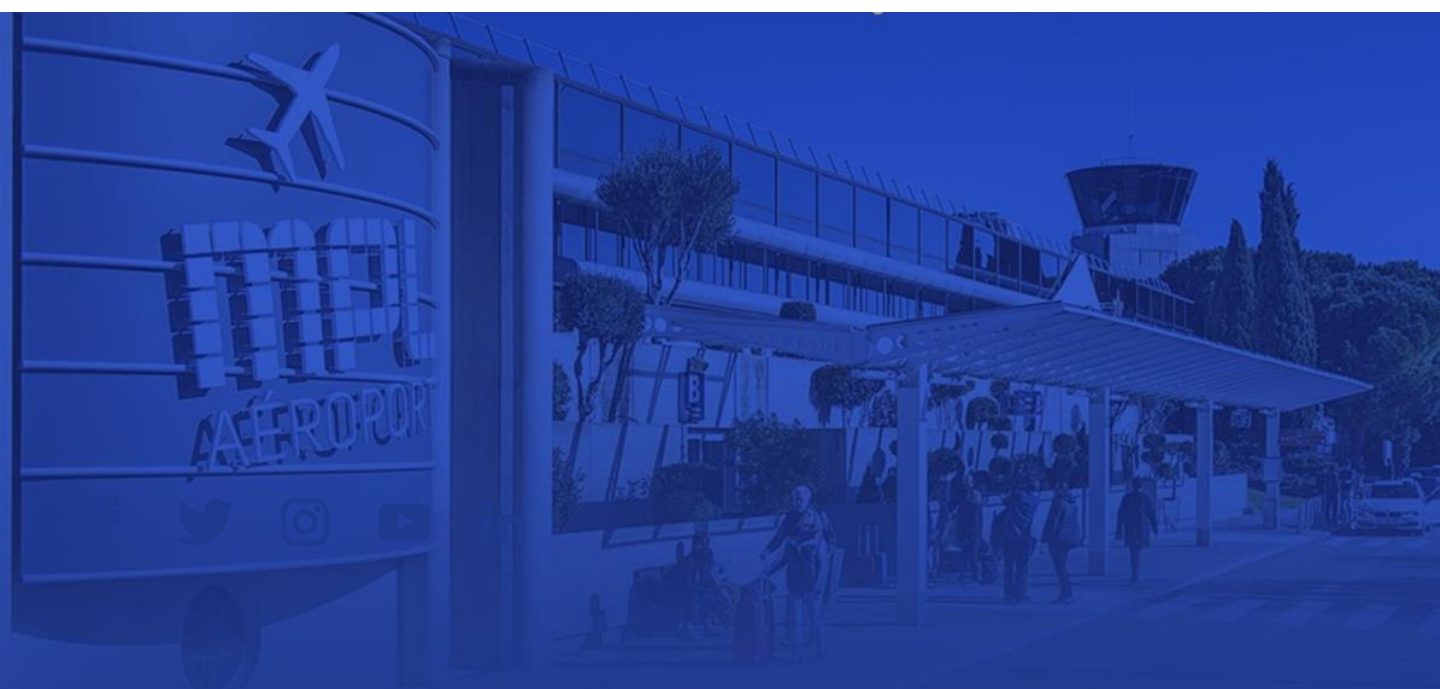


# Code of Good Environmental Conduct by Montpellier Méditerranée Airport



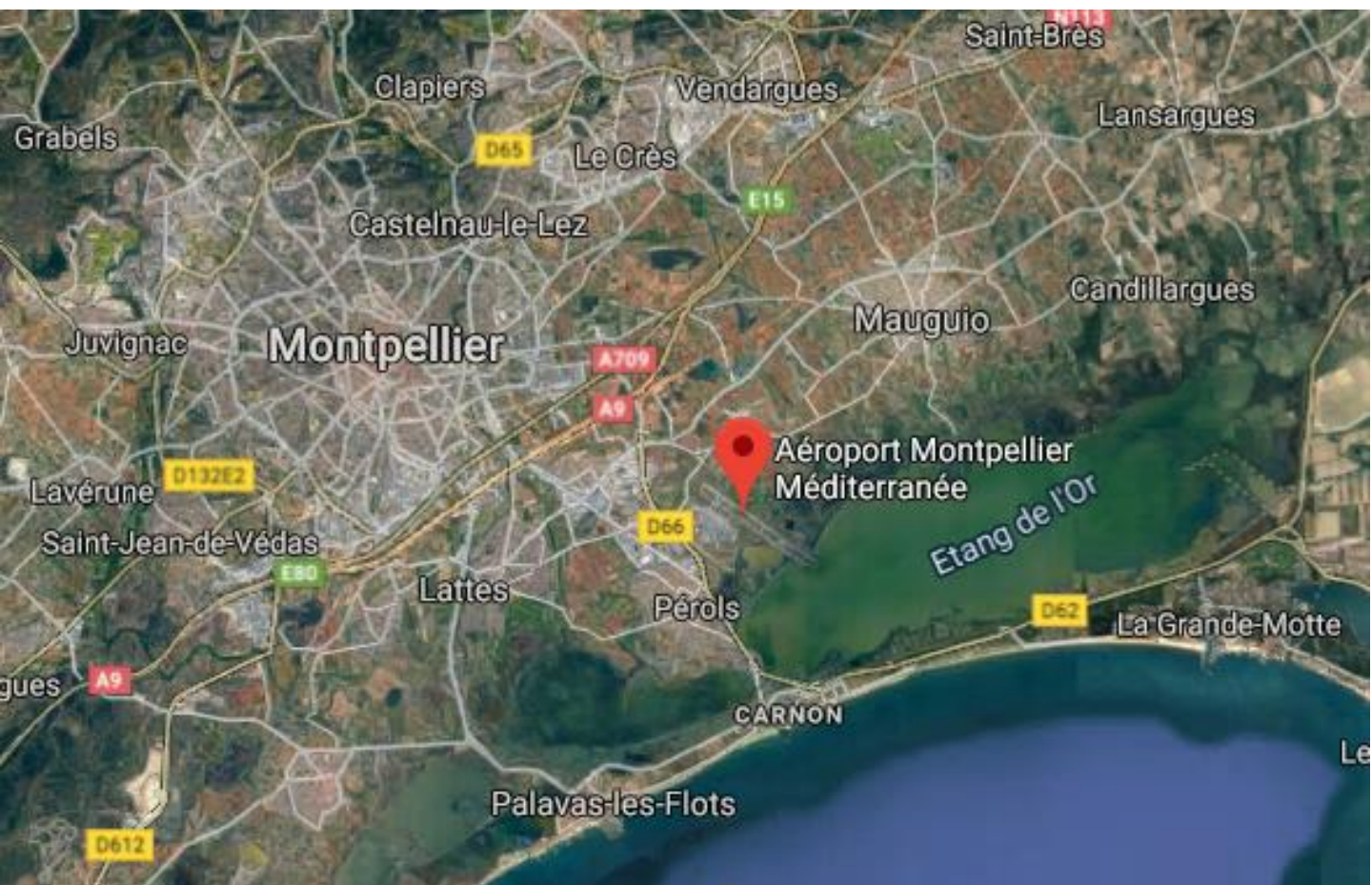
DSNA

The objective of this Code of Good Conduct is to preserve the quality of the environment in the vicinity of Montpellier Méditerranée airport.

This code gathers the engagements made by the airport's various partners, in order to promote it at all levels of their internal organizations and at all stages of their operations.

Safety is and will remain the priority objective of air traffic. However, the stakeholders agree that controlling noise emissions is now a strong dimension of the sustainable development of air transport.

They will work towards this objective in consultation and transparency while providing information and useful proposals in controlling the environmental impact in terms of both noise and gaseous emissions.



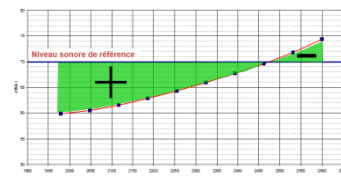
## Montpellier based Light Aviation fleet

The Airport has now estimated the noise levels of the aircraft based on site, using the CALIPSO tool set up by the DSAC. It also ensures follow-up.



<https://www.ecologique-solidaire.gouv.fr/calipso-classification-sonore-avions-legers>

IP(dB(A))	IP=0	IP=30	IP=60
Classification	Classe D	Classe C	Classe B
	Les plus bruyants	Bruyants	Moyennement bruyants
			Classe A
			Peu bruyants



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### The training schools and flying clubs undertake, as far as possible, to:

- Systematically register their aircraft in the Calipso system, at each acquisition or change,
- As much as possible, implement a multi-year program to equip all airplanes with silencers, three- or four-blade propellers or new engines, and to acquire low-noise levels and new generation aircraft when renewing their fleet.

