

LFPO/ORY
ORLY

5 JAN 07

JEPPESEN

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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JEPPESEN

10-1P1

PARIS, FRANCE
AIRPORT BRIEFING

1. GENERAL

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:

Set Mode A + 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

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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JEPPESEN

(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 LT and 1800 - 2130 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 constraints 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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JEPPESEN

(10-1P3)

PARIS, FRANCE
AIRPORT BRIEFING

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

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.

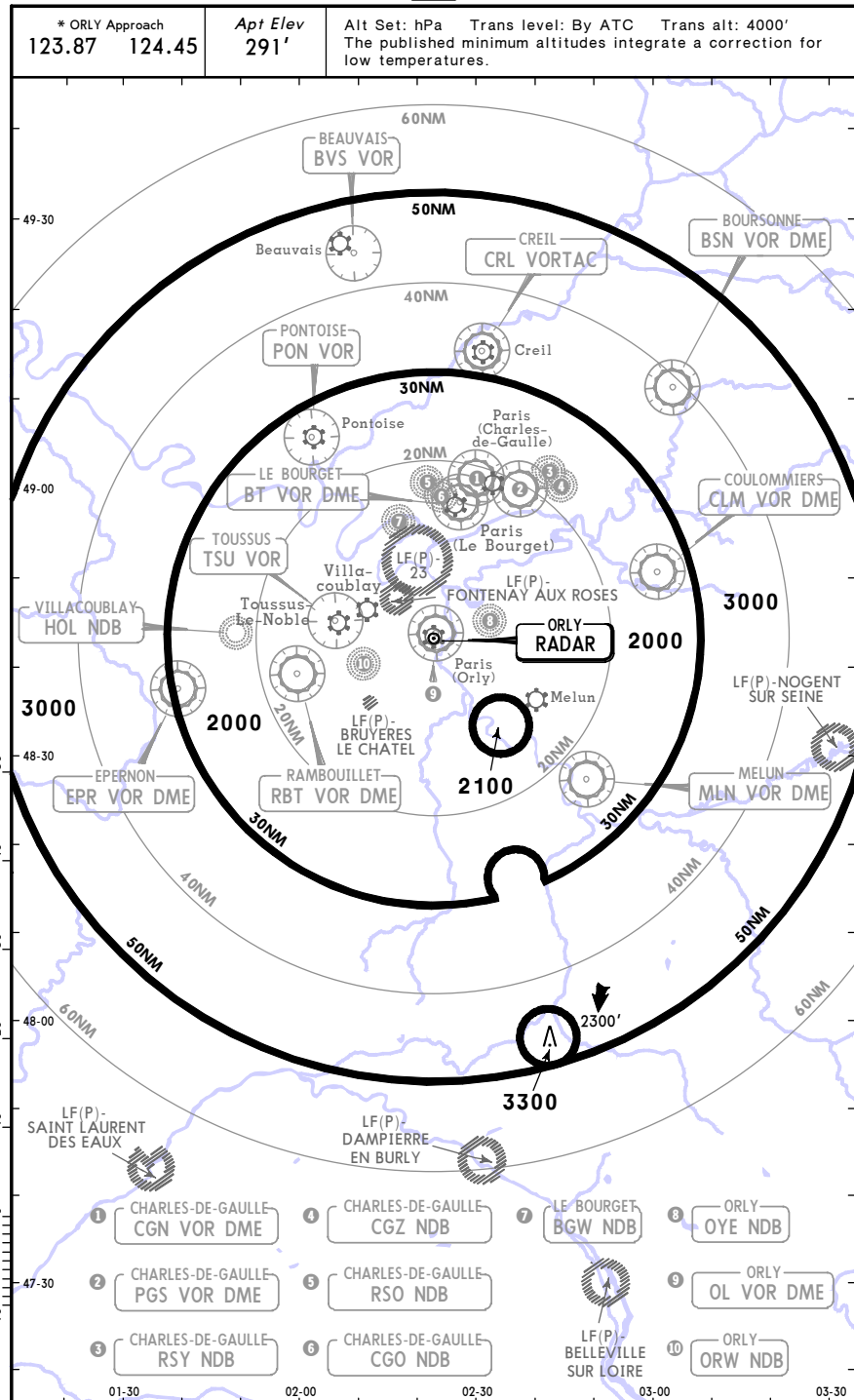
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PARIS, FRANCE

28 SEP 07 (10-1R)

RADAR MINIMUM ALTITUDES



CHANGES: Reissue.

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PARIS, FRANCE

27 JAN 06 (10-2)

RNAV STAR

OPERATING PROCEDURES FOR NON-RNAV AIRCRAFT

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

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

Without or in case of loss of RNAV capability the pilot must:

- follow or proceed to the conventional support when existing or
- report "NON RNAV" as soon as the required navigation precision is lost in order to get a radar guidance.

On STAR or with radar guidance the pilot shall adapt the descent profile in order to observe the published requirements. If not possible, inform ATC immediately.

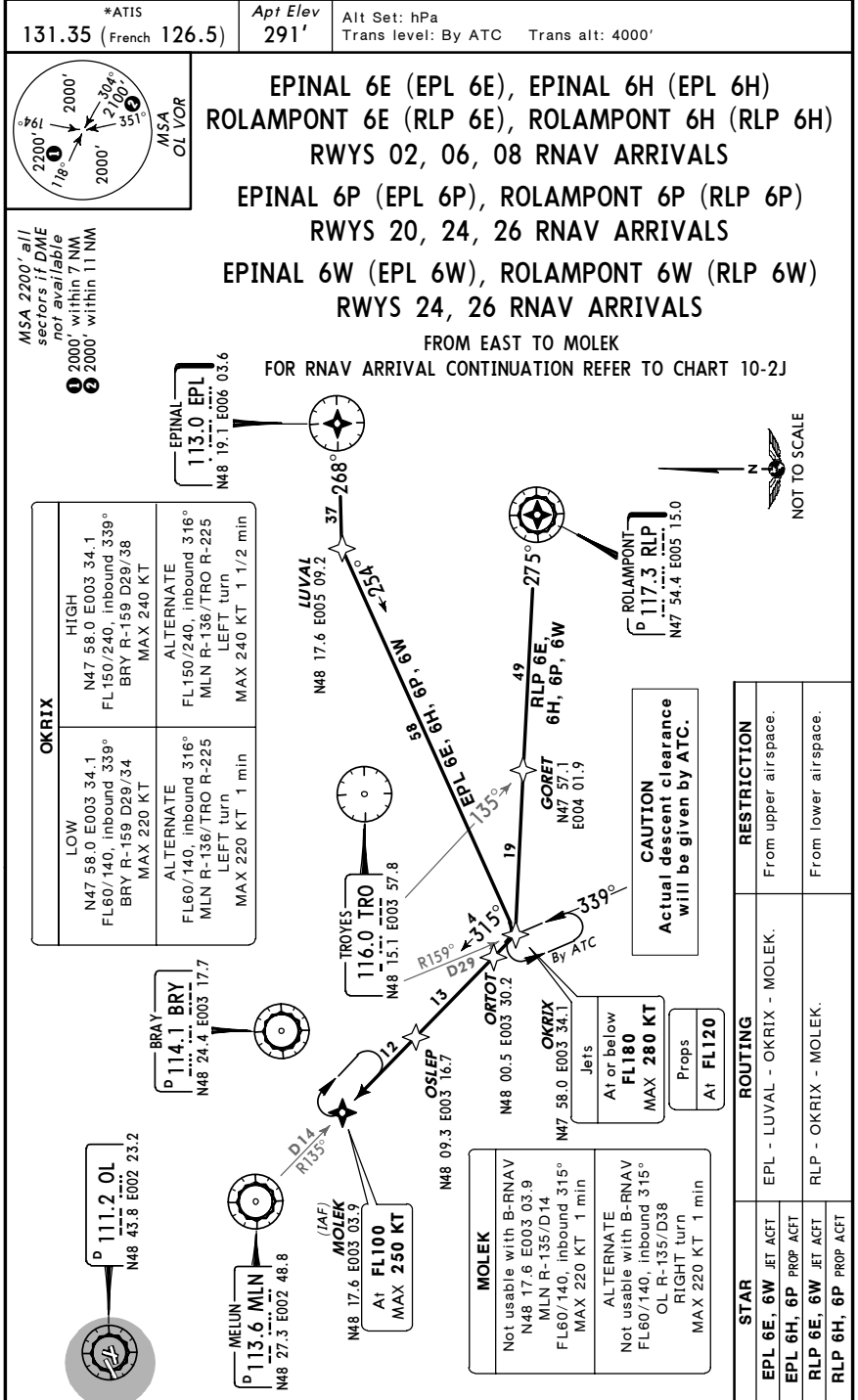
CHANGES: None.

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 27 JAN 06 (10-2A)

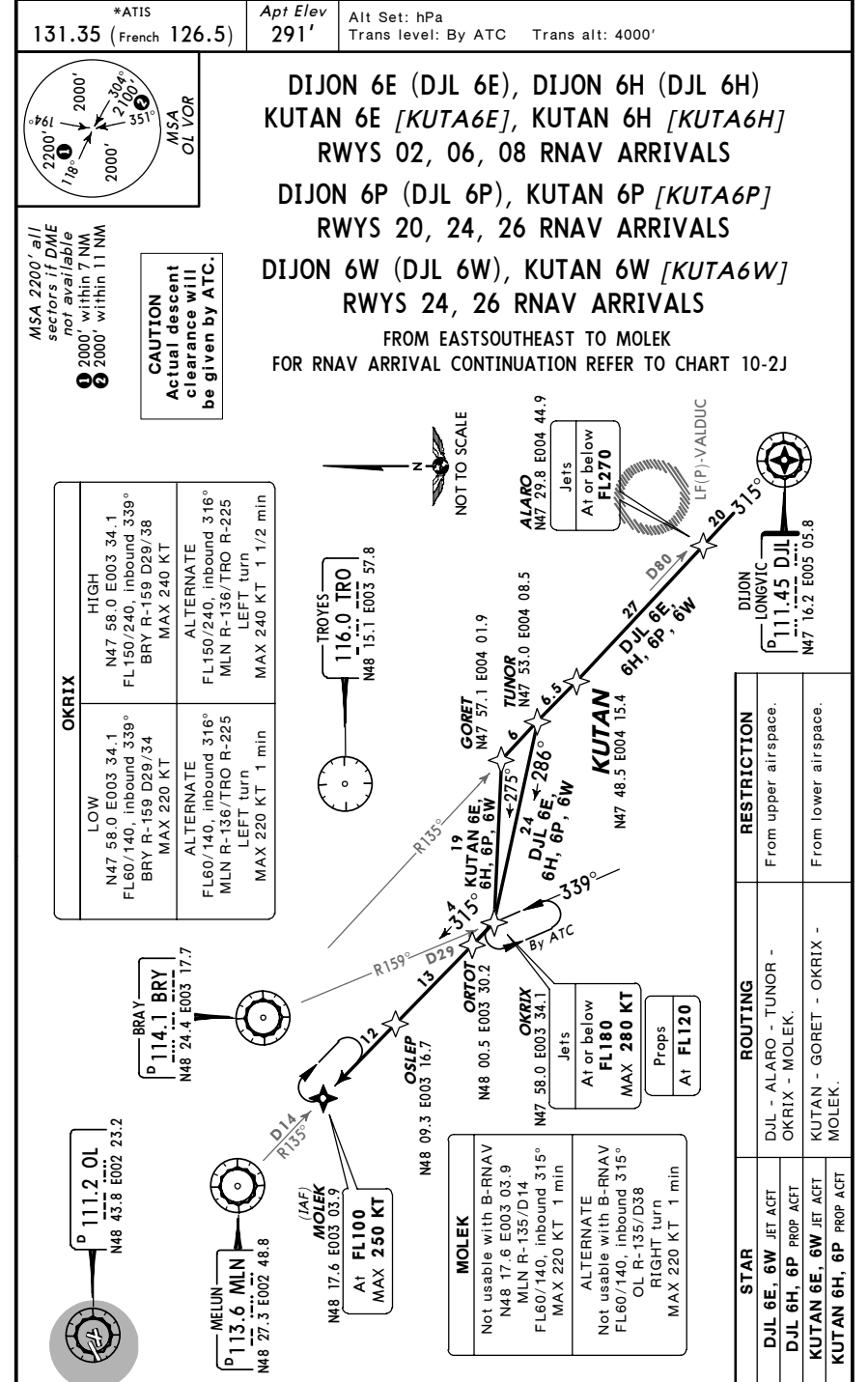
PARIS, FRANCE
 RNAV STAR



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 27 JAN 06 (10-2B)

PARIS, FRANCE
 RNAV STAR



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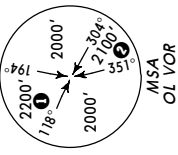
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27 JAN 06 (10-2C)

PARIS, FRANCE

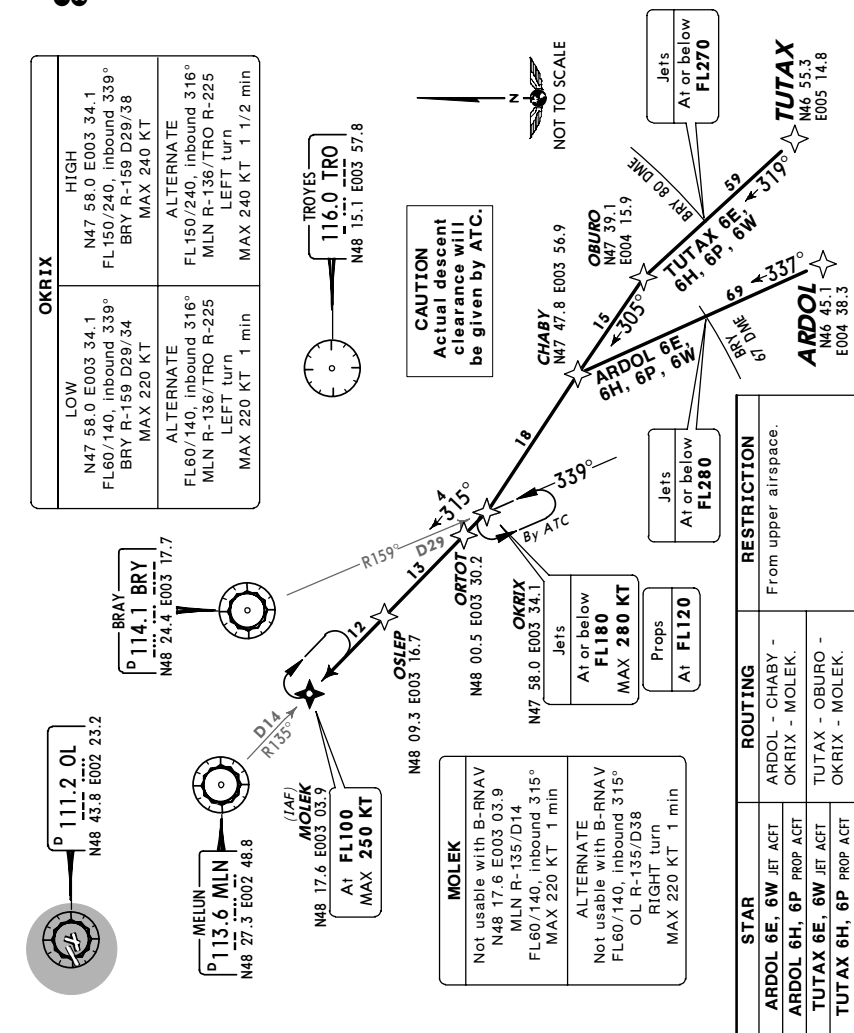
RNAV STAR

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



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
FOR RNAV ARRIVAL CONTINUATION REFER TO CHART 10-2J



CHANGES: Tracks/radials updated.

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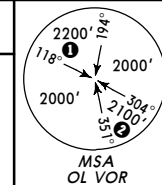
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23 FEB 07 (10-2D)

PARIS, FRANCE

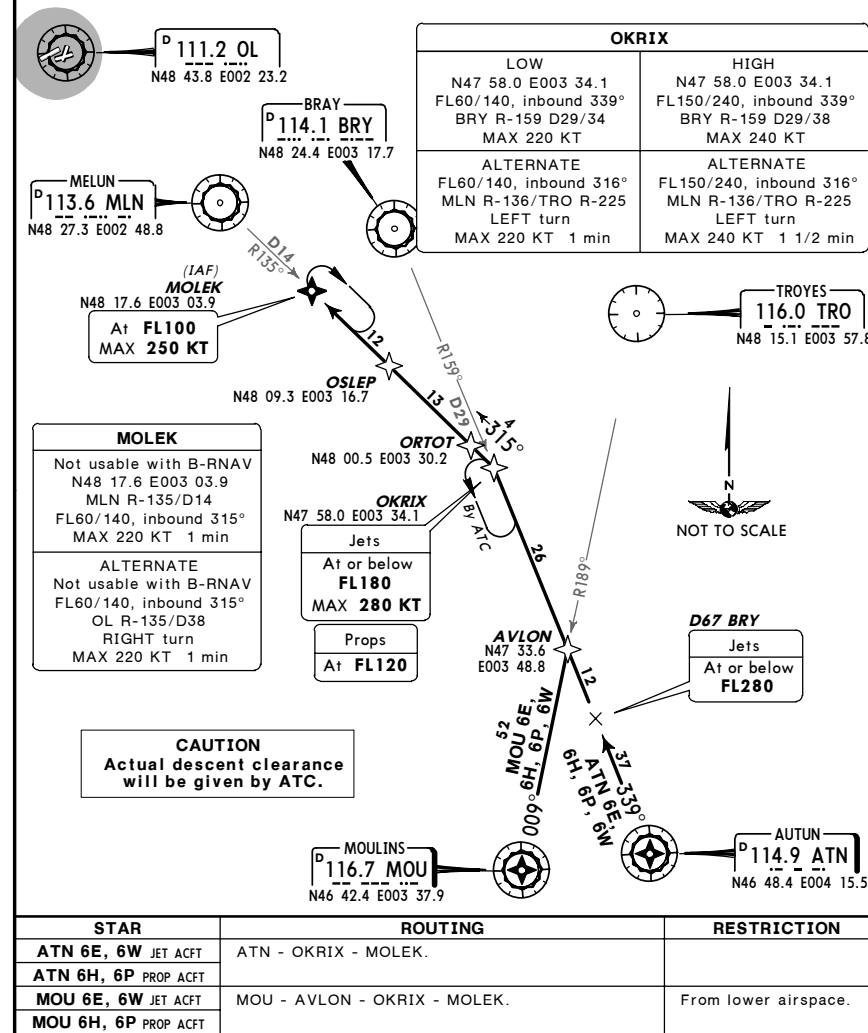
RNAV STAR

*ATIS 131.35 (French 126.5) Apt Elev 291' Alt Set: hPa 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
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



CHANGES: None.

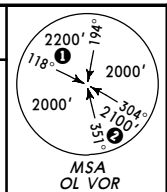
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JEPPesen
23 FEB 07 (10-2G)

PARIS, FRANCE
RNAV STAR

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



MATIX 4E [MATI4E], MOPIL 4E [MOPI4E]
RWYS 02, 06, 08 RNAV ARRIVALS
MATIX 4W [MATI4W], MOPIL 4W [MOPI4W]
RWYS 20, 24, 26 RNAV ARRIVALS
FROM NORTH TO SOLBA & VELER
FOR RNAV ARRIVAL CONTINUATION REFER TO CHART
10-2K (RWYS 02, 06, 08) & CHART 10-2L (RWYS 24, 26)

- 1 RWYS 02, 06, 08:
Useable as IAF by APP at FL90 if LFPG configuration WEST.
If holding is planned proceed to IAF VELER.
- 2 RWYS 20, 24, 26:
Useable as IAF only if holding is planned.
- 3 Only by DE GAULLE APP:
LFPG configuration WEST (RWYS 02, 06, 08),
LFPG configuration EAST (RWYS 24, 26).

