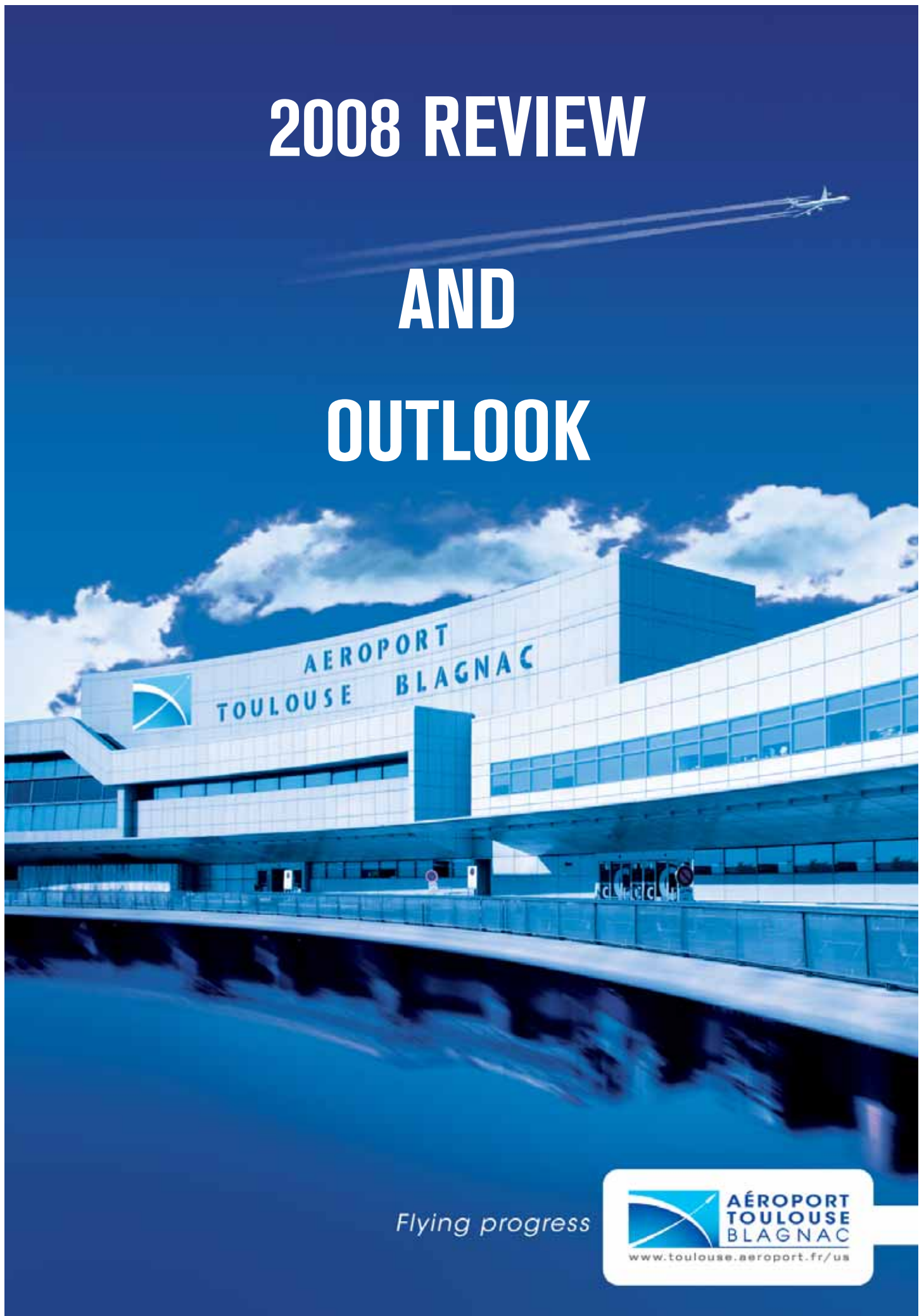


2008 REVIEW

AND OUTLOOK



Flying progress



contents

Introduction **P 2**

2008 Review **P 3**

A - Traffic statistics **P 3**
- passenger traffic
- freight and post traffic
- aircraft movement

B - New for the 2008 schedule **P 7**

C - Financial report **P 10**

D - Key events **P 11**

E - Other 2008 events **P 15**

F - Sustainable development **P 17**

Future prospects **P 19**

A - Opening of Hall D **P 19**

B - Economic Regulation Agreement **P 20**

C - An employment agreement **P 20**

D - New restaurant facilities **P 20**

E - Beyond 2009 **P 21**

D - Tomorrow, the environment **P 22**



Introduction

PREPARING FOR THE CHALLENGES OF TOMORROW: IN 2008, TOULOUSE-BLAGNAC AIRPORT CONTINUED ITS MAJOR DEVELOPMENT WORK FOR THE BENEFIT OF OVER 6 MILLION PASSENGERS.

2008 was the first full year of operation for the Toulouse-Blagnac Airport company. It was also a year that looked to the future with the introduction of strategic areas for five years to come (2009-2013).

