

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFOB

Terminal Charts For LFOB

Revision Letter For Cycle 15-2013

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 0.2°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: 0408 Z
Sunset: 1948 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

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 than 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.

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:

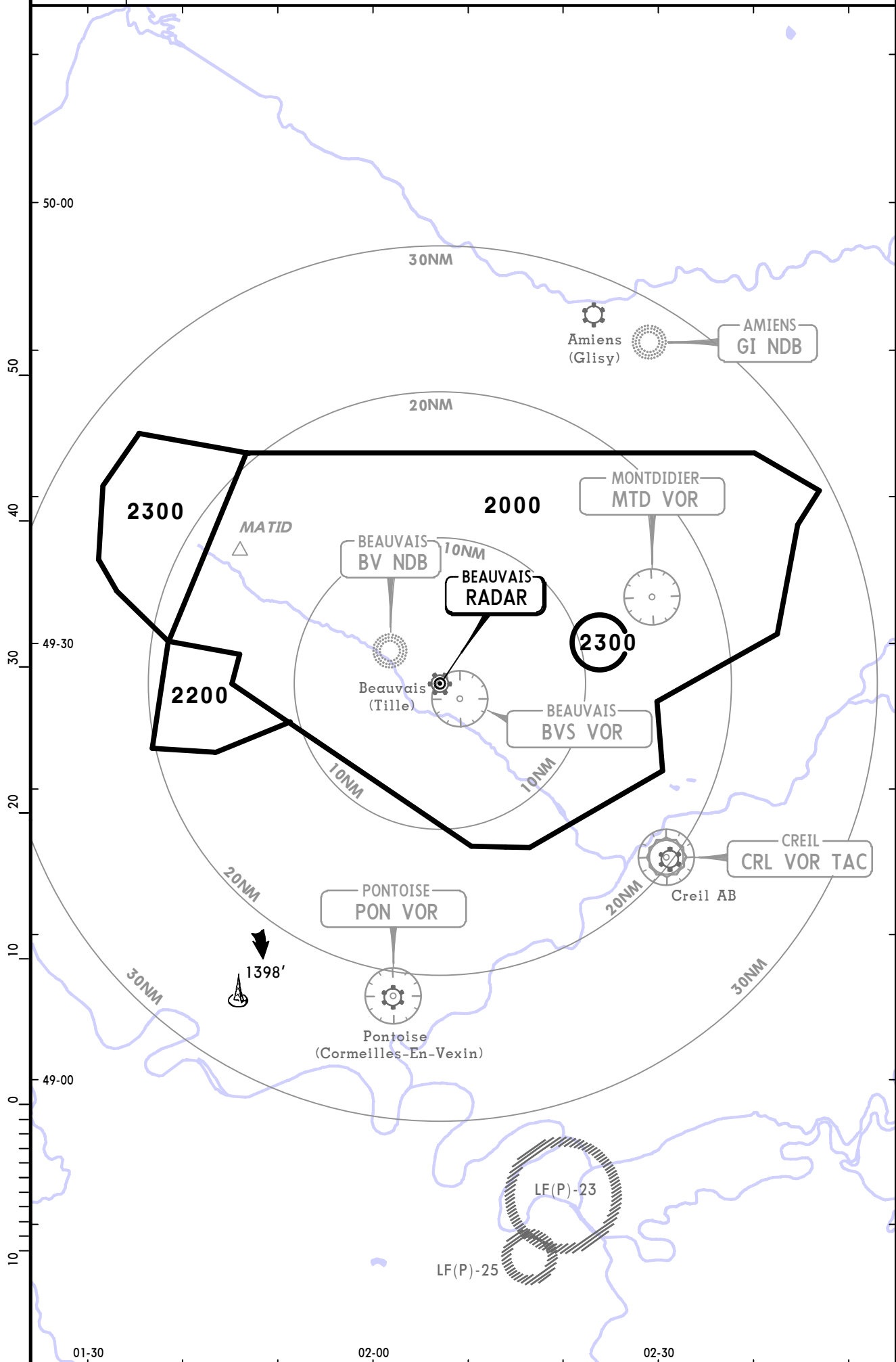
- to ABB or MTD: from TMA boundary follow the route as stated in the current flight plan.
- other departures: follow the instructions as in SID.

DEPARTURE (POGO)

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

Apt Elev
359'

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



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 118.37 Apt Elev 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

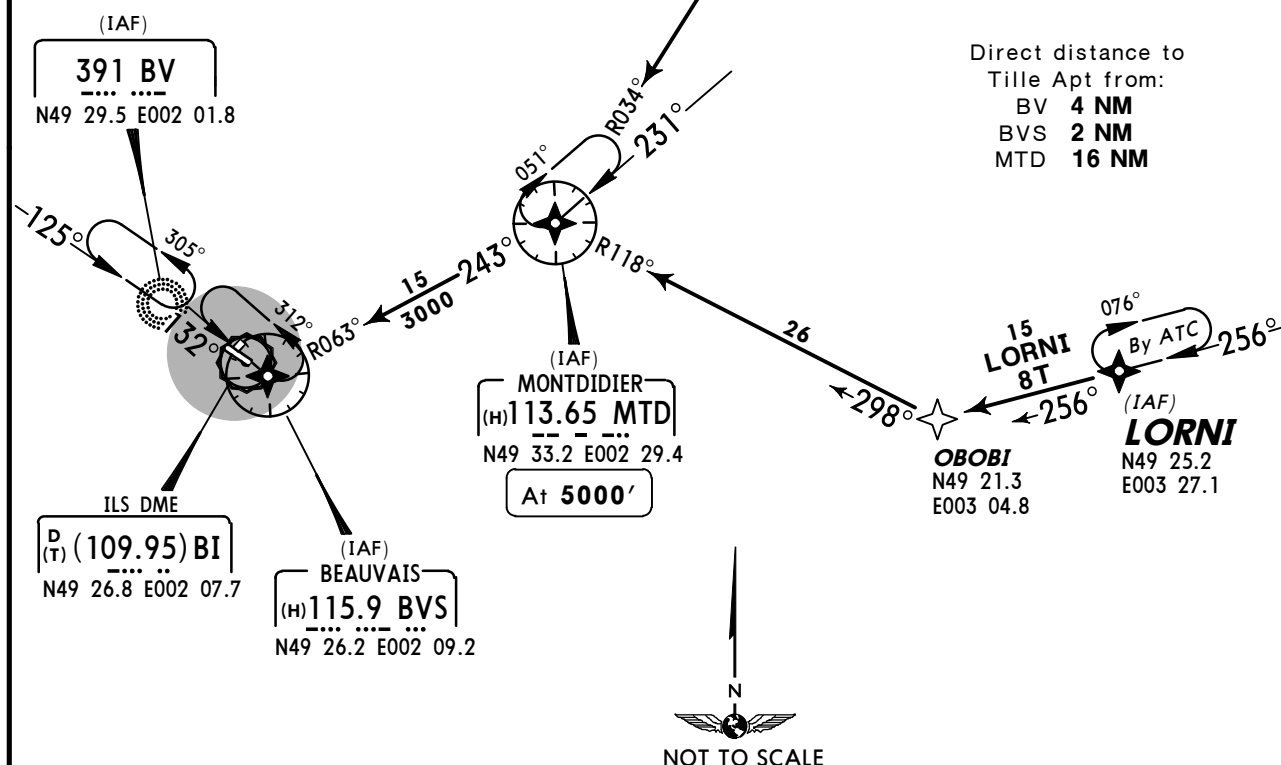
LORNI

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

CAMBRAI
D (H) 112.6 CMB
N50 13.7 E003 09.1
(TACAN not co-located)
N50 13.4 E003 09.1

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.

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*ATIS
118.37

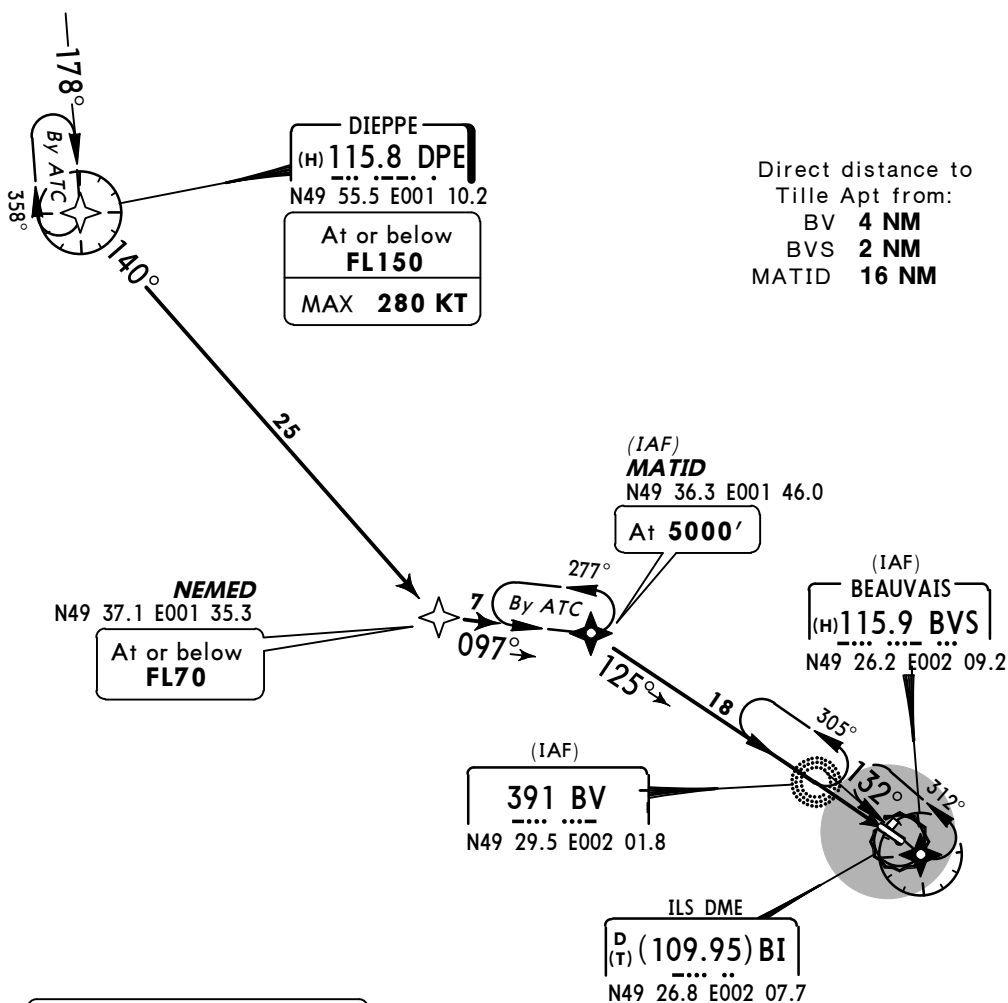
Apt Elev
359'

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

DPE 8T

RWYS 12, 30 RNAV ARRIVAL

TO IAF BVS & MATID



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

MATID
3000/5000, inbound 097°
MAX 200 KT



ROUTING

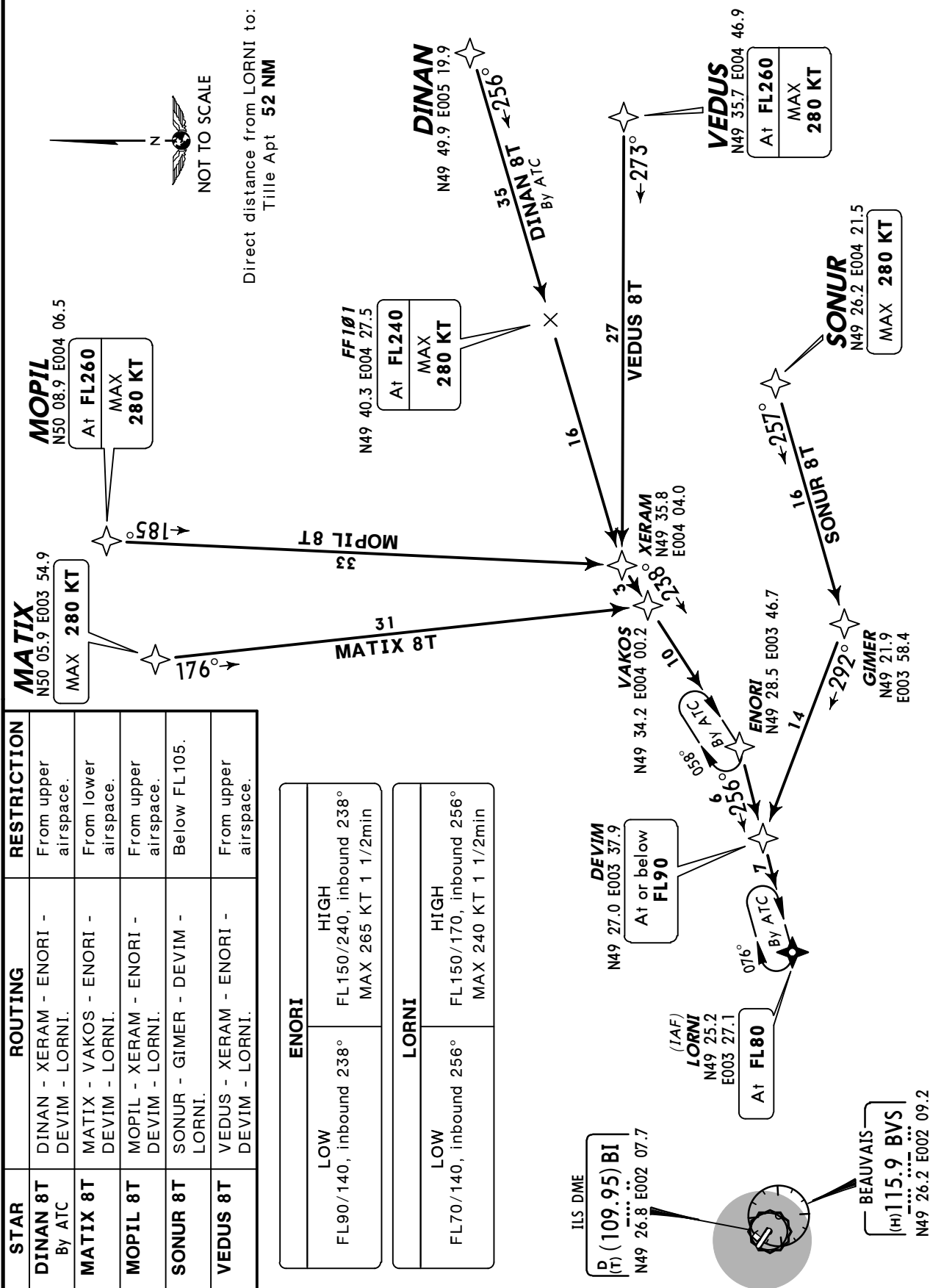
DPE - NEMED - MATID - BVS.

*ATIS
118.37

Apt Elev
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

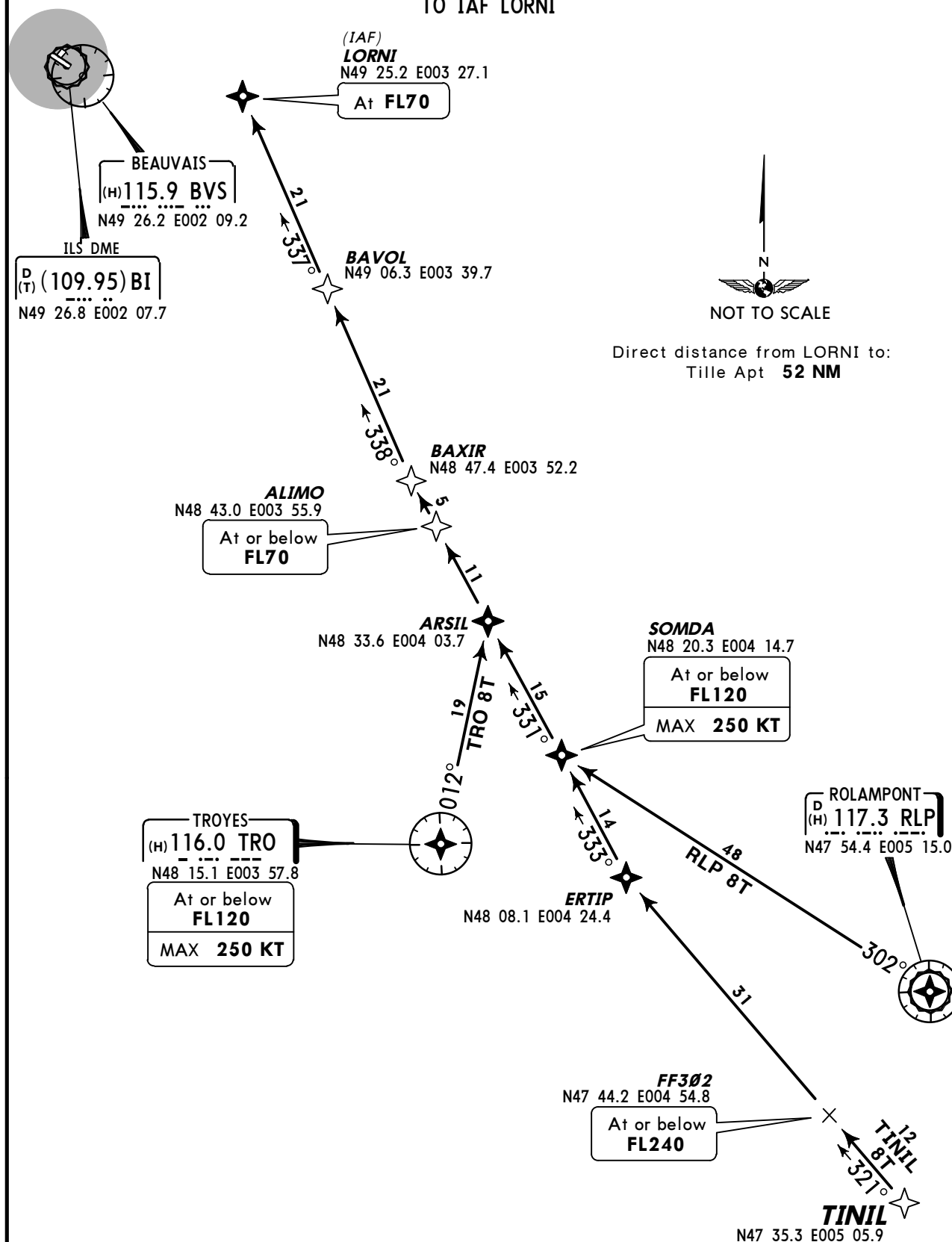


*ATIS
118.37

Apt Elev
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.

