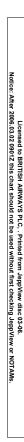
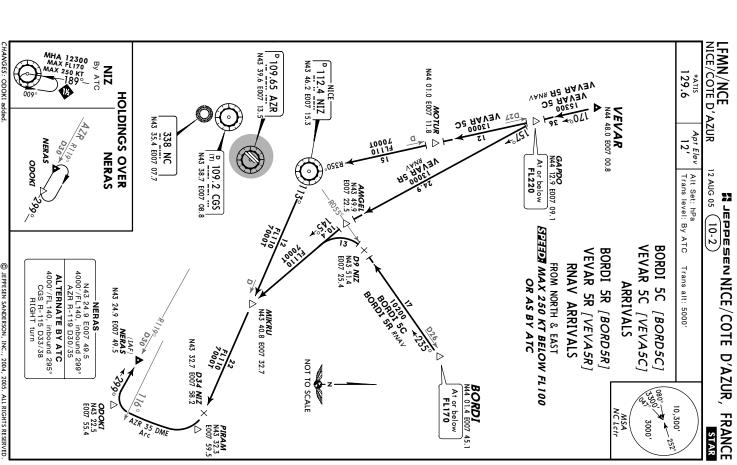
LFMN/NCE NICE/COTE D'AZUR 6165 7187 10131 • 5301 8707 125.57 Departure 4557 • 5705 • 5994 13000 10310 ALBENGA NDB Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 03-06.

Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs 7011 \*NICE Approach 124.17 130.82 5338 4278' 00 NM 5662 NICE LEZ NDB 2595′ • 2002 8500 7000 6367 Arrival 6331 CAGNES-SUR-MER VOR DME 5118 5787 2061 15 APR 05 0 NICE RADAR LF(R) 2267 2163 RJEPPESEN NICE/COTE D'AZUR, FRANCE ROS (10-1R) RADAR MINIMUM ALTITUDES 3000 Apt Elev 12' 5500 2668 MILAN LIMM
FIR COMM
MARSEILLE TERRICO LEMM
FRANCE △ PIRAM 2028 3500 43-30 LF(R) 2884' NICE NC NDB Alt Set: hPa Trans level: By ATC NERAS A 2087 3766' 2313 2000 RADAR MINIMUM ALTITUDES 2117 2756 LE LUC NDB △ MERLU Trans alt: 5000 VOR DME 4000 LF(D) 54C 2000 LF(D)-54A AZR VOR DME CANNES VOR CONTOUR 08-00 09-00





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LFMN/NCE NICE/COTE D'AZUR 12 AUG 05 (10-2A) NICE/COTE D'AZUR, FRANCE STAR

\*ATIS 129.6 KERIT 5C [KERISC], MERLU 5C [MERLSC] Apt Elev 12' Alt Set: hPa Trans level: By ATC **ARRIVALS** Trans alt: 5000' 10,300′

KERIT 5R [KERI5R], LONSU 5R [LONS5R]

SODRI 5R [SODR5R]

OR AS BY ATC

-NICE-



SAINT TROPEZ 116.5 STP 1... ----N43 13.2 E006 36.1 **©** 338 NC | N43 35.4 E007 07.7 N43 38.7 E007 08.8 N43 09.7 E007 43.8 **MERLU** N43 04.8 E007 47.6 -099° - 055° A \*ODOKI N43 22.5 E007 55.4 KERIT 5R ←274 -099° D79 D79 D At or below **FL 170** 

HOLDING OVER
NERAS

ALTERNATE BY ATC

NERAS

N43 24.9 E007 49.5

4000'/FL140, inbound 299°

AZR R-119 D30/35

D LE LUC D 113.0 LUC N43 23.0 E006 15.4

4000'/FL140, inbound 295° CGS R-115 D33/38 RIGHT turn

**NERAS** ODOKI NOT TO SCALE

© JEPPESEN SANDERSON, INC

At or below **FL170** 

STATEM MAX 250 KT BELOW FL 100 112.4 NIZ | N43 46.2 E007 15.3 RNAV ARRIVALS FROM SOUTH LONSU N42 46.6 E008 01.4 RS USNO. 20°02, +353° **SODRI** N43 00.8 E008 22.3 MSA NC Lctr

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Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs

LFMN/NCE
NICE/COTE D'AZUR 129.6

B APR 05 (10-2B) EHF 14 APR

**AMFOU** N43 35.8 €006 06.1 STEEDE MAX 250 KT BELOW FL 100 OR AS BY ATC Alt Set: hPa Trans level: By ATC Trans alt: 5000' At or below FL120 N43 30.2 E006 26.1 15.5 FL80 5000T LUC 5C AMFOU 5R [AMFO5R] RNAV ARRIVAL FROM WEST ARRIVAL LUC 5C 338 NC | N43 35.4 E007 07.7 10,300′ MSA NC Lctr

0

DIGNE 113.85 DGN N43 59.5 E006 06.1

NOT TO SCALE

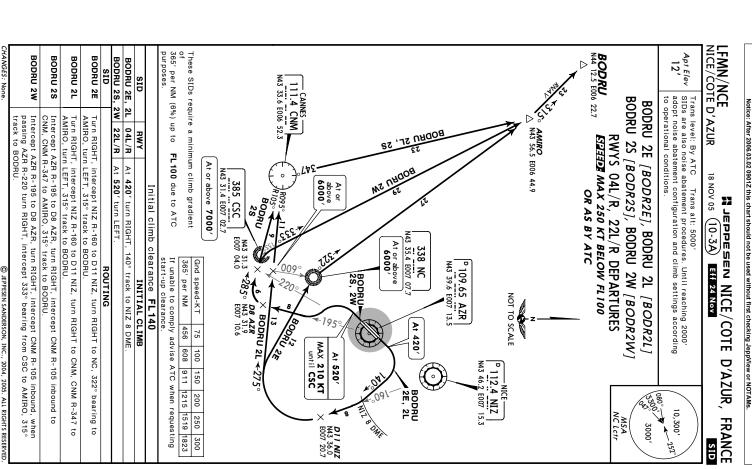
SAINT TROPEZ 116.5 STP N43 13.2 E006 36.1

0

428 MUS N43 22.9 E006 36.6

NICE \_\_\_\_\_\_NICE \_\_\_\_\_ LFMN/NCE
NICE/COTE D'AZUR ALBENGA Apt Elev 12' At 520 420 ABN 10,300 N43 46.2 E007 15.3 N44 03.4 E008 13.3 **BASIP** N43 53.5 E007 57.7 ٥ 096° BASIP 2T BASIP 2E [BASI2E], BASIP 2T [BASI2T] MAX 210 KT until CSC 3000 Trans level: By ATC Trans alt: 5000' SIDs are also noise abatement procedures. Until reaching 2000' adopt noise ment configuration and climb settings according to operational conditions. Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 03-06.

Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs At **420**′ RWYS 04L/R, 22L/R DEPARTURES D 109.2 CGS STATE MAX 250 KT BELOW FL 100 USANO N43 44.1 E007 42.8 N43 38.7 E007 08.8 BASIP 2T BASIP 2W [BASI2W] 338 NC At or below FL100 climb to assigned FL  $\bigcirc$ 18 NOV 05 N43 35.4 E007 N43 39.2 E007 35.2 OR AS BY ATC CANNES N43 38.4 E007 01.0 111.4 CNM N43 33.6 E006 52.3 D 109.65 AZR #Jeppesen NICE/COTE D'AZUR, FRANCE N43 39.6 E007 13.5 ON 089° D6.5 CGS N43 34.1 E007 BASIP 2W N43 34.0 E007 26.7 15.1 385 CSC **D8 AZR** N43 31.9 E007 10.6 **√**285∘ N43 31.3 E007 04.0 N43 31.4 E007 02.7 At or abov 7000' NOT TO SCALE BASIP 2E, 2W: Initial climb clearance JETS: FL100, PROPS: FL70 These SIDs require minimum climb gradients BASIP 2T: Initial climb clearance By ATC INITIAL CLIMB SID RWY BASIP 2E, 2T 365' per NM (6%) up to FL100 due to ATC **BASIP 2E** 04L/R At 420' turn RIGHT, 140° track to NIZ 8 DME 2W 22L/R At 520' turn LEFT BASIP 2T. BASIP 2W 425' per NM (7%) up to FL70 due to ATC SID ROUTING Turn LEFT, intercept CGS R-089, turn LEFT, intercept 049° bearing towards ABN via USANO to BASIP. **BASIP 2E** abate-Gnd speed-KT 75 100 150 200 250 300 Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 350° bearing from CSC, turn RIGHT, intercept CNM R-053 to NIZ, NIZ R-096 to USANO, intercept 049° bearing towards ABN to BASIP. BASIP 2T 456 608 911 1215 1519 1823 365' per NM 425' per NM 532 709 1063 1418 1772 2127 Intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089, turn LEFT, intercept 049° bearing towards ABN via USANO to BASIP. BASIP 2W If unable to comply advise ATC when requesting start-up clearance



