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Terminal Charts For LFPO

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Paris Fra
IATA Code: ORY
Lat/Long: N48° 43.4' E002° 22.8'
Elevation: 291 ft

Airport Use: Public
Magnetic Variation: 0.1°W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0501 Z
Sunset: 1841 Z,

Runway Information

Runway: 02
Length x Width: 7874 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 287 ft
Lighting: Edge, ALS, REIL

Runway: 06
Length x Width: 11975 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 283 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Runway: 08
Length x Width: 10892 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 277 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 20
Length x Width: 7874 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 287 ft
Lighting: Edge, REIL

Runway: 24
Length x Width: 11975 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 285 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 26
Length x Width: 10892 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 287 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1427 ft

Communication Information

ATIS 131.35
ATIS 126.5 Non-English
Orly Tower 135.0 Secondary
Orly Tower 120.5
Orly Tower 118.7
Orly Ground Control 121.825
Orly Ground Control 121.7
Orly Pre-Taxi Clearance 121.05
Orly Pre-Taxi Clearance 120.5 Secondary
Orly Approach Control 124.45
Orly Approach Control 123.875
Orly Approach Control 118.85 Secondary
Orly Departure Control 128.375
Orly Departure Control 127.75

1. GENERAL

1.1. ATIS

*ATIS 131.35
126.5 (French)

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. NIGHTTIME RESTRICTIONS****TURBO JETS**

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

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

PROP ACFT

Any new scheduling between 2315 - 0615LT should be authorized by the DGAC.

EXCEPTIONS

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

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

1.2.2. REVERSE THRUST

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

1.2.3. RUN-UP TESTS

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

Stands:

- Engines run-up restricted to short test of less than 5 min with power not exceeding starting up and taxiing sequences on Y area, E12 thru E19, D01, D03 and D05.
- Engines run-up restricted to short test of less than 5 min with power not exceeding ground-idle power on other stands.

Prior permission from APTs of Paris authority.

North service apron:

- Engines run-up only with power not exceeding starting up and taxiing sequences on K36.
- Engines run-up only with power exceeding starting up and taxiing sequences on K19, K20 and K30 thru K33 with ban on some types of ACFT defined by APTs of Paris authority.

Prior permission from APTs of Paris authority or information about private gates.

RWY 02/20:

- Engines run-up with power exceeding starting up and taxiing sequences.
- If RWY 02/20 unavailable, possibility of doing engines run-up on TWY W2 in North service apron with power limited to 80% take-off power.

Prior permission from APTs of Paris authority.

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

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

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

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

Outbound ACFT:

Before requesting push-back or taxiing from a parking stand, whichever comes first:

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

Inbound ACFT:

After landing and until stopping at parking stand:

- Maintain XPNDR or its equivalent in relation of specifications of the installed model.
- Maintain AUTO mode selected if function available.
- Do not select the OFF and STDBY functions.
- Maintain Mode A code assigned by ATC.
- When ACFT is stopped at parking stand, select OFF or STDBY.

Other cases of taxiing ACFT:

- Select XPNDR or its equivalent in relation to specifications of the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF and STDBY functions.
- Set Mode A code to 2000.

1.3.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

Outbound ACFT:

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

Inbound ACFT:

Set Mode A + C transponder to OFF as soon as RWY is vacated.

Other cases of taxiing ACFT:

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

1.4. RWY OPERATIONS

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

1.5. TAXI PROCEDURES

Following TWYs restricted to MAX wingspan of 213'/65m:

L2, L3, W1 (between L4 and LF), W2 (between L1 and L4 and between LG and LGN) and W2 on K apron

Crews of ACFT exceeding 207'/63m wingspan shall specify type of ACFT at first contact with ATC and Ground.

Intermediate holding point markings on TWYs W43 thru W46 are not intended for ACFT.

1. GENERAL

1.6. OTHER INFORMATION

1.6.1. GENERAL

Helicopter activity. Birds in vicinity of APT.

1.6.2. A380 OPERATIONS

A380 approved only in case of diversions from PARIS Charles-de-Gaulle.

MAX 391 tons for landing, taxiing and take-off.

Taxi only on specified routes. Pilots are advised to use oversteering technique in the curve.

Taxi compulsory with outer engines at ground IDLE power.

Taxi with CAUTION when entering gate N28 to avoid blast damage.

Operations on RWY 02/20 prohibited.

RWY snow clearing limited to 148'/45m width.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPECIAL INSTRUCTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. RWY USAGE

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

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

2.2.2. RWY OCCUPANCY

After landing, crews are invited to vacate the runway rapidly, using the nearest exit in compliance with safety.

2.2.3. ARRIVAL RECOMMENDATIONS

Pilots must perform their approach, so as to maintain the last assigned altitude by ATC until ILS GS interception. After interception, the final approach must be performed, so as not to fly below the GS.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

Reduced RWY spacing procedure used on RWYs 06 and 26. The minimum distance that has to be cleared by the preceding ACFT is 2500m. When vacating RWY 26 via TWY W35 MAX speed 30 KT when RWY wet or 35 KT when RWY dry.

- the leading ACFT's weight category according to the wake turbulence classification is the same or less than the trailing ACFT category.
- Heavy and B757 ACFT participate in the separation reduction as the trailing ACFT only.

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

3. DEPARTURE

3.1. START-UP PROCEDURES

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

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

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

Push-back delay after clearance is one minute.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. RWY USAGE

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

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

3.2.2. DEPARTURE RECOMMENDATIONS

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

Generally the flight must be performed so as to reach 3300' as fast as possible.

Pilots of jet engined ACFT must follow these initial climb procedures:

- maintain a speed of $V_2 + 10$ KT, or as performance permits, up to 3300' with flaps at take-off setting,
- maintain take-off power to 1800', then maximum climb power up to 3300',
- at 3300' return to normal climb power, flap retraction schedules to enroute climb.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

t_i 10 min before start-up time

t_f 3 min before start-up time

t_1 10 min

LFPO/ORY
ORLY

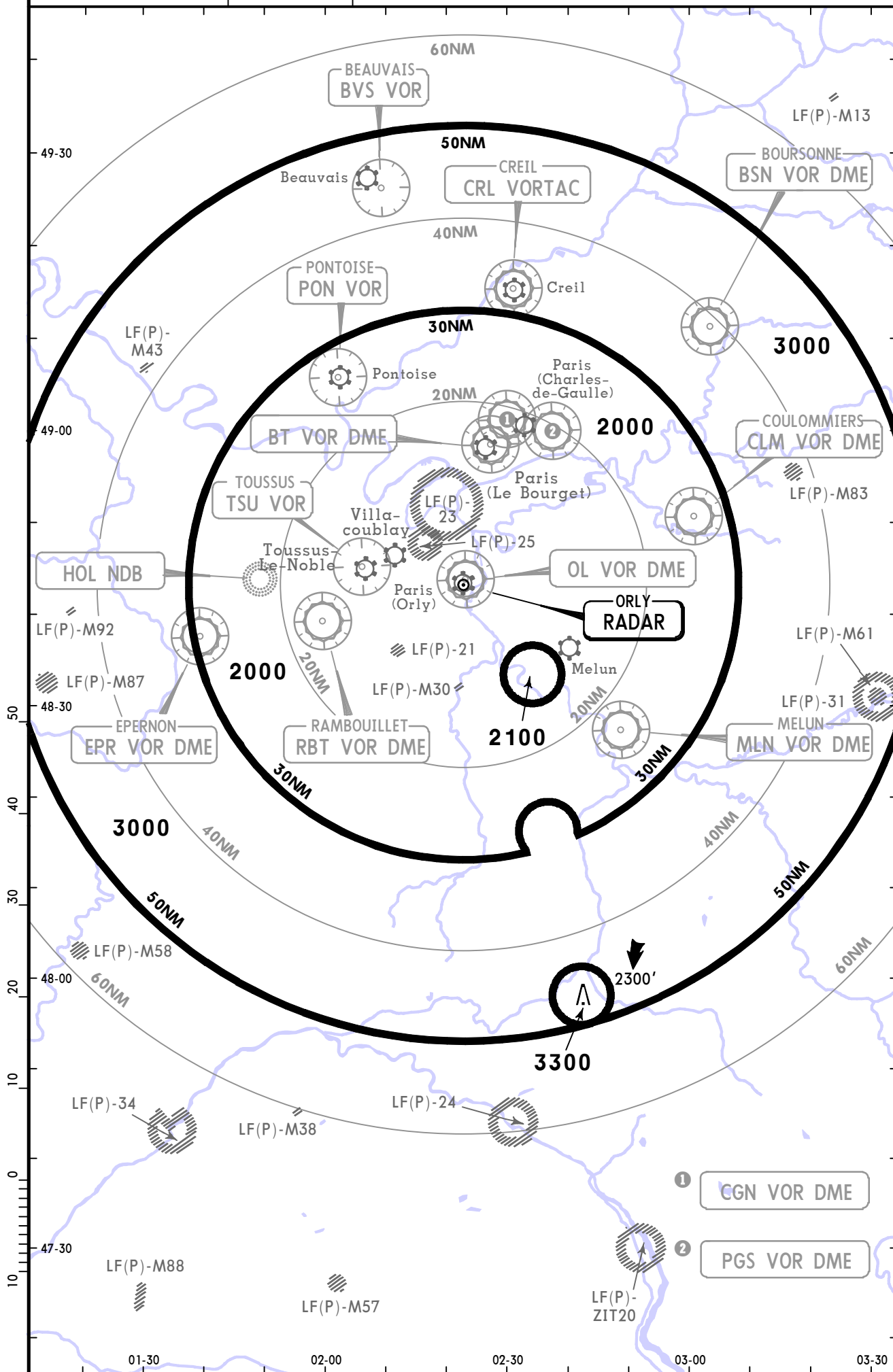
JEPPESEN
11 NOV 11 10-1R

PARIS, FRANCE
Eff 17 Nov RADAR MINIMUM ALTITUDES

* ORLY Approach (R)
123.87 124.45

Apt Elev
291'

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



CHANGES: Trans alt.

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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.

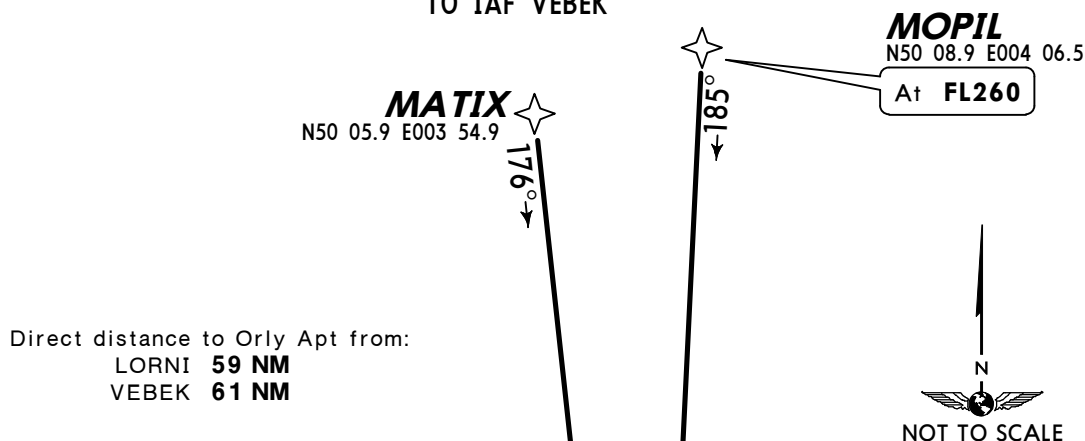
On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.
Apt Elev 291'	

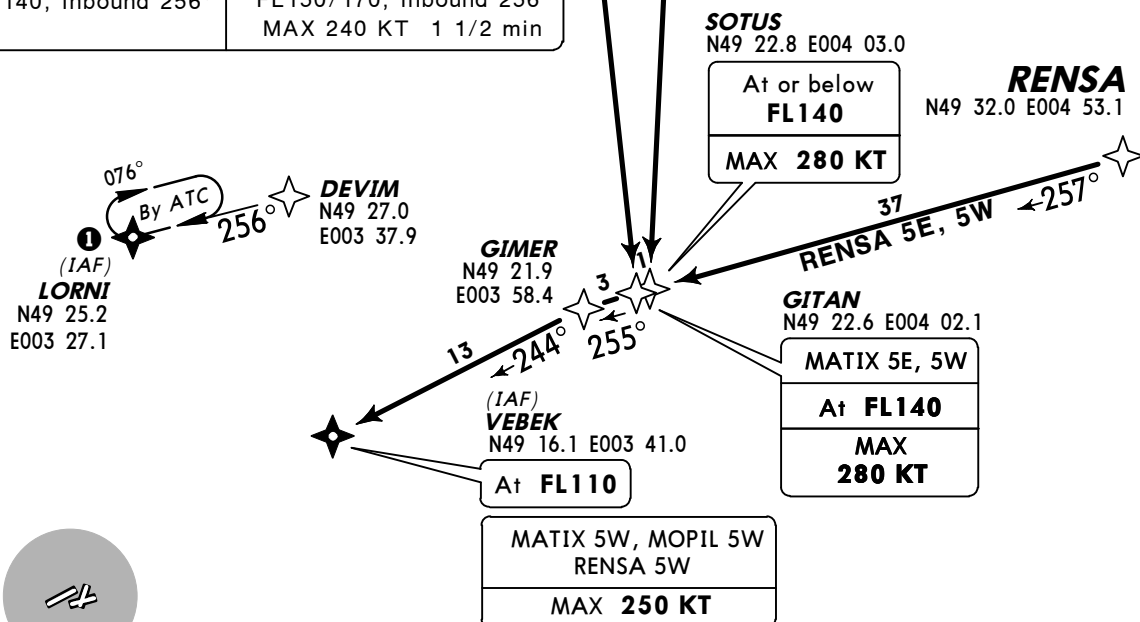
**MATIX 5E [MATI5E], MOPIL 5E [MOPI5E]
RENSA 5E [RENS5E]
RWYS 02, 06, 08 RNAV ARRIVALS**

**MATIX 5W [MATI5W], MOPIL 5W [MOPI5W]
RENSA 5W [RENS5W]
RWYS 20, 24, 26 RNAV ARRIVALS**

TO IAF VEBEK



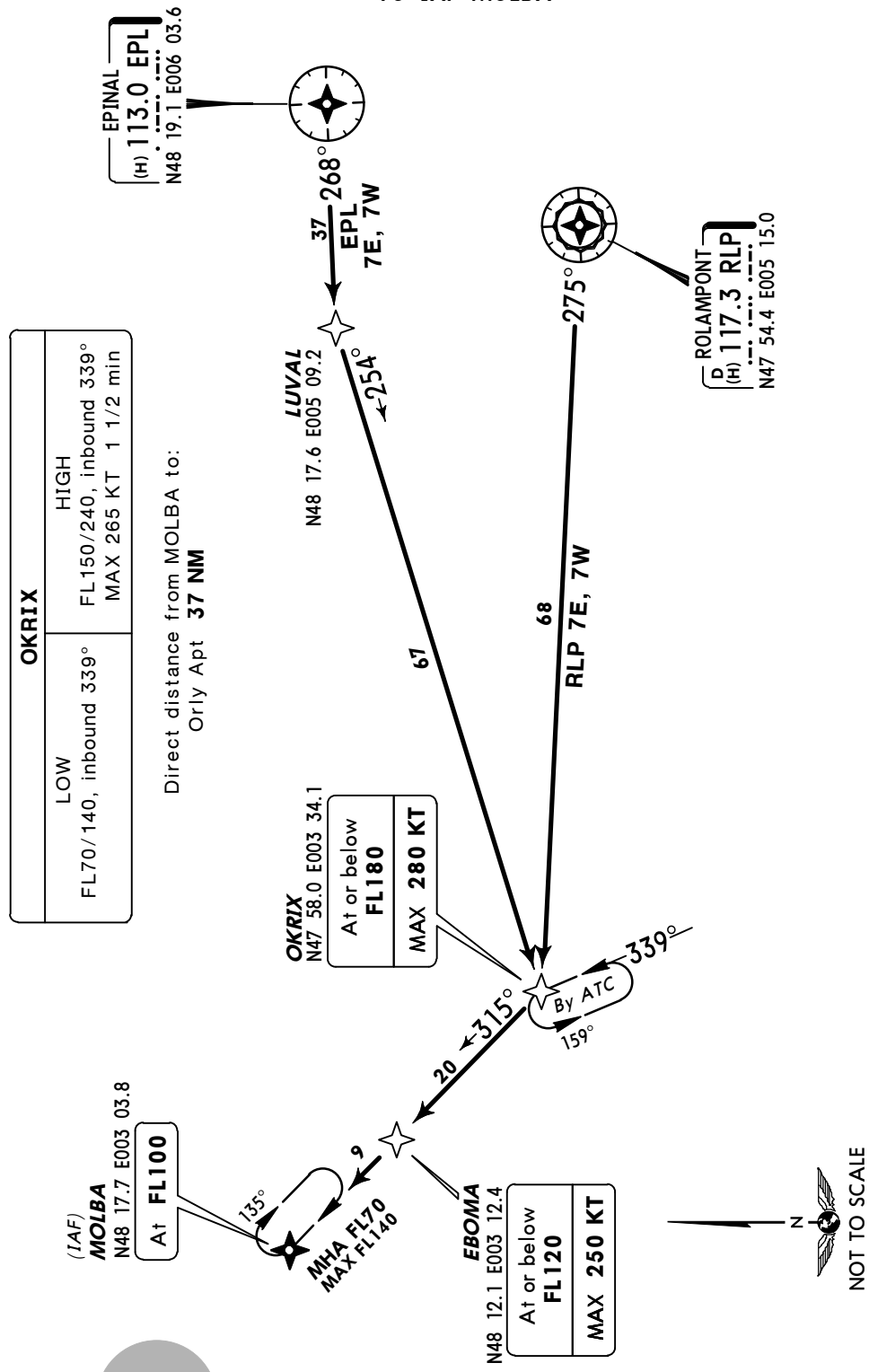
LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2 min



STAR	ROUTING	RESTRICTION
MATIX 5E, 5W	MATIX - GITAN - GIMER - VEBEK.	From lower airspace.
MOPIL 5E, 5W	MOPIL - SOTUS - GIMER - VEBEK.	From upper airspace.
RENSA 5E, 5W	RENSA - SOTUS - GIMER - VEBEK.	

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.
Apt Elev 291'	

EPINAL 7E (EPL 7E), EPINAL 7W (EPL 7W)
ROLAMPONT 7E (RLP 7E)
ROLAMPONT 7W (RLP 7W)
RWYS 02, 06, 08, 20, 24, 26
RNAV ARRIVALS
TO IAF MOLBA

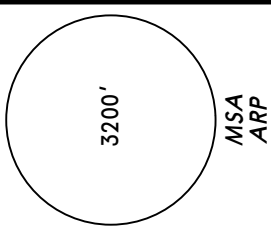


STAR	ROUTING	RESTRICTION
EPL 7E, 7W	EPL - LUVAL - OKRIX - EBOMA - MOLBA.	From upper airspace.
RLP 7E, 7W	RLP - OKRIX - EBOMA - MOLBA.	From lower airspace.

*ATIS
131.35 (French 126.5)

Apt Elev
291'

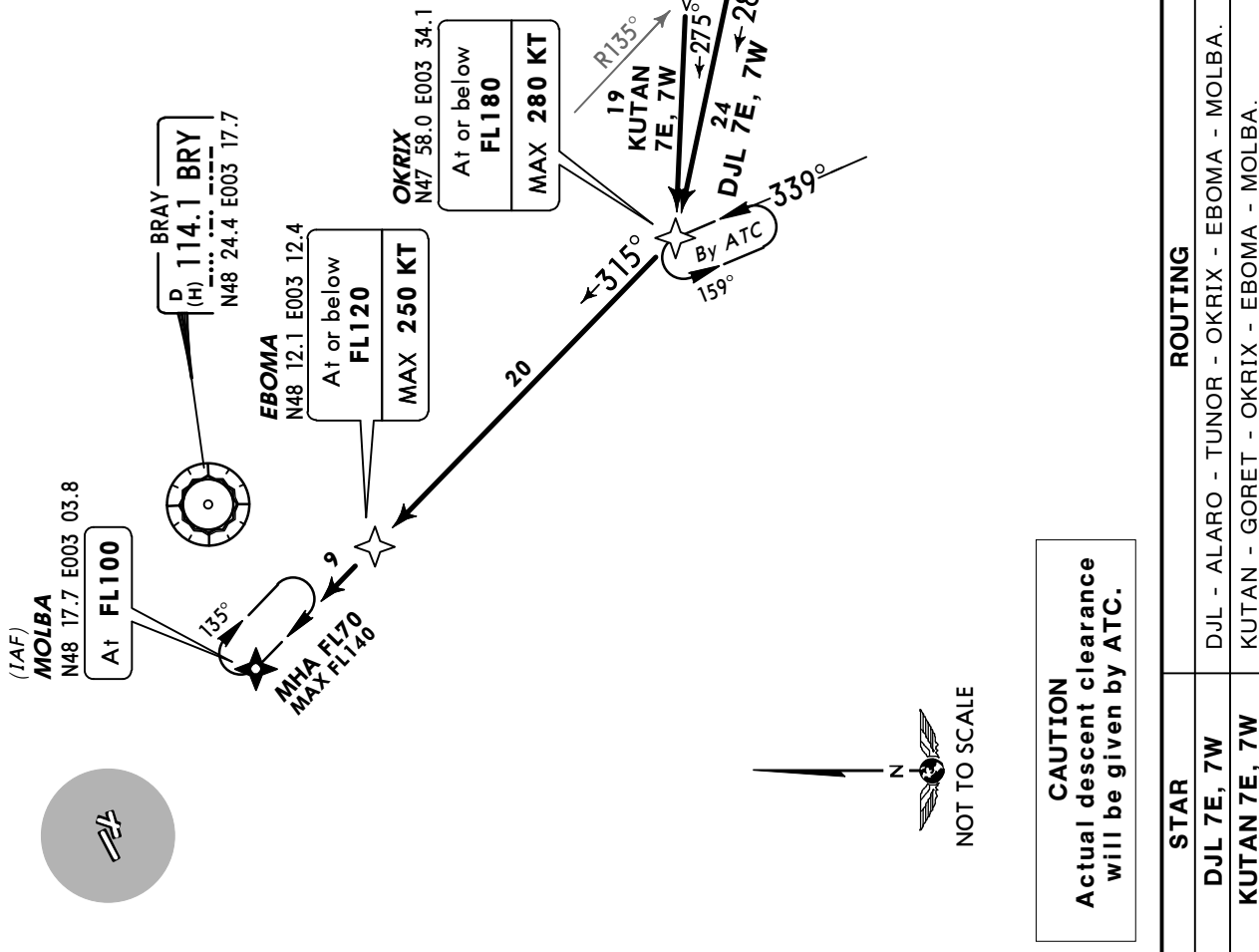
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point.
ACFT should not be able to comply with these limitations must advise ATC as soon as possible.



DIJON 7E (DJL 7E), DIJON 7W (DJL 7W)
KUTAN 7E [KUTA7E]
KUTAN 7W [KUTA7W]
RWYS 02, 06, 08, 20, 24, 26
RNAV ARRIVALS
TO IAF MOLBA

OKRIX	
LOW	HIGH
FL70/140, inbound 339°	FL150/240, inbound 339°
	MAX 265 KT 1 1/2 min

Direct distance from MOLBA to:
Only Apt 37 NM

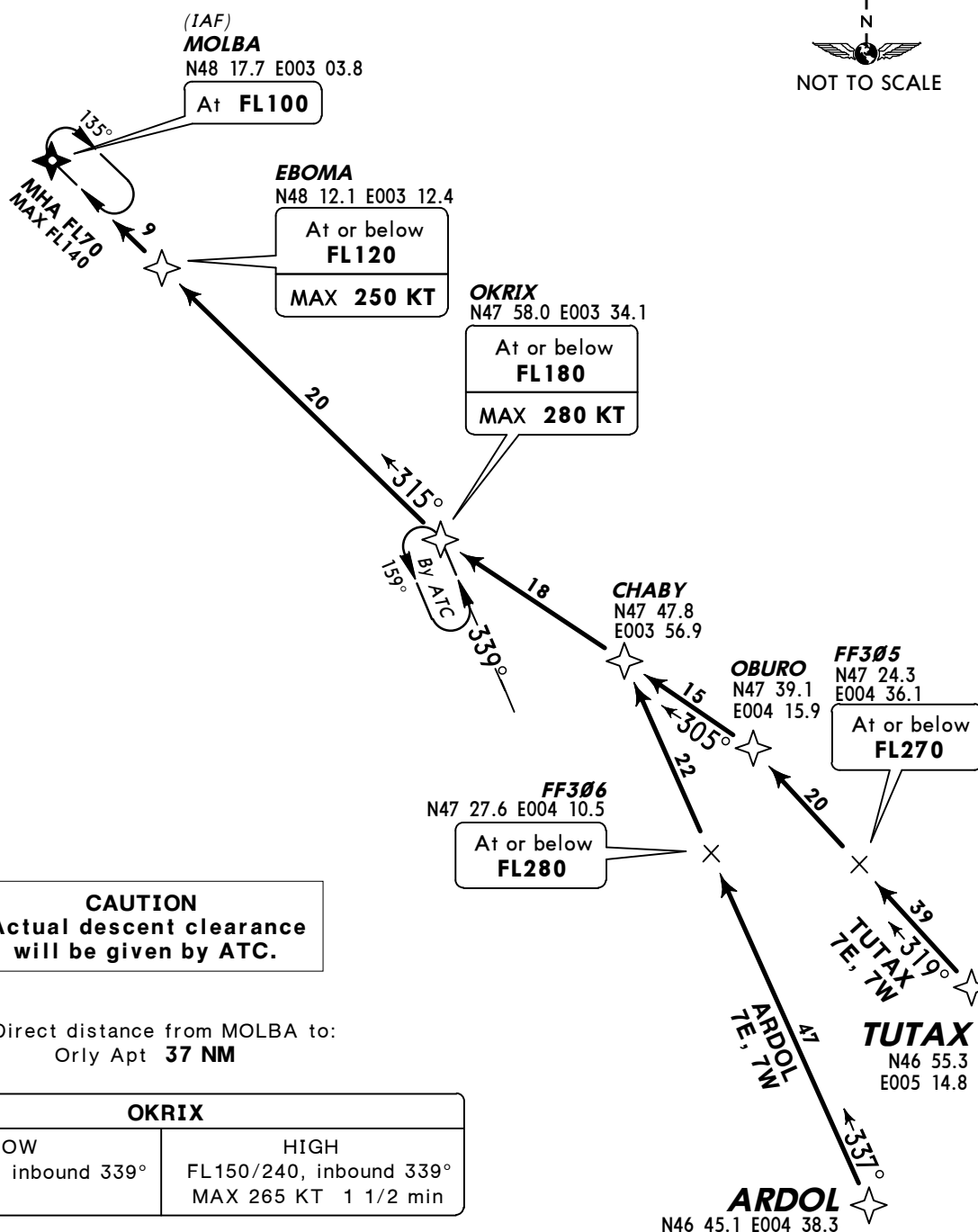
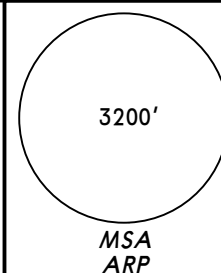


*ATIS
131.35 (French 126.5)

Apt Elev
291'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.

ARDOL 7E [ARDO7E]
ARDOL 7W [ARDO7W]
TUTAX 7E [TUTA7E]
TUTAX 7W [TUTA7W]
RWYS 02, 06, 08, 20, 24, 26
RNAV ARRIVALS
FROM UPPER AIRSPACE
TO IAF MOLBA



CAUTION
Actual descent clearance
will be given by ATC.

Direct distance from MOLBA to:
Only Apt 37 NM

OKRIX	
LOW FL70/140, inbound 339°	HIGH FL150/240, inbound 339° MAX 265 KT 1 1/2 min

STAR	ROUTING
ARDOL 7E, 7W	ARDOL - CHABY - OKRIX - EBOMA - MOLBA.
TUTAX 7E, 7W	TUTAX - OBURO - OKRIX - EBOMA - MOLBA.

*ATIS
131.35 (French 126.5)

Apt Elev
291'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point.
ACFT should not be able to comply with these limitations must advise ATC as soon as possible.

MOULINS 7E (MOU 7E), MOULINS 7W (MOU 7W)

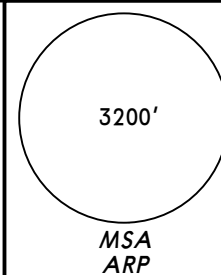
PIBAT 7E [PIBA7E]

PIBAT 7W [PIBA7W]

RWYS 02, 06, 08, 20, 24, 26

RNAV ARRIVALS

TO IAF MOLBA



OKRIX

LOW	HIGH
FL70/140, inbound 339°	FL150/240, inbound 339° MAX 265 KT 1 1/2 min

24

(IAF)
MOLBA
N48 17.7 E003 03.8
At FL100

EBOMA
N48 12.1 E003 12.4
At or below
FL120
MAX 250 KT

TROYES
(H) 116.0 TRO
N48 15.1 E003 57.8

OKRIX
N47 58.0 E003 34.1
At or below
FL180
MAX 280 KT



Direct distance from MOLBA to:
Only Apt 37 NM

CAUTION
Actual descent clearance
will be given by ATC.

MOULINS
D (H) 116.7 MOU
N46 42.4 E003 37.9

AVLON
N47 33.6
E003 48.8

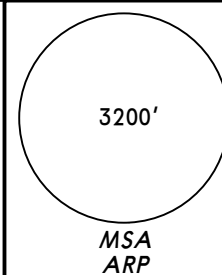
FF307
N47 22.4 E003 55.5
At or below
FL280

PIBAT
N46 48.4 E004 15.6

STAR	ROUTING	RESTRICTION
MOU 7E, 7W	MOU - AVLON - OKRIX - EBOMA - MOLBA.	From lower airspace.
PIBAT 7E, 7W	PIBAT - OKRIX - EBOMA - MOLBA.	

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.
Apt Elev 291'	

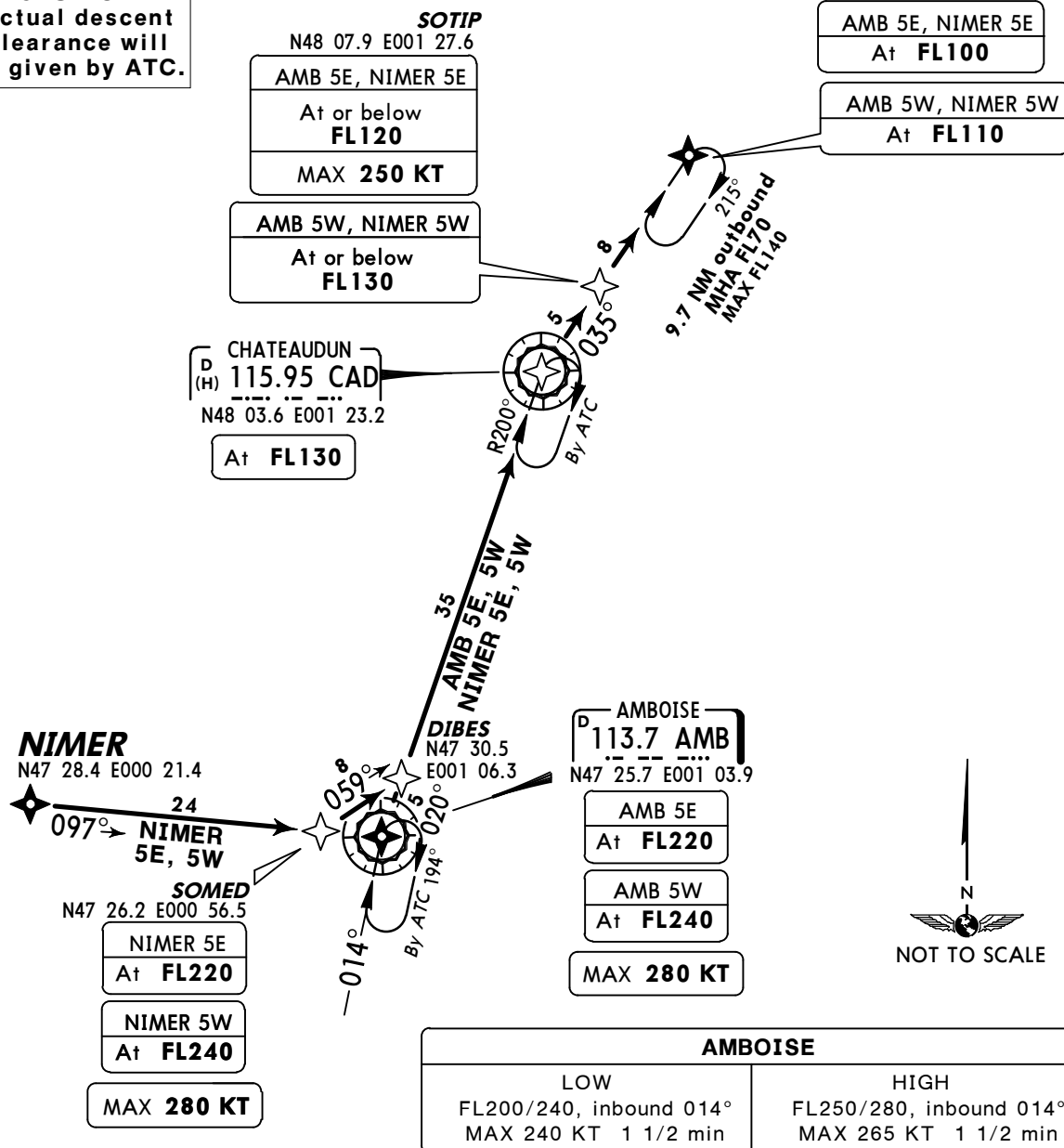
**AMBOISE 5E (AMB 5E), NIMER 5E [NIME5E]
RWYS 02, 06, 08 RNAV ARRIVALS**
**AMBOISE 5W (AMB 5W), NIMER 5W [NIME5W]
RWYS 20, 24, 26 RNAV ARRIVALS**
TO IAF ODILO



CHATEAUDUN	
LOW FL70/140, inbound 020°	HIGH FL150/240, inbound 020° MAX 265 KT 1 1/2 min

Direct distance from ODILO to:
Orly Apt **43 NM**

CAUTION
Actual descent
clearance will
be given by ATC.



