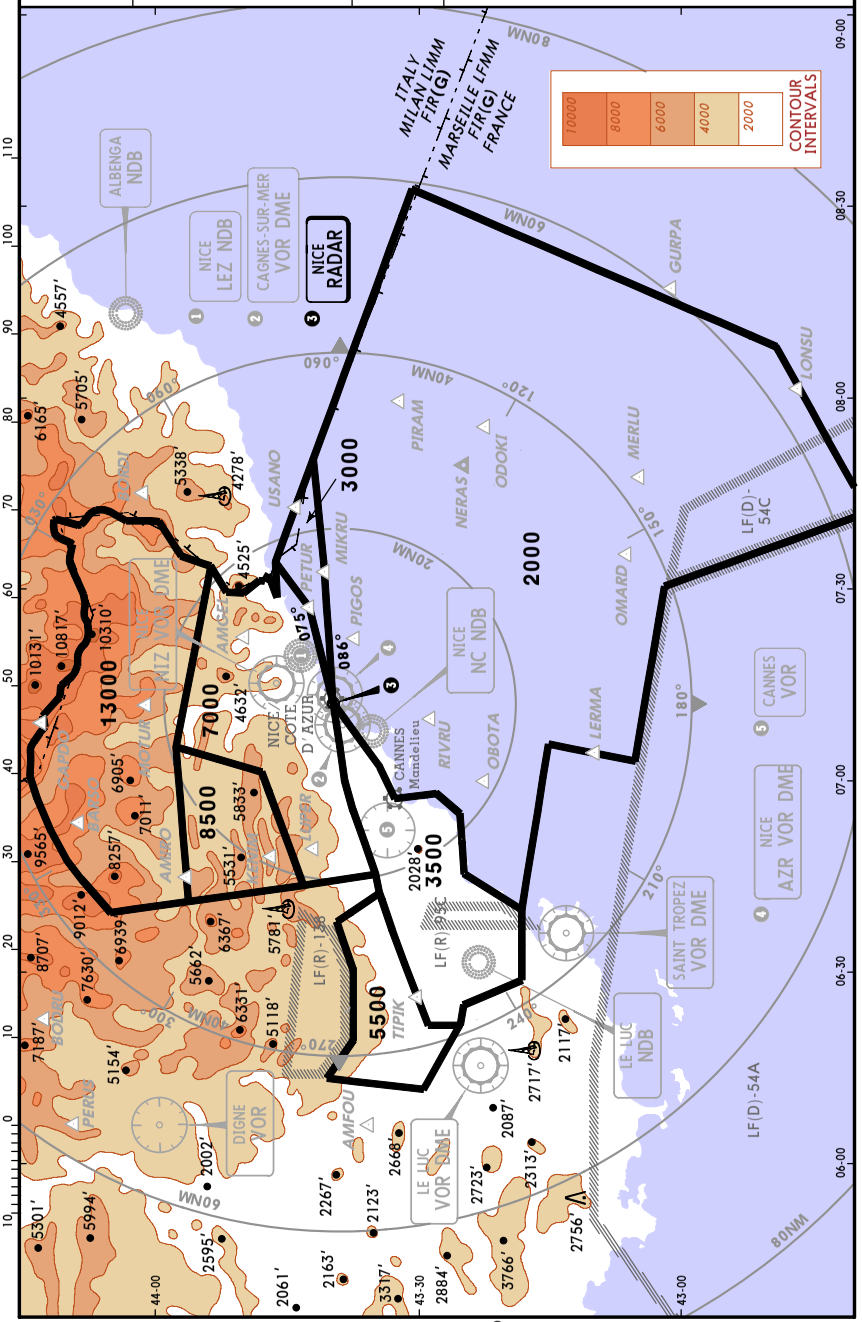
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

15 APR 05 (10-1R)

RADAR MINIMUM ALTITUDES

*NICE Approach Departure	*NICE Approach Arrival		Apt Elev	Alt Set: hPa / Trans level: By ATC / Trans alt: 5000′
125.57	124.17	130.82	12′	



CHANGES: Sectors; altitudes; communications.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

12 AUG 05 (10-2)

STAR

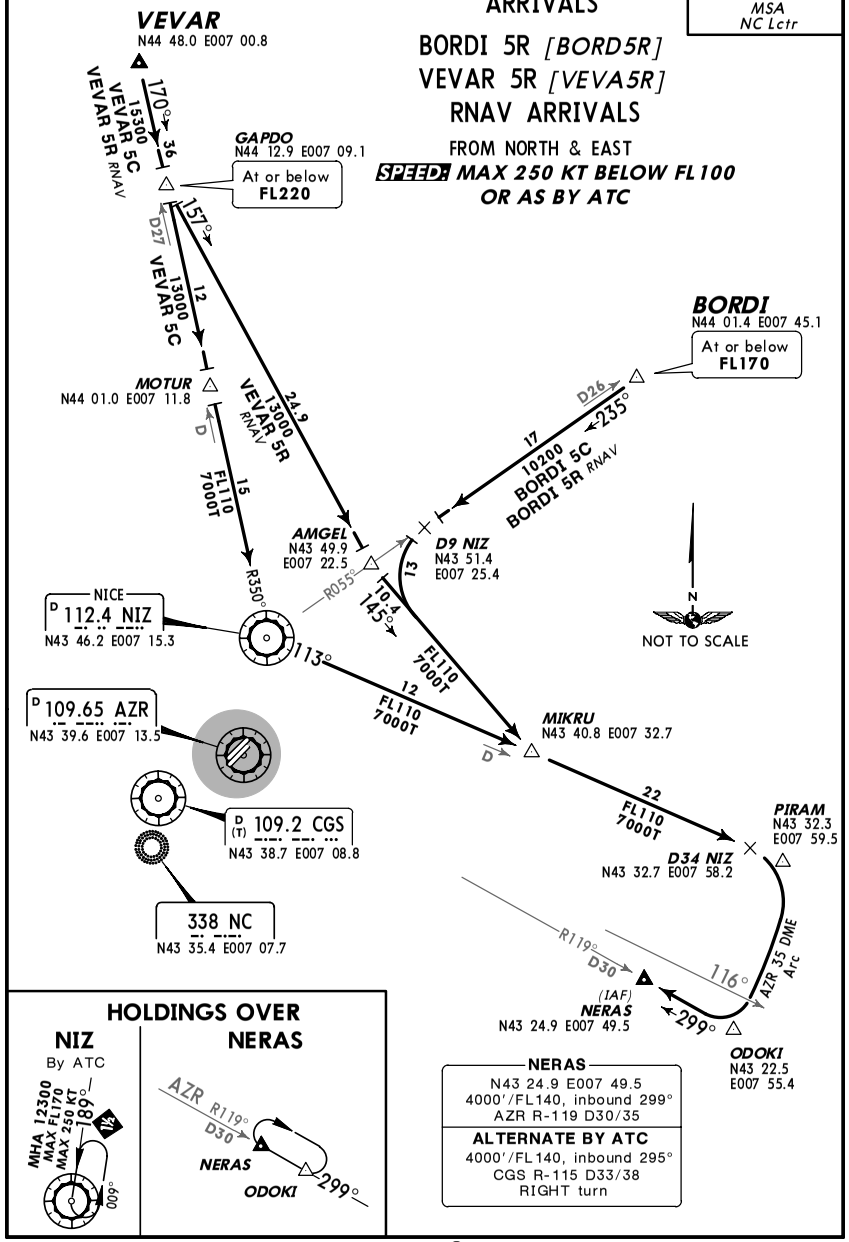
*ATIS	Apt Elev	Alt Set: hPa / Trans level: By ATC / Trans alt: 5000′
129.6	12′	

MSA
NC Lctr
10,300′ 252° 080° 3300′ 047° 3000′

BORDI 5C [BORD5C]
VEVAR 5C [VEVA5C]
ARRIVALS
BORDI 5R [BORD5R]
VEVAR 5R [VEVA5R]
RNAV ARRIVALS

FROM NORTH & EAST

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDINGS OVER

NIZ
By ATC
MHA 12300
MAX FL170
MAX 250 KT
189°
009°

NERAS
AZR R119°
D30
NERAS
299°
ODOKI

NERAS
N43 24.9 E007 49.5
4000′/FL140, inbound 299°
AZR R-119 D30/35

ALTERNATE BY ATC
4000′/FL140, inbound 295°
CGS R-115 D33/38
RIGHT turn

CHANGES: ODOKI added.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

12 AUG 05 (10-2A)

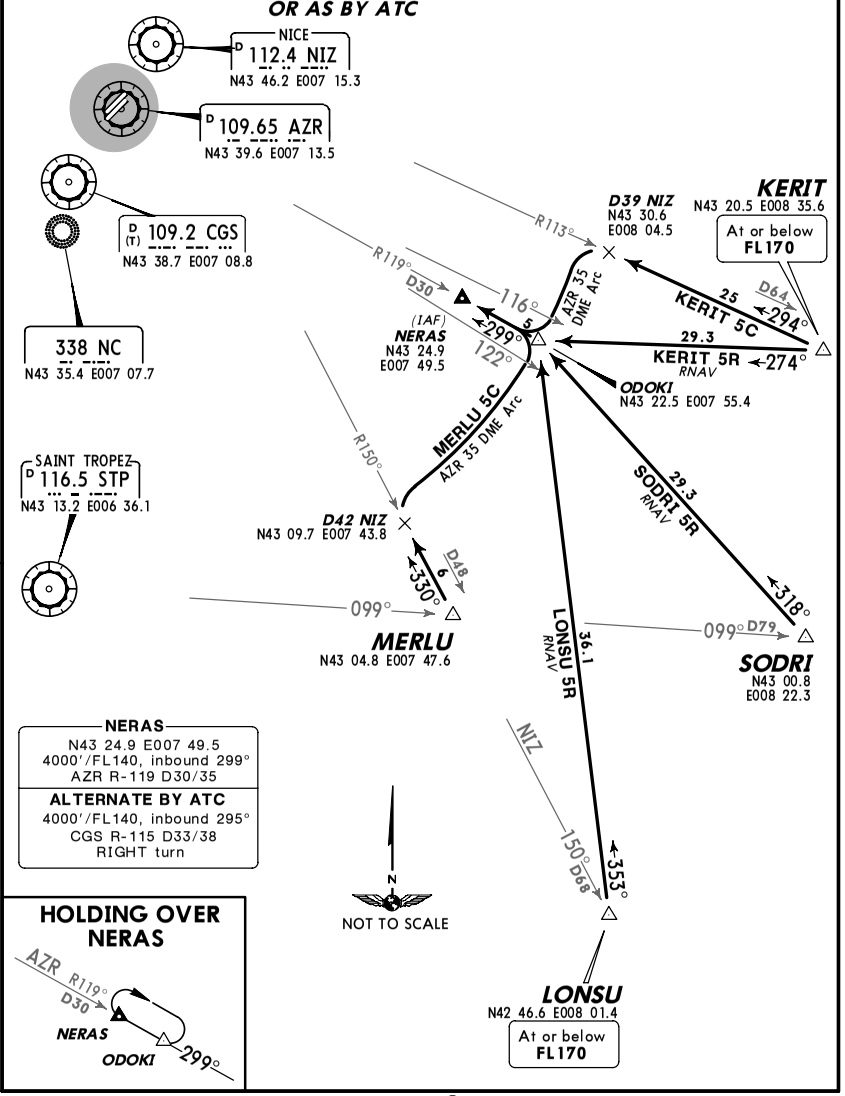
STAR

*ATIS	Apt Elev	Alt Set: hPa
129.6	12′	Trans level: By ATC Trans alt: 5000′

MSA
NC Lctr
10,300′
252°
080°
3300′
047°
3000′

KERIT 5C *[KERI5C]*, MERLU 5C *[MERL5C]*
ARRIVALS
KERIT 5R *[KERI5R]*, LONSU 5R *[LONS5R]*
SODRI 5R *[SODR5R]*
RNAV ARRIVALS
FROM SOUTH

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



NERAS
N43 24.9 E007 49.5
4000′/FL140, inbound 299°
AZR R-119 D30/35

ALTERNATE BY ATC
4000′/FL140, inbound 295°
CGS R-115 D33/38
RIGHT turn

HOLDING OVER NERAS

CHANGES: STAR KERIT 5C routing.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-2B) Eff 14 Apr

