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LFPO/ORY
ORLY

AIRPORT BRIEFING

DEPPESEN

10-1P

PARIS, FRANCE
AIRPORT BRIEFING

# 1. GENERAL

# 1.1. ATIS

\*ATIS 131.35 126.5 (French)

#### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. NIGHTTIME RESTRICTIONS

#### **TURBO JETS**

No arrivals may be scheduled between 2330 - 0615LT (arrival time at the parking position).

No departures may be scheduled between 2315 - 0600LT (departure time from the parking position).

#### PROP ACFT

Any new scheduling between 2300 - 0615LT should be authorized by the DGAC.

#### **EXCEPTIONS**

- governmental flights
- meteorological diversions from Charles-de-Gaulle APT
- ambulance and humanitarian flights
- emergency situations.

Between 2330 and 0600LT, when tailwind components of not more than 8 KT and technical problems do not conflict, take-offs must be performed in western directions and landings in eastern directions.

#### 1.2.2. REVERSE THRUST

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

#### 1.2.3. RUN-UP TESTS

Engine run-ups may only be carried out at selected sites and according to procedures as defined by APTs de Paris.

Except with a dispensation by the DGAC, run-up tests in the north industrial area are prohibited between 2315 - 0615LT.

These restrictions do not apply to short tests less than 5 min and performed at idling power not exceeding that power used for starting and taxiing sequences.

#### 1.3. LOW VISIBILITY PROCEDURES

LVP become effective when RVR falls to 550m or below and/or ceiling is 200' or below.

#### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.4.1. USE OF MODE S TRANSPONDER ON THE GROUND

#### 1.4.1.1. GENERAL

This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

#### 1.4.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

# Outbound ACFT:

Before requesting push-back or taxiing clearance from a parking stand:

- Enter, using FMS or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW123, AFR456, SAS945) or
- in the absence of flight identification, the ACFT registration.
- Select XPNDR or its equivalent in relation to specifications on the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF or STDBY functions.
- Set Mode A code assigned by ATC.

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ORLY
5 JAN 07

AIRPORT BRIEFING

# (10-1P1) **1. GENERAL**

11 JEPPESEN

#### Inbound ACFT:

After landing and until stopping at parking stand:

- Select XPNDR or its equivalent in relation of specifications of the installed model.
- Select AUTO mode selected if function available.
- Do not select the OFF and STDBY functions.
- Maintain Mode A code assigned by ATC.

Other cases of taxiing ACFT:

- Select XPNDR or its equivalent in relation to specifications of the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF and STDBY functions.
- Set Mode A code to 1000.

# 1.4.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER.

Outbound ACFT:

Maintain Mode A + C transponder in the OFF position until lining up.

Inbound ACFT:

 $\overline{\text{Set Mode A} + \text{C}}$  transponder to OFF as soon as RWY is vacated.

Other cases of taxiing ACFT:

Maintain the Mode A + C transponder in the OFF position all through taxiing.

#### 1.4.1.4. USE OF TCAS

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected by the crew before receiving the clearance to line up. It should then be deselected after vacating the RWY.

#### 1.5. RWY OPERATIONS

When using RWY 08/26 do not mistake bridge for intersection with TWY.

#### 1.6. TAXI PROCEDURES

TWYs LM, W1 between LM and W41, W1 between W36 and W37, W2 between L4 and LS, W35, W36, W37, W42, W44 and W47 MAX wingspan 230'/70m.

TWYs L1, L2, L3, LP, LR, LS, LT, LU, W1 between W4 and W36, W2 between L4 and L1, W2 between LC and LJS, W3 and WJ MAX wingspan 213'/65m.

TWYs W1 and W2 between TWY LZ and Ramp K0 MAX wingspan 210'/64m.

TWY WA MAX wingspan 197'/60m.

Ramp K0 and TWY WG MAX wingspan 171'/52m.

#### 1.7. OTHER INFORMATION

RWY 06/24 grooved between displaced THR 06 and THR 24.

RWY 08/26 grooved between displaced THR 26 and intersection with TWY W28.

Helicopter activity. Birds in vicinity of APT.

# 2. ARRIVAL

# 2.1. SPEED RESTRICTIONS

# 2.1.1. SPECIAL INSTRUCTIONS

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

# 2.2. NOISE ABATEMENT PROCEDURES

#### 2.2.1. **RWY USAGE**

CHANGES: New page.

Preferential RWYs for landing are RWY 26 (West direction) and RWY 06 (East direction).

RWYs 02/20 only to be used when primary RWY unserviceable, or when strong wind conditions in the North or South sector. All available RWYs may be used due to air traffic safety or by ATC.

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LFPO/ORY
ORLY

AIRPORT BRIEFING

DEPPESEN

10-1P2

PARIS, FRANCE

AIRPORT BRIEFING

#### 2. ARRIVAL

#### 2.2.2. ARRIVAL RECOMMENDATIONS

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

# 2.3. CAT II/III OPERATIONS

#### 2.3.1. **GENERAL**

RWYs 06 and 26 approved for CAT II/III operations, special aircrew and ACFT certification required.

#### 2.3.2. TRAINING

Training will not be performed within the following time periods: Monday - Friday:  $0700 - 1000 \, \text{LT}$  and  $1800 - 2130 \, \text{LT}$ ,

Sunday: 1800 - 2130 LT.

#### 2.4. RWY OPERATIONS

When vacating RWY 26 via TWY W35 MAX speed 30 KT when RWY wet or 35 KT when RWY dry.

# 2.5. OTHER INFORMATION

#### 2.5.1. SPECIAL INSTRUCTIONS

#### 2.5.1.1. FLIGHT LEVEL LIMITATIONS

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

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

#### 2.5.1.2. "LANDING AFTER" PROCEDURE

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

#### 2.5.1.3. RADAR SEPERATION ON FINAL APPROACH

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

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

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

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5 JAN 07

10-1P3

3. DEPARTURE

#### 3.1. START-UP PROCEDURES

Call Flight Data at the earliest 10 minutes prior to estimated start-up time indicating

- call sign,
- destination,
- parking position,
- 'ready to start in 10 minutes'.

When cleared by Flight Data contact Ground for start-up clearance.

ACFT over 197'/60m wingspan have to inform Ground of ACFT type on first contact.

# 3.2. SPEED RESTRICTIONS

AGOPA, ERIXU, LATRA, OKASI & PILUL RNAV SIDs:

MAX 250 KT below FL100.

MAX 300 KT at or above FL100 until released by ACC.

All other RNAV SIDs:

MAX 250 KT below FL100 unless otherwise instructed by APP.

POGO Departures: MAX 220 KT.

#### 3.3. NOISE ABATEMENT PROCEDURES

#### **3.3.1. RWY USAGE**

CHANGES: New page

Preferential RWYs for take-off are RWY 24 (West direction) and RWY 08 (East direction).

RWYs 02/20 only to be used when primary RWY unserviceable, or when strong wind conditions in the North or South sector. All available RWYs may be used due to air traffic safety or by ATC.

#### 3.3.2. DEPARTURE RECOMMENDATIONS

Unless otherwise required by safety or by ATC pilots shall follow standard instrument departure routes up to 7NM from OL for RWYs 24 and 26 and up to 6.5NM from OL for RWYs 02, 06 and 08. Prop ACFT with more than 5.7 t will be exempted from these restrictions after passing 2500'. These restrictions do not apply for prop ACFT of less than 5.7 t. ATC will moreover attempt the best possible way to avoid, for take-offs on RWYs 02, 06 and 08, turns to the North at less than 9NM from OL below FL 60 (prop ACFT: below 2500').

Generally the flight must be performed so as to reach 3300' as fast as possible. Pilots of jet engined ACFT must follow these initial climb procedures:

- maintain a speed of V  $_2$  + 10 KT, or as performance permits, up to 3000' with flaps at take-off setting,
- maintain take-off power to 1500', then maximum climb power up to 3000',
- at 3000' return to normal climb power, flap retraction schedules to enroute climb.

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MJEPPESEN. PARIS, FRANCE LFPO/ORY 28 SEP 07 (10-1R) RADAR MINIMUM ALTITUDES ORLY \* ORLY Approach Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 4000' The published minimum altitudes integrate a correction for 123.87 124.45 291' low temperatures 60NM - BEAUVAIS BVS VOR 49-30 BOURSONNE-BSN VOR DME CRL VORTAC PONTOISE-(O) Creil PON VOR 30NM Paris Pontoise (Charles-de-Gaulle)  $\odot$ COULOMMIERS 49-00 BT VOR DME CLM VOR DME Le Bourget) TSU VOR Villa-LF(P)-FONTENAY AUX ROSES coublay 3000 - VILLACOUBLAY-Toussus Le-Noble-HOL NDB 2000 RADAR (Orly) LF(P)-NOGENT SUR SEINE 0 3000 2000 BRUYERES 48-30 RAMBOUILLET-2100 RBT VOR DME MLN VOR DME EPR VOR DME 48-00 3300 LF(P)-SAINT LAURENT LF(P) DAMPIERRE CHARLES-DE-GAULLE-LE BOURGET ORI Y-CHARLES-DE-GAULLE-CGZ NDB **BGW NDB** OYE NDB CGN VOR DME CHARLES-DE-GAULLE CHARLES-DE-GAULLE-0 47-30 OL VOR DME PGS VOR DME RSO NDB CHARLES-DE-GAULLE CHARLES-DE-GAULLE-BELLEVILLE RSY NDB CGO NDB ORW NDB SUR LOIRE

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LFPO/ORY ORLY

PARIS, FRANCE

# 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.

PARIS, FRANCE **MALEPPESEN** LFPO/ORY (10-2A)ORLY 27 JAN 06 RNAV STAR Alt Set: hPa 131.35 (French 126.5) Trans level: By ATC Trans alt: 4000' EPINAL 6E (EPL 6E), EPINAL 6H (EPL 6H) ROLAMPONT 6E (RLP 6E), ROLAMPONT 6H (RLP 6H) RWYS 02, 06, 08 RNAV ARRIVALS EPINAL 6P (EPL 6P), ROLAMPONT 6P (RLP 6P) RWYS 20, 24, 26 RNAV ARRIVALS EPINAL 6W (EPL 6W), ROLAMPONT 6W (RLP 6W) RWYS 24, 26 RNAV ARRIVALS FROM EAST TO MOLEK FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 10-2J **LUVAL** N48 17.6 E005 09.2 From lower airspace From MOLEK. F180 x 280 KT MOLEK At FL120 FL100 250 KT

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PARIS, FRANCE #JEPPESEN LFPO/ORY (10-2B)RNAV STAR ORLY 27 JAN 06 Apt Elev Alt Set: hPa 131.35 (French 126.5) Trans level: By ATC Trans alt: 4000 DIJON 6E (DJL 6E), DIJON 6H (DJL 6H) KUTAN 6E [KUTA6E], KUTAN 6H [KUTA6H] RWYS 02, 06, 08 RNAV ARRIVALS DIJON 6P (DJL 6P), KUTAN 6P [KUTA6P] RWYS 20, 24, 26 RNAV ARRIVALS DIJON 6W (DJL 6W), KUTAN 6W [KUTA6W] RWYS 24, 26 RNAV ARRIVALS FROM EASTSOUTHEAST TO MOLEK FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 10-2J TROYES—116.0 TRO N48 15.1 E003 57. 1 E004 01.9 upper airspace. From lower airspace FL60/140, inbound 316° MLN R-136/TRO R-225 - OKRIX DJL - ALARO - TUNOR OKRIX - MOLEK. **OKRIX** 58.0 E003 34.1 FL180 × 280 KT Props At **FL120** - GORET

CHANGES: Tracks/radials updated

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PARIS, FRANCE MJEPPESEN. 27 JAN 06 (10-2C) RNAV STAR

Apt Elev Alt Set: hPa 131.35 (French 126.5) Trans level: By ATC Trans alt: 4000

**2**00,

CHANGES: Tracks/radials updated.

LFPO/ORY

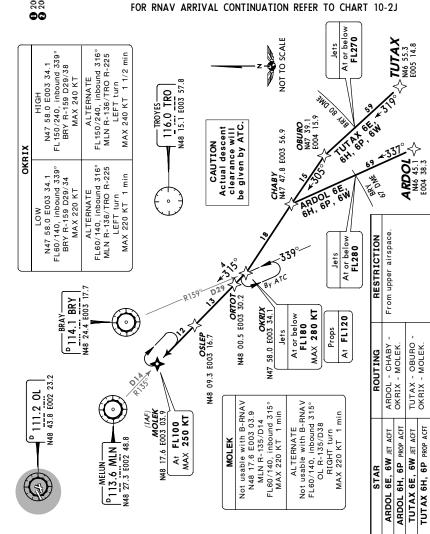
ORLY

ARDOL 6E [ARDO6E], ARDOL 6H [ARDO6H] TUTAX 6E [TUTA6E], TUTAX 6H [TUTA6H] RWYS 02, 06, 08 RNAV ARRIVALS

ARDOL 6P [ARDO6P], TUTAX 6P [TUTA6P] RWYS 20, 24, 26 RNAV ARRIVALS

ARDOL 6W [ARDO6W], TUTAX 6W [TUTA6W] RWYS 24, 26 RNAV ARRIVALS

FROM SOUTHEAST TO MOLEK



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2200, \$

MSA OL VOR

MSA 2200' all

2000'

′/<sub>8</sub>.0

2000

PARIS, FRANCE **MJEPPESEN** LFPO/ORY 23 FEB 07 (10-2D) RNAV STAR ORLY

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

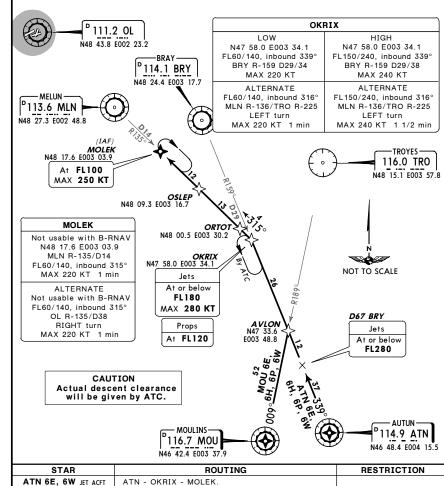
AUTUN 6E (ATN 6E), AUTUN 6H (ATN 6H) MOULINS 6E (MOU 6E), MOULINS 6H (MOU 6H) RWYS 02, 06, 08 RNAV ARRIVALS

AUTUN 6P (ATN 6P), MOULINS 6P (MOU 6P) RWYS 20, 24, 26 RNAV ARRIVALS

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

AUTUN 6W (ATN 6W), MOULINS 6W (MOU 6W) RWYS 24, 26 RNAV ARRIVALS

FROM SOUTH TO MOLEK FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 10-2J



MOU - AVLON - OKRIX - MOLEK

ATN 6H, 6P PROP ACFT MOU 6E, 6W JET ACFT

MOU 6H, 6P PROP ACFT

From lower airspace

**AMB 4E, 4W** 

NIMER 4E. 4W

CHANGES: CDN VORTAC replaced by CAD VOR DME.

