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Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 0.1°E

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

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 121.815
Orly Ground Control 121.705
Orly Pre-Taxi Clearance 121.555
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 minutes 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 minutes with power not exceeding ground-idle power on other stands.

Prior permission from APTs of Paris authority.

North Service Apron:

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

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

RWY 02/20:

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

Prior permission from APTs of Paris authority.

1.2.4. USE OF APU

The use of APU is restricted, except for duly justified safety reasons. The use of fixed alternative means (400 Hz or 50 Hz power supply and PCA) or when unavailable, alternative mobile means (GPU and ACU) provided to the operator is mandatory, except in case of system failure or technical incompatibility.

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

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

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

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

Outbound ACFT:

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

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

Inbound ACFT:

After landing and until stopping at parking stand:

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

Other cases of taxiing ACFT:

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

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

Outbound ACFT:

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

Inbound ACFT:

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

Other cases of taxiing ACFT:

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

1.4. RWY OPERATIONS

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

1. 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 except taxiing behind a Follow-me vehicle to stands N28 or N58 after landing on RWY 08. Taxiing to stands N28 or N58 should be uninterrupted wherever possible.

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

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Within PARIS class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. RWY USAGE

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

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

2.2.2. RWY OCCUPANCY

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

2.2.3. ARRIVAL RECOMMENDATIONS

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

2.2.4. USE OF APU

On parking stands equipped with fixed or mobile alternative means for power and air conditioning, the use of APU is limited to 5 minutes plus the time required to connect to these means, after the time of arrival at the parking stand.

On parking stands not equipped with such alternative means, the use of APU is limited to 30 minutes or the required time to disembark all passengers, offload the cargo haul and perform all operations related to the arrival.

The captain may waive the durations for safety reasons.

In case of air pollution alerts, Aeroports de Paris will inform all operators and handling agents so that the crew can limit the use of APU as much as possible.

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.

The phraseology is:

ATC: Citron Air 3245, reduced spacing procedure RWY 26, cleared to land, wind 250°, 10 KT.

Pilot: Landing RWY 26, Citron Air 3245.

When vacating RWY 26 via TWY W35:

- MAX speed 30 KT if RWY is wet.
- MAX speed 35 KT if RWY is dry.

2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. RADAR SEPARATION ON FINAL APPROACH

The minimum radar separation on final approach may be reduced to 2.5NM under following conditions:

- The RWY is dry or wet with following weather occurrences excluded: snow, ice and severe storm-related precipitations of rain or hail.
- The leading ACFT's weight category according to the wake turbulence classification is the same or less than the category of the trailing ACFT.
- Heavy ACFT and B757 participate in the separation reduction as trailing ACFT only.

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

2.5.2. SPACING REDUCTION IN THE VICINITY OF AIRPORT

Visual separation between two ACFT on the same final can be suggested by ATC or requested by pilot under following conditions:

- Ceiling equal to or more than 1000'.
- VIS equal to or more than 5km.
- The pilot must have visual on the preceding ACFT.

If visual separation is in force, the pilot is responsible for separation with the preceding ACFT until it has landed taking the turbulence into account.

The pilot can ask to end the visual separation at any time (e.g. visual loss on the preceding ACFT).

The phraseology is:

- Pilot: ORLY TWR, we have the previous in sight, we'd accept a visual separation.
- ATC: Keep the A320 (A340) 3NM (5NM) ahead in sight, CAUTION wake turbulence.

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. USE OF APU

On parking stands equipped with fixed or mobile alternative means for power and air conditioning, the use of APU is limited to 10 minutes prior to the scheduled engine start-up time.

On parking stands not equipped with such alternative means, the use of APU is limited to 60 minutes for ACFT with a MTOW less than 140t, and 80 minutes for ACFT with a MTOW greater than 140t.

3.2.2. 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.

3.2.3. DEPARTURE RECOMMENDATIONS

Unless otherwise required by safety or by ATC, pilots shall follow standard instrument departure routes up to 8.1NM from POY DME for RWYs 24 and 26 and up to 6.4NM from POY DME for RWYs 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 06 and 08, turns to the North at less than 8.9NM from POY DME 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. SPEED RESTRICTIONS

Within PARIS class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

At or above FL100, speed is limited to MAX 300 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, except when otherwise instructed by ATC.

3.4. OTHER INFORMATION

3.4.1. 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_l 10 MIN.

LFPO/ORY
ORLY

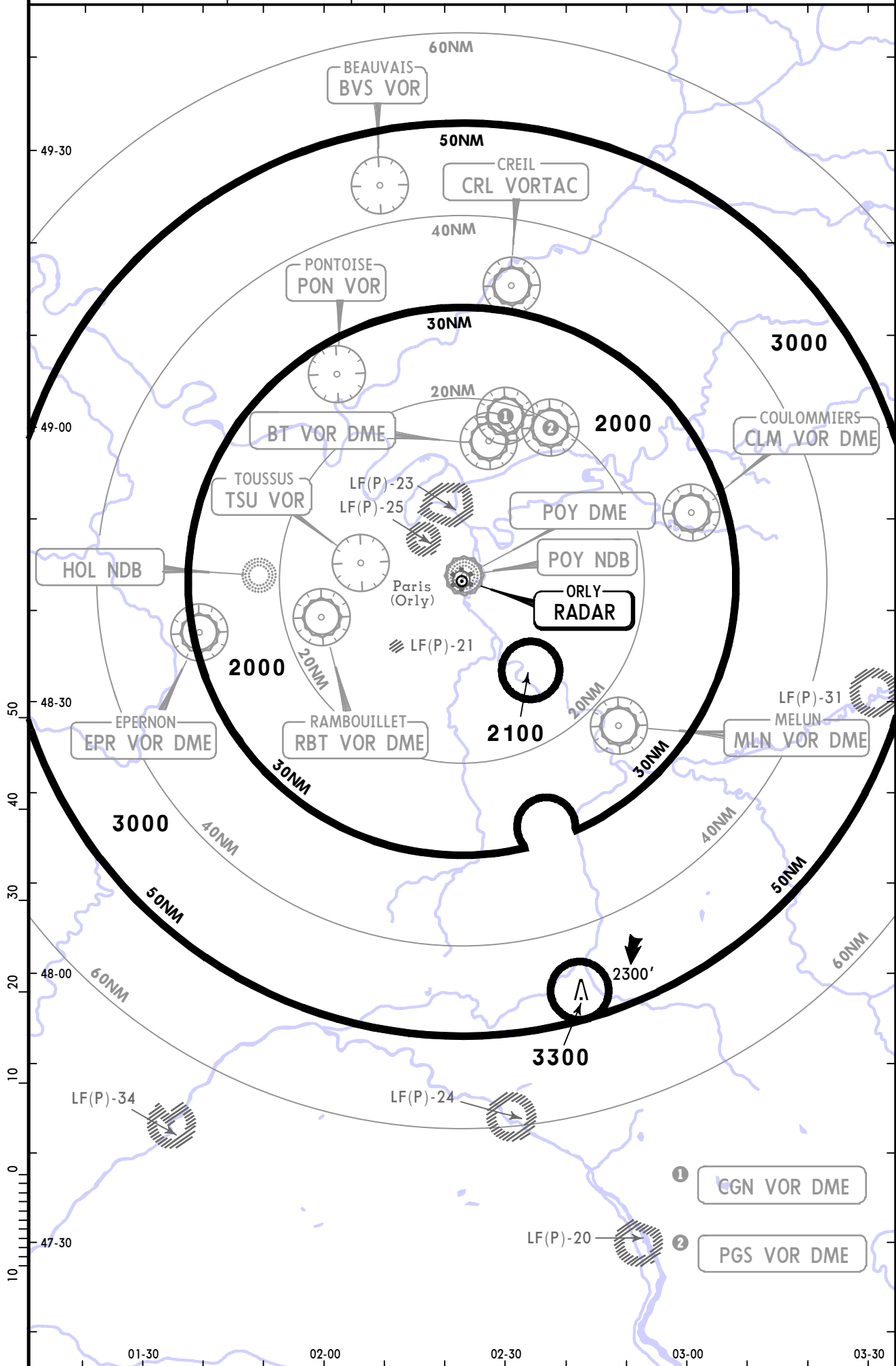
JEPPESEN
23 MAY 14 (10-1R)

PARIS, FRANCE
Eff 29 May RADAR MINIMUM ALTITUDES

* ORLY Approach (R)
123.87 124.45

Apt Elev
291'

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



RNAV ARRIVAL INSTRUCTIONS

1. Protection

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

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

2. Equipment

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

3. Operating procedure/Loss of RNAV capability

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

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

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

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

*ATIS
131.35 (French 126.5)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.

MATIX 5E [MATI5E], MOPIL 5E [MOPI5E]

RENSA 5E [RENS5E]

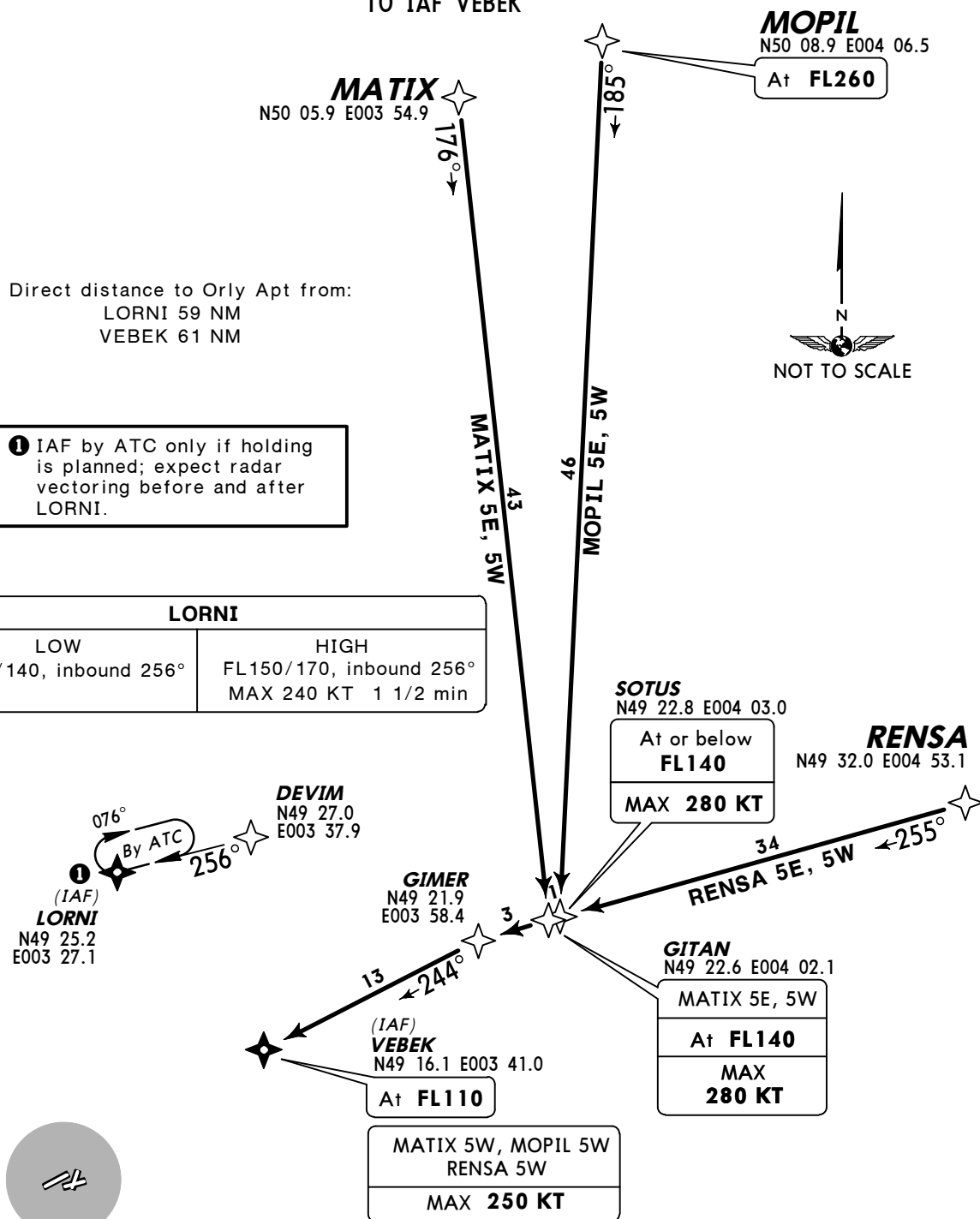
RWYS 02, 06, 08 RNAV ARRIVALS

MATIX 5W [MATI5W], MOPIL 5W [MOPI5W]

RENSA 5W [RENS5W]

RWYS 20, 24, 26 RNAV ARRIVALS

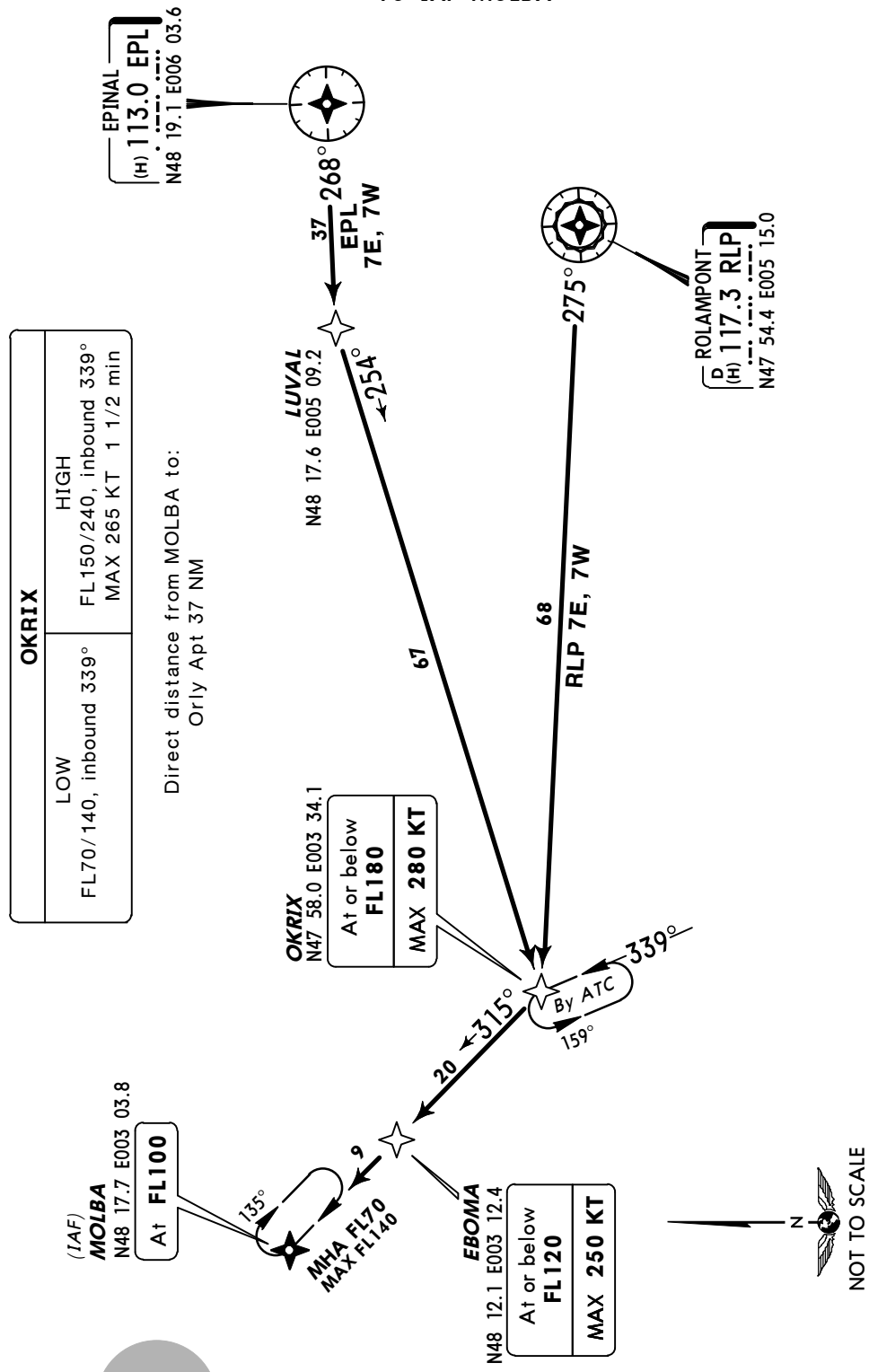
TO IAF VEBEK



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.	