*ATIS 118.37	Apt Elev 359'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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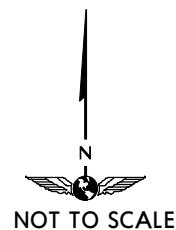
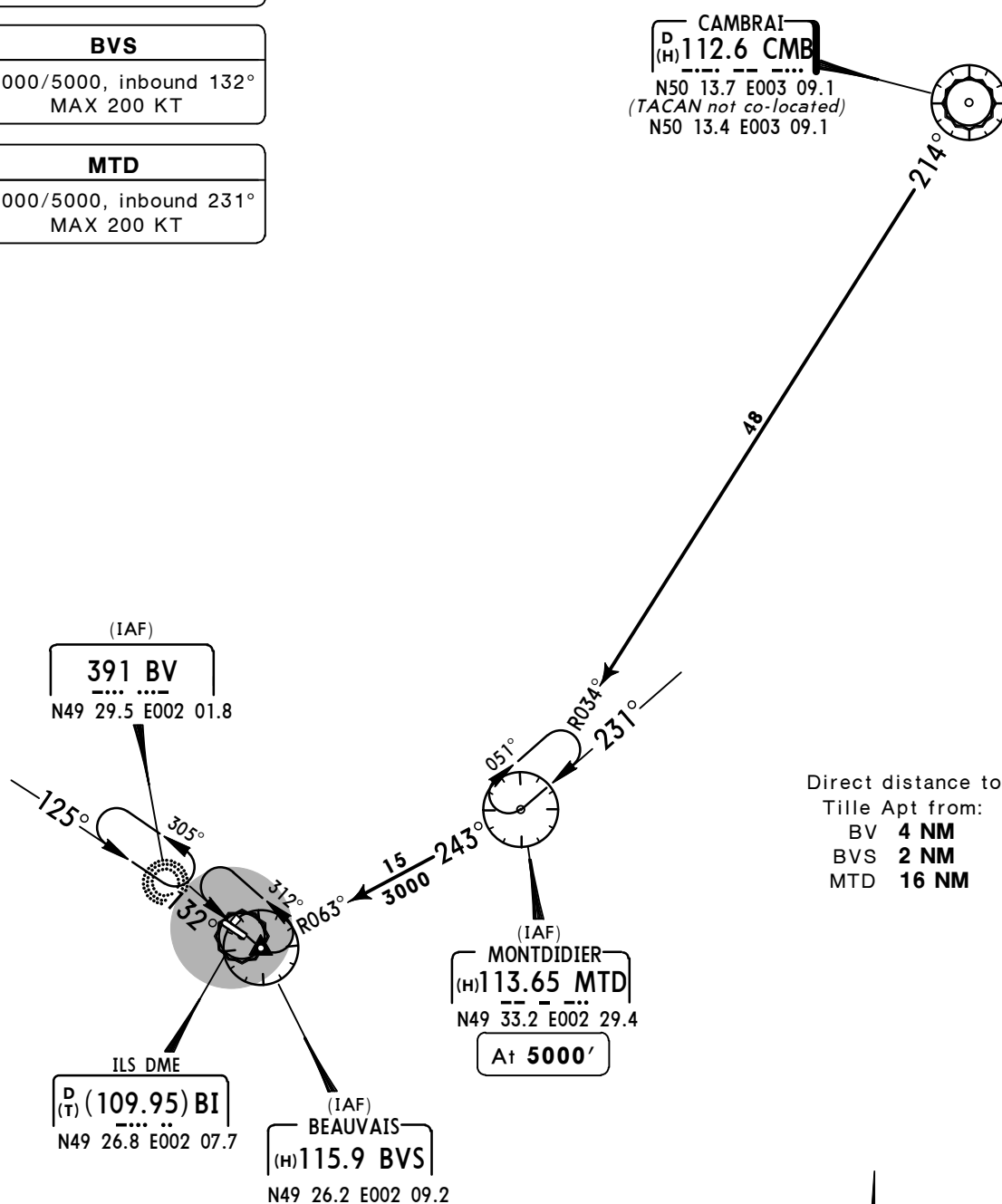
CAMBRAI (CMB 8C)
RWYS 12, 30 ARRIVAL
TO IAF BVS & MTD
FROM LOWER AIRSPACE

~~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



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

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:

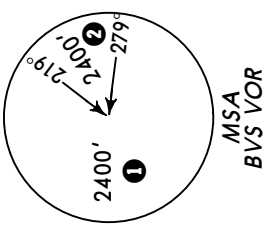
GNSS and/or DME/DME.

ATC provides permanently radar services.

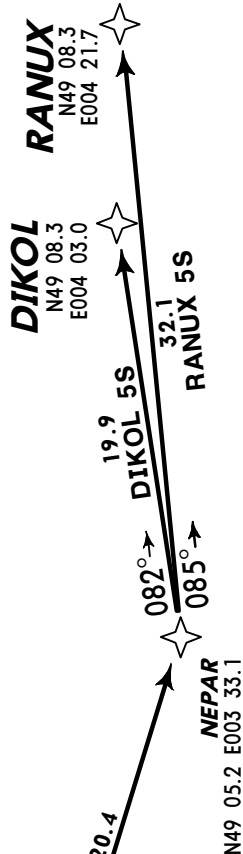
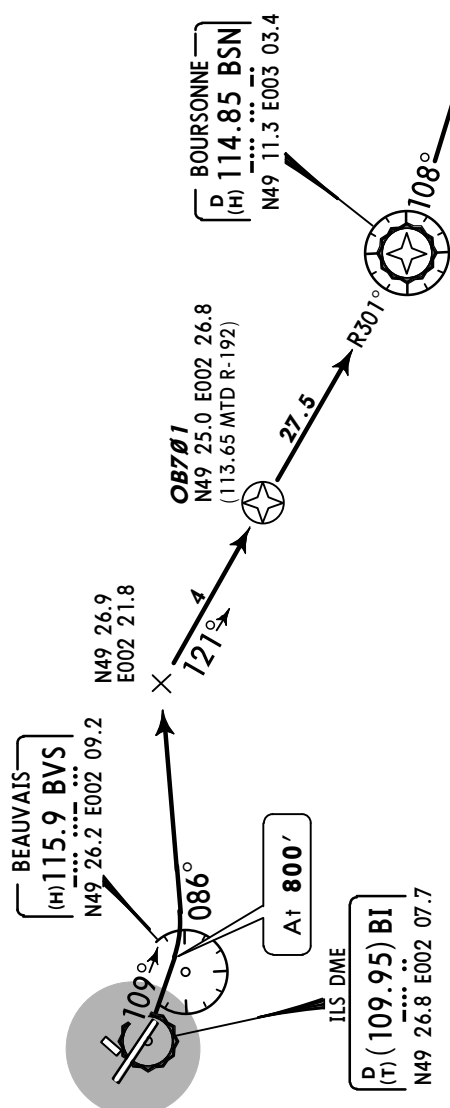
RNAV SID DESIGNATION	REFER TO CHART
DIKOL 5S, RANUX 5S	10-3B
DIKOL 5T, RANUX 5T	10-3C
DIKOL 5V, RANUX 5V	10-3D
DIKOL 5W, RANUX 5W	10-3E
BAXIR 5S, BUBLI 5S, LANVI 5S	10-3F
BAXIR 5T, BUBLI 5T, LANVI 5T	10-3G
BAXIR 5V, BUBLI 5V, LANVI 5V	10-3H
BAXIR 5W, BUBLI 5W, LANVI 5W	10-3J
OKASI 5S, PILUL 5S	10-3K
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

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.



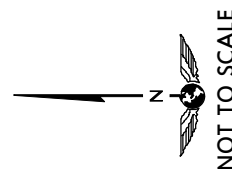
- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME



DIKOL 5S
JETS & PROPS BETWEEN FL115 & FL195

RANUX 5S
JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN EASTERLY TAKE-OFFS AT LFPG



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

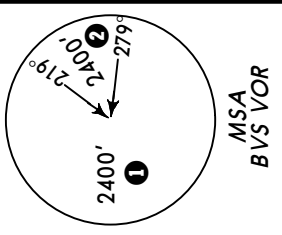
These SIDs require a minimum climb gradient
of
334' per NM (5.5%).
If unable to comply inform ATC
when requesting start-up clearance.

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

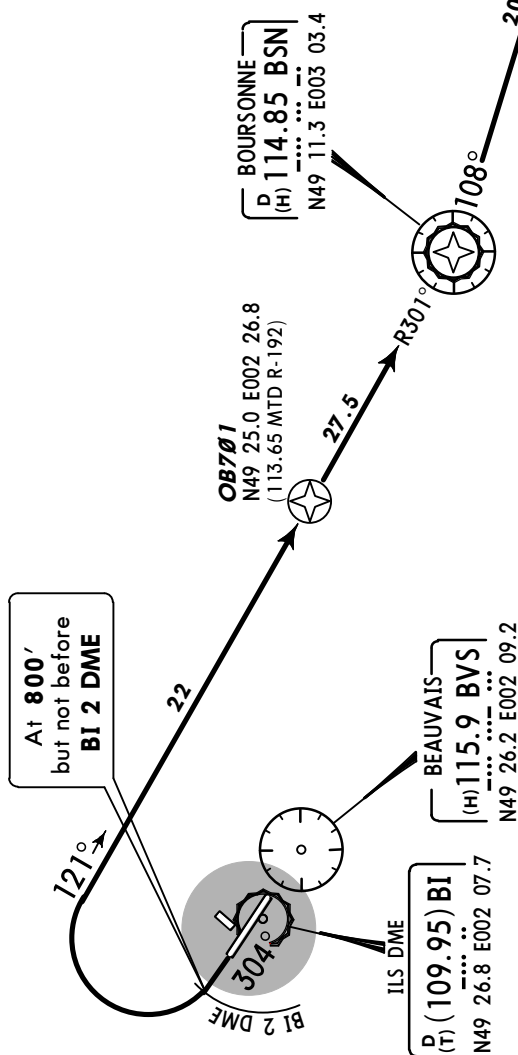
Initial climb clearance 4000'.	
INITIAL CLIMB	
At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086, intercept BSN R-301 inbound to OB701.	
SID	ROUTING
DIKOL 5S [DIKO5S] 3	OB701 - BSN - NEPAR - DIKOL.
RANUX 5S [RANU5S] 4	OB701 - BSN - NEPAR - RANUX.
For flights to destinations specified via airways 3 J-10, 4 UN-858.	

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.



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME



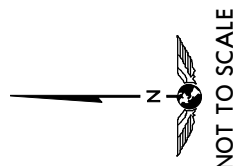
DIKOL 5T
JETS & PROPS BETWEEN FL115 & FL195

RANUX 5T
JETS & PROPS ABOVE FL195

RWY 30 RNAV DEPARTURES

RNAV (GNSS - DME/DME)

WHEN EASTERLY TAKE-OFFS AT LFPG



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 RIGHT,
intercept BSN R-301 inbound to OB701.

SID

DIKOL 5T [DIKOL5T] 3

OB701 - BSN - NEPAR - DIKOL.

RANUX 5T [RANUX5T] 4

OB701 - BSN - NEPAR - RANUX.

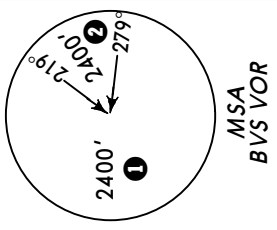
ROUTING

For flights to destinations specified via airways 3 J-10, 4 UN-858.

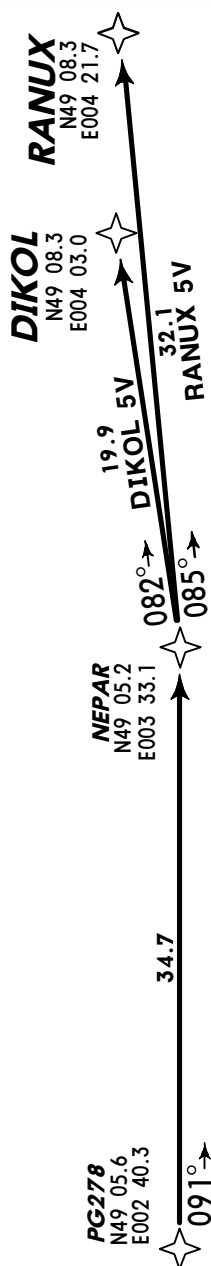
Apt Elev
359'

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.



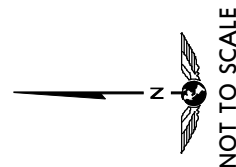
- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME



DIKOL 5V
JETS & PROPS BETWEEN FL115 & FL195

RANUX 5V
JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
WHEN WESTERLY TAKE-OFFS AT LFPG



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, intercept BVS R-086,
at D4 BI turn RIGHT, 203° track to OB702.

SID

DIKOL 5V [DIKOL5V] ③ OB702 - VEMIL - PG278 - NEPAR - DIKOL.

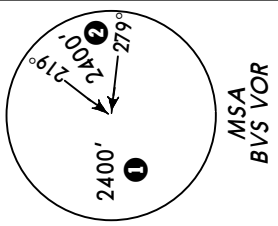
RANUX 5V [RANUX5V] ④ OB702 - VEMIL - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways ③ J-10, ④ UN-858.

ROUTING

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.

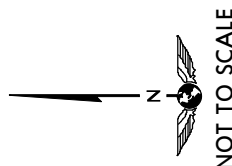
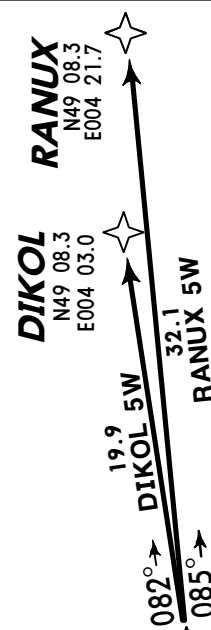


- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME

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



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.

ROUTING

SID

DIKOL 5W [DIKO5W] 3 OB702 - VEMIL - PG278 - NEPAR - DIKOL.

RANUX 5W [RANU5W] 4 OB702 - VEMIL - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways 3 J-10, 4 UN-858.

These SIDs require a minimum climb gradient

of 334' per NM (5.5%).

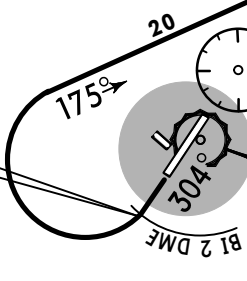
If unable to comply inform ATC when requesting start-up clearance.

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.

At 800'
but not before
BI 2 DME



At or above
4000'

VEMIL
N49 13.5
E002 23.2

PG278
N49 05.6
E002 40.3

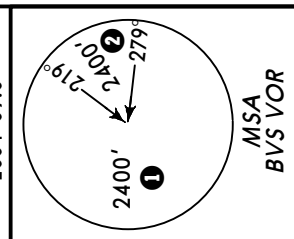
OB702
N49 20.7
E002 15.2
(113.65 MTD R-217)

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.

WHEN EASTERLY TAKE-OFFS AT LFPG

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



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME

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

INITIAL CLIMB

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

ROUTING

BAXIR 5S [BAXI5S] ③	OB701 - BSN - BEKOS - BAXIR.
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BUBLI 5S [BUBL5S] 4	OB701 - BSN - BEKOS - BUBLI.
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ANVI 5S [LANV5S] 56 JET ONLY

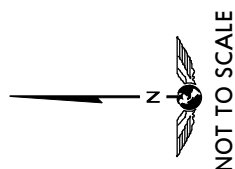
or flights to destinations specified via airways **3** B-13, **4** UG-42, **5** UM-164/L-851. **6** Usable during weekends and at night. Other times by ATC.

Apt Elev
359'

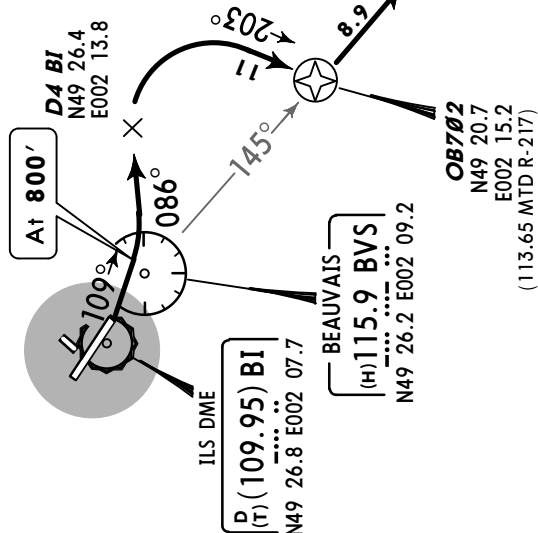
Trans level: By ATC Trans alt: 5000'

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



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

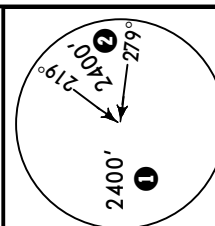
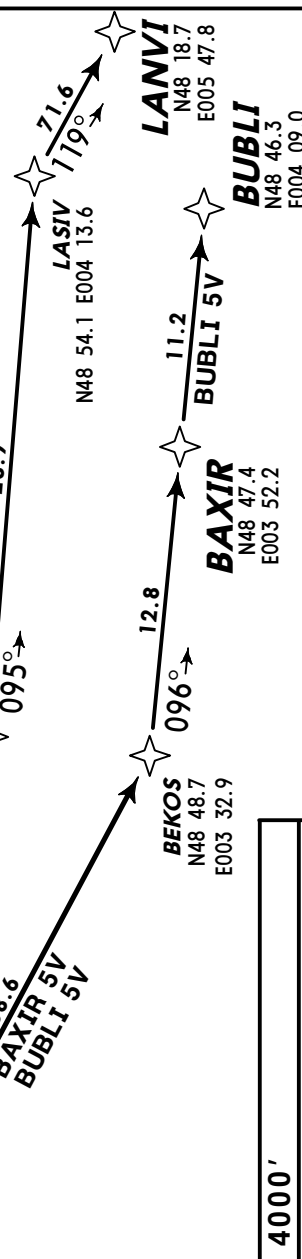
Initial climb clearance 4000'

INITIAL CLIMB

At DER climb on 109° track to 800', turn LEFT, 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] ⑤⑥ JET ONLY	OB702 - VEMIL - PG278 - LAMIB - LASIV - LANVI.

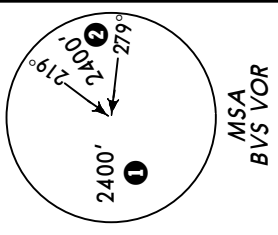
For flights to destinations specified via airways ③ B-13, ④ UG-42, ⑤ UM-164/UL-851.
⑥ Usable during weekends and at night. Other times by ATC.

MSA
BVS VOR

- ① With BI DME:
2000' within
BI 18 DME.
② With BI DME:
2000' within
BI 10 DME

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.



MSA
BVS VOR

- 1 With BI DME:
2000' within
BI 18 DME.
- 2 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.

ROUTING

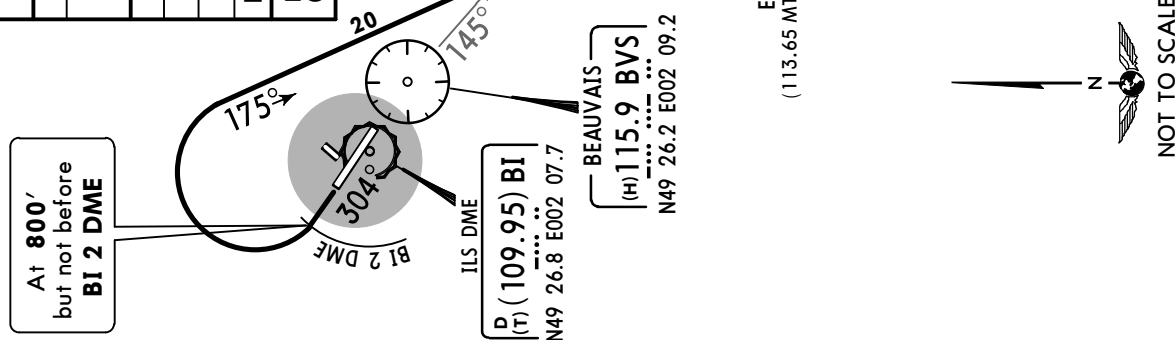
SID	ROUTING
BAXIR 5W [BAXI5W] 3	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 5W [BUBL5W] 4	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 5W [LANV5W] 5,6 JET ONLY	OB702 - VEMIL - PG278 - LAMIB - LASIV - LANVI.

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.

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.



Apt Elev
359'

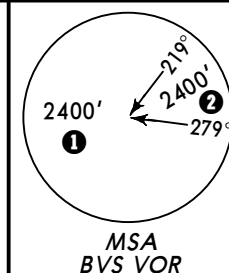
Trans level: By ATC Trans alt: 5000'

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.

