

List of pages in this Trip Kit

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Airport Information For LFOB

Terminal Charts For LFOB

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 0.1°W

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

Sunrise: 0345 Z
Sunset: 2002 Z,

Runway Information

Runway: 04
Length x Width: 2323 ft x 59 ft
Surface Type: paved
TDZ-Elev: 341 ft

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

Runway: 22
Length x Width: 2323 ft x 59 ft
Surface Type: paved
TDZ-Elev: 359 ft

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

Communication Information

ATIS 118.375
Beauvais Tower 121.4
Beauvais Tower 119.9 Secondary
Beauvais Approach Control 121.4 Secondary
Beauvais Approach Control 119.9

1. GENERAL

1.1. ATIS

*ATIS 118.37

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

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

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

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

Exempted from the above restrictions are:

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

1.2.2. REVERSE THRUST

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

1.2.3. AUXILIARY POWER UNITS (APUs)

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

1.3. TAXI PROCEDURES

For Wing Span Restrictions refer to 10-9 charts.

1.4. OTHER INFORMATION

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

2. ARRIVAL

2.1. CAT III OPERATIONS

RWY 12 is approved for CAT III operations, special aircrew and ACFT certification required.

Operation of any ACFT wishing to conduct CAT III operations on RWY 12 shall conduct a demonstration program acceptable operating its supervisory authority.

2.2. OTHER INFORMATION

2.2.1. COMMUNICATION FAILURE PROCEDURE

Follow authorized or planned STAR according to the known or estimated landing direction.

In case of radar guidance, get back to the initial STAR.

Proceed to IAF at the last assigned and acknowledged level, if this level usable in holding pattern, or otherwise the highest level in holding.

Stay in this holding at this level until the latest time of the following:

- EAT,

- Arrival time in the holding pattern plus 10 minutes, then descend in holding pattern to the lowest holding level.

Leave IAF at this level to perform approach procedure until landing.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.1.1. RUNWAY USAGE

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

3.2. OTHER INFORMATION

3.2.1. COMMUNICATION FAILURE PROCEDURE

RNAV SIDS

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

SIDS

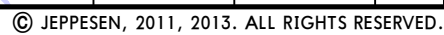
Follow the last clearance then:

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

DEPARTURE (POGO)

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

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



RNAV ARRIVAL INSTRUCTIONS

1. Protection

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

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

2. Equipment

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

3. Operating procedure/Loss of RNAV capability

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

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

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

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

*ATIS 118.37	Apt Elev 359'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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CMB 8T
LORNI 8T [LORN8T]
RWYS 12, 30 RNAV ARRIVALS
FROM LOWER AIRSPACE
TO IAF BVS & MTD

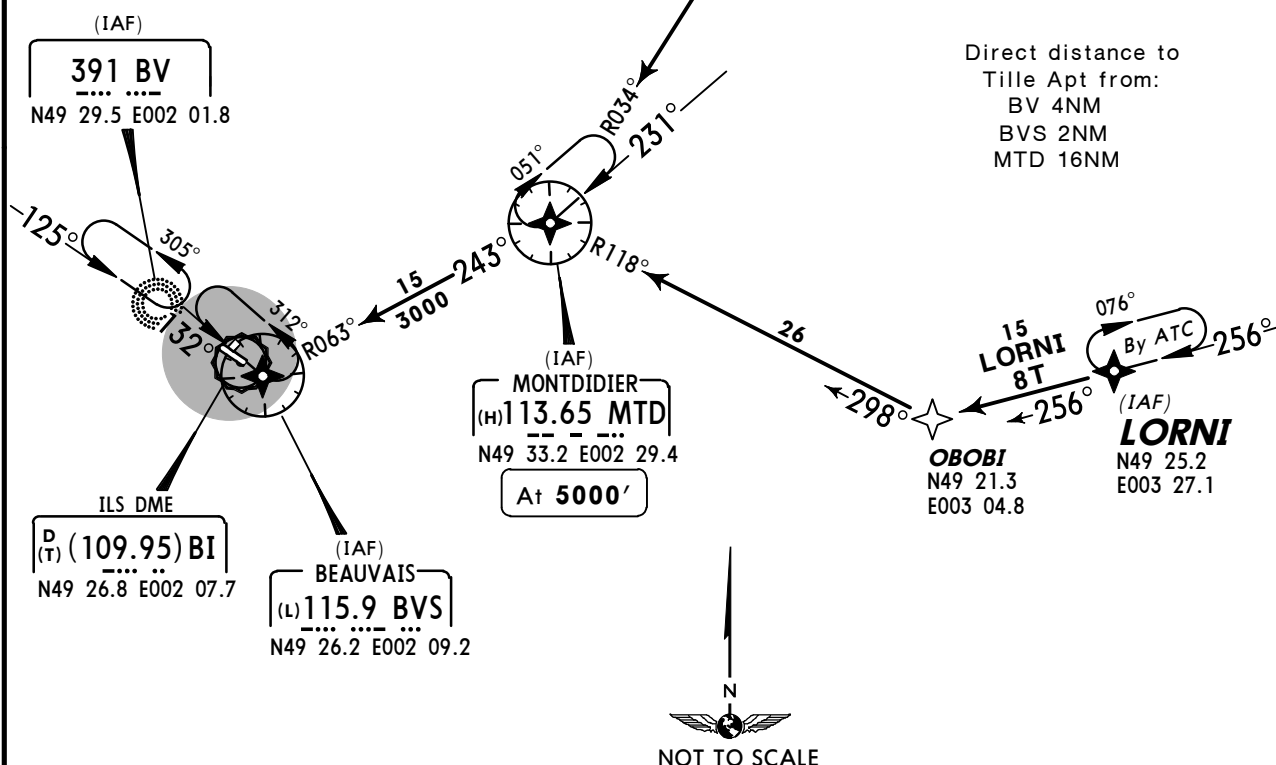
BV
Not usable with RNAV 2000/5000, inbound 125° MAX 200 KT

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

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

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

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



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

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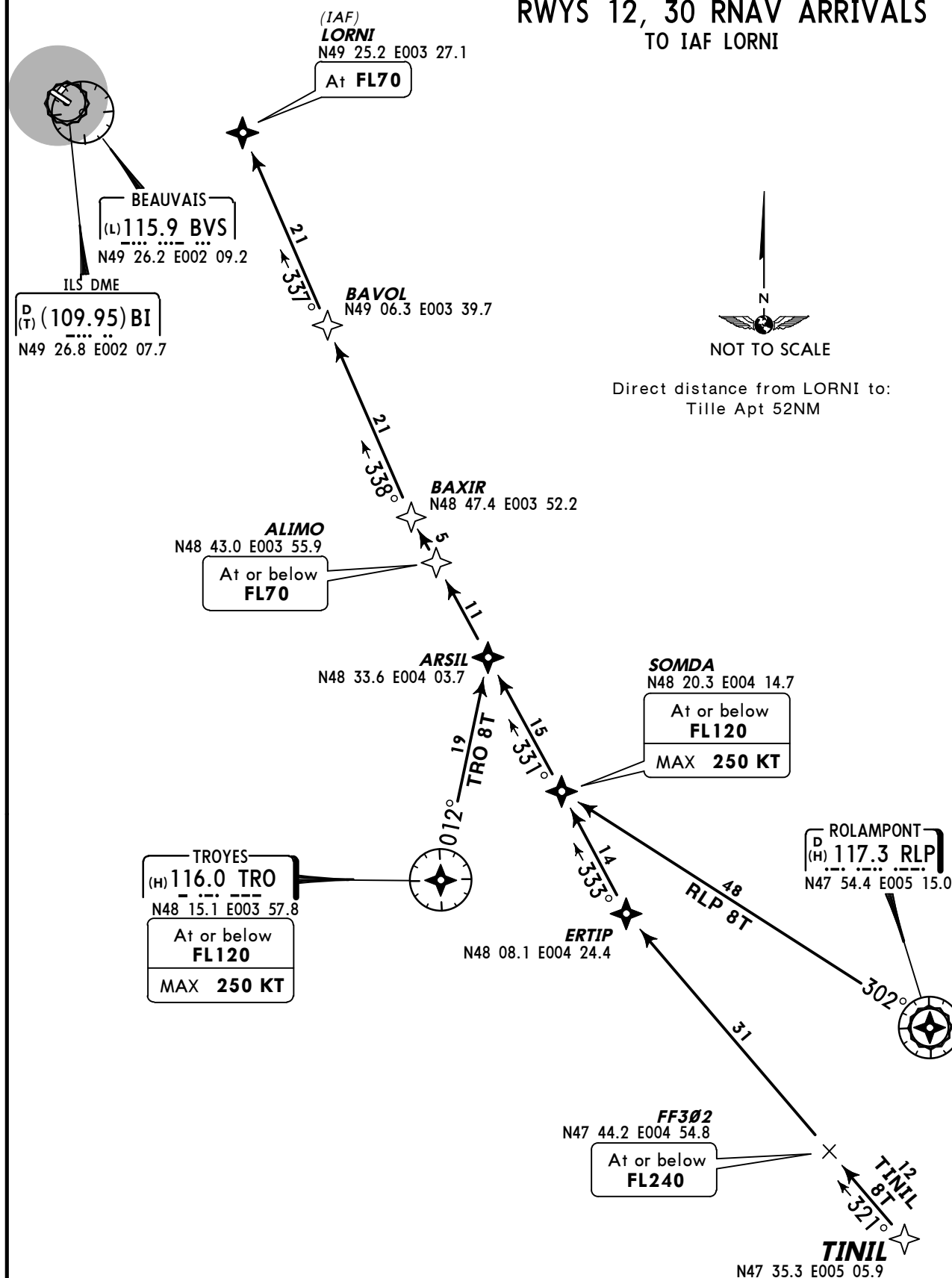
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*ATIS
118.37

Apt Elev
359'

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

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



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

*ATIS
118.37

Apt Elev
359'

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

CAMBRAI (CMB 8C)
RWYS 12, 30 ARRIVAL
TO IAF BVS & MTD
FROM LOWER AIRSPACE

~~SPEED~~ MAX 250 KT BELOW FL100

BV

2000/5000, inbound 125°
MAX 200 KT

BVS

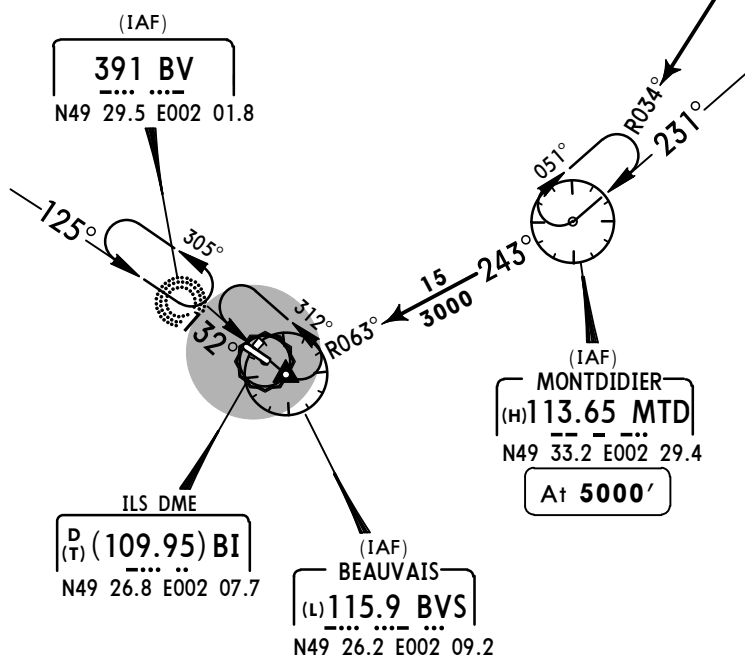
3000/5000, inbound 132°
MAX 200 KT

MTD

3000/5000, inbound 231°
MAX 200 KT

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

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



RNAV SID DESIGNATION	REFER TO CHART
DIKOL 7S, RANUX 7S	10-3B
DIKOL 7T, RANUX 7T	10-3C
DIKOL 7V, RANUX 7V	10-3D
DIKOL 7W, RANUX 7W	10-3E
BAXIR 7S, BUBLI 7S, LANVI 7S	10-3F
BAXIR 7T, BUBLI 7T, LANVI 7T	10-3G
BAXIR 7V, BUBLI 7V, LANVI 7V	10-3H
BAXIR 7W, BUBLI 7W, LANVI 7W	10-3J
OKASI 7S, PILUL 7S	10-3K
OKASI 7T, PILUL 7T	10-3L
OKASI 7V, PILUL 7V	10-3M
OKASI 7W, PILUL 7W	10-3N
LATRA 7S	10-3P
LATRA 7T	10-3Q
LATRA 7V	10-3S
LATRA 7W	10-3T
AGOPA 7S, ERIXU 7S	10-3U
AGOPA 7T, ERIXU 7T	10-3V
AGOPA 7V, ERIXU 7V	10-3V1
AGOPA 7W, ERIXU 7W	10-3V2
EVX 7S, LGL 7S	10-3V3
EVX 7T, LGL 7T	10-3V4
EVX 7V, LGL 7V	10-3V5
EVX 7W, LGL 7W	10-3V6
SID DESIGNATION	REFER TO CHART
ABB 7M, 7N, ATREX 7M, 7N	10-3V7
MATID 7M, 7N, MTD 7M, 7N	10-3V8
NURMO 7M, 7N, OPALE 7M, 7N	10-3W
VESAN 7M, 7N	10-3X
TSU 4R, VILLA 4R (POGO)	10-3X1
TSU 4N, 4U, 4W, VILLA 4N, 4U, 4W (POGO)	10-3X2

DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

Initial departures are only protected in conventional navigation or only in RNAV 1. 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 permanent radar services.

2. SID DESIGNATION

The designation of RNAV normalized departures depends on Paris Charles-de-Gaulle configuration.

The ident of routes will be obtained by calling BEAUVAIS TWR.

Letter **S** (RWY 12) & letter **T** (RWY 30) assigned when EAST configuration at LFPG.

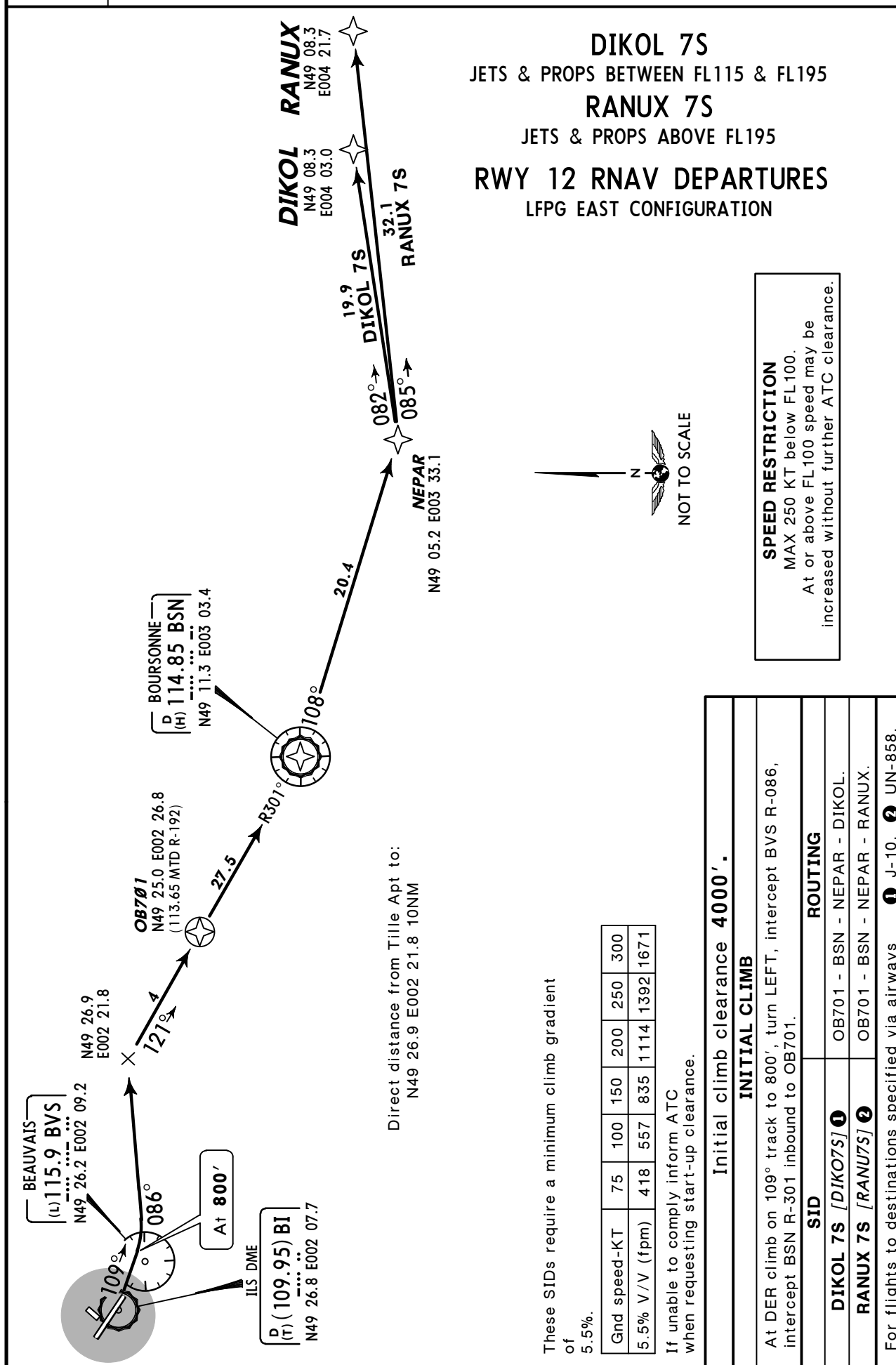
Letter **V** (RWY 12) & letter **W** (RWY 30) assigned when WEST configuration at LFPG.

Letter **M** (RWY 12) & letter **N** (RWY 30) assigned for conventional SIDs.

Apt Elev
359'

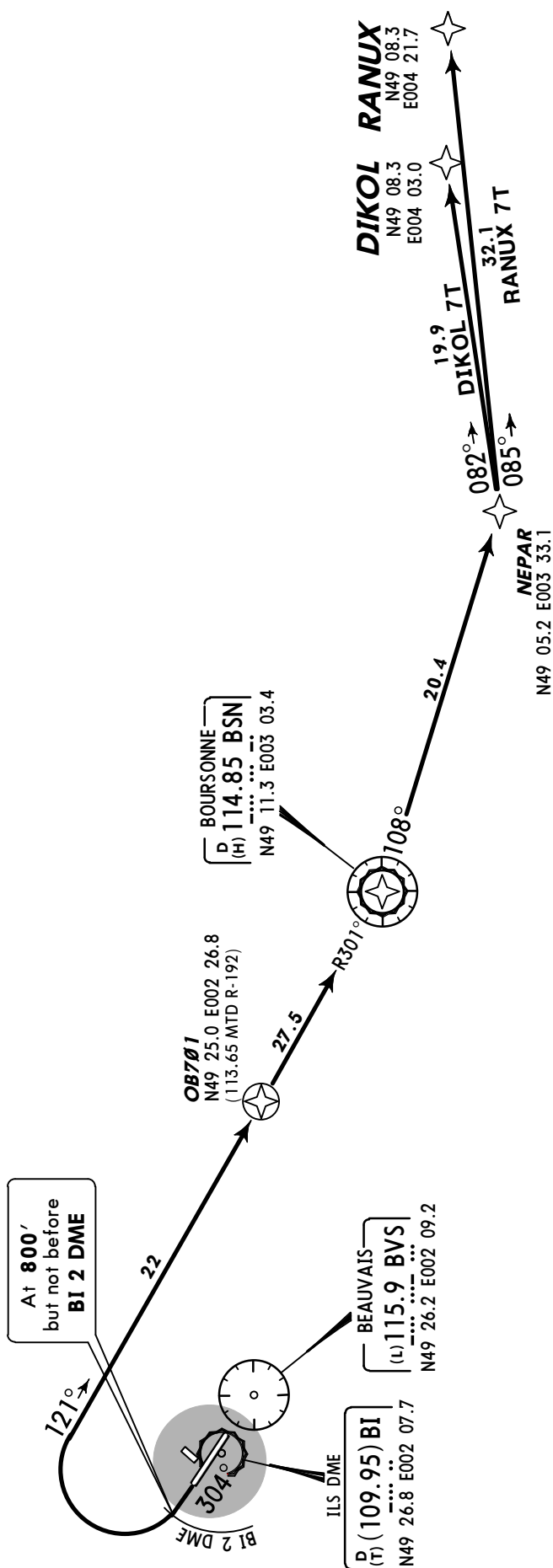
Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.



Apt Elev
359'

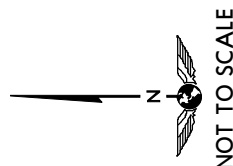
- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.



DIKOL 7T
JETS & PROPS BETWEEN FL115 & FL195

RANUX 7T
JETS & PROPS ABOVE FL195

RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION



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

These SIDs require a minimum climb gradient of 5.5%.

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

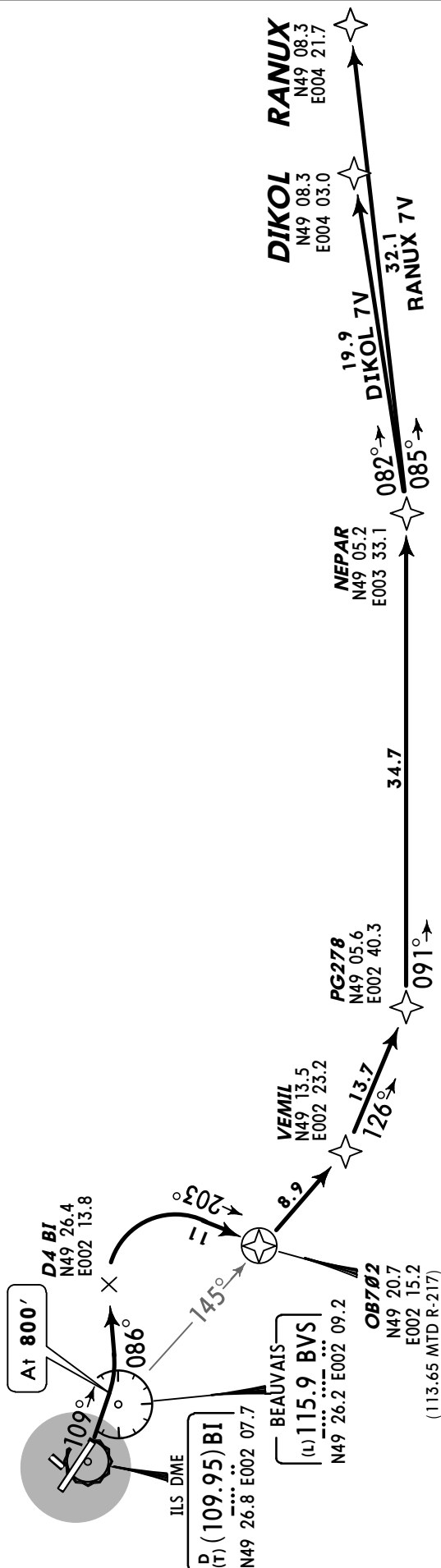
If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance 4000'.	
INITIAL CLIMB	
Climb on BVS R-304, at 800' but not before BI 2 DME turn RIGHT, intercept BSN R-301 inbound to OB701.	
SID	ROUTING
DIKOL 7T [DIKOL7T] ①	OB701 - BSN - NEPAR - DIKOL.
RANUX 7T [RANUX7T] ②	OB701 - BSN - NEPAR - RANUX.
For flights to destinations specified via airways ① J-10, ② UN-858.	

Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.



DIKOL 7V

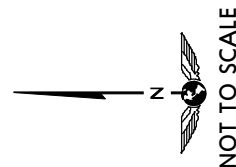
JETS & PROPS BETWEEN FL115 & FL195

RANUX 7V

JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES

LFPG WEST CONFIGURATION



SPEED RESTRICTION

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

Initial climb clearance 4000'

INITIAL CLIMB

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

ROUTING

SID	ROUTING
DIKOL 7V [DIKOL7V] ①	OB702 - VEMIL - PG278 - NEPAR - DIKOL.
RANUX 7V [RANUX7V] ②	OB702 - VEMIL - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways ① J-10, ② UN-858.

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

DIKOL 7W
JETS & PROPS BETWEEN FL115 & FL195
RANUX 7W
JETS & PROPS ABOVE FL195
RWY 30 RNAV DEPARTURES
LFPG WEST CONFIGURATION

Initial climb clearance **4000'**

INITIAL CLIMB

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

ROUTING

DIKOL 7W [DIKOL7W] ① OB702 - VEMIL - PG278 - NEPAR - DIKOL.

RANUX 7W [RANUX7W] ② OB702 - VEMIL - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways ① J-10, ② UN-858.

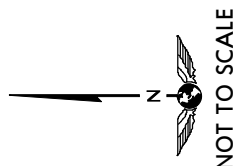
These SIDs require a minimum climb gradient of 5.5%.

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

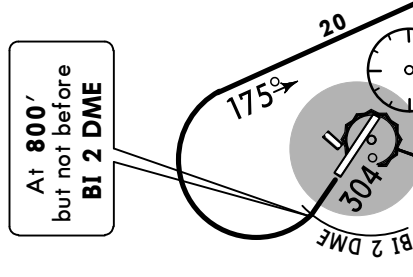
If unable to comply inform ATC when requesting start-up clearance.

SPEED RESTRICTION

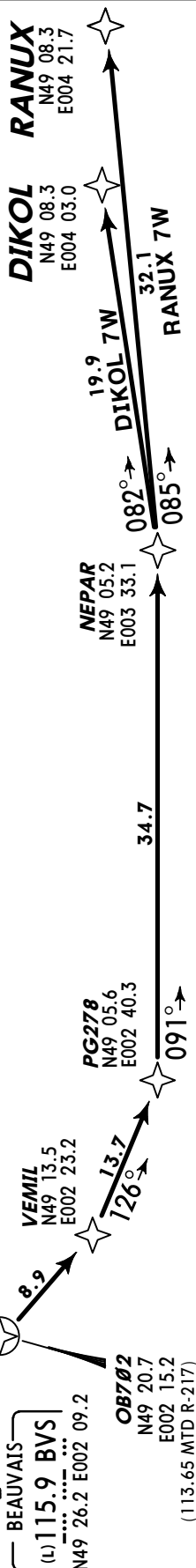
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



At 800'
but not before
BI 2 DME



At or above
4000'



Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

BAXIR 7S

JETS & PROPS BETWEEN FL115 & FL195

BUBLI 7S, LANVI 7S

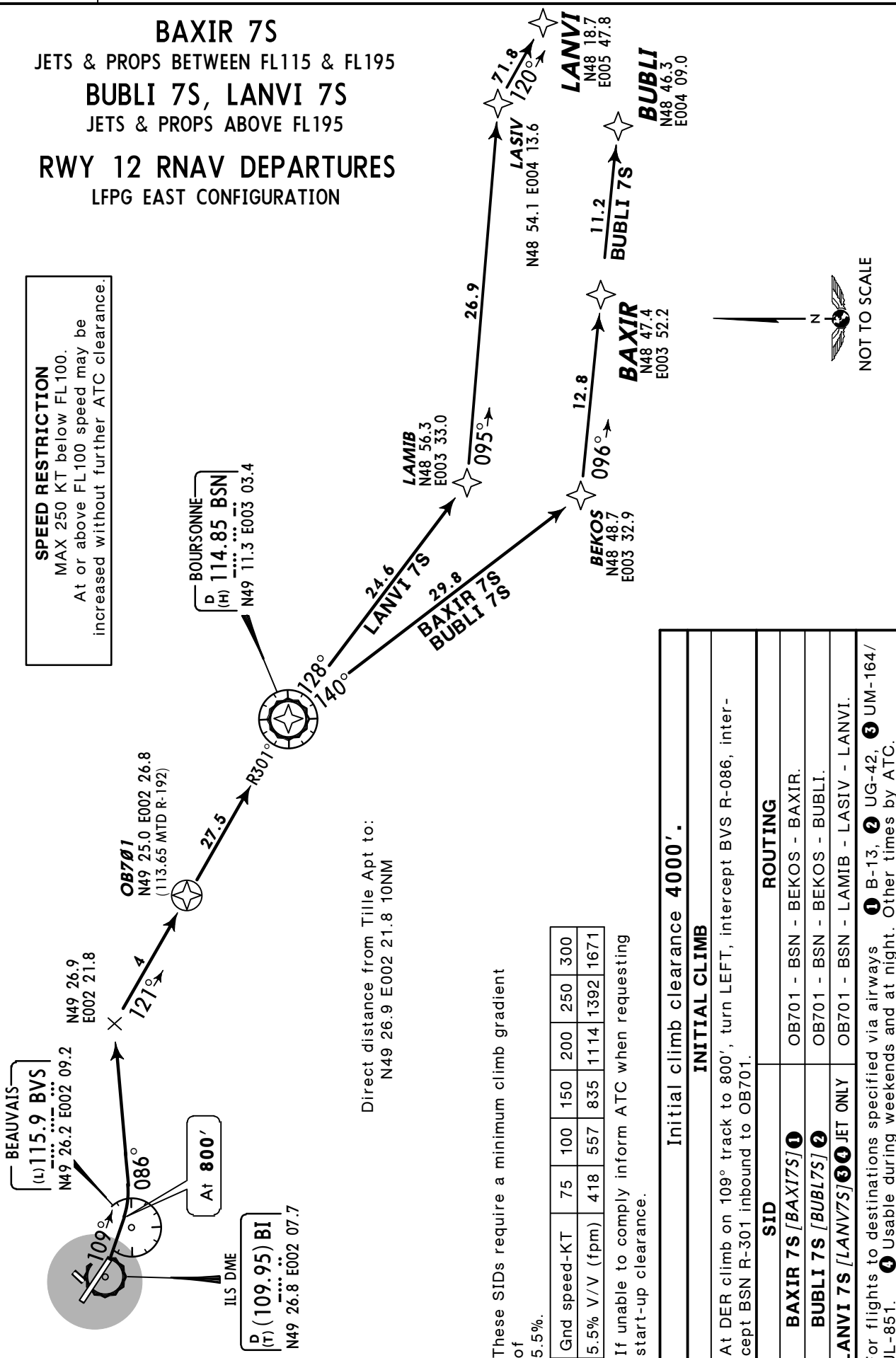
JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES

LFPG EAST CONFIGURATION

SPEED RESTRICTION

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



Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

LFPG EAST CONFIGURATION

For flights to destinations specified via airways **1** B-13, **2** UG-42, **3** UM-164/UL-851. **4** Usable during weekends and at night. Other times by ATC.

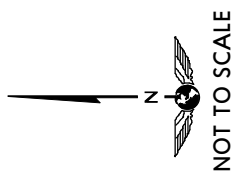
NOT TO SCALE

Apt Elev
359'

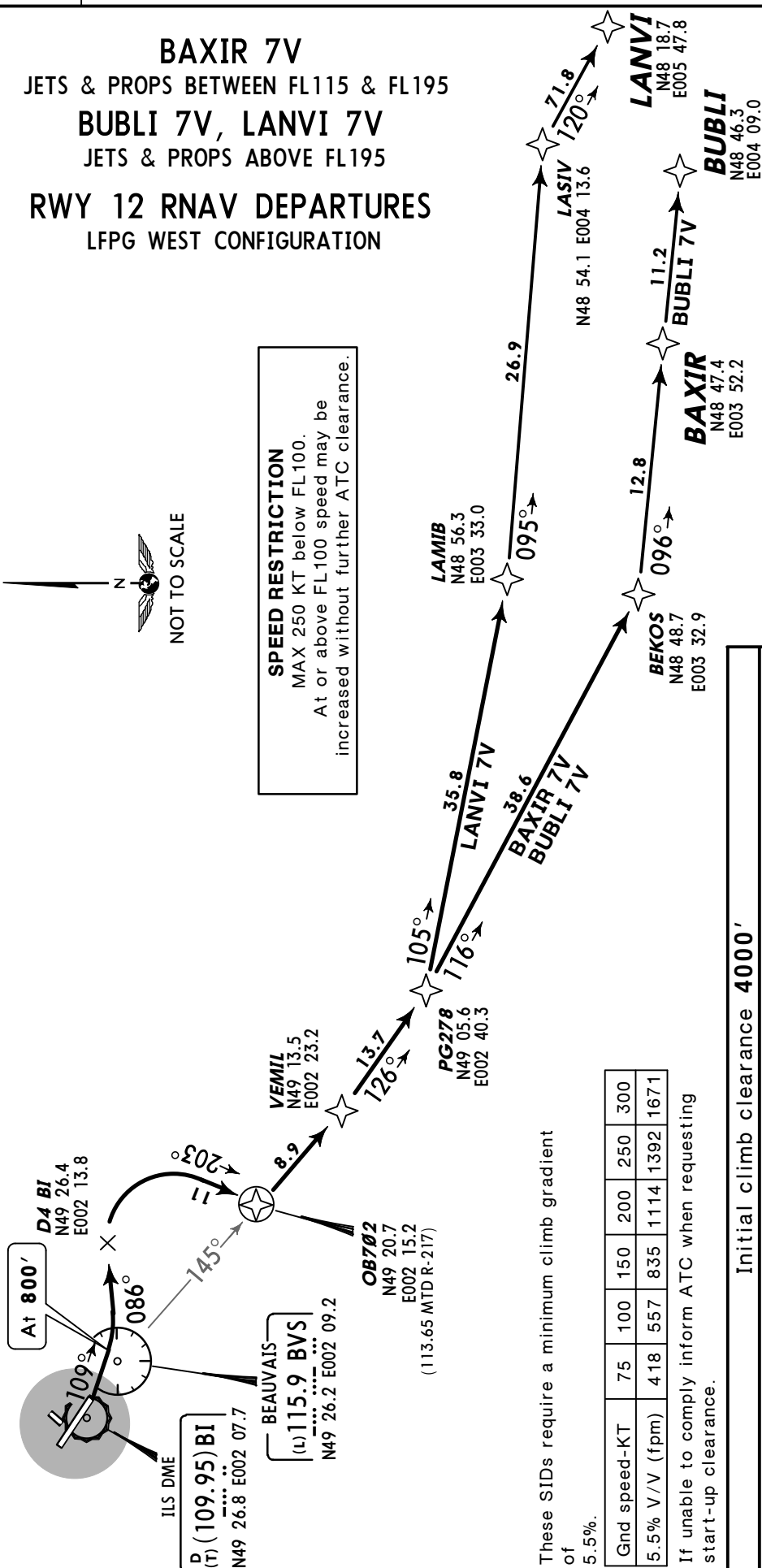
Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

BAXIR 7V
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 7V, LANVI 7V
JETS & PROPS ABOVE FL195
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION



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



Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

BAXIR 7W
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 7W, LANVI 7W
JETS & PROPS ABOVE FL195
RWY 30 RNAV DEPARTURES
LFPG WEST CONFIGURATION

Initial climb clearance 4000'

INITIAL CLIMB

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

ROUTING

SID	ROUTING
BAXIR 7W [BAXI7W]1	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 7W [BUBL7W]2	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 7W [LANV7W]34 JET ONLY	OB702 - VEMIL - PG278 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways 1 B-13, 2 UG-42, 3 UM-164/UL-851.
4 Usable during weekends and at night. Other times by ATC.

These SIDs require a minimum climb gradient of 5.5%.

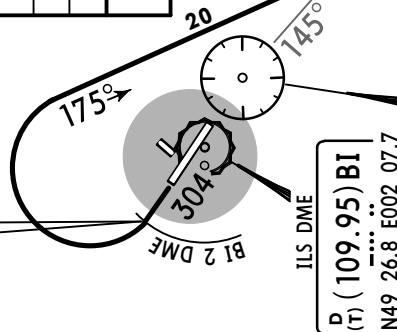
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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

SPEED RESTRICTION

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

At 800'
but not before
BI 2 DME



BEAUVAIS
(11)115.9 BVS
N49 26.2 E002 09.2

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

VEMIL
N49 13.5
E002 23.2

PG278
N49 05.6
E002 40.3

LAMIB
N48 56.3
E003 33.0

LANVI 7W
35.8

BAXIR 7W
38.6

BEKOS
N48 48.7
E003 32.9

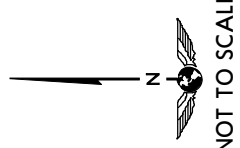
LASIV
N48 54.1 E004 13.6

LANVI
N48 18.7
E005 47.8

BUBLI 7W
11.2

BAXIR
N48 47.4
E003 52.2

BUBLI
N48 46.3
E004 09.0

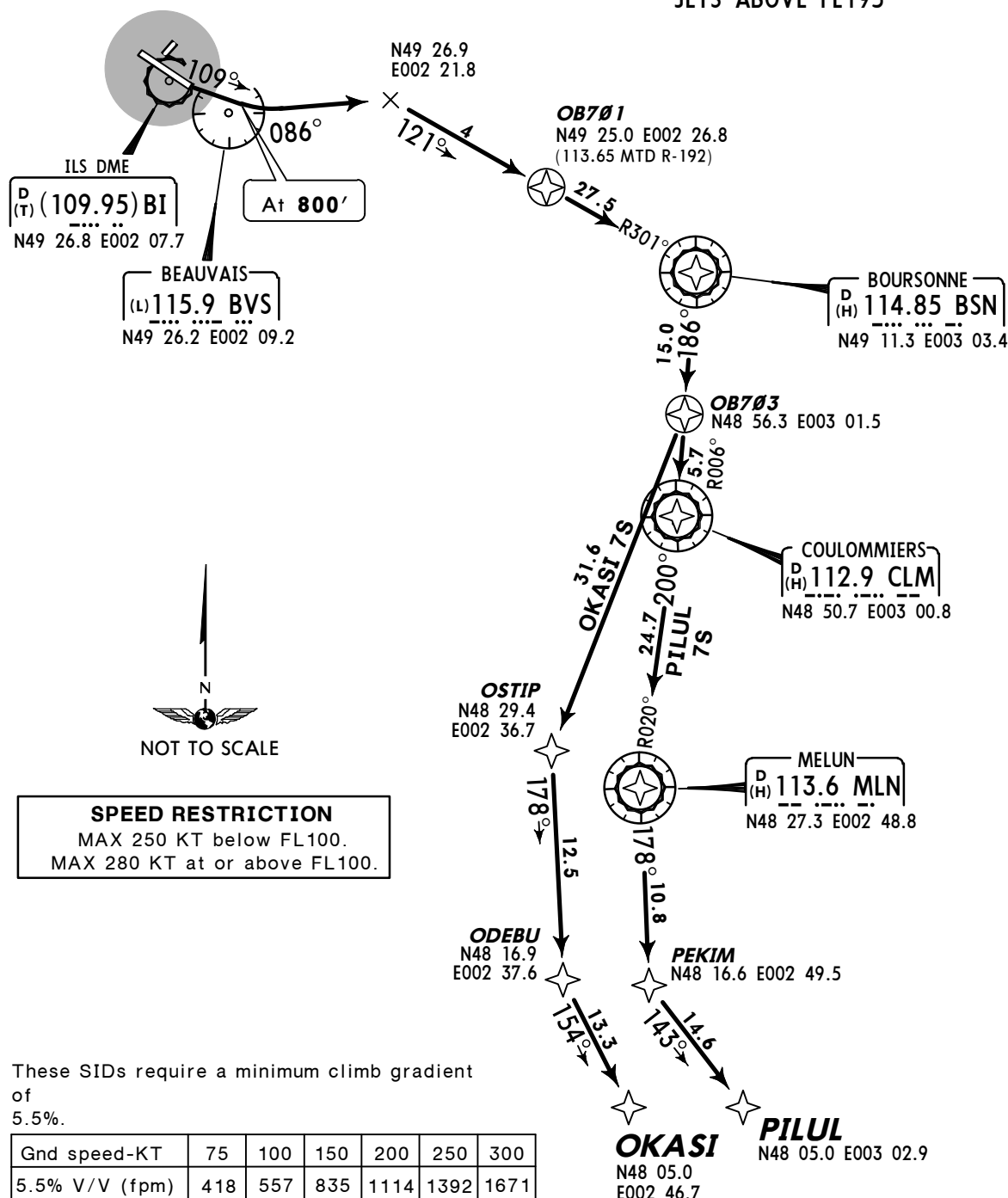


Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

Direct distance from Tille Apt to:
N49 26.9 E002 21.8 10NM

OKASI 7S, PILUL 7S RWY 12 RNAV DEPARTURES LPG EAST CONFIGURATION JETS ABOVE FL195



Initial climb clearance **4000'**

INITIAL CLIMB

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

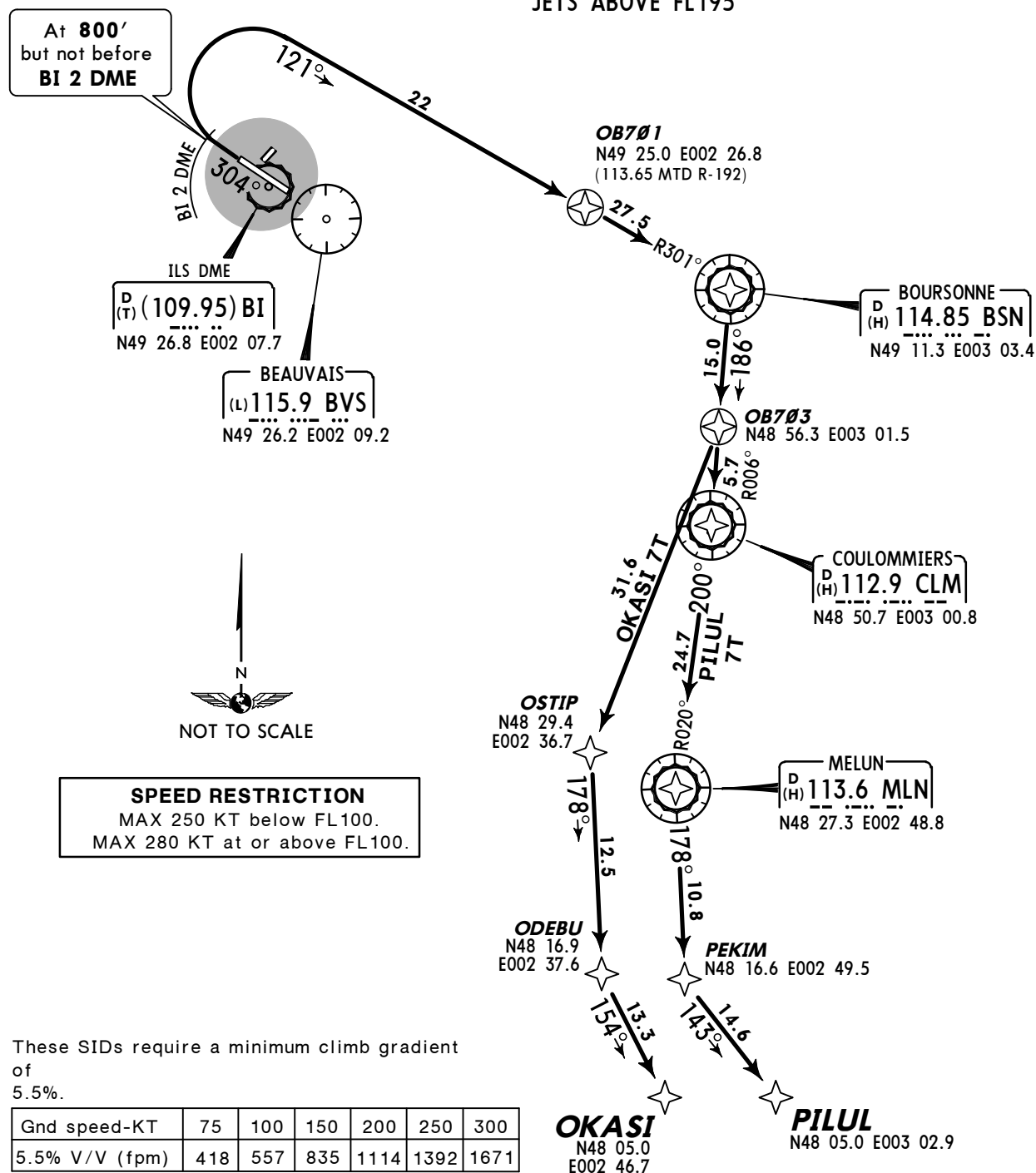
SID	ROUTING
OKASI 7S [OKAS7S] ①	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 7S [PILU7S] ②	OB701 - BSN - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways ① UL-612, ② UM-975.

