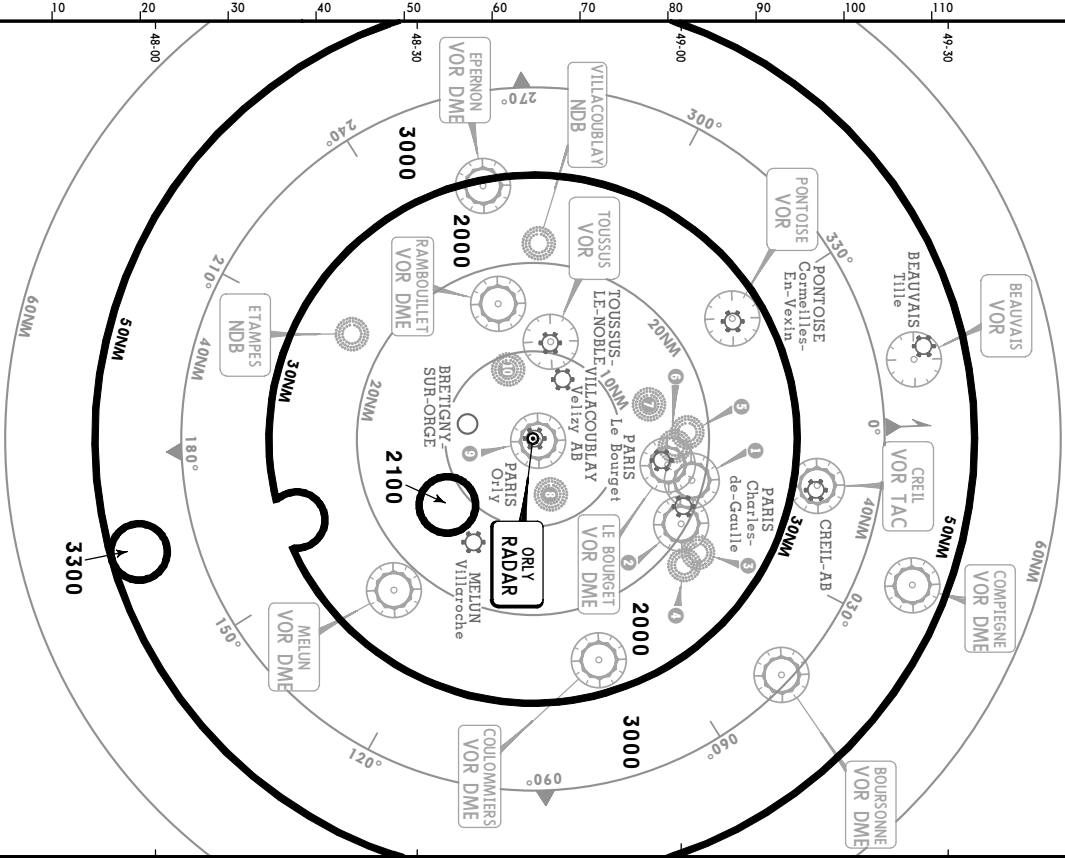


LFP0/ORY **PARIS, FRANCE**
 ORLY **10-1R** **RADAR MINIMUM ALTITUDES**

* ORLY Approach **123.87** **124.45** **291'** **25 FEB 05** **10-1R** **PARIS, FRANCE**
 Apt Elev **291'** Alt Set: hPa Trans level: By ATC Trans alt: 4000'



- | | | | |
|------------------------------------|--------------------------------|---------------------|--------------------|
| 1 CHARLES-DE-GAULLE
CGN VOR DME | 4 CHARLES-DE-GAULLE
CGZ NDB | 7 LE BOURGET
NDB | 10 ORLY
ORW NDB |
| 2 CHARLES-DE-GAULLE
PGS VOR DME | 5 CHARLES-DE-GAULLE
RSO NDB | 8 ORLY
OYE NDB | |
| 3 CHARLES-DE-GAULLE
RSY NDB | 6 CHARLES-DE-GAULLE
CGO NDB | 9 ORLY
VOR DME | |

LFP0/ORY **PARIS, FRANCE**
 ORLY **10-2** **RNAV STAR**

4 APR 03 **10-2** **EFF 17 APR**

OPERATING PROCEDURES FOR NON-RNAV AIRCRAFT

STARS are published RNAV and are available in B-RNAV.

The last route segments preceding the IAFs are doubled with a conventional navigation to meet the needs of NON-RNAV aircraft below FL115 (non-equipped or non-approved).

- Without or in case of loss of RNAV capability the pilot must:
- follow or proceed to the conventional support when existing or
 - report "NON RNAV" as soon as the required navigation precision is lost in order to get a radar guidance.

On STAR or with radar guidance the pilot shall adapt the descent profile in order to observe the published requirements. If not possible, inform ATC immediately.
 Flight Plan: For inbound flights at LFP0 pilots must notify the STAR initial point as also the IAF associated with the approach in the "route" field.

LFP0/ORY

JEPPesen
 4 APR 03 10-2A EFF 17 APR

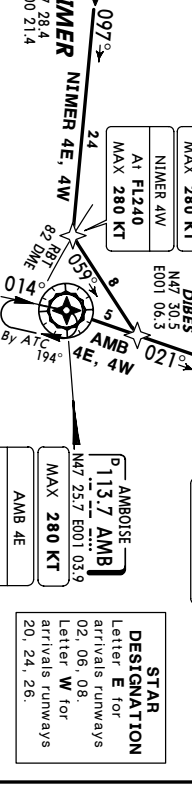
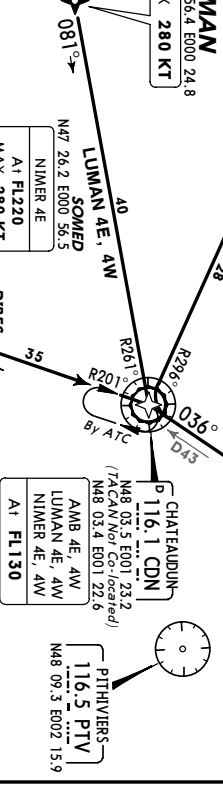
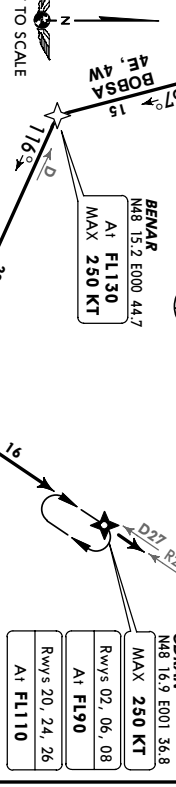
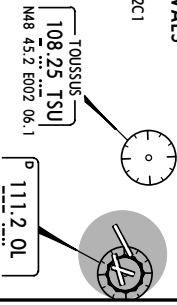
PARIS, FRANCE
 RNAV STAR

131.35 ATIS (French 126.5) 291' Alt. Set: hPa Trans level: By ATC Trans alt: 4000'

AMBOISE, BOBSA, LUMAN, NIMER
 RWYS 02, 06, 08, 20, 24, 26 RNAV ARRIVALS

FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 10-2C1

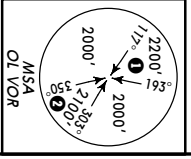
ODRAN	ALTERNATE
Not usable with RNAV N48 16.9 E001 36.8 FL50/140, inbound 036° RBT R-216/D27 MAX 220 KT	Not usable with RNAV FL50/140, inbound 035° TSU R-215/CHW R-116 RIGHT turn, MAX 220 KT



CHATEAUDUN	
LOW N48 03.5 E001 23.2 FL70/140, inbound 021° MAX 220 KT	HIGH N48 03.5 E001 23.2 FL150/240, inbound 021° MAX 240 KT 1 1/2 min
ALTERNATE FL70/140, inbound 021° AMB R-021/PTV R-263 RIGHT turn MAX 220 KT	
ALTERNATE FL150/240, inbound 021° AMB R-021/PTV R-263 RIGHT turn MAX 240 KT 1 1/2 min	

AMBOISE	
LOW N47 25.7 E001 03.9 FL200/240, inbound 014° MAX 240 KT 1 1/2 min	HIGH N47 25.7 E001 03.9 FL240/280, inbound 014° MAX 265 KT 1 1/2 min

CAUTION
 Actual descent clearance will be given by ATC.



STAR DESIGNATION
 Letter E for arrivals runways 02, 06, 08.
 Letter W for arrivals runways 20, 24, 26.

STAR	ROUTING	RESTRICTION
AMB 4E, 4W	AMB - CDN - ODRAN.	
BOBSA 4E, 4W	BOBSA - BENAR - CDN - ODRAN.	From lower air space.
LUMAN 4E, 4W	LUMAN - CDN - ODRAN.	
NIMER 4E, 4W	NIMER - SOMED - DIBES - CDN - ODRAN.	From upper air space.

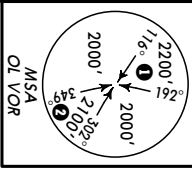
CHANGES: RNAV STARS revised; chart reindexed. © JEPPesen SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

LFP0/ORY 13 MAY 05
JEPPRESEN
 (10-2B)

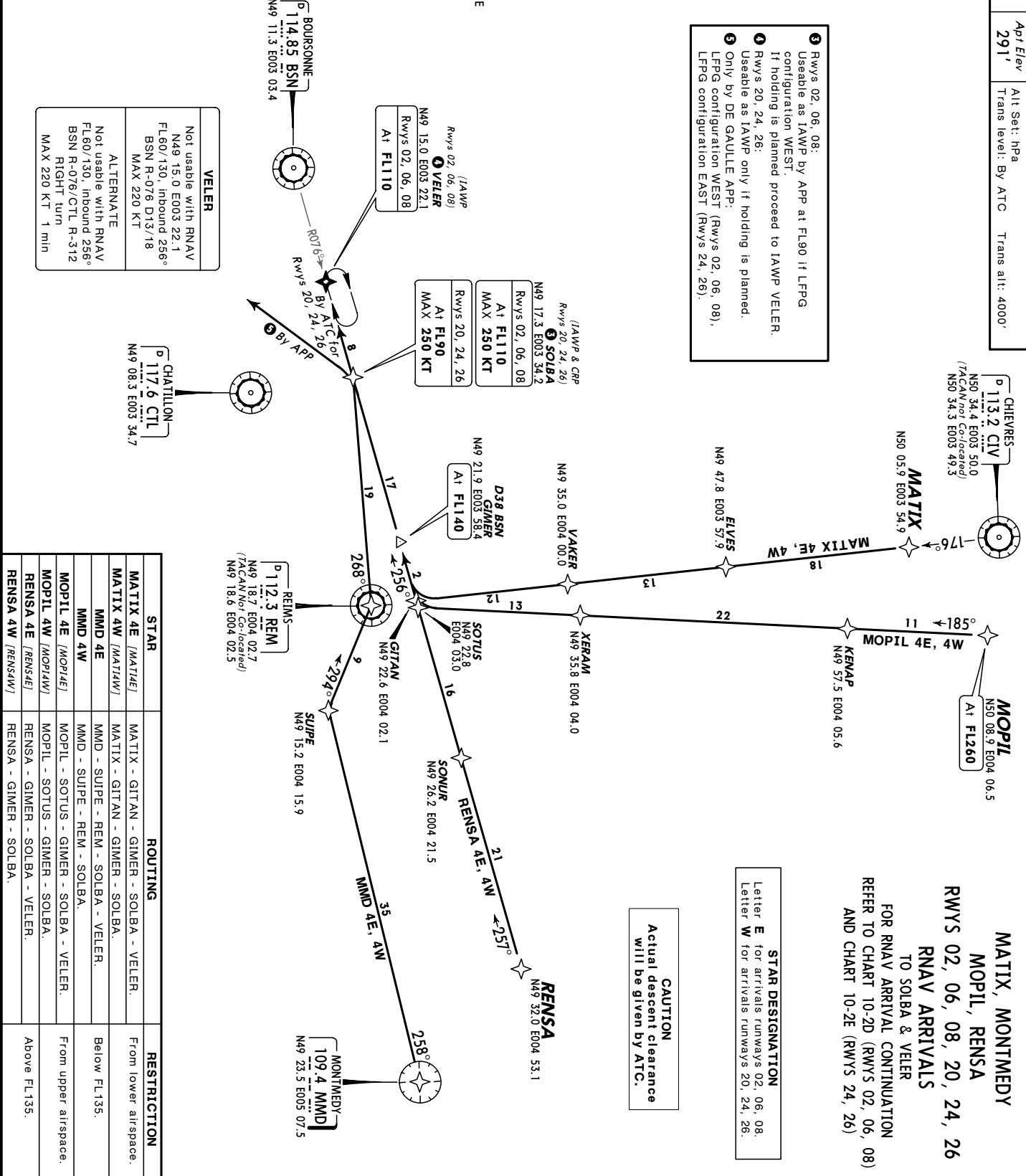
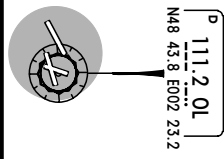
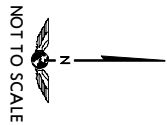
PARIS, FRANCE
RNAV STAR

131.35 *ATIS (French) **126.5** Apr Elev **291'** Alt Set: hPa Trans level: By ATC Trans alt: 4000'



- 1 2000' within 7 NM
- 2 2000' within 11 NM

- 3 Rwy's 02, 06, 08: Useable as IAWP by APP at FL90 if LFPG configuration WEST. If holding is planned proceed to IAWP VEEER.
- 4 Rwy's 20, 24, 26: Useable as IAWP only if holding is planned.
- 5 Only by DE GAULLE APP: LFPG configuration WEST (Rwys 02, 06, 08), LFPG configuration EAST (Rwys 24, 26).



CHIEVRES
 p 113.2 CIV
 N50 34.4 E003 50.0
 (TACAN/Nav Co-located)
 NS0 34.3 E003 49.3

MATIX
 N50 05.9 E003 54.9

MOPIL
 N50 08.9 E004 06.5
 At FL260

ELVES
 N49 47.8 E003 57.9

VAKER
 N49 35.0 E004 00.0

D38 BSN GIMMER
 N49 21.9 E003 58.4
 At FL140

SOLBA
 N49 17.3 E003 34.2
 At FL110
 MAX 250 KT

VEEER
 N49 15.0 E003 22.1
 Rwy's 02, 06, 08
 At FL110

BOURSONNE
 p 114.85 BSN
 N49 11.3 E003 03.4

CHATILLON
 p 117.6 CTL
 N49 08.3 E003 34.7

REIMS
 p 112.3 REM
 N49 18.7 E004 02.7
 (TACAN/Nav Co-located)
 N49 18.6 E004 02.5

RENSA
 N49 32.0 E004 53.1

MONTMEDY
 p 109.4 MMD
 N49 23.5 E005 07.5

MATIX, MONTMEDY
MOPIL, RENSA
RWYS 02, 06, 08, 20, 24, 26
RNAV ARRIVALS
 TO SOLBA & VEEER
 FOR RNAV ARRIVAL CONTINUATION
 REFER TO CHART 10-2D (RWYS 02, 06, 08)
 AND CHART 10-2E (RWYS 24, 26)

STAR DESIGNATION
 Letter **E** for arrivals runways 02, 06, 08.
 Letter **W** for arrivals runways 20, 24, 26.

CAUTION
 Actual descent clearance
 will be given by ATC.

STAR	ROUTING	RESTRICTION
MATIX 4E [MATIXE]	MATIX - GITAN - GIMMER - SOLBA - VEEER.	From lower airspace.
MATIX 4W [MATIXW]	MATIX - GITAN - GIMMER - SOLBA.	
MMD 4E	MMD - SUPE - REM - SOLBA - VEEER.	Below FL135.
MMD 4W	MMD - SUPE - REM - SOLBA.	
MOPIL 4E [MOPILE]	MOPIL - SOTUS - GIMMER - SOLBA - VEEER.	From upper airspace.
MOPIL 4W [MOPILW]	MOPIL - SOTUS - GIMMER - SOLBA.	
RENSA 4E [RENSAE]	RENSA - GIMMER - SOLBA - VEEER.	
RENSA 4W [RENSAW]	RENSA - GIMMER - SOLBA.	Above FL135.

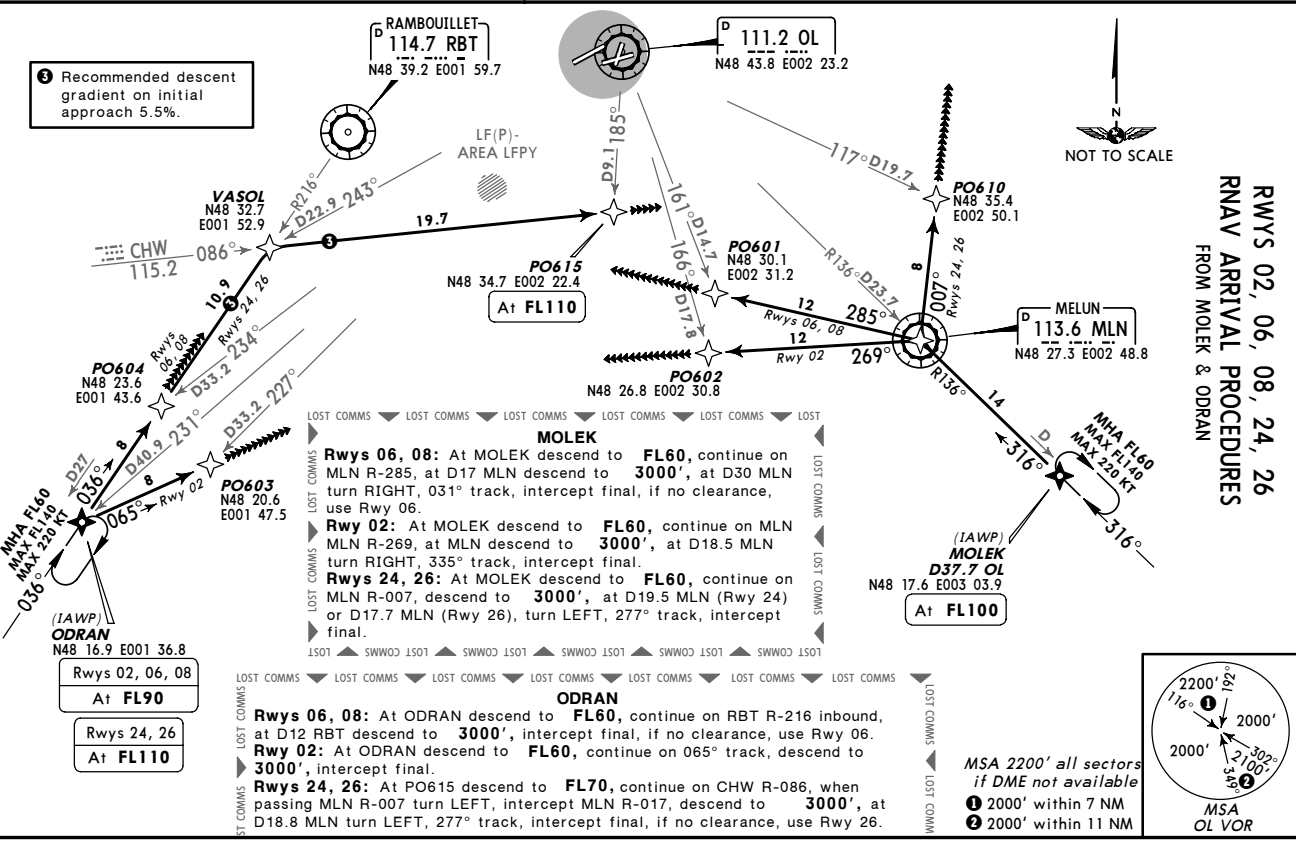
CHANGES: None.