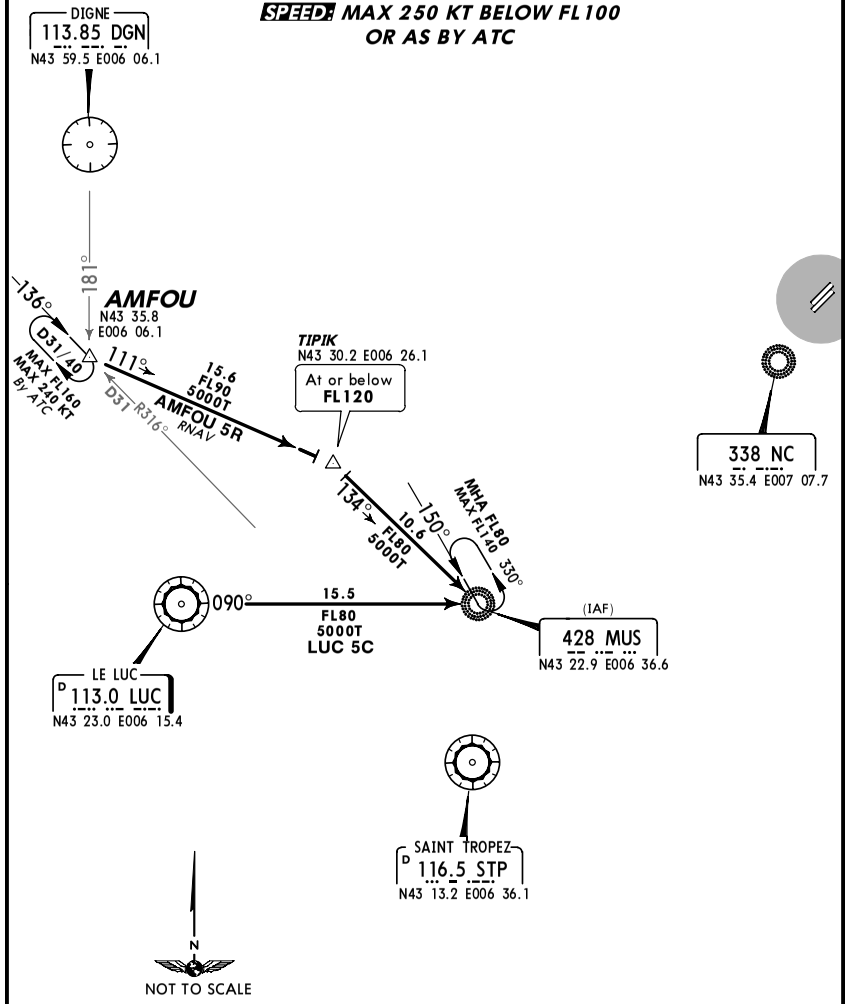
STAR

*ATIS	Apt Elev	Alt Set: hPa
129.6	12′	Trans level: By ATC Trans alt: 5000′

MSA
NC Lctr
10,300′
252°
080°
3300′
047°
3000′

LUC 5C
ARRIVAL
AMFOU 5R *[AMFO5R]*
RNAV ARRIVAL
FROM WEST

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



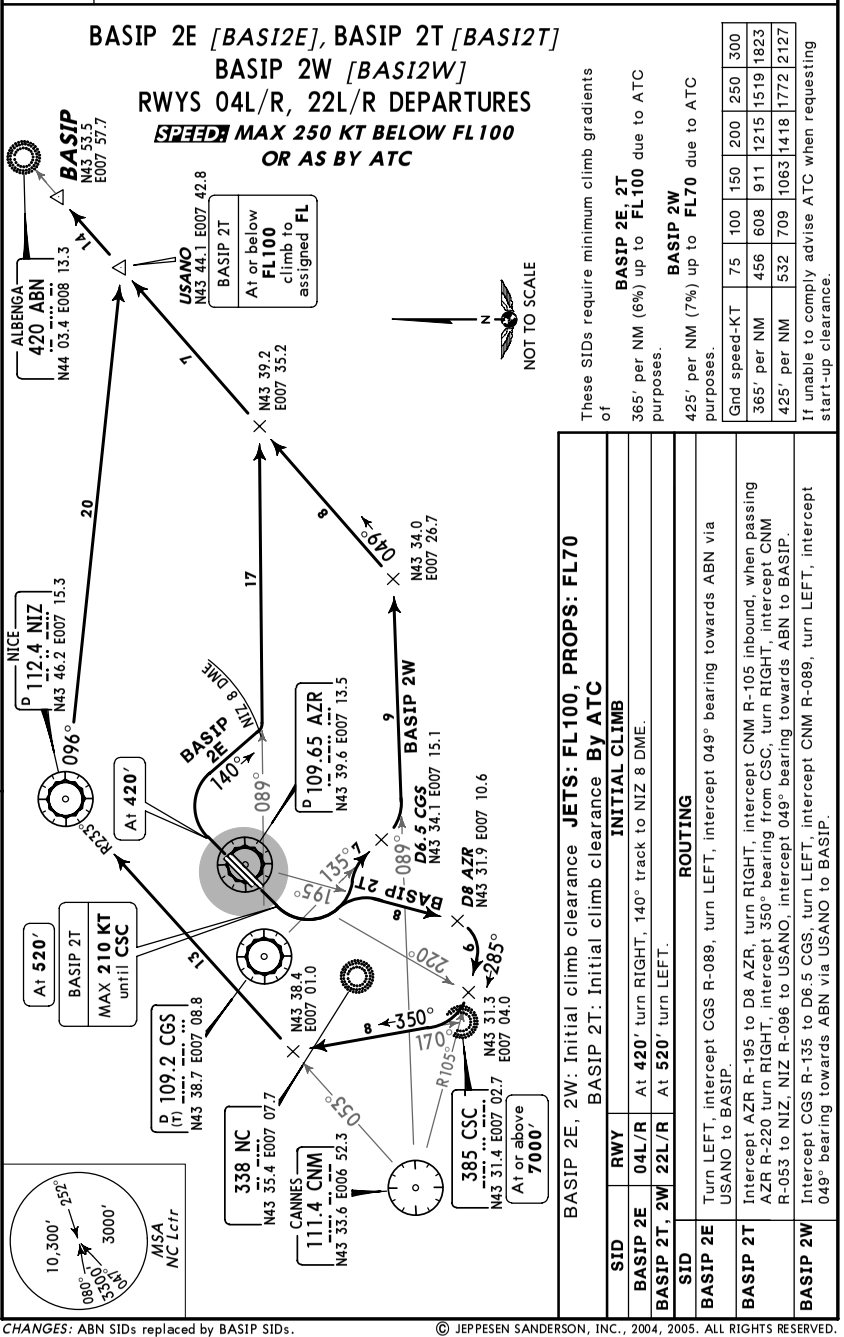
CHANGES: STARs completely revised.

Apt Elev 12′

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

BASIP 2E *[BASI2E]*, BASIP 2T *[BASI2T]* BASIP 2W *[BASI2W]* RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
365′ per NM (6%) up to **FL100** due to ATC purposes.
425′ per NM (7%) up to **FL70** due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823
425′ per NM	532	709	1063	1418	1772	2127

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

BASIP 2E, 2W: Initial climb clearance **JETS: FL100, PROPS: FL70**
BASIP 2T: Initial climb clearance **By ATC**

SID	RWY	INITIAL CLIMB
BASIP 2E	04L/R	At **420′** turn RIGHT, 140° track to NIZ 8 DME.
BASIP 2T, 2W	22L/R	At **520′** turn LEFT.

SID	ROUTING
BASIP 2E	Turn LEFT, intercept CGS R-089, turn LEFT, intercept 049° bearing towards ABN via USANO to BASIP.
BASIP 2T	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 2W	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.

CHANGES: ABN SIDs replaced by BASIP SIDs.

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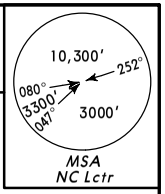
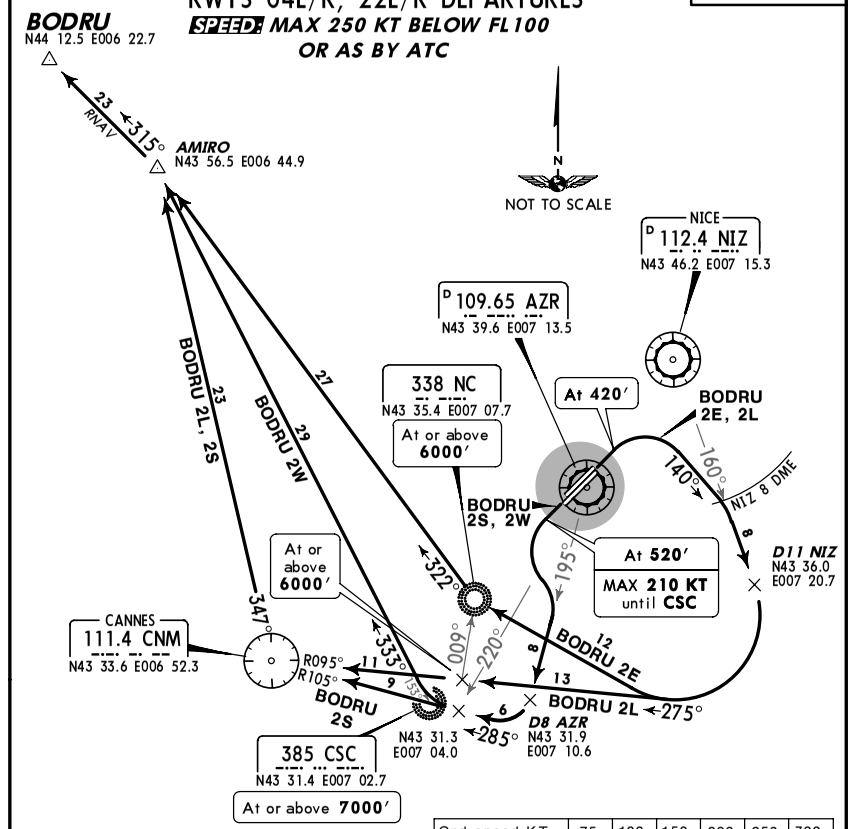
Apt Elev 12′

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



BODRU 2E *[BODR2E]*, BODRU 2L *[BODR2L]* BODRU 2S *[BODR2S]*, BODRU 2W *[BODR2W]* RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

Initial climb clearance **FL140**

SID	RWY	INITIAL CLIMB
BODRU 2E, 2L	04L/R	At **420′** turn RIGHT, 140° track to NIZ 8 DME.
BODRU 2S, 2W	22L/R	At **520′** turn LEFT.

SID	ROUTING
BODRU 2E	Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn LEFT, 315° track to BODRU.
BODRU 2L	Turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 to AMIRO, turn LEFT, 315° track to BODRU.
BODRU 2S	Intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 to AMIRO, 315° track to BODRU.
BODRU 2W	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, 315° track to BODRU.

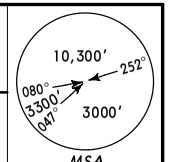
CHANGES: None.

LFMN/NCE
NICE/COTE D'AZUR

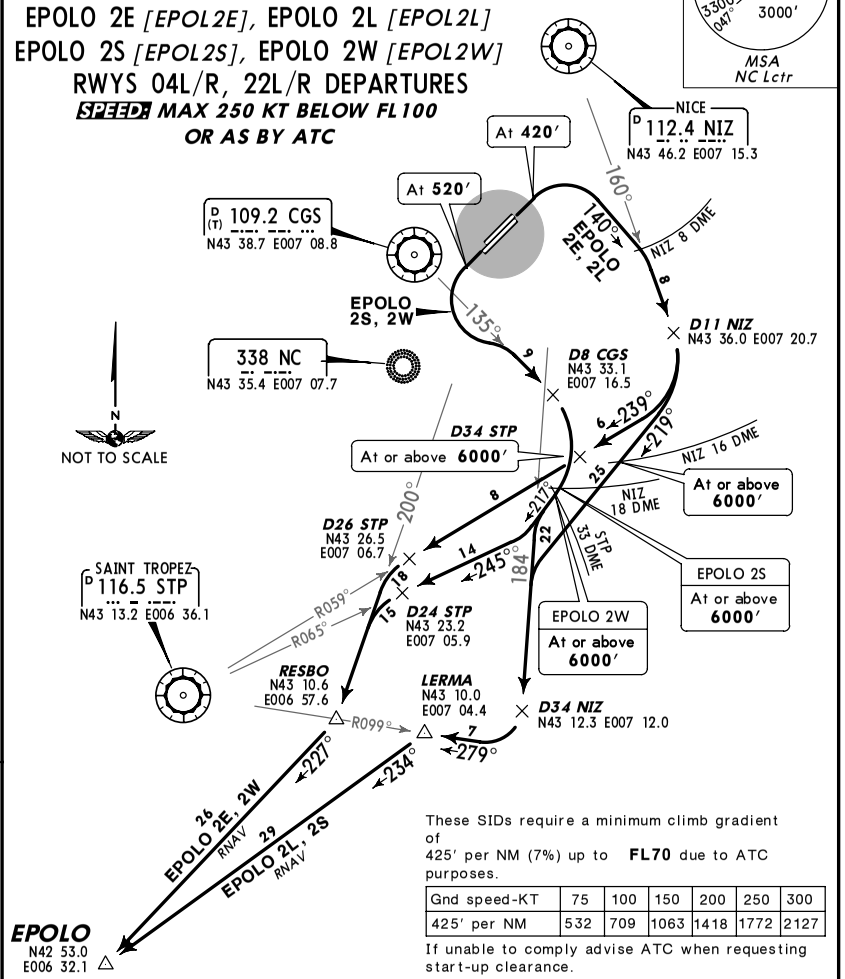
JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3B) 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.