The year was marked by a strong commitment to the future and also by a growth in traffic despite the uncertain economic situation at the end of the year. Toulouse-Blagnac Airport handled close to 6.35 million passengers, i.e. 3.1% more traffic than in 2007.

Domestic traffic, which showed a 2.7% increase in 2008 with over 3.9 million passengers recorded, was as much a catalyst for growth as international traffic, which represented 2.34 million passengers (+3.2%). As for low-cost flights, they greatly contributed to the rise in passenger traffic, representing 15.1% of overall traffic and accounting for over 60% of annual growth in 2008.

Freight was down slightly for 2008 (-0.9%) due to the fall in postal and express freight. Charter and manufacturer freight on the other hand recorded a rise and Toulouse-Blagnac is still the leading freight airport outside of Paris.

2008 was marked by the major development work. The airport was modernised and equipped with facilities enabling it to meet the service, quality, security and safety requirements expected of a European reference airport of tomorrow.

The focus of 2009 will be Hall D. This new infrastructure will practically double the capacity of the airport and pave the way for the next decade by providing facilities to cater for the estimated growth in air traffic. It is due to open in the autumn of 2009 and will feature a new shopping area that will rank Toulouse-Blagnac among the major European airports.



2008 Review

A - Traffic statistics

PASSENGER TRAFFIC: +3.1%

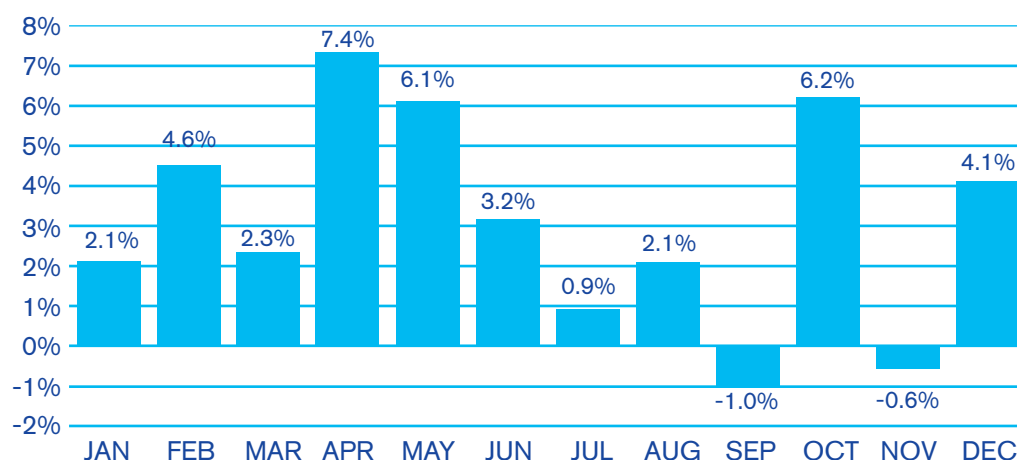
A positive result given the economic situation with an annual traffic flow of 6,350,000 passengers for commercial traffic, i.e. a 3.1% increase in 2008. International traffic, which represented 2,340,000 passengers, was as much a catalyst for growth (+3.2%) as domestic traffic (+2.7%).

Scheduled traffic accounted for 5,805,000 passengers (+2.9%) and non-scheduled (charter) traffic for 468,000 passengers (+2.6%). 76,400 passengers in transit were recorded (+21.5%).

Rise in the number of commercial passengers

1995	3,784,492
1996	4,221,320
1997	4,426,732
1998	4,722,333
1999	5,068,160
2000	5,350,404
2001	5,244,402
2002	5,337,707
2003	5,304,833
2004	5,612,559
2005	5,799,108
2006	5,956,552
2007	6,162,459
2008	6,349,805

Monthly increase in passenger numbers



1) SCHEDULED DOMESTIC TRAFFIC: 3,921,053 passengers, +2.7%

The Paris-Orly route remained stable with 2,325,000 passengers (-0.1%). As for the Paris-CDG route, it saw traffic rise slightly to reach 682,000 passengers (+0.5%).

The two routes to Paris accounted for 47.3% of airport traffic.

Cross-route traffic rose 12.2% with particularly good results to Bastia (+117.2%), Lyon (+36.1%), Nice (+6.5%) and Strasbourg (+3.8%).

Traffic to French Overseas Departments and Territories continued to progress with 49,611 passengers (+23.1%).



AÉROPORT
TOULOUSE
BLAGNAC

www.toulouse.aeroport.fr/us

2) SCHEDULED INTERNATIONAL TRAFFIC: 1,884,745 passengers, +3.2%

International traffic reported an increase of 3.2% in relation to 2007.

European destinations again posted positive results: +1.5%. The highest increases concerned the following destinations:

- Leeds Bradford (+102.6%)
- Lisbon (+64.2%)
- Malta (+32%)
- Rome (+38%)
- Frankfurt (+13.1%)

North African traffic increased (+15.1%) for the fifth year running.

The greatest increases concerned flights to Casablanca (+26%), Tunis (+10.7%) and Oran (+10.5%).

