

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFOB

Terminal Charts For LFOB

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

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

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

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1359 ft (1000 ft AGL)

Sunrise: 0345 Z
Sunset: 2001 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 118.375

Beauvais Tower: 121.400

Beauvais Tower: 119.900 Secondary

Beauvais Approach: 121.400 Secondary

Beauvais Approach: 119.900

LFOB/BVA

JEPPesen

BEAUVAIS, FRANCE

TILLE

19 JUN 15

10-1P

Eff 25 Jun

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

*ATIS 118.375

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

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

- Between 0000-0500LT of departure from or arrival on parking area no ACFT may take-off or land.
- "The noisiest ACFT of Chapter 3"- turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise level, with respect to permissible noise limits defined in this Chapter, being less than 5 EPNdB:

Between 2200-0000LT and 0500-0700LT of departure from or arrival on parking area none of "The noisiest ACFT of Chapter 3" may take-off or land.

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

Exempted from the above restrictions are:

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

1.2.2. REVERSE THRUST

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

1.2.3. AUXILIARY POWER UNITS (APUs)

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

1.3. TAXI PROCEDURES

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

If visibility is less than 1500m, taxiing prohibited on

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

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

1.4. OTHER INFORMATION

Birds in vicinity of APT. Wildlife strike hazard.

RWYs 04 and 30 right-hand circuit.

LFOB/BVA
TILLE

19 JUN 15

JEPPesen

10-1P1

Eff 25 Jun

BEAUVAIS, FRANCE

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II OPERATIONS

CAT II operations are prohibited.

2.2. CAT III OPERATIONS

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

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

2.3. OTHER INFORMATION

2.3.1. COMMUNICATION FAILURE PROCEDURE

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

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

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

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

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

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

3. DEPARTURE

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

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

Push-back clearance is valid for one minute.

3.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.2.1. RUNWAY USAGE

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

3.3. OTHER INFORMATION

3.3.1. COMMUNICATION FAILURE PROCEDURE

RNAV SIDS

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

SIDS

Follow the last clearance then:

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

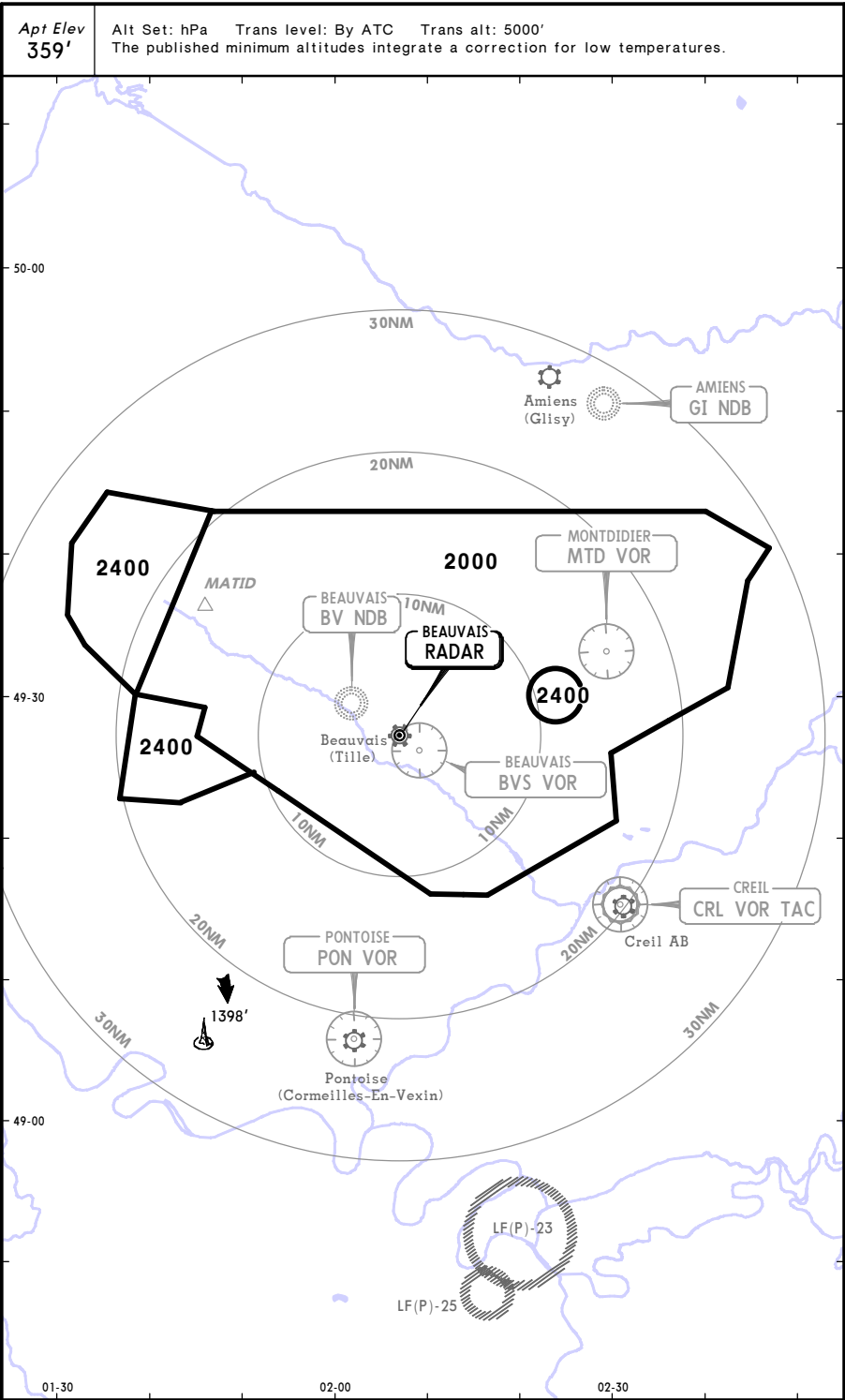
DEPARTURE (POGO)

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

LFOB/BVA
TILLE

JEPPSEN
19 JUL 13 **(10-1R)**

BEAUVAIS, FRANCE
Eff 25 Jul RADAR MINIMUM ALTITUDES



LFOB/BVA
TILLE

 **JEPPESSEN**
23 DEC 11 **10-2**

BEAUVAIS, 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.

3. Operating procedure/Loss of RNAV capability

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

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

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

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

LFOB/BVA
TILLE

JEPPesen
6 DEC 13 10-2B Eff 12 Dec

BEAUVAIS, FRANCE
RNAV STAR

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

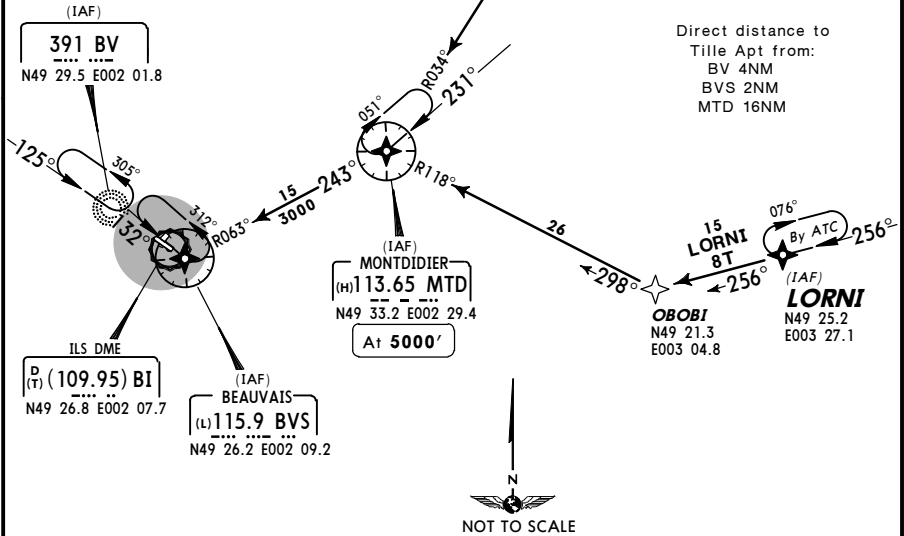
BV
Not usable with RNAV 2000/5000, inbound 125° MAX 200 KT

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

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

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

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



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

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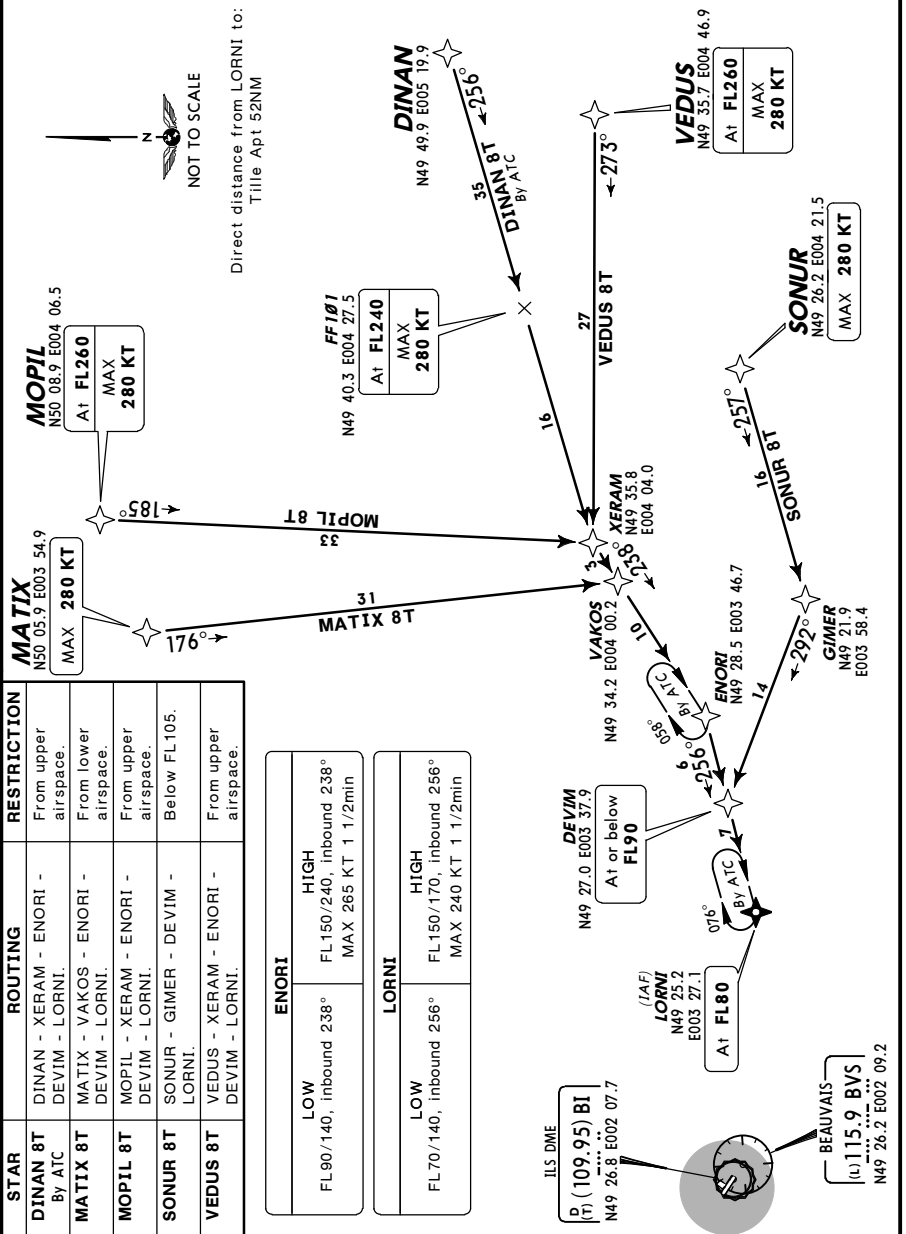
LFOB/BVA
TILLE

JEPPesen
6 DEC 13 (10-2D) Eff 12 Dec

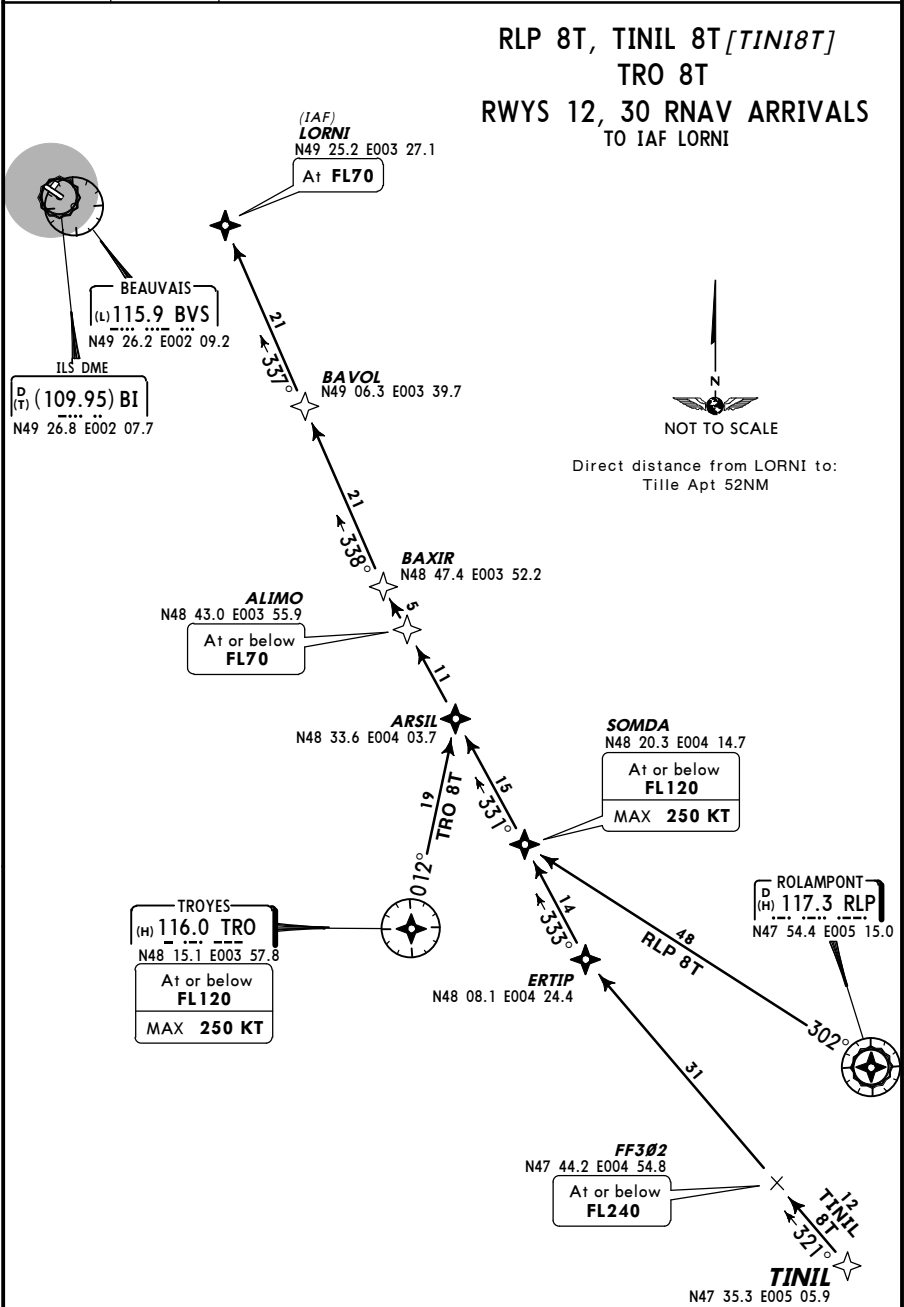
BEAUVAIS, FRANCE
RNAV STAR

*ATIS 118.37	Apt Elev 359'	Alt Set: hPa Trans level: By ATC	Trans alt: 5000'
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DINAN 8T [DINA8T], MATIX 8T [MATI8T]
MOPI 8T [MOPI8T], SONUR 8T [SONU8T]
VEDUS 8T [VEDU8T]
RWYS 12, 30 RNAV ARRIVALS
TO IAF LORNI



