



European Investment Bank (EIB)

Luxembourg, 8th September 2025

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	ADP ORLY AIRPORT DEVELOPMENT 2016-2020
Project Number:	2015-0771
Country:	France
Project Description:	The project concerns the modernisation and expansion of Paris-Orly Airport in France in accordance with the <i>Orly Nouvel Envol</i> plan. It will improve operational resilience and passenger service standards and will address passenger throughput exceeding capacity. There will be a modest increase in capacity over and above existing demand that addresses the airport's short-term needs; however, the project will set the airport up to accommodate future demand in the most optimal way. The project will raise the annual handling capacity from 27 up to 32.5 million passengers per year. The airport is located 13 km south of Paris and is the second hub in France, after Paris-Charles de Gaulle, in terms of total passenger traffic, handling 29.6 million passengers in 2015.

Summary of Environmental and Social Assessment at Completion

Paris Orly Airport (IATA code ORY), is an international airport located in the municipalities of Orly and Villeneuve-le-Roi, 13 km south of Paris, France. It serves as a secondary hub for domestic and overseas territories flights of Air France and as the home base for Transavia France. Flights operate to destinations in Europe, the Middle East, Africa, the Caribbean and North America.

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

The project is now complete and operational. The project was part of the development plan for ORY included in the Connect 2020 strategic plan presented by Aéroports de Paris (ADP), the Promoter, in October 2015.

The project was within the airport boundaries and is compatible with the relevant planning documents, the *Schéma Directeur de la Région d'Île-de-France* (SDRIF) and the *Plan d'Occupation des Sols* (POS) and the *Plan Local d'Urbanisme* (PLU) de Paray-Vielle Poste, which defines the project boundaries as zone UZ (*emprise aéroportuaire*).

The project components fall under Annex II of the EIA Directive 2011/92/EC, leaving to the Competent Authority (CA) the decision whether an EIA is required or not. The first main component, the extension of the East Pier of the South terminal, was screened out.

The second main component, the new "One Roof" building (Junction), was subject to a full EIA process. The CA, the *DRIEAT Direction Régionale et Interdépartementale de l'Environnement, de l'Aménagement et des Transports* issued its no objection to the EIA on



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28th August 2013. The promoter, consequently, prepared the *Dossier d'Enquête Publique*, which was submitted to a public inquiry before receiving final approval (building permit) from the prefecture de l'Essonne on 24th July 2014. A non-suspensive appeal that was made in 2015 produced had no material impact on the project.

The main environmental impact of the project is an increased level of noise associated with future aircraft operations. The impacts of the aircraft noise at ORY are covered under the *Plan de prévention du bruit dans l'environnement* (PPEB), which is equivalent to a Noise Exposure Plan. This is a planning document that acknowledges noise exposure and makes it possible to identify the residential areas exposed to noise nuisance from air traffic and, thus eligible for noise insulation compensation as a mitigation measure. The document is periodically updated to reflect the evolution of the airport traffic profile. The current PPEB for Orly, approved in March 2022, models its noise impact based on a traffic volume of 235,000 annual aircraft movements, which have never been surpassed during the period. The aircraft movement record at the airport was set in 2016 with 234,456 movements and has decreased since then.

Still, the airport operation is subject to two regulatory constraints: a limitation to 250,000 movements (take-offs and landings) per year and a daily curfew from 23:30 to 06:00. Any increase in traffic will be driven by aircraft with higher load factors (occupancy) that do not increase the noise impact and larger aircraft, which are likely to have more advanced and less pollutant engines. Noise pollution during construction and during operation is monitored closely by the airport's six fixed noise monitoring stations.

No other significant negative environmental effect has been identified in relation to the construction and operation of the project.

Summary opinion of Environmental and Social aspects at completion

The EIB is of the opinion, based on reports from the Promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.