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Terminal Charts For LFOB
Revision Letter For Cycle 01-2016
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Notebook

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General Information

Location: BEAUVAIS FRA
ICAO/IATA: LFOB / BVA
Lat/Long: N49° 27.27', E002° 06.77'
Elevation: 359 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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
Traffic Pattern Altitude: 1359 ft (1000 ft AGL)

Sunrise: 0745 Z
Sunset: 1612 Z

Runway Information

Runway: 04
Length x Width: 2323 ft x 59 ft
Surface Type: paved
TDZ-Elev: 346 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

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Communication Information

ATIS: 120.000
ATIS: 118.375
Beauvais Tower: 121.400
Beauvais Tower: 119.900 Secondary
Beauvais Approach: 121.400 Secondary
Beauvais Approach: 119.900
Beauvais Operations: 131.540

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1. GENERAL

1.1. ATIS

*ATIS 118.375

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

In order to reduce noise nuisance in the vicinity of Beauvais (Tille) 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

TWY R authorized for ACFT with a wingspan of less than 171'/52m and an overall width of the main landing gear of less than 30'/9m.

If visibility is less than 1500m, taxiing prohibited on

- TWYs A, P, H, L and S.
- paved RWY 04/22.

If RVR is less than 550m, TWY R is prohibited.

1.4. OTHER INFORMATION

Birds in vicinity of APT. Wildlife strike hazard.

RWYs 04 and 30 right-hand circuit.

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2. ARRIVAL

2.1. CAT II OPERATIONS

CAT II operations are prohibited.

2.2. 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.

2.3. OTHER INFORMATION

2.3.1. 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. START-UP, PUSH-BACK & TAXI PROCEDURES

Take-off RWY 12 from intersection TWY W: inform TWR at start-up.

Push-back clearance is valid for one minute.

3.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.2.1. 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.

3.3. OTHER INFORMATION

3.3.1. 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.

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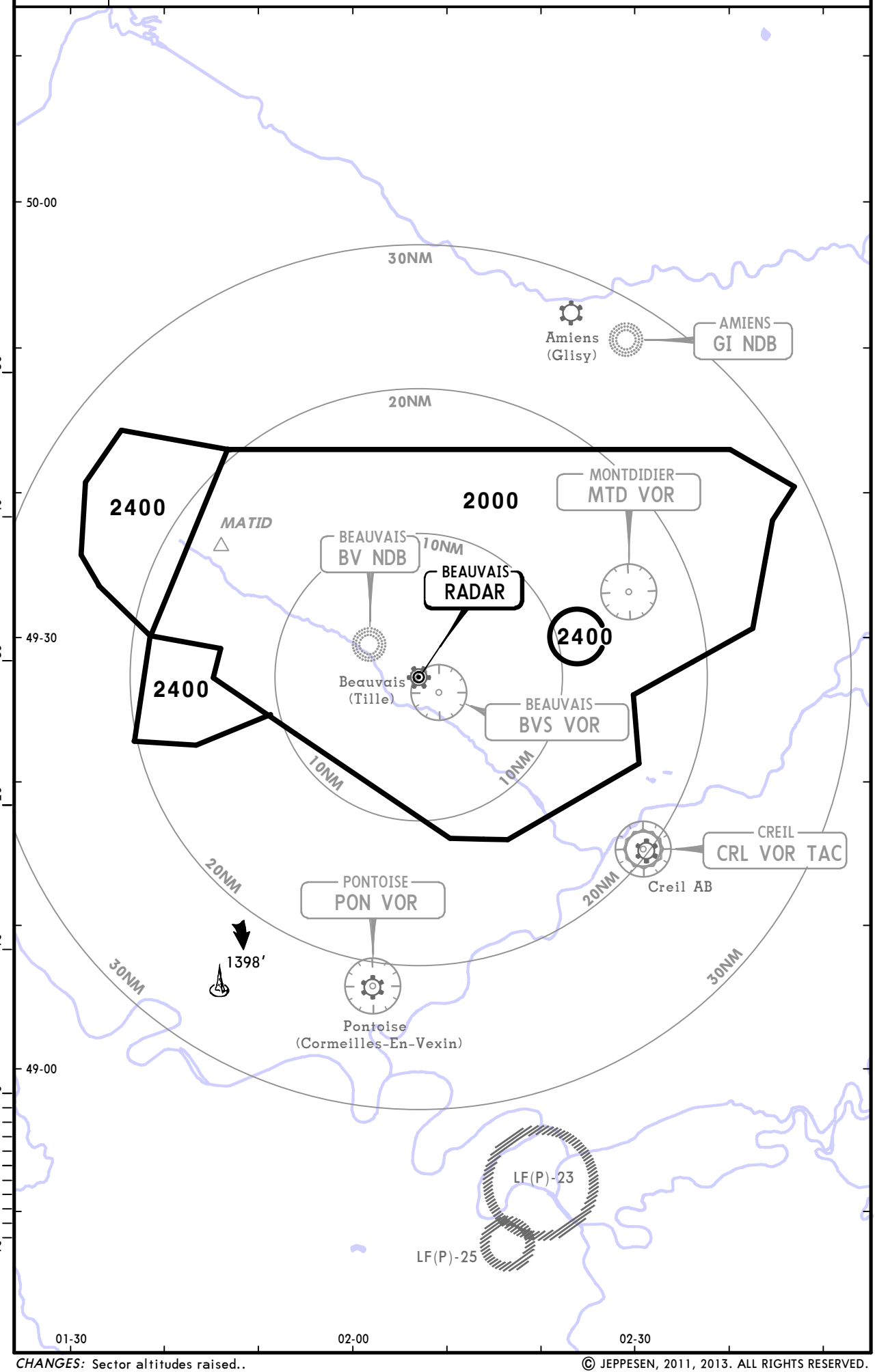
Apt Elev 359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ The published minimum altitudes integrate a correction for low temperatures.



CHANGES: Sector altitudes raised..

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RNAV ARRIVAL INSTRUCTIONS

1. Protection

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

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

2. Equipment

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

3. Operating procedure/Loss of RNAV capability

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

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

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

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

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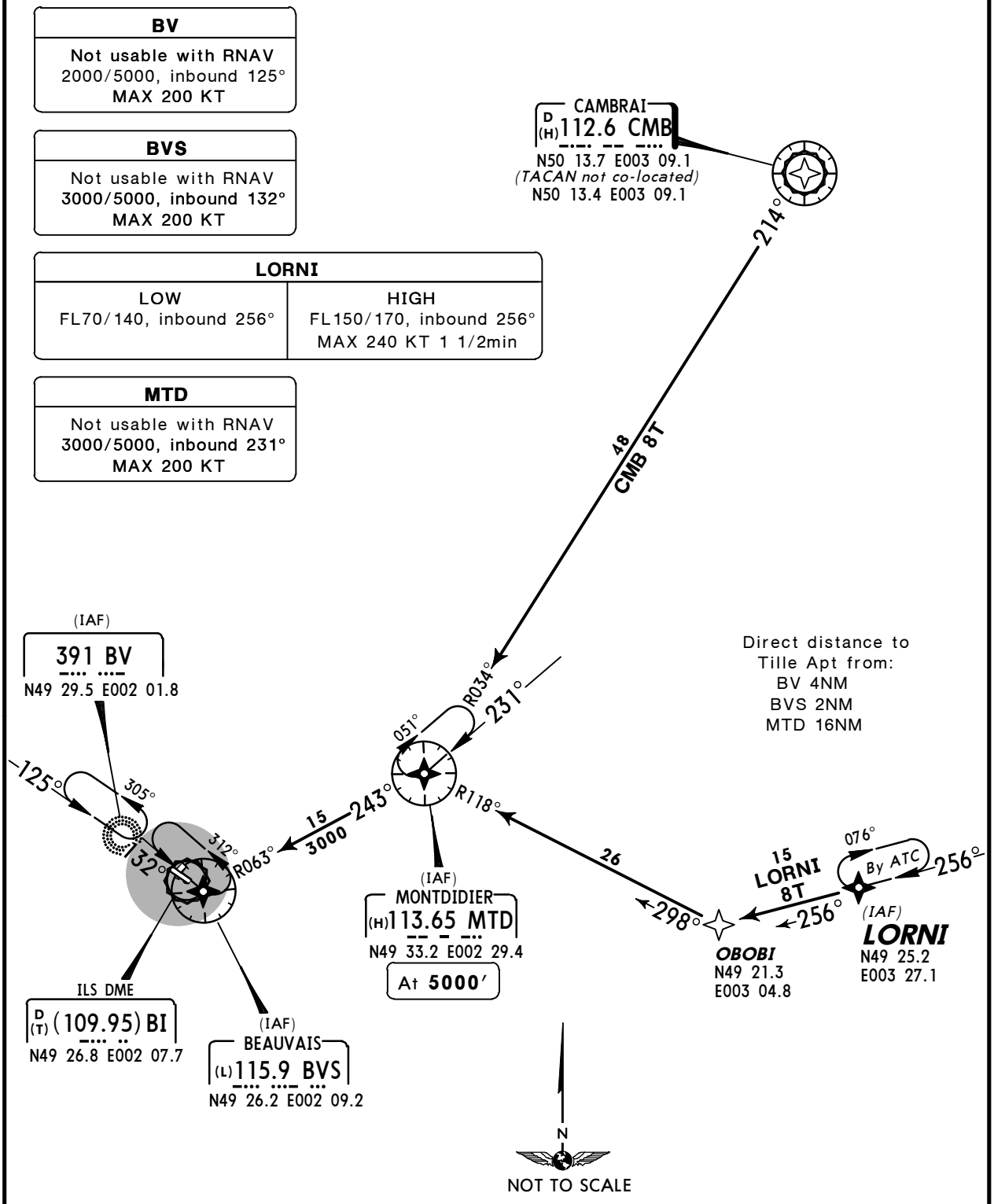
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

CMB 8T
LORNI 8T *[LORN8T]*
RWYS 12, 30 RNAV ARRIVALS
FROM LOWER AIRSPACE
TO IAF BVS & MTD



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

CHANGES: Chart reindexed.

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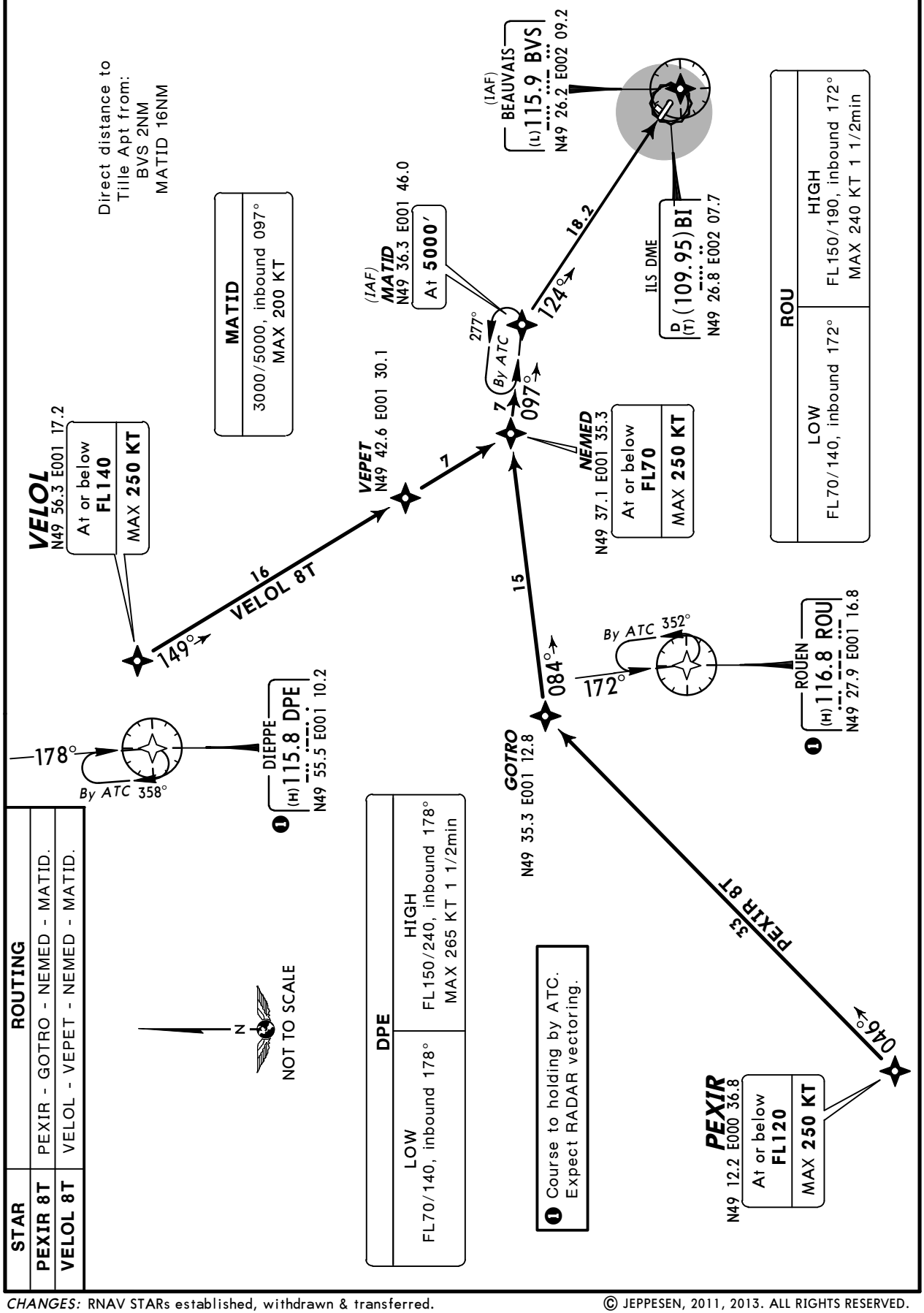
*ATIS	Apt Elev	
118.37	359'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'

PEXIR 8T *[PEXI8T]*, VELOL 8T *[VELO8T]*
RWYS 12, 30 RNAV ARRIVALS
TO IAF BVS & MATID



STAR	ROUTING
PEXIR 8T	PEXIR - GOTRO - NEMED - MATID.
VELOL 8T	VELOL - VEPET - NEMED - MATID.

CHANGES: RNAV STARs established, withdrawn & transferred.

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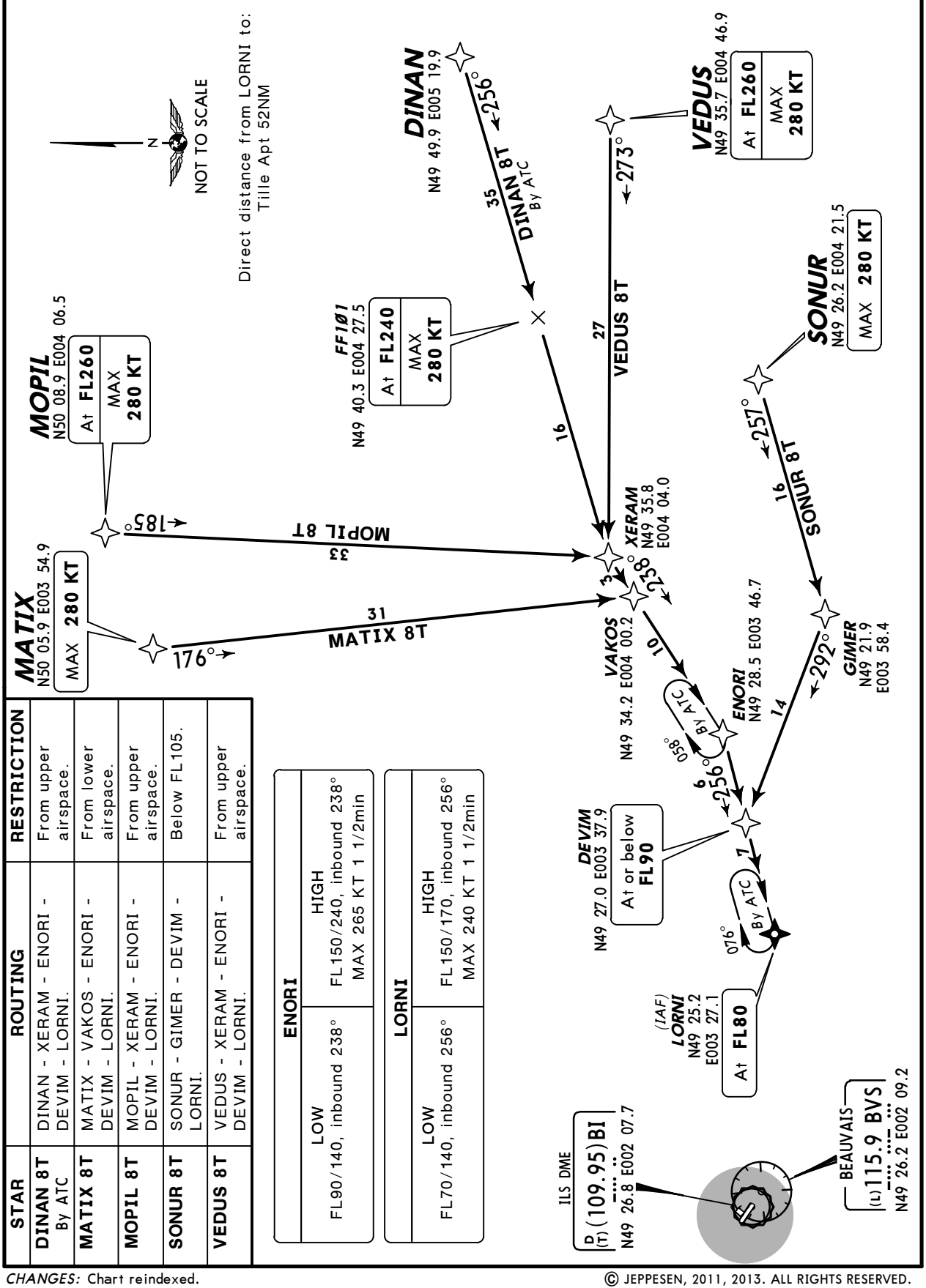
*ATIS	Apt Elev	
118.37	359'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'

DINAN 8T *[DINA8T]*, MATIX 8T *[MATI8T]* MOPIL 8T *[MOPI8T]*, SONUR 8T *[SONU8T]* VEDUS 8T *[VEDU8T]* RWYS 12, 30 RNAV ARRIVALS

TO IAF LORNI



STAR	ROUTING	RESTRICTION
DINAN 8T By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.
MATIX 8T	MATIX - VAKOS - ENORI - DEVIM - LORNI.	From lower airspace.
MOPIL 8T	MOPIL - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.
SONUR 8T	SONUR - GIMER - DEVIM - LORNI.	Below FL105.
VEDUS 8T	VEDUS - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.

ENORI	
LOW	HIGH
FL90/140, inbound 238°	FL150/240, inbound 238° MAX 265 KT 1 1/2min

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

CHANGES: Chart reindexed.

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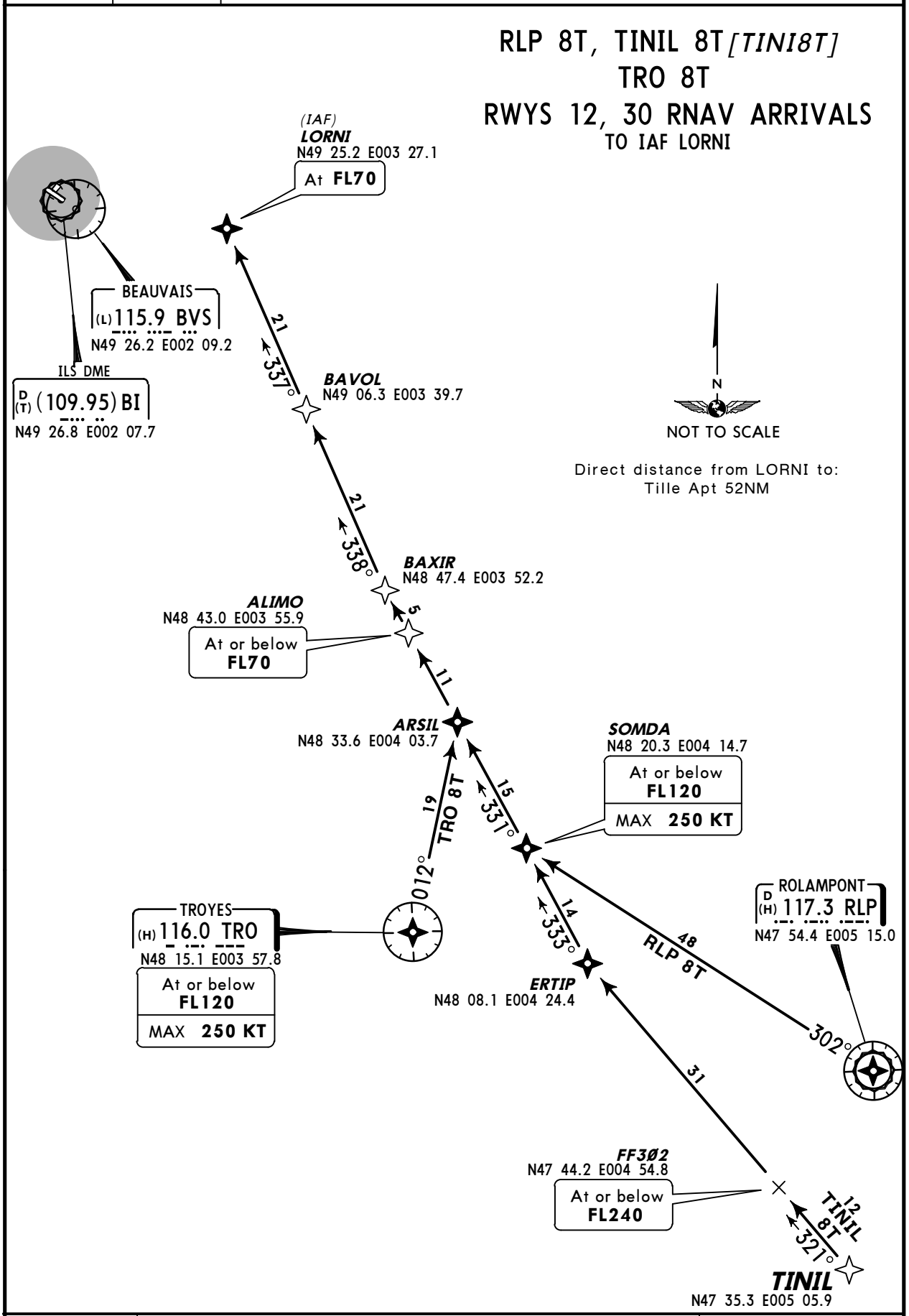
LFOB/BVA
TILLE

JEPPESEN

6 DEC 13 (10-2E) Eff 12 Dec

BEAUVAIS, FRANCE
RNAV STAR

*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



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.

CHANGES: Chart reindexed.

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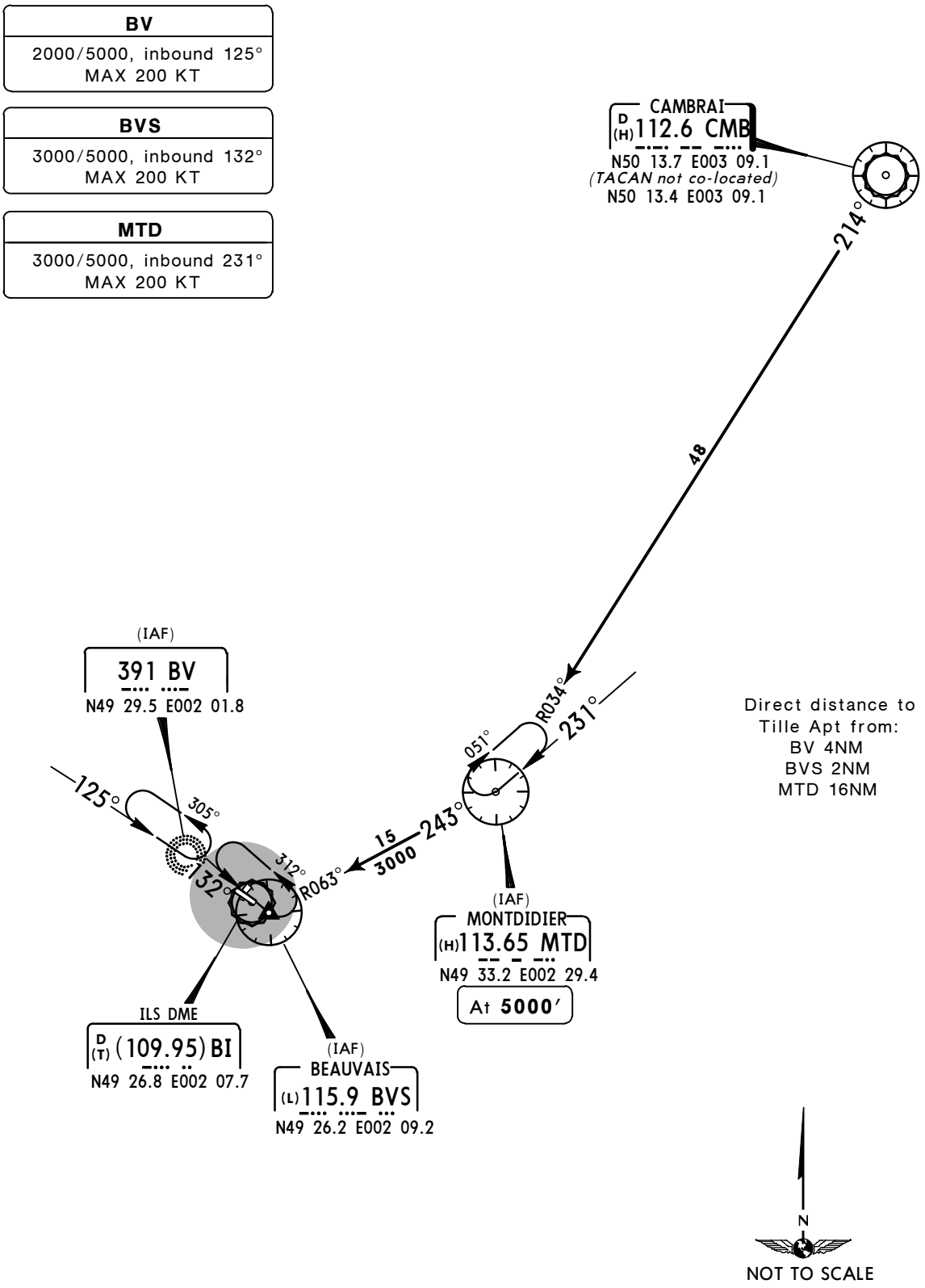
*ATIS	Apt Elev	
118.37	359′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

CAMBRAI (CMB 8C)
RWYS 12, 30 ARRIVAL
TO IAF BVS & MTD
FROM LOWER AIRSPACE
SPEED: MAX 250 KT BELOW FL100



CHANGES: New chart (chart reindexed).

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RNAV SID DESIGNATION	REFER TO CHART
DIKOL 8S, RANUX 8S	10-3B
DIKOL 8T, RANUX 8T	10-3C
DIKOL 8V, RANUX 8V	10-3D
DIKOL 8W, RANUX 8W	10-3E
BAXIR 8S, BUBLI 8S, LANVI 8S	10-3F
BAXIR 8T, BUBLI 8T, LANVI 8T	10-3G
BAXIR 8V, BUBLI 8V, LANVI 8V	10-3H
BAXIR 8W, BUBLI 8W, LANVI 8W	10-3J
OKASI 8S, PILUL 8S	10-3K
OKASI 8T, PILUL 8T	10-3L
OKASI 8V, PILUL 8V	10-3M
OKASI 8W, PILUL 8W	10-3N
LATRA 8S	10-3P
LATRA 8T	10-3Q
LATRA 8V	10-3S
LATRA 8W	10-3T
AGOPA 8S, ERIXU 8S	10-3U
AGOPA 8T, ERIXU 8T	10-3V
AGOPA 8V, ERIXU 8V	10-3V1
AGOPA 8W, ERIXU 8W	10-3V2
EVX 8S, LGL 8S	10-3V3
EVX 8T, LGL 8T	10-3V4
EVX 8V, LGL 8V	10-3V5
EVX 8W, LGL 8W	10-3V6

SID DESIGNATION	REFER TO CHART
ABB 8M, 8N, ATREX 8M, 8N	10-3V7
MATID 8M, 8N, MTD 8M, 8N	10-3V8
NURMO 8M, 8N, OPALE 8M, 8N	10-3W
VESAN 8M, 8N	10-3X
PN 1R, PV 1R (POGO)	10-3X1
PN 1N, 1U, 1W, PV 1N, 1U, 1W (POGO)	10-3X2

CHANGES: POGO SIDs renumbered.

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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.

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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 8S

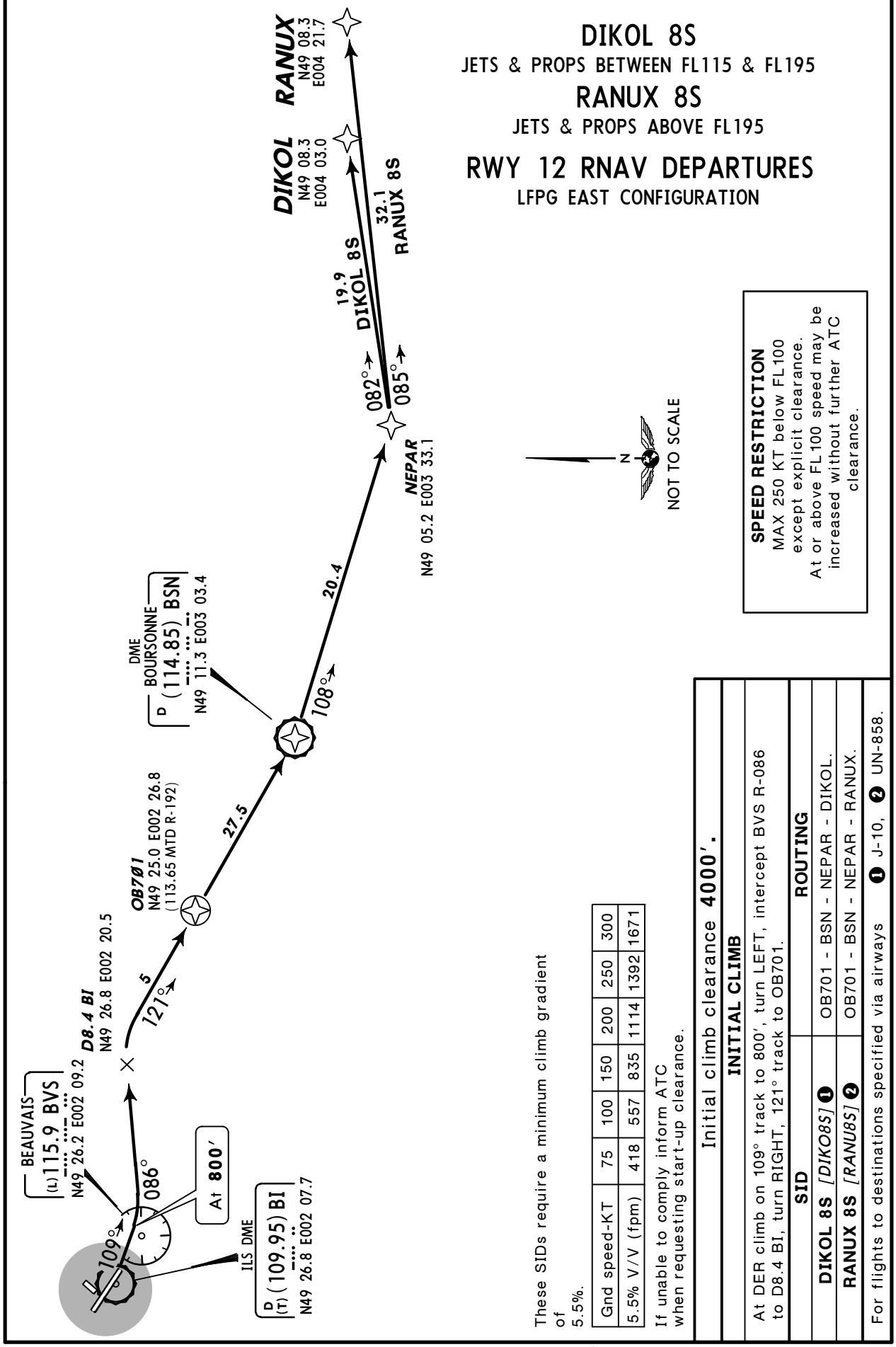
JETS & PROPS BETWEEN FL115 & FL195

RANUX 8S

JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES

LFPG EAST CONFIGURATION



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 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
DIKOL 8S *[DIKO8S]* ❶	OB701 - BSN - NEPAR - DIKOL.
RANUX 8S *[RANU8S]* ❷	OB701 - BSN - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: RNAV SIDs renumbered & revised.