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

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

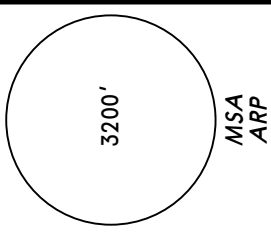


STAR	ROUTING	RESTRICTION
EPL 7E, 7W	EPL - LUVAL - OKRIX - EBOMA - MOLBA.	From upper airspace.
RLP 7E, 7W	RLP - OKRIX - EBOMA - MOLBA.	From lower airspace.

*ATIS
131.35 (French 126.5)

Apt Elev
291'

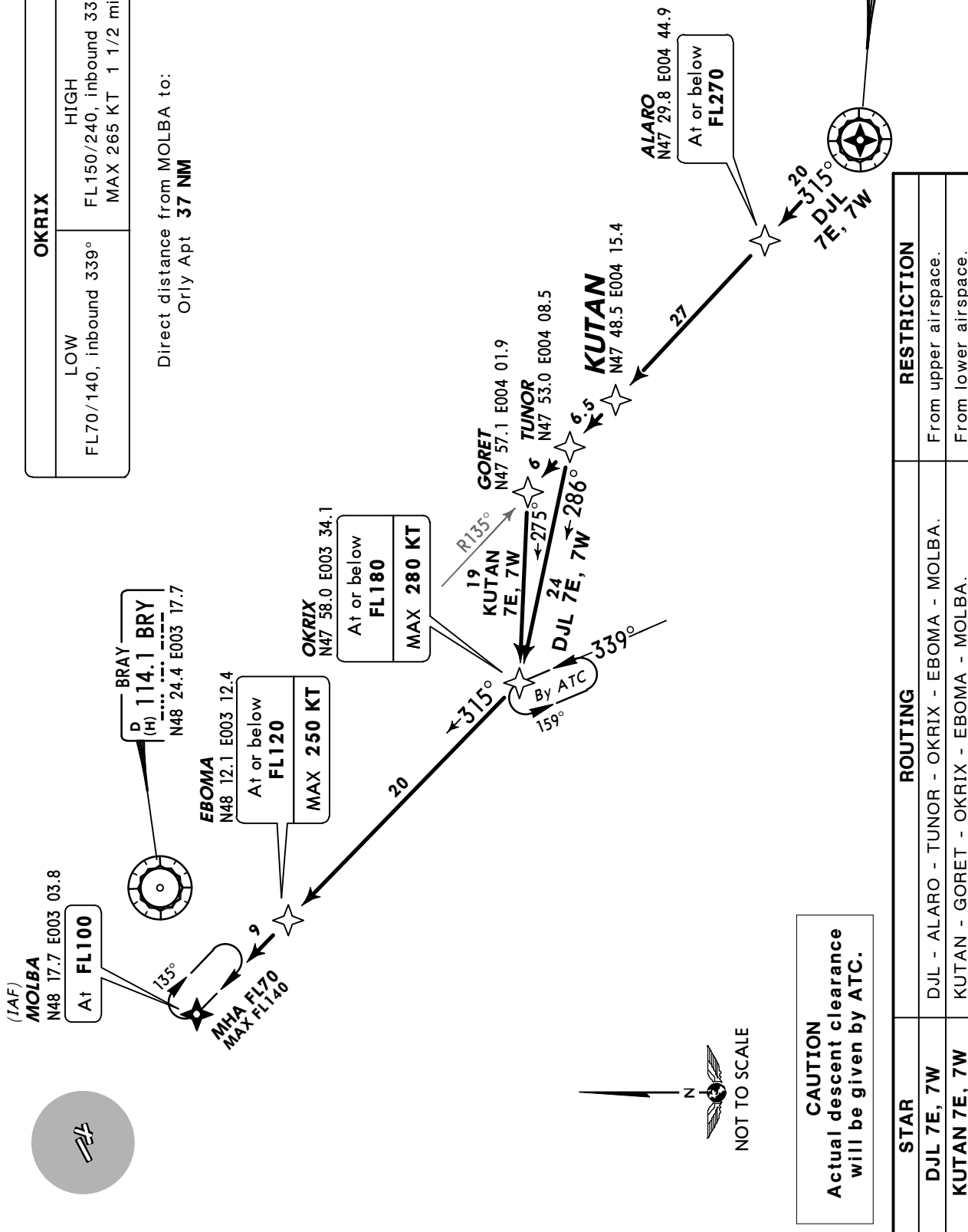
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point.
ACFT should not be able to comply with these limitations must advise ATC as soon as possible.



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

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

Direct distance from MOLBA to:
Only Apt 37 NM

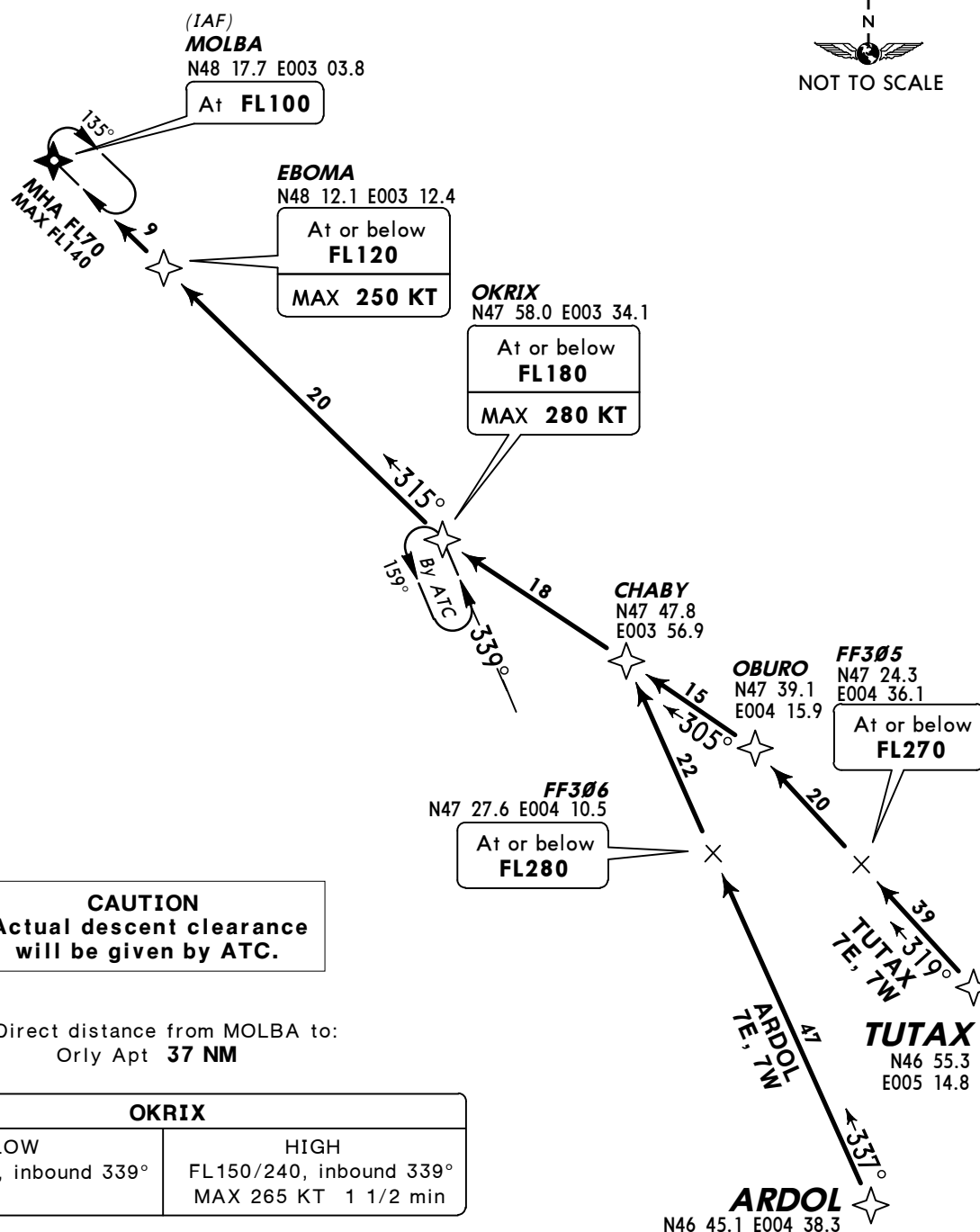
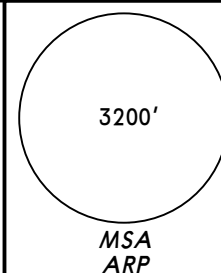


*ATIS
131.35 (French 126.5)

Apt Elev
291'

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

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



CAUTION
Actual descent clearance
will be given by ATC.

Direct distance from MOLBA to:
Orly Apt 37 NM

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

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

*ATIS
131.35 (French 126.5)

Apt Elev
291'

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

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

PIBAT 7E [PIBA7E]

PIBAT 7W [PIBA7W]

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

RNAV ARRIVALS

TO IAF MOLBA

OKRIX

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

24

(IAF)
MOLBA
N48 17.7 E003 03.8

At FL100

EBOMA
N48 12.1 E003 12.4

At or below
FL120

MAX 250 KT



TROYES
(H) 116.0 TRO
N48 15.1 E003 57.8

OKRIX
N47 58.0 E003 34.1

At or below
FL180

MAX 280 KT



Direct distance from MOLBA to:
Only Apt 37 NM

AVLON
N47 33.6
E003 48.8

FF307
N47 22.4 E003 55.5

At or below
FL280

PIBAT
N46 48.4 E004 15.6

MOULINS
D (H) 116.7 MOU
N46 42.4 E003 37.9

STAR

ROUTING

RESTRICTION

MOU 7E, 7W

MOU - AVLON - OKRIX - EBOMA - MOLBA.

From lower airspace.

PIBAT 7E, 7W

PIBAT - OKRIX - EBOMA - MOLBA.

*ATIS
131.35 (French 126.5)

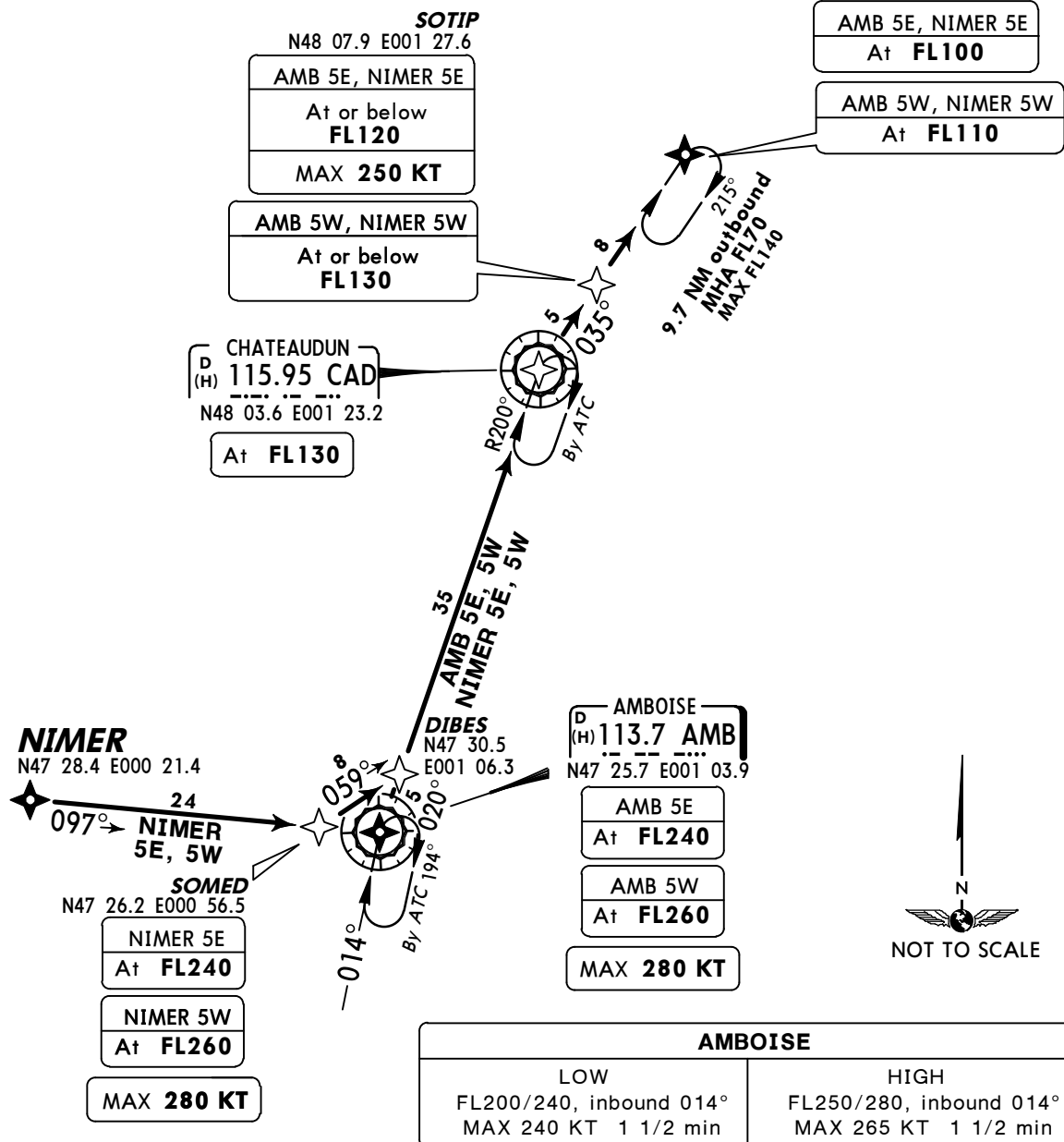
Apt Elev
291'

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.

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

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

Direct distance from ODILO to:
Orly Apt 43 NM



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

CONVENTIONAL HOLDING INFORMATION

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

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

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

CHATEAUDUN

FL70/110, inbound 020°
RIGHT turn

DIEPPE

FL70/110, inbound 178°
RIGHT turn

REIMS

FL90/110, inbound 239°
RIGHT turn

ROUEN

FL70/110, inbound 172°
LEFT turn

LORNI

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

MOLBA

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

ODILO

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

RNAV SID DESIGNATION	REFER TO CHART
ATREX 4P, 4Q, NURMO 4P, 4Q OPALE 4P, 4Q	10-3B
ATREX 4S, 4T, NURMO 4S, 4T OPALE 4S, 4T	10-3C
ATREX 4V, NURMO 4V, OPALE 4V	10-3D
ATREX 4X, NURMO 4X, OPALE 4X	10-3E
BAXIR 4P, 4Q, BUBLI 4P, 4Q DIKOL 4P, 4Q, RANUX 4P, 4Q	10-3F
BAXIR 4S, 4T, BUBLI 4S, 4T DIKOL 4S, 4T, RANUX 4S, 4T	10-3G
BAXIR 4V, BUBLI 4V, DIKOL 4V, RANUX 4V	10-3H
BAXIR 4X, BUBLI 4X, DIKOL 4X, RANUX 4X	10-3J
OKASI 4P, 4Q, PILUL 4P, 4Q	10-3K
OKASI 4S, 4T, PILUL 4S, 4T	10-3L
OKASI 4V, 4X, PILUL 4V, 4X	10-3M
LATRA 4P, 4Q	10-3N
LATRA 4S, 4T	10-3P
LATRA 4V, 4X	10-3Q
AGOPA 4P, 4Q, ERIXU 4P, 4Q	10-3S
AGOPA 4S, 4T, ERIXU 4S, 4T	10-3T
AGOPA 4V, 4X, ERIXU 4V, 4X	10-3U
SID DESIGNATION	REFER TO CHART
DORDI 4P, 4Q, 4S, 4T	10-3V
DORDI 4V, 4X	10-3W
MONOT 4P, 4Q, 4S, 4T	10-3X
MONOT 4V, 4X	10-3X1
PITHIVIERS 4P, 4Q, 4S, 4T	10-3X2
PITHIVIERS 4V, 4X	10-3X3
EVREUX 4P, 4Q, 4S, 4T L'AIGLE 4P, 4Q, 4S, 4T	10-3X4
EVREUX 4V, L'AIGLE 4V	10-3X5
EVREUX 4X, L'AIGLE 4X	10-3X6
PGS 4P, 4Q, 4S, 4T	10-3X7
PGS 4V, 4X	10-3X8

DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

Initial departures are only protected in conventional navigation.

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

1.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:

GNSS and/or DME/DME.

ATC provides permanently RADAR services.

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

Non RNAV equipped aircraft

Specify FPL item 15:

- northbound: DCT MTD then DCT first point joining the en-route network.
- eastbound: DCT NIPOR.
- 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.
- 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.

