

Toulouse-Blagnac Airport

IATA/ICAO CODE: TLS/LFBO
CITY: Blagnac
COUNTRY: France

AIRPORT CONTACT

Information updated by the airport 10/2011

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ELEVATION: 499 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
14L/32R	3000	-	-	45
14R/32L	3500	-	-	45

NOISE ABATEMENT PROCEDURES

See AIP France LFBO ADC 02 for details

Particular Instructions for Arrival Procedures

1. Noise Abatement Procedures
- Flying over the Hospital of Purpan is permanently prohibited
 - Low circling approaches are prohibited

1.1 Departure procedure

Flights must be operated with noise abatement climbing procedure at departure

1.2 Arrival procedures

Approaches should be performed with an angle or greater than the angle of the glide path defined for ILS (RWY 14R, 32L, 32R and 14L).

Visual approaches are prohibited

- in the case when they are required in a purpose of flight safety
- on proposal of ATC unit in order to optimize the air traffic control.

Flying over the urban area of Toulouse has to be avoided and the runway center line has to be intercepted at 3000 ft QNH minimum.

See AIP France AD2 LFBO ENV 1 for complete details of noise abatement procedures.

1. General Instructions

1.1 The aircraft captain can only waive these rules if he thinks that it is required for flight safety.

1.2 Rules

1.2.1 Aircraft operating in accordance with instrument flight rules must respect the specific noise abatement procedures that are published for the attention of users by the Aeronautical Information Service.

1.2.2 Aircrews shall observe the engine operation instructions included in the operating manuals aiming at reducing to a minimum the noise impact of landings and take offs. These instructions shall comply with the ICAO PANS-OPS provisions, vol 1.

1.2.4 Flying over the Hospital of Purpan is permanently prohibited

1.2.5 Low circling approaches are prohibited

2. Procedures

2.1 Arrivals

It is recommended that, whenever possible, power or thrust increases are avoided when on final approach

2.1.1 Visual approaches

Visual approaches are prohibited except:

- in the case when they are required in a purpose of flight safety
- on proposal of ATC unit in order to optimize the air traffic flow management. In this case flying over the urban area of Toulouse shall be avoided and the runway center line has to be intercepted at 3000 ft QNH minimum.

2.1.2 Instrument approaches

To reduce aircraft noise nuisances, instrument approaches must respect the following criteria, unless safety considerations dictate otherwise.

- Final approaches shall be performed with an angle equal to the glide path defined for ILS
- The glide path shall be intercepted at 3000 ft QNH minimum
- Recommended optimum initial approach glide slope angle is 5.2%

2.1.3 Thrust reverser operation

On landing, thrust reverser operation is prohibited as also the propeller reverse pitch devices may be set to a position exceeding the reverse idle power only for operational safety reasons (for example: rear wing, contaminated runway)

2.2 Departures

Except in special situations or if otherwise advised by ATC, all instrument take-offs must comply with the initial clearance issued by the ATC (See AIP FRANCE LFBO SID)

[There are fines that apply in accordance to the law L228-4 of the Civil Aviation Code \(document in French\)](#)

A draft bill was approved by the French Parliament (July 12) that will set up an independent group call the "Autorité de Contrôle des Nuisances Aéroportuaires" to monitor noise levels at French airports and will be allowed to impose fines of up to 20 000€ on airlines and 1500€ on pilots that disregard noise abatement procedures on take-off, landing or engine run-ups. This group is operating since 16/02/2000. The new law also restricts helicopter operations over over populated areas.

CONTINUOUS DESCENT ARRIVAL (CDA)

Since the 23rd September 2010 tests are made on Toulouse-Blagnac Airport on the 4th runways, please find enclosed the "SUP AIP" concerning continuous descent Arrival https://www.sia.aviation-civile.gouv.fr/dossier/supaipmetro/SUP_2010_113_FR.pdf

AIRPORT CURFEW

Updated by the airport 10/2011

[The new restrictions by state regulation of March 28, 2011. These new operating restrictions will be set up on October 30th 2011.](#)

JORF n°0086 of April 12, 2011 page 6450
text n° 4

DECREE

Decree of bearing March 28, 2011 restriction of exploitation of the aerodrome of Toulouse-Blagnac (Haute-Garonne)

NOR: DEVA1100492A

The Minister for ecology, sustainable development, transport and housing,
Considering relative convention with the international civil aviation of December 7, 1944, together the protocols which modified it, in particular protocol of September 30, 1977 concerning the quadrilingual authentic text of convention;

Considering payment (EC) n° 3922/91 of the Council of December 16, 1991 relating to the harmonization of the technical rules and administrative procedures in the field of the civil aviation, modified lastly by payment (EC) n° 859/2008 of the Commission of August 20, 2008 with regard to the technical rules and common administrative procedures applicable to commercial transport by plane, in particular its appendix III;

Considering payment (EC) n° 1008/2008 of the Council of establishing September 24, 2008 of the common rules for the exploitation of air services in the Community, in particular its

article 19, paragraph 1;