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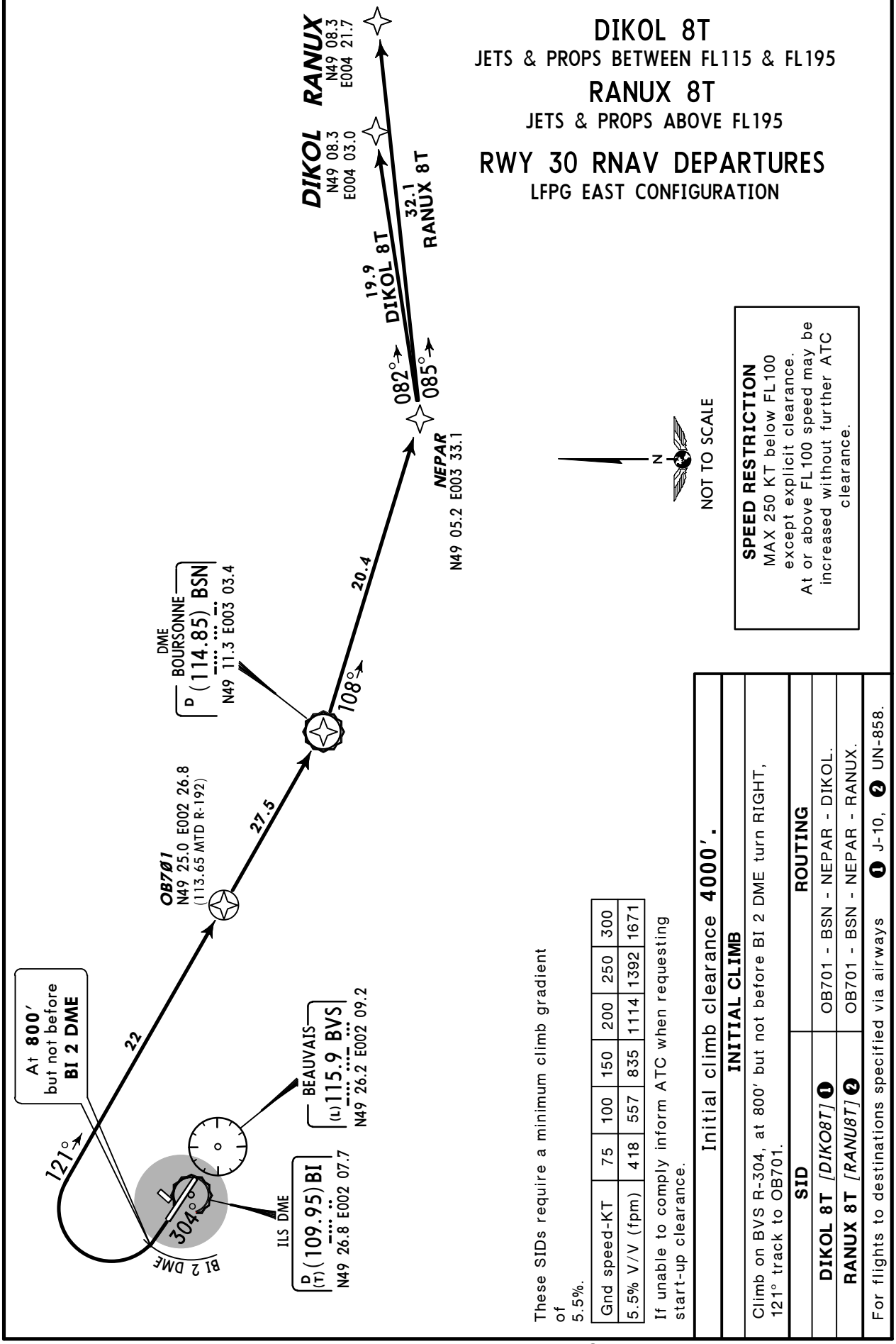

CHANGES: RNAV SIDs renumbered & revised.

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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 8V

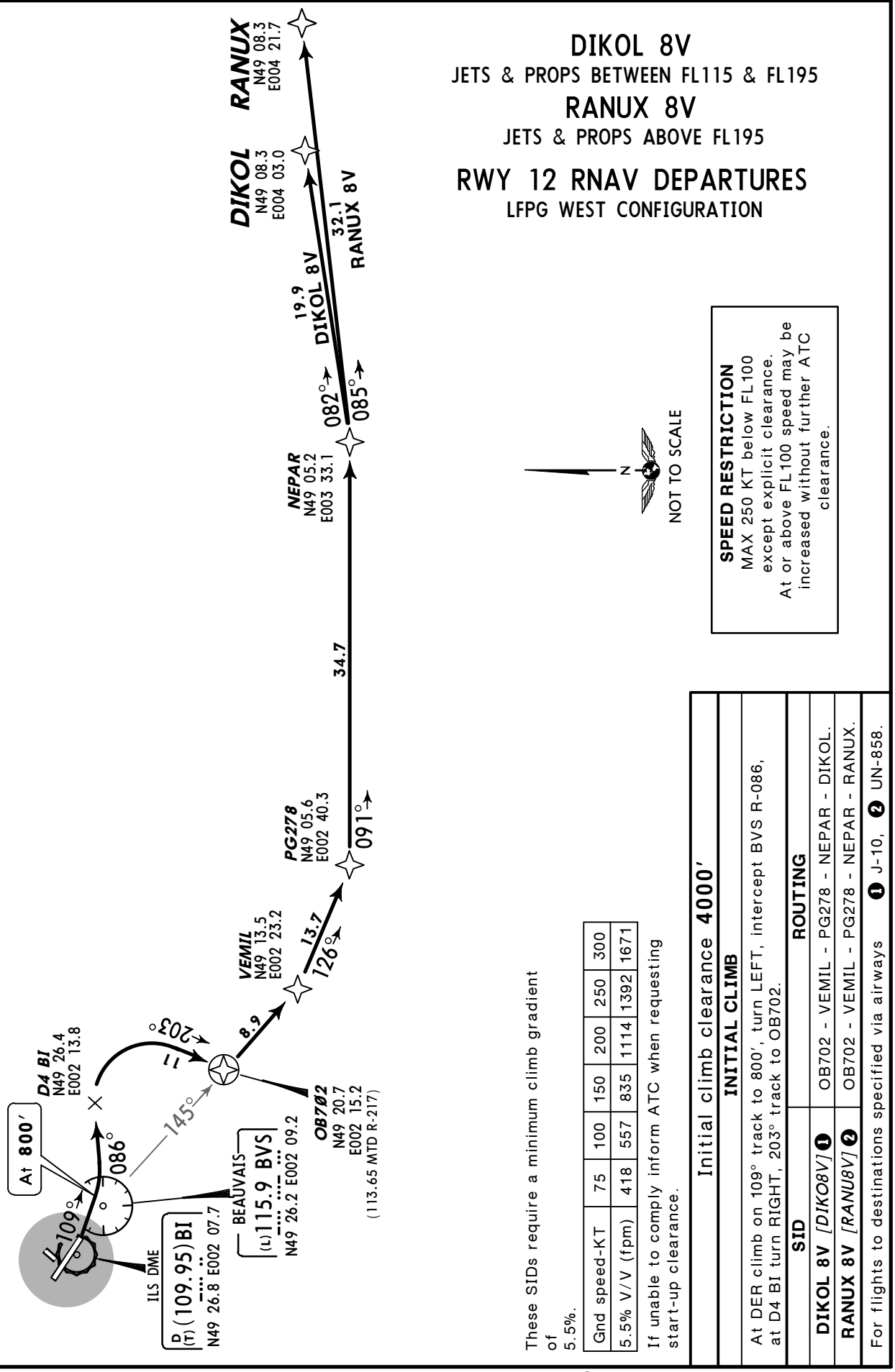
JETS & PROPS BETWEEN FL115 & FL195

RANUX 8V

JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES

LFPG WEST CONFIGURATION



SPEED RESTRICTION
MAX 250 KT below FL100 except explicit clearance.
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

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

SID	ROUTING
DIKOL 8V *[DIKO8V]* ❶	OB702 - VEMIL - PG278 - NEPAR - DIKOL.
RANUX 8V *[RANU8V]* ❷	OB702 - VEMIL - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: RNAV SIDs renumbered.

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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 8W
JETS & PROPS BETWEEN FL115 & FL195

RANUX 8W
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.

SID	ROUTING
DIKOL 8W *[DIKO8W]* ❶	OB702 - VEMIL - PG278 - NEPAR - DIKOL.
RANUX 8W *[RANU8W]* ❷	OB702 - VEMIL - PG278 - NEPAR - RANUX.

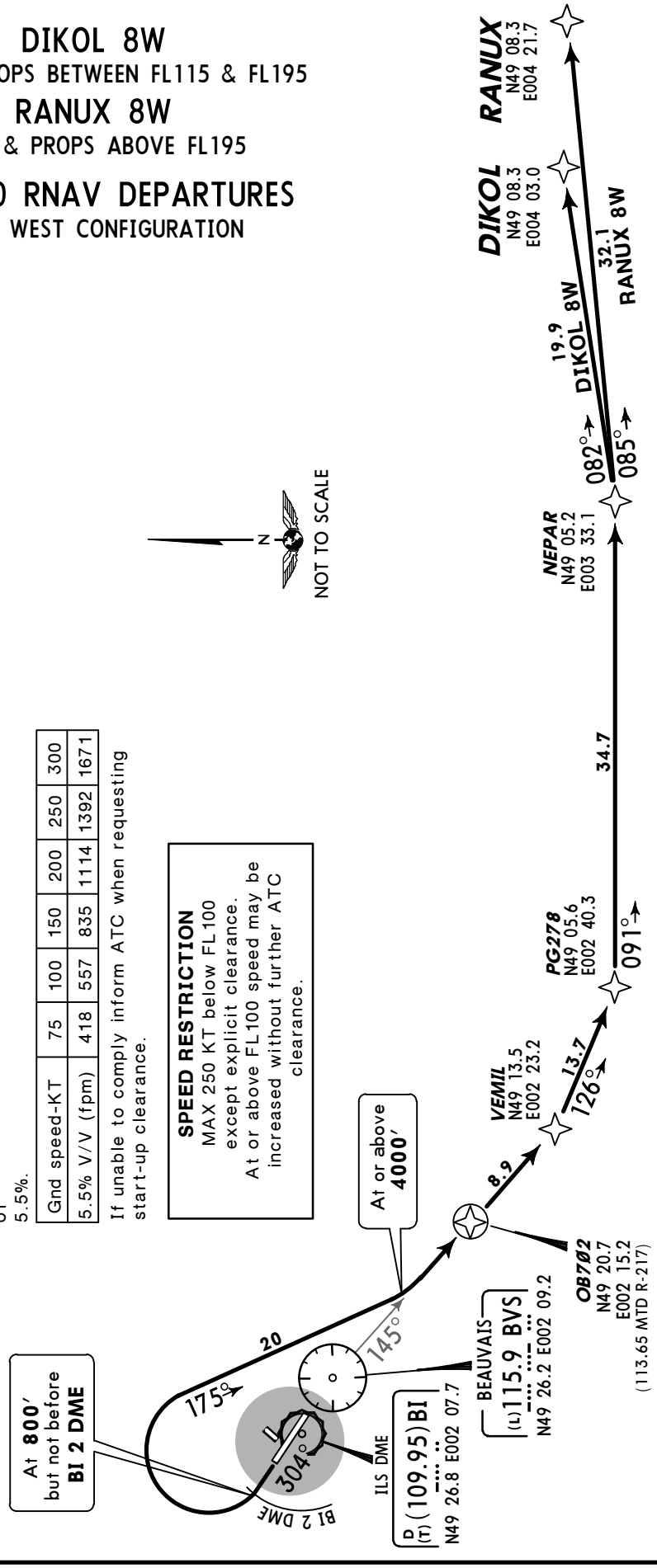
For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

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



CHANGES: RNAV SIDs renumbered.

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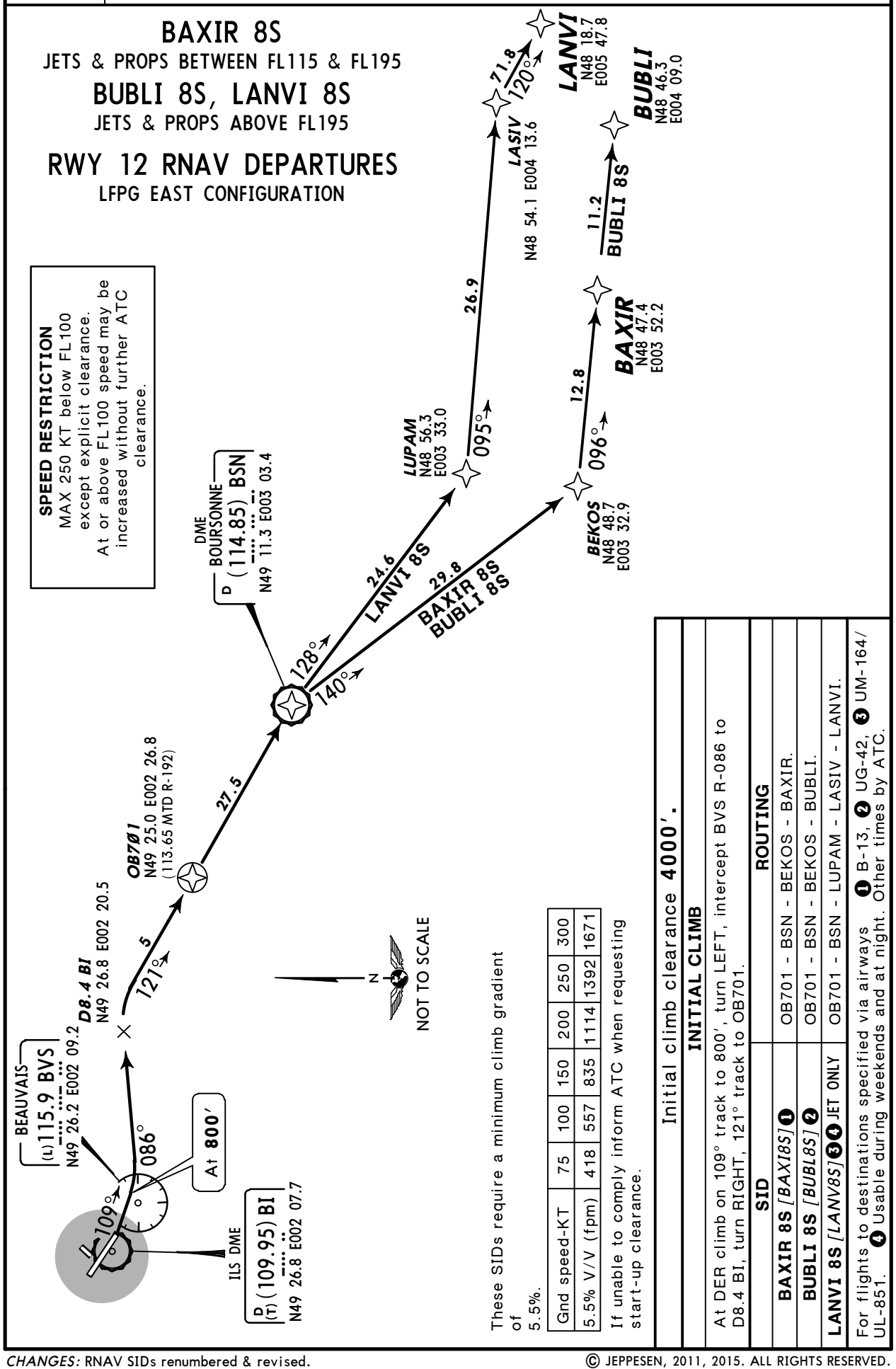

These SIDs require a minimum climb gradient of 5.5%.

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 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
BAXIR 8S *[BAXI8S]* ❶	OB701 - BSN - BEKOS - BAXIR.
BUBLI 8S *[BUBL8S]* ❷	OB701 - BSN - BEKOS - BUBLI.
LANVI 8S *[LANV8S]* ❸❹ JET ONLY	OB701 - BSN - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851. ❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered & revised.

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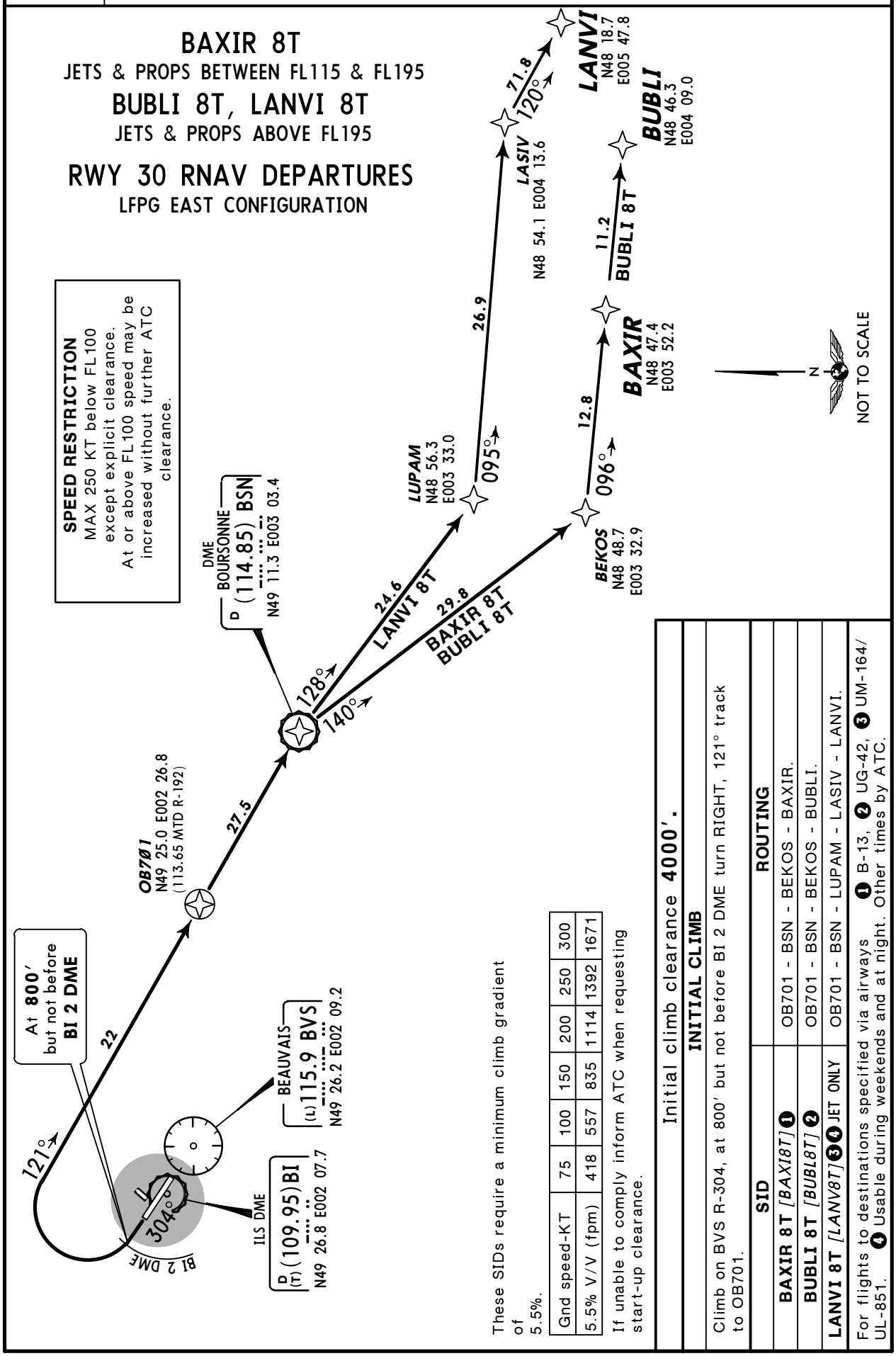
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



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, 121° track to OB701.

SID	ROUTING
BAXIR 8T *[BAXI8T]* ❶	OB701 - BSN - BEKOS - BAXIR.
BUBLI 8T *[BUBL8T]* ❷	OB701 - BSN - BEKOS - BUBLI.
LANVI 8T *[LANV8T]* ❸❹ JET ONLY	OB701 - BSN - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851. ❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered & revised.

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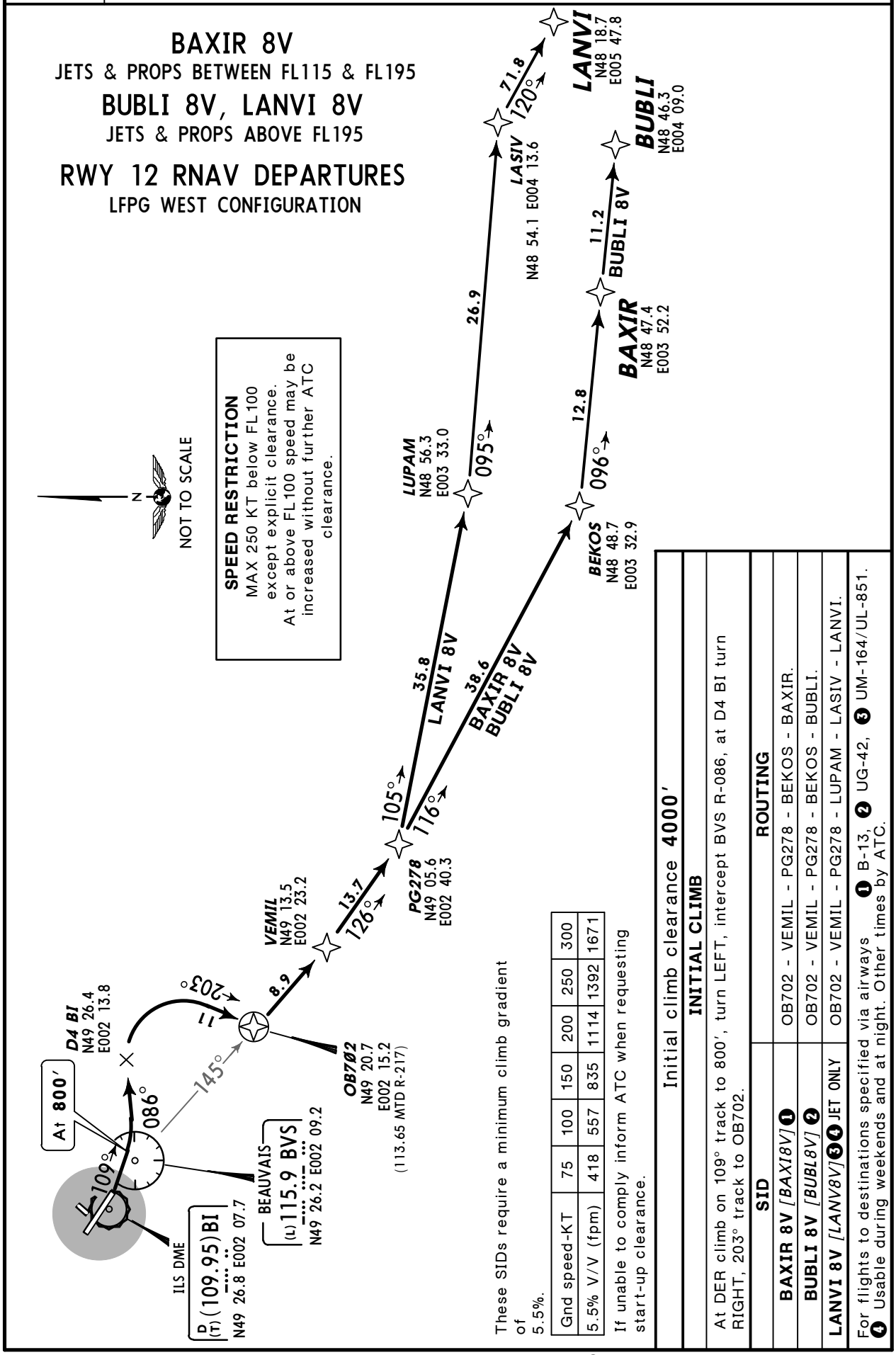
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



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, at D4 BI turn RIGHT, 203° track to OB702.

SID	ROUTING
BAXIR 8V *[BAXI8V]* ❶	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 8V *[BUBL8V]* ❷	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 8V *[LANV8V]* ❸❹ JET ONLY	OB702 - VEMIL - PG278 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered & revised.

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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 8W
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 8W, LANVI 8W
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.

SID	ROUTING
BAXIR 8W *[BAXI8W]* ❶	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 8W *[BUBL8W]* ❷	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 8W *[LANV8W]* ❸❹ JET ONLY	OB702 - VEMIL - PG278 - LUPAM - LASIV - LANVI.

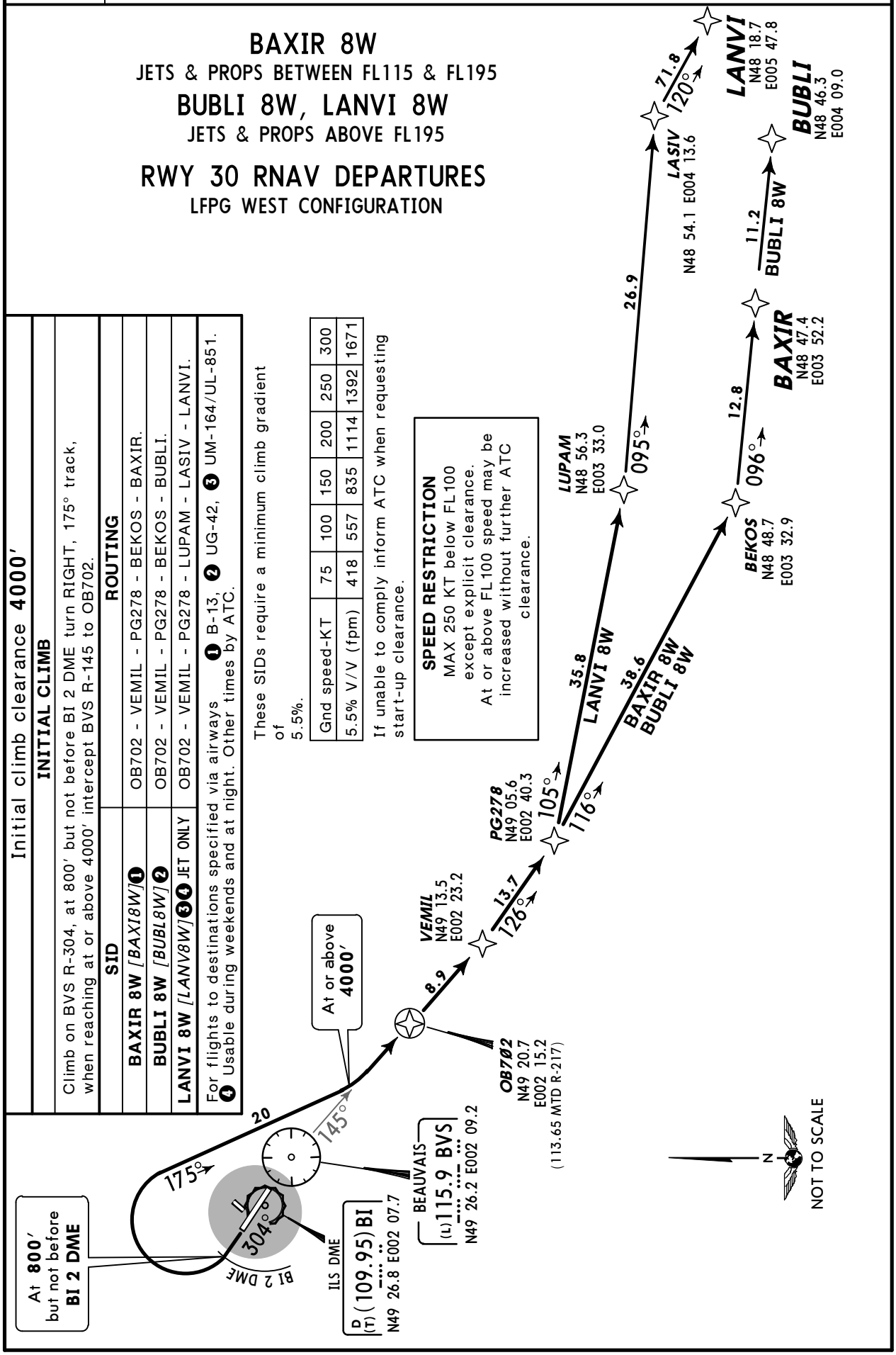
For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

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



CHANGES: RNAV SIDs renumbered & revised.

