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List of pages in this Trip Kit

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Airport Information For LFOB
Terminal Charts For LFOB
Revision Letter For Cycle 08-2013
Change Notices
Notebook

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General Information

Location: Beauvais Fra
IATA Code: BVA
Lat/Long: N49° 27.3' E002° 06.8'
Elevation: 359 ft

Airport Use: Public
Magnetic Variation: 0.3°W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1000 ft AGL

Sunrise: 0501 Z
Sunset: 1843 Z,

Runway Information

Runway: 04
Length x Width: 2323 ft x 82 ft
Surface Type: paved
TDZ-Elev: 341 ft

Runway: 12
Length x Width: 7972 ft x 148 ft
Surface Type: maca
TDZ-Elev: 352 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 144 ft

Runway: 22
Length x Width: 2323 ft x 82 ft
Surface Type: paved
TDZ-Elev: 359 ft

Runway: 30
Length x Width: 7972 ft x 148 ft
Surface Type: maca
TDZ-Elev: 297 ft
Lighting: Edge, ALS, Centerline

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Communication Information

ATIS 118.375
Beauvais Tower 121.4
Beauvais Tower 119.9 Secondary
Beauvais Approach Control 121.4 Secondary
Beauvais Approach Control 119.9
Beauvais Multicom 121.4 Non-English

1. GENERAL

1.1. ATIS

*ATIS 118.37

1.2.NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

In order to reduce noise nuisance in the vicinity of Beauvais (Tilly) APT, pursuant to the provisions of articles L.227.4 and R.221.3 of Civil Aviation Code; following restrictions are decided:

- Between 0000-0500LT of departure from or arrival on parking area no ACFT may take-off or land.
- "The noisiest ACFT of Chapter 3"- turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise level, with respect to permissible noise limits defined in this Chapter, being less then 5 EPNdB:
  Between 2200-0000LT and 0500-0700LT of departure from or arrival on parking area none of "The noisiest ACFT of Chapter 3" may take-off or land.

The Captain can depart from the above restrictions only if the Captain considers that it is absolutely necessary for flight safety reasons.

Exempted from the above restrictions are:

- ACFT operating for ambulance and humanitarian transport;
- ACFT in emergency situations due to flight safety reasons;
- ACFT mentioned in article L.110.2 of Civil Aviation Code;
- ACFT operating government mission.

1.2.2. REVERSE THRUST

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

1.2.3. AUXILIARY POWER UNITS (APUs)

The use of APU is limited to 20 minutes after landing, 30 minutes before take-off and no more than 45 minutes non-stop.

1.3. TAXI PROCEDURES

For Wing Span Restrictions refer to 10-9 charts.

1.4. OTHER INFORMATION

Birds in vicinity of APT. Wildlife strike hazard.
RWYs 04 and 30 right-hand circuit.

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2. ARRIVAL

2.1. CAT III OPERATIONS

RWY 12 is approved for CAT III operations, special aircrew and ACFT certification required.
Operation of any ACFT wishing to conduct CAT III operations on RWY 12 shall conduct a demonstration program acceptable operating its supervisory authority.

2.2. OTHER INFORMATION

2.2.1. COMMUNICATION FAILURE PROCEDURE

Follow authorized or planned STAR according to the known or estimated landing direction.
In case of radar guidance, get back to the initial STAR.
Proceed to IAF at the last assigned and acknowledged level, if this level usable in holding pattern, or otherwise the highest level in holding.
Stay in this holding at this level until the latest time of the following:
- EAT,
- Arrival time in the holding pattern plus 10 minutes,

then descend in holding pattern to the lowest holding level.
Leave IAF at this level to perform approach procedure until landing.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.1.1. RUNWAY USAGE

It is preferable to use RWY 12 unless operational conditions do not allow it. The ACFT shall choose the configuration and climb setting corresponding to noise abatement as per the operational conditions at the time. The flight should be performed so as to reach a height of 3000' AAL as quickly as possible.

3.2. OTHER INFORMATION

3.2.1. COMMUNICATION FAILURE PROCEDURE

RNAV SIDS

Follow departure route and assigned levels up to PGS 28 DME or CGN, then continue the flight in accordance with the current flight plan.

SIDS

Follow the last clearance then:
- to ABB or MTD: from TMA boundary follow the route as stated in the current flight plan.
- other departures: follow the instructions as in SID.

DEPARTURE (POGO)

Follow via DEPARTURE (POGO) at the last assigned altitude until the descent.

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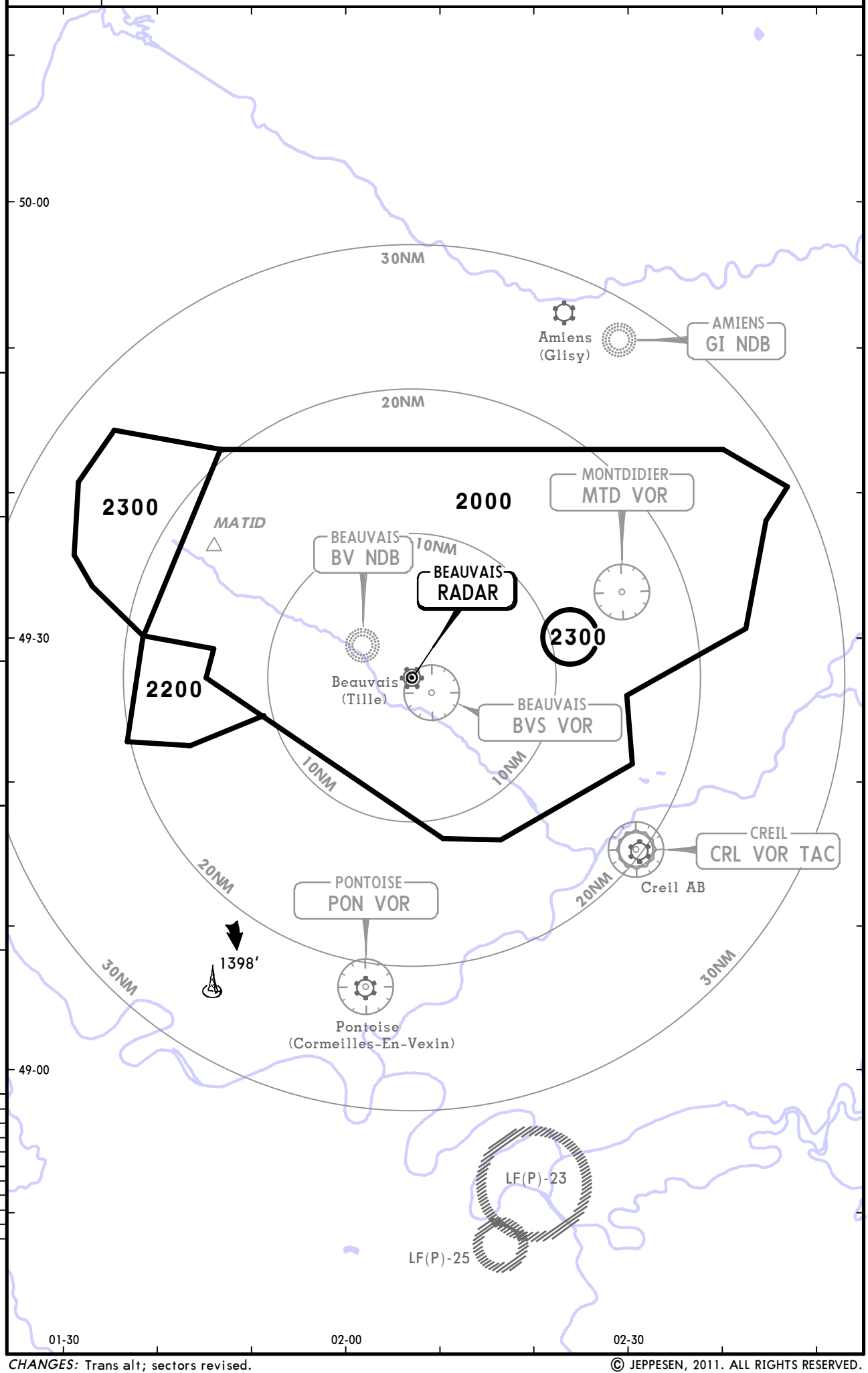
Apt Elev 359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ The published minimum altitudes integrate a correction for low temperatures.



CHANGES: Trans alt; sectors revised.

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RNAV ARRIVAL INSTRUCTIONS

1. Protection

RNAV arrivals are protected for RNAV 1 navigation based on GNSS and/or DME/DME sensors.

Enroute and 'IAF' holding patterns are mainly protected with RNAV 'manual mode' but also for conventional navigation between FL70 and FL110 when radionavigation infrastructure enables it.

2. Equipment

The equipment must be approved for RNAV operations based on GNSS and/or DME/DME sensors.

3. Operating procedure/Loss of RNAV capability

STAR published RNAV are to be filed with 'RNAV 1' navigation mode.

In case of loss of RNAV capability, the pilot must report 'NON RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

Any change in speed or flight level shall be subject to clearance issued by ATC or on pilots request.

On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

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*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

CMB 8T
LORNI 8T *[LORN8T]*
RWYS 12, 30 RNAV ARRIVALS
FROM LOWER AIRSPACE
TO IAF BVS & MTD

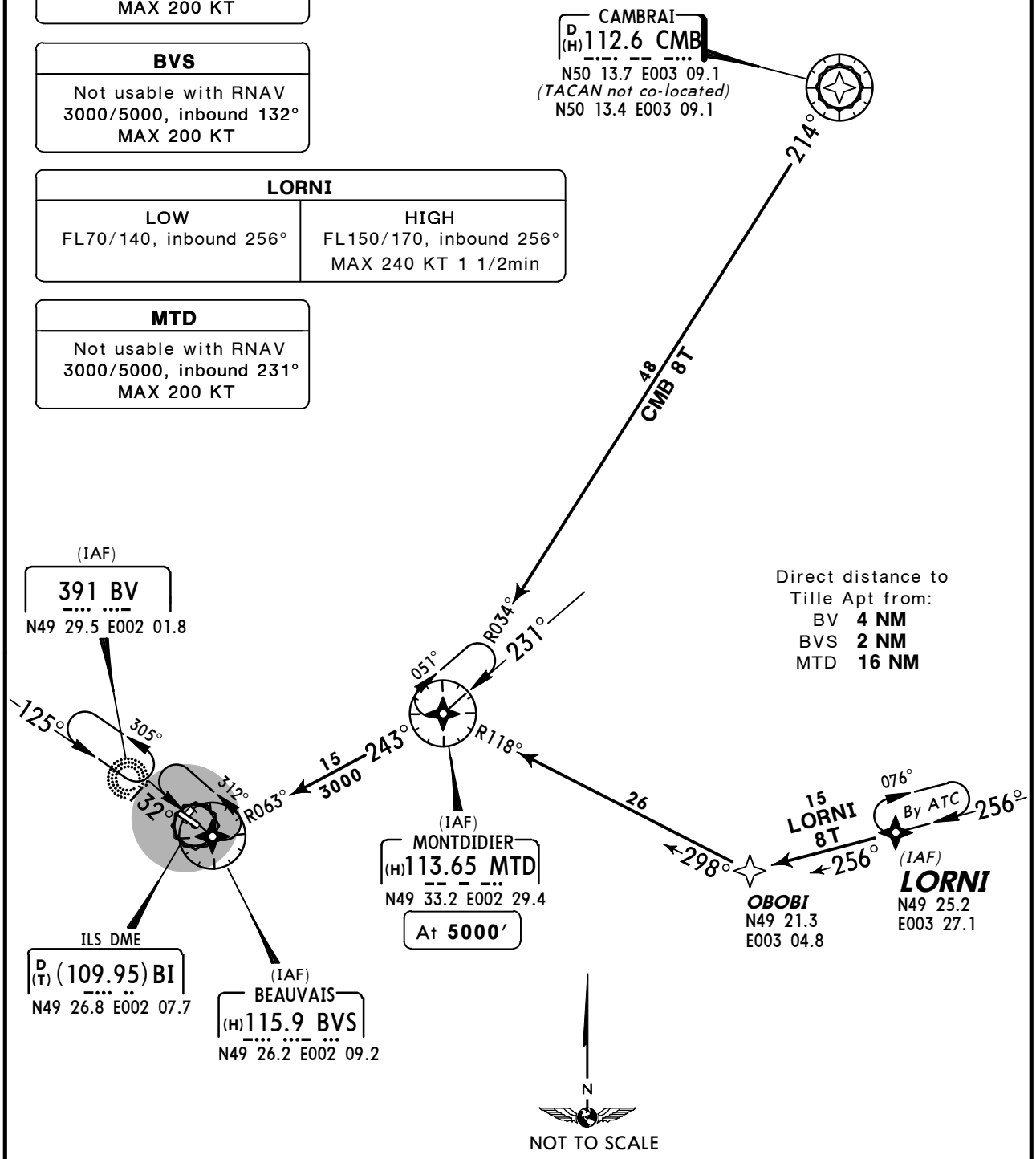
BV
Not usable with RNAV
2000/5000, inbound 125°
MAX 200 KT

BVS
Not usable with RNAV
3000/5000, inbound 132°
MAX 200 KT

LORNI

LOW	HIGH
FL70/140, inbound 256°	FL150/170, inbound 256° MAX 240 KT 1 1/2min

MTD
Not usable with RNAV
3000/5000, inbound 231°
MAX 200 KT



Direct distance to Tille Apt from:
BV **4 NM**
BVS **2 NM**
MTD **16 NM**

STAR	ROUTING
CMB 8T	CMB - MTD - BVS.
LORNI 8T	LORNI - OBOBI - MTD - BVS.

CHANGES: RNAV STARs renumbered.

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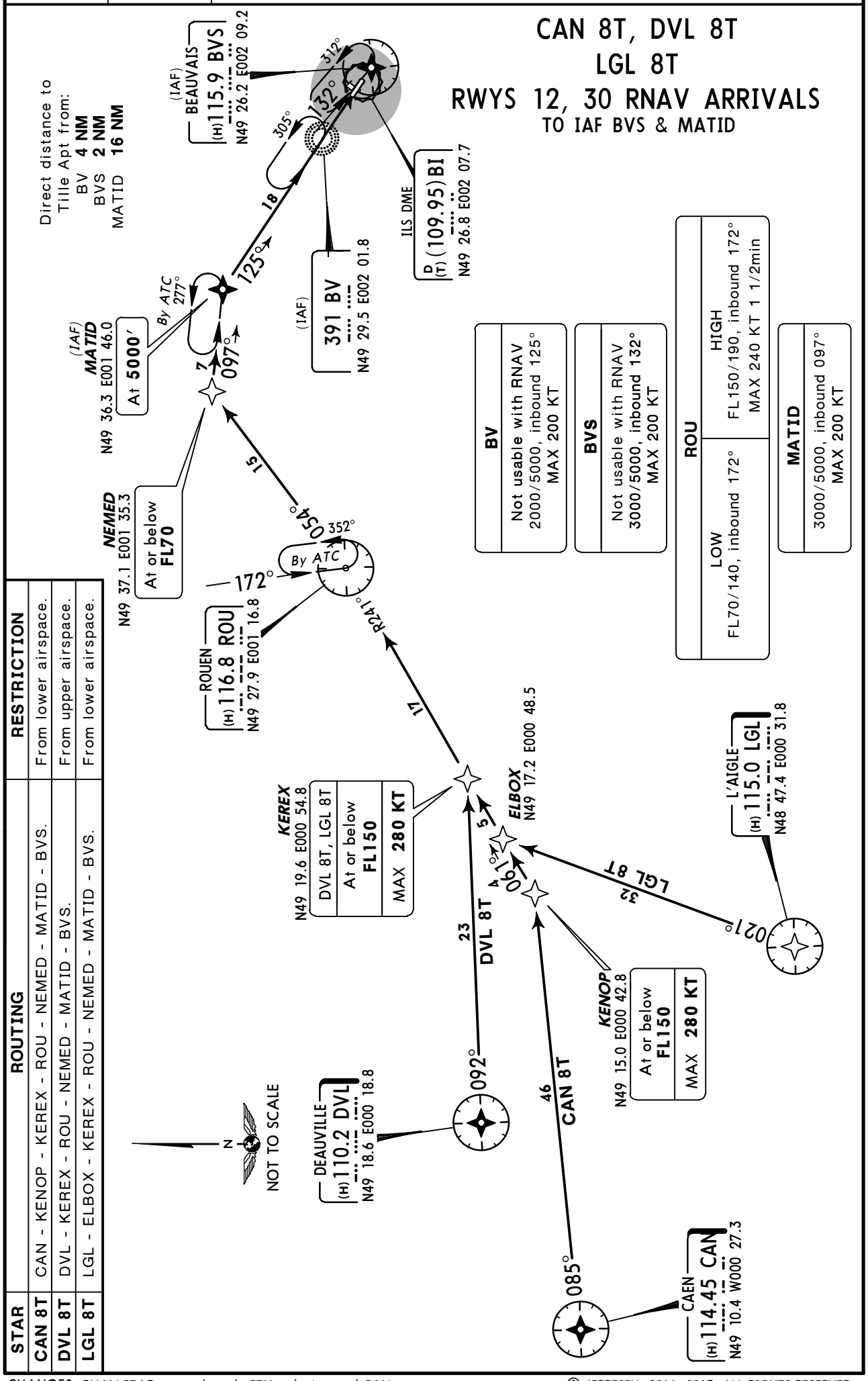
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



STAR	ROUTING	RESTRICTION
CAN 8T	CAN - KENOP - KEREX - ROU - NEMED - MATID - BVS.	From lower airspace.
DVL 8T	DVL - KEREX - ROU - NEMED - MATID - BVS.	From upper airspace.
LGL 8T	LGL - ELBOX - KEREX - ROU - NEMED - MATID - BVS.	From lower airspace.

CHANGES: RNAV STARs renumbered; CEN redesignated CAN.

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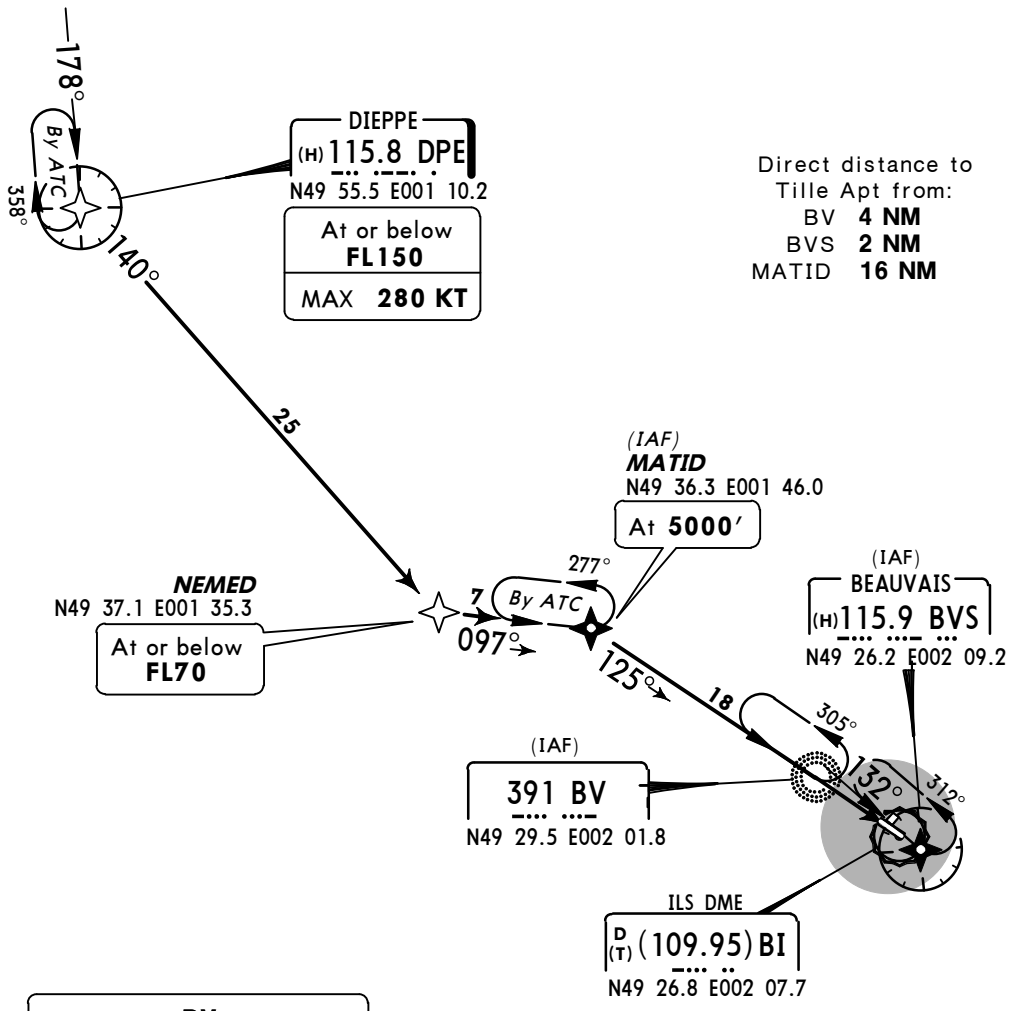
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

DPE 8T
RWYS 12, 30 RNAV ARRIVAL
TO IAF BVS & MATID



Direct distance to Tille Apt from:

BV	**4 NM**
BVS	**2 NM**
MATID	**16 NM**

BV

Not usable with RNAV
2000/5000, inbound 125°
MAX 200 KT

BVS

Not usable with RNAV
3000/5000, inbound 132°
MAX 200 KT

DPE

LOW	HIGH
FL70/140, inbound 178°	FL150/240, inbound 178° MAX 265 KT 1 1/2min

MATID

3000/5000, inbound 097°
MAX 200 KT

N

NOT TO SCALE

ROUTING

DPE - NEMED - MATID - BVS.

CHANGES: RNAV STAR DPE 7T renumbered 8T.

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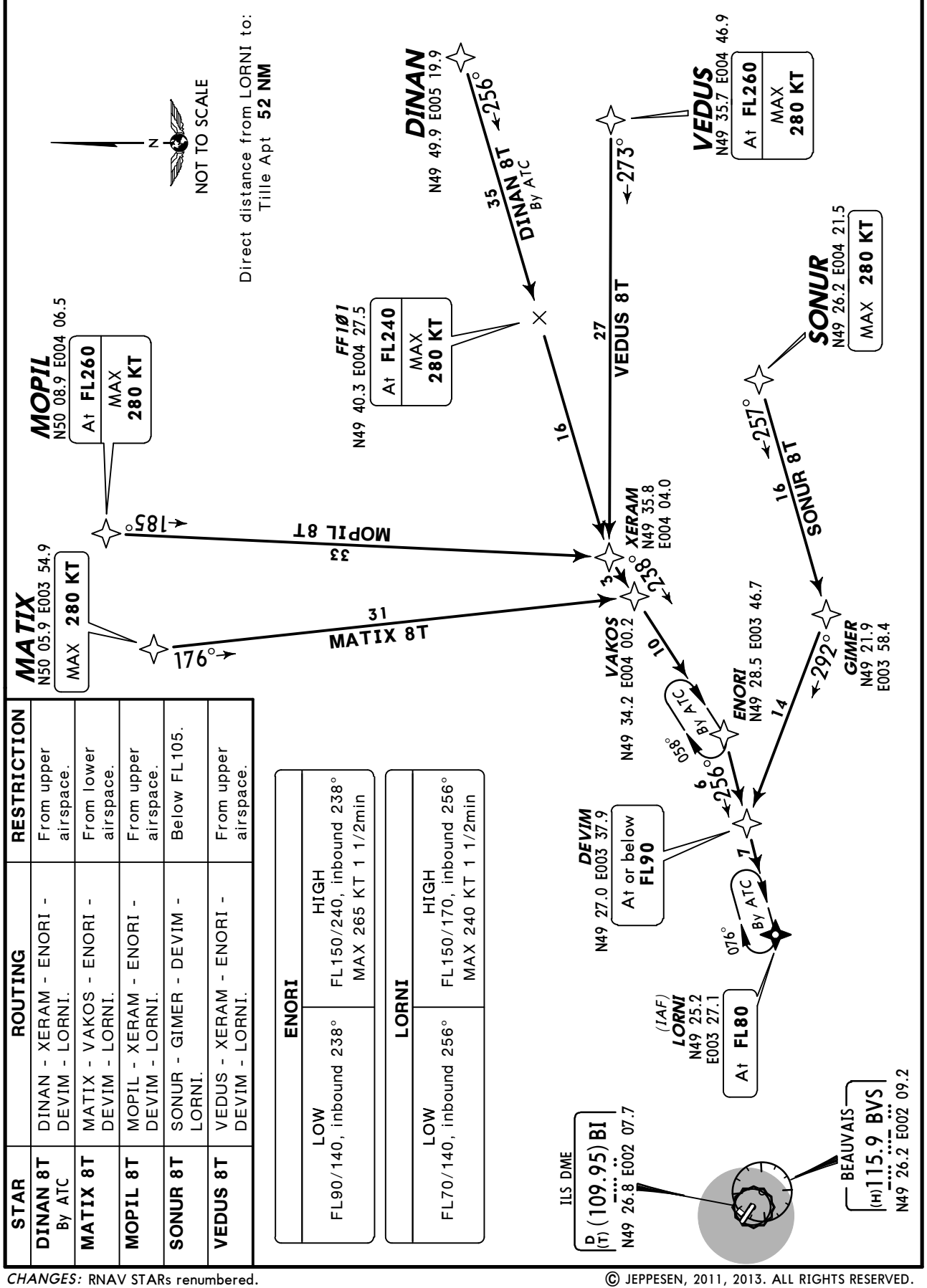
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

DINAN 8T *[DINA8T]*, MATIX 8T *[MATI8T]* MOPIL 8T *[MOPI8T]*, SONUR 8T *[SONU8T]* VEDUS 8T *[VEDU8T]* RWYS 12, 30 RNAV ARRIVALS

TO IAF LORNI



STAR	ROUTING	RESTRICTION
DINAN 8T By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.
MATIX 8T	MATIX - VAKOS - ENORI - DEVIM - LORNI.	From lower airspace.
MOPIL 8T	MOPIL - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.
SONUR 8T	SONUR - GIMER - DEVIM - LORNI.	Below FL105.
VEDUS 8T	VEDUS - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.

ENORI	
LOW	HIGH
FL90/140, inbound 238°	FL150/240, inbound 238° MAX 265 KT 1 1/2min

LORNI	
LOW	HIGH
FL70/140, inbound 256°	FL150/170, inbound 256° MAX 240 KT 1 1/2min

CHANGES: RNAV STARs renumbered.

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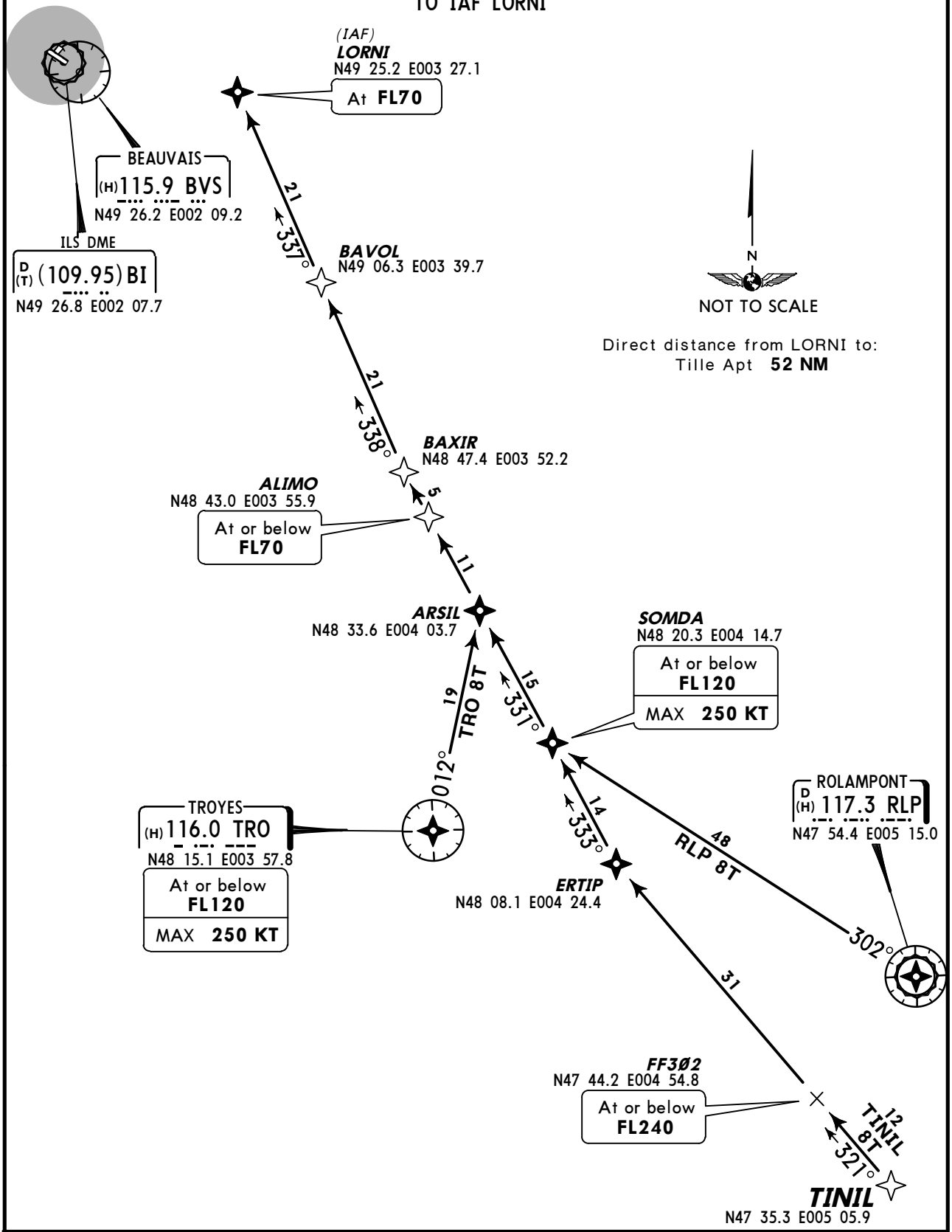
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

RLP 8T, TINIL 8T *[TINI8T]*
TRO 8T
RWYS 12, 30 RNAV ARRIVALS
TO IAF LORNI



STAR	ROUTING	RESTRICTION
RLP 8T	RLP - SOMDA - ARSIL - ALIMO - BAXIR - BAVOL - LORNI.	From lower airspace.
TINIL 8T	TINIL - ERTIP - SOMDA - ARSIL - ALIMO - BAXIR - BAVOL - LORNI.	
TRO 8T	TRO - ARSIL - ALIMO - BAXIR - BAVOL - LORNI.	From lower airspace.

CHANGES: RNAV STARs renumbered.

