

GENERAL**Operational Hours**

ATS Hours: 0630-2145±, see NOTAM.

AD ADMIN Hours: 0515-2145±, other times O/R for SKED flights.

Night Restriction

No TKOF/LDG between 2300-0400±.

No TKOF/LDG for noisiest ACFT in chapter 3 between 2100-2300± and 0400-0600±.

Airport Information

RFF: CAT 7

PCN: RWY 12/30: 52/F/C/W/T

Customs: O/R

Operation

Preferential RWY: TKOF RWY 12.

Low Visibility Procedure (LVP)

LVP in force when RVR is below 550m or when ceiling is less than 200ft.

Only TWYs W, N, and T are AVBL.

TWY R unusable when RVR below 550m.

When VIS below 1500m, taxiing of ACFT prohibited on:

- TWY A, P, H and S.
- RWY 04/22

TWY Restriction

TWY W, R width 18m / 59ft.

TWY H width 11m / 36ft.

TWY T width 10.5m / 34ft

TWY A, P, S width 7.5m / 27ft.

TWY R MAX wingspan below 36m / 118t, MAX main landing gear width below 9m / 30ft and MAX wheelbase width below 18m / 59ft.

TWY H grass TWY.

Taxi/Parking

PPR PN 48HR for parking from AD Operator for any charter or non home-based ACFT.

Contact OPS on 131.540 as soon as arrived on stand.

APU

Use of APU restricted to 20min after on-block and 30min before off-block time and no more than 45min non-stop.

Warnings

Wildlife strike hazard.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

ARRIVAL**Communication****COM Failure**

- Track or join authorized STAR or failing that the nearest one, depending on known or estimated LDG direction.
- Proceed IAF at latest assigned LVL for which acknowledged receipt if it is usable in HLDG pattern, or failing that at the highest HLDG pattern LVL.
- Hold this LVL until following latest time:
 - EAT;
 - Time of entering HLDG plus 10min descend to HLDG circuit until lowest HLDG LVL.
- Leave IAF at this LVL to carry out APCH PROC until LDG.

Arrival Procedure**ILS Precision Approach RWY 12**

Coverage area of radio altimeter is 300m upstream of THR 12.

Terrain profile upstream of this coverage area is irregular therefore:

- ACFT operator must check pilots have been informed of variation of indications provided altimeter, between roughly 230ft (RA) and 100ft (RA), is very fast due to terrain profile upstream the THR.
- CAT II operations are prohibited.
- all ACFT operator wishing to operate in CAT III on RWY 12, has to execute an operational demonstration program acceptable by his regulatory authority.

Reverse: Reverse thrust is prohibited except for safety reasons or operational necessity left to the appreciation of the PIC.

Non-standard GP Intercept Position on RWY 12

GP intercepts RWY 12 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2071m / 6795ft.

RWY 30

GP intercepts RWY 30 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2121m / 6958ft.

DEPARTURE**Take-off Minima**

RWY		12	
All ACFT	ft - m/km	0 - 75R	-
		0 - 400R/400V	wo ATS
RWY		30	
All ACFT	ft - m/km	0 - 350R/350V	-
		0 - 400R/400V	wo ATS

Speed

MAX IAS 280KT above FL100 for AGOPA, ERIXU, LATRA, OKASI, PILUL DEP.

ACFT can increase speed without any CLR on other SID.

DEPARTURE**Communication****COM Failure**

Conventional SID:

Comply with latest CLR; then to ABB and MTD, after TMA limits, proceed onto filed FPL.

RNAV SID:

Follow DEP route and assigned LVL up to D28 PGS VOR/DME or CGN VOR/DME, then continue according FPL.

PN 2N/2W, PV 2N/2W, PN 2U/2R, PV 2U/2R

Proceed via POGO routing at the last assigned ALT until descent.

Departure Procedure**Push-back**

Push-back CLR is valid for 1 min.

Intersection TKOF

RWY 12: Inform TWR at start-up if TKOF from INT TWY W desired.

Noise Abatement Procedure

Conduct FLT in order to reach ASAP 3000ft AAL.

De-icing

AVBL O/R from OCT-MAY.

BVA-LFOB

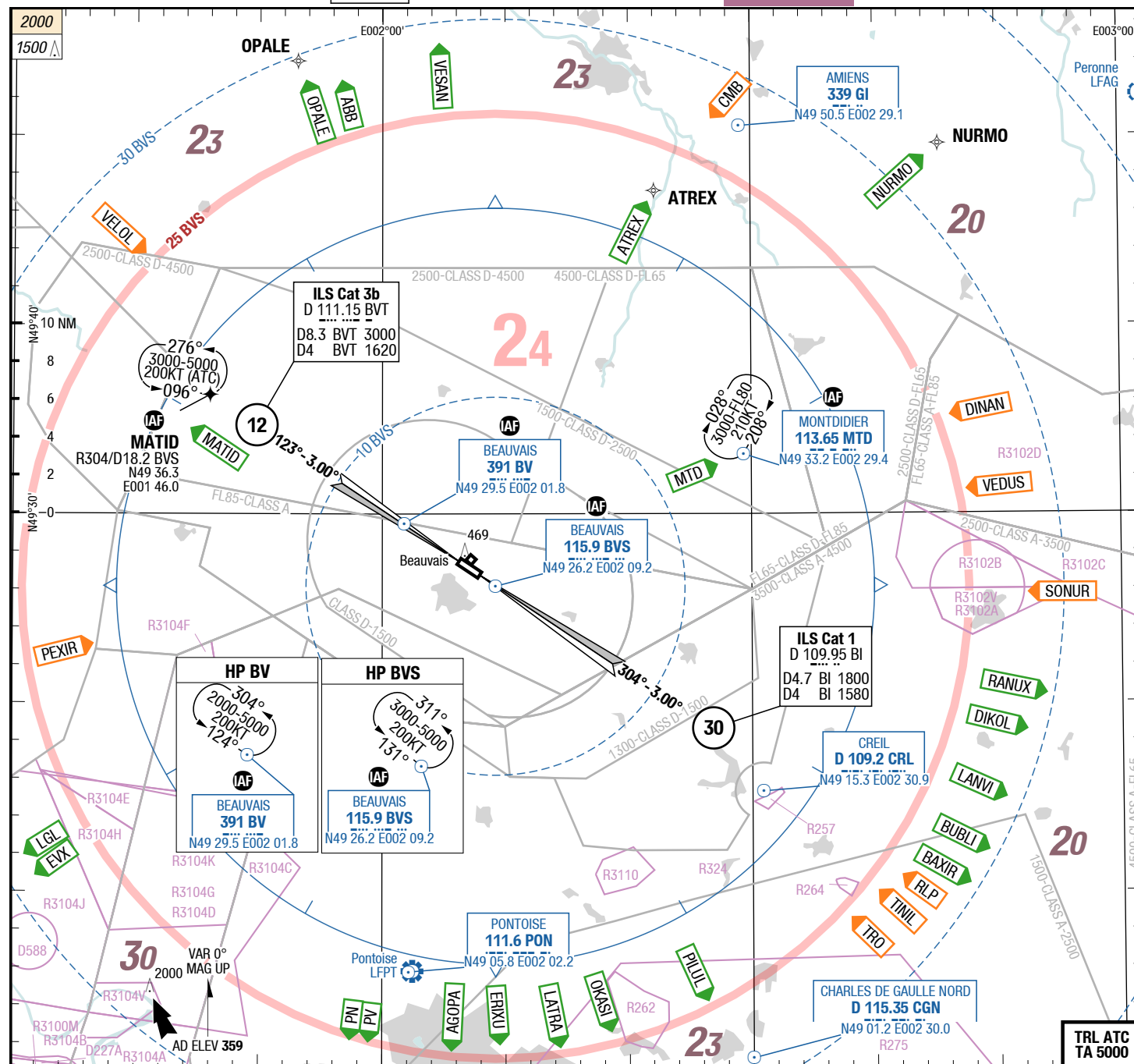
AFC

AFC

AFC

AFC

2-10



ATIS	118.375 HO	
APP	119.900 HO	121.400 HO
TWR	121.400 HO	119.900 HO

Landing RWY system:

