

NICE (NCE/LFMN)

Elevation 12ft

CATEGORY B

BAV A/V Brief required for initial qualification:

<https://drive.google.com/file/d/1MdGI7V4zgVVddWb7tCbyDt2SXbrcYAAa/view?usp=sharing>**GENERAL**

- Airfield situated on the coast 2nm SW of the city of Nice

Threats**CFIT**

- The Navigraph/LIDO Radar Minimum Altitudes chart provides a useful overview of the terrain Situation
- High ground is present along the coast and inland of the airfield rising rapidly within 5NM
- NE of the RWY 22L and R thresholds there is terrain and obstacles c850ft AMSL at 3.5NM and greater than 2,000ft AMSL within 6NM.
- To the NW the ground rises to peaks to c4,200ft AMSL 10NM to the NW of the airfield and c4,600ft AMSL 11NM NE.
- To the SW the terrain is flatter, but obstacles rise to c1,100ft AMSL at 9NM.
- Due to the high ground to the N and NE it is important to plan for missed approaches to be carried out during each stage of the approach. A guiding principle should be a turn away from the high ground and over the sea.

Runway Excursion

- Preferential runways are 04L for landing and 04R for departure with up to 6kts tailwind.
- Delayed descent clearances and/or shortened inbound routeings can lead to fast, high approaches.
- When limits for the RWY 04L/R RNP or VOR 'A' are marginal ATC can give late notice vectors for the ILS leaving aircraft high and fast.
- The parallel taxiway north of 04L can easily be mistaken for a runway. Use of the ILS is recommended even in good visual conditions to aid correct identification.
- If landing runway is 04R it is easy to become high from the visual approach due to the shorter distance from the MAP to the final approach and the staggered threshold.

Runway Incursion

- Incursions of RWY 04L/22R have occurred when arriving on RWY 04R/22L, ensure crossing clearance has been received.
- On departure caution crossing RWY04L for RWY04R to ensure that 04R is not infringed, the taxiway layout between the two can be confusing particularly at night, especially at C1.
- Taxiways can be confusing. Strict adherence to ATC instructions and taxi charts is required.

Loss of Control

- Turbulence and windshear occur due to local topography.
- With strong N winds turbulence maybe encountered at circuit height.
- Strong W winds give a marked downdraught at the thresholds of RWY 22L/R.
- Sea breeze effects produce significant changes of wind direction at low level. It is possible to have tailwind conditions reported on all runways.

Special Considerations

- Noise Sensitive Airport, especially the Cap D'Antibes area, heavy fines are imposed for violations.

• The following items should be briefed on the RNP and VOR 'A', 'B', 'C' and 'D' approaches; What vertical profile will be flown and how will this be achieved and monitored? When will handover of control take place and will the aircraft be fully configured at this point? Will the AP/FD be used? How can the correct runway be identified and distractions be managed? What are the go-around procedures for the instrument and visual portions of the approach?

ARRIVAL
Diversion Airports

MARSEILLE	MRS/LFML	088 nm/261°T	CAT B
LYON	LYS/LFLL	154 nm/323°T	CAT A
BARCELONA	BCN/LEBL	268 nm/238°T	CAT B
MILAN (Malpensa)	MXP/LIMC	134 nm/029°T	CAT B
GENOA	GOA/LIMJ	083 nm/057°T	CAT B

Approach

- Expect RNAV STAR NISAR 6R.
- Radar vectoring is mainly to seaward due to terrain.
- Communications to the N are restricted for the same reason. Marseille will normally give landing runway but type of approach will only be available from Nice ATC.
- The ATIS shares a frequency with Agen and the latter predominates until into the descent.
- Holding, if required, will normally take place at AMFOU.
- ATC are not allowed to offer visual approaches at night, crews may request them if desired.
- Landings are normally carried out on 04L or 22R with take-offs on 04R and 22L due noise. However late at night 04R and 22L will be used for both.
- When the wind does not allow use of RWY 04L/R (more than about 6 kt tail), and the conditions are below prescribed minima, the aerodrome will be closed to traffic. All circling and visual approaches (including indirect approaches) must be carried out over the sea once below 5000ft. Noncompliance has resulted in heavy noise fines.

04L/R

- RNP Z LPV minima are not currently approved. The LNAV/VNAV minima can be used if the Missed Approach Climb Gradient can be achieved, there are considerable improvements in minima available if the aircraft can achieve a single-engine MACG greater than standard.
- RNP Y and Z approaches are straight in and are unlikely to be offered unless weather is limiting and ILS unavailable, due to noise considerations.
- RNP Y minima are dependent on the aircraft's Missed Approach Climb Gradient, check the correct minima have been selected
- RNP A and VOR A noise abatement offset procedures are used when cloudbase permits (see below).
- Wind strength and direction on the ground may be considerably different to that on approach.
- Rwy 04R ILS Localiser is offset by 2°.

- Considerably offset VOR 'A' (formerly "Riviera") or RNP 'A' Break-cloud Procedures are published and may be referred to by ATC as Noise Abatement Procedures – crews should be prepared to use these in good weather when visibility at least 10 km with 3,000ft cloud base. ATC may use this procedure even when the conditions are marginal.
- If this procedure is in use crew should not request ILS approach as, although ATC may permit, a large fine may subsequently be issued.