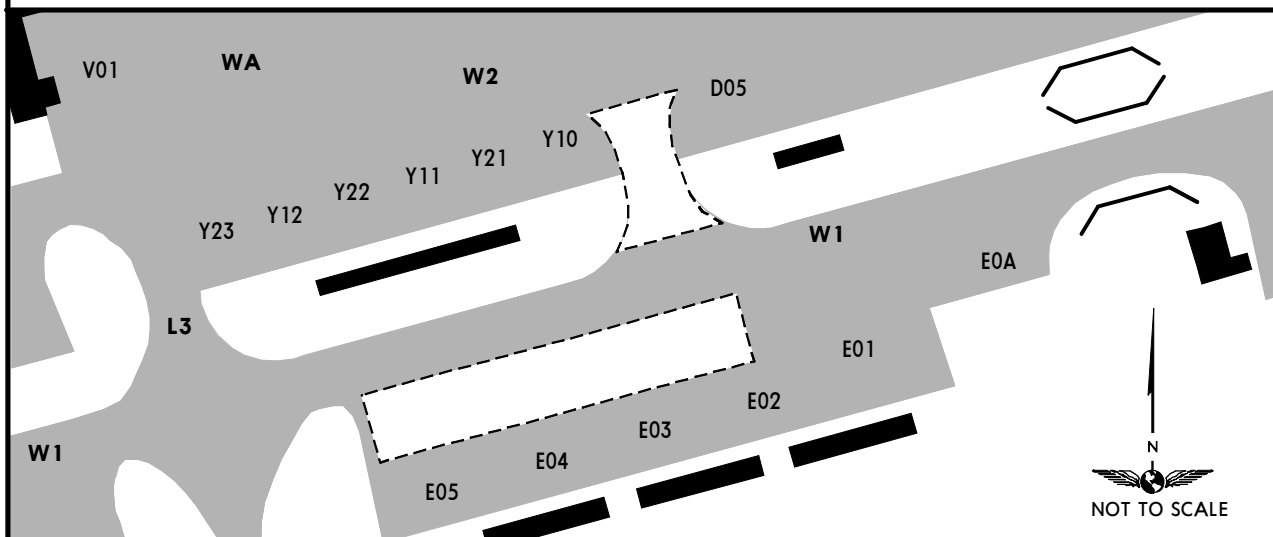
Letter **S** (RWYs 24, 26) & letter **T** (RWY 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

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

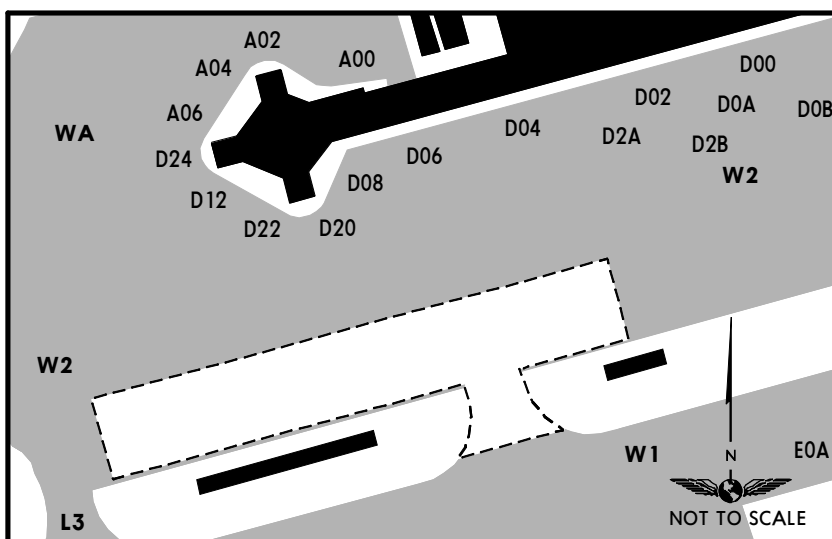
Letter **X** assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

CONSTRUCTION WORKS ON TWYS W2 AND L3

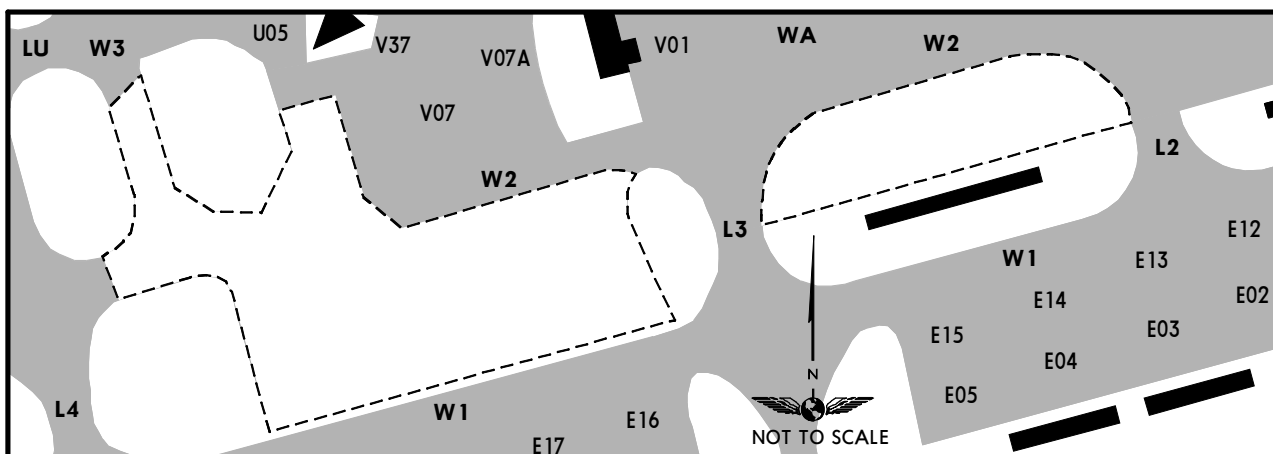
REFER ALSO TO LATEST NOTAMS


Phase 4:

- Twy L2 closed.
- Downgrade to code C ACFT of a portion of TWY W1, between L3 and L1 both excluded with the indication MAX span 118'/36m painted on the ground on each end of this portion and deviation of the daytime centreline marking towards the south beside stands E01 to E05.
- Obstacle (blast fence) closing L2 on the north side of W1.
- Stands E12, E13, E14 and E15 closed.
- Downgrade to code C ACFT of stands E01 to E05 and deviation towards the south of their safety line.


Phase 5:

- Twy L2 closed.
- Downgrade to code C ACFT of a portion of TWY W2, between L3 excluded and stand C02 excluded with the indication MAX span 118'/36m painted on the ground on each end of this portion.
- Obstacle (blast fence) closing L2 on the east side of L3, north side of W1 and south side of W2.
- Stands D05, Y10, Y11, Y12, Y21, Y22 and Y23 closed.
- Downgrade to code C ACFT of stand D00.

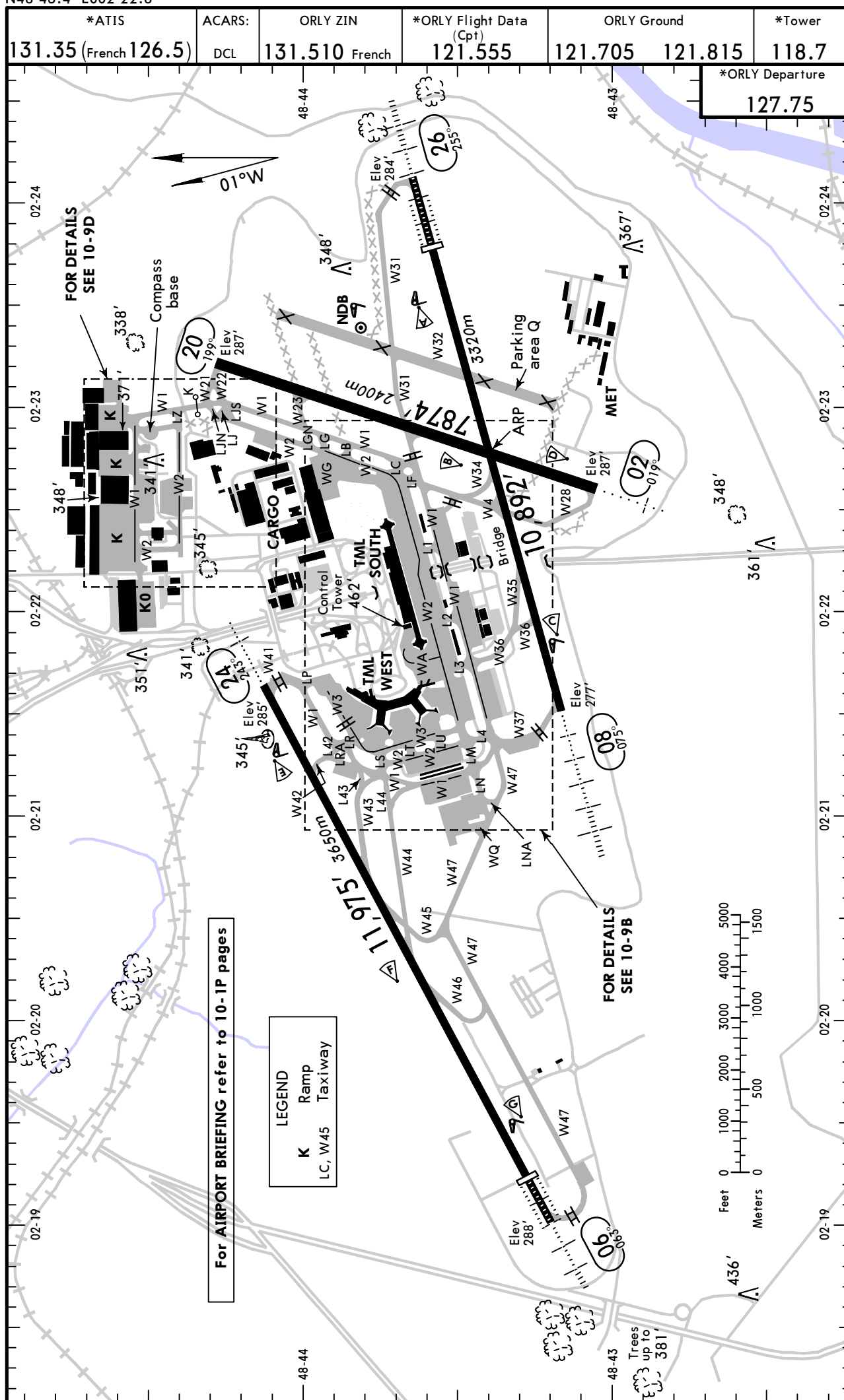

Phase 6:

- Closure of the portion of TWY W2 between L4 excluded and stand V37 excluded.
- Closure of the portion of TWY W3 in the south of LU excluded.
- Obstacle (blast fence) closing TWY W2 west of stand V37.
- Stand V06 closed.

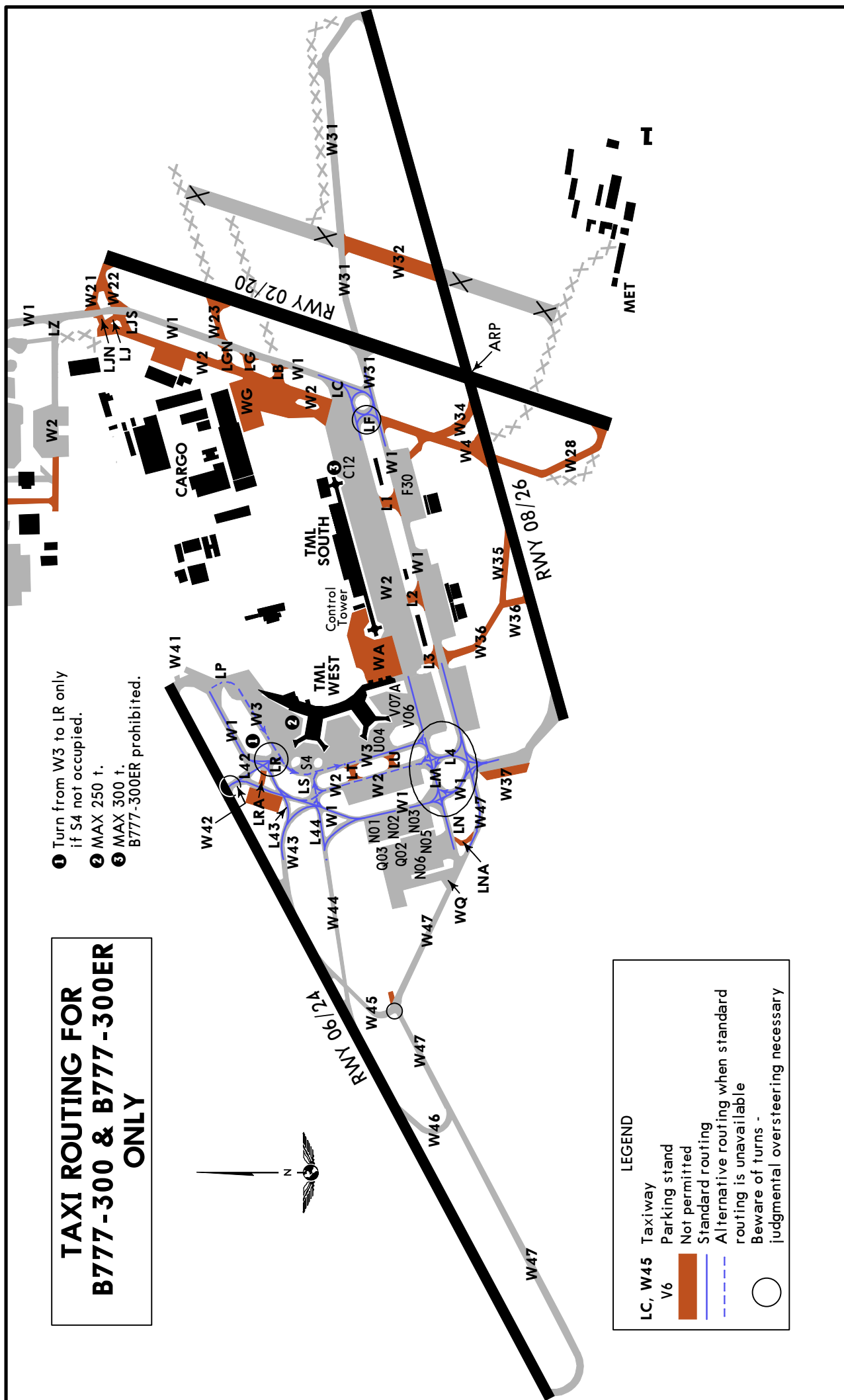
LFPO/ORY
Apt Elev 291'
N48 43.4 E002 22.8