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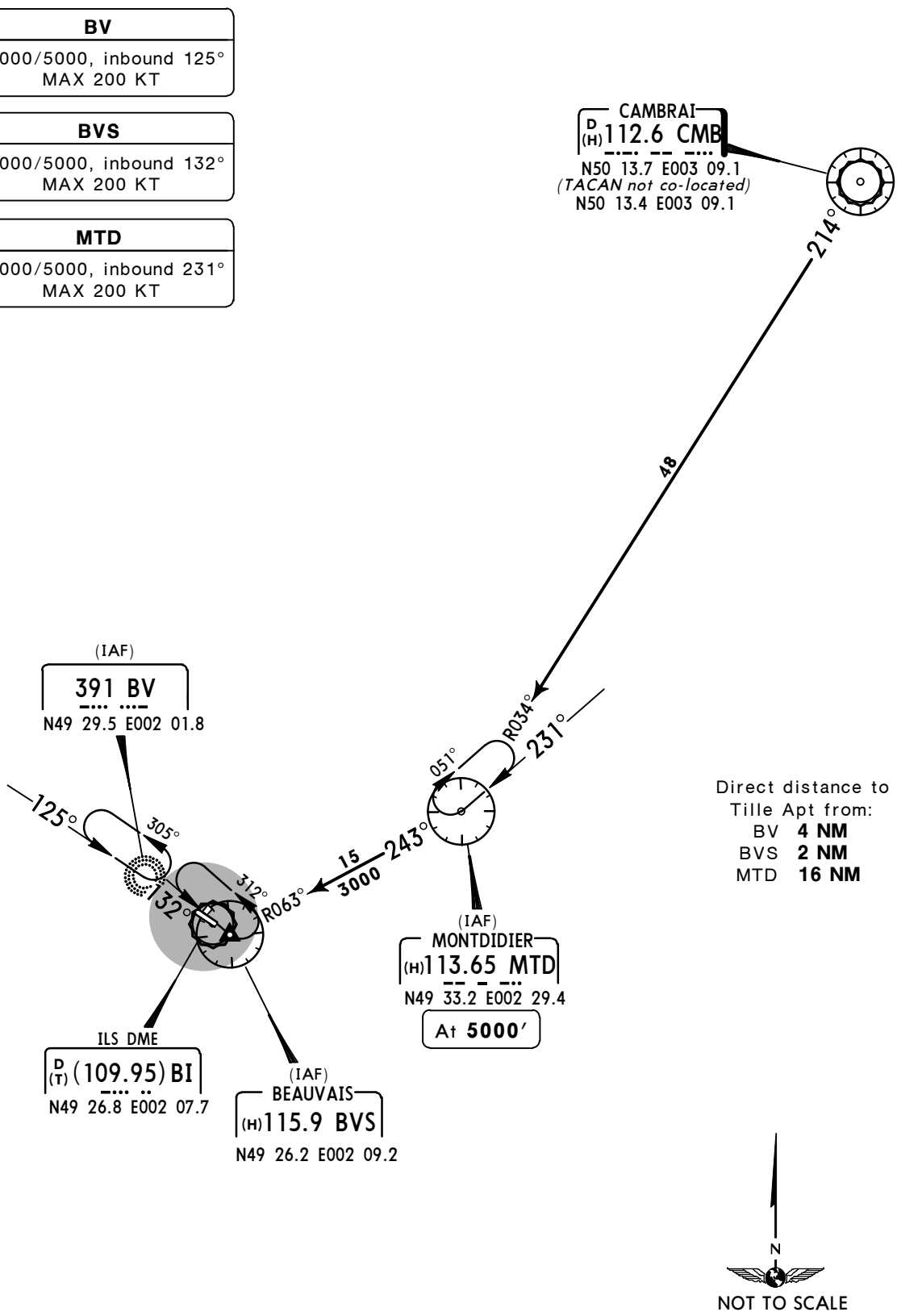
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

CAMBRAI (CMB 8C)
RWYS 12, 30 ARRIVAL
TO IAF BVS & MTD
FROM LOWER AIRSPACE
SPEED: *MAX 250 KT BELOW FL100*

BV
2000/5000, inbound 125° MAX 200 KT

BVS
3000/5000, inbound 132° MAX 200 KT

MTD
3000/5000, inbound 231° MAX 200 KT



Direct distance to Tille Apt from:
BV **4 NM**
BVS **2 NM**
MTD **16 NM**

CHANGES: STAR renumbered.

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RNAV SID DESIGNATION	REFER TO CHART
DIKOL 5S, RANUX 5S	10-3B
DIKOL 5T, RANUX 5T	10-3C
DIKOL 5V, RANUX 5V	10-3D
DIKOL 5W, RANUX 5W	10-3E
BAXIR 5S, BUBLI 5S, LANVI 5S	10-3F
BAXIR 5T, BUBLI 5T, LANVI 5T	10-3G
BAXIR 5V, BUBLI 5V, LANVI 5V	10-3H
BAXIR 5W, BUBLI 5W, LANVI 5W	10-3J
OKASI 5S, PILUL 5S	10-3K
OKASI 5T, PILUL 5T	10-3L
OKASI 5V, PILUL 5V	10-3M
OKASI 5W, PILUL 5W	10-3N
LATRA 5S	10-3P
LATRA 5T	10-3Q
LATRA 5V	10-3S
LATRA 5W	10-3T
AGOPA 5S, EXIRU 5S	10-3U
AGOPA 5T, EXIRU 5T	10-3V
AGOPA 5V, EXIRU 5V	10-3V1
AGOPA 5W, EXIRU 5W	10-3V2
EVX 5S, LGL 5S	10-3V3
EVX 5T, LGL 5T	10-3V4
EVX 5V, LGL 5V	10-3V5
EVX 5W, LGL 5W	10-3V6

SID DESIGNATION	REFER TO CHART
ABB 5M, 5N, ATREX 5M, 5N	10-3V7
MATID 5M, 5N, MTD 5M, 5N	10-3V8
NURMO 5M, 5N, OPALE 5M, 5N	10-3W
VESAN 5M, 5N	10-3X
TSU 2R, VILLA 2R (POGO)	10-3X1
TSU 2N, 2U, 2W, VILLA 2N, 2U, 2W (POGO)	10-3X2

CHANGES: None.

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RNAV DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

Initial departures are only protected in conventional navigation.
RNAV departures are protected only for RNAV 1 navigation based on GNSS and/or DME/DME sensors.

1.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
GNSS and/or DME/DME.
ATC provides permanently radar services.

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RNAV SID DESIGNATION	REFER TO CHART
DIKOL 5S, RANUX 5S	10-3B
DIKOL 5T, RANUX 5T	10-3C
DIKOL 5V, RANUX 5V	10-3D
DIKOL 5W, RANUX 5W	10-3E
BAXIR 5S, BUBLI 5S, LANVI 5S	10-3F
BAXIR 5T, BUBLI 5T, LANVI 5T	10-3G
BAXIR 5V, BUBLI 5V, LANVI 5V	10-3H
BAXIR 5W, BUBLI 5W, LANVI 5W	10-3J
OKASI 5S, PILUL 5S	10-3K
OKASI 5T, PILUL 5T	10-3L
OKASI 5V, PILUL 5V	10-3M
OKASI 5W, PILUL 5W	10-3N
LATRA 5S	10-3P
LATRA 5T	10-3Q
LATRA 5V	10-3S
LATRA 5W	10-3T
AGOPA 5S, ERIXU 5S	10-3U
AGOPA 5T, ERIXU 5T	10-3V
AGOPA 5V, ERIXU 5V	10-3V1
AGOPA 5W, ERIXU 5W	10-3V2
EVX 5S, LGL 5S	10-3V3
EVX 5T, LGL 5T	10-3V4
EVX 5V, LGL 5V	10-3V5
EVX 5W, LGL 5W	10-3V6
OKASI 6W, PILUL 6W	10-3X3
LATRA 6W	10-3X4
AGOPA 6W, ERIXU 6W	10-3X5
EVX 6T, 6W, LGL 6T, 6W	10-3X6

SID DESIGNATION	REFER TO CHART
ABB 5M, 5N, ATREX 5M, 5N	10-3V7
MATID 5M, 5N, MTD 5M, 5N	10-3V8
NURMO 5M, 5N, OPALE 5M, 5N	10-3W
VESAN 5M, 5N	10-3X
TSU 2R, VILLA 2R (POGO)	10-3X1
TSU 2N, 2U, 2W, VILLA 2N, 2U, 2W (POGO)	10-3X2

CHANGES: New temporary page.

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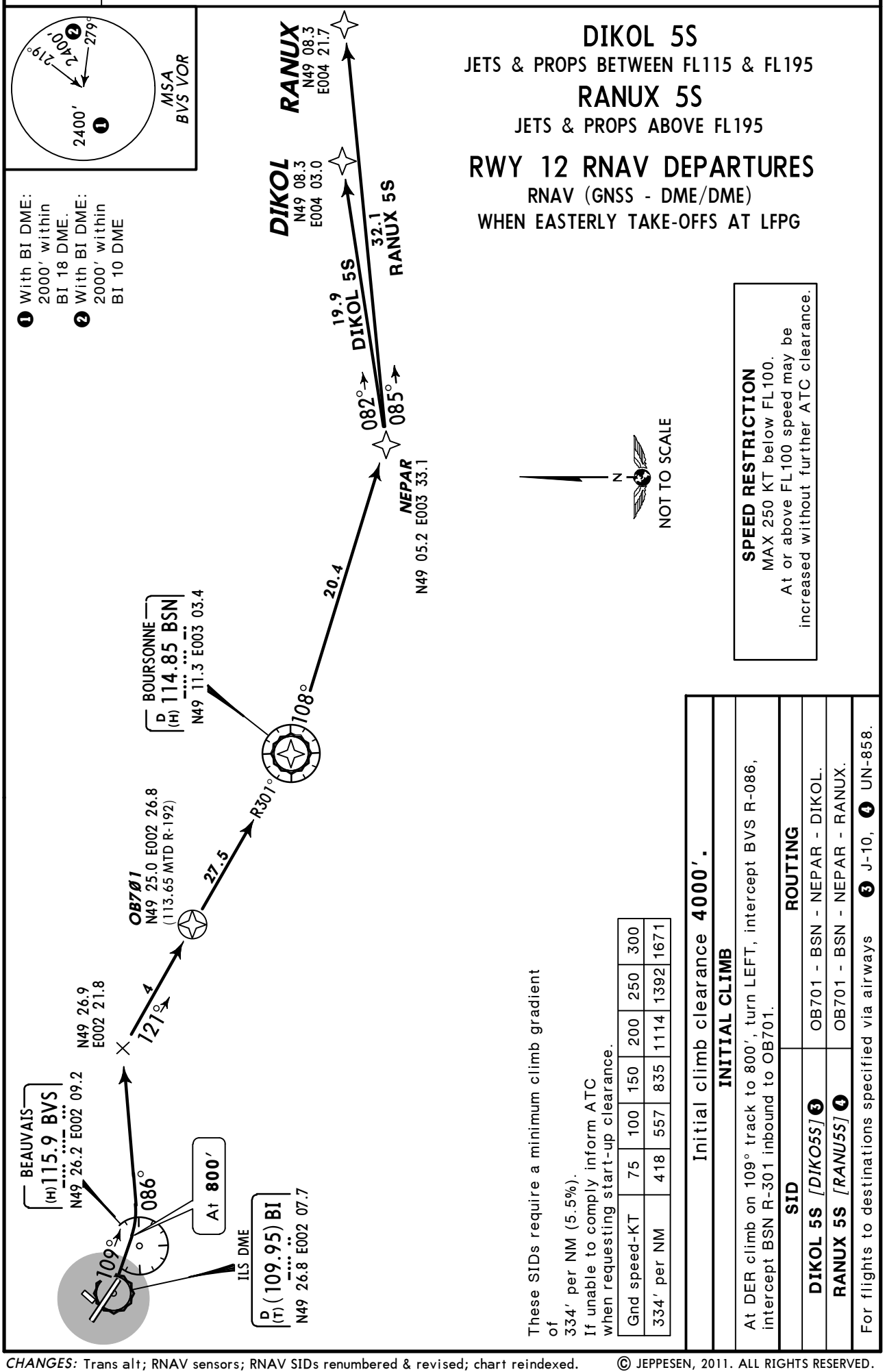
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



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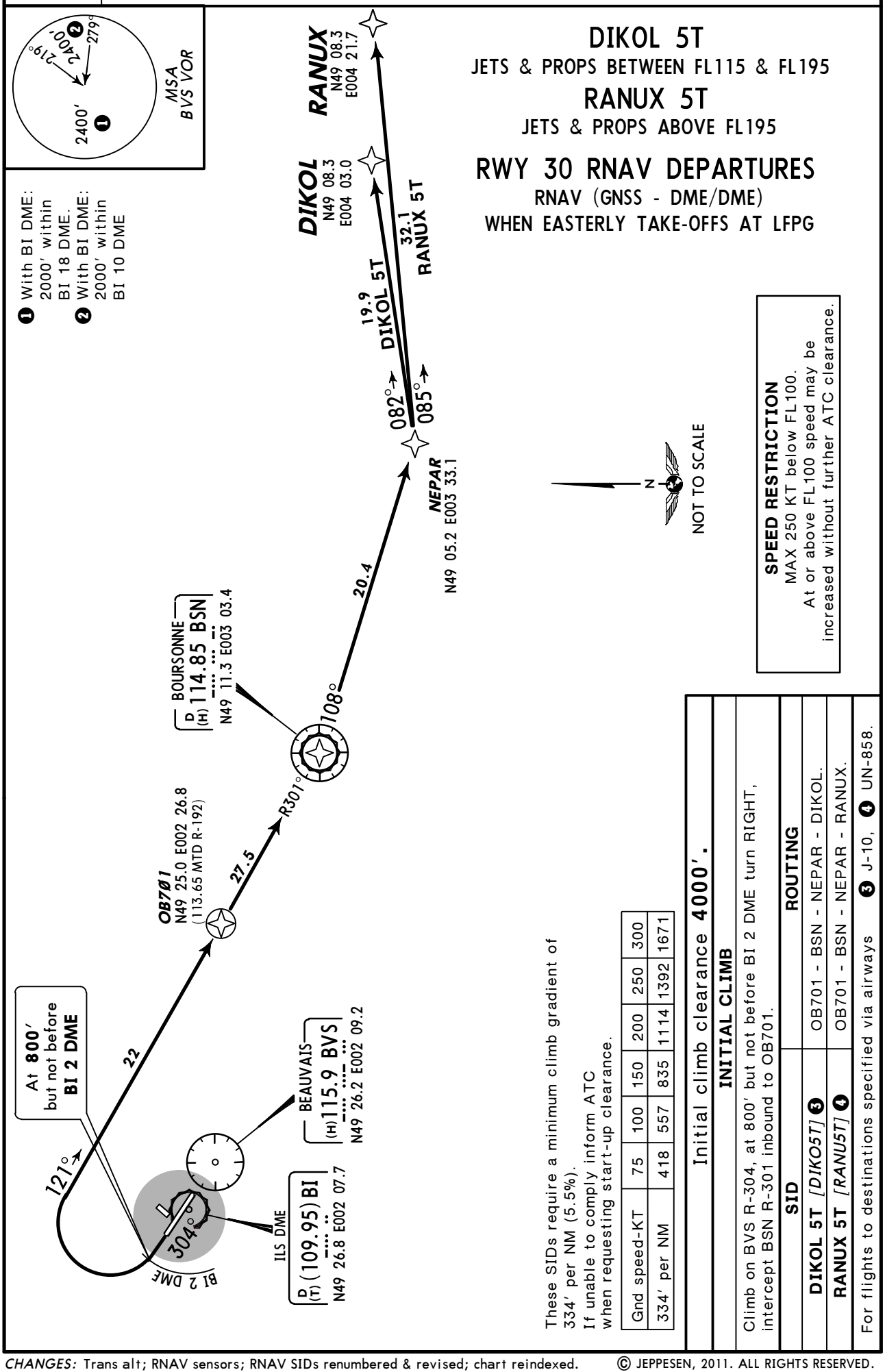
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



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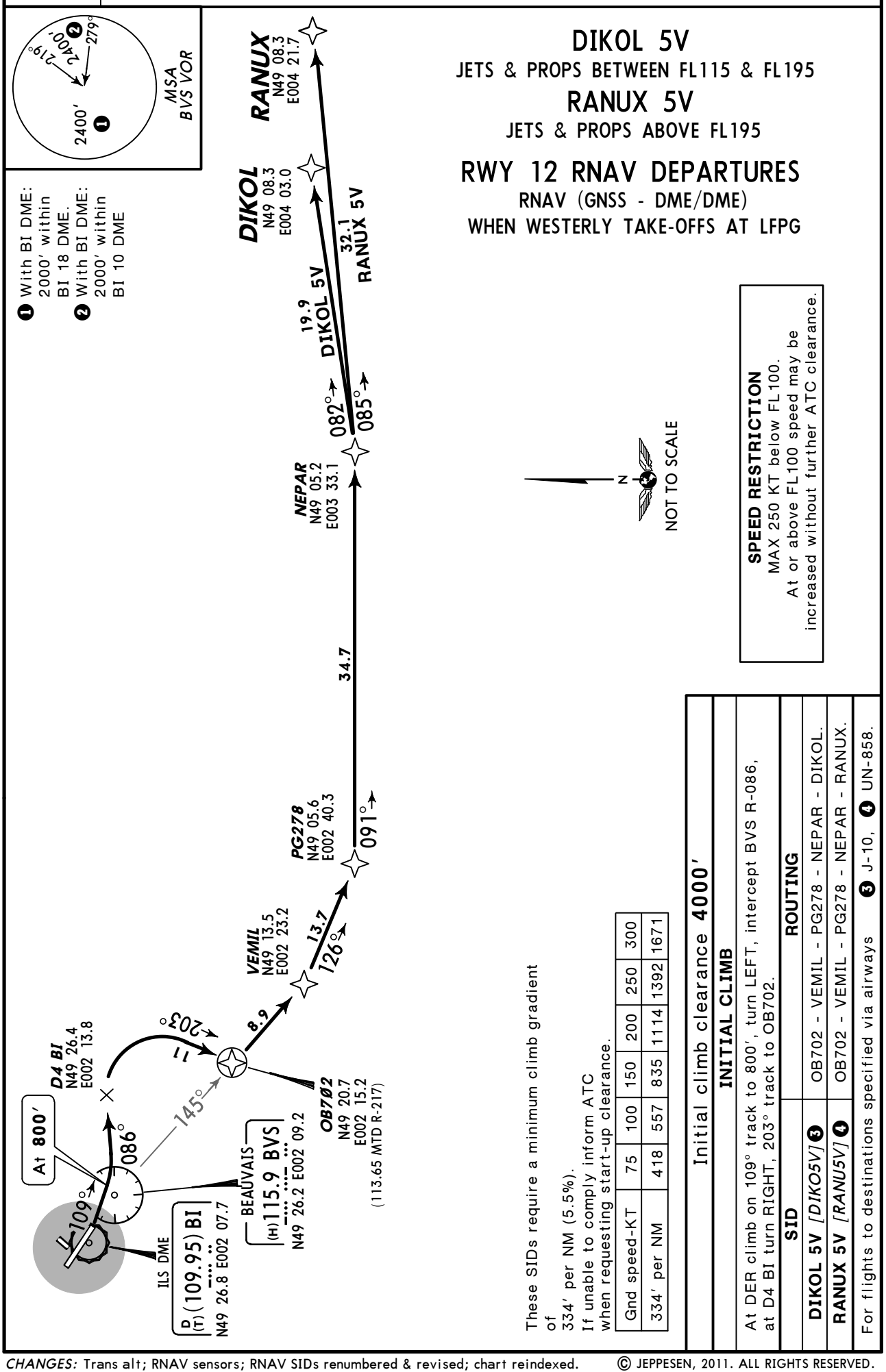
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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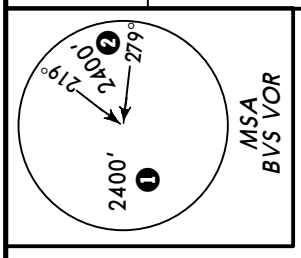
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



DIKOL 5W

JETS & PROPS BETWEEN FL115 & FL195

RANUX 5W

JETS & PROPS ABOVE FL195

RWY 30 RNAV DEPARTURES

RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG

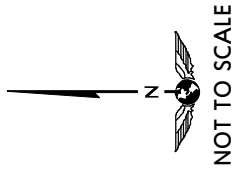
❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

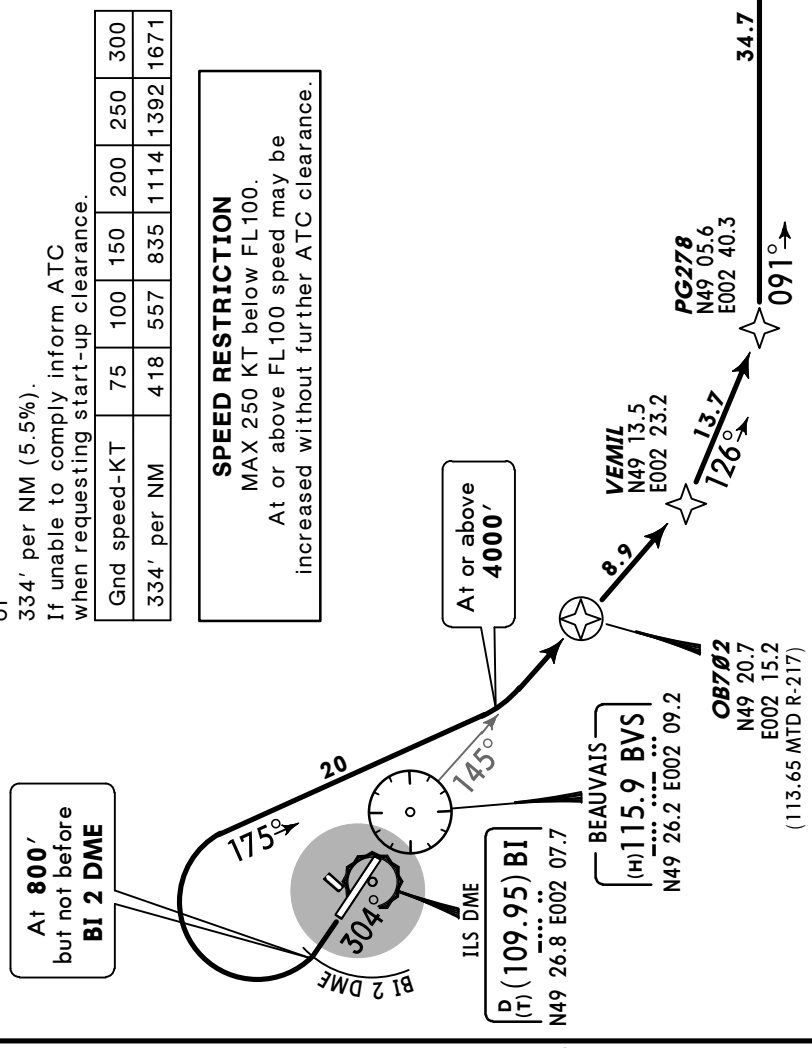
Initial climb clearance 4000′	
INITIAL CLIMB	
Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, 175° track, when reaching at or above 4000′ intercept BVS R-145 to OB702.	
SID	**ROUTING**
DIKOL 5W *[DIKO5W]* ❸	OB702 - VEMIL - PG278 - NEPAR - DIKOL.
RANUX 5W *[RANU5W]* ❹	OB702 - VEMIL - PG278 - NEPAR - RANUX.
For flights to destinations specified via airways	❸ J-10, ❹ UN-858.

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

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





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Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

BAXIR 5S

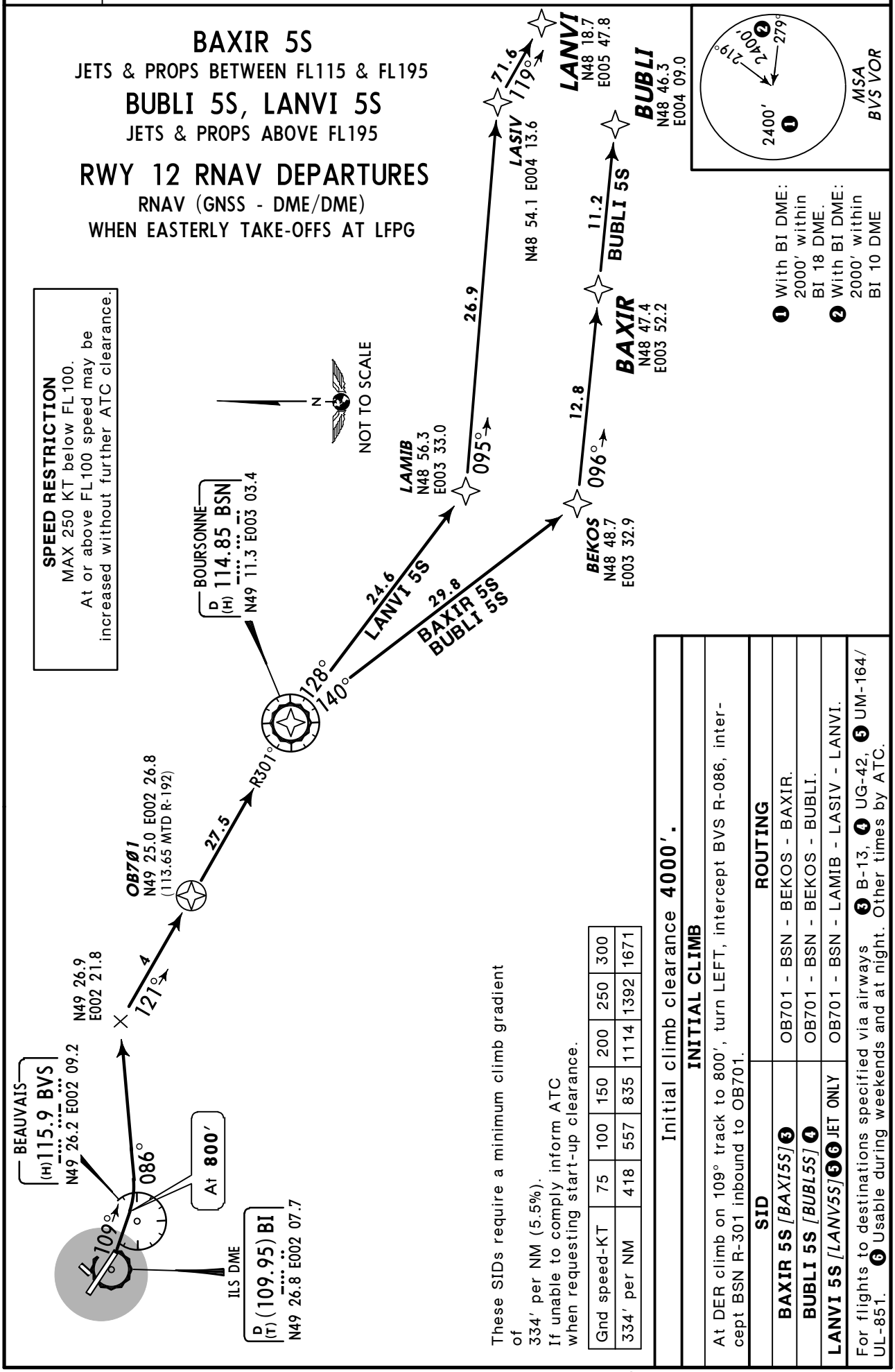
JETS & PROPS BETWEEN FL115 & FL195

BUBLI 5S, LANVI 5S

JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES

RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG



These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′.**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-086, intercept BSN R-301 inbound to OB701.

SID	ROUTING
BAXIR 5S *[BAXI5S]* 3	OB701 - BSN - BEKOS - BAXIR.
BUBLI 5S *[BUBL5S]* 4	OB701 - BSN - BEKOS - BUBLI.
LANVI 5S *[LANV5S]* 5 6 JET ONLY	OB701 - BSN - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways 3 B-13, 4 UG-42, 5 UM-164/UL-851. 6 Usable during weekends and at night. Other times by ATC.

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Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

BAXIR 5T

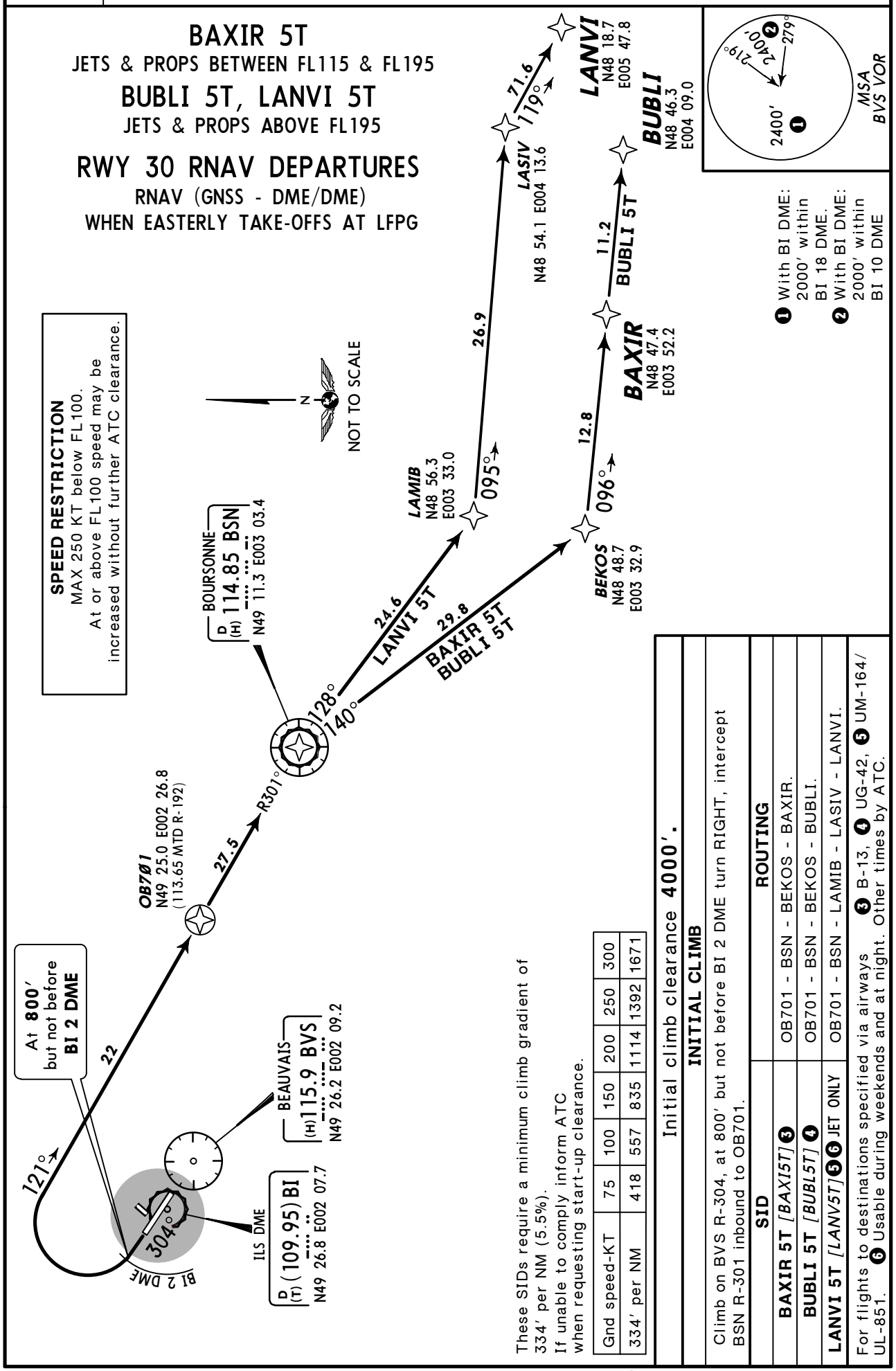
JETS & PROPS BETWEEN FL115 & FL195

BUBLI 5T, LANVI 5T

JETS & PROPS ABOVE FL195

RWY 30 RNAV DEPARTURES

RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG



These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′.**

INITIAL CLIMB

Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, intercept BSN R-301 inbound to OB701.

SID	ROUTING
BAXIR 5T *[BAXI5T]* ❸	OB701 - BSN - BEKOS - BAXIR.
BUBLI 5T *[BUBL5T]* ❹	OB701 - BSN - BEKOS - BUBLI.
LANVI 5T *[LANV5T]* ❺❻ JET ONLY	OB701 - BSN - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ❸ B-13, ❹ UG-42, ❺ UM-164/UL-851. ❻ Usable during weekends and at night. Other times by ATC.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

BAXIR 5V

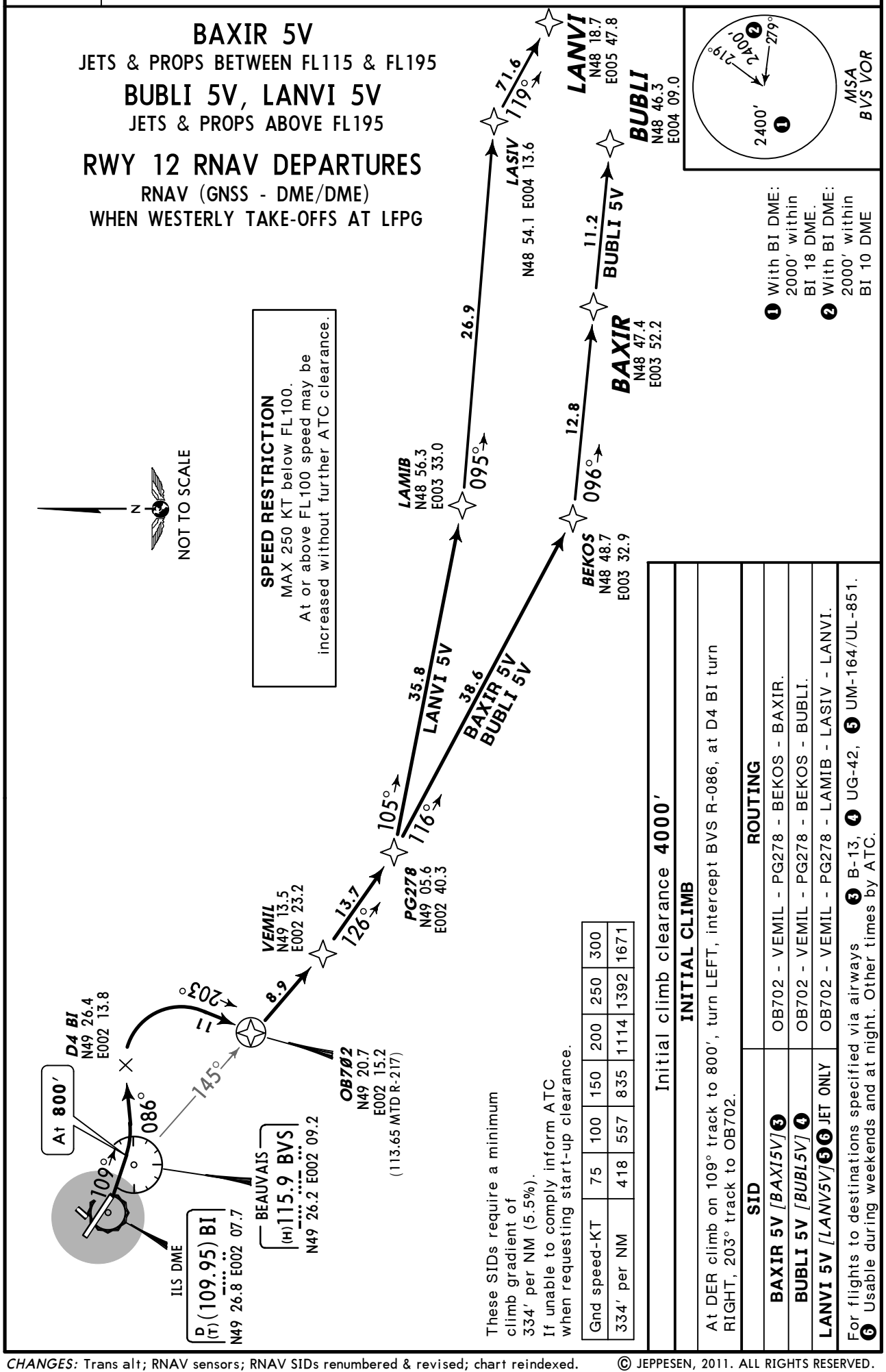
JETS & PROPS BETWEEN FL115 & FL195

BUBLI 5V, LANVI 5V

JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES

RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG



These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-086, at D4 BI turn RIGHT, 203° track to OB702.

