

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFPO

Terminal Charts For LFPO

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: PARIS FRA
ICAO/IATA: LFPO / ORY
Lat/Long: N48° 43.40', E002° 22.77'
Elevation: 291 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0741 Z
Sunset: 1614 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: 126.500 Non-English

ATIS: 131.350

Orly Tower: 135.000 Secondary

Orly Tower: 120.500

Orly Tower: 118.700

Orly Ground: 121.815

Orly Ground: 121.705

Orly Clearance Pre-Taxi: 121.555

Orly Clearance Pre-Taxi: 120.500 Secondary

De Gaulle Approach: 121.155

Orly Approach: 120.850 Secondary

Orly Approach: 118.850 Secondary

Orly Approach: 123.875

Orly Approach: 124.450

De Gaulle Approach: 126.430

Orly Departure: 127.750

Orly Departure: 128.375

LFPO/ORY
ONLY

JEPPESEN

9 OCT 15

10-1P

Eff 15 Oct

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 131.350
 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 E16 thru E19 area.
- Engines run-up restricted to short test of less than 5 min with power not exceeding ground-idle power for ACFT code C or less on F30.
- 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.

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.

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9 OCT 15

10-1P1

Eff 15 Oct

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

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

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

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

Outbound ACFT:

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

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

Inbound ACFT:

After landing and until stopping at parking stand:

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

Other cases of taxiing ACFT:

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

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

Outbound ACFT:

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

Inbound ACFT:

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

Other cases of taxiing ACFT:

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

1.4. RWY OPERATIONS

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

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ORLY

JEPPesen

25 DEC 15

10-1P2

Eff 7 Jan

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

Following TWYs restricted to ACFT code D:
W32, WG west of G06.

Following TWYs restricted to ACFT Code E:
L2, L3, W1 (between L4 and LF) and W1 on K apron, W2 (between L1 and L4, between LS and LM and between LC and LGN) and W2 on K apron, W3 (between LS and LM).

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. PARKING INFORMATION

Stand 25 equipped with Visual Docking/Parking Guidance System. Marshaller mandatory on all other stands; hold position on TWY/taxilane centerline ahead of the parking stand lead-in line and request assistance from GND.

1.7. OTHER INFORMATION

1.7.1. 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.

1.7.2. 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.

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25 DEC 15

10-1P3

Eff 7 Jan

PARIS, FRANCE

AIRPORT BRIEFING

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.

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ORLY

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11 SEP 15

10-1P4

Eff 17 Sep

PARIS, FRANCE

AIRPORT BRIEFING

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.

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ORY

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11 SEP 15

10-1P5

Eff 17 Sep

PARIS, FRANCE

AIRPORT BRIEFING

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 7.1NM 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_f 3 MIN before start-up time.
- t_l 10 MIN.

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PARIS, FRANCE

23 MAY 14

10-1R

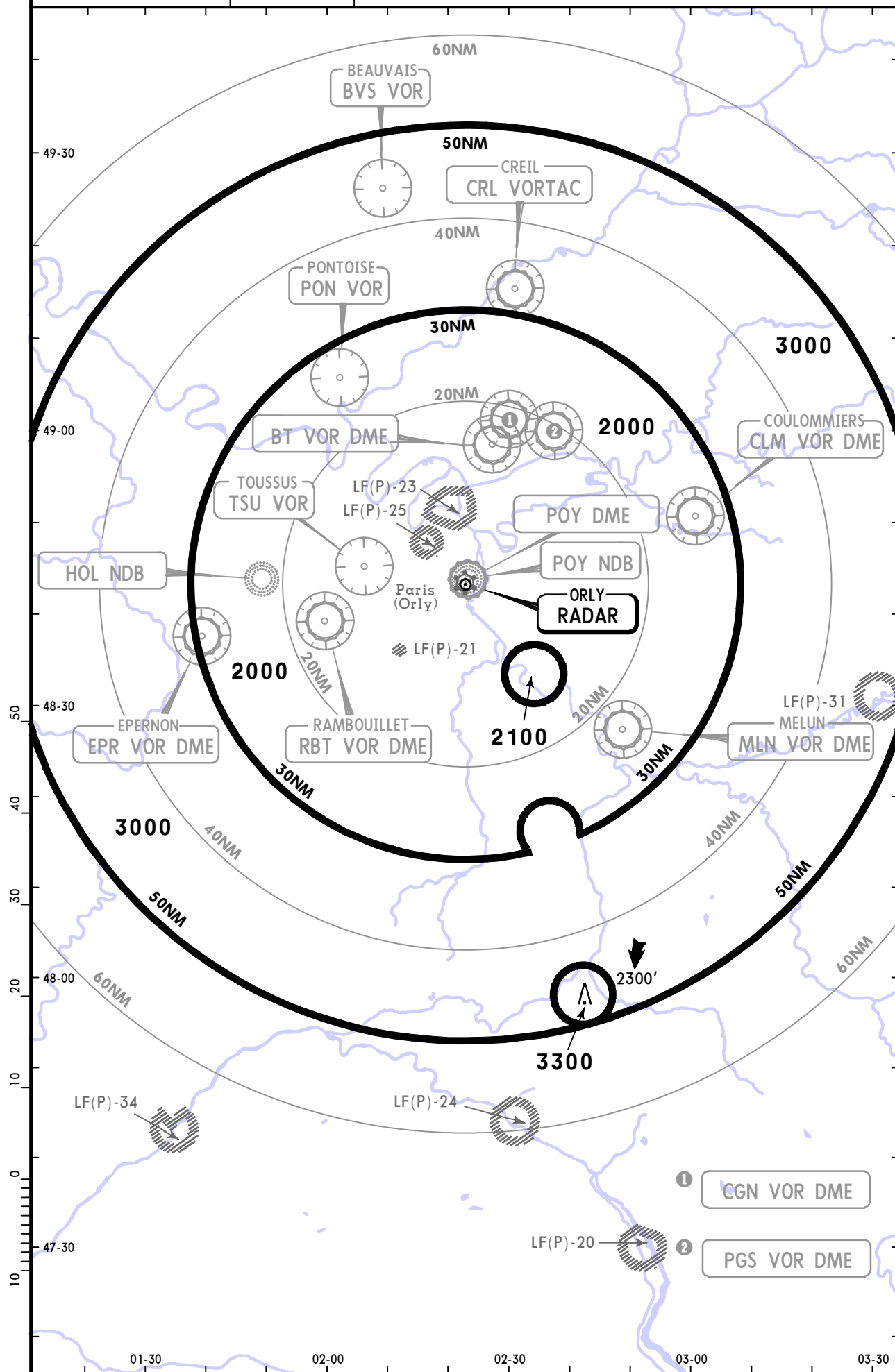
Eff 29 May

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.



CHANGES: BSN & OL decommissioned; POY DME & NDB commissioned.

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LFPO/ORY
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 **JEPPESEN**
13 NOV 15 **10-2**

PARIS, FRANCE
RNAV STAR

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.

ATC provides permanent RADAR services.

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 'Unable 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.

4. Special procedure in absence of any ATC instructions (except for communication failure) for LFPO arrivals via VEBEK.

When no clearance received at or after the IAF (e.g. due to late ACC/APP handover or overloaded frequency), execute the same special procedure as described in Lost Comm procedure for LFPO arrivals via VEBEK.

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

MATIX
N50 05.9 E003 54.9
176°

MOPIL
N50 08.9 E004 06.5
At **FL260**
185°

RENSA
N49 32.0 E004 53.1
255°

SOTUS
N49 22.8 E004 03.0
At or below **FL140**
MAX 280 KT

GIMER
N49 21.9 E003 58.4
3

GITAN
N49 22.6 E004 02.1
MATIX 5E, 5W
At **FL140**
MAX 280 KT

DEVIM
N49 27.0 E003 37.9
076°
By ATC

LORNI
N49 25.2 E003 27.1
076°
①

VEBEK
N49 16.1 E003 41.0
At **FL110**
13
244°

LORNI

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

Direct distance to Orly Apt from:
LORNI 59 NM
VEBEK 61 NM

① IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.

NOT TO SCALE

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.	

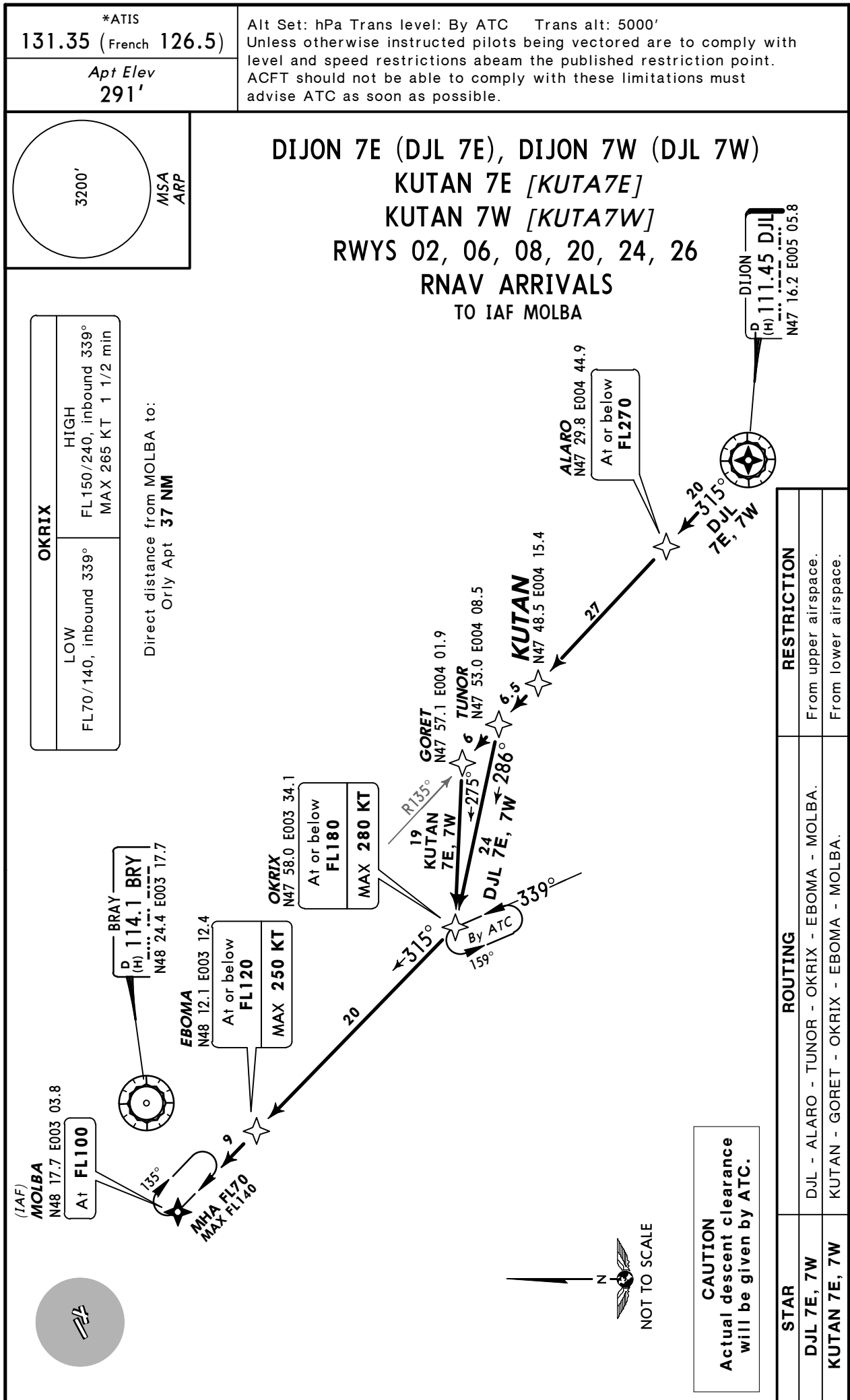
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed pilots being vectored are to comply with
level and speed restrictions abeam the published restriction point.
ACFT should not be able to comply with these limitations must
advise ATC as soon as possible.

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

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JEPPESSEN
11 NOV 11 (10-2B) Eff 17 Nov

PARIS, FRANCE
RNAV STAR



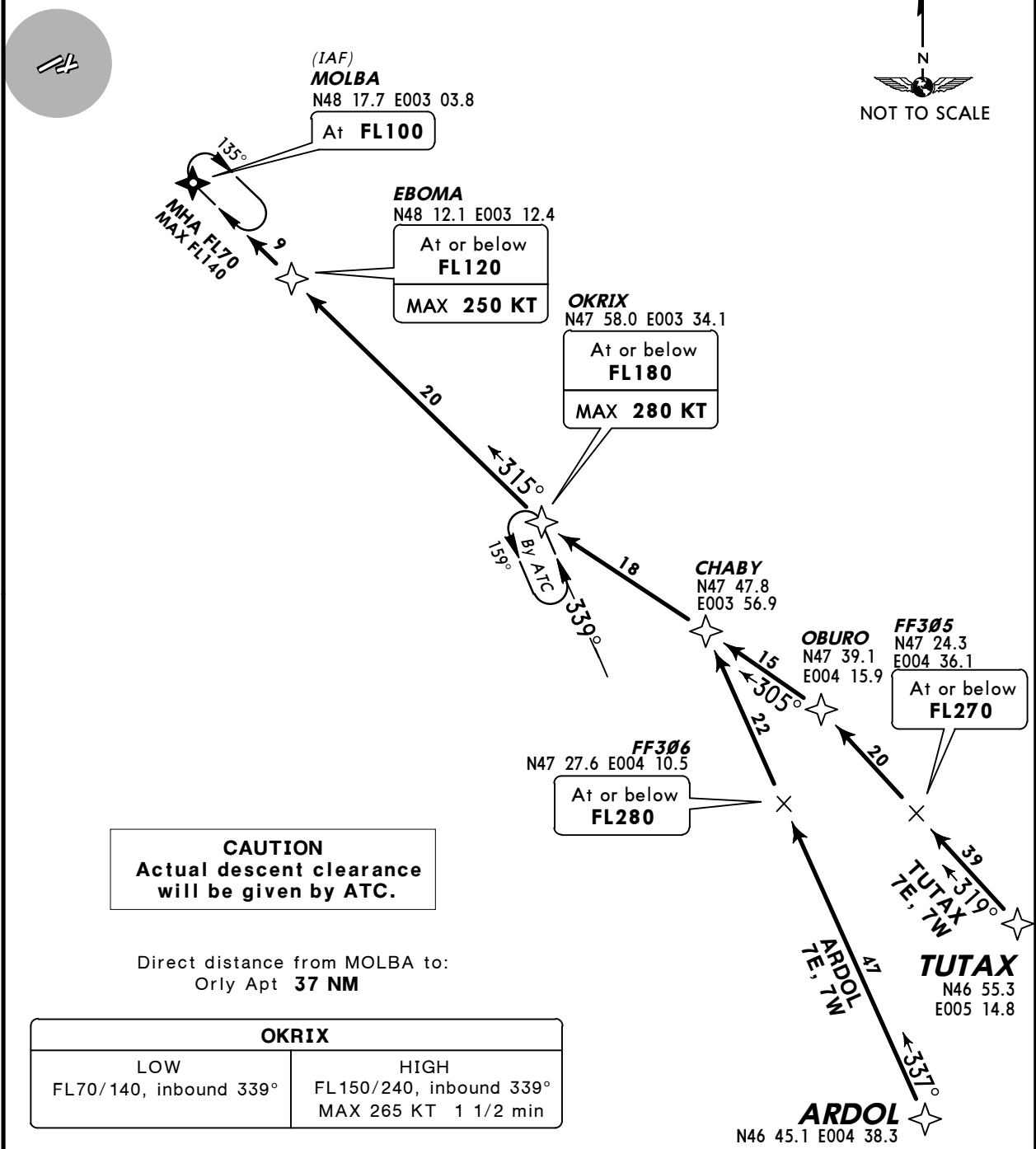
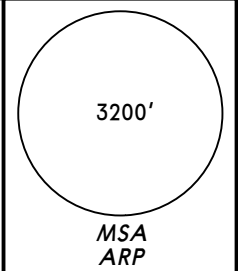
LFPO/ORY
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JEPPESSEN
11 NOV 11 **(10-2C)** **Eff 17 Nov**

PARIS, FRANCE
RNAV STAR

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Apt Elev 291'	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



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

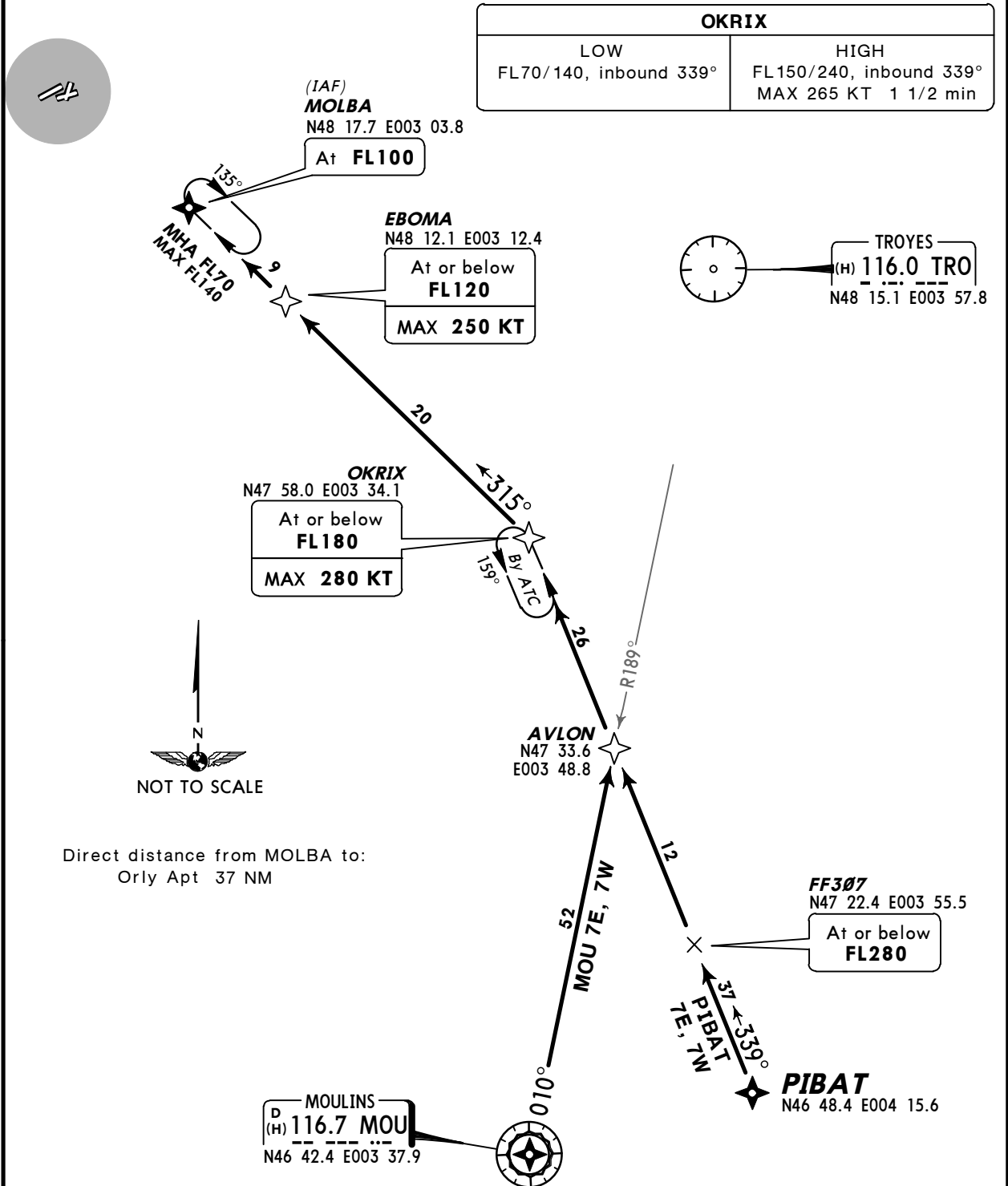
LFPO/ORY
ONLY

JEPPESEN
21 FEB 14 (10-2D) Eff 6 Mar

PARIS, FRANCE
RNAV STAR

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Apt Elev 291'	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



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

LFPO/ORY
ONLY

JEPPESSEN
21 FEB 14 10-2E Eff 6 Mar

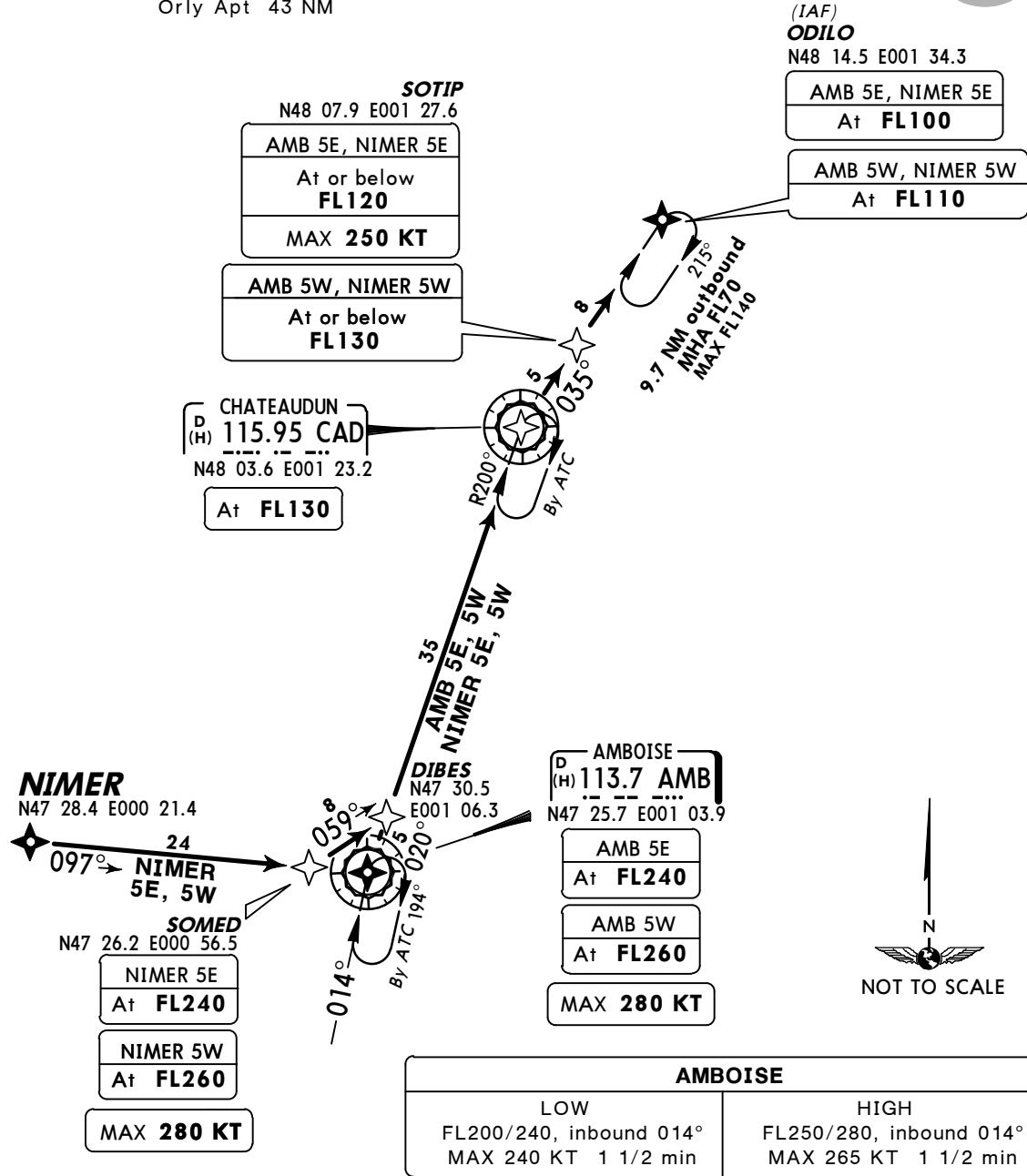
PARIS, FRANCE
RNAV STAR

*ATIS 131.35 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Apt Elev 291'	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.

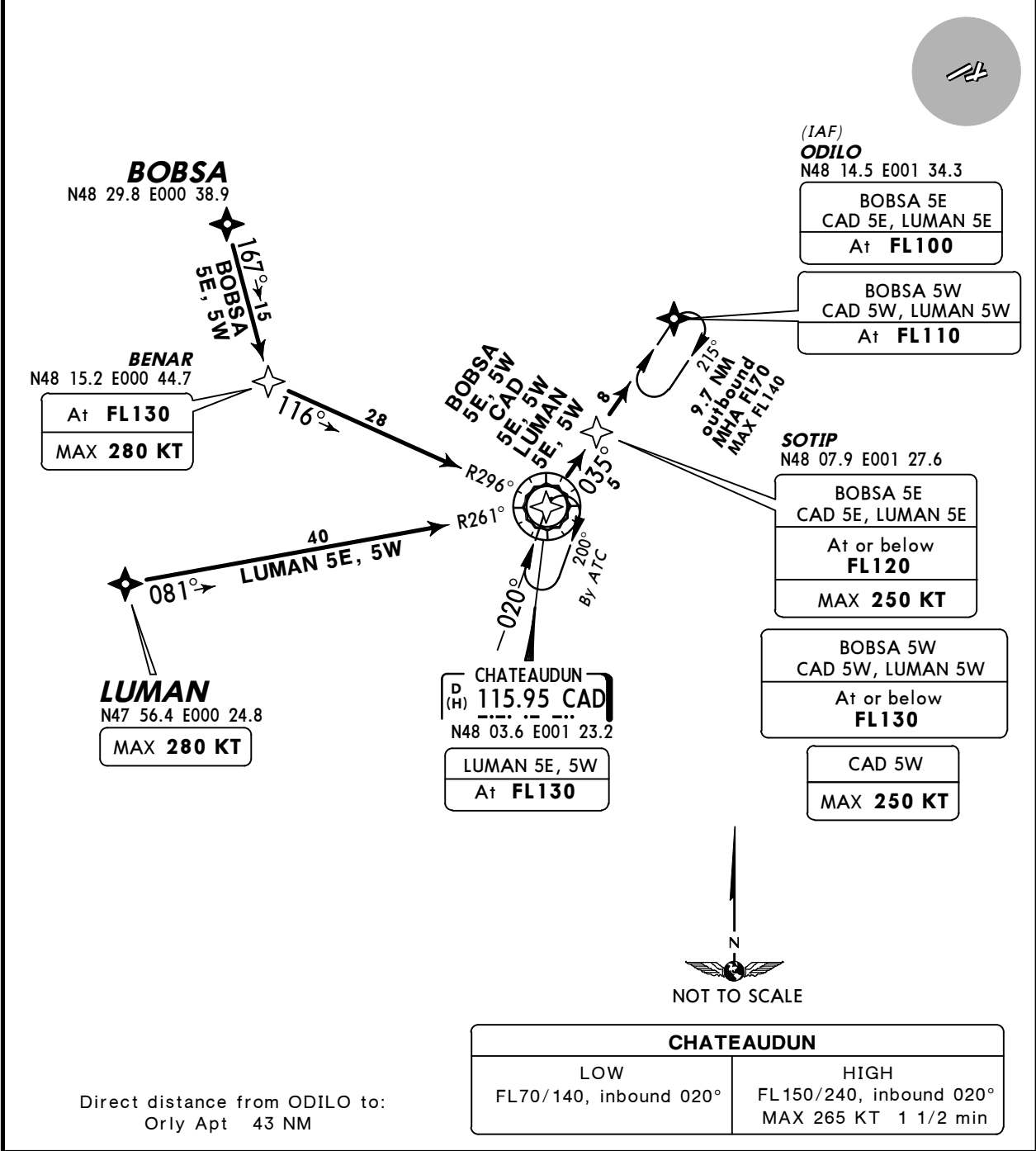
LFPO/ORY
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JEPPESSEN
2 JAN 15 10-2F Eff 8 Jan

PARIS, FRANCE
RNAV STAR

*ATIS 131.350 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Apt Elev 291'	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.

BOBSA 5E [BOBS5E]
CAD 5E, LUMAN 5E [LUMA5E]
RWYS 02, 06, 08 RNAV ARRIVALS
BOBSA 5W [BOBS5W]
CAD 5W, LUMAN 5W [LUMA5W]
RWYS 20, 24, 26 RNAV ARRIVALS
TO IAF ODILO



STAR	ROUTING	RESTRICTION
BOBSA 5E, 5W	BOBSA - BENAR - CAD - SOTIP - ODILO.	From lower airspace.
CAD 5E, 5W	CAD - SOTIP - ODILO.	Usable only with DCT: LF 5228.
LUMAN 5E, 5W	LUMAN - CAD - SOTIP - ODILO.	From lower airspace.

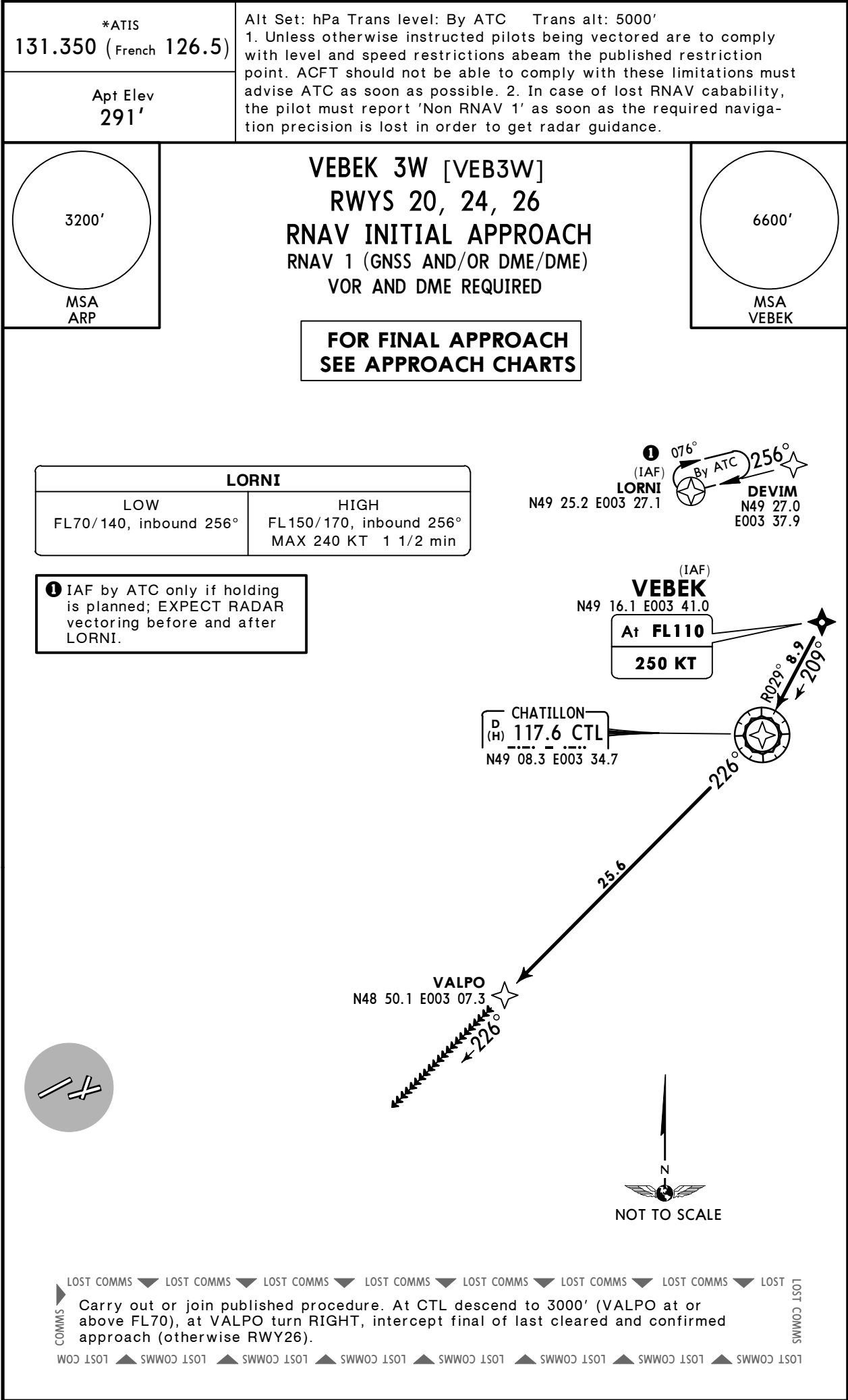


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27 MAR 15 (10-2H)

Eff 2 Apr

PARIS, FRANCE
RNAV INITIAL APPROACH



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ONLY

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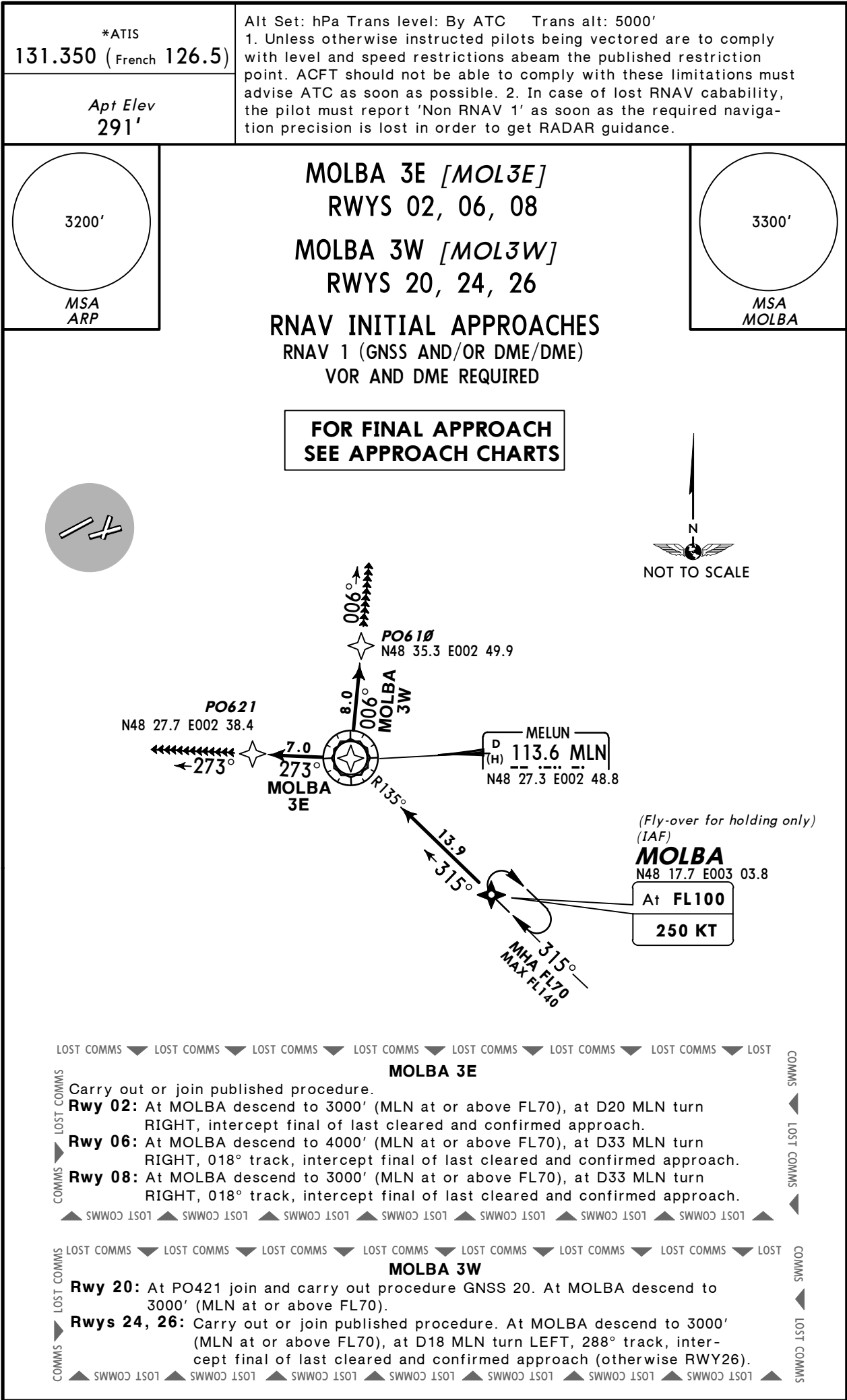
PARIS, FRANCE

2 JAN 15

10-2K

Eff 8 Jan

RNAV INITIAL APPROACH



LFPO/ORY
ONLY

JEPPESSEN

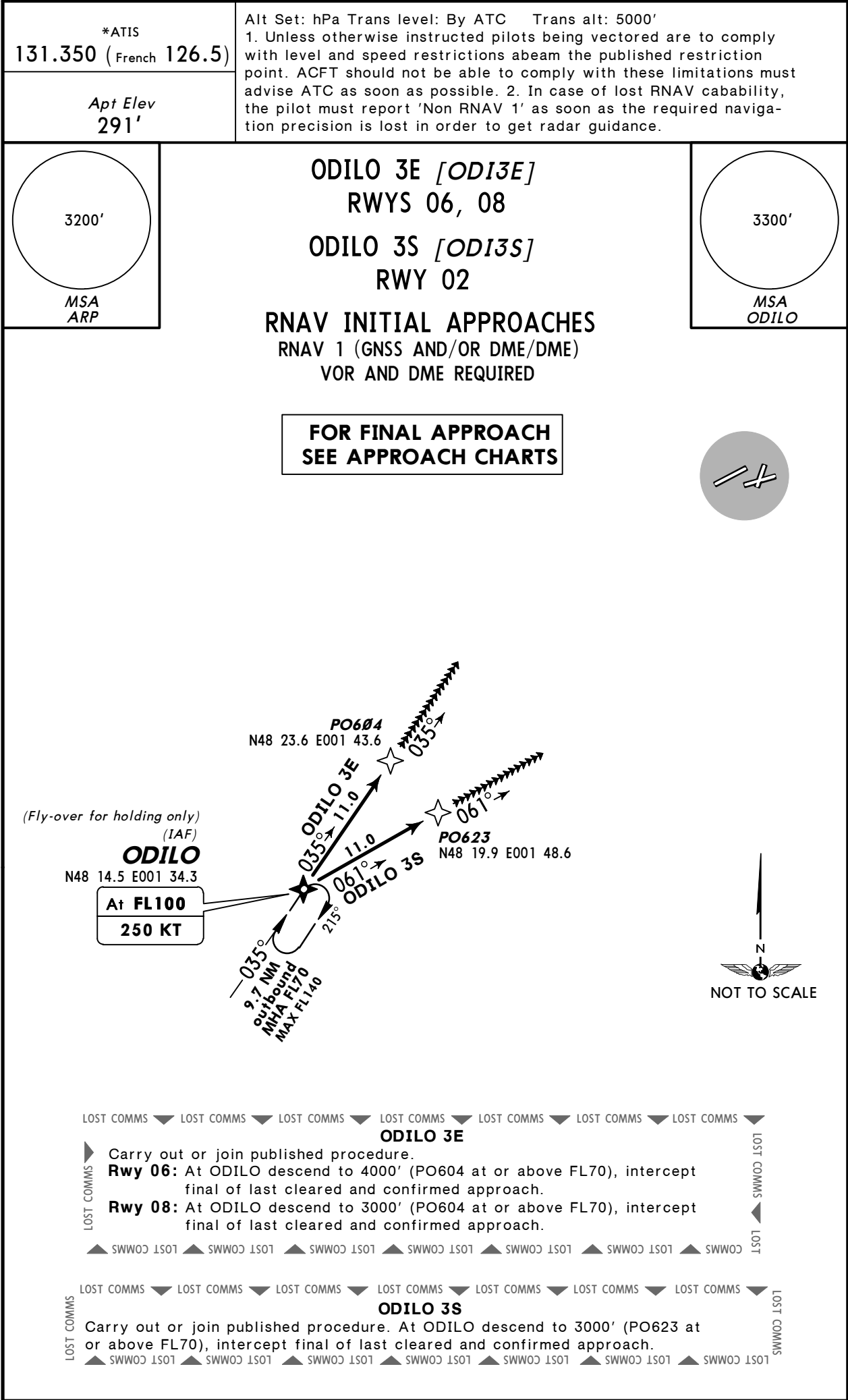
PARIS, FRANCE

2 JAN 15

10-2M

Eff 8 Jan

RNAV INITIAL APPROACH



LFPO/**ORY**
ORLY

 **JEPPESEN**
11 NOV 11 **10-2P** **Eff 17 Nov**

PARIS, FRANCE
STAR

CONVENTIONAL HOLDING INFORMATION

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

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

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

CHATEAUDUN

FL70/110, inbound 020°
RIGHT turn

DIEPPE

FL70/110, inbound 178°
RIGHT turn

REIMS

FL90/110, inbound 239°
RIGHT turn

ROUEN

FL70/110, inbound 172°
LEFT turn

LORNI

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

MOLBA

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

ODILO

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

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JEPPESEN
17 JUL 15 **10-3** **Eff 23 Jul**
PARIS, FRANCE
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ATREX 5P, NURMO 5P, OPALE 5P	10-3D
ATREX 5Q, NURMO 5Q, OPALE 5Q	10-3E
ATREX 5S, NURMO 5S, OPALE 5S	10-3E1
ATREX 5T, NURMO 5T, OPALE 5T	10-3E2
ATREX 5V, NURMO 5V, OPALE 5V	10-3E3
ATREX 5X, NURMO 5X, OPALE 5X	10-3E4
ATREX 5Y, NURMO 5Y, OPALE 5Y	10-3E5
ATREX 5Z, NURMO 5Z, OPALE 5Z	10-3E6
BAXIR 5P, BUBLI 5P, DIKOL 5P, RANUX 5P	10-3E7
BAXIR 5Q, BUBLI 5Q, DIKOL 5Q, RANUX 5Q	10-3E8
BAXIR 5S, BUBLI 5S, DIKOL 5S, RANUX 5S	10-3E9
BAXIR 5T, BUBLI 5T, DIKOL 5T, RANUX 5T	10-3E10
BAXIR 5V, BUBLI 5V, DIKOL 5V, RANUX 5V	10-3F
BAXIR 5X, BUBLI 5X, DIKOL 5X, RANUX 5X	10-3G
BAXIR 5Y, BUBLI 5Y, DIKOL 5Y, RANUX 5Y	10-3G1
BAXIR 5Z, BUBLI 5Z, DIKOL 5Z, RANUX 5Z	10-3G2
OKASI 5P, PILUL 5P	10-3G3
OKASI 5Q, PILUL 5Q	10-3G4
OKASI 5S, PILUL 5S	10-3G5
OKASI 5T, PILUL 5T	10-3G6
OKASI 5V, 5X, PILUL 5V, 5X	10-3G7
OKASI 5Y, 5Z, PILUL 5Y, 5Z	10-3G8
LATRA 5P	10-3G9
LATRA 5Q	10-3G10
LATRA 5S	10-3H
LATRA 5T	10-3J
LATRA 5V, 5X	10-3J1
LATRA 5Y, 5Z	10-3J2
AGOPA 5P, ERIXU 5P	10-3J3
AGOPA 5Q, ERIXU 5Q	10-3J4
AGOPA 5S, ERIXU 5S	10-3J5
AGOPA 5T, ERIXU 5T	10-3J6
AGOPA 5V, 5X, ERIXU 5V, 5X	10-3J7
AGOPA 5Y, 5Z, ERIXU 5Y, 5Z	10-3J8

LFPO/ORY
ORLY

 **JEPPESSEN**
17 JUL 15 **(10-3A)** **Eff 23 Jul**

PARIS, FRANCE
SID

SID DESIGNATION	REFER TO CHART
DORDI 5P, 5S	10-3J9
DORDI 5Q, 5T	10-3J10
DORDI 5V, 5X	10-3K
DORDI 5Y, 5Z	10-3L
MONOT 5P, 5S	10-3L1
MONOT 5Q, 5T	10-3L2
MONOT 5V, 5X	10-3L3
MONOT 5Y, 5Z	10-3L4
PITHIVIERS 5P, 5S	10-3L5
PITHIVIERS 5Q, 5T	10-3L6
PITHIVIERS 5V, 5X	10-3L7
PITHIVIERS 5Y, 5Z	10-3L8
EVREUX 5P, L'AIGLE 5S	10-3L9
EVREUX 5Q, L'AIGLE 5T	10-3L10
EVREUX 5V, L'AIGLE 5V	10-3M
EVREUX 5X, L'AIGLE 5X	10-3N
EVREUX 5Y, 5Z, L'AIGLE 5Y, 5Z	10-3P
PG 5P	10-3Q
PG 5Q	10-3S
PG 5S	10-3T
PG 5T	10-3U
PG 5V	10-3V
PG 5X	10-3W
PG 5Y, 5Z	10-3X

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DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

If unable to fly the RNAV junction phase report 'Unable RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

2. 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 permanent RADAR services.