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



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

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TILLE

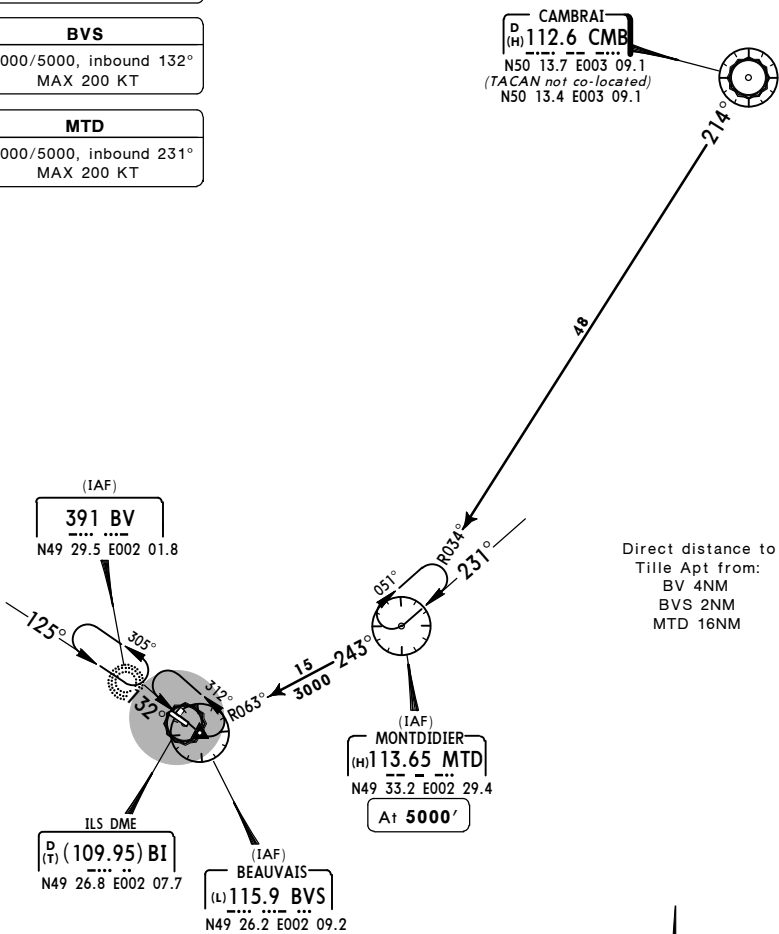
JEPPESSEN
6 DEC 13 (10-2F) Eff 12 Dec

BEAUVAIS, FRANCE
STAR

*ATIS 118.37	Apt Elev 359'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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CAMBRAI (CMB 8C)
RWYS 12, 30 ARRIVAL
TO IAF BVS & MTD
FROM LOWER AIRSPACE
SPEED MAX 250 KT BELOW FL100

BV 2000/5000, inbound 125° MAX 200 KT
BVS 3000/5000, inbound 132° MAX 200 KT
MTD 3000/5000, inbound 231° MAX 200 KT



LFOB/BVA
TILLE

JEPPesen
 14 AUG 15 **(10-3)** **Eff 20 Aug**
BEAUVAIS, FRANCE
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
DIKOL 8S, RANUX 8S	10-3B
DIKOL 8T, RANUX 8T	10-3C
DIKOL 8V, RANUX 8V	10-3D
DIKOL 8W, RANUX 8W	10-3E
BAXIR 8S, BUBLI 8S, LANVI 8S	10-3F
BAXIR 8T, BUBLI 8T, LANVI 8T	10-3G
BAXIR 8V, BUBLI 8V, LANVI 8V	10-3H
BAXIR 8W, BUBLI 8W, LANVI 8W	10-3J
OKASI 8S, PILUL 8S	10-3K
OKASI 8T, PILUL 8T	10-3L
OKASI 8V, PILUL 8V	10-3M
OKASI 8W, PILUL 8W	10-3N
LATRA 8S	10-3P
LATRA 8T	10-3Q
LATRA 8V	10-3S
LATRA 8W	10-3T
AGOPA 8S, ERIXU 8S	10-3U
AGOPA 8T, ERIXU 8T	10-3V
AGOPA 8V, ERIXU 8V	10-3V1
AGOPA 8W, ERIXU 8W	10-3V2
EVX 8S, LGL 8S	10-3V3
EVX 8T, LGL 8T	10-3V4
EVX 8V, LGL 8V	10-3V5
EVX 8W, LGL 8W	10-3V6
SID DESIGNATION	REFER TO CHART
ABB 8M, 8N, ATREX 8M, 8N	10-3V7
MATID 8M, 8N, MTD 8M, 8N	10-3V8
NURMO 8M, 8N, OPALE 8M, 8N	10-3W
VESAN 8M, 8N	10-3X
PN 1R, PV 1R (POGO)	10-3X1
PN 1N, 1U, 1W, PV 1N, 1U, 1W (POGO)	10-3X2

LFOB/BVA
TILLE

 **JEPPESSEN**
14 AUG 15 **(10-3A)** **Eff 20 Aug**

BEAUVAIS, FRANCE
RNAV SID

DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

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

1.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
GNSS and/or DME/DME.
ATC provides permanent radar services.

2. SID DESIGNATION

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

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

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

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

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

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JEPPESSEN
2 JAN 15 10-3B Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

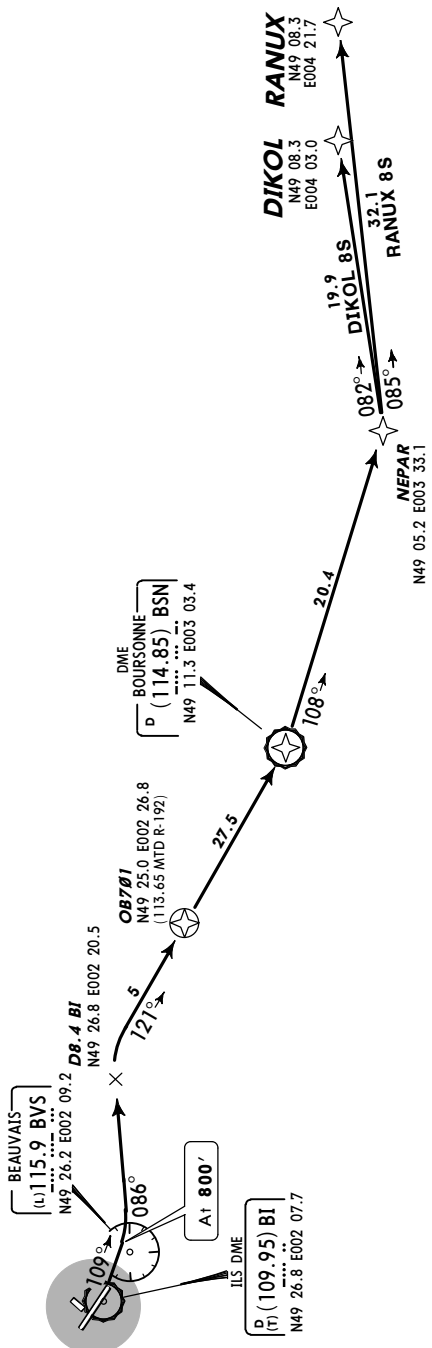
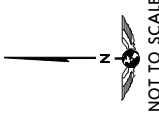
- Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.
 2. Runway 12 is preferential except for operational conditions.
 3. SIDs are also minimum noise routings.
 4. Generally the flight must be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

DIKOL 8S
JETS & PROPS BETWEEN FL115 & FL195

RANUX 8S
JETS & PROPS ABOVE FL195

RWY 12 RNAV DEPARTURES
LFPG EAST CONFIGURATION

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



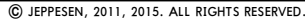
These SIDs require a minimum climb gradient of 5.5%.

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

Initial climb clearance 4000'.	
INITIAL CLIMB	
At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086 to D8.4 BI, turn RIGHT, 121° track to OB701.	
SID	ROUTING
DIKOL 8S [DIKOL8S] ①	OB701 - BSN - NEPAR - DIKOL.
RANUX 8S [RANUX8S] ②	OB701 - BSN - NEPAR - RANUX.
For flights to destinations specified via airways ① J-10, ② UN-858.	

Trans level: By ATC Trans alt: 5000'

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



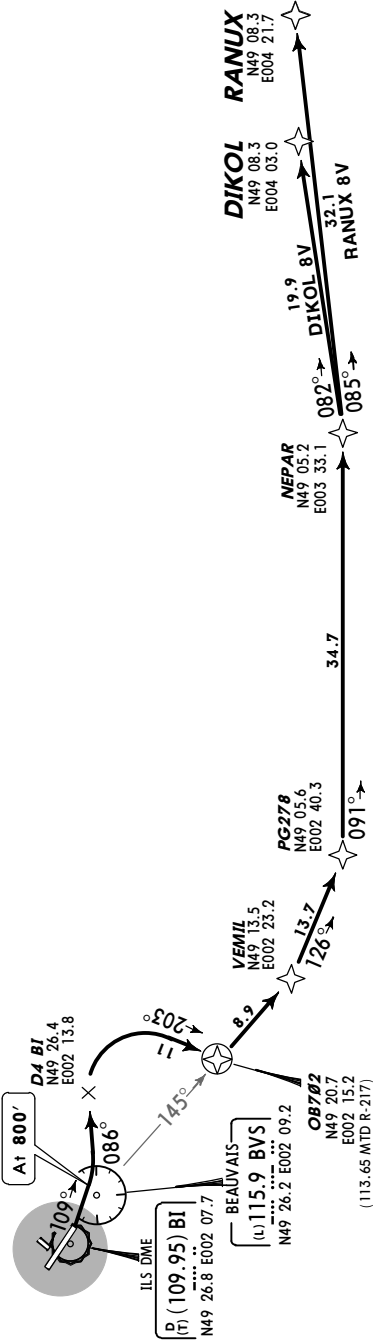
LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 (10-3D) Eff 8 Jan

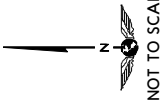
BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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



DIKOL 8V
JETS & PROPS BETWEEN FL115 & FL195
RANUX 8V
JETS & PROPS ABOVE FL195
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION



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

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance 4000'	
INITIAL CLIMB	
At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086, at D4 BI turn RIGHT, 203° track to OB702.	
SID	ROUTING
DIKOL 8V [DIKOL8V] ①	OB702 - VEMIL - PG278 - NEPAR - DIKOL.
RANUX 8V [RANUX8V] ②	OB702 - VEMIL - PG278 - NEPAR - RANUX.
For flights to destinations specified via airways ① J-10, ② UN-858.	

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

LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 (10-3G) Eff 8 Jan

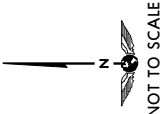
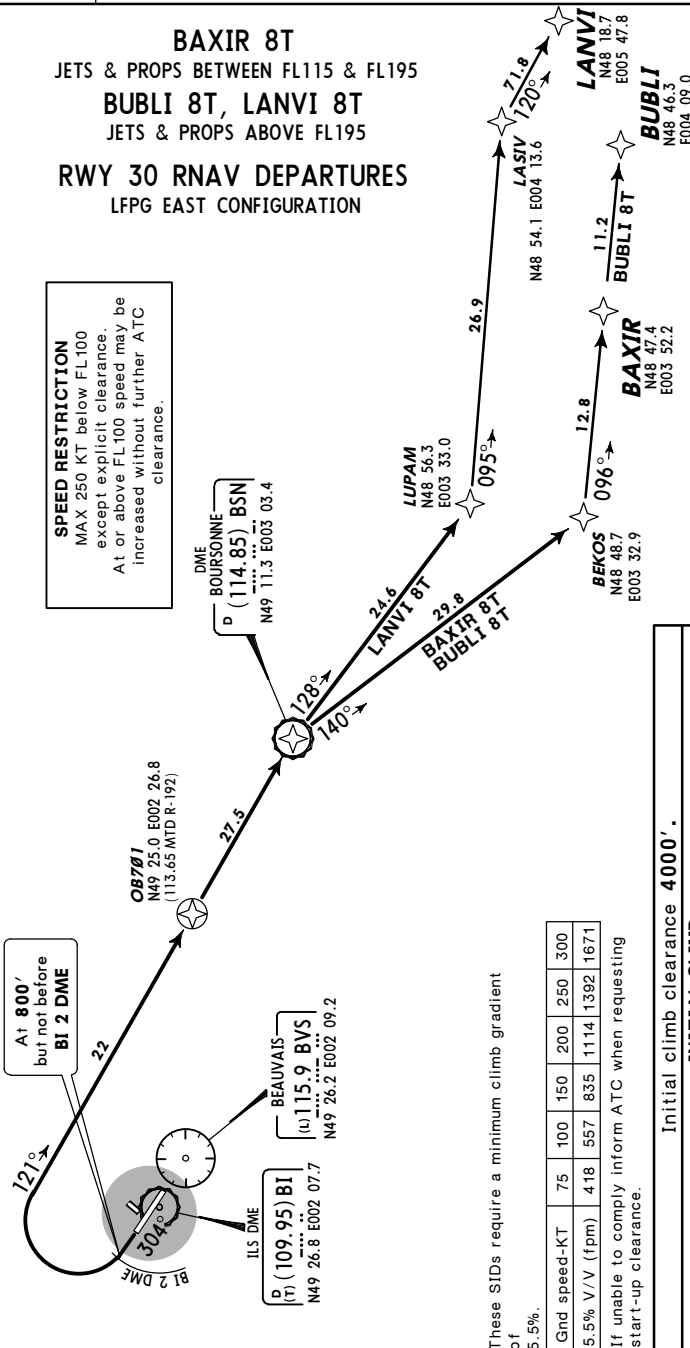
BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

BAXIR 8T
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 8T, LANVI 8T
JETS & PROPS ABOVE FL195
RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION

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



These SIDs require a minimum climb gradient
of 5.5%.