To finance these equipments, each club may ask the State (DSAC) and local authorities (Agglomeration Community, Region, Department, etc.) to obtain any aid and subsidies.

## Engine run-ups for maintenance

Disturbance related to mechanical engine tests carried out as part of maintenance, are felt by the inhabitants of Vauguieres Le Bas, Vauguieres le Haut (Mauguio) and Pérols.

### Training schools and flying clubs undertake to:

- Perform mechanical engine tests on the dedicated area. This engine run-ups area is self-managed on the runway 30L / 12R side, and is open for use during aeronautical days.

### Airlines and aircraft maintenance companies undertake to:

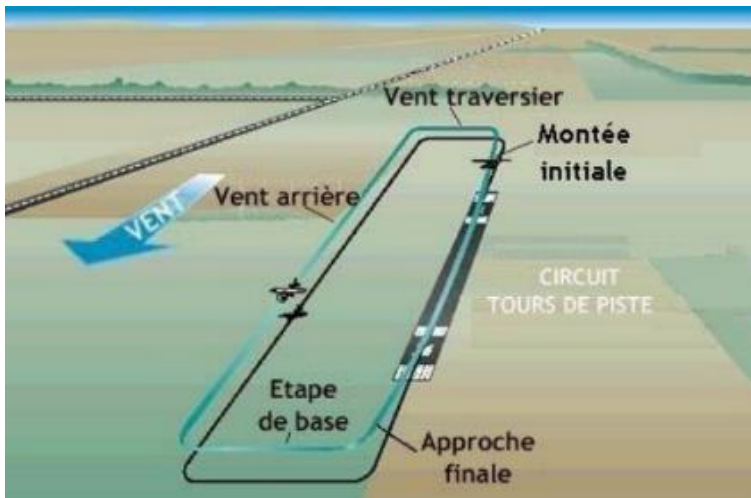
- Carry out mechanical engine tests according to the SA AMM "Essais en puissance des moteurs" procedure which defines slots, locations and types of aircraft concerned.

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# Improve the trajectories in place - Light aviation

Traffic patterns, takeoffs, landings of the secondary runway 30L / 12R generate noise disturbance for the cities of Pérois, Lattes, Mauguio and Carnon and in particular for the districts of Boirargues, Cougourlude and Cabanes de Pérois.

## Secondary runway 30L / 12R traffic patterns



The traffic pattern, also called aerodrome circuit, is a maneuver that airplane makes around the runway, at a height of 1000 feet.

The aerodrom VAC map indicates the urbanized areas which must be avoided, with due regard for safety.

Training schools and flying clubs are committed, as far as possible, to:

- Raise the awareness of each of their pilots in order to limit as much as possible the overflight of urban areas,
- From June 21 to September 21, Saturdays, Sundays and public holidays:
  - Avoid « instruction » traffic patterns between 12 noon and 3 p.m. local,
  - Limit “instruction” patterns to low-noise aircraft only (Category A), between 3:00 p.m. and 5:00 p.m. local time.

SA AMM undertakes to inform non-based light aircraft coming to the airport on a regular basis, of the requirements of this document, and of any document enabling them to better understand the local problems.



### Monitored indicators :

- Percentage of circuits between 12:00 p.m. and 3:00 p.m. in summer
- No circuit by night on the main runway, after 11:00 p.m.



## Take-offs and Landing Secondary Runway 30L / 12R

The secondary runway 30L / 12R is located near the towns of Pérols, Lattes and Carnon.

### Users undertake, as far as possible, to:

- Avoid flying over the urbanized coastal strip in general (Ref. AIP),
- After takeoff in 30L, avoid flying over urban areas (Ref. AIP) :
  - => Housing estates of Boirargues (Lattes),
  - => Subdivision of the Courgourlude (Slats),
  - => Cabanes de Pérols,
  - => Carnon.
- After take off in 12R, avoid flying over Cabanes de Pérols.



## Airport's « Vertical » air operations

Training schools and flying clubs are committed to limit "vertical" air operations as much as possible:

- Competition aerobatics: trainings area displaced,
  - unusual positions: exercises displaced,
  - "engine failure" type exercises: PTU / PTE are mastered and supervised on the secondary runway.
- A follow-up of neighbor's remarks will be put in place.



The Air Navigation Service is committed at :

- Supporting the establishment of at least two published sites, allowing these air operations by schools and flying clubs (tripartite request: flying club / SNA / SA AMM).



