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This page is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo-France…) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

Approved on 09/03/2023 by LRST

Contents

DISCLAIMER

The pieces of information provided are published only for indication, information and are not exhaustive. We make our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP sup, AIC (Aeronautical Information Circular) and NOTAM.

GENERAL

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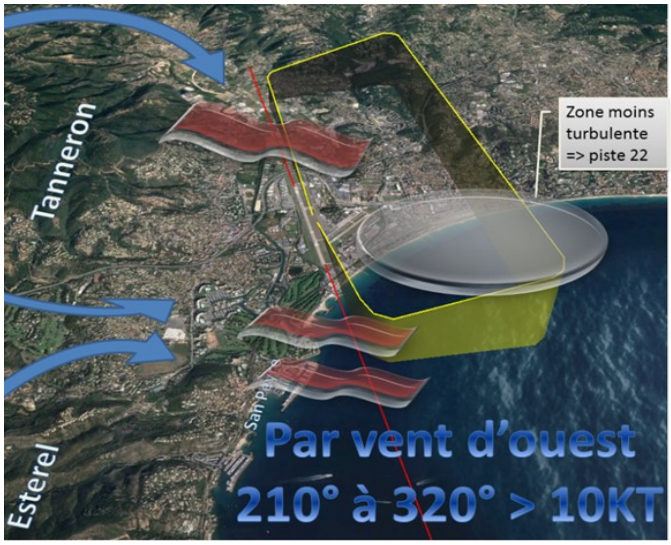
Weather conditions related to the geographical location of the airport

Weather conditions are particularly favorable throughout the year, however, two phenomena can limit access to the airport :

Western or northwest wind : The reliefs located less than half a nautical mile west of the airfield cause severe turbulence when the wind blows at more than 10 knots. The axes of runways 17 and 35 are impacted. It is recommended to land on runway 22 if performances allow it, or else to divert.



Ceiling less than 3000 ft : The damp sea breeze frequently causes ceilings around 3000 ft. The arrival from the north of the airfield may be difficult because of the high reliefs in the vicinity of the airport. It may be easier to enter the CTR by the sea (DR) or through the Var valley north of Nice, then EW northeast of Cannes CTR.

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GENERAL

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Compatibility between IFR and VFR

Cannes is a busy airfield (81000 flight movements per year): 55% represent light aviation, 20% IFR traffic (mostly private jets) and 25% helicopter traffic.

Because of the surrounding terrain, the IFR arrival track is facing the runway 17 departure, which is used mostly all the time.

As the IFR flights arrive at 2000 ft, it is essential to respect ATC instructions (departures route published), especially the limitation to 1000 ft after runway 17 departure to SW, as well as when in circuit pattern.

The north arrivals via N are at 2500 ft and those from EW at 3000 ft, be careful to respect these altitudes because IFR flights turn on final leg between 2000 and 1500 ft around this area.

ATC have to juggle between many constraints, especially the IFR departures facing the IFR arrivals, so it can be difficult to allow VFR to join the circuit. Pilots have to be very careful and respectful of the strict clearances.

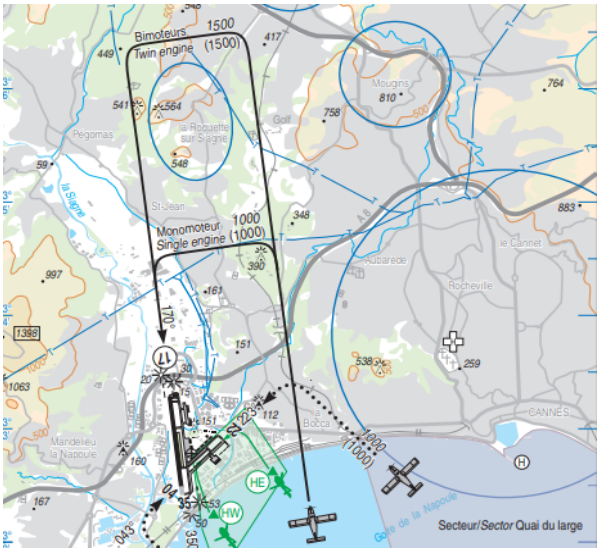
Limitation of nuisances, respect of neighborhood