AMB - CAD - ODRAN.

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 M JEPPESEN PARIS, FRANCE LFPO/ORY 23 FEB 07 (10-2E) RNAV STAR ORLY Apt Elev Alt Set: hPa 2200' 🕏 291' 131.35 (French 126.5) Trans level: By ATC Trans alt: 4000 110.0 ₹ 2000 AMBOISE 4E (AMB 4E), NIMER 4E [NIME4E] RWYS 02, 06, 08 RNAV ARRIVALS AMBOISE 4W (AMB 4W), NIMER 4W [NIME4W] MSA OL VOR RWYS 20, 24, 26 RNAV ARRIVALS MSA 2200' all sectors if DME FROM SOUTH TO ODRAN 1 2000' within 7 NM FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 10-2J 2000' within 11 NM **CHATEAUDUN** 108.25 TSU LOW HIGH N48 45.2 E002 06. N48 03.5 E001 23.2 N48 03.5 E001 23.2 FL70/140, inbound 021° FL150/240, inbound 021 MAX 220 KT MAX 240 KT 1 1/2 min ALTERNATE ALTERNATE FL70/140, inbound 021° FL150/240, inbound 021° AMB R-021/PTV R-263 AMB R-021/PTV R-263 RIGHT turn RIGHT turn MAX 220 KT MAX 240 KT 1 1/2 min © RAMBOUILLET - CHARTRES 111.2 OL 114.7 RBT 115.2 CHW N48 43.8 E002 23.2 N48 39.2 E001 59.7 N48 28.8 E000 59.2 **ODRAŃ** N48 16.9 E001 36.8 **MAX 250 KT** AMB 4E, NIMER 4E At FL90 AMB 4W, NIMER 4W CHATEAUDUN-At FL110 115.95 CAD N48 03.5 E001 23.2 NOT TO SCALE At FL130 - PITHĪVIERS-116.5 PTV **SOMED** N47 26.2 E000 56.5 N48 09.3 E002 15.9 MAX 280 KT NIMER 4E ODRAN At FL220 Not usable with RNAV N48 16.9 E001 36.8 NIMER 4W - AMBOISE -FL60/140, inbound 0359 At FL240 113.7 AMB RBT R-215/D27 **DIBES** N47 30.5 MAX 220 KT N47 25.7 E001 03.9 **NIMER** N47 28.4 E000 21.4 ALTERNATE MAX 280 KT Not usable with RNAV FL60/140, inbound 035° AMB 4E TSU R-215/CHW R-116 At FL220 RIGHT turn, MAX 220 KT AMB 4W At FL240 CAUTION **AMBOISE** Actual descent clearance will LOW N47 25.7 E001 03.9 HIGH N47 25.7 E001 03.9 be given by ATC. FL200/240, inbound 014° FL240/280, inbound 014° MAX 240 KT 1 1/2 min MAX 265 KT 1 1/2 min STAR ROUTING RESTRICTION

> NIMER - SOMED - DIBES - CAD - ODRAN. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

From upper airspace

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M JEPPESEN PARIS, FRANCE LFPO/ORY 23 FEB 07 (10-2F) RNAV STAR ORLY Apt Elev Alt Set: hPa 2200' & 291' 131.35 (French 126.5) Trans level: By ATC Trans alt: 4000 '/<sub>8</sub>.**0** 20001 BOBSA 4E [BOBS4E], LUMAN 4E [LUMA4E] 2000

RWYS 02, 06, 08 RNAV ARRIVALS BOBSA 4W [BOBS4W], LUMAN 4W [LUMA4W]

RWYS 20, 24, 26 RNAV ARRIVALS

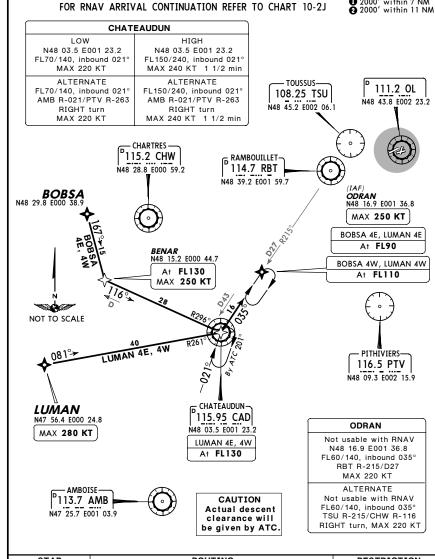
FROM WEST TO ODRAN

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

MSA

OL VOR

MSA 2200' all



STAR ROUTING RESTRICTION BOBSA 4E, 4W BOBSA - BENAR - CAD - ODRAN From lower airspace LUMAN 4E, 4W | LUMAN - CAD - ODRAN

CHANGES: CDN VORTAC replaced by CAD VOR DME.

JeppView 3.5.2.0 PARIS, FRANCE M JEPPESEN LFPO/ORY 23 FEB 07 (10-2G) RNAV STAR ORLY \*ATIS Apt Elev Alt Set: hPa 2200' Š 131.35 (French 126.5) 291' Trans level: By ATC Trans alt: 4000' 770.0 2000 MATIX 4E [MATI4E], MOPIL 4E [MOPI4E] 2000 RWYS 02, 06, 08 RNAV ARRIVALS 3 Q MATIX 4W [MATI4W], MOPIL 4W [MOPI4W] MSA OL VOR RWYS 20, 24, 26 RNAV ARRIVALS M\$A 2200' all sectors if DME FROM NORTH TO SOLBA & VELER not available 1 2000' within 7 NM FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 2000' within 11 NM 10-2K (RWYS 02, 06, 08) & CHART 10-2L (RWYS 24, 26) **MOPIL** N50 08.9 E004 06.5 **3** RWYS 02, 06, 08: Useable as IAF by APP at FL90 if LFPG configuration WEST. At FL260 If holding is planned proceed to IAF VELER. 4 RWYS 20, 24, 26: Useable as IAF only if holding is planned. Only by DE GAULLE APP: LFPG configuration WEST (RWYS 02, 06, 08) **MATIX** ^ LFPG configuration EAST (RWYS 24, 26) E003 54.9 VELER **KENAP** N49 57.5 E004 05.6 Not usable with RNAV N49 15.0 E003 22.1 ¥¥X FL60/130, inbound 255 BSN R-075 D13/18 MAX 220 KT (IAF & CRP ELVES N49 47.8 E003 57.9 ALTERNATE RWYS 20, 24, 26) Not usable with RNAV **SOLBA** N49 17.3 E003 34.2 FL60/130, inbound 255° BSN R-075/CTL R-311 MAX 250 KT RIGHT turn MAX 220 KT 1 min MATIX 4E, MOPIL 4E VAKER . N49 35.8 E004 04.0 N49 35.0 E004 00.0 At FL110 (IAF RWYS 02, 06, 08) **VELER** MATIX 4W, MOPIL 4W At FL90 N49 15.0 E003 22 **SOTUS** N49 22.8 E004 03.0 MATIX 4E, MOPIL 4E At FL110 N49 22.6 E004 02.1 BOURSONNE GIMER N49 21.9 E003 58.4 ′114.85 BSN≢ At FL140 N49 11.3 E003 03.4 CAUTION — CHATĪLLON-Actual descent clearance will be given by ATC. 117.6 CTL N49 08.3 E003 34.7 NOT TO SCALE 111.2 OL N48 43.8 E002 23.2

STAR	ROUTING	RESTRICTION
MATIX 4E	MATIX - GITAN - GIMER - SOLBA - VELER.	From lower airspace.
MATIX 4W	MATIX - GITAN - GIMER - SOLBA.	
MOPIL 4E	MOPIL - SOTUS - GIMER - SOLBA - VELER.	From upper airspace.
MOPIL 4W	MOPIL - SOTUS - GIMER - SOLBA.	

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131.35 (French 126.5)

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PARIS, FRANCE **X**JEPPESEN LFPO/ORY 27 JAN 06 (10-2H) RNAV STAR ORLY Apt Elev Alt Set: hPa

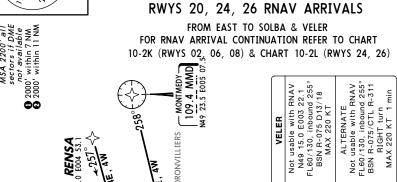


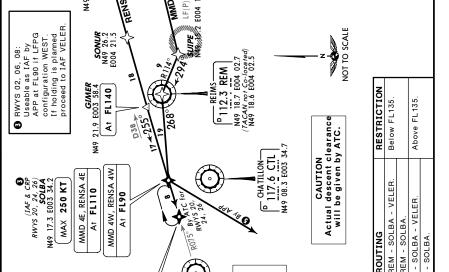
291'

MONTMEDY 4E (MMD 4E), RENSA 4E [RENS4E] RWYS 02, 06, 08 RNAV ARRIVALS

Trans level: By ATC Trans alt: 4000

MONTMEDY 4W (MMD 4W), RENSA 4W [RENS4W]





O ... V5 02, 06, 08)

VELER

N49 15.0 E003 22.1

MMD 4E, RENSA 4E

A† FL110 only by DE GAULLE APP: LFPG configuration WEST (RWYS 02, 06, 08), LFPG configuration EAST (RWYS 24, 26). BOURSONNE— 114.85 BSN 11.3 E003 03.4 0

111.2 OL 3 43.8 E002 2

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PARIS, FRANCE RNAV (GNSS-**MJEPPESEN** LFPO/ORY ORLY DME/DME-VOR/DME OL) 27 JAN 06 10-2J RNAV ARRIVAL \*ORLY Approach Apt Elev 131.35 Trans level: By ATC Trans alt: 4000' 118.85 124.45 291' (French 126.5) RWYS 02, 06, 08, 24, 26 RNAV ARRIVAL PROCEDURES FROM MOLEK & ODRAN . **PO6 10** N48 35.3 E002 A† FL100 00 900 54' 58 ÷900 111.2 OL 43.8 E002 2 146° D18.1 ≥81 <del>1.90></del> PO615 4.7 E002 22.4 At FL110 247.9.747° Recommended descent gradient on initial approach 5.5%. **VASOL** E001 52.9 N48 32.7 Rwys 24, 26 At **FL110** ھ CHW 0

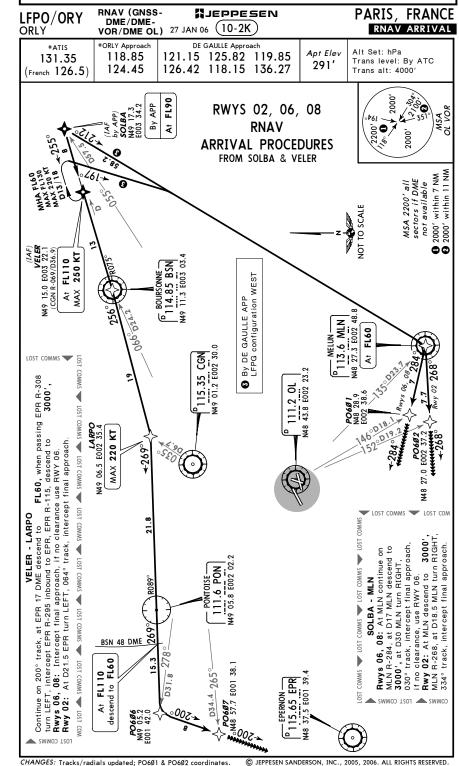
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CHANGES: Tracks/radials updated; PO601 & PO602 coordinates.

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 RNAV (GNSS-PARIS, FRANCE **MJEPPESEN** LFPO/ORY DME/DME-VOR/DME OL) 27 JAN 06 (10-2L) RNAV ARRIVAL ORLY DE GAULLE Approach \*ORLY Approach \*ATIS Alt Set: hPa Apt Elev 118.85 121.15 125.82 119.85 131.35 Trans level: By ATC 291' 124.45 126.42 118.15 136.27 (French 126.5)Trans alt: 4000' 2200' 🕏 ′፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞፞**ሇ** RWYS 24, 26 RNAV ARRIVAL PROCEDURES 2000 FROM SOLBA & VELER 2000' MSA OL VOR M\$A 2200' all COMMS LOST COMMS LOST COMMS LOST COMMS sectors if DME Continue on CLM R-040 inbound to CLM, CLM not available R-220 to D2.4 CLM, turn RIGHT, 276° track, des-■ 2000' within 7 NM cend to 3000', intercept final approach, if no 2 2000' within 11 NM clearance use RWY 26. Continue on MLN R-032 inbound to D24.7 MLN. turn RIGHT, 276° track, descend to 3000', intercept final approach, if no clearance use RWY 26. (IAF by APP) TO21 COWW2 TO21 COWW2 TO21 COWW2 TO21 COWW2 **SOLBA** N49 17.3 E003 34.2 By APP At FL90 **VELER**N49 15.0 E003 22.1 BOURSONNE-114.85 BSN N49 11.3 E003 03.4 **PO612** N49 05.7 E003 19.6 N49 04.5 E003 22.3 By DE GAULLE APP LFPG configuration EAST 111.2 OL N48 43.8 E002 23.2 COULOMMIERS-112.9 CLM N48 50.7 E003 00.8 NOT TO SCALE 113.6 MLN 48 27.3 E002 48.8

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LFPO/ORY
ORLY
16 MAR 07 (10-3)

PARIS, FRANCE

# DEPARTURE INSTRUCTIONS

#### 1. RNAV DEPARTURES

#### 1.1. Protection

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

#### 1.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:  $\frac{1}{2} \left( \frac{1}{2} \right) = \frac{1}{2} \left( \frac{1}{2} \right) \left( \frac{1}{2} \right)$ 

VOR/DME, DME or GNSS.

ATC provides "surveillance, assistance and guidance" radar functions.

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

### Non RNAV equipped aircraft below FL115

Specify FPL item 15:

CHANGES: None.