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

OKASI 7T, PILUL 7T
RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS ABOVE FL195



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

Initial climb clearance 4000'

INITIAL CLIMB

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

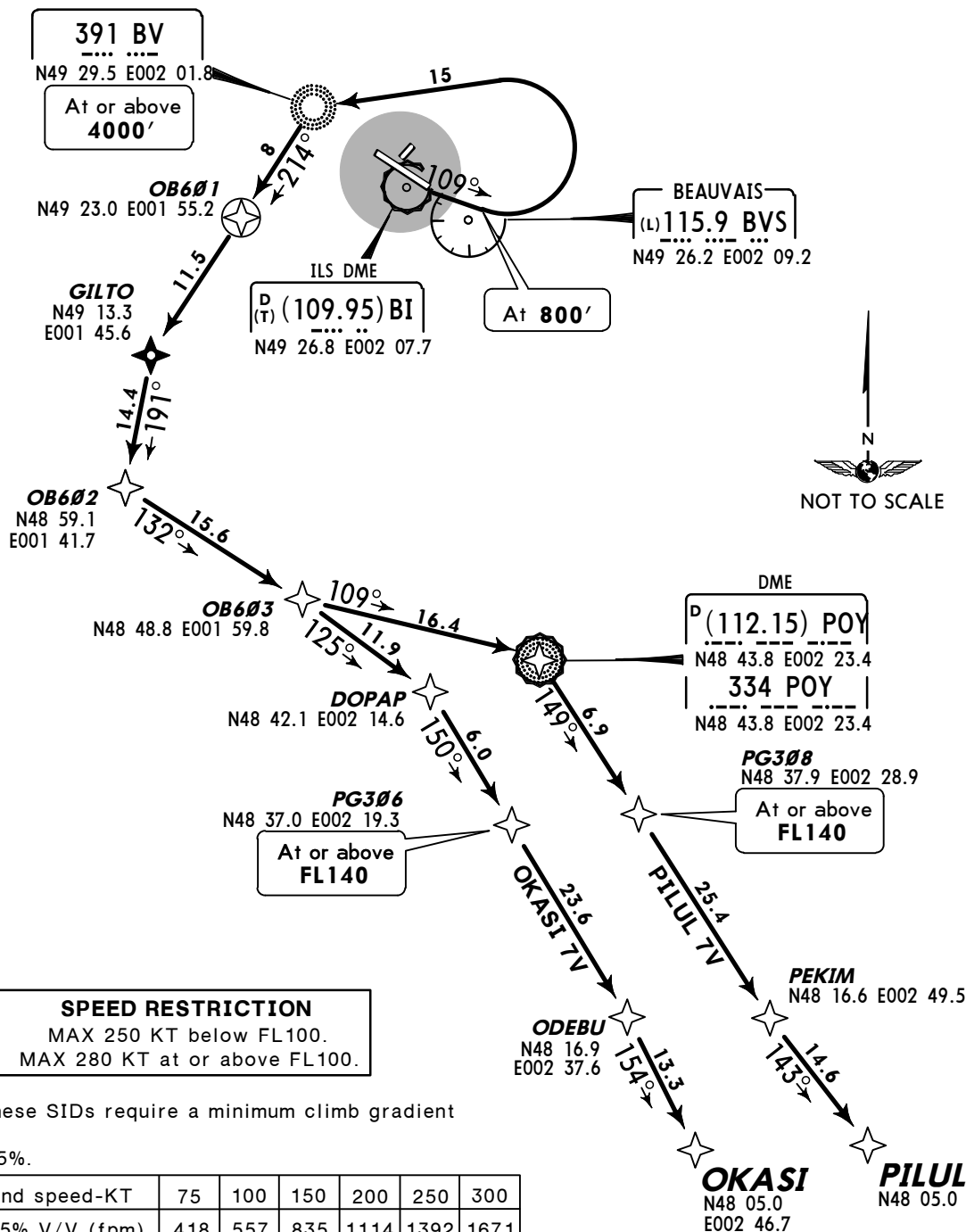
SID	ROUTING
OKASI 7T [OKAS7T] ①	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 7T [PILU7T] ②	OB701 - BSN - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

OKASI 7V, PILUL 7V RWY 12 RNAV DEPARTURES LFPG WEST CONFIGURATION JETS ABOVE FL195



Initial climb clearance 4000'

INITIAL CLIMB

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

SID	ROUTING
OKASI 7V [OKAS7V] ①	OB601 - GILTO - OB602 - OB603 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 7V [PILU7V] ②	OB601 - GILTO - OB602 - OB603 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ① UL-612, ② UM-975.

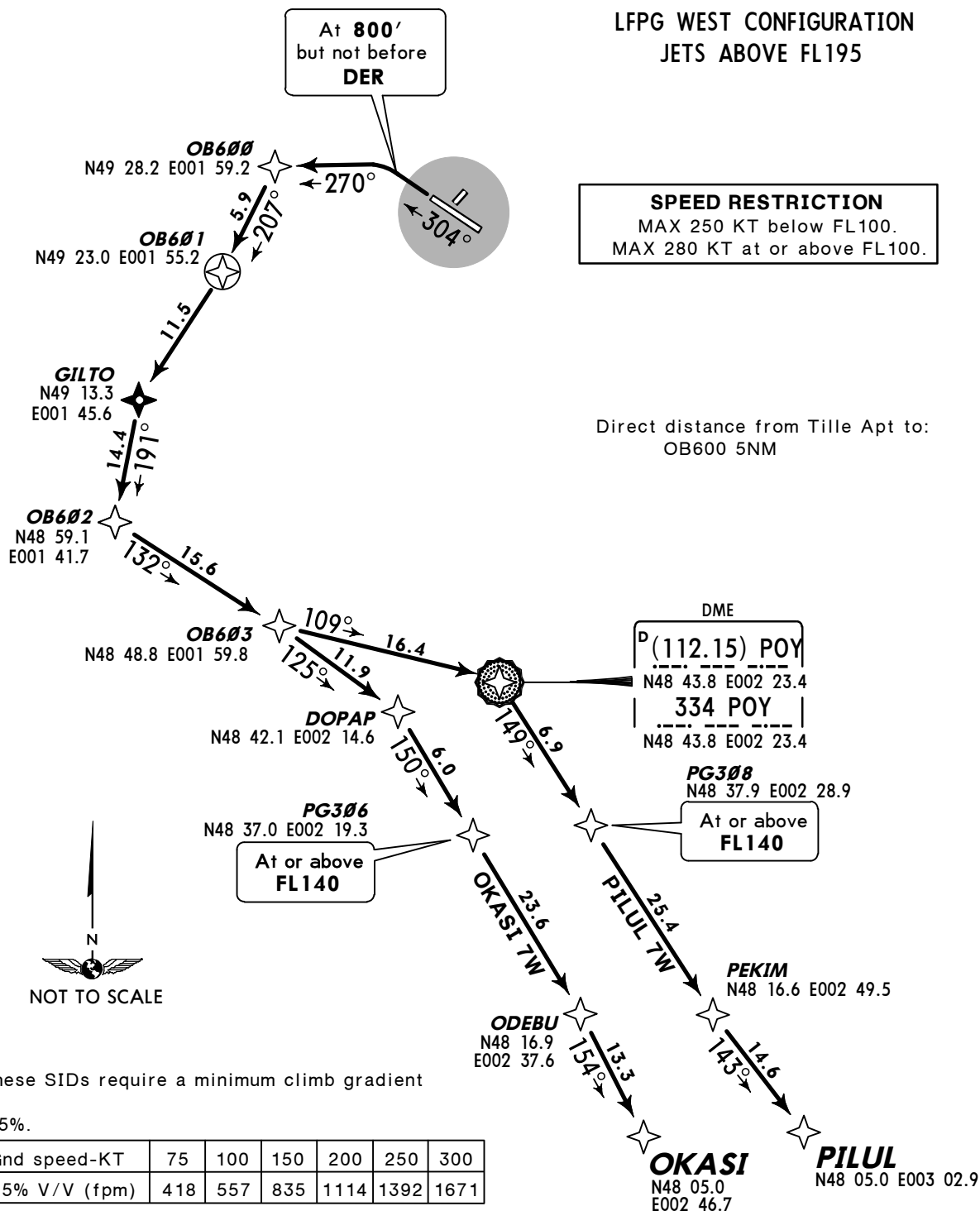
Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

OKASI 7W, PILUL 7W RWY 30 RNAV DEPARTURES

LFGP WEST CONFIGURATION
JETS ABOVE FL195



Initial climb clearance 4000'

INITIAL CLIMB

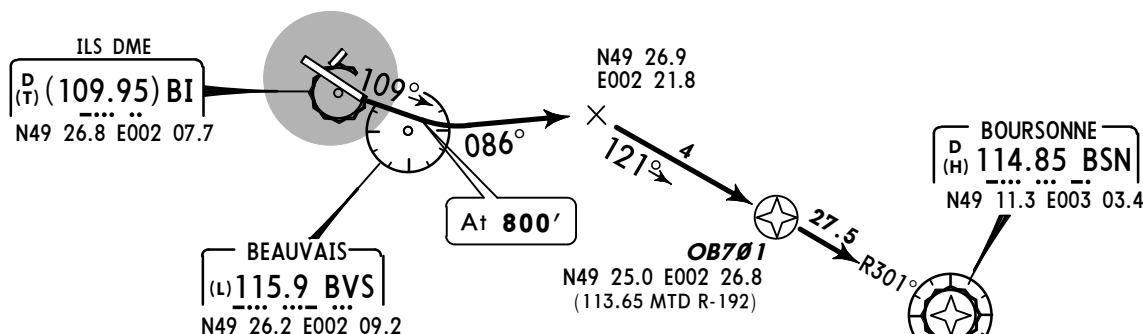
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.

SID	ROUTING
OKASI 7W [OKAS7W]①	OB601 - GILTO - OB602 - OB603 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 7W [PILU7W]②	OB601 - GILTO - OB602 - OB603 - POY - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

Direct distance from Tille Apt to:
N49 26.9 E002 21.8 10NM



LATRA 7S
RWY 12 RNAV DEPARTURE
LFPG EAST CONFIGURATION
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS
SPECIFIED VIA AIRWAY UM-133

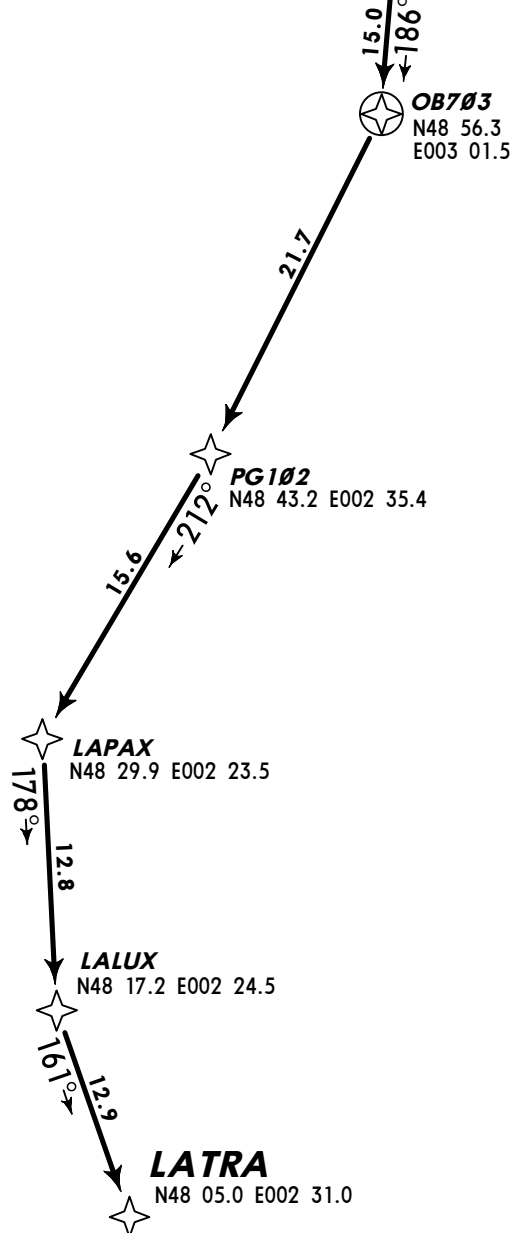


SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100.

This SID requires a minimum climb gradient of 5.5%.

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

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



Initial climb clearance **4000'**

INITIAL CLIMB

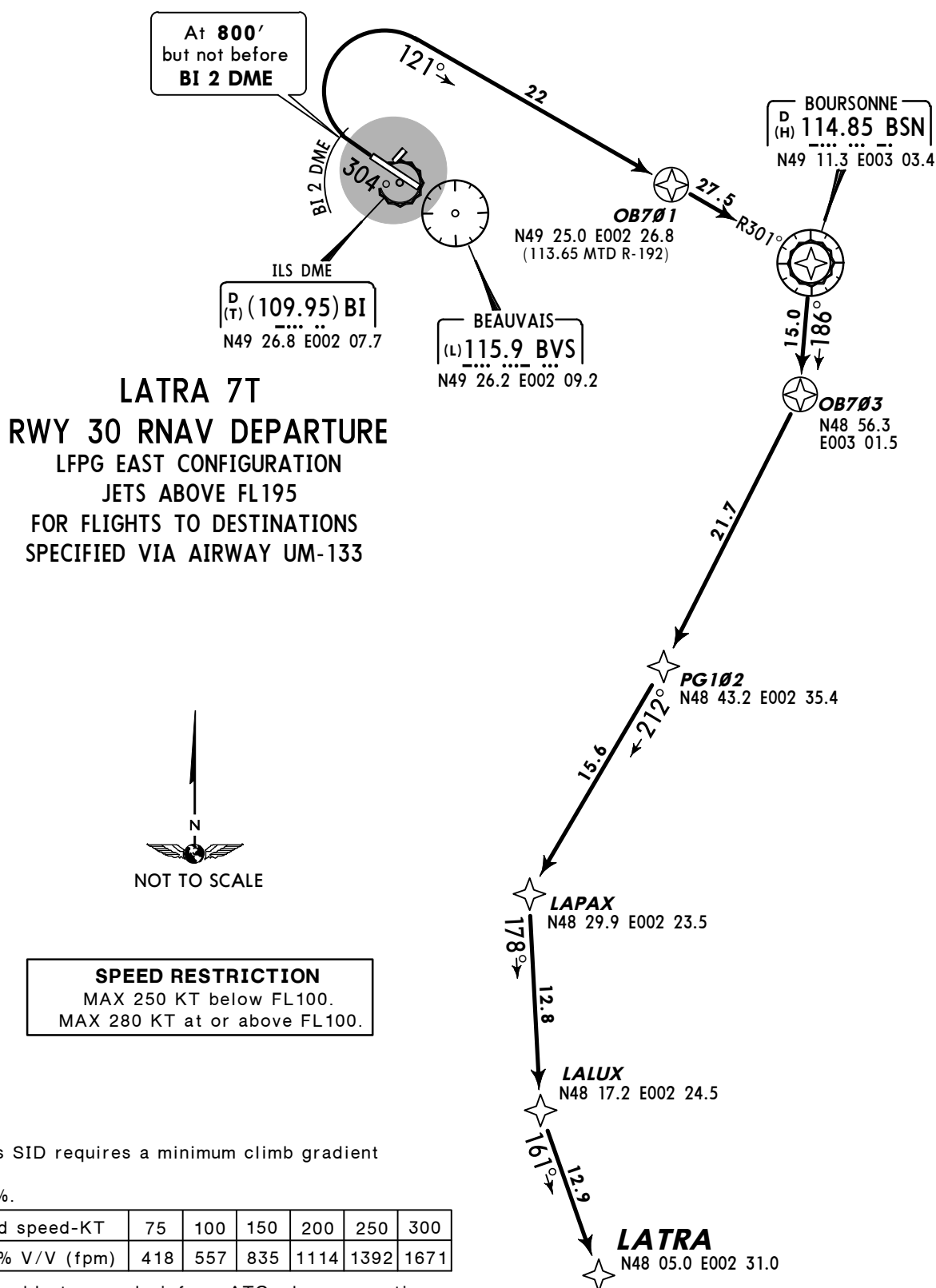
At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086, intercept BSN R-301 inbound to OB701.

SID	ROUTING
LATRA 7S [LATR7S]	OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.

Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.



This SID requires a minimum climb gradient of 5.5%.

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

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

Initial climb clearance 4000'

INITIAL CLIMB

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

SID

ROUTING

LATRA 7T [LATR7T]

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

Apt Elev
359'

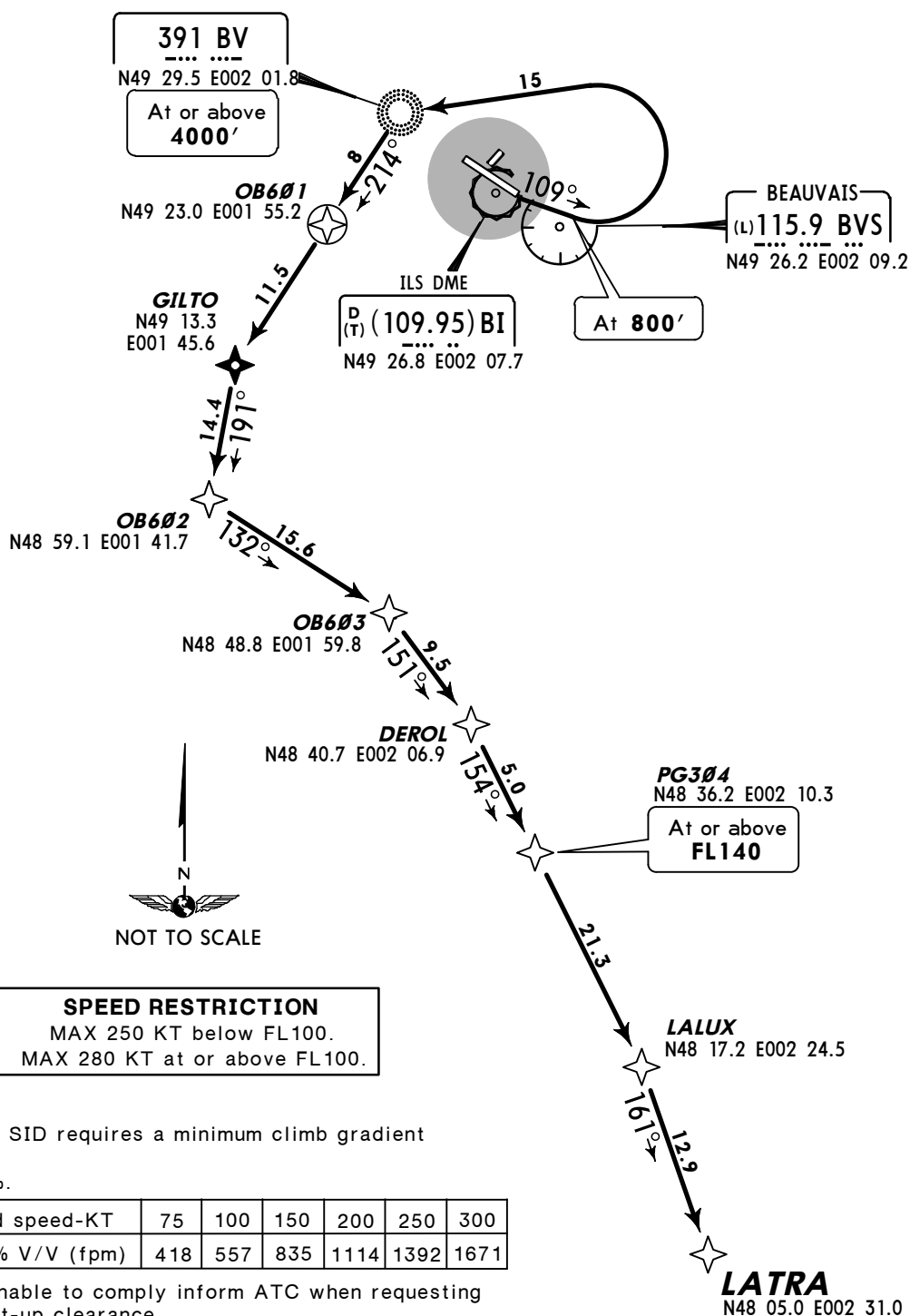
- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

**LATRA 7V
RWY 12 RNAV DEPARTURE**

LFPG WEST CONFIGURATION

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



Initial climb clearance 4000'

INITIAL CLIMB

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

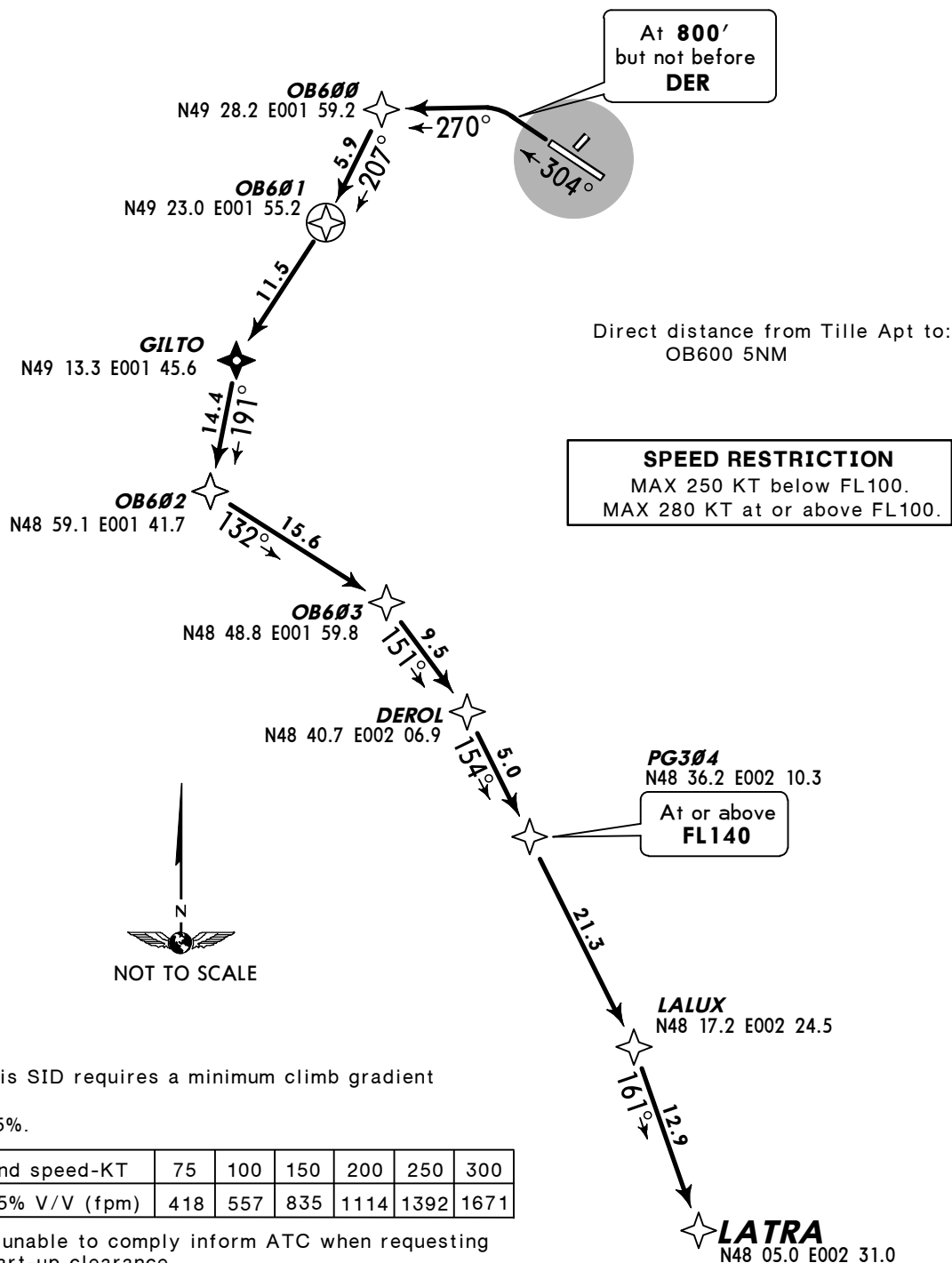
SID**LATRA 7V [LATR7V]****ROUTING**

OB601 - GILTO - OB602 - OB603 - DEROL - PG304 - LALUX - LATRA.

