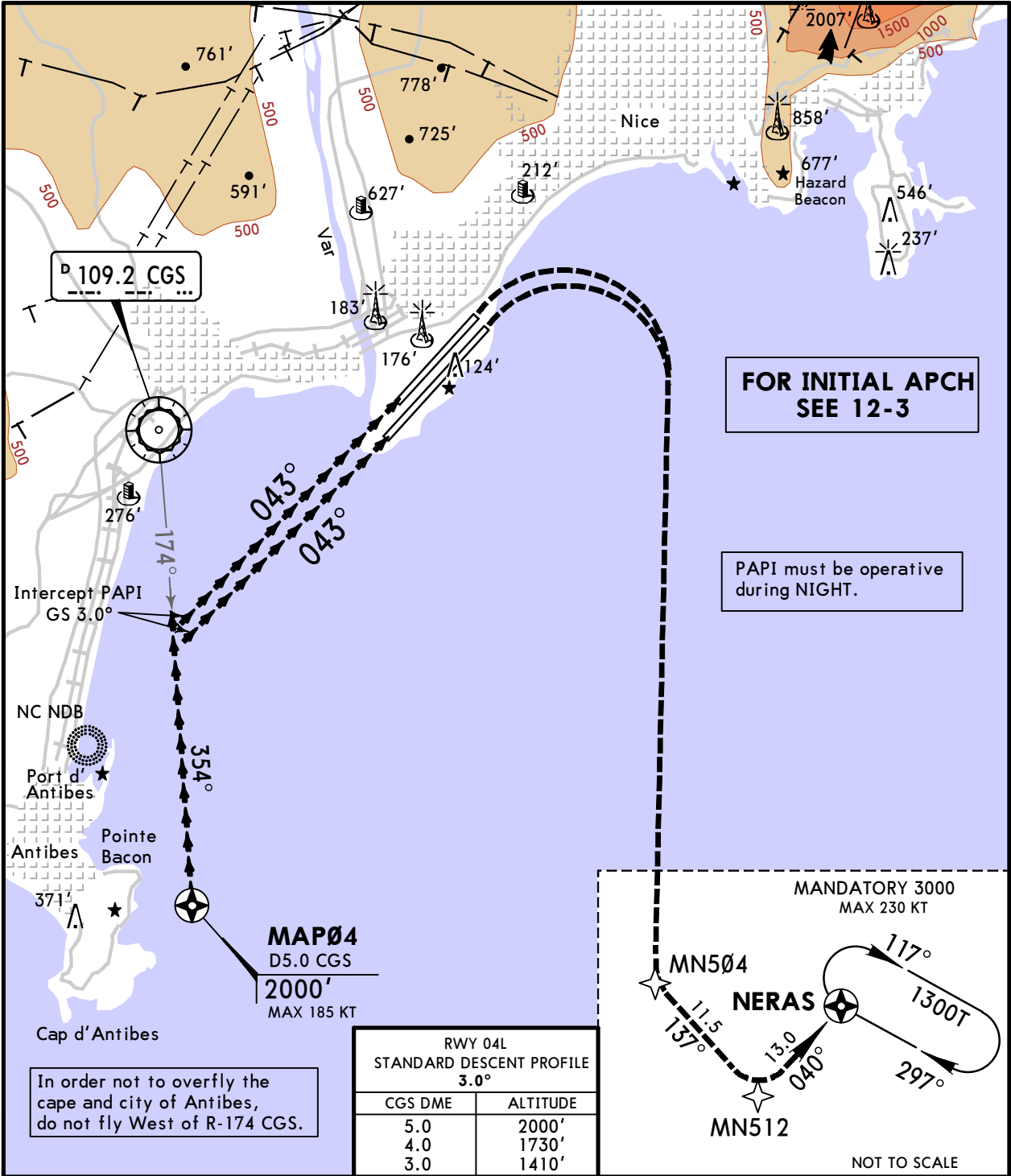
LFMN/NCE

JEPPSENNICE/COTE D'AZUR, FRANCE
25 DEC 15 12-3A Eff 7 Jan

NICE/COTE D'AZUR
VPT A Rwy 04L/R

Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



GO AROUND:

Turn RIGHT (MAX 185 KT) when overflying extremity of rwy and climb to 2000'. Proceed to MN504 maintaining 2000', then proceed to MN512, then turn LEFT to NERAS. At NERAS climb to 3000' and join holding.

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.

