

Only International

IATA/ICAO CODE: ORY/LFPO
CITY: Paris
COUNTRY: France

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 291 ft.

RUNWAY INFORMATION						
Orientation	Length (m)	Displaced Threshold (m)		Glide Slope(deg)		Width (m)
08/26	3320	-		Rwy 8/3 deg		45
06/24	3650	-		Rwy 6/3 deg Rwy 24/3 deg		45
02L/20R	2400	-		Rwy 20/3 deg		60

	<------(shown in meters)----->					
RWY	TORA	TODA	ASDA	LDA	WIDHT	GLD (deg)
02	2400	2400	2400	2400	60	3
20	2400	2400	2400	2400	60	NIL
07	3650	3710	3650	3350	45	3
24	3650	3710	3650	3650	45	3
08	3320	3320	3320	3320	45	NIL
26	3320	3640	3320	2885	45	3

NOISE ABATEMENT PROCEDURES
See AIP France AD2 LFPO ENV1 for details.

The operating restrictions established for noise abatement associated with an airport consist of three categories.

1. Operating restrictions for aerodrome
2. Operating restrictions for aircraft
3. Restrictions applicable to Air Traffic Service

For Orly airport, these restrictions as as follow:

1. Operating Restrictions for Aerodrome

1.1 Operating procedures for runways

For the main runways, these procedures are as follow:

Configuration	Facing West	Facing East
Preferred runway for takeoff	RWY 24	RWY 08
Preferred runway for landing	RWY 26	RWY 06

The RWY 02/20 is exceptionally used in case of:

- unavailability of a main runway (it should be only used as additional runway)
- strong winds from North or South sectors

In addition, all available runways can be used to meet safety, control, security or protocol requirements

1.4.1 Restrictions in use for the airport

I - With effect from October 1st, 1999, subject to provisions specified in paragraphs IV and V of this article, taking off and landing for any aircraft relevant to chapter 2 is prohibited at Paris-Orly aerodrome, when the number of flight operations using aircraft relevant to chapter 2 by the aircraft operator reaches the following values:

25 % of the maximum number for flight operations relevant to chapter 2 for the forth quarter in year 1999;

100 % of the maximum number for flight operations relevant to chapter 2 for the first quarter in year 2001;

25 % of the maximum number for flight operations relevant to chapter 2 for the first quarter in year 2002.

III - Exceptionally, the provisions of the paragraph I of this article are not applicable to landing and take off of aircraft relevant to chapter 2 in the following cases:

- aircraft operating for ambulance or humanitarian transport missions;
- emergency situations for flight safety reasons.

V - The Minister of Civil Aviation can grant, for a specified year, the authorization to exceed, within the limits of 10 %, the value of the maximum number of flight operations relevant to chapter 2 which is specified in the paragraph I of this article, to the operators whose, failing such a dispensation, flight activity will be subject to a significant decrease.

1.4.2 An aircraft can be operated on French metropolitan airfields, only if it has an acoustic certificate attesting his compliance to the norms edicted in the second edition (1988) on the annex 16 of the ICAO convention relating to the international civil aviation, volume 1, second part, Chapter 3.

This ban is applicable to the civilian subsonic aircraft whose maximum take off weight is equal or over 34000 kg or whose the maximal internal fitting certified for this type of aircraft comprise more than nineteen passengers seats excluding all seat reserved for the crew.

2. Restrictions for use of Aircraft

2.1 Operational take off procedures

The following operational noise abatement take off procedures must be applied for outbound flights from Paris Orly.

As a general rule, aircraft must fly (in accordance with individual aircraft specifications) to climb to a height of 3,000 ft AAL as quickly as possible.

Captains of jet engine aircraft must among other things, use the following initial climb gradient procedures:

- maintain take off speed V_2+10 (or the appropriate speed for the altitude of the aircraft depending on type) up to a height of 3,000 ft with flaps set for take off.
- maintain power takeoff setting up to a height of 1,500 ft then full power up to 3,000 ft.
- at 3,000 ft reduce power to normal climb setting when putting flaps in return to normal climb gradient.

2.2 Landing Procedures

Approaches must be made in such a way as to maintain the last given altitude by ATC services to ILS glide path interception. After intercepting the final approach must be carried out in such a way so as to avoid flying below the glide path.

Reverse thrust or pitch reversing may only be used from 2200 to 0615 for safety reasons.

3. Restrictions Applicable with Regard to Air Traffic

- Aircraft must observe the takeoff and climb procedures established for noise abatement.