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



This SID requires a minimum climb gradient of 5.5%.

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

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

Initial climb clearance **4000'**

INITIAL CLIMB

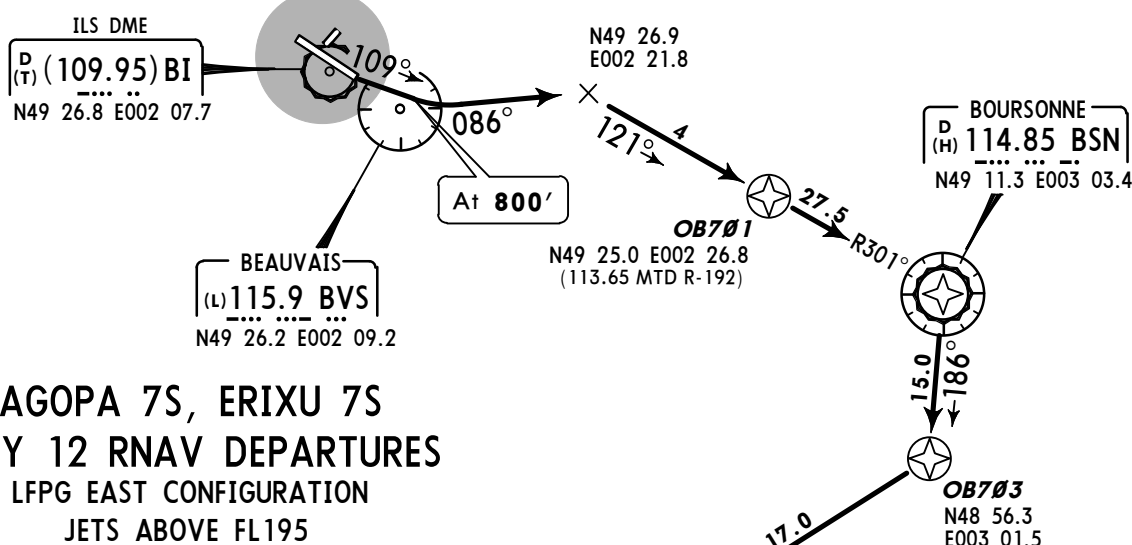
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601

SID	ROUTING
LATRA 7W [LATR7W]	OB601 - GILTO - OB602 - OB603 - DEROL - PG304 - LALUX - LATRA.

Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

Direct distance from Tille Apt to:
N49 26.9 E002 21.8 10NM

AGOPA 7S, ERIXU 7S RWY 12 RNAV DEPARTURES LFPG EAST CONFIGURATION JETS ABOVE FL195

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

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance **4000'**

INITIAL CLIMB

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

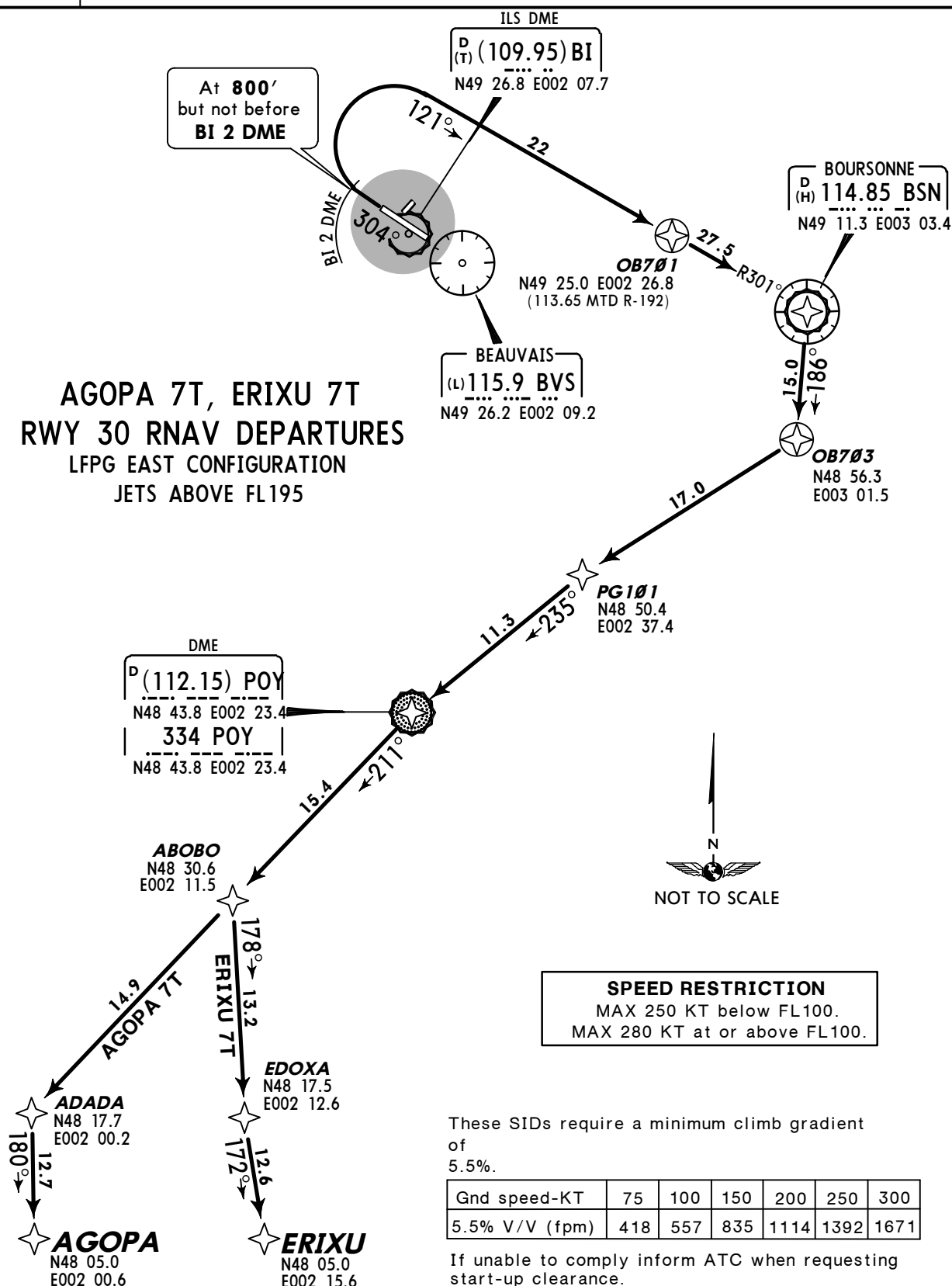
SID	ROUTING
AGOPA 7S [AGOP7S] ①	OB701 - BSN - OB703 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 7S [ERIX7S] ②	OB701 - BSN - OB703 - PG101 - POY - ABOBO - EDOXA - ERIXU.

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

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

AGOPA 7T, ERIXU 7T
RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS ABOVE FL195



Initial climb clearance **4000'**

INITIAL CLIMB

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

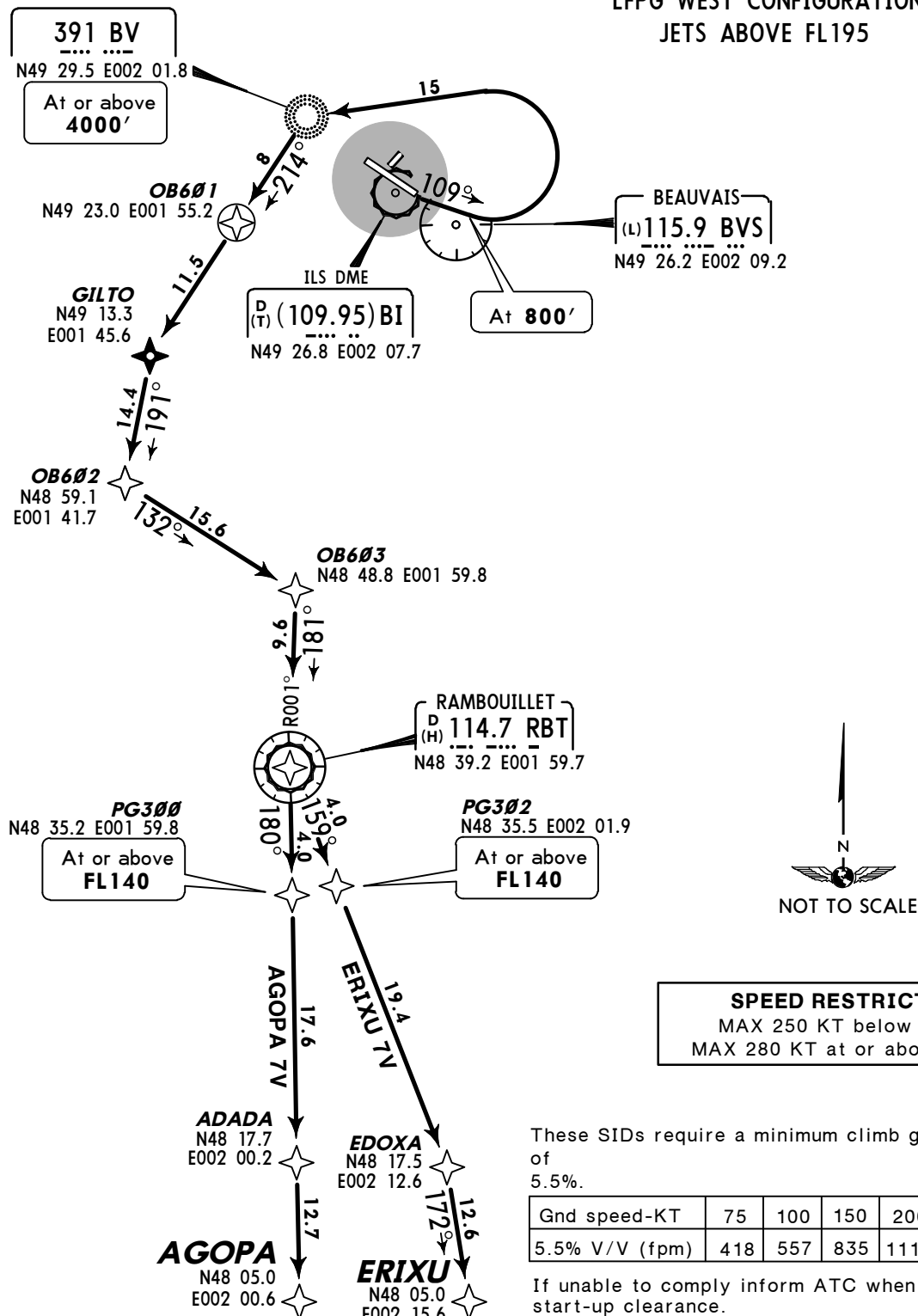
SID	ROUTING
AGOPA 7T [AGOP7T] ①	OB701 - BSN - OB703 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 7T [ERIX7T] ②	OB701 - BSN - OB703 - PG101 - POY - ABOBO - EDOXA - ERIXU.

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

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

AGOPA 7V, ERIXU 7V RWY 12 RNAV DEPARTURES LFPG WEST CONFIGURATION JETS ABOVE FL195



Initial climb clearance 4000'

INITIAL CLIMB

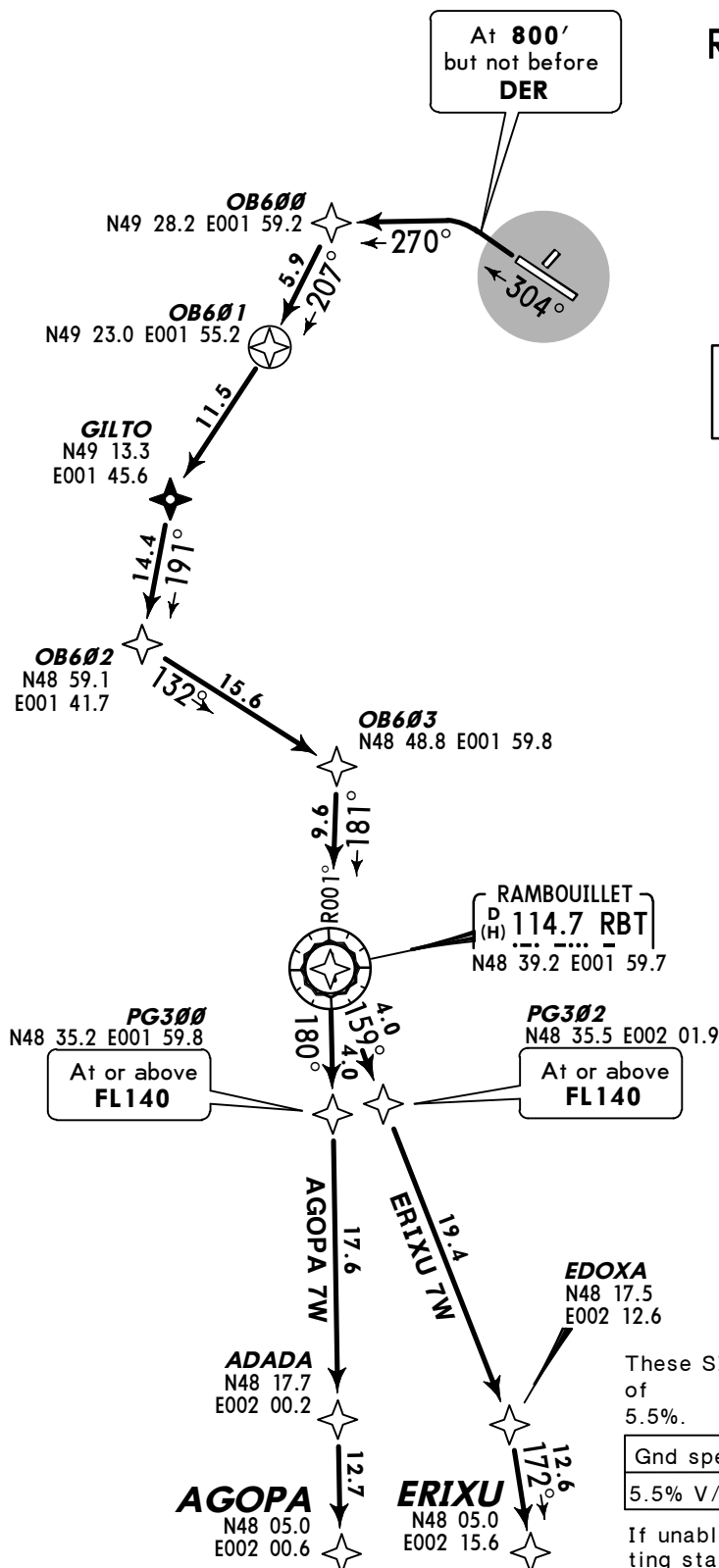
At DER climb on 109° track to 800', turn LEFT to BV, 214° bearing to OB601.

SID	ROUTING
AGOPA 7V [AGOP7V] ①	OB601 - GILTO - OB602 - OB603 - RBT - PG300 - ADADA - AGOPA.
ERIXU 7V [ERIX7V] ②	OB601 - GILTO - OB602 - OB603 - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UN-860.	

Apt Elev
359'

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

**AGOPA 7W, ERIXU 7W
RWY 30 RNAV DEPARTURES**
LPG WEST CONFIGURATION
JETS ABOVE FL195**SPEED RESTRICTION**
MAX 250 KT below FL100.
MAX 280 KT at or above FL100.Direct distance from Tille Apt to:
OB600 5NM

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance **4000'****INITIAL CLIMB**

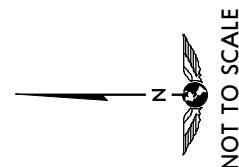
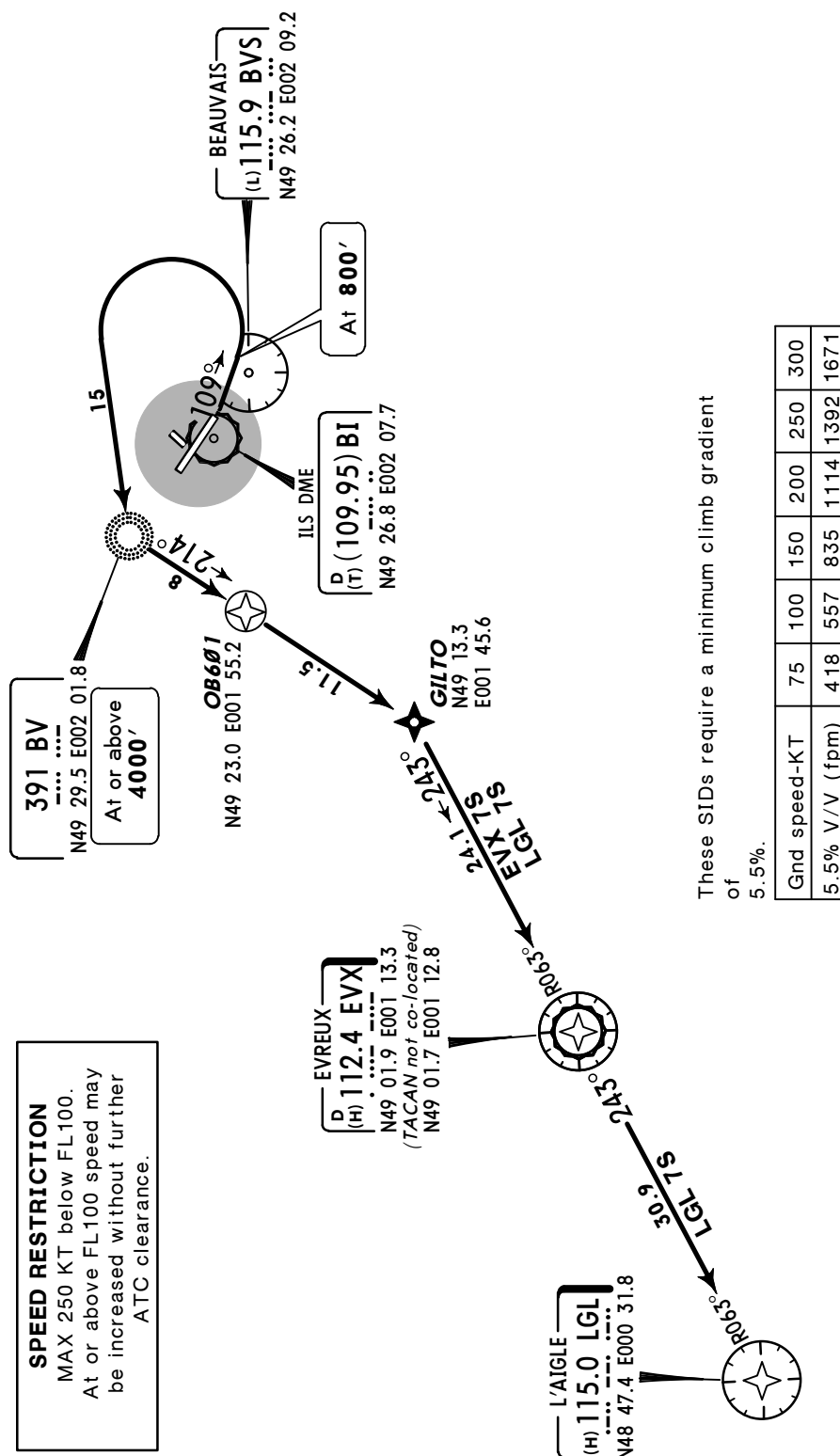
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.

SID	ROUTING
AGOPA 7W [AGOP7W] ①	OB601 - GILTO - OB602 - OB603 - RBT - PG300 - ADADA - AGOPA.
ERIXU 7W [ERIX7W] ②	OB601 - GILTO - OB602 - OB603 - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UN-860.	

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

EVX 7S, LGL 7S
RWY 12 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS & PROPS ABOVE FL115



Initial climb clearance 4000'

INITIAL CLIMB

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

ROUTING

SID**EVX 7S ①** OB601 - GILTO - EVX.**LGL 7S ②** OB601 - GILTO - EVX - LGL.

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

Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

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

At 800' but not before DER

OB6000
 N49 28.2 E001 59.2

OB601
 N49 23.0 E001 55.2

GILTO
 N49 13.3 E001 45.6

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

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

Direct distance from Tille Apt to:
 OB600 5NM

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance **4000'**

INITIAL CLIMB

Initial climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to B601.