12 HL-S 420 **THR 352** (13hPa) / TDZ --- (---%) -0.7%

60 HL
15 HL 45 x 2429 30

+0.7% TDZ --- (---%) / THR 297 (11hPa) HL-P1

**TRL ATC
TA 5000**

Changes: LDA

Effective 21-JUN-2018

14-JUN-2018

BVA-LFOB

France Beauvais Tille

Tille Beauvais France

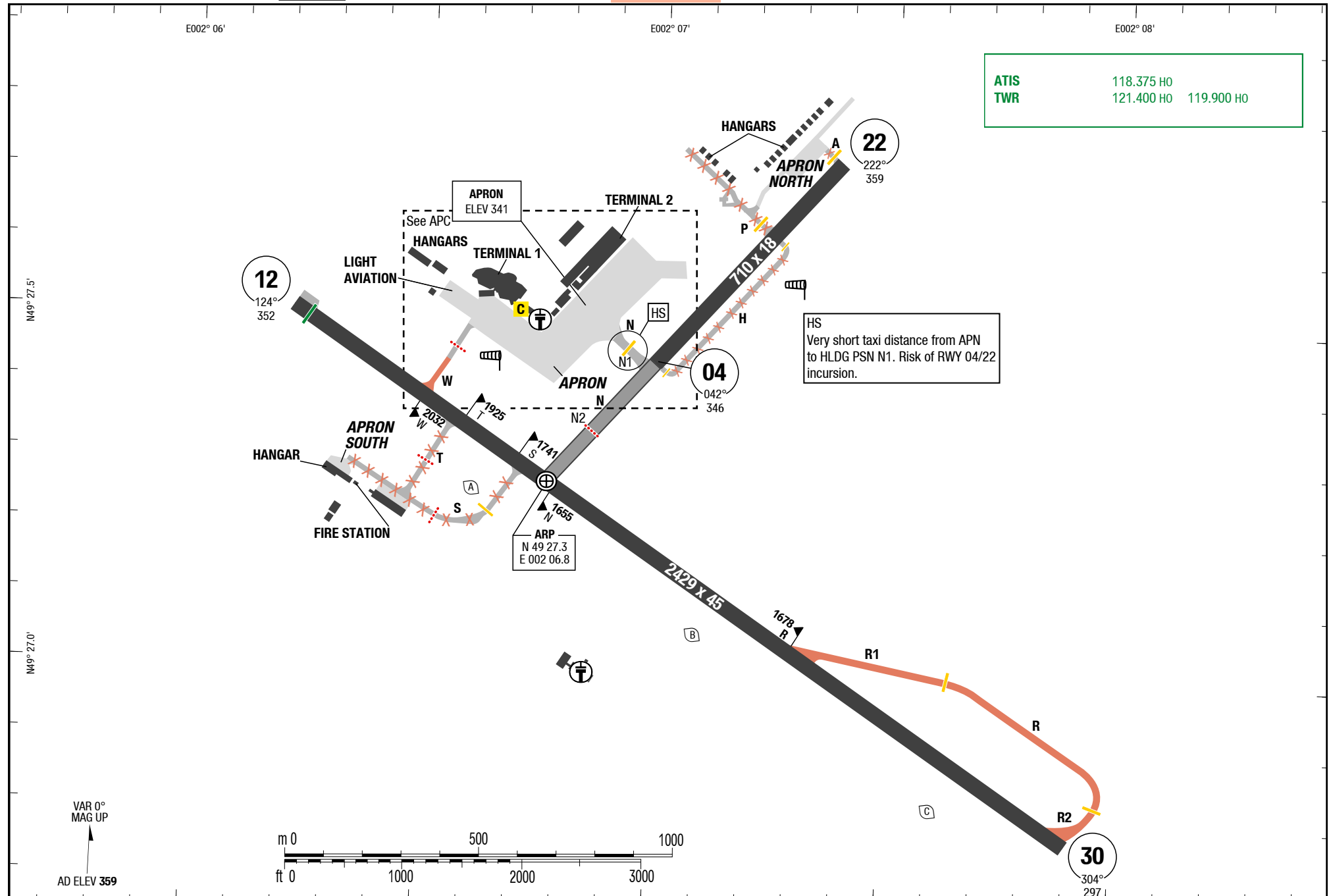
3-20

AGC

AGC

AGC

AGC



Changes: RWY length

Effective 21-JUN-2018

14-JUN-2018

BVA-LFOB

3-30

France Beauvais Tille

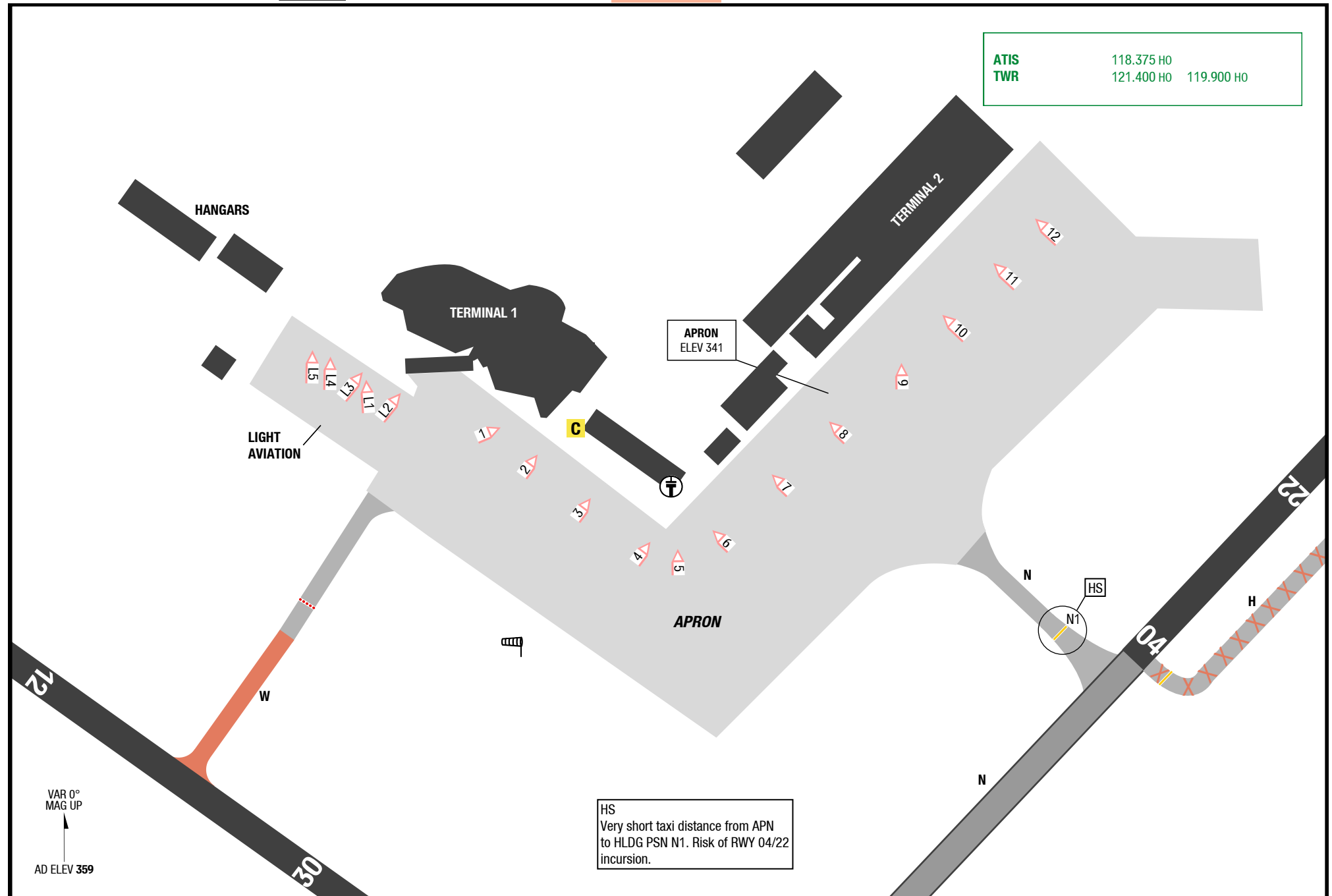
NIL
APC

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APC

Tille Beauvais France

NIL
APC



Changes: Parking Stands L1-L5

BVA-LFOB

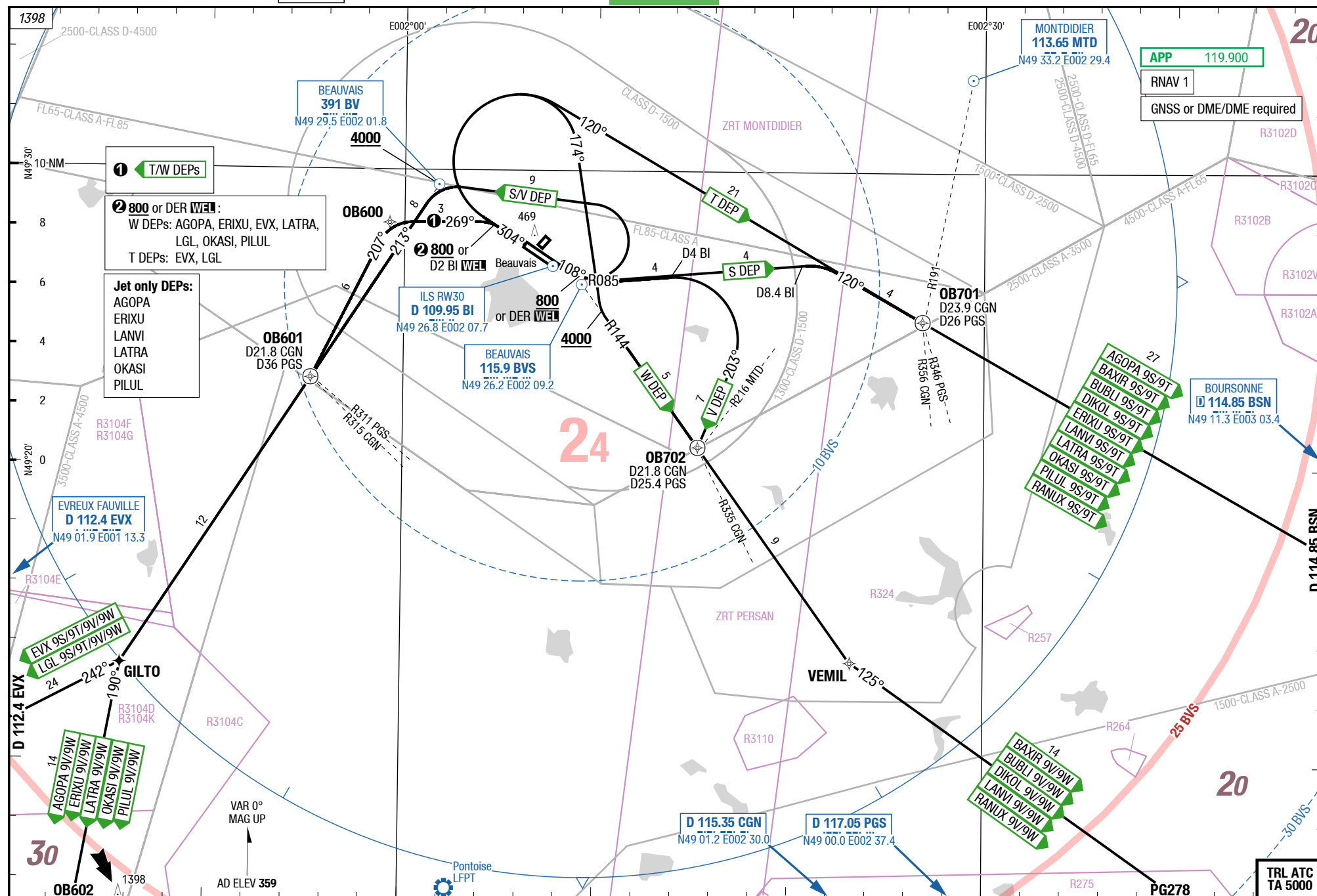
Initial Climbs RNAV

SID

SID

Initial Climbs RNAV

4-10



Changes: Track, PROC renumbered, TOPO

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20-APR-2017

BVA-LFOB

4-20

France **Beauvais** Tille

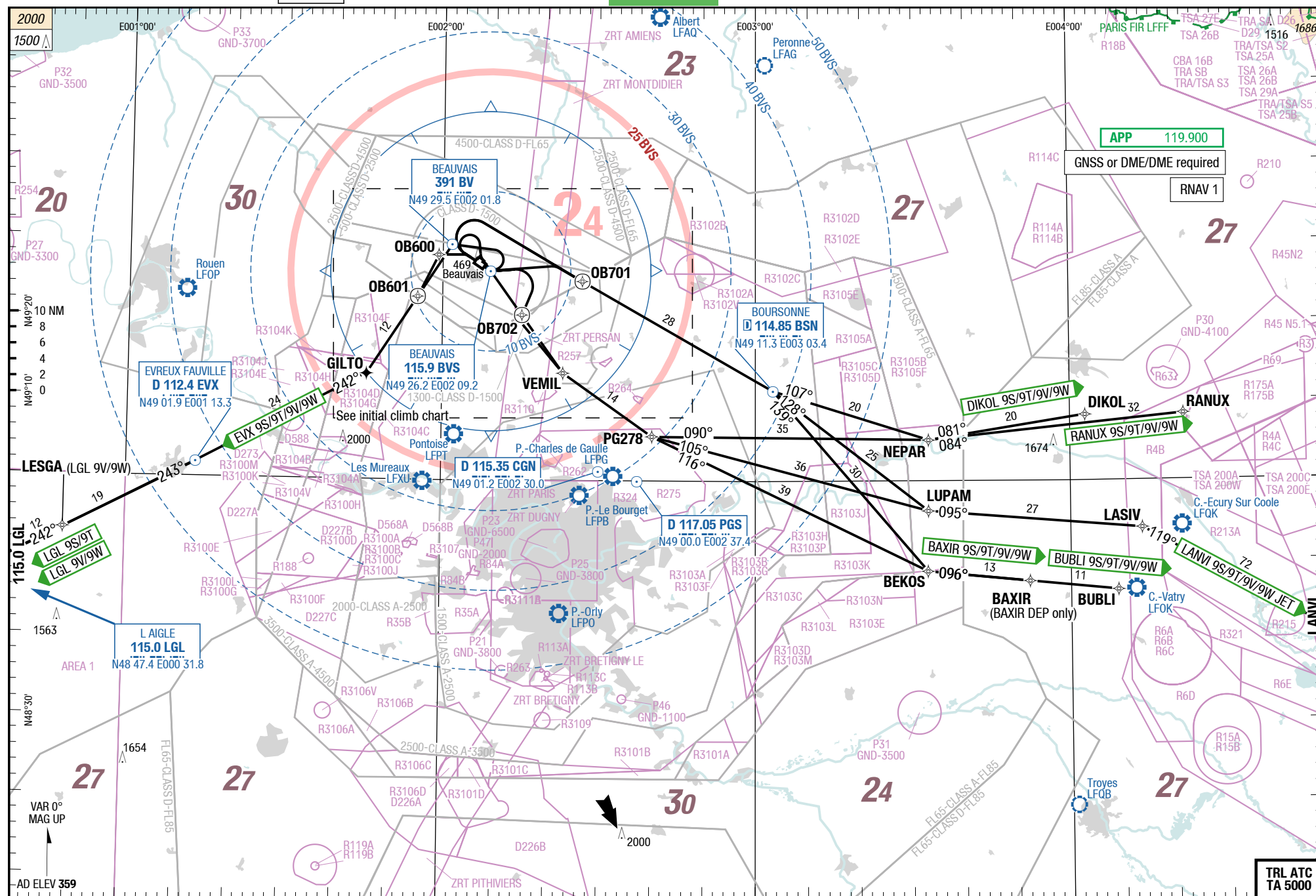
RNAV SIDs East/West

SID

SID

Tille **Beauvais** France

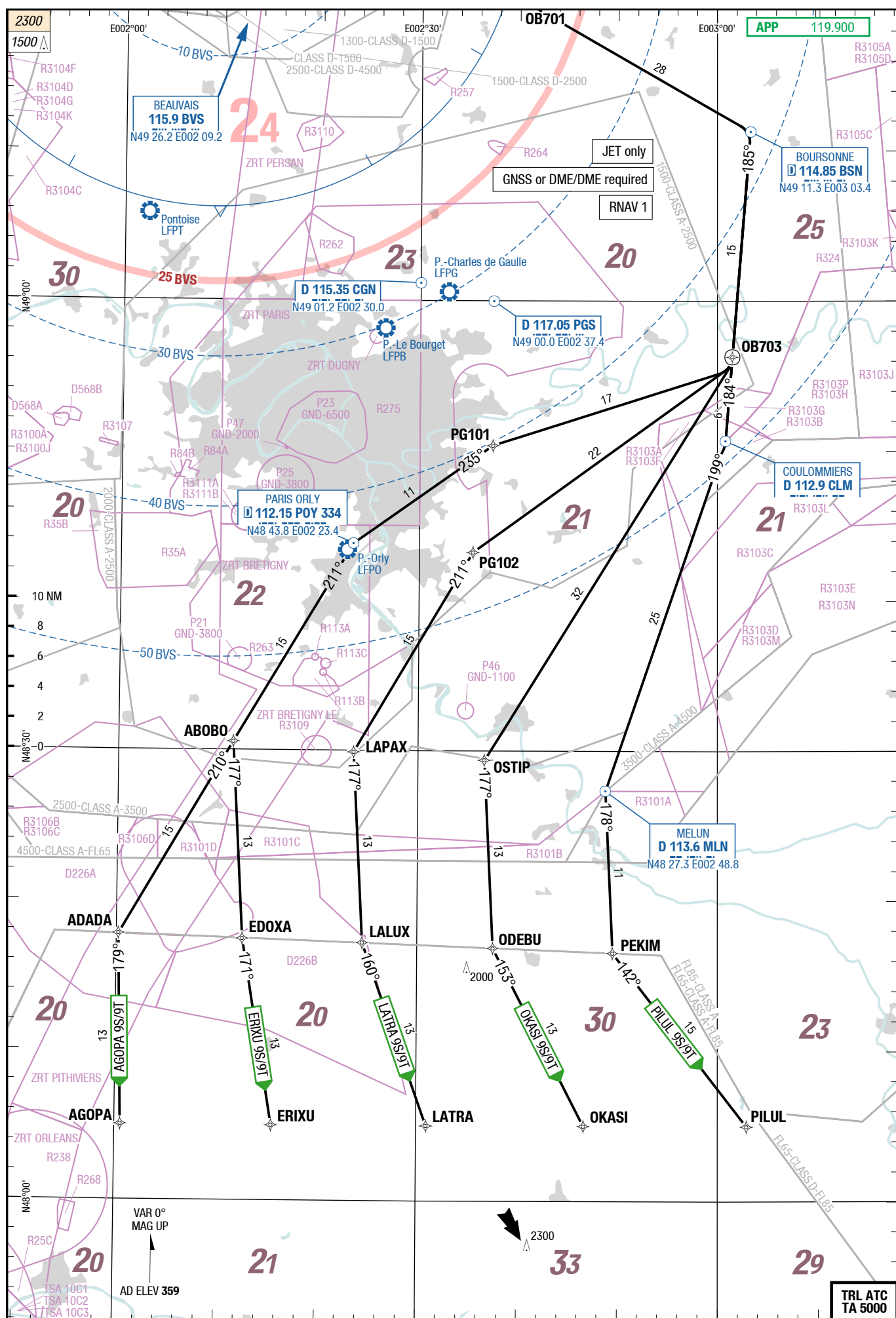
RNAV SIDs East/West

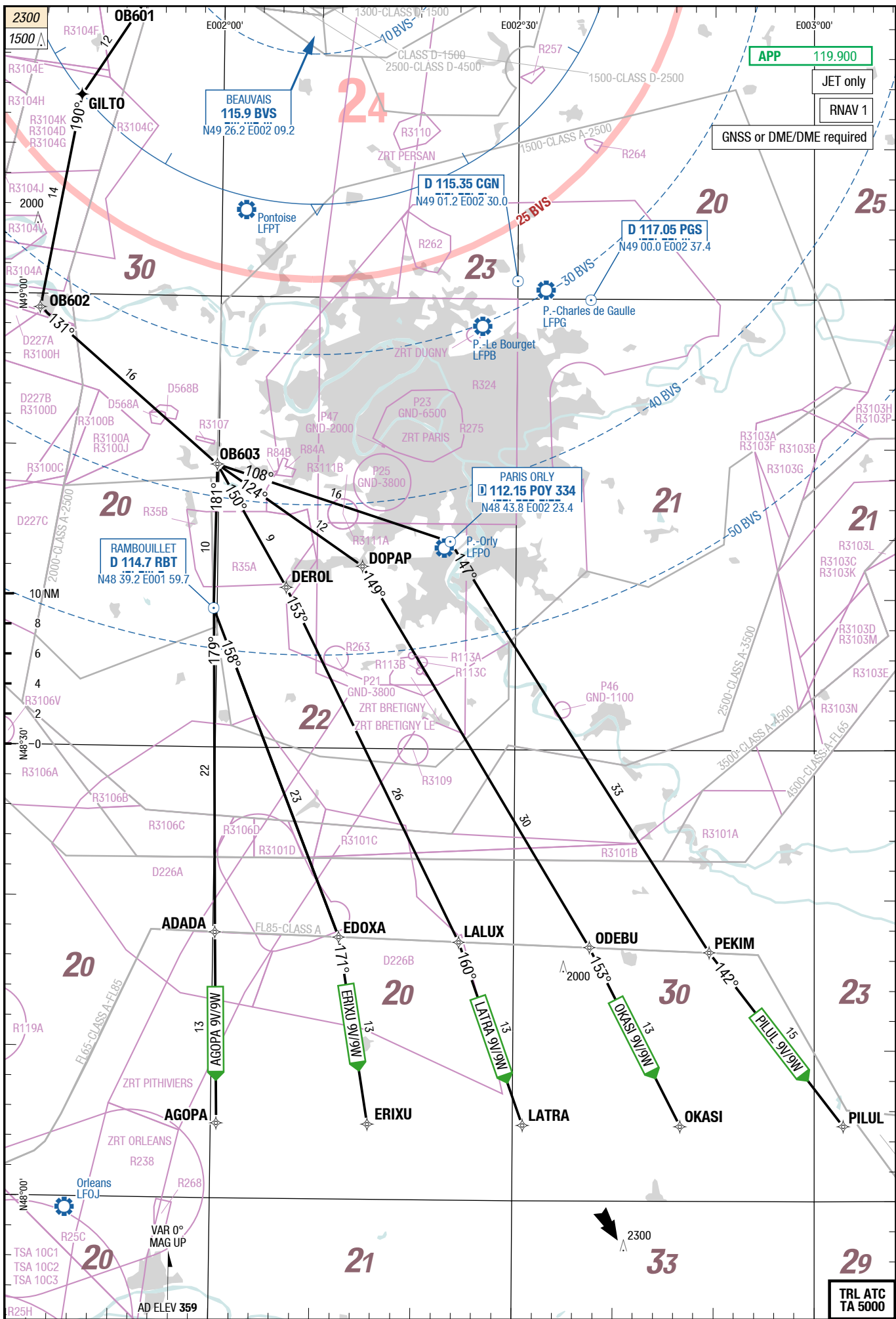


Changes: Track, ASP, PROC renumbered, SUAs, TOPO

TRL ATC
TA 5000

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Effective 20-JUL-2017

13-JUL-2017

BVA-LFOB

France Beauvais Tille

SIDs RWY 30

SIDs RWY 12

SID

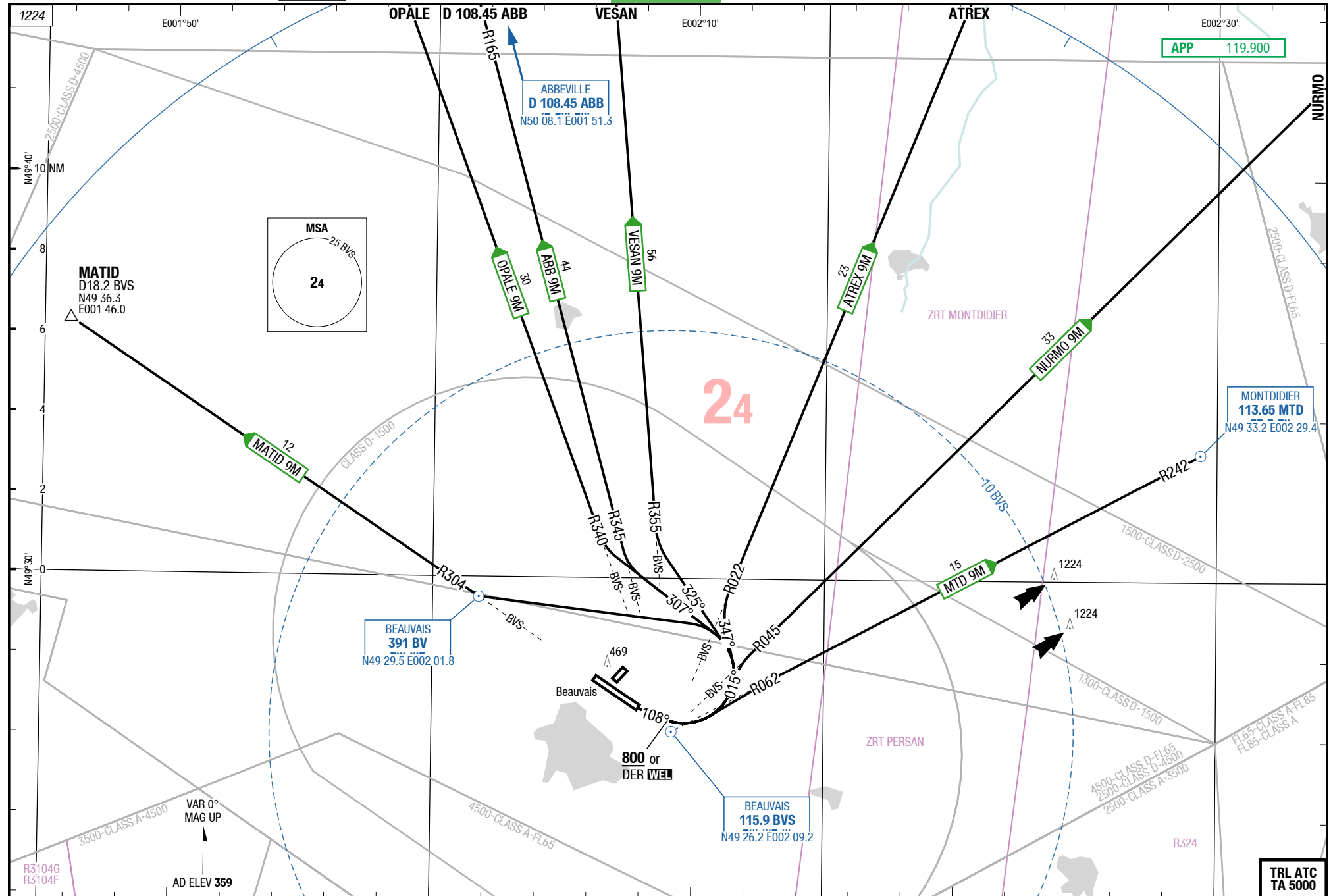
SID

Tille Beauvais France

SIDs RWY 30

SIDs RWY 12

4-50



Changes: Editorial

TRL ATC
TA 5000

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Effective 20-JUL-2017

13-JUL-2017

BVA-LFOB

France Beauvais Tille

Tille Beauvais France

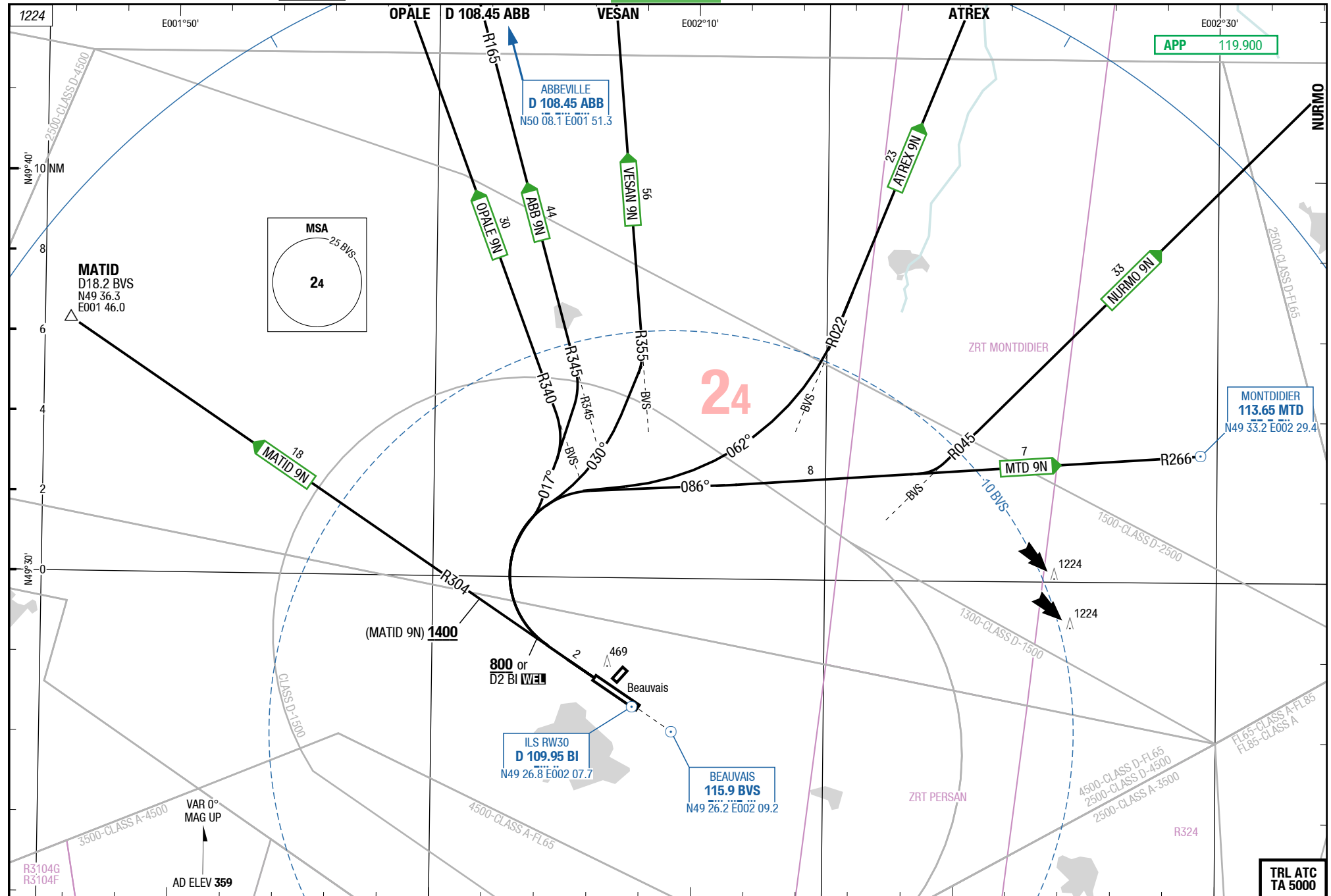
4-60

SIDs RWY 30

SID

SID

SIDs RWY 30



Changes: Reprint

BVA-LFOB

NIL

SID POGO

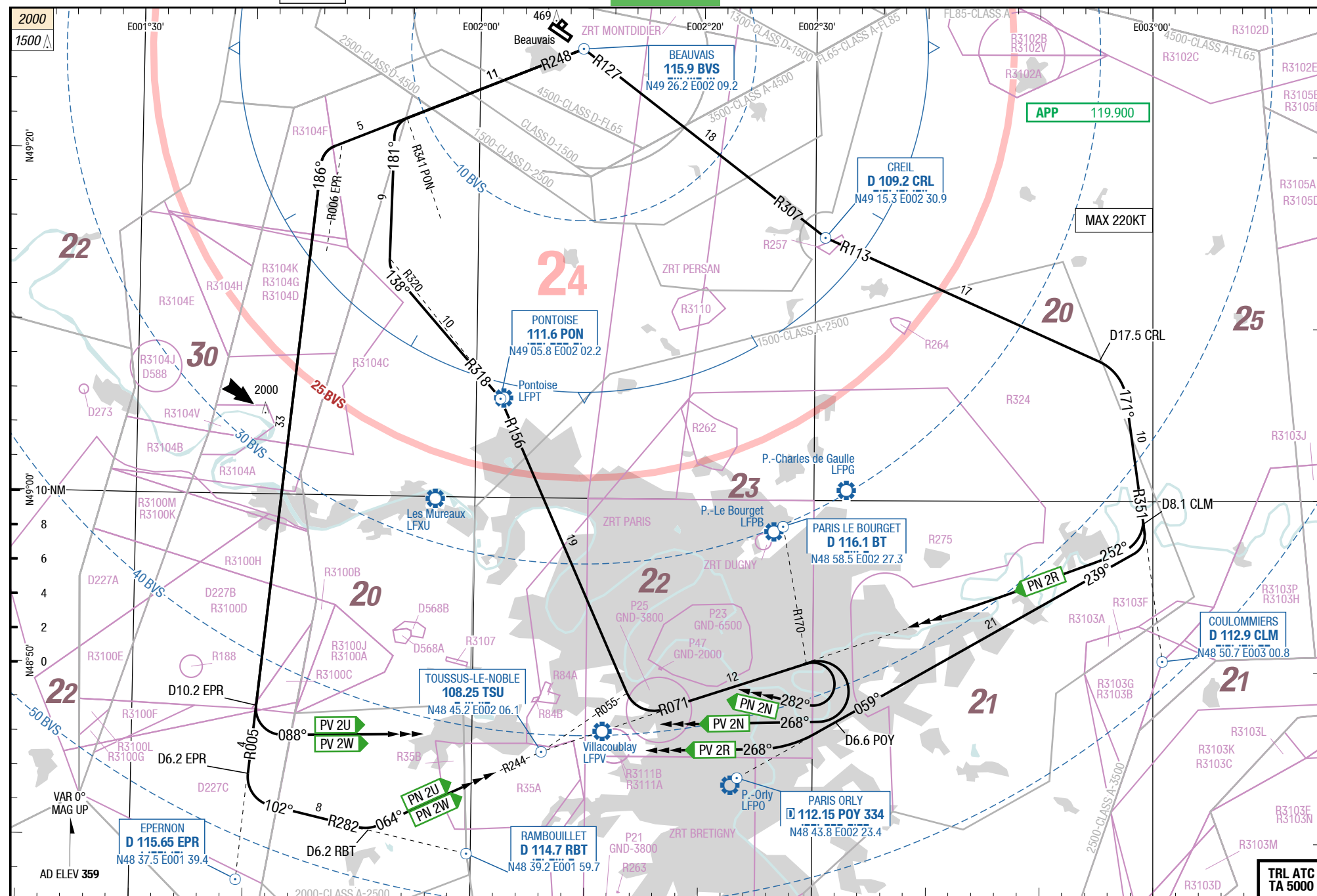
SID

SID

NIL

SID POGO

4-70



TRL ATC
TA 5000

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Changes: Track, SUAs, PROC renumbered, TOPO

BAXIR 9S / BAXIR 9V / BUBLI 9S / BUBLI 9V / DIKOL 9S / DIKOL 9V / EVREUX FAUVILLE 9S

RWY 12 (124°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BAXIR 9S 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - BEKOS - BAXIR	initial climb 4000