LFMN/NCE

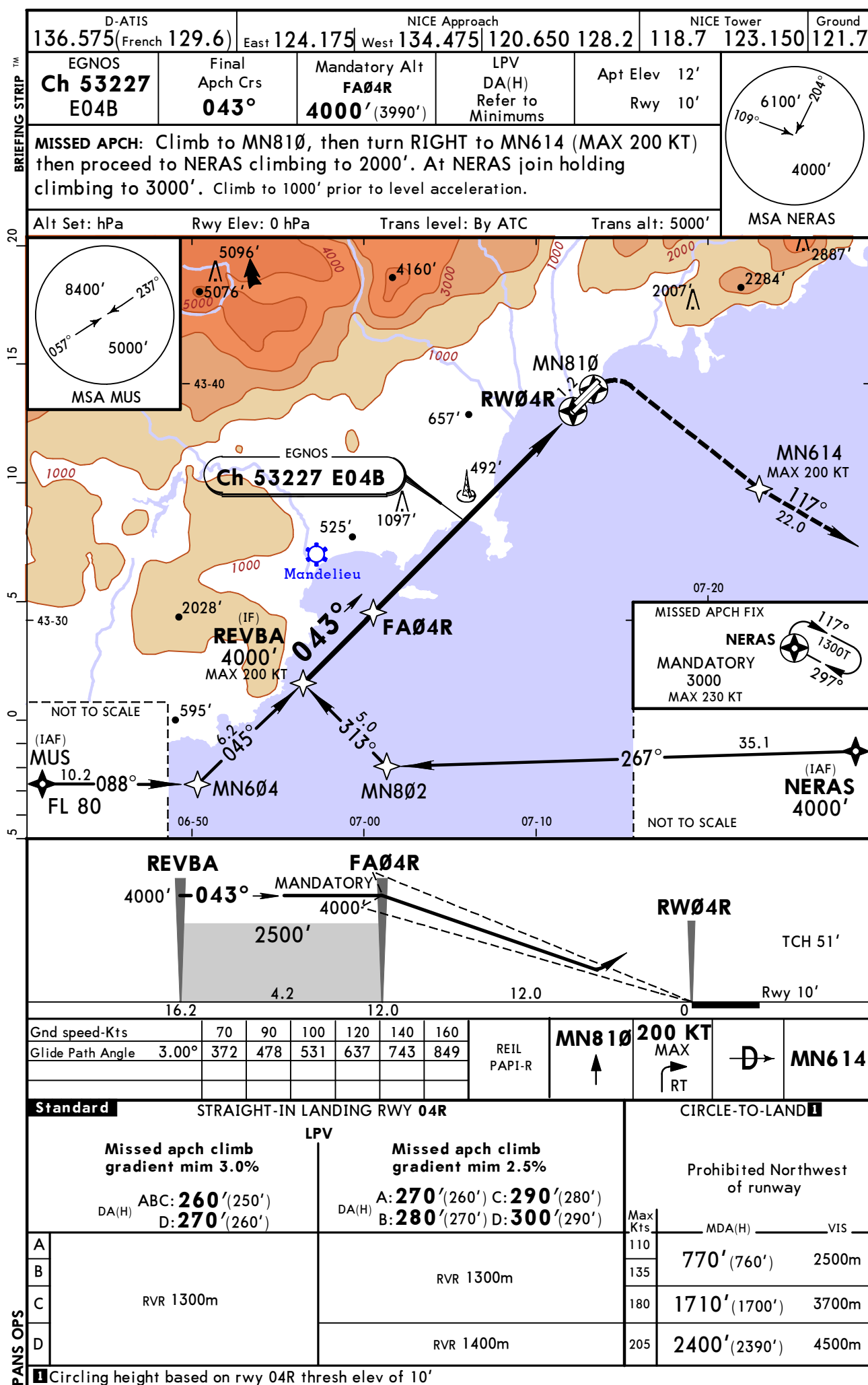
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan

12-4

NICE/COTE D'AZUR, FRANCE

RNAV Z (GNSS) Rwy 04R



CHANGES: D-ATIS added.

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LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan



JEPPESSEN

(12-5A)

NICE/COTE D'AZUR, FRANCE

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	RVR 1500m		
B			
C	CMV 2100m		
D	CMV 2300m		
1 For add-on to the MDA(H), see ATC pages FRANCE.			

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	RVR 1500m				
B					
C	RVR 1900m				
D	CMV 2200m				
1		For add-on to the MDA(H), see ATC pages FRANCE.			

LFMN/NCE

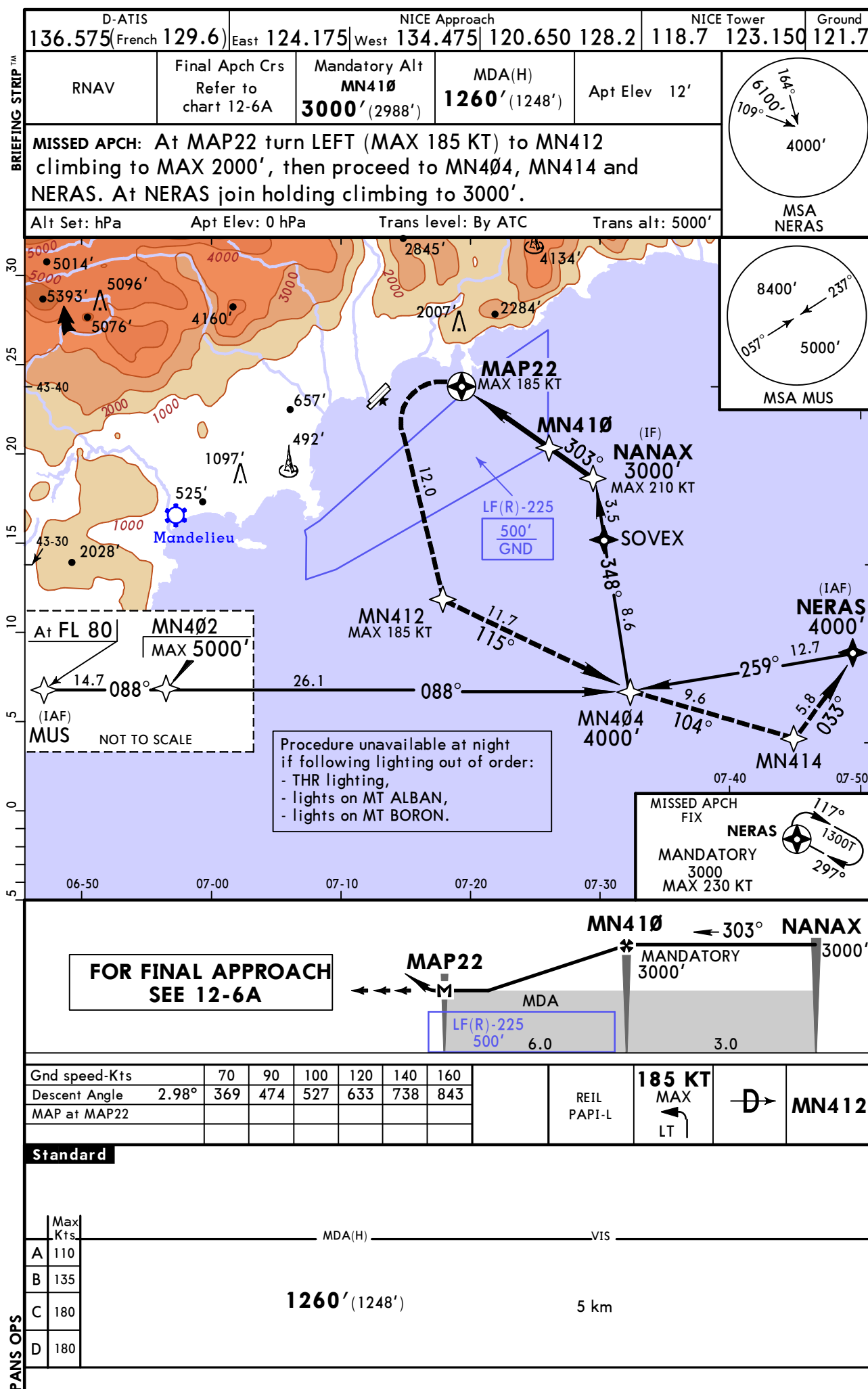
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan