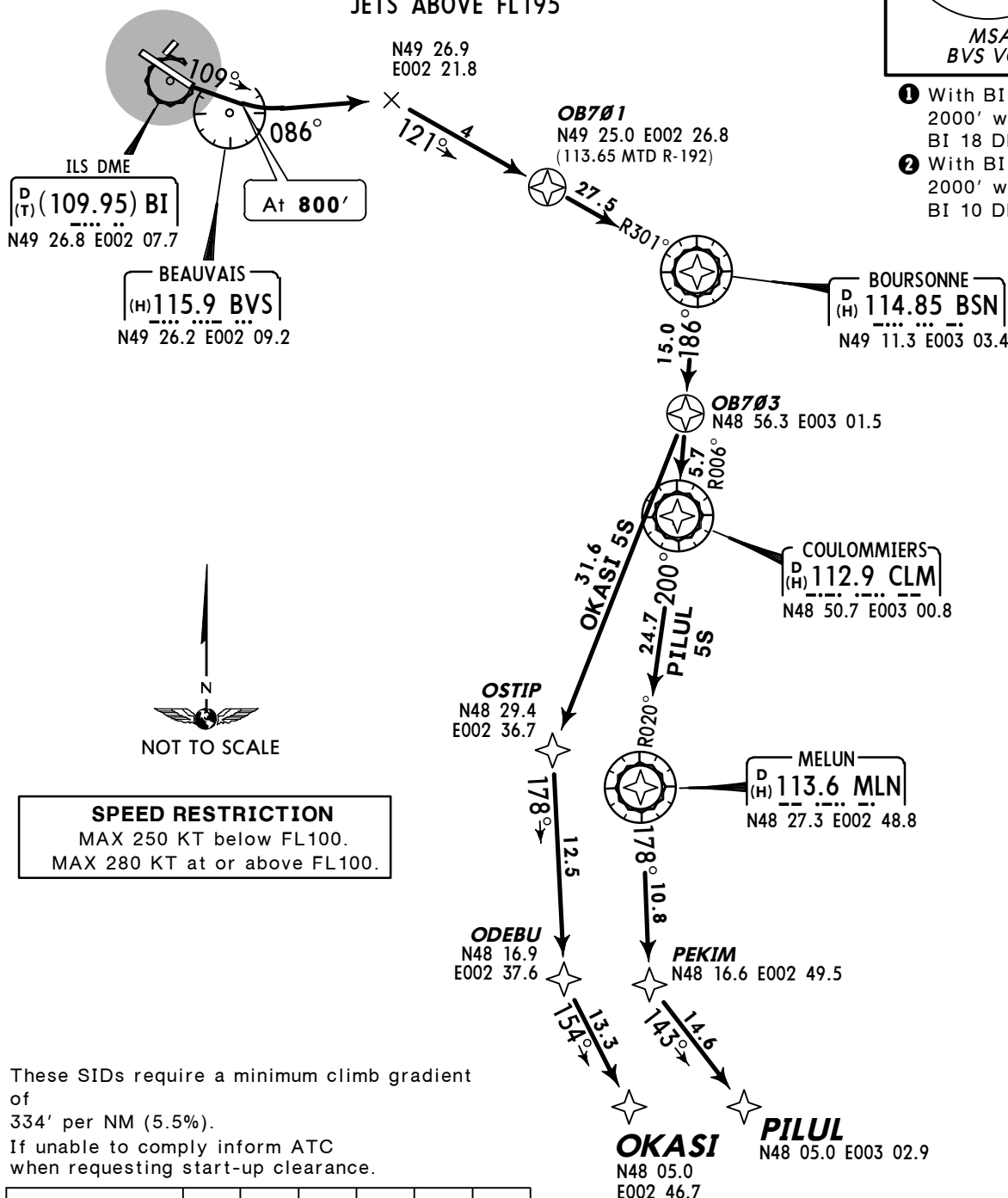
OKASI 5S, PILUL 5S

RWY 12 RNAV DEPARTURES

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



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME



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] ③ OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.

PILUL 5S [PILU5S] ④ OB701 - BSN - CLM - MLN - PEKIM - PILUL.

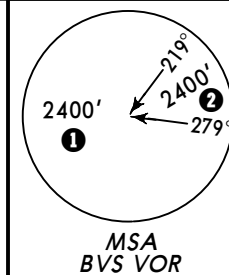
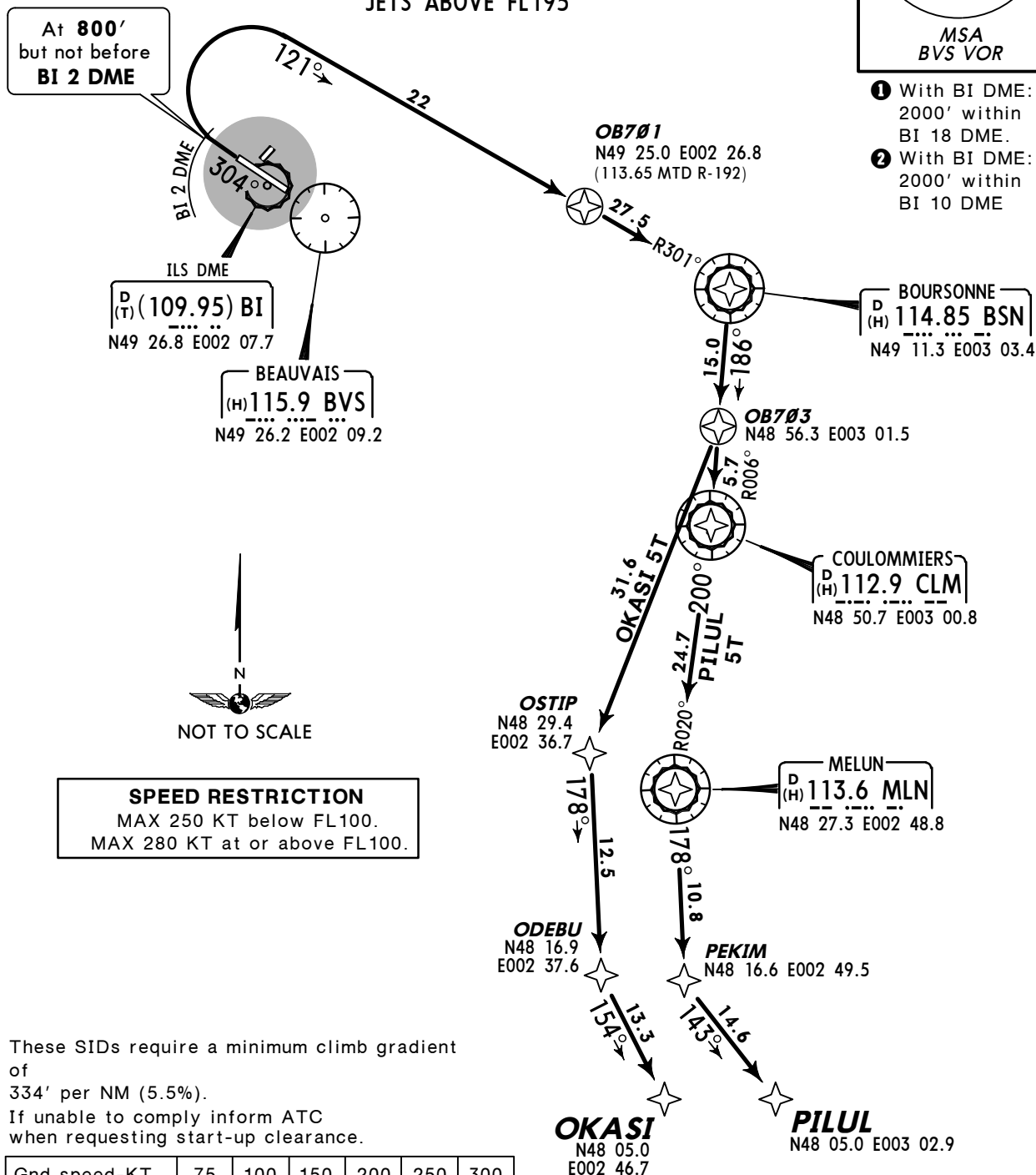
For flights to destinations specified via airways ③ UL-612, ④ UM-975.

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



- ① With BI DME: 2000' within BI 18 DME.
- ② 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, 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.

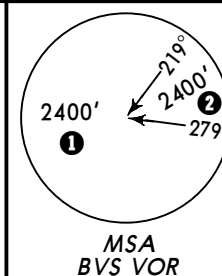
For flights to destinations specified via airways ③ UL-612, ④ UM-975.

Apt Elev
359'

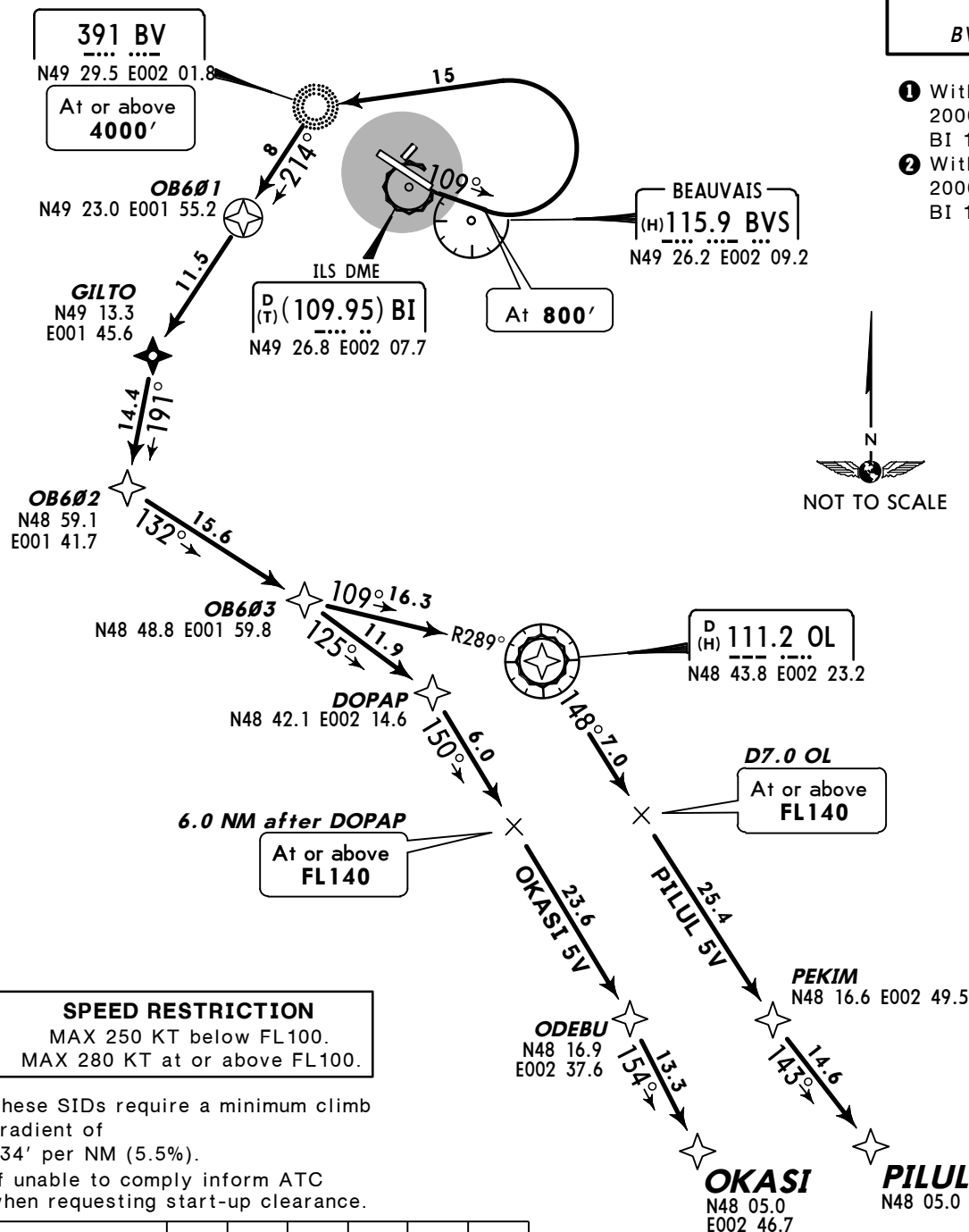
Trans level: By ATC Trans alt: 5000'

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



- ① With BI DME:
2000' within
BI 18 DME.
- ② With BI DME:
2000' within
BI 10 DME



Initial climb clearance 4000'

INITIAL CLIMB

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

SID**ROUTING**

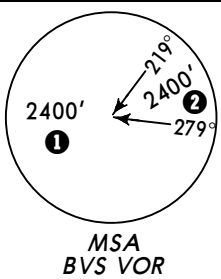
OKASI 5V [OKAS5V] ③	OB601 - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI.
PILUL 5V [PILU5V] ④	OB601 - GILTO - OB602 - OB603 - OL - PEKIM - PILUL.

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

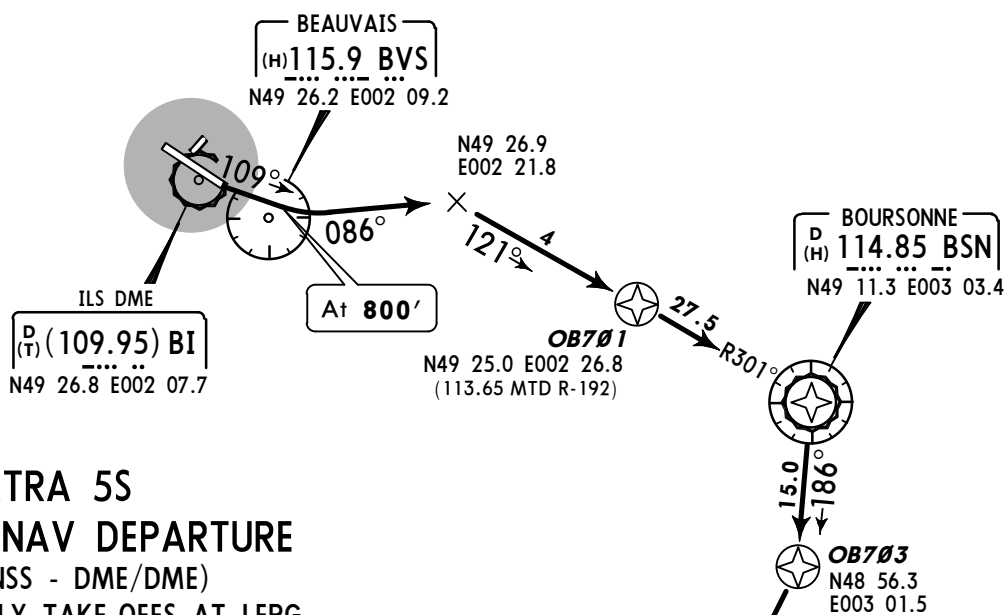
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Apt Elev
359'

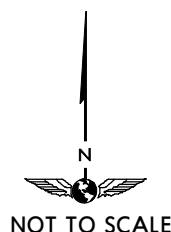
- Trans level: By ATC Trans alt: 5000'
1. Initial departure is only protected in conventional navigation.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 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

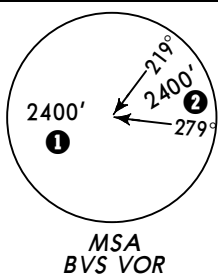
ROUTING

LATRA 5S [LATR5S]

OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.

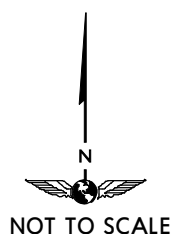
Apt Elev
359'

- 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.



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 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

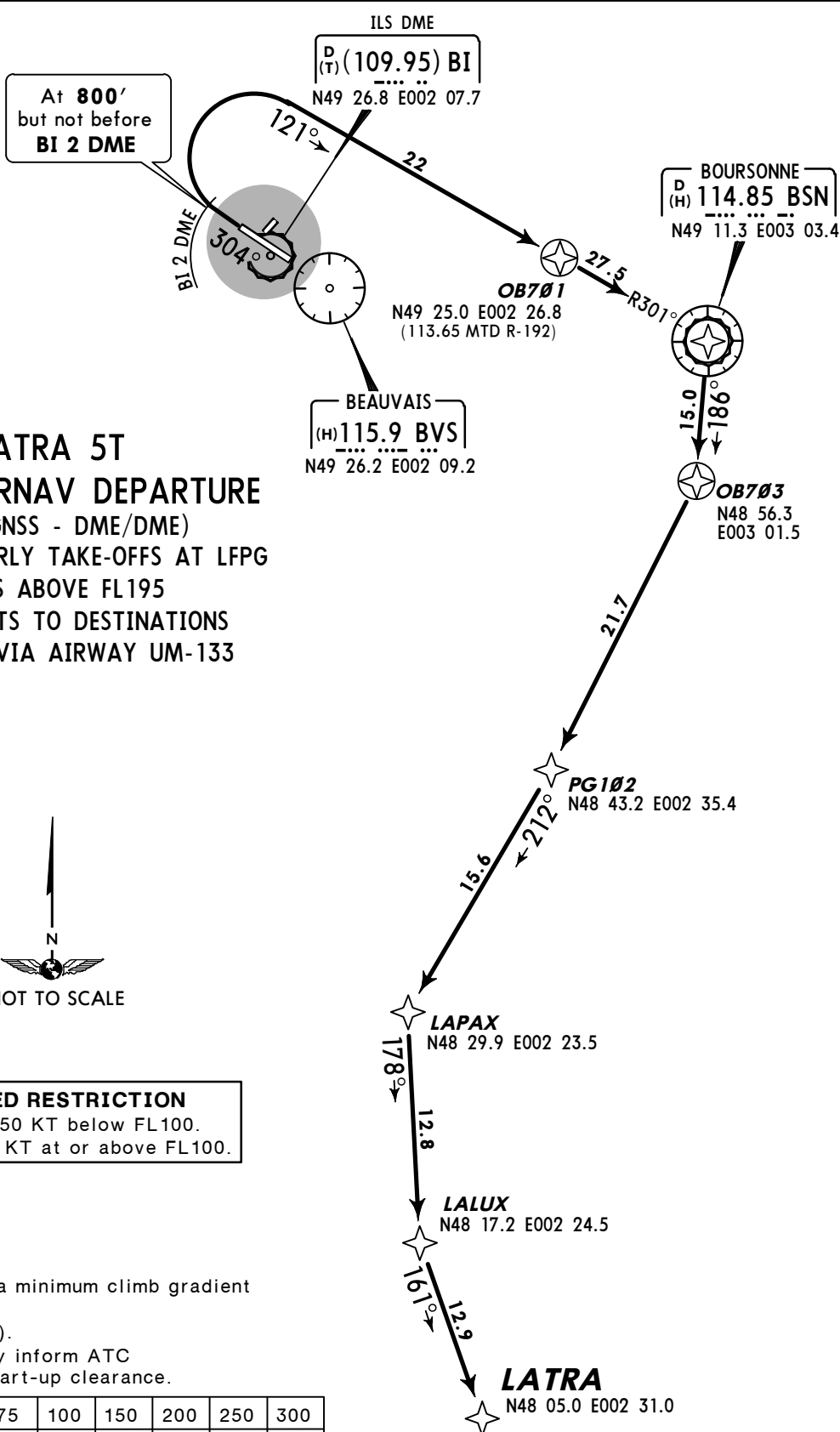
Climb on BVS R-304, at 800' but not before BI 2 DME turn RIGHT, intercept BSN R-301 inbound to OB701.

SID

LATRA 5T [LATR5T]

ROUTING

OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.



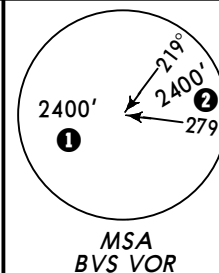
Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

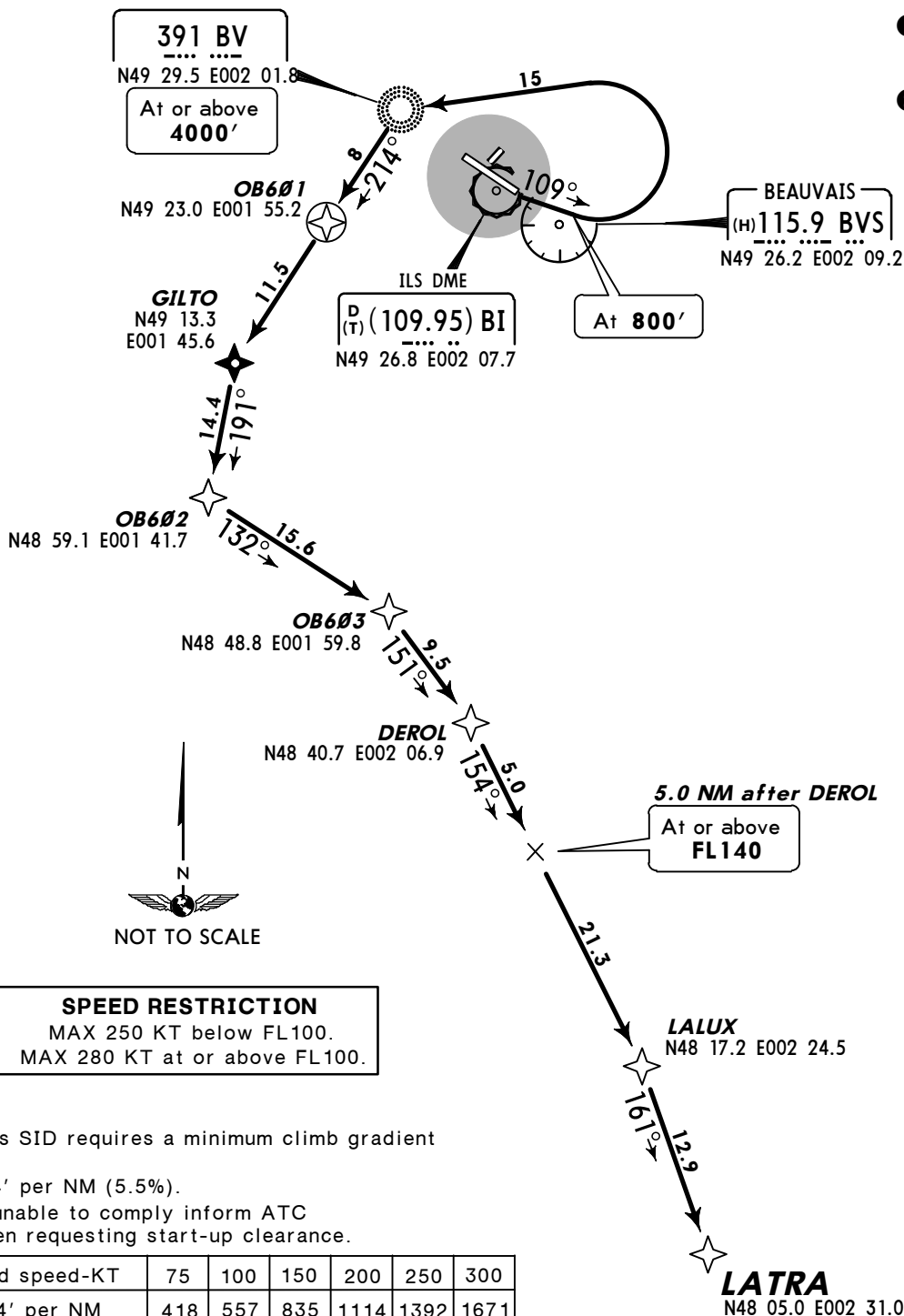
1. Initial departure is only protected in conventional navigation.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings (refer to 10-4).
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

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



- ① With BI DME:
2000' within
BI 18 DME.
- ② With BI DME:
2000' within
BI 10 DME



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]**

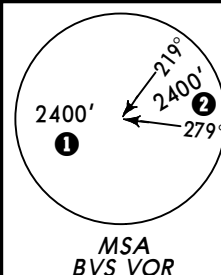
OB601 - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA.