3. 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.

4. 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.

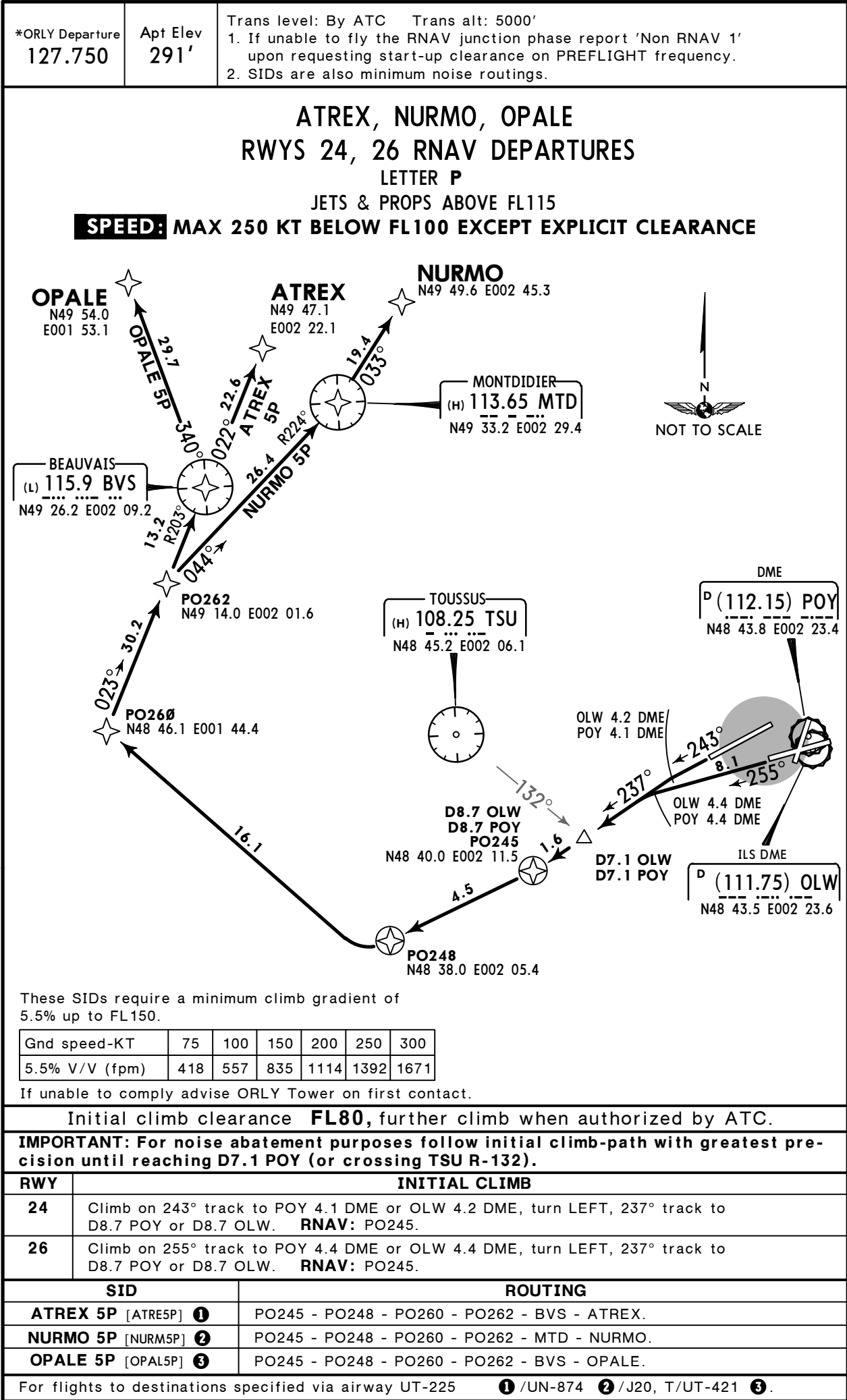
Letter **V & Y** assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.

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

LFPO/ORY
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JEPPESEN
17 JUL 15 10-3D Eff 23 Jul

PARIS, FRANCE
RNAV SID



LFPO/ORY
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JEPPESEN
17 JUL 15 10-3E Eff 23 Jul

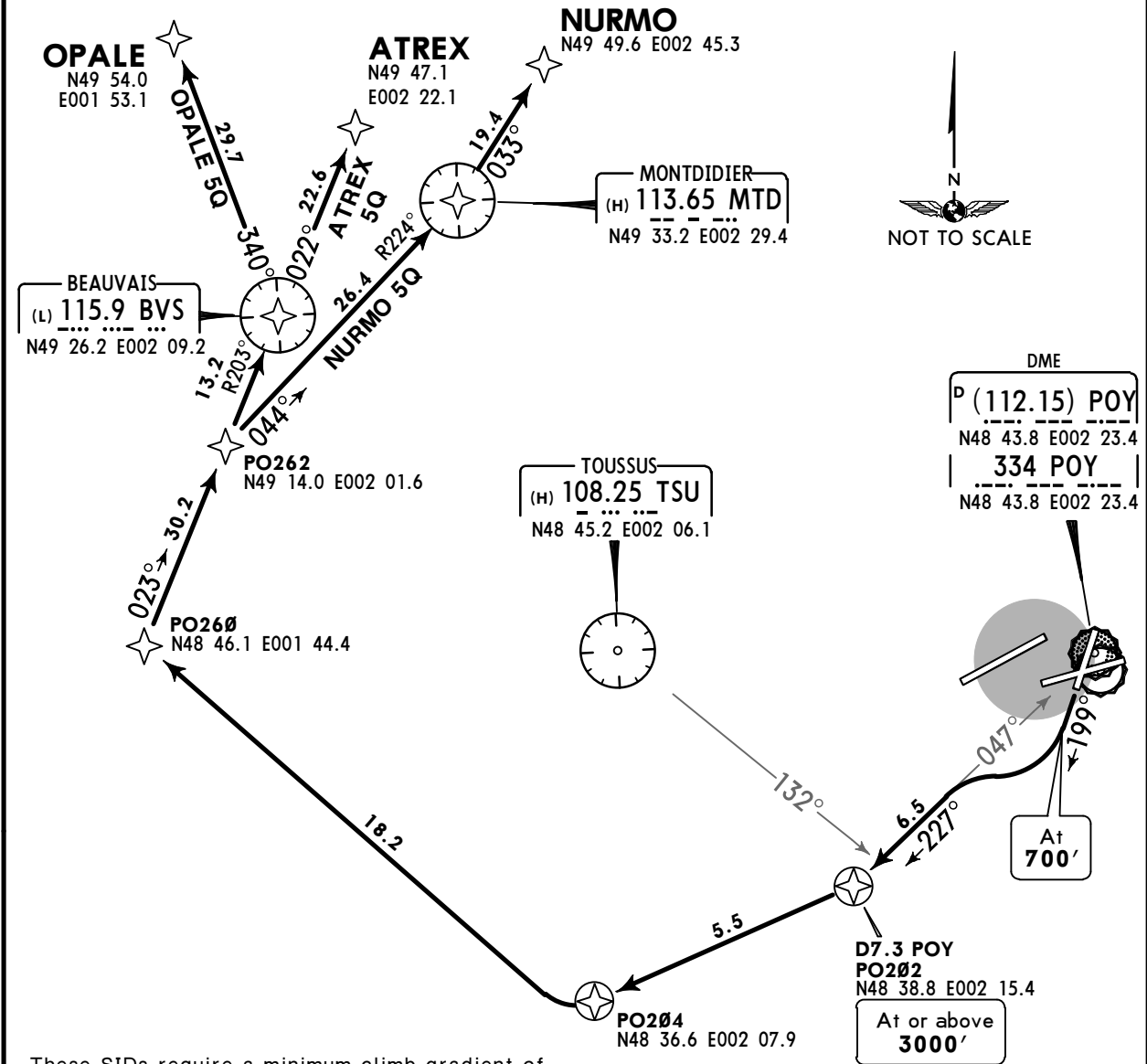
PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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ATREX, NURMO, OPALE
RWY 20 RNAV DEPARTURES
LETTER Q

JETS & PROPS ABOVE FL115

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE

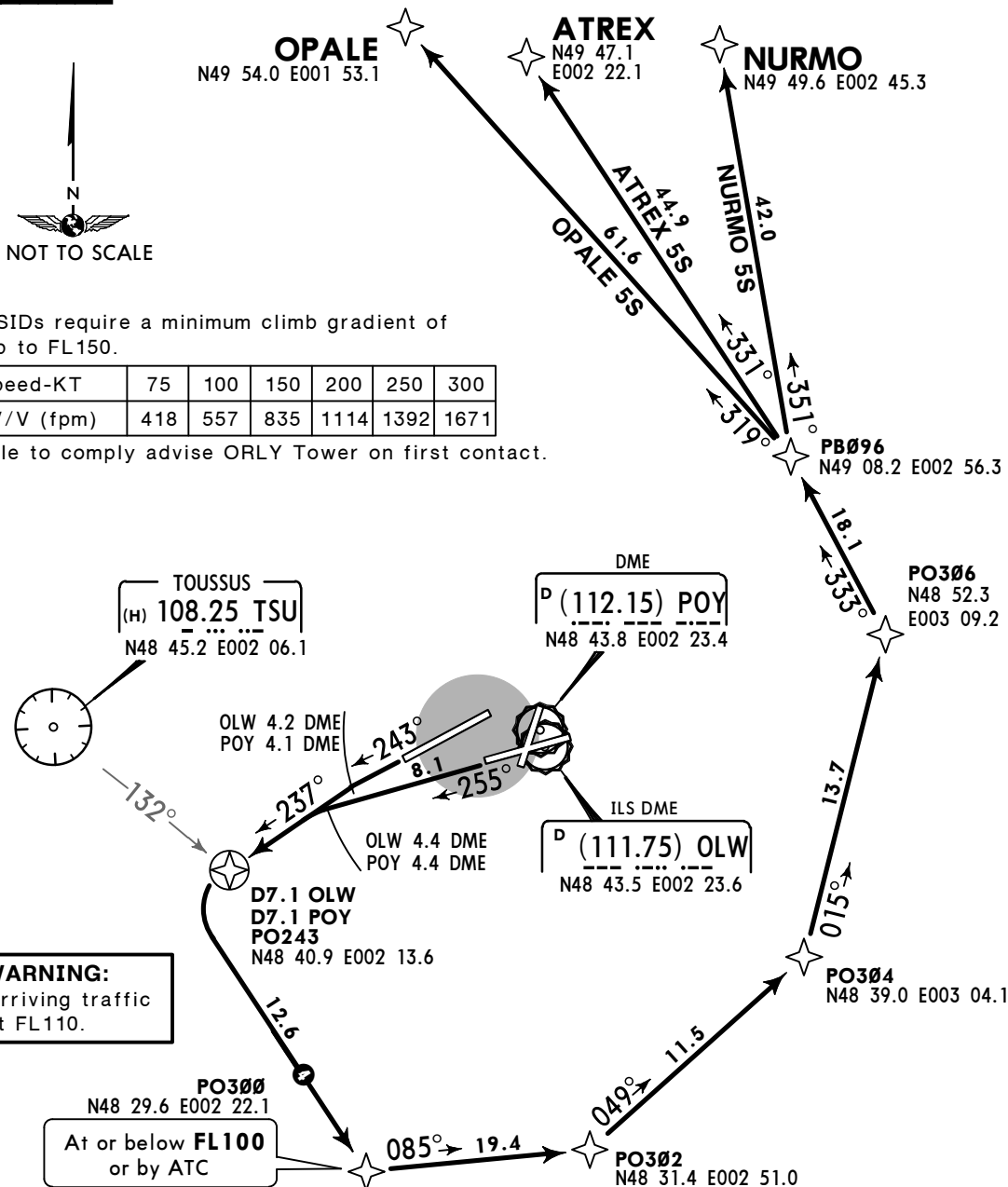


Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.	
INITIAL CLIMB	
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D7.3 POY. RNAV: PO202.	
SID	ROUTING
ATREX 5Q [ATRE5Q] ①	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - ATREX.
NURMO 5Q [NURM5Q] ②	PO202 (3000+) - PO204 - PO260 - PO262 - MTD - NURMO.
OPALE 5Q [OPAL5Q] ③	PO202 (3000+) - PO204 - PO260 - PO262 - BVS - OPALE.
For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.	

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. SIDs are also minimum noise routings.

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).

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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. SIDs are also minimum noise routings.

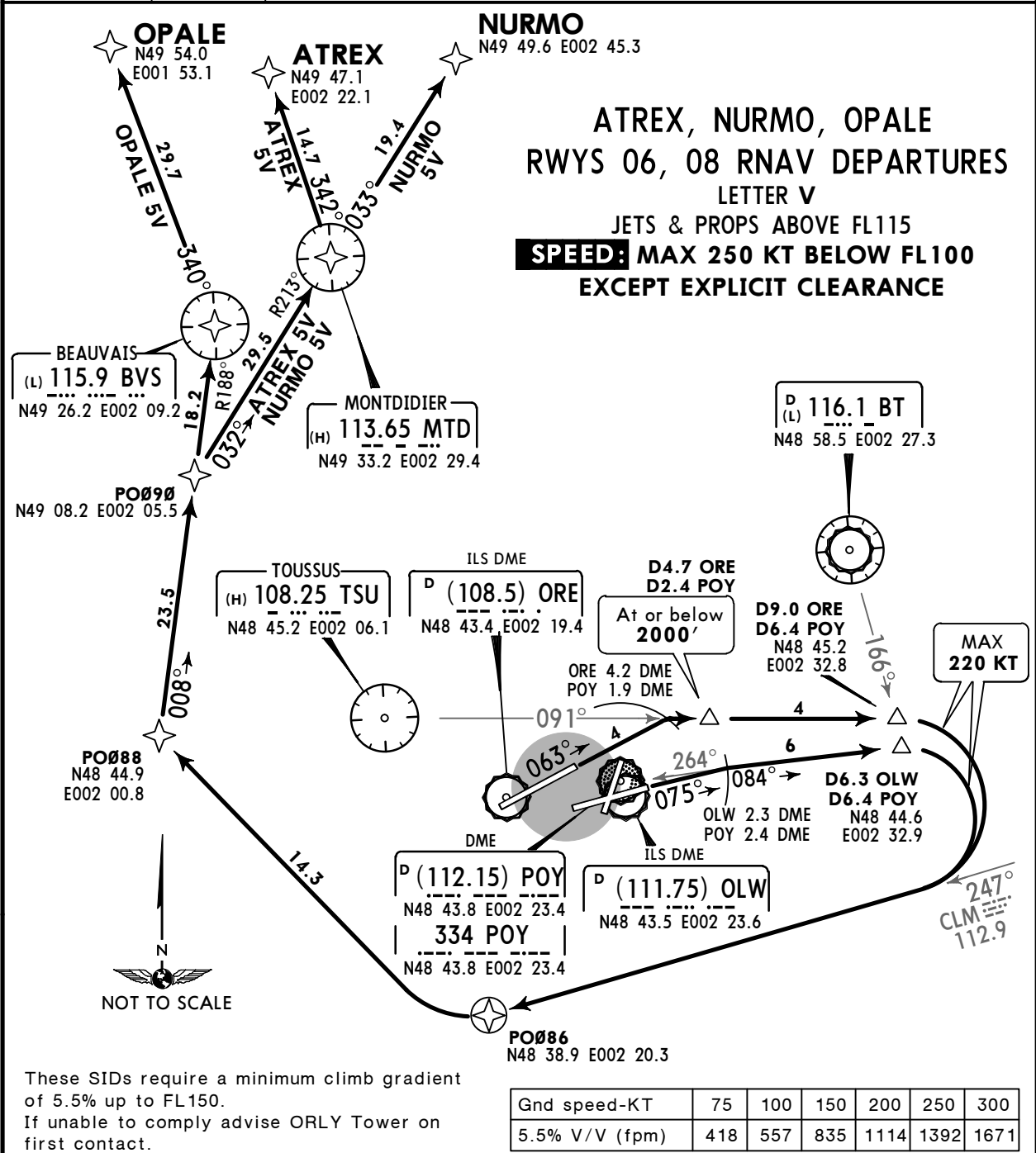
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LFPO/ORY
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JEPPESEN
17 JUL 15 10-3E3 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings. 3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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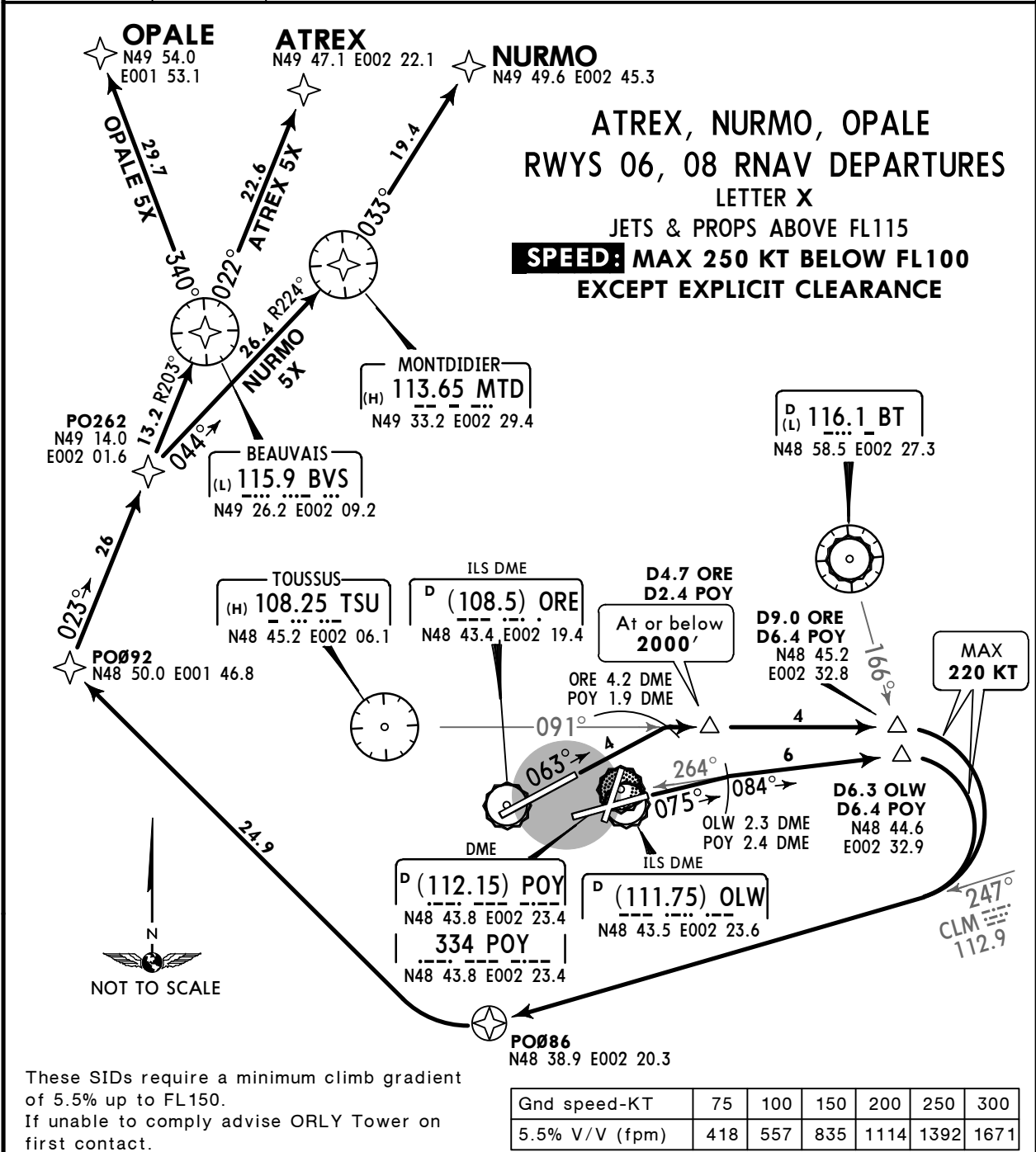
Initial climb clearance JET: FL130/ PROP: FL120 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to PO086.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, turn RIGHT, intercept CLM R-247 to PO086.
SID	ROUTING
ATREX 5V [ATRE5V] ①	PO086 - PO088 - PO090 - MTD - ATREX.
NURMO 5V [NURM5V] ②	PO086 - PO088 - PO090 - MTD - NURMO.
OPALE 5V [OPAL5V] ③	PO086 - PO088 - PO090 - BVS - OPALE.
For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.	

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JEPPESEN
17 JUL 15 10-3E4 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings. 3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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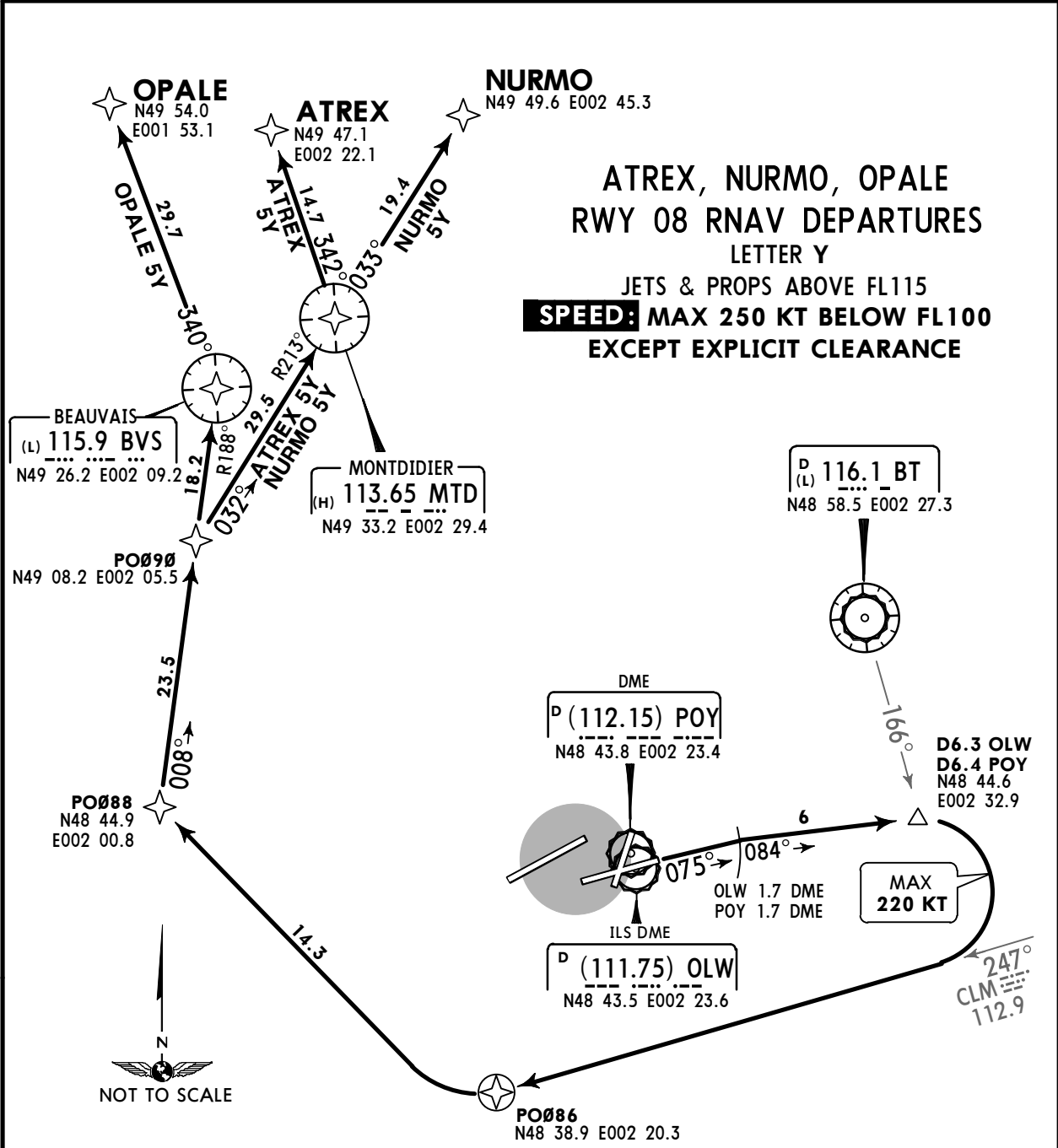
Initial climb clearance JET: FL80 /PROP: FL70 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to PO086.
08	Climb on 075° track to POY 2.4 DME or OLV 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLV, turn RIGHT, intercept CLM R-247 to PO086.
SID	ROUTING
ATREX 5X [ATRE5X] ①	PO086 - PO092 - PO262 - BVS - ATREX.
NURMO 5X [NURM5X] ②	PO086 - PO092 - PO262 - MTD - NURMO.
OPALE 5X [OPAL5X] ③	PO086 - PO092 - PO262 - BVS - OPALE.
For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.	

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3E5 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance JET: **FL130**/ PROP: **FL120**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

INITIAL CLIMB

Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY, turn RIGHT, intercept CLM R-247 to PO086.

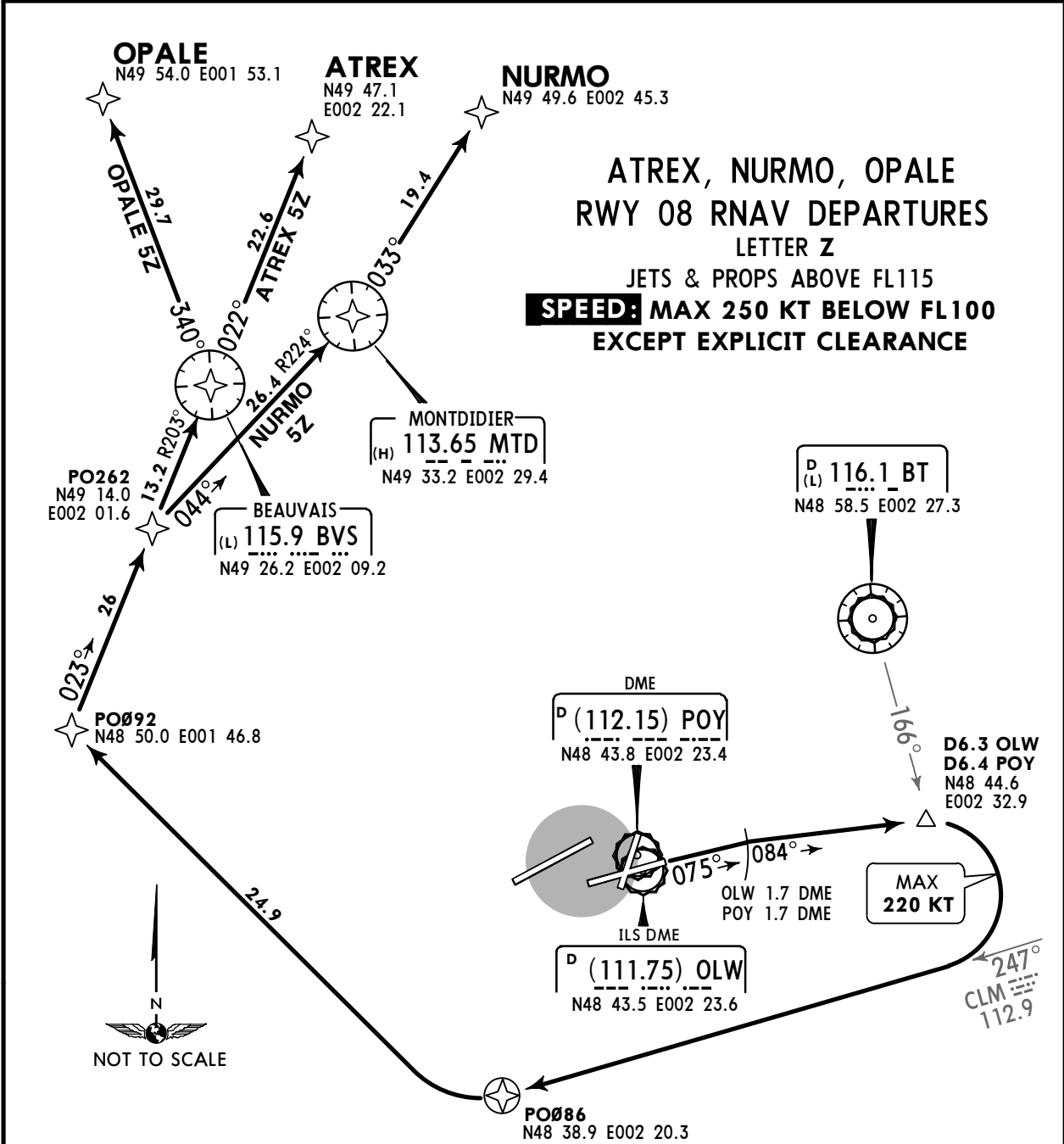
SID	ROUTING
ATREX 5Y [ATRE5Y] ①	PO086 - PO088 - PO090 - MTD - ATREX.
NURMO 5Y [NURM5Y] ②	PO086 - PO088 - PO090 - MTD - NURMO.
OPALE 5Y [OPAL5Y] ③	PO086 - PO088 - PO090 - BVS - OPALE.
For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.	

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3E6 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

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

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

INITIAL CLIMB

Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY, turn RIGHT, intercept CLM R-247 to PO086.

SID	ROUTING
ATREX 5Z [ATRE5Z] ①	PO086 - PO092 - PO262 - BVS - ATREX.
NURMO 5Z [NURM5Z] ②	PO086 - PO092 - PO262 - MTD - NURMO.
OPALE 5Z [OPAL5Z] ③	PO086 - PO092 - PO262 - BVS - OPALE.
For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.	

CHANGES: New chart. © JEPPESEN, 2015. ALL RIGHTS RESERVED.

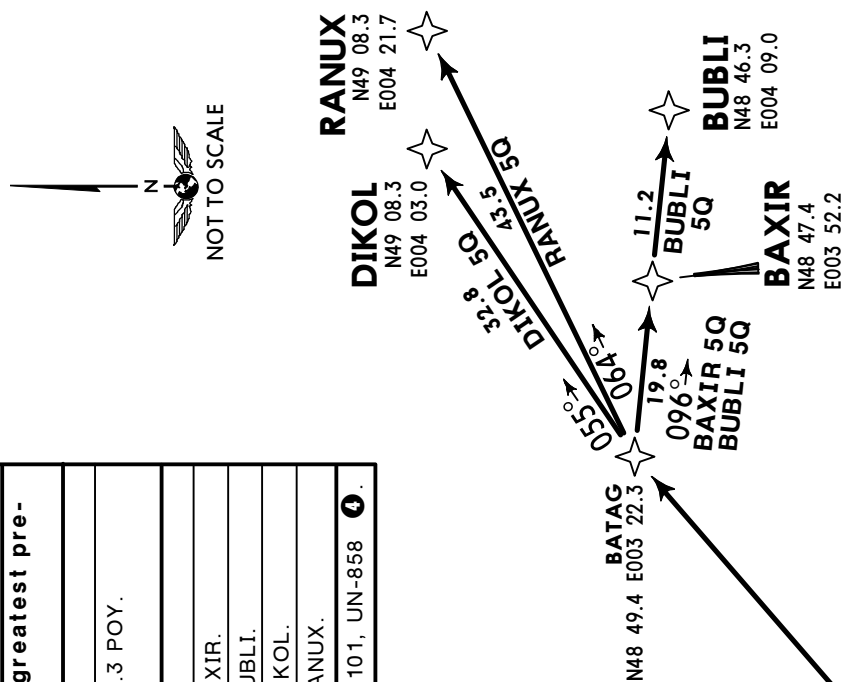
Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. SIDs are also minimum noise routings.

LETTER Q

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

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

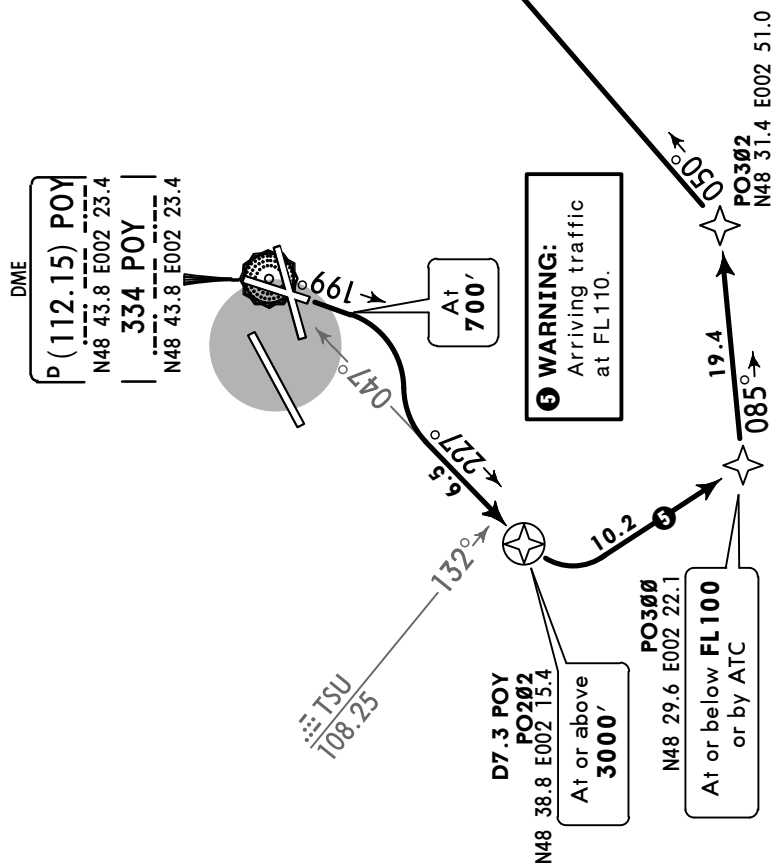
Initial climb clearance FL80, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.

INITIAL CLIMB

SID	ROUTING
BAXIR 5Q [BAXI5Q] ①	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - BAXIR.
BUBLI 5Q [BUBL5Q] ②	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - BUBLI.
DIKOL 5Q [DIKO5Q] ③	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - DIKOL.
RANUX 5Q [RANU5Q] ④	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - RANUX.
For flights to destinations specified via airways B-13 ① /UG-42 ② /J-10 ③ /UH-101, UN-858 ④ .	

For flights to destinations specified via airways B-13



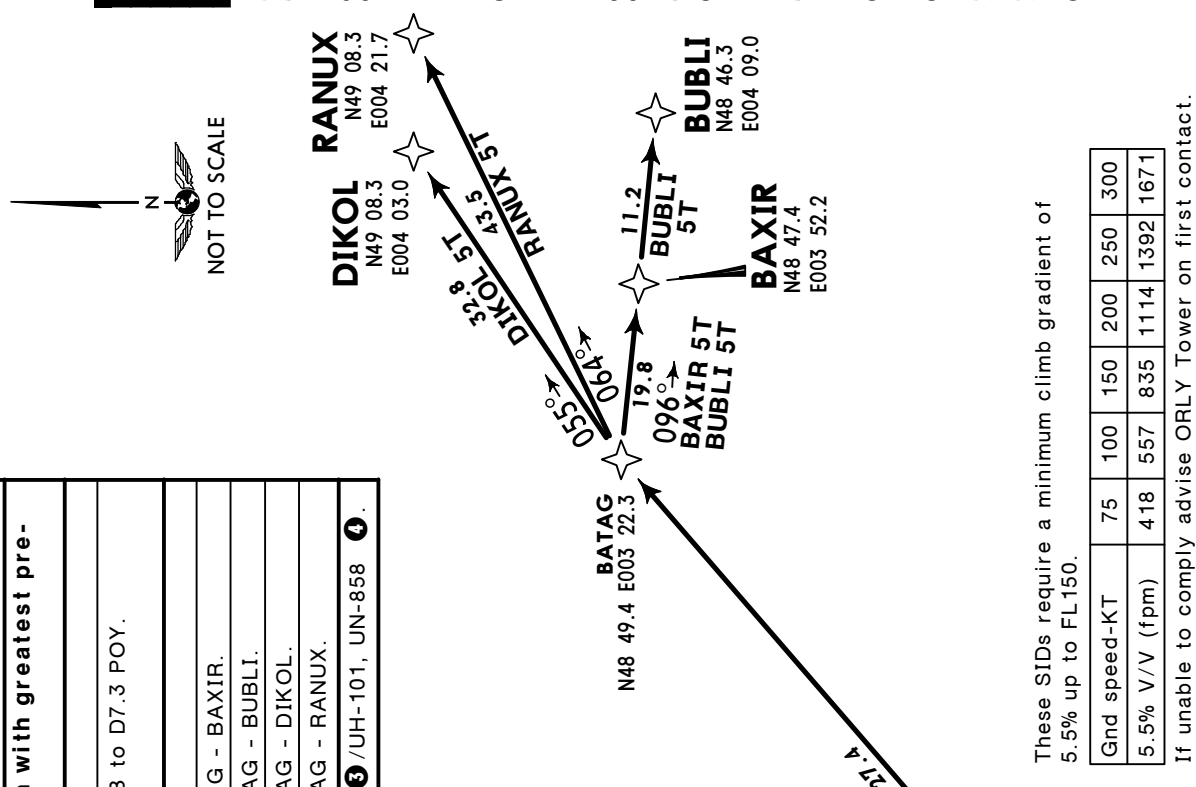
Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. SIDs are also minimum noise routings.

LETTER T

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

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

if unable to comply advise ORLY Tower on first contact.

Initial climb clearance FL80, further climb when authorized by ATC.