3) NON-SCHEDULED INTERNATIONAL TRAFFIC: 454,770 passengers, +3.2%

Outgoing charter flights increased by 3.2%, particularly with a rise in traffic to Turkey (+72.8%), which is again popular with tour operators and travellers, Italy (+68.3%), which benefited from the arrival of tour operator ItaloWcost (to Venice), Croatia (+31.6%), Egypt (+29.3%) and Portugal (+27.9%).

4) LOW-COST FLIGHTS

Low-cost flights continued to rise in 2008 with a 14.1% increase in relation to 2007. The low-cost market share represented 15.1% of all traffic (958,983 passengers). These flights accounted for over 60% of annual growth in 2008.

The main low-cost flight destinations

Belfast - Birmingham - Bristol - Casablanca - Dublin -
Edinburgh - Hamburg - Leeds - London-Gatwick - Lyon
- Madrid - Marrakech - Paris Orly



Low-cost airlines at Toulouse-Blagnac

easyJet - Atlas blue - jet4you.com - Germanwings -
Flybe - Aer Lingus - Jet2.com



The top 15 scheduled destinations in 2008

1	Paris-Orly	2,324,671
2	Paris-CDG	681,933
3	London-Gatwick	394,313
4	Lyon	351,995
5	Madrid	185,468
6	Munich	172,834
7	Amsterdam	165,217
8	Frankfurt	133,082
9	Lille	94,040
10	Brussels	91,574
11	Nantes	89,174
12	Casablanca	87,813
13	Bristol	87,038
14	Nice	81,294
15	Strasbourg	80,300

The top 15 scheduled airlines in 2008

1	AIR FRANCE	3,518,528	60.61%
2	EASYJET	785,237	13.53%
3	LUFTHANSA	318,482	5.49%
4	BRITISH AIRWAYS	190,866	3.29%
5	KLM	165,217	2.85%
6	IBERIA	107,388	1.85%
7	BRUSSELS AIRLINES	91,574	1.58%
8	OLT	75,020	1.30%
9	ROYAL AIR MAROC	60,236	1.04%
10	GERMANWINGS	56,358	0.97%
11	TUNISAIR	44,955	1.34%
12	AIGLE AZUR	43,313	0.75%
13	TAP PORTUGAL	40,790	0.70%
14	AIR ALGERIE	37,075	0.64%
15	ATLAS BLUE	31,224	1.27%

The top 15 non-scheduled destinations in 2008

1	Djerba	56,446
2	Marrakech	48,170
3	Monastir	28,785
4	Heraklion	24,326
5	Agadir	23,067
6	London-Gatwick	21,503
7	Palma	20,746
8	Athens	18,477
9	Antalya	17,316
10	Venice	15,206
11	Dakar	14,630
12	Manchester	14,451
13	Hurghada	14,141
14	Luxor	12,645
15	Dubrovnik	12,143

The top 15 non-scheduled airlines in 2008

1	EUROPE AIRPOST	80,972	17.31%
2	AIR MEDITERRANEE	64,371	13.77%
3	ATLAS BLUE	42,335	15.73%
4	NOUVELAIR TUNISIE	40,835	8.73%
5	TUNISAIR	32,760	16.62%
6	FIRST CHOICE AIRWAYS	27,106	5.80%
7	LOTUS AIR	22,878	4.89%
8	ONUR AIR	19,420	4.15%
9	XL AIRWAYS FRANCE	18,152	4.04%
10	SPANAIR	15,631	3.34%
11	AEGEAN AIRLINES	12,874	2.75%
12	DUBROVNIK AIRLINE	10,550	2.26%
13	THOMSONFLY	9,850	2.11%
14	KARTHAGO AIRLINES	7,915	1.69%
15	THOMAS COOK AIRLINES	7,418	1.59%



FREIGHT AND POST TRAFFIC

Toulouse-Blagnac maintained its ranking as the leading French airport (excluding Paris airports) for this type of activity with 54,732 tons handled in 2008, a figure down slightly (-0.9%) in relation to 2007. This can be explained by the fall in postal (-20.5%) and express freight. The manufacturer and charter freight segment was however up 6.7%.

www.fret-toulouse.com/US/



AIRCRAFT MOVEMENT

Aircraft movement witnessed a decline in 2008 (-0.5% in all). This trend can be explained by a reduction in non-commercial flights (-8.6%) and also a slight increase in commercial flights (+1%). The average passenger load for commercial flights increased 1.7% to reach 84 passengers per flight on average.



2008 Review

B - New for the 2008 schedule

2008 was marked by the introduction of eight new destinations from Toulouse and the consolidation of many existing routes. The 2008 summer schedule offering rose by 4.7% and the winter schedule increased by 9.5% in terms of seats. Domestic traffic and flights to North Africa represented the most significant increases.

4 new airlines

BABOO, JET4YOU, TAP PORTUGAL, XL AIRWAYS.



