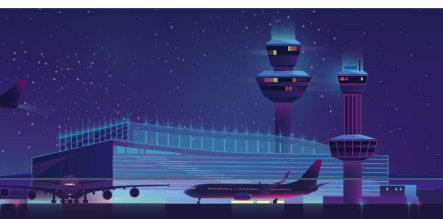


ENVIRONNEMENTAL BRIEFING NICE-CÔTE D'AZUR

Noise abatement procedures and other environmental provisions

OPERATING RESTRICTION

The French ministerial order of March 2nd, 2010 sets out operating regulations regarding noise abatement at Nice-Côte d'Azur Airport and the French ministerial order of July 28th, 2023 defines the **regulations for the use of aircraft auxiliary power engines during a stopover** at the Nice Côte d'Azur aerodrome to be complied with in order to limit pollutant emissions and noise pollution in the vicinity of the aerodrome related to the use of these engines. For more details about those regulations visit the French aeronautical information service website :
www.sia.aviation-civile.gouv.fr



NIGHT FLIGHTS

No aircraft included in chapter 2 and no jet aircraft whose noise certification corresponds with the norms according to the International Civil Aviation Organisation (December 7th, 1944) Annex 16 Volume I, Part II, Chapter 3 with a **cumulative margin < 13 EPNdB** can :

- **land between 23:30 and 06:15**, local time for arrivals on the apron ;
- **take-off between 23:15 and 06:00**, local time for departures from the apron.

The cumulative margin calculation can be made from the aircraft acoustic certificate through the dedicated tool "Caramel" available at : <https://caramel.aviation-civile.gouv.fr>



AUXILIARY POWER UNIT (APU)

For departing flights, APU use prior TOBT must not exceed :

- **on stand equipped*** : 10 minutes ;
- **on stand not equipped** : 30 minutes.

For arriving flights, after arrival at the parking stand, APU use must not exceed :

- **on stand equipped*** : 5 minutes ;
- **on stand not equipped** :
 - for aircraft with a MTOW < 140 t : 15 minutes ;
 - for aircraft with a MTOW ≥ 140 t : 30 minutes.

For aircrafts using Parking KILO:

- **upon arrival : engine must be shutdown** upon entering the parking at the "STOP ENGINE AND APU" line and towing is compulsory to the aircraft stand; the APU cannot be used while parked on KILO apron ;
- **upon departure : towing is compulsory** to the starting stands where **400Hz/28V power units and air conditioning systems are compulsory**. APU use is limited to 10 minutes prior to the TSAT.

