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Airport Information For LFPO
Terminal Charts For LFPO
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 0.0°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: 0743 Z
Sunset: 1610 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, 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

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

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 120.85 Secondary
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 of 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 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.

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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.

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1. GENERAL

1.5. TAXI PROCEDURES

Following TWYs restricted to ACFT code D:
WA, WG west of G06.

Following TWYs restricted to ACFT Code E:
L2, L3, W1 (between L4 and LF), W2 (between L1 and L4 and between LG and LGN) and W2 on K apron.

It is recommended for ACFT code letter E crews to taxi with caution and use oversteering judgement technique for curves.

Pilot's attention is drawn on jet blast risks; reduced thrust is recommended for taxiing near aprons and during start-up sequence.

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.

1.5.1. TAXIING TO, FROM AND WITHIN NORTH INDUSTRIAL APRON (ZIN)

Taxiing inner ZIN on W2 between W1 and EPI's West part area: E code ACFT not allowed and D code ACFT towing only.
This procedure allows all ACFT to give information about movement intentions to other users via ORLY ZIN frequency.
Frequency must be used before taxiing in the ZIN and constantly monitored during all movements to ensure clearance between all mobile units on the TWY.
All communications will be in French only.
Transponder use is obligatory.

Any ACFT taxiing or being towed must declare its intention to move inside ZIN using ORLY ZIN frequency.
Movements inside ZIN will remain entirely under responsibility of operators.
Usual rules for taxiing and ACFT stand allocation remain applicable.

Any ACFT taxiing or being towed must declare its intention to access ZIN while approaching intermediate holding point K on ORLY ZIN frequency.

Leaving ACFT must declare its intention to move using ORLY ZIN frequency and will have to contact ORLY Ground just before reaching intermediate holding point K.
Any ACFT with a FPL requesting a start-up clearance must first contact ORLY Flight Data before leaving the stand.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Anti-collision lights must be on before engine start-up and must stay on when engines are still running on the apron.

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.

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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 OCCUPANY

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.

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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 5.7t will be exempted from these restrictions after passing 2500'. These restrictions do not apply for prop ACFT of less than 5.7t. 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_t 3 min before start-up time.
t_1 10 min.

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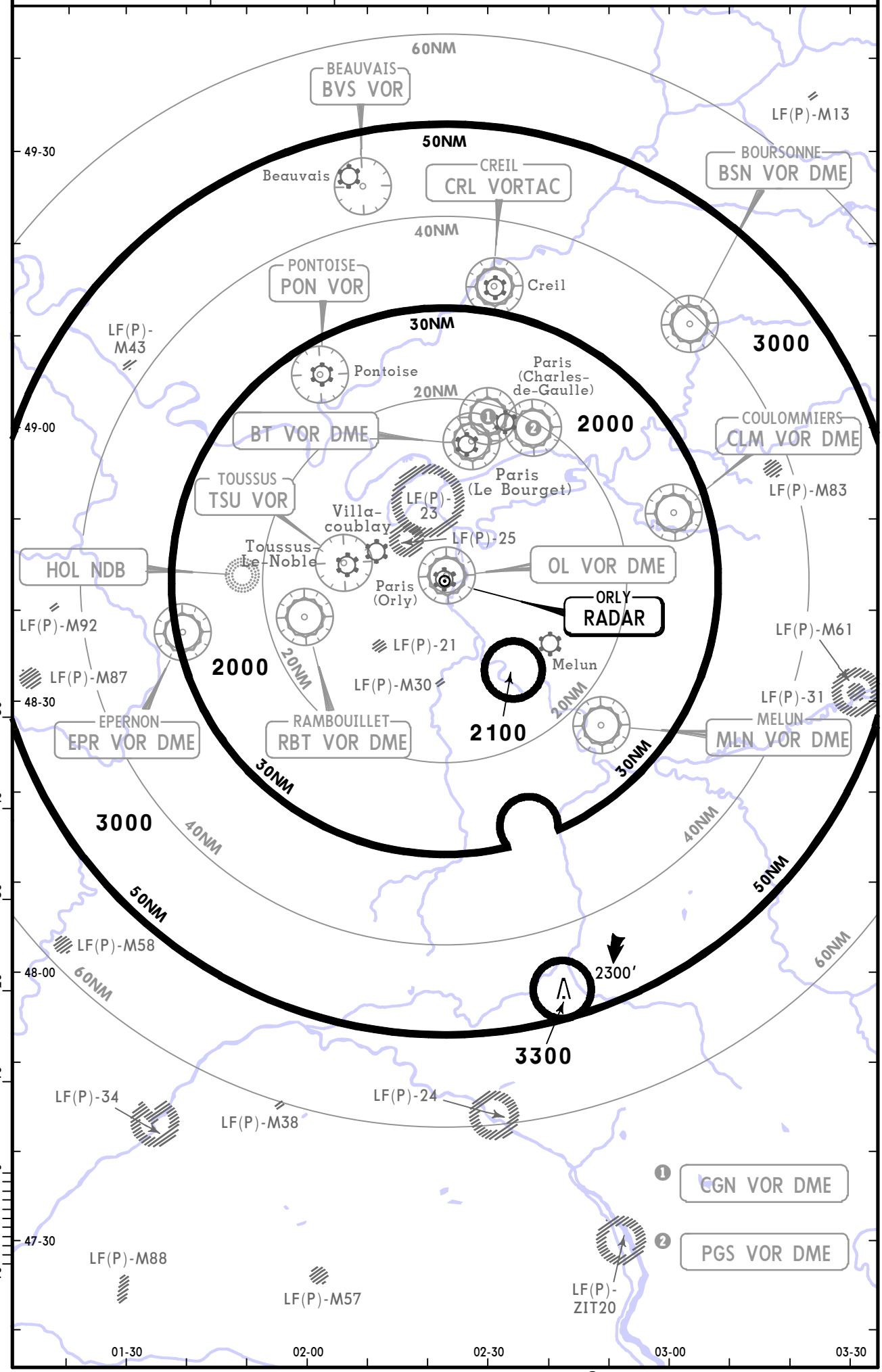
* ORLY Approach (R)		Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
123.87	124.45	291′	The published minimum altitudes integrate a correction for low temperatures.



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.

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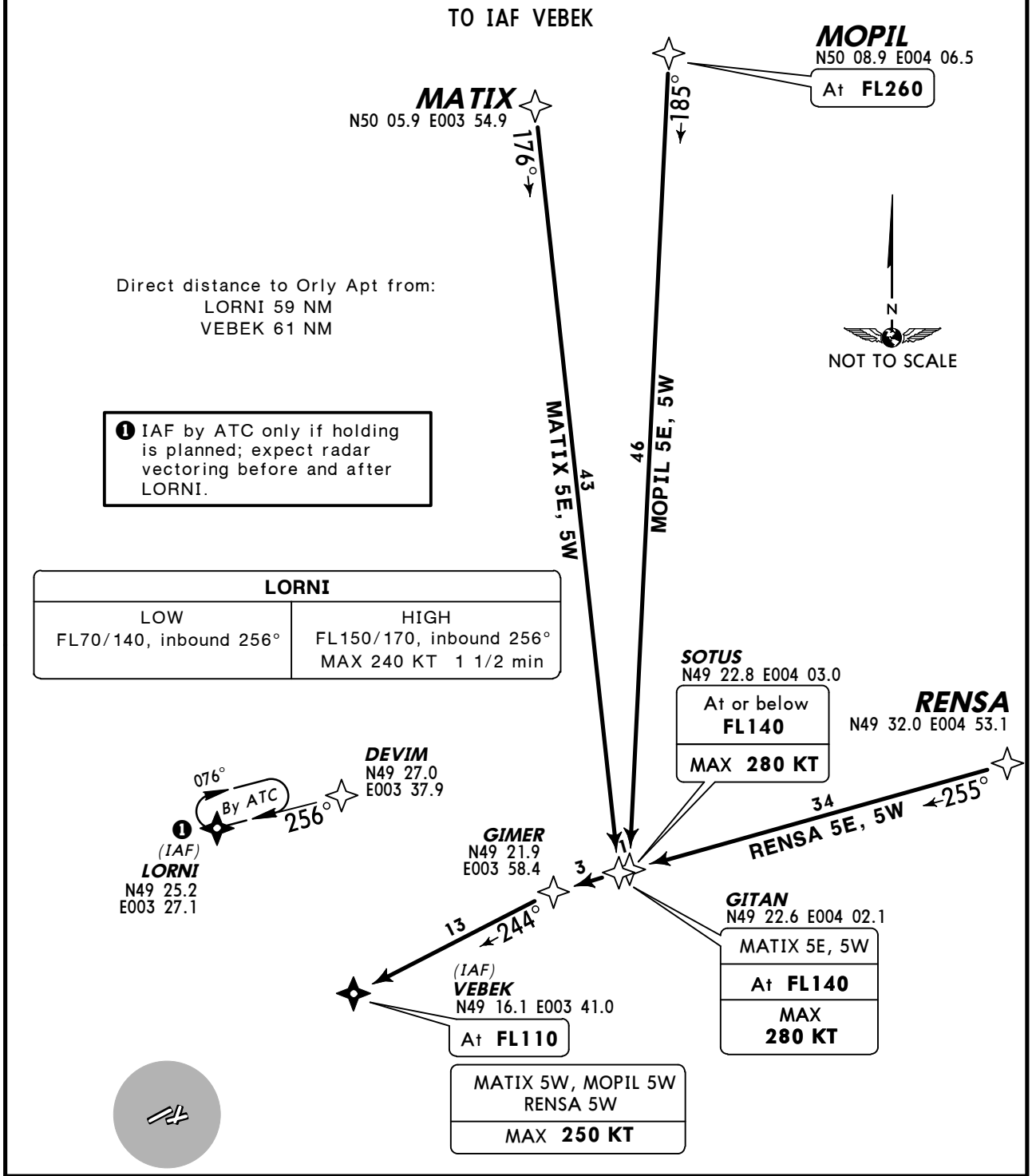
*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.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



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.	

CHANGES: Distance & track update between RENSA & SOTUS.

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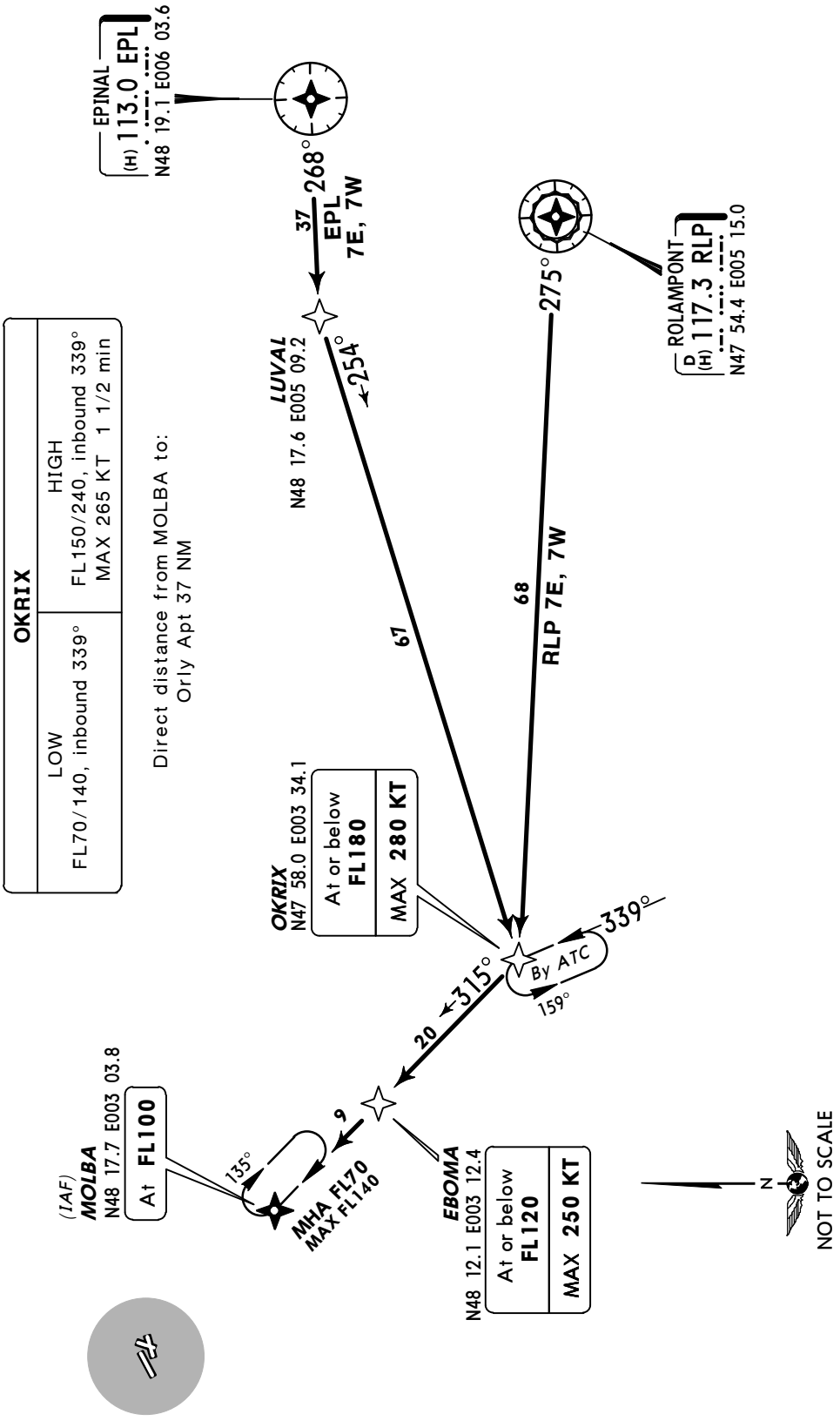
*ATIS	
131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.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

CHANGES: None.

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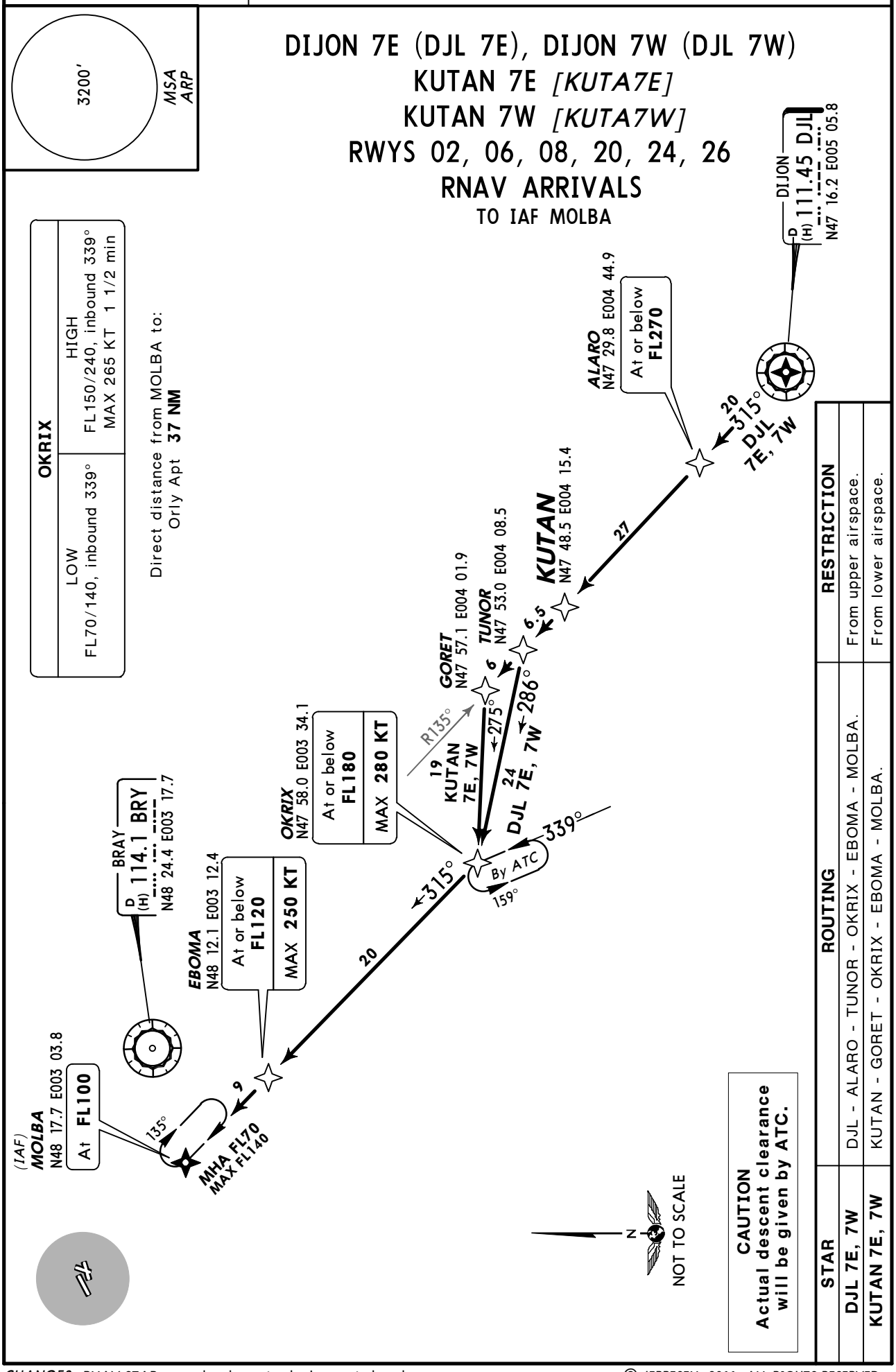
*ATIS
131.35 (French 126.5)

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.



CHANGES: RNAV STARs completely revised; chart reindexed.

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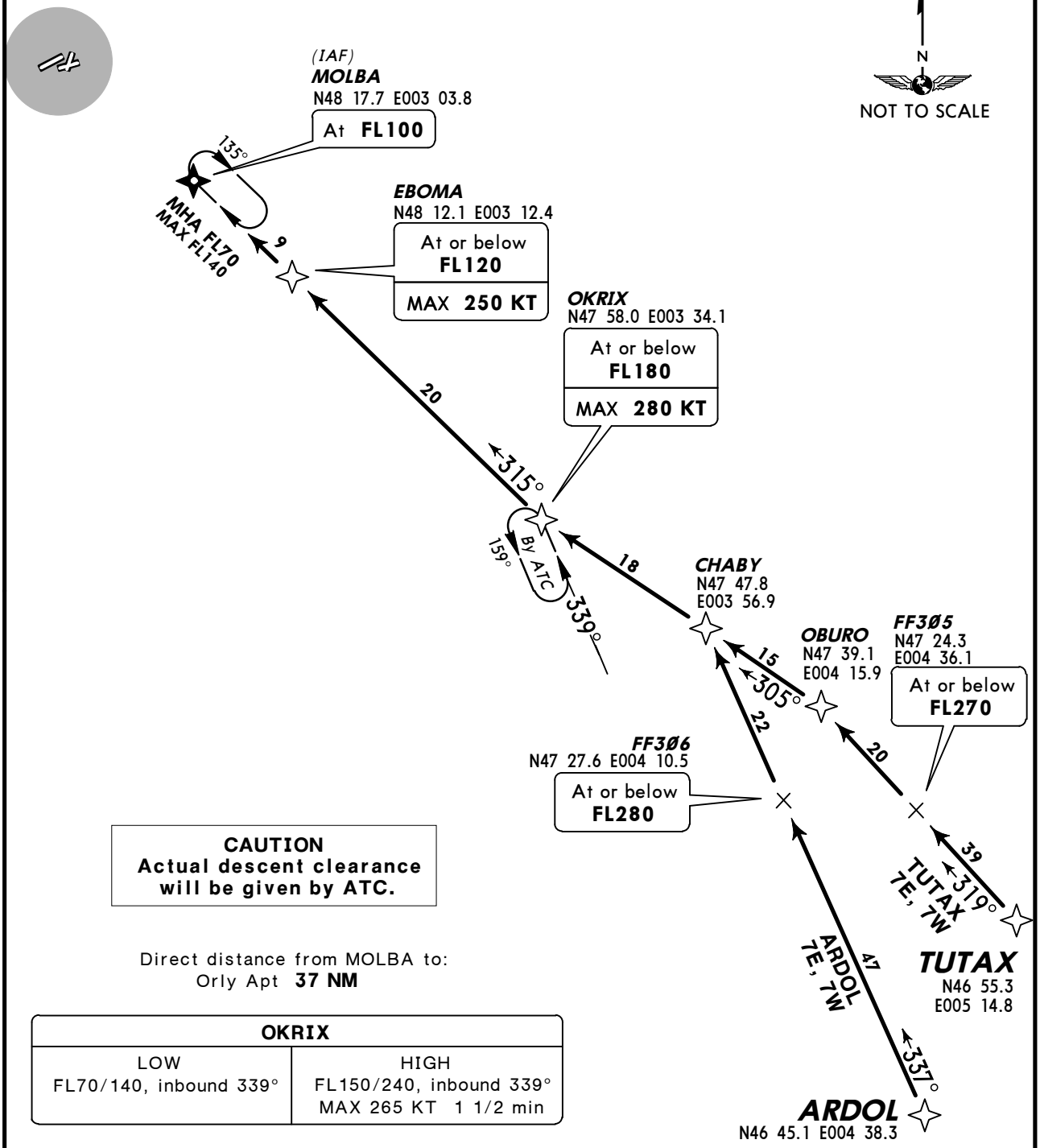
*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.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

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:
Orly Apt **37 NM**

OKRIX	
LOW	HIGH
FL70/140, inbound 339°	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.

CHANGES: RNAV STARs completely revised; chart reindexed.

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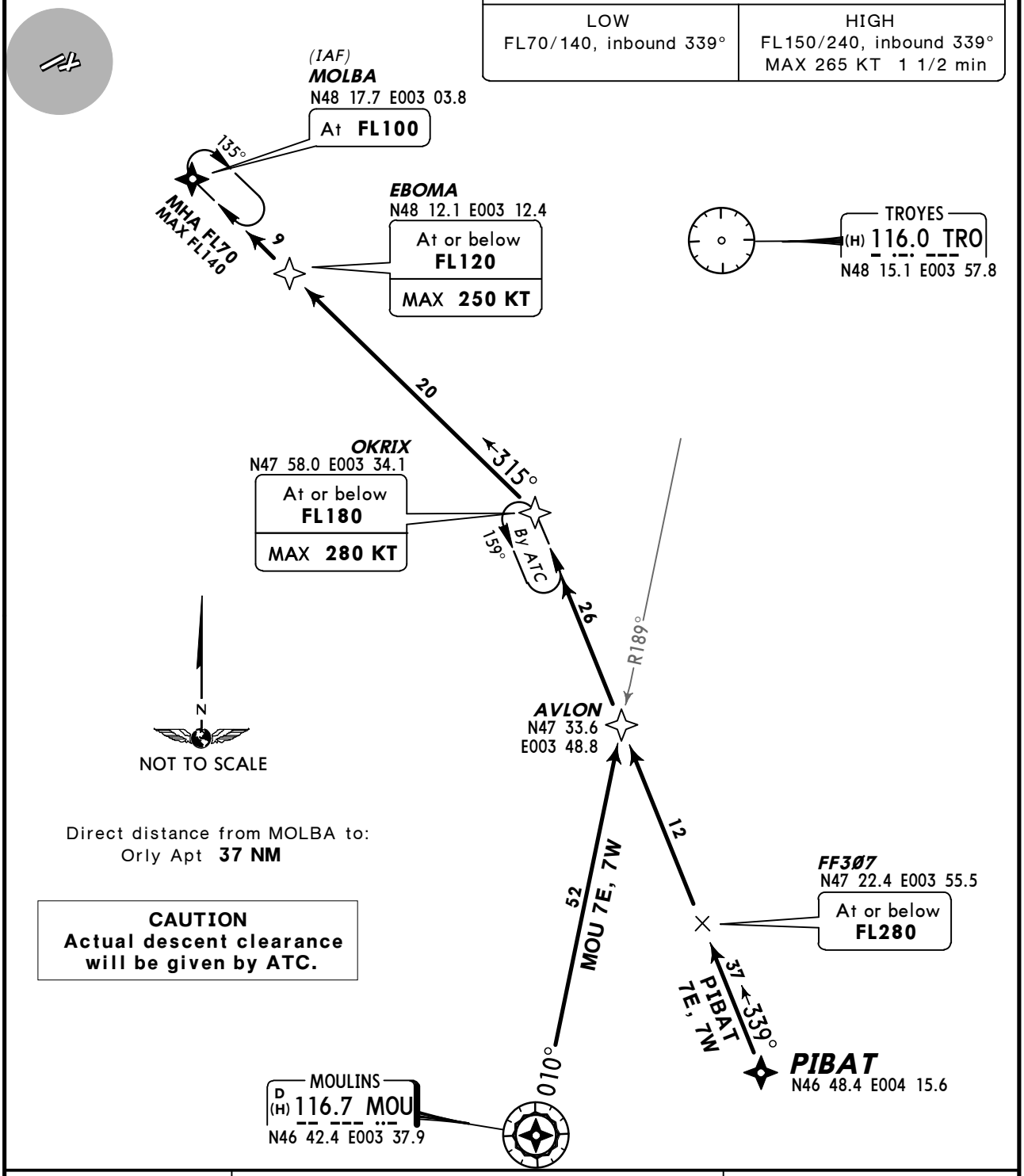
*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.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

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

3200′
MSA ARP

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



Direct distance from MOLBA to:
Orly Apt **37 NM**

CAUTION
Actual descent clearance will be given by ATC.

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

CHANGES: RNAV STARs completely revised; chart reindexed.

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*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	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′	

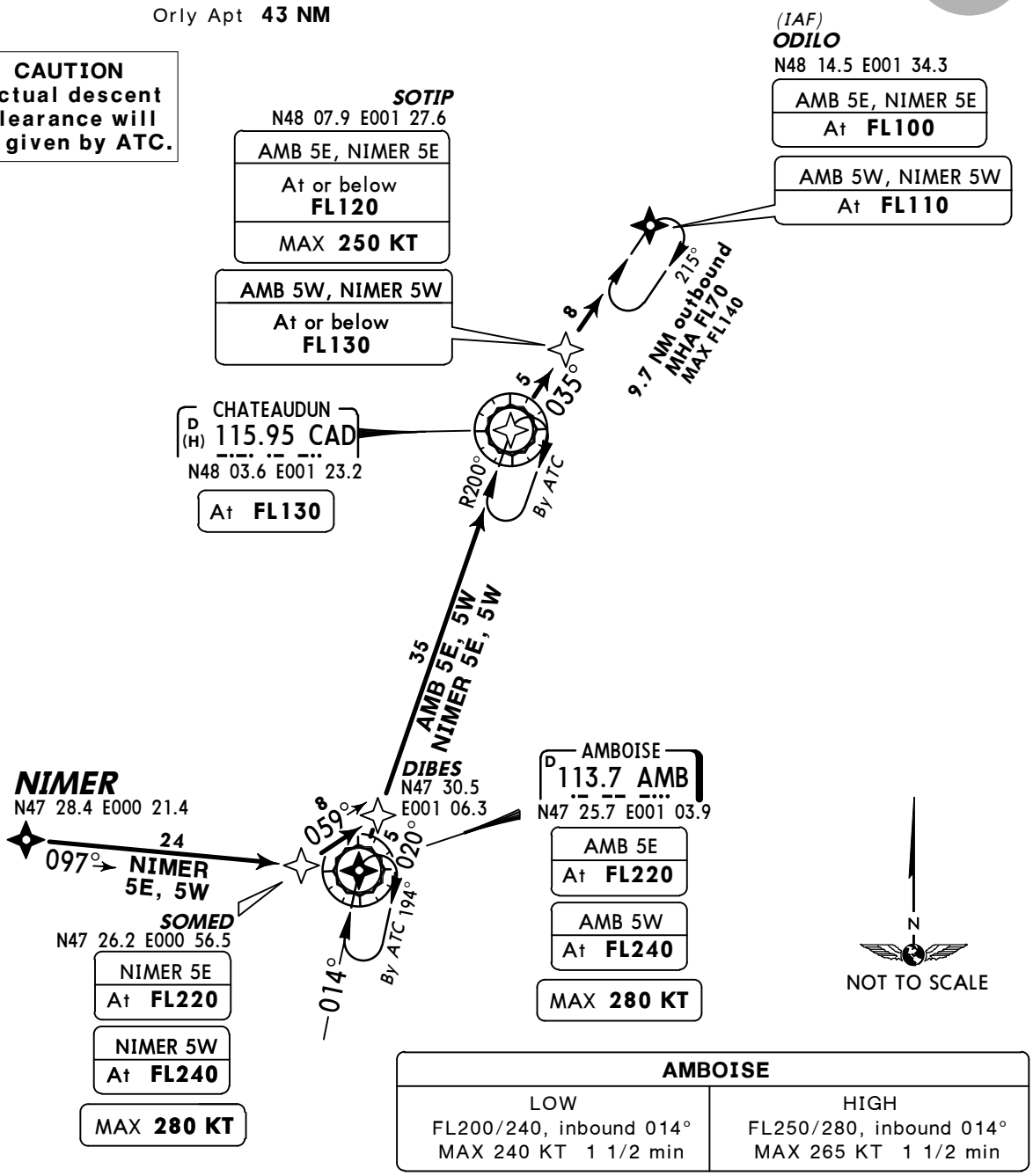
AMBOISE 5E (AMB 5E), NIMER 5E *[NIME5E]*
RWYS 02, 06, 08 RNAV ARRIVALS
AMBOISE 5W (AMB 5W), NIMER 5W *[NIME5W]*
RWYS 20, 24, 26 RNAV ARRIVALS
TO IAF ODILO

3200′
MSA ARP

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.



AMBOISE	
LOW FL200/240, inbound 014° MAX 240 KT 1 1/2 min	HIGH FL250/280, inbound 014° MAX 265 KT 1 1/2 min

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

CHANGES: RNAV STARs completely revised; chart reindexed.

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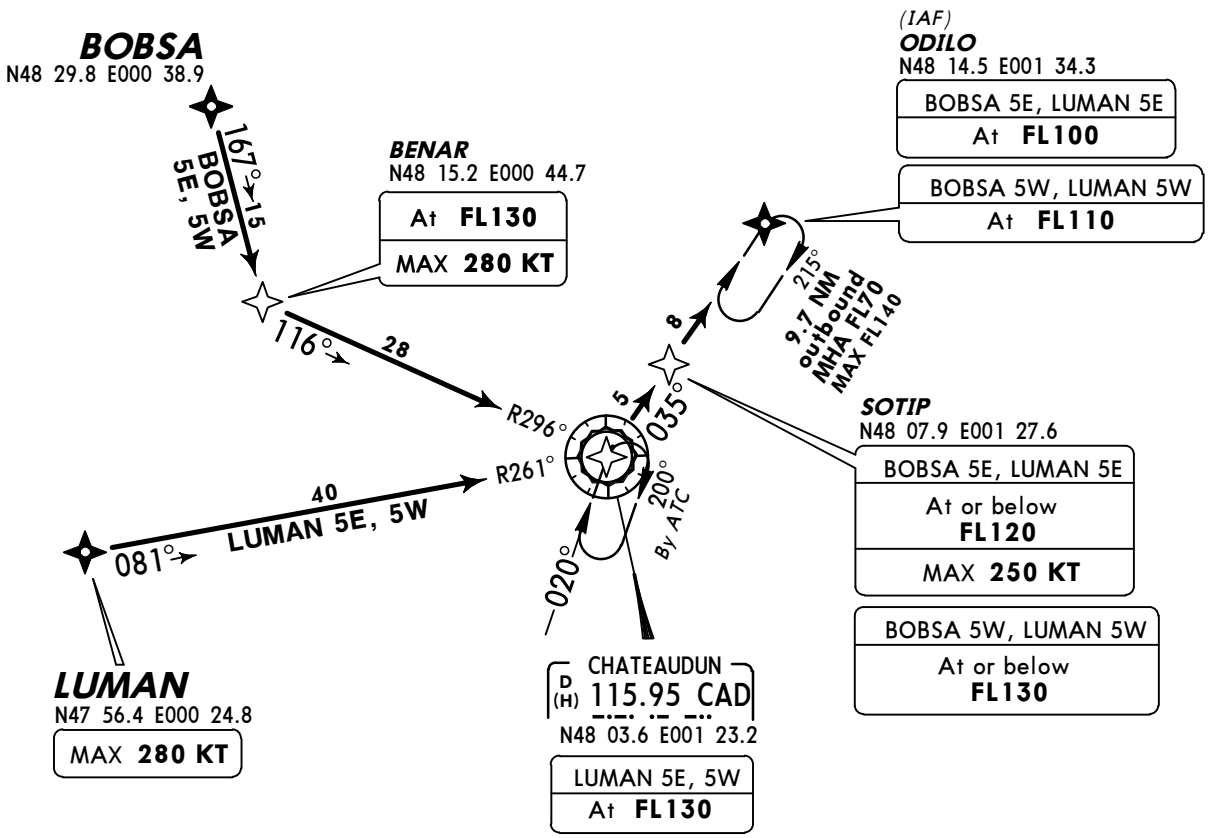
*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.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

3200′
MSA
ARP



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

CAUTION
Actual descent clearance will be given by ATC.

CHATEAUDUN	
LOW	HIGH
FL70/140, inbound 020°	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.

CHANGES: Reissue.

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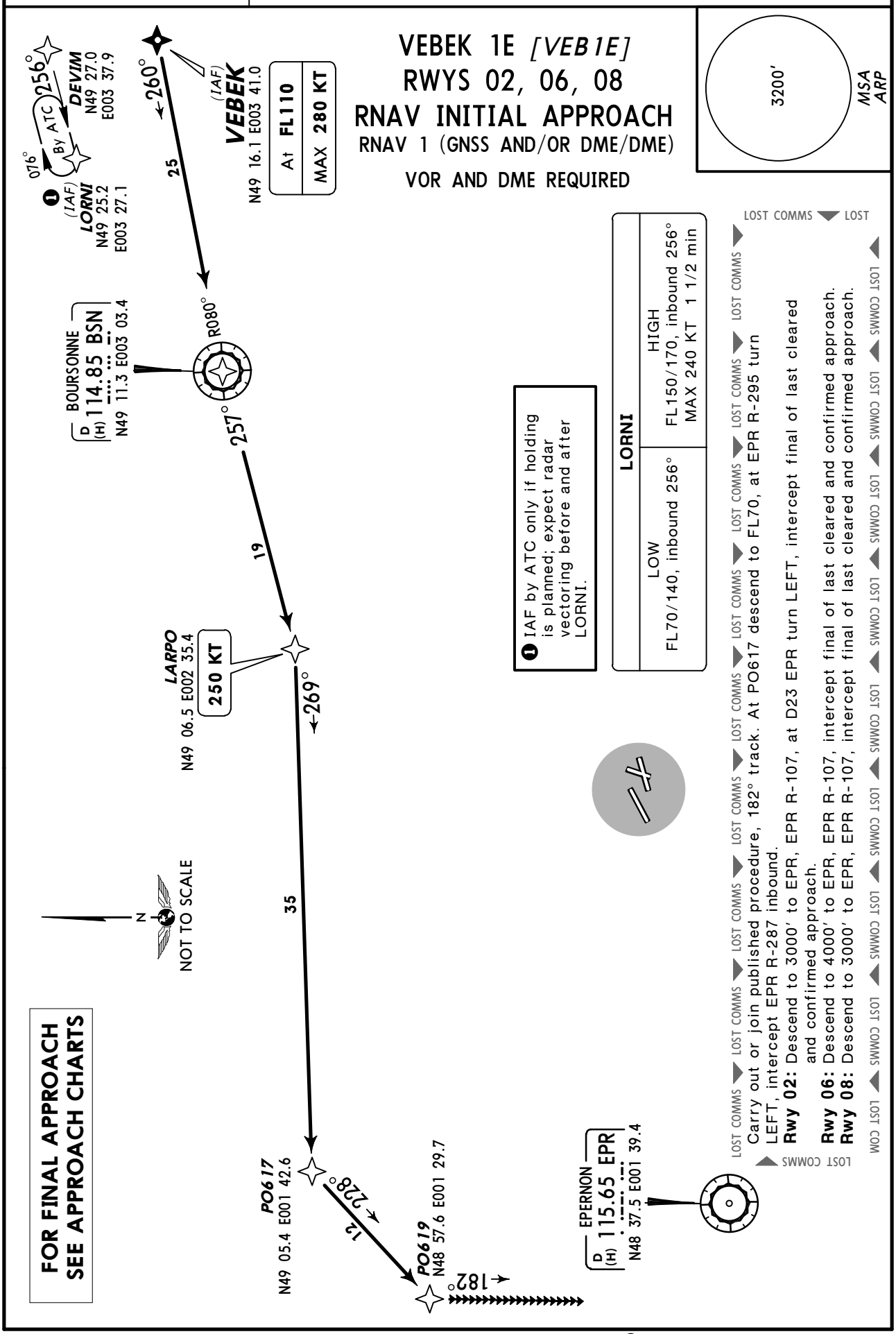
*ATIS
131.35 (French 126.5)

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 cabability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

VEBEK 1E [VEB1E]
RWYS 02, 06, 08
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)

VOR AND DME REQUIRED



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*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	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 cabability, 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′	

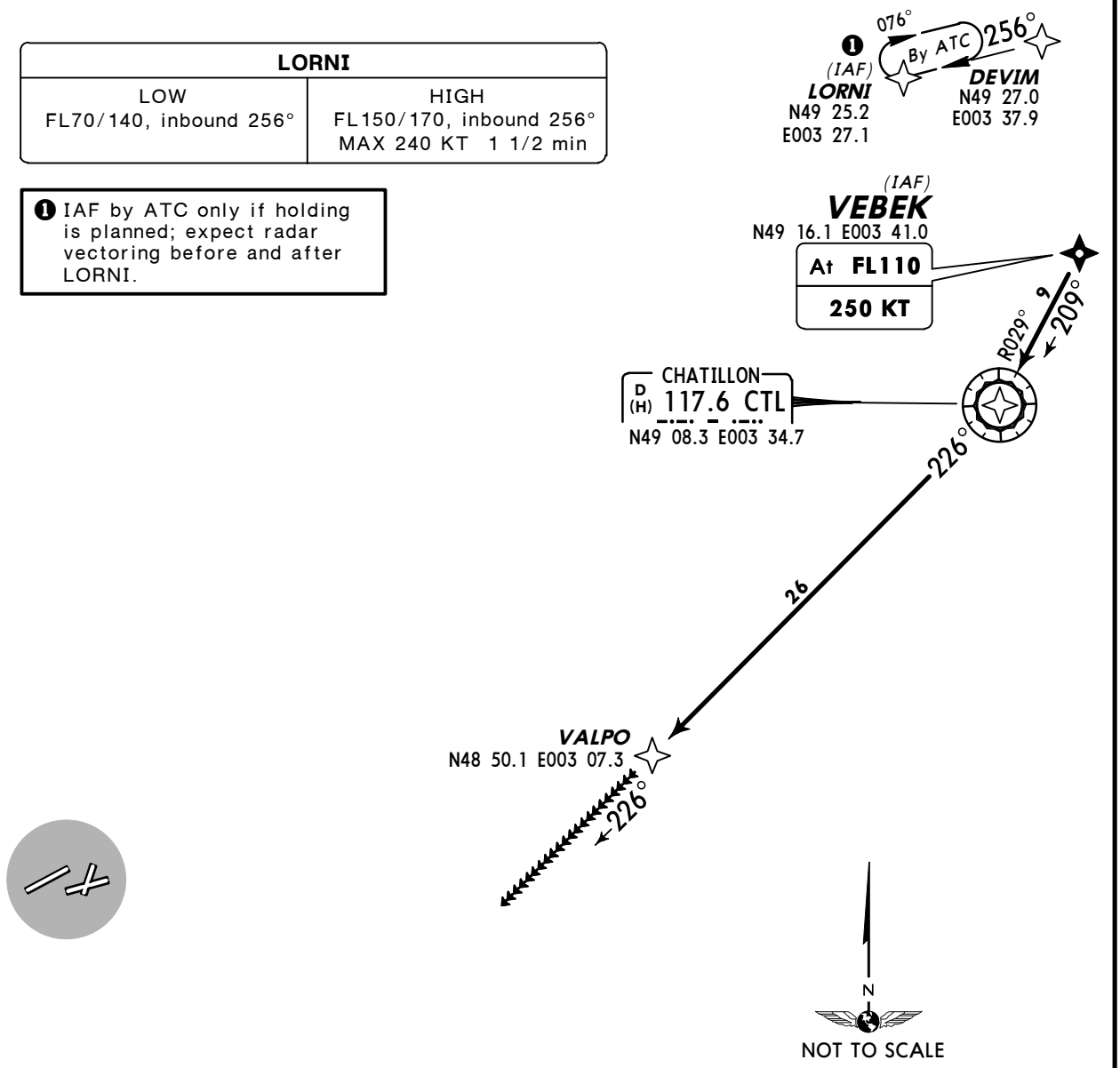
VEBEK 1W *[VEB1W]*
RWYS 20, 24, 26
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

3200′
MSA ARP

FOR FINAL APPROACH SEE APPROACH CHARTS

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

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



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).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Initial approach completely revised; chart reindexed.

