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DECREE

Decree of bearing March 28, 2011 restriction of exploitation of the aerodrome of Toulouse-Blagnac (Haute-Garonne)

NOR: DEVA1100492A

The Minister for ecology, sustainable development, transport and housing,
Considering relative convention with the international civil aviation of December 7, 1944,
together the protocols which modified it, in particular protocol of September 30, 1977
concerning the quadrilingual authentic text of convention;

Considering payment (EC) n° 3922/91 of the Council of December 16, 1991 relating to
the harmonization of the technical rules and administrative procedures in the field of the
civil aviation, modified lastly by payment (EC) n° 859/2008 of the Commission of
August 20, 2008 with regard to the technical rules and common administrative
procedures applicable to commercial transport by plane, in particular its appendix III;

Considering payment (EC) n° 1008/2008 of the Council of establishing September 24,
2008 of the common rules for the exploitation of air services in the Community, in
particular its article 19, paragraph 1;

Considering the code of transport, in particular its articles L. 6361-9 and L. 6361-12 with
L. 6361-14;

Considering the code of the environment, in particular its article L. 571-13;

Considering the code of the civil aviation, in particular its articles R. 221-3, R. 227-8
with R. 227-15;

Considering the decree of July 17, 1992 relating to the general procedures of air traffic
for the use of the aerodromes by the aircraft;

Considering the evaluation envisaged with article R. 227-9 of the code of the dated April
14, 2009 civil aviation, relating to the introduction of restrictions of exploitation related
to the noise on the aerodrome of Toulouse-Blagnac;

Considering the opinion of the advisory commission of the environment of the aerodrome of Toulouse-Blagnac (Haute-Garonne) dated November 4, 2010;

Considering the opinion of the Controlling authority of the dated December 16, 2010 airport harmful effects,
Stop:

Article 1

In order to reduce noise pollutions around the aerodrome of Toulouse-Blagnac (Haute-Garonne), the following restrictions of exploitation are decided on this platform:

I. - Within the meaning of the present decree, one indicates by:

“Appendix 16”: appendix of relative convention to the international civil aviation of December 7, 1944, entitled “Environmental protection (volumes I and II)”, relating to environmental protection against the effects of the noise of the aircraft and the emissions of the engines of plane;

“Chapter 3” and “chapter 4”: respectively chapter 3 and chapter 4 of the second part of the first volume of appendix 16;

“Owner”: the technical owner of an aircraft;

“Responsible for the flight”: the owner, the technical owner or the commercial owner of an aircraft;

“Cumulated Margin of an aircraft equipped with turbojets”: the sum of the three differences between the certified noise level and the acceptable limit defined in chapter 3, for each of the three points of measurement defined in appendix 16;

“Driving Test”: any operation carried out on an aircraft with the stop, during which one or more of its engines function during more than five minutes or with a power higher than that used for the sequences of startup and rolling;

“Toulouse Agglomeration”: agglomeration including/understanding the town of Toulouse within the limits of its representation being reproduced on the chart in the 1/500 000 of the International Civil Aviation Organization published by the national geographical Institute.

II. - Subject to the provisions envisaged in article 5 of this decree, no aircraft equipped with turbojets nonin conformity with the standards stated in chapter 3 or chapter 4 can:

- to land enters 22 hours and 6 hours, local times;

- to leave the point of parking for a takeoff enters 22 hours and 6 hours, local times.

III. - Under the same reserves, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin lower than 8 EPNdB can:

- to land enters 22 hours and 0 hour, local times;

- to leave the point of parking for a takeoff enters 22 hours and 0 hour, local times;

IV. - 1° Under the same reserves, and from April 1, 2013, any aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin lower than 10 EPNdB cannot:

- to land enters 22 hours and 0 hour, local times;

- to leave the point of parking for a takeoff enters 22 hours and 0 hour, local times;

2° Notwithstanding the provisions of the 1° of present IV, under the same reserves and in the time beach 22 hours - 0 hour, local times, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin ranging between 8 and 10 EPNdB can land or take off of the aerodrome of Toulouse-Blagnac, except if the owner of this aircraft can prove that this one was exploited on this aerodrome, in this time beach, between on April 1, 2012 and on March 31, 2013. This measurement ends on April 1, 2017.

V. - 1° Under the same reserves, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin lower than 13 EPNdB can:

- to land between 0 a.m. and 6 hours, local times;

- to leave the point of parking for a takeoff between 0 a.m. and 6 hours, local times;

2° Notwithstanding the provisions of the 1° of present V, under the same reserves and in the time beach 0 hour - 6 hours, local times, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a margin cumulated ranging between 10 and 13 EPNdB can land or take off of the aerodrome of Toulouse-Blagnac,

except if the owner of this aircraft can prove that this one was exploited on this aerodrome, in this time beach, between on November 1, 2010 and on October 29, 2011. This measurement ends on October 30, 2015.

Article 2

Subject to the provisions envisaged in article 5 of this decree:

- with the landing, the thrust reversers and the reversers of step of the propellers can be used beyond the idle only for safety reasons;

- no driving test can be carried out enters 22 hours and 6 hours, local times.

The visual approaches are prohibited except:

- under conditions where the safety of the flights justifies it;

- on proposal of control, to optimize the management of the traffic. In this case, the overflight of the Toulouse agglomeration must be avoided and the interception of the axis of track is done at least with 3.000 feet QNH.

Article 3

Subject to the provisions envisaged in article 5 of this decree:

I. - the aircraft evolving/moving according to the rules of instrument flying must observe the elaborate particular procedures in order to limit noise pollutions and ranges to the knowledge of the users by the way of aeronautical information.

II. - The crews must respect the instructions of control machine of the handbooks of exploitation aiming at to the minimum reducing the sound impact of the landings and takeoffs.

III. - The aircraft evolving/moving according to the rules of flight at sight must respect the elaborate particular instructions in order to limit noise pollutions and ranges to the knowledge of the users by the way of aeronautical information.

Article 4

All the owners carrying out of the commercial flights on departure or arrival of the aerodrome of Toulouse-Blagnac must publish, in their handbooks of exploitation, classification and the cumulated margin their aircraft.

Article 5

I. - the provisions envisaged with the articles 1st, 2 and 3 of this decree do not make obstacle with the landing or the takeoff of the following aircraft:

- aircraft carrying out of the missions of medical or humane nature;
- aircraft in emergency holding with safety reasons of flight;
- aircraft mentioned with the second subparagraph of the article L. 6100-1 of the code of transport;
- aircraft carrying out of the governmental flights.

II. - The commander cannot derogate from the rules defined in the articles 1st, 2 and 3 of this decree that if he considers it absolutely necessary for safety reasons of the vol.

III. - Exemptions from the rules defined in the articles 1st and 2 of this decree can be granted in exceptional circumstances by the minister in charge for the civil aviation.

Article 6

An assessment of the movements carried out in accordance with article 5 of this decree is presented, by the services of the civil aviation, at each meeting of the advisory commission of the environment of the aerodrome of Toulouse-Blagnac and is made public at least once per annum.

Article 7

The decree of bearing March 21, 2003 restriction of use of the aerodrome of Toulouse-Blagnac (Haute-Garonne) is repealed at the date of coming into effect of this decree.

Article 8

The date of coming into effect of this decree is fixed at October 30, 2011.

Article 9

The managing director of the civil aviation is in charge of the execution of this decree, which will be published in the Journal officiel de la République française.

Fact on March 28, 2011.

For the minister and by delegation:

The managing director

civil aviation,

P. Gandil