SID	ROUTING
BAXIR 5V *[BAXI5V]* 3	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 5V *[BUBL5V]* 4	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 5V *[LANV5V]* 5 6 JET ONLY	OB702 - VEMIL - PG278 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways 3 B-13, 4 UG-42, 5 UM-164/UL-851.
6 Usable during weekends and at night. Other times by ATC.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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Apt Elev 359′

Trans level: By ATC Trans alt: 5000′
1. Initial departure is only protected in conventional navigation.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings (refer to 10-4).
4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

BAXIR 5W
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 5W, LANVI 5W
JETS & PROPS ABOVE FL195
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG

Initial climb clearance 4000′

INITIAL CLIMB
Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, 175° track, when reaching at or above 4000′ intercept BVS R-145 to OB702.

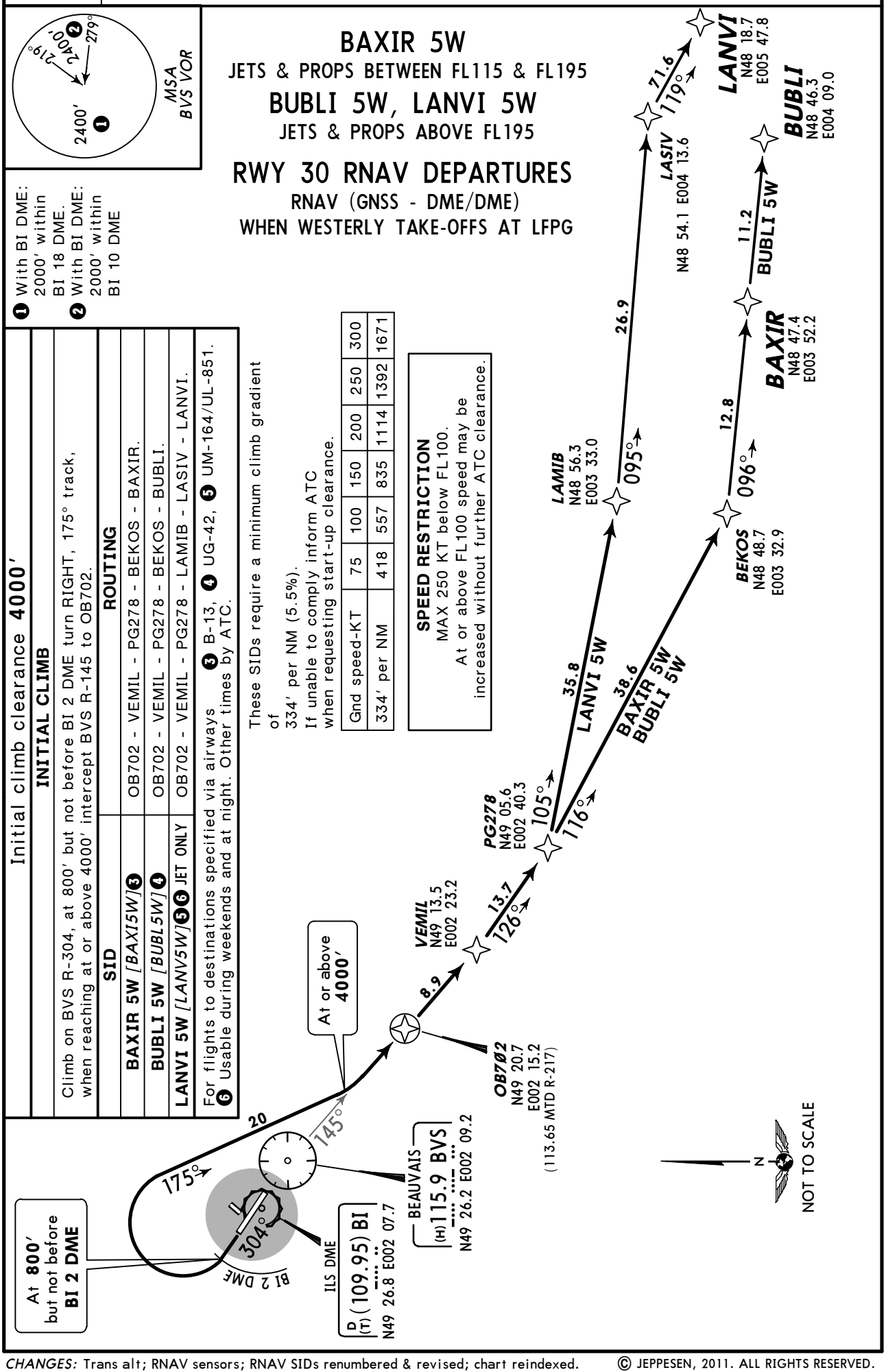
SID	ROUTING
BAXIR 5W [BAXI5W]❸	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 5W [BUBL5W]❹	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 5W [LANV5W]❺❻ JET ONLY	OB702 - VEMIL - PG278 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ❸ B-13, ❹ UG-42, ❺ UM-164/UL-851.
❻ Usable during weekends and at night. Other times by ATC.

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

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



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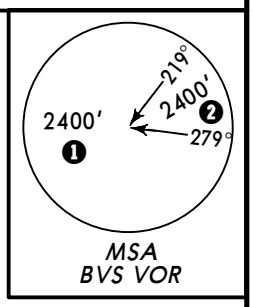
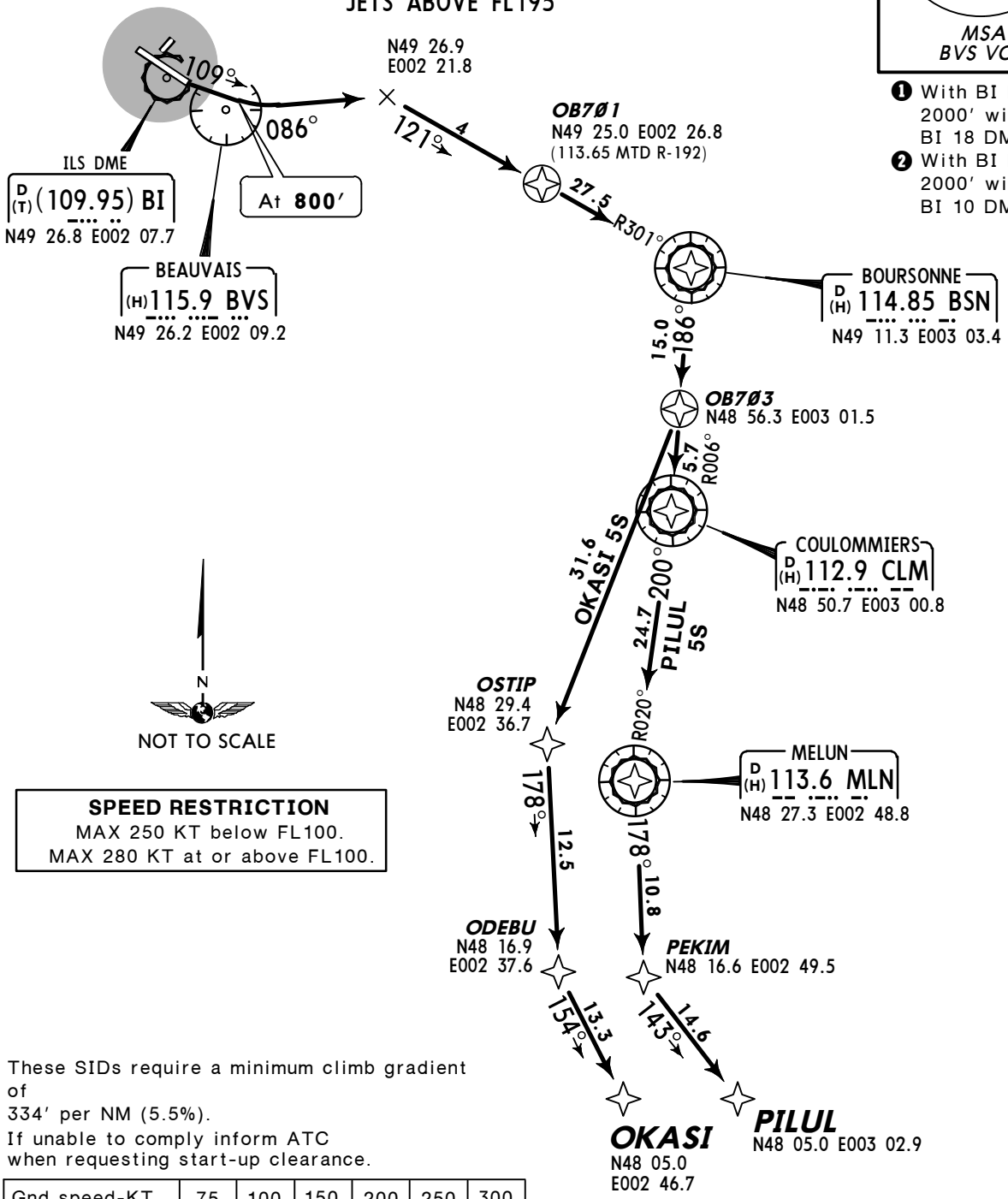
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 5S, PILUL 5S
RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-086, intercept BSN R-301 inbound to OB701.

SID	ROUTING
OKASI 5S *[OKAS5S]* ❸	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 5S *[PILU5S]* ❹	OB701 - BSN - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways ❸ UL-612, ❹ UM-975.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered; chart reindexed.

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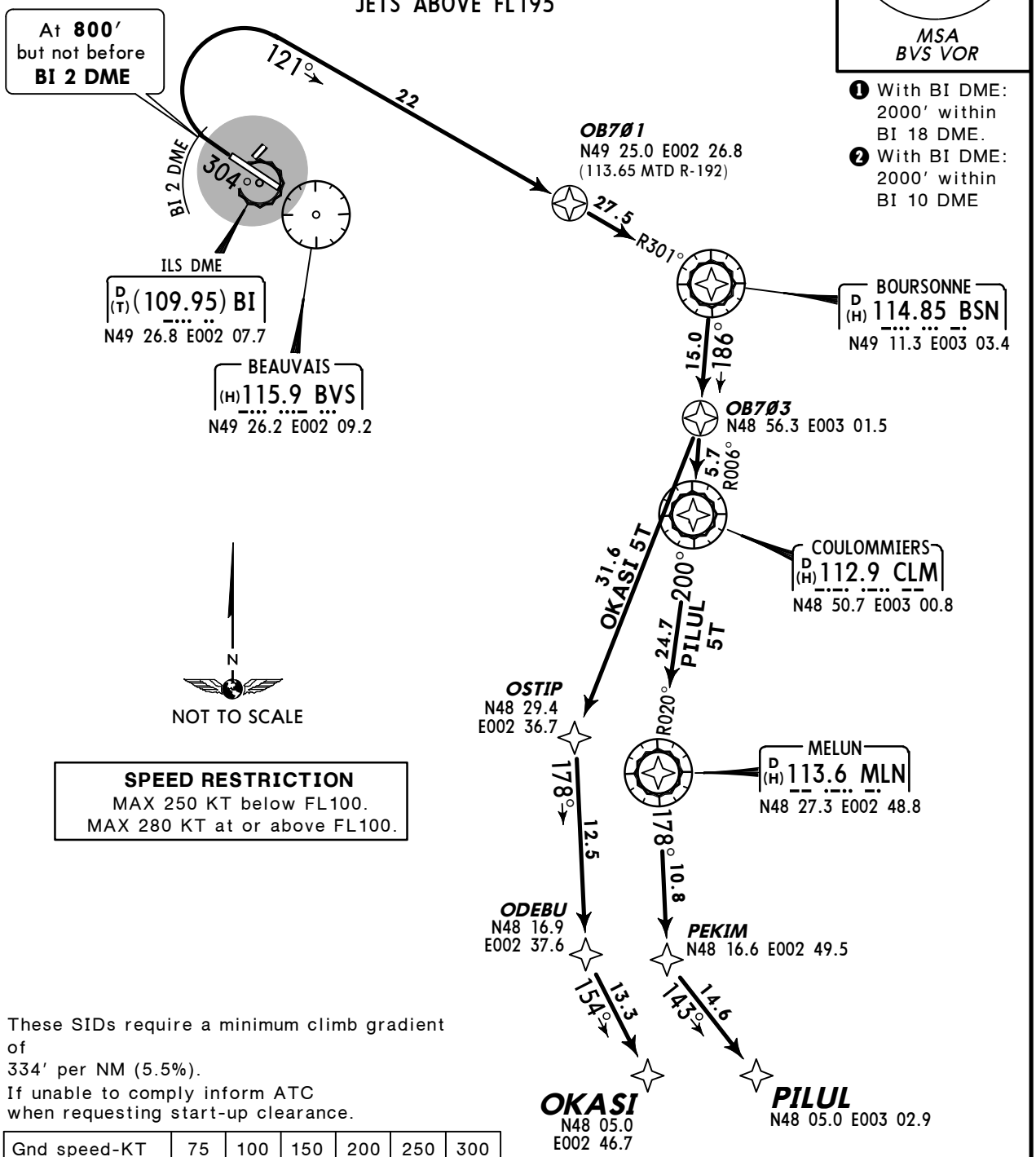
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 5T, PILUL 5T
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195



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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, intercept BSN R-301 inbound to OB701.

SID	ROUTING
OKASI 5T *[OKAS5T]* 3	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 5T *[PILU5T]* 4	OB701 - BSN - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways 3 UL-612, 4 UM-975.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered; chart reindexed.

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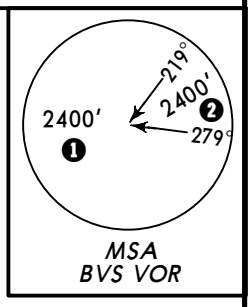
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 5V, PILUL 5V
RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

391 BV
N49 29.5 E002 01.8
At or above 4000′
15
8
214°
109°
OB601
N49 23.0 E001 55.2
BEAUVAIS
(H) 115.9 BVS
N49 26.2 E002 09.2
ILS DME
D (T) (109.95) BI
N49 26.8 E002 07.7
At 800′
11.5
GILTO
N49 13.3
E001 45.6
14.4
191°
N
NOT TO SCALE
OB602
N48 59.1
E001 41.7
132°
15.6
OB603
N48 48.8 E001 59.8
109°
16.3
R289°
125°
11.9
D (H) 111.2 OL
N48 43.8 E002 23.2
DOPAP
N48 42.1 E002 14.6
150°
6.0
148°
7.0
D7.0 OL
At or above FL140
6.0 NM after DOPAP
At or above FL140
23.6
OKASI 5V
25.4
PILUL 5V
PEKIM
N48 16.6 E002 49.5
ODEBU
N48 16.9
E002 37.6
154°
13.3
143°
14.6
OKASI
N48 05.0
E002 46.7
PILUL
N48 05.0 E003 02.9

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

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
OKASI 5V *[OKAS5V]* ❸	OB601 - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI.
PILUL 5V *[PILU5V]* ❹	OB601 - GILTO - OB602 - OB603 - OL - PEKIM - PILUL.

For flights to destinations specified via airways ❸ UL-612, ❹ UM-975.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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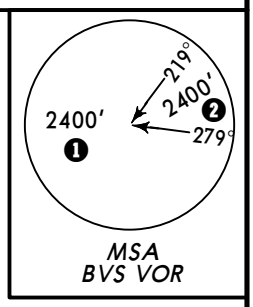
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 5W, PILUL 5W
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

391 BV
N49 29.5 E002 01.8

At **800′** but not before **BI 2 DME**

214° 034° 244° 304° BI 2 DME

OB601
N49 23.0 E001 55.2

BEAUVAIS
(H)115.9 BVS
N49 26.2 E002 09.2

ILS DME
D (T)(109.95) BI
N49 26.8 E002 07.7

11.5

GILTO
N49 13.3
E001 45.6

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

14.4 191°

OB602
N48 59.1
E001 41.7

132° 15.6

OB603
N48 48.8 E001 59.8

109° 16.3 R289°
125° 11.9

D (H) 111.2 OL
N48 43.8 E002 23.2

DOPAP
N48 42.1 E002 14.6

150° 6.0 148° 7.0

D7.0 OL
At or above **FL140**

6.0 NM after DOPAP
At or above **FL140**

23.6 OKASI 5W
25.4 PILUL 5W

N
NOT TO SCALE

PEKIM
N48 16.6 E002 49.5

ODEBU
N48 16.9
E002 37.6

154° 13.3 143° 14.6

OKASI
N48 05.0
E002 46.7

PILUL
N48 05.0 E003 02.9

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′, but not before BI 2 DME turn LEFT, 244° track, intercept 214° bearing from BV to OB601.

SID	ROUTING
OKASI 5W *[OKAS5W]* ❸	OB601 - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI.
PILUL 5W *[PILU5W]* ❹	OB601 - GILTO - OB602 - OB603 - OL - PEKIM - PILUL.

For flights to destinations specified via airways ❸ UL-612, ❹ UM-975.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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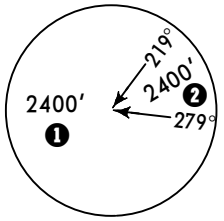
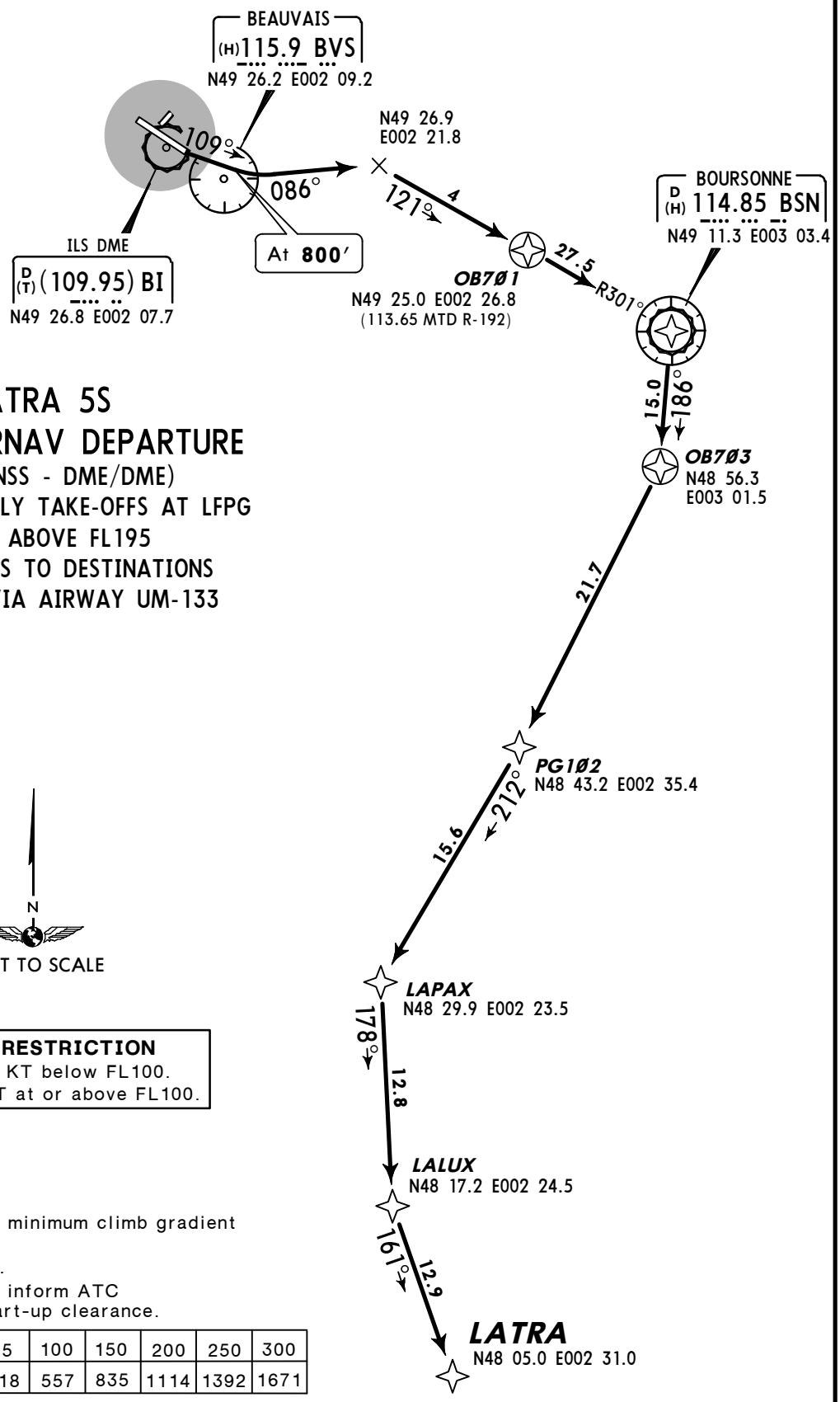
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



LATRA 5S
RWY 12 RNAV DEPARTURE
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS
SPECIFIED VIA AIRWAY UM-133

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

This SID requires a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-086, intercept BSN R-301 inbound to OB701.

SID	ROUTING
LATRA 5S *[LATR5S]*	OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Trans alt; RNAV sensors; RNAV SID renumbered; chart reindexed.

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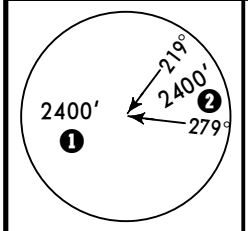
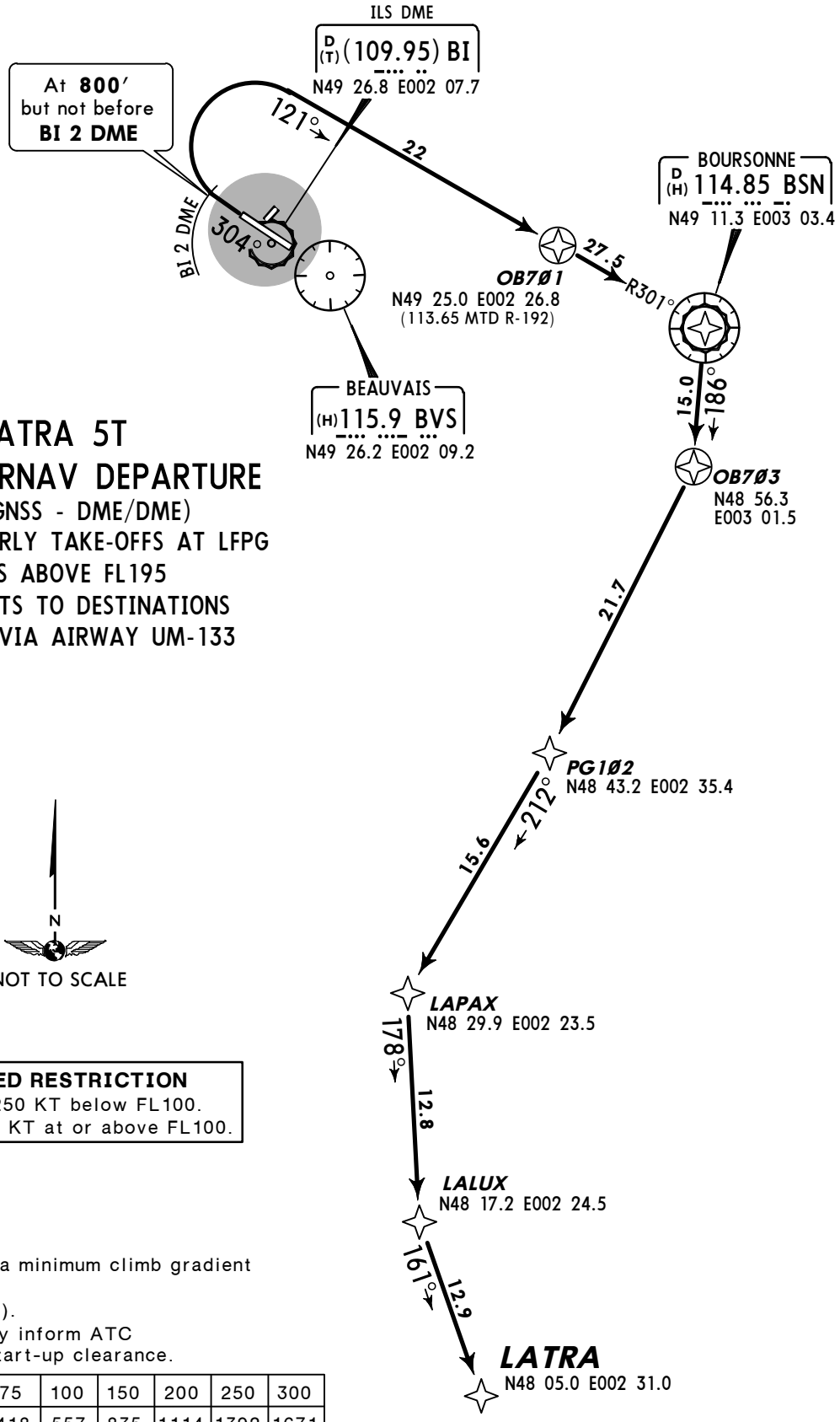
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



LATRA 5T
RWY 30 RNAV DEPARTURE
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS
SPECIFIED VIA AIRWAY UM-133

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

This SID requires a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, intercept BSN R-301 inbound to OB701.

SID	ROUTING
LATRA 5T *[LATR5T]*	OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Trans alt; RNAV sensors; RNAV SID renumbered; chart reindexed.

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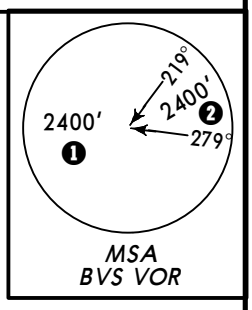
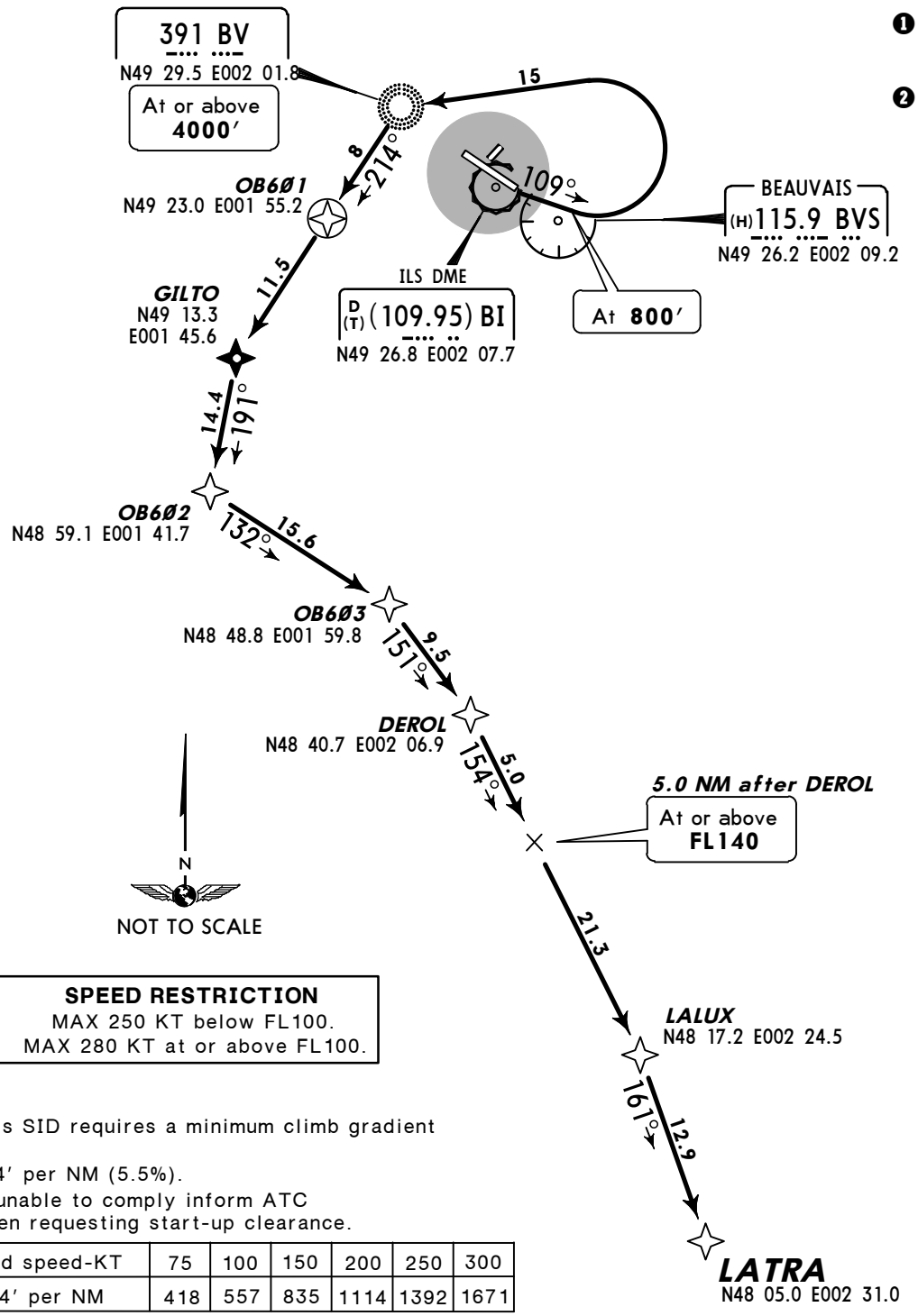
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

LATRA 5V
RWY 12 RNAV DEPARTURE
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



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

This SID requires a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
LATRA 5V *[LATR5V]*	OB601 - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA.

CHANGES: Trans alt; RNAV sensors; RNAV SID renumbered & revised; chart reindexed.

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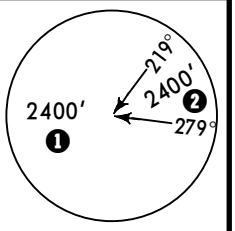
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

LATRA 5W
RWY 30 RNAV DEPARTURE
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

391 BV
N49 29.5 E002 01.8

At **800′** but not before **BI 2 DME**

034°
214°
244°
BI 2 DME
304°

OB601
N49 23.0 E001 55.2

BEAUVAIS
(H)115.9 BVS
N49 26.2 E002 09.2

ILS DME
D (T) (109.95) BI
N49 26.8 E002 07.7

11.5

GILTO
N49 13.3
E001 45.6

14.4
191°

OB602
N48 59.1 E001 41.7

132°
15.6

OB603
N48 48.8 E001 59.8

151°
9.5

DEROL
N48 40.7 E002 06.9

154°
5.0

5.0 NM after DEROL
At or above **FL140**

N
NOT TO SCALE

21.3

LALUX
N48 17.2 E002 24.5

161°
12.9

LATRA
N48 05.0 E002 31.0

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

This SID requires a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′, but not before BI 2 DME turn LEFT, 244° track, intercept 214° bearing from BV to OB601.

SID	ROUTING
LATRA 5W *[LATR5W]*	OB601 - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA.

