

## APPROCHE AUX INSTRUMENTS

NICE COTE D'AZUR

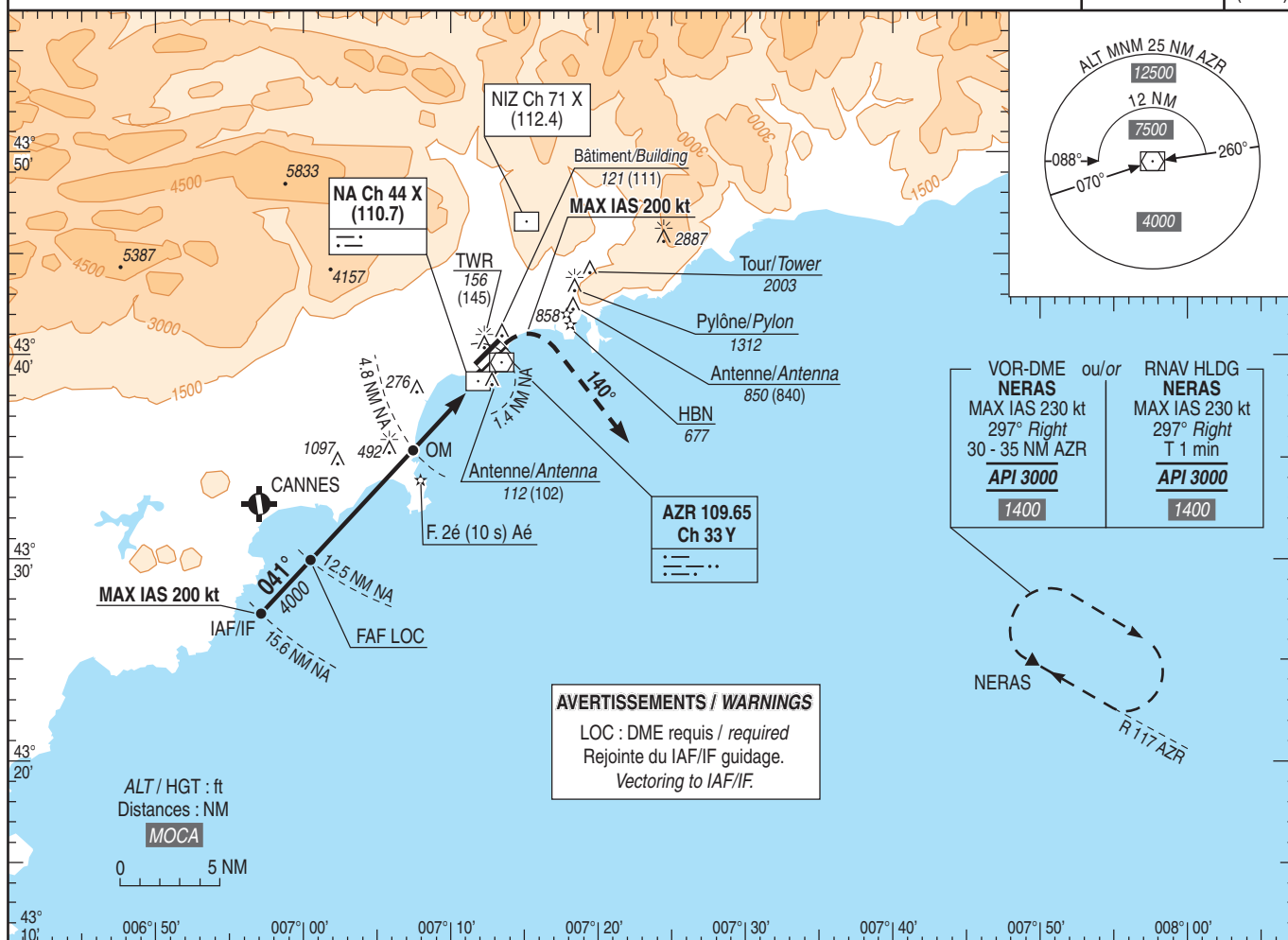
Instrument approach

CAT A B C D

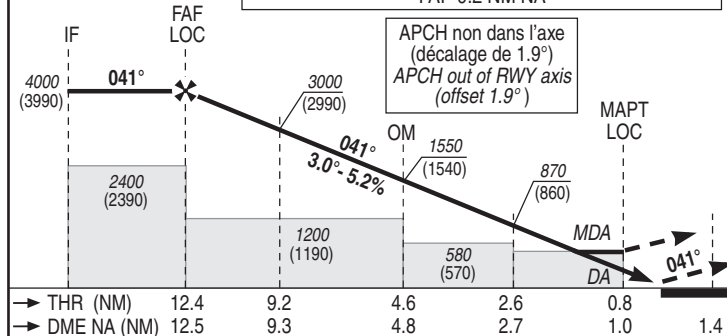
ALT AD : 12, THR : 10 (1 hPa)