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*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 cabability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

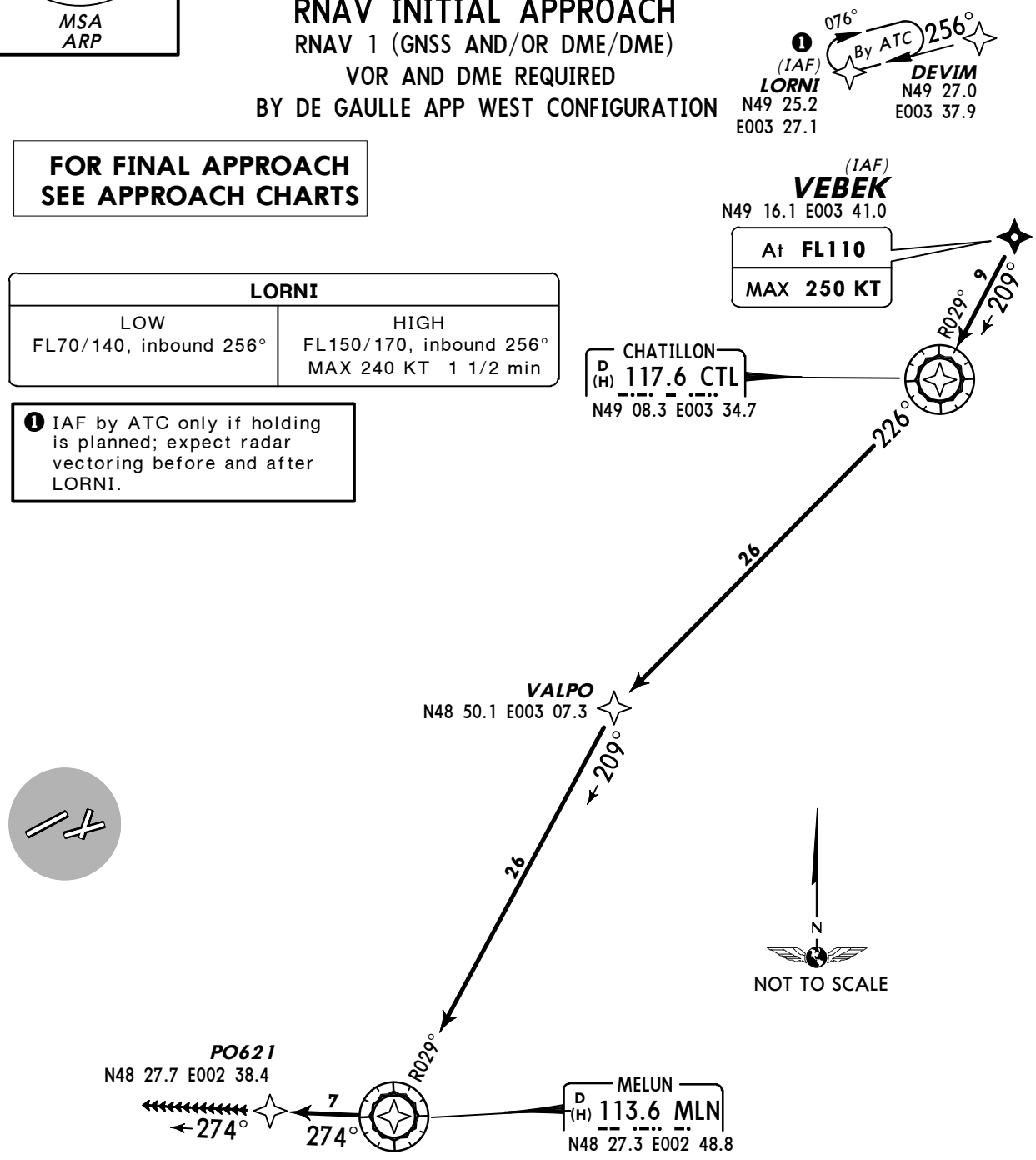
DE GAULLE Approach
121.15 125.82 119.85 126.42 118.15 136.27

VEBEK 1Y [VEB1Y]
RWYS 02, 06, 08
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED
BY DE GAULLE APP WEST CONFIGURATION

FOR FINAL APPROACH SEE APPROACH CHARTS

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

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



LOST COMMS

Carry out or join published procedure.

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

Rwy 06: At VALPO 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 VALPO descend to 3000′ (MLN at or above FL70), at D33 MLN turn RIGHT, 018° track, intercept final of last cleared and confirmed approach.

CHANGES: Initial approach completely revised; chart reindexed.

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*ATIS
131.35 (French 126.5)

Apt Elev
291′

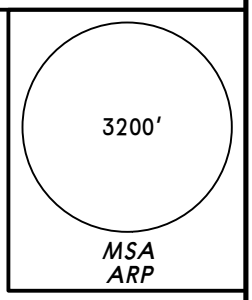
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost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

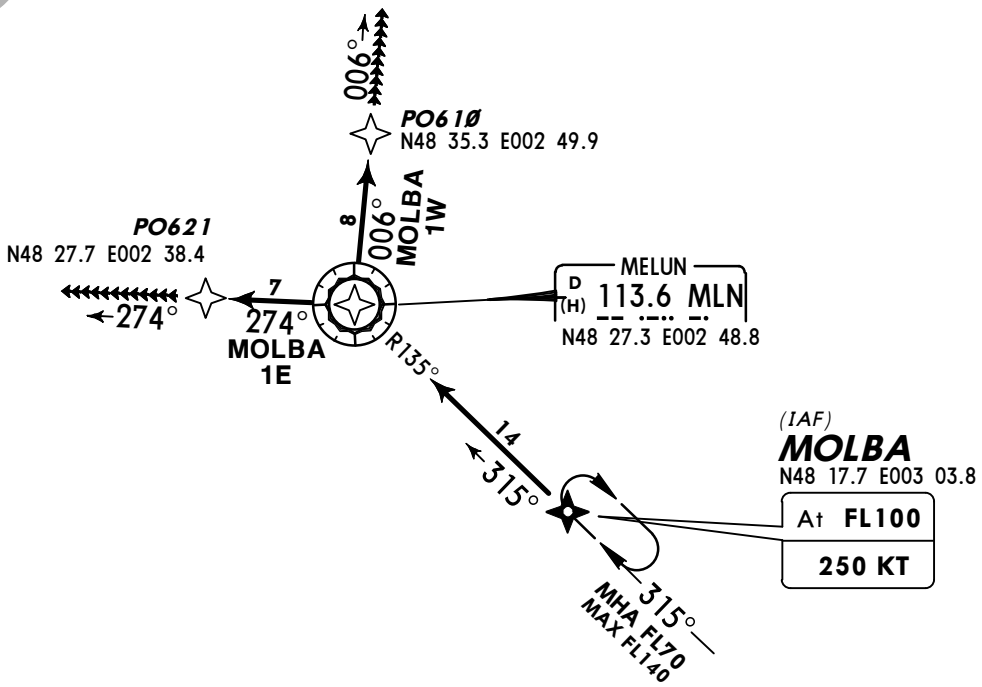
MOLBA 1E *[MOL1E]*
RWYS 02, 06, 08

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





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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.

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).

CHANGES: Initial approach completely revised; chart reindexed.

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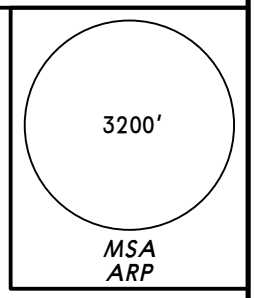
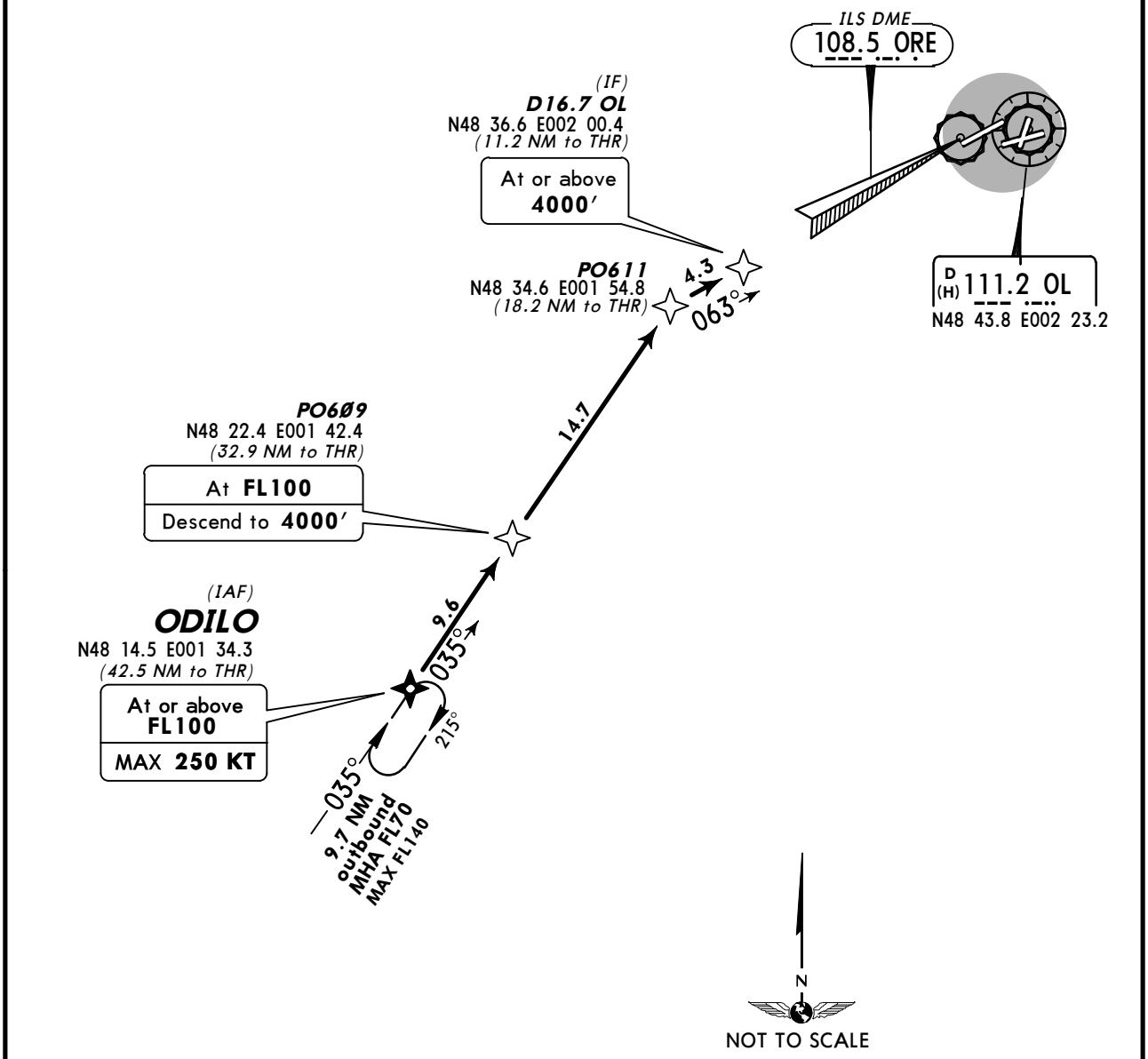
*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV cabability, 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 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

At **ODILO:** maintain FL100.
At **PO6Ø9:** descend to 4000′.
At **PO611:** turn RIGHT to intercept ILS approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

CHANGES: Initial approach completely revised; chart reindexed.

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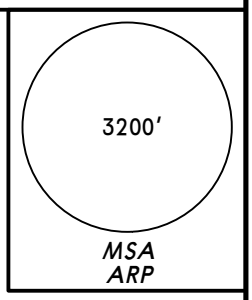
*ATIS
131.35 (French 126.5)

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 cabability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

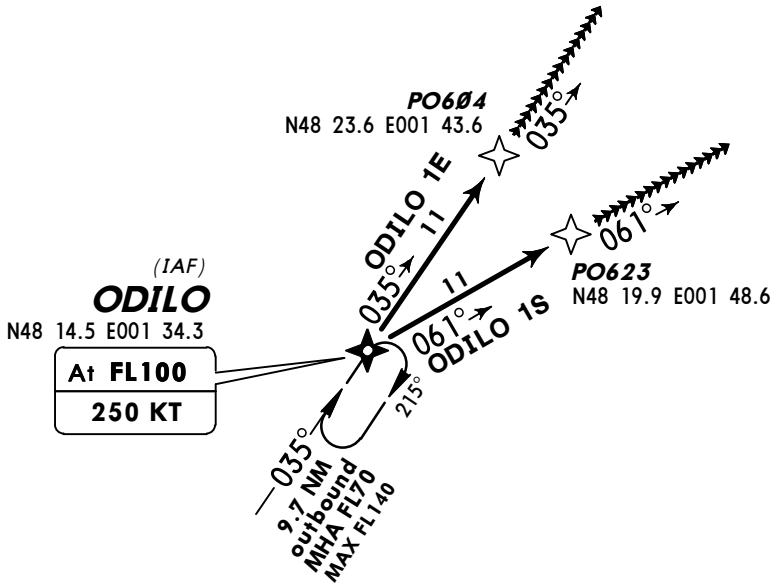


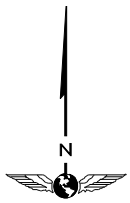
ODILO 1E *[ODI1E]*
RWYS 06, 08

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





NOT TO SCALE

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.

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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.

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

CHANGES: Initial approach completely revised; chart reindexed.

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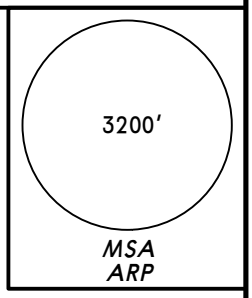
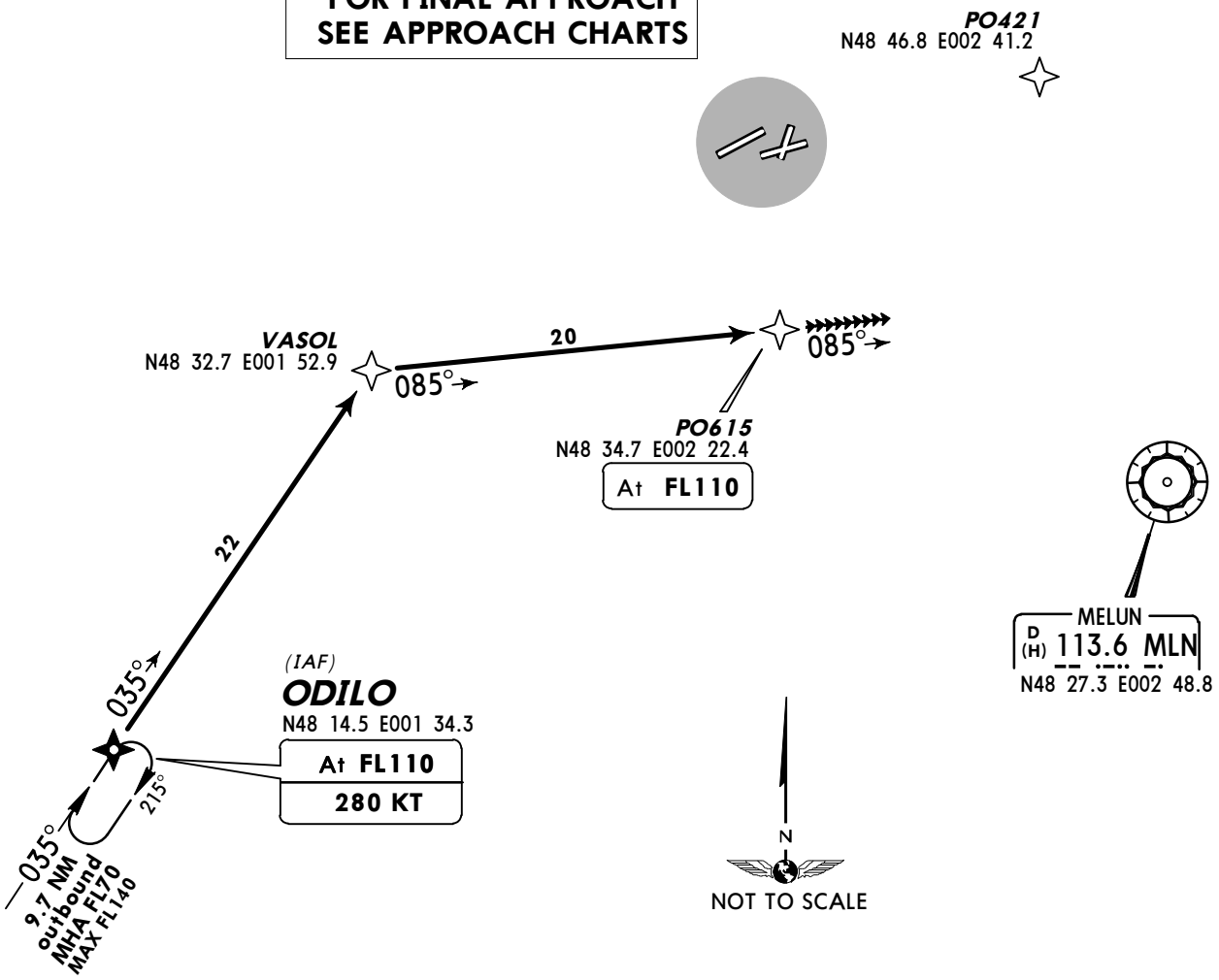
*ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
131.35 (French 126.5)	1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV cabability, 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



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).

CHANGES: New chart.

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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

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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

CHANGES: RNAV SIDs & SIDs renumbered; BAXIR RNAV SIDs established.

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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.

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*ORLY Departure	Apt Elev	
127.75	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

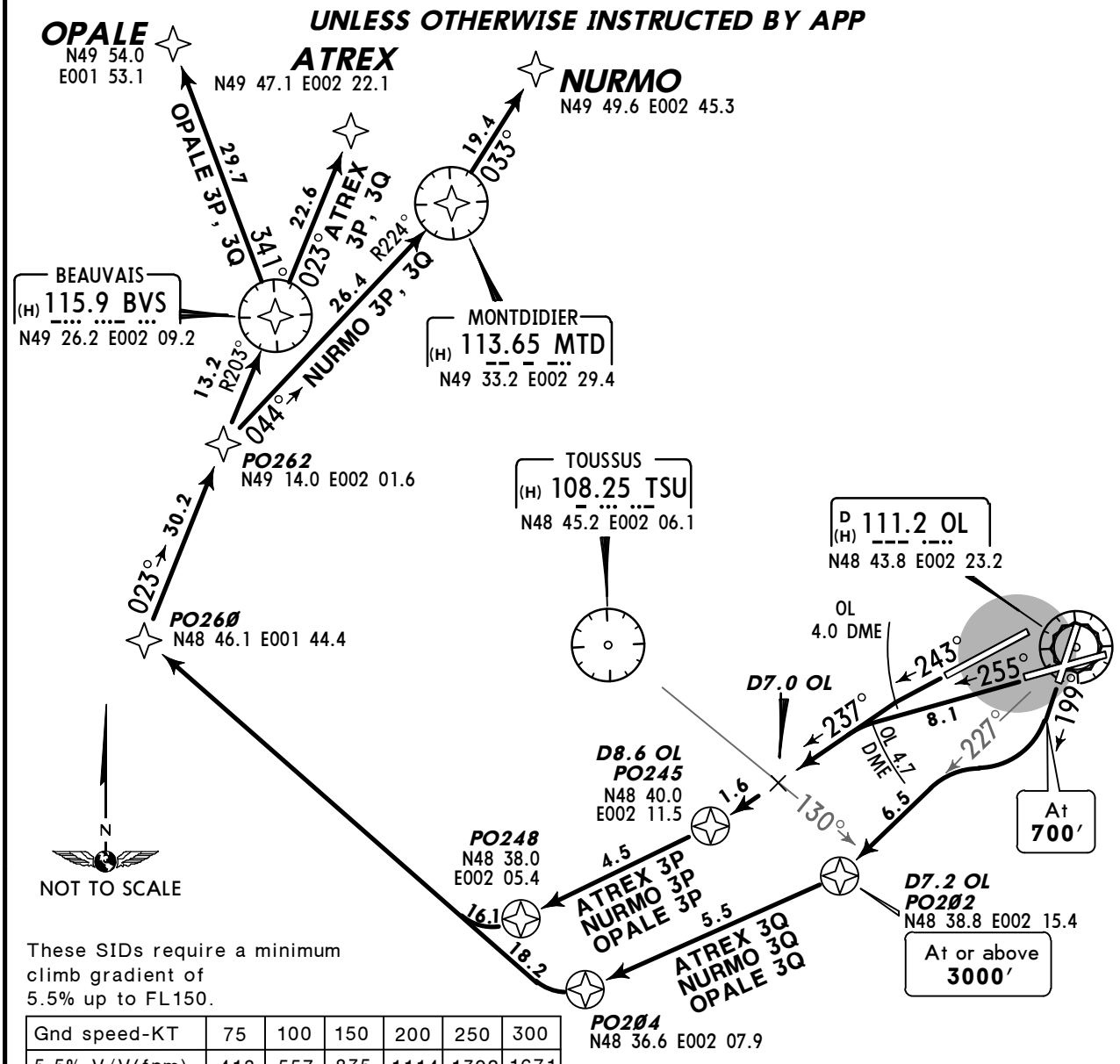
RNAV (GNSS - DME/DME)

LETTER **P & Q**

JETS & PROPS ABOVE FL115

SPEED: MAX 250 KT BELOW FL100

UNLESS OTHERWISE INSTRUCTED BY APP



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 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]* ❶	PO245 - PO248 - PO260 - PO262 - BVS - ATREX.
ATREX 3Q *[ATRE3Q]* ❶	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - ATREX.
NURMO 3P *[NURM3P]* ❷	PO245 - PO248 - PO260 - PO262 - MTD - NURMO.
NURMO 3Q *[NURM3Q]* ❷	PO202 (3000+) - PO204 - PO260 - PO262 - MTD - NURMO.
OPALE 3P *[OPAL3P]* ❸	PO245 - PO248 - PO260 - PO262 - BVS - OPALE.
OPALE 3Q *[OPAL3Q]* ❸	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - OPALE.

For flights to destinations specified via airway UT-225 ❶/UN-874 ❷/J20, T/UT-421 ❸.

CHANGES: RNAV SIDs renumbered.

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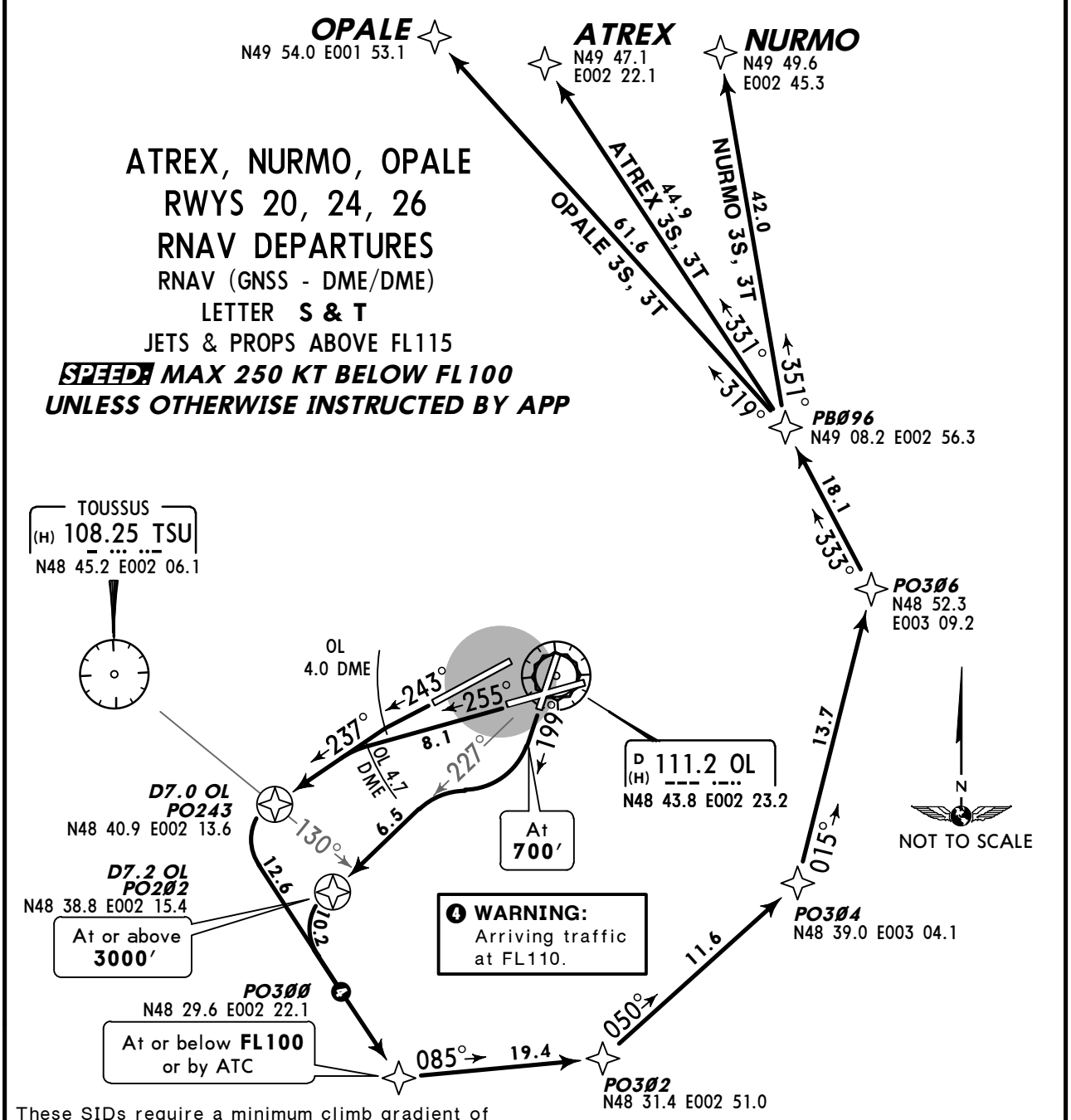
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



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]* ❶	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
ATREX 3T *[ATRE3T]* ❶	PO202 (3000′+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
NURMO 3S *[NURM3S]* ❷	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
NURMO 3T *[NURM3T]* ❷	PO202 (3000′+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
OPALE 3S *[OPAL3S]* ❸	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.
OPALE 3T *[OPAL3T]* ❸	PO202 (3000′+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.

For flights to destinations specified via airway UT-225 ❶ /UN-874 ❷ /J20, T/UT-421 ❸.

CHANGES: RNAV SIDs renumbered.

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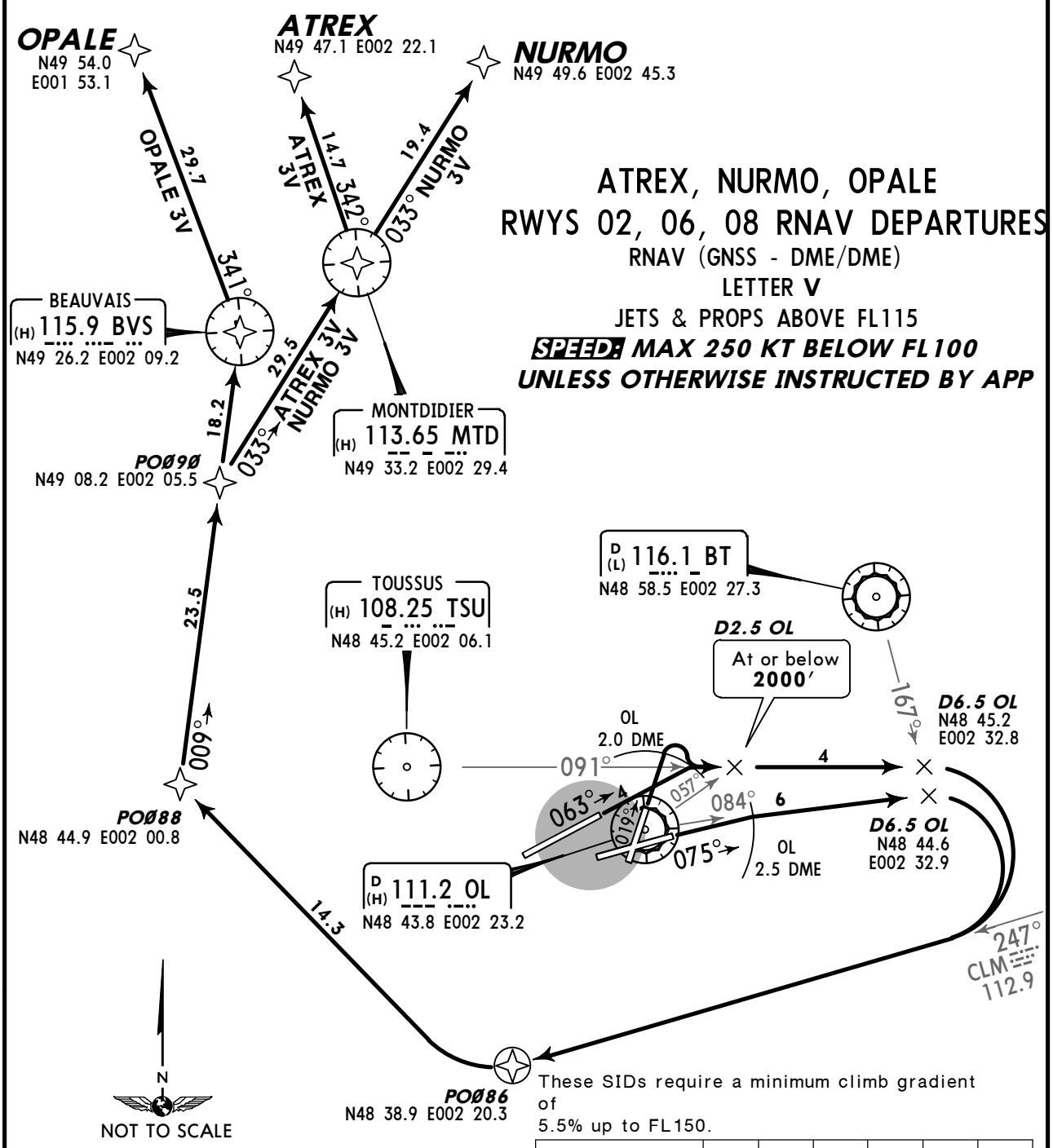
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



ATREX, NURMO, OPALE
RWYS 02, 06, 08 RNAV DEPARTURES

RNAV (GNSS - DME/DME)
LETTER **V**
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.

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).

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.

CHANGES: RNAV SIDs renumbered.

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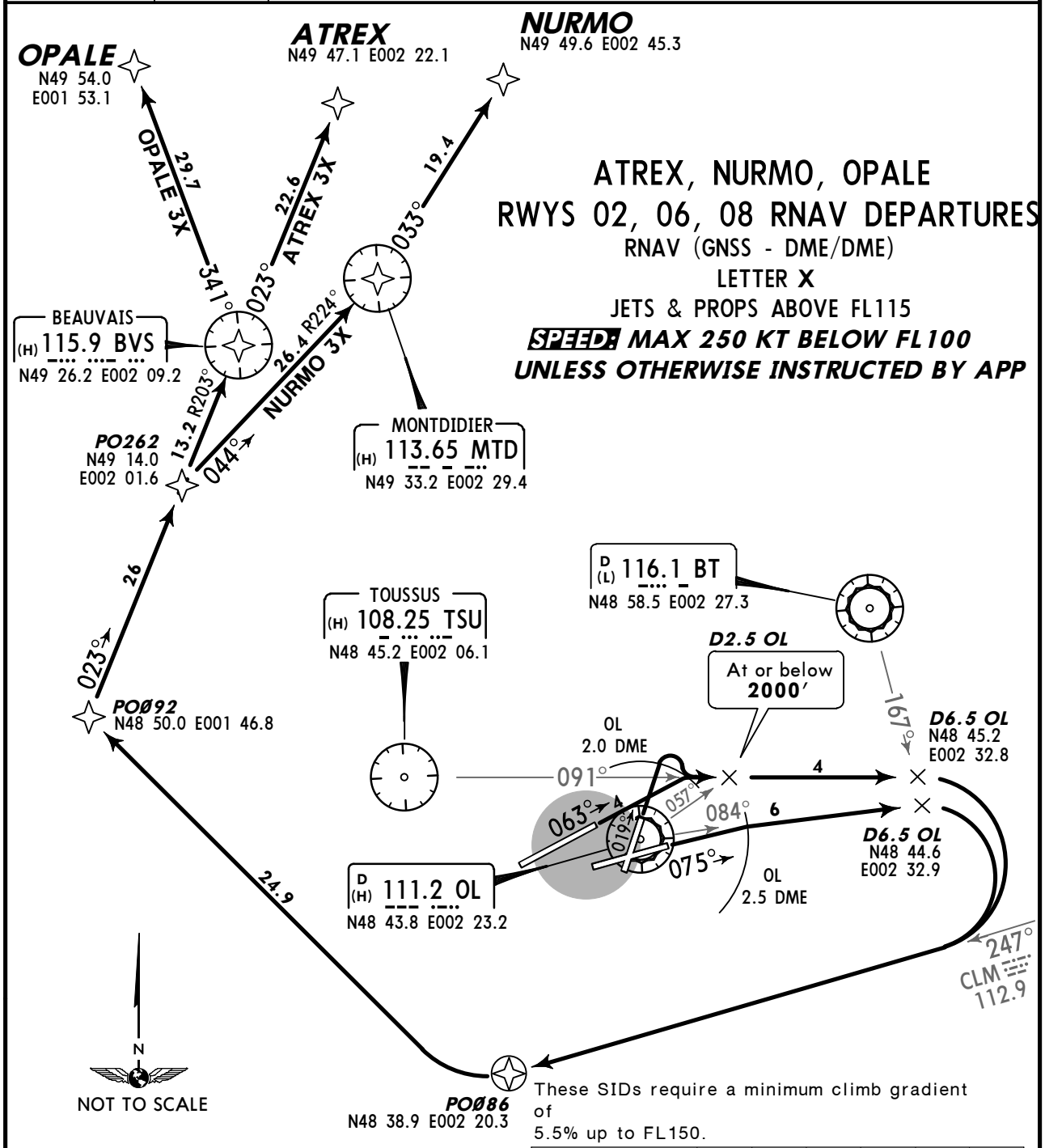
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).



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: **FL80**/PROP: **FL70**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.5 OL (or crossing BT R-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 3X *[ATRE3X]* ❶	PO086 - PO092 - PO262 - BVS - ATREX.
NURMO 3X *[NURM3X]* ❷	PO086 - PO092 - PO262 - MTD - NURMO.
OPALE 3X *[OPAL3X]* ❸	PO086 - PO092 - PO262 - BVS - OPALE.

For flights to destinations specified via airway UT-225 ❶ /UN-874 ❷ /J20, T/UT-421 ❸.

CHANGES: RNAV SIDs renumbered.

