LFPO / Paris-Orly / ORY

This page is intended to draw the attention of commercial and private pilots' to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo France…) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

Approved by LRST of 03 April 2025

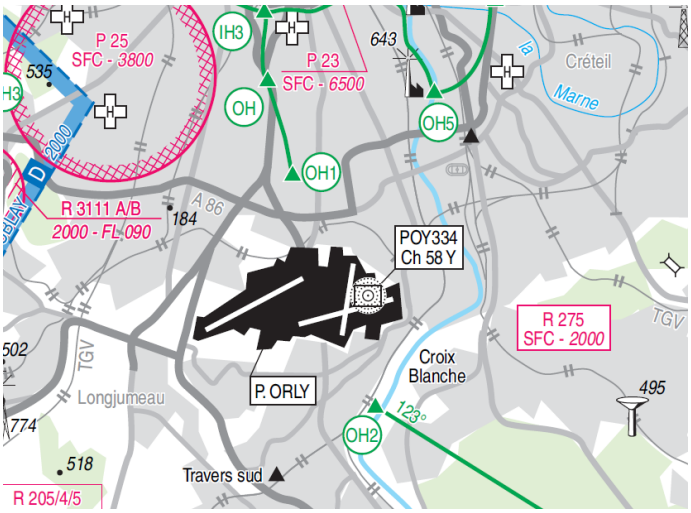
Contents ▸

GENERAL

LFPO / Paris-Orly / ORY

Helicopter paths crossing runway axis ▶

While transiting in the D-class Paris CTR some helicopters (mainly Sécurité Civile and SAMU) might have to cross the runway finals. The separation between VFR helicopters and commercial traffic is performed with traffic information and visual acquisition. Helicopters cross the runway axes in accordance with aircraft on final. The controller may amend the missed approach procedure in order to avoid conflicting trajectories.



ARRIVAL

LFPO / Paris-Orly / ORY

Windshear / Standard API RWY 25 ▸

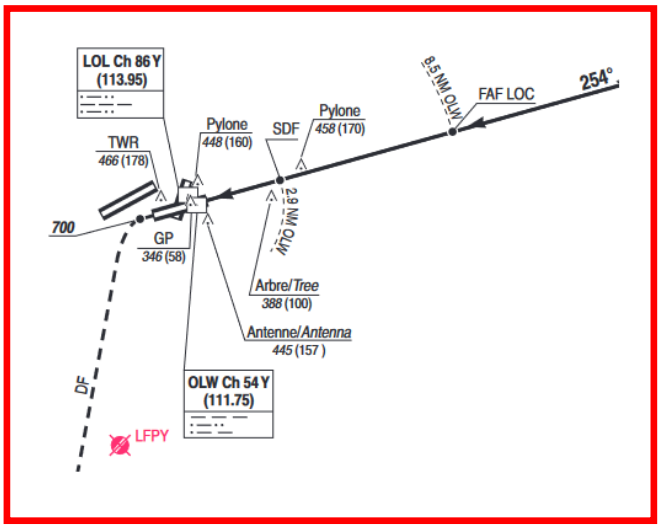
In specific weather conditions, notably strong winds (25kt to 35kt) from the southwest (200° to 220°), windshear may be experienced on final runway 25.

Although not determined with certainty, air flows created by the Seine Valley under the final flight path for runway 25 could partially explain this phenomenon.

In the case of a missed approach on runway 25, windshear on final may result in a non-standard missed approach procedure, a left turn passing through 700ft not being possible.

This turn to the left has been devised to avoid converging conflict with departures from runway 24.

Please inform ATC of any windshear experienced on final for runway 25. The controller will adapt departures from runway 24 accordingly.

