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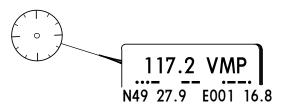
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LFPB/LBG LE BOURGET JEPPESEN
19 OCT 07 (30-01)

PARIS, FRANCE

ROUEN VOR REPLACED
BY A TEMPORARY VOR
OPERATING AT SAME POSITION
ON FREQ 117.2, IDENT VMP

FOR EFFECTIVE PERIOD REFER TO LATEST NOTAMS



DURING THIS PERIOD ROU VOR 116.8
WILL BE OUT OF SERVICE

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(30-1P)

LFPB/LBG LE BOURGET

27 JUL 07

PARIS, FRANCE AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 120.0

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

Between 2215-0600LT RWY 03, except for ATC purposes, may only be used by ACFT of 5700 KGS or less. During this time period RWY 07 shall be used for take-offs of authorized jet ACFT (refer to para 'Nighttime Restrictions').

RWY 21 may only be used on an exceptional basis and a turn should be started as soon as possible after take-off and not later than 1.5NM from APT in order to avoid overflying of Prohibited Area LF(P)-23 (City of Paris).

1.2.2. NIGHTTIME RESTRICTIONS

Propeller-driven ACFT of more than 9 tons certified take-off weight and not licensed according to ICAO Annex 16, Volume I, Chapter 3 may not take-off or land between 2315-0600LT of departure from parking area or 2330-0615LT of arrival on parking area

Jet ACFT may not take-off between 2215-0600LT of departure from parking area. Jet ACFT not licensed according to ICAO Annex 16, Volume I, Chapter 3 may not land between 2330-0615LT of arrival on parking area.

EXCEPTIONS

As an exception, above stated Nighttime Restrictions do not restrict landings and take-offs for the following ACFT:

- scheduled ACFT to Le Bourget outside above mentioned times which have been delayed for purely technical reasons outside the company's control;
- ACFT substituted at the last moment for purely technical reasons for ACFT not mentioned above:
- sanitary flights;
- emergency flights for safety reasons.

Allowance to deviate from the above mentioned may also be granted on an exceptional basis by the minister in charge of civil aviation.

1.2.3. REVERSE THRUST

Reverse thrust or propeller pitch reverse should not be used between 2215-0600LT, except for safety reasons.

1.2.4. RUN-UP TESTS

The testing of engines at holding point is subject to legislation and prior permission must be obtained from the aerodrome ATS office.

1.3. TAXI PROCEDURES

Crews of ACFT with wingspan exceeding 174'/53m must report type of ACFT during first contact with LE BOURGET and repeat it on Ground frequency, e.g. "B747-200 series", "B777", "Airbus 330", etc.

TWY V3 MAX wingspan 249'/76m.

TWY W2 MAX wingspan 243'/74m.

TWY V2 MAX wingspan 233'/71m.

TWYs U1, U2 and W1 MAX wingspan 207'/63m.

TWY V1 MAX wingspan 174'/53m.

TWY W5 and access to parking areas K and M MAX wingspan 92'/28m.

1.4. OTHER INFORMATION

CAUTION: Do not mistake former RWY 26 for RWY 25 or 27.

Birds in vicinity of APT. Helicopter activity.

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LFPB/LBG
LE BOURGET

AIRPORT BRIEFING

PARIS, FRANCE
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. ARRIVAL RECOMMENDATIONS

Pilots must perform their approach so as to maintain the last assigned altitude by ATC up to interception of ILS GS. The final approach must then be performed without flying below GS.

2.2. OTHER INFORMATION

2.2.1. PARTICULAR INSTRUCTIONS FOR APPROACH PROCEDURE

2.2.1.1. CONDITIONS FOR USE OF RWY 27

In landing attitude westbound LE BOURGET, the RWY 27 can accommodate almost all ACFT proceeding the airfield.

Only multi-engine jet ACFT of type A300, DC8, MD11 and B747 are vectored towards RWY 25.

If for safety reasons an ACFT must use RWY 25, DE GAULLE Approach must be informed accordingly on initial contact. The ACFT must expect flow control measures (holding ...) to ensure compatibility with CHARLES DE GAULLE traffic.

2.2.1.2. PROCEDURES TO GUARD AGAINST ACCIDENTAL OVERSHOOTING OF THE RWY CENTERLINE WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

After being issued a radar vector which intercepts the assigned RWY centerline at an angle of less than 70°, pilots will take the initiative to intercept the ILS localizer or any replacement approach aid unless they previously received instructions from ATC to cross the RWY centerline.

2.2.1.3. SIMULTANEOUS APPROACHES WITH CHARLES DE GAULLE

Triple simultaneous parallel approaches to RWYs 27, 26L and 26R at CHARLES DE GAULLE and RWY 27 at LE BOURGET occur in all weather conditions.

Conduct of Flight

On intercepting the localizer RWY 27 and unless otherwise instructed by CHARLES DE GAULLE Radar the speed must not exceed 220 KT in order to avoid interference with the approach centerline of RWYs 26L or 26R at CHARLES DE GAULLE.

The pilots' attention is drawn on the obligation to follow right on the approach centerline of RWY 27 in order to avoid the "Non-transgression Zone" (NTZ) defined between the approach centerlines of RWY 27 at LE BOURGET and RWYs 26L or 26R at CHARLES DE GAULLE. Any excessive deviation from the localizer centerline, malfunction of the localizer or decision to initiate a missed approach must be reported immediately to approach control.

Missed approaches on final

According to the arrival or departure traffic from RWYs 26L/26R at CHARLES DE GAULLE, ATC may issue non-standard missed approach clearances in order to turn at or above 600' and climb to 1500' minimum initially. From 600' and above all ATC clearances are given under radar vectoring.

2.2.1.4. MISSED APPROACH FOR RWY 07 ILS PROCEDURES

Due to the fact that approaches to RWY 07 at LE BOURGET and RWYs 08R/08L at CHARLES DE GAULLE are managed independently, pilots' attention is drawn to the necessity, in case of missed approach, to strictly adhere to the missed approach procedure for RWY 07 in order to avoid any deviation towards the approach centerline of RWY 08R at CHARLES DE GAULLE.

Any malfunction of radioelectric ACFT equipment must be reported to CHARLES DE GAULLE Approach and/or LE BOURGET Tower.

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AIRPORT BRIEFING

LE BOURGET

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURES

Call Flight Data for start-up clearance not earlier than 10 minutes prior to estimated start-up time.

When cleared by Flight Data contact Ground for taxi clearance.

3.2. SPEED RESTRICTIONS

MAX 220 KT

MAX 250 KT below FL100.

At or above FL100 speed may be increased without further ATC clearance.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. DEPARTURE RECOMMENDATIONS

Select climbing procedure so as to reach 3000' AAL as rapidly as practicable.

Jets

Maintain a speed of V $_2$ + 10 KT, or as ACFT performance permits, up to 3000' AAL with flaps at take-off settings.

Fan Jets

Maintain take-off thrust up to at least 1500' AAL, then reduce thrust to climb thrust and maintain to 3000' AAL.

Non-Fan Jets

Maintain take-off power for 70 seconds or up to 700' AAL, whichever is later, then reduce to noise abatement thrust and maintain up to 3000' AAL.

All ACFT

At 3000' AAL adopt normal climb speed and retract flaps.

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LFPB/LBG LE BOURGET

M JEPPESEN 27 JAN 06 (30-2)

PARIS, FRANCE RNAV STAR

	· · · · · · · · · · · · · · · · · · ·
RNAV STAR DESIGNATION	REFER TO CHART
KEPER 4E, 4H, KOVAK 4E, 4H, SABLE 4E, 4H	30-2B
KEPER 4W, KOVAK 4W, SABLE 4W	30-2C
CAN 4E, 4H	30-2D
CAN 4P	30-2E
DVL 4E, 4H	30-2F
DVL 4P	30-2G
DPE 4E, 4H	30-2H
DPE 4P	30-2J
EPL 5E, 5H, RLP 5E, 5H	30-2K
EPL 5P, 5W, RLP 5P, 5W	30-2L
DJL 5E, 5H, TINIL 5E	30-2M
DJL 5P, 5W, TINIL 5W	30-2N
ATN 5E, 5H, MOU 5E, 5H	30-2P
ATN 5P, 5W, MOU 5P, 5W	30-2Q
MATIX 4E, MOPIL 4E	30-2\$
MATIX 4W, MOPIL 4W	30-2T
MMD 4E, RENSA 4E	30-2U
MMD 4W, RENSA 4W	30-2V
RNAV ARR PROCS FROM BALOD	30-2W
RNAV ARR PROCS FROM MERUE & MOKNO	30-2X
RNAV ARR PROCS FROM OMAKO	30-2X1
RNAV ARR PROCS FROM VELER	30-2X2

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

- 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 LFPB pilots must notify the STAR initial point as also the IAF associated with the approach in the "route" field.

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LFPB/LBG LE BOURGET

MJEPPESEN! 27 JAN 06 (30-2A)

PARIS, FRANCE RNAV STAR

ALTERNATE
Not usable with RNAV
FL60/130, inbound 255°
BSN R-075/CTL R-311
RIGHT turn
MAX 220 KT 1 min

ALTERNATE FL50/140, inbound 098° CRL R-278/PON R-332 LEFT turn MAX 220 KT 1 min

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HOLDING INFORMATION

ALTERNATE)/140, inbound 188° (R-008/DVL R-079 LEFT turn (220 KT 1 1/2 min 9 27.9 E001 16.8 7/140, inbound 17 220 KT 1 1/2 m N49 FL70/1 MAX 2: FL70/ EVX F MAX

HIGH Not usable with RNAV N48 35.7 E003 25.1 FL150/180, inbound 314° CLM R-134 D22 MAX 240 KT 1 1/2min

LOW
Not usable with RNAV
N48 35.7 E003 25.1
FL60/140, inbound 314°
CLM R-134 D22
MAX 220 KT 1 min

ALTERNATE
Not usable with RNAV
FL150 / 180, inbound 314°
TRO R-314BRY R-023
LEFT turn
MAX 240 KT 1 1/2 min

ALTERNATE
Not usable with RNAV
FL60/140, inbound 314°
TRO R-314/BRY R-023
LEFT turn
MAX 220 KT 1 min

LOW N48 15.1 E003 57.8 FL60/140, inbound 315° MAX 220 KT 1 min HIGH N48 15.1 E003 57.8 FL145 or above inbound 315° MAX 240 KT 1 1/2min TROYES

Not usable with RNAV N49 15.0 E003 22.1 FL60/130, inbound 255° BSN R-075 D13/18 MAX 220 KT

N49 18.4 E001 51.5 FL50/140, inbound 098° CRL R-278 D26/31 MAX 220 KT ALTERNATE FL150/240, inbound 064° EPR R-244 D37/46 RIGHT turn MAX 240 KT DEAUVILLE

N49 18.6 E000 18.8
FL200/240, inbound 102°
MAX 240 KT 1 1/2 min

HIGH N48 20.7 E000 50.5 FL150/240, inbound 037° CHW R-217 D10/19 MAX 240 KT ROMLO LOW N48 20.7 E000 50.5 FL60/140, inbound 037° CHW R-217 D10/15 MAX 220 KT ALTERNATE FL60/140, inbound 064° EPR R-244 D37/42 RIGHT turn MAX 220 KT

HIGH Not usable with RNAV N48 34.3 E001 29.9 FL150/180, inbound 063° EPR R-243 D7 MAX 240 KT 11/2min ALTERNATE
Not usable with RNAV
FLI50/180, inbound 065°
TSU R-245/EVX R-158
RIGHT turn
MAX 240 KT 1 1/2 min LOW
Not usable with RNAV
N48 34.3 E001 29.9
FL60/140, inbound 063°
EPR R-243 D7
MAX 220 KT 1 min ALTERNATE
Not usable with RNAV
FL60/140, inbound 065°
TSU R-245/EVX R-158
RIGHT urn
MAX 220 KT 1 min

HIGH 49 55.5 E001 10.2 30/240, inbound 178° < 240 KT 1 1/2 min ALTERNATE FL150/240, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 240 KT 11/2 min N49 FL150/3 MAX 2 DIEPPE LOW N49 55.5 E001 10.2 FL70/140, inbound 178° MAX 220 KT 11/2 min ALTERNATE FL70/140, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 220 KT 1 1/2 min

ALTERNATE FL256/280, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 265 KT 11/2 min HIGH N47 56.4 E000 24.8 FL250/280, inbound 037° CHW R-217 D40/50 MAX 265 KT Ë LOW N47 56.4 E000 24.8 FL200/240, inbound 037° CHW R-217 D40/50 MAX 240 KT ALTERNATE FL200/240, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 240 KT 11/2 min

CHANGES: None.