CHANGES: Trans alt; RNAV sensors; RNAV SID renumbered & revised; chart reindexed.

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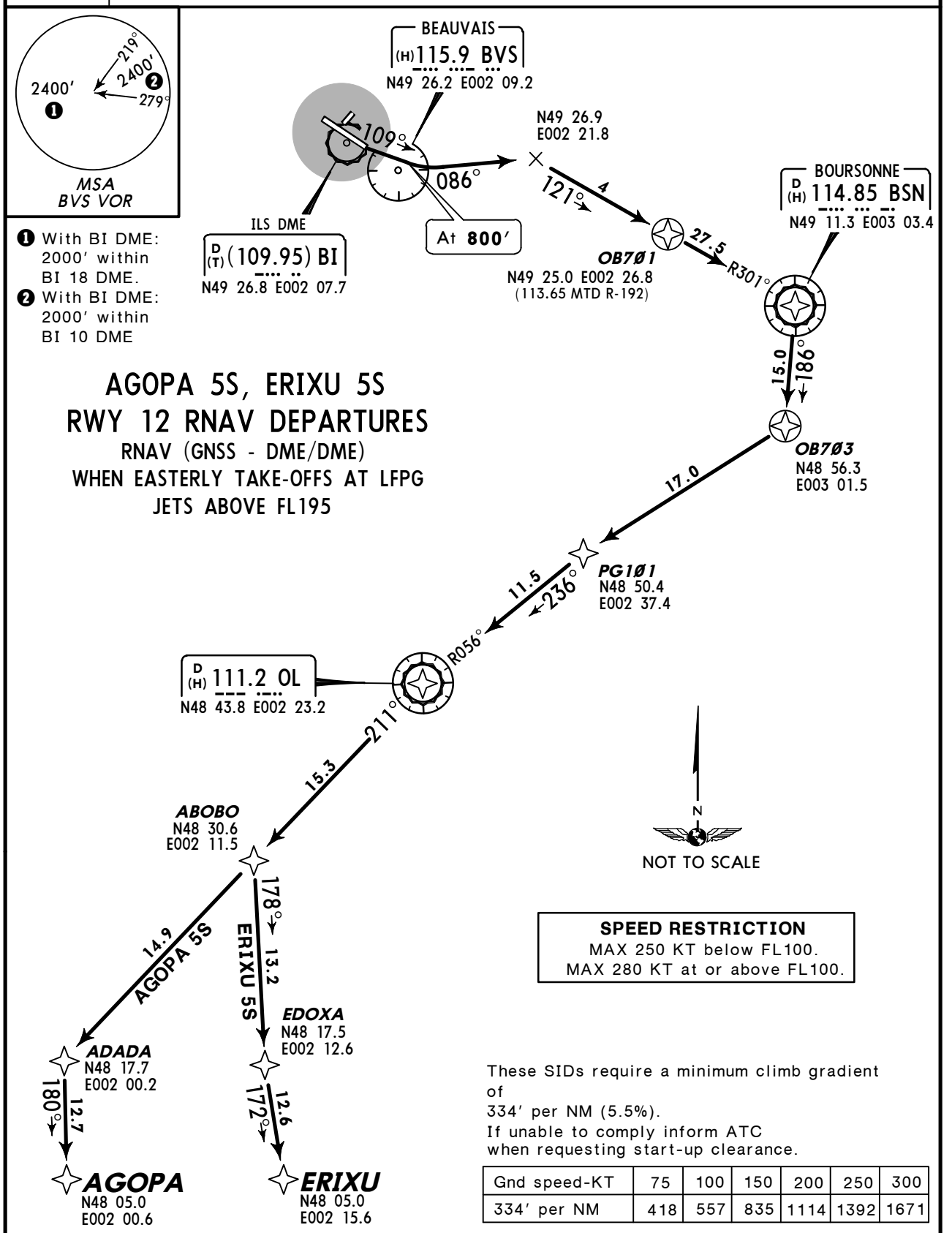
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

AGOPA 5S, ERIXU 5S
RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195

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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-086, intercept BSN R-301 inbound to OB701.

SID	ROUTING
AGOPA 5S *[AGOP5S]* ❸	OB701 - BSN - OB703 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 5S *[ERIX5S]* ❹	OB701 - BSN - OB703 - PG101 - OL - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ UL-167, ❹ UN-860.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered; chart reindexed.

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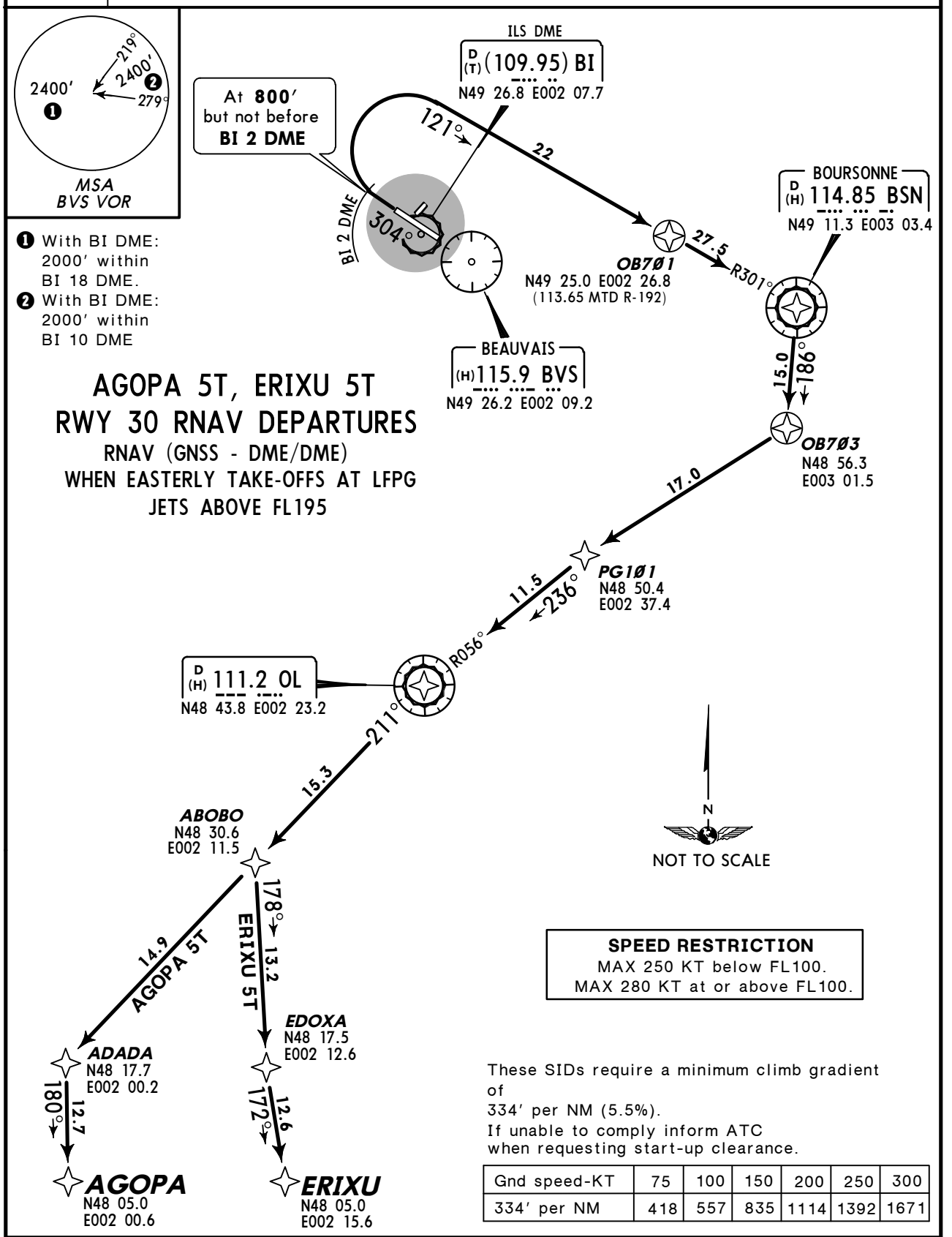
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



AGOPA 5T, ERIXU 5T
RWY 30 RNAV DEPARTURES

RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS ABOVE FL195

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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, intercept BSN R-301 inbound to OB701.

SID	ROUTING
AGOPA 5T *[AGOP5T]* ❸	OB701 - BSN - OB703 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 5T *[ERIX5T]* ❹	OB701 - BSN - OB703 - PG101 - OL - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ UL-167, ❹ UN-860.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered; chart reindexed.

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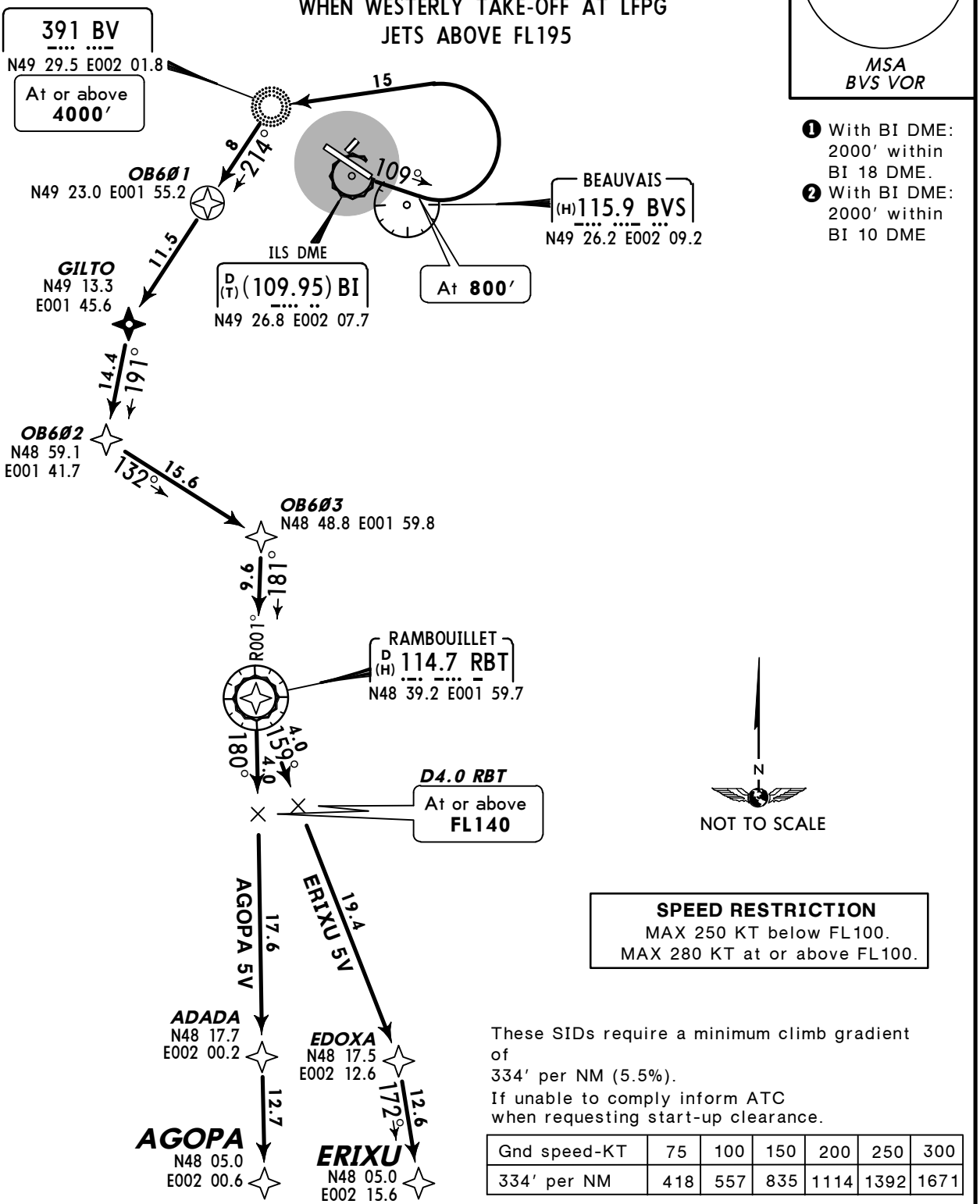
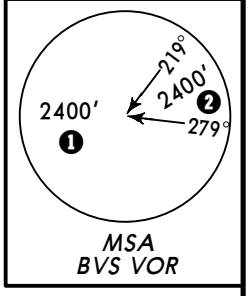
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

AGOPA 5V, ERIXU 5V
RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFF AT LFPG
JETS ABOVE FL195





❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
AGOPA 5V *[AGOP5V]* ❸	OB601 - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA.
ERIXU 5V *[ERIX5V]* ❹	OB601 - GILTO - OB602 - OB603 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ UL-167, ❹ UN-860.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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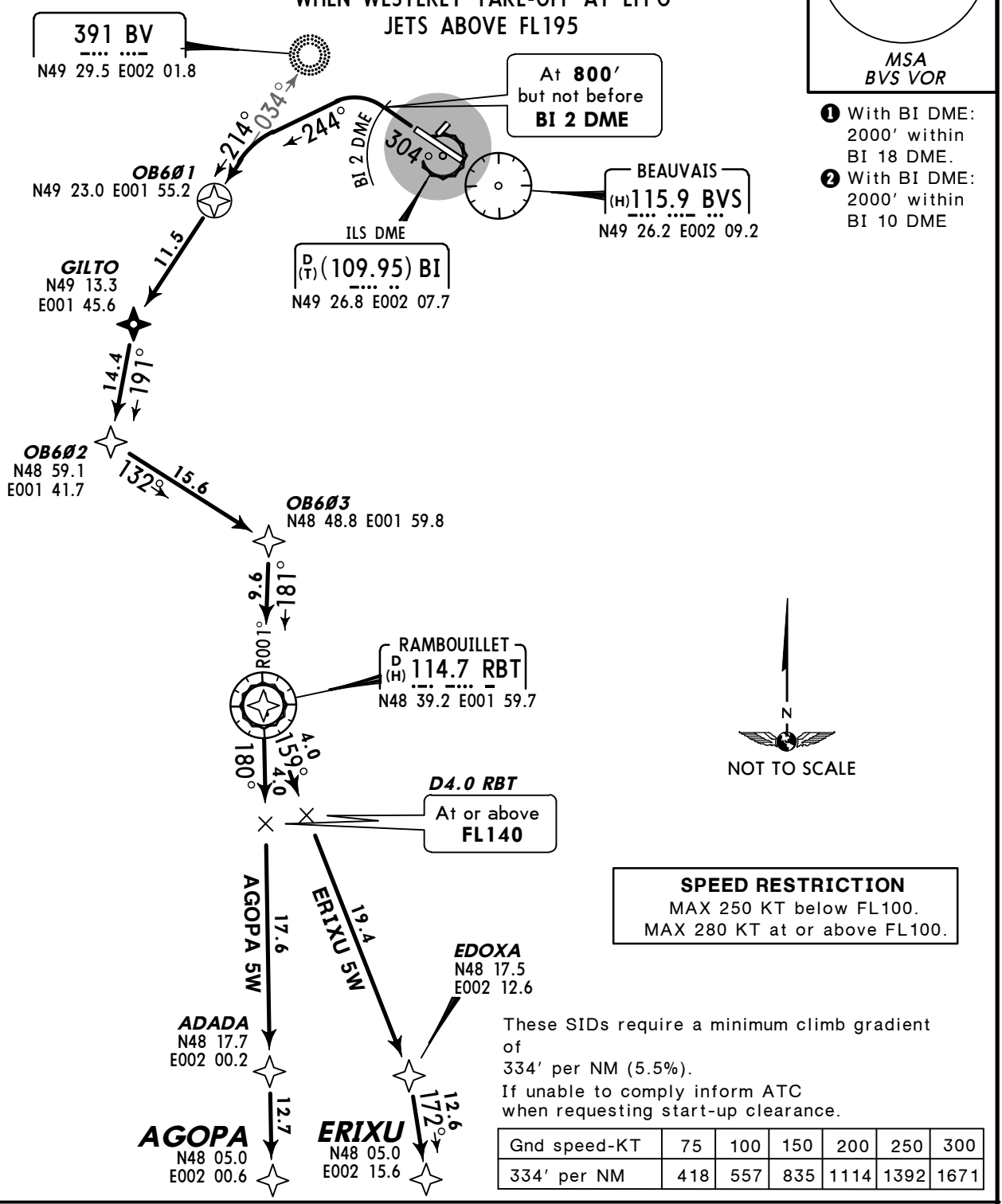
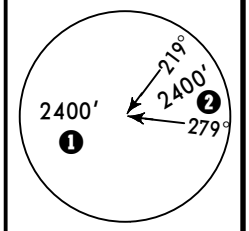
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

AGOPA 5W, ERIXU 5W
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFF AT LFPG
JETS ABOVE FL195





❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′, but not before BI 2 DME turn LEFT, 244° track, intercept 214° bearing from BV to OB601.

SID	ROUTING
AGOPA 5W *[AGOP5W]*❸	OB601 - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA.
ERIXU 5W *[ERIX5W]*❹	OB601 - GILTO - OB602 - OB603 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ UL-167, ❹ UN-860.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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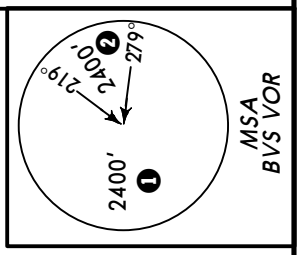
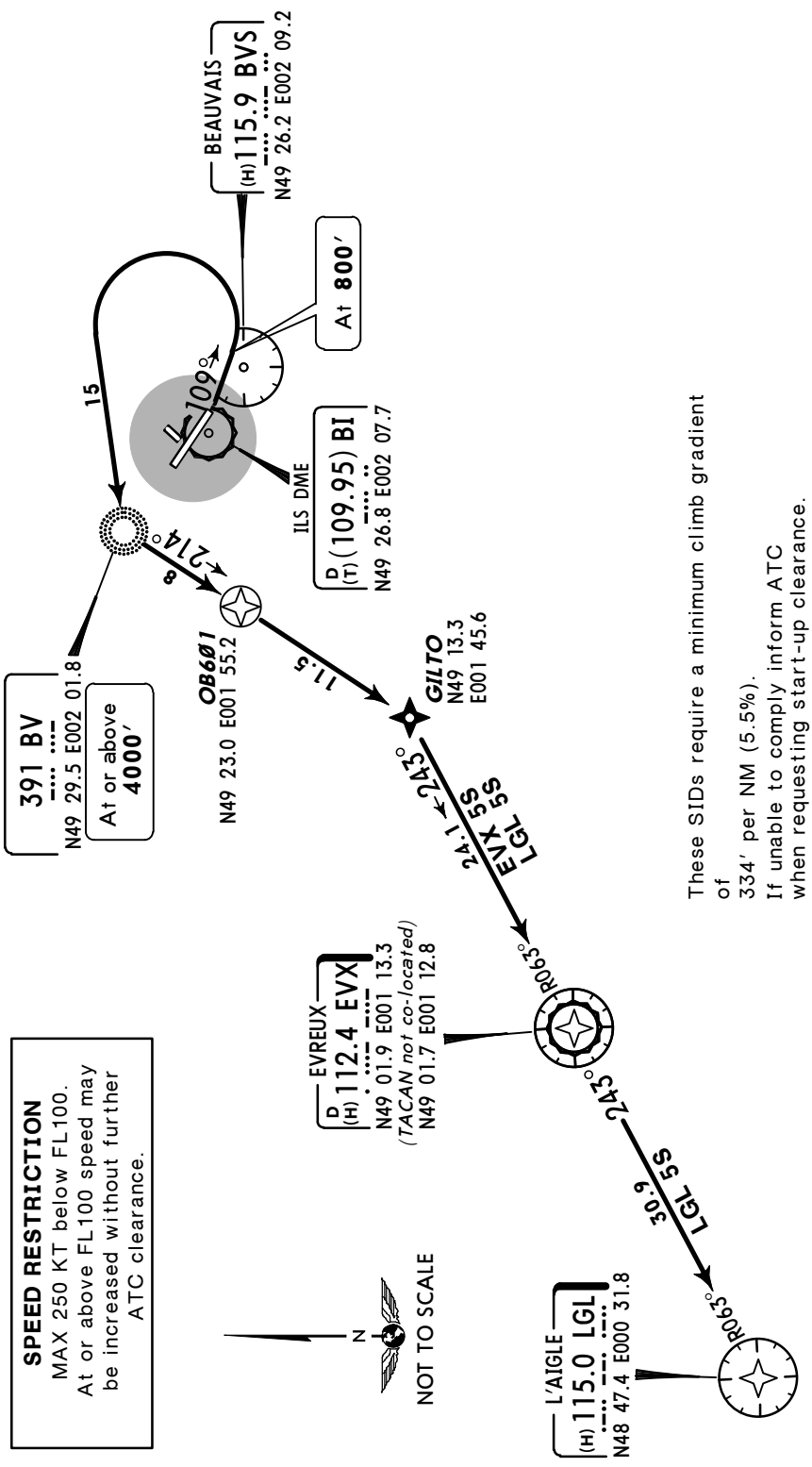
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 5S, LGL 5S
RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS & PROPS ABOVE FL115



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



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

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
EVX 5S ❸	OB601 - GILTO - EVX.
LGL 5S ❹	OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ❸ UT-300, ❹ UN-502.

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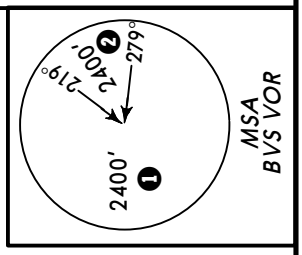
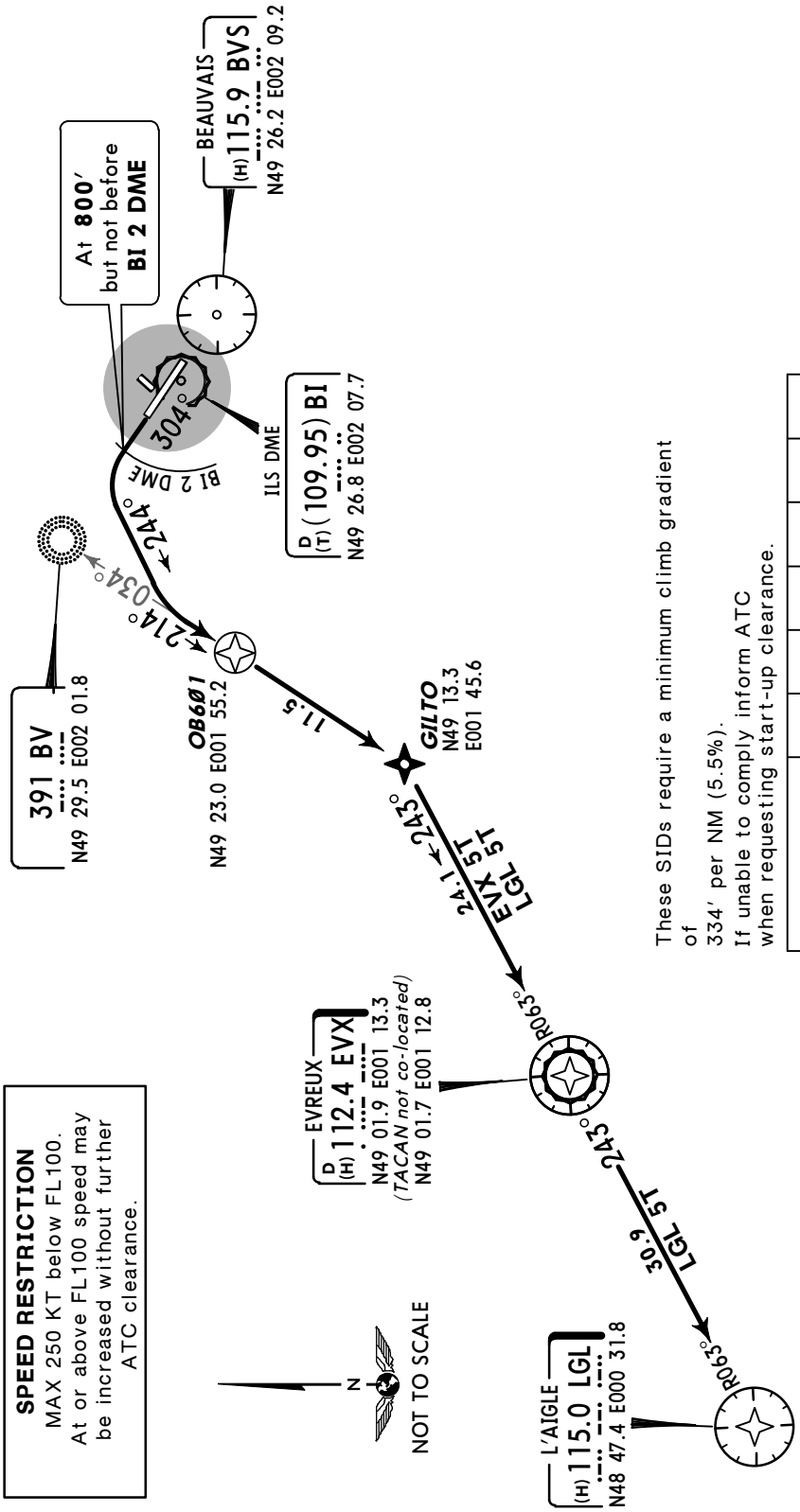
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 5T, LGL 5T
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG
JETS & PROPS ABOVE FL115



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



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

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′, but not before BI 2 DME turn LEFT, 244° track, intercept 214° bearing from BV to OB601.

SID	ROUTING
EVX 5T ❸	OB601 - GILTO - EVX.
LGL 5T ❹	OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ❸ UT-300, ❹ UN-502.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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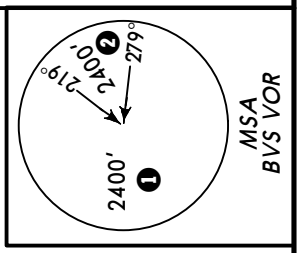
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 5V, LGL 5V
RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG
JETS & PROPS ABOVE FL115



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

BEAUVAIS
(H)115.9 BVS
N49 26.2 E002 09.2

At 800′

109°

15

ILS DME
D (T)(109.95) BI
N49 26.8 E002 07.7

214°

8

391 BV
N49 29.5 E002 01.8

At or above 4000′

OB601
N49 23.0 E001 55.2

11.5

GILTO
N49 13.3
E001 45.6

242°

24.1

EVX 5V
LGL 5V

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

EVREUX
D (H)112.4 EVX
N49 01.9 E001 13.3
(TACAN not co-located)
N49 01.7 E001 12.8

R065°

242°

30.9

LGL 5V

R063°

L'AIGLE
(H)115.0 LGL
N48 47.4 E000 31.8

N

NOT TO SCALE

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

Initial climb clearance **4000′**

INITIAL CLIMB

At DER climb on 109° track to 800′, turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
EVX 5V ❸	OB601 - GILTO - EVX.
LGL 5V ❹	OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ❸ UT-300, ❹ UN-502.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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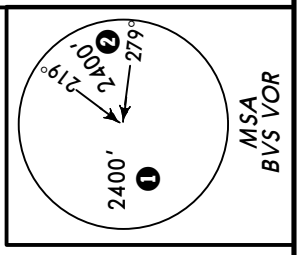
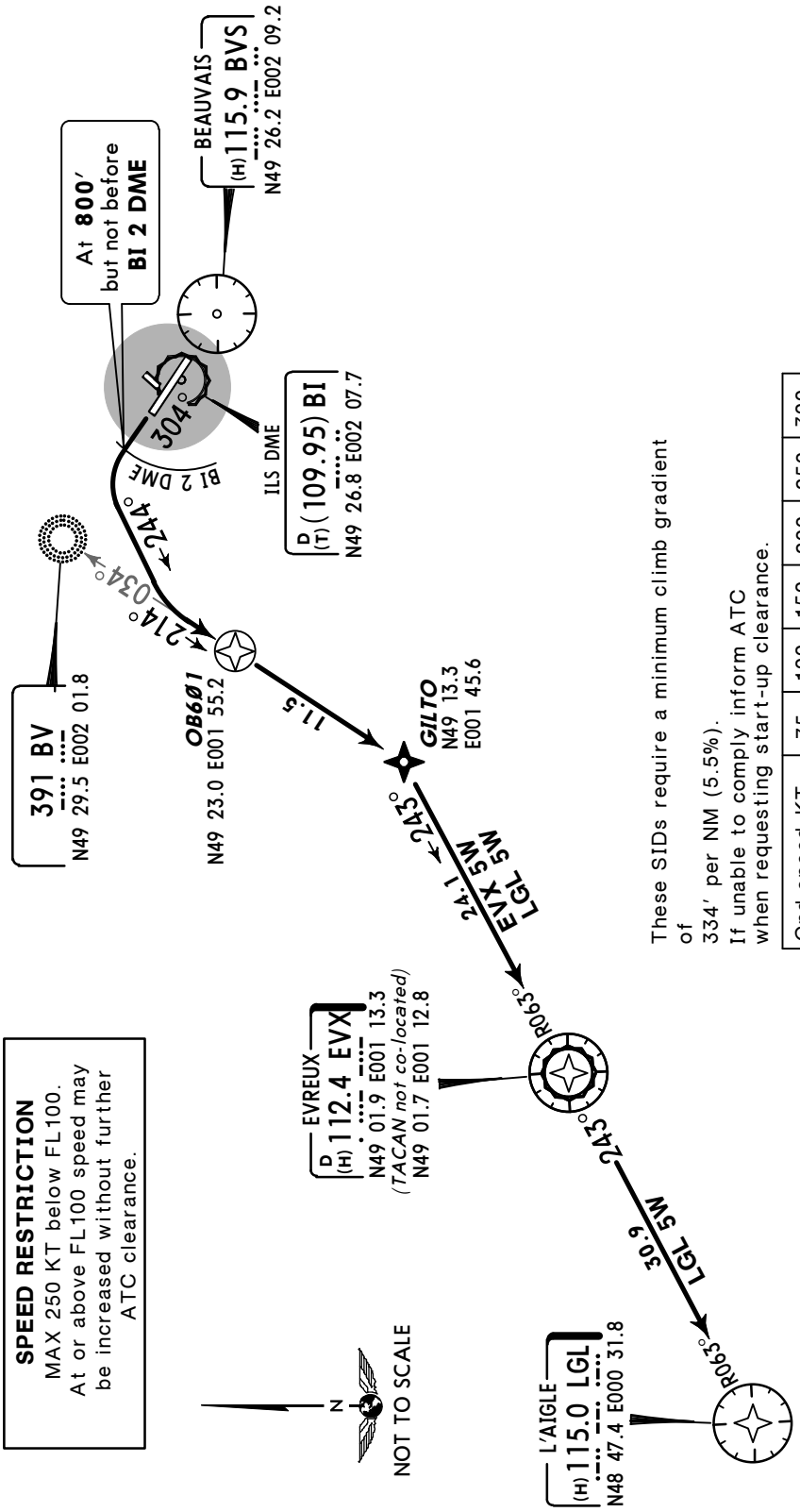
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial departure is only protected in conventional navigation. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings (refer to 10-4). 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 5W, LGL 5W
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG
JETS & PROPS ABOVE FL115



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME



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

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).
If unable to comply inform ATC when requesting start-up clearance.

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′, but not before BI 2 DME turn LEFT, 244° track, intercept 214° bearing from BV to OB601.

SID	ROUTING
EVX 5W ❸	OB601 - GILTO - EVX.
LGL 5W ❹	OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ❸ UT-300, ❹ UN-502.

CHANGES: Trans alt; RNAV sensors; RNAV SIDs renumbered & revised; chart reindexed.

