

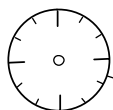
LFPB/LBG
LE BOURGET

JEPPESEN
19 OCT 07 (30-01)

PARIS, FRANCE

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

**FOR EFFECTIVE PERIOD
REFER TO LATEST NOTAMS**



117.2 VMP
.... -- .-.-.
N49 27.9 E001 16.8

**DURING THIS PERIOD ROU VOR 116.8
WILL BE OUT OF SERVICE**

LFPB/LBG
LE BOURGET

JEPPESEN
27 JUL 07 (30-1P)

PARIS, FRANCE
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 120.0

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

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

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

1.2.2. NIGHTTIME RESTRICTIONS

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

Jet ACFT may not take-off between 2215-0600LT of departure from parking area.

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

EXCEPTIONS

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

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

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

1.3. TAXI PROCEDURES

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

TWY V3 MAX wingspan 249'/76m.

TWY W2 MAX wingspan 243'/74m.

TWY V2 MAX wingspan 233'/71m.

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

TWY V1 MAX wingspan 174'/53m.

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

1.4. OTHER INFORMATION

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

Birds in vicinity of APT.

Helicopter activity.

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LE BOURGET

27 JUL 07

JEPPESEN
(30-1P1)

PARIS, FRANCE
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. ARRIVAL RECOMMENDATIONS

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

2.2. OTHER INFORMATION

2.2.1. PARTICULAR INSTRUCTIONS FOR APPROACH PROCEDURE

2.2.1.1. CONDITIONS FOR USE OF RWY 27

In landing attitude westbound LE BOURGET, the RWY 27 can accommodate almost all ACFT proceeding the airfield.
Only multi-engine jet ACFT of type A300, DC8, MD11 and B747 are vectored towards RWY 25.

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

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

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

2.2.1.3. SIMULTANEOUS APPROACHES WITH CHARLES DE GAULLE

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

Conduct of Flight

On intercepting the localizer RWY 27 and unless otherwise instructed by CHARLES DE GAULLE Radar the speed must not exceed 220 KT in order to avoid interference with the approach centerline of RWYs 26L or 26R at CHARLES DE GAULLE.
The pilots' attention is drawn on the obligation to follow right on the approach centerline of RWY 27 in order to avoid the "Non-transgression Zone" (NTZ) defined between the approach centerlines of RWY 27 at LE BOURGET and RWYs 26L or 26R at CHARLES DE GAULLE. Any excessive deviation from the localizer centerline, malfunction of the localizer or decision to initiate a missed approach must be reported immediately to approach control.

Missed approaches on final

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

2.2.1.4. MISSED APPROACH FOR RWY 07 ILS PROCEDURES

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

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

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27 JUL 07

JEPPESEN
(30-1P2)

PARIS, FRANCE
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURES

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

When cleared by Flight Data contact Ground for taxi clearance.

3.2. SPEED RESTRICTIONS

MAX 220 KT

MAX 250 KT below FL100.

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

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. DEPARTURE RECOMMENDATIONS

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

Jets

Maintain a speed of $V_2 + 10$ KT, or as ACFT performance permits, up to 3000' AAL with flaps at take-off settings.

Fan Jets

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

Non-Fan Jets

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

All ACFT

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

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JEPPesen
27 JAN 06 (30-2)

PARIS, FRANCE
RNAV STAR

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

OPERATING PROCEDURES FOR NON-RNAV AIRCRAFT

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

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

Without or in case of loss of RNAV capability the pilot must:
- follow or proceed to the conventional support when existing 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.
Flight Plan: For inbound flights at LFPB pilots must notify the STAR initial point as also the IAF associated with the approach in the "route" field.

LFPB/LBG
LE BOURGET

JEPPesen
27 JAN 06 (30-2A)

PARIS, FRANCE
RNAV STAR

HOLDING INFORMATION

ROUEN
N49 27.9 E001 16.8 FL70/140, inbound 178° MAX 220 KT 1 1/2 min
ALTERNATE FL70/140, inbound 188° EVX R-008/DVL R-079 LEFT turn MAX 220 KT 1 1/2 min

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

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

OMAKO
LOW Not usable with RNAV N48 35.7 E003 25.1 FL60/140, inbound 314° CLM R-134 D22 MAX 220 KT 1 min
ALTERNATE Not usable with RNAV FL60/140, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 220 KT 1 min
HIGH Not usable with RNAV N48 35.7 E003 25.1 FL150/180, inbound 314° CLM R-134 D22 MAX 240 KT 1 1/2min
ALTERNATE Not usable with RNAV FL150/180, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 240 KT 1 1/2 min

ROMLO
LOW N48 20.7 E000 50.5 FL60/140, inbound 037° CHW R-217 D10/15 MAX 220 KT
ALTERNATE FL60/140, inbound 064° EPR R-244 D37/42 RIGHT turn MAX 220 KT
HIGH N48 20.7 E000 50.5 FL150/240, inbound 037° CHW R-217 D10/19 MAX 240 KT
ALTERNATE FL150/240, inbound 064° EPR R-244 D37/46 RIGHT turn MAX 240 KT

MERUE
N49 18.4 E001 51.5 FL50/140, inbound 098° CRL R-278 D26/31 MAX 220 KT
ALTERNATE FL50/140, inbound 098° CRL R-278/PON R-332 LEFT turn MAX 220 KT 1 min

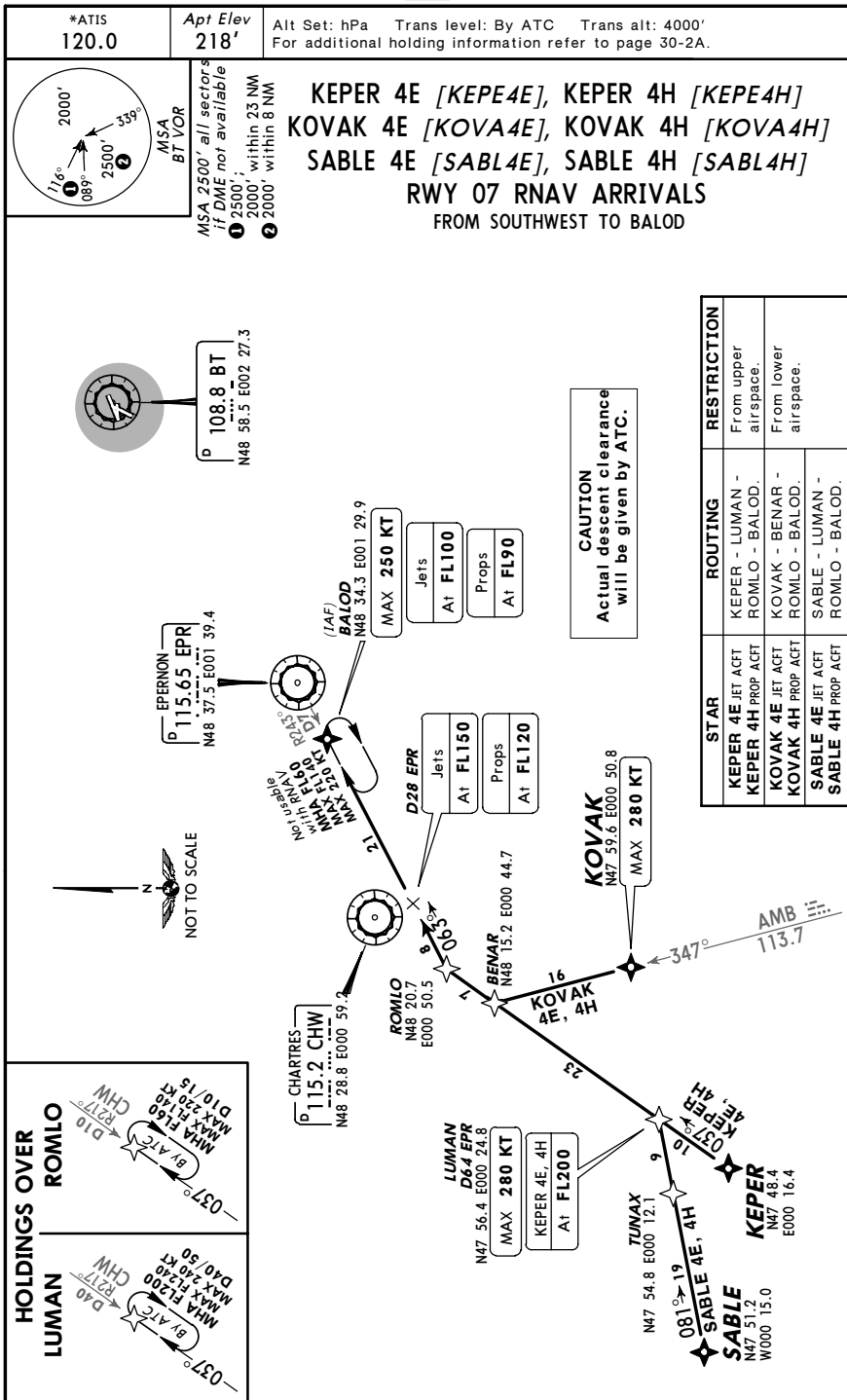
DEAUVILLE
N49 18.6 E000 18.8 FL200/240, inbound 102° MAX 240 KT 1 1/2 min

BALOD
LOW Not usable with RNAV N48 34.3 E001 29.9 FL60/140, inbound 063° EPR R-243 D7 MAX 220 KT 1 min
ALTERNATE Not usable with RNAV FL60/140, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 220 KT 1 min
HIGH Not usable with RNAV N48 34.3 E001 29.9 FL150/180, inbound 178° EPR R-243 D7 MAX 240 KT 1 1/2min
ALTERNATE Not usable with RNAV FL150/180, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 240 KT 1 1/2 min

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

LUMAN
LOW N47 56.4 E000 24.8 FL200/240, inbound 037° CHW R-217 D40/50 MAX 240 KT
ALTERNATE FL200/240, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 240 KT 1 1/2 min
HIGH N47 56.4 E000 24.8 FL250/280, inbound 037° CHW R-217 D40/50 MAX 265 KT
ALTERNATE FL250/280, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 265 KT 1 1/2 min

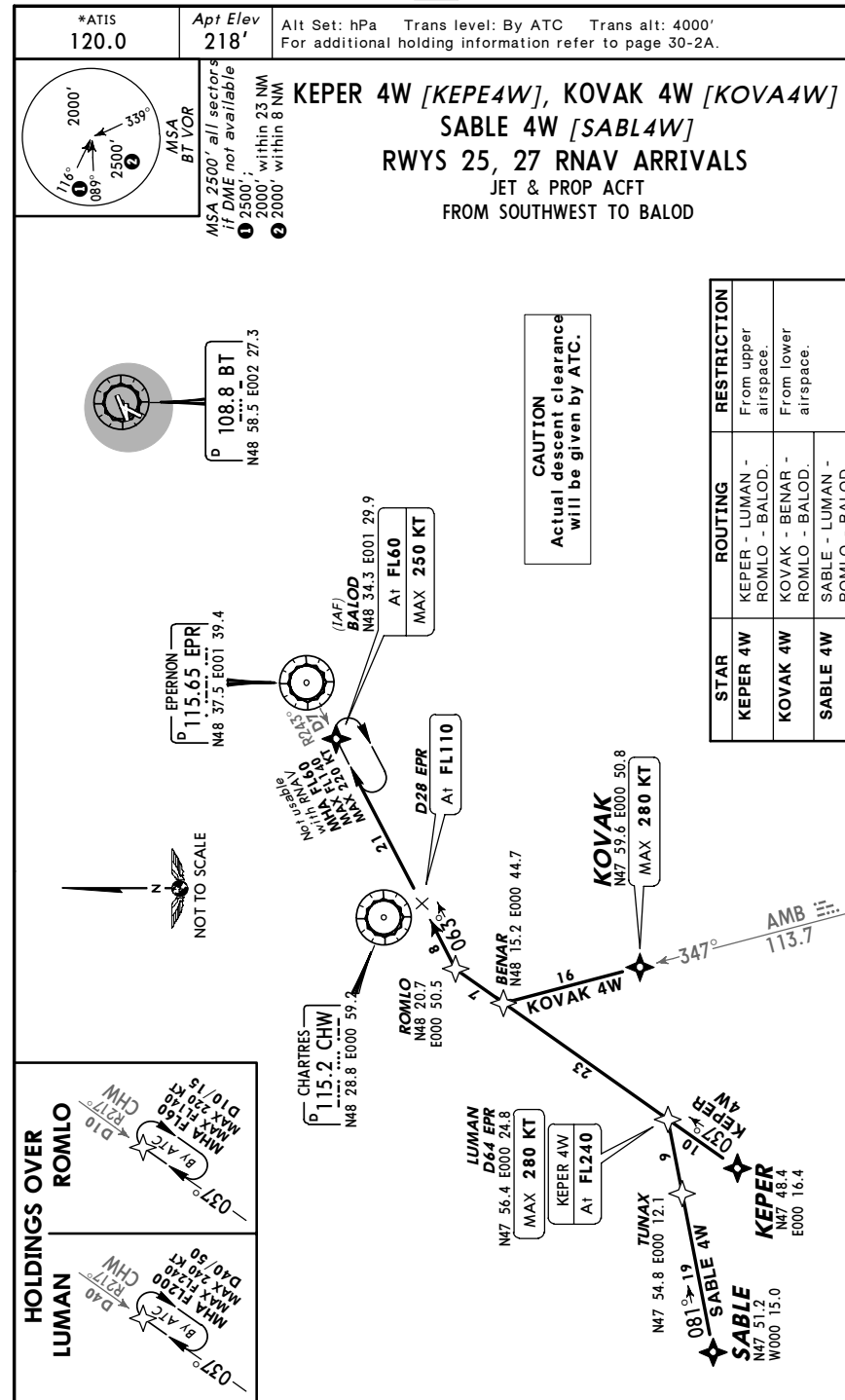
27 JAN 06 (30-2B)

RNAV STAR

CHANGES: Tracks/radials updated.

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27 JAN 06 (30-2C)

RNAV STAR

CHANGES: Tracks/radials updated.

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27 JAN 06 (30-2D)

RNAV STAR

CHANGES: Tracks/radials updated.

27 JAN 06 (30-2E)

RNAV STAR

CHANGES: Tracks/radials updated.

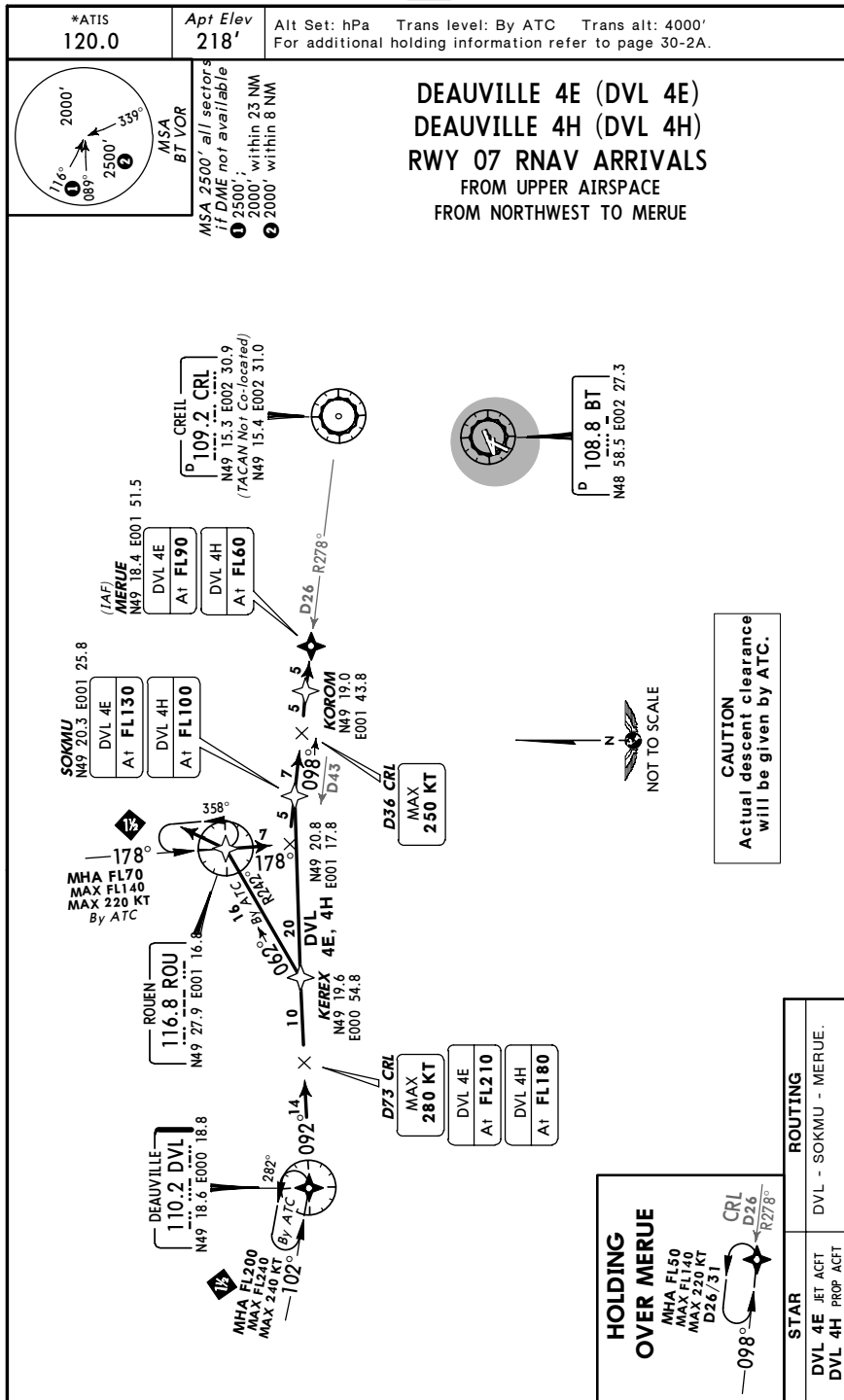
LFPB/LBG
LE BOURGET

JEPPESEN

27 JAN 06 (30-2F)

PARIS, FRANCE

RNAV STAR



CHANGES: Tracks/radials updated.

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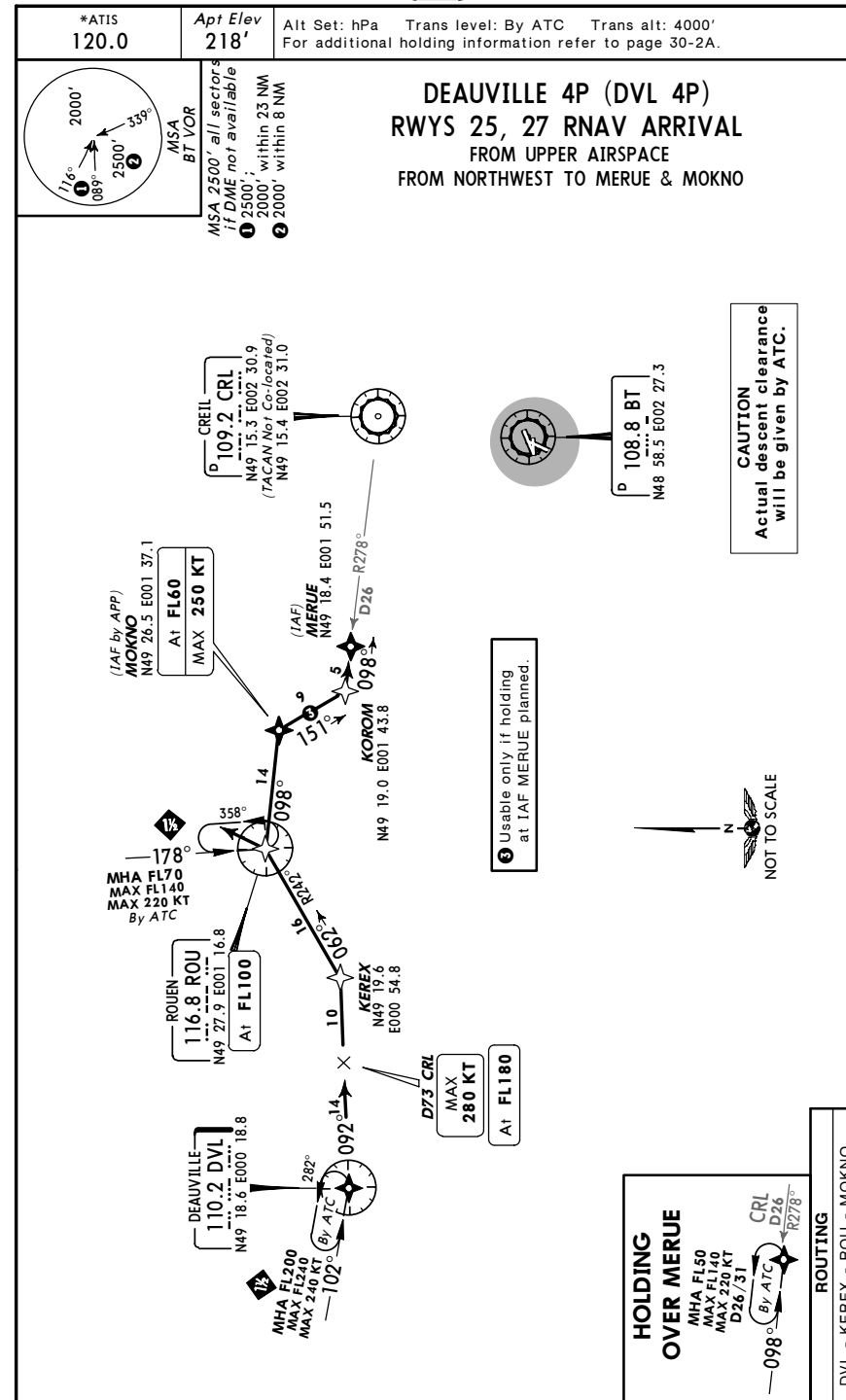
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27 JAN 06 (30-2G)

PARIS, FRANCE

RNAV STAR



CHANGES: Tracks/radials updated.

