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AIRAC AIP SUP
033/16

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Subject : Restrictions of use of Nice Côte d'Azur LFMN AD due to F1 Monaco Grand Prix (GPM)

Validity : From 25 to 30 May 2016

I. INTRODUCTION

The sports and cultural events programmed on the Côte d'Azur between Wednesday 25 May 2016 and Monday 30 May 2016 are likely to generate air traffic exceeding the receiving capacities of Nice Côte d'Azur aerodrome and Monaco Heliport. Specific measures have been taken to face this exceptional traffic.

Aircraft operators attention is drawn to :

1. The fact that in addition to the provisions included in this AIP SUP, other temporary restrictions might be implemented and communicated to air users by NOTAM.
2. The requirement to get informed before undertaking any flight over Nice area during the Monaco Grand Prix period.

II. COORDINATION – TIME SLOT

1 PLANES

- 1.1 It is reminded that Nice airport is **coordinated** all year long.

The coordination parameters to be used for the allotment of time slots are published and can be consulted on the COHOR coordinator's website: www.cohor.org

It is reminded that only those users who have been guaranteed an aircraft stand by their ground handling agent during the scheduled stop period shall be authorized to land at Nice

- 1.2 Obtaining a time slot:

All IFR movements inbound for or outbound from these aerodromes, and entering the scope of the coordination measures, will mandatorily be allocated a time slot by the appointed coordinator (COHOR). This allotment is done directly by COHOR for regular or non-regular scheduled commercial aviation air carriers as per the international applicable procedures and for other operators, through the ground handling agent chosen by them when they have not been agreed to do so directly. Their request will be filed with their ground handling agent.

The allocated time slots, including, for general aviation, an authorization number and a movement time possibly different from the requested time, will be transmitted to the originators through their ground handling agent.

- 1.3. Flight plan filing procedure:

Except authorization, for non-regular authorized flights outbound from Nice, all operations (filing, modification, delay, cancellation, etc...) relating to their flight plans must be performed through one of the ground handling agents appointed here-under (paragraph IV).

- 1.3.1 Regular or non-regular scheduled commercial aviation:
Usual flight plan filing procedure (no obligation to mention an authorization number in box 18 of the flight plan).

- 1.3.2 General aviation:

The provisions of AIC A 04/14 relating to the obligation for any general aviation flight on a coordinated airport to mention in box 18 of its flight plan the authorization number transmitted by the coordinator apply.

It is imperative to comply with the format stipulated in AIC A 04/14 and reminded below to indicate the authorization number allocated by the coordinator in box 18 of the flight plan:

RMK/ASL followed directly by the 14-character authorization number the first 4 characters of which are the ICAO code of the airport for which the time slot has been delivered.

Example :

RMK/ASLLFMNA000000123 (arrival) RMK/ASLLFMND000000123 (departure) for Nice.

1.4 Consistency between the filed flight plans and the allocated airport time slots:

For all operators entering the scope of coordination, the flight plans filed without time slots or with a time different from that given by the coordinator will generate a notification message :

- to the entity which filed the flight plan,
- to the airport coordinator,
- to the air traffic control services on which the airport depends,
- to the airport managing authority.

As per article 14.1 of the amended EU95/93 regulation dated 18 January 1993, all flights without airport time slots or the flight plan information of which is not consistent with that of the allocated airport time slot may be suspended by EUROCONTROL, on COHOR's request, before departure from Nice Côte d'Azur or from point of origin and may be refused on arrival at Nice Côte d'Azur. Under no circumstances shall these provisions prevail on the restrictions which might be imposed by the ATFM upon flight plan processing. Finally, the operators of these flights run the risk of heavy administrative sanctions as per the Civil Aviation Code.

2 **HELICOPTERS**

2.1 **From Friday 27 May 2016, 0000 to Monday 30 May 2016, 2359**, the aprons may be saturated. It shall be mandatory to use ground handling services, details of which are given here-under (paragraph IV), at Nice during the mentioned period (except for authorized self-managing operators).

During this period, helicopter flights outbound from and inbound for Nice (*) will have to make a prior movement authorization request through their chosen ground handling agent.

(*) excluding State flights, emergency landings and medical evacuations.

2.2 **From Sunday 29 May 2016, 0500 to Monday 30 May 2016, 1200**
The parking of helicopters will be restricted to boarding, unloading and refuelling operations.

III. **AIR TRAFFIC PROVISIONS**

1 **PLANES from Sunday 29 May, 0000 to Monday 30 May, 1200**

1.1 **Operating restrictions of use**

VFR aircraft are prohibited inbound for or outbound from Nice airport.
Connection flights from Nice to Cannes or Cannes to Nice under IFR are prohibited.
Training flights are prohibited at Nice.

1.2 **ATS slope monitoring**

IFR aircraft outbound from Nice Côte d'Azur airport must strictly comply with published ATS slopes. If it is not possible to comply with these ATS slopes, this must be mentioned by the pilot during start up request, and the departure may be delayed to ensure the compatibility with low-altitude helicopter traffic over the South side of Nice Côte d'Azur airport.

1.3 **Modified operating minima**

The operating minima of Approach instrumental procedures VOR B and VOR C, published on IAC charts LFMN 6, 7, 8, 9 are modified as follows:

- MDA(H) : 1700FT (1690FT)
- VIS : 8000 m

In addition, when performing the VPT, no descent below 1700FT should be started before crossing the MAPT.

2 **HELICOPTERS routes in Nice CTR from Sunday 29 May, 0000 to Monday 30 May, 1200**

"Grand Sud" and ES1 routes

The "Grand Sud" route (see chart in Appendix 1) described in the AIP SUP about the Monaco Grand Prix Temporary Restricted Area (ZRT GPM 2016) (to be published in May) is usable at 700FT,

- in the daytime, if visibility \geq 5 km and if ceiling \geq 1500FT;
- at night, if visibility \geq 8 km and ceiling \geq 1500FT.

Below these weather minima, closure of "Grand Sud" transit and implementation of traffic regulation to avoid opposite directional conflict between helicopters on the ES1 transit.

ES1 route is usable at 500FT (connections Nice-Monaco and Nice-Cannes at 500FT towards Cannes until SA, and at 500FT towards Monaco until JS).

Remark :

At night, use of these routes at the specified altitudes is authorized for twin-engine helicopters only. For other aircraft, use of an altitude of 1000FT on all these routes after requesting and getting a specific ATC clearance. The movements will be subject to regulation to ensure compatibility with IFR traffic.

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Annexe 1 / Appendix 1

Transit hélicoptères "Grand Sud"

"Grand Sud" helicopters transit