EPOLO 2E *[EPOL2E]*, EPOLO 2L *[EPOL2L]*
EPOLO 2S *[EPOL2S]*, EPOLO 2W *[EPOL2W]*
RWYS 04L/R, 22L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
EPOLO 2E (JET ONLY)	**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 RESBO, 227° track to EPOLO.
EPOLO 2L (PROP ONLY)		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.
EPOLO 2S (PROP ONLY)	**22L/R**	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.
EPOLO 2W (JET ONLY)		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 RESBO, 227° track to EPOLO.

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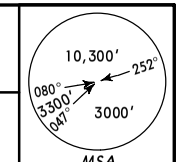
LFMN/NCE
NICE/COTE D'AZUR

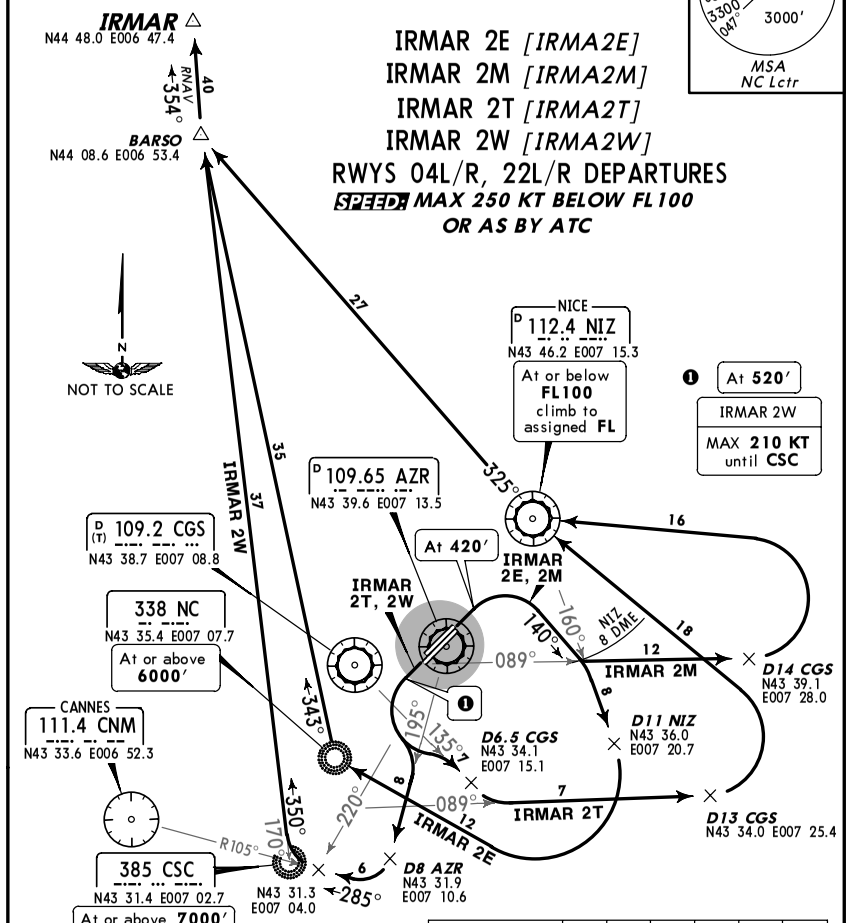
JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3C) 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.



IRMAR 2E *[IRMA2E]*
IRMAR 2M *[IRMA2M]*
IRMAR 2T *[IRMA2T]*
IRMAR 2W *[IRMA2W]*
RWYS 04L/R, 22L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

IRMAR 2E, 2W: Initial climb clearance **FL140**
IRMAR 2M, 2T: Initial climb clearance **By ATC**

SID	RWY	INITIAL CLIMB/ROUTING
IRMAR 2E	**04L/R**	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.
IRMAR 2M		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 to IRMAR.
IRMAR 2T	**22L/R**	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, 354° track to IRMAR.
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.

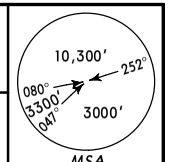
LFMN/NCE
NICE/COTE D'AZUR

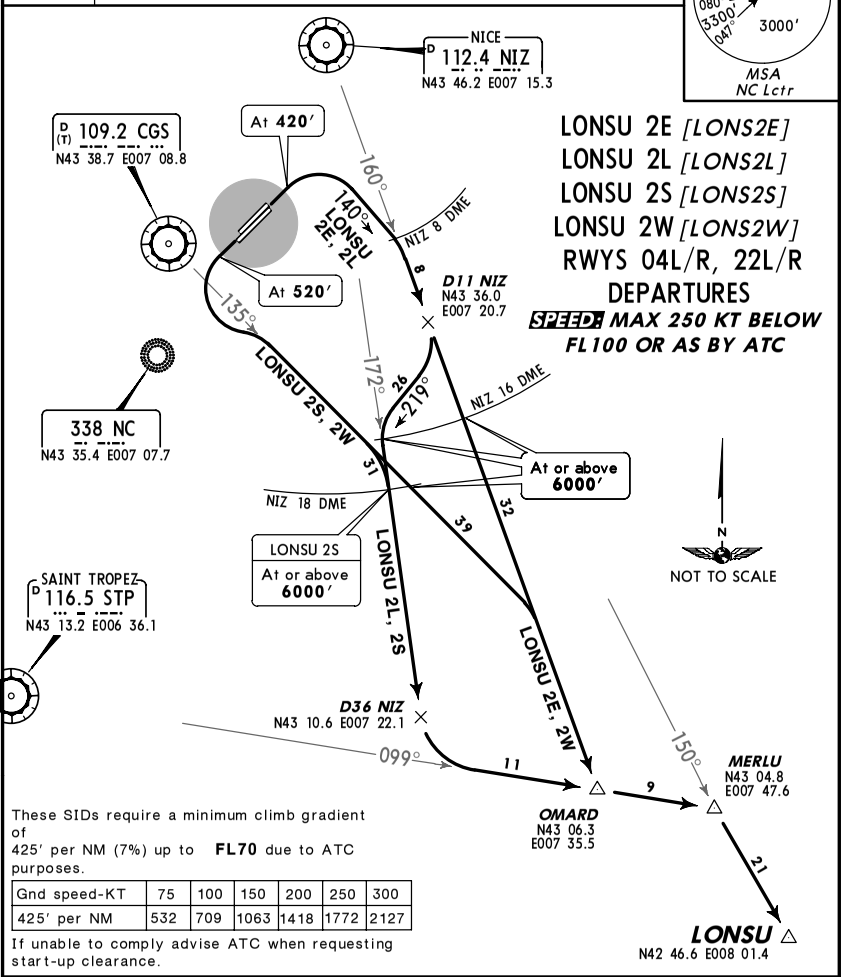
JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3D) 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.





LONSU 2E [LONS2E]
LONSU 2L [LONS2L]
LONSU 2S [LONS2S]
LONSU 2W [LONS2W]
RWYS 04L/R, 22L/R
DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
LONSU 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 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 2L (PROP ONLY)		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 to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD to MERLU, turn RIGHT, intercept NIZ R-150 to LONSU.
LONSU 2W (JET ONLY)		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 RIGHT, intercept NIZ R-150 to LONSU.

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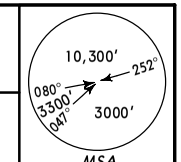
LFMN/NCE
NICE/COTE D'AZUR

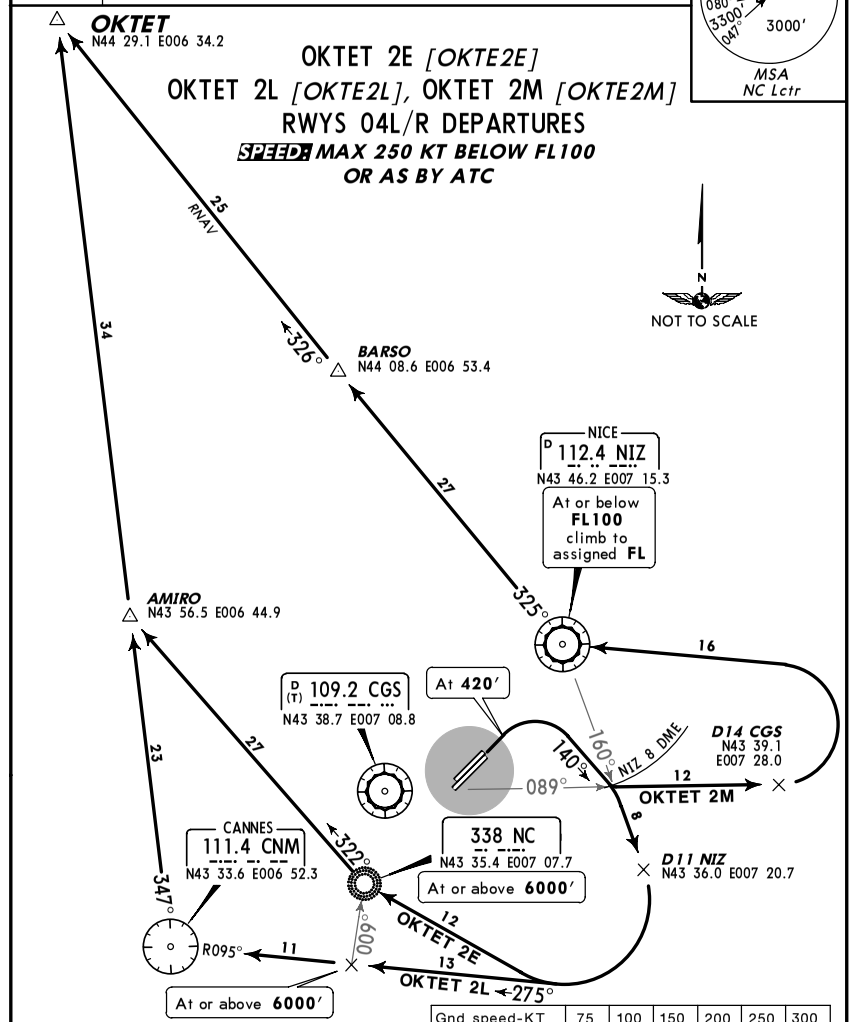
JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (10-3E) 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.





OKTET 2E [OKTE2E]
OKTET 2L [OKTE2L], OKTET 2M [OKTE2M]
RWYS 04L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

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

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

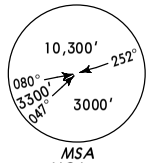
If unable to comply advise ATC when requesting start-up clearance.

OKTET 2E, 2L: Initial climb clearance **FL140**
OKTET 2M: Initial climb clearance **By ATC**

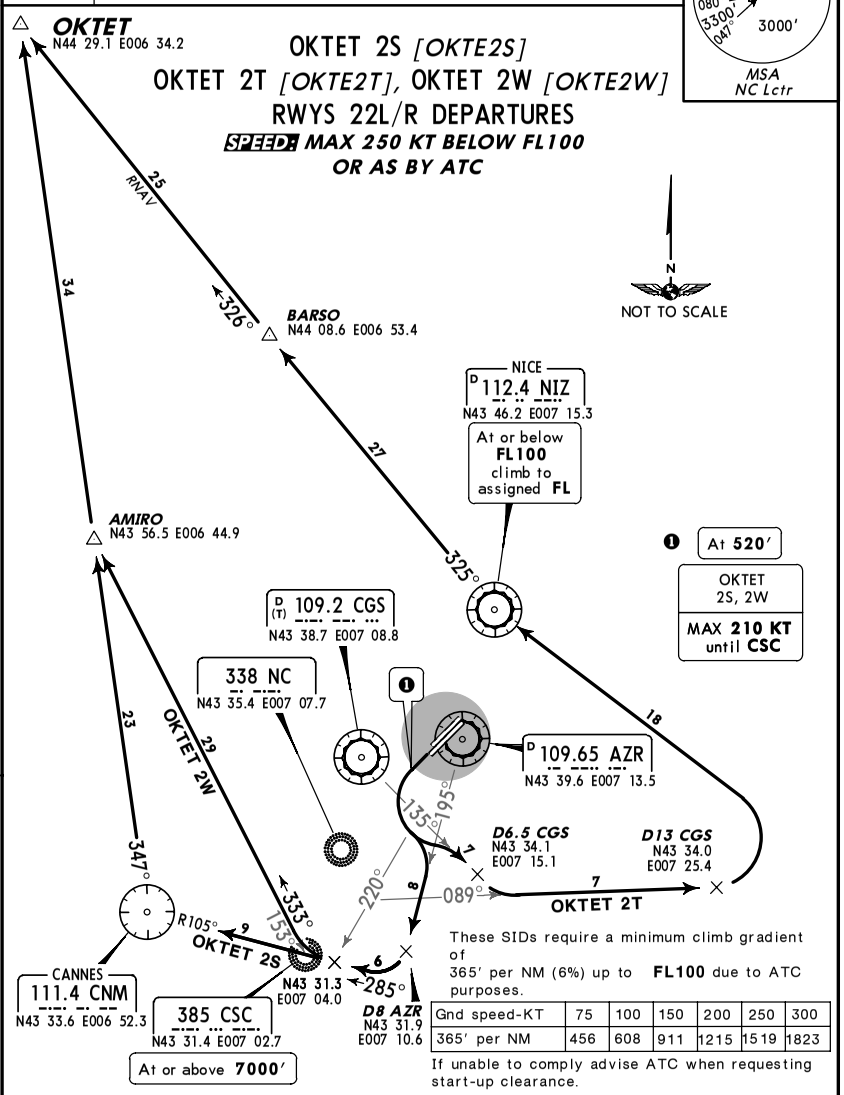
SID	INITIAL CLIMB/ROUTING
OKTET 2E	At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to NC, 322° bearing to AMIRO, turn RIGHT, intercept CNM R-347 to OKTET.
OKTET 2L	At **420′** turn RIGHT, 140° track to NIZ 8 DME, turn RIGHT, intercept NIZ R-160 to D11 NIZ, turn RIGHT to CNM, CNM R-347 via AMIRO to OKTET.
OKTET 2M	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.