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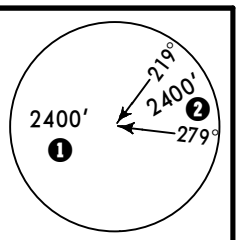
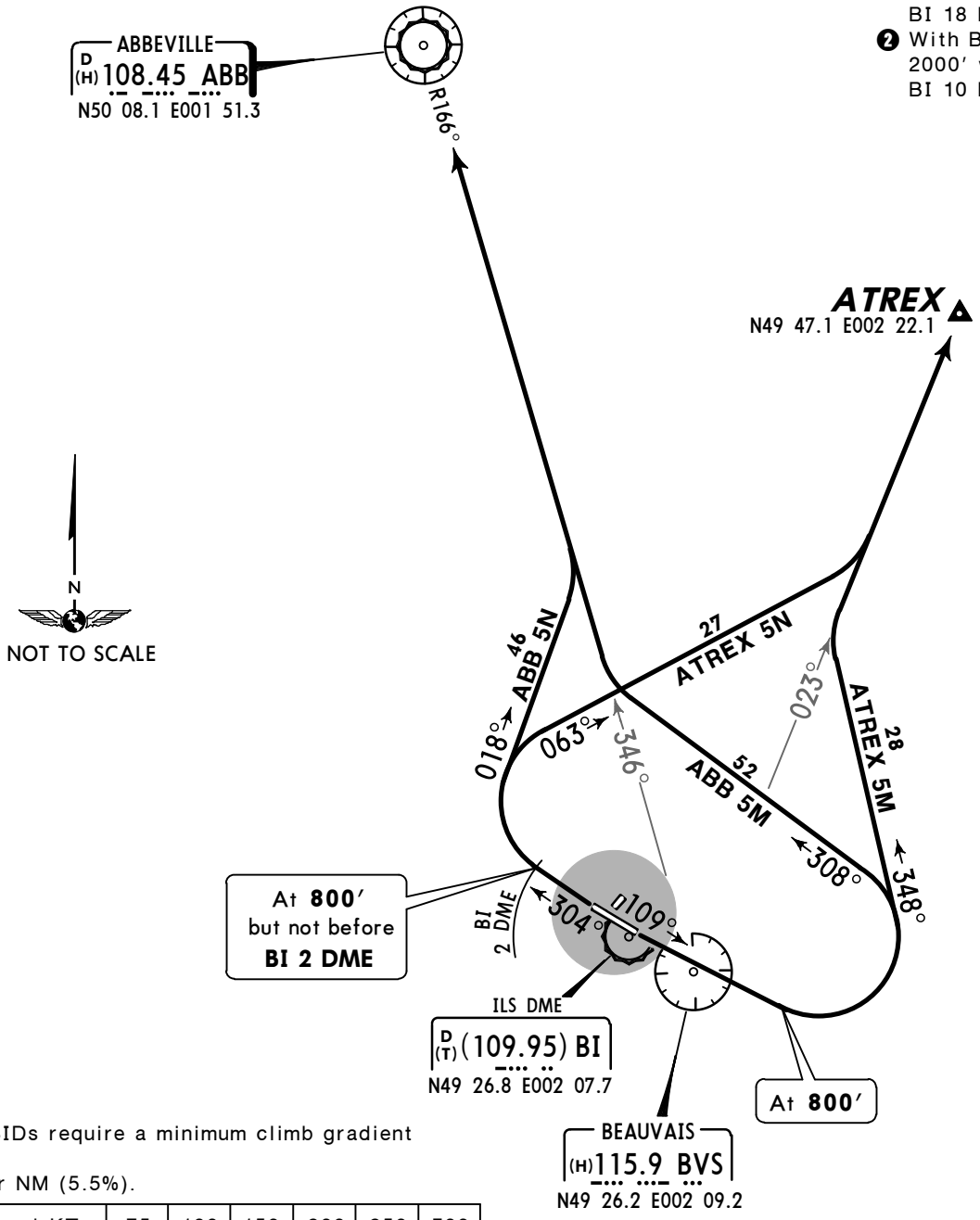
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME

ABB 5M, ABB 5N
ATREX 5M *[ATRE5M]*, ATREX 5N *[ATRE5N]*
RWYS 12, 30 DEPARTURES



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 inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
ABB 5M	**12**	At DER climb on 109° track to 800′, turn LEFT, 308° track, intercept BVS R-346 to ABB.
ABB 5N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 018° track, intercept BVS R-346 to ABB.
ATREX 5M ❸	**12**	At DER climb on 109° track to 800′, turn LEFT, 348° track, intercept BVS R-023 to ATREX.
ATREX 5N ❸	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 063° track, intercept BVS R-023 to ATREX.

❸ SID allows the junction with RNAV routes.

CHANGES: Trans alt; SIDs renumbered; chart reindexed.

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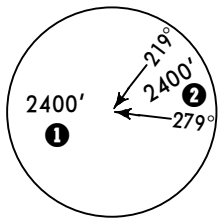
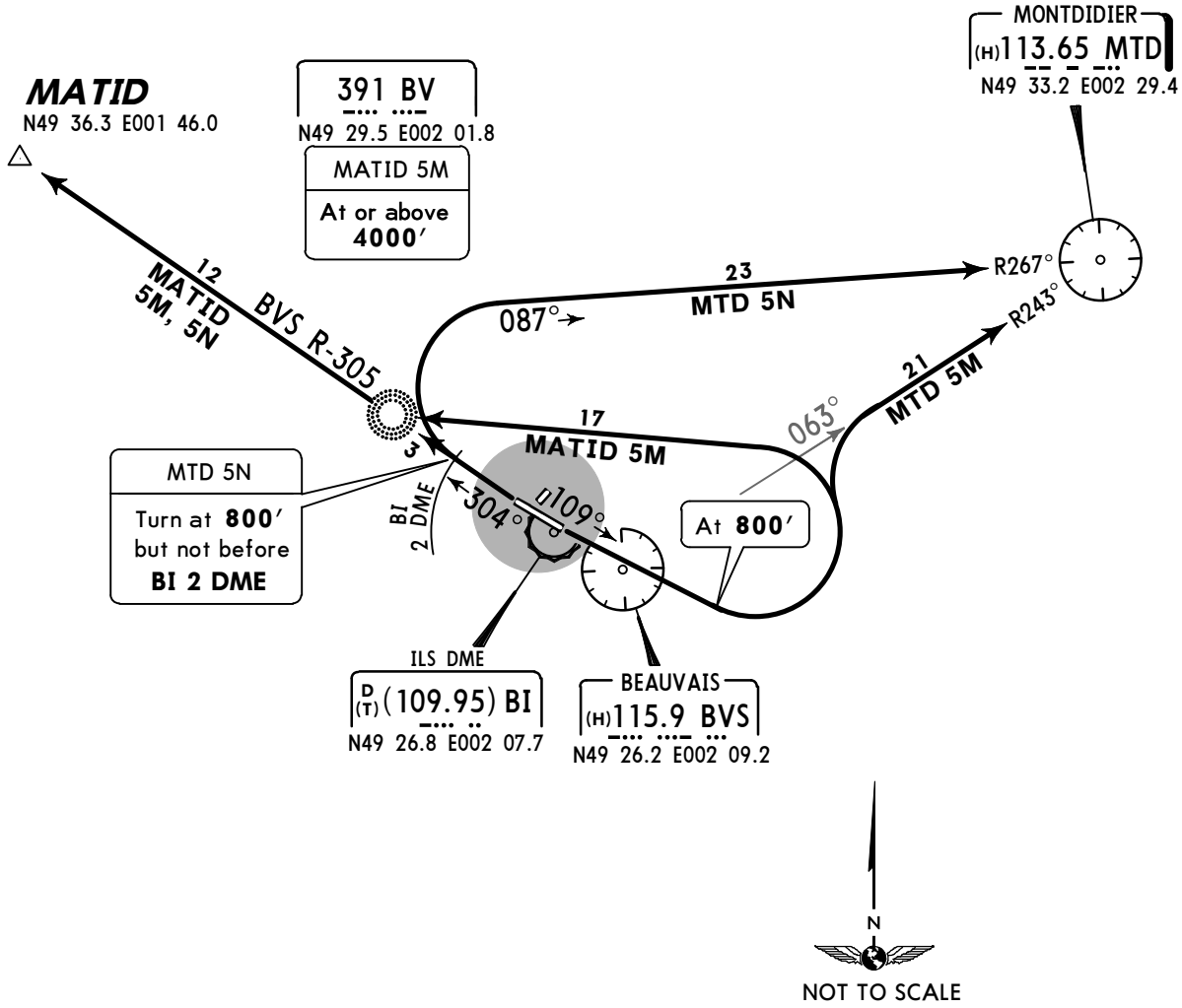
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



MSA
BVS VOR

❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME.

MATID 5M *[MATI5M]*, MATID 5N *[MATI5N]*
MTD 5M, MTD 5N
RWYS 12, 30 DEPARTURES



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 inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
MATID 5M ❸	**12**	At DER climb on 109° track to 800′, turn LEFT to BV, intercept BVS R-305 to MATID.
MATID 5N ❸	**30**	Climb on 304° track to 1400′, intercept BVS R-305 to MATID.
MTD 5M	**12**	At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-063 to MTD.
MTD 5N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, intercept MTD R-267 inbound to MTD.

❸ For flights to LFOP only.

CHANGES: Trans alt; SIDs renumbered; chart reindexed.

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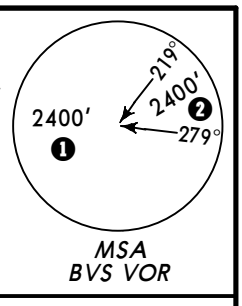
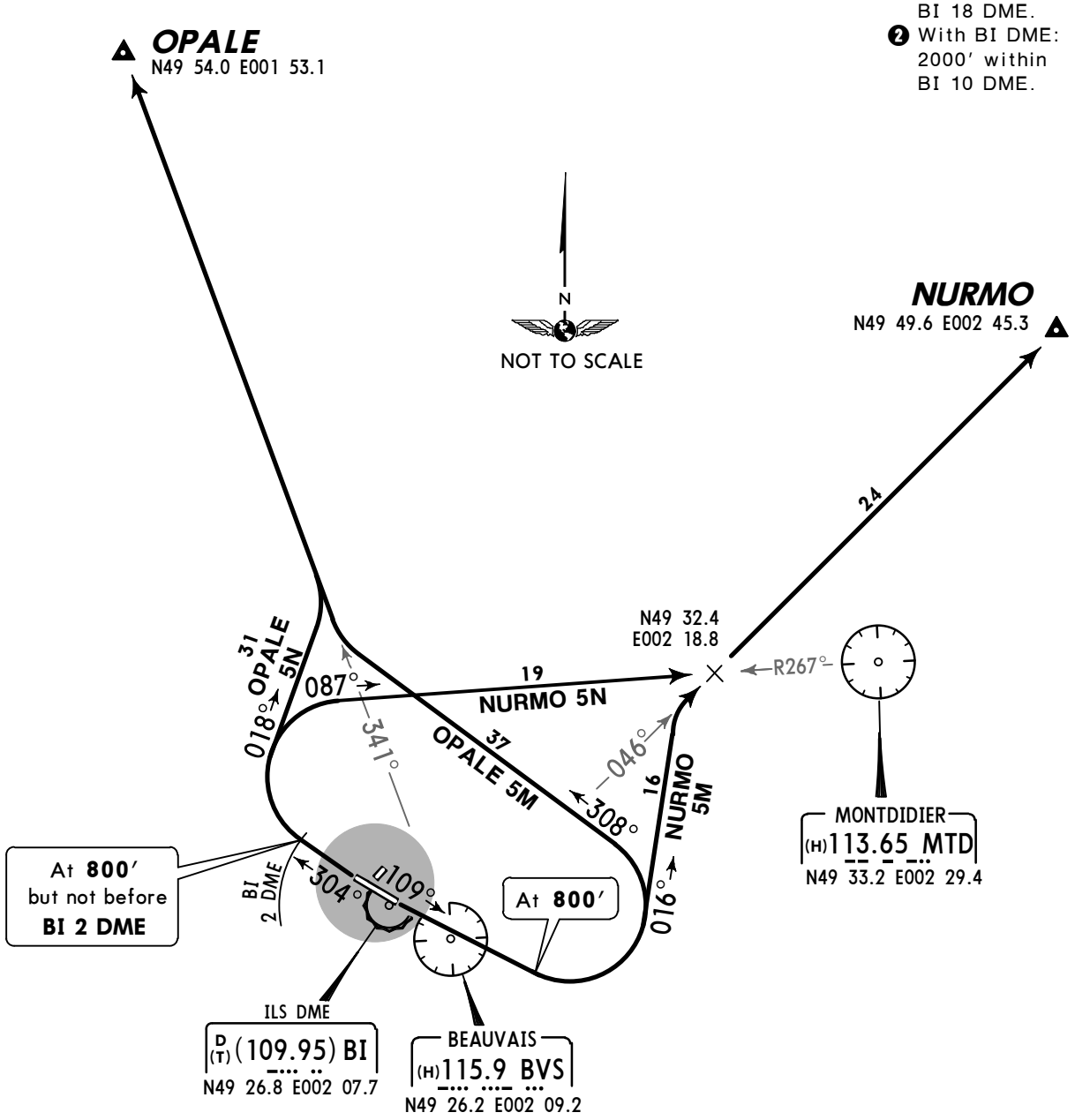
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



❶ With BI DME: 2000′ within BI 18 DME.
❷ With BI DME: 2000′ within BI 10 DME.

NURMO 5M *[NURM5M]*, NURMO 5N *[NURM5N]*
OPALE 5M *[OPAL5M]*, OPALE 5N *[OPAL5N]*
RWYS 12, 30 DEPARTURES



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 inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
NURMO 5M	**12**	At DER climb on 109° track to 800′, turn LEFT, 016° track, intercept BVS R-046 to NURMO.
NURMO 5N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, intercept MTD R-267 inbound, intercept BVS R-046 to NURMO.
OPALE 5M	**12**	At DER climb on 109° track to 800′, turn LEFT, 308° track, intercept BVS R-341 to OPALE.
OPALE 5N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 018° track, intercept BVS R-341 to OPALE.

CHANGES: Trans alt; SIDs renumbered; chart reindexed.

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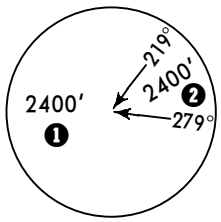
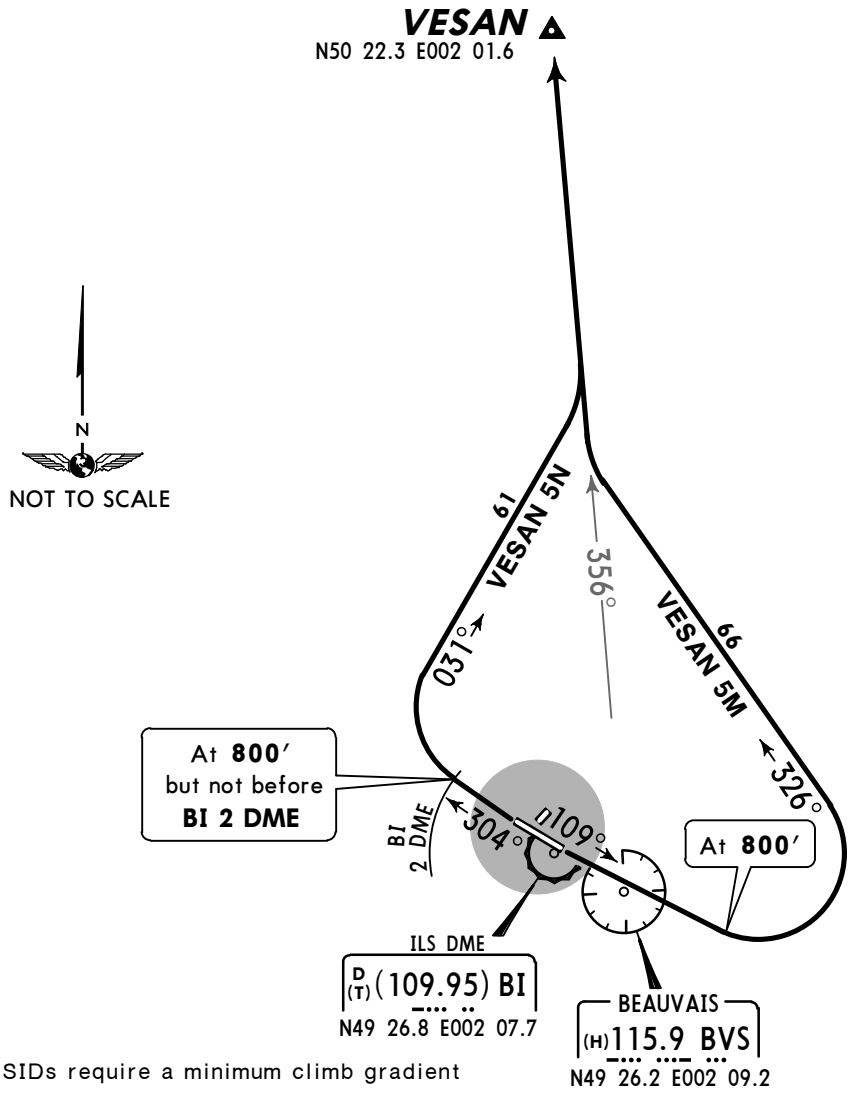
Apt Elev	
359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



MSA
BVS VOR

1 With BI DME: 2000′ within BI 18 DME.
2 With BI DME: 2000′ within BI 10 DME.

VESAN 5M *[VESA5M]*, VESAN 5N *[VESA5N]*
RWYS 12, 30 DEPARTURES
SIDS ALLOW THE JUNCTION WITH RNAV ROUTES



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 inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
VESAN 5M	**12**	At DER climb on 109° track to 800′, turn LEFT, 326° track, intercept BVS R-356 to VESAN.
VESAN 5N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 031° track, intercept BVS R-356 to VESAN.

RWYS 12, 30 OMNIDIRECTIONAL DEPARTURES
BY ATC

These departures 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 inform ATC when requesting start-up clearance.

RWY	ROUTING
12	Climb straight ahead to 1100′, then depart omnidirectional climbing to enroute safety altitude.
30	Climb straight ahead to 1400′, then depart omnidirectional climbing to enroute safety altitude.

CHANGES: Trans alt; SIDs renumbered; chart reindexed.

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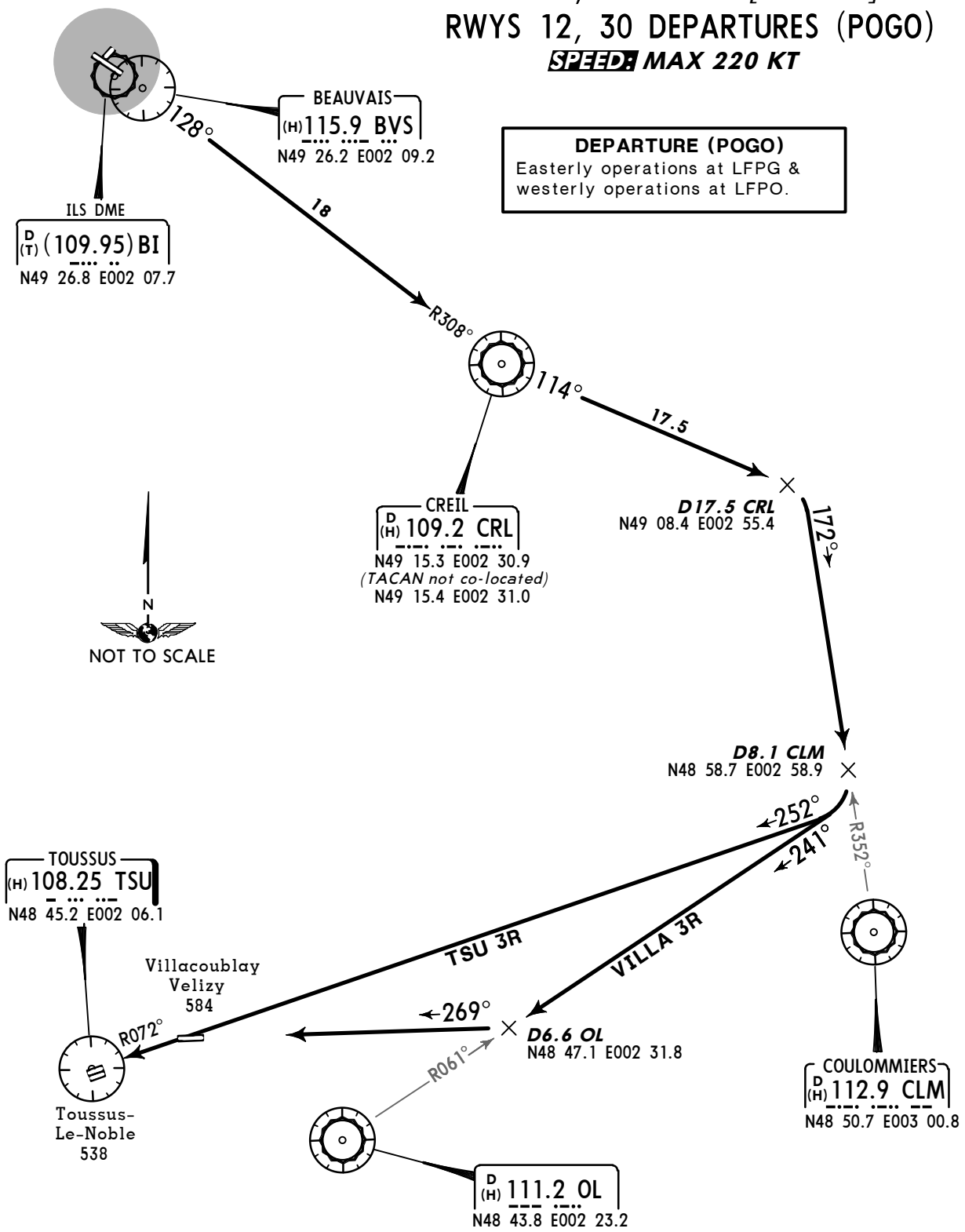
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial climb clearance by ATC. 2. Simultaneous departures at LFPG. 3. SIDs are also minimum noise routings. 4. POGO departures do not include holding procedures. 5. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 6. Users of POGO routes connecting Beauvais to Toussus-Le-Noble and Villacoublay must plan their arrival before 0730LT, between 1230-1630LT and after 2000LT.

TSU 3R, VILLA 3R *[VILA3R]*
RWYS 12, 30 DEPARTURES (POGO)
SPEED: MAX 220 KT



DEPARTURE (POGO)
Easterly operations at LFPG & westerly operations at LFPO.

These SIDs require a minimum climb gradient of 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Proceed via POGO routing at the last assigned altitude until descent point.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Departures renumbered.

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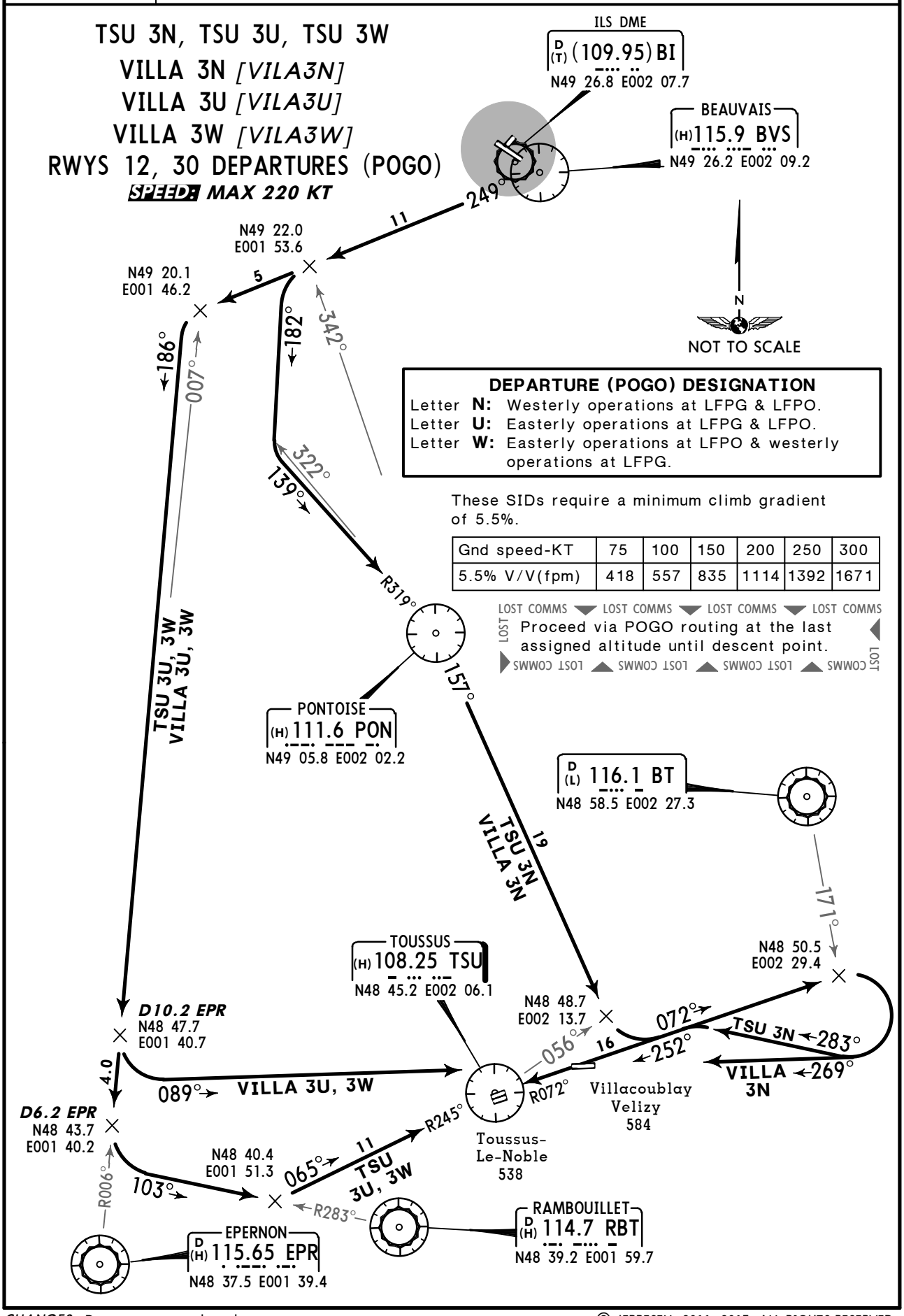
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. Initial climb clearance by ATC. 2. Simultaneous departures at LFPG. 3. SIDs are also minimum noise routings. 4. POGO departures do not include holding procedures. 5. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 6. Users of POGO routes connecting Beauvais to Toussus-Le-Noble and Villacoublay must plan their arrival before 0730LT, between 1230-1630LT and after 2000LT.



CHANGES: Departures renumbered.

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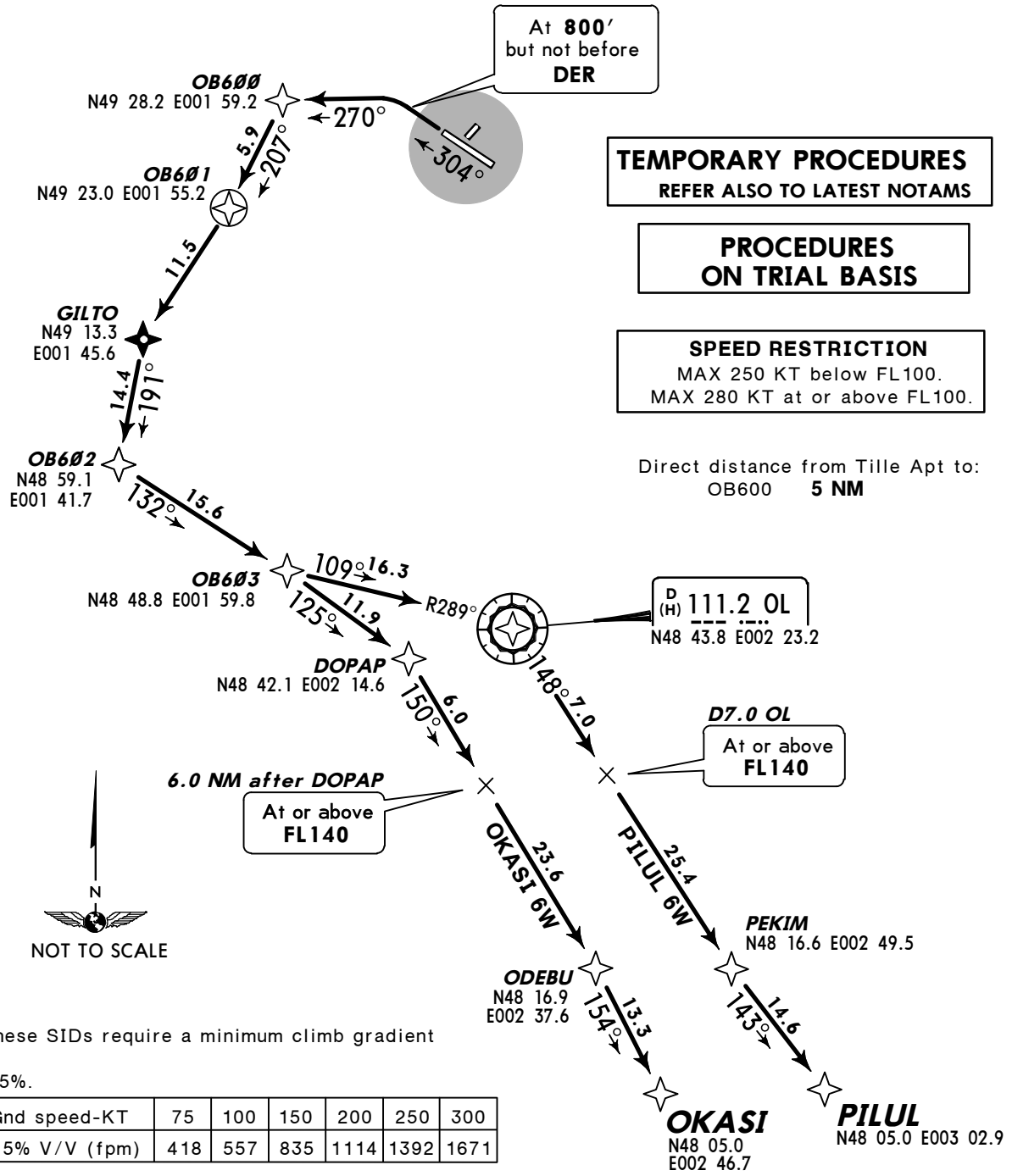
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings. 2. If unable to fly RNAV 1 after OB601 report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

OKASI 6W, PILUL 6W
RWY 30 RNAV DEPARTURES
RNAV 1 (GNSS - DME/DME)
WEST CONFIGURATION AT LFPG
JETS ABOVE FL195



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

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

Direct distance from Tille Apt to:
OB600 **5 NM**

These SIDs require a minimum climb gradient of 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on 304° track, at 800′, but not before DER turn LEFT, 270° track to OB600, then to OB601.

SID	ROUTING
OKASI 6W *[OKAS6W]* ❶	OB601 - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI.
PILUL 6W *[PILU6W]* ❷	OB601 - GILTO - OB602 - OB603 - OL - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: New temporary chart.

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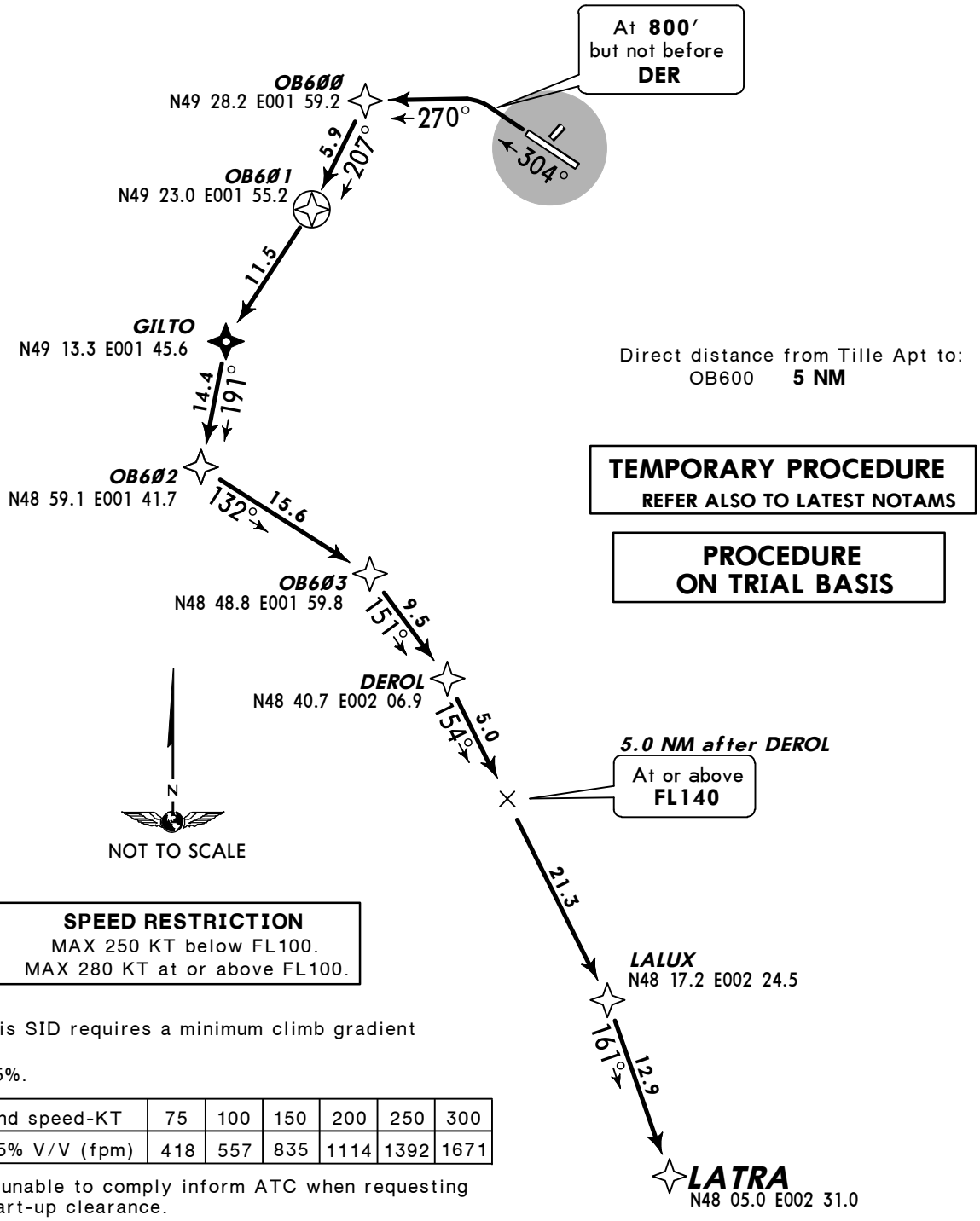
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings. 2. If unable to fly RNAV 1 after OB601 report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

LATRA 6W
RWY 30 RNAV DEPARTURE
RNAV 1 (GNSS - DME/DME)
WEST CONFIGURATION AT LFPG
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



Direct distance from Tille Apt to:
OB600 **5 NM**

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

PROCEDURE ON TRIAL BASIS

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

This SID requires a minimum climb gradient of 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on 304° track, at 800′, but not before DER turn LEFT, 270° track to OB600, then to OB601.