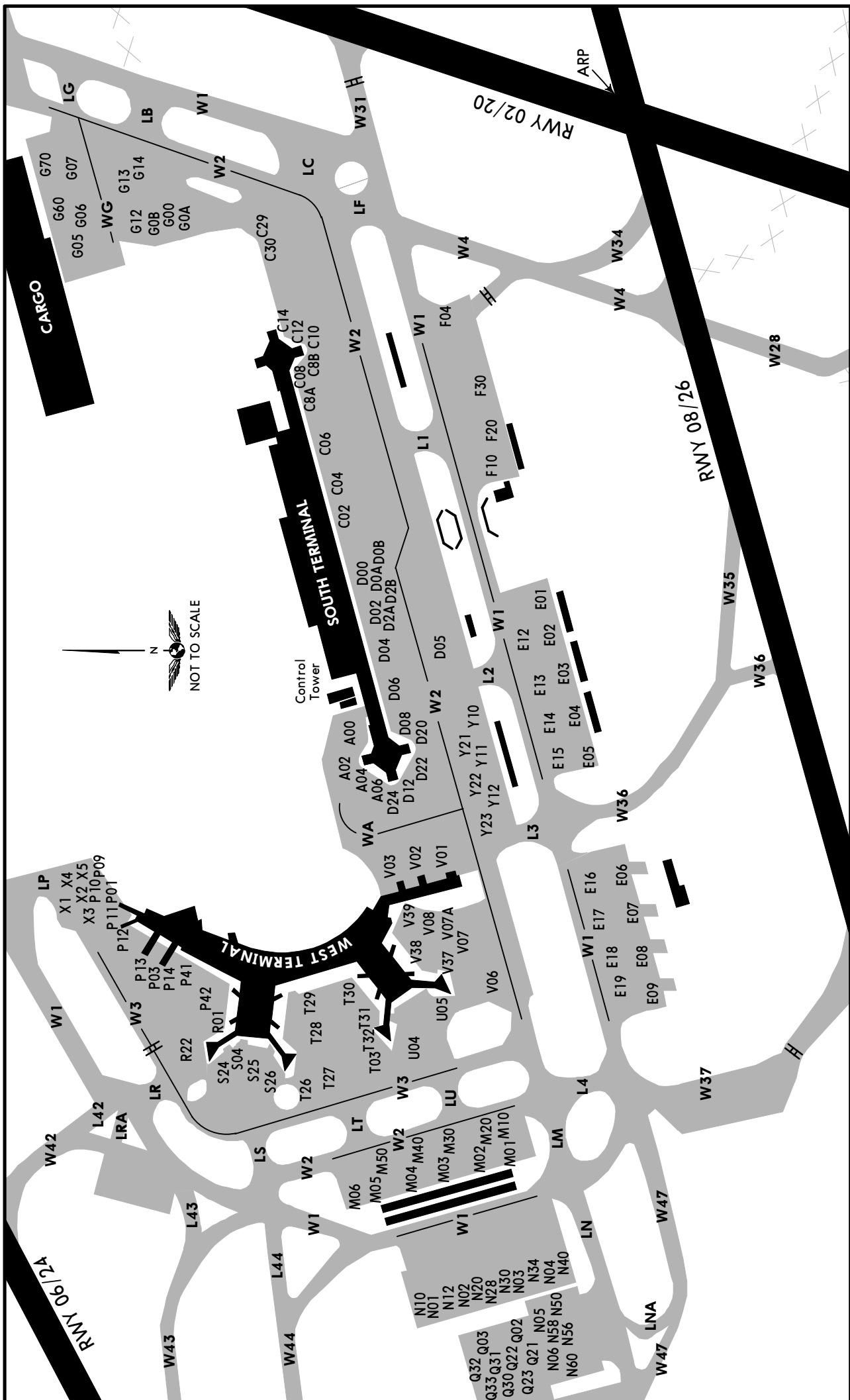
JEPPSEN
23 MAY 14 10-9 Eff 29 May

PARIS, FRANCE
ONLY

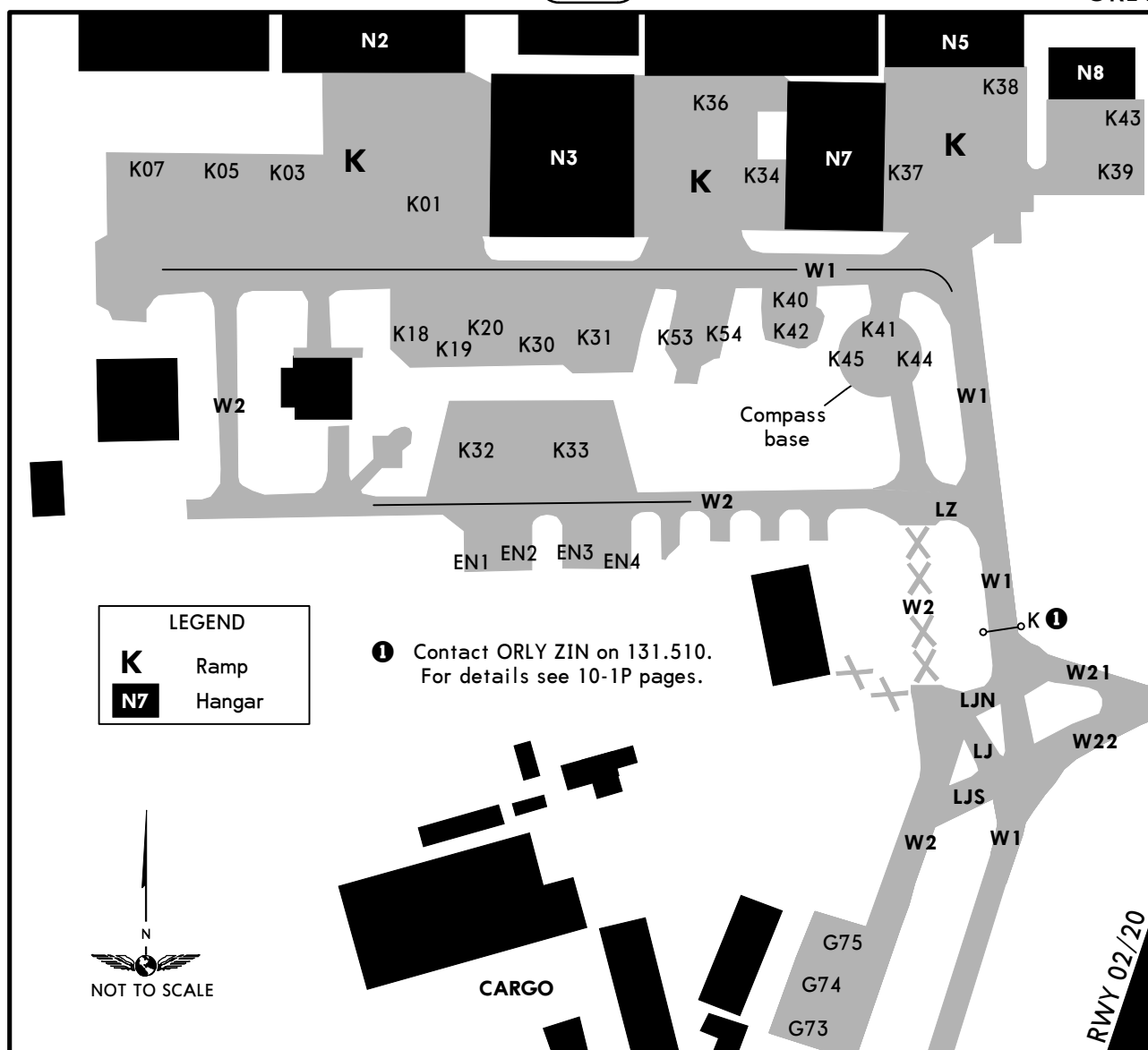


ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING	BEYOND			
					Threshold	Glide Slope			
02	HIRL (60m) HIALS REIL RVR					6902' 2104m	①	197'	
20	HIRL (60m) REIL PAPI-L (3.4°)							60m	
① IFR take-off prohibited.									
06	HIRL (60m) CL (15m) HIALS-II SFL REIL TDZ ② RVR				10,991' 3350m	9776' 2980m		148'	
24	HIRL (60m) CL (15m) HIALS SFL REIL ③ RVR					10,942' 3335m	④	45m	
② HST-W43 & W44									
③ HST-W45 & W46									
④ 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 ⑤ RVR						⑦	148'	
26	HIRL (60m) CL (15m) HIALS-II SFL REIL TDZ ⑥ RVR				9465' 2885m	8404' 2562m			
⑤ (2.9°)									
⑥ HST-W34, W35 & W37									
⑦ 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)									





INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A00	N48 43.7 E002 21.9	G70	N48 44.0 E002 22.7
A02 thru A06	N48 43.6 E002 21.8	M01, M02	N48 43.5 E002 21.3
C02	N48 43.7 E002 22.2	M03 thru M05	N48 43.6 E002 21.2
C04, C06	N48 43.7 E002 22.3	M06	N48 43.7 E002 21.2
C08 thru C8B	N48 43.7 E002 22.4	M10, M20	N48 43.5 E002 21.3
C10 thru C14	N48 43.7 E002 22.5	M30	N48 43.6 E002 21.3
C29, C30	N48 43.7 E002 22.6	M40, M50	N48 43.6 E002 21.2
D00	N48 43.7 E002 22.1	N01	N48 43.6 E002 21.1
D0A	N48 43.6 E002 22.1	N02 thru N05	N48 43.5 E002 21.1
D0B	N48 43.7 E002 22.1	N06	N48 43.5 E002 21.0
D02	N48 43.6 E002 22.1	N10, N12	N48 43.6 E002 21.1
D2A	N48 43.6 E002 22.0	N20 thru N50	N48 43.5 E002 21.1
D2B	N48 43.6 E002 22.1	N56	N48 43.5 E002 21.0
D04 thru D06	N48 43.6 E002 22.0	N58	N48 43.5 E002 21.1
D08	N48 43.6 E002 21.9	N60	N48 43.5 E002 21.0
D12 thru D24	N48 43.6 E002 21.8	P01	N48 43.9 E002 21.6
E01	N48 43.5 E002 22.1	P03	N48 43.8 E002 21.5
E02	N48 43.5 E002 22.0	P09 thru P13	N48 43.9 E002 21.6
E03	N48 43.4 E002 22.0	P14 thru P42	N48 43.8 E002 21.5
E04	N48 43.4 E002 21.9	Q02 thru Q33	N48 43.5 E002 21.0
E05	N48 43.4 E002 21.8	R01	N48 43.8 E002 21.5
E06	N48 43.4 E002 21.7	R22 thru S25	N48 43.8 E002 21.4
E07, E08	N48 43.4 E002 21.6	S26	N48 43.7 E002 21.4
E09	N48 43.4 E002 21.5	T03	N48 43.6 E002 21.4
E12	N48 43.5 E002 22.0	T26, T27	N48 43.7 E002 21.4
E13, E14	N48 43.5 E002 21.9	T28 thru T30	N48 43.7 E002 21.5
E15	N48 43.4 E002 21.8	T31	N48 43.6 E002 21.5
E16	N48 43.4 E002 21.7	T32	N48 43.6 E002 21.4
E17, E18	N48 43.4 E002 21.6	U04, U05	N48 43.6 E002 21.5
E19	N48 43.4 E002 21.5	V01 thru V03	N48 43.6 E002 21.7
F04	N48 43.6 E002 22.5	V06	N48 43.6 E002 21.5
F10, F20	N48 43.5 E002 22.3	V07 thru V39	N48 43.6 E002 21.6
F30	N48 43.5 E002 22.4	X1	N48 43.9 E002 21.6
G00	N48 43.8 E002 22.6	X2	N48 43.9 E002 21.7
G0A	N48 43.8 E002 22.7	X3 thru X5	N48 43.9 E002 21.6
G0B	N48 43.8 E002 22.6	Y10	N48 43.5 E002 21.9
G05	N48 43.9 E002 22.6	Y11, Y12	N48 43.5 E002 21.8
G06	N48 44.0 E002 22.6	Y21	N48 43.5 E002 21.9
G07	N48 44.0 E002 22.7	Y22, Y23	N48 43.5 E002 21.8
G12 thru G60	N48 43.9 E002 22.7		

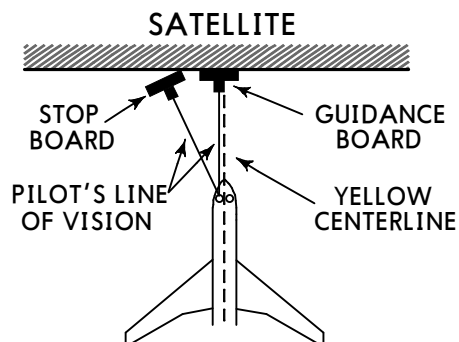


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
EN1, EN2	N48 44.4 E002 22.5	K33	N48 44.4 E002 22.6
EN3, EN4	N48 44.4 E002 22.6	K34	N48 44.6 E002 22.8
G73, G74	N48 44.1 E002 22.8	K36	N48 44.6 E002 22.7
G75	N48 44.2 E002 22.9	K37	N48 44.6 E002 22.9
K01	N48 44.6 E002 22.4	K38	N48 44.6 E002 23.0
K03, 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
K30, K31	N48 44.5 E002 22.6	K42	N48 44.5 E002 22.8
K32	N48 44.4 E002 22.5	K43	N48 44.6 E002 23.1
		K44, K45	N48 44.5 E002 22.9
		K53, K54	N48 44.5 E002 22.7

GUIDANCE AND STOP BOARD DOCKING SYSTEM

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



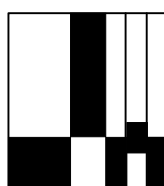
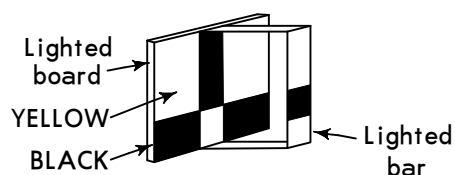
GENERAL

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

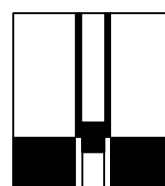
1. YELLOW CENTERLINE
2. GUIDANCE BOARD
3. STOP BOARD

GUIDANCE BOARD

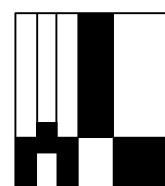
The guidance board provides information as to the correct position of the aircraft with reference to the yellow centerline.



LEFT OF
CENTERLINE
TURN RIGHT



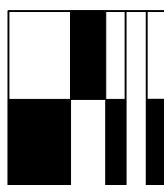
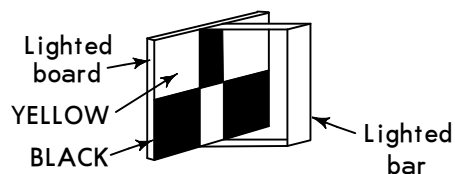
ON
CENTERLINE



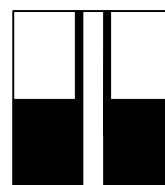
RIGHT OF
CENTERLINE
TURN LEFT

STOP BOARD

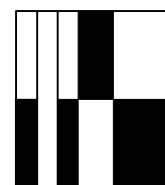
The stop board provides information with reference to the point where the pilot has to stop the aircraft.



CONTINUE
TAXIING



STOP

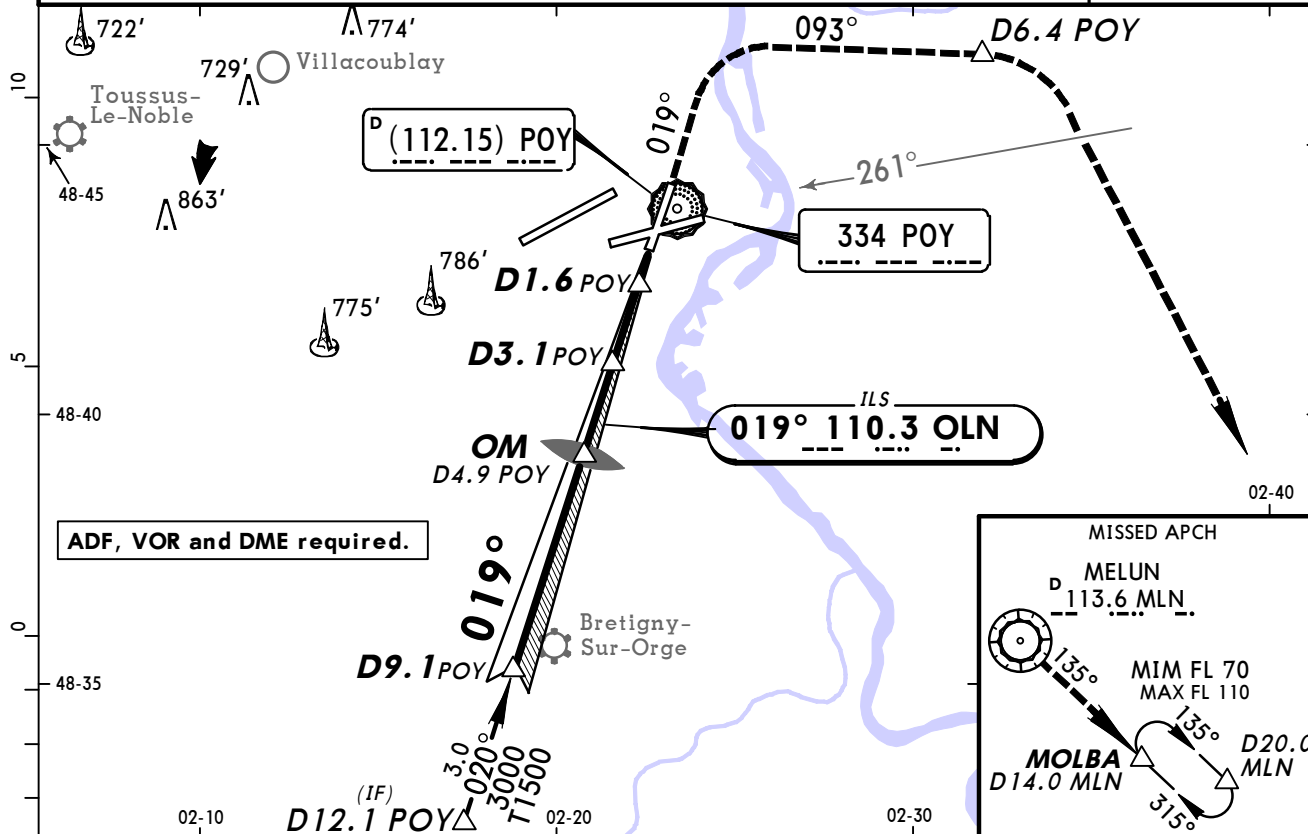


OVER-RUN

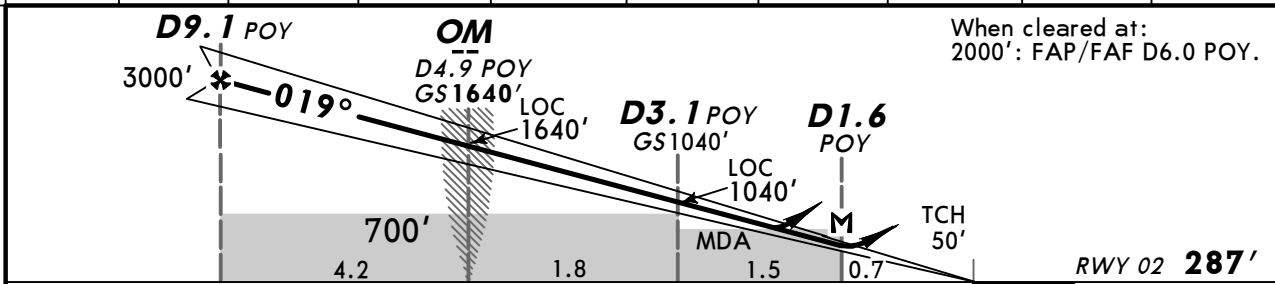
**STOP AIRCRAFT IMMEDIATELY IF LIGHTS EXTINGUISH
DURING AIRCRAFT DOCKING MANOEUVRE.**