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 2S [OKTE2S]
OKTET 2T [OKTE2T], OKTET 2W [OKTE2W]
RWYS 22L/R DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

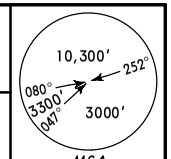
If unable to comply advise ATC when requesting start-up clearance.

OKTET 2S, 2W: Initial climb clearance **FL140**
OKTET 2T: Initial climb clearance **By ATC**

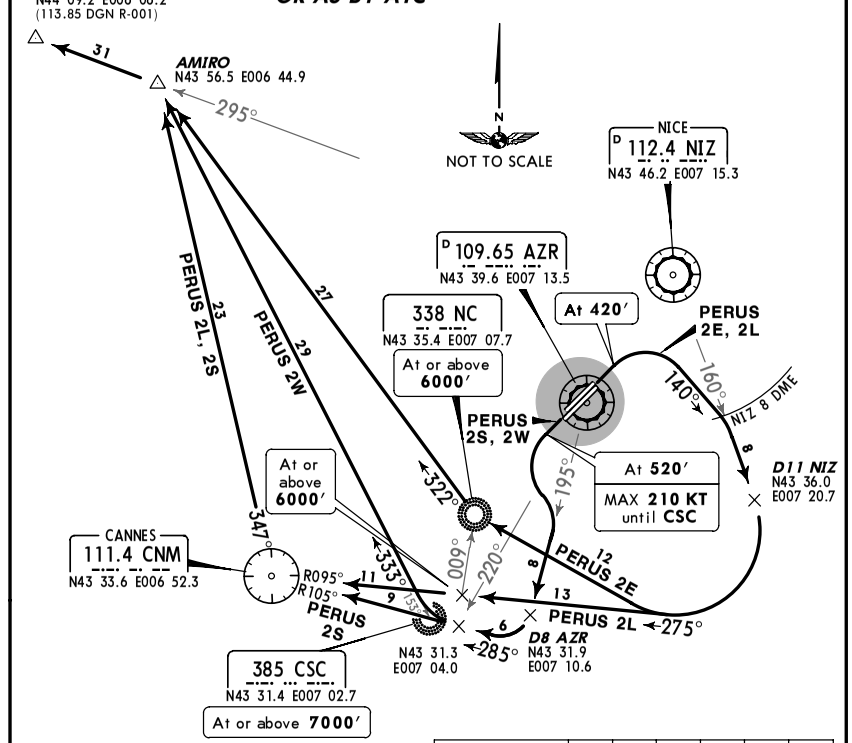
SID	INITIAL CLIMB/ROUTING
OKTET 2S	At **520′** turn LEFT, intercept AZR R-195 to D8 AZR, turn RIGHT, intercept CNM R-105 inbound to CNM, CNM R-347 via AMIRO to OKTET.
OKTET 2T	At **520′** turn LEFT, intercept CGS R-135 to D6.5 CGS, turn LEFT, intercept CNM R-089 to D13 CGS, turn LEFT to NIZ, NIZ R-325 to BARSO, 326° track to OKTET.
OKTET 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 333° bearing from CSC to AMIRO, turn RIGHT, intercept CNM R-347 to OKTET.

Apt Elev 12′

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



PERUS 2E [PERU2E], PERUS 2L [PERU2L]
PERUS 2S [PERU2S], PERUS 2W [PERU2W]
RWYS 04L/R, 22L/R DEPARTURES
FOR FLIGHTS ABOVE FL115
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

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

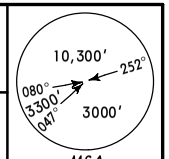
Initial climb clearance **FL140**

SID	RWY	INITIAL CLIMB
PERUS 2E, 2L	**04L/R**	At **420′** turn RIGHT, 140° track to NIZ 8 DME.
PERUS 2S, 2W	**22L/R**	At **520′** turn LEFT.

SID	ROUTING
PERUS 2E	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.
PERUS 2L	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.
PERUS 2S	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.
PERUS 2W	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 LEFT, intercept NIZ R-295 to PERUS.

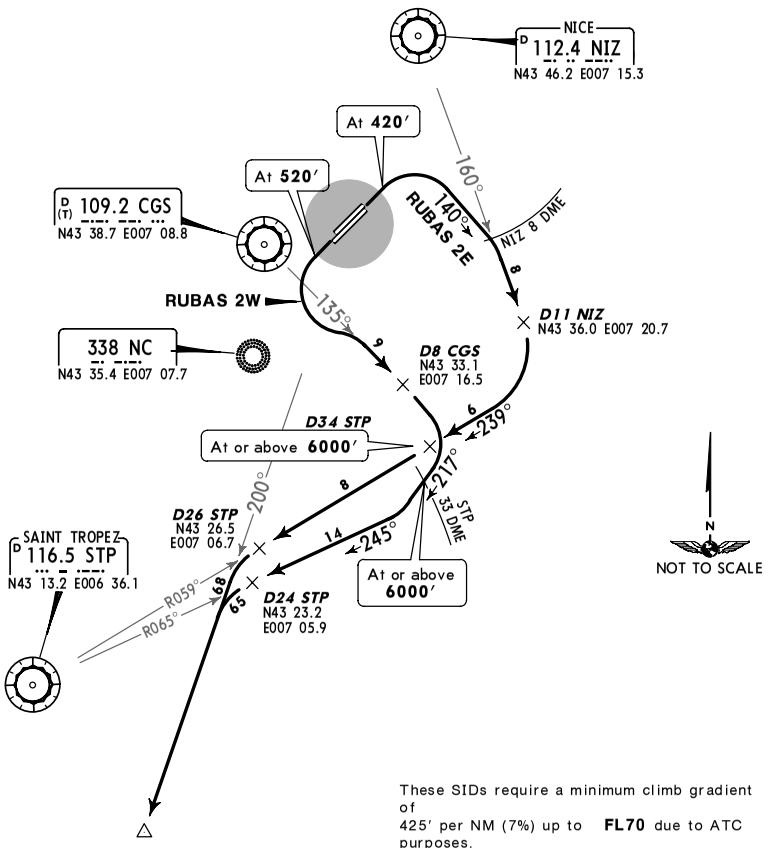
Apt Elev 12′

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



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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

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

Initial climb clearance **FL100**

SID	RWY	INITIAL CLIMB/ROUTING
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**	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.

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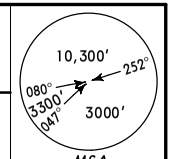
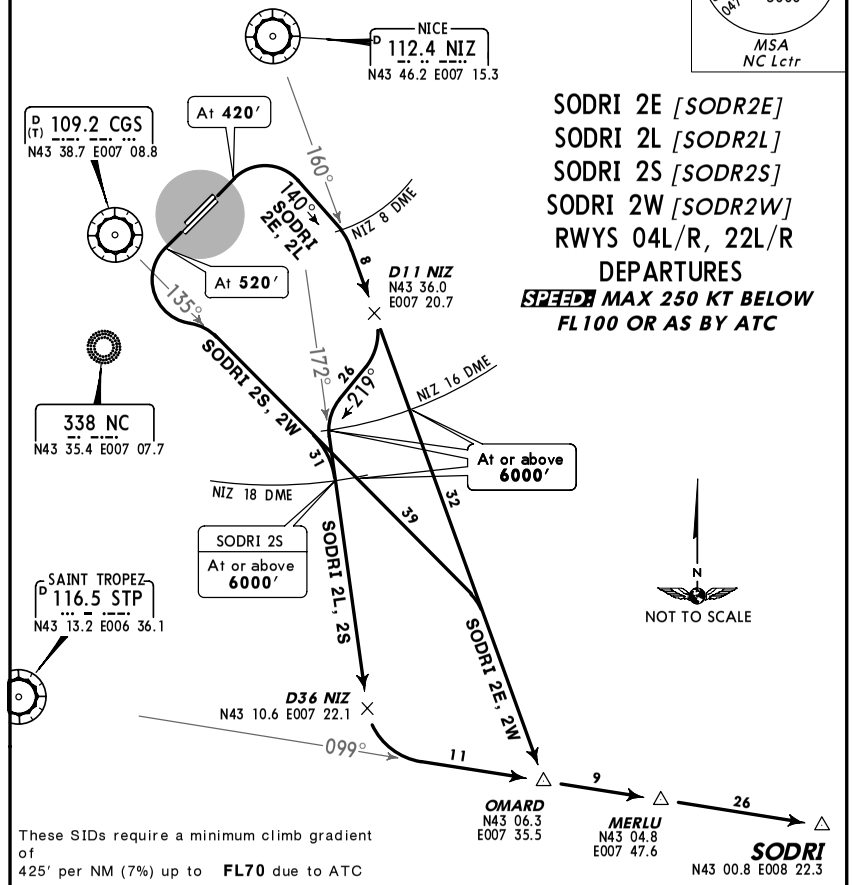
Apt Elev 12′

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



SODRI 2E *[SODR2E]*
SODRI 2L *[SODR2L]*
SODRI 2S *[SODR2S]*
SODRI 2W *[SODR2W]*
RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

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

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

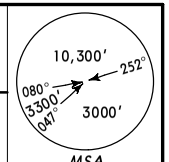
SID	RWY	INITIAL CLIMB/ROUTING
SODRI 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to OMARD, turn LEFT, intercept STP R-099 via MERLU to SODRI.
SODRI 2L (PROP ONLY)		At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 to D11 NIZ, turn RIGHT, 219° track, turn LEFT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.
SODRI 2S (PROP ONLY)	**22L/R**	At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-172 to D36 NIZ, turn LEFT, intercept STP R-099 via OMARD and MERLU to SODRI.
SODRI 2W (JET ONLY)		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.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

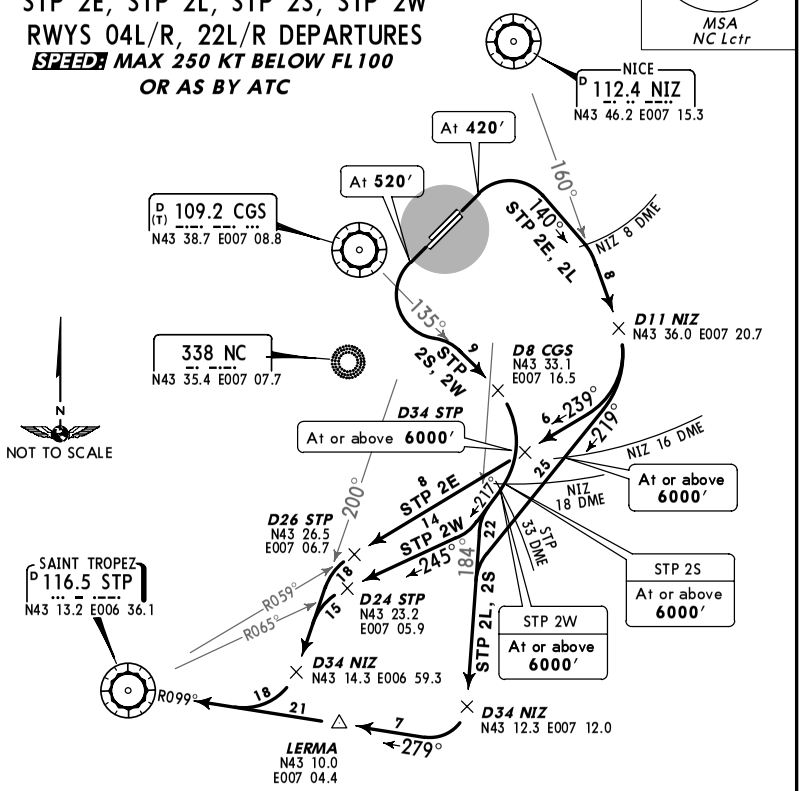
8 APR 05 (10-3K) Eff 14 Apr SID

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.