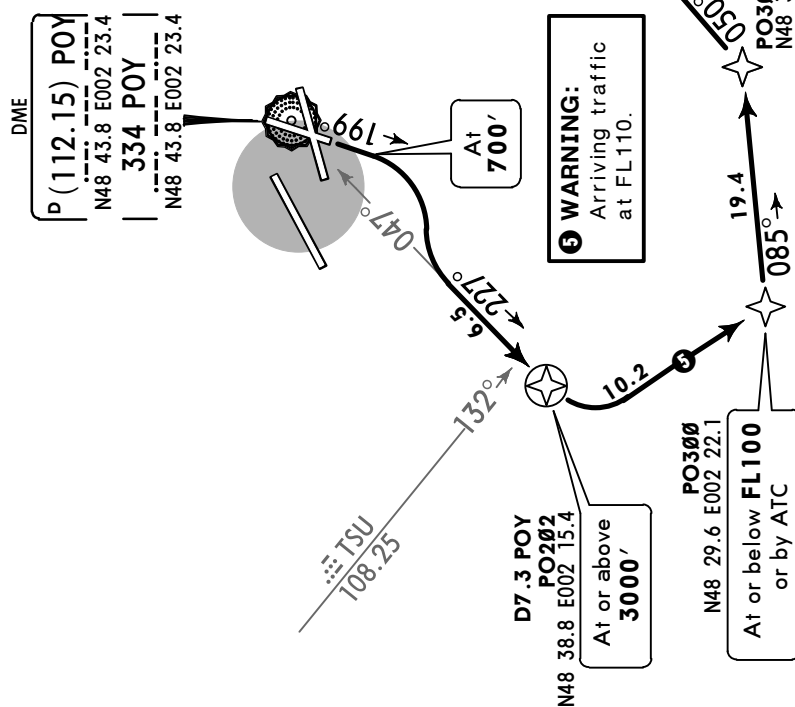
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.

INITIAL CLIMB

SID	ROUTING
BAXIR 5T [BAX15T] 1	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - BAXIR.
BUBLI 5T [BUBL5T] 2	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - BUBLI.
DIKOL 5T [DIKO5T] 3	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - DIKOL.
RANUX 5T [RANU5T] 4	PO202 (3000'+) - PO300 (FL100-) - PO302 - BATAG - RANUX.

For flights to destinations specified via airways B-13 **1** /UG-42 **2** /J-10 **3** /UH-101, UN-858 **4**.

For flights to destinations specified via airways B-13



D7.3 POY
PO202
N48 38.8 E002 15.4

PO300
N48 29.6 E002 22.1

At or below **FL**
or by ATC

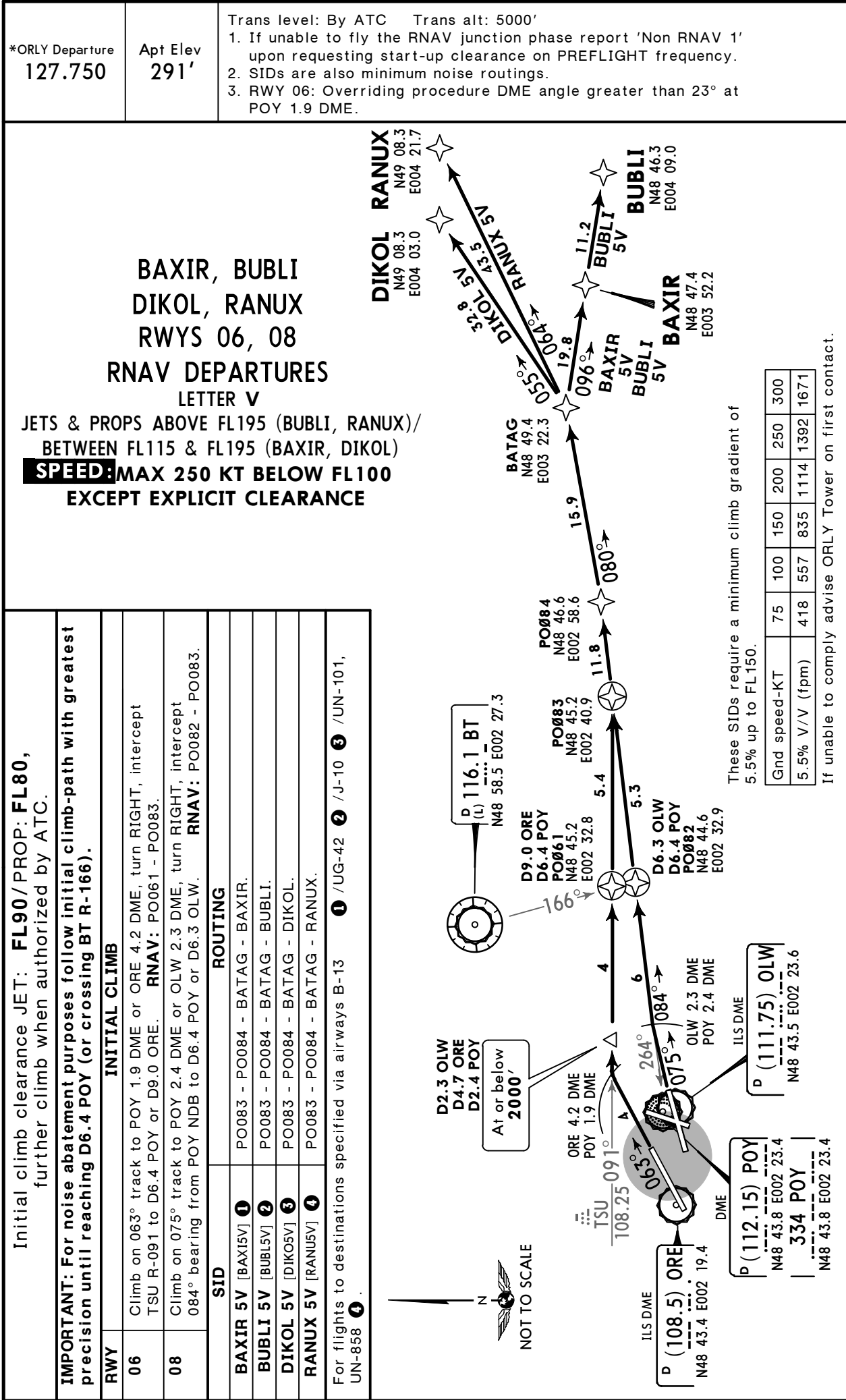
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CHANGES: New chart.

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JEPPesen
17 JUL 15 10-3F Eff 23 Jul

PARIS, FRANCE
RNAV SID

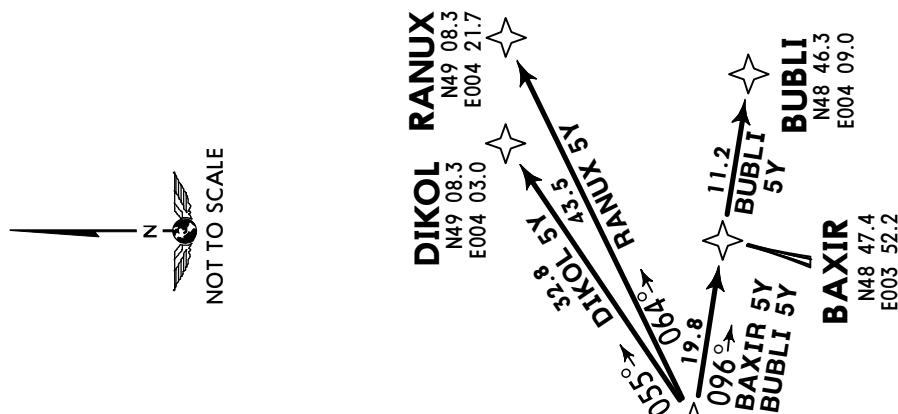


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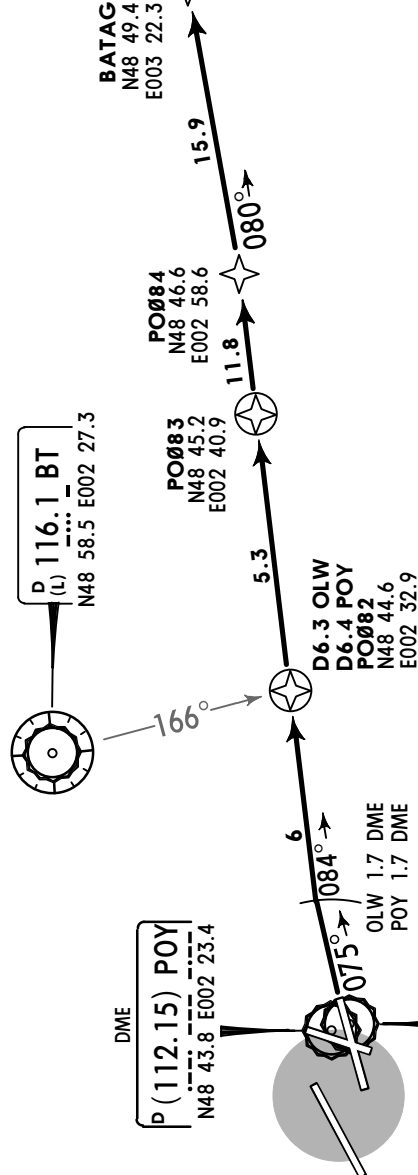
Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. SIDs are also minimum noise routings.

JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)
SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



For flights to destinations specified via airways B-13 **1** /UG-42 **2** /J-10 **3** /UN-101, UN-858 **4**.



These SIDs require a minimum climb gradient of 5.5% up to FL 150.

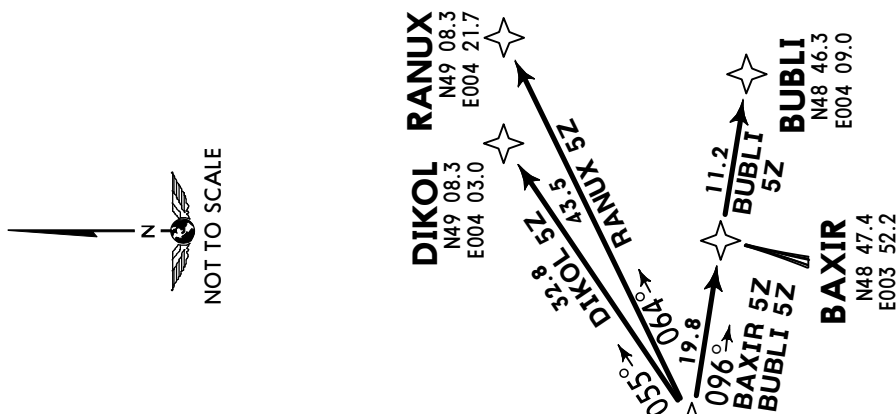
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

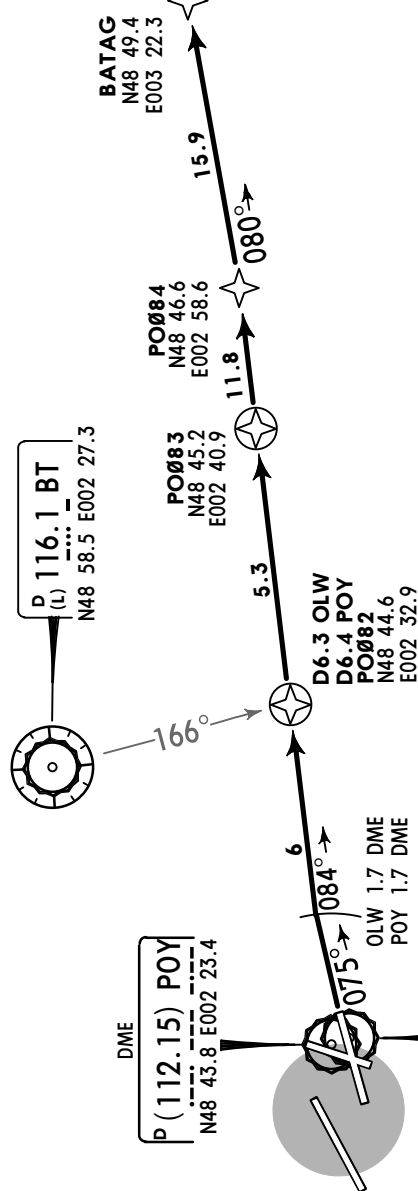
Trans level: By ATC Trans alt: 5000'

1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
2. SIDs are also minimum noise routings.

JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)
SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



For flights to destinations specified via airways B-13 **1** /UG-42 **2** /J-10 **3** /UN-101, UN-858 **4**.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

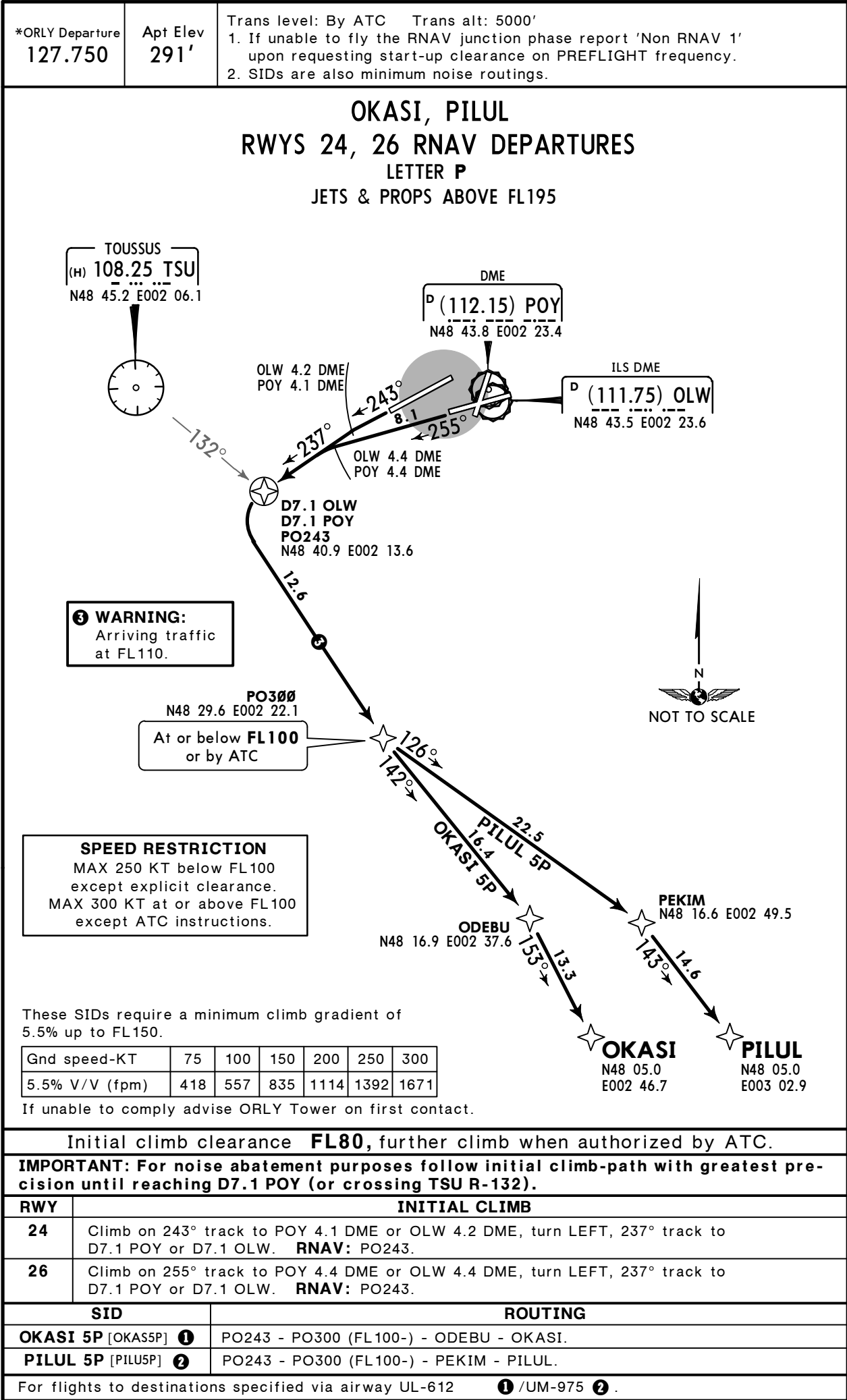
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise ORLY Tower on first contact.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3G3) Eff 23 Jul

PARIS, FRANCE
RNAV SID

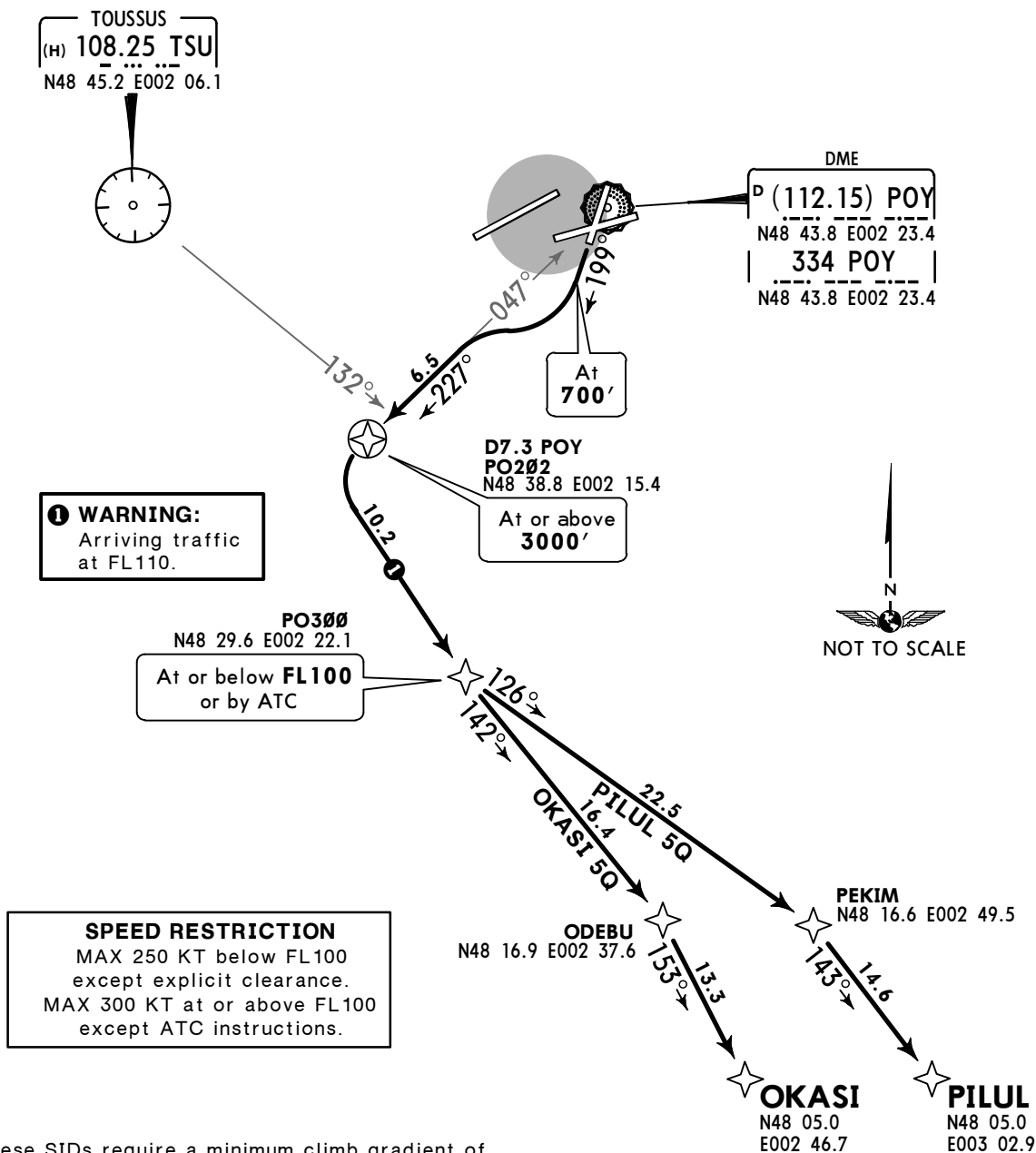


PARIS, FRANCE
RNAV SID

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. SIDs are also minimum noise routings.

OKASI, PILUL
RWY 20 RNAV DEPARTURES
LETTER Q
JETS & PROPS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.

INITIAL CLIMB

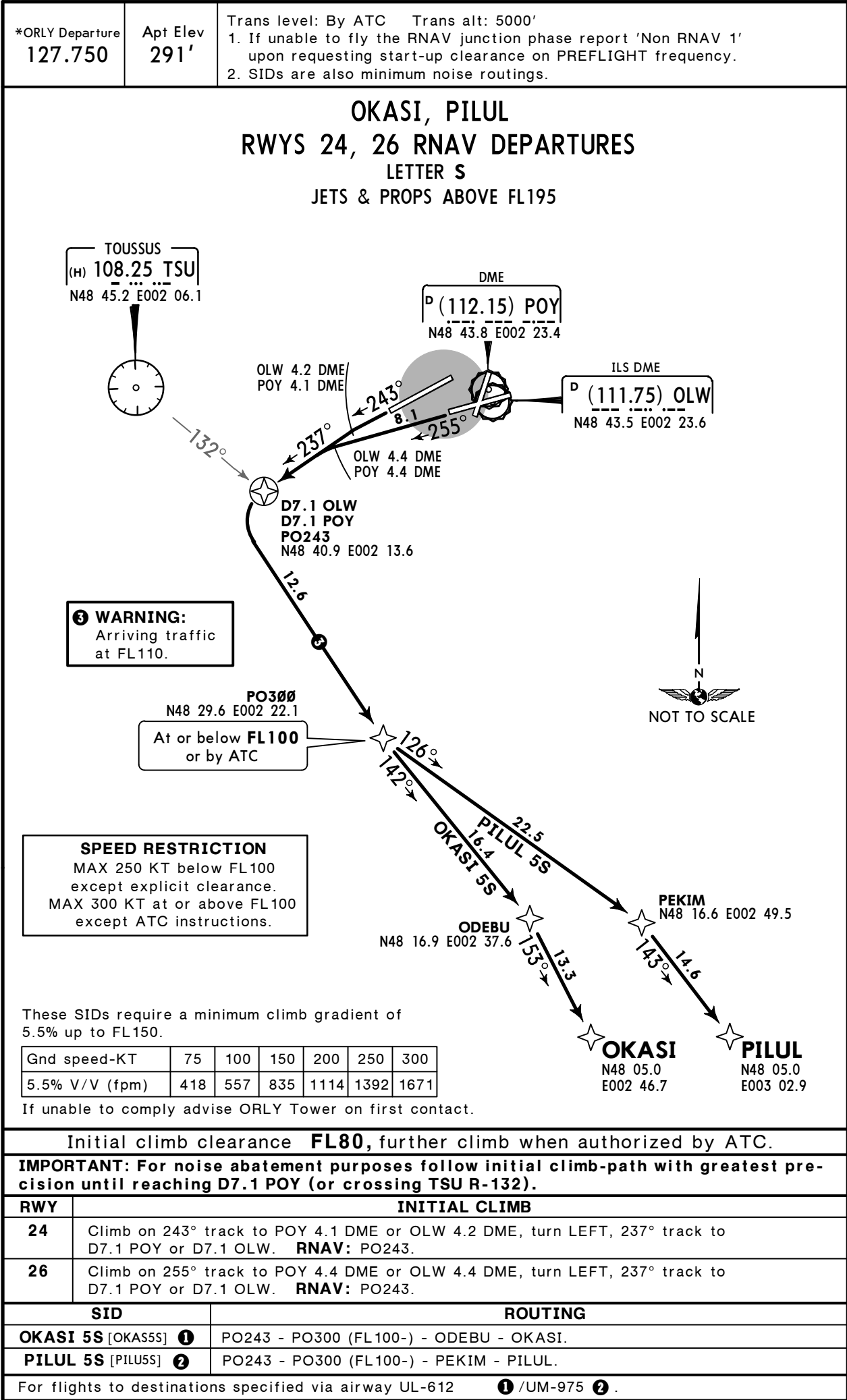
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D7.3 POY.
RNAV: PO202.

SID	ROUTING
OKASI 5Q [OKAS5Q] ②	PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 5Q [PILU5Q] ③	PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.
For flights to destinations specified via airway UL-612 ② /UM-975 ③ .	

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3G5) Eff 23 Jul

PARIS, FRANCE
RNAV SID



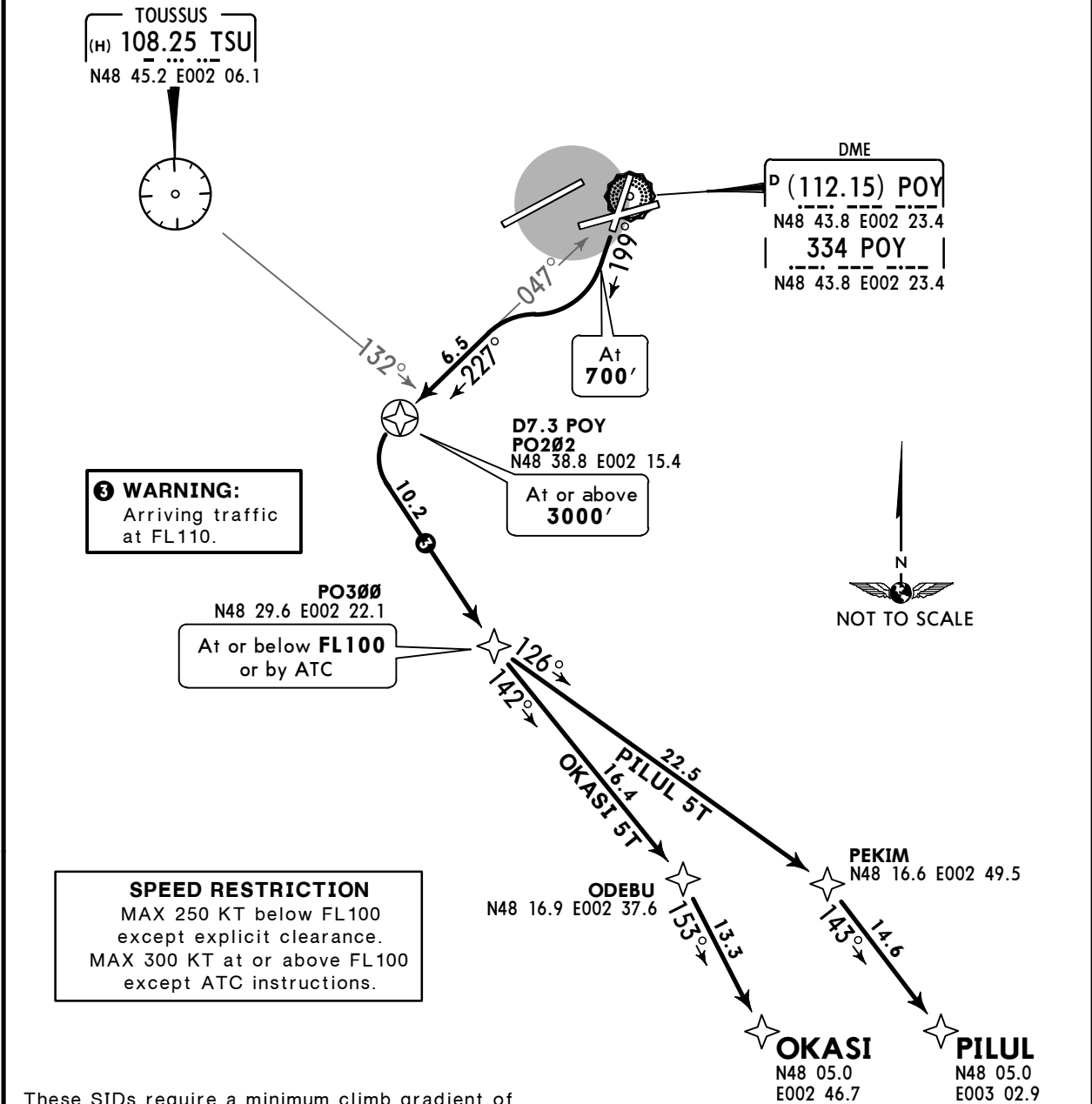
LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3G6 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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OKASI, PILUL
RWY 20 RNAV DEPARTURES
LETTER T
JETS & PROPS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **FL80**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until or crossing TSU R-132.

INITIAL CLIMB	
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D7.3 POY. RNAV: PO202.	
SID	ROUTING
OKASI 5T [OKAS5T] ①	PO202 (3000'+) - PO300 (FL100-) - ODEBU - OKASI.
PILUL 5T [PILU5T] ②	PO202 (3000'+) - PO300 (FL100-) - PEKIM - PILUL.
For flights to destinations specified via airway UL-612 ① /UM-975 ② .	

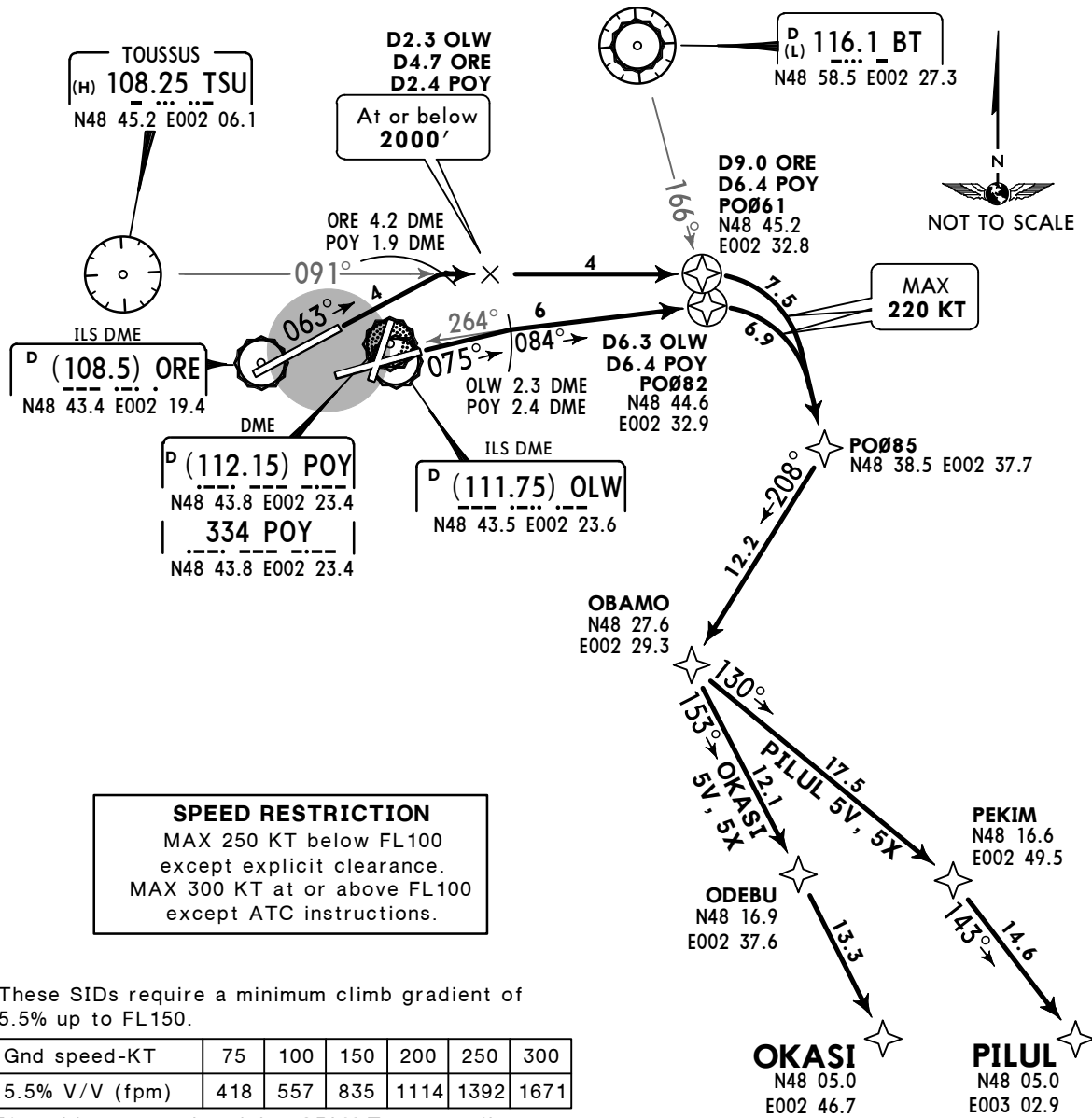
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3G7 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings. 3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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OKASI, PILUL
RWYS 06, 08 RNAV DEPARTURES
LETTER V & X
JETS & PROPS ABOVE FL195



Initial climb clearance JET: FL130/ PROP: FL110 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE. RNAV: PO061 - PO085.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW. RNAV: PO082 - PO085.
SID	
OKASI 5V [OKAS5V] , OKASI 5X [OKAS5X] ①	PO085 - OBAMO - ODEBU - OKASI.
PILUL 5V [PILU5V] , PILUL 5X [PILU5X] ②	PO085 - OBAMO - PEKIM - PILUL.
For flights to destinations specified via airway UL-612 ① /UM-975 ② .	

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. SIDs are also minimum noise routings.

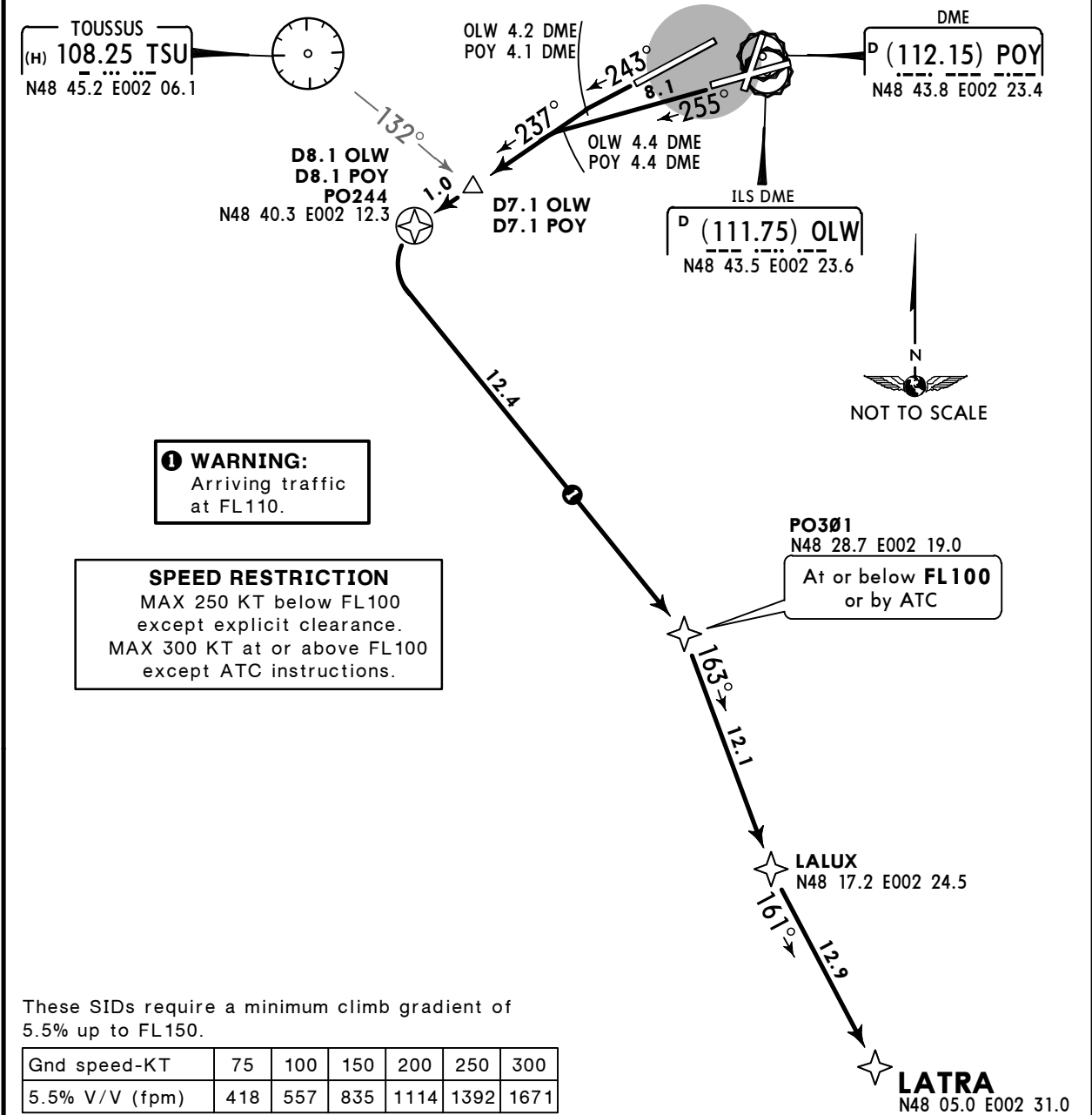
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3G9 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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LATRA
RWYS 24, 26 RNAV DEPARTURES
LETTER P
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