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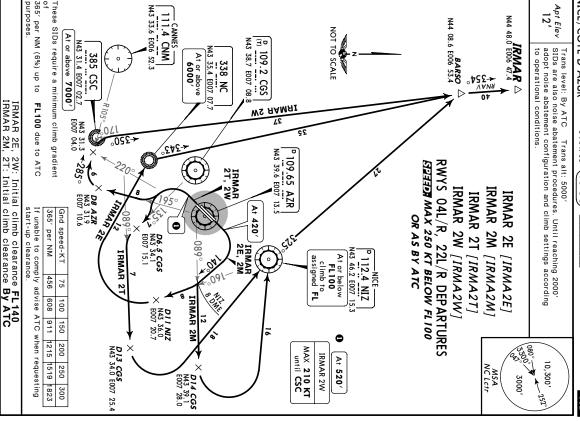
Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs

Notice: After 2006.03.02 09012 this chart should not be used without first checking Jeppview or NOTAMs.

**EPOLO** N42 53.0 △ E006 32.1 △ LFMN/NCE
NICE/COTE D'AZUR EPOLO 2W (JET ONLY) (PROP ONLY) EPOLO 2E (PROP ONLY) EPOLO 2S [EPOL2S], EPOLO 2W [EPOL2W] Apt Elev EPOLO 2E [EPOL2E], EPOLO 2L [EPOL2L] SID NOT TO SCALE RWYS 04L/R, 22L/R DEPARTURES SAINT TROPEZ STEEDE MAX 250 KT BELOW FL 100 N43 13.2 E006 36. Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures. Until reaching 2000' to operational conditions. adopt noise abatement configuration and climb settings according 22L/R 04L/R RWΥ OR AS BY ATC EPOLO 2E, 2W: Initial climb clearance **FL100** At **520'** turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to LERMA, 234° track to EPOLO. At **420**' turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound to LERMA, 234° track to EPOLO. At **420**' turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-059 inbound to D26 STP, turn LEFT, EPOLO 2L, 2S: Initial climb clearance FL70 D 109.2 CGS (T) 109.2 CGS N43 38.7 E007 08.8 track, turn RIGHT, intercept STP R-065 inbound to D24 STP, turn LEFT, At 520' turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° ntercept NIZ R-200 to RESBO, 227° track to EPOLO intercept NIZ R-200 to RESBO, 227° track to EPOLO. N43 35.4 E007 07.7 338 NC **RESBO** N43 10.6 E006 57.6 8 APR 05 (10-3B) ₩JEPPESEN NICE/COTE D'AZUR, FRANCE D26 STP N43 26.5 E007 06.7 EPOLO 2S, 2W At or above 6000' NITIAL CLIMB/ROUTING At 520' **D24 STP** N43 23.2 E007 05.9 . } LERMA N43 10.0 E007 04.4 start-up clearance. If unable to comply advise ATC when requesting 425' per NM (7%) up to **FL70** due to ATC These SIDs require a minimum climb gradient Gnd speed-KT 425' per NM Eff 14 Apr D34 STP At 420' **D34 NIZ** N43 12.3 E007 12.0 At or above 6000' 0 EPOLO 2W 532 709 1063 1418 1772 2127 **D8 CGS** N43 33.1 E007 16.5 75 100 150 200 22 DWE | 112.4 NIZ | N43 46.2 E007 15.3 MIZ 16 DME At or above 6000' At or above 6000' **D11 NIZ** N43 36.0 E007 20.7 EPOLO 2S 10,300′ MSA NC Lctr 250 300 SID

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Notice: After 2006.03.02.0901Z this chart should not be used without first checking JeppView or NOTAMs.



IRMAR 2M

IRMAR

RWY

SID

IRMAR 2W

At **520'** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 350° bearing from CSC to BARSO, 354° track to IRMAR.

At  $520^{\circ}$  turn LEFT, intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089 to D13 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 354° track

At 420' turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 343° bearing to BARSO, 354° track to IRMAR.

At 420' turn RIGHT, 140° track to NIZ 8 DME, turn LEFT, intercept CGS R-089 to D14 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, turn RIGHT, 354° track

INITIAL CLIMB/ROUTING

IRMAR 2T

22L/R

to IRMAR.

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LFMN/NCE

NICE/COTE D'AZUR

8 APR 05 (10-3D)

EHF 14 APF

SID

These SIDs require a minimum climb gradient of 425' per NM (7%) up to FL70 due to ATC SAINT TROPEZ 116.5 STP N43 13.2 E006 36.1 (JET ONLY) start-up clearance f unable to comply advise ATC when requesting 425' per NM Gnd speed-KT Apt Elev (PROP ONLY) (JET ONLY) (PROP ONLY) 338 NC N43 35.4 E007 07.7 N43 38.7 E007 08.8 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. 04L/R 22L/R 532 709 | 1063 | 1418 | 1772 | 2127 100 | 150 | 200 | 250 | 300 LONSU 2E, 2W: Initial climb clearance **FL100** At 420° turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept NIZ R-099 via OMARD to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU. At **420**' turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 to MERLU, turn RIGHT, LONSU 2L, 2S: Initial climb clearance FL70 At **520'** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 to MERLU, turn NIZ R-172 to D36 NIZ, turn LEFT, At 520' turn LEFT, intercept CGS R-135, turn RIGHT, intercept MERLU, turn RIGHT, intercept NIZ R-150 to LONSU. intercept NIZ R-150 to LONSU At 420' At or above 6000' NIZ 18 DME At 520' **D36 NIZ** N43 10.6 E007 22.1 **LONSU 2S** 099 N43 46.2 E007 15.3 **D11 NIZ** N43 36.0 E007 20.7 TIAL CLIMB/ROUTING © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED , intercept STP R-099 via OMARD to At or above 6000′ OMARD N43 06.3 E007 35.5 STEED MAX 250 KT BELOW LONSU 2W [LONS2W] RWYS 04L/R, 22L/R LONSU 2S [LONS2S] LONSU 2L [LONS2L] LONSU 2E [LONS2E] FL 100 OR AS BY ATC **DEPARTURES LONSU** △ N42 46.6 E008 01.4 NOT TO SCALE **MERLU** N43 04.8 E007 47.6 10,300′ NC Lctr

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Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LFMN/NCE NICE/COTE D'AZUR

8 APR 05

(10-3E)

Eff 14 Apr

SID

#JEPPESEN NICE/COTE D'AZUR, FRANCE

365' per NM (6%) up to FL100 due to ATC These SIDs require a minimum climb gradient Apt E/ev SIDs are also noise abatement procedures. Until reaching 2000' OKTET 2E SID OKTET N44 29.1 E006 34.2 to operational conditions. adopt noise abatement configuration and climb settings according **AMIRO** N43 56.5 E006 44.9 At **420'** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn RIGHT, intercept CNM R-347 to OKTET. OKTET 2L [OKTE2L], OKTET 2M [OKTE2M] At or above 6000' N43 33.6 E006 52.3 CANNES 111.4 CNM OKTET 2E, 2L: Initial climb clearance **FL 140** OKTET 2M: Initial climb clearance **By ATC** SII SII MAX 250 KT BELOW FL 100 RWYS 04L/R DEPARTURES (T) 109.2 CGS N43 38.7 E007 08. OKTET 2E [OKTE2E] × 009 OR AS BY ATC **BARSO** N44 08.6 E006 53.4 િ INITIAL CLIMB/ROUTING OKTET 2L ←27 At 420' At or above 6000' 338 NC | N43 35.4 E007 07.7 If unable to comply advise ATC when requesting start-up clearance. Gnd speed-KT 365' per NM 089 NICE 112.4 NIZ N43 46.2 E007 15 At or below FL 100 climb to assigned **FL** 456 608 911 1215 1519 1823 75 100 | 150 | 200 | 250 | 300 OKTET 2M NOT TO SCALE **D11 NIZ** N43 36.0 E007 20.7 7 (3500) N43 39.1 E007 28.0 10,300' MSA NC Lctr

OKTET 2L

At **420'** turn RIGHT, 140° track to NIZ 8 DME, turn LEFT, intercept CGS R-089 to D14 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 326° track to OKTET.