STP 2E, STP 2L, STP 2S, STP 2W RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
STP 2E (JET ONLY)	**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 D34 NIZ, turn RIGHT, intercept STP R-099 inbound to STP.
STP 2L (PROP ONLY)		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.
STP 2S (PROP ONLY)	**22L/R**	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 via LERMA to STP.
STP 2W (JET ONLY)		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 D34 NIZ, turn RIGHT, intercept STP R-099 inbound to STP.

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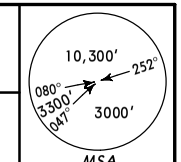
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

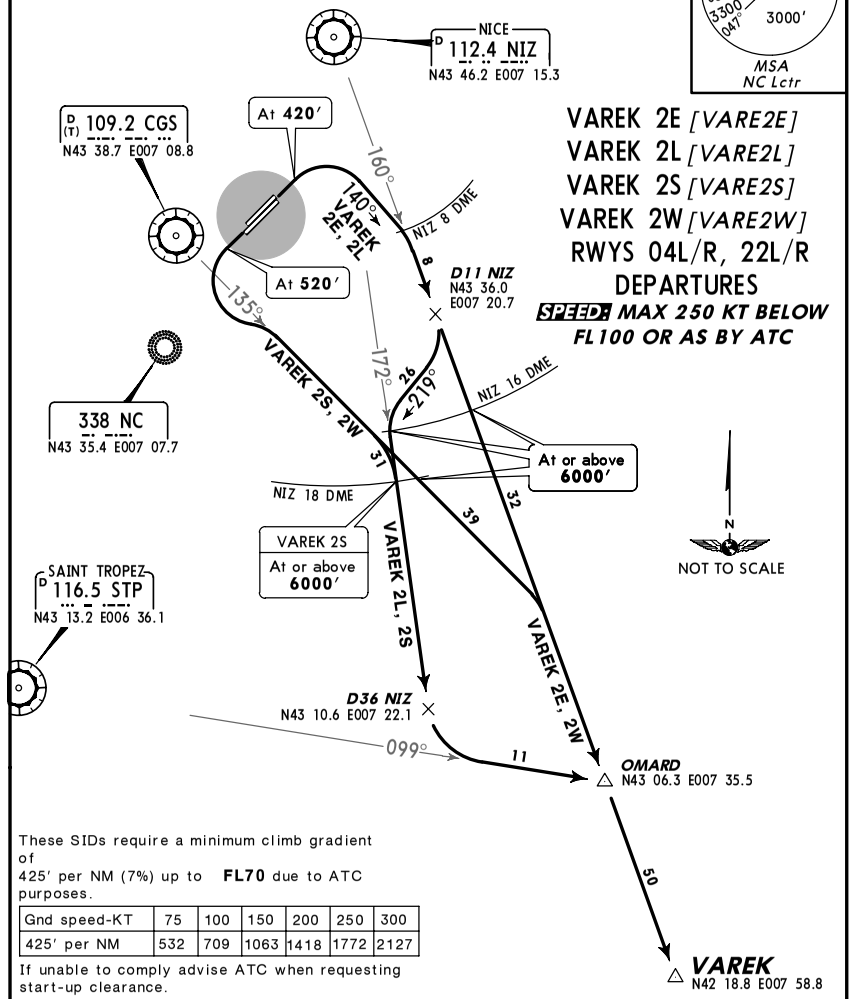
8 APR 05 (10-3L) Eff 14 Apr SID

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.



VAREK 2E *[VARE2E]* VAREK 2L *[VARE2L]* VAREK 2S *[VARE2S]* VAREK 2W *[VARE2W]* RWYS 04L/R, 22L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
VAREK 2E (JET ONLY)	**04L/R**	At **420′** turn RIGHT, 140° track, at NIZ 8 DME intercept NIZ R-160 via OMARD to VAREK.
VAREK 2L (PROP ONLY)		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, intercept NIZ R-160 to VAREK.
VAREK 2S (PROP ONLY)	**22L/R**	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.
VAREK 2W (JET ONLY)		At **520′** turn LEFT, intercept CGS R-135, turn RIGHT, intercept NIZ R-160 via OMARD to VAREK..

NOISE ABATEMENT PROCEDURES

SUMMER	**: LT minus 2 HOURS**	**=**	**UTC (Z)**
WINTER	**: LT minus 1 HOUR**	**=**	**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 ICAO PANS-OPS provisions, Volume I.

Land overflying traffic

IFR: 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).

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

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

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:

When performing a straight-in approach do not exceed 200 KT at points shown on approach charts. Landing gear extention recommended after NC.
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 arrival routes when weather conditions enable these procedures to be applied (within South-West-sector from airport: ground visibility greater than or equal to 10 km, ceiling at or above 3000').

Configuration 22:

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

Visual approaches

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

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

DEPARTURES

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

cont'd

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NOISE ABATEMENT PROCEDURES

NIGHTTIME RESTRICTIONS

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

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

These restrictions do not apply to

- 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 THRUST

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

RUN-UP TESTS

Run-up tests are not allowed between 2100-0600LT. This includes any operation carried out 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.
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 (aircraft owner, technical or commercial operator).

Exceptions:

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

AUXILIARY POWER UNITS (APUs)

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

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

Special case use of parking kilo

In order to reduce the noise and olfactive nuisances due to aircraft using the 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 particular:

- on arrival: engine stopping upon entering the parking at the 'STOP ENGINE AND APU' line and towing to the aircraft stand;
- the APU must not be used during the stop duration; if necessary, request for a GPU to the assistant;
- 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.

AIRPORT CHARACTERISTICS

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

Operational requirements for commercial operators
Captains must have followed a training program on current procedures and the basic characteristics of the airport infrastructure.
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.

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
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 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)

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, 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 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, avoiding overflying Cannes East, Vallauris and Antibes. About 2/3 of 04 arrivals use the RIVIERA approach. During less favourable conditions ILS rwy 04L is available. The 3° slope allows for low 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.

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AIRPORT CHARACTERISTICS

22 arrivals
22 arivals occur about 10% of the time, about 120 days per year for periods of several hours at most (sea breezes) and occasionally all day with strong W/SW winds. Ceiling and visibility are usually good except for a few days a year and then 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 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°

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 final that could result in missed approaches. In this case the traffic may be carried exceptionally on rwy 22L.
A circle-to-land will not normally be designated by NICE ATC to be used for landing on rwy 22L or 22R. Notably, the more absence of operating conditions for SALEYA procedures has not to be considered like an exceptional situation and does not constitute a reason for using a circle-to-land rwy 22 procedure except on limited basis.

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

LFMN/NCE

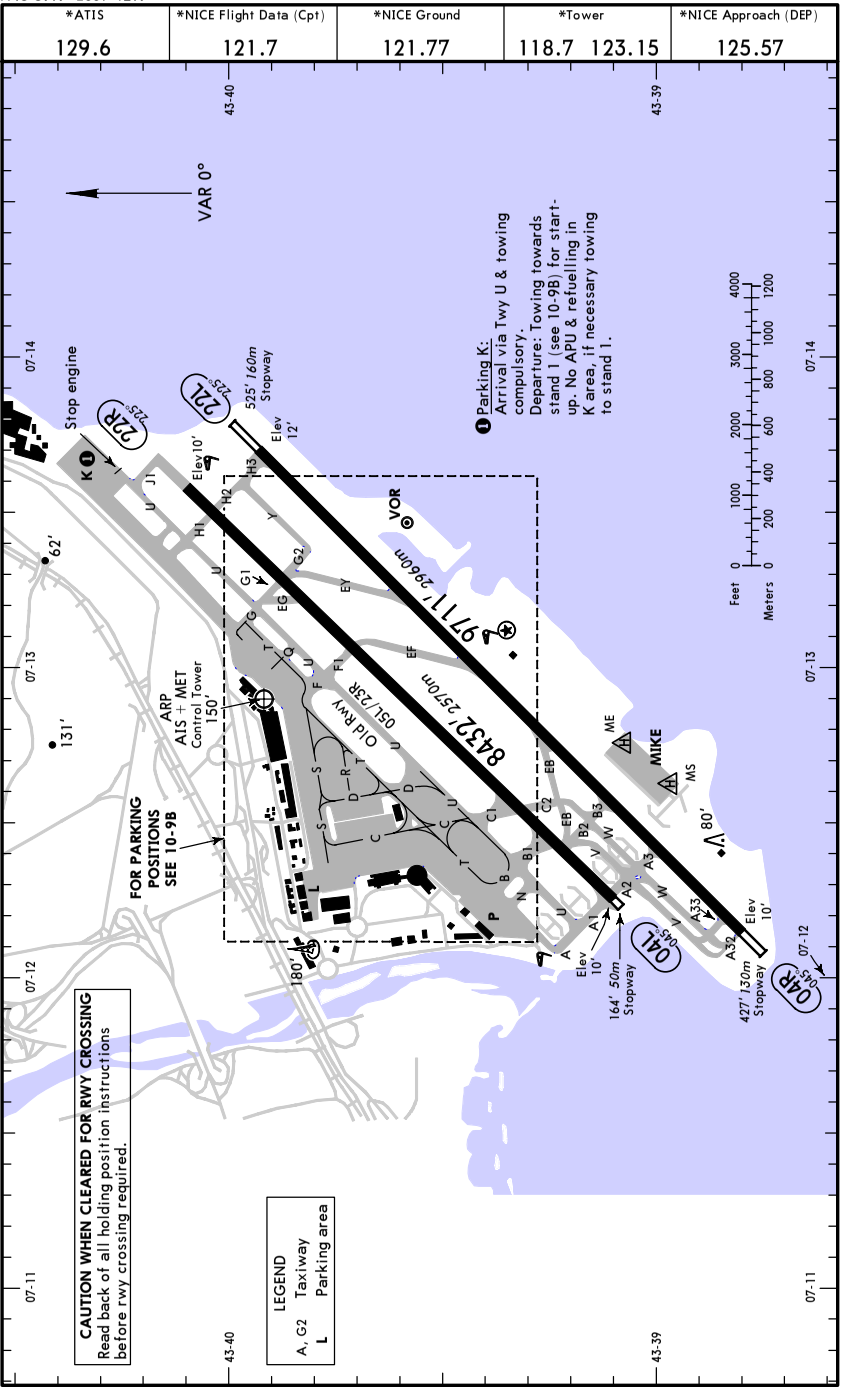
Apt Elev **12′**
N43 39.9 E007 12.9

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

15 JUL 05 (10-9)

NICE/COTE D'AZUR

*ATIS	*NICE Flight Data (Cpt)	*NICE Ground	*Tower	*NICE Approach (DEP)
129.6	121.7	121.77	118.7 123.15	125.57



CHANGES: Stopway 04L.

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LFMN/NCE

JEPPESEN NICE/COTE D'AZUR, FRANCE

15 JUL 05 (10-9A)

NICE/COTE D'AZUR

GENERAL

CAUTION: Risk of confusion of rwy 04L/22R with Twy U (old rwy 05L/23R).
Birds.
Strong turbulences and rapid changes of wind direction in vicinity of airport.
After landing leave rwy 04L or 04R except by ops requirements, on or before Twy H1 or EY respectively.
If unable, advise ATC immediately.
Rwy 04L and rwy 04R right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL *(60m)* REIL CL ❶ PAPI-R (3.0°) VIBAL	8924′ *2720m*	7487′ *2282m*	❸ ❹	148′
22R	HIRL *(60m)* REIL CL ❶ PAPI-L (3.5°) ❷ VIBAL			❸	*45m*

❶ spacing 15m, white.
❷ PAPI-L offset 5° from rwy centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh.

❸ TAKE-OFF RUN AVAILABLE

RWY 04L:		RWY 22R:	
From rwy head	8629′ (2630m)	From rwy head	8432′ (2570m)
twy B1 int	7300′ (2225m)	twy H1 int	7972′ (2430m)
twy C1 int	6522′ (1988m)	twy G1 int	6611′ (2015m)
		twy EG int	6063′ (1848m)
		twy F1 int	5233′ (1595m)

❹ Additional 295′/90m available as stopway.

04R	HIRL *(60m)* REIL CL ❺ PAPI-R(3.0°) HST-EF&EY VIBAL		8661′ *2640m*	❼	148′
22L	HIRL *(60m)* REIL CL ❺ PAPI-L (3.5°) ❻ HST-EB VIBAL				*45m*

❺ spacing 15m, white.
❻ PAPI-L offset 5° from rwy centreline. Obstacle clearance guaranteed up to 3.8 NM from thresh.