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LE BOURGET

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27 JAN 06 (30-2H)

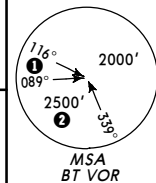
PARIS, FRANCE

RNAV STAR

*ATIS
120.0

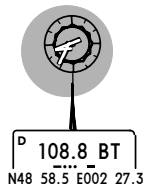
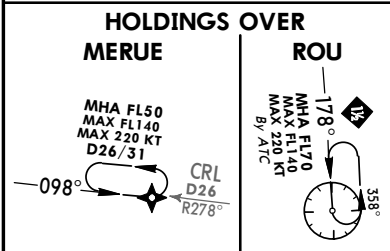
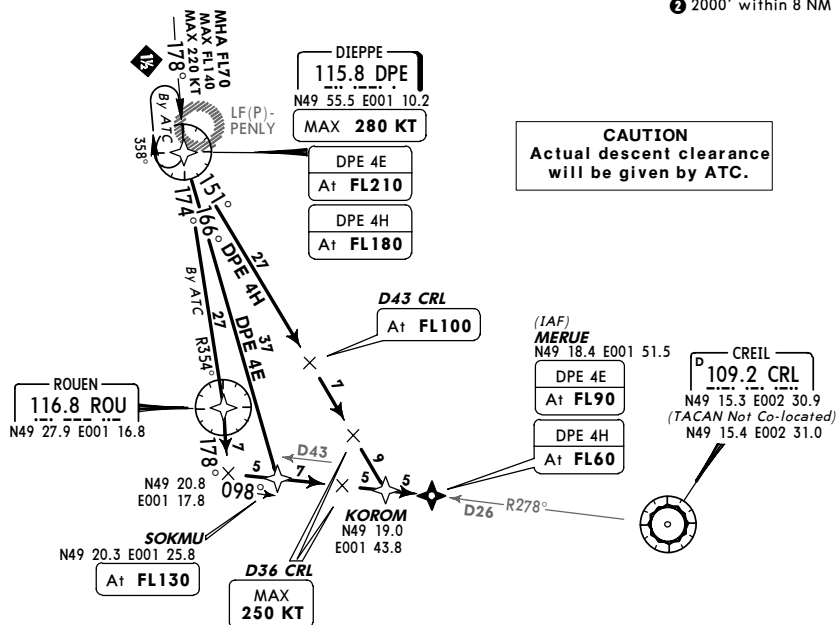
Apt Elev
218'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 30-2A.



DIEPPE 4E (DPE 4E), DIEPPE 4H (DPE 4H)
RWY 07 RNAV ARRIVALS
FROM NORTH TO MERUE

MSA 2500' all sectors
if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM



STAR	ROUTING
DPE 4E JET ACFT	DPE - SOKMU - KOROM - MERUE.
DPE 4H PROP ACFT	DPE - KOROM - MERUE.

CHANGES: Tracks/radials updated.

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LFPB/LBG
LE BOURGET

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27 JAN 06 (30-2J)

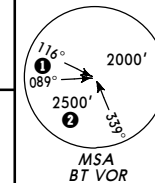
PARIS, FRANCE

RNAV STAR

*ATIS
120.0

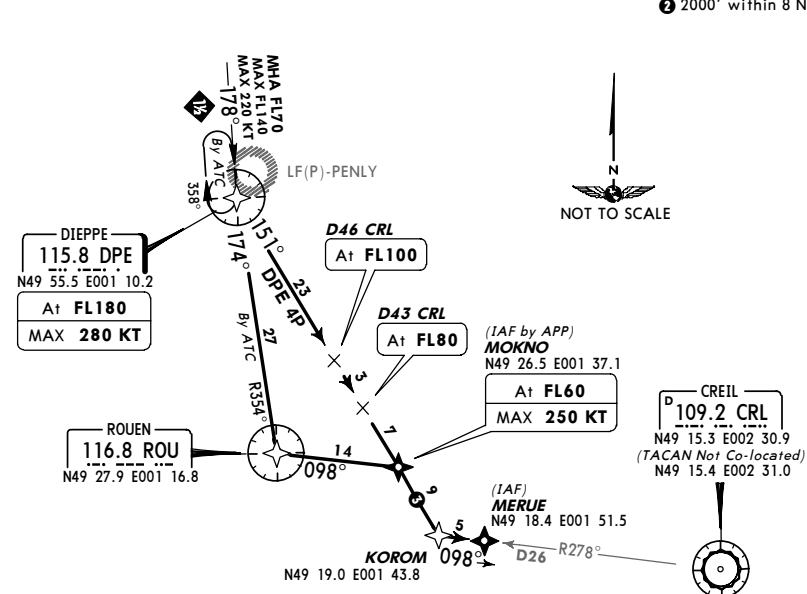
Apt Elev
218'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 30-2A.

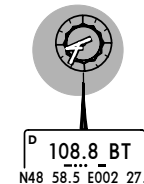
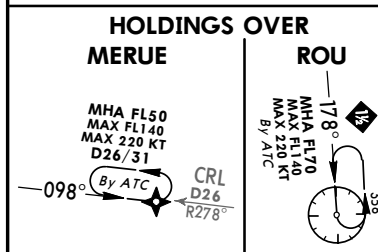


DIEPPE 4P (DPE 4P)
RWYS 25, 27 RNAV ARRIVAL
FROM NORTH TO MERUE & MOKNO

MSA 2500' all sectors
if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM



3 Usable only if holding
at IAF MERUE planned.



CAUTION
Actual descent clearance
will be given by ATC.

ROUTING
DPE - MOKNO.

CHANGES: Tracks/radials updated.

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27 JAN 06 (30-2K)

RNAV STAR

CHANGES: Tracks/radials updated.

27 JAN 06 (30-2L)

RNAV STAR

CHANGES: Tracks/radials updated.

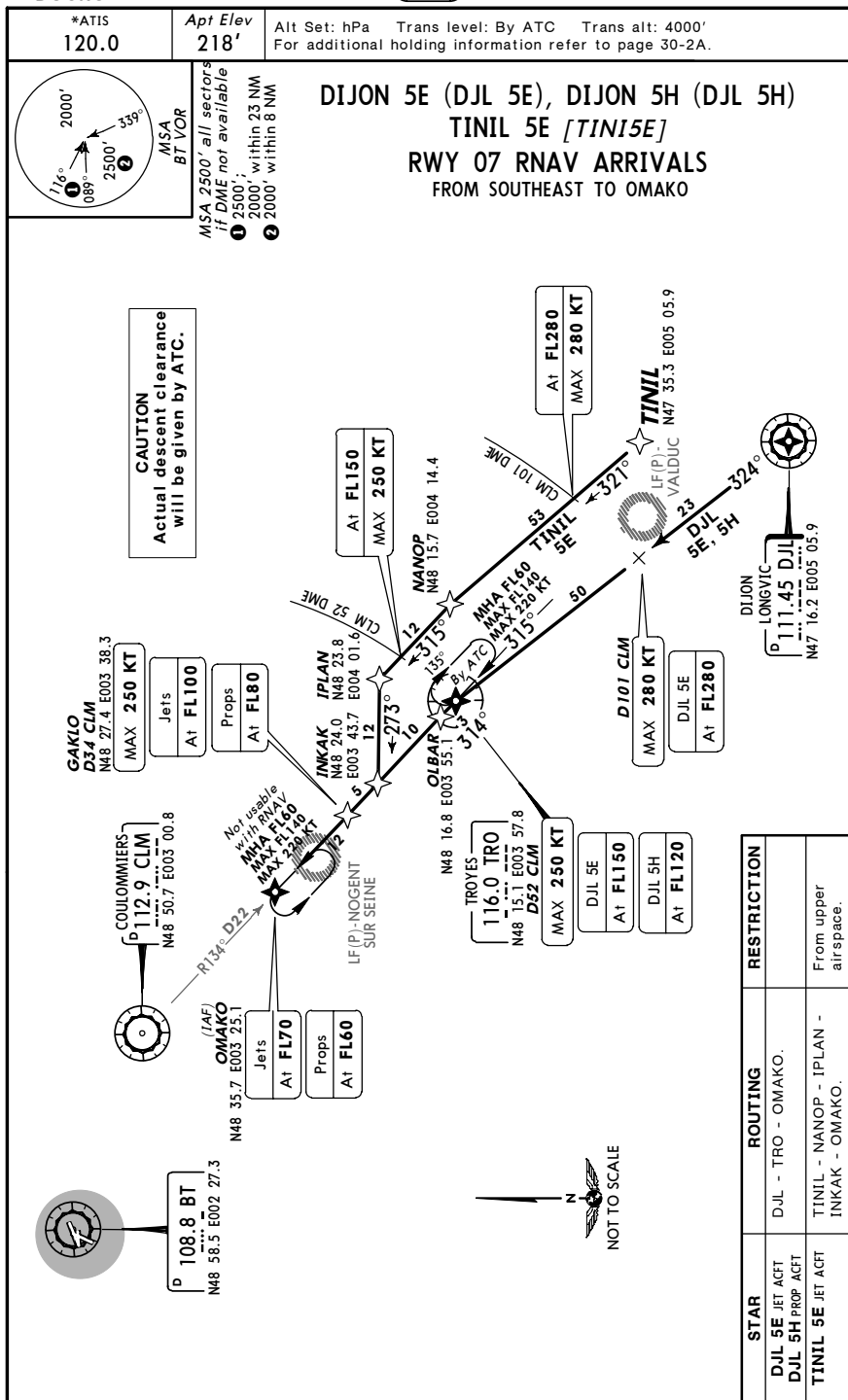
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27 JAN 06 (30-2M)

PARIS, FRANCE

RNAV STAR



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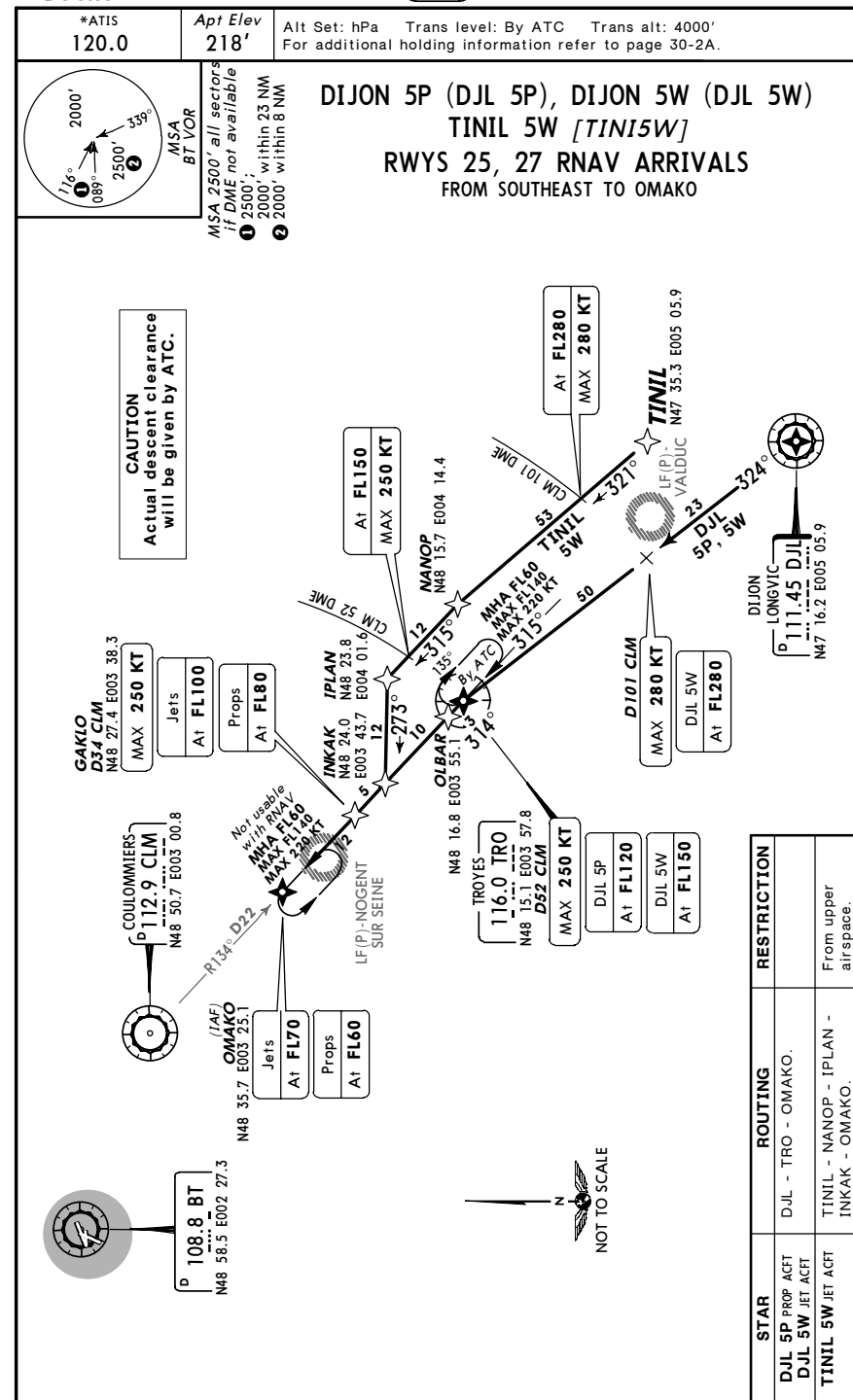
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LE BOURGET

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27 JAN 06 (30-2N)

PARIS, FRANCE

RNAV STAR



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27 JAN 06 (30-2P)

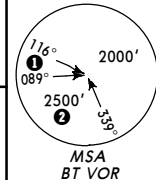
PARIS, FRANCE

RNAV STAR

*ATIS
120.0

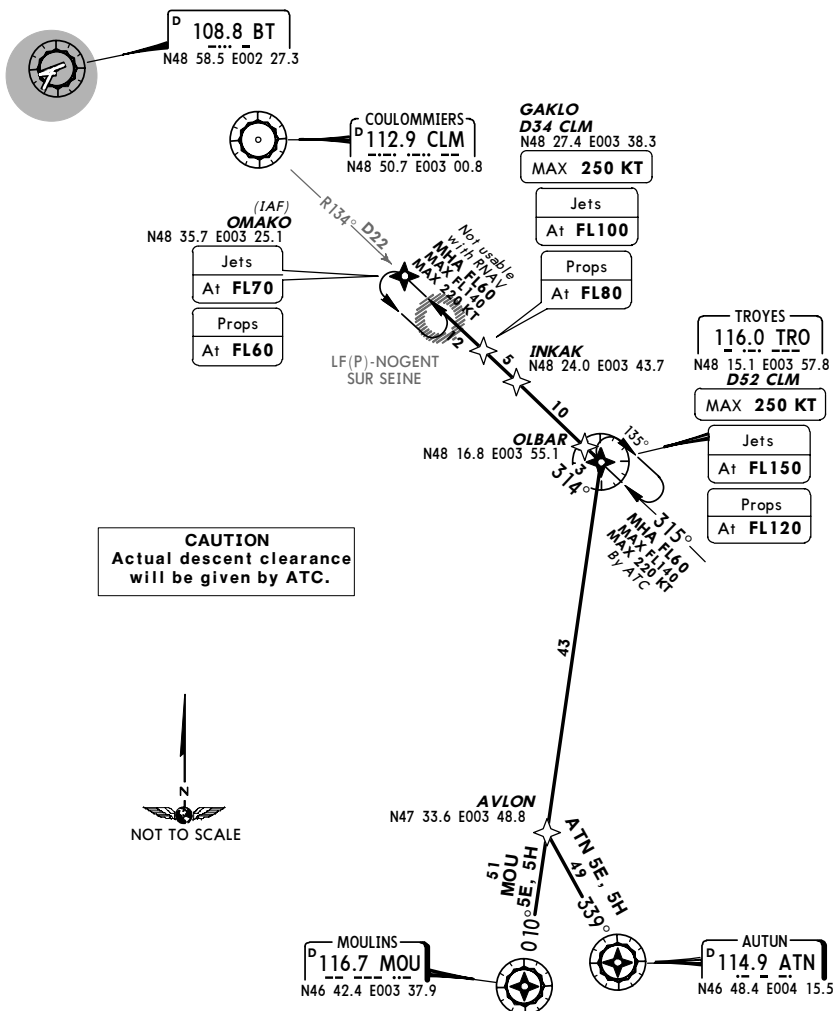
Apt Elev
218'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 30-2A.



MSA 2500' all sectors
if DME not available
① 2500';
② 2000' within 23 NM
③ 2000' within 8 NM

AUTUN 5E (ATN 5E), AUTUN 5H (ATN 5H)
MOULINS 5E (MOU 5E), MOULINS 5H (MOU 5H)
RWY 07 RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM SOUTH TO OMAKO



STAR	ROUTING
ATN 5E JET ACFT	ATN - AVLON - TRO - OMAKO.
ATN 5H PROP ACFT	
MOU 5E JET ACFT	MOU - TRO - OMAKO.
MOU 5H PROP ACFT	

CHANGES: Tracks/radials updated.

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LFPB/LBG
LE BOURGET

JEPPesen

27 JAN 06 (30-2Q)

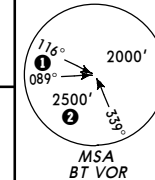
PARIS, FRANCE

RNAV STAR

*ATIS
120.0

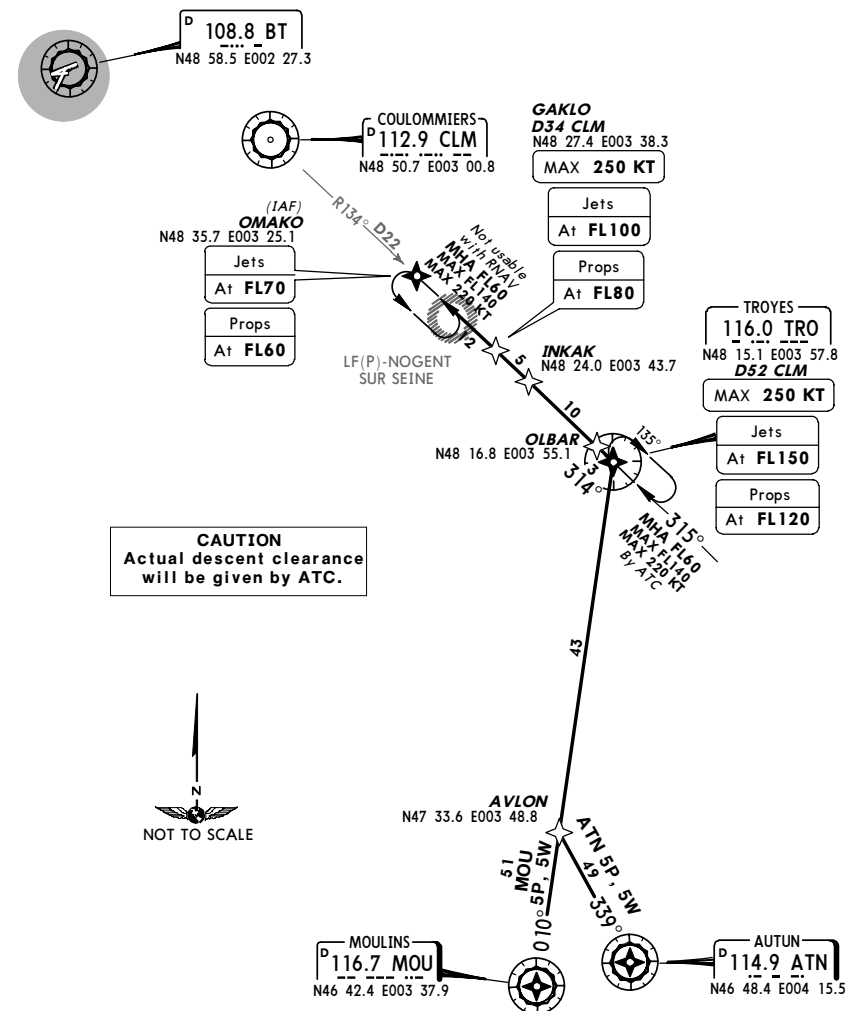
Apt Elev
218'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 30-2A.



MSA 2500' all sectors
if DME not available
① 2500';
② 2000' within 23 NM
③ 2000' within 8 NM

AUTUN 5P (ATN 5P), AUTUN 5W (ATN 5W)
MOULINS 5P (MOU 5P), MOULINS 5W (MOU 5W)
RWYS 25, 27 RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM SOUTH TO OMAKO



STAR	ROUTING
ATN 5P PROP ACFT	ATN - AVLON - TRO - OMAKO.
ATN 5W JET ACFT	
MOU 5P PROP ACFT	MOU - TRO - OMAKO.
MOU 5W JET ACFT	

CHANGES: Tracks/radials updated.

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LE BOURGET

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27 JAN 06 (30-2S)

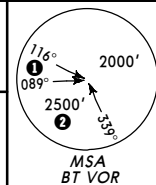
PARIS, FRANCE

RNAV STAR

*ATIS
120.0

Apt Elev
218'

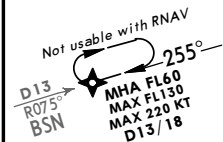
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For additional holding information refer to page
30-2A.