12-6

NICE/COTE D'AZUR, FRANCE

RNAV D (GNSS) Rwy 22L/R



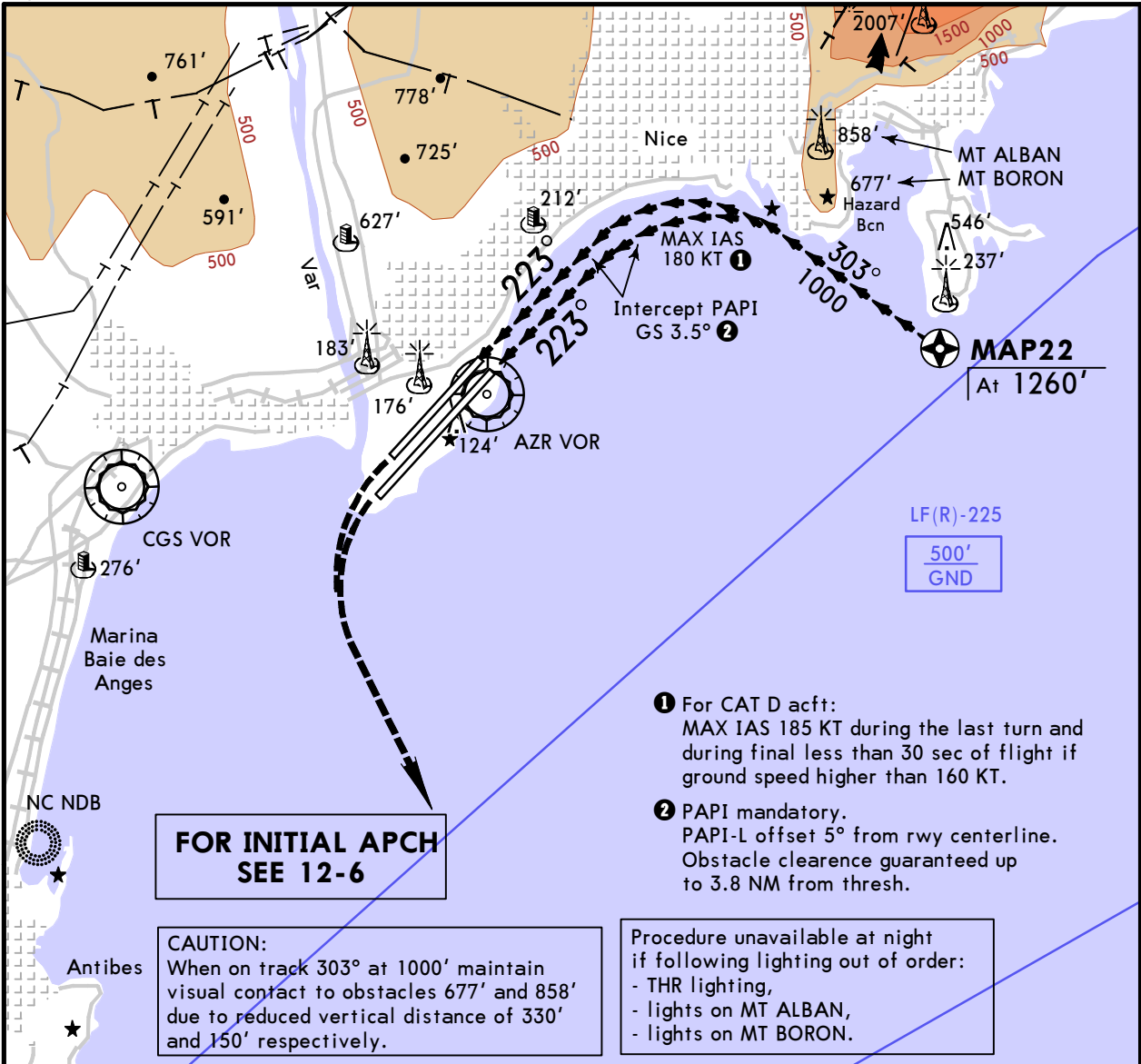
LFMN/NCE

25 DEC 15
Eff 7 Jan

JEPPES NICE/COTE D'AZUR, FRANCE
NICE/COTE D'AZUR
VPT D 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 12-6.