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CHANGES: Holding tracks/radials updated.

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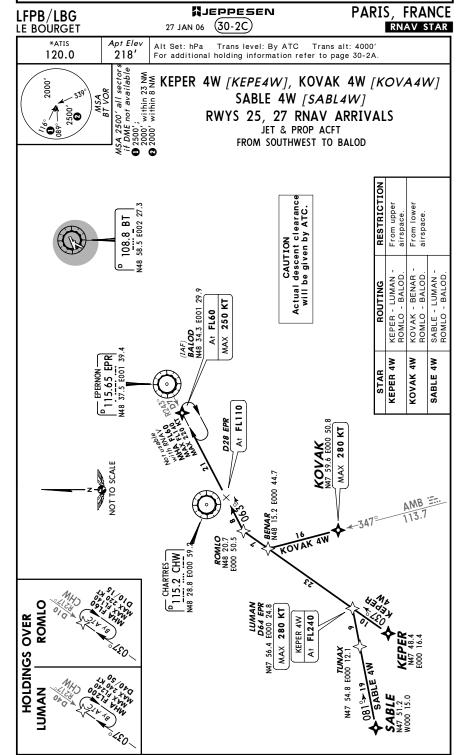
PARIS, FRANCE MIEPPESEN LFPB/LBG LE BOURGET 27 JAN 06 (30-2B) RNAV STAR *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218 For additional holding information refer to page 30-2A. KEPER 4E [KEPE4E], KEPER 4H [KEPE4H] KOVAK 4E [KOVA4E], KOVAK 4H [KOVA4H] SABLE 4E [SABL4E], SABLE 4H [SABL4H] **RWY 07 RNAV ARRIVALS** FROM SOUTHWEST TO BALOD P 108.8 BT A† FL100 Jets At FL150 P115.2 CHW N48 28.8 E000 59.3 ROMLO HOLDINGS OVER 280 KT LUMAN

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PARIS, FRANCE **MUSE N** LFPB/LBG LE BOURGET (30-2D) 27 JAN 06 RNAV STAR *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218' For additional holding information refer to page 30-2A 2500' all sector ME not available CAEN 4E (CAN 4E), CAEN 4H (CAN 4H) **RWY 07 RNAV ARRIVALS** FROM LOWER AIRSPACE FROM WEST TO MERUE MSA 250 if DME 1 1 2000'; 2000' (2000') CAUTION
Actual descent clearance
will be given by ATC. MAX 250 KT 116.8 ROUN 116.8 ROUN 127.9 E001 16 ROUTING SOKMU - MERUE. CAN HOLDING OVER MERUE CAN 4E JET A

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PARIS, FRANCE **!**JEPPESEN LFPB/LBG LE BOURGET 27 JAN 06 (30-2E) RNAV STAR *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218' For additional holding information refer to page 30-2A CAEN 4P (CAN 4P) RWYS 25, 27 RNAV ARRIVAL FROM LOWER AIRSPACE FROM WEST TO MERUE & MOKNO MSA if D; 250 P 108.8 BT N48 58.5 E002 27 Actual descent clearance —178 MHA FL70 MAX FL140 MAX 220 KT By ATC ROUEN 116.8 ROU N49 27.9 E001 16. HOLDING OVER MERUE

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PARIS, FRANCE **MUSE N** LFPB/LBG LE BOURGET (30-2F) RNAV STAR 27 JAN 06 *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000 120.0 218' For additional holding information refer to page 30-2A. 2500' all sector. ME not available ; within 23 NM within 8 NM DEAUVILLE 4E (DVL 4E) DEAUVILLE 4H (DVL 4H) **RWY 07 RNAV ARRIVALS** MSA 250 if DME r 0 2500'; 2000' v 0 2000' v FROM UPPER AIRSPACE FROM NORTHWEST TO MERUE P 108.8 BT N48 58.5 E002 27.3 DVL 4E At FL90 DVL 4H A† **FL60** CAUTION
Actual descent clearance 25. DVL 4E At **FL130** DVL 4H FL100 NOT TO -178°
MHA FL70
MAX FL140
MAX 220 KT By ATC ROUEN 116.8 ROU N49 27.9 E001 16.8 DVL 4E At **FL210** DVL 4H A† **FL180** MAX 280 KT DVL **OVER MERUE** HOLDING DVL 4E JET ACFT DVL 4H PROP ACFT √860

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PARIS, FRANCE **!**JEPPESEN LFPB/LBG LE BOURGET (30-2G) RNAV STAR 27 JAN 06 *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218' For additional holding information refer to page 30-2A DEAUVILLE 4P (DVL 4P) RWYS 25, 27 RNAV ARRIVAL FROM UPPER AIRSPACE MSA 2500' if DME not \$2500'; FROM NORTHWEST TO MERUE & MOKNO ~**°**0% CAUTION
Actual descent clearance
will be given by ATC. D 108.8 BT N48 58.5 E002 27 *(1AF)* **MERUE** N49 18.4 E001 51.5 At FL60 MAX 250 KT 19.0 ROUEN 116.8 ROU 116.8 ROU 149 27.9 E001 16 At FL100 A† FL180 MAX 280 KT OVER MERUE HOLDING

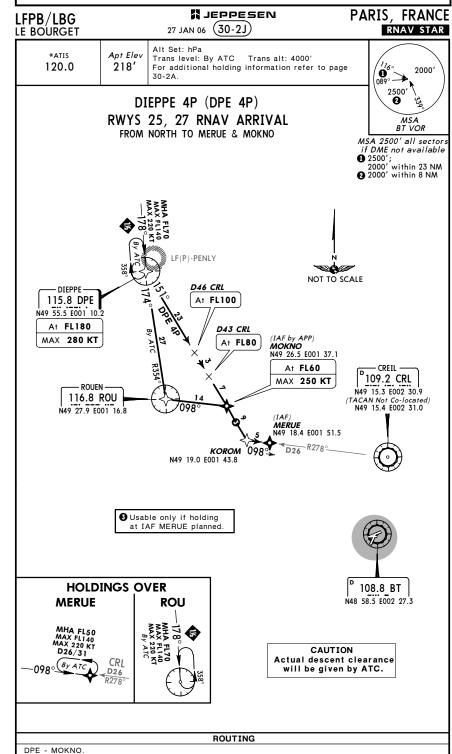
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PARIS, FRANCE M JEPPESEN LFPB/LBG 27 JAN 06 (30-2H) RNAV STAR LE BOURGET Alt Set: hPa Apt Elev *ATIS Trans level: By ATC Trans alt: 4000' (1/6° 120.0 218' For additional holding information refer to page 2000' 2500' DIEPPE 4E (DPE 4E), DIEPPE 4H (DPE 4H) Ø RWY 07 RNAV ARRIVALS MSA BT VOR FROM NORTH TO MERUE MSA 2500' all sectors if DME not available **1** 2500'; 2000' within 23 NM 2 2000' within 8 NM DIEPPE 115.8 DPE N49 55.5 E001 10.2 MAX 280 KT CAUTION Actual descent clearance DPE 4E will be given by ATC. At FL210 DPE 4H At FL180 D43 CRL At FL100 **MERUE** N49 18.4 E001 51.5 CREIL — 109.2 CRL DPE 4E - ROUEN At **FL90** N49 15.3 E002 30.9 116.8 ROU (TACAN Not Co-located) N49 15.4 E002 31.0 N49 27.9 E001 16.8 DPE 4H At FL60 N49 20.8 E001 17.8 D26 R278 KOROM **SOKMU** N49 20.3 E001 25.8 E001 43.8 D36 CRL At FL130 MAX 250 KT **HOLDINGS OVER** 108.8 BT N48 58.5 E002 27.3 MERUE ROU MHA FL50 MAX FL140 MAX 220 KT D26/31 D26 NOT TO SCALE STAR ROUTING DPE 4E JET ACFT DPE - SOKMU - KOROM - MERUE DPE 4H PROP ACFT DPE - KOROM - MERUE

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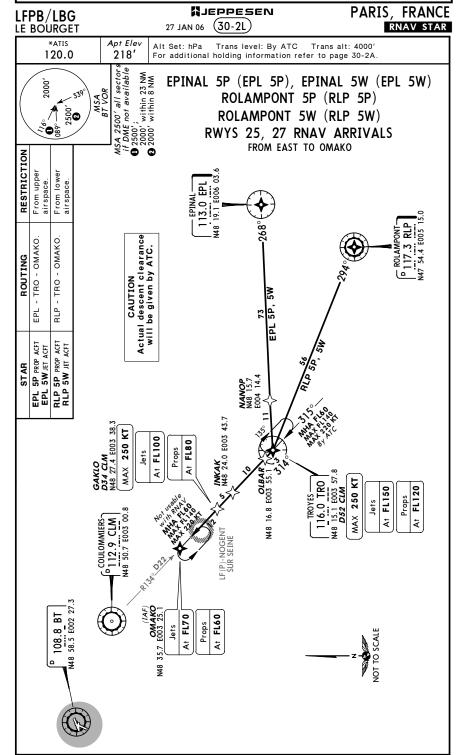
PARIS, FRANCE **MUSEUM** LFPB/LBG LE BOURGET 27 JAN 06 (30-2K) RNAV STAR *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218' For additional holding information refer to page 30-2A. MSA 2500' all sectors if DME not available **0** 2500'; 2000' within 23 NM **2** 2000' within 8 NM A 2500' all sector DME not available EPINAL 5E (EPL 5E), EPINAL 5H (EPL 5H) 2000, **ROLAMPONT 5E (RLP 5E)** ROLAMPONT 5H (RLP 5H) **RWY 07 RNAV ARRIVALS** FROM EAST TO OMAKO RESTRICTION From upper airspace. From lower airspace. CAUTION
Actual descent clearance
will be given by ATC. RLP - TRO - OMAKO ROUTING EPL STAR EPL 5E JET ACFT EPL 5H PROP ACFT RLP 5E JET ACFT RLP 5H PROP ACFT *INKAK* N48 24.0 E003 43.7 Jets At FL100 Props At **FL80** 250 **OLBA** N48 16.8 E003 55. TROYES 116.0 TRO N48 15.1 E003 57. MAX 250 KT Props At **FL120** Jets At FL150 COULOMMIERS

112.9 CLM

N48 50.7 E003 00.8 D 108.8 BT N48 58.5 E002 27.3 (1*AF*) **OMAKO** N48 35.7 E003 25.1 Props At **FL60** Jets At **FL70**

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PARIS, FRANCE **MALEPPESEN** LFPB/LBG LE BOURGET 27 JAN 06 (30-2M) RNAV STAR Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218 For additional holding information refer to page 30-2A. A 2500' all sector DME not available DIJON 5E (DJL 5E), DIJON 5H (DJL 5H) 2000, TINIL 5E [TINI5E] **RWY 07 RNAV ARRIVALS** MSA 250 if DME r Q 2500'; 2000' v ૾ઁ૦ૄ૿ FROM SOUTHEAST TO OMAKO At FL280 MAX 280 KT CAUTION
Actual descent clearance
will be given by ATC. **NANOP** N48 15.7 E004 14.4 ¥ X D101 CLM MAX 280 KT DJL 5E At **FL280** MAX 250 KT Jets FL100 Props At **FL80** TROYES 116.0 TRO N48 15.1 E003 57.8 D52 CLM MAX 250 KT DJL 5H A† **FL120** At FL150 RESTRICTION DJL SE From upper airspace. (1AF) OMAKO E003 25 1 Props At **FL60** Jets At FL70 TINIL - NANOP - IPLAN INKAK - OMAKO. DJL - TRO - OMAKO ROUTING P 108.8 BT N48 58.5 E002 27.3