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

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

Initial climb clearance 4000'.	
INITIAL CLIMB	
Climb on BVS R-304, at 800' but not before BI 2 DME turn RIGHT, 121° track to OB701.	
SID	ROUTING
BAXIR 8T [BAXI8T] ①	OB701 - BSN - BEKOS - BAXIR.
BUBLI 8T [BUBL8T] ②	OB701 - BSN - BEKOS - BUBLI.
LANVI 8T [LANV8T] ③ ④ JET ONLY	OB701 - BSN - LUPAM - LASIV - LANVI.

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

LFOB/BVA
TILLE

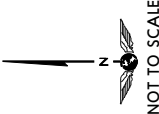
JEPPESSEN
2 JAN 15 (10-3H) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

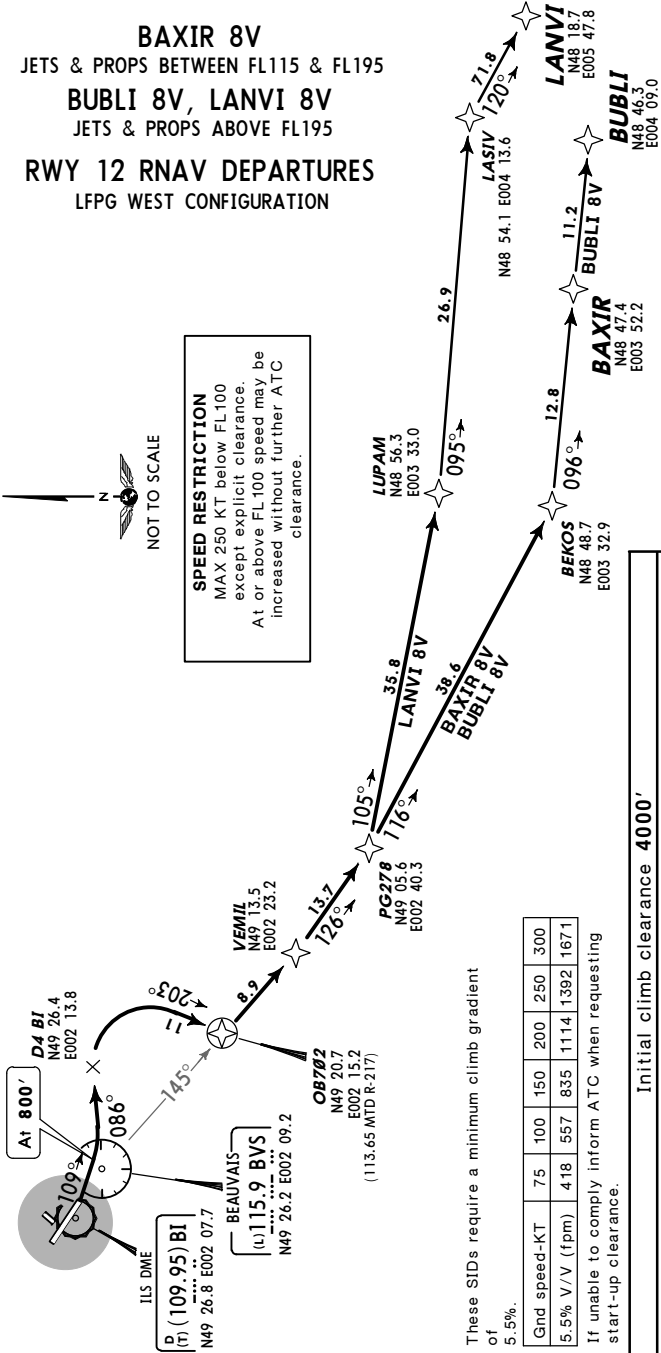
Apt Elev
359'

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

BAXIR 8V
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 8V, LANVI 8V
JETS & PROPS ABOVE FL195
RWY 12 RNAV DEPARTURES
LFPG WEST CONFIGURATION



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



Initial climb clearance 4000'	
INITIAL CLIMB	
At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086, at D4 BI turn RIGHT, 203° track to OB702.	
SID	ROUTING
BAXIR 8V / BAXIR 8V/1	OB702 - VEMIL - PG278 - BEKOS - BAXIR.
BUBLI 8V / BUBLI 8V/1	OB702 - VEMIL - PG278 - BEKOS - BUBLI.
LANVI 8V / LANVI 8V/1	OB702 - VEMIL - PG278 - LUPAM - LANVI.

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

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LFOB/BVA
TILE

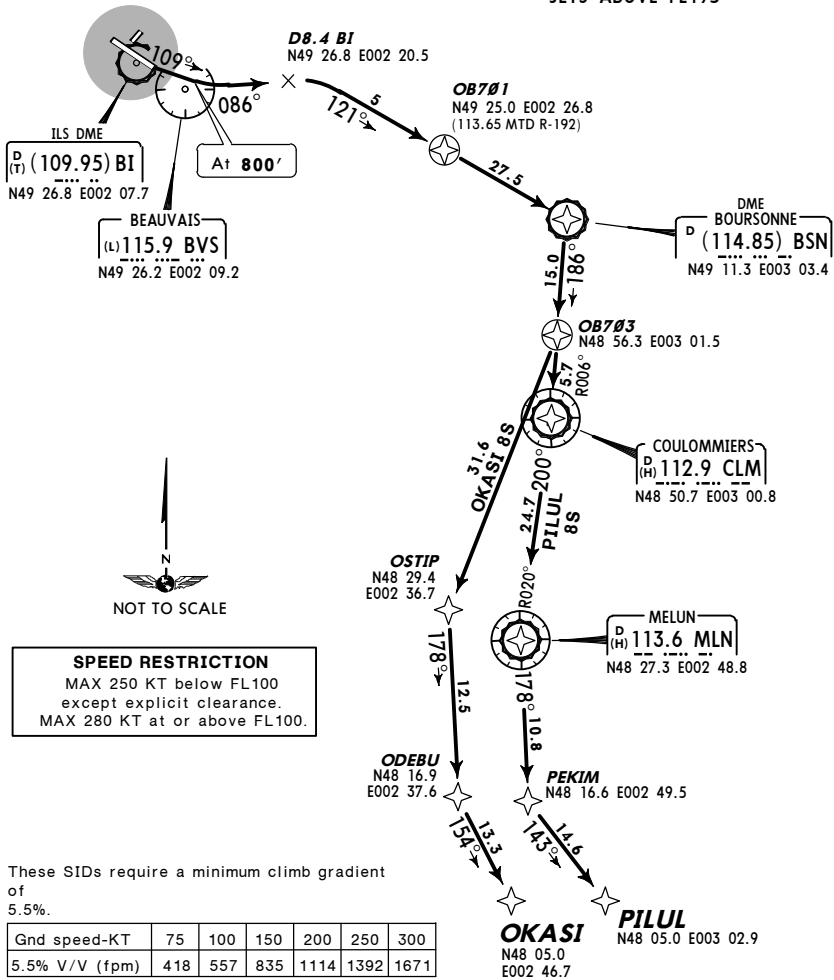
JEPPESSEN
2 JAN 15 **(10-3K)** Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



Initial climb clearance **4000'**

INITIAL CLIMB

At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
OKASI 8S [OKAS8S] ①	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 8S [PILU8S] ②	OB701 - BSN - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

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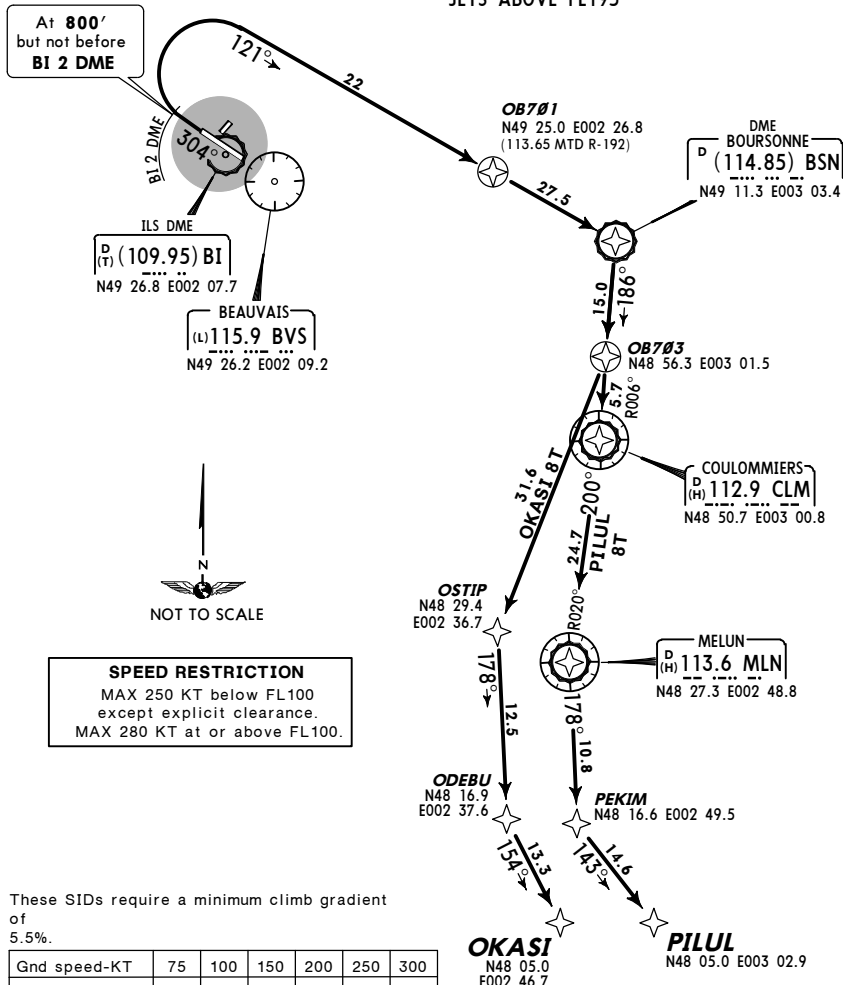
JEPPESSEN
2 JAN 15 10-3L Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



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

Initial climb clearance 4000'

INITIAL CLIMB

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

SID	ROUTING
OKASI 8T [OKAS8T] ①	OB701 - BSN - OB703 - OSTIP - ODEBU - OKASI.
PILUL 8T [PILU8T] ②	OB701 - BSN - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

LFOB/BVA
TILLE

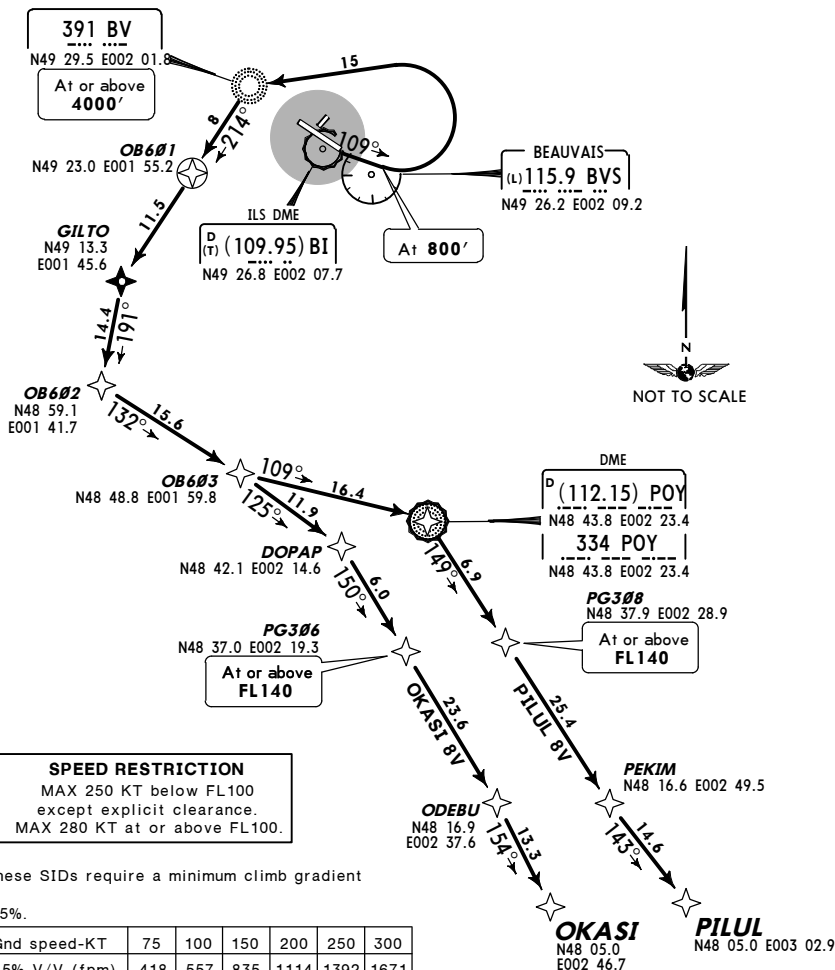
JEPPESSEN
2 JAN 15 10-3M Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



Initial climb clearance 4000'

INITIAL CLIMB

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

SID	ROUTING
OKASI 8V [OKAS8V] ①	OB601 - GILTO - OB602 - OB603 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 8V [PILU8V] ②	OB601 - GILTO - OB602 - OB603 - POY - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