BAXIR 9V 5.5% 119.900 ①③	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D4 BI RT 203° to <u>OB702</u> - VEMIL - PG278 - BEKOS - BAXIR	initial climb 4000
BUBLI 9S 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - BEKOS - BUBLI	initial climb 4000
BUBLI 9V 5.5% 119.900 ①③	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D4 BI RT 203° to <u>OB702</u> - VEMIL - PG278 - BEKOS - BUBLI	initial climb 4000
DIKOL 9S 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - NEPAR - DIKOL	initial climb 4000
DIKOL 9V 5.5% 119.900 ①③	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D4 BI RT 203° to <u>OB702</u> - VEMIL - PG278 - NEPAR - DIKOL	initial climb 4000
EVREUX FAUVILLE 9S EVX 9S 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) direct BV - LT QDR 213° to <u>QB601</u> - GILTO - EVX	BV MNM 4000 initial climb 4000

① If unable to comply with CG, advise ATC upon requesting start-up clearance.

② LFPG East configuration

③ LFPG West configuration

EVREUX FAUVILLE 9V / L'AIGLE 9S / L'AIGLE 9V / LANVI 9S / LANVI 9V / RANUX 9S
RWY 12 (124°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
EVREUX FAUVILLE 9V EVX 9V 5.5% 119.900 ②④	108° - at MNM 800 LT (do not turn before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - EVX	BV MNM 4000 initial climb 4000
L'AIGLE 9S LGL 9S 5.5% 119.900 ②③	108° - at MNM 800 LT (do not turn before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - EVX - LGL	BV MNM 4000 initial climb 4000
L'AIGLE 9V LGL 9V 5.5% 119.900 ②④	108° - at MNM 800 LT (do not turn before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - EVX - LESGA - LGL	BV MNM 4000 initial climb 4000
LANVI 9S (Jet only) 5.5% 119.900 ①②③	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - LUPAM - LASIV - LANVI	initial climb 4000
LANVI 9V (Jet only) 5.5% 119.900 ①②④	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D4 BI RT 203° to <u>OB702</u> - VEMIL - PG278 - LUPAM - LASIV - LANVI	initial climb 4000
RANUX 9S 5.5% 119.900 ②③	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - NEPAR - RANUX	initial climb 4000

① SID can be used at weekends and at night. On ATC instruction during the rest of the week.

② If unable to comply with CG, advise ATC upon requesting start-up clearance.