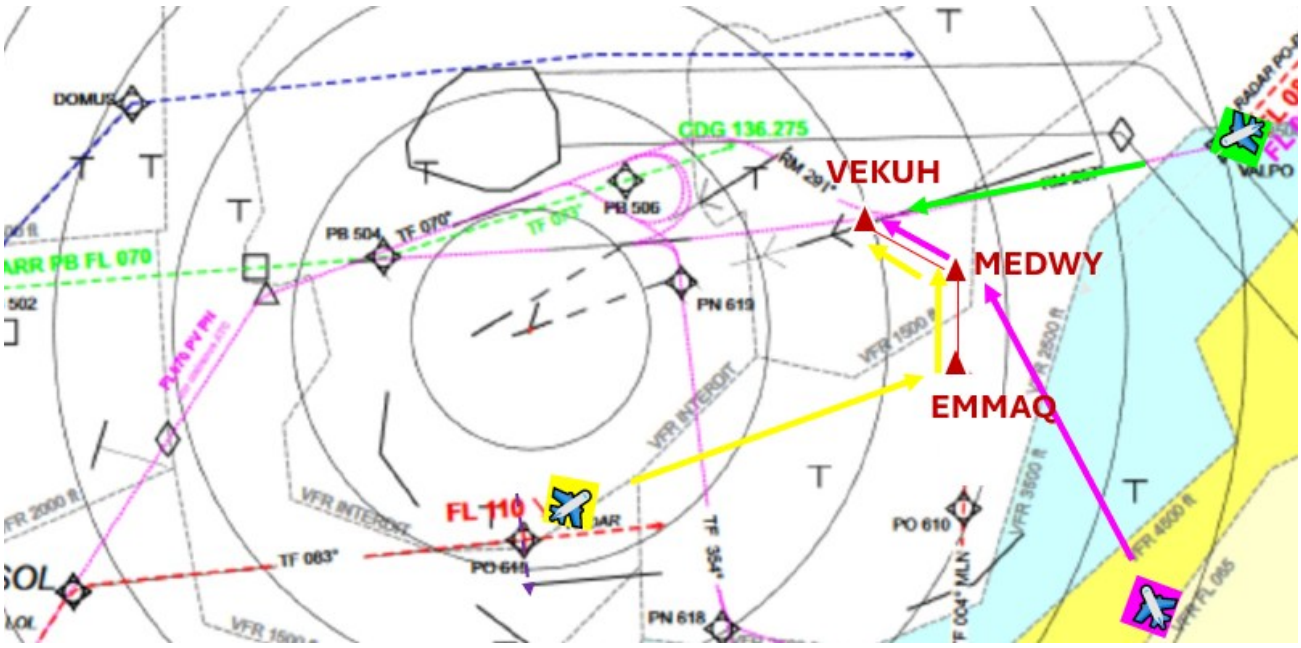


ARRIVAL

LFPO / Paris-Orly / ORY

PBN to Final 25 ▸

PBN to Final procedure is located among 25 final approach and aims to create a safe environment to perform continuous descent approach.



Therefore, depending on operational conditions, pilot can expect different actions from ATC :

- Headings, flight levels and speed management (radar vectoring)
- 'Direct to' instructions towards one of the following points : 'EMMAQ', 'MEDWY' or 'VEKUH'
- Radar vectoring and then 'Direct to' instructions

Flight crew are expected to realize a continuous descent approach when a 'Direct to' clearance is given. The use of 'When ready' by ATC points out the idea of waiting the Top Of Descent to begin the descent.

ARRIVAL

LFPO / Paris-Orly / ORY

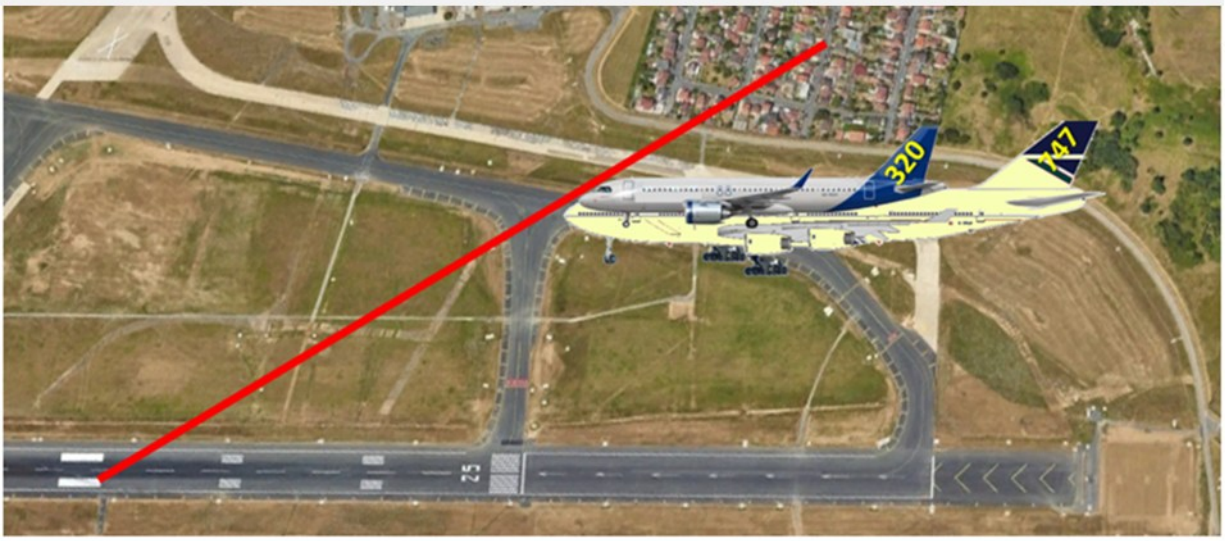
PAPI settings ▶

PAPI approach slope is set in accordance with glide path signal.