8 new routes

Scheduled flights: Edinburgh, Seville, Punta Cana

Non-scheduled flights: Amman-Aqaba, Rhodes, Split, Tetouan, Fuerteventura.

Highlights of the 2008 flight schedule

- Scheduled flights

Paris

- Launch of two additional daily flights and a new weekly flight (on Fridays) to Paris-Orly with Air France. An increase that brings the Shuttle service to 29 flights a day.
- Introduction of a fifth daily flight to Paris-Orly with easyJet.

Cross routes

- New route to Lyon with easyJet, 2 flights a day in a 156-seater Airbus A319.
- Introduction of a second weekly flight to Bastia with Air France.
- One new weekly flight to Nice with Air France.

French Overseas Departments and Territories

- Very good results to Saint-Denis (Reunion Island) thanks to the development of Air Austral flights which boosted the Corsairfly offering.



Europe

- A new route to Edinburgh (Scotland) with Jet2.com: two weekly flights on a 148-seater Boeing 737-300.
- Renewal of the Toulouse-Geneva route with a daily flight provided by the Swiss airline Baboo on a 74-seater Dash 8-400.
- Introduction of a fourth daily flight to Frankfurt with Lufthansa on a 67-seater CRJ 700.
- A second daily week-day flight to Rome with Air France.
- A second daily flight to Lisbon with TAP Portugal on a 49-seater Embraer 145, making a return flight possible the same day and providing connections to many other destinations (Brazil, Venezuela and Africa).
- A second weekly flight to Leeds-Bradford with Jet2.com on a 148-seater Boeing 737-300.
- Launch of a weekly flight to Hamburg with OLT on a 106-seater Fokker 100 to boost the Germanwings offering.



Caribbean

- Launch of a direct regular seasonal flight to Punta Cana in the Dominican Republic. Service provided by XL Airways France on a 388-seater Airbus A330 (December to February 2009).



North Africa

- Introduction of three weekly flights to Casablanca with Jet4you on a Boeing 737-400.
- A fifth weekly flight to Tunis on Saturdays with Tunisair on a 87-seater CRJ 900.



- Charter flights

Outgoing holiday flights

- Fuerteventura (Canaries), direct flight with Fram on a 180-seater Airbus A320.
- Weekly flight to Rhodes (Greece) with Héliades on a 147-seater Boeing 737-300.
- Weekly flight to Djerba (Tunisia) with Thomas Cook Voyages (177-seater Airbus A320) and a second weekly flight with Fram on a 147-seater Boeing 737-300.



Incoming ski charter flights

- In December 2008, the ski charter offering was extended with 30 additional flights, 30% more seats for the UK and a network of flights from Ukraine (Kiev).



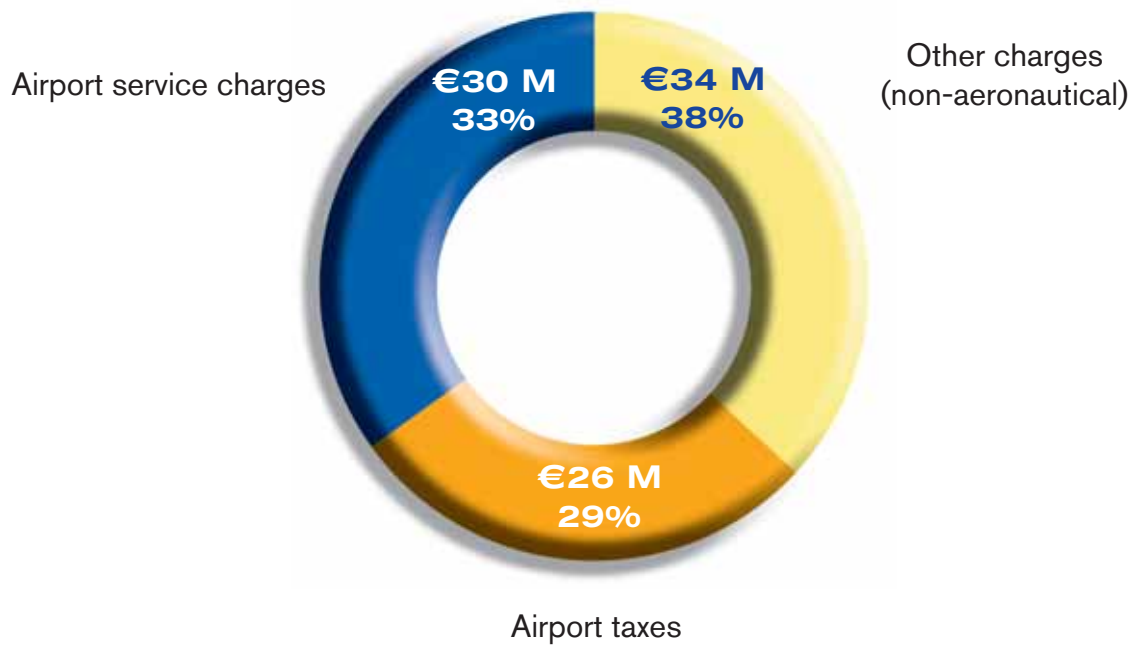
C - Financial report

Initial results for 2008 (provisional figures) indicate a positive financial result, in line with that of 2007.

