

This runway may only be used on an exceptional basis. In this event, the pilot must turn as soon as possible after takeoff and no later than 3 km (1.5 NM) from the airport so as to avoid over flight of Paris (Area P.23)

1.2 Takeoffs and Landing Hours

1.2.1 No propeller powered aircraft whose certified takeoff weight is greater than 9 metric tons which is not in compliance with ICAO Annex 16 Chapter 3 may takeoff or land at the airport from:

- 2315 to 0600 local time of departure from parking area
- 2330 to 0615 local time of arrival on the parking area

1.2.2 No jet engined aircraft may takeoff from the airport from 2215 to 0600 local time of departure from parking area

1.2.3 No jet aircraft which is not in compliance with ICAO Annex 16 Chapter 3 may land at the airport from 2330 to 0615 local time of arrival on the parking area.

1.2.4 Dispositions found in 1.2.1, 1.2.2 and 1.2.3 do not restrict landings and takeoffs of an exceptional basis for the following aircraft:

- scheduled aircraft to the airport outside the stated times in paragraphs 1.2.1, 1.2.2 and 1.2.3 which have been delayed for purely technical reasons outside the company's control;
- aircraft substituted at the last moment for purely technical reasons, for aircraft not mentioned in 1.2.2, 1.2.2 and 1.2.3
- sanitary flights
- emergency flights for safety reasons.

1.2.5 Derogations as per rules defined in 1.2.1, 1.2.2 and 1.2.3 can be granted on an exceptional basis by the minister in charge of civil aviation.

1.2.6 An aircraft can be operated at French metropolitan airfields only if it has an acoustic certificate attesting compliance to ICAO Annex 16 Chapter 16.

This ban is applicable to the civilian subsonic aircraft with a maximum takeoff weight equal to or greater than 34,000 kg or whose maximum internal fitting is certified for this type of aircraft comprised of more than 19 passenger seats excluding all seats reserved for the crew.

1.3 Testing Engines at Holding Point

The testing of engines at holding point is subject to legislation and prior permission must be obtained from the "Pole des Operations Aeroportuaires" (POA)

2. Restriction for Use of Aircraft

2.1 Operational porcedures for takeoff

All Aircraft

Generally speaking pilots are to conduct their flight (in accordance with the operational standards to be applied to each aircraft) in order to reach 3000 ft AAL as fast as practicable.

Jet Powered Aircraft:

- to maintain speed V_2+10 (or the speed that allows to maintain flight altitude according to the type of aircraft) until a height of 3000 ft proceeding a wing flap deflection in accordance with the takeoff configuration

For Fan Jet Powered Aircraft:

- to maintain takeoff power until 1500 ft at least;
- to reduce power to climb power which will be maintained to 3000 ft

For Single Jet Powered Aircraft:

- to maintain takeoff power during 70 s or until 700 ft if this height is not reached in the time of 70 s

At 70 s or 700 ft. set reduced power (corresponding to noise abatement procedure) which will be maintained until 3000 ft.

For all aircraft at 3000 ft proceed normal climbing and flap retraction, then adopt climb attitude.

NOTA 1: for certain types of engines, it may be admitted that some modifications affect these procedures to resolve a particular difficulty

NOTA 2: the particular procedure for single jet powered aircraft, use to do the less noise as possible, over the built areas, located at 4 km and more from the threshold.

2.2 Operational Procedures for Landing

Pilots are to perform their approach so as to maintain the last altitude assigned by ATC up to the interception of the ILS glide path. After interception, the final approach must be performed without flying below this glide path.

Jet reverse or propeller pitch reverse will be used from 2115 to 0500 (winter) or from 2015 to 0400 (summer) only in case of security requirement.

3. Air Traffic Applicables Restrictions

3.1 Visual Approach

Visual approach as described in AIP RCA 1.5.5 is not allowed by day or night.