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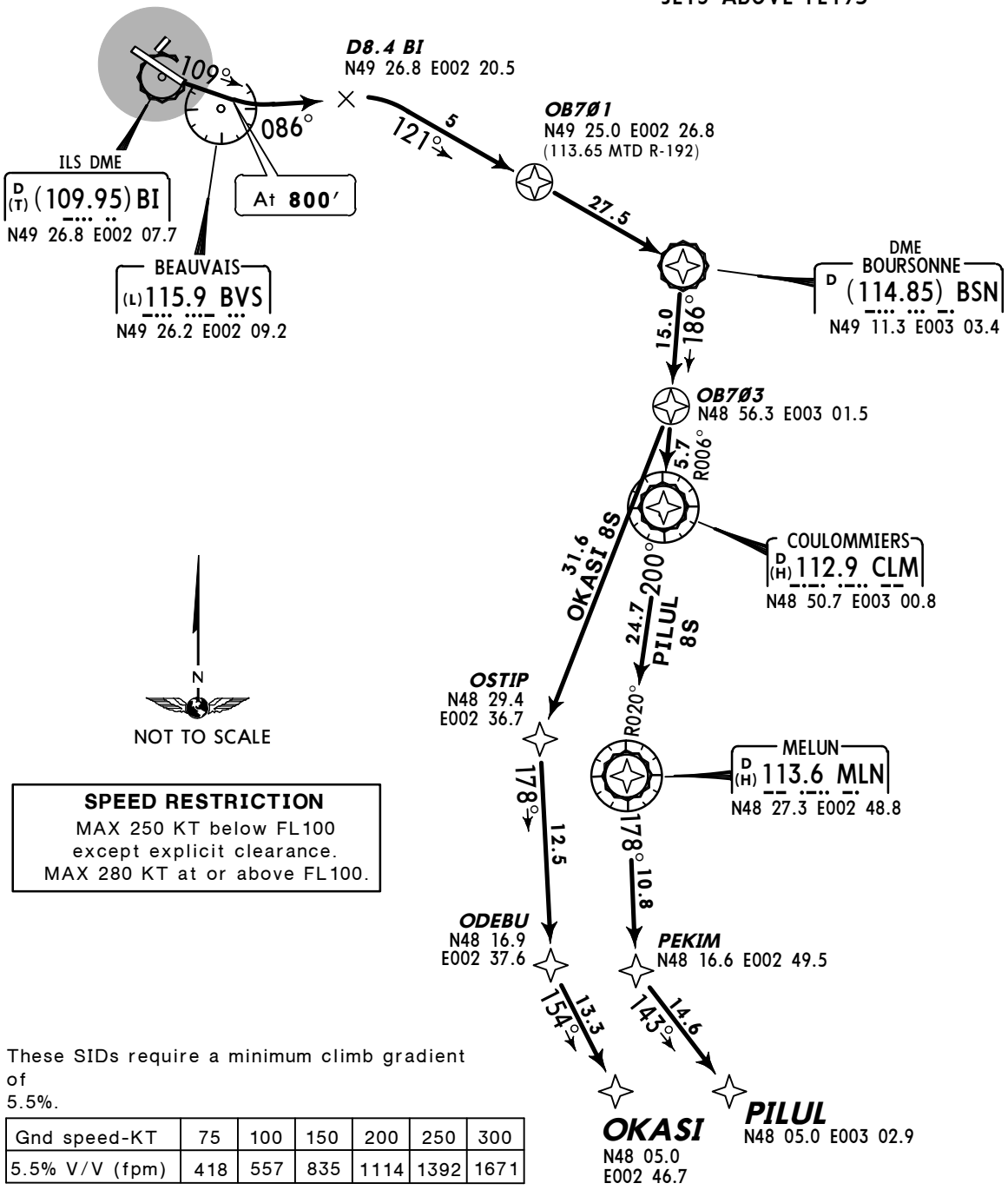
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 8S, PILUL 8S
RWY 12 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100
except explicit clearance.
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 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
OKASI 8S *[OKAS8S]* ❶	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 8S *[PILU8S]* ❷	OB701 - BSN - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered & revised.

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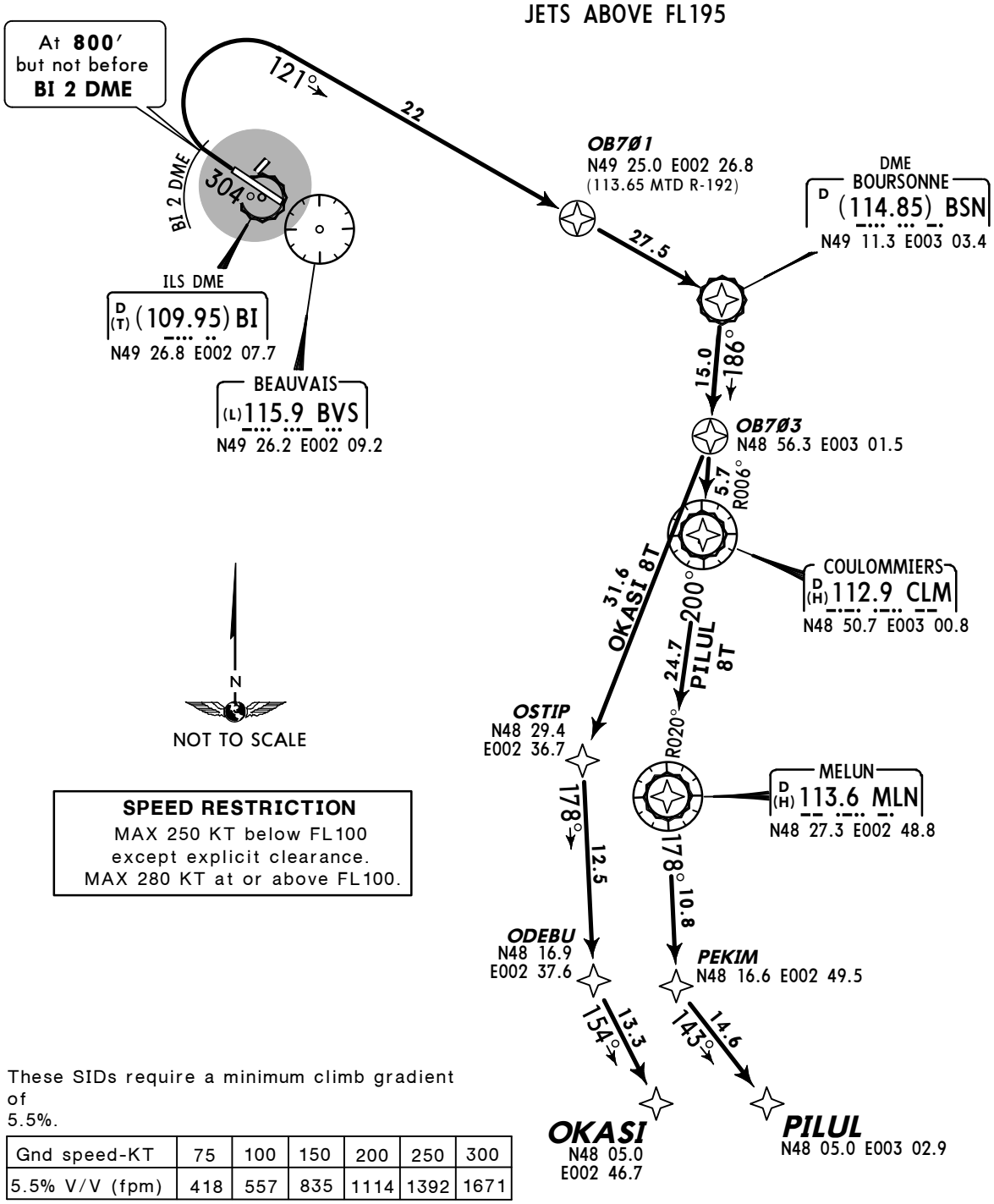
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 8T, PILUL 8T
RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS ABOVE FL195



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

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance **4000′**

INITIAL CLIMB

Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, 121° track to OB701.

SID	ROUTING
OKASI 8T *[OKAS8T]* ❶	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 8T *[PILU8T]* ❷	OB701 - BSN - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered & revised.

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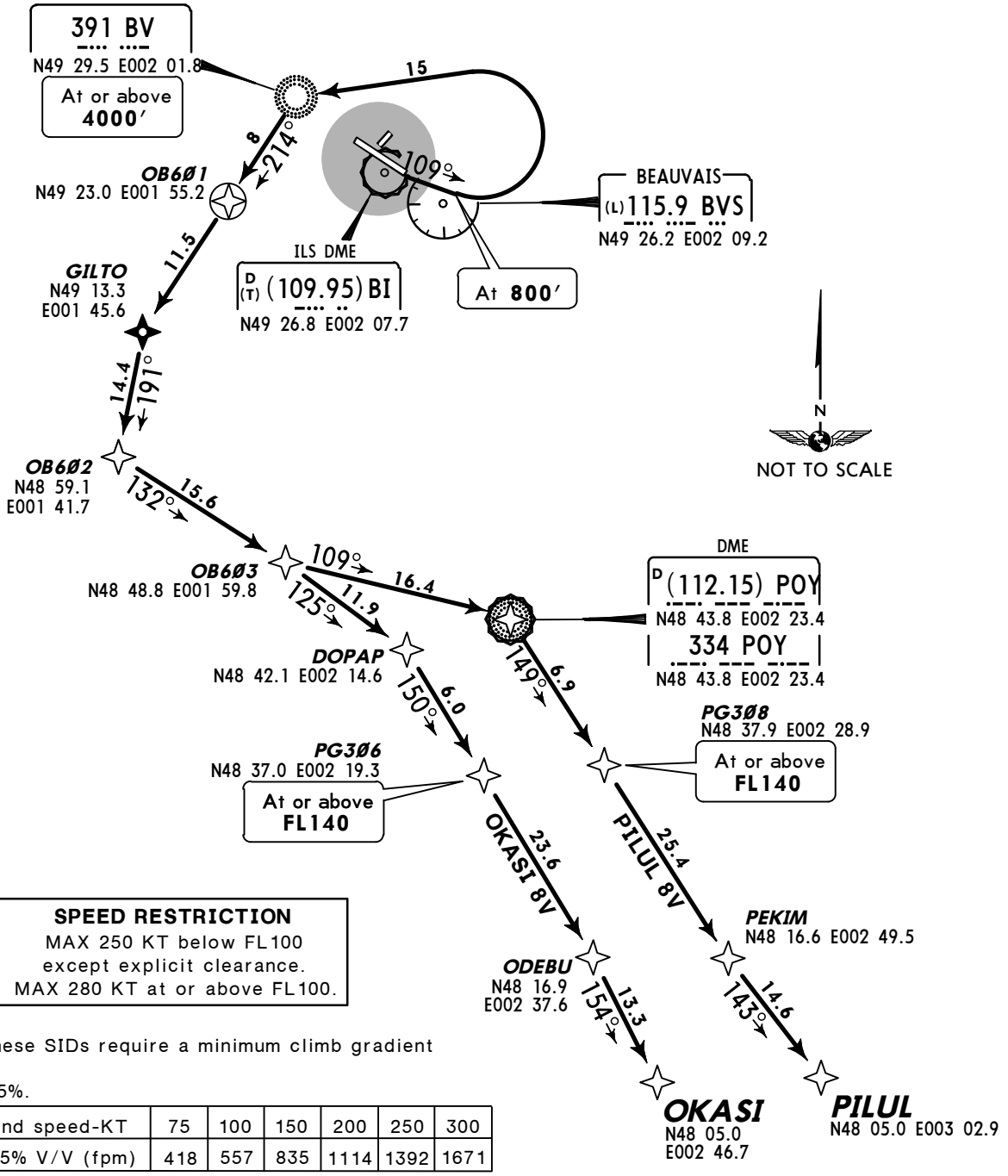
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 8V, PILUL 8V
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100
except explicit clearance.
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 to BV, 214° bearing to OB601.

SID	ROUTING
OKASI 8V *[OKAS8V]* ❶	OB601 - GILTO - OB602 - OB603 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 8V *[PILU8V]* ❷	OB601 - GILTO - OB602 - OB603 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered.

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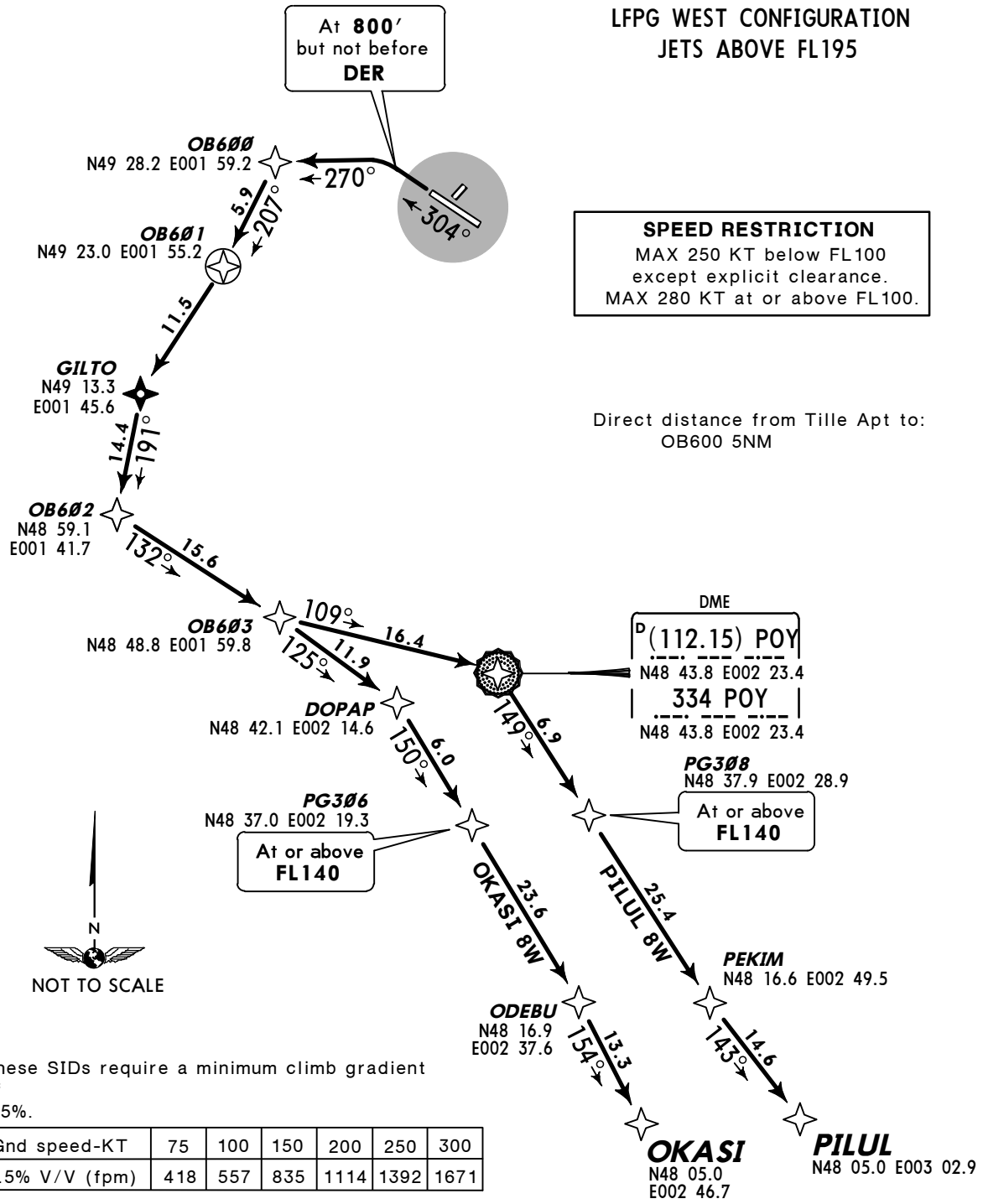
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

OKASI 8W, PILUL 8W
RWY 30 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100 except explicit clearance.
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
OKASI 8W *[OKAS8W]* ❶	OB601 - GILTO - OB602 - OB603 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 8W *[PILU8W]* ❷	OB601 - GILTO - OB602 - OB603 - POY - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered.

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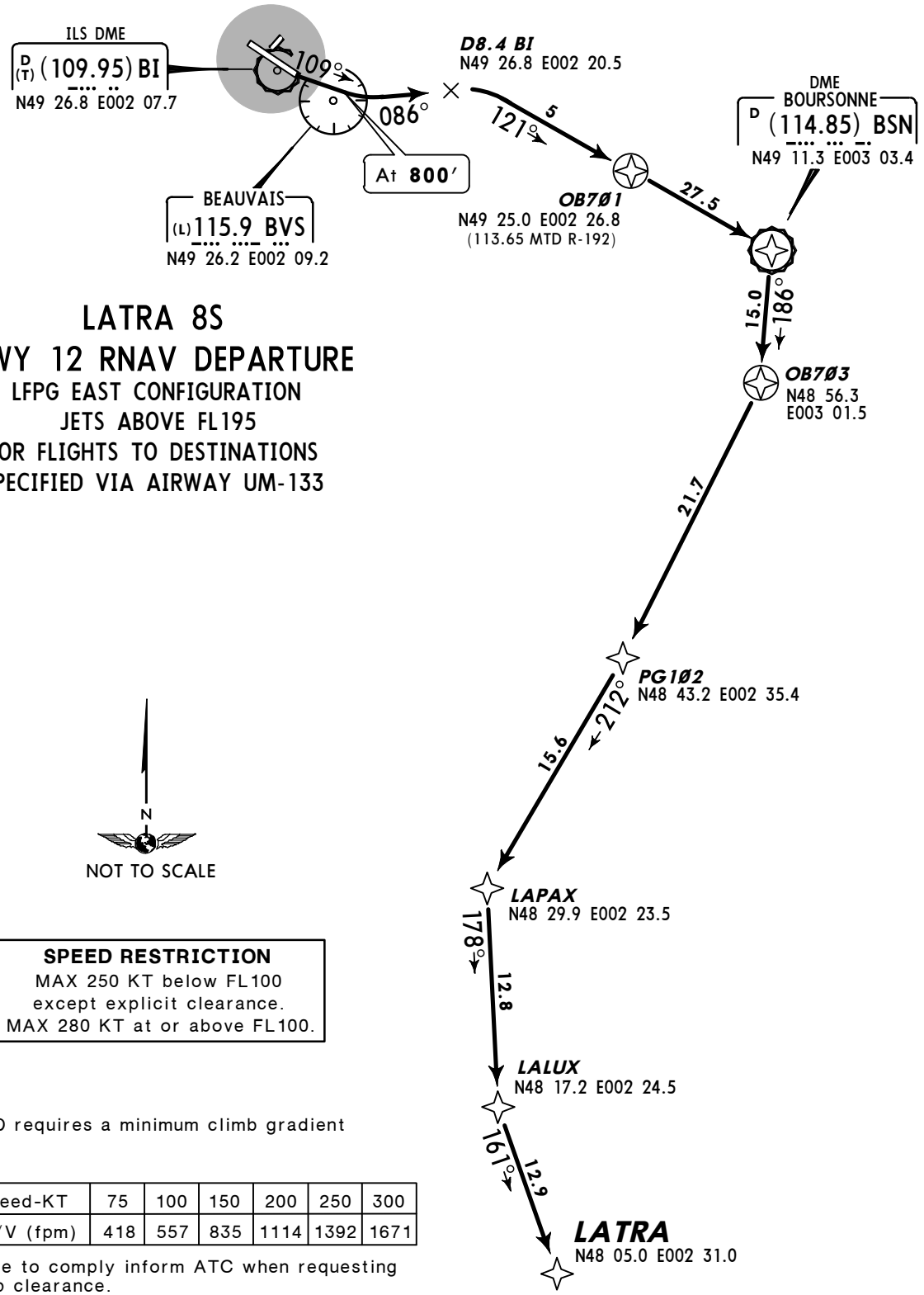
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.



LATRA 8S
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
except explicit clearance.
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 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
LATRA 8S *[LATR8S]*	OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: RNAV SID renumbered & revised.

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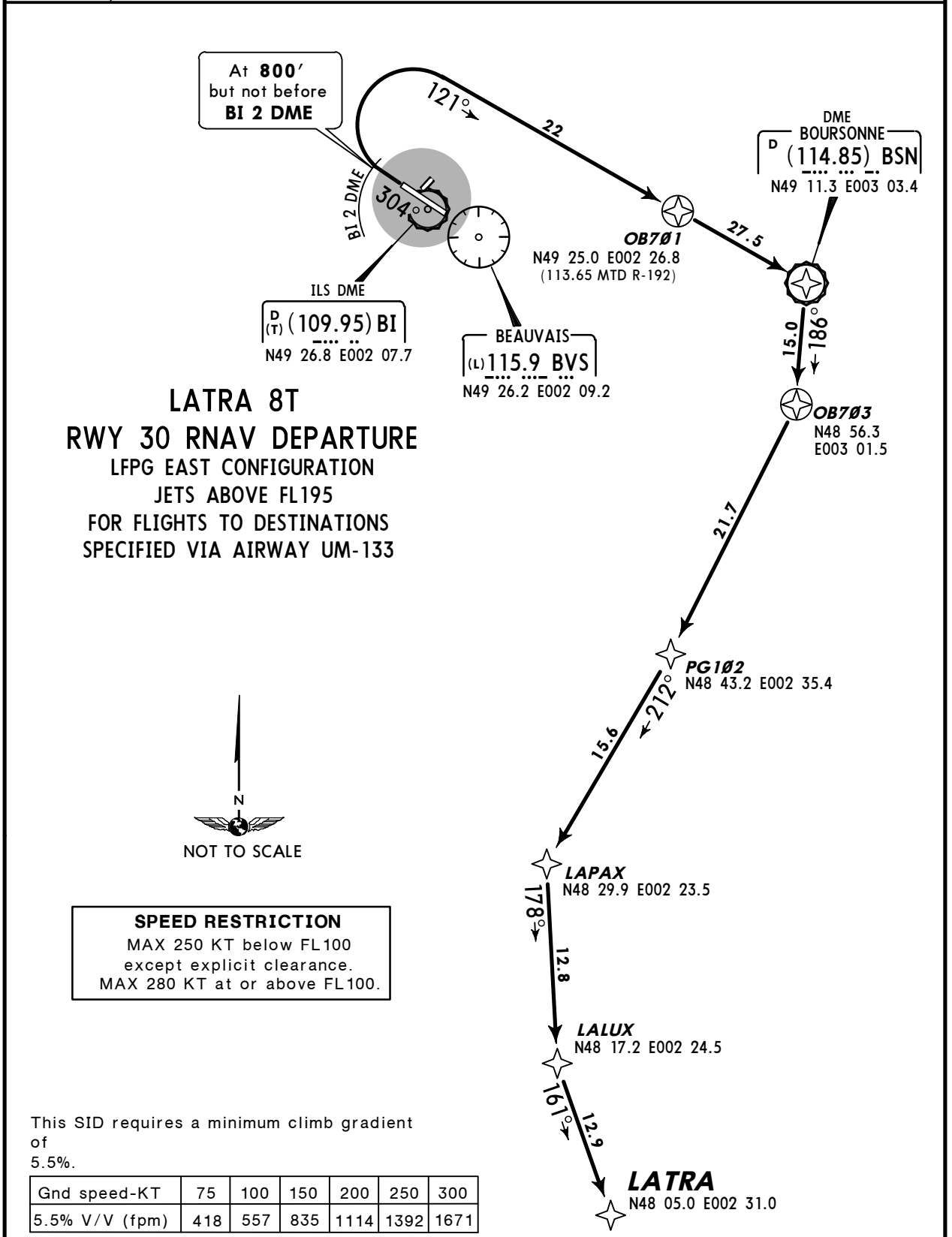

SPEED RESTRICTION
MAX 250 KT below FL100
except explicit clearance.
MAX 280 KT at or above FL100.

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

Climb on BVS R-304, at 800′ but not before BI 2 DME turn RIGHT, 121° track to OB701.

SID	ROUTING
LATRA 8T *[LATR8T]*	OB701 - BSN - OB703 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: RNAV SID renumbered & revised.

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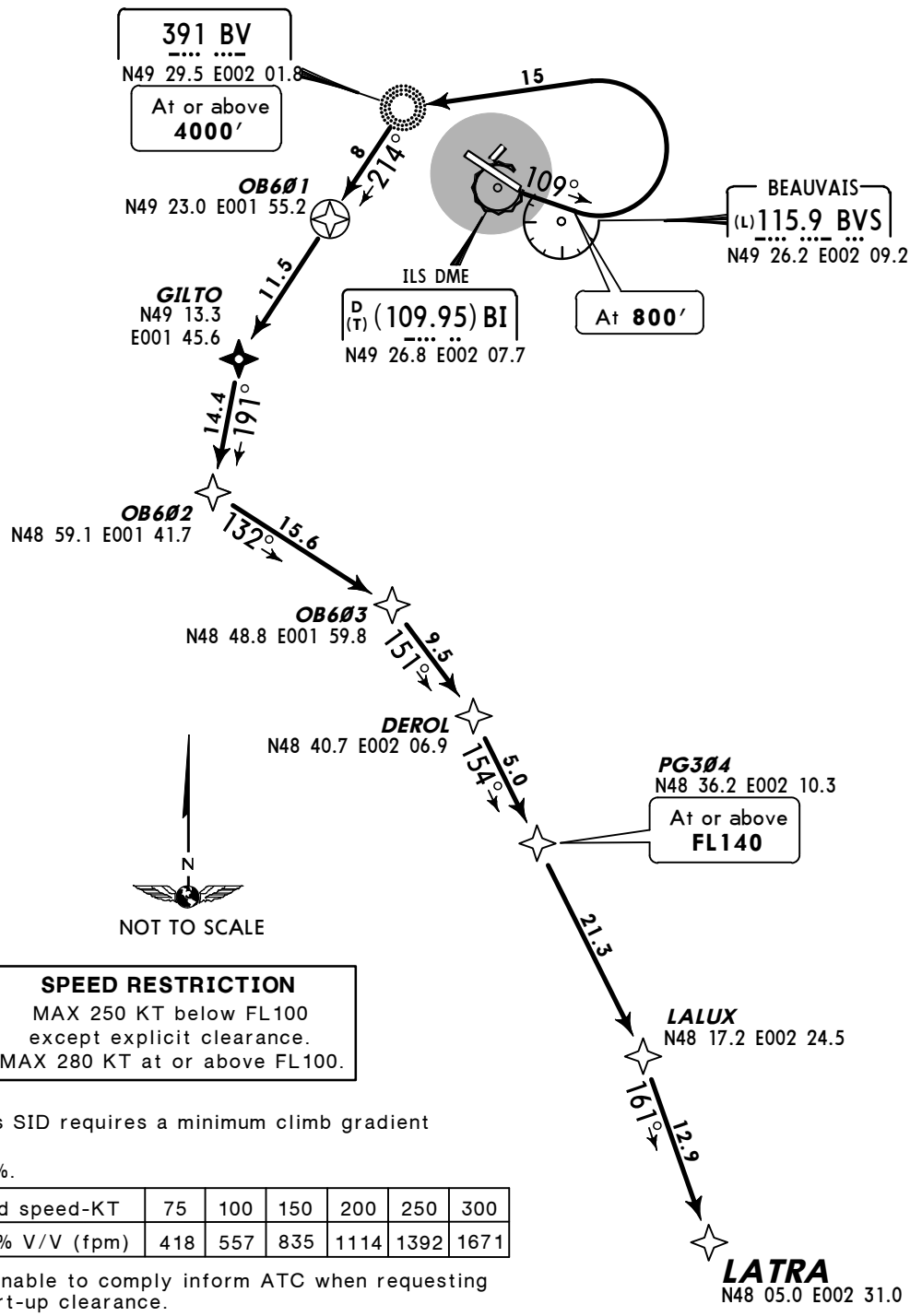
LATRA 8V
RWY 12 RNAV DEPARTURE
LFPG WEST CONFIGURATION
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100 except explicit clearance.
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 to BV, 214° bearing to OB601.

SID	ROUTING
LATRA 8V *[LATR8V]*	OB601 - GILTO - OB602 - OB603 - DEROL - PG304 - LALUX - LATRA.

CHANGES: RNAV SID renumbered.

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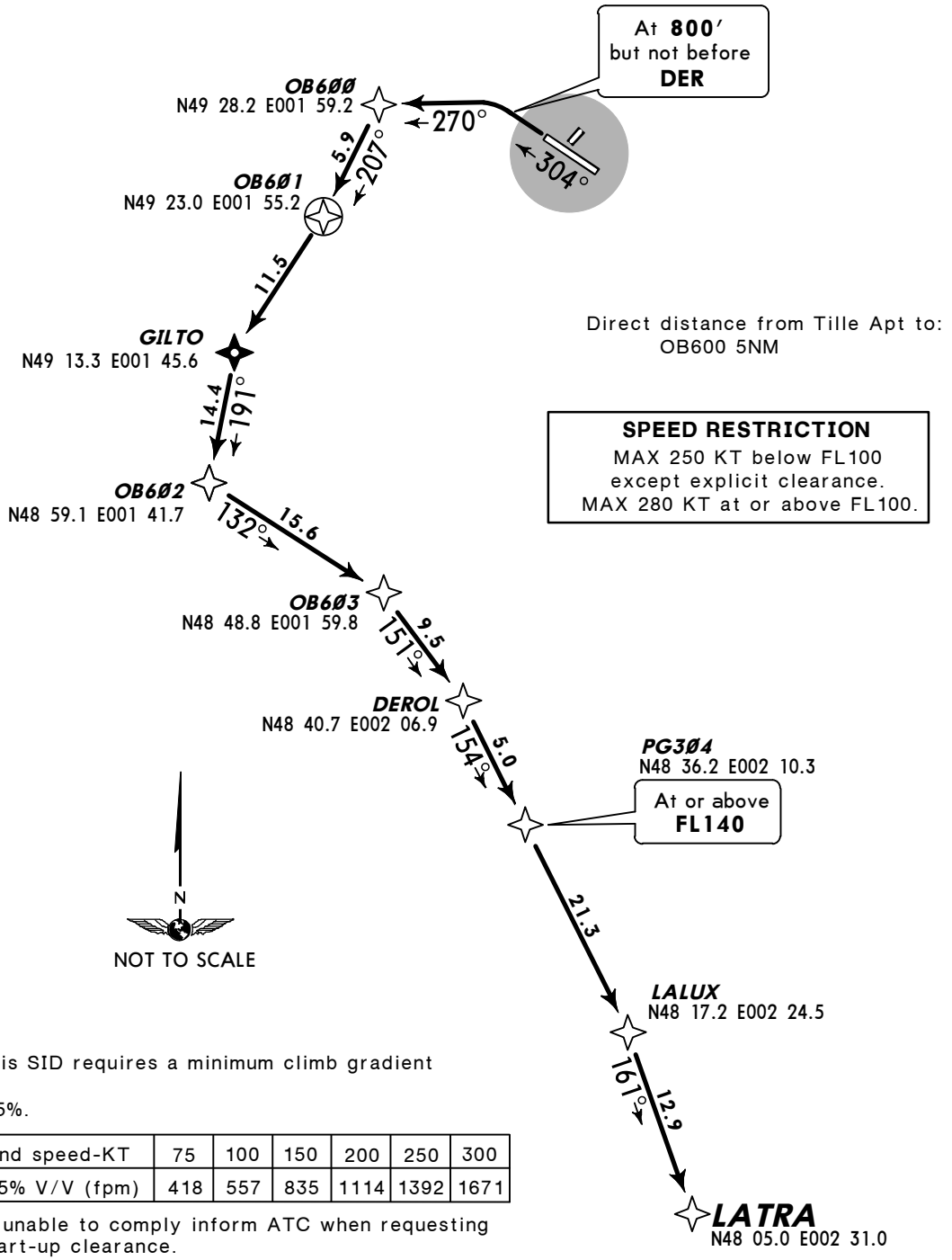
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

LATRA 8W
RWY 30 RNAV DEPARTURE
LFPG WEST CONFIGURATION
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



Direct distance from Tille Apt to:
OB600 5NM

SPEED RESTRICTION
MAX 250 KT below FL100 except explicit clearance.
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

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

SID	ROUTING
LATRA 8W *[LATR8W]*	OB601 - GILTO - OB602 - OB603 - DEROL - PG304 - LALUX - LATRA.

