

# Cannes Airport

IATA/ICAO CODE: CEQ/LFMD  
 CITY: Mandelieu  
 COUNTRY: France

## AIRPORT CONTACT

No changes reported by the airport in 2011

[Verify information below with the airport](#)

Name:	Umberto Vallino	Benedict Petit
Title:	Customers Relations and Marketing	Direction Aeroport Cannes-Mandelieu
Airport:	Cannes Airport	Cannes Airport
Address:	Chanbre de Commerce et d'Industrie Nice Cote d'Azur France	Chanbre de Commerce et d'Industrie Nice Cote d'Azur France
Phone:	+33 493 904 101	+33 493 904 111
Fax:	+33 493 904 130	+33 493 904 015
Email:	umberto.vallino@cote-azur.cci.fr	benedict.petit@cote-azur.cci.fr
Airport Web Site:	<a href="http://www.cannes.aeroport.fr">www.cannes.aeroport.fr</a>	

ELEVATION: 13 FT

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
17/35	1616	-	-	45
05/23	760	-	-	30
Since March 21, 2003 the airport has a LOC/DME (CMD) for landings on runway 35 and a LOCATOR (CSC) for missed approach. And the altitude for the visual approach is now 1800' (ISO 1500'). Runway circuit remains at 1500'.				

## NOISE ABATEMENT PROCEDURES

See AIP France for details of specific take-off and approach procedures.

### Operations instructions

Aircrew shall observe operation instructions included in operating manuals to reduce noise nuisances during landing and take-off. These instructions shall comply with the ICAO PANS-OPS provisions, Volume I.

### Reverse thrust:

On landing, reverse thrust and propeller reverse pitch should not be used beyond idle power other than for safety requirements.

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

## AIRPORT CURFEWS

Airport operating hours:

0700 LT(or on request Sunrise - 30) to 2000 LTin winter  
0700 LT(or on request Sunrise - 20) to Sunset + 30 minutes  
Control: 0800-2000 LT in winter, 0800 LT-Sunset + 30 minutes in summer.

PREFERENTIAL RUNWAYS

If not directed otherwise and wind speed is less than 2m/sec. use Runway 17

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Only on runway 05/23

APU OPERATING RESTRICTIONS

Use of ground power unit (GPU) or electrical converser is recommended during stop overs.  
Use of "BLEED ON" must be as short as possible.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

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

Yes

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

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 - [NONE](#)