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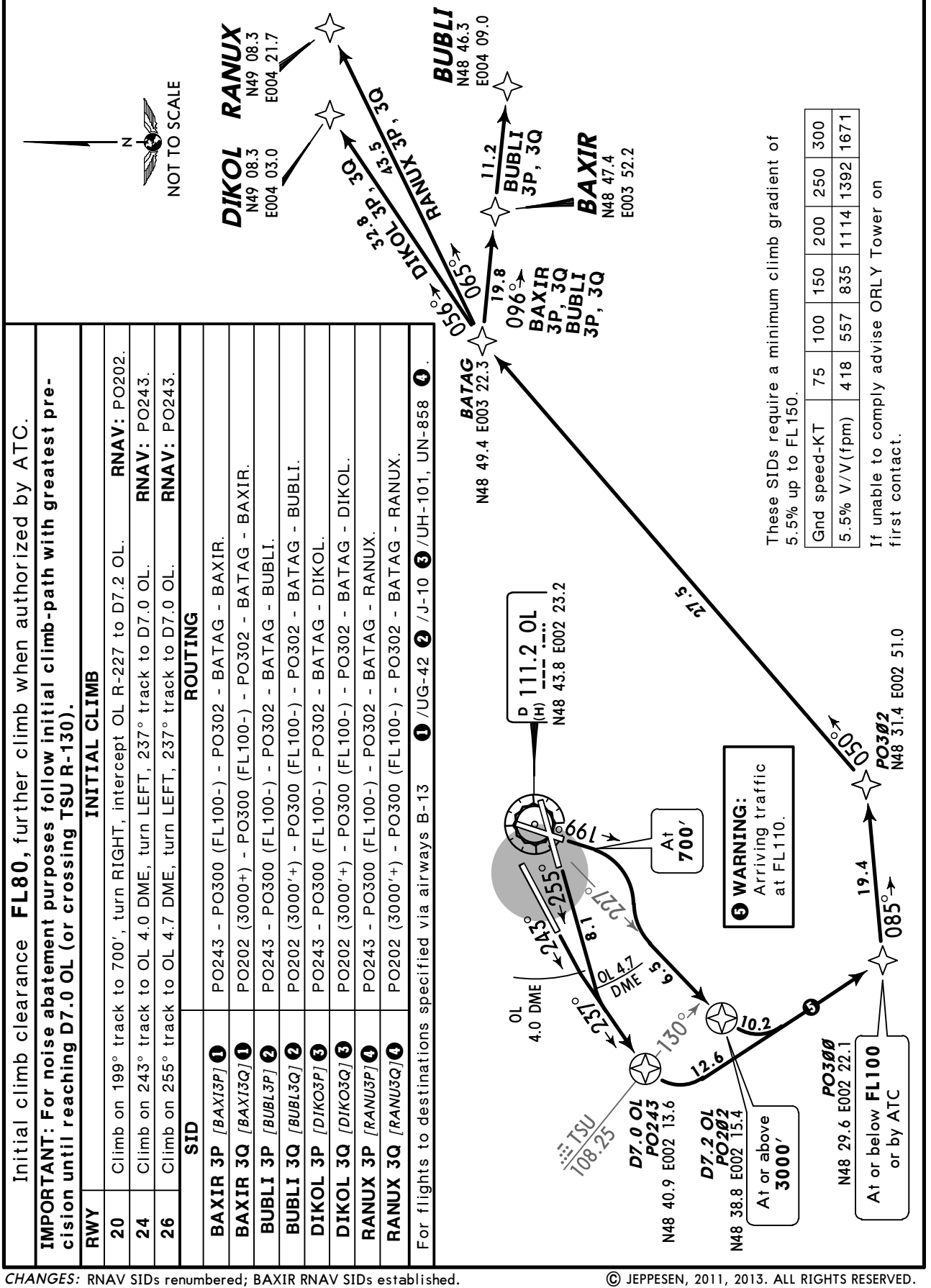
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

BAXIR, BUBLI, DIKOL, RANUX
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)

LETTER **P & Q**

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 **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
BAXIR 3P *[BAXI3P]* ❶	PO243 - PO300 (FL100-) - PO302 - BATAG - BAXIR.
BAXIR 3Q *[BAXI3Q]* ❶	PO202 (3000+) - PO300 (FL100-) - PO302 - BATAG - BAXIR.
BUBLI 3P *[BUBL3P]* ❷	PO243 - PO300 (FL100-) - PO302 - BATAG - BUBLI.
BUBLI 3Q *[BUBL3Q]* ❷	PO202 (3000′+) - PO300 (FL100-) - PO302 - BATAG - BUBLI.
DIKOL 3P *[DIKO3P]* ❸	PO243 - PO300 (FL100-) - PO302 - BATAG - DIKOL.
DIKOL 3Q *[DIKO3Q]* ❸	PO202 (3000′+) - PO300 (FL100-) - PO302 - BATAG - DIKOL.
RANUX 3P *[RANU3P]* ❹	PO243 - PO300 (FL100-) - PO302 - BATAG - RANUX.
RANUX 3Q *[RANU3Q]* ❹	PO202 (3000′+) - PO300 (FL100-) - PO302 - BATAG - RANUX.

For flights to destinations specified via airways B-13 ❶ /UG-42 ❷ /J-10 ❸ /UH-101, UN-858 ❹.

CHANGES: RNAV SIDs renumbered; BAXIR RNAV SIDs established.

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

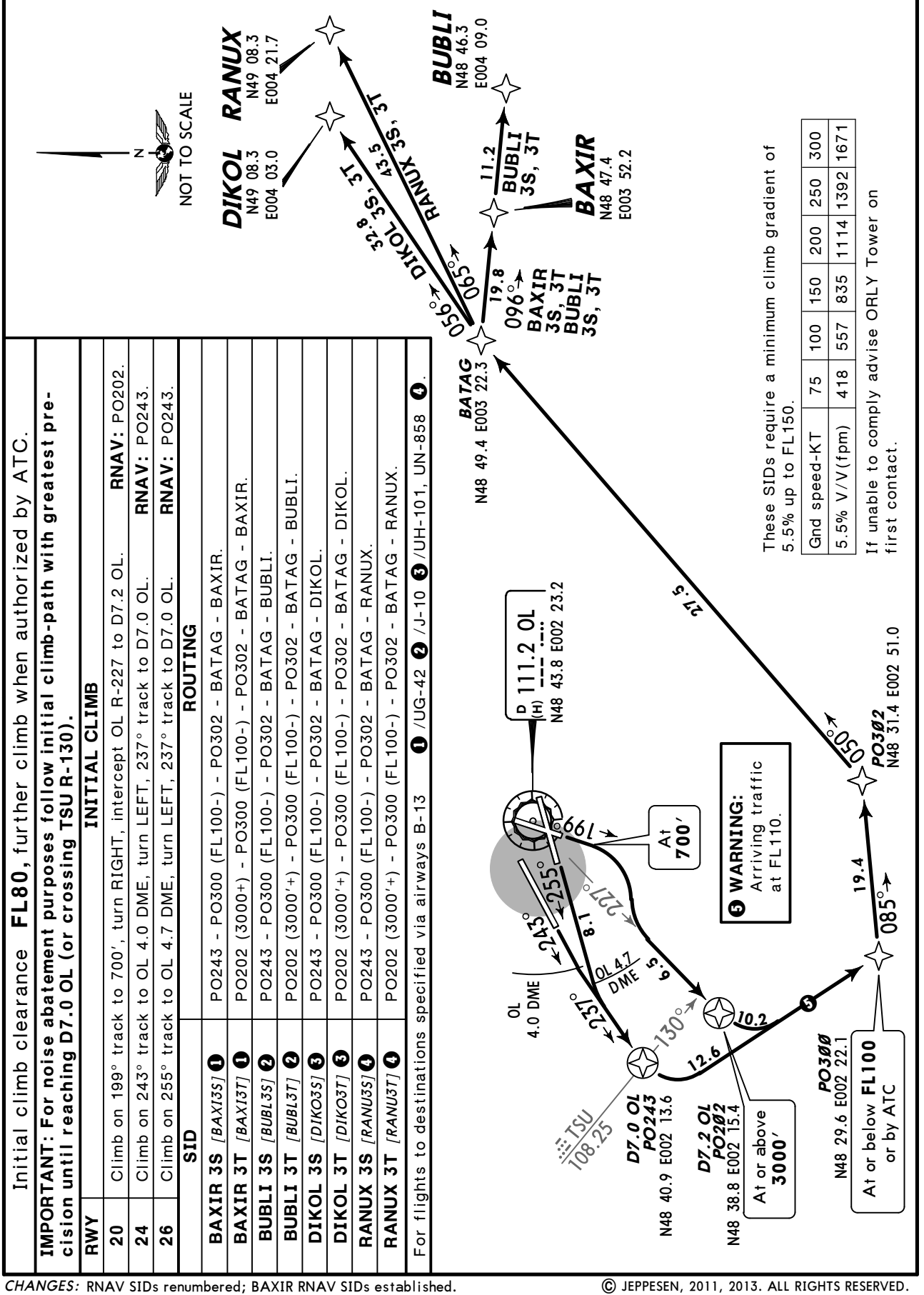
BAXIR, BUBLI, DIKOL, RANUX
RWYS 20, 24, 26 RNAV DEPARTURES

RNAV (GNSS - DME/DME)

LETTER **S & T**

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 **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
BAXIR 3S *[BAXI3S]* ❶	PO243 - PO300 (FL100-) - PO302 - BATAG - BAXIR.
BAXIR 3T *[BAXI3T]* ❶	PO202 (3000+) - PO300 (FL100-) - PO302 - BATAG - BAXIR.
BUBLI 3S *[BUBL3S]* ❷	PO243 - PO300 (FL100-) - PO302 - BATAG - BUBLI.
BUBLI 3T *[BUBL3T]* ❷	PO202 (3000′+) - PO300 (FL100-) - PO302 - BATAG - BUBLI.
DIKOL 3S *[DIKO3S]* ❸	PO243 - PO300 (FL100-) - PO302 - BATAG - DIKOL.
DIKOL 3T *[DIKO3T]* ❸	PO202 (3000′+) - PO300 (FL100-) - PO302 - BATAG - DIKOL.
RANUX 3S *[RANU3S]* ❹	PO243 - PO300 (FL100-) - PO302 - BATAG - RANUX.
RANUX 3T *[RANU3T]* ❹	PO202 (3000′+) - PO300 (FL100-) - PO302 - BATAG - RANUX.

For flights to destinations specified via airways B-13 ❶ /UG-42 ❷ /J-10 ❸ /UH-101, UN-858 ❹.

CHANGES: RNAV SIDs renumbered; BAXIR RNAV SIDs established.

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*ORLY Departure	Apt Elev	
127.75	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**

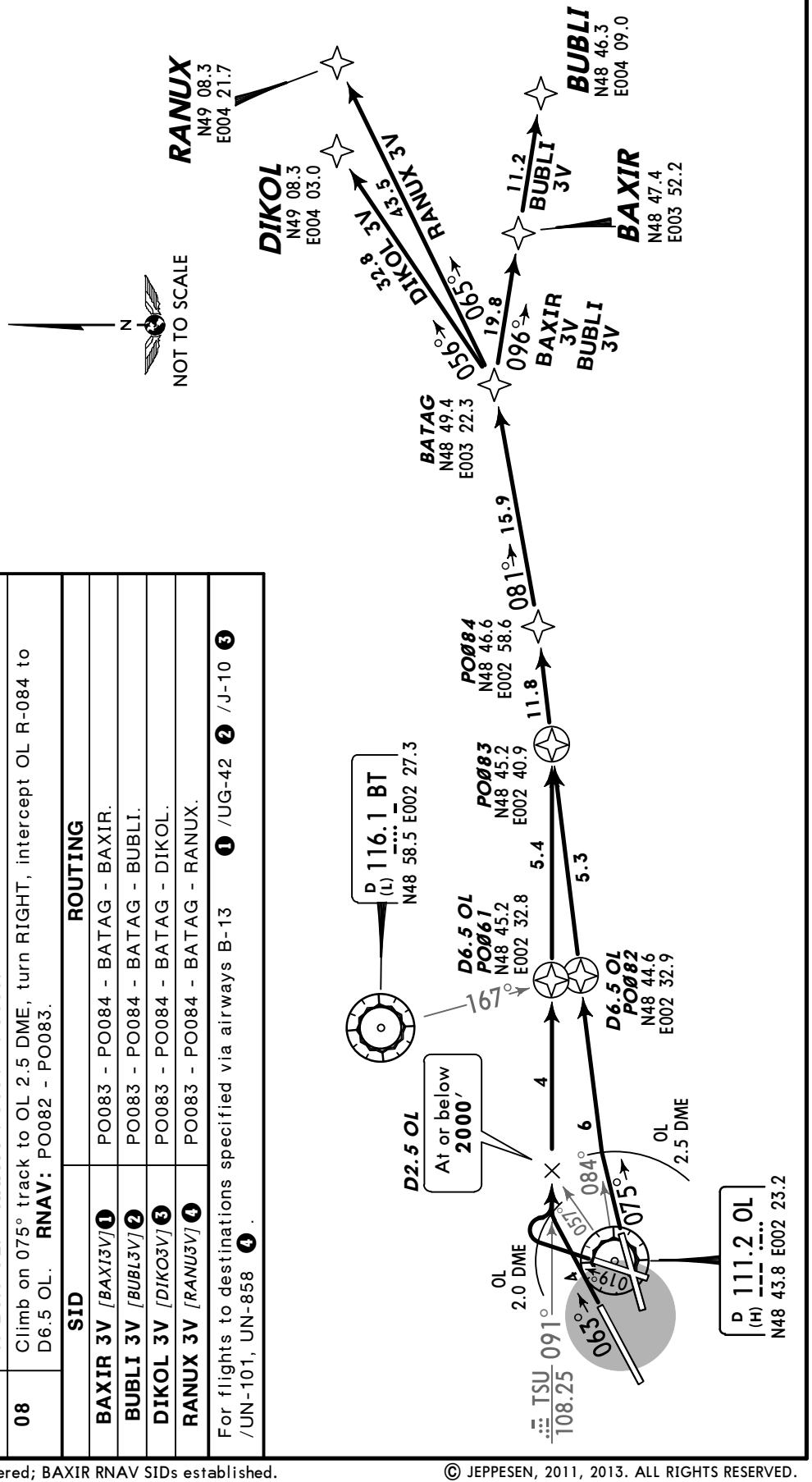
JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)

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).

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.

SID	ROUTING
BAXIR 3V *[BAXI3V]* ❶	PO083 - PO084 - BATAG - BAXIR.
BUBLI 3V *[BUBL3V]* ❷	PO083 - PO084 - BATAG - BUBLI.
DIKOL 3V *[DIKO3V]* ❸	PO083 - PO084 - BATAG - DIKOL.
RANUX 3V *[RANU3V]* ❹	PO083 - PO084 - BATAG - RANUX.

For flights to destinations specified via airways B-13 ❶ /UG-42 ❷ /J-10 ❸ /UN-101, UN-858 ❹ .

CHANGES: RNAV SIDs renumbered; BAXIR RNAV SIDs established.

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*ORLY Departure	Apt Elev	
127.75	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**

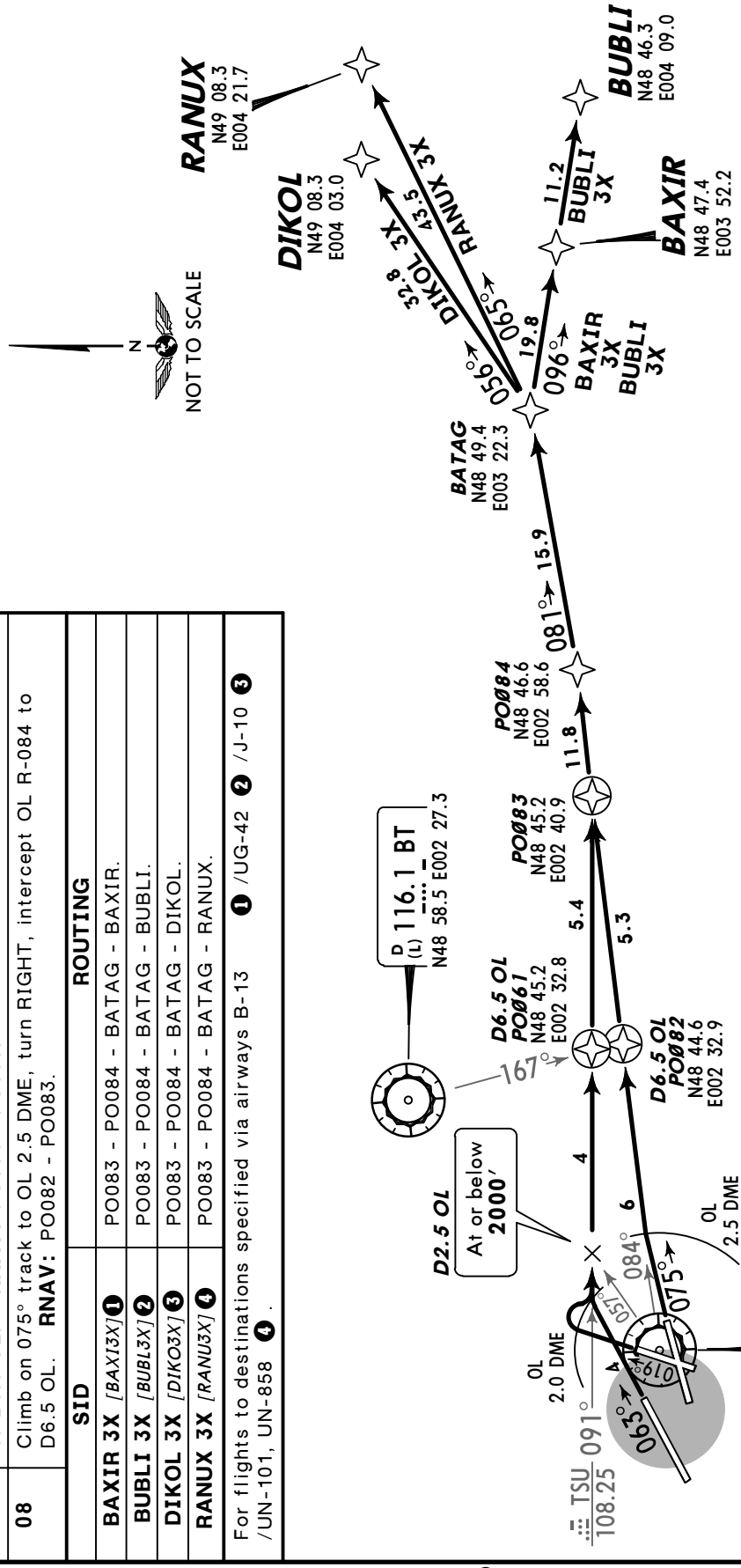
JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)

***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).

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.

SID	ROUTING
BAXIR 3X *[BAXI3X]* ❶	PO083 - PO084 - BATAG - BAXIR.
BUBLI 3X *[BUBL3X]* ❷	PO083 - PO084 - BATAG - BUBLI.
DIKOL 3X *[DIKO3X]* ❸	PO083 - PO084 - BATAG - DIKOL.
RANUX 3X *[RANU3X]* ❹	PO083 - PO084 - BATAG - RANUX.

For flights to destinations specified via airways B-13 ❶ /UG-42 ❷ /J-10 ❸ /UN-101, UN-858 ❹ .

CHANGES: RNAV SIDs renumbered; BAXIR RNAV SIDs established.

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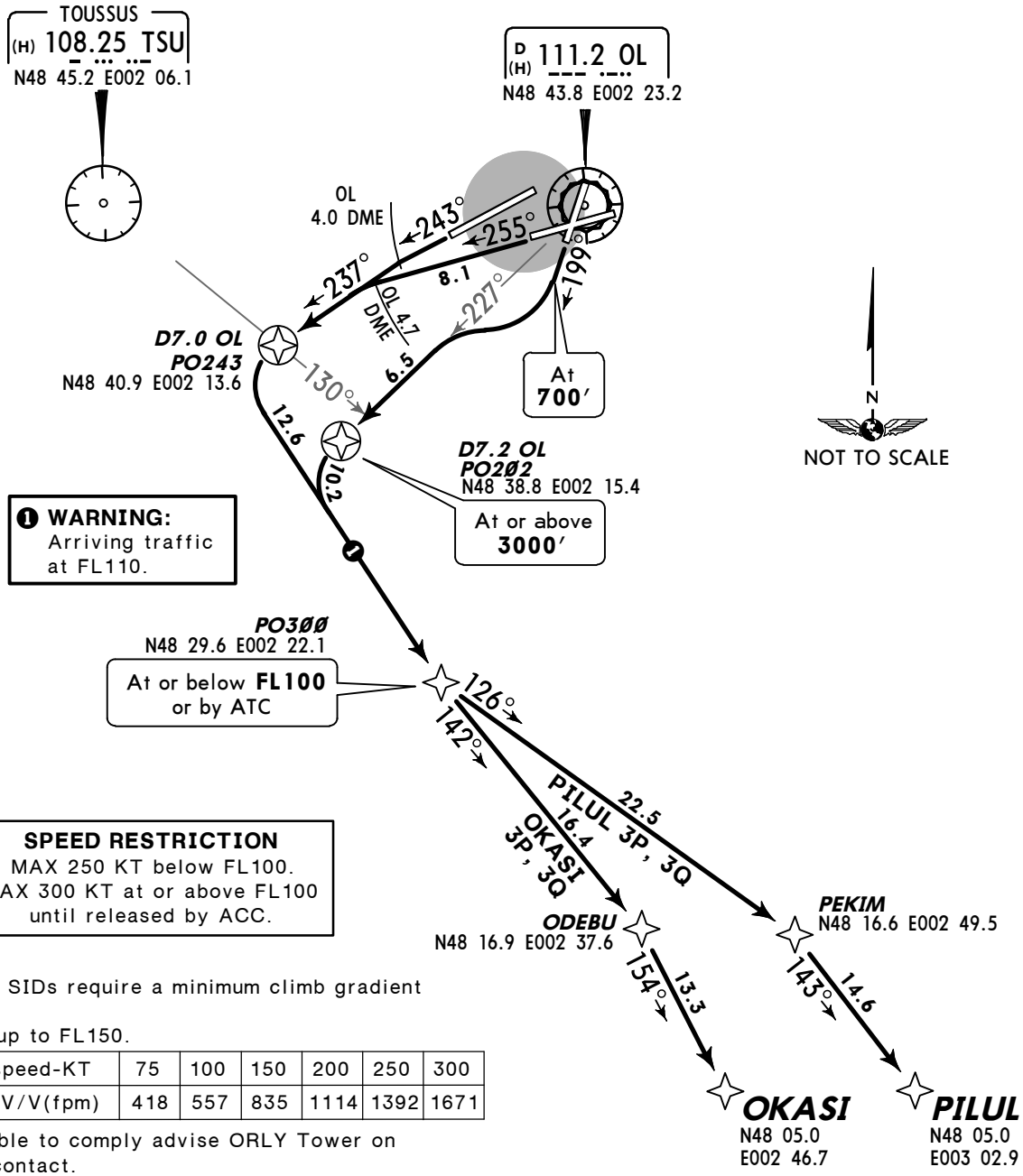
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

OKASI, PILUL
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **P & Q**
JETS & PROPS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100
until released by ACC.

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 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]* ❷	PO243 - PO300 (FL100-) - ODEBU - OKASI.
OKASI 3Q *[OKAS3Q]* ❷	PO202 (3000′+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 3P *[PILU3P]* ❸	PO243 - PO300 (FL100-) - PEKIM - PILUL.
PILUL 3Q *[PILU3Q]* ❸	PO202 (3000′+) - PO300 (FL100-) - PEKIM - PILUL.

For flights to destinations specified via airway UL-612 ❷ /UM-975 ❸ .

CHANGES: RNAV SIDs renumbered.

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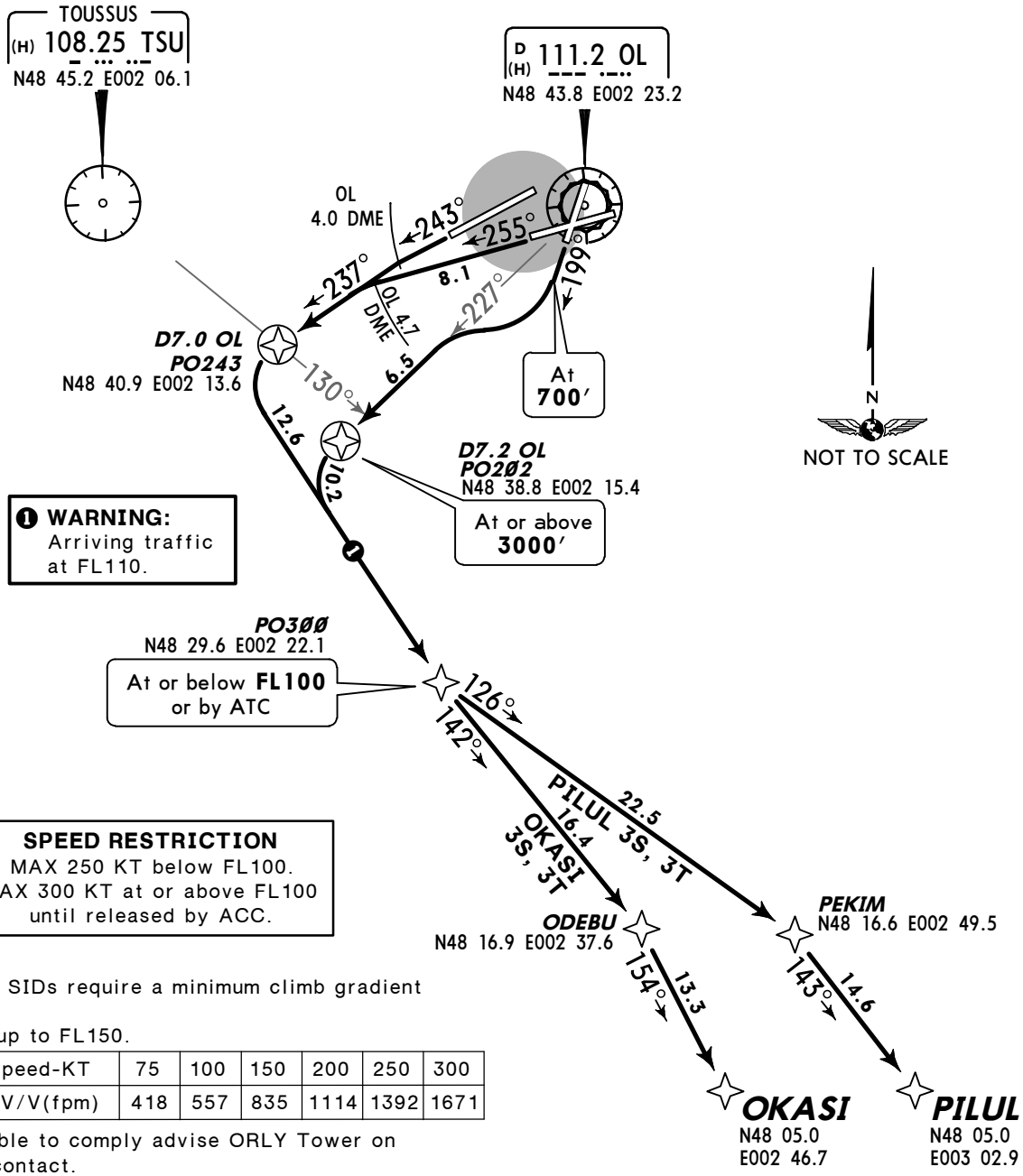
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

OKASI, PILUL
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **S & T**
JETS & PROPS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100 until released by ACC.

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 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]* ❷	PO243 - PO300 (FL100-) - ODEBU - OKASI.
OKASI 3T *[OKAS3T]* ❷	PO202 (3000′+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 3S *[PILU3S]* ❸	PO243 - PO300 (FL100-) - PEKIM - PILUL.
PILUL 3T *[PILU3T]* ❸	PO202 (3000′+) - PO300 (FL100-) - PEKIM - PILUL.

For flights to destinations specified via airway UL-612 ❷ /UM-975 ❸ .

CHANGES: RNAV SIDs renumbered.

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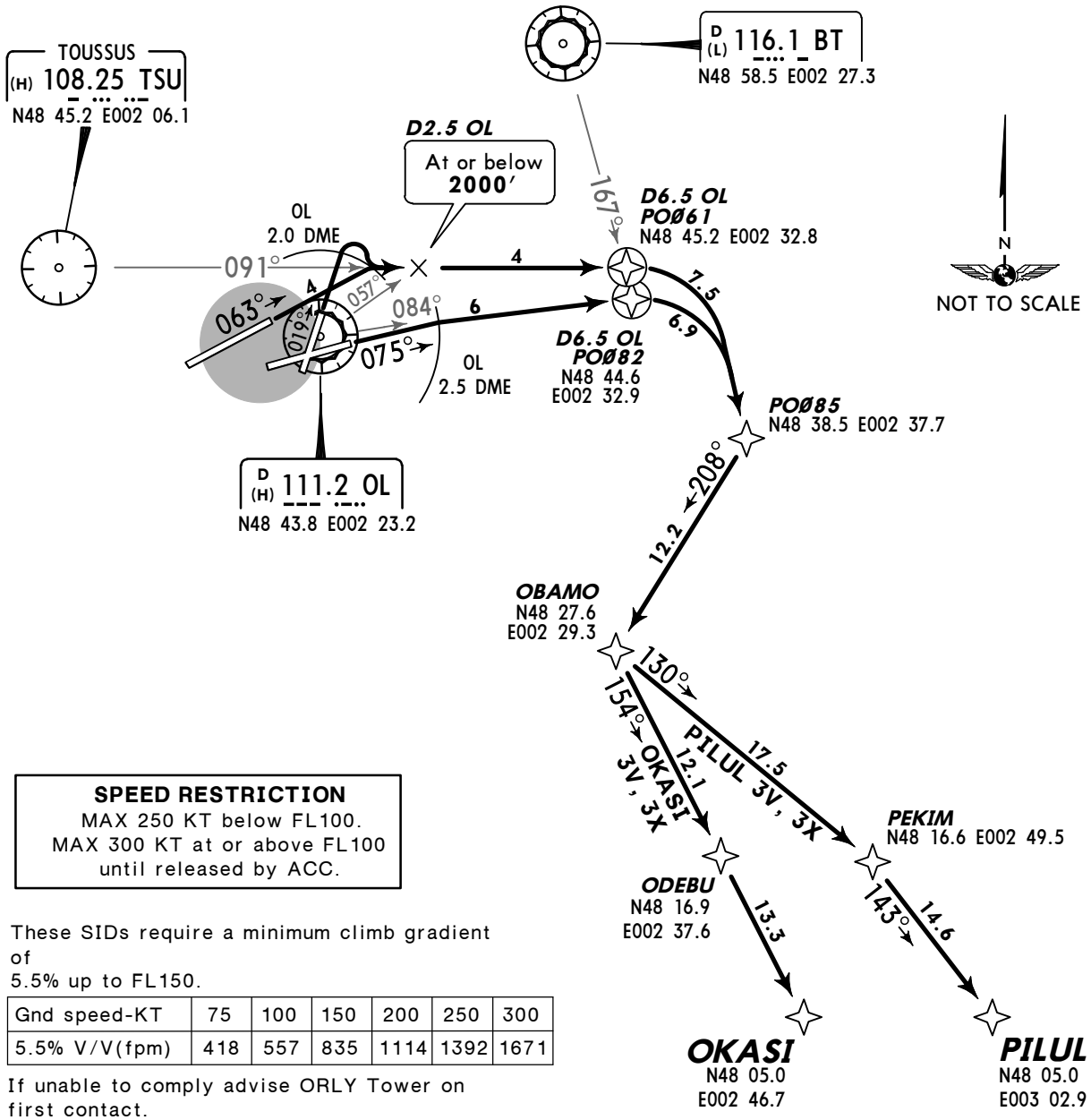
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

OKASI, PILUL
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **V & X**
JETS & PROPS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100 until released by ACC.

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: **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]* ❶	PO085 - OBAMO - ODEBU - OKASI.
PILUL 3V *[PILU3V]*, **PILUL 3X** *[PILU3X]* ❷	PO085 - OBAMO - PEKIM - PILUL.

For flights to destinations specified via airway UL-612 ❶ /UM-975 ❷ .

CHANGES: RNAV SIDs renumbered.

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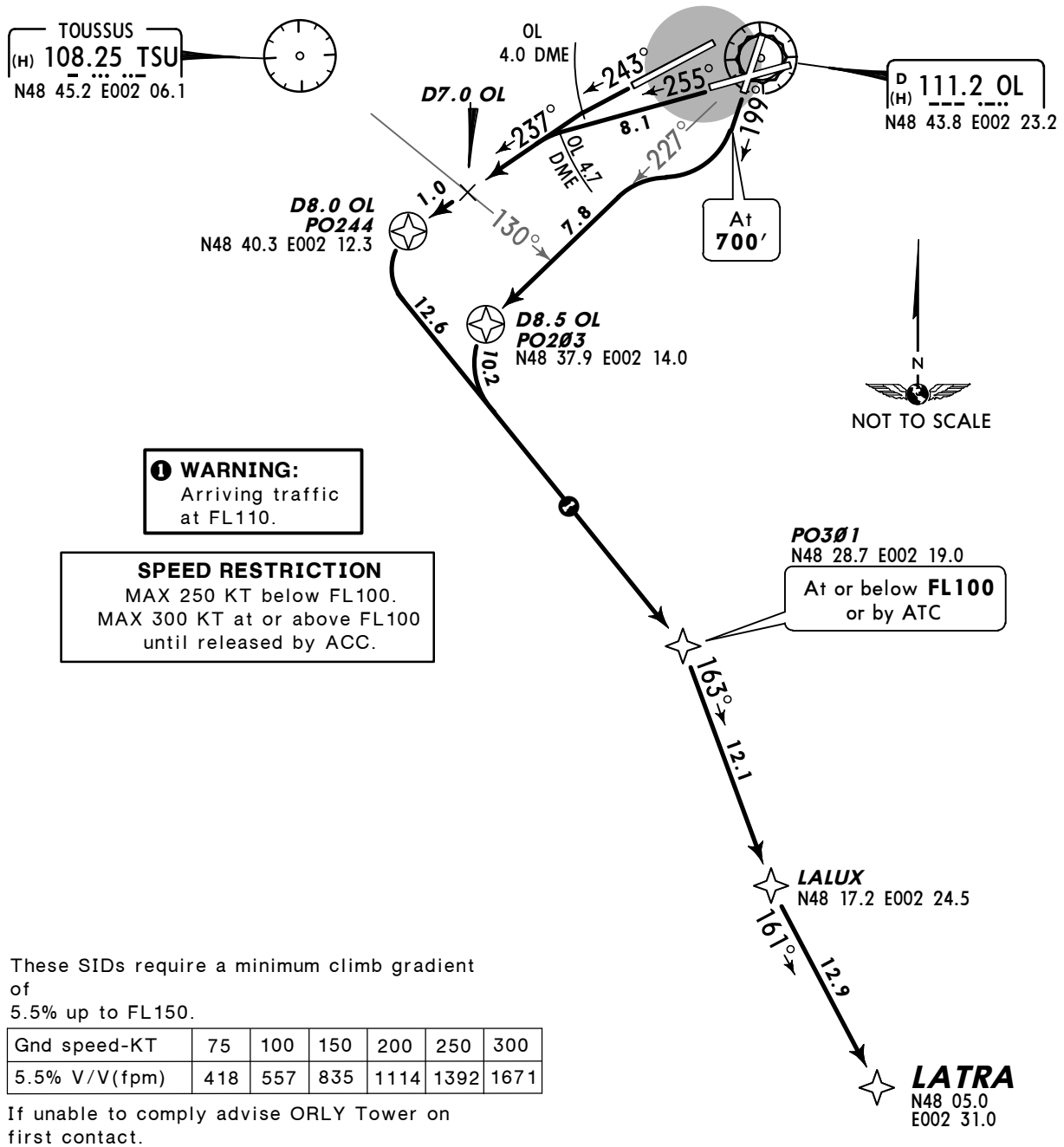
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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



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.	**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.

CHANGES: RNAV SIDs renumbered.

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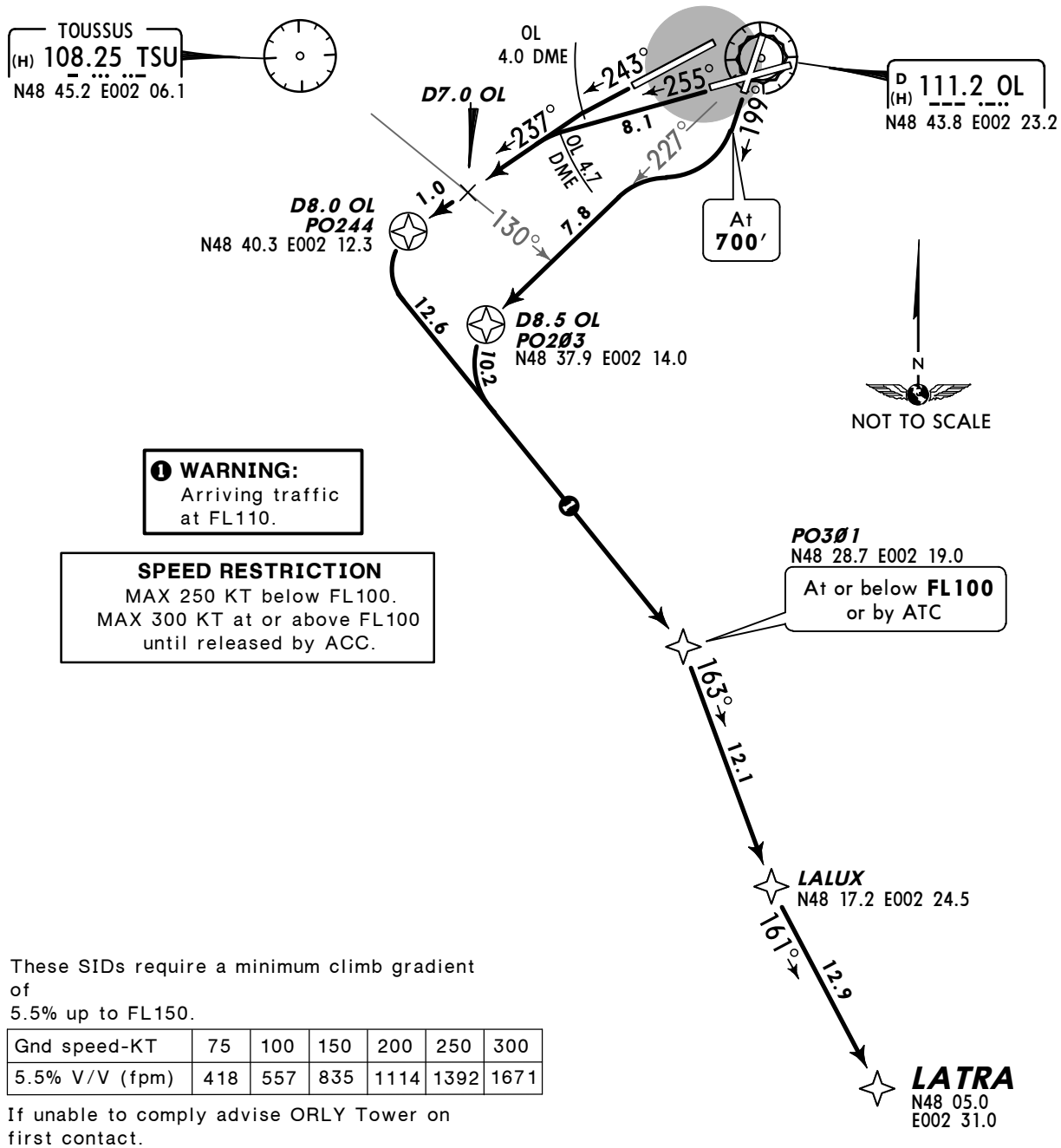
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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



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.	**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.