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

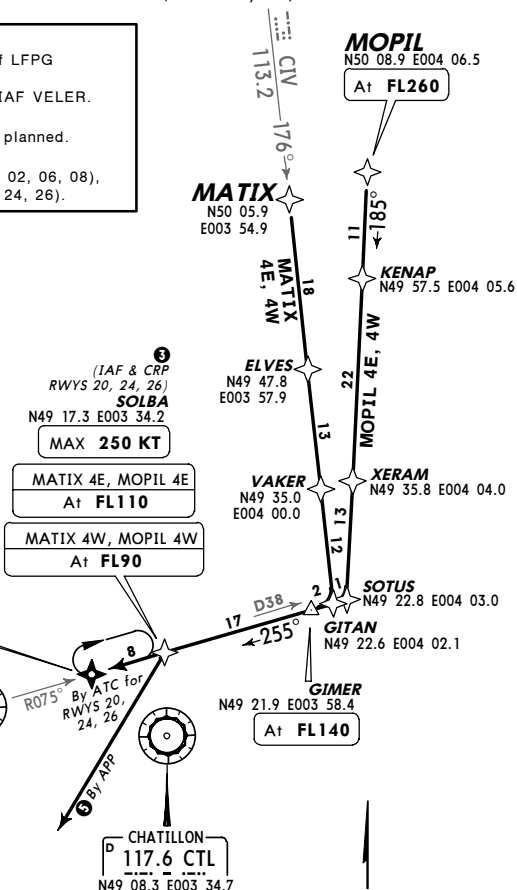
ALTERNATE
Not usable with RNAV
FL60/130, inbound 255°
BSN R-075/CTL R-311
RIGHT turn
MAX 220 KT 1 min

(IAF RWYS 02, 06, 08)
VELER
N49 15.0 E003 22.1
MATIX 4E, MOPIL 4E
At FL110

BOURSONNE
114.85 BSN
N49 11.3 E003 03.4

CAUTION
Actual descent clearance
will be given by ATC.

111.2 OL
N48 43.8 E002 23.2



NOT TO SCALE

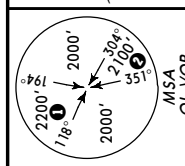
STAR	ROUTING	RESTRICTION
MATIX 4E	MATIX - GITAN - GIMER - SOLBA - VELER.	From lower airspace.
MATIX 4W	MATIX - GITAN - GIMER - SOLBA.	
MOPIL 4E	MOPIL - SOTUS - GIMER - SOLBA - VELER.	From upper airspace.
MOPIL 4W	MOPIL - SOTUS - GIMER - SOLBA.	

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27 JAN 06 (10-2H)

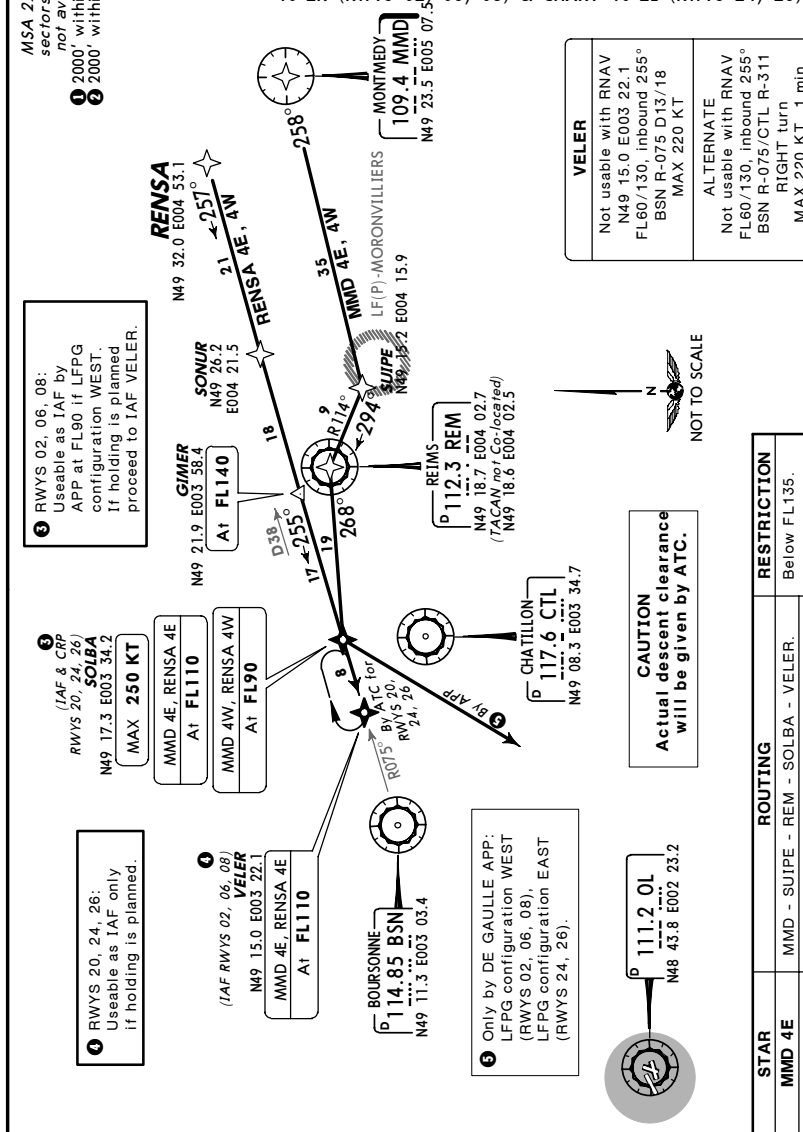
PARIS, FRANCE
RNAV STAR

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



MONTMEDY 4E (MMD 4E), RENSA 4E [RENS4E]
RWYS 02, 06, 08 RNAV ARRIVALS
MONTMEDY 4W (MMD 4W), RENSA 4W [RENS4W]
RWYS 20, 24, 26 RNAV ARRIVALS
FROM EAST TO SOLBA & VELER
FOR RNAV ARRIVAL CONTINUATION REFER TO CHART
10-2K (RWYS 02, 06, 08) & CHART 10-2L (RWYS 24, 26)

- 1 RWYS 02, 06, 08:
Useable as IAF by APP at FL90 if LFPG configuration WEST.
If holding is planned proceed to IAF VELER.
- 2 RWYS 20, 24, 26:
Useable as IAF only if holding is planned.
- 3 Only by DE GAULLE APP:
LFPG configuration WEST (RWYS 02, 06, 08),
LFPG configuration EAST (RWYS 24, 26).



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

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

CAUTION
Actual descent clearance
will be given by ATC.

111.2 OL
N48 43.8 E002 23.2

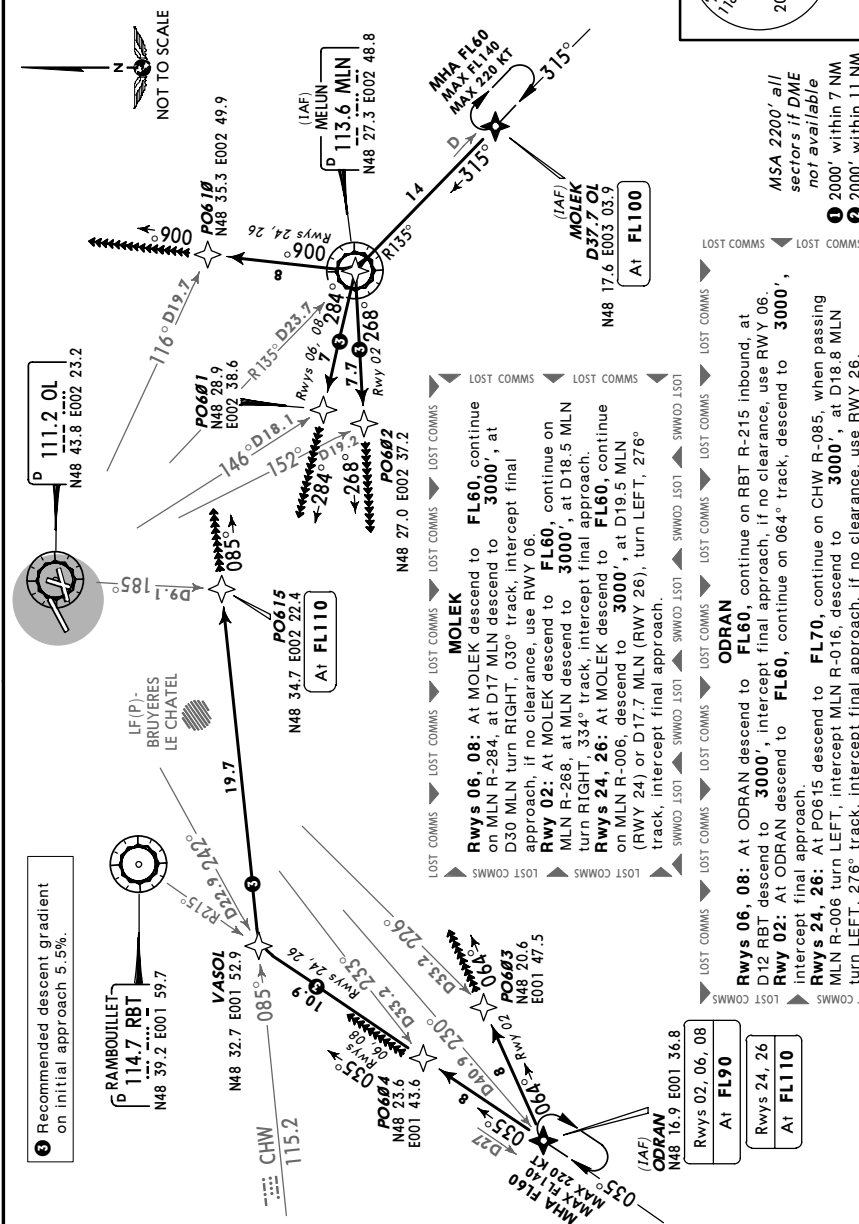
STAR	ROUTING	RESTRICTION
MMD 4E	MMD - SUIPE - REM - SOLBA - VELER.	Below FL135.
MMD 4W	MMD - SUIPE - REM - SOLBA.	
RENSA 4E	RENSA - GIMER - SOLBA - VELER.	Above FL135.
RENSA 4W	RENSA - GIMER - SOLBA.	

RNAV (GNSS-
DME/DME-
VOR/DME OL) 27 JAN 06 10-2J

PARIS, FRANCE
RNAV ARRIVAL

*ATIS 131.35 (French 126.5)	*ORLY Approach 118.85 124.45	<i>Apt Elev</i> 291'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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RWYS 02, 06, 08, 24, 26
RNAV ARRIVAL PROCEDURES
FROM MOLEK & ODRAN



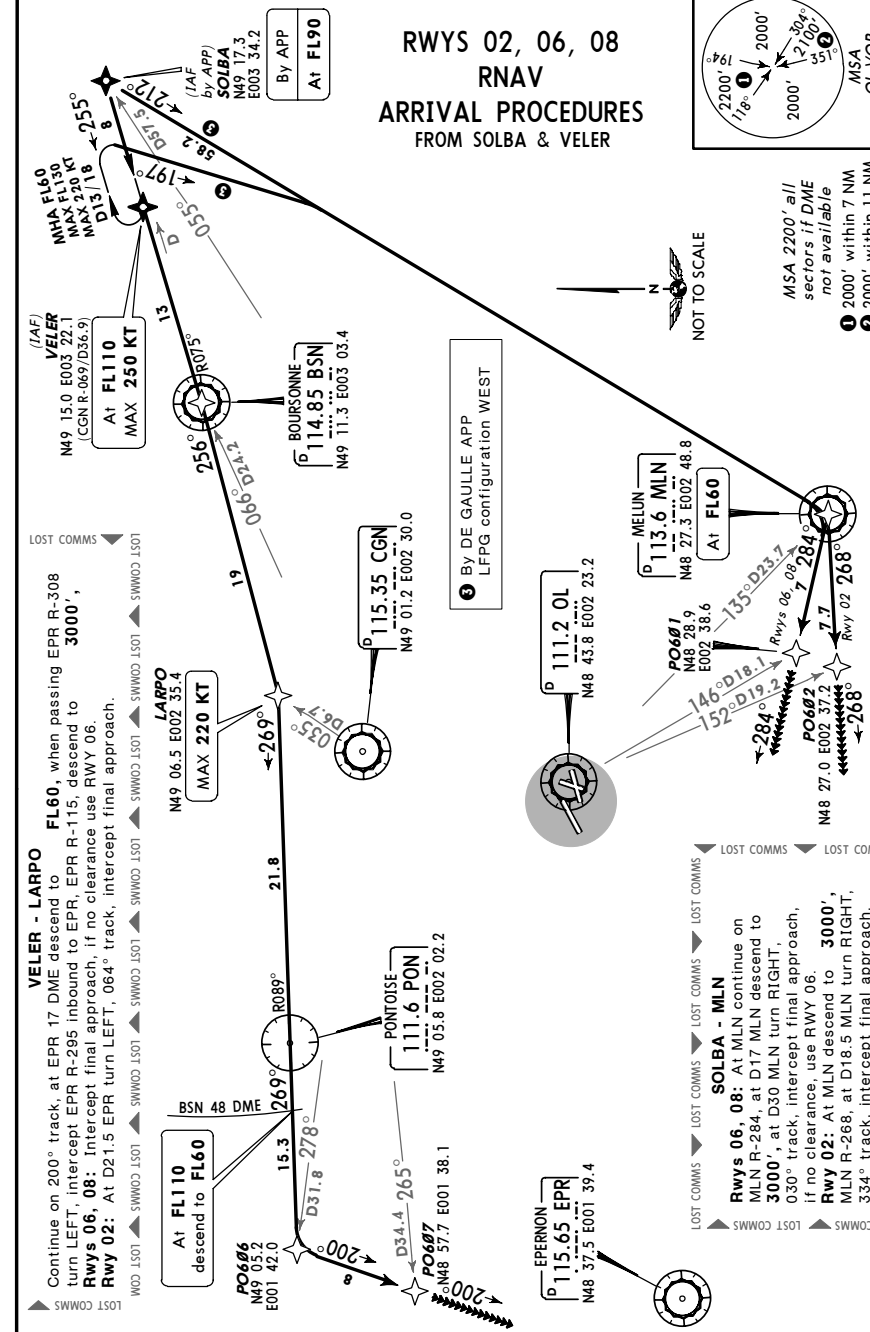
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RNAV (GNSS-
DME/DME-
VOR/DME OL) 27 JAN 06 **JEPPESEN** 10-2K

PARIS, FRANCE
RNAV ARRIVAL

*ATIS 131.35 (French 126.5)	*ONLY Approach 118.85 124.45	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27			<i>Apt Elev</i> 291'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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**RWYS 02, 06, 08
RNAV
ARRIVAL PROCEDURES
FROM SOLBA & Veler**



CHANGES: Tracks/radials updated; PO601 & PO602 coordinates. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED

RNAV (GNSS-
DME/DME-
VOR/DME OL) 27 JAN 06 10-2L

PARIS, FRANCE
RNAV ARRIVAL

*ATIS 131.35 (French 126.5)	*ORLY Approach 118.85 124.45	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27			<i>Apt Elev</i> 291'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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Continue on CLM R-040 inbound to CLM, CLM R-220 to D2.4 CLM, turn RIGHT, 276° track, descend to **3000'**, intercept final approach, if no clearance use RWY 26.

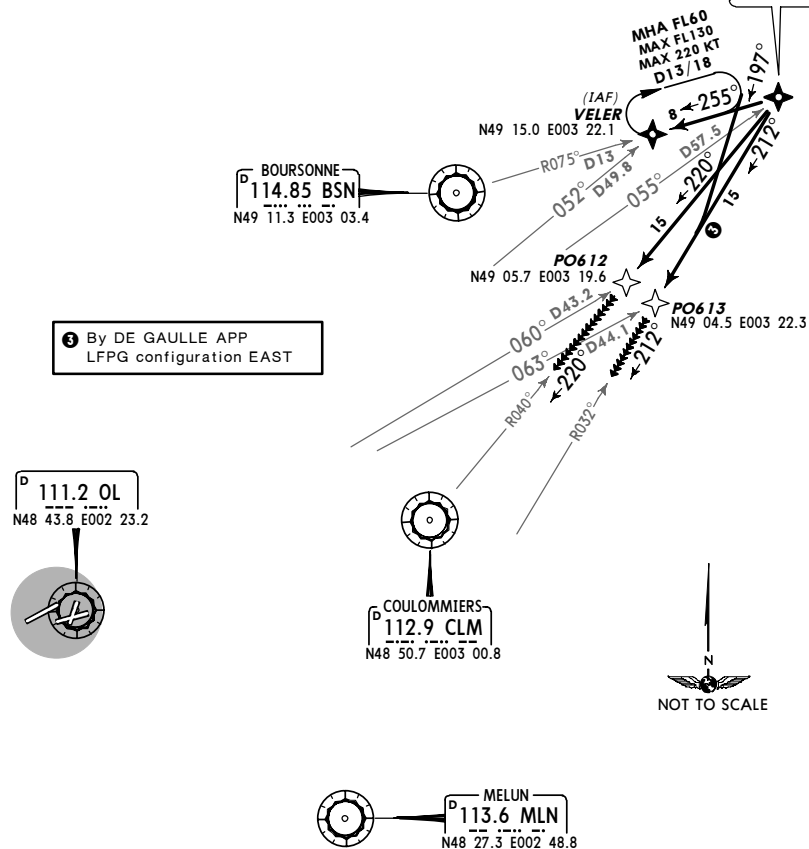
By ATC

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.

MSA 2200' all
sectors if DME
not available
00' within 7 NM
00' within 11 NM

(IAF by APP)
SOLBA
 N49 17.3 E003 34.2

By APP
At FL90



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JEPPESSEN
16 MAR 07 10-3

PARIS, FRANCE **SID**

1. RNAV DEPARTURES

1.1. Protection

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

1.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
VOR/DME, DME or GNSS

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

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

Non RNAV equipped aircraft below FL115

Specify FPL item 15:

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

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

- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-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.

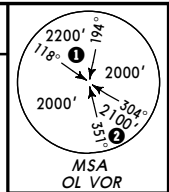
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LFPO/ORY
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JEPPESEN
16 MAR 07 (10-3A)

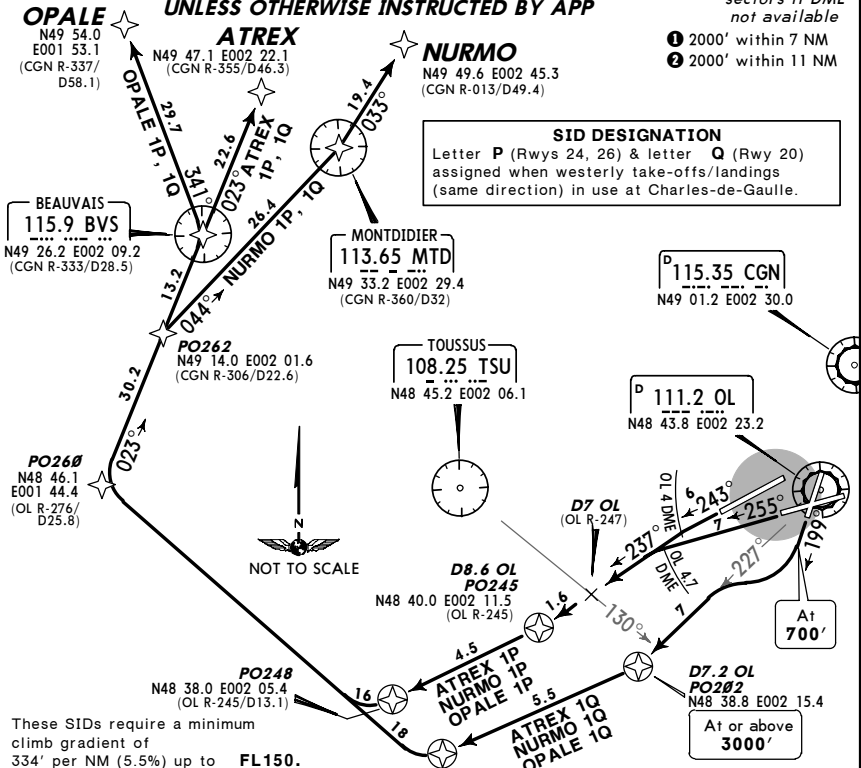
PARIS, FRANCE
RNAV SID

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



ATREX, NURMO, OPALE
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN)
LETTER **P & Q** ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

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



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

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

If unable to comply advise ORLY Tower on first contact.

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

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700' , turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D8.6 OL. RNAV: PO245.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8.6 OL. RNAV: PO245.
SID	ROUTING
ATREX 1P [ATRE1P] ③	PO245 - PO248 - PO260 - PO262 - BVS - ATREX.
ATREX 1Q [ATRE1Q] ③	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - ATREX.
NURMO 1P [NURM1P] ③	PO245 - PO248 - PO260 - PO262 - MTD - NURMO.
NURMO 1Q [NURM1Q] ③	PO202 (3000+) - PO204 - PO260 - PO262 - MTD - NURMO.
OPALE 1P [OPAL1P] ③	PO245 - PO248 - PO260 - PO262 - BVS - OPALE.
OPALE 1Q [OPAL1Q] ③	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - OPALE.

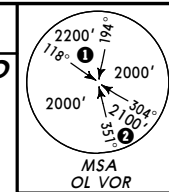
For flights to destinations specified via airway **UT 225 ③/UN 874 ③/UT 425 ③**.