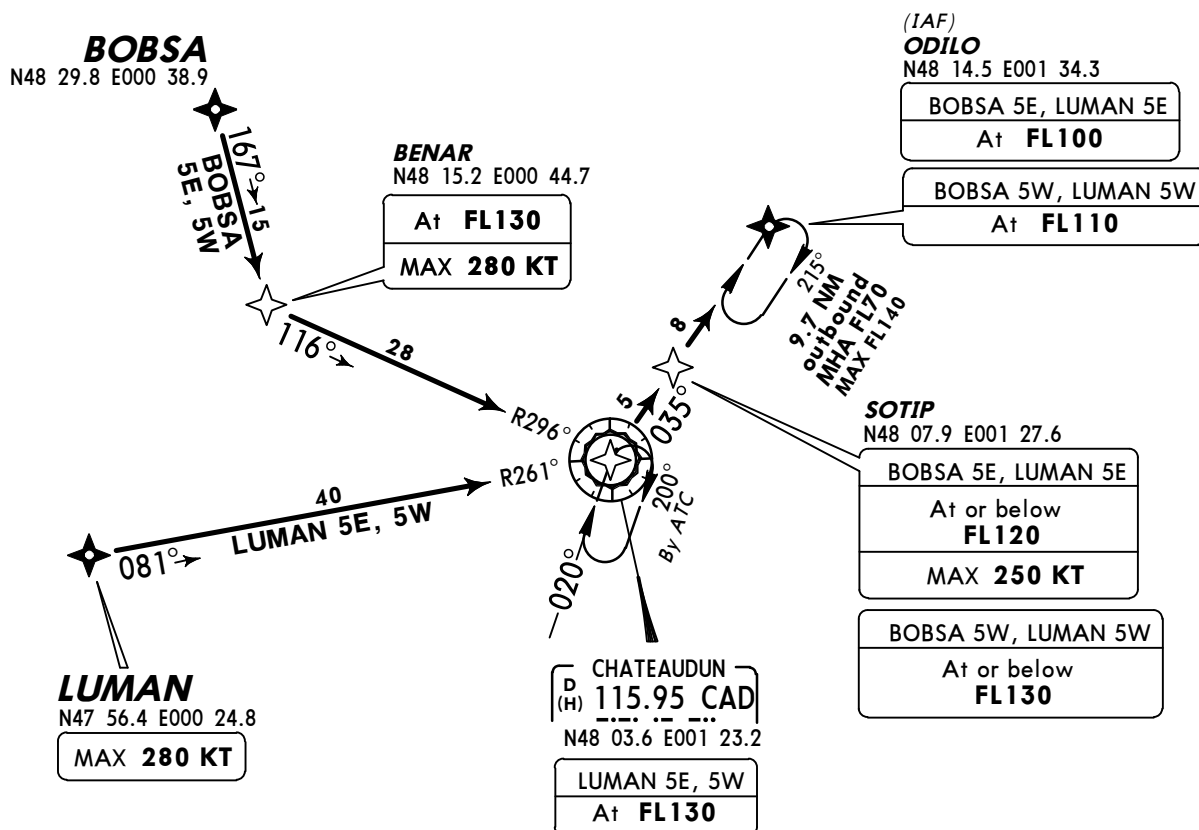
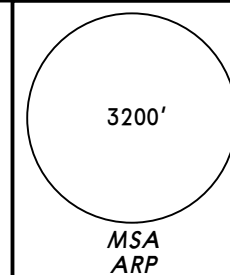
STAR	ROUTING	RESTRICTION
AMB 5E, 5W	AMB - CAD - SOTIP - ODILO.	
NIMER 5E, 5W	NIMER - SOMED - DIBES - CAD - SOTIP - ODILO.	From upper airspace.

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.
Apt Elev 291'	

**BOBSA 5E [BOBS5E], LUMAN 5E [LUMA5E]
RWYS 02, 06, 08 RNAV ARRIVALS**

**BOBSA 5W [BOBS5W], LUMAN 5W [LUMA5W]
RWYS 20, 24, 26 RNAV ARRIVALS**

FROM LOWER AIRSPACE
TO IAF ODILO



CAUTION
Actual descent
clearance will
be given by ATC.

CHATEAUDUN	
LOW FL70/140, inbound 020°	HIGH FL150/240, inbound 020° MAX 265 KT 1 1/2 min

STAR	ROUTING
BOBSA 5E, 5W	BOBSA - BENAR - CAD - SOTIP - ODILO.
LUMAN 5E, 5W	LUMAN - CAD - SOTIP - ODILO.

11 NOV 11

(10-2H)

Eff 17 Nov

RNAV INITIAL APPROACH

*ATIS
131.35 (French 126.5)

Apt Elev
291'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

**VEBEK 1W [VEB1W]
RWYS 20, 24, 26
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED**

**FOR FINAL APPROACH
SEE APPROACH CHARTS**

3200'

MSA
ARP

LORNI

LOW
FL70/140, inbound 256°

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

1 IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.



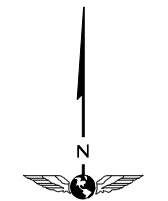
① (IAF) LORNI N49 25.2 E003 27.1	DEVIM N49 27.0 E003 37.9
--	---------------------------------------

(IAF)
VEBEK
N49 16.1 E003 41.0

At FL110
250 KT

CHATILLON
D
(H) 117.6 CTL
N49 08.3 E003 34.7

VALPO 
N48 50.1 E003 07.3

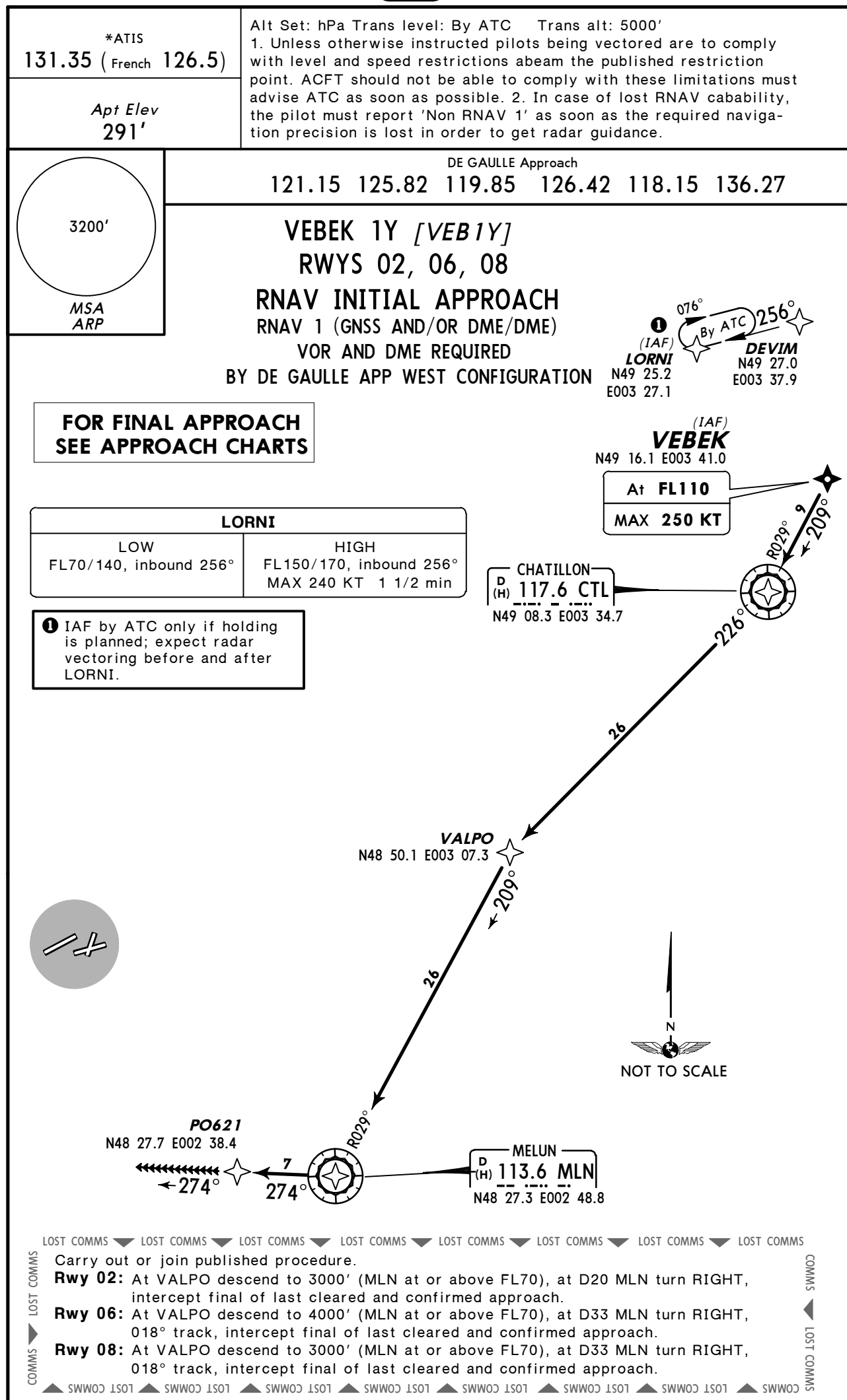


NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Carry out or join published procedure. At CTL descend to 3000' (VALPO at or above FL70), at VALPO turn RIGHT, intercept final of last cleared and confirmed approach (otherwise RWY26).

WOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT



*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.
Apt Elev 291'	

MOLBA 1E [MOL1E]

RWYS 02, 06, 08

MOLBA 1W [MOL1W]

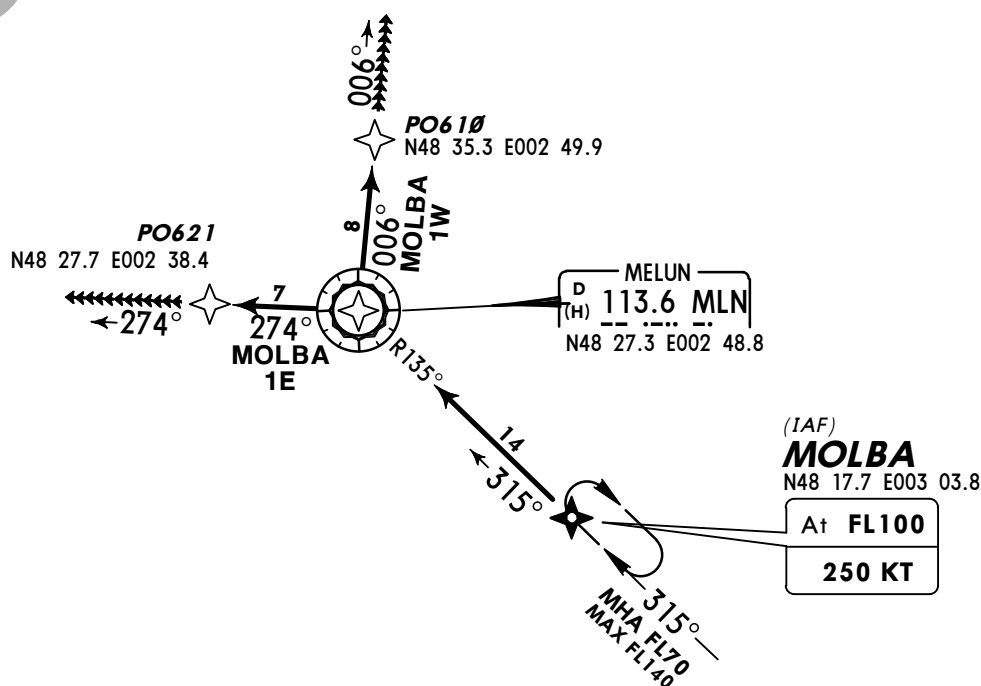
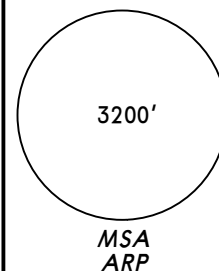
RWYS 20, 24, 26

RNAV INITIAL APPROACHES

RNAV 1 (GNSS AND/OR DME/DME)

VOR AND DME REQUIRED

**FOR FINAL APPROACH
SEE APPROACH CHARTS**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

MOLBA 1E

Carry out or join published procedure.

Rwy 02: At MOLBA descend to 3000' (MLN at or above FL70), at D20 MLN turn RIGHT, intercept final of last cleared and confirmed approach.

Rwy 06: At MOLBA descend to 4000' (MLN at or above FL70), at D33 MLN turn RIGHT, 018° track, intercept final of last cleared and confirmed approach.

Rwy 08: At MOLBA descend to 3000' (MLN at or above FL70), at D33 MLN turn RIGHT, 018° track, intercept final of last cleared and confirmed approach.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

MOLBA 1W

Rwy 20: At PO421 join and carry out procedure GNSS 20. At MOLBA descend to 3000' (MLN at or above FL70).

Rwys 24, 26: Carry out or join published procedure. At MOLBA descend to 3000' (MLN at or above FL70), at D18 MLN turn LEFT, 288° track, intercept final of last cleared and confirmed approach (otherwise Rwy26).

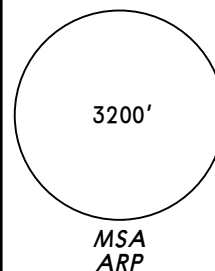
▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲

*ATIS
131.35 (French 126.5)

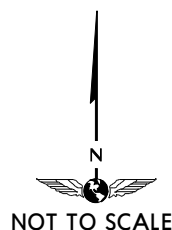
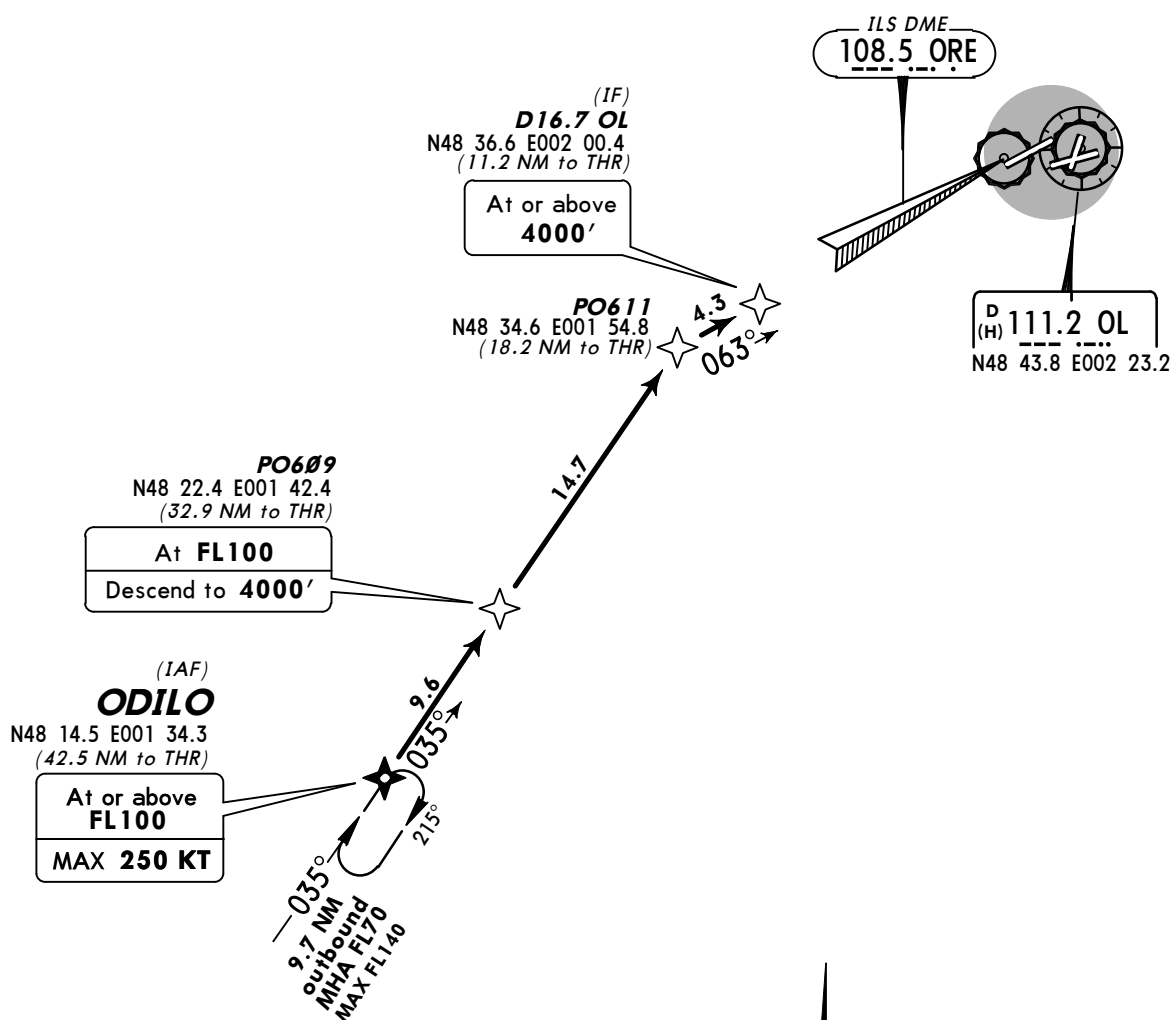
Apt Elev
291'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

ODILO 1A [ODI1A]
RWY 06
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



**FOR FINAL APPROACH
SEE APPROACH CHARTS**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
At **ODILO**: maintain FL100.
At **PO609**: descend to 4000'.
At **PO611**: turn RIGHT to intercept ILS approach.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

*ATIS
131.35 (French 126.5)

Apt Elev
291'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

ODILO 1E [ODI1E]

RWYS 06, 08

ODILO 1S [ODI1S]

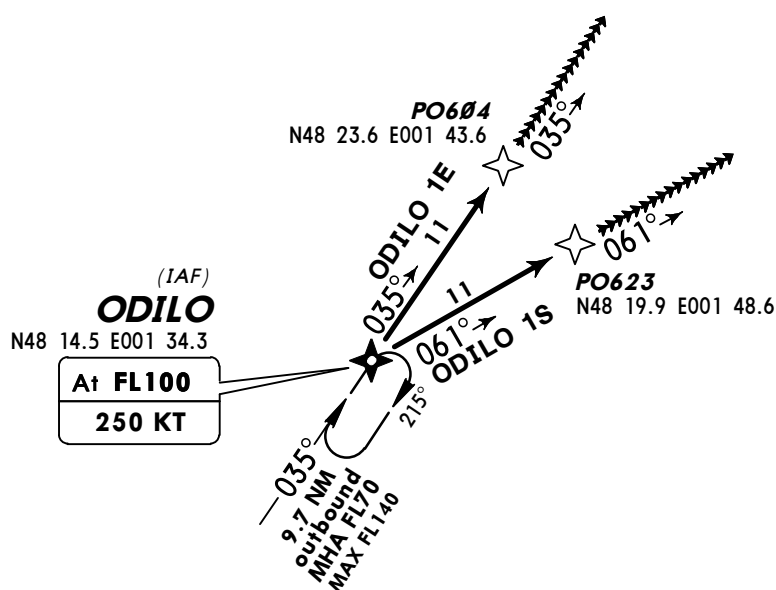
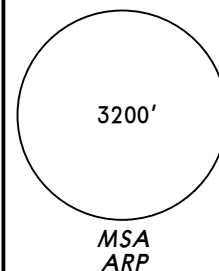
RWY 02

RNAV INITIAL APPROACHES

RNAV 1 (GNSS AND/OR DME/DME)

VOR AND DME REQUIRED

FOR FINAL APPROACH
SEE APPROACH CHARTS



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

ODILO 1E

► Carry out or join published procedure.

Rwy 06: At ODILO descend to 4000' (PO604 at or above FL70), intercept final of last cleared and confirmed approach.

Rwy 08: At ODILO descend to 3000' (PO604 at or above FL70), intercept final of last cleared and confirmed approach.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

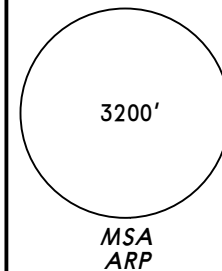
ODILO 1S

► Carry out or join published procedure. At ODILO descend to 3000' (PO623 at or above FL70), intercept final approach.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

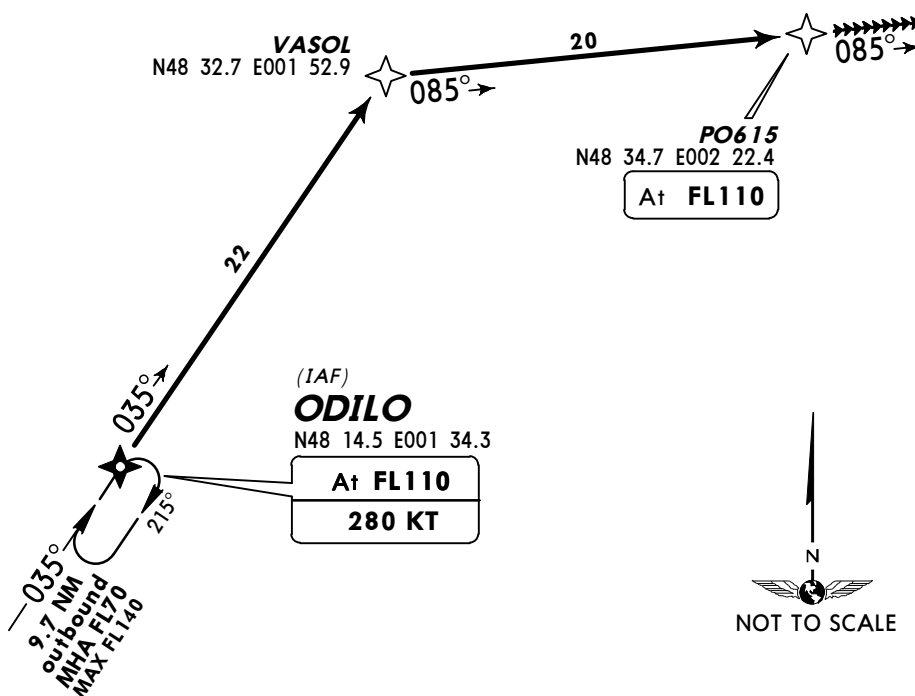
*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.
Apt Elev 291'	

ODILO 1W [ODI1W]
RWYS 20, 24, 26
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



**FOR FINAL APPROACH
SEE APPROACH CHARTS**

PO421
N48 46.8 E002 41.2



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Carry out or join published procedure. At PO615 descend to 3000', at MLN R-360 turn LEFT, intercept MLN R-006.

Rwy 20: At PO421 join and carry out procedure GNSS 20.

Rwys 24, 26: At D18 MLN turn LEFT, 288° track, intercept final of last cleared and confirmed approach (otherwise RWY26).

▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT

CONVENTIONAL HOLDING INFORMATION

Due to lack of conventional STARs and initial approaches, in case of holding procedure, NON-RNAV equipped ACFT will be radar vectored towards below-mentioned patterns.

Final approach axis joining up from IAF will be done by radar vectoring also.

Holding entries are not protected as they are carried out according to the inbound leg.

CHATEAUDUN

FL70/110, inbound 020°
RIGHT turn

DIEPPE

FL70/110, inbound 178°
RIGHT turn

REIMS

FL90/110, inbound 239°
RIGHT turn

ROUEN

FL70/110, inbound 172°
LEFT turn

LORNI

FL70/100, inbound 256°
109.2 CRL R-076 D38/43
RIGHT turn

MOLBA

FL70/110, inbound 315°
113.6 MLN R-135 D14/20
RIGHT turn

ODILO

FL70/110, inbound 035°
114.7 RBT R-215 D30/35
RIGHT turn

RNAV SID DESIGNATION	REFER TO CHART
ATREX 3P, 3Q, NURMO 3P, 3Q OPALE 3P, 3Q	10-3B
ATREX 3S, 3T, NURMO 3S, 3T OPALE 3S, 3T	10-3C
ATREX 3V, NURMO 3V, OPALE 3V	10-3D
ATREX 3X, NURMO 3X, OPALE 3X	10-3E
BAXIR 3P, 3Q, BUBLI 3P, 3Q DIKOL 3P, 3Q, RANUX 3P, 3Q	10-3F
BAXIR 3S, 3T, BUBLI 3S, 3T DIKOL 3S, 3T, RANUX 3S, 3T	10-3G
BAXIR 3V, BUBLI 3V, DIKOL 3V, RANUX 3V	10-3H
BAXIR 3X, BUBLI 3X, DIKOL 3X, RANUX 3X	10-3J
OKASI 3P, 3Q, PILUL 3P, 3Q	10-3K
OKASI 3S, 3T, PILUL 3S, 3T	10-3L
OKASI 3V, 3X, PILUL 3V, 3X	10-3M
LATRA 3P, 3Q	10-3N
LATRA 3S, 3T	10-3P
LATRA 3V, 3X	10-3Q
AGOPA 3P, 3Q, ERIXU 3P, 3Q	10-3S
AGOPA 3S, 3T, ERIXU 3S, 3T	10-3T
AGOPA 3V, 3X, ERIXU 3V, 3X	10-3U
SID DESIGNATION	REFER TO CHART
DORDI 3P, 3Q, 3S, 3T	10-3V
DORDI 3V, 3X	10-3W
MONOT 3P, 3Q, 3S, 3T	10-3X
MONOT 3V, 3X	10-3X1
PITHIVIERS 3P, 3Q, 3S, 3T	10-3X2
PITHIVIERS 3V, 3X	10-3X3
EVREUX 3P, 3Q, 3S, 3T L'AIGLE 3P, 3Q, 3S, 3T	10-3X4
EVREUX 3V, L'AIGLE 3V	10-3X5
EVREUX 3X, L'AIGLE 3X	10-3X6
PGS 3P, 3Q, 3S, 3T	10-3X7
PGS 3V, 3X	10-3X8

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.

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

Non RNAV equipped aircraft

Specify FPL item 15:

- northbound: DCT MTD then DCT first point joining the en-route network.
- eastbound: DCT NIPOR or DCT ALIMO.
- southbound: SID PTV, MONOT or DORDI.
- westbound: SID EVX or LGL.

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

- northbound: radar guidance to MTD.
- eastbound: radar guidance to BRY R-034 to proceed NIPOR or
radar guidance to CLM R-103 to proceed ALIMO.
- southbound: SID PTV, MONOT or DORDI.
- westbound: SID EVX or LGL.

VFR traffic unknown to ATC may occur below the requested FL115.

3. SID DESIGNATION

Letter **P** (RWYs 24, 26) & letter **Q** (RWY 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

Letter **S** (RWYs 24, 26) & letter **T** (RWY 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

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

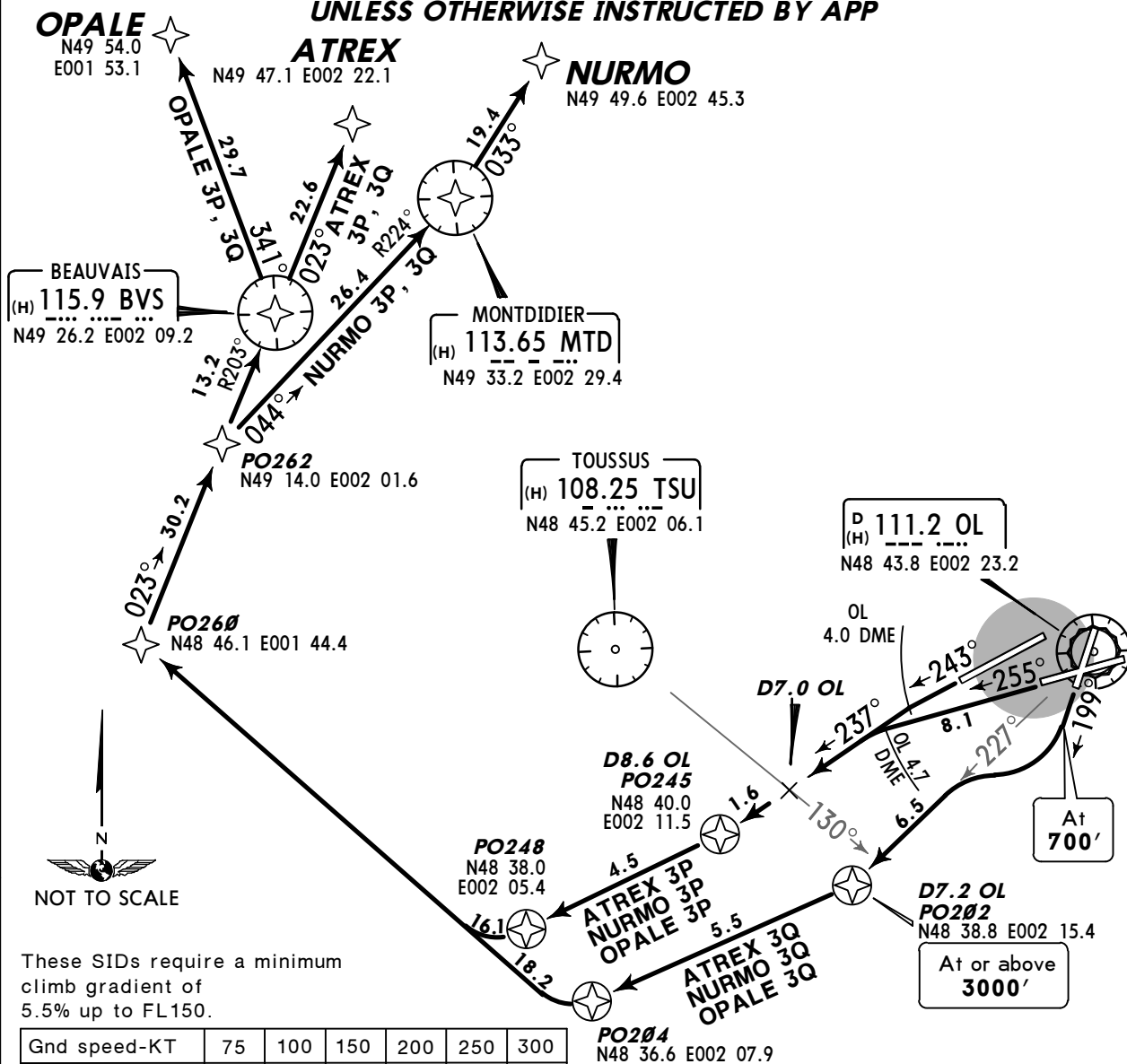
Letter **X** assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).ATREX, NURMO, OPALE
RWYS 20, 24, 26 RNAV DEPARTURES

RNAV (GNSS - DME/DME)

LETTER P & Q

JETS & PROPS ABOVE FL115

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP**

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL80**, further climb when authorized by ATC.**IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).**

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D8.6 OL. RNAV: PO245.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8.6 OL. RNAV: PO245.
SID	ROUTING
ATREX 3P [ATRE3P] ①	PO245 - PO248 - PO260 - PO262 - BVS - ATREX.
ATREX 3Q [ATRE3Q] ①	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - ATREX.
NURMO 3P [NURM3P] ②	PO245 - PO248 - PO260 - PO262 - MTD - NURMO.
NURMO 3Q [NURM3Q] ②	PO202 (3000+) - PO204 - PO260 - PO262 - MTD - NURMO.
OPALE 3P [OPAL3P] ③	PO245 - PO248 - PO260 - PO262 - BVS - OPALE.
OPALE 3Q [OPAL3Q] ③	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - OPALE.

For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.

