

GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: 0930-1900±

Night Restriction

- Propeller ACFT not in compliance with ICAO annex 16 are prohibited to leave parking position to TKOF between 2215-0500± and land between 2230-0515±.
- Jet ACFT are prohibited to leave parking position to TKOF between 2115-0500±.
- Jet ACFT not in compliance with ICAO annex 16 are prohibited to land between 2230-0515±.

Airport Information

RFF: CAT 8

Fuel: 0500-2200±

PCN: RWY 03/21: 47/F/C/W/U, RWY 07/25: 58/R/C/W/U, RWY 09/27: 47/F/C/W/T

Operation

Traffic Note

Mandatory assistance by approved based companies. The name of the assistant society must be stated in field 18 of the FPL as remark.

During winter OPS, RWY 03/21 will only be CLRD if OPR required.

AD not AVBL for SKED commercial TFC and for charter FLTs.

24HRs PPR for ACFT with wingspan above 42m / 138ft.

Wake Turbulence Categorization and Separation Minima (RECAT-EU)

RECAT-EU standards applied. See RSI EUR.

RWY Restrictions

RWY 27 AVBL for LDG only.

RWY 09 AVBL for TKOF only.

If TKOF RWY 07 for operational reasons, REQ 30min prior to ETD.

If LDG RWY 25 for safety reasons, report to CHARLES DE GAULLE APCH at first contact.

TWY Restrictions

TWY V1, C1, C11, V2, W1, C2, V3, C22, C3, W2, C4, B1, R1, R, A width 20m / 66ft.

TWY W5 width 15m / 49ft.

TWY W5 MAX wingspan 28m / 92ft.

TWY V1, V2, V3, C2, C22, R, R1, U3, C4, B1, W4 MAX wingspan 42m / 138ft.

TWY C1, W1, W2 MAX wingspan 52m / 171ft.

TWY W1, W2, W3 and C22 MAX speed of ACFT 20KT (35km/h).

| HLDG bay AB is AVBL up to code letter C ACFT.

Taxi/Parking

It is recommended to ACFT with undercarriage width greater than 9m / 25ft to taxi with caution, especially on bends. It is advised for them to use technique of over-steering. A particular attention must be brought for bends between TWY A and U2, V4 and C3.

N-1 engine taxiing procedure is forbidden on all TWYs.

Taxilights must be switched on at any condition of VIS and H24.

GENERAL**APU**

Use of APU restricted to 5min after on-block and 10min before off-block time.

If no GPU AVBL: 60min before DEP, 80min above 140t / 308647lbs.

30min after ARR.

Noise Abatement Procedures

RWY 21: Use only on exceptional basis, initial turn ASAP after TKOF but latest 1.5NM from AD to avoid overflying Paris.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Speed and Level Instructions

Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions on the relevant DME range or abeam the published restriction point (if unable advise ATC).

MAX IAS 220KT while intercepting LOC RWY 27, unless instructed otherwise by ATC.

Communication

On first contact with APP report:

- cleared waypoint and cleared LVL
- IAS cleared by ACC, or without, free IAS adopted
- ATIS code

On initial contact with GND report TYPE of ACFT if wingspan above 53m / 174ft.

PROC by default without ATC instruction

The lack of ATC CLR to perform the initial APCH may be caused by a late ACC/APP handover (at or after IAF) and/or by an overloaded FREQ.

In such situation, on reaching the IAF, do not join the HLDG pattern, but perform by default initial APCH PROC, at the last assigned LVL which has been acknowledged.

This rule has to be followed for ARR going to LFPB and using:

- IAF VEBEK in all configurations.
- IAF MOBRO and OKABO when LFPB is in east configuration (MOBRO 4W, OKABO 4W).
- IAF KOLIV and BANOX when LFPB is in east configuration (KOLIV 4E, BANOX 4E).

In all other cases, apply COM failure PROC.

COM Failure

Follow authorized or FPL STAR according to known or estimated LDG direction. In case of radar guidance proceed to the initial STAR.

Proceed to the IAF at last assigned LVL which has been acknowledged if it is AVBL, otherwise highest LVL in the HLDG pattern. Stay in the HLDG pattern at this LVL until latest time of following:

- EAT
- ARR time in HLDG pattern plus 10min, then descend in the HLDG pattern to specified LVL for beginning initial APCH
- Leave IAF at this LVL to perform APCH PROC

ARRIVAL**Characteristic ARR by MOBRO in West Configuration**

Follow authorized or FPL STAR according to known or estimated LDG direction. In case of radar guidance, get back to initial STAR. Proceed to IAF at the last assigned LVL which has been acknowledged if is AVBL for HLDG, otherwise at the highest LVL in the HLDG pattern.

Reaching MOBRO, do not join MOPAR HLDG pattern but leave directly IAF MOBRO at this LVL to perform APCH PROC until LDG.

Characteristic ARR by VEBEK

Follow authorized or FPL STAR according to known or estimated LDG direction. In case of radar guidance, get back to initial STAR. Proceed to VEBEK, FL110

Reaching VEBEK, do not join LORNI HLDG pattern but leave directly IAF VEBEK at this LVL to perform APCH PROC until LDG.

RWY 07, 25, 27**RNAV MATIX/MOPIL/RENSA**

Comply or join published STAR. MAX IAS 280KT. Proceed to VEBEK at FL110.

RWY 07**BANOX 4E**

Proceed or join published PROC. At SUBOX descend to 3000ft. AT PB501 continue MAG 067° to intercept final APCH RWY 07 (else ILS RWY 07).

KOLIV 4E

Join or comply with published PROC. At PB503 descend to 4000ft and continue R336 RBT (MAG 156°). At D20 RBT turn left MAG 112° to intercept final APCH RWY 07 (else ILS RWY 07).

OKABO 4E

Comply with published PROC. At D36 CLM turn right MAG 022° and descend to 3000ft to intercept final APCH RWY 07 (else ILS RWY 07).

VEBEK 4E

Join or comply with published PROC. At PG502 descend to 3000ft. At PG502 continue R088 PON (MAG 268°). At PON continue R268 PON (MAG 268°). AT R340 RBT left R336 RBT (MAG 156°). At D20 RBT left MAG 112° to intercept final APCH RWY 07 (else ILS RWY 07).

RWY 25, 27**BANOX 4W**

Join or comply with published PROC. At PB506 descend to 5000ft. At D20.5 BT turn left MAG 310° to intercept final APCH RWY 27 (else VPT RWY 25).

MOBRO 4W

Comply with published PROC. At PG528 descend to 3000ft and continue R287 CTL (MAG 107°). At D19.1 CTL turn right R014 CLM (MAG 194°). At D11.5 CLM turn right MAG 229° to intercept final APCH RWY 27 (else VPT RWY 25).

OKABO 4W

Comply with published PROC and continue MAG 330°. At LIRSO descend to 5000ft to intercept final APCH RWY 27 (else VPT RWY 25).

VEBEK 4W

Comply with published PROC and continue R225 CTL (MAG 225°). At CTL descend to 5000ft to intercept final APCH RWY 27 (else VPT RWY 25).

ARRIVAL**Procedures to guard against accidental overshooting the RWY CL when radio contact is temporally impossible**

After the pilot has been given a radar vector converging the assigned RWY CL at an angle of less than 70°, pilots will take the initiative or intercept ILS LOC or any replacement APCH aid unless they have previously been instructed to cross RWY CL by ATC.

Arrival Procedure**Traffic Note**

Visual APCH is not accepted.

LDG RWY 03 at night: PAPI mandatory.

All circlings are subject to prior authorization of ATS services, REQ to be made on first contact with De Gaulle APP.

Reverse: Do not use more than idle reverse if possible between 2115-0500±.

Balked LDG RWY 03

In case of balked LDG RWY 03, turn right ASAP climbing up to 770ft MAX in order to avoid drifting on to APCH path 08R of LFPG, then perform a right hand circuit of RWY 03.

POGO PROC

Planning ARR time possible only on following periods:

- before 0630±
- 0830-0930±
- 1130-1245±
- 1415-1530±
- after 1730±

RWY crossing

In eastbound LDG configuration, after LDG RWY 07/25 ACFT vacating RWY must not cross RWY 09/27 without prior ATC CLR. After CLR crossing of RWY 09/27 must be quickly made.

Contact GND after RWY 09/27 crossed and vacated only.

Non-standard GP intercept position on RWY 27

GP intercepts RWY 27 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 1539m / 5049ft.

Warnings

RWY 25: PAPI axis offset 5° left from RWY axis.

DEPARTURE**Take-off Minima**

RWY		07, 09	
All ACFT	ft - m/km	0 - 400R/400v	HJ only
		0 - 800R/800v	HN
RWY		21, 25	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
RWY		03	
All ACFT	ft - m/km	Not published	-
RWY		27	
All ACFT	ft - m/km	Not authorized	-

Speed

Within TMA parts 2 to 10, for SID RNAV departures MAX IAS 250KT below FL100 except explicit CLR initiated by ATC.

If unable to maintain 250KT for technical reason or FLT quality, higher speed is possible after ATC CLR.

MAX 280KT at or above FL100 for AGOPA, ERIXU, LATRA, OKASI and PILUL DEP.

For CONV SID MAX IAS 220KT.

Communication**COM Failure**

Comply with SID and assigned LVL to D28 BT (D40 POY for conventional SID) then continue according FPL.

POGO SID: Proceed via "POGO"-routing at last assigned ALT until descent.

Departure Procedure

Noise Abatement Procedures: Use TKOF PROC A.

Special Caution

RWY 09:

Due to proximity of LFPG RWY 08R, 08L final APCH axis.

Track strictly RWY CL (085°) until D2.6 BT PB090 (WPT fly over).

In any case, do not spill north of RWY 09 CL of LFPB.

Risk of confusion between RWY 07 and 09. Check MT after lining-up before TKOF.

- RWY 07 MT 068°
- RWY 09 MT 085°

RWY 25:

Due to proximity of LFPG RWY 26R, 26L TKOF axis.

Track strictly RWY CL (248°) until D5.5 BT PB250 (WPT fly over).

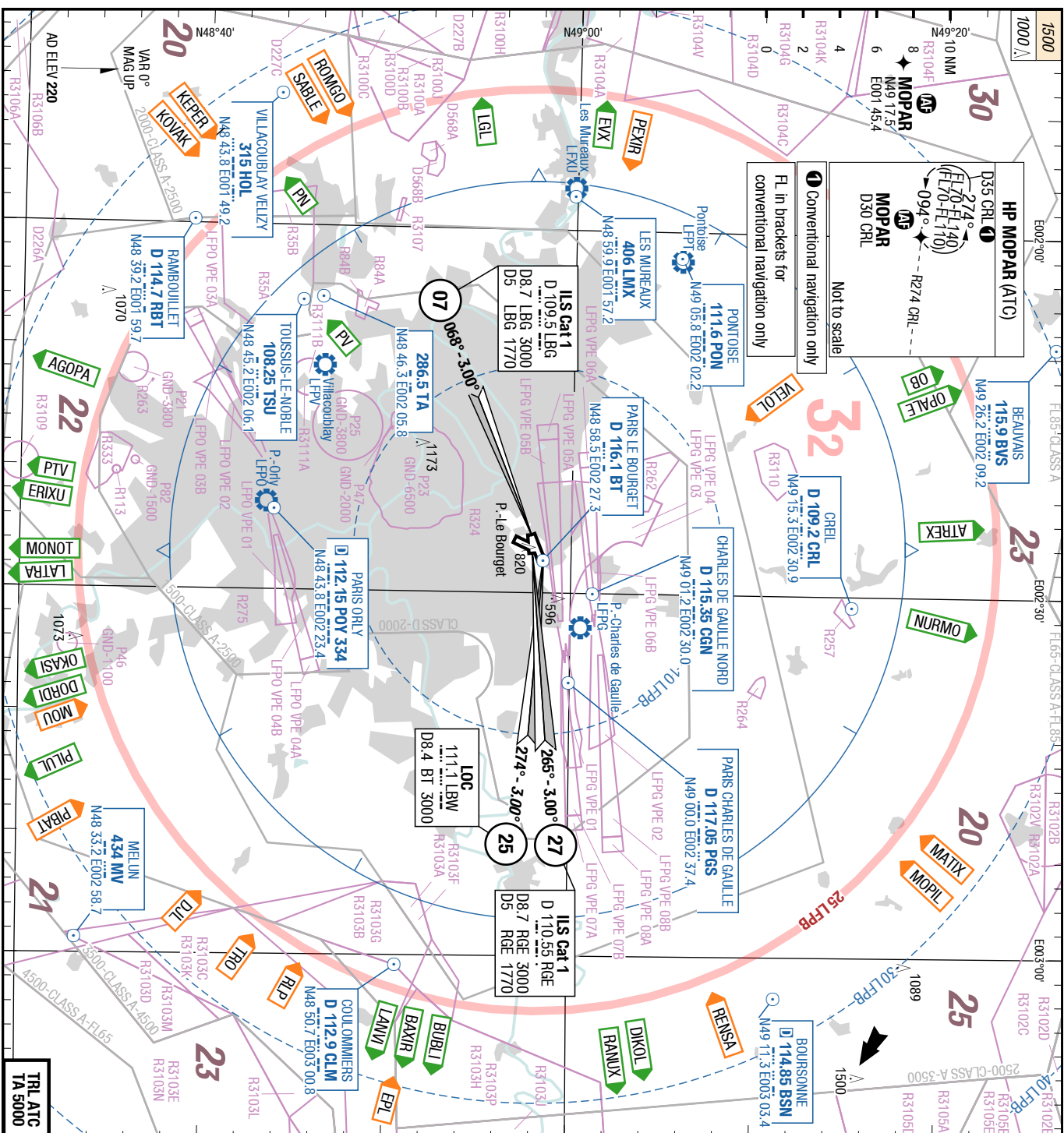
Visual Departure

Visual departure is prohibited.

DEPARTURE**ATC Slot, Clearance**

REQ ATC CLR 10min prior start-up ENGs, transmit:

- Call-sign
- DEST
- stand
- ready to start-up ENGs in 10min



D-ATIS	120.000
De Gaulle DEP	124.355 GPALE (RANOX)
	131.200 AGOPA, BAXIR, BUBIL, DIKOL, ERVU, LANVI, LATRA, OKASI
	133.380 DORRO, LSL, MONOT, PILUL, PTV
De Gaulle APP	126.575
	121.155 LOANI, MOERO, MOPAR, VEREX
	125.830 (RANOX, OKABO)
	136.275
	126.575
Le Bourget TWR	118.925
Le Bourget GND	118.400
De Gaulle Transit	121.900
Le Bourget DLV	119.850
	121.950

Landing RWY system:

03	THR 144 (5HPa) / TDZ --- (---%) +0.4%
	265 2400 x 60
	60 x 2665

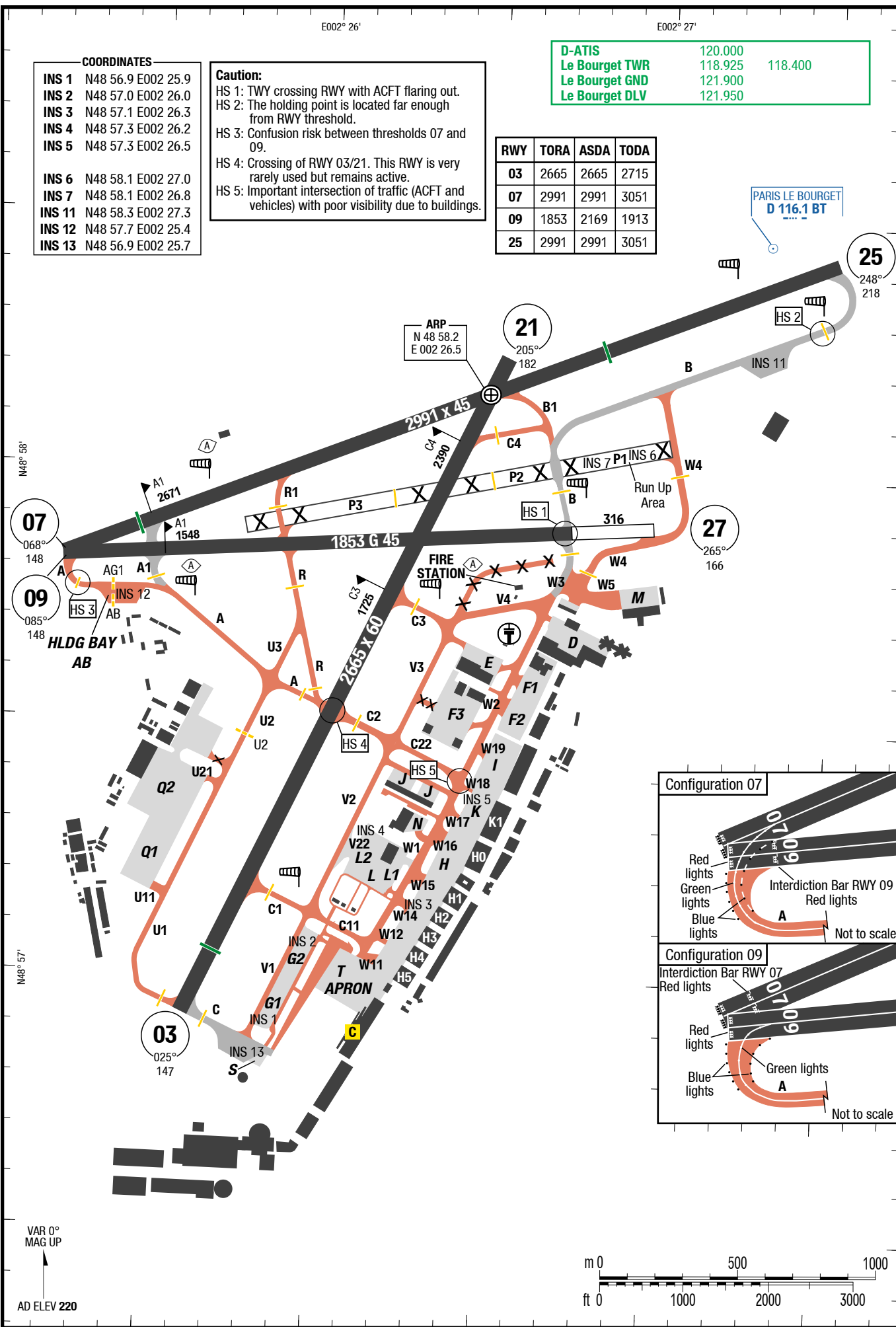
21	THR 182 (7HPa)
	50 HL
	TDZ --- (---%) / THR 182 (7HPa)