❼ TAKE-OFF RUN AVAILABLE

RWY 04R:		RWY 22L:	
From rwy head	9711′ (2960m)	From rwy head	9711′ (2960m)
twy A33 int	9383′ (2860m)	twy EY int	6936′ (2114m)
twy A3 int	8120′ (2475m)	twy EF int	5551′ (1692m)
twy B3 int	7070′ (2155m)		

JAR-OPS

TAKE-OFF

	All Rwys	
	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C, D	*400m*	*500m*

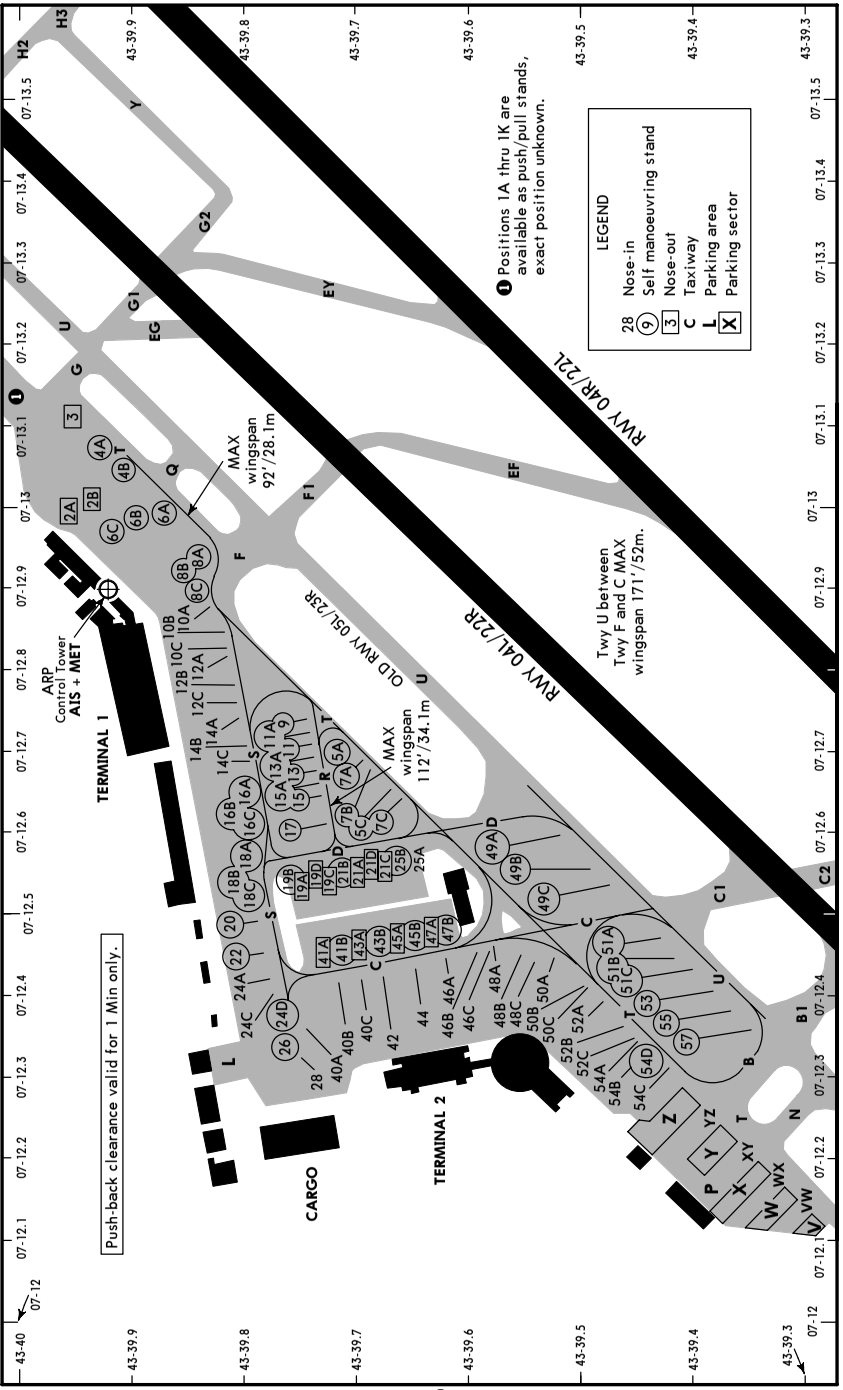
CHANGES: Usable lengths 04L.

LFMN/NCE — NICE/COTE D'AZUR, FRANCE

JEPPESEN

13 JAN 06 (10-9B)

NICE/COTE D'AZUR



CHANGES: Parking stands. Note.

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LFMN/NCE — NICE/COTE D'AZUR, FRANCE

JEPPESEN

13 JAN 06 (10-9C)

NICE/COTE D'AZUR

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
2A	N43 40.0 E007 13.0	26	N43 39.8 E007 12.3
2B	N43 39.9 E007 13.0	28, 40A, 40B	N43 39.7 E007 12.3
3	N43 40.0 E007 13.1	40C	N43 39.7 E007 12.4
4A	N43 39.9 E007 13.1	41A, 41B	N43 39.7 E007 12.5
4B	N43 39.9 E007 13.0	42	N43 39.7 E007 12.3
5A	N43 39.7 E007 12.7	43A, 43B	N43 39.7 E007 12.5
5C	N43 39.7 E007 12.6	44	N43 39.6 E007 12.4
6A thru 6C	N43 39.9 E007 13.0	45A	N43 39.7 E007 12.5
7A	N43 39.7 E007 12.7	45B	N43 39.6 E007 12.5
7B, 7C	N43 39.7 E007 12.6	46A thru 46C	N43 39.6 E007 12.4
8A	N43 39.8 E007 12.9	47A, 47B	N43 39.6 E007 12.5
8B	N43 39.9 E007 12.9	48A thru 48C	N43 39.6 E007 12.4
8C	N43 39.8 E007 12.9	49A, 49B	N43 39.6 E007 12.6
9	N43 39.8 E007 12.7	49C	N43 39.5 E007 12.5
10A	N43 39.9 E007 12.9	50A thru 50C	N43 39.5 E007 12.4
10B, 10C	N43 39.9 E007 12.8	51A	N43 39.5 E007 12.5
11, 11A	N43 39.8 E007 12.7	51B, 51C, 52A	N43 39.5 E007 12.4
12A	N43 39.8 E007 12.8	52B, 52C	N43 39.5 E007 12.3
12B	N43 39.9 E007 12.8	53	N43 39.4 E007 12.4
12C	N43 39.8 E007 12.8	54A, 54B	N43 39.5 E007 12.3
13 thru 14C	N43 39.8 E007 12.7	54C, 54D	N43 39.4 E007 12.3
15 thru 18A	N43 39.8 E007 12.6	55	N43 39.4 E007 12.4
18B thru 19B	N43 39.8 E007 12.5	57	N43 39.4 E007 12.3
19C	N43 39.7 E007 12.5		
19D	N43 39.7 E007 12.6		
20	N43 39.8 E007 12.5		
21A thru 21D	N43 39.7 E007 12.6		
22, 24A/C/D	N43 39.8 E007 12.4		
25A	N43 39.6 E007 12.6		
25B	N43 39.7 E007 12.6		

CHANGES: INS coordinates.

PREFERENTIAL PROCEDURES FOR LANDING

(applicable only when the meteorological conditions are fulfilled)

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

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

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

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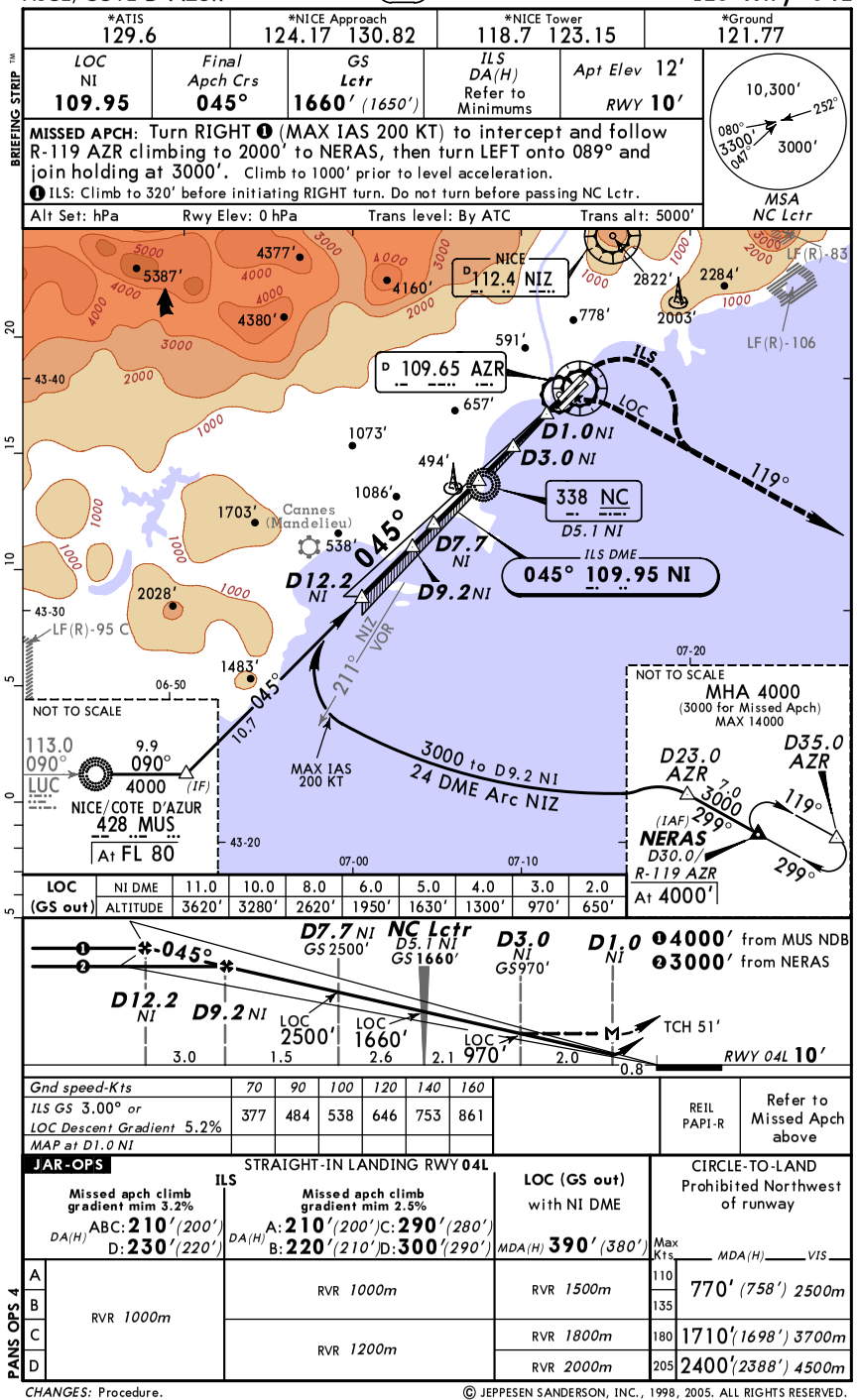


LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (11-2) Eff 14 Apr

ILS Rwy 04R

*ATIS	*NICE Approach	*NICE Tower	*Ground
129.6	124.17 130.82	118.7 123.15	121.77

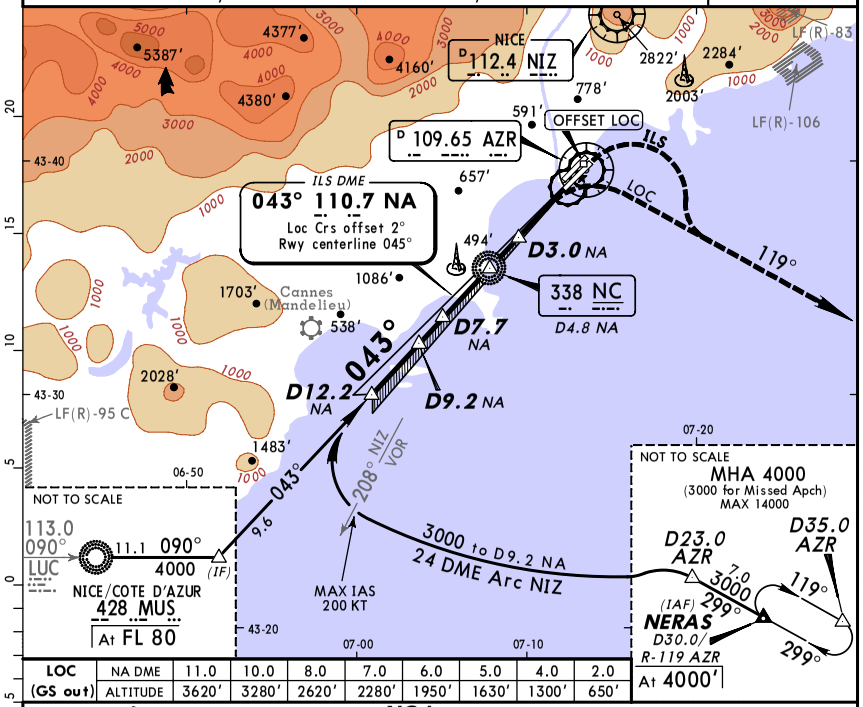
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 12′
NA 110.7	043°	Lctr 1570′ (1560′)	Refer to Minimums	RWY 10′

MISSED APCH: Turn RIGHT ❶ (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.
❶ ILS: Climb to 300′ before initiating RIGHT turn. Do not turn before passing NC Lctr.