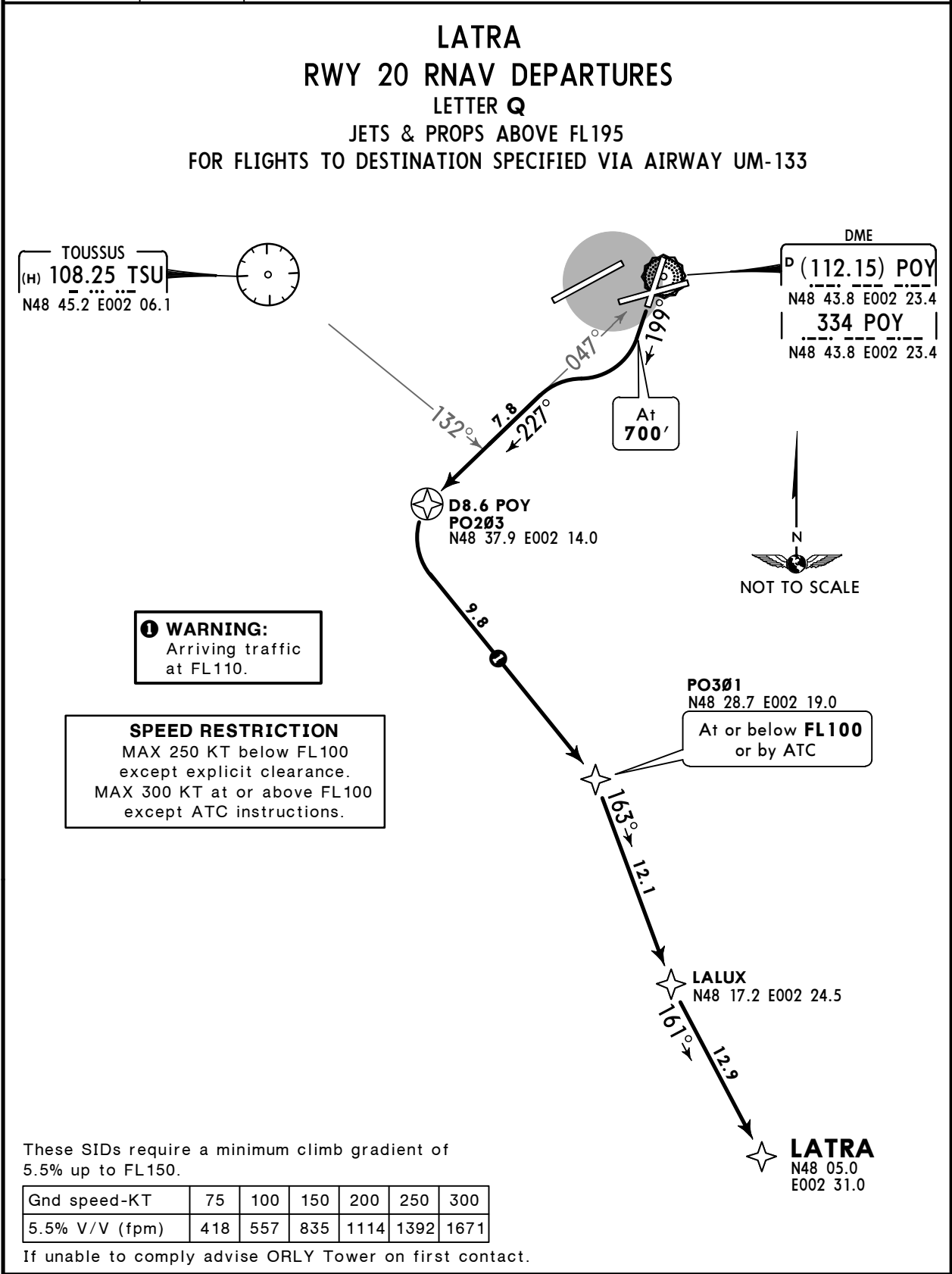
If unable to comply advise ORLY Tower on first contact.	
Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to D8.1 POY or D8.1 OLW. RNAV: PO244.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D8.1 POY or D8.1 OLW. RNAV: PO244.
SID	ROUTING
LATRA 5P [LATR5P]	PO244 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3G10) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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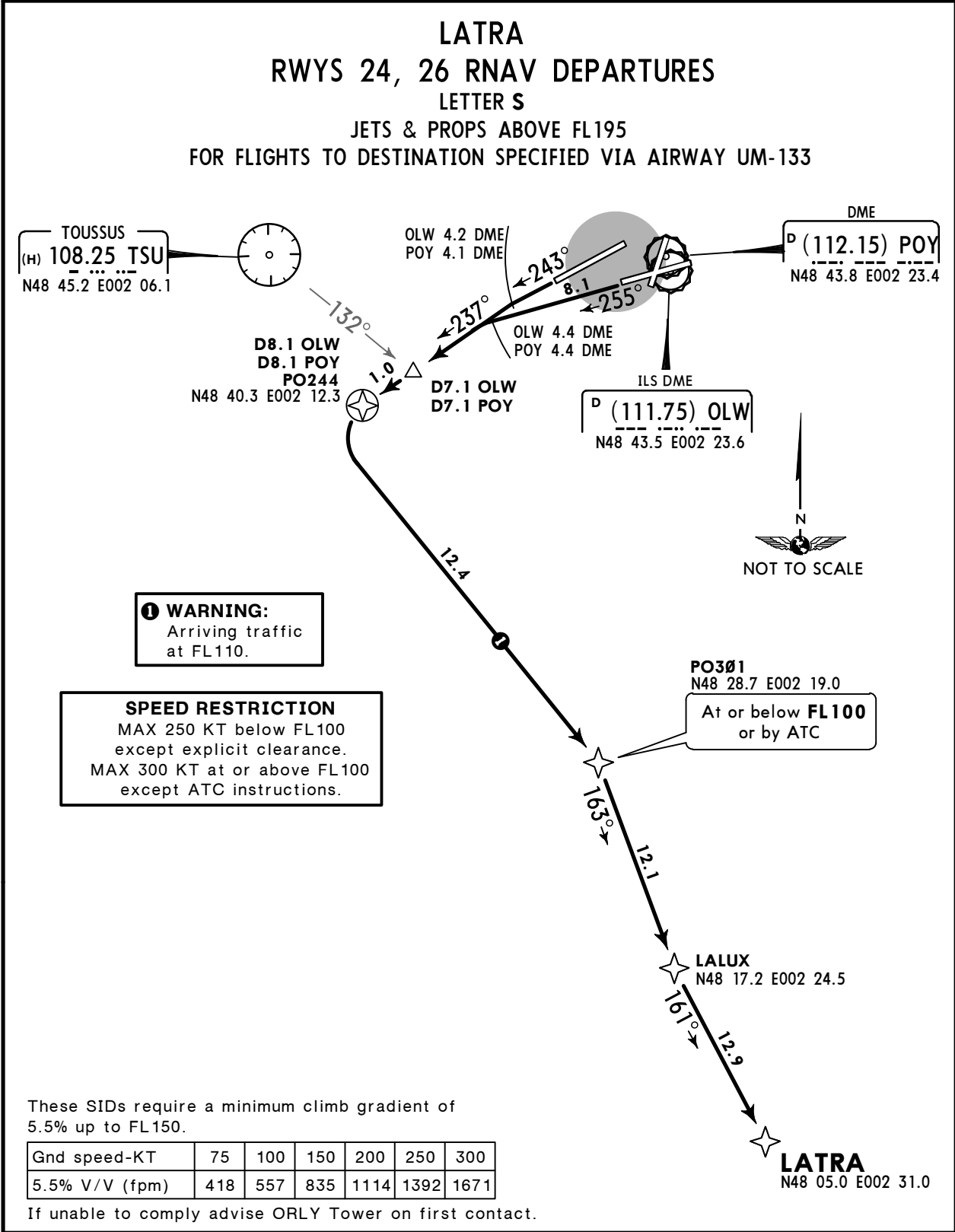
Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.	
INITIAL CLIMB	
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D8.6 POY. RNAV: PO203.	
SID	ROUTING
LATRA 5Q [LATR5Q]	PO203 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3H) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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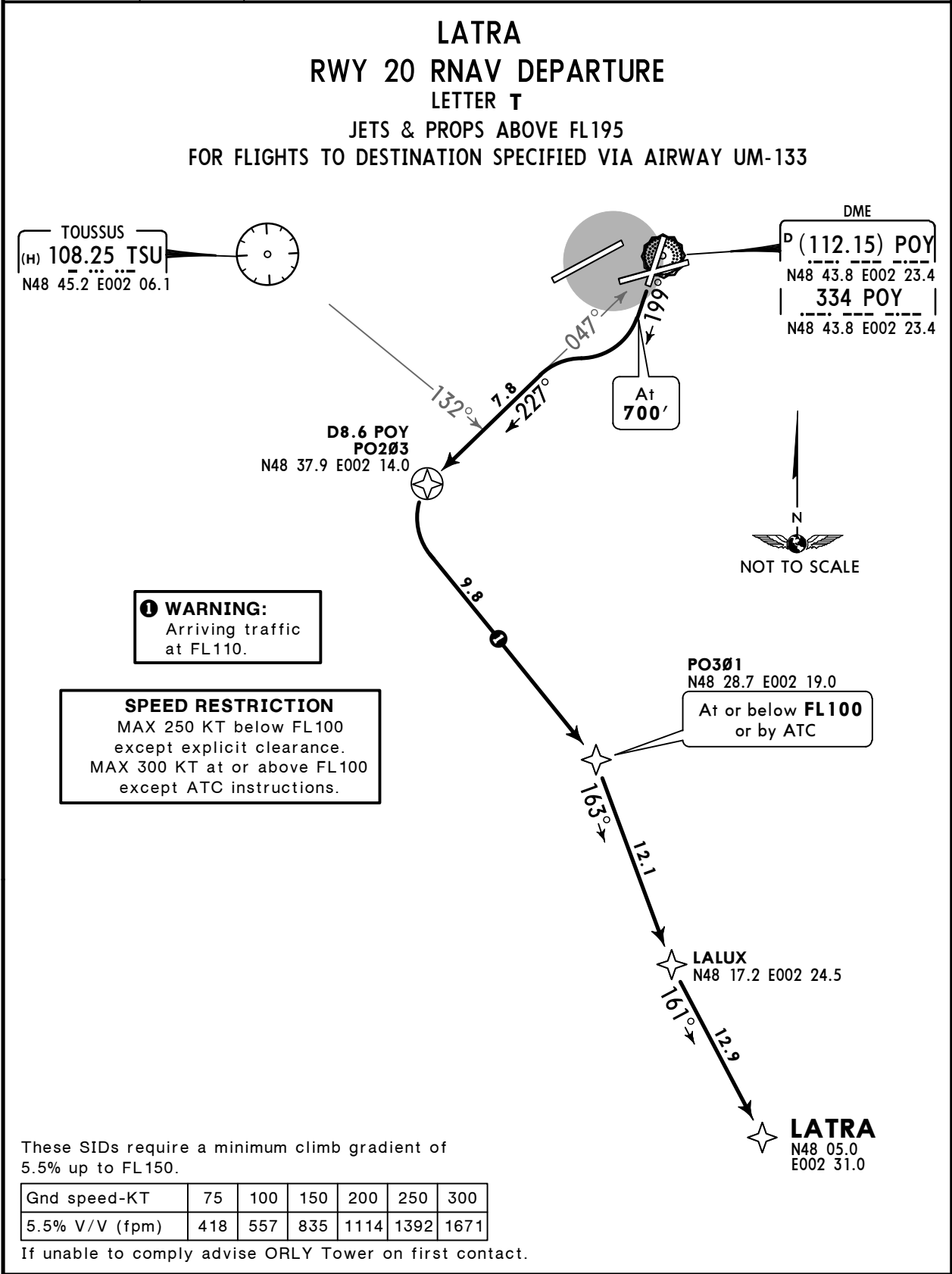
Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to D8.1 POY or D8.1 OLW. RNAV: PO244.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D8.1 POY or D8.1 OLW. RNAV: PO244.
SID	ROUTING
LATRA 5S [LATR5S]	PO244 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3J) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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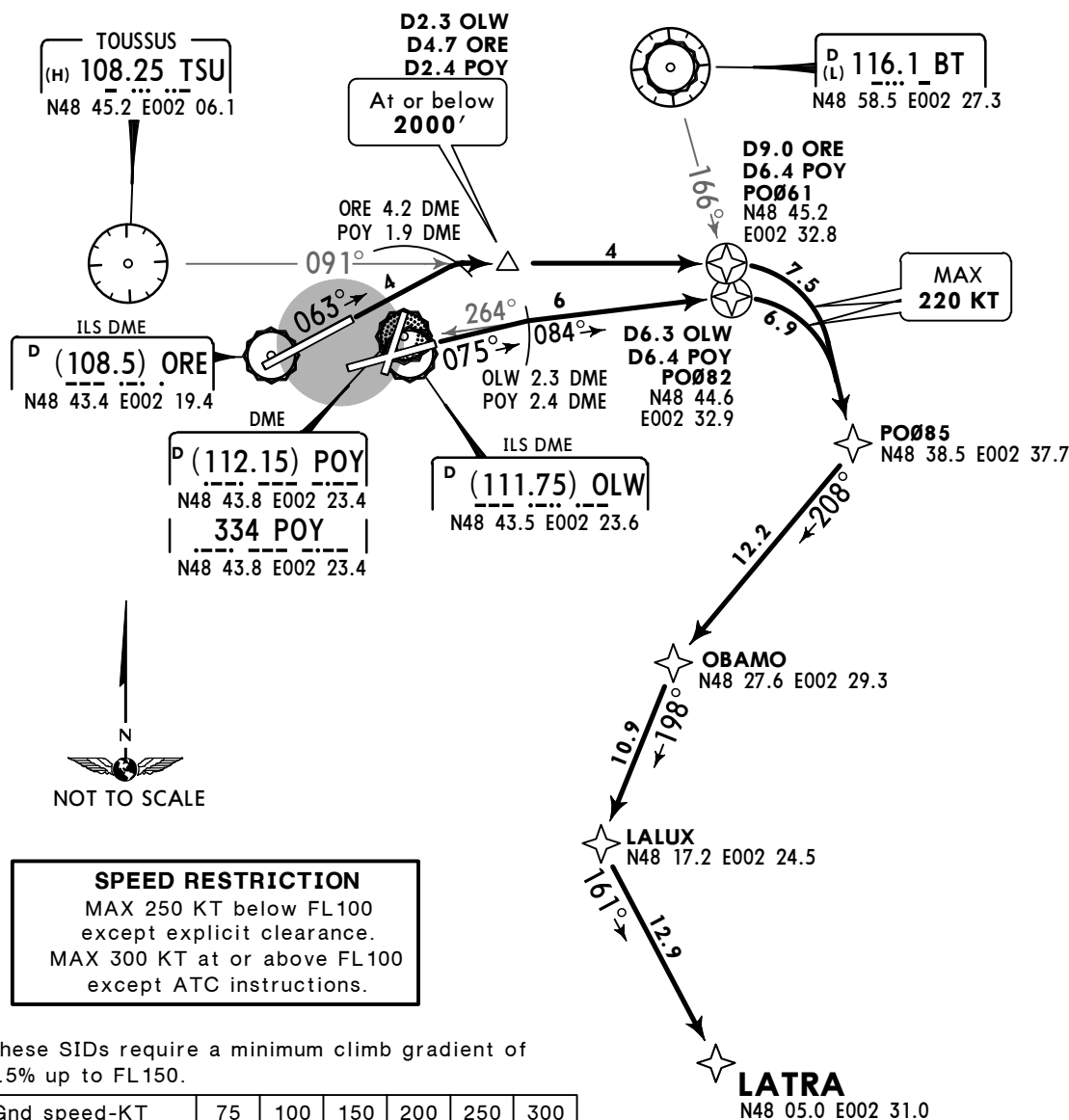
Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.	
INITIAL CLIMB	
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D8.6 POY. RNAV: PO203.	
SID	ROUTING
LATRA 5T [LATR5T]	PO203 - PO301 (FL100-) - LALUX - LATRA.

*ORLY Departure	Apt Elev
127.750	291'

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. SIDs are also minimum noise routings.
3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.

LATRA
RWYS 06, 08 RNAV DEPARTURES
LETTER V & X
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance JET: **FL130**/ PROP: **FL110**,
further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE. RNAV: PO061 - PO085.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW. RNAV: PO082 - PO085.
SID	ROUTING
LATRA 5V [LATR5V] , LATRA 5X [LATR5X]	PO085 - OBAMO - LALUX - LATRA.

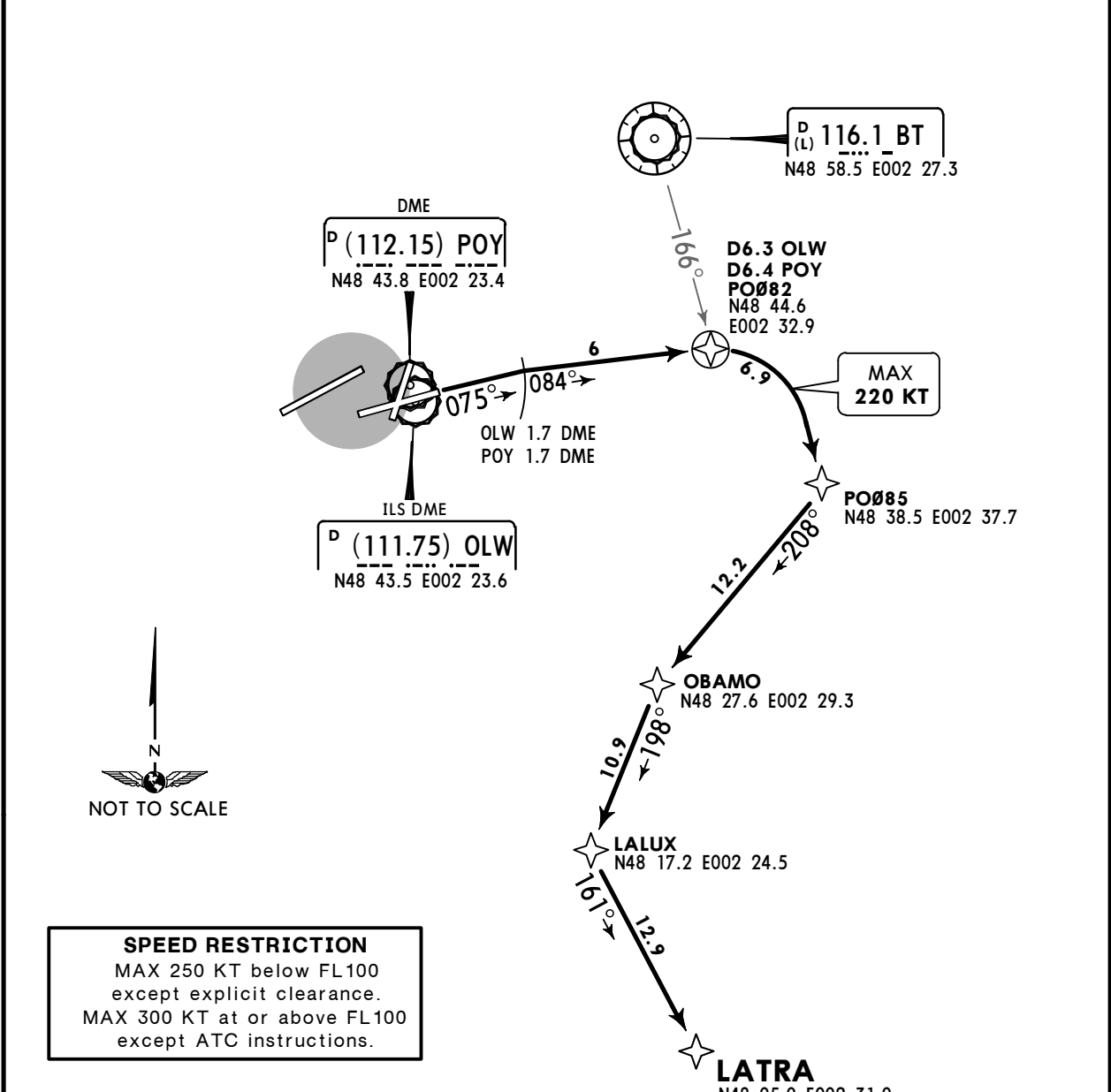
LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3J2 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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LATRA
RWY 08 RNAV DEPARTURES
LETTER Y & Z
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100
except explicit clearance.
MAX 300 KT at or above FL100
except ATC instructions.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

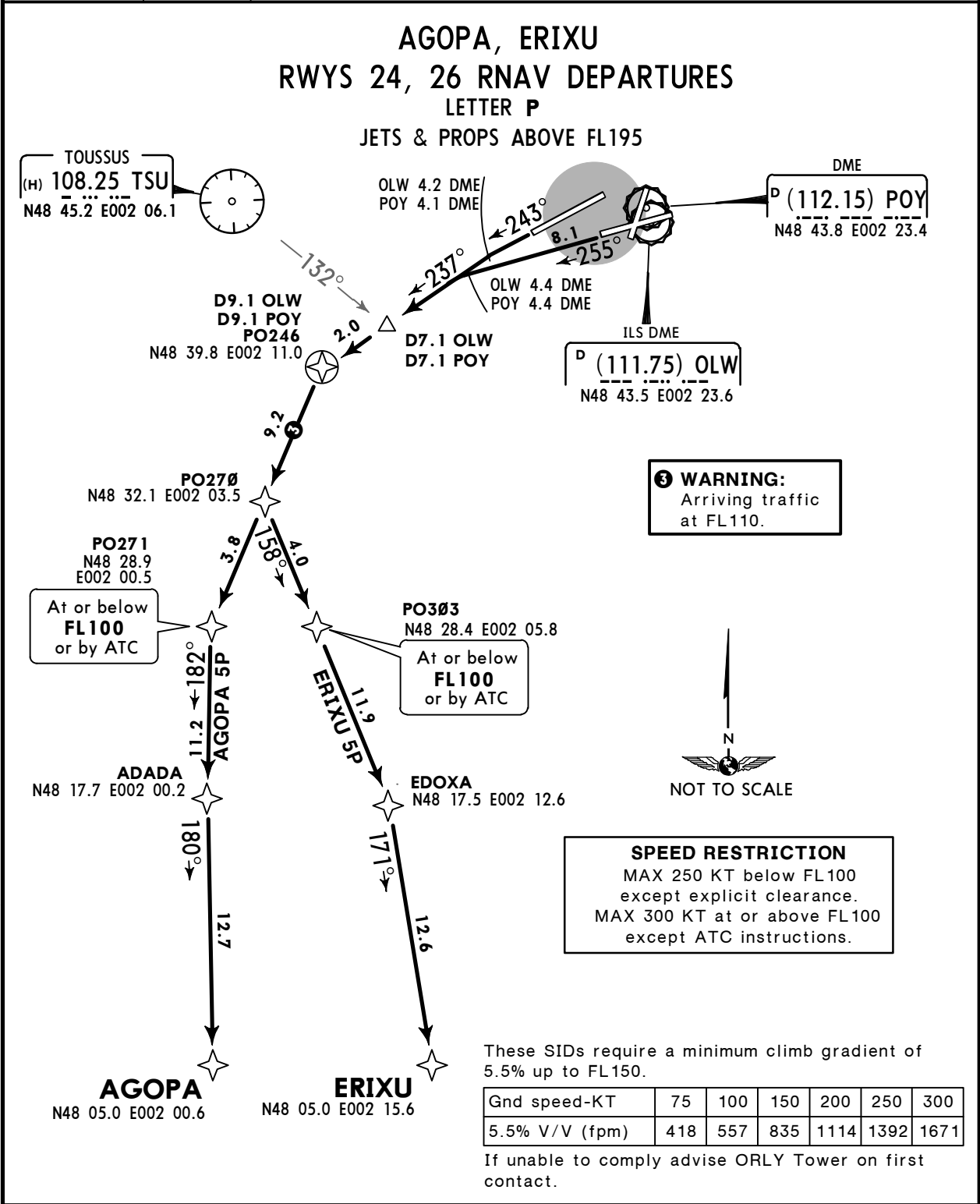
Initial climb clearance JET: FL130 / PROP: FL110 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
INITIAL CLIMB	
Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY. RNAV: PO082.	
SID	ROUTING
LATRA 5Y [LATR5Y] , LATRA 5Z [LATR5Z]	PO082 - PO085 - OBAMO - LALUX - LATRA.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3J3 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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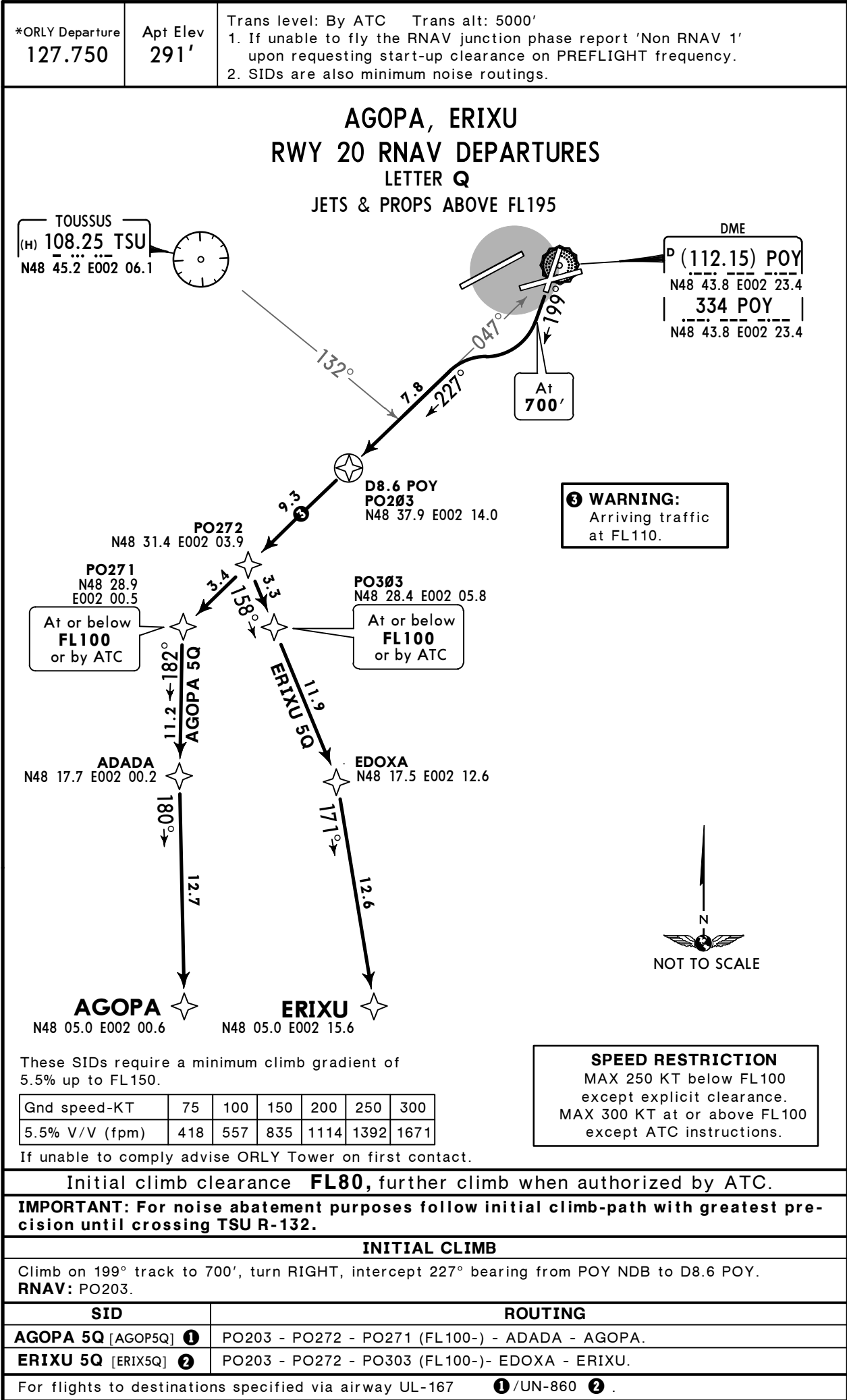


Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to D9.1 POY or D9.1 OLW. RNAV: PO246.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D9.1 POY or D9.1 OLW. RNAV: PO246.
SID	ROUTING
AGOPA 5P [AGOP5P] ①	PO246 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 5P [ERIX5P] ②	PO246 - PO270 - PO303 (FL100-) - EDOXA - ERIXU.
For flights to destinations specified via airway UL-167 ① /UN-860 ② .	

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 (10-3J4) Eff 23 Jul

PARIS, FRANCE
RNAV SID



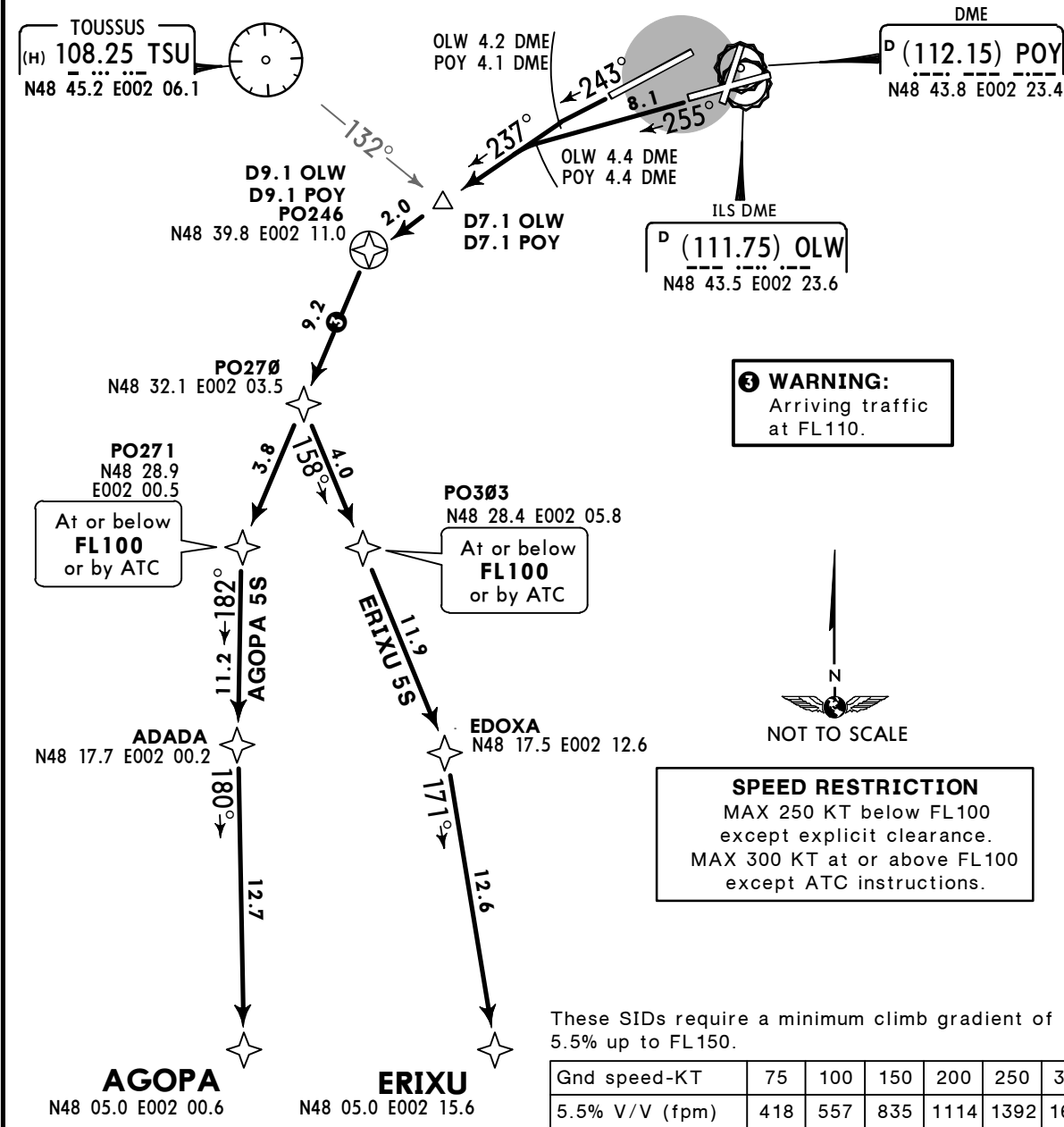
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3J5 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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AGOPA, ERIXU
RWYS 24, 26 RNAV DEPARTURES
LETTER S
JETS & PROPS ABOVE FL195



Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to D9.1 POY or D9.1 OLW. RNAV: PO246.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D9.1 POY or D9.1 OLW. RNAV: PO246.
SID	ROUTING
AGOPA 5S [AGOP5S] ①	PO246 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 5S [ERIX5S] ②	PO246 - PO270 - PO303 (FL100-) - EDOXA - ERIXU.
For flights to destinations specified via airway UL-167 ① /UN-860 ②.	

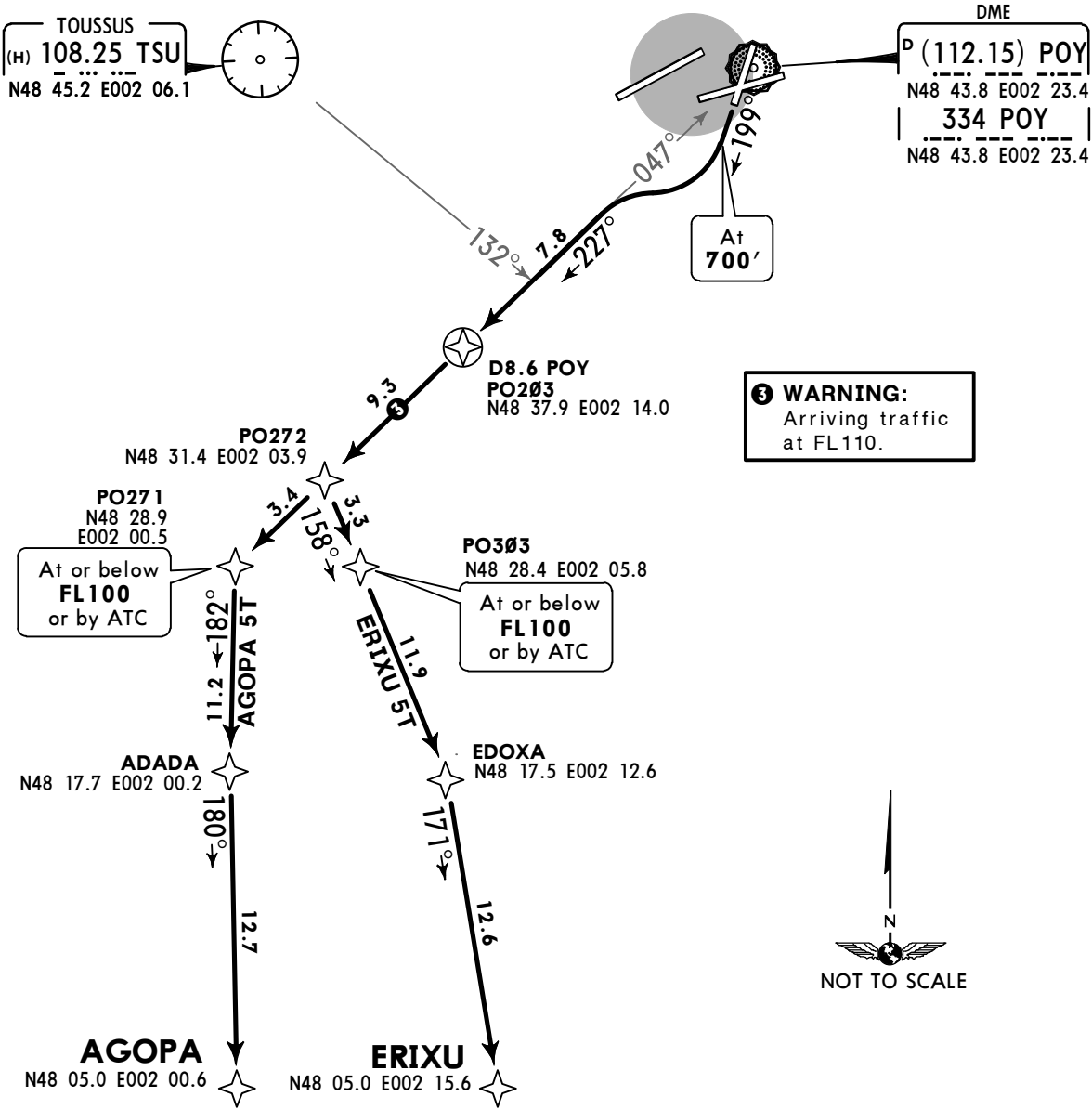
LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3J6 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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AGOPA, ERIXU
RWY 20 RNAV DEPARTURES
LETTER T
JETS & PROPS ABOVE FL195

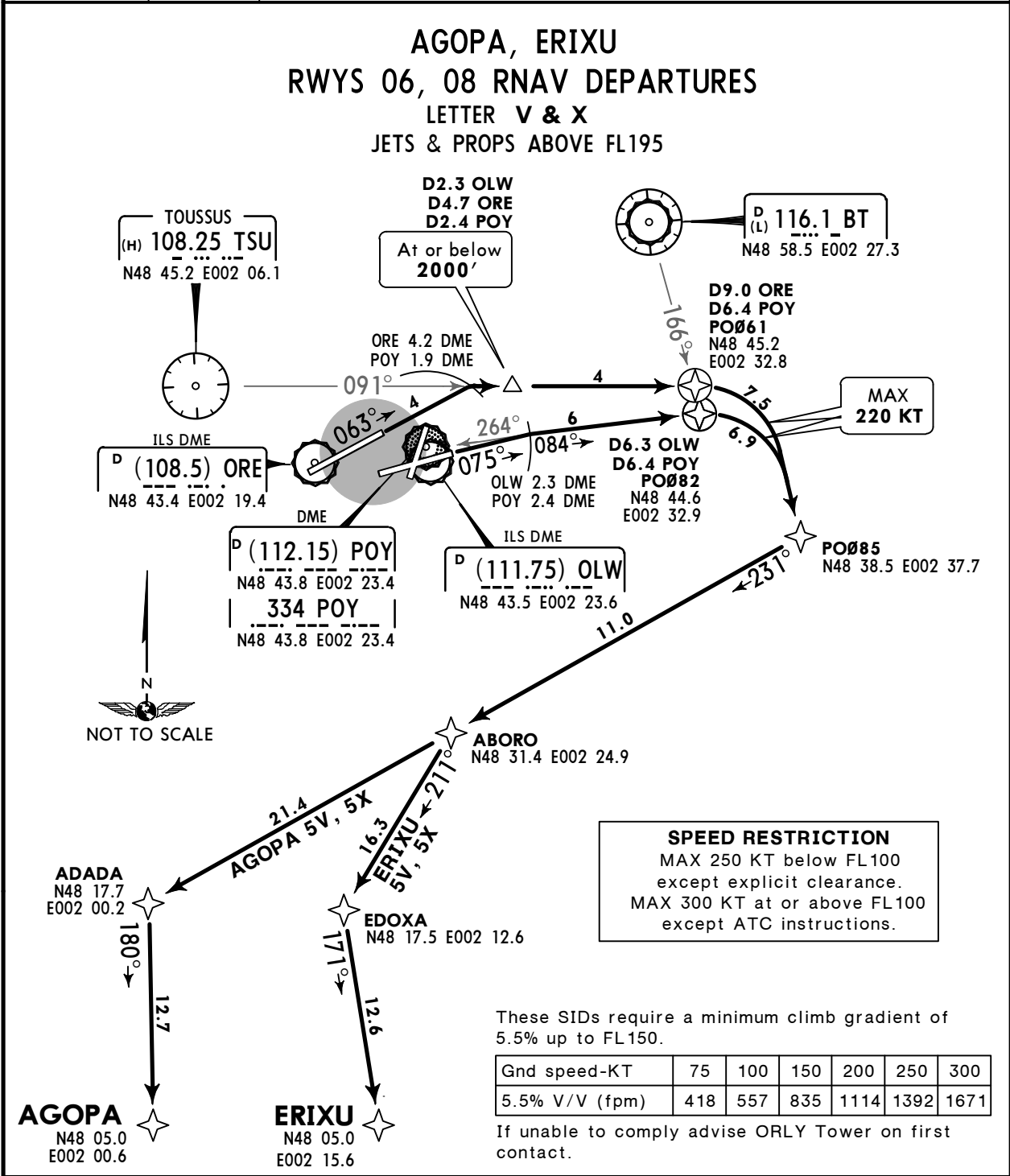


LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3J7 Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings. 3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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Initial climb clearance JET: FL130 / PROP: FL110 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE. RNAV: PO061 - PO085.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW. RNAV: PO082 - PO085.
SID	ROUTING
AGOPA 5V [AGOP5V] , AGOPA 5X [AGOP5X] ①	PO085 - ABORO - ADADA - AGOPA.
ERIXU 5V [ERIX5V] , ERIXU 5X [ERIX5X] ②	PO085 - ABORO - EDOXA - ERIXU.
For flights to destinations specified via airway UL-167 ① /UN-860 ② .	

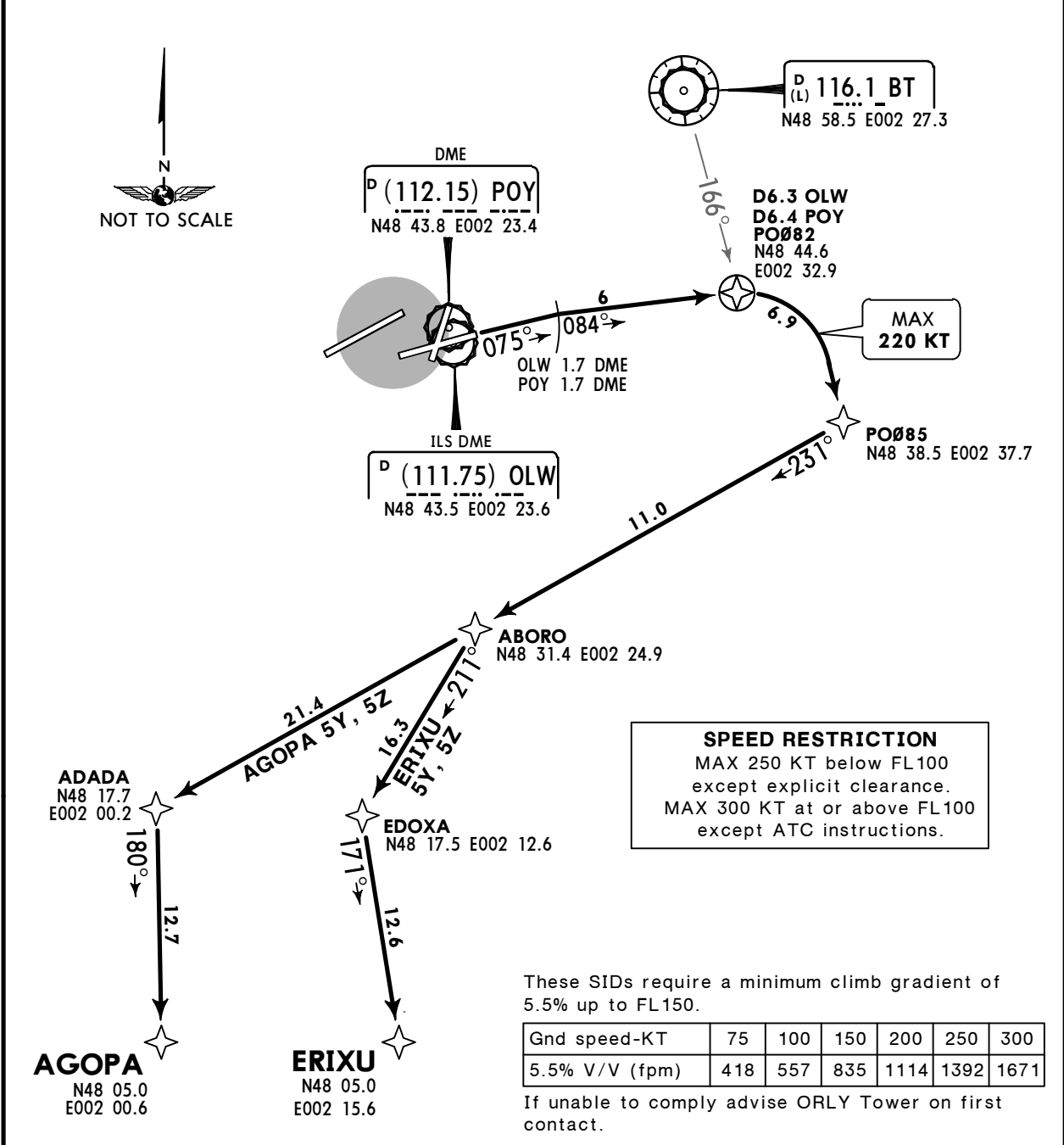
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3J8) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291'	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. SIDs are also minimum noise routings.
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AGOPA, ERIXU
RWY 08 RNAV DEPARTURES
LETTER Y & Z
JETS & PROPS ABOVE FL195



Initial climb clearance JET: FL130 / PROP: FL110 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
INITIAL CLIMB	
Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY. RNAV: PO082.	
SID	ROUTING
AGOPA 5Y [AGOP5Y] , AGOPA 5Z [AGOP5Z] ①	PO082 - PO085 - ABORO - ADADA - AGOPA.
ERIXU 5Y [ERIX5Y] , ERIXU 5Z [ERIX5Z] ②	PO082 - PO085 - ABORO - EDOXA - ERIXU.
For flights to destinations specified via airway UL-167 ① /UN-860 ② .	