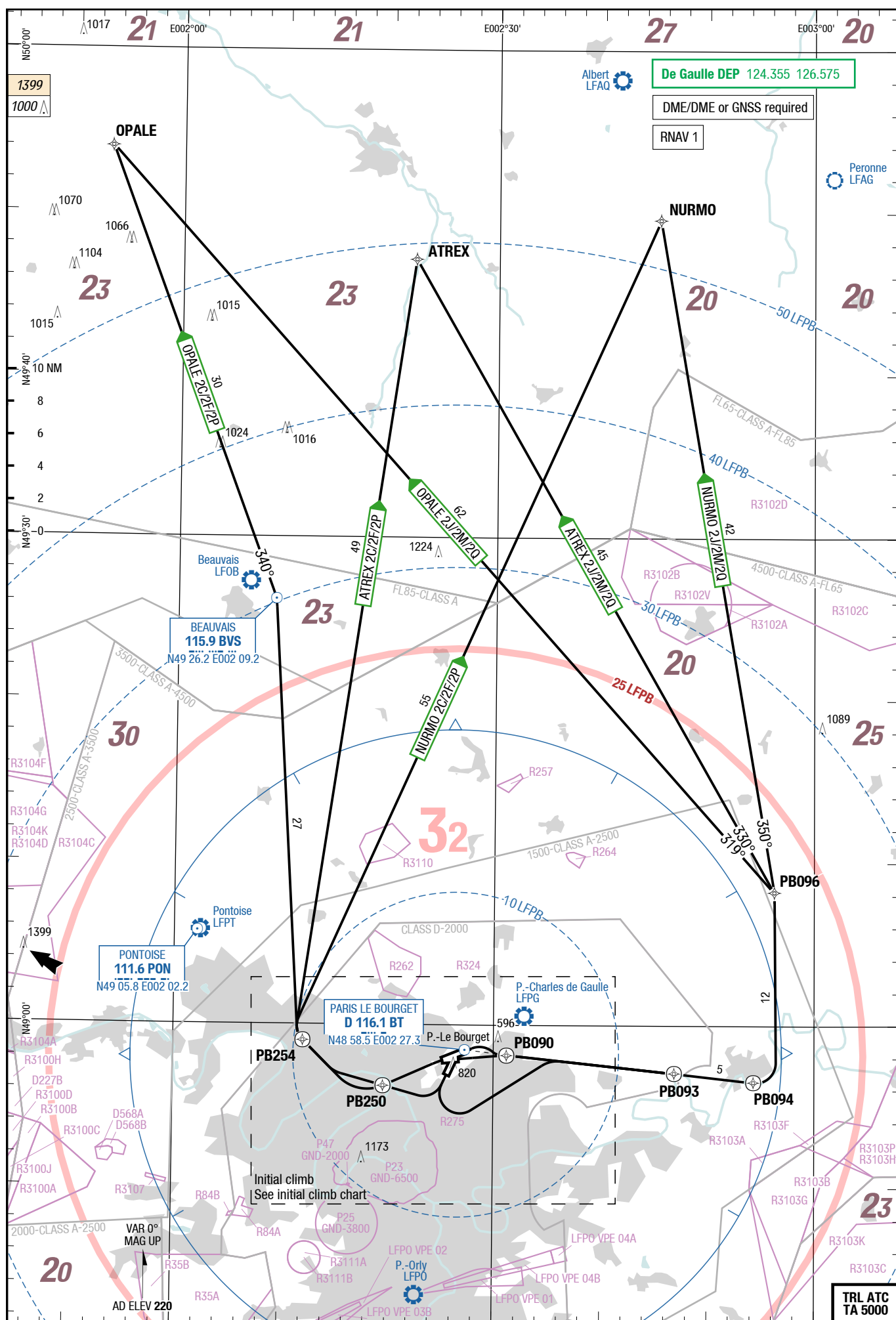
07	THR 155 (6HPa) / TDZ --- (---%) +0.3%
	420
	THR 155 (6HPa) / TDZ --- (---%) +0.3%

