

FRENCH MINISTRY OF TRANSPORT

General Secretary of Civil Aviation

DECISION

on the regulation of night utilisation at Paris-Orly airport

The Minister of Transport,

Considering the Civil Aviation Code and especially article R221-3,

On the recommendation of the General Secretary of Civil Aviation,

Orders :

Title 1 : Schedule

Article 1 : No turbojet aircraft landing will be scheduled between 23:30 and 06:15 (block local time).

No landing due to late arrival will be allowed after 23:30, except for situations jeopardising the aircraft safety according to the captain's appreciation, subject to justification afterwards.

Article 2 : No turbojet aircraft take-off will be scheduled between 23:15 and 06:00 (block local time).

No take-off due to accidental delay will be allowed after 23:30.

Article 3 : Exemption from the above mentioned articles 1 and 2 for the benefit of commercial aircraft will be granted only by the General Secretary of Civil Aviation.

Article 4 : The above mentioned restrictions are not applicable to State aircraft and to aircraft operating a humanitarian mission subject to justification afterwards.

Article 5 : Any new turboprop aircraft movement schedule in the time frames set in articles 1 and 2 shall be justified and subject to special agreement from the General Secretary of Civil Aviation should this happen.

Title 2 : Technical instructions for operations

Article 6 : Any take-off between 23:30 and 06:00 (time at brake off) will be performed to the West side, either on runway 3 or runway 4, depending on the availability of these runways, as long as tail wind is not higher than 8 knots.

Article 7 : Any landing between 23:30 and 06:00 (time at touch down) will be performed to the East side, either on runway 3 or runway 4, depending on the availability of these runways, as long as tail wind is not higher than 8 knots and technical factors (gusts, runway grip) do not oppose it. In this last case, the captain will justify his runway selection in his report and the carrier will forward it to Paris Airport Authority.

Article 8 : When turboprop aircraft use runway 3 for take-off to the West side between 23:30 and 06:00 (time at brake off), the possible run up will be performed at the intersection of runways 1 and 3. Take-off will be performed from the same point : any use of a longer part of the runway must be justified afterwards by the captain with circumstances that may have jeopardised the aircraft safety.

Article 9 : Turbojet aircraft landing between 23:30 and 06:00 (time at touch down) will be towed on taxiways.

Article 10 : The use of engine braking (reverse or propeller pitch reversal) is forbidden between 22:00 and 06:15 except for circumstances that may jeopardise the aircraft safety and to be justified afterwards in the captain's report.

Article 11 : Engine tests in the northern industrial area of the airport are forbidden between 23:15 and 06:00 except if they are performed with a registered noise reduction system.

Title 3 : Enforcement

Article 12 : The General Secretary of Civil Aviation is responsible for the application of the present decision which shall come in force on April 15th, 1968 at 12:00.

Paris, April 04th, 1968

Jean CHAMANT