Turnover: €90 M (up 4%)

including:	Airport service charges:	€30 M (up 3%)
	Other charges:	€34 M (up 10%)
	Airport taxes:	€26 M (up 1%)

Trading profit was estimated at €30 M, a stable figure in relation to 2007.



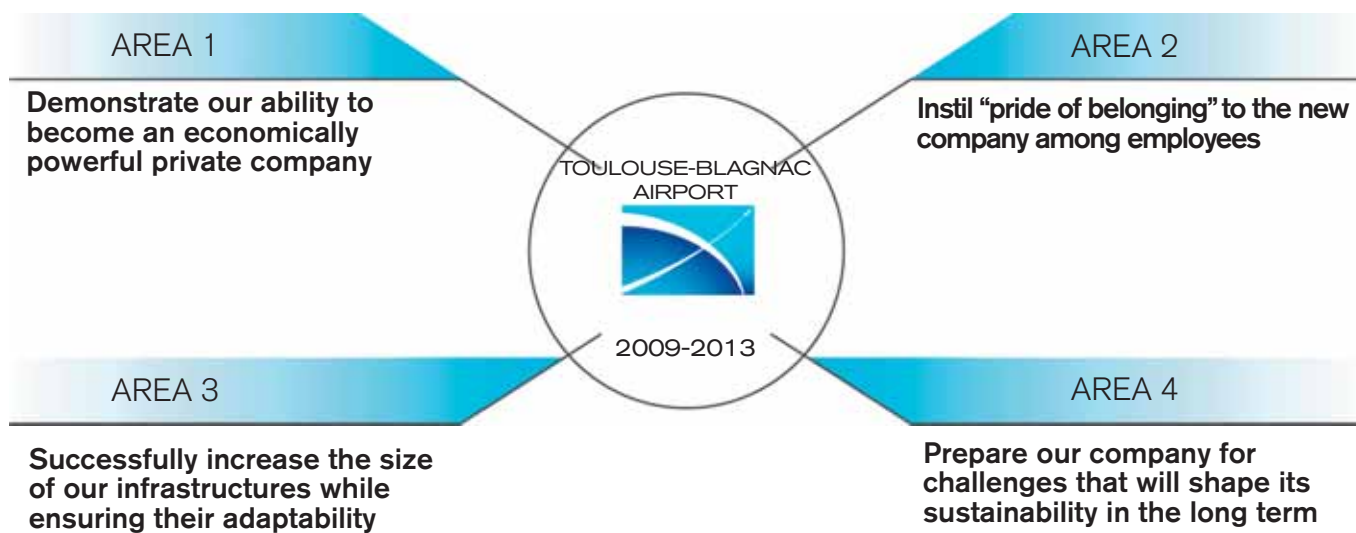
D - Key events

A strategic plan for the 2009-2013 period

In 2008, Toulouse-Blagnac Airport formalised a five-year strategy with its Supervisory Board.

The airport set itself the following ambition: to rank among Europe's reference airports in terms of management, quality, sustainable development, and economic and operational performance.

This ambition will be based on 4 strategic areas:



A new fully-automated baggage handling system

Greater security, speed and comfort are among the advantages of the hold baggage handling system operating in Halls B and C, and soon Hall D.

Completed in July 2008 after three years of work, the unmanned Hold Baggage Inspection System (IFBS) features track-mounted vehicles and automatically inspects, transports and sorts baggage. The fully-automated system guarantees hold baggage traceability and monitoring thanks to a centralised computer system. This €14.8 M state-of-the-art system ensures high-level security.

It is quick. It can handle and transport baggage from the check-in desks in under 3 minutes. It is also more flexible. This new system adapts automatically to baggage flow so airlines can check in several flights at the same desks.

Toulouse-Blagnac is the first airport in Europe to have set up this system, which has also been chosen for Montreal and Dubai.



How does the new system work?

1st step: collection

Automated vehicles collect baggage directly behind the check-in desks.

2nd step: security inspection

Baggage is taken to the various security inspection machines.

3rd step: sorting

Baggage is then sent to its sorting destination.

4th step: storing in the hold

After sorting, runway assistants take the baggage to the aircraft's hold.

The new system in figures

- 1580 metres of tracks
- 66 vehicles in Halls B and C
- 46 vehicles in the new Hall D
- Up to 2,400 baggage items inspected per hour (compared with 300 items using manual inspection) for halls B and C



viaToulouse.com, the new site for holidays from Toulouse

On 21 October, Toulouse-Blagnac Airport launched a new web-based holiday service to put customers in touch with travel agents and tour operators. This innovative concept is called viaToulouse.com. This new portal provides a user-friendly web service and fun interface, which enables site users to compare the best offers and choose their preferred booking method. Users can also select the provider and type of holiday (break, tour, cruise, etc.) by opting for package or customised deals.