25	THR 186 (7HPa)
	50 HL
	TDZ --- (---%) / THR 186 (7HPa)

09	THR 148 (5HPa) / TDZ --- (---%) +0.3%
	420
	THR 148 (5HPa) / TDZ --- (---%) +0.3%

27	THR 166 (6HPa)
	50 HL
	TDZ --- (---%) / THR 166 (6HPa)

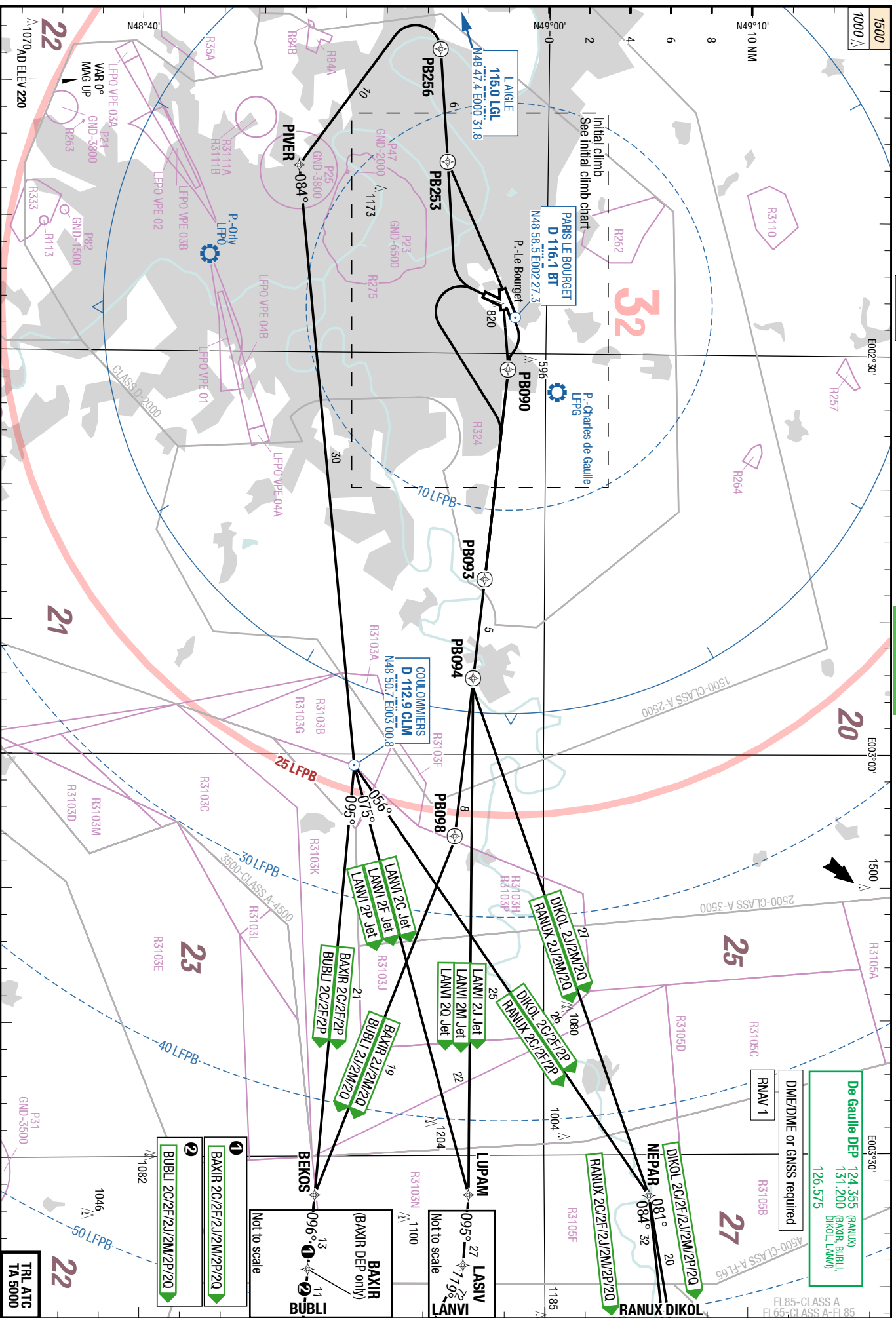


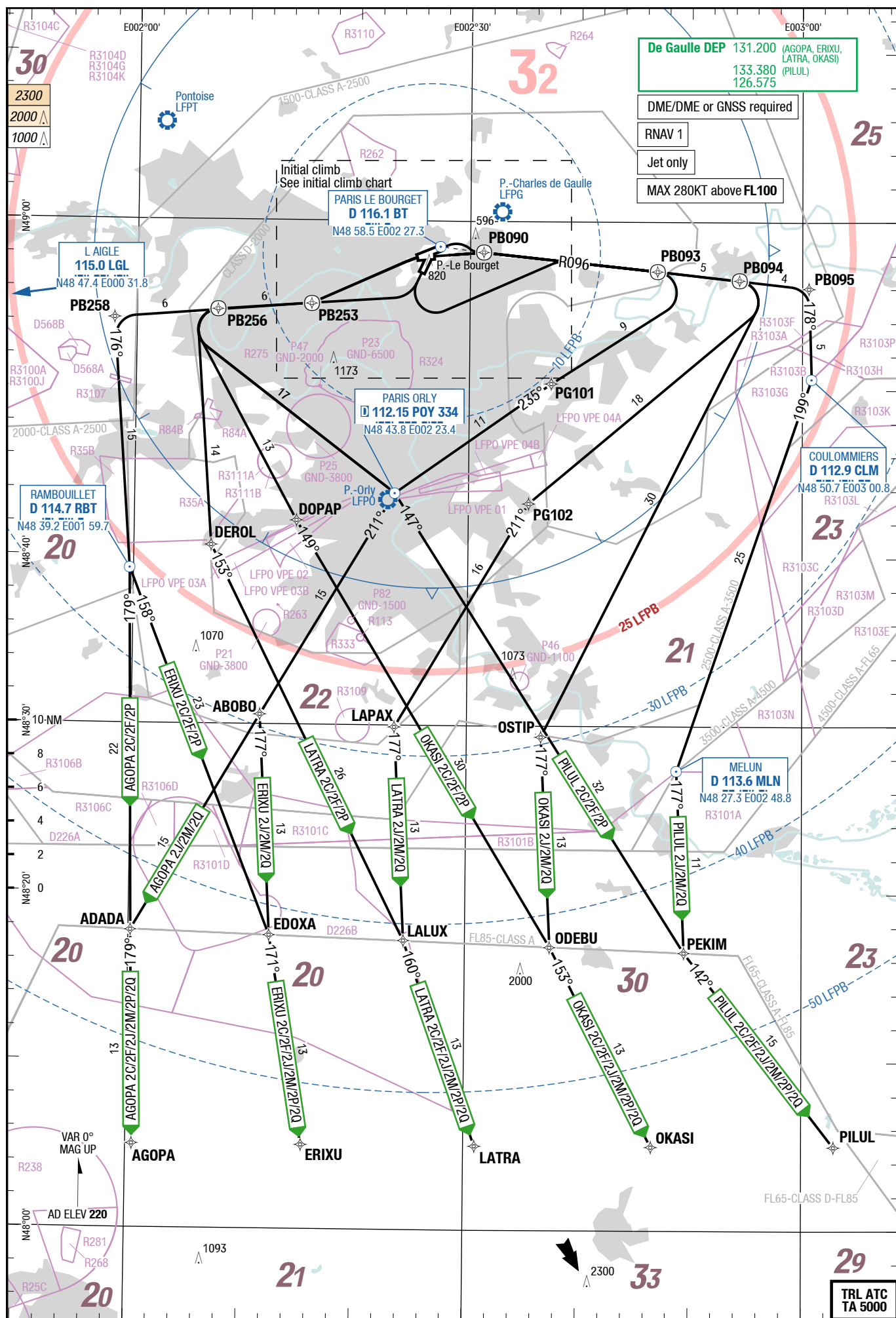


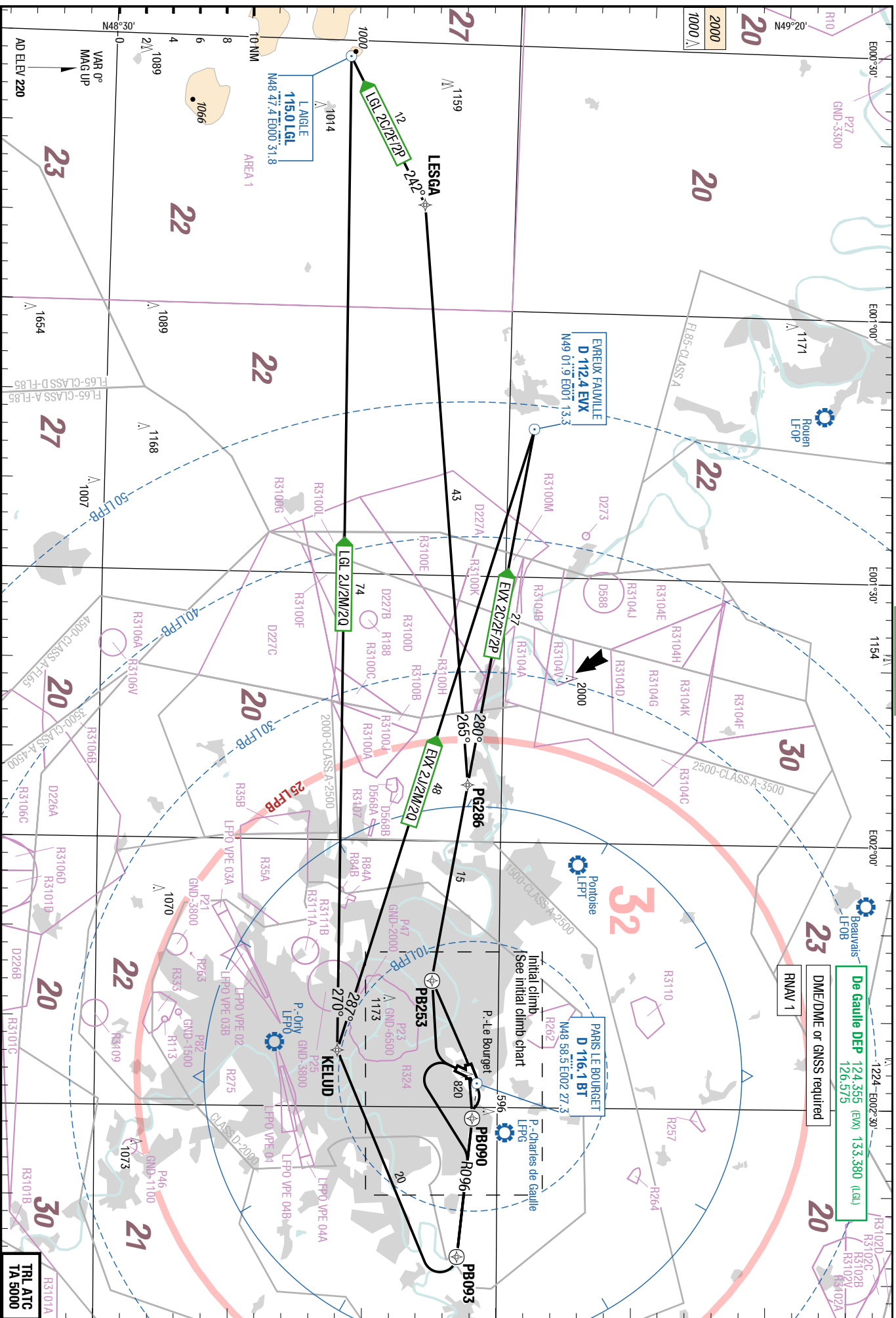
Le Bourget **Paris** France

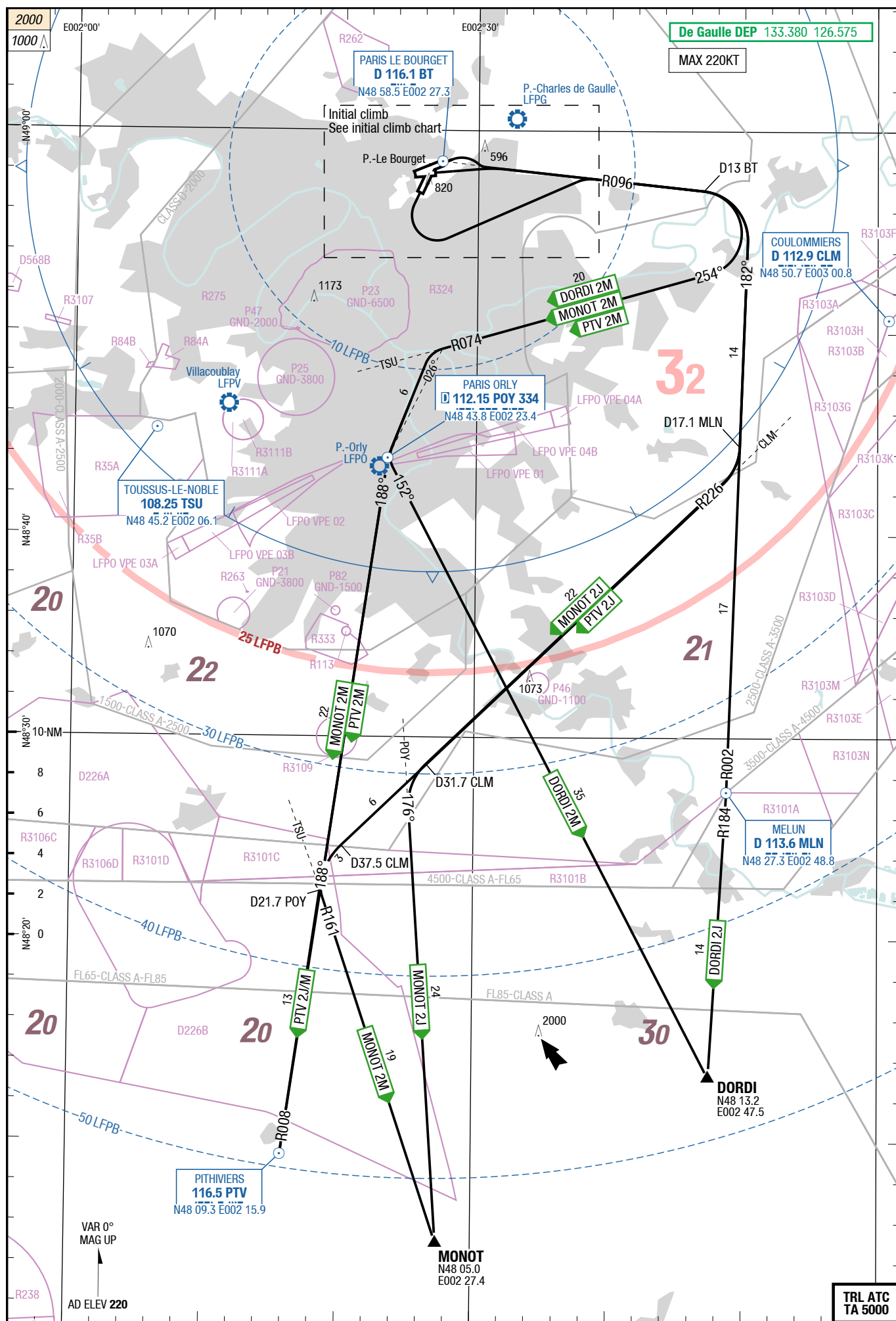
LC Doungel ■
BNV SIDS South

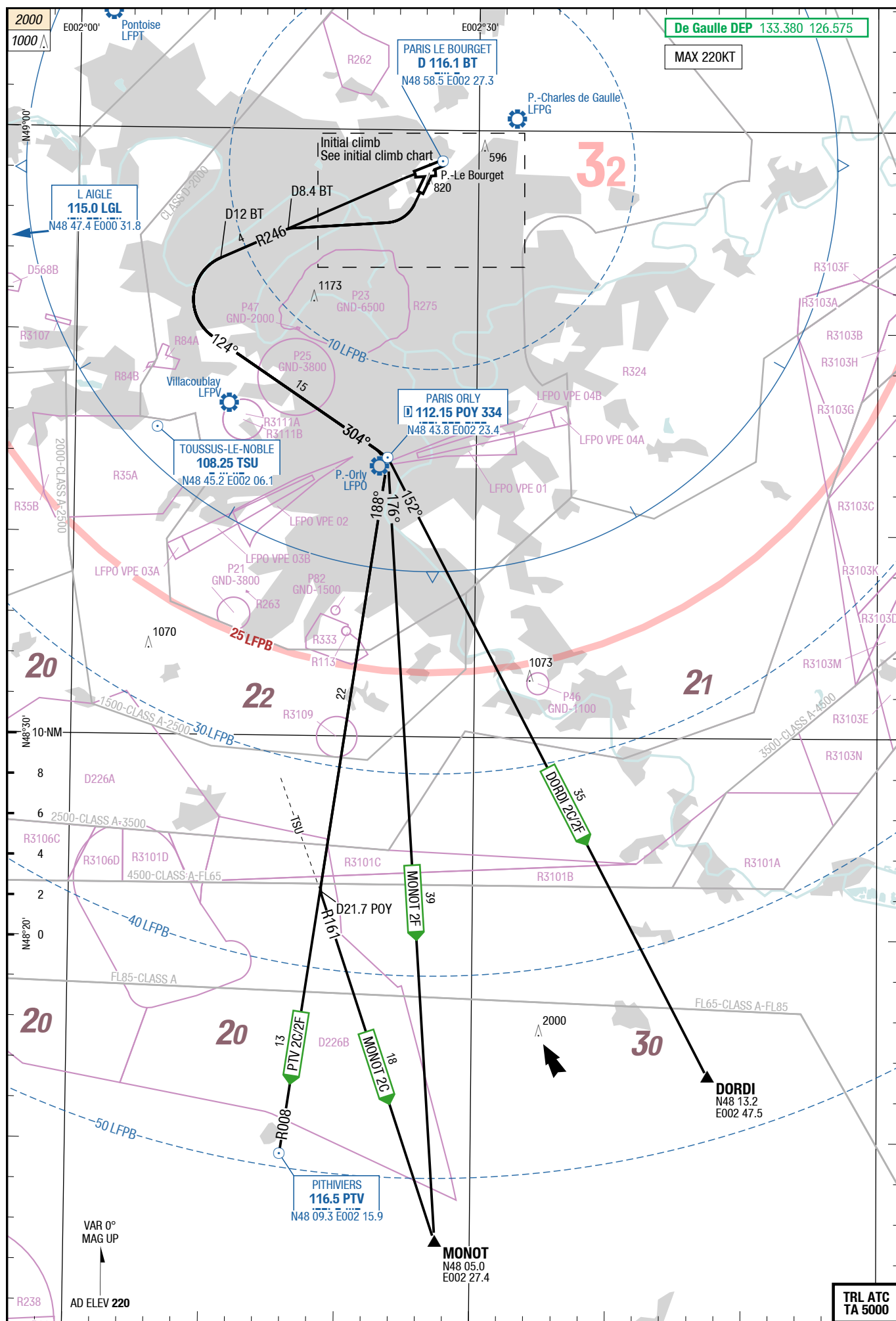
RNAV SIDs East

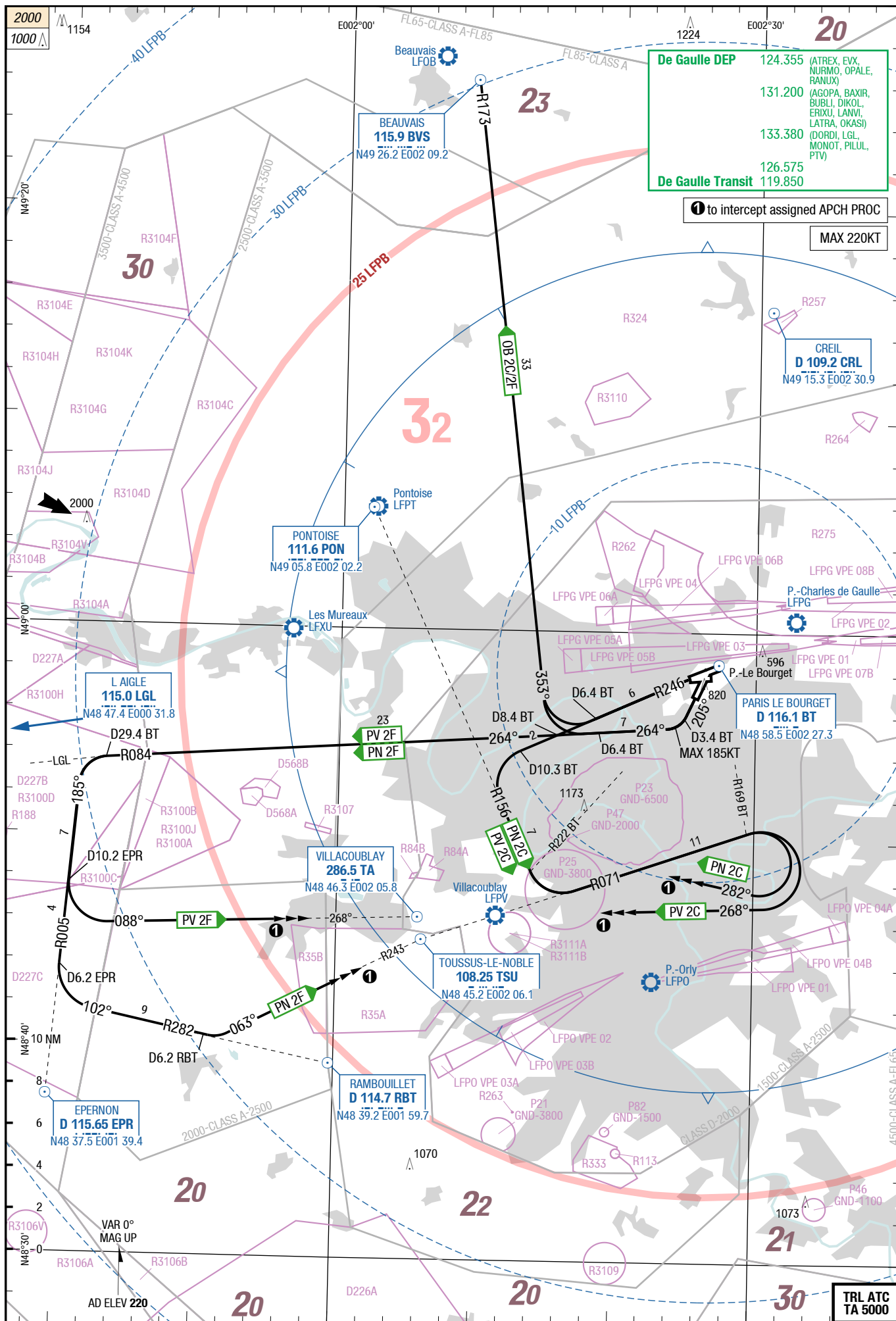




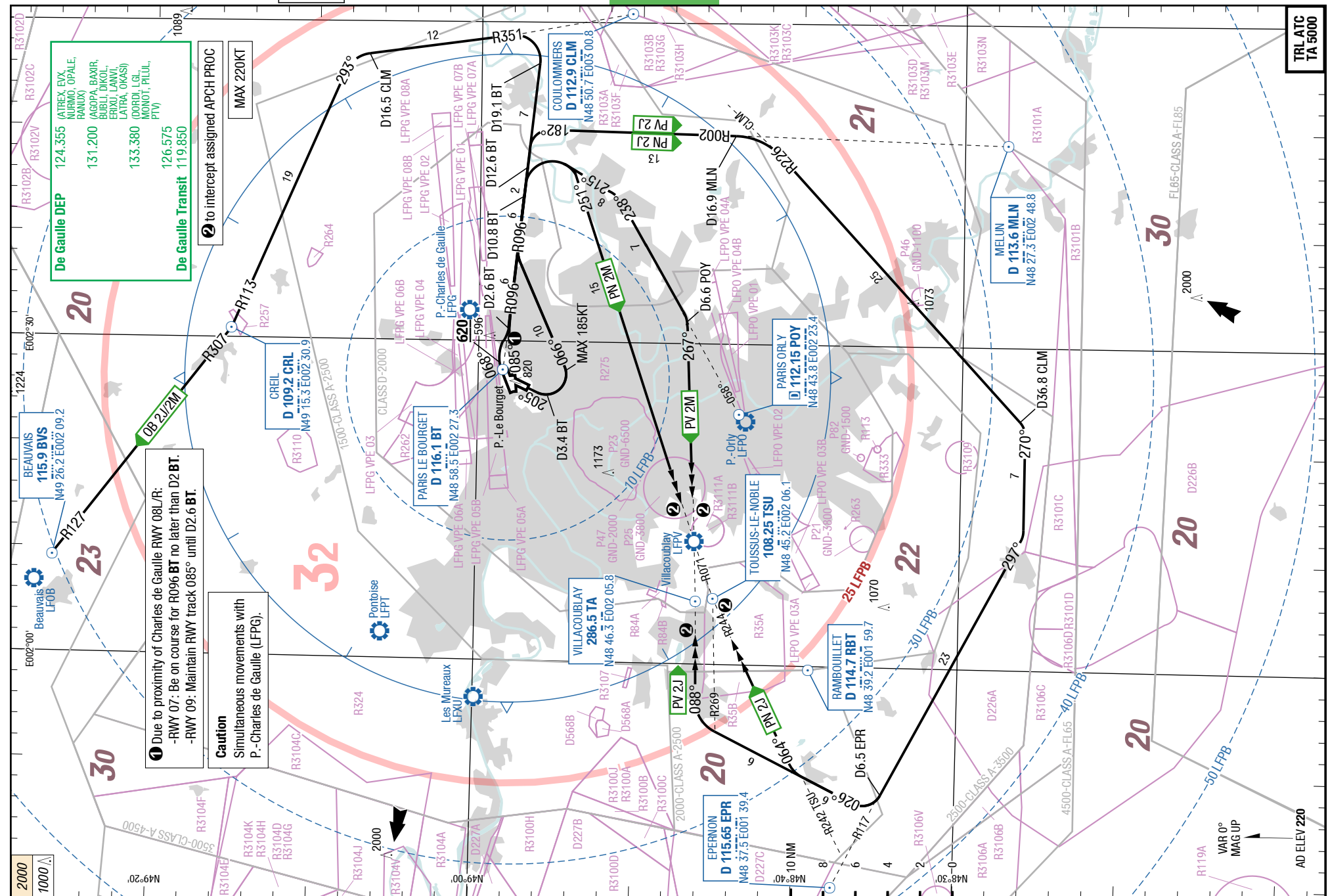








4-90



ATREX 2Q / NURMO 2Q / OPALE 2Q / ATREX 2J/2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/21	
ATREX 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 124.355 ①③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - PB096 - ATREX RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - PB096 - ATREX	initial climb 3000
NURMO 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 124.355 ①③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - PB096 - NURMO RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - PB096 - NURMO	initial climb 3000
OPALE 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 124.355 ①③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - PB096 - OPALE RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - PB096 - OPALE	initial climb 3000
	Runway 09	
ATREX 2J/2M 4.2% 5.5% to FL150 124.355 ①②	at PB090 RT intercept R096 BT to PB093 - PB094 - PB096 - ATREX	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

LBG-LFPB

5-20

RNAV SIDs North**NURMO 2J/2M / OPALE 2J/2M / ATREX 2P / NURMO 2P / OPALE 2P**

RWYs 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
NURMO 2J/2M 4.2% 5.5% to FL150 124.355 ①②	at PB090 RT intercept R096 BT to PB093 - PB094 - PB096 - NURMO	initial climb 3000
OPALE 2J/2M 4.2% 5.5% to FL150 124.355 ①②	at PB090 RT intercept R096 BT to PB093 - PB094 - PB096 - OPALE	initial climb 3000
	Runway 21	
ATREX 2P 4.7% 5.5% to FL150 124.355 ①③	at D3.4 BT RT (MAX 185KT) 285° intercept R136 PON inbound to PB254 - ATREX	initial climb 3000
NURMO 2P 4.7% 5.5% to FL150 124.355 ①③	at D3.4 BT RT (MAX 185KT) 285° intercept R136 PON inbound to PB254 - NURMO	initial climb 3000
OPALE 2P 4.7% 5.5% to FL150 124.355 ①③	at D3.4 BT RT (MAX 185 KT) 285° intercept R136 PON inbound to PB254 - BVS - OPALE	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

ATREX 2C/2F / NURMO 2C/2F / OPALE 2C/2F

RWY 25 (248°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
ATREX 2C/2F 6.6% to 1000 5.5 to FL150 124.355 ①②	intercept R247 BT - at PB250 RT intercept R136 PON inbound to PB254 - ATREX	initial climb 3000
NURMO 2C/2F 6.6% to 1000 5.5 to FL150 124.355 ①②	intercept R247 BT - at PB250 RT intercept R136 PON inbound to PB254 - NURMO	initial climb 3000
OPALE 2C/2F 6.6% to 1000 5.5 to FL150 124.355 ①②	intercept R247 BT - at PB250 RT intercept R136 PON inbound to PB254 - BVS - OPALE	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 6.6% due to obstacles (trees) 302m/991ft from DER, 227ft MSL/9ft AGL.