FNA ILS ou/or LOC RWY 04R Z (VECTORING)

FREQ : Voir / See AD 2 LFMN COM 01

ILS - DME  
NA 110.7  
RDH : 52VAR  
2° E  
(2020)

TA : 5000

En cas de clairance à / In case of clearance at 3000 (2990)  
FAP 9.2 NM NAAPI : Monter **dans l'axe**. A 1.4 NM NA, tourner à **droite** RM 140°, MAX IAS 200 kt, en montée vers **3000 (2990)**, puis suivre les instructions du contrôle.En cas de panne radio, direct **NERAS** pour intégrer l'attente à 3000 (2990).Missed APCH : Climb **straight ahead**. At 1.4 NM NA, turn **right** MAG 140°, MAX IAS 200 kt, climbing up to **3000 (2990)**, then follow ATC instructions. In case of radio failure, direct to **NERAS** to join holding at 3000 (2990).

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres.

REF HGT : ALT THR

| CAT | ILS (1)   |      |     | ILS (1)   |      |     | ILS (1)   |      |     | LOC+DME NA |      |     | MVL / Circling (2) |      | DME NA       |             |             |             |             |             |             |
|-----|-----------|------|-----|-----------|------|-----|-----------|------|-----|------------|------|-----|--------------------|------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
|     | API 2.5%  |      |     | API 3%    |      |     | API 4%    |      |     |            |      |     |                    |      | NM ALT (HGT) | 12          | 11          | 10          | 9           | 8           | 7           |
|     | DA (H)    | RVR  | OCH | DA (H)    | RVR  | OCH | DA (H)    | RVR  | OCH | MDA (H)    | RVR  | OCH | MDA (H)            | VIS  |              |             |             |             |             |             |             |
| A   | 280 (270) | 1300 | 262 | 260 (250) | 1300 | 244 | 260 (250) | 1300 | 215 |            |      |     | 780 (770)          | 3600 |              | 3840 (3830) | 3520 (3510) | 3200 (3190) | 2880 (2870) | 2560 (2550) | 2240 (2230) |
| B   | 290 (280) | 1300 | 271 | 270 (260) | 1300 | 254 | 260 (250) | 1300 | 225 |            |      |     | 780 (770)          | 3600 |              |             |             |             |             |             |             |
| C   | 380 (370) | 1700 | 369 | 280 (270) | 1300 | 264 | 260 (250) | 1300 | 235 | 390 (380)  | 1700 | 378 | 1700 (1690)        | 5000 |              | 6           | 5           | 4           | 3           | 2           | 1           |
| D   | 390 (380) | 1700 | 378 | 290 (280) | 1300 | 274 | 260 (250) | 1300 | 245 |            |      |     | 2420 (2410)        | 5000 |              | 1920 (1910) | 1610 (1600) | 1290 (1280) | 970 (960)   | 650 (640)   | 330 (320)   |
| DL  | 390 (380) | 1700 | 378 | 290 (280) | 1300 | 274 | 260 (250) | 1300 | 245 |            |      |     |                    |      |              |             |             |             |             |             |             |

Observations / Remarks : (1) Pour les opérations de transport public, l'utilisation de ces minima impose la prise en compte de la panne d'un moteur en API.

For public transport operations, engine failure during missed APCH must be taken into account to use these minima.

(2) MVL interdites au Nord-Ouest des pistes / Circling prohibited North-West of RWY.

|              |        |          |          |          |          |          |          |          |          |
|--------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|
| OM - THR     | 5.0 NM | 70 kt    | 85 kt    | 100 kt   | 115 kt   | 130 kt   | 145 kt   | 160 kt   | 185 kt   |
| VSP (ft/min) |        | 3 min 59 | 3 min 17 | 2 min 47 | 2 min 25 | 2 min 08 | 1 min 55 | 1 min 44 | 1 min 30 |
|              |        | 370      | 450      | 530      | 610      | 690      | 770      | 850      | 980      |