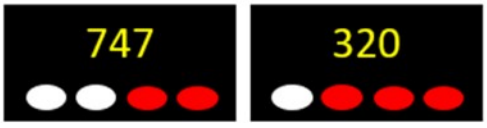
PAPI is set with an eye to aerial height (EAH) corresponding to the most demanding aircraft (B747)

Pilots whose EAH is significantly lower may therefore receive information from PAPI indicating they are too low, while their antenna follows glide path plan.

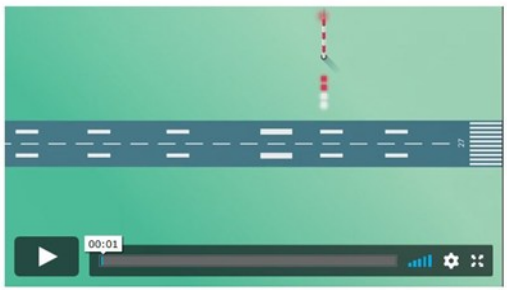
Following the glide path, at an equivalent eye height, a B747 is globally lower than the A320. Thus, an A320 flight crew sees 1 white light and 3 red lights, whereas a B747 flight crew sees 2 white lights and 2 red lights



Slope indicated by the GP



Aimpoint Selection (SKYclip)



Click here to see the video : [Aimpoint Selection (SKYclip) | SKYbrary Aviation Safety](): Aim-

ARRIVAL

LFPO / Paris-Orly / ORY

Side-step 06 > 07 : VPT RWY 07

Paragraph 21.3.1 of the AIP establishes the preferential configurations of Paris-Orly airport

Configuration	Face à l'ouest	Face à l'est
Preferred runway for take-off	RWY 24	RWY 07
Preferred runway for landing	RWY 25	RWY 06

All available runways can be used to meet security, control, safety or protocol requirements.
The non-use of preferential QFU, except operational constraints involving a different configuration, significantly disrupts the airport operator's strategy in terms of wildlife hazard prevention.

Consequently, in case of an approach planned in QFU 06, a request from the flight crew for a VPT approach on QFU 07 for convenience (in particular to reduce the arrival taxi time) may generate an increased risk for aeronautical safety, on all operations.

Weather Avoidance ▸

The local specificity (helicopter traffic, separation of Paris-Orly and Paris–Villacoublay arrivals…) implies that **when crews need to deviate from their track due to weather (CB…) any trajectory modification must be communicated to the control beforehand.** As far as possible, advise ATC when you line up on the runway if you need a specific heading just after take-off.

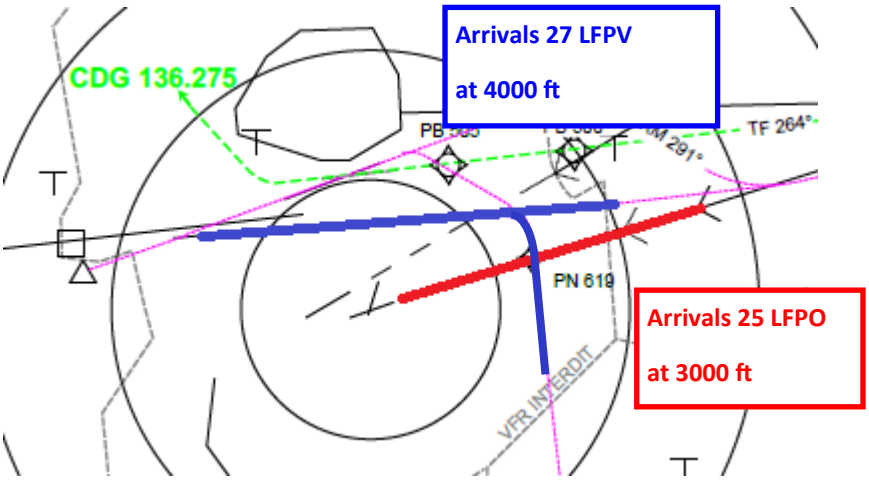
At last, **any request for avoidance due to weather conditions must, if possible, be accompanied by information on the distance in NM** for witch the avoidance is planned. Furthermore, be advised that ATC do not have any tool allowing CBs visualization on the radar display.

ARRIVAL

LFPO / Paris-Orly / ORY

Orly/Villacoublay arrival separation strategy ►

In a westbound configuration, the runway axes 25 of the LFPO arrivals and 27 of LFPV arrivals are close and convergent.
LFPV arrivals are generally guided to 4000 ft on PN619 in order to guarantee a compliant approach regarding the descent plan on final for runway 27.
Consequently, it is necessary for Orly traffic to be stable early enough at 3000 ft to ensure a vertical separation of 1000 ft with the arrivals for Villacoublay.