*ATIS 131.35 (French 126.5)	*ORLY Approach 123.87 124.45	Apt Elev 291'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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RWYS 02, 06, 08, 24, 26
RNAV ARRIVAL PROCEDURES
FROM MOLEK & ODRAN



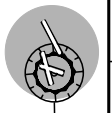
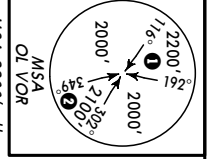
3 Recommended descent gradient on initial approach 5.5%.



Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

PARIS, FRANCE
RNAV STAR

131.35 *ATIS (French) **126.5** Aprt Elev **291'** Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



1112.0I
N48 43.8 E002 23.2

CAUTION
Actual descent clearance will be given by ATC.

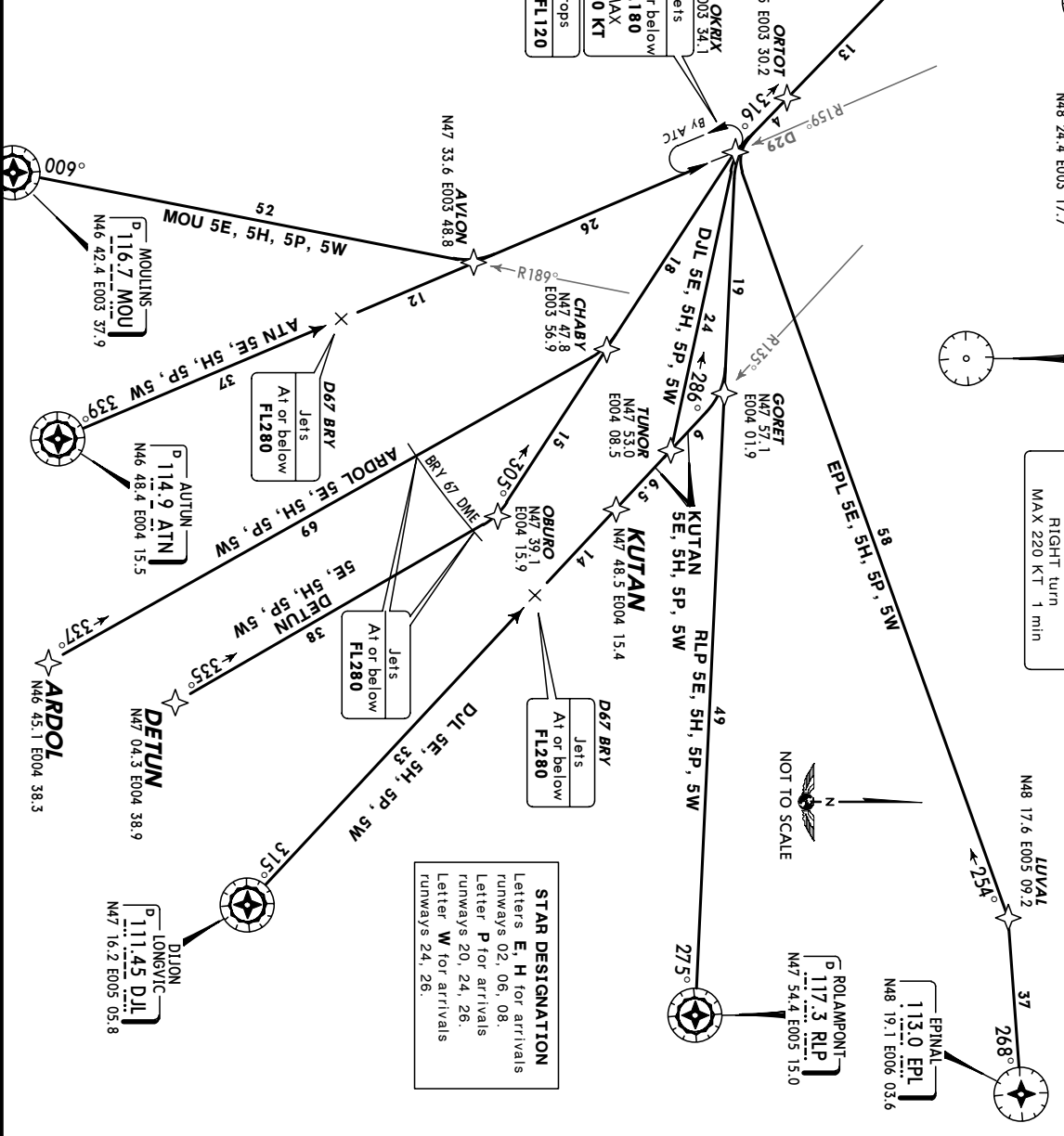
MOLEK
Not usable with B-RNAV
N48 17.6 E003 03.9
MLN R-136/D29/D14
FL60/140, Inbound 316°
MAX 220 KT 1 min
ALTERNATE
Not usable with B-RNAV
FL60/140, Inbound 316°
OL R-136/D38
RIGHT turn
MAX 220 KT 1 min

116.0 TRO
N48 15.1 E003 57.8

ARDOL, AUTUN, DETUN
DIJON, EPINAL, KUTAN
MOULINS, ROLAMPONT
RNAV ARRIVALS
TO MOLEK
FOR RNAV ARRIVAL CONTINUATION
REFER TO CHART 10-2C1

LOW	HIGH
N47 58.0 E003 34.1 FL60/140, Inbound 339° BRY R-159 D29/34 MAX 220 KT	N47 58.0 E003 34.1 FL150/240, Inbound 339° BRY R-159 D29/38 MAX 240 KT
ALTERNATE FL60/140, Inbound 316° MLN R-136/TR0 R-225 LEFT turn MAX 220 KT 1 min	ALTERNATE FL150/240, Inbound 316° MLN R-136/TR0 R-225 LEFT turn MAX 240 KT 1 1/2 min

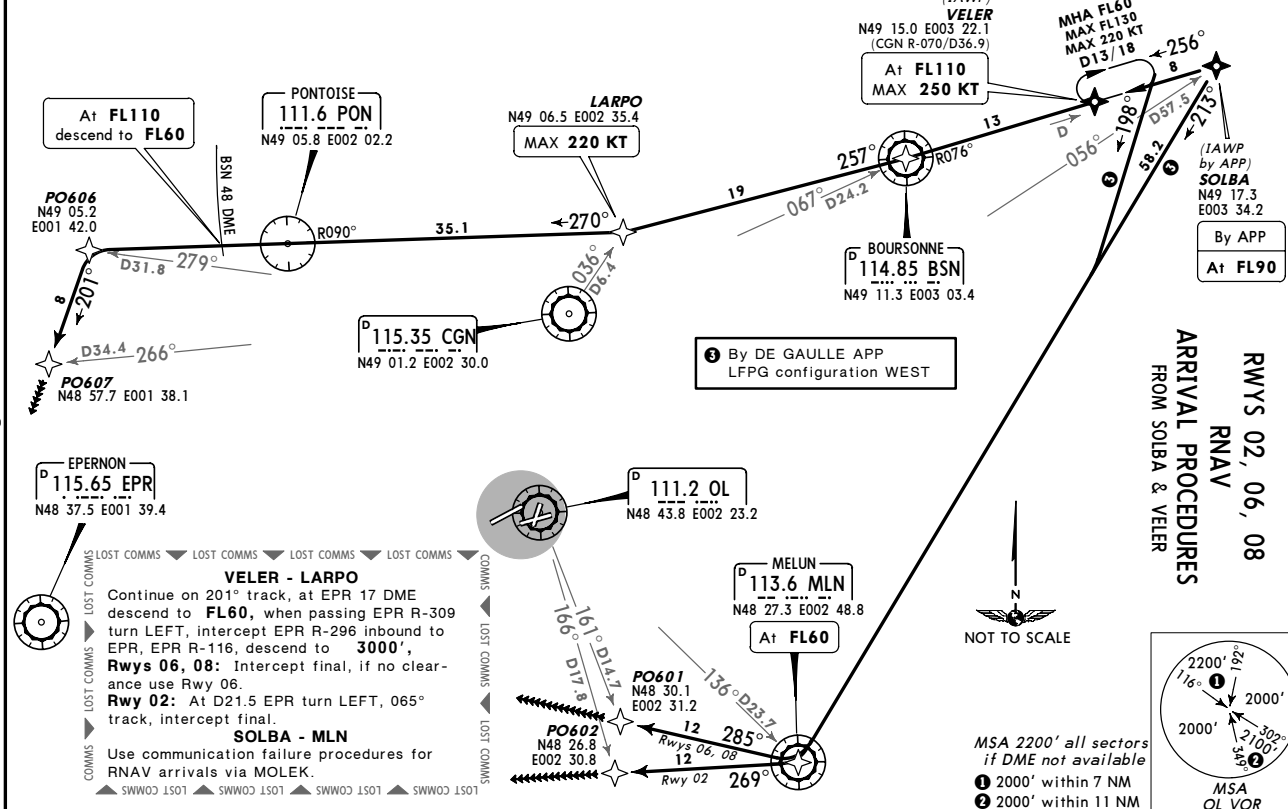
STAR	ROUTING	RESTRICTION
ARDOL 5E (ARROSE) ARDOL 5W (AROSW) ARDOL 5P (ARPOSP)	ARDOL - CHABY - OKRIX - MOLEK.	From upper airspace.
ATN 5E, 5W ATN 5H, 5P	ATN - OKRIX - MOLEK.	
DETUN 5E (DETUSE) DETUN 5W (DETUSW) DETUN 5H (DETUSH) DETUN 5P (DETUSP)	DETUN - OBURO - OKRIX - MOLEK.	From upper airspace.
DJL 5E, 5W DJL 5H, 5P	DJL - TUNOR - OKRIX - MOLEK.	
EPL 5E, 5W EPL 5H, 5P	EPL - LUVAL - OKRIX - MOLEK.	
KUTAN 5E (KUTASE) KUTAN 5H (KUTASH) KUTAN 5W (KUTASW) KUTAN 5P (KUTASP)	KUTAN - GORET - OKRIX - MOLEK.	From lower airspace.
MOU 5E, 5W MOU 5H, 5P	MOU - AVLON - OKRIX - MOLEK.	
RLP 5E, 5W RLP 5H, 5P	RLP - OKRIX - MOLEK.	



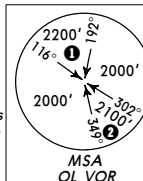
STAR DESIGNATION
Letters **E, H** for arrivals
runways 02, 06, 08.
Letter **P** for arrivals
runways 20, 24, 26.
Letter **W** for arrivals
runways 24, 26.

*ATIS 131.35 (French 126.5)	*ORLY Approach 123.87 124.45	DE GAULLE Approach 121.15 125.82	Apt Elev 291'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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RWYS 02, 06, 08
RNAV
ARRIVAL PROCEDURES
FROM SOLBA & VELER



NOT TO SCALE



MSA 2200' all sectors if DME not available
 1 2000' within 7 NM
 2 2000' within 11 NM

VELER - LARPO
 Continue on 201° track, at EPR 17 DME descend to **FL60**, when passing EPR R-309 turn LEFT, intercept EPR R-296 inbound to EPR, EPR R-116, descend to **3000'**, **Rwys 06, 08**: Intercept final, if no clearance use Rwy 06.
Rwy 02: At D21.5 EPR turn LEFT, 065° track, intercept final.

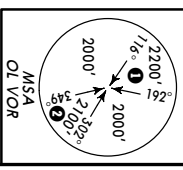
SOLBA - MLN
 Use communication failure procedures for RNAV arrivals via MOLEK.

▲ SSW03 1S01 ▲ SSW03 1S01 ▲ SSW03 1S01 ▲ SSW03 1S01

LFP0/ORY **RNAV (GNSS-ORLY)** **27 AUG 04** **10-2E** **PARIS, FRANCE**
RNAV ARRIVAL

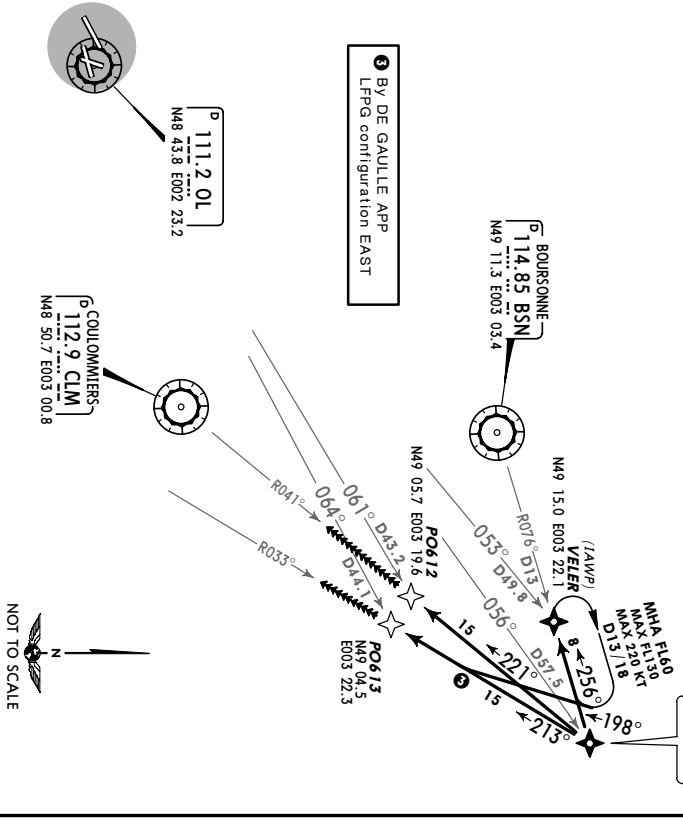
*ATIS 131.35 (French 126.5)	*ORLY Approach DME/DME-VOR/DME 123.87 124.45	DE GAULLE Approach 121.15 125.82	Apt Elev 291'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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RWYS 24, 26 RNAV ARRIVAL PROCEDURES
FROM SOLBA & VELER



MSA 2200' all sectors if DME not available
 1 2000' within 7 NM
 2 2000' within 11 NM

COMMS **LOST COMMS** **LOST COMMS** **LOST COMMS** **LOST COMMS** **LOST COMMS** **LOST COMMS**
 Continue on CLM R-041 inbound to CLM, CLM R-221 to D2.4 CLM, turn RIGHT, 277° track, descend to **3000'**, intercept final. If no clearance use Rwy 26.
By ATC
 Continue on MLN R-033 inbound to D24.7 MLN, turn RIGHT, 277° track, descend to **3000'**, intercept final. If no clearance use Rwy 26.
 SWWD 1507 **SWWD 1507** **SWWD 1507** **SWWD 1507** **SWWD 1507** **SWWD 1507**



3 By DE GAULLE APP
 LFPG configuration EAST
 111.2.0L
 M48 43.8 E002 23.2
 112.9 CLM
 M48 50.7 E003 00.8
 MELUN
 113.6 MLN
 M48 27.3 E002 48.8
 NOT TO SCALE

LFP0/ORY **RNAV (GNSS-ORLY)** **11 FEB 05** **10-3** **PARIS, FRANCE**
DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection
 Initial departures are only protected in conventional navigation. RNAV departures are protected VOR/DME and/or DME/DME and/or GNSS RNAV for aircraft CAT A, B, C and D and meet B-RNAV requirements.

1.2. Equipment
 The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
 VOR/DME, DME or GNSS.
 ATC provides "surveillance, assistance and guidance" radar functions.

2. PARTICULAR RULES FOR DEPARTURES (CONVENTIONAL SID OR DIRECT PLAN)

Non RNAV equipped aircraft below FL115

- Specify FPL item 15:
- to north sector: DCT MTD then DCT first point joining the en-route network.
 - to east sector: DCT NIPOR or DCT BAXIR.
 - to south sector: SID PTV, MONOT or DORDI.
 - to west sector: SID EVX or LGL.

After initial departure, depending on which runway and sector has been used for take-off:

- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-086 to proceed NIPOR or radar guidance to CLM R-097 to proceed BAXIR.
- to south sector: SID PTV, MONOT or DORDI.
- to west sector: SID EVX or LGL.

LFP0/ORY
 ORLY

LFP0/ORY
 ORLY

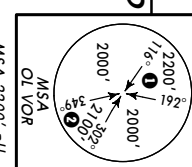
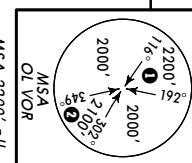
Apt Elev 291' Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

Apt Elev 291' Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings (refer to 10-4A).

11 FEB 05 (10-3A) EFF 17 Feb

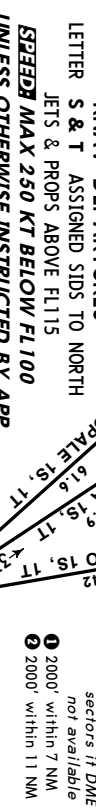
4 MAR 05 (10-3B)

PARIS, FRANCE
 RNAV SID



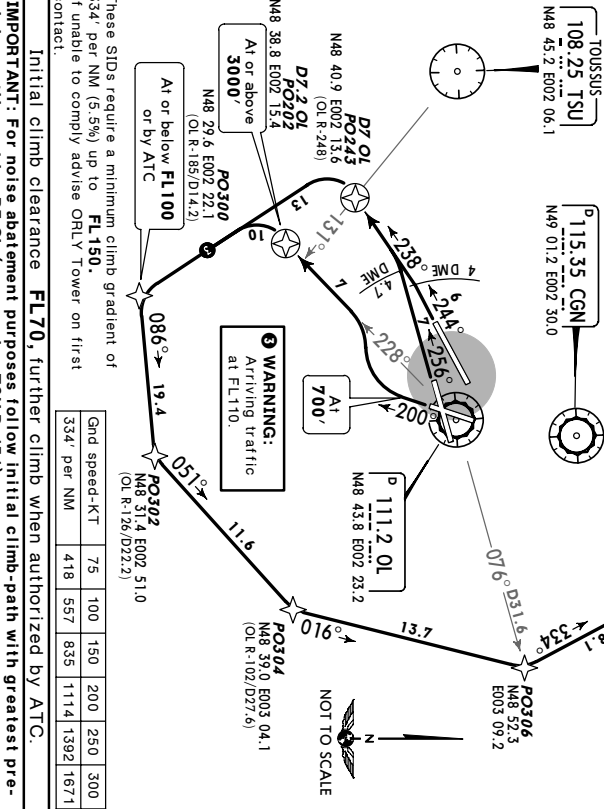
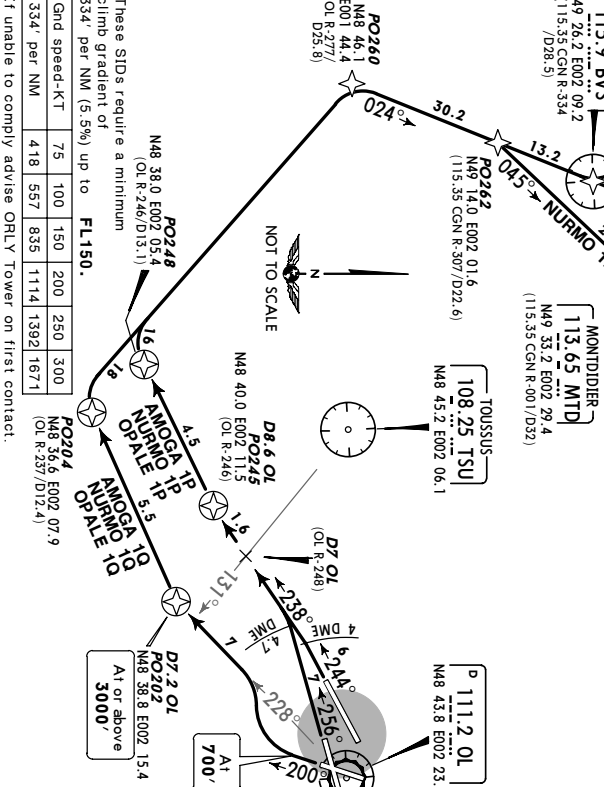
AMOGA, NURMO, OPALE
RWYS 20, 24, 26 RNAV DEPARTURES
 LETTER P, Q, ASSIGNED SIDS TO NORTH
 JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

AMOGA, NURMO, OPALE
RWYS 20, 24, 26
RNAV DEPARTURES
 LETTER S & T ASSIGNED SIDS TO NORTH
 JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



SID DESIGNATION
 Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

SID DESIGNATION
 Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.
 If unable to comply advise ORLY Tower on first contact.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.
 If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSU R-131).