Standard

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

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LFMN/NCE

25 DEC 15
Eff 7 Jan

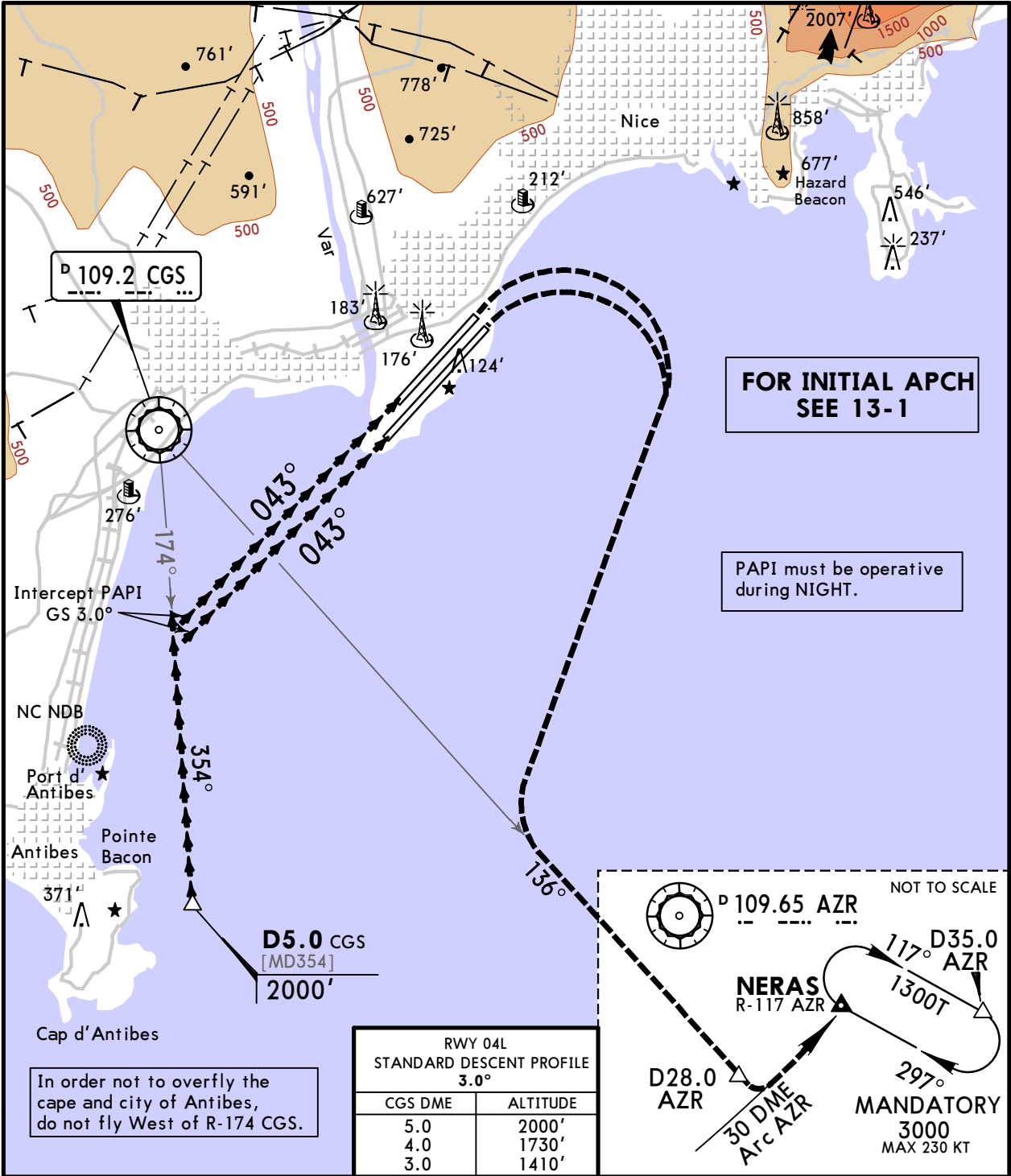
JEPPSENNICE/COTE D'AZUR, FRANCE

13-1A

NICE/COTE D'AZUR
VPT A Rwy 04L/R

Apt Elev 12'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



GO AROUND:

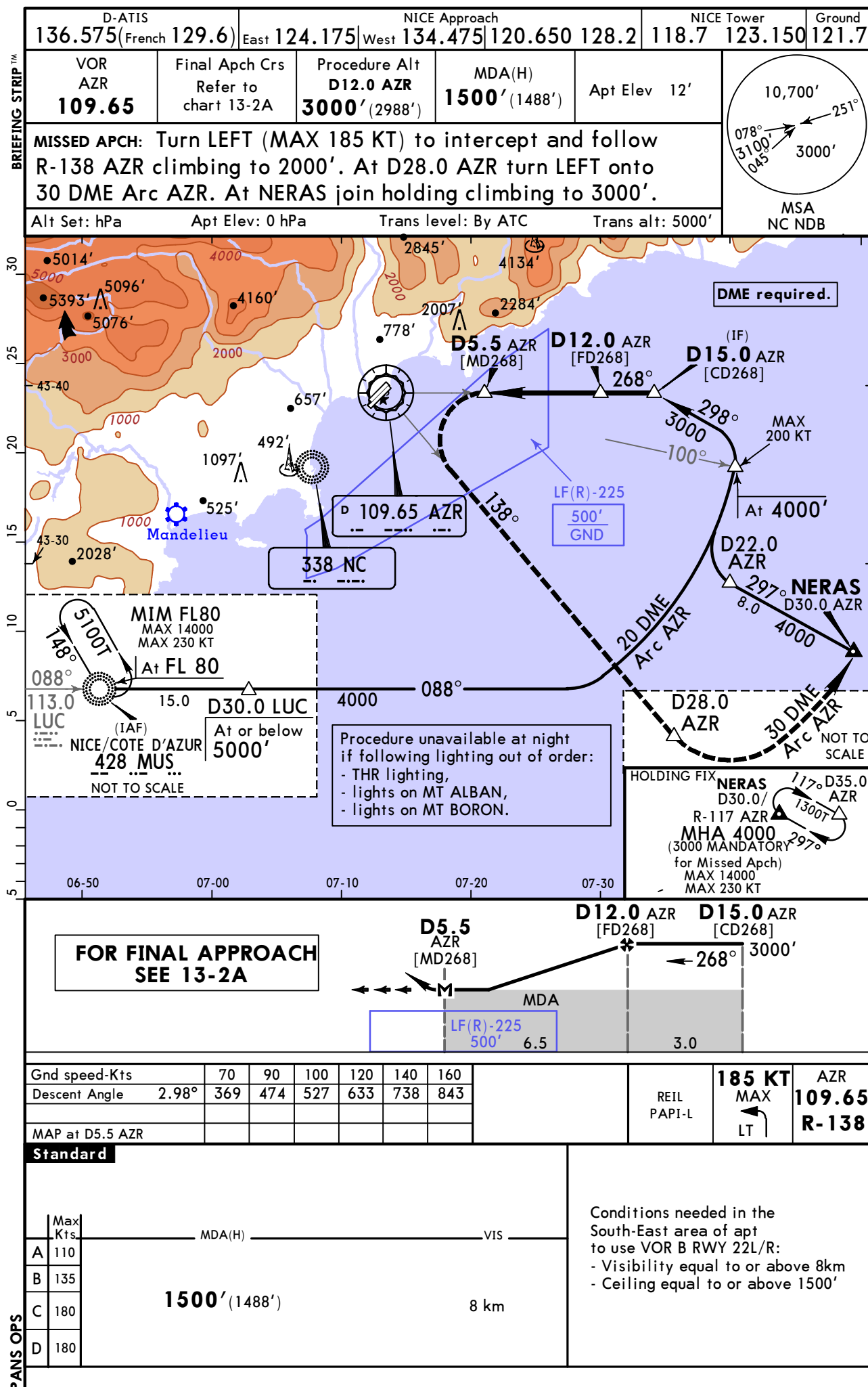
Turn RIGHT when overflying extremity of rwy and climb to 2000'.
Intercept and follow R-136 CGS maintaining 2000'.
At D28.0 AZR turn LEFT to follow 30 DME Arc AZR.
At NERAS climb to 3000' and join holding.