With the creation of viaToulouse.com, Toulouse-Blagnac Airport has centralised an extensive holiday offering from Toulouse. Designed to make booking holidays easier, viaToulouse.com combines the expertise of Toulouse-Blagnac Airport with the know-how of partners recognised for their experience and professionalism.



2008: major development work

Work on Hall D and its overpass

95% of the shell of the new terminal, due to open in the autumn, was completed in 2008. This means that, all trades considered, 70% of the work is now finished. Development work in 2008 was also marked by a secondary and equally impressive project – the overpass. Measuring 189 metres long and 15.4 metres wide, it will be an extension of the existing structures and will provide access to the Departures levels of the various halls. The €9.3 M project began in May 2008 and the facility is due to open in May 2009.



New eating areas and services in 2008

In 2008, the airport began refurbishing its eating areas to offer quality teas and coffees, a sandwich shop and various snacks. Since September, travellers have been able to stop off in Café Bacquie (ground floor, Hall B) and Tast'N Fly, located on the Departures level of Hall B, or take a break in Rythmo Café in the Departure lounge of Hall A.

On the Arrivals level of Hall B, a new facilities management area opened: La Conciergerie. This shop, covering 35 sq. m., is the first of its kind in an airport in France. It is designed to make life easier for airport staff and passengers by providing shoe repair, dry cleaning and flower services, and a grocery.



In the car parks

In 2008, a new remote car park (capacity: 1000 spaces) was added to the airport's economical parking offering. P6 is a patrolled car park suitable for

vehicles of all sizes. Two free 70-seater shuttles run between the car park and the terminal every 10 minutes from 4am to midnight. 3,000 additional spaces will be added to this car park from March 2009.



E - Other 2008 events

New airport services

Facilities for people with reduced mobility

The new European regulation on providing assistance for passengers with reduced mobility has been in effect at the airport since 15 July. Until then provided by the airlines, assistance for such passengers is now jointly managed with the airport administrator. Two clearly indicated reception points equipped with a telephone terminal are now available on the Departures and Arrivals levels. They are directly linked to the service provider (Courriers de la Garonne).



A customised welcome for the hearing-impaired



Since 20 May, a free Internet- and webcam-based video remote interpretation service – the first of its kind in a French airport – has been available at Toulouse-Blagnac Airport's Information Desk. The service is provided by WebSourd. The Visio08Guichet can be used to remotely contact a signer in real time and facilitate communication between the hearing-impaired and Information Desk staff.

New self-service kiosks for check-in

In June, the airport set up two new self-service kiosks in Hall A enabling quicker check-in for passengers without hold baggage. This new system, currently used by Lufthansa, will be extended to Air France and British Airways in early 2009.



On the website...

A fresh new look for the airport's website

With its new design and increased user friendliness, the www.toulouse.aeroport.fr website includes practical features, such as the option of booking a room in the business centre or calculating the best car park price.

A new website: halld.fr

Launched in September, the halld.fr website is entirely devoted to the new terminal. Visitors can interactively access picture galleries, virtual tours and project videos on this fun site while waiting for Hall D to officially open.



On the runways

Runways and lighting

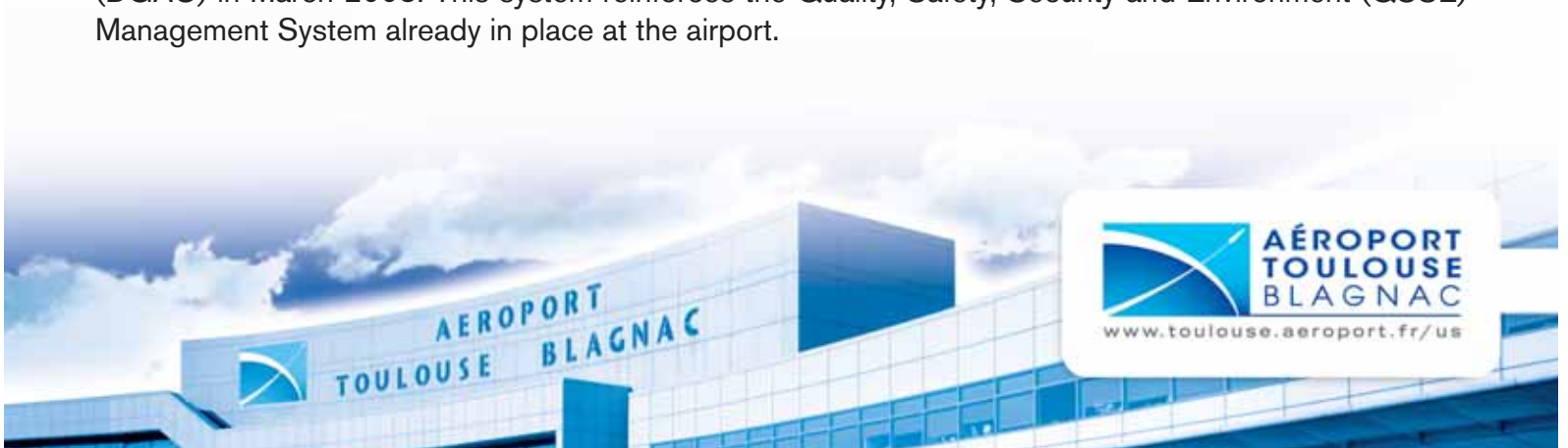


This summer, four tons of rubber was removed from the runways and recycled. Water-based paint was used for the first time on a large scale on the runways and taxiways to refresh day-time marking.