SID	ROUTING
LATRA 6W *[LATR6W]*	OB601 - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA.

CHANGES: New temporary chart.

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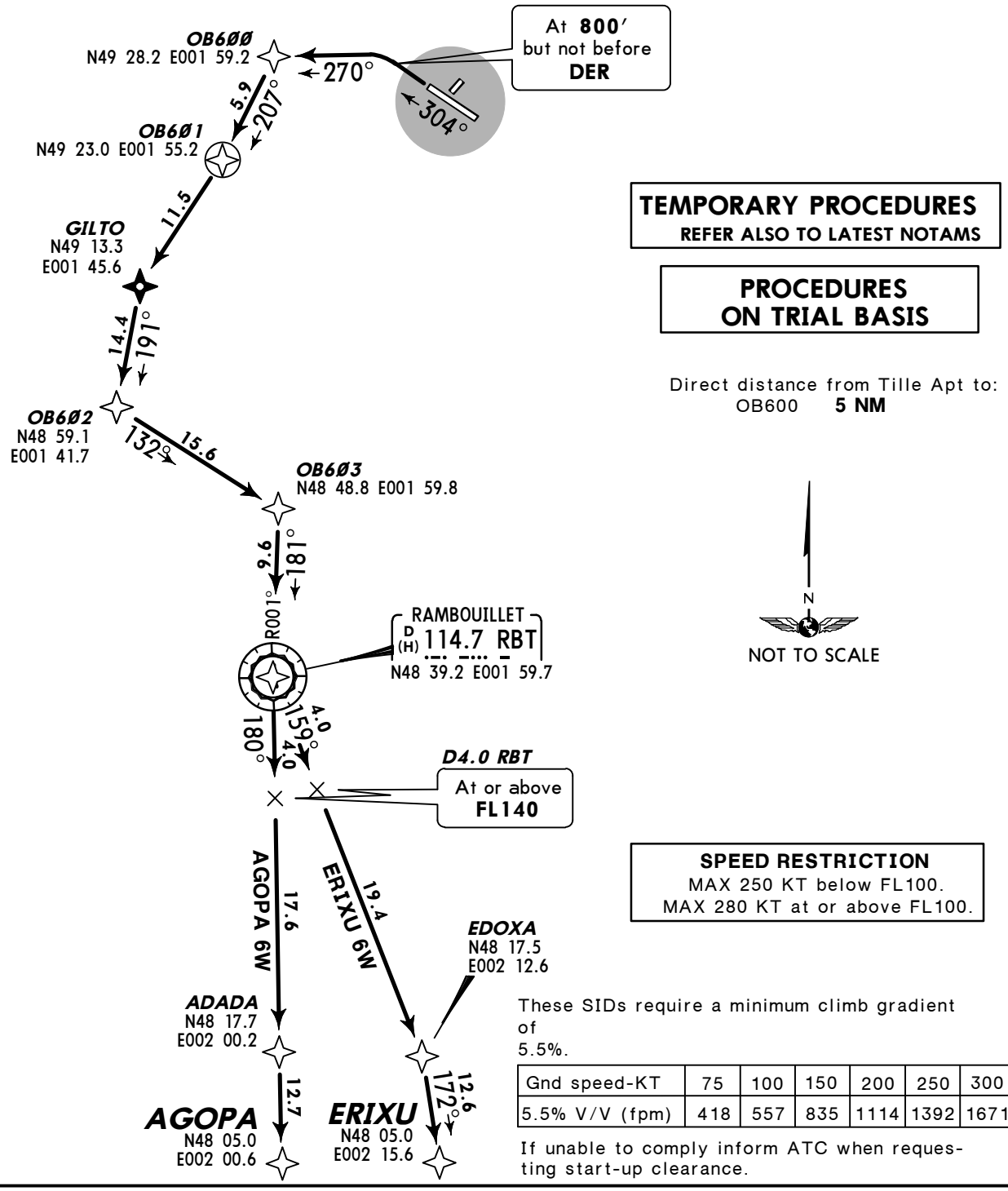
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings. 2. If unable to fly RNAV 1 after OB601 report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

AGOPA 6W, ERIXU 6W
RWY 30 RNAV DEPARTURES
RNAV 1 (GNSS - DME/DME)
WEST CONFIGURATION AT LFPG
JETS ABOVE FL195



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

Direct distance from Tille Apt to:
OB600 **5 NM**

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

These SIDs require a minimum climb gradient of 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on 304° track, at 800′, but not before DER turn LEFT, 270° track to OB600, then to OB601.

SID	ROUTING
AGOPA 6W *[AGOP6W]* ❶	OB601 - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA.
ERIXU 6W *[ERIX6W]* ❷	OB601 - GILTO - OB602 - OB603 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UN-860.

CHANGES: New temporary chart.

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Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings. 2. If unable to fly RNAV 1 after OB601 report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

EVX 6T, LGL 6T
EAST CONFIGURATION AT LFPG

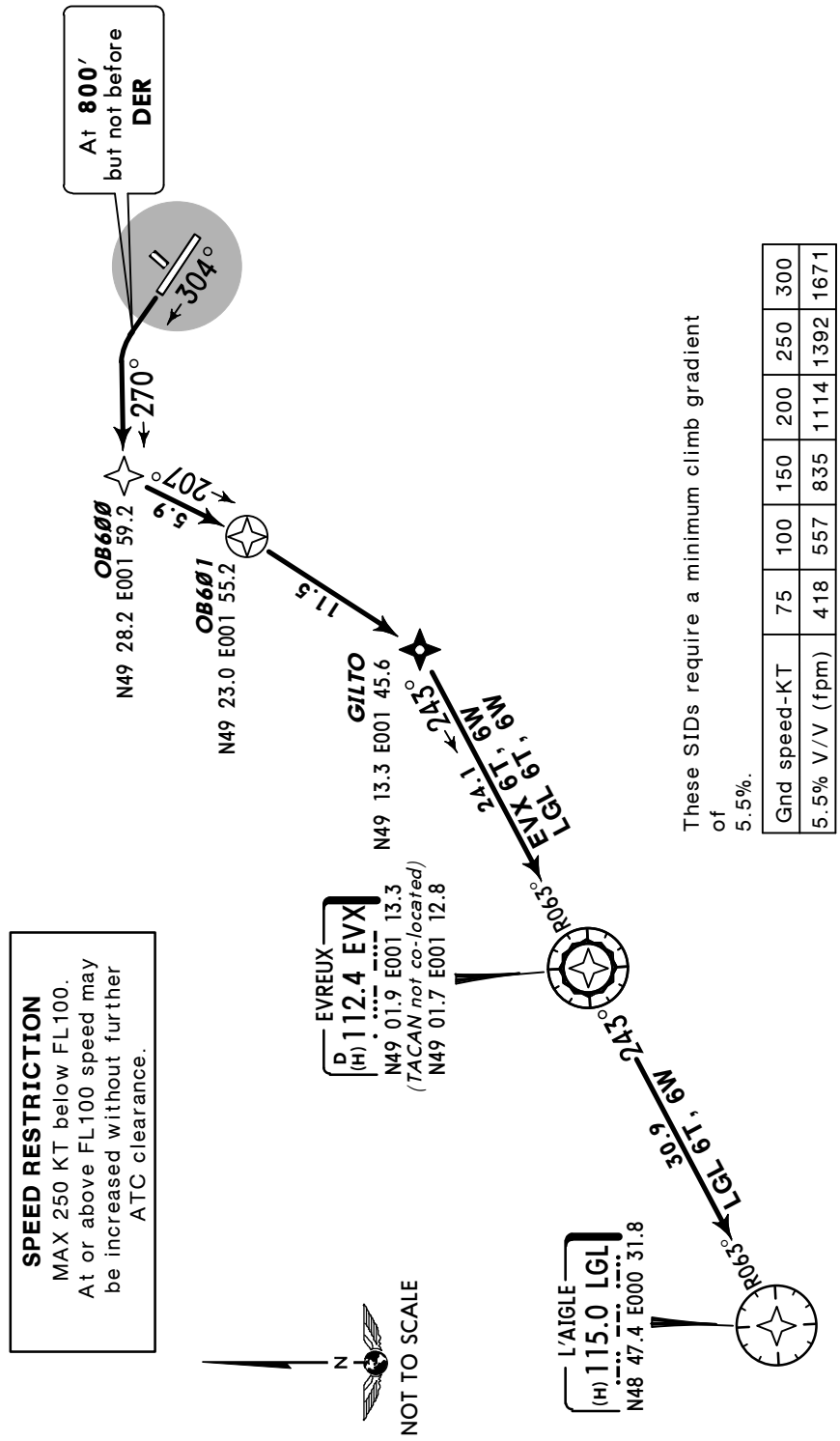
EVX 6W, LGL 6W
WEST CONFIGURATION AT LFPG

RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115

Direct distance from Tille Apt to:
OB600 **5 NM**

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



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

These SIDs require a minimum climb gradient of 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on 304° track, at 800′, but not before DER turn LEFT, 270° track to OB600, then to OB601.

SID	ROUTING
EVX 6T, 6W ❶	OB601 - GILTO - EVX.
LGL 6T, 6W ❷	OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: New temporary chart.

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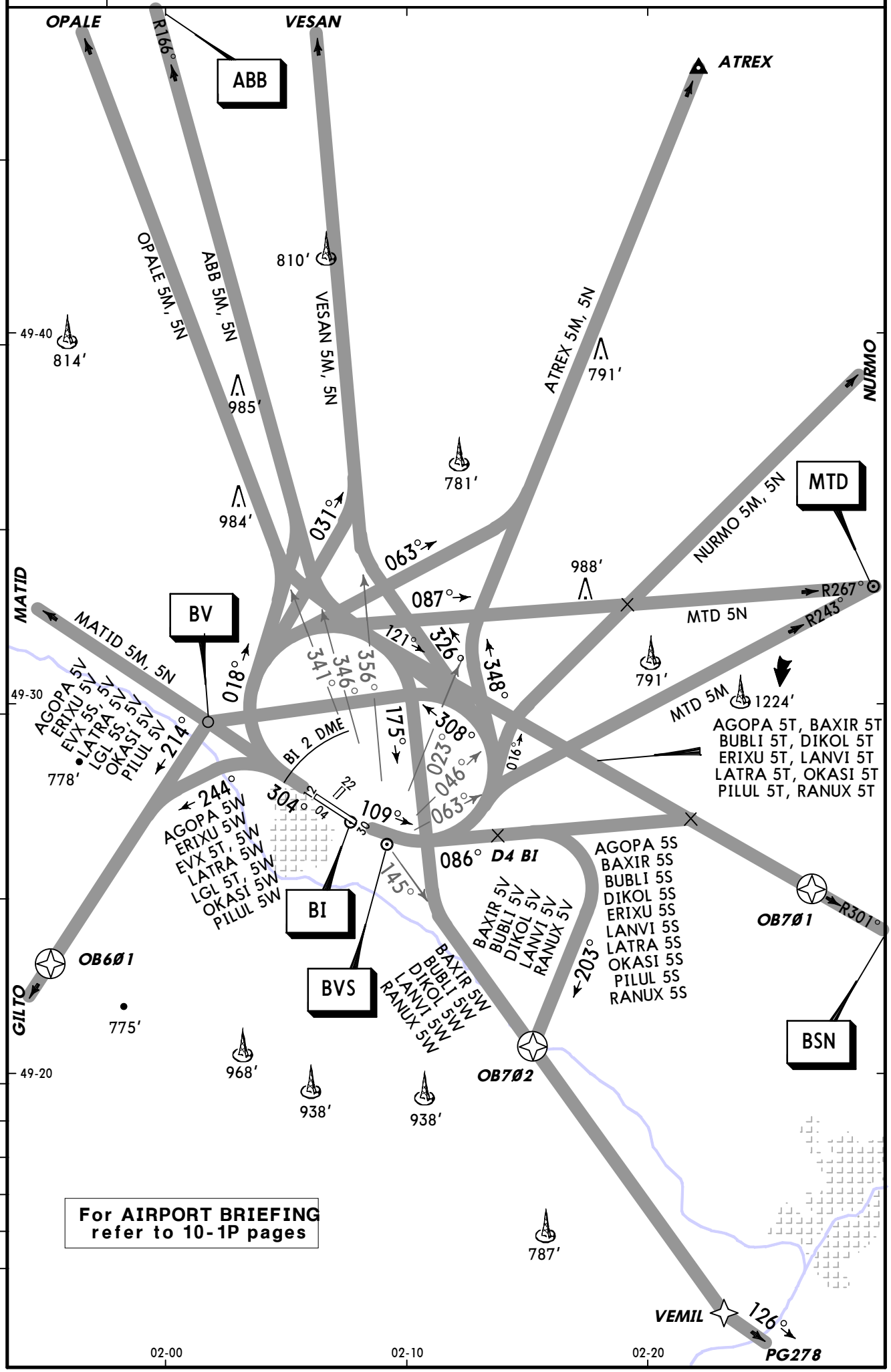
Apt Elev 359′

NOISE ABATEMENT



CHANGES: SIDs renumbered & revised.

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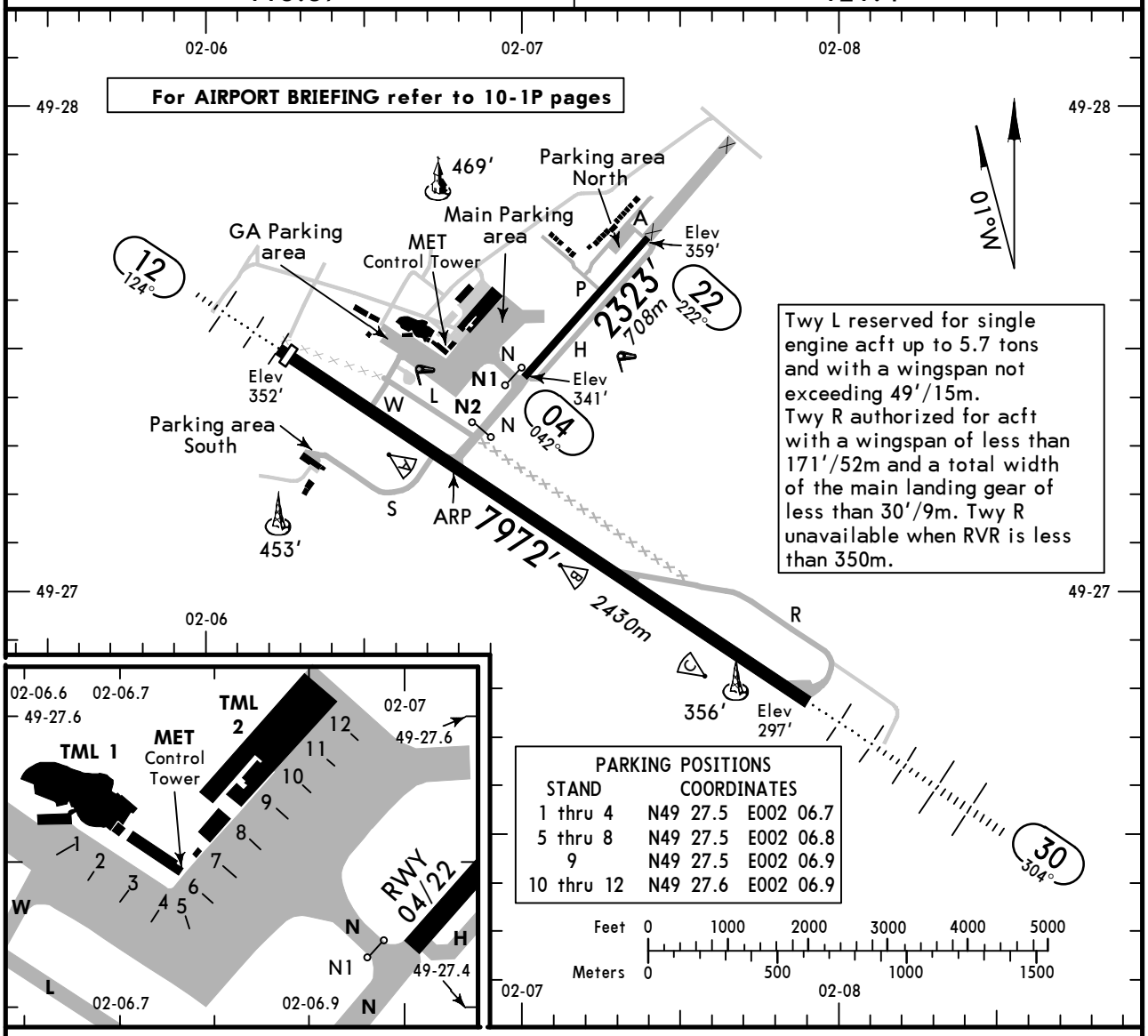
*ATIS	*BEAUVAIS Tower
118.37	121.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04 / 22					82′ *25m*
12	HIRL *(60m)* CL *(15m)* HIALS TDZ PAPI-L ❶ RVR	7828′ *2386m*	6613′ *2016m*	❷	148′ *45m*
30	HIRL *(60m)* CL *(15m)* HIALS RVR		7152′ *2180m*		

❶ (angle 3.0°)
❷ TAKE-OFF RUN AVAILABLE
RWY 12:
From rwy head 7972′ (2430m)
twy W int 6667′ (2032m) inform TWR at start up.

Standard

TAKE-OFF [1]

	Rwy 12/30 LVP must be in force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m* [2]	*200m* [2]	*250m* [2]	*400m*	*500m*
B					
C					
D	*200m* [2]	*250m* [2]	*300m* [2]		

[1] Operators applying U.S. Ops Specs: CL required below 300m.
[2] Rwy 30: 350m.

CHANGES: Stopway rwy 22 withdrawn. Apron. Parking stands.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
12	ILS	552′ (200′)	750m / 1000m
	LOC	760′ (408′)	1400m / 1400m
	RNAV (LPV)	602′ (250′)	800m / 1000m
	RNAV (LNAV)	730′ (378′)	1300m / 1300m
	VOR	760′ (401′)	1400m / 1400m
	NDB	780′ (421′)	1500m / 1500m
30	ILS	497′ (200′)	550m / 1000m
	LOC	600′ (303′)	800m / 1000m
	VOR Z or Y	620′ (323′)	800m / 1000m
	VOR X	920′ (623′)	1500m / 1500m

CIRCLE-TO-LAND ❶	MDA(H)	VIS
With Local ATS	860′ (501′)	1500m
W/o Local ATS ❷❸	1000′ (641′)	1500m
After VOR X rwy 30 ❹	920′ (623′)	1500m
With prescribed flight tracks to rwy 12	810′ (451′)	1500m

❶To RWY 12/30.
❷NIGHT: NOT AUTHORIZED.
❸NOT APPLICABLE after ILS Y or LOC Y or VOR Y or VOR X rwy 30.
❹Circling height based on rwy 30 thresh elev of 297′.

TAKE-OFF RWY 04, 12, 22, 30

LVP must be in Force ❺				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❻	800m

❺Without LVP 400m are stipulated.
❻Or rejected take-off distance whichever is the greater.

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BEAUVAIS, FRANCE
ILS or LOC Rwy 12

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

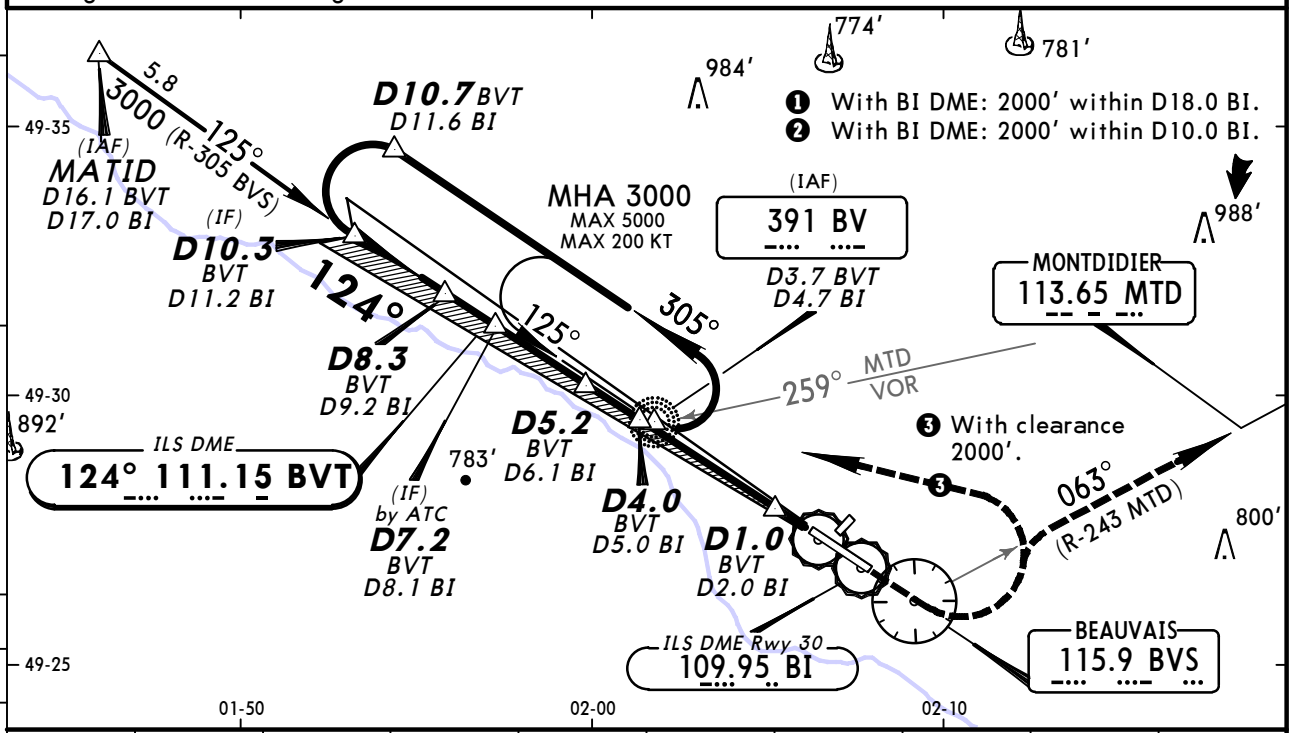
LOC BVT	Final Apch Crs	GS D4.0 BVT	ILS DA(H)	Apt Elev 359'
111.15	124°	1620' (1268')	552' (200')	RWY 352'

MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.
MISSED APCH with clearance 2000': Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to NDB climbing to 2000'.
Do not turn before MAP. Climb to 1600' prior to level acceleration.

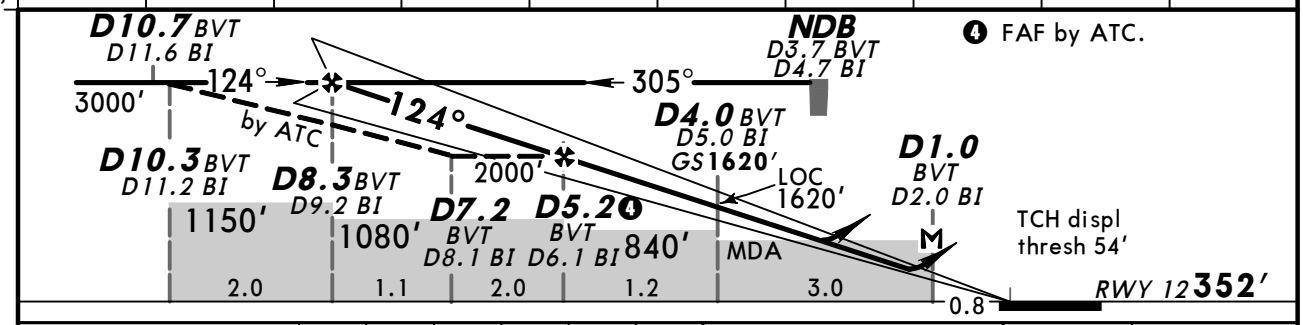
MSA BV NDB: 2400' ❶; 2400' ❷; 248°, 293°

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. VOR required. 2. LOC: **DME required.** 3. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



LOC (GS out)									
	BVT DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2890'	2580'	2260'	1940'	1620'	1300'	980'	670'
	BI DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2910'	2590'	2270'	1950'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861
MAP at D1.0 BVT/D2.0 BI						

HIALS
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 552'(200') FULL/Limited	ILS DA(H) 552'(200') ALS out	LOC (GS out) CDFA DA/MDA(H) ❶ 760'(408')	LOC (GS out) CDFA DA/MDA(H) ❶ 760'(408') ALS out
A	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B				
C				RVR 1800m
D				

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860'(508') 1500m	1000'(648') 1500m
135	900'(548') 1600m	1040'(688') 1600m
C	PROHIBITED	
D		

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 12 displaced threshold elev of 352'. ❸ NIGHT: NOT AUTHORIZED.

PANS OPS 4

CHANGES: Transition altitude. Minimums.

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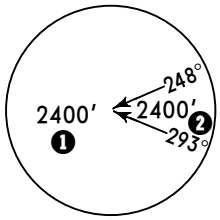
*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

BRIEFING STRIP™

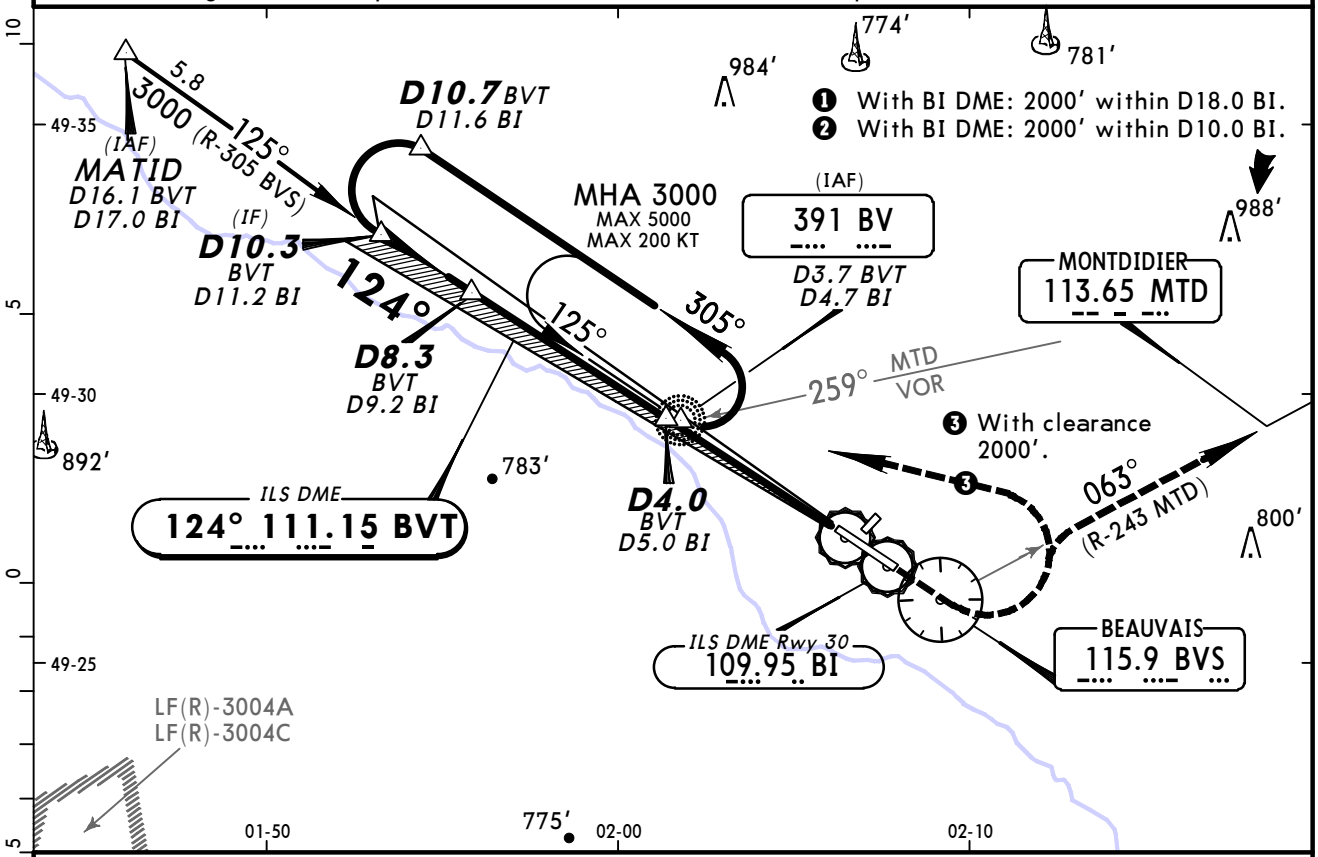
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 359′
BVT 111.15	124°	D4.0 BVT 1620′ (1268′)	Refer to Minimums	RWY 352′

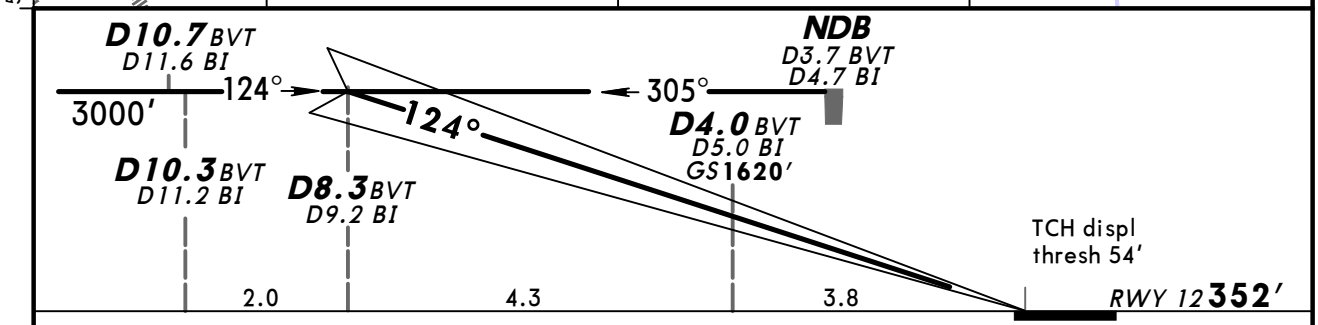
MISSED APCH: Climb STRAIGHT AHEAD to 900′, then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000′.
MISSED APCH with clearance 2000′: Climb STRAIGHT AHEAD to 900′, then turn LEFT (MAX 200 KT) to NDB climbing to 2000′.
Climb to 1600′ prior to level acceleration.



Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. VOR required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS. 3. Special Aircrew and Acft Certification required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

Refer to Missed Apch above

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 12

CAT IIIA ILS	CAT II ILS
DH 50′	ABCD
RVR 200m	NOT AUTHORIZED

CHANGES: New procedure.