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSU R-131).

INITIAL CLIMB ROUTING

20	Climb on 200° track to 700', turn RIGHT, intercept OL R-228 to D7.2 OL.	RNAV: PO202.
24	On 244° track to OL 4 DME, turn LEFT, 238° track to D8.6 OL.	RNAV: PO245.
26	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D8.6 OL.	RNAV: PO245.

ROUTING

AMOGA 1P (AMOG1P) ③	PO245 - PO248 - PO260 - PO262 - BVS - AMOGA.
AMOGA 1Q (AMOG1Q) ③	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - AMOGA.
NURMO 1P (NURM1P) ③	PO245 - PO248 - PO260 - PO262 - MTD - NURMO.
NURMO 1Q (NURM1Q) ③	PO202 (3000+) - PO204 - PO260 - PO262 - MTD - NURMO.
OPALE 1P (OPAL1P) ③	PO245 - PO248 - PO260 - PO262 - BVS - OPALE.
OPALE 1Q (OPAL1Q) ③	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - OPALE.

INITIAL CLIMB ROUTING

20	Climb on 200° track to 700', turn RIGHT, intercept OL R-228 to D7.2 OL.	RNAV: PO202.
24	On 244° track to OL 4 DME, turn LEFT, 238° track to D7 OL.	RNAV: PO243.
26	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D7 OL.	RNAV: PO243.

ROUTING

AMOGA 1S (AMOG1S) ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - AMOGA.
AMOGA 1T (AMOG1T) ③	PO202 (3000+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PO096 - AMOGA.
NURMO 1S (NURM1S) ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
NURMO 1T (NURM1T) ③	PO202 (3000+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PO096 - NURMO.
OPALE 1S (OPAL1S) ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.
OPALE 1T (OPAL1T) ③	PO202 (3000+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PO096 - OPALE.

CHANGES: RNAV SIDs renumbered & revised; chart reindexed. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

CHANGES: None. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

LFPO/ORY
ORLY
4 MAR 05 (10-30)
JEPPESEN
PARIS, FRANCE
RNAV SID

Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).

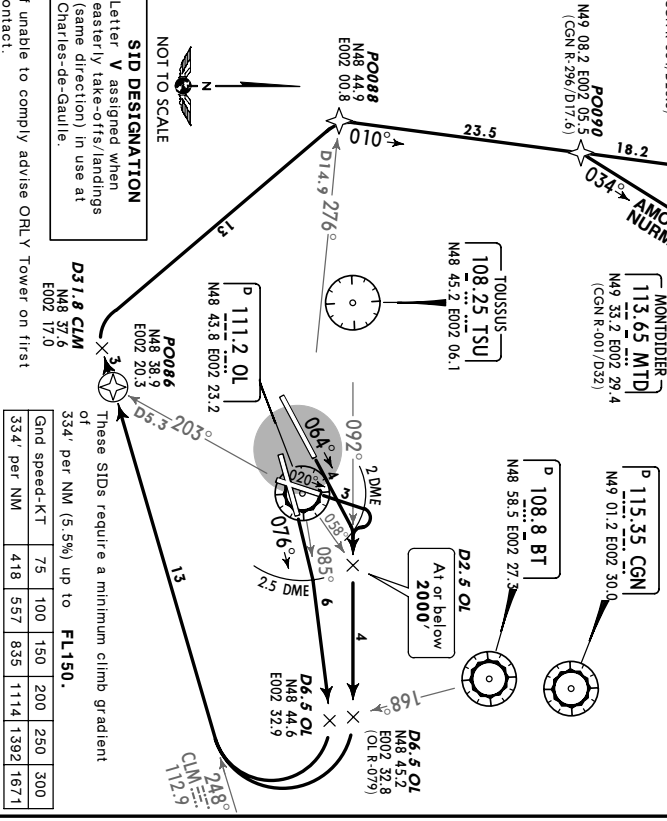
OPALE MSA OL VOR
M49 34.0 E001 53.1 (CGN R.338 /D58.1)
M49 34.0 E002 22.1 (CGN R.356/D46.3)

AMOGA MSA 2200' all sectors if DME not available
M49 47.1 E002 22.1 (CGN R.356/D46.3)

NURMO MSA 2200' within 7 NM
M49 49.6 E002 45.3 (CGN R.014/D49.4)

2000' within 11 NM

AMOGA, NURMO, OPALE
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER V ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



Initial climb clearance JET: **FL140/PROP: FL130**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D6.5 OL (or crossing BT R-168).

NOT TO SCALE

SID DESIGNATION
Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

INITIAL CLIMB

ROUTEING

AMOGA 1V [AMOG1V] ③	PO086 - PO088 - PO090 - MTD - AMOGA.
NURMO 1V [NURM1V] ④	PO086 - PO088 - PO090 - MTD - NURMO.
OPALE 1X [OPAL1X] ⑤	PO086 - PO088 - PO090 - BVS - OPALE.

For flights to destinations specified via airways **UT 225 ⑥ /UN 874 ⑦ /JT 425 ⑧**.

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CHANGES: Reissue.

LFPO/ORY
ORLY
4 MAR 05 (10-3D)
JEPPESEN
PARIS, FRANCE
RNAV SID

Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).

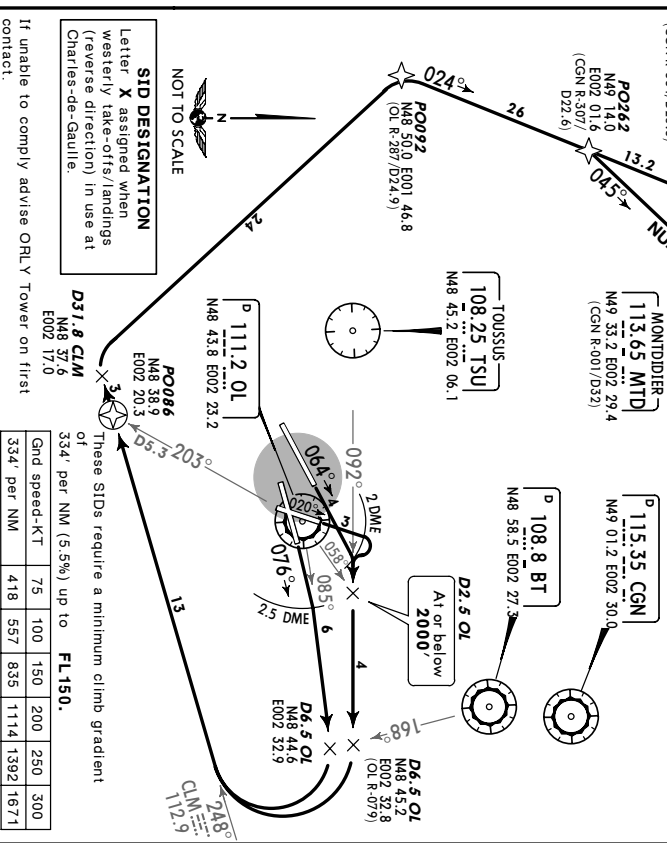
OPALE MSA OL VOR
M49 34.0 E001 53.1 (CGN R.338 /D58.1)
M49 34.0 E002 22.1 (CGN R.356/D46.3)

AMOGA MSA 2200' all sectors if DME not available
M49 47.1 E002 22.1 (CGN R.356/D46.3)

NURMO MSA 2200' within 7 NM
M49 49.6 E002 45.3 (CGN R.014/D49.4)

2000' within 11 NM

AMOGA, NURMO, OPALE
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER X ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



Initial climb clearance JET: **FL170/PROP: FL160**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D6.5 OL (or crossing BT R-168).

NOT TO SCALE

SID DESIGNATION
Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

INITIAL CLIMB

ROUTEING

AMOGA 1X [AMOG1X] ③	PO086 - PO092 - PO262 - BVS - AMOGA.
NURMO 1X [NURM1X] ④	PO086 - PO092 - PO262 - MTD - NURMO.
OPALE 1X [OPAL1X] ⑤	PO086 - PO092 - PO262 - BVS - OPALE.

For flights to destinations specified via airways **UT 225 ⑥ /UN 874 ⑦ /JT 425 ⑧**.

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CHANGES: Reissue.

Initial climb clearance **FL70**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131).

RWY	INITIAL CLIMB	RNAV:
20	Climb on 200° track to 700', turn RIGHT, intercept OL R-228 to D7.2 OL.	PO202.
24	On 244° track to OL 4 DME, turn LEFT, 238° track to D7 OL.	PO243.
26	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D7 OL.	PO243.

SID	ROUTING
BUBLI 1P [BUBL1P] ①	PO243 - PO300 (FL100-) - PO302 - BATAG - BUBLI.
BUBLI 1Q [BUBL1Q] ②	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - BUBLI.
NIPOR 1P [NIP01P] ③	PO243 - PO300 (FL100-) - PO302 - NAPIX - NIPOR.
NIPOR 1Q [NIP01Q] ④	PO202 (3000'+) - PO300 (FL100-) - PO302 - NAPIX - NIPOR.

For flights to destinations specified via airways **UG 42 ①/UH 101, UN 858 ②**.

WARNING: Arriving traffic at FL110.

SID DESIGNATION
Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

MSA 2200' all sectors if DME not available
 ① 2000' within 7 NM
 ② 2000' within 11 NM

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

If unable to comply advise ORLY Tower at first contact.

BUBLI, NIPOR
RWYS 20, 24, 26 RNAV DEPARTURES
LETTER P & Q ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

APt Elev 291' Trans alt: 4000' ORLY SIDs are also minimum noise routings (refer to 10-4A).

JEPPesen 4 MAR 05 10-3E

PARIS, FRANCE RNAV SID

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 Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

Initial climb clearance **FL70**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131).

RWY	INITIAL CLIMB	RNAV:
20	Climb on 200° track to 700', turn RIGHT, intercept OL R-228 to D7.2 OL.	PO202.
24	On 244° track to OL 4 DME, turn LEFT, 238° track to D7 OL.	PO243.
26	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D7 OL.	PO243.

SID	ROUTING
BUBLI 1S [BUBL1S] ①	PO243 - PO300 (FL100-) - PO302 - PO304 - BATAG - BUBLI.
BUBLI 1T [BUBL1T] ②	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - BATAG - BUBLI.
NIPOR 1S [NIP01S] ③	PO243 - PO300 (FL100-) - PO302 - PO304 - NAPIX - NIPOR.
NIPOR 1T [NIP01T] ④	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - NAPIX - NIPOR.

For flights to destinations specified via airway **UG 42 ①/UH 101, UN 858 ②**.

WARNING: Arriving traffic at FL110.

SID DESIGNATION
Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

MSA 2200' all sectors if DME not available
 ① 2000' within 7 NM
 ② 2000' within 11 NM

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

If unable to comply advise ORLY Tower on first contact.

BUBLI, NIPOR
RWYS 20, 24, 26 RNAV DEPARTURES
LETTER S & T ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

APt Elev 291' Trans alt: 4000' ORLY SIDs are also minimum noise routings.

JEPPesen 11 FEB 05 10-3F ERT 17 Feb

PARIS, FRANCE RNAV SID

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 13-05.
 Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

Initial climb clearance JET: **FL90**/PROP: **FL80**,
NIPOR 1V: Initial climb clearance JET: **FL80**/PROP: **FL70**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

INITIAL CLIMB	
02	On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL. RNAV: PO061 - PO083.
06	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL. RNAV: PO061 - PO083.
08	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL. RNAV: PO082 - PO083.

SID	ROUTING
BUBLI 1V [BUBL1V] ③	PO083 - PO084 - BATAG - BUBLI.
NIPOR 1V [NIPOR1V] ④	PO083 - PO084 - NAPIX - NIPOR.

For flights to destinations specified via airway **UG 42** ⑤/ **UH 101**, **UN 858** ⑥.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

BUBLI, NIPOR
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER V ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

11 FEB 05 10-3G EFF 17 Feb

PARIS, FRANCE
RNAV SID

SID DESIGNATION
Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.

MSA 2000' all sectors if DME not available
① 2000' within 7 NM
② 2000' within 11 NM

Initial climb clearance JET: **FL120**/PROP: **FL110**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

INITIAL CLIMB	
02	On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL. RNAV: PO061 - PO083.
06	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL. RNAV: PO061 - PO083.
08	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL. RNAV: PO082 - PO083.

SID	ROUTING
BUBLI 1X [BUBL1X] ③	PO083 - PO084 - BATAG - BUBLI.
NIPOR 1X [NIPOR1X] ④	PO083 - PO084 - NAPIX - NIPOR.

For flights to destinations specified via airway **UG 42** ⑤/ **UH 101**, **UN 858** ⑥.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

BUBLI, NIPOR
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER X ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

11 FEB 05 10-3H EFF 17 Feb

PARIS, FRANCE
RNAV SID

SID DESIGNATION
Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

MSA 2000' all sectors if DME not available
① 2000' within 7 NM
② 2000' within 11 NM

Initial climb clearance JET: **FL120**/PROP: **FL110**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

INITIAL CLIMB	
02	On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL. RNAV: PO061 - PO083.
06	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL. RNAV: PO061 - PO083.
08	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL. RNAV: PO082 - PO083.

SID	ROUTING
BUBLI 1X [BUBL1X] ③	PO083 - PO084 - BATAG - BUBLI.
NIPOR 1X [NIPOR1X] ④	PO083 - PO084 - NAPIX - NIPOR.

For flights to destinations specified via airway **UG 42** ⑤/ **UH 101**, **UN 858** ⑥.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

BUBLI, NIPOR
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER X ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

11 FEB 05 10-3H EFF 17 Feb

PARIS, FRANCE
RNAV SID

SID DESIGNATION
Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

MSA 2000' all sectors if DME not available
① 2000' within 7 NM
② 2000' within 11 NM

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

CHANGES: RNAV SIDs renumbered & revised; chart reindexed.
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LFP0/ORY

PARIS, FRANCE

Apr Elev 291' Trans level: By ATC Trans alt: 4000'

Apr Elev 291' Trans level: By ATC Trans alt: 4000'

JEPPesen 11 FEB 05 10-3J EFF 17 Feb

JEPPesen 11 FEB 05 10-3K EFF 17 Feb

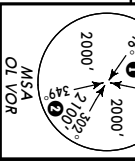
SIDS are also minimum noise routings.

SIDS are also minimum noise routings.

OKASI, PILUL

RWYS 20, 24, 26 RNAV DEPARTURES
LETTER P & Q ASSIGNED SIDS TO SOUTHEAST
JETS & PROPS ABOVE FL195

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



MSA 2200' a/l sectors if DME not available

- 1 2000' within 7 NM
- 2 2000' within 11 NM

SID DESIGNATION

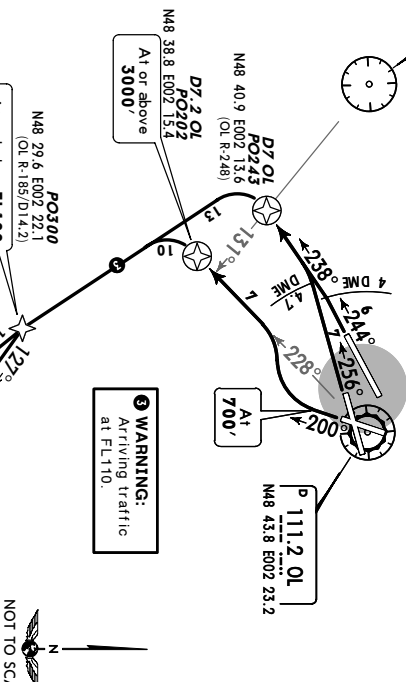
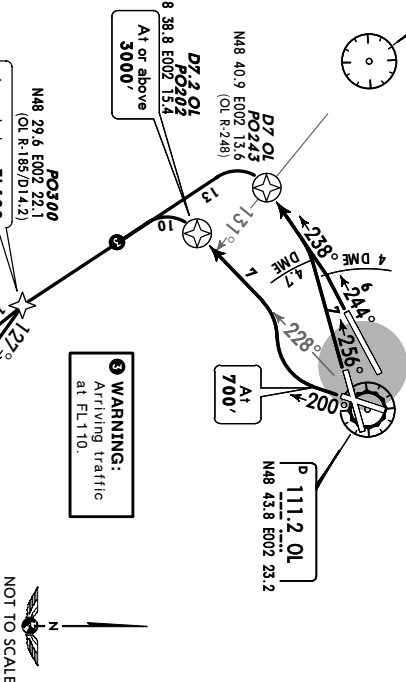
Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

- 1 2000' within 7 NM
- 2 2000' within 11 NM

TOUSSUS 108.25 TSU N48 45.2 E002 06.1

TOUSSUS 108.25 TSU N48 45.2 E002 06.1

TOUSSUS 108.25 TSU N48 45.2 E002 06.1



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance FL70, further climb when authorized by ATC.

Initial climb clearance FL70, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-climb until reaching D7 0L (or crossing TSU-R-131).

IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-climb until reaching D7 0L (or crossing TSU-R-131).

