

Marseille-Provence International Airport

IATA/ICAO CODE: MRS/LFML
 CITY: Marignane
 COUNTRY: France

AIRPORT CONTACT

Information updated by the airport 5/2011

Name:	Pierre Regis	Fabien Garnier
Title:	General Manager	Aeronautical Operations Coordinator
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Airport Web Site: www.marseille.aeroport.fr

ELEVATION: 74 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
13L/31R	11483	1115 ft / 2165 ft	3 ° / 4 °	148
13R/31L	7776	0 ft / 344 ft-	- /4 °	148

NOISE ABATEMENT PROCEDURES

See AIP France SID for complete details.

- The crews must comply with the flight instructions (procedures complying with aircraft certification documents in the flight operations manual) aiming at reducing the landing/take-off noise impact to the minimum. These instructions must comply with the ICAO PANS-OPS provisions, volume 1.

- The aircraft in instrument flying conditions must comply with the specific noise control procedures made available to the users through the Aeronautical Information Services.

- The aircraft in visual flight conditions must comply with the specific noise control instructions made available to the users through the Aeronautical Information Services.

Visual approach

By night, from 2300 to 0600 (local time), at QFU 31, the left-hand visual approach from the North and the West is prohibited.

Departures

Initial departures:

Apply the configuration and climb power complying with the minimum noise procedure described in the flight operations manual, as per the operating conditions at the time and the SID to be applied. As regards departures with an altitude clearance of 2,500 ft, the take-off noise abatement procedure will be stopped at this altitude.

Climb gradient

Except with other clearances, the aircraft shall comply with the gradient and altitude specifications set on each standard departure route.

Use of Runways at Night

Unless otherwise required for operational reasons, between 2300 and 0600 local time, in light traffic and calm wind conditions, the RWY 13 will be preferred for landing and the RWY 31 for take-off. In this case, configuration 13 will be in use.

Thrust reversers

During landing, the thrust reversers and propeller pitch reversers shall be used beyond idle power only for operational and safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

There is a curfew on the take-off and landing of the following Chapter 3 airplanes during nighttime hours:

Arrêté préfectoral du 27 novembre 2007.

From 11.15pm to 06h15am : the most noisy aircraft are prohibited to land.

From 10.45pm to 06h00am : the most noisy aircraft are prohibited to take off.

The most noisy aircraft in Chapter 3, are turbojet aircraft whose noise certification meets the requirements specified in Chapter 3 of the second part in the first volume of Annex 16 of the ICAO Convention dated December 7th 1944 and which have a cumulated margin of certified noise levels, with respect to permissible noise limits defined in this chapter, being less than 5 EPNdB;

It is proposed to take in 2011 (October) a new operating restriction order prohibiting the turboprop cumulative margin is less than 8 EPNdB between 6AM and 10PM and extend the timeframe for the ban on jet engines whose margin is less a 5 EPNdB, carrying from 10PM to 06AM instead of 11PM to 6AM as provided in the order of 2007.

Deadline:

Action to be implemented in 2011

PREFERENTIAL RUNWAYS

Use of Runways at Night

Unless otherwise required for operational reasons, between 2300 and 0600 local time, in light traffic and calm wind conditions, the RWY 13 will be preferred for landing and the RWY 31 for take-off. In this case, configuration 13 will be in use.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - See AIP AD2 LFML ENV

Engine Testing:

These tests are as follows:

- idling for more than 5 minutes on the parking area (stand 52 to 57)
- QFU 31 on taxiway C1
- QFU 13 on taxiway E2 or on runway 13R/31L between taxiways E2 and E3.
- Engine tests are prohibited between 2300 to 0600 local time, except for the aircraft for which departure is scheduled before 0700 local time.

APU OPERATING RESTRICTIONS

On aprons, the APU will be used only for a period not exceeding:

- 20 minutes after arrival to parking stand
- 60 minutes before scheduled departure from parking stand.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

5/2011 Information updated by the airport.		
In order to calculate the landing fee(s) excluding passenger fee, ect, follow the three part process. First calculate the landing fee, next calculate the adjustment to the landing fee and then calculate the noise tax.		
LANDING FEE: * 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.		
MTOW in Tonnes*	Fixed Charge	+ Rate/tonne
6 - 13 tonnes	EUR 26.49	-
14 - 25 tonnes	EUR 26.49	+2.463 over 13t
26 - 75 tonnes	EUR 56.05	+4.926 over 25t
Over 75 tonnes	EUR 302.32	+7.388 over 75t

ADJUSTMENT TO THE LANDING FEE:

Since 1984, the landing fee is adjusted according to the aircraft's acoustic group.

Group 1	1.82
Group 2	1.21
Group 3	1.21
Group 4	.84
Group 5a	.84
Group 5b	.84
Click here for Aircraft Acoustic Groups	

TAX ON AIR NOISE POLLUTION - [click here for the details](#)

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 7.00](#) (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		
	Departure time (local between)		
	0600-1800	1800-2200 NEW	2200-0600
1	12	36	120
2	12	36	120
3	6	18	50
4	2	6	12
5a	1	3	6
5b	.5	1.5	5

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1996	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	none
Avigation Easements	-	-
Zoning Laws	- 2006 - 2004	- Plan d' exposition au bruit - Plan de gêne sonore
Real Estate/Property Disclosure Laws	none	none
Acquire Land for Noise Compatibility to date	none	none
Population within each noise contour level relative to aircraft operations	- 2006	- Plan d' exposition au bruit
Airport Noise Contour Overlay Maps	- 2006 - 2004	- Plan d' exposition au bruit - Plan de gêne sonore
Total Cost of Noise Mitigation Programs to Date	- 2007	- 1.200.000 euros/an
Source of Noise Mitigation Program Funding for Aircraft Noise	none	none

NOISE MONITORING SYSTEM

Yes, since 2004, September 1st

FLIGHT TRACK MONITORING SYSTEM

Yes, since 2004, September 1st

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. (except state and military)

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.

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