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PARIS, FRANCE **MUSEN** LFPB/LBG LE BOURGET 27 JAN 06 (30-2N) RNAV STAR Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218' For additional holding information refer to page 30-2A 4 2500' all sector: DME not available DIJON 5P (DJL 5P), DIJON 5W (DJL 5W) TINIL 5W [TINI5W] RWYS 25, 27 RNAV ARRIVALS ×, 2,000 2,0 MSA 250 if DME r D 2500'; 2000' v FROM SOUTHEAST TO OMAKO **TINIL** N47 35.3 E005 05.9 At FL280 Actual descent clearance will be given by ATC. FL150 250 KT **NANOP** N48 15.7 E004 14.4 MAX ¥ D111.45 DJL **GAKLO D34 CLM**N48 27.4 E003 38.3 MAX 280 KT DJL 5W At **FL280** MAX 250 KT Jets At FL100 Props T16.0 TRO 116.0 TRO N48 15.1 E003 57.8 D52 CLM MAX 250 KT DJL 5P A† **FL120** DJL 5W At FL150 RESTRICTION From upper airspace. OMAKO N48 35.7 E003 25.1 At FL70 TINIL - NANOP - IPLAN -INKAK - OMAKO. At FL60 Props Jets P 108.8 BT N48 58.5 E002 27.3 DJL 5P PROP ACFT
DJL 5W JET ACFT
TINIL 5W JET ACFT

CHANGES: Tracks/radials updated

PARIS, FRANCE M JEPPESEN LFPB/LBG 27 JAN 06 (30-2P) RNAV STAR LE BOURGET Alt Set: hPa Apt Elev *ATIS Trans level: By ATC Trans alt: 4000 (1/6° 120.0 218' For additional holding information refer to page 2000' 2500' AUTUN 5E (ATN 5E), AUTUN 5H (ATN 5H) MOULINS 5E (MOU 5E), MOULINS 5H (MOU 5H) MSA BT VOR RWY 07 RNAV ARRIVALS MSA 2500' all sectors if DME not available FROM LOWER AIRSPACE FROM SOUTH TO OMAKO 2000' within 23 NM 2000' within 8 NM 108.8 BT N48 58.5 E002 27.3 GAKLO COULOMMIERS-**D34 CLM** N48 27.4 E003 38.3 112.9 CLM N48 50.7 E003 00.8 MAX 250 KT Jets *OMAKO* N48 35.7 E003 25.1 At FL100 Props At FL70 At FL80 - TROYES — Props 116.0 TRO At FL60 LF(P)-NOGENT N48 24.0 E003 43.7 N48 15.1 E003 57.8 D52 CLM **MAX 250 KT** OLBAR N48 16.8 E003 55.1 At FL150 Props At FL120 CAUTION Actual descent clearance will be given by ATC. **AVLON** N47 33.6 E003 48.8 NOT TO SCALE - MOULINS -'116.7 MOU 114.9 ATN N46 42.4 E003 37 STAR ROUTING ATN 5E JET ACFT ATN - AVLON - TRO - OMAKO. ATN 5H PROP ACFT MOU 5E JET ACFT MOU - TRO - OMAKO. MOU 5H PROP ACFT

CHANGES: Tracks/radials updated

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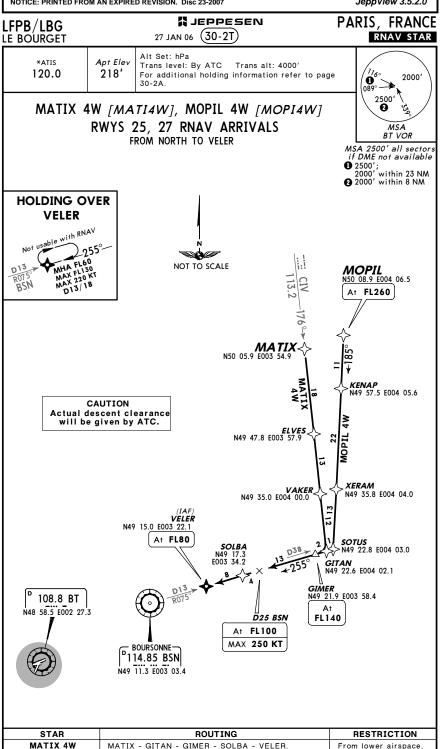
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PARIS, FRANCE **☐ JEPPESEN** LFPB/LBG 27 JAN 06 (30-2Q) RNAV STAR LE BOURGET Alt Set: hPa Apt Elev *ATIS Trans level: By ATC Trans alt: 4000 089° 120.0 218' For additional holding information refer to page 20001 2500' AUTUN 5P (ATN 5P), AUTUN 5W (ATN 5W) Ø MOULINS 5P (MOU 5P), MOULINS 5W (MOU 5W) BT VOR RWYS 25, 27 RNAV ARRIVALS MSA 2500' all sector if DME not available FROM LOWER AIRSPACE **1** 2500'; FROM SOUTH TO OMAKO 2000', within 23 NM 2000' within 8 NM 108.8 BT N48 58.5 E002 27.3 GAKLO COULOMMIERS-**D34 CLM** N48 27.4 E003 38.3 112.9 CLM N48 50.7 E003 00.8 MAX 250 KT *OMAKO* N48 35.7 E003 25.1 At FL100 Props At FL70 At FL80 TROYES -Props 116.0 TRO At FL60 N48 15.1 E003 57.8 LF(P)-NOGENT N48 24.0 E003 43.7 D52 CLM MAX 250 KT Jets OLBAR N48 16.8 E003 55.1 At FL150 Props At FL120 CAUTION Actual descent clearance will be given by ATC. AVLON N47 33.6 E003 48.8 NOT TO SCALE - MOULINS -- AUTUN-'116.7 MOL 114.9 ATN N46 48.4 E004 15.5 N46 42.4 E003 37 STAR ROUTING ATN 5P PROP ACFT ATN - AVLON - TRO - OMAKO. ATN 5W JET ACFT MOU 5P PROP ACFT MOU - TRO - OMAKO MOU 5W JET ACFT

PARIS, FRANCE **↓ JEPPESEN** LFPB/LBG 27 JAN 06 (30-2S) RNAV STAR LE BOURGET Alt Set: hPa Apt Elev *ATIS Trans level: By ATC Trans alt: 4000' 1/60 120.0 218' For additional holding information refer to page 2000 2500' Ø MATIX 4E [MATI4E], MOPIL 4E [MOPI4E] **RWY 07 RNAV ARRIVALS** MSA BT VOR FROM NORTH TO VELER MSA 2500' all sectors if DME not available **1** 2500'; 2000' within 23 NM 2000' within 8 NM **HOLDING OVER VELER** NOT TO SCALE **MOPIL** N50 08.9 E004 06.5 At FL260 MATIX<> N50 05.9 E003 54.9 KENAP N49 57.5 E004 05.6 CAUTION Actual descent clearance will be given by ATC. ELVES N49 47.8 E003 57.9 XERAM VAKER \ N49 35.8 E004 04.0 N49 35.0 E004 00.0 **VELER** N49 15.0 E003 22.1 At FL110 MAX 250 KT N49 22.8 E004 03.0 N49 22.6 E004 02.1 **GIMER** N49 21.9 E003 58.4 108.8 BT N48 58.5 E002 27.3 D25 BSN FL140 Αt FL110 BOURSONNE -114.85 BSN N49 11.3 E003 03.4 STAR ROUTING RESTRICTION MATIX 4E MATIX - GITAN - GIMER - SOLBA - VELER From lower airspace MOPIL 4E MOPIL - SOTUS - GIMER - SOLBA - VELER. From upper airspace

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MOPIL - SOTUS - GIMER - SOLBA - VELER

MOPIL 4W

From upper airspace

PARIS, FRANCE **MUSEUM** LFPB/LBG LE BOURGET 27 JAN 06 (30-2U) RNAV STAR *ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218 For additional holding information refer to page 30-2A. MSA 2500' all sectors if DME not available 0.2500'; 2000' within 23 NM 0.2000' within 8 NM ; within 23 NM within 8 NM MONTMEDY 4E (MMD 4E) RENSA 4E [RENS4E] **RWY 07 RNAV ARRIVALS** FROM EAST TO VELER 257°<> N49 32.0 E004 53.1 RESTRICTION
Below FL135.
Above FL135. CAUTION Actual descent clearance will be given by ATC. REM - SOLBA - VELER.
R - SOLBA - VELER. **GIMER**N49 21.9 E003 58.4
At **FL140** D25 BSN FL110 ₹ VELER N49 15.0 E003 22.1 At FL110 MAX 250 KT 449 HOLDING OVER with RNAV P 108.8 BT N48 58.5 E002 27.3 VELER

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CHANGES: Tracks/radials updated.

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PARIS, FRANCE **M**JEPPESEN LFPB/LBG LE BOURGET 27 JAN 06 (30-2V) RNAV STAR Apt Elev *ATIS Alt Set: hPa Trans level: By ATC Trans alt: 4000' 120.0 218' For additional holding information refer to page 30-2A MSA 2500' all sectors if DME not available 5500; 2000' within 23 NM 72000' within 8 NM MONTMEDY 4W (MMD 4W) RENSA 4W [RENS4W] RWYS 25, 27 RNAV ARRIVALS **&** FROM EAST TO VELER .257° <> N49 32.0 E004 53.1 Below Actual descent clearance will be given by ATC. ROUTING
JIPE - REM - SOLBA - VELER.
GIMER - SOLBA - VELER. *D25 BSN*At FL100 MAX 250 KT GIMER E003 58.4 FL 140 N49 21.9 ¥ D25 BSN FL100 MAX 250 KT P114.85 BSN N49 11.3 E003 03.4 MMD -VELER N49 15.0 E003 22.1 STAR MMD 4W RENSA 4W HOLDING OVER VELER NOT TO SCALE | 108.8 BT | N48 58.5 E002 27.3 RNAV

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PARIS, FRANCE 1 JEPPESEN LFPB/LBG LE BOURGET (30-2W) Eff 15 Mar 9 MAR 07 RNAV ARRIVAL DE GAULLE Approach 121.15 125.82 *ATIS Alt Set: hPa Apt Elev Trans level: By ATC 120.0 0/16 119.85 126.42 218' 2000' Trans alt: 4000 118.15 136.27 2500′ **2** RWYS 07, 25, 27 RNAV ARRIVAL PROCEDURES MSA BT VOR RNAV (GNSS OR DME/DME OR VOR/DME BT) FROM BALOD MSA 2500' all sectors if DME not available **1** 2500'; 2000' within 23 NM 2 2000' within 8 NM - PONTOISE -111.6 PON N49 05.8 E002 02.2 NOT TO SCALE CREIL 109.2 CRL N49 15.3 E002 30.9 (TACAN Not Co-located) COMMS LOST COMMS LOST COMMS N49 15.4 E002 31.0 Rwy 07 After BALOD intercept BT R-248 inbound, at BT 25 DME descend to 2000', intercept final approach 108.8 BT TO21 COWW2 TO21 COWW2 TO21 COWW2 N48 58.5 E002 27.3 **SUBOX** N48 46.0 E001 41.8 Expect FL90 then further descent **PG518** N48 49.0 E002 29.3 225 ∞.088°> 088°> **PG517** N48 46.6 E002 14.6 286.5 TA MAX 200 KT N48 46.3 E002 05.8 TOUSSUS -108.25 TSU EPERNON-115.65 EPR N48 45.2 E002 06.1 N48 37.5 E001 39.4 **BALOD** N48 34.3 E001 29.9 (BT R-239/D45.1) MAX 250 KT € LOST COMMS ▼ LOST COMMS ▼ LOST COMMS 5 Jets Rwy 07 Intercept TSU R-077, when passing BT R-149 descend to 4000', at BT 21 DME At FL100 turn LEFT, 301° track, intercept final approach (if no clearance runway 27 or Props Rwy 07 circle-to-land with prescribed flight At FL90 tracks runway 25, if necessary. ₹ FOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS Rwys 25, 27 At FL60

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PARIS, FRANCE **MALEPPESEN** LFPB/LBG LE BOURGET (30-2X)Eff 15 Mar 9 MAR 07 RNAV ARRIVAL DE GAULLE Approach 121.15 125.82 *ATIS Apt Elev 120.0 Trans level: By ATC 119.85 126.42 218' Trans alt: 4000' 118.15 136.27 within 23 NM within 8 NM RWYS 07, 25, 27 RNAV ARRIVAL PROCEDURES RNAV (GNSS OR DME/DME OR VOR/DME BT) FROM MERUE & MOKNO **3** 2500'; 2000' COMMS LOST COMMS t MERUE 5 DME turi 2000', **PG521** N49 21.7 E002 38.2 D 108.8 BT COWW2 ___ FO2T COMMS ▲ FO2T COMMS **2 2 2** RAMBOUILLET 114.7 RBT 18 39.2 E001 59. MAXFL60 250 KT 176°-Rwys 25, 27 At **FL110** Jets Rwy 07 Rwys 25, 27: IAF by ATC of holding is pla radar guidand MERUE. 19.0 BT R-0

PARIS, FRANCE **MALEPPESEN** LFPB/LBG LE BOURGET 2 NOV 07 (30-2X1) RNAV ARRIVAL DE GAULLE Approach 121.15 125.82 Apt Elev Alt Set: hPa *ATIS Trans level: By ATC 120.0 119.85 126.42 220' Trans alt: 4000' 118.15 136.27 17 DME not available 15 2500'; 2000' within 23 NM 2000' within 8 NM Rwy 07 via LARPO A† FL140 Props Rwy 07 via C Props Rwys 25, 2 At **FL60** Jets Rwy 07 via Jets Rwys 25, At FL70 RWYS 07, 25, 27 RNAV ARRIVAL PROCEDURES RNAV (GNSS OR DME/DME LOST COMMS OR VOR/DME BT) FROM OMAKO NOT TO SCALE Expect descent clearance from FL140 to FL120 final approach (if no or circle-to-land wintracks runway 25, i. D23. After C BT 30 [-1100 TO21 COWW2 LOST COMMS LOST COMMS LARPO N49 06.5 E002 35.4 MAX 220 KT 108.8 BT | 58.5 E002 27.3 MAX 200 KT -148 3.60° \$50 -180<u>° D9.6</u>

CHANGES: Crossing at OMAKO revised.