*ORLY Departure 127.75 Apt Elev 291'
Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

ATREX, NURMO, OPALE

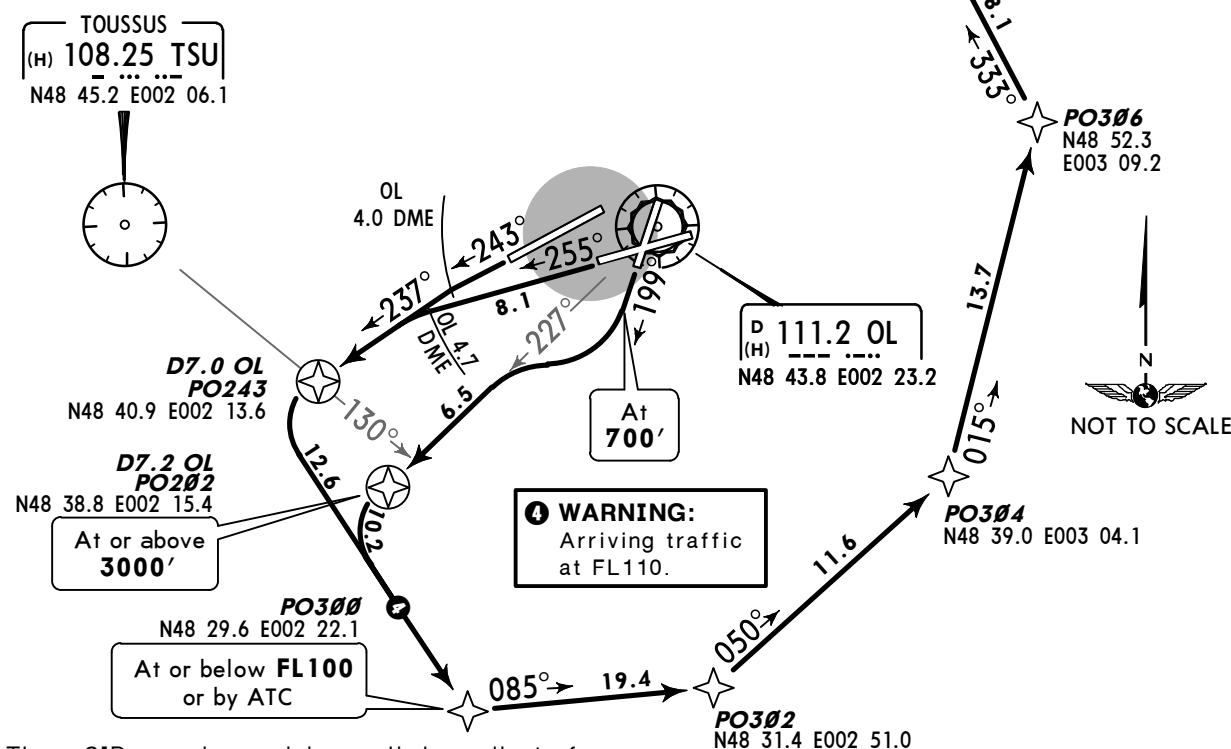
RWYS 20, 24, 26

RNAV DEPARTURES

RNAV (GNSS - DME/DME)

LETTER S & T

JETS & PROPS ABOVE FL115

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP**

These SIDs require a minimum climb gradient of 5.5% up to FL150.

If unable to comply advise ORLY Tower on first contact.

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

Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D7.0 OL. RNAV: PO243.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7.0 OL. RNAV: PO243.

SID	ROUTING
ATREX 3S [ATRE3S] ①	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
ATREX 3T [ATRE3T] ①	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
NURMO 3S [NURM3S] ②	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
NURMO 3T [NURM3T] ②	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
OPALE 3S [OPAL3S] ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.
OPALE 3T [OPAL3T] ③	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.

For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.

Initial climb clearance JET: FL130 / PROP: FL120 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).	
RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL, turn RIGHT, intercept CLM R-247 to PO086.
SID	ROUTING
ATREX 3V [ATRE3V] ❶	PO086 - PO088 - PO090 - MTD - ATREX.
NURMO 3V [NURM3V] ❷	PO086 - PO088 - PO090 - MTD - NURMO.
OPALE 3V [OPAL3V] ❸	PO086 - PO088 - PO090 - BVS - OPALE.
For flights to destinations specified via airway UT-225 ❶ /UN-874 ❷ /J20, T/UT-421 ❸.	

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At or below **FL100**
or by ATC

CHANGES: RNAV SIDs renumbered; BAXIR RNAV SIDs established. © JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

*ORLY Departure
127.75

Apt Elev
291'

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

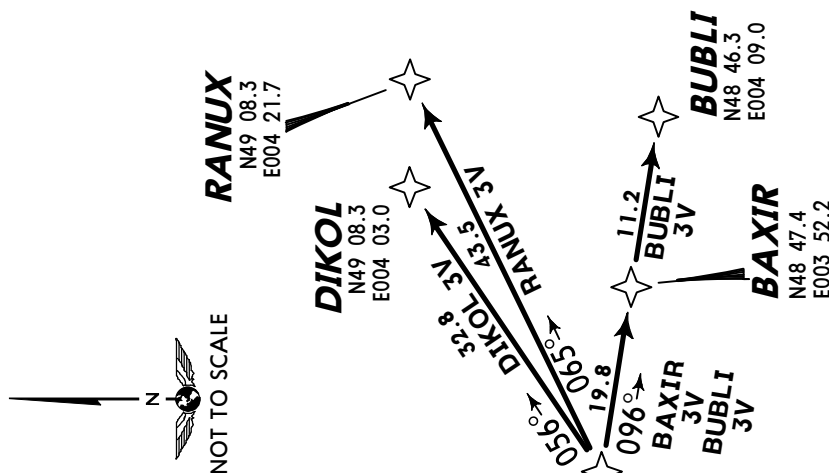
BAXIR, BUBLI, DIKOL, RANUX
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER V

JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)
~~SPEED~~ MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY APP

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.



Initial climb clearance JET: **FL90**/PROP: **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

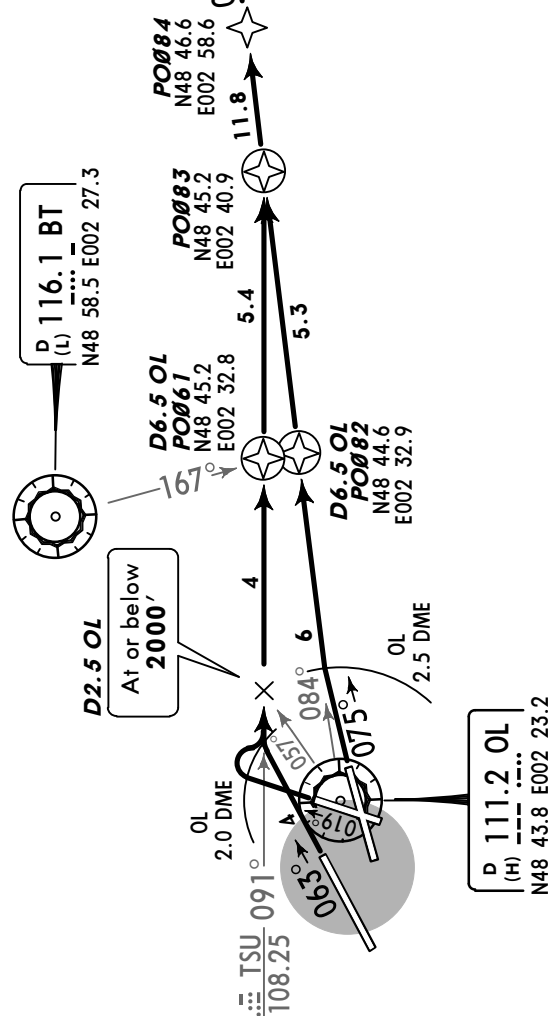
INITIAL CLIMB

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO083.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO083.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO083.

ROUTING

SID	ROUTING
BAXIR 3V [BAXI3V] ①	PO083 - PO084 - BATAG - BAXIR.
BUBLI 3V [BUBL3V] ②	PO083 - PO084 - BATAG - BUBLI.
DIKOL 3V [DIKO3V] ③	PO083 - PO084 - BATAG - DIKOL.
RANUX 3V [RANU3V] ④	PO083 - PO084 - BATAG - RANUX.

For flights to destinations specified via airways B-13 ① /UG-42 ② /J-10 ③ /UN-101, UN-858 ④.



*ORLY Departure
127.75

Apt Elev
291'

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

BAXIR, BUBLI, DIKOL, RANUX
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER X

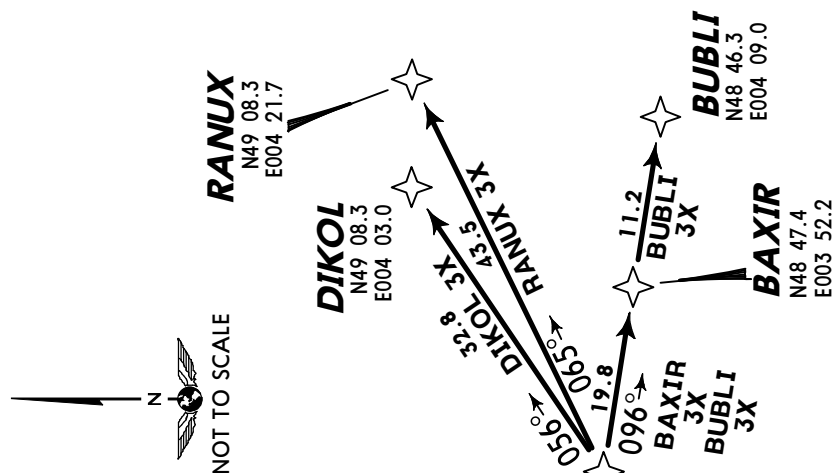
JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)

~~SPEED~~ MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY APP

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.



Initial climb clearance JET: **FL130/ PROP: FL120**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

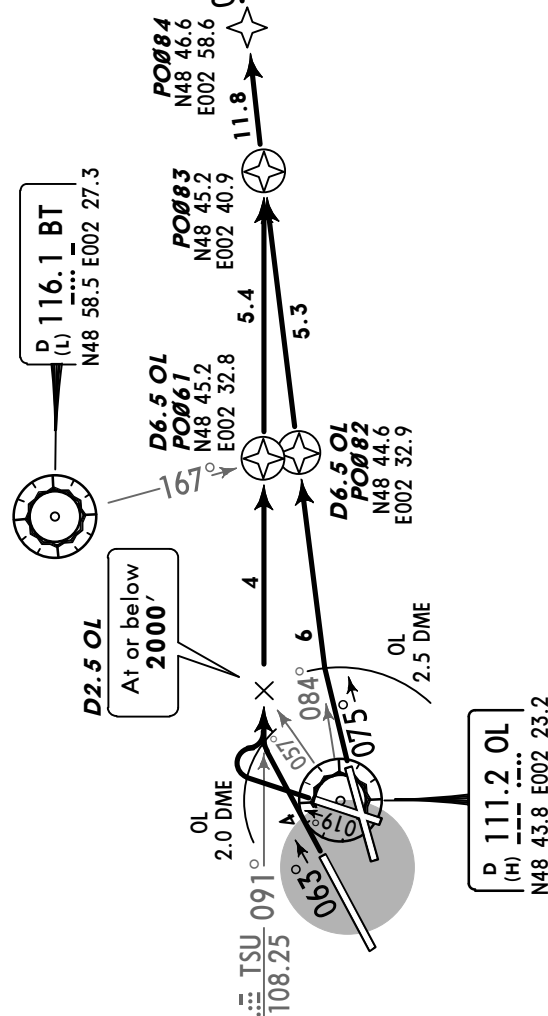
INITIAL CLIMB

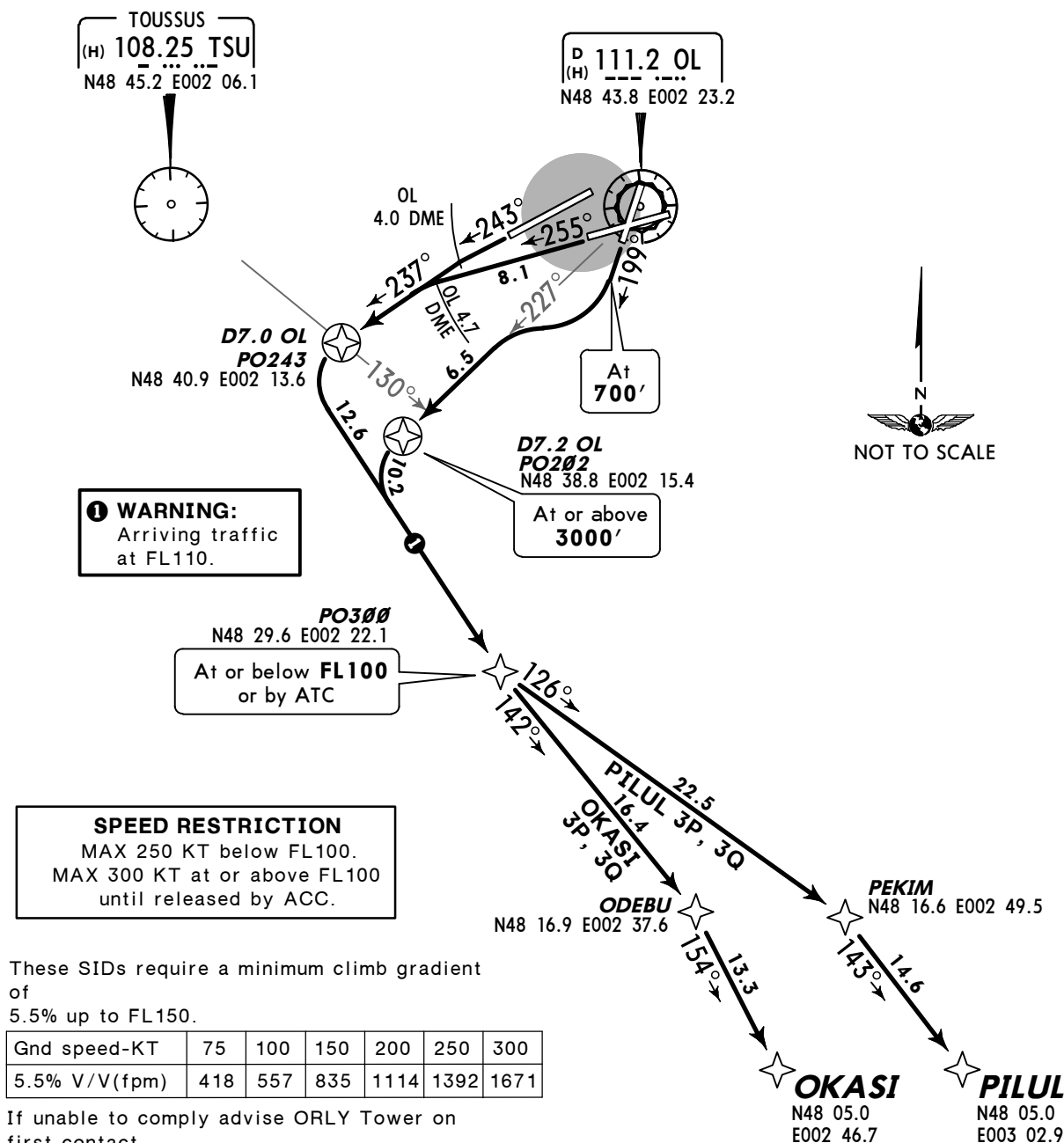
RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO083.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO083.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO083.

ROUTING

SID	ROUTING
BAXIR 3X [BAXI3X] ①	PO083 - PO084 - BATAG - BAXIR.
BUBLI 3X [BUBL3X] ②	PO083 - PO084 - BATAG - BUBLI.
DIKOL 3X [DIKO3X] ③	PO083 - PO084 - BATAG - DIKOL.
RANUX 3X [RANU3X] ④	PO083 - PO084 - BATAG - RANUX.

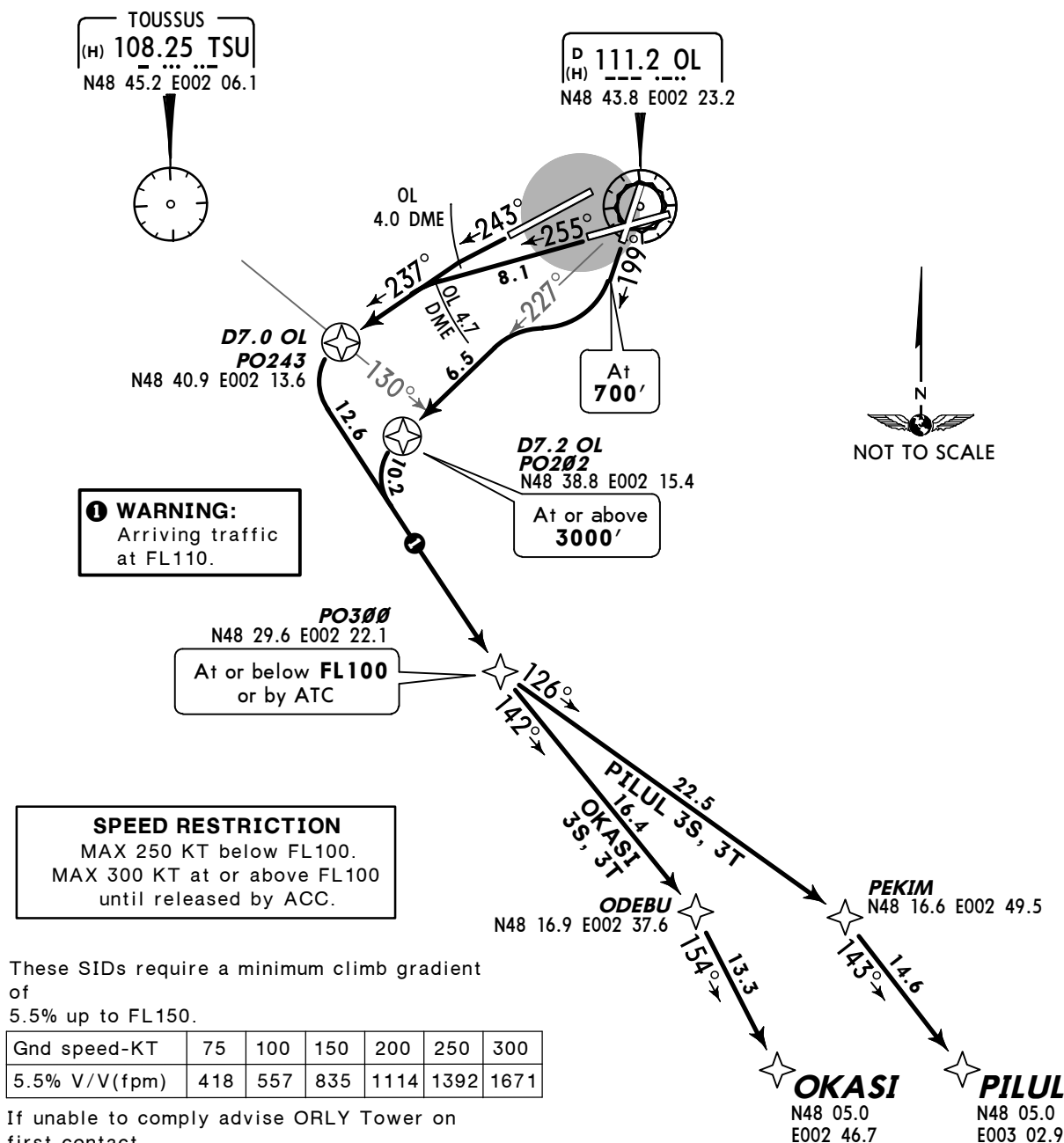
For flights to destinations specified via airways B-13 ① /UG-42 ② /J-10 ③ /UN-101, UN-858 ④.



*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).OKASI, PILUL
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER P & Q
JETS & PROPS ABOVE FL195Initial climb clearance **FL80**, further climb when authorized by ATC.**IMPORTANT:** For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

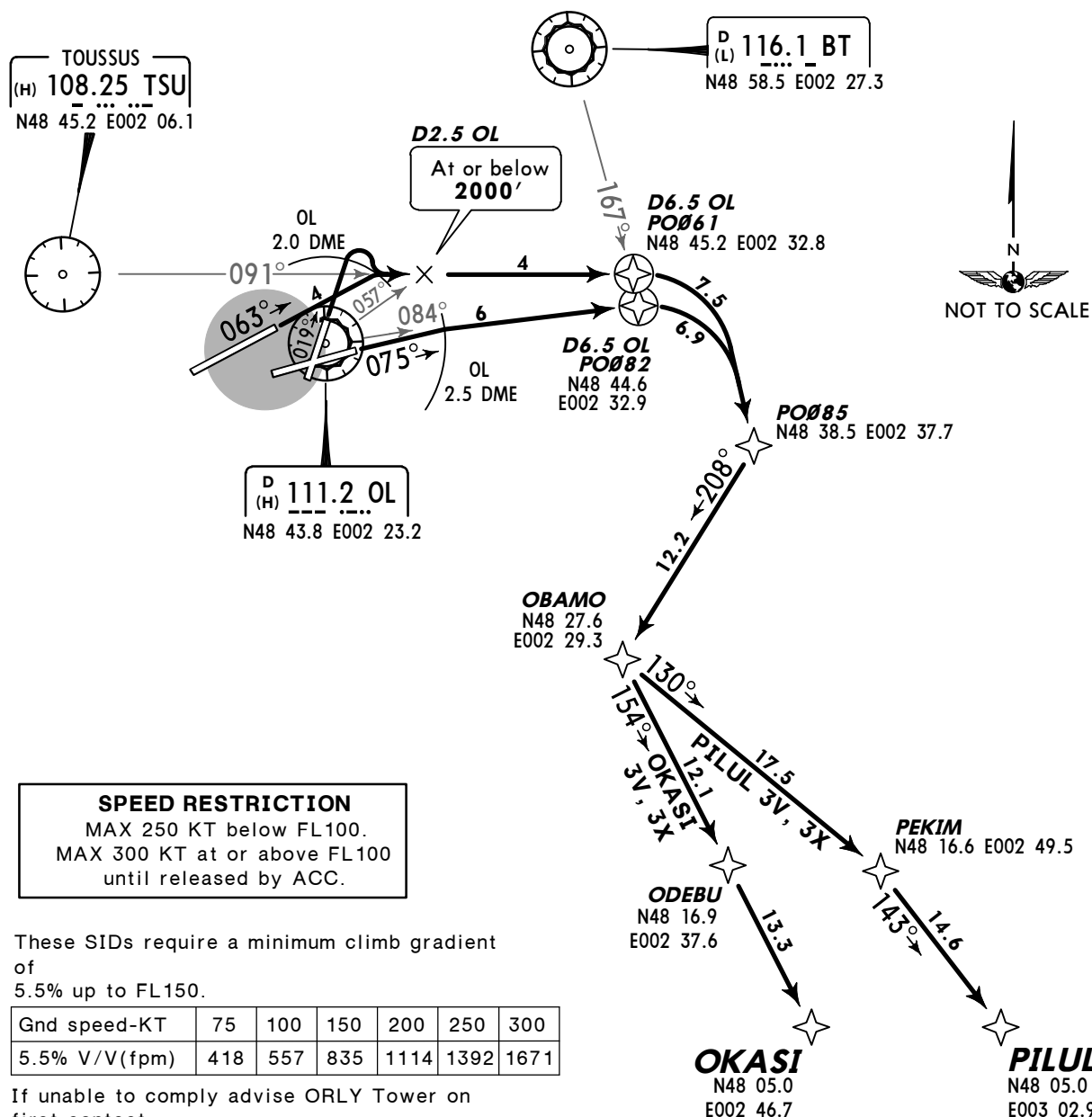
RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D7.0 OL. RNAV: PO243.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7.0 OL. RNAV: PO243.
SID	ROUTING
OKASI 3P [OKAS3P] ②	PO243 - PO300 (FL100-) - ODEBU - OKASI.
OKASI 3Q [OKAS3Q] ②	PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 3P [PILU3P] ③	PO243 - PO300 (FL100-) - PEKIM - PILUL.
PILUL 3Q [PILU3Q] ③	PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.

For flights to destinations specified via airway UL-612 ② /UM-975 ③.

*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).OKASI, PILUL
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER S & T
JETS & PROPS ABOVE FL195Initial climb clearance **FL80**, further climb when authorized by ATC.**IMPORTANT:** For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D7.2 OL. RNAV: PO202.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D7.0 OL. RNAV: PO243.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7.0 OL. RNAV: PO243.
SID	ROUTING
OKASI 3S [OKAS3S] ②	PO243 - PO300 (FL100-) - ODEBU - OKASI.
OKASI 3T [OKAS3T] ②	PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 3S [PILU3S] ③	PO243 - PO300 (FL100-) - PEKIM - PILUL.
PILUL 3T [PILU3T] ③	PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.

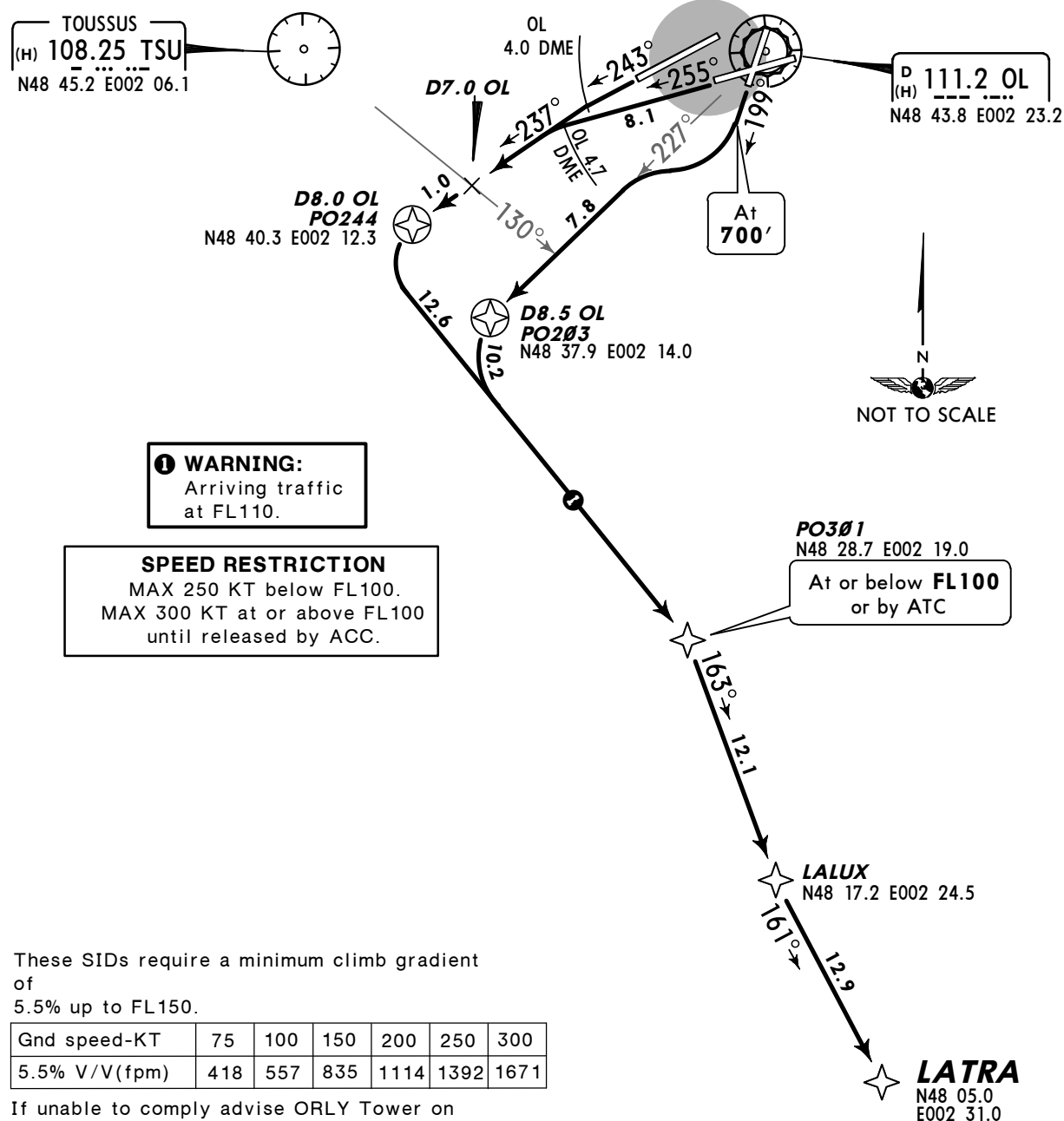
For flights to destinations specified via airway UL-612 ② /UM-975 ③.

*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).OKASI, PILUL
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER V & X
JETS & PROPS ABOVE FL195Initial climb clearance JET: **FL130** / PROP: **FL110**,
further climb when authorized by ATC.**IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).**

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO085.
SID	ROUTING
OKASI 3V [OKAS3V], OKASI 3X [OKAS3X] ①	PO085 - OBAMO - ODEBU - OKASI.
PILUL 3V [PILU3V], PILUL 3X [PILU3X] ②	PO085 - OBAMO - PEKIM - PILUL.
For flights to destinations specified via airway UL-612 ① /UM-975 ② .	

*ORLY Departure 127.75 Apt Elev 291' Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

LATRA
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER P & Q
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



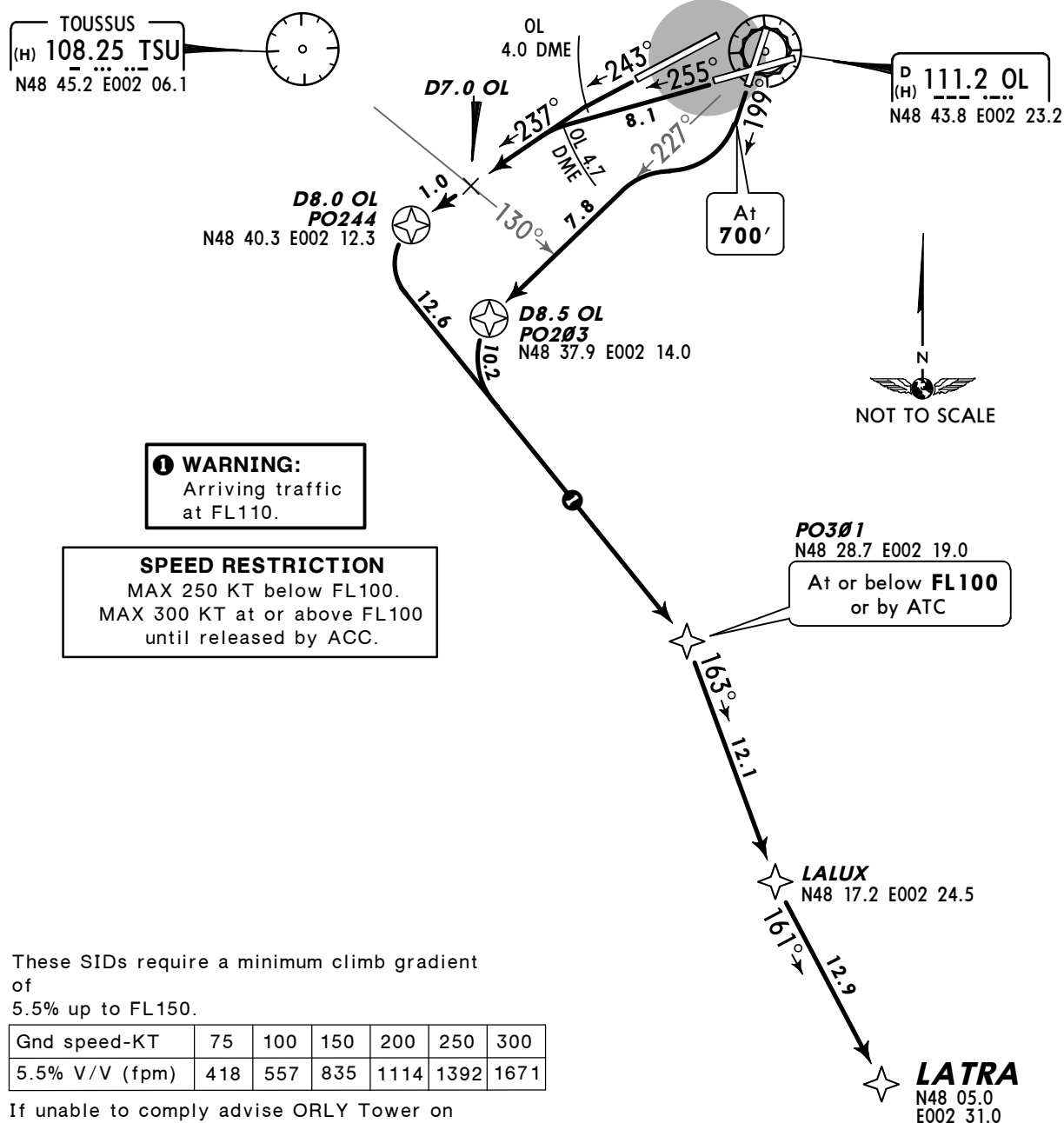
Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL. RNAV: PO203.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D8.0 OL. RNAV: PO244.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8.0 OL. RNAV: PO244.
SID	ROUTING
LATRA 3P [LATR3P]	PO244 - PO301 (FL100-) - LALUX - LATRA.
LATRA 3Q [LATR3Q]	PO203 - PO301 (FL100-) - LALUX - LATRA.