LFOB/BVA
TILLE

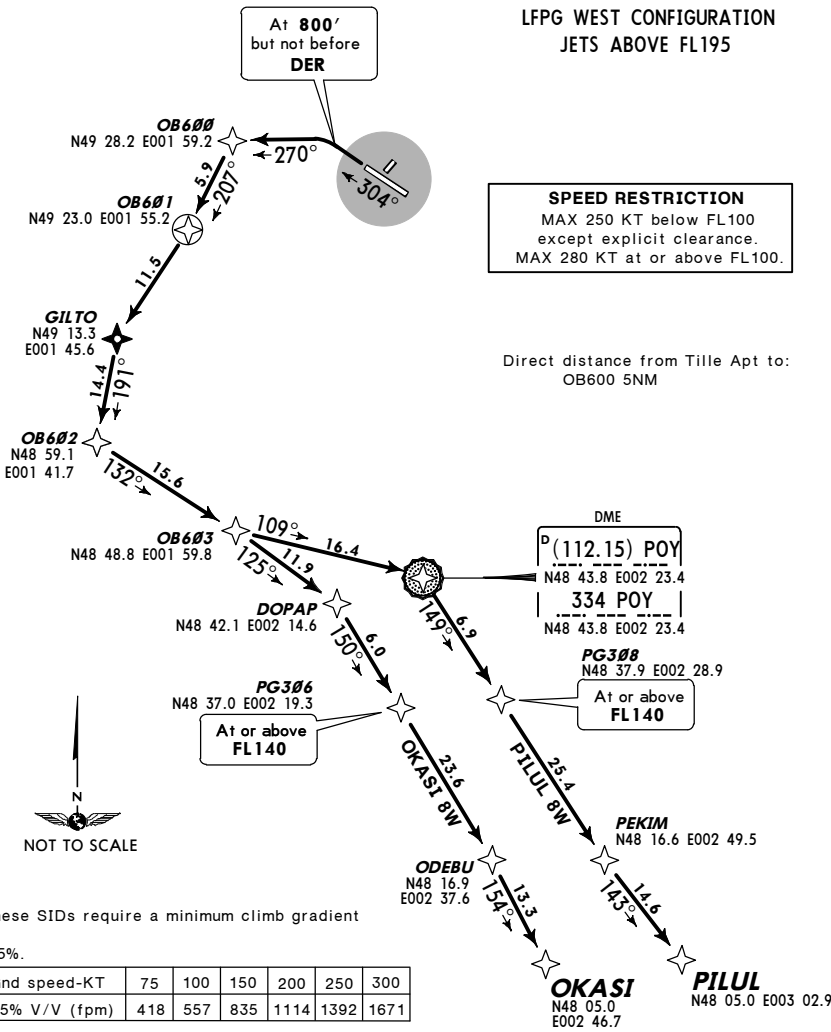
JEPPESSEN
2 JAN 15 (10-3N) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance 4000'	
INITIAL CLIMB	
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.	
SID	ROUTING
OKASI 8W [OKAS8W] ①	OB601 - GILTO - OB602 - OB603 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 8W [PILU8W] ②	OB601 - GILTO - OB602 - OB603 - POY - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

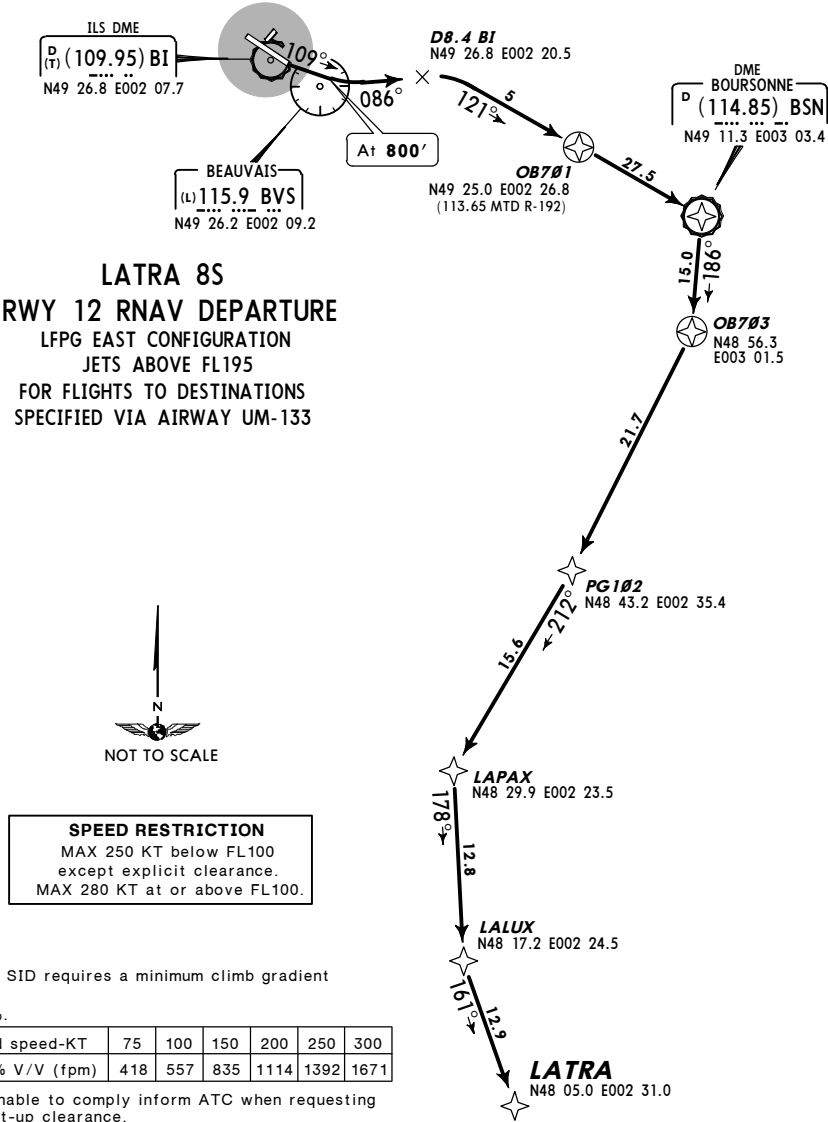
LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 (10-3P) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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



This SID requires a minimum climb gradient
of
5.5%.

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

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

Initial climb clearance **4000'**

INITIAL CLIMB

At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086 to D8.4 BI, turn RIGHT,
121° track to OB701.

SID

LATRA 8S [LATR8S]

ROUTING

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

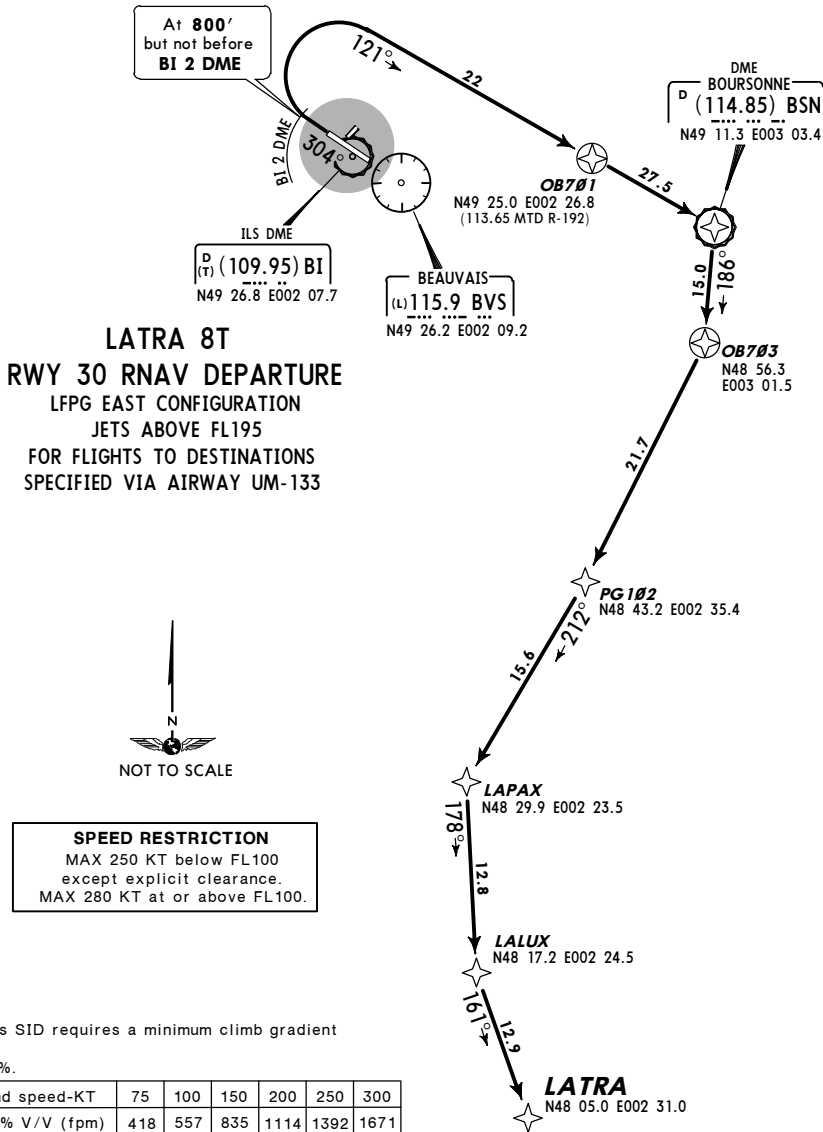
LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 (10-3Q) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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



Initial climb clearance 4000'

INITIAL CLIMB

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

SID
LATRA 8T [LATR8T]

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

LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 (10-3S) Eff 8 Jan

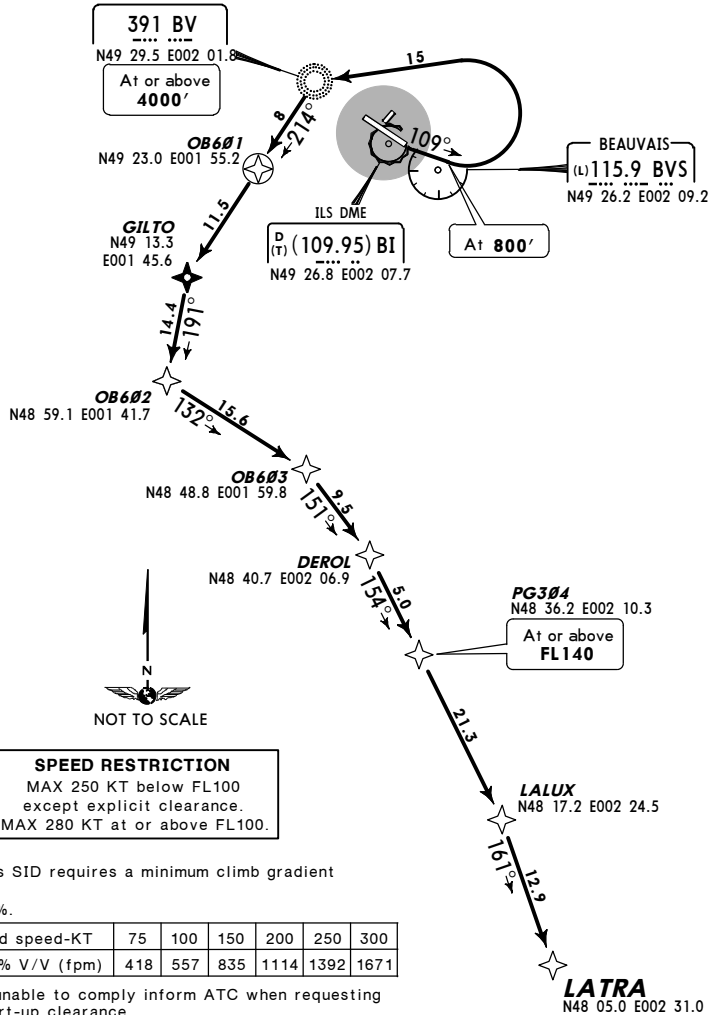
BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

LATRA 8V
RWY 12 RNAV DEPARTURE
LFPG WEST CONFIGURATION

JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



This SID requires a minimum climb gradient of 5.5%.

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

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

Initial climb clearance 4000'

INITIAL CLIMB

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

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

LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 10-3T Eff 8 Jan

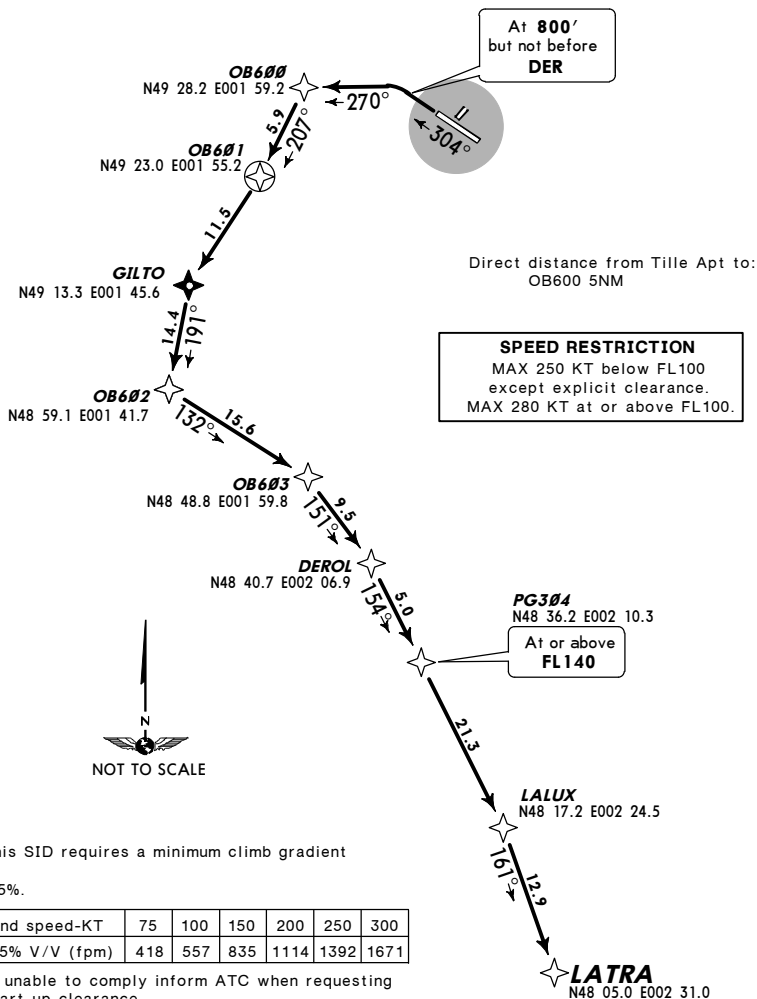
BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

LATRA 8W
RWY 30 RNAV DEPARTURE
LFPG WEST CONFIGURATION
JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



Initial climb clearance 4000'

INITIAL CLIMB

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

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

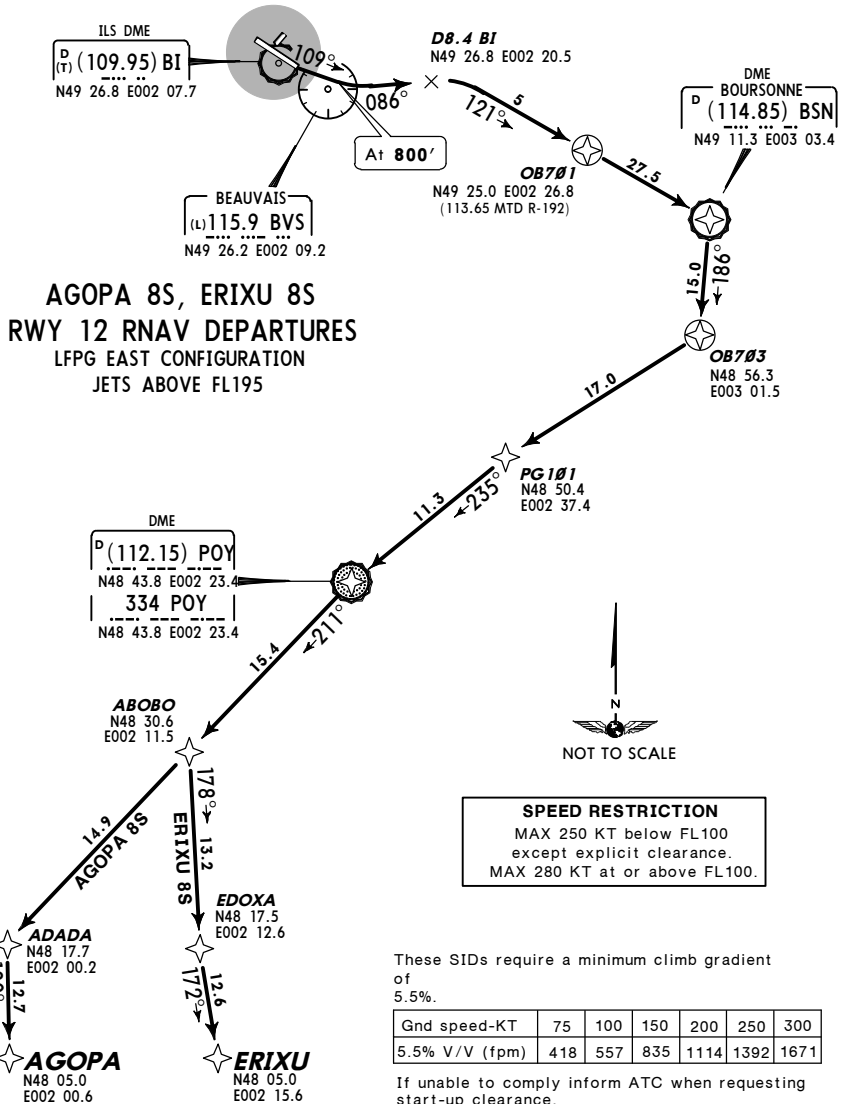
LFOB/BVA
TILLE

JEPPESSEN
2 JAN 15 10-3U Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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



Initial climb clearance **4000'**

INITIAL CLIMB

At DER climb on 109° track to 800', turn LEFT, intercept BVS R-086 to D8.4 BI, turn RIGHT, 121° track to OB701.

