

Lille Airport

IATA/ICAO CODE: LIL/LFQQ
CITY: Lille
COUNTRY: France

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Jean Christophe MINOT	Jean-Luc MAGAN
Title:	President	Commercial Manager
Airport:	Lille Airport	Lille Airport
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Email:	information@lille.aeroport.fr	jlmanagan@lille.aeroport.fr
Airport Web Site:	www.lille.aeroport.fr	

ELEVATION: 157 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
08/26	2825	280	-	45
02/20	1580	-	-	30

NOISE ABATEMENT PROCEDURES

See AIP France AD2.21 for details.

LOW NOISE POLLUTION PROCEDURES

1. ARRIVALS

RWY 08: Execute "Circling" avoiding overflying built up areas close to aerodrome or follow the "MVI" path at a height > or= 1000 ft QFE whenever meteorological conditions permit.

2. DEPARTURES

Routes are defined for aircraft which can maintain a minimum climb gradient of 5.5 %. If they can not, captains must advise ATS when start-up request.

2.1 RWY 08: Adhere to noise abatement climb gradient specifications in accordance with current operational procedures.

Instructions: Climb straight ahead (1), at 700 (543) turn right and follow appropriate SID up to 2000 (1843).

(1) Cluster of trees: MAX altitude 200 ft, located at 150 m left of the DER determines a minimum theoretical climb gradient of 5.4 % up to 700 (543).

2.2 RWY 26:

2.2.1 DEPARTURES WITH SPECIAL CONDITIONS

CMB 2Z, MATIX 2S and CIV 2S: Visual departures when VIS > 2000 m and ceiling > 1000 ft. These departures are reserved for ACFT able to turn left at the far end of RWY (turn radius of 1700 m) and compulsorily overflying the Eastern side of the A1 motorway. Then follow appropriate SID.

2.2.2 OTHERS DEPARTURES: Turn right after take off.

Instructions: Immediately after the DER climb RDL 273 deg.LEQ (track 273 deg.MAG) (2). At 3.3 NM DME LEQ turn to follow appropriate SID.

(2) The row of trees: MAX altitude 224 ft on the right hand side of the track and 300m from DER in addition to the pylon : altitude 784 ft located on RDL 236 deg.at 4.4 NM LEQ determine a theoretical climb gradient of 5 % up to enroute safety altitude.

3. VISUAL APPROACH

To perform visual approach in QFU 08 or QFU 26, the ACFT must intercept RWY axis minimum at 2000 ft QNH.

4. TRAINING FLIGHTS

Training to pattern and instrumental approach are for all ACFT are submit to the prior authorization of the TWR supervisor phone: +33 3 20 16 18 98 and can be authorized under the following conditions.

1. Prohibited to heavyweight ACFT (wake turbulence H).

2. Low and medium weight jets (L et M):

- 1 single ACFT at the same time from MON to FRI only (prohibited SAT/SUN/HOL).

- Time restrictions : 06:00-10:00 and 12:00-16:00 UTC (WIN + 1HR).

- Traffic pattern minimum altitude 2000 ft.

3. Turbopropellor ACFT:

- MON to FRI : 06:00-17:00 UTC with restriction to a single ACFT at the same time after 17:00 UTC.

- SAT/SUN/HOL: 06:00-17:00 UTC with restriction to a single ACFT at the same time. (WIN + 1HR).

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Turbojets and turbo propellers:

- Engine tests at startup power can be done between 0500 and 2000 on all stands.

- Engine tests at takeoff power must be done between 0500 and 2000 at the Southwest corner of stand C.

- Between 2000 and 0500, only ACFT leaving on a commercial flight in the morning

before 0700 are allowed to perform engine run--ups. Permission is granted by the TWR.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Landing Charge :		
Please visit website address: http://www.lille.aeroport.fr/gb/espace_pros/		
5/2010 IATA Airport & Air Navigation Charges Manual		
In order to calculate the noise fee, calculate the landing fee, then calculate the adjustment to the landing fee.		
Landing Charge		
* 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.		
	Aircraft over 6 tonnes - MTOW	
International (excl EU)	Fixed Charge	+ Rate per tonne
6 tonnes(fixed charge)	EUR 13.48	
7-12 tonnes	EUR 14.54	+ 2.14 over 7 tonnes
13-25 tonnes	EUR 27.56	+ 2.14 over 13 tonnes
26-75 tonnes	EUR 53.60	+ 4.34over 25 tonnes
Over 75 tonnes	EUR 270.65	+ 6.12over 75 tonnes
European Union & Domestic		
6 tonnes(fixed charge)	EUR 60.4	
7-12 tonnes	EUR 6.62	+ 1.08 over 7 tonnes
13-25 tonnes	EUR 13.05	+ 2.15 over 13 tonnes
26-75 tonnes	EUR38.89	+ 4.09 over 25 tonnes
Over 75 tonnes	EUR 243.27	+ 5.25 over 75 tonnes

The modulation on landing charges is on application of a national rule.

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Group 1	1.82
Group 2	1.21
Group 3	1.21
Group 4	0.84
Group 5a	0.84
Group 5b	0.84
Click here for Aircraft Acoustic Groups	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
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	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

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 - [NONE](#)