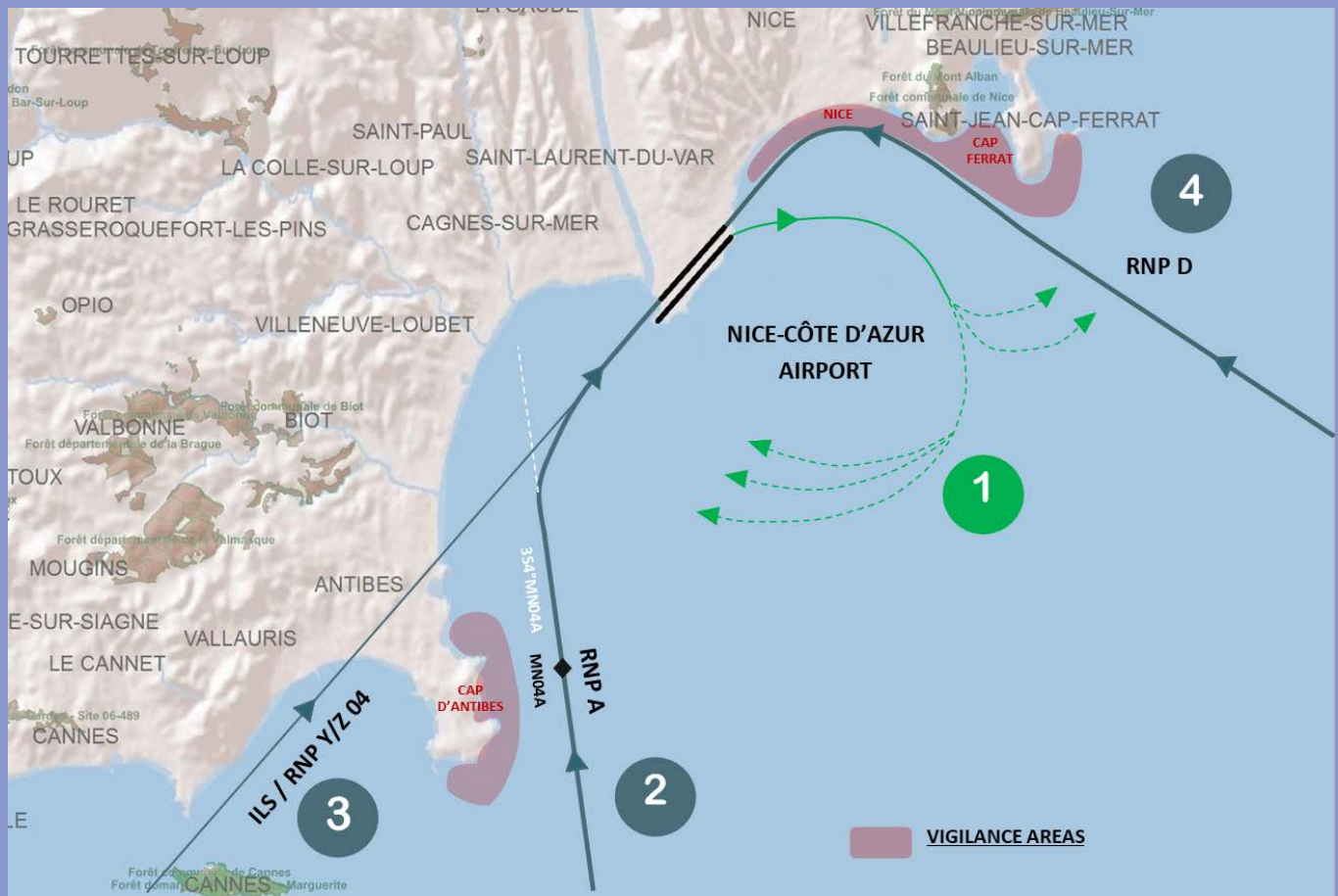
*stand equipped : parking stand equipped with alternative devices than APU. It may be fixe or mobile devices supplying power and air conditioning to an aircraft while parked on apron.



SANCTIONS

FAILURE TO COMPLY WITH THE PROVISIONS MAY RESULT IN THE FILING OF AN INFRINGEMENT REPORT AND MAY LEAD THE ACNUSA (AIRPORT NOISE NUISANCE CONTROL AUTHORITY) TO ISSUE A PENALTY IN THE FORM OF AN ADMINISTRATIVE FINE FOR THE MAXIMUM AMOUNT OF 40 000 EUROS FOR A LEGAL ENTITY

TRAJECTORIES COMPLIANCE



VISUAL APPROACHES : DO NOT OVERFLY LAND BELOW 5000FT

(EXCEPT FOR SAFETY NECESSITY OR WHEN GIVEN ATC CLEARANCE). Be careful with early descents before crossing the coastline.

- 1 DEPARTURES 04 AND 22:** Initial turn to the south over the sea. Up to 3000ft, use NADP1. Northbound SID : Cross coast line at minimum FL70.
- 2 RNP A 04 APPROACH :** Do not fly over the Cape of Antibes : avoid all deviations west of radial 354 MN04A.
- 3 STRAIGHT-IN APPROACHES (ILS OR RNP Y/Z 04) :** Use only if weather conditions require. Flying a straight in approach while RNP A is in use will systematically be analyzed to define the cause. In order to reduce noise generated by straight-in approaches, they shall be carried out in accordance with noise abatement procedures in force.
- 4 RNP D 22 APPROACH :** Do not fly over Cape Ferrat and the city of Nice when performing visual manoeuver.