INITIAL CLIMB

INITIAL CLIMB

RWY	CLIMB	TRACK	ANGLE	INTERCEPT	OL	RNAV
20	Climb on 200°	track to 700'	turn RIGHT	intercept OL R-228	to D7 2 OL	RNAV: PO202
24	On 244°	track to OL 4 DME	turn LEFT	238°	track to D7 OL	RNAV: PO243
26	On 256°	track to OL 4.7 DME	turn LEFT	238°	track to D7 OL	RNAV: PO243

RWY	CLIMB	TRACK	ANGLE	INTERCEPT	OL	RNAV
20	Climb on 200°	track to 700'	turn RIGHT	intercept OL R-228	to D7 2 OL	RNAV: PO202
24	On 244°	track to OL 4 DME	turn LEFT	238°	track to D7 OL	RNAV: PO243
26	On 256°	track to OL 4.7 DME	turn LEFT	238°	track to D7 OL	RNAV: PO243

ROUTING

ROUTING

SID	PO243 - PO300 (FL100-)	ODEBU - OKASI
OKASI 1P / OKASI 1P	PO243 - PO300 (FL100-) <td>ODEBU - OKASI</td>	ODEBU - OKASI
OKASI 1Q / OKASI 1Q	PO202 (3000+)	PO300 (FL100-)
PILUL 1P / PILUL 1P	PO243 - PO300 (FL100-)	PEKIM - PILUL
PILUL 1Q / PILUL 1Q	PO202 (3000+)	PO300 (FL100-)

SID	PO243 - PO300 (FL100-)	ODEBU - OKASI
OKASI 1S / OKASI 1S	PO243 - PO300 (FL100-)	ODEBU - OKASI
OKASI 1T / OKASI 1T	PO202 (3000+)	PO300 (FL100-)
PILUL 1S / PILUL 1S	PO243 - PO300 (FL100-)	PEKIM - PILUL
PILUL 1T / PILUL 1T	PO202 (3000+)	PO300 (FL100-)

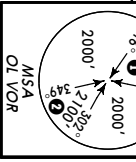
For flights to destinations specified via airway UL 612 U/M 975

For flights to destinations specified via airway UL 612 U/M 975

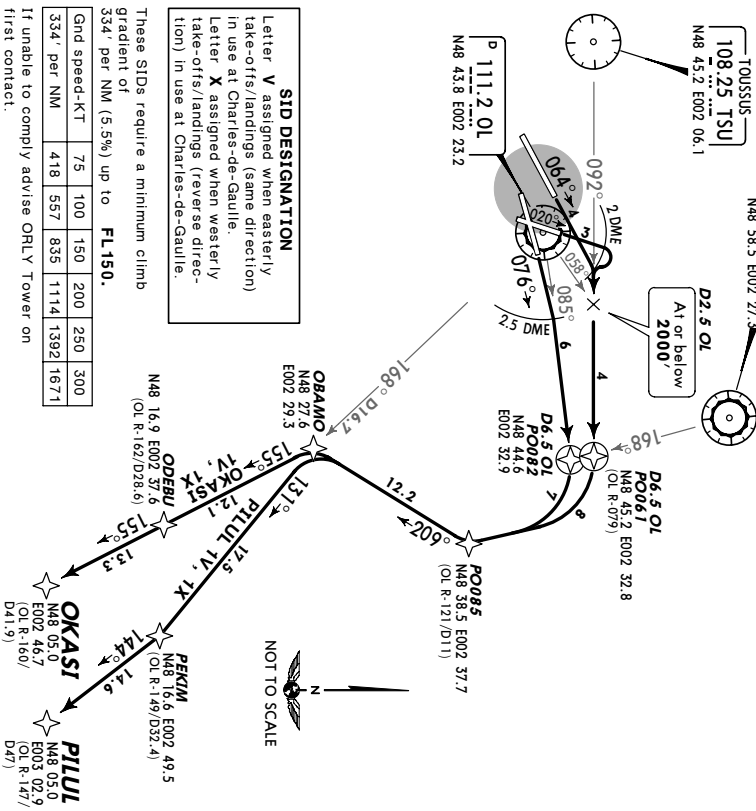
LFP0/ORY **JEPPesen** **PARIS, FRANCE**
 11 FEB 05 **10-3L** **EFF 17 Feb** **RNAV SID**

Apr Elev 291' Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

OKASI, PILUL
RWYS 02, 06, 08 RNAV DEPARTURES
 LETTER V & X ASSIGNED SIDS TO SOUTHEAST
 JETS & PROPS ABOVE FL195
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



MSA 2200' a/i sectors if DME not available
 2000' within 7 NM
 2000' within 11 NM



SID DESIGNATION

Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.
 Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Initial climb clearance JET: **FL130 / PROP: FL110**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

INITIAL CLIMB

On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.

On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.

On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.

ROUTING

SID

OKASI 1V (OKAS1V), OKASI 1X (OKAS1X) ③ PO085 - OBAMO - ODEBU - OKASI.

PILUL 1V (PILU1V), PILUL 1X (PILU1X) ① PO085 - OBAMO - PEKIM - PILUL.

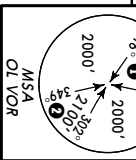
For flights to destinations specified via airway **UL 612 ③ / UM 975 ①**.

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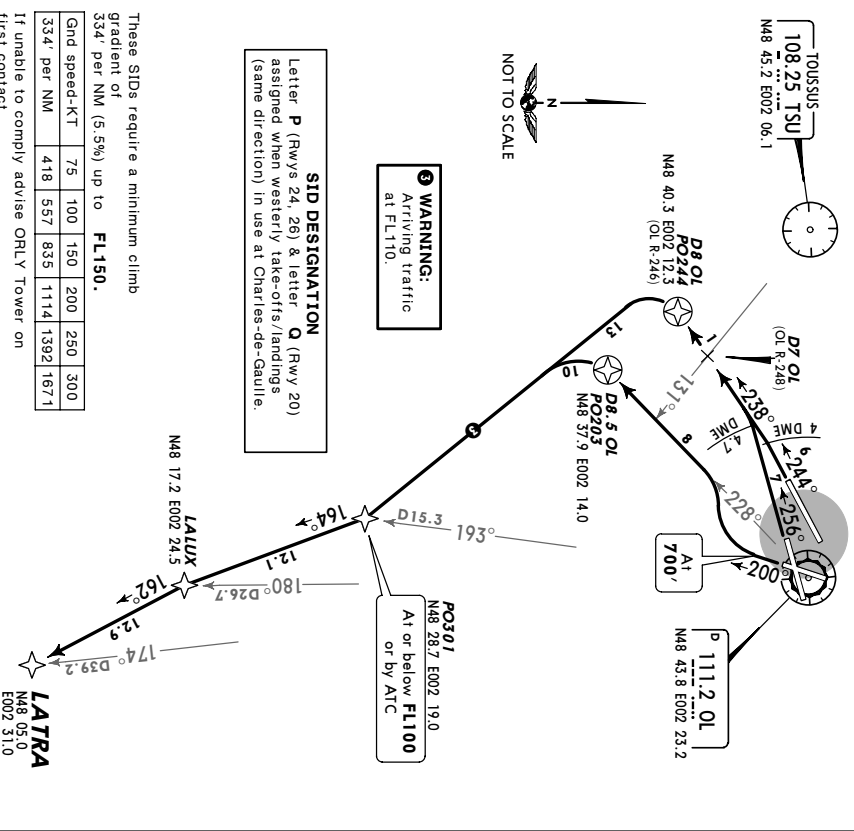
LFP0/ORY **JEPPesen** **PARIS, FRANCE**
 11 FEB 05 **10-3M** **EFF 17 Feb** **RNAV SID**

Apr Elev 291' Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

LATRA
RWYS 20, 24, 26 RNAV DEPARTURES
 LETTER P & Q ASSIGNED SIDS TO SOUTH
 JETS & PROPS ABOVE FL195
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



MSA 2200' a/i sectors if DME not available
 2000' within 7 NM
 2000' within 11 NM



SID DESIGNATION

Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSUR-131).

INITIAL CLIMB

On 244° track to OL 4 DME, turn LEFT, 238° track to D8 OL.

On 256° track to OL 4.7 DME, turn LEFT, 238° track to D8 OL.

ROUTING

SID

LATRA 1P (LATR1P) PO244 - PO301 (FL100-) - LALUX - LATRA.

LATRA 1Q (LATR1Q) PO203 - PO301 (FL100-) - LALUX - LATRA.

For flights to destinations specified via airway **UL 612 ③ / UM 975 ①**.

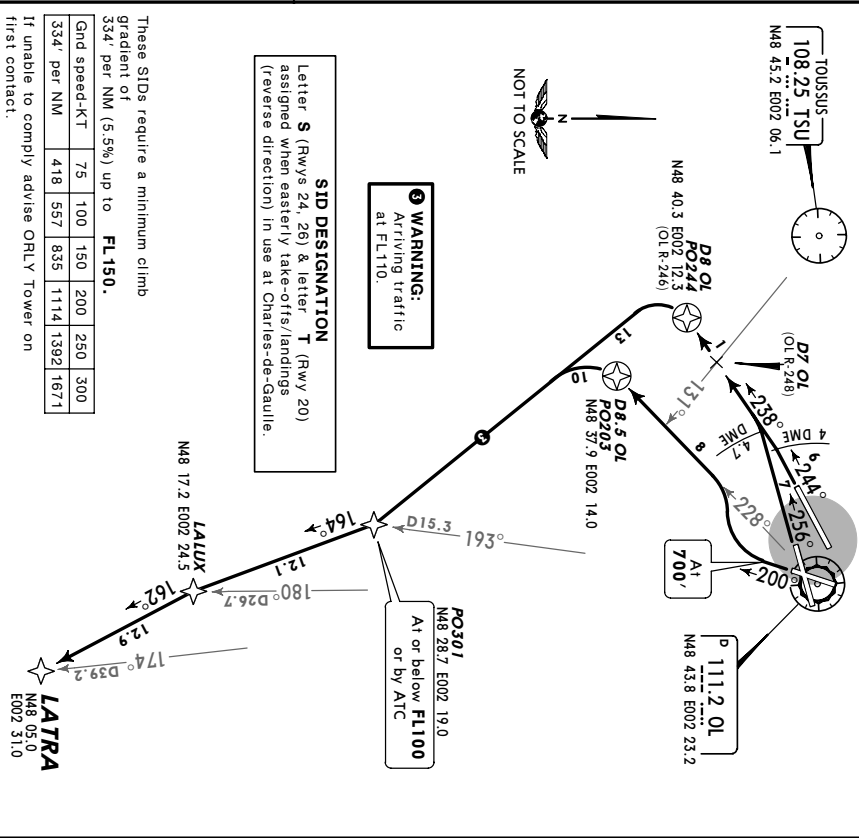
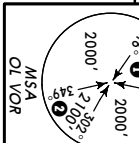
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LFPQ/ORY
ORLY
11 FEB 05 (10-3N) EFF 17 Feb
JEPPESSEN
PARIS, FRANCE
RNAV SID

Apt Elev 291' Trans level: By ATC Trans alt: 4000'
SID's are also minimum noise routings.

LATRA
RWYS 20, 24, 26 RNAV DEPARTURES
LETTER S & T ASSIGNED SID'S TO SOUTH
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM 133
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

MSA 2200' all sectors if DME not available
① 2000' within 7 NM
② 2000' within 11 NM



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.
If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-climb until reaching D7.0L (or crossing TSUR-131).

INITIAL CLIMB

RWY	20	24	26
On 020° track to OL 2 DME, turn RIGHT, intercept OL R-228 to D8.5 OL.	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.	On 244° track to OL 4 DME, turn LEFT, 238° track to D8 OL.
RNAV: PO061 - PO085.	RNAV: PO061 - PO085.	RNAV: PO082 - PO085.	RNAV: PO244.

ROUTING

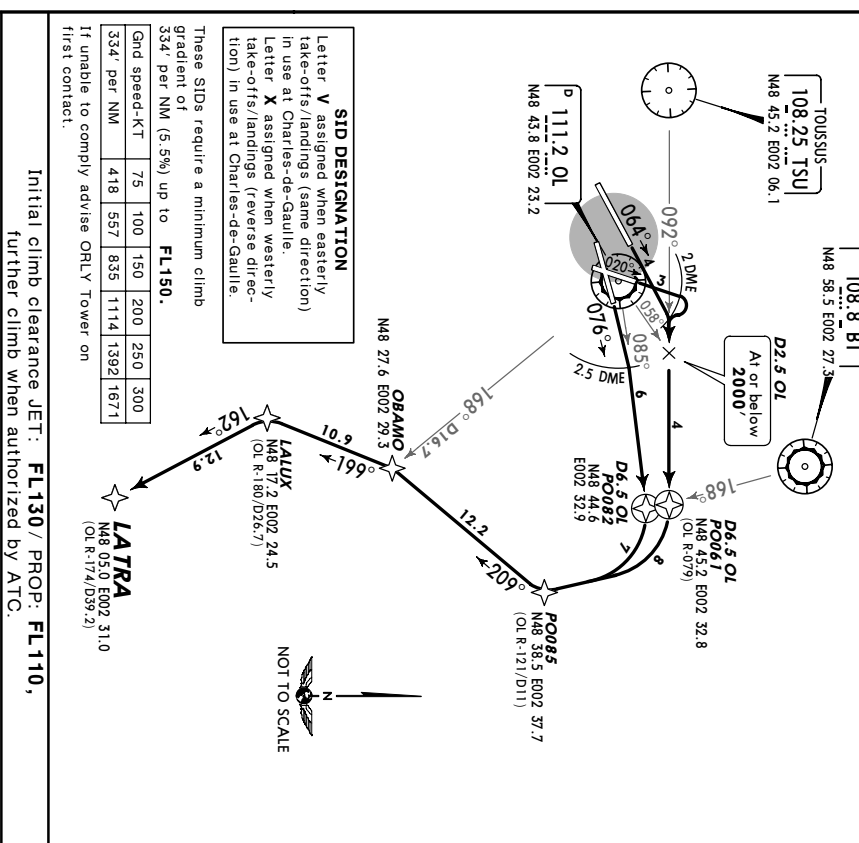
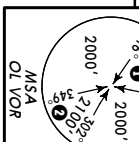
LATRA 1S (LATRS1) PO244 - PO301 (FL100-) - LALUX - LATRA.
LATRA 1T (LATRT1) PO203 - PO301 (FL100-) - LALUX - LATRA.

LFPQ/ORY
ORLY
11 FEB 05 (10-3P) EFF 17 Feb
JEPPESSEN
PARIS, FRANCE
RNAV SID

Apt Elev 291' Trans level: By ATC Trans alt: 4000'
SID's are also minimum noise routings.

LATRA
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER V & X ASSIGNED SID'S TO SOUTH
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM 133
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

MSA 2200' all sectors if DME not available
① 2000' within 7 NM
② 2000' within 11 NM



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.
If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **JET: FL130 / PROP: FL110**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-climb until reaching D6.5 OL (or crossing BT R-168).

INITIAL CLIMB

RWY	02	06	08
On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.	On 020° track to OL 2 DME, turn RIGHT, intercept OL R-228 to D8.5 OL.
RNAV: PO061 - PO085.	RNAV: PO061 - PO085.	RNAV: PO082 - PO085.	RNAV: PO244.

ROUTING

LATRA 1V (LATRV1), LATRA 1X (LATRX1) PO085 - OBAMO - LALUX - LATRA.

LFP0/ORY

LFP0/ORY

11 FEB 05 10-30
 JEPPESSEN
 EFF 17 Feb
 RNAV SID

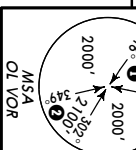
PARIS, FRANCE

Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

AGOPA, ERIXU
RWYS 20, 24, 26 RNAV DEPARTURES
 LETTER P & Q ASSIGNED SIDS TO SOUTHWEST
 JETS & PROPS ABOVE FL195
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

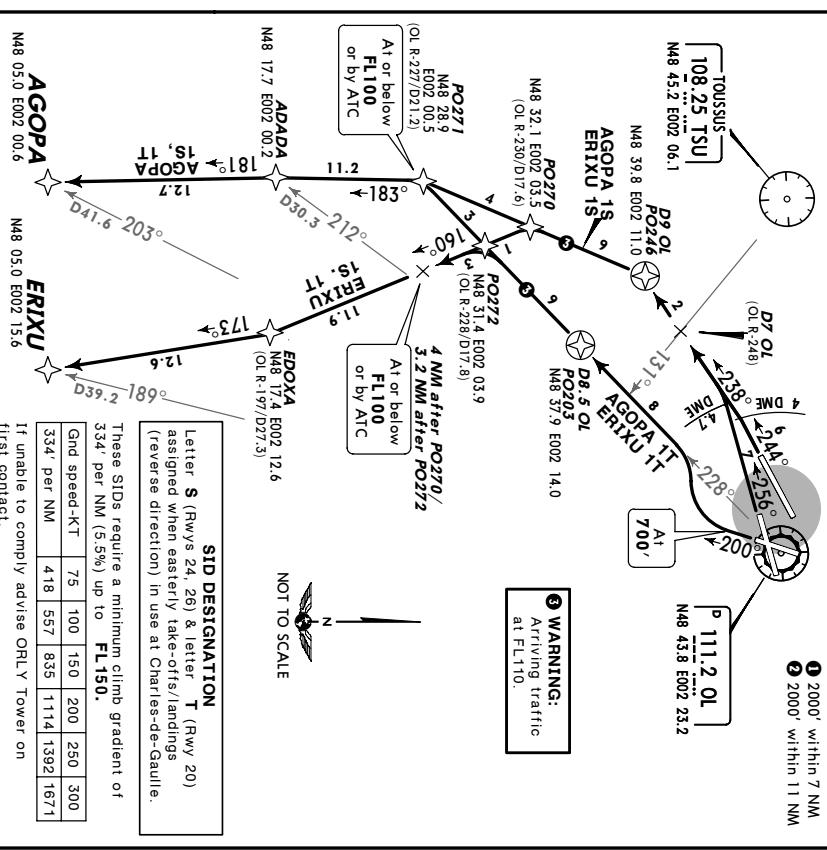
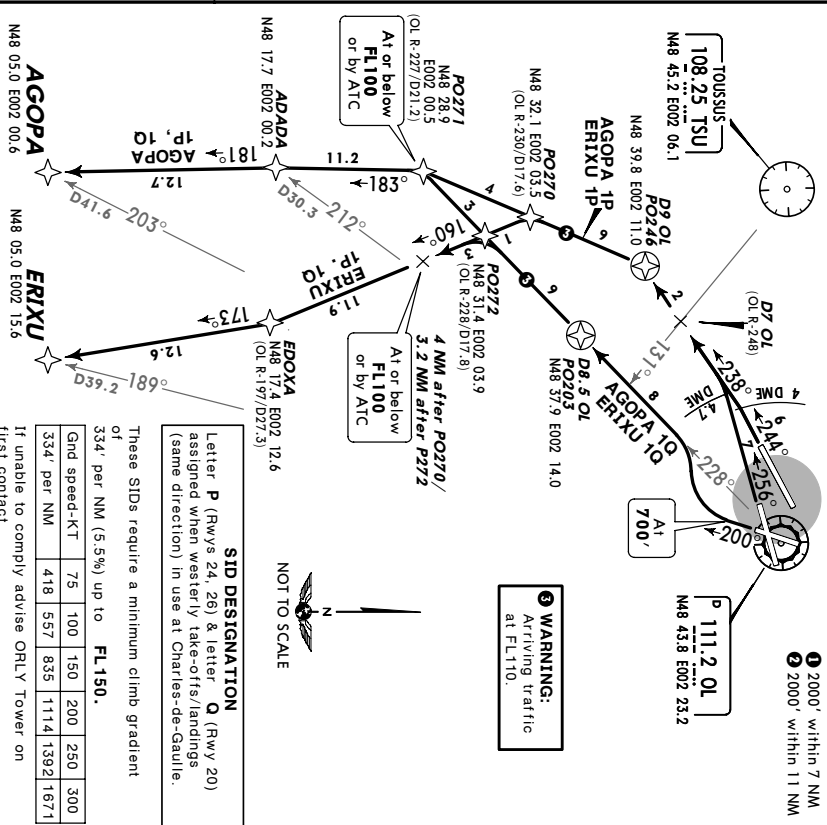
AGOPA, ERIXU
RWYS 20, 24, 26 RNAV DEPARTURES
 LETTER S & T ASSIGNED SIDS TO SOUTHWEST
 JETS & PROPS ABOVE FL195
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



MSA 2200' all sectors if DME not available
 1 2000' within 7 NM
 2 2000' within 11 NM

WARNING:
 Arriving traffic at FL110.

WARNING:
 Arriving traffic at FL110.



SID DESIGNATION
 Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

SID DESIGNATION
 Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.
 Gnd speed-KT 75 100 150 200 250 300
 334' per NM 418 557 835 1114 1392 1677

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.
 Gnd speed-KT 75 100 150 200 250 300
 334' per NM 418 557 835 1114 1392 1677

Initial climb clearance FL70, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSUR-131).

Initial climb clearance FL70, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSUR-131).

INITIAL CLIMB

INITIAL CLIMB

RWY	Climb on 200' track to 700', turn RIGHT, intercept OL R-228 to D8.5 OL.	RNAV: PO203.
20	On 244° track to OL 4 DME, turn LEFT, 238° track to D9 OL. <td>RNAV: PO246.</td>	RNAV: PO246.
24	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D9 OL. <td>RNAV: PO246.</td>	RNAV: PO246.

