

Mr. KAYNE. My understanding of that, and maybe my information is not as current as yours, is that the other airport that they made available for general aviation was located quite some distance from the city. I have forgotten what it exactly is, but it is something on the order of 30 miles. It was not really a well equipped airport, as far as general aviation is concerned.

As I say, I think your information may be more current than mine. (The following information was received by the committee:)

GENERAL AVIATION USE OF AIRPORTS IN THE PARIS, FRANCE, AREA, SUBMITTED BY THE AIRCRAFT OWNERS & PILOTS ASSOCIATION

The following information concerning general aviation use of airports in the Paris, France, area is supplied in connection with a point raised by Representative Kuykendall at the August 28 hearing on aviation safety.

Orly Field is the main airline terminal for Paris and it is generally acknowledged that general aviation operations are discouraged at Orly. However, there are no restrictions indicated in the International Flight Information Manual published by the U.S. Department of Transportation. The Aeronautical Information Services document (Doc 7383-AIS/503/18) published by ICAO also lists no specific restrictions concerning private aircraft and merely indicates that prior permission is required. Apparently, a small number of general aviation movements are permitted since some have been reported by our members in Europe.

Le Bourget airport may be compared with La Guardia Field in New York, since it accommodates both general aviation and domestic airline operations. No restrictions on Le Bourget are indicated in either the U.S. or ICAO documents. However, Le Bourget does charge an "Assistance tax" of 65 Fr. (about \$13.00) for services rendered. This does tend to discourage general aviation traffic.

Traffic figures furnished for Paris unfortunately lump all traffic for both Orly and Le Bourget for a grand total of 191,023 plane movements in 1966. This means that these two airports together handle a volume of traffic that is comparable to that handled by our airport at Nashville, Tennessee, which ranks #80 in the standing of traffic volume at U.S. airports.

There are two general aviation airports in the vicinity of Paris. One of these is at Guyancourt, which is a sod strip and which suffers from prolonged shut-downs during winter months because of the unsafe condition of the sod.

The major general aviation airport is Toussus-le-Noble airport. This field is approximately eleven nautical miles airline distance from the center of Paris. It is the base for approximately 230 aircraft and has, in round figures, 200,000 plane movements a year. Current aviation charts and manuals do not indicate either radar or ILS at this airport. These publications indicate that the airport does have a control tower and VHF direction finding service. It did not have a night beacon until September 22, 1966, at which time it was officially opened for night and IFR operations.

The Paris Airport Authority indicates that 17% of the combined plane movements for Orly and Le Bourget are general aviation. It is also interesting to note that Toussus-le-Noble handles more operations than Orly and Le Bourget combined. By U.S. standards of traffic-handling, neither Orly or Le Bourget are operating anywhere near maximum capacity. In fact, they can be considered as being very lightly used in comparison with the traffic at a large number of major airports in the U.S.

The above commentary was prepared from a number of official U.S. and ICAO documents, together with letters from AOPA members in Paris, articles from French magazines and statistical information provided by both the French and U.S. governments.

Mr. KUYKENDALL. I don't have information as to the proximity of the auxiliary airport.

It seems to me that we are going to be faced in the long range with a great many of the suggestions that you made in your report having merit, but it seems that most of them are putting a patch on a patch, that we are going to have a matter, let's say at National Airport, or at