CHANGES: RNAV SID renumbered.

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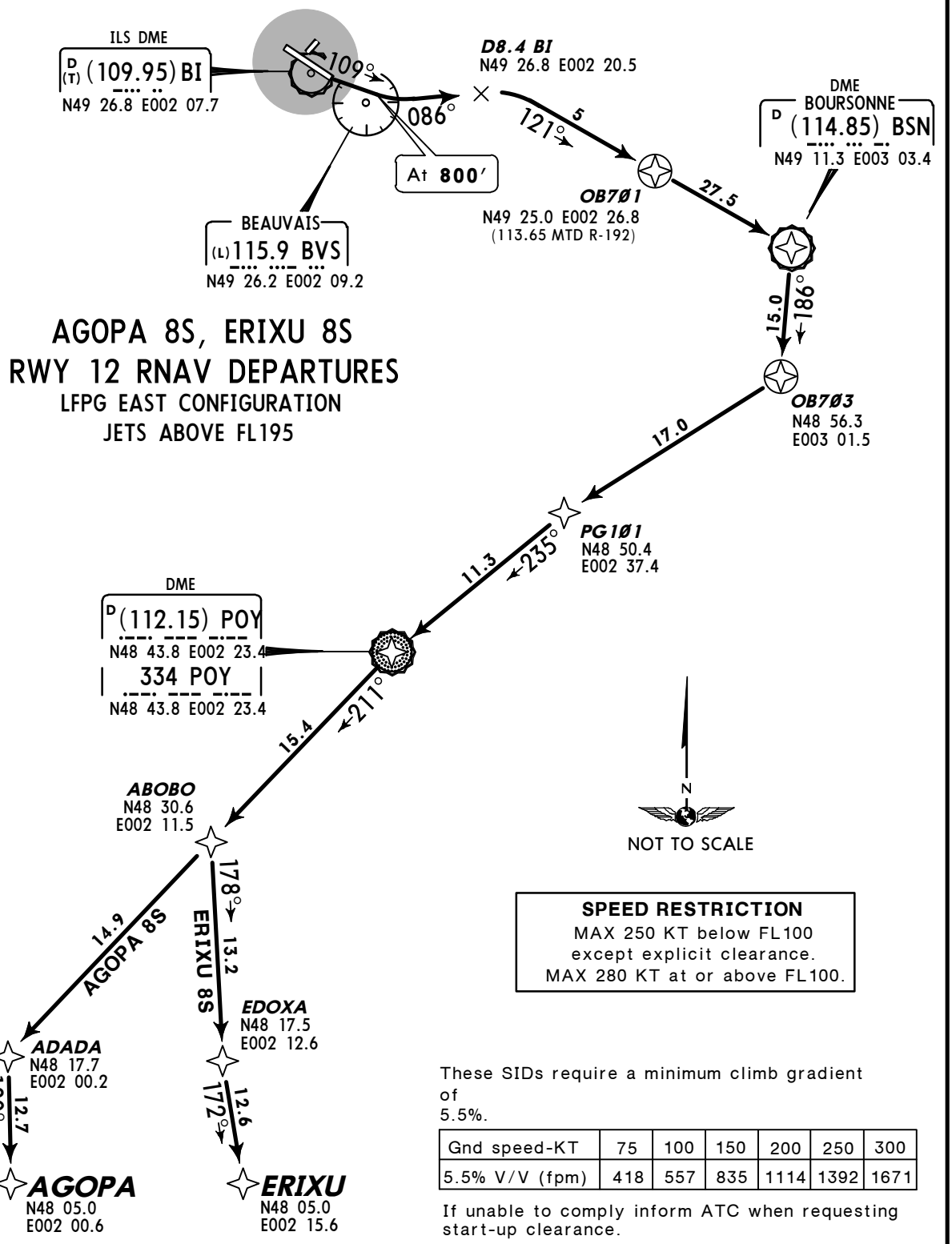

AGOPA 8S, ERIXU 8S
RWY 12 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS ABOVE FL195

SPEED RESTRICTION
MAX 250 KT below FL100
except explicit clearance.
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 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
AGOPA 8S *[AGOP8S]* ❶	OB701 - BSN - OB703 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 8S *[ERIX8S]* ❷	OB701 - BSN - OB703 - PG101 - POY - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UN-860.

CHANGES: RNAV SIDs renumbered & revised.

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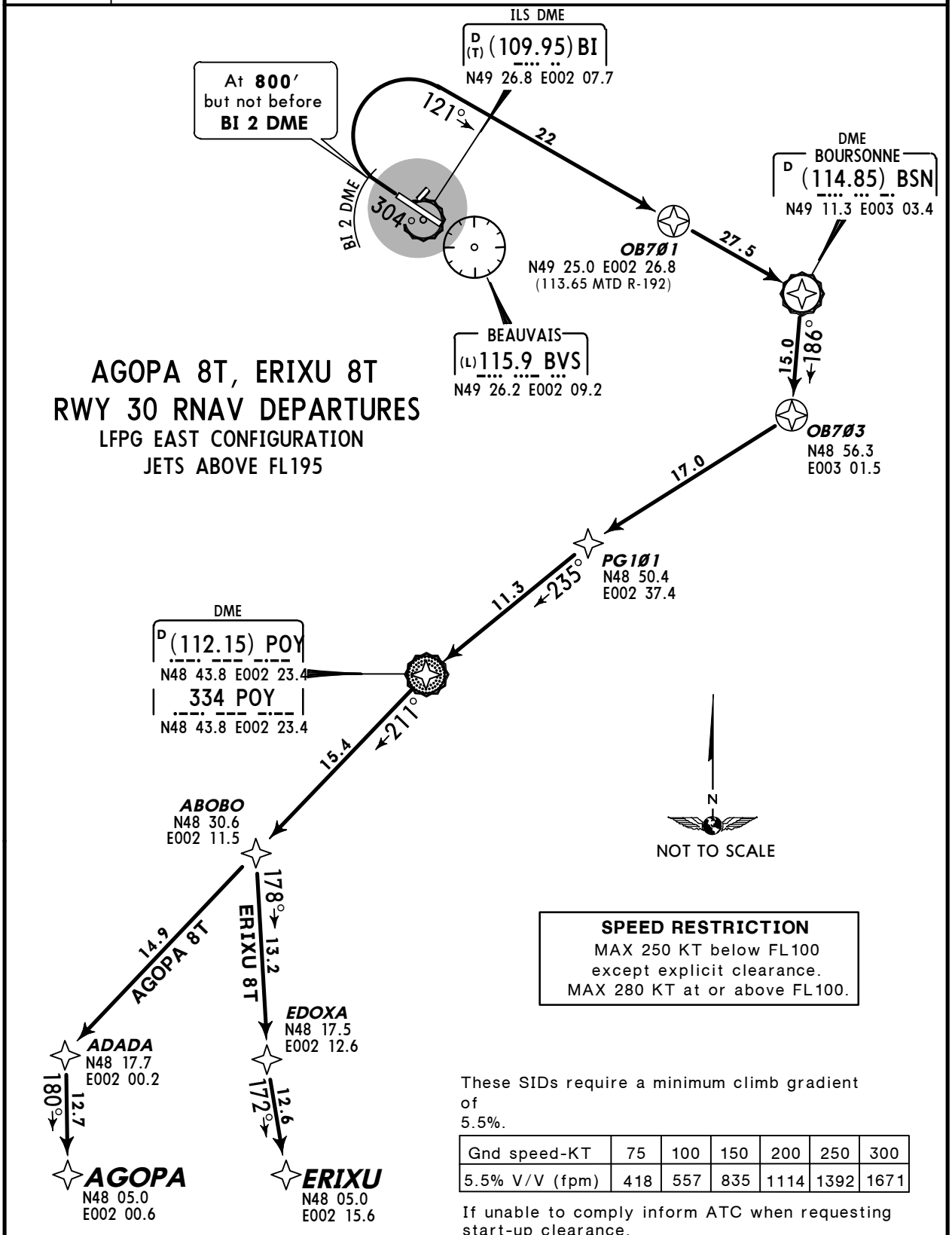

These SIDs require a minimum climb gradient of 5.5%.

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, 121° track to OB701.

SID	ROUTING
AGOPA 8T *[AGOP8T]* ❶	OB701 - BSN - OB703 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 8T *[ERIX8T]* ❷	OB701 - BSN - OB703 - PG101 - POY - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UN-860.

CHANGES: RNAV SID renumbered & revised.

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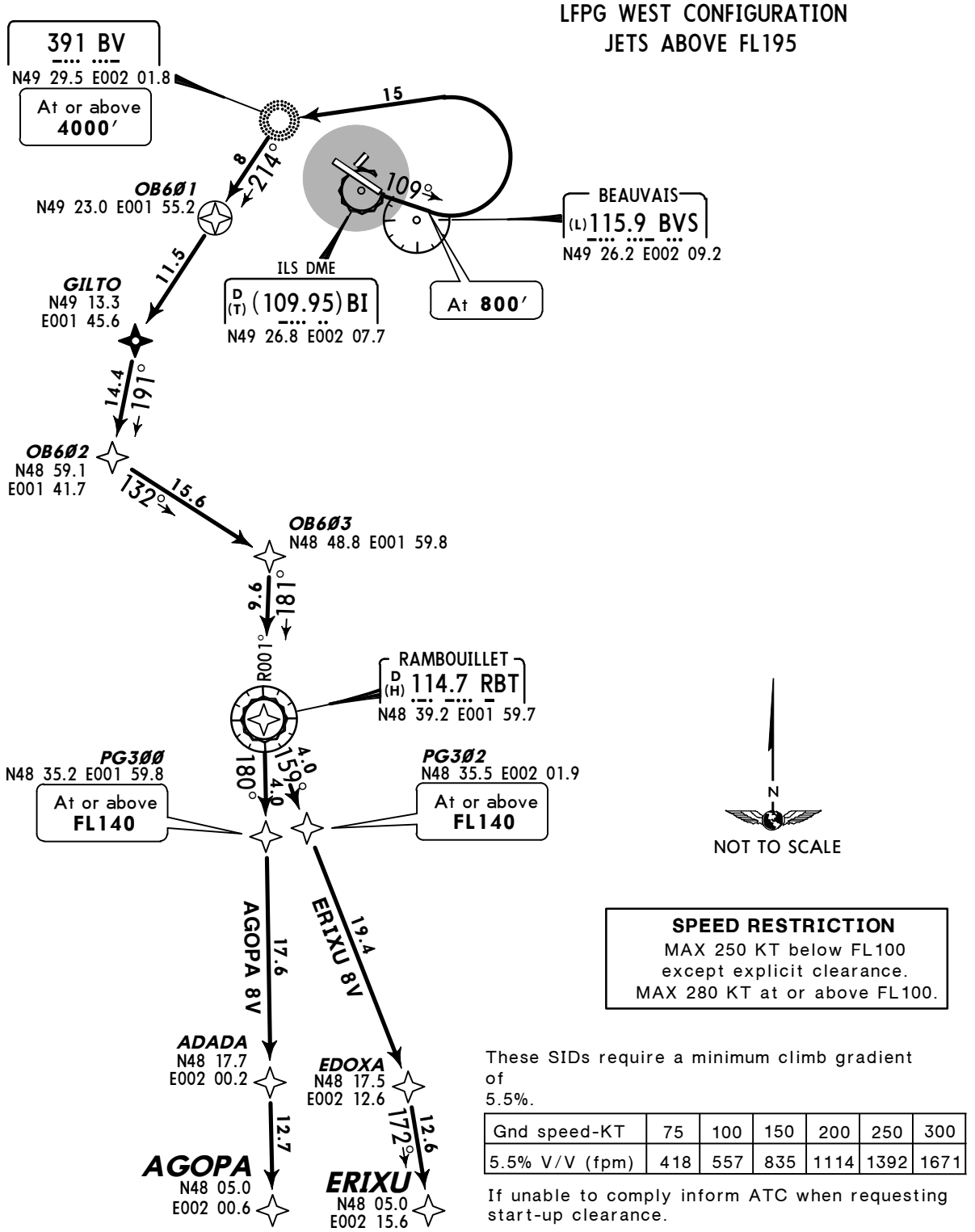
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

AGOPA 8V, ERIXU 8V
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100
except explicit clearance.
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 to BV, 214° bearing to OB601.

SID	ROUTING
AGOPA 8V *[AGOP8V]* ❶	OB601 - GILTO - OB602 - OB603 - RBT - PG300 - ADADA - AGOPA.
ERIXU 8V *[ERIX8V]* ❷	OB601 - GILTO - OB602 - OB603 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UN-860.

CHANGES: RNAV SIDs renumbered.

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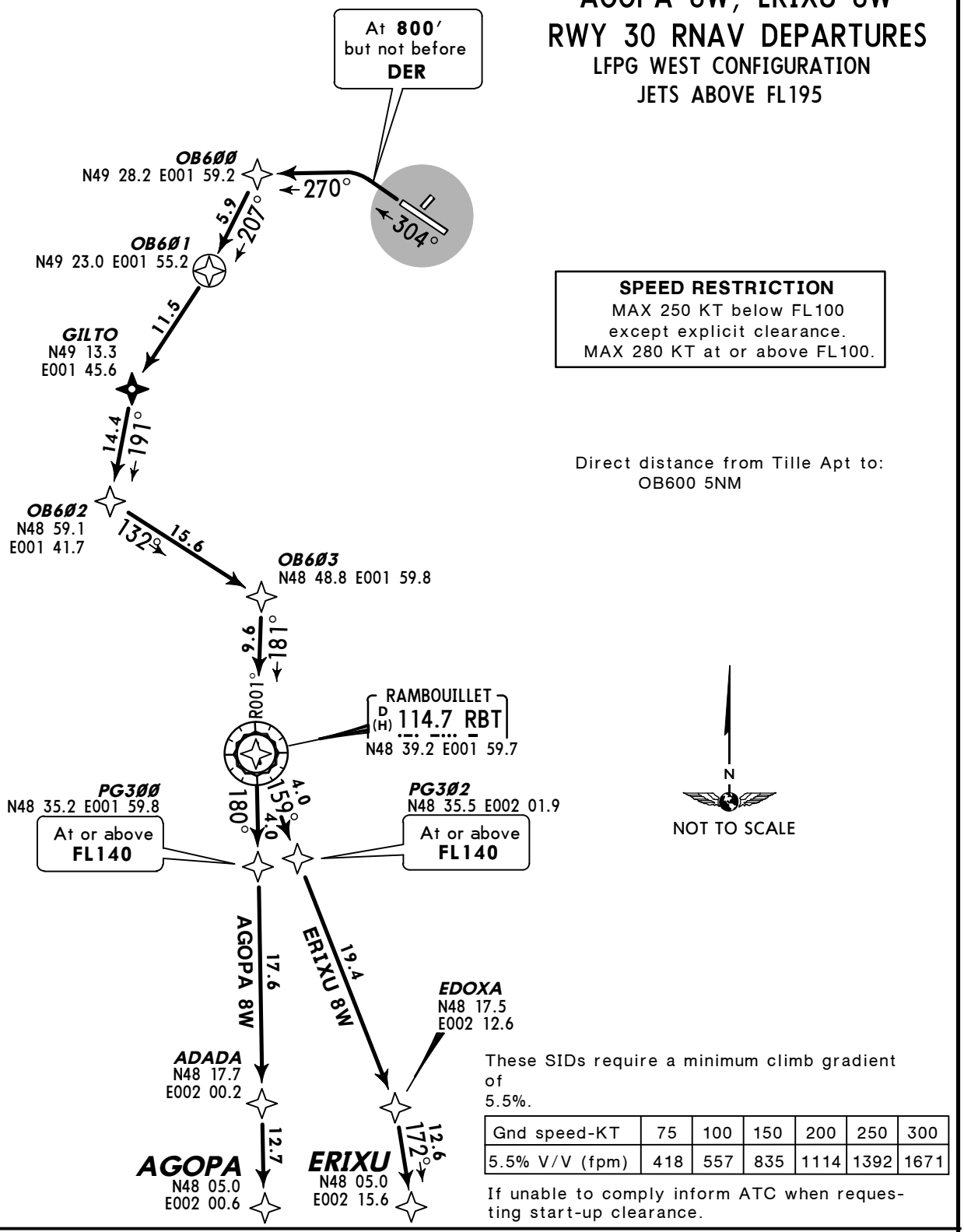
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

AGOPA 8W, ERIXU 8W
RWY 30 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100 except explicit clearance.
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 8W *[AGOP8W]* ❶	OB601 - GILTO - OB602 - OB603 - RBT - PG300 - ADADA - AGOPA.
ERIXU 8W *[ERIX8W]* ❷	OB601 - GILTO - OB602 - OB603 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UN-860.

CHANGES: RNAV SIDs renumbered.

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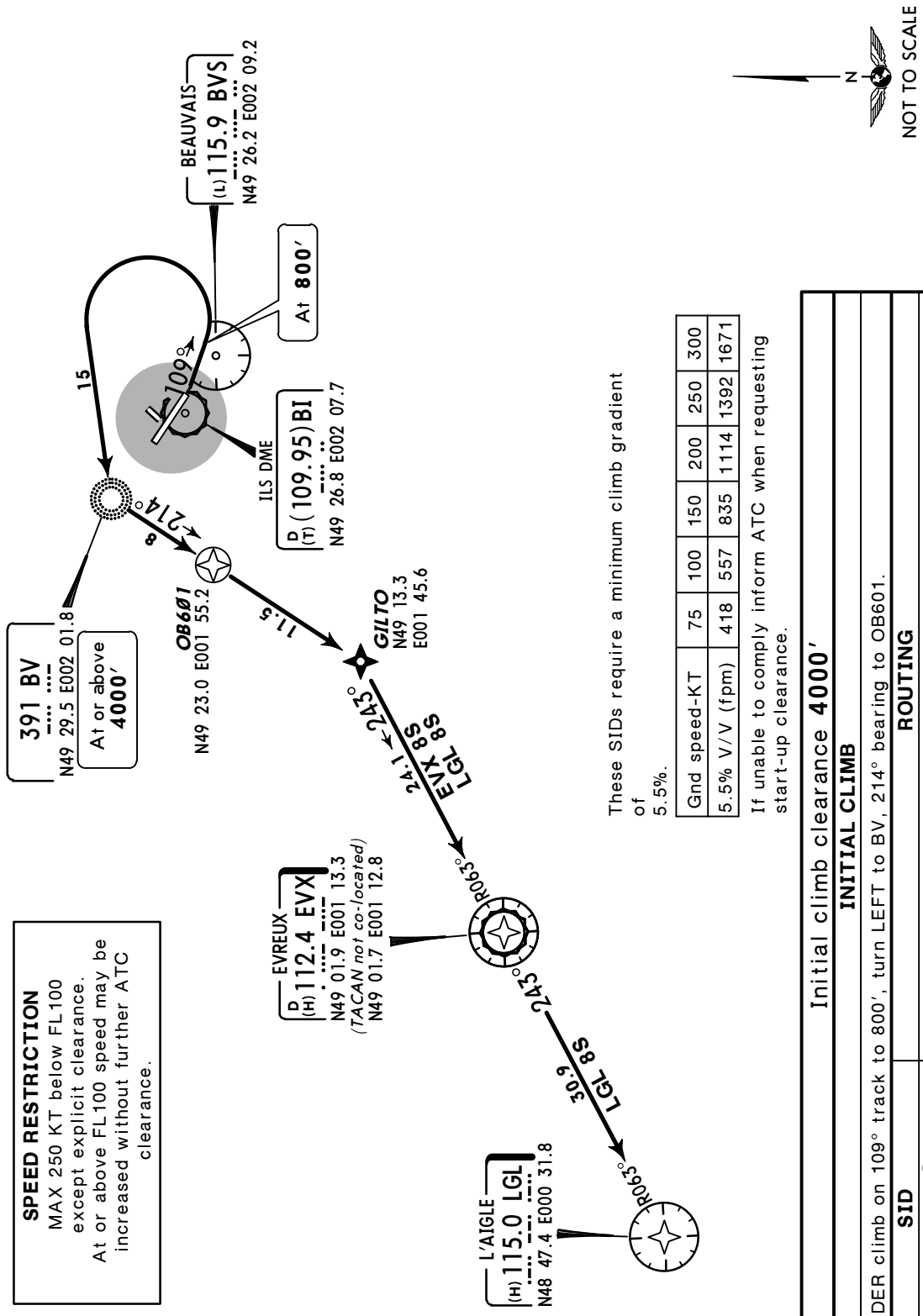
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 8S, LGL 8S
RWY 12 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS & PROPS ABOVE FL115



CHANGES: RNAV SIDs renumbered.

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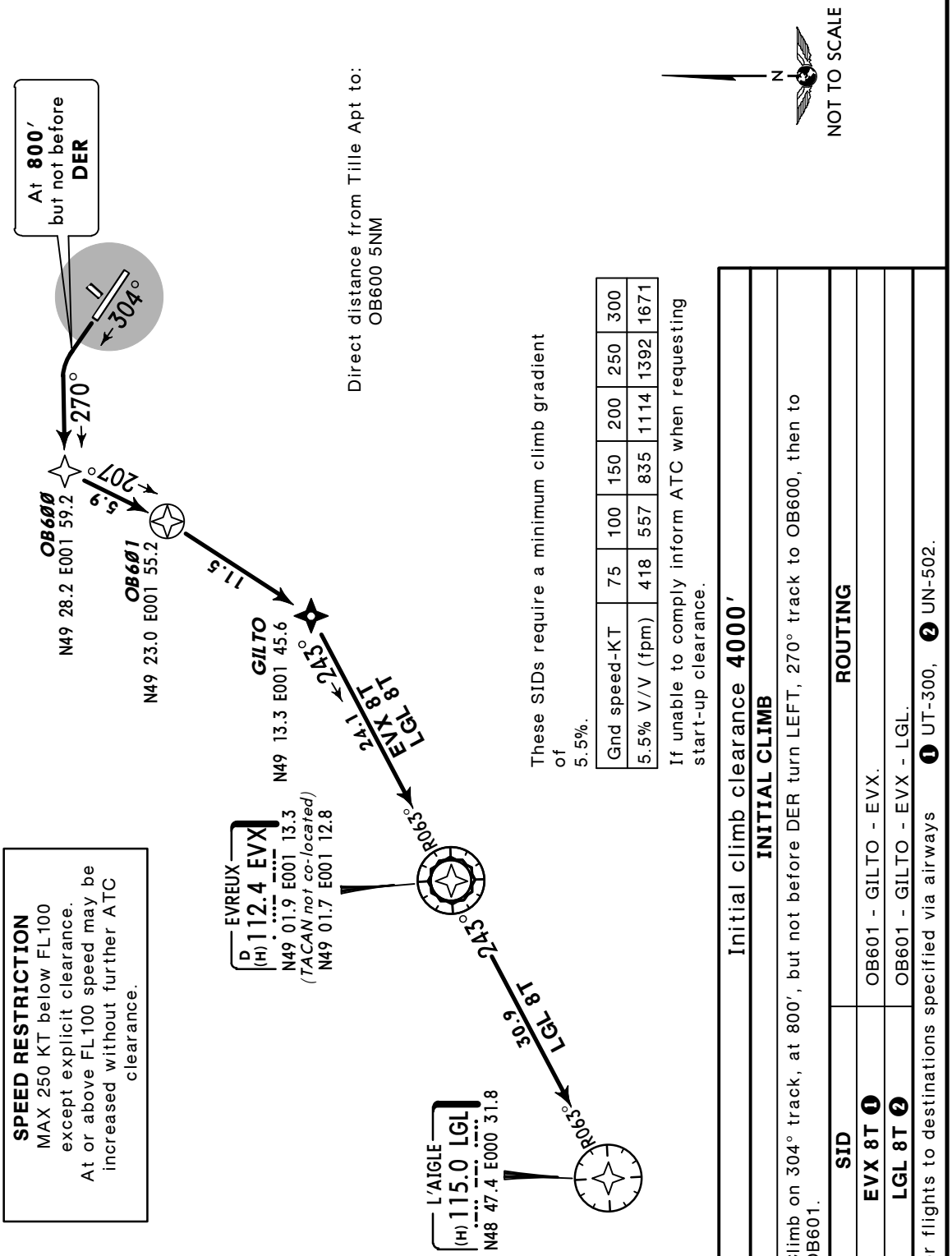
EVX 8T, LGL 8T
RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS & PROPS ABOVE FL115



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 except explicit clearance.
At or above FL100 speed may be increased without further ATC 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 8T ❶	OB601 - GILTO - EVX.
LGL 8T ❷	OB601 - GILTO - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: RNAV SIDs renumbered.

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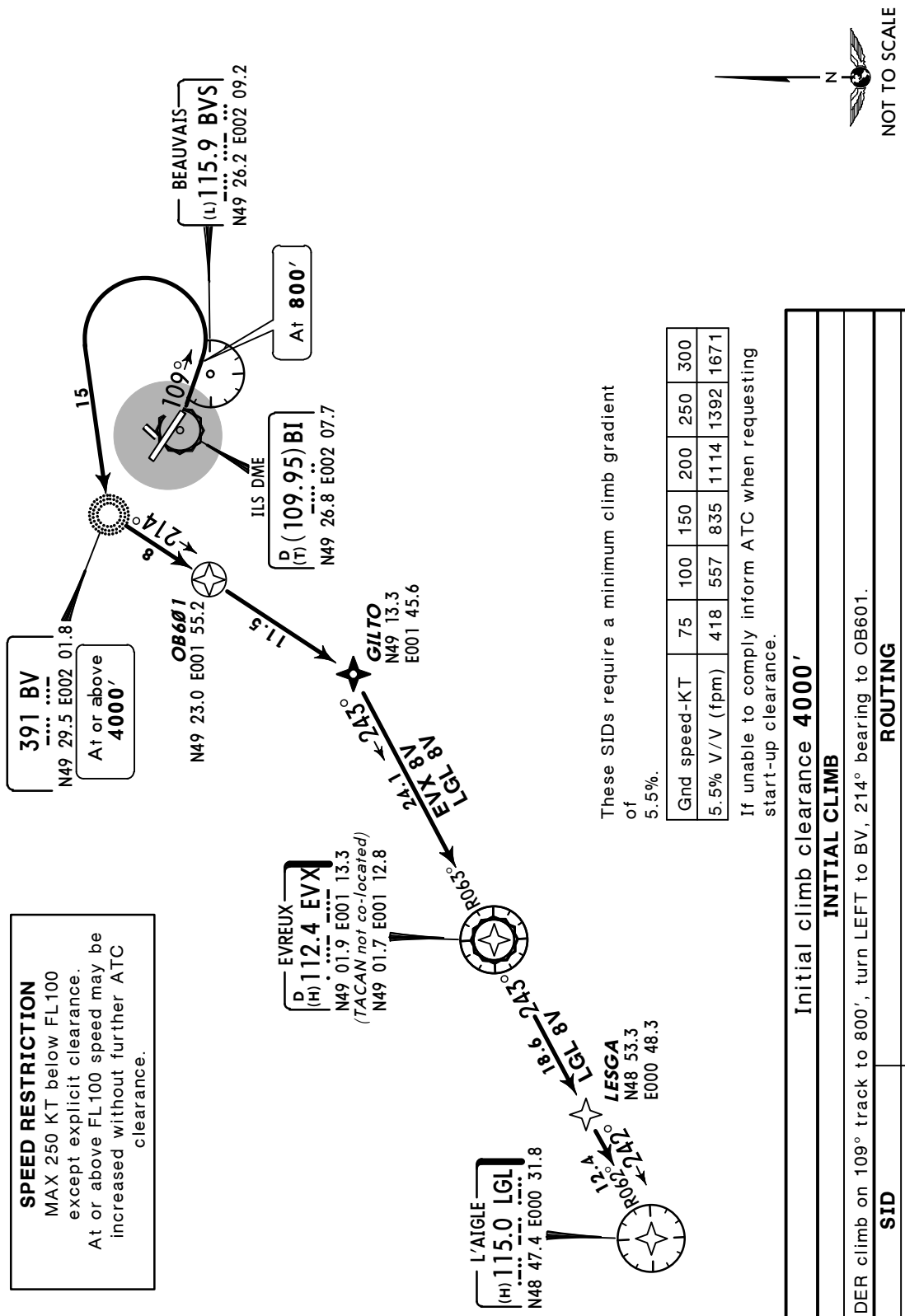
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 8V, LGL 8V
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS & PROPS ABOVE FL115



CHANGES: RNAV SIDs renumbered & revised.

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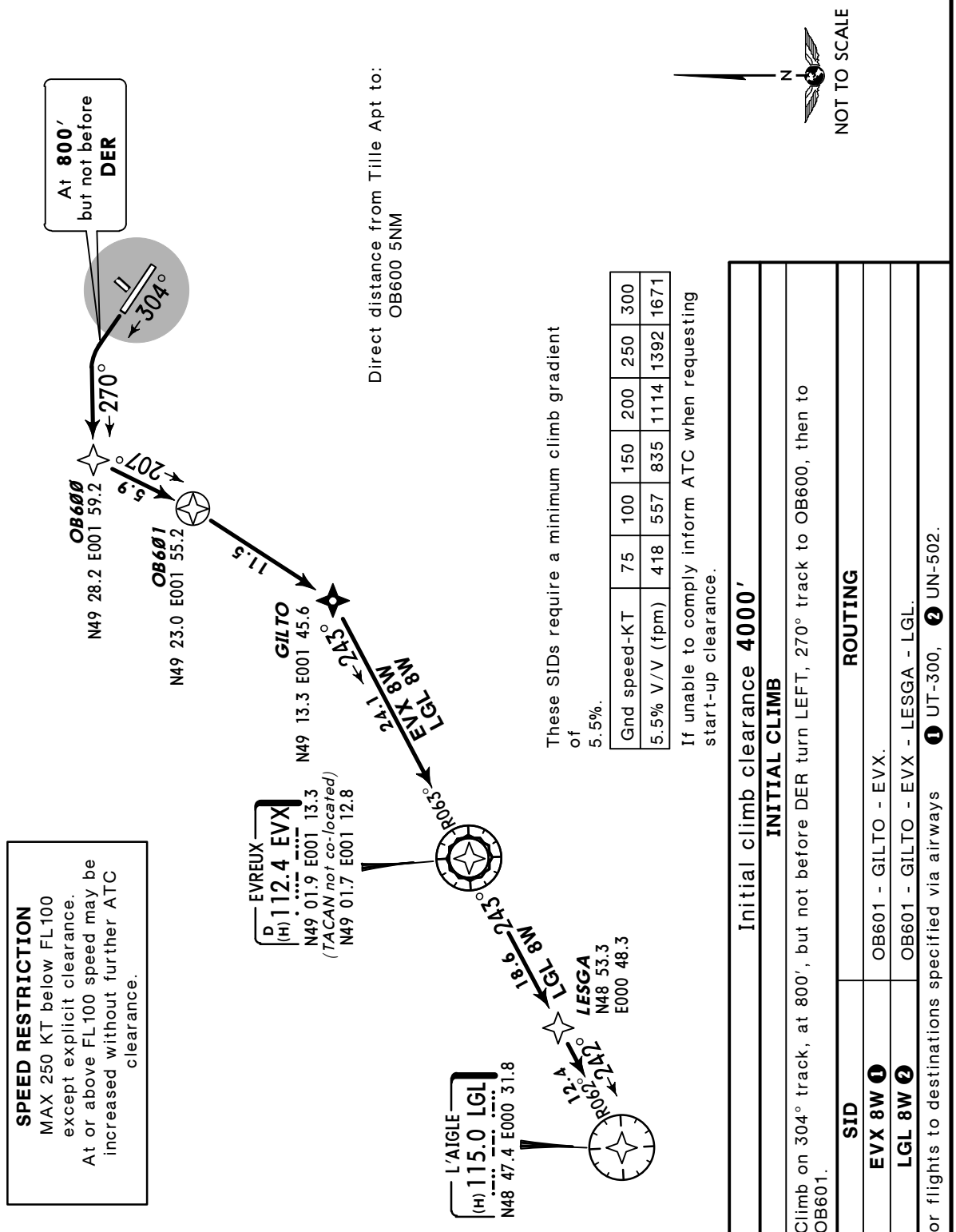
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. Runway 12 is preferential except for operational conditions. 3. SIDs are also minimum noise routings. 4. Generally the flight must be performed so as to reach 3000′ as fast as possible.