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

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

- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-085 to proceed NIPOR or radar guidance to CLM R-096 to proceed BAXIR.
- to south sector: SID PTV, MONOT or DORDI.
- to west sector: SID EVX or LGL.

PARIS, FRANCE # JEPPESEN LFPO/ORY 16 MAR 07 (10-3A) RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4) ′⁄&• **0** ATREX, NURMO, OPALE 2000 RWYS 20, 24, 26 RNAV DEPARTURES 2000' RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN) 5 Q LETTER P & Q ASSIGNED SIDS TO NORTH MSA OL VOR JETS & PROPS ABOVE FL115 MSA 2200' all SEETER MAX 250 KT BELOW FL100 sectors if DME OPALE  $\diamondsuit$ UNLESS OTHERWISE INSTRUCTED BY APP not available N49 54.0 E001 53.1 1 2000' within 7 NM NURMO 2 2000' within 11 NM (CGN R-337/ N49 49.6 E002 45.3 D58.1) (CGN R-013/D49.4) SID DESIGNATION Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle. — BEAUVAIS — 115.9 BVS MONTDIDIER -N49 26.2 E002 09.2 (CGN R-333/D28.5) 113.65 MTD 115.35 CGN N49 33.2 E002 29.4 N49 01.2 E002 30.0 (CGN R-360/D32) PO262 TOUSSUS -N49 14.0 E002 01.6 108.25 TSU (CGN R-306/D22.6) N48 45.2 E002 06.1 111.2 OL N48 43.8 E002 23.2 PO26Ø N48 46.1 E001 44.4 **D7 OL** OL R-247) (OL R-276/ D25.8) NOT TO SCALE D8.6 OL **PO245** N48 40.0 E002 11.5 700 PO248 D7.2 OL N48 38.0 E002 05.4 N48 38.8 E002 15.4 These SIDs require a minimum At or above climb gradient of 3000 334' per NM (5.5%) up to FL150. PO2Ø4 75 100 150 200 250 300 418 557 835 1114 1392 1671 If unable to comply advise ORLY Tower on first contact. Initial climb clearance **FL70.** further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-130). INITIAL CLIMB 20 Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL RNAV: PO202 RNAV: PO245. 24 Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D8.6 OL 26 Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8.6 OL RNAV: PO245. ROUTING ATREX 1P [ATREIP] PO245 - PO248 - PO260 - PO262 - BVS - ATREX ATREX 1Q [ATRE 1Q] PO202 (3000+) - PO204 - PO260 - PO262 - BVS - ATREX. NURMO 1P [NURM1P] PO245 - PO248 - PO260 - PO262 - MTD - NURMO NURMO 1Q [NURM1Q] PO202 (3000+) - PO204 - PO260 - PO262 - MTD - NURMO OPALE 1P [OPAL IP] PO245 - PO248 - PO260 - PO262 - BVS - OPALE. OPALE 1Q [OPALIQ] PO202 (3000+) - PO204 - PO260 - PO262 - BVS - OPALE For flights to destinations specified via airway UT 225 1 /UN 874 1 /UT 425 1.

CHANGES: AMOGA RNAV SIDs replaced by ATREX RNAV SIDs.

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PARIS, FRANCE M JEPPESEN LFPO/ORY 16 MAR 07 (10-3B) RNAV SID ORLY Trans level: By ATC Trans alt: 4000 2200' & 291' SIDs are also minimum noise routings (refer to 10-4) ′⁄&. 0 . **NURMO** OPALE\_ ATREX **√** 2000′ N49 54.0 E001 53.1 (CGN R-337/D58.1) **E002 45.3** E002 22.1 2000 (CGN R-013/ D49.4) (CGN R-355/ ĕ**0** ATREX, NURMO, OPALE MSA RWYS 20, 24, 26 OL VOR MSA 2200' all RNAV DEPARTURES sectors if DME RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN) not available LETTER \$ & T ASSIGNED SIDS TO NORTH 1 2000' within 7 NM 2 2000' within 11 NM JETS & PROPS ABOVE FL115 MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY APP SID DESIGNATION Letter S (Rwys 24, 26) & letter T (Rwy 20) N49 08.2 E002 56.3 assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle. - TOUSSUS-115.35 CGN 108.25 TSU N49 01.2 E002 30.0 N48 45.2 E002 06.1 E003 09.2 111.2 OL N48 43.8 E002 23.2 PO243 N48 40.9 E002 13.6 (OL R-247) NOT TO SCALE 700 6 D7.2 OL PO2Ø2 N48 38.8 E002 15.4 WARNING: N48 39.0 E003 04.1 At or above Arriving traffic (OL R-101/D27.6) 3000' at FL110. PO3ØØ N48 29.6 E002 22.1 (OL R-184/D14.2) At or below FL100 085°<del>></del> 19.4 or by ATC N48 31.4 E002 51.0 (OL R-125/D22.2) These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150. 75 100 150 200 250 300 Gnd speed-KT If unable to comply advise ORLY Tower on first 334' per NM 418 557 835 1114 1392 1671 Initial climb clearance FL70, further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-130). INITIAL CLIMB Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL RNAV: PO202 Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL RNAV: PO243 Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL RNAV: PO243. ROUTING ATREX 1S [ATRE15] PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX. PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 -ATREX 1T [ATREIT] ATREX. NURMO 1S [NURM 15] PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO. NURMO 1T INURMITI PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 -OPALE 1S [OPALIS] 6 PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 -OPALE 1T [OPALIT] (3 OPALE

For flights to destinations specified via airways CHANGES: AMOGA RNAV SIDs replaced by ATREX RNAV SIDs.

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PARIS, FRANCE # JEPPESEN LFPO/ORY (10-3C)16 MAR 07 RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4) ′⁄‰ **① 2000** € **ATREX** N49 47.1 E002 22.1 (CGN R-355/D46.3) **NURMO** N49 49.6 E002 45.3 (CGN R-013/D49.4) OPALE\_ MSA 2200' all 2000' N49 54.0 sectors if DME 35 Q E001 53.1 not available (CGN R-337 1 2000' within 7 NM MSA /D58.1) 2 2000' within 11 NM OL VOR ATREX, NURMO, OPALE RWYS 02, 06, 08 RNAV DEPARTURES RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN) LETTER V ASSIGNED SIDS TO NORTH - BEAUVAIS -115.9 BVS JETS & PROPS ABOVE FL115 N49 26.2 E002 09.2 Marian Max 250 KT BELOW FL100 (CGN R-333/D28.5) UNLESS OTHERWISE INSTRUCTED BY APP MONTDIDIER -113.65 MTD 115.35 CGN **POØ9Ø** N49 08.2 E002 05.5 (CGN R-295/D17.6) N49 33.2 E002 29.4 N49 01.2 E002 30.0 (CGN R-360/D32) 108.8 BT TOUSSUS -N48 58.5 E002 27.3 108.25 TSU D2.5 OL N48 45.2 E002 06. At or below 2000' **D6.5 OL** N48 45.2 E002 32.8 **POØ88** N48 44.9 F002 00 8 -275° D14.9 D6.5 OL N48 44.6 E002 32.9 111.2 OL N48 43.8 E002 23.2 247 CLM == NOT TO SCALE SID DESIGNATION Letter **V** assigned when These SIDs require a minimum climb gradient easterly take-offs/landings **POØ86** N48 38.9 E002 20.3 (same direction) in use at of 334' per NM (5.5%) up to FL150. Charles-de-Gaulle Gnd speed-KT 75 100 150 200 250 300 If unable to comply advise ORLY Tower on first 334' per NM 418 557 835 1114 1392 1671 contact. Initial climb clearance JET: FL130/PROP: FL120, further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167). RWY INITIAL CLIMB Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086 Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086. 80 Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086 SID ROUTING ATREX 1V [ATRE IV] PO086 - PO088 - PO090 - MTD - ATREX NURMO 1V [NURM1V] PO086 - PO088 - PO090 - MTD - NURMO OPALE 1V [OPALIV] PO086 - PO088 - PO090 - BVS - OPALE For flights to destinations specified via airways UT 225 6 /UN 874 6 /UT 425 6 . © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

CHANGES: AMOGA RNAV SID replaced by ATREX RNAV SID.

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PARIS, FRANCE M JEPPESEN LFPO/ORY (10-3D)RNAV SID 16 MAR 07 ORLY Apt Elev Trans level: By ATC Trans alt: 4000 2200' & 291' SIDs are also minimum noise routings (refer to 10-4) ′⁄&. **0** . **√** 2000′ **NURMO** ATREX N49 49.6 E002 45.3 (CGN R-013/D49.4) **OPALE** N49 47.1 E002 22.1 (CGN R-355/D46.3) MSA 2200' all 2000 N49 54.0 sectors if DME 5 **0** E001 53.1 not available (CGN R-337 1 2000' within 7 NM MSA /D58.1)2 2000' within 11 NM OL VOR ATREX, NURMO, OPALE RWYS 02, 06, 08 RNAV DEPARTURES RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN LETTER X ASSIGNED SIDS TO NORTH BEAUVAIS -115.9 BVS JETS & PROPS ABOVE FL115 N49 26.2 E002 09.2 Material MAX 250 KT BELOW FL100 (CGN R-333/D28.5) UNLESS OTHERWISE INSTRUCTED BY APP MONTDIDIER -**PO262** N49 14.0 E002 01.6 113.65 MTD 115.35 CGN N49 33.2 E002 29.4 N49 01.2 E002 30.0 (CGN R-306/ (CGN R-360/D32) D22.6) 108.8 BT TOUSSUS— N48 58.5 E002 27.3 108.25 TSU D2.5 OL N48 45.2 E002 06.1 At or below POØ92 2000' **D6.5 OL** N48 45.2 E002 32.8 (OL R-078) N48 50.0 E001 46.8 **D6.5 OL** N48 44.6 E002 32.9 111.2 OL N48 43.8 E002 23.2 CLM == NOT TO SCALE SID DESIGNATION Letter X assigned when westerly take-offs/landings hese SIDs require a minimum climb gradient (reverse direction) in use at POØ86 N48 38.9 E002 20.3 Charles-de-Gaulle. 334' per NM (5.5%) up to FL150. Gnd speed-KT 75 100 | 150 | 200 | 250 | 300 If unable to comply advise ORLY Tower on first 334' per NM 418 557 835 1114 1392 1671 contact Initial climb clearance JET: FL70/PROP: FL60, further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167). RWY INITIAL CLIMB Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086. Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086. Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086. SID ROUTING ATREX 1X [ATREIX] PO086 - PO092 - PO262 - BVS - ATREX NURMO 1X [NURM1X] PO086 - PO092 - PO262 - MTD - NURMO OPALE 1X [OPALIX] PO086 - PO092 - PO262 - BVS - OPALE For flights to destinations specified via airways UT 225 6 /UN 874 6 /UT 425 6

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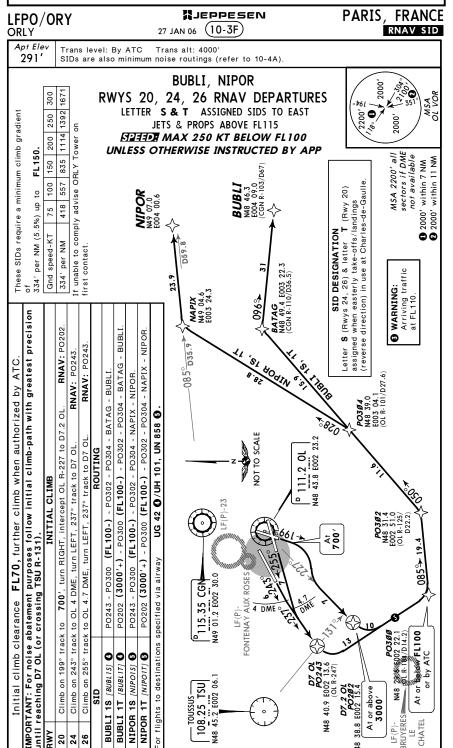
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PARIS, FRANCE **MJEPPESEN** LFPO/ORY ORLY (10-3E)16 MAR 07 RNAV SID Apt Elev Trans level: By ATC Trans alt: 4000' 291' SIDs are also minimum noise routings (refer to 10-4). BUBLI, NIPOR RWYS 20, 24, 26 RNAV DEPARTURES RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN) These SIDs require a minimum climb gradient LETTER P & Q ASSIGNED SIDS TO EAST JETS & PROPS ABOVE FL115 SEEDE MAX 250 KT BELOW FL100 MSA 2200' all sector if DME not available © 2000' within 7 NM © 2000' within 11 NM UNLESS OTHERWISE INSTRUCTED BY APP (Rwy 20) **NAPIX** N49 04.6 E003 24.3 **BATAG** N48 49.4 E003 Initial climb clearance FL70, further climb when authorized by ATC. MPORTANT: For noise abatement purposes follow initial climb-path with greatest precision intil reaching D7 OL (or crossing TSU R-130). P115.35 CGN At or below **FL100** or by ATC 108.25 TSU 48 45.2 E002 06.1 At or above 3000′

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PARIS, FRANCE **MJEPPESEN** LFPO/ORY ORLY (10-3G)RNAV SID 27 JAN 06 Apt Elev Trans level: By ATC Trans alt: 4000' 291' SIDs are also minimum noise routings (refer to 10-4A) BUBLI, NIPOR RWYS 02, 06, 08 RNAV DEPARTURES LETTER V ASSIGNED SIDS TO EAST JETS & PROPS ABOVE FL115 MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY APP 2000, **NAPIX** N49 04.6 E003 24.3 NOT TO Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL RNAV: PO061 - PO083. BUBLI 1V: Initial climb clearance JET: FL80/PROP: FL80, NIPOR 1V: Initial climb clearance JET: FL80/PROP: FL70, further climb when authorized by ATC.