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JEPPESEN
16 MAR 07 (10-3B)

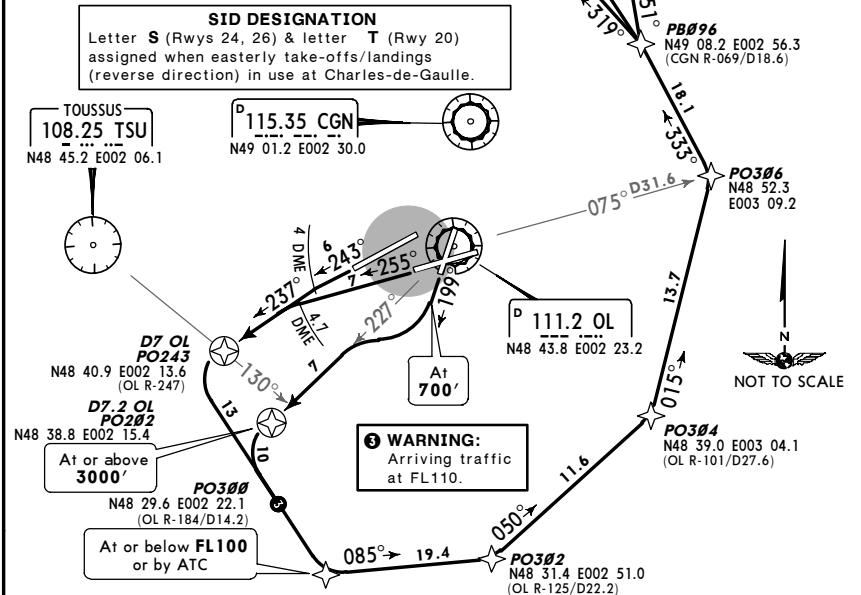
PARIS, FRANCE
RNAV SID

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



OPALE, ATREX, NURMO
RWYS 20, 24, 26
RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME OL-CGN)
LETTER **S & T** ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

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



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

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

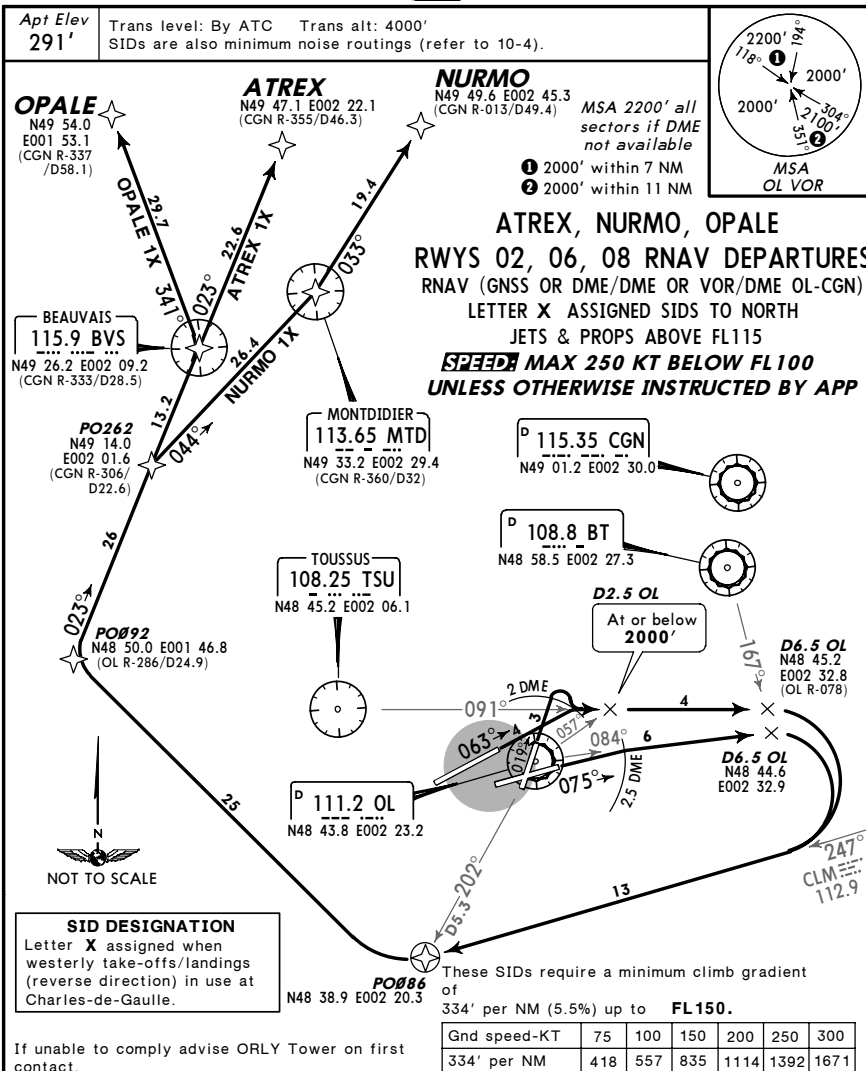
Initial climb clearance **FL70**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700' , turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243.
SID	ROUTING
ATREX 1S [ATRE1S] ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
ATREX 1T [ATRE1T] ③	PO202 (3000+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
NURMO 1S [NURM1S] ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
NURMO 1T [NURM1T] ③	PO202 (3000+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
OPALE 1S [OPAL1S] ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.
OPALE 1T [OPAL1T] ③	PO202 (3000+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.

For flights to destinations specified via airways **UT 225 ③/UN 874 ③/UT 425 ③**.

PARIS, FRANCE
RNAV SID



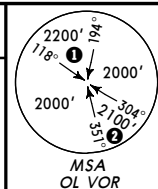
Initial climb clearance JET: FL70/PROP: FL60 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).	
RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086.
06	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.
08	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 <i>[ATREIX]</i> ③	PO086 - PO092 - PO262 - BVS - ATREX.
NURMO 1X <i>[NURMIX]</i> ④	PO086 - PO092 - PO262 - MTD - NURMO.
OPALE 1X <i>[OPALIX]</i> ⑤	PO086 - PO092 - PO262 - BVS - OPALE.
For flights to destinations specified via airways UT 225 ③ / UN 874 ④ / UT 425 ⑤ .	

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JEPPESEN
14 APR 06 (10-3J)

PARIS, FRANCE
RNAV SID

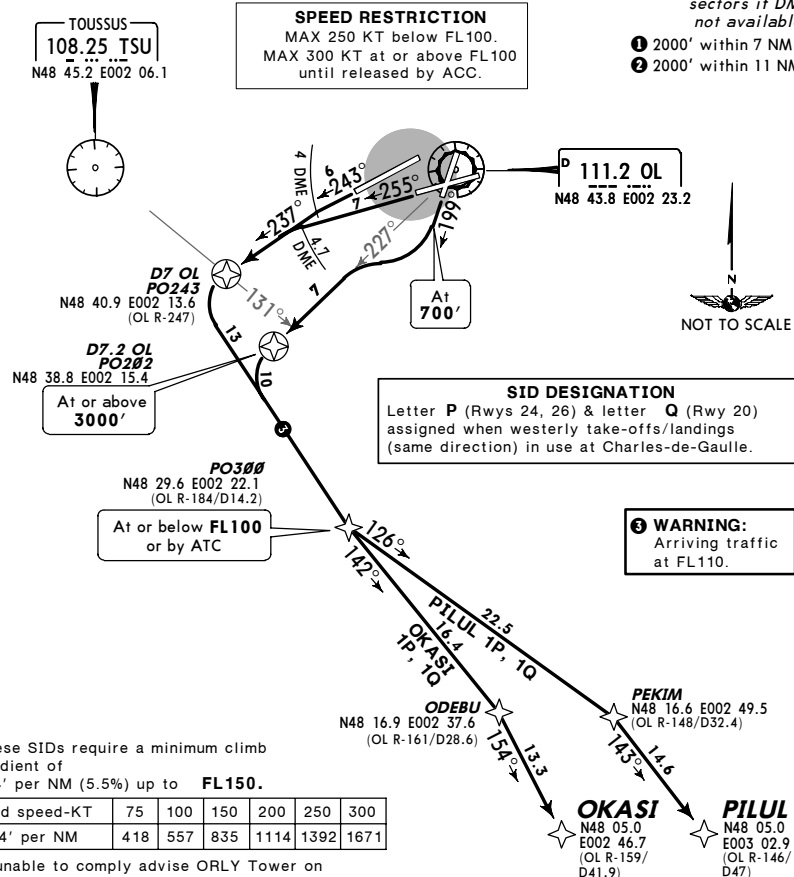
Apt Elev 291'
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).



MSA 2200' all
sectors if DME
not available

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

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



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

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

If unable to comply advise ORLY Tower on
first contact.

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

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

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243.

SID	ROUTING
OKASI 1P [OKAS1P] ①	PO243 - PO300 (FL100-) - ODEBU - OKASI.
OKASI 1Q [OKAS1Q] ①	PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 1P [PILU1P] ②	PO243 - PO300 (FL100-) - PEKIM - PILUL.
PILUL 1Q [PILU1Q] ②	PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.

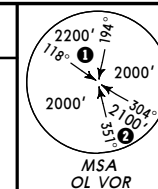
For flights to destinations specified via airway UL 612 ①/UM 975 ②.

LFPO/ORY
ONLY

JEPPESEN
14 APR 06 (10-3K)

PARIS, FRANCE
RNAV SID

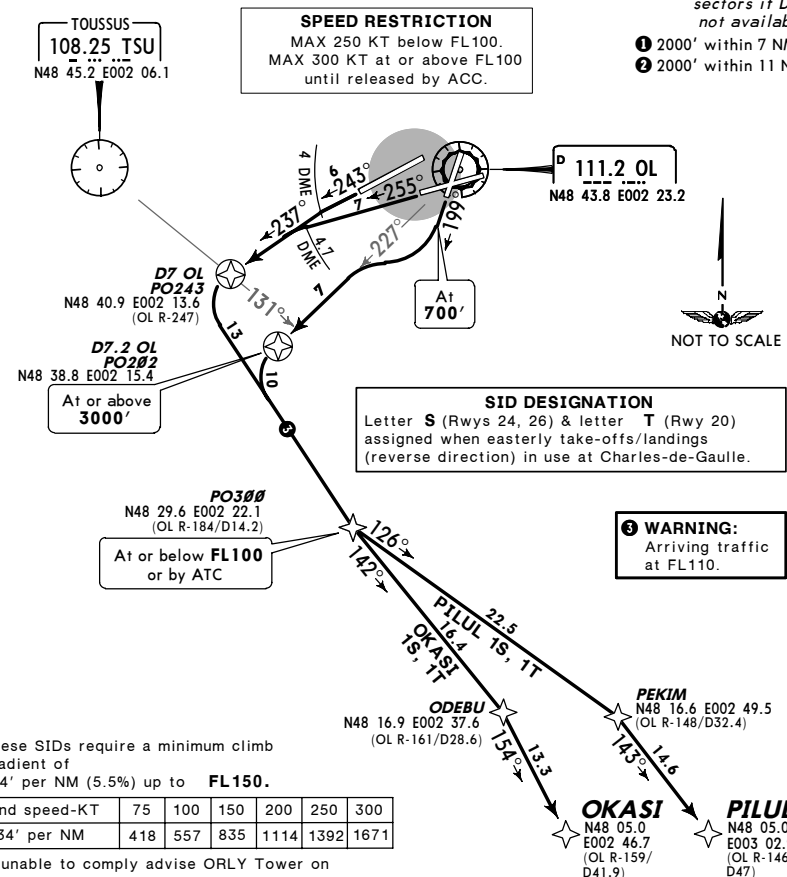
Apt Elev 291'
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).



MSA 2200' all
sectors if DME
not available

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

OKASI, PILUL
RWYS 20, 24, 26 RNAV DEPARTURES
LETTER S & T ASSIGNED SIDS TO SOUTHEAST
JETS & PROPS ABOVE FL195



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

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

If unable to comply advise ORLY Tower on
first contact.

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

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

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL. RNAV: PO243.

SID	ROUTING
OKASI 1S [OKAS1S] ①	PO243 - PO300 (FL100-) - ODEBU - OKASI.
OKASI 1T [OKAS1T] ①	PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 1S [PILU1S] ②	PO243 - PO300 (FL100-) - PEKIM - PILUL.
PILUL 1T [PILU1T] ②	PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.

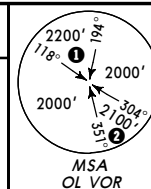
For flights to destinations specified via airway UL 612 ①/UM 975 ②.

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JEPPESEN
14 APR 06 (10-3L)

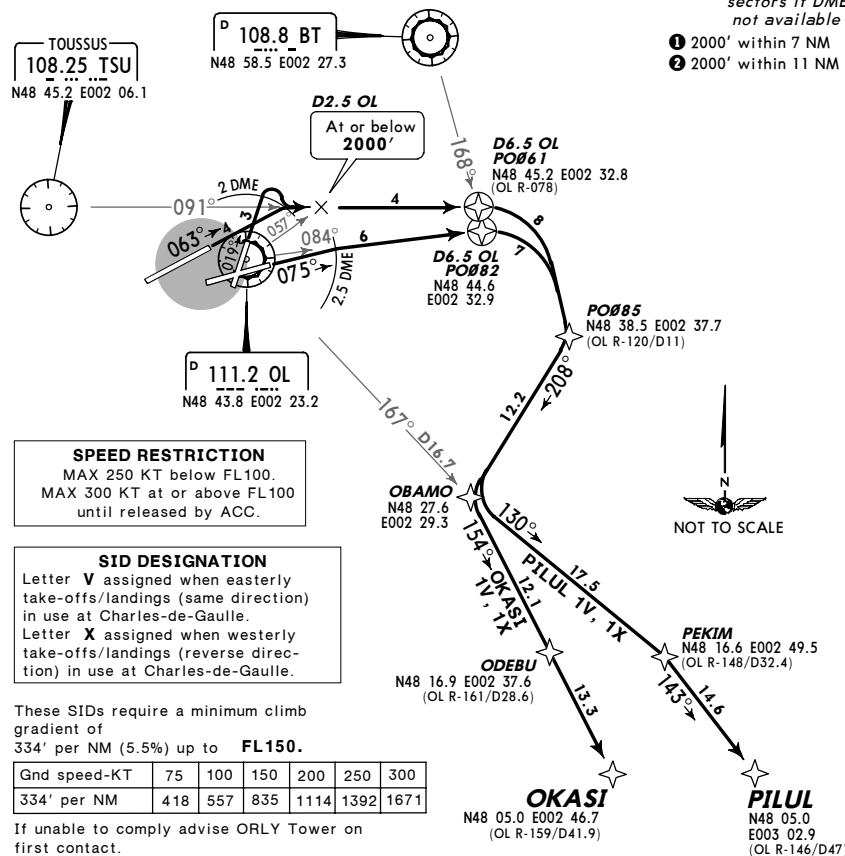
PARIS, FRANCE
RNAV SID

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



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

OKASI, PILUL RWYS 02, 06, 08 RNAV DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTHEAST JETS & PROPS ABOVE FL195



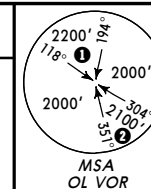
Initial climb clearance JET: FL130 / PROP: FL110 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).	
RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2 DME, turn RIGHT, intercept 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: PO061 - PO085.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO085.
SID	
OKASI 1V [OKAS1V], OKASI 1X [OKAS1X] ①	PO085 - OBAMO - ODEBU - OKASI.
PILUL 1V [PILU1V], PILUL 1X [PILU1X] ①	PO085 - OBAMO - PEKIM - PILUL.
For flights to destinations specified via airway UL 612 ①/UM 975 ① .	

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JEPPESEN
14 APR 06 (10-3M)

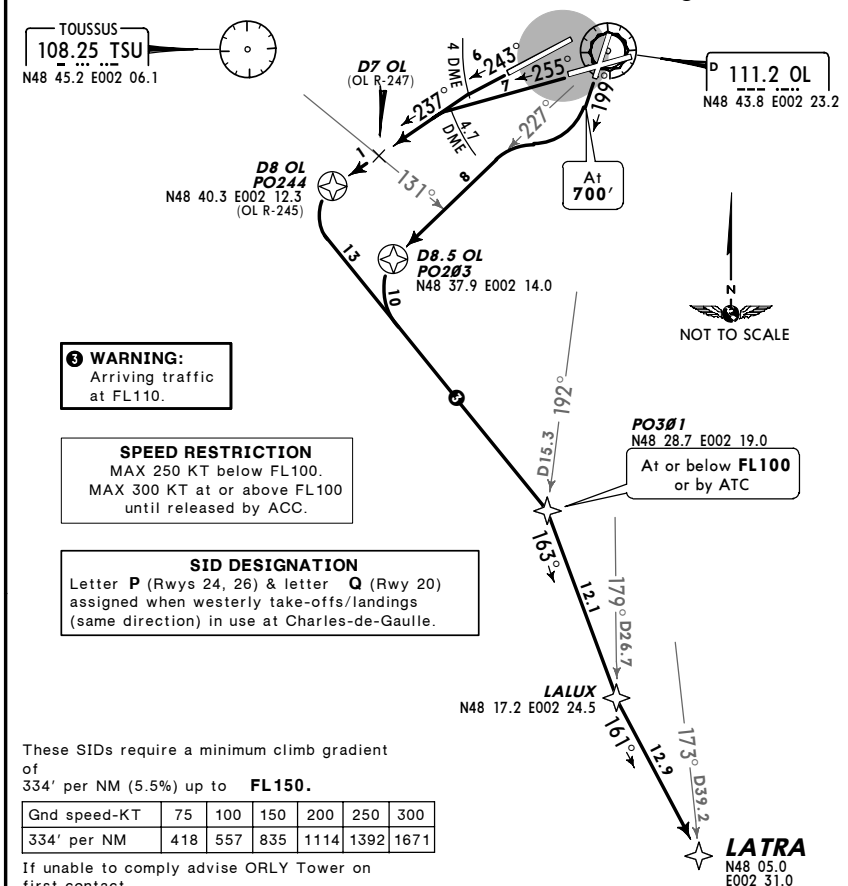
PARIS, FRANCE
RNAV SID

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



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

LATRA RWYS 20, 24, 26 RNAV DEPARTURES LETTER P & Q ASSIGNED SIDS TO SOUTH JETS & PROPS ABOVE FL195 FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM 133

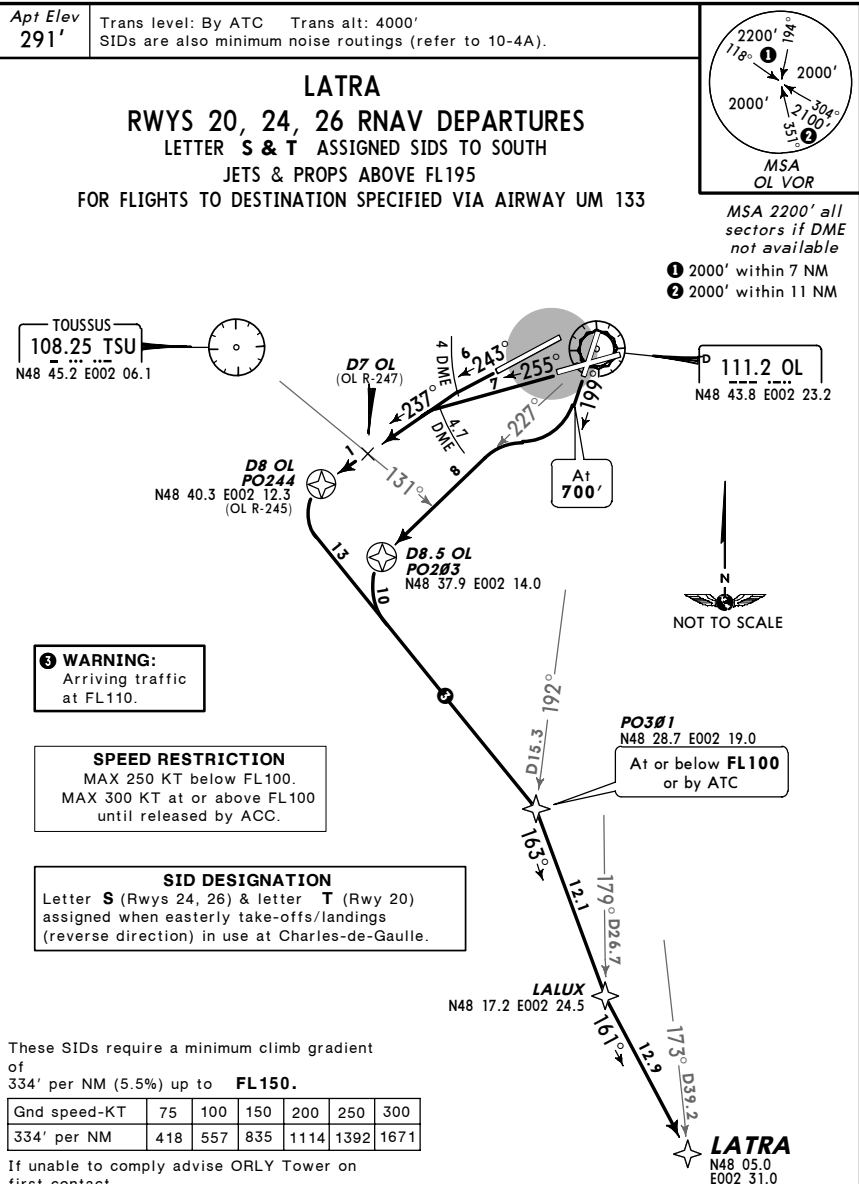


Initial climb clearance FL70 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7 OL (or crossing TSU R-131).	
RWY	INITIAL CLIMB
20	Climb on 199° track to 700' , turn RIGHT, intercept OL R-227 to D8.5 OL. RNAV: PO203.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D8 OL. RNAV: PO244.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8 OL. RNAV: PO244.
SID	
LATRA 1P [LATR1P]	PO244 - PO301 (FL100-) - LALUX - LATRA.
LATRA 1Q [LATR1Q]	PO203 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
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JEPPESEN
14 APR 06 (10-3N)

PARIS, FRANCE
RNAV SID



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 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° track to OL 4.7 DME, turn LEFT, 237° track to D8 OL. RNAV: PO244.
SID	ROUTING
LATRA 1S [LATRIS]	PO244 - PO301 (FL100-) - LALUX - LATRA.
LATRA 1T [LATRIT]	PO203 - PO301 (FL100-) - LALUX - LATRA.