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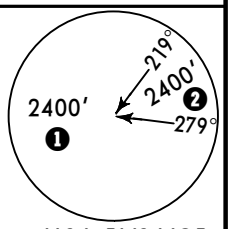
BRIEFING STRIP ™

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

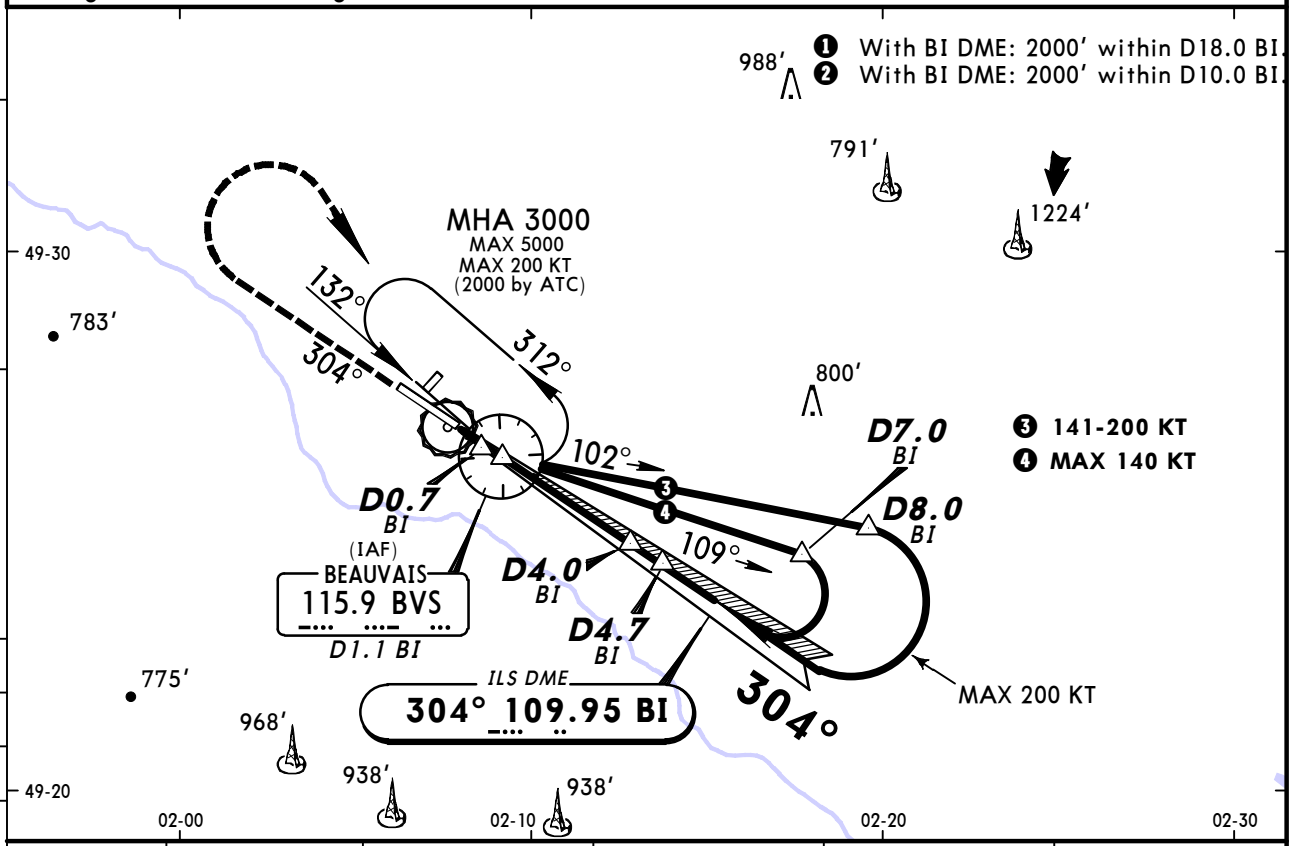
LOC BI	Final Apch Crs	GS D4.0 BI	ILS DA(H)	Apt Elev 359'
109.95	304°	1580' (1283')	497' (200')	RWY 297'

MISSED APCH: Climb STRAIGHT AHEAD to 1100', then turn RIGHT (MAX 220 KT) to VOR climbing to 2000'.
Do not turn before D0.7 BI. Climb to 1300' prior to level acceleration.

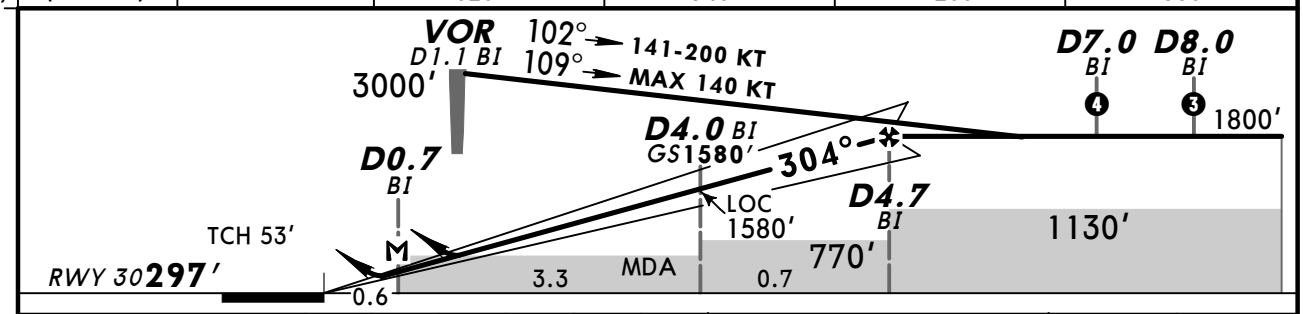


MSA BVS VOR

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'
1. VOR required. 2. LOC: **DME required.** 3. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



LOC (GS out)	BI DME	1.0	2.0	3.0	4.0
	ALTITUDE	620'	940'	1260'	1580'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861
MAP at D0.7 BI						

HIALS
1100'

Standard STRAIGHT-IN LANDING RWY 30

ILS			LOC (GS out)	
DA(H) 497'(200')			DA/MDA(H) CDFA ❶ 600'(303')	
FULL	Limited	ALS out		ALS out
RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860'(563') 1500m	1000'(703') 1500m
135	900'(603') 1600m	1040'(743') 1600m
C	PROHIBITED	
D		

PANS OPS 4

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297'. ❸ NIGHT: NOT AUTHORIZED.

CHANGES: Transition altitude. Minimums.

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BEAUVAIS, FRANCE
ILS Y or LOC Y Rwy 30

BRIEFING STRIP

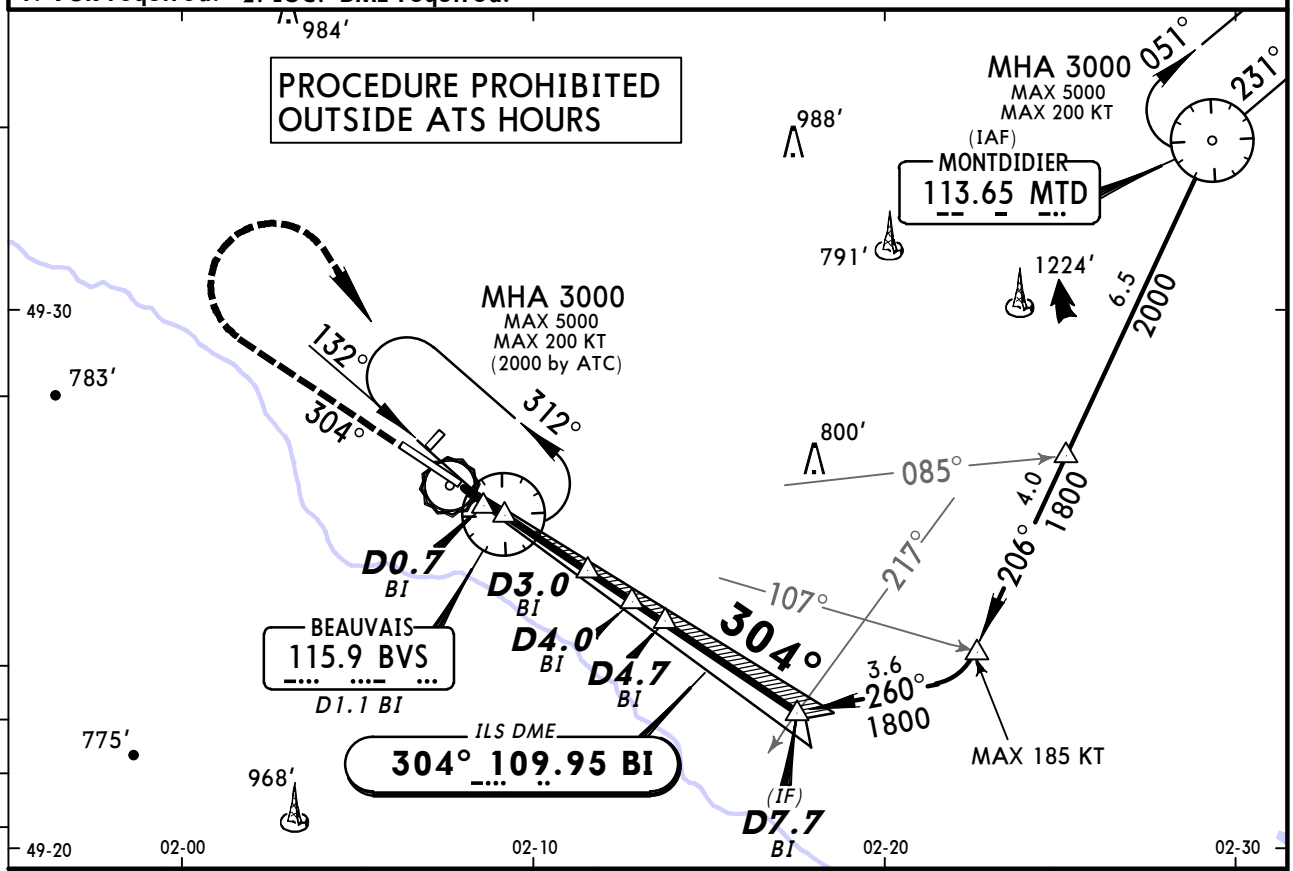
*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

LOC BI	Final Apch Crs	GS D4.0 BI	ILS DA(H)	Apt Elev 359′ / RWY 297′
109.95	304°	1580′ (1283′)	497′ (200′)	

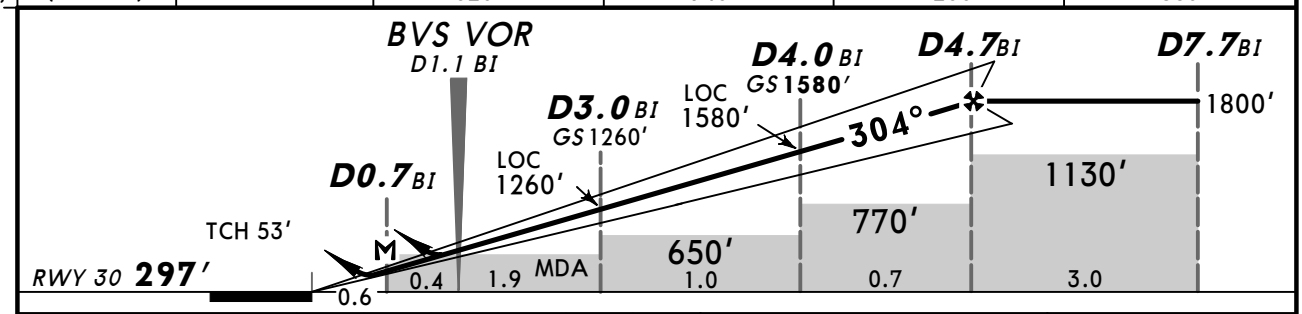
MISSED APCH: Climb STRAIGHT AHEAD to 1100′, then turn RIGHT (MAX 220 KT) to BVS VOR climbing to 2000′.
Do not turn before D0.7 BI. Climb to 1300′ prior to level acceleration.

3000′ MSA MTD VOR

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
1. VOR required. 2. LOC: **DME required.**



LOC (GS out)	BI DME	1.0	2.0	3.0	4.0
	ALTITUDE	620′	940′	1260′	1580′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861
MAP at D0.7 BI						

HIALS 1100′

Standard STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 497′(200′) FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) [1] 600′(303′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND TO RWY 12/30 [2]

Max Kts	MDA(H)	VIS
110	860′(563′)	1500m
135	900′(603′)	1600m
C	PROHIBITED	
D		

[1] For add-on to the MDA(H), see ATC pages FRANCE. [2] Circling height based on rwy 30 thresh elev of 297′.

PANS OPS 4

CHANGES: Transition altitude. Minimums.

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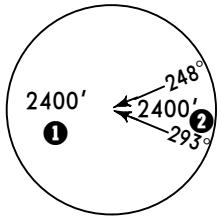
BEAUVAIS, FRANCE
ILS X or LOC X Rwy 30

BRIEFING STRIP ™

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

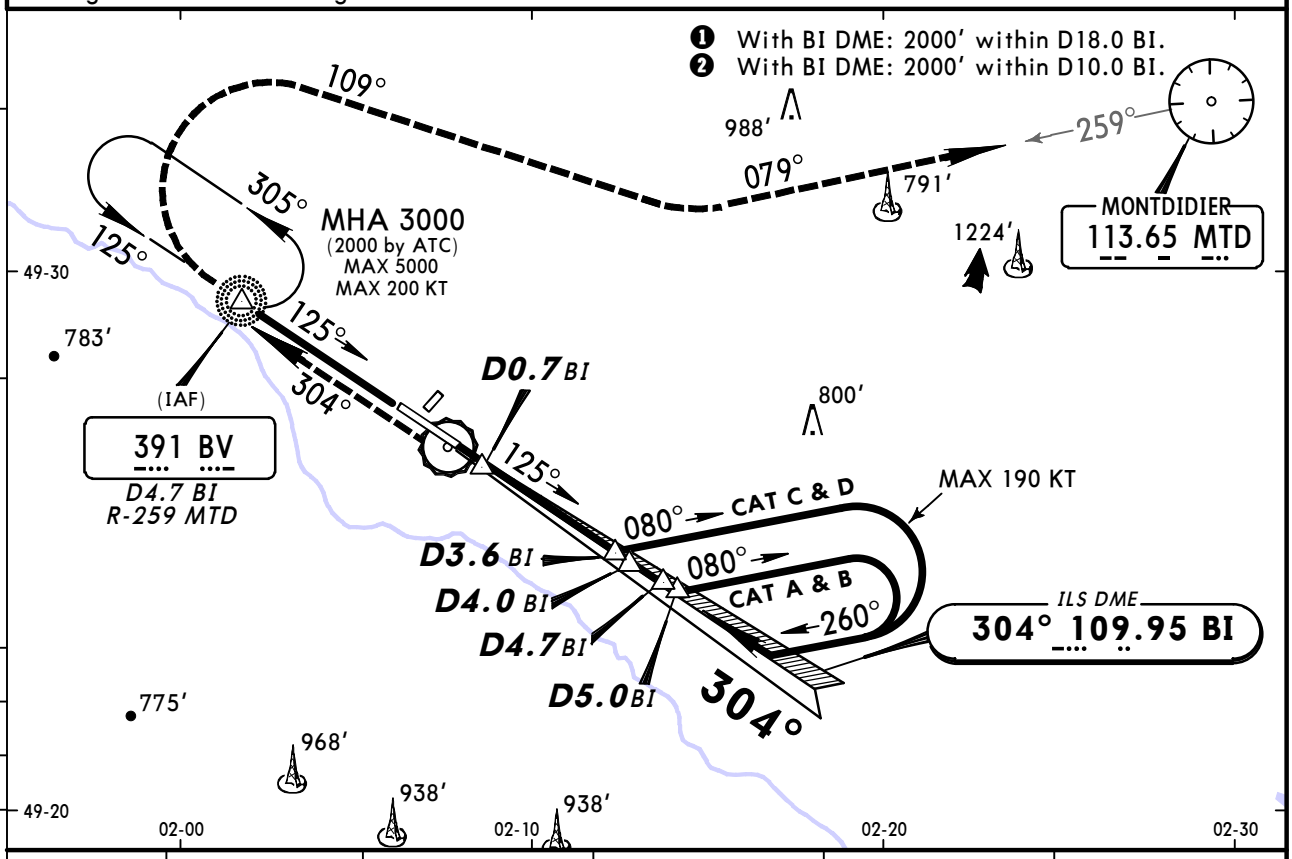
LOC BI	Final Apch Crs	GS D4.0 BI	ILS DA(H)	Apt Elev 359'
109.95	304°	1580' (1283')	497' (200')	RWY 297'

MISSED APCH: Climb STRAIGHT AHEAD to NDB, then turn RIGHT (MAX 200 KT) onto 109° to intercept and follow R-259 inbound to MTD VOR climbing to 3000'. Climb to 1700' prior to level acceleration.

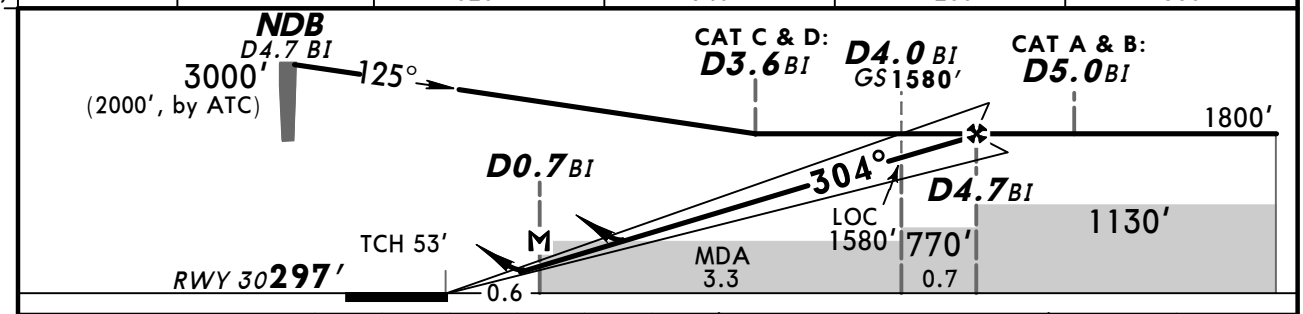


Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. ADF required. 2. LOC: **DME required.** 3. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



LOC (GS out)	BI DME	1.0	2.0	3.0	4.0
	ALTITUDE	620'	940'	1260'	1580'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861
MAP at D0.7 BI						

HIALS

BV 391

Standard STRAIGHT-IN LANDING RWY 30

ILS DA(H) 497' (200')			LOC (GS out) with DME DA/MDA(H) ❶ CDFA 600' (303')	
FULL	Limited	ALS out		ALS out
A, B, C, D: RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts.	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860' (563') 1500m	1000' (703') 1500m
135	900' (603') 1600m	1040' (743') 1600m
C, D	PROHIBITED	

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297'. ❸ NIGHT: NOT AUTHORIZED.

PANS OPS 4

CHANGES: Transition altitude. Minimums.

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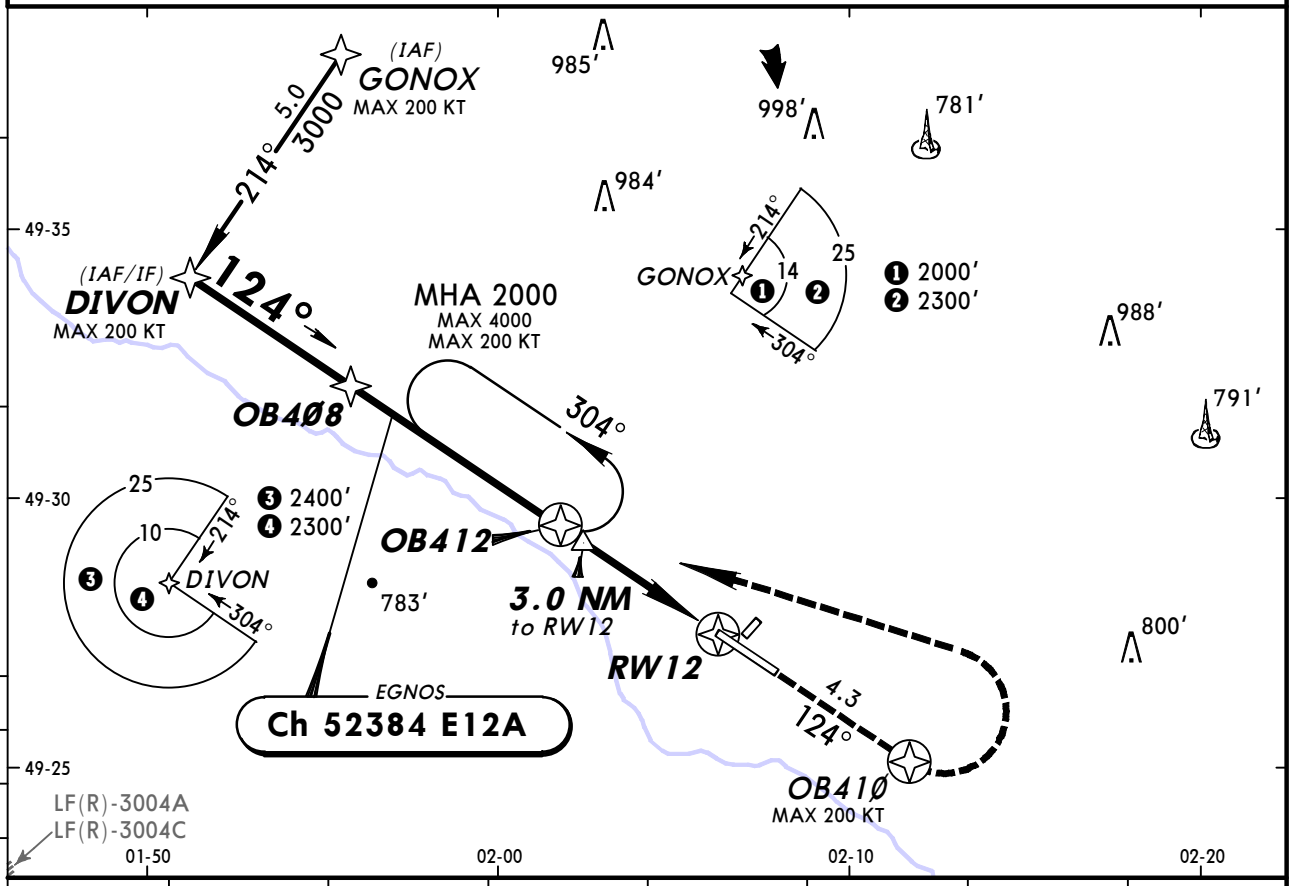
BRIEFING STRIP

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

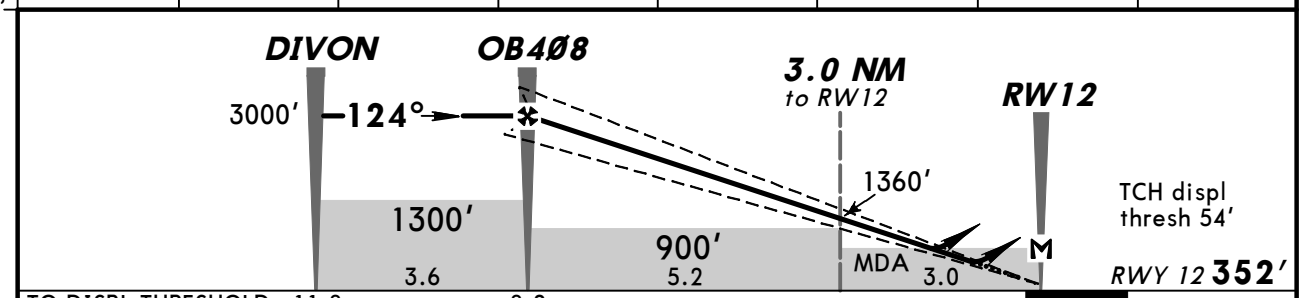
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 359′	TAA
Ch 52384 E12A	124°	OB4Ø8 3000′ (2648′)	Refer to Minimums	RWY 352′	25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD on 124° to OB41Ø, then turn LEFT direct to OB412 to enter holding climbing to 2000′, or as directed. Climb to 1400′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



DIST to RW12	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2950′	2640′	2320′	2000′	1680′	1360′	1050′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

HIALS
PAPI
OB41Ø on 124°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) A: 602′(250′) B: 612′(260′) C: 622′(270′) D: 632′(280′) (LPV)

DA/MDA(H) 730′(378′) (LNAV CDFA)

		ALS out		ALS out
A	RVR 800m	RVR 1300m	RVR 1300m	RVR 1500m
B				
C	RVR 900m			RVR 1700m
D				

CIRCLE-TO-LAND TO RWY 12/30 [1]

Max Kts	MDA(H)	VIS	W/o Local ATS [2] MDA(H)	VIS
110	860′(508′)	1500m	1000′(648′)	1500m
135	900′(548′)	1600m	1040′(688′)	1600m
C	PROHIBITED			
D				

[1] Circling height based on rwy 12 displ thresh elev of 352′. [2] NIGHT: NOT AUTHORIZED.

CHANGES: Procedure. Minimums.

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BEAUVAIS, FRANCE
VOR Z Rwy 12

BRIEFING STRIP

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
BVS 115.9	125°	D8.3 BVT 3000′ (2641′)	760′ (401′)	359′

MISSED APCH: Climb STRAIGHT AHEAD to 900′, then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000′.

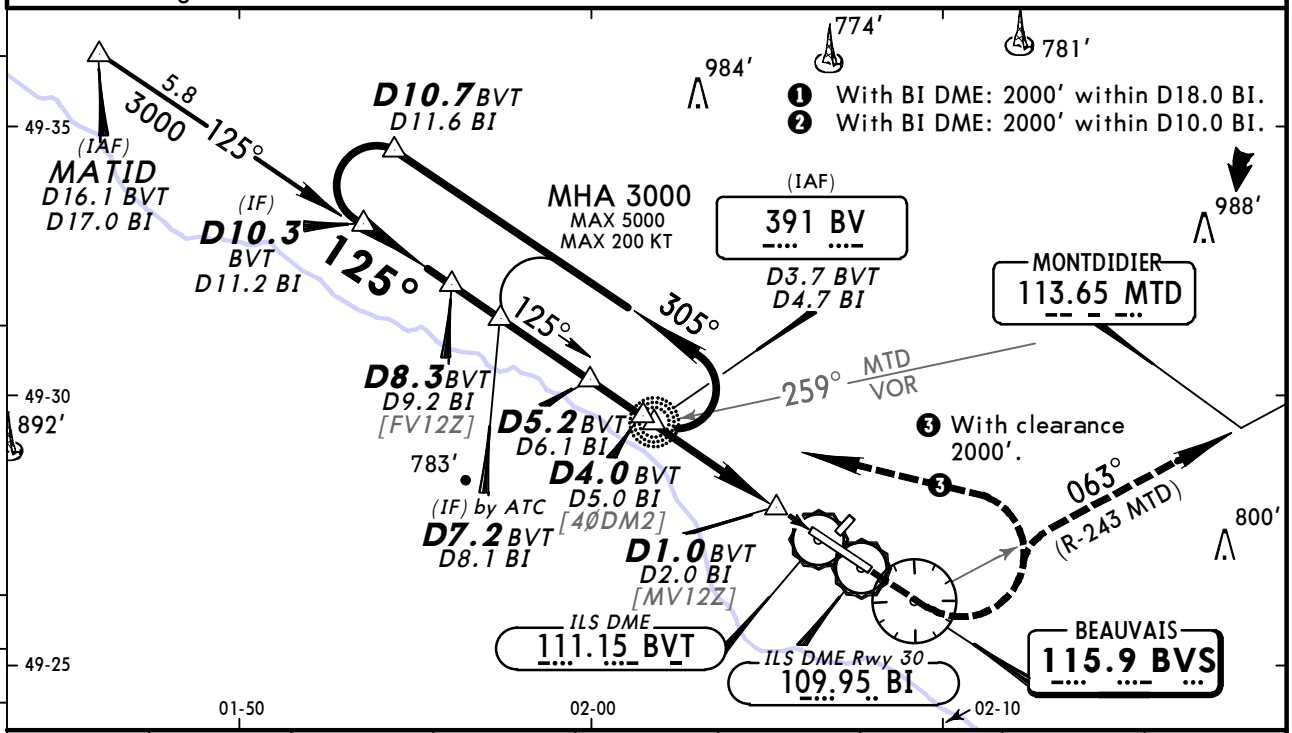
MISSED APCH with clearance 2000′: Climb STRAIGHT AHEAD to 900′, then turn LEFT (MAX 200 KT) to NDB climbing to 2000′.

Do not turn before MAP. Climb to 1600′ prior to level acceleration.

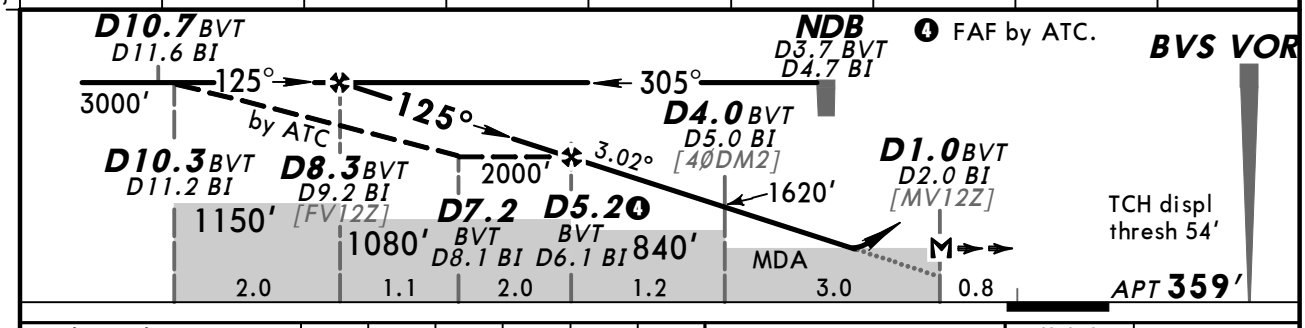
MSA BV NDB: 2400′ ❶ (248°–293°); 2400′ ❷

Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



BVT DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2890′	2580′	2260′	1940′	1620′	1300′	980′	670′
BI DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2910′	2590′	2270′	1950′	1640′	1320′	1000′	680′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.02°	374	481	534	641	748	855
MAP at D1.0 BVT/D2.0 BI						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) ❶ 760′ (401′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS	W/o Local ATS ❷ MDA(H)	VIS
110	860′ (501′)	1500m	1000′ (641′)	1500m
135	900′ (541′)	1600m	1040′ (681′)	1600m
C	PROHIBITED			
D				

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ NIGHT: NOT AUTHORIZED.

CHANGES: None.

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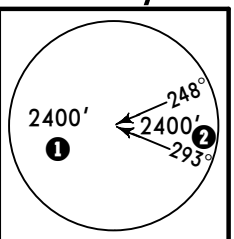
BRIEFING STRIP ™

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

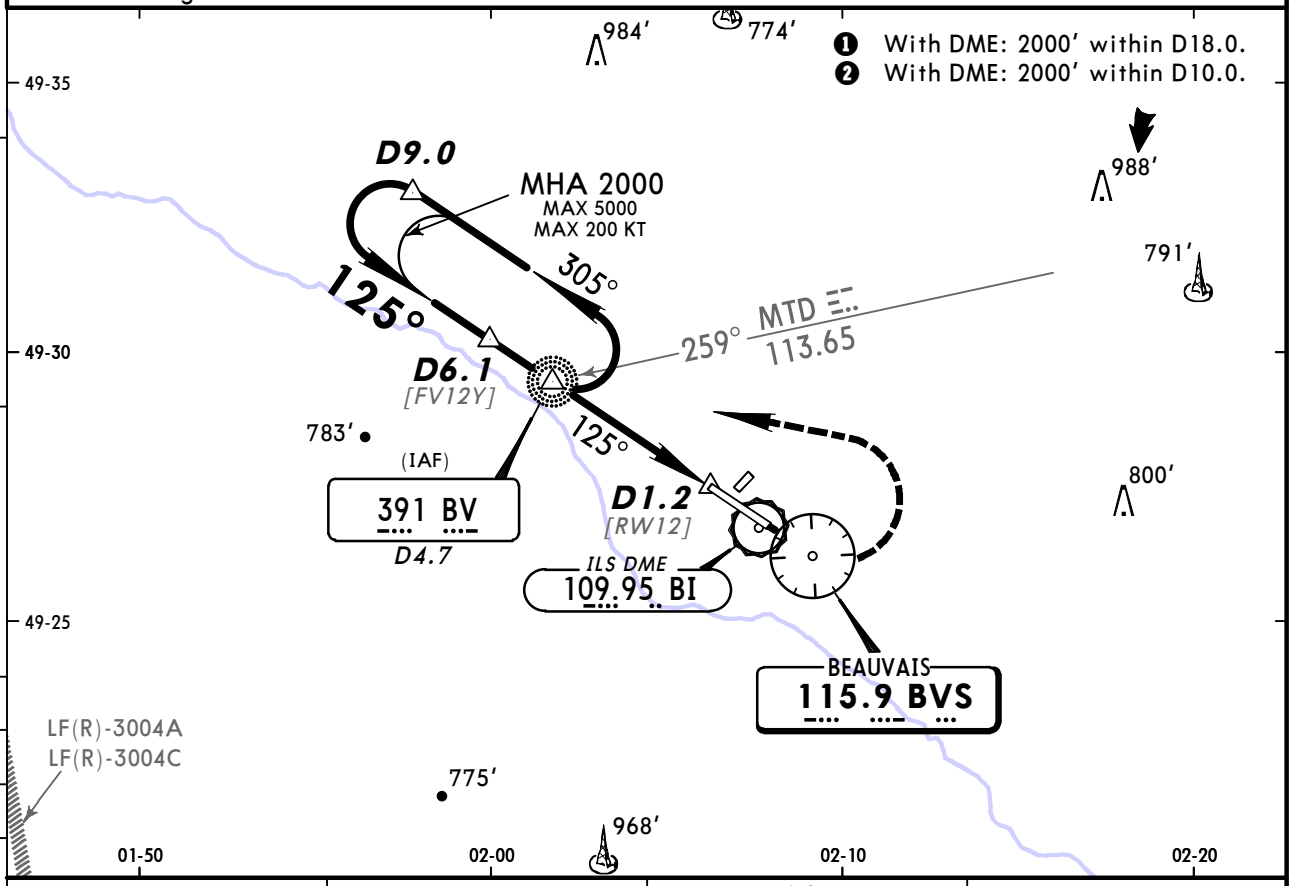
VOR BVS	Final Apch Crs	With DME Procedure Alt D6.1	W/o DME Procedure Alt NDB	DA/MDA(H)	Apt Elev
115.9	125°	2000′ (1641′)	1520′ (1161′)	760′ (401′)	359′

MISSED APCH: Climb on R-305 inbound to BVS VOR, then turn LEFT (MAX 200 KT) to NDB climbing to 2000′.
Climb to 1300′ prior to level acceleration.