8/20/99

A draft bill was approved by the French Parliament (July 1st) that will set up an independent group call the "Autorite de Control des Nusiances Sonores Aeroportuaires" to monitor noise levels at French airports and will be allowed to impose fines of up to FF 80,000 (\$13,000) on airlines and FF 10,000 on pilots that disregard noise abatement procedures on take-off, landing or engine run-ups. This group is set to be and operating by fall 1999. The new law also restricts helicopter operations over over populated areas.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

1.2.1 No propeller powered aircraft whose maximum take-off weight is greater than 9 tons, which is not in compliance with standards in Annex 16 Chapter may:

- 2315 to 0600 local time of departure from parking area
- 2330 to 0615 local time of arrival on the parking area

1.2.2 No jet engined aircraft, may take-off from 2215 to 0600, local time of departure from the parking area.

1.2.3 No jet engined aircraft, which is not in compliance with standards in Annex 16, Chapter 3, may land from 2330 to 0615, local time of arrival on the parking area.

1.2.2 No jet engined aircraft may takeoff from the airport from 2215 to 0600 local time of departure from parking area

1.2.3 No jet aircraft which is not in compliance with ICAO Annex 16 Chapter 3 may land at the airport from 2330 to 0615 local time of arrival on the parking area.

1.2.4 Dispositions boune in 1.2.1, 1.2.2 and 1.2.3 do not restrict landings and takeoffs of an exceptional basis for the following aircraft:

- scheduled aircraft to the airport outside the stated times in paragraphs 1.2.1, 1.2.2 and 1.2.3 which have been delayed for purely technical reasons outside the company's control;

- aircraft substituted at the last moment for purely technical reasons, for aircraft not mentioned in 1.2.2, 1.2.2 and 1.2.3
- sanitary flights
- emergency flights for safety reasons.

1.2.5 Derogations as per rules defined in 1.2.1, 1.2.2 and 1.2.3 can be granted on an exceptional basis by the minister in charge of civil aviation.

1.2.6 An aircraft can be operated at French metropolitan airfields only if it has an acoustic certificate attesting compliance to ICAO Annex 16 Chapter 16.

This ban is applicable to the civilian subsonic aircraft with a maximum takeoff weight equal to or greater than 34,000 kg or whose maximum internal fitting is certified for this type of aircraft comprised of more than 19 passenger seats excluding all seats reserved for the crew.

PREFERENTIAL RUNWAYS

1.1 Modalities for use of runways (applicable to all types of aircraft)

- Runway 03

From 2115 to 0500 (winter) or 2015 to 0400 (summer) except for air traffic control necessitates, runway 03 is only to be used by aircraft weighing 5.7 tons maximum.

VFR traffic: if an aircraft turns left after takeoff, they must do so either at the end of the runway or between Gonesse and Goussainville so as to avoid over flight of these built up areas.

- Runway 07

From 2115 to 0500 (winter) or 2015 to 0400 (summer) jet engined aircraft authorized to take off (see paragraph 1.2) will if possible use runway 07.

- Runway 21

This runway may only be used on an exceptional basis. In this event, the pilot must turn as soon as possible after takeoff and no later than 3 km (1.5 NM) from the airport so as to avoid over flight of Paris (Area P.23)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

1.3 Testing Engines at Holding Point

The testing of engines at holding point is subject to legislation and prior permission must be obtained from the "Pole des Operations Aeroportuaires" (POA)

APU OPERATING RESTRICTIONS - [NONE](#)NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Updated by the airport 6/2010

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.		
International and Domestic		
MTOW in Tonnes(t)*	Fixed Charge	+ Rate per tonne
Up to 6t	EUR 139.08	
6t to 50t	EUR 139.08	+2.74 (t-6)
50t +	EUR 259.64	+13,13 (t-50)
ADJUSTMENT TO THE LANDING FEE:		
Since 1984, the landing fee is adjusted according to the aircraft's acoustic group.		
	Day 0601-2329	Night 2330-0600
Group 1	1.30	4.00
Group 2	1.20	1.800
Group 3	1.15	1.725
Group 4	1.00	1.500
Group 5 A	0.85	1.275
Group 5 B	0.70	1.050
Note: subsonic aircraft belonging to Group 1 are banned from operating in Paris		
Click here for Aircraft Acoustic Groups		

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

[Click here for map of noise monitor locations.](#)

Station	Lat Nord	Lon Est
Stains	48 57 30	2 23 13
Villepinte	48 58 12	2 33 6

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](#)