*ORLY Departure 127.75 Apt Elev 291' Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

LATRA
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **S & T**
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



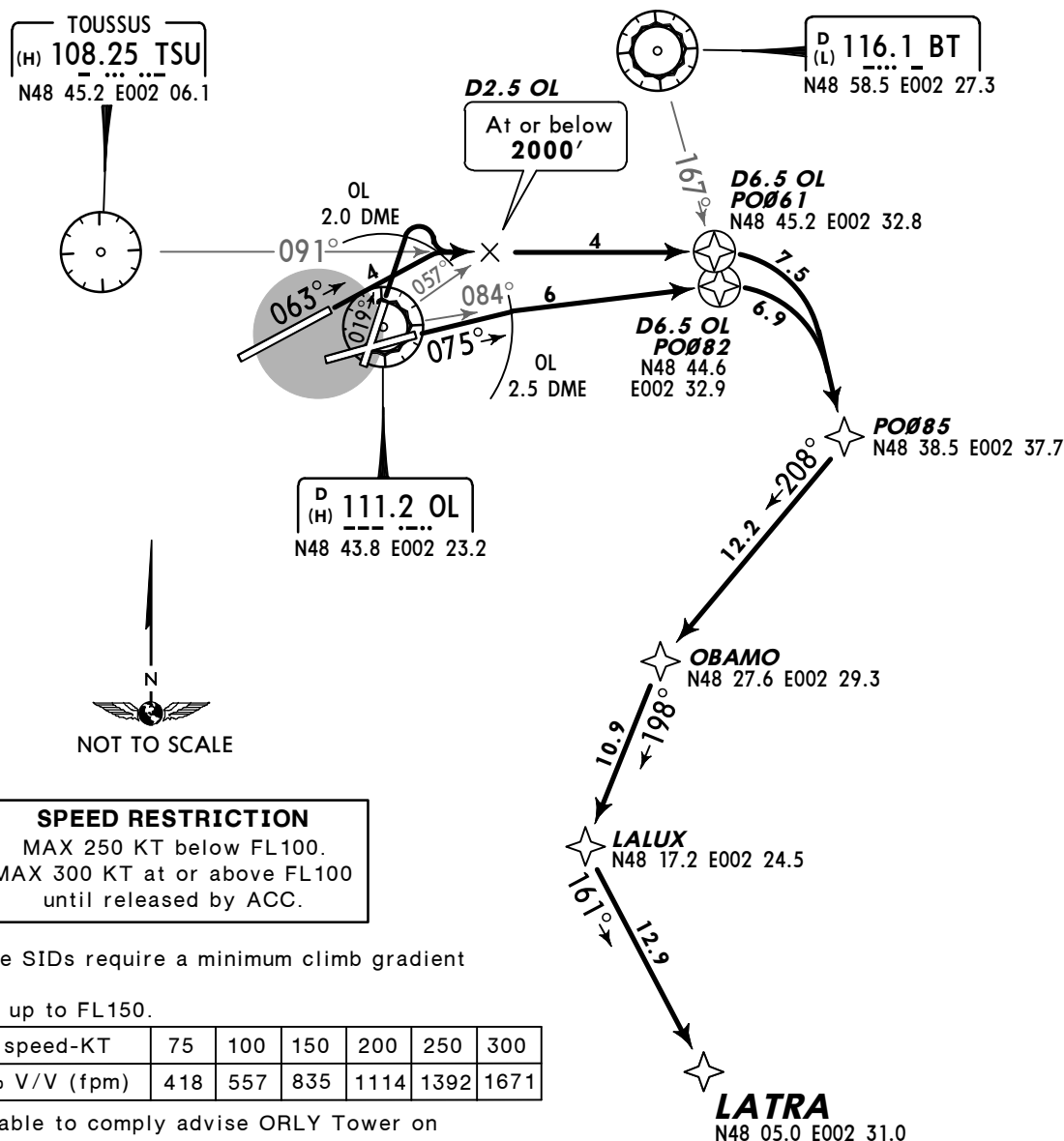
Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL. RNAV: PO203.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D8.0 OL. RNAV: PO244.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D8.0 OL. RNAV: PO244.
SID	ROUTING
LATRA 3S [LATR3S]	PO244 - PO301 (FL100-) - LALUX - LATRA.
LATRA 3T [LATR3T]	PO203 - PO301 (FL100-) - LALUX - LATRA.

*ORLY Departure 127.75 Apt Elev 291' Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

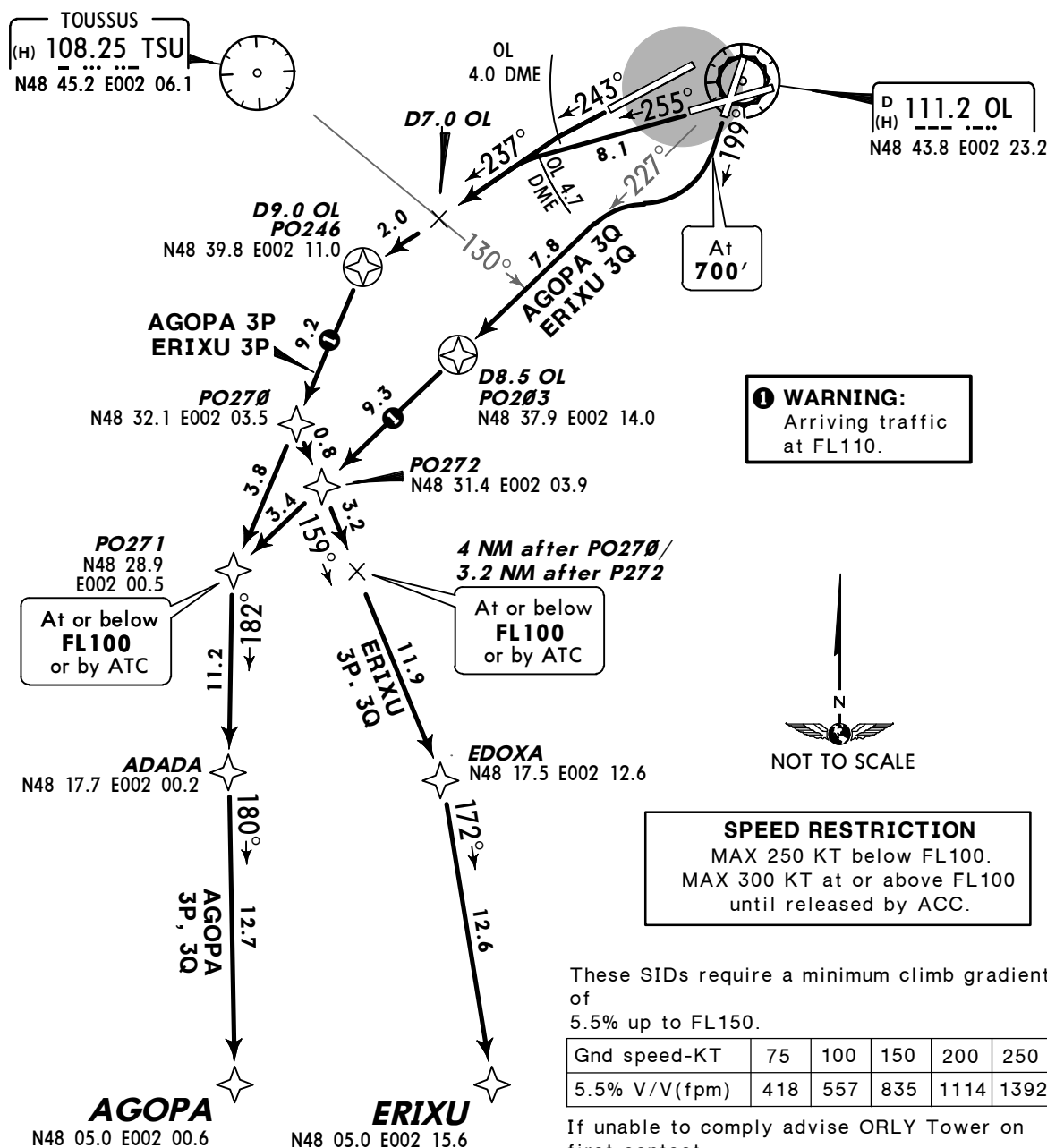
LATRA
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **V & X**
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



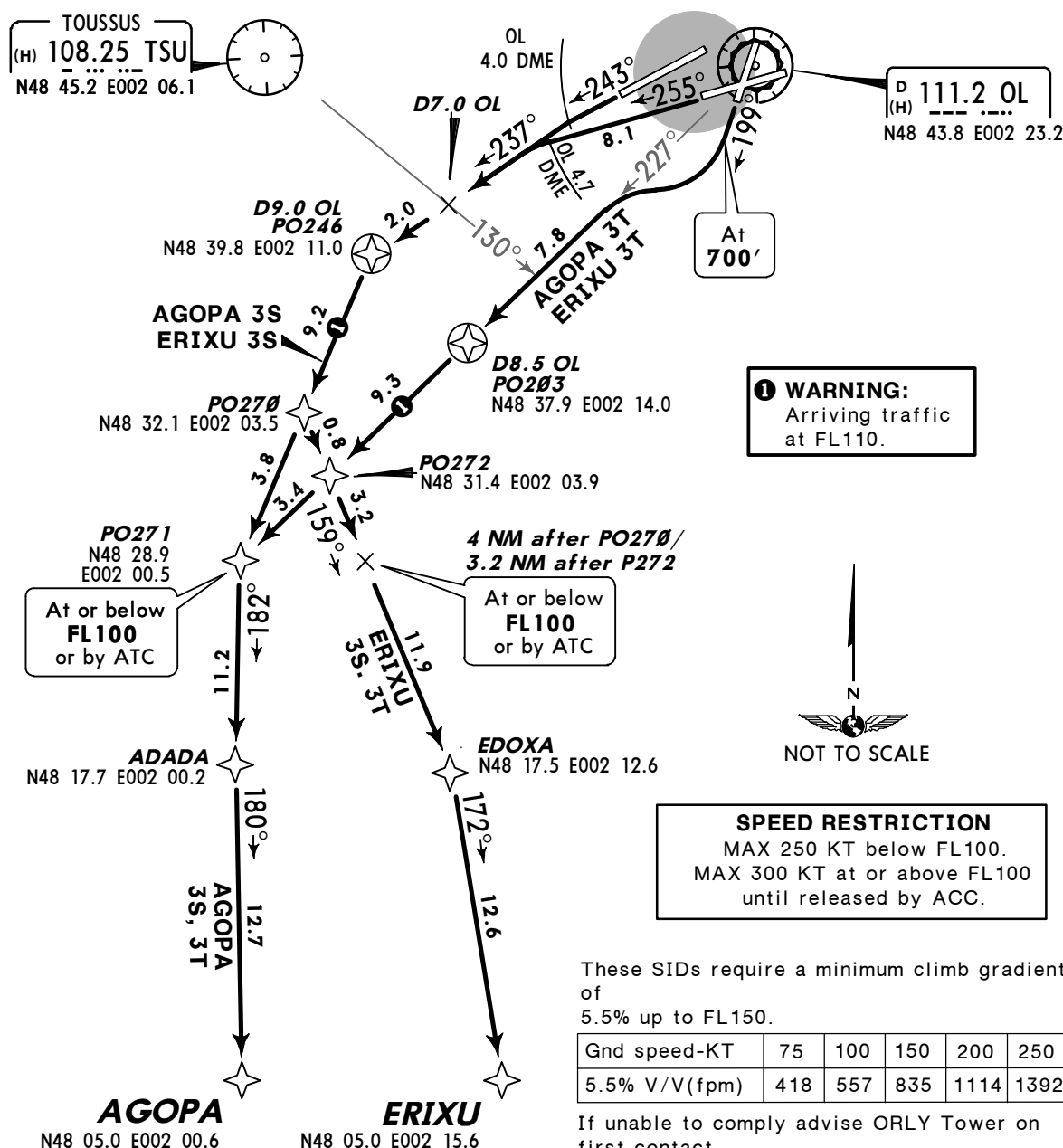
Initial climb clearance JET: **FL130**/ PROP: **FL110**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO085.
SID	
LATRA 3V [LATR3V] , LATRA 3X [LATR3X]	
ROUTING	
PO085 - OBAMO - LALUX - LATRA.	

*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).**AGOPA, ERIXU**
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER P & Q
JETS & PROPS ABOVE FL195Initial climb clearance **FL80**, further climb when authorized by ATC.**IMPORTANT:** For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

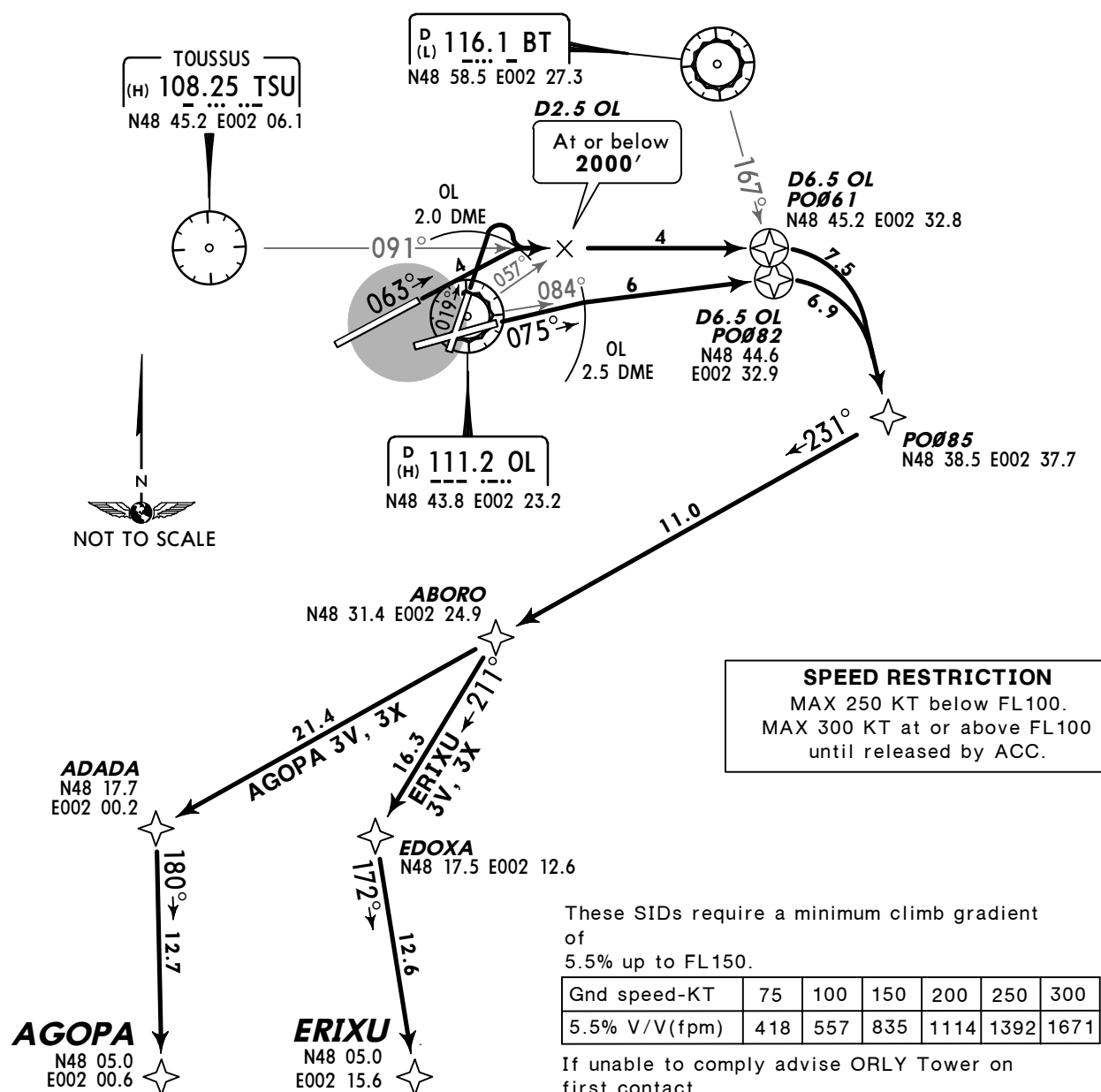
RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL. RNAV: PO203.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D9.0 OL. RNAV: PO246.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D9.0 OL. RNAV: PO246.
SID	ROUTING
AGOPA 3P [AGOP3P] ②	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 3Q [AGOP3Q] ②	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 3P [ERIX3P] ③	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 3Q [ERIX3Q] ③	PO203 - PO272 - EDOXA - ERIXU.
For flights to destinations specified via airway UL-167 ② /UN-860 ③ .	

*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).**AGOPA, ERIXU**
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **S & T**
JETS & PROPS ABOVE FL195Initial climb clearance **FL80**, further climb when authorized by ATC.**IMPORTANT:** For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL. RNAV: PO203.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D9.0 OL. RNAV: PO246.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D9.0 OL. RNAV: PO246.

SID	ROUTING
AGOPA 3S [AGOP3S] ②	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 3T [AGOP3T] ②	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 3S [ERIX3S] ③	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 3T [ERIX3T] ③	PO203 - PO272 - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ②/UN-860 ③.

*ORLY Departure
127.75Apt Elev
291'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).**AGOPA, ERIXU**
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER V & X
JETS & PROPS ABOVE FL195Initial climb clearance JET: **FL130** / PROP: **FL110**,
further climb when authorized by ATC.**IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).**

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL. RNAV: PO061 - PO085.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL. RNAV: PO082 - PO085.

SID	ROUTING
AGOPA 3V [AGOP3V], AGOPA 3X [AGOP3X] ①	PO085 - ABORO - ADADA - AGOPA.
ERIXU 3V [ERIX3V], ERIXU 3X [ERIX3X] ②	PO085 - ABORO - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ① / UN-860 ②.

DORDI

RWYS 20, 24, 26 DEPARTURES

LETTER P, Q, S & T

JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAYS G-40, G-54 & J-301

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP

TOUSSUS
(H) 108.25 TSU
N48 45.2 E002 06.1

D7.0 OL
N48 40.9 E002 13.6

D8.5 OL
N48 37.9 E002 14.0

D9.8 MLN
N48 27.5 E002 34.1

DORDI 3Q, 3T
N48 29.8 E002 12.7

MELUN
(H) 113.6 MLN
N48 27.3 E002 48.8

PITHIVIERS
(H) 116.5 PTV
N48 09.3 E002 15.9

DORDI
N48 43.8 E002 23.2

WARNING:
Arriving traffic
at FL110.

NOT TO SCALE

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

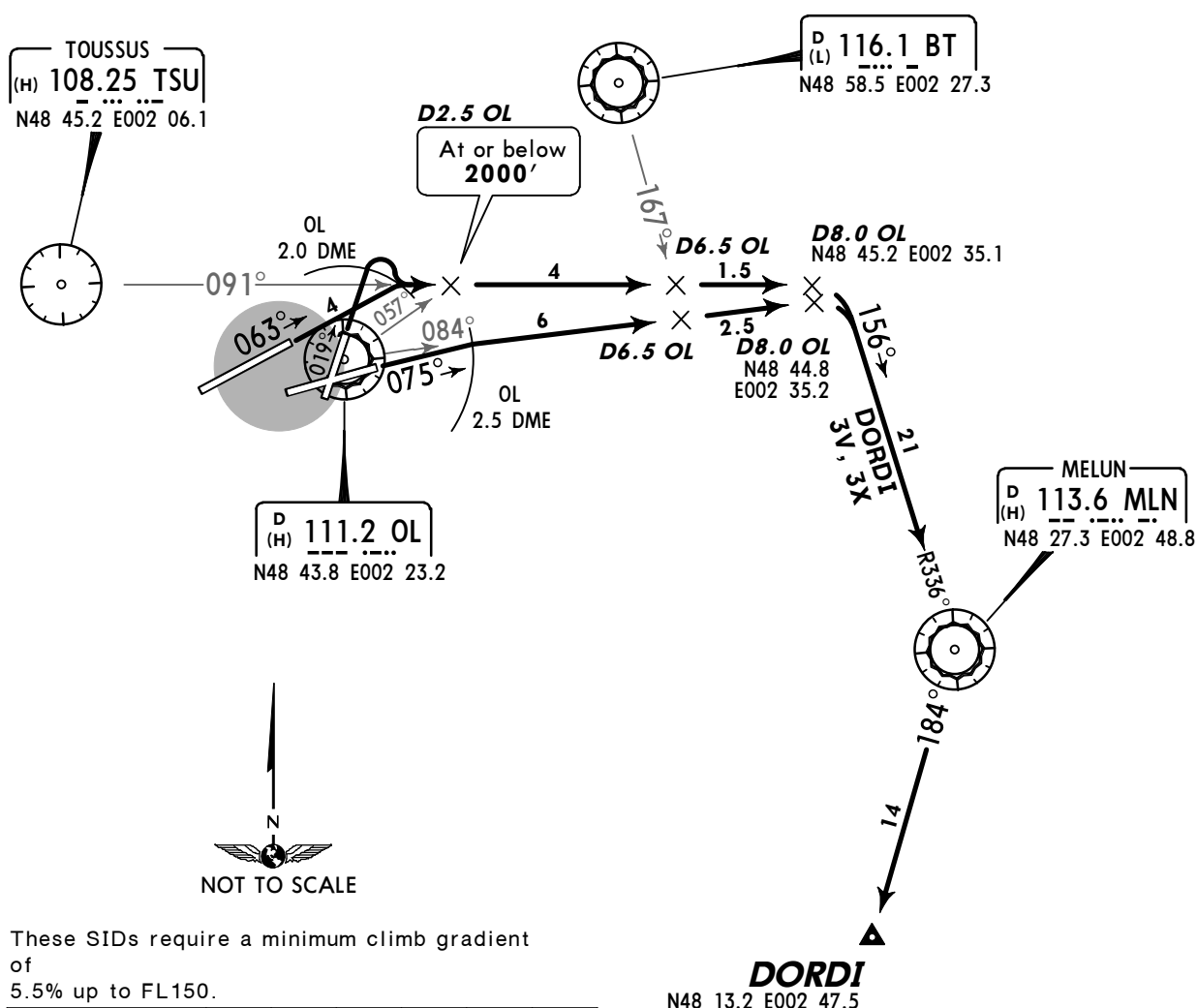
SID	ROUTING
DORDI 3P <i>[DORD3P]</i>	On PTV R-356 inbound, when passing MLN R-277 turn LEFT, intercept MLN R-272 inbound to D9.8 MLN, turn RIGHT, intercept OL R-153 to DORDI.
DORDI 3Q <i>[DORD3Q]</i>	
DORDI 3S <i>[DORD3S]</i>	
DORDI 3T <i>[DORD3T]</i>	

*ORLY Departure
127.75

Apt Elev
291'

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

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



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

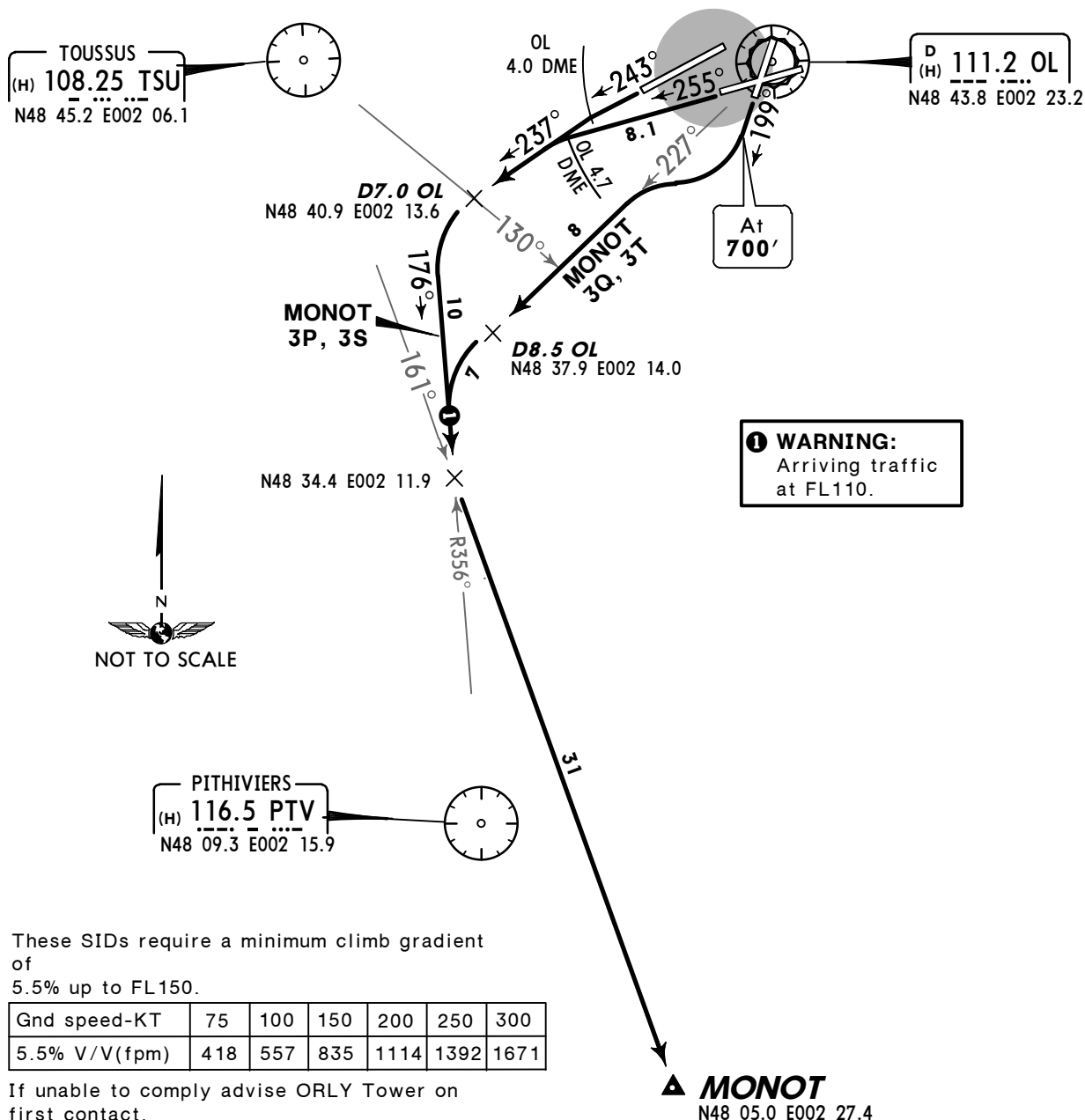
Initial climb clearance **3000'**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 via D6.5 OL to D8.0 OL.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 via D6.5 OL to D8.0 OL.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 via D6.5 OL to D8.0 OL.
SID	ROUTING
DORDI 3V [DORD3V] DORDI 3X [DORD3X]	At D8.0 OL turn RIGHT, intercept MLN R-336 inbound to MLN, turn RIGHT, MLN R-184 to DORDI.

*ORLY Departure 127.75 Apt Elev 291' Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

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



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

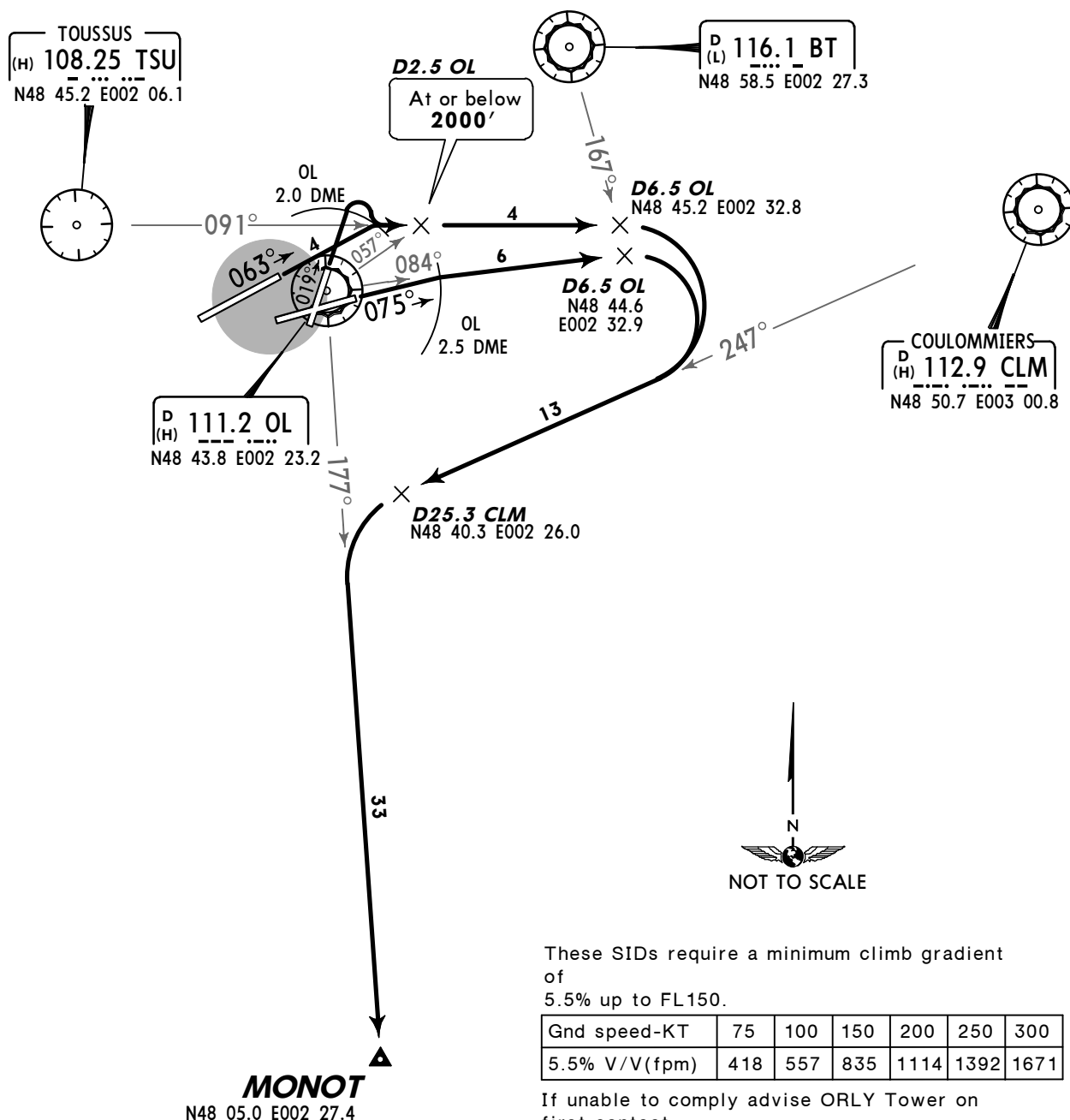
Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D7.0 OL.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7.0 OL.
SID	ROUTING
MONOT 3P [MONO3P] MONOT 3S [MONO3S]	At D7.0 OL turn LEFT, intercept PTV R-356 inbound, intercept TSU R-161 to MONOT.
MONOT 3Q [MONO3Q] MONOT 3T [MONO3T]	At D8.5 OL turn LEFT, intercept PTV R-356 inbound, intercept TSU R-161 to MONOT.