SID	ROUTING
AGOPA 8S [AGOP8S] ①	OB701 - BSN - OB703 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 8S [ERIX8S] ②	OB701 - BSN - OB703 - PG101 - POY - ABOBO - EDOXA - ERIXU.

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

LFOB/BVA
TILLE

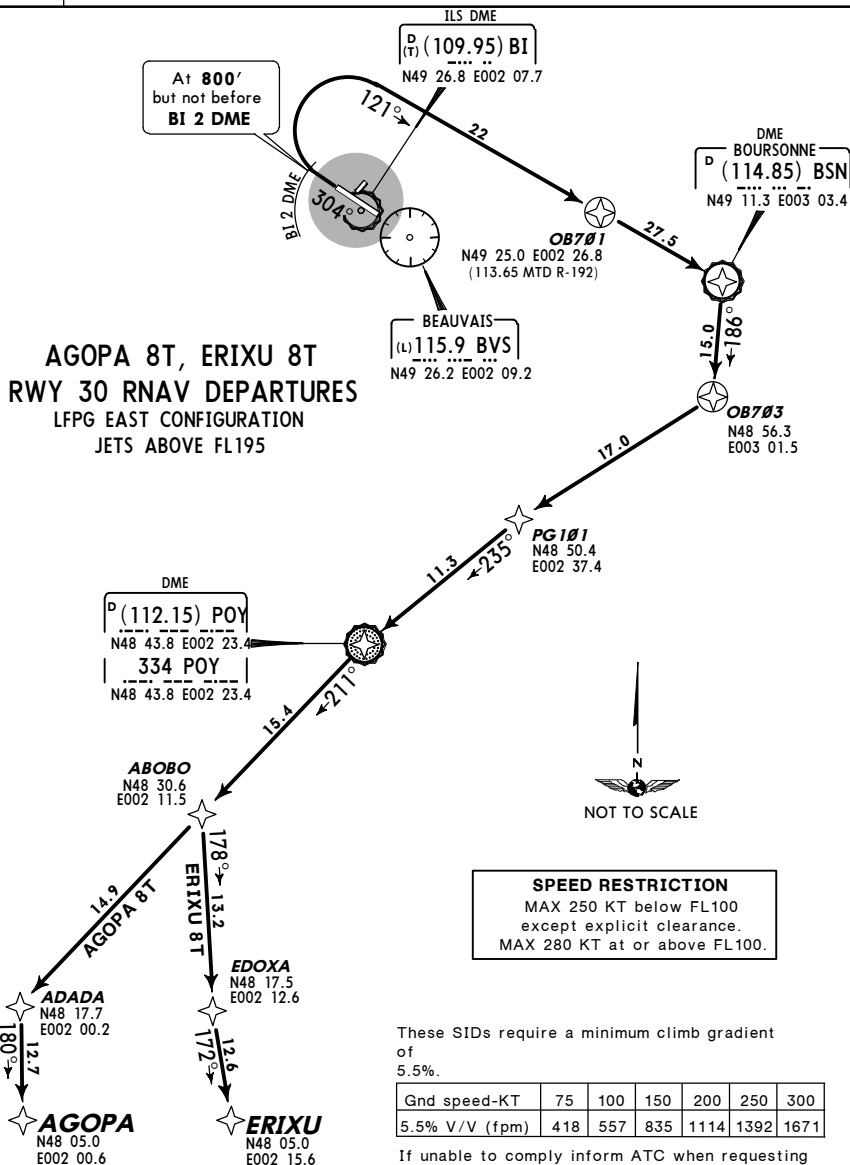
JEPPESSEN
2 JAN 15 (10-3V) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

AGOPA 8T, ERIXU 8T
RWY 30 RNAV DEPARTURES
LFPG EAST CONFIGURATION
JETS ABOVE FL195



Initial climb clearance 4000'

INITIAL CLIMB

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

SID	ROUTING
AGOPA 8T [AGOP8T] ①	OB701 - BSN - OB703 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 8T [ERIX8T] ②	OB701 - BSN - OB703 - PG101 - POY - ABOBO - EDOXA - ERIXU.

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

LFOB/BVA
TILLE

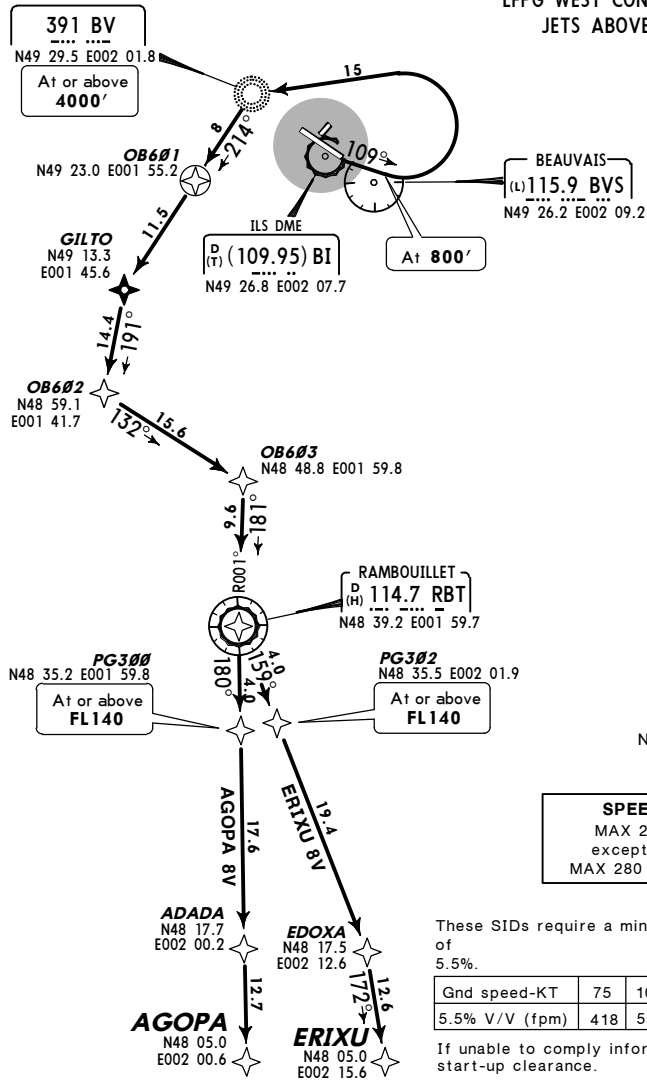
JEPPESSEN
2 JAN 15 (10-3V1) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



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

These SIDs require a minimum climb gradient of 5.5%.

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

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

Initial climb clearance 4000'

INITIAL CLIMB

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

SID	ROUTING
AGOPA 8V [AGOP8V] ①	OB601 - GILTO - OB602 - OB603 - RBT - PG300 - ADADA - AGOPA.
ERIXU 8V [ERIX8V] ②	OB601 - GILTO - OB602 - OB603 - RBT - PG302 - EDOXA - ERIXU.

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

LFOB/BVA
TILLE

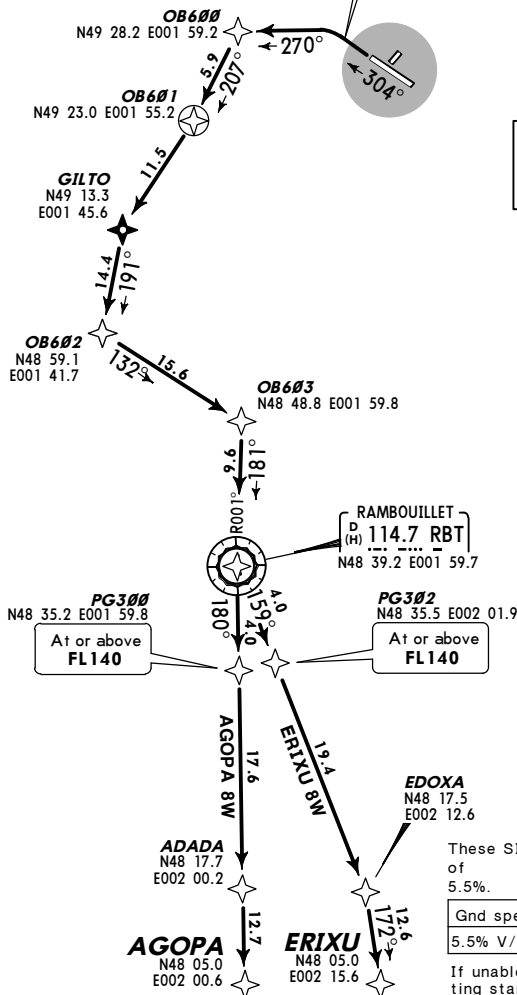
JEPPesen
2 JAN 15 (10-3V2) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



Direct distance from Tille Apt to:
OB600 5NM



Initial climb clearance 4000'

INITIAL CLIMB

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

SID	ROUTING
AGOPA 8W [AGOP8W] ①	OB601 - GILTO - OB602 - OB603 - RBT - PG300 - ADADA - AGOPA.
ERIXU 8W [ERIX8W] ②	OB601 - GILTO - OB602 - OB603 - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UN-860.	

LFOB/BVA
TILLE

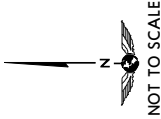
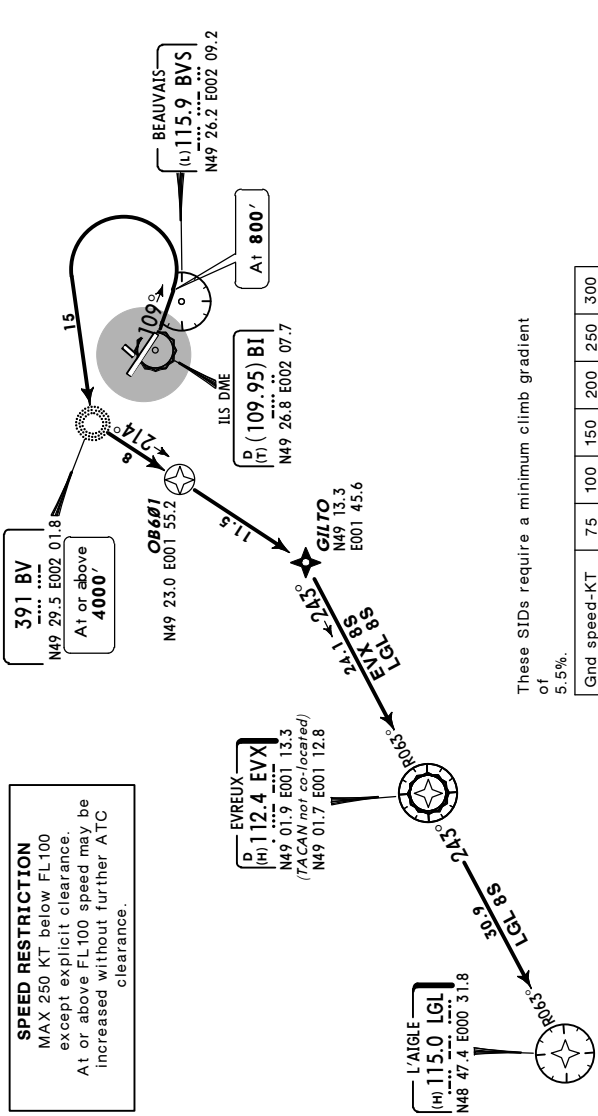
JEPPESSEN
2 JAN 15 (10-3V3) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



Initial climb clearance 4000'	
INITIAL CLIMB	
At DER climb on 109° track to 800', turn LEFT to BV, 214° bearing to OB601.	
ROUTING	
SID	
EVX 8S ①	OB601 - EVX.
LGL 8S ②	OB601 - GILTO - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