At **420'** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 via AMIRO to OKTET.

Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 03-06.

CANNES

111.4 CNM

N43 33.6 E006 52.3 LFMN/NCE NICE/COTE D'AZUR Apt Elev 12' OKTET 2T OKTET 2W OKTET 2S SID N44 29.1 E006 34.2 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. **AMIRO** N43 56.5 E006 44.9 At **520'** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when passing AZR R-220 turn RIGHT, intercept 333° bearing from CSC to AMIRO, turn RIGHT, intercept CNM R-347 to OKTET. At or above 7000' At **520**' turn LEFT, intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089 to D13 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 326° track to OKTET At **520'** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 via AMIRO to OKTET. 385 CSC N43 31.4 E007 02.7 OKTET 2T [OKTE2T], OKTET 2W [OKTE2W] N43 35.4 E007 OKTET 2S, 2W: Initial climb clearance **FL 140**OKTET 2T: Initial climb clearance **By ATC** 338 NC SIJAAA MAX 250 KT BELOW FL100 8 APR 05 (10-3F) N43 38.7 E007 08.8 (T) 109.2 CGS RWYS 22L/R DEPARTURES **BARSO** N44 08.6 E006 53.4 OKTET 2S [OKTE2S] #JEPPESEN NICE/COTE D'AZUR, FRANCE 04.0 OR AS BY ATC ⓒ 285° INITIAL CLIMB/ROUTING start-up clearance. 365' per NM Gnd speed-KT Eff 14 Apr If unable to comply advise ATC when requesting 365' per NM (6%) up to **FL100** due to ATC purposes. These SIDs require a minimum climb gradient At or below FL 100 assigned FL 112.4 NIZ | 43 46.2 E007 15.3 **D6.5 CGS** N43 34.1 E007 15.1 climb to · NICE -P 109.65 AZR N43 39.6 E007 13.5 OKTET 2T intercept 333° bearing from 75 456 608 911 100 150 NOT TO SCALE **D13 CGS** N43 34.0 E007 25.4 1 (3500 ) MAX 210 KT until CSC 1215 1519 1823 At 520' 200 OKTET 2S, 2W 10,300′ MSA NC Lctr 250 300 SID

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PERUS 2S,

2W 22L/R

At 520' turn LEFT

PERUS 2W PERUS 2S PERUS 2L PERUS 2E

Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound, when Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS. Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS. Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn LEFT, intercept NIZ R-295 to PERUS.

passing AZR R-220 turn RIGHT, intercept 333° bearing from CSC to AMIRO, turn

② JEPPESEN SANDERSON, INC.

intercept NIZ R-295 to PERUS

PERUS 2E, 2L 04L/R

At 420' turn RIGHT, 140° track to NIZ 8 DME

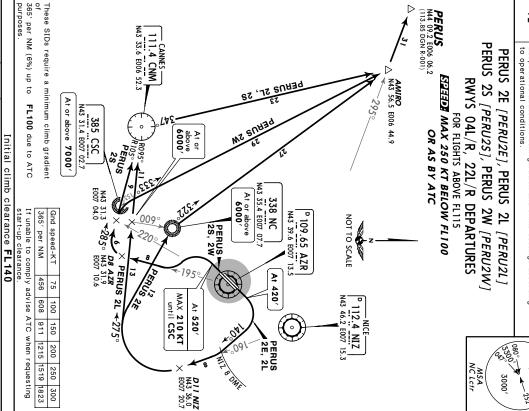
NITIAL CLIMB

SID

R₩Y

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### LFMN/NCE NICE/COTE D'AZUR Apt E/ev | Trans level: By ATC Trans alt: 5000' | SIDs are also noise abatement procedures. Until reaching 2000' adopt noise abatement configuration and climb settings according 8 APR 05 (10-3G) ₩JEPPESEN NICE/COTE D'AZUR, FRANCE Eff 14 Apr 1 (3300 - 252°) 10,300′ SID



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₩JEPPESEN NICE/COTE D'AZUR, FRANCE

## LFMN/NCE NICE/COTE D'AZUR

8 APR 05 (10-3H)

Eff 14 Apr

SID

Apt Elev 12'

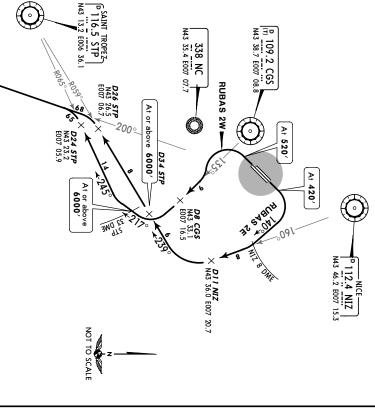
Trans level: By ATC Trans alt: 5000'
SIDs are also noise abatement procedures Until reaching 2000'
adopt noise abatement configuration and climb settings according

to operational conditions.

RUBAS 2E [RUBA2E], RUBAS 2W [RUBA2W] RWYS 04L/R, 22L/R DEPARTURES JET ONLY



MAX 250 KT BELOW FL100 OR AS BY ATC



		N42 22.6 E006 34.1	
If unable to comply advise ATC when requesting start-up clearance.	425' per NM	Gnd speed-KT 75 100 150 200 250 300	425' per NM (7%) up to <b>FL70</b> due to ATC purposes.
oly ad	532 709 1063 1418 1772 2127	75	up to
vise A	709	100	, ,
TC w	1063	150	70 d
hen re	1418	200	Je to
eques	1772	250	АТС
ting	2127	300	

These SIDs require a minimum climb gradient

RUBAS 2E	04L/R	RUBAS 2E   04L/R   At 420' turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to
		D11 NIZ, turn RIGHT, intercept STP R-059 inbound to D26 STP, turn
		LEFT, intercept NIZ R-200 to RUBAS.
RUBAS 2W	22L/R	RUBAS 2W 22L/R At 520' turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217°
		track, turn RIGHT, intercept STP R-065 inbound to D24 STP, turn LEFT,
		intercept NIZ R-200 to RUBAS.

SODRI 2W (JET ONLY)

SODRI 2S (PROP ONLY)

22L/R

At \$20', turn LEFT, intercept OGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.

At **520'** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 via MERLU to SODRI

SODRI 2E (JET ONLY)

04L/R

At **420'** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 via MERLU to SODRI.

INITIAL CLIMB/ROUTING

At **420'** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.