BRIEFING STRIP

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.35 (French 126.5)		123.87	124.45	118.7		121.705	121.815
LOC OLN 110.3	Final Apch Crs 019°	GS OM 1640' (1353')	ILS DA(H) 487' (200')	Apt Elev 291' RWY 287'		3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn RIGHT (MAX 185 KT) onto 093° climbing to 2000', at D6.4 POY turn RIGHT to MLN VOR. When crossing 261° bearing to POY NDB continue climb to 4000', or as directed. At MLN VOR climb to FL 70 and proceed to MOLBA. Do not turn before 1.6 NM outbound POY. Climb to 1100' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC			



LOC (GS out)	POY DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2680'	2650'	2320'	1990'	1660'	1340'	1010'	690'



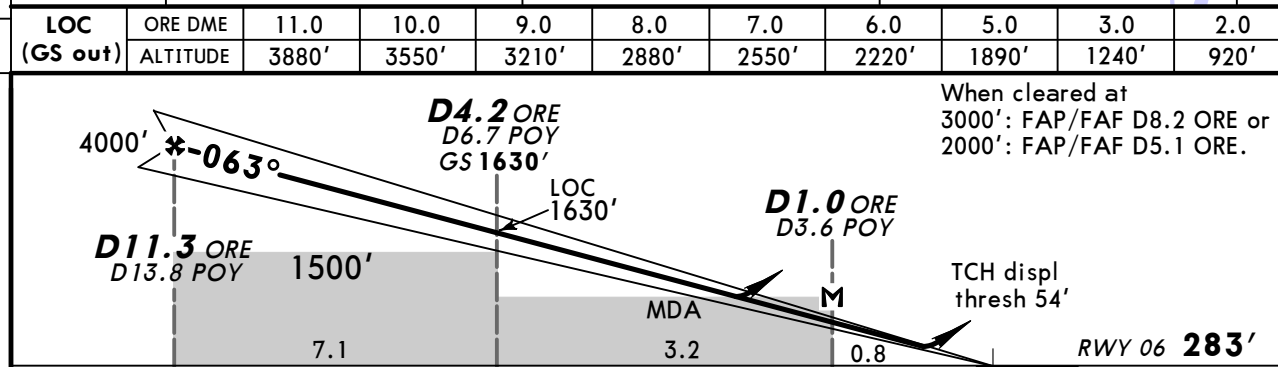
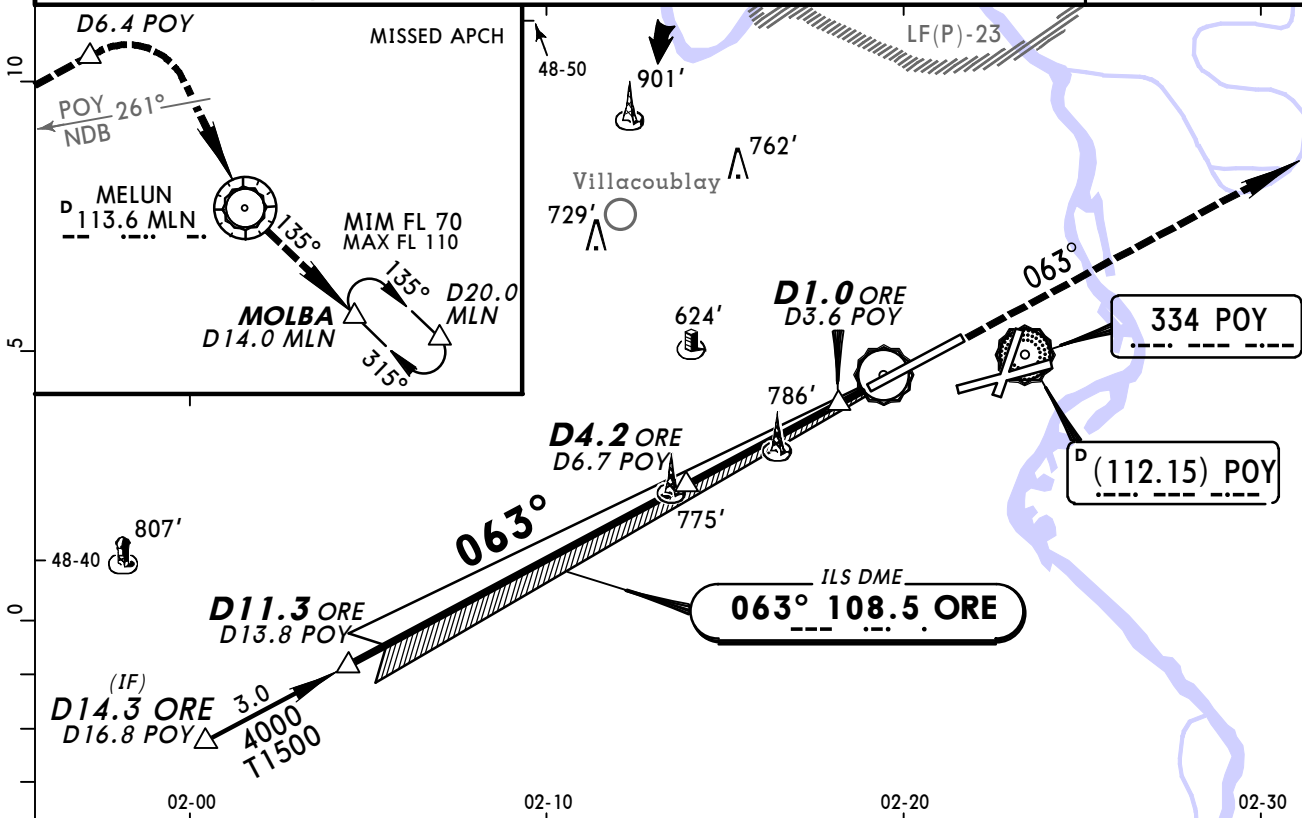
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL 900'	MAX 185 KT 2000' onto 093° RT D6.4 POY
ILS GS or LOC Desc Angle 3.00°	372	478	539	637	743	849		
MAP at D1.6 POY								

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Circling height based on rwy 02 thresh elev of 287'	
DA(H) 487' (200')		CDFA DA/MDA(H) 1640' (353')			
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A B C D	RVR 750m	RVR 1200m	RVR 1200m	110	810' (523') 1500m
				135	810' (523') 1600m
				180	1180' (893') 2400m
				205	1180' (893') 3600m

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

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.705	121.815
LOC ORE 108.5	Final Apch Crs 063°	GS D4.2 ORE 1630' (1347')	ILS DA(H) 483' (200')	Apt Elev 291' RWY 283'	3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.4 POY turn RIGHT to MLN VOR. When crossing 261° bearing to POY NDB 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			
ADF, VOR and DME required.			Trans alt: 5000'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL	2000'	D6.4 POY
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 ORE/D3.6 POY									

Standard STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND	
ILS			LOC (GS out)	Circling height based on rwy 06 displ thresh elev of 283'	
DA(H) 483' (200')			CDFA DA/MDA(H) 720' (437')		
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				110	800' (517') 1500m
B	RVR 550m	RVR 750m	RVR 1300m	135	800' (517') 1600m
C				180	1170' (887') 2400m
D				205	1170' (887') 3600m

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

CHANGES: VOR DME OL replaced by NDB DME POY. Minimums.

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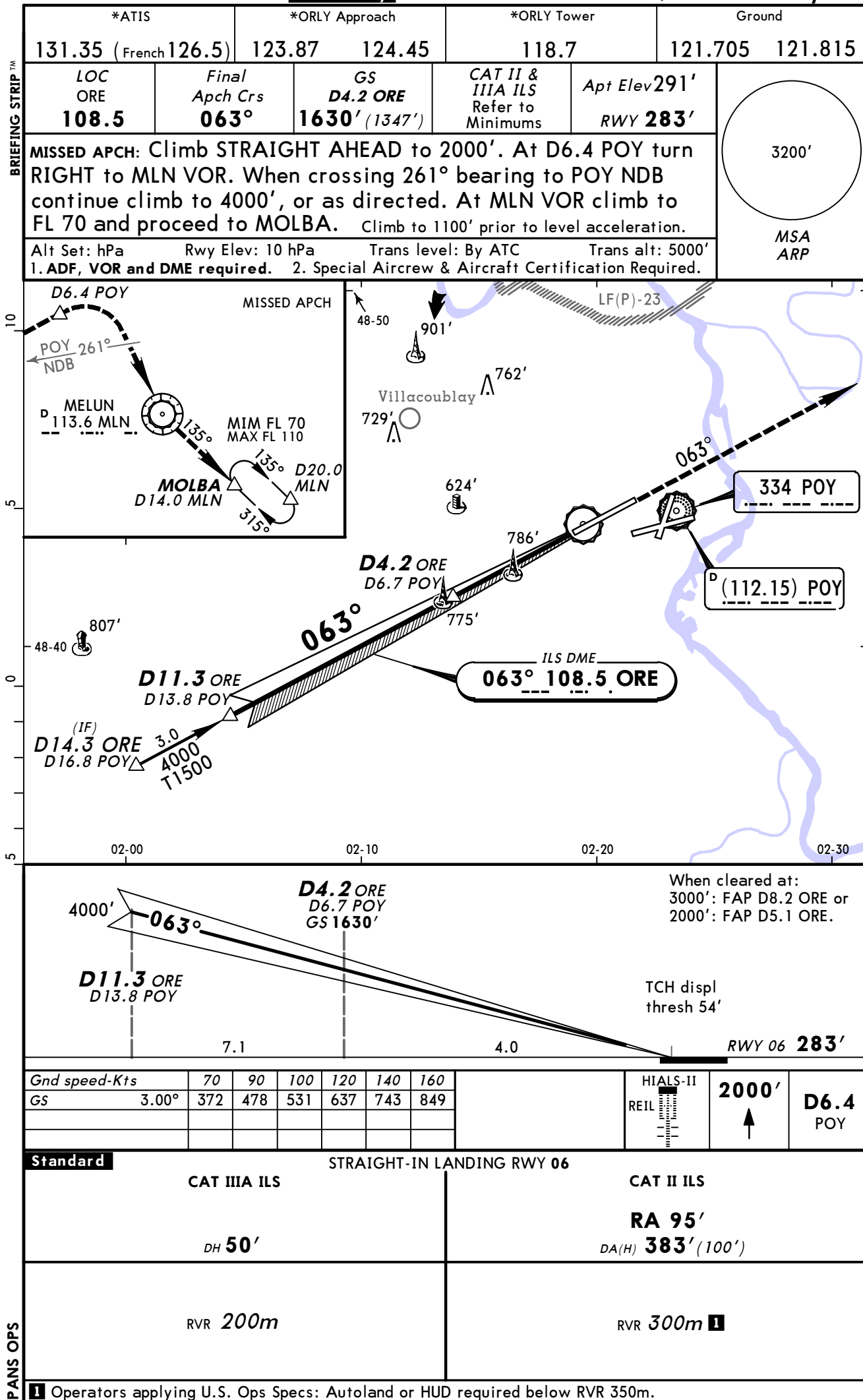
LFPO/ORY
ORLY

23 MAY 14

Eff 29 May

11-2A

PARIS, FRANCE
CAT II/III ILS Rwy 06



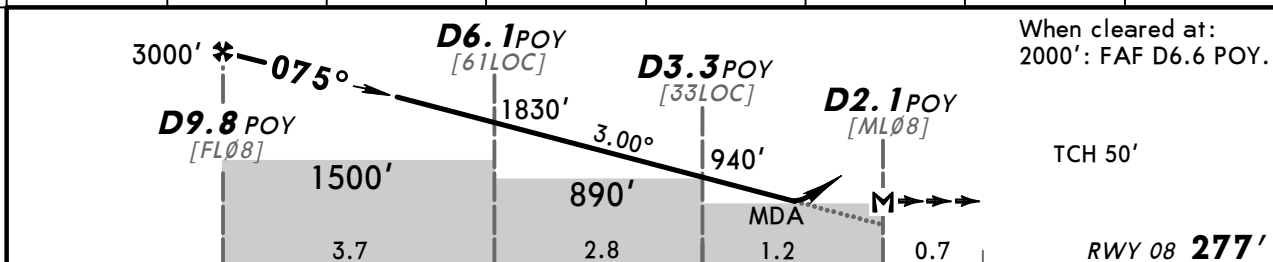
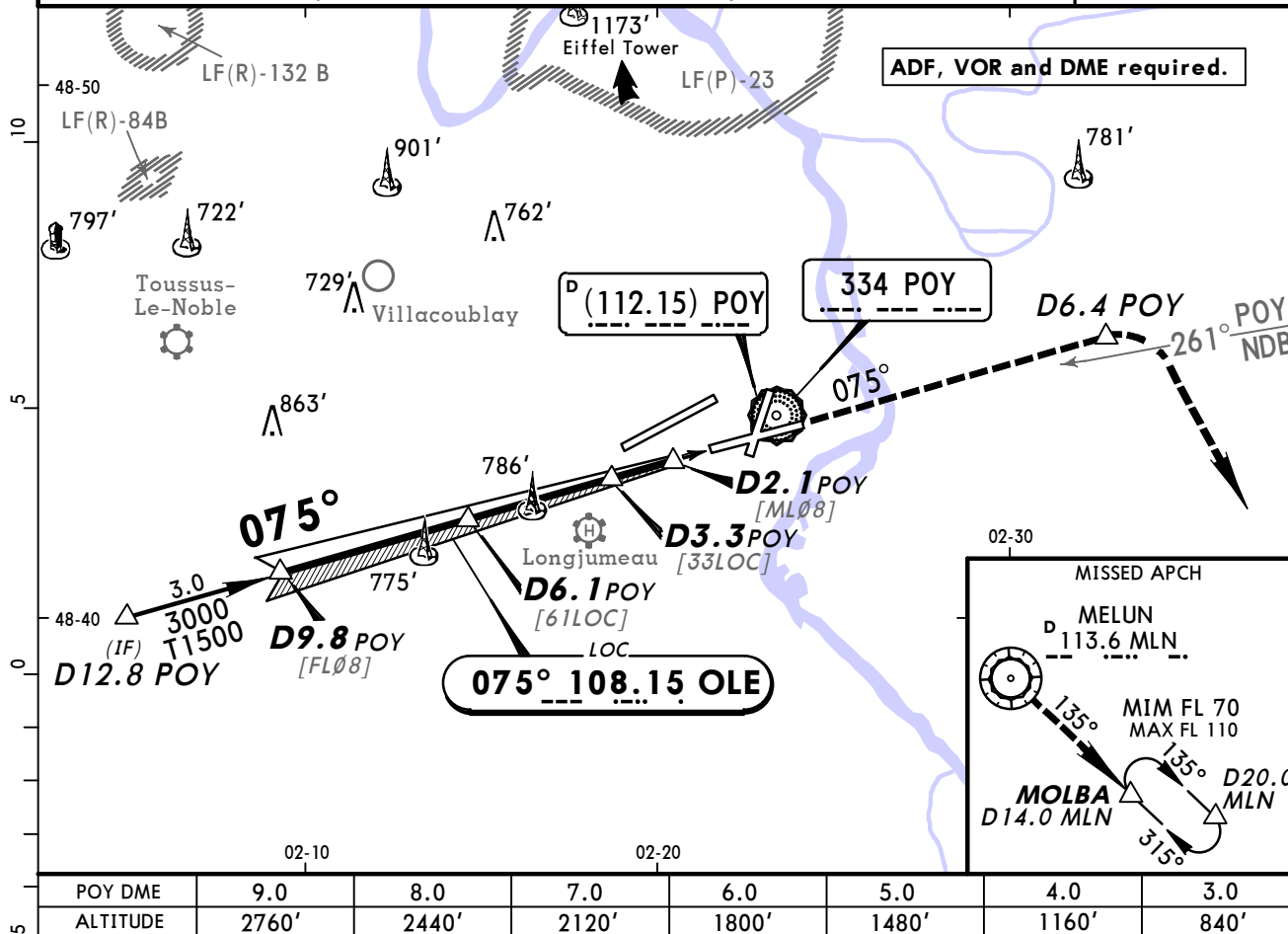
LFPO/ORY
ORLY