Follow-up statistics in the context of complaints - presented to the advisory committee on the environment

## Training flights - Authorized periods

**Pilots, air traffic controllers and SA AMM undertake to comply with the following provisions:**

- The **traffic patterns** and instrument approach trainings are:
  - => Authorized only to aircraft equipped with turbojets and turboprop engines of acoustic groups 4 and 5 from October 1st to June 15th included, from Monday to Saturday except public holidays and from 7 a.m. to 10 p.m. local time (*Ref. AIP*),
  - => Limited to 2 training sessions per month for medium and large aircraft according to the authorized period,
  - => Subject to prior information to SA AMM on the date and duration of training.

*These requirements are cumulative*

- The **night traffic patterns training** are allowed until 11 p.m. local time,
  - => Limited to based aircraft,
  - => Maximum number of 3 aircraft on simultaneous patterns,
  - => From April 20 to August 20, Monday to Friday except public holidays.

*These requirements are cumulative*

**SA AMM undertakes to:**

- Inform the municipalities and local residents' associations about date and duration of the authorized turboprop and turbojet trainings,
- Display the instructions related to noise pollution limitation in the training booklet.



**Indicator :**

**Percentage of patterns after 11:00 p.m. local time.  
Number of training flights**

## Training flights - Preferred trajectories

**Pilots of aircraft equipped with turbojets and turboprop engines undertake to comply with the following provisions (*Ref. AIP*) :**

- On runway 30R, at take-off during a traffic pattern training session, the initial turn must be made at 1.4 NM FJR to reach the right-hand downwind segment. The circuit must not exceed the A9 highway unless otherwise indicated by the ATC.
- For runway 12L traffic pattern, the aircraft must maintain at a minimum altitude of 1000 feet in the downwind leg.



**Indicator :**

**Follow-up statistics in the context of complaints - presented to the advisory committee on the environment**

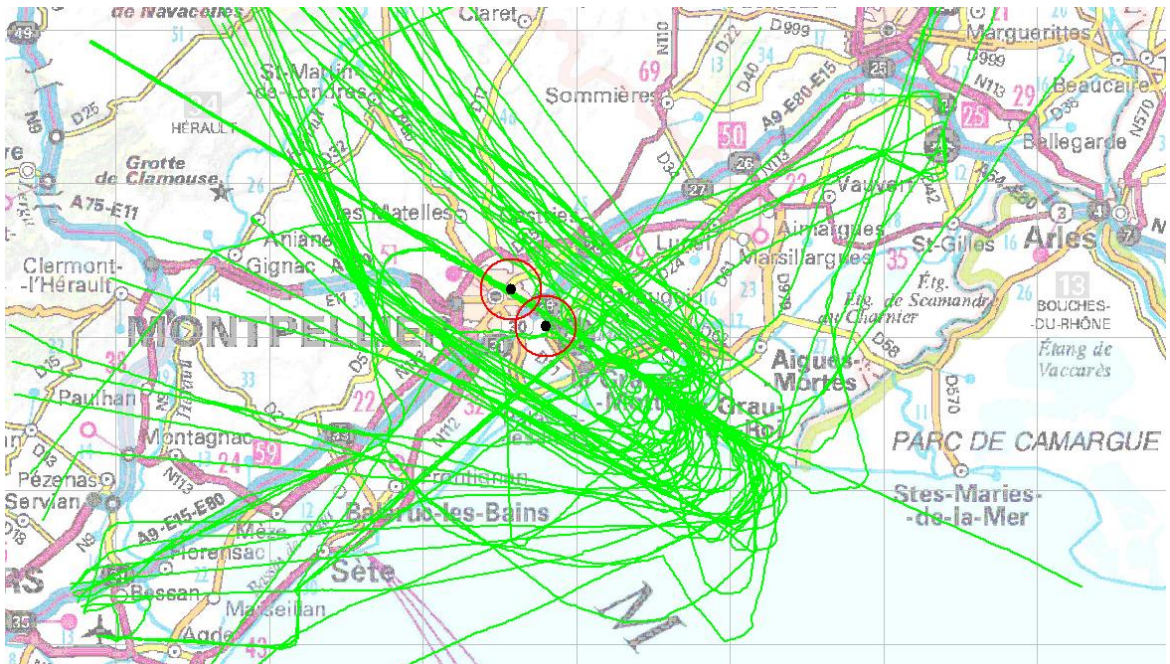


The sound environment quality chart, validated in 2003, set 3 objectives broken down into 27 actions. The improvement of trajectories and the reduction of noise at the source were included in the noise abatement procedures of the AIP LFMT.