SID

SODRI 2L (PROP ONLY)

RWY

INITIAL CLIMB/ROUTING

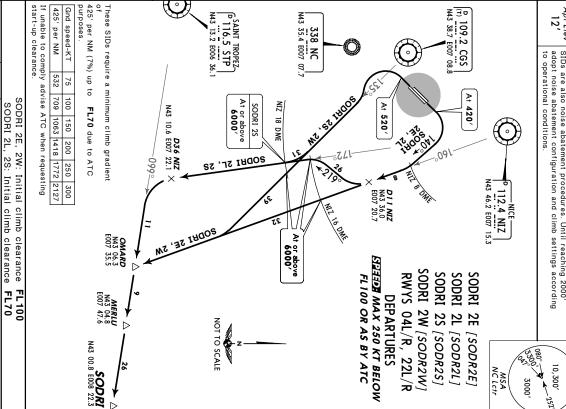
clearance FL100

CHANGES: Chart reindexed; SIDs renumb 2004, 2005. ALL RIGHTS RESERVED

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### LFMN/NCE NICE/COTE D'AZUR Apt Elev | Trans level: By ATC Trans alt: 5000' | SIDs are also noise abatement procedures. Until reaching 2000' | adopt noise abatement configuration and plants continued to the configuration and continued to the continued to th 8 APR 05 (10-3J) ₩JEPPESEN NICE/COTE D'AZUR, FRANCE Eff 14 Apr .u,300' 251'\ SID



LFMN/NCE
NICE/COTE D'AZUR Apt Elev NOT TO SCALE STP 2E, STP 2L, STP 2S, STP 2W RWYS 04L/R, 22L/R DEPARTURES SIZIII MAX 250 KT BELOW FL 100 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. Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs OR AS BY ATC N43 38.7 E007 08.8 N43 35.4 E007 07.7 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 03-06. 109.2 CGS 338 NC 8 APR 05 (10-3K) ₩JEPPESEN NICE/COTE D'AZUR, FRANCE D26 STP N43 26.5 E007 06.7 At or above 6000' At 520' N43 23.2 E007 05.9 Eff 14 Apr D34 STP At 420' STP 2L At or above 6000' **D8 CGS** N43 33.1 E007 16.5 STP 2W P 112.4 NIZ N43 46.2 E007 15.3 MIZ 16 DME At or above 6000' At or above 6000' **D11 NIZ** N43 36.0 E007 20.7 STP 2S 10,300' MSA NC Lctr

These SIDs require a minimum climb gradient

(JET ONLY)

04L/R R≪Y

SID

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

INITIAL CLIMB/ROUTING

(PROP ONLY)

VAREK 2W (JET ONLY)

(PROP ONLY)

22L/R

cept NIZ R-160 to VAREK

At **520'** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 to OMARD, turn RIGHT, intercept NIZ R-160 to VAREK.

At **520'** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 via OMARD to VAREK.

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At **420'** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 to OMARD, turn RIGHT, inter-At **420'** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 via OMARD to VAREK.

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STP 2L (PROP ONLY) (PROP ONLY) pur pos es 425' per NM (7%) up to FL70 due to ATC STP 2W (JET ONLY) STP 2E SID 04L/R 22L/R R₩Y track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound via LERMA to STP. At 520' turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° At **420'** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-184 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound via LERMA to STP. At **420'** turn RIGHT, 140° track to NIZ 8 DME, intercept NIZ R-160 to D11 NIZ, turn RIGHT, intercept STP R-059 inbound to D26 STP, turn LEFT, intercept NIZ R-200 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound intercept NIZ R-200 to D34 NIZ, turn RIGHT, intercept STP R-099 inbound At 520' turn LEFT, intercept CGS R-135 to D8 CGS, turn RIGHT, 217° STP 2E, 2W: Initial climb clearance FL100 STP 2L 2S: Initial climb clearance FL70 **LERMA** N43 10.0 E007 04.4 **D34 NIZ** N43 14.3 E006 59.3 NITIAL CLIMB/ROUTING start-up clearance. If unable to comply advise ATC when requesting 425' per NM Gnd speed-KT **D34 NIZ** N43 12.3 E007 12.0 532 709 1063 1418 1772 2127 100 150 200 250 300 SID

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LFMN/NCE NICE/COTE D'AZUR Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs 8 APR 05 (10-3L) MJEPPESEN NICE/COTE D'AZUR, FRANCE Eff 14 Apr SID

start-up clearance. If unable to comply advise ATC when requesting 425' per NM (7%) up to **FL70** due to ATC These SIDs require a minimum climb gradient Apt Elev | Trans level: By ATC Trans alt: 5000' | SIDs are also noise abatement procedures. Until reaching 2000' | adopt noise abatement configuration and other control of the control of Gnd speed-KT SAINT TROPEZ 116.5 STP N43 13.2 E006 36.1 425' per NM 338 NC N43 35.4 E007 07.7 (T) 109.2 CGS N43 38.7 to operational conditions. adopt noise abatement configuration and climb settings according 532 7 08. 75 | 100 | 150 | 200 | 250 | 300 ( 。 709 |1063 |1418 |1772 |2127 At 420' At or above 6000' NIZ 18 DME At 520' **D36 NIZ** N43 10.6 E007 22.1 VAREK 2S N43 46.2 E007 15.3 **D11 NIZ** N43 36.0 E007 20.7 -NICE At or above 6000' SIZEE MAX 250 KT BELOW VAREK 2W[VARE2W] VAREK 2S [VARE2S] VAREK 2L [VARE2L] RWYS 04L/R, 22L/R VAREK 2E [VARE2E] FL 100 OR AS BY ATC **DEPARTURES** OMARD N43 06.3 E007 35.5 NOT TO SCALE 1 (080° 152°) **VAREK** N42 18.8 E007 58.8 MSA NC Lctr 10,300'

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LFMN/NCE

MICE/COTE D'AZUR, FRANCE

NICE/COTE D' AZUR

8 APR 05

(10-4) Eff 14 Apr

# NOISE ABATEMENT PROCEDURES

SUMMER : LT minus 2 HOURS
WINTER : LT minus 1 HOUR = UTC (Z) = UTC (Z)

### 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

CAO PANS-OPS provisions, Volume I.

## Land overflying traffic

Except when complying with published approach procedures, the land overflying traffic must be operated above 5000' AGL. This provision is also applicable in visual approach procedure (Environment - Visual Approach Chart 19-4)

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

or ambulance flights, aircraft operating for government representatives or aircraft mentioned in article C. 110-2 of Civil Aviation Code. These restrictions do not apply to aircraft emergency for flight safety reasons, humanitarian

## RUNWAY USAGE

Runways 04L/22R are the preferred landing runways

Take-offs are carried out on runways 04R/22L

### ARRIVALS

Avoid increases in power and thrust during final approach whenever possible

## Configuration 04:

approach charts. Landing gear extention recommended after NC. When performing a straight-in approach do not exceed 200 KT at points shown on

above 3000') South-West-sector from airport: ground visibility greater than or equal to 10 km, ceiling at or arrival routes when weather conditions enable these procedures to be applied (within Due to noise nuisances on the towns of Antibes-Juan les Pins, Vallauris-Golfe Juan and Cannes, circle-to-land procedure "RIVIERA" shown on charts 19-1 and 19-1A are preferred

## Configuration 22:

Visual approaches

Avoid overflying the towns Cap Ferrat, Villefranche-sur-Mer and Nice

Pilots shall comply with instructions of the Environment - Visual Approach Chart (19-4), in

- do not fly over land below 5000' AGL;
- west of CGS R-176 within 6 NM; in configuration 04, in order not to overfly the Cap and the town of Antibes, avoid to fly
- in configuration 22, avoid to overfly the towns of Nice, Villefranche-sur-Mer and Cap

## DEPARTURES

2M (Rwy 04) or IRMAR 2T and OKTET 2T (Rwy 22) shall be used Between 2200-0730LT for departures via IRMAR and OKTET SIDs IRMAR 2M and OKTET procedure according to the current operational conditions. Up to 2000' use climbing configuration and power setting corresponding to low noise

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MJEPPESEN NICE/COTE D'AZUR, FRANCE

Eff 14 Apr

8 APR 05 (10-4A)

NICE/COTE D' AZUR

# NOISE ABATEMENT PROCEDURES

# NIGHTTIME RESTRICTIONS

allowed to aircraft of chapter 3' (turbojet aircraft whose noise certification is according to ICAO Annex 16, respect to permissible noise limits defined in this chapter, being less than 5 EPNdb) are not Volume I, Part II, Chapter 3, which have a cumulated margin of certified noise levels with Jet aircraft not licensed according to ICAO Annex 16, Volume I, Chapter 3 and 'the most noisy

- take-off between 2315-0600LT of departure from parking area;
- land between 2330-0615LT of arrival on parking area

These restrictions do not apply to

- aircraft in emergency for flight safety reasons
- humanitarian or ambulance flights;
- aircraft operating for government representatives;
- aircraft mentioned in article C. 110-2 of Civil Aviation Code

## REVERSE THRUS

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

## RUN-UP TESTS

on a stationary aircraft with engines running for more than 5 minutes or with an engine power higher than those used for starting or taxiing sequences. Run-up tests are not allowed between 2100-0600LT. This includes any operation carried out

by the Prefect of the Alpes-Maritimes on prior request from the person in charge of the flight Exemptions may be granted between 2100-2300LT or 0500-0600LT for flight safety reasons (aircraft owner, technical or commercial operator)

are allowed at any time. Run-up tests of piston engine aircraft within the limits of the checks required before take-off

# AUXILIARY POWER UNITS (APUs)

 30 minutes after arrival at stand, However the use of an onboard APU is permitted except on apron K for a maximum of: Use of a ground power unit (GPU) or an electrical converter is mandatory during stopovers.

