

NICE/ COTE D'AZUR

LFMN

Elevation : 12

Nice, France

[Airport Website](#)

Airport Overview

Nice/Cote D'Azur Airport is a multi runway (4) airport located on a landfill that extends into the Bay of Angels. The airport is situated on the eastern bank of the Var River. Maritime Alps rise from the coastline. Due to the proximity of the mountainous terrain, frequent sometimes severe windshear is prevalent. The airport is oriented roughly East/West. Due to the touristic nature of the locale, frequent helicopter activity is to be expected. The climate prevailing in the area is almost tropical, with the largest percentage of IMC days occurring between March and August, averaging about 3% of the total time period. Of special note to pilots is the orientation of the PAPI systems. They have been specifically calibrated for Heavy/Super designated aircraft, specifically the B747, A380. Specific caution should be observed in the flare as the HAT may be greater than expected.



Longest Runway

RWY 04R/ 22L:
9,721 ft

Lowest Published Approach Minimums

ILS Rwy 04L: 211 ft (200') RVR 1200m

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Runway	Surface	Light System	Runway Length	Runway Width	LDA	TDZE
04L	Paved	HIRL, REIL, CL, PAPI-R	8622 ft	148 ft	8327 ft BYND G/S 7362 ft	11 ft
22R	Paved	HIRL, REIL, CL,	8622 ft	148 ft	8136 ft	10 ft
04R	Paved	HIRL, CL, REIL,	9721 ft	148 ft	BYND G/S 8671 ft	10 ft
22L	Paved	HIRL, CL, REIL,	9721 ft	148 ft	Not Listed	12 ft

Approach Review

04L	22R	04R	22L
ILS; LOC; RNP-Z,Y,A; VPT-	RNP-D; VPT-D,B; VOR-B	ILS; LOC; RNP-Z,Y,A; VPT-A	RNP-D;VPT-D,B; VOR-B

ATC

TOWER: 118.70/ 123.15

 Yes

 No

Notes:

Hotspots:

HS-1: Taxiway A crossing 04L

HS-2: Confusing RWY entry due to largeness of TWY C1. Short taxiing distance from Terminal 2 parking stands to holding point C1. TWY crossing RWY with ACFT flaring out.

HS-3: TWY crossing RWY with ACFT flaring out. Short taxiing distances from parking area K to holding point G1.

HS-4: Intersection A3, W, 04R

Airport Remarks

- APPCHS WITH PRESCRIBED TRACKS-REVIEW CHARTS
- Circling N/A NW of Airport
- Noise abatement procedures in effect
- TWY T between TWYs C and F Max wingspan 171'
- TWY U between TWYs H1 and J1 Max wingspan 213'
- Entrance to Apron K Max wingspan 99.61'
- Bird hazard exist in vicinity of the airport
- Helicopter activity exists in the vicinity of the airport

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Terrain/Obstacles

- Terrain exists up to 4200' MSL within 9 NM of the airport, and over 10,000' MSL within 29 NM of the airport.
- Tower within 12 NM NE of airport at 4,134' MSL.
- Tower within 14 NM NW of airport at 5,834' MSL.

Safety Factors

- Low Level Windshear
- Birds in vicinity of airport
- Helicopter Activities
- Mountainous Terrain NW and NE of airport
- Runway ends bordered by water
- Hot Spots
- Language Barriers
- Wrong Runway LNDG/ TO (Parallel Runways)
- At least one runway may not be grooved.

Additional Airport Notes

- Landing Fee
- Customs Available
- Minor Airframe Repair Avail
- Minor Engine Repair Avail
- Fuel Type avail: JET A-1
- Starting unit is not available at the airport

Nearby VOR's

AZR- 109.65	CGS- 109.20
NIZ- 112.40	CNM -111.40

Weather Remarks

Obstruction to visibility due to fog overages only 2 days per month throughout the year. Broken ceilings is the predominant sky condition from Feb through May.

Reference Documents (Double-Click on icon to retrieve)

(AIP)



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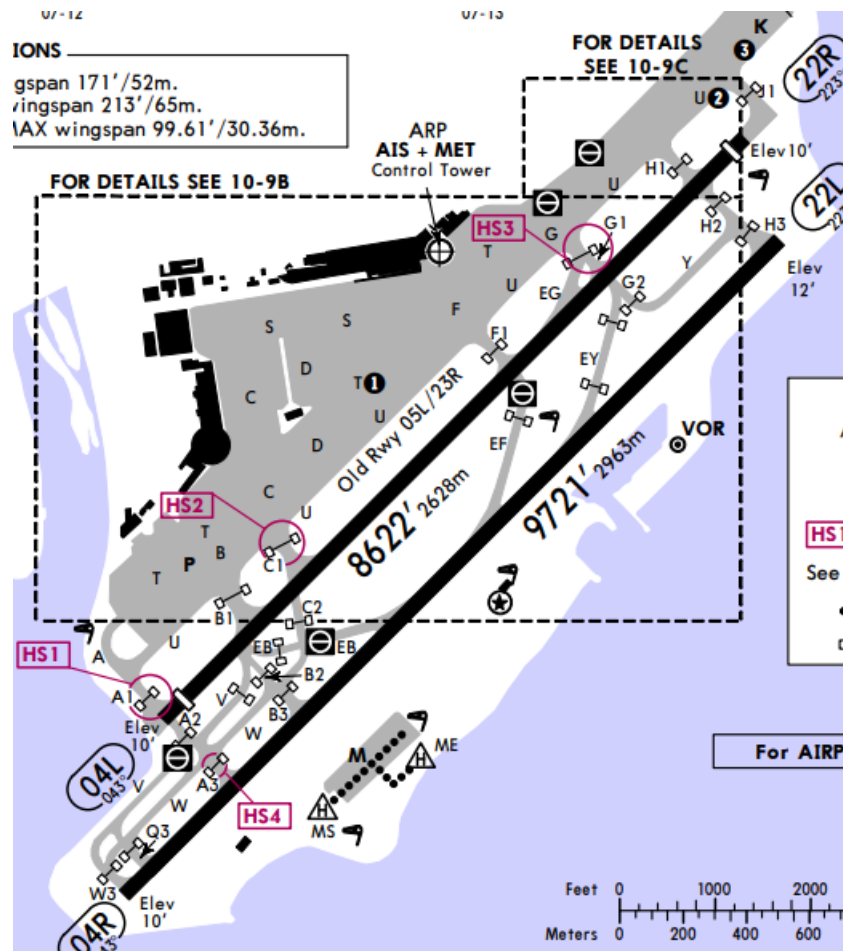
Nice, France

Accident/incident History

A search of shared databases in an open time period revealed 8 reports at LFMN. 3 reports revealed no common trend, they amounted to fatigue from an arriving crew, multiple bird strikes on a single air carrier, and an altitude deviation of 200 ft during a go around.

Five of the reports however, shared a common cause. They were all runway incursions on departure. They followed a similar narrative, crew misunderstood crossing instructions and proceeded to cross rwy 04L without appropriate clearances. These shared causes highlight the need for three things:

- 1.) The familiarity with foreign operations: only the local tower controllers may issue runway crossings.
- 2.) The need for a sterile environment when taxiing.
- 3.) Clear and concise briefings prior to commencing any movement under power.



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Additional Items:



Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Low Level Windshear	
Birds/ Wildlife	
Rotorcraft Activity in the Vic.	
Terrain	
Runway ends bordered by water	
Hot Spots	
Language Barriers	
Wrong Runway Landing/ Take Off (Parallel Runways)	
At least one runway may not be grooved (slippery runway/ decreased performance)	