EVX 8W, LGL 8W
RWY 30 RNAV DEPARTURES
LFPG WEST CONFIGURATION
JETS & PROPS ABOVE FL115



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

CHANGES: RNAV SIDs renumbered & revised.

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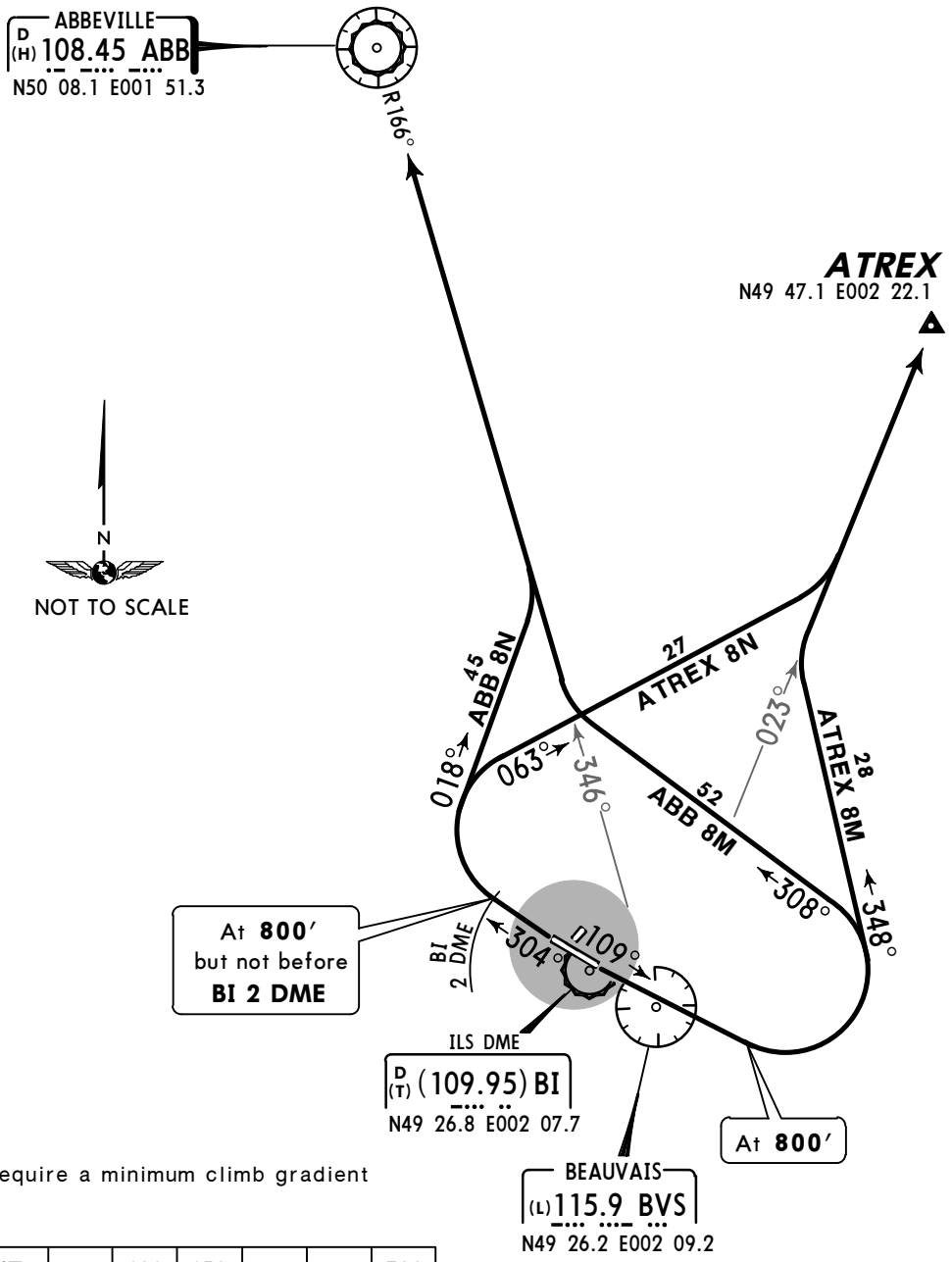
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings.

ABB 8M, ABB 8N
ATREX 8M *[ATRE8M]*, ATREX 8N *[ATRE8N]*
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 8M	**12**	At DER climb on 109° track to 800′, turn LEFT, 308° track, intercept BVS R-346 to ABB.
ABB 8N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 018° track, intercept BVS R-346 to ABB.
ATREX 8M ❶	**12**	At DER climb on 109° track to 800′, turn LEFT, 348° track, intercept BVS R-023 to ATREX.
ATREX 8N ❶	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 063° track, intercept BVS R-023 to ATREX.

❶ SID allows the junction with RNAV routes.

CHANGES: SIDs renumbered.

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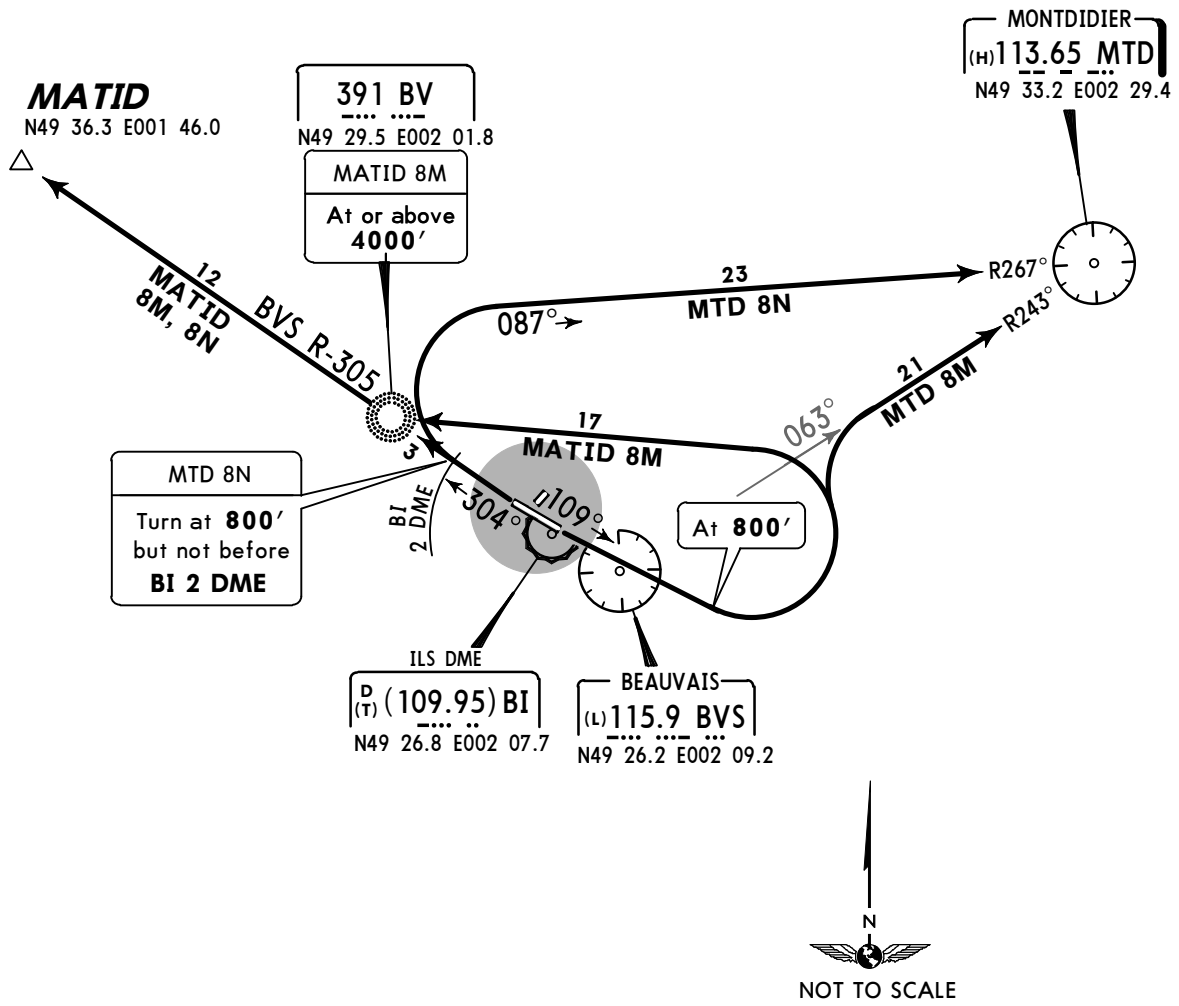
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings.

MATID 8M *[MATI8M]*, MATID 8N *[MATI8N]*
MTD 8M, MTD 8N
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 8M ❶	**12**	At DER climb on 109° track to 800′, turn LEFT to BV, intercept BVS R-305 to MATID.
MATID 8N ❶	**30**	Climb on 304° track to 1400′, intercept BVS R-305 to MATID.
MTD 8M	**12**	At DER climb on 109° track to 800′, turn LEFT, intercept BVS R-063 to MTD.
MTD 8N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, intercept MTD R-267 inbound to MTD.

❶ For flights to LFOP only.

CHANGES: SIDs renumbered.

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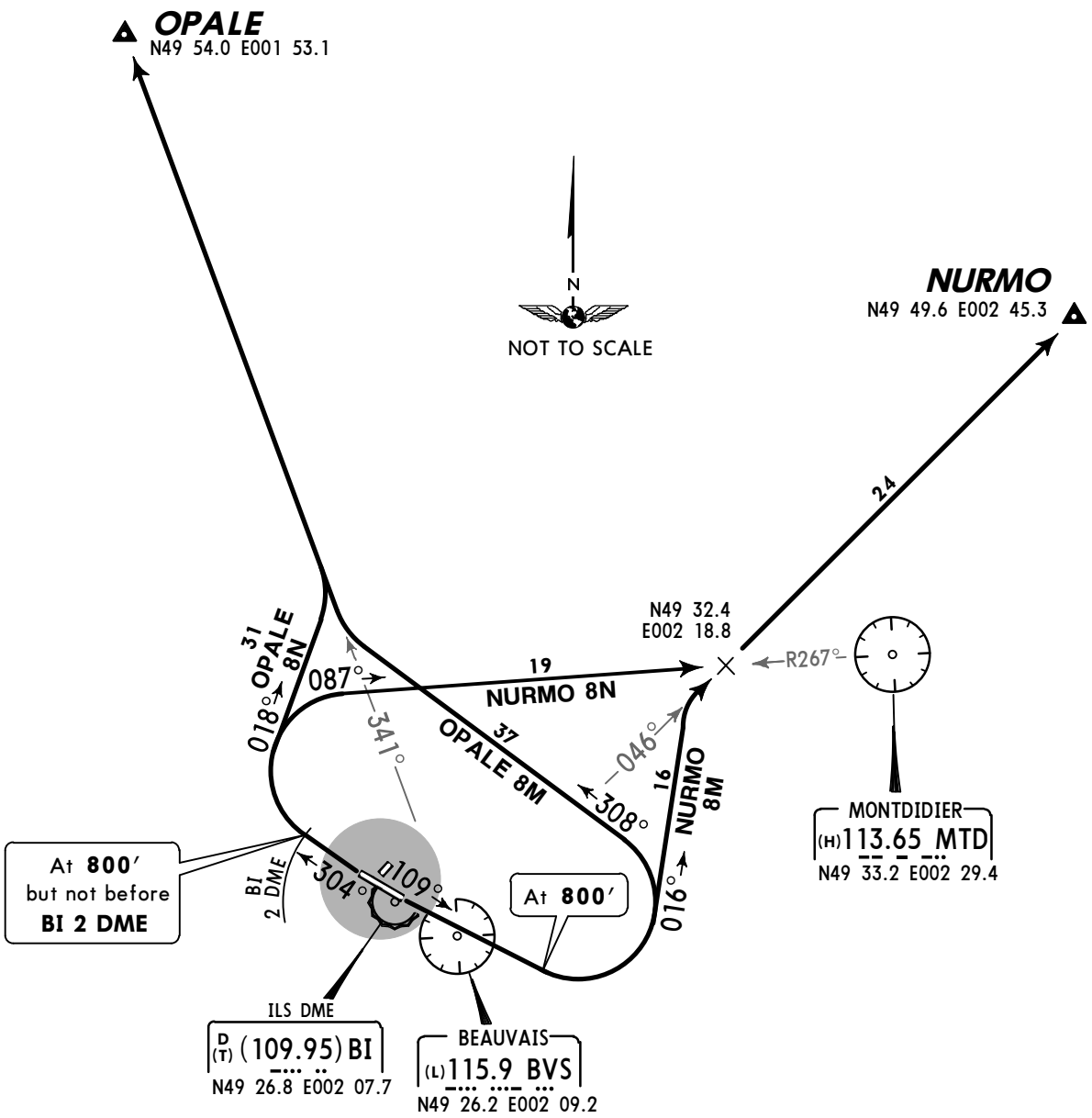
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings.

NURMO 8M *[NURM8M]*, NURMO 8N *[NURM8N]*
OPALE 8M *[OPAL8M]*, OPALE 8N *[OPAL8N]*
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
NURMO 8M	**12**	At DER climb on 109° track to 800′, turn LEFT, 016° track, intercept BVS R-046 to NURMO.
NURMO 8N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, intercept MTD R-267 inbound, intercept BVS R-046 to NURMO.
OPALE 8M	**12**	At DER climb on 109° track to 800′, turn LEFT, 308° track, intercept BVS R-341 to OPALE.
OPALE 8N	**30**	Climb on 304° track, at 800′ but not before BI 2 DME turn RIGHT, 018° track, intercept BVS R-341 to OPALE.

CHANGES: SIDs renumbered.

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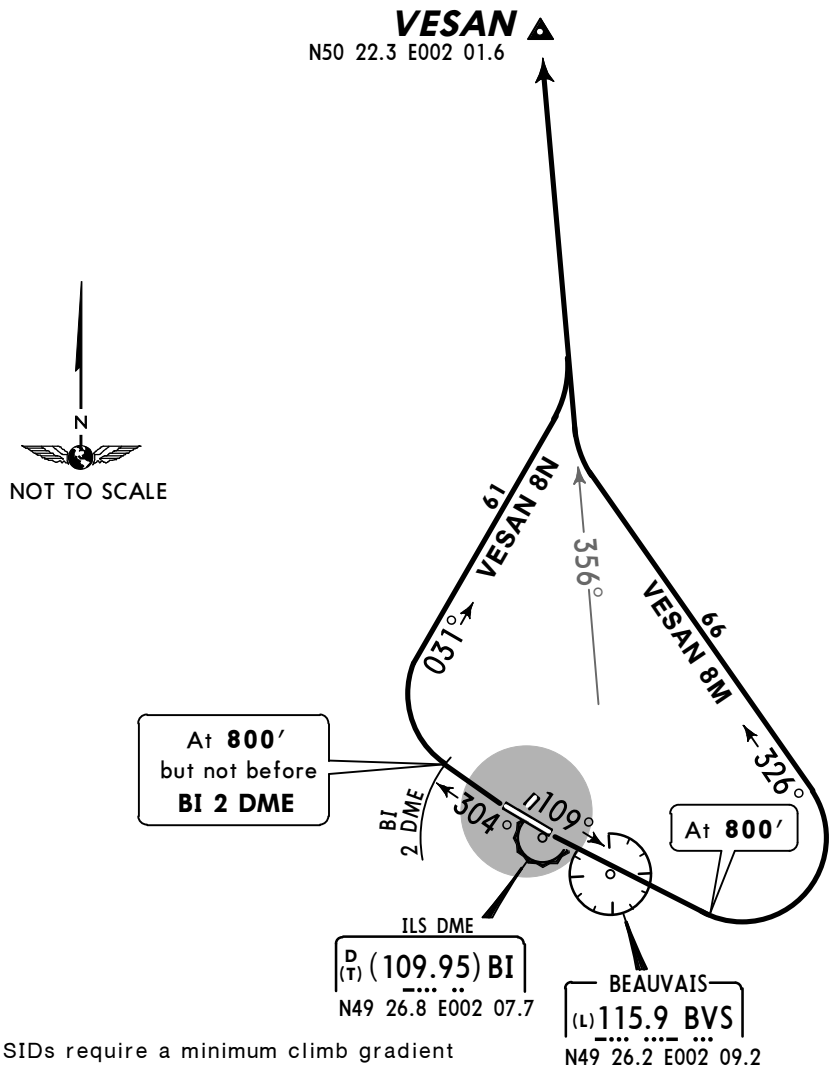
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ SIDs are also minimum noise routings.

VESAN 8M *[VESA8M]*, VESAN 8N *[VESA8N]*
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 8M	**12**	At DER climb on 109° track to 800′, turn LEFT, 326° track, intercept BVS R-356 to VESAN.
VESAN 8N	**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.

CHANGES: SIDs renumbered.

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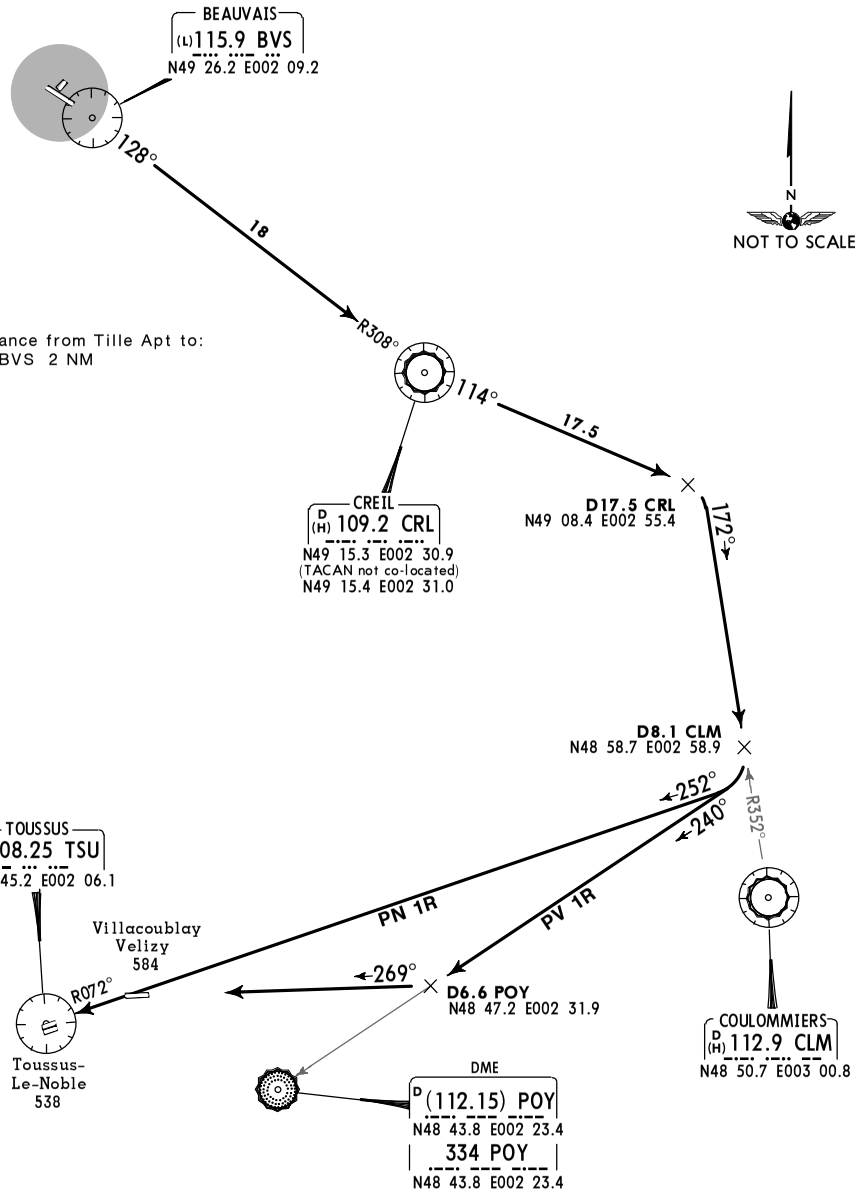
Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings. 2. POGO departures do not include holding procedures. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. Users of POGO routes connecting Beauvais to Toussus-Le-Noble and Villacoublay must plan their arrival before 0730LT, between 1230-1630LT and after 2000LT.

Initial climb clearance **3000′**

SID	ROUTING
PN 1R	After omnidirectional departure intercept BVS R-128 to CRL, turn LEFT, CRL R-114 to D17.5 CRL, turn RIGHT, intercept CLM R-352 inbound to D8.1 CLM, turn RIGHT, intercept TSU R-072 inbound to intercept final of last cleared and confirmed approach.
PV 1R	After omnidirectional departure intercept BVS R-128 to CRL, turn LEFT, CRL R-114 to D17.5 CRL, turn RIGHT, intercept CLM R-352 inbound to D8.1 CLM, turn RIGHT, intercept 240° bearing to D6.6 POY, turn RIGHT, 269° track to intercept final of last cleared and confirmed approach.

PN 1R, PV 1R
RWYS 12, 30 DEPARTURES (POGO)

SPEED: MAX 220 KT



Direct distance from Tille Apt to:
BVS 2 NM

DEPARTURE (POGO)
Easterly operations at LFPG & westerly operations at LFPO.

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

CHANGES: POGO SIDs renumbered.

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Apt Elev 359′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings. 2. POGO departures do not include holding procedures. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. Users of POGO routes connecting Beauvais to Toussus-Le-Noble and Villacoublay must plan their arrival before 0730LT, between 1230-1630LT and after 2000LT.

Initial climb clearance **4000′**

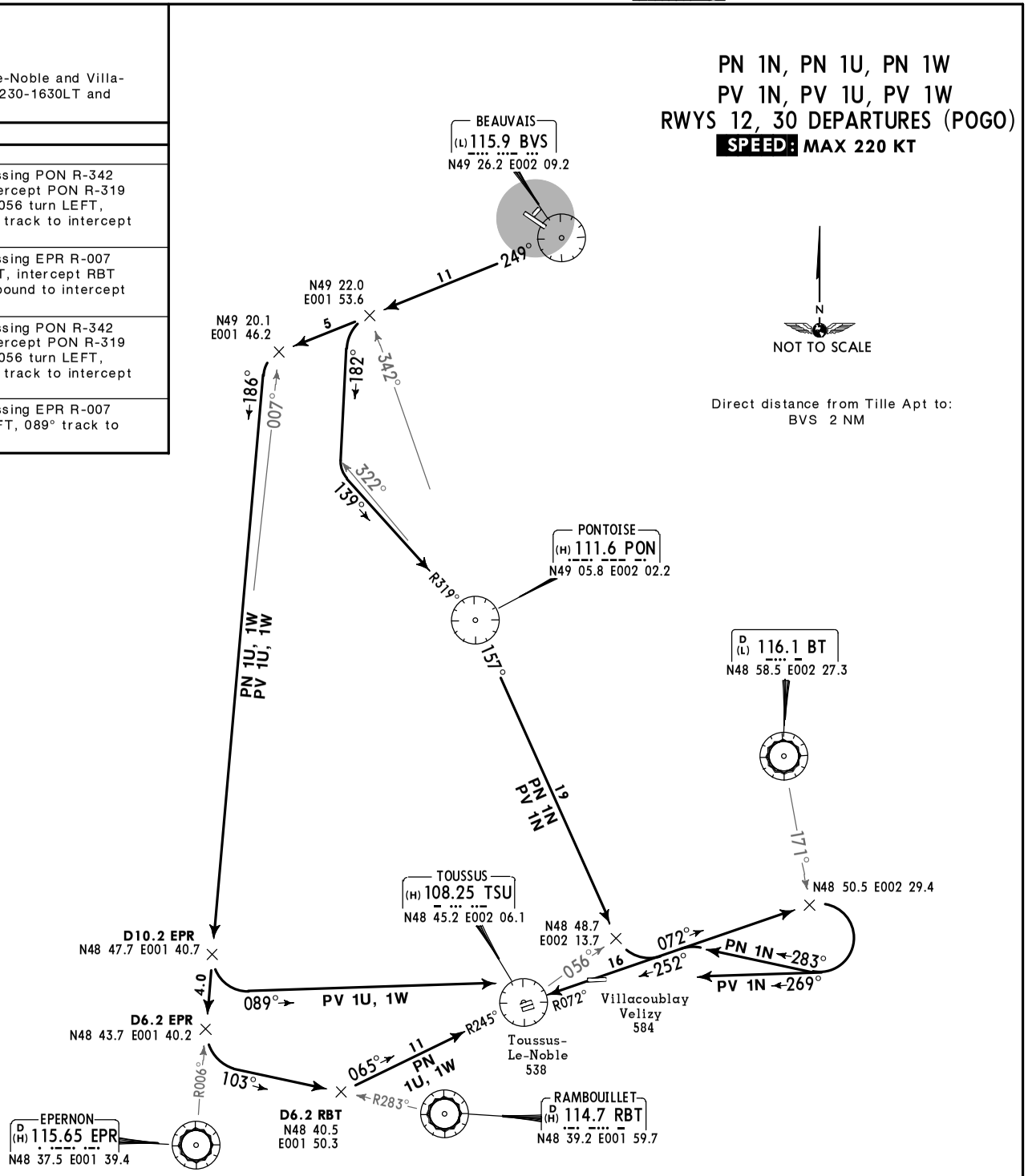
SID	ROUTING
PN 1N	After omnidirectional departure intercept BVS R-249, when passing PON R-342 turn LEFT, 182° track, when passing PON R-322 turn LEFT, intercept PON R-319 inbound to PON, turn RIGHT, PON R-157, when passing TSU R-056 turn LEFT, intercept TSU R-072, when passing BT R-171 turn RIGHT, 283° track to intercept final of last cleared and confirmed approach.
PN 1U, 1W	After omnidirectional departure intercept BVS R-249, when passing EPR R-007 turn LEFT, intercept EPR R-006 inbound, at D6.2 EPR turn LEFT, intercept RBT R-283 inbound, at RBT D6.2 turn LEFT, intercept TSU R-245 inbound to intercept final of last cleared and confirmed approach.
PV 1N	After omnidirectional departure intercept BVS R-249, when passing PON R-342 turn LEFT, 182° track, when passing PON R-322 turn LEFT, intercept PON R-319 inbound to PON, turn RIGHT, PON R-157, when passing TSU R-056 turn LEFT, intercept TSU R-072, when passing BT R-171 turn RIGHT, 269° track to intercept final of last cleared and confirmed approach.
PV 1U, 1W	After omnidirectional departure intercept BVS R-249, when passing EPR R-007 turn LEFT, intercept EPR R-006 inbound, at D10.2 EPR turn LEFT, 089° track to intercept final of last cleared and confirmed approach.

DEPARTURE (POGO) DESIGNATION
Letter **N:** Westerly operations at LFPG & LFPO.
Letter **U:** Easterly operations at LFPG & LFPO.
Letter **W:** Easterly operations at LFPO & westerly operations at LFPG.

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



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LFOB/BVA

Apt Elev **359′**

N49 27.3 E002 06.8

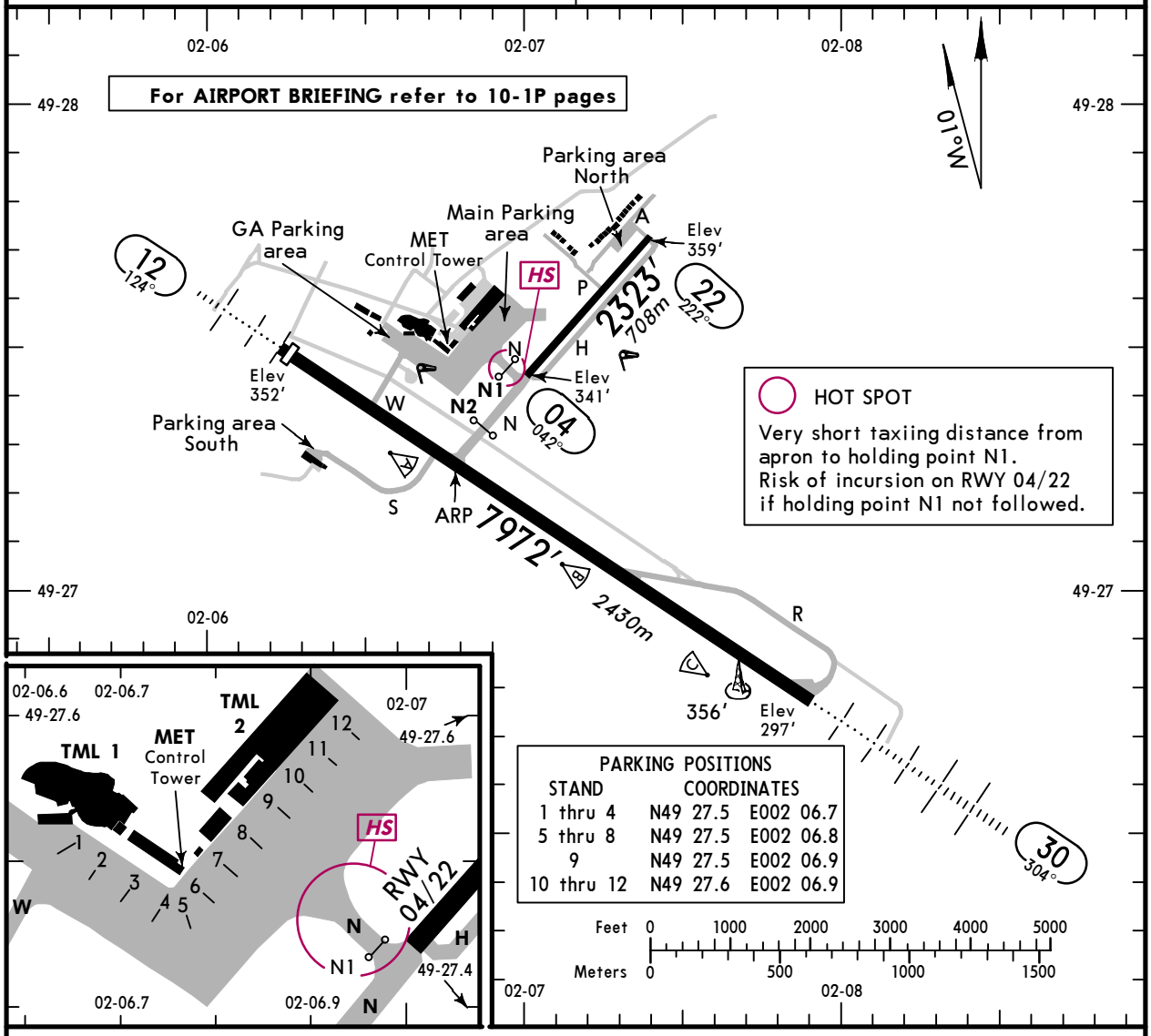
JEPPESEN

7 NOV 14 (10-9) **Eff 13 Nov**

BEAUVAIS, FRANCE

TILLE

*ATIS	*BEAUVAIS Tower
118.37	121.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04 / 22					59′ *18m*
12	HIRL *(60m)* CL *(15m)* HIALS TDZ PAPI-L ❶ RVR	7828′ *2386m*	6613′ *2016m*	❷	148′ *45m*
30	HIRL *(60m)* CL *(15m)* HIALS RVR		7152′ *2180m*		

❶ (angle 3.0°)

❷ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 7972′ (2430m)

twy W int 6667′ (2032m)

Standard

TAKE-OFF ❶

	Rwy 12/30 LVP must be in force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m* ❷	*200m* ❷	*250m* ❷	*400m*	*500m*
B					
C					
D	*200m* ❷	*250m* ❷	*300m* ❷		

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

❷ Rwy 30: 350m.