Apt Elev
359'

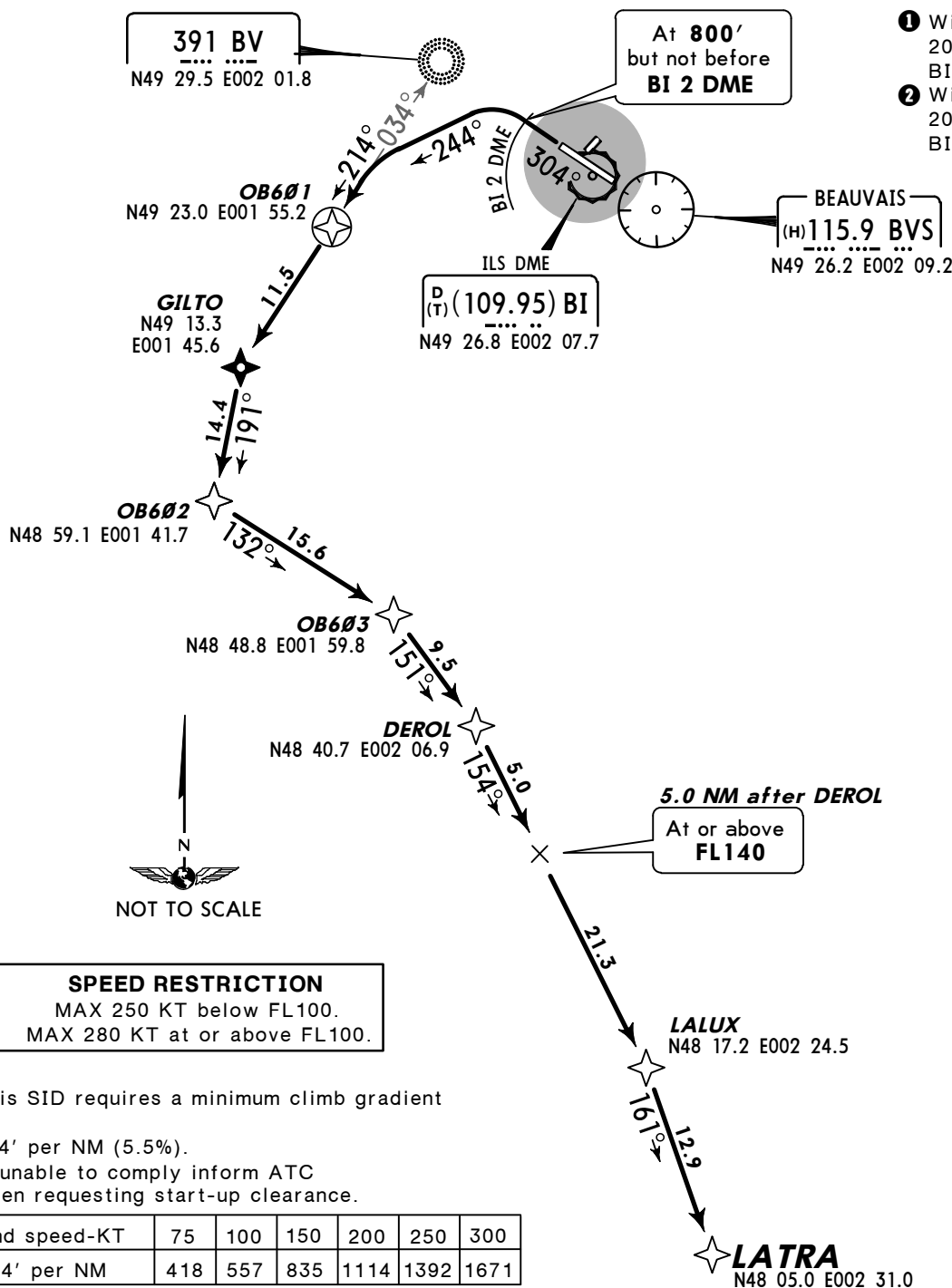
Trans level: By ATC Trans alt: 5000'

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



- ① With BI DME:
2000' within
BI 18 DME.
- ② 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 LEFT, 244° track, intercept 214° bearing from BV to OB601.

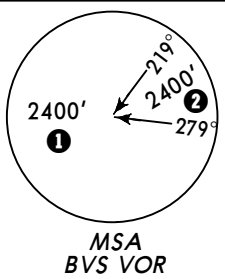
SID**LATRA 5W [LATR5W]****ROUTING**

OB601 - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA.

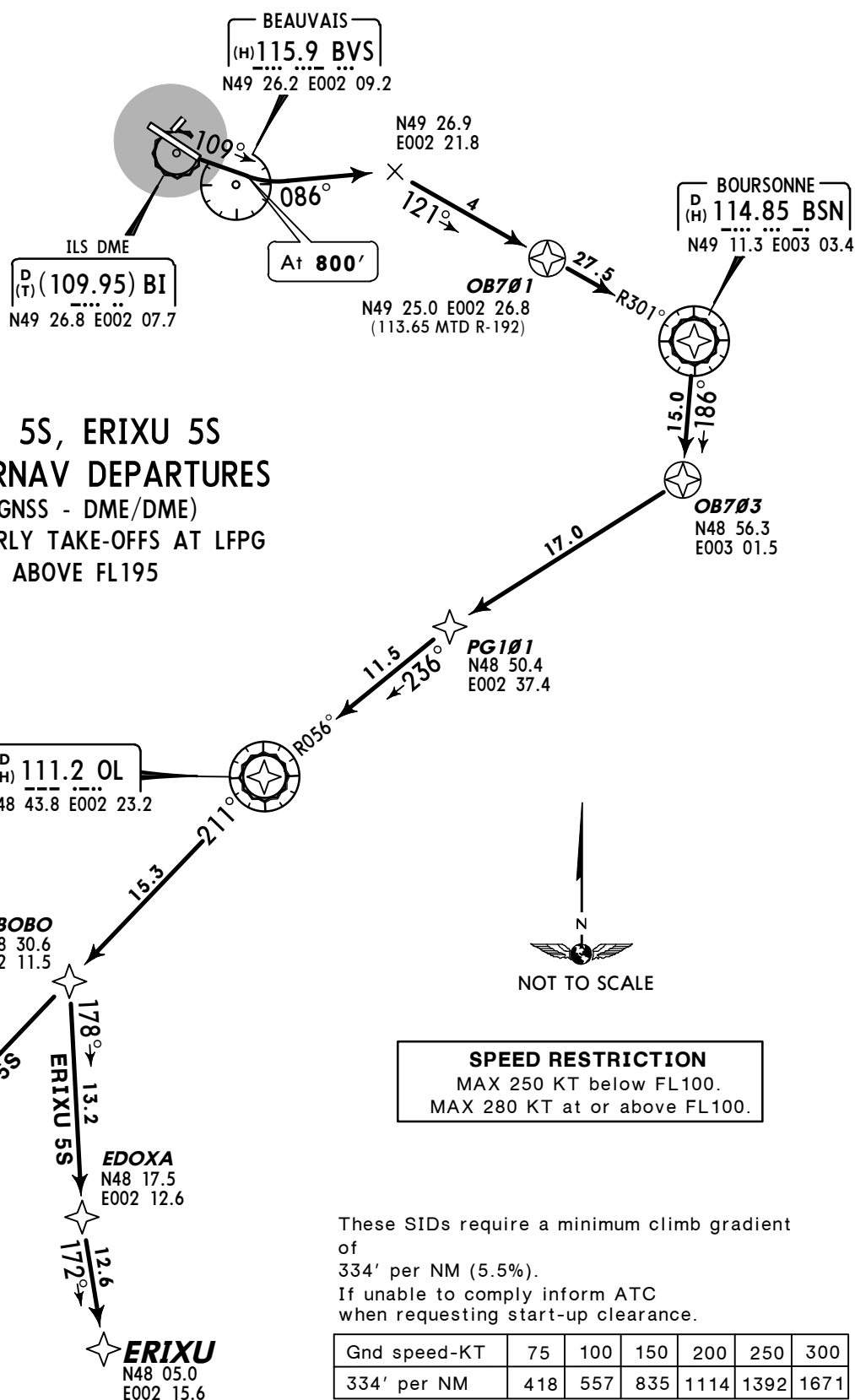
Apt Elev
359'

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.



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME

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.

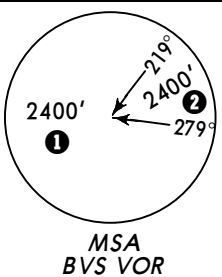
SID**ROUTING****AGOPA 5S [AGOP5S] 3** OB701 - BSN - OB703 - PG101 - OL - ABOBO - ADADA - AGOPA.**ERIXU 5S [ERIX5S] 4** OB701 - BSN - OB703 - PG101 - OL - ABOBO - EDOXA - ERIXU.

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

Apt Elev
359'

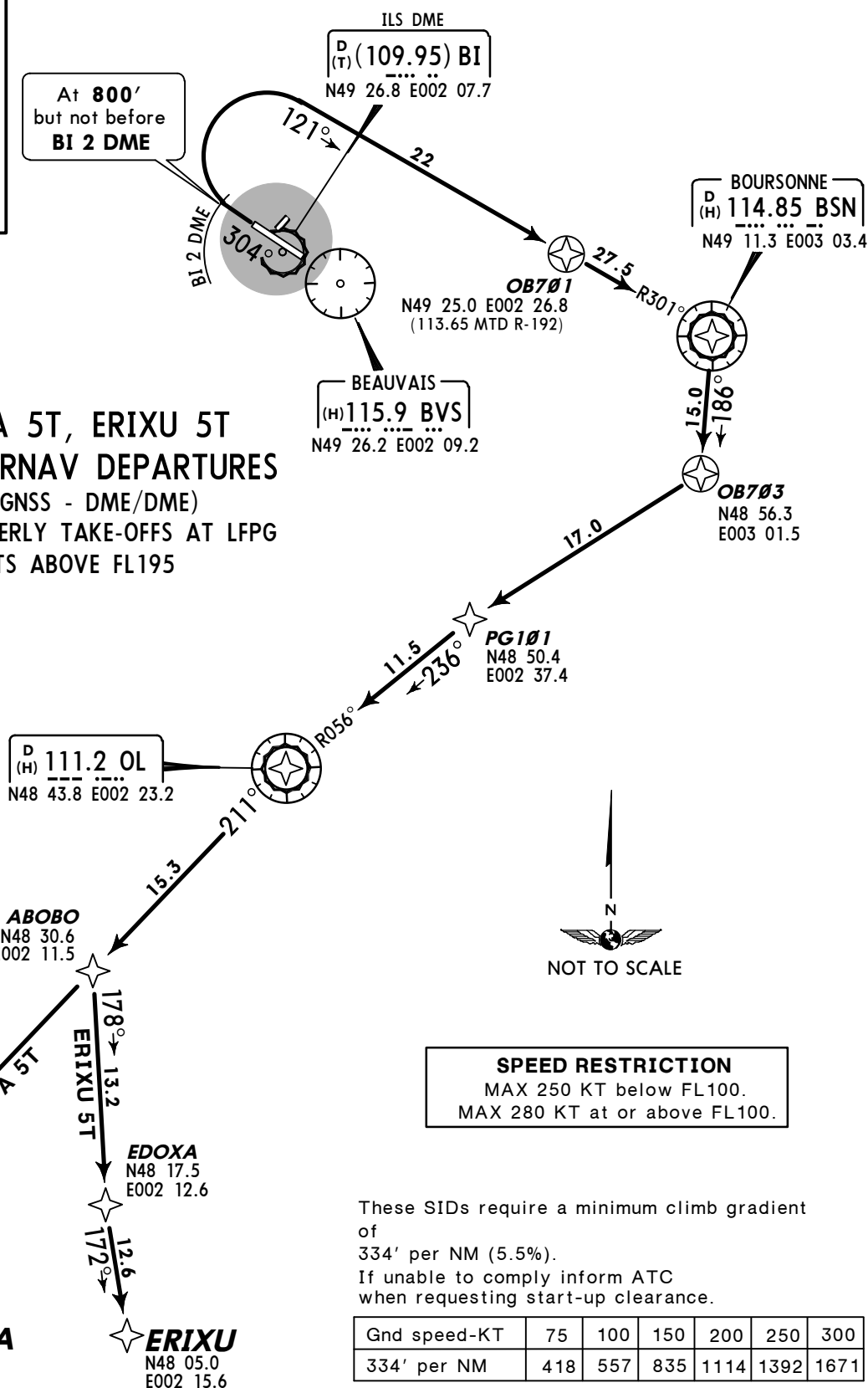
Trans level: By ATC Trans alt: 5000'

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.



- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME

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



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] 3 OB701 - BSN - OB703 - PG101 - OL - ABOBO - ADADA - AGOPA.

ERIXU 5T [ERIX5T] 4 OB701 - BSN - OB703 - PG101 - OL - ABOBO - EDOXA - ERIXU.

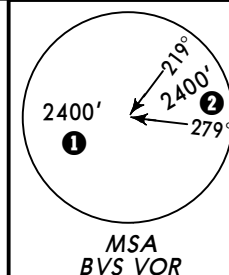
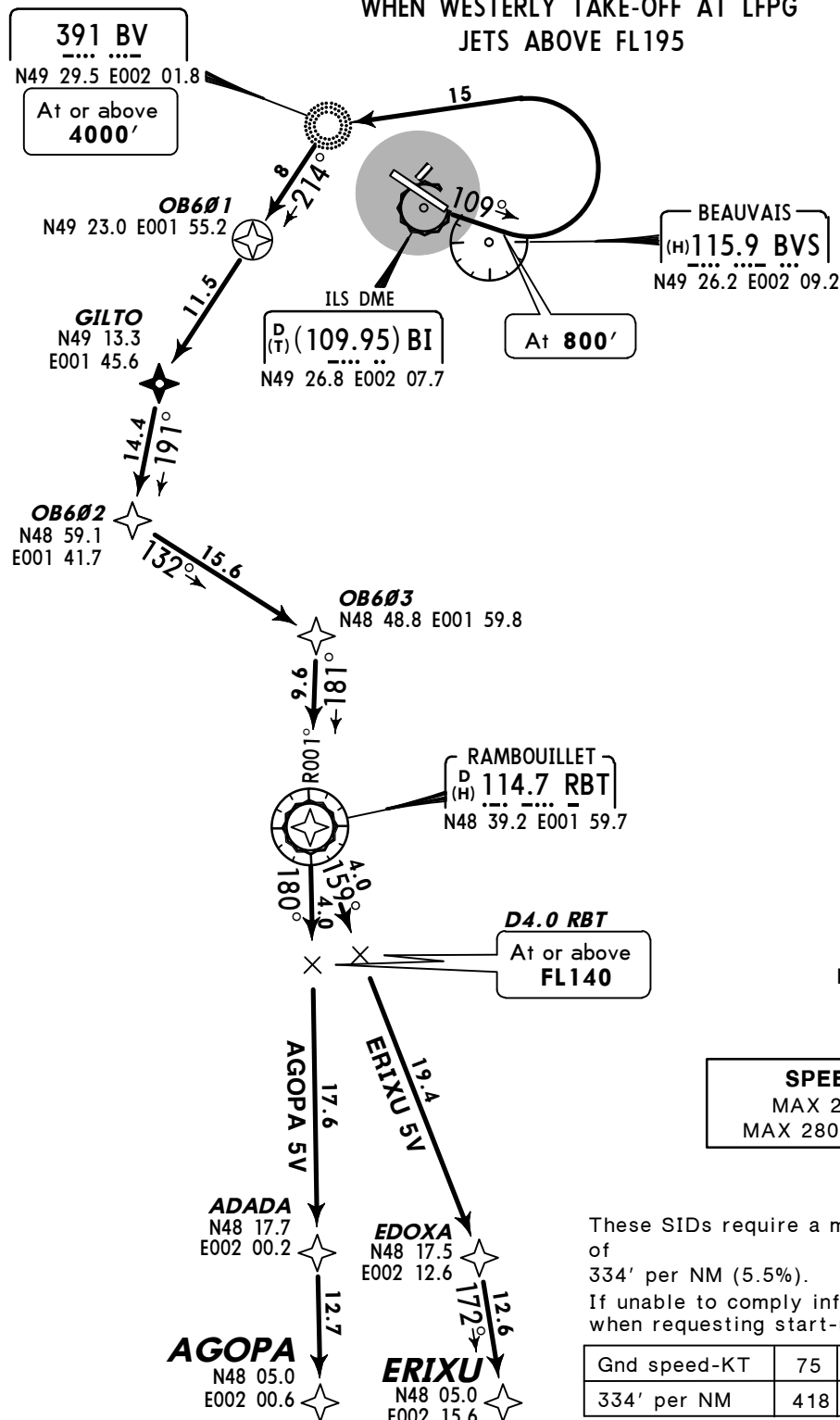
For flights to destinations specified via airways 3 UL-167, 4 UN-860.