Standard

CEILING REQUIRED

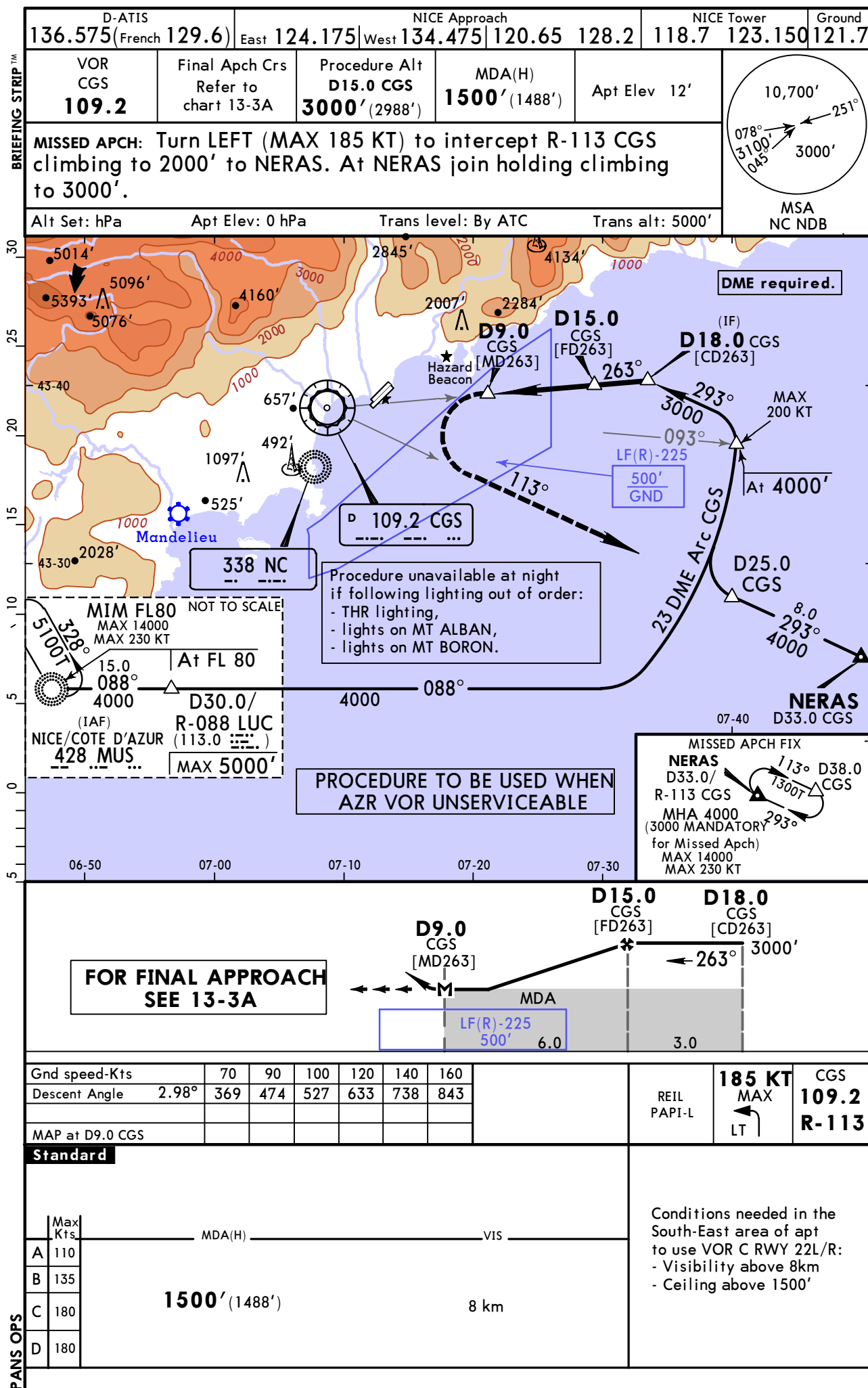
Max Kts	MDA(H)	CEIL-VIS
A 110	2000' (1988')	3000' - 10 km I
B 135		
C 180		
D 205		

I CEIL and VIS required within Southwest sector of apt.