LFOB/BVA
TILLE

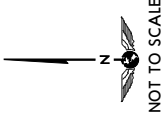
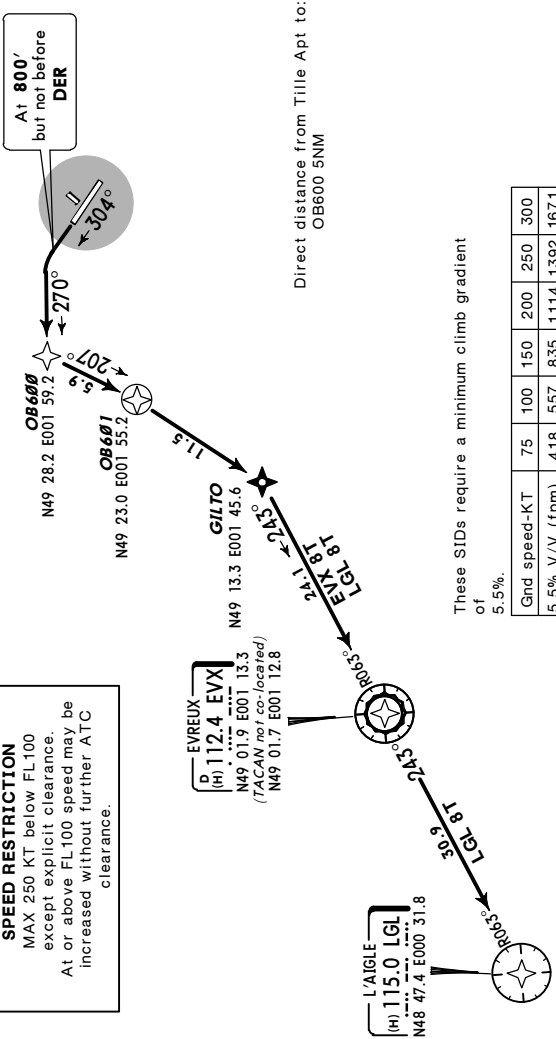
JEPPESSEN
2 JAN 15 (10-3V4) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



LFOB/BVA
TILLE

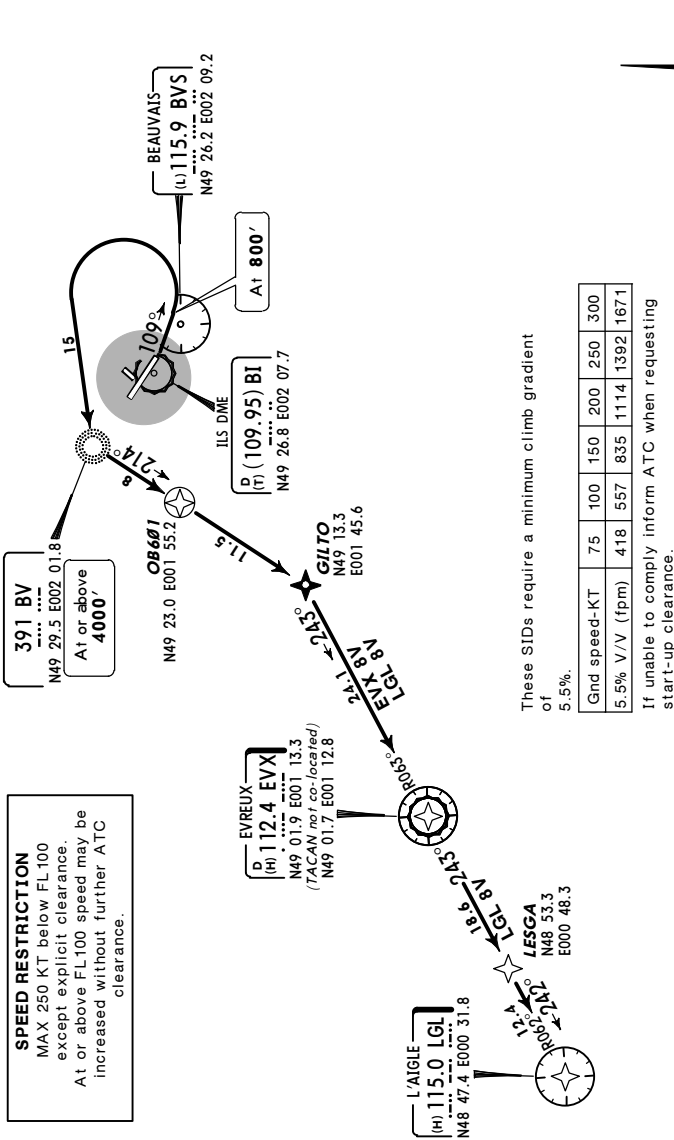
JEPPESEN
2 JAN 15 (10-3V5) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



LFOB/BVA
TILLE

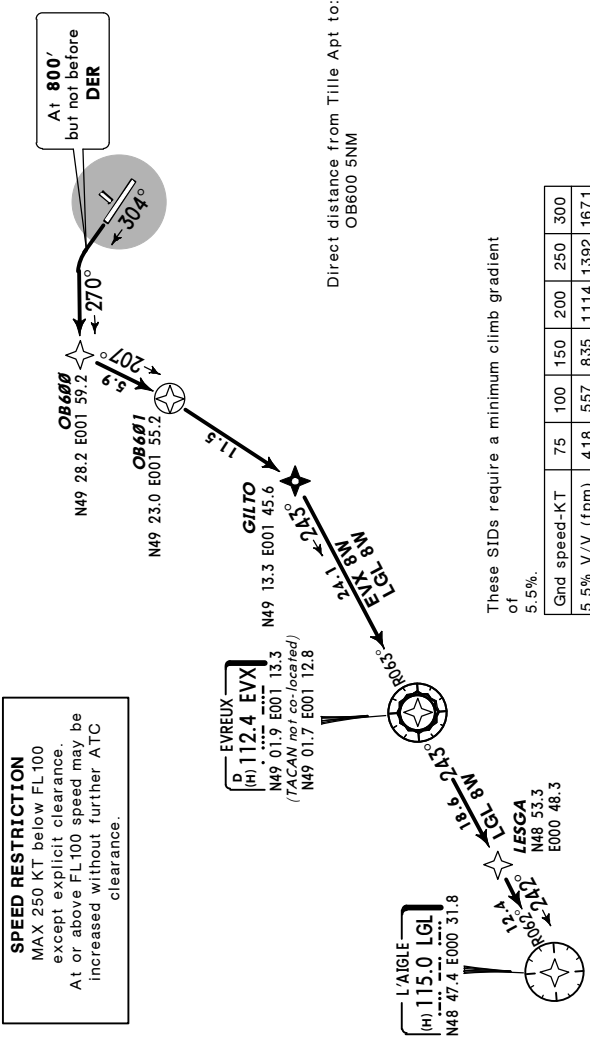
JEPPESSEN
2 JAN 15 (10-3V6) Eff 8 Jan

BEAUVAIS, FRANCE
RNAV SID

Apt Elev
359'

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

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



Initial climb clearance 4000'	
INITIAL CLIMB	
Climb on 304° track, at 800', but not before DER turn LEFT, 270° track to OB600, then to OB601.	
SID	ROUTING
EVX 8W 1	OB601 - EVX.
LGL 8W 2	OB601 - GILTO - EVX - LESGA - LGL.
For flights to destinations specified via airways 1 UT-300, 2 UN-502.	

LFOB/BVA
TILLE

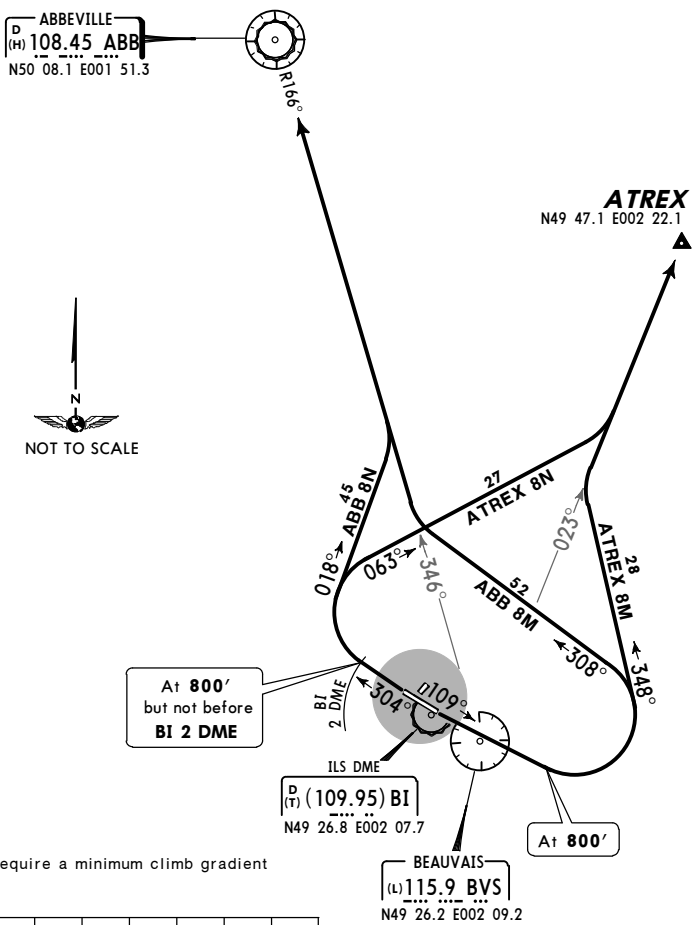
JEPPESSEN
2 JAN 15 (10-3V7) Eff 8 Jan

BEAUVAIS, FRANCE
SID

Apt Elev
359'

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

ABB 8M, ABB 8N
ATREX 8M [ATRE8M], ATREX 8N [ATRE8N]
RWYS 12, 30 DEPARTURES



These SIDs require a minimum climb gradient of 5.5%.

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

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

SID	RWY	ROUTING
ABB 8M	12	At DER climb on 109° track to 800', turn LEFT, 308° track, intercept BVS R-346 to ABB.
ABB 8N	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 018° track, intercept BVS R-346 to ABB.
ATREX 8M ①	12	At DER climb on 109° track to 800', turn LEFT, 348° track, intercept BVS R-023 to ATREX.
ATREX 8N ①	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 063° track, intercept BVS R-023 to ATREX.

① SID allows the junction with RNAV routes.

LFOB/BVA
TILLE

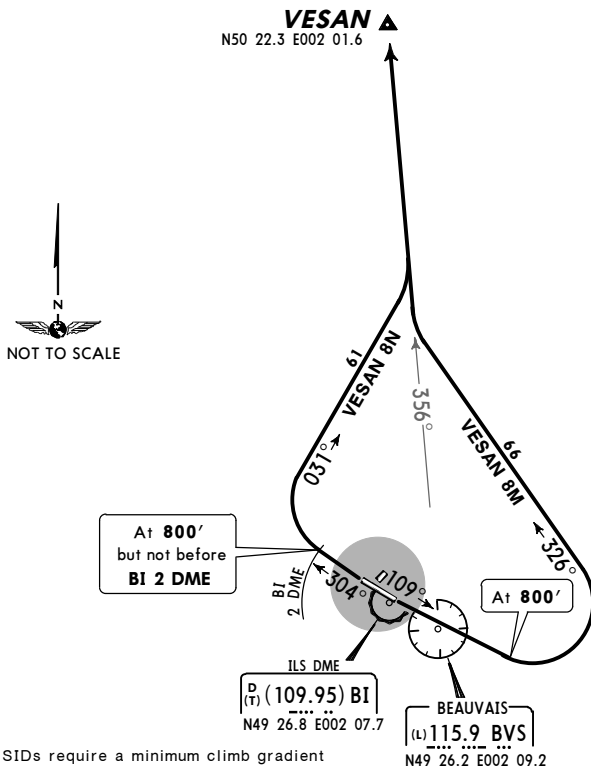
 **JEPPESSEN**
2 JAN 15 **(10-3X)** **Eff 8 Jan**

BEAUVAIS, FRANCE
SID

Apt Elev
359'

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

**VESAN 8M [VESA8M], VESAN 8N [VESA8N]
RWYS 12, 30 DEPARTURES**
SIDS ALLOW THE JUNCTION WITH RNAV ROUTES



These SIDs require a minimum climb gradient of 5.5%.

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

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

SID	RWY	ROUTING
VESAN 8M	12	At DER climb on 109° track to 800', turn LEFT, 326° track, intercept BVS R-356 to VESAN.
VESAN 8N	30	Climb on 304° track, at 800' but not before BI 2 DME turn RIGHT, 031° track, intercept BVS R-356 to VESAN.

**RWYS 12, 30 OMNIDIRECTIONAL DEPARTURES
BY ATC**

These departures require a minimum climb gradient of 5.5%.

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

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

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

Trans level: By ATC Trans alt: 5000'	
1. SIDs are also minimum noise routings.	
2. WFO departures do not include holding procedures.	
3. WFO departures do not include POGO.	
4. Users of POGO routes connecting Beauvais to Toussus-Le-Noble and Villacoublay must plan their arrival before 0730LT, between 1230-1630LT and after 2000LT.	
Initial climb clearance 4000'	
ROUTING	
SID	
PN 1N	After omnidirectional departure intercept BVS R-249, when passing PON R-342 turn LEFT, 182° track, when passing PON R-322 turn LEFT, intercept PON R-319 inbound to PON, turn RIGHT, PON R-157, when passing TSU R-056 turn LEFT, intercept TSU R-072, when passing BT R-171 turn RIGHT, 283° track to intercept final of last cleared and confirmed approach.
PN 1U, 1W	After omnidirectional departure intercept BVS R-249, when passing EPR R-007 turn LEFT, 182° track, when passing EPR R-006 turn LEFT, intercept RBT R-283 inbound, at RBT D6.2 turn LEFT, intercept TSU R-245 inbound to intercept final of last cleared and confirmed approach.
PV 1N	After omnidirectional departure intercept BVS R-249, when passing PON R-342 turn LEFT, 182° track, when passing PON R-322 turn LEFT, intercept PON R-319 inbound to PON, turn RIGHT, PON R-157, when passing TSU R-056 turn LEFT, intercept TSU R-072, when passing BT R-171 turn RIGHT, 269° track to intercept final of last cleared and confirmed approach.
PV 1U, 1W	After omnidirectional departure intercept BVS R-249, when passing EPR R-007 turn LEFT, intercept EPR R-006 inbound, at D10.2 EPR turn LEFT, 089° track to intercept final of last cleared and confirmed approach.

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

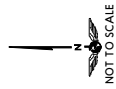
These SIDs require a minimum climb gradient of 5.5%.