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



- 1 With BI DME: 2000' within BI 18 DME.
- 2 With BI DME: 2000' within BI 10 DME



Initial climb clearance **4000'**

INITIAL CLIMB

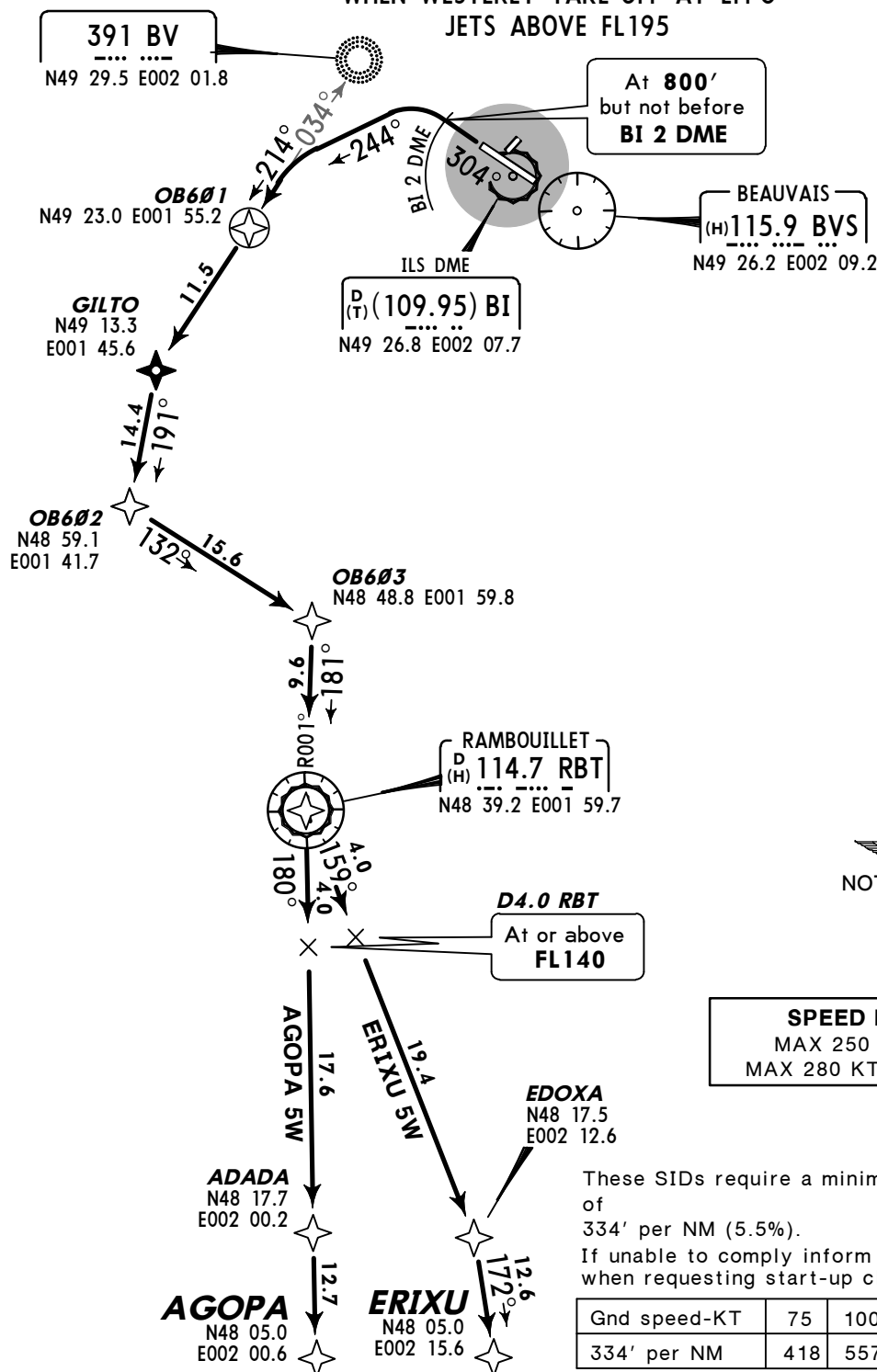
At DER climb on 109° track to 800', turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
AGOPA 5V [AGOP5V] ③	OB601 - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA.
ERIXU 5V [ERIX5V] ④	OB601 - GILTO - OB602 - OB603 - RBT - EDOXA - ERIXU.
For flights to destinations specified via airways ③ UL-167, ④ UN-860.	

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.

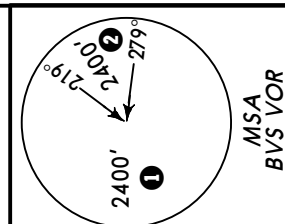
AGOPA 5W, ERIXU 5W
RWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)WHEN WESTERLY TAKE-OFF AT LFPG
JETS ABOVE FL195

Apt Elev
359'

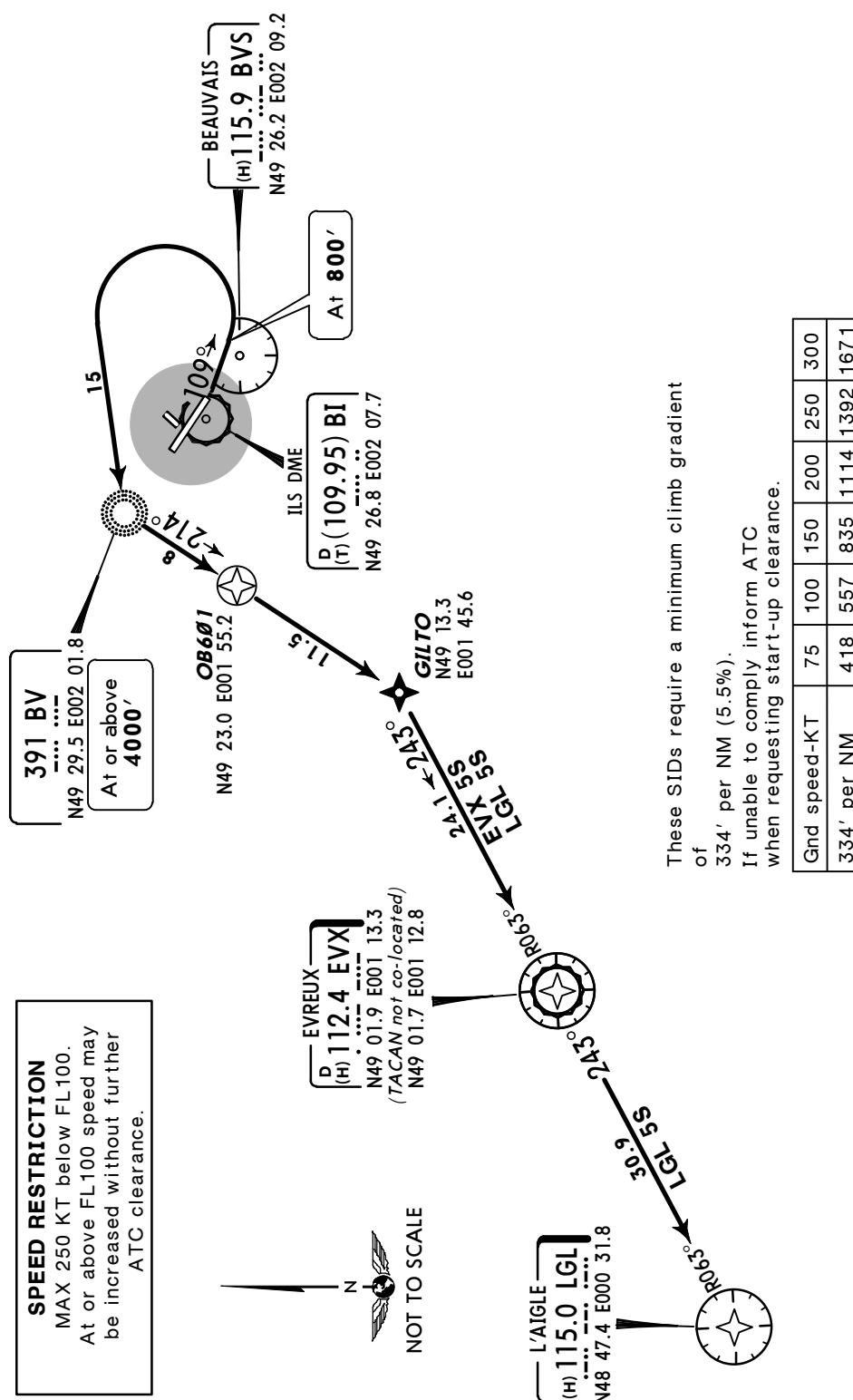
Trans level: By ATC Trans alt: 5000'

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

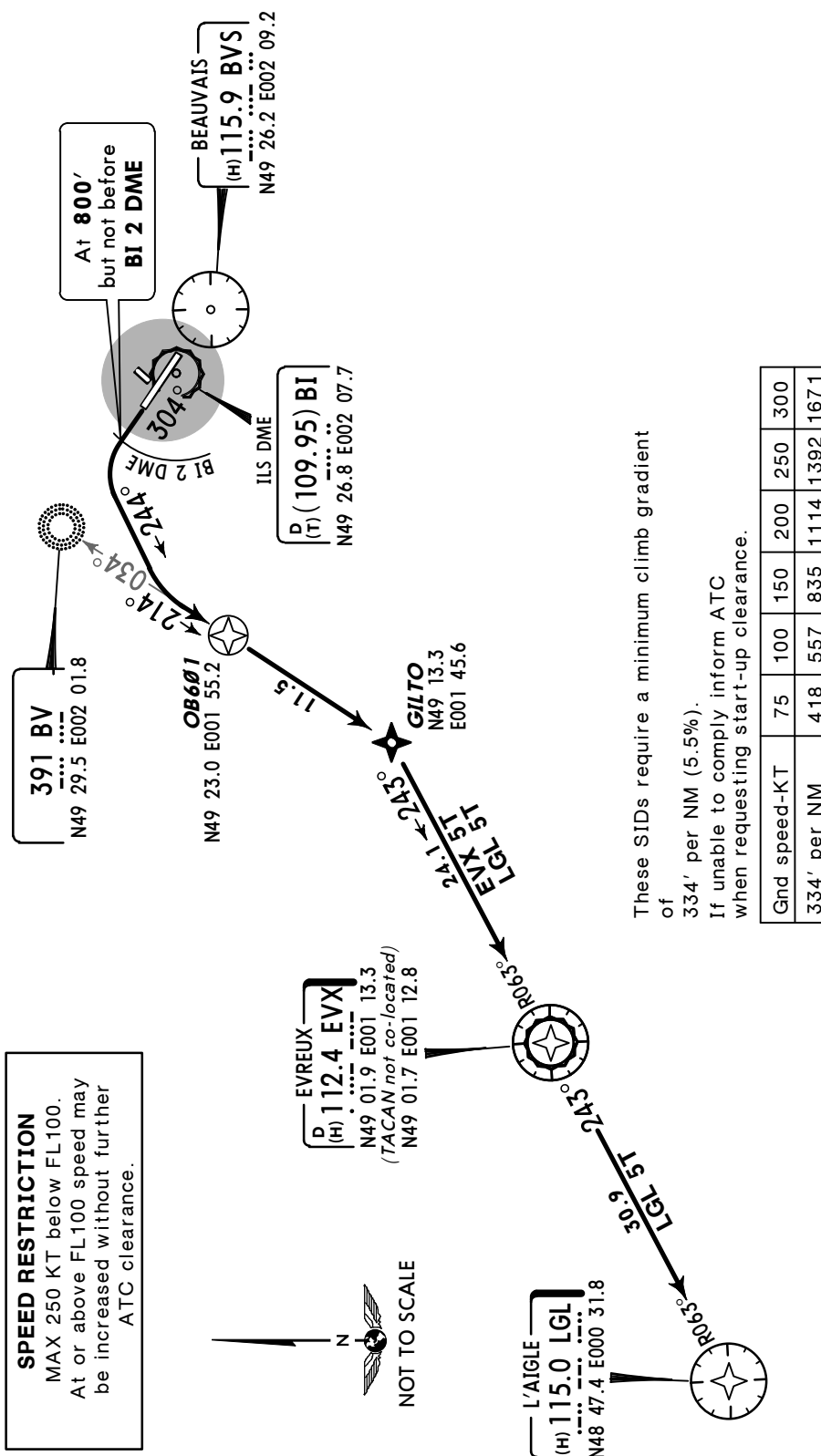


- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME



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.

- 1 With BI DME:
2000' within
BI 18 DME.
- 2 With BI DME:
2000' within
BI 10 DME



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

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

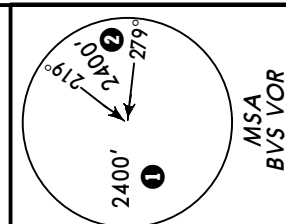
Initial climb clearance 4000'	
INITIAL CLIMB	
Climb on BVS R-304, at 800', but not before BI 2 DME turn LEFT, 244° track, intercept 214° bearing from BV to OB601.	
SID	ROUTING
EVX 5T 3	OB601 - GILTO - EVX.
LGL 5T 4	OB601 - GILTO - EVX - LGL.
For flights to destinations specified via airways 3 UT-300. 4 UN-502.	

Apt Elev
359'

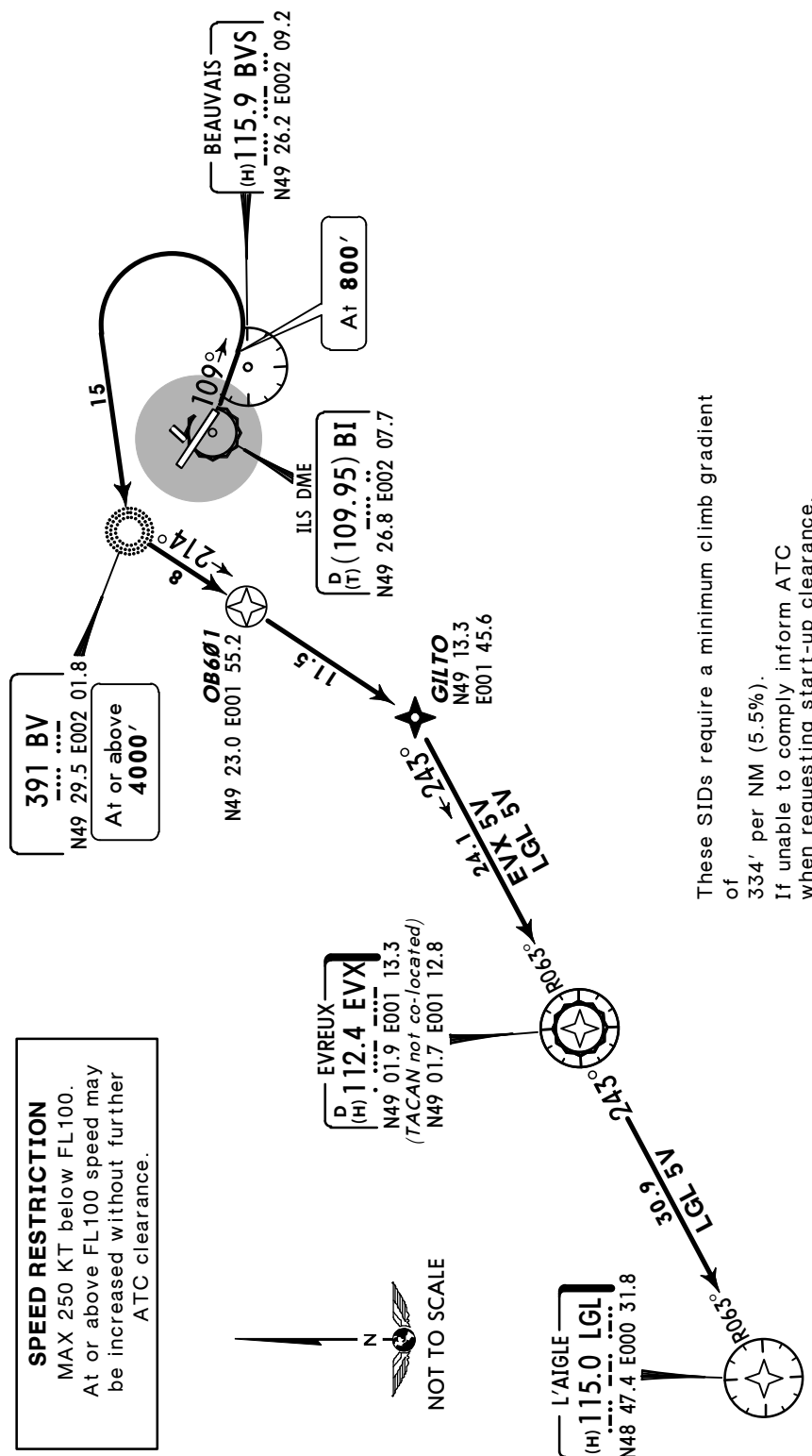
Trans level: By ATC Trans alt: 5000'

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



- ① With BI DME:
2000' within
BI 18 DME.
- ② With BI DME:
2000' within
BI 10 DME



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.

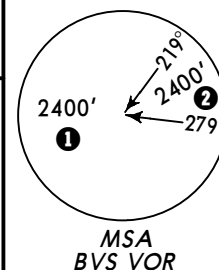
ROUTING

EVX 5V ③ OB601 - GILTO - EVX.

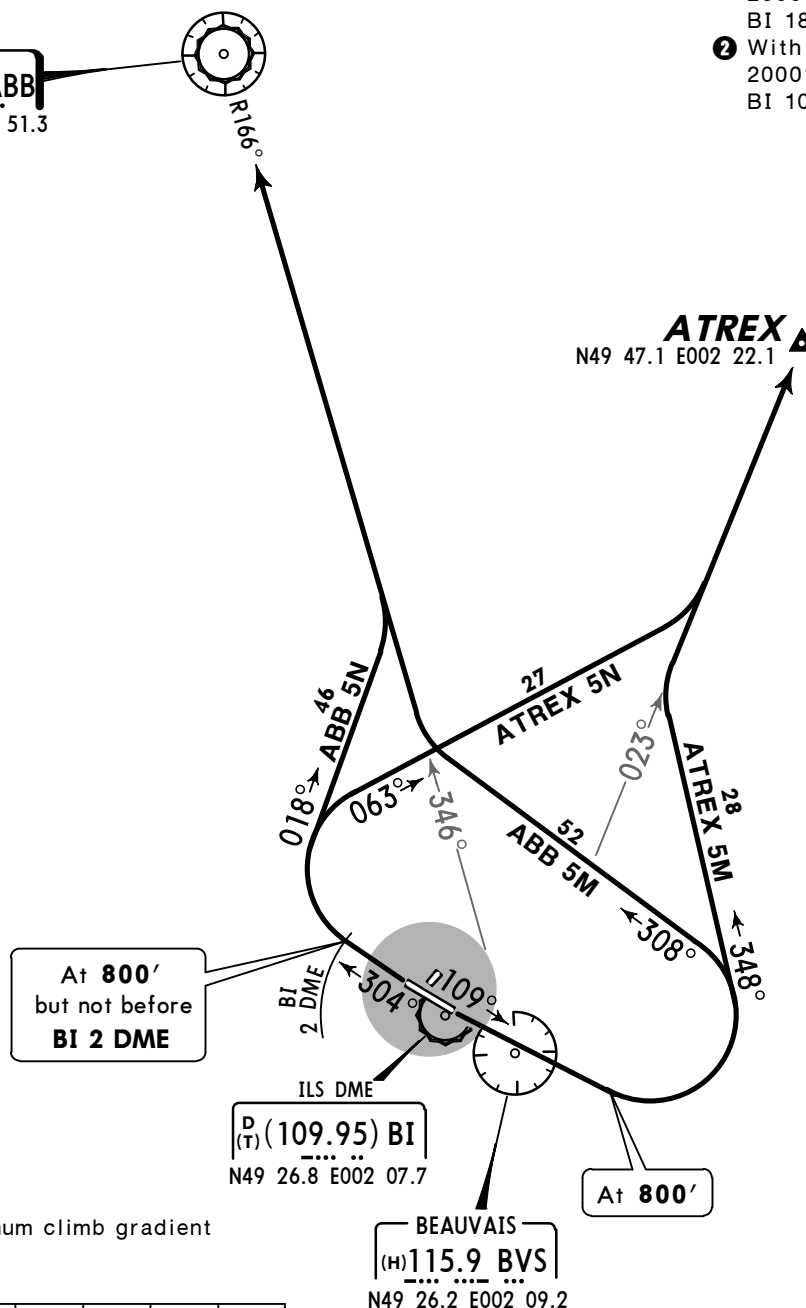
LGL 5V ④ OB601 - GILTO - EVX - LGL.

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

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

Apt Elev
359'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings (refer to 10-4).**ABB 5M, ABB 5N**
ATREX 5M [ATRE5M], ATREX 5N [ATRE5N]
RWYS 12, 30 DEPARTURES

- ① With BI DME:
2000' within
BI 18 DME.
- ② With BI DME:
2000' within
BI 10 DME

D ABBEVILLE
(H) 108.45 ABB
N50 08.1 E001 51.3

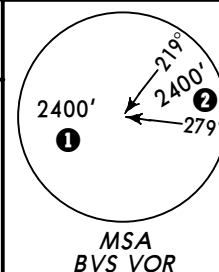
These SIDs require a minimum climb gradient
of
334' per NM (5.5%).