Thus, ATC may ask Orly arrivals to expedite the descent to 3000 ft, to take the glide path afterwards, due to traffic, to avoid a loss of separation with the LFPV arrival. If the aircraft was already on the glide path, it is important to follow the ATC clearance first in order to descend rapidly to 3000 ft and then resume the actions of interception of the ILS.

Furthermore, this separation strategy between aircraft requires to limit the standard missed approach procedure to an altitude of 2000 ft. This missed approach procedure can be relatively complex due to the left turn at 700 ft, followed by the level-off at 2000 ft. As a result, flight crews may request a higher climb. Most of the time, and depending on surrounding traffic, the ATC will promptly authorize a climb to 3000 ft.

RUNWAY

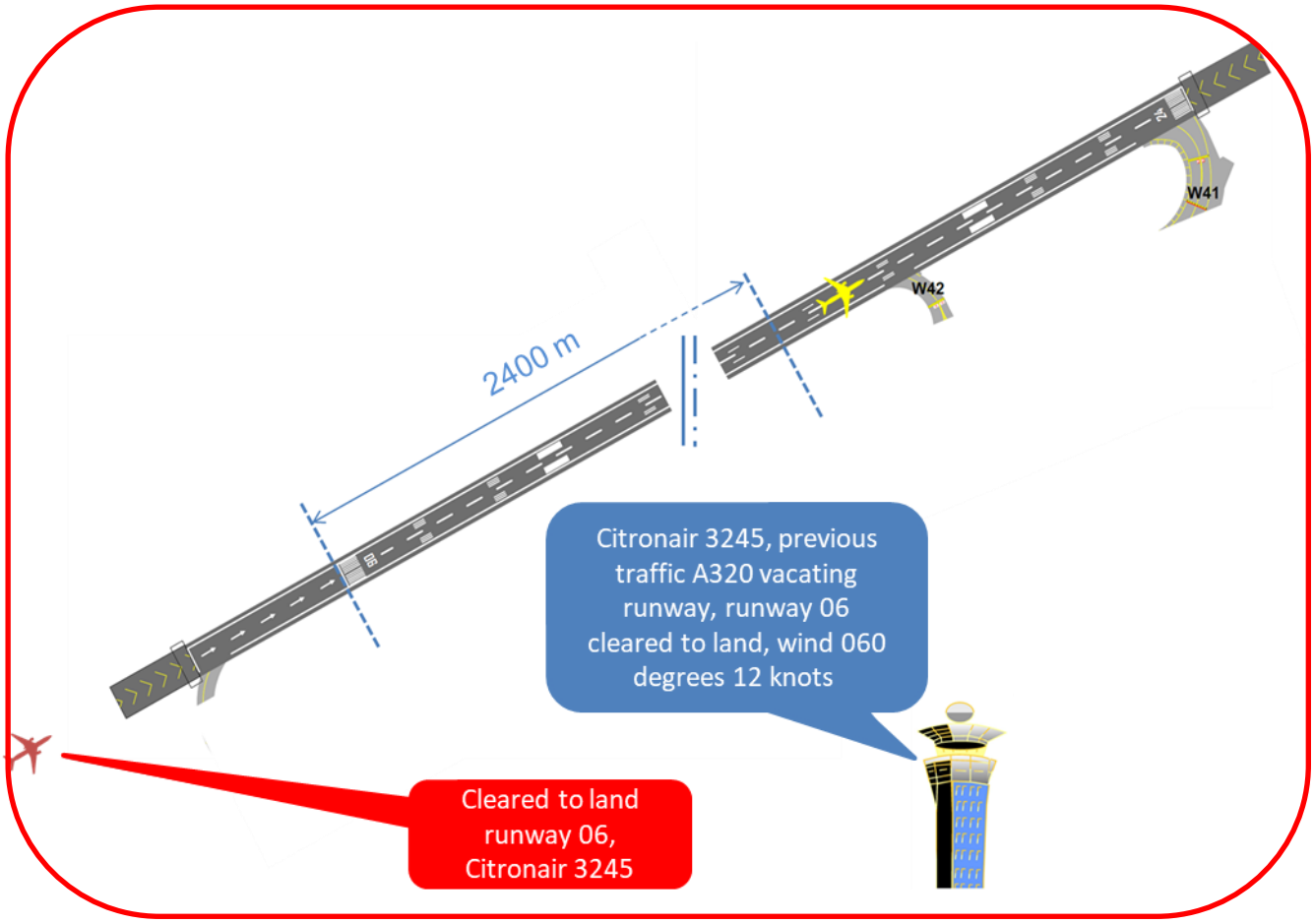
LFPO / Paris-Orly / ORY

Reduced runway spacing ▸

An aircraft on approach to RWY 06 or RWY 25 may receive a landing clearance while following another landing aircraft which may still be on the runway if the landing distance available is at least 2400 meters .