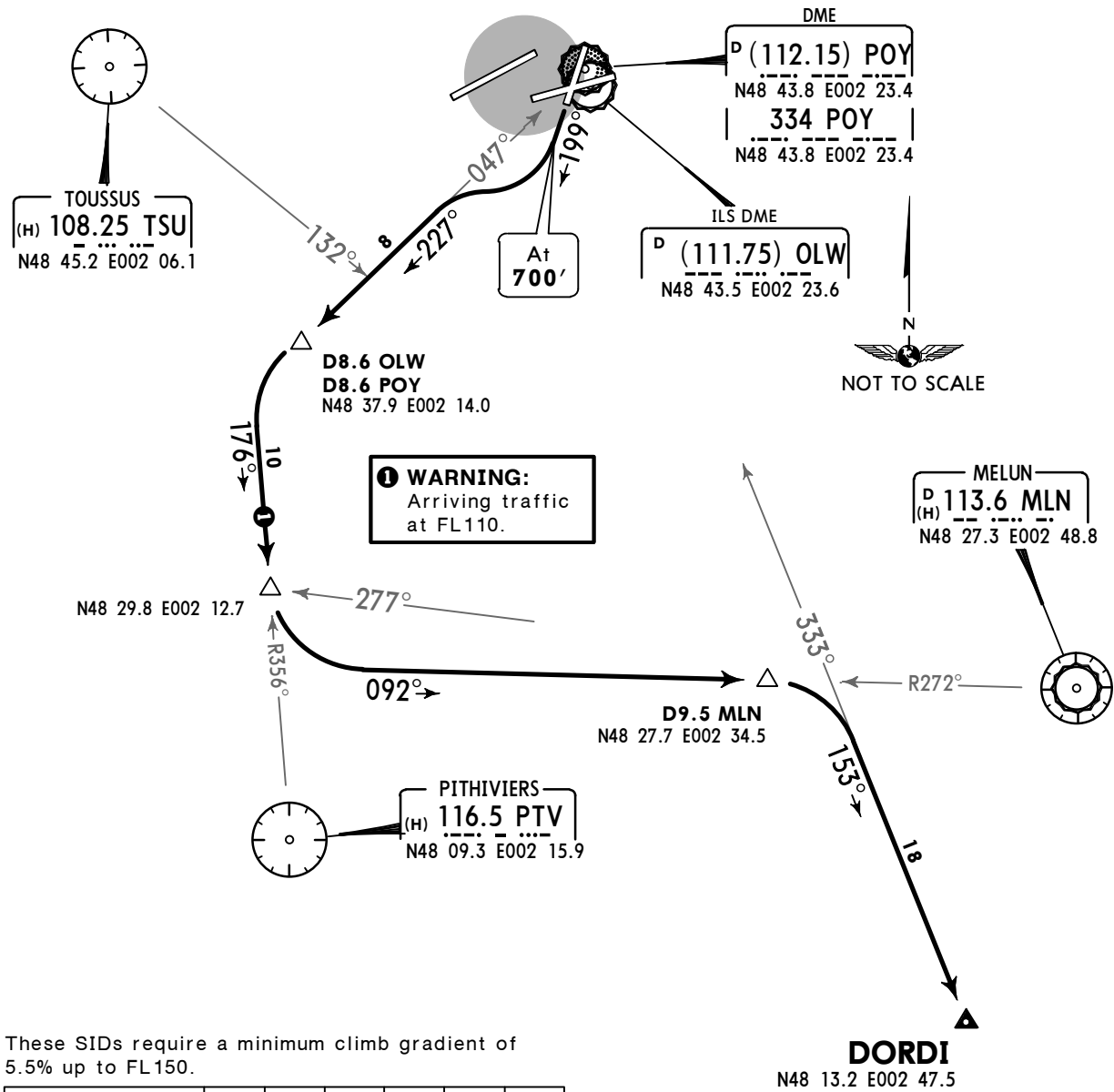
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3J10 Eff 23 Jul

PARIS, FRANCE
SID

*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' SIDs are also minimum noise routings.
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DORDI
RWY 20 DEPARTURES
LETTER Q & T
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS G-40, G-54 & J-301
SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance FL60 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.	
INITIAL CLIMB	
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D8.6 POY or D8.6 OLW.	
SID	ROUTING
DORDI 5Q [DORD5Q] DORDI 5T [DORD5T]	At D8.6 POY or D8.6 OLW turn LEFT, intercept PTV R-356 inbound, when passing MLN R-277 turn LEFT, intercept MLN R-272 inbound to D9.5 MLN, turn RIGHT, intercept 153° bearing from POY NDB to DORDI.

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3K Eff 23 Jul

PARIS, FRANCE

SID

*ORLY Departure
127.750

Apt Elev
291'

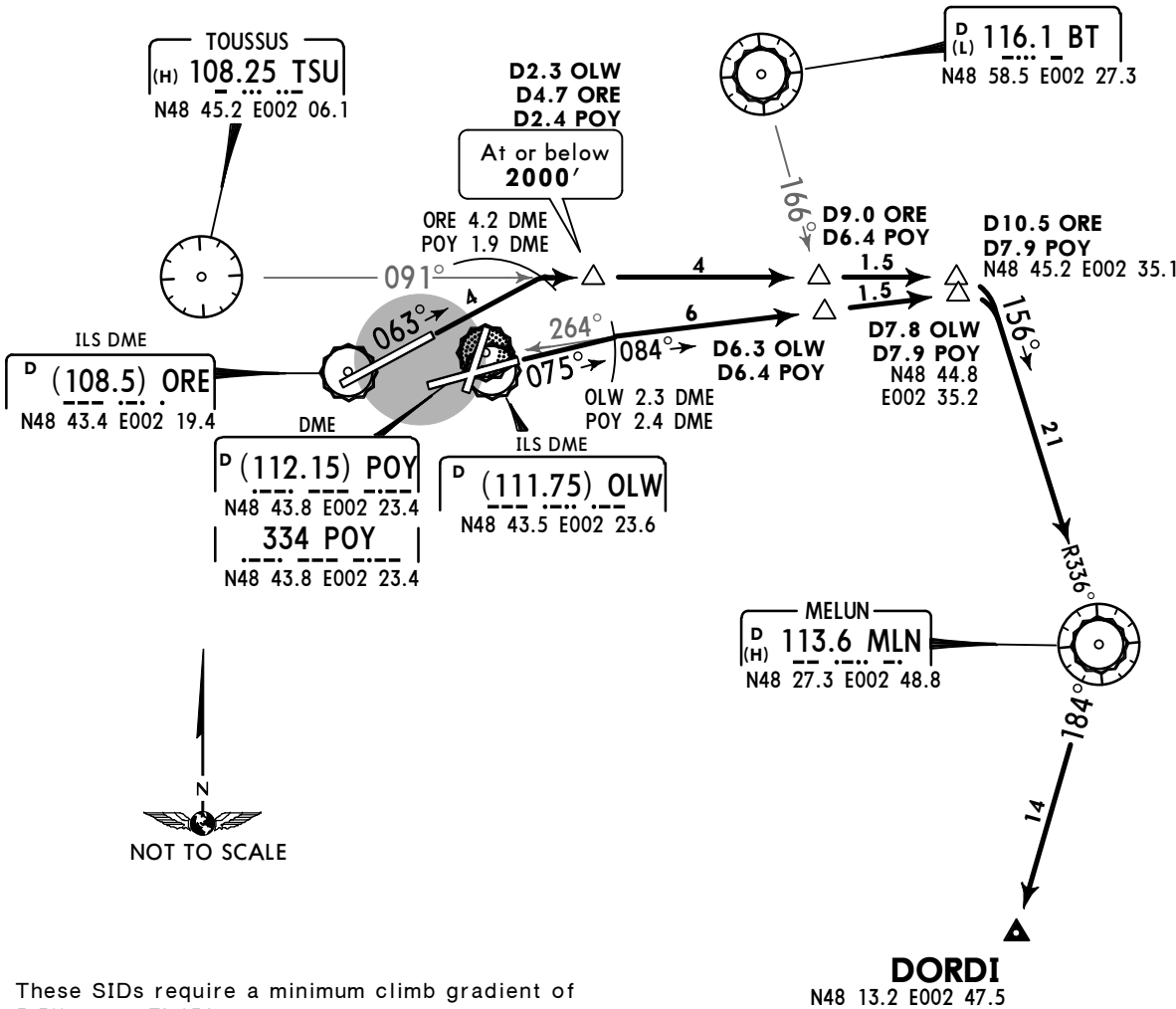
Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routings.
2. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.

DORDI
RWYS 06, 08 DEPARTURES
LETTER V & X

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS G-40, G-54 & J-301

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance **3000'**, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 via D6.4 POY or D9.0 ORE to D7.9 POY or D10.5 ORE, turn RIGHT, intercept MLN R-336 to MLN.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB via D6.4 POY or D6.3 OLW to D7.9 POY or D7.8 OLW, turn RIGHT, intercept MLN R-336 inbound to MLN.
SID	ROUTING
DORDI 5V [DORD5V] DORDI 5X [DORD5X]	At MLN turn RIGHT, MLN R-184 to DORDI.

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3L Eff 23 Jul

PARIS, FRANCE

SID

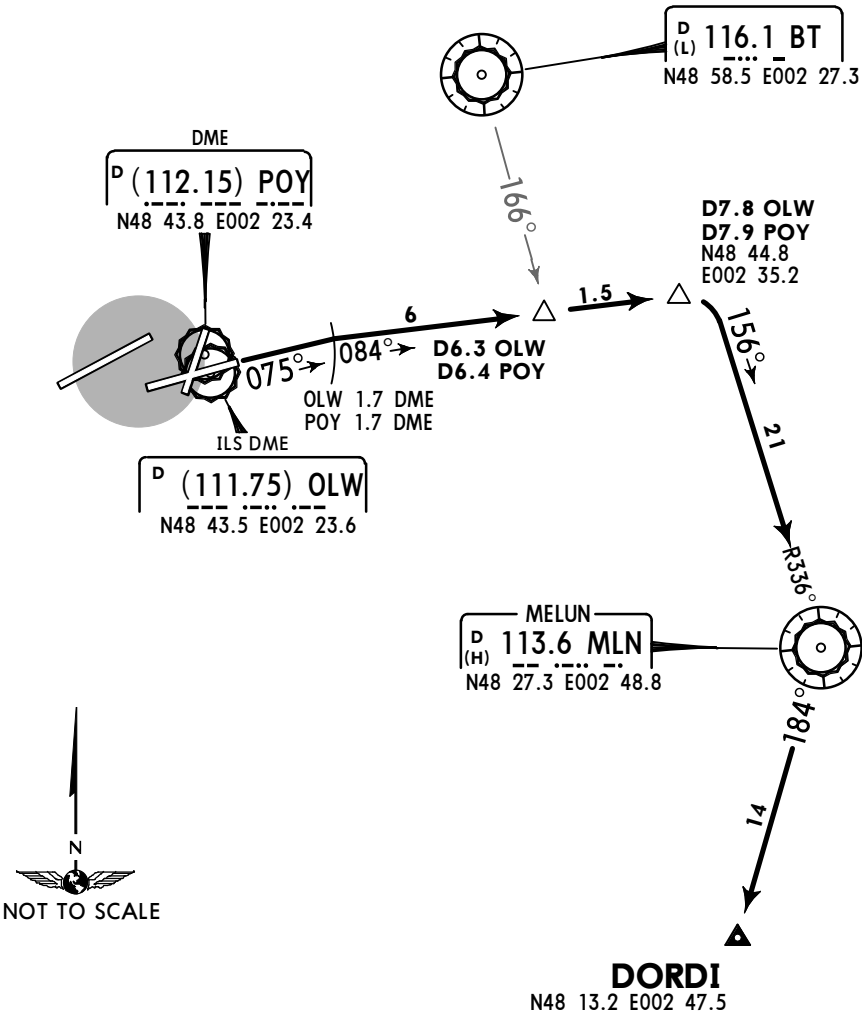
*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' SIDs are also minimum noise routings.
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DORDI
RWY 08 DEPARTURES
LETTER Y & Z

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS G-40, G-54 & J-301

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise ORLY Tower on first contact.

Initial climb clearance 3000' , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
INITIAL CLIMB	
Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track via D6.3 OLW or D6.4 POY to D7.8 OLW or D7.9 POY.	
SID	ROUTING
DORDI 5Y [DORD5Y] DORDI 5Z [DORD5Z]	At D7.8 OLW or D7.9 POY turn RIGHT, intercept MLN R-336 inbound to MLN, turn RIGHT, MLN R-184 to DORDI.

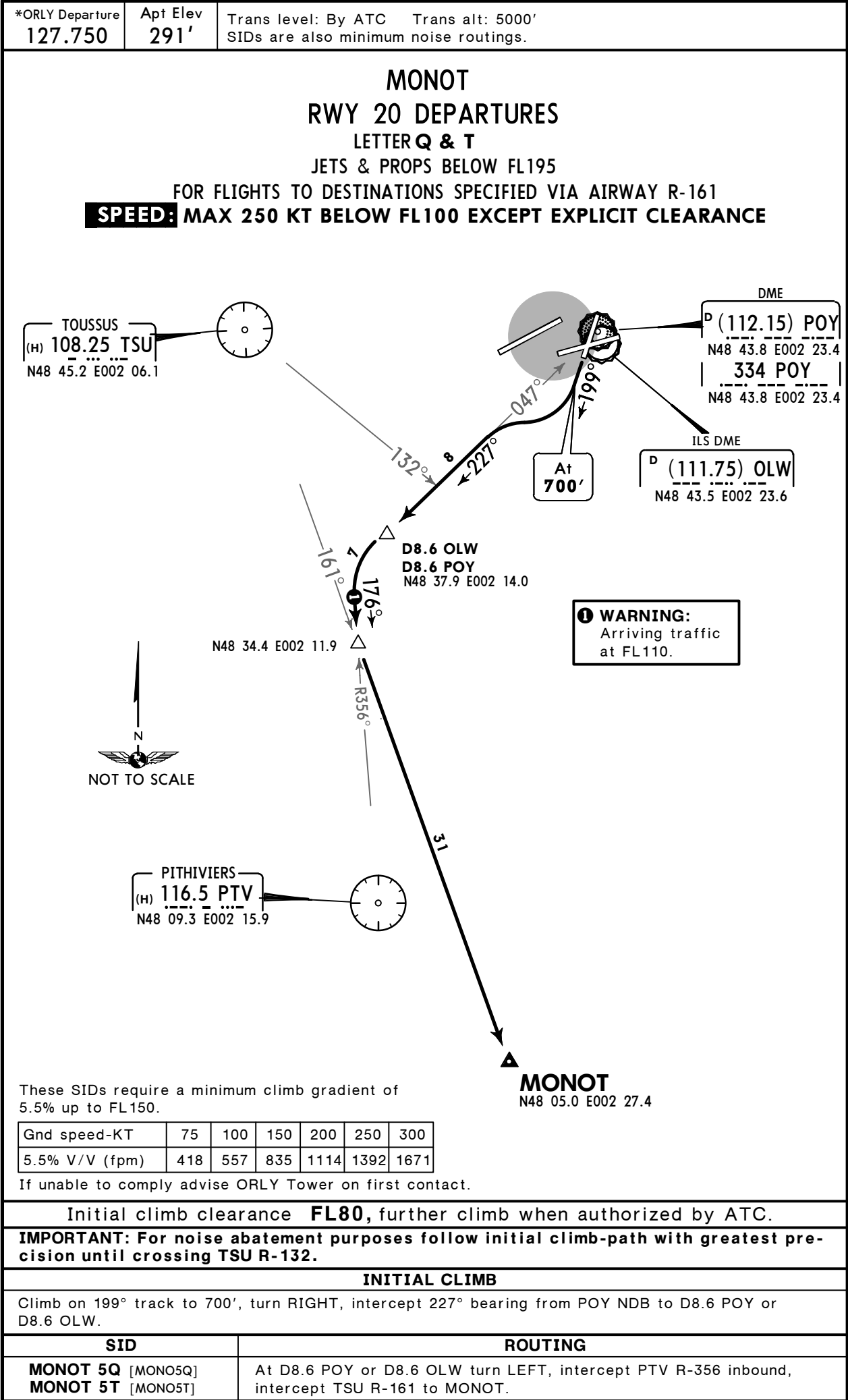
Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.

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LFPO/ORLY
ORLY

JEPPESEN
17 JUL 15 10-3L2 Eff 23 Jul

PARIS, FRANCE
SID



LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3L3 Eff 23 Jul

PARIS, FRANCE
SID

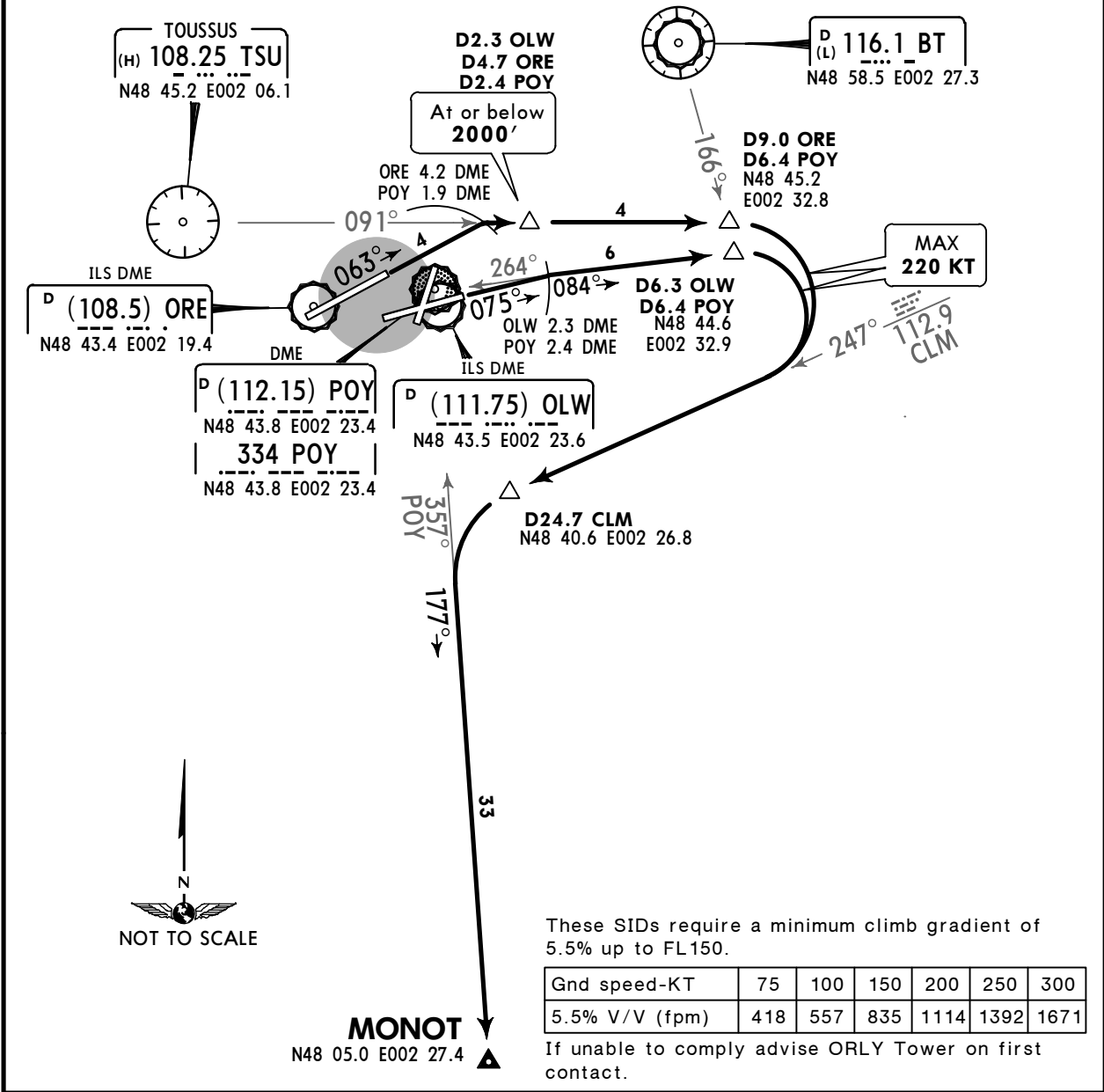
*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routings. 2. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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MONOT
RWYS 06, 08 DEPARTURES
LETTER V & X

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R-161

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to D24.7 CLM.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 OLW, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, turn RIGHT, intercept CLM R-247 to D24.7 CLM.
SID	ROUTING
MONOT 5V [MONO5V] MONOT 5X [MONO5X]	At D24.7 CLM turn LEFT, intercept 177° bearing from POY NDB to MONOT.

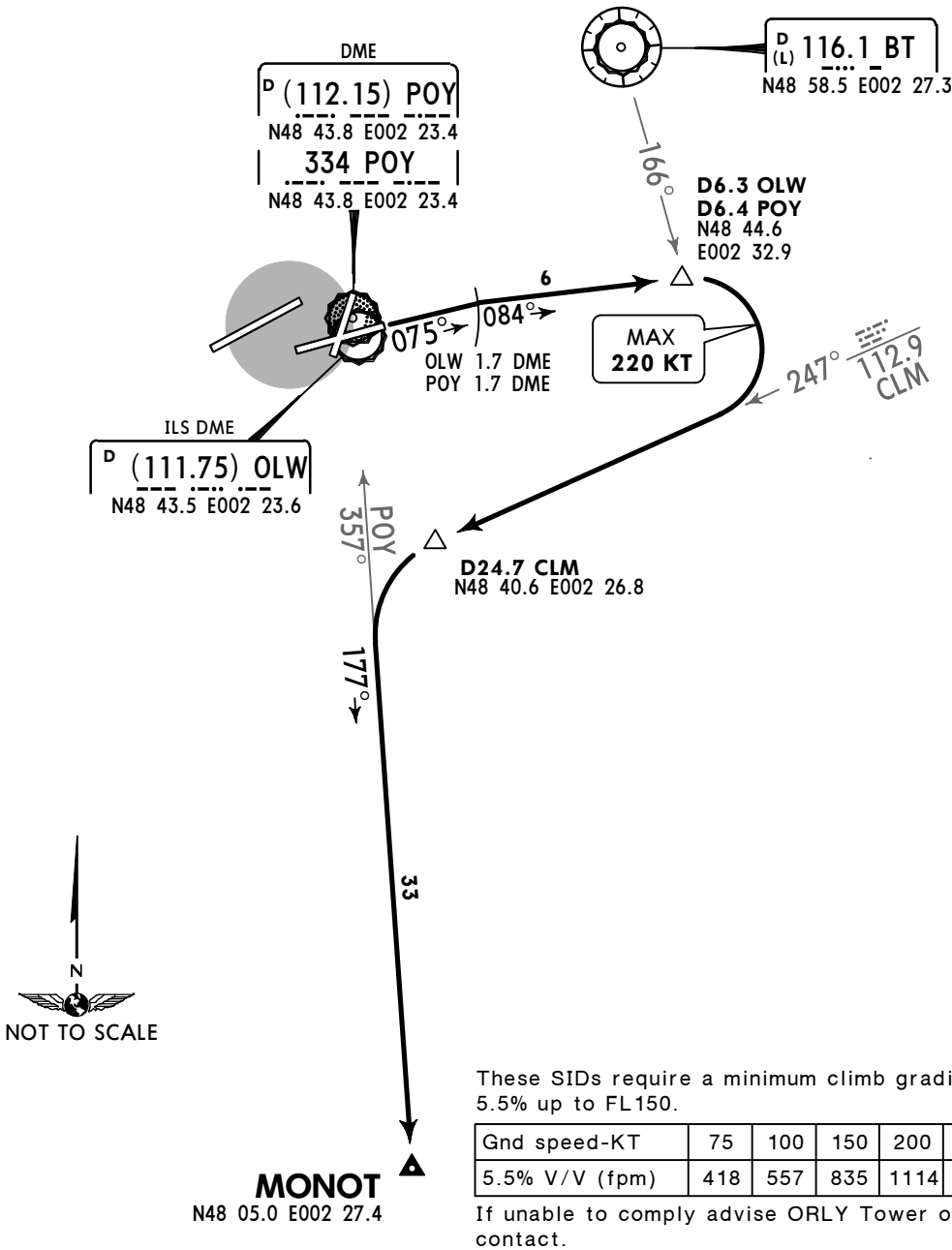
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3L4 Eff 23 Jul

PARIS, FRANCE
SID

*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' SIDs are also minimum noise routings.
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MONOT
RWY 08 DEPARTURES
LETTER Y & Z
JETS & PROPS BELOW FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R-161
SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
INITIAL CLIMB	
Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY.	
SID	ROUTING
MONOT 5Y [MONO5Y] MONOT 5Z [MONO5Z]	At D6.3 OLW or D6.4 POY turn RIGHT, intercept CLM R-247 to D24.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.

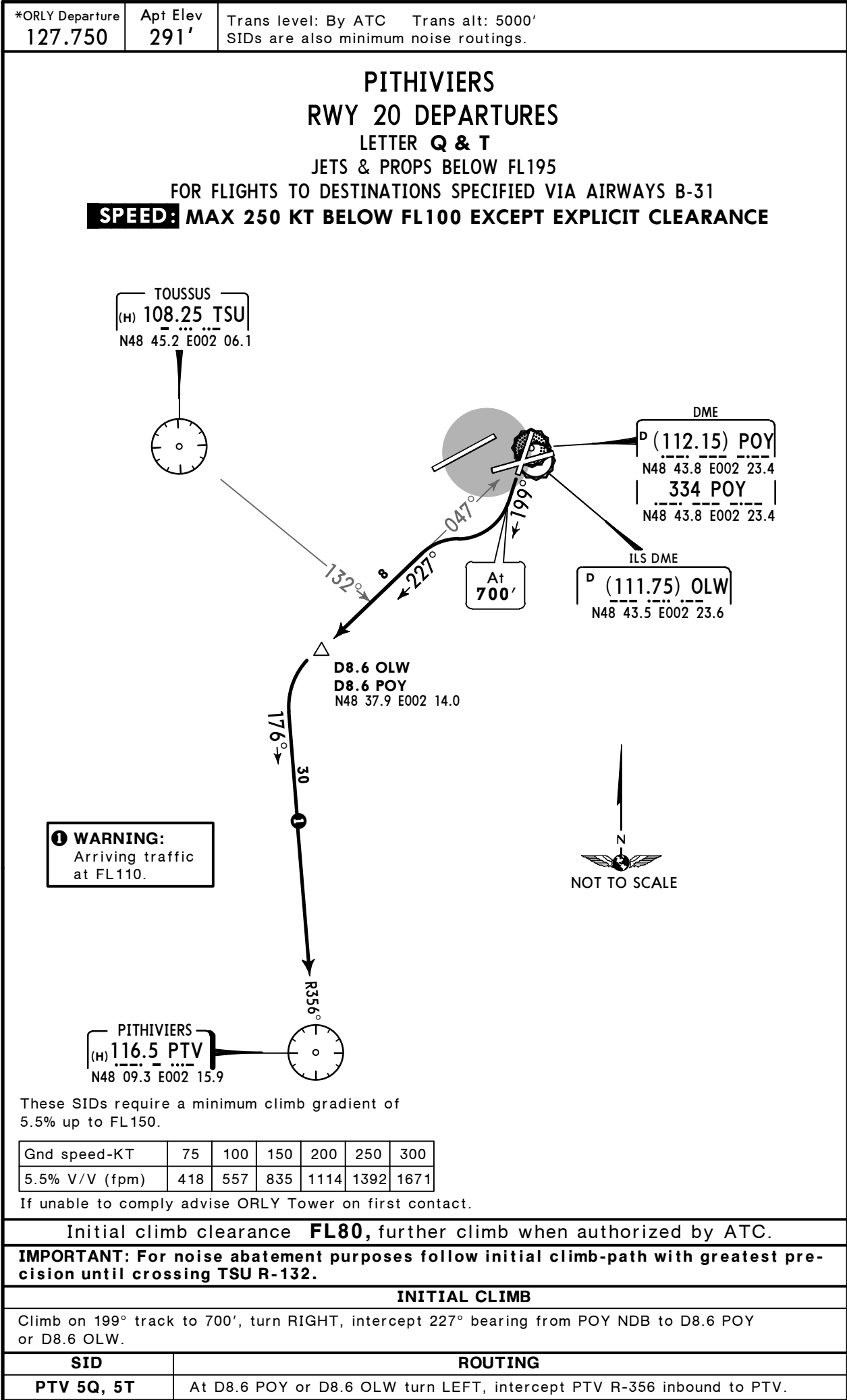
Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.

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LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 (10-3L6) Eff 23 Jul

PARIS, FRANCE
SID

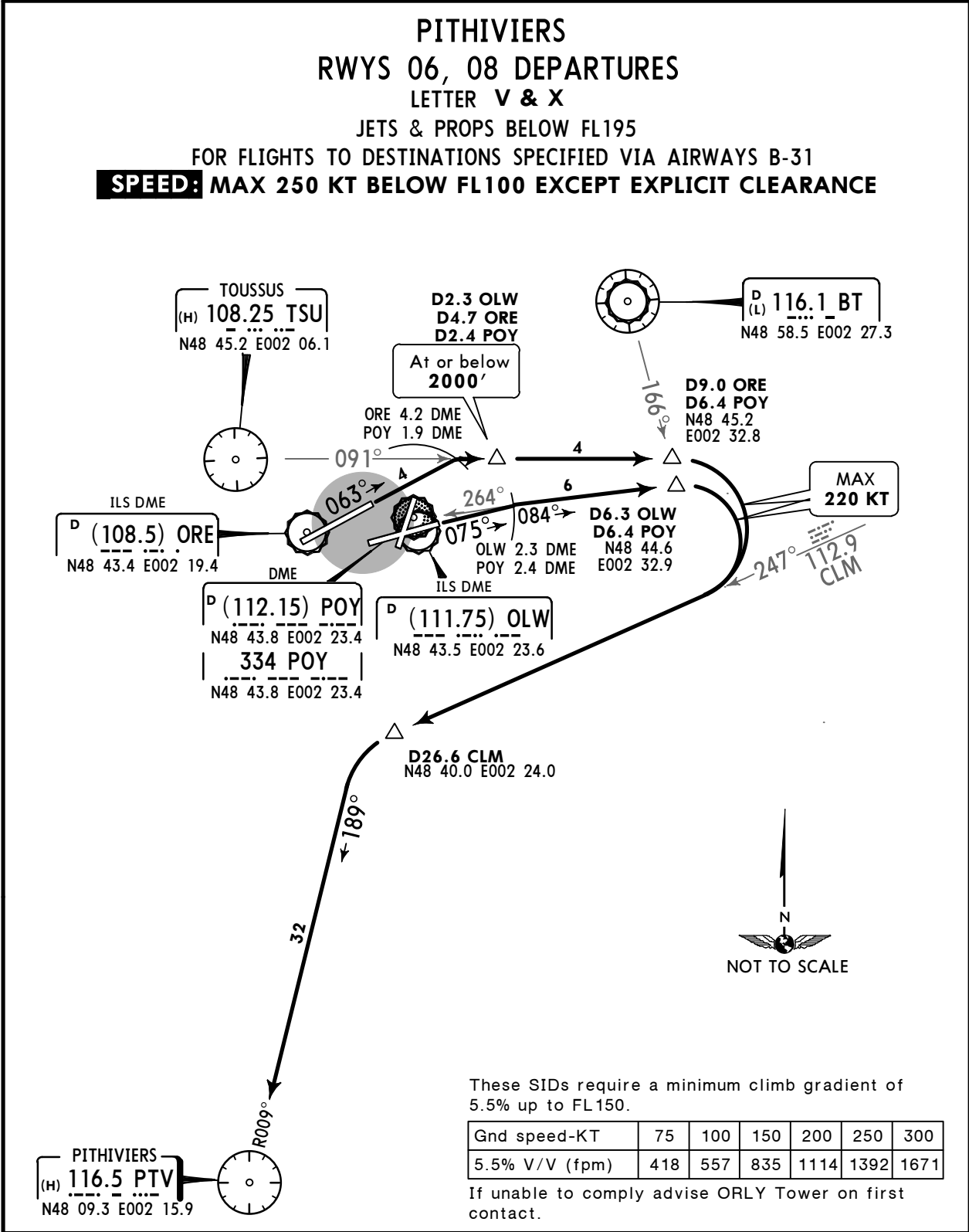


LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3L7 Eff 23 Jul

PARIS, FRANCE
SID

*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routings. 2. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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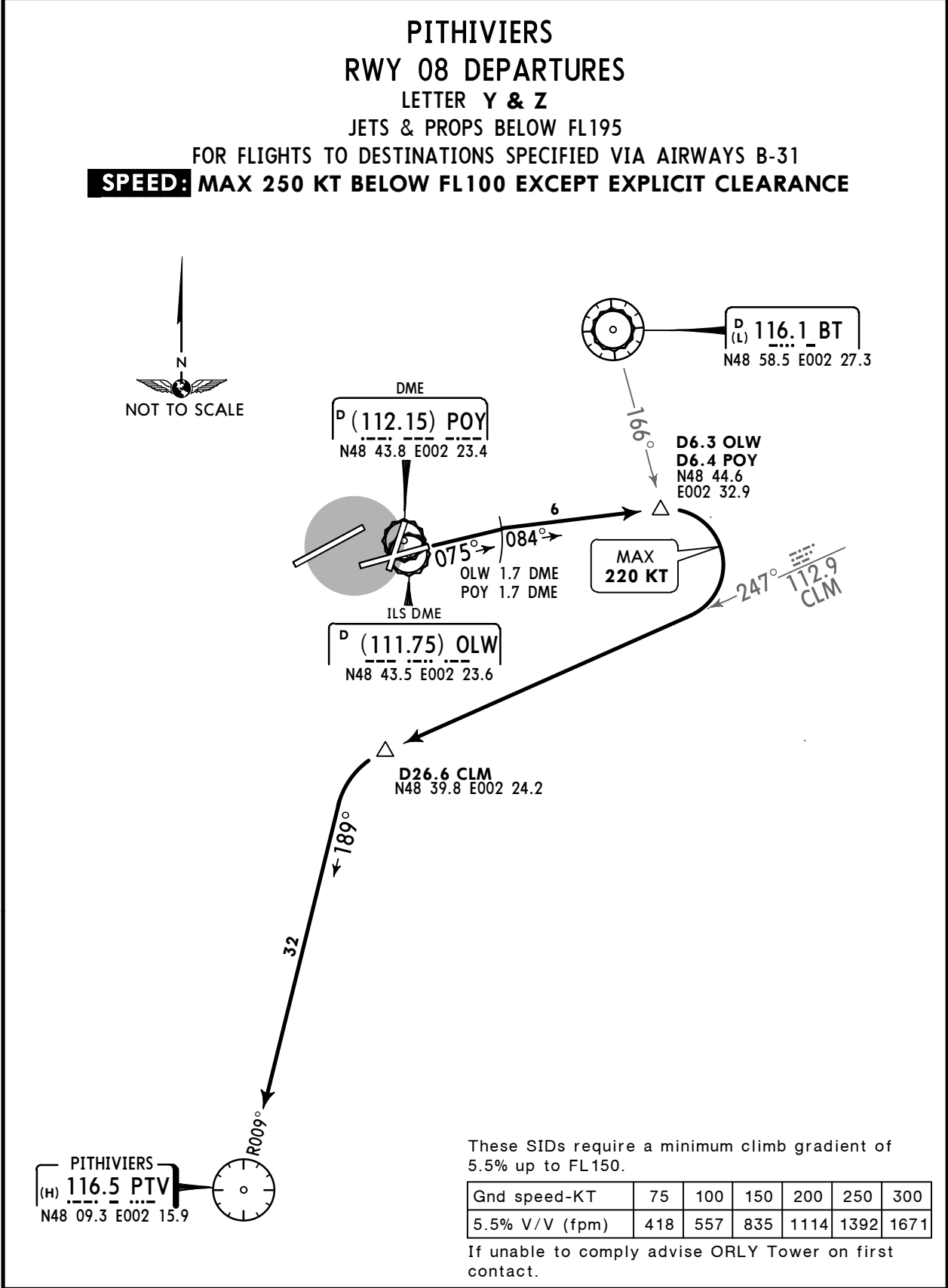
Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to D26.6 CLM.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, turn RIGHT, intercept CLM R-247 to D26.6 CLM.
SID	ROUTING
PTV 5V, 5X	At D26.6 CLM turn LEFT, intercept PTV R-009 inbound to PTV.

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3L8 Eff 23 Jul

PARIS, FRANCE
SID

*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' SIDs are also minimum noise routings.
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Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
INITIAL CLIMB	
Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY.	
SID	ROUTING
PTV 5Y, 5Z	At D6.3 OLW or D6.4 POY turn RIGHT, intercept CLM R-247 to D26.6 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.

LFPO/ORY
ONLY

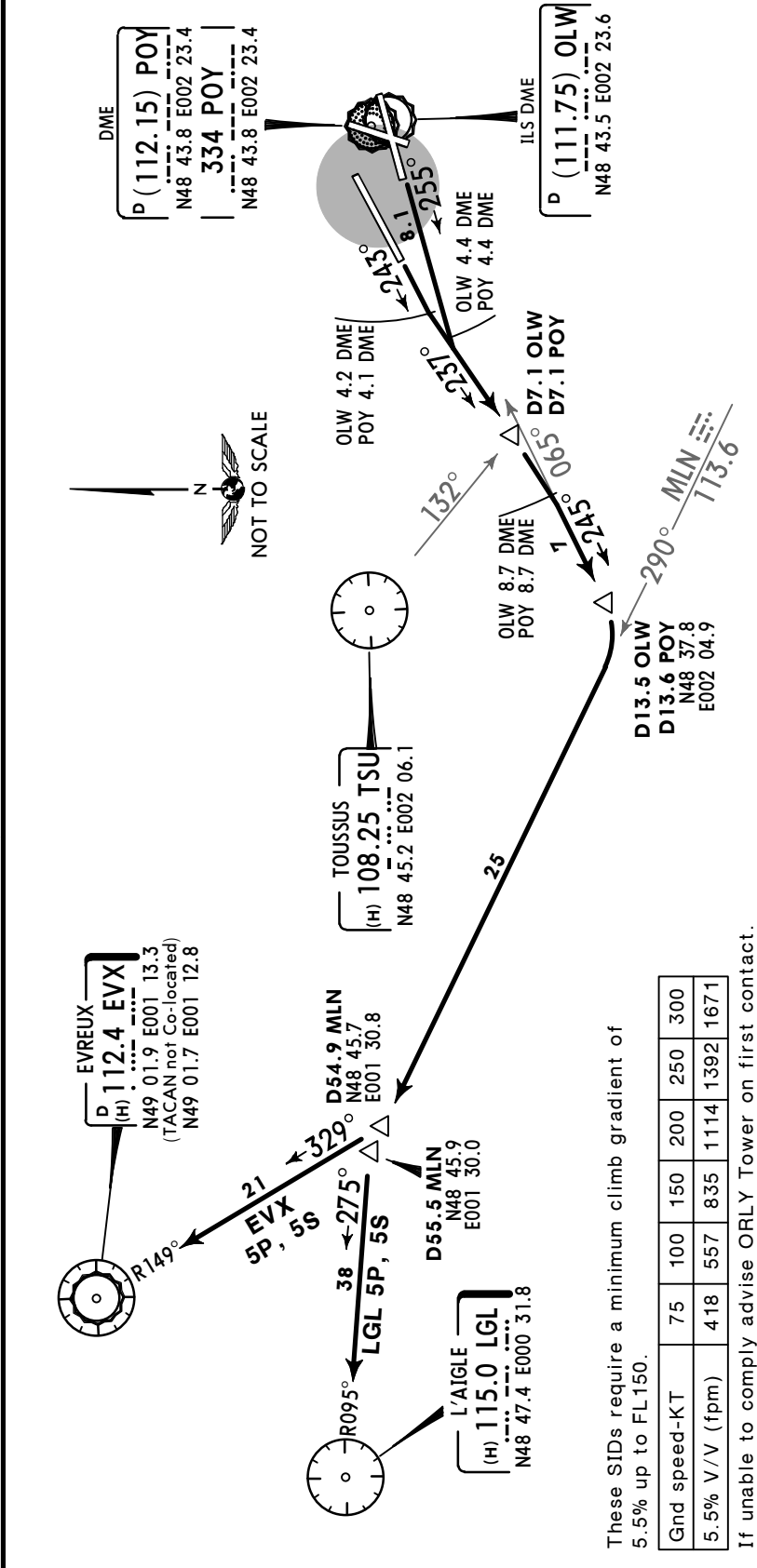
JEPPESSEN
17 JUL 15 10-3LR Eff 23 Jul

PARIS, FRANCE
SID

*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' SIDs are also minimum noise routings.
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EVREUX, L'AIGLE
RWYS 24, 26 DEPARTURES
LETTER P & S

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



EVX SIDs, LGL 5P: Initial climb clearance FL80 , further climb when authorized by ATC. LGL 5S: Initial climb clearance FL80 / PROP FL70 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to POY 8.7 DME or OLW 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.6 POY or D13.5 OLW, turn RIGHT, intercept MLN R-290.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to POY 8.7 DME or OLW 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.6 POY or D13.5 OLW, turn RIGHT, intercept MLN R-290.
ROUTING	
SID	
EVX 5P, 5S①	On MLN R-290 to D54.9 MLN, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 5P, 5S②	On MLN R-290 to D55.5 MLN, turn LEFT, intercept LGL R-095 inbound to LGL.
For flights to destinations specified via airways V-4 ① / A-5/ A-55/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ②.	