CHANGES: RNAV SIDs renumbered.

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

LATRA

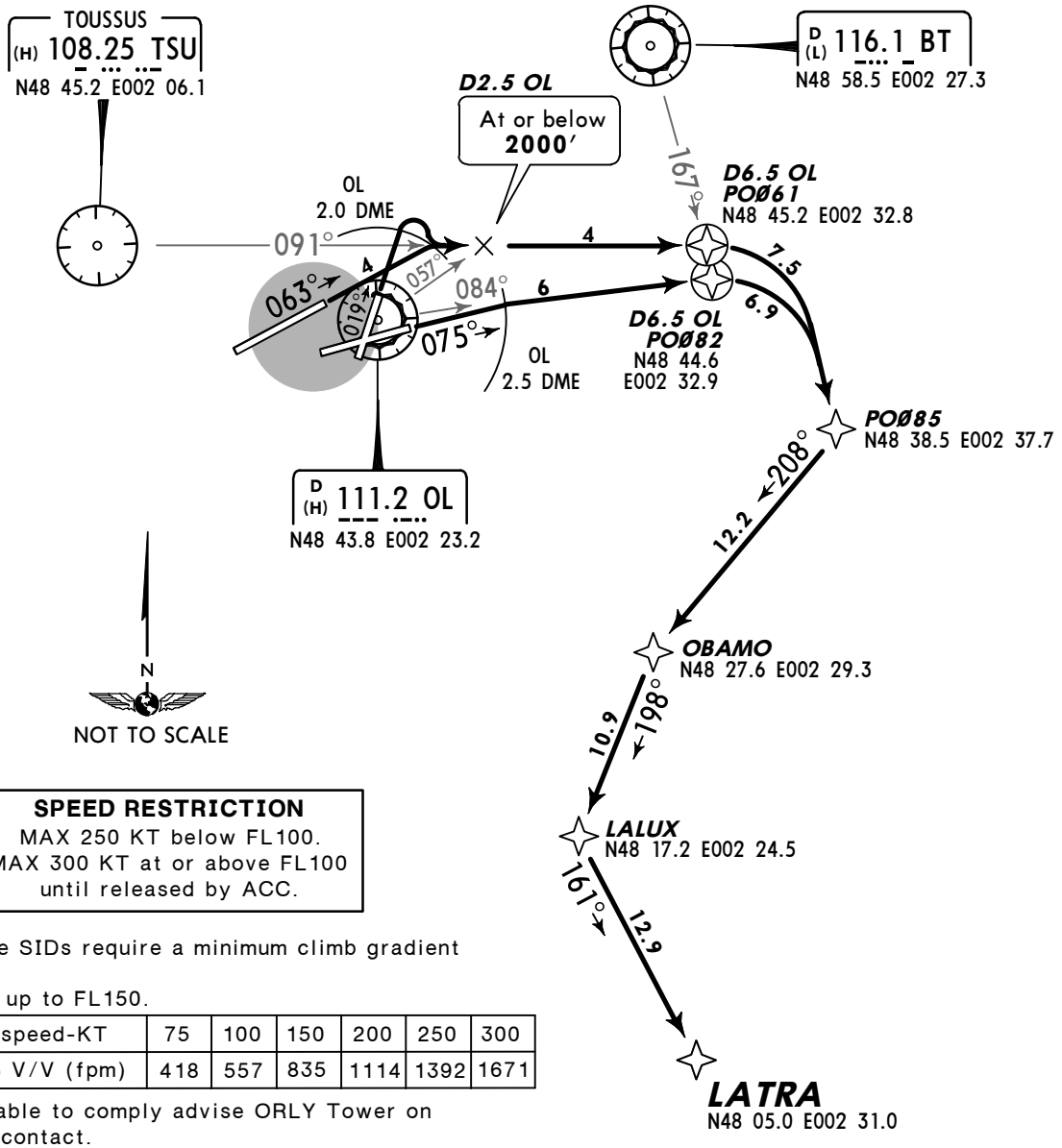
RWYS 02, 06, 08 RNAV DEPARTURES

RNAV (GNSS - DME/DME)

LETTER **V & X**

JETS & PROPS ABOVE FL195

FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100
until released by ACC.

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: **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
LATRA 3V *[LATR3V]* , **LATRA 3X** *[LATR3X]*	PO085 - OBAMO - LALUX - LATRA.

CHANGES: RNAV SIDs renumbered.

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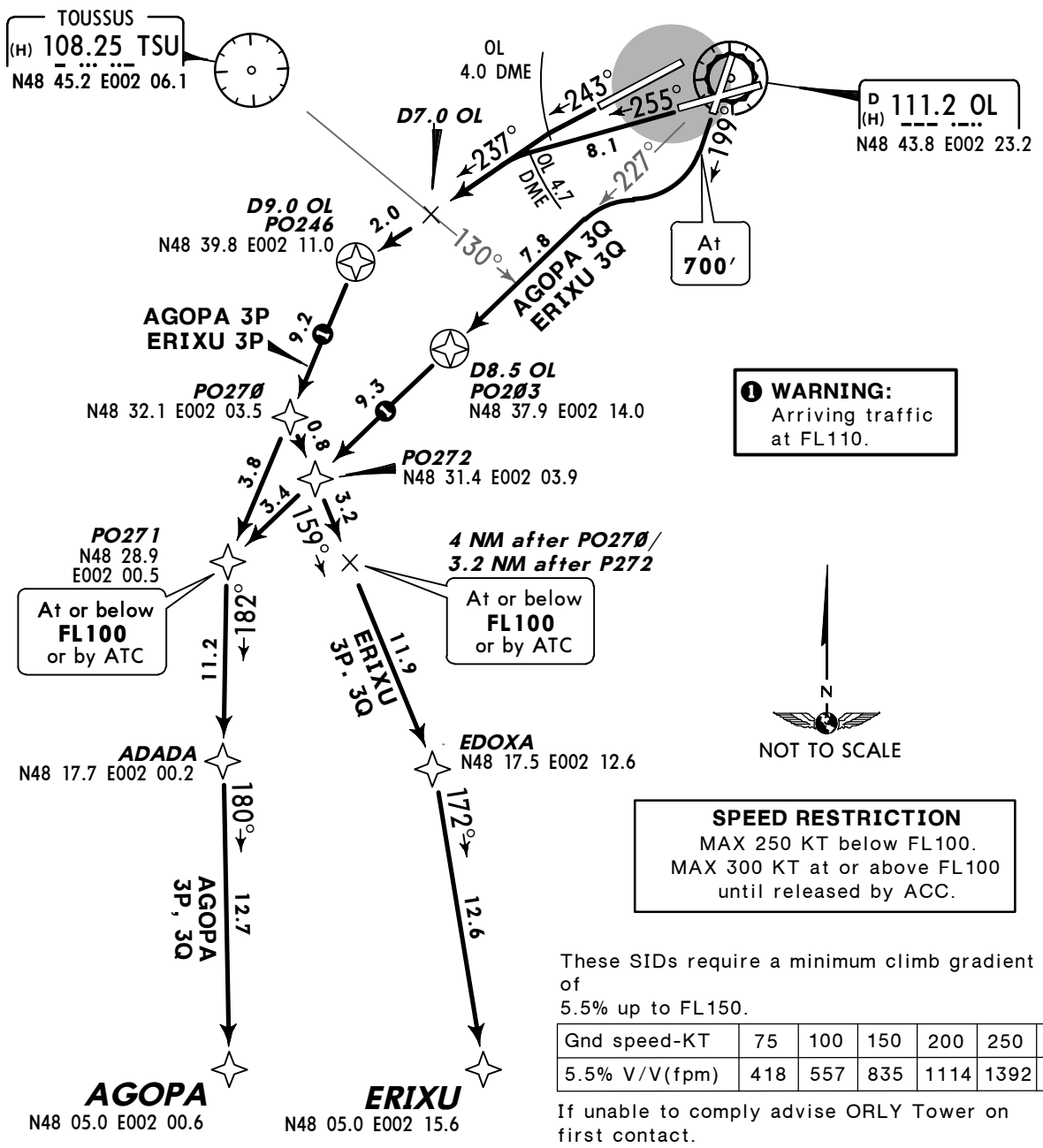
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

AGOPA, ERIXU
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **P & Q**
JETS & PROPS ABOVE FL195



❶ **WARNING:**
Arriving traffic at FL110.

SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100 until released by ACC.

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.	**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]* ❷	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 3Q *[AGOP3Q]* ❷	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 3P *[ERIX3P]* ❸	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 3Q *[ERIX3Q]* ❸	PO203 - PO272 - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ❷/UN-860 ❸.

CHANGES: RNAV SIDs renumbered.

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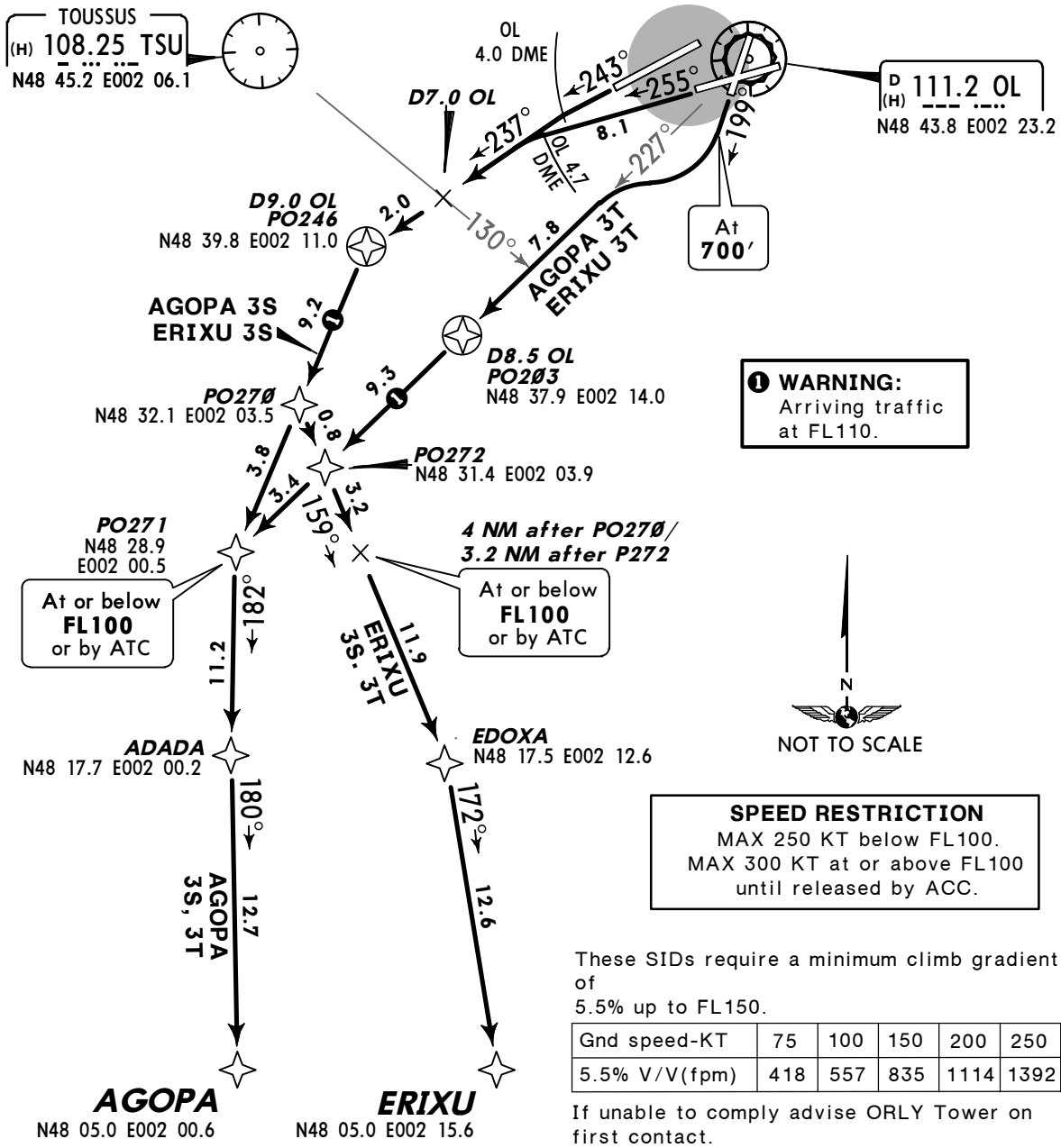
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

AGOPA, ERIXU
RWYS 20, 24, 26 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **S & T**
JETS & PROPS ABOVE FL195



❶ WARNING:
Arriving traffic at FL110.

SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100 until released by ACC.

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.	**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]* ❷	PO246 - PO271 (FL100-) - ADADA - AGOPA.
AGOPA 3T *[AGOP3T]* ❷	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 3S *[ERIX3S]* ❸	PO246 - PO270 - EDOXA - ERIXU.
ERIXU 3T *[ERIX3T]* ❸	PO203 - PO272 - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ❷/UN-860 ❸.

CHANGES: RNAV SIDs renumbered.

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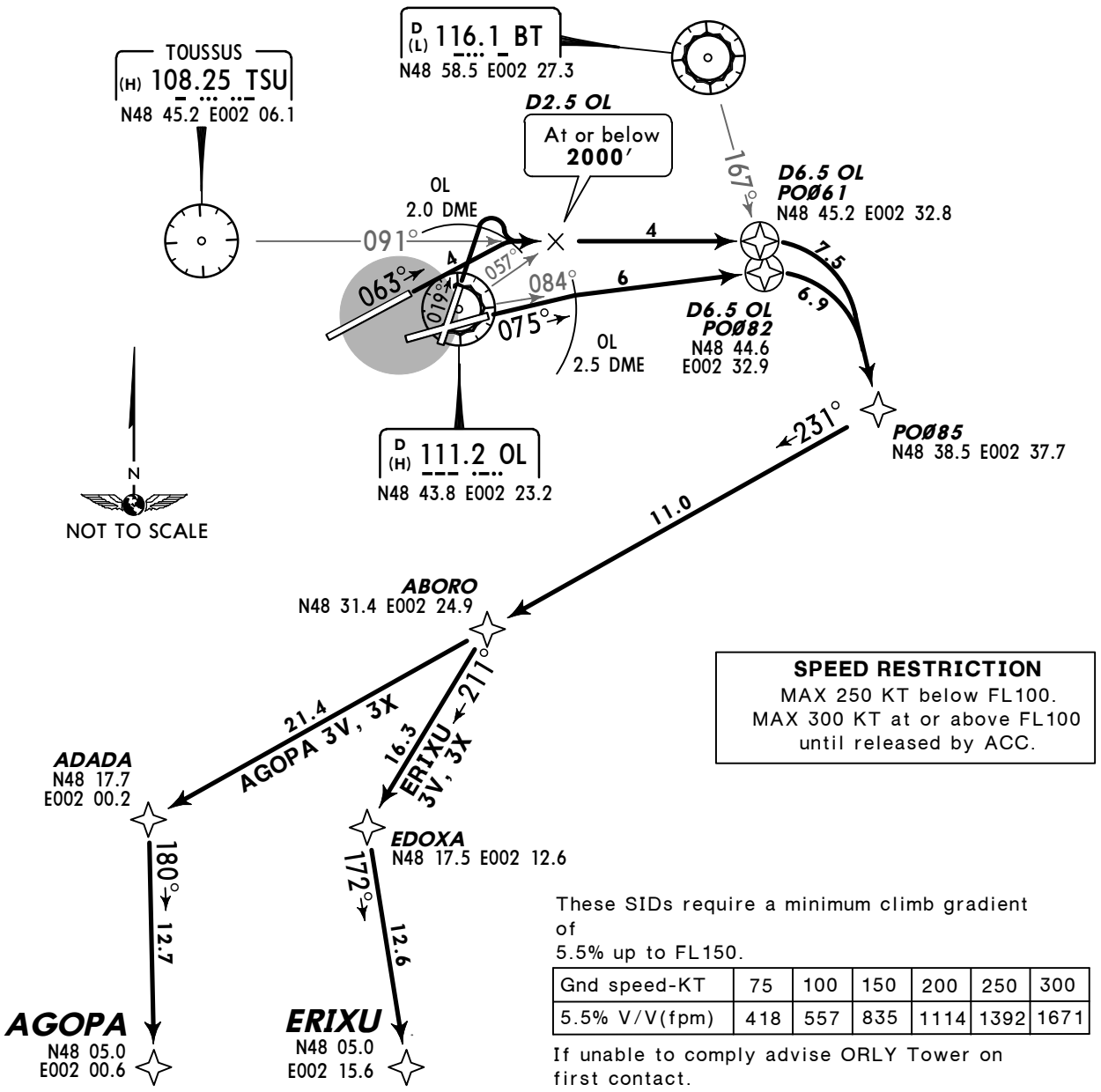
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

AGOPA, ERIXU
RWYS 02, 06, 08 RNAV DEPARTURES
RNAV (GNSS - DME/DME)
LETTER **V & X**
JETS & PROPS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 300 KT at or above FL100 until released by ACC.

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: **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]* ❶	PO085 - ABORO - ADADA - AGOPA.
ERIXU 3V *[ERIX3V]*, **ERIXU 3X** *[ERIX3X]* ❷	PO085 - ABORO - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ❶/UN-860 ❷.

CHANGES: RNAV SIDs renumbered.

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

DORDI

RWYS 20, 24, 26 DEPARTURES

LETTER **P, Q, S & T**

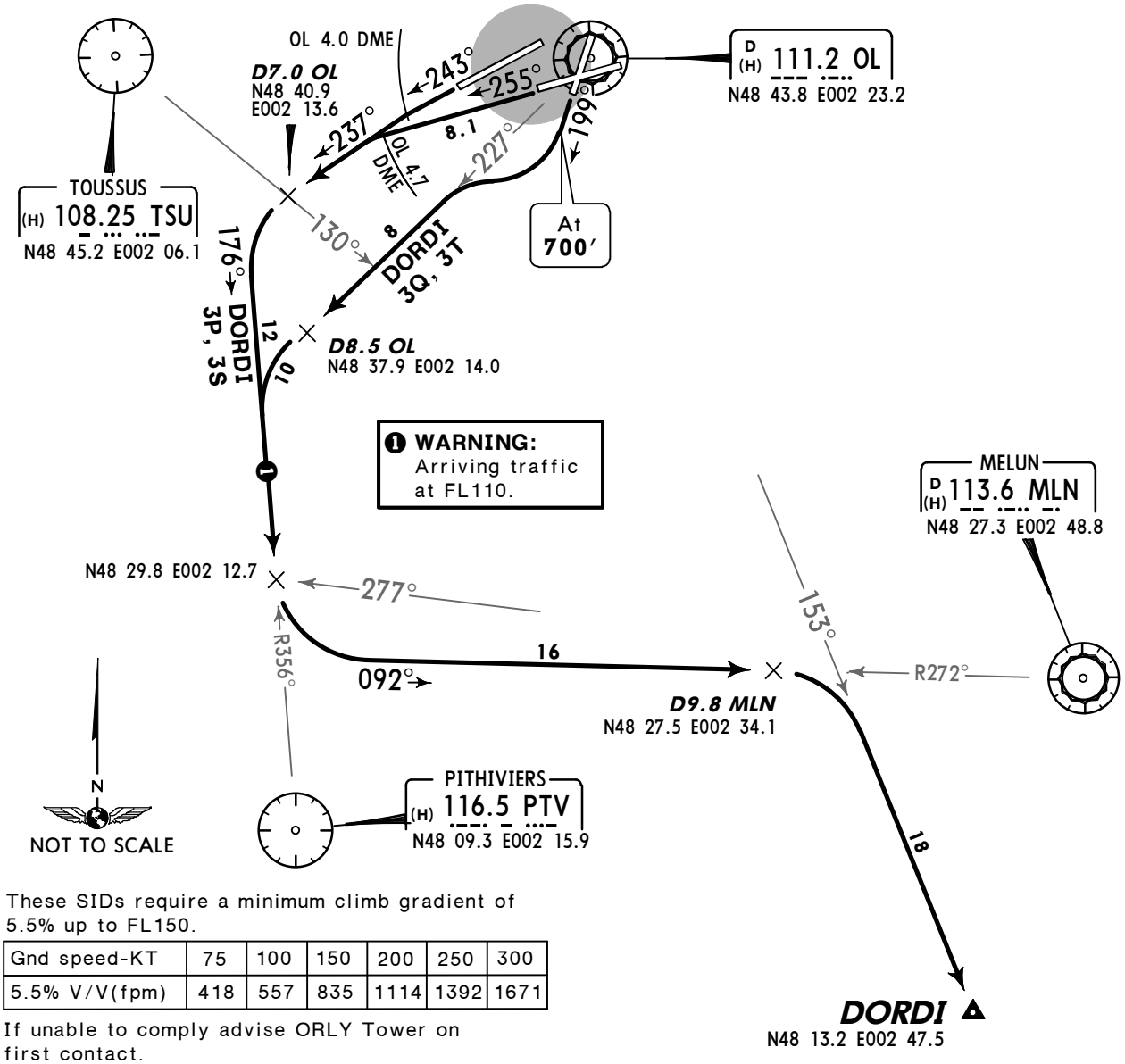
JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED

VIA AIRWAYS G-40, G-54 & J-301

SPEED: MAX 250 KT BELOW FL100

UNLESS OTHERWISE INSTRUCTED BY APP



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 **FL60,** 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, turn LEFT, intercept PTV R-356 inbound.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to D7.0 OL, turn LEFT, intercept PTV R-356 inbound.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to D7.0 OL, turn LEFT, intercept PTV R-356 inbound.

SID	ROUTING
DORDI 3P *[DORD3P]* **DORDI 3Q** *[DORD3Q]* **DORDI 3S** *[DORD3S]* **DORDI 3T** *[DORD3T]*	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.

CHANGES: SIDs renumbered.

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*ORLY Departure	Apt Elev	
127.75	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**

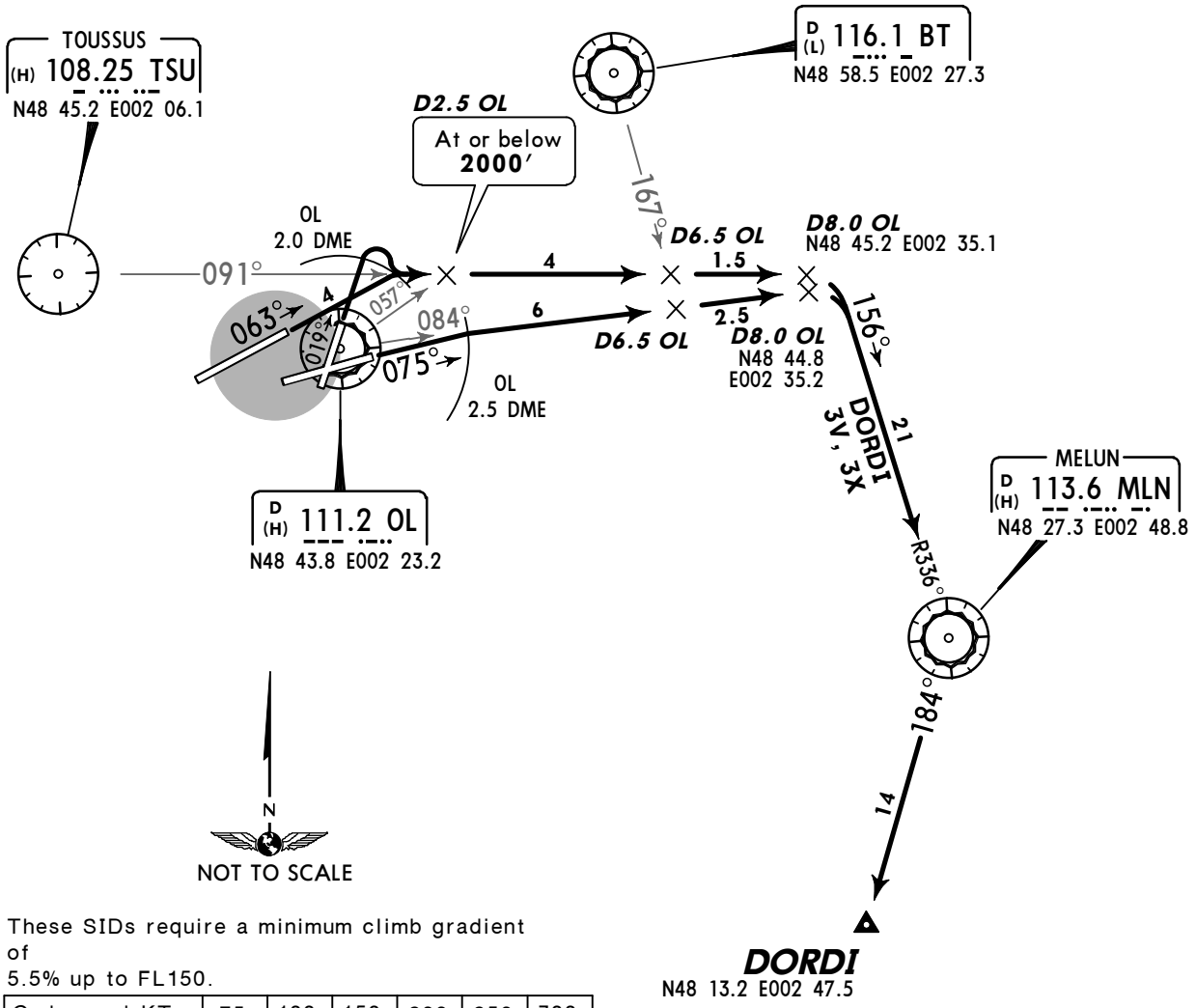
JETS & PROPS BELOW FL195

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.

CHANGES: SIDs renumbered.

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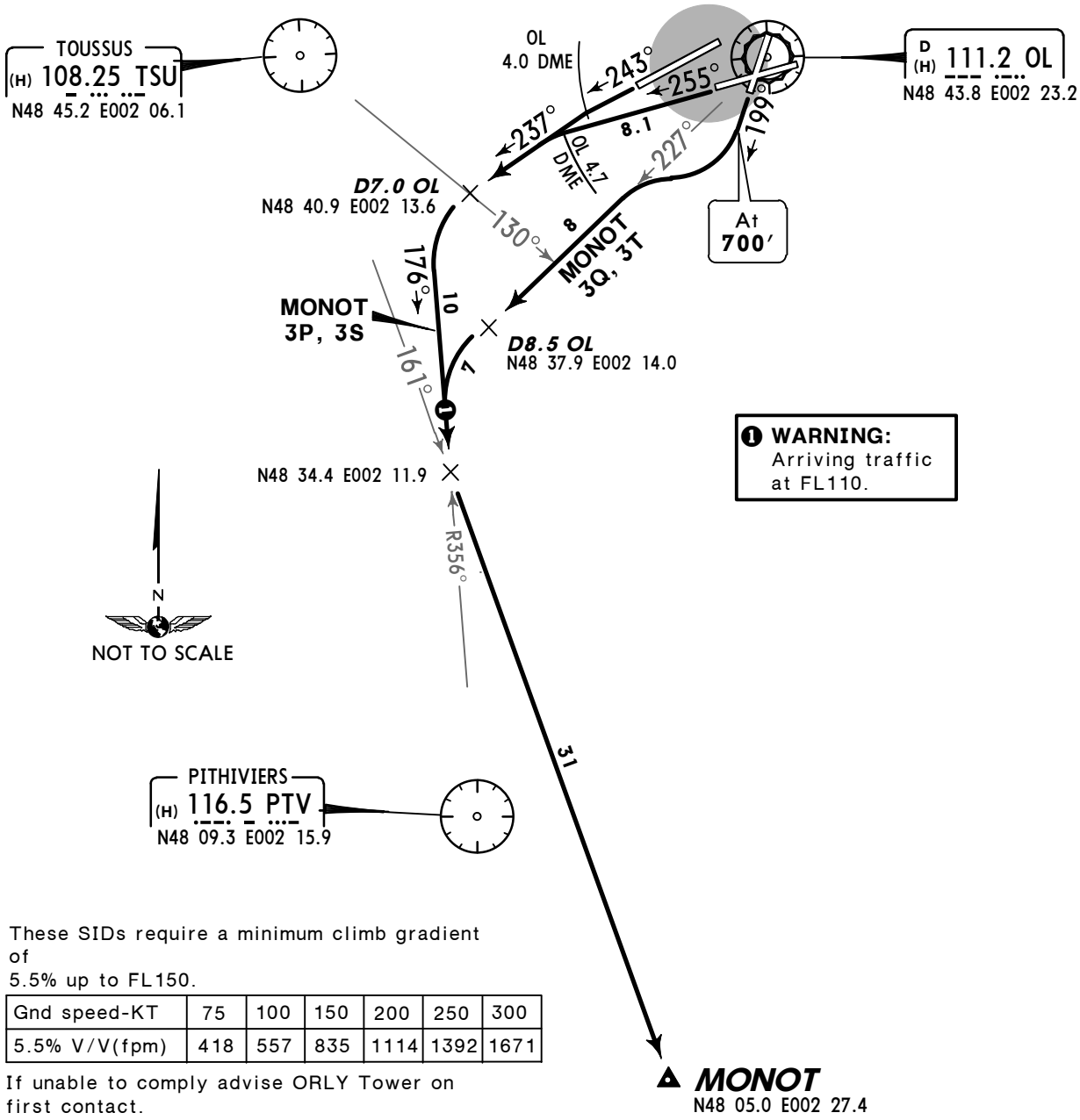
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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.

CHANGES: SIDs renumbered.

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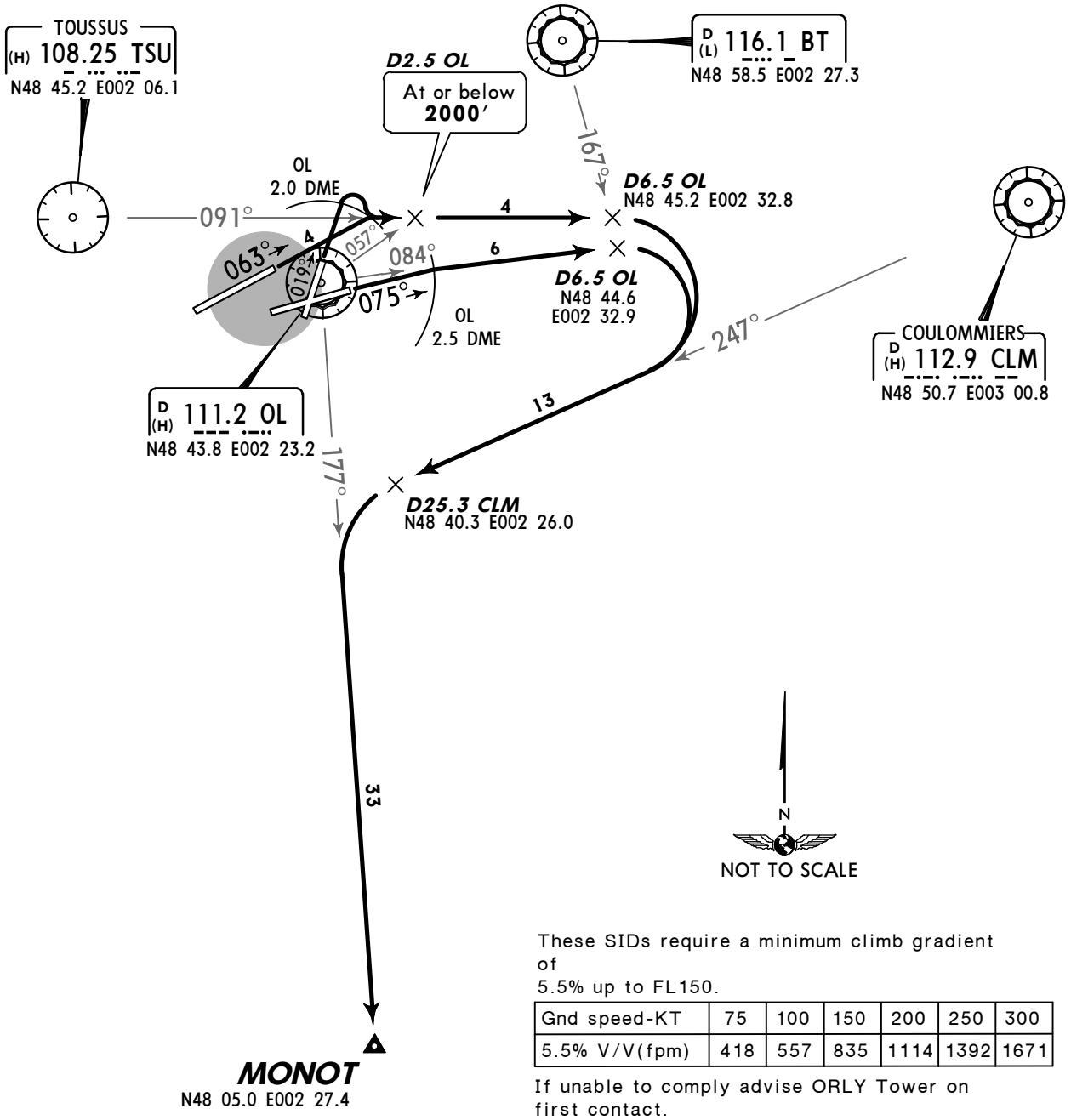
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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



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
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.

CHANGES: SIDs renumbered.

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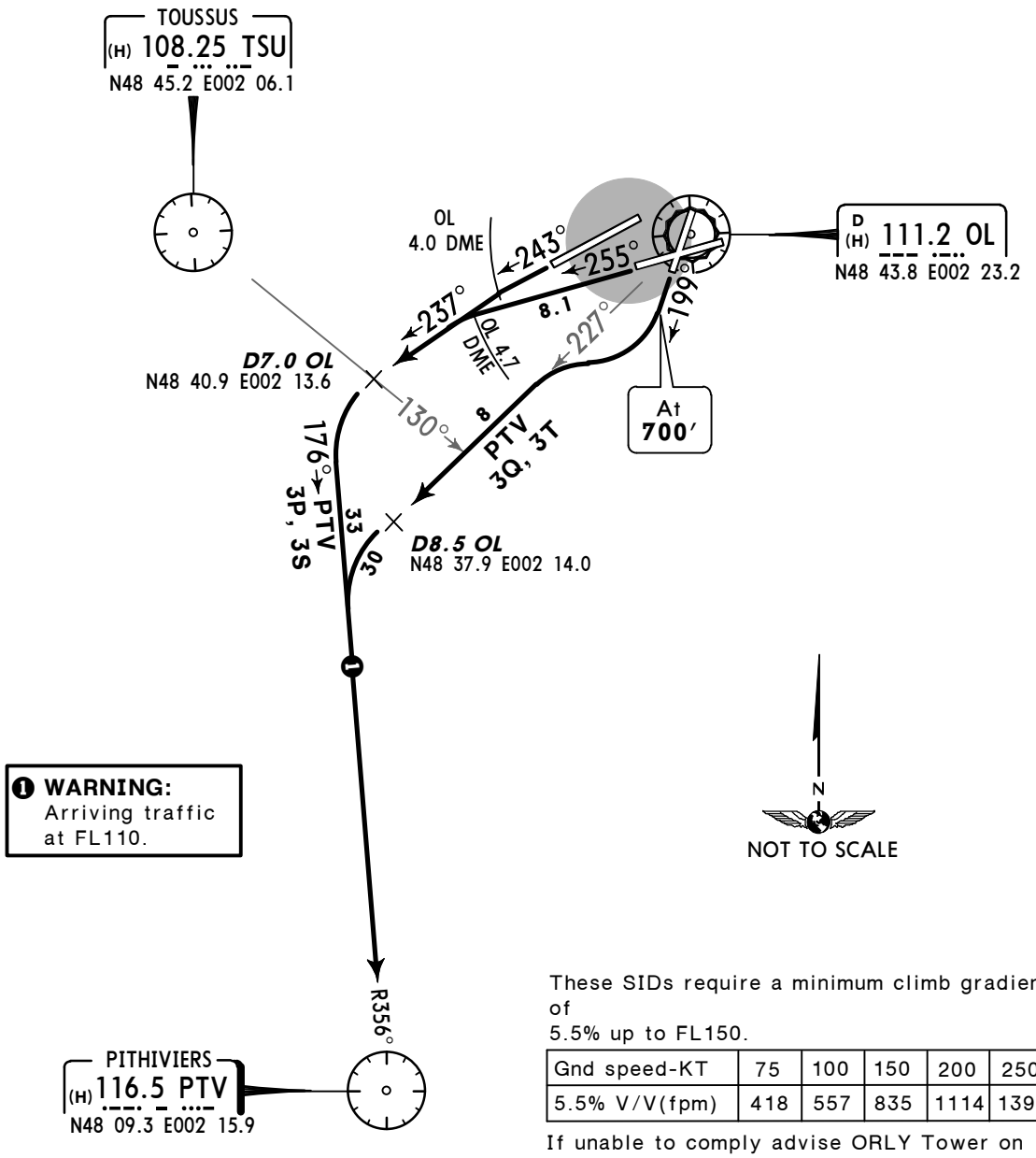
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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



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
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.