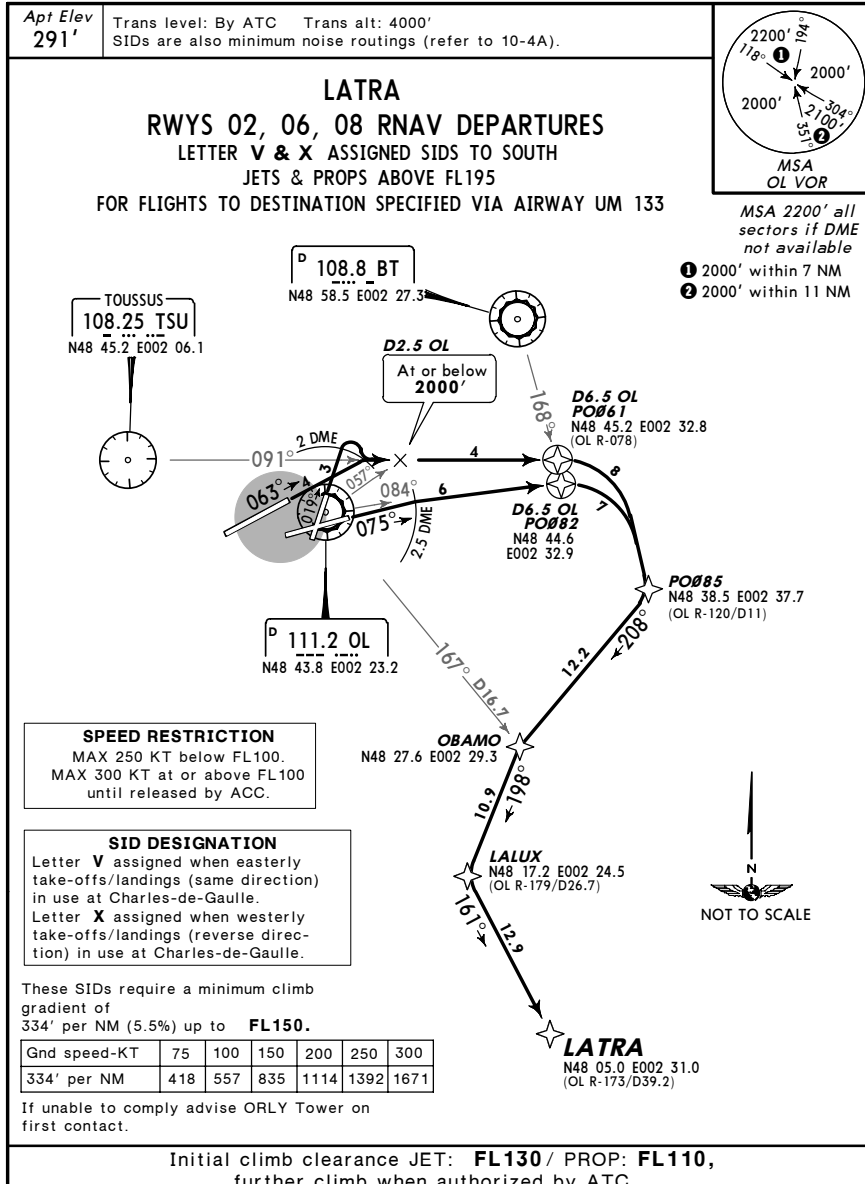
CHANGES: Speed restriction.

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14 APR 06 (10-3P)

PARIS, FRANCE
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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).	
RWY	INITIAL CLIMB
02	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: PO061 - PO085.
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
LATRA 1V [LATRIV], LATRA 1X [LATRIX]	PO085 - OBAMO - LALUX - LATRA.

CHANGES: Speed restriction.

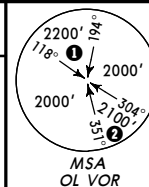
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JEPPESEN
14 APR 06 (10-3Q)

PARIS, FRANCE
RNAV SID

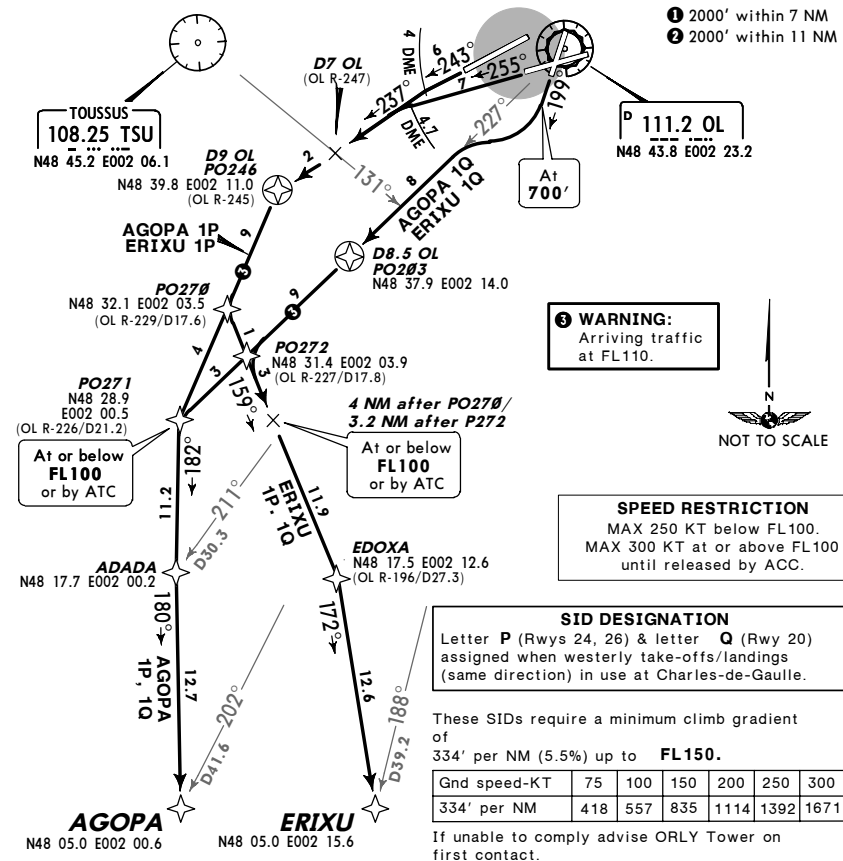
Apt Elev
291'
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).



MSA 2200' all
sectors if DME
not available

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

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



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

RWY	INITIAL CLIMB	RNAV
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL.	PO203.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D9 OL.	PO246.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D9 OL.	PO246.

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

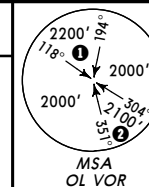
For flights to destinations specified via airway **UL 167 ④/UN 860 ⑤**.

LFPO/ORY
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JEPPESEN
14 APR 06 (10-3S)

PARIS, FRANCE
RNAV SID

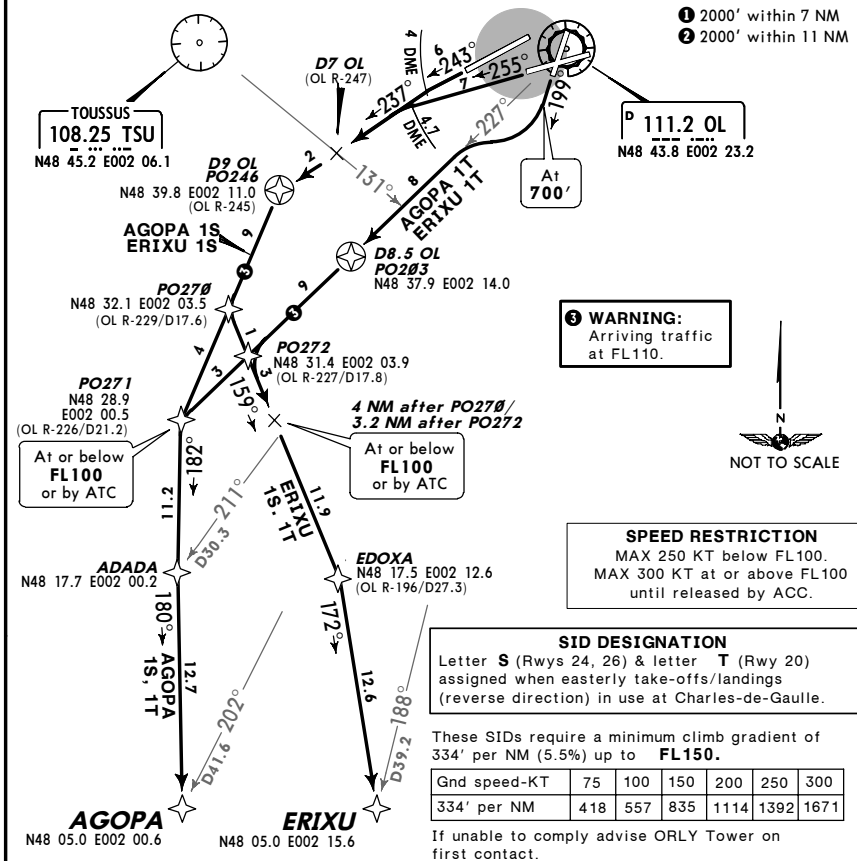
Apt Elev
291'
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).



MSA 2200' all
sectors if DME
not available

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

AGOPA, ERIXU RWYS 20, 24, 26 RNAV DEPARTURES LETTER S & T ASSIGNED SIDS TO SOUTHWEST JETS & PROPS ABOVE FL195



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

RWY	INITIAL CLIMB	RNAV
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL.	PO203.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D9 OL.	PO246.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D9 OL.	PO246.

SID	ROUTING
AGOPA 1S [AGOP1S] ④	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 1T [AGOP1T] ④	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 1S [ERIX1S] ⑤	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 1T [ERIX1T] ⑤	PO203 - PO272 - EDOXA - ERIXU.

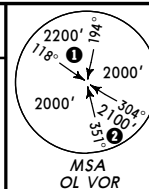
For flights to destinations specified via airway **UL 167 ④/UN 860 ⑤**.

LFPO/ORLY
ORLY

JEPPESEN
14 APR 06 (10-3T)

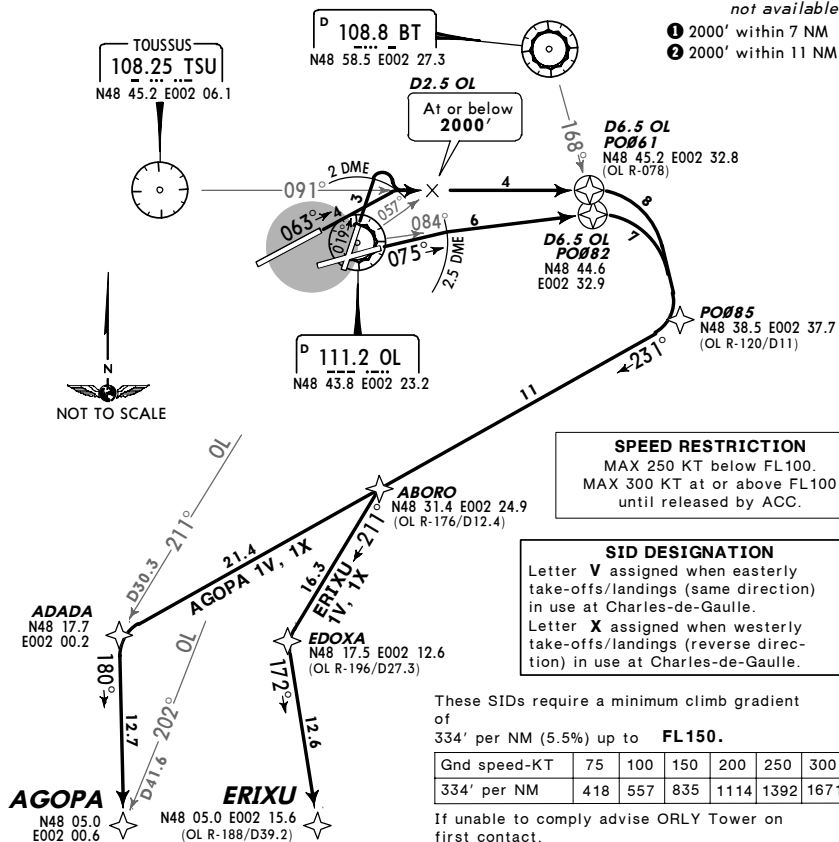
PARIS, FRANCE
RNAV SID

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



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

AGOPA, ERIXU RWYS 02, 06, 08 RNAV DEPARTURES LETTER V & X ASSIGNED SIDS TO SOUTH JETS & PROPS ABOVE FL195



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).

RWY	INITIAL CLIMB
02	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: PO061 - PO085.
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
AGOPA 1V [AGOP1V], AGOPA 1X [AGOP1X] 1	PO085 - ABORO - ADADA - AGOPA.
ERIXU 1V [ERIX1V], ERIXU 1X [ERIX1X] 1	PO085 - ABORO - EDOXA - ERIXU.

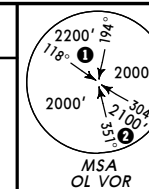
For flights to destinations specified via airway UL 167 1/ UN 860 1.

LFPO/ORLY
ORLY

JEPPESEN
27 JAN 06 (10-3U)

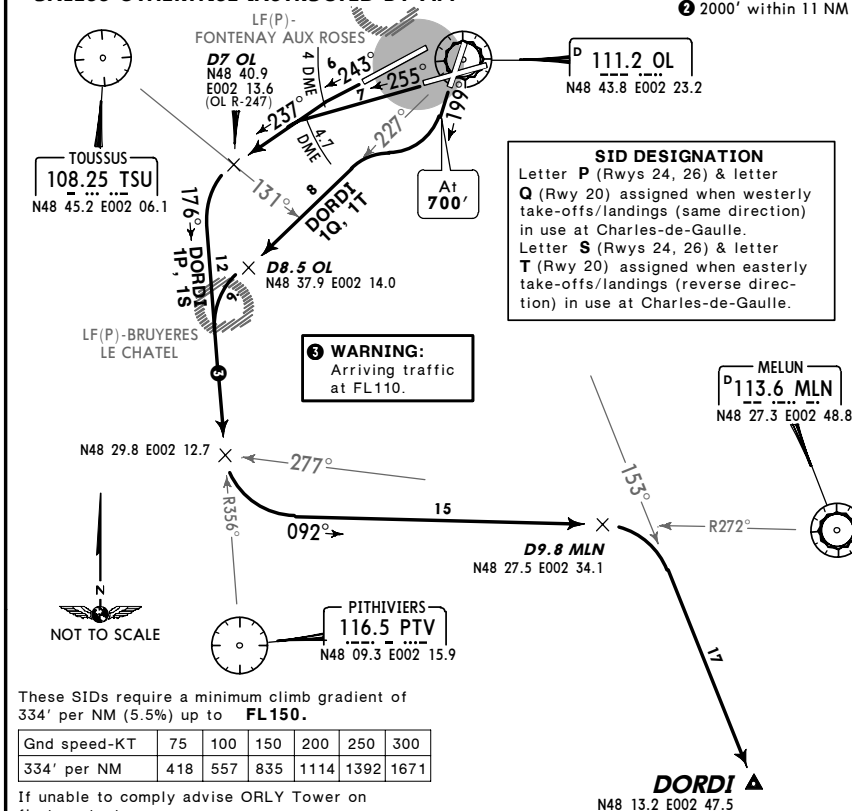
PARIS, FRANCE
SID

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



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

DORDI RWYS 20, 24, 26 DEPARTURES LETTER P, Q, S & T ASSIGNED SIDS TO SOUTH JETS & PROPS BELOW FL195 FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS G 40, G 54 & J 301 SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY APP



Initial climb clearance FL50, 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 D8.5 OL, turn LEFT, intercept PTV R-356 inbound.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL, turn LEFT, intercept PTV R-356 inbound.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL, turn LEFT, intercept PTV R-356 inbound.

SID	ROUTING
DORDI 1P [DORD1P] DORDI 1Q [DORD1Q] DORDI 1S [DORD1S] DORDI 1T [DORD1T]	On PTV R-356 inbound, when passing MLN R-277 turn LEFT, intercept MLN R-272 inbound to D9.8 MLN, turn RIGHT, intercept OL R-153 to DORDI.

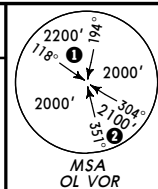
LFPO/ORY
ONLY

JEPPESEN
27 JAN 06 10-3V

PARIS, FRANCE
SID

Apt Elev
291'

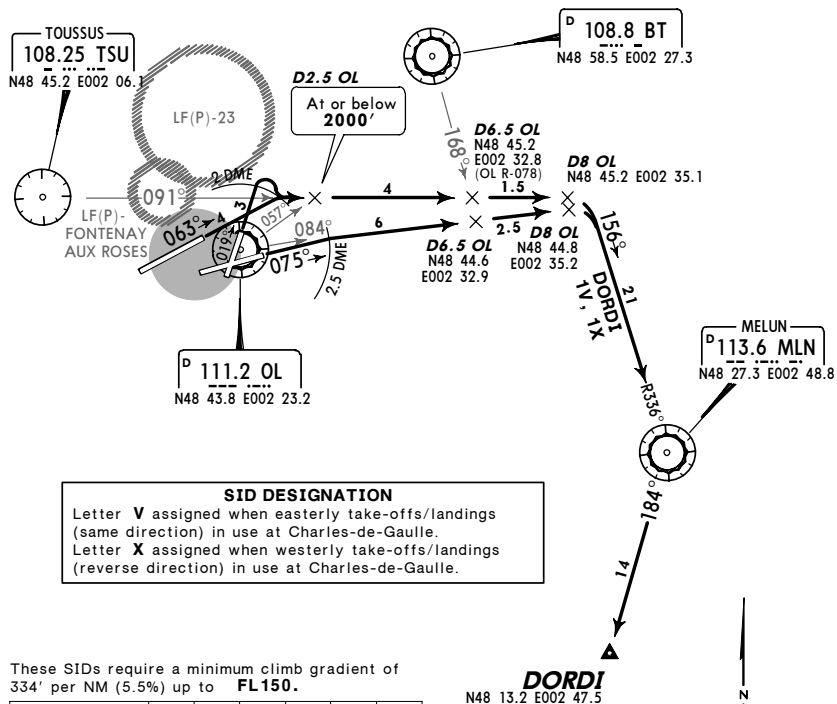
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).



MSA 2200' all
sectors if DME
not available

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

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



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

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

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **3000'**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest 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 D8 OL.
08	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 [DORD1V] DORDI 1X [DORD1X]	At D8 OL turn RIGHT, intercept MLN R-336 inbound to MLN, turn RIGHT, MLN R-184 to DORDI.