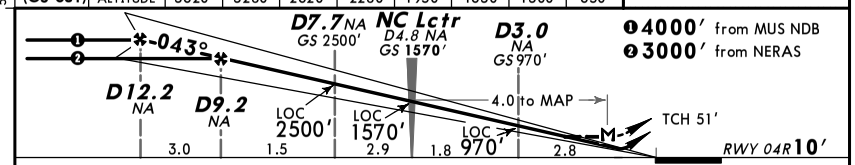
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

MSA NC Lctr: 10,300′ (080°–252°), 3300′ (047°–080°), 3000′ (252°–047°)

BRIEFING STRIP ™



LOC (GS out)	NA DME	11.0	10.0	8.0	7.0	6.0	5.0	4.0	2.0
	ALTITUDE	3620′	3280′	2620′	2280′	1950′	1630′	1300′	650′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
Lctr to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL PAPI-R

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY **04R**

	ILS DA(H)	LOC (GS out) with NA DME MDA(H)	Max Kts	MDA(H)	VIS
A	C: 270′ (260′)	310′ (300′)	110	770′ (758′)	2500m
B	AB: 260′ (250′) D: 280′ (270′)		135		
C	RVR 1000m	RVR 1500m	180	1710′ (1698′)	3700m
D	RVR 1200m	RVR 2000m	205	2400′ (2388′)	4500m

CIRCLE-TO-LAND Prohibited Northwest of runway

PANS OPS 4

CHANGES: Procedure.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN NICE/COTE D'AZUR, FRANCE

8 APR 05 (16-1) Eff 14 Apr

Lctr Rwy 04R

*ATIS	*NICE Approach	*NICE Tower	*Ground
129.6	124.17 130.82	118.7 123.15	121.77

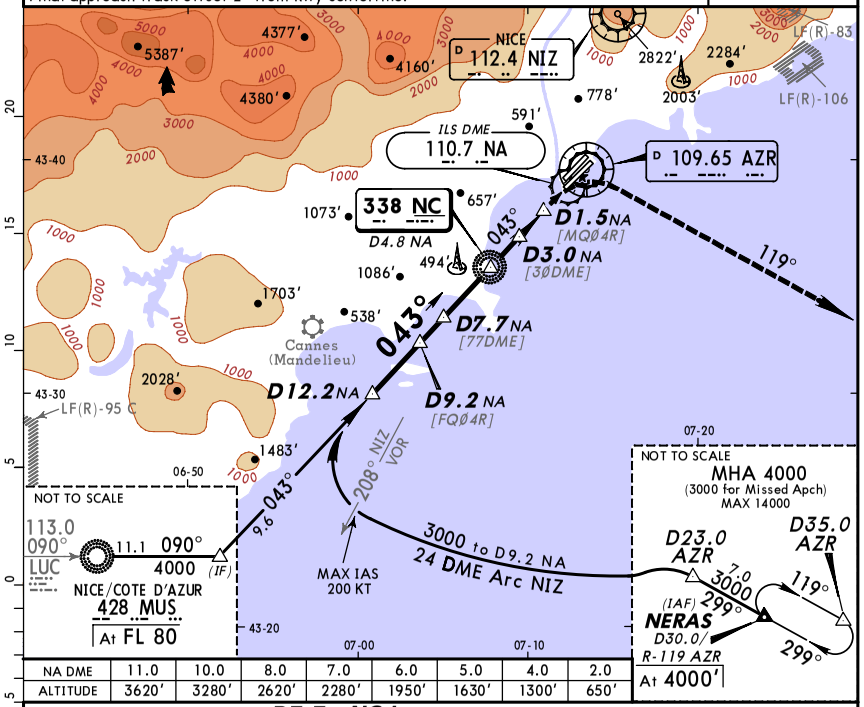
Lctr NC 338	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 12′
	043°	D9.2 NA 3000′ (2990′)	500′ (490′)	RWY 10′

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.

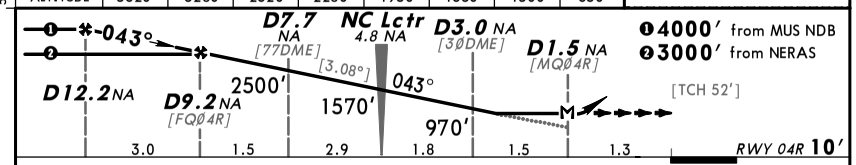
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′
Final approach track offset 2° from Rwy centerline.

MSA NC Lctr: 10,300′ (080°–252°), 3300′ (047°–080°), 3000′ (252°–047°)

BRIEFING STRIP ™



NA DME	11.0	10.0	8.0	7.0	6.0	5.0	4.0	2.0
ALTITUDE	3620′	3280′	2620′	2280′	1950′	1630′	1300′	650′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.37% or Descent angle [3.08°]	381	490	545	654	763	872
MAP at D1.5 NA						

REIL PAPI-R

200 KT MAX onto RT AZR 109.65 R-119

JAR-OPS STRAIGHT-IN LANDING RWY **04R**

	with NA DME MDA(H)	Max Kts	MDA(H)	VIS
A	500′ (490′)	110	770′ (758′)	2500m
B		135		
C	RVR 1500m	180	1710′ (1698′)	3700m
D	RVR 2000m	205	2400′ (2388′)	4500m

CIRCLE-TO-LAND Prohibited Northwest of runway

PANS OPS 4

CHANGES: Procedure.

LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 8 APR 05 (19-1) Eff 14 Apr

NICE/COTE D'AZUR, FRANCE
RIVIERA CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 04L/R

*ATIS	*NICE Approach	*NICE Tower	*Ground
129.6	124.17 130.82	118.7 123.15	121.77

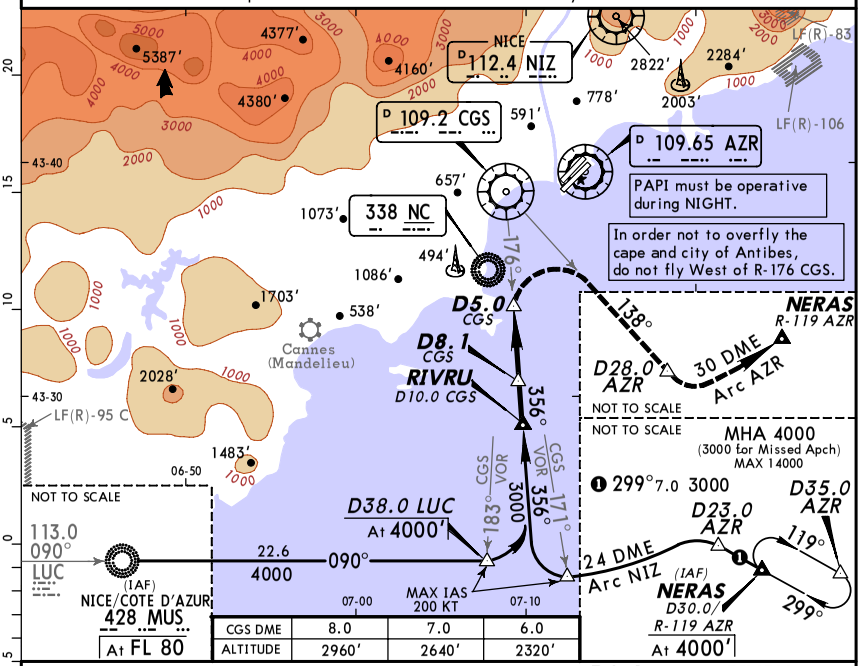
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
CGS 109.2	Refer to chart 19-1A	D8.1 CGS 3000′ (2988′)	2000′ (1988′)	12′

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.

MSA NC Lctr: 10,300′ (080°–252°) 3300′ (047°–080°) 3000′

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

BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D5.0 CGS						

REIL PAPI-R

185 KT MAX RT

CGS 109.2 R-138

JAR-OPS **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.

PANS OPS 4

CHANGES: Procedure.

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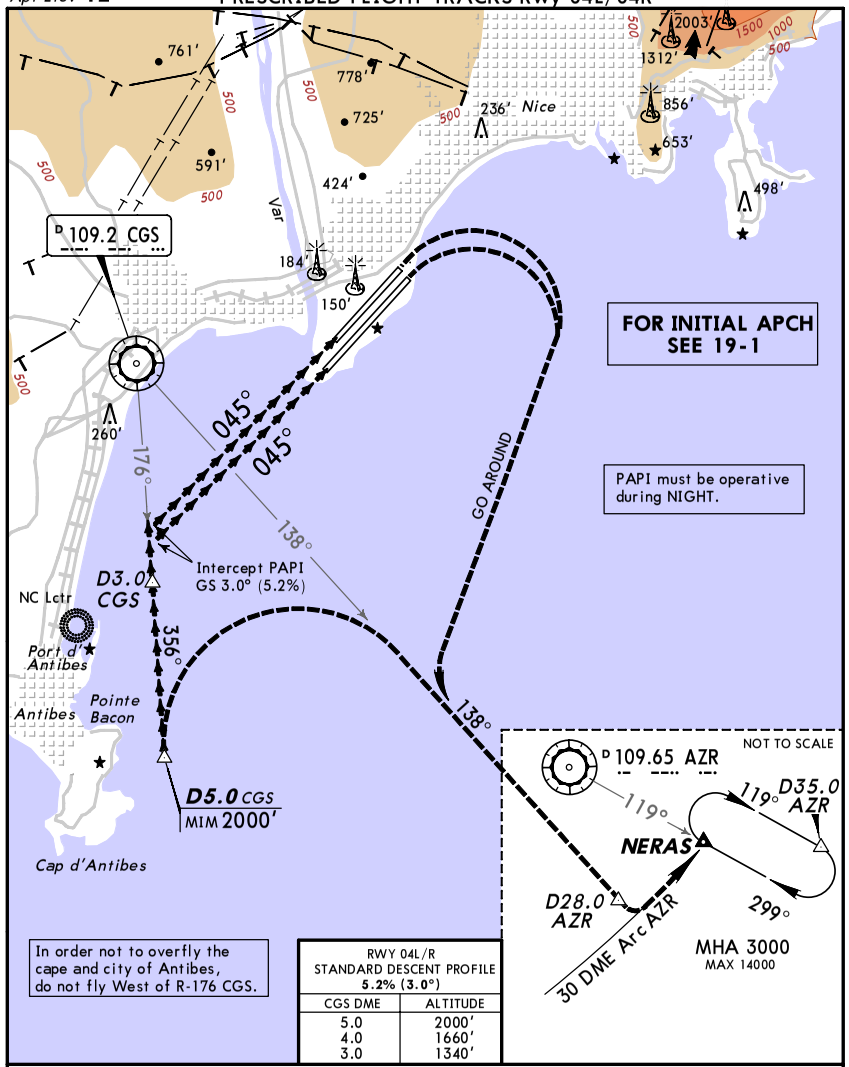
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN 8 APR 05 (19-1A) Eff 14 Apr

NICE/COTE D'AZUR, FRANCE
RIVIERA CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 04L/04R

Apt Elev 12′



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

JAR-OPS **CEILING REQUIRED**

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

1 CEIL and VIS required within Southwest sector of apt.

CHANGES: Procedure.