These procedures are notified to users through aeronautical information service.

- for a distance of 7 nautical miles from the VOR DME beacon at Orly for takeoffs on runways 24 and 26
- for a distance of 6.5 nautical miles from the VOR DME beacon at Orly for takeoffs on runways 02, 06 and 26.
- turns must not be started under any circumstances before these distances have been flown

This route must be flown as accurately as possible

- The pilot in command may only not to comply with the rules established above if he thinks it absolutely necessary for flight safety reasons.

For flight safety reasons the air traffic control unit may issue clearances not complying with the rules established above

These restrictions do not apply to propeller powered aircraft weighing less than 5.7 tons.

Propeller powered aircraft weighing more than 5.7 tons do not have to adhere to these restrictions when flying above 2,500 ft.

Air traffic control services attempt whenever possible to:

3.1 To avoid northward turns less than 0 nautical miles from Orly VOR DME below flight level 060 for jet engine aircraft or an altitude of 2,500 ft for propeller powered aircraft on runways 02, 06 and 08

3.2 To avoid turning onto base leg at less than 9 nautical miles from the Orly VOR for inbound flights from TOUSSUS VOR to runway 24 and 26 following the Northern down wind leg.

3.3 Visual Approach

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

4. Noise Reduction Measures

Noise level measuring stations have been set up under RWY axis 08 and 24 (see AIP AD2 LFPO INI 1/2) and are located as follows:

1	CHAMPLAN	48 42 23N-002 16 44E
2	VILLEBON	48 41 25N-002 14 54E
3	VILLENEUVE-LE-ROI	48 43 48N-002 25 03E
4	LIMEIL BREVANNES	48 44 22N-002 29 27E

5. Environment protection airspaces (VPE)

In order to control the sound nuisances around PARIS-ORLY, the following operating restrictions are applicable on this platform.

5.1 Definition of environment protection airspaces (VPE)

- Environment protection airspace:

An airspace section associated to a departure or arrival procedure, notified to users through Aeronautical Information Service, in which the flight shall be contained for environmental reasons.

- Exit limits:

Section of lateral limits in environment protection airspace, located between the points defined in appendix, through which the flight can leave the environment protection airspace.

- Entry limits:

Section of lateral limits in environment protection airspace, located between the points defined in the attached appendix, through which the flight can enter the environment protection airspace.

5.2 Application of VPE requirements

The captain of an aircraft operating IFR shall fly within the environment protection airspace associated with the procedure declared in force by the ATC unit.

The concerned procedures and the associated environment protection airspaces are defined in the appendix attached to this Ministerial Order.

When an environment protection airspace is associated with an initial departure procedure, the flight captain is not anymore required to apply the provisions of this article as soon as he

reaches the "exit limits" or the upper limit defined.

When an environment protection airspace is associated with an ILS approach procedure (instrument landing system), the flight captain must enter this airspace through the "entry limits".

The flight captain can only waive the regulations defined in paragraph 2 of this article if he thinks that it is absolutely necessary for safety reasons or if he has received an air traffic control instruction issued from the ATC unit for flight safety reasons.

The propeller-driven aircraft are not concerned by the provisions relative to the environment protection airspaces associated with initial departure procedures specified in paragraph 2 of this article.

5.3 Limits of environment protection airspaces

See the charts AD2 LFPO VPE 01 to AD2 LFPO VPE 04.

8/20/99

A draft bill was approved by the French Parliament (July,12,1999) to set up an independent group call the "Autorité de Controle des Nuisances 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, engine run-ups and departing procedures. 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

Curfew period

The applicable rules with regard to the curfew are as follows:

Flight scheduling

- No arrival of aircraft equipped with turbojet engines may be planned between 2330 and 0615 local time (time of arrival in aircraft stand).
- No departure of aircraft equipped with turbojet engines may be planned between 2315 and 0600 local time (time of departure from aircraft stand).
- Any new flight scheduling for aircraft equipped with propeller engines in the time slots defined above should be authorized by the DGAC.

Time delay for departure or arrival

- No aircraft equipped with turbojet engines which is not planned in the curfew period, will be cleared for taking off or landing after 2330 local time except with a DGAC dispensation granted.

Exceptions

The restrictions described above will not apply to:

- Government flights,
- Weather diversions from CDG airport,
- Ambulance or Humanitarian transport missions,
- Emergency situations.

Use of runways during the curfew period

- Between 2330 and 0600 local time, as far as the tail wind component does not exceed 8 knots and there is no technical reason against it, all aircraft will take off to West direction and land to East direction.