RTANT: For noise abatement purposes follow initial climb-path with lest precision until reaching D6.5 OL (or crossing BT R-168). UG 42 Ø/UH 101, UN 858 Ø OL 2.5 DME, turn RIGHT, intercept OL At or below 2000' 108.8 BT | 3 58.5 E002 27.3 90

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PARIS, FRANCE #JEPPESEN LFPO/ORY (10-3H) RNAV SID 14 APR 06 ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 291' SIDs are also minimum noise routings (refer to 10-4A) BUBLI, NIPOR RWYS 02, 06, 08 RNAV DEPARTURES LETTER X ASSIGNED SIDS TO EAST JETS & PROPS ABOVE FL115 SPEEDE MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY APP **BATAG** N48 49.4 E003 22.3 (CGN R-110/D36.5) 00 **NAPIX** N49 04.6 E003 24.3 NOT TO SCALE SID DESIGNATION
( assigned when westerly
s/landings (reverse direction)
t Charles-de-Gaulle. D6.5 OL. Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 RNAV: PO061 - PO083. OL 2.5 DME, turn RIGHT, intercept OL At or below 2000' Climb on 019° track to OL 2 DME, RNAV: PO061 - PO083. 108.8 BT 90

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 E003 02.9 418 557 835 1114 1392 1671 If unable to comply advise ORLY Tower on first contact Initial climb clearance FL70, further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). RWY INITIAL CLIMB 20 Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL RNAV: PO202. Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL 24 RNAV: PO243. Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243. OKASI 1P [OKASIP] O PO243 - PO300 (FL100-) - ODEBU - OKASI OKASI 1Q [OKASIQ] O PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI. PILUL 1P (PILUIP) 6 | PO243 - PO300 (FL100-) - PEKIM - PILUL PILUL 1Q [PILUIQ] [ PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL UL 612 () /UM 975 () -For flights to destinations specified via airway

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PARIS, FRANCE 1 JEPPESEN LFPO/ORY 14 APR 06 (10-3K) RNAV SID ORLY Trans level: By ATC Trans alt: 4000' 2200' \$ 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&. 0 . **√** 2000′ OKASI, PILUL 2000 RWYS 20, 24, 26 RNAV DEPARTURES LETTER S&T ASSIGNED SIDS TO SOUTHEAST MSAJETS & PROPS ABOVE FL195 OL VOR MSA 2200' all sectors if DME SPEED RESTRICTION not available – Toussus – MAX 250 KT below FL100. 108.25 TSU 1 2000' within 7 NM MAX 300 KT at or above FL100 2 2000' within 11 NM N48 45.2 E002 06.1 until released by ACC. 111.2 OL N48 43.8 E002 23.2 D7 OL **PO243** N48 40.9 E002 13.6 700 NOT TO SCALE D7.2 OL PO2Ø2 N48 38.8 E002 15.4 At or above SID DESIGNATION 3000' Letter **S** (Rwys 24, 26) & letter **T** (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle. **PO3ØØ** N48 29.6 E002 22.1 (OL R-184/D14.2) WARNING: Arriving traffic At or below FL100 at FL110. or by ATC ODEBU > N48 16.9 E002 37.6 (OL R-161/D28.6) These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150. OKASI N48 05.0 E002 46.7 **PILUL** N48 05.0 Gnd speed-KT 75 100 150 200 250 300 334' per NM 418 557 835 1114 1392 1671 E003 02.9 (OL R-146/ D47) If unable to comply advise ORLY Tower on first contact Initial climb clearance FL70, further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). INITIAL CLIMB Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL RNAV: PO202 Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL RNAV: PO243. Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL **RNAV:** PO243. OKASI 18 [OKASIS] 4 PO243 - PO300 (FL100-) - ODEBU - OKASI OKASI 1T [OKASIT] PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI PILUL 18 [PILUIS] 9 PO243 - PO300 (FL100-) - PEKIM - PILUL PILUL 1T [PILUIT] PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.

For flights to destinations specified via airway

UL 612 () /UM 975 () .

PARIS, FRANCE # JEPPESEN LFPO/ORY 14 APR 06 (10-3L) RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&∘ **①** 2000 OKASI, PILUL 2000' RWYS 02, 06, 08 RNAV DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTHEAST MSA JETS & PROPS ABOVE FL195 OL VOR MSA 2200' all sectors if DME not available 108.8 BT 1 2000' within 7 NM TOUSSUS – N48 58.5 E002 27.3 2000' within 11 NM 108.25 TSU N48 45.2 E002 06.1 D2.5 OL At or below 2000' D6.5 OL POØ61 168 N48 45.2 E002 32.8 **⊢** ∘ POØ82 N48 44.6 POØ85 N48 38.5 E002 37.7 (OL R-120/D11) 111.2 OL N48 43.8 E002 23.2 SPEED RESTRICTION MAX 250 KT below FL100. OBAMO. MAX 300 KT at or above FL100 N48 27.6 until released by ACC. E002 29.3 NOT TO SCALE SID DESIGNATION Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle. **PEKIM** N48 16.6 E002 49.5 Letter X assigned when westerly take-offs/landings (reverse direc-ODEBU tion) in use at Charles-de-Gaulle. N48 16.9 E002 37.6 These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 334' per NM 418 557 835 1114 1392 1671 **OKASI** N48 05.0 E002 46.7 N48 05.0 If unable to comply advise ORLY Tower on E003 02.9 first contact (OL R-146/D47) Initial climb clearance JET: FL130/ PROP: FL110, further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168)

Cision diffit reaching bo.3 OE (or crossing b) N-100).					
RWY		INITIAL CLIMB			
02	Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: P0061 - P0085.				
06	Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: P0061 - P0085.				
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO085.				
	SID	ROUTING			
OKASI 1V [OKASIV], OKASI 1X [OKASIX]		PO085 - OBAMO - ODEBU - OKASI.			
PILUL 1V [PILUIV], PILUL 1X [PILUIX]		PO085 - OBAMO - PEKIM - PILUL.			

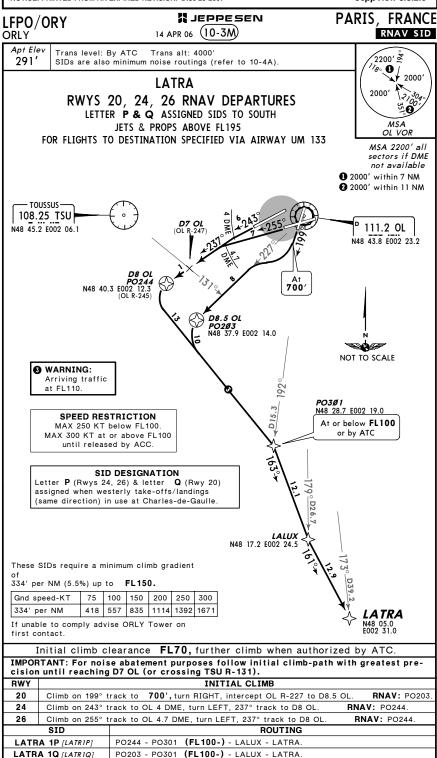
CHANGES: Speed restriction.

For flights to destinations specified via airway

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UL 612 3 /UM 975 3 .

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CHANGES: Speed restriction.

M JEPPESEN PARIS, FRANCE LFPO/ORY 14 APR 06 (10-3N) RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&∘ **① 2000** € LATRA 2000' RWYS 20, 24, 26 RNAV DEPARTURES LETTER S&T ASSIGNED SIDS TO SOUTH MSA JETS & PROPS ABOVE FL195 OL VOR FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM 133 MSA 2200' all sectors if DME not available 1 2000' within 7 NM 2000' within 11 NM - TOUSSUS -108.25 TSU 111.2 OL N48 45.2 E002 06.1 N48 43.8 E002 23.2 **D8 OL PO244** N48 40.3 E002 12.3 (OL R-245) Αt 700 D8.5 OL **PO2Ø3** N48 37.9 E002 14.0 NOT TO SCALE WARNING: Arriving traffic at FL110. PO3Ø1 D15.3 N48 28.7 E002 19.0 SPEED RESTRICTION At or below FL100 MAX 250 KT below FL100. or by ATC MAX 300 KT at or above FL100 until released by ACC. SID DESIGNATION Letter **S** (Rwys 24, 26) & letter **T** (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle LALUX N48 17.2 E002 24.5 These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150. 75 100 150 200 250 300 Gnd speed-KT 418 | 557 | 835 | 1114 | 1392 | 1671 If unable to comply advise ORLY Tower on first contact Initial climb clearance FL70, further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest pre-

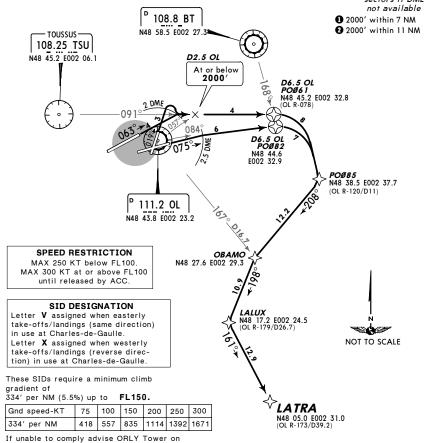
cision	cision until reaching D7 OL (or crossing TSU R-131).						
RWY		INITIAL CLIMB					
20	Climb on 199° t	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL. RNAV: PO203.					
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D8 OL. RNAV: PO244.						
26	Climb on 255° t	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8 OL. RNAV: PO244.					
SID		ROUTING					
LATR	A 1S [LATRIS]	PO244 - PO301 <b>(FL100-)</b> - LALUX - LATRA.					
LATR	A 1T [LATRIT]	PO203 - PO301 (FL100-) - LALUX - LATRA.					

CHANGES: Speed restriction.

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PARIS, FRANCE M JEPPESEN LFPO/ORY 14 APR 06 (10-3P) RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&. **0** . **√** 2000′ **LATRA** 2000 RWYS 02, 06, 08 RNAV DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTH MSA JETS & PROPS ABOVE FL195 OL VOR FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM 133 MSA 2200' all sectors if DME not available 108.8 BT 1 2000' within 7 NM



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

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest pre-

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: P0061 - P0085.
06	Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: P0061 - P0085.
80	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO085.

SID ROUTING LATRA 1V [LATRIV] , LATRA 1X [LATRIX] PO085 - OBAMO - LALUX - LATRA

CHANGES: Speed restriction.

first contact.

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M JEPPESEN PARIS, FRANCE LFPO/ORY 14 APR 06 (10-3Q) RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) 78° 🕕 2000′ AGOPA, ERIXU 2000' RWYS 20, 24, 26 RNAV DEPARTURES LETTER P & Q ASSIGNED SIDS TO SOUTHWEST MSA JETS & PROPS ABOVE FL195 OL VOR MSA 2200' all sectors if DME not available 1 2000' within 7 NM 2 2000' within 11 NM - TOUSSUS -111.2 OL 108.25 TSU N48 43.8 E002 23.2 N48 45.2 E002 06.1 (OL R-245) AGOPA 1P. ERIXU 1P D8.5 OL **PO2Ø3** N48 37.9 E002 14.0 **PO27Ø** N48 32.1 E002 03.5 WARNING: (OL R-229/D17.6 Arriving traffic N48 31.4 E002 03.9 at FL110. N48 28.9 4 NM after PO270/ E002 00.5 (OL R-226/D21.2) 3.2 NM after P272 NOT TO SCALE At or below At or below FL100 FL100 PHINE NETHER or by ATC or by ATC SPEED RESTRICTION MAX 250 KT below FL100. MAX 300 KT at or above FL100 N48 17.5 E002 12.6 until released by ACC. ADADA N48 17.7 E002 00.2 (OL R-196/D27.3) SID DESIGNATION Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle. These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150. Gnd speed-KT 75 100 150 200 250 300 418 557 835 1114 1392 1671 **AGOPA ERIXU** If unable to comply advise ORLY Tower on N48 05.0 E002 15.6 first contact Initial climb clearance FL70, further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). INITIAL CLIMB 20 Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL RNAV: PO203 Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D9 OL. 24 RNAV: PO246. Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D9 OL. RNAV: PO246. AGOPA 1P [AGOP1P] 4 PO246 - PO271 (FL100-) - ADADA - AGOPA AGOPA 1Q [AGOPIQ] ● PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA **ERIXU 1P** [*ERIX1P*]  **••** PO246 - PO270 - EDOXA - ERIXU. ERIXU 1Q [ERIX1Q] PO203 - PO272 - EDOXA - ERIXU. UL 167 ()/UN 860 () -For flights to destinations specified via airway

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PARIS, FRANCE M JEPPESEN LFPO/ORY 14 APR 06 (10-3S) RNAV SID ORLY Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&. **0** . 2000′ AGOPA, ERIXU 2000 RWYS 20, 24, 26 RNAV DEPARTURES LETTER S&T ASSIGNED SIDS TO SOUTHWEST MSAJETS & PROPS ABOVE FL195 OL VOR MSA 2200' all sectors if DME not available 1 2000' within 7 NM 2 2000' within 11 NM TOUSSUS -111.2 OL 108.25 TSU N48 43.8 E002 23.2 N48 45.2 E002 06.1 N48 39.8 E002 11.0 (OL R-245) AGOPA 1S. ERIXU 1S D8.5 OL PO2Ø3 N48 37.9 E002 14.0 **PO27Ø** N48 32.1 E002 03.5 WARNING: (OL R-229/D17.6) Arriving traffic at FL110. N48 31.4 E002 03.9 PO271 N48 28.9 E002 00.5 4 NM after PO270/ 3.2 NM after PO272 (OL R-226/D21.2 At or below At or below NOT TO SCALE FL100 FL100 or by ATC or by ATC SPEED RESTRICTION MAX 250 KT below FL100. **EDOXA** N48 17.5 E002 12.6 ADADA N48 17.7 E002 00.2 MAX 300 KT at or above FL100 (OL R-196/D27.3) until released by ACC. SID DESIGNATION Letter **S** (Rwys 24, 26) & letter **T** (Rwy 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle. These SIDs require a minimum climb gradient of 334' per NM (5.5%) up to FL150. Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 334' per NM 418 557 835 1114 1392 1671 **AGOPA ERIXU** If unable to comply advise ORLY Tower on N48 05.0 E002 15.6 first contact Initial climb clearance FL70, further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). INITIAL CLIMB Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL RNAV: PO203 Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D9 OL RNAV: PO246. Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D9 OL. RNAV: PO246. AGOPA 18 [AGOP15] 4 PO246 - PO271 (FL100-) - ADADA - AGOPA AGOPA 1T [AGOPIT] 4 PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA ERIXU 18 [ERIX15] 6 PO246 - PO270 - EDOXA - ERIXU.