Considering the code of transport, in particular its articles L. 6361-9 and L. 6361-12 with L. 6361-14;

Considering the code of the environment, in particular its article L. 571-13;

Considering the code of the civil aviation, in particular its articles R. 221-3, R. 227-8 with R. 227-15;

Considering the decree of July 17, 1992 relating to the general procedures of air traffic for the use of the aerodromes by the aircraft;

Considering the evaluation envisaged with article R. 227-9 of the code of the dated April 14, 2009 civil aviation, relating to the introduction of restrictions of exploitation related to the noise on the aerodrome of Toulouse-Blagnac;

Considering the opinion of the advisory commission of the environment of the aerodrome of Toulouse-Blagnac (Haute-Garonne) dated November 4, 2010;

Considering the opinion of the Controlling authority of the dated December 16, 2010 airport harmful effects,
Stop:

Article 1

In order to reduce noise pollutions around the aerodrome of Toulouse-Blagnac (Haute-Garonne), the following restrictions of exploitation are decided on this platform:

I. - Within the meaning of the present decree, one indicates by:

“Appendix 16”: appendix of relative convention to the international civil aviation of December 7, 1944, entitled “Environmental protection (volumes I and II)”, relating to environmental protection against the effects of the noise of the aircraft and the emissions of the engines of plane;

“Chapter 3” and “chapter 4”: respectively chapter 3 and chapter 4 of the second part of the first volume of appendix 16;

“Owner”: the technical owner of an aircraft;

“Responsible for the flight”: the owner, the technical owner or the commercial owner of an aircraft;

“Cumulated Margin of an aircraft equipped with turbojets”: the sum of the three differences between the certified noise level and the acceptable limit defined in chapter 3, for each of the three points of measurement defined in appendix 16;

“Driving Test”: any operation carried out on an aircraft with the stop, during which one or more of its engines function during more than five minutes or with a power higher than that used for the sequences of startup and rolling;

“Toulouse Agglomeration”: agglomeration including/understanding the town of Toulouse

within the limits of its representation being reproduced on the chart in the 1/500 000 of the International Civil Aviation Organization published by the national geographical Institute.

II. - Subject to the provisions envisaged in article 5 of this decree, no aircraft equipped with turbojets nonin conformity with the standards stated in chapter 3 or chapter 4 can:

- to land enters 22 hours and 6 hours, local times;
- to leave the point of parking for a takeoff enters 22 hours and 6 hours, local times.

III. - Under the same reserves, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin lower than 8 EPNdB can:

- to land enters 22 hours and 0 hour, local times;
- to leave the point of parking for a takeoff enters 22 hours and 0 hour, local times;

IV. - 1° Under the same reserves, and from April 1, 2013, any aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin lower than 10 EPNdB cannot:

- to land enters 22 hours and 0 hour, local times;
- to leave the point of parking for a takeoff enters 22 hours and 0 hour, local times;

2° Notwithstanding the provisions of the 1° of present IV, under the same reserves and in the time beach 22 hours - 0 hour, local times, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin ranging between 8 and 10 EPNdB can land or take off of the aerodrome of Toulouse-Blagnac, except if the owner of this aircraft can prove that this one was exploited on this aerodrome, in this time beach, between on April 1, 2012 and on March 31, 2013. This measurement ends on April 1, 2017.

V. - 1° Under the same reserves, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a cumulated margin lower than 13 EPNdB can:

- to land between 0 a.m. and 6 hours, local times;
- to leave the point of parking for a takeoff between 0 a.m. and 6 hours, local times;

2° Notwithstanding the provisions of the 1° of present V, under the same reserves and in the time beach 0 hour - 6 hours, local times, no aircraft equipped with turbojets whose acoustic certification meets the standards of chapter 3 with a margin cumulated ranging between 10 and 13 EPNdB can land or take off of the aerodrome of Toulouse-Blagnac, except if the owner of this aircraft can prove that this one was exploited on this aerodrome, in this time beach, between on November 1, 2010 and on October 29, 2011. This measurement ends on October 30, 2015.

Article 2

Subject to the provisions envisaged in article 5 of this decree:

- with the landing, the thrust reversers and the reversers of step of the propellers can be used beyond the idle only for safety reasons;
- no driving test can be carried out enters 22 hours and 6 hours, local times.

The visual approaches are prohibited except:

- under conditions where the safety of the flights justifies it;
- on proposal of control, to optimize the management of the traffic. In this case, the overflight of the Toulouse agglomeration must be avoided and the interception of the axis of track is done at least with 3.000 feet QNH.

Article 3

Subject to the provisions envisaged in article 5 of this decree:

I. - the aircraft evolving/moving according to the rules of instrument flying must observe the elaborate particular procedures in order to limit noise pollutions and ranges to the knowledge of the users by the way of aeronautical information.

II. - The crews must respect the instructions of control machine of the handbooks of exploitation aiming at to the minimum reducing the sound impact of the landings and takeoffs.

III. - The aircraft evolving/moving according to the rules of flight at sight must respect the elaborate particular instructions in order to limit noise pollutions and ranges to the knowledge of the users by the way of aeronautical information.