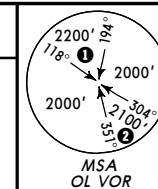
LFPO/ORY
ONLY

JEPPESEN
27 JAN 06 10-3W

PARIS, FRANCE
SID

Apt Elev
291'

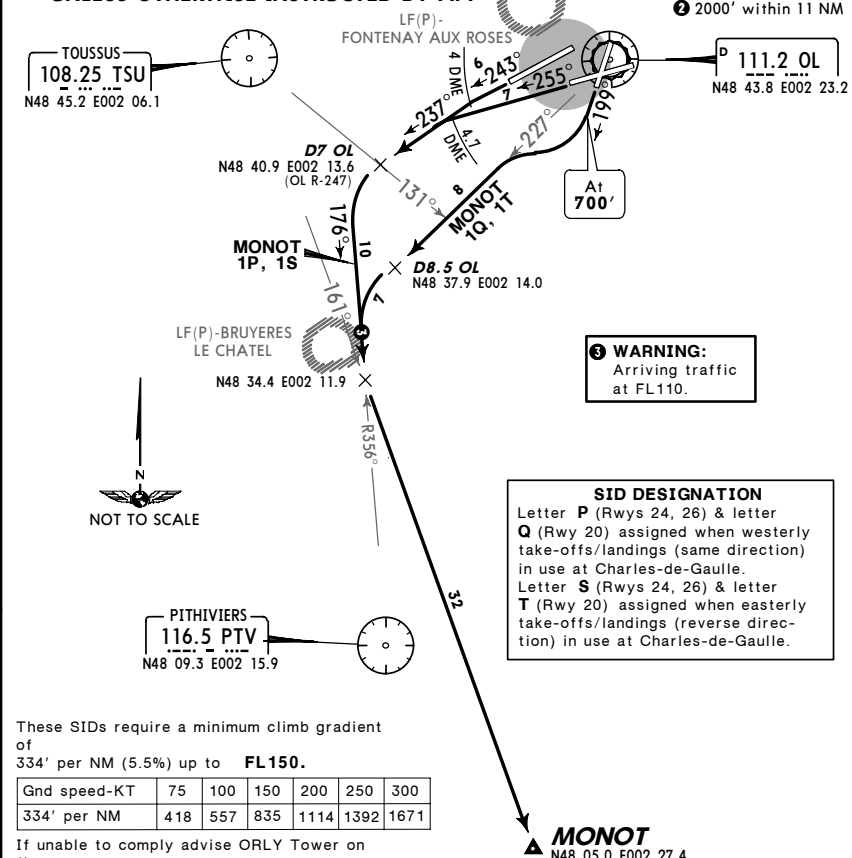
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).



MSA 2200' all
sectors if DME
not available

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

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



WARNING:
Arriving traffic
at FL110.

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

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

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

If unable to comply advise ORLY Tower on first contact.

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

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

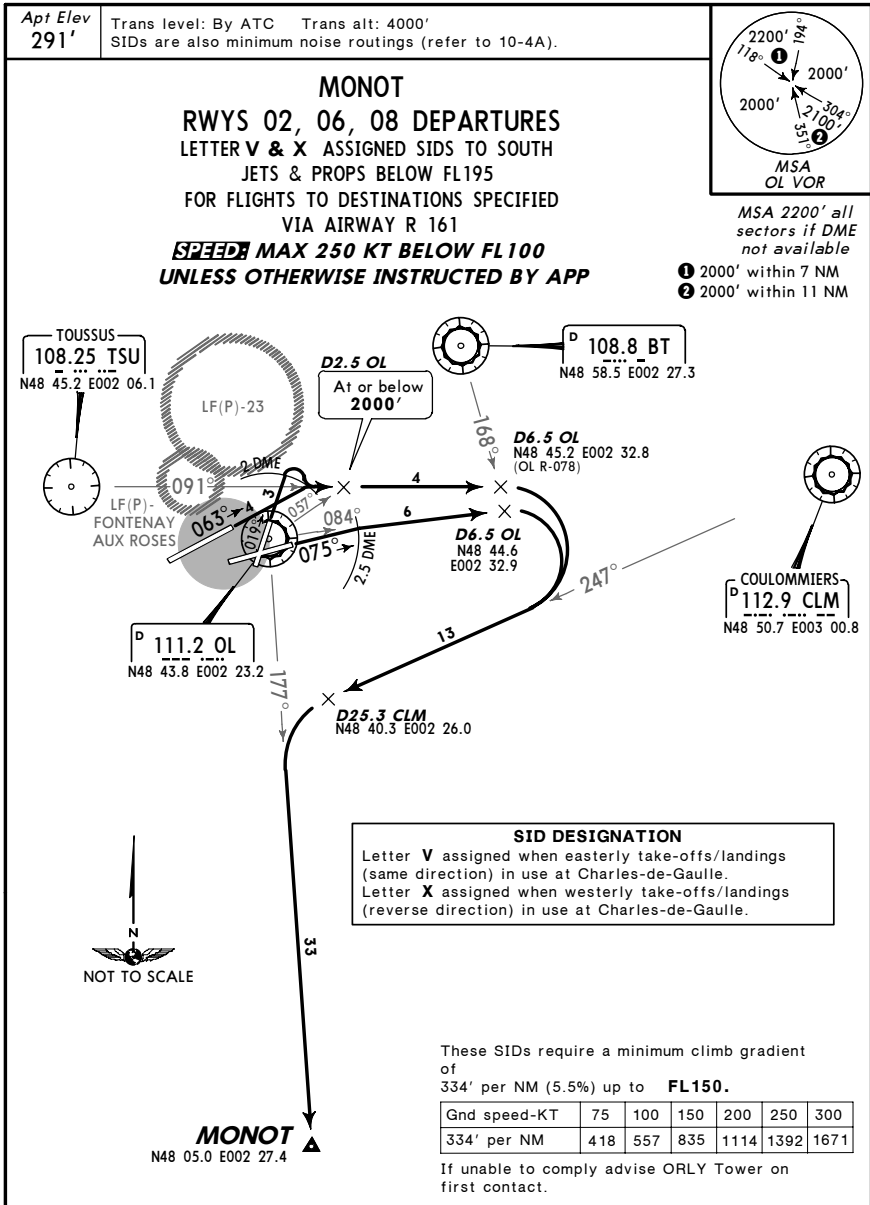
RWY	INITIAL CLIMB
20	Climb on 199° track to 700' , turn RIGHT, intercept OL R-227 to D8.5 OL.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7 OL.

SID	ROUTING
MONOT 1P [MONO1P] MONOT 1S [MONO1S]	At D7 OL turn LEFT, intercept PTV R-356 inbound, intercept TSU R-161 to MONOT.
MONOT 1Q [MONO1Q] MONOT 1T [MONO1T]	At D8.5 OL turn LEFT, intercept PTV R-356 inbound, intercept TSU R-161 to MONOT.

LFPO/ORLY
ORLY

JEPPESEN
27 JAN 06 (10-3X)

PARIS, FRANCE
SID

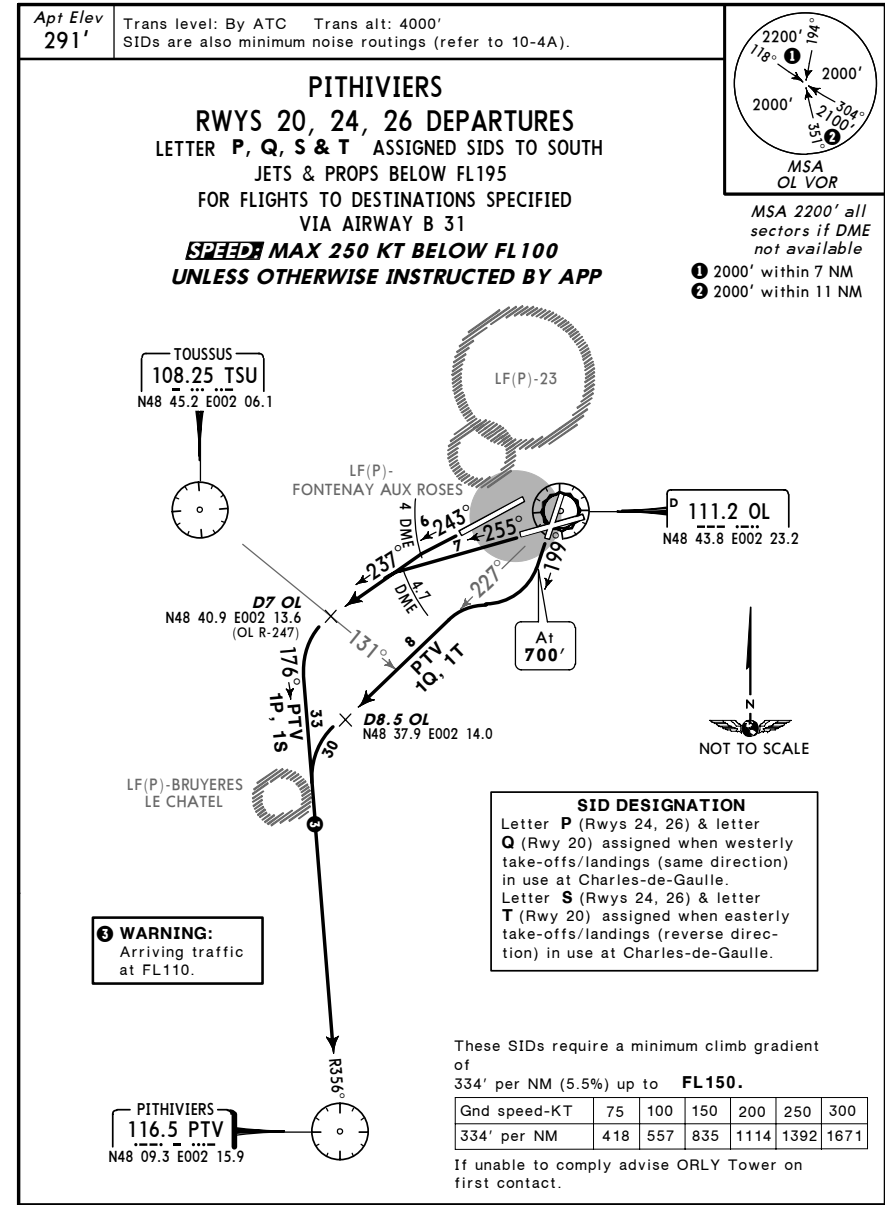


Initial climb clearance FL70 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-168).	
RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
06	Climb on 063° track to OL 2 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL.
SID	ROUTING
MONOT 1V [MONO1V] MONOT 1X [MONO1X]	At D6.5 OL turn RIGHT, intercept CLM R-247 to D25.3 CLM, turn LEFT, intercept OL R-177 to MONOT.

LFPO/ORLY
ORLY

JEPPESEN
27 JAN 06 (10-3X1)

PARIS, FRANCE
SID



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 D8.5 OL.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to D7 OL.
26	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.
PTV 1Q, 1T	At D8.5 OL turn LEFT, intercept PTV R-356 inbound to PTV.

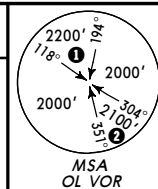
LFPO/ORY
ONLY

JEPPESEN
27 JAN 06 (10-3X2)

PARIS, FRANCE
SID

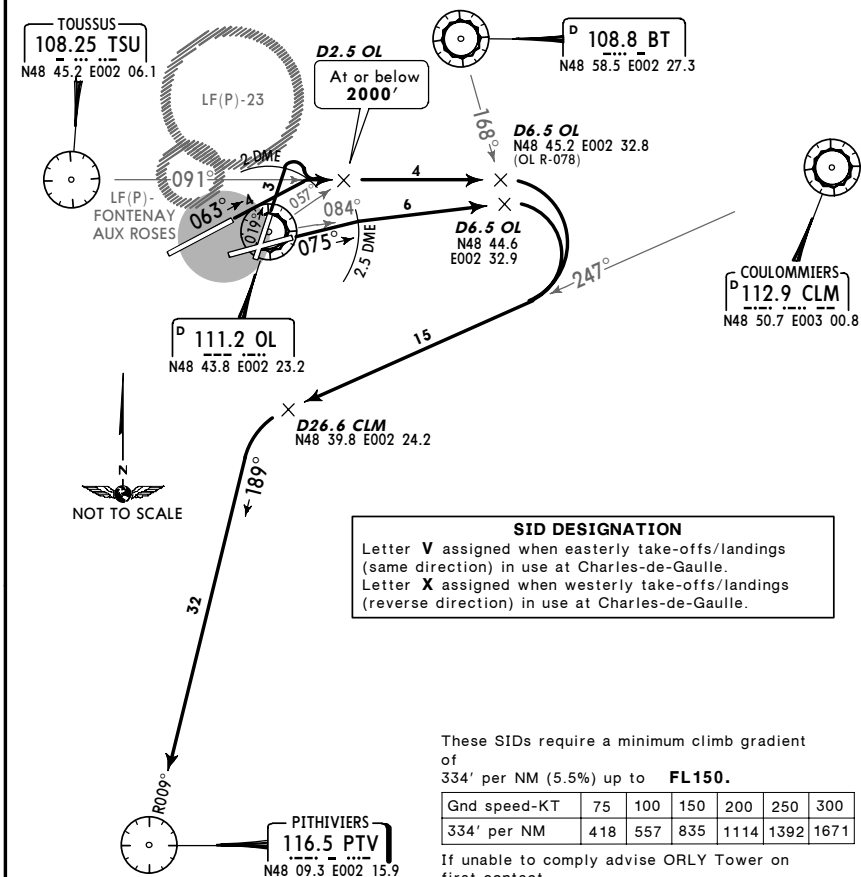
Apt Elev 291'
Trans level: By ATC Trans alt: 4000'
SIDs are also minimum noise routings (refer to 10-4A).

PITHIVIERS
RWYS 02, 06, 08 DEPARTURES
LETTER V & X ASSIGNED SIDS TO SOUTH
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAY B 31
~~SPEEDS~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



MSA 2200' all
sectors if DME
not available

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



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

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

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **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).

RWY	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.
08	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.

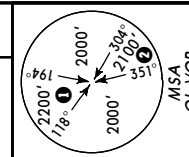
LFPO/ORY
ONLY

JEPPESEN
27 JAN 06 (10-3X3)

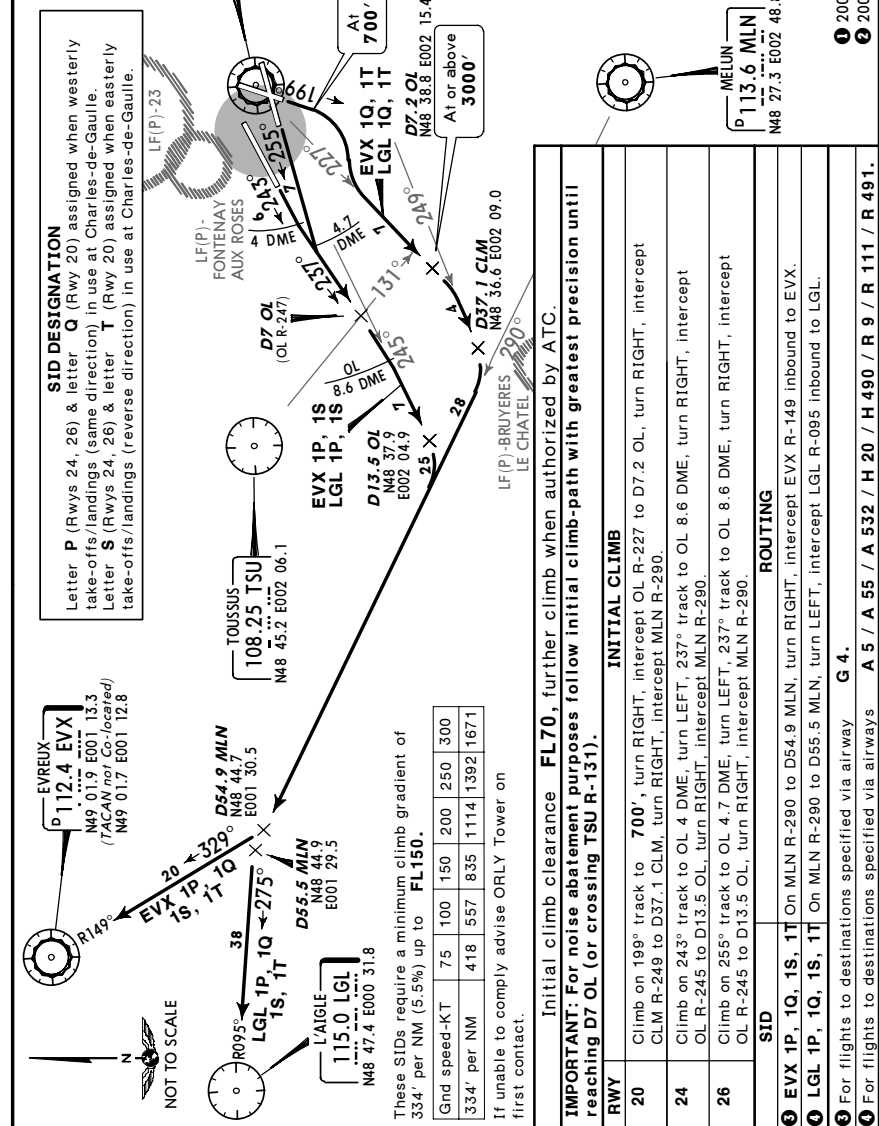
PARIS, FRANCE
SID

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

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



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



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

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

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

If unable to comply advise ORLY Tower on first contact.

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL, turn RIGHT, intercept CLM R-249 to D37.1 CLM, turn RIGHT, intercept MLN R-290.
24	Climb on 243° track to OL 4 DME, turn LEFT, 237° track to OL 8.6 DME, turn RIGHT, intercept OL R-245 to D13.5 OL, turn RIGHT, intercept MLN R-290.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to OL 8.6 DME, turn RIGHT, intercept OL R-245 to D13.5 OL, turn RIGHT, intercept MLN R-290.
SID	ROUTING
EVX 1P, 1Q, 1S, 1T	On MLN R-290 to D54.9 MLN, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 1P, 1Q, 1S, 1T	On MLN R-290 to D55.5 MLN, turn LEFT, intercept LGL R-095 inbound to LGL.
For flights to destinations specified via airway	G 4.
For flights to destinations specified via airways	A 5 / A 55 / A 532 / H 20 / H 490 / R 9 / R 111 / R 491.

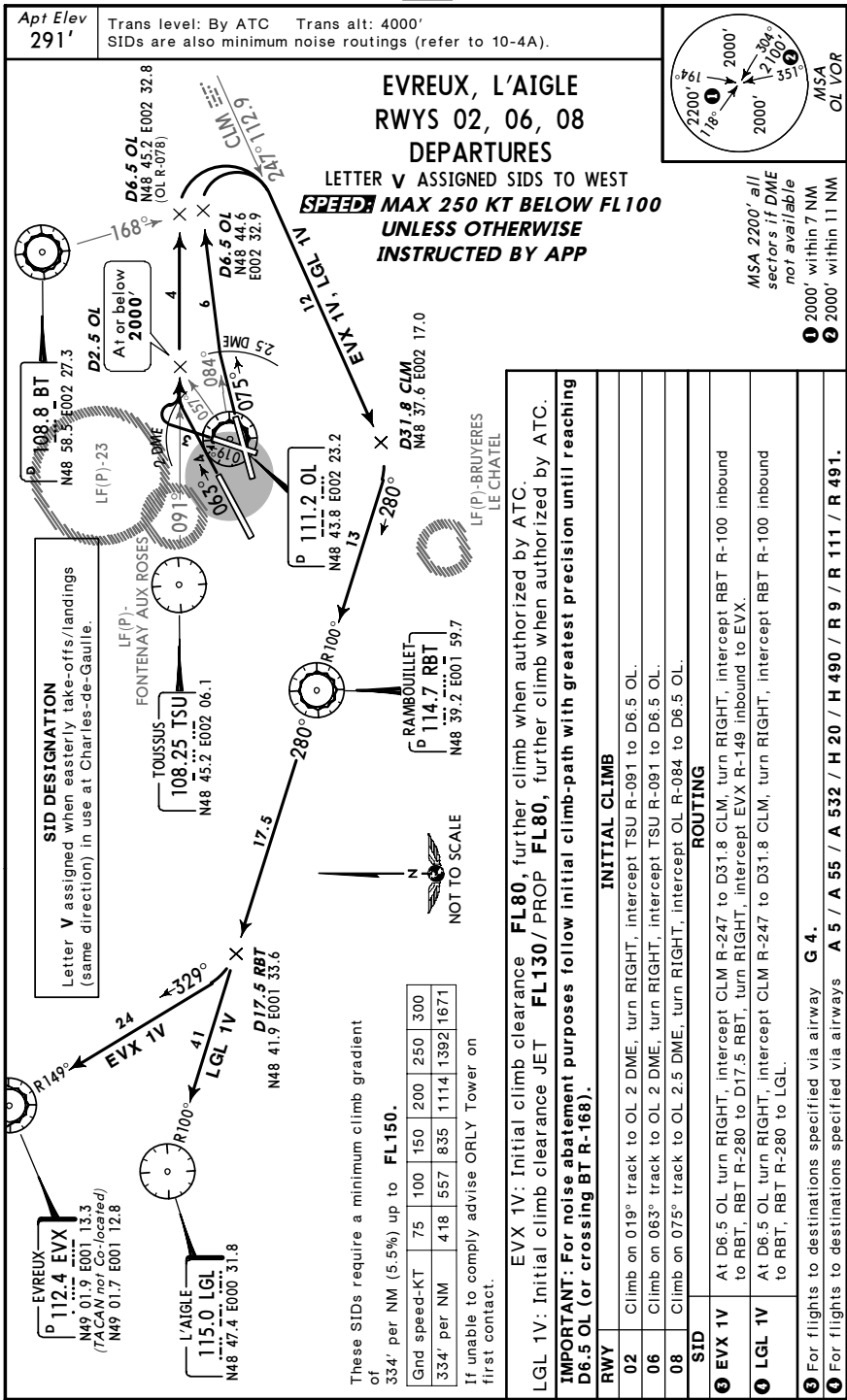
LFPO/ORY
 ORLY

JEPPESEN

27 JAN 06 (10-3X4)

PARIS, FRANCE

SID



CHANGES: Tracks/radials updated.

