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 op-erating, 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.

Latest Update: 28/03/2024

Contents

NOTICE

This information is published solely for information purposes and is not exhaustive. We endeavour to keep it up to date. It constitutes a supplement provided for flight preparation, but in no way replaces the reference aeronautical documentation published by AIP France, NOTAM and Sup AIP.

GENERAL

LFMN / Nice Côte-d'Azur / NCE

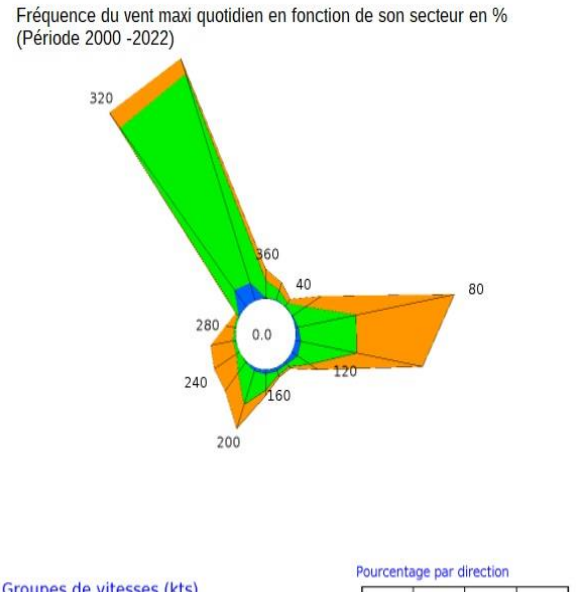
Meteorological risks linked to the airport's geographical location

The location of the airport next to the sea, at the mouth of the Var estuary and close to the foothills of the Alps means it is affected by special meteorological phenomena such as wind shear, low maritime clouds and heavy swell.

Aerodrome located at the mouth of the Var estuary

- Winds converge close to the runways, between the breeze from the north-east river valley and the persistent offshore wind, which may generate shear at threshold 04.

- Sometimes violent outbursts of northwesterly crosswinds are channelled through this valley, especially in the rare case of storm cells in the mountains. These gust fronts generate turbulence.



Maximum daily wind speed averaged over 10 minutes

Aerodrome in proximity to the relief

When the wind exceeds 25 kt at 1,500 m altitude (i.e. 5,000 ft):

- In SW to W flows, there may be both fixed or mobile areas of turbulence and wind shear. This results from the formation of small thermal lows in the lower layers.

- In NW to NE flows, turbulence and low-level wind shear, with or without wind reversal.

The reversal occurs when a NE wind opposes a SW wind, separated by a narrow turbulent zone This reversal extends several kilometres offshore and moves rapidly from west to east or from east to west. It may reach altitudes of up to 2,000m. It generally occurs in clear air, sometimes with scattered cumulus clouds.

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QFU 22 approach: Cap Ferrat and the Mont Alban relief

Does not allow direct precision approaches to QFU 22 and has led to procedures being introduced with VPT and high minima (RNP D and VOR B).

Since 21 March 2024, an RNP AR procedure allows authorised aircraft to fly a circling approach with much lower minima (RNP Z). Under SW wind and moist air conditions, the bay of Nice can become shrouded in mist leading to a lowering of visibility and ceilings, even when the surrounding weather conditions appear to be good.

Under these conditions, the platform accessibility may be compromised and lead to diverting aircraft not authorised to fly the RNP Z (AR).

Risk of proximity to helicopters

Heavy helicopter traffic in CTR.
Arrival, departure, transiting, and runway centreline crossing trajectories.

- Presence of helicopters under final approaches;
- Presence of helicopters for aerial work and on rescue missions on helipads close to the airport.

Fuel spills

Fuel spills are frequent and numerous One of the causes that has been identified is a physical phenomenon affected by the expansion coefficient of liquids and temperature.

The phenomenon of FUEL EXPANSION occurs in very hot weather.

If the fuel in an aircraft's tanks is subjected to a temperature range that is too wide, its volume could expand causing overflow through the vents if the tanks cannot contain the volume difference.