## Noise abatement procedures (Ref. AIP) - Arrivals

**Pilots and controllers undertake, as far as possible, to respect the noise abatement procedures on arrival:**

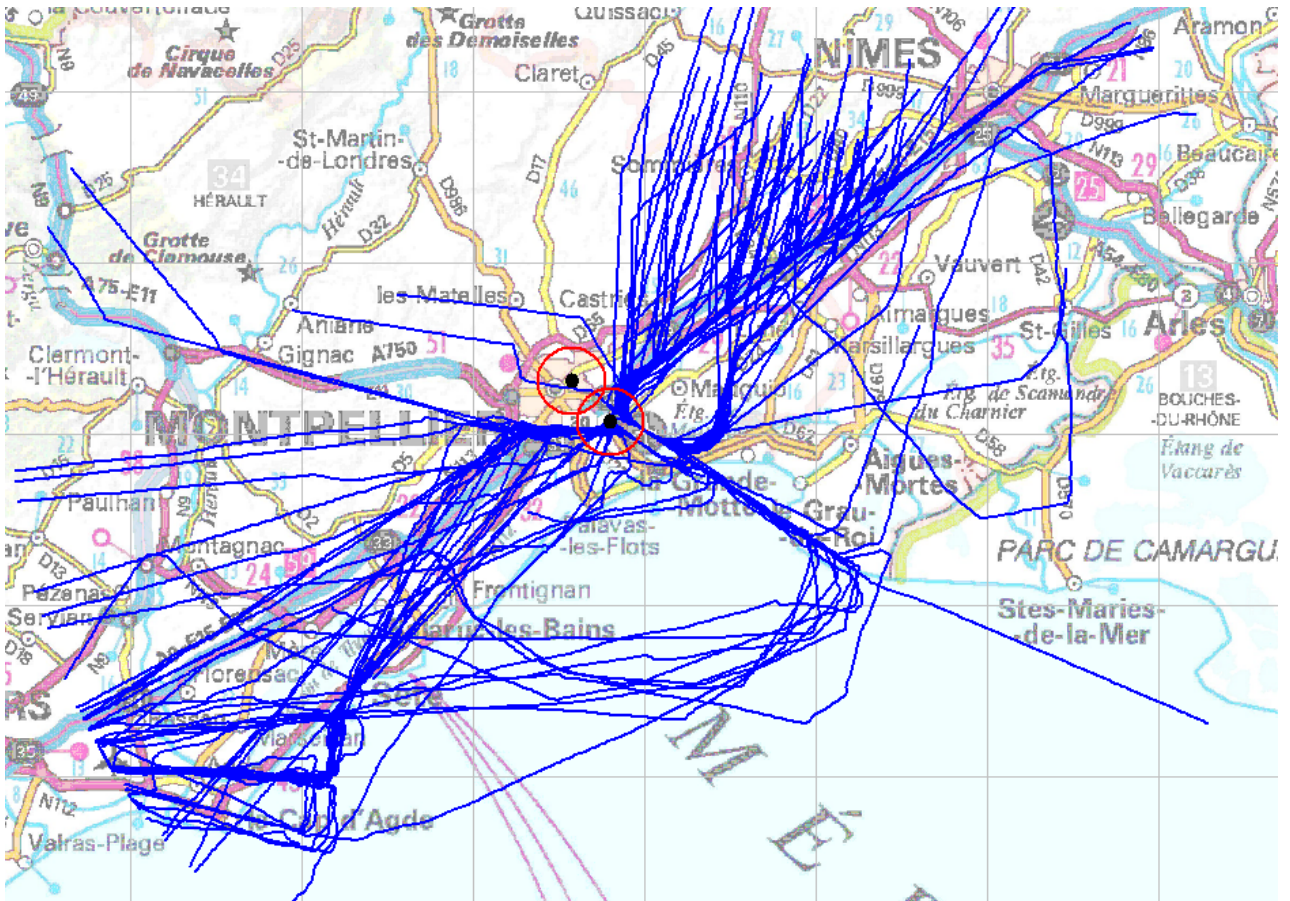
- => Approaches on runway 30R will be preferred up to a tailwind component of less than 8 knots during the day,
- => Coming from SIMAR, aircraft performing visual approach shall maintain 4000 feet up to 4 NM FJR (unless contrary indicated by ATC),
- => On the RNAV GIGNA-ASTEG trajectory, aircraft performing visual approach shall maintain 4000 feet up to the coastline (unless contrary indicated by ATC),
- => Flying over La Grande Motte shall be avoided below 2000 feet.  
By night, between 10 p.m. and 7 a.m. local time, arrivals will preferably be RWY 30R and will maintain 4000 feet until the coastline (across FG) unless contrary indicated by ATC.



