

Cote D'Azur (Nice-Riviera Airport)

IATA/ICAO CODE: NCE/LFMN  
CITY: Nice  
COUNTRY: France

AIRPORT CONTACT

Information updated by the airport 2/2011

Name: Isavelle Vandrot  
Title: Chef du service relations riverains et environnement  
Head of local residents relationships and environment  
Airport: Nice Cote d'Azur Airport  
Address: direction administration générale et environnement  
bp 3331 – 06206 nice cedex 3  
France  
Phone: + 33 493 21 34 00  
Fax: + 33 493 21 34 01  
Email:  
Airport Web Site: [www.nice.aeroport.fr](http://www.nice.aeroport.fr)

ELEVATION: 12 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
04R/22L	2960	-	04R/3	45
04L/22R	2570	-	04L/3	45

NOISE ABATEMENT PROCEDURES

See AIP France AD 2 LFMN ENV 1 for details.

1.4 IFR flights

Aircraft operating IFR must comply with noise abatement procedures published in the AIP. Any detected deviations with overflying land may lead to a request for explanation from the crew, and may result in the filing of an infringement report to the ACNUSA.

1.5 Engine operation instructions

Aircrew shall observe the engine operation instructions included in operating manuals to reduce noise nuisances during landing and take-off. These instructions shall comply with the ICAO PANS-OPS provisions, Volume I.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

See AIP France AD 2 LFMN ENV 1

## 1. FRENCH MINISTERIAL DECREE MARCH 2nd, 2010

The French ministerial decree of March 2nd, 2010 (published April 2nd, 2010) concerns the regulations for noise abatement at NICE COTE D'AZUR airfield. Failure to comply with the provisions stated in this decree 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 20 000 euros for a legal entity, in accordance with the provisions of Article L.227-4 of the Civil Aviation Code.

These provisions are the following:

### 1.1 Night flights

1.1.1 "The cumulative margin of a turbojet engine" is defined as the sum of the difference between the three points between the certified noise level and the admissible level as defined in the International Civil Aviation Organization (December 7th, 1944) Annexe 16, Volume I, Part II, Chapter 3 for each of the three measurement points as defined in this Annex.

1.1.2 All commercial flight companies arriving or departing from NICE COTE D'AZUR airfield must publish in their operating manuals the classification and the cumulative margin of their aircraft.

1.1.3 Turbojet aircraft not complying with standards specified in International Civil Aviation Organization Annex 16, Volume I, Part II, Chapter 3 or Chapter 4, are not allowed at NICE COTE D'AZUR airfield to:

- land between 2330 and 0615 local time for arrivals on the apron;
- depart between 2315 and 0600 local time for departures from the

**1.1.4 Starting from October 31st, 2010** - 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 < 10 EPNdB** can :

- land between 2330 and 0615 (local time) for arrival on the apron;
- depart between 2315 and 0600 for departure from the apron.

**From 30th October 2011 onwards**, provided that provisions specified in Paragraph 7 are met, no aircraft equipped with turbojet engines the acoustic certification of which complies with the standards of Chapter 3 of the second part of the first volume of Appendix 16 of the Convention on International Civil Aviation dated 7th December 1944 with a cumulative margin **lower than 13 EPNdB** shall:

- land between 11:30 pm and 6:15 am local time of arrival on the parking area;
- take off between 11:15 pm and 6 am local time of departure from the parking area.

[Copy of the Operation limitations at Nice-Cote D' Azur Airport AIC](#)

## PREFERENTIAL RUNWAYS

See AIP France AD 2 LFMN ENV 1

OPERATING QUOTA - **NONE**

## ENGINE RUN UP RESTRICTIONS

See AIP France AD 2 LFMN ENV 1

### 1.3 Engine tests

This includes any operation carried out on a stationary aircraft with engines running for more than 5 minutes or with an engine power higher than that used for starting or taxiing sequences.

Engine tests are not allowed between 2100-0600 local time. Derogations may be granted between 2100-2300 local time, or between 0500-0600 local time for flight safety reasons by the Prefect of the Alpes-Maritimes on prior request from the person in charge of flight (aircraft owner, technical or commercial operator).

Exceptions: piston engine tests are allowed at any time within the limits of the checks required before take-off.

## APU OPERATING RESTRICTIONS

See AIP France AD 2 LFMN ENV 1

Use of a ground power unit (GOU) or an electrical converter is mandatory during stopovers.

However, except on Parking Kilo, the use of an onboard APU is permitted for a maximum of:

- 30 minutes after arrival at stand
- 30 minutes before departure from stand
- for a total length of stop over if less than 60 minute.

There are specific APU instructions for Parking Kilo - see AIP for details

## NOISE BUDGET RESTRICTIONS - [NONE](#)

### NOISE SURCHARGE

Updated by the airport 2/2011

In order to calculate the landing fee(s) excluding passenger fee, etc, follow the three part process. First calculate the landing fee, next calculate the adjustment to the landing fee and then calculate the noise tax.

#### LANDING FEE:

\* **Note:** Per AIP France 05 Jul 07, GEN 4.1.1 under Airport Fees, 1.1 Landing Fee - This fee is payable by any aircraft making a landing or water landing at an airport open to the public. **It is calculated according to the maximum take off weight indicated on the certificate of airworthiness of the aircraft, rounded off to the next HIGHER ton.**

#### International and Domestic and UE

MTOW in Tonnes(t)*	Fixed Charge	+ Rate per tonne
Up to 18 tonnes	EUR 50.67	
18 to 25 tonnes	EUR 76.9	+ 3.748 over 18 tonnes
25 to 75 tonnes	EUR 305.51	+ 4.572 over 25 tonnes
over 75 tonnes	EUR 305.51	+ 7.29 over 50 tonnes

#### ADJUSTMENT TO THE LANDING FEE:

Since 1984, the landing fee is adjusted according to the aircraft's acoustic group.

	0600-2200	2200-0600
Group 1	1.30	2.08
Group 2	1.25	2.00
Group 3	1.20	1.92
Group 4	1.00	1.60
Group 5a	0.85	1.28
Group 5b	.75	1.20
<a href="#">Click here for Aircraft Acoustic Groups</a>		

**TAX ON AIR NOISE POLLUTION** - [click here for the details](#)

The noise tax is a special tax created in 2001, named TNSA in addition to the landing fee which is based on the aircraft's acoustic group.

The formula for the noise tax which is applied to each take-off:

$TNSA = t \times c \times \log(MTOW)$

t= Unit rate: **EUR 6.00** (adjusted each year based on the domestic retail price index)  
c = Coefficient according to the departure time and to the acoustic group to which the aircraft belongs.

Aircraft Group	Coefficient		
	Departure time (local between)		
	0600-1800	1800-2200	2200-0600
1	12	36	120
2	12	36	120
3	6	18	50
4	2	6	12
5a	1	3	6
5b	.5	1.5	5

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2004	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-

Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	2004	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM  
10 EMVs Lochard 1 B&K till 2010

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS  
Chapter 2 airplanes >75,000 lbs are ban from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT  
From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS  
See airport curfew information.