The procedure positions the aircraft at BISBO at 3,000ft for a visual approach towards the horse racetrack. The VOR 'A' approach chart gives check altitudes against DME from CGS. The ILS for the landing runway will normally be radiating. Runway lights are omni-directional and there are 2 flashing white identification lights at the threshold of the landing runway.

At night the runways are difficult to discern against the background lighting. Ensure that Antibes and Cap Gros are not overflown. All missed approaches are out to sea and vary depending on whether the starting position is the instrument or visual segment.

CAUTION: RWY04L/R PAPI calibrated for CAT D aircraft only. PAPI indications approaching 300ft for CAT C aircraft will suggest the aircraft is low when on correct profile. This has led to crews deviating above the glideslope in the latter stages of the approach.

Approach Guidance – VOR 'A' Approach and RNP 'A' Approach RWY 04L/R:

A380 B767 B777 B787

Not Applicable

B747

Use LNAV/VNAV to minimise workload during the intermediate approach.

Entering CGS/174 in the FIX page will provide a useful guide for tracking after D5 CGS and the turn to final if the centreline is appropriately extended.

Approaching D5 CGS select ALT HLD and HDG SEL.

At MDA: If P1 calls "Go Around" then select LNAV to fly the missed approach with AP engaged.

At MDA: If P1 calls "Visual, Continue" then PF continues desired flight path toward final using AP in HDG SEL and V/S.

Advisory altitudes at CGS D5, D4 and D3 are published on "VPT A 04L/R Visual Manoeuvring with Prescribed Tracks" chart. This chart also describes the different go-around from below MDA which is to ensure separation from helicopter traffic.

AP is approved down to 360ft aal per FCOM L.10.5.

A32N

Use FINAL APP to minimise workload during the intermediate approach. To retain AP F/D below MDA and avoid inappropriate guidance:

1. Use FINAL APP down to MDA.
2. When using FINAL APP do not select GA ALT until below the final descent point (2000ft) to avoid unwanted ALT* when basic modes are selected (PRO-NOR-EXP-APPROACH APPROACH USING FINAL APP GUIDANCE).
3. Select the bird and PULL TRK approaching D5 CGS to engage basic modes and retain AP: If in FINAL APP the AP disconnects at MAP not MDA (PRO-NOR-EXP-APPROACH APPROACH USING FINAL APP GUIDANCE). Adjust FPA to 3° if required
4. At MDA: If P1 calls "Go-Around" then PUSH to level off at 2000ft and PUSH NAV after MAP to fly the missed approach with AP engaged Consider using the "Discontinued Approach" procedure (PRO-NOR-EXP-APPROACH-DISCONTINUED APPROACH) to adjust to the Missed Approach Altitude

5. At MDA: If P1 calls "Visual, Continue" then PF continues desired flight path towards final using AP in TRK and FPA.
6. Advisory altitudes at CGS 4D and 3D are published on 'VPT A 04L/R Visual Manoeuvring with prescribed tracks' chart. This chart also describes the different go-around from below MDA which is to ensure separation from helicopter traffic.
7. AP is approved down to 500ft (A318, A319, A320)/900ft (A321) as per FCOM LIM-AUTOFLIGHT SYSTEM "In all other phases".

ALL

22L/R

One RNP and two VOR circling procedures are published, RNP 'D', VOR 'B' and 'C' (formerly "Saleya"), all require significant visual manoeuvring from the MAP.

- At the MAP visual identification of the coast and aeronautical lights on the 856ft AMSL antennae and the 654ft AMSL hill should be made if scenery permits. There is a white lighthouse on Cap Ferrat which may be floodlit, but this scenery dependent and in any case may not be visible from the left seat at the MAP.
- When Rwy 22 is the landing runway, under adverse weather conditions (visibility BLW 8 km, ceiling BLW 1500ft), RNP D Rwy 22L/R procedure will be in use. Without required RNAV capability, holding or diversion is to be expected.
- There are 2 flashing white identification lights at the threshold of the landing runway. Beware of getting too close to the high ground to the NE, especially with a strong S to SW wind. Note that the extended centre line of Rwy 22R passes approximately 1000 m to the NW of Nice harbour.
- Avoid overflying the land at all times during visual manoeuvring
- From the MAP of either approach type the approach must be completed visually. A potential trap is to continue descent from the MAP and become low on the base leg. Although the PAPIs are offset, they are not easily discernible until the turn onto finals. Follow the guidance below to guard against becoming low and ensure the stable approach criteria passing 1,000ft can be easily assessed.

ALL

VOR Rwy 22L/R

- The distance to touchdown from MAP is approximately 6.5 nm. The minimum altitude after the MAP is 1000ft until the 3.5° final approach can be commenced.
- An effective technique to avoid becoming low is to maintain 1,500ft from the MAP throughout the right turn onto base, and do not descend below 1,500ft until a continuous 3.5° final approach profile can be commenced (Note: For RWY 22R the DME reads 0.5 (AZR)/3.9 (CGS) at the THR). As a guide, an approximate location for commencing a 3.5° final approach from 1,500ft (for runway 22R) is when the AZR 070 radial is passed on base leg (CGS 072 radial if AZR u/s).