### Indicator :

Follow-up statistics in the context of complaints - presented to the advisory committee on the environment





Pilots and controllers undertake, as far as possible, to respect the noise abatement procedure for departures:

- ⇒ After take-off from runway 30R, jet airplanes shall maintain take-off speed up to a height of 1,500 feet, then adopt climb thrust  $V_2 + 10$  up to 3,000 feet,
- ⇒ After take-off on runway 30R towards the departure paths MEN 6N and BRUSC 6N (SID), radial  $330^\circ$  FJR shall be joined as soon as possible in order to be aligned with the FJR-MEN axis at 4 NM FJR (unless contrary indicated by ATC),
- ⇒ By night, between 10 p.m. and 7 a.m. local, for environmental reasons, RWY 12L shall be preferred for departures, if visibility  $> 1900$  m and tailwind component  $< 5$  knots.



#### Indicator :

Follow-up statistics in the context of complaints - presented to the advisory committee on the environment





The two training schools based at Montpellier airport train many student pilots every year. Knowledge of the environmental issue of the airport is necessary.

### Training schools and flying clubs undertake to:

- Make their students aware of the noise abatement procedures put in place at Montpellier airport, of the problem of flying over agglomerations, and more generally of the noise disturbances generated by their aircraft.



#### Goal :

**100% of instructors must complete the training over a period of 3 years.**

### The Air Navigation Service Provider undertakes to:

- Raise awareness among controllers as part of their environment module, mandatory every 3 years.



#### Goal :

**100% of controllers must take the training over a period of 3 years.**

### SA AMM undertakes to:

- Once or twice a year, formalize an “Environment” bulletin for schools, flying clubs, based companies, ATCs.
- Raise awareness among controllers as part of their continuing education.
- Raise awareness among local residents' associations and schools (kindergartens => bac + 2).

## Internal regulations

### Flying clubs undertake to:

- Include in their internal regulation, measures against pilots who do not comply with environmental instructions,
- Implement **updating obligations** for pilots and / or instructors who do not respect the established rules,



#### Goal :

**Requirements for compliance with environmental guidelines incorporated into 100% of the internal regulations of based flying clubs.**

The environment reception point was set up in 2000 following the request of the Environmental Advisory Commission (CCE) composed of representatives of elected officials, residents' associations and aeronautical professions.

Its mission: to carry out actions in terms of noise pollution.

### SA AMM undertakes to:

- Provide everyone with a unique contact number: 04 67 20 86 99
- Provide a unique email address: [riverains@montpellier.aeroport.fr](mailto:riverains@montpellier.aeroport.fr)
- Answer to requests for information and complaints from residents within 15 days,
- Meet local residents at the airport or on site,
- Implement noise measurements, using a mobile station, on request of municipalities and residents' associations,
- Transmit complaints concerning flying clubs, training schools, airlines and aircraft owners, for actions,
- Perform an annual review of complaints.



#### Goal :

Response time to complaints - 15 days



#### Indicator:

Statistics of complaints presented to the environmental advisory committee

### The Air Navigation Service Provider (SNA) undertakes to:

- Carry out a trajectory analysis if the complaint or the request for information requires so, at the request of SA AMM and / or DSAC.



#### Goal :

Response time for SA AMM - 15 days

## Environmental Advisory Commission

The Environmental Advisory Commission is chaired by the Prefect of Hérault and all air traffic stakeholders, elected officials and local residents' associations are members. The commission is consulted on any subjects related with the airport development or its operations which could have an impact on the environment. It can also, on its own initiative, issue recommendations on these matters.

### SA AMM undertakes to:

- Meet annually the commission on the environment chaired by the Prefect of Hérault,
- Bring together as a working group representatives of the aeronautical professions, of the local residents' associations and the elected officials on the issues related to noise pollution.
- Prepare an Environment bulletin, once or twice a year.



#### Goal :

Environment Bulletin, once or twice a year.



#### Indicator:

Monitoring of the number of meetings per year.

Statistics of complaints presented to the environmental advisory commission.

## Monitoring of the Code of Conduct

### SA AMM undertakes to:

- Review the code of conduct every 3 years,
- Monitor the action plan associated with the Code