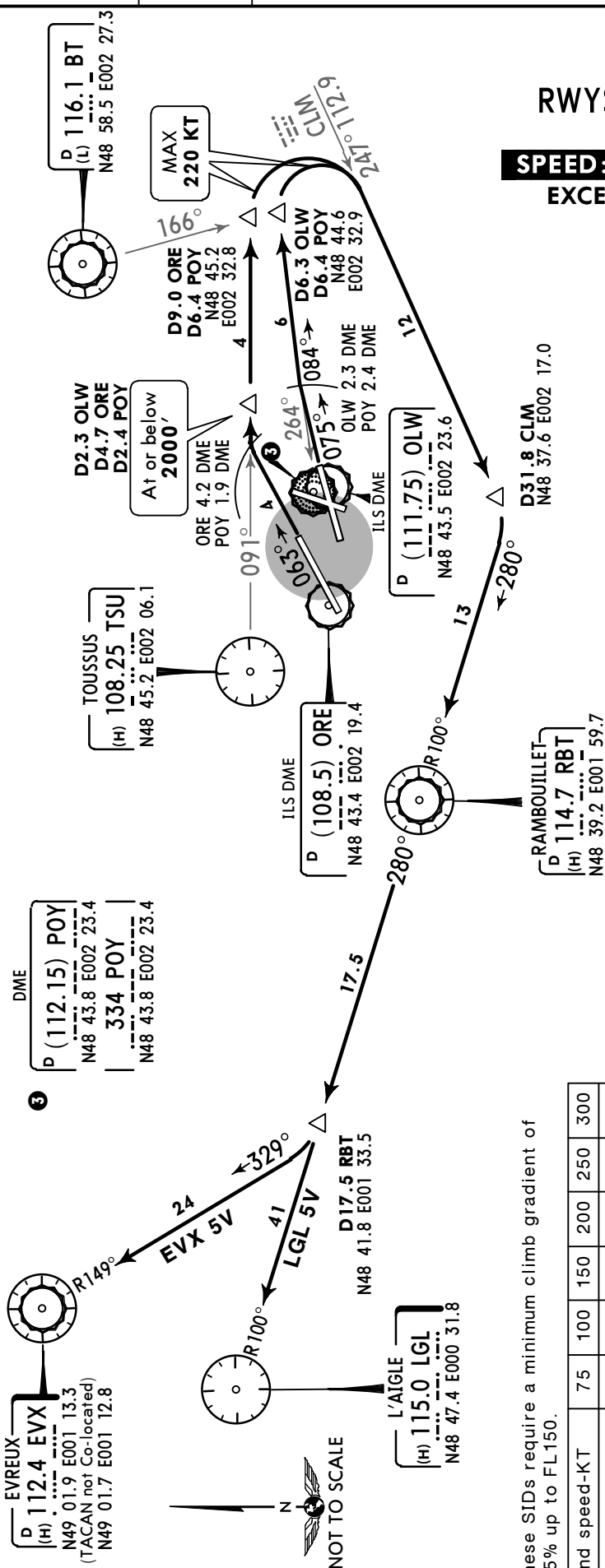
Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.



Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routings.
2. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.

**SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE**



If unable to comply advise ORLY Tower on first contact.

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

Initial climb clearance FL130, further climb when authorized by ATC.

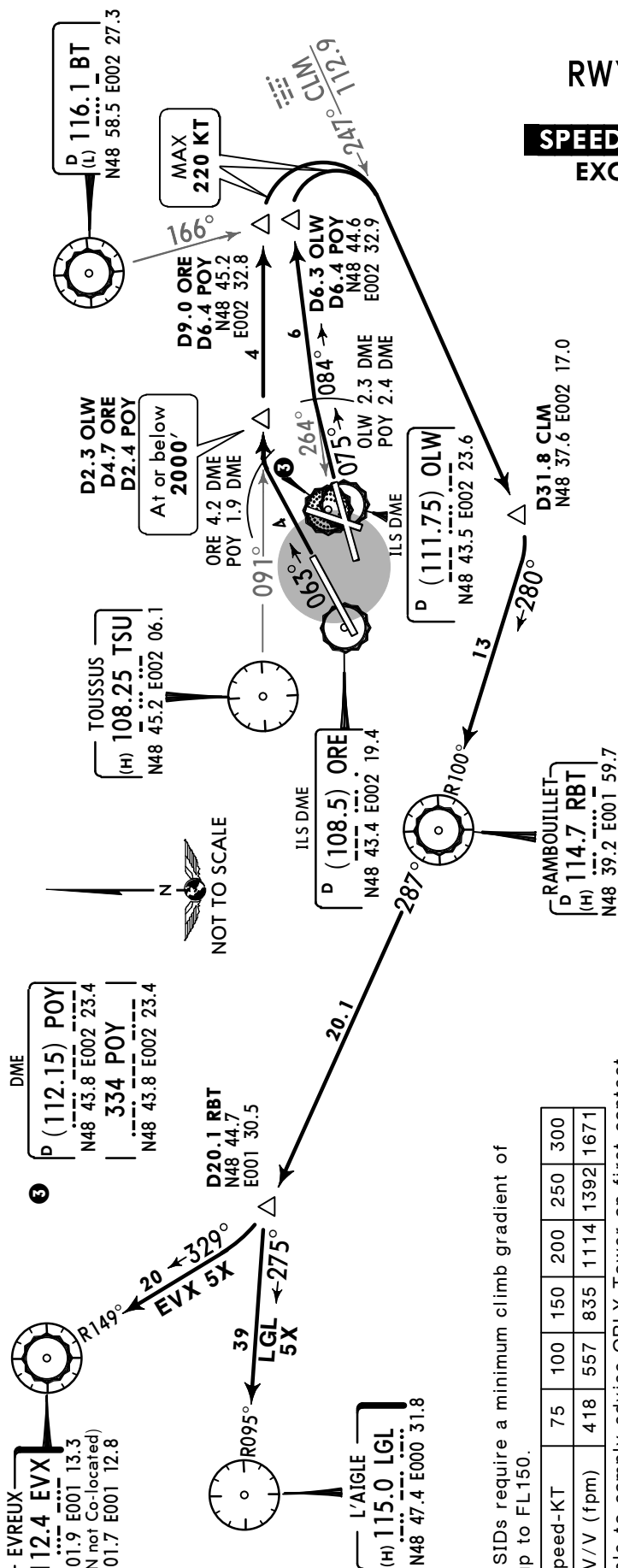
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to D31.8 CLM.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, turn RIGHT, intercept CLM R-247 to D31.8 CLM.
SID	ROUTING
EVX 5V ①	At D31.8 CLM turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-280 to D17.5 RBT, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 5V ②	At D31.8 CLM turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-280 to LGL.
For flights to destinations specified via airways V-4 ① / A-5/ A-55/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ②.	

Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routings.
2. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.

**SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE**



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

If unable to comply advise ORLY Tower on first contact.

FL100, further climb when authorized by ATC.

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

INITIAL CLIMB

06 Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to D31.8 CLM.

08 Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, turn RIGHT, intercept CLM R-247 to D31.8 CLM.

ROUTING

EVX 5X ① At D31.8 CLM turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-287 to D20.1 RBT, turn RIGHT, intercept EVX R-149 inbound to EVX.

LGL 5X 2 At D31.8 CLM turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-287 to D20.1 RBT, turn LEFT, intercept LGL R-095 inbound to LGL.

For flights to destinations specified via airways V-4 ① / A-5/ A-55/ A-532/ H-20/ H-490/ R-9/ R-111/ R-491 ②.



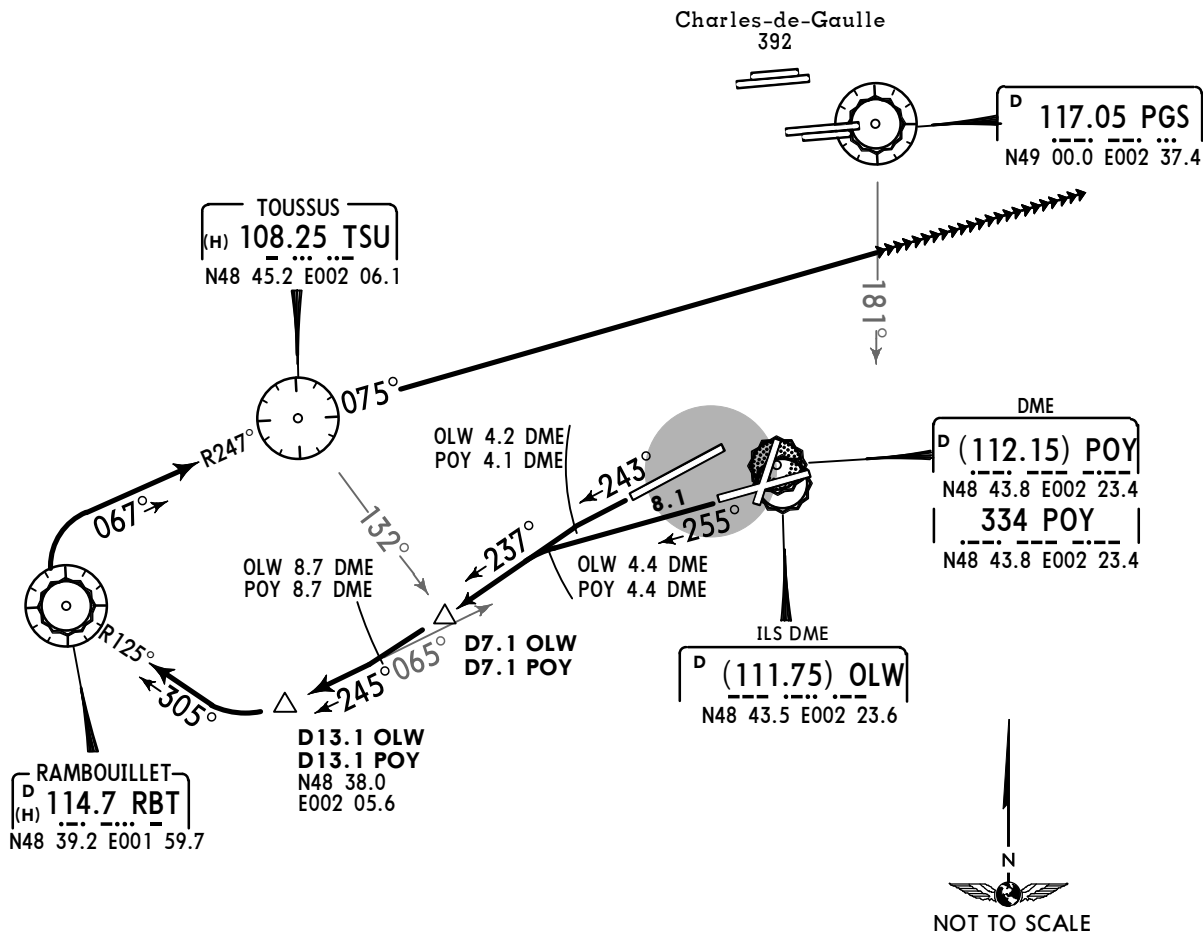
LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 (10-3Q) Eff 23 Jul

PARIS, FRANCE
DEPARTURE POGO

*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routing. 2. Simultaneous parallel departures are conducted at LFPG. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. POGO departures do not include holding procedures.
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PG 5P
RWYS 24, 26 DEPARTURE (POGO)
TO PARIS CHARLES-DE-GAULLE
WESTERLY OPERATIONS AT LFPO & LFPG
SPEED: MAX 220 KT



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 advise ORLY Tower on first contact.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed via POGO routing at last assigned altitude, when passing PGS R-181 continue on 075° track. When passing CLM R-011 turn LEFT, intercept CLM R-020. At D8.0 CLM turn LEFT, 299° track to intercept final of last cleared and confirmed approach.
▲ SSWQOJ 1S01 ▲ SSWQOJ 1S01 ▲ SSWQOJ 1S01 ▲ SSWQOJ 1S01

Initial climb clearance **5000'**

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).

RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to POY 8.7 DME or OLW 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.1 POY or D13.1 OLW, turn RIGHT.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to POY 8.7 DME or OLW 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.1 POY or D13.1 OLW, turn RIGHT.

ROUTING

Intercept RBT R-125 inbound to RBT, turn RIGHT, intercept TSU R-247 inbound to TSU, turn RIGHT, TSU R-075, when passing PGS R-181 join RADAR vectoring to final approach procedure.

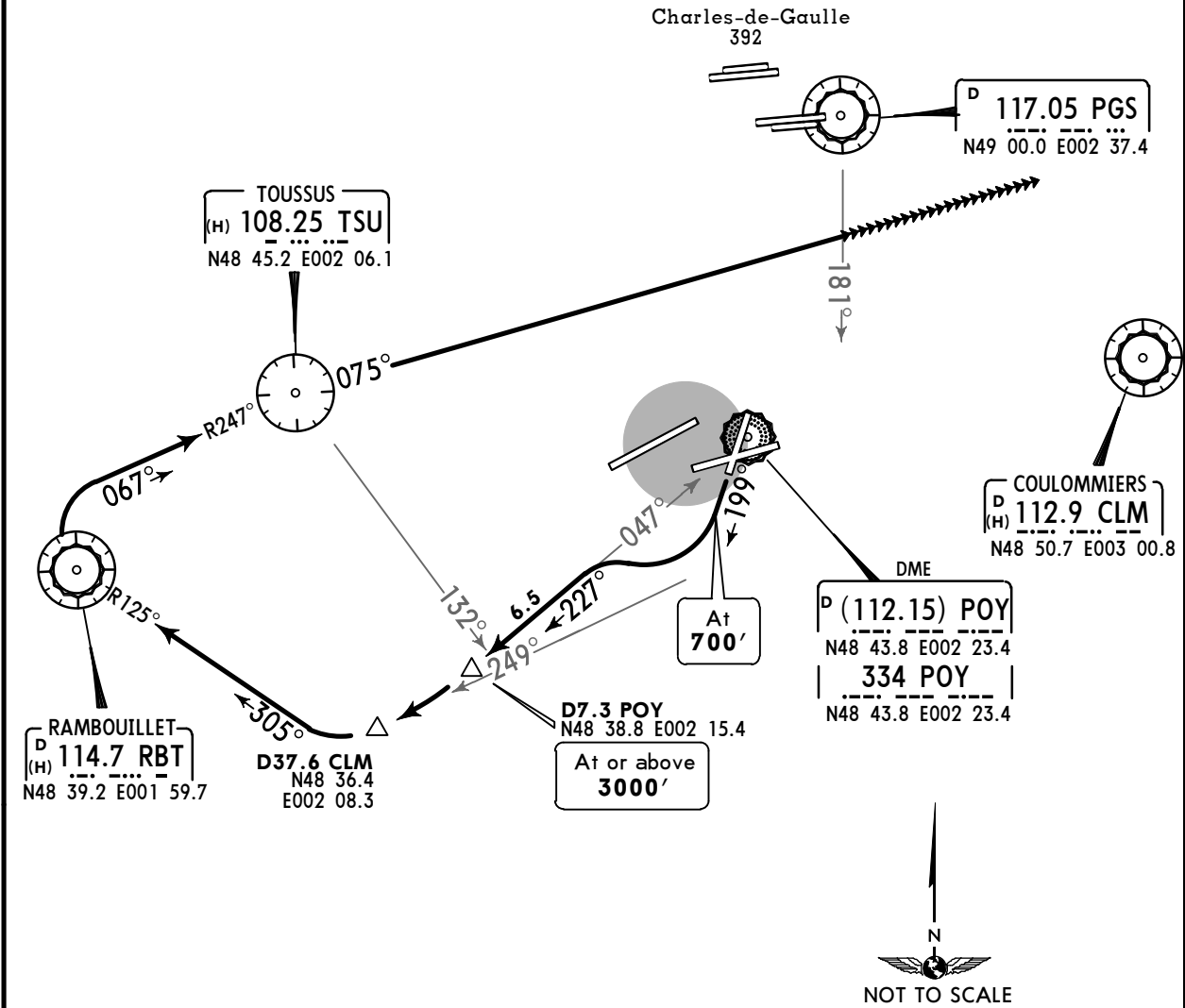
LFPQ/ORY
ONLY

JEPPESEN
17 JUL 15 10-3S Eff 23 Jul

PARIS, FRANCE
DEPARTURE POGO

*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routing. 2. Simultaneous parallel departures are conducted at LFPQ. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. POGO departures do not include holding procedures.
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PG 5Q
RWY 20 DEPARTURE (POGO)
TO PARIS CHARLES-DE-GAULLE
WESTERLY OPERATIONS AT LFPQ & LFPQ
SPEED: MAX 220 KT



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 advise ORLY Tower on first contact.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Proceed via POGO routing at last assigned altitude, when passing PGS R-181 continue on 075° track. When passing CLM R-011 turn LEFT, intercept CLM R-020. At D8.0 CLM turn LEFT, 299° track to intercept final of last cleared and confirmed approach.
▲ SWWQJ 1501 ▲ SWWQJ 1501 ▲ SWWQJ 1501 ▲ SWWQJ 1501

Initial climb clearance **5000'**

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.

INITIAL CLIMB/ROUTING

Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D7.3 POY, turn RIGHT, intercept CLM R-249 to D37.6 CLM, turn RIGHT, intercept RBT R-125 inbound to RBT, turn RIGHT, intercept TSU R-247 inbound to TSU, turn RIGHT, TSU R-075, when passing PGS R-181 join RADAR vectoring to final approach procedure.

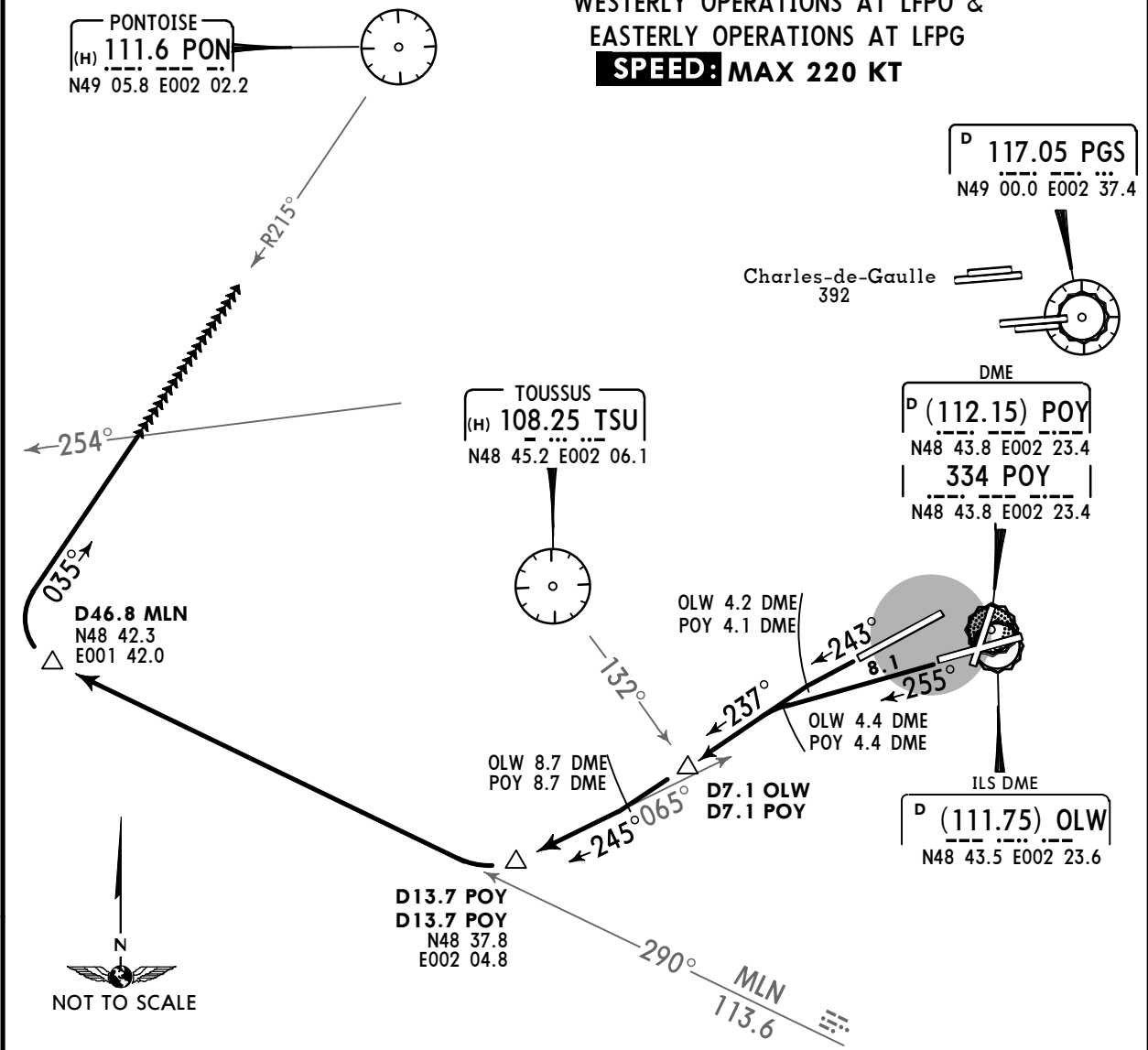
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3T Eff 23 Jul

PARIS, FRANCE
DEPARTURE POGO

*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routing. 2. Simultaneous parallel departures are conducted at LFPG. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. POGO departures do not include holding procedures.
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PG 5S
RWYS 24, 26 DEPARTURE (POGO)
WESTERLY OPERATIONS AT LFPO &
EASTERLY OPERATIONS AT LFPG
SPEED: MAX 220 KT



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 advise ORLY Tower on first contact.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed via POGO routing at last assigned altitude, when passing PGS R-254 continue on 035° track to intercept final of last cleared and confirmed approach.
▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

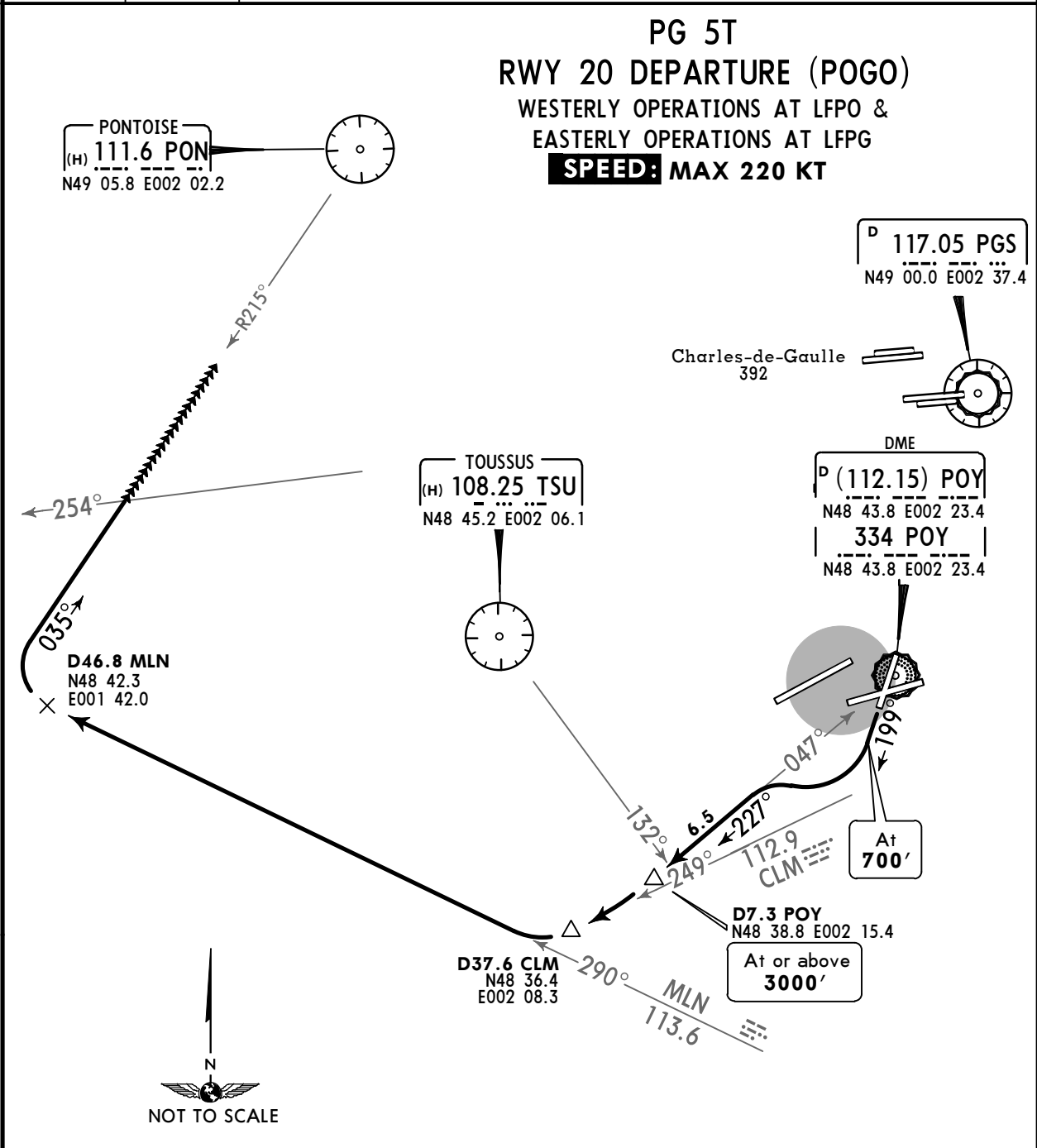
Initial climb clearance FL70	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLW 4.2 DME, turn LEFT, 237° track to POY 8.7 DME or OLW 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.7 POY or D13.7 OLW, turn RIGHT.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to POY 8.7 DME or OLW 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.7 POY or D13.7 OLW, turn RIGHT.
ROUTING	
Intercept MLN R-290 to D46.8 MLN, turn RIGHT, intercept PON R-215 inbound, when passing PGS R-254 join RADAR vectoring to final approach procedure.	

LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 10-3U Eff 23 Jul

PARIS, FRANCE
DEPARTURE POGO

*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routing. 2. Simultaneous parallel departures are conducted at LFPG. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. POGO departures do not include holding procedures.
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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 advise ORLY Tower on first contact.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed via POGO routing at last assigned altitude, when passing PGS R-254 continue on 035° track to intercept final of last cleared and confirmed approach.
▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

Initial climb clearance FL70
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until crossing TSU R-132.
INITIAL CLIMB/ROUTING
Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D7.3 POY, turn RIGHT, intercept CLM R-249 to D37.6 CLM, turn RIGHT, intercept MLN R-290 to D46.8 MLN, turn RIGHT, intercept PON R-215 inbound, when passing PGS R-254 join RADAR vectoring to final approach procedure.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3V Eff 23 Jul

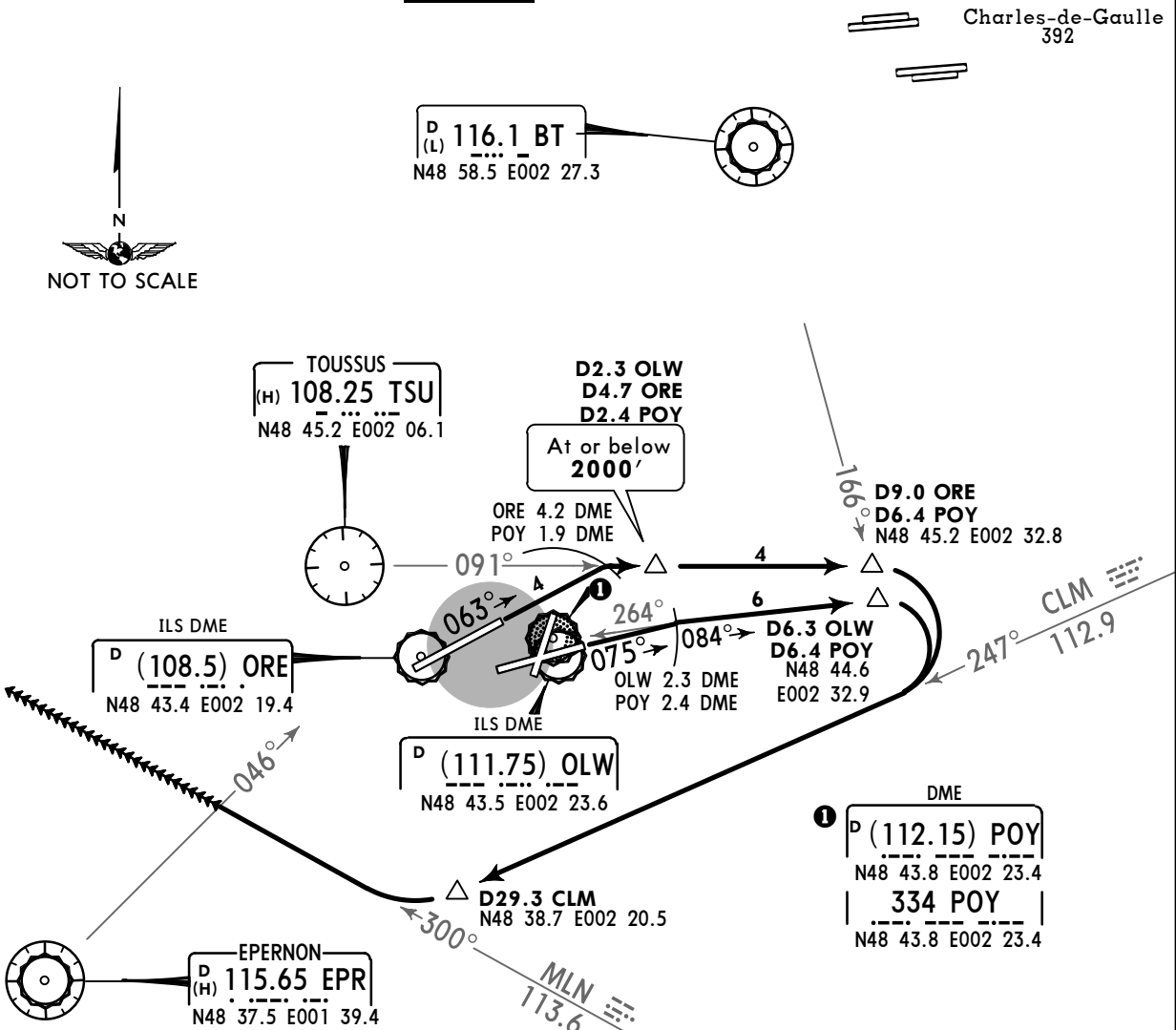
PARIS, FRANCE
DEPARTURE POGO

*ONLY
Departure
127.750

Apt Elev
291'

- Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routing.
 2. Simultaneous parallel departures are conducted at LFPG.
 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL.
 4. POGO departures do not include holding procedures.
 5. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.

PG 5V
RWYS 06, 08 DEPARTURE (POGO)
TO PARIS CHARLES-DE-GAULLE
EASTERLY OPERATIONS AT LFPO & LFPG
SPEED: MAX 220 KT



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 advise ORLY Tower on first contact.

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

Proceed via POGO routing at last assigned altitude, when passing EPR R-046 continue on 300° track. When passing EPR R-017 turn RIGHT on 027° track to intercept final of last cleared and confirmed approach.

▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

Initial climb clearance **FL70**

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, turn RIGHT.

ROUTING

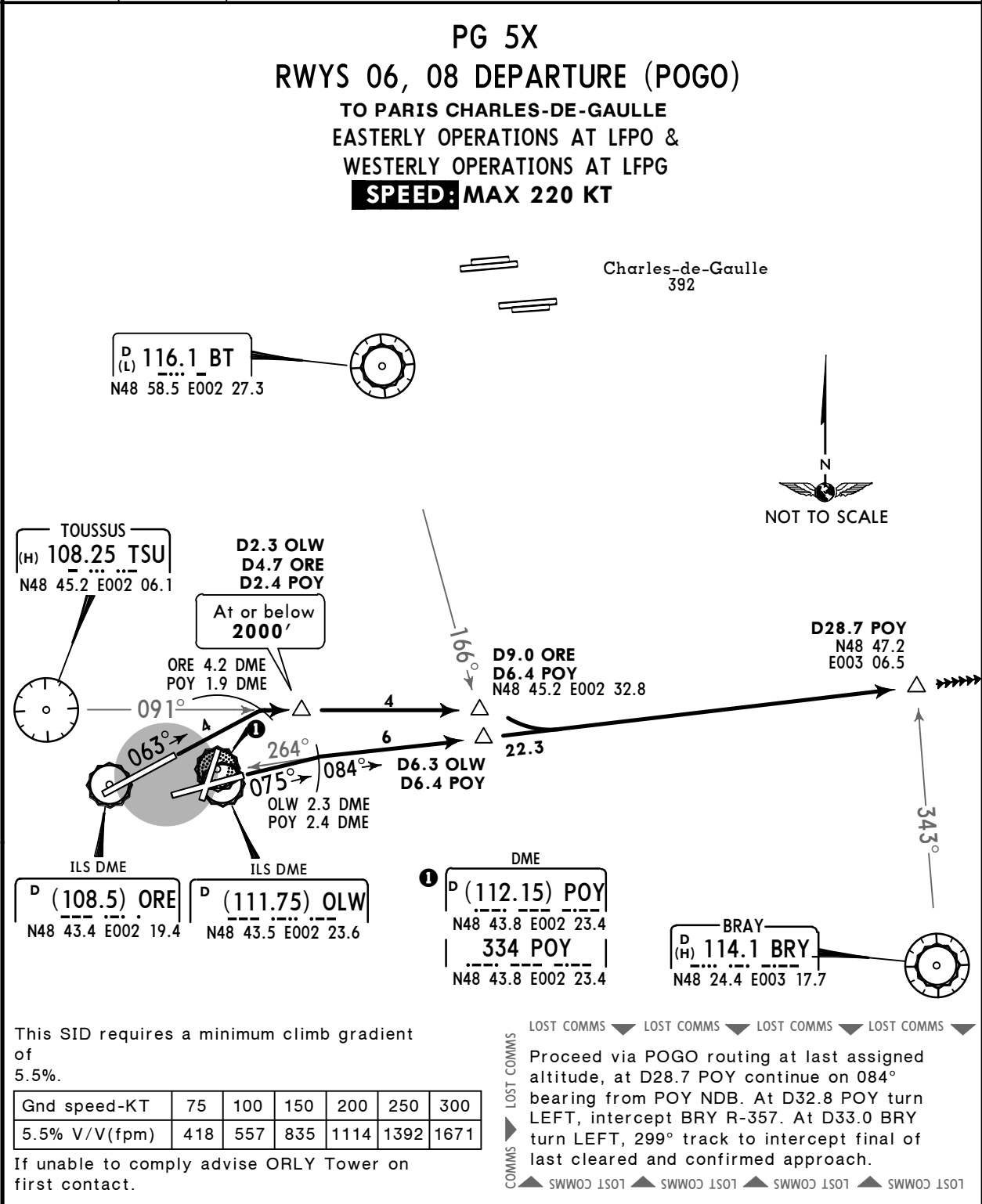
Intercept CLM R-247 to D29.3 CLM, turn RIGHT, intercept MLN R-300, when passing EPR R-046 join RADAR vectoring to final approach procedure.

LFPO/ORY
ONLY

JEPPESEN
13 NOV 15 10-3W

PARIS, FRANCE
DEPARTURE POGO

*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routing. 2. Simultaneous parallel departures are conducted at LFPG. 3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL. 4. POGO departures do not include holding procedures. 5. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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Initial climb clearance 5000'	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept 084° bearing from POY NDB.
08	Climb on 075° track to POY 2.4 DME or OLW 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLW, continue on 084° bearing.
ROUTING	
On 084° bearing to D28.7 POY, join RADAR vectoring to final approach procedure.	

PG 5Y: Initial climb clearance **FL70**
PG 5Z: Initial climb clearance **5000'**

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).

INITIAL CLIMB

Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLW or D6.4 POY.

ROUTING	
PG 5Y	At D6.3 OLW or D6.4 POY turn RIGHT, intercept CLM R-247 to D29.3 CLM, turn RIGHT, intercept MLN R-300, when passing EPR R-046 join RADAR vectoring to final approach procedure.
PG 5Z	At D6.3 OLW or D6.4 POY intercept 084° bearing from POY NDB, when passing BRY R-343 join RADAR vectoring to final approach procedure.

SID

PG 5Y

Proceed via POGO routing at last assigned altitude, when passing EPR R-046 continue on 300° track. When passing EPR R-017 turn RIGHT on 027° track to intercept final of last cleared and confirmed approach.

PG 5Z

Proceed via POGO routing at last assigned altitude, when passing BRY R-343 continue on 084° track. When passing BRY R-352 turn LEFT, intercept BRY R-357 to D33.0 BRY, turn LEFT, 299° track to intercept final of last cleared and confirmed approach.

Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routing.

2. Simultaneous parallel departures are conducted at LFPG.

3. Write 'DCT' in field 15 and 'POGO' in field 18 of FPL.

4. POGO departures do not include holding procedures.

Charles-de-Gaulle 392

D 116.1 BT
(L)
N48 58.5 E002 27.3

D 112.15 POY
(L)
N48 43.8 E002 23.4

334 POY
.....
N48 43.8 E002 23.4

D 111.75 OLW
(L)
N48 43.5 E002 23.6

D 112.9 CLM
(L)
N48 44.6 E002 32.9

D 114.1 BRY
(H)
N48 24.4 E003 17.7

EPERNON
D 115.65 EPR
(H)
N48 37.5 E001 39.4

NOT TO SCALE

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise ORLY Tower on first contact.

LFPO/ORY

Apt Elev 291'
N48 43.4 E002 22.8

JEPPesen

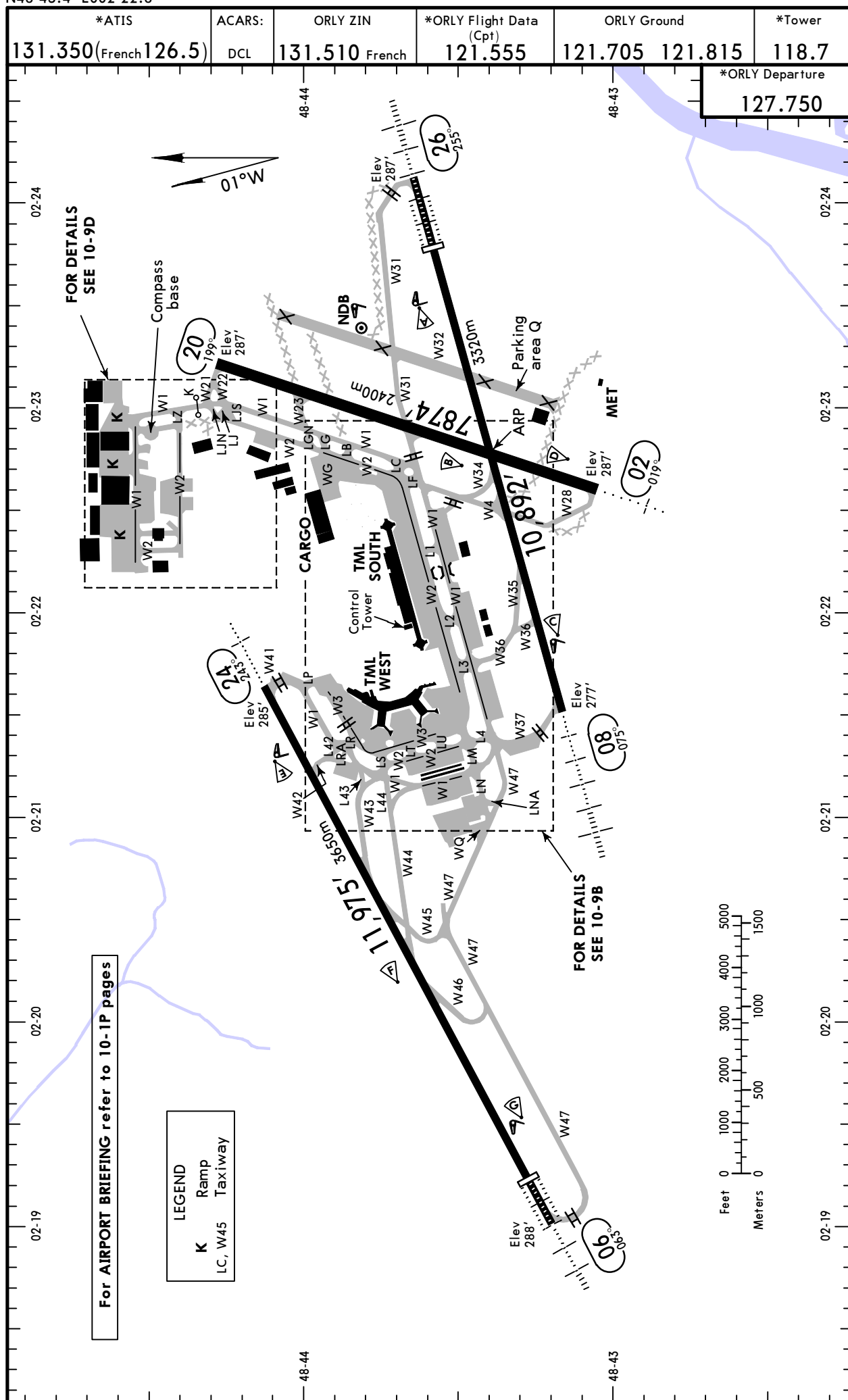
4 DEC 15

10-9

Eff 10 Dec

PARIS, FRANCE

ONLY



CHANGES: Twy WA withdrawn.