LFMN/NCE
NICE/COTE D'AZUR

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

NICE/COTE D'AZUR, FRANCE
SALEYA CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 22L/R

*ATIS	*NICE Approach	*NICE Tower	*Ground
129.6	124.17 130.82	118.7 123.15	121.77

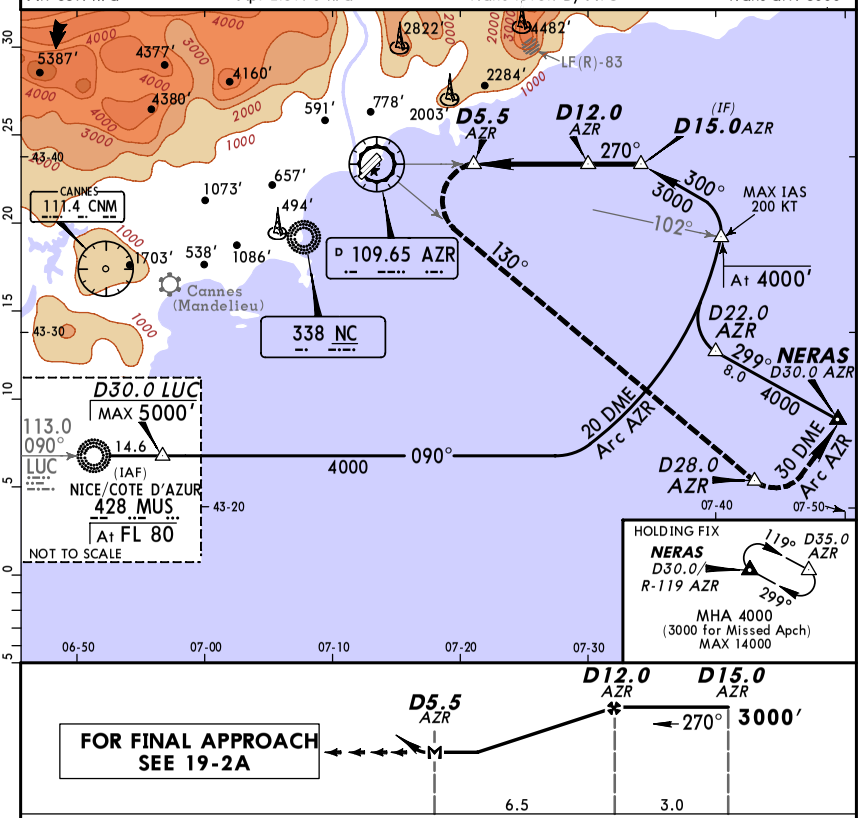
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
AZR 109.65	Refer to chart 19-2A	D12.0 AZR 3000′ (2988′)	1500′ (1488′)	12′

MSA NC Lctr: 10,300′ (252°–080°) 3300′ (080°–047°) 3000′

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′.

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

BRIEFING STRIP™



FOR FINAL APPROACH SEE 19-2A

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D5.5 AZR						

REIL
PAPI-L

185 KT MAX
LT

AZR 109.65 R-130

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110	1500′ (1488′)	8 km
B	135		
C	180		
D	205		

PANS OPS 4

CHANGES: Procedure.

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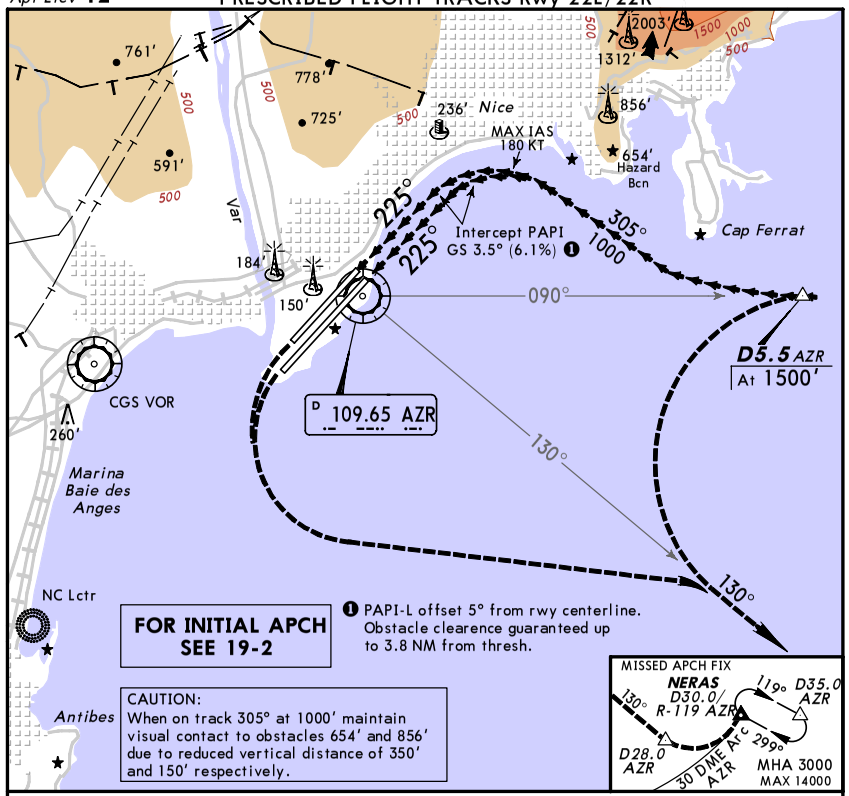
LFMN/NCE
NICE/COTE D'AZUR

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

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

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

Apt Elev 12′



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

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110	1500′ (1488′)	8 km
B	135		
C	180		
D	205		

CHANGES: Procedure.

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LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
8 APR 05 (19-3) Eff 14 Apr

NICE/COTE D'AZUR, FRANCE
CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS Rwy 22R

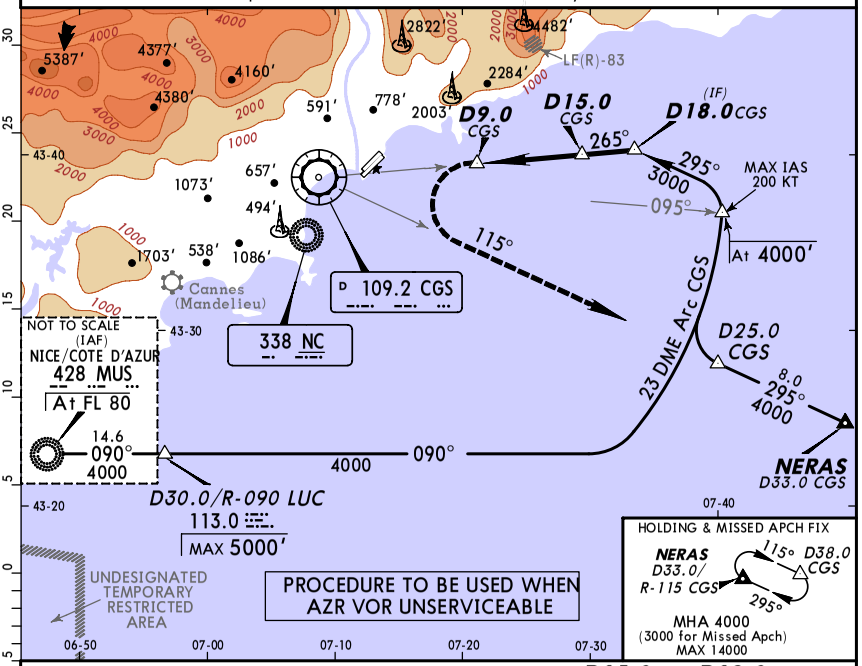
*ATIS	*NICE Approach	*NICE Tower	*Ground
129.6	124.17 130.82	118.7 123.15	121.77

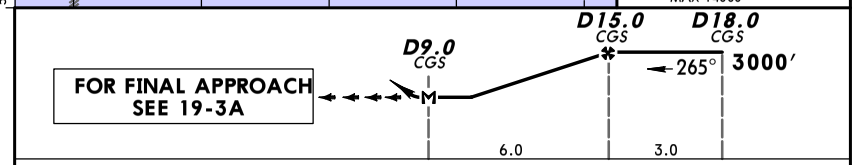
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
CGS 109.2	Refer to chart 19-3A	D15.0 CGS 3000′ (2988′)	1500′ (1488′)	12′

MSA NC Lctr: 10,300′ (080°–252°) 3300′ (047°–080°) 3000′

MISSED APCH: Turn LEFT (MAX IAS 185 KT) to intercept R-115 CGS climbing to 3000′ to NERAS. At NERAS join holding at 3000′.

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D9.0 CGS						

REIL PAPI-L | 185 KT MAX LT | CGS 109.2 R-115 | 3000′

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110	1500′ (1488′)	8 km
B	135		
C	180		
D	205		

PANS OPS 4

CHANGES: Procedure.

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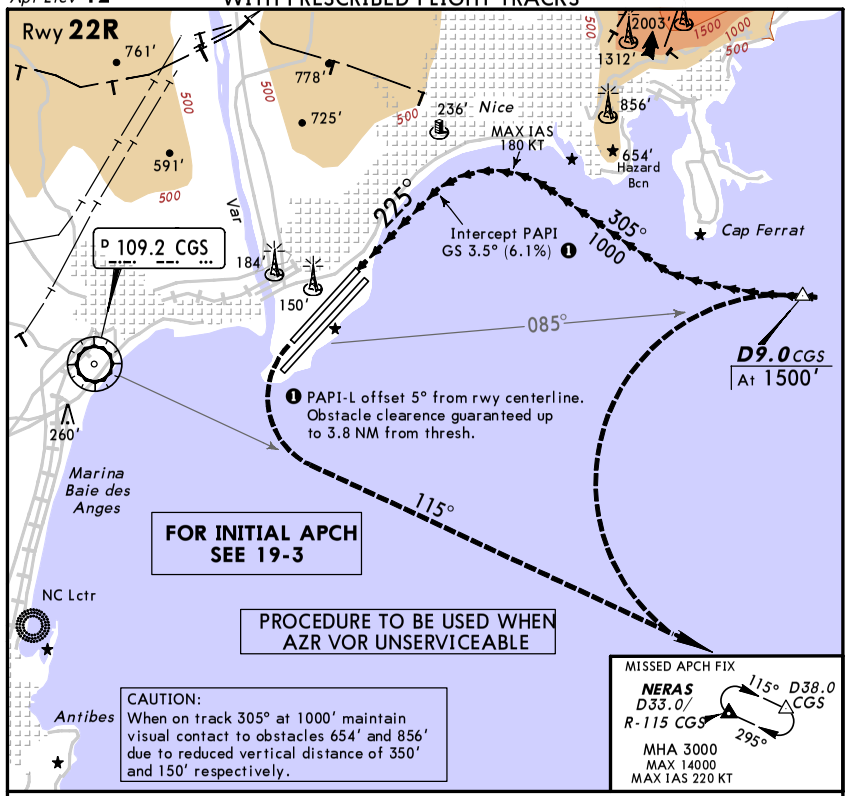
LFMN/NCE
NICE/COTE D'AZUR

JEPPESEN
8 APR 05 (19-3A) Eff 14 Apr

NICE/COTE D'AZUR, FRANCE
CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Apt Elev 12′

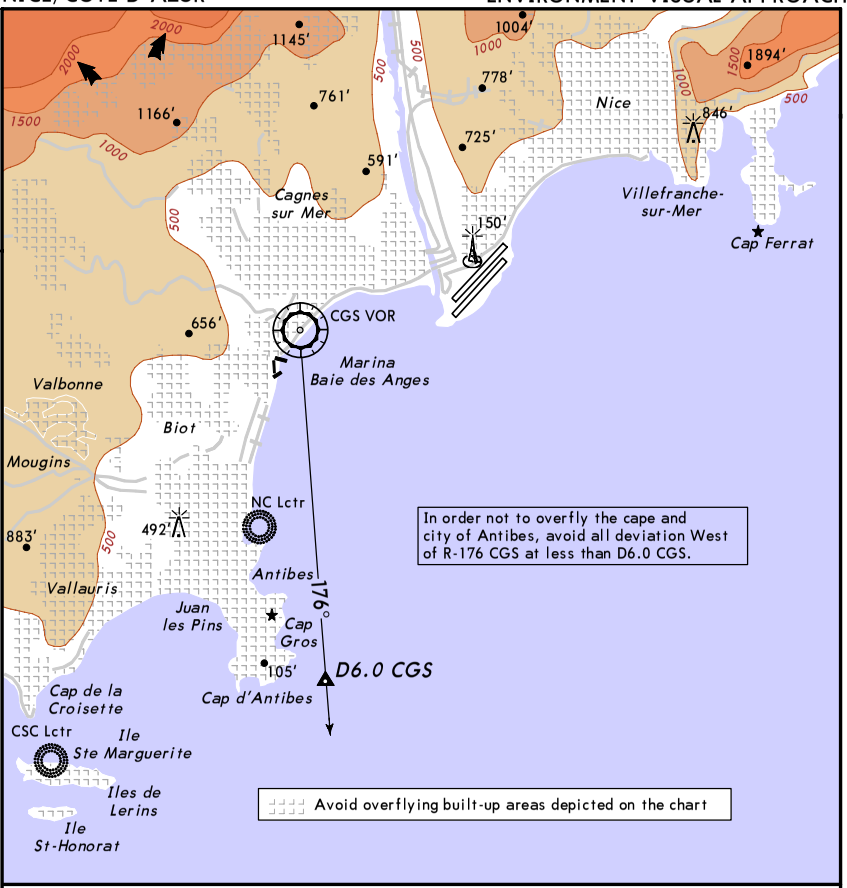


BALKED LANDING:
Turn LEFT to intercept R-115 CGS climbing to 3000′ to NERAS.
At NERAS join holding at 3000′.

JAR-OPS

	Max Kts	MDA(H)	VIS
A	110	1500′ (1488′)	8 km
B	135		
C	180		
D	205		

CHANGES: Missed 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 SALEYA procedure implementation are not provided.

CHANGES: Chart reindexed.