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

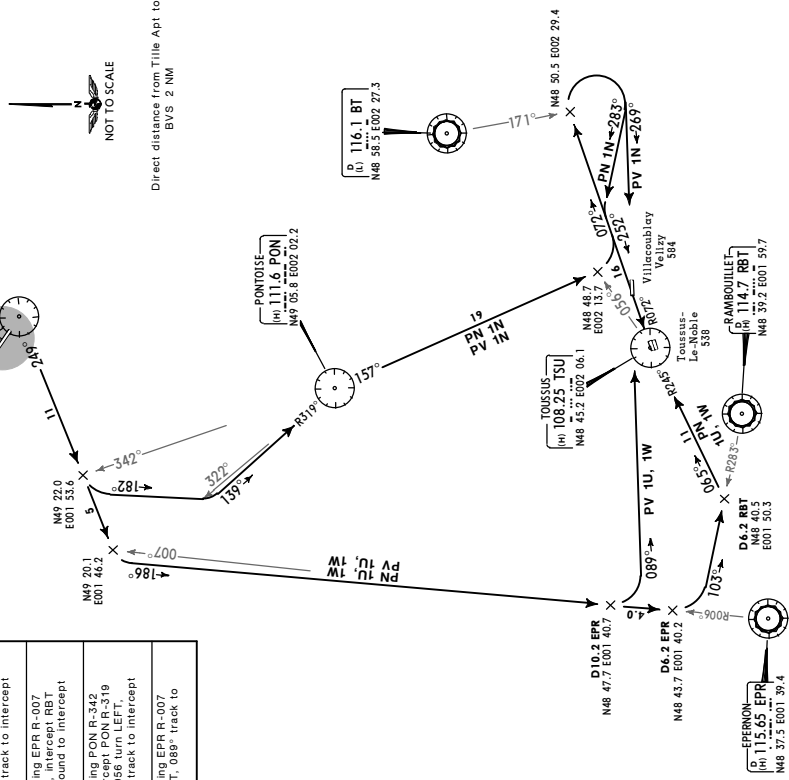
LEFT COMMS LEFT COMMS LEFT COMMS LEFT COMMS
Proceed via POGO routing at the last assigned altitude until descent point.
SMM02 LEFT SMM02 LEFT SMM02 LEFT SMM02 LEFT

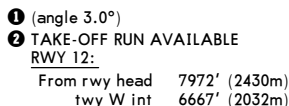
PN 1N, PN 1U, PN 1W
PV 1N, PV 1U, PV 1W
RWYS 12, 30 DEPARTURES (POGO)
SPEEDS MAX 220 KT

BEAUVAIS
(M) 15.9 BVS
N49 26.2 E002 07.2



Direct distance from Tille Apt to:
BVS 2 NM





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

LFOB/BVA


JEPPesen
19 JUL 13 **(10-9Y)** **Eff 25 Jul**
JAA COPTER MINIMUMS
BEAUVAIS, FRANCE
TILLE

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

CIRCLE-TO-LAND ①	MDA(H)	VIS
With Local ATS	860' (501')	1500m
W/o Local ATS ② ③	1000' (641')	1500m
After VOR X rwy 30 ④	920' (623')	1500m
With prescribed flight tracks to rwy 12	810' (451')	1500m

① To RWY 12/30.

② NIGHT: NOT AUTHORIZED.

③ NOT APPLICABLE after ILS Y or LOC Y or VOR Y rwy 12 or ILS Y or LOC Y or VOR Y or VOR X rwy 30.

④ Circling height based on rwy 30 thresh elev of 297'.

TAKE-OFF RWY 04, 12, 22, 30				
LVP must be in Force ⑤				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ⑥	800m

⑤ Without LVP 400m are stipulated.

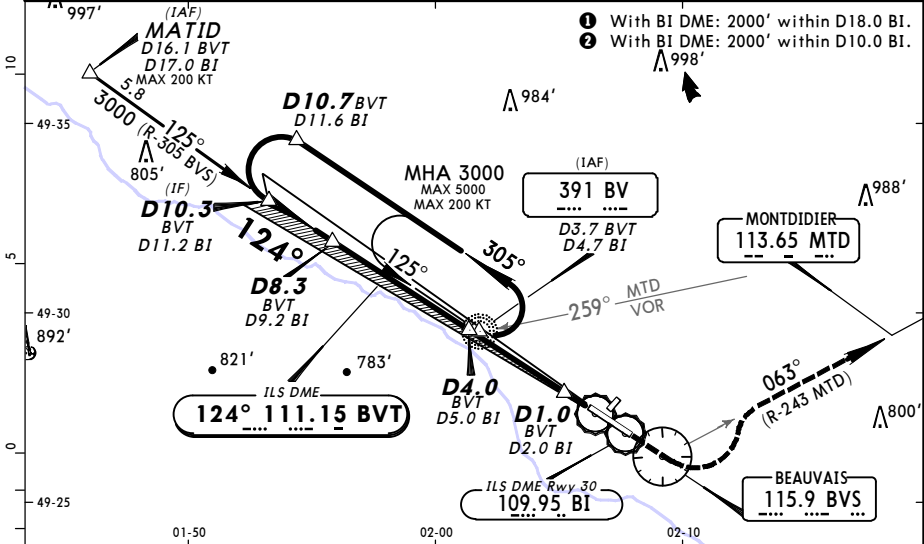
⑥ Or rejected take-off distance whichever is the greater.

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TILLE

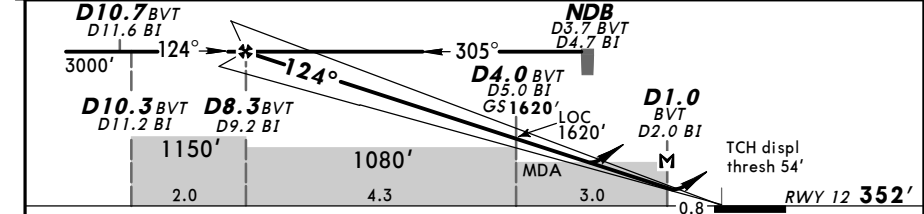
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19 JUL 13
Eff 25 Jul 11-1

BEAUVAIS, FRANCE
ILS Z or LOC Z Rwy 12

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



LOC (GS out)	01-50			02-00			02-10		
	BVT DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2890'	2580'	2260'	1940'	1620'	1300'	980'	670'
	BI DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2910'	2590'	2270'	1950'	1640'	1320'	1000'	680'



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

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

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

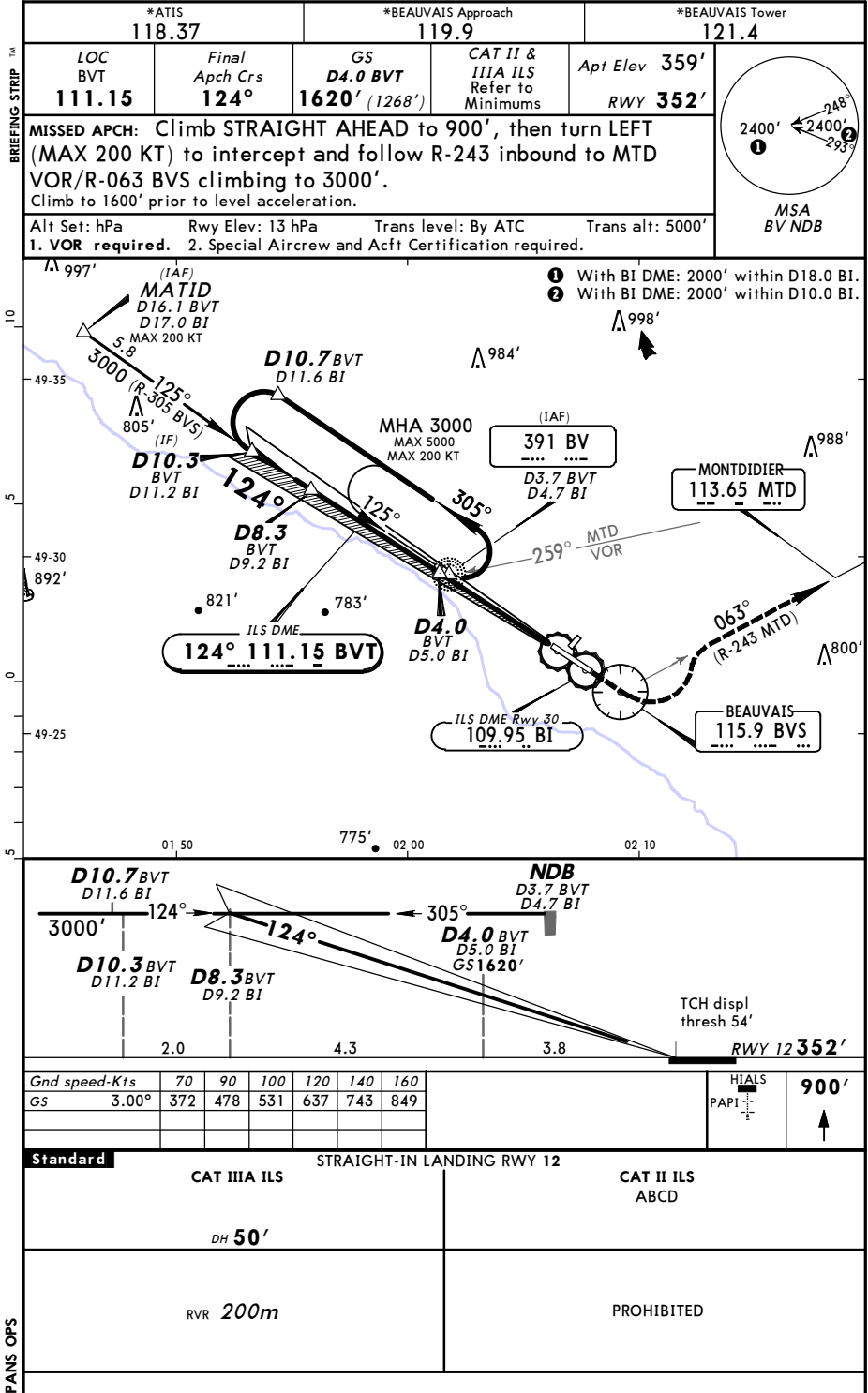
CHANGES: New procedure.

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19 JUL 13
Eff 25 Jul 11-1A

BEAUVAIS, FRANCE
CAT III ILS Z Rwy 12



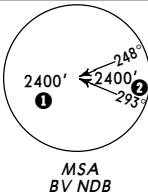
LFOB/BVA
TILLE

JEPPESSEN
1 NOV 13
Eff 14 Nov

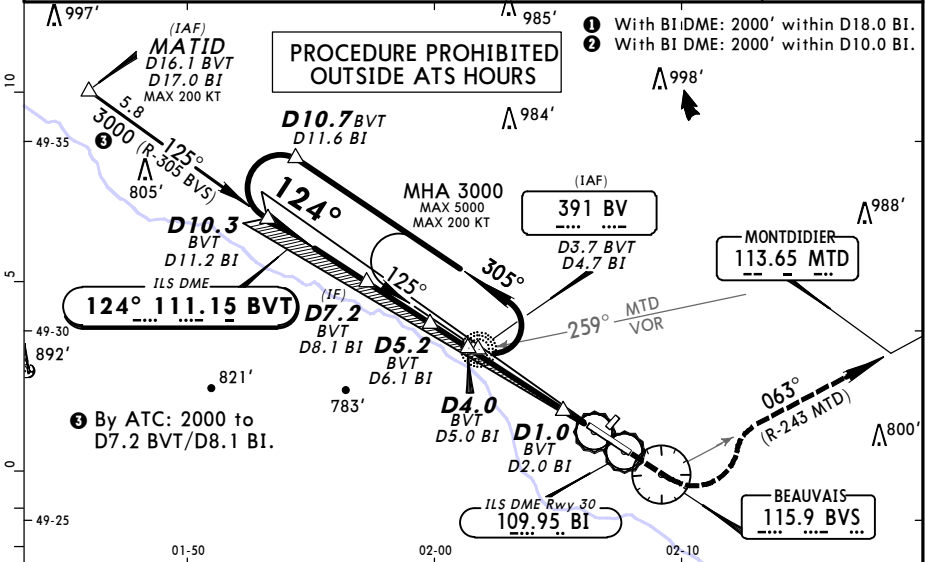
BEAUVAIS, FRANCE
ILS Y or LOC Y Rwy 12

BRIEFING STRIP™

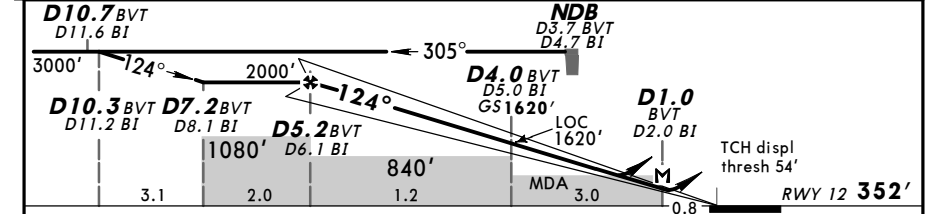
*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
LOC BVT 111.15	Final Apch Crs 124°	GS D4.0 BVT 1620' (1268')	ILS DA(H) 552' (200')	Apt Elev 359'	RWY 352'
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing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



MSA
BV NDB



LOC (GS out)	01-50		02-00		02-10			
	BVT DME	ALTITUDE	BVT DME	ALTITUDE	BVT DME	ALTITUDE	BVT DME	ALTITUDE
	8.0	2890'	7.0	2580'	6.0	1940'	4.0	1300'
	9.0	2910'	8.0	2590'	7.0	1950'	5.0	1320'



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

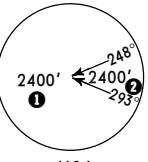
Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND TO RWY 12/30			
ILS		LOC (GS out)		CDFA			
DA(H) 552' (200')		DA/MDA(H) 760' (408')					
FULL/Limited		ALS out		ALS out		Max Kts	
A	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	110	MDA(H) 860' (508')	VIS 1500m
B					135	900' (548')	1600m
C							
D							
				RVR 1800m	C	PROHIBITED	
					D		

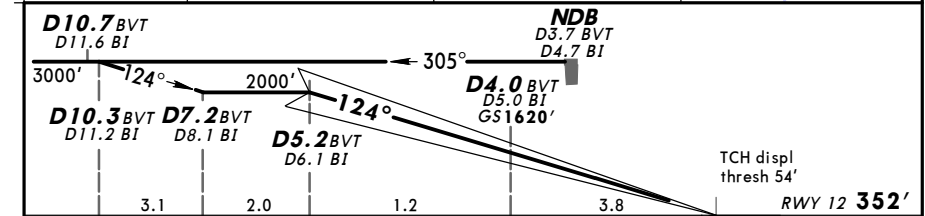
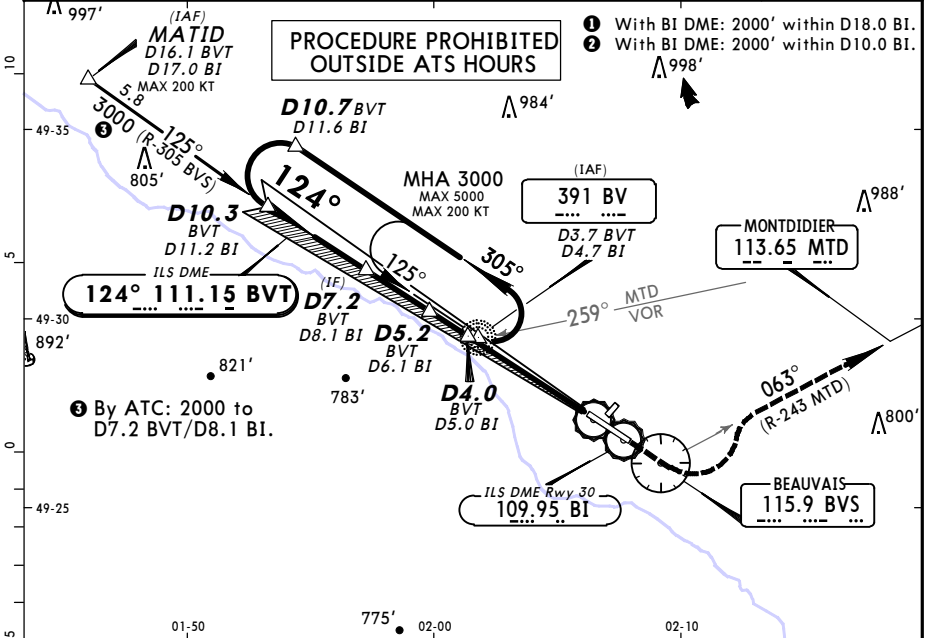
1 For add-on to the MDA(H), see ATC pages FRANCE. 2 Circling height based on rwy 12 displaced threshold elev of 352'.