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PARIS, FRANCE **MALEPPESEN** LFPB/LBG LE BOURGET 2 NOV 07 (30-2X2) RNAV ARRIVAL DE GAULLE Approach 121.15 125.82 *ATIS Apt Elev 120.0 119.85 126.42 118.15 136.27 Trans level: By ATC 220' Trans alt: 4000' 2500';2000' within 23 NM2000' within 8 NM RWYS 07, 25, 27 2000, RNAV ARRIVAL PROCEDURES RNAV (GNSS OR DME/DME OR VOR/DME BT) FROM VELER D13/18 BSN FL110 250 KT Rwys 25, 27 At **FL80** -¥¥¥ ▲ FO21 COWW2 L**ARPO** 449 06.5 E002 35. MAX 220 KT 3.60° \$20° , at RB 2000′ D 108.8 BT N48 58.5 E002 27.3 ַם

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LFPB/LBG A JEPPESEN

PARIS, FRANCE

DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

LE BOURGET

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

19 OCT 07 (30-3)

1.2. Equipment

The equipment must be approved for RNAV operations based on minimum requirements specified in the aeronautical documentation.

ATC provides radar functions.

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

2.1. 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 **1**: SID PTV, MONOT or DORDI.
- to west sector: DCT EVX or DCT LGL.

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

- to north sector; radar guidance to MTD
- to east sector: radar guidance to CGN R-085 to proceed NIPOR or radar guidance to CLM R-096 to proceed BAXIR.
- to south sector 1: radar guidance to proceed SID PTV, MONOT or DORDI.
- to west sector: radar guidance to proceed EVX or LGL.
- PROP aircraft destination UIR must indicate:
 - after PTV: DCT AGOPA or DCT ERIXU.
 - after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

2.2. Departures RWY 07

The crews attention is drawn to the proximity of the final approach course to RWY 08R at Charles-De-Gaulle.

2.3. Departures RWY 09

The crews attention is drawn to the proximity of the final approach course to RWY 08R at Charles-De-Gaulle.

Due to risk of confusion between RWY 07 and RWY 09 crews are requested to check their magnetic track after lining up and before take-off.

3. SID DESIGNATION

Letter **C** assigned when westerly take-offs/landings (same direction) in use at Orly and Charles-De-Gaulle

Letter **F** assigned when easterly take-offs/landings (reverse direction) in use at Orly and westerly take-offs/landings (same direction) in use at Charles-De-Gaulle.

Letter ${\bf J}$ assigned when easterly take-offs/landings (same direction) in use at Orly and Charles-De-Gaulle.

Letter **M** assigned when westerly take-offs/landings (reverse direction) in use at Orly and easterly take-offs/landings (same direction) in use at Charles-De-Gaulle.

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CHANGES: None.

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PARIS, FRANCE M JEPPESEN LFPB/LBG 19 OCT 07 (30-3A) RNAV SID LE BOURGET Trans level: By ATC Trans alt: 4000 218 SIDs are also minimum noise routings. 0'76° 2000 ATREX, NURMO, OPALE **OPALE** 2500 RWYS 21, 25 RNAV DEPARTURES N49 54.0 E001 53.1 RNAV (GNSS OR DME/DME OR VOR/DME BT-CGN) MSA JETS & PROPS ABOVE FL115 BT VOR LETTER C & F ASSIGNED SIDS TO NORTH MSA 2500' all sector if DME not available \diamondsuit nurmo **ATREX** N49 47.1 E002 22.1 **1** 2500'; N49 49.6 E002 45.3 2000' within 23 NM D49 2000' within 8 NM 0130 HIGH PERFORMANCE **PROCEDURES** Aircraft able to maintain a climb gradient of about 608' per NM (10%) up to FL150 may be granted shorter departure routes with radar guidance by DE-GAULLE Departure. 8 SPEED RESTRICTION MAX 250 KT below FL100. At or above FL100 speed may be increased without further ATC clearance. - BEAUVAIS — 115.9 BVS These SIDs require minimum climb gradients N49 26.2 E002 09.2 (CGN R-333/D28.5) Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes. OPALE — PONTOISE — Rwy 25: 401' per NM (6.6%) up to 1000', then 111.6 PON 334' per NM (5.5%) up to FL150 for ATC purposes. N49 05.8 E002 02.2 5 75 100 150 200 250 300 Gnd speed-KT 115.35 CGN 760 1013 1519 2025 2532 3038 608' per NM N49 01.2 E002 30.0 401' per NM 501 668 1003 1337 1671 2005 418 557 835 1114 1392 1671 334' per NM If unable to comply advise ATC upon first contact or as soon as possible during climb D10 BT PB254 D 108.8 BT N48 59.0 E002 12.1 N48 58.5 E002 27.3 At 1000' but not later than NOT TO SCALE BT 3.4 DME RWY 21: MAX 185 KT during initial climb Initial climb clearance 3000 RWY INITIAL CLIMB Climb on 206° track, at 1000', but not later than BT 3.4 DME turn RIGHT, 286° track, intercept PON R-136 inbound to D10 BT. RNAV: PB254. Climb on 249° track, intercept BT R-247 to D5.5 BT, turn RIGHT, intercept PON R-136 inbound to D10 BT. RNAV: PB254. SID ROUTING **3** ATREX 1C [ATREIC], ATREX 1F [ATREIF] PB254 - ATREX. O NURMO 1C [NURM1C], NURMO 1F [NURM1F] PB254 - NURMO OPALE 1C [OPALIC], OPALE 1F [OPALIF] PB254 - BVS - OPALE. For flights to destinations specified via airways **❸** UT 225, **❹** UN 874, **⑤** UT 425.

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PARIS, FRANCE 1 JEPPESEN LFPB/LBG LE BOURGET 9 MAR 07 (30-3B) Eff 15 Mar RNAV SID Trans level: By ATC Trans alt: 4000' 218 SIDs are also minimum noise routings. 20001 ATREX, NURMO, OPALE 2500 RWYS 07, 09, 21 RNAV DEPARTURES **OPALE** N49 54.0 E001 53.1 RNAV (GNSS OR DME/DME OR VOR/DME BT-CGN) MSA JETS & PROPS ABOVE FL115 BT VOR LETTER J & M ASSIGNED SIDS TO NORTH MSA 2500' all sector. *NURMO*♦ if DME not available **ATREX**N49 47.1 E002 22.1 **1** 2500'; 2000' within 23 NM 2 2000' within 8 NM NOT TO SCALE CGN SPEED RESTRICTION MAX 250 KT below FL100 At or above FL100 speed may be increased without further ATC clearance. These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150 for ATC purposes Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 418 | 557 | 835 | 1114 | 1392 | 1671 334' per NM 760 1013 1519 2025 2532 3038 608' per NM If unable to comply advise ATC upon first contact or as soon as possible during climb. ັ115.35 CGN HIGH PERFORMANCE **PROCEDURES** N49 01.2 E002 30.0 Aircraft able to maintain a climb gradient of about D 108.8 BT 608' per NM (10%) up to N48 58.5 E002 27.3 FL150 may be granted shorter departure routes with radar guidance by DE-GAULLE Departure At 1000' PB094 N48 56.5 E002 54.3 BT 3.4 DME MAX 185 KT Initial climb clearance 3000 INITIAL CLIMB 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to Climb on 069° track, at Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track intercept BT R-097 to D13 BT. RNAV: PB093. ROUTING S ATREX 1J [ATRE1J], ATREX 1M [ATRE1M] PB093 - PB094 - PB096 - ATREX NURMO 1J [NURM1J], NURMO 1M [NURM1M] PB093 - PB094 - PB096 - NURMO OPALE 1J [OPAL1J], OPALE 1M [OPAL1M] PB093 - PB094 - PB096 - OPALE **③** UT 225, **④** UN 874, **⑤** UT 425. For flights to destinations specified via airways

CHANGES: AMOGA RNAV SIDs replaced by ATREX RNAV SIDs.

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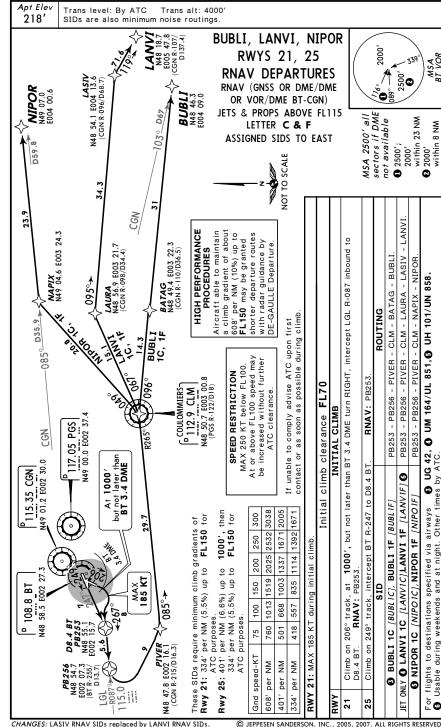
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LFPB/LBG
LE BOURGET

S MAR 07 (30-3C)

Eff 15 Mar

RNAV SID



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CHANGES: LASIV RNAV SIDs replaced by LANVI RNAV SIDs.