The lighting systems for guiding aircraft in poor weather conditions now feature LED technology. The bulbs consume four times less energy than conventional light bulbs and have a service life of 100,000 hours.

Safety Management System Certification

The airport Safety Management System (SGS) was certified by the General Directorate of Civil Aviation (DGAC) in March 2008. This system reinforces the Quality, Safety, Security and Environment (QSSE) Management System already in place at the airport.



F - Sustainable development

Toulouse-Blagnac Airport: highly committed to sustainable development

For several years, Toulouse-Blagnac Airport has implemented an environmental programme focusing on sustainable development. Initiatives already undertaken and those underway are perfectly in line with the Grenelle Environment agreement and airport commitments.

For the Toulouse-Blagnac Airport company “satisfying customers, partners, local authorities, residents and staff” and “managing quality, safety, security and environmental risks” is a permanent commitment. In 2005, the Integrated Management System, set up by the airport, was awarded triple Environment, Quality and Safety certification according to standards ISO 14001, ISO 9001 and OHSAS 18001.

Company Travel Plan

To encourage employees of companies based at the airport to use transport other than their own cars, Toulouse-Blagnac Airport has set up a Company Travel Plan (PDE) with the help of Ademe, the Midi-Pyrénées region and Tisseo. This plan is designed for staff and the 150 companies, contractors and French government departments at the airport. The PDE action plan will be implemented over several years. The main lines of the plan include an efficient partnership with Tisseo to develop public and green transport. A new bus route (no. 25) was created in September. It runs directly from the centre of Blagnac to the airport and is the first practical example of this plan.



A boost for the SILENCIO programme

The programme designed for acoustic insulation work in local residents' housing now has a name: SILENCIO. This name enables better identification of the system and marks the boost given to the programme by territorial communities.

An additional €2.4 M per year will be provided over a four-year period by the Departmental and Regional Councils, Toulouse Urban Area and the towns concerned. This is a real boost for phonically insulating a large number of houses in the very short term.



To reduce CO2 emissions

At the end of 2008, a second 30-space electrical charging area was opened for runway vehicles (push back tractors, etc.). The aim is to encourage airline company assistants to replace their heat engines with electrical engines and thus help to reduce CO2 emissions.

The airport has chosen new service vehicles. One of the criteria used to choose these vehicles was their performance in terms of CO2 emissions.



Future prospects

A - Opening of Hall D

The arrival of Hall D will signal a huge change for the airport as it will alter operating habits. Its opening, planned for the autumn of 2009, will be the event of the year. On the eve of the new year, the shell, framework and roofing were completed. Work is currently underway on the electrical and safety systems, and other operating equipment, such as the remote displays and the automated baggage handling system. The overpass is in the final stages of completion and work will then begin on the new road network. The glass and steel structure will welcome its first travellers in the fourth quarter of 2009. Investment: €104 M for Hall D and €8 M for the overpass.



A shopping area for Halls C and D

Companies Nuance, Relais France SNC and Baillardran have been chosen to open outlets in the departure lounges of the new Hall D and Hall C. Travellers will have access to a shopping area with 14 shops once they have passed through the inspection and screening stations in Hall D. With its perfume and cosmetics, jewellery, electronic equipment and Stade Toulousain rugby products, the new 1350 sq. m. area will delight shoppers.



Road networks adapted to airport developments

When Hall D opens, it will generate new traffic flows across the airport site. The existing road network therefore needs to be expanded to cater for this resizing. It will include the overpass, in the final stages of completion in front of Hall D. This overpass will be linked to the existing esplanade and provide access to each of the airport's halls. A bus park and pedestrian routes are also planned.



B- Economic Regulation Agreement Due to be signed in 2009

The Economic Regulation Agreement (CRE), due to be signed by Toulouse-Blagnac Airport and the French government, will set out the terms and conditions for changes to airport service charges for the 2009-2013 period. This agreement, which is a direct result of the law of 20 April 2005 relating to the reform of major regional airports in France, will also be used to set out the programme of investments and their funding together with objectives for quality of service adopted by the airport. The Economic Regulation Agreement will provide better economic and financial visibility at the airport while laying the foundations for sustainable development. Following the current negotiations with the General Directorate of Civil Aviation, the agreement is due to be signed in February 2009.



C- An employment agreement

Local negotiations, conducted in 2008 between the Airport Management and trade unions, set out the general framework for future employment agreements at the company. The signing of these agreements, planned for 2009, is an essential step. Their content will be used as a basis for employment contracts to be offered to current Chamber of Commerce and Industry staff, who have been assigned to the Toulouse-Blagnac Airport company.