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

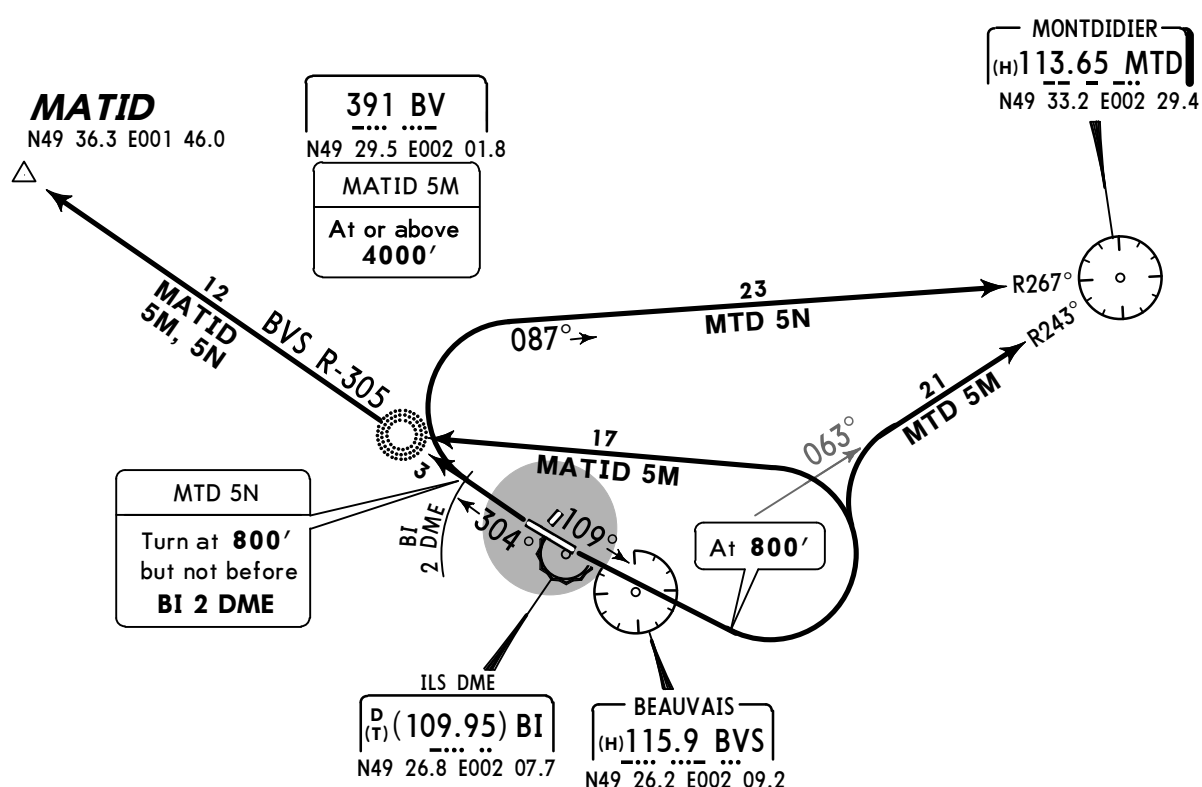
If unable to comply inform ATC when requesting
start-up clearance.

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 ③	12	At DER climb on 109° track to 800', turn LEFT, 348° track, intercept BVS R-023 to ATREX.
ATREX 5N ③	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 063° track, intercept BVS R-023 to ATREX.

③ SID allows the junction with RNAV routes.

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

- ① With BI DME:
2000' within
BI 18 DME.
- ② With BI DME:
2000' within
BI 10 DME.



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 ③	12	At DER climb on 109° track to 800', turn LEFT to BV, intercept BVS R-305 to MATID.
MATID 5N ③	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.

③ For flights to LFOP only.

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

2400'

219°

2400'

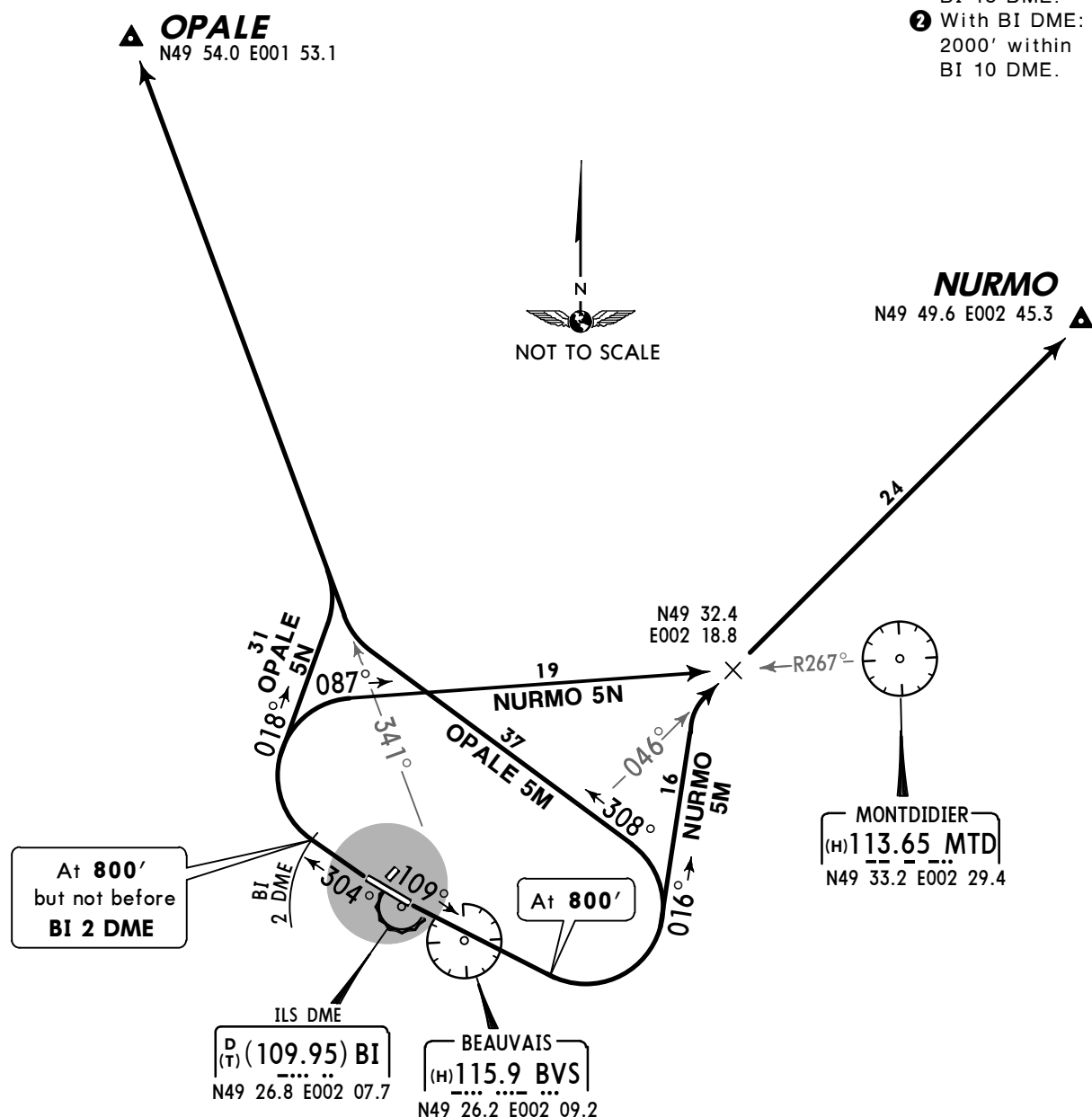
279°

1

2

MSA
BVS VOR

- 1 With BI DME: 2000' within BI 18 DME.
- 2 With BI DME: 2000' within BI 10 DME.

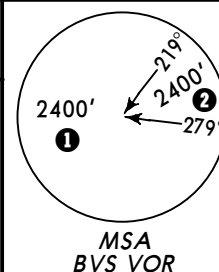


Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

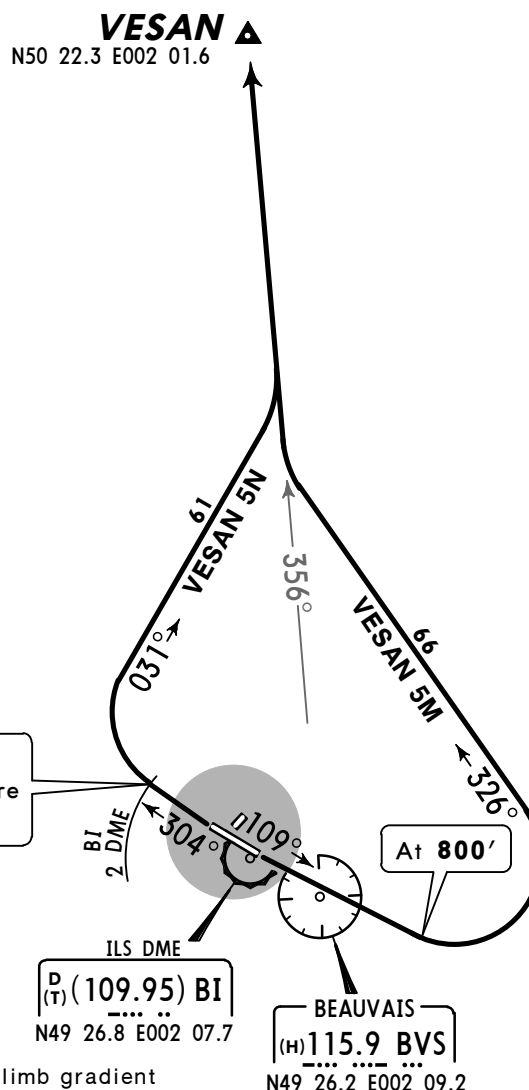
If unable to comply inform ATC when requesting start-up clearance.

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.

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



- 1 With BI DME: 2000' within BI 18 DME.
- 2 With BI DME: 2000' within BI 10 DME.



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.

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

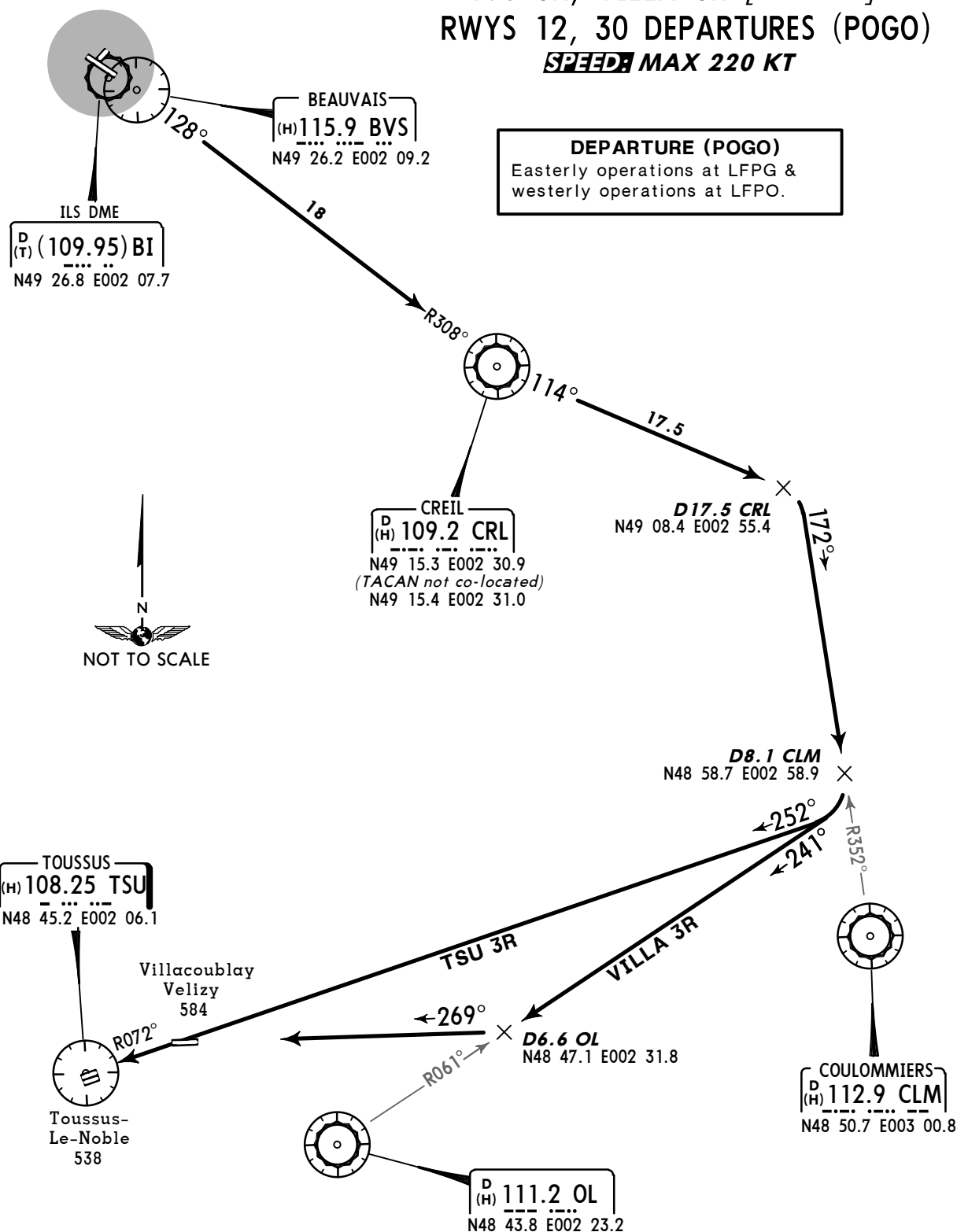
If unable to comply inform ATC when requesting start-up clearance.

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.

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



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

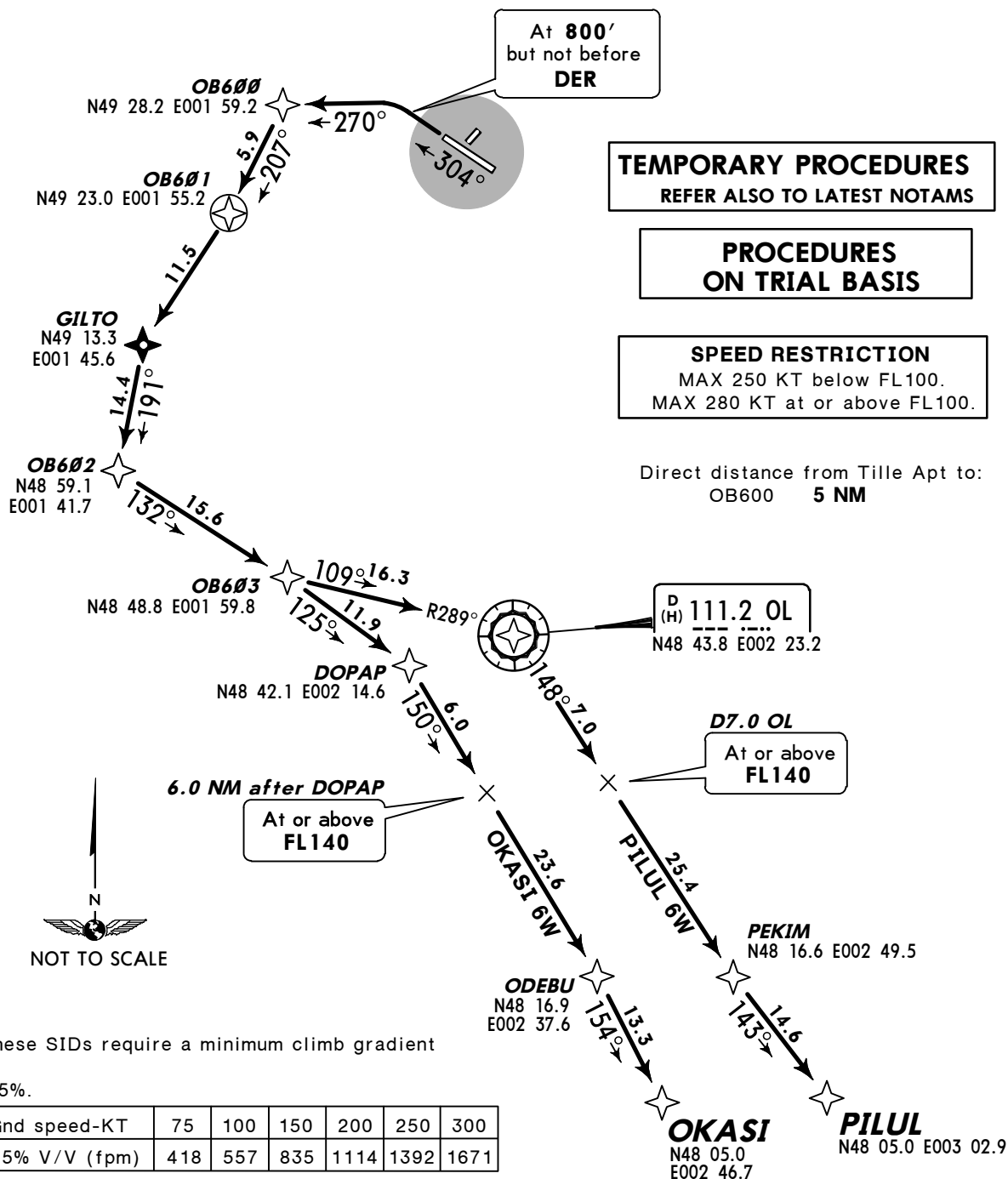
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Proceed via POGO routing at the last assigned altitude until descent point.
▲ SWW001 LOST COMMS ▲ SWW001 LOST COMMS ▲ SWW001 LOST COMMS ▲ SWW001 LOST COMMS

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



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] ①	OB601 - GILTO - OB602 - OB603 - DOPAP - ODEBU - OKASI.
PILUL 6W [PILU6W] ②	OB601 - GILTO - OB602 - OB603 - OL - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

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.

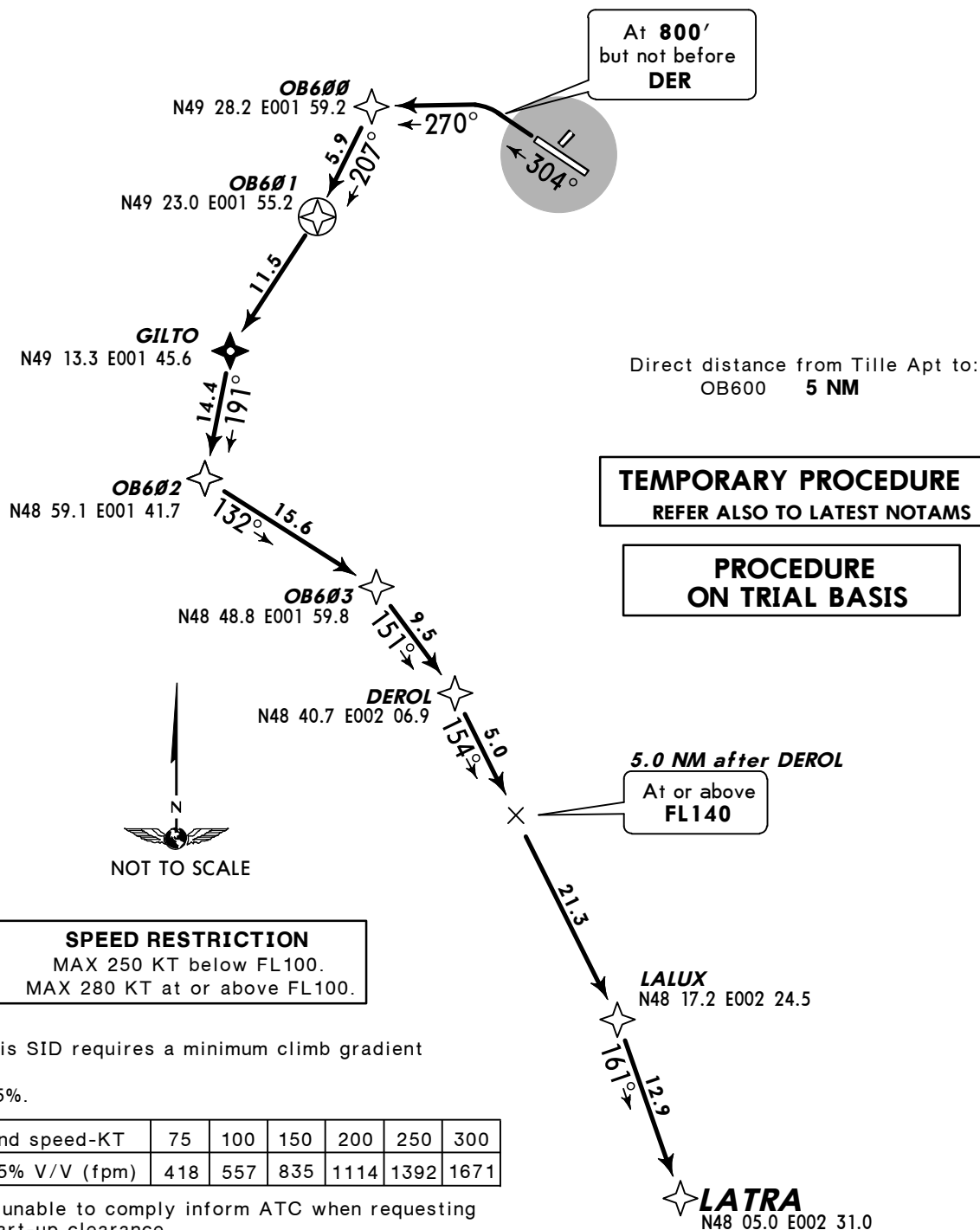
LATRA 6W RWY 30 RNAV DEPARTURE

RNAV 1 (GNSS - DME/DME)

WEST CONFIGURATION AT LFPG

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



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]