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

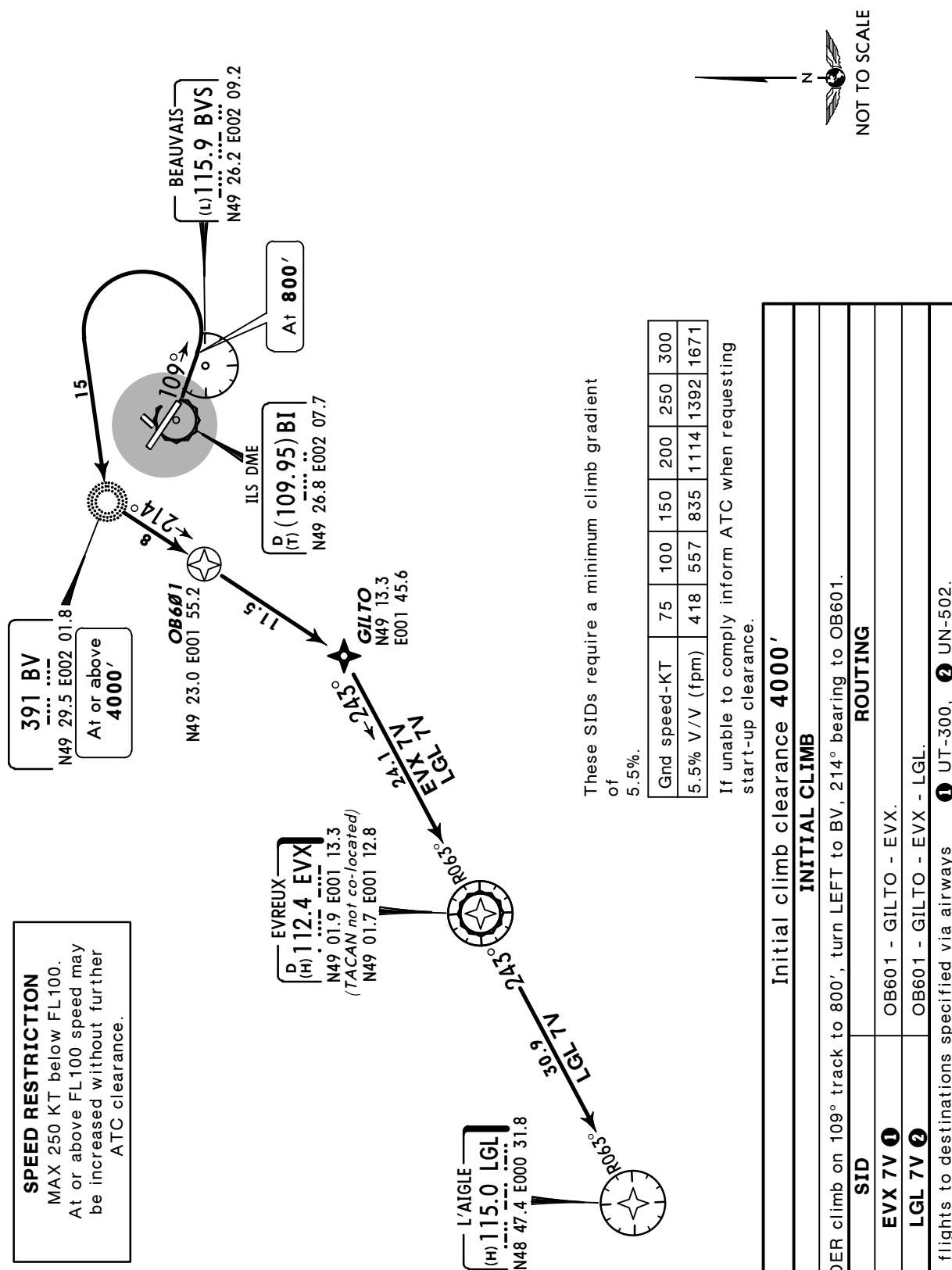
If unable to comply inform ATC when requesting start-up clearance.

Initial climb clearance 4000'	
INITIAL CLIMB	
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.	
SID	ROUTING
EVX 7T ①	OB601 - GILTO - EVX.
LGL 7T ②	OB601 - GILTO - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

Apt Elev
359'

- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be performed so as to reach 3000' as fast as possible.

EVX 7V, LGL 7V
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS & PROPS ABOVE FL115



Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. Runway 12 is preferential except for operational conditions.
3. SIDs are also minimum noise routings.
4. Generally the flight must be performed so as to reach 3000' as fast as possible.

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

At 800' but not before DER

OB6000
 N49 28.2 E001 59.2

OB601
 N49 23.0 E001 55.2

GILTO
 N49 13.3 E001 45.6

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

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

Direct distance from Tille Apt to:
 OB600 5NM

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance **4000'**

INITIAL CLIMB

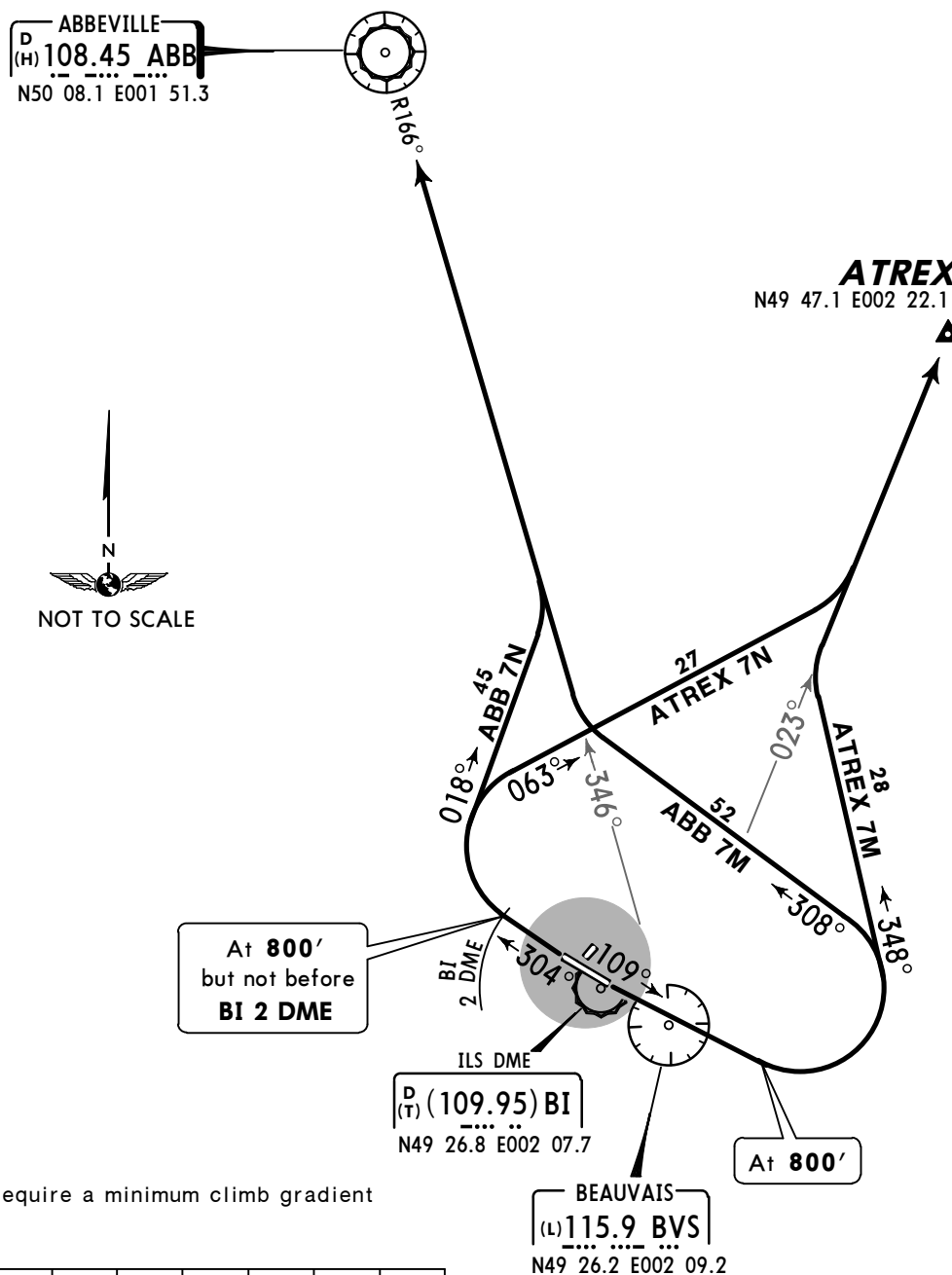
Initial climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to B601.

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

These SIDs require a minimum climb gradient of 5.5%.

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

Initial climb clearance 4000'	
INITIAL CLIMB	
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.	
SID	ROUTING
EVX 7W ①	OB601 - GILTO - EVX.
LGL 7W ②	OB601 - GILTO - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

Apt Elev
359'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.ABB 7M, ABB 7N
ATREX 7M [ATRE7M], ATREX 7N [ATRE7N]
RWYS 12, 30 DEPARTURES

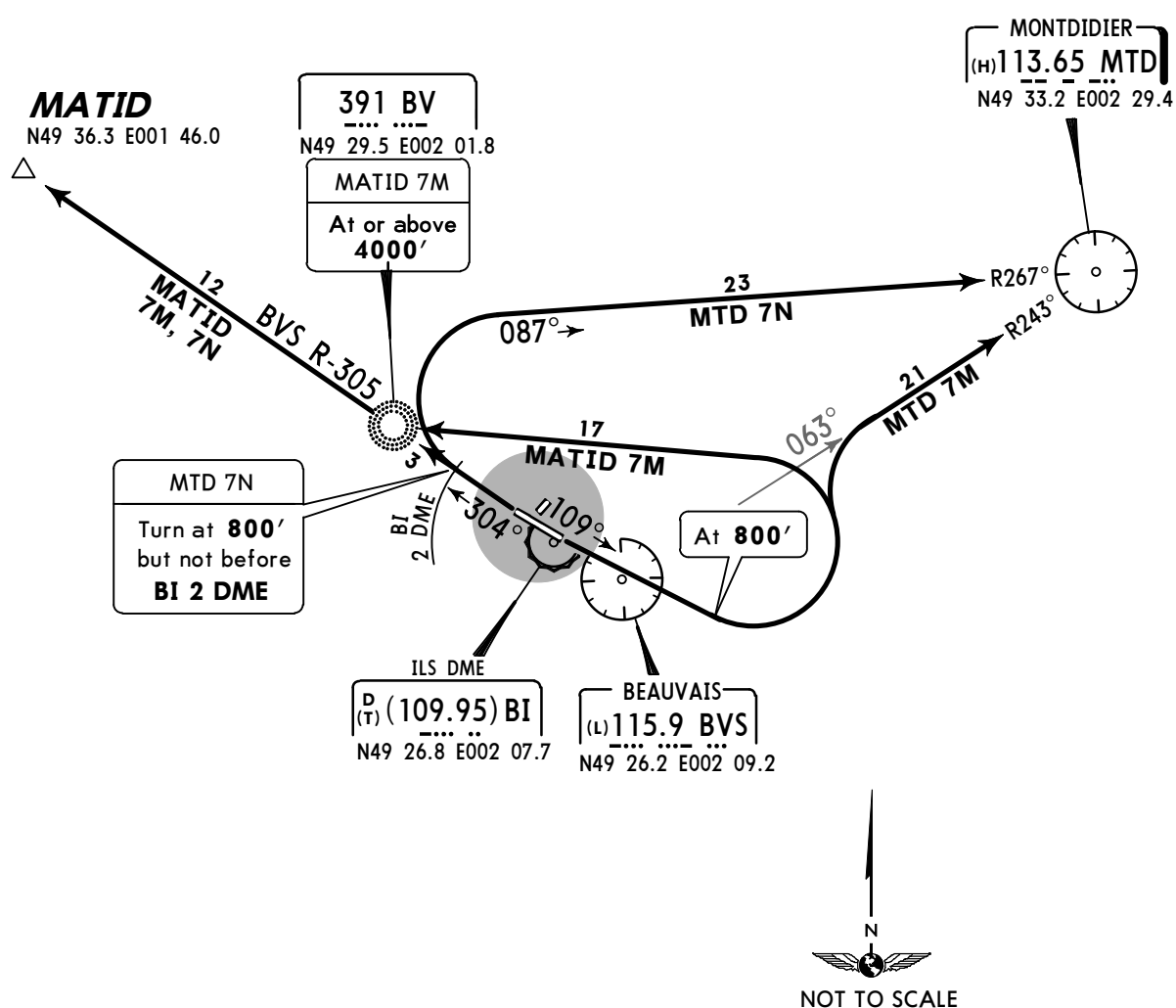
These SIDs require a minimum climb gradient of 5.5%.

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

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

SID	RWY	ROUTING
ABB 7M	12	At DER climb on 109° track to 800', turn LEFT, 308° track, intercept BVS R-346 to ABB.
ABB 7N	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 018° track, intercept BVS R-346 to ABB.
ATREX 7M ①	12	At DER climb on 109° track to 800', turn LEFT, 348° track, intercept BVS R-023 to ATREX.
ATREX 7N ①	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 063° track, intercept BVS R-023 to ATREX.

① SID allows the junction with RNAV routes.

Apt Elev
359'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.MATID 7M [MATI7M], MATID 7N [MATI7N]
MTD 7M, MTD 7N
RWYS 12, 30 DEPARTURES

These SIDs require a minimum climb gradient of 5.5%.

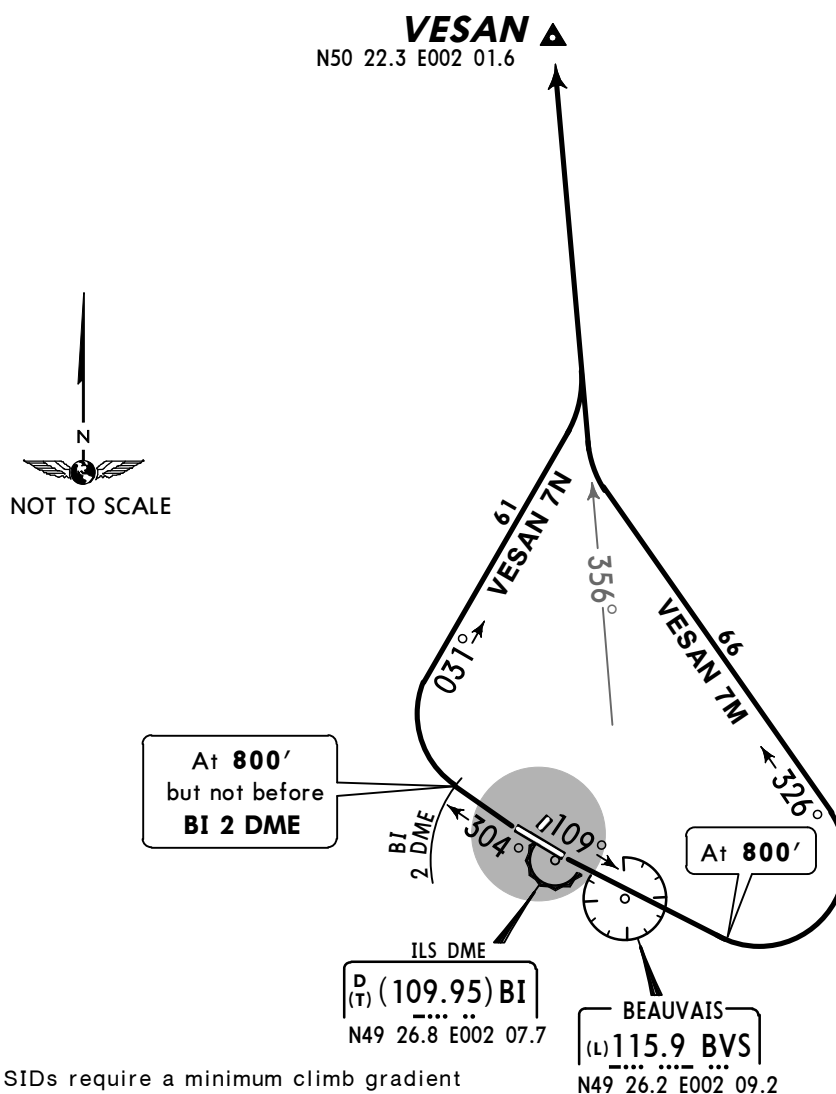
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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

SID	RWY	ROUTING
MATID 7M ①	12	At DER climb on 109° track to 800', turn LEFT to BV, intercept BVS R-305 to MATID.
MATID 7N ①	30	Climb on 304° track to 1400', intercept BVS R-305 to MATID.
MTD 7M	12	At DER climb on 109° track to 800', turn LEFT, intercept BVS R-063 to MTD.
MTD 7N	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, intercept MTD R-267 inbound to MTD.

① For flights to LFOP only.

Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.

Apt Elev
359'Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.**VESAN 7M [VESA7M], VESAN 7N [VESA7N]**
RWYS 12, 30 DEPARTURES
SIDS ALLOW THE JUNCTION WITH RNAV ROUTES

These SIDs require a minimum climb gradient of 5.5%.

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

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

SID	RWY	ROUTING
VESAN 7M	12	At DER climb on 109° track to 800', turn LEFT, 326° track, intercept BVS R-356 to VESAN.
VESAN 7N	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 031° track, intercept BVS R-356 to VESAN.

RWYS 12, 30 OMNIDIRECTIONAL DEPARTURES
BY ATC

These departures require a minimum climb gradient of 5.5%.

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

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

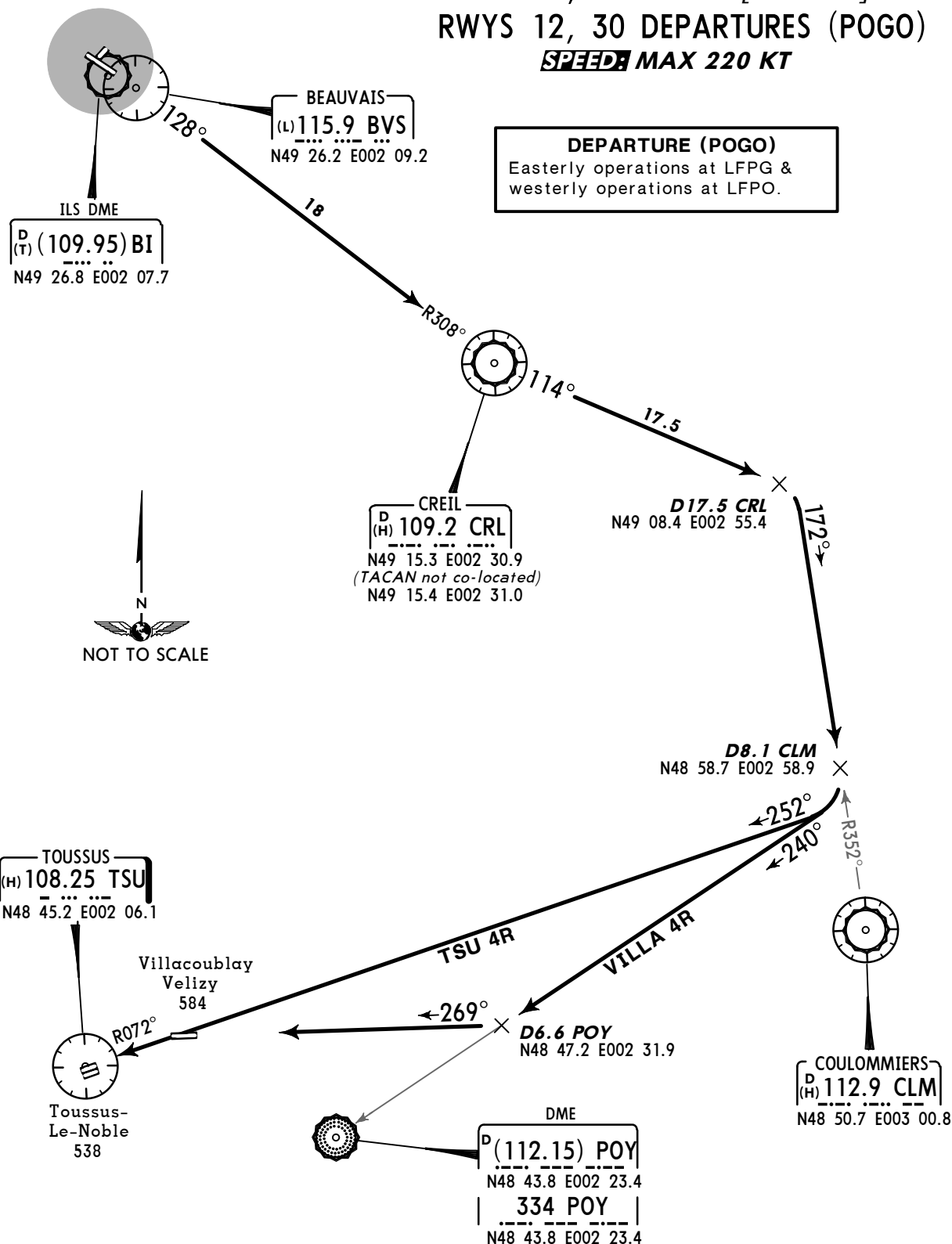
RWY	ROUTING
12	Climb straight ahead to 1100', then depart omnidirectional climbing to enroute safety altitude.
30	Climb straight ahead to 1400', then depart omnidirectional climbing to enroute safety altitude.

Apt Elev
359'

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

TSU 4R, VILLA 4R [VILA4R]
RWYS 12, 30 DEPARTURES (POGO)

SPEED MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

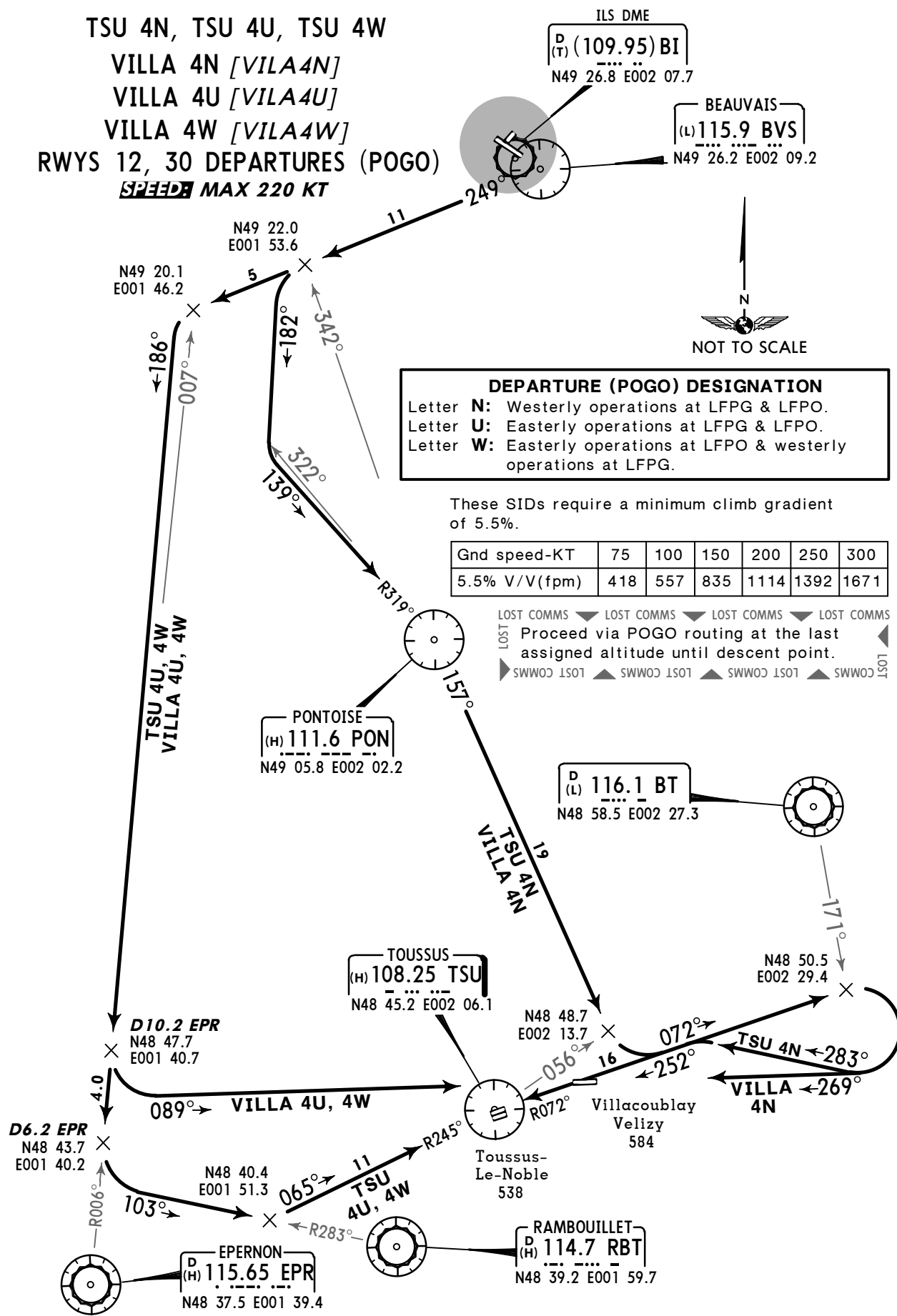
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671

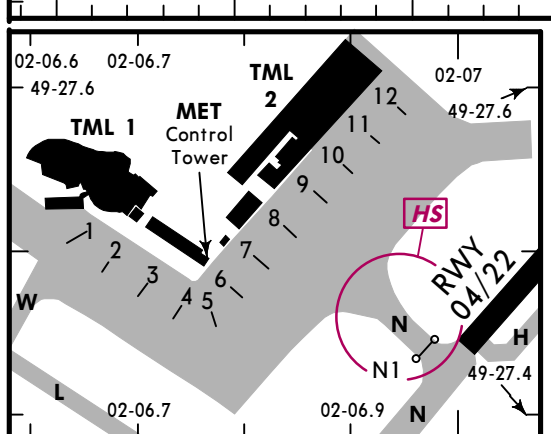
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Proceed via POGO routing at the last assigned altitude until descent point.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Apt Elev
359'

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

TSU 4N, TSU 4U, TSU 4W
VILLA 4N [VILA4N]
VILLA 4U [VILA4U]
VILLA 4W [VILA4W]
RWYS 12, 30 DEPARTURES (POGO)
SPEED MAX 220 KT





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

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

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

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

❶ To RWY 12/30.