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LFPO/ORY



PARIS, FRANCE

4 DEC 15

10-9A

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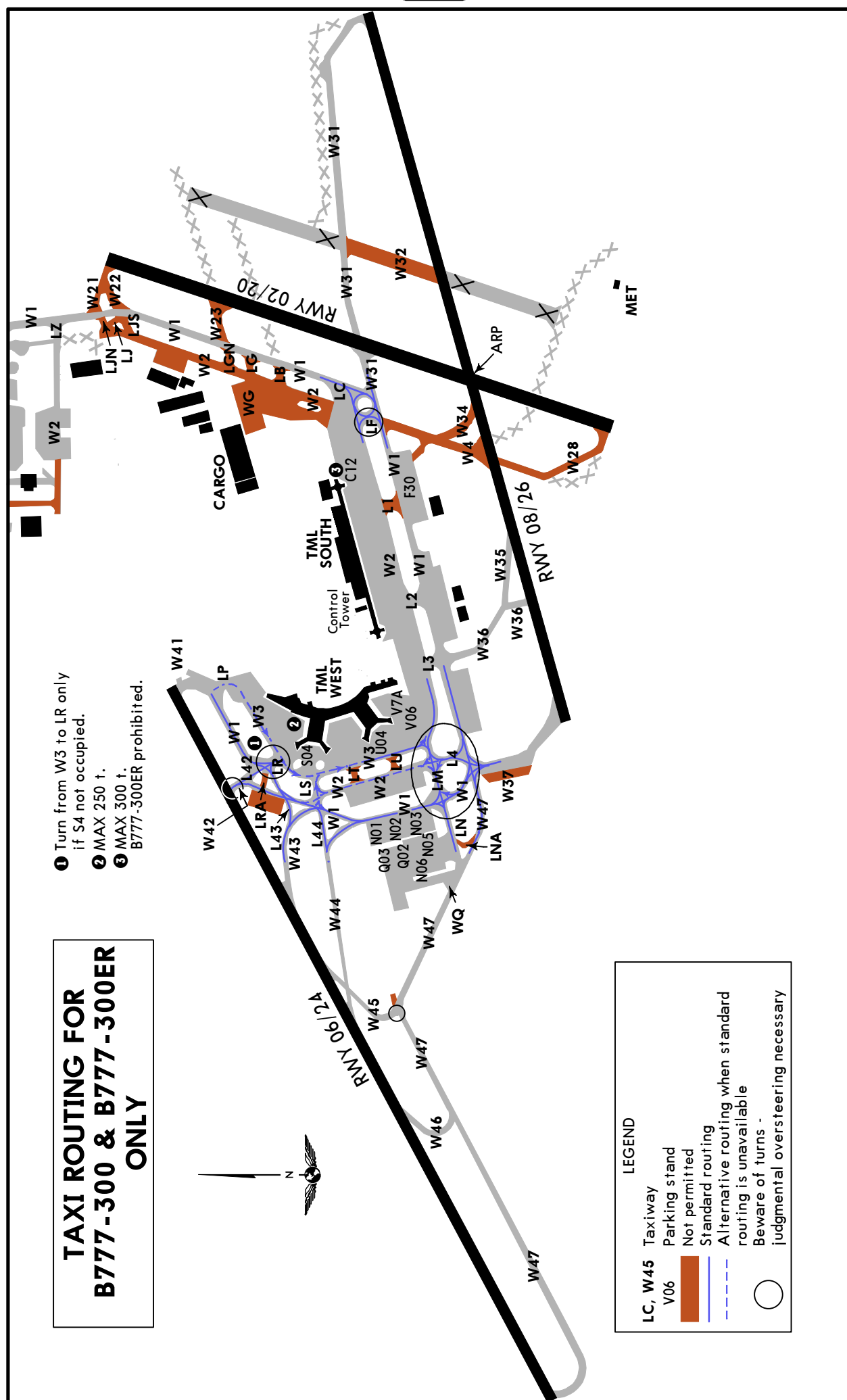
ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS			WIDTH	
RWY						LANDING BEYOND		TAKE-OFF		
						Threshold	Glide Slope			
02	HIRL (60m)	HIALS	REIL		RVR		6902' 2104m	❶	197' 60m	
20	HIRL (60m)	REIL	PAPI-L (3.4°)							
❶ IFR take-off prohibited.										
06	HIRL (60m)	CL (15m)	HIALS-II	SFL	REIL TDZ	❷	RVR	10,991' 3350m	9776' 2980m	148' 45m
24	HIRL (60m)	CL (15m)	HIALS	SFL	REIL	❸	RVR		10,942' 3335m	
❷ HST-W43 & W44 ❸ HST-W45 & W46 ❹ 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	❺	RVR			148' 45m
26	HIRL (60m)	CL (15m)	HIALS-II	SFL	REIL TDZ	❻	RVR	9465' 2885m	8404' 2562m	
❺ (2.9°) ❻ HST-W34, W35 & W37 ❼ TAKE-OFF RUN AVAILABLE RWY 08: From rwy head 10,892' (3320m) twy W36 int 9131' (2783m) RWY 26: From rwy head 10,892' (3320m) twy W32 int 6877' (2096m)										
Standard TAKE-OFF ❶										
❷ LVP must be in force										
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)				
A										
B	125m	150m	200m	250m	400m	500m				
C										
D	150m	200m	250m	300m						
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m. ❷ With approved guidance system: ABCD 75m.										

LFPO/ORY

JEPPESSEN
4 DEC 15 10-9A1 Eff 10 Dec

PARIS, FRANCE

ONLY



LFPO/ORY

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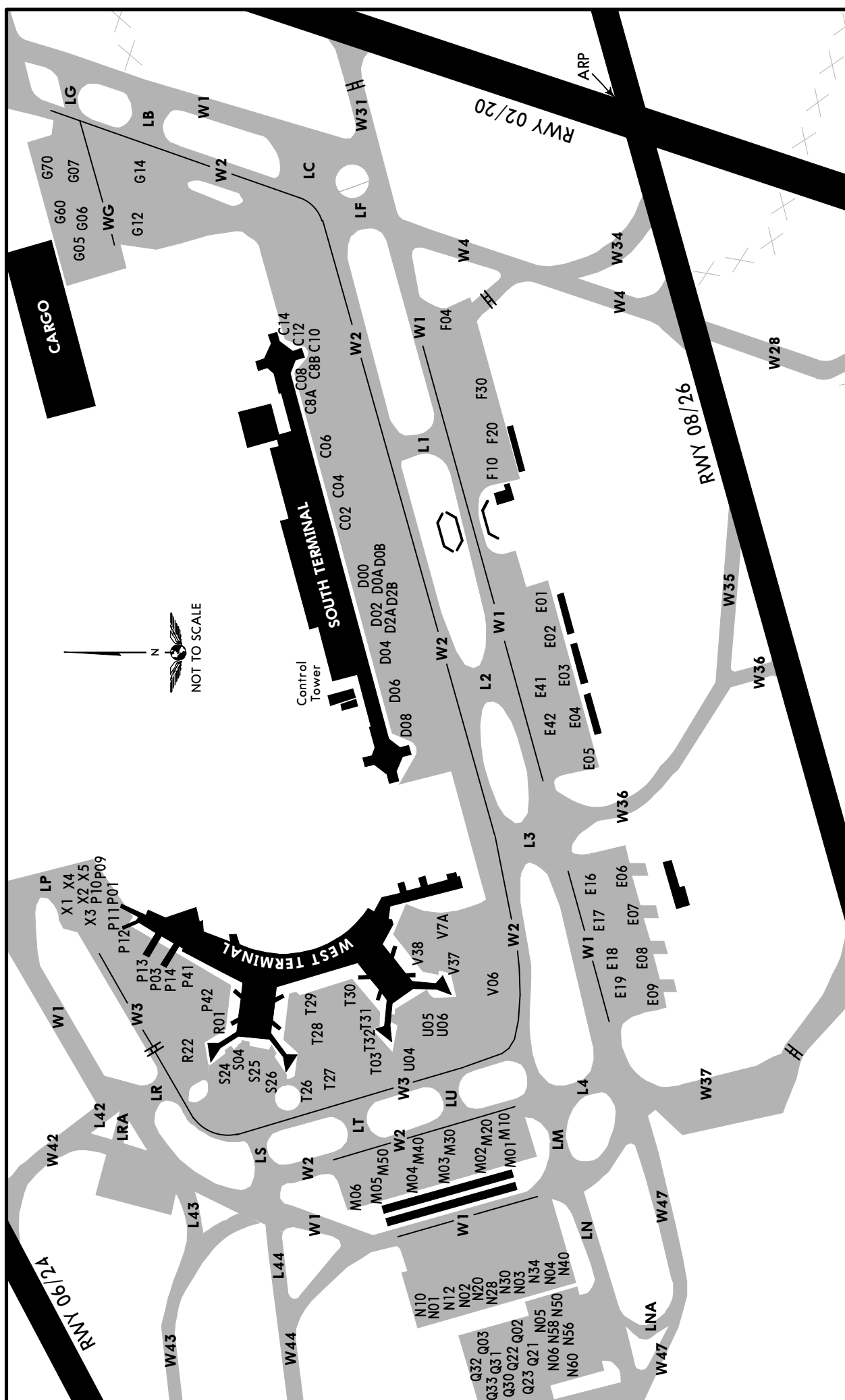
4 DEC 15

10-9B

Eff 10 Dec

PARIS, FRANCE

ONLY



CHANGES: Twy WA withdrawn. Stands withdrawn.

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LFPO/ORY

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PARIS, FRANCE

4 DEC 15

(10-9C)

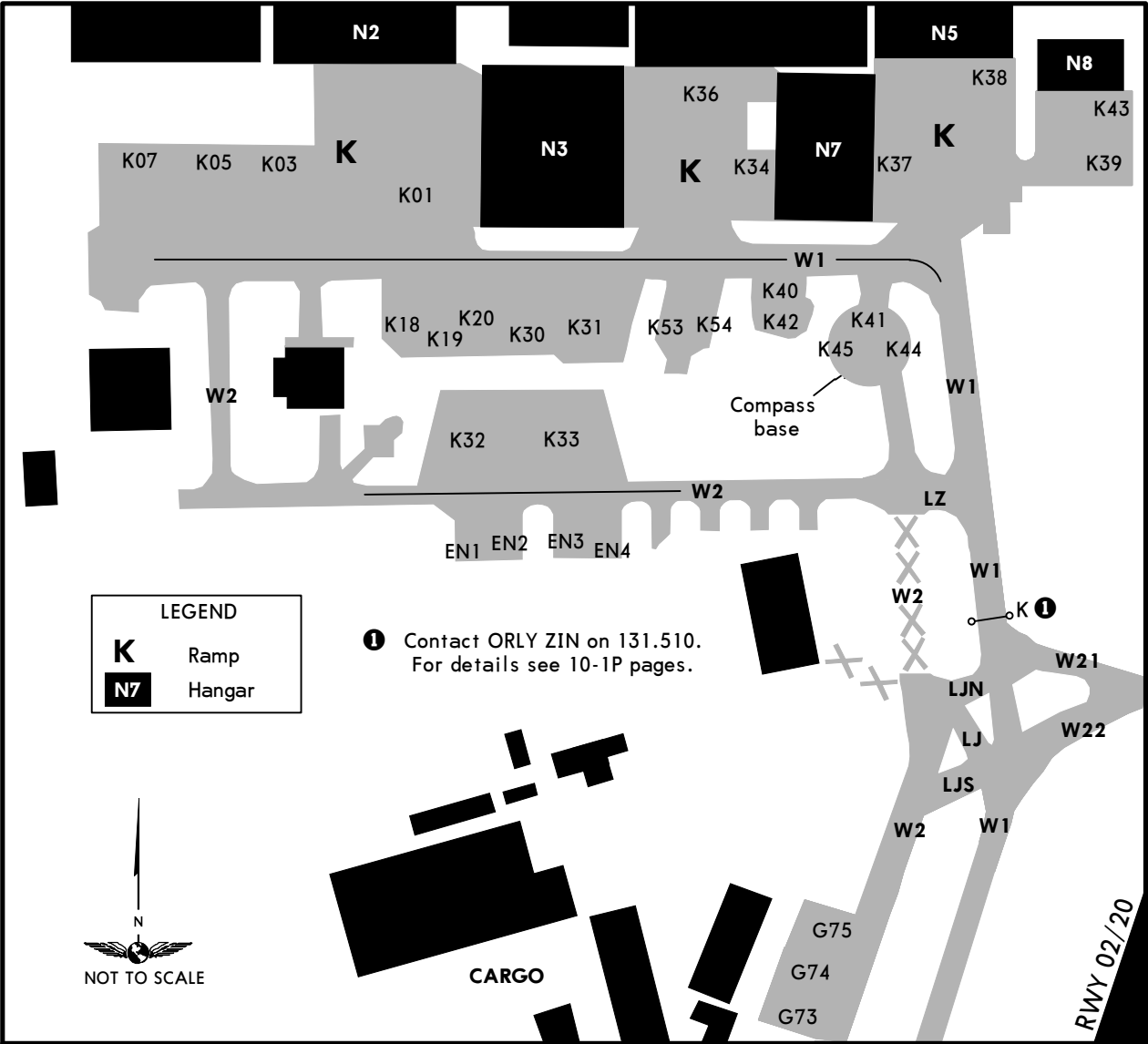
Eff 10 Dec
ONLY

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
C02	N48 43.7 E002 22.2	M30	N48 43.6 E002 21.3
C04, C06	N48 43.7 E002 22.3	M40, M50	N48 43.6 E002 21.2
C08 thru C8B	N48 43.7 E002 22.4	N01	N48 43.6 E002 21.1
C10 thru C14	N48 43.7 E002 22.5	N02 thru N05	N48 43.5 E002 21.1
D00	N48 43.7 E002 22.1	N06	N48 43.5 E002 21.0
D0A	N48 43.6 E002 22.1	N10, N12	N48 43.6 E002 21.1
D0B	N48 43.7 E002 22.1	N20 thru N50	N48 43.5 E002 21.1
D02	N48 43.6 E002 22.1	N56	N48 43.5 E002 21.0
D2A	N48 43.6 E002 22.0	N58	N48 43.5 E002 21.1
D2B	N48 43.6 E002 22.1	N60	N48 43.5 E002 21.0
D04 thru D06	N48 43.6 E002 22.0	P01	N48 43.9 E002 21.6
D08	N48 43.6 E002 21.9	P03	N48 43.8 E002 21.5
E01	N48 43.5 E002 22.1	P09 thru P13	N48 43.9 E002 21.6
E02, E03	N48 43.5 E002 22.0	P14 thru P42	N48 43.8 E002 21.5
E04	N48 43.5 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
E16	N48 43.4 E002 21.7	T26, T27	N48 43.7 E002 21.4
E17, E18	N48 43.4 E002 21.6	T28 thru T30	N48 43.7 E002 21.5
E19	N48 43.4 E002 21.5	T31	N48 43.6 E002 21.5
E41, E42	N48 43.5 E002 21.9	T32	N48 43.6 E002 21.4
F04	N48 43.6 E002 22.5	U04 thru U06	N48 43.6 E002 21.5
F10, F20	N48 43.5 E002 22.3	V06	N48 43.6 E002 21.5
F30	N48 43.5 E002 22.4	V7A thru V38	N48 43.6 E002 21.6
G05	N48 43.9 E002 22.6	X1	N48 43.9 E002 21.6
G06	N48 44.0 E002 22.6	X2	N48 43.9 E002 21.7
G07	N48 44.0 E002 22.7	X3 thru X5	N48 43.9 E002 21.6
G12 thru G60	N48 43.9 E002 22.7		
G70	N48 44.0 E002 22.7		
M01, M02	N48 43.5 E002 21.3		
M03 thru M05	N48 43.6 E002 21.2		
M06	N48 43.7 E002 21.2		
M10, M20	N48 43.5 E002 21.3		

LFPO/ORLY

JEPPESSEN
15 AUG 14 10-9D Eff 21 Aug

PARIS, FRANCE
ORLY



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

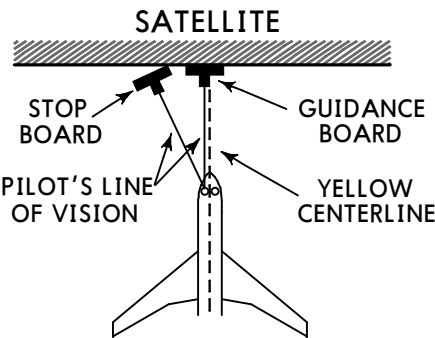
LFPO/ORY

JEPPESEN
15 AUG 14 (10-9E) Eff 21 Aug

PARIS, FRANCE
ONLY

GUIDANCE AND STOP BOARD DOCKING SYSTEM

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



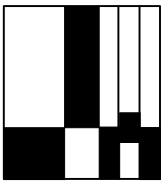
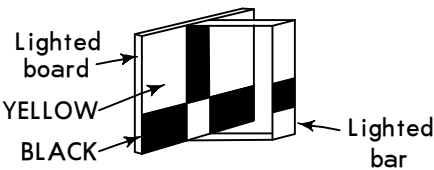
GENERAL

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

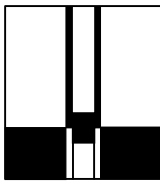
1. YELLOW CENTERLINE
2. GUIDANCE BOARD
3. STOP BOARD

GUIDANCE BOARD

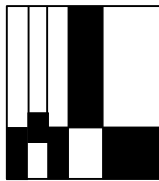
The guidance board provides information as to the correct position of the aircraft with reference to the yellow centerline.



LEFT OF
CENTERLINE
TURN RIGHT



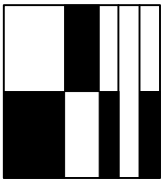
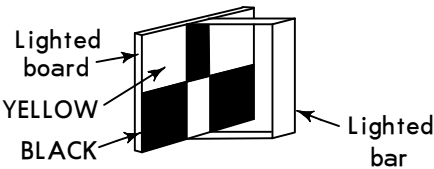
ON
CENTERLINE



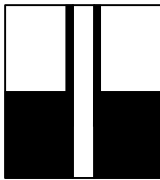
RIGHT OF
CENTERLINE
TURN LEFT

STOP BOARD

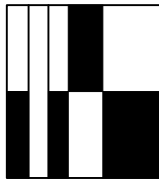
The stop board provides information with reference to the point where the pilot has to stop the aircraft.



CONTINUE
TAXIING



STOP



OVER-RUN

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

LFPO/ORY
ORLY

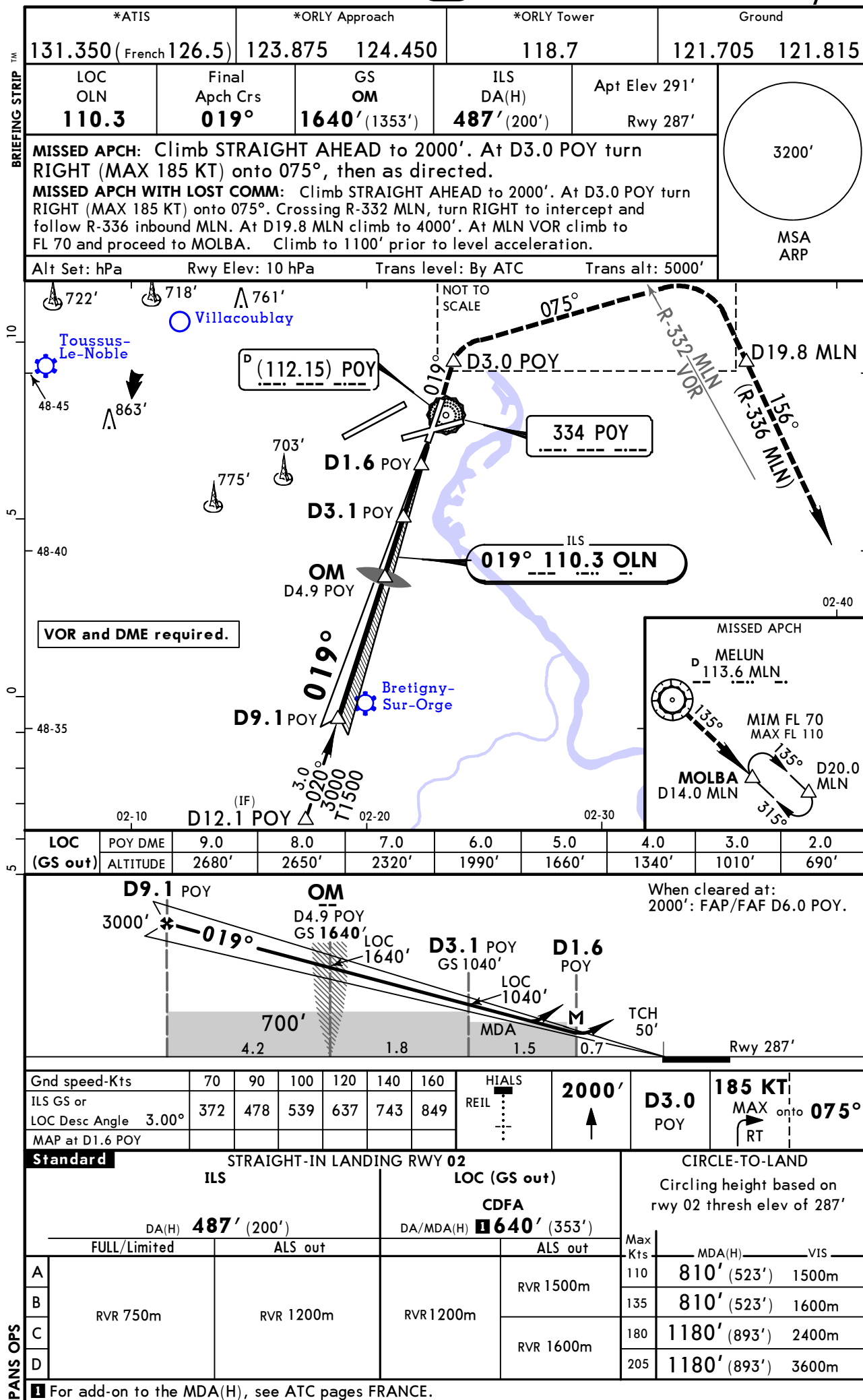
JEPPESSEN

24 APR 15

(11-1)

Eff 30 Apr

PARIS, FRANCE
ILS or LOC Rwy 02



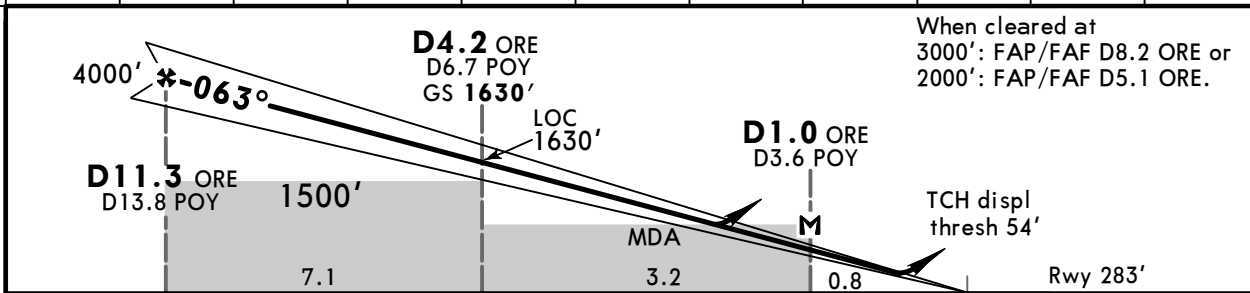
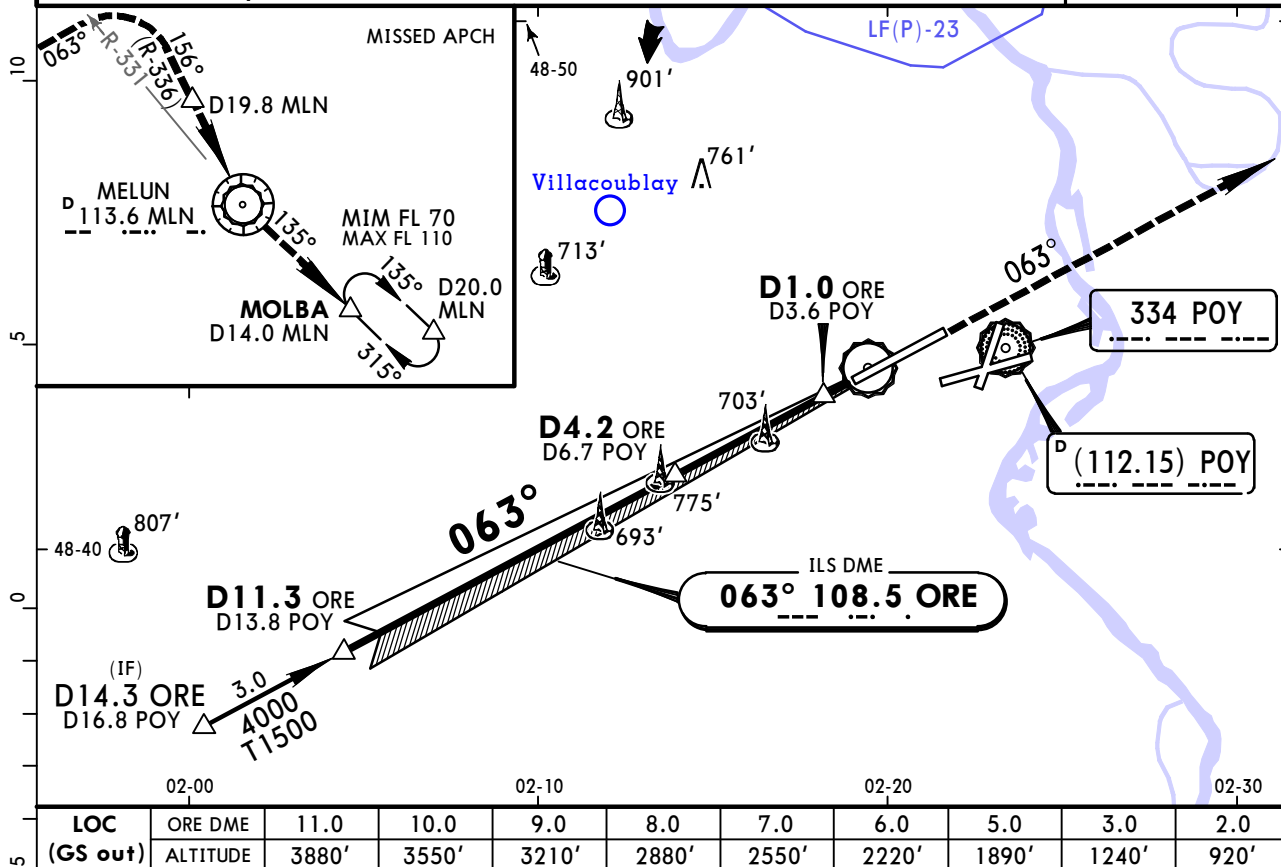
LFPO/ORY
ONLY

JEPPESSEN
24 APR 15 **(11-2)** **Eff 30 Apr**

PARIS, FRANCE
ILS or LOC Rwy 06

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.350 (French 126.5)		123.875	124.450	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', then as directed.						
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000'. When crossing R-331 MLN turn RIGHT to intercept an follow R-336 inbound MLN. At D19.8 MLN climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA.						
Climb to 1100' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 5000'
VOR and DME required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2000'
ILS GS or							REIL		
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				RVR 1500m		110	800' (517') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m		135	800' (517') 1600m
C				RVR 2000m		180	1170' (887') 2400m
D						205	1170' (887') 3600m

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

CHANGES: Missed apch. Note.

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LFPO/ORY
ORLY

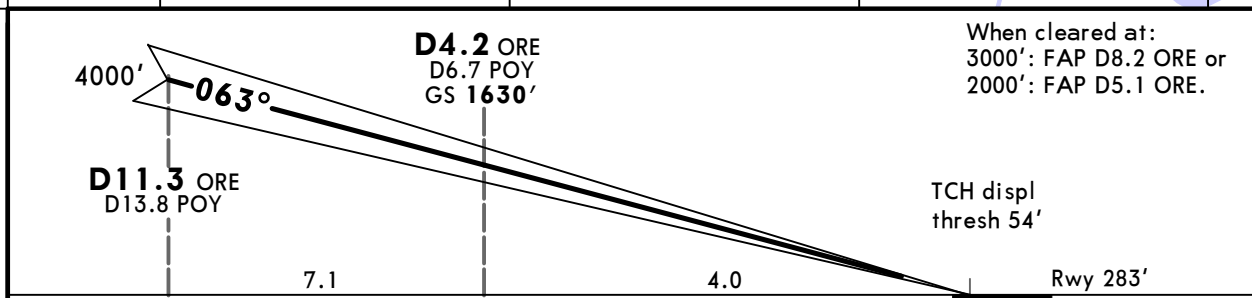
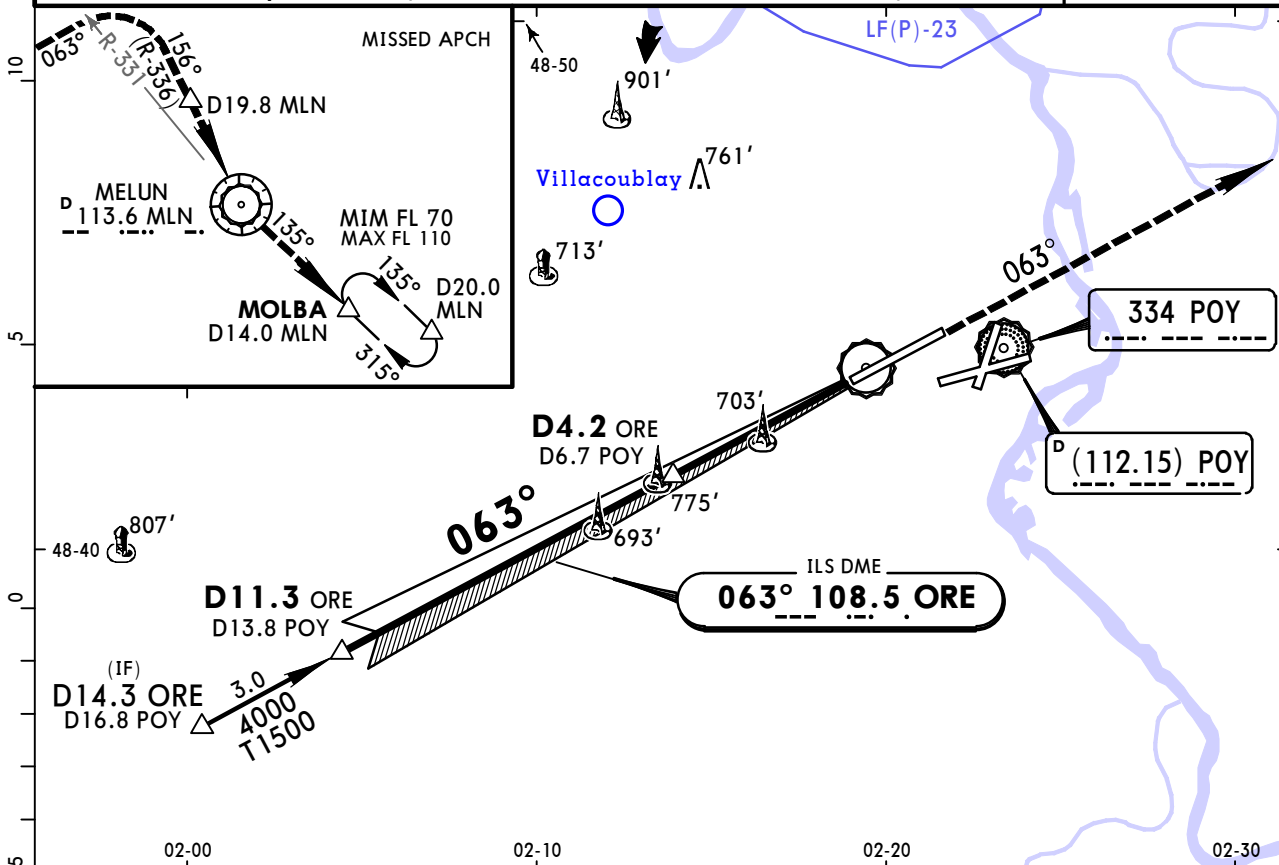
24 APR 15
Eff 30 Apr

11-2A

PARIS, FRANCE
CAT II/III ILS Rwy 06

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.350 (French 126.5)		123.875	124.450	118.7		121.705	121.815
LOC ORE 108.5	Final Apch Crs 063°	GS D4.2 ORE 1630' (1347')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 291' Rwy 283'		3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then as directed.							
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000'. When crossing R-331 MLN turn RIGHT to intercept an follow R-336 inbound MLN. At D19.8 MLN climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA.							
Climb to 1100' prior to level acceleration.							
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'							
1. VOR and DME required. 2. Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL 2000'
GS	3.00°	372	478	531	637	743	

Standard		STRAIGHT-IN LANDING RWY 06	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 95' DA(H) 383' (100')	
RVR 200m		RVR 300m I	

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

CHANGES: Missed apch. Note.

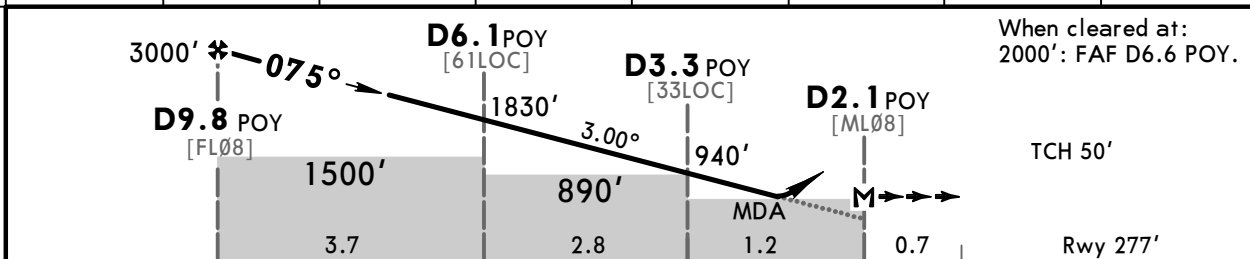
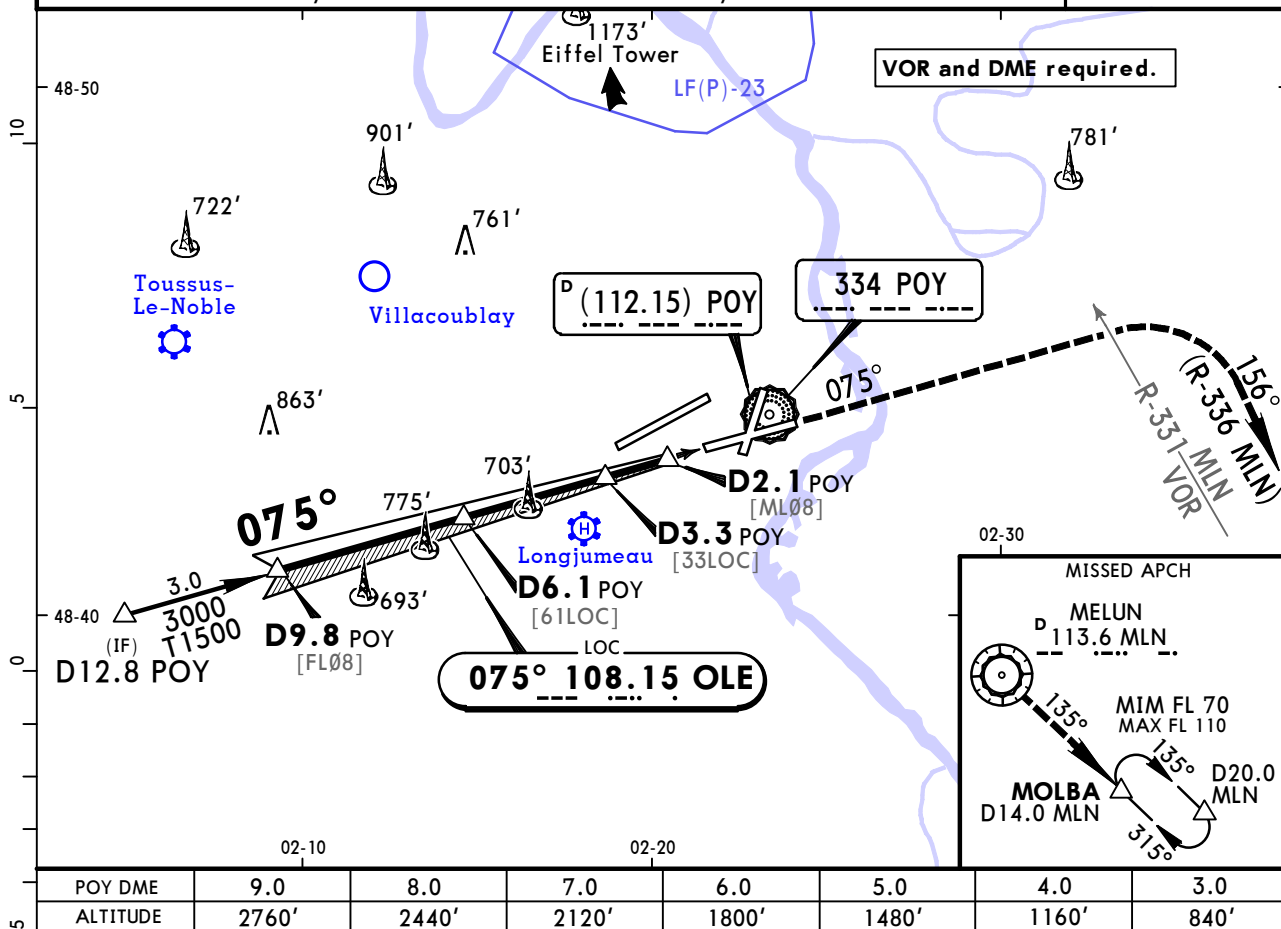
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LFPO/ORLY
ORLY

JEPPESSEN
24 APR 15
Eff 30 Apr 11-3

PARIS, FRANCE
LOC Rwy 08

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.350 (French 126.5)	123.875 124.450	118.7	121.705 121.815
LOC OLE 108.15	Final Apt Crs 075°	Procedure Alt D9.8 POY 3000' (2723')	DA/MDA(H) 610' (333')
		Apt Elev 291'	Rwy 277'
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000'. When crossing R-331 MLN turn RIGHT to intercept and follow R-336 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA. Climb to 1100' prior to level acceleration.			
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.1 POY							

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

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

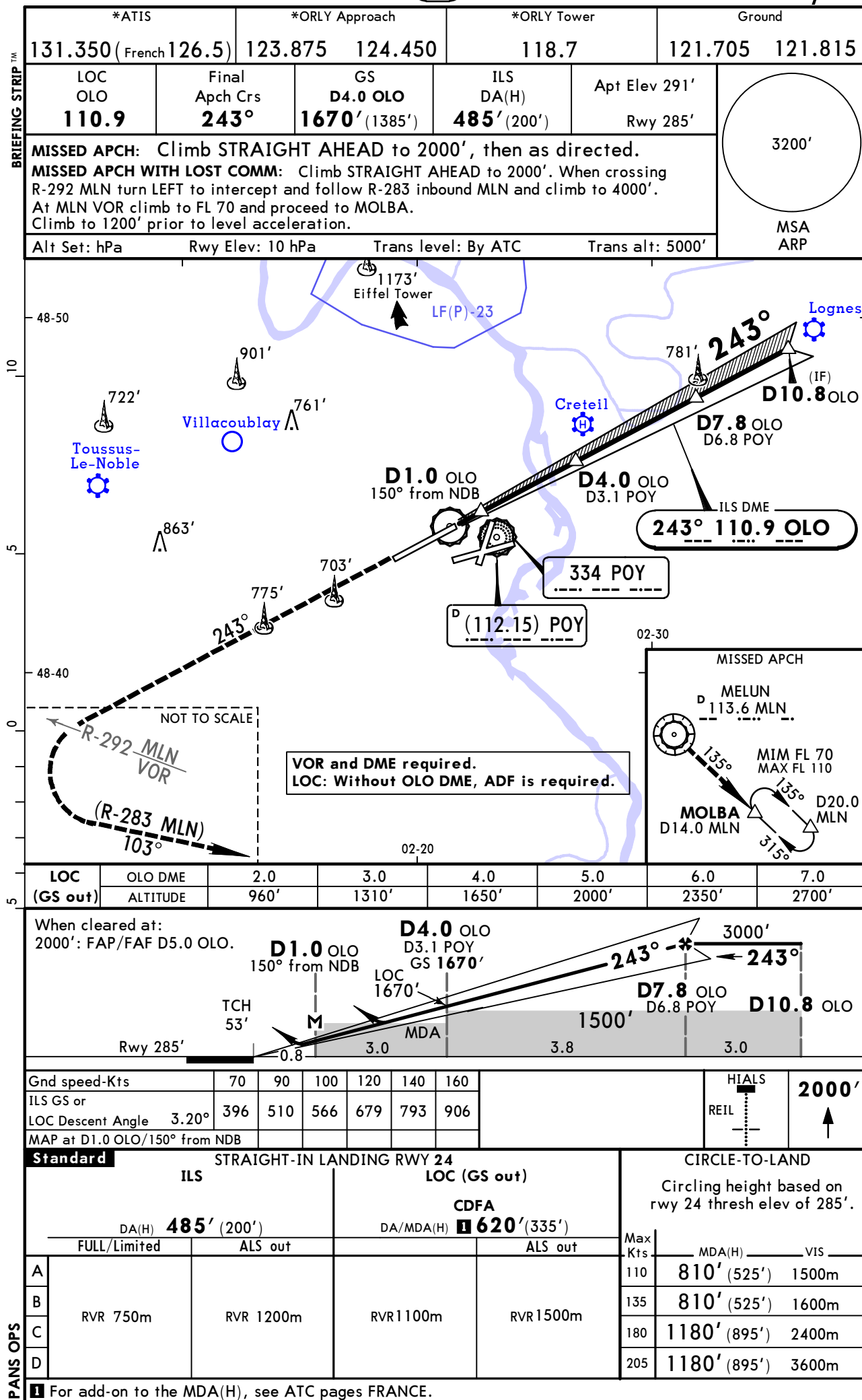
CHANGES: Missed apch. Note.