BAXIR 2Q / BUBLI 2Q / DIKOL 2Q

RWYs 07 (068°) / 21 (205°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/21	
BAXIR 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①②③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - PB098 - BEKOS - BAXIR RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - PB098 - BEKOS - BAXIR	initial climb 4000
BUBLI 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①②	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - PB098 - BEKOS - BUBLI RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - PB098 - BEKOS - BUBLI	initial climb 4000
DIKOL 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①②③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - NEPAR - DIKOL RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - NEPAR - DIKOL	initial climb 4000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

③ ACFT with RFL between FL115 and FL195

LANVI 2Q / RANUX 2Q / BAXIR 2J/2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/21	
LANVI 2Q (Jet only) 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①③④⑥	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - LUPAM - LASIV - LANVI RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - LUPAM - LASIV - LANVI	initial climb 4000
RANUX 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 124.355 ①③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - NEPAR - RANUX RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - NEPAR - RANUX	initial climb 4000
	Runway 09	
BAXIR 2J/2M 4.2% 5.5% to FL150 131.200 ①②⑤	at PB090 RT intercept R096 BT to PB093 - PB094 - PB098 - BEKOS - BAXIR	initial climb 4000

- ① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.
- ② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.
- ③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.
- ④ SID can be used on weekends and at nights. By ATC during rest of the week.
- ⑤ ACFT with RFL between FL115 and FL195
- ⑥ ACFT with RFL above FL195

BUBLI 2J/2M / DIKOL 2J/2M / LANVI 2J/2M / RANUX 2J/2M

RWY 09 (085°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BUBLI 2J/2M 4.2% 5.5% to FL150 131.200 ①②⑤	at PB090 RT intercept R096 BT to PB093 - PB094 - PB098 - BEKOS - BUBLI	initial climb 4000
DIKOL 2J/2M 4.2% 5.5% to FL150 131.200 ①②④	at PB090 RT intercept R096 BT to PB093 - PB094 - NEPAR - DIKOL	initial climb 4000
LANVI 2J/2M (Jet only) 4.2% 5.5% to FL150 131.200 ①②③⑤	at PB090 RT intercept R096 BT to PB093 - PB094 - LUPAM - LASIV - LANVI	initial climb 4000
RANUX 2J/2M 4.2% 5.5% to FL150 124.355 ①②⑤	at PB090 RT intercept R096 BT to PB093 - PB094 - NEPAR - RANUX	initial climb 4000

- ① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.
- ② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.
- ③ SID can be used on weekends and at nights. By ATC during rest of the week.
- ④ ACFT with RFL between FL115 and FL195
- ⑤ ACFT with RFL above FL195

BAXIR 2P / BUBLI 2P / DIKOL 2P / LANVI 2P / RANUX 2P

RWY 21 (205°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
BAXIR 2P 4.7% 5.5% to FL150 131.200 ①②④	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - PIVER - CLM - BEKOS - BAXIR	initial climb FL70
BUBLI 2P 4.7% 5.5% to FL150 131.200 ①②⑤	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - PIVER - CLM - BEKOS - BUBLI	initial climb FL70
DIKOL 2P 4.7% 5.5% to FL150 131.200 ①②④	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - PIVER - CLM - NEPAR - DIKOL	initial climb FL70
LANVI 2P (Jet only) 4.7% 5.5% to FL150 131.200 ①②③⑤	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - PIVER - CLM - LUPAM - LASIV - LANVI	initial climb FL70
RANUX 2P 4.7% 5.5% to FL150 124.355 ①②⑤	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - PIVER - CLM - NEPAR - RANUX	initial climb FL70

- ① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.
- ② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.
- ③ SID can be used on weekends and at nights. By ATC during rest of the week.
- ④ ACFT with RFL between FL115 and FL195
- ⑤ ACFT with RFL above FL195

BAXIR 2C/2F / BUBLI 2C/2F / DIKOL 2C/2F / LANVI 2C/2F / RANUX 2C/2F

RWY 25 (248°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BAXIR 2C/2F 6.6% to 1000 5.5% to FL150 131.200 ①③④	intercept R247 BT to PB253 - PB256 - PIVER - CLM - BEKOS - BAXIR	initial climb FL70
BUBLI 2C/2F 6.6% to 1000 5.5% to FL150 131.200 ①③⑤	intercept R247 BT to PB253 - PB256 - PIVER - CLM - BEKOS - BUBLI	initial climb FL70
DIKOL 2C/2F 6.6% to 1000 5.5% to FL150 131.200 ①③	intercept R247 BT to PB253 - PB256 - PIVER - CLM - NEPAR - DIKOL	initial climb FL70
LANVI 2C/2F (Jet only) 6.6% to 1000 5.5% to FL150 131.200 ①②③⑤	intercept R247 BT to PB253 - PB256 - PIVER - CLM - LUPAM - LASIV - LANVI	initial climb FL70
RANUX 2C/2F 6.6% to 1000 5.5% to FL150 124.355 ①③⑤	intercept R247 BT to PB253 - PB256 - PIVER - CLM - NEPAR - RANUX	initial climb FL70

- ① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.
- ② SID can be used on weekends and at nights. By ATC during rest of the week.
- ③ Theoretical climb gradient 6.6% due to obstacles (trees) 302m/991ft from DER, 227ft MSL/9ft AGL.
- ④ ACFT with RFL between FL115 and FL195
- ⑤ ACFT with RFL above FL195

AGOPA 2Q / ERIXU 2Q / LATRA 2Q

RWYs 07 (068°) / 21 (205°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/21	
AGOPA 2Q (Jet only) 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①②③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PG101 - POY - ABOBO - ADADA - AGOPA RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PG101 - POY - ABOBO - ADADA - AGOPA	initial climb FL70
ERIXU 2Q (Jet only) 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①②③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PG101 - POY - ABOBO - EDOXA - ERIXU RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PG101 - POY - ABOBO - EDOXA - ERIXU	initial climb FL70
LATRA 2Q (Jet only) 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①②③	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - PG102 - LAPAX - LALUX - LATRA RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - PG102 - LAPAX - LALUX - LATRA	initial climb FL70

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

③ MAX 280KT above FL100.

OKASI 2Q / PILUL 2Q / AGOPA 2J/2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/21	
OKASI 2Q (Jet only) 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 131.200 ①③④	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB094 - OSTIP - ODEBU - OKASI RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB094 - OSTIP - ODEBU - OKASI	initial climb FL70
PILUL 2Q (Jet only) 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①③④	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - PB095 - CLM - MLN - PEKIM - PILUL RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - PB095 - CLM - MLN - PEKIM - PILUL	initial climb FL70
	Runway 09	
AGOPA 2J/2M (Jet only) 4.2% 5.5% to FL150 131.200 ①②④	at PB090 RT intercept R096 BT to PB093 - PG101 - POY - AB0BO - ADADA - AGOPA	initial climb FL70

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

④ MAX 280KT above FL100.

20-APR-2017

LBG-LFPB

5-110

RNAV SIDs South

SIDPT

ERIXU 2J/2M / LATRA 2J/2M / OKASI 2J/2M / PILUL 2J/2M

RWY 09 (085°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ERIXU 2J/2M (Jet only) 4.2% 5.5% to FL150 131.200 ①②③	at PB090 RT intercept R096 BT to PB093 - PG101 - POY - AB0B0 - EDOXA - ERIXU	initial climb FL70
LATRA 2J/2M (Jet only) 4.2% 5.5% to FL150 131.200 ①②③	at PB090 RT intercept R096 BT to PB093 - PB094 - PG102 - LAPAX - LALUX - LATRA	initial climb FL70
OKASI 2J/2M (Jet only) 4.2% 5.5% to FL150 131.200 ①②③	at PB090 RT intercept R096 BT to PB093 - PB094 - OSTIP - ODEBU - OKASI	initial climb FL70
PILUL 2J/2M (Jet only) 4.2% 5.5% to FL150 133.380 ①②③	at PB090 RT intercept R096 BT to PB093 - PB095 - CLM - MLN - PEKIM - PILUL	initial climb FL70

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

③ MAX 280KT above FL100.

Changes: Track, QFU, Note, PROC renumbered

AGOPA 2P / ERIXU 2P / LATRA 2P / OKASI 2P / PILUL 2P

RWY 21 (205°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
AGOPA 2P (Jet only) 4.7% 5.5% to FL150 131.200 ①②③	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB258 - RBT - ADADA - AGOPA	initial climb FL70
ERIXU 2P (Jet only) 4.7% 5.5% to FL150 131.200 ①②③	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB258 - RBT - EDOXA - ERIXU	initial climb FL70
LATRA 2P (Jet only) 4.7% 5.5% to FL150 131.200 ①②③	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - DEROL - LALUX - LATRA	initial climb FL70
OKASI 2P (Jet only) 4.7% 5.5% to FL150 131.200 ①②③	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - DOPAP - ODEBU - OKASI	initial climb FL70
PILUL 2P (Jet only) 4.7% 5.5% to FL150 133.380 ①②③	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PB256 - POY - PEKIM - PILUL	initial climb FL70

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

③ MAX 280KT above FL100.

AGOPA 2C/2F / ERIXU 2C/2F / LATRA 2C/2F / OKASI 2C/2F / PILUL 2C/2F
RWY 25 (248°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
AGOPA 2C/2F (Jet only) 6.6% to 1000 5.5% to FL150 131.200 ①②③	intercept R247 BT to PB253 - PB258 - RBT - ADADA - AGOPA	initial climb FL70
ERIXU 2C/2F (Jet only) 6.6% to 1000 5.5% to FL150 131.200 ①②③	intercept R247 BT to PB253 - PB258 - RBT - EDOXA - ERIXU	initial climb FL70
LATRA 2C/2F (Jet only) 6.6% to 1000 5.5% to FL150 131.200 ①②③	intercept R247 BT to PB253 - PB256 - DEROL - LALUX - LATRA	initial climb FL70
OKASI 2C/2F (Jet only) 6.6% to 1000 5.5% to FL150 131.200 ①②③	intercept R247 BT to PB253 - PB256 - DOPAP - ODEBU - OKASI	initial climb FL70
PILUL 2C/2F (Jet only) 6.6% to 1000 5.5% to FL150 133.380 ①②③	intercept R247 BT to PB253 - PB256 - POY - PEKIM - PILUL	initial climb FL70

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 6.6% due to obstacles (trees) 302m/991ft from DER, 227ft MSL/9ft AGL.

③ MAX 280KT above FL100.

EVREUX FAUVILLE 2Q / L'AIGLE 2Q

RWYs 07 (068°) / 21 (205°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/21	
EVREUX FAUVILLE 2Q EVX 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 124.355 ①②	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - KELUD - EVX RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - KELUD - EVX	initial climb 5000 (Prop) initial climb FL100 (Jet)
L'AIGLE 2Q LGL 2Q 5.5% to FL150 (RWY 07) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②	RWY 07 at MNM 620 RT intercept R096 BT to PB093 - KELUD - LGL RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT to PB093 - KELUD - LGL	initial climb 5000 (Prop) initial climb FL100 (Jet)

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

EVREUX FAUVILLE 2J/2M / L'AIGLE 2J/2M

RWY 09 (085°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
EVREUX FAUVILLE 2J/2M EVX 2J/2M 4.2% 5.5% to FL150 124.355 ①②	at PB090 RT intercept R096 BT to PB093 - KELUD - EVX	initial climb FL70
L'AIGLE 2J/2M LGL 2J/2M 4.2% 5.5% to FL150 133.380 ①②	at PB090 RT intercept R096 BT to PB093 - KELUD - LGL	initial climb FL70

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

EVREUX FAUVILLE 2P / L'AIGLE 2P / EVREUX FAUVILLE 2C/2F / L'AIGLE 2C/2F

RWYs 21 (205°) / 25 (248°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
EVREUX FAUVILLE 2P EVX 2P 4.7% 5.5% to FL150 124.355 ①②	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PG286 - EVX	initial climb 4000
L'AIGLE 2P LGL 2P 4.7% 5.5% to FL150 133.380 ①②	at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound to PB253 - PG286 - LESGA - LGL	initial climb 4000
	Runway 25	
EVREUX FAUVILLE 2C/2F EVX 2C/2F 6.6% to 1000 5.5% to FL150 124.355 ①③	intercept R247 BT to PB253 - PG286 - EVX	initial climb 4000
L'AIGLE 2C/2F LGL 2C/2F 6.6% to 1000 5.5% to FL150 133.380 ①③	intercept R247 BT to PB253 - PG286 - LESGA - LGL	initial climb 4000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

③ Theoretical climb gradient 6.6% due to obstacles (trees) 302m/991ft from DER, 227ft MSL/9ft AGL.

DORDI 2J / DORDI 2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/09/21	
DORDI 2J 5.5% to FL150 (RWY 07) 4.2% 5.5% to FL150 (RWY 09) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②③④	RWY 07 at MNM 620 RT intercept R096 BT - at D13 BT RT intercept R002 MLN to MLN - R184 MLN to DORDI RWY 09 at D2.6 BT RT intercept R096 BT - at D13 BT RT intercept R002 MLN to MLN - R184 MLN to DORDI RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT - at D13 BT RT intercept R002 MLN to MLN - R184 MLN to DORDI	initial climb 3000
DORDI 2M 5.5% to FL150 (RWY 07) 4.2% 5.5% to FL150 (RWY 09) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②③④	RWY 07 at MNM 620 RT intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - QDR 152° POY to DORDI RWY 09 at D2.6 BT RT intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - QDR 152° POY to DORDI RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - QDR 152° POY to DORDI	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

④ MAX 220KT

MONOT 2J / MONOT 2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/09/21	
MONOT 2J 5.5% to FL150 (RWY 07) 4.2% 5.5% to FL150 (RWY 09) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②③④	RWY 07 at MNM 620 RT intercept R096 BT - at D13 BT RT intercept R002 MLN inbound - at D17.1 MLN RT intercept R226 CLM - at D31.7 CLM LT intercept QDR 176 POY to MONOT RWY 09 at D2.6 BT RT intercept R096 BT - at D13 BT RT intercept R002 MLN inbound - at D17.1 MLN RT intercept R226 CLM - at D31.7 CLM LT intercept QDR 176 POY to MONOT RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT - at D13 BT RT intercept R002 MLN inbound - at D17.1 MLN RT intercept R226 CLM - at D31.7 CLM LT intercept QDR 176 POY to MONOT	initial climb 3000
MONOT 2M 5.5% to FL150 (RWY 07) 4.2% 5.5% to FL150 (RWY 09) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②③④	RWY 07 at MNM 620 RT intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - QDR 188 POY - at D21.7 POY LT intercept R161 TSU to MONOT RWY 09 at D2.6 BT RT intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - QDR 188 POY - at D21.7 POY LT intercept R161 TSU to MONOT RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - QDR 188 POY - at D21.7 POY LT intercept R161 TSU to MONOT	initial climb 3000

- ① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.
- ② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.
- ③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.
- ④ MAX 220KT

PITHIVIERS 2J / PITHIVIERS 2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/09/21	
PITHIVIERS 2J PTV 2J 5.5% to FL150 (RWY 07) 4.2% 5.5% to FL150 (RWY 09) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②③④	RWY 07 at MNM 620 RT intercept R096 BT - at D13 BT RT intercept R002 MLN inbound - at D17.1 MLN RT intercept R226 CLM - at D37.5 CLM LT intercept R008 PTV to PTV RWY 09 at D2.6 BT RT intercept R096 BT - at D13 BT RT intercept R002 MLN inbound - at D17.1 MLN RT intercept R226 CLM - at D37.5 CLM LT intercept R008 PTV to PTV RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT - at D13 BT RT intercept R002 MLN inbound - at D17.1 MLN RT intercept R226 CLM - at D37.5 CLM LT intercept R008 PTV to PTV	initial climb 3000
PITHIVIERS 2M PTV 2M 5.5% to FL150 (RWY 07) 4.2% 5.5% to FL150 (RWY 09) 4.7% 5.5% to FL150 (RWY 21) 133.380 ①②③④	RWY 07 at MNM 620 RT intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - intercept R008 PTV to PTV RWY 09 at D2.6 BT RT intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - intercept R008 PTV to PTV RWY 21 at D3.4 BT LT (MAX 185KT) 066° intercept R096 BT - at D13 BT RT intercept R074 TSU inbound - crossing QDR 026 POY LT direct POY - intercept R008 PTV to PTV	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.2% due to fence 208m/682ft from DER and 151m/495ft on right side of RWY extended CL, 207ft MSL/40ft AGL.

③ Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

④ MAX 220KT

DORDI 2C/2F / MONOT 2C / MONOT 2F

RWYs 21 (205°) / 25 (248°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21/25	
DORDI 2C/2F 4.7% 5.5% to FL150 (RWY 21) 6.6% to 1000 5.5% to FL150 (RWY 25) 133.380 ①②③④	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound - at D8.4 BT intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - QDR 152 POY to DORDI RWY 25 intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - QDR 152 POY to DORDI	initial climb 4000
MONOT 2C 4.7% 5.5% to FL150 (RWY 21) 6.6% to 1000 5.5% to FL150 (RWY 25) 133.380 ①②③④	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound - at D8.4 BT intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - QDR 188 POY - at D21.7 POY LT intercept R161 TSU to MONOT RWY 25 intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - QDR 188 POY - at D21.7 POY LT intercept R161 TSU to MONOT	initial climb 4000
MONOT 2F 4.7% 5.5% to FL150 (RWY 21) 6.6% to 1000 5.5% to FL150 (RWY 25) 133.380 ①②③④	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound - at D8.4 BT intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - QDR 176 POY to MONOT RWY 25 intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - QDR 176 POY to MONOT	initial climb 4000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

③ Theoretical climb gradient 6.6% due to obstacle (trees) 302m/991ft from DER, 227ft MSL/9ft AGL.

④ MAX 220KT

PITHIVIERS 2C/2F

RWYs 21 (205°) / 25 (248°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21/25	
PITHIVIERS 2C/2F PTV 2C/2F 4.7% 5.5% to FL150 (RWY 21) 6.6% to 1000 5.5% to FL150 (RWY 25) 133.380 ①②③④	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R086 LGL inbound - at D8.4 BT intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - RT intercept R008 PTV to PTV RWY 25 intercept R246 BT - at D12 BT LT intercept QDM 124 POY to POY - RT intercept R008 PTV to PTV	initial climb 4000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② Theoretical climb gradient 4.7% due to obstacle 354m/1161ft from DER, BRG 240°, 200ft MSL/56ft AGL.

③ Theoretical climb gradient 6.6% due to obstacle (trees) 302m/991ft from DER, 227ft MSL/9ft AGL.

④ MAX 220KT

OB 2C/2F / PN 2C / PN 2F

RWYs 21 (205°) / 25 (248°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21/25	
OB 2C/2F 5.5% to FL150 ①②	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R084 LGL inbound - at D6.4 BT RT intercept R173 BVS - at BVS intercept assigned APCH PROC RWY 25 intercept R246 BT - at D6.4 BT RT intercept R173 BVS - at BVS intercept assigned APCH PROC	initial climb 3000
PN 2C 5.5% to FL150 ①②	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R084 LGL inbound - at D8.4 BT LT intercept R246 BT - at D10.3 BT LT intercept R156 PON - crossing R222 BT LT intercept R071 TSU - crossing R169 BT RT 282° to intercept assigned APCH PROC RWY 25 intercept R246 BT - at D10.3 BT LT intercept R156 PON - crossing R222 BT LT intercept R071 TSU - crossing R169 BT RT 282° to intercept assigned APCH PROC	initial climb 4000
PN 2F 5.5% to FL150 ①②	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R084 LGL inbound - at D29.4 BT LT intercept R005 EPR - at D6.2 EPR LT intercept R282 RBT - at D6.2 RBT LT intercept R243 TSU - intercept assigned APCH PROC RWY 25 intercept R246 BT - at D6.4 BT RT intercept R084 LGL inbound - at D29.4 BT LT intercept R005 EPR - at D6.2 EPR LT intercept R282 RBT - at D6.2 RBT LT intercept R243 TSU - intercept assigned APCH PROC	initial climb 4000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② MAX 220KT

PV 2C / PV 2F

RWYs 21 (205°) / 25 (248°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21/25	
PV 2C 5.5% to FL150 ①②	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R084 LGL inbound - at D8.4 BT LT intercept R246 BT - at D10.3 BT LT intercept R156 PON - crossing R222 BT LT intercept R071 TSU - crossing R169 BT RT 268° intercept assigned APCH PROC RWY 25 intercept R246 BT - at D10.3 BT LT intercept R156 PON - crossing R222 BT LT intercept R071 TSU - crossing R169 BT RT 268° intercept assigned APCH PROC	initial climb 4000
PV 2F 5.5% to FL150 ①②	RWY 21 at D3.4 BT RT (MAX 185KT) intercept R084 LGL inbound - at D29.4 BT LT intercept R005 EPR - at D10.2 EPR LT 088° - intercept assigned APCH PROC RWY 25 intercept R246 BT - at D6.4 BT RT intercept R084 LGL inbound - at D29.4 BT LT intercept R005 EPR - at D10.2 EPR LT 088° - intercept assigned APCH PROC	initial climb 4000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② MAX 220KT

OB 2J/2M / PN 2J

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/09/21	
OB 2J/2M 5.5% to FL150 ①②	RWY 07 at MNM 620 RT intercept R096 BT - at D19.1 BT LT intercept R351 CLM - at D16.5 CLM LT intercept R113 CRL - at CRL RT intercept R127 BVS - at BVS intercept assigned APCH PROC RWY 09 at D2.6 BT RT intercept R096 BT - at D19.1 BT LT intercept R351 CLM - at D16.5 CLM LT intercept R113 CRL - at CRL RT intercept R127 BVS - at BVS intercept assigned APCH PROC RWY 21 at D3.4 BT LT 066° (MAX 185KT) intercept R096 BT - at D19.1 BT LT intercept R351 CLM - at D16.5 CLM LT intercept R113 CRL - at CRL RT intercept R127 BVS - at BVS intercept assigned APCH PROC	initial climb 3000
PN 2J 5.5% to FL150 ①②	RWY 07 at MNM 620 RT intercept R096 BT - at D12.6 BT RT intercept R002 MLN - at D16.9 MLN RT intercept R226 CLM - at D36.8 CLM RT intercept R117 EPR - at D6.5 EPR RT 026° - crossing R242 TSU RT intercept R244 TSU - intercept assigned APCH PROC RWY 09 at D2.6 BT RT intercept R096 BT - at D12.6 BT RT intercept R002 MLN - at D16.9 MLN RT intercept R226 CLM - at D36.8 CLM RT intercept R117 EPR - at D6.5 EPR RT 026° - crossing R242 TSU RT intercept R244 TSU - intercept assigned APCH PROC RWY 21 at D3.4 BT LT 066° (MAX 185KT) intercept R096 BT - at D12.6 BT RT intercept R002 MLN - at D16.9 MLN RT intercept R226 CLM - at D36.8 CLM RT intercept R117 EPR - at D6.5 EPR RT 026° - crossing R242 TSU RT intercept R244 TSU - intercept assigned APCH PROC	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② MAX 220KT

PN 2M / PV 2J

RWYs 07 (068°) / 09 (085°) / 21 (205°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/09/21	
PN 2M 5.5% to FL150 ①②	RWY 07 at MNM 620 RT intercept R096 BT - at D10.8 BT RT intercept R071 TSU - intercept assigned APCH PROC RWY 09 at D2.6 BT RT intercept R096 BT - at D10.8 BT RT intercept R071 TSU - intercept assigned APCH PROC RWY 21 at D3.4 BT LT 066° (MAX 185KT) intercept R096 BT - at D10.8 BT RT intercept R071 TSU - intercept assigned APCH PROC	initial climb 3000
PV 2J 5.5% to FL150 ①②	RWY 07 at MNM 620 RT intercept R096 BT - at D12.6 BT RT intercept R002 MLN - at D16.9 MLN RT intercept R226 CLM - at D36.8 CLM RT intercept R117 EPR - at D6.5 EPR RT 026° - crossing R269 TSU RT 088° - intercept assigned APCH PROC RWY 09 at D2.6 BT RT intercept R096 BT - at D12.6 BT RT intercept R002 MLN - at D16.9 MLN RT intercept R226 CLM - at D36.8 CLM RT intercept R117 EPR - at D6.5 EPR RT 026° - crossing R269 TSU RT 088° - intercept assigned APCH PROC RWY 21 at D3.4 BT LT 066° (MAX 185KT) intercept R096 BT - at D12.6 BT RT intercept R002 MLN - at D16.9 MLN RT intercept R226 CLM - at D36.8 CLM RT intercept R117 EPR - at D6.5 EPR RT 026° - crossing R269 TSU RT 088° - intercept assigned APCH PROC	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② MAX 220KT

PV 2M

RWYs 07 (068°) / 09 (085°) / 21 (205°)

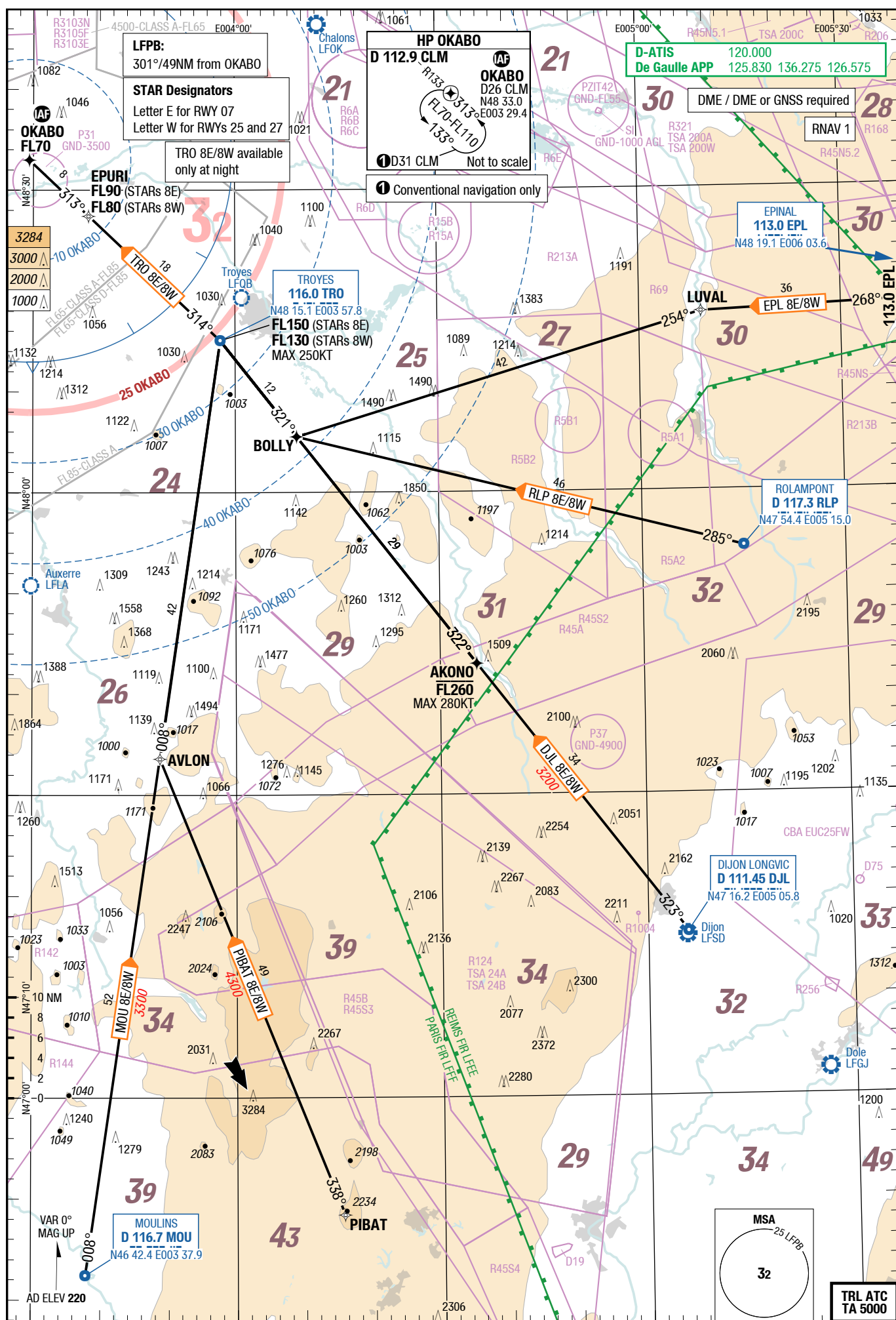
	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/09/21	
PV 2M 5.5% to FL150 ①②	RWY 07 at MNM 620 RT intercept R096 BT - at D10.8 BT RT 215° intercept QDM 238 POY - at D6.6 POY RT 267° - intercept assigned APCH PROC RWY 09 at D2.6 BT RT intercept R096 BT - at D10.8 BT RT 215° intercept QDM 238 POY - at D6.6 POY RT 267° - intercept assigned APCH PROC RWY 21 at D3.4 BT LT 066° (MAX 185KT) intercept R096 BT - at D10.8 BT RT 215° intercept QDM 238 POY - at D6.6 POY RT 267° - intercept assigned APCH PROC	initial climb 3000

① Climb gradient 5.5% due to ATC. Advise ATC if unable to comply.