Because of the highly urbanised environment of Cannes and its surroundings, many measures were set up to ensure that noise pollution has the lowest possible impact on the citizens living close to the airport:

- Encourage pilots to have aircraft equipped with silencers
- Respect of the published tracks or the routes given by air traffic controllers
- Implementation of restrictions (circuit pattern limitations, see VAC)
- Noise measurement system, awareness of riparian needs, environmental charter, code of good practice

In order to better live together, it is required to adopt low noise configuration in circuit pattern (according to the operational conditions). The cooperation of pilots is essential and highly appreciated to maintain this balance:

- Do not overfly Cannes city (large blue circle on the map), except for safety reasons
- Unless otherwise specified, do not overfly the subdivision of La Roquette sur Siagne (blue circle on downwind). ATC can request the single engine to report before turning base, and sometimes to extend downwind after the subdivision. In any case, comply with ATC clearances. When the single engine pilot is requested to extend downwind, he has to ask ATC for permission to climb at more than 1000 ft (except for immediate safety reason).



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Risks related to traffic on the platform during the peak season

From April to October, flight movements on the airport are more important and can be increased by the Dash from the civil security or water bomber helicopters on fire mission.

The Dash aircraft which are working on a fire near Cannes are used to re-fuelling fire retardant on the airport pelicandrom, while the helicopters take water in a water tank, outside the airport. When these aircraft are on a fire mission, they have priority over the other flights. This peak period can delay the planes on the ground or inflight.

Because of its wingspan and its outer main gear wheel span, the DASH can't taxi via all the taxiways on the airfield. After landing on runway 17/35, it must vacate via A2 to join P1 or P2 at the pelicandrom (see orange line on the picture). Therefore, the controller has to direct traffic on the other holding points: it creates an additional complexity for the ground controller who can delay taxi on the platform, also ground aircraft at the fuel station or on the taxiways, in order to ensure the smooth running of the operations.

Cannes is a « coordinated » airport during summer season and in addition to some major events such as The Monaco Grand Prix, The Cannes Film Festival… Any jet or turboprop coming to Cannes on IFR during this period must request a slot given by COHOR (except for state aircraft, MEDEVAC or emergencies).

The VFR tourism flights are numerous to park on the Cannes airfield. So it is important to check NOTAMs before flying in order to anticipate apron congestions.

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ARRIVAL

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VFR arrivals

There are 4 arrival possibilities. In any case, do not enter the class D CTR without clearance. In case of busy frequency, hold outside the CTR until ATC clearance.

- **North and west arrivals:** the descent depends on the reliefs. Report at WL or N 2500 ft. The runway will always be out of sight because of the reliefs.

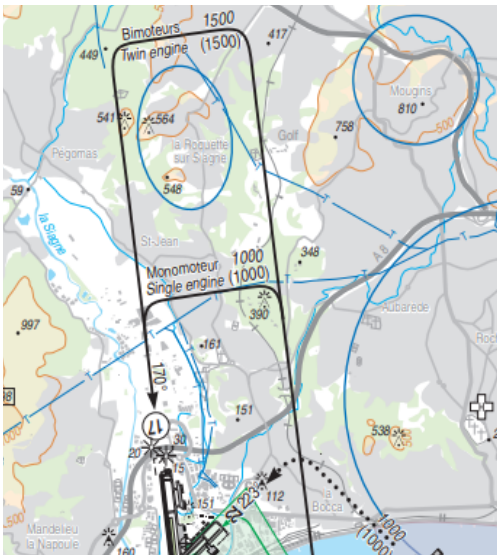
- **Southwest arrivals:** report at DR then in accordance with ATC instructions, follow to SW-SA 1000 ft. Many helicopters at 500 ft not on frequency on this route: remain watchful.