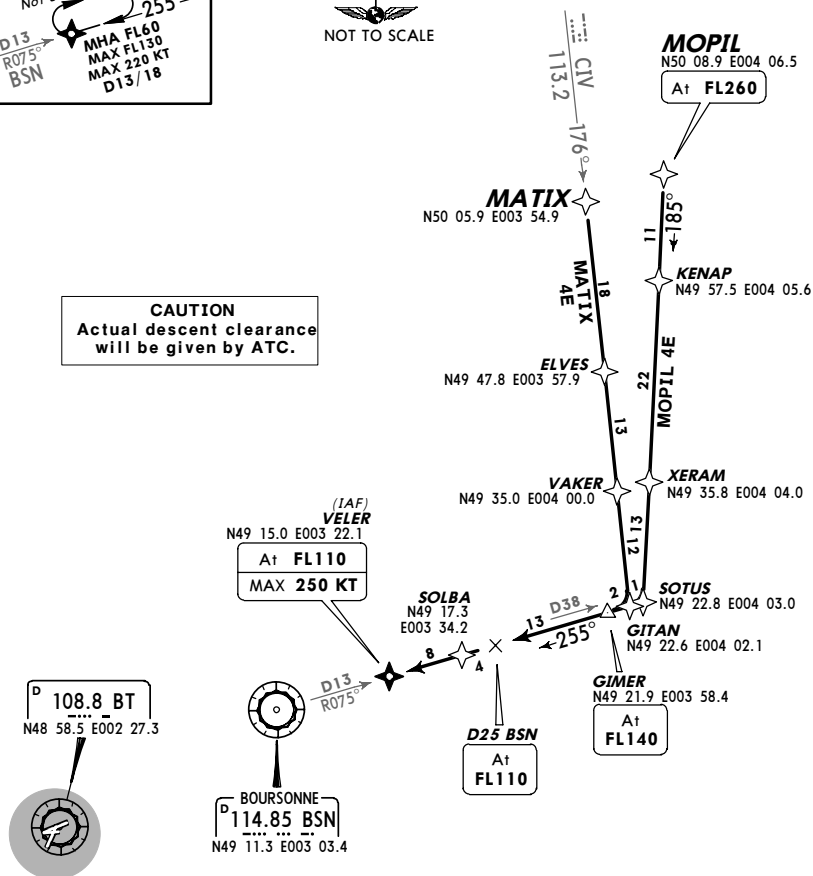
MATIX 4E [MATI4E], MOPIL 4E [MOPI4E]
RWY 07 RNAV ARRIVALS
FROM NORTH TO VELER

MSA 2500' all sectors
if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM

HOLDING OVER
VELER



CAUTION
Actual descent clearance
will be given by ATC.



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

CHANGES: Tracks/radials updated.

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LFPB/LBG
LE BOURGET

JEPPESEN

27 JAN 06 (30-2T)

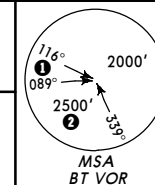
PARIS, FRANCE

RNAV STAR

*ATIS
120.0

Apt Elev
218'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page
30-2A.



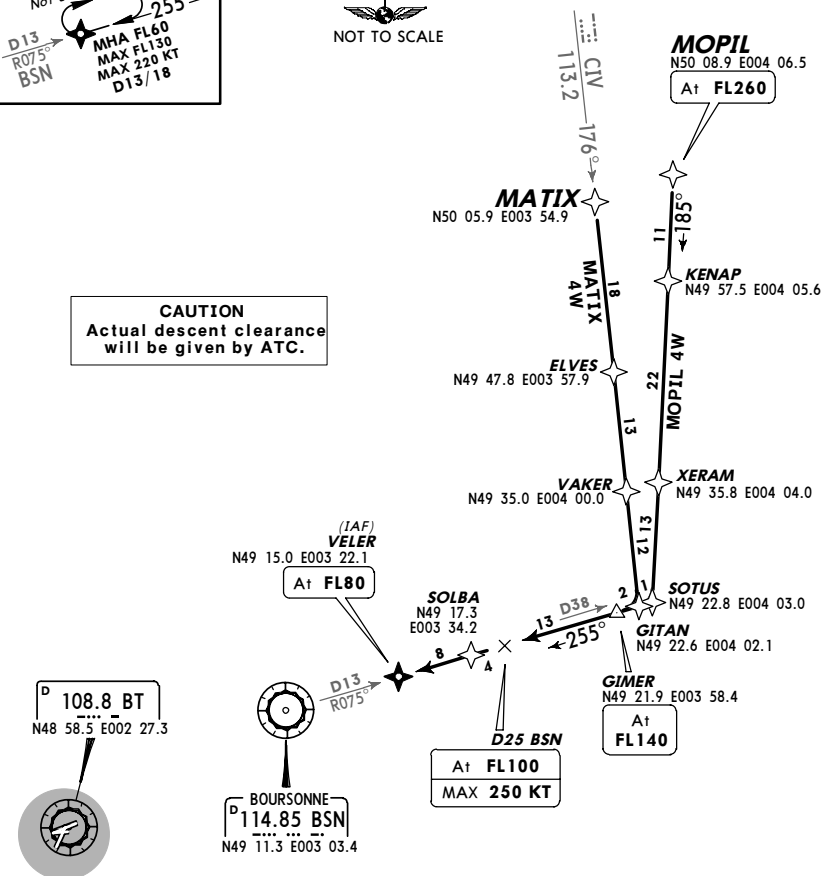
MATIX 4W [MATI4W], MOPIL 4W [MOPI4W]
RWYS 25, 27 RNAV ARRIVALS
FROM NORTH TO VELER

MSA 2500' all sectors
if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM

HOLDING OVER
VELER



CAUTION
Actual descent clearance
will be given by ATC.



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

CHANGES: Tracks/radials updated.

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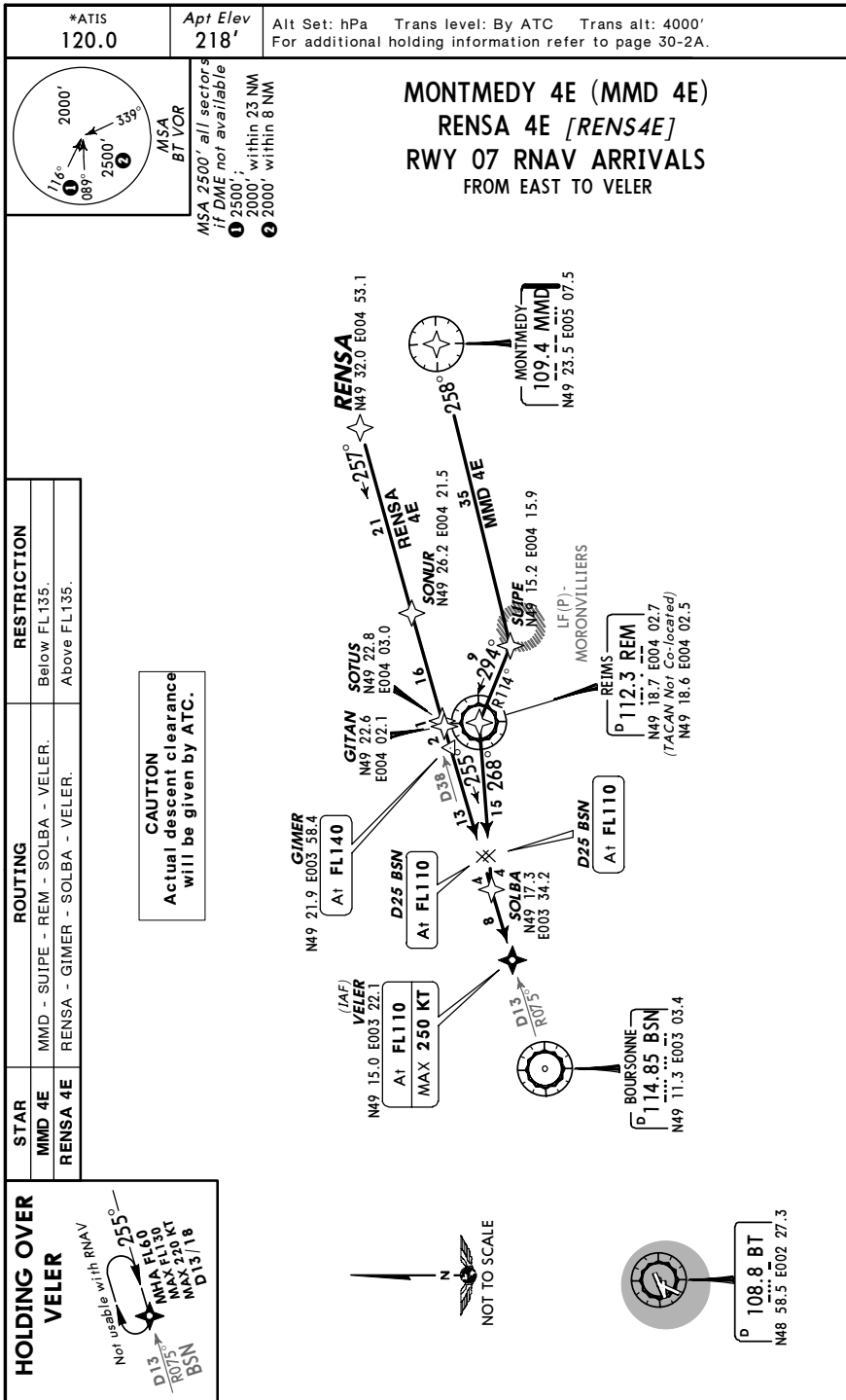
LFPB/LBG
LE BOURGET

JEPPesen

27 JAN 06 (30-2U)

PARIS, FRANCE

RNAV STAR



CHANGES: Tracks/radials updated.

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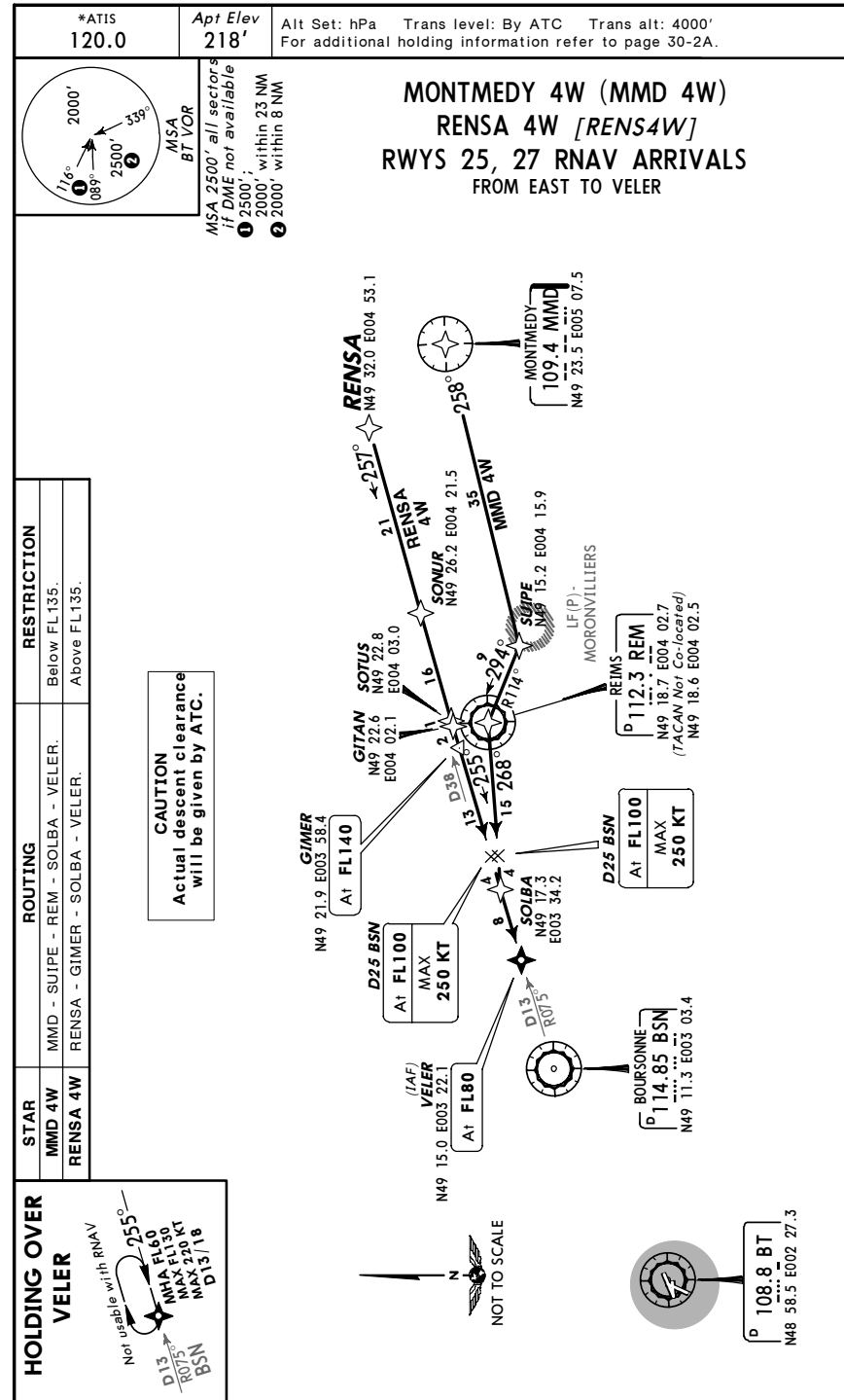
LFPB/LBG
LE BOURGET

JEPPesen

27 JAN 06 (30-2V)

PARIS, FRANCE

RNAV STAR



CHANGES: Tracks/radials updated.

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LE BOURGET

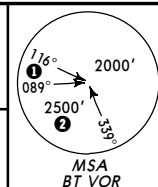
JEPPESEN

9 MAR 07 (30-2W) Eff 15 Mar

PARIS, FRANCE

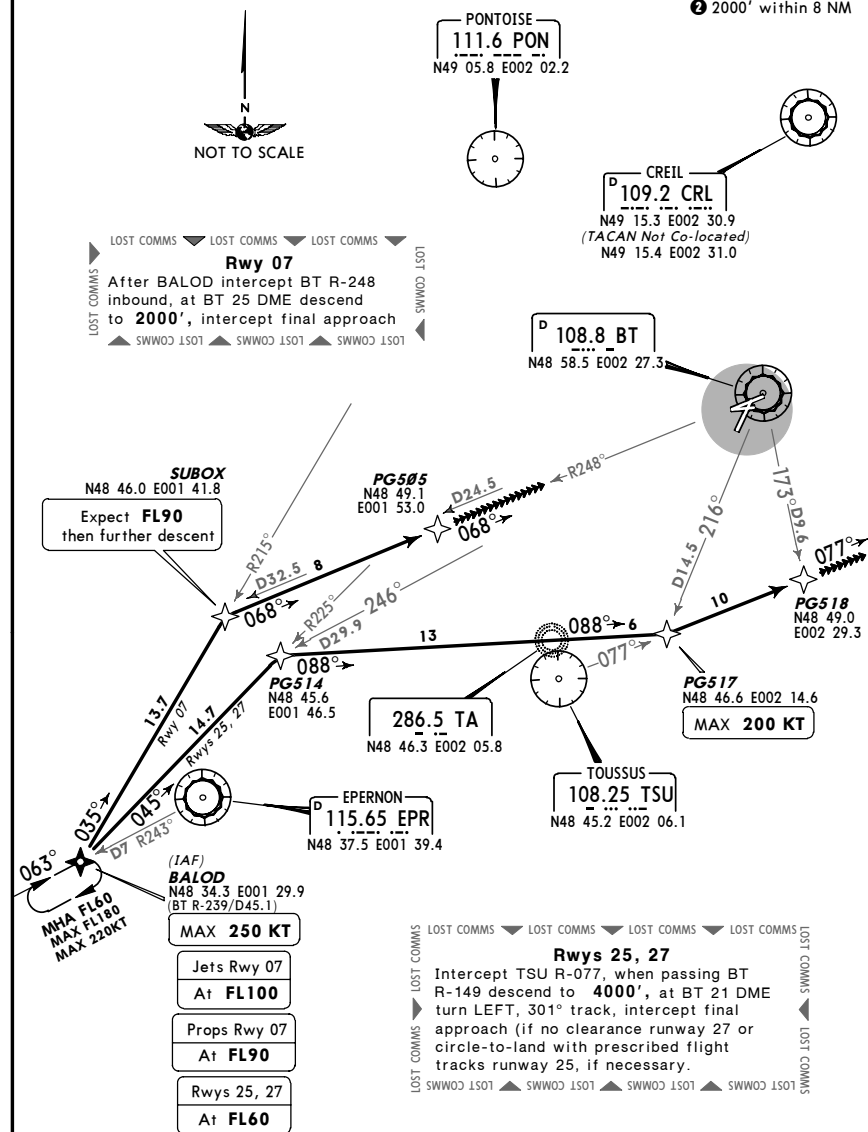
RNAV ARRIVAL

*ATIS 120.0	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27	Apt Elev 218'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
----------------	---	------------------	---

RWYS 07, 25, 27 RNAV ARRIVAL PROCEDURES
RNAV (GNSS OR DME/DME OR VOR/DME BT)
FROM BALOD

MSA 2500' all sectors
if DME not available

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



CHANGES: None.

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LFPB/LBG
LE BOURGET

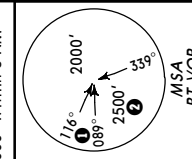
JEPPESEN

9 MAR 07 (30-2X) Eff 15 Mar

PARIS, FRANCE

RNAV ARRIVAL

*ATIS 120.0	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27	Apt Elev 218'	Alt Set: hPa Trans level: By ATIS Trans alt: 4000'
----------------	---	------------------	--



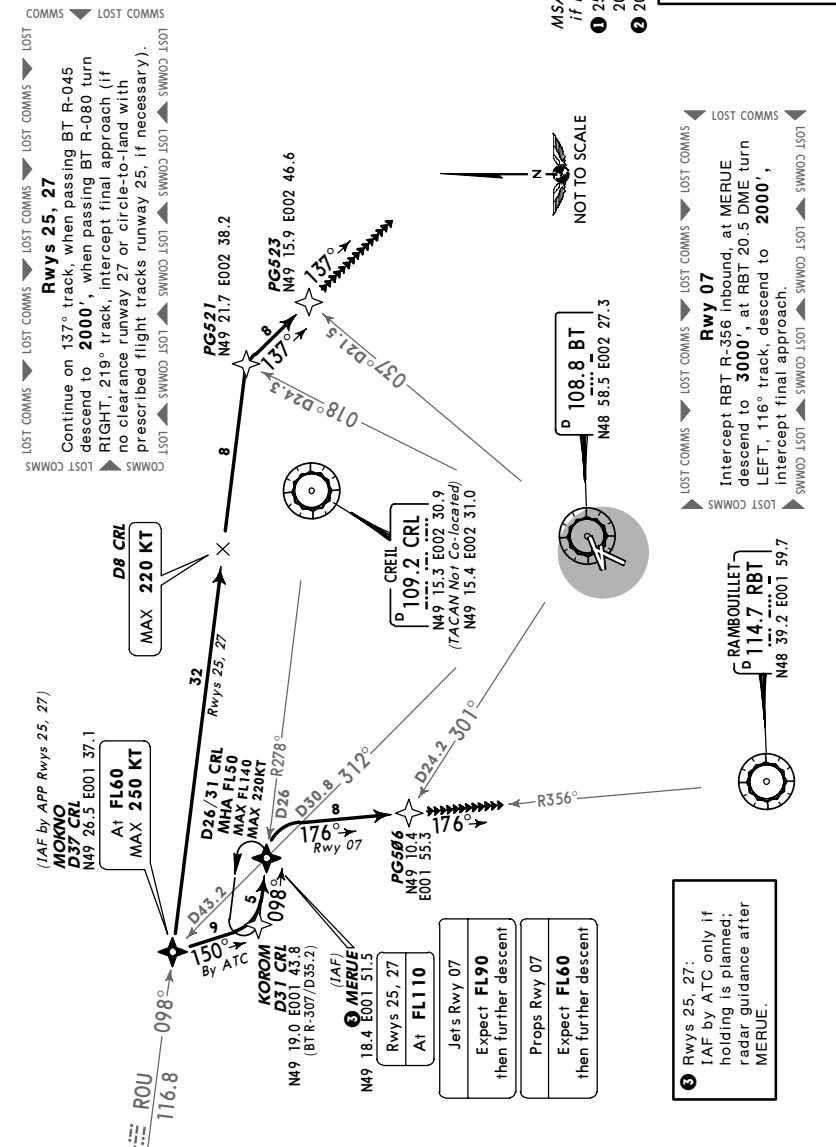
RWYS 07, 25, 27
RNAV ARRIVAL PROCEDURES
RNAV (GNSS OR DME/DME OR VOR/DME BT)
FROM MERUE & MOKNO

**MSA 2500' all sectors
if DME not available**

1 2500';
2000' within 23 NM

2 2000' within 8 NM

- if DME**
- 1** 2500';
- 2000'
- 2** 2000'