The risks related to spills on the ground are:

- **The safety of persons and aircraft; fire and explosion**
- **Damage to the contaminated parking stand**
- **Water pollution through soil absorption**
- **Air pollution by evaporation and**
- **Production of hazardous waste**

Airport authorities reserve the right to invoice labour and equipment costs for cleaning, and for damage caused to the airport structure.

ARRIVAL

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Risk of proximity to aircraft during go-around

Interference between go-around paths and departure paths from the parallel runway.

- Aborted VPT RWY04L/R landings are planned in the centreline with a turn at 5NM CGS towards an Rm110°.
- Aborted VPT RWY22L/R landings are planned for in the centreline with a left turn at 3,000 ft.

When using parallel runways, interference with departure paths from the parallel runway RWY04R/22L. Traffic advisory is given to the aircraft on final with a possible amendment to the go-around clearance.

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Animal risk

There is a substantial presence of biodiversity, in particular avifauna, at Nice côte d'Azur airport because of its suburban location on the banks of the Var River and the Mediterranean coast and also partly because of a migration corridor.

FATO one way approach red light

One way approach red lighting at FATO MS and ME. Unidirectional runway lights facing away from to the FATO.

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Specific green markings

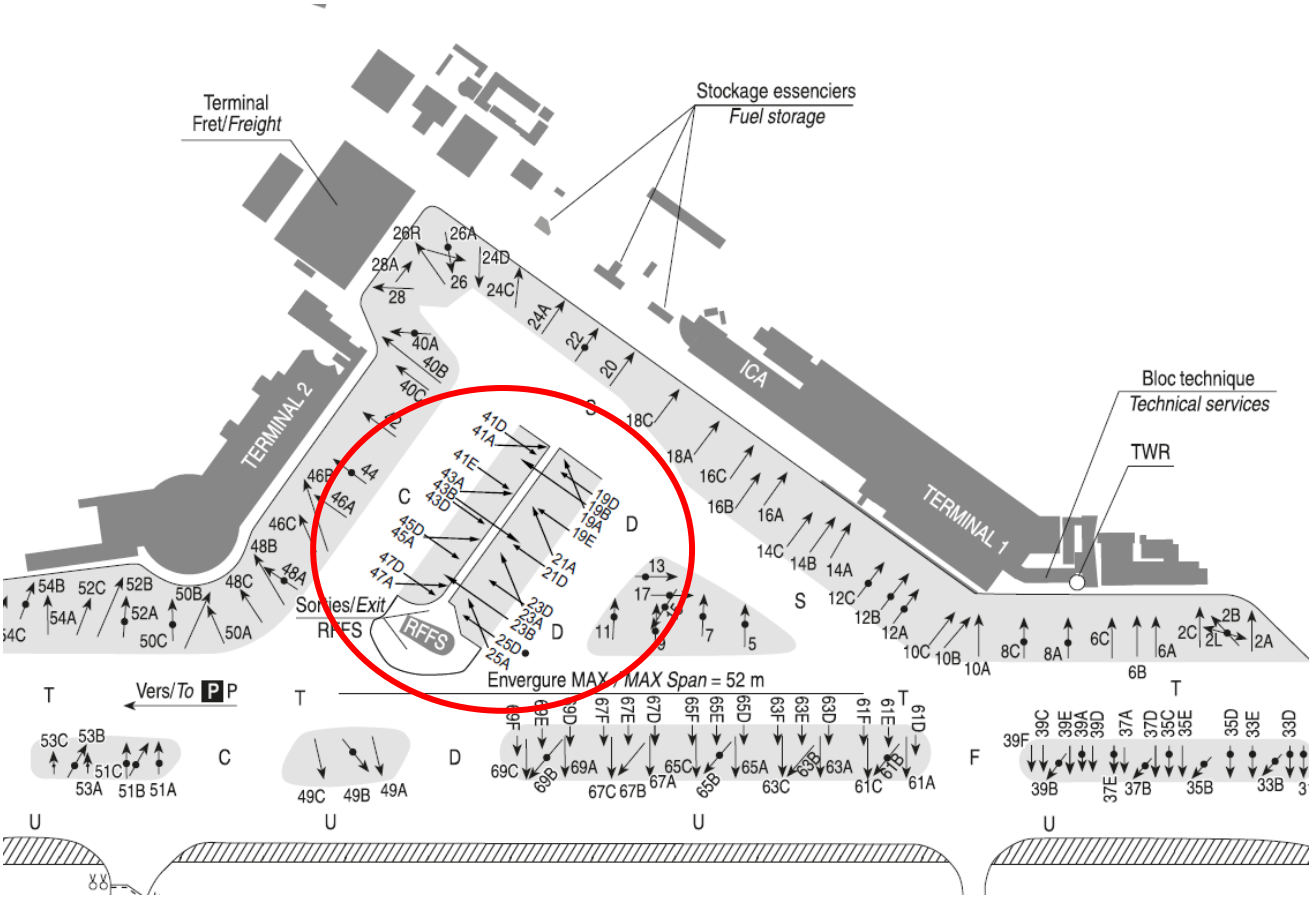
Specific green markings:

- Between TWY U and runway 04L/22R to reduce the risk of confusion and enable clear identification of non-taxiing zones;
- On stands 24, 26 and 28 for remote arrivals;
- On stands 61 to 69, 19 to 25 and 41 to 47 to identify stands with multiple configurations.

Blast hazard for Code E and F aircraft on CSD

Aircraft are prohibited from operating at full power when manoeuvring in zone CSD.

In the event that the aircraft is immobilised on TWY C or D and it is not possible to leave with engines idling for the final parking manoeuvre, vectoring is stopped and the assistant provides towing to enter the aircraft stand.



DEPARTURE

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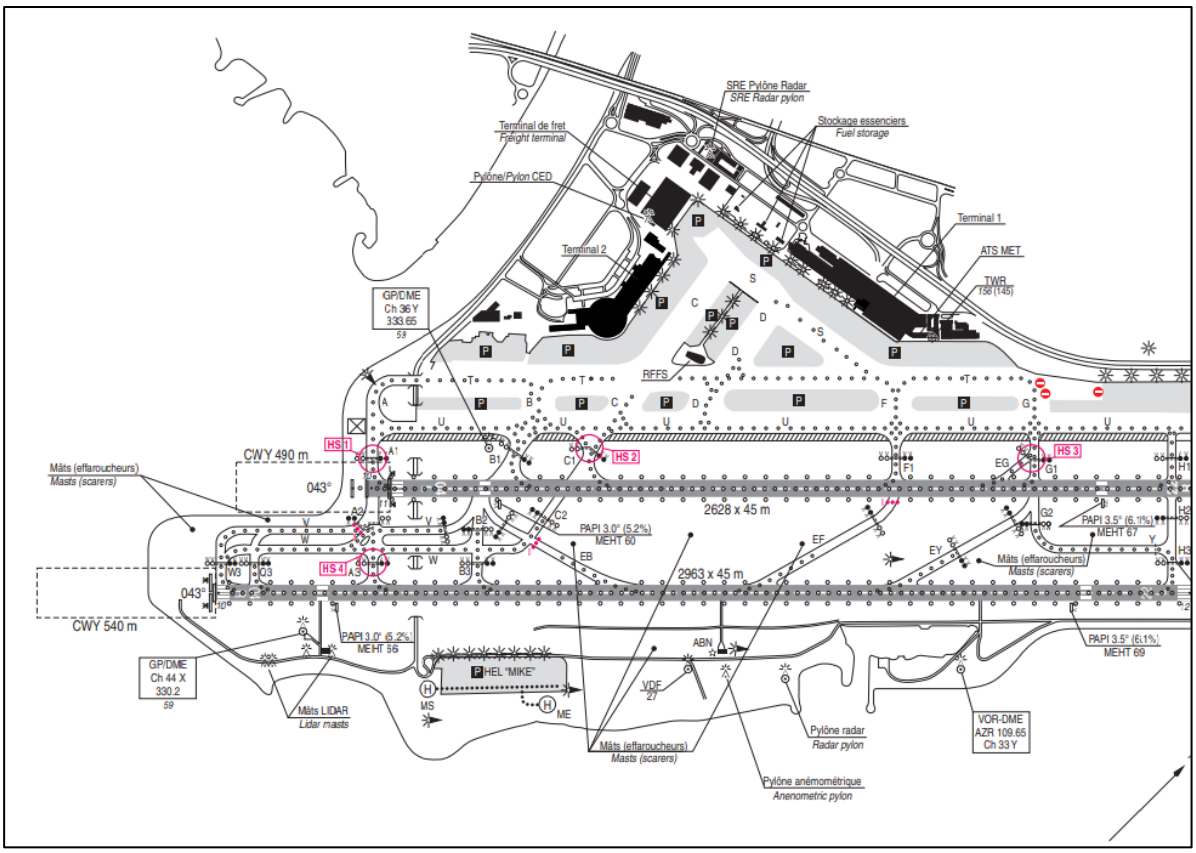
Risks of runway incursion

