

ARRIVALS

SALEYA 22R PROCEDURE

22 arrivals occur about 10% of the time, about 120 days per year for periods of several hours at most (sea breezes) and occasionally all day with strong West/South Westerly winds. Ceiling and visibility are usually good except for a few days a year and then only for a few hours at most.

22R, 2570 m, is dedicated to landings.

Due to high ground the final approach is on a "fixed track"; DRAMO/NIREL-VOR/DME circle to land with prescribed tracks is called "SALEYA RWY22" on the ATIS and by ATC.

Due to obstacle clearance the minimas are high (8 km and 1500ft); under certain adverse weather conditions there is a risk of holding or diversion. To carry out this procedure aircrews should :

- plan on extra fuel to compensate for the length of trajectory on RWY 22
- check speed and aircraft set-up BEFORE the visual phase of the approach
- be aware of marked high obstacles on the right of base leg
- note the very short final descent at 3,5°

At night, if these marked obstacles are not visible, the procedure is not authorised.

Presence of helicopter traffic between 0 and 500 ft south of the airport, between Cape Ferrat and Cape Antibes. See also tab "helicopters".



1



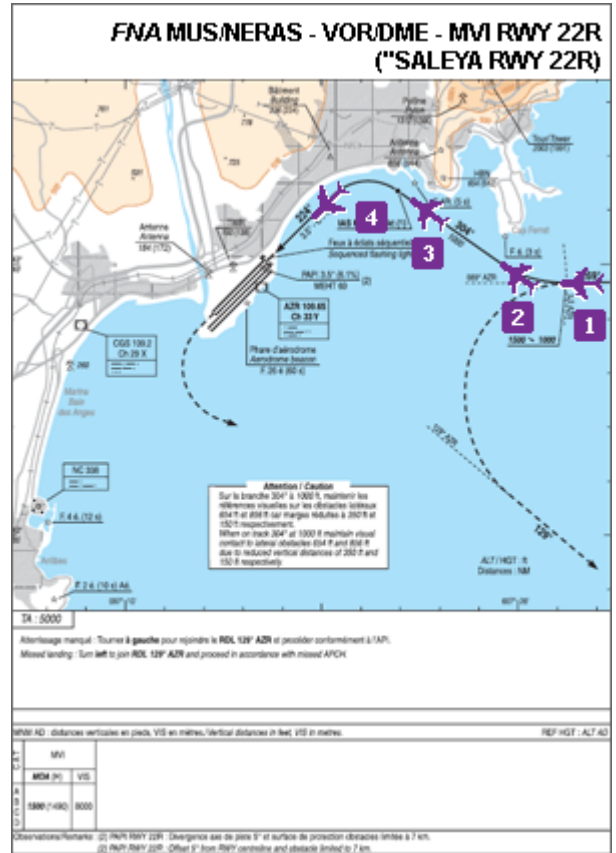
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3



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ACTUAL TRAJECTORIES