Article 4

All the owners carrying out of the commercial flights on departure or arrival of the aerodrome of Toulouse-Blagnac must publish, in their handbooks of exploitation, classification and the cumulated margin their aircraft.

Article 5

I. - the provisions envisaged with the articles 1st, 2 and 3 of this decree do not make obstacle with the landing or the takeoff of the following aircraft:

- aircraft carrying out of the missions of medical or humane nature;
- aircraft in emergency holding with safety reasons of flight;
- aircraft mentioned with the second subparagraph of the article L. 6100-1 of the code of transport;
- aircraft carrying out of the governmental flights.

II. - The commander cannot derogate from the rules defined in the articles 1st, 2 and 3 of this decree that if he considers it absolutely necessary for safety reasons of the vol.

III. - Exemptions from the rules defined in the articles 1st and 2 of this decree can be granted in exceptional circumstances by the minister in charge for the civil aviation.

Article 6

An assessment of the movements carried out in accordance with article 5 of this decree is presented, by the services of the civil aviation, at each meeting of the advisory commission of the environment of the aerodrome of Toulouse-Blagnac and is made public at least once per annum.

Article 7

The decree of bearing March 21, 2003 restriction of use of the aerodrome of Toulouse-Blagnac (Haute-Garonne) is repealed at the date of coming into effect of this decree.

Article 8

The date of coming into effect of this decree is fixed at October 30, 2011.

Article 9

The managing director of the civil aviation is in charge of the execution of this decree, which will be published in the Journal officiel de la R3epublique fran1caise.

Fact on March 28, 2011.

For the minister and by delegation:

The managing director

civil aviation,

P. Gandil

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

See Article 2 under Airport Curfew

APU OPERATING RESTRICTIONS

Environmental Charter: limitation of use of the APU.

APU can be started during 20 min after the arrival time or 60 min before the departure time.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Updated by the airport 10/2011		
LANDING CHARGE:		
Commercial Flights		
MTOW in Tonnes(t)	Fixed Charge	Rate/tonne
13 to 25 tonnes	EUR 48.63	+ 2.71 over 6t
from 26 t to 75 t	EUR 84.02	+ 5.11 over 25t
Over 75 tonnes	EUR 340.10	+ 6.57 over 75t
Click here for Aircraft Acoustic Groups		

[Document in French on the airport's web site.](#)

ADJUSTMENT TO THE LANDING FEE

According to the decree of February 26th, 2009, the landing fee is the object of a modulation according to the period day and acoustic group of the aircraft.

The modulation applied by Toulouse-Blagnac Airport distinguishes two time slots in the course of the day and fix the coefficients by acoustic group following:

Acoustic Group	0600-2200	2200-0600
1	1.75	2.63
2	1.50	2.25
3	1.25	1.88
4	1.00	1.50
5a	0.85	1.28
5b	0.70	1.05

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

The noise tax is part of the general tax on polluting activities TNSA (Airport Tax Noise). 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:

$$\text{Tax} = b \times t \times \log(\text{MTOW})$$

t= Unit rate: **EUR 30.00** (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	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)	1995	7978 end 2010 residences insulated
Purchase Assurance for Homeowners Located Within	-	-

the Airport Noise Contours		
Navigation Easements	-	Cf AIP
Zoning Laws	-	Can be find on our Web Site : http://environnement.toulouse.aeroport.fr Noise Exposure Plan : 31 December 2003 (Arrêté d’approbation du PGS) Noise Disturbance Plan : 21st August 2007 (Arrêté Préfectoral d’approbation PEB)
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	No
Population within each noise contour level relative to aircraft operations	-	Noise Exposure Plan (2003) : Zone 1 : 33 persons Zone 2 : 1424 persons Zone 3 : 39936 persons Total : 41393
Airport Noise Contour Overlay Maps	-	Noise Exposure Plan : 31 December 2003 Zone I : courbe d’indice : Lden 70 Zone II : courbe d’indice : Lden 65 Zone III : courbe d’indice : Lden 55 Noise Disturbance Plan : 21st August 2007 Zone A : courbe d’indice : Lden 70 Zone B : courbe d’indice : Lden 62 Zone C : courbe d’indice : Lden 55 Zone D : courbe d’indice : Lden 50
Total Cost of Noise Mitigation Programs to Date	1995	40 million €
Source of Noise Mitigation Program Funding for Aircraft Noise	-	TNSA (Airport Tax Noise)

NOISE MONITORING SYSTEM

Since the 1st September 2002, the airport has been equipped with a system for measuring noise and displaying flight paths. This system fitted with six fixed measuring stations and 2 mobile. It is called SENTINELLE

In 2011 the six fixed measuring stations and one mobile have been replaced by new ones. These new generation material top-of-the-range have a precision and acoustic metrological quality which fulfill the requirements of the ACNUSA

FLIGHT TRACK MONITORING SYSTEM

Yes, see noise monitoring system above.

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 information under Airport Curfew