UL 167 4 /UN 860 5 -

ERIXU 1T [ERIXIT] 6 PO203 - PO272 - EDOXA - ERIXU

For flights to destinations specified via airway

M JEPPESEN PARIS, FRANCE LFPO/ORY 14 APR 06 (10-3T) RNAV SID ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&∘ **① √** 2000′ AGOPA, ERIXU 2000' RWYS 02, 06, 08 RNAV DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTH MSA JETS & PROPS ABOVE FL195 OL VOR MSA 2200' all sectors if DME not available 108.8 BT 1 2000' within 7 NM TOUSSUS-2000' within 11 NM N48 58.5 E002 27.3 108.25 TSU D2.5 OL N48 45.2 E002 06.1 At or below 2000' D6.5 OL **POØ6 1** N48 45.2 E002 32.8 (OL R-078) D6.5 OL POØ82 N48 44.6 POØ85 N48 38.5 E002 37.7 (OL R-120/D11) 111.2 OL N48 43.8 E002 23.2 NOT TO SCALE SPEED RESTRICTION MAX 250 KT below FL100. MAX 300 KT at or above FL100 ABORO until released by ACC. N48 31.4 E002 24.9 SID DESIGNATION Letter V assigned when easterly take-offs/landings (same direction) **ADADA** N48 17.7 E002 00.2 in use at Charles-de-Gaulle. Letter X assigned when westerly take-offs/landings (reverse direc-N48 17.5 E002 12.6 tion) in use at Charles-de-Gaulle. (OL R-196/D27.3) These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150. Gnd speed-KT 75 100 150 200 250 300 334' per NM 418 557 835 1114 1392 1671 **ERIXU AGOPA** N48 05.0 E002 15.6 If unable to comply advise ORLY Tower on first contact Initial climb clearance JET: FL130 / PROP: FL110, further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).

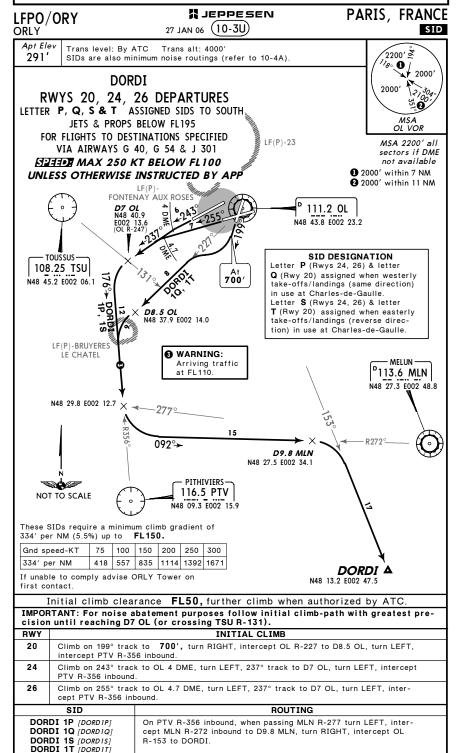
00		INITIAL CLIMB		
O2 Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.				
06	Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: P0061 - P0085.			
08	Climb on 075° track to OL 2.5 <b>RNAV:</b> PO082 - PO085.	DME, turn RIGHT, intercept OL R-084 to D6.5 OL.		
	SID	ROUTING		

SID	ROUTING		
AGOPA 1V [AGOPIV], AGOPA 1X[AGOPIX]	PO085 - ABORO - ADADA - AGOPA.		
ERIXU 1V [ERIXIV], ERIXU 1X [ERIXIX]	PO085 - ABORO - EDOXA - ERIXU.		
For flights to doctinations specified via sirws	III 167 🖸 /IIN 860 🐧		

CHANGES: Speed restriction.

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JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 23-2007 M JEPPESEN PARIS, FRANCE LFPO/ORY 27 JAN 06 (10-3V) ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&∘ **① 2000** € DORDI 2000' RWYS 02, 06, 08 DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTH MSA JETS & PROPS BELOW FL195 OI VOR FOR FLIGHTS TO DESTINATIONS SPECIFIED MSA 2200' all VIA AIRWAYS G 40, G 54 & J 301 sectors if DME MITTER MAX 250 KT BELOW FL100 not available 1 2000' within 7 NM UNLESS OTHERWISE INSTRUCTED BY APP 2 2000' within 11 NM 108.8 BT – TOUSSUS — 108.25 TSU N48 58.5 E002 27.3 N48 45.2 E002 06. D2.5 OL At or below LF(P)-23 2000 D6.5 OL N48 45.2 E002 32.8 (OL R-078) **D8 OL** N48 45.2 E002 35.1 2.5 D8 OL FONTENAY **D6.5 OL** N48 44.8 N48 44.6 E002 32.9 **AUX ROSES** MELUN -D113.6 MLN 111.2 OL N48 27.3 E002 48.8 N48 43.8 E002 23.2 SID DESIGNATION Letter V assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle. Letter X assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle These SIDs require a minimum climb gradient of **DORDI** 334' per NM (5.5%) up to FL150. N48 13.2 E002 47.5 Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 334' per NM 418 557 835 1114 1392 1671 NOT TO SCALE If unable to comply advise ORLY Tower on first contact. Initial climb clearance 3000', further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168). RWY INITIAL CLIMB 02 Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 via D6.5 OL to D8 OL 06 Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 via D6.5 OL to 80 Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 via D6.5 OL to D8 OL SID ROUTING

DORDI 1V [DORD IV]

DORDI 1X [DORD IX]

CHANGES: Tracks/radials updated.

RIGHT, MLN R-184 to DORDI. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

At D8 OL turn RIGHT, intercept MLN R-336 inbound to MLN, turn

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PARIS, FRANCE I JEPPESEN LFPO/ORY 27 JAN 06 (10-3W) ORLY Trans level: By ATC Trans alt: 4000' 2200' \$ 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&. 0 . **√** 2000′ MONOT 2000 RWYS 20, 24, 26 DEPARTURES LETTER P, Q, S & T ASSIGNED SIDS TO SOUTH MSAJETS & PROPS BELOW FL195 OL VOR FOR FLIGHTS TO DESTINATIONS SPECIFIED LF(P)-23 MSA 2200' all VIA AIRWAY R 161 sectors if DME STATEM MAX 250 KT BELOW FL100 not available 1 2000' within 7 NM UNLESS OTHERWISE INSTRUCTED BY APP 2 2000' within 11 NM LF(P) FONTENAY AUX ROSE - TOUSSUS -111.2 OL 108.25 TSU N48 43.8 E002 23.2 N48 45.2 E002 06.1 D7 OL N48 40.9 E002 13.6 (OL R-247 700 MONOT 1P. 1S D8.5 OL N48 37.9 E002 14.0 LF(P)-BRUYERES LE CHATEL WARNING: Arriving traffic N48 34.4 E002 11.9 X at FL110. SID DESIGNATION Letter P (Rwys 24, 26) & letter NOT TO SCALE Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle. Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly - PITHIVIERS take-offs/landings (reverse direc-116.5 PTV tion) in use at Charles-de-Gaulle. N48 09.3 E002 15.9 These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150. Gnd speed-KT 75 100 150 200 250 300 334' per NM 418 557 835 1114 1392 1671 MONOT If unable to comply advise ORLY Tower on first contact Initial climb clearance FL70, further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). INITIAL CLIMB Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL SID ROUTING MONOT 1P [MONO1P] At D7 OL turn LEFT, intercept PTV R-356 inbound, intercept TSU MONOT 1S [MONO 15] R-161 to MONOT. MONOT 1Q [MONO1Q] At D8.5 OL turn LEFT, intercept PTV R-356 inbound, intercept TSU MONOT 1T [MONO1T] R-161 to MONOT.

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CHANGES: Tracks/radials updated

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M JEPPESEN PARIS, FRANCE LFPO/ORY 27 JAN 06 (10-3X1) ORLY Trans level: By ATC Trans alt: 4000 2200' \$ 291' SIDs are also minimum noise routings (refer to 10-4A). ′%∘, **0 ∡**∲ 2000′ **PITHIVIERS** 2000 RWYS 20, 24, 26 DEPARTURES LETTER P, Q, S'& T ASSIGNED SIDS TO SOUTH MSA OL VOR JETS & PROPS BELOW FL195 FOR FLIGHTS TO DESTINATIONS SPECIFIED M\$A 2200' all VIA AIRWAY B 31 sectors if DME STATEM MAX 250 KT BELOW FL100 not available 1 2000' within 7 NM UNLESS OTHERWISE INSTRUCTED BY APP 2 2000' within 11 NM - TOUSSUS -108.25 TSU LF(P)-23 N48 45.2 E002 06.1 LF(P) FONTENAY AUX ROSE 111.2 OL N48 43.8 E002 23.2 D7 OL N48 40.9 E002 13.6 (OL R-247 700 NOT TO SCALE LF(P)-BRUYERES LE CHATEL SID DESIGNATION Letter P (Rwys 24, 26) & letter Q (Rwy 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle. Letter S (Rwys 24, 26) & letter T (Rwy 20) assigned when easterly WARNING: take-offs/landings (reverse direc-Arriving traffic tion) in use at Charles-de-Gaulle. at FL110. These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150. Gnd speed-KT 75 100 150 200 250 300 **PITHIVIERS** 116.5 PTV 418 557 835 1114 1392 1671 334' per NM N48 09.3 E002 15.9 If unable to comply advise ORLY Tower on first contact Initial climb clearance **FL70.** further climb when authorized by ATC. IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). RWY INITIAL CLIMB Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL SID ROUTING PTV 1P, 1S At D7 OL turn LEFT, intercept PTV R-356 inbound to PTV.

CHANGES: Tracks/radials updated.

PTV 1Q, 1T

At D8.5 OL turn LEFT, intercept PTV R-356 inbound to PTV

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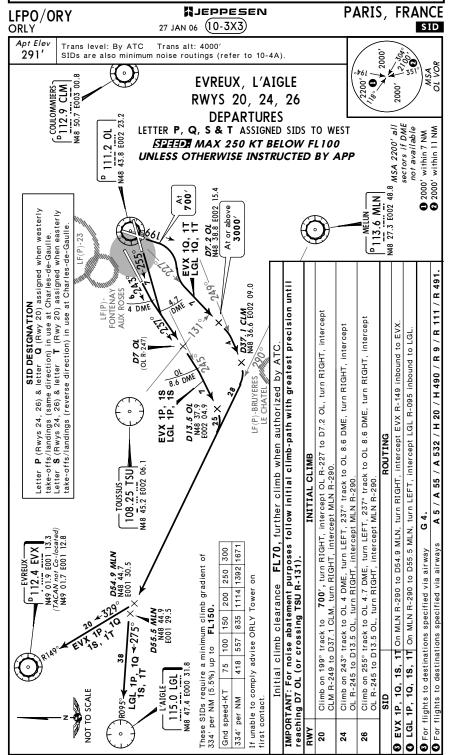
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PARIS, FRANCE M JEPPESEN LFPO/ORY 27 JAN 06 (10-3X2) ORLY Apt Elev Trans level: By ATC Trans alt: 4000' 2200' 🕏 291' SIDs are also minimum noise routings (refer to 10-4A) ′⁄&• **0** 2000 **PITHIVIERS** 2000' RWYS 02, 06, 08 DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTH MSA JETS & PROPS BELOW FL195 OL VOR FOR FLIGHTS TO DESTINATIONS SPECIFIED MSA 2200' all VIA AIRWAY B 31 sectors if DME MITTER MAX 250 KT BELOW FL100 not available 1 2000' within 7 NM UNLESS OTHERWISE INSTRUCTED BY APP 2 2000' within 11 NM - TOUSSUS-108.8 BT 108.25 TSU N48 58.5 E002 27.3 N48 45.2 E002 06. At or below 2000' LF(P)-23 **D6.5 OL** N48 45.2 E002 32.8 (OL R-078) FONTENAY D6.5 OL N48 44.6 - COULOMMIERS-112.9 CLM N48 50.7 E003 00.8 111.2 OL N48 43.8 E002 23.2 **D26.6 CLM** N48 39.8 E002 24.2 NOT TO SCALE SID DESIGNATION Letter  ${f V}$  assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle. Letter  $\boldsymbol{X}$  assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle. These SIDs require a minimum climb gradient 334' per NM (5.5%) up to FL150. 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT PITHIVIERS -418 | 557 | 835 | 1114 | 1392 | 1671 116.5 PTV If unable to comply advise ORLY Tower on N48 09.3 E002 15.9 Initial climb clearance FL70, further climb when authorized by ATC IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168). INITIAL CLIMB 02 Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL 06 Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL SID ROUTING PTV 1V, 1X At D6.5 OL turn RIGHT, intercept CLM R-247 to D26.6 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.

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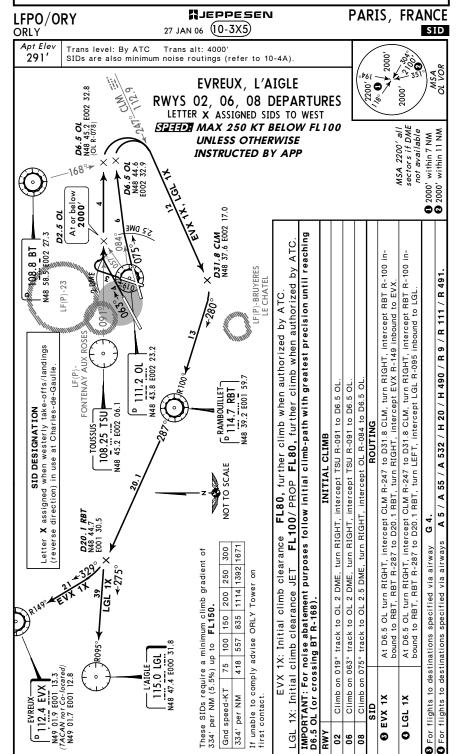
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PARIS, FRANCE MILEPPESEN  $\underset{\mathsf{ORLY}}{\mathsf{LFPO}}/\mathsf{ORY}$ 27 JAN 06 (10-3X4) SID Apt Elev Trans level: By ATC Trans alt: 4000' 291' SIDs are also minimum noise routings (refer to 10-4A). EVREUX, L'AIGLE 2000, RWYS 02, 06, 08 **D6.5 OL** N48 45.2 (OL R-078) **DEPARTURES** LETTER V ASSIGNED SIDS TO WEST © 2000' within 7 NM 2000' within 11 NM MAX 250 KT BELOW FL100 **D6.5 OL** N48 44.6 E002 32.9 **UNLESS OTHERWISE** INSTRUCTED BY APP At or below 2000' 27.3 .8 BT ATC. N48 58 LF(P)-23 1GHT, intercept CLM R-247 to D31.8 CLM, turn RIGHT, intercept RBT R-100 inbound to 0 to D17.5 RBT, turn RIGHT, intercept EVX R-149 inbound to EVX. Intercept CLM R-247 to D31.8 CLM, turn RIGHT, intercept RBT R-100 inbound to LGL. þ follow initial climb-path with greatest precision until climb when authorized by ATC. further climb when authorized \_ف 9-offs/landings -Gaulle P 114.7 RBT N48 39.2 E001 59 DESIGNATION
nen easterly takese at Charles-deintercept TSU R-091 to D6.5 intercept TSU R-091 to D6.5 SID DE I when in use a NOT TO SCALE **FL80,** f 2 DME, turn RIGHT, i 2 DME, turn RIGHT, i ۵ 4 Initial climb clearance clearance JET **FL130**, At D6.5 OL turn RIGHT, intercept CLM to RBT, RBT R-280 to D17.5 RBT, turn : For noise abatement purposes crossing BT R-168). minimum climb gradient comply advise ORLY Tower to OL to OL to OL 835 At D6.5 OL turn RIG to RBT, RBT R-280 557 VX 1V: Initial 8 8 8 If unable to first contact. 6 EVX 1V O LGL