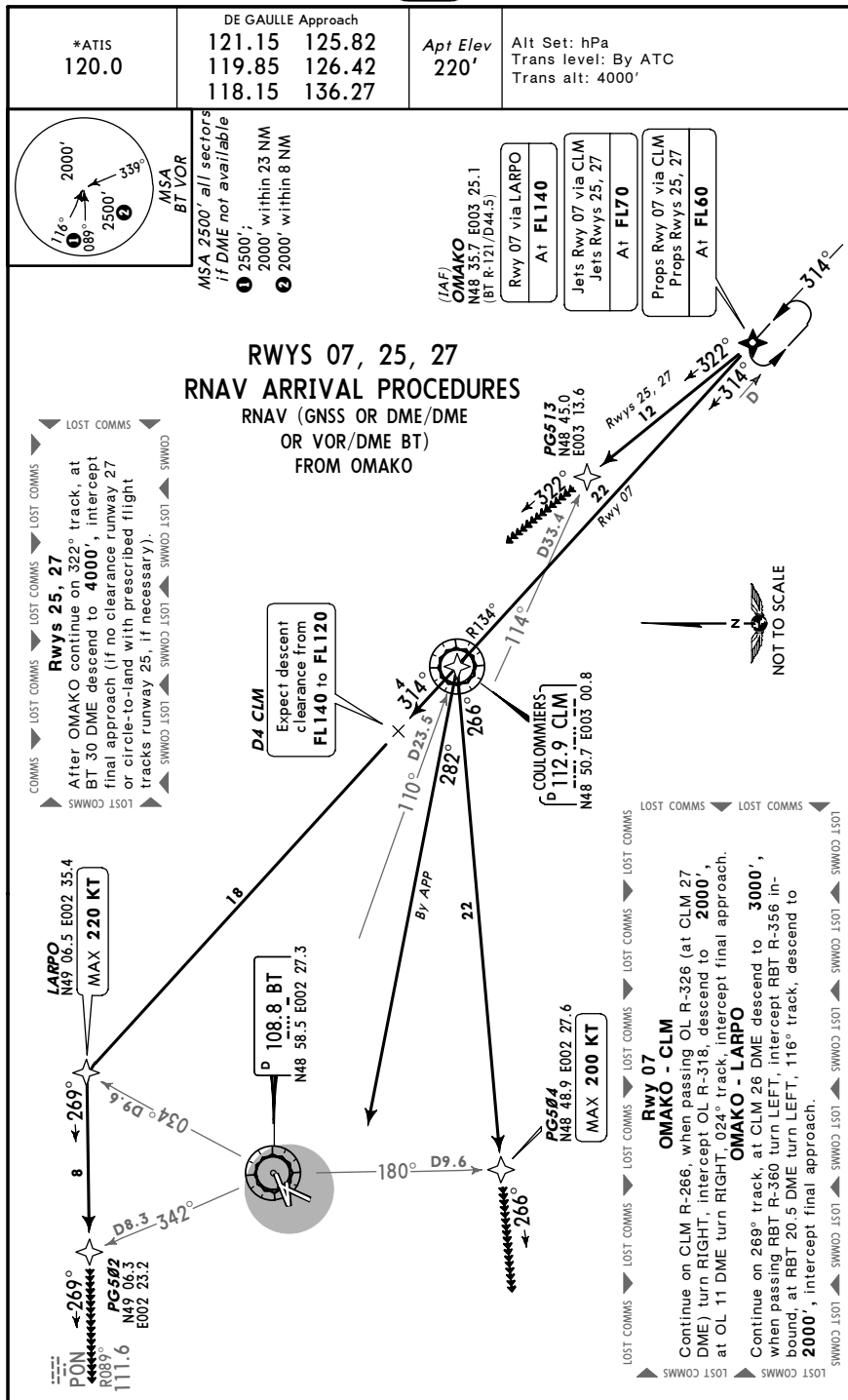
CHANGES: Arrivals runways 25, 27 tracks/radials updated

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LFPB/LBG
LE BOURGET

JEPPesen
2 NOV 07 (30-2X1)

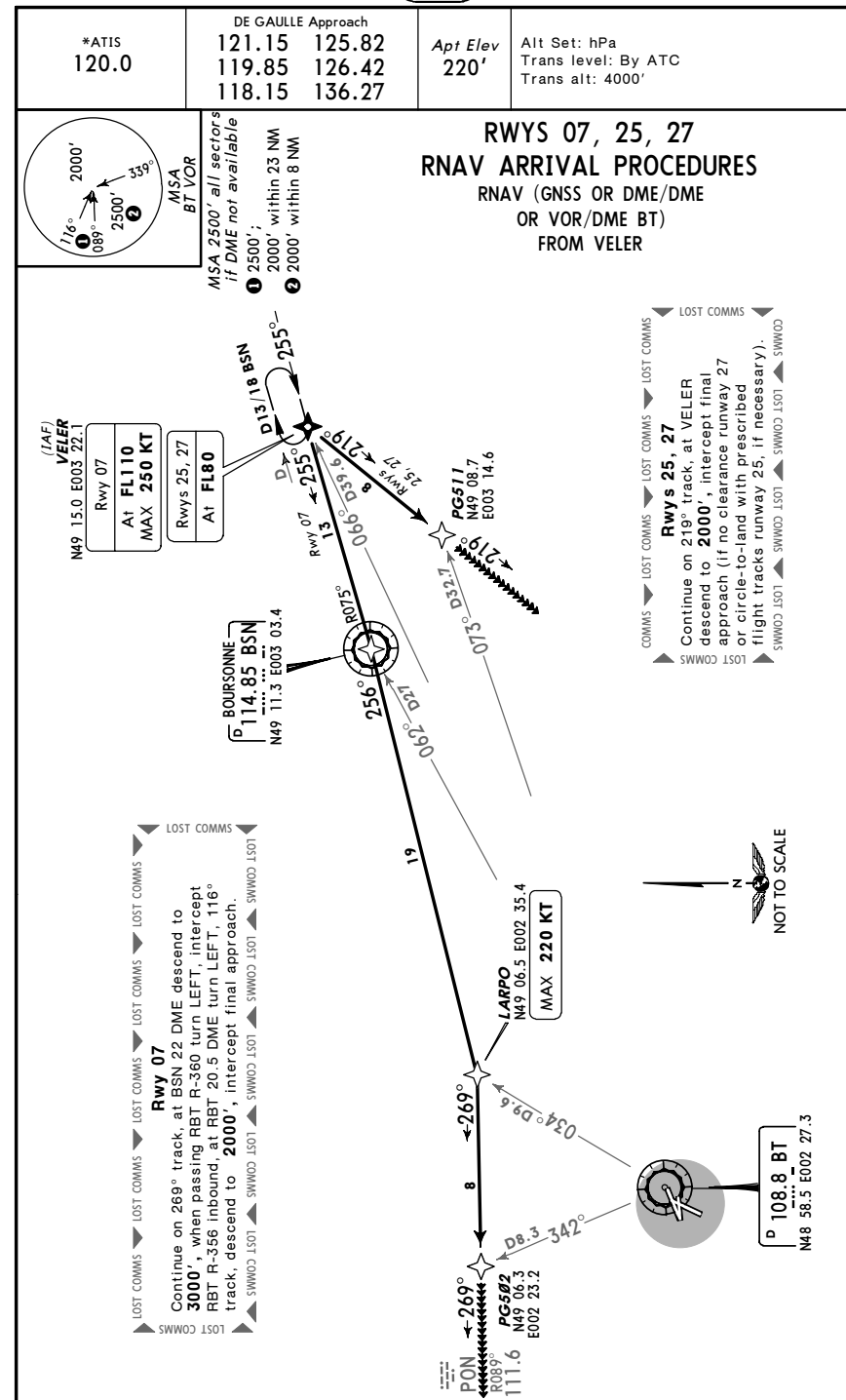
PARIS, FRANCE
RNAV ARRIVAL



LFPB/LBG
LE BOURGET

JEPPesen
2 NOV 07 (30-2X2)

PARIS, FRANCE
RNAV ARRIVAL



LFPB/LBG
LE BOURGET

JEPPESEN
19 OCT 07 (30-3)

PARIS, FRANCE
SID

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 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 based on minimum requirements specified in the aeronautical documentation.
ATC provides radar functions.

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

2.1. Non RNAV equipped aircraft below FL115

- Specify FPL item 15:
- to north sector: DCT MTD then DCT first point joining the en-route network.
 - to east sector: DCT NIPOR or DCT BAXIR.
 - to south sector: ❶: SID PTV, MONOT or DORDI.
 - to west sector: DCT EVX or DCT LGL.

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

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

- ❶ PROP aircraft destination UIR must indicate:
- after PTV: DCT AGOPA or DCT ERIXU.
 - after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

2.2. Departures RWY 07

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

2.3. Departures RWY 09

The crews attention is drawn to the proximity of the final approach course to RWY 08R at Charles-De-Gaulle.
Due to risk of confusion between RWY 07 and RWY 09 crews are requested to check their magnetic track after lining up and before take-off.

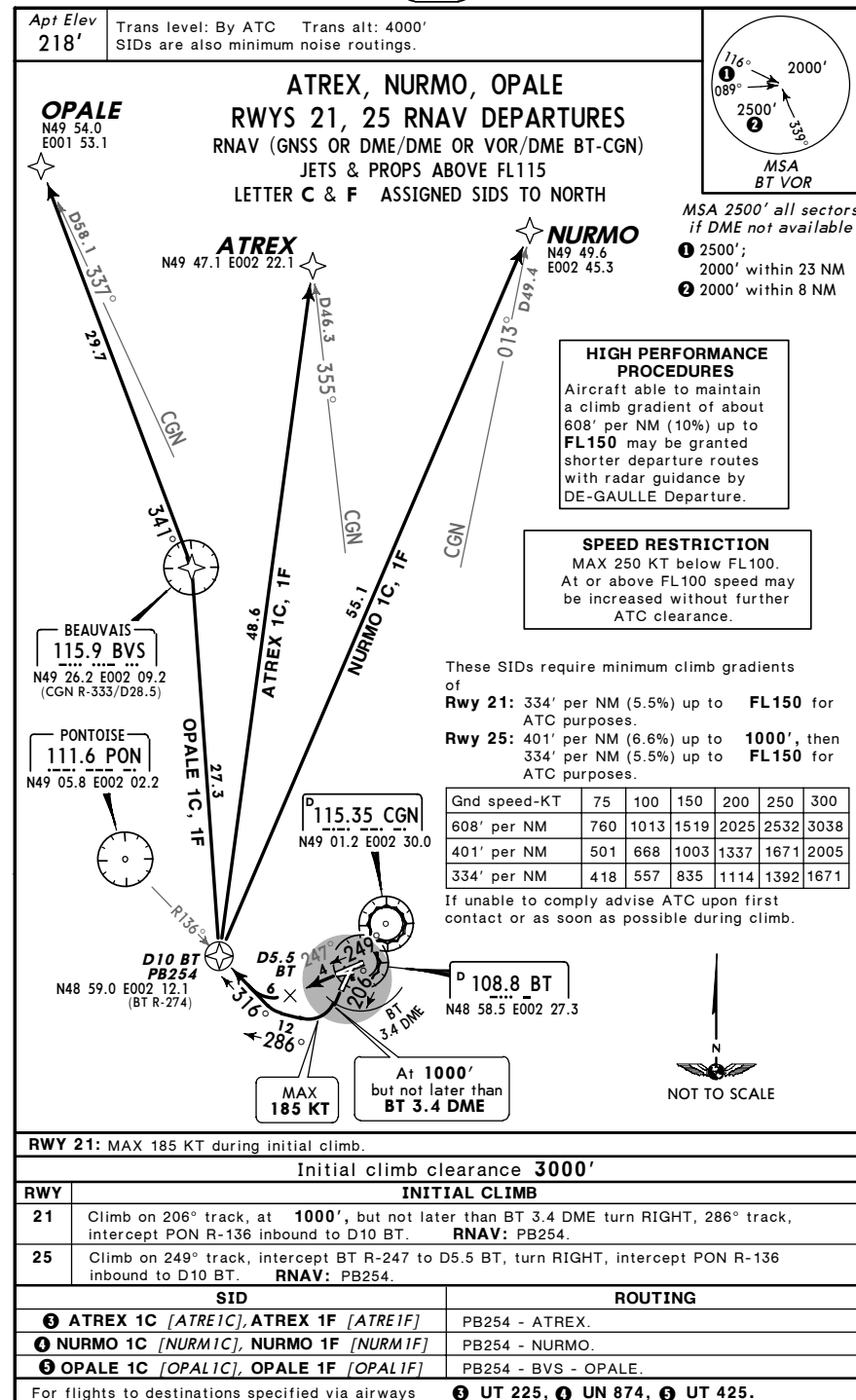
3. SID DESIGNATION

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

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JEPPESEN
19 OCT 07 (30-3A)