JEPPESSEN
23 MAY 14
Eff 29 May 11-3

PARIS, FRANCE
LOC Rwy 08

BRIEFING STRIP

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.35 (French 126.5)		123.87 124.45		118.7		121.705 121.815	
LOC OLE 108.15	Final Apch Crs 075°	Procedure Alt D9.8 POY 3000' (2723')	DA/MDA(H) 610' (333')		Apt Elev 291' RWY 277'		3200' MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D6.4 POY turn RIGHT to MLN VOR. When crossing 261° to POY NDB continue 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		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 5000'	



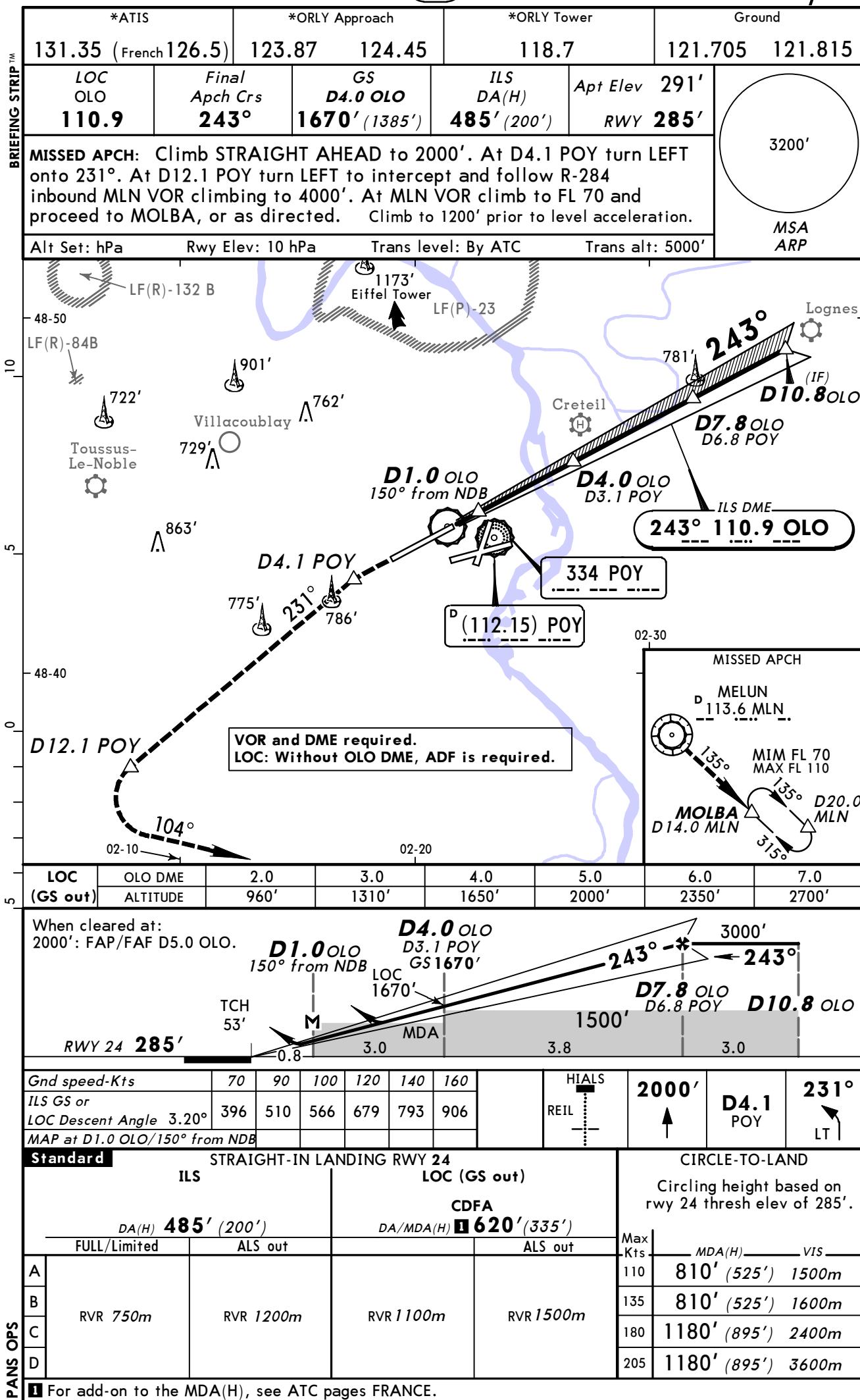
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' D6.4 POY
Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.1 POY							

Standard STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND		
CDFA DA/MDA(H) 610' (333')				Circling height based on rwy 08 thresh elev of 277'.		
ALS out				Max Kts	MDA(H)	VIS
RVR 800m RVR 1500m				110	810' (533')	1500m
				135	810' (533')	1600m
				180	1170' (893')	2400m
				205	1170' (893')	3600m

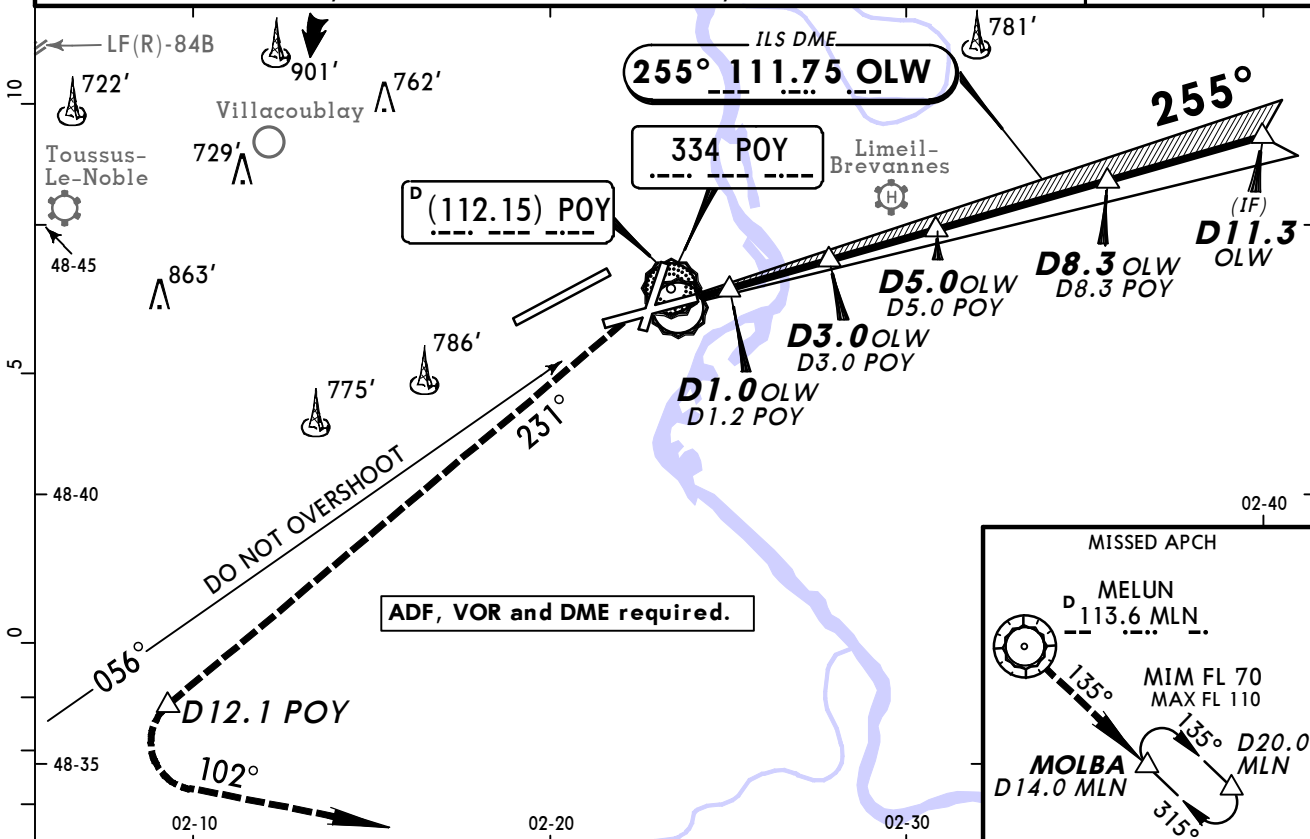
For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: VOR DME OL replaced by NDB DME POY. Minimums.

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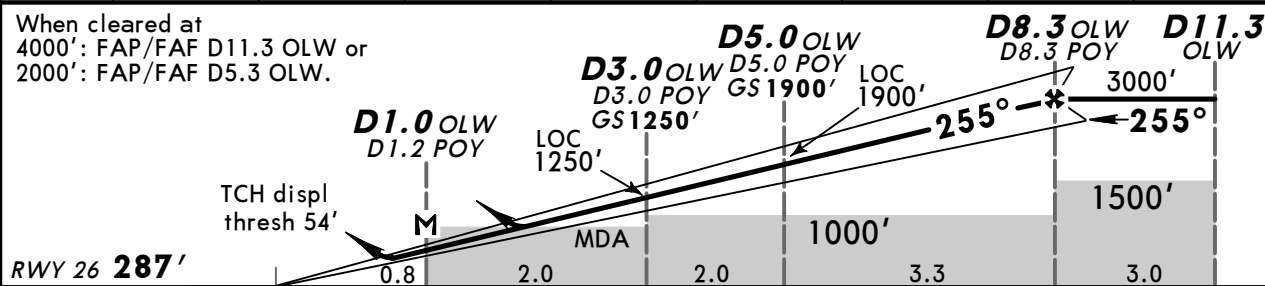


*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.705 121.815
LOC OLW 111.75	Final Apch Crs 255°	GS D5.0 OLW 1900' (1613')	ILS DA(H) 487' (200')
Apt Elev 291' RWY 287'			
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT (MAX 185KT) to intercept and follow 231° from POY NDB climbing to 2000'. At D12.1 POY turn LEFT and proceed on R-282 inbound to MLN VOR climbing to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1200' prior to level acceleration.			
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'



LOC (GS out)	OLW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	920'	1250'	1570'	1900'	2230'	2560'	2890'

When cleared at
4000': FAP/FAF D11.3 OLW or
2000': FAP/FAF D5.3 OLW.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	700'	MAX 185 KT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL	↑	2000' on from POY 334
MAP at D1.0 OLW/D1.2 POY									

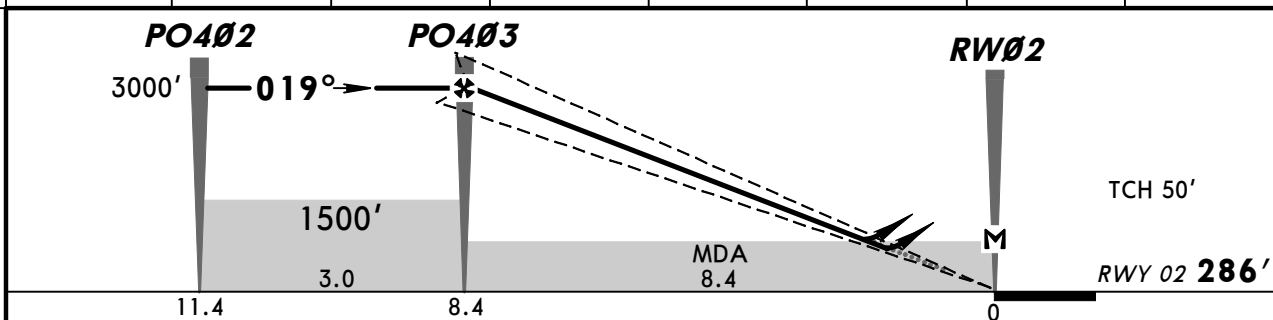
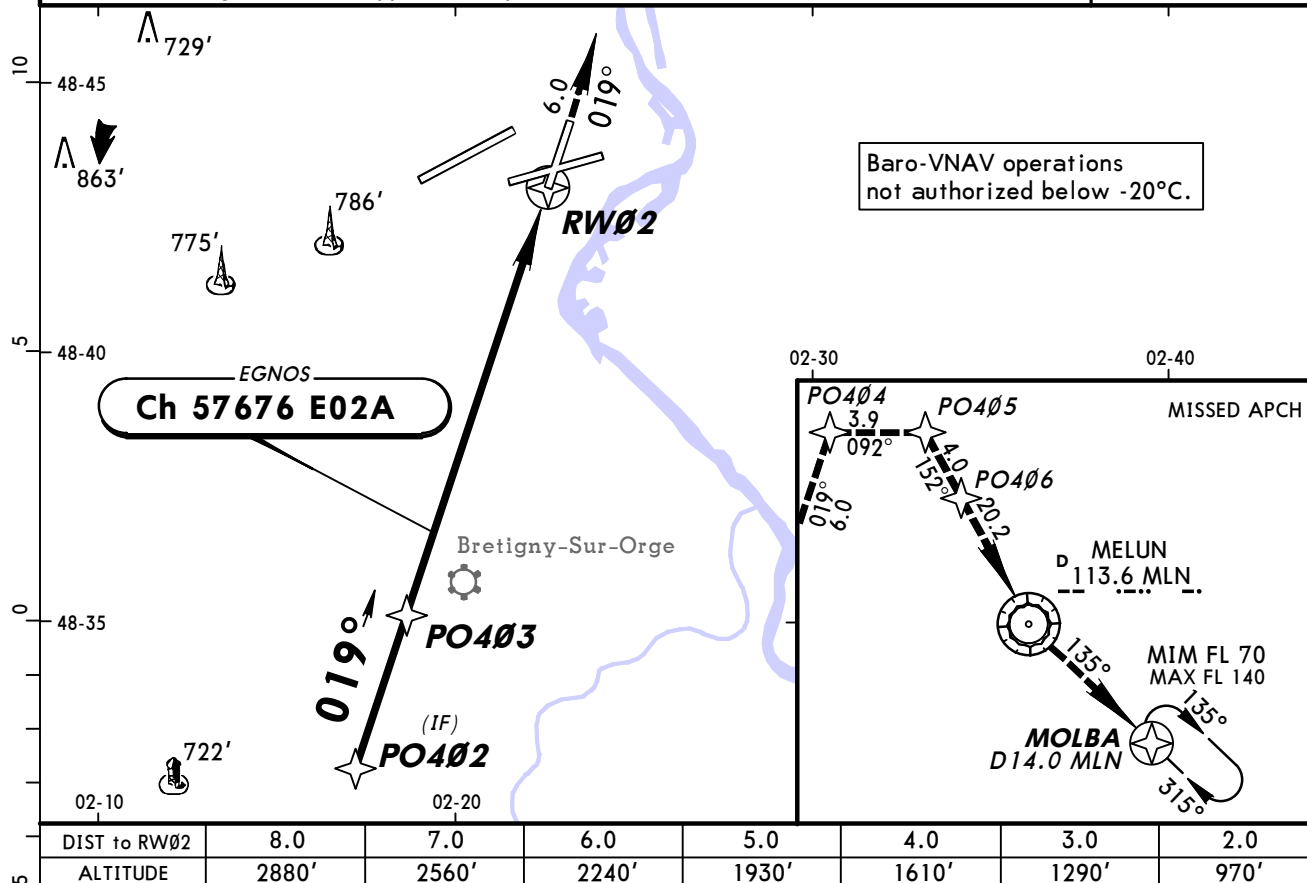
Standard STRAIGHT-IN LANDING RWY 26					CIRCLE-TO-LAND		
ILS			LOC (GS out)		Circling height based on rwy 02 displ thresh elev of 287'		
DA(H) 487' (200')			CDFA DA/MDA(H) 630' (343')				
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A					110	810' (523')	1500m
B	RVR 550m	RVR 750m	RVR 800m		135	810' (523')	1600m
C		RVR 1200m	RVR 1500m		180	1180' (893')	2400m
D					205	1180' (893')	3600m