Operational Conditions of use : aeronautical day, RCC 6 dry runway, visibility > 5 km, ceiling ≥ 1000 ft.

The landing clearance includes traffic information, for instance: “Citronair 3245 , previous traffic A320 vacating runway, runway 06, cleared to land, wind 060 degrees 12 knots”



TAXI

LFPO / Paris-Orly / ORY

HOT SPOT : W5 runway 02/20 W31 ▸

Paris-Orly features a HOT SPOT runway incursion located at the crossing of runway 02/20 and W5/ W31 taxiways.

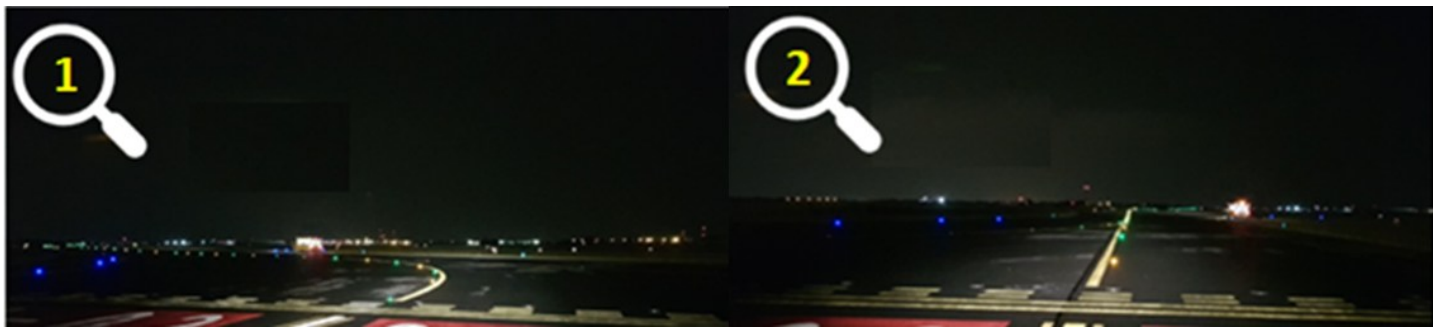
Caution, at this location, when taxiing eastward on W1 it is necessary to turn left to stay on W1. Failure to do so, could lead to a runway 02/20 incursion via W5.

REMINDER :

- Only ATC may give clearance to cross any runway,
- It is mandatory to read back all instructions before crossing any runway

From W5 to W31:

All lights are alternately green/yellow from holding point 02-20 on W5 to W31. Indeed, W5 being a hot spot published in the AIP for the risk of runway incursion, it is considered necessary to high-light the crossing of runway 02/20 via a yellow/green coding of the centerline lights.
In addition, the marking of W1 has been reinforced at this location.



TAXI

LFPO / Paris-Orly / ORY

Speed limitation on RET W35 ▸

Paris-Orly airport has Rapid Exit Taxiway (RET) designed with angles **and turn radii lower than the usual design rules.**

The W35 track is designed with:

- an angle of 20° to the runway centerline (usually 25° minimum), and
- a radius of the turn at the exit of the runway of 225 m (usually 550 m minimum).