CHANGES: SIDs renumbered.

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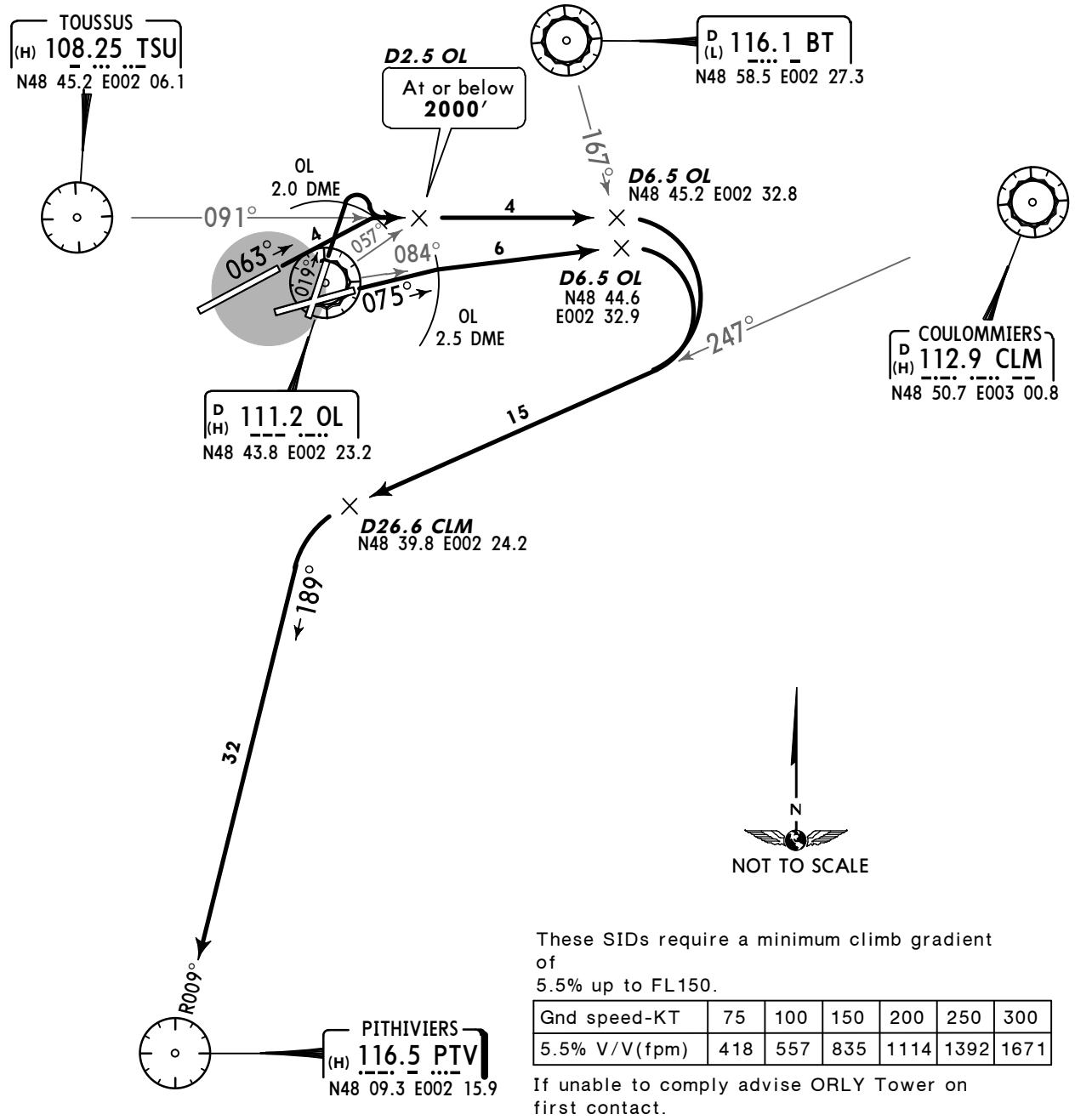
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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.

CHANGES: SIDs renumbered.

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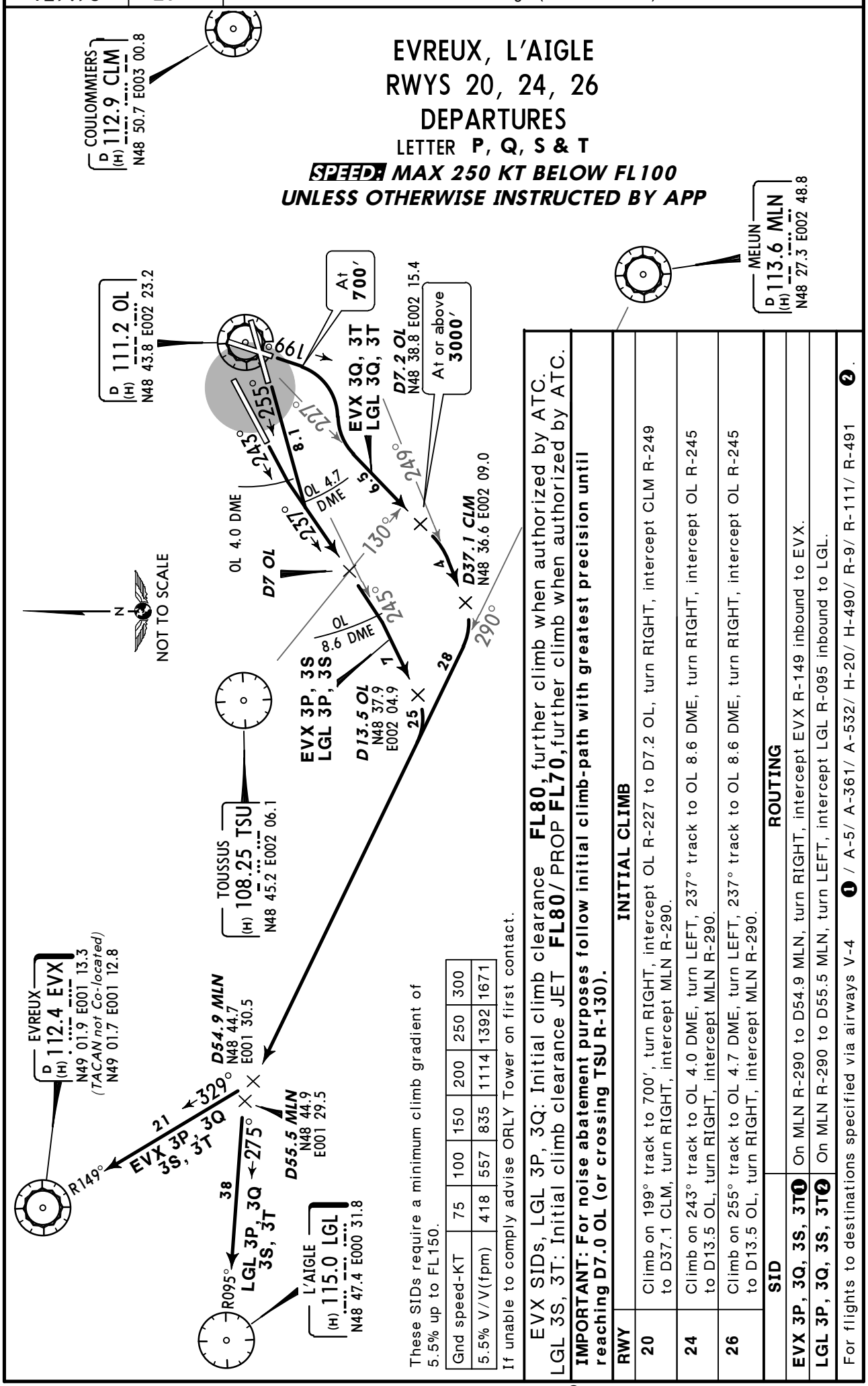
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

EVREUX, L'AIGLE
RWYS 20, 24, 26
DEPARTURES
LETTER **P, Q, S & T**

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.

EVX SIDs, LGL 3P, 3Q: Initial climb clearance **FL80**, further climb when authorized by ATC.
LGL 3S, 3T: Initial climb clearance JET **FL80**/ PROP **FL70**, 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, turn RIGHT, intercept CLM R-249 to D37.1 CLM, turn RIGHT, intercept MLN R-290.
24	Climb on 243° track to OL 4.0 DME, turn LEFT, 237° track to OL 8.6 DME, turn RIGHT, intercept OL R-245 to D13.5 OL, turn RIGHT, intercept MLN R-290.
26	Climb on 255° track to OL 4.7 DME, turn LEFT, 237° track to OL 8.6 DME, turn RIGHT, intercept OL R-245 to D13.5 OL, turn RIGHT, intercept MLN R-290.

SID	ROUTING
EVX 3P, 3Q, 3S, 3T❶	On MLN R-290 to D54.9 MLN, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 3P, 3Q, 3S, 3T❷	On MLN R-290 to D55.5 MLN, turn LEFT, intercept LGL R-095 inbound to LGL.

For flights to destinations specified via airways V-4 ❶ / A-5/ A-361/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ❷.

CHANGES: SIDs renumbered.

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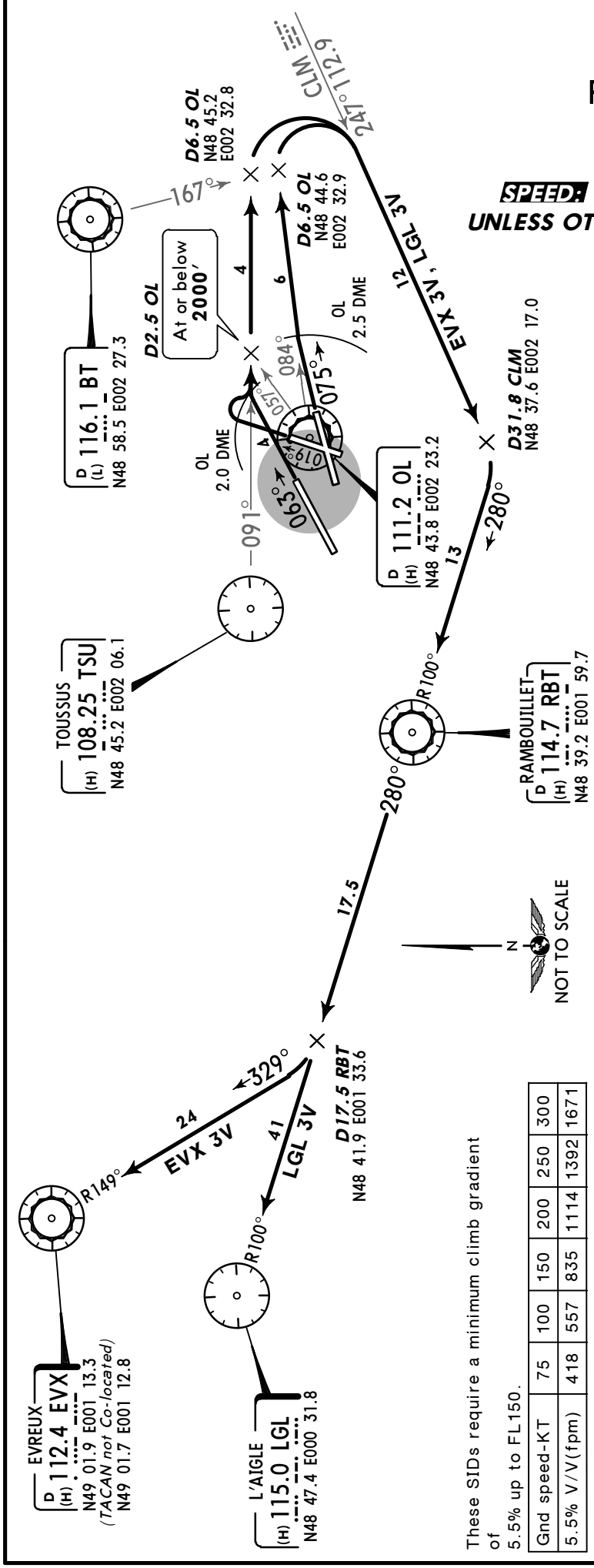
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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

LETTER **V**

***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 **FL130,** 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	
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

SID	
EVX 3V ❶	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-280 to D17.5 RBT, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 3V ❷	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-280 to LGL.

For flights to destinations specified via airways V-4 ❶ / A-5/ A-361/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ❷.

CHANGES: SIDs renumbered.

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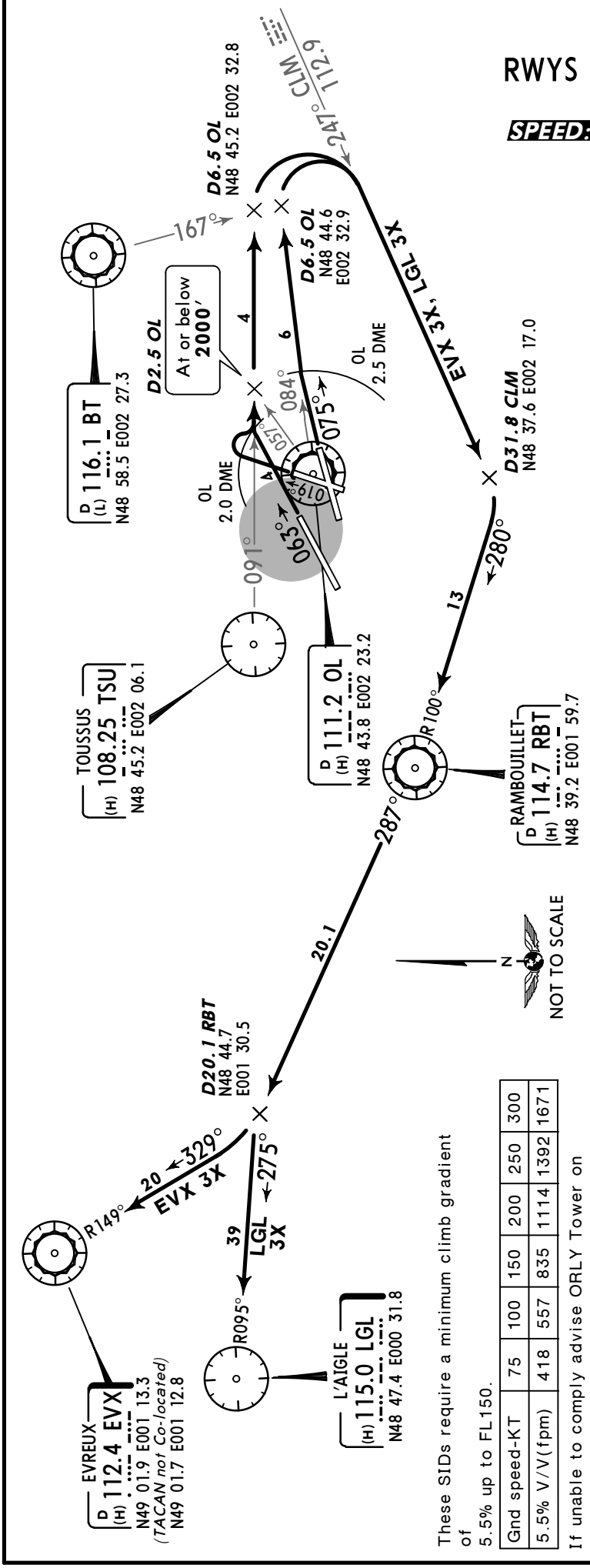
*ORLY Departure	Apt Elev	
127.75	291′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings (refer to 10-4).

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.

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.

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).

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
EVX 3X ❶	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 ❷	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 ❶ / A-5/ A-361/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ❷.

CHANGES: SIDs renumbered.

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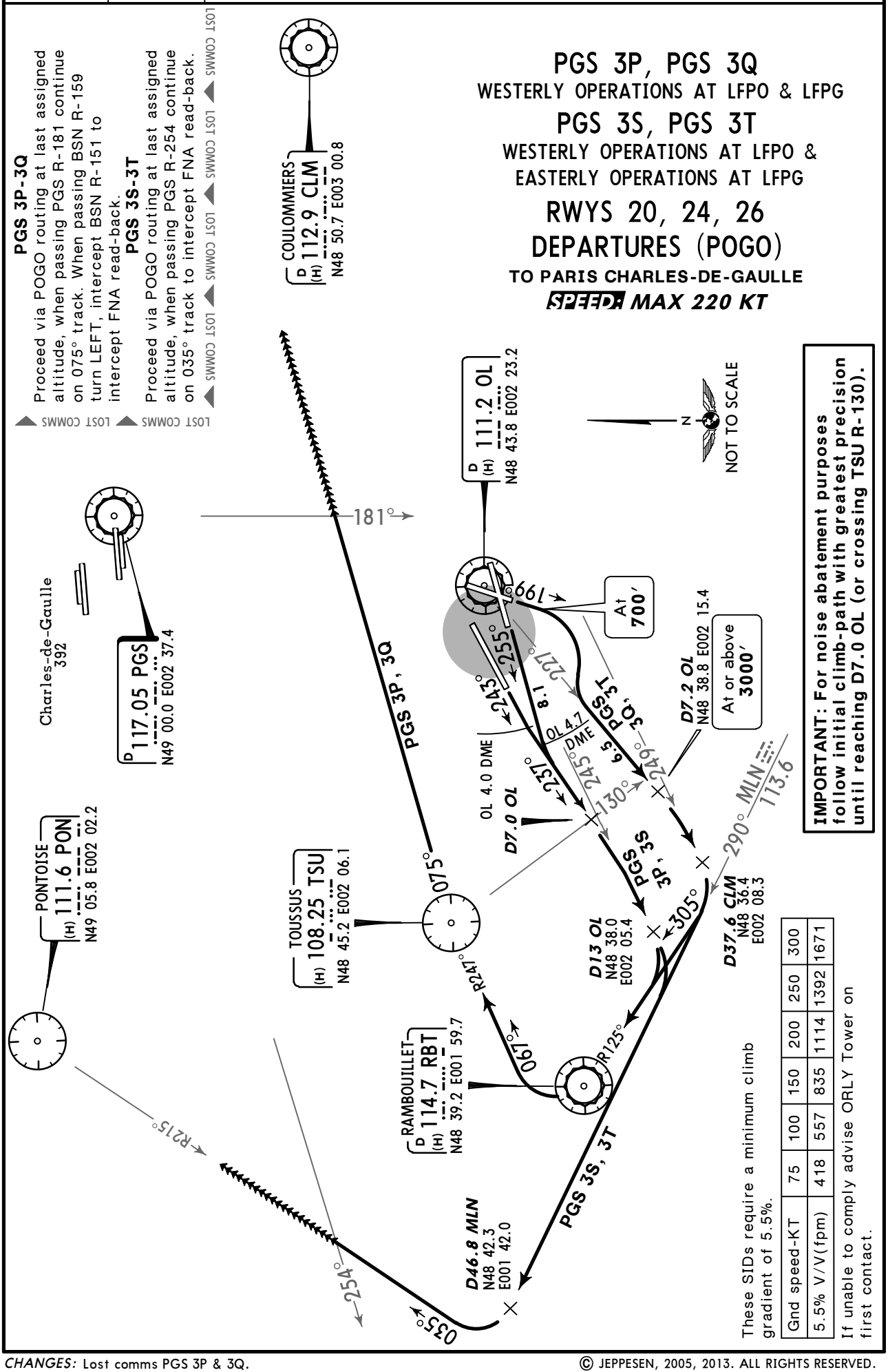
*ORLY Departure 127.75	Apt Elev 291′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 10-4). 2. Simultaneous parallel departures are conducted at LFPG. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. Initial climb clearance by ATC. 5. POGO departures do not include holding procedures.



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

CHANGES: Lost comms PGS 3P & 3Q.

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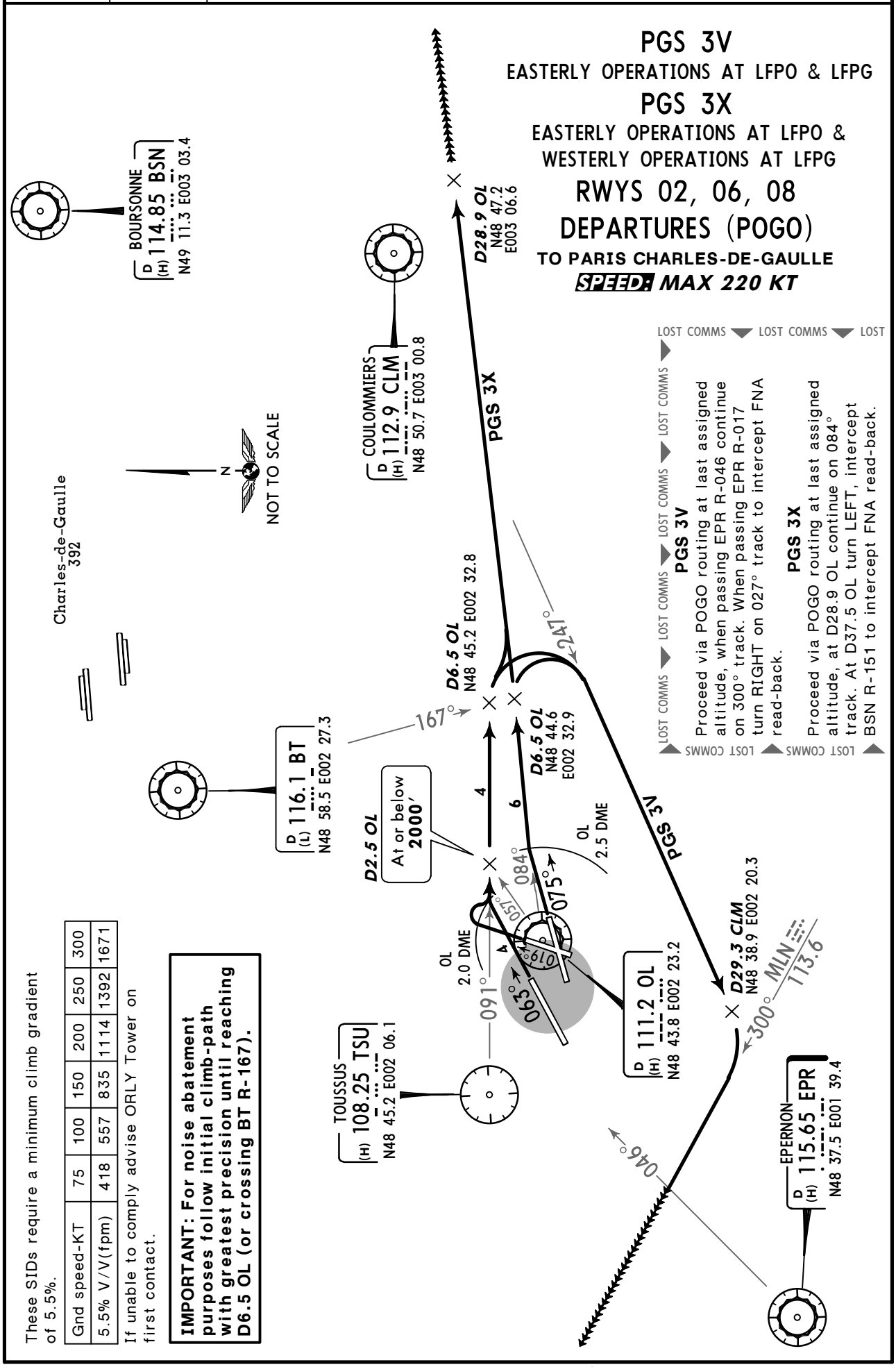
*ORLY Departure 127.75	Apt Elev 291′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 10-4). 2. Simultaneous parallel departures are conducted at LFPG. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. Initial climb clearance by ATC. 5. POGO departures 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).

CHANGES: None.

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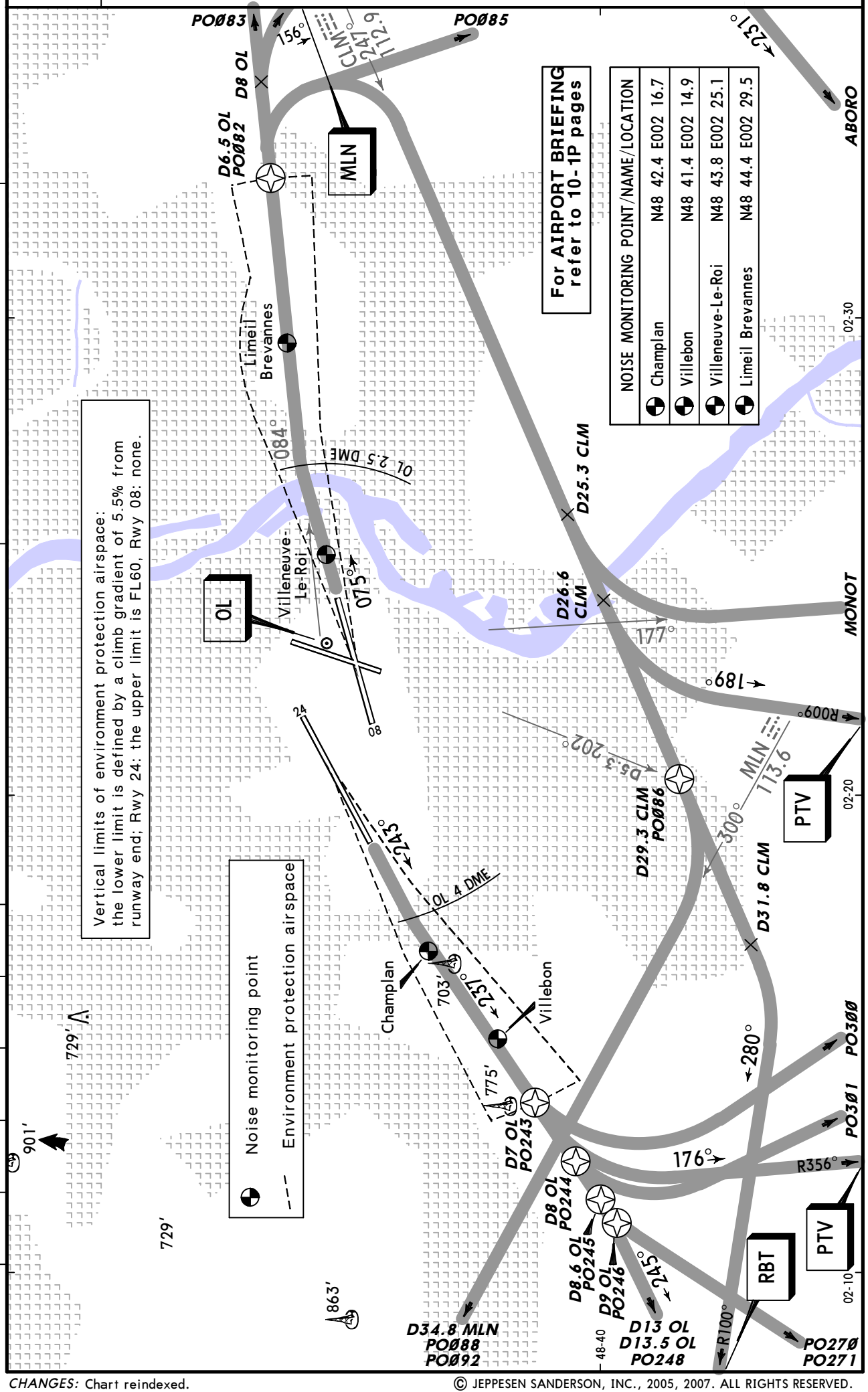
Apt Elev 291'

NOISE ABATEMENT



CHANGES: Chart reindexed.

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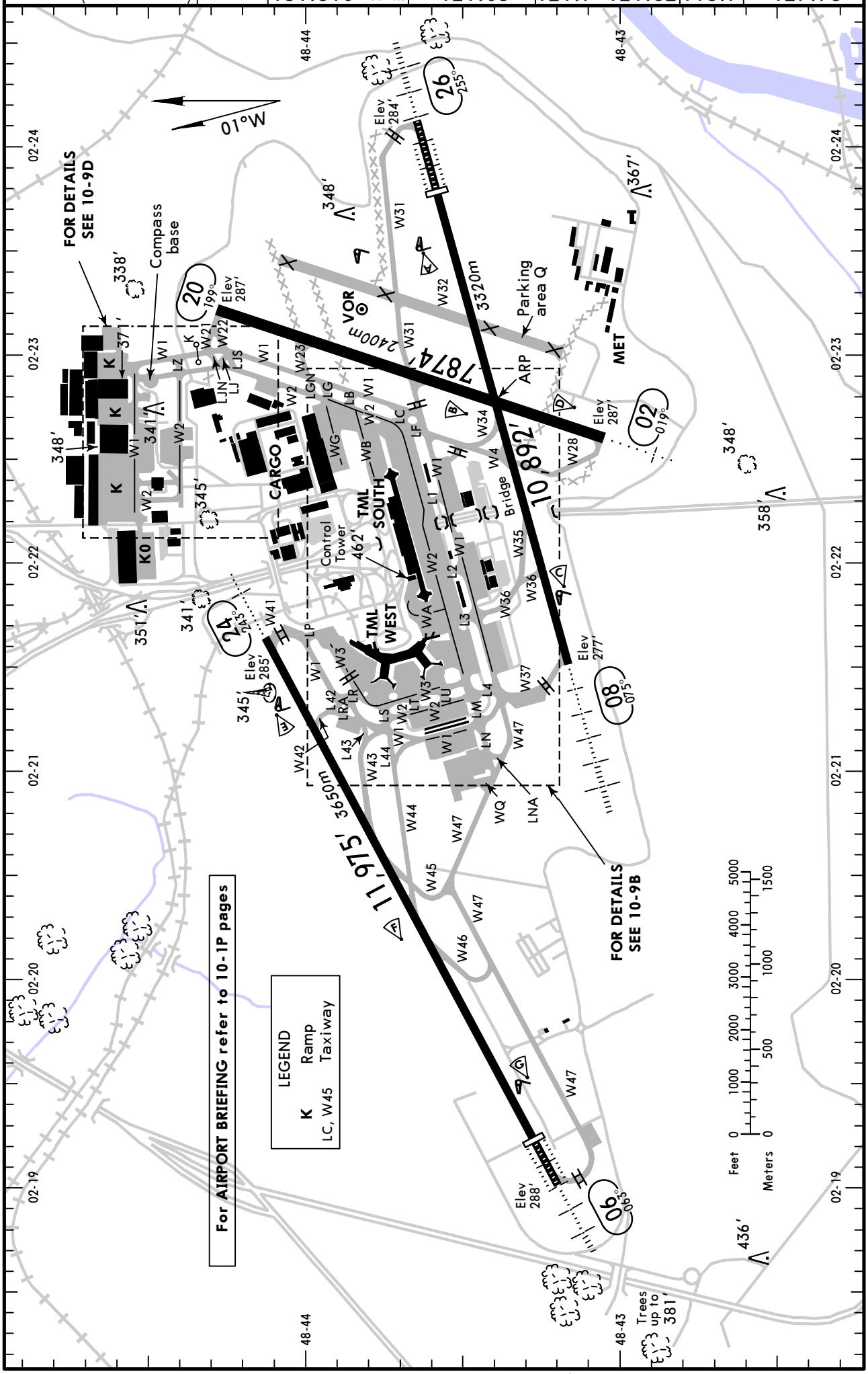
*ATIS	ACARS:	ORLY ZIN	*ORLY Flight Data (Cpt)	ORLY Ground	*Tower	*ORLY Departure
131.35 (French 126.5)	DCL	131.510 French	121.05	121.7 121.82	118.7	127.75



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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL *(60m)* HIALS REIL RVR		6902′ *2104m*		197′ *60m*
20	HIRL *(60m)* REIL PAPI-L (3.4°)				
06	HIRL *(60m)* CL *(15m)* HIALS-II SFL REIL TDZ ❶ RVR	10,991′ *3350m*	9776′ *2980m*		148′ *45m*
24	HIRL *(60m)* CL *(15m)* HIALS SFL REIL ❷ RVR		10,942′ *3335m*	❸	

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			❻	148′ *45m*
26	HIRL *(60m)* CL *(15m)* HIALS-II SFL REIL TDZ ❺ RVR	9465′ *2885m*	8404′ *2562m*		

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 [1]

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

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
[2] With approved guidance system: ABCD 75m.

CHANGES: None.

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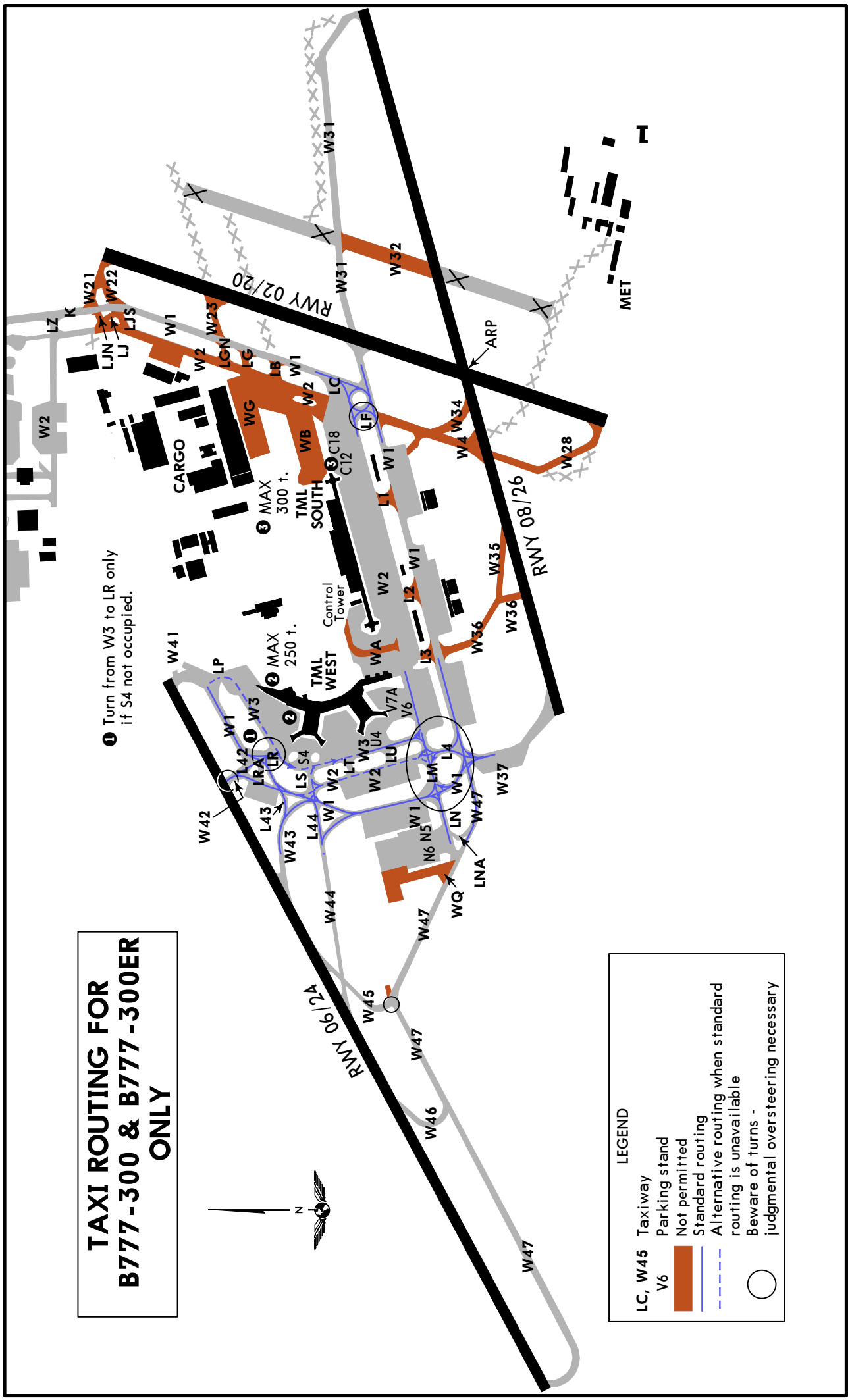

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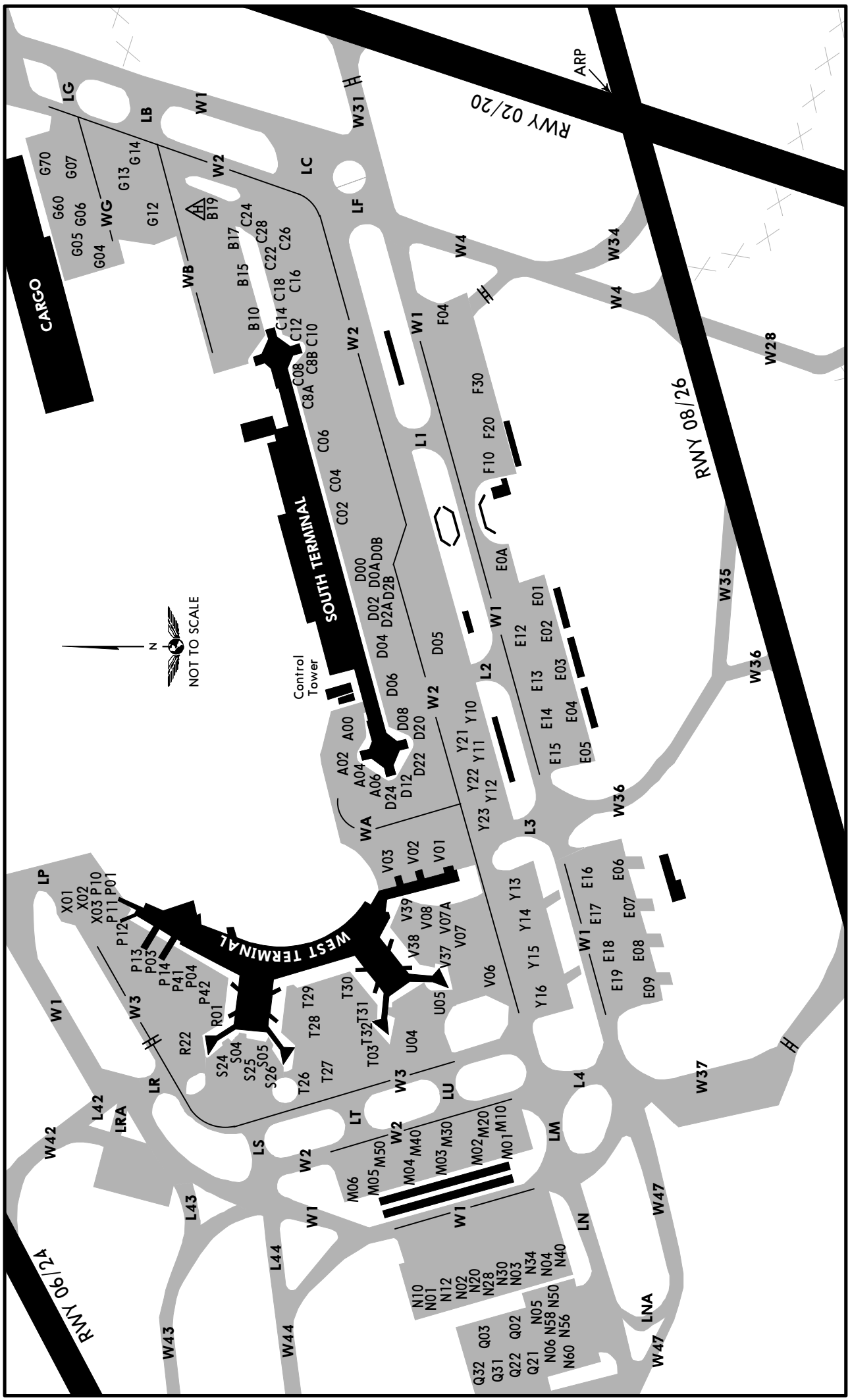

CHANGES: Stands.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
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 43.7 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	N48 43.7 E002 22.2	N01	N48 43.6 E002 21.1
C04, C06	N48 43.7 E002 22.3	N02 thru N05	N48 43.5 E002 21.1
C08 thru C8B	N48 43.7 E002 22.4	N06	N48 43.5 E002 21.0
C10 thru C18	N48 43.7 E002 22.5	N10, N12	N48 43.6 E002 21.1
C22	N48 43.7 E002 22.6	N20 thru N50	N48 43.5 E002 21.1
C24	N48 43.8 E002 22.6	N56	N48 43.5 E002 21.0
C26, C28	N48 43.7 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
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	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	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 43.4 E002 21.8	T32	N48 43.6 E002 21.4
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	N48 43.9 E002 21.6
E15	N48 43.4 E002 21.8	X02	N48 43.9 E002 21.7
E16	N48 43.4 E002 21.7	X03	N48 43.9 E002 21.6
E17, E18	N48 43.4 E002 21.6	Y10	N48 43.5 E002 21.9
E19	N48 43.4 E002 21.5	Y11, Y12	N48 43.5 E002 21.8
F04	N48 43.6 E002 22.5	Y13	N48 43.5 E002 21.7
F10, F20	N48 43.5 E002 22.3	Y14	N48 43.5 E002 21.6
F30	N48 43.5 E002 22.4	Y15, Y16	N48 43.5 E002 21.5
G04, G05	N48 43.9 E002 22.6	Y21 thru Y23	N48 43.5 E002 21.8
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		
M01, M02	N48 43.5 E002 21.3		

CHANGES: Stands. Coordinates.

