

# LFMN / Nice Côte-d'Azur / NCE

*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.*

*Updated on 28th, February 2019*

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## 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 supp, AIC (Aeronautical Information Circular) and NOTAM.

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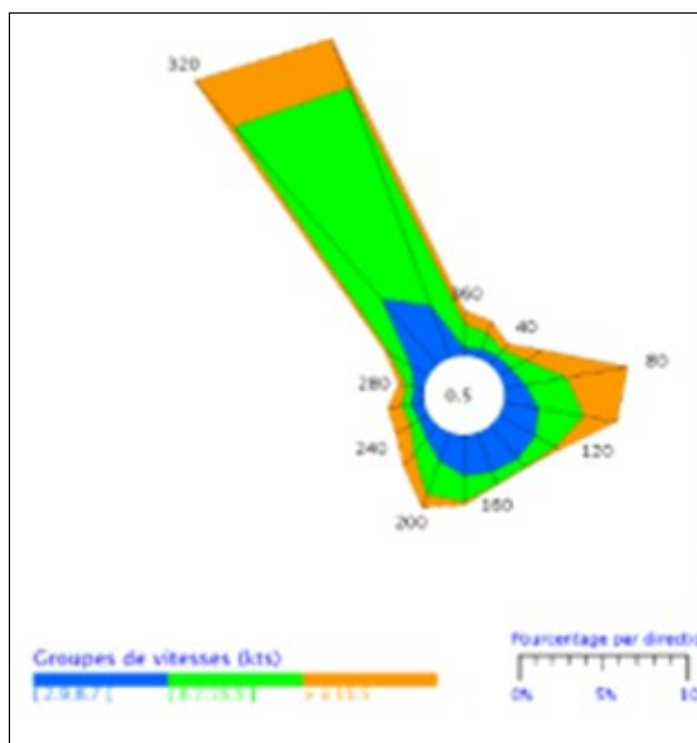
## Meteorological hazards related to the geographical location of the airport

The location of the aerodrome on the seafloor, at the Var valley mouth, in the vicinity of mountainous terrain, leads to specific weather events such as rapid changes of wind, windshear and low visibility.

### Aerodrome located at the Var valley mouth

Northern wind burst sometimes suddenly on the landing runway, particularly when there are stormy rainfalls in mountain.

Convergence between winds from the valley and gradient breeze established at sea.



### Aerodrome close to high terrain

When the wind exceeds 20kts at 1500m, we can expect:

a/ vortex generation fixed or mobile with vertical axis generated under the cape winds and coastal mountains by **Southwest to West wind**. High up to 1000m; width up to 30 km.

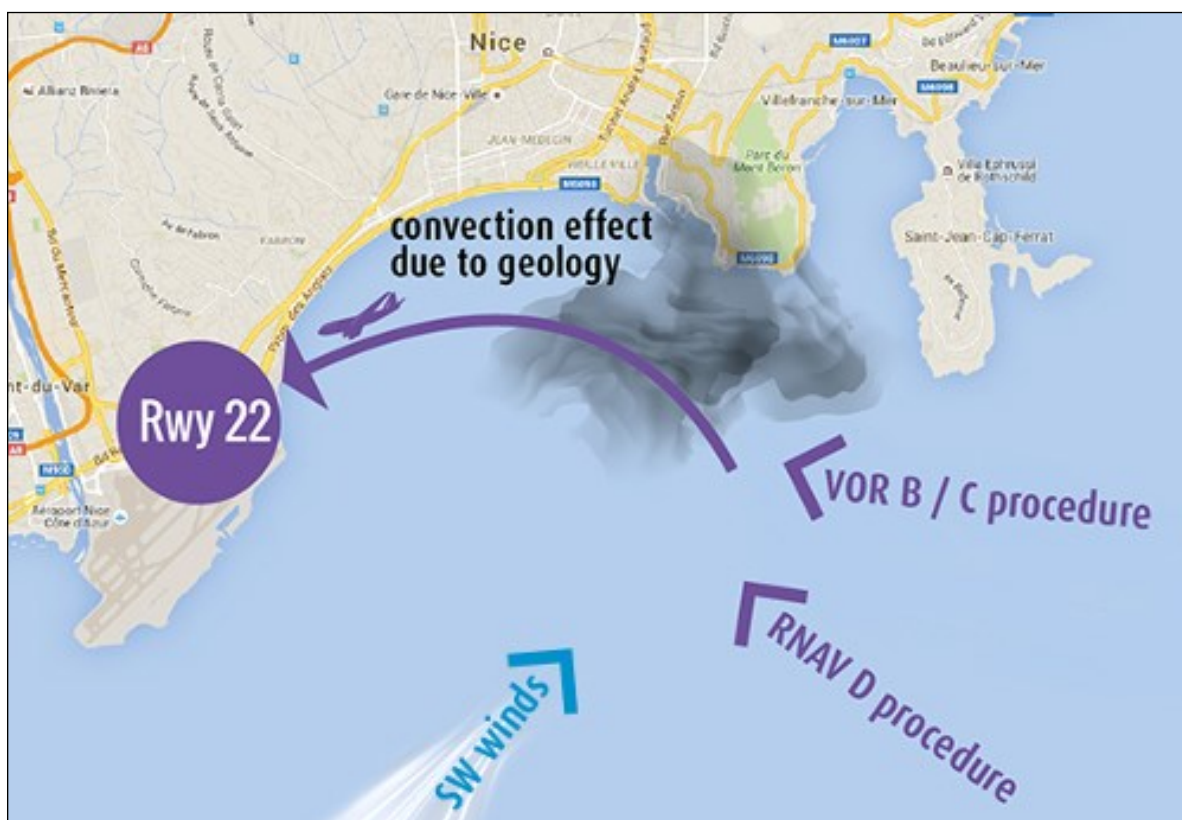
b/ sub-wave flow nearby or on the field, in case of **NW to NE wind** in altitude, resulting in turbulence and rapidly changes of wind in direction and speed.