② MAX 220KT





LBG-LFPB

RNAV STARs Southwest

6-30

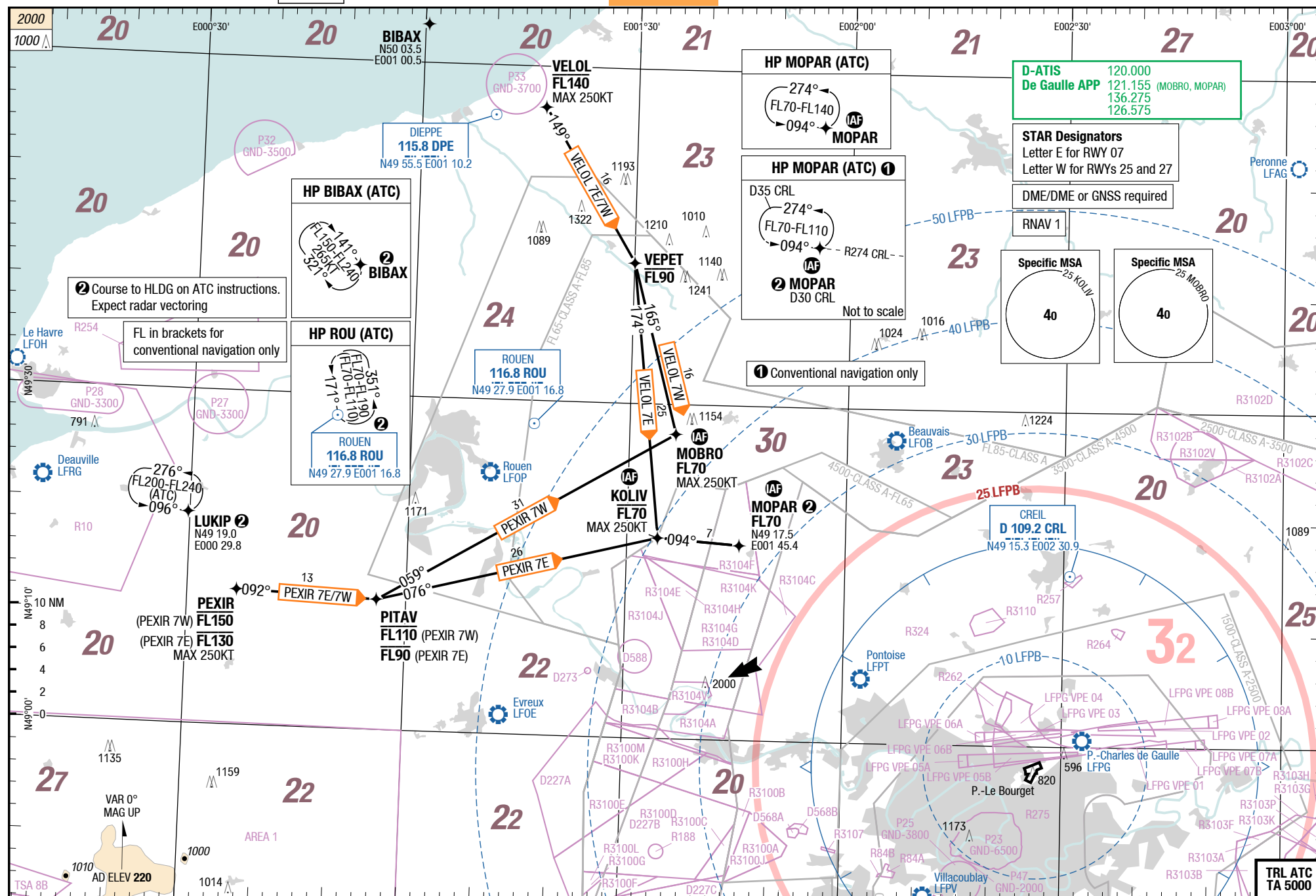
RNAV STARs Northwest

STAR

STAR

RNAV STARs Southwest

RNAV STARs Northwest



Changes: OBST, SUAs, Note

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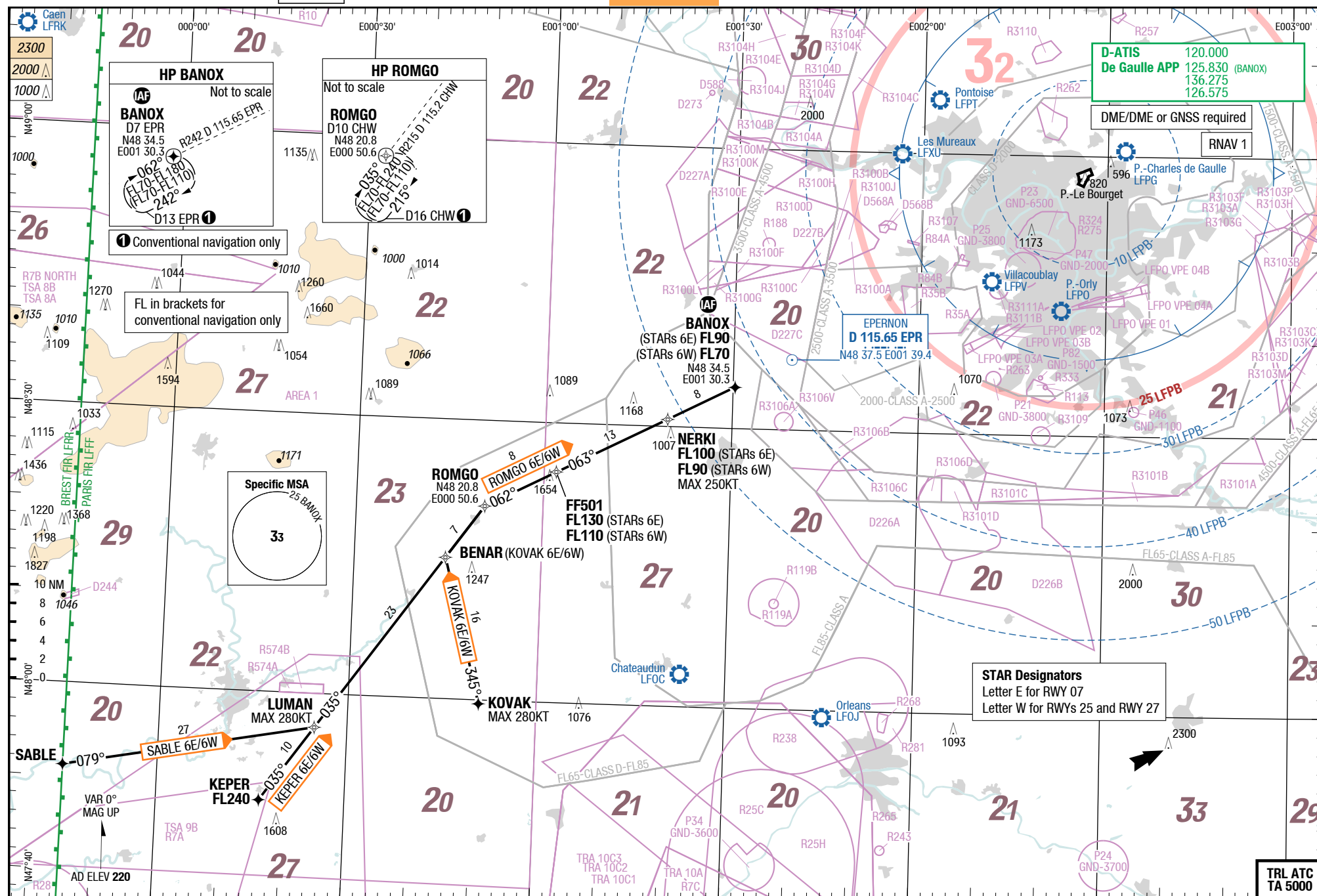
LBG-LFPB

RNAV STARs Southwest

STAR

STAR

RNAV STARs Southwest



Changes: SUAs, OBST, Note

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Effective 20-JUL-2017

13-JUL-2017

LBG-LFPB

7-10

RNAV Transitions 07 / 25 / 27

France Paris Le Bourget

ILS or LOC 07, ILS or LOC 27

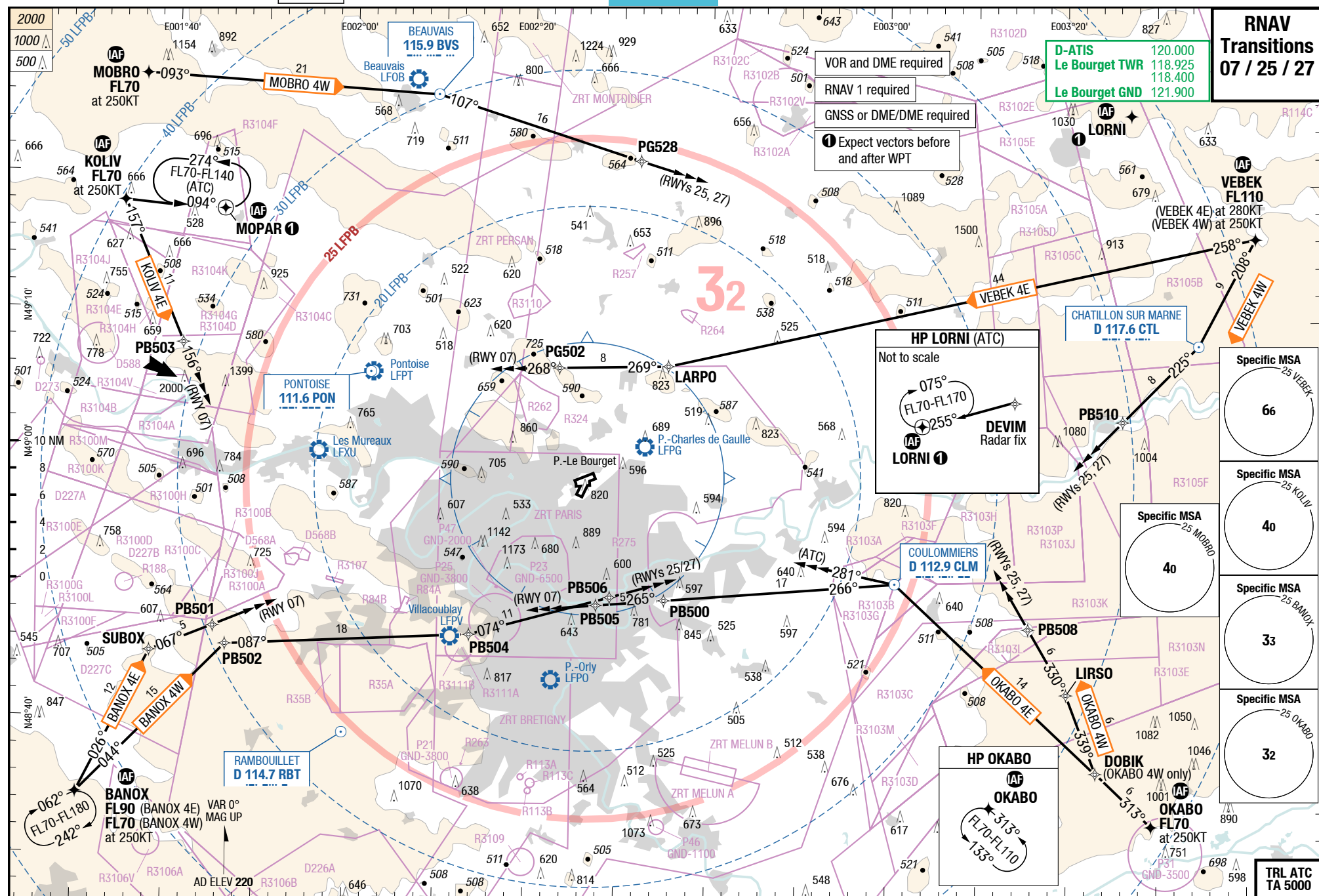
IAC

IAC

Le Bourget Paris France

ILS or LOC 07, ILS or LOC 27

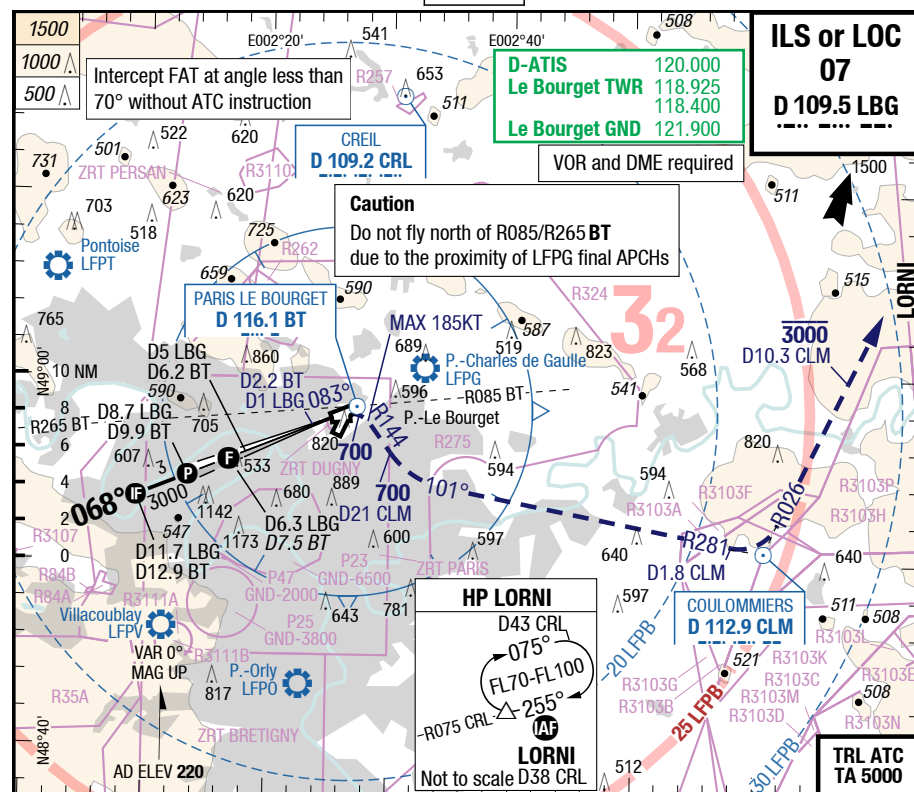
RNAV Transitions 07 / 25 / 27



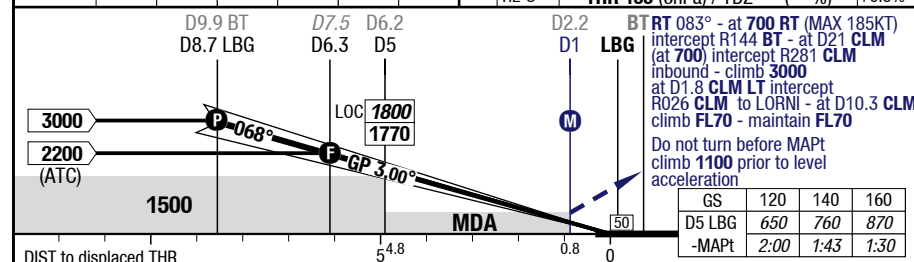
Changes: SUAs, Editorial

7-20

ILS or LOC 07



LOC 3.07° D LBG	8.7	7	6	4	3	2	<div> <div>07</div> <div> <div> <div>420</div> <div>299</div> <div>2692 x 45</div> <div>50 HL</div> </div> <div> <div>THR 155 (6hPa) / TDZ --- (---%)</div> <div>+0.3%</div> </div> </div> </div>
	3000	2440	2110	1460	1130	810	



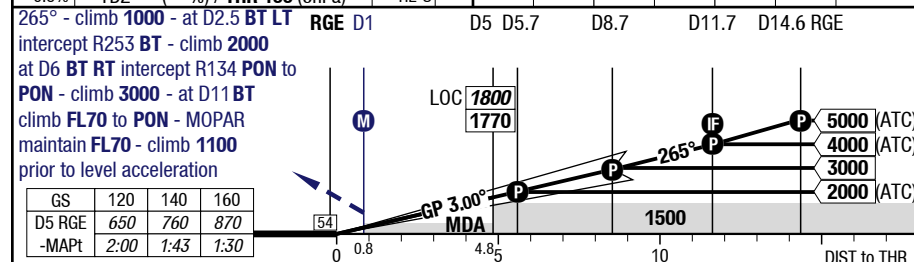
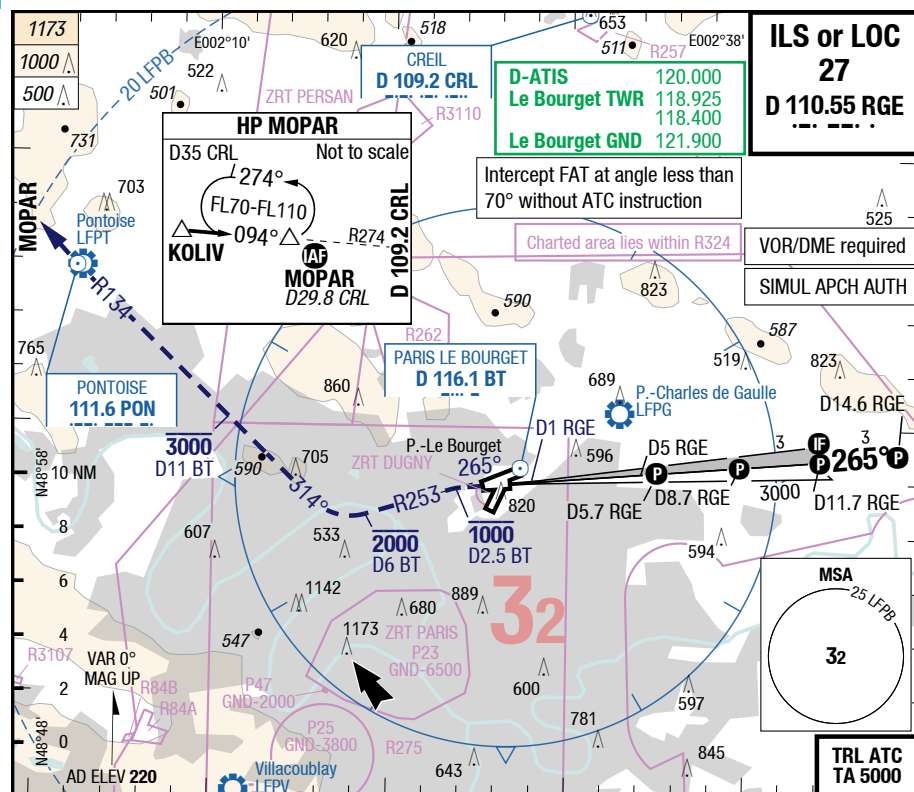
07		Cat 1 DME ACFT MAX 65/7	Cat 1 DME 1)	LOC DME	Circling 2) 3)
C	ft - m/km ft	320 - 1.0 480 4)	330 - 1.1 490	420 - 1.5 570	1070 - 2.4V 1290
D	ft - m/km ft	330 - 1.1 490 1)	330 - 1.1 490	420 - 1.5 570	1070 - 3.6V 1290

1) With EVS 750m	
2) BTN R087-R267 of VOR BT only	

3) HN NA to RWY 03 when VGSI INOP
4) With EVS 650m

Changes: Nil

DIFFERENT SCALE



27		Cat 1 DME 1)	LOC DME				Circling 2) 3)
C	ft - m/km ft	200 - 800 370	500 - 1.8 660				1070 - 2.4V 1290
D	ft - m/km ft	200 - 800 370	500 - 1.8 660				1070 - 3.6V 1290