③ LFPG East configuration

④ LFPG West configuration

BVA-LFOB

5-30

RNAV SIDs East/West

SIDPT

RANUX 9V / BAXIR 9T / BAXIR 9W / BUBLI 9T / BUBLI 9W / DIKOL 9T / DIKOL 9W
RWYs 12 (124°) / 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
RANUX 9V 5.5% 119.900 ①③	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D4 BI RT 203° to <u>OB702</u> - VEMIL - PG278 - NEPAR - RANUX	initial climb 4000
	Runway 30	
BAXIR 9T 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - BEKOS - BAXIR	initial climb 4000
BAXIR 9W 5.5% 119.900 ①③	at MNM 800 or D2 BI , whichever is later, RT 174° - intercept R144 BVS to <u>OB702</u> - VEMIL - PG278 - BEKOS - BAXIR	R144 BVS MNM 4000 initial climb 4000
BUBLI 9T 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - BEKOS - BUBLI	initial climb 4000
BUBLI 9W 5.5% 119.900 ①③	at MNM 800 or D2 BI , whichever is later, RT 174° - intercept R144 BVS to <u>OB702</u> - VEMIL - PG278 - BEKOS - BUBLI	R144 BVS MNM 4000 initial climb 4000
DIKOL 9T 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - NEPAR - DIKOL	initial climb 4000
DIKOL 9W 5.5% 119.900 ①③	at MNM 800 or D2 BI , whichever is later, RT 174° - intercept R144 BVS to <u>OB702</u> - VEMIL - PG278 - NEPAR - DIKOL	R144 BVS MNM 4000 initial climb 4000

① If unable to comply with CG, advise ATC upon requesting start-up clearance.

② LFPG East configuration

③ LFPG West configuration

Changes: Track, PROC renumbered

EVREUX FAUVILLE 9T / EVREUX FAUVILLE 9W / L'AIGLE 9T / L'AIGLE 9W / LANVI 9T / LANVI 9W

RWY 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
EVREUX FAUVILLE 9T EVX 9T 5.5% 119.900 ②③	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - EVX	initial climb 4000
EVREUX FAUVILLE 9W EVX 9W 5.5% 119.900 ②④	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - EVX	initial climb 4000
L'AIGLE 9T LGL 9T 5.5% 119.900 ②③	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - EVX - LGL	initial climb 4000
L'AIGLE 9W LGL 9W 5.5% 119.900 ②④	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - EVX - LESGA - LGL	initial climb 4000
LANVI 9T (Jet only) 5.5% 119.900 ①②③	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - LUPAM - LASIV - LANVI	initial climb 4000
LANVI 9W (Jet only) 5.5% 119.900 ①②④	at MNM 800 or D2 BI , whichever is later, RT 174° - intercept R144 BVS to <u>OB702</u> - VEMIL - PG278 - LUPAM - LASIV - LANVI	R144 BVS MNM 4000 initial climb 4000

① SID can be used at weekends and at night. On ATC instruction during the rest of the week.

② If unable to comply with CG, advise ATC upon requesting start-up clearance.

③ LFPG East configuration

④ LFPG West configuration

BVA-LFOB

5-50

RNAV SIDs East/West

RANUX 9T / RANUX 9W

RWY 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
RANUX 9T 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - NEPAR - RANUX	initial climb 4000
RANUX 9W 5.5% 119.900 ①③	at MNM 800 or D2 BI , whichever is later, RT 174° - intercept R144 BVS to <u>OB702</u> - VEMIL - PG278 - NEPAR - RANUX	R144 BVS MNM 4000 initial climb 4000

① If unable to comply with CG, advise ATC upon requesting start-up clearance.

② LFPG East configuration

③ LFPG West configuration

BVA-LFOB

5-60

RNAV SIDs South S/T

SIDPT

AGOPA 9S / ERIXU 9S / LATRA 9S / OKASI 9S / PILUL 9S / AGOPA 9T

RWYs 12 (124°) / 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
Runway 12		
AGOPA 9S (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - PG101 - POY - ABOBO - ADADA - AGOPA	initial climb 4000
ERIXU 9S (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - PG101 - POY - ABOBO - EDOXA - ERIXU	initial climb 4000
LATRA 9S (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - PG102 - LAPAX - LALUX - LATRA	initial climb 4000
OKASI 9S (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - OSTIP - ODEBU - OKASI	initial climb 4000
PILUL 9S (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not turn before DER) intercept R085 BVS - at D8.4 BI RT 120° to <u>OB701</u> - BSN - CLM - MLN - PEKIM - PILUL	initial climb 4000
Runway 30		
AGOPA 9T (Jet only) 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - PG101 - POY - ABOBO - ADADA - AGOPA	initial climb 4000

① If unable to comply with the CG, advise ATC upon start-up clearance request.

② LFPG East configuration

BVA-LFOB

5-70

RNAV SIDs South S/T

SIDPT

ERIXU 9T / LATRA 9T / OKASI 8T / PILUL 9T

RWY 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
ERIXU 9T (Jet only) 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - PG101 - POY - AB0B0 - EDOXA - ERIXU	initial climb 4000
LATRA 9T (Jet only) 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - PG102 - LAPAX - LALUX - LATRA	initial climb 4000
OKASI 8T (Jet only) 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - <u>OB703</u> - OSTIP - ODEBU - OKASI	initial climb 4000
PILUL 9T (Jet only) 5.5% 119.900 ①②	at MNM 800 or D2 BI , whichever is later, RT 120° to <u>OB701</u> - BSN - CLM - MLN - PEKIM - PILUL	initial climb 4000

① If unable to comply with the CG, advise ATC upon start-up clearance request.

② LFPG East configuration

20-APR-2017

BVA-LFOB

5-80

RNAV SIDs South V/W

SIDPT

AGOPA 9V / ERIXU 9V / LATRA 9V / OKASI 9V / PILUL 9V / AGOPA 9W

RWYs 12 (124°) / 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
Runway 12		
AGOPA 9V (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA	BV MNM 4000 initial climb 4000
ERIXU 9V (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - OB602 - OB603 - RBT - EDOX - ERIXU	BV MNM 4000 initial climb 4000
LATRA 9V (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA	BV MNM 4000 initial climb 4000
OKASI 9V (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI	BV MNM 4000 initial climb 4000
PILUL 9V (Jet only) 5.5% 119.900 ①②	108° - at MNM 800 LT (do not before DER) direct BV - LT QDR 213° to <u>OB601</u> - GILTO - OB602 - OB603 - POY - PEKIM - PILUL	BV MNM 4000 initial climb 4000
Runway 30		
AGOPA 9W (Jet only) 5.5% 119.900 ①②	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA	initial climb 4000

① If unable to comply with the CG, advise ATC upon start-up clearance request.

② LFPG West configuration

ERIXU 9W / LATRA 9W / OKASI 9W / PILUL 9W

RWY 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
ERIXU 9W (Jet only) 5.5% 119.900 ①②	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - OB602 - OB603 - RBT - EDOXA - ERIXU	initial climb 4000
LATRA 9W (Jet only) 5.5% 119.900 ①②	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA	initial climb 4000
OKASI 9W (Jet only) 5.5% 119.900 ①②	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI	initial climb 4000
PILUL 9W (Jet only) 5.5% 119.900 ①②	at MNM 800 LT 269° (do not turn before DER) to OB600 - <u>OB601</u> - GILTO - OB602 - OB603 - POY - PEKIM - PILUL	initial climb 4000

① If unable to comply with the CG, advise ATC upon start-up clearance request.

② LFPG West configuration

**ABBEVILLE 9M / ATREX 9M / MATID 9M / MONTDIDIER 9M / NURMO 9M /
OMNIDIRECTIONAL DEP / OPALE 9M / VESAN 9M**

RWY 12 (124°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ABBEVILLE 9M ABB 9M 5.5% 119.900	108° - at MNM 800 or DER, whichever is later, LT 307° intercept R345 BVS to ABB	
ATREX 9M 5.5% 119.900 ①	108° - at MNM 800 or DER, whichever is later, LT 347° intercept R022 BVS to ATREX	
MATID 9M 5.5% 119.900	108° - at MNM 800 or DER, whichever is later, LT direct BV - intercept R304 BVS to MATID	
MONTDIDIER 9M MTD 9M 5.5% 119.900	108° - at MNM 800 or DER, whichever is later, LT intercept R062 BVS to MTD	
NURMO 9M 5.5% 119.900	108° - at MNM 800 or DER, whichever is later, LT 015° intercept R045 BVS to NURMO	
OMNIDIRECTIONAL DEP 5.5% 119.900	at 1100 proceed direct route climbing up to en-route safety altitude	
OPALE 9M 5.5% 119.900	108° - at MNM 800 or DER, whichever is later, LT 307° intercept R340 BVS to OPALE	
VESAN 9M 5.5% 119.900 ①	108° - at MNM 800 or DER, whichever is later, LT 325° intercept R355 BVS to VESAN	

① SID allows only the junction with RNAV routes.

ABBEVILLE 9N / ATREX 9N / MATID 9N / MONTIDIER 9N / NURMO 9N / OMNIDIRECTIONAL
DEP / OPALE 9N / VESAN 9N

RWY 30 (304°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
ABBEVILLE 9N ABB 9N 5.5% 119.900	at MNM 800 or D2 BI , whichever is later, RT 017° intercept R345 BVS to ABB	
ATREX 9N 5.5% 119.900 ①	at MNM 800 or D2 BI , whichever is later, RT 062° intercept R022 BVS to ATREX	
MATID 9N 5.5% 119.900	at MNM 1400 intercept R304 BVS to MATID	
MONTIDIER 9N MTD 9N 5.5% 119.900	at MNM 800 or D2 BI , whichever is later, RT intercept R266 MTD to MTD	
NURMO 9N 5.5% 119.900	at MNM 800 or D2 BI , whichever is later, RT 086° intercept R045 BVS to NURMO	
OMNIDIRECTIONAL DEP 5.5% 119.900	at 1400 proceed direct route climbing up to en-route safety altitude	
OPALE 9N 5.5% 119.900	at MNM 800 or D2 BI , whichever is later, RT 017° intercept R340 BVS to OPALE	
VESAN 9N 5.5% 119.900 ①	at MNM 800 or D2 BI , whichever is later, RT 030° intercept R355 BVS to VESAN	

① SID allows only the junction with RNAV routes.

PN 2N / PN 2R / PN 2U / PN 2W / PV 2N / PV 2R / PV 2U / PV 2W

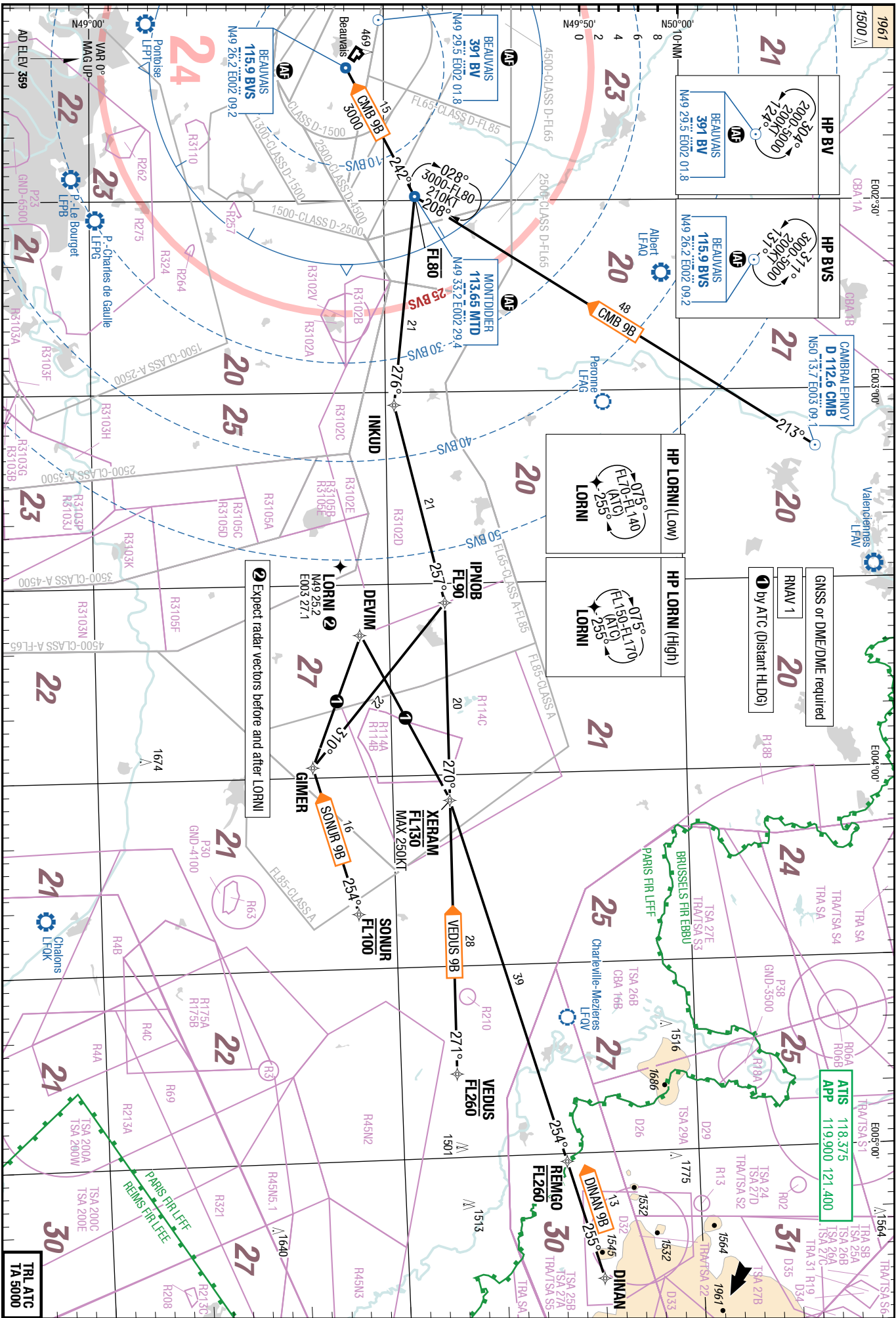
RWYs 12 (124°) / 30 (304°)