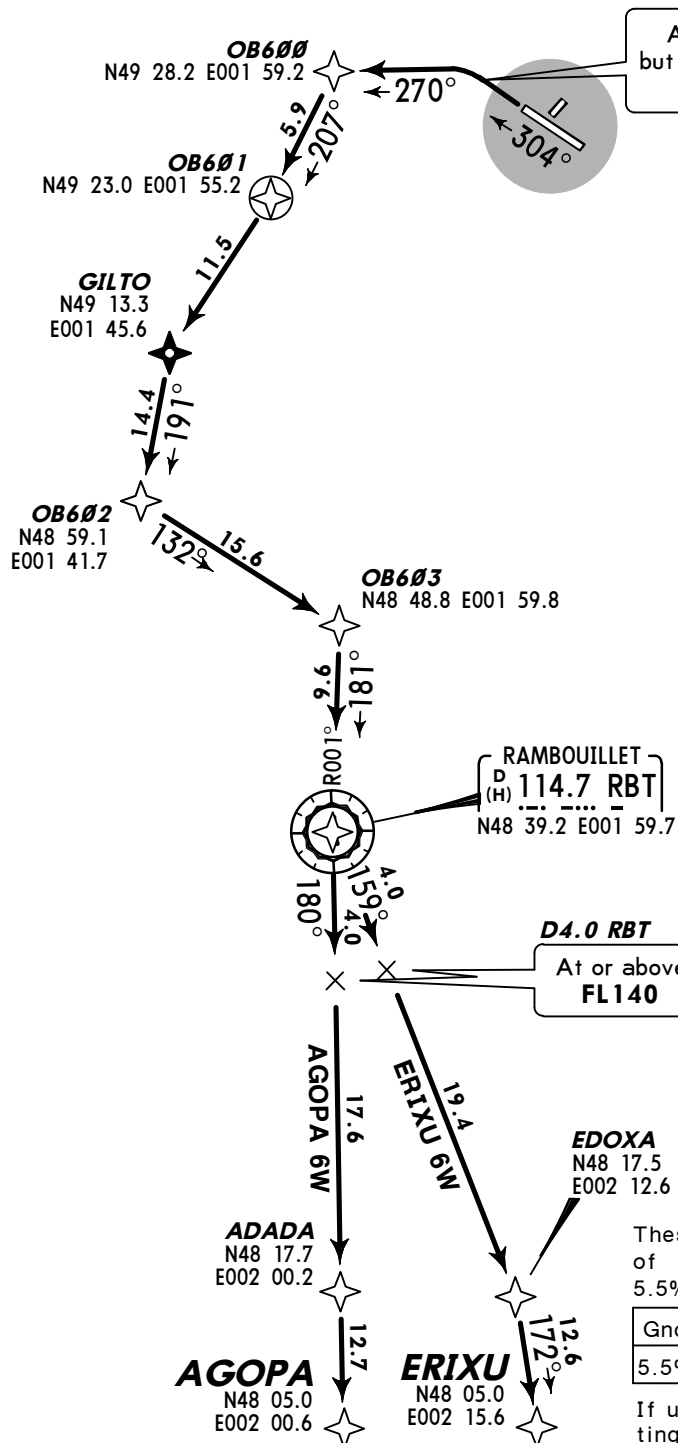
OB601 - GILTO - OB602 - OB603 - DEROL - LALUX - LATRA.

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.

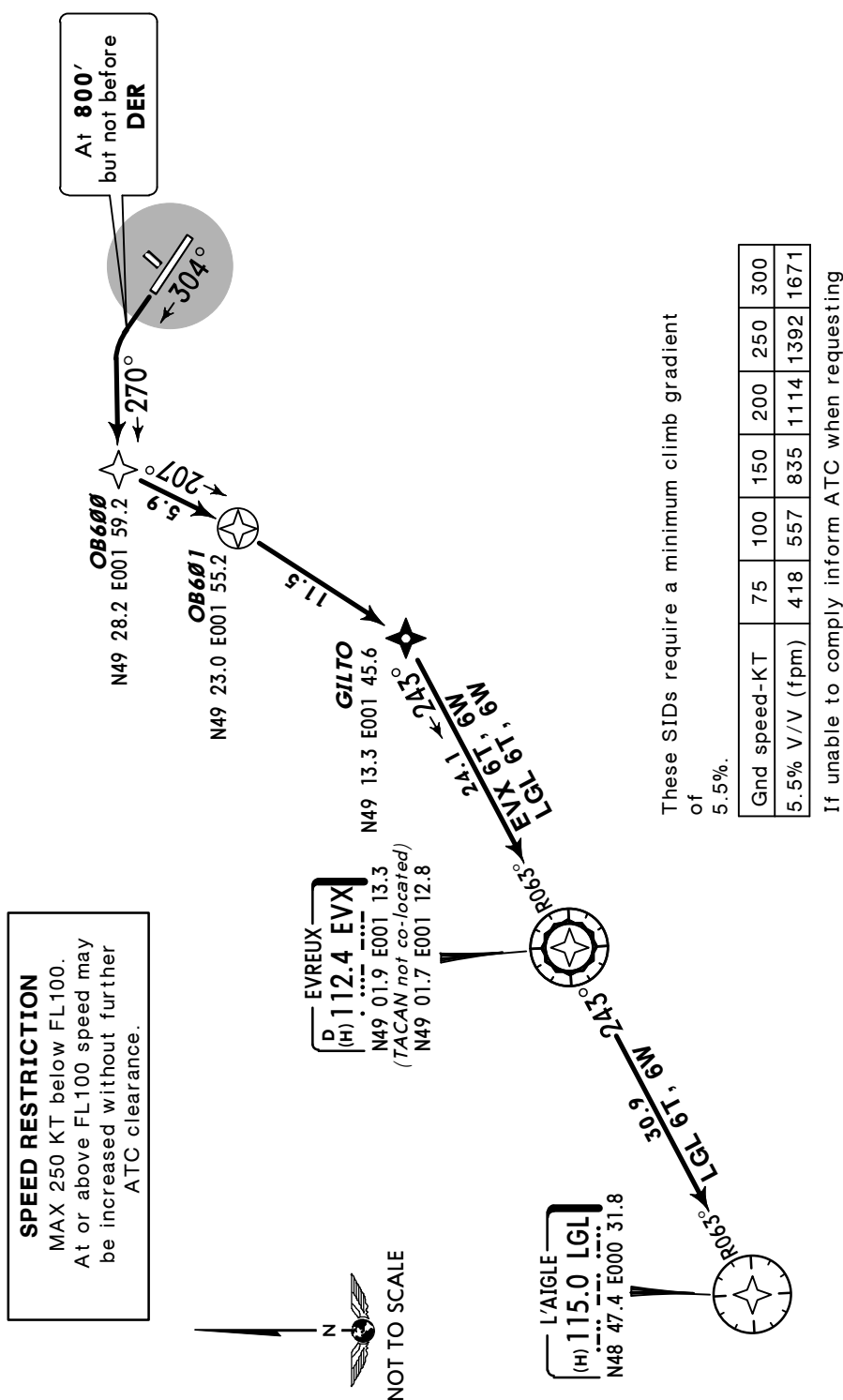
SID	ROUTING
AGOPA 6W [AGOP6W] ①	OB601 - GILTO - OB602 - OB603 - RBT - ADADA - AGOPA.
ERIXU 6W [ERIX6W] ②	OB601 - GILTO - OB602 - OB603 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ① UL-167, ② UN-860.

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 LFPGEVX 6W, LGL 6W
WEST CONFIGURATION AT LFPGRWY 30 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115Direct distance from Tille Apt to:
OB600 5 NMTEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMSPROCEDURES
ON TRIAL BASIS

Initial climb clearance 4000'

INITIAL CLIMB

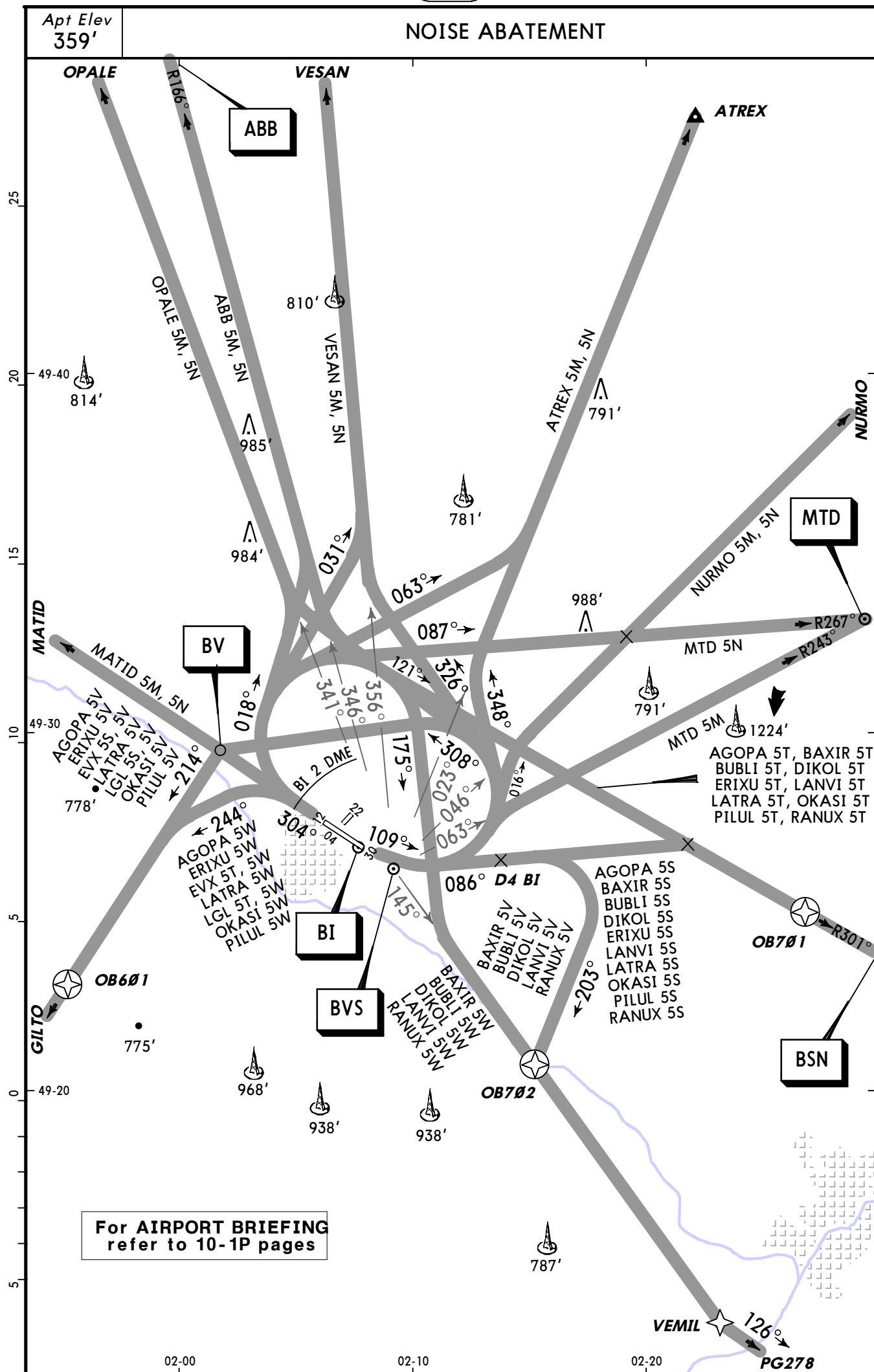
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.

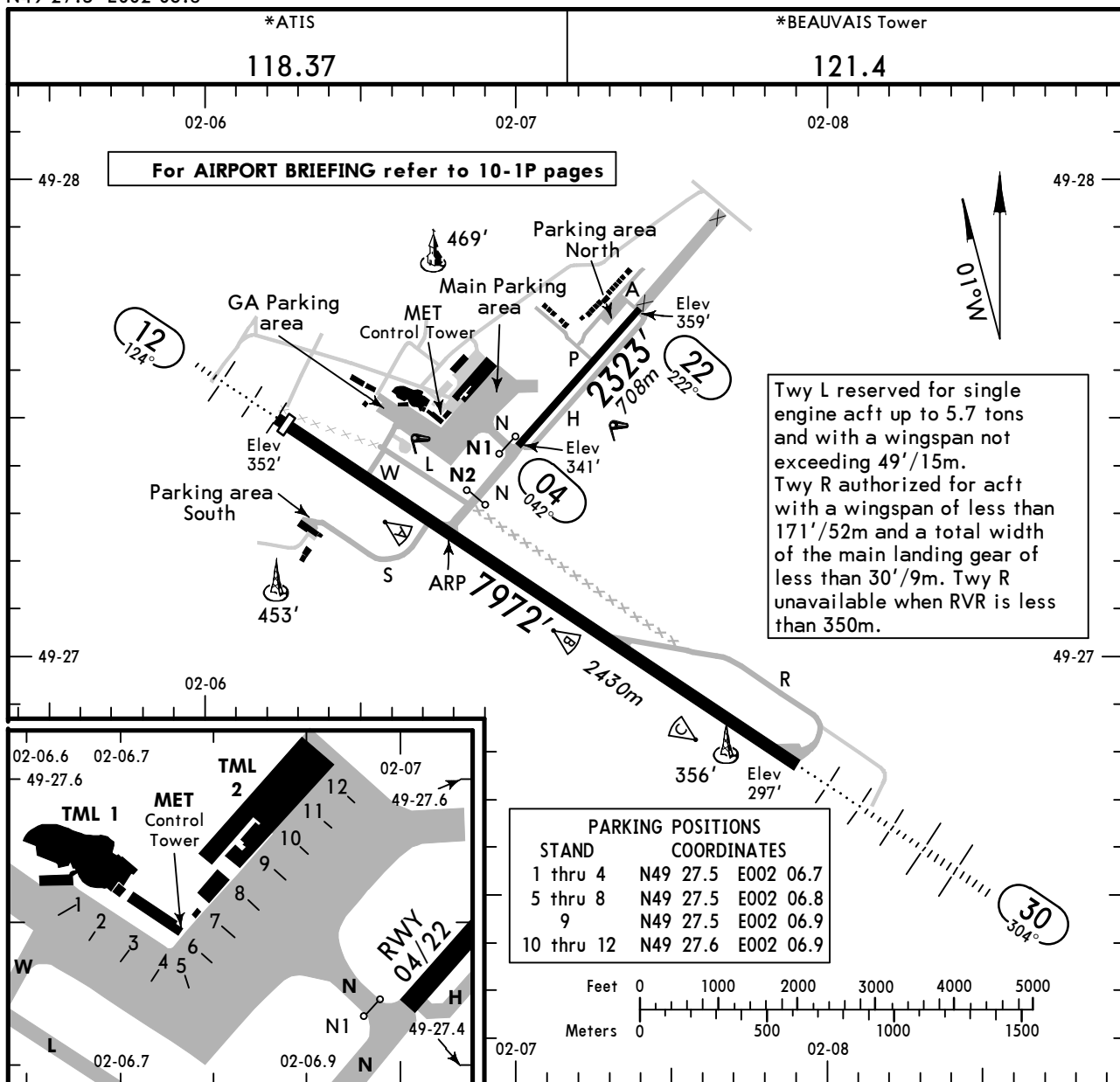
ROUTING

EVX 6T, 6W ① OB601 - GILTO - EVX.

LGL 6T, 6W ② OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ① UT-300, ② UN-502.





ADDITIONAL RUNWAY INFORMATION

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

① (angle 3.0°)

② 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					
B	150m ②	200m ②	250m ②	400m	500m
C					
D	200m ②	250m ②	300m ②		

① Operators applying U.S. Ops Specs: CL required below 300m.

② Rwy 30: 350m.

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 ❷ ❸	1000' (641')	1500m
After VOR X rwy 30 ❹	920' (623')	1500m
With prescribed flight tracks to rwy 12	810' (451')	1500m

❶ To RWY 12/30.

❷ NIGHT: NOT AUTHORIZED.

❸ NOT APPLICABLE after ILS Y or LOC Y or VOR Y or VOR X rwy 30.

❹ Circling height based on rwy 30 thresh elev of 297'.

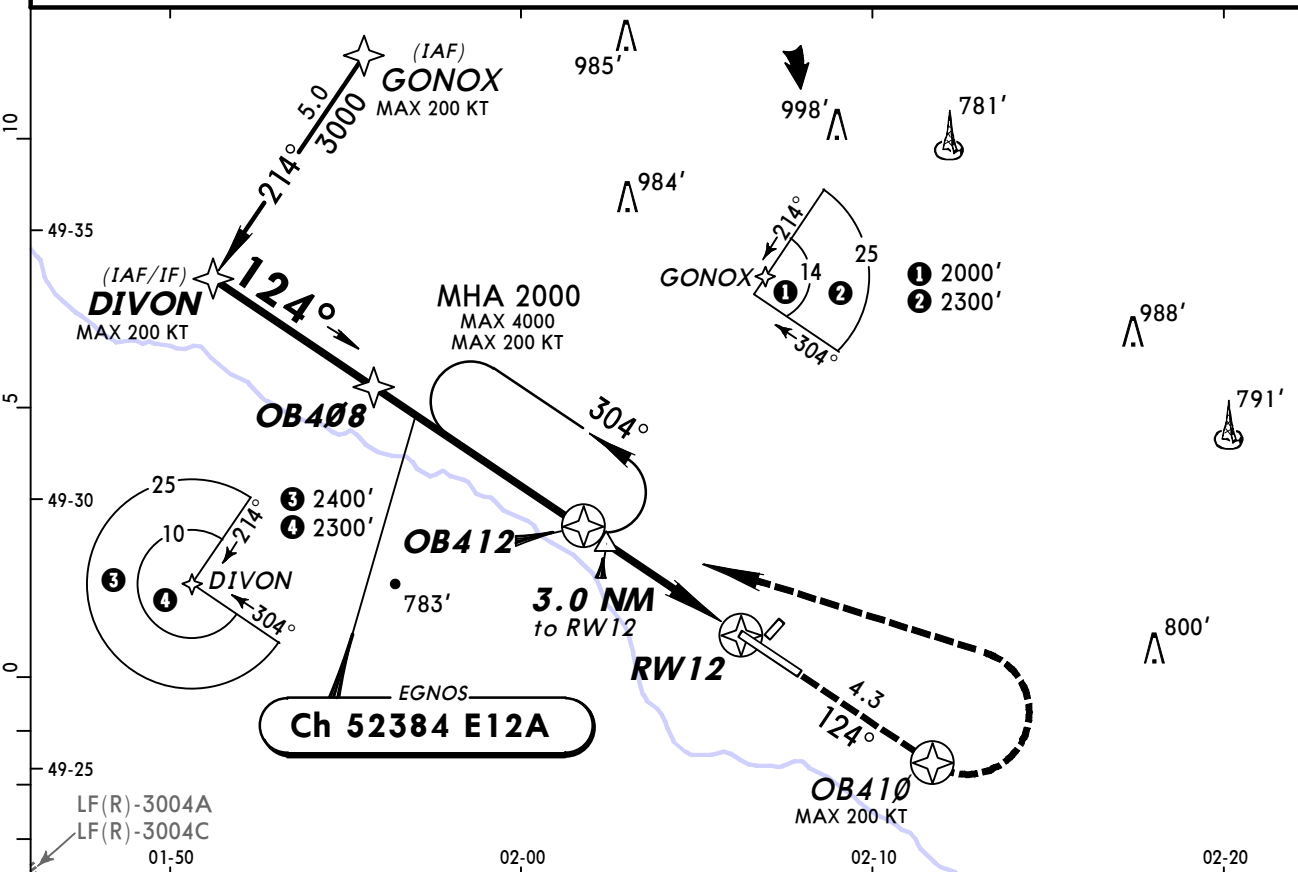
TAKE-OFF RWY 04, 12, 22, 30

LVP must be in Force ❶				
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 ❷	800m

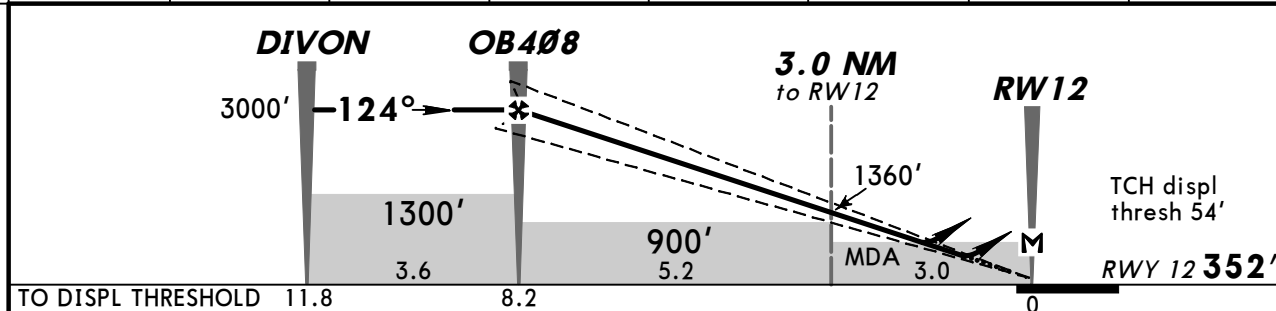
❶ Without LVP 400m are stipulated.