PREFERENTIAL RUNWAYS

2 Operating Instructions

2.1 All take-offs between 2330 and 0600 (local time of break release) will be preformed westward either on RWY 26 or on RWY 24, according to the runway availability and with a tail wind component not more than 8kt.

2.2 Landings between 2330 and 0600 (local time of touchdown) will be performed eastward, either on RWY 08 or on RWY 06 according to the runway availability and with a tail wind component not more than 8kt as far as the operating conditions (wind gusts, runway adhesion) are practicable. In this later case, the pilot-in-command should justify the choice of another runway in their flight report and the appropriate Airline will send these justifications to the ADP.

OPERATING QUOTA

According to a MoT decree (Sept,29, 1999), all aircraft have to respect Initial departure noise abatement procedures and in addition, landing or taking off are not permitted for ICAO CHAPTER 2 aircraft when the global noise level referenced with the level of year 98 is reached by the company.

The French aviation authorities also have decided to restrict landings and takeoffs early in the morning and late at night. From 6am to 7am and from 10pm to 11:30pm, the available capacity will be half of what is normally open. The maximum capacity during the day is 36 takeoffs and 34 landings an hour at peak time.

ENGINE RUN-UP RESTRICTIONS

2.4 from 2315 to 0615 (local time), engine tests are forbidden except dispensations granted by DGAC. This restriction does not apply to short tests of less than 5 minutes done with a power not exceeding these used for ground idle or starting up and taxiing sequences.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

4/1/2011 IATA Airport, ACT and Fuel Charges Monitor

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.		
International and Domestic		

MTOGW*	Fixed Charge	+ Rate per tonne
Up to 6 tonnes	EUR 168.01	
6 to 40 tonnes	EUR 168.01	
over 40t t	EUR 168.01	+ 5.734 over 50t
ADJUSTMENT TO THE LANDING FEE:		
Landing fees are multiplied by a noise level coefficient (see below) based on the aircraft's noise classification; acoustic groups are defined in the 26th February 2009 decree amending the modified 24th January 1956 decree which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic.		
	Day 0600-2200	Night 2200-0600
Acoustic Group TNSA 1	1.30	1.95
Acoustic Group TNSA 2	1.20	1.80
Acoustic Group TNSA 3	1.15	1.725
Acoustic Group TNSA 4	1.00	1.50
Acoustic Group TNSA 5a	0.85	1.275
Acoustic Group TNSA 5b	0.70	1.05
Note: subsonic aircraft belonging to Group 1 are banned from operating in Paris		
Click here for Aircraft Acoustic Group - 26 Feb 2009		
Please note that the Acoustic Groups to calculate the Landing Fee and the Tax on air noise pollution are now the same since April 1, 2009		

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

The Tax on air noise pollution (TNSA) is part of the general tax on polluting activities (GTPA). 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 47.00** (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 NEW	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
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NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1995 > 2003 2003 > onwards	8,139 Residences insulated - 49.5 M€ 14 public buildings for 1.8 M€ Current program (40 000 residences within the new limit Lden 55)
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	1985 2003	Noise contours and Land use planning around airports New noise contours requested with the Lden as noise descriptor
Real Estate/Property Disclosure Laws	2003	Between Lden 55 and Lden 50, a zone of disclosure is created.
Acquire Land for Noise Compatibility to date	1973	-
Population within each noise contour level relative to aircraft operations	-none	Within Lden 70: 1,404 Lden 65< pop < Lden 70 16,935 Lden 55< pop < Lden 65 109,330
Airport Noise Contour Overlay Maps	2004	For Land use planning purpose For noise insulation Orly 2004 Noise Contour
Total Cost of Noise Mitigation Programs to Date	-	Total unknown
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Special tax paid by airlines for each take-off, calculated according MTOW, acoustical category of aeroplane, and period (day vs night)

NOISE MONITORING SYSTEM

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

Station	Lat Nord	Long Est
Champlan	48 44 22	2 29 24
Limeil-Brévannes	48 44 22	2 29 24
Villeneuve-le-Roi	48 43 48	2 25 0
Villiers	48 41 25	2 14 51

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Through a MoT decree, a global noise level has been fixed for each company operating Paris-Orly with chapter II aircraft. The year 98 traffic is the reference for calculating the global noise level for each concerned airlines operating chapter II aircraft. For the years coming, landing or taking off is forbidden as soon as the 98 noise level is reached by each airlines. Infringement may be prosecuted, and fines imposed up to 12.000 Euros(12.000\$)

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](#)