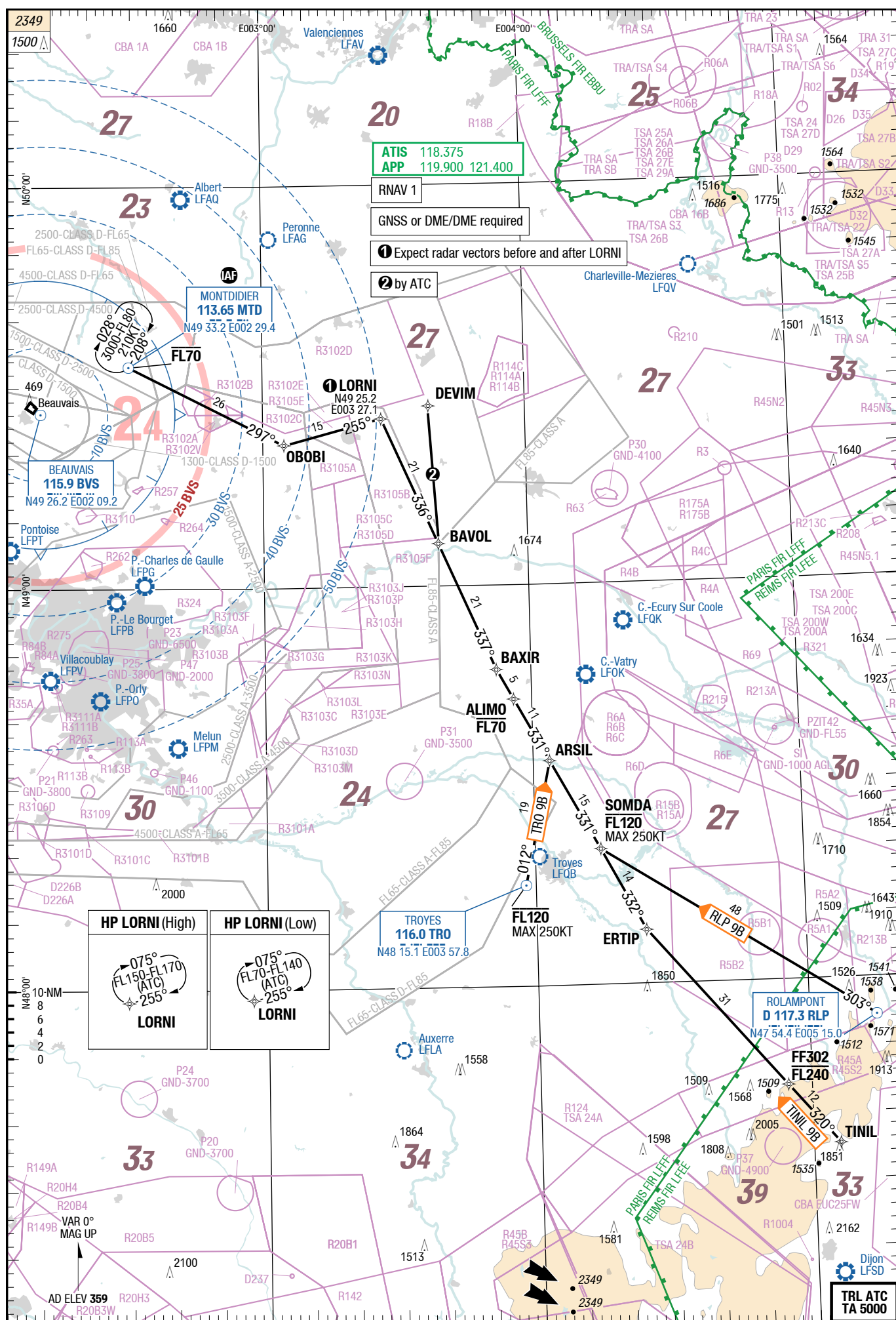
	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12/30	
PN 2N 5.5% 119.900 ①	R248 BVS - crossing R341 PON LT 181° - crossing R320 PON LT intercept R318 PON to PON - R156 PON - crossing R055 TSU LT intercept R071 TSU - crossing R170 BT RT 282° to intercept assigned APCH PROC	initial climb 4000
PN 2R 5.5% 119.900 ①	R127 BVR - at CRL R113 CRL - at D17.5 CRL RT intercept R351 CLM - at D8.1 CLM RT intercept R071 TSU to intercept assigned APCH PROC	initial climb 3000
PN 2U 5.5% 119.900 ①	R248 BVS - crossing R006 EPR LT intercept R005 EPR - at D6.2 EPR LT intercept R282 RBT - at D6.2 RBT LT intercept R244 TSU to intercept assigned APCH PROC	initial climb 4000
PN 2W 5.5% 119.900 ①	R248 BVS - crossing R006 EPR LT intercept R005 EPR - at D6.2 EPR LT intercept R282 RBT - at D6.2 RBT LT intercept R244 TSU to intercept assigned APCH PROC	initial climb 4000
PV 2N 5.5% 119.900 ①	R248 BVS - crossing R341 PON LT 181° - crossing R320 PON LT intercept R318 PON to PON - R156 PON - crossing R055 TSU LT intercept R071 TSU - crossing R170 BT RT 268° to intercept assigned APCH PROC	initial climb 4000
PV 2R 5.5% 119.900 ①	R127 BVR - at CRL LT R113 CRL - at D17.5 CRL RT intercept R351 CLM - at D8.1 CLM RT intercept QDR 059 POY - at D6.6 POY RT 268° to intercept assigned APCH PROC	initial climb 3000
PV 2U 5.5% 119.900 ①	R248 BVS - crossing R006 EPR LT intercept R005 EPR - at D10.2 EPR LT 088° to intercept assigned APCH PROC	initial climb 4000
PV 2W 5.5% 119.900 ①	R248 BVS - crossing R006 EPR LT intercept R005 EPR - at D10.2 EPR LT 088° to intercept assigned APCH PROC	initial climb 4000

① MAX 220KT

Changes: Nil





25-JAN-2018

BVA-LFOB

France **Beauvais** Tille

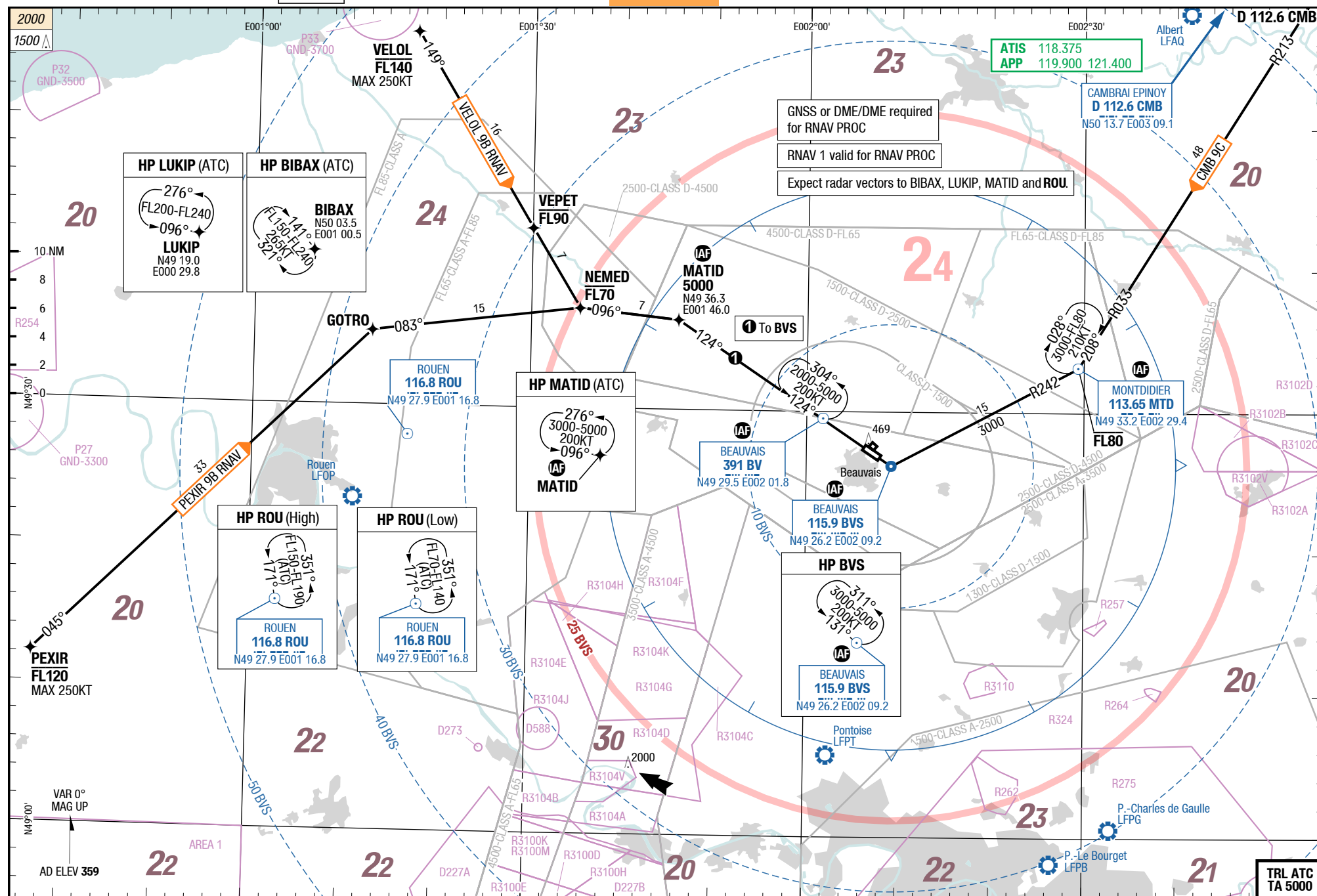
STAR

STAR

Tille **Beauvais** France

NIL

STARs / RNAV STARs West



Changes: Completely revised

Effective 27-APR-2017

20-APR-2017

BVA-LFOB

France Beauvais Tille

NIL

Initials 12

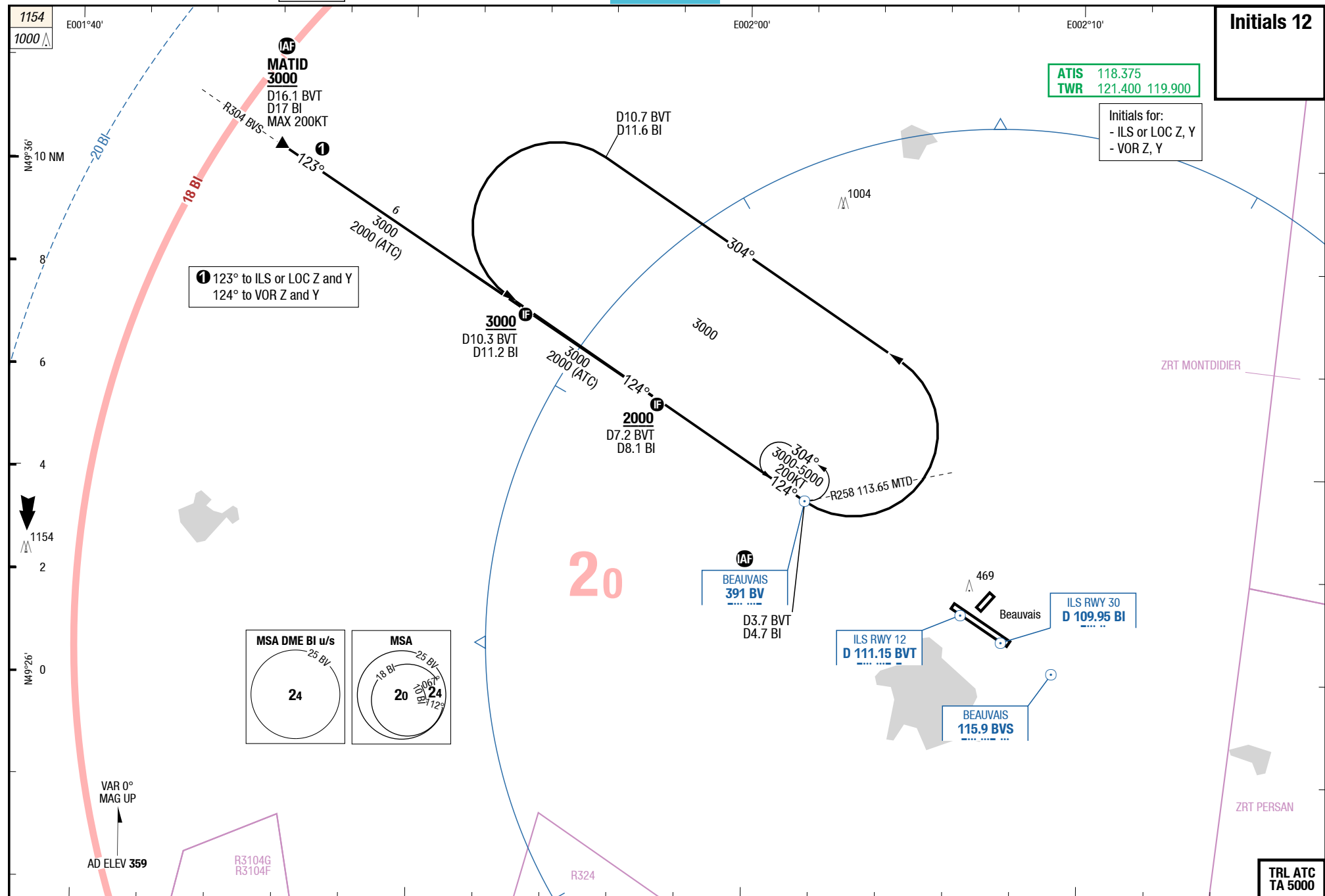
IAC

IAC

Tille Beauvais France

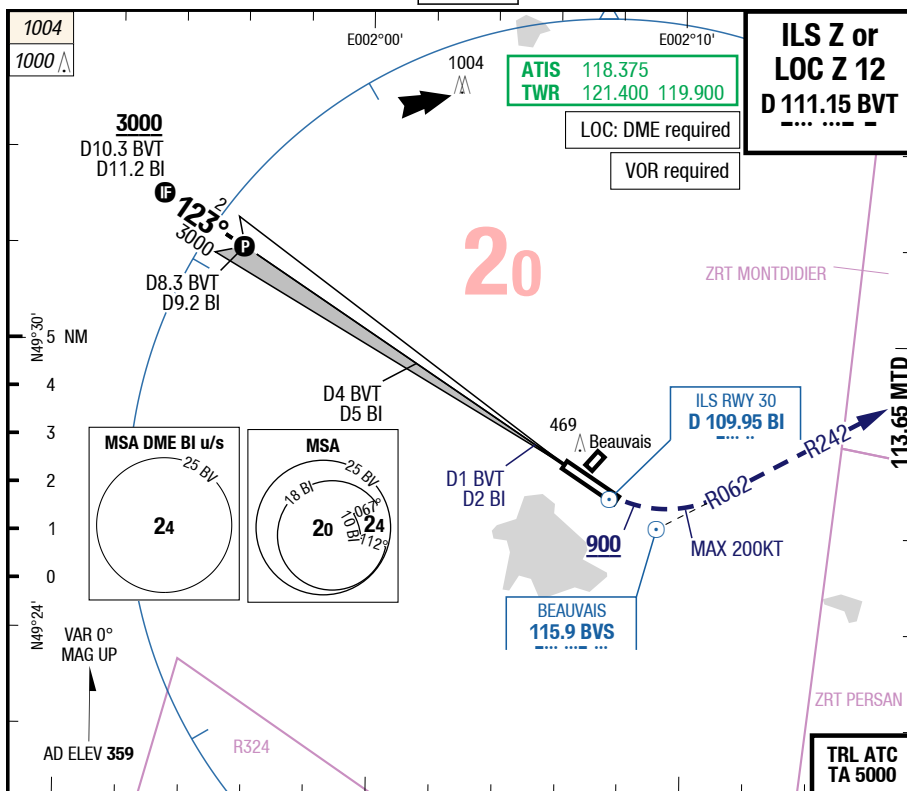
NIL

Initials 12

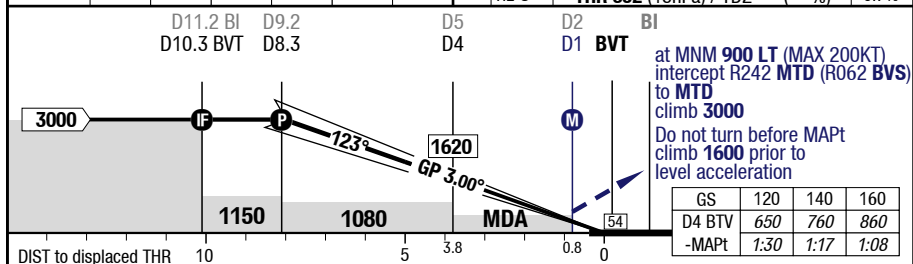


7-30

ILS Z or LOC Z 12



LOC 3.05°	8.3	7	6	5	3	2	<div> <div>12</div> <div>HL-S</div> </div>	<div> <div>83.0°</div> <div>60 HL</div> <div>15 HL</div> </div>
D BVT								
123°								
RWY 124°	3000	2610	2280	1960	1310	990		