❷ Or rejected take-off distance whichever is the greater.

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4
EGNOS Ch 52384 E12A	Final Apch Crs 124°	Procedure Alt OB408 3000' (2648')	LPV DA(H) Refer to Minimums Apt Elev 359' RWY 352'
MISSED APCH: Climb STRAIGHT AHEAD on 124° to OB410, 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'



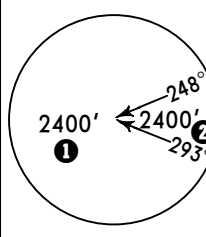
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI OB410 on 124°
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW12							

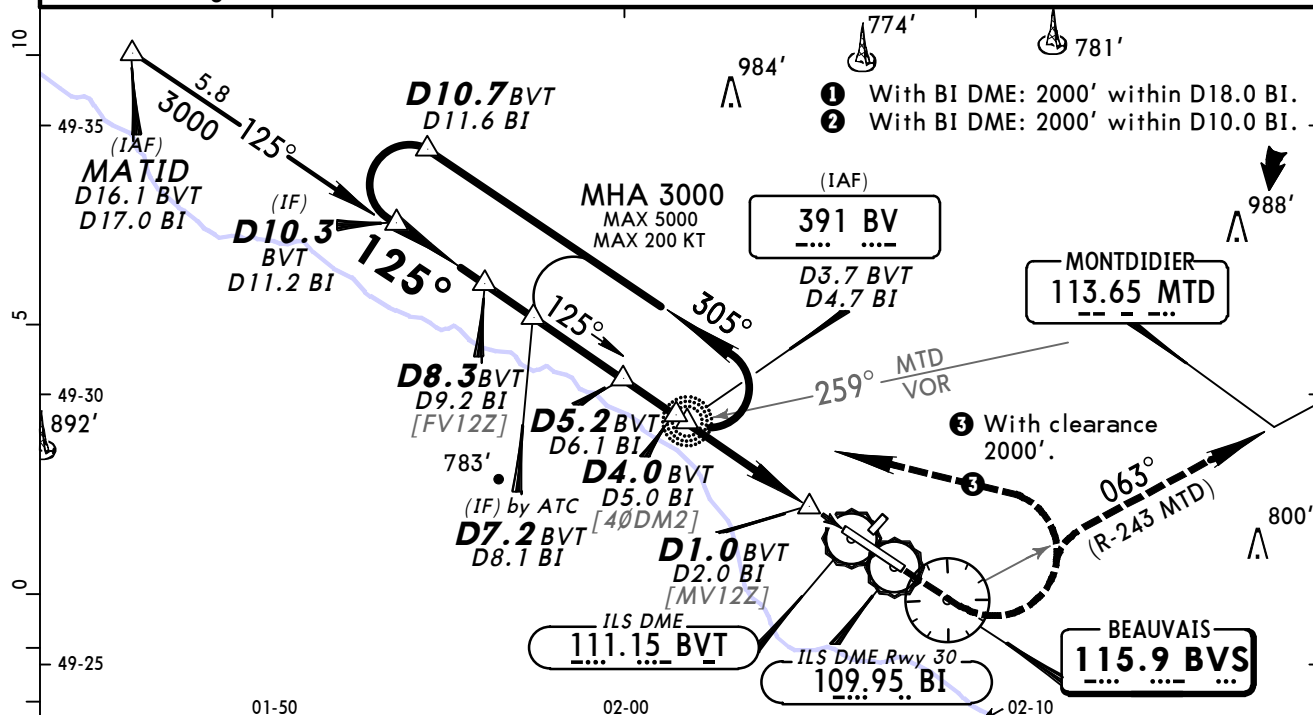
Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND TO RWY 12/30			
LPV DA(H) A: 602' (250') C: 622' (270') B: 612' (260') D: 632' (280')				LNAV CDFA DA/MDA(H) 730' (378')			
ALS out				W/o Local ATS			
ALS out				2			
A	RVR 800m			RVR 1500m	Max Kts	MDA(H)	VIS
B					110	860' (508')	1500m
C	RVR 900m	RVR 1300m	RVR 1300m	RVR 1700m	135	900' (548')	1600m
D						1040' (688')	1600m
				PROHIBITED			

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

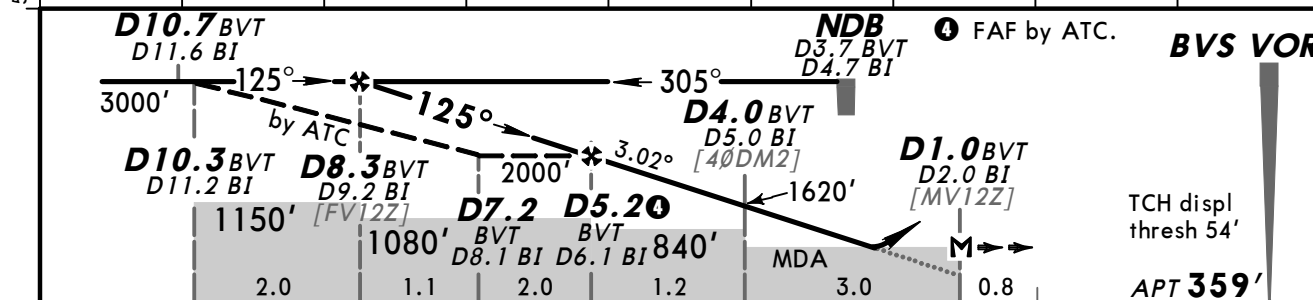
BRIEFING STRIP

TM

*PARIS-Le Bourget ATIS 120.0		*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
VOR BVS 115.9	Final Apch Crs 125°	Procedure Alt D8.3 BVT 3000' (2641')	DA/MDA(H) 760' (401')	Apt Elev 359'		 MSA BV NDB	
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.							
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	HIALS	Refer to Missed Apch above
Descent angle	3.02°	374	481	534	641	748	855	
MAP at D1.0 BVT/D2.0 BI								

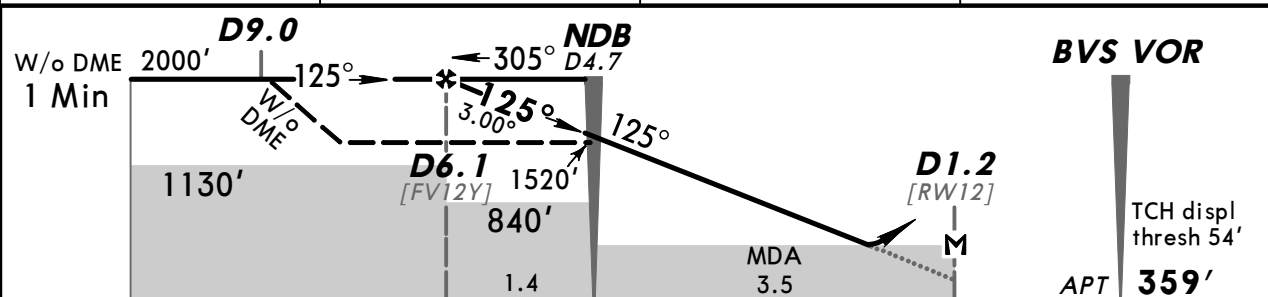
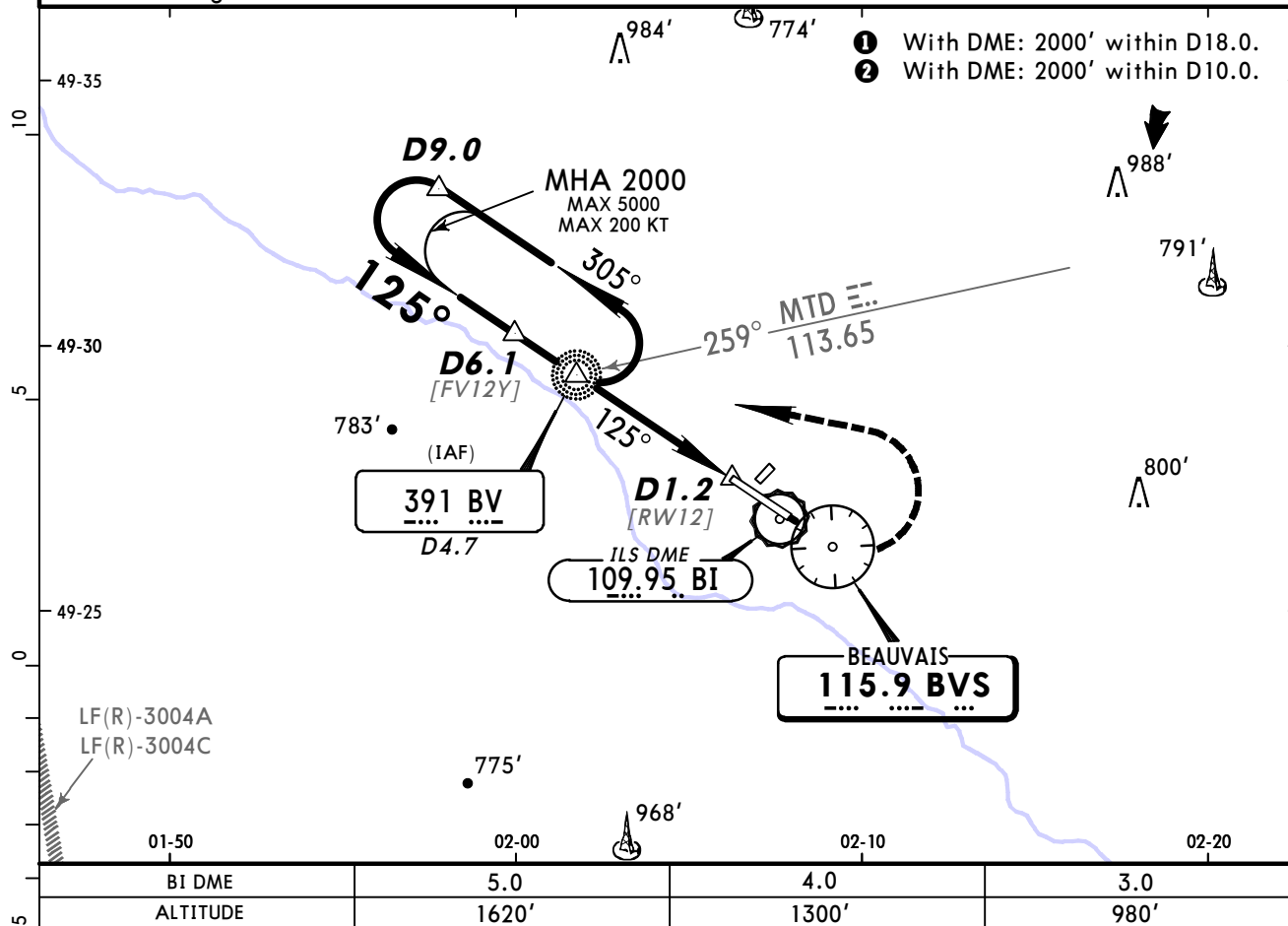
Standard			STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND TO RWY 12/30			
			CDFA DA/MDA(H) ■ 760' (401')				W/o Local ATS	
			ALS out		Max Kts	MDA(H) _____ VIS _____		MDA(H) _____ VIS _____ ■
A	RVR 1400m		RVR 1500m		110	860' (501') 1500m		1000' (641') 1500m
135					900' (541') 1600m		1040' (681') 1600m	
B			RVR 1800m		C	PROHIBITED		
C								
D					D			

1 For add-on to the MDA(H), see ATC pages FRANCE. 2 NIGHT: NOT AUTHORIZED.

BRIEFING STRIP™

*PARIS-Le Bourget ATIS 120.0		*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
VOR BVS 115.9	Final Apch Crs 125°	With DME Procedure Alt D6.1 2000' (1641')	W/o DME Procedure Alt NDB 1520' (1161')	DA/MDA(H) 760' (401')	Apt Elev 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

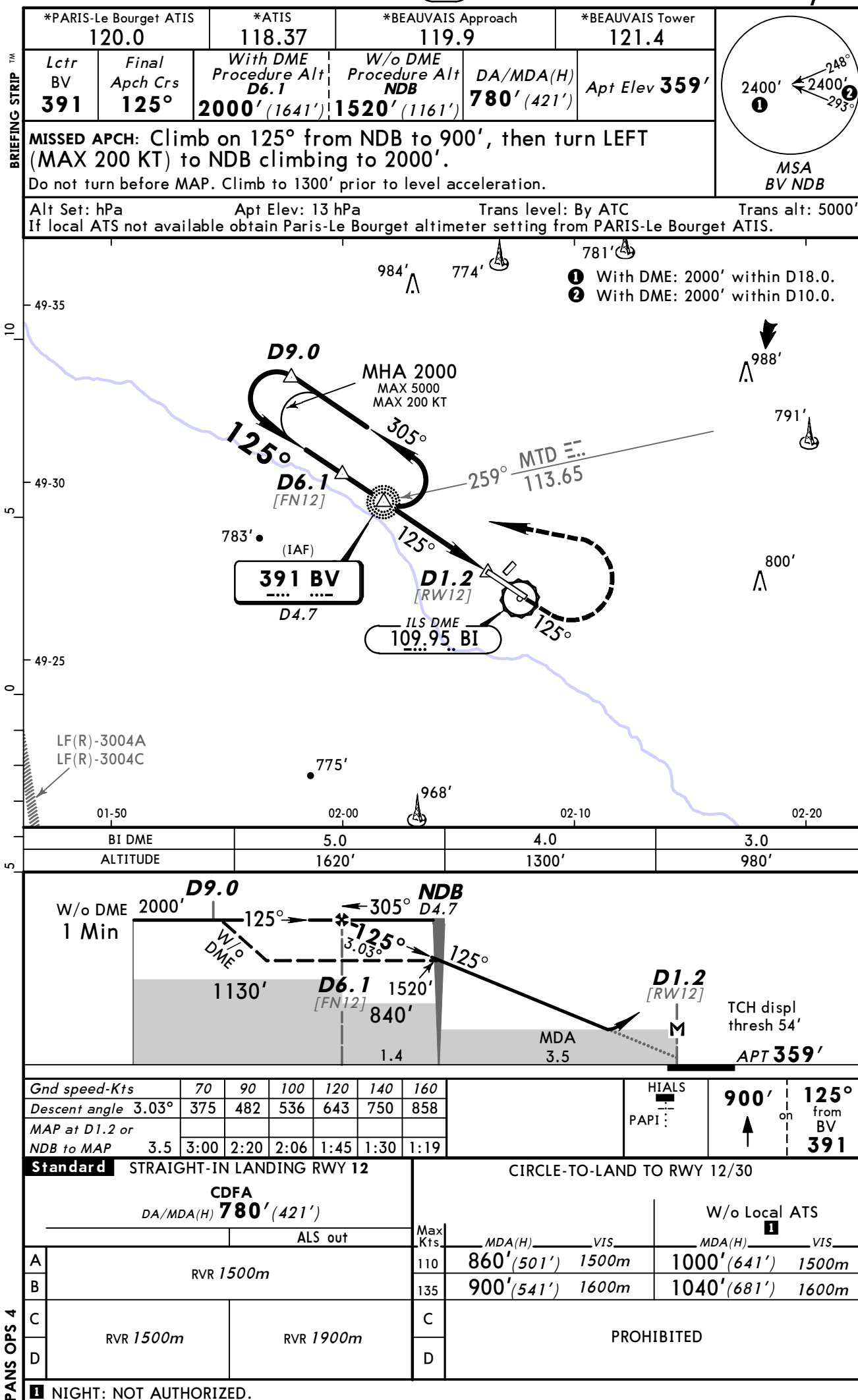
Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000'
 1. ADF required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	BVS 115.9	BVS 115.9
Descent angle 3.00°	372	478	531	637	743	849		on	on
MAP at D1.2 or NDB to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19		↑	↑

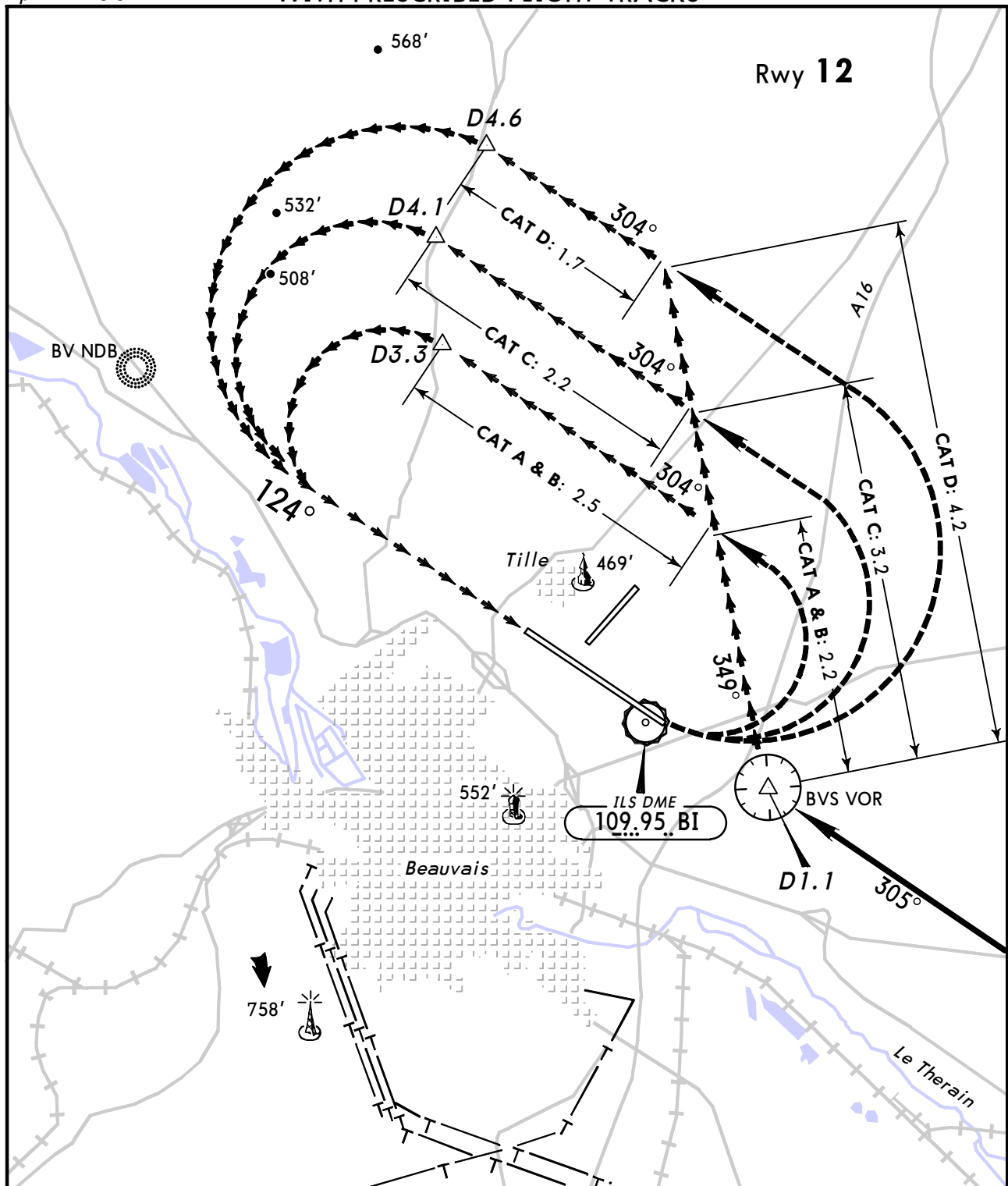
Standard			STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND TO RWY 12/30				
			CDFA DA/MDA(H) 760' (401')				W/o Local ATS 1		
			ALS out		Max Kts.	MDA(H) _____ VIS _____		MDA(H) _____ VIS _____	
A	RVR 1400m		RVR 1500m		110	860' (501')	1500m	1000' (641')	1500m
135					900' (541')	1600m	1040' (681')	1600m	
B			RVR 1800m		C	PROHIBITED			
C									
D					D				

1 NIGHT: NOT AUTHORIZED.



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

BEAUVAIS, (TILLE - LFOB)

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.