*ORLY Departure 127.75 Apt Elev 291' Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

MONOT
RWYS 02, 06, 08 DEPARTURES
LETTER V & X
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAY R-161
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



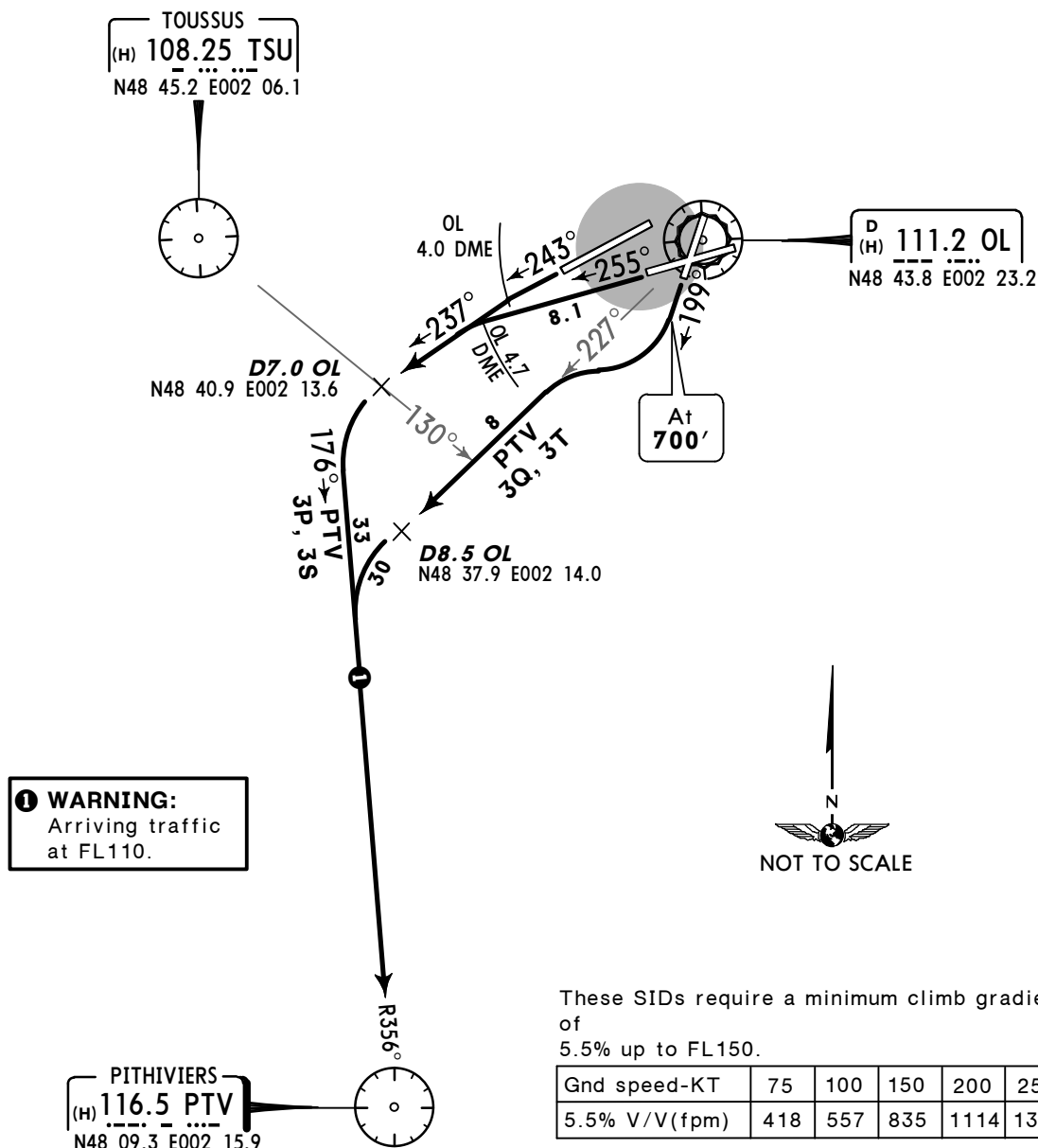
Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL.
SID	ROUTING
MONOT 3V [MONO3V] MONOT 3X [MONO3X]	At D6.5 OL turn RIGHT, intercept CLM R-247 to D25.3 CLM, turn LEFT, intercept OL R-177 to MONOT.

*ORLY Departure 127.75 Apt Elev 291' Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).

PITHIVIERS
RWYS 20, 24, 26 DEPARTURES
LETTER P, Q, S & T
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED
VIA AIRWAYS B-31
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY APP



Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

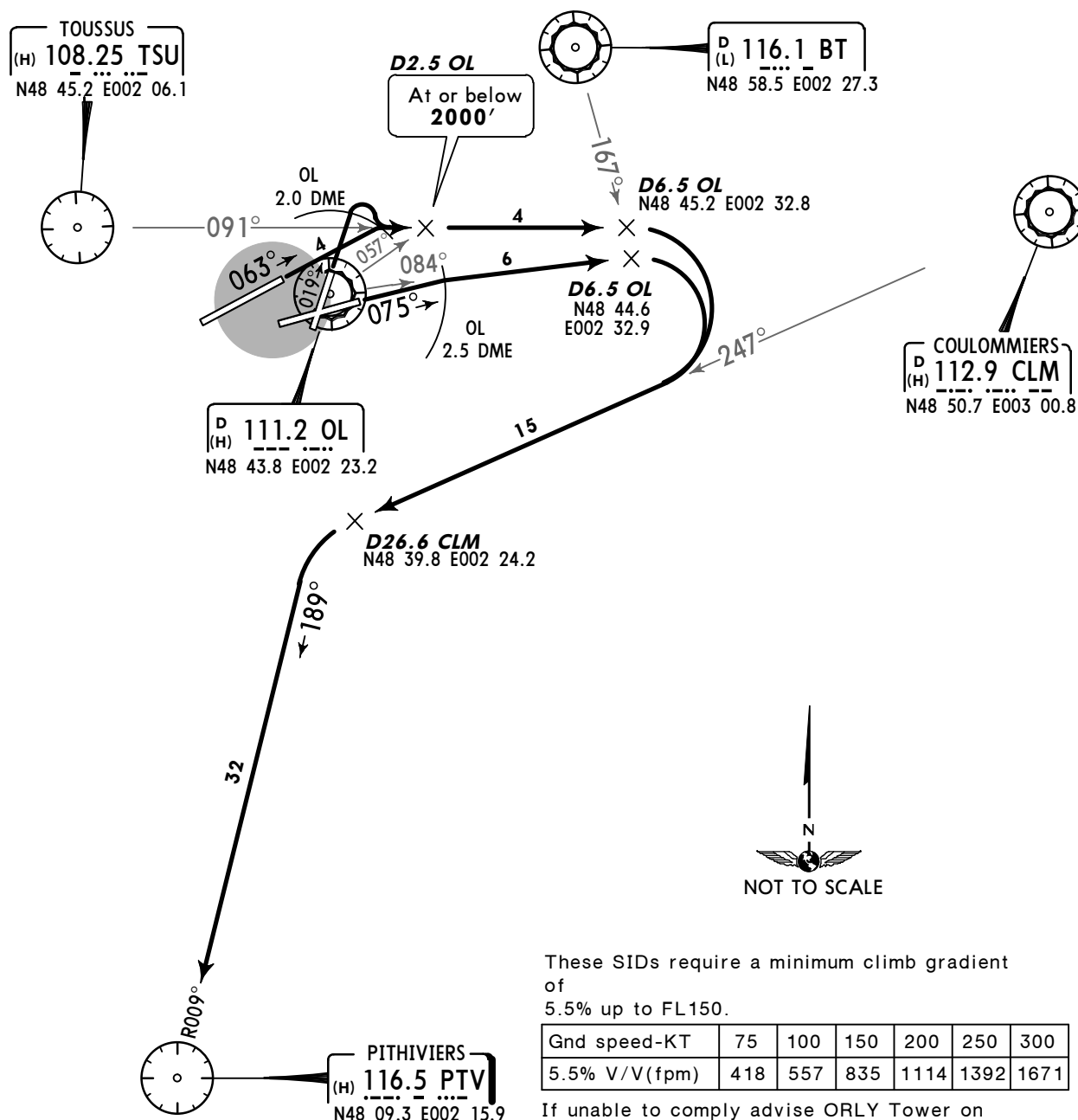
RWY	INITIAL CLIMB
20	Climb on 199° track to 700', turn RIGHT, intercept OL R-227 to D8.5 OL.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D7.0 OL.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7.0 OL.
SID	ROUTING
PTV 3P, 3S	At D7.0 OL turn LEFT, intercept PTV R-356 inbound to PTV.
PTV 3Q, 3T	At D8.5 OL turn LEFT, intercept PTV R-356 inbound to PTV.

*ORLY Departure
127.75

Apt Elev
291'

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

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



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

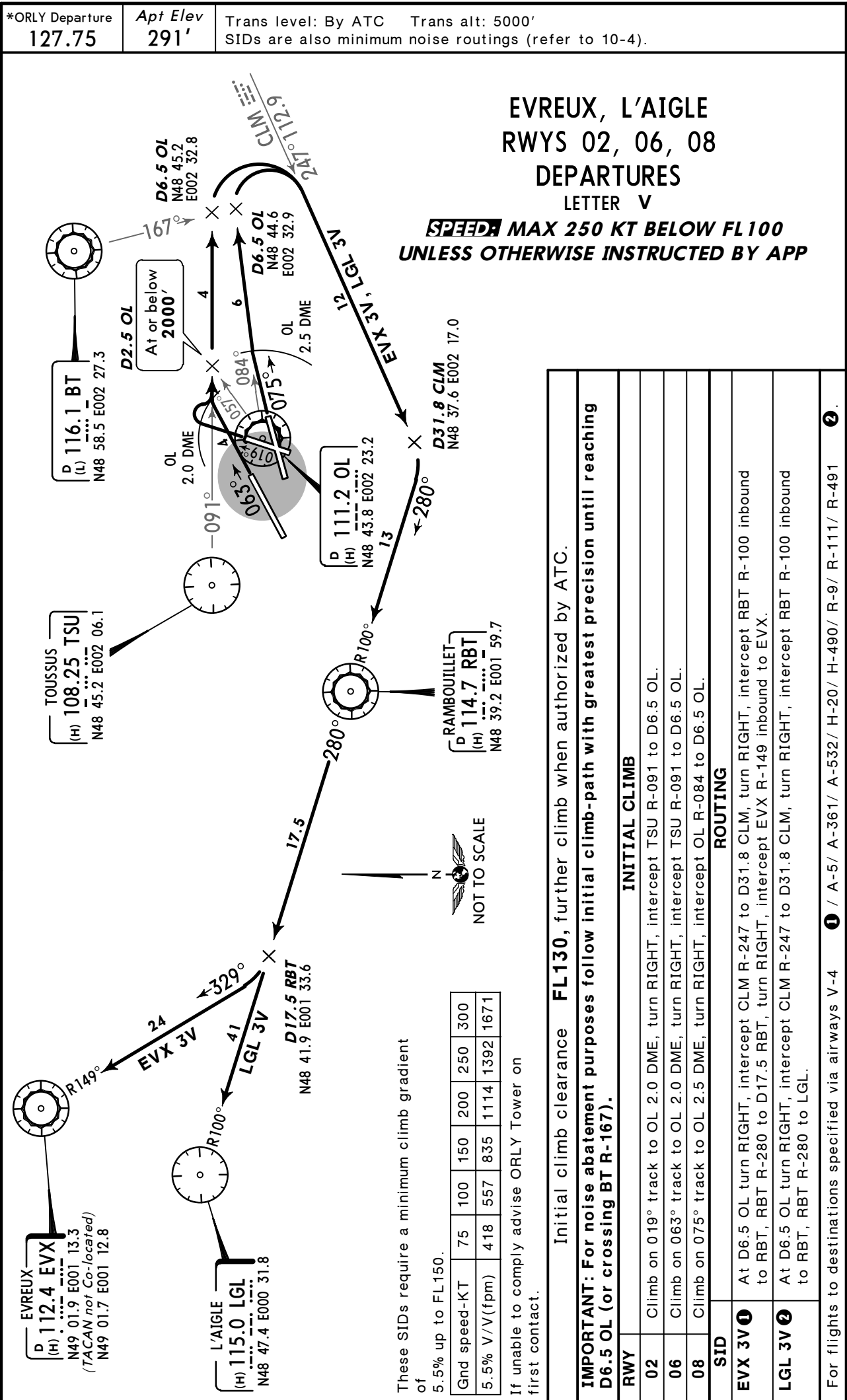
If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

RWY	INITIAL CLIMB
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL.
SID	ROUTING
PTV 3V, 3X	At D6.5 OL turn RIGHT, intercept CLM R-247 to D26.6 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.

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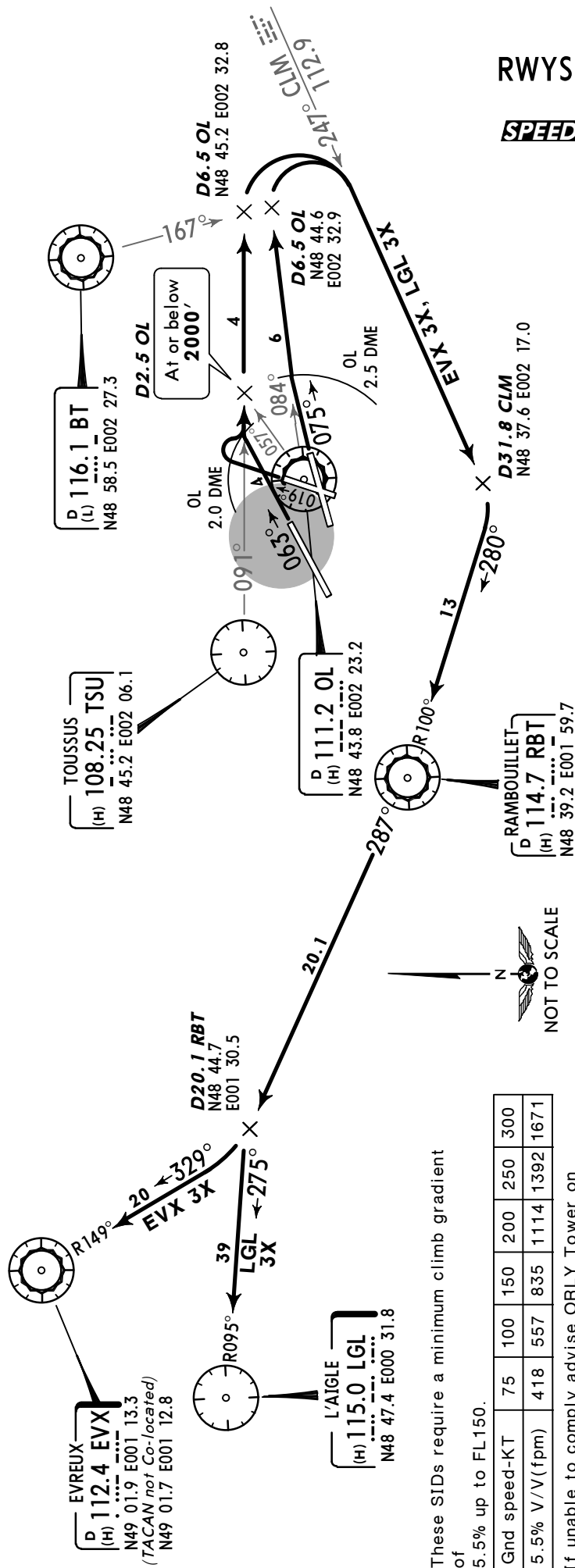
*ORLY Departure
127.75

Apt Elev
291'

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

EVREUX, L'AIGLE
RWYS 02, 06, 08 DEPARTURES
LETTER X

**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE
INSTRUCTED BY APP**



These SIDs require a minimum climb gradient of 5.5% up to FL150.

If unable to comply advise ORLY Tower on first contact.

EVX 3X: Initial climb clearance **FL80**, further climb when authorized by ATC.
LGL 3X: Initial climb clearance **FL100**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).

INITIAL CLIMB	
02	Climb on 019° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
06	Climb on 063° track to OL 2.0 DME, turn RIGHT, intercept TSU R-091 to D6.5 OL.
08	Climb on 075° track to OL 2.5 DME, turn RIGHT, intercept OL R-084 to D6.5 OL.
ROUTING	
EVX 3X ①	At D6.5 OL turn RIGHT, intercept CLM R-247 to D31.8 CLM, turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-287 to D20.1 RBT, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 3X ②	At D6.5 OL turn RIGHT, intercept CLM R-247 to D31.8 CLM, turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-287 to D20.1 RBT, turn LEFT, intercept LGL R-095 inbound to LGL.
For flights to destinations specified via airways V-4 ① / A-5/ A-361/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ②.	

*ORLY
Departure
127.75

Apt Elev
291'

Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routings (refer to 10-4).
2. Simultaneous parallel departures are conducted at LFPG.
3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL.
4. Initial climb clearance by ATC.
5. POGO departures do not include holding procedures.

PGS 3P-3Q

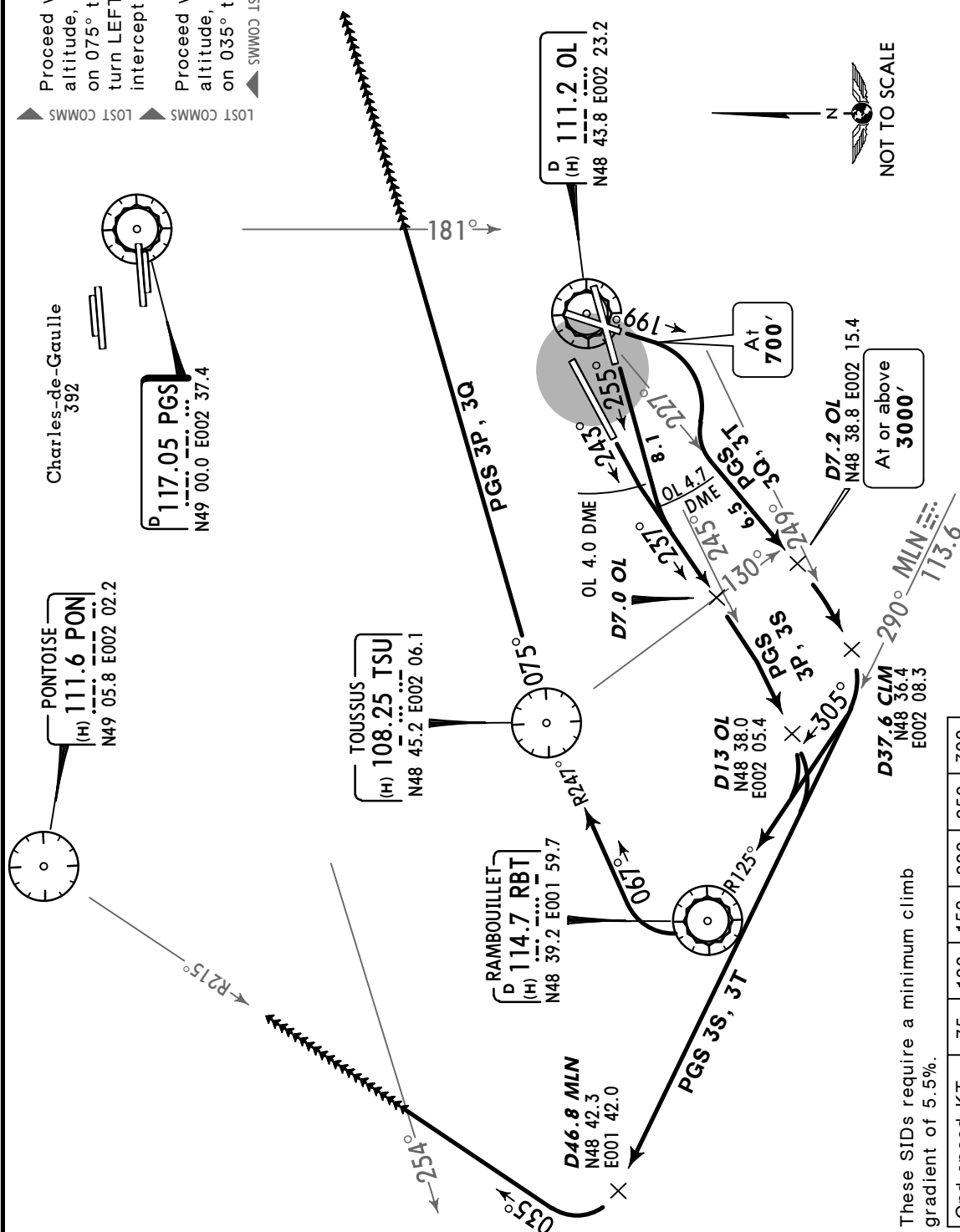
Proceed via POGO routing at last assigned altitude, when passing PGS R-181 continue on 075° track. When passing BSN R-186 turn LEFT, intercept BSN R-151 to intercept FNA read-back.

PGS 3S-3T

Proceed via POGO routing at last assigned altitude, when passing PGS R-254 continue on 035° track to intercept FNA read-back.

COULOMMIERS
D 112.9 CLM
(H) N48 50.7 E003 00.8

PGS 3P, PGS 3Q
WESTERLY OPERATIONS AT LFPO & LFPG
PGS 3S, PGS 3T
WESTERLY OPERATIONS AT LFPO &
EASTERLY OPERATIONS AT LFPG
RWYS 20, 24, 26
DEPARTURES (POGO)
TO PARIS CHARLES-DE-GAULLE
SPEEDS MAX 220 KT



IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.0 OL (or crossing TSU R-130).

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

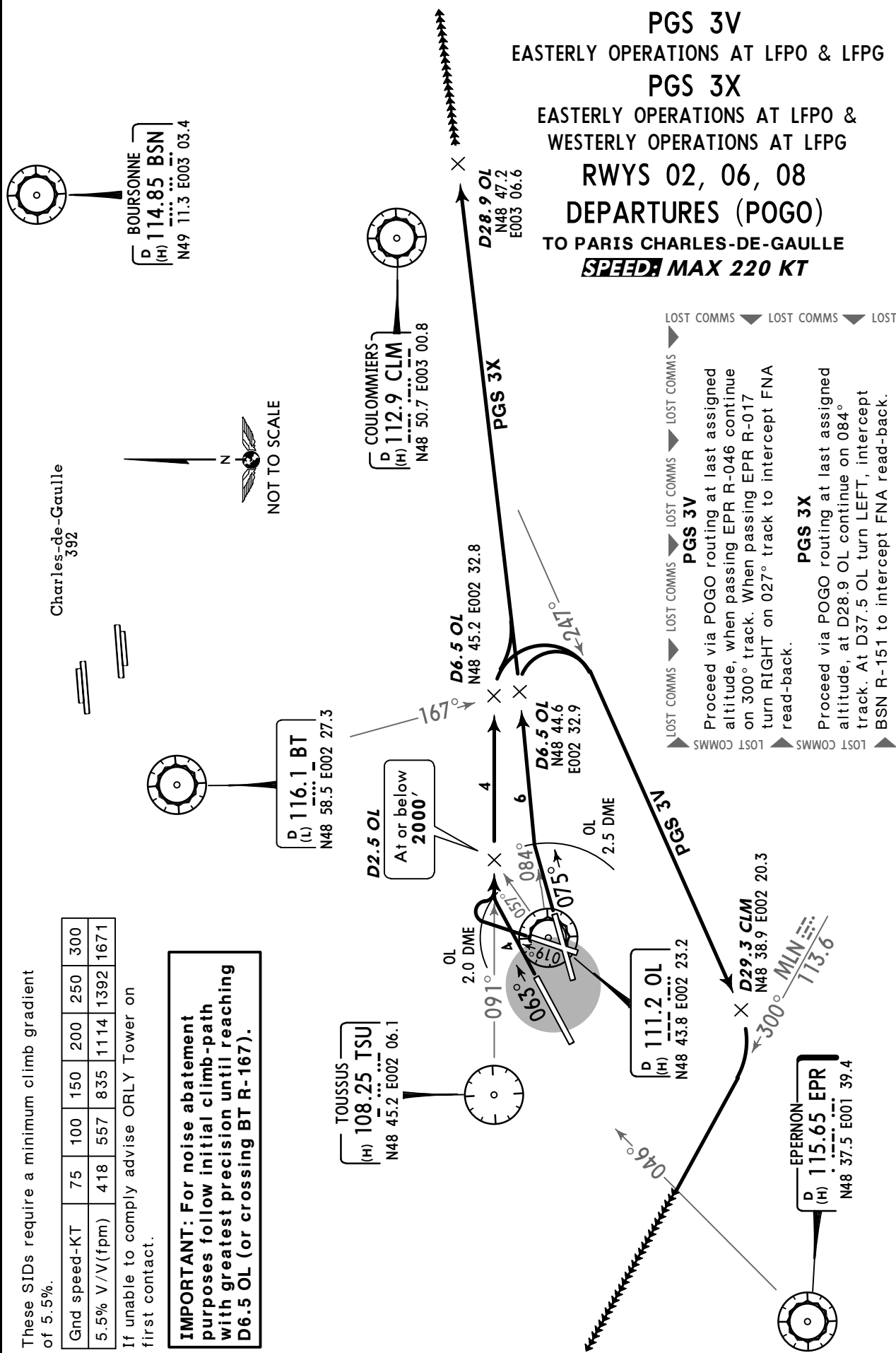
If unable to comply advise ORLY Tower on first contact.

*ORLY
Departure
127.75

Apt Elev
291'

Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routings (refer to 10-4).
2. Simultaneous parallel departures are conducted at LFPG.
3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL.
4. Initial climb clearance by ATC.
5. POGO departures do not include holding procedures.

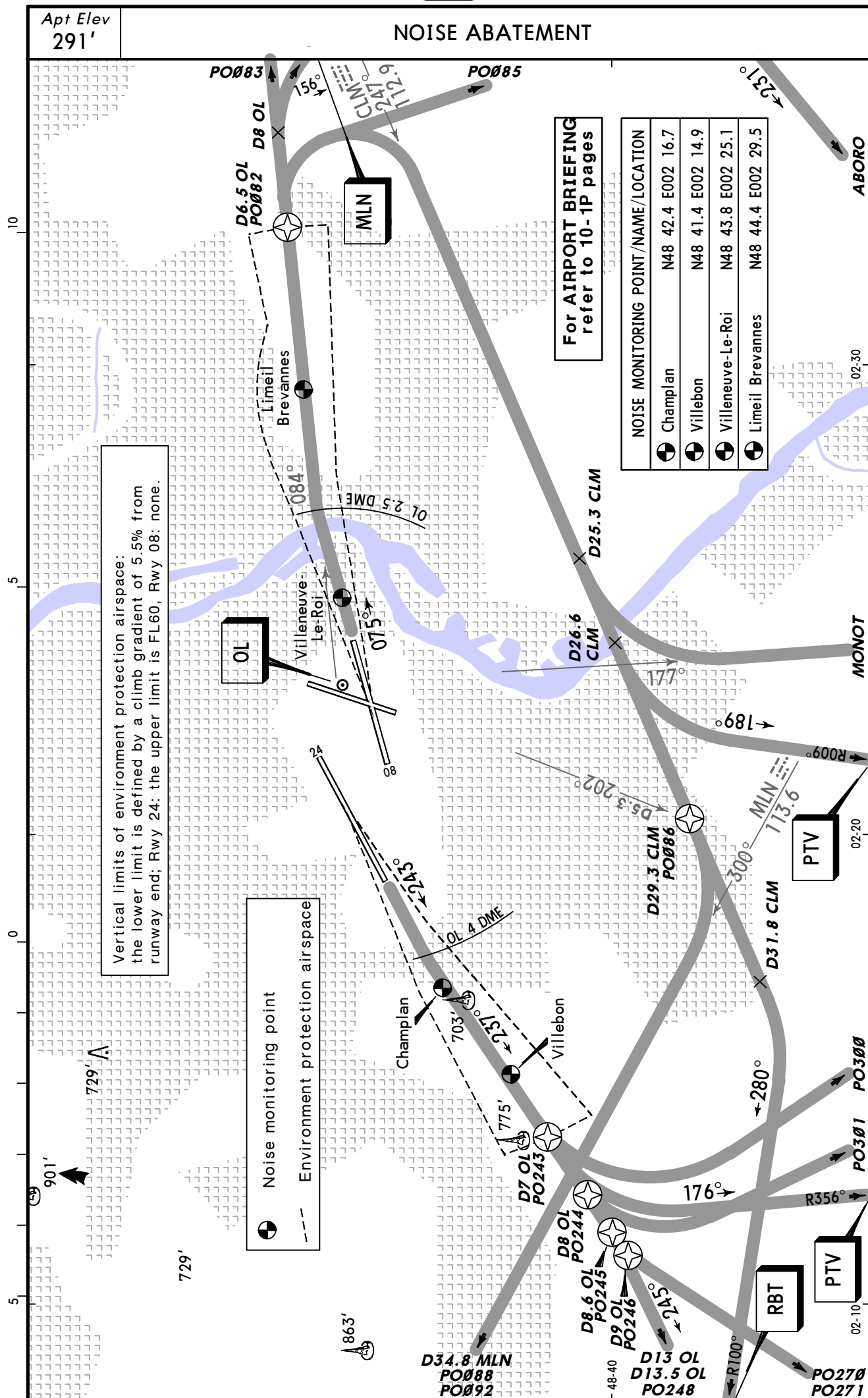


These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise ORLY Tower on first contact.

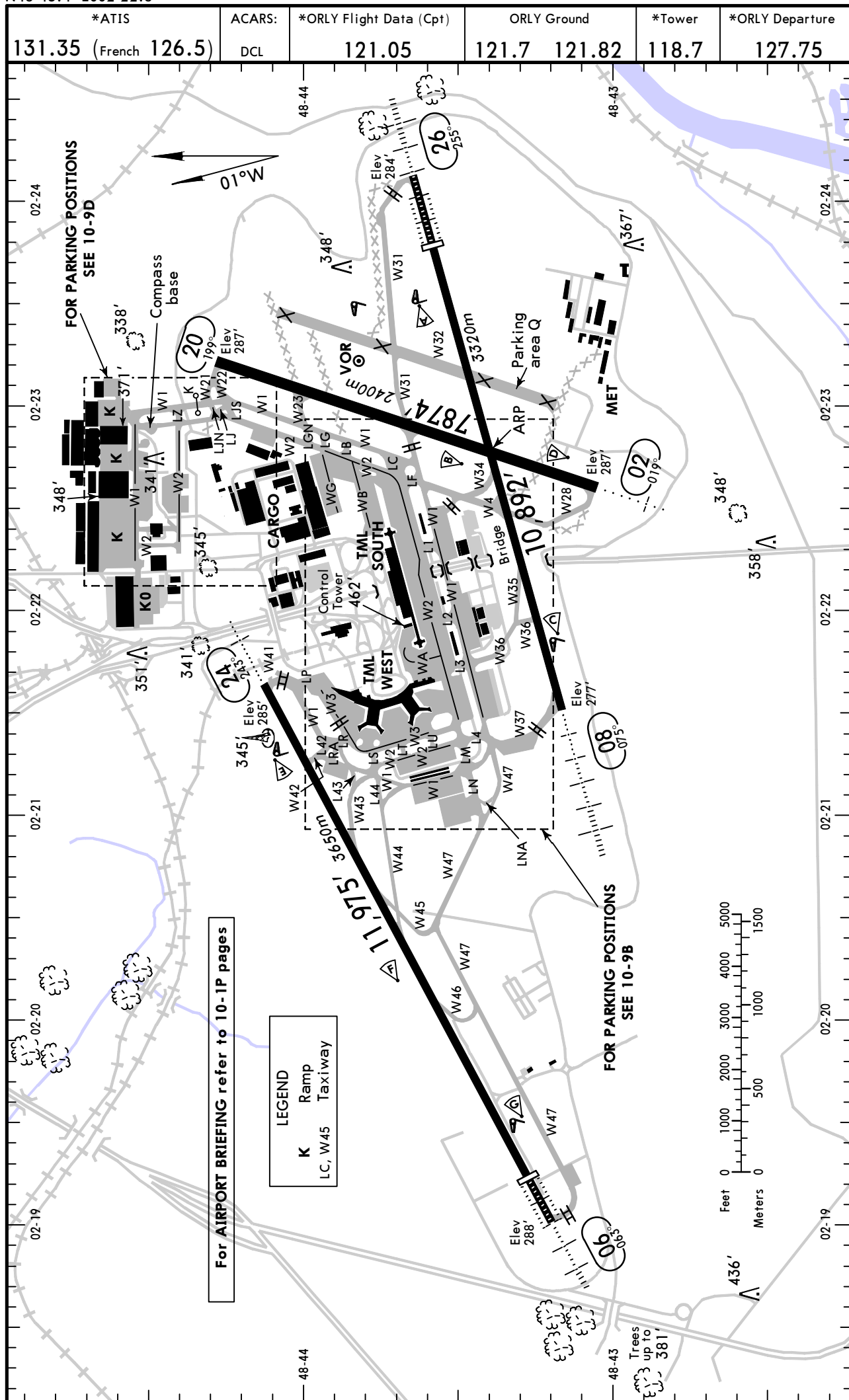
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-167).