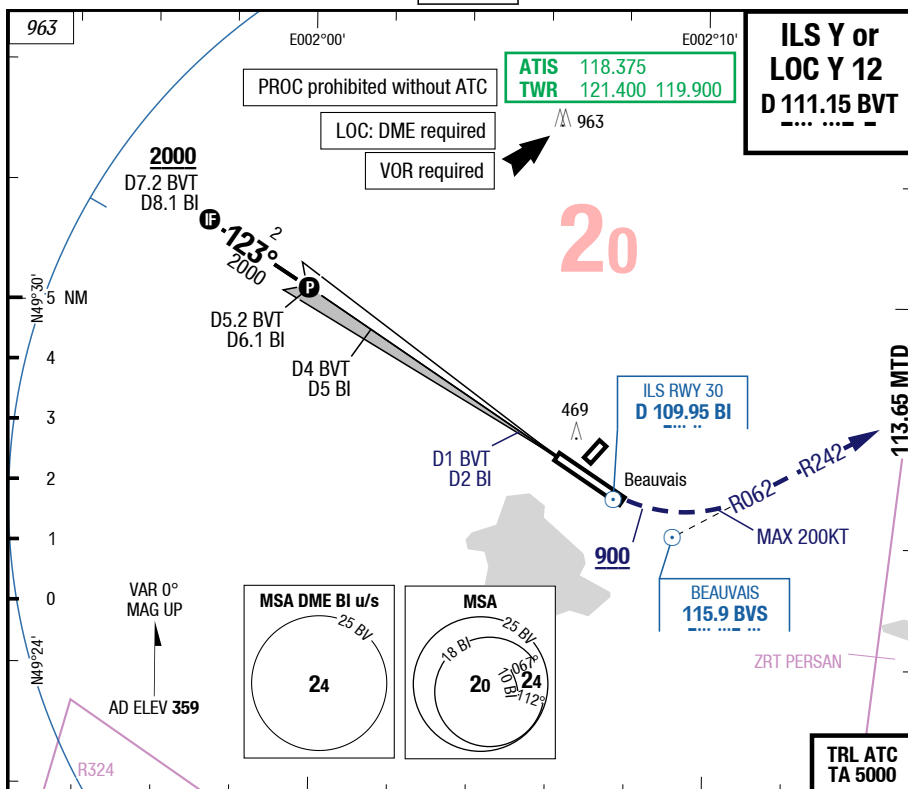
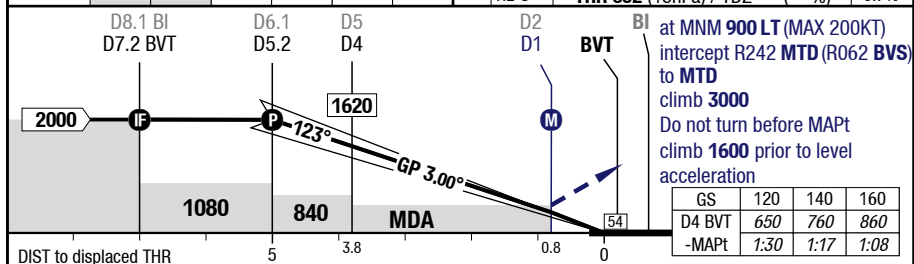


12		Cat 3b DME	Cat 2 DME	Cat 1 DME ¹⁾	Cat 1 DME ²⁾	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	Not authorized	200 - 500 560	200 - 750 560	410 - 1.5 760	Not authorized
D	ft - m/km ft	0 - 75R Company	Not authorized	200 - 500 560	200 - 750 560	410 - 1.5 760	Not authorized

1) With EVS 350m

2) With EVS 550m

Changes: LDA

[illegible]

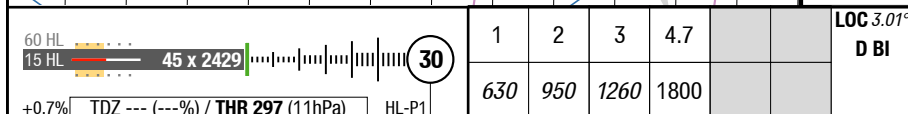
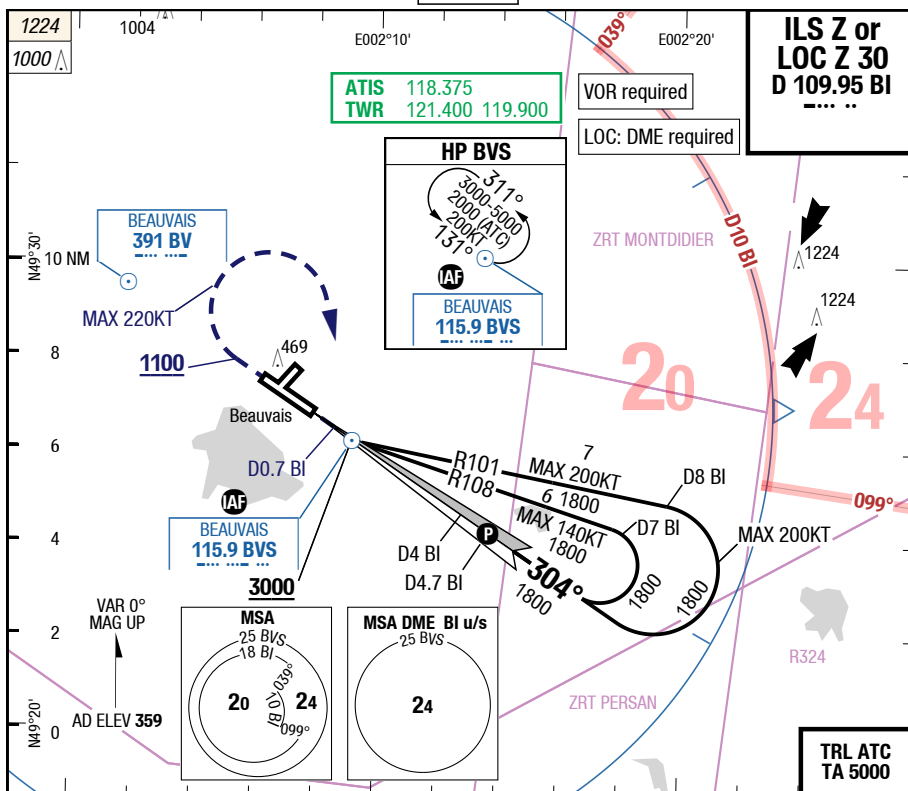
12		Cat 3b DME	Cat 2 DME	Cat 1 DME ¹⁾	Cat 1 DME ²⁾	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	Not authorized	200 - 500 560	200 - 750 560	410 - 1.5 760	Not authorized
D	ft - m/km ft	0 - 75R Company	Not authorized	200 - 500 560	200 - 750 560	410 - 1.5 760	Not authorized

1) With EVS 350m	
2) With EVS 500m	

Changes: LDA

7-50

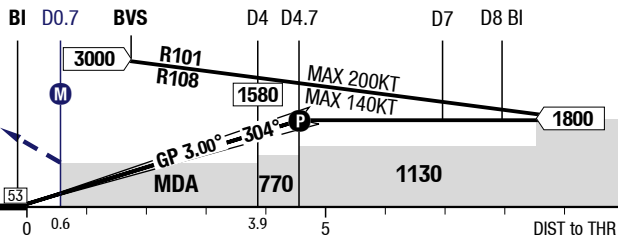
ILS Z or LOC Z 30



at MNM 1100 RT
(MAX 220KT) direct BVS
climb 2000

Do not turn before MAPt
climb **1300** prior to
level acceleration

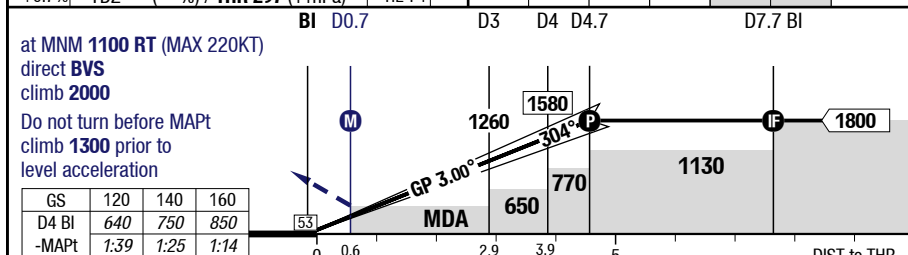
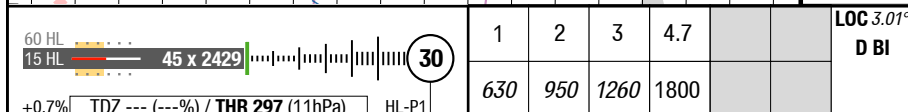
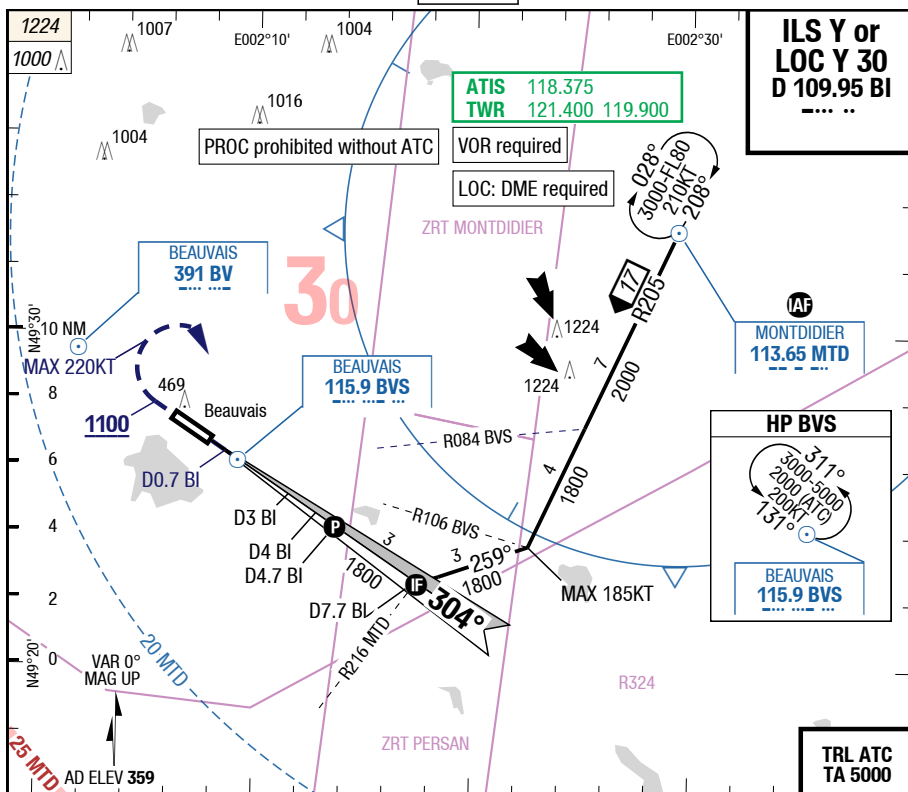
GS	120	140	160
D4 BI	640	750	850
-MAPt	1:39	1:25	1:14



30		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	200 - 550 500	310 - 750 600				Not authorized
D	ft - m/km ft	200 - 550 500	310 - 750 600				Not authorized

1) With EVS 550m

Changes: LDA

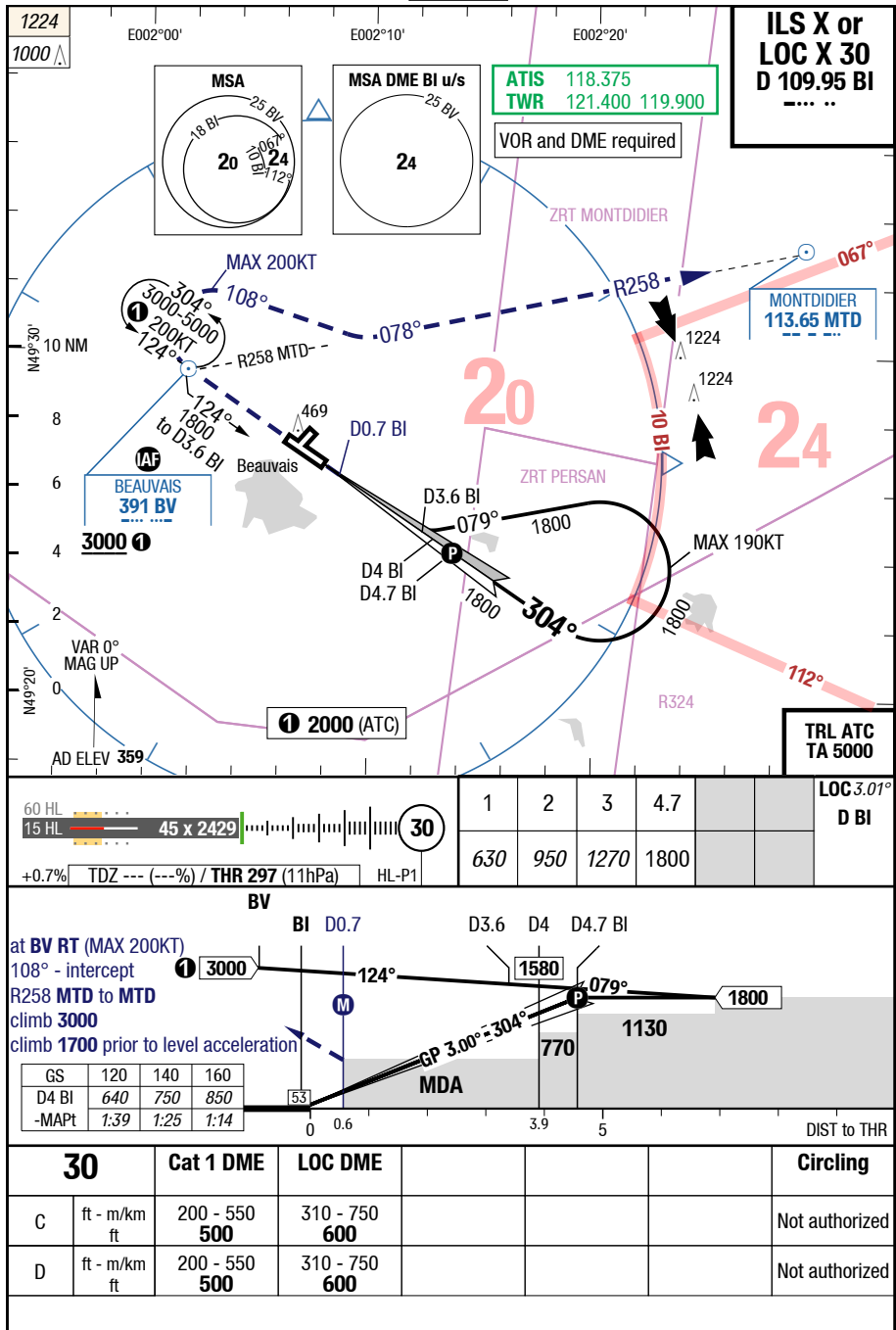


30		Cat 1 DME	LOC DME	Circling	
C	ft - m/km ft	200 - 550 500	310 - 750 600	Not authorized	
D	ft - m/km ft	200 - 550 500	310 - 750 600	Not authorized	