PARIS, FRANCE
RNAV SID



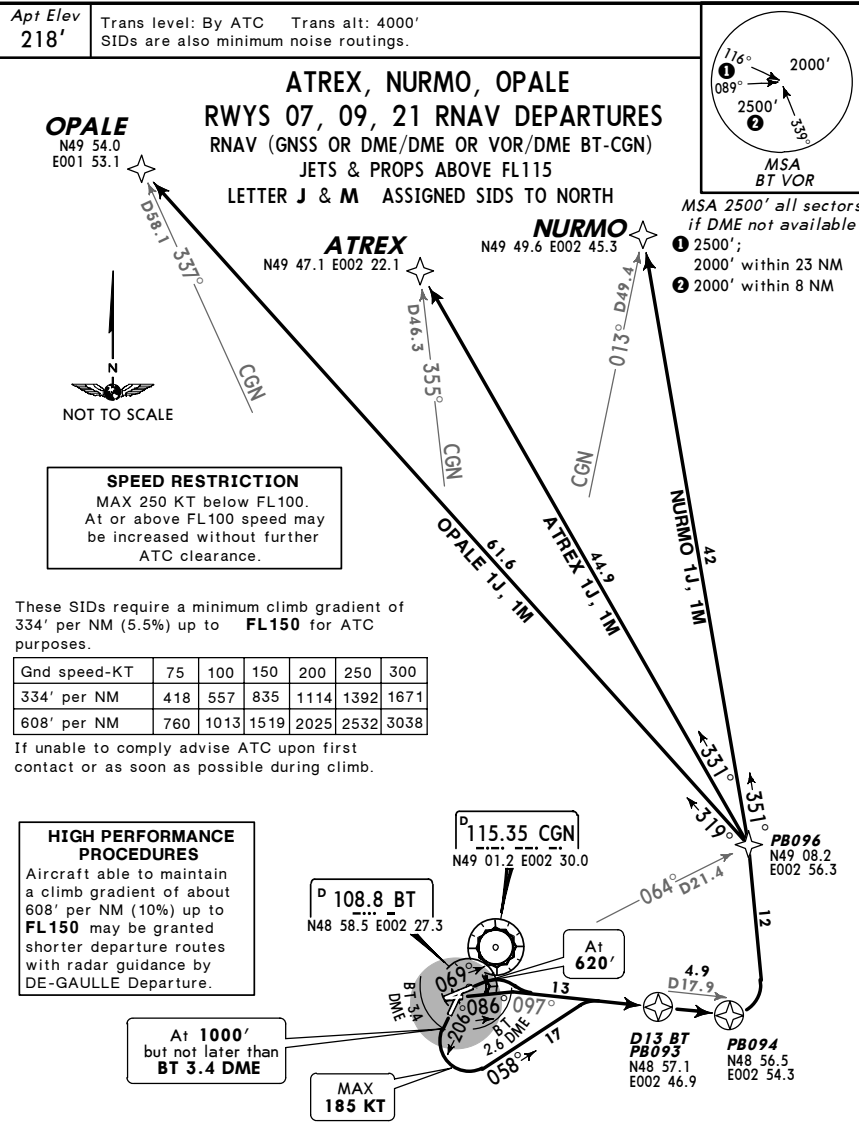
LFPB/LBG
LE BOURGET

JEPPESEN

9 MAR 07 (30-3B) Eff 15 Mar

PARIS, FRANCE

RNAV SID



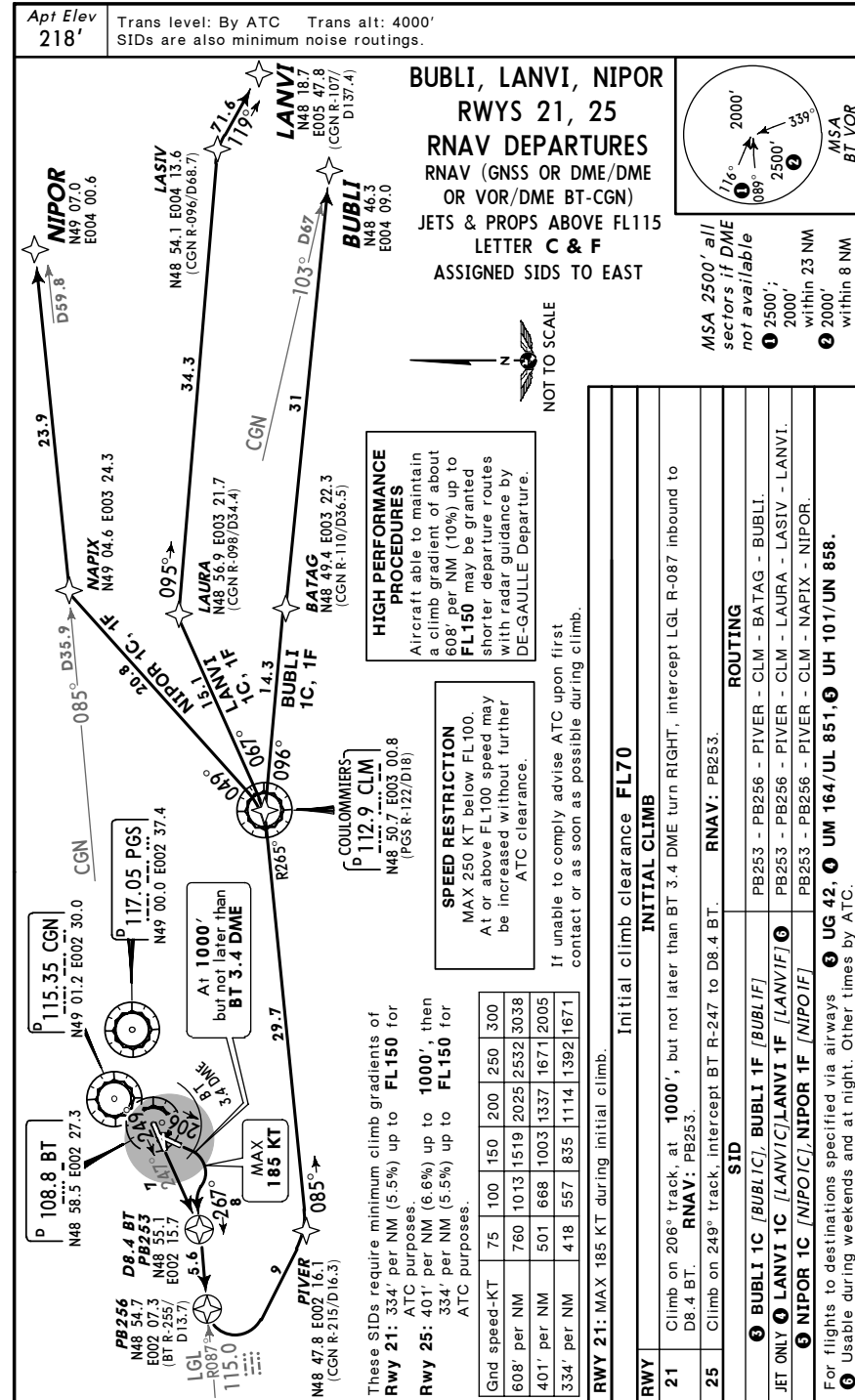
LFPB/LBG
LE BOURGET

JEPPESEN

9 MAR 07 (30-3C) Eff 15 Mar

PARIS, FRANCE

RNAV SID



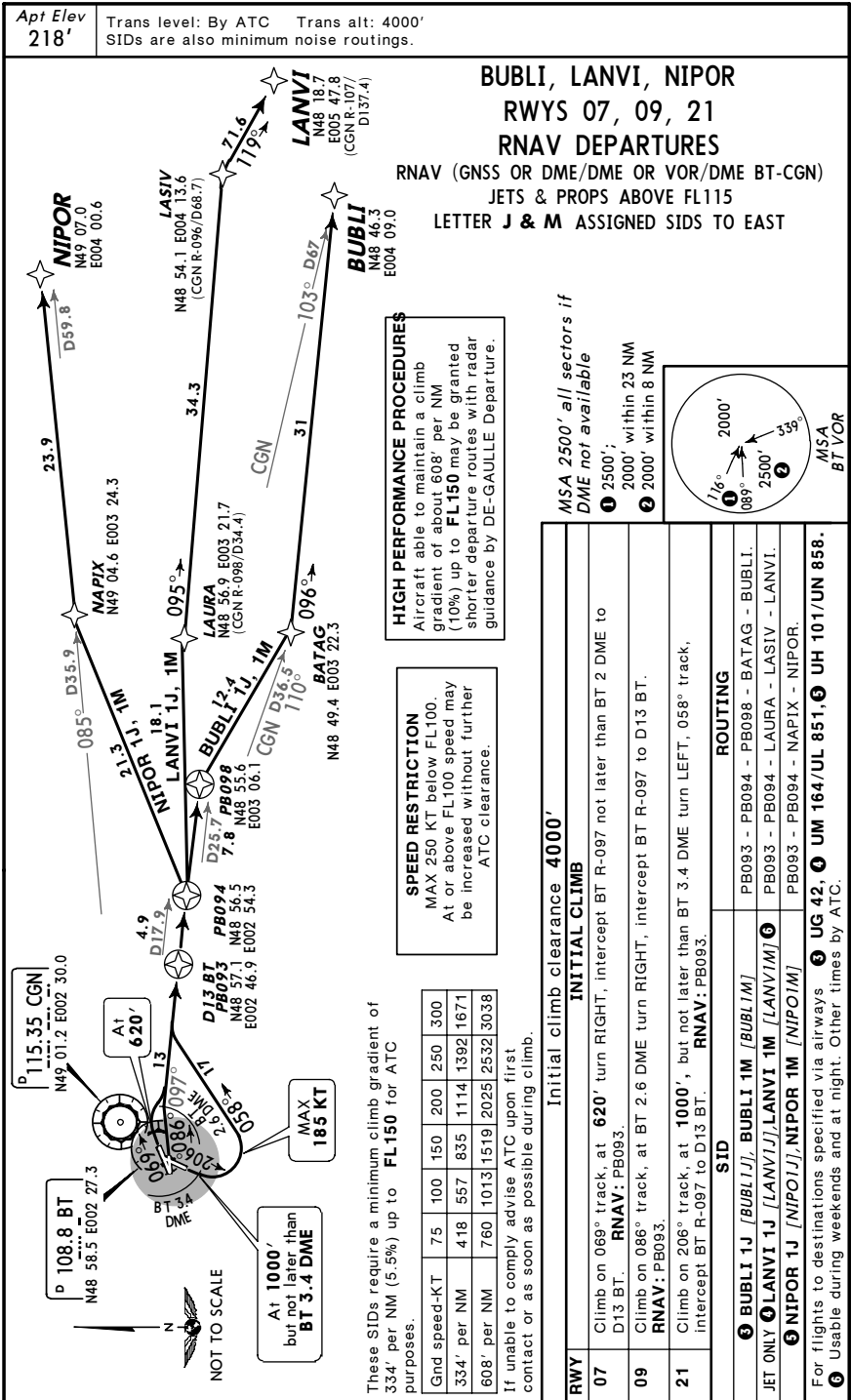
LFPB/LBG
LE BOURGET

JEPPESEN

9 MAR 07 (30-3D) Eff 15 Mar

PARIS, FRANCE

RNAV SID



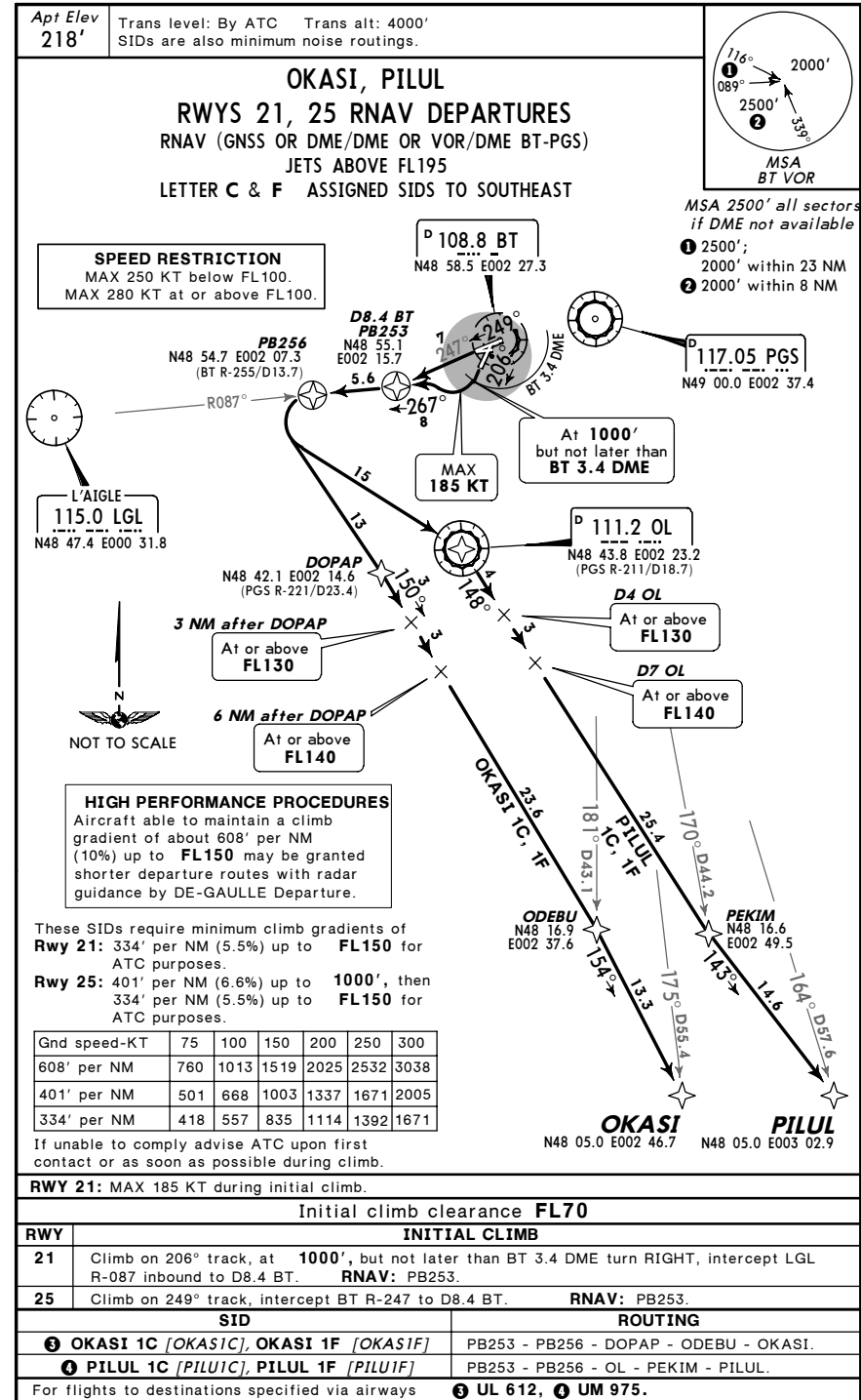
LFPB/LBG
LE BOURGET

JEPPESEN

9 MAR 07 (30-3E) Eff 15 Mar

PARIS, FRANCE

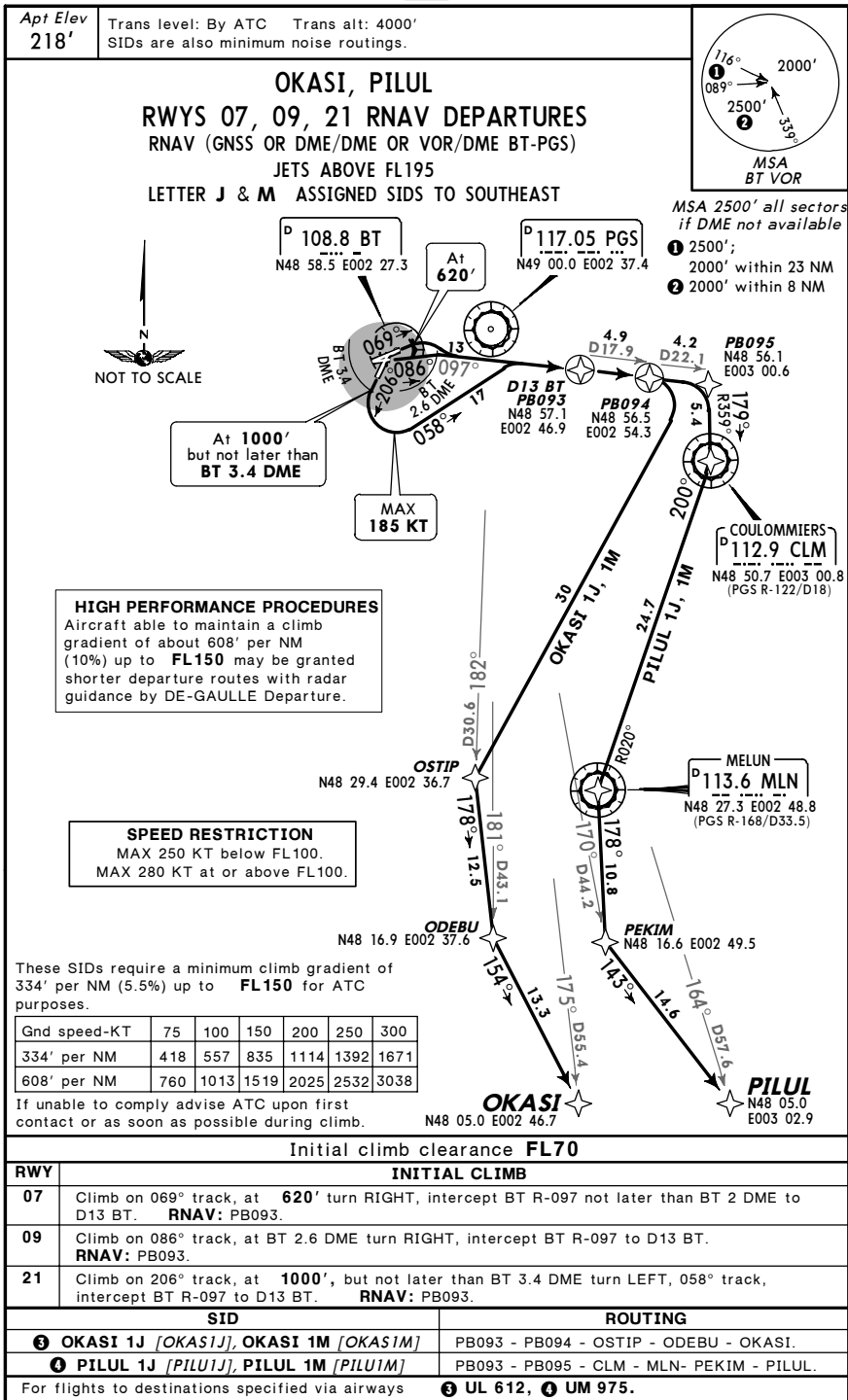
RNAV SID



LFPB/LBG
LE BOURGET

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

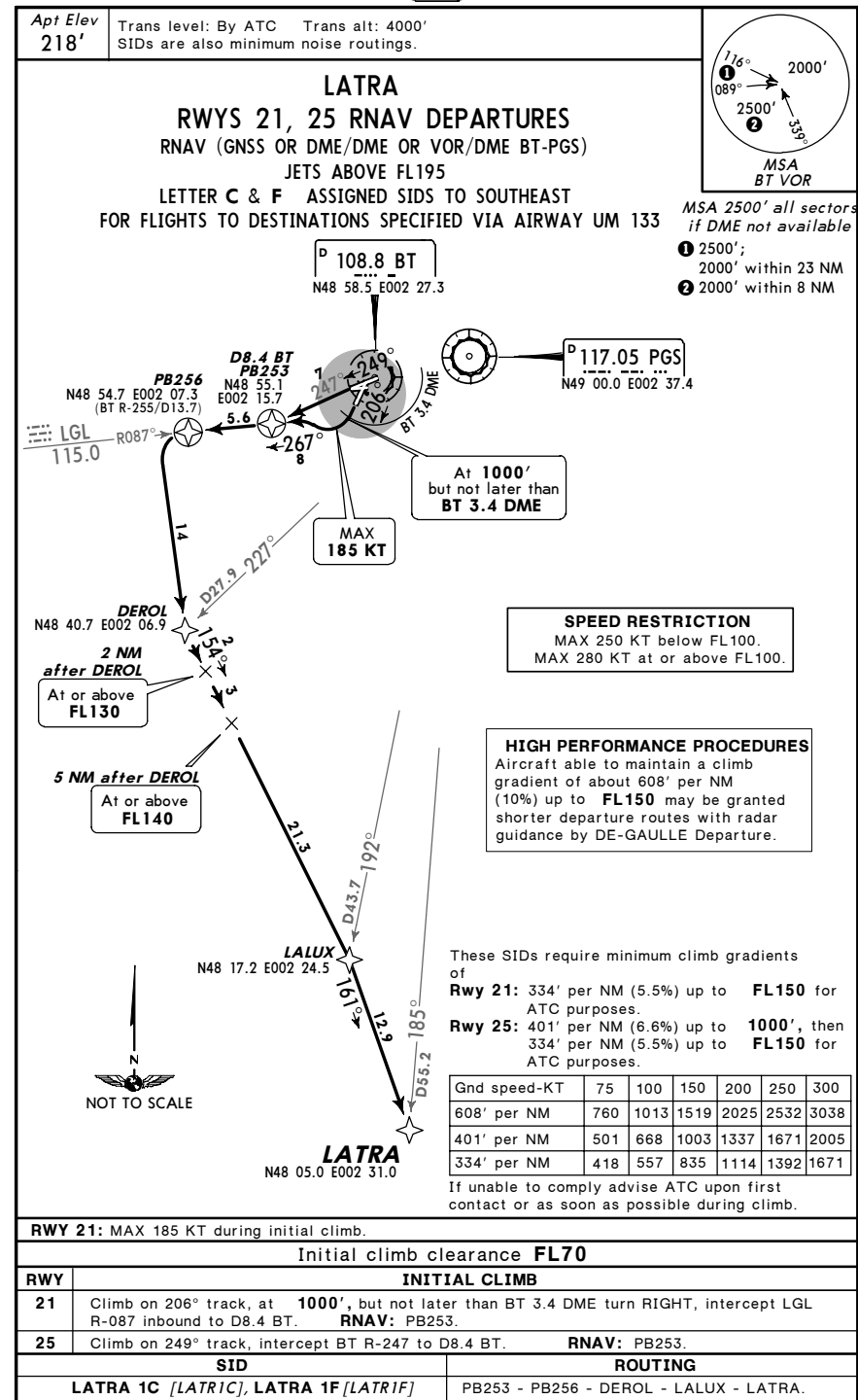
PARIS, FRANCE
RNAV SID



LFPB/LBG
LE BOURGET

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

PARIS, FRANCE
RNAV SID



LFPB/LBG
LE BOURGET

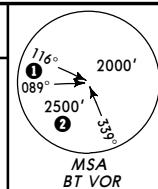
JEPPESEN
27 JAN 06 (30-3H)

PARIS, FRANCE
RNAV SID

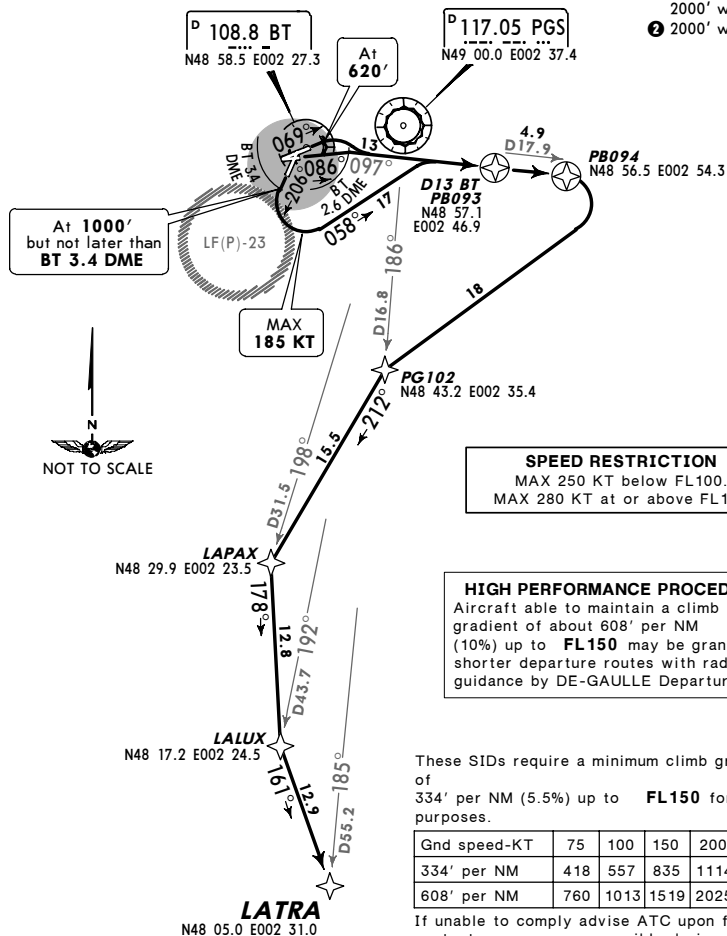
Apt Elev
218'

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

LATRA
RWYS 07, 09, 21 RNAV DEPARTURES
JETS ABOVE FL195
LETTER J & M ASSIGNED SIDS TO SOUTHEAST
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA 2500' all sectors if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM



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

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
608' per NM	760	1013	1519	2025	2532	3038

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

Initial climb clearance **FL70**

RWY	INITIAL CLIMB
07	Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to D13 BT. RNAV: PB093.
09	Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. RNAV: PB093.
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093.
SID	
LATRA 1J [LATRIJ], LATRA 1M [LATRIM]	PB093 - PB094 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Tracks/radials updated; initial climb.

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LFPB/LBG
LE BOURGET

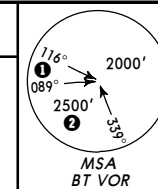
JEPPESEN
27 JAN 06 (30-3J)

PARIS, FRANCE
RNAV SID

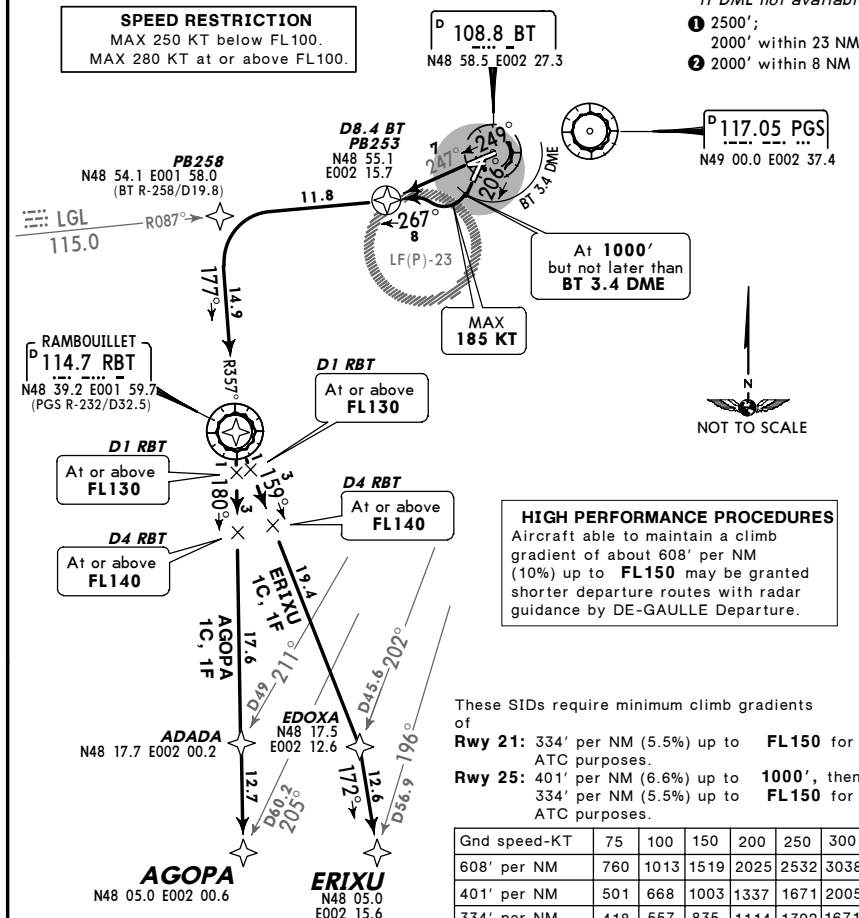
Apt Elev
218'

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

AGOPA, ERIXU
RWYS 21, 25 RNAV DEPARTURES
JETS ABOVE FL195
LETTER C & F ASSIGNED SIDS TO SOUTH



MSA 2500' all sectors if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM



HIGH PERFORMANCE PROCEDURES
Aircraft able to maintain a climb gradient of about 608' per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require minimum climb gradients of

Rwy 21: 334' per NM (5.5%) up to **FL150** for ATC purposes.
Rwy 25: 401' per NM (6.6%) up to **1000'**, then 334' per NM (5.5%) up to **FL150** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
608' per NM	760	1013	1519	2025	2532	3038
401' per NM	501	668	1003	1337	1671	2005
334' per NM	418	557	835	1114	1392	1671

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

RWY 21: MAX 185 KT during initial climb.

Initial climb clearance FL70	
RWY	INITIAL CLIMB
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT. RNAV: PB253.
25	Climb on 249° track, intercept BT R-247 to D8.4 BT. RNAV: PB253.
SID	
3 AGOPA 1C [AGOPIC], AGOPA 1F [AGOPIF]	PB253 - PB258 - RBT - ADADA - AGOPA.
1 ERIXU 1C [ERIXIC], ERIXU 1F [ERIXIF]	PB253 - PB258 - RBT - EDOXA - ERIXU.
For flights to destinations specified via airways	
3 UL 167, 1 UN 860.	

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

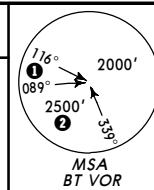
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JEPPESEN
27 JAN 06 (30-3K)

PARIS, FRANCE
RNAV SID

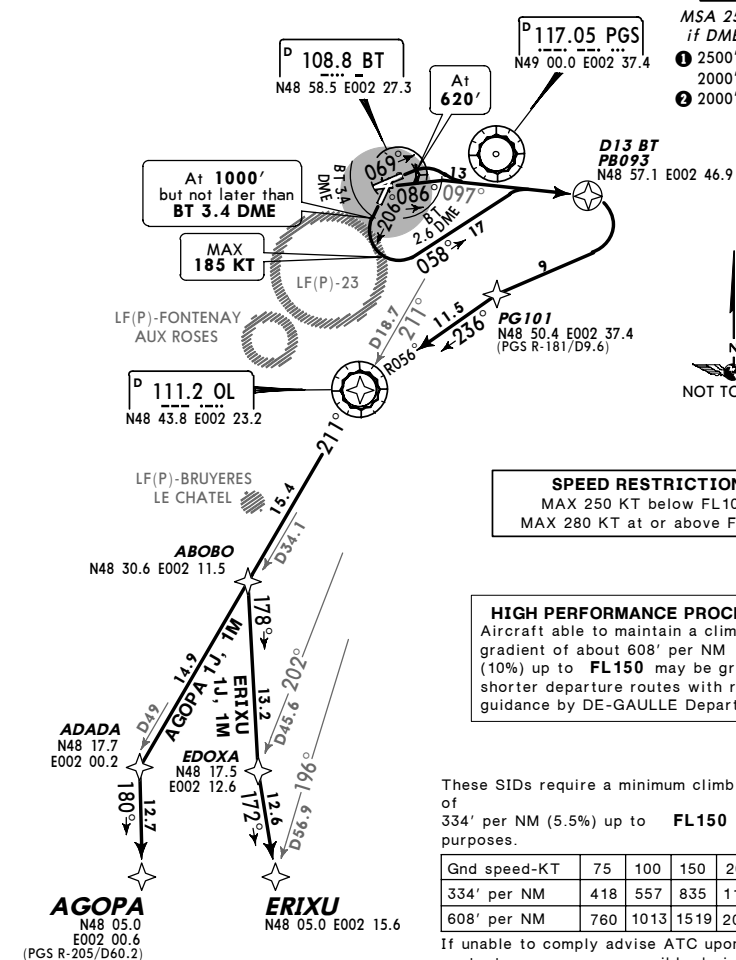
<i>Apt Elev</i> 218'	Trans level: By ATC Trans alt: 4000' SIDs are also minimum noise routings.
--------------------------------	--

AGOPA, ERIXU
RWYS 07, 09, 21 RNAV DEPARTURES
JETS ABOVE FL195
LETTER J & M ASSIGNED SIDS TO SOUTH



MSA 2500' all sectors
if DME not available

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



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100.

HIGH PERFORMANCE PROCEDURES

Aircraft able to maintain a climb gradient of about 608' per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
608' per NM	760	1013	1519	2025	2532	3038

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

Initial climb clearance **FL70**

RWY	INITIAL CLIMB
07	Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to D13 BT. RNAV: PB093.
09	Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. RNAV: PB093.
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093.

