

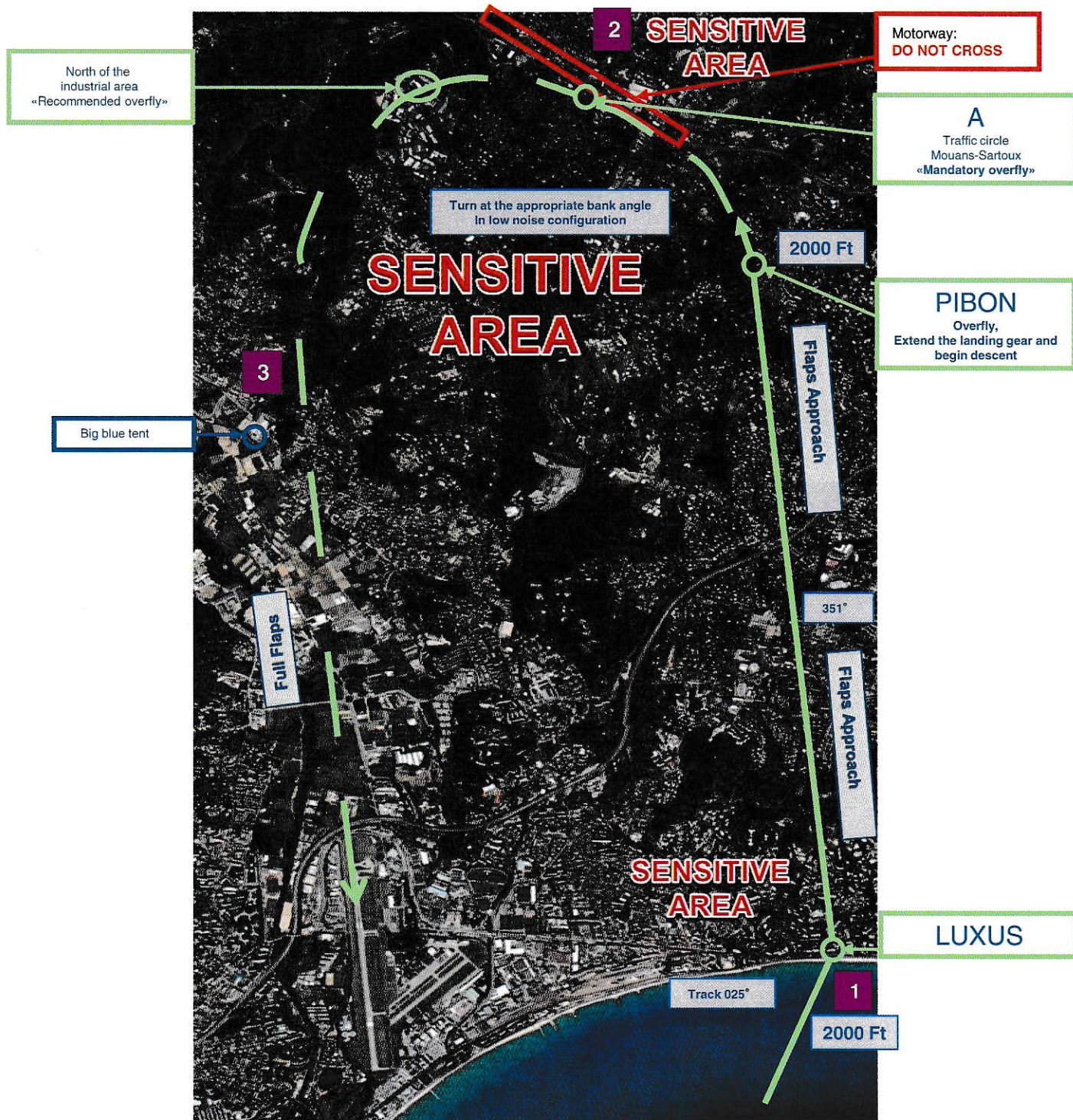


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IFR Pilot Briefing

Version 9 : Low Noise Procedure

Flight Path in case of a LOC A or a RNAV (GNSS) followed by a VPT 17

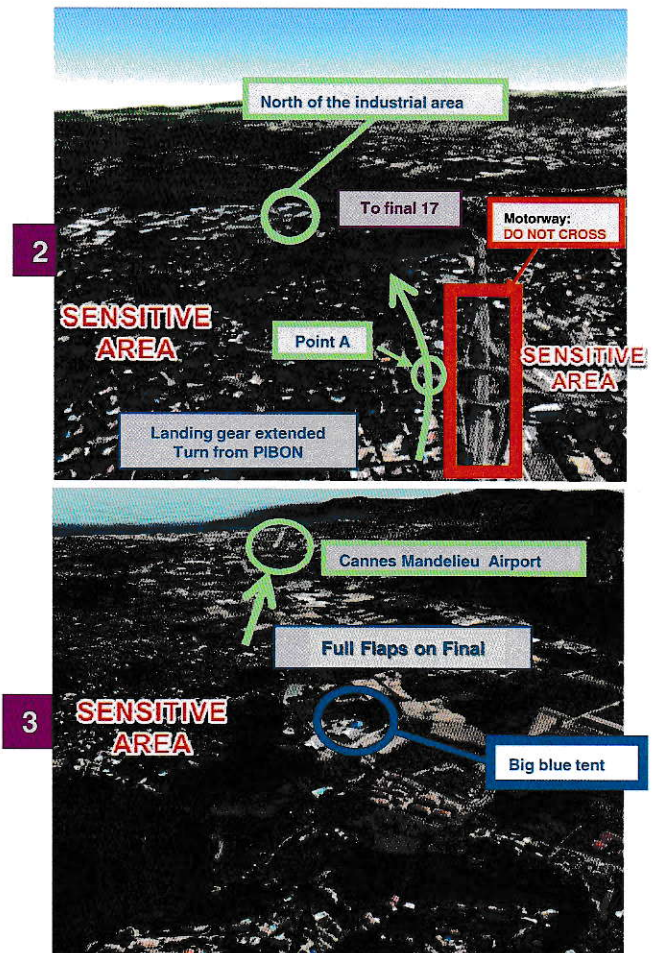
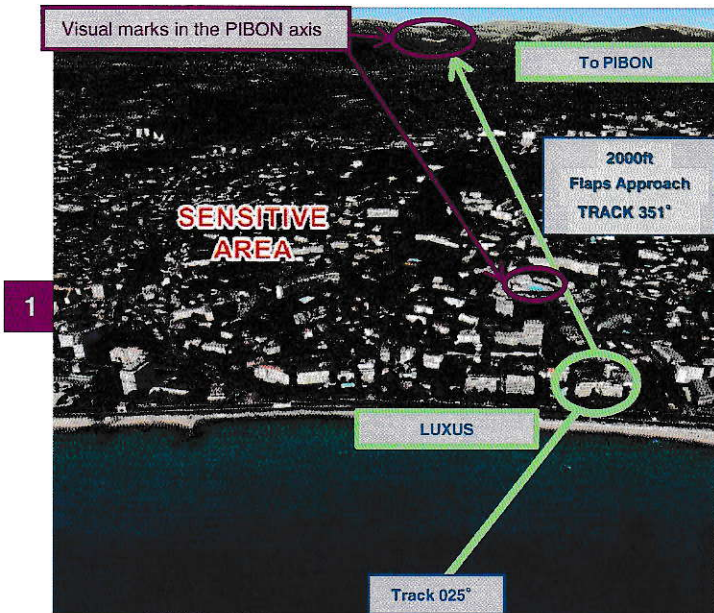


Numbers from 1 to 3 refer to the photos detailed on the next page



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Visual Ground References



Flight Path in case of LOC A or RNAV (GNSS) followed by a VPT 17

In compliance with safety conditions and ATC instructions, please proceed as follows:

- Avoid flying over the sensitive areas
- Fly at 2000 ft between LUXUS and PIBON. Maintain Flaps Approach (1st position) until PIBON
- At PIBON extend the landing gear and begin the descent. Make a turn at the appropriate bank angle depending on the type of aircraft and the approach speed to be in a low noise configuration
- Do not fly beyond the Motorway
- After overflying Point A, fly over north of the industrial area and intercept the runway axis and PAPI slope
- As far as the environment is concerned, overshooting west of the final approach is acceptable (Identify blue big tent) in compliance with the minimum height of stabilisation on final
- Get into a full flaps configuration once stabilized on final
- According to the safety requirements, restrict the use of reverse thrust

Flight Path in case of a LOC B or RNAV GNSS Y and Z followed by a circling RWY 17

This procedure is a Visual Approach used **in case of bad weather**

⚠ Ignore instructions given in the paragraph above dedicated to VPT17

In downwind position, the pilot must be able to identify the runway threshold without any risk of confusion

Departure

IAS ≤ 210 kts in Cannes CTR

Use climbing configuration and power setting corresponding to low noise procedure according to current operational conditions

Ground

Reduce APU to a minimum (20 min before departure and 10 min after landing)