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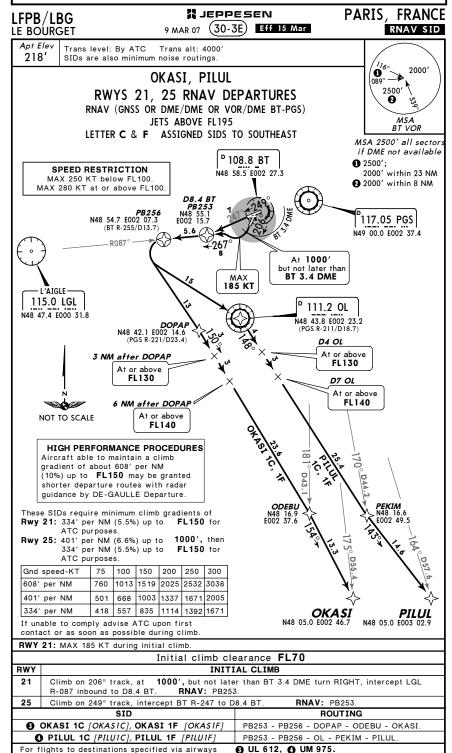
PARIS, FRANCE RNAV SID

LFPB/LBG LE BOURGET 9 MAR 07 (30-3D) Eff 15 Mar Apt Elev Trans level: By ATC Trans alt: 4000' 218' SIDs are also minimum noise routings BUBLI, LANVI, NIPOR RWYS 07, 09, 21 RNAV DEPARTURES RNAV (GNSS OR DME/DME OR VOR/DME BT-CGN) LAST N48 54.1 E004 13.6 (CGN R-096/D68.7) JETS & PROPS ABOVE FL115 LETTER J & M ASSIGNED SIDS TO EAST MSA 2500' all sectors in DME not available oraft able to maintain a climb illent of about 608' per NM %) up to **FL150** may be granted riter departure routes with radar dance by DE-GAULLE Departure. within 23 NM within 8 NM 2500' 2000' 2000' 0 **LAURA** N48 56.9 E003 21.7 (CGN R-098/D34.4) 101/UN 858. than BT R-097 not later BT 3.4 DME 620' turn RIGHT, intercept LANVIMJO P115.35 CGN N49 01.2 E002 30.0 o track, at 1000', but not later R-097 to D13 BT. RNAV: PBG 3038 ^ 620` ВТ Climb on 069° track, at 6 D13 BT. RNAV: PB093. Climb on 086° track, at B RNAV: PB093. P 108.8 BT 608' per NM 760
If unable to comply a contact or as soon as BUBLI 1J OLANVI 1 NIPOR 1J 2 ONLY

07

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1 JEPPESEN PARIS, FRANCE LFPB/LBG 9 MAR 07 (30-3F) Eff 15 Mar RNAV SID LE BOURGET Apt Elev Trans level: By ATC Trans alt: 4000 218' SIDs are also minimum noise routings. 0'/6 2000' OKASI, PILUL 2500 RWYS 07, 09, 21 RNAV DEPARTURES Ø RNAV (GNSS OR DME/DME OR VOR/DME BT-PGS) JETS ABOVE FL195 BT VOR LETTER J & M ASSIGNED SIDS TO SOUTHEAST MSA 2500' all sectors if DME not available 108.8 BT 117.05 PGS **1** 2500'; N48 58.5 E002 27.3 N49 00.0 E002 37.4 2000' within 23 NM 620' 2 2000' within 8 NM 4.2 D22.1 PB095 E003 00.6 NOT TO SCALE N48 56.5 At 1000' but not later than BT 3.4 DME MAX 185 KT · COULOMMIERS > 112.9 CLM N48 50.7 E003 00.8 (PGS R-122/D18) HIGH PERFORMANCE PROCEDURES gradient of about 608' per NM (10%) up to FL150 may be granted .D30.6 182º shorter departure routes with radar guidance by DE-GAULLE Departure - MELUN -OSTIP 113.6 MLN N48 29.4 E002 36.7 N48 27.3 E002 48.8 SPEED RESTRICTION MAX 250 KT below FI 100 MAX 280 KT at or above FL100. ODEBU N48 16.9 E002 37.6 PEKIM N48 16.6 E002 49.5 These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150 for ATC purposes. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 418 | 557 | 835 | 1114 | 1392 | 1671 334' per NM 608' per NM 760 1013 1519 2025 2532 3038 If unable to comply advise ATC upon first OKASI N48 05.0 E002 46.7 contact or as soon as possible during climb. Initial climb clearance FL70 RWY INITIAL CLIMB Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to RNAV: PB093 09 Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093. ROUTING SID OKASI 1J [OKASIJ], OKASI 1M [OKASIM] PB093 - PB094 - OSTIP - ODEBU - OKASI PILUL 1J [PILUIJ], PILUL 1M [PILUIM] PB093 - PB095 - CLM - MLN- PEKIM - PILUL For flights to destinations specified via airways **3** UL 612, **4** UM 975.

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CHANGES: ODAKI renamed OSTIP.

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PARIS, FRANCE # JEPPESEN LFPB/LBG 9 MAR 07 (30-3G) Eff 15 Mar RNAV SID LE BOURGET Trans level: By ATC Trans alt: 4000 SIDs are also minimum noise routings. 2000 O LATRA 2500' RWYS 21, 25 RNAV DEPARTURES Ø RNAV (GNSS OR DME/DME OR VOR/DME BT-PGS) MSA BT VOR JETS ABOVE FL195 LETTER C & F ASSIGNED SIDS TO SOUTHEAST MSA 2500' all sector FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133 if DME not available **1** 2500': P 108.8 BT 2000' within 23 NM N48 58.5 E002 27.3 2 2000' within 8 NM 117.05 PGS **PB256** N48 54.7 E002 07.3 (BT R-255/D13.7) N49 00.0 E002 37.4 :=:: LGL 115.0 At 1000' but not later than BT 3.4 DME MAX 185 KT DEROL SPEED RESTRICTION N48 40.7 E002 0 MAX 250 KT below FL100. 2 NM MAX 280 KT at or above FL100. after DEROL At or above FL130 HIGH PERFORMANCE PROCEDURES Aircraft able to maintain a climb 5 NM_after DEROL gradient of about 608' per NM (10%) up to FL150 may be granted At or above FL140 shorter departure routes with radar guidance by DE-GAULLE Departure. LALUX These SIDs require minimum climb gradients N48 17.2 E002 24.5 Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes. Rwy 25: 401' per NM (6.6%) up to 1000', then 334' per NM (5.5%) up to FL150 for ATC purposes. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 NOT TO SCALE 760 1013 1519 2025 2532 3038 608' per NM 401' per NM 501 | 668 | 1003 | 1337 | 1671 | 2005 **LATRA** N48 05.0 E002 31.0 334' per NM 418 557 835 1114 1392 1671 If unable to comply advise ATC upon first contact or as soon as possible during climb RWY 21: MAX 185 KT during initial climb. Initial climb clearance FL70 INITIAL CLIMB RWY Climb on 206° track, at 1000', but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT. RNAV: PB253 Climb on 249° track, intercept BT R-247 to D8.4 BT. RNAV: PB253. ROUTING

CHANGES: None.

LATRA 1C [LATRIC], LATRA 1F [LATRIF]

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PARIS, FRANCE M JEPPESEN LFPB/LBG 27 JAN 06 (30-3H) RNAV SID LE BOURGET Apt Elev Trans level: By ATC Trans alt: 4000' 218' SIDs are also minimum noise routings 2000' LATRA 2500 RWYS 07, 09, 21 RNAV DEPARTURES Ø JETS ABOVE FL195 MSA LETTER J & M ASSIGNED SIDS TO SOUTHEAST BT VOR FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133 MSA 2500' all sector. if DME not available **1** 2500'; 2000' within 23 NM '117.05 PGS 2000' within 8 NM 108.8 BT N49 00.0 E002 37.4 N48 58.5 E002 27.3 620 **PB094** N48 56.5 E002 54.3 At 1000' but not later than LF(P)-23 BT 3.4 DME D16. MAX 185 KT N48 43.2 E002 35.4 SPEED RESTRICTION NOT TO SCALE MAX 250 KT below FL100. MAX 280 KT at or above FL100 LAPAX N48 29.9 E002 23.5 HIGH PERFORMANCE PROCEDURES Aircraft able to maintain a climb gradient of about 608' per NM (10%) up to FL150 may be granted shorter departure routes with radar D43.7 guidance by DE-GAULLE Departure. LALUX N48 17.2 E002 24.5 These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150 for ATC purposes Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 418 557 835 1114 1392 1671 334' per NM 608' per NM 760 1013 1519 2025 2532 3038 **LATRA** If unable to comply advise ATC upon first N48 05.0 E002 31.0 contact or as soon as possible during climb. Initial climb clearance FL70 INITIAL CLIMB RWY 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to Climb on 069° track, at RNAV: PB093. Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093. ROUTING LATRA 1J [LATRIJ], LATRA 1M [LATRIM] | PB093 - PB094 - PG102 - LAPAX - LALUX - LATRA

CHANGES: Tracks/radials updated; initial climb.

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PARIS, FRANCE 1 JEPPESEN LFPB/LBG 27 JAN 06 (30-3J) RNAV SID LE BOURGET Apt Elev Trans level: By ATC Trans alt: 4000 218 SIDs are also minimum noise routings. 2000 0 AGOPA, ERIXU 2500 RWYS 21, 25 RNAV DEPARTURES Ø JETS ABOVE FL195 MSA LETTER C & F ASSIGNED SIDS TO SOUTH BT VOR MSA 2500' all sector if DME not available SPEED RESTRICTION **1** 2500'; 108.8 BT MAX 250 KT below FL100. 2000' within 23 NM MAX 280 KT at or above FL100 N48 58.5 E002 27.3 2 2000' within 8 NM 117.05 PGS PB 253 **PB258** N48 54.1 E001 58.0 N49 00.0 E002 37.4 (RT R-258/D19 8 115.0 At 1000' LF(P)-23 but not later than **BT 3.4 DME** 185 KT RAMBOUILLET D114.7 RBT D1 RBT N48 39.2 E001 59.7 At or above (PGS R-232/D32.5) FL130 NOT TO SCALE D1 RB1 At or above D4 RBT FL130 At or above HIGH PERFORMANCE PROCEDURES FL140 Aircraft able to maintain a climb D4 RB1 gradient of about 608' per NM At or above (10%) up to FL150 may be granted FL140 shorter departure routes with radar quidance by DE-GAULLE Departure. These SIDs require minimum climb gradients ADADA N48 17.7 E002 00.2 Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes. Rwy 25: 401' per NM (6.6%) up to 1000', then 334' per NM (5.5%) up to FL150 for ATC purposes. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 608' per NM 760 1013 1519 2025 2532 3038 **AGOPA** 668 1003 1337 1671 2005 401' per NM 501 334' per NM 418 557 835 1114 1392 1671 If unable to comply advise ATC upon first contact or as soon as possible during climb RWY 21: MAX 185 KT during initial climb.

Initial climb clearance FL70					
RWY	RWY INITIAL CLIMB				
21 Climb on 206° track, at 1000', but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT. RNAV: PB253.					
25	Climb on 249° track, intercept BT R-247 to D8.4 BT. RNAV: PB253.				
SID ROUTING					
❸ AGOPA 1C [AGOP1C], AGOPA 1F [AGOP1F] PB253 - PB258 - RBT - ADADA - AGOPA.					
♠ ERIXU 1C [FRIX1C], ERIXU 1F [FRIX1F] PB253 - PB258 - RBT - EDOXA - ERIXU.					

CHANGES: Tracks/radials updated; RWY 25 climb gradient.

For flights to destinations specified via airways

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6 UL 167, **6** UN 860.

JeppView 3.5.2.0 PARIS, FRANCE M JEPPESEN LFPB/LBG 27 JAN 06 (30-3K) RNAV SID LE BOURGET Apt Elev Trans level: By ATC Trans alt: 4000' 218 SIDs are also minimum noise routings. 0,160 2000' AGOPA, ERIXU 2500' RWYS 07, 09, 21 RNAV DEPARTURES Ø JETS ABOVE FL195 MSA LETTER J & M ASSIGNED SIDS TO SOUTH BT VOR MSA 2500' all sector 117.05 PGS if DME not available **1** 2500'; 108.8 BT N49 00.0 E002 37.4 2000' within 23 NM N48 58.5 E002 27.3 620 2 2000' within 8 NM **PB093** N48 57.1 E002 46.9 At 1000' but not later than BT 3.4 DME MAX 185 KT LF(P)-FONTENAY N48 50.4 E002 37.4 (PGS R-181/D9.6) **AUX ROSES** 111.2 OL NOT TO SCALE N48 43.8 E002 23.2 LF(P)-BRUYERES SPEED RESTRICTION LE CHATEL MAX 250 KT below FL100. MAX 280 KT at or above FL100. **ABOBO** N48 30.6 E002 11.5 HIGH PERFORMANCE PROCEDURES Aircraft able to maintain a climb gradient of about 608' per NM (10%) up to FL150 may be granted shorter departure routes with radar guidance by DE-GAULLE Departure. ADADA **EDOXA** E002 00.2 N48 17.5 E002 12.6 These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150 for ATC purposes. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 334' per NM 418 | 557 | 835 | 1114 | 1392 | 1671 **AGOPA ERIXU** 760 1013 1519 2025 2532 3038 608' per NM N48 05.0 N48 05.0 E002 15.6 E002 00.6 If unable to comply advise ATC upon first (PGS R-205/D60.2 contact or as soon as possible during climb. Initial climb clearance FL70 INITIAL CLIMB RWY Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to RNAV: PB093. 09 Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. 21 Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093. SID ROUTING S AGOPA 1J [AGOP1J], AGOPA 1M [AGOP1M] PB093 - PG101 - OL - ABOBO - ADADA - AGOPA. BERIXU 1J / FRIXIJ], ERIXU 1M / FRIXIM | PB093 - PG101 - OL - AB0B0 - ED0XA - ERIXU. For flights to destinations specified via airways **❸** UL 167, **❹** UN 860.