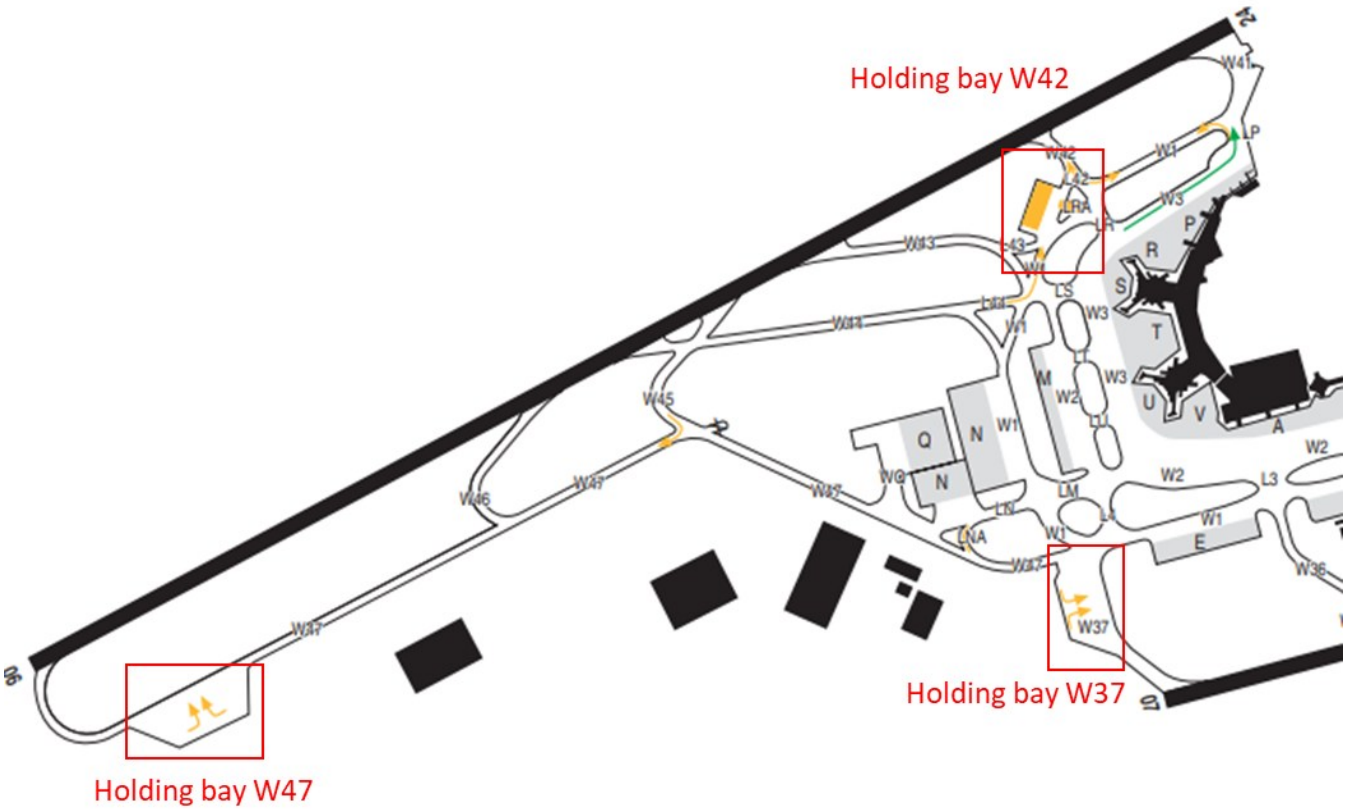
In addition, the spacing of the axial lights is 15 m on a portion of the track, instead of 7.5 m as the usual recommendations, in the case of RVR < 350m.

To guarantee a safe exit of the aircraft (stability of the manoeuvre, visibility from the cockpit), a speed limit is recommended in the AIP for the exit of runway 25 via W35, depending on the runway and track surface conditions.

TAXI

LFPO / Paris-Orly / ORY

Use of holding bays : W37, W42, W47



Special features:

The centerline of the 3 holding bays are not illuminated. **They are unusable as soon as the RVR ≤ 350 meters.**

The various possibilities of use are described in the charts hereinafter.

