

Nantes Atlantique Airport

IATA/ICAO CODE: NTE/LFRS
 CITY: Nantes
 COUNTRY: France

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name: CCI de Nantes
 Title: Airport Administration
 Airport: Nantes Atlantique Airport
 Address: Airport de Nantes Atlantique
 BP 74308
 4434 Bouguenais CEDEX
 France
 Phone: +33 2 40 84 80 00 (CCI sur AD)
 Fax: +33 2 40 84 82 11 (CCI sur AD)
 Email: infos.aeroport@nantes.cci.fr
 Airport Web Site: www.nantes.aeroport.fr

ELEVATION: 90 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03/21	2900		3	45

NOISE ABATEMENT PROCEDURES

Low Noise Procedures and Initial Departures Runway 03/21

Rwy 03

Climb straight ahead. At 400 ft AAL turn left or right to follow appropriate SID, comply with take off procedure NADP

RWY 21

Climb straight ahead. At 400 ft AAL turn left or right to follow appropriate SID, do not turn before SUDIL (1.7 NM NTS), comply with take off procedure NADP

Note: See AIP France AD2 LFRS INI for complete details

Arrivals Between 2200 and 0400 (WIN + 1HR)

To avoid carrying out a full instrument procedure and overflight of the city of Nantes, apart from unavoidable brief excursions, all IFR arrivals will be subject to radar guidance combined with altitude restriction on final approach to RWY 03.

Aircraft of all types: QFU 030 is mandatory up to a tail wind component of 8 kt unless the state of the runway renders it use impossible.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Restrictions on use of the airport (WIN + 1 HR)

Definitions:
Noisiest Chapter 3 - cumulative margin < 5EPNdB to Chapter 3 limits
Noisy Chapter 3 - cumulative margin = 5EPNdB and < 8EPNdB to Chapter 3 limits

No noisiest Chapter 3 aircraft may carry out the following at the airport:

- Land between 2030 and 0400, time of arrival at the parking area
- Take-off between 2030 and 0400, time of departure from the parking area.

No noisy Chapter 3 aircraft may carry out the following at the airport:

- Land between 2130 and 0400, time of arrival at the parking area
- Take-off between 2130 and 0400, time of departure from the parking area.

Note: All operators carrying out commercial flights to and from the airport must publish in their operating manuals the classification of their airplane in relationship to the above mentioned definitions.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

16 movements per hour.

ENGINE RUN-UP RESTRICTIONS

Maintenance engine testing is forbidden between 2100 and 0400 (WIN + 1HR).

Outside this period, they are to be carried out:

- At idling at parking stand
- At high power on dispersal area Mike

APU OPERATING RESTRICTIONS

On traffic areas, APUs are not to be started more than 60 minutes before the airplane's departure time.

After arrival, APUs are not to be used for more than 20 minutes.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

5/2011 IATA Airport and Air Navigation Charges Manual		
In order to calculate the landing fee(s) excluding passenger fee, ect, follow the three part process. First calculate the landing fee then calculate the adjustment to the landing fee.		
LANDING FEE		
* Note: Per AIP France - 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.		
International and Domestic	Fixed Charge	+ Rate per tonne

7 - 12 tonnes	EUR 45.00	+ 0.98 over 7t
13 - 24 tonnes	EUR 54.00	+ 1.71 over 13t
25 - 46 tonnes	EUR 75.00	+ 3.00 over 25t
47 - 74 tonnes	EUR 140.00	+ 3.27 over 47t
75 tonnes and over	EUR 260.00	+ 4.45 over 75t

Landing between 23:00-06:00 Local time: surcharge of 50% of the landing charge. Take-off between 23:00-06:00 LT: surcharge of 100% of the landing charge.

ADJUSTMENT TO THE LANDING FEE:		
The landing fee is adjusted according to the aircraft's acoustic group.		
Modulation coefficients applicable under the new regulations		
	Local Time	
Acoustic Groups	0600-2200	2200-0600
Groups 1-2-3	1.15	1.73
Groups 4-5A-5B	0.85	1.28
Click here for Aircraft Acoustic Groups		

NOISE TAX - click here for the details (revised as of January 1, 2008)

The noise tax is part of the general tax on polluting activities (GTPA).

This charge is in addition to the landing fee which is based on the aircraft's acoustic group.

The formula for the noise tax which is applied to each take-off:

Tax = b x t x log(MTOW)
t= Unit rate: **EUR 22.00** (adjusted each year based on the domestic retail price index)
b= Coefficient according to the departure time and to the acoustic group to which the aircraft belongs.

Aircraft Group	Coefficient	
	Based on acoustic group and departure time	
	0600-2200	2200-0600
1-4	1.70	3.40
5a-5b	0.85	1.70

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2003	- in progress
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	2003	- Click for noise map
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [Yes](#)

FLIGHT TRACK MONITORING SYSTEM - [Yes](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned 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

See airport curfew information