LFPO/ORY
 Apt Elev **291'**
 N48 43.4 E002 22.8

JEPPesen
 24 JUN 11 **10-9** Eff 30 Jun

PARIS, FRANCE
ORLY



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
02	HIRL (60m) HIALS REIL RVR		6902' 2104m		197'
20	HIRL (60m) REIL PAPI-L (3.4°)				60m

06	HIRL (60m) CL (15m) HIALS-II SFL REIL TDZ ❶ RVR	10,991' 3350m	9776' 2980m		148'
24	HIRL (60m) CL (15m) HIALS SFL REIL ❷ RVR		10,942' 3335m	❸	45m

❶ HST-W43 & W44

❷ HST-W45 & W46

❸ TAKE-OFF RUN AVAILABLE

RWY 24:

From rwy head 11,975' (3650m)

twy W42 int 10,102' (3079m)

08	HIRL (60m) CL (15m) HIALS SFL REIL PAPI-L ❹ RVR			❺	148'
26	HIRL (60m) CL (15m) HIALS-II SFL REIL TDZ ❻ RVR	9465' 2885m	8404' 2562m		45m

❹ (2.9°)

❺ HST-W34, W35 & W37

❻ TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head 10,892' (3320m)

twy W36 int 9131' (2783m)

RWY 26:

From rwy head 10,892' (3320m)

twy W32 int 6877' (2096m)

Standard

TAKE-OFF ❶

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	❷ Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

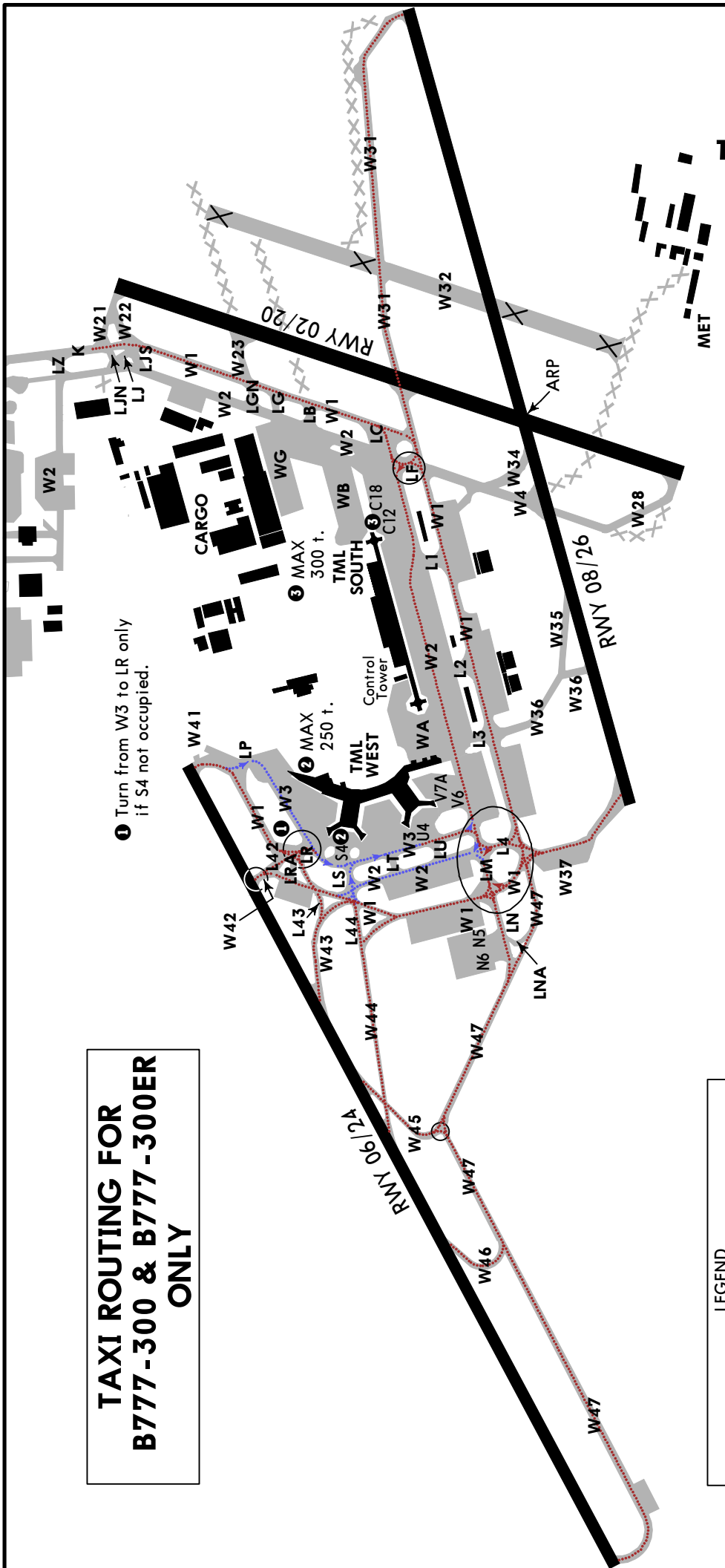
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

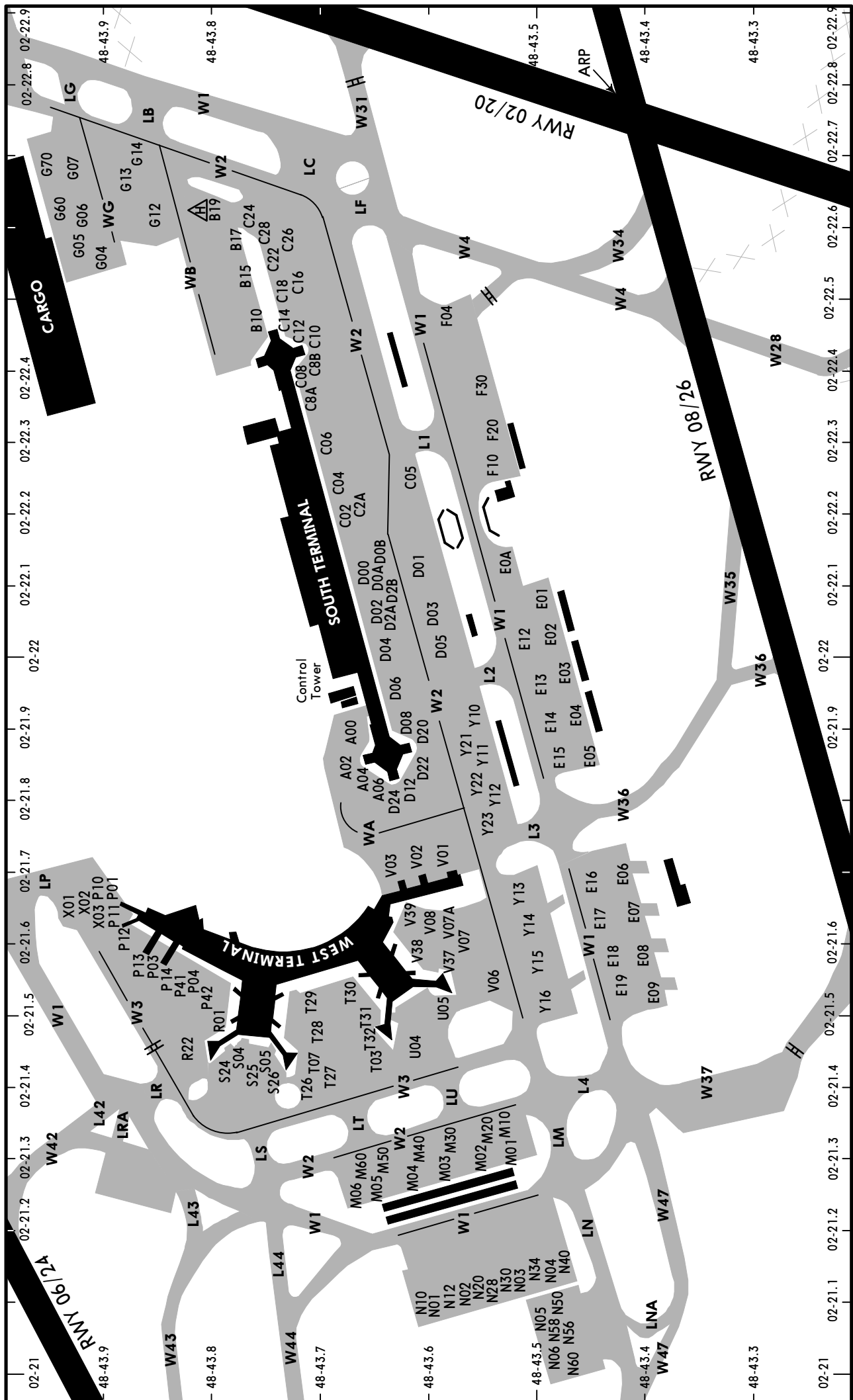
❷ With approved guidance system: ABCD 75m.

TAXI ROUTING FOR B777-300 & B777-300ER ONLY

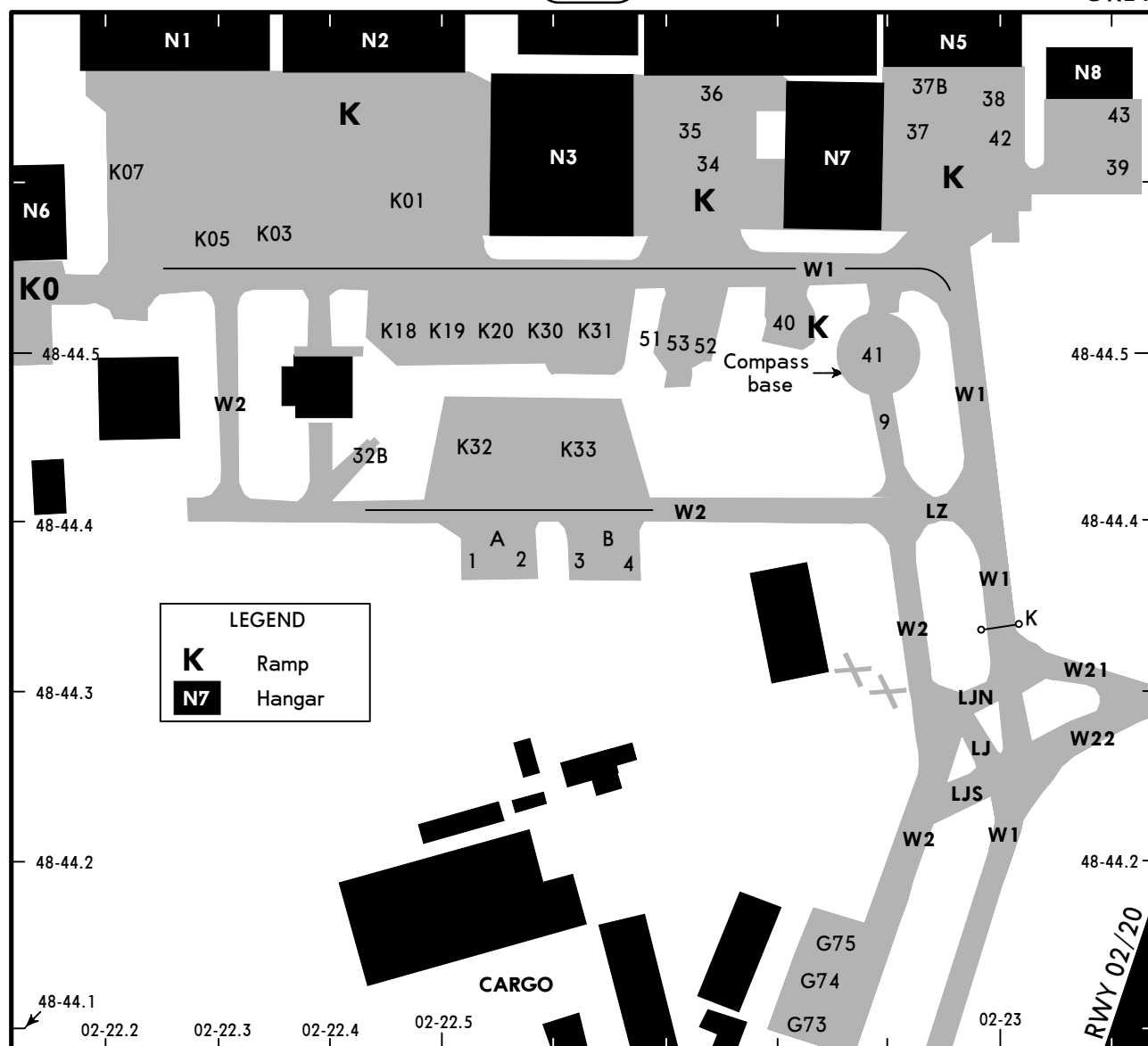
① Turn from W3 to LR only
if S4 not occupied.

- LEGEND**
- LC, W45 Taxiway
 - V6 Parking stand
 - Standard routing
 - Alternative routing when standard routing is unavailable
 - Beware of turns - judgmental oversteering necessary





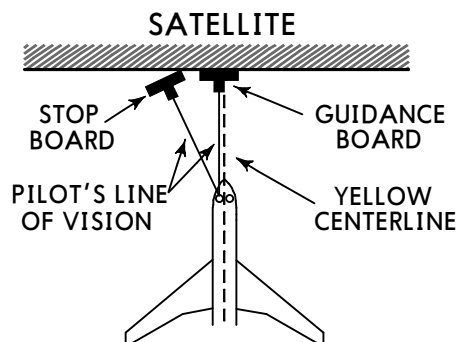
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A00	N48 43.6 E002 21.9	M01, M02	N48 43.5 E002 21.3
A02 thru A06	N48 43.6 E002 21.8	M03 thru M05	N48 43.6 E002 21.2
B10	N48 43.7 E002 22.5	M06	N48 43.7 E002 21.2
B15	N48 43.8 E002 22.5	M10, M20	N48 43.5 E002 21.3
B17	N48 43.8 E002 22.6	M30	N48 43.6 E002 21.3
B19	N48 43.8 E002 22.7	M40, M50	N48 43.6 E002 21.2
C02, C2A	N48 43.7 E002 22.2	M60	N48 43.7 E002 21.2
C04	N48 43.7 E002 22.3	N01, N02	N48 43.6 E002 21.1
C05	N48 43.6 E002 22.3	N03 thru N05	N48 43.5 E002 21.1
C06	N48 43.7 E002 22.3	N06	N48 43.5 E002 21.0
C08 thru C8B	N48 43.7 E002 22.4	N10, N12	N48 43.6 E002 21.1
C10 thru C18	N48 43.7 E002 22.5	N20 thru N50	N48 43.5 E002 21.1
C22	N48 43.7 E002 22.6	N56	N48 43.5 E002 21.0
C24, C26, C28	N48 43.8 E002 22.6	N58	N48 43.5 E002 21.1
D00	N48 43.7 E002 22.1	N60	N48 43.5 E002 21.0
D0A	N48 43.6 E002 22.1	P01	N48 43.9 E002 21.6
D0B	N48 43.7 E002 22.1	P03, P04	N48 43.8 E002 21.5
D01, D02	N48 43.6 E002 22.1	P10 thru P13	N48 43.9 E002 21.6
D2A	N48 43.6 E002 22.0	P14, P41, P42	N48 43.8 E002 21.5
D2B, D03	N48 43.6 E002 22.1	R01	N48 43.8 E002 21.5
D04 thru D06	N48 43.6 E002 22.0	R22	N48 43.8 E002 21.4
D08	N48 43.6 E002 21.9	S04 thru S25	N48 43.8 E002 21.4
D12 thru D24	N48 43.6 E002 21.8	S26	N48 43.7 E002 21.4
E0A, E01	N48 43.5 E002 22.1	T03	N48 43.6 E002 21.4
E02	N48 43.5 E002 22.0	T07, T26, T27	N48 43.7 E002 21.4
E03	N48 43.4 E002 22.0	T28 thru T30	N48 43.7 E002 21.5
E04	N48 43.4 E002 21.9	T31	N48 43.6 E002 21.5
E05	N48 43.5 E002 21.8	T32	N48 43.7 E002 21.5
E06	N48 43.4 E002 21.7	U04, U05	N48 43.6 E002 21.5
E07, E08	N48 43.4 E002 21.6	V01 thru V03	N48 43.6 E002 21.7
E09	N48 43.4 E002 21.5	V06	N48 43.6 E002 21.5
E12	N48 43.5 E002 22.0	V07 thru V39	N48 43.6 E002 21.6
E13, E14	N48 43.5 E002 21.9	X01 thru X03	N48 43.9 E002 21.6
E15	N48 43.4 E002 21.8	Y10	N48 43.5 E002 21.9
E16	N48 43.4 E002 21.7	Y11, Y12	N48 43.5 E002 21.8
E17, E18	N48 43.4 E002 21.6	Y13	N48 43.5 E002 21.7
E19	N48 43.4 E002 21.5	Y14	N48 43.5 E002 21.6
F04	N48 43.6 E002 22.5	Y15, Y16	N48 43.5 E002 21.5
F10, F20	N48 43.5 E002 22.3	Y21 thru Y23	N48 43.5 E002 21.8
F30	N48 43.5 E002 22.4		
G04, G05	N48 43.9 E002 22.6		
G06	N48 44.0 E002 22.6		
G07	N48 44.0 E002 22.7		
G12 thru G60	N48 43.9 E002 22.7		
G70	N48 44.0 E002 22.7		



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

GUIDANCE AND STOP BOARD DOCKING SYSTEM

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

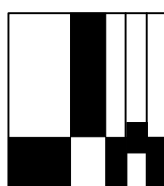
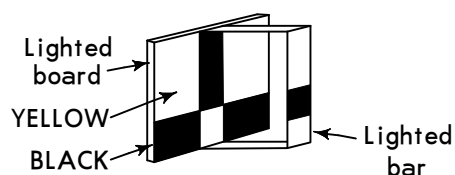
**GENERAL**

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

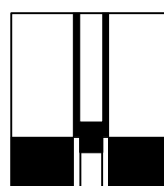
1. YELLOW CENTERLINE
2. GUIDANCE BOARD
3. STOP BOARD

GUIDANCE BOARD

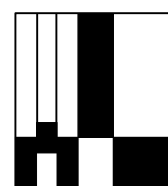
The guidance board provides information as to the correct position of the aircraft with reference to the yellow centerline.



LEFT OF
CENTERLINE
TURN RIGHT



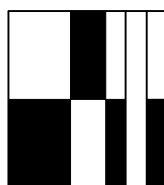
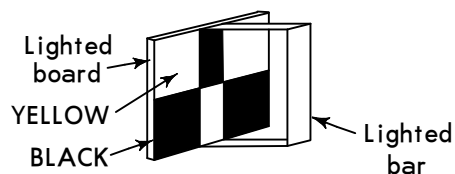
ON
CENTERLINE



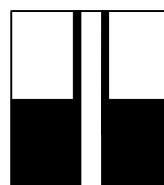
RIGHT OF
CENTERLINE
TURN LEFT

STOP BOARD

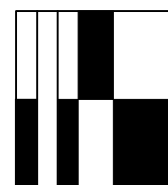
The stop board provides information with reference to the point where the pilot has to stop the aircraft.



CONTINUE
TAXIING

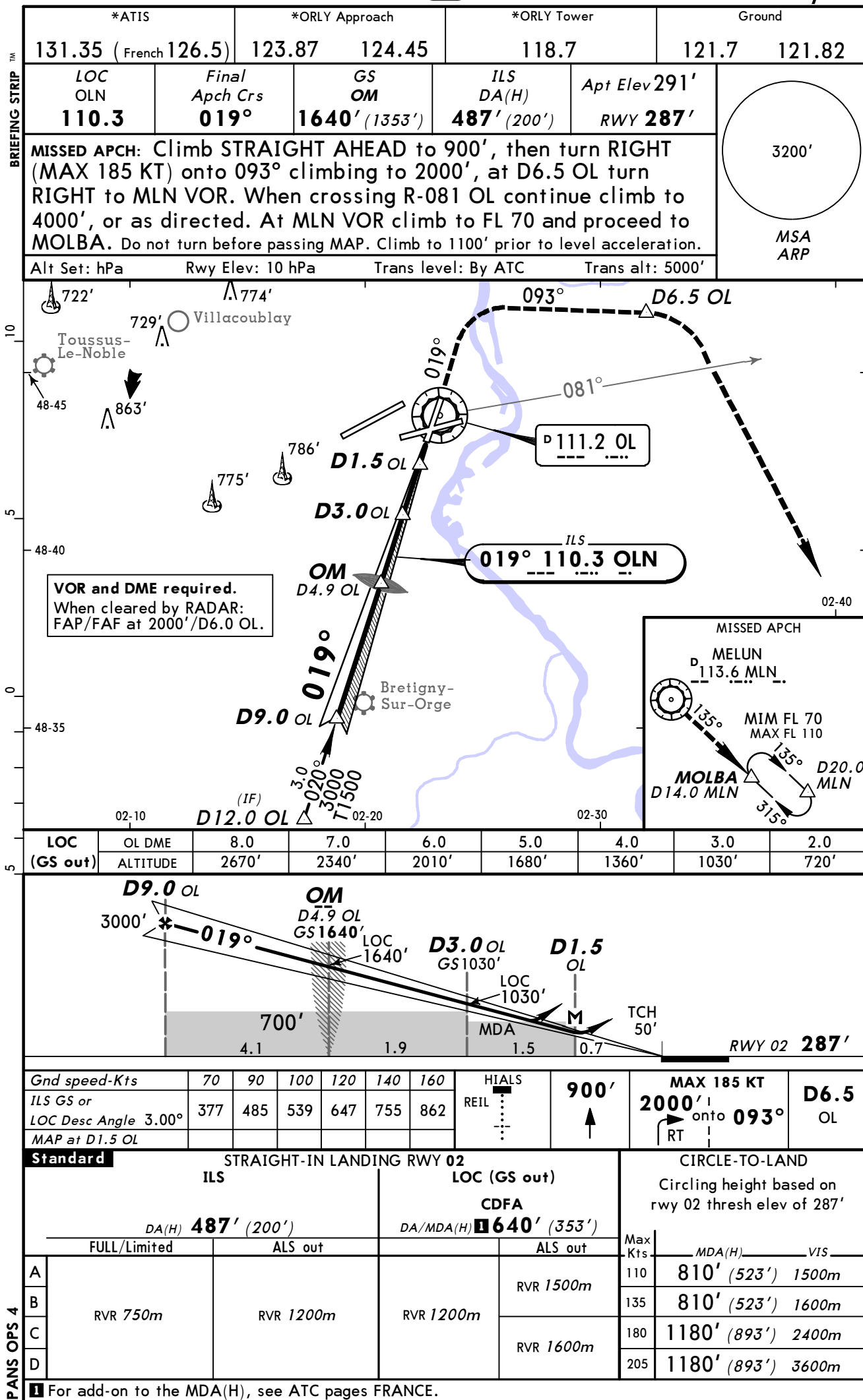


STOP



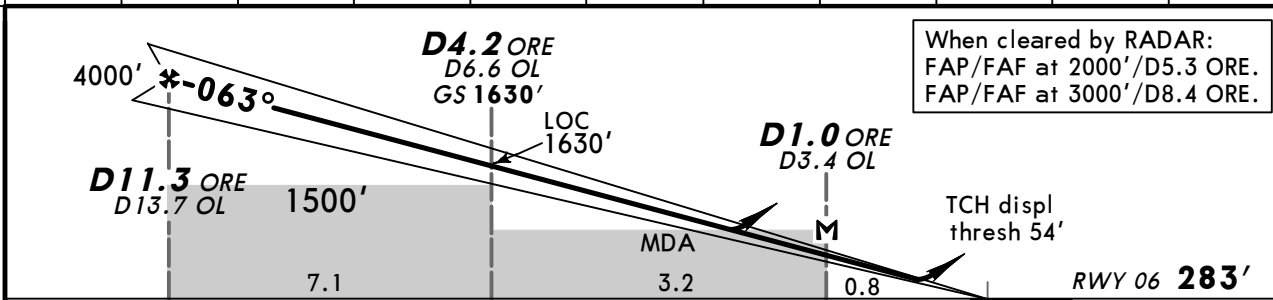
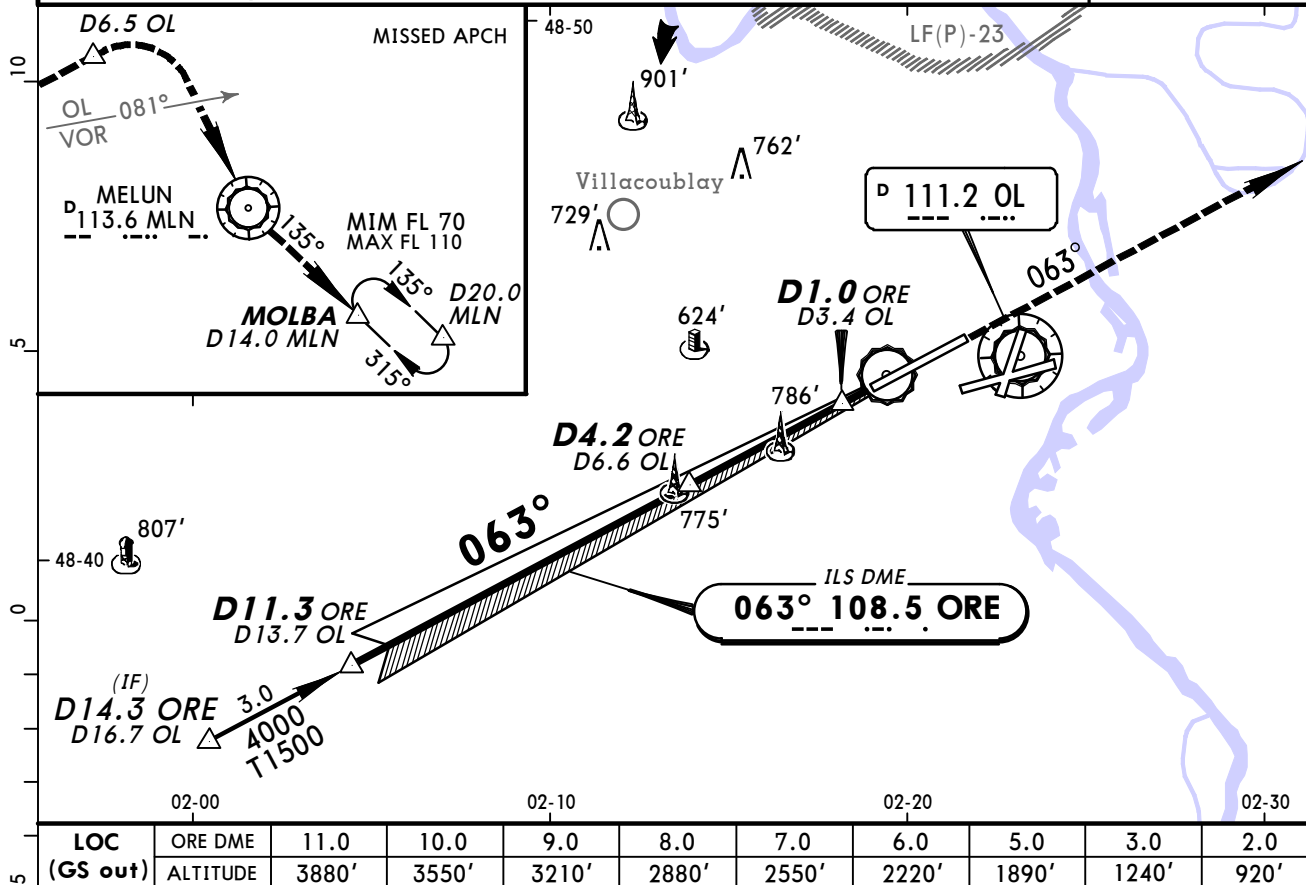
OVER-RUN

**STOP AIRCRAFT IMMEDIATELY IF LIGHTS EXTINGUISH
DURING AIRCRAFT DOCKING MANOEUVRE.**



BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.7	121.82
LOC ORE 108.5	Final Apch Crs 063°	GS D4.2 ORE 1630' (1347')	ILS DA(H) 483' (200')	Apt Elev 291' RWY 283'		3200' MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000', or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 10 hPa	Trans level: By ATC		Trans alt: 5000'	
VOR and DME required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL 2000' D6.5 OL
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle 3.00°							
MAP at D1.0 ORE/D3.4 OL							

Standard				STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Circling height based on rwy 06 displ thresh elev of 283'	
DA(H) 483' (200')				CDFA DA/MDA(H) 710' (427')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	110	800' (517') 1500m
B					RVR 2000m	135	800' (517') 1600m
C						180	1170' (887') 2400m
D						205	1170' (887') 3600m

For add-on to the MDA(H), see ATC pages FRANCE.

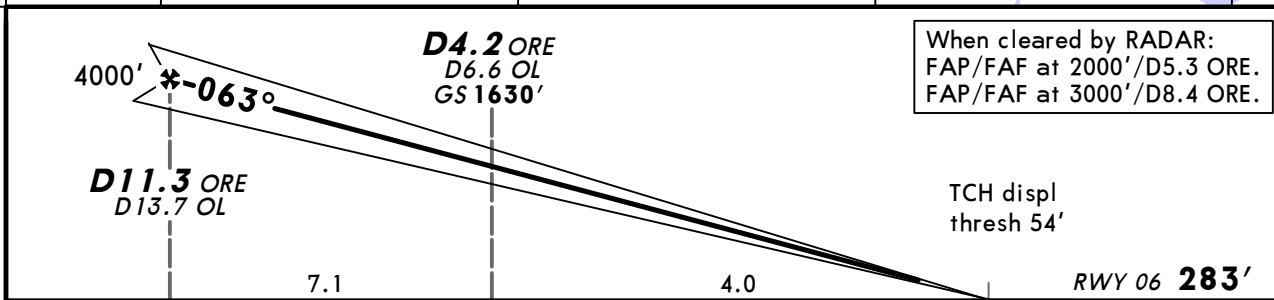
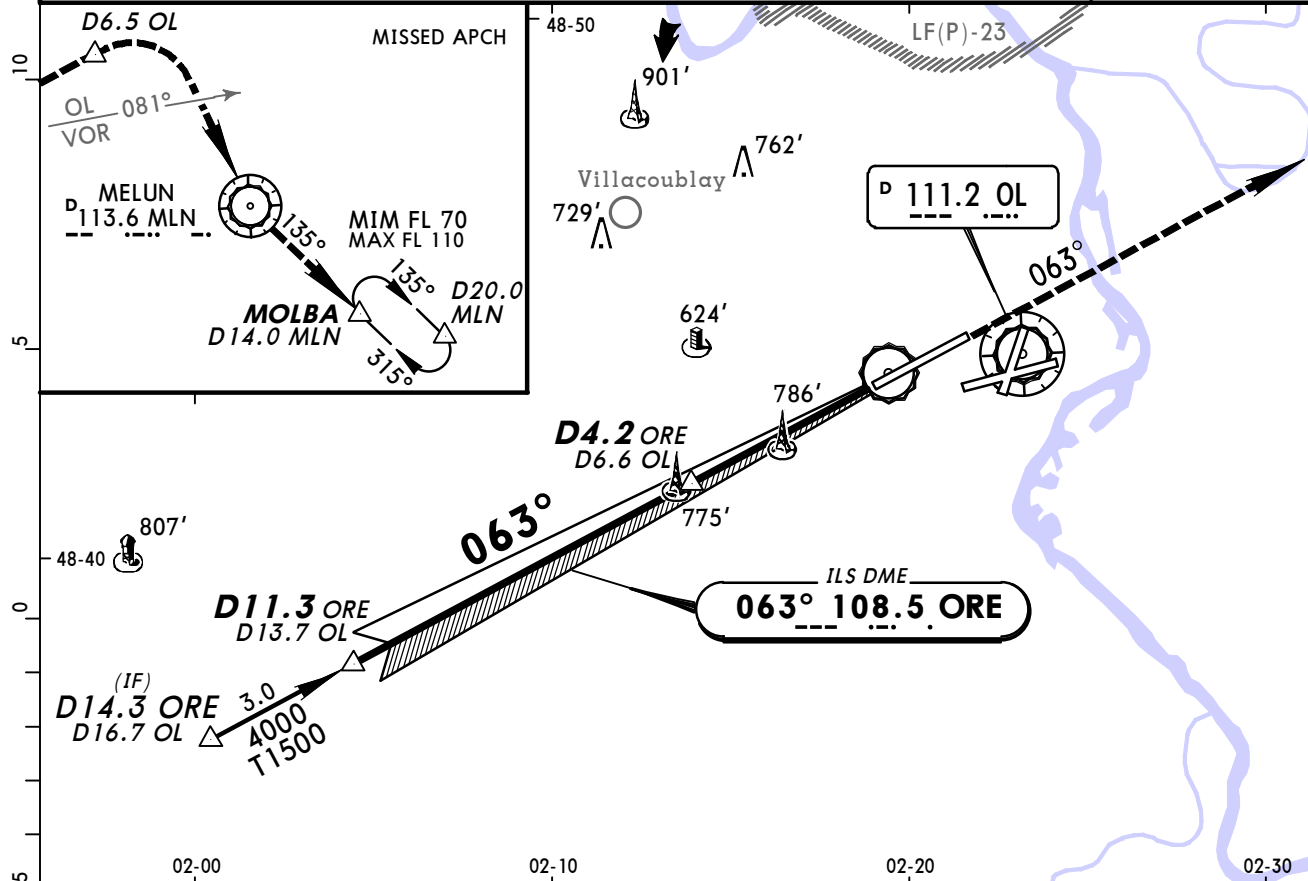
LFPO/ORY
ORLY

JEPPESEN
11 NOV 11
Eff 17 Nov 11-2A

PARIS, FRANCE
CAT II/III ILS Rwy 06

BRIEFING STRIP

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.7	121.82
LOC ORE 108.5	Final Apch Crs 063°	GS D4.2 ORE 1630' (1347')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 291' RWY 283'	3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000', or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000' 1. VOR and DME required. 2. Special Aircrew & Aircraft Certification Required.						