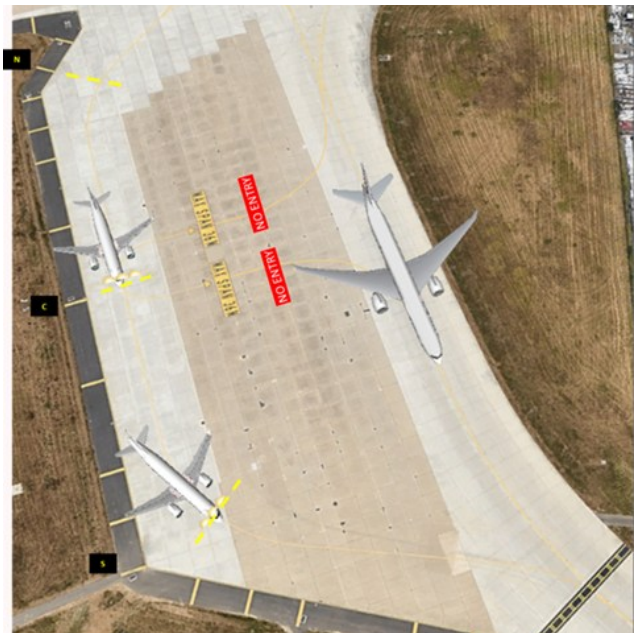
TAXI

LFPO / Paris-Orly / ORY

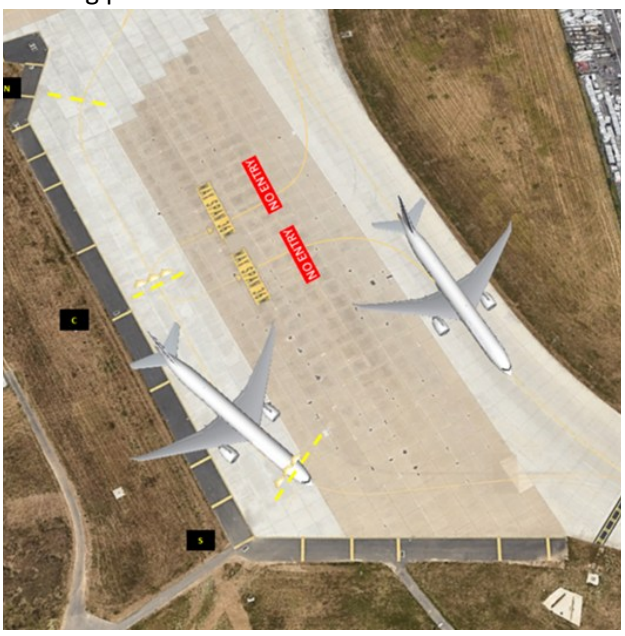
Use of holding bay W37 ▶

To runway 07 :

1 aircraft with wingspan ≤ 65 m taxiing on W37, and
2 aircraft with wingspan ≤ 36 m on intermediate holding points C and S.

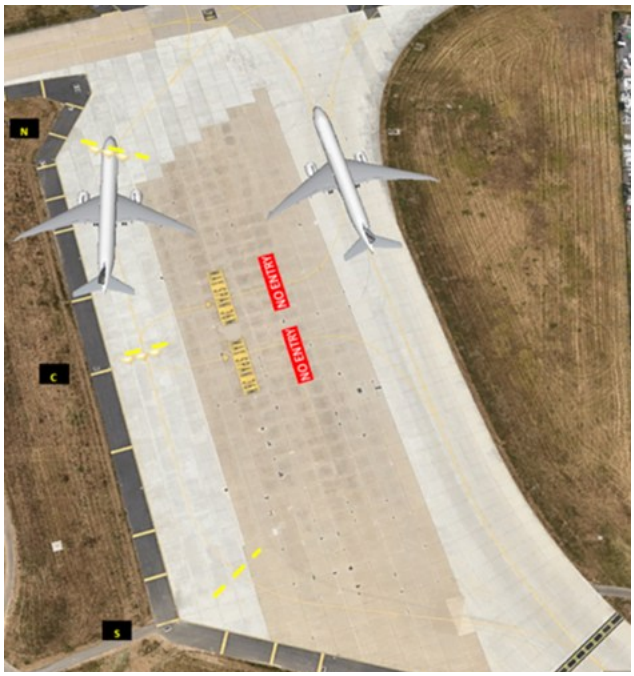


1 aircraft with wingspan ≤ 65 m taxiing on W37, and
1 aircraft with wingspan ≤ 65 m on intermediate holding point S.



From runway 25:

1 aircraft with wingspan ≤ 65 m taxiing on W37, and
1 aircraft with wingspan ≤ 65 m on intermediate holding point N.



1 aircraft with wingspan ≤ 65 m taxiing on W37, and
2 aircraft with wingspan ≤ 36 m on intermediate holding points C and N.

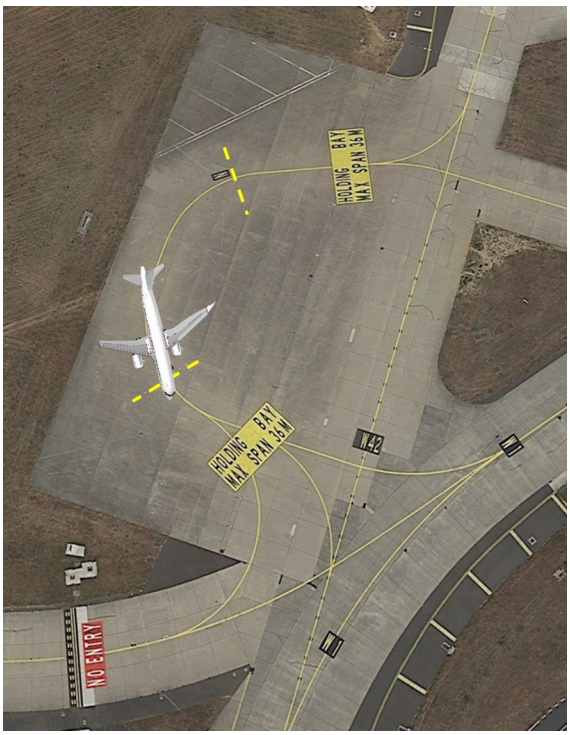
TAXI

LFPO / Paris-Orly / ORY

Use of holding bay W42

Exiting runway 06 via L43, or arriving from south via W1, intermediate holding point N on holding bay W42 for an aircraft with wingspan ≤ 36 m.

Exit from intermediate holding point N, via W42 heading North or via LRA.



Exiting runway 06 via W42, or coming from LRA, intermediate holding point S on holding bay W42, for an aircraft with wingspan ≤ 36 m.

Exit the holding bay, via W1 southbound or eastbound.