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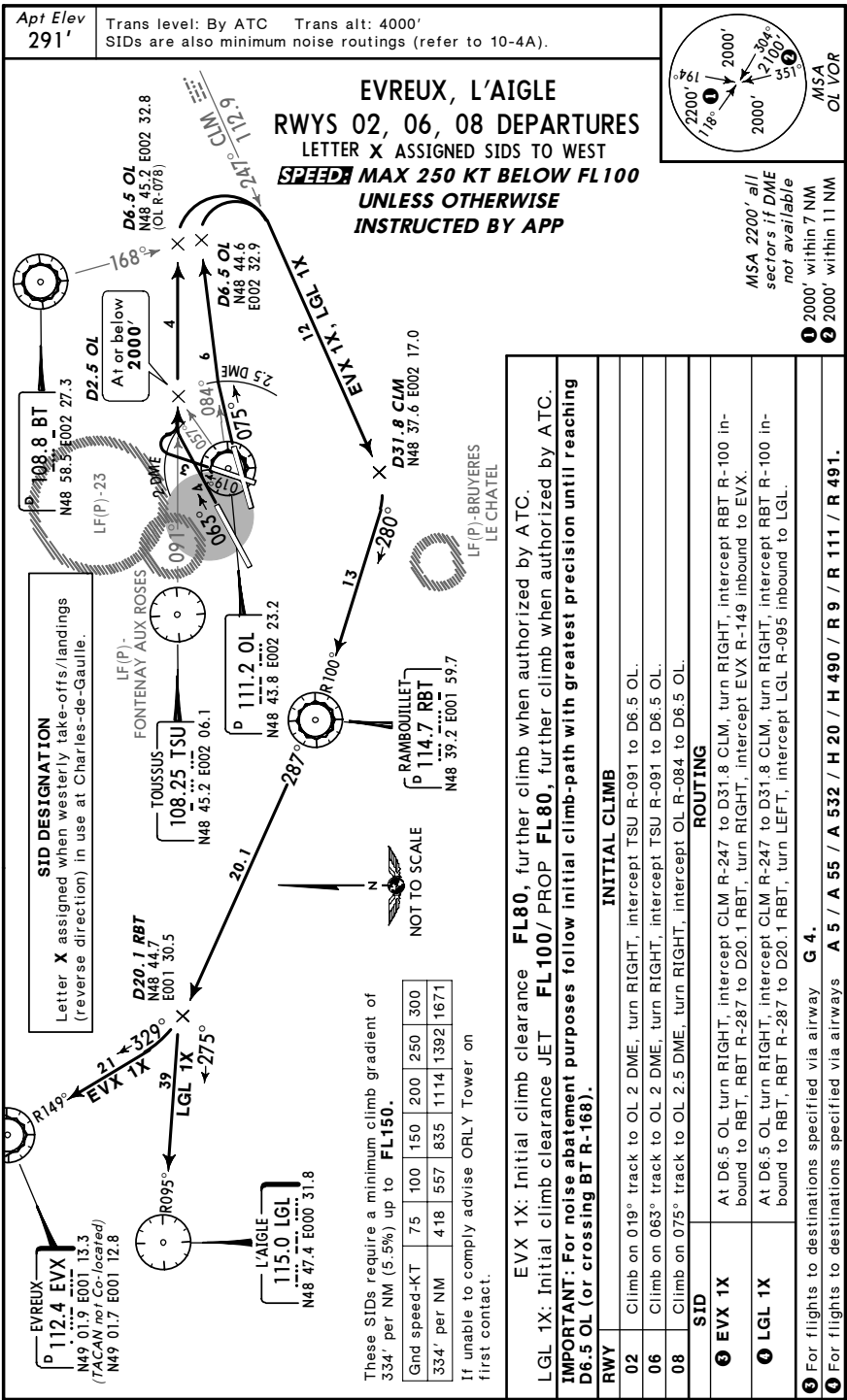
LFPO/ORY
 ORLY

JEPPESEN

27 JAN 06 (10-3X5)

PARIS, FRANCE

SID



CHANGES: Tracks/radials updated.

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PARIS, FRANCE
DEPARTURE POGO

SID CHART

NOT TO SCALE

POGO DEPARTURES TO SOUTH
Flights to LFPV use DORDI SIDs.
Routing to IAF MV by ATC.

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

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

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

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

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

If unable to comply advise ORLY Tower on first contact.

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PARIS, FRANCE
DEPARTURE POGO

[illegible]

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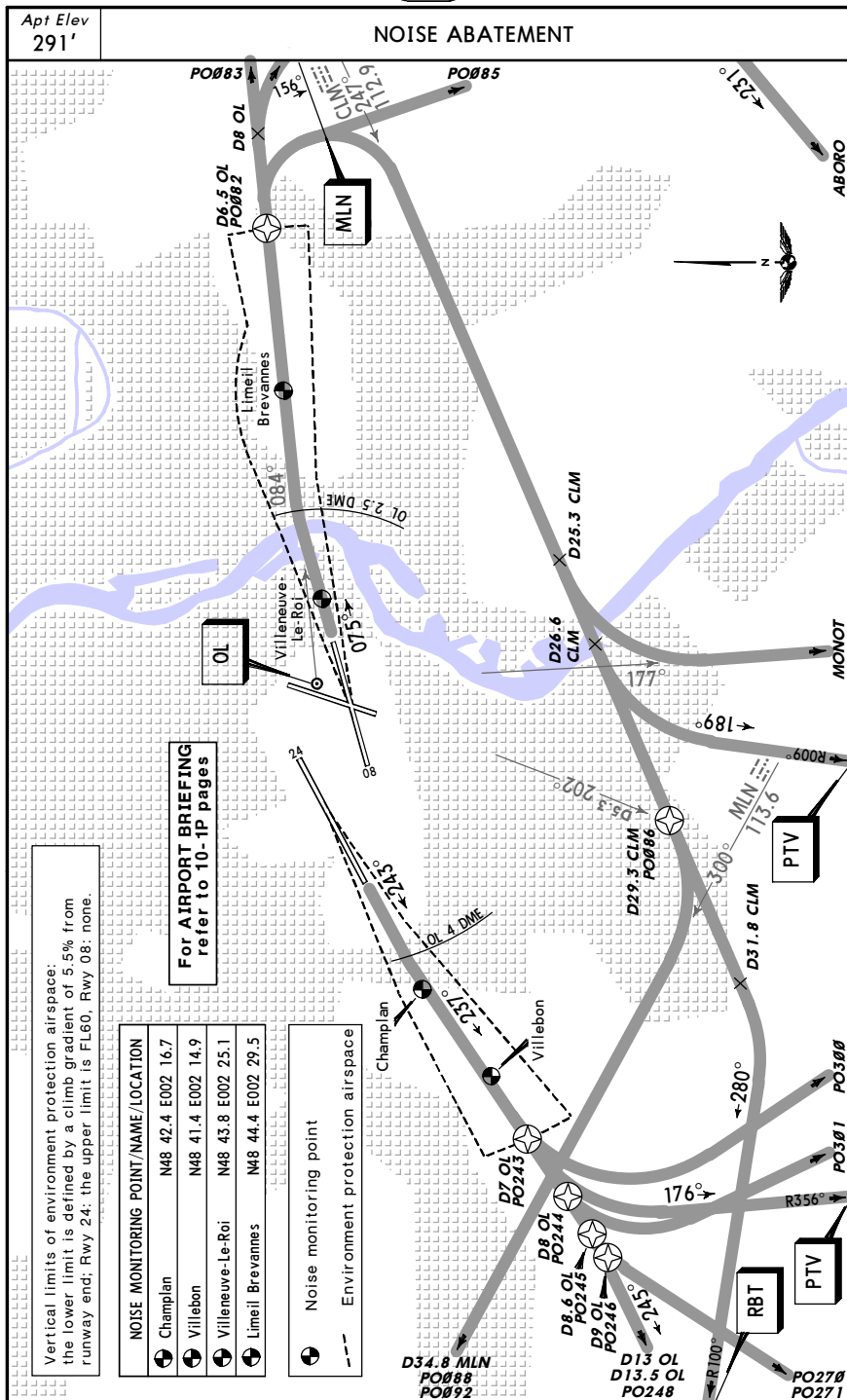
JEPPESEN
5 JAN 07 10-4

PARIS, FRANCE
NOISE

LFPO/ORY
Apt Elev **291'**
N48.43.4 E002.23

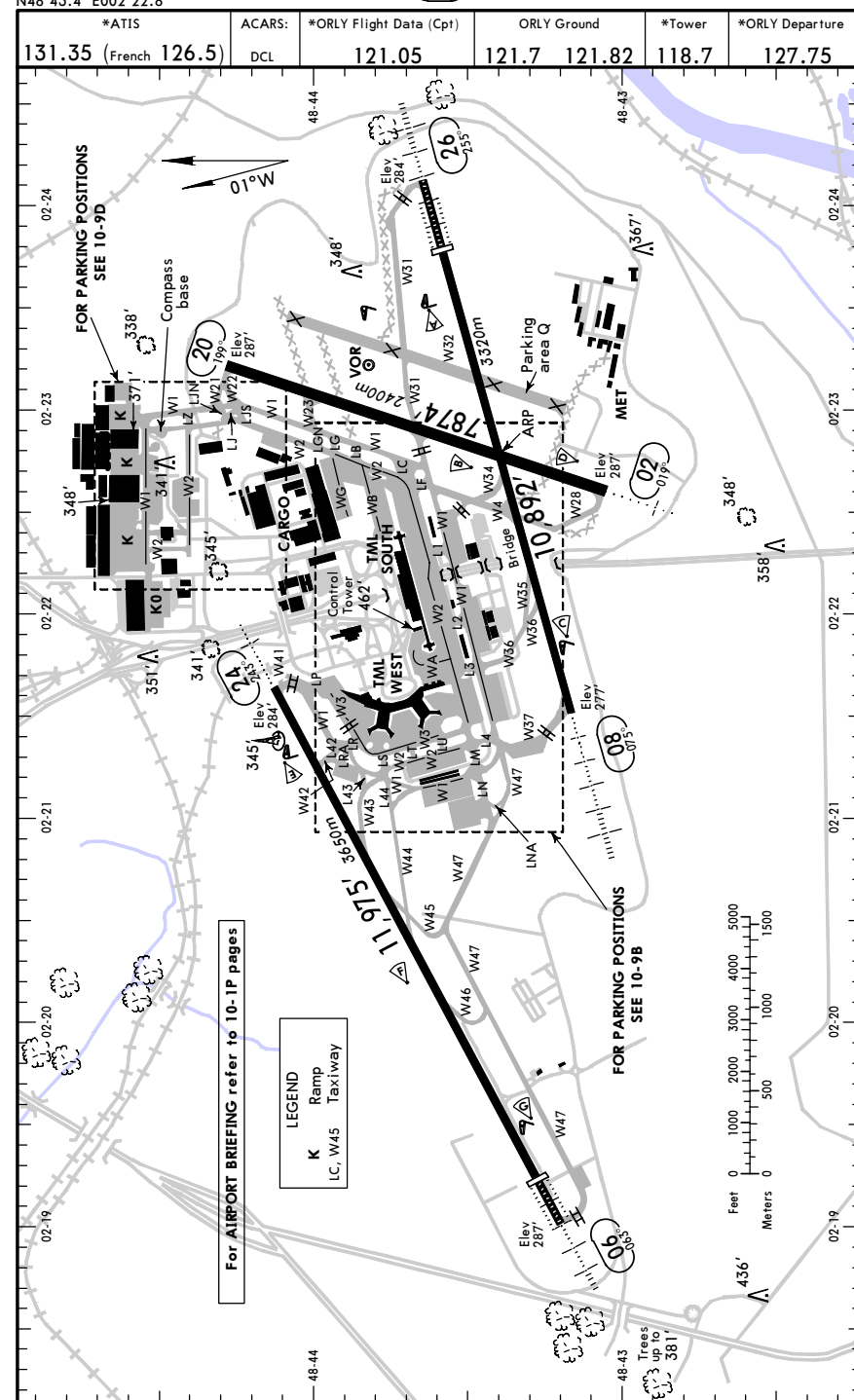
19 OCT 07 **JEPPESEN** (10-9)

PARIS, FRANCE
ONLY



CHANGES: Chart reindexed.

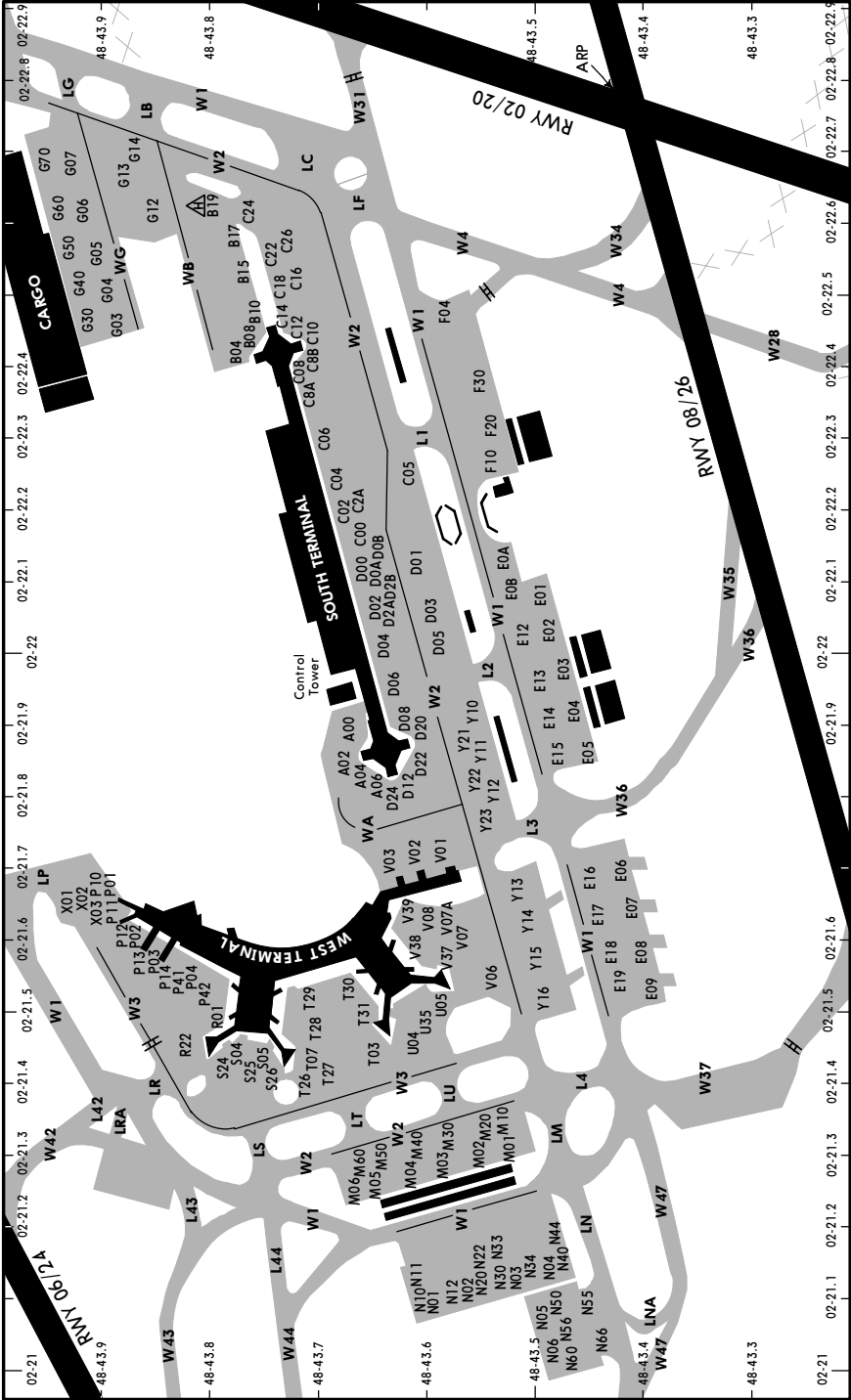
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CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
02	HIRL (60m)	HIALS	REIL	RVR	6902' 2104m		197' 60m
20	HIRL (60m)	REIL	PAPI-L (3.6°)				
06	HIRL (60m)	CL (15m)	HIALS-II SFL REIL TDZ ❶	RVR	10,991' 3350m	9776' 2980m	148'
24	HIRL (60m)	CL (15m)	HIALS SFL REIL ❷	RVR		10,942' 3335m	45m
❶ HST-W43 & W44							
❷ HST-W45 & W46							
08	HIRL (60m)	CL (15m)	HIALS SFL REIL PAPI-L ❸	RVR			148'
26	HIRL (60m)	CL (15m)	HIALS-II SFL REIL TDZ ❹	RVR	9465' 2885m	8554' 2607m	45m
❸ (2.9°)							
❹ HST-W34, W35, W36, W37							



LFPO/ORV



PARIS, FRANCE

29 JUN 07 (10-9C)

ONLY

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		N48 44.0	E002 22.7	Y15, Y16		N48 43.5	E002 21.5
G12 thru G14		N48 43.9	E002 22.7	Y21		N48 43.5	E002 21.8
G30, G40		N48 43.9	E002 22.5	Y22		N48 43.6	E002 21.8
G50		N48 43.9	E002 22.6	Y23		N48 43.5	E002 21.8
G60		N48 43.9	E002 22.7				

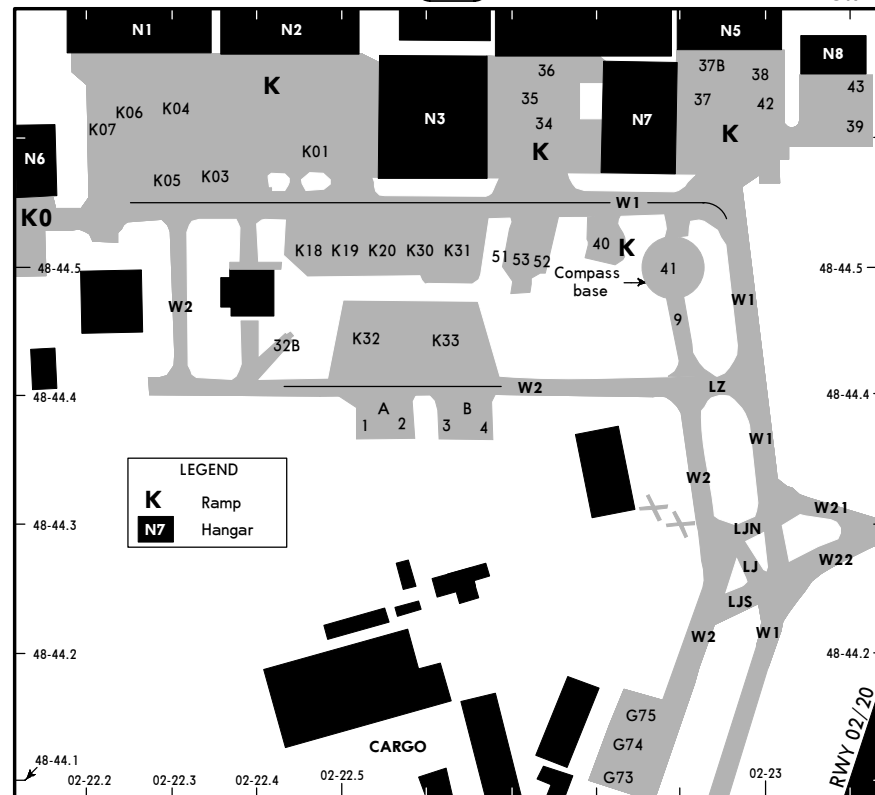
LFPO/ORY



PARIS, FRANCE

29 JUN 07 (10-9D)

ONLY



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N48 44.4 E002 22.5	51 thru 53	N48 44.5 E002 22.7
2, 3	N48 44.4 E002 22.6	A	N48 44.4 E002 22.5
4	N48 44.4 E002 22.7	B	N48 44.4 E002 22.6
9	N48 44.5 E002 22.9	G73 thru G75	N48 44.1 E002 22.8
32B	N48 44.4 E002 22.4	K01	N48 44.6 E002 22.5
34, 35	N48 44.6 E002 22.7	K03 thru K05	N48 44.6 E002 22.3
36	N48 44.7 E002 22.7	K06, K07	N48 44.6 E002 22.2
37	N48 44.6 E002 22.9	K18 thru K20	N48 44.5 E002 22.5
37B	N48 44.7 E002 22.9	K30, K31	N48 44.5 E002 22.6
38	N48 44.6 E002 23.0	K32	N48 44.4 E002 22.5
39	N48 44.6 E002 23.1	K33	N48 44.4 E002 22.6
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		

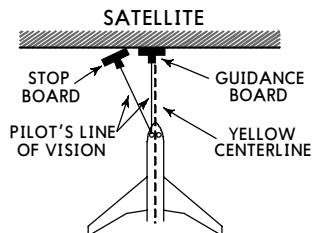
LFPO/ORY

JEPPESEN
29 JUN 07 (10-9E)

PARIS, FRANCE
ONLY

GUIDANCE AND STOP BOARD DOCKING SYSTEM

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



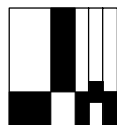
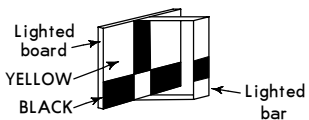
GENERAL

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

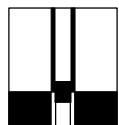
1. YELLOW CENTERLINE
2. GUIDANCE BOARD
3. STOP BOARD

GUIDANCE BOARD

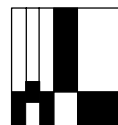
The guidance board provides information as to the correct position of the aircraft with reference to the yellow centerline.