- **Sea arrivals (Corsica):** expect early descent to 1000 ft, it has to be reached between 30 and 20 NM from Cannes, because of the various IFR traffics to Nice and Cannes flying above between 2000 and 5000 ft. The reporting point of the ATC clearance is often SW or SA (Lerins islands are visible from afar). Do not diverge east of SA.

- **East arrival (Italy), two routes:**
  - North of Nice CTR over land, route EA-EW.
  - By the sea (on ATC clearance) off Nice coast, route E-EA-SB-SA between 500 ft and 1000 ft (preferably). Expect to reach E point at 1000 ft (off Menton coast). Many helicopters on this route at 500 ft. Route substantially 230° between EA (Cap Ferrat) and SB (Cap d'Antibes), parallel to Nice's final axes.

Downwind extension North of La Roquette for single engine aircraft

Depending on traffic in circuit pattern, controller could request the single engine pilot to extend downwind north of La Roquette. So, instead of following single engine circuit at 1000 ft represented on the picture below, the pilot has to continue on downwind until north of La Roquette, that is after the blue circle of La Roquette sur Siagne city. In this configuration, if the pilot wants to climb higher than 1000 ft, he must ask for an ATC clearance to start climbing.



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RUNWAY

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Aircraft vacating the runway (except via A7)

When vacating the runway, crews must hold position as long as instructions to taxi towards stand have not been obtained from Ground control even if path to the parking stand is short time taxiing and looks clear. Beyond the regulatory aspects of this remark, any ground conflict can lead to its blockage.

Aircraft vacating the runway via A7

When vacating the runway 17/35 on A7, the pilot must remain on tower frequency, because to taxi to apron, runway 04/22 has to be crossed. This crossing is done in two ways depending on traffic:

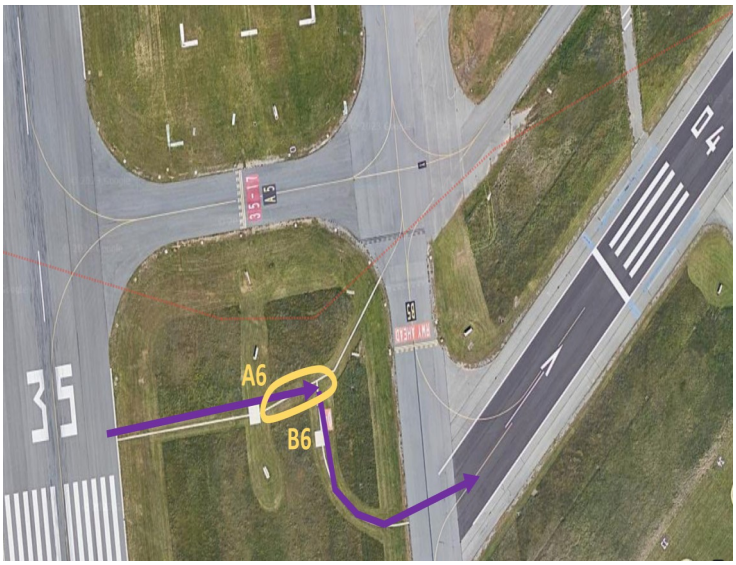
• If runway 04/22 is not engaged: tower controller says: Cross runway 04/22 then maintain B5 vacated and contact Cannes Ground on 121.805 ». In this case, the pilot can contact ground frequency between A7 and C5 in order to taxi without delay to the apron.

• If runway 04/22 is engaged: tower controller says: « Taxi and hold short of holding point C5». The pilot can taxi between A7 and C5 while remaining outside the runway 04/22 strip. When the runway is no longer engaged, the tower controller says: « Cross runway 04/22 then maintain B5 vacated and contact Cannes Ground on 121.805 ». At that time, pilot can cross and contact GROUND frequency.

In both cases, pilots are requested to **maintain B5** when vacated before having the GROUND clearance to taxi to the apron, in order to avoid any risk of conflict on ground.