1) With EVS 550m	
2) BTN R087-R267 of VOR BT only	

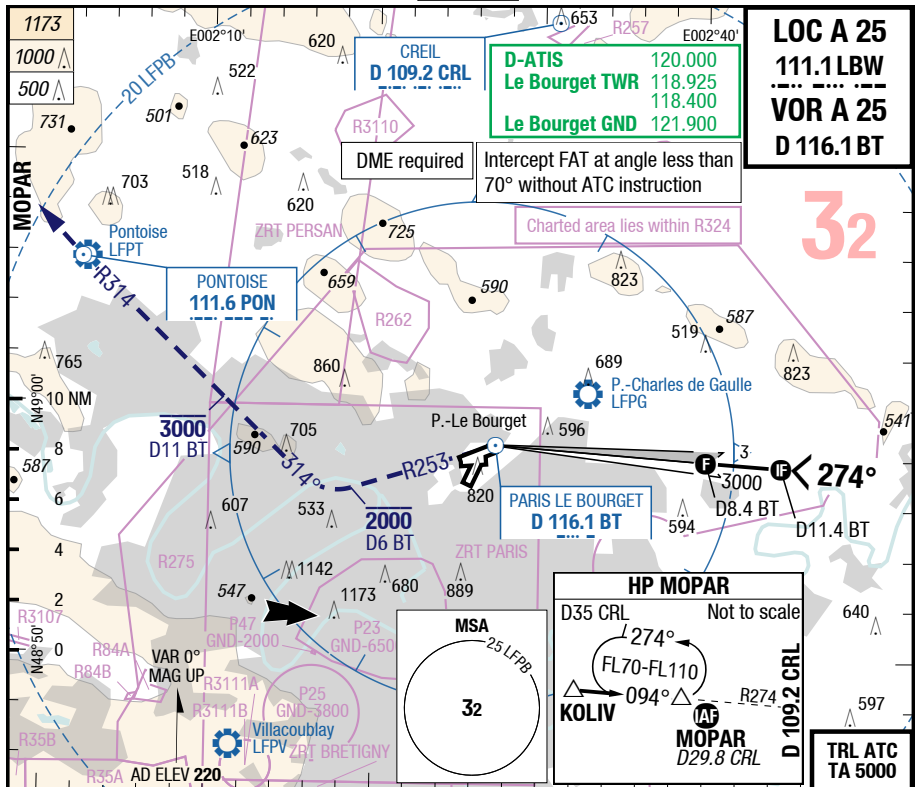
3) HN NA to RWY 03 when VGSI INOP

Changes: Nil

LBG-LFPB

7-30

LOC A / VOR A 25



3	4	5	6	7	8.4	3.00° D BT 274° RWY 248°
1310	1630	1950	2270	2590	3000	

LT intercept R253 BT - climb 2000 BT

- at D6 BT RT intercept

R134 PON to climb 3000

- at D11 BT climb FL70 to PON

- MOPAR - maintain FL70

climb 1100 prior to level
acceleration

GS	120	140	160
D8.4 BT	640	740	850
-MAPt	4:12	3:36	3:09

25	LOC DME BT	VOR DME				Circling 1) 2)
C	ft - m/km ft	620 - 2.8 800	620 - 2.8 800			1070 - 2.8V 1290
D	ft - m/km ft	710 - 3.6 890	710 - 3.6 890			1070 - 3.6V 1290

1) HN NA to RWY 03 when VGSI INOP

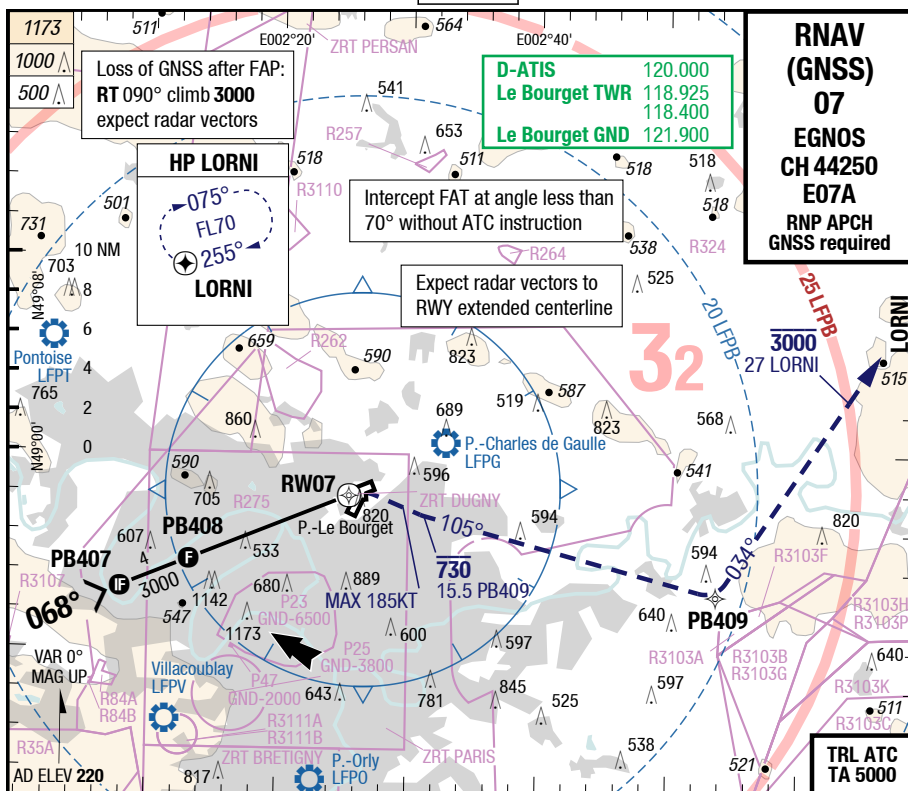
2) BTN R087-R267 of VOR BT only

Changes: APL, SUAs

LBG-LFPB

7-50

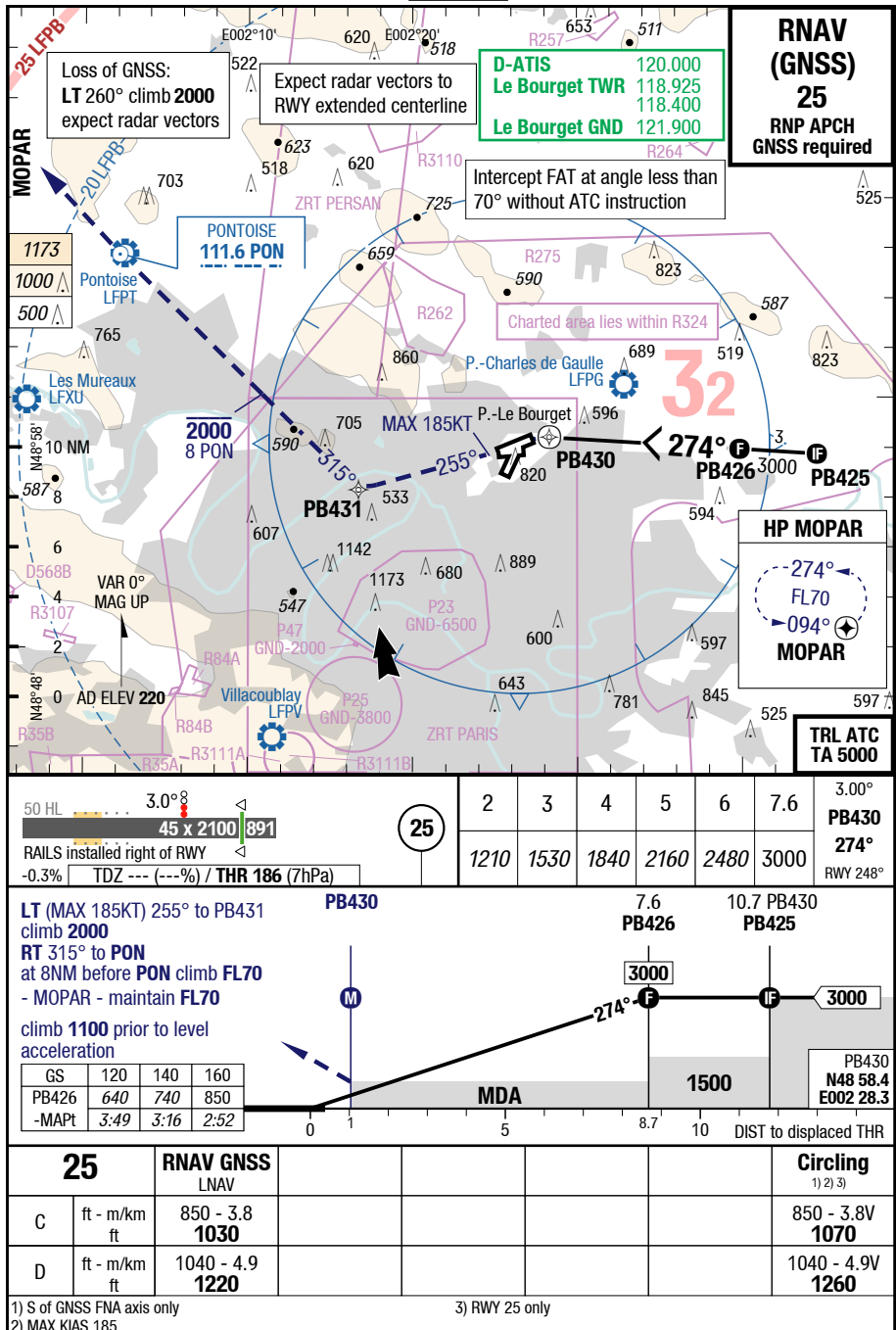
RNAV (GNSS) 07



LBG-LFPB

7-60

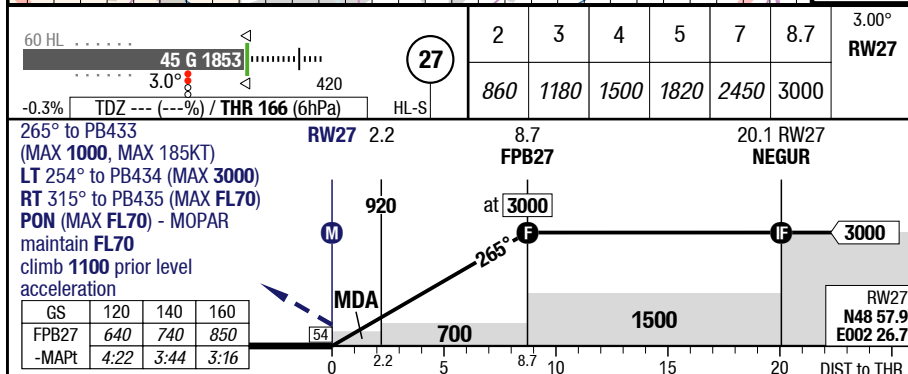
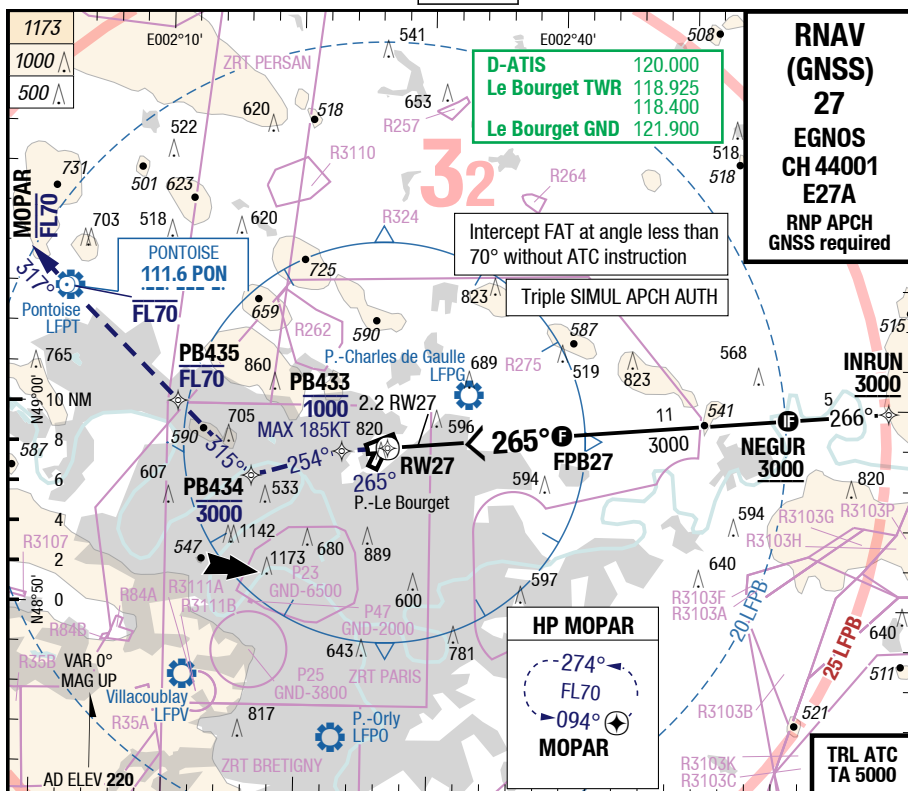
RNAV (GNSS) 25



LBG-LFPB

7-70

RNAV (GNSS) 27



27		RNAV GNSS LPV ¹⁾	RNAV GNSS VNAV ²⁾	RNAV GNSS LNAV ³⁾			Circling ⁴⁾
C	ft - m/km ft	210 - 800 370	300 - 900 460 ⁵⁾	420 - 1.5 580			1070 - 2.4V 1290
D	ft - m/km ft	210 - 800 370	320 - 1.0 480 ⁶⁾	420 - 1.5 580			1070 - 3.6V 1290

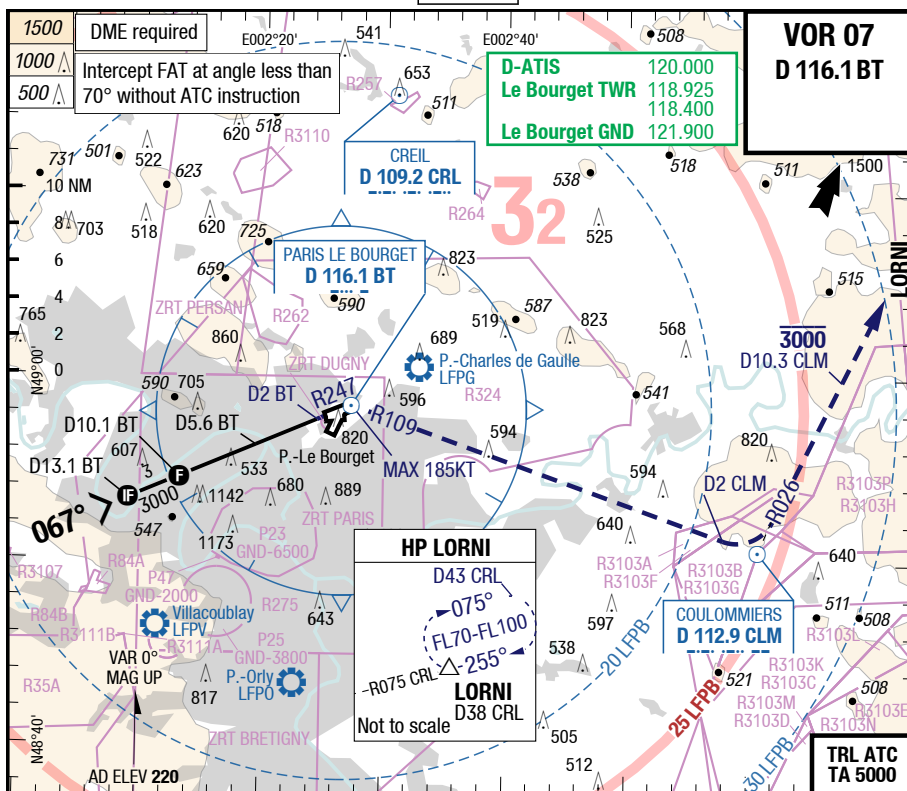
1) With EVS 550m 2) Uncompensated BARO VNAV NA below -20°C (-4°F) 3) NA during SIMUL OPS 4) HN NA to RWY 03 when VGSI INOP
5) With EVS 600m 6) With EVS 650m

