

AIRLINE BRIEFING

FLYING TO NICE REQUIRES RNP APCH CAPABILITY

starts 1st March 2019

ALL AIRCRAFT OPERATORS FLYING IFR TO NICE WILL HAVE TO COMPLY WITH THE RNP APCH NAVIGATION SPECIFICATION, AND THUS BE CAPABLE OF FLYING PBN (PERFORMANCE BASED NAVIGATION) APPROACHES PUBLISHED ON CHARTS UNDER THE NAME "RNAV_(GNSS)" (AT LEAST LNAV MINIMA).

RNP APCH CAPABLE

EQUIPPED



TRAINED



AIRCRAFT OPERATORS

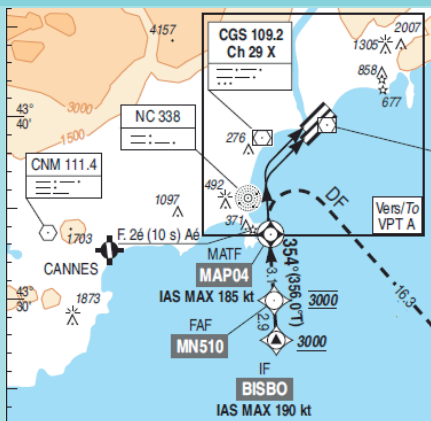
- contact your National Supervisory Authority to obtain all necessary information on the way to comply with the RNP APCH navigation specification,
- ensure the positioning of RNP APCH aircraft and crews for your Nice operations as of March 1st 2019.

No exemptions will be granted except for state or medical aircraft.

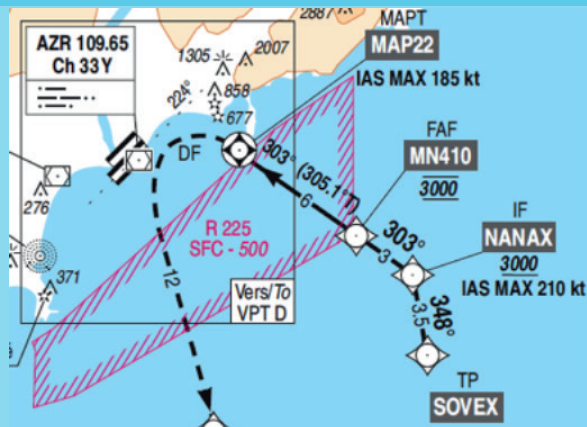
RNP APCH CAPABILITY MUST FIGURE IN THE FLIGHT PLAN "S1" OR "S2" IN ITEM 18, OR "B" IN ITEM 10A

01st MARCH 2019 - PBN PROCEDURE IN USE FOR BOTH RUNWAYS AT NICE AIRPORT

RWY 04 - RNAV A_(GNSS)



RWY 22 - RNAV D_(GNSS)



ILS/LOC, or RNAV_(GNSS) Y, or RNAV_(GNSS) Z shall be in use if weather conditions needed to use RNAV A are not met.



IN-FLIGHT RNAV EQUIPMENT FAILURE

In case of on-board RNAV system malfunction during the flight, aircrews may continue to Nice Airport. However, according to the real time traffic conditions, and due to the fact that the concerned aircraft will need to be guided onto a conventional procedure, delaying ATC actions (vectoring or holding pattern) may be needed.

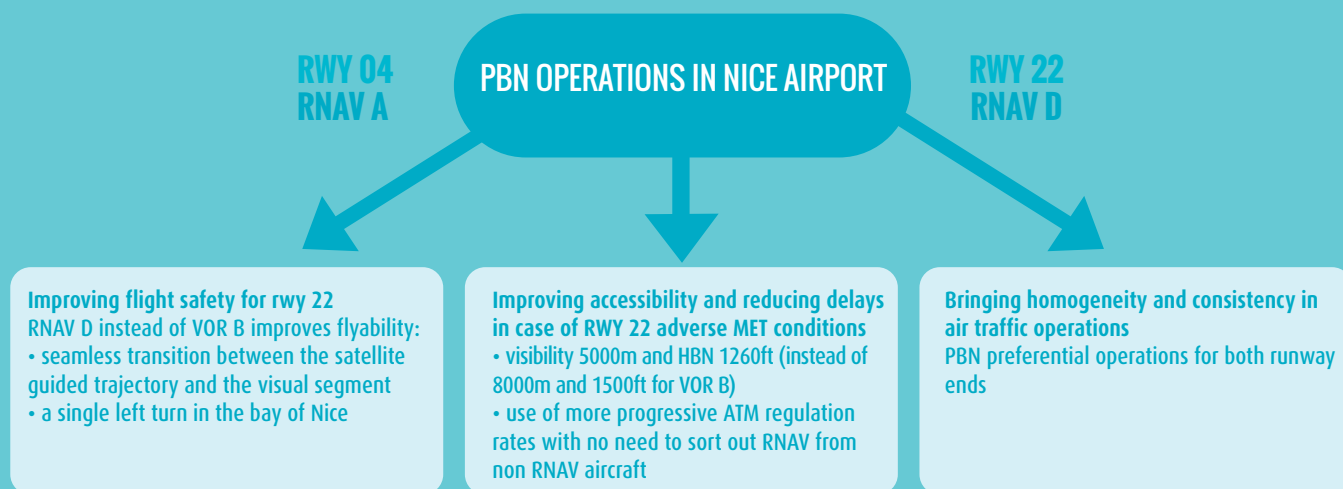
Flights in emergency will be managed by ATC without considering their RNP APCH capability.

FLIGHT PREPARATION: determination of RAIM holes prior to your operations to Nice

It is recalled that during flight planning, a RAIM* prediction is necessary for certain GNSS systems. This prediction assures that the satellite coverage is sufficient at the estimated time of arrival in Nice in order to perform an RNAV (GNSS) approach using its avionics systems. When RAIM is continuously unavailable for more than 5 minutes the flight plan should be revised. (*RAIM: Receiver Autonomous Integrity Monitoring)

THE RNP APCH MANDATE WILL DELIVER BENEFITS TO YOUR OPERATIONS

RNP APCH NAVIGATION MANDATE



FLIGHT EFFICIENCY

RNAV D v. VOR B
Track-mile savings
17NM

Flying the RNAV D instead of the VOR B will deliver cost efficiency to your runway 22 operations: for westerly landings from the Initial Approach Fix (IAF) MUS, the trajectory is significantly shorter.

For any question please send an email to: dsna-customer-bf@aviation-civile.gouv.fr