LFMN/NCE
NICE/COTE D'AZUR
25 DEC 15
Eff 7 Jan
13-2
JEPPESSEN NICE/COTE D'AZUR, FRANCE
VOR B Rwy 22L/R


LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15

Eff 7 Jan
13-3
JEPPESSEN NICE/COTE D'AZUR, FRANCE
VOR C Rwy 22L/R


LFMN/NCE

25 DEC 15
Eff 7 Jan

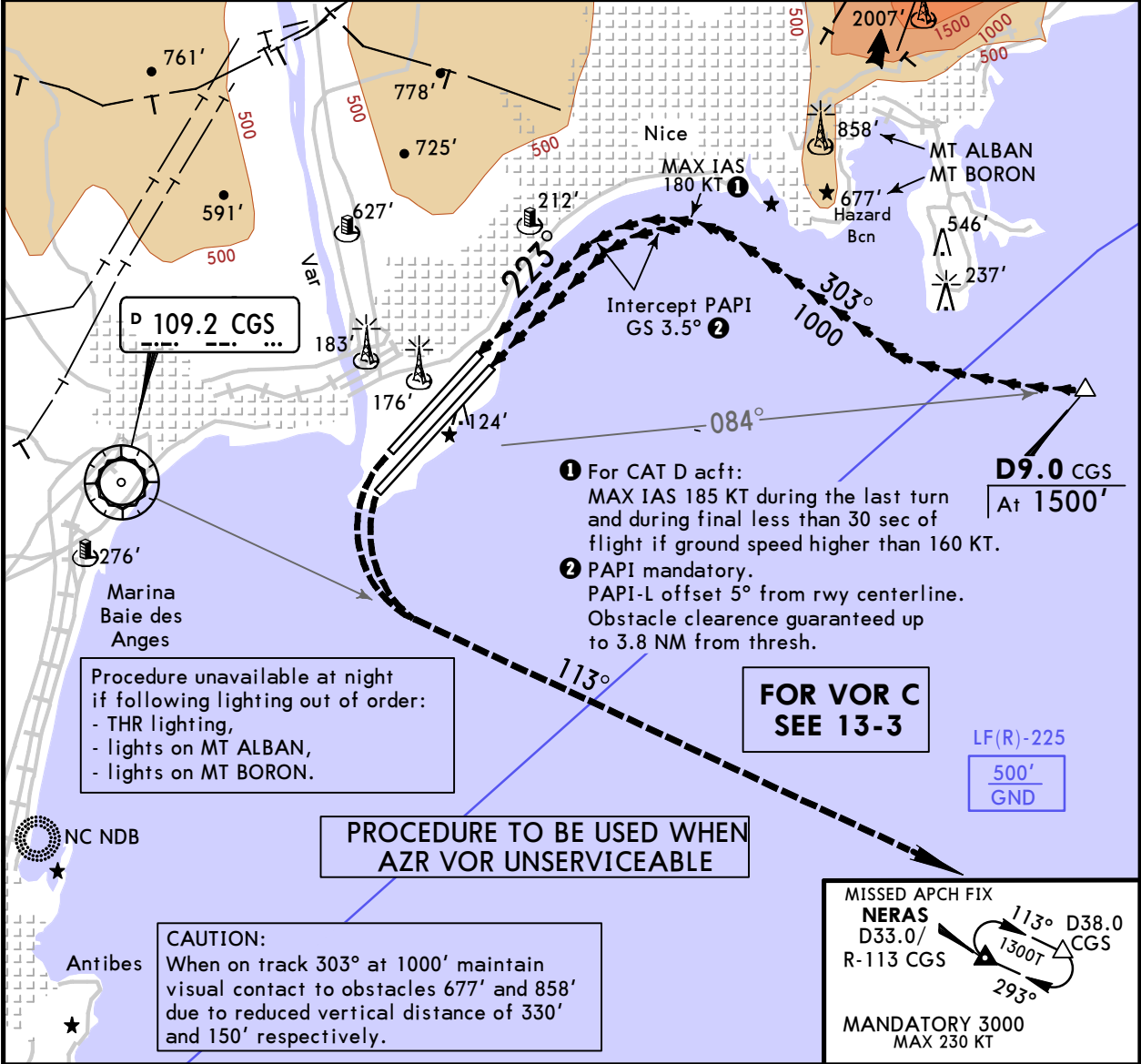
JEPPESEN/NICE/COTE D'AZUR, FRANCE

13-3A

NICE/COTE D'AZUR
VPT C Rwy 22L/R

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-113 CGS to NERAS.
At NERAS join holding climbing to 3000'.