Changes: Completely revised

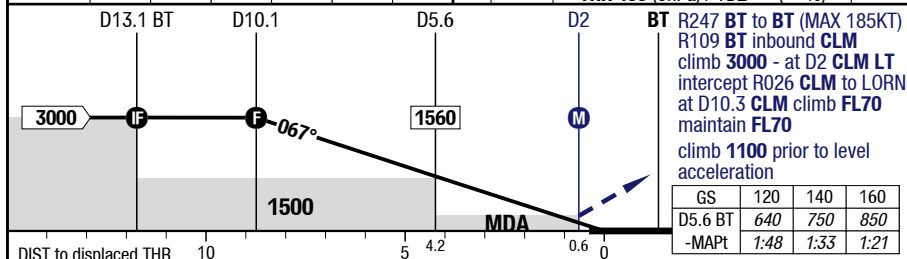
LBG-LFPB

7-90

VOR 07



3.01° D BT 067° RWY 068°	10.1	9	8	7	5	3	07	HL-S	THR 155 (6hPa) / TDZ --- (---%) +0.3%
	3000	2650	2330	2010	1370	730			



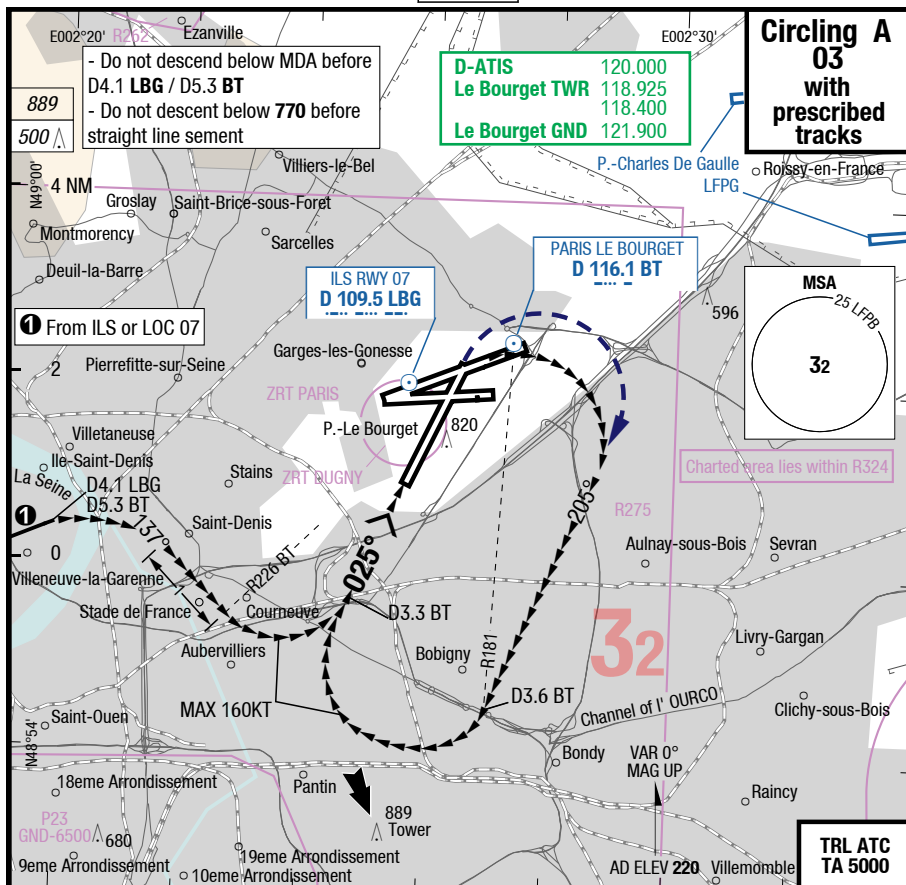
07	VOR DME					Circling 1) 2)
C	ft - m/km ft	440 - 1.6 590				1070 - 2.4V 1290
D	ft - m/km ft	440 - 1.6 590				1070 - 3.6V 1290

1) HN NA to RWY 03 when VGSi INOP
2) BTN R087-R267 of VOR BT only

LBG-LFPB

7-100

Circling A 03 with prescribed tracks



VISUAL

03

83 4°

265 | 2400 x 60

601

THR 144 (5hPa) / TDZ --- (---%)	+0.4%
---------------------------------	-------

Missed Approach:

at RWY end **RT**

join right visual traffic

Balked landing: See A01

03					Circling P-TRK¹⁾	Circling
C	ft - m/km ft				1240 - 2.4V 1460²⁾	Not published
D	ft - m/km ft				Not authorized	Not published

1) HN NA to RWY 03 when VGSI INOP

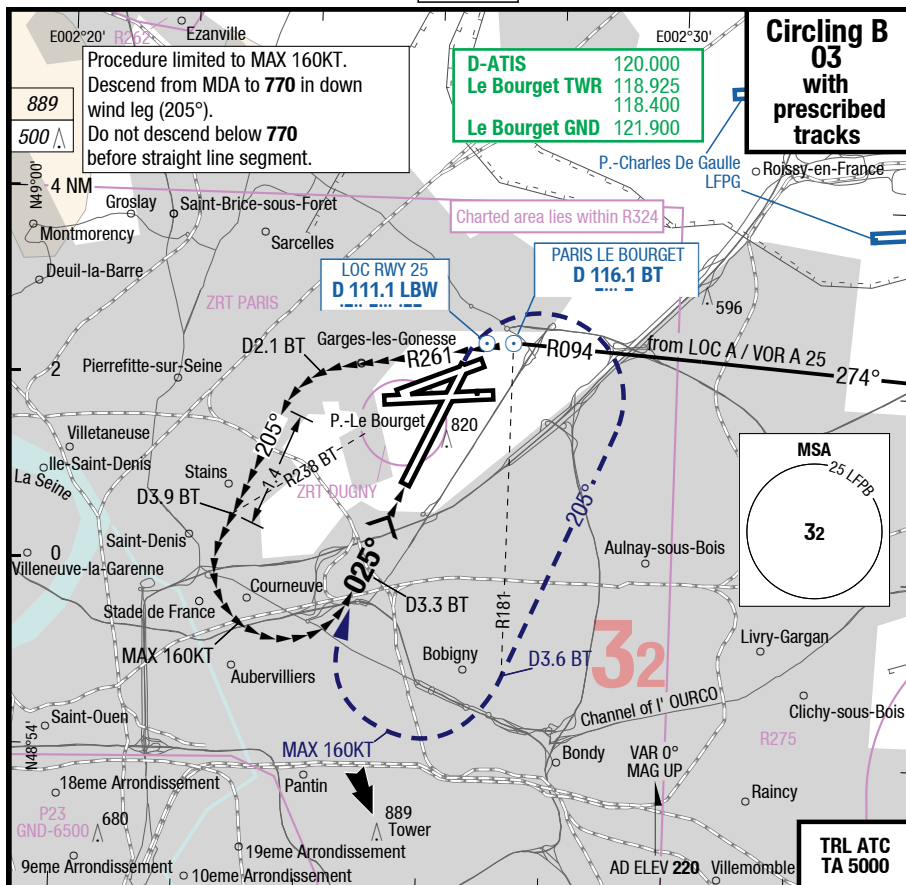
2) MAX KIAS 160

Changes: Track, MIN, FREQ, OBST, VAR, SUAs

LBG-LFPB

7-110

Circling B 03 with prescribed tracks



VISUAL

03

83.4°

60 L

265 2400 x 60

THR 144 (5hPa) / TDZ --- (---%) +0.4%

Missed Approach:

at RWY end RT 205°

at R181/D3.6 BT RT (MAX 160KT) 025°

Balked landing: See A01

03						Circling P-TRK 1)	Circling
C	ft - m/km ft					610 - 2.4V 830 2)	Not published
D	ft - m/km ft					Not published	Not published

1) HN NA to RWY 03 when VGSI INOP

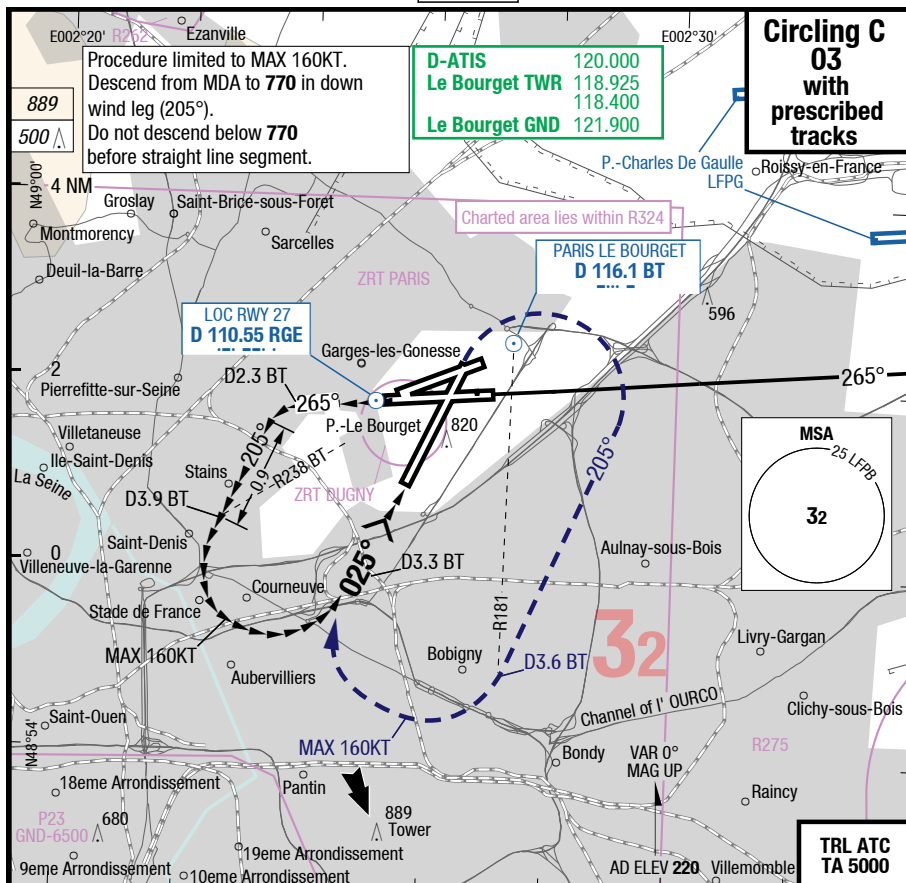
2) MAX KIAS 160

Changes: Track, MIN, FREQ, OBST, VAR, SUAS

LBG-LFPB

7-120

Circling C 03 with prescribed tracks



VISUAL

03

83.4°

265° 2400 x 60 60 L

THR 144 (5hPa) / TDZ --- (---%) +0.4%

Missed Approach:

at RWY end RT 205°

at R181/D3.6 BT RT (MAX 160KT) 025°

Balked landing: See AOI

03					Circling P-TRK 1)	Circling
C	ft - m/km ft				600 - 2.4V 820 2)	Not published
D	ft - m/km ft				Not published	Not published

1) HN NA to RWY 03 when VGSI INOP

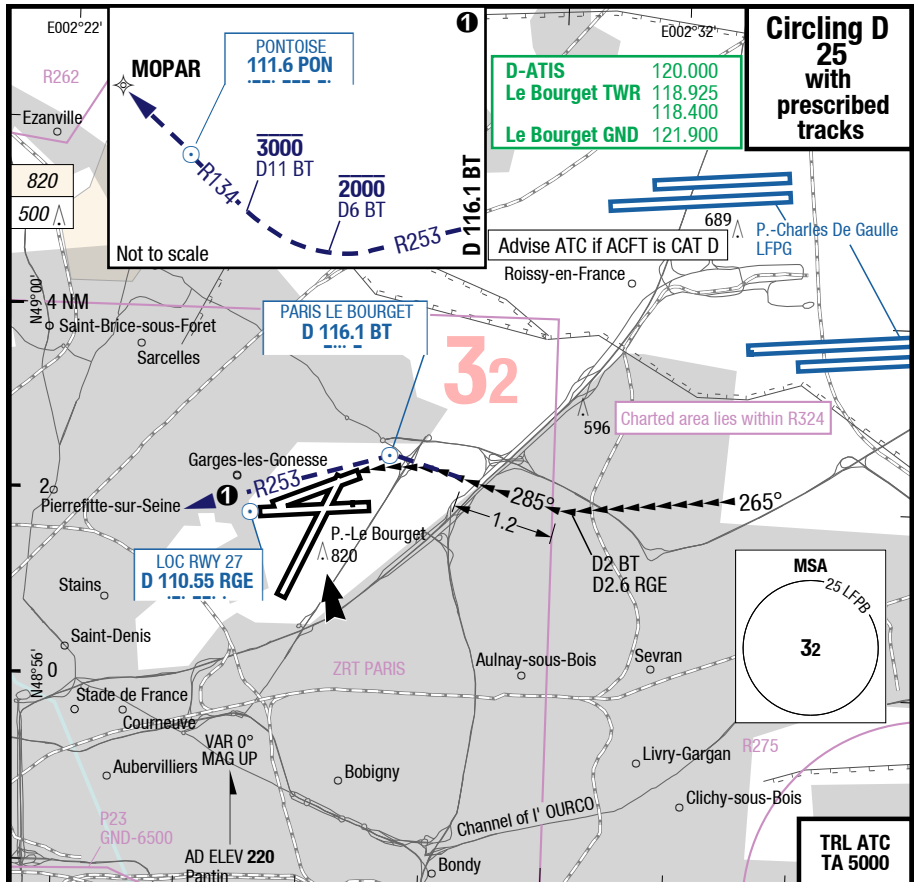
2) MAX KIAS 160

Changes: Track, MIN, FREQ, VAR, SUAs, OBST

LBG-LFPB

7-130

Circling D 25 with prescribed tracks

**Missed Approach:**

intercept R253 BT - climb 2000
 at D6 BT RT intercept R134 PON to PON
 - climb 3000 - at D11 BT climb
 FL70 to PON - MOPAR - maintain FL70
 climb 1100 prior to level acceleration

25						Circling P-TRK	Circling
C	ft - m/km ft					760 - 2.8V 980	Not published
D	ft - m/km ft					760 - 3.6V 980	Not published

LBG-LFPB

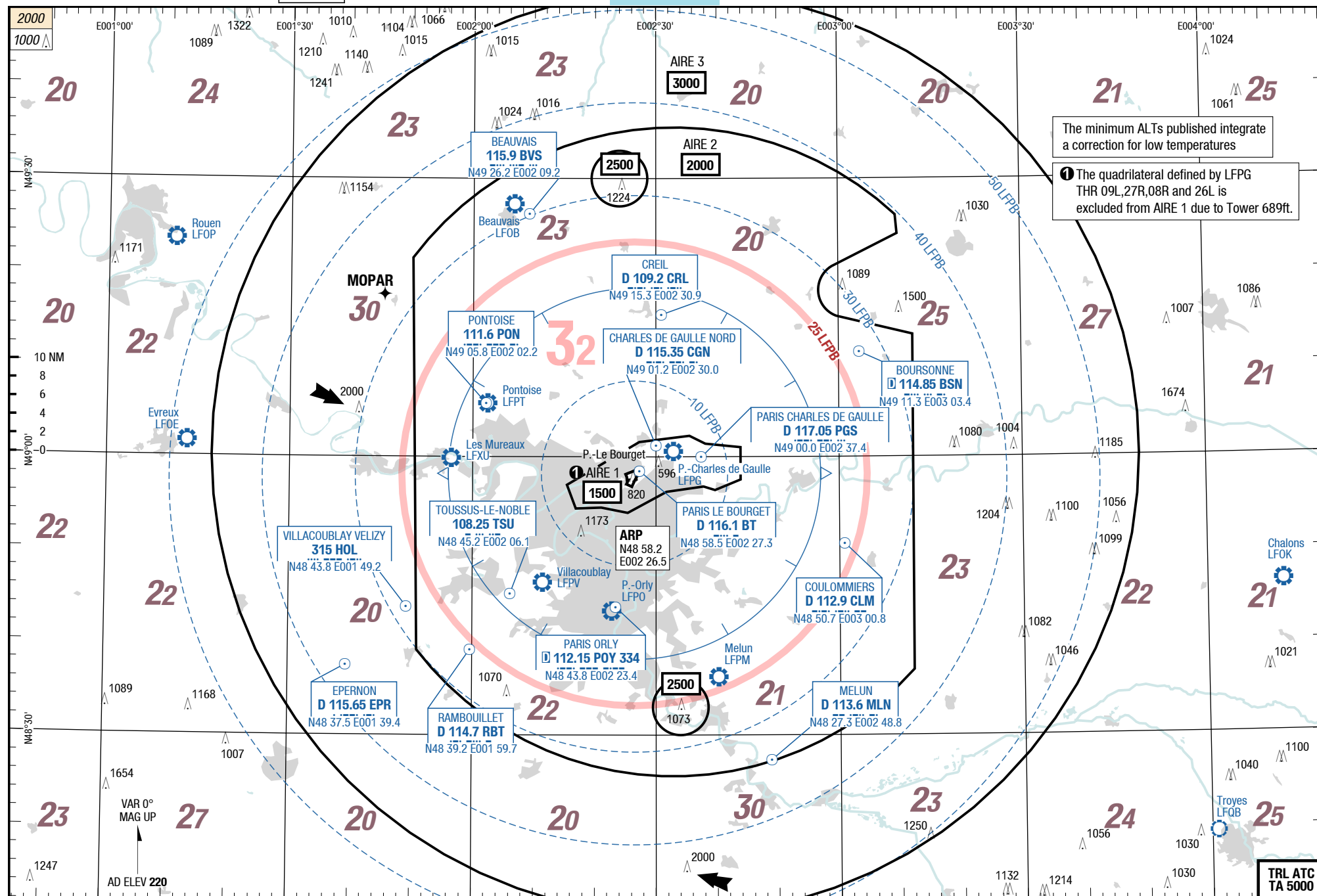
MRC

MRC

MRC

NIL
MRC

8-10



Changes: MGA, OBST

TRL ATC
TA 5000

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