❷ NIGHT: NOT AUTHORIZED.

❸ NOT APPLICABLE after ILS Y or LOC Y or VOR Y rwy 12 or ILS Y or LOC Y or VOR Y or VOR X rwy 30.

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

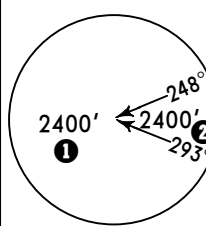
TAKE-OFF RWY 04, 12, 22, 30

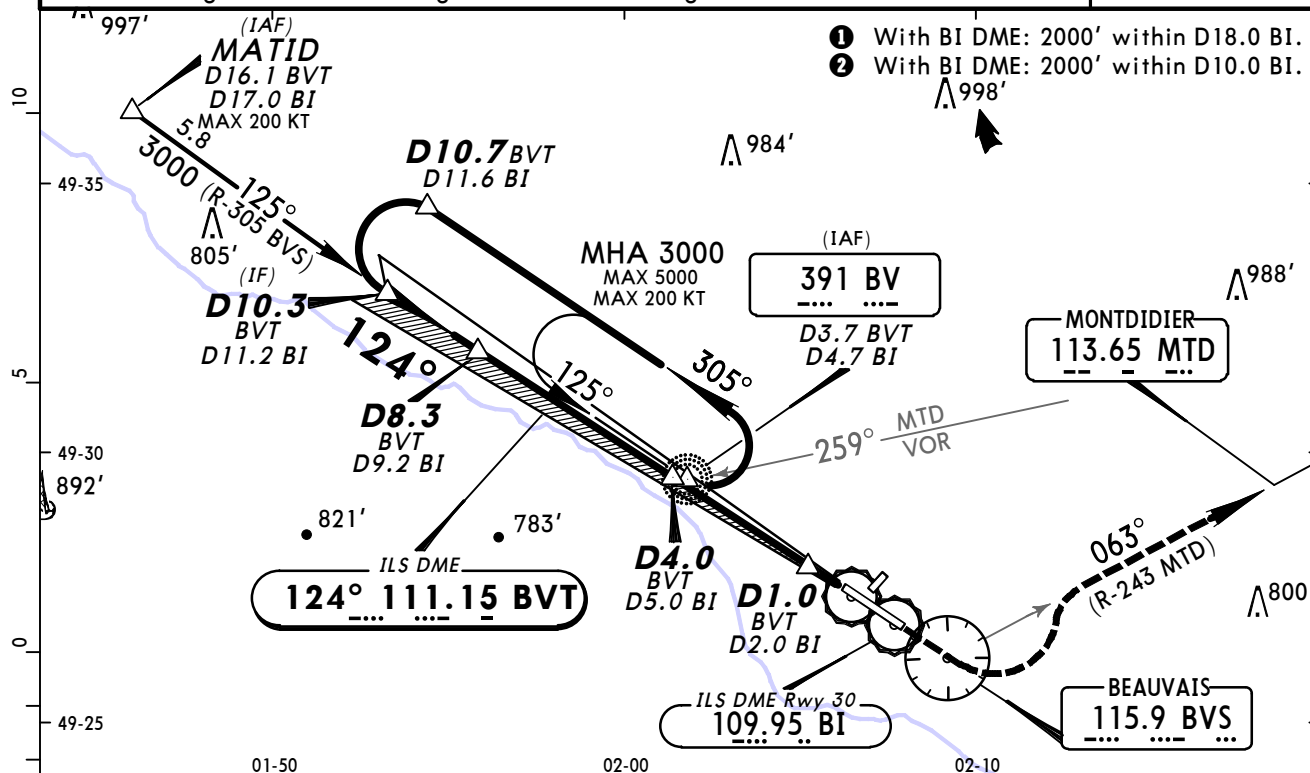
LVP must be in Force ❶				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❷	800m

❶ Without LVP 400m are stipulated.

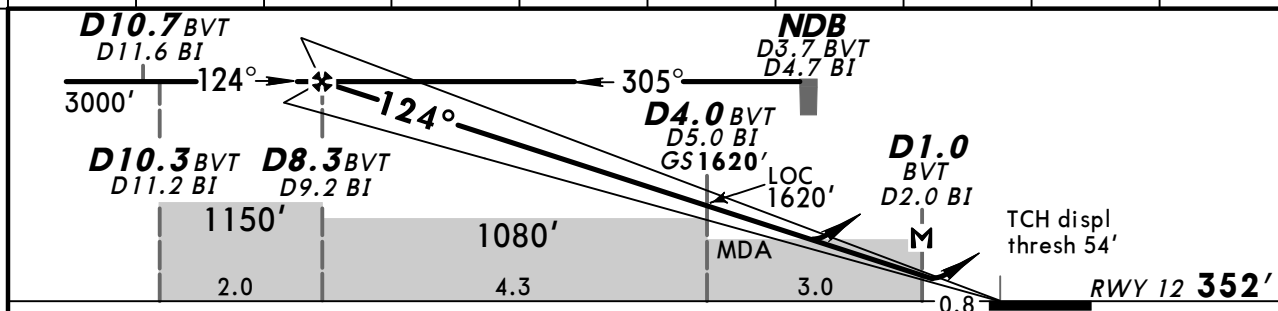
❷ Or rejected take-off distance whichever is the greater.

BRIEFING STRIP™

*PARIS-Le Bourget ATIS 120.0		*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4			
LOC BVT 111.15		Final Apch Crs 124°		GS D4.0 BVT 1620' (1268')		ILS DA(H) 552' (200')		Apt Elev 359' RWY 352'	
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.								 MSA BV NDB	
Do not turn before MAP. Climb to 1600' prior to level acceleration.									
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'									
1. VOR required. 2. LOC: DME required. 3. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.									



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 900'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 BVT/D2.0 BI							

PANS OPS	STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND TO RWY 12/30			
	ILS		LOC (GS out)		W/o Local ATS		3	
	DA(H) 552' (200')		CDFA DA/MDA(H) 1 760' (408')		MDA(H)		MDA(H)	
	FULL/Limited	ALS out		ALS out	Max Kts	VIS	VIS	VIS
	A				110	860' (508') 1500m	1000' (648') 1500m	
	B	RVR 750m	RVR 1200m	RVR 1400m	135	900' (548') 1600m	1040' (688') 1600m	
	C				C	PROHIBITED		
	D				D			

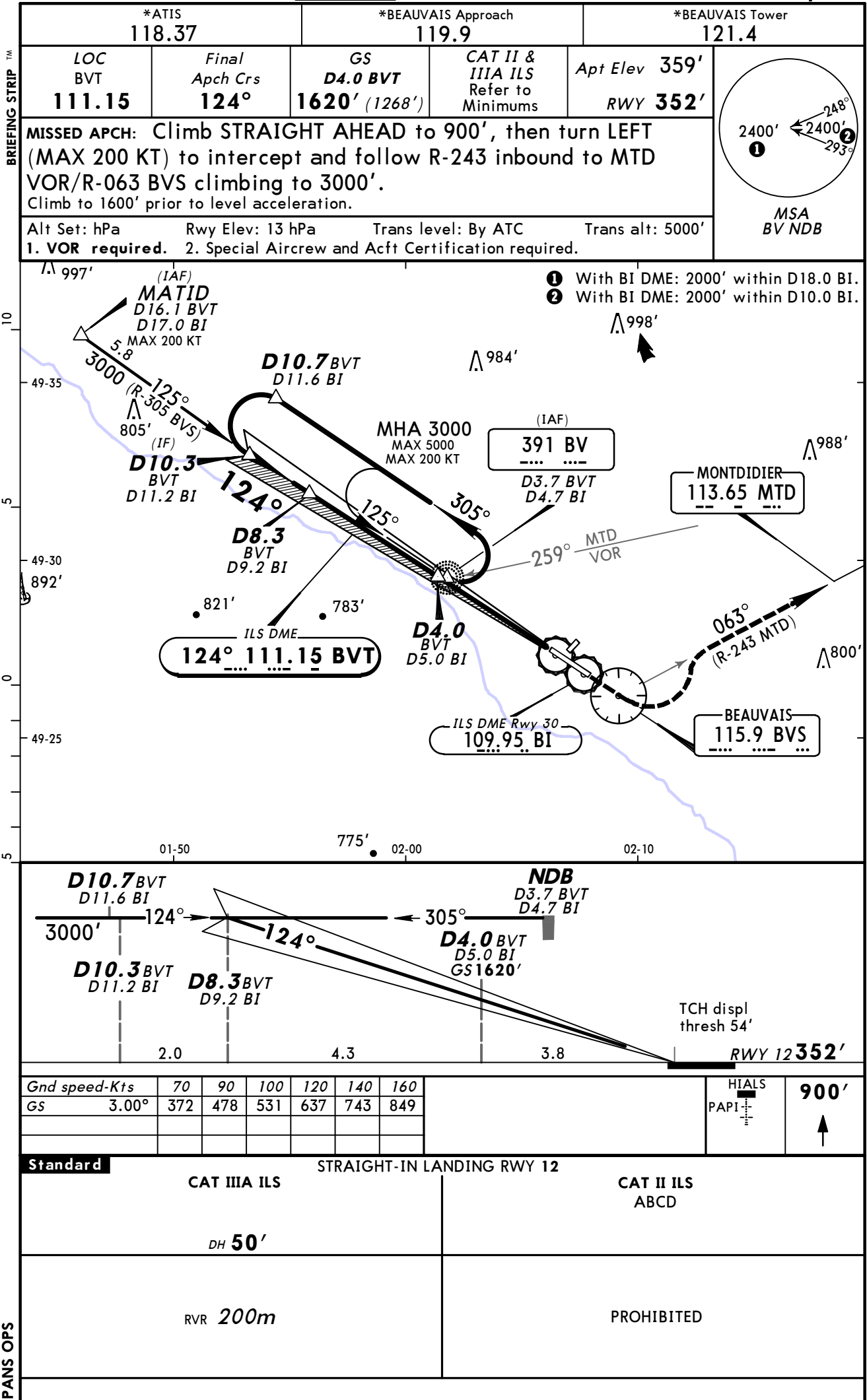
1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 12 displaced threshold elev of 352'. 3 NIGHT: NOT AUTHORIZED.

LFOB/BVA
TILLE

19 JUL 13
Eff 25 Jul

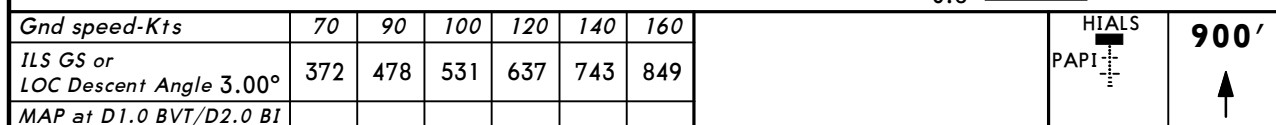
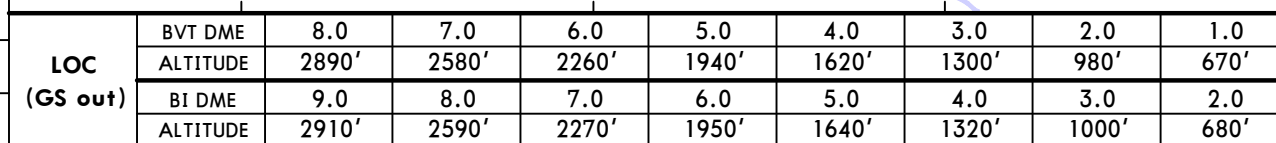
11-1A

BEAUVAIS, FRANCE
CAT III ILS Z Rwy 12



CHANGES: New procedure.

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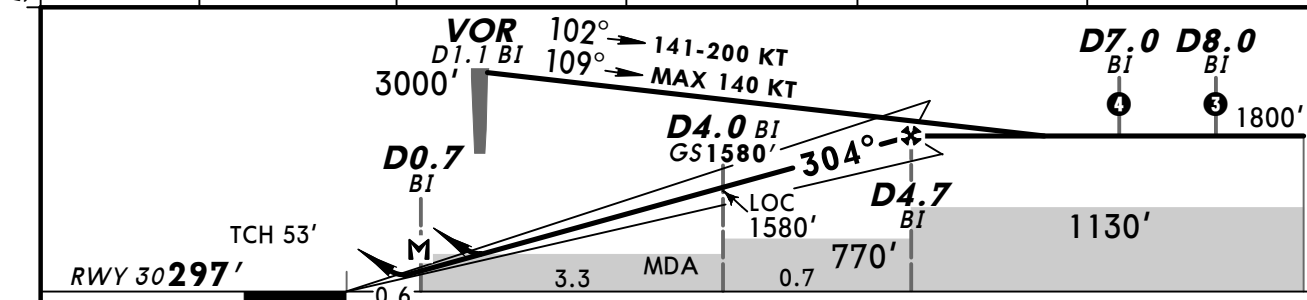


PANS OPS

CHANGES: Procedure altitude.

BEAUVAIS, FRANCE
ILS Z or LOC Z Rwy 30

A diagram showing a circular area. Inside the circle, there are two points labeled 1 and 2. Point 1 is on the left, and point 2 is on the right. A common point is located between them. The distance from point 1 to this common point is labeled 2400'. The distance from point 2 to this common point is labeled 2400'. The angle between these two lines is labeled 219°. Below point 2, there is a label 279'.



Standard		STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND TO RWY 12/30 ²					
		ILS		LOC (GS out)				W/o Local ATS			
		DA(H) 497' (200')		CDFA MDA(H) 1 600' (303')				³			
		FULL	Limited	ALS out		ALS out	Max Kts	MDA(H) _____ VIS _____	MDA(H) _____ VIS _____		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	110	860' (563') 1500m	1000' (703') 1500m			
B						135	900' (603') 1600m	1040' (743') 1600m			
C						C			PROHIBITED		
D						D			PROHIBITED		

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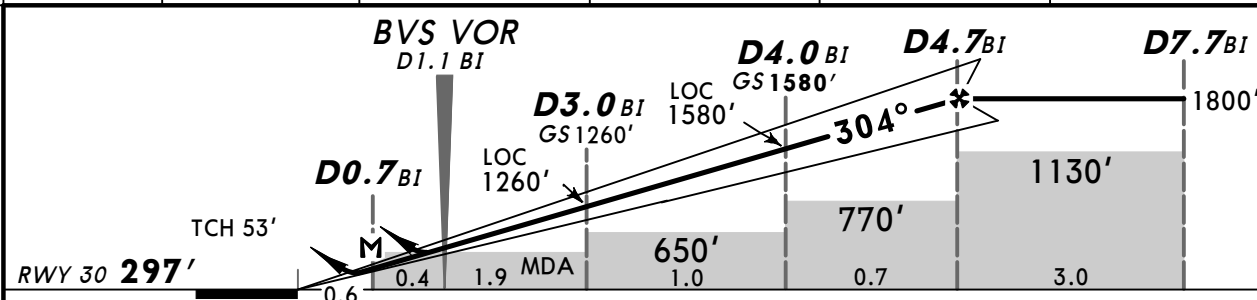
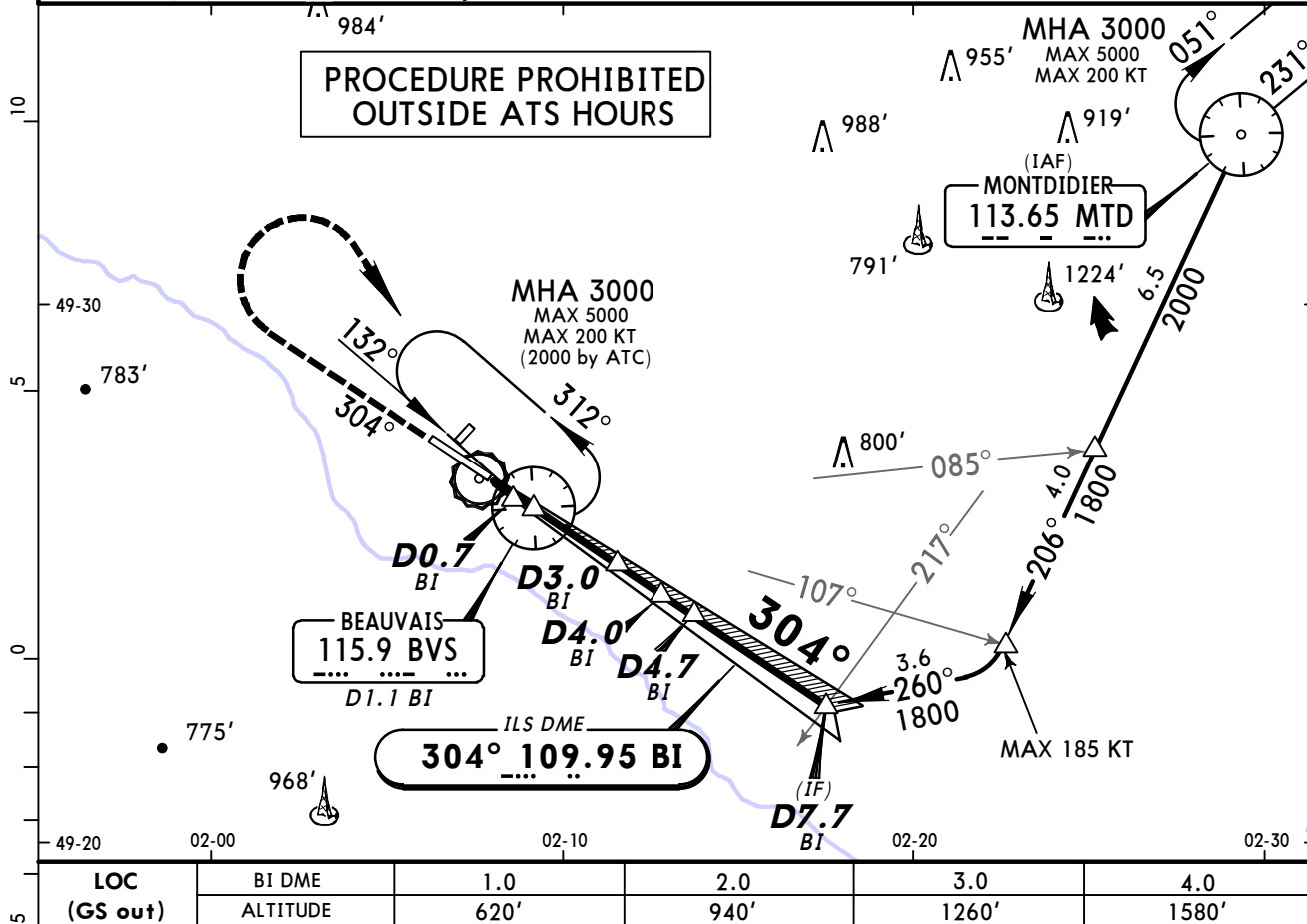
LFOB/BVA
TILLE

JEPPESSEN
19 JUL 13
Eff 25 Jul **(11-4)**

BEAUVAIS, FRANCE
ILS Y or LOC Y Rwy 30

BRIEFING STRIP™

*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
LOC BI 109.95	Final Apch Crs 304°	GS D4.0 BI 1580' (1283')	ILS DA(H) 497' (200')	Apt Elev 359' RWY 297'	3000' MSA MTD VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1100', then turn RIGHT (MAX 220 KT) to BVS VOR climbing to 2000'. Do not turn before D0.7 BI. Climb to 1300' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC	
1. VOR required. 2. LOC: DME required.					
Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	1100'	
MAP at D0.7 BI								

STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND TO RWY 12/30		
ILS			LOC (GS out) CDFA				
DA(H) 497' (200')			DA/MDA(H) 600' (303')				
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A					110	860' (563')	1500m
B					135	900' (603')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	C	PROHIBITED	
D					D		

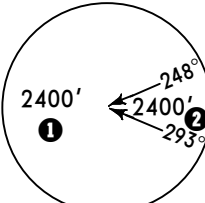
1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 30 thresh elev of 297'.

CHANGES: Chart reindexed.