RWY	Climb on 200' track to 700', turn RIGHT, intercept OL R-228 to D8.5 OL.	RNAV: PO203.
20	On 244° track to OL 4 DME, turn LEFT, 238° track to D9 OL. <td>RNAV: PO246.</td>	RNAV: PO246.
24	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D9 OL. <td>RNAV: PO246.</td>	RNAV: PO246.

ROUTING

ROUTING

SID	ROUTING
AGOPA 1P (AGOP1P) 1	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 1Q (AGOP1Q) 2	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 1P (ERIX1P) 3	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 1Q (ERIX1Q) 3	PO203 - PO272 - EDOXA - ERIXU.

SID	ROUTING
AGOPA 1S (AGOP1S) 1	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 1T (AGOP1T) 2	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 1S (ERIX1S) 3	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 1T (ERIX1T) 3	PO203 - PO272 - EDOXA - ERIXU.

For flights to destinations specified via airway UL 167 1/UN 860 3.

For flights to destinations specified via airway UL 167 1/UN 860 3.

LFP0/ORY

LFP0/ORY

JEPPESSEN
11 FEB 05 (10-3T) EFF 17 Feb

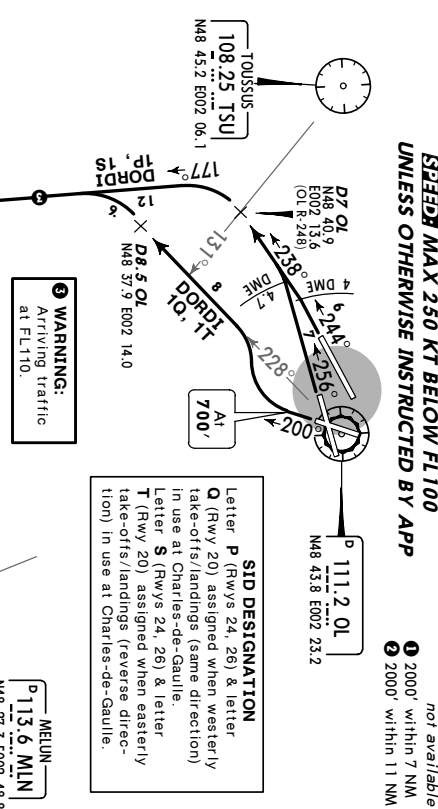
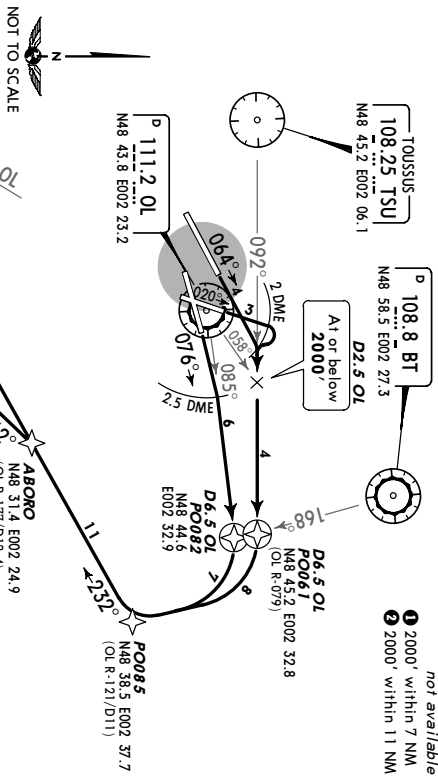
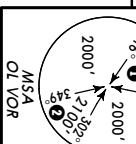
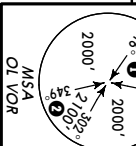
PARIS, FRANCE
RNAV SID

Apt Elev 291' Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings.

Apt Elev 291' Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).

AGOPA, ERIXU
RWYS 02, 06, 08 RNAV DEPARTURES
LETTER V & X ASSIGNED SID'S TO SOUTH
JETS & PROPS ABOVE FL195
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

DORDI
RWYS 20, 24, 26 DEPARTURES
LETTER P, Q, S & T ASSIGNED SID'S TO SOUTH
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAYS G 40, G 54 & J 301
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



SID DESIGNATION
Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.
Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

SID DESIGNATION
Letter P (RWYs 24, 26) & letter Q (RWY 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.
Letter S (RWYs 24, 26) & letter T (RWY 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance JET: **FL130/PROP: FL110**, further climb when authorized by ATC.

Initial climb clearance **FL50**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D6.5 OL (or crossing BT R-168).

IMPORTANT: For noise abatement purposes follow Initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSU R-131).

RWY 02 On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
RNAV: PO061 - PO085.

RWY 20 Climb on 200° track to **700'**, turn RIGHT, intercept OL R-228 to D8.5 OL, turn LEFT, intercept PTV R-357 inbound.

06 On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
RNAV: PO061 - PO085.

24 On 244° track to OL 4 DME, turn LEFT, 238° track to D7 OL, turn LEFT, intercept PTV R-357 inbound.

08 On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.
RNAV: PO082 - PO085.

26 On 256° track to OL 4.7 DME, turn LEFT, 238° track to D7 OL, turn LEFT, intercept PTV R-357 inbound.

SID

SID

ROUTING

ROUTING

AGOPA 1V (AGOP1V), AGOPA 1X (AGOP1X) 0 PO085 - ABORO - ADADA - AGOPA.

DORDI 1P (DORD1P), DORDI 1Q (DORD1Q), DORDI 1S (DORD1S), DORDI 1T (DORD1T) On PTV R-357 inbound, when passing MLN R-278 turn LEFT, intercept MLN R-273 inbound to D9.8 MLN, turn RIGHT, intercept OL R-154 to DORDI.

ERIXU 1V (ERIX1V), ERIXU 1X (ERIX1X) 0 PO085 - ABORO - EDOXA - ERIXU.

WARNING: Arriving traffic at FL10.

For flights to destinations specified via airway **UL 167 0/JUN 860 0**.

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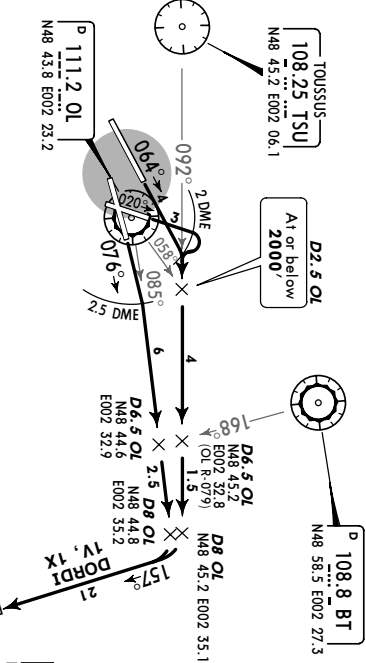
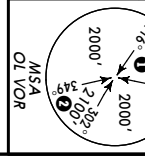
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LFP0/ORY **PARIS, FRANCE**
 ORLY **JEPPESSEN** **STD**
 4 MAR 05 **(10-3V)**

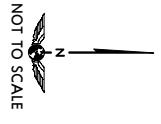
Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings (refer to 10-4A).

DORDI
RWYS 02, 06, 08 DEPARTURES
LETTER V & X ASSIGNED SIDS TO SOUTH
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAYS G 40, G 54 & J 301
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

MSA 2200' a/l/sectors if DME not available
 ① 2000' within 7 NM
 ② 2000' within 11 NM



SID DESIGNATION
 Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.
 Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.
 Gnd speed-KT: 75 100 150 200 250 300
 334' per NM: 418 557 835 1114 1392 1671

If unable to comply advise ORLY Tower on first contact.

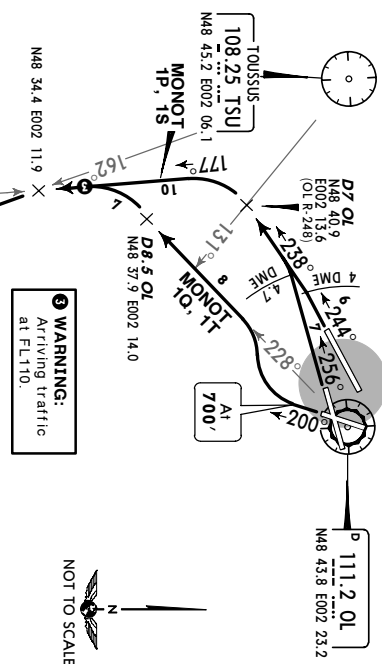
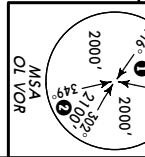
Initial climb clearance **3000'**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest pre-cision until reaching D6.5 OL (or crossing BT R-168).
INITIAL CLIMB
RWY
02 On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 via D6.5 OL to D8 OL.
06 On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 via D6.5 OL to D8 OL.
08 On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 via D6.5 OL to D8 OL.
SID
DORDI 1V (DORD1V) At D8 OL, turn RIGHT, intercept MLN R-337 inbound to MLN, turn RIGHT, MLN R-185 to DORDI.
DORDI 1X (DORD1X) At D8 OL, turn RIGHT, intercept MLN R-337 inbound to MLN, turn RIGHT, MLN R-185 to DORDI.
 CHANGES: Initial climb clearance.
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LFP0/ORY **PARIS, FRANCE**
 ORLY **JEPPESSEN** **STD**
 11 FEB 05 **(10-3W)** **EFF 17 Feb**

Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

MONOT
RWYS 20, 24, 26 DEPARTURES
LETTER P, Q, S & T ASSIGNED SIDS TO SOUTH
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAY R 161
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

MSA 2200' a/l/sectors if DME not available
 ① 2000' within 7 NM
 ② 2000' within 11 NM



SID DESIGNATION
 Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.
 Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.
 Gnd speed-KT: 75 100 150 200 250 300
 334' per NM: 418 557 835 1114 1392 1671

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSU R-131).
INITIAL CLIMB
RWY
20 Climb on 200° track to **700'**, turn RIGHT, intercept OL R-228 to D8.5 OL.
24 On 244° track to OL 4 DME, turn LEFT, 238° track to D7 OL.
26 On 256° track to OL 4.7 DME, turn LEFT, 238° track to D7 OL.
SID
MONOT 1P (MONO1P) At D7 OL, turn LEFT, intercept PTV R-357 inbound, intercept TSU R-162 to MONOT.
MONOT 1Q (MONO1Q) At D8.5 OL, turn LEFT, intercept PTV R-357 inbound, intercept TSU R-162 to MONOT.
MONOT 1T (MONO1T) At D8.5 OL, turn LEFT, intercept PTV R-357 inbound, intercept TSU R-162 to MONOT.
 CHANGES: New chart.
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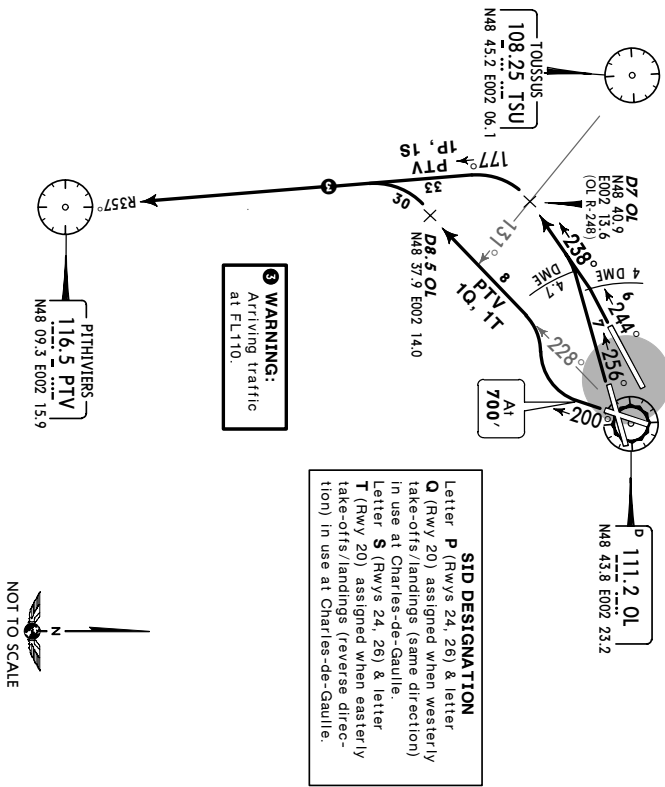
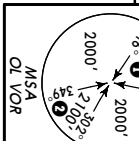
Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

PITHIVIERS

RWYS 20, 24, 26 DEPARTURES
LETTER P, Q, S & T ASSIGNED SIDS TO SOUTH
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAY B 31

SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

MSA 2200' all sectors if DME not available
 ① 2000' within 7 NM
 ② 2000' within 11 NM



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest pre-cision until reaching D7 OL (or crossing TSU R-131).

INITIAL CLIMB

Rwy	Initial Climb
20	On 200° track to 700', turn RIGHT, intercept OL R-228 to D8.5 OL.
24	On 244° track to OL 4 DME, turn LEFT, 238° track to D7 OL.
26	On 256° track to OL 4.7 DME, turn LEFT, 238° track to D7 OL.

ROUTING

PTV	Routing
PTV 1P, 1S	At D7 OL, turn LEFT, intercept PTV R-357 inbound to PTV.
PTV 1Q, 1T	At D8.5 OL, turn LEFT, intercept PTV R-357 inbound to PTV.

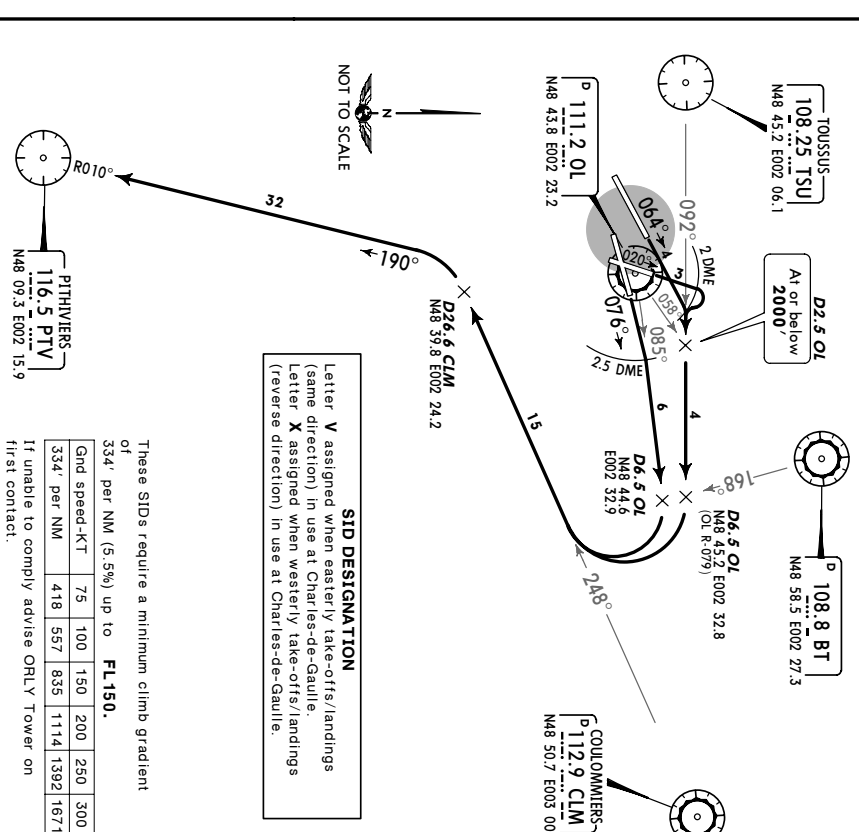
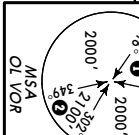
Trans level: By ATC Trans alt: 4000'
 SIDs are also minimum noise routings.

PITHIVIERS

RWYS 02, 06, 08 DEPARTURES
LETTER V & X ASSIGNED SIDS TO SOUTH
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAY B 31

SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

MSA 2200' all sectors if DME not available
 ① 2000' within 7 NM
 ② 2000' within 11 NM



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL70**, further climb when authorized by ATC.
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest pre-cision until reaching D6.5 OL (or crossing BT R-168).

INITIAL CLIMB

Rwy	Initial Climb
02	On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
06	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
08	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.

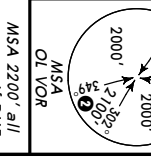
ROUTING

PTV	Routing
PTV 1V, 1X	At D6.5 OL, turn RIGHT, intercept CLM R-248 to D26.6 CLM, turn LEFT, intercept PTV R-010 inbound to PTV.

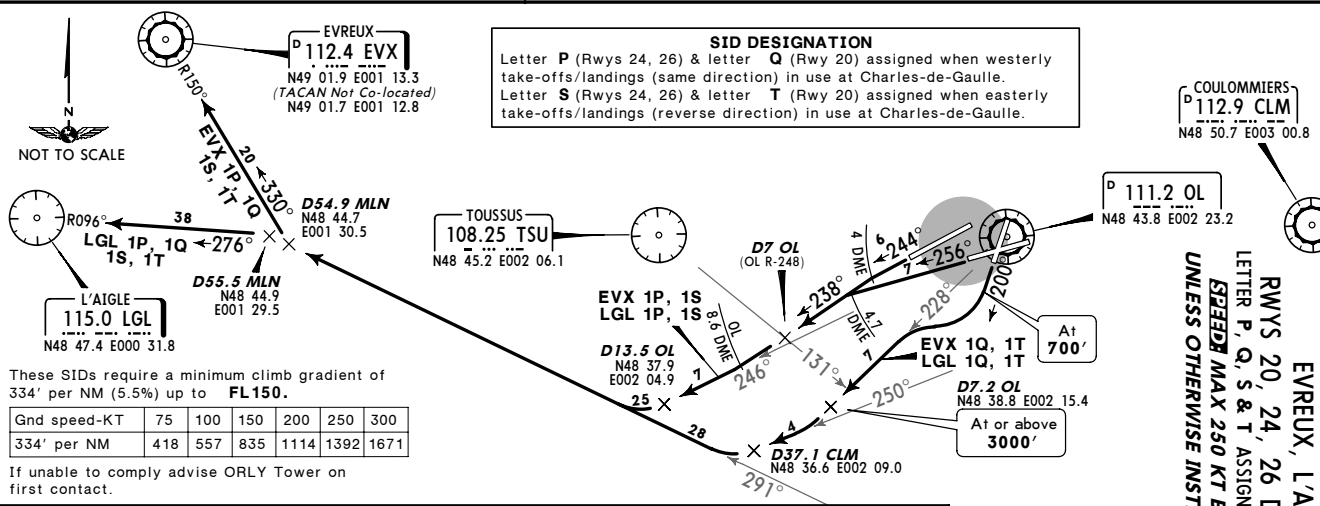
LFP0/ORY
ORLY
11 FEB 05 (10-3X3) EFF 17 Feb
JEPPESSEN
PARIS, FRANCE
SID

Apr Elev 291' Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings.

EVREUX, L'AIGLE
RWYS 20, 24, 26 DEPARTURES
LETTER P, Q, S & T ASSIGNED SIDS TO WEST
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



SID DESIGNATION
Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.
Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL70**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131).

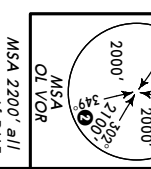
RWY	INITIAL CLIMB
20	Climb on 200° track to 700', turn RIGHT, intercept OL R-228 to D7.2 OL, turn RIGHT, intercept CLM R-250 to D37.1 CLM, turn RIGHT, intercept MLN R-291.
24	On 244° track to OL 4 DME, turn LEFT, 238° track to OL 8.6 DME, turn RIGHT, intercept OL R-246 to D13.5 OL, turn RIGHT, intercept MLN R-291.
26	On 256° track to OL 4.7 DME, turn LEFT, 238° track to OL 8.6 DME, turn RIGHT, intercept OL R-246 to D13.5 OL, turn RIGHT, intercept MLN R-291.