TAXI

LFPO / Paris-Orly / ORY

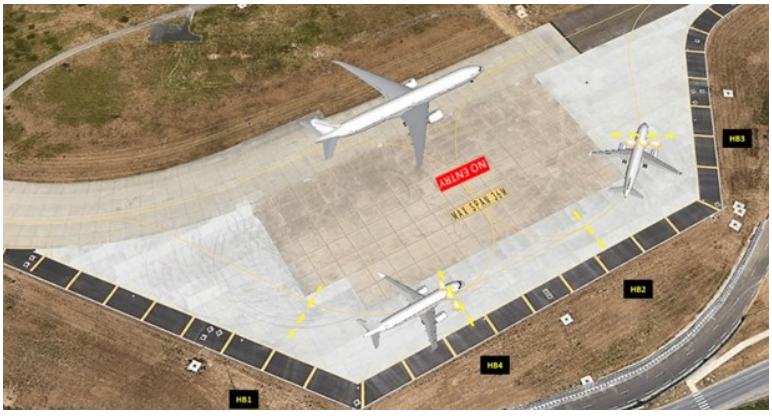
Use of holding bay W47 ▶

To runway 06 :

1 aircraft with wingspan ≤ 65 m taxiing on W47, and 1 aircraft with wingspan ≤ 65 m on intermediate holding point HB1.

or

1 aircraft with wingspan ≤ 80 m taxiing on W47, and 2 aircraft with wingspan ≤ 36 m on intermediate holding points HB1 and HB2.



From runway 24 :

1 aircraft with wingspan ≤ 80 m taxiing on W47, and 2 aircraft with wingspan ≤ 36 m on intermediate holding points HB3 and HB4.

or

1 aircraft with wingspan ≤ 65 m taxiing on W47, and 1 aircraft with wingspan ≤ 65 m on intermediate holding point HB3.

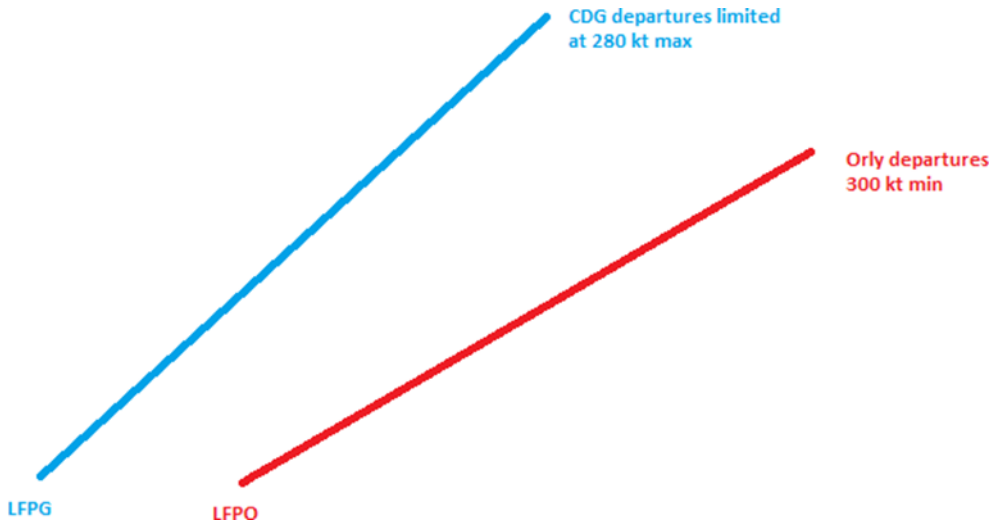
DEPARTURE

LFPO / Paris-Orly / ORY

Speed constraints from FL100 for southern SIDs ▸

From FL100, Orly departures on the AGOPA, ERIXU, LATRA, OKASI and PILUL SIDs have a speed constraint IAS 300 kt minimum in the AIP.

This constraint aims to separate the flows from Orly and CDG departures, by reducing the slope of Orly departures which have 300 kt minimum passing FL100, compared to CDG traffic which will maintain 280 kt max. This allows Paris Control to optimize the climb of aircraft by minimizing the numbers of levelling off necessary.



As a reminder, below FL100 the speed is limited to IAS 250 kt. A higher speed below FL100 can exceptionally be requested by ATC for regulation purposes, or by the crew for the management of the aircraft performances.

DEPARTURE

LFPO / Paris-Orly / ORY

Wind indication RWY 20 ►

At Orly, wind sensors are only positioned on the thresholds of the main runways (06,24,07,25).

Therefore, a departing aircraft on runway 20 will receive the wind indication from the wind sensor of the runway 25 from the tower controller. This may differ from the actual wind on the runway 20 ; the pilot should then estimate the real wind thanks to the windsock installed at the threshold of the runway 20.