- 30 minutes before departure at stand
- for the total length of stopover, if less than 60 minutes

# Special case use of parking kilo

special operating instructions for this parking have been defined (see chart 10-9). Aircraft being to stand on this parking shall comply with these operating restrictions In order to reduce the noise and olfactive nuisances due to aircraft using the parking kilo,

- on arrival: engine stopping upon entering the parking at the 'STOP ENGINE AND APU' line
- ${ t -}$  the APU must not be used during the stop duration; if necessary, request for a GPU to the and towing to the aircraft stand
- on departure: towing to the refueling and starting area

## TRAINING FLIGHTS

Training flights of aircraft exceeding 5.7t MTOW are prohibited

Training flights of aircraft less than or equal 5.7t MTOW are prohibited between 1100-1300LT.

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

13 AUG 04 (10-6)

# **AIRPORT CHARACTERISTICS**

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

# Operational requirements for commercial operators

Operators are requested to classify the airport as Category B further to the criteria as defined by AMC/OPS 1.975 relative to aerodrome familiarisation. Captains must have followed a training program on current procedures and the basic characteristics of the airport infrastructure.

# Operational requirements for general aviation

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

# 1. TOPOGRAPHICAL AND METEOROLOGICAL FEATURES

### Location

and North, the rest surrounded by sea, limiting the surface area.

Due to the proximity and the sea and the river Var to the South there is the risk of bird hazard. (DAY time bird control from SR to SS) On the coast and in close proximity to the built-up areas of Nice to the West

# Specialised parallel runways

Due to the limited available space, the airport has dedicated close proximity parallel rwys. South rwy for take-offs and north rwy for landings. For access to the take-off rwy, taxi routes cross the active landing rwy. For rwy 04R departures access to the rwy is complex. If the crew request an arrival to rwy 04R, it is necessary that Twy W is free of all traffic and this may require a long delay.

## Obstacles/high ground

850' and 2000' peaks at 3.5 and 5 NM respectively, from rwy 22 thresholds. Peaks up to 4200' 9 NM, NW and NE of the field with peaks over 10,000 29 NM NNE.

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

# Runway direction (QFU) and wind

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

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

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

## 2. ARRIVALS

### 04 arrivals

04 landings are preferred due to the meteorology, minima and topography. They are used about 90% of the time. Rwy 04L is dedicated to landings. The 04L landing runway can be confused with Twy U. Under favourable meteorological conditions (10km/3000') the "RIVIERA RWY 04" is used, 04L is available. The 3° slope allows for Tow noise descents over Antibes. The 3° rwy 04L PAPI is situated to the RIGHT of rwy 04L theshold. Threshold height has been calibrated for CAT D acft. arrivals use the RIVIERA approach. During less favourable conditions ILS rwy avoiding overflying Cannes East, Vallauris and Antibes. About 2/3 of 04

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LFMN/NCE

13 AUG 04 (10-6A) JEPPESEN. NICE/COTE D'AZUR, FRANCE NICE/COTE D'AZUR

# AIRPORT CHARACTERISTICS

then only for a few hours at most. 22R is dedicated to landings. The 22R landing runway can be confused with twy U. Due to high ground the final approach is on a fixed track. Procedure is called "SALEYA RWY 22". Due to obstacle clearance the minima are high (8km/1500'). Under certain adverse weather conditions **22 arrivals**22 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 there is a risk of holding or diversion. To carry out this procedure aircrews should:
- check speed and acft set-up BEFORE the visual phase of the approach
- be aware of marked high obstacles on the RIGHT of base leg
- note the very short final descent at 3.5° winds. Ceiling and visibility are usually good except for a tew days a year and

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

landing on rwy 22L or 22R. Notably, the more absence of operating conditions for SALEYA 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 or limited basis. A circle-to-land will not normally be designated by NICE ATC to be used for

### 3. LANDING

On landing, thrust reversers and reverse pitch devices may only be used beyond reverse idle for technical or safety reasons (e.g. tail wind, rwy surface conditions, etc).

## 4. DEPARTURES

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

Short taxing 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 seperation of the two rwys they are not independent and require complex taxi routes for access to rwy 04R/22L and in The presence of high ground on the extended centerline of rwy 04L/R imposes 04R departures to allow for landing on rwy 04L. particular for access to rwy 04R when Twy W, marked in green, is dedicated to the landing rwy must be crossed before reaching take-off threshold 04R or 22L

a 095° RIGHT turn at 400' QFE.

### 4. HELIPORT

To the South of the field there is a Helistation that has a high traffic density. It is located 300m South of the rwy 04R/22L centerline.

Helicopter routes are limited to the SE and not above 300' QNH

07-12 LFMN/NCE

Apt Elev 12'
N43 39.9 E007 12.

\*ATIS 07-11 • 131′ 129.6 Stop engine CAUTION WHEN CLEARED FOR RWY CROSSING Read back of all holding position instructions before rwy crossing required. 12 Mg FOR PARKING POSITIONS SEE 10-9B ARP
AIS + MET
Control Tower
150' VAR 0° - 43-40 43-40 -Flight Data (Cpt) 525' 160m Stopway 2 v LEGEND 15 JUL 05 A, G2 Taxiway MJEPPESEN NICE/COTE D'AZUR, FRANCE 1.05 (10-9) NICE/COTE D'AZUR Parking area 05L/25R 2960m 121.77 o<sup>VOR</sup> Parking K:
Arrival via Twy U & towing compulsory.
Departure: Towing towards stand 1 (see 10-9B) for startup. No APU & refuelling in K area, if necessary towing to stand 1. 118.7 MIKE MS 123. 15 - 43-39 43-39 -**•**Λ 80′ \*NICE Approach (DEP) 125.57 07-11 07-13 07-14

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# IS JUL 05 (10-9A) NICE/COTE D'AZUR, FRANCE NICE/COTE D'AZUR

LFMN/NCE

B 400m	RCLM (DAY only) or RL	All	JAR-OPS TAI	CENTRAL CAUTION: Risk of confusion of rwy 04L/22R with Twy U (old rwy 05L/23R).  Birds.  Strong unbeliences and rapid changes of wind direction in vicinity of sipport.  After landing leave rwy 04L orde except by ops requirements, on or before Twy H1 or EY respect from blook, activise ATC immediately.  RWY HIR. (som) REIL CL @ PAPI-R (3.0°) VIBAL STRONG BEFOND  D spacing 15m, white.  @ PAPI-L offsts 2° from rwy centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh.  ### Treshold   Gilde Stope   TAKE-0  ### DAPI-L offsts 2° from rwy bead 8529′ (2630m)   twy B1 int 7300′ (2225m)   twy B1 int 5035′ (12015m)   twy B1 int 5035′ (1205m)   twy B1 int 5035′ (1205m
500m	NIL (DAY only)	All Rwys	TAKE-OFF	V   Old rwy 05L /23R

- 43-40 O7-12 07-13.1 LFMN/NCE 07-12.8 07-12.9 07-1**3** 07-13.3 07-13.4 07-12.1 07-12.2 07-12.3 07-12.4 07-12.6 07-12.7 07-13.5 07-12.5 ARP Control Tower AIS + MET 2A 2B Н3 3 (4A) (4B) T 6B 6A TERMINAL 1 Push-back clearance valid for 1 Min only. Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 03-06.