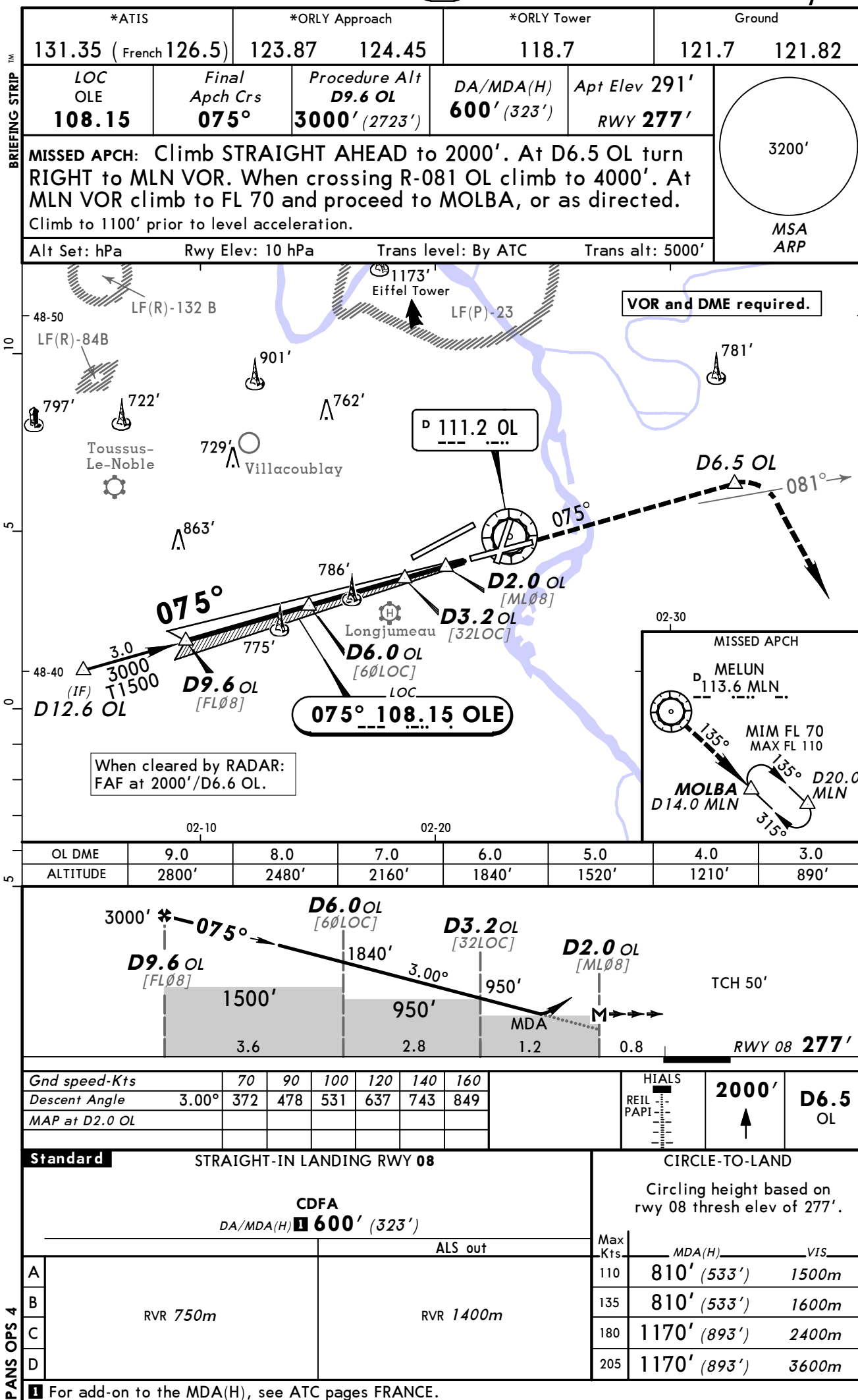
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL 2000' ↑ D6.5 OL
GS 3.00°	377	485	539	647	755	862	

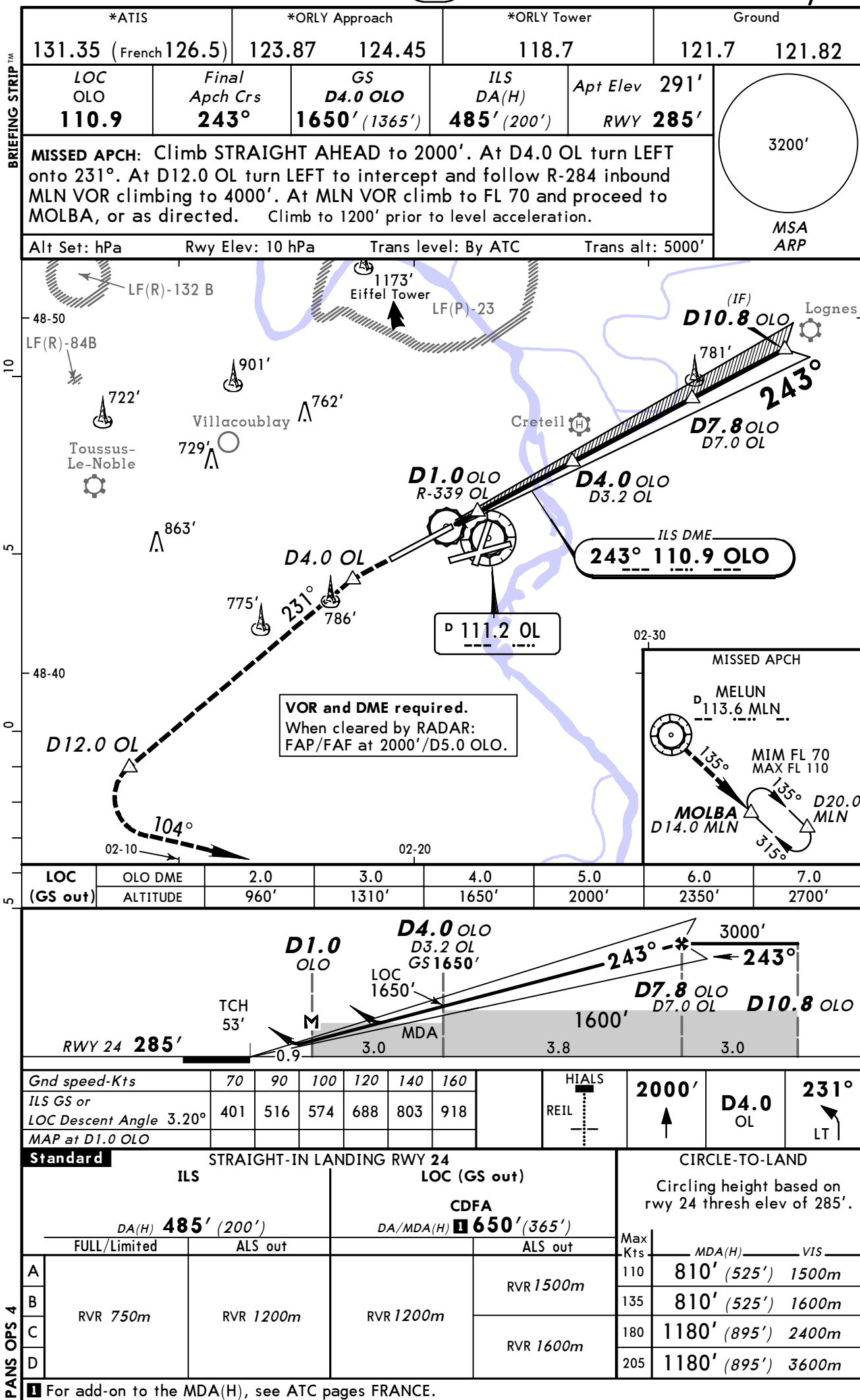
Standard		STRAIGHT-IN LANDING RWY 06	
CAT IIIA ILS		CAT II ILS ABCD RA 95' DA(H) 383' (100')	
DH 50'		RVR 300m I	
RVR 200m			

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

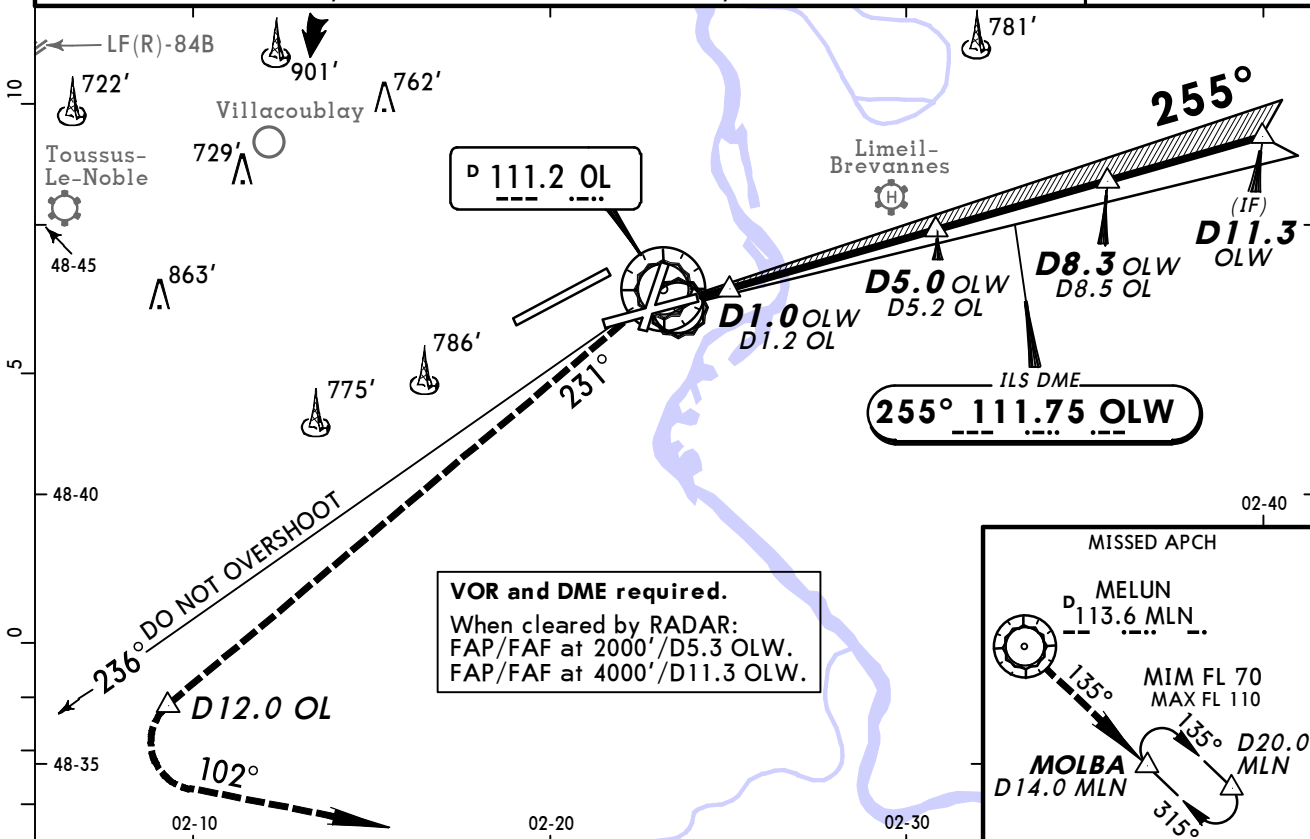
CHANGES: MSA. Missed approach. TA. Procedure.

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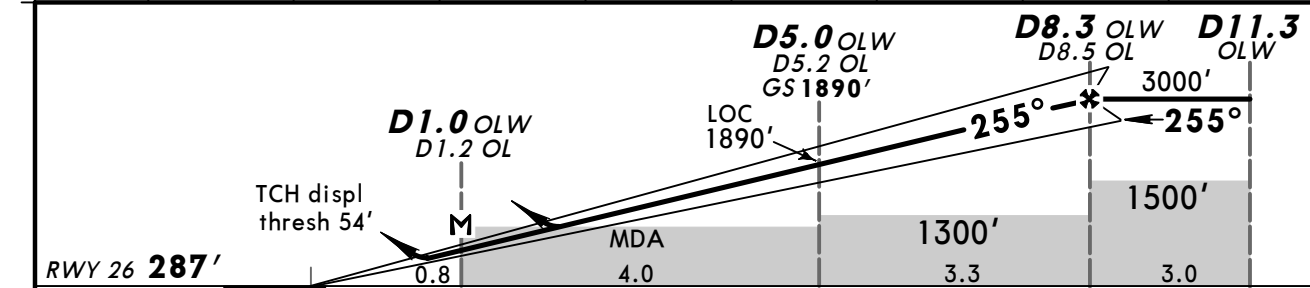




*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLW 111.75	Final Apch Crs 255°	GS D5.0 OLW 1890' (1603')	ILS DA(H) 487' (200')
Apt Elev 291' RWY 287'			
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to intercept and follow R-231 OL climbing to 2000'. At D12.0 OL turn LEFT and proceed on R-282 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1200' prior to level acceleration.			
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'



LOC (GS out)	OLW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	920'	1240'	1570'	1890'	2220'	2550'	2880'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 OLW/D1.2 OL						

Standard STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Circling height based on rwy 02 displ thresh elev of 287'	
DA(H) 487' (200')		CDFA DA/MDA(H) 640' (353')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				110	810' (523') 1500m
B	RVR 550m	RVR 750m	RVR 900m	135	810' (523') 1600m
C		RVR 1200m		180	1180' (893') 2400m
D			RVR 1600m	205	1180' (893') 3600m

For add-on to the MDA(H), see ATC pages FRANCE.

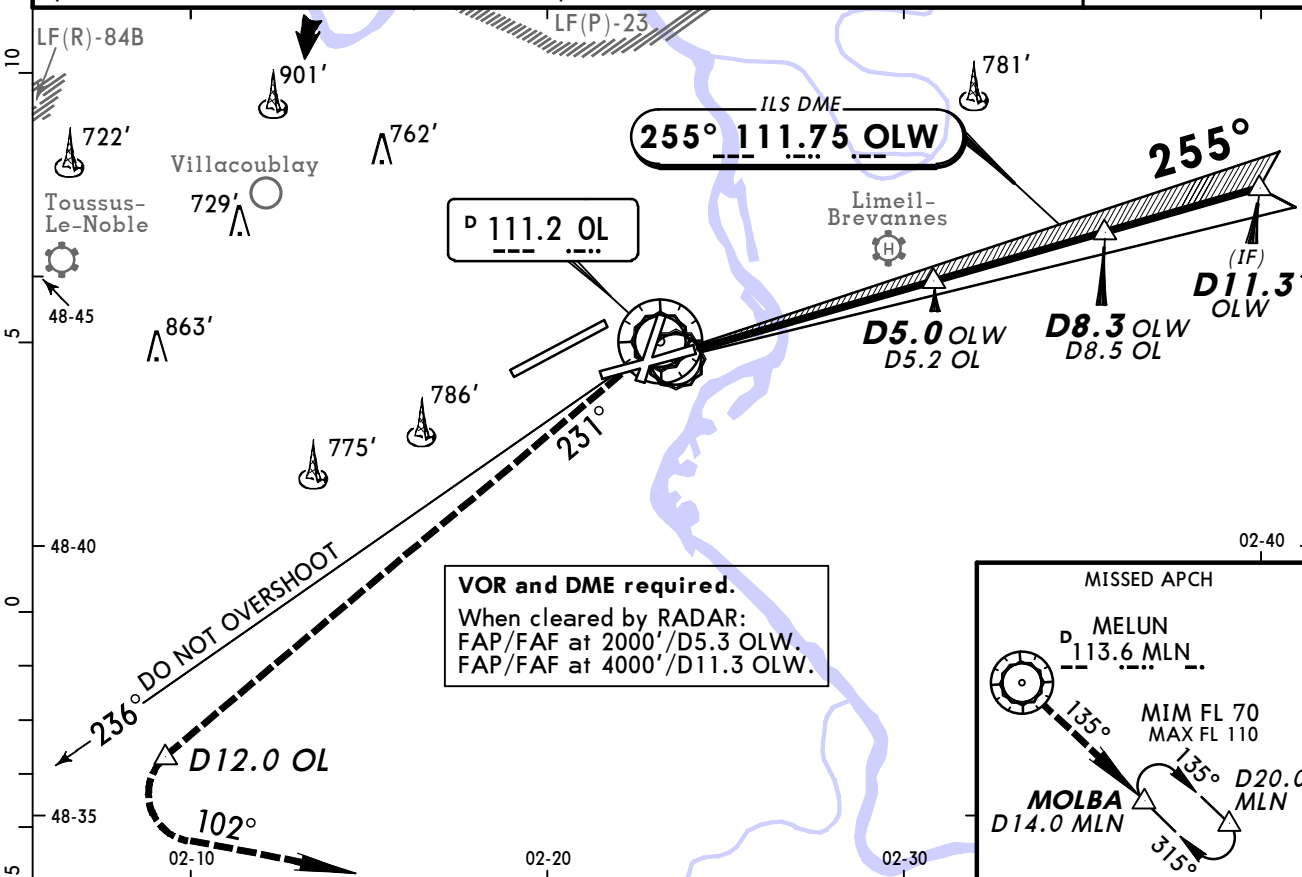
LFPO/ORY
ORLY

11 NOV 11
Eff 17 Nov

11-5A

PARIS, FRANCE
CAT II/III ILS Rwy 26

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
LOC OLW 111.75	Final Apch Crs 255°	GS D5.0 OLW 1890' (1603')	CAT II & IIIA ILS Refer to Minimums Apt Elev 291' RWY 287'
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to intercept and follow R-231 OL climbing to 2000'. At D12.0 OL turn LEFT and proceed on R-282 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1200' prior to level acceleration.			
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'
Special Aircrew & Aircraft Certification Required.			



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862

HIALS-II
REIL

700'

↑

2000'

on

OL

111.2

LT

R-231

Standard		STRAIGHT-IN LANDING RWY 26	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 102' DA(H) 387' (100')	
RVR 200m		RVR 300m I	

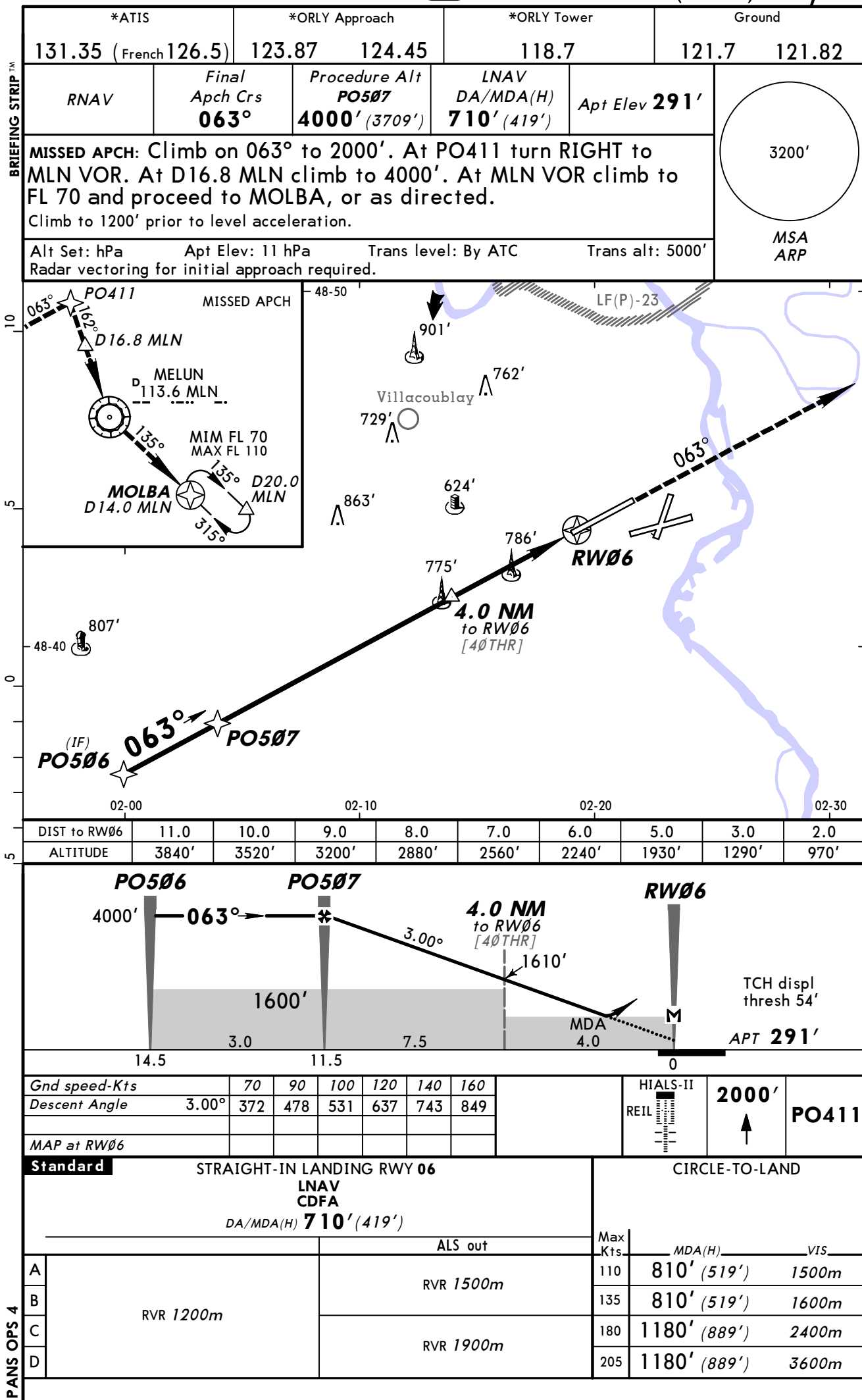
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Missed approach. TA.

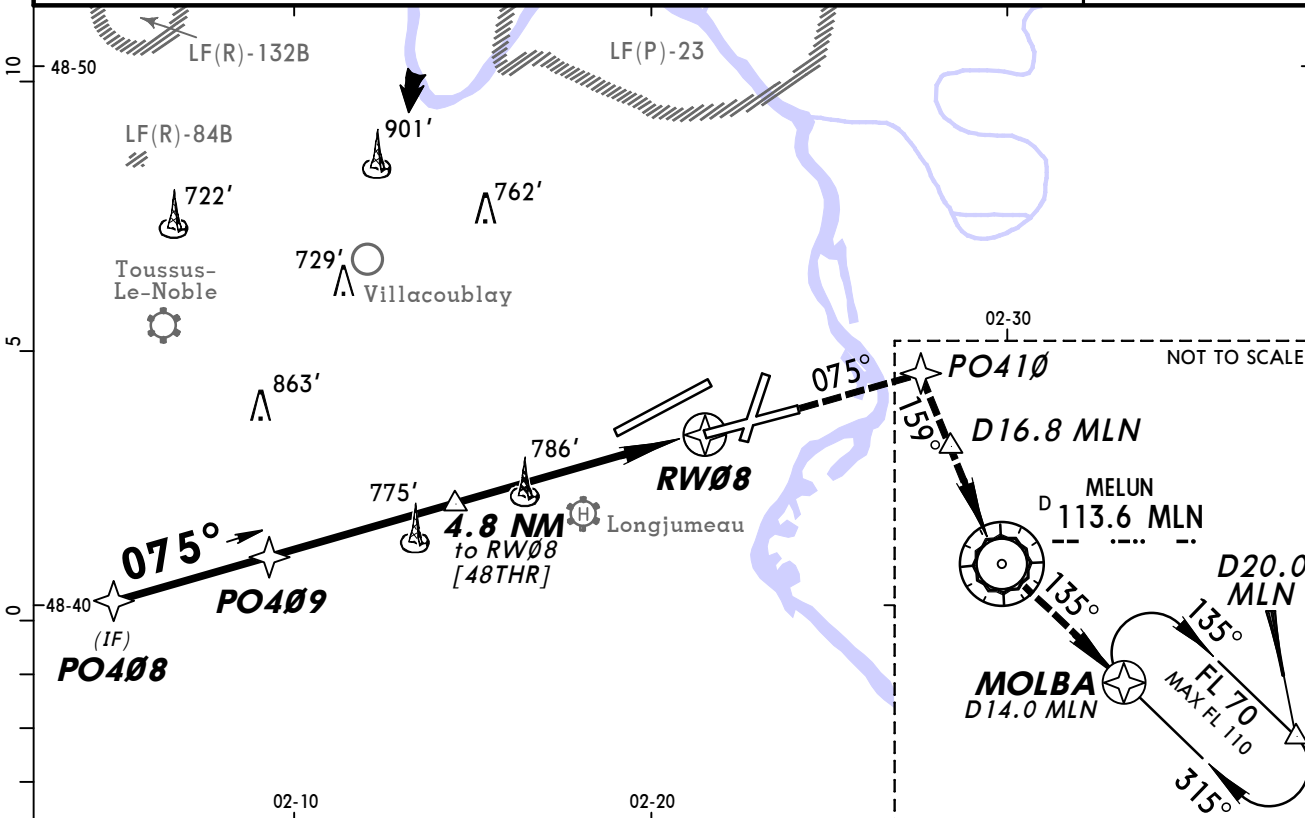
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BRIEFING STRIP™

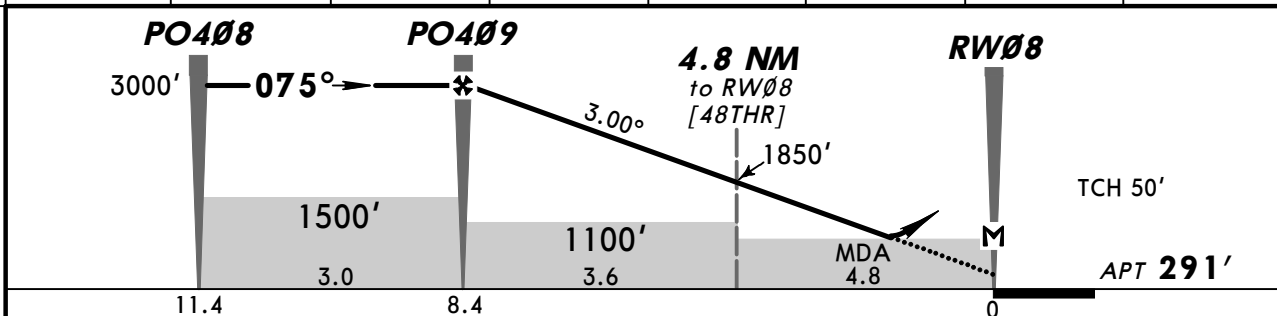
**VS OPS 4**



*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82
RNAV	Final Apch Crs 075°	Procedure Alt PO409 3000' (2709')	LNAB DA/MDA(H) 710' (419')
MISSED APCH: Climb on 075° to 2000'. At PO410 turn RIGHT to MLN VOR. At D16.8 MLN climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed. Climb to 1200' prior to level acceleration.			
Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000'			
Radar vectoring for initial approach required.			
3200'			
MSA ARP			



DIST to RW08	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2880'	2560'	2240'	1930'	1610'	1290'	970'

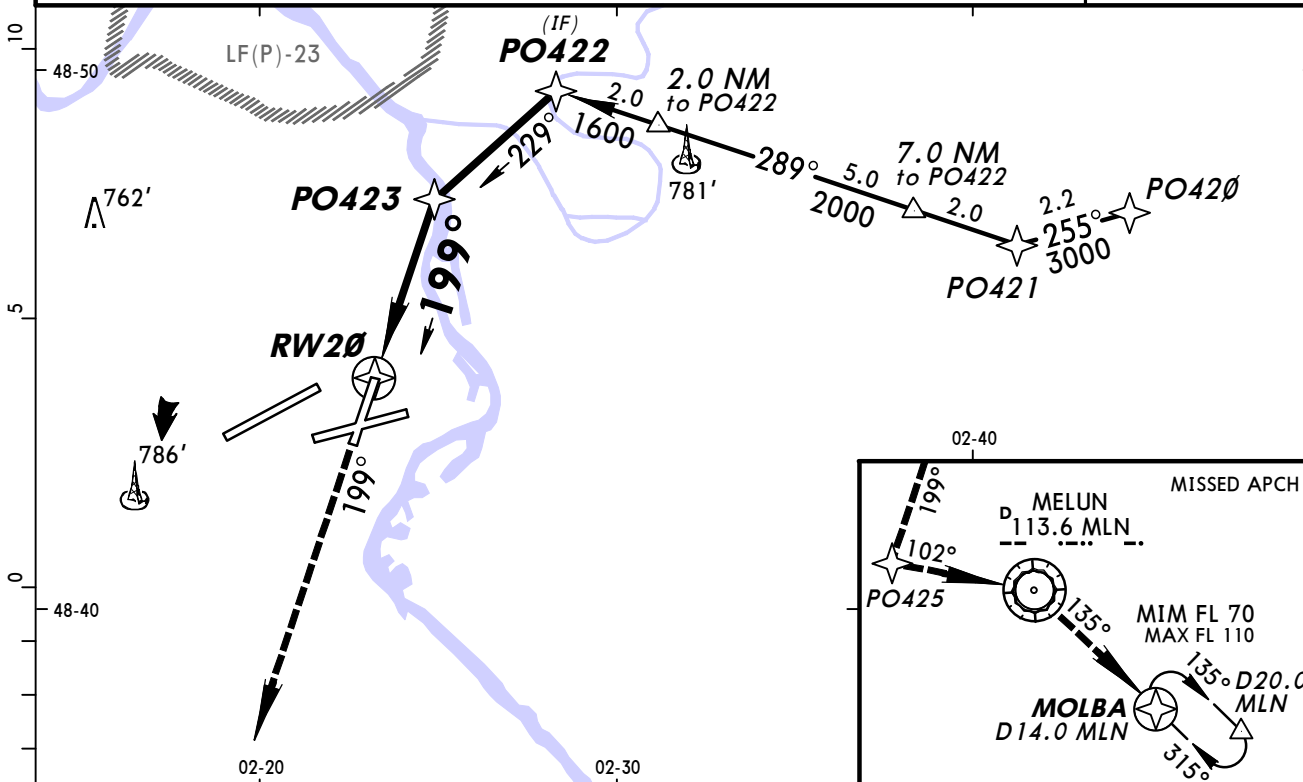


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS REIL PAPI 2000' PO410
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at RW08</i>							

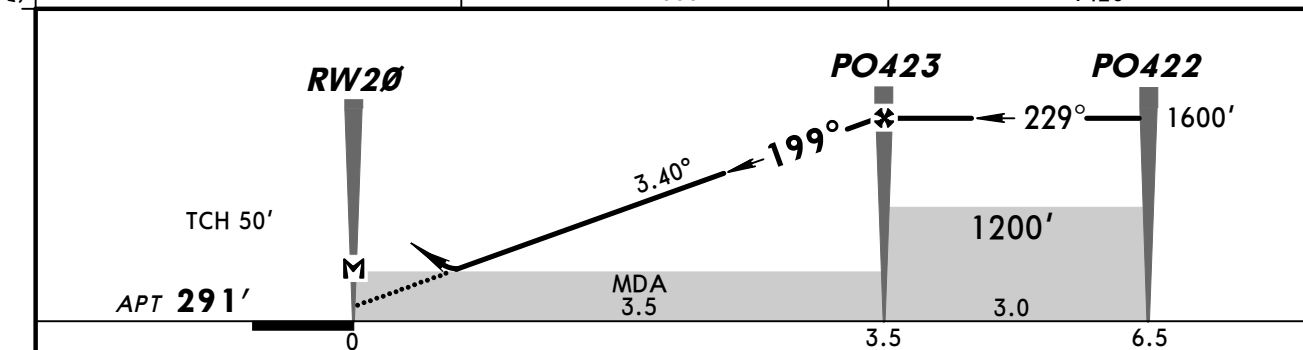
STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
LNAB CDFA DA/MDA(H) 710' (419')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				110	810' (519')	1500m	
				135	810' (519')	1600m	
RVR 1200m				180	1180' (889')	2400m	
				205	1180' (889')	3600m	

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.7	121.82
RNAV	Final Apch Crs 199°	Procedure Alt PO423 1600' (1309')	LNAV DA/MDA(H) 690' (399')	Apt Elev 291'		3200' MSA ARP
MISSED APCH: Climb on 199° to 4000'. At PO425 turn LEFT to MLN VOR. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed. Climb to 1200' prior to level acceleration.						
Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000'						
Radar vectoring for initial approach required.						