BVA-LFOB

7-70

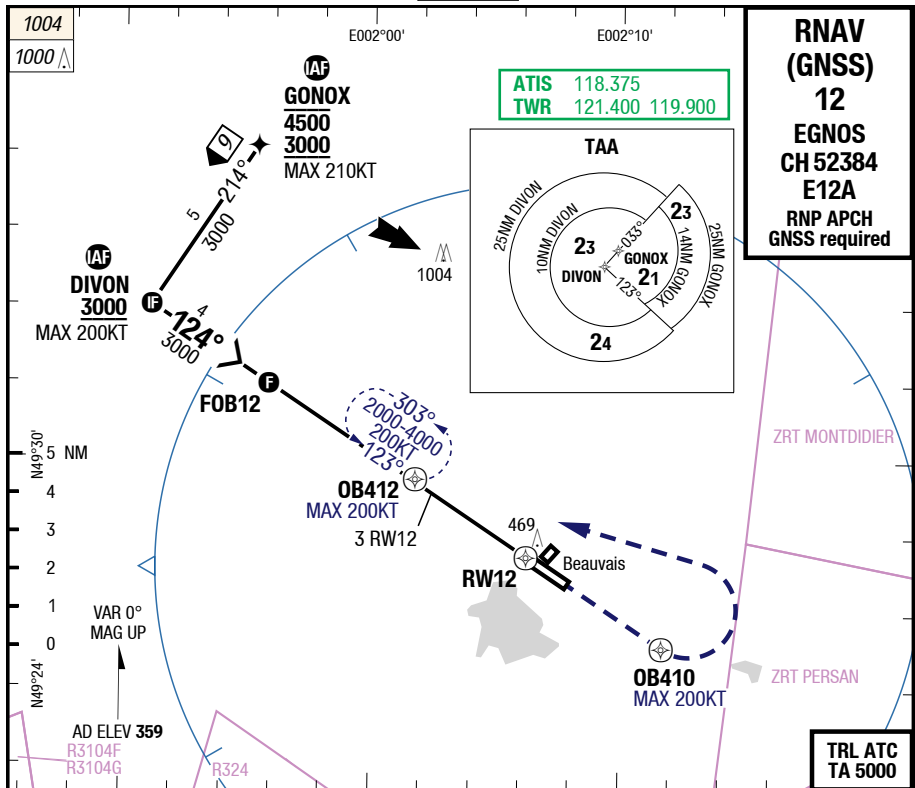
ILS X or LOC X 30



BVA-LFOB

7-90

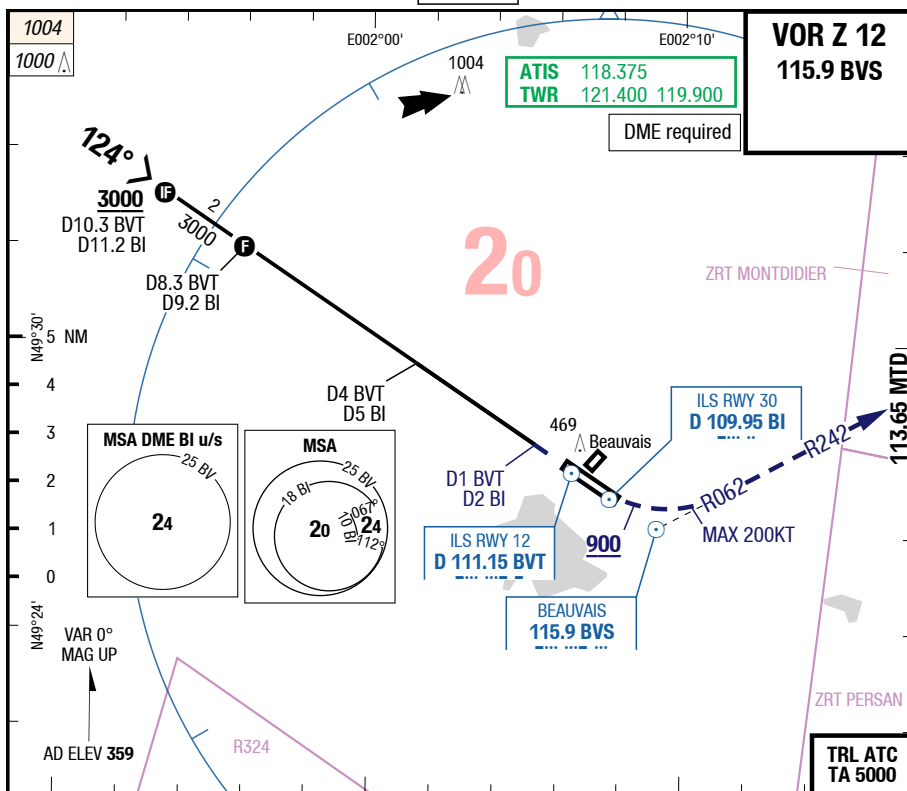
RNAV (GNSS) 12



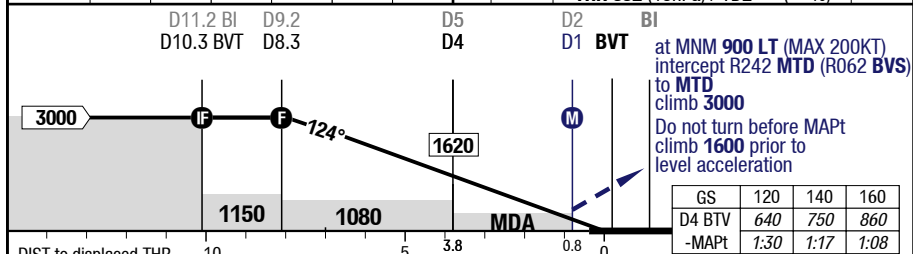
12		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	270 - 900 620	280 - 900 630	410 - 1.5 760		Not authorized
D	ft - m/km ft	280 - 900 630	290 - 900 640	410 - 1.5 760		Not authorized

1) With EVS 600m
 2) Uncompensated Baro VNAV NA below -25°C (-13°F)
 3) NA with RASS

Changes: LDA



3.03° D BVT	8.3	7	6	5	3	2	<div> <div>12</div> <div>HL-S</div> </div>	<div> <div>83.0°</div> <div>60 HL</div> <div>15 HL</div> </div>
	3000	2590	2270	1950	1310	980		<div> <div>44</div> <div>2385 x 45</div> <div>420</div> <div>THR 352 (13hPa) / TDZ --- (---%)</div> <div>-0.7%</div> </div>

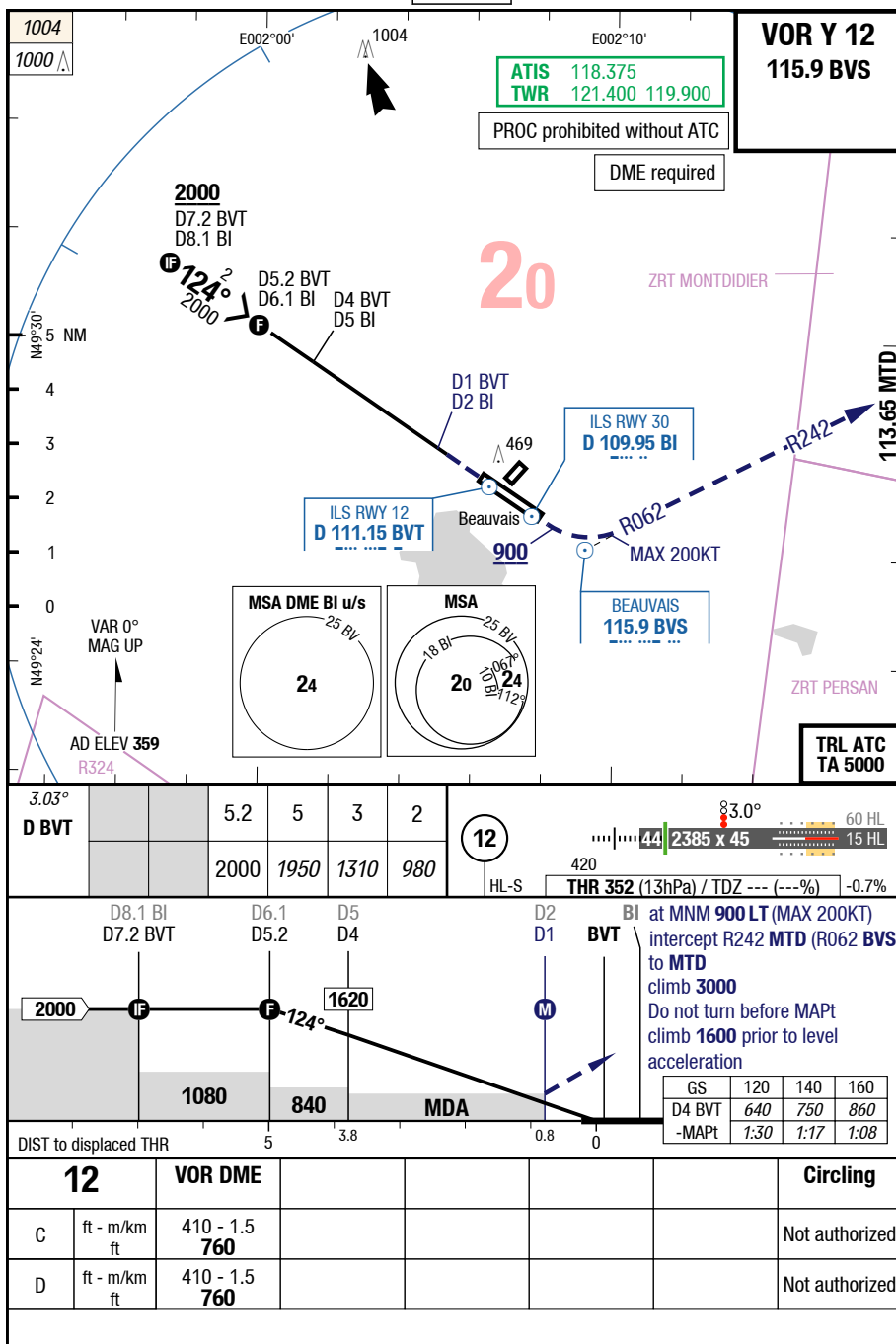


DIST to displaced THR		10	5	0		
12		VOR DME				Circling
C	ft - m/km ft	410 - 1.5 760				Not authorized
D	ft - m/km ft	410 - 1.5 760				Not authorized

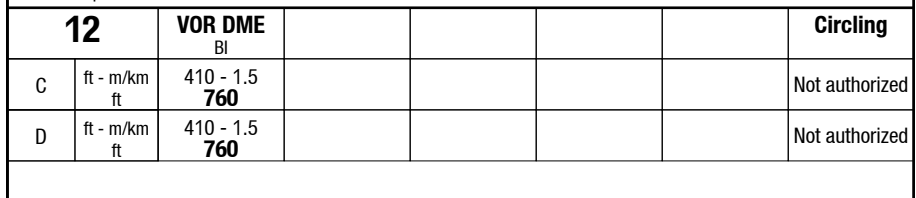
BVA-LFOB

7-120

VOR Y 12



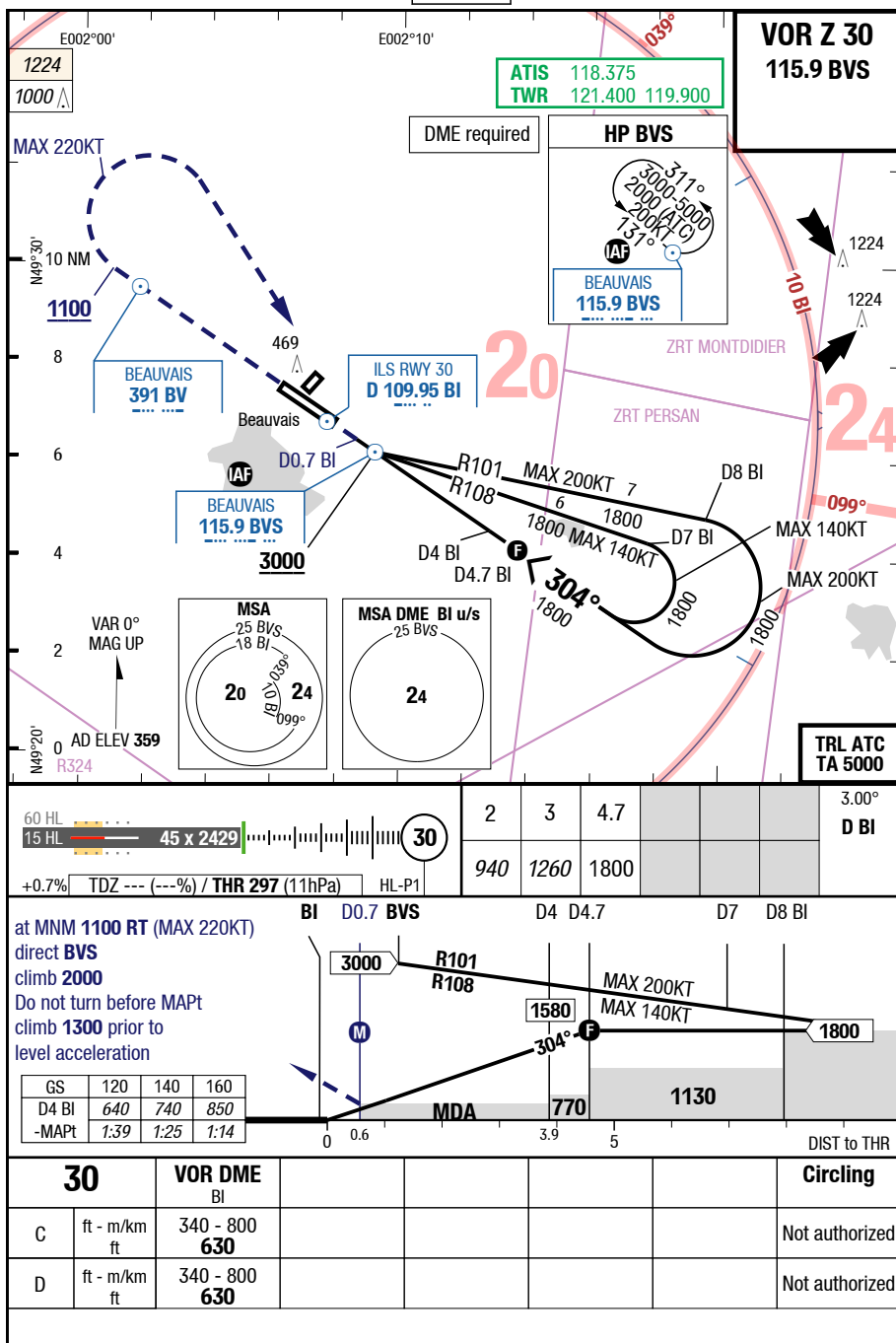
VOR X 12



BVA-LFOB

7-140

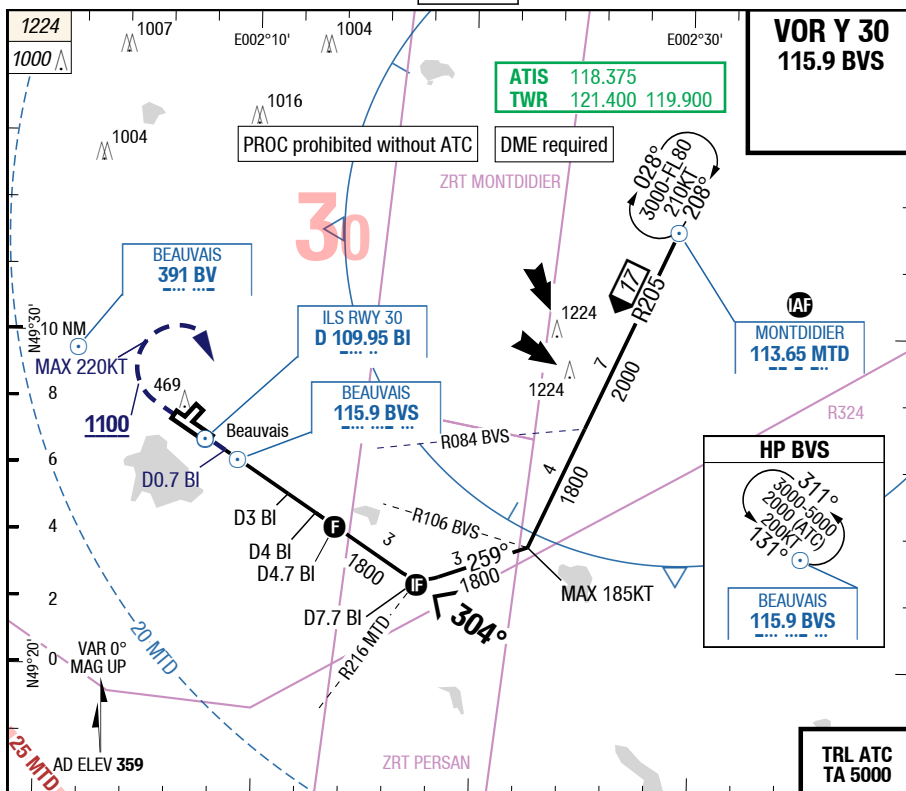
VOR Z 30



BVA-LFOB

7-150

VOR Y 30



2	4.7						3.00°
940	1800						D BI

at MNM 1100 RT (MAX 220KT)