Helicopters vacating the runway after landing on 17/35

After an helicopter landing on runway 17/35, the ATC tells the pilot to vacate the runway with the following phraseology :« *Air taxi A6, B6, 04/22 to the stand ».*To join runway 04/22, pilots have to follow the trajectory represented by the purple arrows on the next picture, in ordre to respect the ATC's instruction. Also, the pilot can be asked to air taxi to A6 and hold short of holding point B6 (from the other way : 04/22 to 17/35, to air taxi to B6 and hold short of holding point B6), this area corresponds to the area circled in yellow on the map. The helicopter must be precisely in this area to be outside the 04/22 and 17/35 runway strips.



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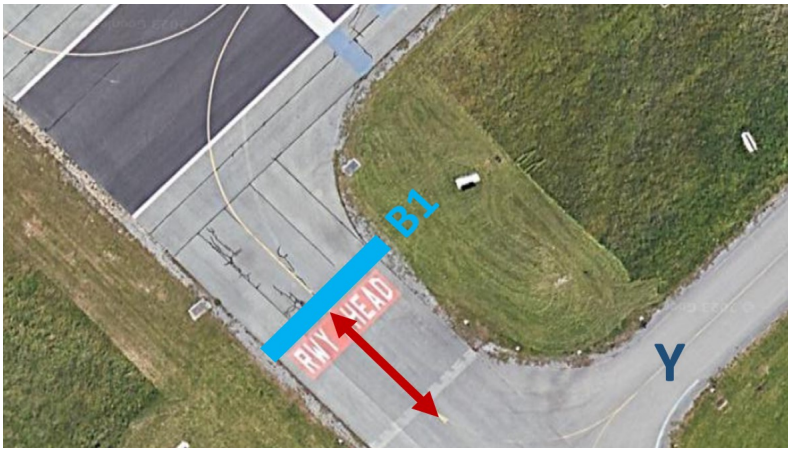
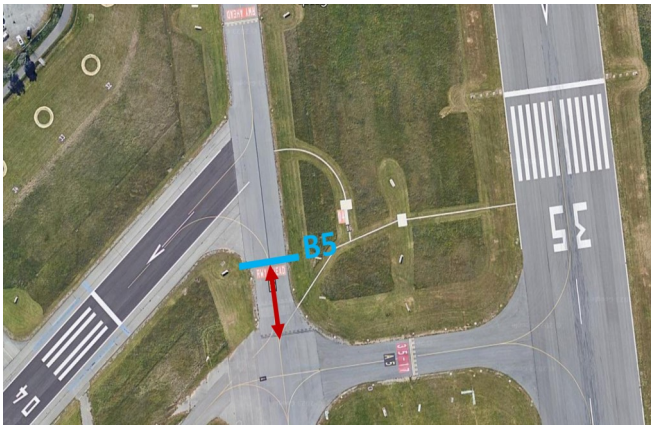
Incursion risk runway 04/22 from B1



For a take-off on runway 22, GROUND controller tells the pilot to taxi and hold short of holding point B1. When the pilot approaches B1, GROUND controller transfers him to the tower frequency. Watchfulness is particularly required for this short taxiway because there is no Wig-Wag unlike B5, and depending on time of the day, glare can interfere with pilot's vision.

Incursion risk runway 04/22 from B5

For a take-off on runway 35 or 04, GROUND controller tells the pilot to taxi holding point B5. When the pilot approaches B5, the controller uses the following phraseology: *'' Hold short of holding point B5. Contact Cannes Tower frequency on 118.625 ''*. The pilot must stop before the blue line on the map (which represent the holding point), switch frequency and contact Tower to cross the runway. Watchfulness is particularly required on this short taxiway in order not to enter runway without clearance.



Incursion risk runway 04/22 from C1, C2 and C3

When a helicopter pilot wants to air taxi to runway 04/22 from a stand located south of the runway, but the runway is engaged, the controller requests the pilot to air taxi to one of the holding point (depending on the helicopter's position) and to hold short of the holding point (represented by the yellow bars on the picture above). Watchfulness is required because air taxi is fast and the distance between the holding points and the runway is very short (see red arrow above).