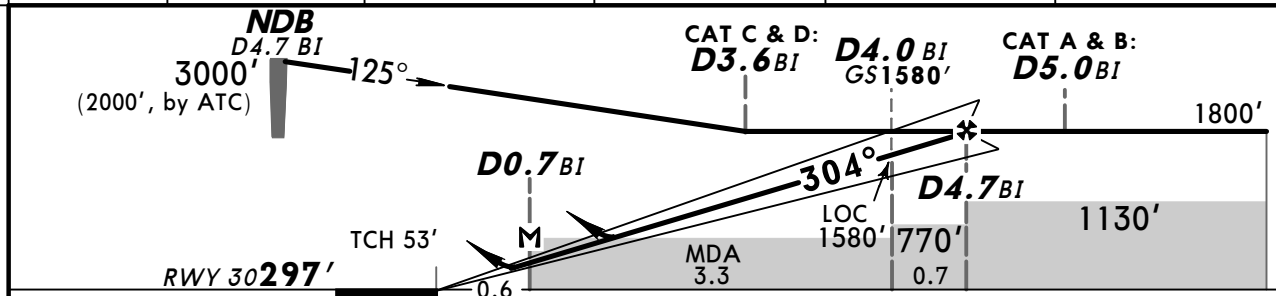
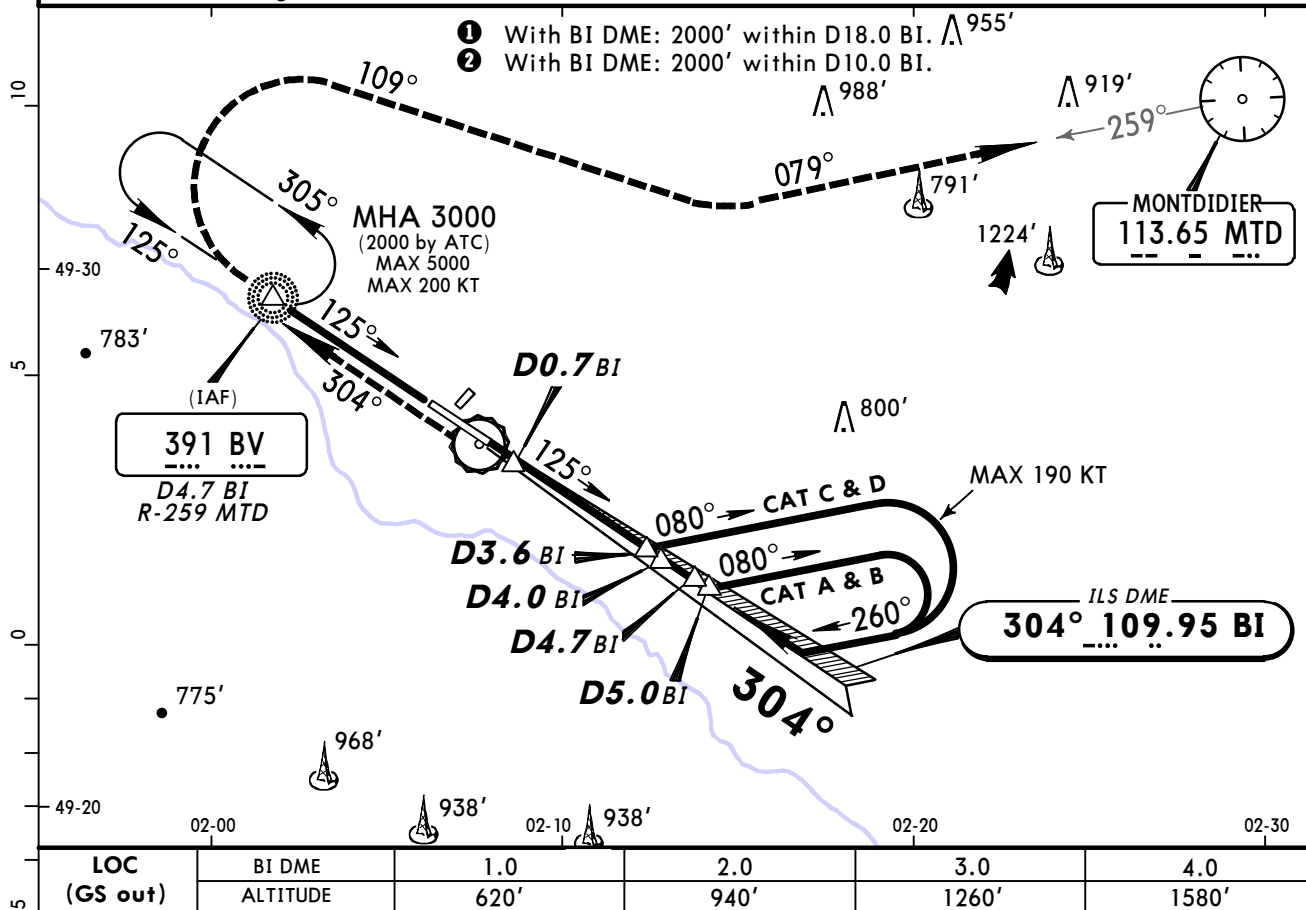
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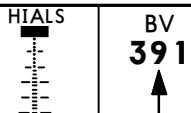
BRIEFING STRIP™

*PARIS-Le Bourget ATIS		*ATIS	*BEAUVAIS Approach		*BEAUVAIS Tower
120.0		118.37	119.9		121.4
LOC BI 109.95	Final Apch Crs 304°	GS D4.0 BI 1580' (1283')	ILS DA(H) 497' (200')	Apt Elev 359' RWY 297'	
MISSED APCH: Climb STRAIGHT AHEAD to NDB, then turn RIGHT (MAX 200 KT) onto 109° to intercept and follow R-259 inbound to MTD VOR climbing to 3000'. Climb to 1700' prior to level acceleration.					
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'					
1. VOR and DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.					



MSA
BV NDB

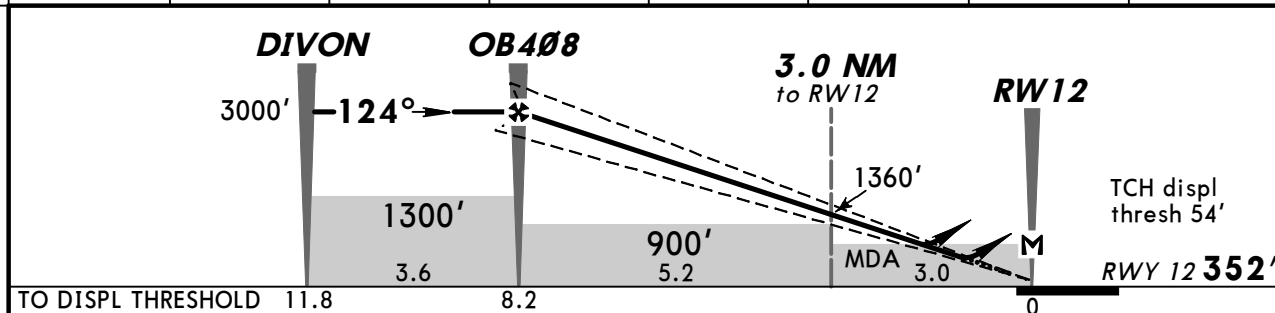
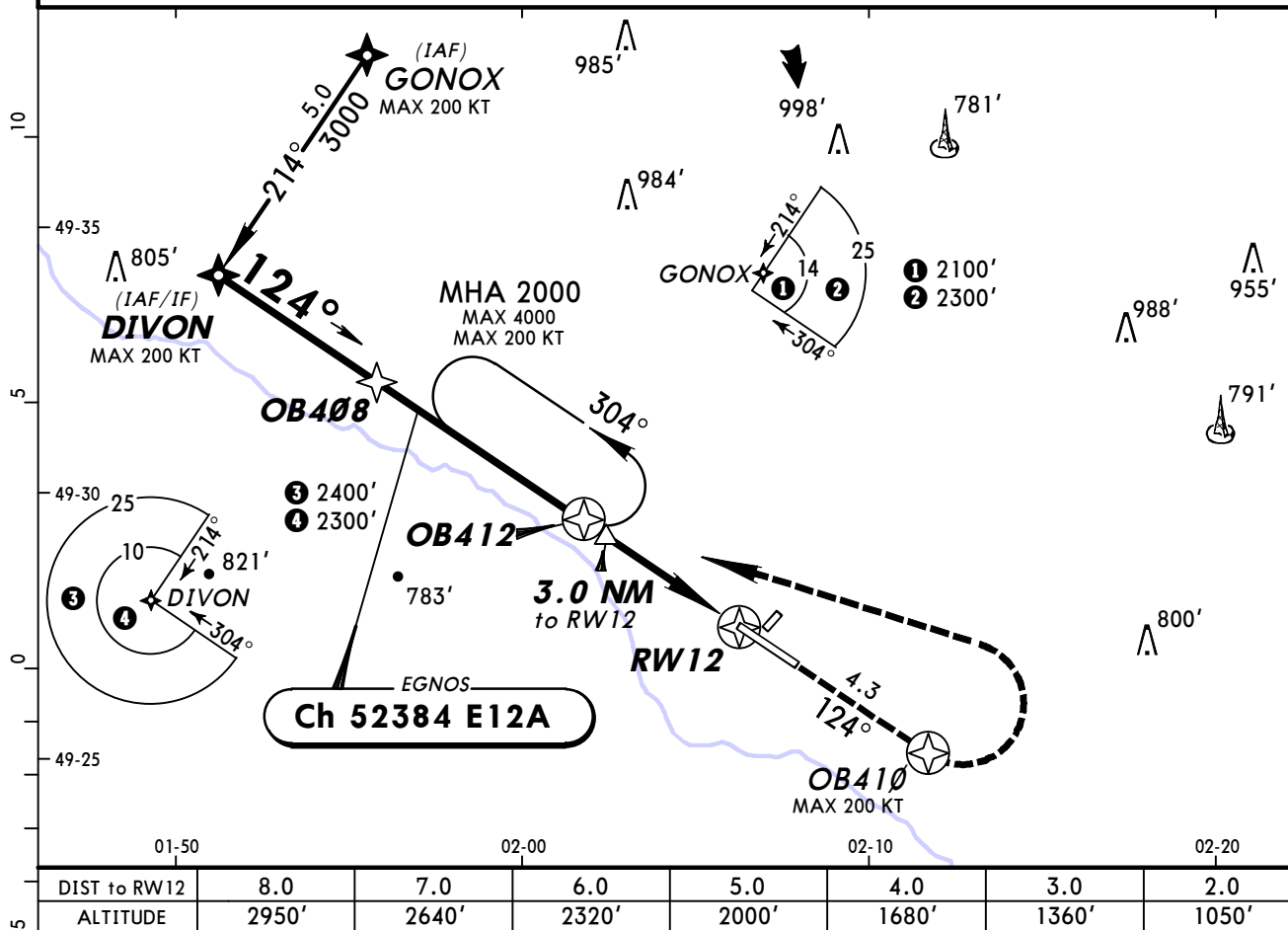


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 BI							

Standard STRAIGHT-IN LANDING RWY 30 ILS					CIRCLE-TO-LAND TO RWY 12/30 2				
DA(H) 497' (200')					W/o Local ATS 3				
CDFA MDA(H) 600' (303')									
FULL	Limited	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS	MDA(H)	VIS
A					110	860' (563')	1500m	1000' (703')	1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	135	900' (603')	1600m	1040' (743')	1600m
C					C	PROHIBITED			
D					D				

1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 30 thresh elev of 297'. 3 NIGHT: NOT AUTHORIZED.

*PARIS-Le Bourget ATIS		*ATIS		*BEAUVAIS Approach		*BEAUVAIS Tower	
120.0		118.37		119.9		121.4	
EGNOS Ch 52384 E12A	Final Apch Crs 124°	Procedure Alt OB408 3000' (2648')	LPV DA(H) Refer to Minimums	Apt Elev 359' RWY 352'	TAA 25 NM IAF		
MISSED APCH: Climb STRAIGHT AHEAD on 124° to OB410, then turn LEFT direct to OB412 to enter holding climbing to 2000', or as directed. Climb to 1400' prior to level acceleration.							
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'							
If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.							

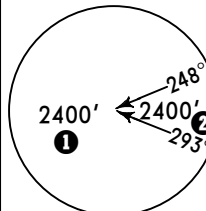


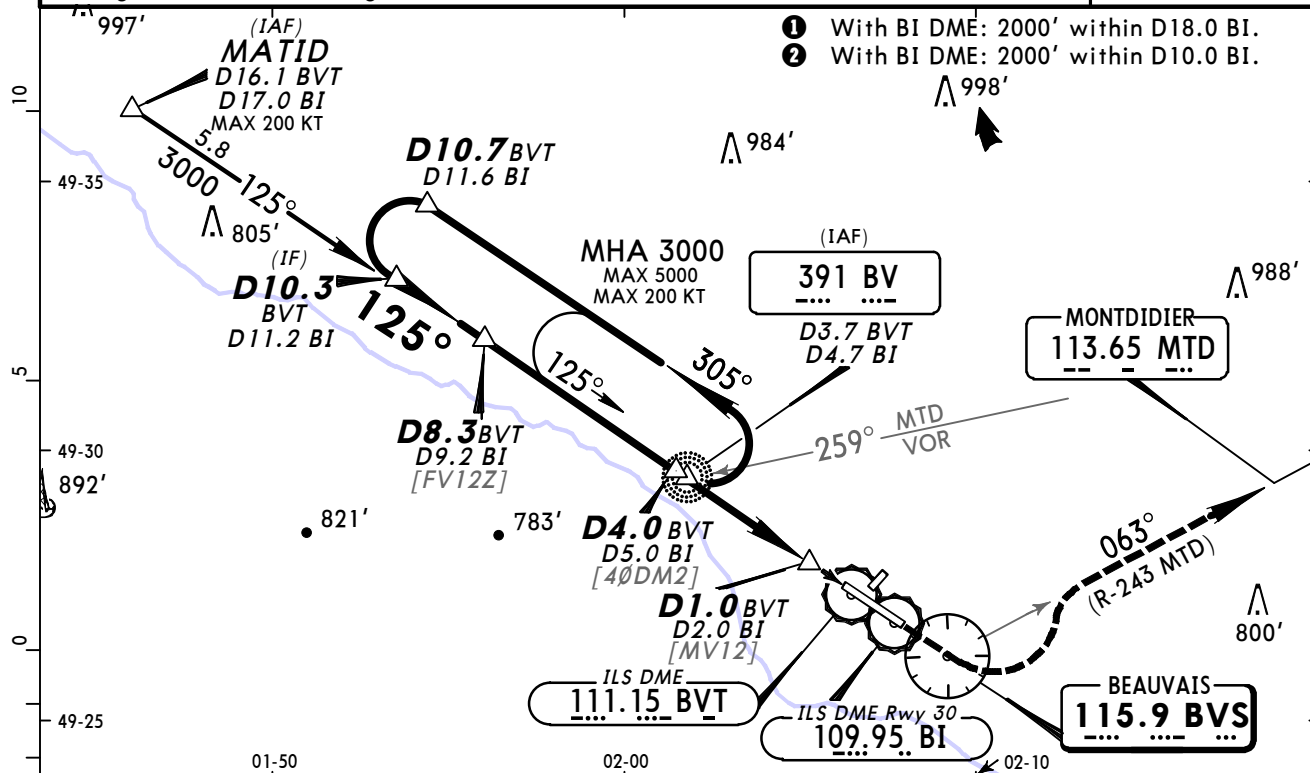
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	OB410 on 124°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW12								

Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND TO RWY 12/30			
DA(H) A: 602' (250') C: 622' (270')		LNAV CDFA B: 612' (260') D: 632' (280')		DA/MDA(H) 730' (378')		W/o Local ATS	
ALS out		ALS out		Max Kts	MDA(H)	VIS	MDA(H)
A	RVR 800m			110	860' (508')	1500m	1000' (648')
B				135	900' (548')	1600m	1040' (688')
C	RVR 900m	RVR 1300m	RVR 1300m	C	PROHIBITED		
D				D			

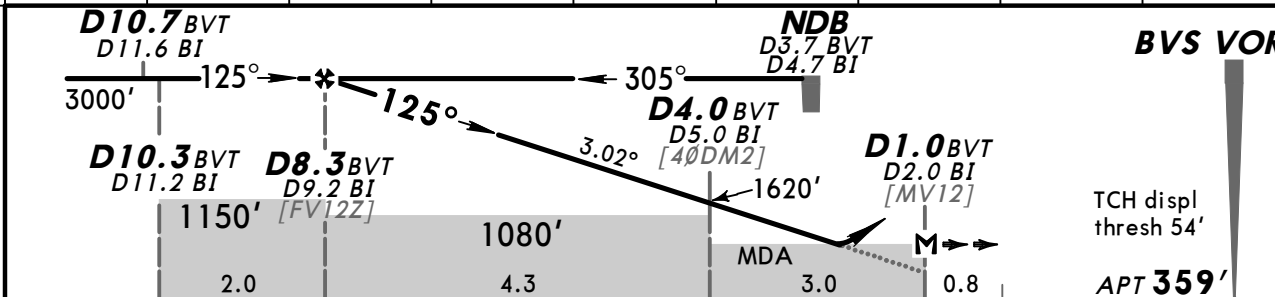
1 Circling height based on rwy 12 displ thresh elev of 352'. 2 NIGHT: NOT AUTHORIZED.

BRIEFING STRIP™

*PARIS-Le Bourget ATIS 120.0		*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
VOR BVS 115.9	Final Apch Crs 125°	Procedure Alt D8.3 BVT 3000' (2641')	DA/MDA(H) 760' (401')	Apt Elev 359'		 MSA BV NDB	
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.							
Do not turn before MAP. Climb to 1600' prior to level acceleration.							
Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000'							
1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.							



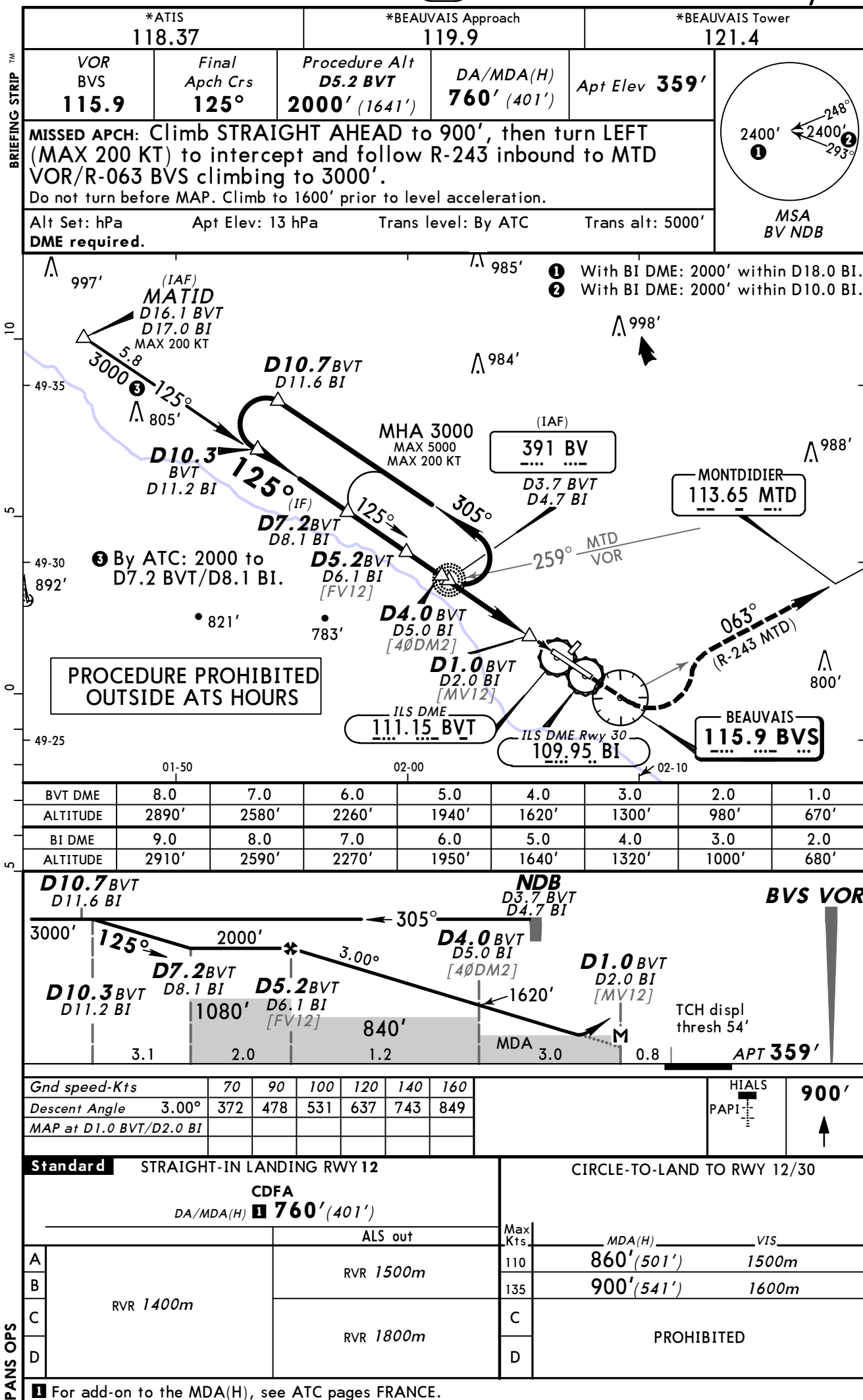
BVT DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2890'	2580'	2260'	1940'	1620'	1300'	980'	670'
BI DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2910'	2590'	2270'	1950'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 900'
Descent Angle 3.02°	374	481	534	641	748	855	
MAP at D1.0 BVT/D2.0 BI							

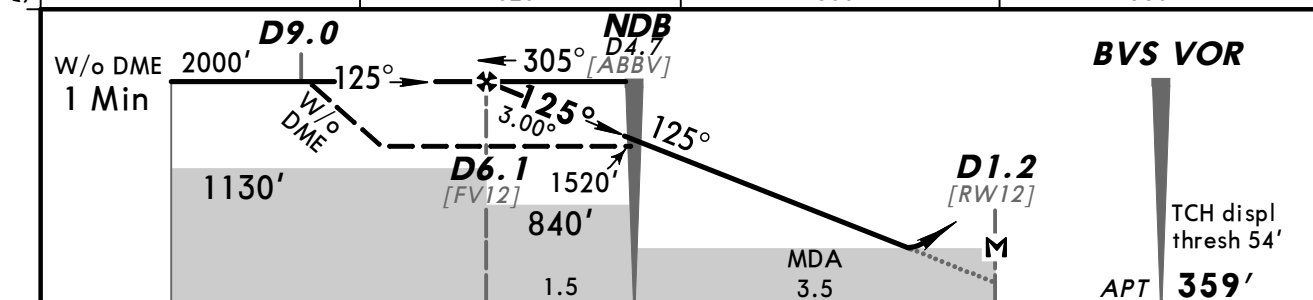
Standard			STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND TO RWY 12/30			
			CDFA DA/MDA(H) ■ 760' (401')				W/o Local ATS ■ 2	
			ALS out		Max Kts	MDA(H) _____ VIS _____		MDA(H) _____ VIS _____
A	RVR 1400m		RVR 1500m		110	860' (501') 1500m		1000' (641') 1500m
135					900' (541') 1600m		1040' (681') 1600m	
B			RVR 1800m		C	PROHIBITED		
C								
D					D			