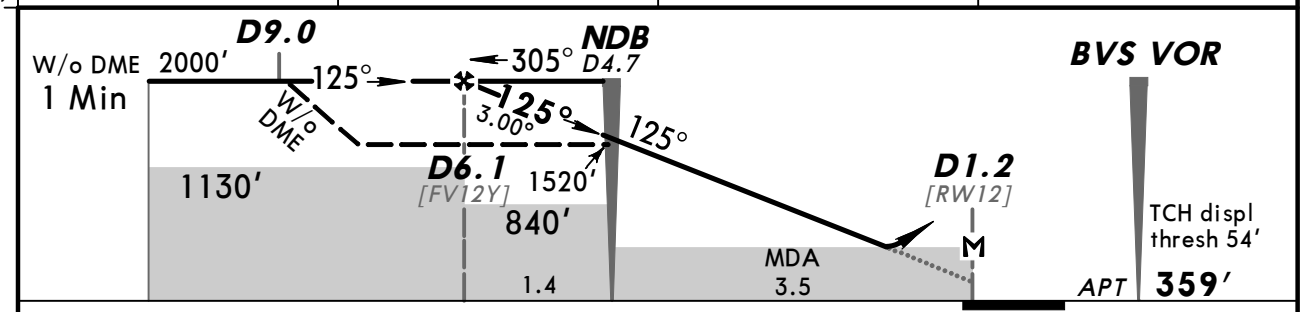


MSA
BV NDB

Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
1. ADF required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



BI DME	5.0	4.0	3.0
ALTITUDE	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.2 or NDB to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19

HIALS
PAPI

BVS 115.9 on BVS 115.9 R-305

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) 760′ (401′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS	W/o Local ATS ❶ MDA(H)	VIS
110	860′ (501′)	1500m	1000′ (641′)	1500m
135	900′ (541′)	1600m	1040′ (681′)	1600m
C	PROHIBITED			
D				

❶ NIGHT: NOT AUTHORIZED.

CHANGES: Transition altitude. Minimums.

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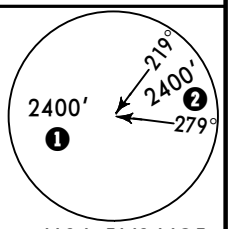
BRIEFING STRIP ™

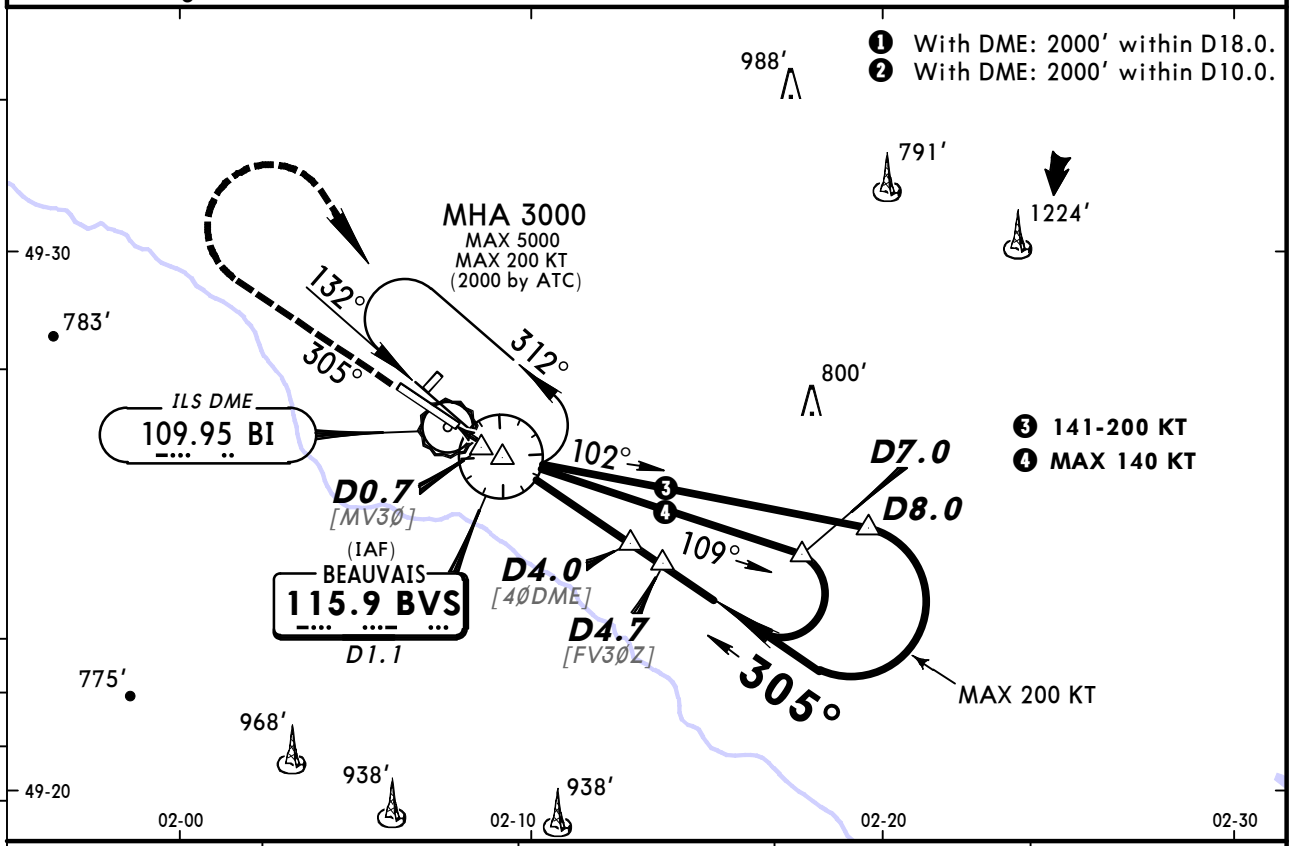
*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 359′
BVS 115.9	305°	D4.7 1800′ (1503′)	620′ (323′)	RWY 297′

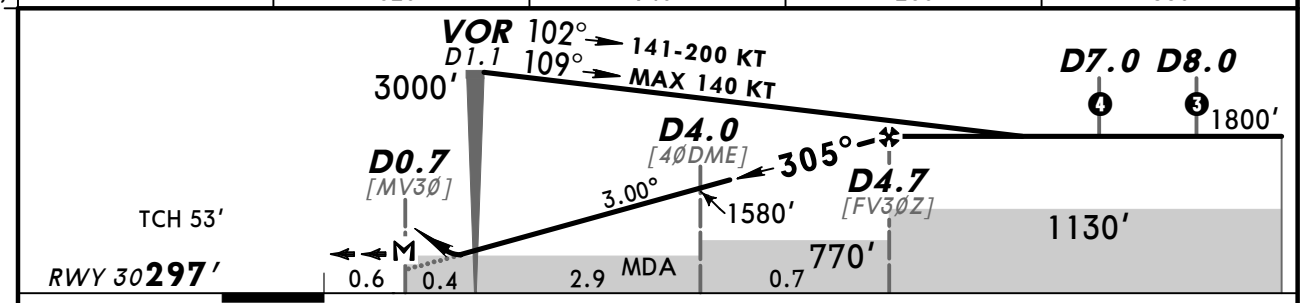
MISSED APCH: Climb STRAIGHT AHEAD to 1100′, then turn RIGHT (MAX 220 KT) to VOR climbing to 2000′.
Do not turn before D0.7. Climb to 1300′ prior to level acceleration.



Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



BI DME	1.0	2.0	3.0	4.0
ALTITUDE	620′	940′	1260′	1580′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D0.7						

HIALS
1100′

Standard STRAIGHT-IN LANDING RWY 30

CDFA
DA/MDA(H) ❶ 620′ (323′)

		ALS out
A	RVR 800m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860′ (563′) 1500m	1000′ (703′) 1500m
135	900′ (603′) 1600m	1040′ (743′) 1600m
C	PROHIBITED	
D		

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297′. ❸ NIGHT: NOT AUTHORIZED.

PANS OPS 4

CHANGES: Transition altitude. Minimums.

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BEAUVAIS, FRANCE
VOR Y Rwy 30

BRIEFING STRIP™

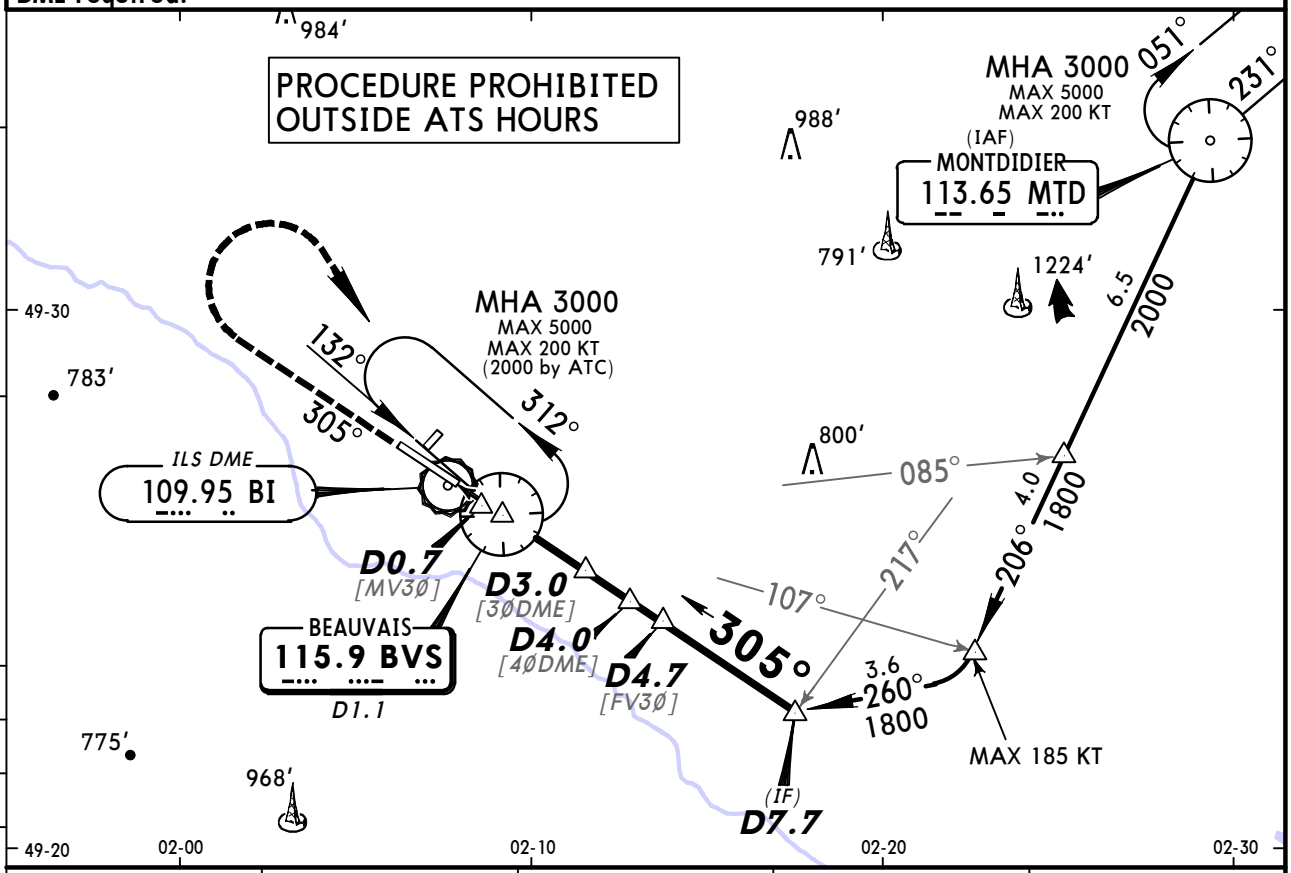
*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 359′
BVS 115.9	305°	D4.7 1800′ (1503′)	620′ (323′)	RWY 297′

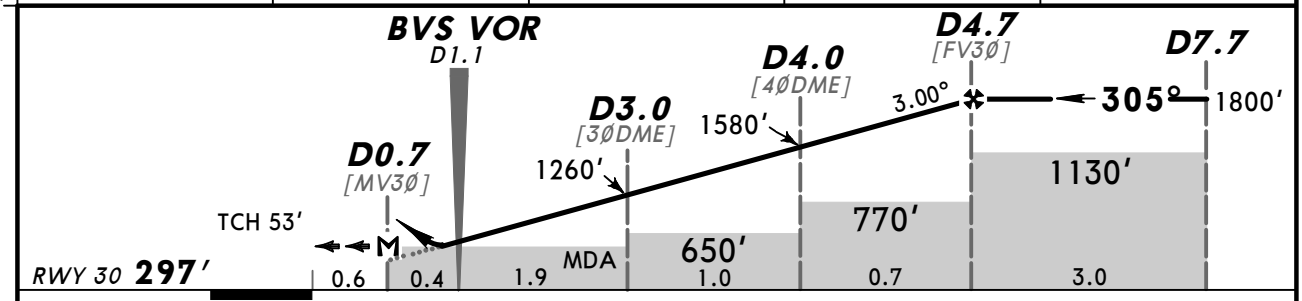
MISSED APCH: Climb STRAIGHT AHEAD to 1100′, then turn RIGHT (MAX 220 KT) to BVS VOR climbing to 2000′.
Do not turn before D0.7. Climb to 1300′ prior to level acceleration.

3000′
MSA MTD VOR

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5000′
DME required.



BI DME	1.0	2.0	3.0	4.0
ALTITUDE	620′	940′	1260′	1580′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D0.7						

HIALS
1100′

Standard STRAIGHT-IN LANDING RWY **30**

CDFA
DA/MDA(H) [1] **620′** (323′)

	ALS out	
A	RVR 800m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND TO RWY 12/30 [2]

Max Kts	MDA(H)	VIS
110	860′ (563′)	1500m
135	900′ (603′)	1600m
C	PROHIBITED	
D		

PANS OPS 4

[1] For add-on to the MDA(H), see ATC pages FRANCE. [2] Circling height based on rwy 30 thresh elev of 297′.

CHANGES: Transition altitude. Minimums.

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BEAUVAIS, FRANCE
VOR X Rwy 30

BRIEFING STRIP ™

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

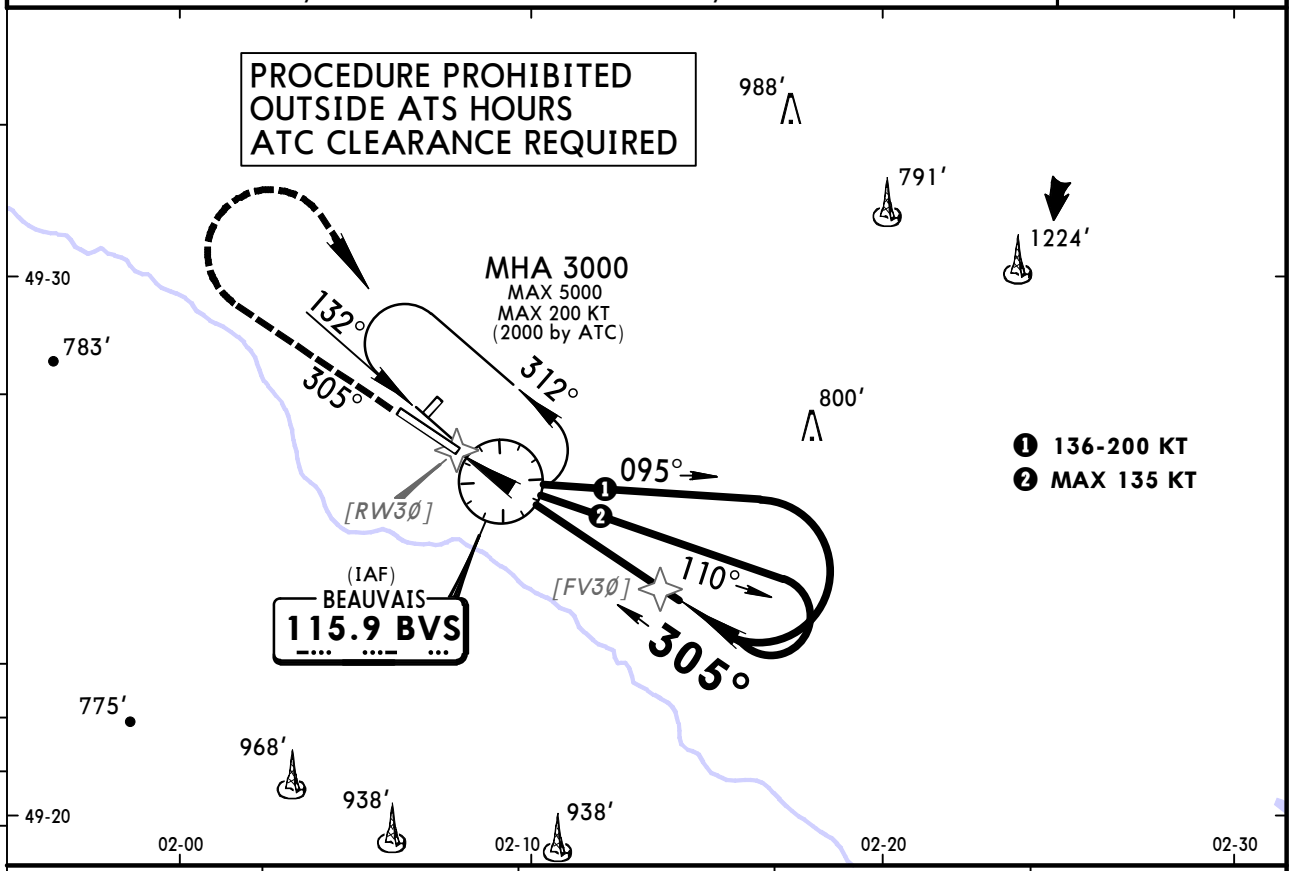
VOR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / RWY
BVS 115.9	305°	No FAF	920′ (623′)	Apt Elev 359′ / RWY 297′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′, then turn RIGHT (MAX 220 KT) to VOR climbing to 2000′.

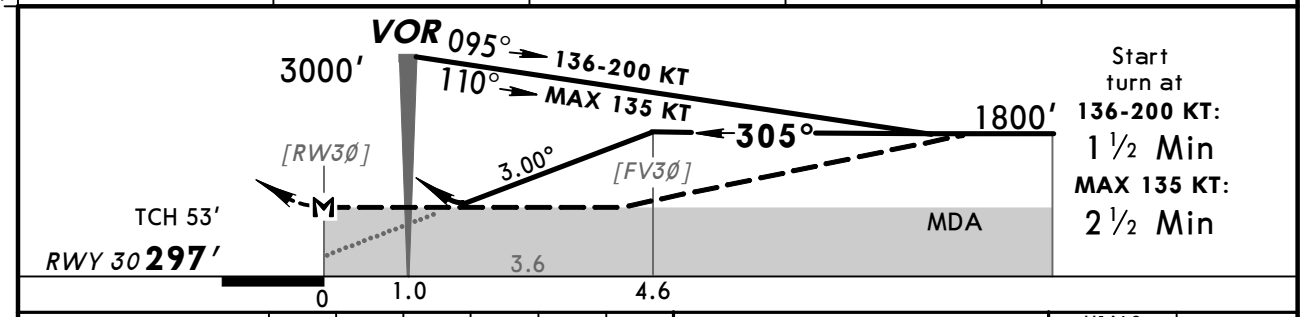
Do not turn before MAP. Climb to 1400′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5000′

2400′
MSA BVS VOR



DIST to RW30	2.0	3.0	4.0	4.6
ALTITUDE	980′	1300′	1610′	1800′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
VOR to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS

1400′

Standard STRAIGHT-IN LANDING RWY **30**

	CDFA DA/MDA(H) ❶ 920′ (623′)		non-CDFA MDA(H) 920′ (623′)	
		ALS out		ALS out
A	RVR 1500m		CMV 2400m	CMV 3100m
B				
C	CMV 2200m	CMV 2400m	CMV 2600m	CMV 3300m
D				

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H)	VIS
110	920′ (623′)	1500m ❸
135	920′ (623′)	1600m ❸
C	PROHIBITED	
D		

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297′. ❸ After non-CDFA apch: VIS 3100m.

PANS OPS 4

CHANGES: Transition altitude. Minimums.

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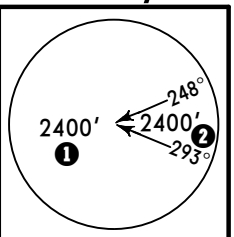
BRIEFING STRIP

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

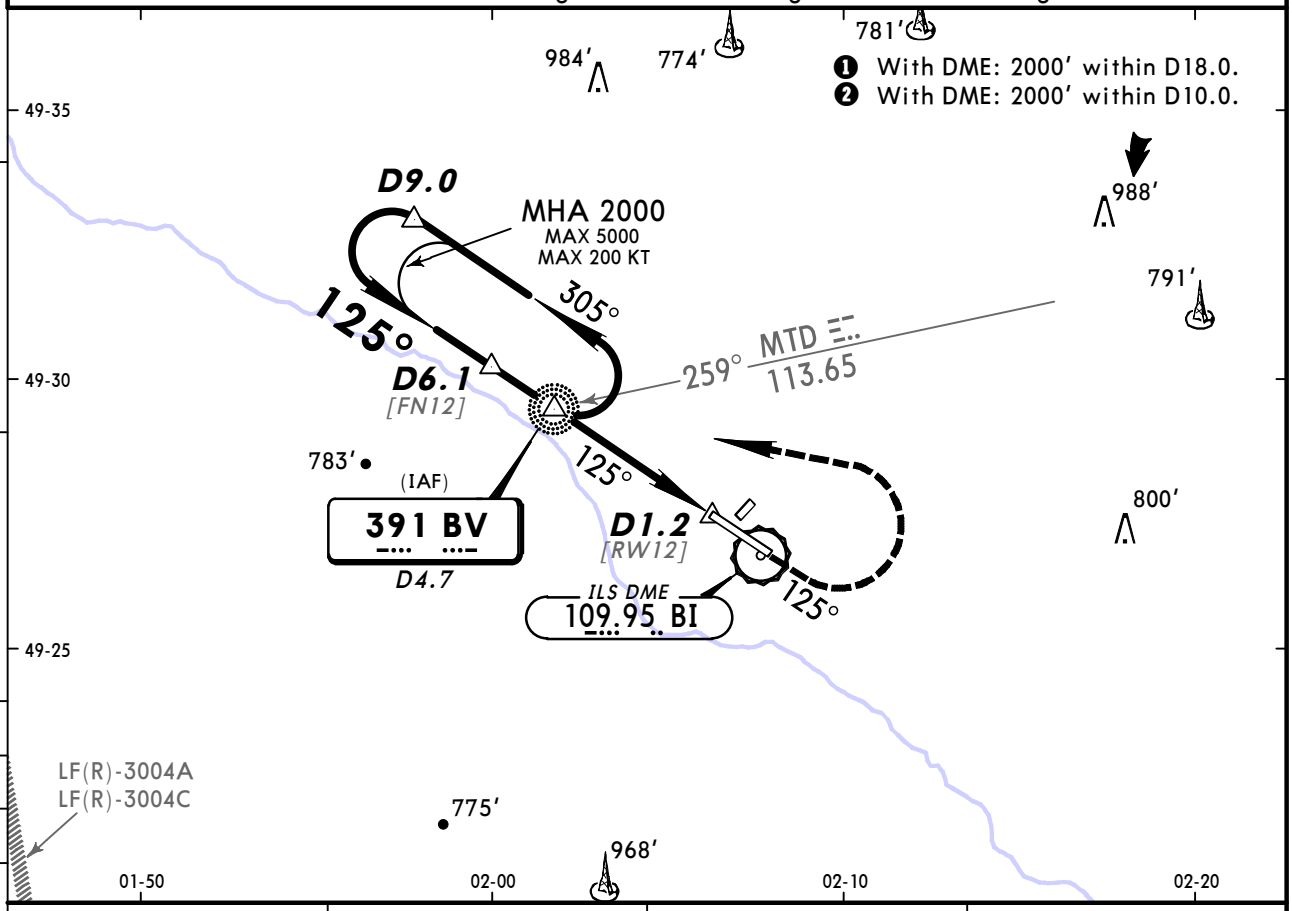
Lctr	Final Apch Crs	With DME Procedure Alt	W/o DME Procedure Alt	DA/MDA(H)	Apt Elev
BV 391	125°	D6.1 2000′ (1641′)	NDB 1520′ (1161′)	780′ (421′)	359′

MISSED APCH: Climb on 125° from NDB to 900′, then turn LEFT (MAX 200 KT) to NDB climbing to 2000′.
Do not turn before MAP. Climb to 1300′ prior to level acceleration.

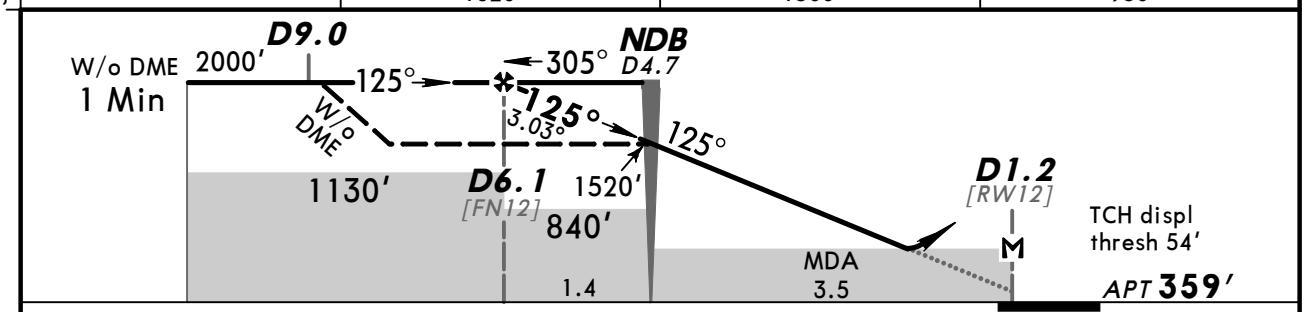


MSA
BV NDB

Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



BI DME	5.0	4.0	3.0
ALTITUDE	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.03°	375	482	536	643	750	858
MAP at D1.2 or NDB to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19

HIALS
PAPI

900′ on 125° from BV 391

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) 780′ (421′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	RVR 1900m
D		

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS	W/o Local ATS ❶ MDA(H)	VIS
110	860′ (501′)	1500m	1000′ (641′)	1500m
135	900′ (541′)	1600m	1040′ (681′)	1600m
C	PROHIBITED			
D				

PANS OPS 4

❶ NIGHT: NOT AUTHORIZED.

CHANGES: Transition altitude. Minimums.

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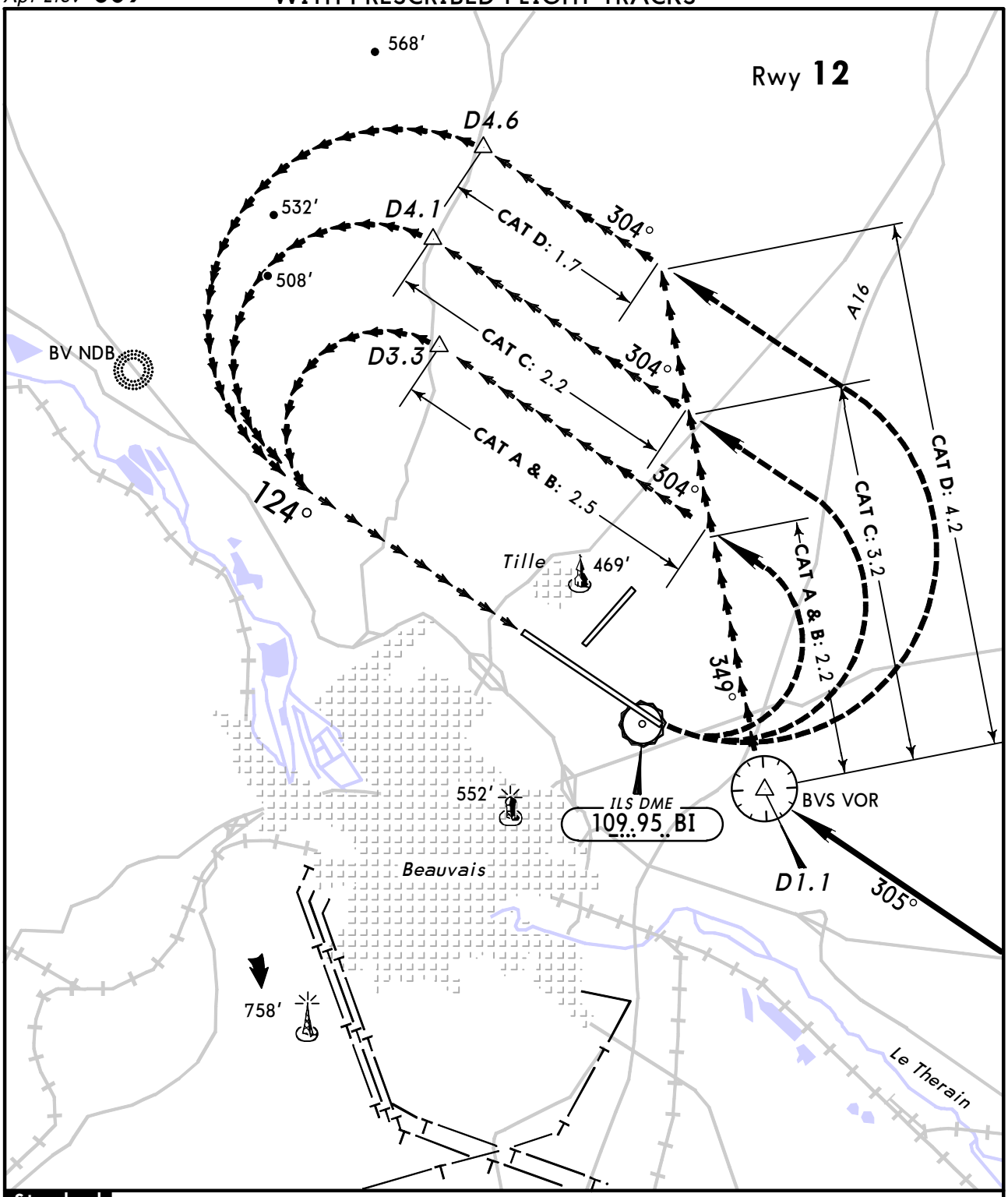
Apt Elev **359′**

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS



Standard

	Max Kts	MDA(H)	VIS
A	110	**810′** *(451′)*	*1500m*
B	135	**860′** *(501′)*	*1600m*
C	180	**960′** *(601′)*	*2400m*
D	205	**1060′** *(701′)*	*3600m*

PANS OPS 4

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BEAUVAIS, (TILLE - LFOB)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFOB

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Eff 10 JAN 13 for additional temp RNAV SIDs refer to temp charts and latest NOTAMs.