Limited use of the runway 17 with tailwind

Considering the environment of the airport, distances available for landing and the operating procedures, runway 17 is preferred until a tailwind component of 7 knots.

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TAXI

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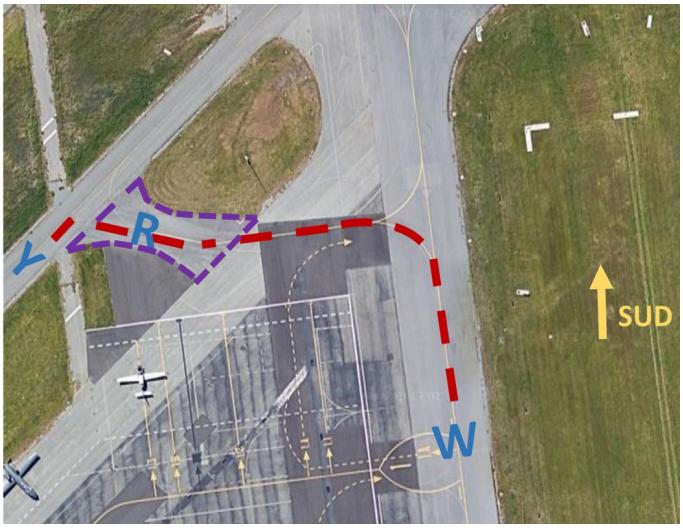
Use of taxiway R

The taxiway R (identified by the letter R on the picture) enables to create a roundabout between A5, B5, Y and W. This taxiway may be used by the pilot (following the red dotted line) without asking controller. During peak season, it is very often used by the controller to improve traffic flow. Indeed, the controller can request a pilot to taxy via R to go from one taxiway to another one, or even request him to maintain on R: in that case, the pilot should be in the area bounded by the purple dotted lines on the picture, in order to not to engage Y and W.



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DEPARTURE

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VFR departures

By day, except from early in the morning, wind enables pilots to nearly always to use runway 17, which is the preferred one. It is imperative to turn exactly at the following altitudes. Turning lower is problematic and turning higher creates an AIRPROX risk with IFR arrivals. After take-off runway 17, turn exactly:

To the left : at 600 ft (overfly the area below dedicated to helicopters)
To the right : at 800 ft via Theoule viaduct (not higher to avoid the opposite IFR arrivals at 2000 ft and not lower to respect noise pollution requirements and terrain clearance)

But in case of a runway axis departure (DR2 ou SA), do not climb above 1000 ft : the IFR arrivals are at 2000 ft in the opposite direction.

Characteristics of left-hand circuit runway 17

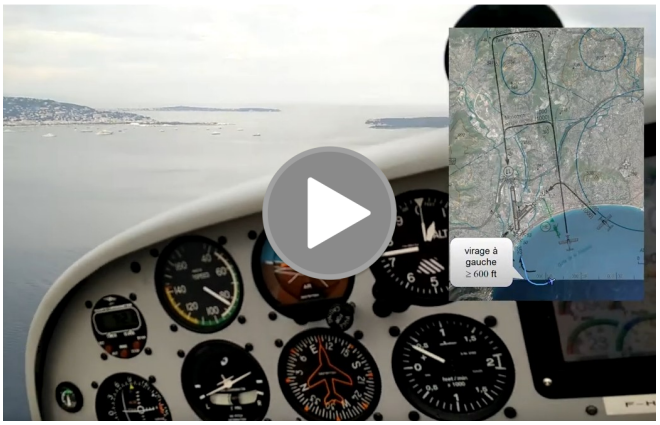
The environmental and aeronautical constraints reduce the possibilities of flying in circuit pattern. These characteristics are explained in this video below.

Video : commented left hand circuit runway 17 in Cannes Mandelieu.

***N.B.** : Clickable button with a link to YOUTUBE. For english, activate subtitles and translation on the video settings.*

The left-hand circuit runway 17 is chosen because it is used 90% of the time in Cannes.

Grass runway is 550 meters long.



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