direct BVS

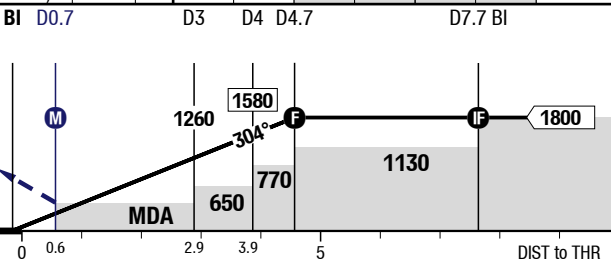
climb 2000

Do not turn before MAPt

climb 1300 prior to

level acceleration

GS	120	140	160
D4 BI	640	740	850
-MAPt	1:39	1:25	1:14

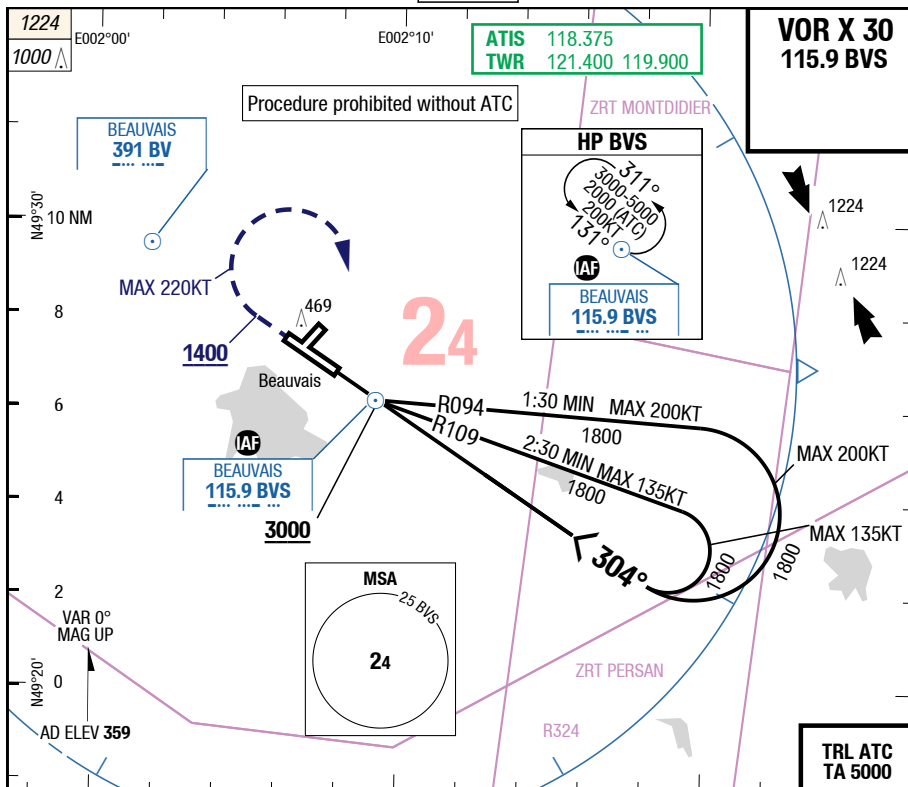


30	VOR DME						Circling
	BI						
C	ft - m/km ft	340 - 800 630					Not authorized
D	ft - m/km ft	340 - 800 630					Not authorized

BVA-LFOB

7-160

VOR X 30



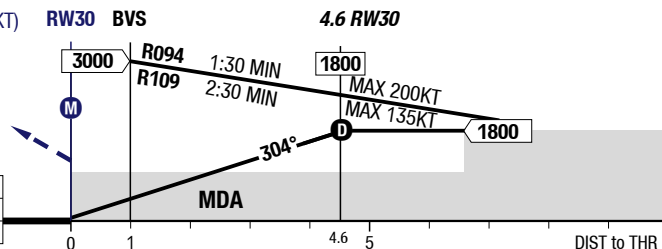
2	3	4	4.6				3.00°
990	1310	1630	1800				RW30

at MNM 1400 RT (MAX 220KT) RW30 BVS

direct BVS
climb 2000

Do not turn before MAPt
climb 1400 prior to level
acceleration

GS	120	140	160
4.6 RW30	640	740	850
-MAPt	2:17	1:57	1:43

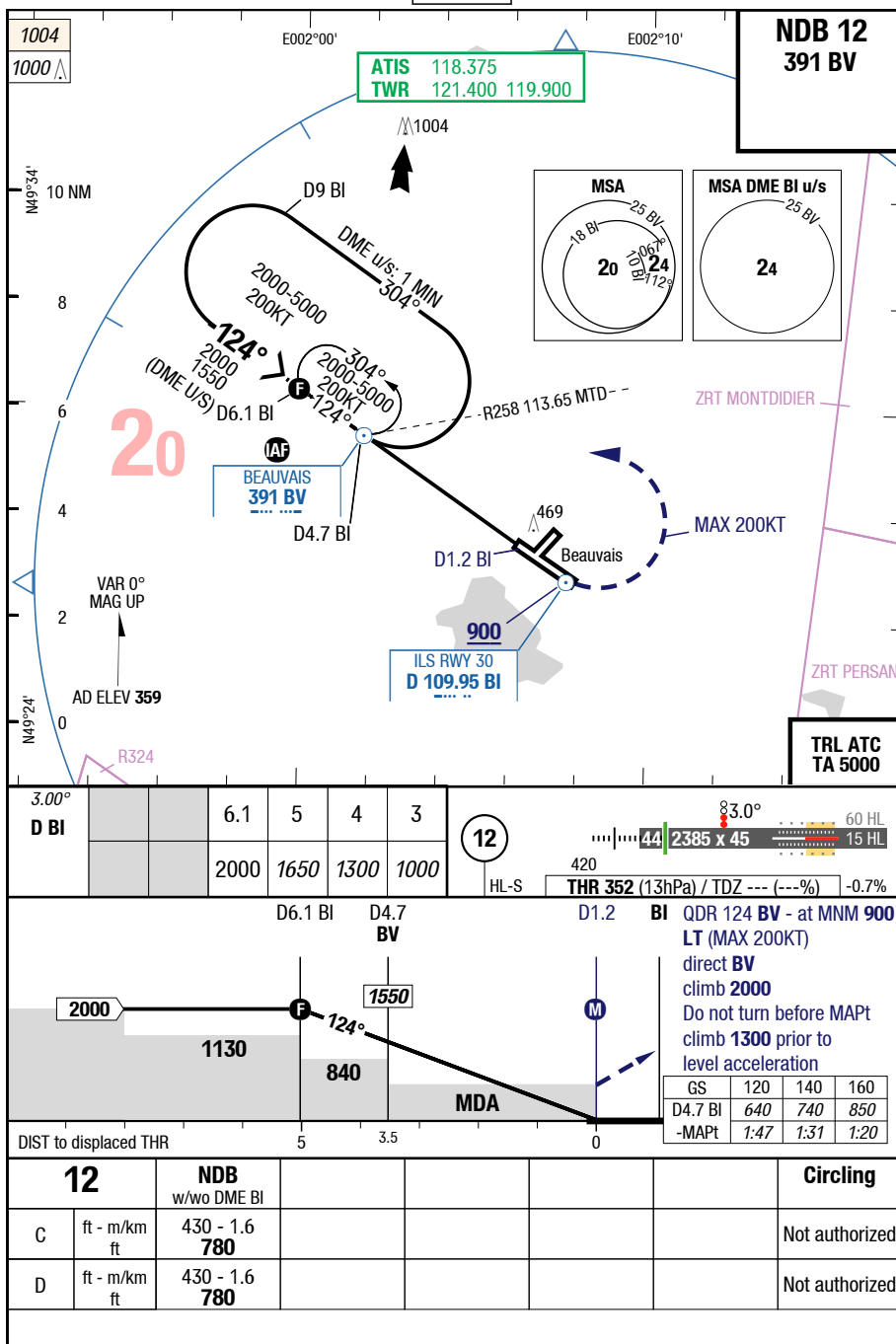


30	VOR						Circling
C	ft - m/km ft	630 - 2.2 920					Not authorized
D	ft - m/km ft	630 - 2.2 920					Not authorized

BVA-LFOB

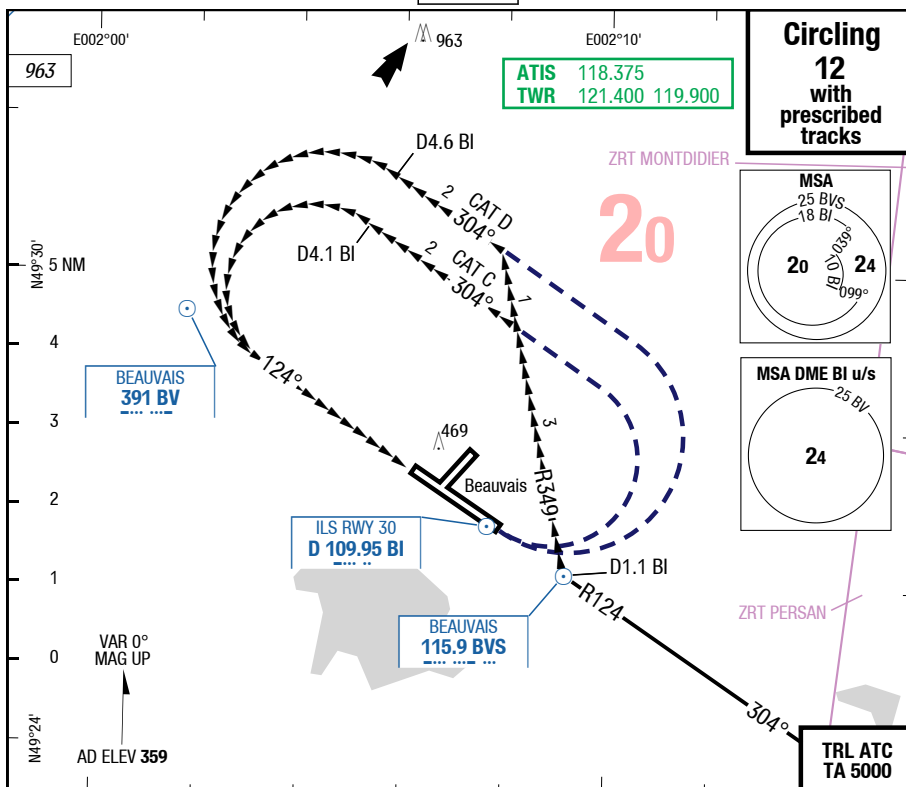
7-170

NDB 12



7-180

Circling 12



VISUAL

12

HL-S

420

83.0°

60 HL

15 HL

2385 x 45

THR 352 (13hPa) / TD7 --- (---%) -0.7%

12						Circling P-TRK	Circling
C	ft - m/km ft					610 - 2.4V 960	Not published
D	ft - m/km ft					710 - 3.6V 1060	Not published

Effective 22-JUN-2017

15-JUN-2017

BVA-LFOB

France Beauvais Tille

NIL

MRC

MRC

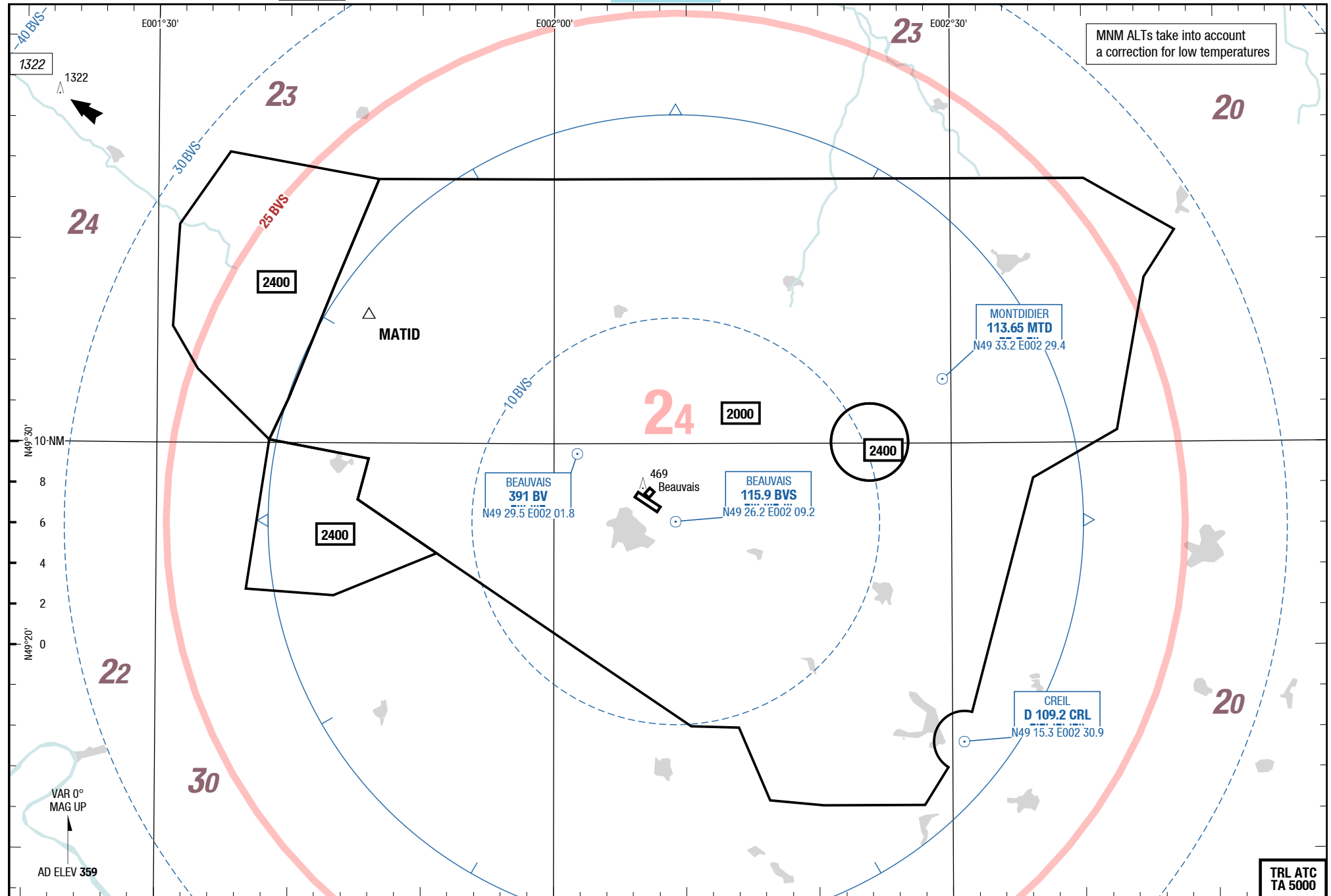
MRC

Tille Beauvais France

NIL

MRC

8-10



Changes: RADAR SECT, OBST