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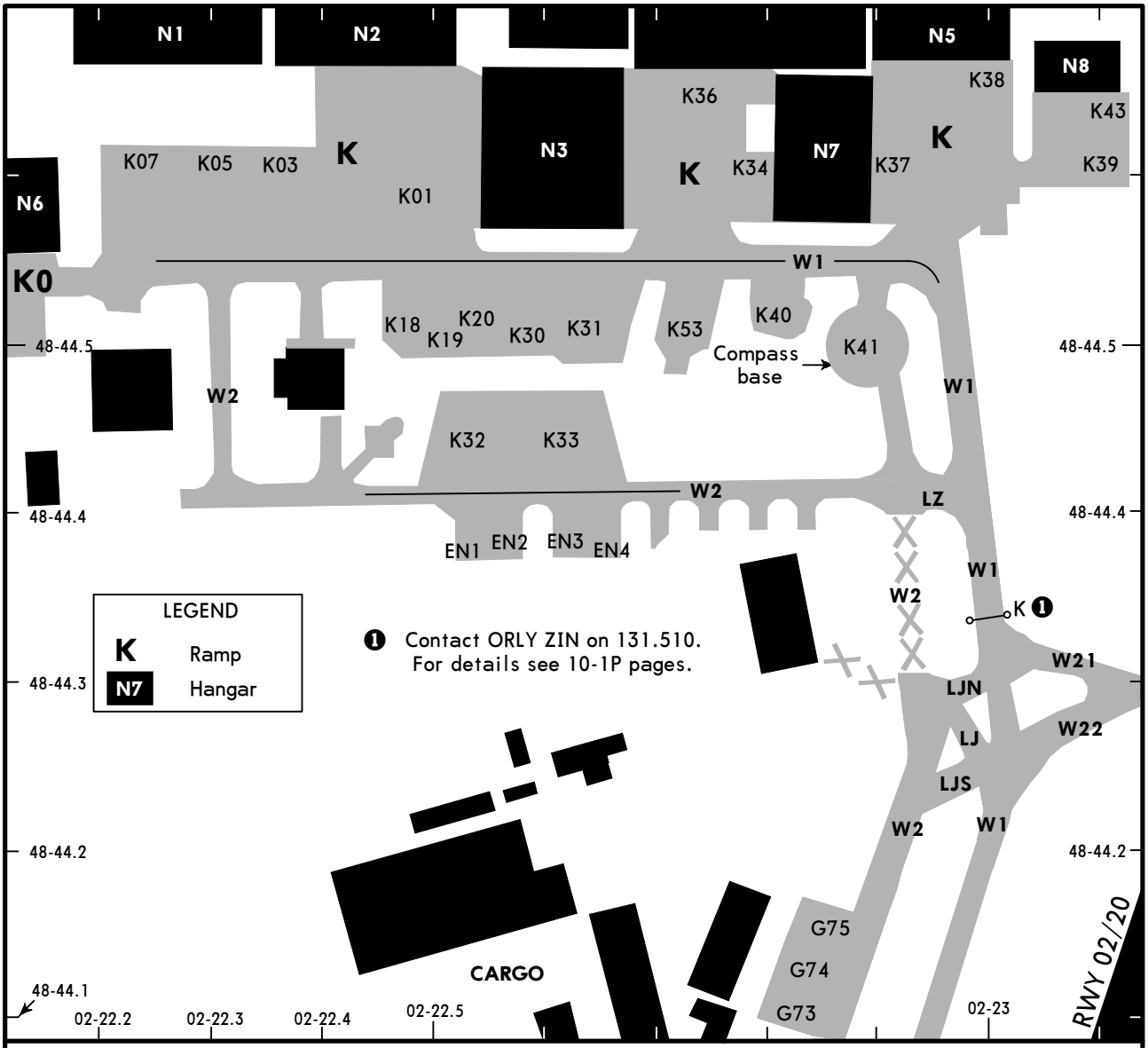

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
EN1	N48 44.4 E002 22.5	K30, K31	N48 44.5 E002 22.6
EN2, EN3	N48 44.4 E002 22.6	K32	N48 44.4 E002 22.5
EN4	N48 44.4 E002 22.7	K33	N48 44.4 E002 22.6
G73, G74	N48 44.1 E002 22.8	K34	N48 44.6 E002 22.8
G75	N48 44.2 E002 22.9	K36	N48 44.6 E002 22.7
K01	N48 44.6 E002 22.5	K37	N48 44.6 E002 22.9
K03	N48 44.6 E002 22.4	K38	N48 44.7 E002 23.0
K05	N48 44.6 E002 22.3	K39	N48 44.6 E002 23.1
K07	N48 44.6 E002 22.2	K40	N48 44.5 E002 22.8
K18 thru K20	N48 44.5 E002 22.5	K41	N48 44.5 E002 22.9
		K43	N48 44.6 E002 23.1

CHANGES: Note.

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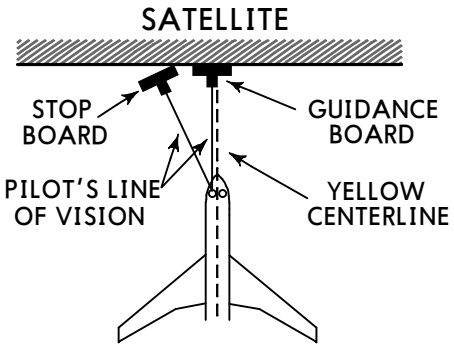
GUIDANCE AND STOP BOARD DOCKING SYSTEM

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



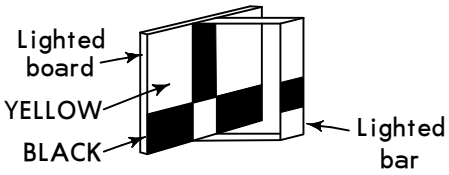
GENERAL

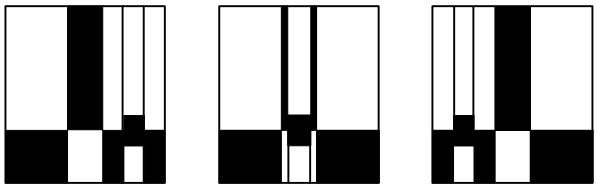
The visual docking system for nose-in parking positions consists of the following elements:

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.





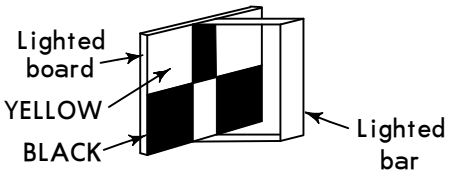
LEFT OF CENTERLINE
TURN RIGHT

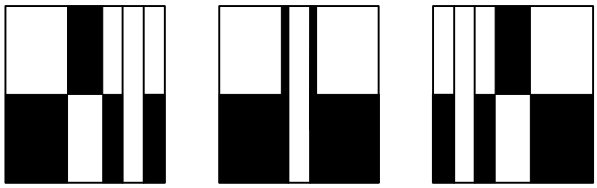
ON CENTERLINE

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.

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BRIEFING STRIP

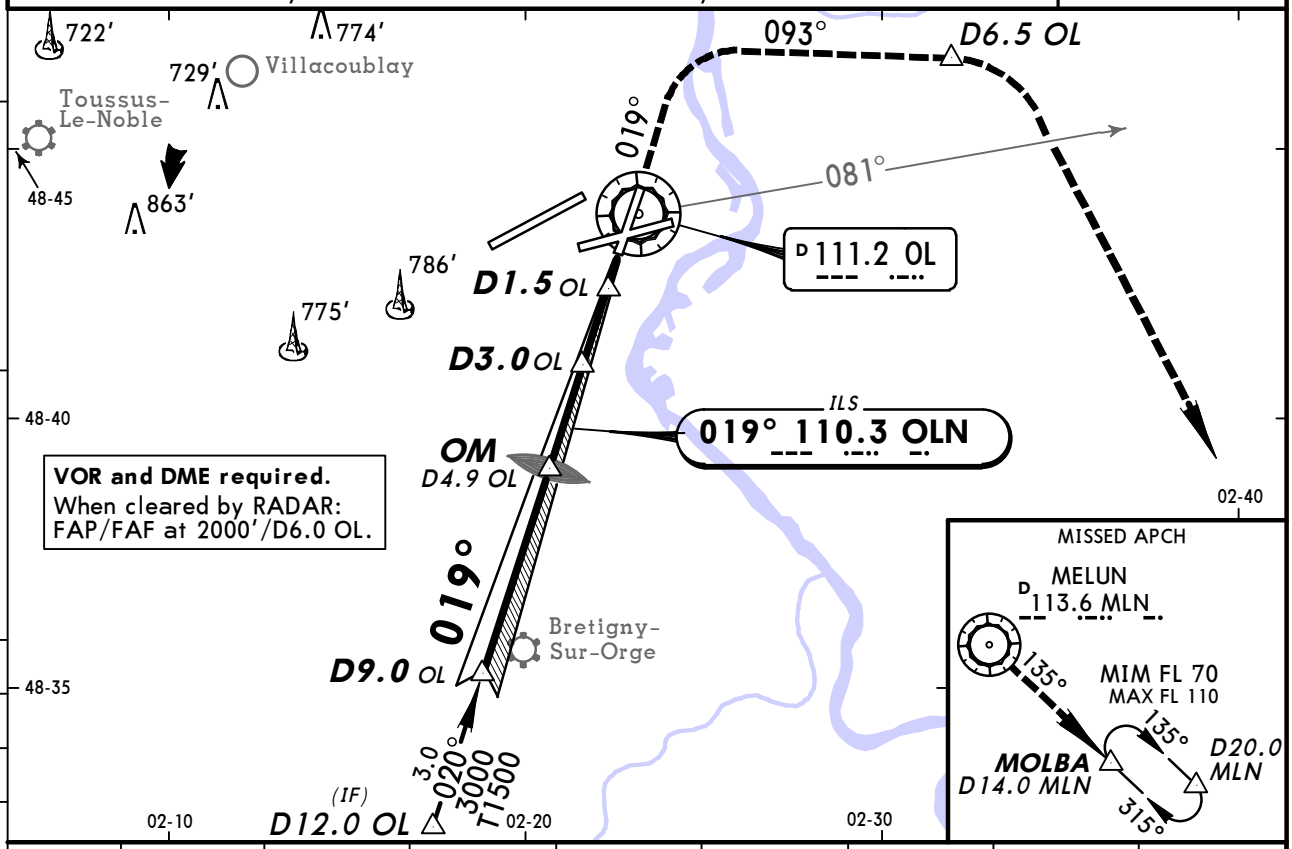
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82

LOC OLN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 291′
110.3	019°	1640′ (1353′)	487′ (200′)	RWY 287′

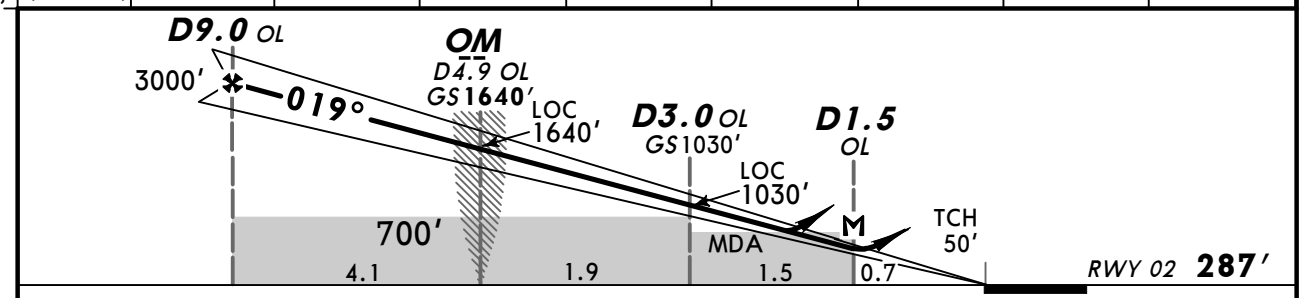
MISSED APCH: Climb STRAIGHT AHEAD to 900′, then turn RIGHT (MAX 185 KT) onto 093° climbing to 2000′, at D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000′, or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA. Do not turn before passing MAP. Climb to 1100′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 5000′

3200′
MSA
ARP



LOC (GS out)	OL DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2670′	2340′	2010′	1680′	1360′	1030′	720′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	377	485	539	647	755	862
MAP at D1.5 OL						

HIALS
REIL

900′

MAX 185 KT
2000′ onto 093°
RT

D6.5
OL

Standard STRAIGHT-IN LANDING RWY 02

	ILS DA(H) 487′ (200′) FULL/Limited	ILS DA(H) 487′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) [1] 640′ (353′)	LOC (GS out) CDFA DA/MDA(H) [1] 640′ (353′) ALS out
A	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B				
C				RVR 1600m
D				

CIRCLE-TO-LAND
Circling height based on rwy 02 thresh elev of 287′

Max Kts	MDA(H)	VIS
110	810′ (523′)	1500m
135	810′ (523′)	1600m
180	1180′ (893′)	2400m
205	1180′ (893′)	3600m

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

PANS OPS 4

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

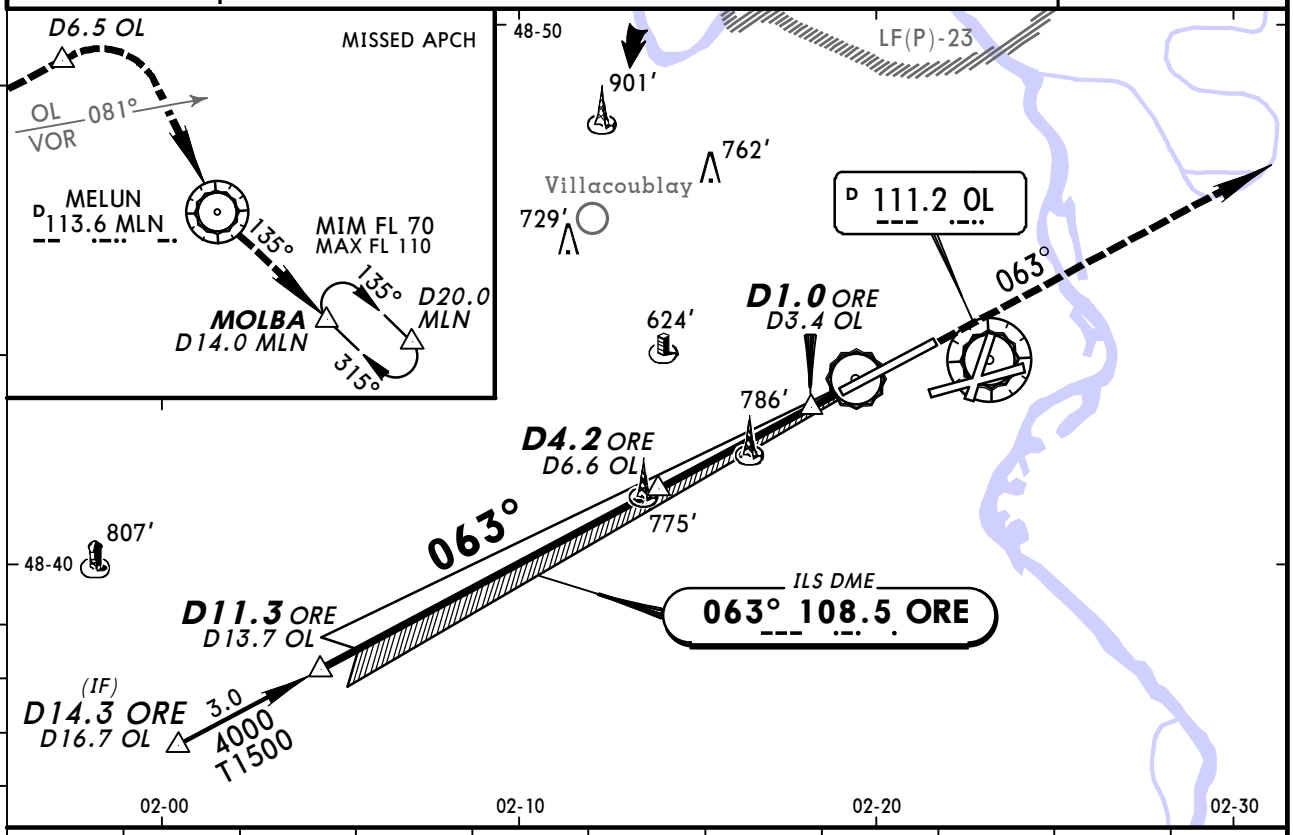
BRIEFING STRIP™

LOC ORE	Final Apch Crs	GS D4.2 ORE	ILS DA(H)	Apt Elev 291′
108.5	063°	1630′ (1347′)	483′ (200′)	RWY 283′

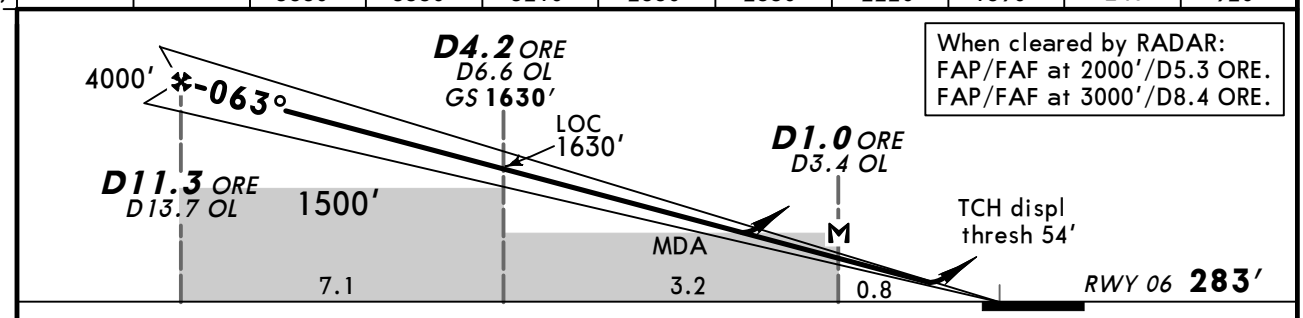
MISSED APCH: Climb STRAIGHT AHEAD to 2000′. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000′, or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000′
VOR and DME required.

3200′
MSA
ARP



LOC (GS out)	ORE DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	3.0	2.0
	ALTITUDE	3880′	3550′	3210′	2880′	2550′	2220′	1890′	1240′	920′



When cleared by RADAR:
FAP/FAF at 2000′/D5.3 ORE.
FAP/FAF at 3000′/D8.4 ORE.

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 ORE/D3.4 OL						

HIALS-II
REIL
2000′
D6.5 OL

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 06

	ILS			LOC (GS out)	
	DA(H) 483′ (200′)			CDFA DA/MDA(H) [1] 710′ (427′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
Circling height based on rwy 06 displ thresh elev of 283′

Max Kts	MDA(H)	VIS
110	800′ (517′)	1500m
135	800′ (517′)	1600m
180	1170′ (887′)	2400m
205	1170′ (887′)	3600m

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

CHANGES: MSA. Missed approach. TA. Procedure.

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BRIEFING STRIP™

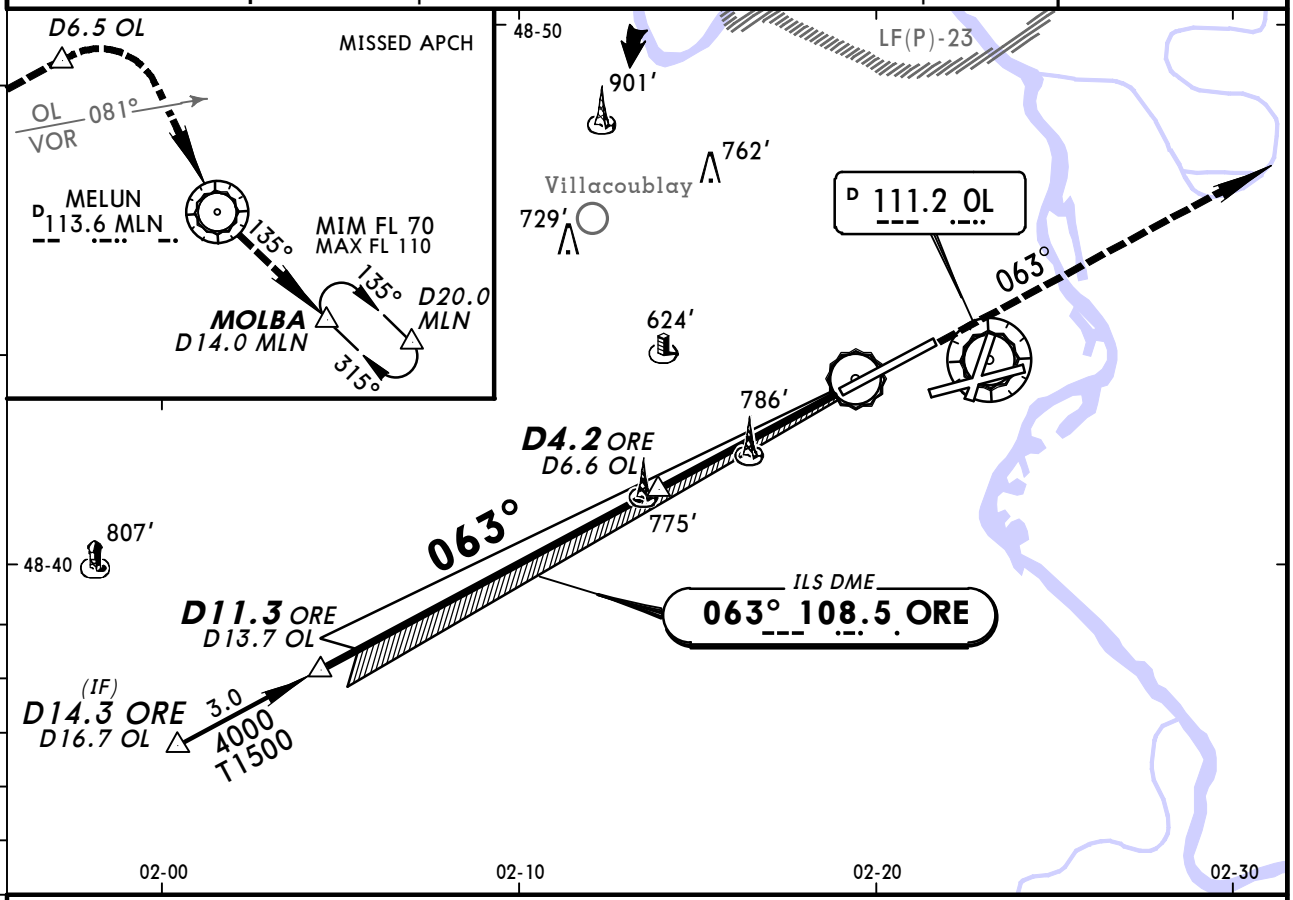
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82

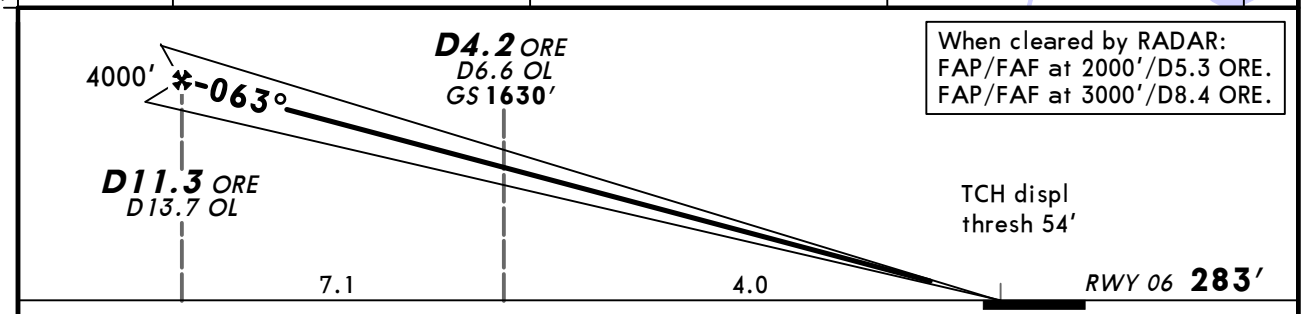
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 291′
ORE 108.5	063°	D4.2 ORE 1630′ (1347′)	Refer to Minimums	RWY 283′

MISSED APCH: Climb STRAIGHT AHEAD to 2000′. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000′, or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100′ prior to level acceleration.

3200′
MSA
ARP

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.





When cleared by RADAR:
FAP/FAF at 2000′/D5.3 ORE.
FAP/FAF at 3000′/D8.4 ORE.

TCH displ
thresh 54′

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

HIALS-II
REIL
2000′
D6.5
OL

Standard STRAIGHT-IN LANDING RWY **06**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 95′** DA(H) **383′** (100′)
RVR *200m*	RVR *300m* [1]

PANS OPS 4

[1] 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

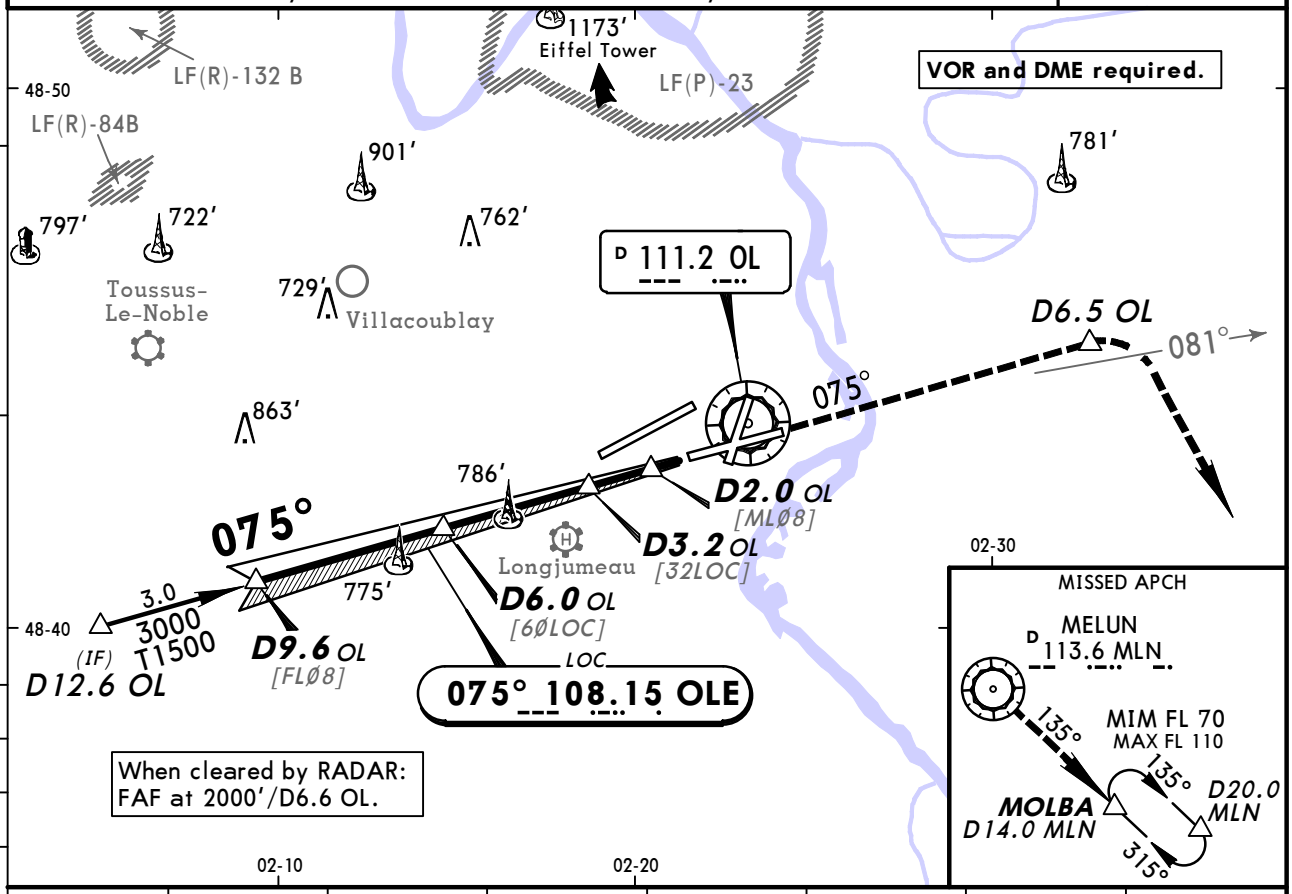
BRIEFING STRIP ™

LOC OLE	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 291′
108.15	075°	D9.6 OL 3000′ (2723′)	620′ (343′)	RWY 277′

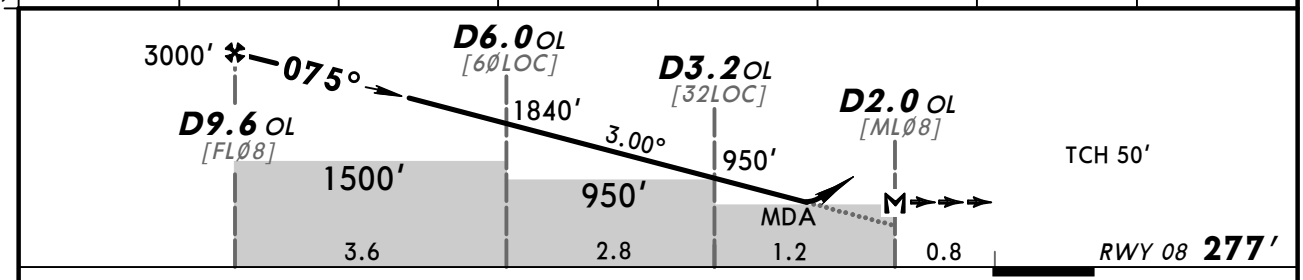
MISSED APCH: Climb STRAIGHT AHEAD to 2000′. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL climb to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed.
Climb to 1100′ prior to level acceleration.

3200′ MSA ARP

Alt Set: hPa | Rwy Elev: 10 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	2800′	2480′	2160′	1840′	1520′	1210′	890′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 OL							

HIALS
REIL
PAPI

2000′

D6.5 OL

Standard STRAIGHT-IN LANDING RWY **08**

CDFA
DA/MDA(H) [1] 620′ (343′)

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

CIRCLE-TO-LAND

Circling height based on rwy 08 thresh elev of 277′.

Max Kts	MDA(H)	VIS
110	810′ (533′)	1500m
135	810′ (533′)	1600m
180	1170′ (893′)	2400m
205	1170′ (893′)	3600m

PANS OPS

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

CHANGES: Minimums.

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BRIEFING STRIP™

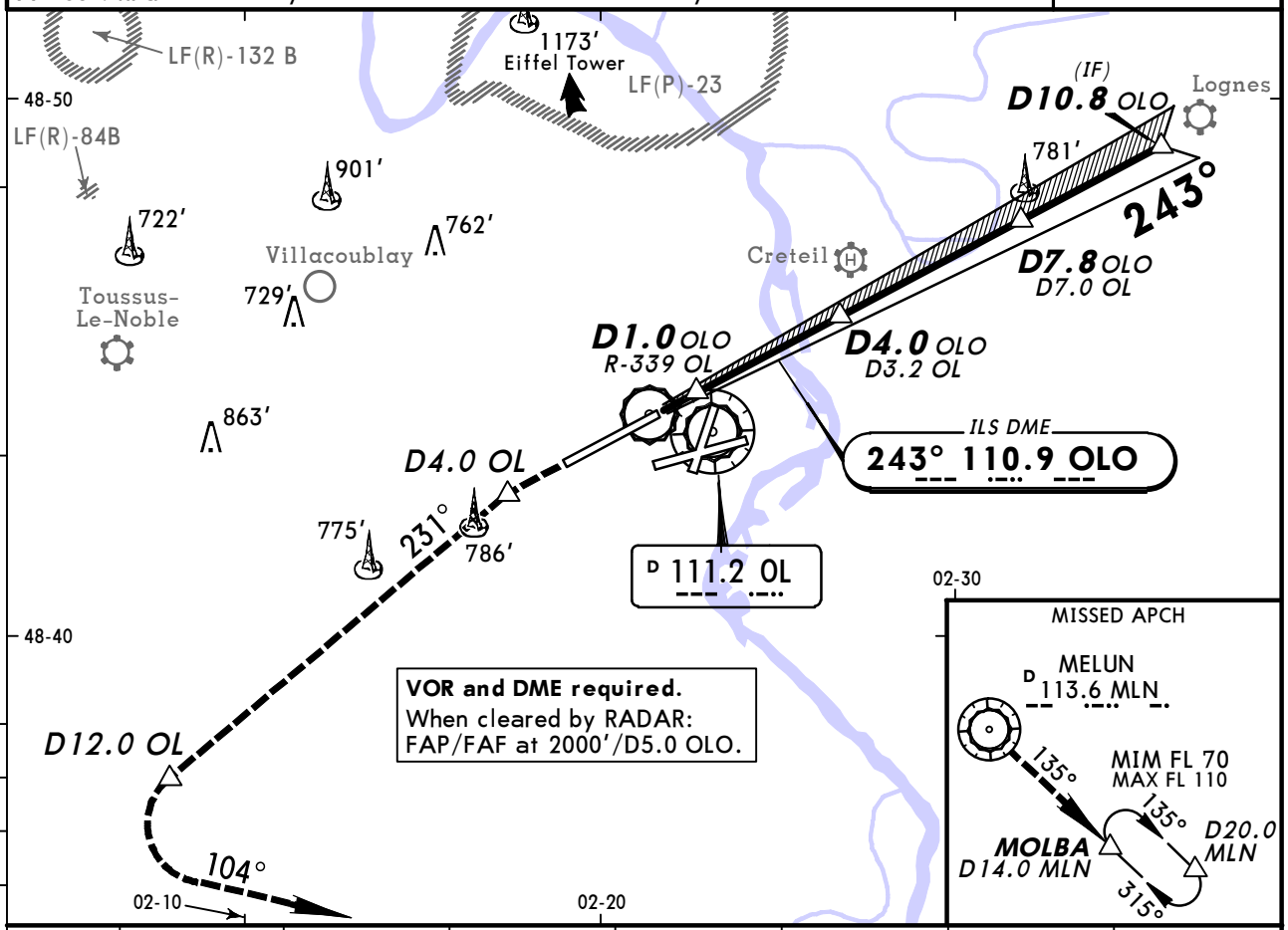
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

LOC OLO	Final Apch Crs	GS D4.0 OLO	ILS DA(H)	Apt Elev 291′
110.9	243°	1650′ (1365′)	485′ (200′)	RWY 285′

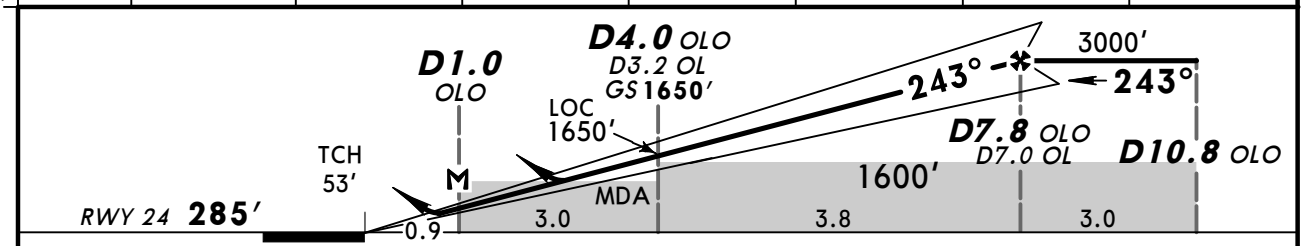
MISSED APCH: Climb STRAIGHT AHEAD to 2000′. At D4.0 OL turn LEFT onto 231°. At D12.0 OL turn LEFT to intercept and follow R-284 inbound MLN VOR climbing to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 5000′



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



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

HIALS
REIL

2000′ | D4.0 OL | 231° LT

Standard STRAIGHT-IN LANDING RWY 24

	ILS		LOC (GS out)	
	DA(H) 485′ (200′)		CDFA DA/MDA(H) [1] 650′ (365′)	
	FULL/Limited	ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B				
C				RVR 1600m
D				

CIRCLE-TO-LAND

Circling height based on rwy 24 thresh elev of 285′.