CHANGES: Tracks/radials updated: initial climb.

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PARIS, FRANCE I JEPPESEN LFPB/LBG 27 JAN 06 (30-3L) RNAV SID LE BOURGET Apt Elev Trans level: By ATC Trans alt: 4000 218' SIDs are also minimum noise routings. 2000 0 EVREUX, L'AIGLE 2500 RWYS 21, 25 RNAV DEPARTURES 0 JETS & PROPS ABOVE FL115 MSALETTER C & F ASSIGNED SIDS TO WEST BT VOR MSA 2500' all sector if DME not available **1** 2500'; HIGH PERFORMANCE PROCEDURES 2000' within 23 NM Aircraft able to maintain a climb gradient of about 608' 2 2000' within 8 NM per NM (10%) up to FL150 may be granted shorter departure routes with radar guidance by DE-GAULLE Departure. - EVREUX -D 112.4 EVX N49 01.9 E001 13.3 N49 01.7 E001 12.8 117.05 PGS (PGS R-274/D55.5) N49 00.0 E002 37. [□] 108.8 BT N48 58.5 E002 27 R101° EVX 1C PG288 D29 266 43.3 LGL 1C, 1F E001 53.6 D8.4 BT / 267 PB253 N48 55.1 E002 15.7 At 1000' 115.0 LGL but not later N48 47.4 E000 31.8 than **BT** 3.4 DME 185 KT These SIDs require minimum climb gradients Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes. Rwy 25: 401' per NM (6.6%) up to 1000', then NOT TO SCALE 334' per NM (5.5%) up to FL150 for ATC purposes Gnd speed-KT 75 100 150 200 250 300 SPEED RESTRICTION 760 1013 1519 2025 2532 3038 MAX 250 KT below FL100. 608' per NM At or above FL100 speed may 401' per NM 501 668 1003 1337 1671 2005 be increased without further 418 557 835 1114 1392 1671 ATC clearance. 334' per NM If unable to comply advise ATC upon first contact or as soon as possible during climb RWY 21: MAX 185 KT during initial climb. Initial alimb algorance ELGO

	Initial climb clearance FL60					
RWY	RWY INITIAL CLIMB					
21 Climb on 206° track, at 1000', but not la R-087 inbound to D8.4 BT. RNAV: PB2		Ptrack, at 1000', but not later than BT 3.4 DME turn RIGHT, intercept LGL dt o D8.4 BT. RNAV: PB253.				
25	25 Climb on 249° track, intercept BT R-247 to D8.4 BT. RNAV: PB253.					
SID		ROUTING				
S EVX 1C, 1F		PB253 - PG286 - EVX.				
4 LGL 1C, 1F		PB253 - PG286 - PG288 - LGL.				

CHANGES: Tracks/radials updated; RWY 25 climb gradient.

For flights to destinations specified via airways 3 UT 300, 4 UN 502.

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PARIS, FRANCE 1 JEPPESEN LFPB/LBG 9 MAR 07 (30-3M) Eff 15 Mar RNAV SID LE BOURGET Trans level: By ATC Trans alt: 4000 218' SIDs are also minimum noise routings. 176 2000' EVREUX, L'AIGLE 2500' RWYS 07, 09, 21 RNAV DEPARTURES Ø RNAV (GNSS OR DME/DME OR VOR/DME BT-PGS) MSA JETS & PROPS ABOVE FL115 BT VOR LETTER J & M ASSIGNED SIDS TO WEST MSA 2500' all sectors if DME not available SPEED RESTRICTION **1** 2500'; MAX 250 KT below FL100. 2000' within 23 NM At or above FL100 speed may 2 2000' within 8 NM be increased without further ATC clearance — EVREUX – 112.4 EVX N49 01.9 E001 13.3 (TACAN not co-located) N49 01.7 E001 12.8 (PGS R-274/D55.5) 117.05 PGS N49 00.0 E002 37.4 108.8 BT N48 58.5 E002 27.3 At 620 **PB093** N48 57.1 E002 46.9 At 1000' but not later than BT 3.4 DME 185 KT LGL 1J, 1M **←**271 **KELUD** N48 48.1 E002 23.7 - L'AIGLE 115.0 LGL N48 47.4 E000 31.8 NOT TO SCALE These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150 for ATC HIGH PERFORMANCE PROCEDURES purposes. Aircraft able to maintain a climb gradient of about 608' per NM 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT (10%) up to FL150 may be granted 418 | 557 | 835 | 1114 | 1392 | 1671 334' per NM shorter departure routes with radar guidance by DE-GAULLE Departure. 760 1013 1519 2025 2532 3038 608' per NM If unable to comply advise ATC upon first contact or as soon as possible during climb. Initial climb clearance FL70 RWY INITIAL CLIMB 07 Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to RNAV: PB093 09 Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093. SID ROUTING G EVX 1J, 1M PB093 - KELUD - EVX. O LGL 1J, 1M PB093 - KELUD - LGL For flights to destinations specified via airways **3** UT 300, **4** UN 502.

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CHANGES: None.

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These SIDs require minimum climb gradients

Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes.

NOT TO SCALE

Rwy 25: 401' per NM (6.6%) up to 1000', then 334' per NM (5.5%) up to FL150 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC upon first contact or as soon as possible during climb

RWY 21: MAX 185 KT during initial climb

	Initial climb clearance 4000'
RWY	INITIAL CLIMB/ROUTING
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT, intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-153 to DORDI.
25	Climb on 249° track, intercept BT R-247 via D8.4 BT to D12 BT, turn LEFT, intercept

DORDI

N48 13.2 E002 47.5

PARIS, FRANCE I JEPPESEN LFPB/LBG 9 MAR 07 (30-3P) Eff 15 Mar LE BOURGET Trans level: By ATC Trans alt: 4000' 218' SIDs are also minimum noise routings 2000' DORDI 1J [DORD1J], DORDI 1M [DORD1M] 2500' RWYS 07, 09, 21 DEPARTURES Ø JETS BELOW FL195 & PROPS MSA FOR FLIGHTS TO DESTINATIONS SPECIFIED BT VOR VIA AIRWAYS G 40 - G 54 - J 301 MSA 2500' all sector. 53777 MAX 220 KT if DME not available **1** 2500': 2000' within 23 NM 2000' within 8 NM 108.8 BT N48 58.5 E002 27.3 At 620' **D13 BT** N48 57.1 E002 46.9 At 1000' but not later than BT 3.4 DME 185 KT TOUSSUS-108.25 TSU N48 45.2 E002 06.1 111.2 OL N48 43.8 E002 23.2 - MELUN — D 113.6 MLN N48 27.3 E002 48.8 NOT TO SCALE These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150 for ATC pur-Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 **DORDI** N48 13.2 E002 47.5 418 557 835 1114 1392 1671 If unable to comply advise ATC upon first contact or as soon as possible during climb. DORDI 1J: Initial climb clearance 3000 DORDI 1M: Initial climb clearance FL70 RWY INITIAL CLIMB Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. SID ROUTING DORDI 1J At D13 BT turn RIGHT, intercept MLN R-003 inbound to MLN, MLN R-184 to At D13 BT turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029

turn LEFT to OL, turn LEFT, OL R-153 to DORDI.

CHANGES: Ballnote 3 withdrawn.

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 PARIS, FRANCE I JEPPESEN LFPB/LBG 9 MAR 07 (30-3Q) Eff 15 Mar LE BOURGET Trans level: By ATC Trans alt: 4000 218' SIDs are also minimum noise routings. 1000 2000' MONOT 1C [MONO1C], MONOT 1F [MONO1F] 2500' Ø RWYS 21, 25 DEPARTURES JETS BELOW FL195 & PROPS MSA BT VOR FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R 161 MSA 2500' all sector SPEEDE MAX 220 KT if DME not available **1** 2500'; 2000' within 23 NM 2 2000' within 8 NM 108.8 BT N48 58.5 E002 27.3 ≔:: LGL — R087 → X 8 D12 BT × 3.6 ← 267 115.0 At 1000 185 KT but not later than TOUSSUS-BT 3.4 DME 108.25 TSU N48 45.2 E002 06.1 [□] 111.2 OL N48 43.8 E002 23.2 **D21.5 OL** N48 22.5 E002 18.7 NOT TO SCALE PITHIVIERS-116.5 PTV N48 09.3 E002 15.9 **MONOT** N48 05.0 E002 27.4 These SIDs require minimum climb gradients Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes. Rwy 25: 401' per NM (6.6%) up to 1000', then 334' per NM (5.5%) up to FL150 for If unable to comply advise ATC upon first ATC purposes. contact or as soon as possible during climb. RWY 21: MAX 185 KT during initial climb

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
401' per NM	501	668	1003	1337	1671	2005
If wealth to comply advice ATO were first						

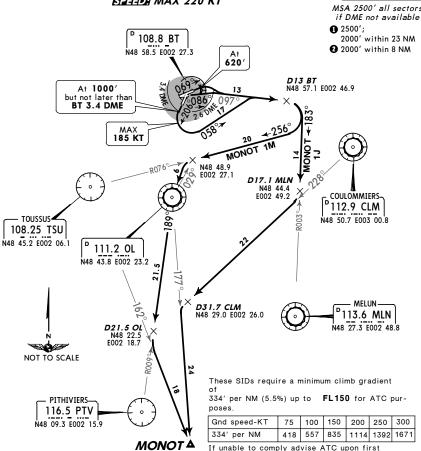
	Initial climb clearance 4000'
RWY	INITIAL CLIMB/ROUTING
21	Climb on 206° track, at 1000', but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT, intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
25	Climb on 249° track, intercept BT R-247 via D8.4 BT to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT

CHANGES: SID MONOT 1F revised: ballnote 4 withdrawn.

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BT VOR

STEED MAX 220 KT



MONOT 1J: Initial climb clearance 3000 MONOT 1M: Initial climb clearance FL70

INITIAL CLIMB RWY 07 Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to 09 Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, 21 intercept BT R-097 to D13 BT.

SID	ROUTING					
MONOT 1J	At D13 BT turn RIGHT, intercept MLN R-003 inbound to D17.1 MLN, turn RIGHT, intercept CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.					
MONOT 1M	At D13 BT turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to					

CHANGES: Ballnote 3 withdrawn.

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If unable to comply advise ATC upon first

contact or as soon as possible during climb.

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These SIDs require minimum climb gradients

Rwy 21: 334' per NM (5.5%) up to FL150 for ATC purposes.

Rwy 25: 401' per NM (6.6%) up to 1000', then

334' per NM (5.5%) up to FL150 for

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC upon first contact or as soon as possible during climb.

RWY 21: MAX 185 KT during initial climb

PITHIVIERS-

116.5 PTV

N48 09.3 E002 15.9

	Initial climb clearance 4000'
RWY	INITIAL CLIMB/ROUTING
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT, intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, intercept PTV R-009 inbound to PTV.
25	Climb on 249° track, intercept BT R-247 via D8.4 BT to D12 BT, turn LEFT, intercept

JEPPESEN JeppView 3.5.2.0

PARIS, FRANCE M JEPPESEN 9 MAR 07 (30-3U) Eff 15 Mar

Trans level: By ATC Trans alt: 4000' 218' SIDs are also minimum noise routings.

At 1000'

D37.5 CLM N48 25.0 E002 19.7

LFPB/LBG

LE BOURGET

PITHIVIERS 1J (PTV 1J), PITHIVIERS 1M (PTV 1M) RWYS 07, 09, 21 DEPARTURES

JETS BELOW FL195 & PROPS

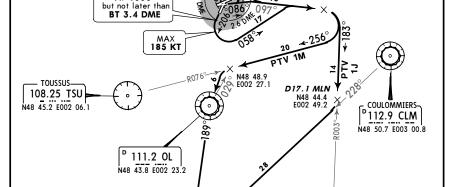
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY B 31 STEED MAX 220 KT

2000' 2500′ **②** MSA BT VOR

> - MELUN — 113.6 MLN N48 27.3 E002 48.

