NICE (NCE/LFMN)

Elevation 12ft

CATEGORY B

AV brief required for initial qualification

GENERAL

- The airfield is situated on the coast 2NM SW of the city of Nice

Threat Based Briefing Topics

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 VOR B 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

- NCE will ordinarily only accept RNP capable aircraft.
- **When weather conditions are suitable expect RNP04L/R A and RNP22L/R D approaches**
- Radar coverage is mainly seaward due to terrain.
- 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.

RNP and VOR Approaches

RNP approaches with full lateral and vertical path guidance (FINAL APP/LNAV/ VNAV) from the final descent point to the THR are provided for all approaches which terminate with “Circling with Prescribed Tracks”.

It is Strongly Recommended to use the RNP coded approaches as shown in the table below:

Runway	**Charted Procedure**	**Navigation Database Procedure to Select**
04L/R	VOR **A** 04 L/R	RNV04L**A** or RNV04R**A**
	RNP **A** 04 L/R	RNV04L**A** or RNV04R**A**
22L/R	VOR **B** 22 L/R	RNV22L**B** or RNV22R**B**
	RNP D 22 L/R	RNV22LD or RNV22R**D**

CAUTION: Ensure the correct Navigation Database Approach is selected and check the coding carefully.

Due to navigation database naming convention all the approaches are coded as RNP approaches even when the published instrument approach is a VOR. ATC clearances will refer to the Charted Procedure name.

Approaches to Runways 04L/R

- RNP Y approaches are straight in and are unlikely to be offered unless weather is limiting and ILS unavailable, due to noise considerations.
- 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’ or RNP ‘A’ Circling with Prescribed Track 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.

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.

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

Use of FINAL APP or LNAV/VNAV is strongly recommended. Airbus aircraft: do not use FLS for this approach – ensure FINAL APP is selected on the PERF APPR page. Vertical and lateral guidance using FINAL APP or LNAV/VNAV is provided from the Final Descent Point of the instrument procedure down to the threshold. Review the table in the "Circling Approach Execution" section to ensure the correct approach is selected in the navigation database.

When flying the VOR approach it is a requirement to tune and monitor the approach aid even though an RNP approach is selected in the FMS.

ALL

Configuration Management

- In marginal weather conditions it is recommended to be fully configured before the MAPt/Circling Minima.
- In good weather conditions it may be possible to delay final configuration until after the MAPt/Circling Minima. However, allow sufficient time to meet the Stable Approach Policy.

ALL

Guidance Management

Approach

- A continuous 3° final approach slope is coded from the Final Descent Point to the THR.
- If visual at the circling minima FINAL APP or LNAV/VNAV can continue to be used down to the minimum Autopilot Disconnect height for these modes

Missed Approach Coding.

The Navigation database provides MISAP coding from the THR (not the MAPt). The MISAP Coding is for the instrument approach (not the rejected landing) and thus depending on the point that the MISAP is commenced, manual lateral intervention (HDG) may be required to achieve the correct track.

Missed Approach from Instrument MAPt

- If not visual at the circling minima, Go Around using standard Go Around Procedures.
- Use selected lateral guidance (HDG) to navigate along the instrument MISAP Track.

Rejected Landing

- In the event of a Go Around after the Instrument MAPt follow the approach track and liaise with ATC.

- After the THR, manual lateral intervention (HDG) will be required to comply with the rejected landing procedure on the IAC.

APPROACHES TO RUNWAYS 22L/R

- Two circling procedures are published, RNP D and VOR B, 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. The 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 RNP 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.
- 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.
- When the wind does not allow use of Rwys 04 (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. Non-compliance has resulted in heavy noise fines.
- When operating to RWY22L/R ensure that the flight path does not pass over land (Cap Ferrat and Cap de Nice). Flight over land will result in a large fine.

ALL

RNP D and VOR B Approach Rwy 22L/R:

Use of FINAL APP or LNAV/VNAV is strongly recommended. Vertical and Lateral guidance using FINAL APP or LNAV/VNAV is provided from the Final Descent point of the instrument procedure down to the minimum autopilot disconnect height for the approach in use. Review the table in “Circling Approach Execution” section to ensure the correct approach is selected in the navigation database.

When flying the VOR approach it is a requirement to tune and monitor the approach aid even though an RNP approach is selected in the FMS.

ALL

Configuration Management

- Reach the MAPt/Circling minima in the circling configuration at circling speed (Airbus – F3 and LDG GR Down at F Speed).
- Select final configuration prior to final descent.

ALL

Guidance Management

Approach

- A 3° final approach slope is coded from the Final Descent Point to the Circling Altitude. The aircraft will then automatically fly a level segment at the circling altitude until starting descent automatically for the 3.5° final approach path.

Note: No Crew interaction is required to level at the circling minima or re-commence the final descent.

- If visual at the circling minima FINAL APP or LNAV/VNAV can continue to be used down to the minimum Autopilot Disconnect height for these modes (Airbus A320 family – 250ft RA, Boeing 777 – 200ft RA).

Missed Approach Coding

The Navigation database provides MISAP coding from the THR (not the MAPt). The MISAP Coding is for the instrument approach (not the rejected landing) and thus depending on the point that the MISAP is commenced, manual lateral intervention (HDG) may be required to achieve the correct track.

Missed Approach from Instrument MAPt

- If not visual at the circling minima, Go Around using standard Go Around Procedures.
- Use selected lateral guidance (HDG) to navigate along the instrument MISAP Track.

Rejected Landing

- In the event of a Go Around after the Instrument MAPt follow the approach track and liaise with ATC.
- To assure RF leg is accurately followed – respect the MISAP maximum speed constraint until Left turn towards instrument MISAP is complete.
- After the THR manual lateral intervention (HDG) will be required to comply with the rejected landing procedure on the IAC.

ALL

Non-availability of FINAL APP/LNAV/VNAV Capability

If for any reason FINAL APP or LNAV/VNAV capability is not available the following guidance provides an effective method to fly the VOR B, VOR C or RNP D procedure.

ALL

VOR Rwy 22L/R

- From the MAP the approach should be completed visually. A potential trap is to continue descent from the MAP and become low on the base leg.

- 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 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). This will guard against becoming low and ensures the stable approach criteria passing 1,000ft can be easily assessed.

Note: Although the PAPIs are offset, they are not easily discernible until the turn onto finals. 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).

ALL

RNP Rwy 22L/R

- From the MAP the approach should be completed visually. A potential trap is to continue descent from the MAP and become low on the base leg.

- The minimum altitude after the MAP22 is 1000ft until the 3.5° final approach can be commenced.

It is recommended to maintain 1270ft (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). This will guard against becoming low and ensures the stable approach criteria passing 1,000ft can be easily assessed.

Note: Although the PAPIs are offset, they are not easily discernible until the turn onto finals. As a guide, an approximate location for commencing a 3.5° final approach from 1260ft (for runway 22R) is when the AZR 065 radial is passed on base leg (CGS 67 radial if AZR u/s).

ALL

GROUND

- When parking at Stand 14A, crew are advised to keep both 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.
- BAV Performance manual has details of emergency turn procedures.

WEATHER

- Summer hot and dry with occasional thunderstorms.
- Winter depressions can give prolonged rain and occasional thunderstorms.
- Prevailing winds E to SE in Summer. N to NE in Winter.
- Sea haze can be a problem with S – SE winds - requiring care when combined with a circling approach to 22L/R.
- Fog is rare.

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 (use ground power to reduce APU fuel burn)