CHANGES: Twy L withdrawn. Notes moved to 10-1P.

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BEAUVAIS, FRANCE

TILLE

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 ❷❸	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 ❺				
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 ❻	800m

❺ Without LVP 400m are stipulated.
❻ Or rejected take-off distance whichever is the greater.

CHANGES: CIRCLE-TO-LAND.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13
Eff 25 Jul
(11-1)

BEAUVAIS, FRANCE
ILS Z or LOC Z Rwy 12

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

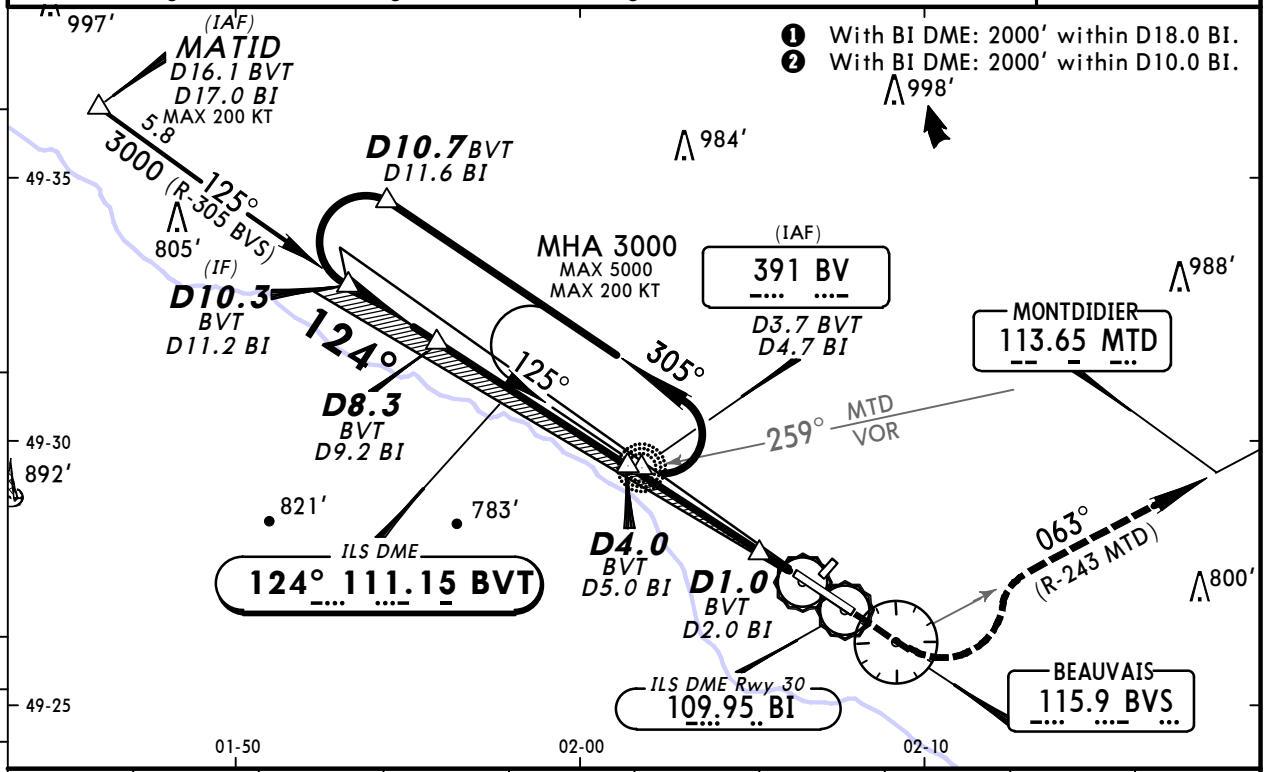
BRIEFING STRIP

LOC BVT	Final Apch Crs	GS D4.0 BVT	ILS DA(H)	Apt Elev 359'
111.15	124°	1620' (1268')	552' (200')	RWY 352'

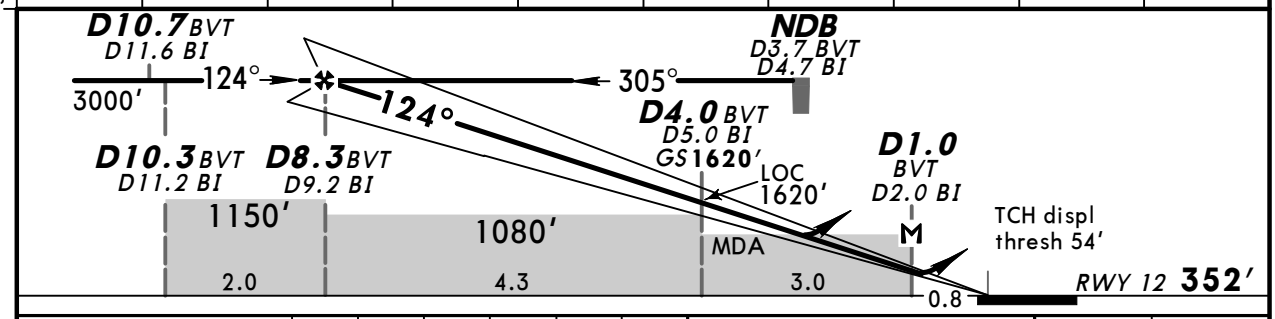
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.
Do not turn before MAP. Climb to 1600' prior to level acceleration.

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.

MSA BV NDB
2400' ❶
2400' ❷ 248° 293°



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 BVT/D2.0 BI						

HIALS
PAPI
900'

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 552'(200') FULL/Limited	ILS DA(H) 552'(200') ALS out	LOC (GS out) CDFA DA/MDA(H) ❶ 760'(408')	LOC (GS out) CDFA DA/MDA(H) ❶ 760'(408') ALS out
A	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B				
C				RVR 1800m
D				

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860'(508') 1500m	1000'(648') 1500m
135	900'(548') 1600m	1040'(688') 1600m
C	PROHIBITED	
D		

PANS OPS

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

CHANGES: New procedure.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13
Eff 25 Jul
11-1A

BEAUVAIS, FRANCE
CAT III ILS Z Rwy 12

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

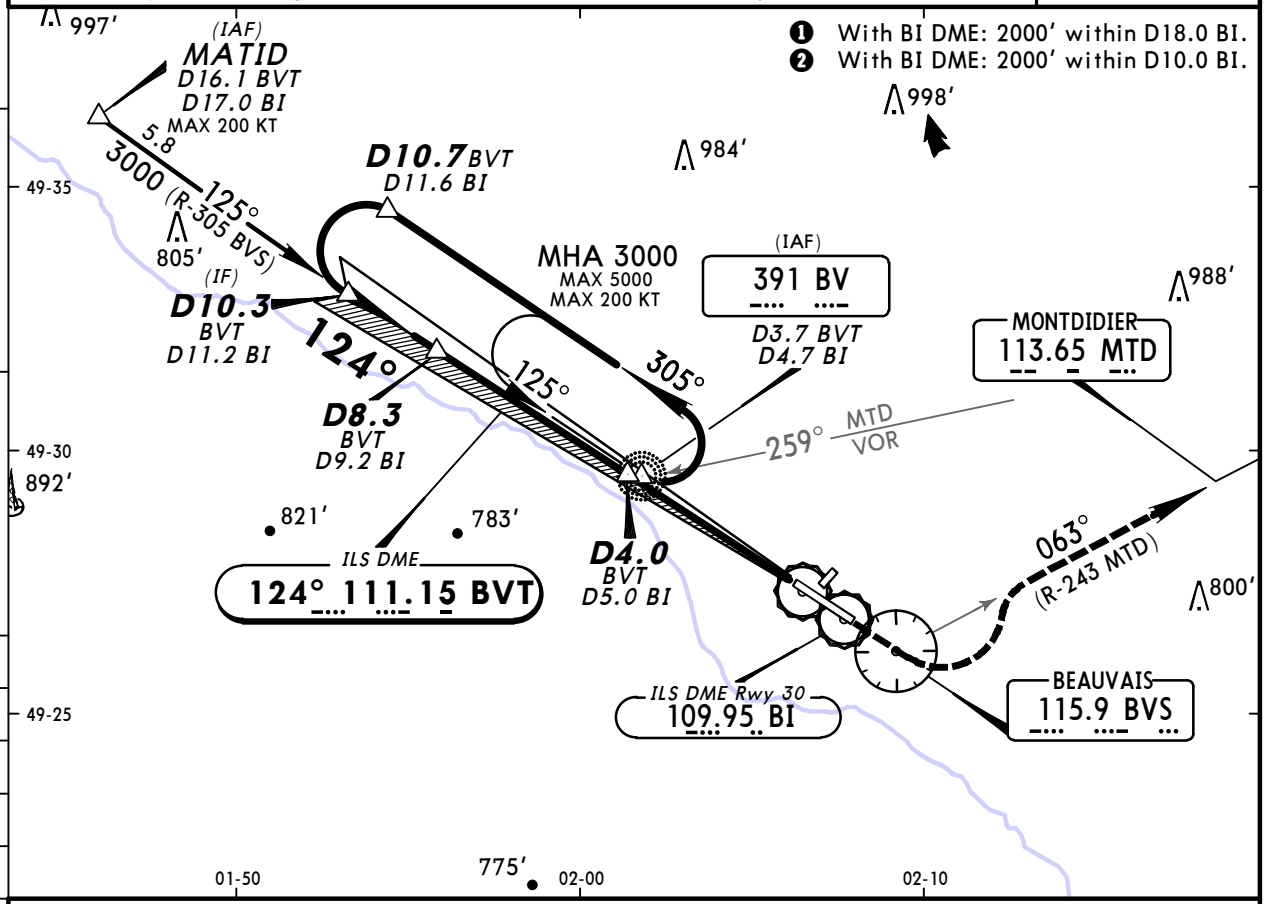
BRIEFING STRIP

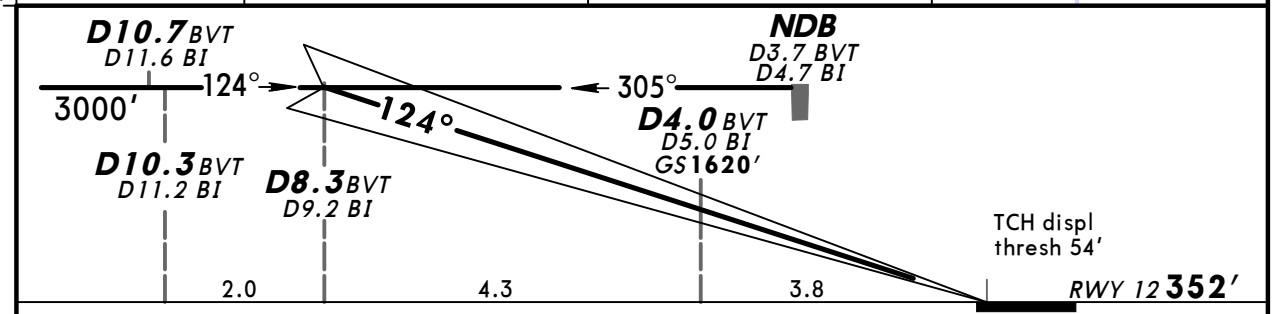
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 359′
BVT	Apch Crs	D4.0 BVT	Refer to Minimums	RWY 352′
111.15	124°	1620′ (1268′)		

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′.
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. Special Aircrew and Acft Certification required.

MSA BV NDB: 2400′ ❶; 248°–293°: 2400′ ❷





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI
900′

Standard STRAIGHT-IN LANDING RWY 12

PANS OPS

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	
RVR 200m	PROHIBITED

CHANGES: New procedure.

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LFOB/BVA
TILLE

JEPPESEN
1 NOV 13
Eff 14 Nov
(11-2)

BEAUVAIS, FRANCE
ILS Y or LOC Y Rwy 12

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

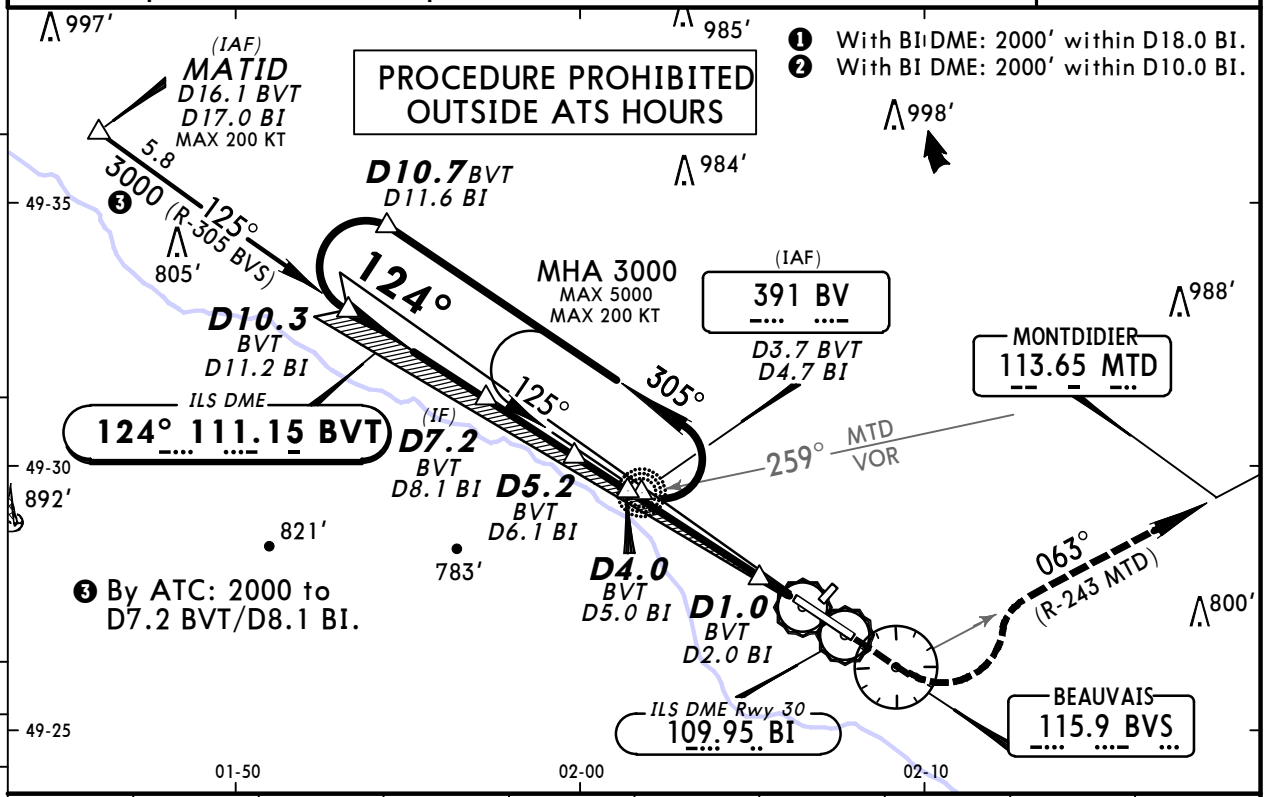
BRIEFING STRIP™

LOC BVT	Final Apch Crs	GS D4.0 BVT	ILS DA(H)	Apt Elev 359'
111.15	124°	1620' (1268')	552' (200')	RWY 352'

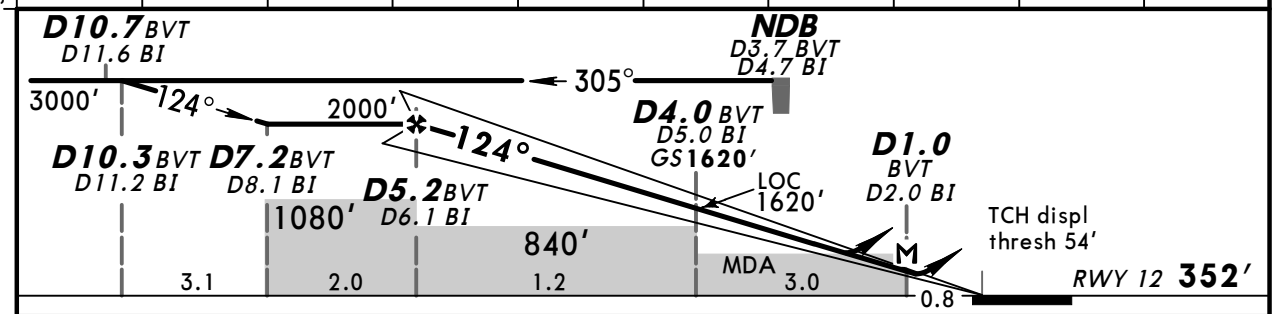
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.
Do not turn before MAP. Climb to 1600' prior to level acceleration.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'
1. VOR required. 2. LOC: **DME required.**

MSA BV NDB: 2400' ❶ (248°–293°), 2400' ❷



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 BVT/D2.0 BI						

HIALS
PAPI
900'

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 552'(200') FULL/Limited	ILS DA(H) 552'(200') ALS out	LOC (GS out) CDFA DA/MDA(H) ❶ 760'(408')	LOC (GS out) CDFA DA/MDA(H) ❶ 760'(408') ALS out
A	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B				
C				RVR 1800m
D				

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H)	VIS
110	860'(508')	1500m
135	900'(548')	1600m
C	PROHIBITED	
D		

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 12 displaced threshold elev of 352'.

CHANGES: Procedure altitude.

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LFOB/BVA
TILLE

JEPPESEN
1 NOV 13
Eff 14 Nov
(11-2A)

BEAUVAIS, FRANCE
CAT III ILS Y Rwy 12

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

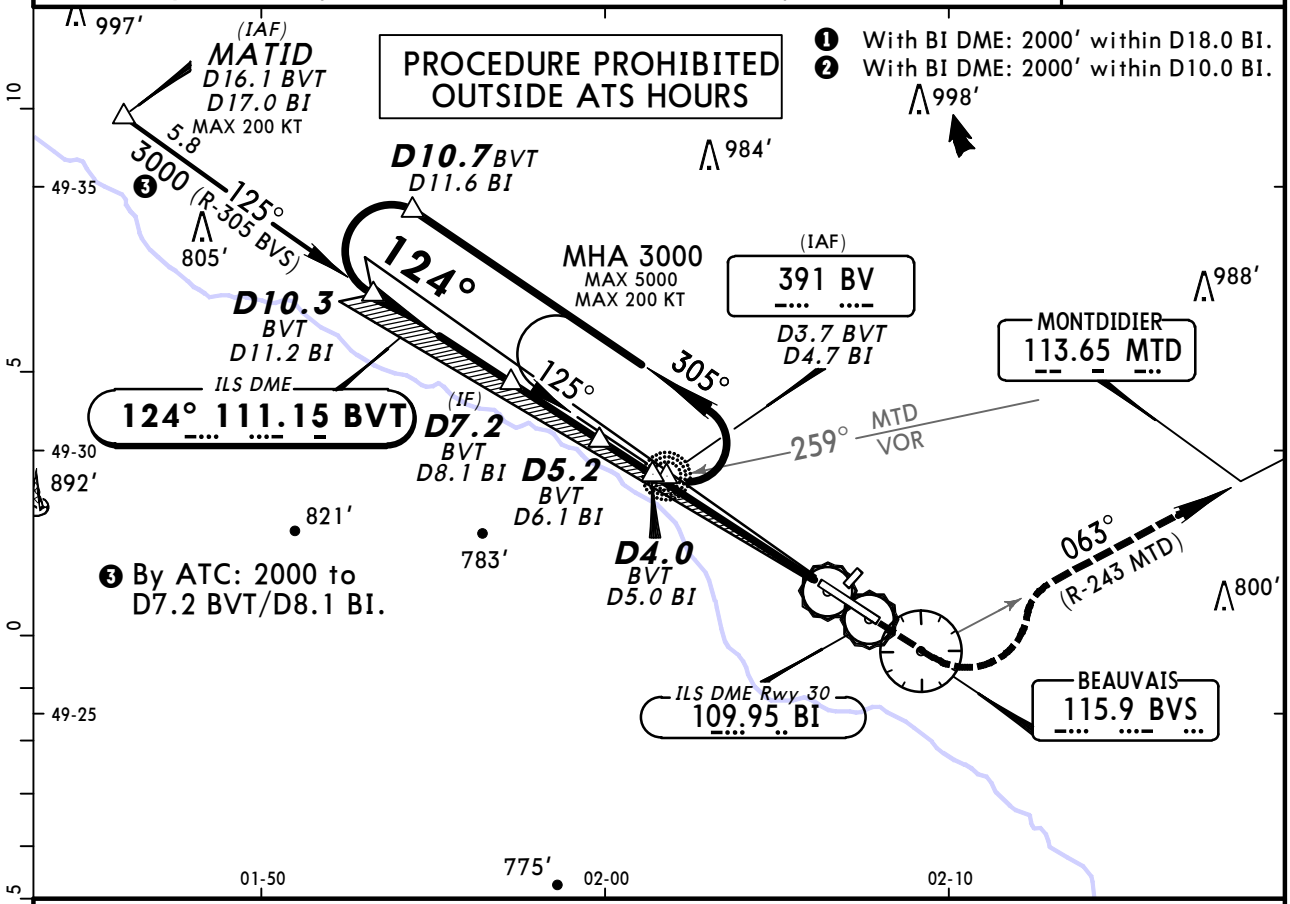
BRIEFING STRIP ™

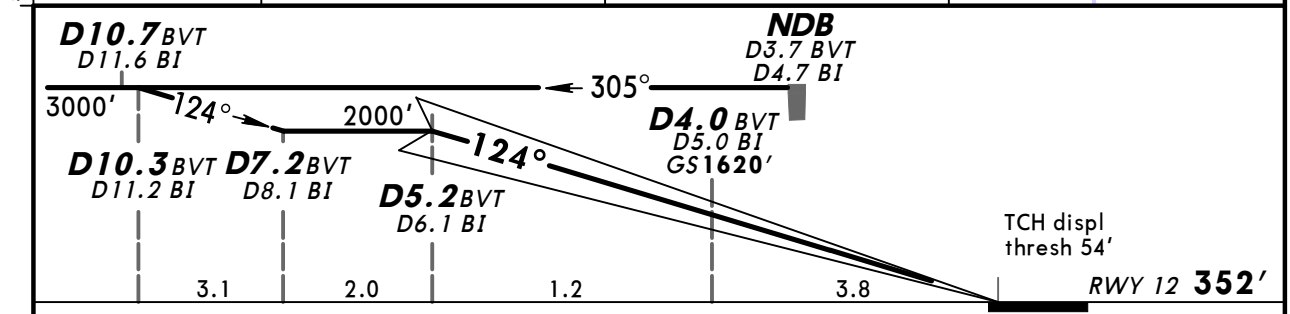
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 359′
BVT	Apch Crs	D4.0 BVT	Refer to Minimums	RWY 352′
111.15	124°	1620′ (1268′)		

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′.
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. Special Aircrew and Acft Certification required.

MSA BV NDB: 2400′ ❶ (248°–293°); 2400′ ❷





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI
900′

Standard STRAIGHT-IN LANDING RWY 12

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	
RVR 200m	PROHIBITED

PANS OPS

CHANGES: Procedure altitude.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13
Eff 25 Jul
11-3

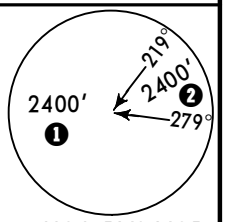
BEAUVAIS, FRANCE
ILS Z or LOC Z Rwy 30

BRIEFING STRIP

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

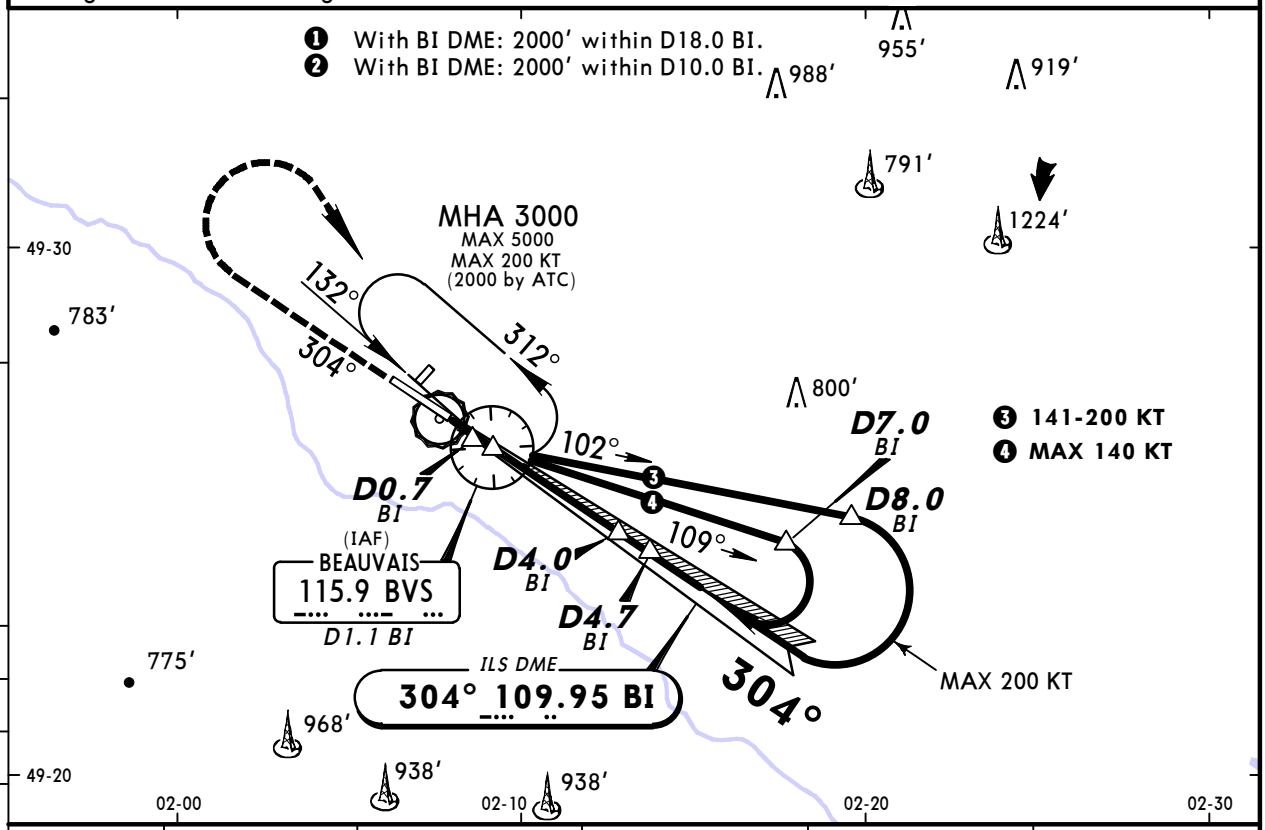
LOC BI	Final Apch Crs	GS D4.0 BI	ILS DA(H)	Apt Elev 359′
109.95	304°	1580′ (1283′)	497′ (200′)	RWY 297′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′, then turn RIGHT (MAX 220 KT) to VOR climbing to 2000′.
Do not turn before D0.7 BI. Climb to 1300′ prior to level acceleration.

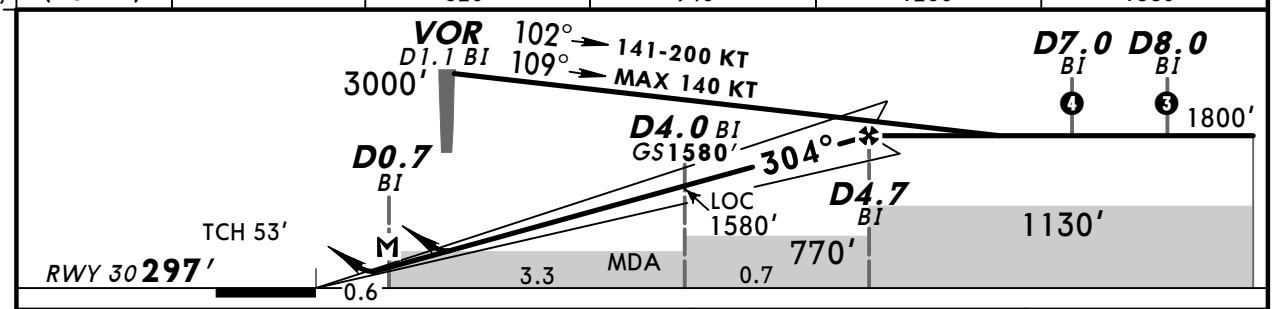


MSA BVS VOR

Alt Set: hPa Rwy Elev: 11 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)	BI DME	1.0	2.0	3.0	4.0
	ALTITUDE	620′	940′	1260′	1580′



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						

HIALS
1100′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

ILS DA(H) 497′(200′)	FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) ❶ 600′(303′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860′(563′) 1500m	1000′(703′) 1500m
135	900′(603′) 1600m	1040′(743′) 1600m
C	PROHIBITED	
D		

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297′. ❸ NIGHT: NOT AUTHORIZED.