Due to operation of inverted runway twinning, the taxiing distances on departure are short between certain aircraft stands and the holding points of runway 04L/22R (active runway for landing).
This proximity generates risks of incursion by aircraft starting to taxi.

These holding points are considered as "HOT SPOTs", 3 have been identified:

- **A1**
- **C1**
- **G1**

A 4th holding point is identified as a HOT SPOT: **A3**, located in the continuity of holding points A1 and A2.



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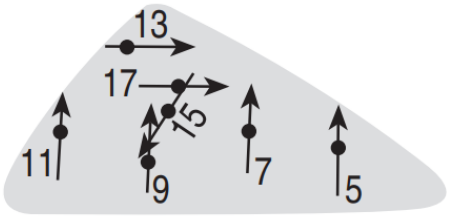
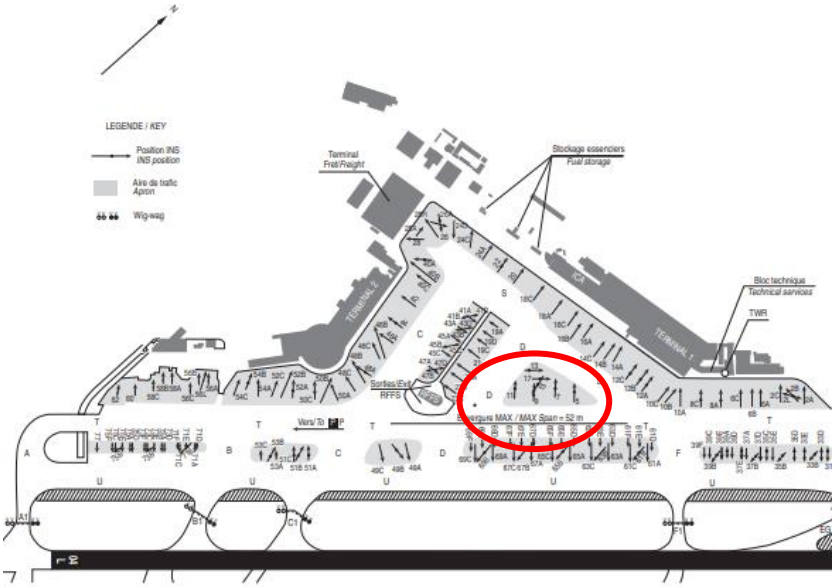
LFMN / Nice Côte-d'Azur / NCE

Exit from stands 5 to 17

The parking area aircraft stands 5 to 17 is an area of multiple configurations with remote stands requiring aircraft push-back.





Remote stands: 5, 11, 13 and
Pushback stands: 7, 9 and

This multi-configuration can cause a risk of confusion when leaving a stand. To limit this risk, follow the special markings (arrows) and ATC instructions.