SID	ROUTING
3 AGOPA 1J [AGOP1J], AGOPA 1M [AGOP1M]	PB093 - PG101 - OL - ABOBO - ADADA - AGOPA.
4 ERIXU 1J [ERIX1J], ERIXU 1M [ERIX1M]	PB093 - PG101 - OL - ABOBO - EDOXA - ERIXU.

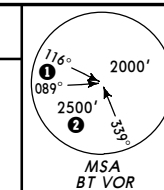
For flights to destinations specified via airways **③** UL 167, **④** UN 860.

JEPPESEN
27 JAN 06 (30-3L)

PARIS, FRANCE
RNAV SID

Apt Elev 218'	Trans level: By ATC Trans alt: 4000 SIDs are also minimum noise routings.
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EVREUX, L'AIGLE
RWYS 21, 25 RNAV DEPARTURES
JETS & PROPS ABOVE FL115
LETTER C & F ASSIGNED SIDS TO WEST

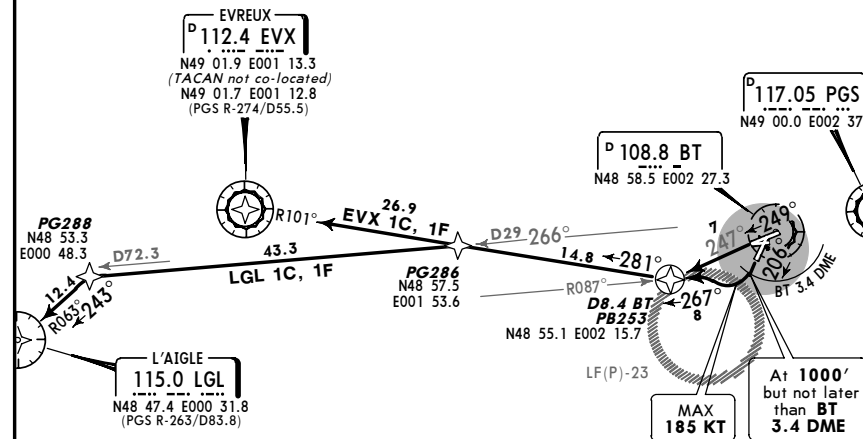


MSA 2500' all sectors
if DME not available

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

HIGH PERFORMANCE PROCEDURES

Aircraft able to maintain a climb gradient of about 608' per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.



These SIDs require minimum climb gradients of

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

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

Gnd speed-KT	75	100	150	200	250	300
608' per NM	760	1013	1519	2025	2532	3038
401' per NM	501	668	1003	1337	1671	2005
334' per NM	418	557	835	1114	1392	1671

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

RWY 21: MAX 185 KT during initial climb.

Initial climb clearance **FL60**

RWY	INITIAL CLIMB
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT. RNAV: PB253.
25	Climb on 249° track, intercept BT R-247 to D8.4 BT. RNAV: PB253.

SID	ROUTING
❶ EVX 1C, 1F	PB253 - PG286 - EVX.
❷ LGL 1C, 1F	PB253 - PG286 - PG288 - LGL.

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

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JEPPesen

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

PARIS, FRANCE

RNAV SID

Apt Elev
218'

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

EVREUX, L'AIGLE
RWYS 07, 09, 21 RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME BT-PGS)
JETS & PROPS ABOVE FL115
LETTER J & M ASSIGNED SIDs TO WEST

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may
be increased without further
ATC clearance.

EVREUX
D 112.4 EVX
N49 01.9 E001 13.3
(TACAN not co-located)
N49 01.7 E001 12.8
(PGS R-274/D55.5)

D 108.8 BT
N48 58.5 E002 27.3

D 117.05 PGS
N49 00.0 E002 37.4

MSA 2500' all sectors
if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM

MSA 2500' all sectors
if DME not available

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

MSA 2500' all sectors
if DME not available

MSA 2500' all sectors
if DME not available

MSA 2500' all sectors
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MSA 2500' all sectors
if DME not available

MSA 2500' all sectors
if DME not available

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

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
608' per NM	760	1013	1519	2025	2532	3038

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

Initial climb clearance **FL70**

RWY	INITIAL CLIMB
07	Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to D13 BT. RNAV: PB093.
09	Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT. RNAV: PB093.
21	Climb on 206° track, at 1000' , but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT. RNAV: PB093.

SID	ROUTING
3 EVX 1J, 1M	PB093 - KELUD - EVX.
4 LGL 1J, 1M	PB093 - KELUD - LGL.

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

CHANGES: None.

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JEPPesen

9 MAR 07 (30-3N) Eff 15 Mar

PARIS, FRANCE

SID

Apt Elev
218'

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

DORDI 1C [DORD1C], DORDI 1F [DORD1F]
RWYS 21, 25 DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAYS G 40 - G 54 - J 301
~~SPEED~~ MAX 220 KT

MSA 2500' all sectors
if DME not available
1 2500';
2000' within 23 NM
2 2000' within 8 NM

MSA 2500' all sectors
if DME not available

MSA 2500' all sectors
if DME not available

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if DME not available

MSA 2500' all sectors
if DME not available

MSA 2500' all sectors
if DME not available

These SIDs require minimum climb gradients
of

Rwy 21: 334' per NM (5.5%) up to **FL150** for
ATC purposes.
Rwy 25: 401' per NM (6.6%) up to **1000'**, then
334' per NM (5.5%) up to **FL150** for
ATC purposes.

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

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

RWY 21: MAX 185 KT during initial climb.

Initial climb clearance **4000'**

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

CHANGES: SID DORDI 1F revised; ballnote 4 withdrawn.

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LFPB/LBG
LE BOURGET

JEPPESEN

9 MAR 07 (30-3P) Eff 15 Mar

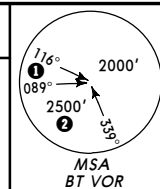
PARIS, FRANCE

SID

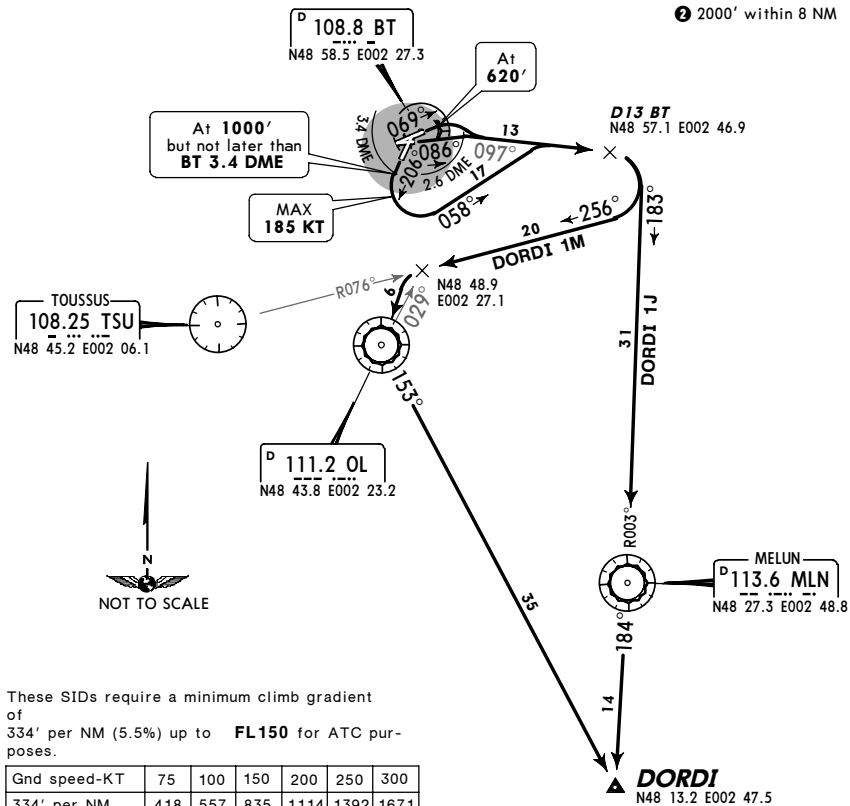
Apt Elev
218'

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

DORDI 1J [DORD1J], DORDI 1M [DORD1M]
RWYS 07, 09, 21 DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAYS G 40 - G 54 - J 301
~~SPEED~~ MAX 220 KT



MSA 2500' all sectors
if DME not available
① 2500';
2000' within 23 NM
② 2000' within 8 NM



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

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

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

DORDI 1J: Initial climb clearance 3000'
DORDI 1M: Initial climb clearance FL70

RWY	INITIAL CLIMB
07	Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to D13 BT.
09	Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT.
21	Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT.
SID	ROUTING
DORDI 1J	At D13 BT turn RIGHT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 1M	At D13 BT turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, turn LEFT, OL R-153 to DORDI.

CHANGES: Ballnote 3 withdrawn.

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LFPB/LBG
LE BOURGET

JEPPESEN

9 MAR 07 (30-3Q) Eff 15 Mar

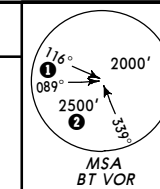
PARIS, FRANCE

SID

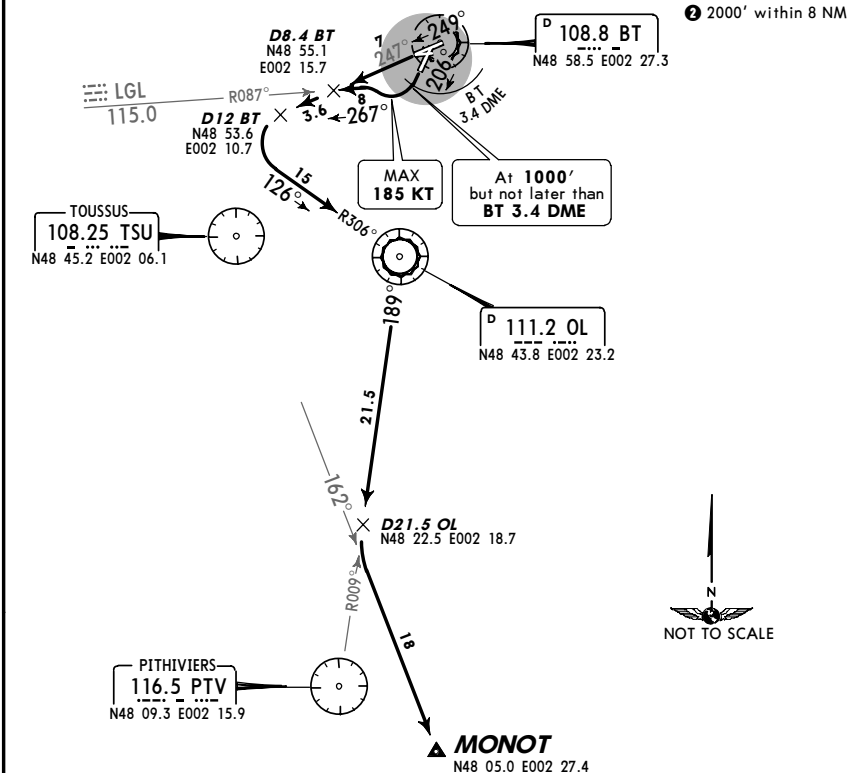
Apt Elev
218'

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

MONOT 1C [MONO1C], MONOT 1F [MONO1F]
RWYS 21, 25 DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R 161
~~SPEED~~ MAX 220 KT



MSA 2500' all sectors
if DME not available
① 2500';
2000' within 23 NM
② 2000' within 8 NM



These SIDs require minimum climb gradients
of

Rwy 21: 334' per NM (5.5%) up to **FL150** for
ATC purposes.
Rwy 25: 401' per NM (6.6%) up to **1000'**, then
334' per NM (5.5%) up to **FL150** for
ATC purposes.

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

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

RWY 21: MAX 185 KT during initial climb.

Initial climb clearance 4000'

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

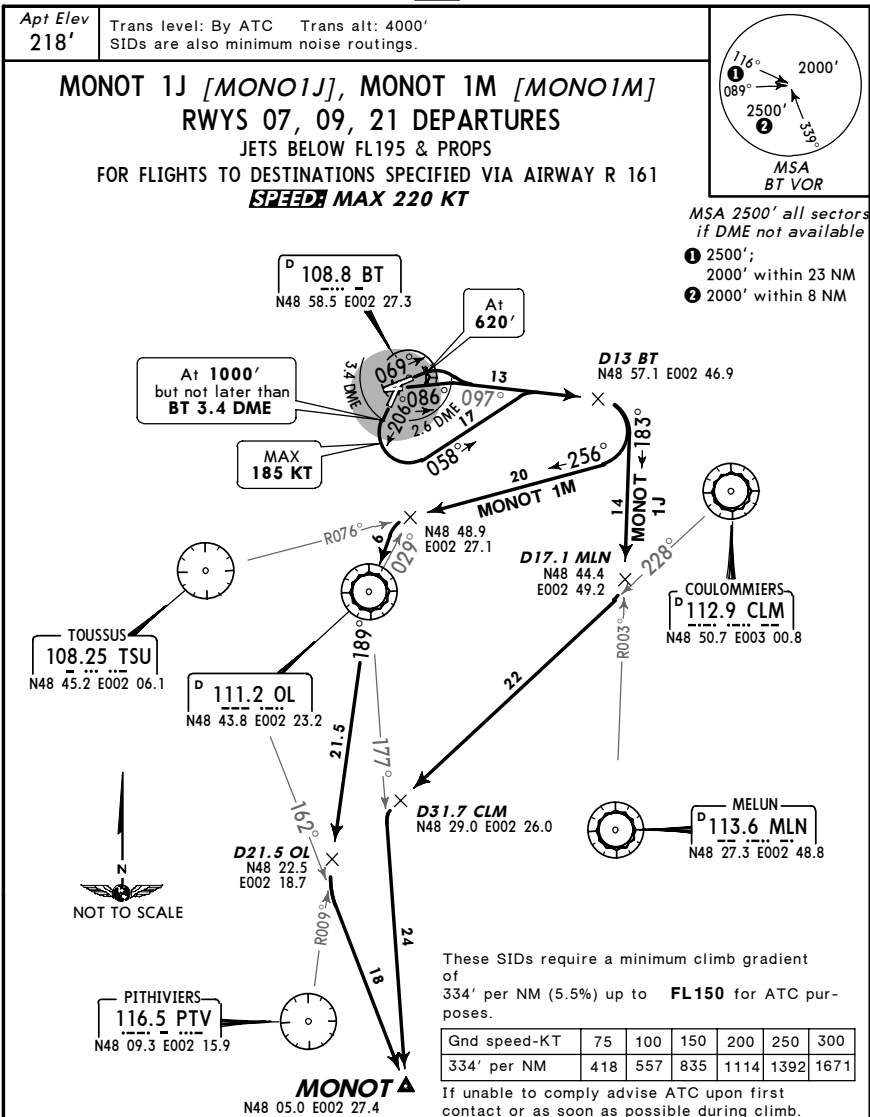
CHANGES: SID MONOT 1F revised; ballnote 4 withdrawn.

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LFPB/LBG
LE BOURGET

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

PARIS, FRANCE
SID



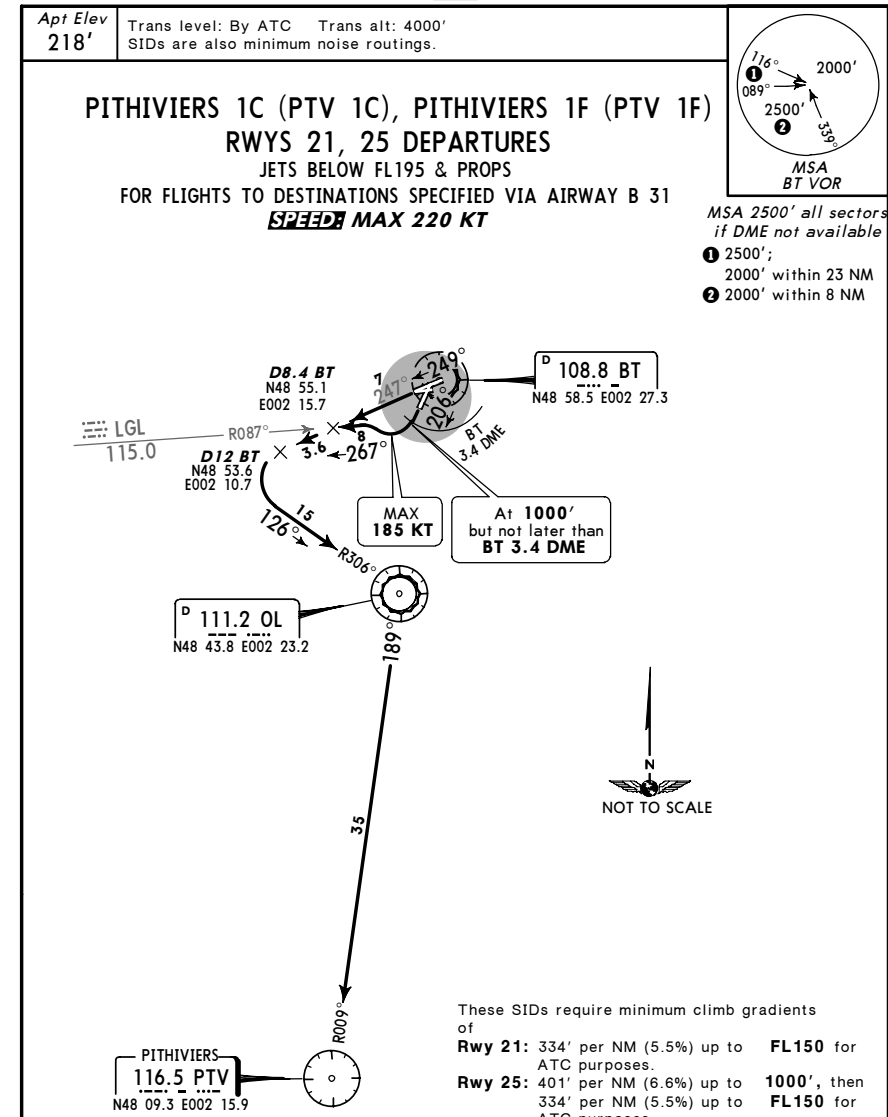
MONOT 1J: Initial climb clearance 3000'	
MONOT 1M: Initial climb clearance FL70	
RWY	INITIAL CLIMB
07	Climb on 069° track, at 620' turn RIGHT, intercept BT R-097 not later than BT 2 DME to D13 BT.
09	Climb on 086° track, at BT 2.6 DME turn RIGHT, intercept BT R-097 to D13 BT.
21	Climb on 206° track, at 1000', but not later than BT 3.4 DME turn LEFT, 058° track, intercept BT R-097 to D13 BT.
SID	ROUTING
MONOT 1J	At D13 BT turn RIGHT, intercept MLN R-003 inbound to D17.1 MLN, turn RIGHT, intercept CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.
MONOT 1M	At D13 BT turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL. OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.

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LFPB/LBG
LE BOURGET

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

PARIS, FRANCE
SID



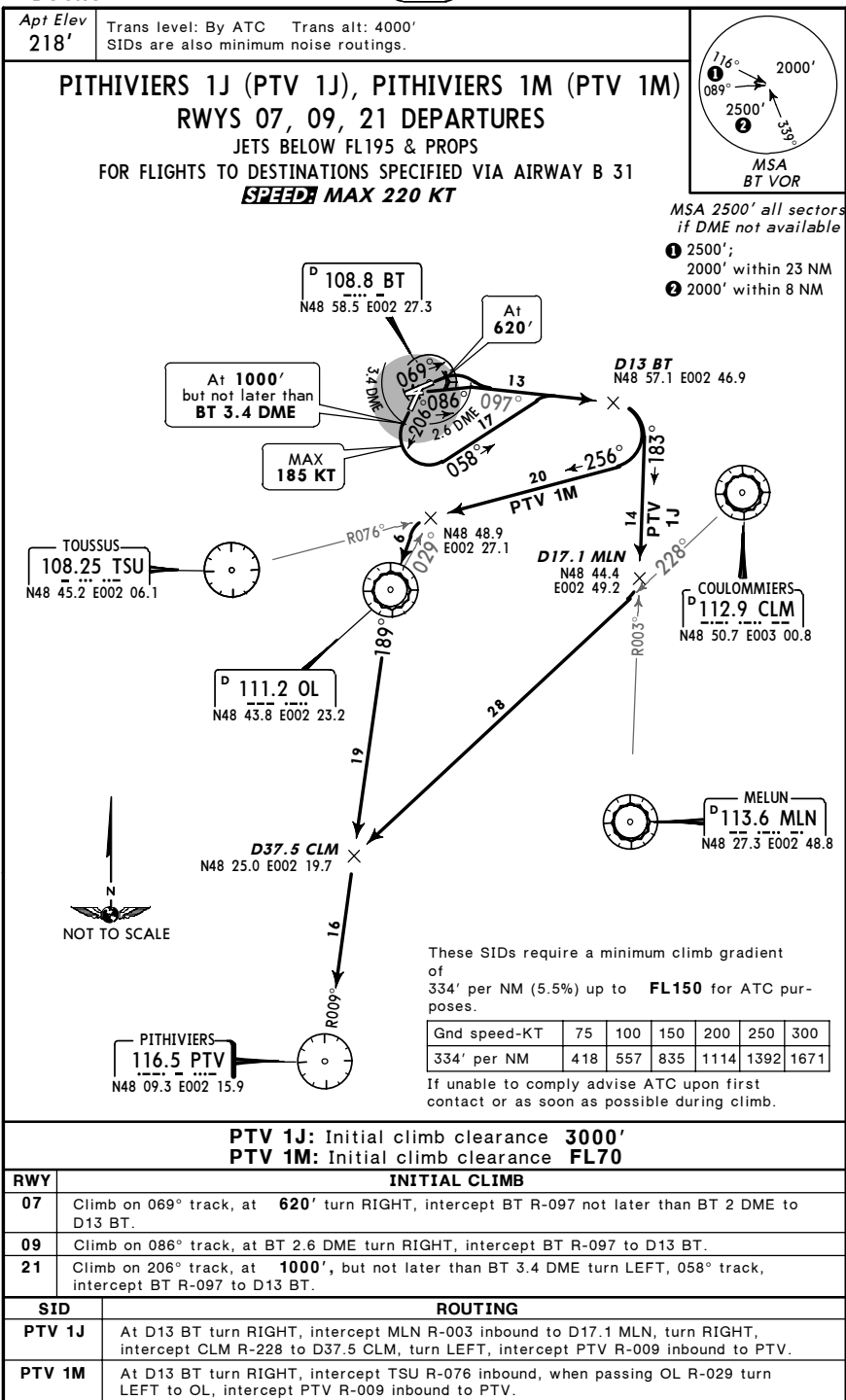
RWY 21: MAX 185 KT during initial climb.	
Initial climb clearance 4000'	
RWY	INITIAL CLIMB/ROUTING
21	Climb on 206° track, at 1000', but not later than BT 3.4 DME turn RIGHT, intercept LGL R-087 inbound to D8.4 BT, intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, intercept PTV R-009 inbound to PTV.
25	Climb on 249° track, intercept BT R-247 via D8.4 BT to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, intercept PTV R-009 inbound to PTV.