CHANGES: Chart reindexed.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13
Eff 25 Jul
11-4

BEAUVAIS, FRANCE
ILS Y or LOC Y Rwy 30

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

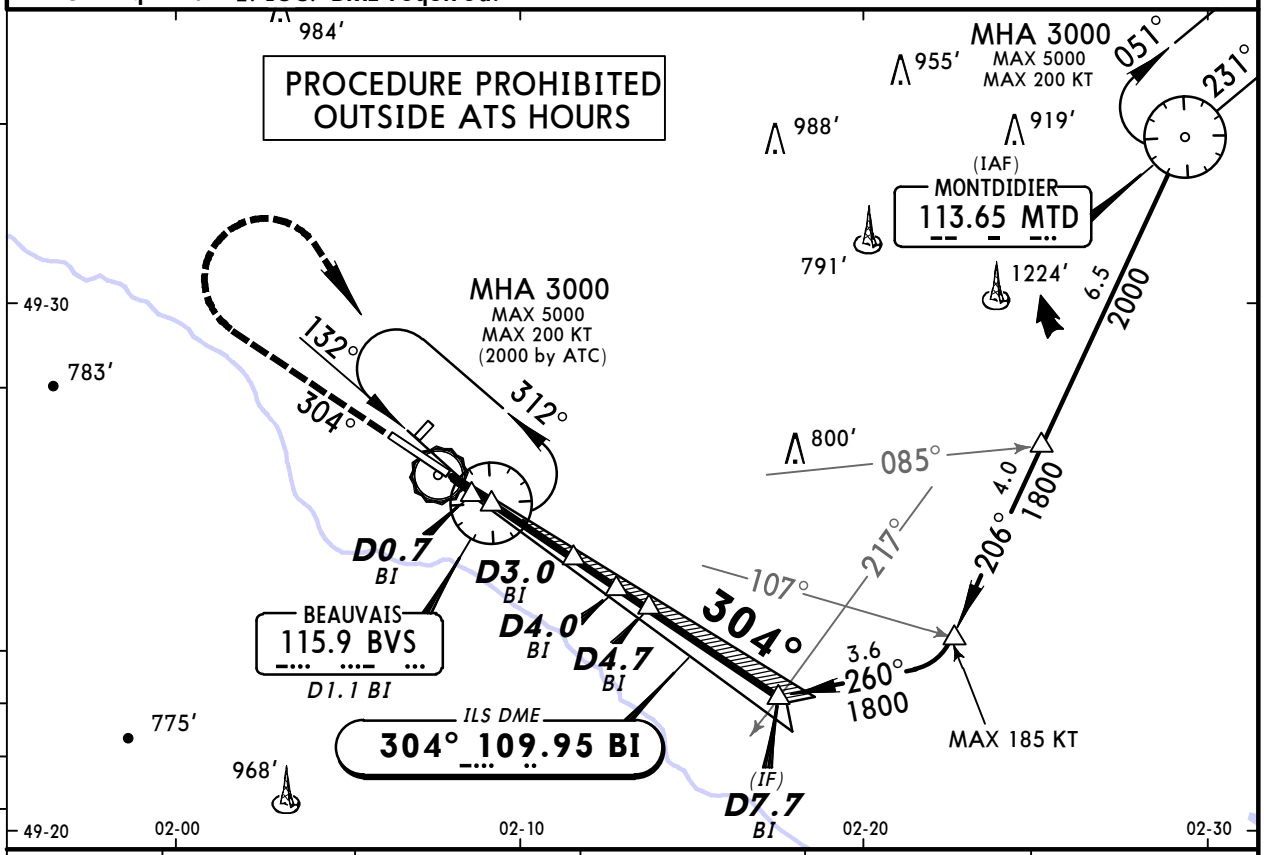
BRIEFING STRIP ™

LOC BI	Final Apch Crs	GS D4.0 BI	ILS DA(H)	Apt Elev 359' / RWY 297'
109.95	304°	1580' (1283')	497' (200')	

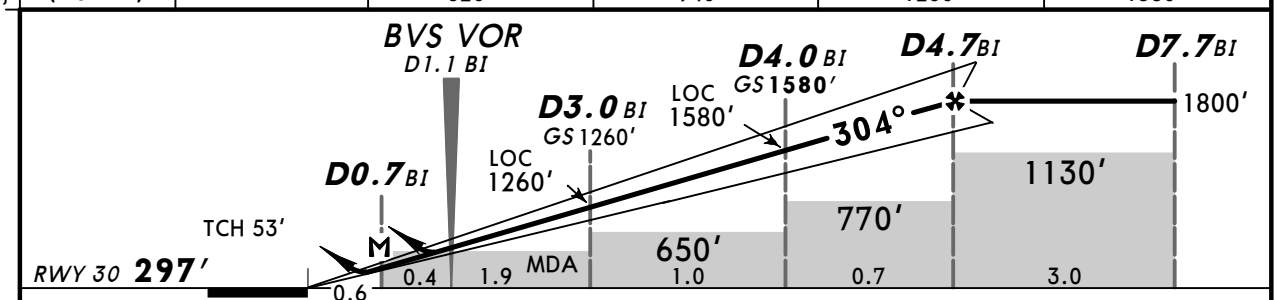
MISSED APCH: Climb STRAIGHT AHEAD to 1100', then turn RIGHT (MAX 220 KT) to BVS VOR climbing to 2000'.
Do not turn before D0.7 BI. Climb to 1300' prior to level acceleration.

3000'
MSA MTD VOR

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'
1. VOR required. 2. LOC: **DME required.**



LOC (GS out)	BI DME	1.0	2.0	3.0	4.0
	ALTITUDE	620'	940'	1260'	1580'



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						

HIALS
1100'

Standard STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 497'(200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) [1] 600'(303')	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND TO RWY 12/30 [2]

Max Kts	MDA(H)	VIS
110	860'(563')	1500m
135	900'(603')	1600m
C	PROHIBITED	
D		

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'.

CHANGES: Chart reindexed.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13
Eff 25 Jul
11-5

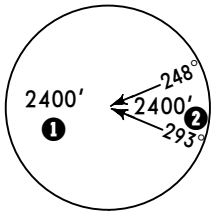
BEAUVAIS, FRANCE
ILS X or LOC X Rwy 30

BRIEFING STRIP

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

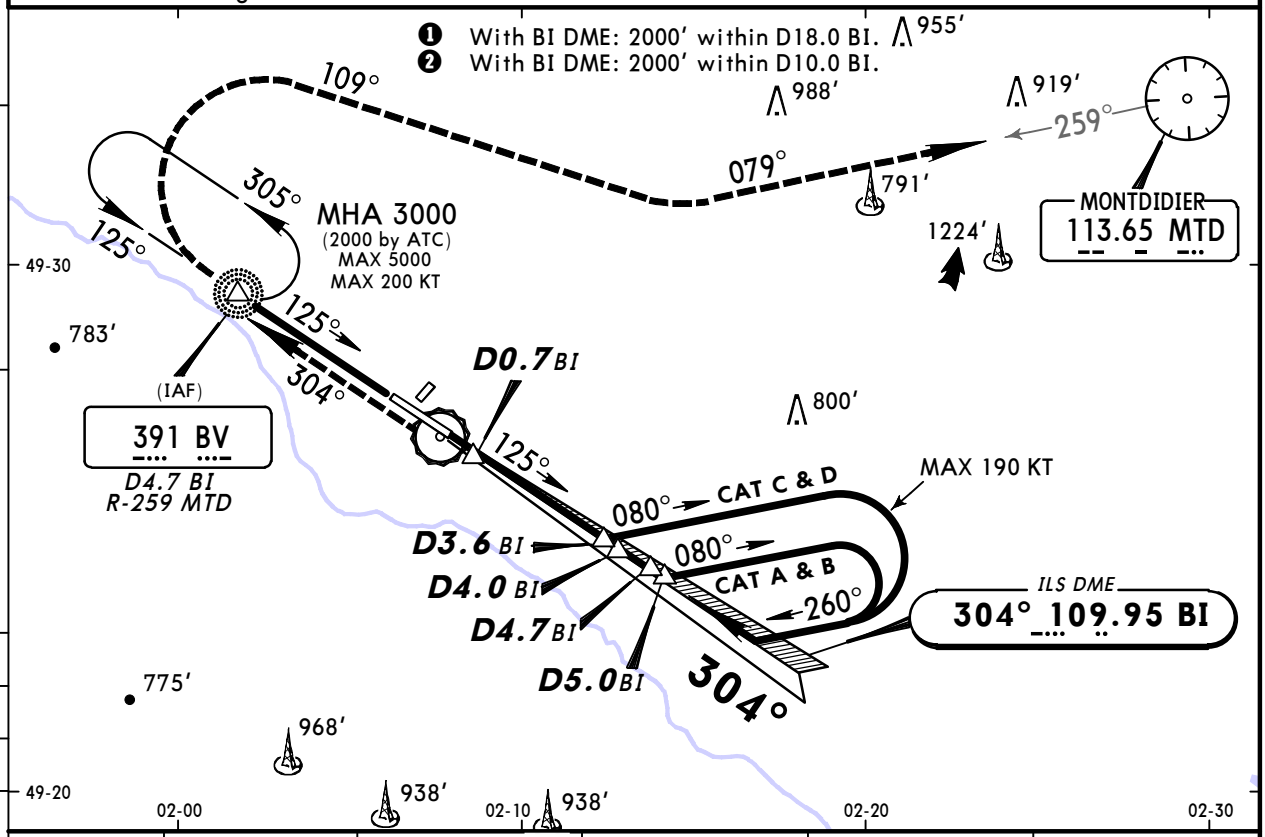
LOC BI	Final Apch Crs	GS D4.0 BI	ILS DA(H)	Apt Elev 359'
109.95	304°	1580' (1283')	497' (200')	RWY 297'

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.

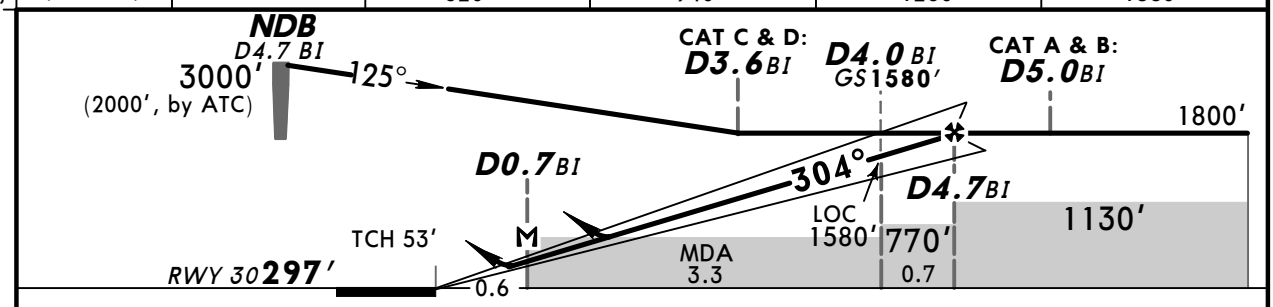


Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. VOR and DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



LOC (GS out)	BI DME	1.0	2.0	3.0	4.0
	ALTITUDE	620'	940'	1260'	1580'



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						

HIALS

BV 391

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	ILS			LOC (GS out)	
	DA(H) 497' (200')			DA/MDA(H) ❶ CDFA 600' (303')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H) VIS	W/o Local ATS ❸ MDA(H) VIS
110	860' (563') 1500m	1000' (703') 1500m
135	900' (603') 1600m	1040' (743') 1600m
C	PROHIBITED	
D		

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

CHANGES: Chart reindexed. Note.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13 (12-1) Eff 25 Jul

BEAUVAIS, FRANCE
RNAV (GNSS) Rwy 12

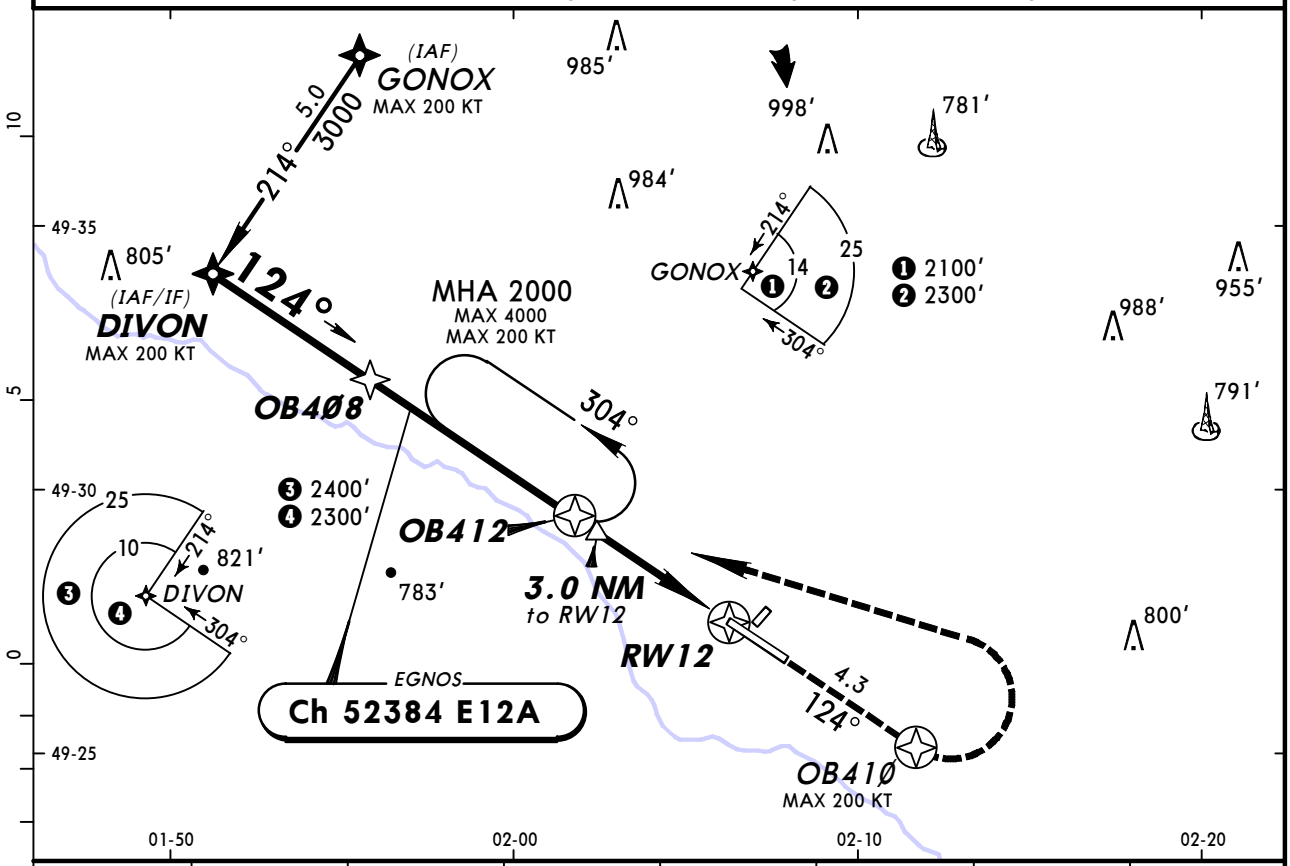
BRIEFING STRIP™

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

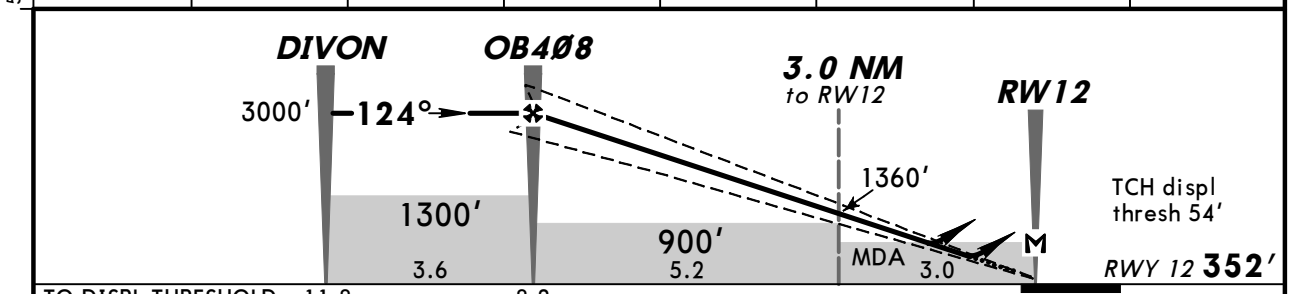
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 359′	TAA
Ch 52384 E12A	124°	OB4Ø8 3000′ (2648′)	Refer to Minimums	RWY 352′	25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD on 124° to OB41Ø, then turn LEFT direct to OB412 to enter holding climbing to 2000′, or as directed. Climb to 1400′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.



DIST to RW12	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2950′	2640′	2320′	2000′	1680′	1360′	1050′



TO DISPL THRESHOLD 11.8 8.2

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

HIALS
PAPI
OB41Ø on 124°

Standard STRAIGHT-IN LANDING RWY 12

	LPV	LNAV CDFA
DA(H)	A: 602′(250′) B: 612′(260′)	C: 622′(270′) D: 632′(280′)
DA/MDA(H)		730′(378′)

		ALS out		ALS out
A	RVR 800m	RVR 1300m	RVR 1300m	RVR 1500m
B				
C	RVR 900m			RVR 1700m
D				

CIRCLE-TO-LAND TO RWY 12/30 [1]

Max Kts	MDA(H) VIS	W/o Local ATS [2] MDA(H) VIS
110	860′(508′) 1500m	1000′(648′) 1500m
135	900′(548′) 1600m	1040′(688′) 1600m
C	PROHIBITED	
D		

PANS OPS

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

CHANGES: TAA GONOX.

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LFOB/BVA
TILLE

JEPPESEN
1 NOV 13 (13-1) Eff 14 Nov

BEAUVAIS, FRANCE
VOR Z Rwy 12

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

BRIEFING STRIP™

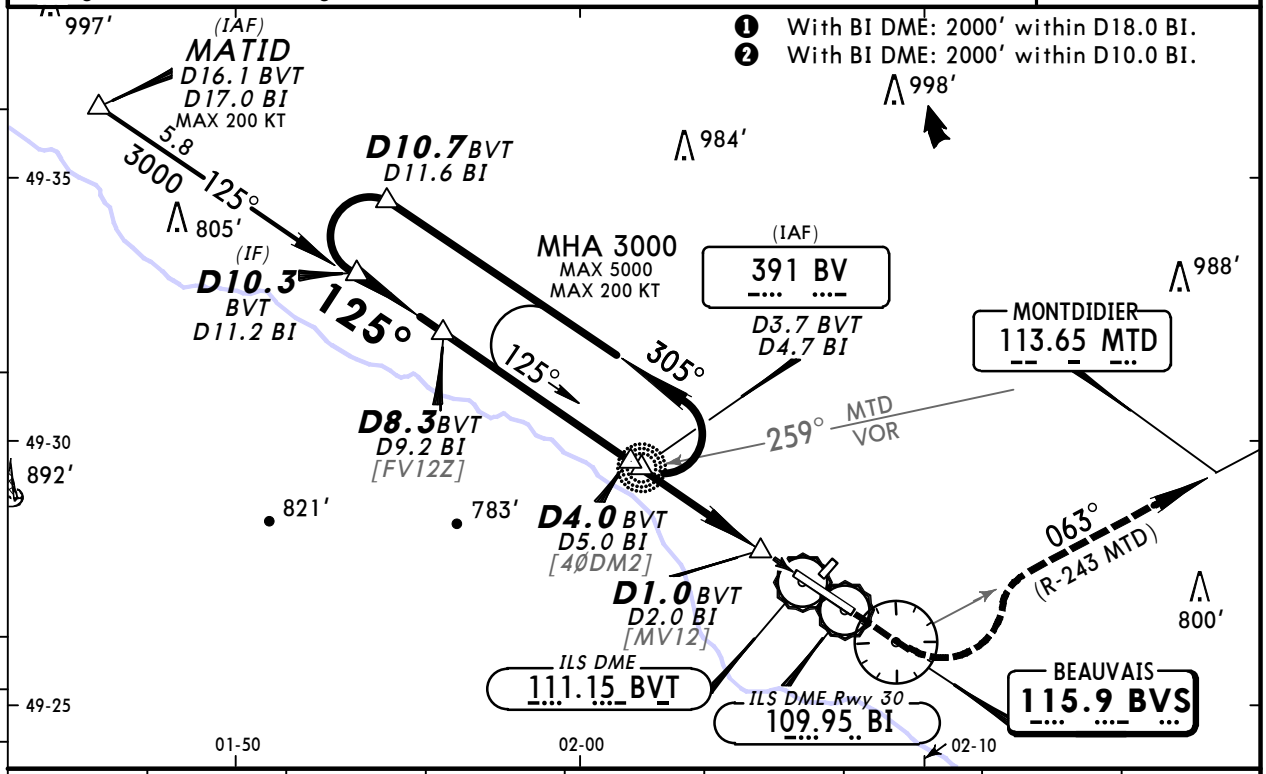
VOR BVS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
115.9	125°	D8.3 BVT 3000′ (2641′)	760′ (401′)	359′

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.

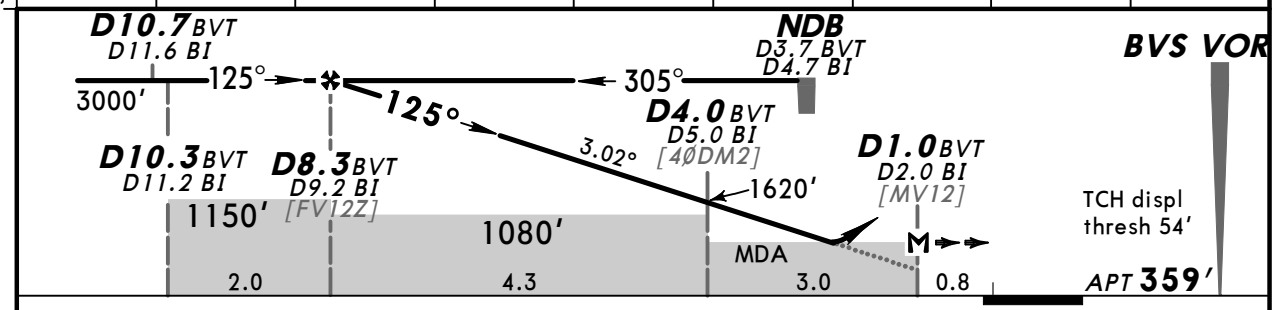
Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.

MSA BV NDB
2400′ ❶ 248° 2400′ ❷ 293°

❶ With BI DME: 2000′ within D18.0 BI.
❷ With BI DME: 2000′ within D10.0 BI.



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
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D1.0 BVT/D2.0 BI							

HIALS
PAPI
900′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) ❶ 760′ (401′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS	W/o Local ATS ❷ MDA(H)	VIS
110	860′ (501′)	1500m	1000′ (641′)	1500m
135	900′ (541′)	1600m	1040′ (681′)	1600m
C	PROHIBITED			
D				

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

CHANGES: None.

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LFOB/BVA
TILLE

JEPPESEN
1 NOV 13 (13-2) Eff 14 Nov

BEAUVAIS, FRANCE
VOR Y Rwy 12

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

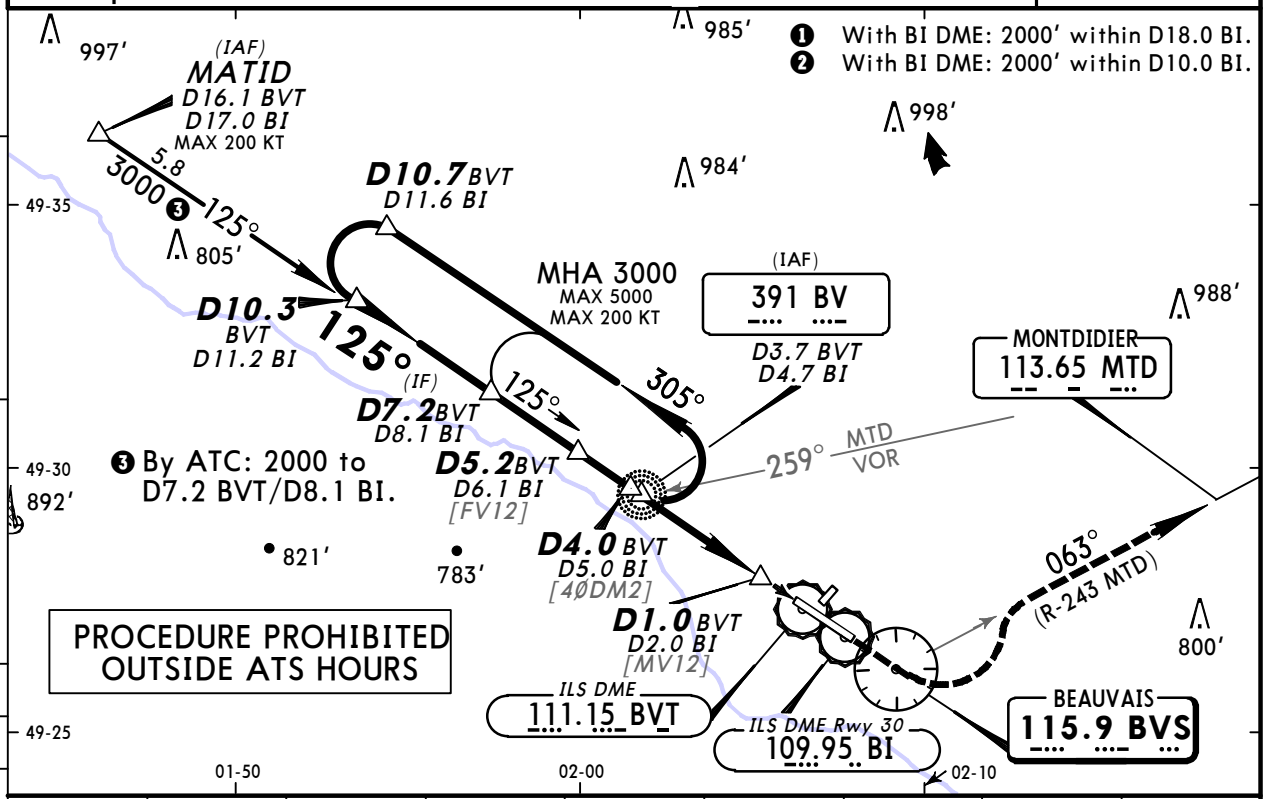
VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
BVS 115.9	125°	D5.2 BVT 2000′ (1641′)	760′ (401′)	359′

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′
DME required.

MSA BV NDB: 2400′ ❶ (248°–293°); 2400′ ❷

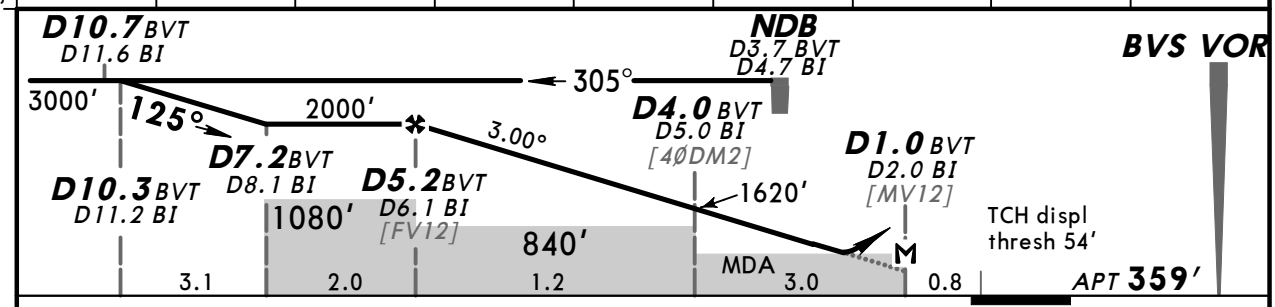
❶ With BI DME: 2000′ within D18.0 BI.
❷ With BI DME: 2000′ within D10.0 BI.



❸ By ATC: 2000 to D7.2 BVT/D8.1 BI.

PROCEDURE PROHIBITED OUTSIDE ATS HOURS

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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 BVT/D2.0 BI						

HIALS
PAPI
900′

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) ❶ 760′ (401′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS
110	860′ (501′)	1500m
135	900′ (541′)	1600m
C	PROHIBITED	
D		

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

PANS OPS

CHANGES: Procedure altitude.

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LFOB/BVA
TILLE

JEPPESEN

19 JUL 13 (13-3) Eff 25 Jul

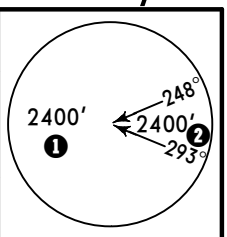
BEAUVAIS, FRANCE
VOR X Rwy 12

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

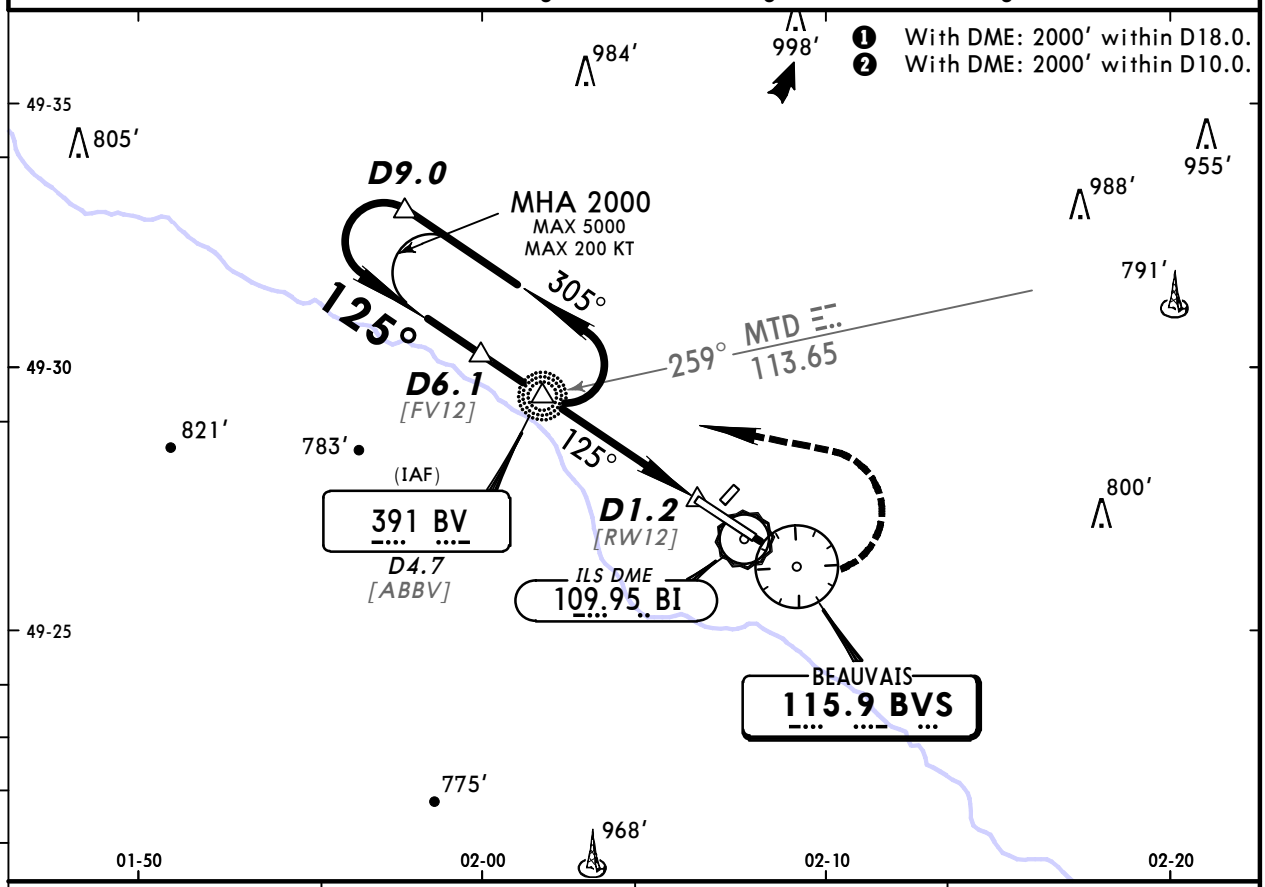
BRIEFING STRIP ™

VOR	Final Apch Crs	With DME Procedure Alt	W/o DME Procedure Alt	DA/MDA(H)	Apt Elev
BVS 115.9	125°	D6.1 2000′ (1641′)	NDB 1520′ (1161′)	760′ (401′)	359′

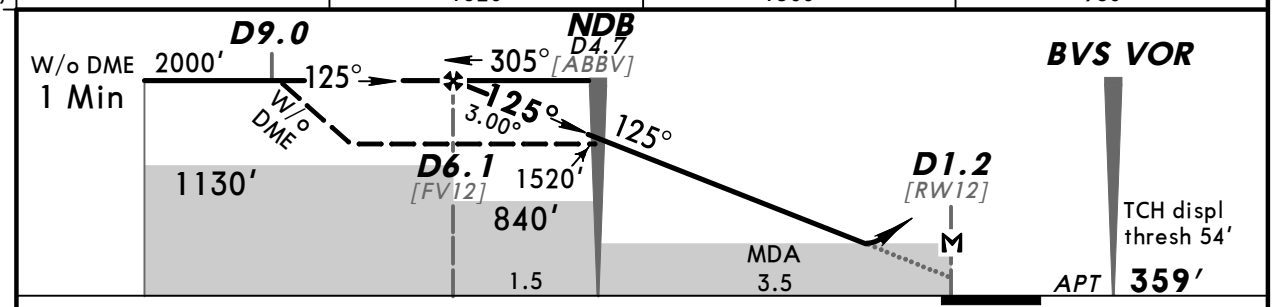
MISSED APCH: Climb on R-305 inbound to BVS VOR, then turn LEFT (MAX 200 KT) to NDB climbing to 2000′.
Climb to 1300′ prior to level acceleration.