Notice: After 2006.03.02 09012 this chart should not be used without first checking JeppView or NOTAMs 43-39.9 43-39.9 GI 14B 12C 12A 14C 14A 1 3A 11 EG 10B 10A 8C 8A 18B 16C 16A 16C 16A MAX - 43-39.8 13 JAN 06 wingspan 92'/28.1m 26 (24D) 17 OLD RWY 021/238 MEDDE SEN CARGO (10-9B) 40B 43-39.7 43-39.7 MAX wingspan 112'/34.1m TERMINAL 2 EMY OAL 228 43-39.6 -43-39.6 46C NICE/COTE D'AZUR, FRANCE 48B 48A -48C 50B 50A 49A)D Positions 1A thru 1K are available as push/pull stands, exact position unknown. 43-39.5 43-39.5 Twy U between Twy F and C MAX wingspan 171'/52m. LEGEND 28 9 3 **c** Nose-in NICE/COTE D'AZUR Self manoeuvring stand Nose-out Taxiway 43-39.4 - 43-39.4 L X Parking area Parking sector **B1** 07-12. 07-12.1 43-39.3 07-12 07-13 07-13.5 07-12.2 07-12.3 07-12.7 07-12.9 07-12.6 07-13.2 07-13.3 07-13.4 07-13.1

20 21A thru 21D 22, 24A/C/D 25A 25B	13 thru 14C 15 thru 18A 18B thru 19B 19C 19D	10B, 10C 11, 11A 12A 12B 12C	8A 8B 8C 9	5A 5C 6A thru 6C 7A 7B, 7C	2A 2B 3 4A 4B	STAND No.
N43 39.8 E007 12.5 N43 39.7 E007 12.6 N43 39.8 E007 12.4 N43 39.6 E007 12.6 N43 39.7 E007 12.6	N43 39.8 E007 12.7 N43 39.8 E007 12.6 N43 39.8 E007 12.5 N43 39.7 E007 12.5 N43 39.7 E007 12.6	N43 39,9 E007 12.8 N43 39,8 E007 12.7 N43 39,8 E007 12.8 N43 39,9 E007 12.8 N43 39,8 E007 12.8	N43 39.8 E007 12.9 N43 39.9 E007 12.9 N43 39.8 E007 12.9 N43 39.8 E007 12.7 N43 39.9 E007 12.7	N43 39.7 E007 12.7 N43 39.7 E007 12.6 N43 39.9 E007 13.0 N43 39.7 E007 12.7 N43 39.7 E007 12.6	N43 40.0 E007 13.0 N43 39.9 E007 13.0 N43 40.0 E007 13.1 N43 39.9 E007 13.1 N43 39.9 E007 13.0	INS CO
	54C, 54D 55 57	51A 51B, 51C, 52A 52B, 52C 53 54A, 54B	47A, 47B 48A thru 48C 49A, 49B 49C 50A thru 50C	43A, 43B 44 45A 45B 46A thru 46C	26, 40A, 40B 40C 41A, 41B 42	COORDINATES STAND No.
	N43 39.4 E007 12.3 N43 39.4 E007 12.4 N43 39.4 E007 12.3	N43 39.5 E007 12.5 N43 39.5 E007 12.4 N43 39.5 E007 12.3 N43 39.4 E007 12.4 N43 39.5 E007 12.4	N43 39.6 E007 12.5 N43 39.6 E007 12.4 N43 39.6 E007 12.6 N43 39.5 E007 12.5 N43 39.5 E007 12.4	N43 39.7 E007 12.5 N43 39.6 E007 12.4 N43 39.7 E007 12.5 N43 39.6 E007 12.5 N43 39.6 E007 12.4	N43 39,8 E007 12.3 N43 39.7 E007 12.3 N43 39.7 E007 12.4 N43 39.7 E007 12.5 N43 39.7 E007 12.5	COORDINATES

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13 JAN 06 (10-9C)

MJEPPESEN NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

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CHANGES: INS coordinates.

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9 APR 04 # JEPPESENNICE/COTE D'AZUR, FRANCE (11-0) Eff 15 Apr NICE/COTE D'AZUR

# PREFERENTIAL PROCEDURES FOR LANDING

(applicable only when the meteorological conditions are fulfilled)

Preferential procedure: 'RIVIERA' Circle-to-land with prescribed flight tracks rwy 04L (Initial - chart 19-1/ Final - chart 19-1A)

### 2. RWY 22:

rwy 22R (Initial - chart 19-2/ Final - chart 19-2A) Preferential procedure: 'SALEYA' Circle-to-land with prescribed flight tracks

# SEGREGATED RWY OPERATIONS

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

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

RVR 1200m

RVR 2000m

205 2400'(2388') 4500m

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MISSED APCH: Turn RIGHT (MAX IAS 200 KT) to intercept and follow R.119 AZR climbing to 2000' to NERAS, then turn LEFT onto 089° and join holding at 3000'. Climb to 1000' prior to level acceleration. LFMN/NCE NICE/COTE D'AZUR ILS GS 3.00° or - 43-30 NOT TO SCALE (GS out) ALTITUDE ILS: Climb to 320' before initiating RIGHT turn. Do not turn before passing NC Lctr OC Descent Gradient
WAP at D1.0 NI JAR-OPS ABC: 210'(200' D: 230'(220' LF(R)-95 109.95 Missed apch climb gradient mim 3.2% NICE/COTE D'AZUR N 00 R R At FL 80 D12.2 NI DME 11.0 10.0 ALTITUDE 3620' 3280' \_ 29: 1000m 4000 06-50 Rwy Elev: 0 hPa D9.2 NI Apch Crs 045° A: 210'(200')C: 290'(280') B: 220'(210')D: 300'(290') - 43-20 377 TRAIGHT-IN LANDING RWY 04L 4377 \*NICE Approach 24.17 130.82 2500′ 484 C 538 O NO. 8.0 6.0 2620' 1950' 1660' (1650') 8 APR 05 (11-1) Missed apch climb gradient mim 2.5% RVR 1000m 538 #Jeppesen NICE/COTE D'AZUR, FRANCE
PROS (11-1) ■Eff MAPT ILS Rwy 04L 100 GS Lctr 073′ 1086′ 1660 1000 120 646 rans level: By ATC 24 DME Arc NIZ 109.65 AZR 753 140 657' 160 861 Refer to Minimums 12.4 NIZ DA(H) 118.7 1 мба(н) **390′** (380′ 045° 109.95 NI D3.0 NI LOC (GS out) with NI DME RVR 1500m RVR 1800m D1.0NI 338 <u>NC</u> D5. 1 NI 123.15 778′ Apt Elev 12' **D1.0 04000**′ from MUS ND NI **03000**′ from NERAS Irans al RWY 10' NOT TO SCALE MHA 4000 (3000 for Missed Apch) MAX 14000 At 4000' (IAF) <\ 2822 R-119 AZI TCH 51' 1710'(1698') 3700m Prohibited Northwes of runway REIL PAPI-R 770' (758') 2500m CIRCLE-TO-LAND MDA(H)\_ RWY 041 10' Refer to Missed Apch above 10,300′ LF(R)-106 MSA NC Lctr