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JEPPESEN

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**MALEPPESEN** (10-3X6)27 JAN 06

PARIS, FRANCE DEPARTURE POGO

LFPO/ORY ORLY Trans level: By ATC Trans alt: 4000' 1. SIDs are also minimum noise routings Apt Elev (refer to 10-4A). 2. Simultaneous parallel approaches are conducted at LFPG & LFPB. 3. State 'POGO' in item 15 & 18 of FPL. 4. Initial climb clearance by ATC. 291' PGS 1P, PGS 1Q PGS 1S, PGS 1T **D6.6 CLM** 57.2 E002 59.8 RWYS 24, 26, 20 N48 53.6 E002 58.0 **DEPARTURES (POGO)** TO PARIS CHARLES-DE-GAULLE MSA 2200' all sectors if DME not available 0 2000' within 7 NM 0 2000' within 11 NM 52330 MAX 220 KT SID DESIGNATION

ter P (Rwys 24, 26) & letter Q

vz O) assigned when westerly

ve-offs/landings (same direction)

use at Charles-de-Caulle.

tter S (Rwys 24, 26) & letter T

vz Ool assigned when easterly

e-offs/landings (reverse direcn) in use at Charles-de-Gaulle. D 111.2 OL N48 43.8 E002 23 IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131). P117.05 PGS Charles-de-Gaulle 392 02 40.9 2 13.6 8-247) 111.6 PON N49 05.8 E002 02.2 **D7 C** N48 4 E002 OL R-SOUTH SIDs. **D37.6** N48 NE002 POGO DEPARTURES to Flights to LFPM use DORDI Routing to IAF MV by ATC. 300 1114 1392 1671 250 108.25 TSU N48 45.2 E002 06.1 200 comply advise ORLY Tower ·5/54. 150 835 P 114.7 RBT 114.7 RBT 139.2 E001 59 100 N48 56.2 E001 52.3 222 Š, 418 If unable to c first contact. NOT TO S

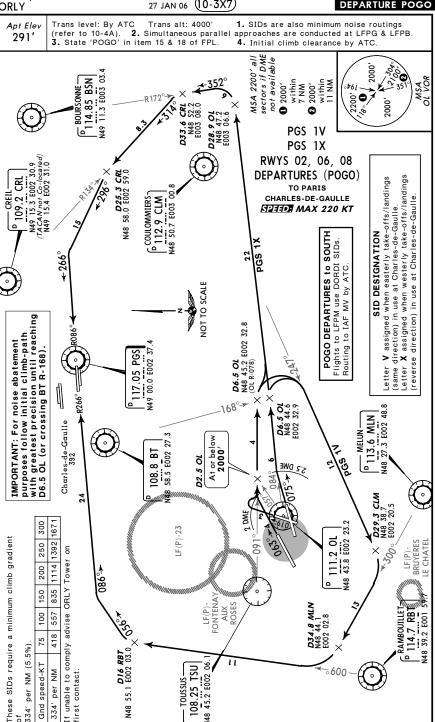
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LFPO/ORY ORLY

**MJEPPESEN** 27 JAN 06 (10-3X7)

PARIS, FRANCE DEPARTURE POGO



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PARIS, FRANCE **MALEPPESEN**  $\underset{\mathsf{ORLY}}{\mathsf{LFPO}}/\mathsf{ORY}$ 10-4 5 JAN 07 Apt Elev NOISE ABATEMENT 291' POØ83 POØ85 80 MLN OF 5'S DWE D26.6 CLM ∘681→ For AIRPORT BRIEFING refer to 10-1P pages airspace protection monitoring point 176°<del>≻</del> R356° ≠ Environment PT RBT POØ88 POØ92

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LFPO/ORY
Apt Elev 291'
N48 43.4 E002 22.8 PARIS, FRANCE MIEPPESEN (10-9)19 OCT 07 ORLY \*ORLY Departure ACARS: \*ORLY Flight Data (Cpt) ORLY Ground 131.35 (French 126.5) 121.7 121.82 <u>121.</u>05 DCL 118.7 127.75 02-24 ξ̈́o O 348′ AIRPORT BRIEFING refer CHANGES: None. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

CHANGES: Chart reindexed.

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LFPO/ORY

JEPPESEN
19 OCT 07 (10-9A)

PARIS, FRANCE ORLY

ADDITIONAL RUNWAY INFORMATION   USABLE LENGTHS					
		LANDING	BEYOND		
RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL (60m) HIALS REIL RVR		6902' 2104m		197'
20	HIRL (60m) REIL PAPI-L (3.6°)				60m

1 HST-W43 & W44 2 HST-W45 & W46

🚯 (2.9°)

4 HST-W34, W35, W36, W37

_							
F	AR-OPS		TAK	E-OFF 🗓			
	Rwys 06/24, 08/26  LVP must be in force			All Rwys LVP must be in Force			
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
B	125m	150m	200m	250m	400m	500m	
С	150m	200m	250m	300m	1		

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

2 With approved guidance system: 75m.

CHANGES: Minimums. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

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LFPO/ORY PARIS, FRANCE JEPPESEN 29 JUN 07 (10-9B) ORLY RWY 02/20 02-22.2 02-22 02-21.4 02-21.1

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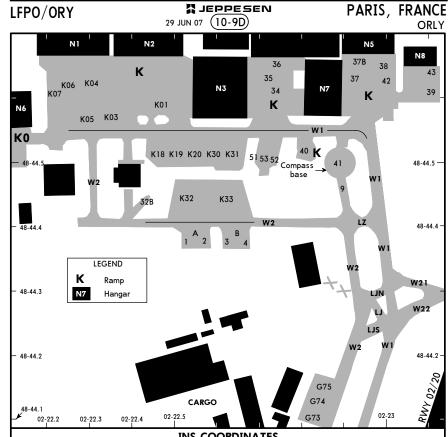
LFPO/ORY

 ↓ JEPPESEN 29 JUN 07 (10-9C)

PARIS, FRANCE ORLY

INS COORDINATES					
STAND No.	COORDINATES	STAND No.	COORDINATES		
A00	N48 43.6 E002 21.9	G70	N48 44.0 E002 22.7		
A02 thru A06	N48 43.6 E002 21.8	M01, M02	N48 43.5 E002 21.3		
B04, B08	N48 43.6 E002 22.4	M03 thru M05	N48 43.6 E002 21.2		
B10, B15	N48 43.6 E002 22.5	M06	N48 43.7 E002 21.2		
B17, B19	N48 43.6 E002 22.6	M10, M20	N48 43.5 E002 21.3		
C00	N48 43.6 E002 22.2	M30, M40, M50	N48 43.6 E002 21.3		
C02 thru C2A	N48 43.7 E002 22.2	M60	N48 43.7 E002 21.3		
C04	N48 43.7 E002 22.3	N01	N48 43.6 E002 21.1		
C05	N48 43.6 E002 22.3	N02 thru N05	N48 43.5 E002 21.1		
C06	N48 43.7 E002 22.3	N06	N48 43.5 E002 21.0		
C08 thru C8B	N48 43.7 E002 22.4	N10 thru N12	N48 43.6 E002 21.1		
C10 thru C18	N48 43.7 E002 22.5	N20	N48 43.5 E002 21.1		
C22	N48 43.7 E002 22.6	N22	N48 43.5 E002 21.2		
C24	N48 43.8 E002 22.6	N30	N48 43.5 E002 21.1		
C26	N48 43.7 E002 22.6	N33	N48 43.5 E002 21.2		
D00	N48 43.7 E002 22.1	N34, N40	N48 43.5 E002 21.1		
D0A thru D03	N48 43.6 E002 22.1	N44	N48 43.5 E002 21.2		
D04 thru D06	N48 43.6 E002 22.0	N50, N55	N48 43.5 E002 21.1		
D08	N48 43.6 E002 21.9	N56, N60, N66	N48 43.5 E002 21.0		
D12 thru D24	N48 43.6 E002 21.8	P01, P02	N48 43.9 E002 21.6		
E0A thru E01	N48 43.5 E002 22.1	P03, P04	N48 43.8 E002 21.5		
E02	N48 43.5 E002 22.0	P10 thru P13	N48 43.9 E002 21.6		
E03	N48 43.4 E002 22.0	P14, P41, P42	N48 43.8 E002 21.5		
E04	N48 43.4 E002 21.9	R01	N48 43.7 E002 21.4		
E05	N48 43.4 E002 21.8	R22	N48 43.8 E002 21.4		
E06	N48 43.4 E002 21.7	S04 thru S25	N48 43.8 E002 21.4		
E07, E08	N48 43.4 E002 21.6	S26	N48 43.7 E002 21.4		
E09	N48 43.4 E002 21.5	T03	N48 43.6 E002 21.4		
E12	N48 43.5 E002 22.0	T07, T26, T27	N48 43.7 E002 21.4		
E13, E14	N48 43.5 E002 21.9	T28 thru T30	N48 43.7 E002 21.5		
E15	N48 43.4 E002 21.8	T31, U04, U05	N48 43.6 E002 21.5		
E16	N48 43.4 E002 21.7	U35	N48 43.6 E002 21.5		
E17, E18	N48 43.4 E002 21.6	V01 thru V03	N48 43.6 E002 21.7		
E19	N48 43.4 E002 21.5	V06	N48 43.6 E002 21.5		
F04	N48 43.6 E002 22.5	V07 thru V39	N48 43.6 E002 21.6		
F10, F20	N48 43.5 E002 22.3	X01 thru X03	N48 43.9 E002 21.6		
F30	N48 43.5 E002 22.4	Y10	N48 43.5 E002 21.9		
G03, G04	N48 43.9 E002 22.5	Y11, Y12	N48 43.5 E002 21.8		
G05	N48 43.9 E002 22.6	Y13	N48 43.5 E002 21.7		
G06	N48 44.0 E002 22.6	Y14	N48 43.5 E002 21.6		
G07 G12 thru G14 G30, G40 G50 G60	N48 44.0 E002 22.7 N48 43.9 E002 22.7 N48 43.9 E002 22.5 N48 43.9 E002 22.6 N48 43.9 E002 22.7	Y15, Y16 Y21 Y22 Y23	N48 43.5 E002 21.5 N48 43.5 E002 21.8 N48 43.6 E002 21.8 N48 43.5 E002 21.8		

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STAND No.	COORDINATES	STAND No.	COORDINATES
1_	N48 44.4 E002 22.5	51 thru 53	N48 44.5 E002 22.
2, 3	N48 44.4 E002 22.6	A	N48 44.4 E002 22.
4	N48 44.4 E002 22.7	В	N48 44.4 E002 22.
9	N48 44.5 E002 22.9	G73 thru G75	N48 44.1 E002 22.
32B	N48 44.4 E002 22.4	K01	N48 44.6 E002 22.
34, 35	N48 44.6 E002 22.7	K03 thru K05	N48 44.6 E002 22.
36	N48 44.7 E002 22.7	K06, K07	N48 44.6 E002 22.
37	N48 44.6 E002 22.9	K18 thru K20	N48 44.5 E002 22.
37B	N48 44.7 E002 22.9	K30, K31	N48 44.5 E002 22.
38	N48 44.6 E002 23.0	K32	N48 44.4 E002 22.
39	N48 44.6 E002 23.1	к33	N48 44.4 E002 22.
40	N48 44.5 E002 22.8		
41	N48 44.5 E002 22.9		
42	N48 44.6 E002 23.0		
43	N48 44.6 E002 23.1		
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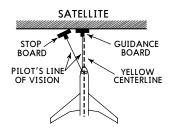
LFPO/ORY

M JEPPESEN 29 JUN 07 (10-9E)

PARIS, FRANCE ORLY

#### **GUIDANCE AND STOP BOARD DOCKING SYSTEM**

Applicable to B-747 only (except B-747/SP) on Satellite EAST and WEST



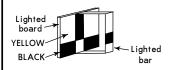
#### **GENERAL**

The visual docking system for nose-in parking positions consists of the following elements:

- 1. YELLOW CENTERLINE
- 2. GUIDANCE BOARD
- 3. STOP BOARD

#### **GUIDANCE BOARD**

The guidance board provides information as to the correct position of the aircraft with reference to the yellow centerline.









LEFT OF CENTERLINE **TURN RIGHT** 

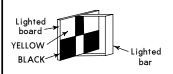
ON CENTERLINE

RIGHT OF CENTERLINE

**TURN LEFT** 

#### STOP BOARD

The stop board provides information with reference to the point where the pilot has to stop the aircraft.







**STOP** 

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CONTINUE **TAXIING** 

**OVER-RUN** 

STOP AIRCRAFT IMMEDIATELY IF LIGHTS EXTINGUISH DURING AIRCRAFT DOCKING MANOEUVRE.

CHANGES: None.