SID	ROUTING
① EVX 1P, 1Q, 1S, 1T	On MLN R-291 to D54.9 MLN, turn RIGHT, intercept EVX R-150 inbound to EVX.
② LGL 1P, 1Q, 1S, 1T	On MLN R-291 to D55.5 MLN, turn LEFT, intercept LGL R-096 inbound to LGL.
③	For flights to destinations specified via airway G 4 .
④	For flights to destinations specified via airways A 5 / A 55 / A 532 / H 20 / H 490 / R 9 / R 111 / R 491 .

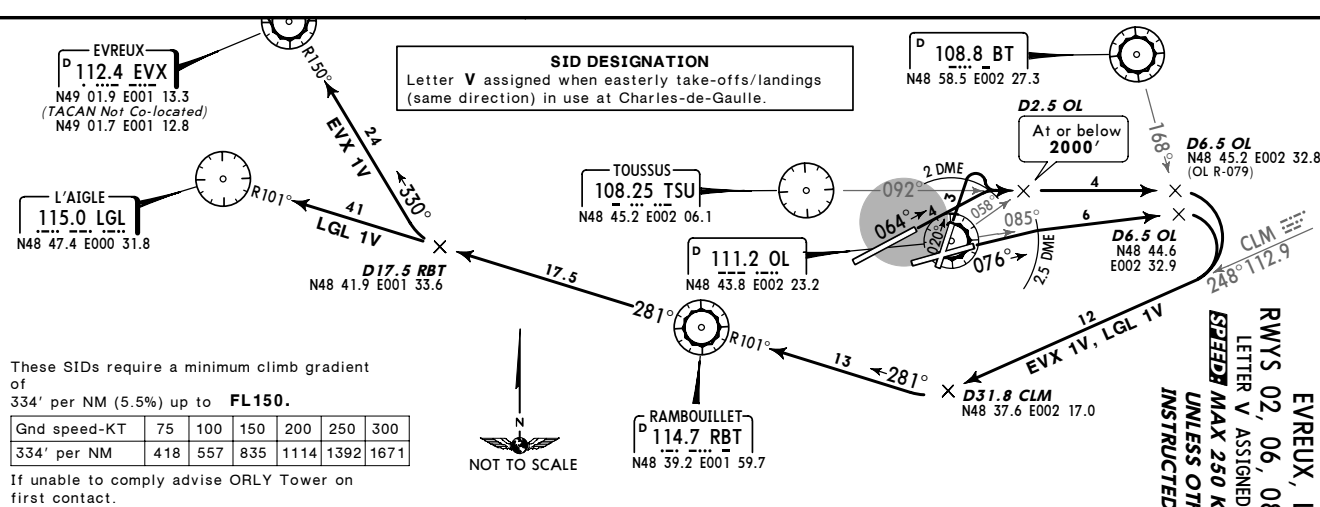
LFP0/ORY
ORLY
11 FEB 05 (10-3X4) EFF 17 Feb
JEPPESSEN
PARIS, FRANCE
SID

Apr Elev 291' Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings.

EVREUX, L'AIGLE
RWYS 02, 06, 08 DEPARTURES
LETTER V ASSIGNED SIDS TO WEST
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



SID DESIGNATION
Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

EVX 1V: Initial climb clearance **FL80**, further climb when authorized by ATC.

LGL 1V: Initial climb clearance **FL140**/PROP **FL80**, further climb when authorized by ATC.

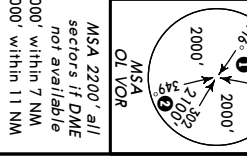
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

RWY	INITIAL CLIMB
02	On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
06	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
08	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.

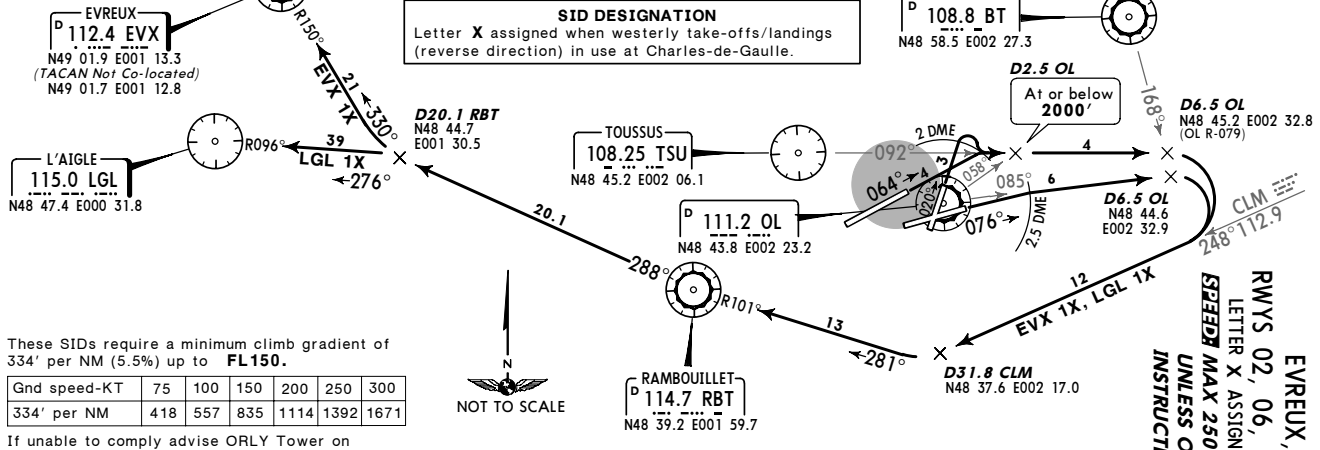
SID	ROUTING
① EVX 1V	At D6.5 OL turn RIGHT, intercept CLM R248 to D31.8 CLM, turn RIGHT, intercept RBT R-101 inbound to RBT, RBT R-281 to D17.5 RBT, turn RIGHT, intercept EVX R-150 inbound to EVX.
② LGL 1V	At D6.5 OL turn RIGHT, intercept CLM R-248 to D31.8 CLM, turn RIGHT, intercept RBT R-101 inbound to RBT, RBT R-281 to LGL.
③	For flights to destinations specified via airway G 4 .
④	For flights to destinations specified via airways A 5 / A 55 / A 532 / H 20 / H 490 / R 9 / R 111 / R 491 .

Apri Elev 291' Elev
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings.

EVREUX, L'AIGLE
RWYS 02, 06, 08 DEPARTURES
LETTER X ASSIGNED SIDS TO WEST
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE
INSTRUCTED BY APP



SID DESIGNATION
Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to **FL150**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

EVX 1X: Initial climb clearance **FL80**, further climb when authorized by ATC.
LGL 1X: Initial climb clearance **JET FL100/PROP FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

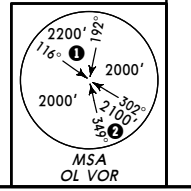
RWY	INITIAL CLIMB
02	On 020° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
06	On 064° track to OL 2 DME, turn RIGHT, intercept TSU R-092 to D6.5 OL.
08	On 076° track to OL 2.5 DME, turn RIGHT, intercept OL R-085 to D6.5 OL.

SID	ROUTING
EVX 1X	At D6.5 OL turn RIGHT, intercept CLM R-248 to D31.8 CLM, turn RIGHT, intercept RBT R-101 inbound to RBT, RBT R-288 to D20.1 RBT, turn RIGHT, intercept EVX R-150 inbound to EVX.
LGL 1X	At D6.5 OL turn RIGHT, intercept CLM R-248 to D31.8 CLM, turn RIGHT, intercept RBT R-101 inbound to RBT, RBT R-288 to D20.1 RBT, turn LEFT, intercept LGL R-096 inbound to LGL.

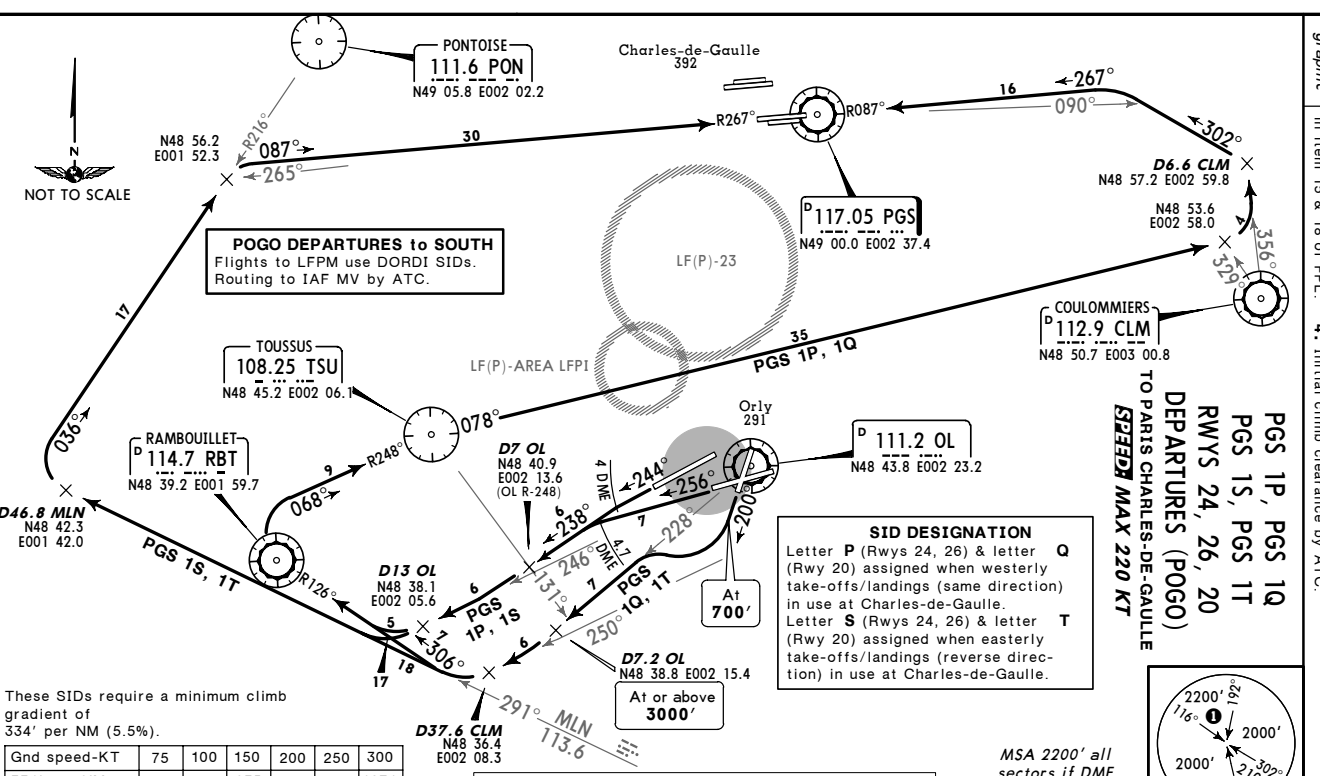
	G 4.
For flights to destinations specified via airway	G 4.
For flights to destinations specified via airways	A 5 / A 55 / A 532 / H 20 / H 490 / R 9 / R 111 / R 491.

Apri Elev
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings.
See graphic in Item 15 & 18 of FPL. 4. Initial climb clearance by ATC.

PGS 1P, PGS 1Q
PGS 1S, PGS 1T
RWYS 24, 26, 20
DEPARTURES (POGO)
TO PARIS CHARLES-DE-GAULLE
SPEED MAX 220 KT



SID DESIGNATION
Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.
Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.



These SIDs require a minimum climb gradient of 334' per NM (5.5%).

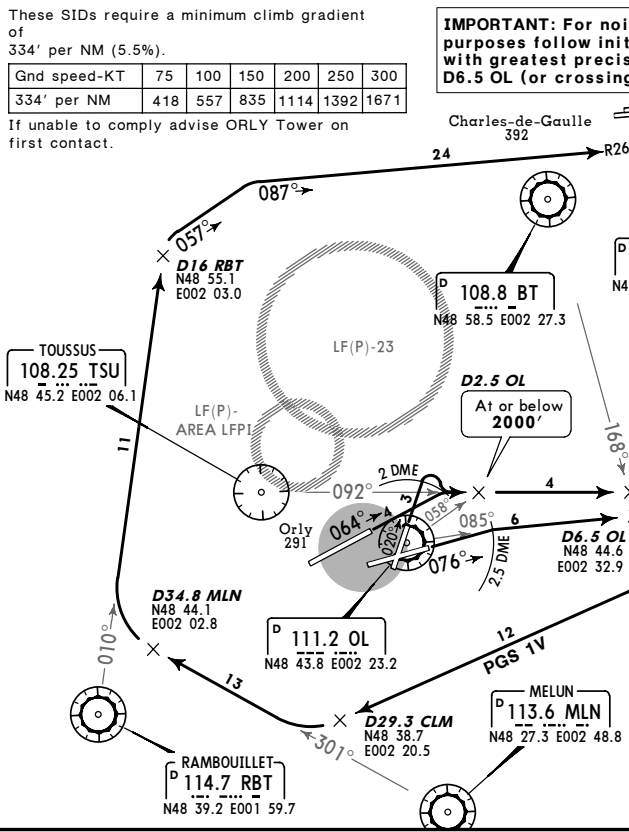
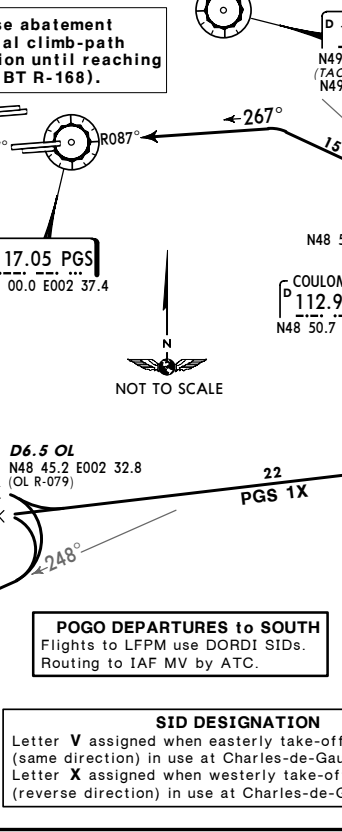
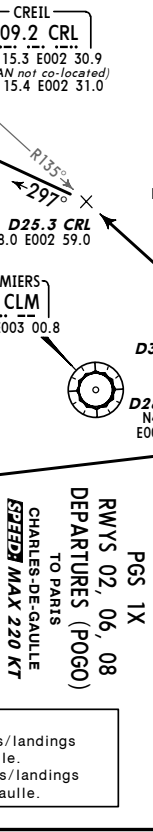
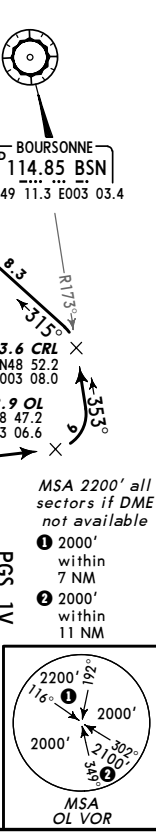
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131).

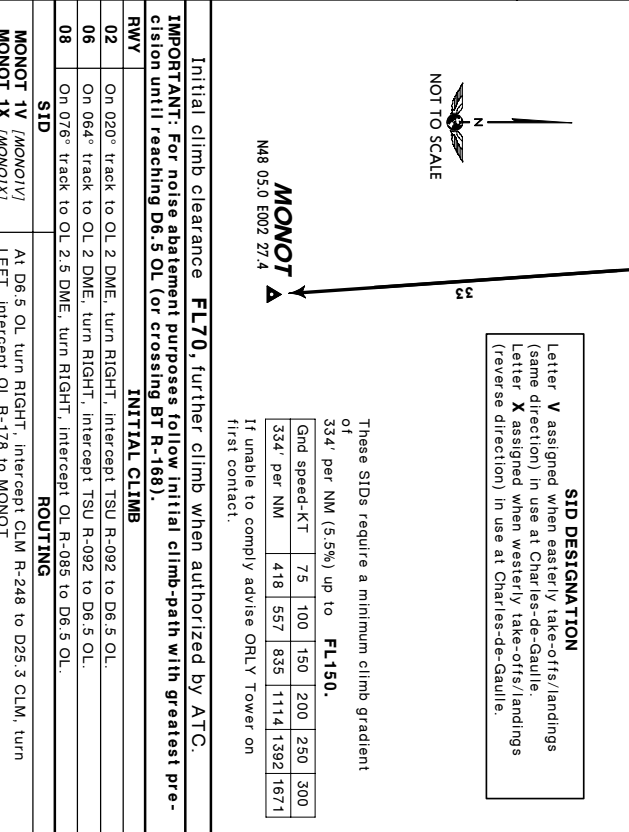
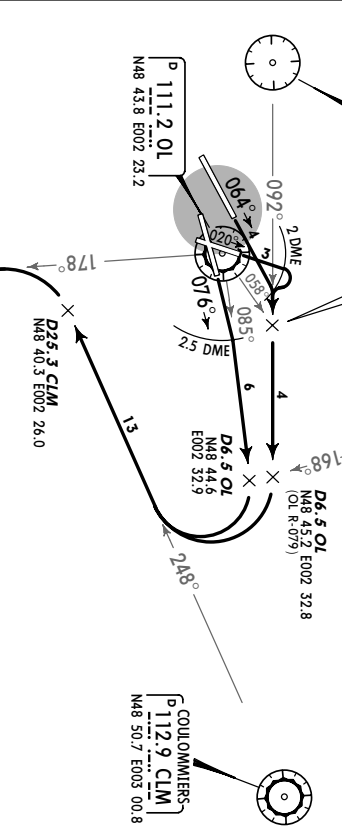
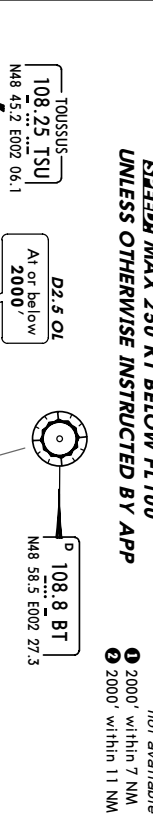
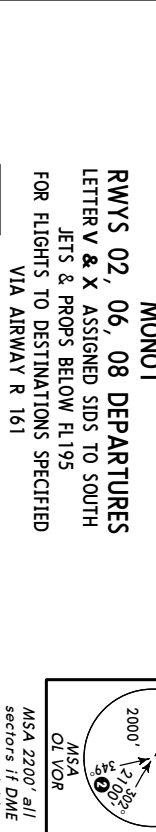
LFP0/ORY
ORLY
11 FEB 05 (10-3X7) EFF 17 Feb
JEPPESSEN
PARIS, FRANCE
DEPARTURE POGO

Trans level: By ATC. Trans alt: 4000'.
1. SIDs are also minimum noise routings.
2. Simultaneous parallel approaches are conducted at LFP & LFPB.
3. State 'POGO'
4. Initial climb clearance by ATC.



LFP0/ORY
ORLY
11 FEB 05 (10-3X) EFF 17 Feb
JEPPESSEN
PARIS, FRANCE
SID

Trans level: By ATC. Trans alt: 4000'.
SIDs are also minimum noise routings.