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

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BRIEFING STRIP™

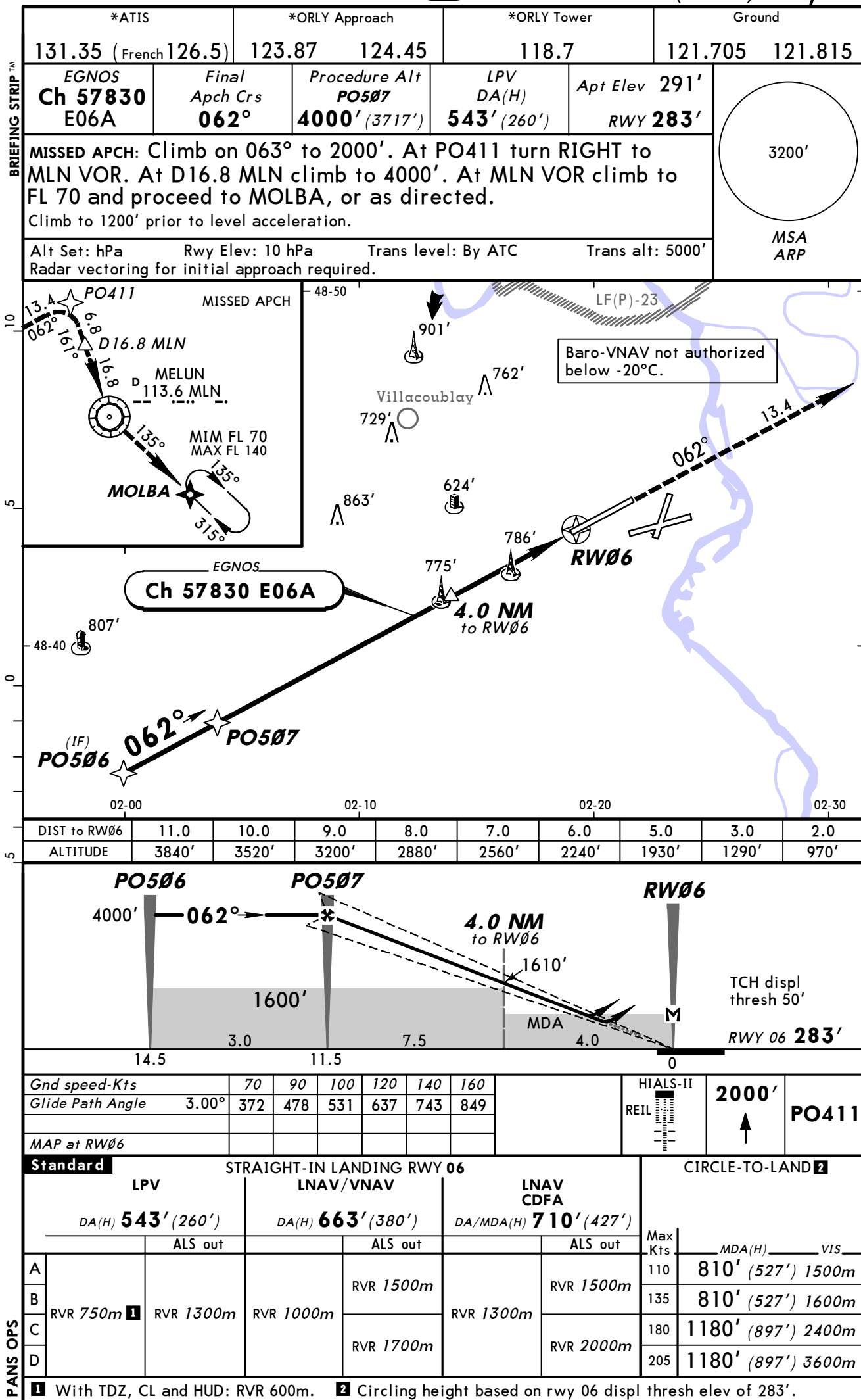
*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.705	121.815
EGNOS Ch 57676 E02A	Final Apch Crs 019°	Procedure Alt PO403 3000' (2714')	LPV DA(H) 540' (254')	Apt Elev 291' RWY 286'	3200' MSA ARP	
MISSED APCH: Climb on 019° to 2000'. At PO404 turn RIGHT to PO405 (092°). At PO405 turn RIGHT to PO406. At PO406 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 Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000' Radar vectoring for initial approach required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS		2000'	PO404
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL	↑	
MAP at RW02										

Standard		STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND 1			
LPV		LNAV/VNAV				LNAV CDFA			
DA(H) 540' (254')		DA(H) 630' (344')				DA/MDA(H) 700' (414')			
ALS out		ALS out				ALS out			
A	RVR 800m	RVR 1300m	RVR 1100m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	Max Kts	MDA(H) VIS
B								110	810' (524') 1500m
C								135	810' (524') 1600m
D								180	1180' (894') 2400m
								205	1180' (894') 3600m

1 Circling height based on rwy 02 displ thresh elev of 286'.



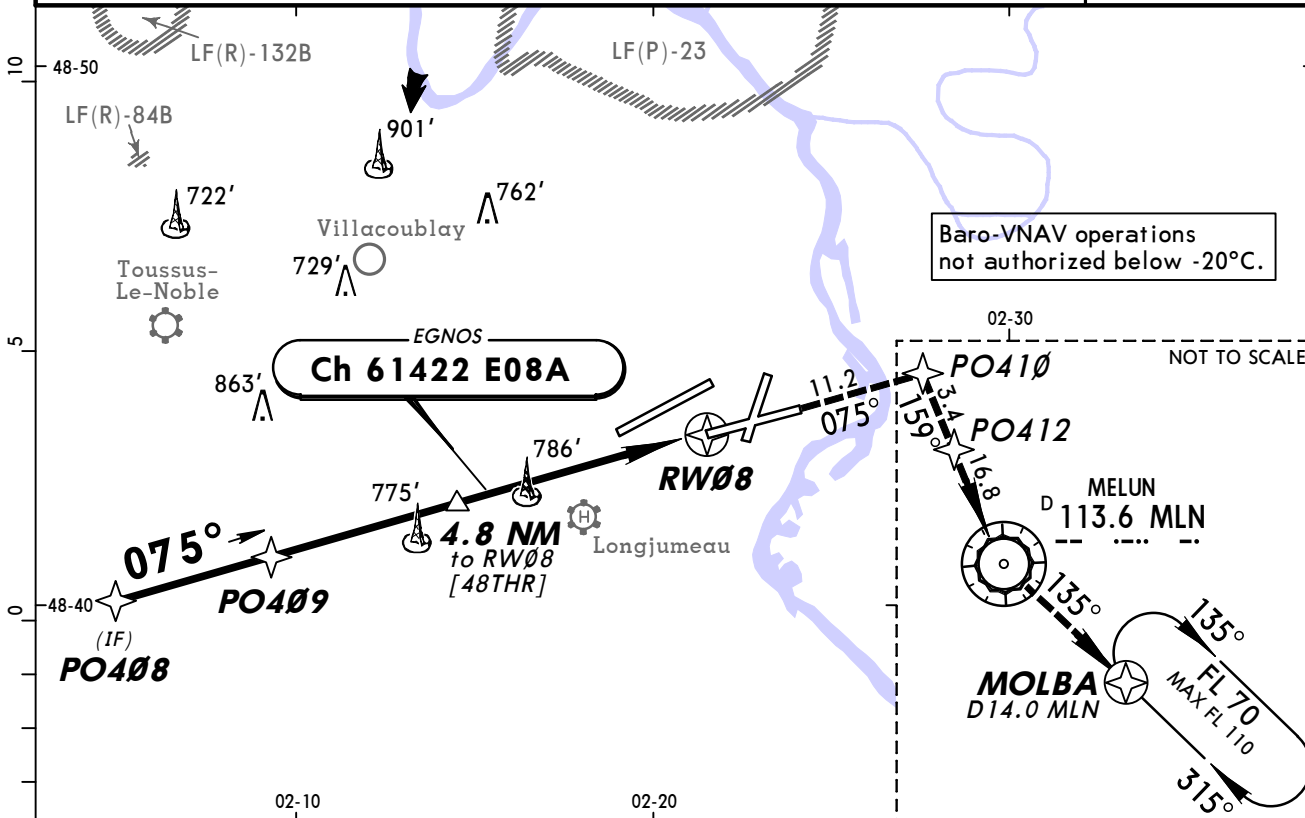
LFPO/ORY
ORLY

JEPPESEN
21 MAR 14 (12-3) Eff 3 Apr

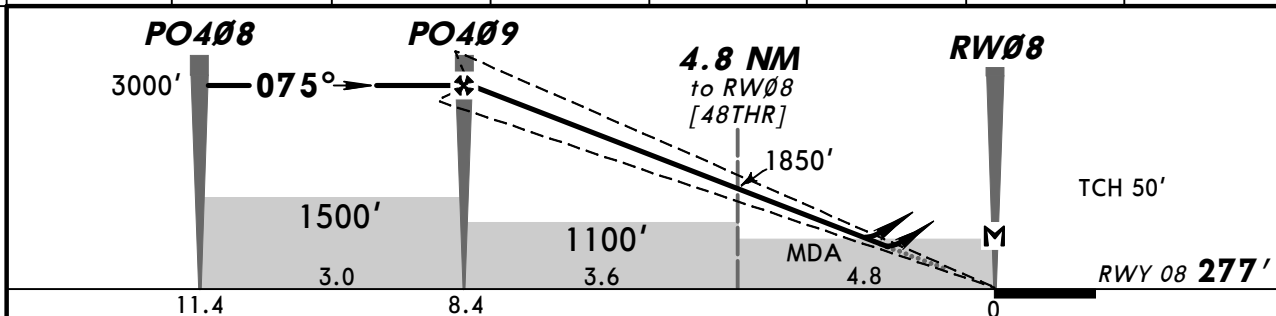
PARIS, FRANCE
RNAV (GNSS) Rwy 08

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.705	121.815
EGNOS Ch 61422 E08A	Final Apch Crs 075°	Procedure Alt PO409 3000' (2723')	LPV DA(H) 580' (303')	Apt Elev 291' RWY 277'	3200' MSA ARP	
MISSED APCH: Climb on 075° to 2000'. At PO410 turn RIGHT to PO412. At PO412 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.						



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' ↑ PO410
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW08							

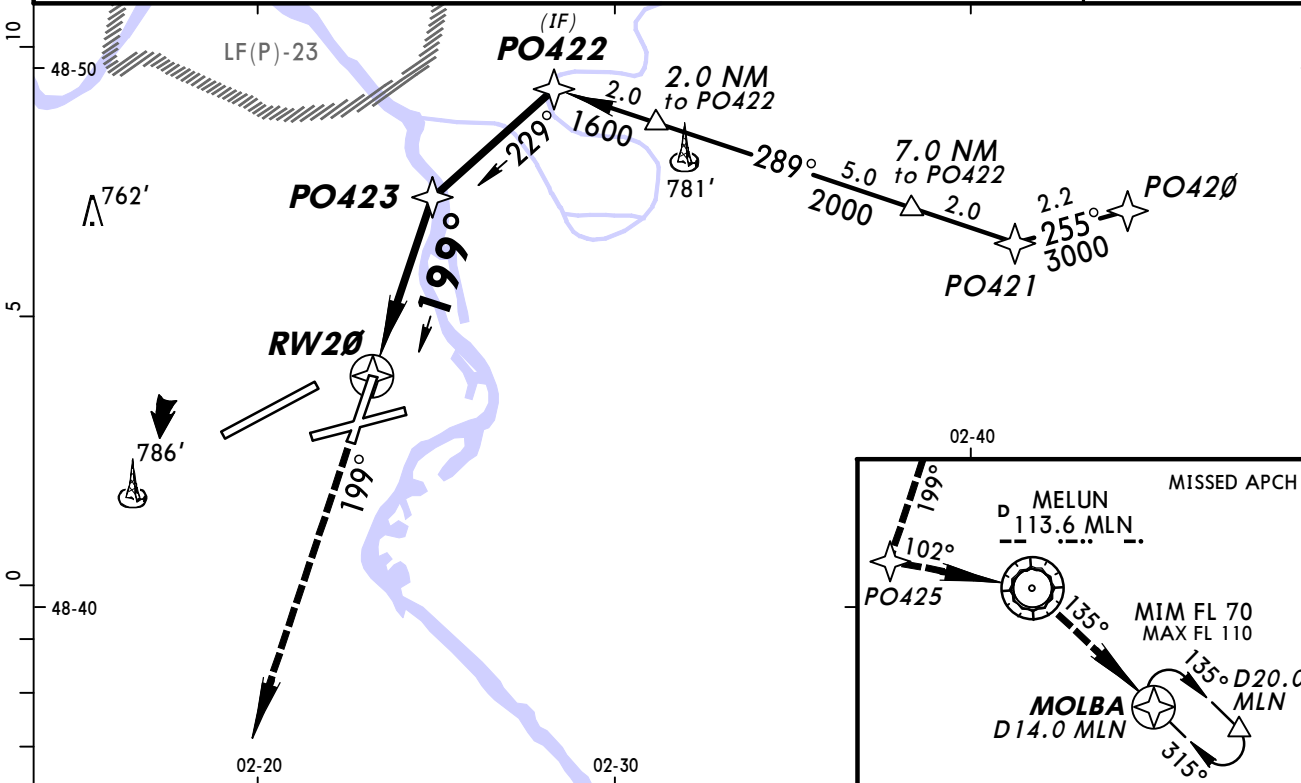
Standard		STRAIGHT-IN LANDING RWY 08						CIRCLE-TO-LAND 1	
LPV			LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H) _____ VIS _____	
DA(H) 580' (303')			DA(H) 630' (353')		DA/MDA(H) 710' (433')				
		ALS out		ALS out		ALS out			
A	RVR 750m	RVR 1400m	RVR 900m	RVR 1500m	RVR 1300m	RVR 1500m	110	810' (533') 1500m	
B				RVR 1600m		RVR 2000m	135	810' (533') 1600m	
C							180	1180' (903') 2400m	
D							205	1180' (903') 3600m	

■ Circling height based on rwy 08 displ thresh elev of 277'.

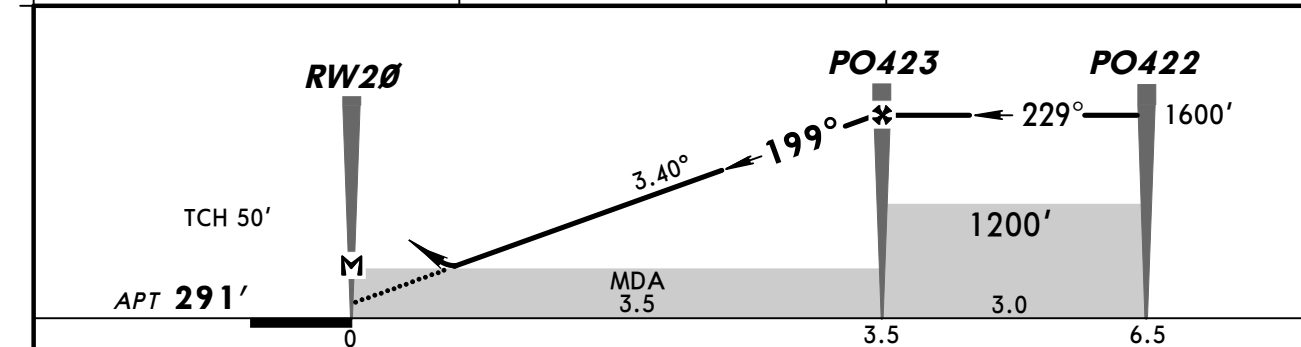
CHANGES: LPV added.