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COTE D'AZUR   SAR OS (1-2)   STATESTA NICE / COTE D'AZUR, FRA COTE D'AZU		NS O						5	1 1 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	5	× 1	10	15		20	_		NG STRIP	w.	17.
	D		B RVR	AB: <b>260′</b> (25	JAR-OPS	Gnd speed-Kts ILS GS 3.00° or LOC Descent Gradies Letr to MAP	0		113.0 090° 111.1 C 1UC 4 428 MU A+ FL 8	NOT TO SCALE	F(R)-95 C	) - 1		2000	500	Alt Set: hPa	MISSED APCH: It R-119 AZR clim join holding at <b>①</b> ILS: Climb to 30		129.6	FMN/NCE
D'AZUR, ILS F ILS F 10' 10' 00' 00' 00' 00' 00' 00' 00' 00'		1200m	1000m	Ö Ü		70 5.2% 377 4.0 3:26	2 D9.	11.0 3620'	Ē		_ ]	(	2	3000	43	Rwy Elev: (	bing to 2000 3000'. Cling o' before initia	Apch Crs 043°		AZUR
D'AZUR, ILS F ILS F 10' 10' 00W 00W 00W 00W 00W 00W 00W 00W 00W 0				(260') (270')	AIGHT-	90 1 484 5 2:40 2:	65 1.5 2500			OA3°	D12	Cannes andelie	Joc Cr.	36	\$177.	) hPa	mb to 10	157	*NICE 24.17	8 AP
D'AZUR, ILS F ILS F 10  10  10  10  10  10  10  10  10  10	Z	z	Z2	MDA(H,	IN LANDING R\ LC w	120 646 2:00	1570 2.9	7.0 2280'	/	208° NIZ		1086'•	s offset 2° terline 045°	. •	2000	Trans lev	IAS 200 KI IERAS, then 300' prior to le HT turn. Do not	Letr (0'(1560')	Approach 130.82	R 05 (11-2)
D'AZUR,  ILS F  ILS F  10'  10'  00'  00'  00'  00'  00'  00		VR 1800m	VR <i>1500m</i>	310′ (300′)	NY 04R )C (GS out) ith NA DME		<b>97</b> []	5.0 1630'	000 to D 9. 2 N DME Arc NI		9.2 NA	37.7	494	ZR ZR	D112.4 NI.	el: By ATC	) TO INTERCE turn LEFT on vel acceleratio turn before pa	≥ <sub>2</sub> 2	118.7	SEN NICE
D'AZUR,  ILS F  ILS F  10'  10'  00'  00'  00'  00'  00'  00							.AP →		NA			338 NC	5.0 NA		7778'	Trans	to 089° n. ssing NC L	Apt E	123.15	:/cot
112 T T T T T T T T T T T T T T T T T T	$\vdash$	+		Ϋ́αχ •	-0		930	At 4	R Da Da	NOT		ٺ	100	JE S	282	alt: 50	and ctr.	γ 10		E D
Rwy 04 Rwy 04 Rwy 04 10,300 10	00.723	10′/16	70' (7:	MDA	CIRCLE- rohibite of r	REIL PAPI-R	00' fr 00' fr	000	AZR AZR AZR AF 29 0.0 \	07-20 O SCALE MH (3000 fo			/	7	228	0,		Ļ	-	AZUF ILS
OD D D D D D D D D D D D D D D D D D D	98') 4			<u>(i)</u>	TO-LAN d North unway	Re: Miss	om NER			HA 400			, //o	다(R)		S NC		10,30	1.77	R N N N N
	500m	700m	500m	VIS	ID west	fer to ed Apch sove	S NDB	`	D35.0 AZR	)0 Apch)				-106	LF(R)-83	Letr	0000	252°	/	ANCE 04R

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PAN			1			I I	- 1				5	اللسار	0	-10-1	5		10		15	5		20				IG STRIP ™		17 <b>—</b>
D	0	∞ >	_	•	JAR-OPS S	adient 5.37% gle [3.08°]	Gnd speed-Kts	3.0	D12.2NA D9.	-0-#-043°	NA DME 11.0 10 ALTITUDE 3620' 32	At FL 80	D'AZUR	090°	NOT TO SCALE	43-30 LF(R)-95	2028	1000			43-40 2000	4000 4000 <b>5387</b>	Final approach track offset 2° from Rwy centerline.	Alt Set: hPa Rwy E	MISSED APCH: Turn RIGHT (M) R-119 AZR climbing to 2000' in holding at 3000' Climb	1.ctr Ap	129.6	LFMN/NCE NICE/COTE D'AZUR
RVR		RVF	MDA(H)	with (	STRAIGHT-IN I ANDING RWY 0 4R	or 381	70	1.5	D9.2NA		10.0 8 3280' 2	H 43-20	(IF)	_/			loop	•_/				4380'	set 2° fr	wy Elev:	IGHT (   †o 200			Į≅ I
2000m		RVR <i>1500m</i>	500′	with NA DME	- IZ	490	90			NA 77DME]	8.0 2620' 2	20	<	• •	OASO	NA. A.N.A.	Cannes (Mandelieu)	703'	Ş	1073'		80'-	from Rwy	0 hPa		30 &	124.1	8 A
			(490')	'''		1	100 120	2.9	1570′			07-00	MAX IAS 200 KT	~	2080	1/2.	ieu)	•538′		3' 338			centerlin	Elev: 0 hPa  Trans level: By ATC	(MAX IAS 200 KT) to intercept and fol 00′ to NERAS, then turn LEFT onto 089°	Minimum Alt D9.2 NA 3000' (2990')	1.17 130.82	APR 05 (16-1)
				9	^\ 0.4₽	<del>                                     </del>	71		043°	NA L	6.0		į	2/5	٧(	)p		- 4		NC NC	110 =	8/8	1 ine.	Trans level: By ATC	then +		.82	
					F	872	160	.8	-	<b>D3.0</b> NA [3ØDME]	5.0 1630'		OME A	3000 to D9.2 NA		<b>D9.2</b> NA [FQØ4R]	[77DME]	27	Og;	657'	110.7 NA	112.4	NICE	el: By A	to intercept and follow turn LEFT onto 089° and	MDA(H) <b>500'</b> (490')	118.	SEN NICE
205	180	110	Max Kts		1			1.5	]		4.0 1300'	07-10	Arc NIZ	2 2 2			E] }	[ 0 0 D N		Dad	<u></u>	NIZ	£ -	TC	cept ar	H)	7 1	
2400	1710	770		Pro	$\downarrow$		_	1.3	<b>3</b>	D1.5 NA	2.0 650'							(E)	[MQØ4R] .ONA			778'	Co	Trans	nd folk	Apt Elev RWY	23.15	COTE
2400′(2388′)	1710′(1698′)	770' (758')	MDA(H)—	of runway		REIL PAPI-R		۵ _		04000′ 03000′	A† 40	NERAS 50.0/		A D	(3000 f	! !				<i>,</i> [.	10	2822'	1000	Trans alt: 5000	low and	ev 12'		D'A
)	)			Prohibited Northwest of runway		<b>₹</b>	200 KT	<b>&gt;</b>	[TCH 52']	00 +	0	45 X		D23.0 AZR	MH,	07-20					109.65 A	3, 1000		<u>۲</u>	080 080 080		12	D'AZUR, FRA Letr Rwy
4500m	3700m	2500m	NIS	ÿS+	  -		<u>`</u>	RWY 04R <b>10</b> ′		from MUS NDB from NERAS		\$\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\		AZR	MHA 4000 (3000 for Missed Apch) MAX 14000				119°	!	AZR		NC Let	MSA	3000'	10,300'	*Ground 121.77	FRANCE Rwy 04R
'n	Ä	Ä			X-   1	9.65	AZR	<u></u>		NDB			//%	ZR 0	;						ı	LF(R)-106	(R)-83		°,	252°		ARCE ARCE

205 2400'(2388') 4500m

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113.0 090° NICE/COTE D'AZUR LFMN/NCE MISSED APCH: Turn RIGHT (MAX IAS 185 KT) to intercept and follow R-138 CGS maintaining 2000'. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS climb to 3000' and join holding. 43-30 MAP at D5.0 CGS Descent Gradient 5.2% NOT TO SCALE Alt Set: hPa 3nd speed-Kts JAR-OPS ∠LF(R)-95 109.2 NICE/COTÉ D'AZUR 428 MUS A+ FL 80 CGS FOR FINAL APPROACH
SEE 19-1A 129.6 06-50 Refer to chart 19-1A 3000' (2988') Final Apch Crs 70 90 100 120 369 474 527 632 124.17 130.82 118.7 123.15 CGS DME Apt Elev: 0 hPa 4380′ 🤊 4000 8 APR 05 (19-1) Eff 14 Apr 4377 PEDDESEN 1073′ JEPPESEN NICE/COTE D'AZUR, FRANCE (19-1) LEISTAND RIVIERA CIRCLÉ-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 04L/R 2960′ 538 -090°-07-00 D38.0 LUC 1086′ 338 NC At 4000' CEILING REQUIRED 737 RIVRU. D10.0 CGS 109.2 CGS 591" 494' D5.0 160 843 2640′ 2000′ (1988′) D5.0 112.4/NIZ Trans level: By ATC MDA(H)- NICE 07-10 220 177 3000'- 10 km 🛮 CEIL-VIS • 778′ Apt Elev NOT TO SCALE **Q** 299°7.0 3000 121.77 In order not to overfly the cape and city of Antibes, do not fly West of R-176 CGS. 2822' 0 109.65 AZR REIL PAPI-R during NIGHT. PAPI must be operative ₹ 356 NERAS D30.0/ R-119 AZR 12′ 2003 MHA 4000 (3000 for Missed Apch) MAX 14000 185 KT ₽₹ RIVRU Trans alt: 5000' **∃3000**′ 10,300' MSA NC Lctr cGS LF(R)-106 R-138 109.2 NERAS -119 AZR CGS