LEFT OF
CENTERLINE
TURN RIGHT



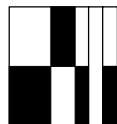
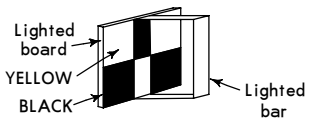
ON
CENTERLINE



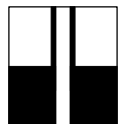
RIGHT OF
CENTERLINE
TURN LEFT

STOP BOARD

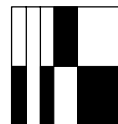
The stop board provides information with reference to the point where the pilot has to stop the aircraft.



CONTINUE
TAXIING



STOP



OVER-RUN

STOP AIRCRAFT IMMEDIATELY IF LIGHTS EXTINGUISH
DURING AIRCRAFT DOCKING MANOEUVRE.

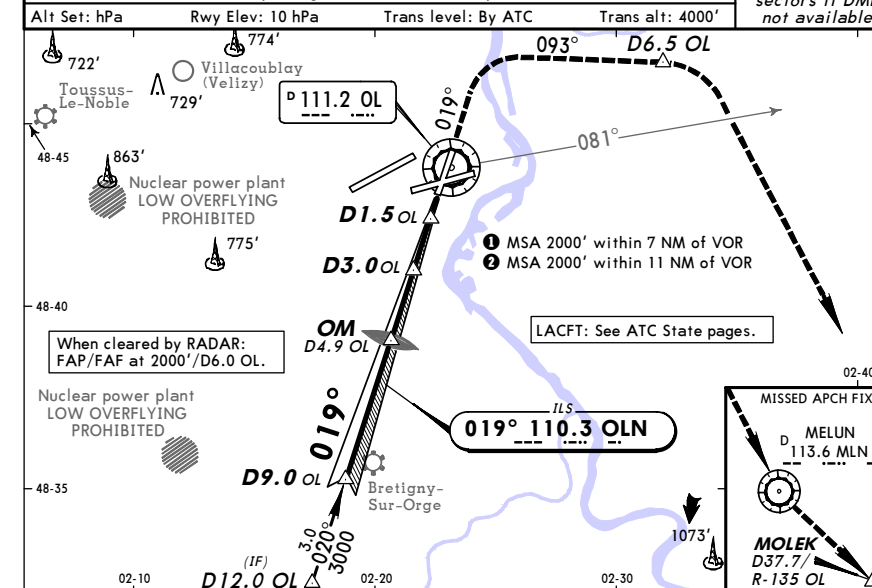
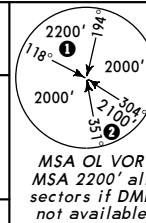
LFPO/ORY
ONLY

JEPPESEN
3 FEB 06 (11-1)

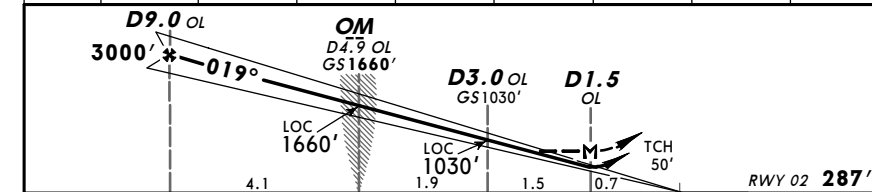
PARIS, FRANCE
ILS Rwy 02

*ATIS	*ONLY Approach	*ONLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLN 110.3	Final Apch Crs 019°	GS OM 1660' (1373')	ILS DA(H) 487' (200') Apt Elev 291' RWY 287'

MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn RIGHT (MAX 185 KT) onto 093° climbing to 2000', at D6.5 OL turn 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 MOLEK. Do not turn before passing MAP. Climb to 1100' prior to level acceleration.



LOC (GS out)	OL DME ALTITUDE	8.0 2670'	7.0 2340'	6.0 2010'	5.0 1680'	4.0 1360'	3.0 1030'	2.0 720'
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Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL	900'	MAX 185 KT 2000' onto 093°	D6.5 OL
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862				
MAP at D1.5 OL										

JAR-OPS				STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND	
				ILS I		LOC (GS out) with OL DME	
				DA(H) 487' (200')		MDA(H) 640' (353')	
				FULL		ALS out	
				RVR 700m		RVR 1000m	
						RVR 1200m	
						RVR 1300m	
						RVR 1400m	
						RVR 1600m	
						RVR 1500m	
						RVR 1800m	
						RVR 2000m	
						Max Kts	
						110	
						135	
						180	
						205	
						MDA(H) 810' (523')	
						VIS 1500m	
						1600m	
						2400m	
						3600m	

I LACFT: DA(H) 487'(200').

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3 FEB 06 (11-2)

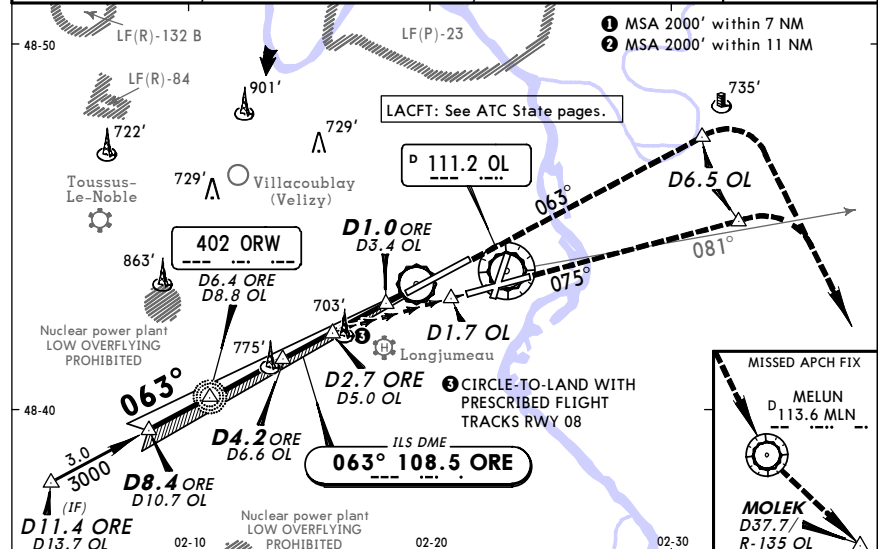
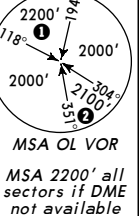
PARIS, FRANCE
ILS DME Rwy 06

or CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 08

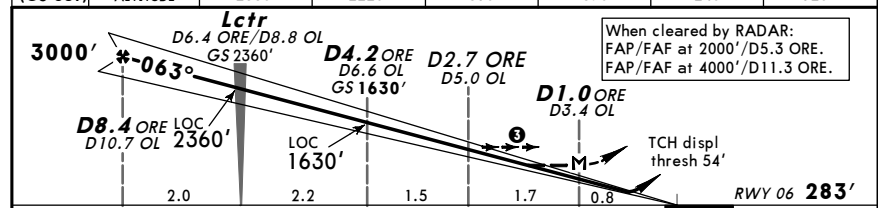
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC ORE 108.5	Final Apch Crs 063°	GS D4.2 ORE 1630' (1347')	ILS DA(H) 483' (200') Apt Elev 291'

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 MLN VOR. When crossing R-081 OL continue climb to 4000', or as directed. At MLN VOR climb to FL 60 and proceed to MOLEK. Climb to 1100' prior to level acceleration.

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



LOC	ORE DME	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2550'	2220'	1890'	1570'	1240'	920'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D1.0 ORE/D3.4 OL						

JAR-OPS STRAIGHT-IN LANDING Rwy 06 ILS 1				CIRCLE-TO-LAND 2		CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 08 3	
DA(H) 483' (200')		LOC (GS out) with ORE DME MDA(H) 710' (427')		MDA(H) 710' (427')		MDA(H) 710' (427')	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS	Max Kts	MDA(H) VIS
A				110	800' (517') 1500m	110	800' (517') 1500m
B				135	800' (517') 1600m	135	800' (517') 1600m
C				180	1170' (887') 2400m	180	1170' (887') 2400m
D				205	1170' (887') 3600m	205	1170' (887') 3600m

1 LACFT: DA(H) 483' (200'). 2 Circling height based on rwy 06 displ thresh of 283'. 3 Do not descend below MDA(H) before D4.0 OL.
CHANGES: MSA. Bearings. LACFT. © JEPPesen SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

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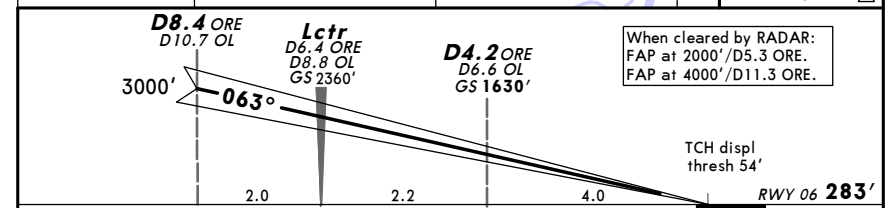
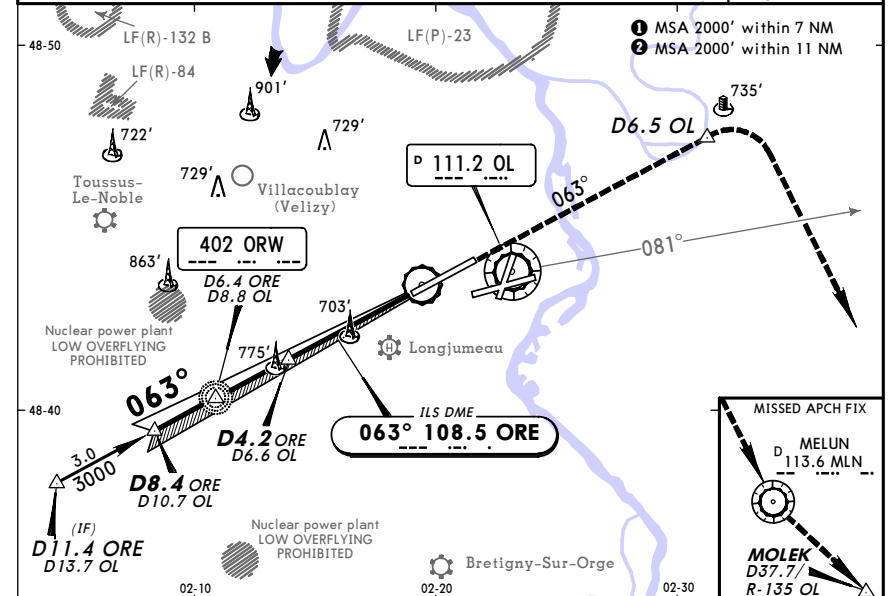
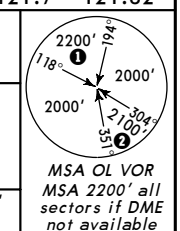
JEPPesen
3 FEB 06 (11-2A)

PARIS, FRANCE
CAT II ILS DME Rwy 06

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC ORE 108.5	Final Apch Crs 063°	GS D4.2 ORE 1630' (1347')	CAT II ILS RA 95' DA(H) 383' (100') Apt Elev 291' RWY 283'

MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.5 OL turn 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 MOLEK. Climb to 1100' prior to level acceleration.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 4000'
1. Special Aircraft & Aircraft Certification Required. 2. LACFT: See ATC State pages.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D1.0 ORE/D3.4 OL						

JAR-OPS STRAIGHT-IN LANDING Rwy 06 CAT II ILS ABCD + LACFT RA 95' DA(H) 383' (100')				CIRCLE-TO-LAND 2		CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS Rwy 08 3	
DA(H) 383' (100')		LOC (GS out) with ORE DME MDA(H) 710' (427')		MDA(H) 710' (427')		MDA(H) 710' (427')	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS	Max Kts	MDA(H) VIS
A				110	800' (517') 1500m	110	800' (517') 1500m
B				135	800' (517') 1600m	135	800' (517') 1600m
C				180	1170' (887') 2400m	180	1170' (887') 2400m
D				205	1170' (887') 3600m	205	1170' (887') 3600m

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: MSA. Bearings. LACFT. © JEPPesen SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

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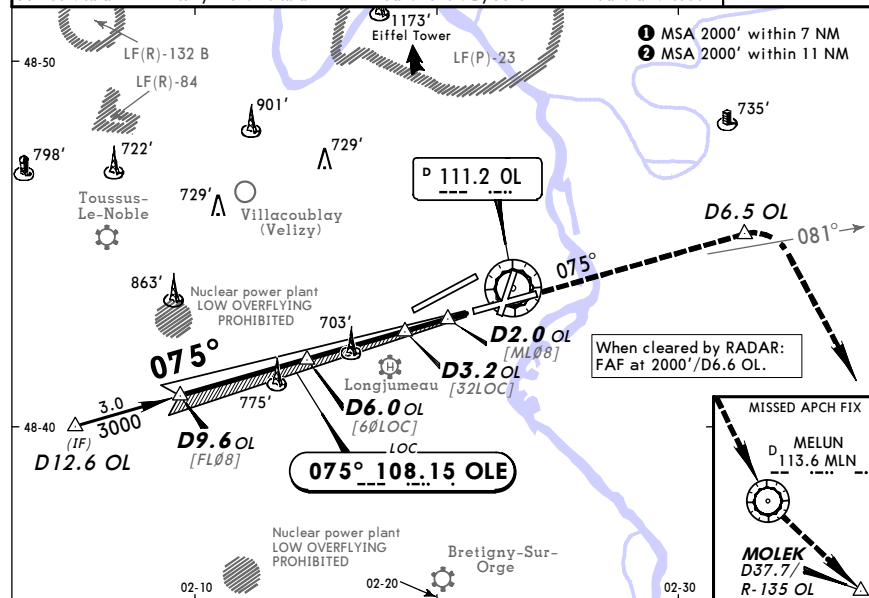
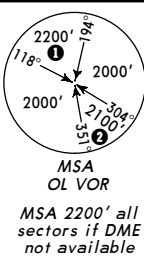
JEPPESEN
3 FEB 06 (11-3)

PARIS, FRANCE
LOC DME Rwy 08

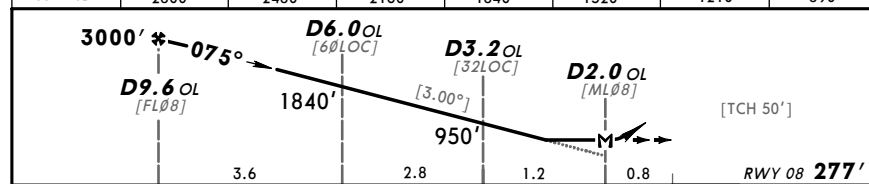
*ATIS	*ONLY Approach	*ONLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLE 108.15	Final Apc Crs 075°	Minimum Alt D9.6 OL 3000' (2723')	MDA(H) 600' (323') Apt Elev 291' RWY 277'

MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL climb to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK, or as directed. Climb to 1100' prior to level acceleration.

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



OL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2800'	2480'	2160'	1840'	1520'	1210'	890'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D2.0 OL						

JAR-OPS STRAIGHT-IN LANDING RWY 08

JAR-OPS STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND 1	
MDA(H) 600' (323')		CIRCLING HEIGHT 2000'	
ALS out	Max Kts	MDA(H)	VIS
A RVR 900m	110	810' (533')	1500m
B RVR 1000m	135	810' (533')	1600m
C RVR 1400m	180	1170' (893')	2400m
D RVR 2000m	205	1170' (893')	3600m

1 Circling height based on rwy 08 thresh elev of 277'.

LFPO/ORY
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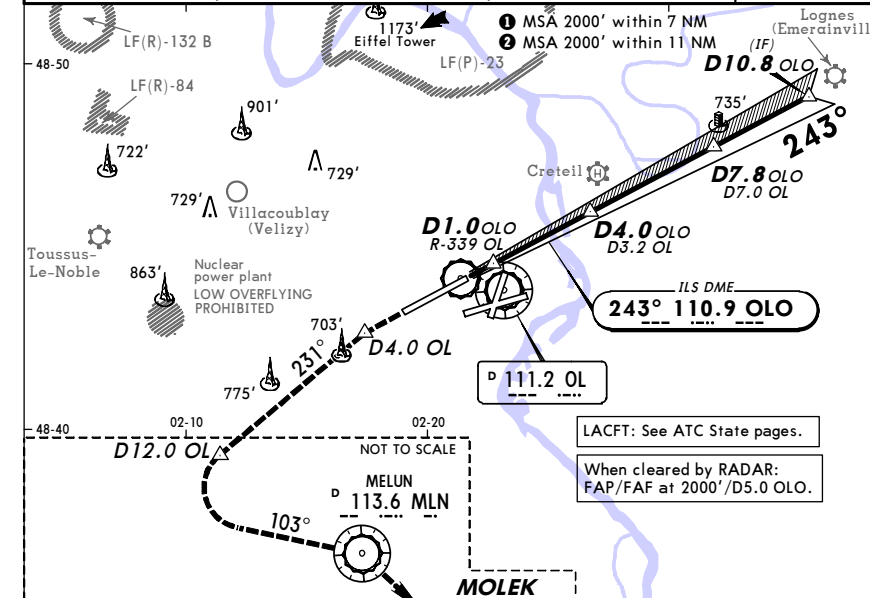
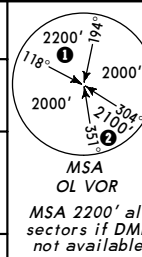
JEPPESEN
3 FEB 06 (11-4)

PARIS, FRANCE
ILS DME Rwy 24

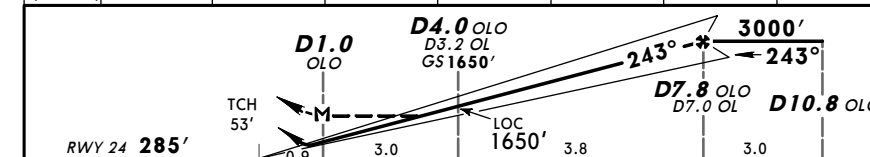
*ATIS	*ONLY Approach	*ONLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLO 110.9	Final Apc Crs 243°	GS D4.0 OLO 1650' (1365')	ILS DA(H) 485' (200') Apt Elev 291' RWY 285'

MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D4.0 OL turn LEFT onto 231°. At D12.0 OL turn LEFT to intercept and follow R-283 inbound MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK, or as directed. Climb to 1200' prior to level acceleration.