MSA 2500' all sector if DME not available

1 2500'; 2000' within 23 NM 108.8 BT 2 2000' within 8 NM N48 58.5 E002 27.3 620' **D13 BT** N48 57.1 E002 46.9



These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150 for ATC pur-

Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 418 | 557 | 835 | 1114 | 1392 | 1671

If unable to comply advise ATC upon first contact or as soon as possible during climb

PTV 1J: Initial climb clearance 3000

	PIV 1M: Initial climb clearance FL/U						
RWY		INITIAL CLIMB					
07	07 Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to D13 BT.						
09	Clim	Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT.					
Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT.							
SID		ROUTING					

SID	ROUTING			
PTV 1J	At D13 BT turn RIGHT, intercept MLN R-003 inbound to D17.1 MLN, turn RIGHT, intercept CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.			
	intercept CLM R-228 to B37.3 CLM, turn LEFT, intercept FTV R-009 inbound to FTV.			
PTV 1M	At D13 BT turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn			

CHANGES: Ballnote 3 withdrawn.

NOT TO SCALE

PITHIVIERS-116.5 PTV

N48 09.3 E002 15.9

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LFPB/LBG LE BOURGET

M JEPPESEN 9 MAR 07 (30-3V) Eff 15 Mar

PARIS, FRANCE DEPARTURE POGO

218'

Trans level: By ATC Trans alt: 4000' 1. SIDs are also minimum noise routings. 2. Parallel simultaneous departures are conducted at LFPG & LFPB. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'RMK/POGO' in item 18 of flight plan. 5. Initial climb clearance

BVS 1C, BVS 1F, CRL 1C, CRL 1F RWYS 21, 25 DEPARTURES (POGO)

WESTERLY OPERATIONS AT LFPG & LFPO

BVS 1J, BVS 1M

RWYS 07, 09, 21 DEPARTURES (POGO)

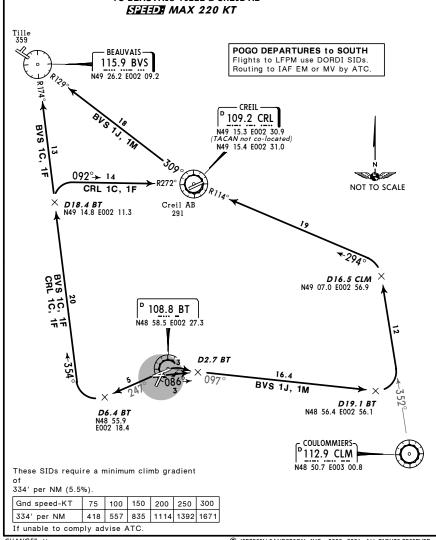
EASTERLY OPERATIONS AT LFPG & LFPO

TO BEAUVAIS TILLE & CREIL AB SPEED MAX 220 KT



MSA 2500' all sector if DME not available

- **1** 2500';
- 2000' within 23 NM
- 2 2000' within 8 NM



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LFPB/LBG LE BOURGET

M JEPPESEN (30-3W)27 JAN 06

PARIS, FRANCE DEPARTURE POGO

218'

Trans level: By ATC Trans alt: 4000' 1. SIDs are also minimum noise routings. 2. Parallel simultaneous departures are conducted at LFPG & LFPB. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'RMK/POGO' in item 18 of flight plan. 5. Initial climb clearance by ATC

1/160 2000' 2500' MSA BT VOR

MSA 2500' all sectors

2000' within 8 NM

TSU 1C, VILLA 1C WESTERLY OPERATIONS AT LFPG & LFPO

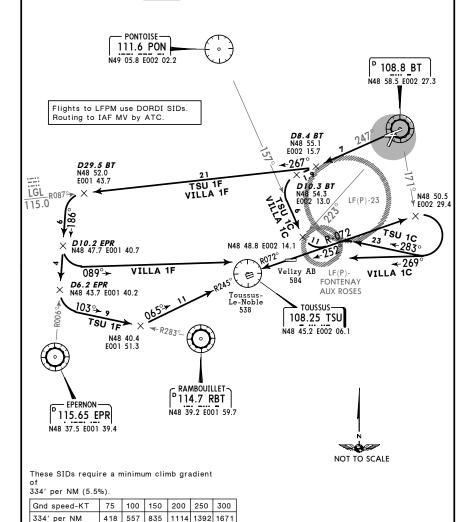
TSU 1F, VILLA 1F

if DME not available WESTERLY OPERATIONS AT LFPG & EASTERLY OPERATIONS AT LFPO 12500'; 2000' within 23 NM

RWYS 21, 25 DEPARTURES (POGO)

TO TOUSSUS-LE-NOBLE & VILLACOUBLAY VELIZY AB

53777 MAX 220 KT



CHANGES: Tracks/radials updated: INS coordinates.

If unable to comply advise ATC

334' per NM

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LFPB/LBG LE BOURGET

CHANGES: Tracks/radials updated.

MJEPPESEN. 27 JAN 06 (30-3X)

PARIS, FRANCE DEPARTURE POGO

Apt Elev

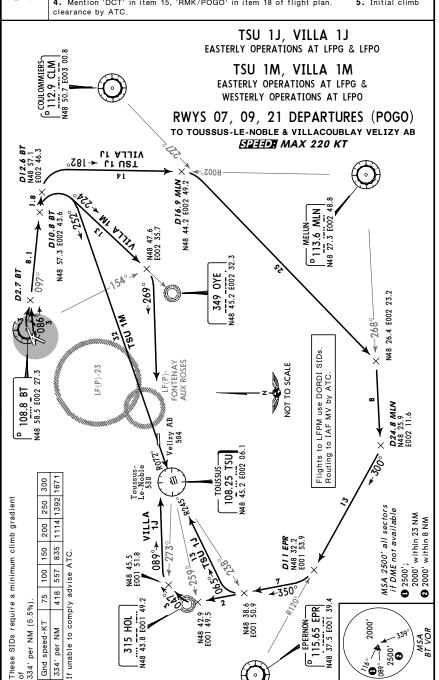
Trans level: By ATC Trans alt: 4000'

1. SIDs are also minimum noise routings. 2. Parallel simultaneous departures are conducted at LFPG & LFPB.

3. POGO departures do not include holding procedures.

4. Mention 'DCT' in item 15, 'RMK/POGO' in item 18 of flight plan.

5. Initial cli



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LEDD /	100			<u>iconc</u>			- DIC - ED	ANICE
LFPB/	LRG.			JEPPES	s E IVI	Ρ/	ARIS, FR	ANCE
		2	27 JUL 07	(30-9A))		LE BO	URGET
		ADI	DITIONAL	RUNWAY IN	IFORMATION			
					LANDING	SABLE LENGTH	S I	
RWY					Threshold	Glide Slope	TAKE-OFF	WIDTH
03	RL (60m)	REIL		VIBAL		0	NOT AUTH	197'
21	RL (60m)			VIBAL	İ	l	0	60m
1 TAKE-	OFF RUN AV	AILABLE						
RWY :								
	rwy head	8743′ (2665m)						
1	twy C4 int twy C3 int	7841' (2390m) 5659' (1725m)						
07	HIRL (50m)			RVR		7887' 2404m	0	148′
25	HIRL (50m)	RAIL REIL		VIBAL	6890' 2100m		•	45m
	OFF RUN AV	AILABLE			_			
RWY (22 (7/ (7000)			RWY 25:	. 00.471./76		
From	rwy head wy A1 int	9843' (3000m) 8793' (2680m)			From rwy hea twy B1 ir)00m) 755m)	
09	HIRL (60m)			RVR	NOT AUTH		6	148′
27	HIRL (60m)		PAPI-L (3.	.0°) RVR		4838' 1475m	NOT AUTH	45m
STAKE- RWY (OFF RUN AV	AILABLE						
	rwy head	6053' (1845m)						
	wy A1 int	5052' (1540m)						
	•	•						
JAR-OPS	S			TAKE-OF				
	_							
			R	wys 07, 09,	21, 25			
		Di	AY				NIGHT	
		!						
	RCLM	or RL		NIL				
Α						 		

500m

400m

800m

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PARIS, FRANCE MJEPPESEN. LFPB/LBG 26 OCT 07 (31-1) • ILS DME Rwy 07 LE BOURGET *LE BOURGET Tower *ATIS *Ground 120.0 118.92 121.9 ILS DA(H) LOC Final Apt Elev 218' LBG Apch Crs D2.6 LBG Refer to RWY 155' 109.5 069° 990' (835') 2500' Minimums 2500 6 0 MISSED APCH: Climb on 084° to 520', then turn RIGHT (MAX 185 KT) onto 117° from CGO Lctr climbing to 700'. At D2.0 BT turn LEFT to 2500'2 intercept and follow R-110 BT to CLM VOR climbing to 3000', or as directed. Do not turn before passing MAP. Climb to 1100' prior to level acceleration. MSAAlt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000' BT VOR **1** FOR ILS MINIMUMS BASED 4 MSA 2000' within D8.0 BT Adhere strictly to missed approach ON A MISSED APCH CLIMB GRAD OF MORE THAN 2.5% procedure due to proximity of final approach rwy 08R Charles-de-Gaulle. 3 MSA 2000' within D23.0 BT 4 MSA 2000' with BT DME 640′ 343 CGO 860 ₽ 108.8 BT 49-00 Charlesde-Gaulle **D0.8** LBG 706 **D2.6** LBG LOW OVERFLYING PROHIBITED D5.7LBG D6.9 BT D2.0 BT 297° to CGO **D8.7** LBG D9.9 BT COULOMMIERS-[□] 112.9 CL<u>M</u> 069° 890' A) 686' 673 A 1173' Eiffel Tower FOR ADDITIONAL IMPORTANT INFORMATION REFER TO 30-1P pages 069° 109.5 LBG LF(P)-23 LF(R)-84 A 02-20 02-10 02-30 02-40 LOC LBG DME 5.0 3.0 2.0 (GS out) ALTITUDE 1780 1450 1120 800 **D8.7** LBG **D5.7** LBG **D2.6** LBG D6.9 BT D3.8 BT GS **990**' 2000' **D0.8**LBG D2.0 BT 10C / TCH displ thresh 50' RWY 07 155' 3.0 Gnd speed-Kts 70 90 100 120 140 160 Refer to ILS GS 3.00° or 377 485 539 647 755 862 Missed Apch LOC Descent Gradient 5.2% MAP at D0.8 LBG/D2.0 BT JAR-OPS STRAIGHT-IN LANDING RWY 07 CIRCLE-TO-LAND 1 LOC (GS out) with LBG DME Prohibited North of Missed apch climb gradient mim 2.5% airport between DA(H) A:495'(340') C:515'(360') R-268 and R-088 BT B: 505'(350') D: 525'(370') MDA(H) 520' (365') ALS out RVR 1200m 750′(595′) 1500m RVR 1500m RVR 1300m 750′(595′) 1600m RVR 900m RVR 1200m RVR 1400m RVR 1800m 1290′(1135′) 2400m 1290′(1135′) 3600m

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LFPB/LBG LE BOURGET

M JEPPESEN 26 OCT 07 (31-1A)

PARIS, FRANCE

ILS DME RWY 07 MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT OF MORE THAN 2.5 %

MISSED APCH CLIMB GRADIENT MIM 9.5%

ILS

	DA(H) 35	55' (200')
	FULL	ALS out
Α		
В	DVD 444	RVR <i>1000m</i>
С	- R∨R <i>800m</i>	
D	1	

MISSED APCH CLIMB GRADIENT MIM 7.0%

A: 365' (210') C: 385' (230') B: **375**′(220′) D: **395**′(240′) FULL RVR 800m RVR1000m

MISSED APCH CLIMB GRADIENT MIM 6.0%

A: **385**′ (230′) C: **405**′ (250′) B: **395**′ (240′) D: **415**′ (260′)

	FULL	ALS out
Α		
В	R∨R <i>800m</i>	R∨R 1000m
С	KVK 800M	
D		RVR 1200m

MISSED APCH CLIMB GRADIENT MIM 5.0%

A: 405' (250') C: 425' (270') B: 415'(260') D: 435'(280')

	FULL	ALS out
A		RVR <i>1000m</i>
В	R∨R <i>800m</i>	
C	RVROUUII	RVR <i>1200m</i>
С	1	

MISSED APCH CLIMB GRADIENT MIM 3.5%

A: 455' (300') C: 475' (320') B: 465' (310') D: 485' (330')