CHANGES: SID PTV 1F revised; ballnote 4 withdrawn. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

LFPB/LBG
LE BOURGET

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

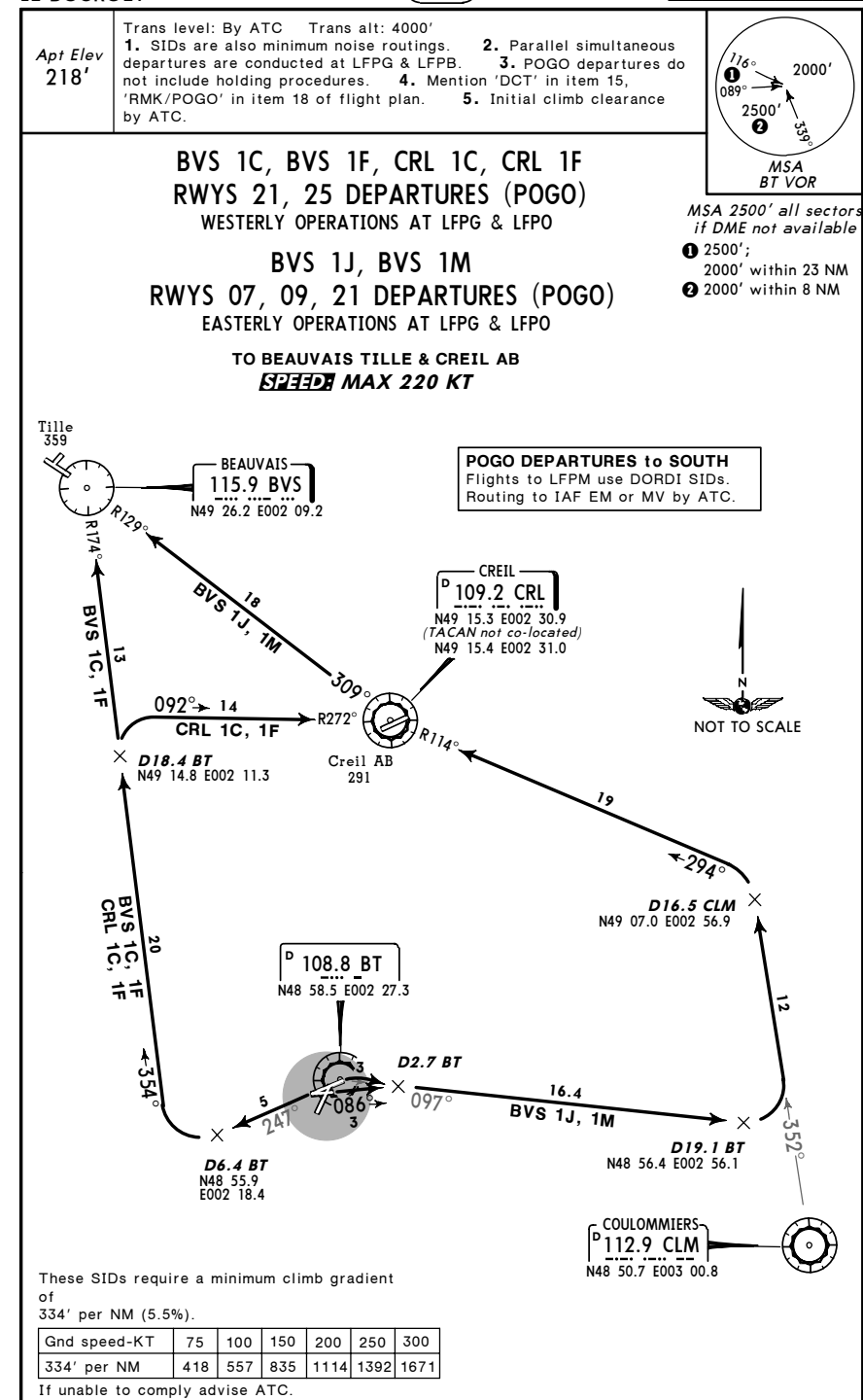
PARIS, FRANCE
SID



LFPB/LBG
LE BOURGET

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

PARIS, FRANCE
DEPARTURE POGO



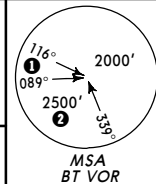
LFPB/LBG
LE BOURGET

JEPPESEN
27 JAN 06 (30-3W)

PARIS, FRANCE
DEPARTURE POGO

Apt Elev
218'

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



MSA 2500' all sectors
if DME not available
① 2500';
2000' within 23 NM
② 2000' within 8 NM

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

TSU 1F, VILLA 1F

WESTERLY OPERATIONS AT LFPG & EASTERLY OPERATIONS AT LFPO

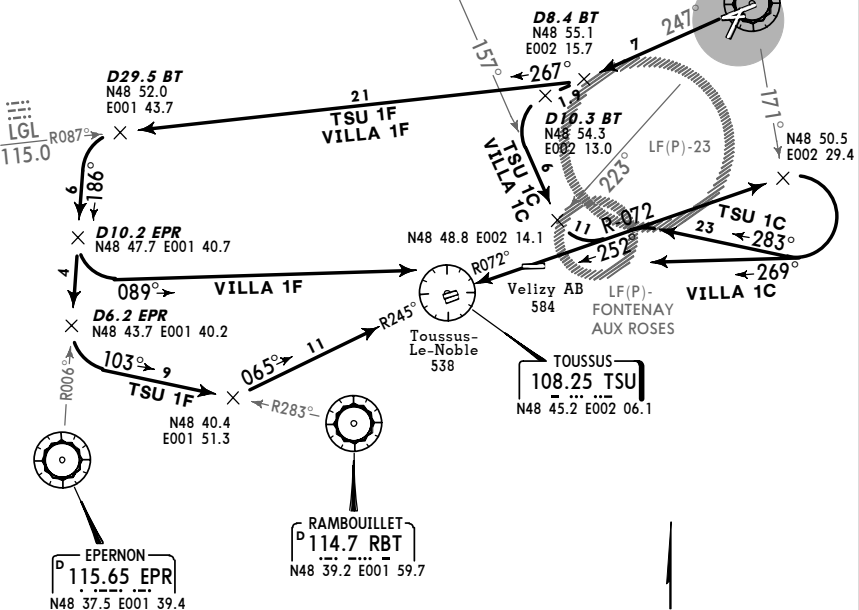
RWYS 21, 25 DEPARTURES (POGO)

TO TOUSSUS-LE-NOBLE & VILLACOUBLAY VELIZY AB

SPEED MAX 220 KT

PONTOISE
111.6 PON
N49 05.8 E002 02.2

Flights to LFPM use DORDI SIDs.
Routing to IAF MV by ATC.



NOT TO SCALE

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

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

If unable to comply advise ATC.

LFPB/LBG
LE BOURGET

JEPPESEN
27 JAN 06 (30-3X)

PARIS, FRANCE
DEPARTURE POGO

Apt Elev
218'

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

TSU 1J, VILLA 1J
EASTERLY OPERATIONS AT LFPG & LFPO

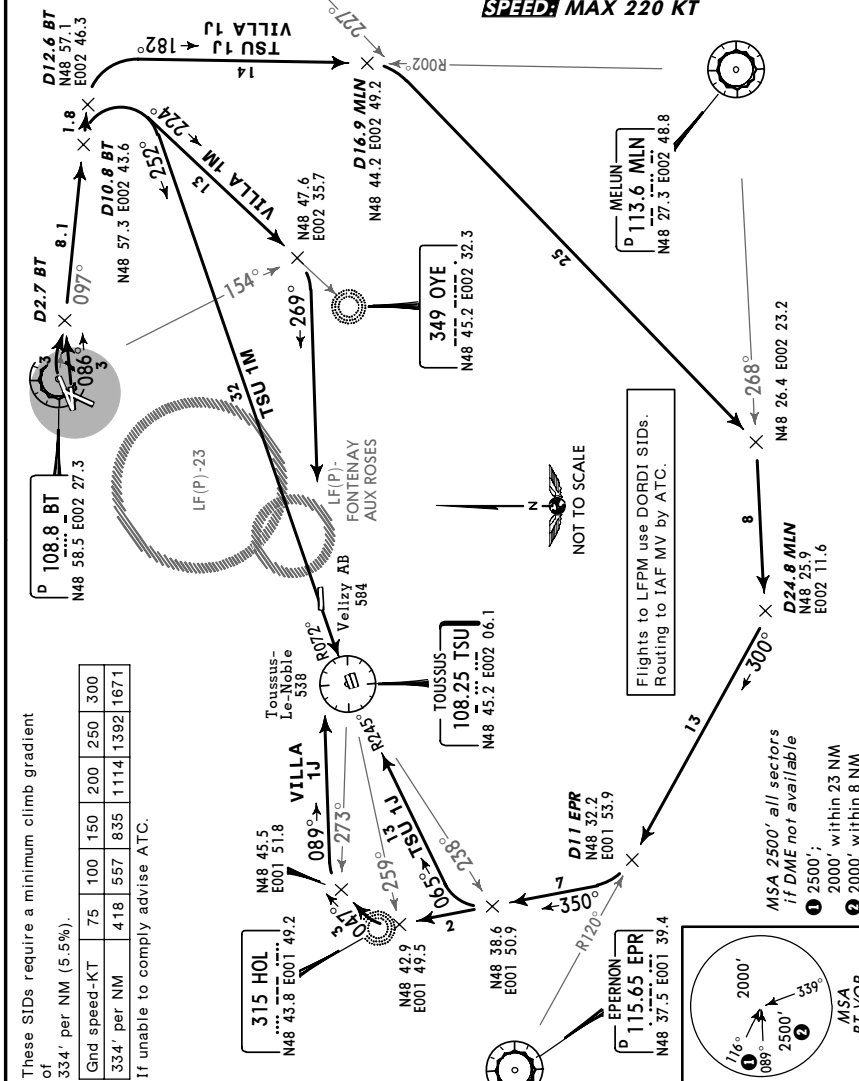
TSU 1M, VILLA 1M

EASTERLY OPERATIONS AT LFPG &
WESTERLY OPERATIONS AT LFPO

RWYS 07, 09, 21 DEPARTURES (POGO)

TO TOUSSUS-LE-NOBLE & VILLACOUBLAY VELIZY AB

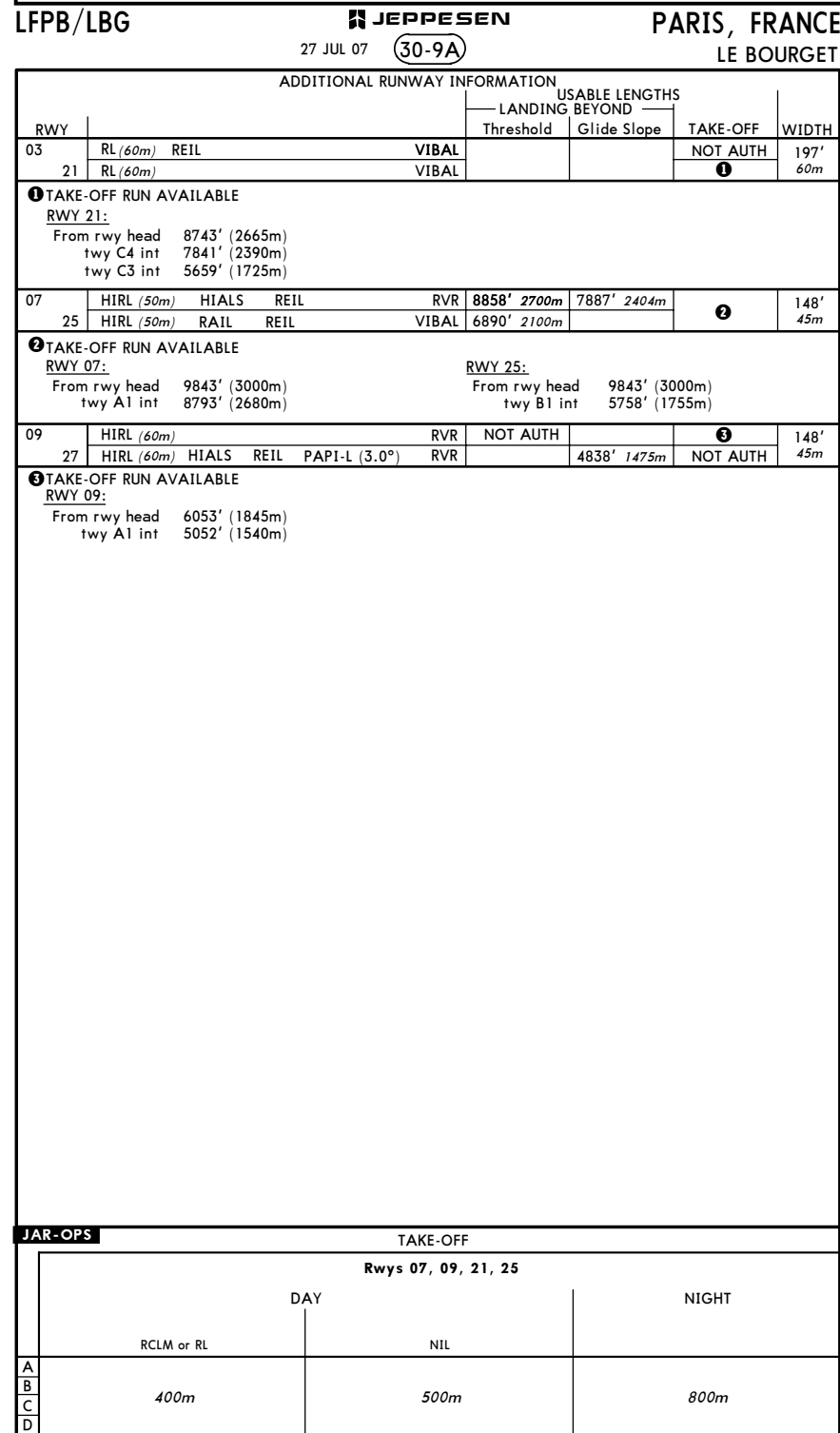
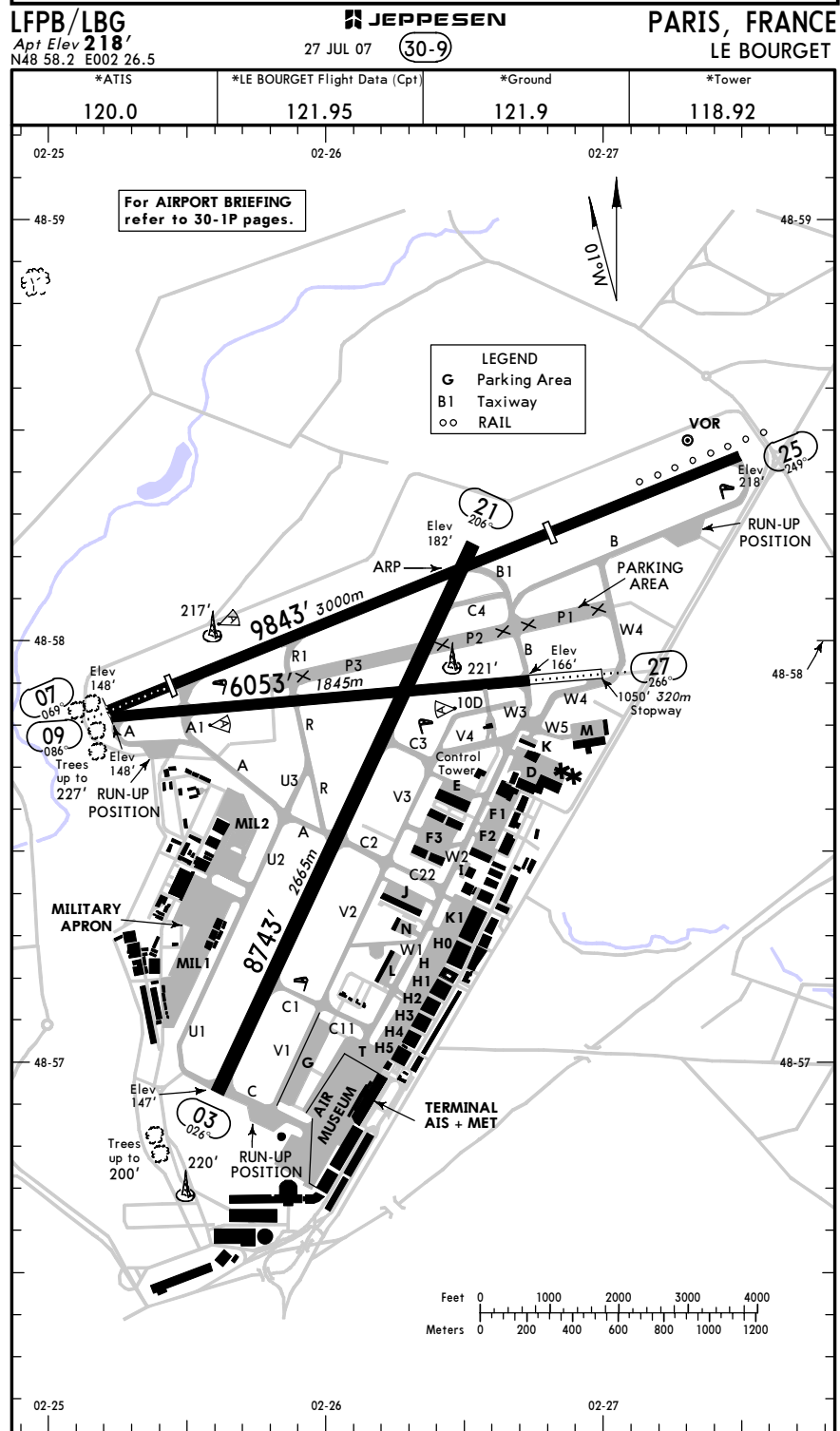
SPEED MAX 220 KT



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

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

If unable to comply advise ATC.



LFPB/LBG
LE BOURGET

JEPPesen
26 OCT 07 (31-1)

PARIS, FRANCE
ILS DME Rwy 07

*ATIS 120.0		*LE BOURGET Tower 118.92		*Ground 121.9
LOC LBG 109.5	Final Apch Crs 069°	GS D2.6 LBG 990' (835')	ILS DA(H) Refer to Minimums	Apt Elev 218' RWY 155'
MISSED APCH: Climb on 084° to 520', then turn RIGHT (MAX 185 KT) onto 117° from CGO Lctr climbing to 700'. At D2.0 BT turn LEFT to intercept and follow R-110 BT to CLM VOR climbing to 3000', or as directed. Do not turn before passing MAP. Climb to 1100' prior to level acceleration.				
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC
				Trans alt: 4000'

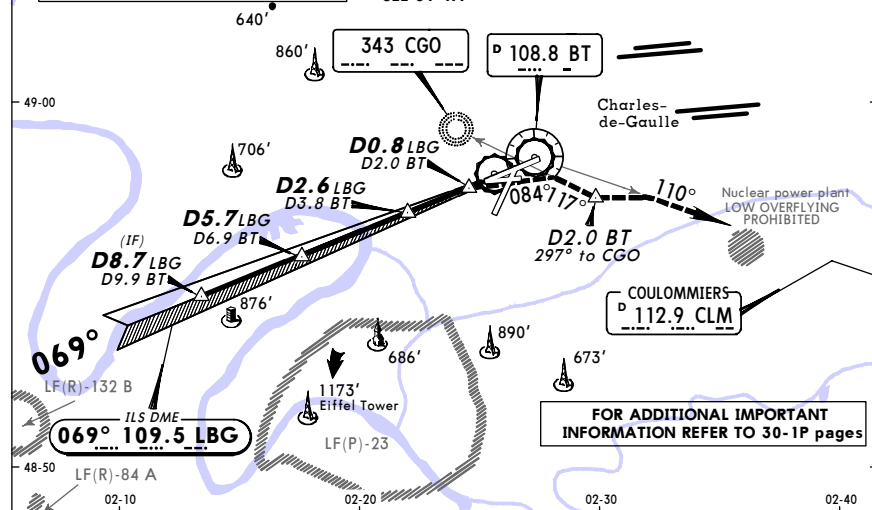
Adhere strictly to missed approach procedure due to proximity of final approach rwy 08R Charles-de-Gaulle.