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PARIS, FRANCE MJEPPESEN. LFPO/ORY 3 FEB 06 (11-1) ILS Rwy 02 ORLY \*ATIS \*ORLY Approach \*ORLY Tower 131.35 (French 126.5) 123.87 124.45 118.7 121.7 121.82 GS ILS LOC Final Apt Elev 291' 2200' \$ OLN Apch Crs ОМ DA(H) 1/8° 0 019° 487' (200') 110.3 1660′ (1373′) RWY 287 2000' MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn RIGHT 2000' (MAX 185 KT) onto 093° climbing to 2000', at D6.5 OL turn 50 RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000', or as directed. At MLN VOR climb to FL 60 and proceed to MSA OL VOR MSA 2200' all MOLEK. Do not turn before passing MAP. Climb to 1100' prior to level acceleration. sectors if DME Rwy Elev: 10 hPa Alt Set: hPa Trans level: By ATC Trans alt: 4000 not available A 774 093° D6.5 OL طه <sub>722′</sub> Villacoublay Toussus-Le-Noble A 729' □ 111.2 OL 48-45 Nuclear power plant LOW OVERFLYING D1.50L PROHIBITED MSA 2000' within 7 NM of VOR **♣** 775′ **D3.0**0L 2 MSA 2000' within 11 NM of VOR 48-40 ОМ LACFT: See ATC State pages. When cleared by RADAR: D4.9 OL FAP/FAF at 2000'/D6.0 OL. Nuclear power plant MISSED APCH FIX LOW OVERFLYING 019° 110.3 OLN PROHIBITED MELUN 113.6 MLN 0 **D9.0** OL L 48-35 Bretigny-1073 MOLEK D37.7/ D12.0 OL 02-30 R-135 OL LOC OL DME 8.0 6.0 5.0 4.0 2.0 2340 1360 (GS out) ALTITUDE 2670' 2010' 1680' 1030 720' **D9.0** OL ОМ 3000/#-0190 D4.9 OL GS 1660 **D3.0** OL D1.5 GS 1030' LOC 1660 LOC 1030 RWY 02 287 90 100 120 140 160 Gnd speed-Kts 70 **MAX 185 KT** 900 D6.5 ILS GS 3.00° or REIL 2000/1 539 647 755 377 485 862 onto 093° OL LOC Desc Grad 5.2% RT MAP at D1.5 OL JAR-OPS STRAIGHT-IN LANDING RWY 02 CIRCLE-TO-LAND ILS 🛚 LOC (GS out) with OL DME Circling height based on rwy 02 thresh elev of 287 MDA(H) 640' (353') DA(H) 487' (200') ALS out FULL ALS out 810' (523') 1500m RVR 1200m 110 RVR 1500m RVR 1300m 810' (523') 1600m RVR 700m RVR 1000m RVR 1800m 1180' (893') 2400m RVR 1400m RVR 1600m RVR 2000m 1180' (893') 3600m 1 LACFT: DA(H) 487'(200'

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PARIS, FRANCE # JEPPESEN LFPO/ORY 3 FEB 06 (11-2) ORLY ILS DME Rwy 06 or CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS RWV 08 \*ATIS \*ORLY Approach ´2200' 🕺 131.35 (French 126.5) | 123.87 124.45 118.7 121.7 121.82 0 LOC ILS 20001 Final Apt Elev 291 D4.2 ORE ORE Apch Crs DA(H)2000' 063° 108.5 1630' (1347') 483' (200') RWY 283 ₹0 MISSED APCH: RWY 06: Climb STRAIGHT AHEAD to 2000'. RWY 08: At D1.7 OL climb on 075° to 2000'. Both RWYs: At D6.5 OL turn RIGHT to MSA OL VOR MLN VOR. When crossing R-081  $\overline{\text{OL}}$  continue climb to 4000', or as directed. At MLN VOR climb to FL 60 and proceed to MOLEK. MSA 2200' all sectors if DME Climb to 1100' prior to level acceleration. not available Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 4000' MSA 2000' within 7 NM LF(R)-132 B 2 MSA 2000' within 11 NM 48-50 **3**735' LF(R)-84 LACFT: See ATC State pages. 729' 722 Λ (A) D 111.2 OL 729' \(\Omega\) Villacoublay OL (Velizy) Le-Noble Ů. **D1.0** ORE 402 ORW 863 D6.4 ORE ٨ D8.8 OL D1.7 OL LOW OVERFLYING PROHIBITED MISSED APCH FIX D2.7 ORE GCIRCLE-TO-LAND WITH MELUN PRESCRIBED FLIGHT D113.6 MLN 48-40 TRACKS RWY 08 **D4.2** ORE D6.6 OI 063° 108.5 ORE **D8.4** ORE D10.7 OL (IF) **MOLEK** Nuclear power plant LOW OVERFLYING D 1 1.4 ORE D37.7/ 02-30 D13.7 OL 02-20 R-135 OL PROHIBITED LOC ORE DME 5.0 2.0 7.0 6.0 4.0 3.0 (GS out) ALTITUDE 2550 2220 1890 1570 1240 920 Lctr When cleared by RADAR: D6.4 ORE/D8.8 OL FAP/FAF at 2000'/D5.3 ORE. #-063°-**D4.2** ORE D2.7 ORE GS 2360' FAP/FAF at 4000'/D11.3 ORE. D5.0 OL GS 1630' **D1.0** ORE D3.4 OL D8.4 ORE LOC / D10.7 OL 2360 TCH displ 1630' thresh 54 RWY 06 283' 2.0 2.2 1.5 90 | 100 | 120 | 140 | 160 Rwy 08 HIALS Gnd speed-Kts 70 HIALS-II REIL P Refer to ILS GS 3.00° or REIL - I-485 | 539 | 647 | 755 | 377 Missed Apch LOC Descent Gradient 5.2% above MAP at D1.0 ORE/D3.4 OL JAR-OPS STRAIGHT-IN LANDING RWY 06 CIRCLE-TO-LAND 2 CIRCLE-TO-LAND ILS 🛘 LOC (GS out) WITH PRESCRIBED with ORE DME FLIGHT TRACKS MDA(H) 710'(427' DA(H) 483'(200') RWY 08 3 FULL ALS out ALS out RVR 900m 800'(517') 1500m 1180'(889') 1500m RVR 1500m 800'(517') 1600m 1180'(889') 1600m RVR 550m RVR 1000m RVR 1000m l 170'(887') 2400m | 1 180'(889') 2400m RVR 1800m 1170'(887') 3600m | 1180'(889') 3600m RVR 1400m RVR 2000m LACFT: DA(H) 483'(200'). 2 Circling height based on rwy 06 displ thresh of 283'

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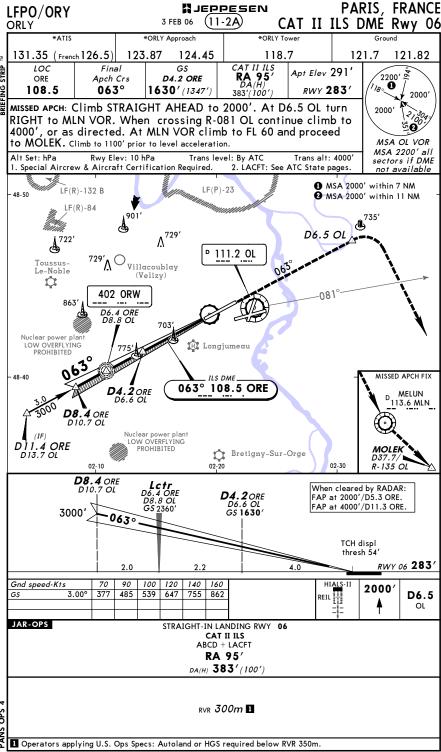
Do not descend below MDA(H) before D4.0 OL.

CHANGES: MSA. Bearings. LACFT.

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PARIS, FRANCE JEPPESEN LFPO/ORY 3 FEB 06 (11-3) LOC DME Rwy 08 ORLY \*ORLY Tower \*ATIS \*ORLY Approach Ground 2200' දී • **0** / 121.7 121.82 131.35 (French 126.5) 123.87 124.45 118.7 2000' LOC Final Minimum Alt Apt Elev 291' MDA(H) OLE Apch Crs D9.6 OL 2000' 600' (323') 35,00 075° 108.15 3000' (2723' RWY 277 MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.5 OL turn MSA RIGHT to MLN VOR. When crossing R-081 OL climb to 4000'. At OL VOR MLN VOR climb to FL 60 and proceed to MOLEK, or as directed. MSA 2200' all Climb to 1100' prior to level acceleration. sectors if DME Alt Set: hPa Rwy Elev: 10 hPa not available Trans level: By ATC 9 1173' MSA 2000' within 7 NM Eiffel Tower LF(R)-132 B 2 MSA 2000' within 11 NM 48-50 LF(R)-84 **€**735′  $\Lambda^{729'}$ 798′ 1722' ♨ <sup>D</sup> 111.2 OL 729' \(\lambda\) \(\begin{array}{c} \text{Villacoublay} \\ \frac{\text{Villacoublay}}{\text{Velizy}} \end{array} \) Toussus-D6.5 OL Le-Noble -081°-> Ů. 863 Nuclear power plant LOW OVERFLYING PROHIBITED D2.0 OL When cleared by RADAR: D3.201
Longjumeau [32LOC] FAF at 2000'/D6.6 OL. D3.20L **D6.0** OL MISSED APCH FIX [6ØLOC] **D9.6**0L MELUN 113.6 MLN D12.6 OL 075° 108.15 OLE Nuclear power plant LOW OVERFLYING PROHIBITED Bretigny-Sur-MOLEK 02-20 02-30 R-135 OL OL DME 9.0 8.0 7.0 5.0 4.0 3.0 ALTITUDE 1210' 2800 2480' 2160' 1840 1520 890' 3000' #-075° **D6.0**0L D3.20L [60LOC] [32LOC D2.0 OL **D9.6** OL [3.000] 1840 [FLØ8] [TCH 50'] 950 RWY 08 277 2.8 3.6 1.2 0.8 70 | 90 | 100 | 120 | 140 | 160 Gnd speed-Kts 2000 D6.5 Descent Gradient 5.24% or 531 637 372 478 743 849 [3.00°] Descent angle OL MAP at D2.0 OL JAR-OPS STRAIGHT-IN LANDING RWY 08 CIRCLE-TO-LAND 1 MDA(H) 600' (323' ALS out 810′ (533′) RVR 900m 1500m 110 RVR 1500m 810' (533') 1600m RVR 1000m 1170′ (893′) RVR 1800m 2400m RVR 1400m RVR 2000m 1170' (893') 3600m Circling height based on rwy 08 thresh elev of 277'

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CHANGES: MSA. Procedure.

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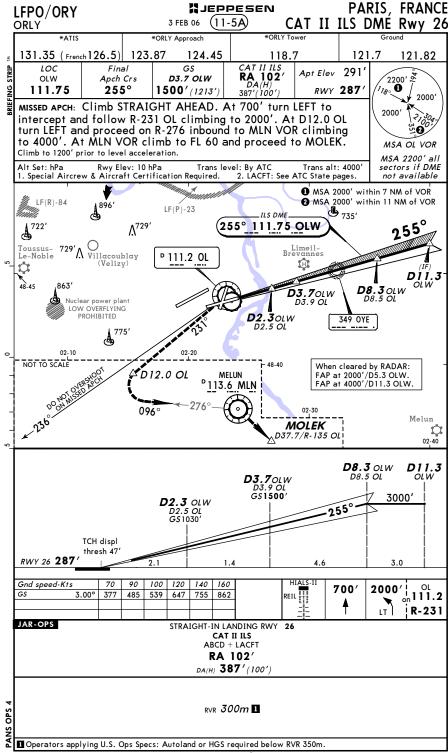
PARIS, FRANCE # JEPPESEN LFPO/ORY 3 FEB 06 (11-4) ILS DMÉ Rwy 24 ORLY \*ATIS \*ORLY Approach \*ORLY Tower Ground ´2200' 🕺 131.35 (French 126.5) 123.87 124.45 118.7 121.7 121.82 '/<sub>8</sub>∘ **①** LOC Final GS ILS 2000 Apt Elev 291 OLO Apch Crs D4.0 OLO DA(H) 2000' 243° 110.9 1650' (1365') 485' (200') RWY 285 5 Q MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D4.0 OL turn LEFT MSA onto 231°. At D12.0 OL turn LEFT to intercept and follow R-283 inbound OL VOR MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MSA 2200' all MOLEK, or as directed. Climb to 1200' prior to level acceleration. sectors if DME Alt Set: hPa Rwy Elev: 10 hPa not available Trans level: By ATC Trans alt: 4000 ■ MSÄ 2000' within 7 NM (Emerginville LF(R)-132 B 2 MSA 2000' within 11 NM D10.8 010 48-50 LF(R)-84 Δb A 722' **D7.8**010 729' Villacoublay **D1.0**010 **D4.0**010 Toussus-Le-Noble 863' power plant ILS DME\_ LOW OVERFLYING PROHIBITED 243° 110.9 OLO <sup>D</sup> 111.2 OL 02-10 LACFT: See ATC State pages. D12.0 OL NOT TO SCALE When cleared by RADAR: MELUN FAP/FAF at 2000'/D5.0 OLO. <sup>□</sup> 113.6 MLN MOLEK D37.7/R-135 OL 02-30 LOC OLO DME 2.0 3.0 5.0 6.0 7.0 (GS out) ALTITUDE 960' 1310' 1650 2000' 2350' 2700' **D4.0**010 3000 D1.0 D3.2 OL GS 1650' OLO D7.8 OLO D10.8 OLO LOC 1650' RWY 24 285' 3.0 Gnd speed-Kts 70 90 100 120 140 160 2000 231° ILS GS 3.20° or D4.0 401 516 574 688 803 918 REIL LOC Descent Gradient 5.6% OL LT MAP at D1.0 OLO JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND 2 ILS I LOC (GS out) with OLO DME DA(H) 485' (200') MDA(H) 650' (365' FULL ALS out ALS out 810' (525') 1500m RVR 1200m RVR 1500m RVR 1300m 810' (525') 1600m RVR 700m RVR 1000m RVR 1400m RVR 1800m 1180′ (895′) 2400m RVR 1600m RVR 2000m 205 1180' (895') 3600m 1 LACFT: DA(H) 485'(200'). 2 Circling height based on rwy 24 thresh elev of 285'