Standard

	Max Kts
A	110
B	135
C	180
D	180

MDA(H) _____ VIS _____
1500' (1488') 8 km

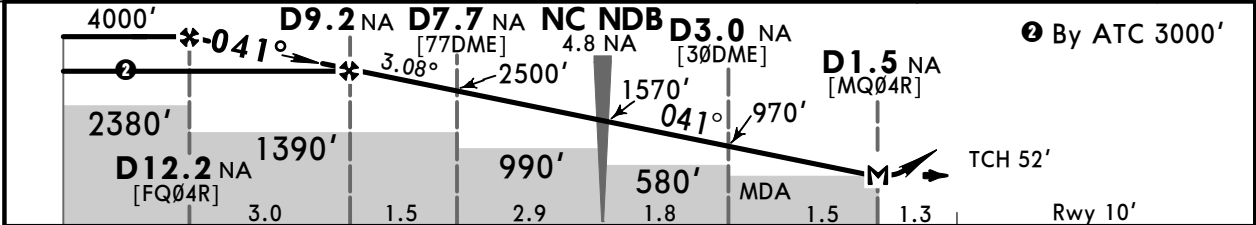
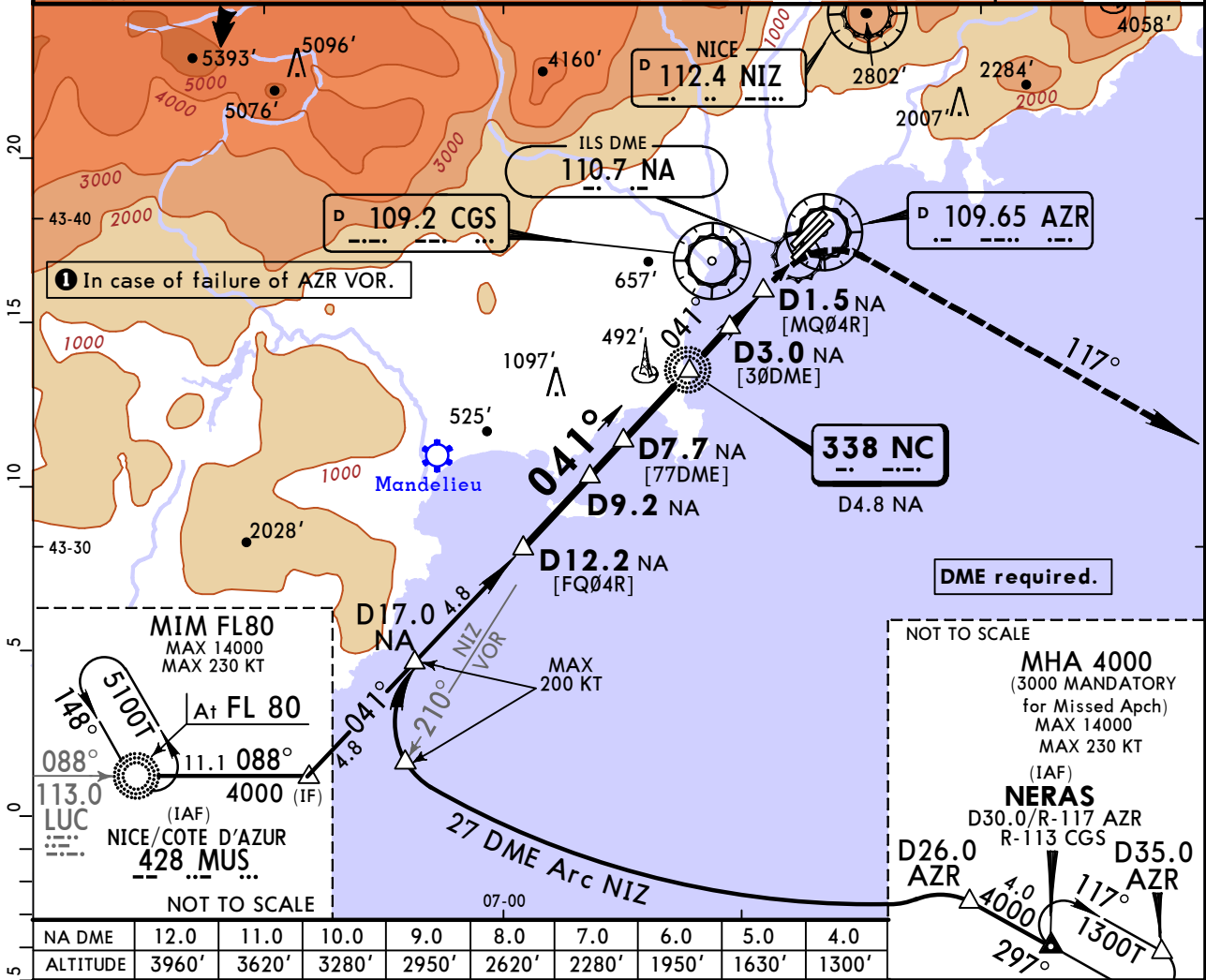
Conditions needed in the South-East area of apt to use VOR C RWY 22L/R:
- Visibility above 8km
- Ceiling above 1500'

LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan 16-1

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

D-ATIS 136.575 (French 129.6)		NICE Approach East 124.175 West 134.475 120.650 128.2				NICE Tower 118.7 123.150		Ground 121.7
NDB NC 338	Final Apt Crs 041°	Procedure Alt D9.2 NA 3000' (2990')	DA/MDA(H) 500' (490')	Apt Elev 12' Rwy 10'		 MSA NC NDB		
MISSED APCH: Turn RIGHT (MAX 200 KT) to intercept and follow R-117 AZR (OR-113 CGS) climbing to 2000' to NERAS, then turn LEFT onto 087° 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.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R		200 KT MAX RT	AZR 109.65 R-117
Descent Angle	3.08°	381	490	545	654	763				
MAP at D1.5 NA										

Standard STRAIGHT-IN LANDING RWY 04R					CIRCLE-TO-LAND 2 Prohibited Northwest of runway				
CDFA DA/MDA(H) 500' (490')					Max Kts	MDA(H)		VIS	
A	RVR 1500m				110	770' (760')		2500m	
B					135				
C	CMV 2300m				180	1710' (1700')		3700m	
D					205	2400' (2390')		4500m	