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LFPO/ORY
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JEPPESSEN
24 APR 15 **(11-4)** **Eff 30 Apr**

PARIS, FRANCE
ILS or LOC Rwy 24



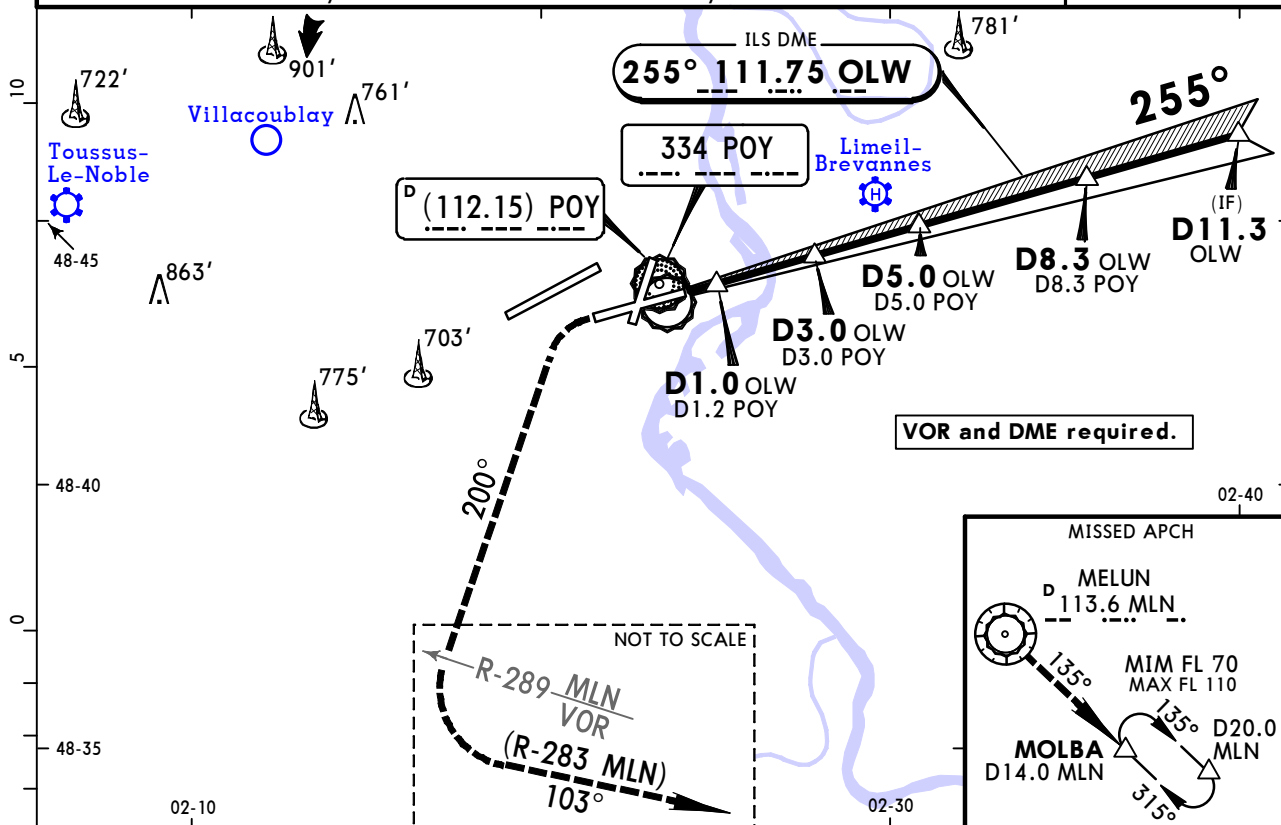
LFPO/ORY
ORLY

JEPPESSEN
24 APR 15 **(11-5)** **Eff 30 Apr**

PARIS, FRANCE
ILS or LOC Rwy 26

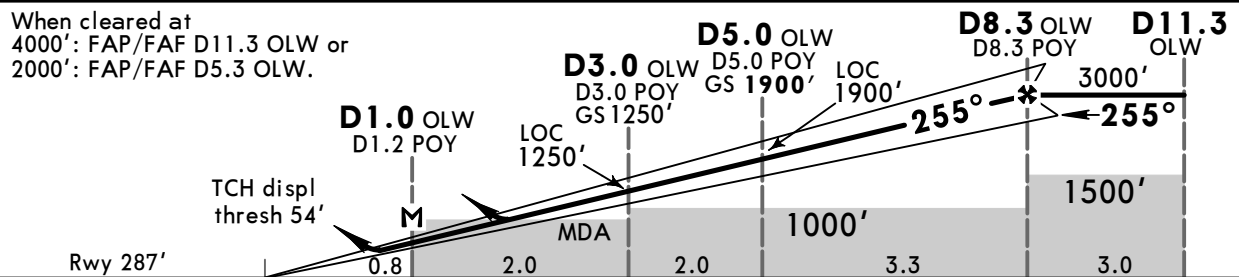
BRIEFING STRIP™

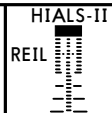
*ATIS 131.350 (French 126.5)		*ORLY Approach 123.875 124.450		*ORLY Tower 118.7		Ground 121.705 121.815	
LOC OLW 111.75	Final Apch Crs 255°	GS D5.0 OLW 1900' (1613')	ILS DA(H) 487' (200')	Apt Elev 291' Rwy 287'		3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT (MAX 185KT) onto 200° and climb to 2000', then as directed.							
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. At 700' turn LEFT (MAX 185KT) onto 200° and climbing to 2000'. When crossing R-289 MLN turn LEFT to intercept and follow R-283 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA. 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'	



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		700' ↑ 2000' on 200° LT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
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 26 displ thresh elev of 287'	
DA(H) 487' (200')			CDFA DA/MDA(H) 630' (343')				
FULL	Limited	ALS out	DA/MDA(H)	ALS out		Max Kts	MDA(H) VIS
A						110	810' (523') 1500m
B						135	810' (523') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	180	1180' (893') 2400m
D						205	1180' (893') 3600m

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

CHANGES: Missed apch. Note.

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Standard	STRAIGHT-IN LANDING RWY 26	
CAT IIIA ILS		CAT II ILS
DH 50'		RA 102' DA(H) 387' (100')
RVR 200m		RVR 300m 1

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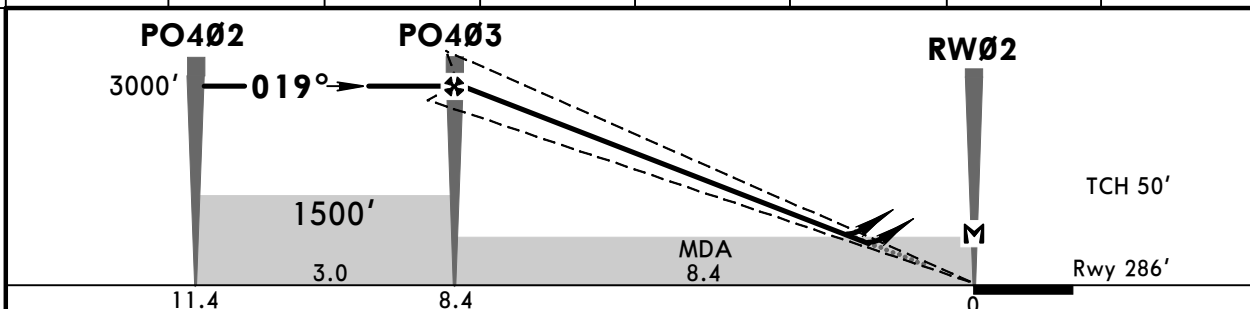
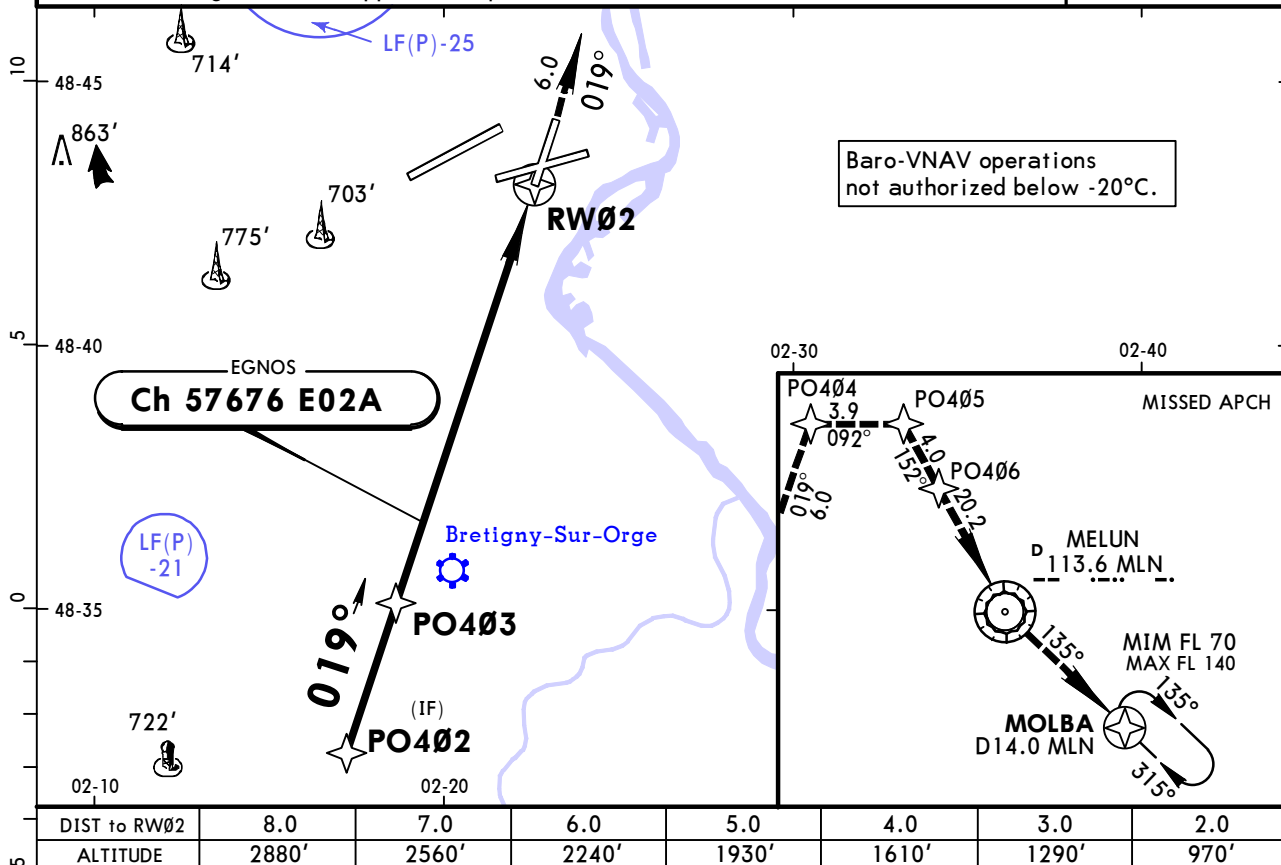
LFPO/ORY
ONLY

JEPPESEN
24 APR 15 **(12-1)** **Eff 30 Apr**

PARIS, FRANCE
RNAV (GNSS) Rwy 02

BRIEFING STRIP™

*ATIS		*ONLY Approach		*ONLY Tower		Ground	
131.350 (French 126.5)		123.875 124.450		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°), then as directed.							
MISSED APCH WITH LOST COMM: 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. 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	↑	
MAP at RW02									

STRAIGHT-IN LANDING RWY 02					CIRCLE-TO-LAND I		
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					Max Kts	MDA(H)	VIS
B	RVR 800m	RVR 1300m	RVR 1100m	RVR 1500m	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'.

CHANGES: Missed apch.

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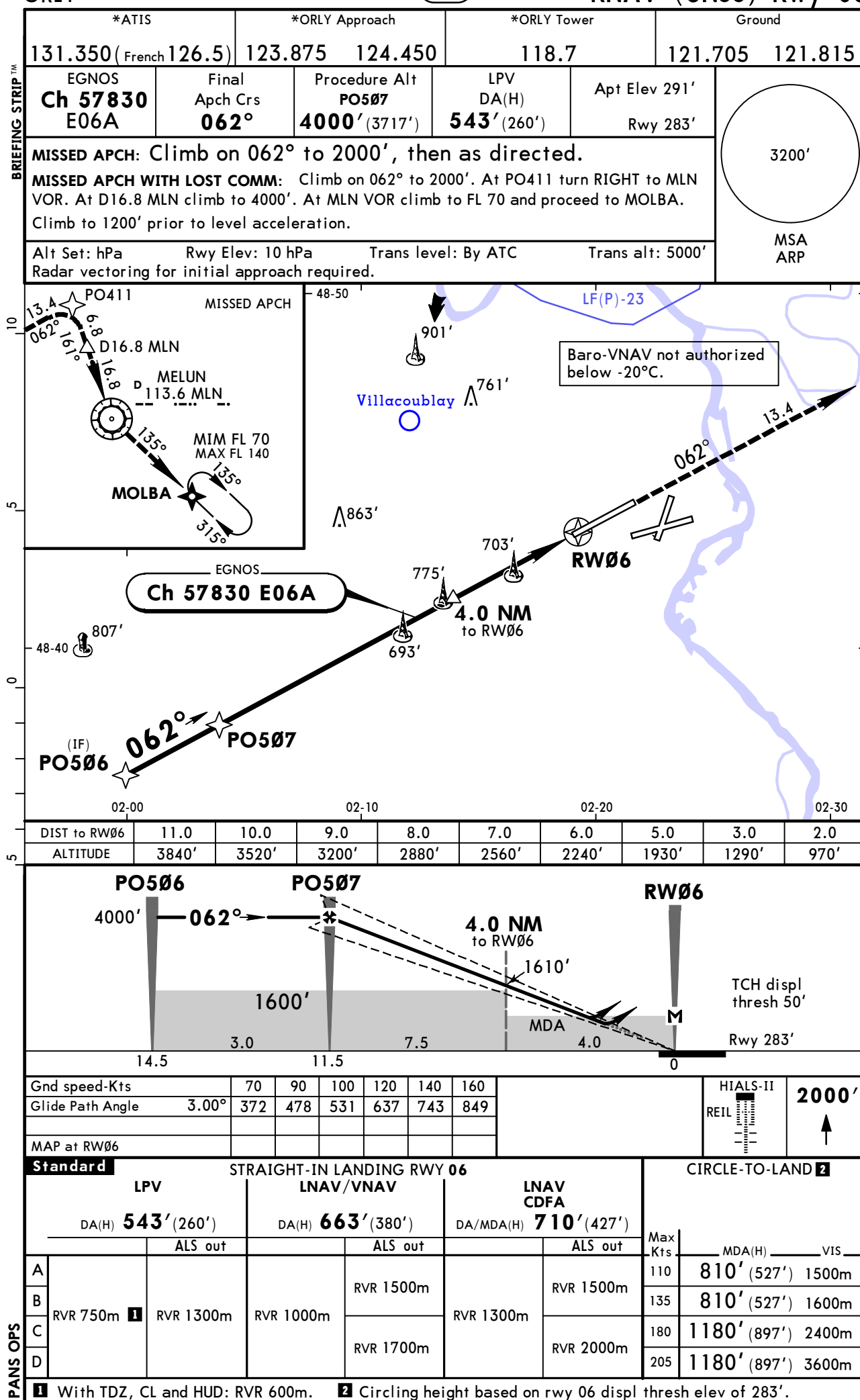
LFPO/ORY
ORLY

JEPPESSEN

24 APR 15 **(12-2)**

Eff 30 Apr

PARIS, FRANCE
RNAV (GNSS) Rwy 06



LFPO/ORY
ONLY

JEPPESSEN

24 APR 15 **(12-3)**

Eff 30 Apr

RNAV

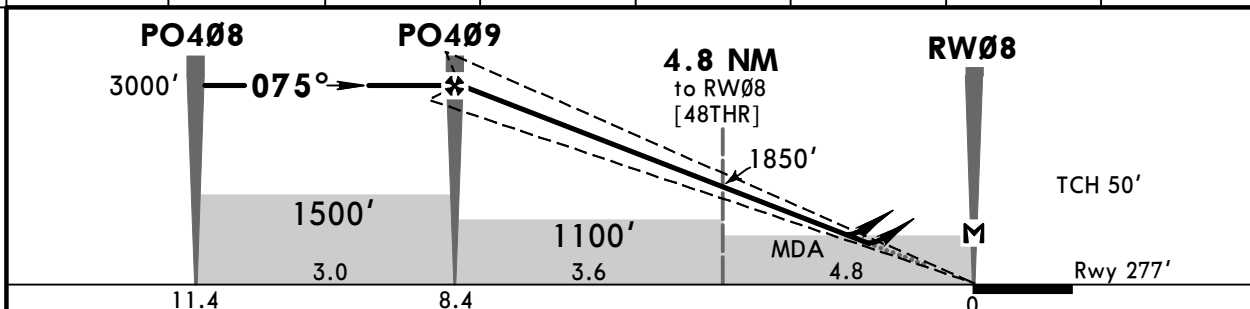
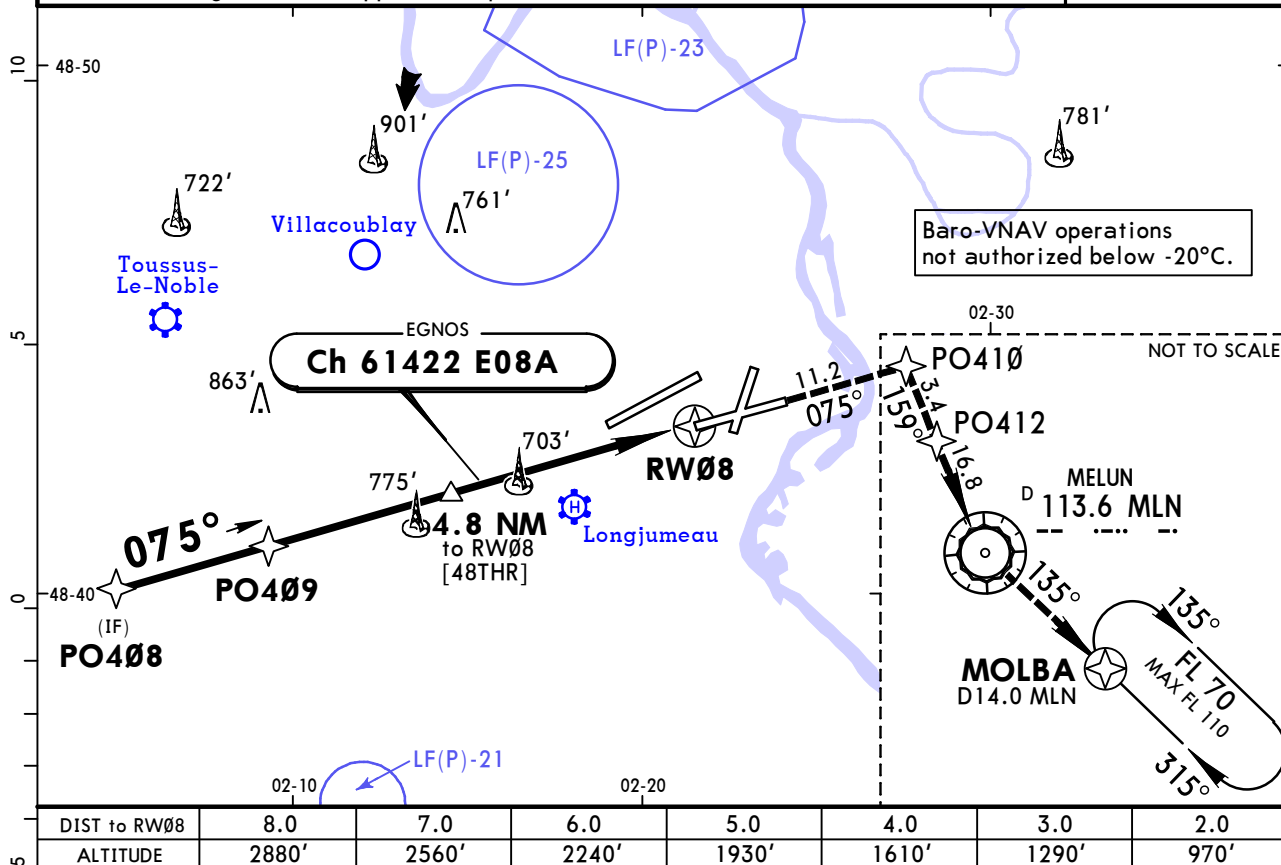
PARIS, FRANCE

(GNSS)

Rwy 08

BRIEFING STRIP™

*ATIS		*ONLY Approach		*ONLY Tower		Ground	
131.350 (French 126.5)		123.875 124.450		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', then as directed.							
MISSED APCH WITH LOST COMM: 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.							
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.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000'
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RWY08							

STRAIGHT-IN LANDING RWY 08						CIRCLE-TO-LAND I	
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	110	810' (533') 1500m
A						135	810' (533') 1600m
B	RVR 750m	RVR 1400m	RVR 900m	RVR 1300m	RVR 1500m	180	1180' (903') 2400m
C						205	1180' (903') 3600m
D							

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

CHANGES: Missed apch.

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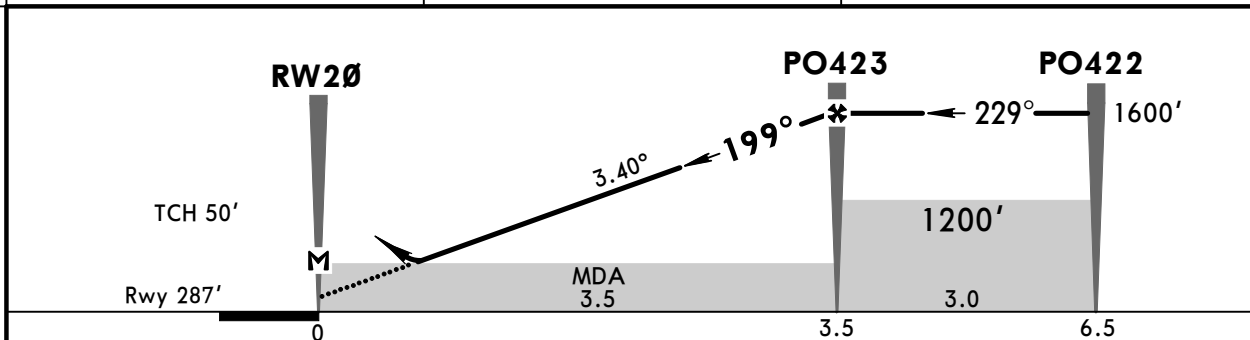
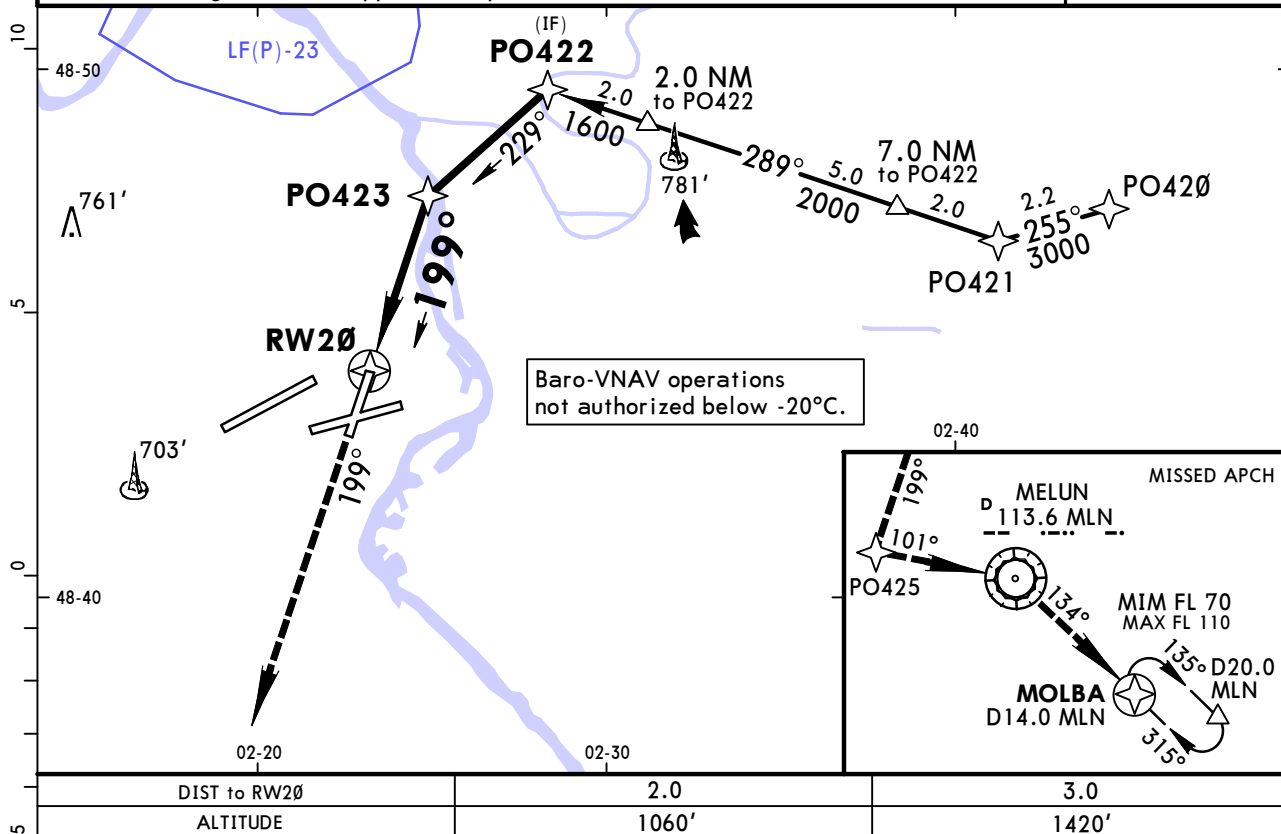
24 APR 15 (12-4)

Eff 30 Apr

PARIS, FRANCE
RNAV (GNSS) Rwy 20

BRIEFING STRIP™

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.350 (French 126.5)		123.875 124.450		118.7		121.705 121.815	
RNAV	Final Apch Crs 199°	Procedure Alt PO423 1600' (1313')	LNAV/VNAV DA(H) 690' (403')	Apt Elev 291' Rwy 287'		3200' MSA ARP	
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.							



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									

Standard		STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND 1		
LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)	VIS
DA(H) 690' (403')		DA/MDA(H) 690' (403')				
A	RVR 1500m			110	810' (523')	1500m
B				135	810' (523')	1600m
C	RVR 1800m			180	1180' (893')	2400m
D				205	1180' (893')	3600m

I Circling height based on rwy 20 displ thresh elev of 287'.

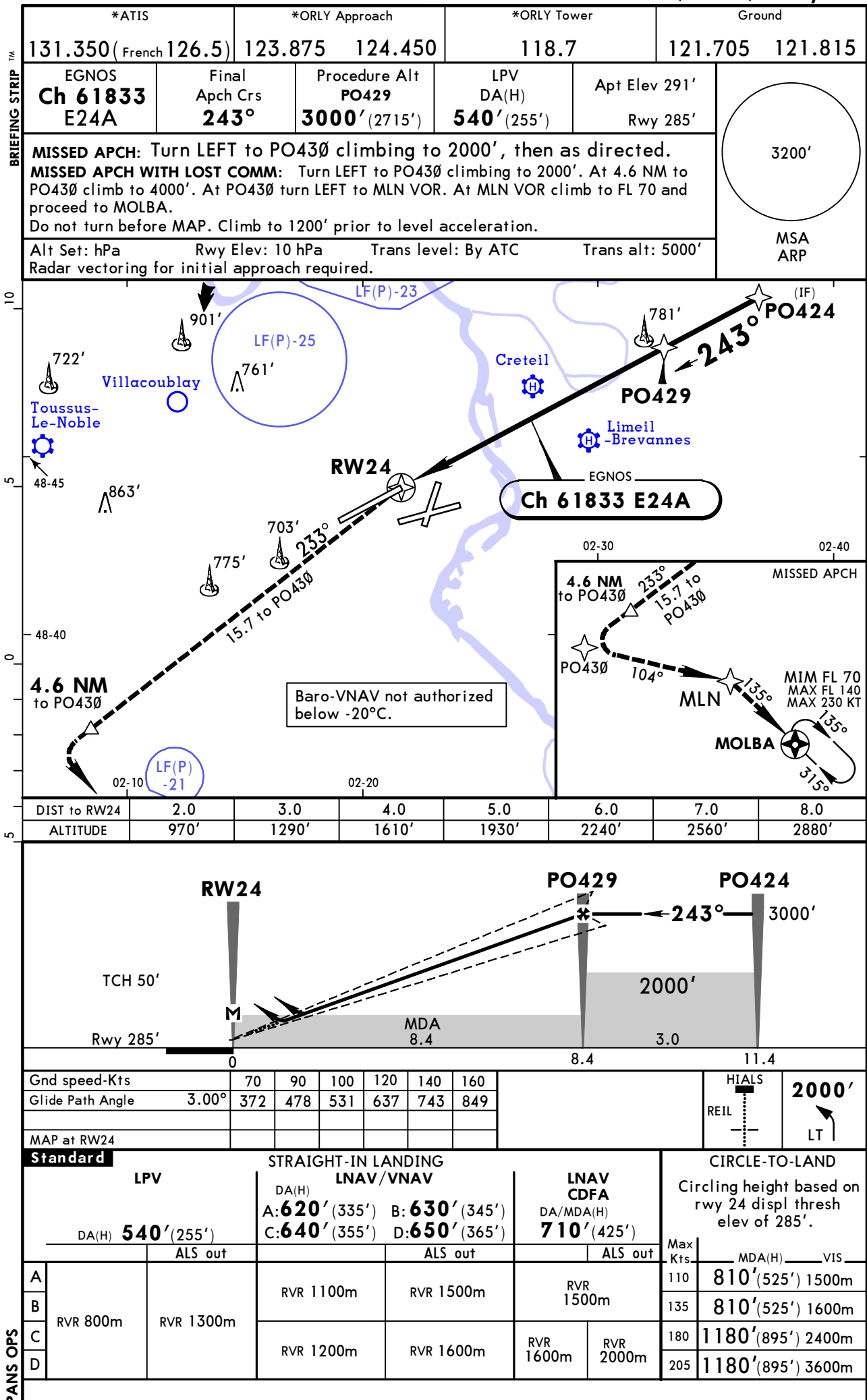
CHANGES: Reference elev. LNAV/VNAV added.

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29 MAY 15 (12-5)

PARIS, FRANCE
RNAV (GNSS) Rwy 24



CHANGES: None.

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LFPO/ORY
ORLY

29 MAY 15

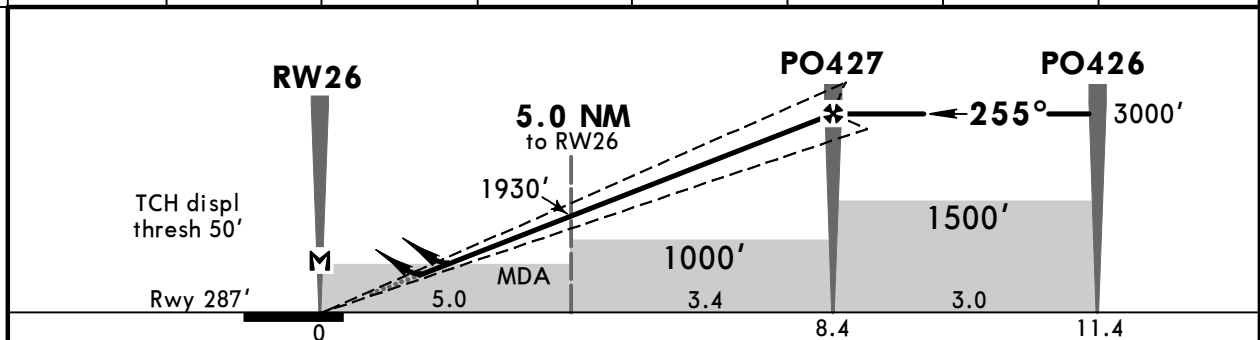
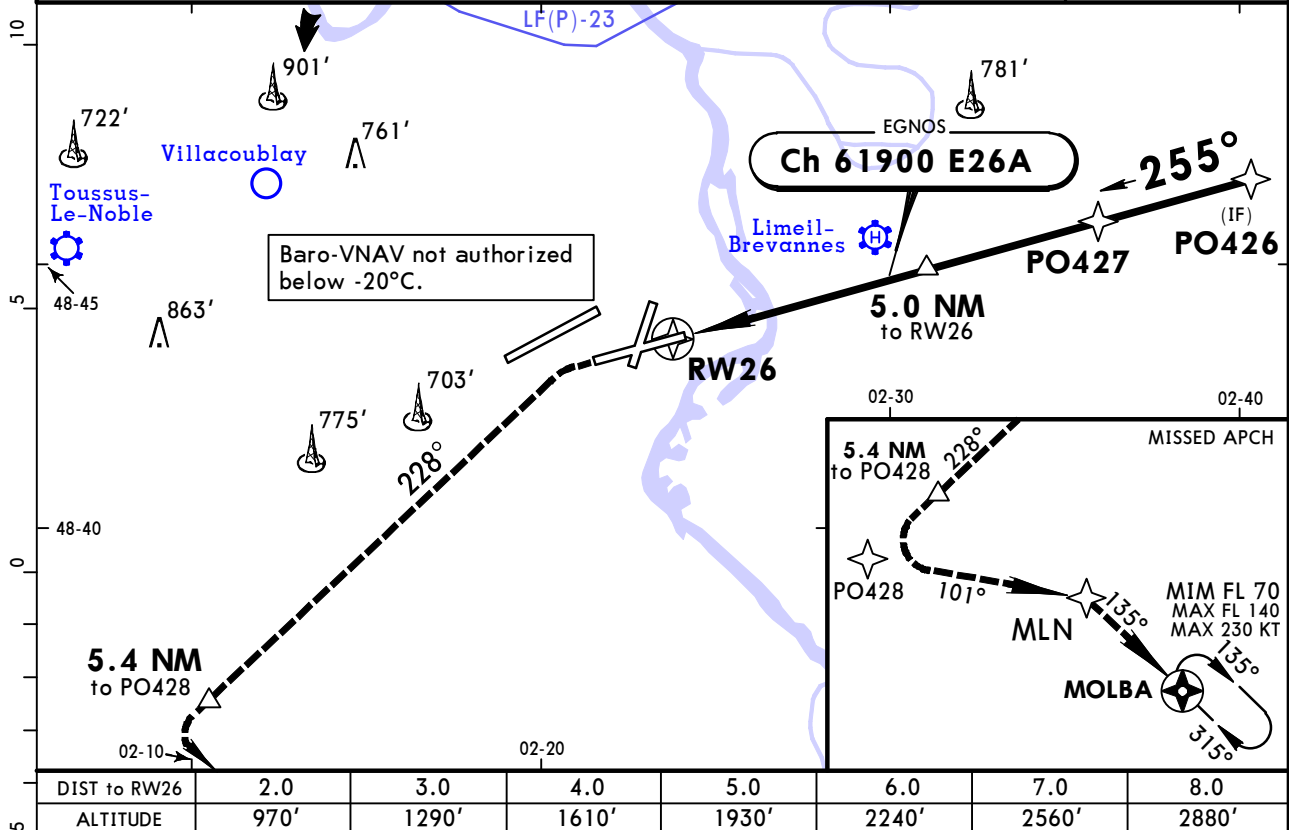
(12-6)

JEPPESSEN

PARIS, FRANCE
RNAV (GNSS) Rwy 26

BRIEFING STRIP™

*ATIS 131.350 (French 126.5)		*ORLY Approach 123.875 124.450		*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. At 700' turn LEFT on track 228° to PO428 climbing to 2000', then as directed.								3200' MSA ARP	
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. 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. 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.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW26							

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		CIRCLE-TO-LAND	
DA(H) A: 570' (283') C: 590' (303') B: 580' (293') D: 600' (313')		DA(H) A: 600' (313') CD: B: 620' (333') 630' (343')		Circling height based on rwy 26 displ thresh elev of 287'.	
ALS out		ALS out		Max Kts	
A		RVR 750m 1		RVR 1500m	
B		RVR 800m		RVR 1800m	
C		RVR 900m		RVR 1100m	
D		RVR 1400m		RVR 1500m	
A		RVR 750m 2		RVR 1400m	
B		RVR 800m		RVR 1500m	
C		RVR 900m		RVR 1600m	
D		RVR 1400m		RVR 1800m	
A		RVR 750m 1		RVR 1500m	
B		RVR 800m		RVR 1800m	
C		RVR 900m		RVR 1100m	
D		RVR 1400m		RVR 1500m	
A		RVR 750m 2		RVR 1400m	
B		RVR 800m		RVR 1500m	
C		RVR 900m		RVR 1600m	
D		RVR 1400m		RVR 1800m	

CHANGES: OL VOR DME withdrawn.

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24 APR 15 **(19-10)** **Eff 30 Apr**

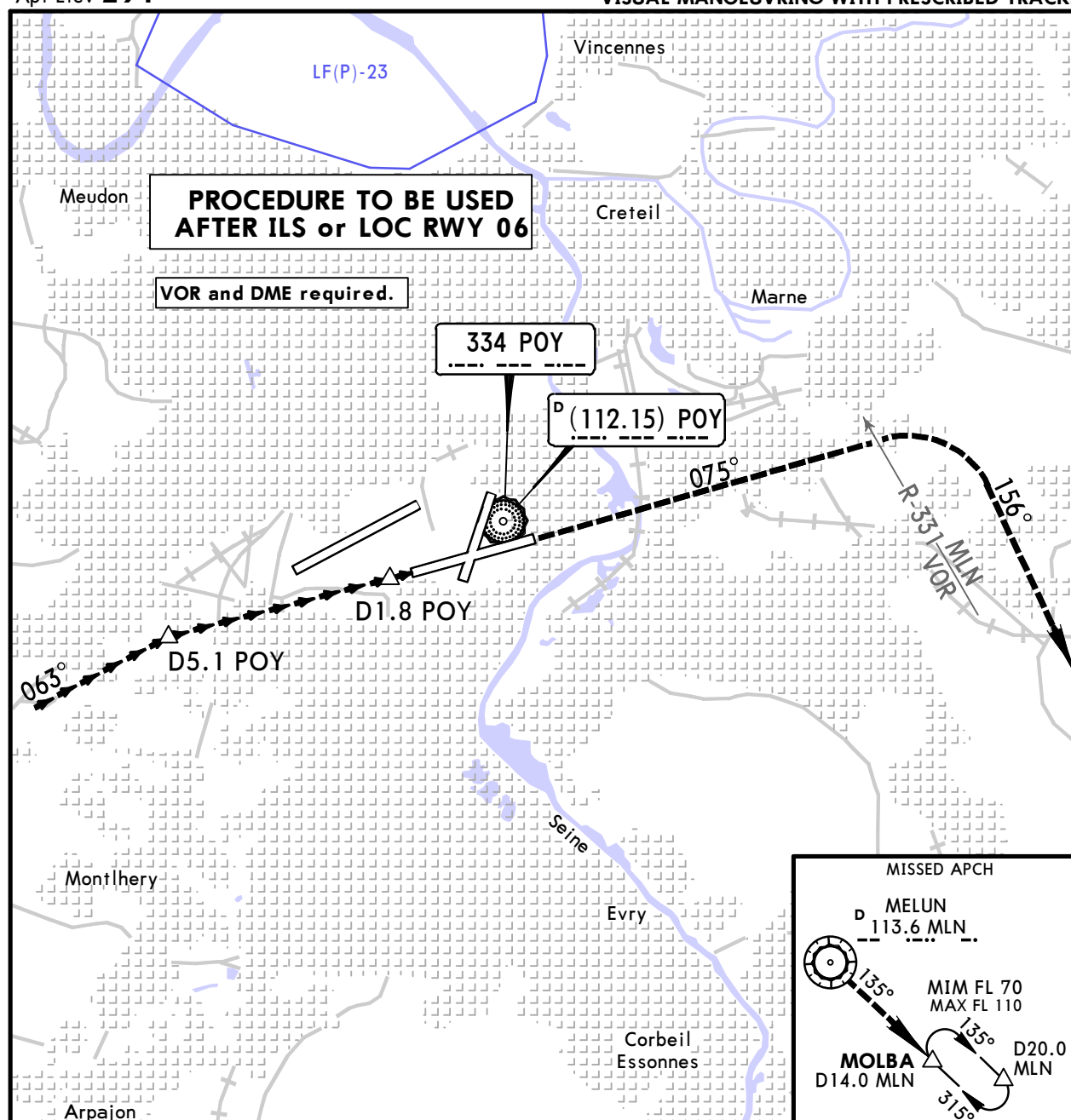
PARIS, FRANCE

ONLY

VPT B Rwy 08

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', then as directed.

MISSED APCH WITH LOST COMM: At D1.8 POY climb on 075° to 2000'. When crossing R-331 MLN turn RIGHT to intercept and follow R-336 inbound MLN and climb to 4000'. At MLN VOR climb up 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 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (ORLY - LFPO)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR)	10-1P3	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPO

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: 20170430

For ILS or LOC and RNAV (GNSS) rwy 02 (11-1, 12-1) Circling MDA(H) for CAT A and CAT B raised to 830' (543'). For ILS or LOC and RNAV (GNSS) rwy 06 (11-2, 12-2) Circling MDA(H) for CAT A and CAT B raised to 830' (547'). For LOC and RNAV (GNSS) rwy 08 (11-3, 12-3) Circling MDA(H) for CAT A and CAT B raised to 830' (553'). For RNAV (GNSS) rwy 20 (12-4) Circling MDA(H) for CAT A and CAT B raised to 830' (543'). For ILS or LOC and RNAV (GNSS) rwy 24 (11-4, 12-5) Circling MDA(H) for CAT A and CAT B raised to 830' (545'). For ILS or LOC and RNAV (GNSS) rwy 26 (11-5, 12-6) Circling MDA(H) for CAT A and CAT B raised to 830' (543').

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: Temporary

Begin Date: 20150108

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Temporary

Begin Date: 20151113

End Date: Until Further Notice

(RNAV SIDs) General notes, paragraph 1. If RNAV requirements do not apply, report using the phrase 'Unable RNAV 1' instead of 'NON RNAV 1'. Refer also to 10-3B Departure Instructions paragraph 1.

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 and CL: 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