

# Montpellier Mediterranee Airport

IATA/ICAO CODE: MPL/LFMT  
 CITY: Montpellier  
 COUNTRY: France

## AIRPORT CONTACT

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

Name:  
 Title: CCI de Montpellier  
 Airport: Montpellier Airport  
 Address: Aéroport de Montpellier Méditerranée  
 CS 1012 34137 MAUGUIO Cedex  
 France  
 Phone: +33 4 67 10 24 00 or +33 4 67 10 20 85 00  
 Fax: +33 4 67 22 02 12 or Operations +33 4 67 20 03 72  
 Email: [info.aeroport@montpellier.aeroport.fr](mailto:info.aeroport@montpellier.aeroport.fr)  
[rh@montpellier.aeroport.fr](mailto:rh@montpellier.aeroport.fr)  
 Airport Web Site: [www.montpellier.aeroport.fr](http://www.montpellier.aeroport.fr)

ELEVATION: 17 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
13L/31R	2600		31R/3	50
13R/31L	1100		-	30

## NOISE ABATEMENT PROCEDURES

See AIP France for details.

### Arrival Procedures

In TMA, speed is strictly limited to 250 kt

Approaches on Runway 31R shall be preferred until a tail wind component lower than 8 kt.

Approaches on Runway 13L are to be carried out at an angle equal or greater than the angle used for descent (6.4%) defined by PAPI.

Aircraft incoming from SIMAR and proceeding visual approach shall maintain 4000 ft till 4 NM FJR (except otherwise instructed by ATC).

On RNAV route GIGNA-ASTEG, aircraft proceeding visual approach shall maintain 4000 ft till coastline (except otherwise instructed by ATC).

Overflying “La Grande Motte” is strictly prohibited below 2000 ft.

At night, between 2000 and 0500 (WIN + 1 HR), arrivals will be performed preferably Runway 31R and pilots must maintain 4000 ft till coastline (abeam FG) except otherwise instructed by ATC.

#### Departure Procedures

After taking off from Runway 31R, jets are to maintain take-off power setting until 1500 ft then adopt the climbing power thrust at a speed of  $V_2+10$  until 3000 ft.

After taking off Runway 31R towards departure routes MEN 6N and BRUSC 6N, join as soon as possible the radial 331° FJR in order to fly on FJR-MEN axis at 4 NM FJR (except otherwise instructed by ATC).

At night, from 2000 to 0500 (WIN + 1HR), for environmental reasons, departures will be performed preferably Runway 13L, if the visibility > 1900 m and the downwind component < 5 kt.

### **CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

#### AIRPORT CURFEWS

##### Training Flights

Circuit and instrument APP trainings are:

1. Prohibited for aircraft of acoustic groups 1, 2 and 3.
2. Cleared for jets and turboprop aircraft of acoustic groups 4 and 5:

- from 01 October to 15 June included
- from MON to SAT included except public HOL
- from 0500 to 2000 (WIN + 1 HR)

3. Cleared all year long for piston engine aircraft:

- from 0500 to 2000 (WIN + 1 HR)

Training flights using runway 13L shall maintain a minimum altitude of 1000 ft in the downwind leg.

For training aircraft taking off runway 31R, initial turn will take place at 1.4 NM/FJR to join right hand downwind leg.

Training flights of non home-based ACFT are subject to prior request, with at least a 48 HR PN, to be sent by FAX to the aerodrome manager. This request must contain the type of ACFT, the acoustic group, the kind of training, HOR and duration. This request is to be sent to Service Exploitation:

#### PREFERENTIAL RUNWAYS

The approach on Runway 31R would be preferred until a downwind component of 8 KT. Overnight departures will be performed preferably OFU 13L.

### **OPERATING QUOTA - NONE**

### **ENGINE RUN-UP RESTRICTIONS - NONE**

### **APU OPERATING RESTRICTIONS - NONE**

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

2/2008 IATA Airport and Air Navigation Charges Manual

In order to calculate the landing fee(s) excluding passenger fee, etc, 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.**

MTOGW*	Fixed Charge	+ Rate per tonne
International		
Up to 25 tonnes	EUR	+1.58
25t to 74t	EUR 39.45	+ 3.15 over 25t
over 75t	ERU 197.26	+ 4.43 over 75t
Domestic		
6 - 11 tonnes	EUR 2.98	+ 0.89 over 6t
12 - 24 tonnes	EUR 8.35	+ 1.64 over 12t
25 - 74 tonnes	EUR 29.69	+ 3.13 over 25t
Over 25 tonnes	EUR 186.30	+ 4.02 over 75t

ADJUSTMENT TO THE LANDING FEE:

The landing fee is adjusted according to the aircraft's acoustic group.

Group 1	1.30
Group 2	1.20
Group 3	1.15
Group 4	1.00
Group 5	0.85
<a href="#">Click here for Aircraft Acoustic Groups</a>	

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 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](#)