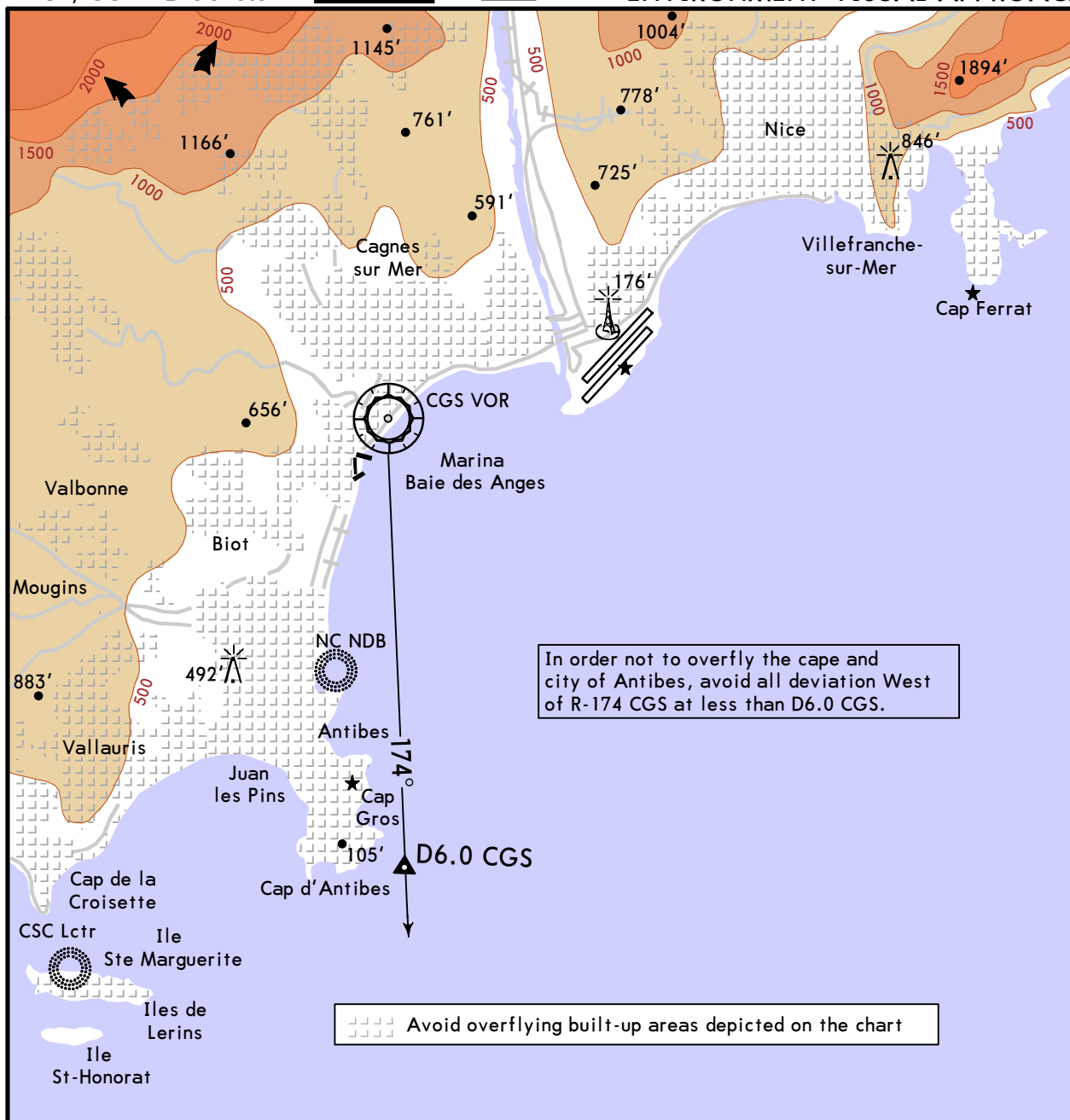
1 For add-on to the MDA(H), see ATC pages FRANCE. **2** Circling height based on rwy 04R thresh elev of 10'.

LFMN/NCE
NICE/COTE D'AZUR

25 DEC 15
Eff 7 Jan

JEPPESSEN
19-10

NICE/COTE D'AZUR, FRANCE
ENVIRONMENT-VISUAL APPROACH



Visual Approach clearance delivered on pilot request or ATC proposal

Instructions, except for safety requirement:

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

Visual approach conditions:

When RWY 22 in use, visual approaches are forbidden when lighting and weather conditions for RNAV D (GNSS) or VOR B or C procedure implementation are not provided.

Chart changes since cycle 26-2015

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)	10-1P	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	25 Dec 2015	07 Jan 2016
REV	AIRPORT	10-9	25 Dec 2015	07 Jan 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 04L	11-1	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 04R	11-2	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Z RWY 04L	12-1	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Z RWY 04L MNM...	12-1A	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Y RWY 04L	12-2	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Y RWY 04L MNM...	12-2A	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) A RWY 04L/R	12-3	25 Dec 2015	07 Jan 2016
REV	VPT A RWY 04L/R (AFTER RN...	12-3A	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Z RWY 04R	12-4	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Y RWY 04R	12-5	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) Y RWY 04R MNM...	12-5A	25 Dec 2015	07 Jan 2016
REV	RNAV (GNSS) D RWY 22L/R	12-6	25 Dec 2015	07 Jan 2016
REV	VPT D RWY 22L/R	12-6A	25 Dec 2015	07 Jan 2016
REV	VOR A RWY 04L/R	13-1	25 Dec 2015	07 Jan 2016
REV	VPT A RWY 04L/R (AFTER VO...	13-1A	25 Dec 2015	07 Jan 2016
REV	VOR B RWY 22L/R	13-2	25 Dec 2015	07 Jan 2016
REV	VPT B RWY 22L/R	13-2A	25 Dec 2015	07 Jan 2016
REV	VOR C RWY 22L/R	13-3	25 Dec 2015	07 Jan 2016
REV	VPT C RWY 22L/R	13-3A	25 Dec 2015	07 Jan 2016
REV	NDB RWY 04R	16-1	25 Dec 2015	07 Jan 2016
REV	ENVIRONMENT - VISUAL APCH	19-10	25 Dec 2015	07 Jan 2016

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 and CL: 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