Max Kts	MDA(H)	VIS
110	810′ (525′)	1500m
135	810′ (525′)	1600m
180	1180′ (895′)	2400m
205	1180′ (895′)	3600m

PANS OPS

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

CHANGES: None.

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BRIEFING STRIP

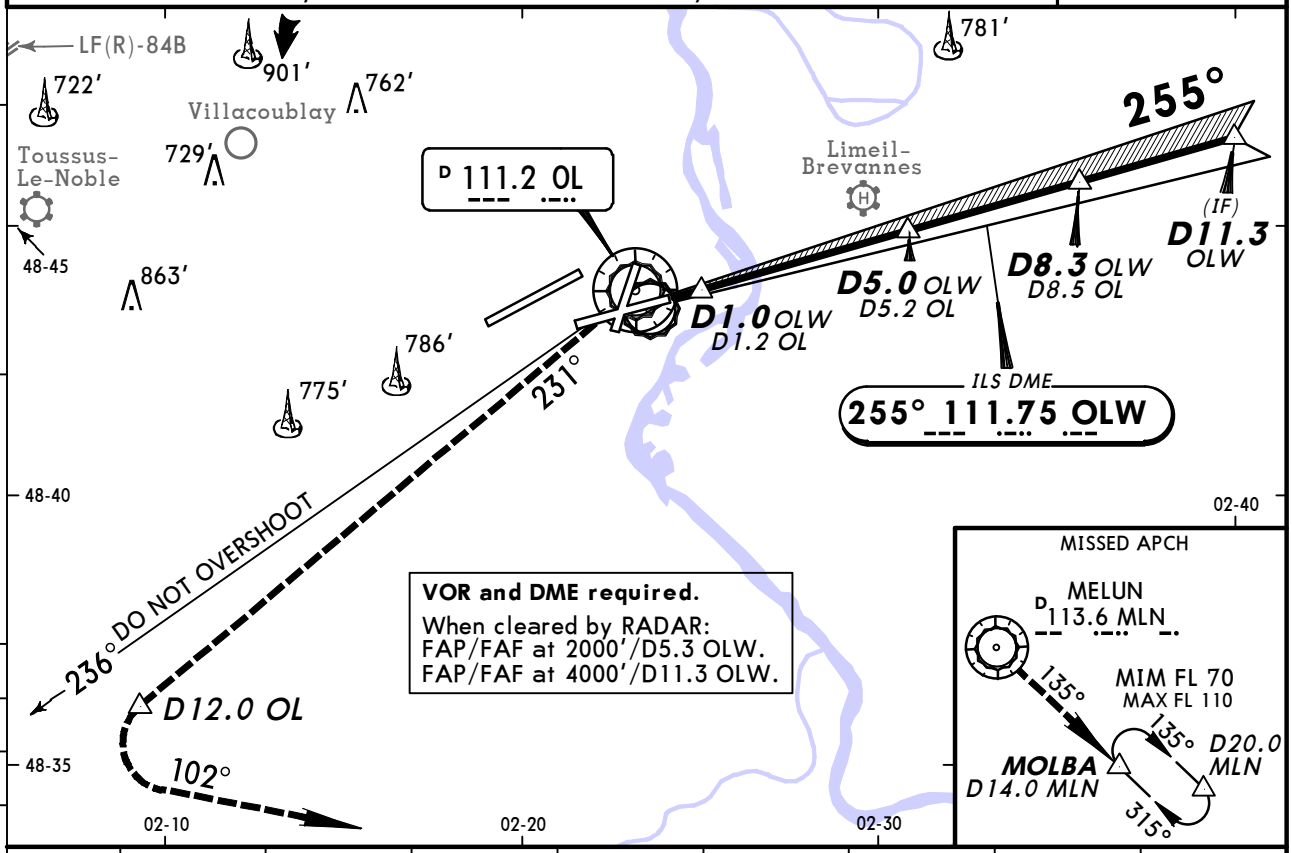
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

LOC OLW	Final Apch Crs	GS D5.0 OLW	ILS DA(H)	Apt Elev 291′
111.75	255°	1890′ (1603′)	487′ (200′)	RWY 287′

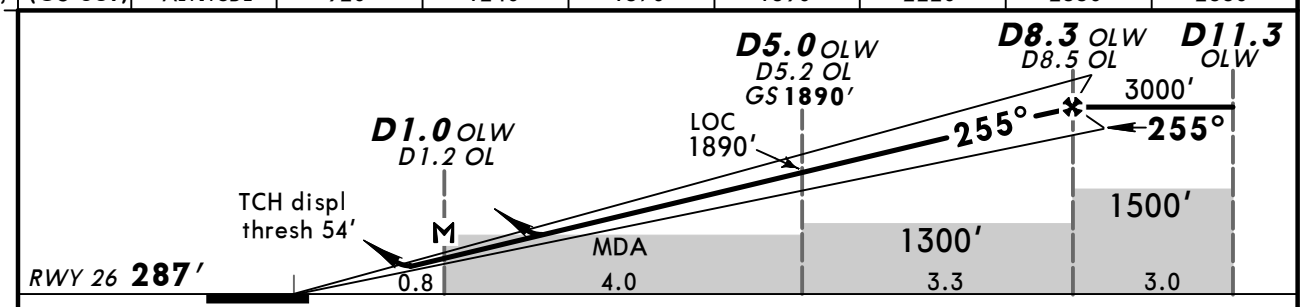
MISSED APCH: Climb STRAIGHT AHEAD. At 700′ turn LEFT to intercept and follow R-231 OL climbing to 2000′. At D12.0 OL turn LEFT and proceed on R-282 inbound to MLN VOR climbing to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 5000′

3200′
MSA
ARP



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						

HIALS-II
REIL

700′

2000′ on OL 111.2
LT R-231

Standard STRAIGHT-IN LANDING RWY 26

	ILS			LOC (GS out)	
	DA(H) 487′ (200′)			CDFA DA/MDA(H) [1] 640′ (353′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND
Circling height based on rwy 02 displ thresh elev of 287′

Max Kts	MDA(H)	VIS
110	810′ (523′)	1500m
135	810′ (523′)	1600m
180	1180′ (893′)	2400m
205	1180′ (893′)	3600m

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

PANS OPS 4

CHANGES: MSA. Missed approach. TA.

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BRIEFING STRIP

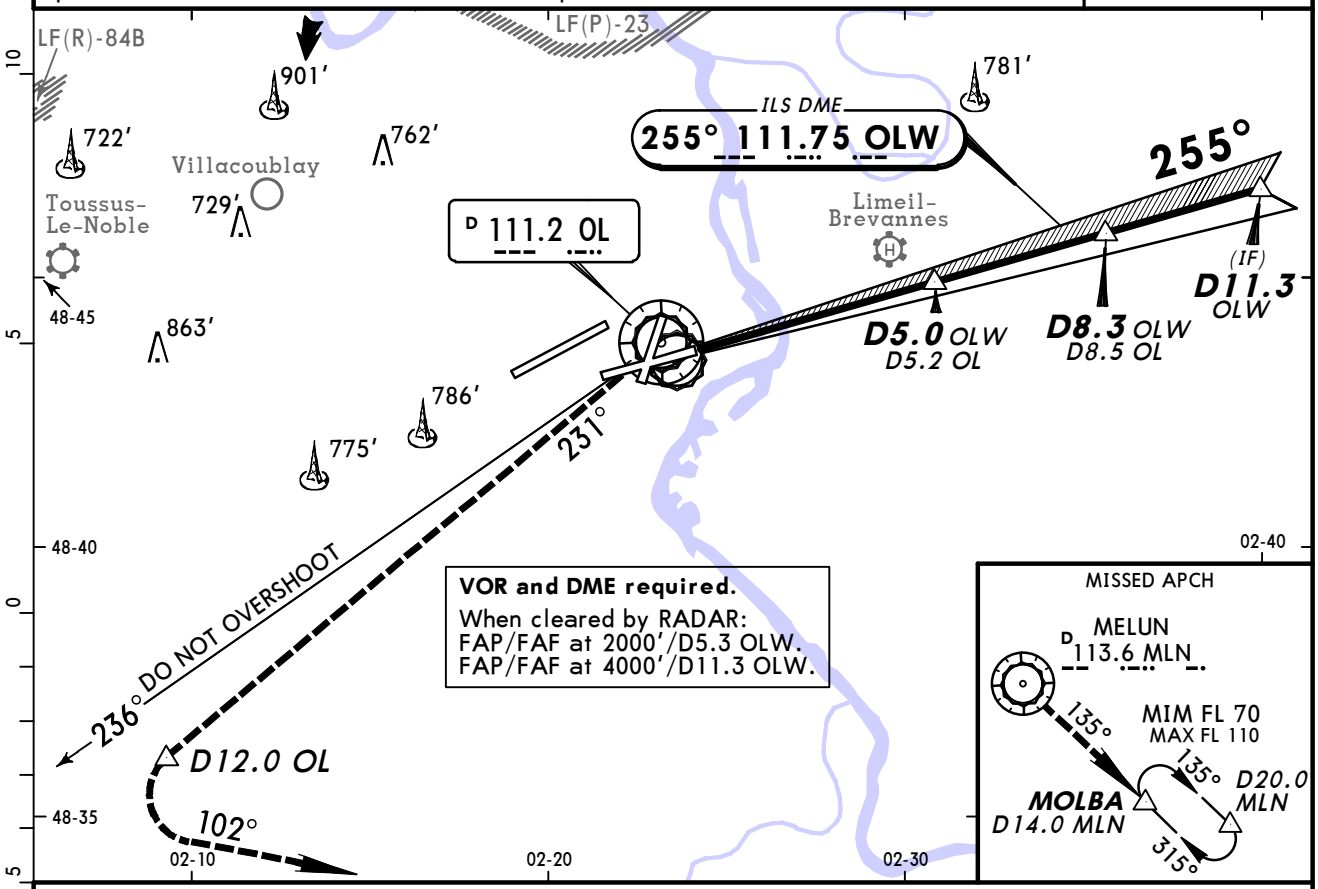
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82

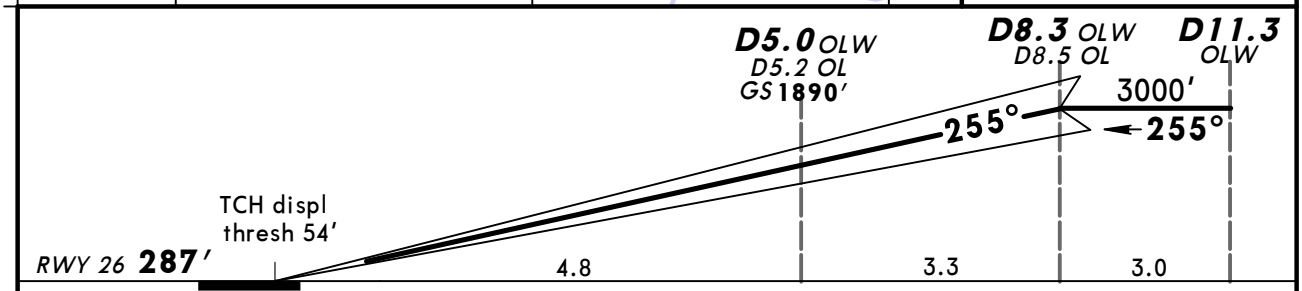
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 291′
OLW 111.75	255°	D5.0 OLW 1890′ (1603′)	Refer to Minimums	RWY 287′

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.

3200′
MSA
ARP

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′ LT on OL 111.2 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 [1]

PANS OPS 4

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

CHANGES: MSA. Missed approach. TA.

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BRIEFING STRIP™

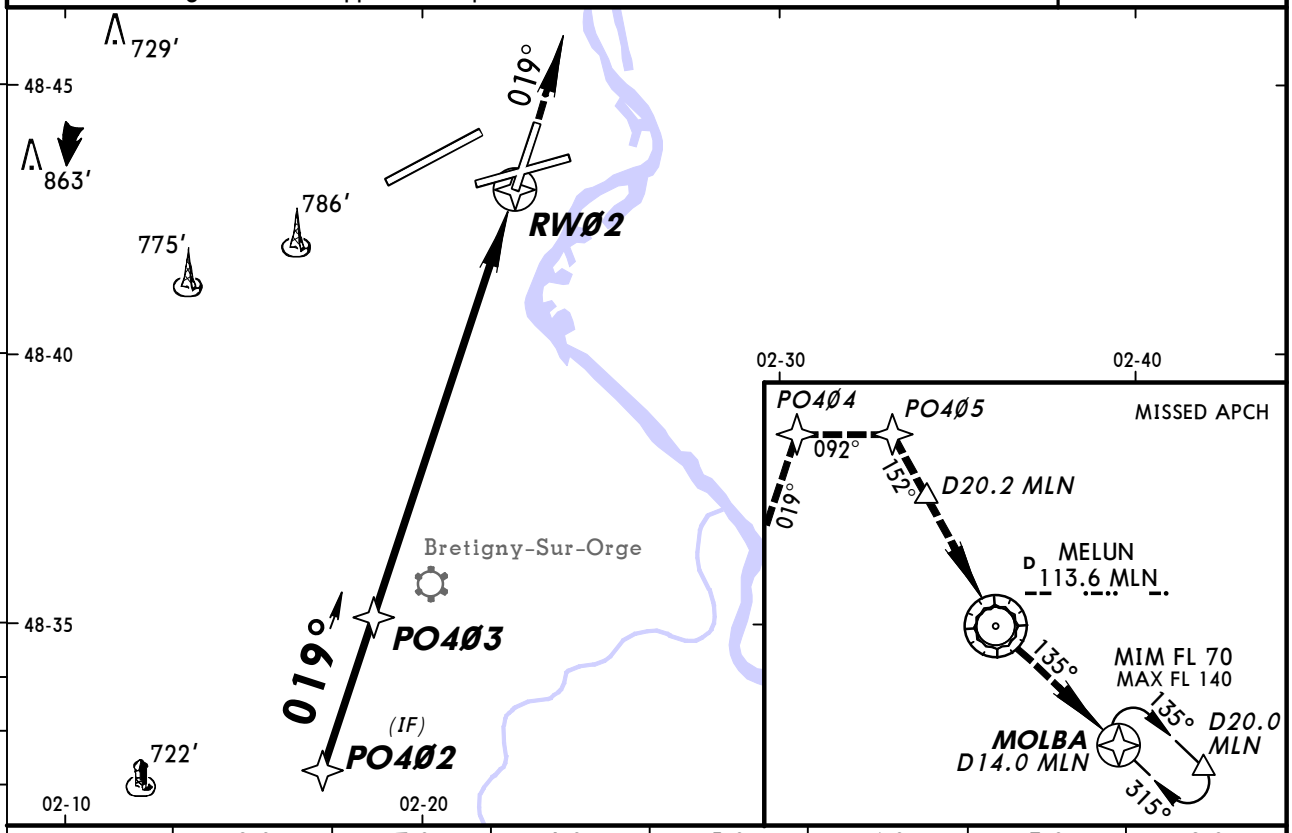
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

RNAV	Final Apch Crs	Procedure Alt	LNAV DA/MDA(H)	Apt Elev 291′
	019°	PO4Ø3 3000′ (2709′)	700′ (409′)	

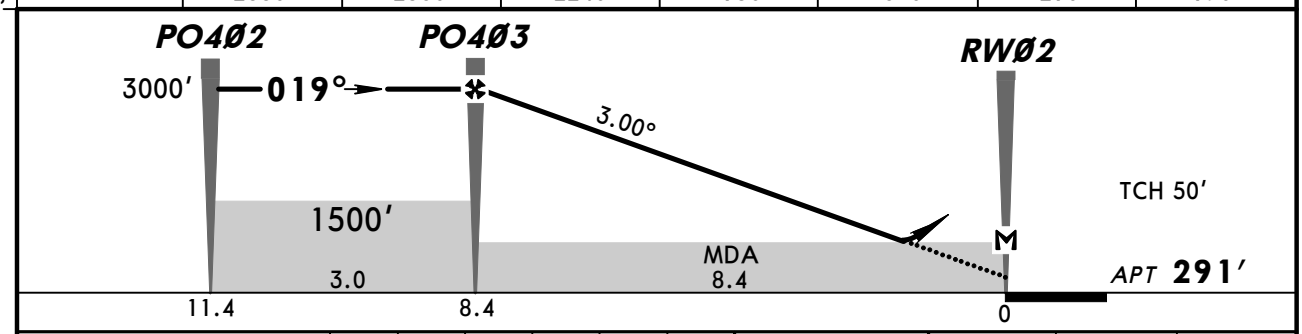
MISSED APCH: Climb on 019° to 2000′. At PO4Ø4 turn RIGHT to PO4Ø5 (092°). At PO4Ø5 turn RIGHT to MLN VOR. At D20.2 MLN climb to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed. Climb to 1100′ prior to level acceleration.

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 RWØ2	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2880′	2560′	2240′	1930′	1610′	1290′	970′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ2							

HIALS
REIL
2000′
PO4Ø4

Standard STRAIGHT-IN LANDING RWY **02**
LNAV
CDFA
DA/MDA(H) **700′** (409′)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
110	810′ (519′)	1500m
135	810′ (519′)	1600m
180	1180′ (889′)	2400m
205	1180′ (889′)	3600m

PANS OPS

CHANGES: None.

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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

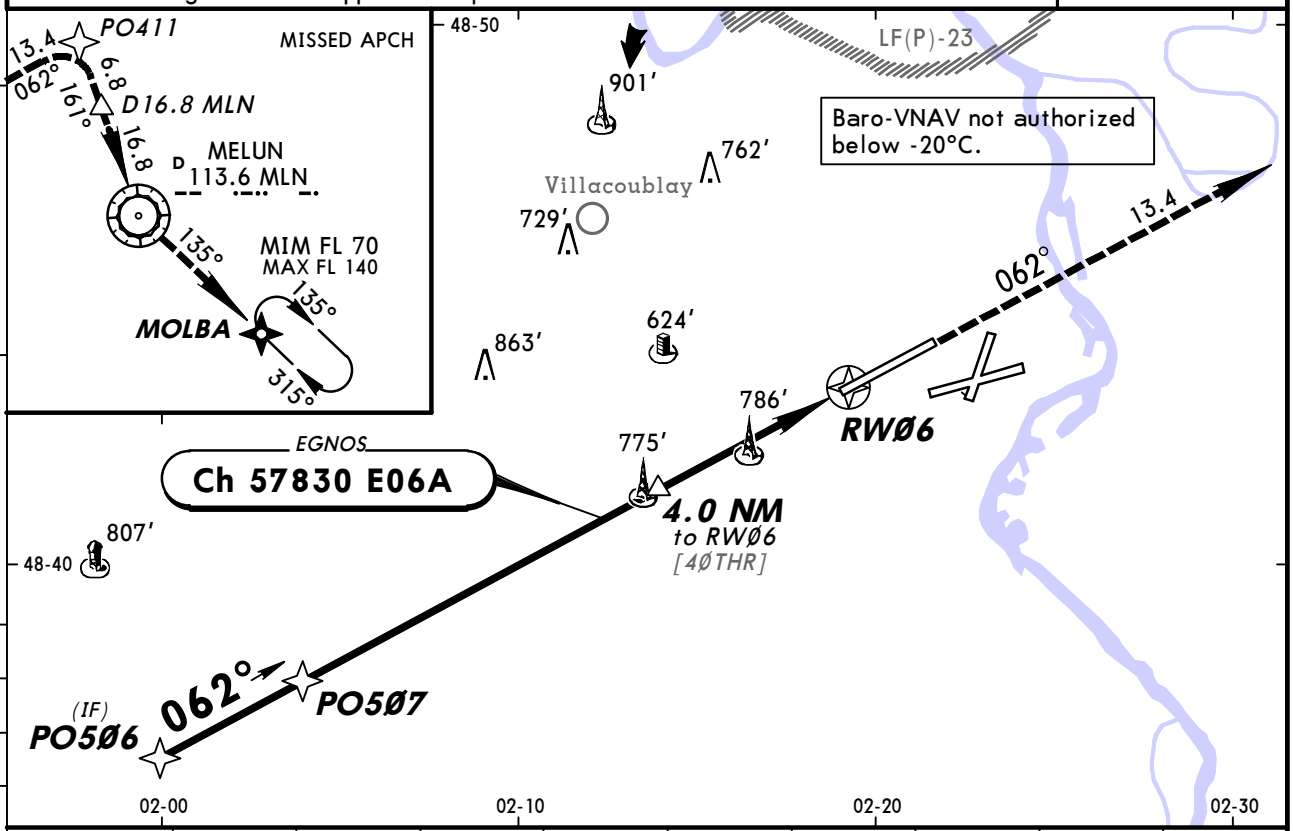
BRIEFING STRIP™

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 291′
Ch 57830 E06A	062°	PO5Ø7 4000′ (3717′)	543′ (260′)	RWY 283′

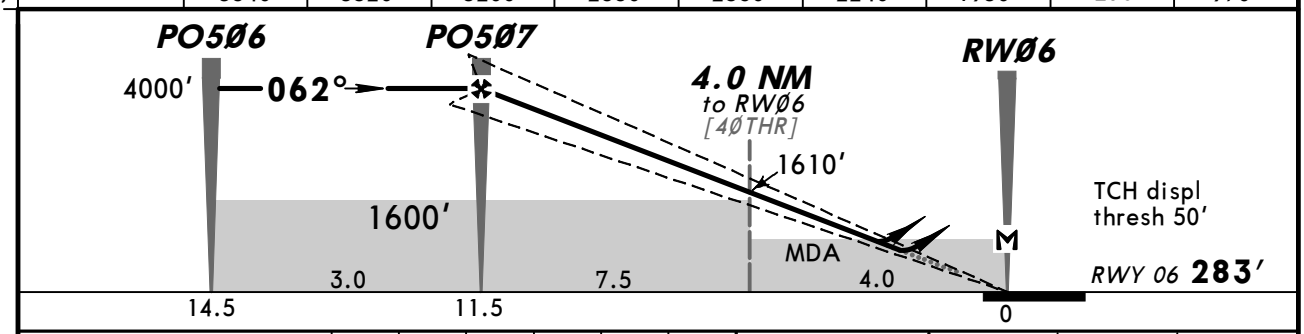
MISSED APCH: Climb on 063° to 2000′. At PO411 turn RIGHT to MLN VOR. At D16.8 MLN climb to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000′
Radar vectoring for initial approach required.

3200′
MSA
ARP



DIST to RWØ6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	3.0	2.0
ALTITUDE	3840′	3520′	3200′	2880′	2560′	2240′	1930′	1290′	970′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

HIALS-II
REIL
2000′
PO411

Standard STRAIGHT-IN LANDING RWY 06

	LPV DA(H) 543′ (260′)		LNAV/VNAV DA(H) 663′ (380′)		LNAV CDFA DA/MDA(H) 710′ (427′)	
		ALS out		ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 1000m	RVR 1500m	RVR 1300m	RVR 1500m
B						
C				RVR 1700m		RVR 2000m
D						

CIRCLE-TO-LAND [2]

Max Kts	MDA(H)	VIS
110	810′ (527′)	1500m
135	810′ (527′)	1600m
180	1180′ (897′)	2400m
205	1180′ (897′)	3600m

PANS OPS

[1] With TDZ, CL and HUD: RVR 600m. [2] Circling height based on rwy 06 displ thresh elev of 283′.

CHANGES: Procedure.

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BRIEFING STRIP ™

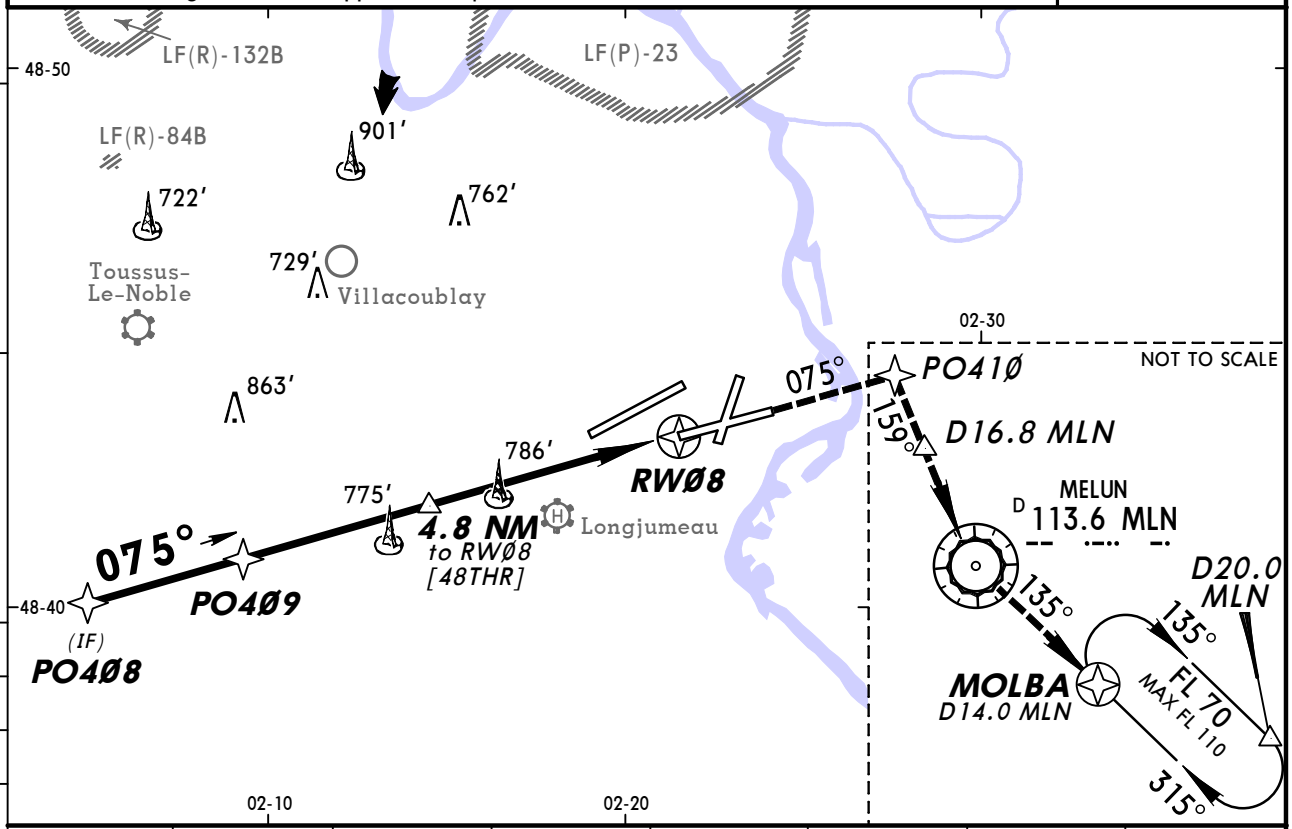
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

RNAV	Final Apch Crs	Procedure Alt	LNAV DA/MDA(H)	Apt Elev 291′
	075°	PO4Ø9 3000′ (2709′)	710′ (419′)	

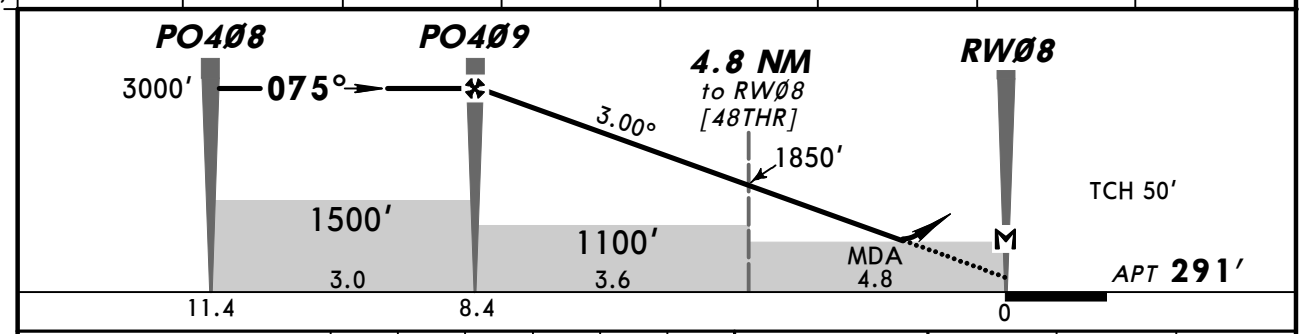
MISSED APCH: Climb on 075° to 2000′. At PO41Ø turn RIGHT to MLN VOR. At D16.8 MLN climb to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed.
Climb to 1200′ prior to level acceleration.

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 RWØ8	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2880′	2560′	2240′	1930′	1610′	1290′	970′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8							

HIALS
REIL
PAPI

2000′

PO41Ø

Standard

STRAIGHT-IN LANDING RWY **08**
LNAV
CDFA
DA/MDA(H) **710′** (419′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
110	810′ (519′)	1500m
135	810′ (519′)	1600m
180	1180′ (889′)	2400m
205	1180′ (889′)	3600m

PANS OPS 4

CHANGES: MSA. Missed approach. TA.

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BRIEFING STRIP ™

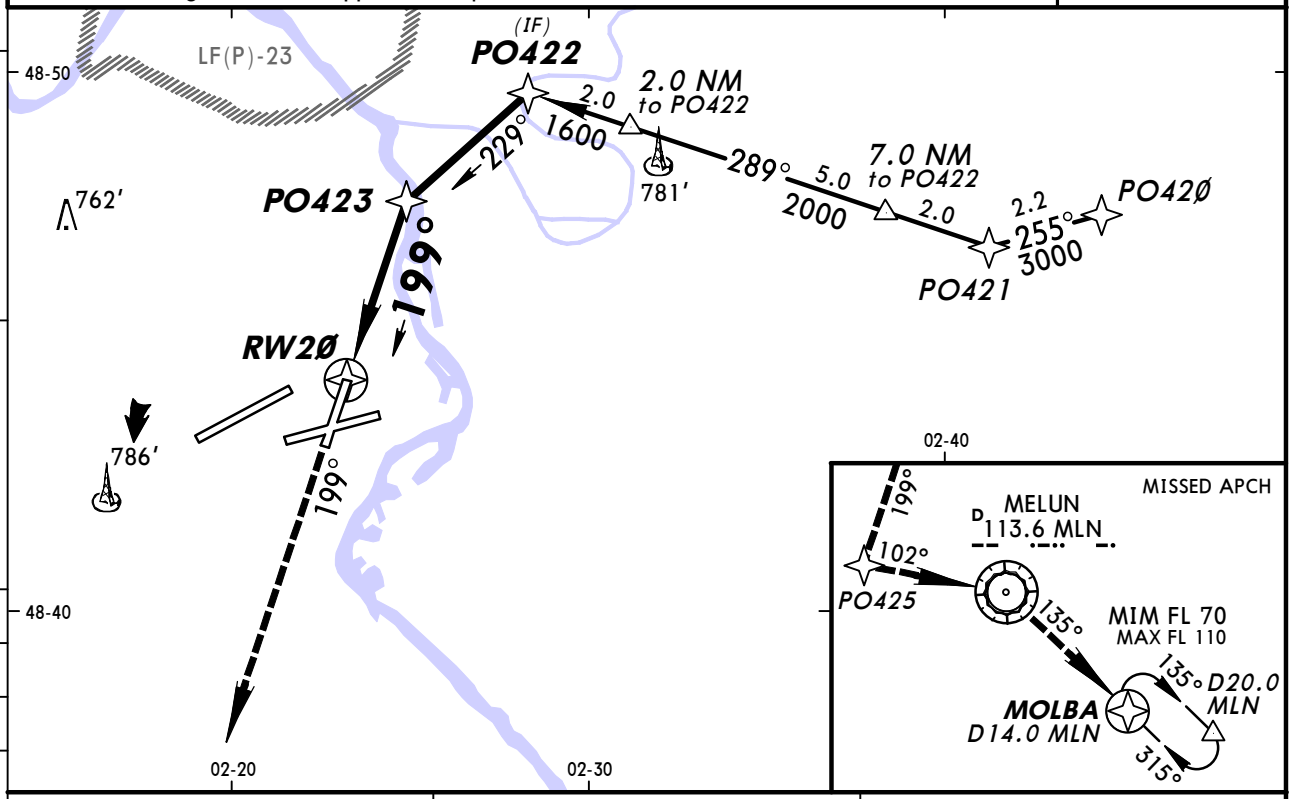
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

RNAV	Final Apch Crs	Procedure Alt	LNAV DA/MDA(H)	Apt Elev 291′
	199°	PO423 1600′ (1309′)	690′ (399′)	

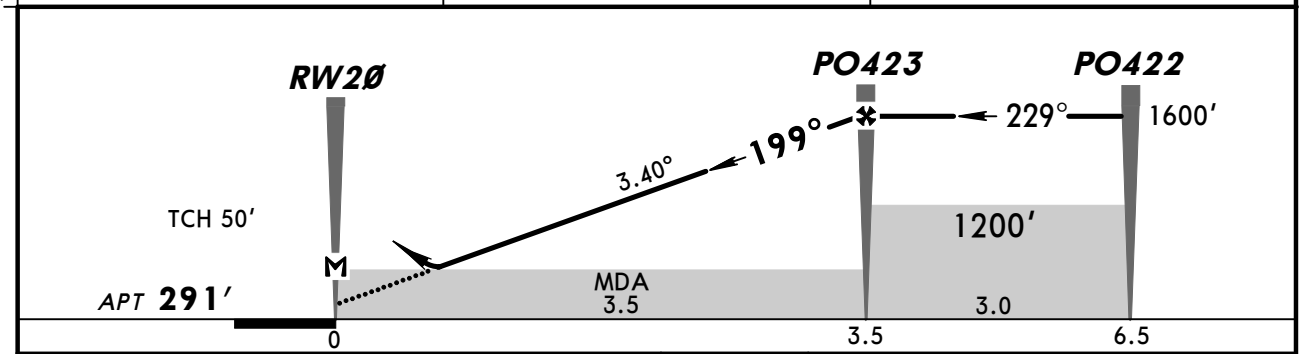
MISSED APCH: Climb on 199° to 4000′. At PO425 turn LEFT to MLN VOR. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
Radar vectoring for initial approach required.

3200′
MSA
ARP



DIST to RW2Ø	2.0	3.0
ALTITUDE	1060′	1420′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.40°	421	541	602	722	842	963
MAP at RW2Ø						

REIL
PAPI-L

4000′ on 199° PO425

Standard STRAIGHT-IN LANDING RWY **20**

LNAV
CDFA
DA/MDA(H) **690′** (399′)

		CIRCLE-TO-LAND		
		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

PANS OPS 4

CHANGES: MSA. Missed approach. TA.