LEP/OJRY **JEPPESEN** **PARIS, FRANCE**
 ONLY 11 FEB 05 **10-4** **NOISE**
EFB 17 Feb

NOISE ABATEMENT PROCEDURES

RWY USAGE

Preferential RWYs for take-off are RWY 24 (West direction) and RWY 08 (East direction).
 Preferential RWYs for landing are RWY 26 (West direction) and RWY 06 (East direction).
 RWY 20 only to be used when primary RWY unserviceable, or when strong wind conditions in the North or South sector. All available RWYs may be used due to air traffic safety or by ATC.

ARRIVAL AND DEPARTURE RECOMMENDATIONS

ARRIVALS

Pilots must perform their approach, so as to maintain the last assigned altitude by ATC until ILS GS interception. After interception, the final approach must be performed, so as not to fly below the GS. ATC will maneuver attempt the best possible way to avoid, for arrivals on RWYs 24 and 26 coming from TSU and following the northern downwind leg of Orly, turning onto the base leg stage at less than 9NM from OL.

DEPARTURES

Unless otherwise required by safety or by ATC pilots shall follow standard instrument departure routes up to 7NM from OL for RWYs 24 and 26 and up to 6.5NM from OL for RWYs 02, 06 and 08. Prop ACFT with more than 5.7t will be exempted from these restrictions after passing 2500'. These restrictions do not apply for prop ACFT of less than 5.7 t. ATC will maneuver attempt the best possible way to avoid, for take-offs on RWYs 02, 06 and 08, turns to the North at less than 9NM from OL below FL 60 (prop ACFT: below 2500').
 Generally the flight must be performed so as to reach 3300' as fast as possible. Pilots of jet engined ACFT must follow these initial climb procedures:
 - maintain a speed of $V_2 + 10$ KT, or as performance permits, up to 3000' with flaps at take-off setting,
 - maintain take-off power to 1500', then maximum climb power up to 3000',
 - at 3000' return to normal climb power, flap retraction schedules to enroute climb.

NIGHTTIME RESTRICTIONS

TURBO JETS

No arrivals may be scheduled between 2330 - 0615LT (arrival time at the parking position).
 No departures may be scheduled between 2315 - 0600LT (departure time from the parking position).

PROP ACFT

Any new scheduling within the time restrictions may be authorized to land or take-off after 2330LT, unless an exemption has been obtained from the APT authority.

EXCEPTIONS

- governmental flights
 - meteorological diversions from Charles-de-Gaulle APT
 - sanitary evacuations and humanitarian flights
 - emergency situations
- Between 2330 and 0600LT, when tailwind components of not more than 8 KT and technical problems do not conflict, take-offs must be performed in western directions and landings in eastern directions.

REVERSE THRUST

If required for safety reasons, reverse thrust or propeller pitch reversal can only be used from 2200 - 0615LT.

RUN-UP TESTS

Engine run-ups may only be carried out at selected sites and according to the terms defined by the local authorities.

LEP/OJRY **JEPPESEN** **PARIS, FRANCE**
 ONLY 11 FEB 05 **10-4A** **NOISE**
EFB 17 Feb

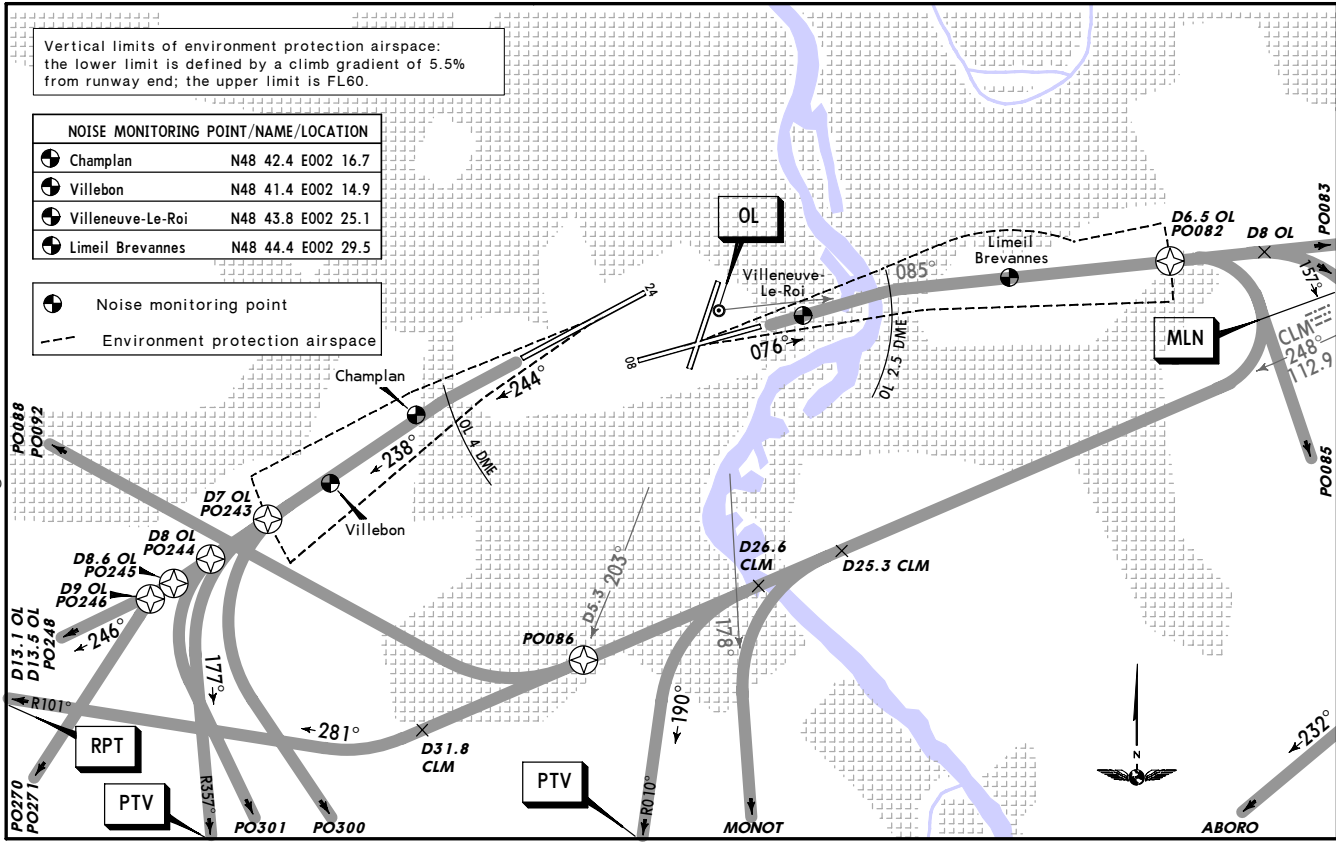
NOISE ABATEMENT PROCEDURES

Api Elev
291'

Vertical limits of environment protection airspace:
 the lower limit is defined by a climb gradient of 5.5%
 from runway end; the upper limit is FL60.

NOISE MONITORING POINT/NAME/LOCATION			
Champlan	N48 42.4	E002 16.7	
Villebon	N48 41.4	E002 14.9	
Villeneuve-Le-Roi	N48 43.8	E002 25.1	
Limeil Brevannes	N48 44.4	E002 29.5	

- Noise monitoring point
- Environment protection airspace



Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

LFP0/ORLY
 Apt Elev 291'
 N48 43.4 E002 22.8

JEPPESSEN
 10.9
 1 JUL 05

PARIS, FRANCE
ORLY

131.35 *ATIS French 126.5	DCI (Data Link Departure Clearance)	121.05 *ORLY Flight Data (Gp1)	121.7 Ground (TWR)	118.7 *Tower	127.75 *ORLY Approach (DEP)
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AIRCRAFT START-UP PROCEDURES

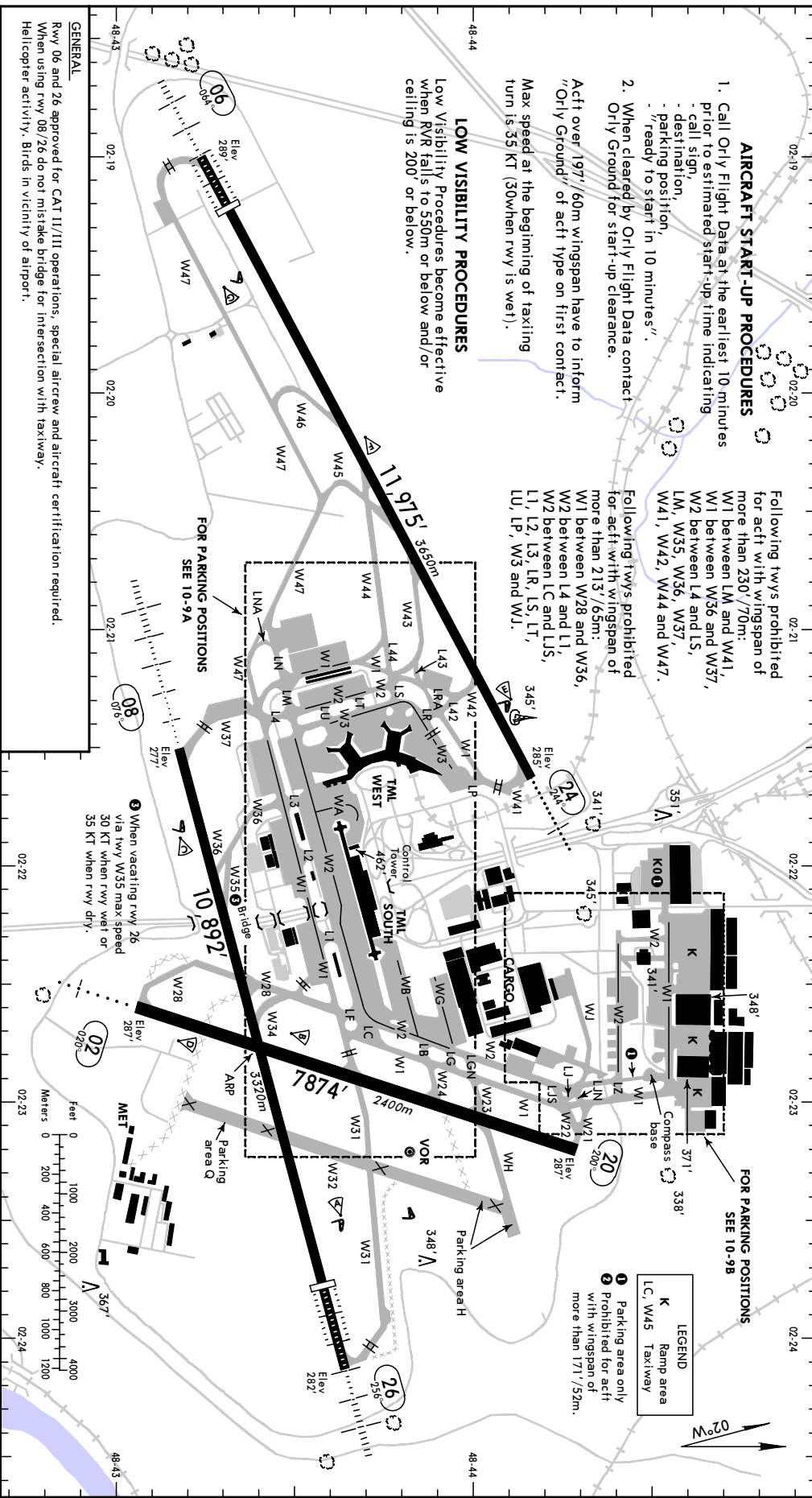
1. Call Orly Flight Data at the earliest 10 minutes prior to estimated start-up time indicating:
 - destination,
 - parking position,
 - ready to start in 10 minutes."
2. Orly Ground for start-up clearance.

Act over 197'/60m wingspan have to inform "Orly Ground" of act type on first contact.
 Max speed at the beginning of taxiing turn is 35 KT (30 when rwy is wet).

LOW VISIBILITY PROCEDURES
 Low Visibility Procedures become effective when RVR falls to 550m or below and/or ceiling is 200' or below.

Following twys prohibited for act with wingspan of more than 230'/70m:
 W1 between LM and W41,
 W1 between W36 and W37,
 W2 between L4 and L5,
 LM, W35, W36, W37,
 W41, W42, W44 and W47.

Following twys prohibited for act with wingspan of more than 213'/65m:
 W1 between W28 and W36,
 W2 between L4 and L5,
 L1, L2, L3, LR, LS, LT,
 LU, LP, W3 and WJ.



GENERAL

Rwy 06 and 26 approved for CAT II/III operations, special aircrew and aircraft certification required.
 When using rwy 08/26 do not mistake bridge for intersection with taxiway.
 Helicopter activity. Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) / HIALS REIL	REIL	PAP-L (3.6°)	USABLE LENGTHS	LANDING BEYOND	GLIDE SLOPE	TAKE-OFF	WIDTH
02	HIRL (60m)	REIL	PAP-L (3.6°)	197'	7049'	2145m		197'
06	HIRL (60m) / CL (15m)	HIALS - II SFL REIL	HST - W45 & W46	148'	9798'	2986m		148'
24	HIRL (60m) / CL (15m)	HIALS - II SFL REIL	HST - W45 & W46	148'	10,932'	3332m		148'
08	HIRL (60m)	CL (15m) HIALS - SFL REIL	PAP-L (2.9°)	187'	9465'	2885m		187'
26	HIRL (60m)	CL (15m) HIALS - II SFL REIL	TDZ	45m	8568'	2612m		45m

JAR OPS

RWY	APPROVED OPERATORS	APPROVED OPERATORS	APPROVED OPERATORS	APPROVED OPERATORS
08, 24, 26	LVP must be in Force	LVP must be in Force	LVP must be in Force	LVP must be in Force
02	Approved Operators HIRL, CL & mult. RVR req	RU, CL & mult. RVR req	RU, CL	RCLM (DAY only) or RL
A	150m	200m	250m	400m
B	125m	150m	200m	300m
C	150m	200m	250m	400m
D	150m	200m	250m	500m

TAKE-OFF

RWY	APPROVED OPERATORS	APPROVED OPERATORS	APPROVED OPERATORS	APPROVED OPERATORS
08, 24, 26	LVP must be in Force	LVP must be in Force	LVP must be in Force	LVP must be in Force
02	Approved Operators HIRL, CL & mult. RVR req	RU, CL & mult. RVR req	RU, CL	RCLM (DAY only) or RL
A	150m	200m	250m	400m
B	125m	150m	200m	300m
C	150m	200m	250m	400m
D	150m	200m	250m	500m

CHANGES: None

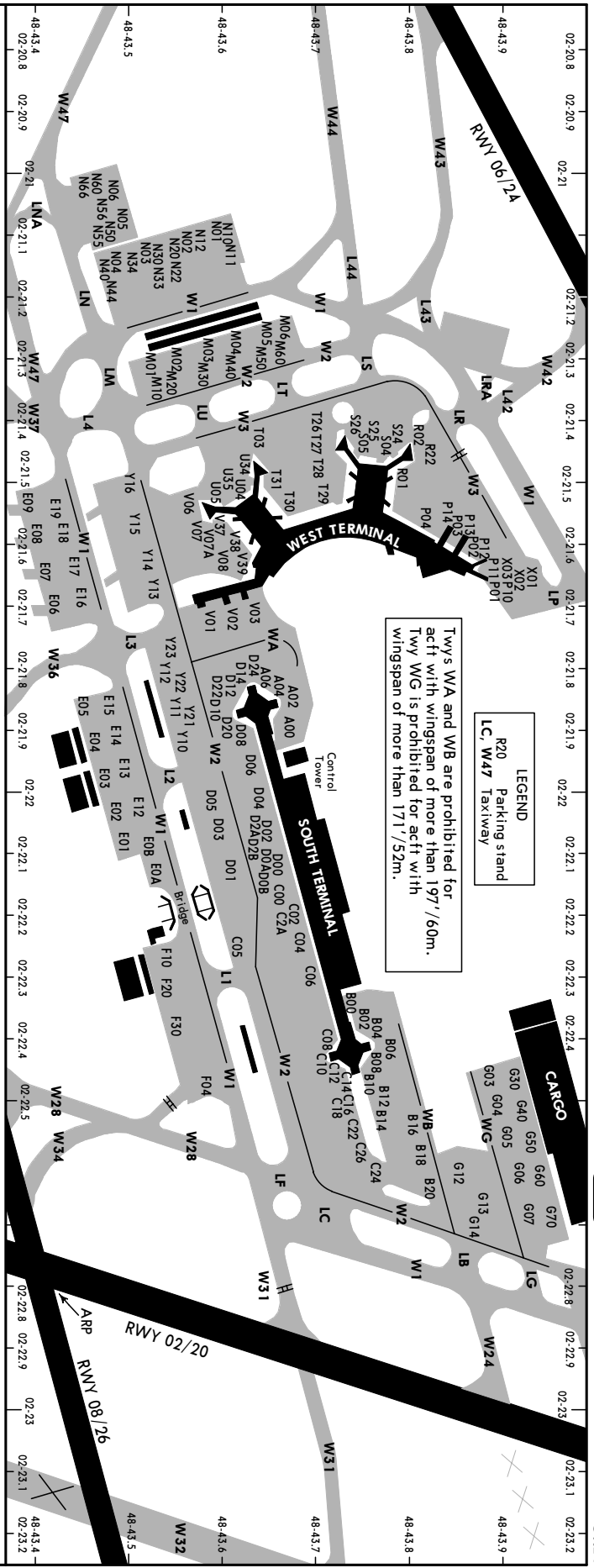
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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

LFPO/ORY

1 JUL 05
JEPPRESEN
 (10-9A)

PARIS, FRANCE
 ORLY



Twys WA and WB are prohibited for act with wingspan of more than 197' /60m.
 Twy WG is prohibited for act with wingspan of more than 171' /52m.