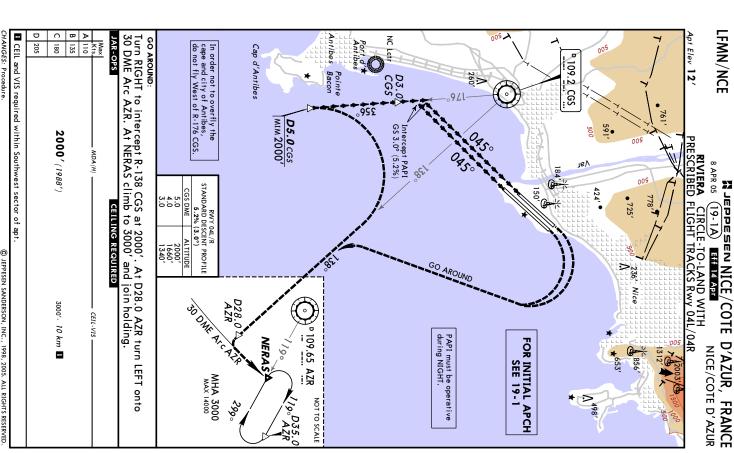
CHANGES: Procedure

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NICE/COTE D'AZUR Max Kts A 110 B 135 C 180 D 205 LFMN/NCE MISSED APCH: Turn LEFT (MAX IAS 185 KT) to intercept and follow R-130 AZR climbing to 3000'. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS join holding at 3000'. Descent Gradient 5.2% MAP at D5.5 AZR NOT TO SCALE Alt Set: hPa JAR-OPS 3nd speed-Kts 06-50 NICE/COTE D'AZUR 109.65 FOR FINAL APPROACH SEE 19-2A At FL 80 | MAX 5000 D30.0 LUC Final Apch Crs | Minimum Alt Refer to C12.0 AZR (1500' (1488') Apt Elev 12' (1488') 07-00 1073′ 369 474 527 632 **43-20** 124.17 130.82 Apt Elev: 0 hPa 90 8 APR 05 (19-2) 657' PEPPESEN 1500'(1488') 338 <u>NC</u> 100 120 SALEYA CIRCLÉ-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 22L/R 4000 □ 109.65 AZR •778' 737 843 118.7 123.15 2003 MDA(H)Trans level: By ATC NICE/COTE D'AZUR, FRANCE 6.5 D12.0 8 km D12.0 121.77 REIL PAPI-L HOLDING FIX R-119 AZR NERAS D30.0/1 MHA 4000 (3000 for Missed Apch) MAX 14000 **D 15.0**AZR -270° 3000′ D15.0 - **185** - **1**85 At 4000' Trans alt: 5000' MAX IAS 200 KT 10,300′ MSA NC Lctr R-130 109.65 AZR

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LFMN/NCE

8 APR 05 (19-2A) Eff 14 Apr

MICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

Max A 110 B 135 C 180 0, Turn LEFT to intercept R-130 AZR climbing to 3000'. At D28.0 AZR turn LEFT onto 30 DME Arc AZR. At NERAS join holding at 3000'. Apt Elev 12' JAR-OPS BALKED LANDING NC Lctr SON SON 260 Antibes Marina Baie des Anges CAUTION:

When on track 305° at 1000' maintain visual contact to obstacles 654' and 856' due to reduced vertical distance of 350' and 150' respectively. FOR INITIAL APCH SEE 19-2 1500' (1488') SALEYA CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 22L 150′ 109.65 AZR PAPI-L offset 5° from rwy centerline.
 Obstacle clearence guaranteed up
to 3.8 NM from thresh. Intercept PAPI GS 3.5° (6.1%) .090° 8 km Cap Ferrat **D5.5** AZR At 1500' MHA 3000 MAX 14000

CHANGES: Procedure

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Notice: After 2006.03.02 0901Z this chart should not be used without first checking JeppView or NOTAMs.

NICE/COTE D'AZUR Max Kts A 110 B 135 C 180 NICE/COTE D'AZUR LFMN/NCE Descent Gradient 5.2% MAP at D9.0 CGS - 43-20 NOT TO SCALE climbing to 3000' to NERAS. At NERAS join holding at 3000'. MISSED APCH: Turn LEFT (MAX IAS 185 KT) to intercept R-115 CGS Alt Set: hPa Gnd speed-Kts JAR-OPS At FL 80 CGS 109.2 -090°: FOR FINAL APPROACH
SEE 19-3A UNDESIGNATED
TEMPORARY
RESTRICTED
AREA 129.6 703' 538' 1086' D30.0/R-090 LUC 113.0 :::: 43-30 Final Apch Crs | Minimum Alt 1073′ Refer to D15.0 CGS Chart 19-3A 3000' (2988') 1500' (1488') MAX 5000' 07-00 
 70
 90
 100
 120
 140

 369
 474
 527
 632
 737
 124.17 130.82 118.7 123.15 657' 494′ Apt Elev: 0 hPa 8 APR 05 338 NC Nasaddar PROCEDURE TO BE USED WHEN AZR VOR UNSERVICEABLE 1500'(1488') 07-10 (19-3) Eff 14 Apr 4000 CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 22R 109.2 CGS •778' 737 843 2003 .090° MDA(H)Trans level: By ATC NICE/COTE D'AZUR, FRANCE 6.0 D15.0 REIL PAPI-L 8 km Apt Elev 07-30 D15.0 121.77 NERAS D33.0/ R-115 CGS HOLDING & MISSED APCH FIX MHA 4000 (3000 for Missed Apch) MAX 14000 12′ 2004, 2005. ALL RIGHTS RESERVED \_\_265° 3000′ 3.0 D18.0cgs 15200 D18.0 109.2 R-115 07-40 At 4000' 1/5° D38.0 Trans alt: 5000' MAX IAS 10,300′ NERAS D33.0 CGS MSA NC Lctr 3000

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8 APR 05 (19-3A) Eff. 14 APT NICE/COTE D'AZUR, FRANCE

NICE/COTE D'AZUR

LFMN/NCE

Max A 110 B 135 C 180 0, Apt Elev 12' Turn LEFT to intercept R-115 CGS climbing to 3000' to NERAS. At NERAS join holding at 3000'. JAR-OPS Rwy 22R BALKED LANDING NC Lctr 260, Antibes 0 Marina Baie des CAUTION:

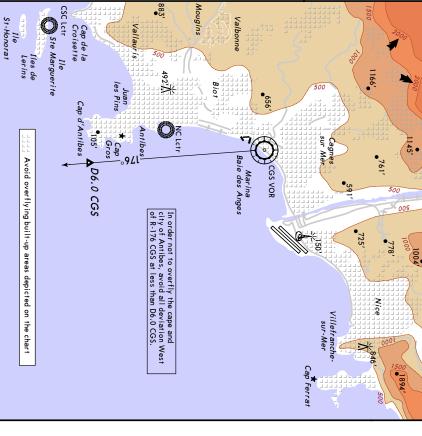
When on track 305° at 1000' maintain visual contact to obstacles 654' and 856' due to reduced vertical distance of 350' and 150' respectively. 109.2 CGS FOR INITIAL APCH SEE 19-3 1500' (1488') CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS PROCEDURE TO BE USED WHEN AZR VOR UNSERVICEABLE 150 PAPI-L offset 5° from rwy centerline. Obstacle clearence guaranteed up to 3.8 NM from thresh. • 725′ 236' Nice Intercept PAPI GS 3.5° (6.1%) -085 8 km R-115 CGS MHA 3000 MAX 14000 MAX IAS 220 KT **NERAS** D33.0/ MISSED APCH Cap Ferrat **D9.0** cgs 1150

CHANGES: Missed approach

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LFMN/NCE
NICE/COTE D'AZUR 3 SEP 04 (19-4) ENVIRONMENT-VISUAL APPROACH 1894



# Visual Approach clearance delivered on pilot request or ATC proposal

# Instructions, except for safety requirement:

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

# Visual approach conditions:

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

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