DIST to RW20	2.0	3.0
ALTITUDE	1060'	1420'

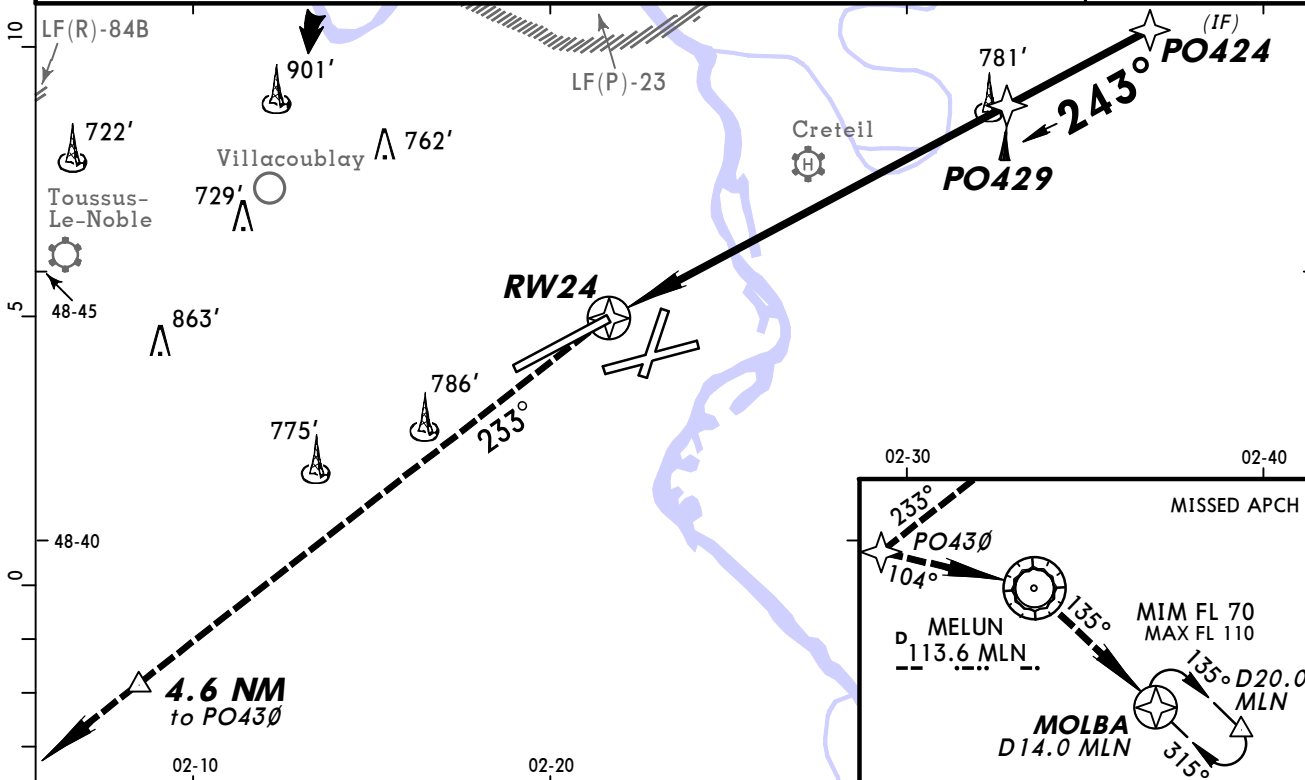


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 4000' on 199°	PO425
Descent Angle 3.40°	421	541	602	722	842	963		
MAP at RW20								

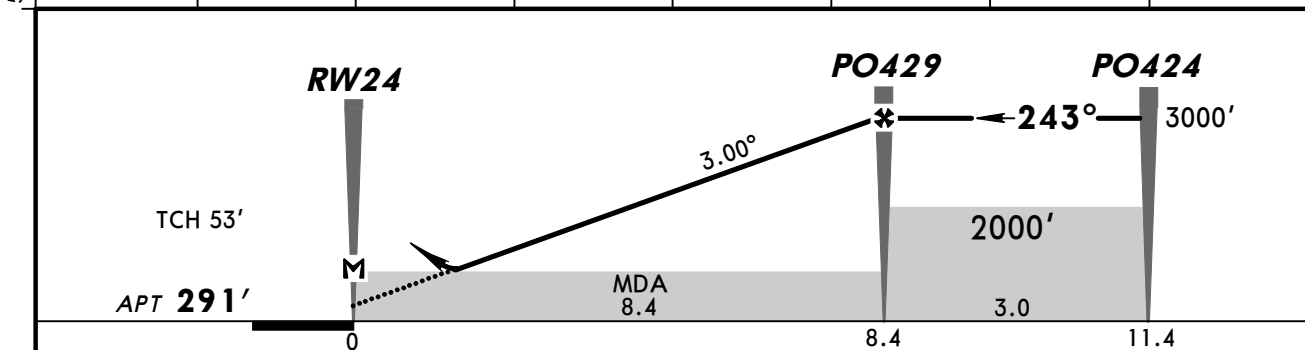
STRAIGHT-IN LANDING RWY 20						CIRCLE-TO-LAND		
LNAV CDFA DA/MDA(H) 690' (399')						Max Kts	MDA(H)	VIS
A	RVR 1500m					110	810' (519')	1500m
B						135	810' (519')	1600m
C	RVR 1800m					180	1180' (889')	2400m
D						205	1180' (889')	3600m

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.35 (French 126.5)		123.87	124.45	118.7		121.7	121.82
RNAV	Final Apch Crs 243°	Procedure Alt PO429 3000' (2709')	LNAV DA/MDA(H) 720' (429')	Apt Elev 291'		3200' MSA ARP	
MISSED APCH: Turn LEFT to PO430 climbing to 2000'. At 4.6 NM to PO430 climb to 4000'. At PO430 turn LEFT to MLN VOR. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed. Do not turn before MAP. Climb to 1200' prior to level acceleration.							
Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000'							
Radar vectoring for initial approach required.							



DIST to RW24	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	970'	1290'	1610'	1930'	2240'	2560'	2880'

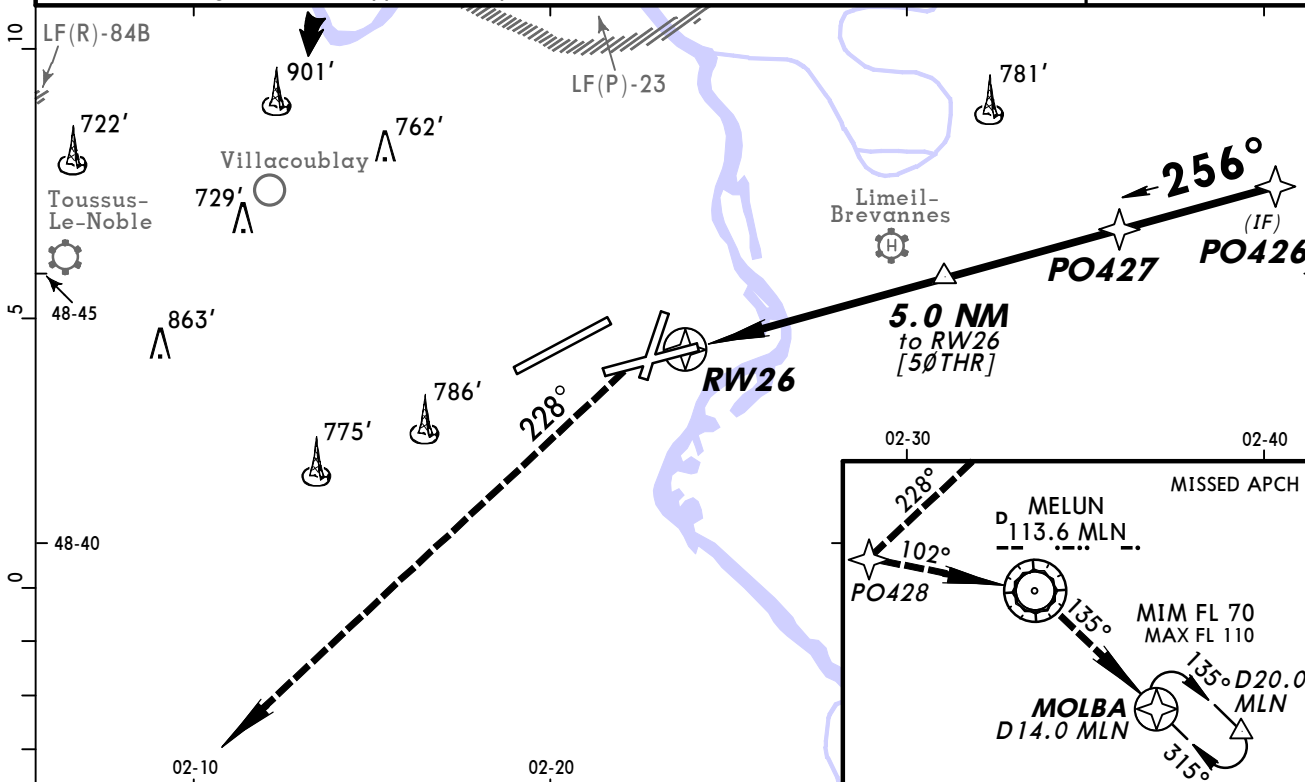


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL 2000' 4.6 NM to PO430 LT
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW24							

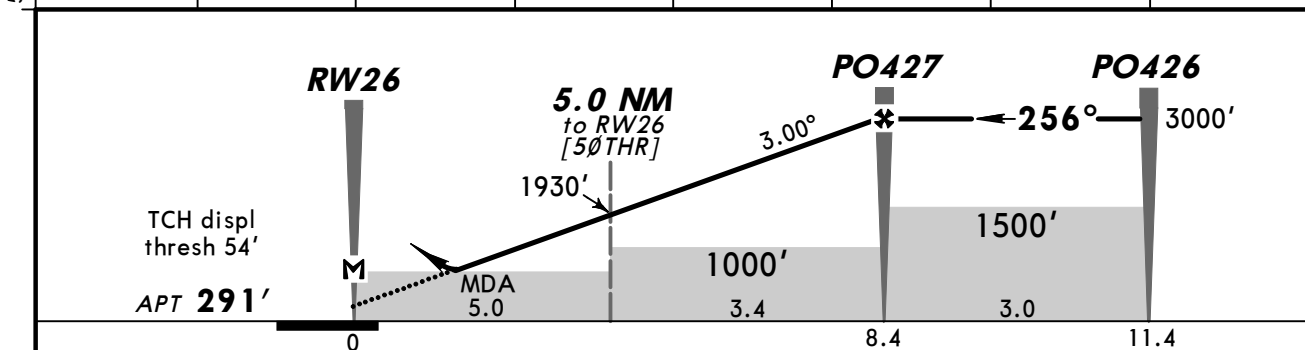
STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND		
LNAV CDFA						
DA/MDA(H) 720' (429')						
ALS out				Max Kts	MDA(H)	VIS
A	RVR 1500m			110	810' (519')	1500m
B				135	810' (519')	1600m
C	RVR 1600m	RVR 2000m		180	1180' (889')	2400m
D				205	1180' (889')	3600m

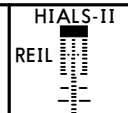
BRIEFING STRIP™

*ATIS 131.35 (French 126.5)		*ORLY Approach 123.87 124.45		*ORLY Tower 118.7		Ground 121.7 121.82	
RNAV	Final Apch Crs 256°	Procedure Alt PO427 3000' (2709')	LNAV DA/MDA(H) 690' (399')	Apt Elev 291'		3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT to PO428 climbing to 2000'. At PO428 turn LEFT to MLN VOR climbing to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA or as directed. Do not turn before MAP. Climb to 1200' prior to level acceleration.							
Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000'							
Radar vectoring for initial approach required.							

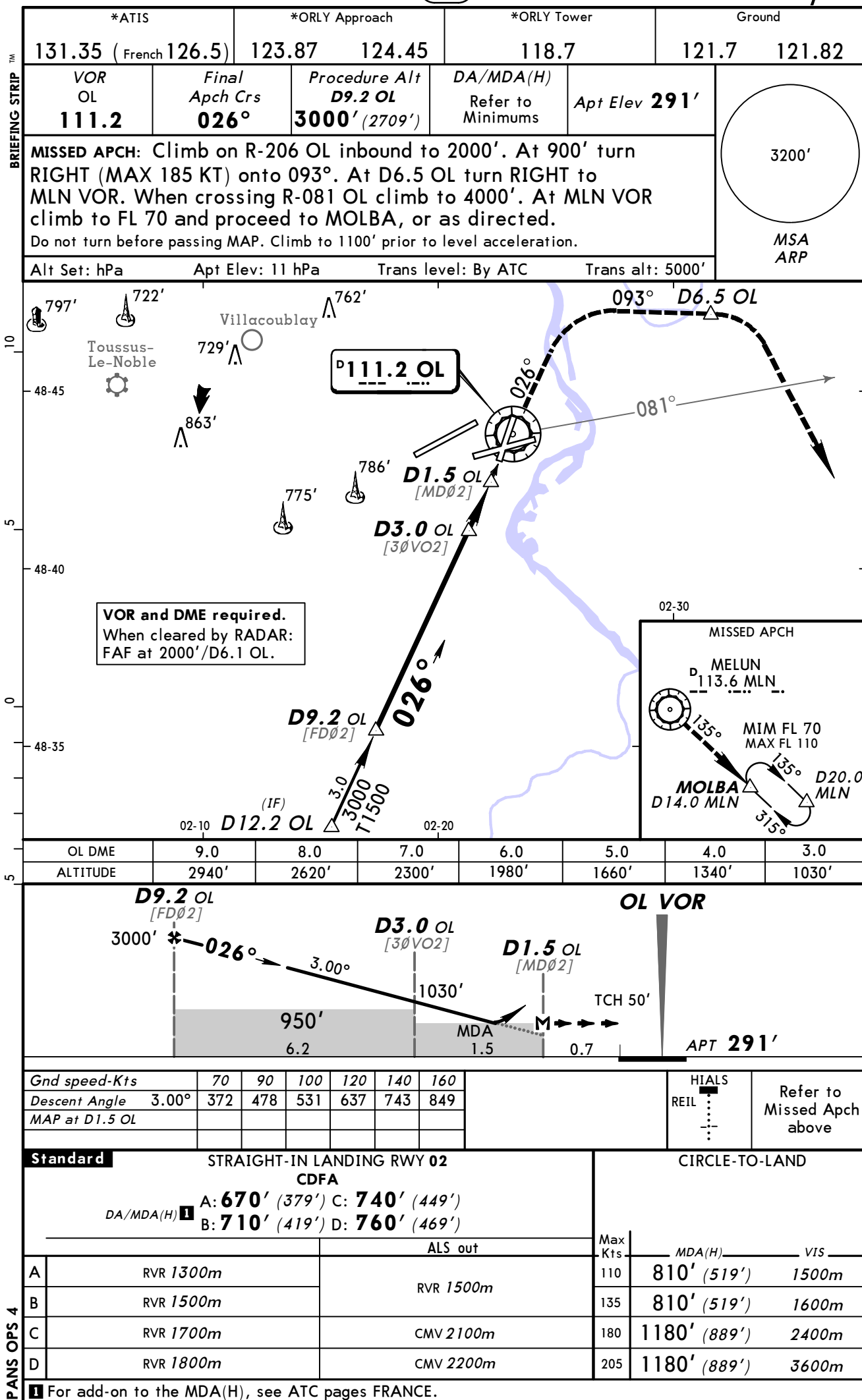


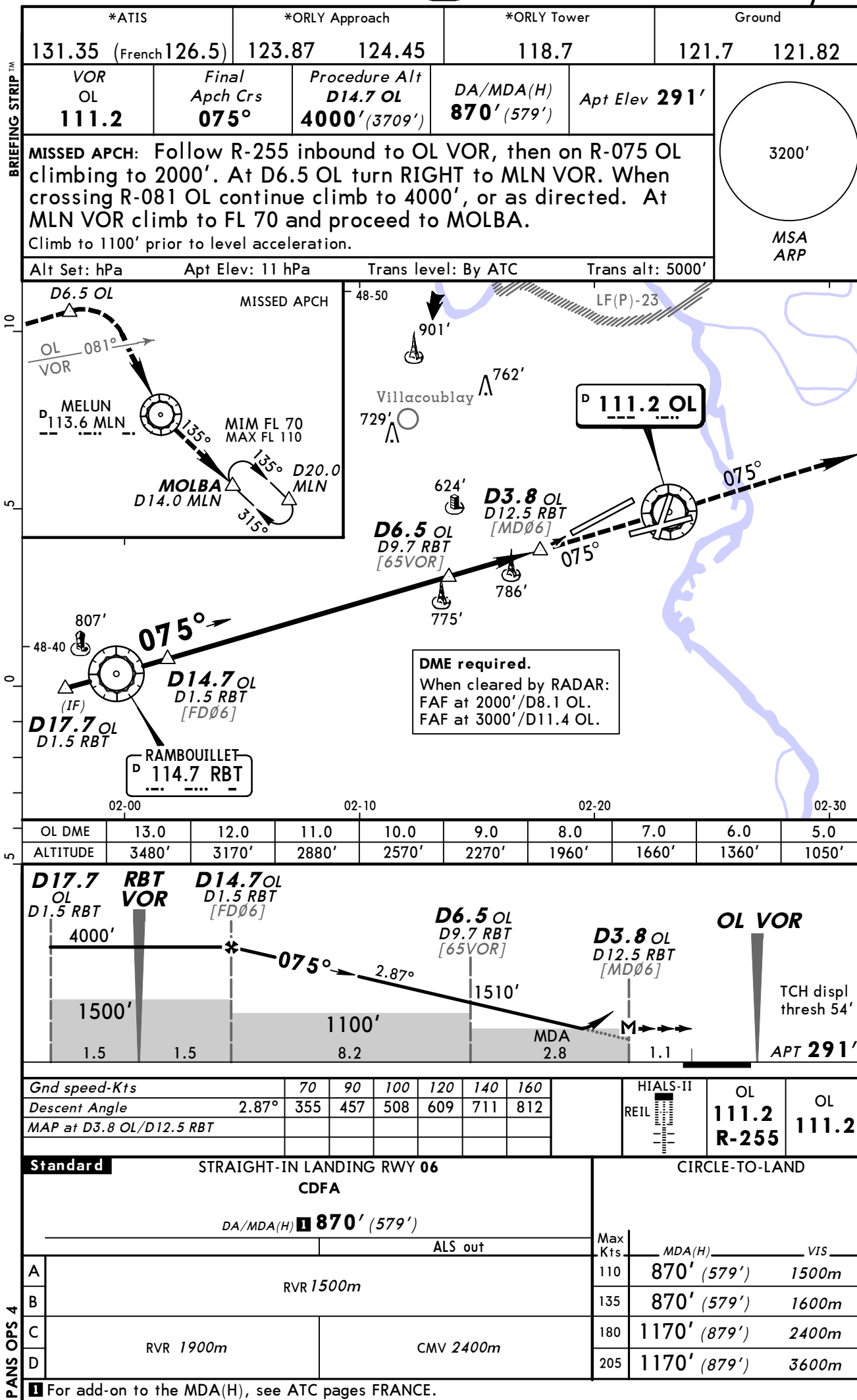
DIST to RW26	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	970'	1290'	1610'	1930'	2240'	2560'	2880'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL 	700'	2000'	PO428
Descent Angle	3.00°	372	478	531	637	743		↑	LT	
MAP at RW26										

Standard STRAIGHT-IN LANDING RWY 26 LNAV CDFA DA/MDA(H) 690' (399')						CIRCLE-TO-LAND		
RVR 1100m				ALS out		Max Kts	MDA(H)	VIS
				RVR 1500m		110	810' (519')	1500m
RVR 1800m				RVR 1800m		135	810' (519')	1600m
						180	1180' (889')	2400m
						205	1180' (889')	3600m





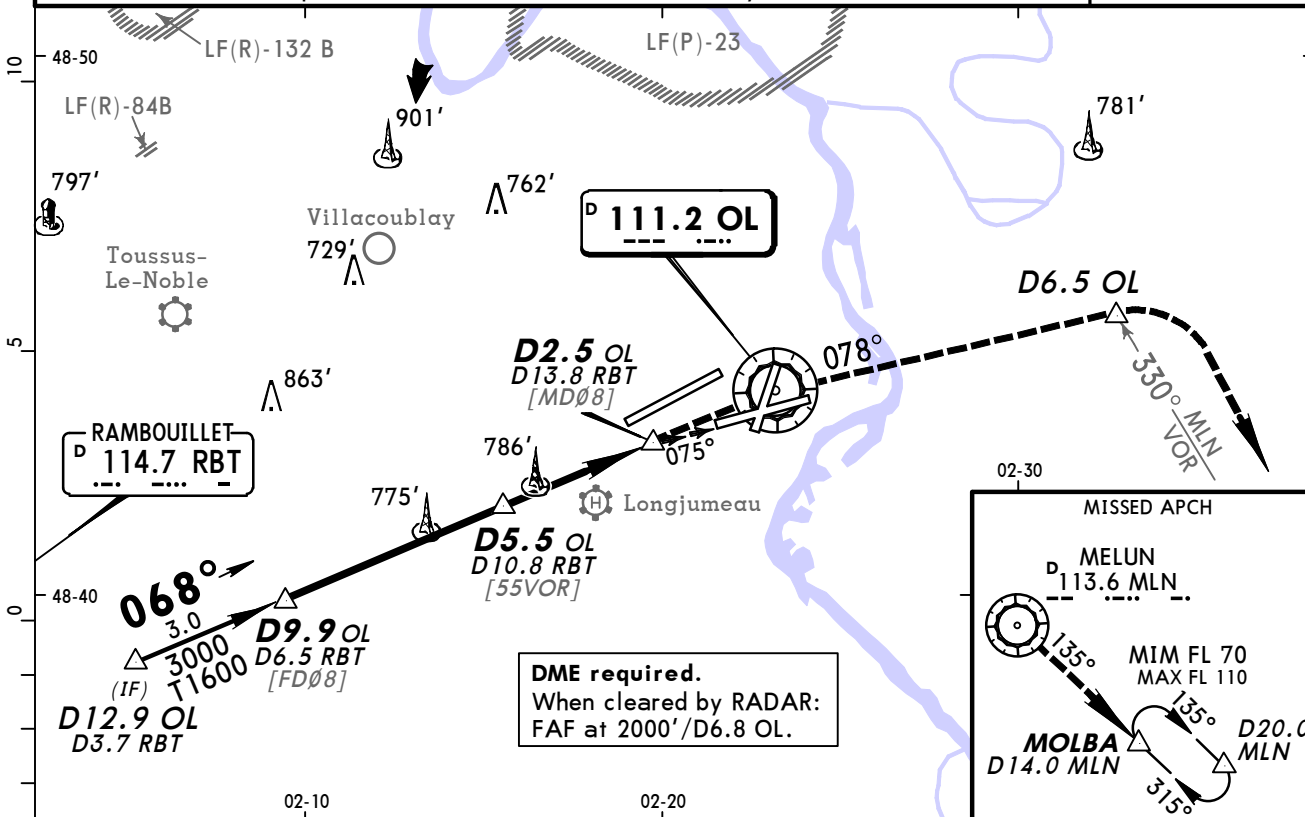
LFPO/ORY
ORLY

JEPPESEN
11 NOV 11 13-3 Eff 17 Nov

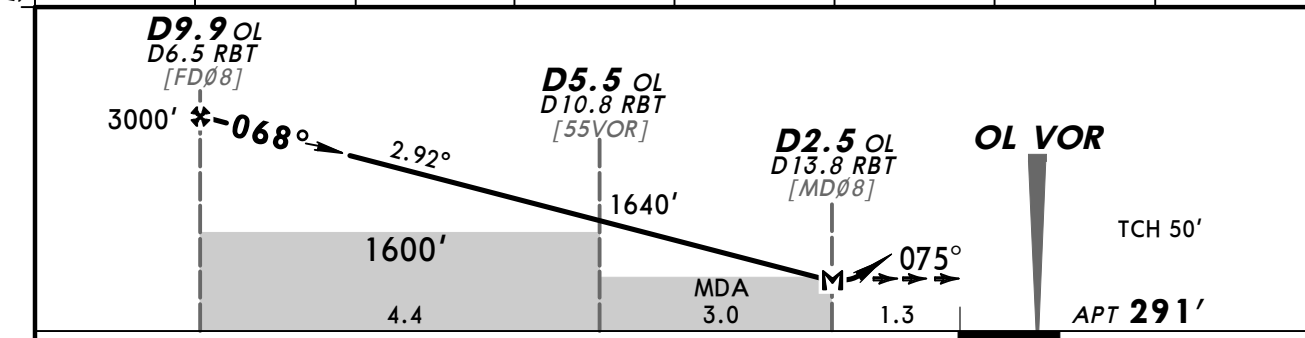
PARIS, FRANCE
VOR Rwy 08

BRIEFING STRIP

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.35 (French 126.5)		123.87	124.45	118.7		121.7	121.82
VOR OL 111.2	Final Aptch Crs 068°	Procedure Alt D9.9 OL 3000' (2709')	DA/MDA(H) Refer to Minimums		Apt Elev 291'		3200' MSA ARP
MISSED APCH: Proceed on R-248 inbound to OL VOR, then follow R-078 OL climbing to 2000'. At D6.5 OL turn RIGHT to MLN VOR climbing to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100' prior to level acceleration.							
Alt Set: hPa		Apt Elev: 11 hPa		Trans level: By ATC		Trans alt: 5000'	



OL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2720'	2410'	2110'	1800'	1490'	1180'	880'



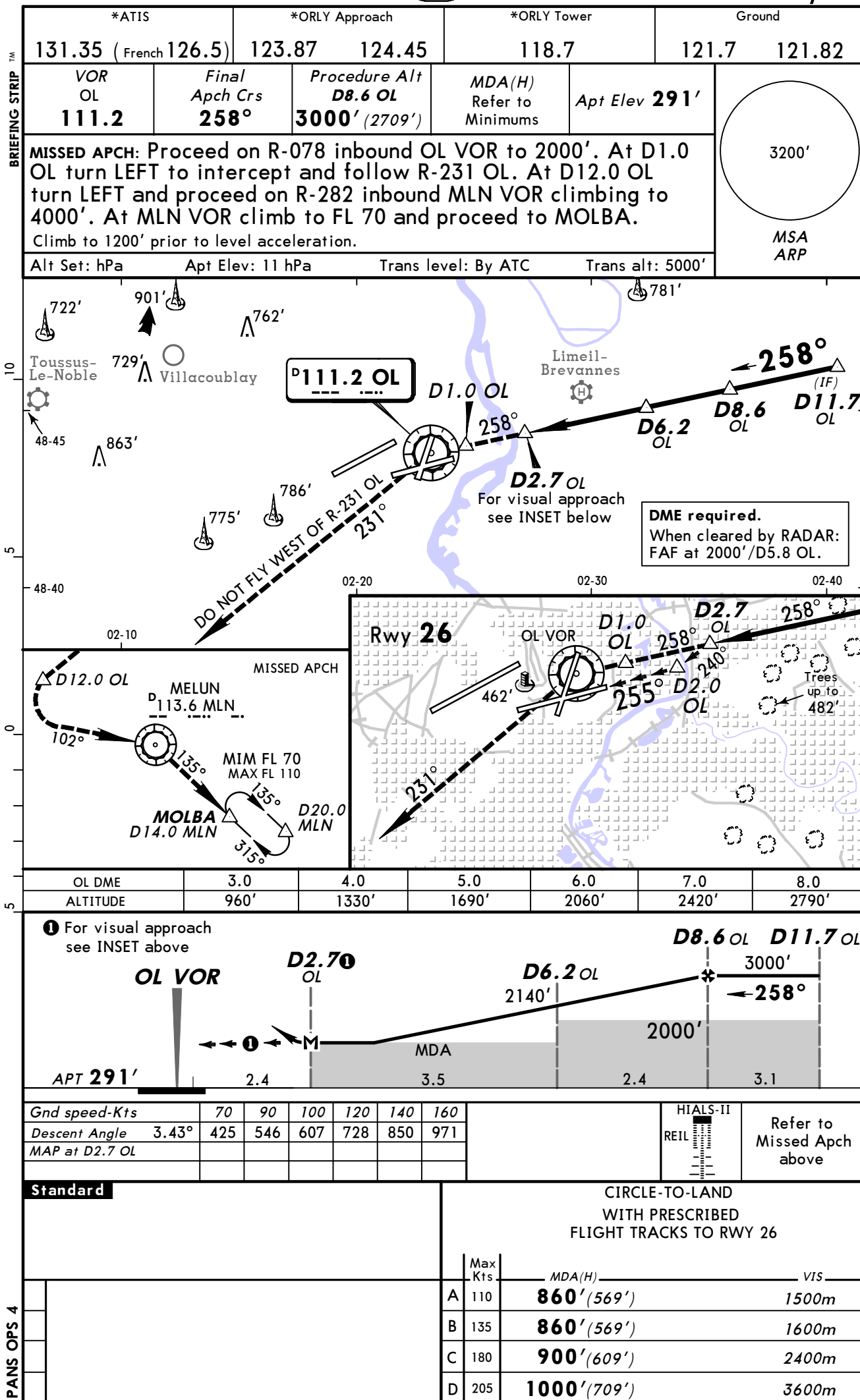
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	Refer to Missed Apch above
Descent Angle	2.92°	362	465	517	620	723		
MAP at D2.5 OL/D13.8 RBT								

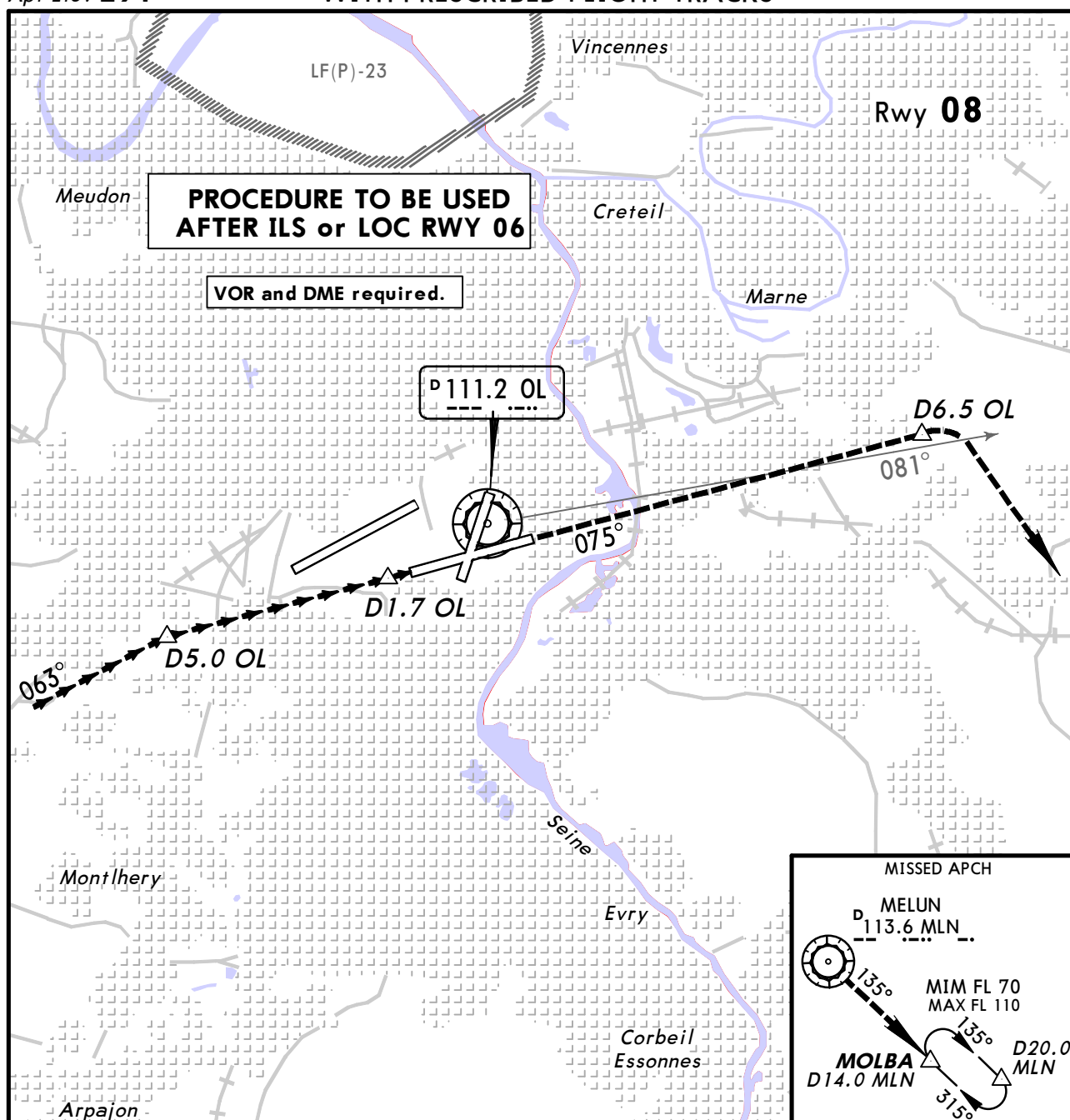
PANS OPS 4	Standard			STRAIGHT-IN LANDING RWY 08			CIRCLE-TO-LAND		
				CDFA					
				DA/MDA(H) ABC: 740' (449')					
				D: 760' (469')					
				ALS out					
A				RVR 1500m			Max Kts	MDA(H)	VIS
B	RVR 1400m						110	810' (519')	1500m
C				CMV 2100m			135	810' (519')	1600m
D	RVR 1500m			CMV 2200m			180	1180' (889')	2400m
							205	1180' (889')	3600m

For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: MSA. Missed approach. TA.

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CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKSApt Elev **291'**

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

MISSED APCH: At D1.7 OL climb on 075° to 2000'. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000', or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA.

Climb to 1100' prior to level acceleration.

Standard

	Max Kts	MDA(H)	VIS
A	110	1180' (889')	1500m
B	135	1180' (889')	1600m
C	180	1180' (889')	2400m
D	205	1180' (889')	3600m

PARIS, (ORLY - LFPO)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPO

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2B to 10-2F) Disregard CAUTION note " Actual descent clearance will be given by ATC".

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For diversion to LFPG it is necessary to plan an additional amount of fuel, compared to the minimum required, to reflect increased waiting times.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9A) PAPI-L rwy 20 angle chgd to 3.4°.