LEGEND
 R20 Parking stand
 LC, W47 Taxiway

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
A00	N48 43.6 E002 21.9	E06	N48 43.4 E002 21.7	M30, M40, M50	N48 43.6 E002 21.3	U34	N48 43.6 E002 21.4		
A02 thru A06	N48 43.6 E002 21.8	E07, E08	N48 43.4 E002 21.6	M60	N48 43.7 E002 21.3	U35	N48 43.6 E002 21.5		
B00 thru B08	N48 43.7 E002 22.4	E09	N48 43.5 E002 21.5	N01	N48 43.6 E002 21.1	V01 thru V03	N48 43.6 E002 21.7		
B10	N48 43.7 E002 22.5	E12	N48 43.5 E002 22.0	N02 thru N05	N48 43.5 E002 21.0	V06	N48 43.6 E002 21.5		
B12 thru B16	N48 43.8 E002 22.5	E13, E14	N48 43.5 E002 21.9	N06	N48 43.5 E002 21.0	V07 thru V39	N48 43.6 E002 21.6		
B18	N48 43.8 E002 22.6	E15	N48 43.4 E002 21.8	N10 thru N12	N48 43.6 E002 21.1	X01 thru X03	N48 43.9 E002 21.6		
B20	N48 43.8 E002 22.7	E16	N48 43.4 E002 21.7	N20	N48 43.5 E002 21.1	Y10	N48 43.5 E002 21.9		
C00	N48 43.6 E002 22.2	E17, E18	N48 43.4 E002 21.6	N22	N48 43.5 E002 21.2	Y11, Y12	N48 43.5 E002 21.8		
C02 thru C2A	N48 43.7 E002 22.2	E19	N48 43.4 E002 21.5	N30	N48 43.5 E002 21.1	Y13	N48 43.5 E002 21.7		
C04	N48 43.7 E002 22.3	F04	N48 43.6 E002 22.5	N33	N48 43.5 E002 21.2	Y14	N48 43.5 E002 21.6		
C05	N48 43.6 E002 22.3	F10, F20	N48 43.5 E002 22.3	N34, N40	N48 43.5 E002 21.1	Y15, Y16	N48 43.5 E002 21.5		
C06	N48 43.7 E002 22.3	F30	N48 43.5 E002 22.4	N44	N48 43.5 E002 21.2	Y21	N48 43.5 E002 21.8		
C08	N48 43.7 E002 22.4	G03, G04	N48 43.9 E002 22.5	N50, N55	N48 43.5 E002 21.1	Y22	N48 43.6 E002 21.8		
C10 thru C22	N48 43.7 E002 22.5	G05	N48 43.9 E002 22.6	N56, N60, N66	N48 43.5 E002 21.0	Y23	N48 43.5 E002 21.8		
C24, C26	N48 43.8 E002 22.6	G06	N48 44.0 E002 22.6	P01, P02	N48 43.9 E002 21.6				
D00	N48 43.7 E002 22.1	G07	N48 44.0 E002 22.7	P03, P04	N48 43.8 E002 21.5				
D0A thru D03	N48 43.6 E002 22.1	G12 thru G14	N48 43.9 E002 22.7	P10 thru P13	N48 43.9 E002 21.6				
D04 thru D06	N48 43.6 E002 22.0	G30, G40	N48 43.9 E002 22.5	P14, R01	N48 43.8 E002 21.5				
D08	N48 43.6 E002 21.9	G50	N48 43.9 E002 22.6	R02, R22	N48 43.8 E002 21.4				
D10 thru D24	N48 43.6 E002 21.8	G60	N48 43.9 E002 22.7	S04 thru S25	N48 43.8 E002 21.4				
E0A thru E01	N48 43.5 E002 22.1	G70	N48 44.0 E002 22.7	S26	N48 43.7 E002 21.4				
E02	N48 43.5 E002 22.0	M01, M02	N48 43.5 E002 21.3	T03	N48 43.6 E002 21.4				
E03	N48 43.4 E002 22.0	M03 thru M05	N48 43.6 E002 21.2	T26, T27	N48 43.7 E002 21.4				
E04	N48 43.4 E002 21.9	M06	N48 43.7 E002 21.2	T28 thru T30	N48 43.7 E002 21.5				
E05	N48 43.4 E002 21.8	M10, M20	N48 43.5 E002 21.3	T31, U04, U05	N48 43.6 E002 21.5				

SPECIAL INSTRUCTIONS FOR APPROACH PROCEDURES

1. SPEED AND FLIGHT LEVEL LIMITATIONS

1.1 Outside holding procedures and except when otherwise instructed by ATC, pilots in command have to adhere to the speeds of 250 KT and 220 KT specified on certain segments of the procedure.

1.2 Flight level constraints are imposed on certain segments of the procedure due to traffic.

Aft that are not able to adhere to these limitations have to signal it as soon as possible to ATC

2. "LANDING AFTER" PROCEDURE

During landings on rwy 06/24 or rwy 26, a landing clearance called "Land after" will be given to pilots in the conditions stated by the national regulation.

3. CAT II / III PRECISION APPROACH TRAINING

Training will not be performed within the following time periods:
 Monday - Friday: 0700 - 1000 LT and 1800 - 2130 LT,
 Sunday: 1800 - 2130 LT.

5. RADAR SEPARATION ON FINAL APPROACH

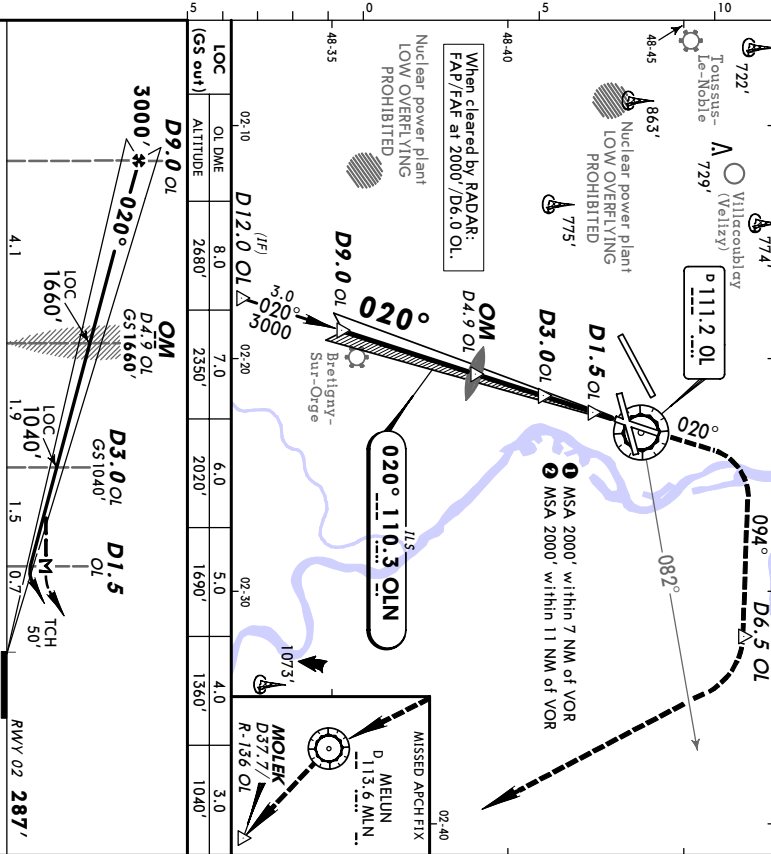
The minimum radar separation on final can be reduced to 2.5 NM when the following conditions are met:

- a) the runway is dry or wet to the exclusion of the following weather conditions: snow, ice and severe storm-related precipitation of rain or hail.
- b) the leading aircraft's weight category according to the wake turbulence classification is the same or less than the trailing aircraft category.
- c) Heavy and B757 aircraft participate in the separation reduction as the trailing aircraft only.

Pilots are encouraged, commensurate with safety, to vacate runways expeditiously via the earliest high speed turn off available.

LOC	Final	GS	ILS	Apt Elev	Ground
131.35 (French 126.5)	123.87	124.45	118.7	291'	121.7
110.3	020°	1660' (1373')	487' (200')	RWY 287'	121.82

*ATIS
 *ORLY Approach
 *ORLY Tower
 MSA 2000' within 7 NM of VOR
 MSA 2000' within 11 NM of VOR
 MSA 2200' all sectors 11 DME not avail/18°
 Alt Set: MPA
 Rwy Elev: 10 MPA
 Trans level: By ATC
 Trans alt: 4000'



LOC	Final	GS	ILS	Apt Elev	Ground
131.35 (French 126.5)	123.87	124.45	118.7	291'	121.7
110.3	020°	1660' (1373')	487' (200')	RWY 287'	121.82

STRAGHT-IN LANDING RWY 02
 ILS
 DA(H) 487' (200')
 MDA(H) 640' (353')
 LOC (GS out) with OL DME
 Circling height based on rwy 02 thresh elev of 287'

LOC	Final	GS	ILS	Apt Elev	Ground
131.35 (French 126.5)	123.87	124.45	118.7	291'	121.7
110.3	020°	1660' (1373')	487' (200')	RWY 287'	121.82

CIRCLE-TO-LAND
 Circling height based on rwy 02 thresh elev of 287'

LOC	Final	GS	ILS	Apt Elev	Ground
131.35 (French 126.5)	123.87	124.45	118.7	291'	121.7
110.3	020°	1660' (1373')	487' (200')	RWY 287'	121.82

LFP0/ORY
PARIS, FRANCE
ILS DME Rwy 26

27 AUG 04 (11-5)

JEPPERSEN
PARIS, FRANCE
ILS DME Rwy 26

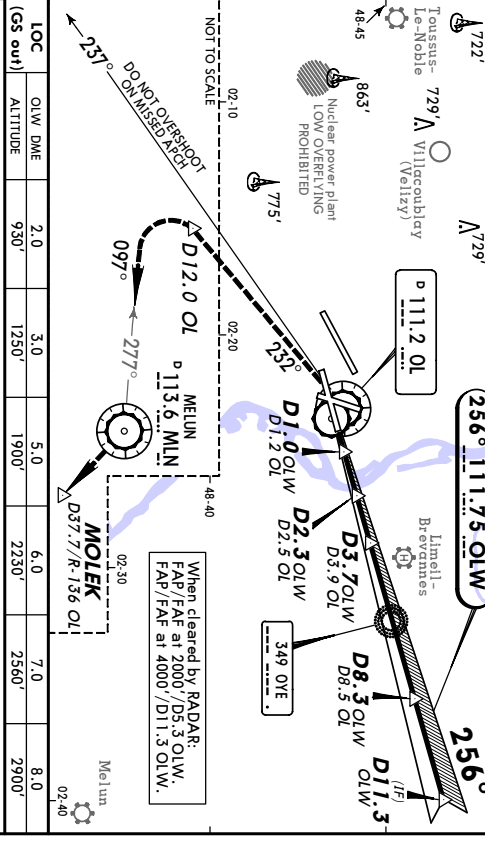
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87	124.45	118.7
111.75	1500' (1213')	487' (200')	287'
LOC OLV	Final Apch Crs	GS	DA(H)
256°	D3.7 OLV	RA 102'	387' (100')
	1500' (1213')	RA 102'	387' (100')
		DA(H)	287'
		Appl Elev	291'
		Rwy	287'

MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to intercept and follow R-232 OL climbing to 2000'. At D12.0 OL turn LEFT and proceed on R-277 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK.

MSA OL VOR: MSA 2200', all sectors 1° DME not available.

All Set: MPA Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 4000'

1 MSA 2000' within 7 NM of VOR
 2 MSA 2000' within 11 NM of VOR



LOC	OLW	DME	2.0	3.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE		930'	1250'	1900'	2230'	2560'	2900'

Gnd speed-Kts	70	90	100	120	140	160	HAIS-II	700'	2000'	OL
ILS GS 3.00° or	377	485	539	647	755	862	REL			on 111.2
LOC Descant Gradient 5.2%										LT
MAP at D1.0 OLW/D1.2 OL										R-232
JAR OPS	STRAIGHT-IN LANDING Rwy 26						CIRCLE-TO-LAND			
ILS	LOC (GS out) with OLW DME						CAT II ILS			
DA(H)	487' (200')						RA 102'			
FULL	AIS out						MVA(H)			
A	RVR 900m						810' (523')			
B	RVR 500m						810' (523')			
C	RVR 1000m						1180' (893')			
D	RVR 1400m						1180' (893')			

CHANGES: Communications, MSA, Missed approach.

LFP0/ORY
PARIS, FRANCE
CAT II ILS DME Rwy 26

27 AUG 04 (11-5A)

JEPPERSEN
PARIS, FRANCE
CAT II ILS DME Rwy 26

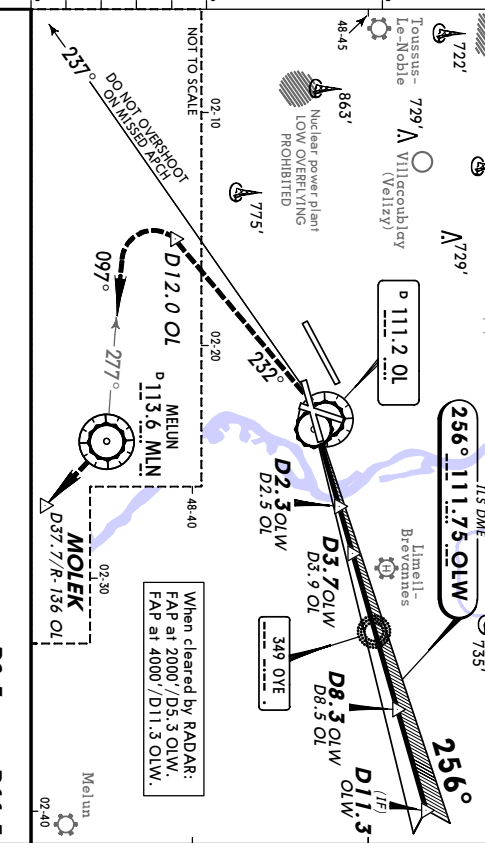
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87	124.45	118.7
111.75	1500' (1213')	487' (200')	287'
LOC OLV	Final Apch Crs	GS	DA(H)
256°	D3.7 OLV	RA 102'	387' (100')
	1500' (1213')	RA 102'	387' (100')
		DA(H)	287'
		Appl Elev	291'
		Rwy	287'

MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to intercept and follow R-232 OL climbing to 2000'. At D12.0 OL turn LEFT and proceed on R-277 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK.

MSA OL VOR: MSA 2200', all sectors 1° DME not available.

All Set: MPA Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 4000'

1 MSA 2000' within 7 NM of VOR
 2 MSA 2000' within 11 NM of VOR



LOC	OLW	DME	2.0	3.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE		930'	1250'	1900'	2230'	2560'	2900'

Gnd speed-Kts	70	90	100	120	140	160	HAIS-II	700'	2000'	OL
GS	3.00°	377	485	539	647	755	REL			on 111.2
LOC Descant Gradient 5.2%										LT
MAP at D1.0 OLW/D1.2 OL										R-232
JAR OPS	STRAIGHT-IN LANDING Rwy 26						CAT II ILS			
ILS	LOC (GS out) with OLW DME						CAT II ILS			
DA(H)	487' (200')						RA 102'			
FULL	AIS out						MVA(H)			
A	RVR 900m						810' (523')			
B	RVR 500m						810' (523')			
C	RVR 1000m						1180' (893')			
D	RVR 1400m						1180' (893')			

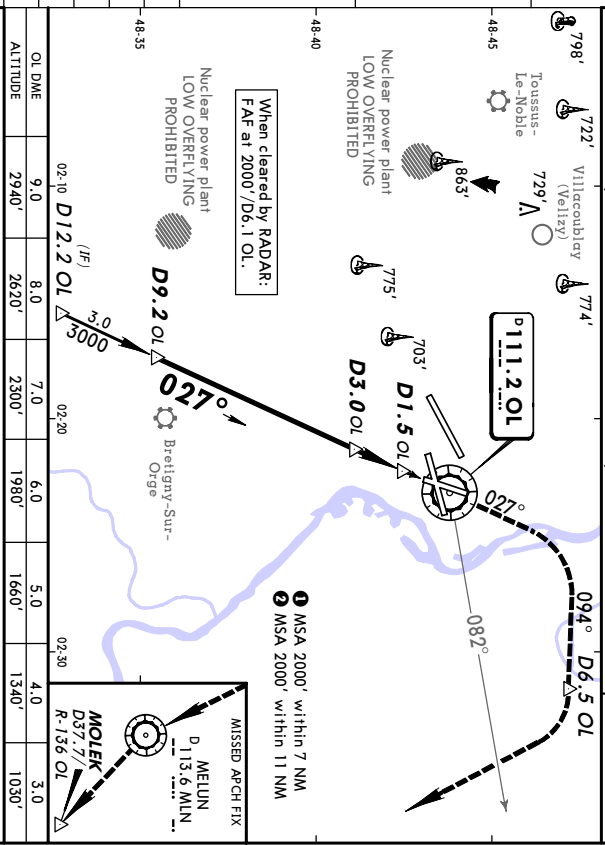
CHANGES: Communications, MSA, Missed approach.

JEPPESEN
 15 OCT 04 **(13-1) EFF 28 OCT**
LFP0/ORY **PARIS, FRANCE**
ONLY **VOR DME Rwy 02**

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87	124.45	118.7
111.2	3000' (2709')	3000' (2709')	211.2

MISSED APCH: Climb on R-207 OL inbound to 2000'. At 900' turn RIGHT (MAX IAS 185 KT) onto 094°. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-082 OL climb to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK, or as directed.
 Do not turn before passing MAP. Climb to 1100' prior to level acceleration.
 MSA OL VOR MSA 2200' all sectors if DME not available

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000'



OL DME	ALTITUDE	9.0	8.0	7.0	6.0	5.0	4.0	3.0
D9.2 OL	2940'	2620'	2300'	1980'	1660'	1340'	1030'	

GRD SPEED-KTS

Descent Gradient	5.2%	5.2%	5.2%	5.2%	5.2%
MAP at D1.5 OL	369	474	527	632	738
	843				

JAR-OPS STRAIGHT-IN LANDING RWY 02

MDA(H) A: 670' (379'), C: 740' (449'), B: 710' (419'), D: 760' (469')

HAIS REL: Missed Apch above

CIRCLE-TO-LAND

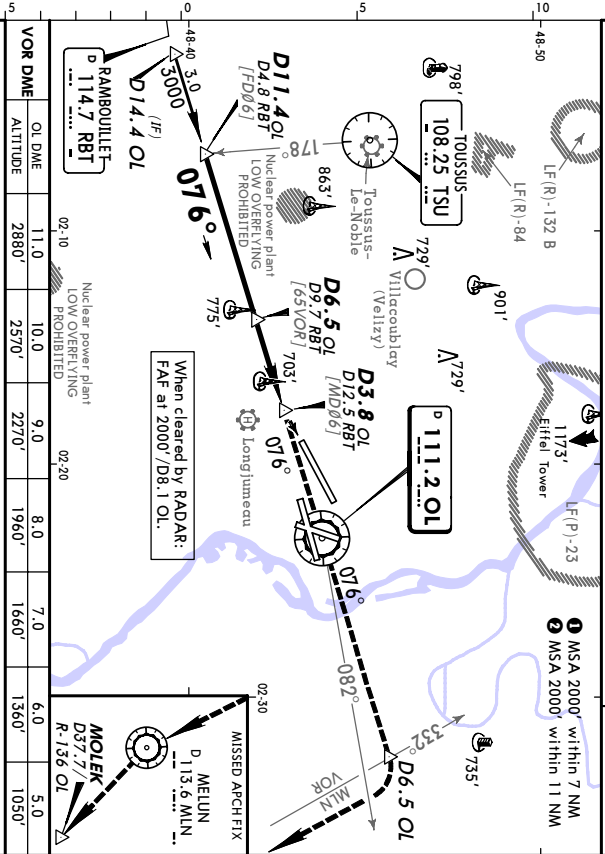
Max Kts	MDA(H)	VIS
110	810' (519')	1500m
135	810' (519')	1600m
180	1180' (889')	2400m
205	1180' (889')	3600m

JEPPESEN
 15 OCT 04 **(13-2) EFF 28 OCT**
LFP0/ORY **PARIS, FRANCE**
ONLY **VOR DME or VOR Rwy 06**

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87	124.45	118.7
111.2	3000' (2709')	3000' (2709')	211.2

MISSED APCH: Follow R-256 inbound to OL VOR, then on R-076 OL climbing to 2000'. At D6.5 OL turn RIGHT to MLN VOR. At MLN VOR climb to FL 60 and proceed to MOLEK. When crossing R-082 OL climb to 4000', or as directed. Climb to 1100' prior to level acceleration.
 MSA OL VOR MSA 2200' all sectors if DME not available

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000'



OL DME	ALTITUDE	11.0	10.0	9.0	8.0	7.0	6.0	5.0
D11.4 OL	2880'	2570'	2270'	1960'	1660'	1360'	1050'	

GRD SPEED-KTS

Descent Gradient	5.02%	5.02%	5.02%	5.02%	5.02%
MAP at D5.8 OL/D12.5 RBT	357	459	509	611	713
VOR DME: MAP at D5.8 OL/D12.5 RBT					
VOR: R-178 TSU to MAP	7.6	6:31	5:04	4:34	3:48
					3:15
					2:51

JAR-OPS STRAIGHT-IN LANDING RWY 06

MDA(H) VOR DME: 870' (579'), VOR: 1070' (779')

HAIS REL: Missed Apch above

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
110	870' (579')	1500m
135	870' (579')	1600m
180	1170' (879')	2400m
205	1170' (879')	3600m