D- New restaurant facilities

By the end of the year, airport restaurant facilities will get a fresh new look. No fewer than 11 new points of sale will open at the airport and they will be managed for 10 years by the company Eliance following a call for tenders. The aim is to vary and expand the offering in line with new eating habits. These new restaurant facilities will create further business for the benefit of passengers and the 3,600 members of staff working on the airport site. Thanks to grocery stores, shops selling handy last-minute items, various services (dry cleaning and shoe repairs) and vending machines, the airport will become a real shopping centre. Some points of sale are already open, including the recent Méli Mélo “food court” concept, which features four fast-food brands.



E - Beyond 2009

A second multi-storey car park

To cope with the saturation of its nearby car parks, the airport is planning a new parking solution. A second multi-storey car park, extending the current P3, will be built after Hall D opens. With its 3,200 spaces, this 7-storey car park will also feature a guidance system.

Blending in with the urban landscape, it will be designed according to energy-saving criteria and will include roof-mounted solar panels. This car park will be brought into operation in late 2011. The P6 car park, which is currently being expanded, will feature an extra 2,000 spaces in 2009, bringing its total capacity to 3,000 vehicles.



Refurbishment of Hall C following the opening of Hall D

A new refurbishment project will be launched for Hall C after Hall D opens. It will include an attractive and functional departure area, featuring a joint shopping area with Hall D, a VIP lounge to better meet customer requirements, a baggage sorting area for oversize baggage, and offices for the Departmental French Border Police in keeping with their requirements. Work is due to end mid-2011.

Video surveillance

Toulouse-Blagnac Airport is renewing its video surveillance network and will roll out 185 new cameras across the airport in June. This network will mainly focus on stopovers (surveillance of aircraft parking bays and passenger flows in the terminal), car parks (surveillance of vehicles and traffic flow) and security (surveillance of sensitive areas), in compliance with legislation to combat terrorism. This project has been awarded to the company Forclum Axians.

Service Certification and Commitments

Early in the year, the airport will begin plans to implement service certification and commitments, according to the French Airport Association (UAF) standard "French airport passenger services". The aim is to provide customers with a better service. The service certification audit should be carried out in early 2010. Toulouse-Blagnac Airport will then be the third French airport to be certified according to this standard, after Lyon and Nice.



F - Tomorrow, the environment

A Rainwater Treatment Plant (STEP)

Opened in the first quarter of 2009, this plant will recover rainwater, particularly from runways and roads, treat it, store it and then dispose of it in the natural environment, after quality controls. The plant will also be



capable of retaining water in the event of accidental pollution. In addition, this storage will enable waste disposal to be staggered and will guarantee maximum flow. Some water from the treatment plant will be recovered and used at the airport (for cleaning roads, work sites, etc.).

Made necessary by the rise in water-proof surfaces at the airport through the building of Hall D, this plant falls within the environmental programme of the airport, which obtained ISO 14001 certification in 2005.

This Rainwater Treatment Plant is the result of a public/private partnership with Lyonnaise des Eaux (GDF-Suez Group) which built the facility and is responsible for its operation over a 20-year period. In 2008, funding was granted by the Adour-Garonne Water Board to build the treatment plant.

Drawing up of a Noise map and signing of a code of good conduct

Controlling noise emissions is a major aspect of sustainable development for air transport. In 2009, Toulouse-Blagnac Airport will therefore sign a code of good conduct, which was drawn up by the Air Navigation Department with the full involvement of the airport itself. It will set out the commitments made by all the signatories (air traffic controllers, pilots, airlines, DGAC, etc.). It aims to encourage acknowledgement of noise pollution at all hierarchical levels and at all stages of operation.

Under the aegis of the Toulouse Urban Area, the airport will also be involved in drawing up a Noise Map concerning all means of road, rail and air transport. This initiative will identify the geographical areas affected by noise pollution from different means of transport.



Building of a solar panel system

As part of its renewable energy project, the airport plans to produce electricity through a solar panel system mounted on the roof of the future multi-storey car park (delivery: 2011). This project is part of a master plan examined in 2008.

Towards sustainable development

In 2009, Toulouse-Blagnac Airport has plans to conduct a Sustainable Development Diagnosis to review the progress of its environmental programme and its social and economic initiatives. A new action plan will also be put forward.

In addition, it will launch a study to determine the level of greenhouse gas emissions produced by direct and indirect activities of companies present at the airport. Through this initiative, the airport hopes to raise awareness among companies at the airport and encourage the creation of action plans to control these emissions.

Roll-out of 400 Hz units for aircraft bays

The APU (Auxiliary Power Unit) is a diesel-powered auxiliary engine which supplies electricity to aircraft on the ground. Given its CO₂ emissions, its use has been limited, since 2002, to 20 minutes after the aircraft's arrival in the bay and 60 minutes before its departure. This initiative, which stems from the environmental charter and is now in force, features in the airport's operating regulations. To reduce the use of APUs, the new aircraft bays in Hall D will be fitted with electrically-powered 400 Hertz units which do not emit greenhouse gases.



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