1 FOR ILS MINIMUMS BASED ON A MISSED APCH CLIMB GRAD OF MORE THAN 2.5% SEE 31-1A

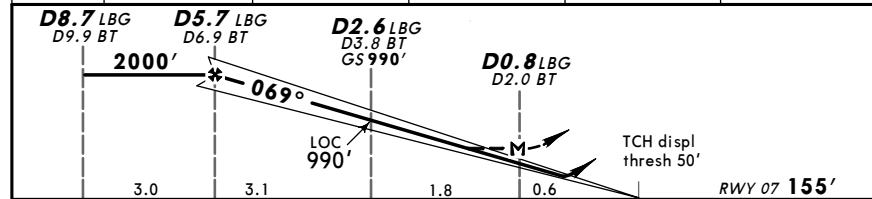
2 MSA 2000' within D8.0 BT

3 MSA 2000' within D23.0 BT

4 MSA 2000' with BT DME



LOC (GS out)	LBG DME ALTITUDE	5.0	4.0	3.0	2.0
		1780'	1450'	1120'	800'



Gnd speed-Kts	70	90	100	120	140	160	ILS REIL	Refer to Missed Apch above
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at D0.8 LBG/D2.0 BT								

JAR-OPS				STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND 1			
ILS Missed apch climb gradient mim 2.5%				LOC (GS out) with LBG DME				Prohibited North of airport between R-268 and R-088 BT			
DA(H) A: 495'(340') C: 515'(360') B: 505'(350') D: 525'(370')				MDA(H) 520'(365')							
FULL				ALS out				Max Kts		MDA(H) VIS	
A	RVR 900m			RVR 1200m		RVR 1200m		110		750'(595') 1500m	
RVR 1300m						135		750'(595') 1600m			
RVR 1400m						180		1290'(1135') 2400m			
RVR 1600m						205		1290'(1135') 3600m			
RVR 1800m											
B						RVR 1500m					
C											
D											

LFPB/LBG
LE BOURGET

JEPPesen
26 OCT 07 (31-1A)

PARIS, FRANCE

ILS DME RWY 07 MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT
OF MORE THAN 2.5 %

MISSED APCH CLIMB GRADIENT MIM 9.5%

ILS	
DA(H) 355' (200')	
FULL	ALS out
A	RVR 1000m
B	
C	
D	

MISSED APCH CLIMB GRADIENT MIM 7.0%

ILS	
DA(H) A: 365' (210') C: 385' (230') B: 375' (220') D: 395' (240')	
FULL	ALS out
A	RVR 1000m
B	
C	
D	

MISSED APCH CLIMB GRADIENT MIM 6.0%

ILS	
DA(H) A: 385' (230') C: 405' (250') B: 395' (240') D: 415' (260')	
FULL	ALS out
A	RVR 1200m
B	
C	
D	

MISSED APCH CLIMB GRADIENT MIM 5.0%

ILS	
DA(H) A: 405' (250') C: 425' (270') B: 415' (260') D: 435' (280')	
FULL	ALS out
A	RVR 1200m
B	
C	
D	

MISSED APCH CLIMB GRADIENT MIM 3.5%

ILS	
DA(H) A: 455' (300') C: 475' (320') B: 465' (310') D: 485' (330')	
FULL	ALS out
A	RVR 1200m
B	
C	
D	

LFPB/LBG
LE BOURGET

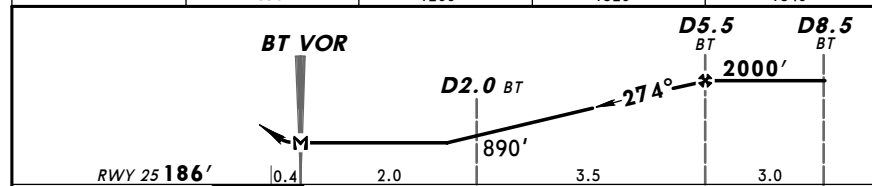
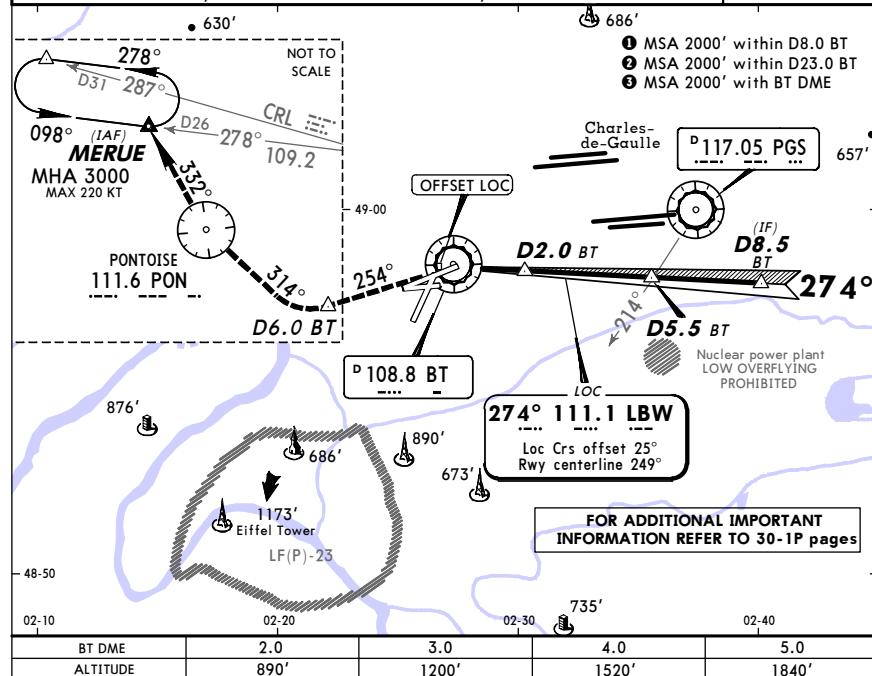
JEPPesen
26 OCT 07 (31-2)

PARIS, FRANCE
LOC DME Rwy 25

*ATIS		*LE BOURGET Tower		*Ground	
120.0		118.92		121.9	
LOC	Final	Minimum Alt	MDA(H)	Apt Elev	218'
LBW	Apch Crs	D5.5 BT	Refer to	Rwy	186'
111.1	274°	2000' (1814')	Minimums		

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

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at BT VOR						

REIL 2000' BT onto 108.8 R-254

JAR-OPS			STRAIGHT-IN LANDING Rwy 25			CIRCLE-TO-LAND 1		
			MDA(H) AB: 570' (384') C: 790' (604') D: 890' (704')			Prohibited North of airport between R-268 and R-088 BT		
			Max Kts MDA(H) VIS			Max Kts MDA(H) VIS		
A			RVR 1800m			110 760' (574') 1800m		
B			RVR 2400m			135 760' (574') 2000m		
C			RVR 3600m			180 1300' (1114') 2800m		
D			RVR 3600m			205 1300' (1114') 3600m		

1 Circling height based on rwy 25 displaced thresh elev of 186'.

CHANGES: Note.

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LFPB/LBG
LE BOURGET

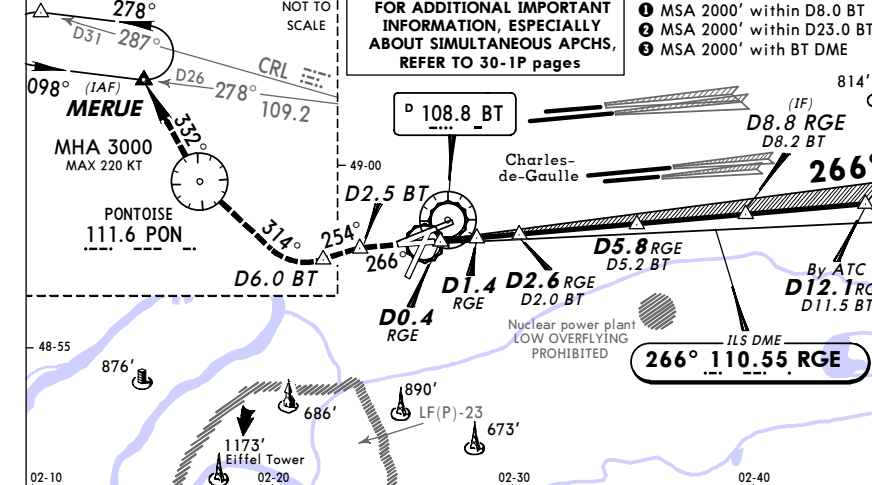
JEPPesen
26 OCT 07 (31-3)

PARIS, FRANCE
ILS DME Rwy 27

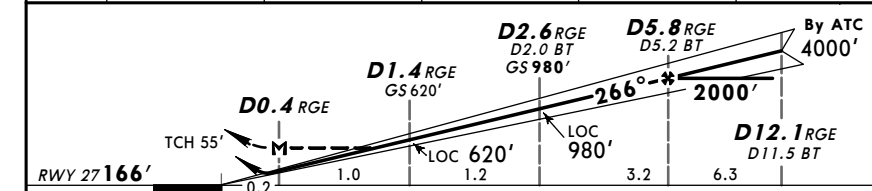
*ATIS		*LE BOURGET Tower		*Ground	
120.0		118.92		121.9	
LOC	Final	GS	ILS	Apt Elev	218'
RGE	Apch Crs	D2.6 RGE	DA(H)	Rwy	166'
110.55	266°	980' (814')	366' (200')		

Missed Approach - See below

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'



LOC (GS out)	RGE DME	2.0	3.0	4.0	5.0
	ALTITUDE	790'	1110'	1430'	1750'
	BT DME	2.0	3.0	4.0	5.0
	ALTITUDE	980'	1300'	1620'	1940'



MISSED APCH: Climb STRAIGHT AHEAD to 1000'. At D2.5 BT turn LEFT onto 254° climbing to 2000'. At D6.0 BT turn RIGHT onto R-134 inbound to PON VOR climbing to 3000'. At PON VOR turn RIGHT and follow R-332 PON to MERUE, or as directed. Climb to 1100' prior to level acceleration.

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 D0.4 RGE						

REIL PAPI Refer to Missed Apch above

JAR-OPS			STRAIGHT-IN LANDING Rwy 27			CIRCLE-TO-LAND 1		
			ILS DA(H) 366' (200')			Prohibited North of airport between R-268 and R-088 BT		
			LOC (GS out) with RGE DME MDA(H) 520' (354')			LOC (GS out) with BT DME MDA(H) 540' (374')		
			FULL ALS out			ALS out		
A			RVR 1200m			110 750' (584') 1500m		
B			RVR 1300m			135 750' (584') 1600m		
C			RVR 1400m			180 1290' (1124') 2400m		
D			RVR 1600m			205 1290' (1124') 3600m		

1 Circling height based on rwy 27 thresh elev of 166'.

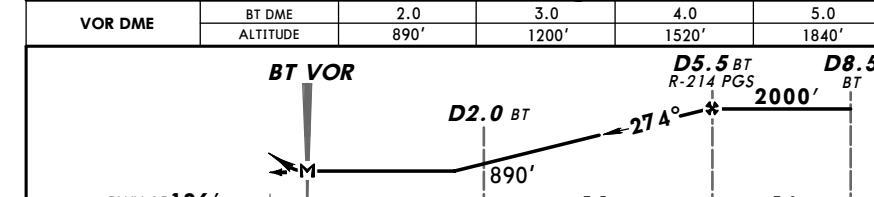
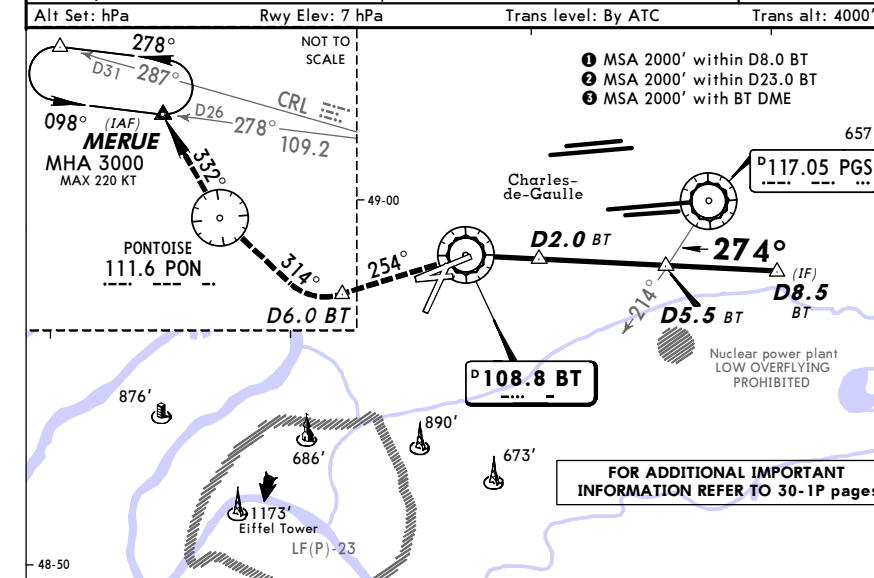
CHANGES: Note.

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PARIS, FRANCE
VOR DME or VOR Rwy 07

N PARIS, FRANCE
VOR DME or VOR Rwy 25

BRIEFING STRIP™	*ATIS 120.0		*LE BOURGET Tower 118.92		*Ground 121.9	
	VOR BT 108.8	Final Apch Crs 274°	VOR DME Minimum Alt D5.5 BT 2000' (1814')	MDA(H) Refer to Minimums	Apt Elev 218'	
			VOR Minimum Alt R-214 PGS 2000' (1814')		RWY 186'	
	<p>MISSED APCH: Turn LEFT to intercept and follow R-254 BT climbing to 2000'. At D6.0 BT turn RIGHT onto R-134 inbound to PON VOR climbing to 3000'. At PON VOR turn RIGHT to intercept and follow R-332 PON to MERUE, or as directed. Climb to 1100' prior to level acceleration.</p>					



RWY 25 186'		0.4	2.0		3.5		3.0	
Gnd speed-Kts	70	90	100	120	140	160	REIL	
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at BT VOR								

JAR-OPS		STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND 1	
VOR DME		VOR		Prohibited North of airport between R-268 and R-088 B	
MDA(H) C: 790' (604')		MDA(H) C: 790' (604')			
AB: 580' (394') D: 890' (704')		AB: 660' (474') D: 890' (704')			
A	RVR 1800m			Max Kts.	MDA(H) VTS
B				110	760' (574') 1800m
C				135	760' (574') 2000m
D				180	1300' (1114') 2800m
	RVR 2400m			205	1300' (1114') 3600m

1 Circling height based on rwy 25 displaced thresh elev of 186'.

LFPB/LBG

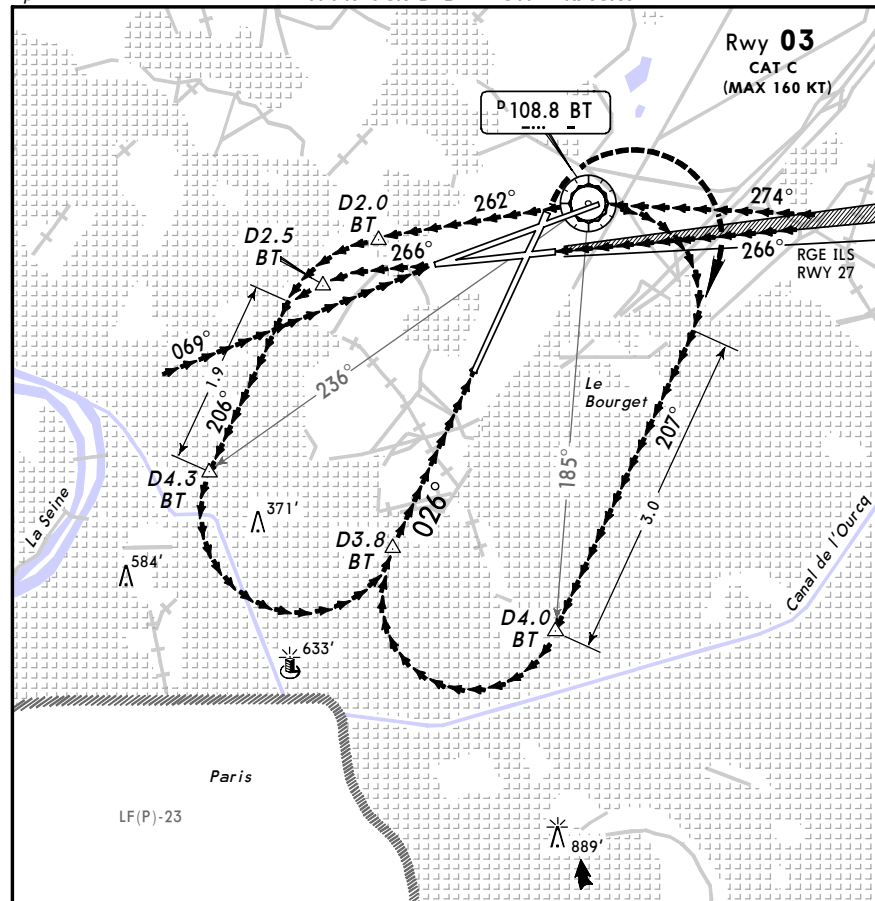
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3 FEB 06 (39-10)

PARIS, FRANCE
LE BOURGET

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Apt Elev 218'



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

JAR-OPS

Max Kts	MDA(H)	VIS
A	see 39-2	
B		
C 160	1370' (1152')	2400m
D	NOT APPLICABLE	

LFPB/LBG

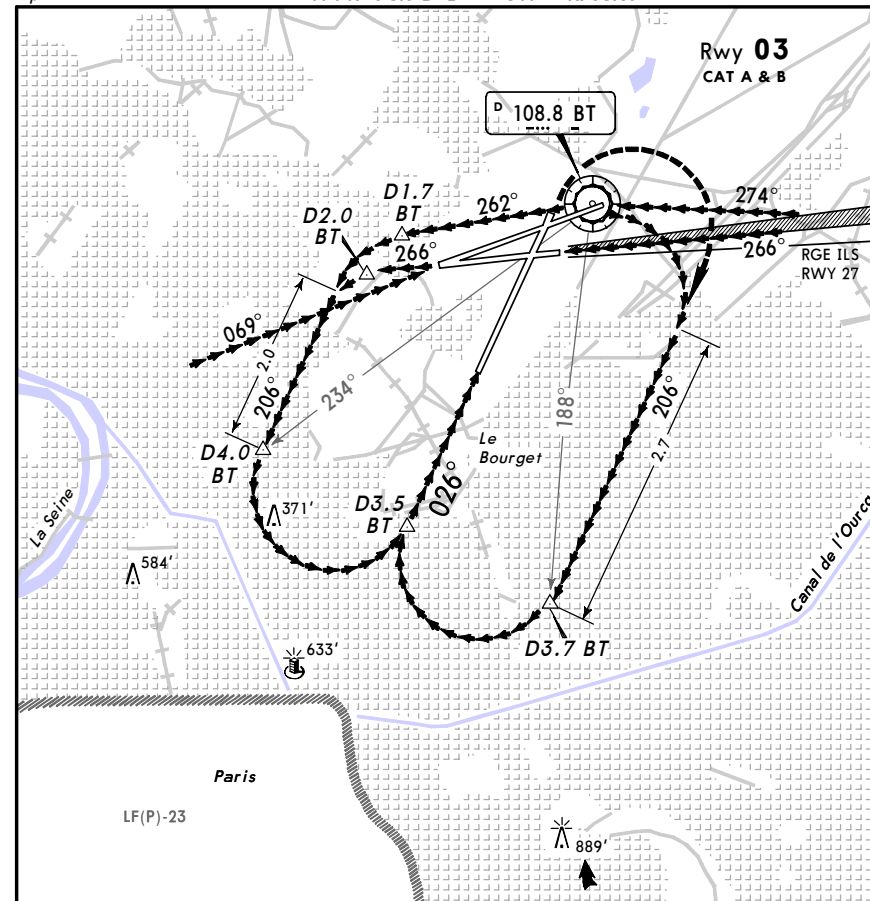
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3 FEB 06 (39-11)

PARIS, FRANCE
LE BOURGET

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Apt Elev 218'



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

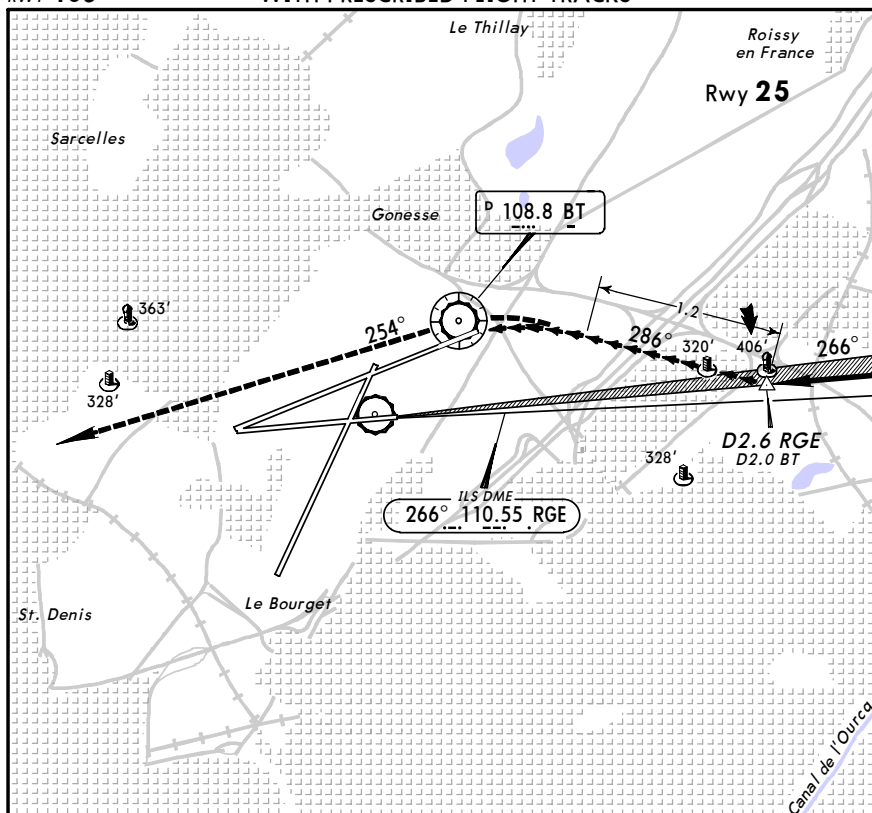
JAR-OPS

Max Kts	MDA(H)	VIS
A 110	970' (752')	1500m
B 135	970' (752')	1600m
C	see 39-1	
D	NOT APPLICABLE	


JEPPESEN

3 FEB 06 (39-12)

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS

**JAR-OPS**

	Max K1s	MDA(H)	VIS
A	110	980' (794')	1800m
B	135	980' (794')	2000m
C	180	980' (794')	2800m
D	205	980' (794')	3600m

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