	FULL	ALS out
Α	RVR <i>800m</i>	
В		R∨R <i>1200m</i>
С	RVR <i>900m</i>	RVR1200111
D		

Circling height based on rwy 07 displaced thresh elev of 155

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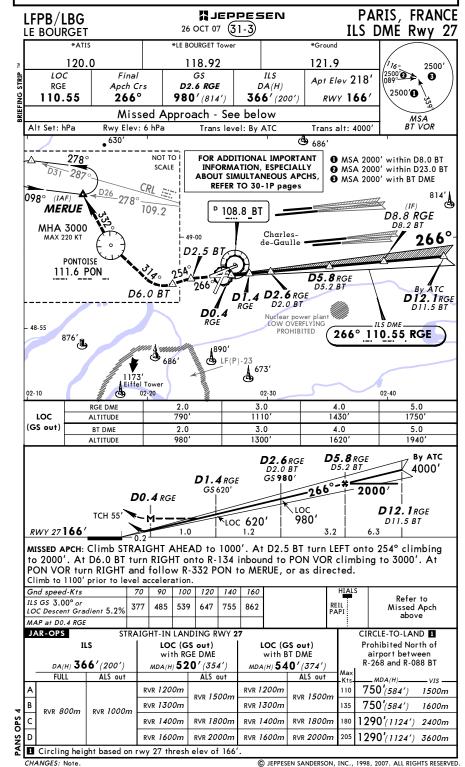
PARIS, FRANCE MJEPPESEN LFPB/LBG 26 OCT 07 (31-2) LOC DME Rwy 25 LE BOURGET *LE BOURGET Tower *ATIS *Ground 120.0 118.92 121.9 LOC Final Minimum Alt MDA(H) Apt Elev 218 LBW Apch Crs D5.5 BT Refer to 2500' 274° 2000' (1814' Minimums RWY 186' 111.1 2500 **2** 0 MISSED APCH: Turn LEFT to intercept and follow R-254 BT climbing to 2000'. At D6.0 BT turn RIGHT onto R-134 inbound to PON VOR climbing 2500' to 3000'. At PON VOR turn RIGHT to intercept and follow R-332 PON to MERUE, or as directed. Climb to 1100' prior to level acceleration. MSA BT VOR Trans level: By ATC Alt Set: hPa Rwy Elev: 7 hPa Trans alt: 4000' (A) 686' 630' ● MSA 2000' within D8.0 BT NOT TO 2 MSA 2000' within D23.0 BT SCALE 287 MSA 2000' with BT DME D26 278° Charles-098° (IAF) de-Gaulle ^D117.05 PGS 109.2 MERUE 657 MHA 3000 OFFSET LOC **MAX 220 KT** D8.5 **D2.0** BT PONTOISE 111.6 PON **№ D5.5** ВТ D6.0 BT Nuclear power plant LOW OVERFLYING D 108.8 BT PROHIBITED 876 274° 111.1 LBW 4890' Loc Crs offset 25° 686 Rwy centerline 249° 673 1173' FOR ADDITIONAL IMPORTANT Fiffel Tower INFORMATION REFER TO 30-1P pages LF(P)-23 48-50 735 02-10 02-20 02-30 02-40 2.0 BT DME 3.0 4.0 5.0 ALTITUDE 890' 1200 1520 1840' D5.5 D8.5 BT VOR 2000 **D2.0** BT 890' RWY 25 186' 3.0 70 90 100 120 140 160 Gnd speed-Kts ВТ 2000' Descent Gradient 5.2% 369 474 527 632 737 843 REIL onto 108.8 MAP at BT VOR LT R-254 JAR-OPS STRAIGHT-IN LANDING RWY 25 CIRCLE-TO-LAND 1 Prohibited North of airport between R-268 and R-088 BT . C: **790**′ (604′) MDA(H) AB: 570'(384' D: 890' (704') 760' (574') 1800m RVR 1800m 760' (574') 2000m 1300' (1114') RVR 2400m 2800m RVR 3600m 1300' (1114') 3600m Circling height based on rwy 25 displaced thresh elev of 186

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PARIS, FRANCE MJEPPESEN. LFPB/LBG 26 OCT 07 (33-1) VOR DME or VOR Rwy 07 LE BOURGET *LE BOURGET Tower *Ground 121.9 120.0 118.92 VOR DME Minimum Alt **D6.9 BT VOR DME** MDA(H)VOR Final Apt Elev 218 590' (435') 2000' (1845') ВТ Apch Crs 2500' 2500 2 VOR Minimum Alt VOR Rwy 155' 108.8 068° 0 MDA(H)339° BGW NDB 650' (495' 2500' 2000' (1845') MISSED APCH: Climb on R-248 inbound to BT VOR. At BT VOR turn RIGHT to intercept and follow R-110 BT to CLM VOR climbing to 3000', or as MSA BT VOR directed. MAX 185 KT. Climb to 1100' prior to level acceleration. Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000' MSA 2000' within D8.0 BT **②** MSA 2000' within D23.0 BT 640% MSA 2000' with BT DME 108.8 BT D117.05 PGS D6.8 PGS 860' 49-00 **D2.0** BT D8.8 PGS 706' **D5.4** BT 334 BGW LOW OVERFLYING PROHIBITED (IF) 068° 876' COULOMMIERS-D9.9△ ^D 112.9 CLM 890' 673 686 A LF(R)-132 B **4** 1173' FOR ADDITIONAL IMPORTANT Fiffel Tower INFORMATION REFER TO 30-1P pages LF(P)-23 F(R)-84 B '∭ LF(R)-84 A 896' 02-10 02-20 02-30 02-40 BT DME 6.0 5.0 4.0 3.0 VOR DME ALTITUDE 1040' 1670 720' 1360 BT VOR D6.8 PGS **D6.9**BT D13.8 PGS D9.9 **D5.4** BT 339° BGW NDB D12.2 PGS 2000' **D2.0** BT -068° D8.8 PGS VOR 1500 3.4 RWY 07 155' 3.0 1.5 0.6 Gnd speed-Kts 70 90 100 120 140 160 Refer to Descent Gradient 5.2% 369 474 527 632 737 843 REIL Missed Apch VOR DME: MAP at D2.0 BT/D8.8 PGS ahove VOR: MAP at BT VOR JAR-OPS STRAIGHT-IN LANDING RWY 07 CIRCLE-TO-LAND VOR DME Prohibited North of airport MDA(H) 590' (435' MDA(H) 650' (495') between R-268 and R-088 BT ALS out ALS out RVR 1200m 750′(595′) RVR 1400m 110 1500m RVR 1500m RVR 1500m RVR 1300m 135 750′(595′) RVR 1500m 1600m 180 1290/1135 RVR 1400m RVR 1800m RVR 1600m 2400m RVR 2000m RVR 1600m RVR 2000m RVR 1800m 1290 (1135) 3600m ■ Circling height based on rwy 07 displaced threshold elevation of 155'

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PARIS, FRANCE MJEPPESEN LFPB/LBG 26 OCT 07 (33-2) VOR DME or VOR Rwy 25 LE BOURGET *LE BOURGET Tower *Ground *ATIS 120.0 118.92 121.9 VOR DME Minimum Alt **D5.5 BT VOR** Final MDA(H)Apt Elev 218 Apch Crs 2000' (1814' BT 2500 Refer to VOR 2500 2 3 108.8 274° RWY 186 Minimums Minimum Alt R-214 PGS \ 2500'**①** \ 2000' (1814' MISSED APCH: Turn LEFT to intercept and follow R-254 BT climbing to 2000'. At D6.0 BT turn RIGHT onto R-134 inbound to PON VOR climbing MSA BT VOR to 3000'. At PON VOR turn RIGHT to intercept and follow R-332 PON to MERUE, or as directed. Climb to 1100' prior to level acceleration. Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 4000' NOT TO 278° SCALE MSA 2000' within D8.0 BT D31 287 @ MSA 2000' within D23.0 BT € MSA 2000' with BT DME D26 278° 098° (IAF) 109.2 MERÚE MHA 3000 D117.05 PGS MAX 220 KT Charles-de-Gaulle **D2.0** BT 274° **PONTOISE** 111.6 PON D8.5 D6.0 BT **D5.5** BT Nuclear power plant LOW OVERFLYING D108.8 BT PROHIBITED 876' 890 ♨ 673' 686 FOR ADDITIONAL IMPORTANT INFORMATION REFER TO 30-1P pages 1173 LF(P)-23 48-50 02-10 02-20 02-30 BT DME 2.0 3.0 4.0 5.0 VOR DME ALTITUDE 890 1520 1200' 1840' **D5.5** BT D8.5 BT VOR R-214 PGS **2000**′ **D2.0** BT 890' RWY 25 186' 0.4 3.0 70 90 100 120 140 160 Gnd speed-Kts 20004 Descent Gradient 5.2% 369 474 527 632 737 843 REIL onto 108.8 MAP at BT VOR LT) R-254 JAR-OPS STRAIGHT-IN LANDING RWY 25 CIRCLE-TO-LAND 1 VOR DME Prohibited North of airport C: 790' (604') MDA(H) C: 790' (604' between R-268 and R-088 B1 AB: 580'(394')D: 890' (704') AB: 660'(474')D: 890' (704') 760′ (574′) 1800m RVR 1800m 760′ (574′) 2000m 1300'(1114') RVR 2400m 2800m RVR 3600m 1300′ (1114′) 3600m ■ Circling height based on rwy 25 displaced thresh elev of 186'

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Do not descend below MDA(H) before passing D3.8 BT on final.

Paris

LF(P)-23

JAR-OPS

Max Kts	MDA(H)	VIS
В	see 3	9-2
C 160	1370' (1152')	2400m
D	NOT AP	PLICABLE

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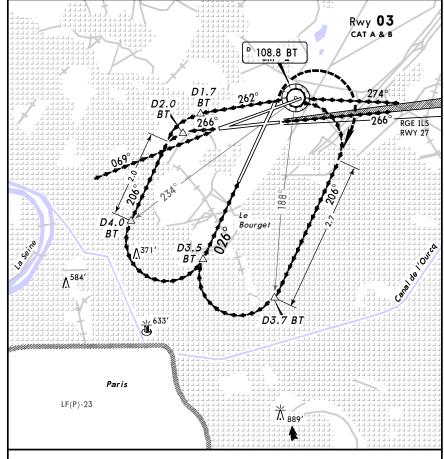
LFPB/LBG

3 FEB 06 (39-11)

PARIS, FRANCE LE BOURGET

CIRCLE-TO-LAND

Apt Elev 218' WITH PRESCRIBED FLIGHT TRACKS



Do not descend below MDA(H) before passing D3.5 BT on final.

JAR-OPS

Kts	MDA(H)	VIS
A 110	970' (752')	1500m
B 135	970 ′ (752′)	1600m
С	see 3	9-1
D	NOT AP	PLICABLE

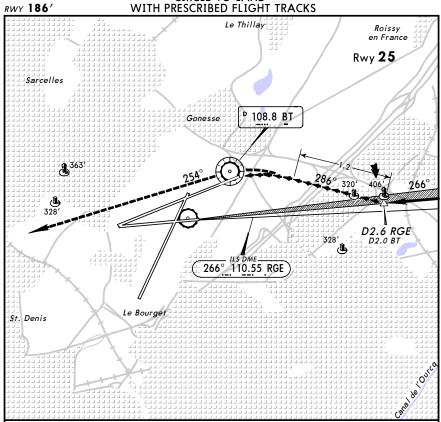
LFPB/LBG

X JEPPESEN 3 FEB 06 (39-12)

PARIS, FRANCE LÉ BOURGET

Apt Elev 218'

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS



MISSED APCH: Intercept and follow R-254 BT climbing towards 2000'. At D6.0 BT turn RIGHT onto R-134 inbound to PON VOR climbing to 3000'. At PON VOR turn RIGHT to follow R-332 PON to MERUE, or as directed. Climb to 1100' prior to level acceleration.

JAR-OPS

	Max Kts	MDA(H)	VIS	
Α	110	980 ′(794′)	1800m	
В	135	980 ′ (794′)	2000m	
С	180	980' (794')	2800m	
D	205	980' (794')	3600m	

Circling height based on rwy 25 threshold elevation of 186'.

CHANGES: Chart reindexed. Bearings.

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