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



BEAUVAIS, FRANCE
VOR X Rwy 12

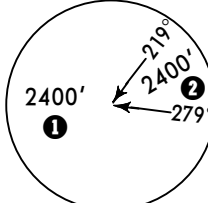
MSA
BV NDB

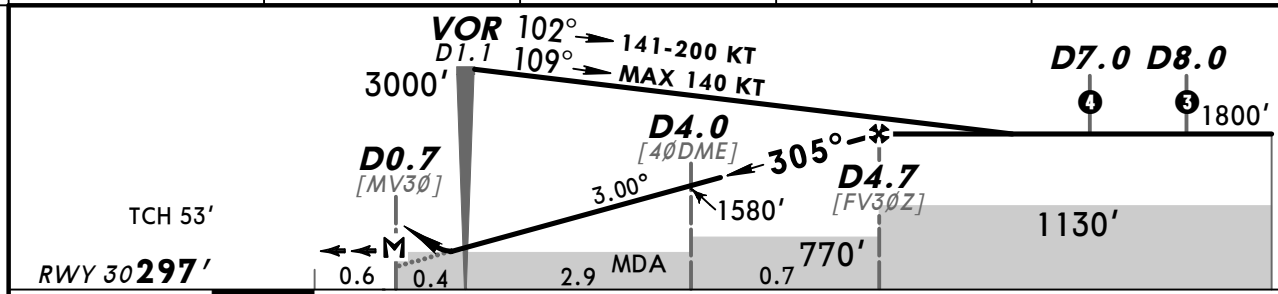
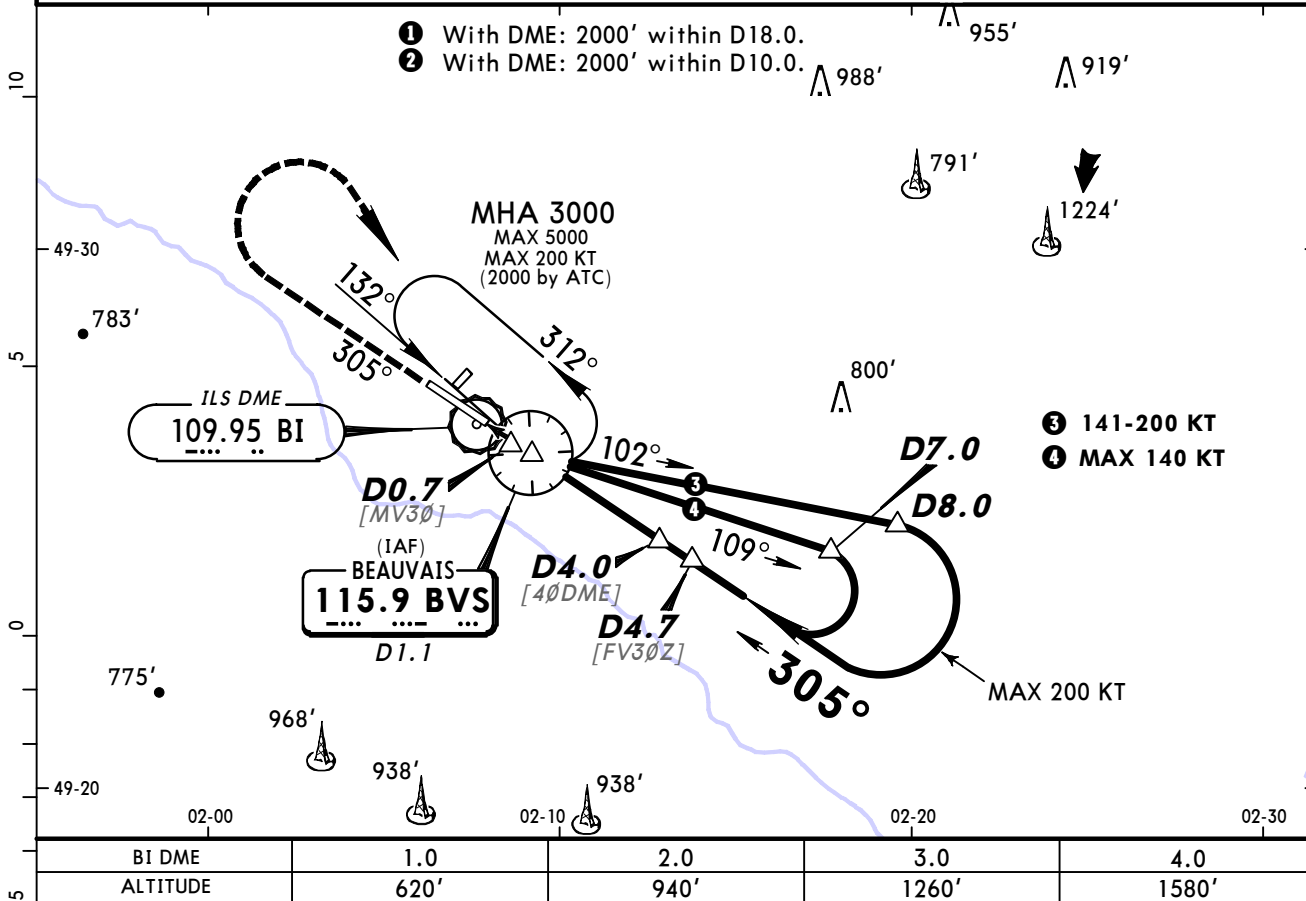


Standard		STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND TO RWY 12/30			
		CDFA DA/MDA(H) 760' (401')				W/o Local ATS 1	
		ALS out	Max Kts	MDA(H) _____ VIS _____	MDA(H) _____ VIS _____		
A	RVR 1400m	RVR 1500m	110	860' (501') 1500m	1000' (641') 1500m		
B			135	900' (541') 1600m	1040' (681') 1600m		
C		RVR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

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BRIEFING STRIP™

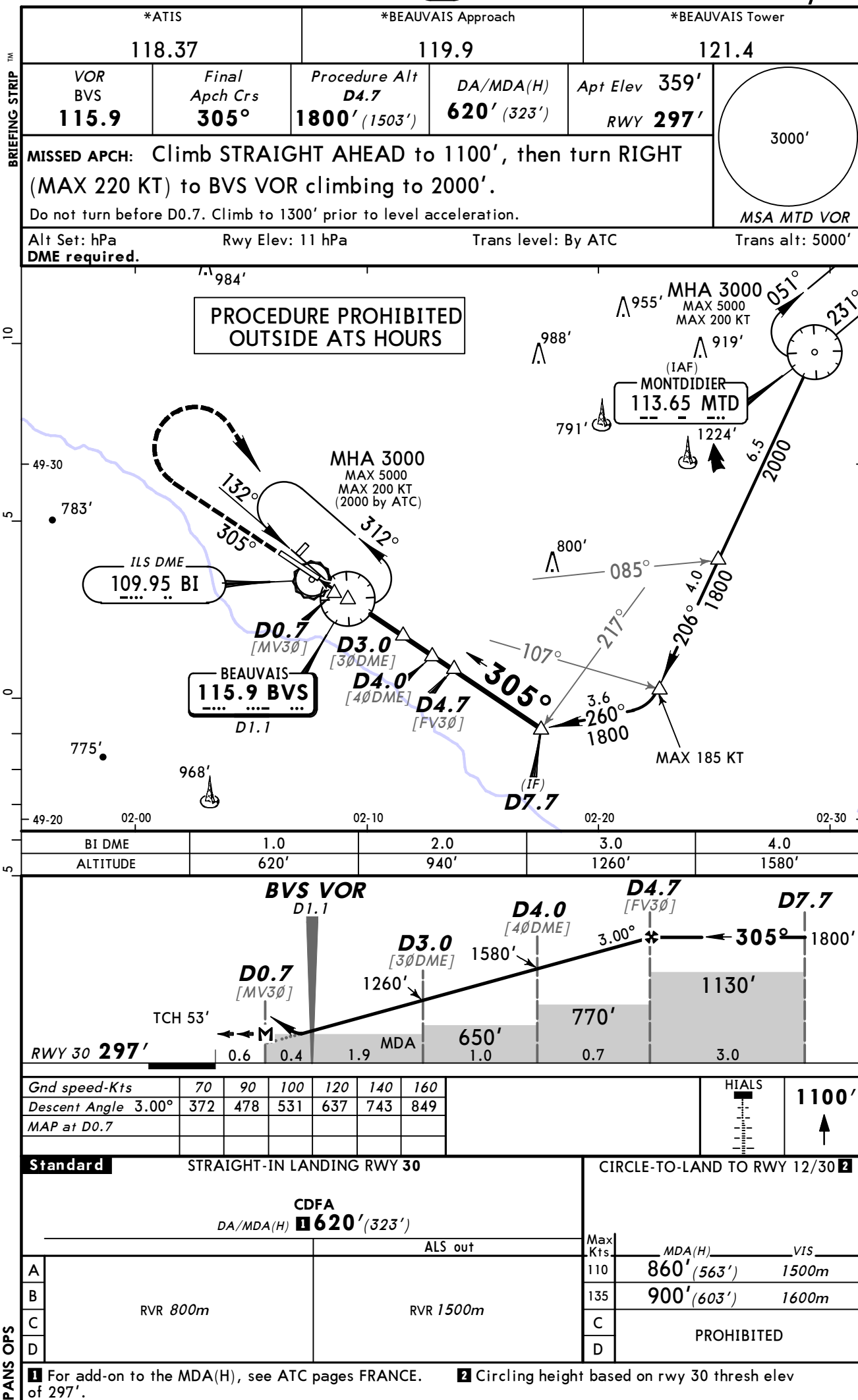
*PARIS-Le Bourget ATIS		*ATIS		*BEAUVAIS Approach		*BEAUVAIS Tower	
120.0		118.37		119.9		121.4	
VOR BVS 115.9	Final Apch Crs 305°	Procedure Alt D4.7 1800' (1503')	DA/MDA(H) 620' (323')	Apt Elev 359'			
MISSED APCH: Climb STRAIGHT AHEAD to 1100', then turn RIGHT (MAX 220 KT) to VOR climbing to 2000'.						MSA BVS VOR	
Do not turn before D0.7. Climb to 1300' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.							

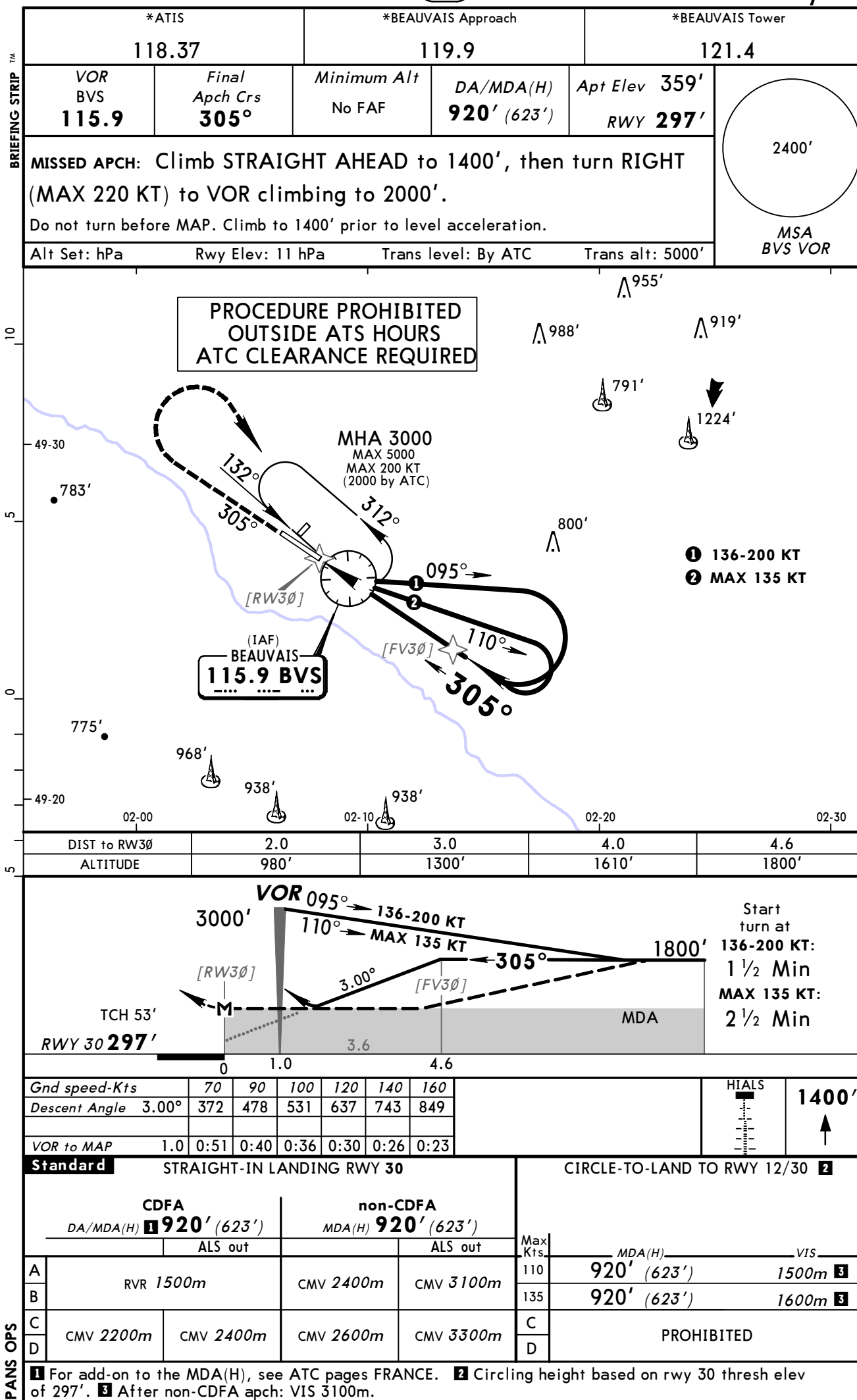


Gnd speed-Kts	70	90	100	120	140	160	HIALS  1100'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7							

Standard			STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND TO RWY 12/30 2				
CDFA DA/MDA(H) 620' (323')					W/o Local ATS 3				
			ALS out		Max Kts	MDA(H) VIS		MDA(H) VIS	
A	RVR 800m		RVR 1500m		110	860' (563') 1500m		1000' (703') 1500m	
135					900' (603') 1600m		1040' (743') 1600m		
C					PROHIBITED				
D									

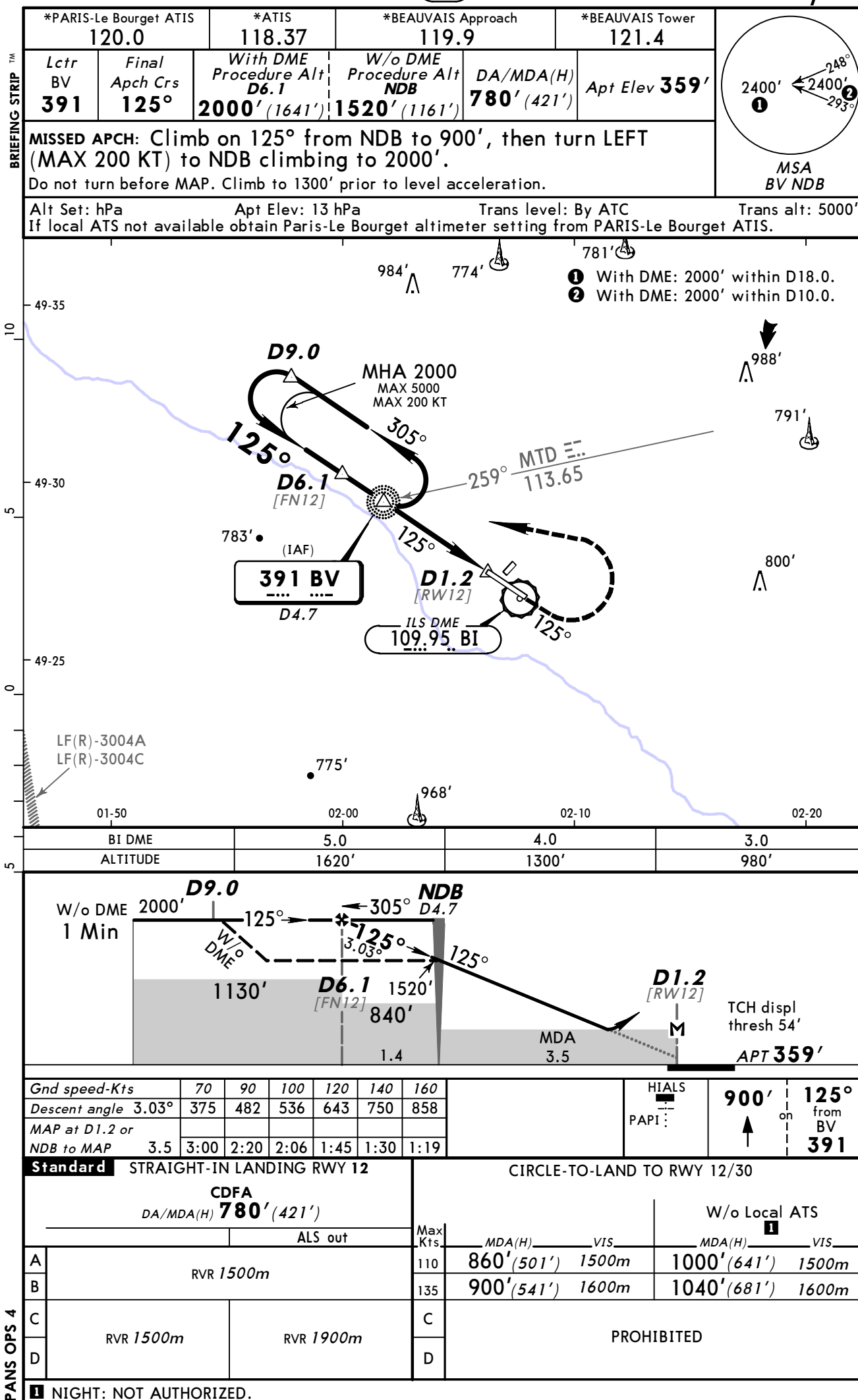
1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 30 thresh elev of 297'. 3 NIGHT: NOT AUTHORIZED.





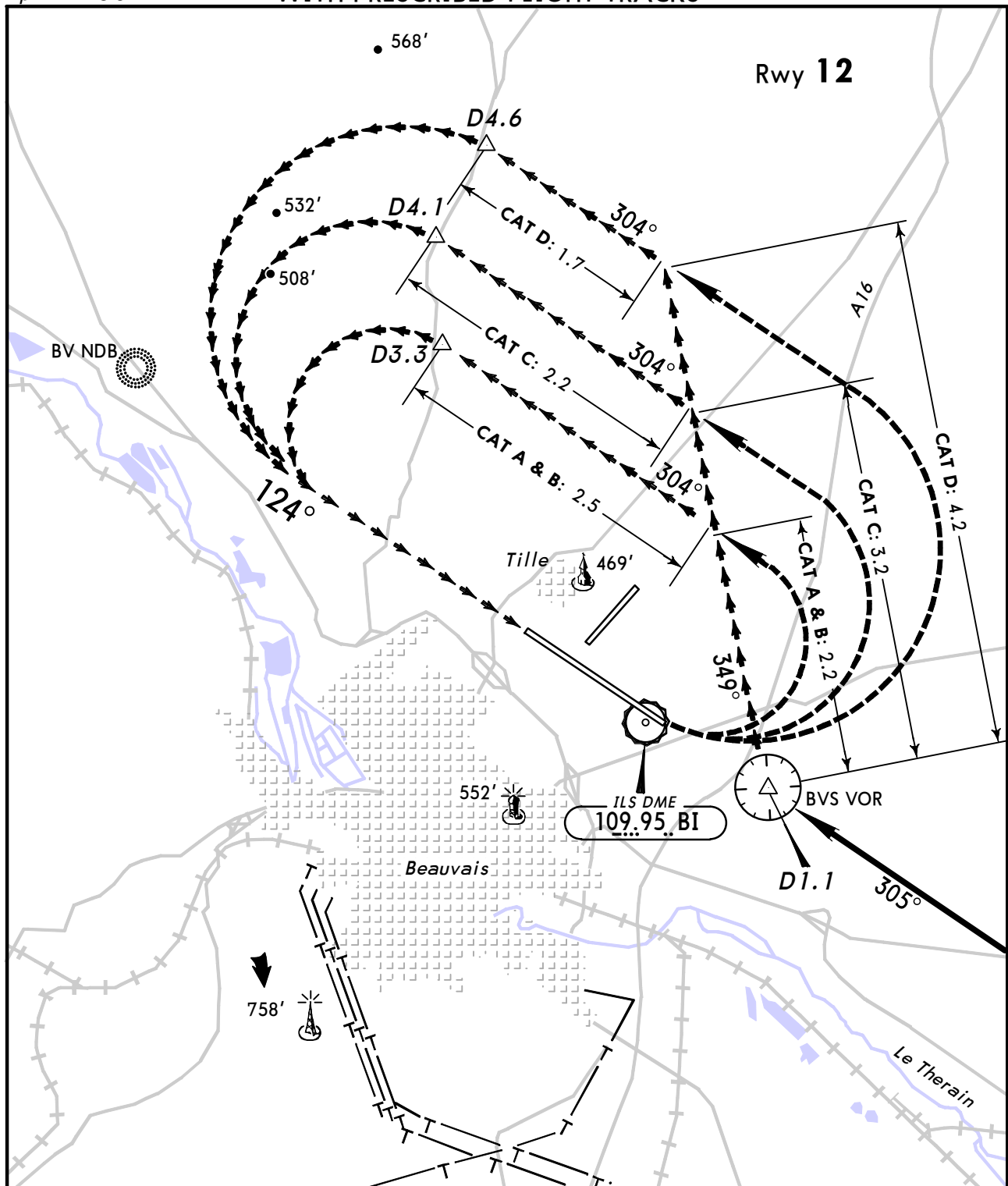
PANS OPS

1 For add-on to the MDA(H), see ATC pages FRANCE. **2** Circling height based on rwy 30 thresh elev of 297'. **3** After non-CDFA apch: VIS 3100m.



Apt Elev **359'**

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS



Standard

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

BEAUVAIS, (TILLE - LFOB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFOB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Permanent

Begin Date: 20130719

End Date: No end date

(13-6) Revision date of paper chart should read 19 Jul 13.