PARIS, FRANCE MJEPPESEN. LFPO/ORY (11-5) 3 FEB 06 ILS DME Rwy 26 ORLY \*ORLY Tower \*ATIS \*ORLY Approach 131.35 (French 126.5) 123.87 124.45 118.7 121.7 121.82 LOC Final GS ILS Apt Elev 291' 2200' 🕏 OLW Apch Crs D3.7 OLW DA(H) 118° 0 111.75 255° 1500' (1213') 487' (200') RWY 287 2000' MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to 2000' intercept and follow R-231 OL climbing to 2000'. At D12.0 OL 35**0** turn LEFT and proceed on R-276 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK. MSA OL VOR MSA 2200' all Climb to 1200' prior to level acceleration. sectors if DME Alt Set: hPa Rwy Elev: 10 hPa Trans alt: 4000' Trans level: By ATC not available MSA 2000' within 7 NM of VOR LF(R)-84 2 MSA 2000' within 11 NM of VOR 1896 LF(P)-23 **3** 735' \_ ILS DME\_ ♨ ^<sup>729'</sup> 255° 255° 111.75 OLW 722' <u>@</u> Toussus-T.e-Noble 729' Villacoublay (Velizy) Limeil-Brevannes <sup>□</sup> 111.2 OL  $\oplus$ Ů. D11.3 48-45 ,863 OLW**D8.3** OLW **D3.7**01W Nuclear power plant LOW OVERFLYING D3.9 OL D1.00LW D2.30LW PROHIBITED 349 OYE D1.2 OL 775 ♨ 02-10 LACFT: See ATC State pages. NOT TO SCALE D12.0 OL When cleared by RADAR: D 113.6 MLN FAP/FAF at 2000'/D5.3 OLW. FAP/FAF at 4000'/D11.3 OLW. 096 Melun MOLEK D37.7/R-135 OL 02-40 LOC OLW DME 2.0 3.0 5.0 8.0 6.0 1250' 1890 2230 2890' (GS out) ALTITUDE 930' 2560' **D8.3** OLW **D11.3** OLW **D3.7**0LW D3.9 OL GS1500' 3000' D2.3 OLW **D1.0** OLW D2.5 OL D1.2 OL GS1030 LOC TCH displ 1500 1030 RWY 26 287 3.0 Gnd speed-Kts 70 90 | 100 | 120 | 140 | 160 I<sub>REIL</sub> 2000' | OL on 111.2 700 ILS GS 3.00° or 377 485 539 647 755 862 LOC Descent Gradient 5.2% R-231 LT MAP at D1.0 OLW/D1.2 OL JAR-OPS STRAIGHT-IN LANDING RWY 26 CIRCLE-TO-LAND 2 ILS I LOC (GS out) with OLW DME DA(H) 487' (200' MDA(H) 610' (323') FIIII ALS out ALS out MDA(H) RVR 900m 110 810' (523') 1500m RVR 1500m 810' (523') 1600m RVR 550m RVR 1000m RVR 1000m RVR 1800m 1180' (893') 2400m RVR 1400m RVR 2000m 1180' (893') 3600m 2 Circling height based on rwy 26 displ thresh of 287 1 LACFT: DA(H) 487'(200')

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CHANGES: MSA. Bearings, LACFT

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PARIS, FRANCE **JEPPESEN** LFPO/ORY 3 FEB 06 (13-1) VOR DME Rwy 02 ORLY \*ATIS \*ORLY Approach \*ORLY Tower Ground 131.35 (French 126.5) 123.87 121.7 124.45 118.7 121.82 Minimum Alt MDA(H) Final **\_**2200' ₹ OL Apch Crs D9.2 OL Refer to Apt Elev 291' /1<sub>18</sub>. 0 3000' (2709') Minimums 111.2 026° **√** 2000′ MISSED APCH: Climb on R-206 OL inbound to 2000'. At 900' turn 2000' RIGHT (MAX 185 KT) onto 093°. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL climb to 4000'. At MLN VOR 5 **0** climb to FL 60 and proceed to MOLEK, or as directed. MSA OL VOR MSA 2200' all Do not turn before passing MAP. Climb to 1100' prior to level acceleration. sectors if DME Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000' not available 093° D6.5 OL Villacoublay (Velizy) 729′<u>∧</u> Ō Toussus-Le-Noble 111.2 OL Ů. 48-45 D1.5 OL 775' Nuclear power plant LOW OVERFLYING D3.00L **PROHIBITED** 48-40 MSA 2000' within 7 NM MSA 2000' within 11 NM When cleared by RADAR: FAF at 2000'/D6.1 OL. MISSED APCH FIX Nuclear power plant MELUN 113.6 MLN LOW OVERFLYING PROHIBITED Bretigny-Sur-48-35 MOLEK D37.7/ 02-10 D12.2 OL 02-20 02-30 R-135 OL OL DME 7.0 3.0 9.0 6.0 5.0 4.0 2300' 1980' 1340' 2940 2620' 1660' 1030' ALTITUDE **D9.2** OL OL VOR 3000′ **\***-026° **D3.0** OL D1.5 OL 1030 APT 291' 6.2 70 90 100 120 140 160 HIALS REIL Gnd speed-Kts Refer to Descent Gradient 5.2% 369 474 527 632 738 843 Missed Apch MAP at D1.5 OL above STRAIGHT-IN LANDING RWY 02 JAR-OPS CIRCLE-TO-LAND MDA(H) A: **670'** (379') C: **740'** (449') B: 710' (419') D: 760' (469') ALS out MDA(H) VIS RVR 1200m 810′ (519′) 110 1500m RVR 1500m RVR 1300m 810' (519') 1600m 1180' (889') RVR 1600m RVR 1800m 2400m RVR 1800m RVR 2000m 1180' (889') 3600m

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	LFPO/ORY		X JEPP			PARIS,	FRANCE
	ORLY		3 FEB 06 (13-2	) VOR	DME	or VOŔ	Rwy 06
	*ATIS	*OR	Y Approach	*ORLY Towe		Grou	
W	131.35 (French 1	26.5) 123.87	124.45	118.7		121.7	121.82
STRIP	VOR Final	Minimum Al	t VOR DME	VOR			\$
S STI	OL Apch Cr	_ K-1// 13U	MDA(H)	MDA(H)	Apt Elev	291'	00, 2
RIEFING	111.2 075°	3000′(2709	<u> </u>	1070′(779′)		———II	2000'
BRE	MISSED APCH: Fo			-		1\ 200	10' 21300
	climbing to 20	00'. At D6.5	OL turn RIGH	IT to MLN VO	DR. At	WLN   \	35 <b>6</b> 0.5
	VOR climb to 1	•			ng R-081 (	DL MS	SA OL VOR
	climb to 4000', or as	directed. Climb to	o 1100' prior to lev	el acceleration.			A 2200' all tors if DME
	Alt Set: hPa	Apt Elev: 11 hPa	Trans level	: By ATC	Trans alt:		t available
		, i	(a) 1	LF(P)-23	<b>0</b> A	NSA 2000' with	nin 7 NM
	40.50 ***********************************	(R)-132 B	117	3.		NSA 2000' with	
	- 48-50	LF(R)-84		l Tower			
	1/2/1	, 901	,	· · · · · · · · · · · · · · · · · · ·		9	
	708' ( TOUSS	<b>4</b>	- 720'		,	( ) (a)	735′
	108.25	TSU	^ <sup>729′</sup> □ 11	11.2 OL		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	729'O		<u> </u>		ر م	D6.5 OL
		(Vo	oublay lizy)		M		7
		_ Toussus- Le-Noble	<b>D3.8</b> OL D12.5 RB1		75°	081°	
	T . 8	63' A D6.	F [MD@47				台差
	177	[65]	7 RBT (OR) 703'				
	<b>D11.4</b> OL Nuc D4.8 RBT	lear power plant	700	15°		02-30	\ \
		W OVERFLYING PROHIBITED	th L	ongjumeau			SED APCH FIX
			9 5'	6		\	44511151
	-48-40 3.0 -48-40 3.0	75° /	When cleare	ed by RADAR:		1 1	113.6 MLN
	3000 (IF)		FAF at 2000				<u> </u>
	D14.4 OL						
	RAMBOUILLET	Nuele				мо	
	114.7. RBT	LOW	ar power plant / OVERFLYING ROHIBITED	02-20	1	D37 R-13	.7/ 35 OL
	OL DME	11.0	10.0 9.0	8.0	7.0	6.0	5.0
	VOR DME ALTITUDE	2880'	2570' 2270		1660′	1360′	1050'
	D11.4		<b>D6.5</b> OL	<b>D3.8</b> OL	OL V	OR	
	D4.8 RB		<b>D9.7 RBT</b> [65VOR]	D12.5 RBT			
	3000′ ‡~	075° <u> </u>	]	[MDØ6] 	- 1	[TCH displ	
	R-177 T: [FDØ6]	SU 15	10'	i	- 1	thresh 54']	
	[1000]		·			APT <b>291</b> ′	
		4.9		2.7   1.1	<del></del> '	AP1 271	
	Gnd speed-Kts  Descent Gradient 5.0	70 2% or	90 100 120		HIA	ALS-II OL	OL
	Descent angle [2.88°	357	459 509 611	713 815	REIL	:::   · · · ·	$\frac{2}{111.2}$
	VOR DME: MAP at D3.8 VOR: R-177 TSU to MAP		1 5:04 4:34 3:48	3.15 2.51	:	‡   R-25	55
	JAR-OPS		NDING RWY 06	1 0.10   2.01	Т 🖰	CIRCLE-TO-	LAND
	Vor	DAF	.,,	O.P.			
		R DME 70' (579')		OR <b>70′</b> (779′)			
		ALS out		ALS out	Max Kts	_MDA(H)	VI\$
	A RVR 1000m	D)/D 1500	RVR 1200m	DVD 1500		370' <i>(579')</i> <b>E</b>	
4	В руго 1000	RVR 1500m	D/D 1/00	RVR 1500m	135 8	370 <i>' (579')</i> E	1600m
PS	RVR 1200m		RVR <i>1400m</i>	_		170′ (879′)	2400m
ANS OPS	D RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	-	170′ (879′)	3600m
3		 - MDA(H) 1070' (77		I	<del></del>	(0,, )	

PARIS, FRANCE MJEPPESEN. LFPO/ORY 1 DEC 06 (13-3) VOR DME or VOR Rwy 08 ORLY \*ATIS \*ORLY Approach 131.35 (French 126.5) 123.87 124.45 118.7 121.7 121.82 Minimum Alt D9.9 OL/ R-159 TSU VOR DME Final VOR 2200' ₺ MDA(H)Apt Elev 291' OL Apch Crs MDA(H)/1<sub>18</sub>. 1 Refer to 111.2 068° 1070′ (779′ 3000'(2709') 2000 Minimums 2000' MISSED APCH: Proceed on R-248 inbound to OL VOR, then follow R-078 OL climbing to 2000'. At D6.5 OL turn RIGHT to MLN VOR ₩**0** climbing to 4000°. At MLN VOR climb to FL 60 and proceed to MSA OL VOR MSA 2200' al MOLEK. Climb to 1100' prior to level acceleration. sectors if DME Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000' not available MSA 2000' within 7 NM of VOR LF(R)-132 B 2 MSA 2000' within 11 NM of VOR Eiffel Tower 48-50 LF(R)-84 735' - TOUSSUS-108.25 TSU 111.2 OL ,  $\Lambda \overset{\vee}{\text{Villacoublay}}$ D6.5 OL 729' (Velizv) Toussus-Le-Noble D2.5 OL 863' Nuclear LOW OVERFLYING PROHIBITED D5.5 OL MISSED APCH FIX When cleared by RADAR: MELUN 113.6 MLN FAF at 2000'/D6.8 OL. 402 ORW Do not deviate to the North of ORW Lctr **D9.9**0L D8.8 OL [FDØ8] D13.0 OL during final approach. MOLEK Nuclear power plant LOW OVERFLYING
PROHIBITED 02-10 02-20 02-30 R-135 OL 9.0 7.0 6.0 5.0 3.0 VOR OL DME 8.0 4.0 DME 1180' 2720' 2410' 2110' 1800' 1490' 880' ALTITUDE Lctr 3000' #-0680 **D5.5** OL OL VOR [55VOR] **D9.9** OL **D2.5** OL R-159 TSU [FDØ8] 2670 [TCH 50'] 1640 APT 291' 3.3 1.1 3.0 1.3 90 | 100 | 120 | 140 | 160 HIAI Gnd speed-Kts 70 Refer to Descent Gradient 5.10% or 362 465 | 517 | 620 | 723 826 Missed Apch Descent angle Lctr to MAP 6.3 5:24 4:12 3:47 3:09 2:42 2:22 or MAP at D2.5 OL JAR-OPS STRAIGHT-IN LANDING RWY 08 CIRCLE-TO-LAND VOR DME VOR MDA(H) ABC: 740' (449') D: 760' (469') MDA(H) 1070' (779') ALS out ALS out RVR 1000m RVR 1200m 810′ (519′) **1** 1500m RVR 1500m RVR 1500m 810′ (519′) **1** 1600m RVR 1200m RVR 1400m RVR 1800m 1180' (889') 2400m RVR 2000m RVR 1600m RVR 2000m RVR 1800m 1180' (889') 3600m After VOR apch: MDA(H) 1130' (889'

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CHANGES: None.

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PARIS, FRANCE M JEPPESEN LFPO/ORY 1 DEC 06 (13-4) CIRCLING VOR DMÉ RWY 26 ORLY \*ORLY Tower \*ATIS \*ORLY Approach 131.35 (French 126.5) 123.87 124.45 118.7 121.7 121.82 VOR Final Minimum Alt MDA(H)**´2200'** ₺ OL Apch Crs D8.6 OL Refer to Apt Elev 291' 0 259° 111.2 3000' (2709' Minimums 2000 MISSED APCH: Proceed on R-078 inbound OL VOR to 2000'. At D1.0 2000' OL turn LEFT to intercept and follow R-231 OL. At D12.0 OL ₩0 turn LEFT and proceed on R-276 inbound MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK. MSA OL VOR MSA 2200' all Climb to 1200' prior to level acceleration. sectors if DME not available Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000' 735 LF(R)-84 MSA 2000' within 7 NM of VOR 2 MSA 2000' within 11 NM of VOR A 722' 349 OYE Limeil-Toussus-Le-Noble D6.2 OL ↑ Villacoublay Brevannes °111.2 OL D1.0 OL (Velizy) D11.7 48-45 **■D2.7**OL For visual approach LOW OVERFLYING see INSET below PROHIBITED When cleared by RADAR: FAF at 2000'/D5.8 OL. 02-30 48-40 D1.0 Rwy 26 OL VOR LOW OVERFLYING PROHIBITED NOT TO SCALE <sup>D</sup>113.6 MLN 48-35 096° ु MOLEK Ç 0 D37.7/R-135 O₽ 3.0 4.0 5.0 6.0 OL DME 7.0 8.0 ALTITUDE 1330 1690 2060' 2420 For visual approach Lctr **D8.6** OL **D11.7** OL see INSET above D6.2 OL 3000' OL VOR **-**259° 2140' APT 291' 3.1 3.5 2.4 70 90 100 120 140 160 Gnd speed-Kts Refer to REIL ·· Descent Gradient 6.0% 425 547 608 729 851 972 Missed Apch MAP at D2.5 OL above JAR-OPS CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS TO RWY 26 860'(569') 1500m 860' (569' 1600m 900'(609') 2400m 1000'(709')