Alt Set: hPa Apt 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.



BI DME	5.0	4.0	3.0
ALTITUDE	1620′	1300′	980′



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

HIALS
PAPI

BVS 115.9 ↑ on BVS 115.9 R-305

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) 760′ (401′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS	W/o Local ATS [1] MDA(H)	VIS
110	860′ (501′)	1500m	1000′ (641′)	1500m
135	900′ (541′)	1600m	1040′ (681′)	1600m
C	PROHIBITED			
D				

PANS OPS

[1] NIGHT: NOT AUTHORIZED.

CHANGES: Chart reindexed. Procedure title. Note.

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LFOB/BVA
TILLE

JEPPESEN
19 JUL 13 (13-4) Eff 25 Jul

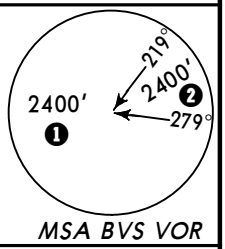
BEAUVAIS, FRANCE
VOR Z Rwy 30

BRIEFING STRIP

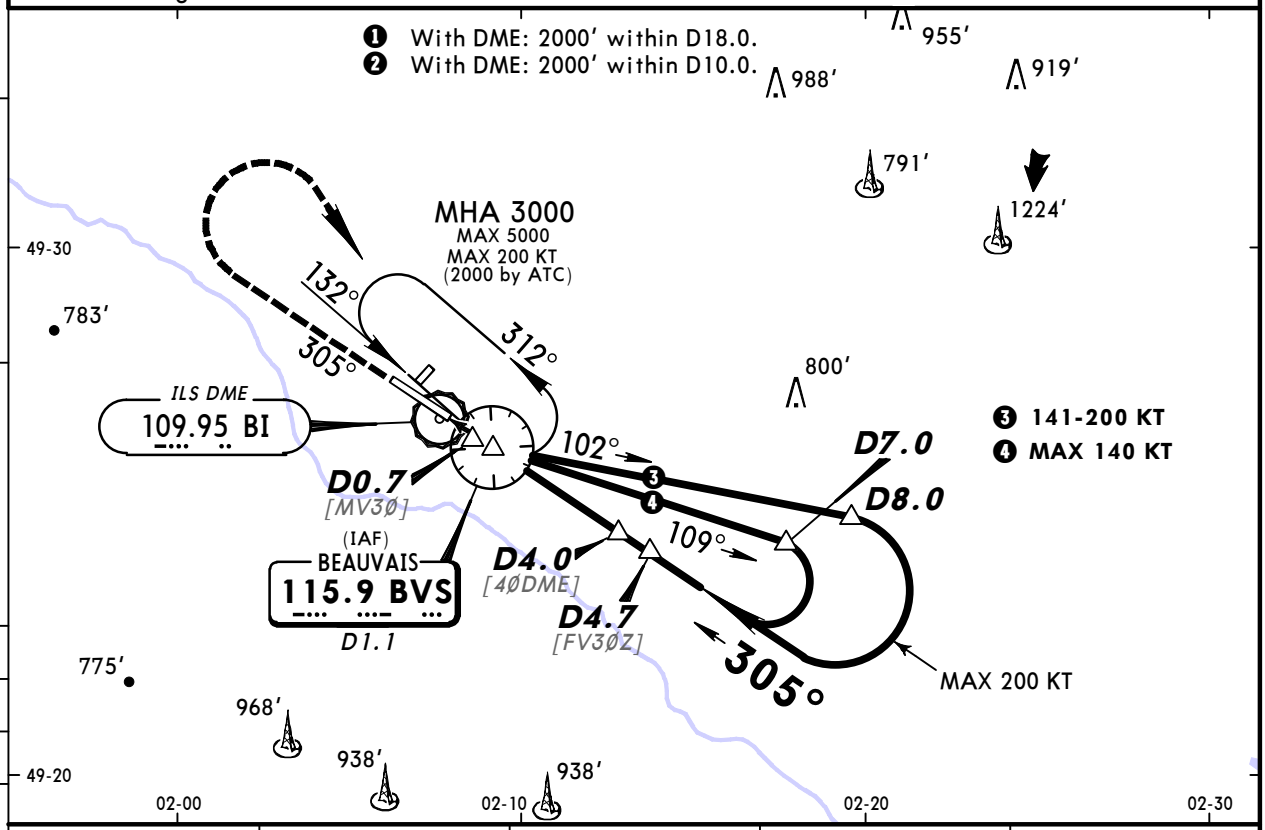
*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 359′
BVS 115.9	305°	D4.7 1800′ (1503′)	620′ (323′)	RWY 297′

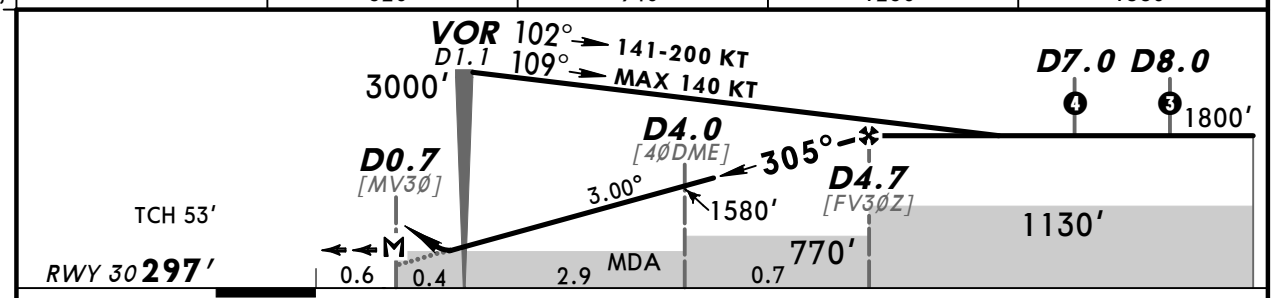
MISSED APCH: Climb STRAIGHT AHEAD to 1100′, then turn RIGHT (MAX 220 KT) to VOR climbing to 2000′.
Do not turn before D0.7. Climb to 1300′ prior to level acceleration.



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.



BI DME	1.0	2.0	3.0	4.0
ALTITUDE	620′	940′	1260′	1580′



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

HIALS 1100′

Standard STRAIGHT-IN LANDING RWY 30

CDFA
DA/MDA(H) ❶ 620′ (323′)

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

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H)	VIS	W/o Local ATS ❸ MDA(H)	VIS
110	860′ (563′)	1500m	1000′ (703′)	1500m
135	900′ (603′)	1600m	1040′ (743′)	1600m
C, D	PROHIBITED			

PANS OPS

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297′. ❸ NIGHT: NOT AUTHORIZED.

CHANGES: Chart reindexed.

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LFOB/BVA
TILLE

JEPPESEN

19 JUL 13 (13-5) **Eff 25 Jul**

BEAUVAIS, FRANCE
VOR Y Rwy 30

BRIEFING STRIP ™

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 359′
BVS 115.9	305°	D4.7 1800′ (1503′)	620′ (323′)	RWY 297′

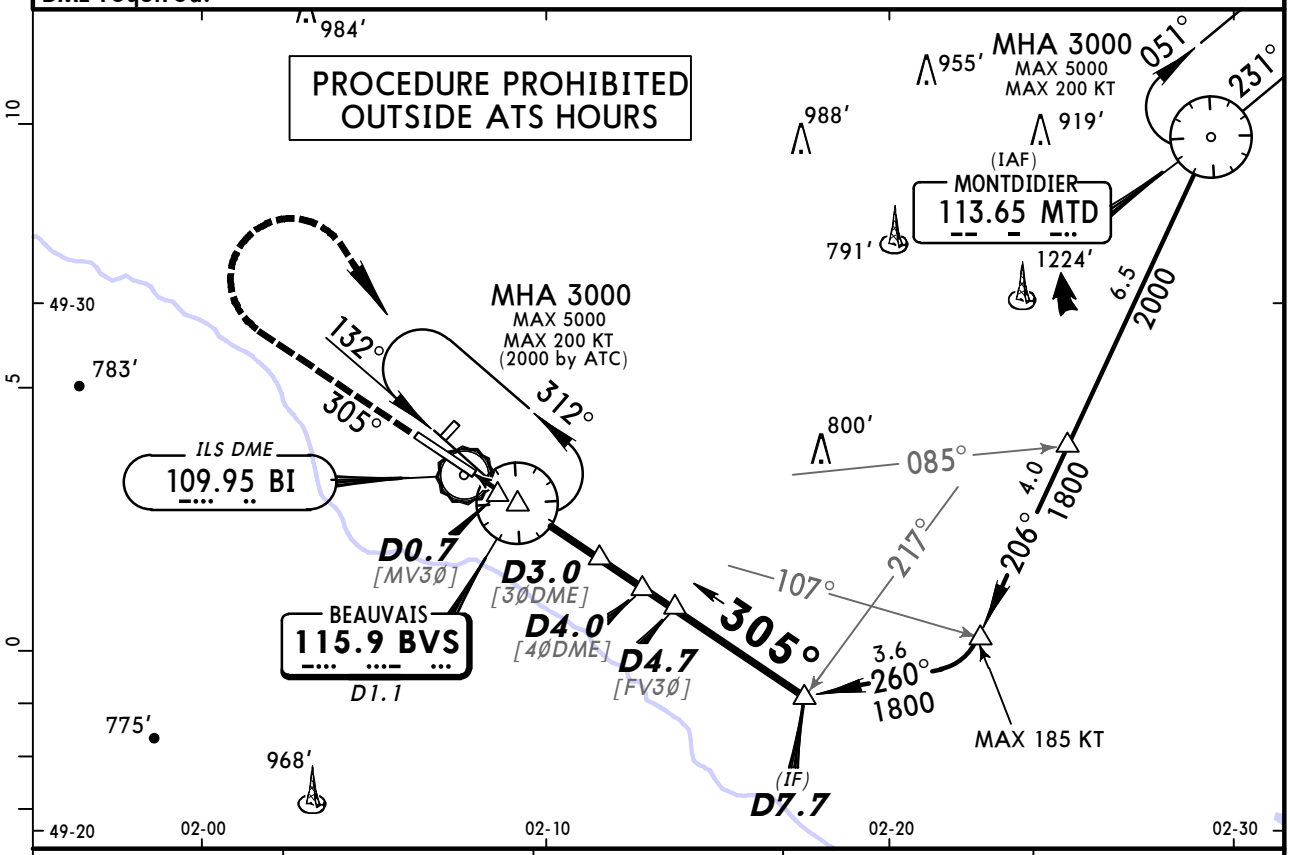
MISSED APCH: Climb STRAIGHT AHEAD to 1100′, then turn RIGHT (MAX 220 KT) to BVS VOR climbing to 2000′.

Do not turn before D0.7. Climb to 1300′ prior to level acceleration.

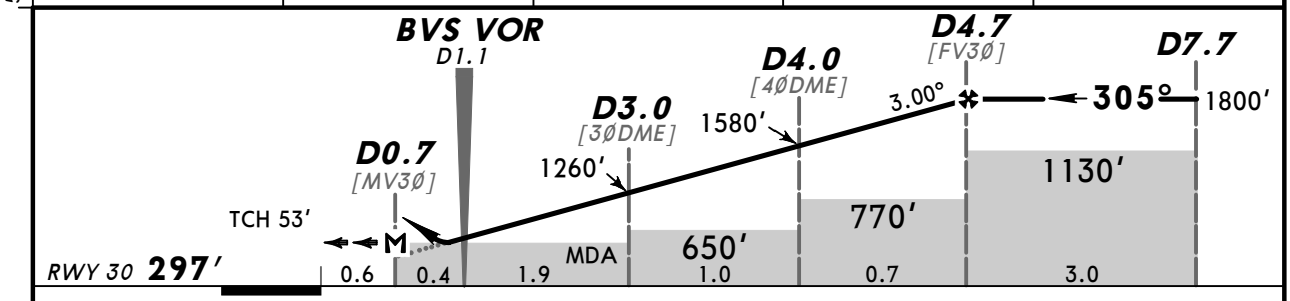
3000′ MSA MTD VOR

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

DME required.



BI DME	1.0	2.0	3.0	4.0
ALTITUDE	620′	940′	1260′	1580′



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

HIALS

1100′

Standard STRAIGHT-IN LANDING RWY **30**

CDFA

DA/MDA(H) **1** 620′(323′)

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

CIRCLE-TO-LAND TO RWY 12/30 **2**

Max Kts	MDA(H)	VIS
110	860′(563′)	1500m
135	900′(603′)	1600m
C	PROHIBITED	
D		

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′.

CHANGES: Chart reindexed.

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LFOB/BVA
TILLE

JEPPESEN

19 JUL 13 (13-6) **Eff 25 Jul**

BEAUVAIS, FRANCE
VOR X Rwy 30

BRIEFING STRIP™

*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
118.37	119.9	121.4

VOR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 359′
BVS 115.9	305°	No FAF	920′ (623′)	RWY 297′

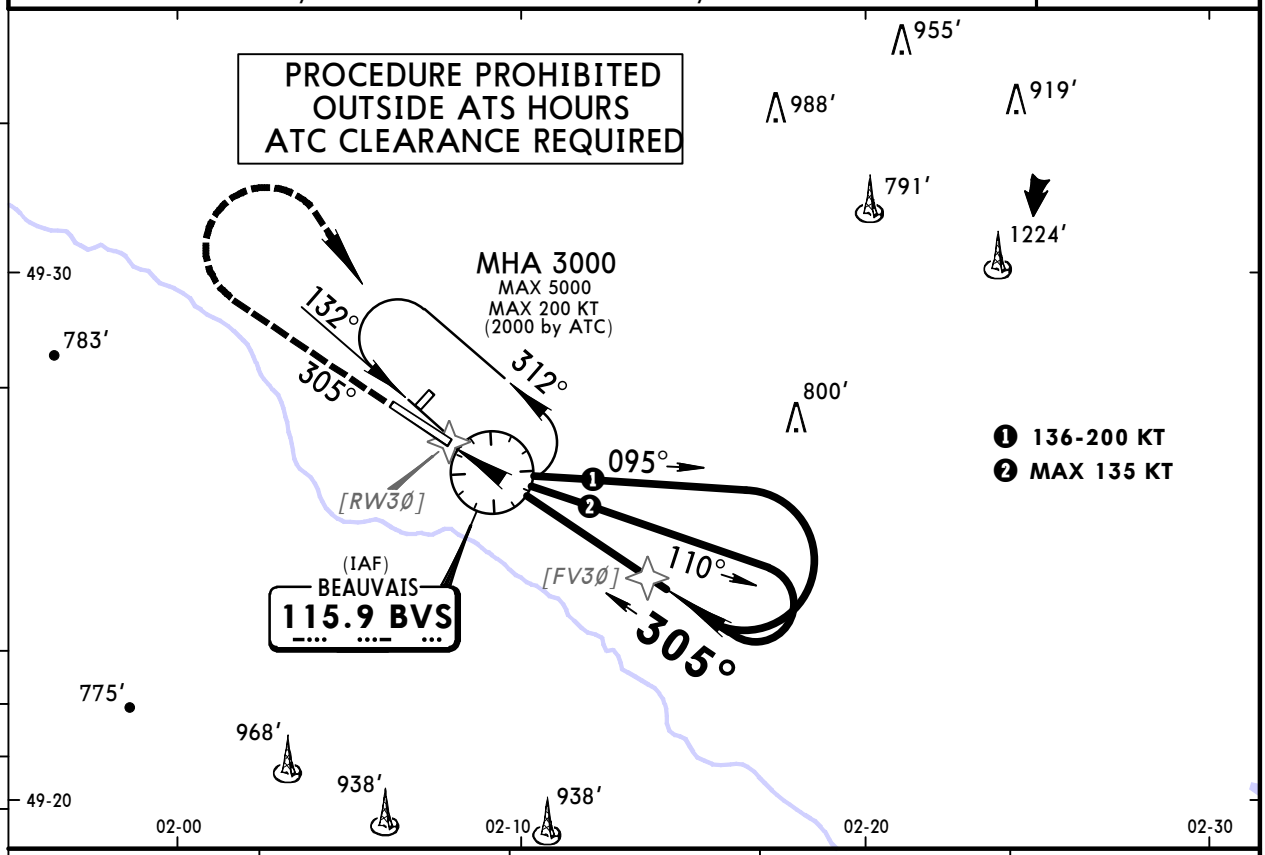
MISSED APCH: Climb STRAIGHT AHEAD to 1400′, then turn RIGHT (MAX 220 KT) to VOR climbing to 2000′.

Do not turn before MAP. Climb to 1400′ prior to level acceleration.

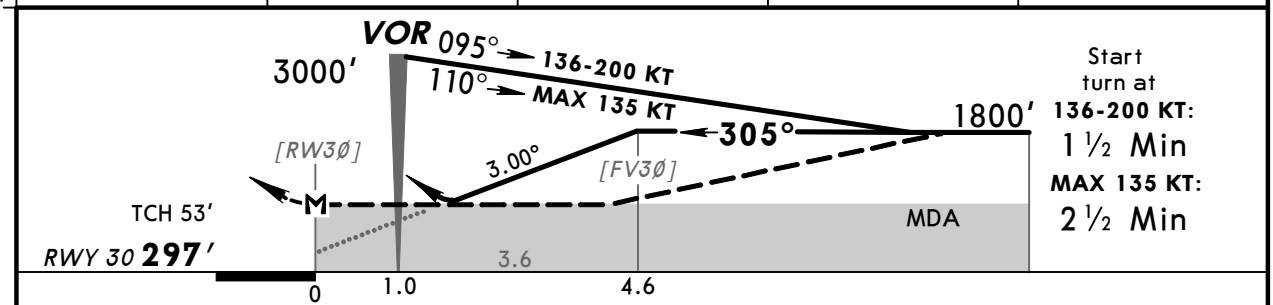
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5000′

2400′

MSA BVS VOR



DIST to RW3Ø	2.0	3.0	4.0	4.6
ALTITUDE	980′	1300′	1610′	1800′



Start turn at
136-200 KT: 1 ½ Min
MAX 135 KT: 2 ½ Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
VOR to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS

1400′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	CDFA DA/MDA(H) ❶ 920′ (623′)		non-CDFA MDA(H) 920′ (623′)	
		ALS out		ALS out
A	RVR 1500m		CMV 2400m	CMV 3100m
B				
C	CMV 2200m	CMV 2400m	CMV 2600m	CMV 3300m
D				

CIRCLE-TO-LAND TO RWY 12/30 ❷

Max Kts	MDA(H)	VIS
110	920′ (623′)	1500m ❸
135	920′ (623′)	1600m ❸
C	PROHIBITED	
D		

❶ For add-on to the MDA(H), see ATC pages FRANCE. ❷ Circling height based on rwy 30 thresh elev of 297′. ❸ After non-CDFA apch: VIS 3100m.

CHANGES: Chart reindexed.

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LFOB/BVA
TILLE

JEPPESEN

11 NOV 11 (16-1) Eff 17 Nov

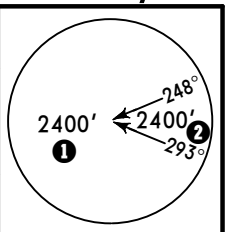
BEAUVAIS, FRANCE
NDB Rwy 12

BRIEFING STRIP ™

*PARIS-Le Bourget ATIS	*ATIS	*BEAUVAIS Approach	*BEAUVAIS Tower
120.0	118.37	119.9	121.4

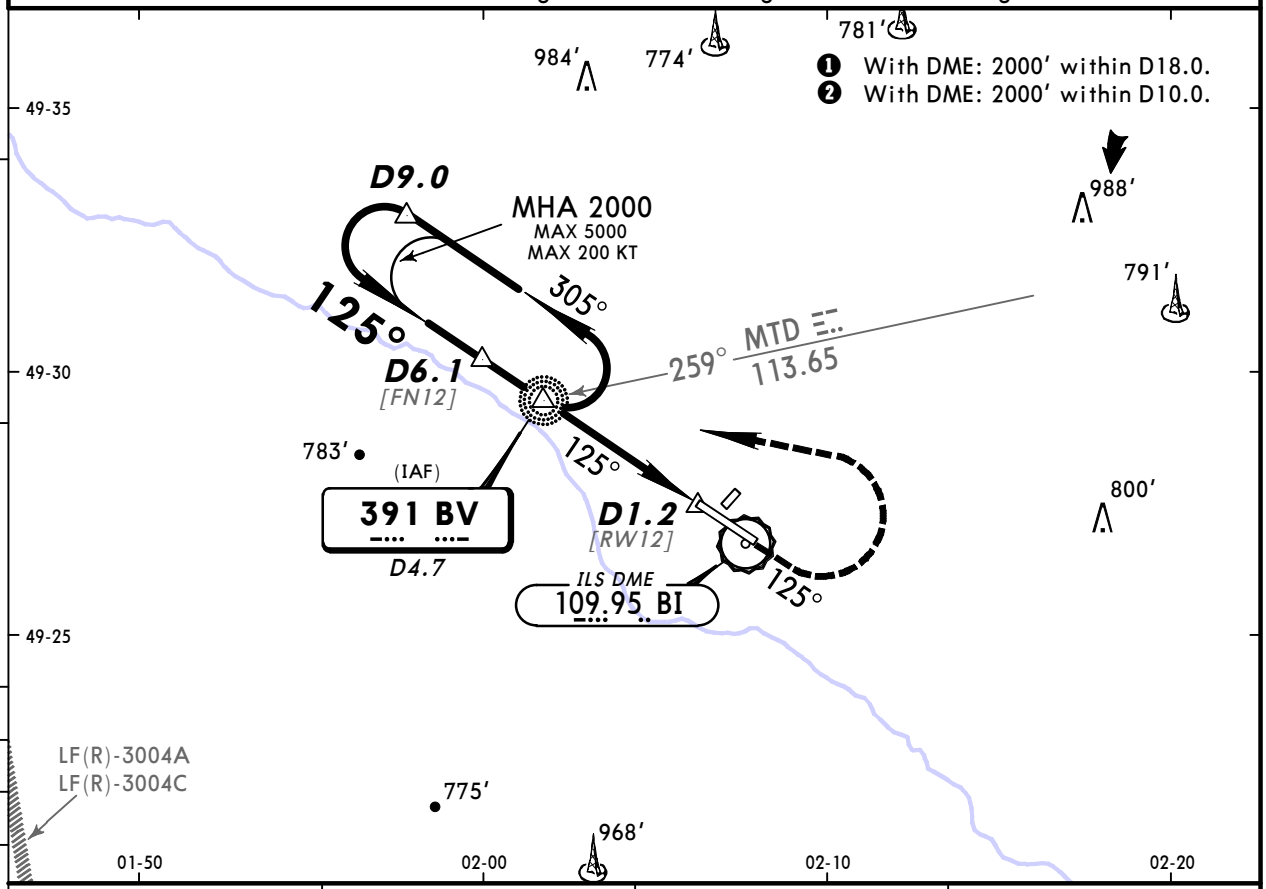
Lctr	Final Apch Crs	With DME Procedure Alt	W/o DME Procedure Alt	DA/MDA(H)	Apt Elev
BV 391	125°	D6.1 2000′ (1641′)	NDB 1520′ (1161′)	780′ (421′)	359′

MISSED APCH: Climb on 125° from NDB to 900′, then turn LEFT (MAX 200 KT) to NDB climbing to 2000′.
Do not turn before MAP. Climb to 1300′ prior to level acceleration.

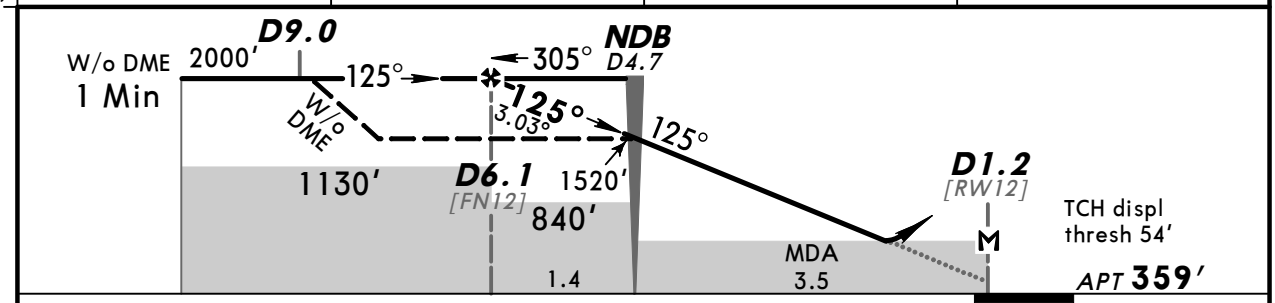


MSA
BV NDB

Alt Set: hPa Apt 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.



BI DME	5.0	4.0	3.0
ALTITUDE	1620′	1300′	980′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.03°	375	482	536	643	750	858
MAP at D1.2 or NDB to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19

HIALS
PAPI

900′ on 125° from BV 391

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) 780′ (421′)

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

CIRCLE-TO-LAND TO RWY 12/30

Max Kts	MDA(H)	VIS	W/o Local ATS ❶ MDA(H)	VIS
110	860′ (501′)	1500m	1000′ (641′)	1500m
135	900′ (541′)	1600m	1040′ (681′)	1600m
C	PROHIBITED			
D				

PANS OPS 4

❶ NIGHT: NOT AUTHORIZED.

CHANGES: Transition altitude. Minimums.

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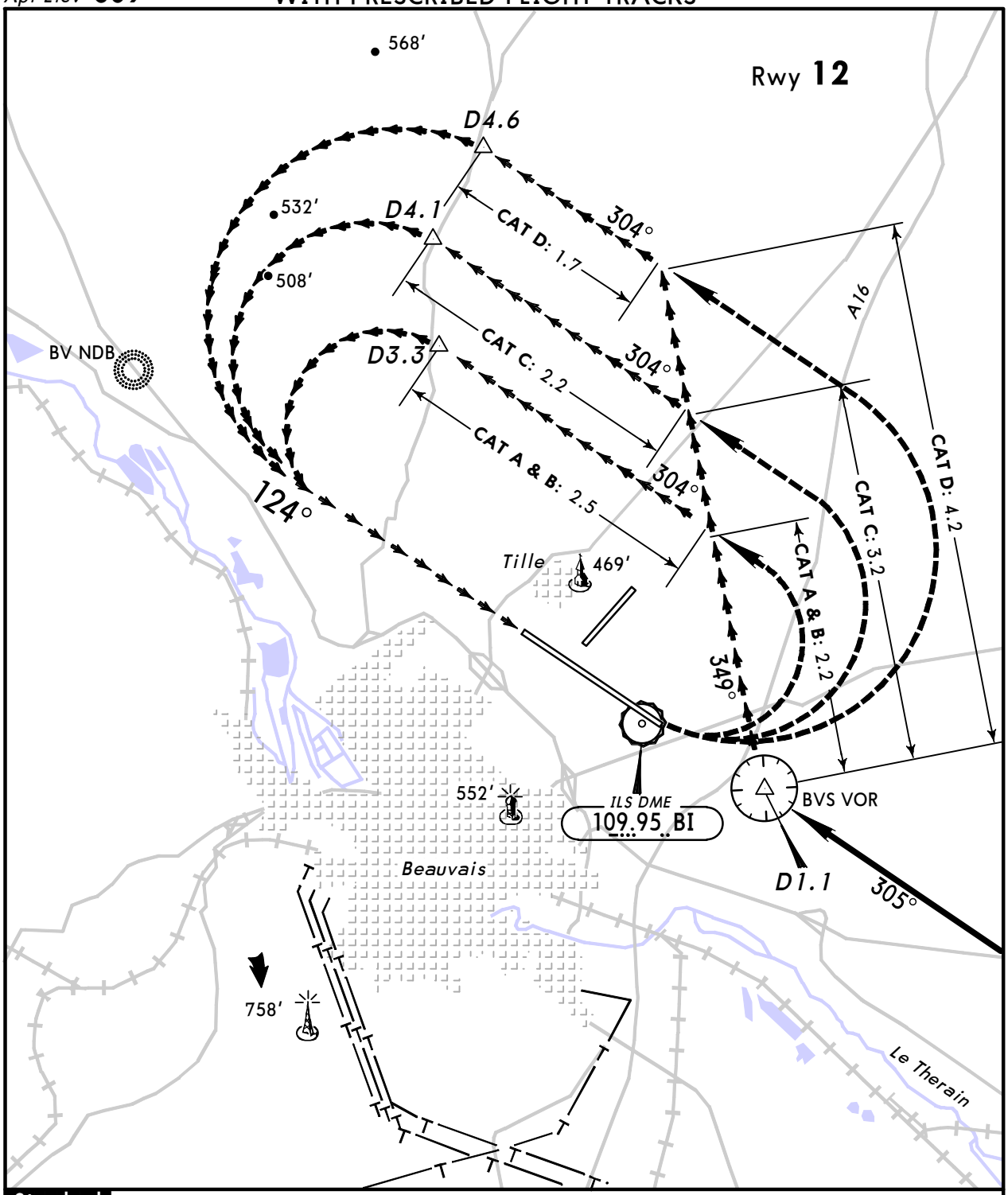
CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Apt Elev **359′**



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*

PANS OPS 4

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BEAUVAIS, (TILLE - LFOB)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFOB

Type: Terminal
Effectivity: Permanent
Begin Date: 20130719
End Date: No end date

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

Chart Change Notices for Country FRA

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m