AIRLINE BRIEFING

FLYING TO NICE REQUIRES
RNP APCH CAPABILITY

starts 1st January 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).

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 January 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 JAN 2019 - PBN PROEDURE 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.
**THE RNP APCH MANDATE WILL DELIVER BENEFITS TO YOUR OPERATIONS**

**RNP APCH NAVIGATION MANDATE**

- **RWY 04**
  - RNAV A

- **RWY 22**
  - RNAV D

**PBN OPERATIONS IN NICE AIRPORT**

- **Improving flight safety for RWY 22**
  - RNAV D instead of VOR B improves flyability:
    - seamless transition between the satellite guided trajectory and the visual segment
    - a single left turn in the bay of Nice

- **Improving accessibility and reducing delays in case of RWY 22 adverse MET conditions**
  - visibility 5000m and HBN 1260ft (instead of 8000m and 1500ft for VOR B)
  - use of more progressive ATM regulation rates with no need to sort out RNAV from non RNAV aircraft

- **Bringing homogeneity and consistency in air traffic operations**
  - PBN preferential operations for both runway ends

**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