c/ possible reverse of wind in case of **NW to NE wind** in altitude : we can observe opposition between NE wind and SW wind separated by an area more or less narrow of turbulence. This reverse extends a few kms offshore and moves erratically more or less rapidly westerly or easterly. It can reach up to 2000m altitude. It usually occurs in clear air, and sometimes with few little cumulus, and very rarely by a stormy line.

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## Obstacles close to the airport

Obstacles close to the airport do not allow direct precision approaches for RWY 22 and led to the implementation of relatively high minima for RWY 22 approaches. In case of Southwest wind and humid air mass, the bay of Nice can be shrouded by mist and clouds leading to reductions of visibility and ceiling even while the surrounding meteorology may appear as good. In these conditions, the accessibility of the airfield may be compromised and lead to diversions.



## Risk of close proximity to helicopters

Significant helicopter traffic in CTR. Arrivals, departures, transits, and runway extended centerline crossing paths.

- Possible presence of helicopters below the final approach paths.
- Possible presence of helicopters carrying out aerial work and Emergency Medical Service (EMS) on helipads near the airport.

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## Risk of confusion between the types of approach due to the amount of published procedures

**The greatest vigilance is recommended for crews in preparing for the approach.**

ILS, VOR, RNAV and visual approach procedures are published.

Confirm and verify the preparation of the correct approach procedure in use. Report to ATC any difficulties in the performing of the designated procedure in use before the IAF.

It is mandatory for public transport and recommended for general aviation that the captain has been trained in all usable procedures.

## Hazards in case of deviation during final approach RWY 22 L/R

**The greatest vigilance is recommended for crews during non-precision approach especially on the VPT for RWY22L/R.**

All approaches for RWY22 L/R are non-precision procedures. The last 6 NM segment is to be performed visually whatever the approach. In case of lateral deviation, attention is required due to high terrain right of the track. In case of vertical deviation, be aware of a proximity hazard with VFR traffic (mainly helicopters) below the IFR path.

## Proximity hazard with aircraft going around

**Interference between the missed approach paths and the departures from the parallel runway.**

Go around track VPT RWY04L/R imply to continue straight ahead and at 5 NM CGS a turn magnetic track 110°.

Go around track VPT RWY22L/R imply a climb straight ahead and a left turn at 3000 ft.

When the set of twin RWYs is in use, they interfere with the departures from the parallel runway RWY 04R/22L. Traffic information is provided to the aircraft on final and the missed-approach procedure may be amended.

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## Risk of confusion between Taxiway Uniform and Runway 04L/22R

Presence of oblique green bands on shoulder of TWY U to differentiate it from parallel RWY 04L/22R .

Taxiway Uniform (Twy U) can be confused with RWY 04L/22R during landing, taxiing or takeoff.

Runway 04L and parallel Taxiway U



Runway 22R and parallel Taxiway U



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## Restriction of use for holding point A1

Preferred taxiing via A1 except when ILS 04L is in use. In this case, taxiing via A1 are incompatible with the glide path critical area between A1 and B1. In that case expect taxi instructions via holding point C1 for RWY 04L.