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



LOC (GS out)	OLO DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	960'	1310'	1650'	2000'	2350'	2700'	



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918
MAP at D1.0 OLO						

JAR-OPS STRAIGHT-IN LANDING RWY 24

JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND 2	
ILS 1		LOC (GS out) with OLO DME	
DA(H) 485' (200')		MDA(H) 650' (365')	
FULL	ALS out	ALS out	Max Kts
A		RVR 1200m	110
B		RVR 1300m	135
C		RVR 1400m	180
D		RVR 1600m	205

1 LACFT: DA(H) 485' (200'). 2 Circling height based on rwy 24 thresh elev of 285'.

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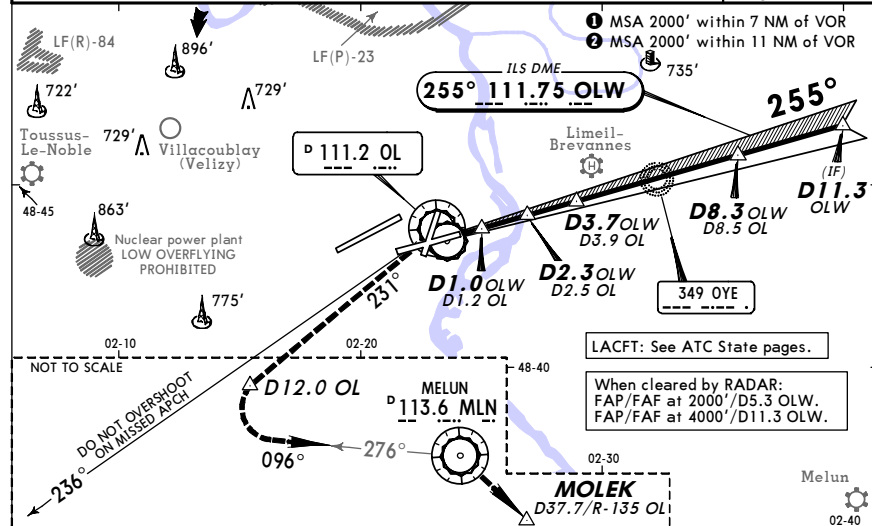
JEPPESEN
3 FEB 06 (11-5)

PARIS, FRANCE
ILS DME Rwy 26

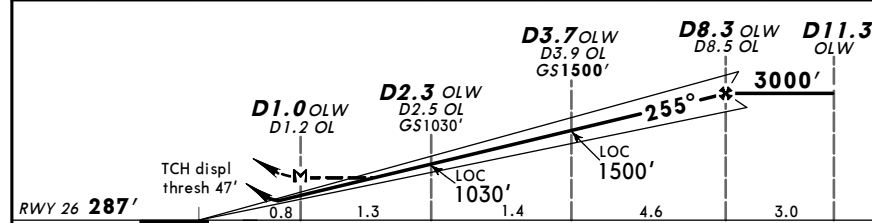
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLW 111.75	Final Apc Crs 255°	GS D3.7 OLW 1500' (1213')	ILS DA(H) 487' (200')
		Apt Elev 291'	RWY 287'

MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to intercept and follow R-231 OL climbing to 2000'. At D12.0 OL 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. Climb to 1200' prior to level acceleration.

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



LOC (GS out)	OLW DME ALTITUDE	2.0 930'	3.0 1250'	5.0 1890'	6.0 2230'	7.0 2560'	8.0 2890'
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Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2% MAP at D1.0 OLW/D1.2 OL	377	485	539	647	755	862

MAP at D1.0 OLW/D1.2 OL

JAR-OPS	STRAIGHT-IN LANDING RWY 26	CIRCLE-TO-LAND 2
	ILS 1 DA(H) 487' (200')	LOC (GS out) with OLW DME MDA(H) 610' (323')
	FULL	ALS out
A		RVR 900m
B	RVR 550m	RVR 1000m
C		RVR 1000m
D		RVR 1400m

1 LACFT: DA(H) 487' (200'). 2 Circling height based on rwy 26 displ thresh of 287'.

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JEPPESEN
3 FEB 06 (11-5A)

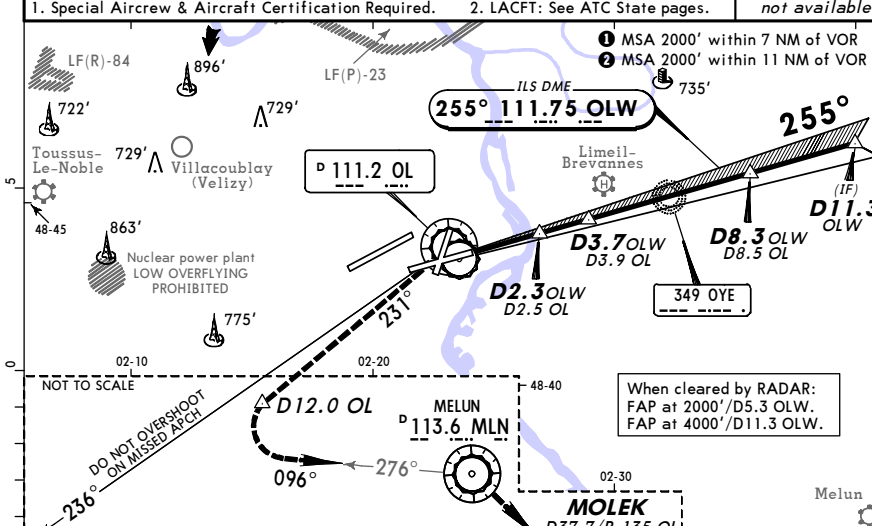
PARIS, FRANCE
CAT II ILS DME Rwy 26

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLW 111.75	Final Apc Crs 255°	GS D3.7 OLW 1500' (1213')	CAT II ILS RA 102' DA(H) 387' (100')
		Apt Elev 291'	RWY 287'

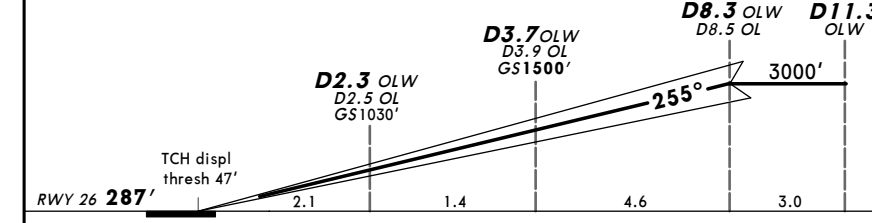
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to intercept and follow R-231 OL climbing to 2000'. At D12.0 OL turn LEFT and proceed on R-276 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK. Climb to 1200' prior to level acceleration.

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

1. Special Aircrew & Aircraft Certification Required. 2. LACFT: See ATC State pages.



LOC (GS out)	OLW DME ALTITUDE	2.0 930'	3.0 1250'	5.0 1890'	6.0 2230'	7.0 2560'	8.0 2890'
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Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

GS 3.00°

JAR-OPS	STRAIGHT-IN LANDING RWY 26
	CAT II ILS ABCD + LACFT RA 102' DA(H) 387' (100')
	RVR 300m 1

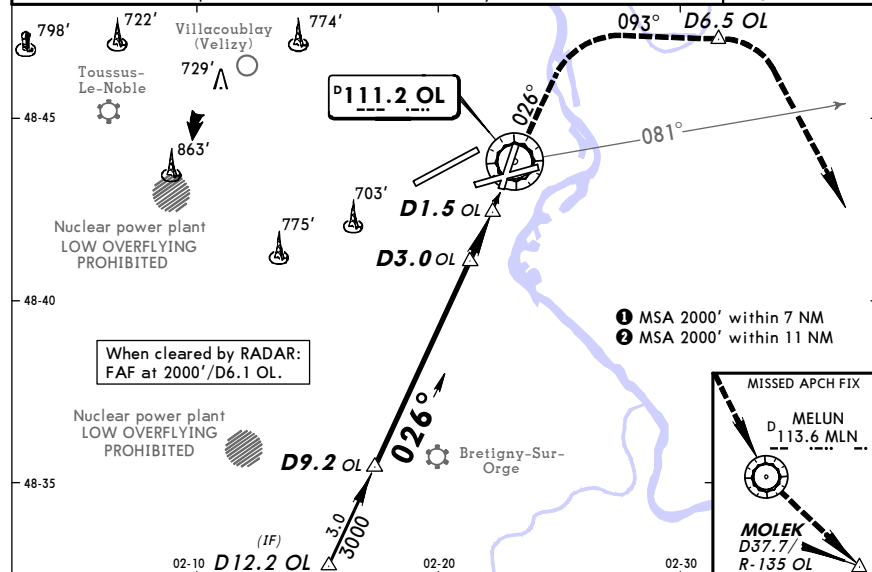
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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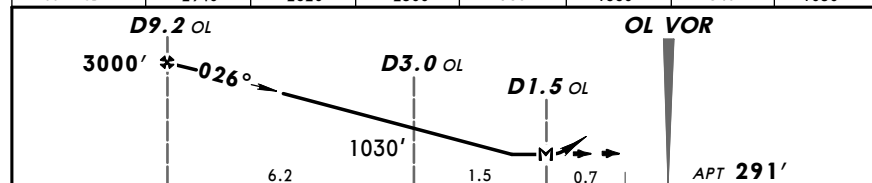
JEPPESEN
3 FEB 06 (13-1)

PARIS, FRANCE
VOR DME Rwy 02

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
VOR OL 111.2	Final Apt Crs 026°	Minimum Alt D9.2 OL 3000' (2709')	MDA(H) Refer to Minimums Apt Elev 291'
MISSED APCH: Climb on R-206 OL inbound to 2000'. At 900' turn 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 climb to FL 60 and proceed to MOLEK, or as directed. Do not turn before passing MAP. Climb to 1100' prior to level acceleration.			
Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 4000'



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.02% or Descent angle [2.88°]	369	474	527	632	738	843
MAP at D1.5 OL						

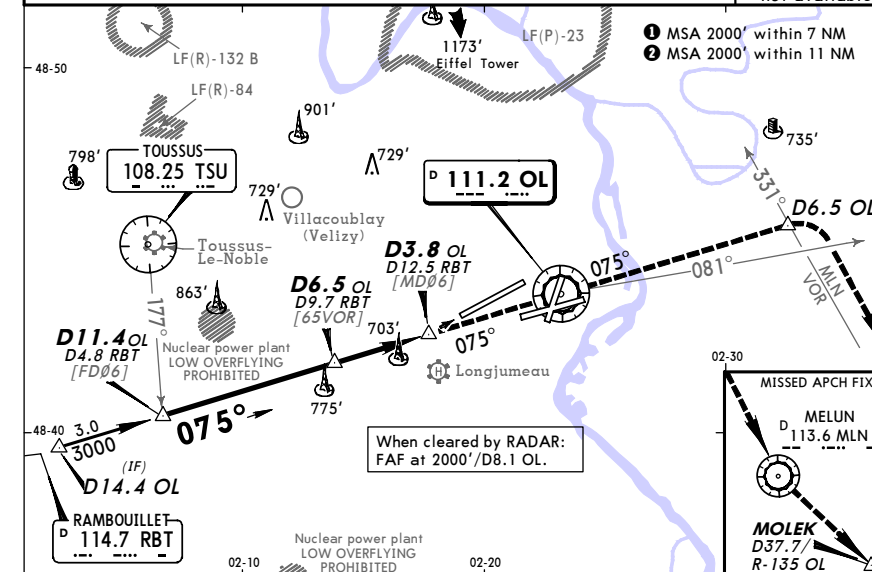
JAR-OPS				STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND			
				A: 670' (379') C: 740' (449') B: 710' (419') D: 760' (469')							
				ALS out							
A				RVR 1200m				Max Kts			
B				RVR 1300m				110			
C				RVR 1600m				135			
D				RVR 1800m				180			
				RVR 2000m				205			

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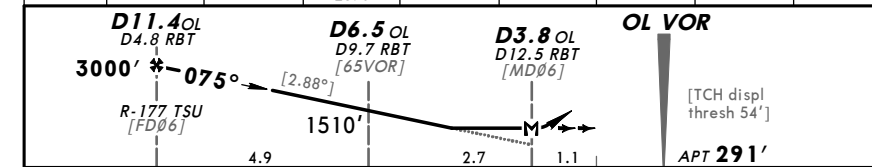
JEPPESEN
3 FEB 06 (13-2)

PARIS, FRANCE
VOR DME or VOR Rwy 06

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
VOR OL 111.2	Final Apt Crs 075°	Minimum Alt D11.4 OL/ R-177 TSU 3000' (2709')	VOR DME MDA(H) 870' (579') VOR MDA(H) 1070' (779') Apt Elev 291'
MISSED APCH: Follow R-255 inbound to OL VOR, then on R-075 OL climbing to 2000'. At D6.5 OL turn RIGHT to MLN VOR. At MLN VOR climb to FL 60 and proceed to MOLEK. When crossing R-081 OL climb to 4000', or as directed. Climb to 1100' prior to level acceleration.			
Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 4000'



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.02% or Descent angle [2.88°]	357	459	509	611	713	815
VOR DME: MAP at D3.8 OL/D12.5 RBT						
VOR: R-177 TSU to MAP	7.6	6:31	5:04	4:34	3:48	2:51

JAR-OPS				STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND			
				VOR DME MDA(H) 870' (579')				VOR MDA(H) 1070' (779')			
				ALS out							
A				RVR 1000m				Max Kts			
B				RVR 1200m				110			
C				RVR 1600m				135			
D				RVR 1800m				180			
				RVR 2000m				205			

After VOR apch: MDA(H) 1070' (779').

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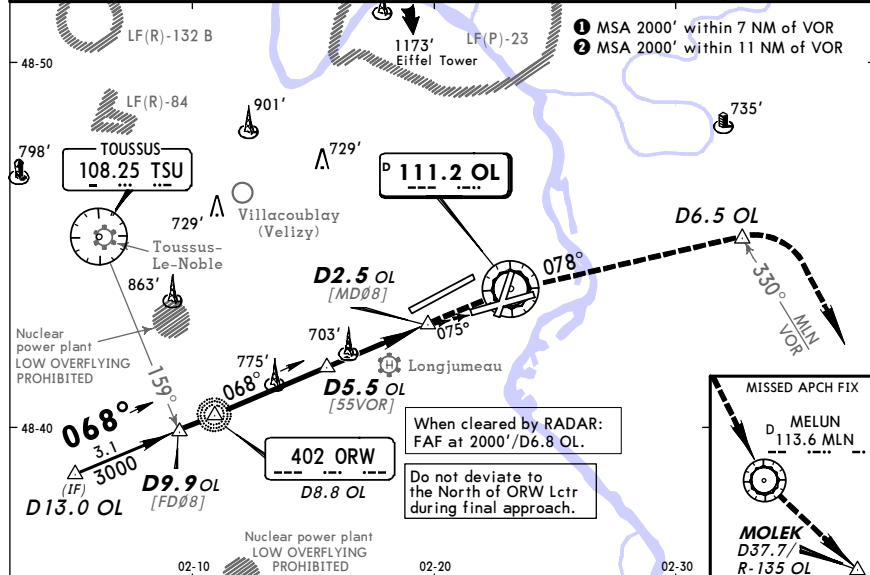
JEPPESEN
1 DEC 06 (13-3)

PARIS, FRANCE
VOR DME or VOR Rwy 08

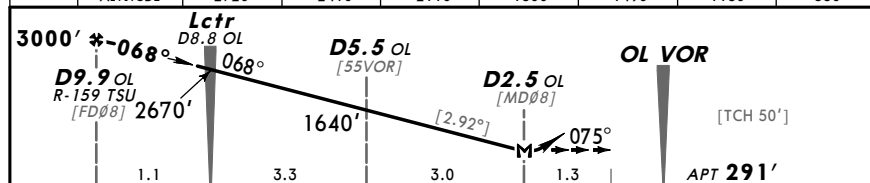
*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82		
VOR OL	Final Apch Crs	Minimum Alt	VOR DME MDA(H)	VOR MDA(H)	Apt Elev		
111.2	068°	D9.9 OL R-159 TSU 3000' (2709')	Refer to Minimums	1070' (779')	291'		

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 climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK. Climb to 1100' prior to level acceleration.

Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 4000'
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VOR DME	OL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2720'	2410'	2110'	1800'	1490'	1180'	880'	



Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 5.10% or Descent angle [2.92°]	362	465	517	620	723	826		
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		VOR DME		VOR	
MDA(H) ABC: 740' (449')		MDA(H) 1070' (779')		MDA(H) 740' (449')		MDA(H) 1070' (779')	
D: 760' (469')		D: 760' (469')		D: 760' (469')		D: 760' (469')	
ALS out		ALS out		ALS out		ALS out	
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	110	810' (519')	1500m
B	RVR 1200m	RVR 1800m	RVR 1400m	RVR 2000m	135	810' (519')	1600m
C	RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	180	1180' (889')	2400m
D	RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	205	1180' (889')	3600m

LFPO/ORY
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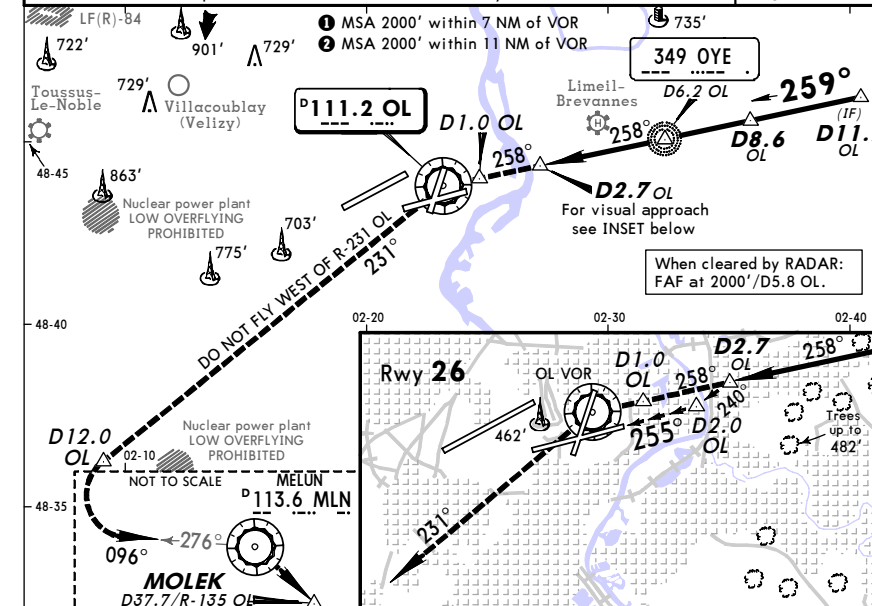
JEPPESEN
1 DEC 06 (13-4)

PARIS, FRANCE
CIRCLING VOR DME Rwy 26

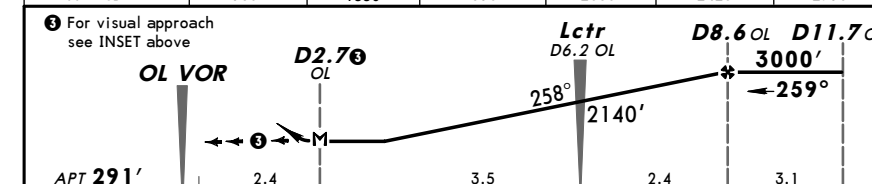
*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82		
VOR OL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev			
111.2	259°	D8.6 OL 3000' (2709')	Refer to Minimums	291'			

MISSED APCH: Proceed on R-078 inbound OL VOR to 2000'. At D1.0 OL turn LEFT to intercept and follow R-231 OL. At D12.0 OL turn LEFT and proceed on R-276 inbound MLN VOR climbing to 4000'. At MLN VOR climb to FL 60 and proceed to MOLEK. Climb to 1200' prior to level acceleration.

Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 4000'
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OL DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	960'	1330'	1690'	2060'	2420'	2790'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 6.0%	425	547	608	729	851	972		
MAP at D2.5 OL								

JAR-OPS CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS TO RWY 26				CIRCLE-TO-LAND			
VOR DME		VOR		VOR DME		VOR	
MDA(H) ABC: 740' (449')		MDA(H) 1070' (779')		MDA(H) 740' (449')		MDA(H) 1070' (779')	
D: 760' (469')		D: 760' (469')		D: 760' (469')		D: 760' (469')	
ALS out		ALS out		ALS out		ALS out	
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	110	860' (569')	1500m
B	RVR 1200m	RVR 1800m	RVR 1400m	RVR 2000m	135	860' (569')	1600m
C	RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	180	900' (609')	2400m
D	RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m	205	1000' (709')	3600m