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*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.35 (French 126.5)	123.87 124.45	118.7	121.705 121.815
RNAV	Final Apch Crs 199°	Procedure Alt PO423 1600' (1309')	LNAV DA/MDA(H) 690' (399')
Apt Elev 291'			
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 RW20	2.0	3.0
ALTITUDE	1060'	1420'



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

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

LFPO/ORY
ORLY

28 FEB 14

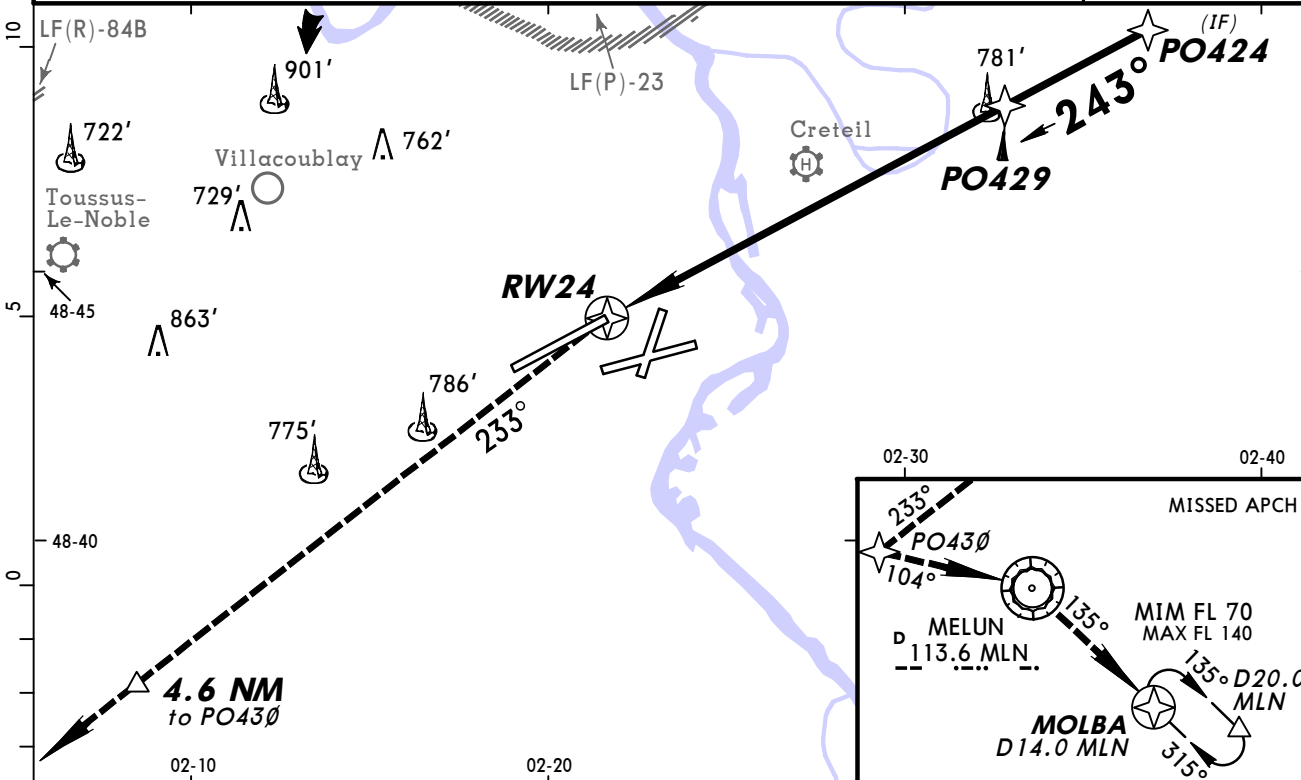
(12-5)

Eff 6 Mar

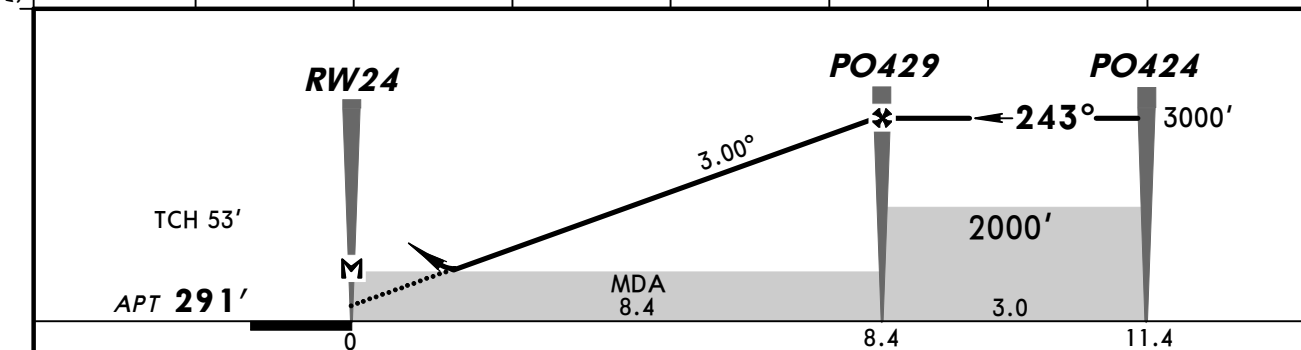
PARIS, FRANCE
RNAV (GNSS) Rwy 24

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.35 (French 126.5)		123.87	124.45	118.7	121.705	121.815
RNAV	Final Apch Crs 243°	Procedure Alt PO429 3000' (2709')	LNAV DA/MDA(H) 720' (429')	Apt Elev 291'		3200' MSA ARP
MISSED APCH: Turn LEFT to PO430 climbing to 2000'. At 4.6 NM to PO430 climb to 4000'. At PO430 turn LEFT to MLN VOR. At MLN VOR climb to FL 70 and proceed to MOLBA, or as directed. Do not turn before MAP. Climb to 1200' prior to level acceleration.						
Alt Set: hPa		Apt Elev: 11 hPa	Trans level: By ATC		Trans alt: 5000'	
Radar vectoring for initial approach required.						



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at RW24						

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

CHANGES: Ground frequencies.

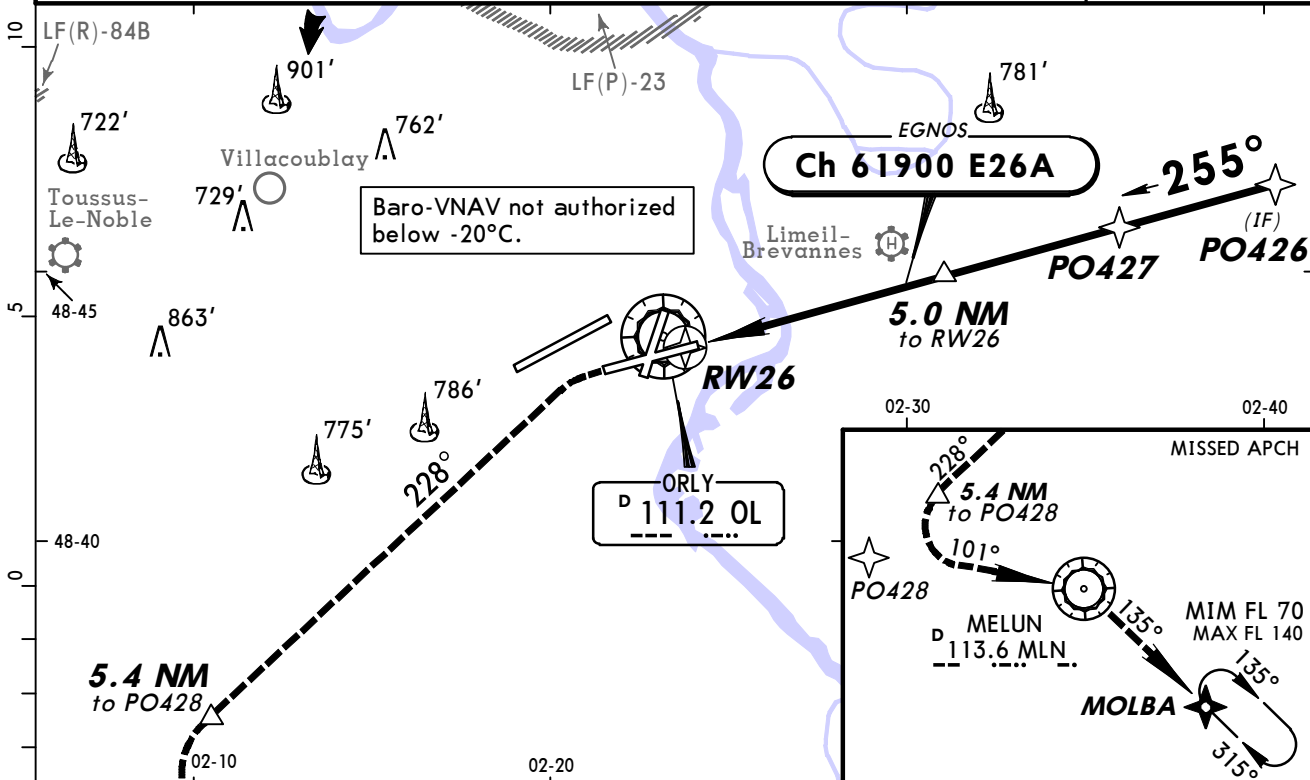
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LFPO/ORY
ORLY

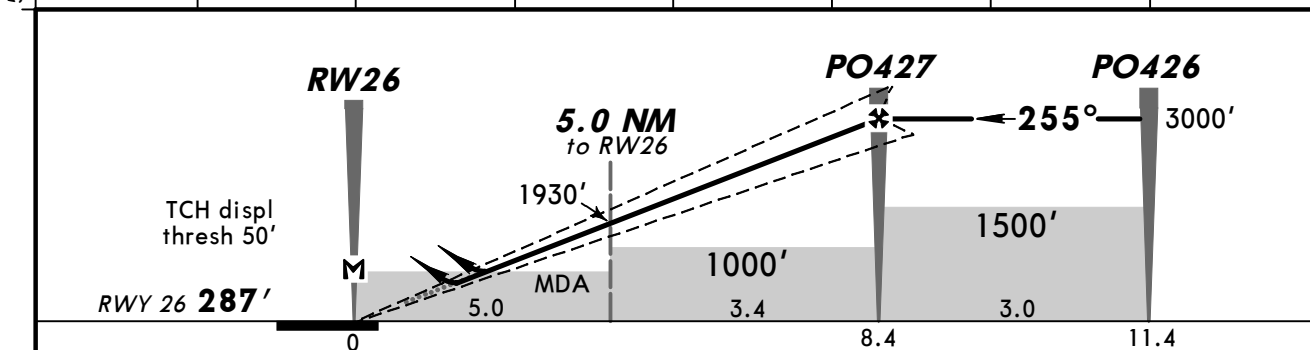
JEPPESEN
28 FEB 14 (12-6) Eff 6 Mar

PARIS, FRANCE
RNAV (GNSS) Rwy 26

*ATIS 131.35 (French 126.5)	*ORLY Approach 123.87 124.45	*ORLY Tower 118.7	Ground 121.705 121.815
EGNOS Ch 61900 E26A	Final Apch Crs 255°	Procedure Alt PO427 3000' (2713')	LPV DA(H) Refer to Minimums
Apt Elev 291' RWY 287'			
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At 700' turn LEFT on track 228° to PO428 climbing to 2000'. At 5.4 NM to PO428 climb to 4000'. At PO428 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 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	HIALS-II	Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743	849	
MAP at RW26								

Standard				STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV CDFA		LNAV CDFA		Circling height based on rwy 26 displ thresh elev of 287'.			
DA(H) A: 577' (290') C: 597' (310') B: 587' (300') D: 607' (320')		DA(H) A: 607' (320') CD: B: 617' (330') 637' (350')		DA/MDA(H) 680' (393')		DA/MDA(H) 680' (393')					
ALS out		ALS out		ALS out		ALS out		Max Kts		MDA(H) VIS	
A RVR 750m 1		RVR 750m 2		RVR 750m		RVR 1500m		110		810' (523') 1500m	
B RVR 750m 2		RVR 800m		RVR 1500m		RVR 1500m		135		810' (523') 1600m	
C RVR 750m 2		RVR 900m		RVR 1600m		RVR 1800m		180		1180' (893') 2400m	
D								205		1180' (893') 3600m	

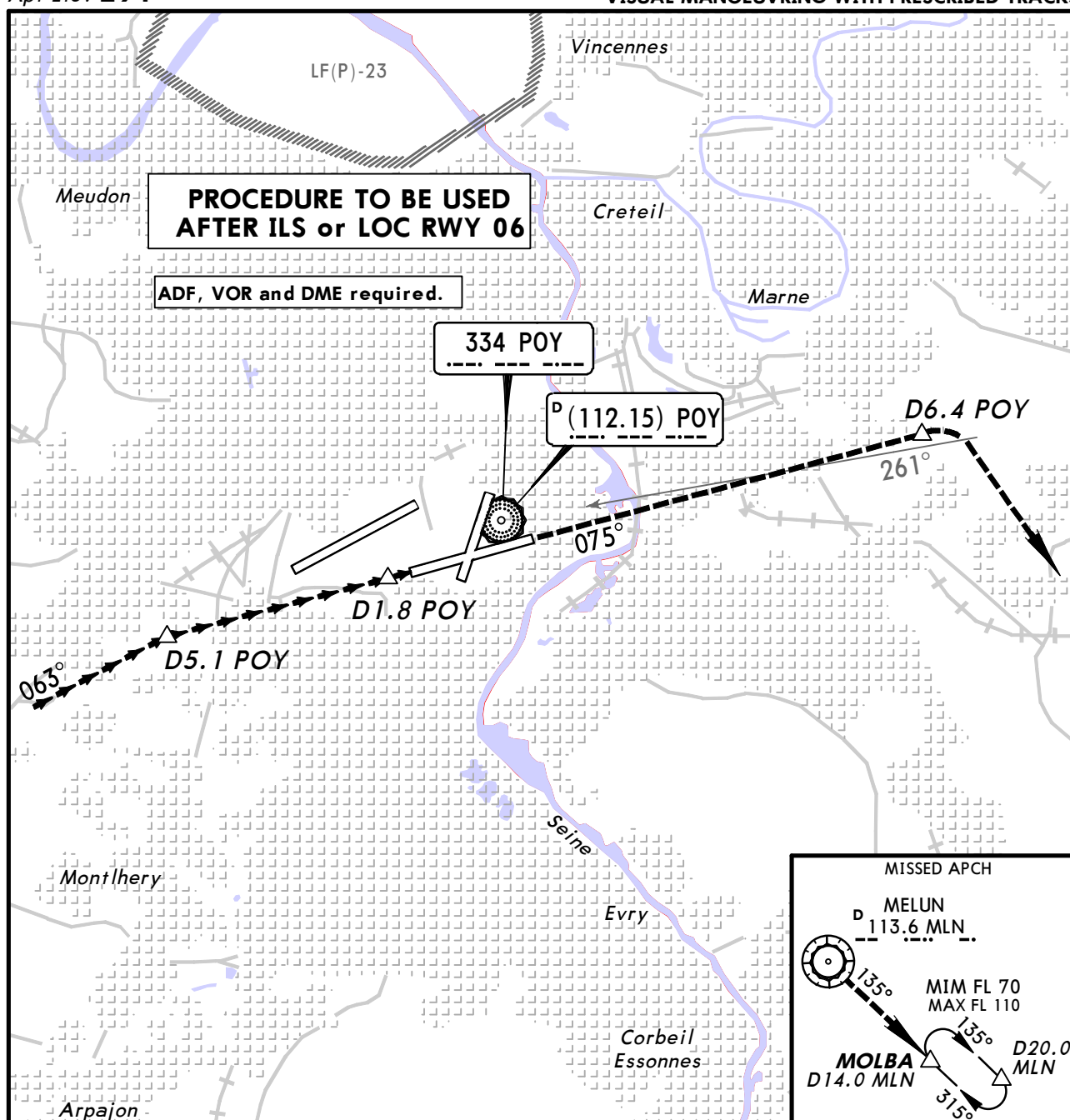
1 With TDZ, CL and HUD: RVR 650m. 2 With TDZ, CL and HUD: RVR 700m.

CHANGES: Ground frequencies.

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Apt Elev **291'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



Do not descend below MDA(H) before D3.8 POY.

MISSED APCH: At D1.8 POY climb on 075° to 2000'. At D6.4 POY turn RIGHT to MLN VOR. When crossing 261° from POY NDB 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

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (ORLY - LFPO)				
REV	PARKING STANDS (SOUTH APR...	10-9B	28 Nov 2014	11 Dec 2014
REV	INS COORDS	10-9C	28 Nov 2014	11 Dec 2014

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/C, 10-2F) Disregard CAUTION note " Actual descent clearance will be given by ATC".