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BRIEFING STRIP ™

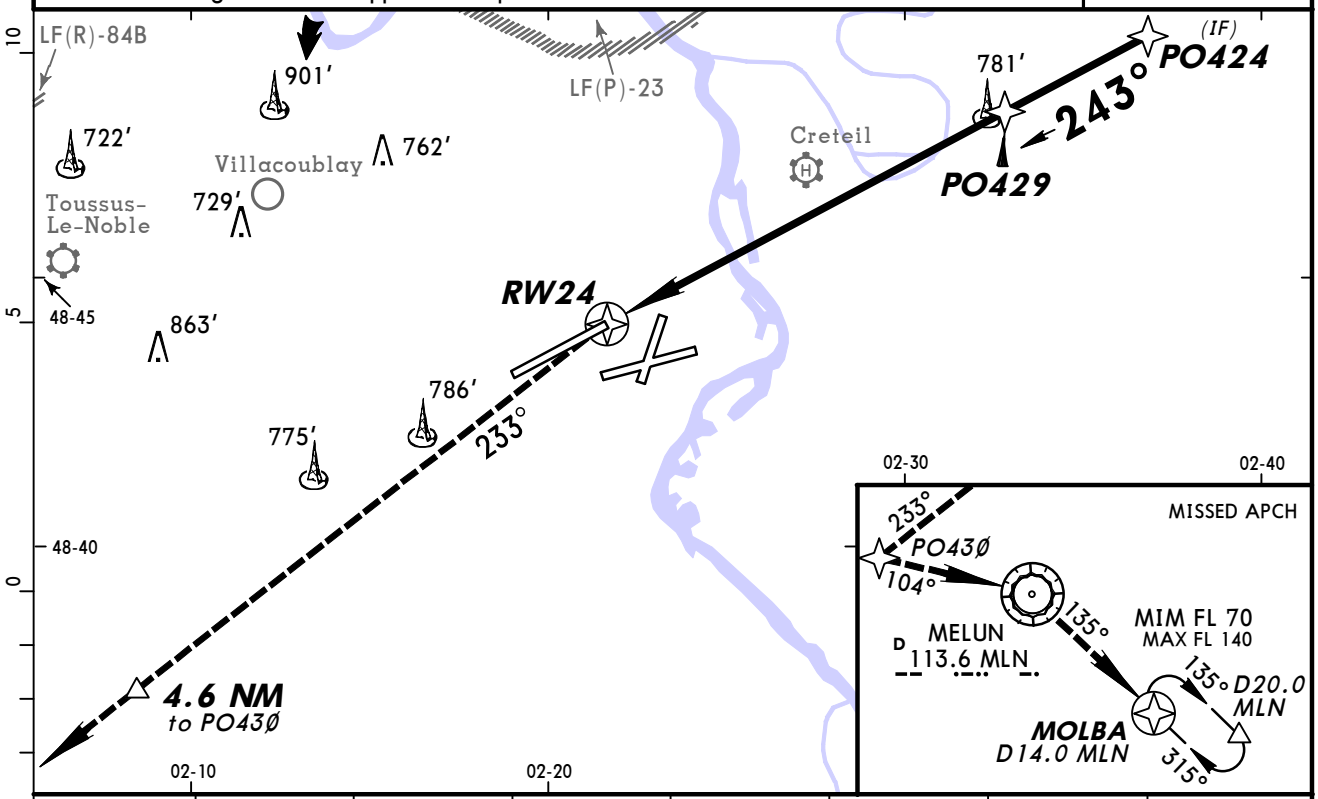
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

RNAV	Final Apch Crs	Procedure Alt	LNAV DA/MDA(H)	Apt Elev 291′
	243°	PO429 3000′ (2709′)	720′ (429′)	

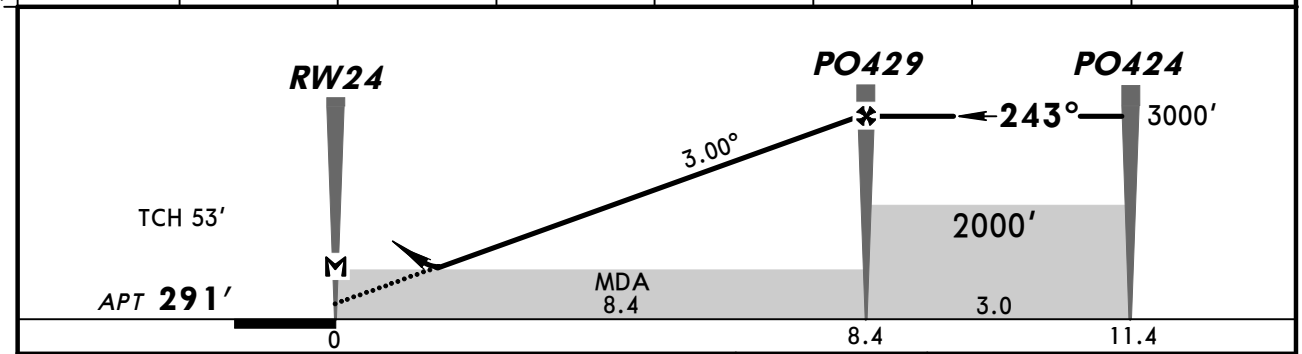
MISSED APCH: Turn LEFT to PO43Ø climbing to 2000′. At 4.6 NM to PO43Ø climb to 4000′. At PO43Ø turn LEFT to MLN VOR. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed.
Do not turn before MAP. Climb to 1200′ prior to level acceleration.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
Radar vectoring for initial approach required.

3200′
MSA
ARP



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW24							

HIALS
REIL
2000′
LT
4.6 NM to PO43Ø

Standard STRAIGHT-IN LANDING RWY 24

LNAV
CDFA
DA/MDA(H) 720′ (429′)

ALS out

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2000m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
110	810′ (519′)	1500m
135	810′ (519′)	1600m
180	1180′ (889′)	2400m
205	1180′ (889′)	3600m

PANS OPS

CHANGES: None.

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PARIS, FRANCE
RNAV (GNSS) Rwy 26

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82

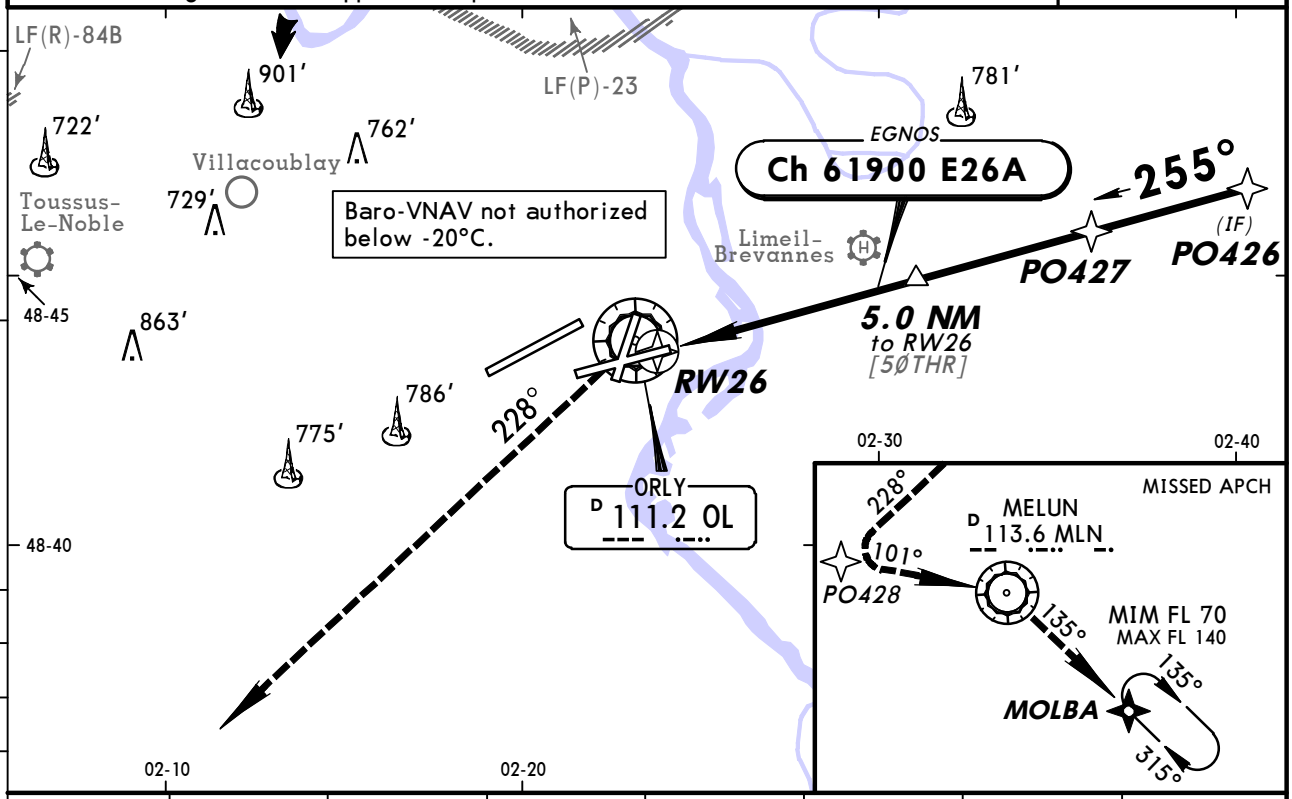
BRIEFING STRIP™

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 291′
Ch 61900 E26A	255°	PO427 3000′ (2713′)	Refer to Minimums	RWY 287′

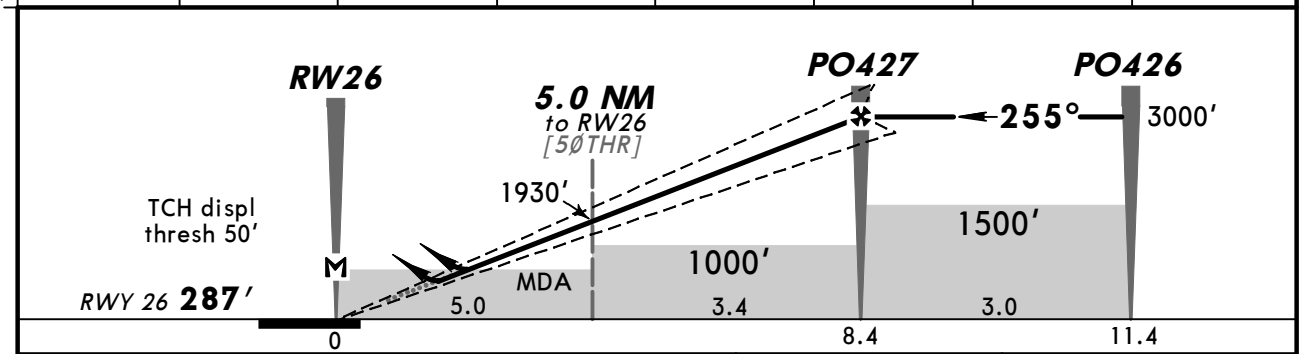
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-228 OL VOR to PO428 climbing to 2000′. At PO428 turn LEFT to MLN VOR climbing to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA or as directed.
Do not turn before MAP. Climb to 1200′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000′
Radar vectoring for initial approach required.

3200′
MSA
ARP



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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW26							

HIALS-II
REIL

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 26

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A: 577′(290′) C: 597′(310′)	A: 607′(320′) CD:	680′(393′)
B: 587′(300′) D: 607′(320′)	B: 617′(330′) 637′(350′)	

	LPV	ALS out	LNAV/VNAV	ALS out	LNAV CDFA	ALS out
A	RVR 750m [1]	RVR 1400m	RVR 750m [2]	RVR 1400m	RVR 1100m	RVR 1500m
B			RVR 800m	RVR 1500m		
C	RVR 750m [2]		RVR 900m	RVR 1600m		RVR 1800m
D						

CIRCLE-TO-LAND
Circling height based on rwy 26 displ thresh elev of 287′.

Max Kts	MDA(H)	VIS
110	810′(523′)	1500m
135	810′(523′)	1600m
180	1180′(893′)	2400m
205	1180′(893′)	3600m

PANS OPS

[1] With TDZ, CL and HUD: RVR 650m. [2] With TDZ, CL and HUD: RVR 700m.

CHANGES: Procedure.

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BRIEFING STRIP TM

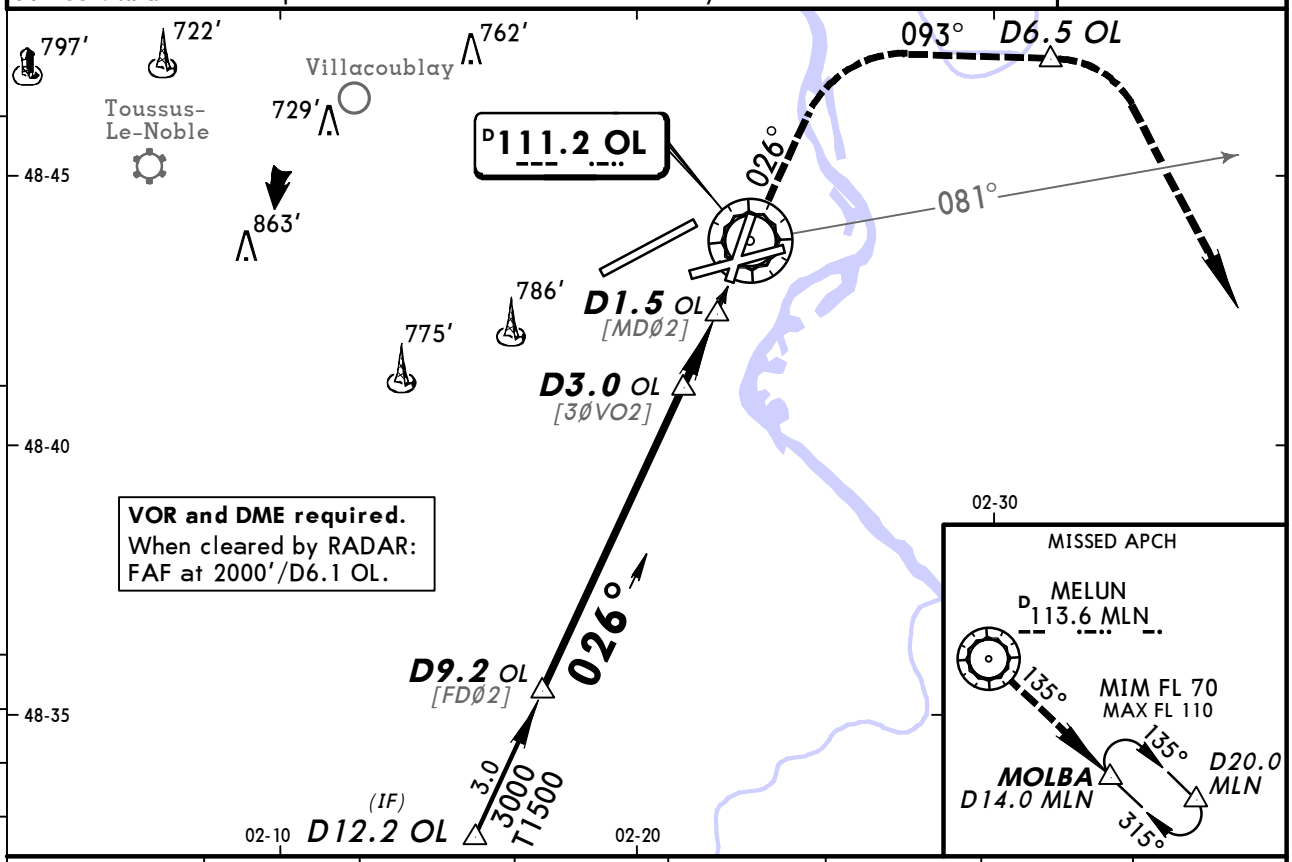
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
OL 111.2	026°	D9.2 OL 3000′ (2709′)	Refer to Minimums	291′

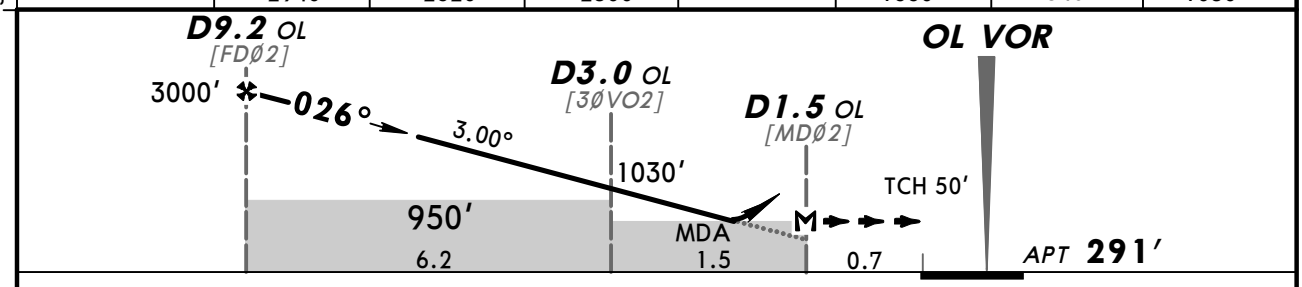
MISSED APCH: Climb on R-206 OL inbound to 2000′. At 900′ turn RIGHT (MAX 185 KT) onto 093°. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL climb to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed.
Do not turn before passing MAP. Climb to 1100′ prior to level acceleration.

3200′
MSA ARP

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	2940′	2620′	2300′	1980′	1660′	1340′	1030′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5 OL							

HIALS
REIL

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **02**

CDFA

DA/MDA(H) [1] A: **670′** (379′) C: **740′** (449′)
B: **710′** (419′) D: **760′** (469′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1300m	RVR 1500m	110	810′ (519′)	1500m
B	RVR 1500m		135	810′ (519′)	1600m
C	RVR 1700m	CMV 2100m	180	1180′ (889′)	2400m
D	RVR 1800m	CMV 2200m	205	1180′ (889′)	3600m

CIRCLE-TO-LAND

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

PANS OPS 4

CHANGES: None.

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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

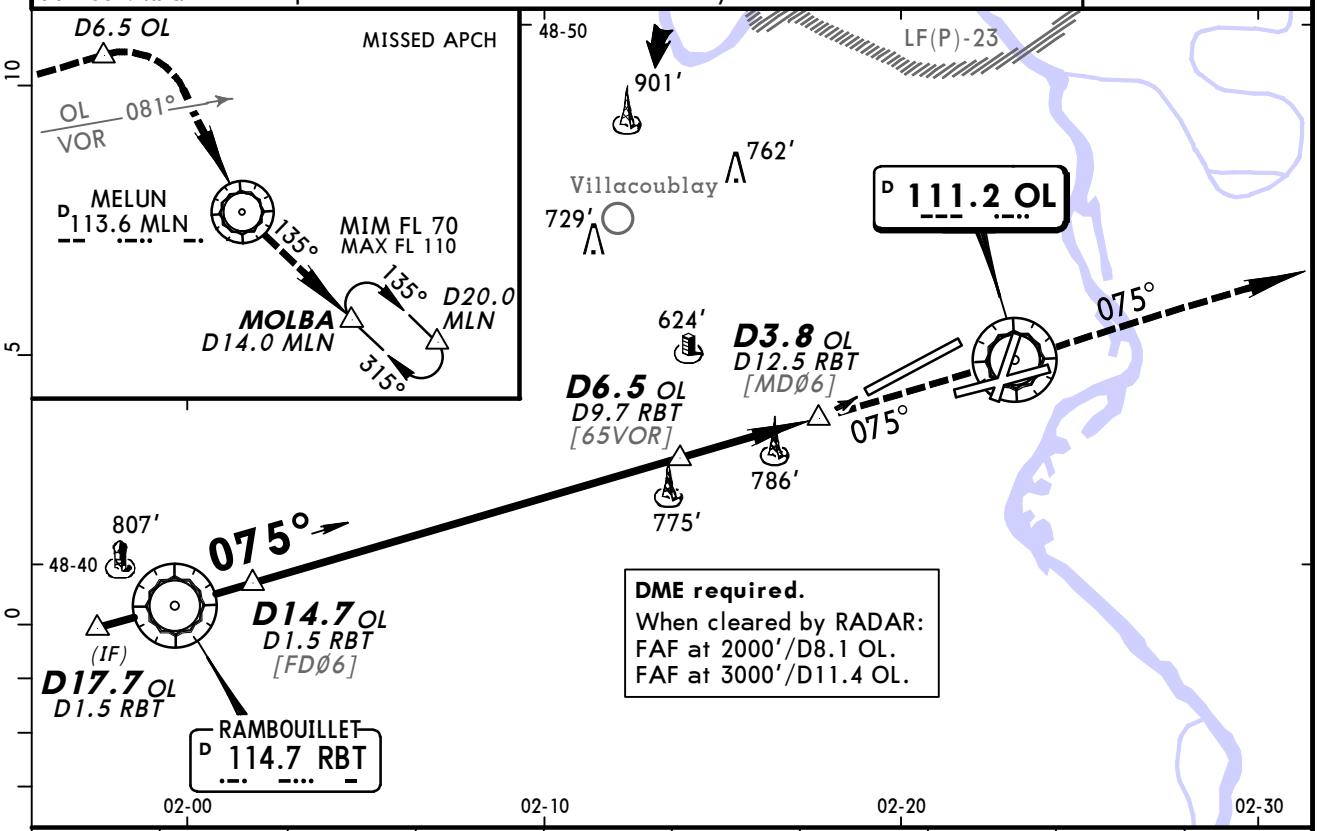
BRIEFING STRIP™

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
OL 111.2	075°	D14.7 OL 4000′ (3709′)	870′ (579′)	291′

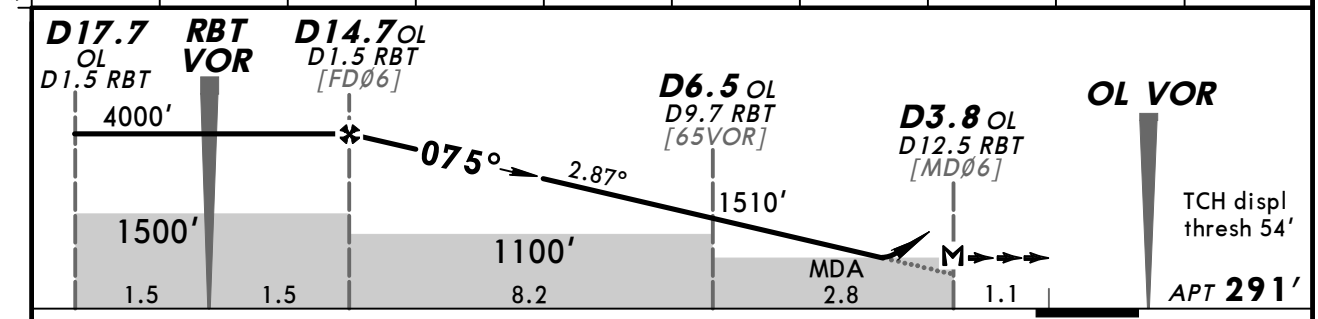
MISSED APCH: Follow R-255 inbound to OL VOR, then on R-075 OL climbing to 2000′. At D6.5 OL turn RIGHT to MLN VOR. When crossing R-081 OL continue climb to 4000′, or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA.
Climb to 1100′ prior to level acceleration.

3200′
MSA
ARP

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



OL DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	3480′	3170′	2880′	2570′	2270′	1960′	1660′	1360′	1050′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.87°	355	457	508	609	711	812
MAP at D3.8 OL/D12.5 RBT							

HIALS-II
REIL

OL	OL
111.2 R-255	111.2

Standard STRAIGHT-IN LANDING RWY **06**

CDFA

DA/MDA(H) [1] **870′** (579′)

	ALS out	
A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
110	870′ (579′)	1500m
135	870′ (579′)	1600m
180	1170′ (879′)	2400m
205	1170′ (879′)	3600m

PANS OPS 4

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

CHANGES: Alternative FAF.

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BRIEFING STRIP ™

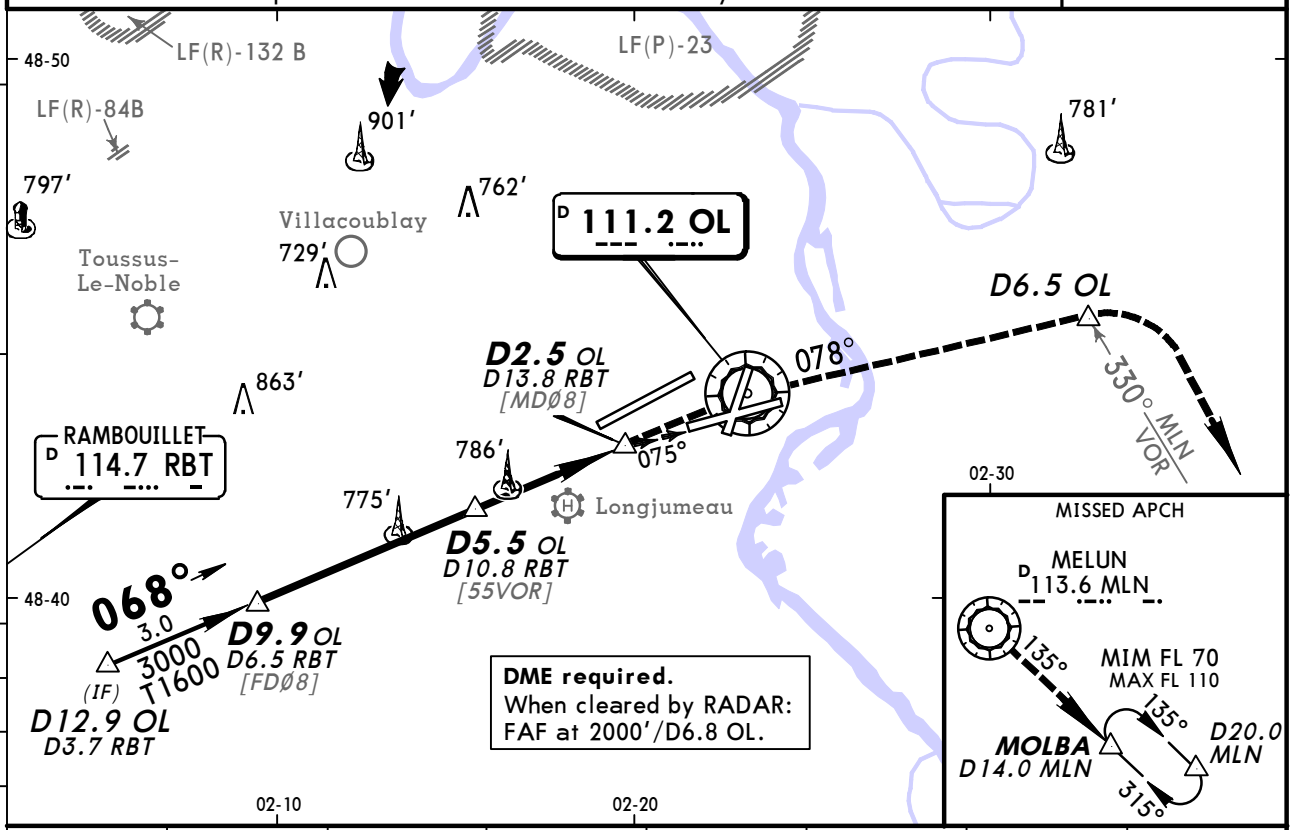
*ATIS	*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)	123.87	124.45	118.7	121.7	121.82

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
OL 111.2	068°	D9.9 OL 3000′ (2709′)	Refer to Minimums	291′

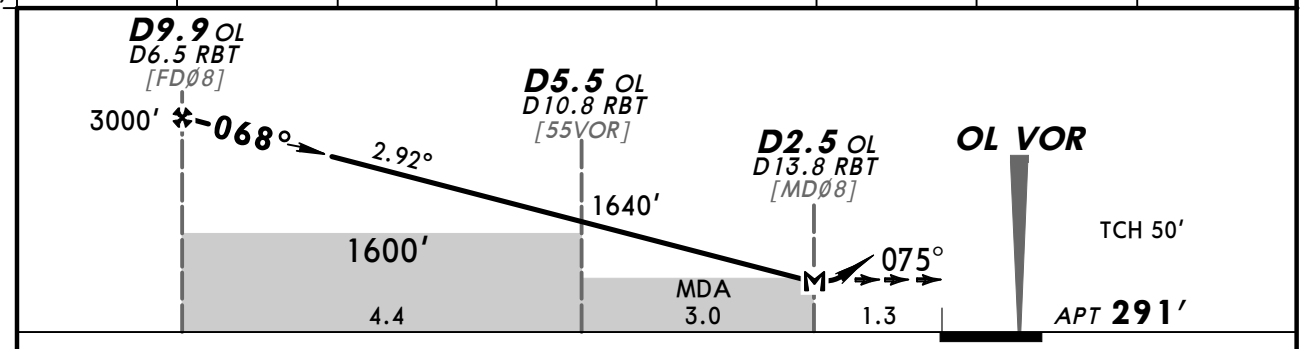
MISSED APCH: Proceed on R-248 inbound to OL VOR, then follow R-078 OL climbing to 2000′. At D6.5 OL turn RIGHT to MLN VOR climbing to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100′ prior to level acceleration.

3200′ MSA ARP

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
Descent Angle	2.92°	362	465	517	620	723	826
MAP at D2.5 OL/D13.8 RBT							

HIALS
REIL
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **08**
CDFA

DA/MDA(H) [1] ABC: **740′** (449′)
D: **760′** (469′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	110	810′ (519′)	1500m
B			135	810′ (519′)	1600m
C		CMV 2100m	180	1180′ (889′)	2400m
D	RVR 1500m	CMV 2200m	205	1180′ (889′)	3600m

CIRCLE-TO-LAND

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

PANS OPS 4

CHANGES: MSA. Missed approach. TA.

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BRIEFING STRIP™

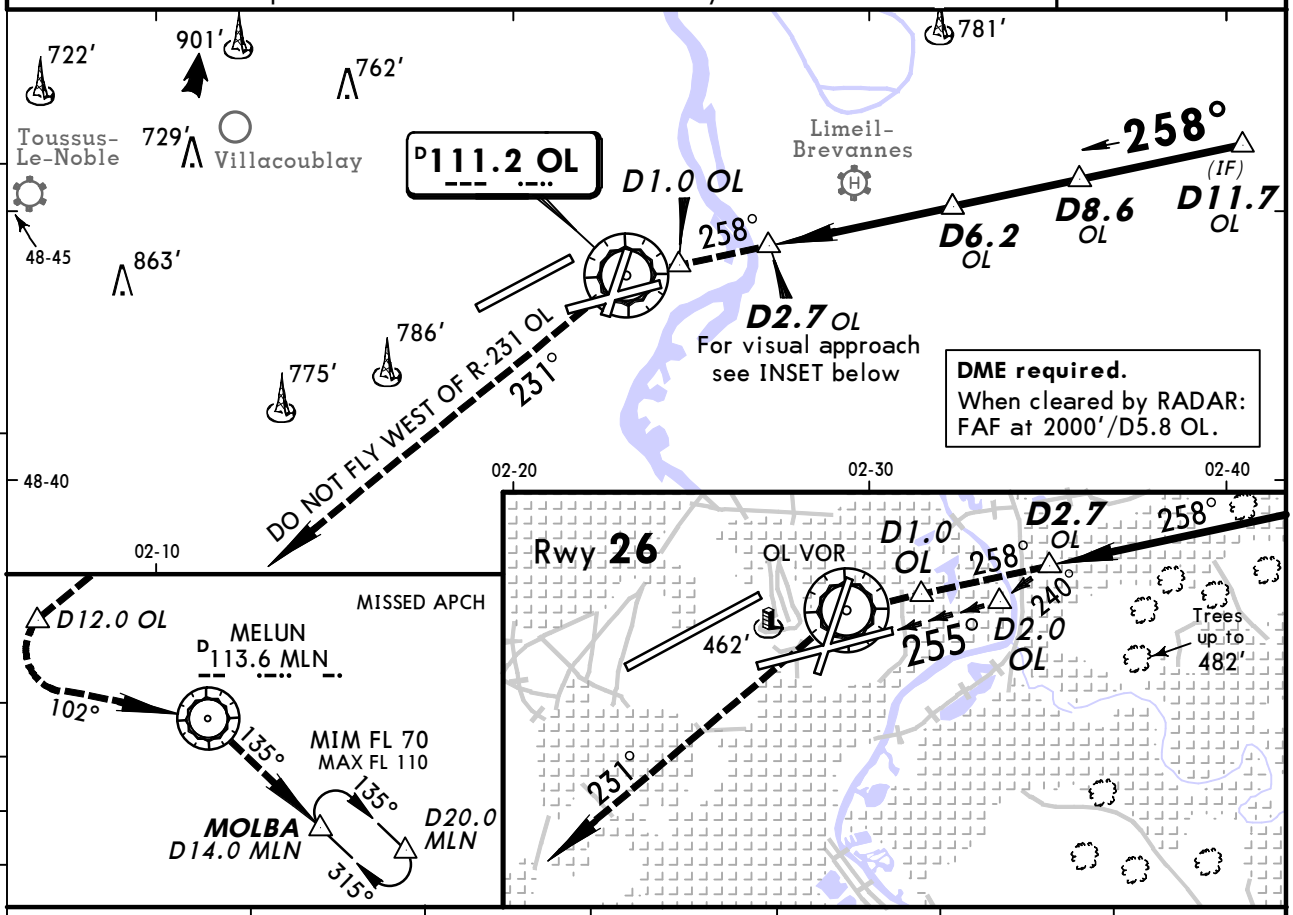
*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.7 121.82

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
OL 111.2	258°	D8.6 OL 3000′ (2709′)	Refer to Minimums	291′

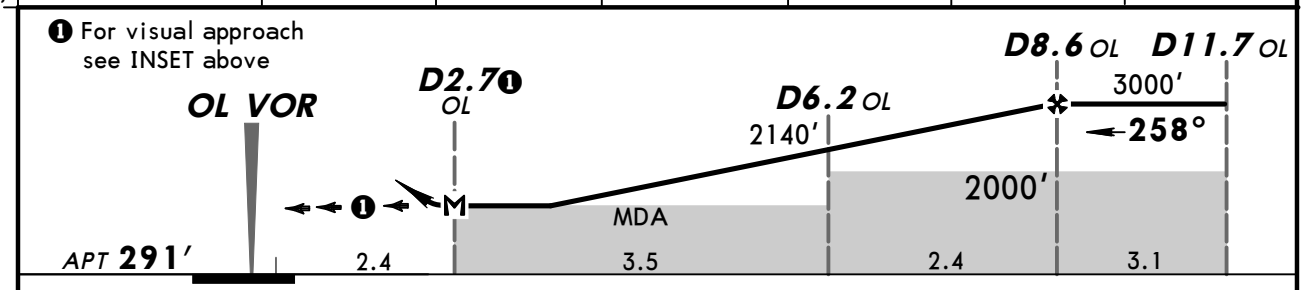
MISSED APCH: Proceed on R-078 inbound OL VOR to 2000′. At D1.0 OL turn LEFT to intercept and follow R-231 OL. At D12.0 OL turn LEFT and proceed on R-282 inbound MLN VOR climbing to 4000′. At MLN VOR climb to FL 70 and proceed to MOLBA.
Climb to 1200′ prior to level acceleration.

3200′
MSA ARP

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



OL DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	960′	1330′	1690′	2060′	2420′	2790′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.43°	425	546	607	728	850	971
MAP at D2.7 OL							

HIALS-II
REIL

Refer to Missed Apch above

Standard

CIRCLE-TO-LAND
WITH PRESCRIBED
FLIGHT TRACKS TO RWY 26

	Max Kts	MDA(H)	VIS
A	110	860′(569′)	1500m
B	135	860′(569′)	1600m
C	180	900′(609′)	2400m
D	205	1000′(709′)	3600m

PANS OPS 4

CHANGES: MSA. Missed approach. TA.

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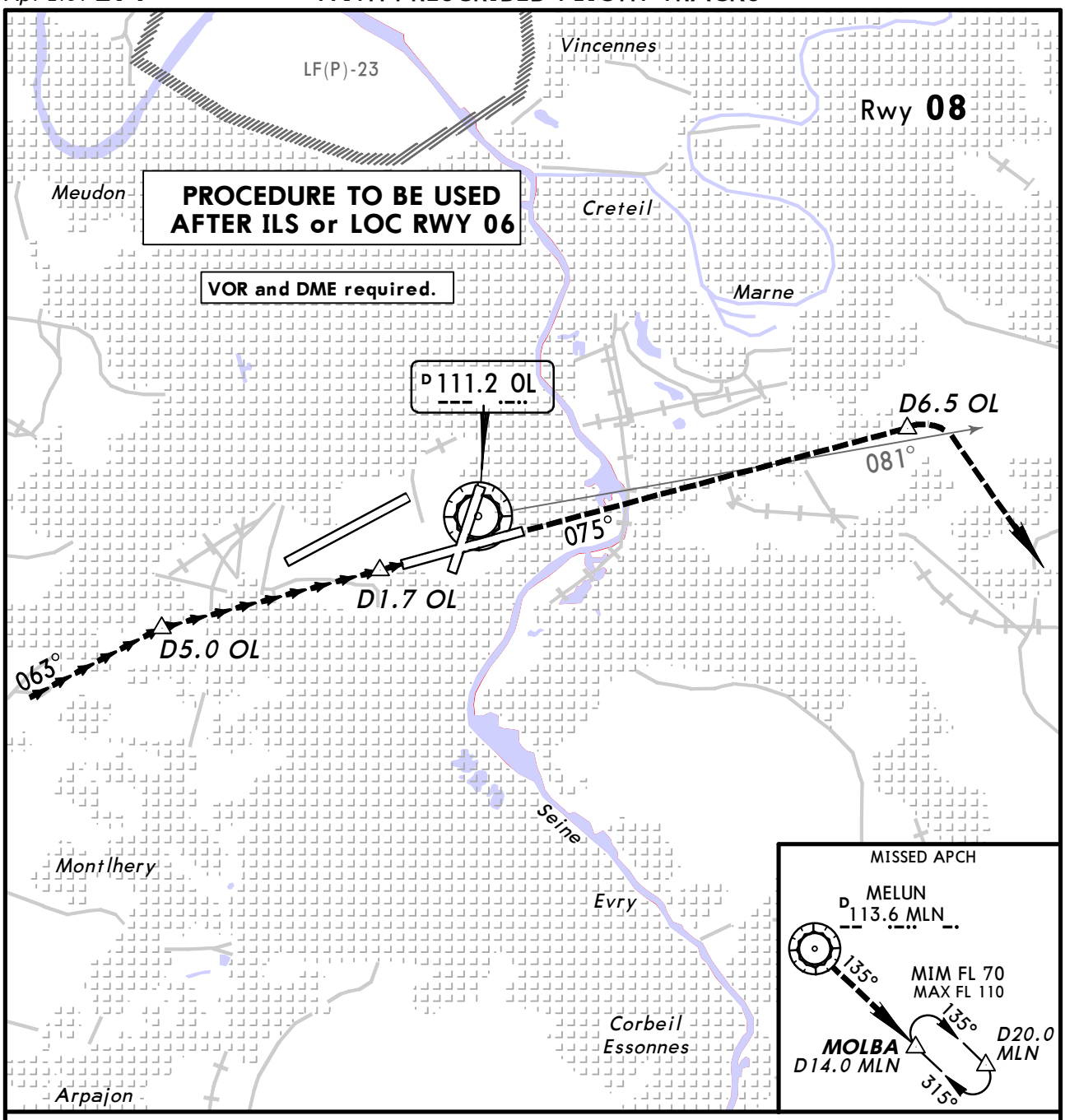
Apt Elev **291′**

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS



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*

CHANGES: Procedure transferred from 11-2 and revised.

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JeppView for Windows

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PARIS, (ORLY - LFPO)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPO

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: Permanent
Begin Date: Immediately
End Date: No end date

If weather conditions worsen (VIS 1500m or less or ceiling below 1000') an increase in holding times at the take-off threshold may occur.

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: Temporary
Begin Date: Immediately
End Date: Until Further Notice

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

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20140331

(11-1) LOC (GS out) mnms chgd to DA/MDA(H) 650'(363'), RVR 1200m, ALS out CAT AB RVR 1500m CAT CD RVR 1700m.

Type: Terminal
Effectivity: Permanent
Begin Date: 20130530
End Date: No end date

(12-6) Missed apch chgd as follows: Climb STRAIGHT AHEAD to 2000'. At 700' turn LEFT to intercept and follow R-228 OL VOR to PO428. 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.