Approach Guidance – VOR 'B' or 'C' Approach Rwy 22L/R:

A380 B767 B777 B787

Not Applicable

B747

Use LNAV and VNAV to MDA to minimise workload during the intermediate approach.

Approaching D5.5 AZR select ALT HLD and HDG SEL.

At MDA: If P1 calls "Go Around" then select LNAV and execute standard missed approach.

At MDA: If P1 calls "Visual, Continue" then PF continues desired flight path toward final using AP in HDG SEL and V/S.

AP is approved down to 360ft aal as per FCOM L.10.5

A32N

Use FINAL APP to minimise workload during the intermediate approach. To retain AP/ FD below MDA and avoid inappropriate guidance:

1. Use FINAL APP down to MDA.
2. When using FINAL APP do not select GA ALT until below the final descent point (1500ft) to avoid unwanted ALT* when basic modes are selected (PRO-NOR-EXP-APPROACH APPROACH USING FINAL APP GUIDANCE).
3. Select the Bird, PULL TRK and PUSH FPA (to level off) approaching MDA to engage basic modes. If in FINAL APP the AP disconnects at MAP not MDA (PRO-NOR-EXP-APPROACH APPROACH USING FINAL APP GUIDANCE).
4. At MDA: If P1 calls 'Go-Around' then execute standard missed approach.
5. At MDA: If P1 calls 'Visual, Continue' then PF continues desired flight path towards final using AP in TRK and FPA.
6. AP is approved down to 500ft (A318, A319, A320)/900ft (A321) as per FCOM LIM-AUTO FLIGHT SYSTEM "In all other phases".

ALL

RNP 'D' RWY 22L/R

The minimum altitude after the MAP is 1000ft until the 3.5° final approach can be commenced.

It is recommended to maintain 1260ft (Circling minima) from MAP22 until a continuous 3.5° final approach profile can be commenced (Note: For Rwy 22R the DME reads 0.5 (AZR)/3.9 (CGS) at the THR). As a guide, an approximate location for commencing a 3.5° final approach from 1270ft (for runway 22R) is when the AZR 065 radial is passed on base leg (CGS 67 radial if AZR u/s).

A380 B767 B777 B787

Not Applicable

B747

Use LNAV and VNAV to MDA to minimise workload during the intermediate approach.

Approaching MN22D select ALT HLD and HDG SEL.

At MDA: If P1 calls "Go Around" then select LNAV and execute standard missed approach. Refer to VPT D Rwy 22L/R for details of visual baulked landing.

At MDA: If P1 calls "Visual, Continue" then PF continues desired flight path toward final using AP in HDG SEL and V/S.

It is recommended to fly level at the Circling Minima until intercepting the 3.5° final approach path

AP is approved down to 360ft aal as per FCOM L.10.5

A32N

Airbus Guidance – RNP 'D' Approach RWY 22L/R:

Use FINAL APP to minimise workload during the intermediate approach. To retain AP/ FD below MDA and avoid inappropriate guidance:

1. Use FINAL APP down to MDA.
2. When using FINAL APP do not select GA ALT until below the final descent point (1260ft) to avoid unwanted ALT* when basic modes are selected (PRO-NOR-EXP-APPROACH APPROACH USING FINAL APP GUIDANCE).

3. Select the Bird, PULL TRK and PUSH FPA (to level off) approaching MDA to engage basic modes. If in FINAL APP the AP disconnects at MAP not MDA (PRO-NOR-EXP-APPROACH APPROACH USING FINAL APP GUIDANCE).
4. At MDA: if P1 calls 'Go-Around' then execute standard missed approach.
5. At MDA: if P1 calls 'Visual, Continue' then PF continues desired flight path towards final using AP in TRK and FPA.
6. It is recommended to fly level at the Circling Minima until intercepting the 3.5° final approach path.
7. AP is approved down to 500ft (A318, A319, A320)/900ft (A321) as per FCOM LIM-AUTOFLIGHT SYSTEM "In all other phases".

GROUND

- When parking at Stand 14A, crew are advised to keep all engines running during taxi, due to uphill slope.
- Stand 16B: This stand faces out towards the taxiway. As you turn onto stand, it is possible to be misled by what appears to be a stop line on the left-hand side. Additionally, there are no clear ground markings to indicate that a right turn is required, to face towards Twy S.

DEPARTURE

- Departures routed over the sea until above 6,000ft.
- Expect an RNAV SID, BADOD 6E from 04R or 6W from 22L.
- Normally either runway 04R or 22L.
- ATC may cancel speed control and give direct routings but will not consider your rate of climb relative to terrain.
- CARD has details of emergency turn procedures.

WEATHER

- General weather and climactic synopsis, e.g. max/min temps, prevailing winds, likelihood of fog, local meteorological phenomena etc.

OPERATIONAL INFORMATION

Handling Agent	AVIAPARTNER
Handling Agent VHF	131.625
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (keep GPU connected to reduce APU fuel burn)