LFOB/BVA
TILLE

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

BEAUVAIS, FRANCE
CAT III ILS Y Rwy 12

*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
LOC BVT 111.15	Final Apch Crs 124°	GS D4.0 BVT 1620' (1268')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 359'	RWY 352'
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'. Climb to 1600' prior to level acceleration.					
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'					MSA BV NDB
1. VOR required. 2. Special Aircrew and Acft Certification required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1-1-1-1		900'
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 12		CAT II ILS ABCD	
CAT IIIA ILS		DH 50'			
RVR 200m				PROHIBITED	

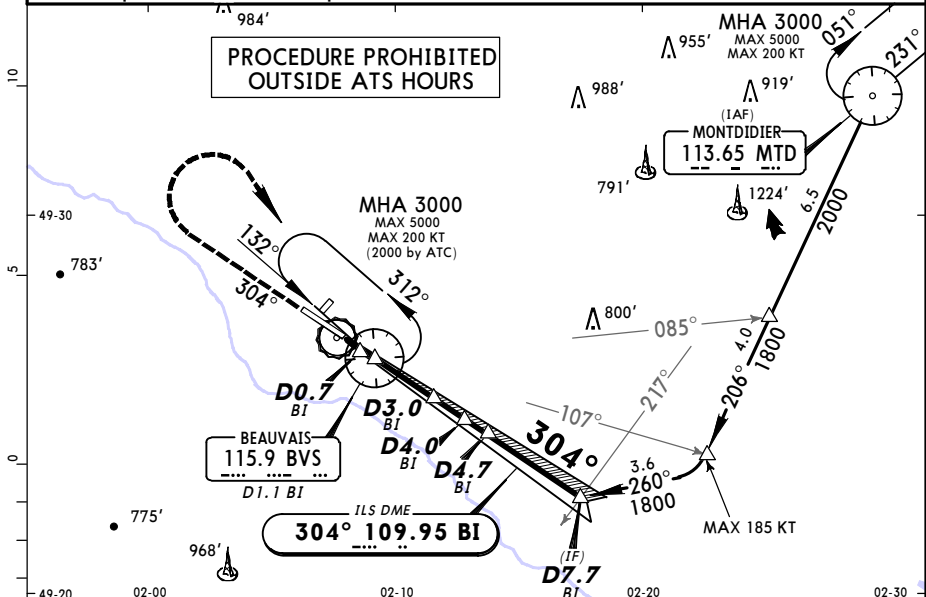
PANS OPS

LFOB/BVA
TILLE

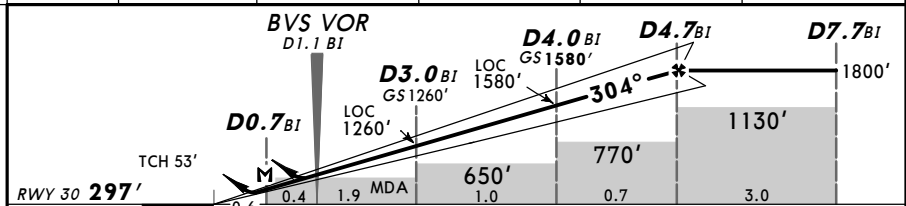
JEPPesen
19 JUL 13
Eff 25 Jul 11-4

BEAUVAIS, FRANCE
ILS Y or LOC Y Rwy 30

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



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



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

Standard STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND TO RWY 12/30		
ILS					LOC (GS out) CDFA		
DA(H) 497' (200')					DA/MDA(H) 600' (303')		
FULL Limited ALS out					Max Kts		
A					110	860' (563')	1500m
B					135	900' (603')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	C	PROHIBITED	
D				RVR 1400m	D		

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

CHANGES: Chart reindexed.

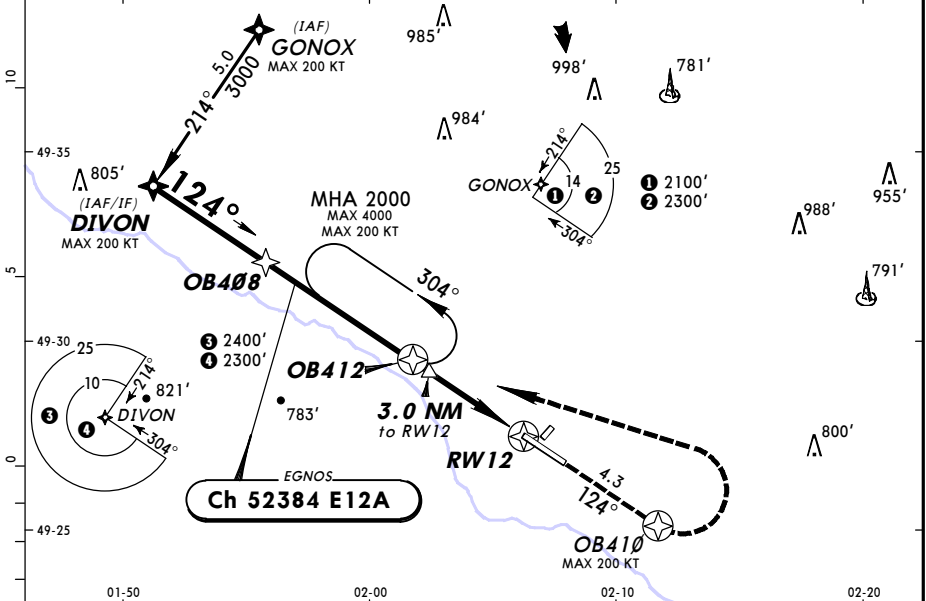
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LFOB/BVA
TILLE

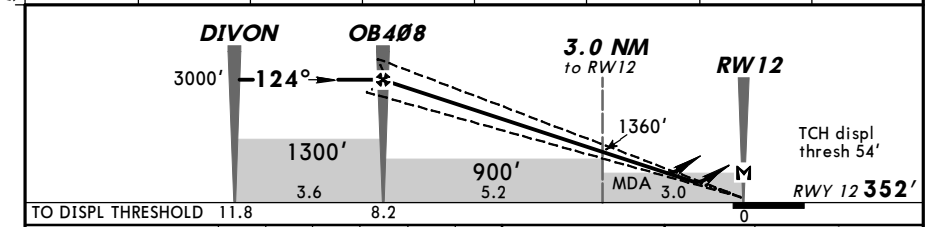
JEPPESSEN
19 JUL 13 (12-1) Eff 25 Jul

BEAUVAIS, FRANCE
RNAV (GNSS) Rwy 12

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



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



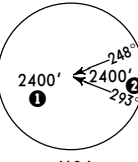
TO DISPL THRESHOLD	11.8	8.2	3.6	5.2	3.0	0
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	849
MAP at RW12						

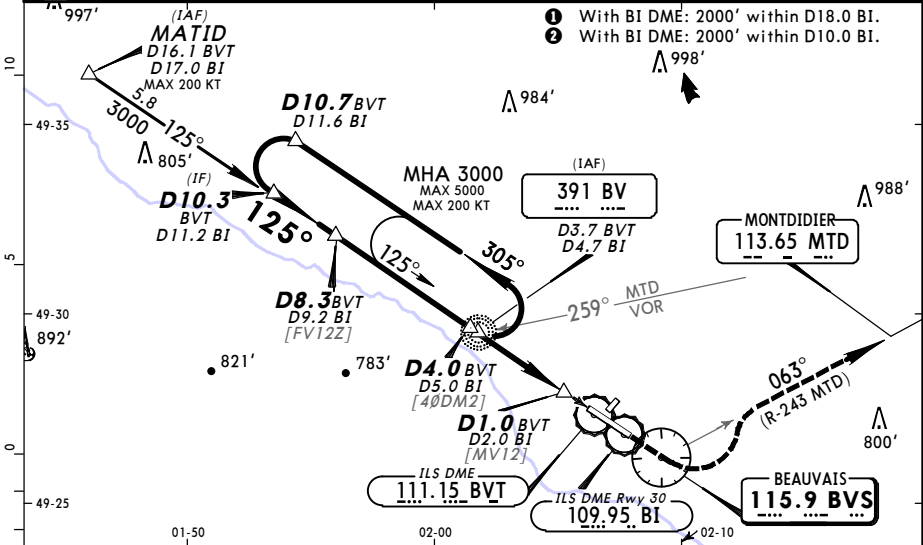
Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND TO RWY 12/30			
DA(H) A: 602' (250') C: 622' (270')		LNAV CDFA 730' (378')		W/o Local ATS		2	
B: 612' (260') D: 632' (280')		DA/MDA(H)		MDA(H) VIS		MDA(H) VIS	
A	RVR 800m	ALS out	ALS out	110	860' (508') 1500m	1000' (648') 1500m	
B				135	900' (548') 1600m	1040' (688') 1600m	
C	RVR 900m	RVR 1300m	RVR 1300m	C	PROHIBITED		
D				D			

LFOB/BVA
TILLE

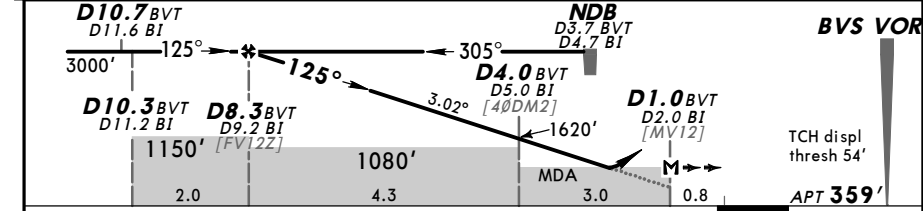
JEPPESEN
1 NOV 13 (13-1) Eff 14 Nov

BEAUVAIS, FRANCE
VOR Z Rwy 12

*PARIS-Le Bourget ATIS 120.0		*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
VOR BVS 115.9		Final Apch Crs 125°		Procedure Alt D08.3 BVT 3000' (2641')		DA/MDA(H) 760' (401')	
				Apt Elev 359'			
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.							
Do not turn before MAP. Climb to 1600' prior to level acceleration.							
Alt Set: hPa		Apt Elev: 13 hPa		Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.							



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



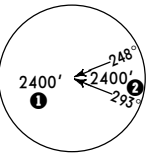
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.02°	374	481	534	641	855	
MAP at D1.0 BVT/D2.0 BI							

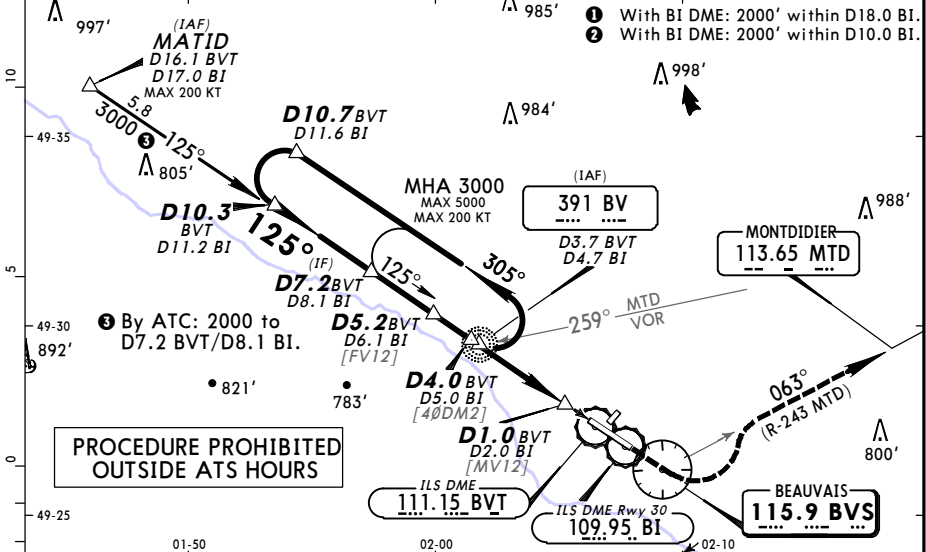
Standard		STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND TO RWY 12/30										
		CDFA		W/o Local ATS										
		DA/MDA(H) 760'(401')		2										
		ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS						
A	RVR 1400m	RVR 1500m		110	860'(501')	1500m	1000'(641')	1500m						
B				135	900'(541')	1600m	1040'(681')	1600m						
C	RVR 1800m	RVR 1800m		C	PROHIBITED									
D				D										
TRANS OPS		5		H		MDA(H)		ATIS	FRANCE		7		NIGHT NOT AUTHORIZED	

LFOB/BVA
TILLE

JEPESEN
1 NOV 13 **13-2** Eff 14 Nov

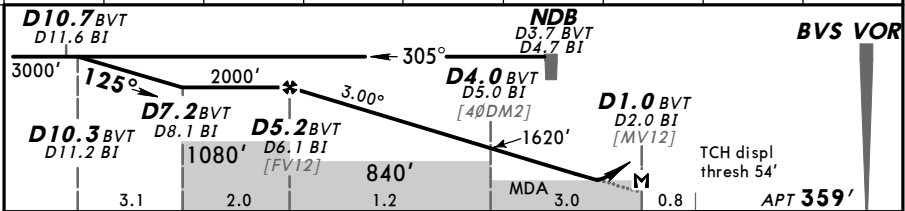
BEAUVAIS, FRANCE
VOR Y Rwy 12

*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
VOR BVS 115.9	Final Aptch Crs 125°	Procedure Alt D5.2 BVT 2000' (1641')	DA/MDA(H) 760' (401')	Apt Elev 359'	
MISSED APCH: Climb STRAIGHT AHEAD to 900', then turn LEFT (MAX 200 KT) to intercept and follow R-243 inbound to MTD VOR/R-063 BVS climbing to 3000'.					
Do not turn before MAP. Climb to 1600' prior to level acceleration.					
Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					
MSA BV NDB					



PROCEDURE PROHIBITED
OUTSIDE ATS HOURS

	01-50		02-00				
BVT DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2890'	2580'	2260'	1940'	1620'	1300'	980'
BI DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2910'	2590'	2270'	1950'	1640'	1320'	1000'



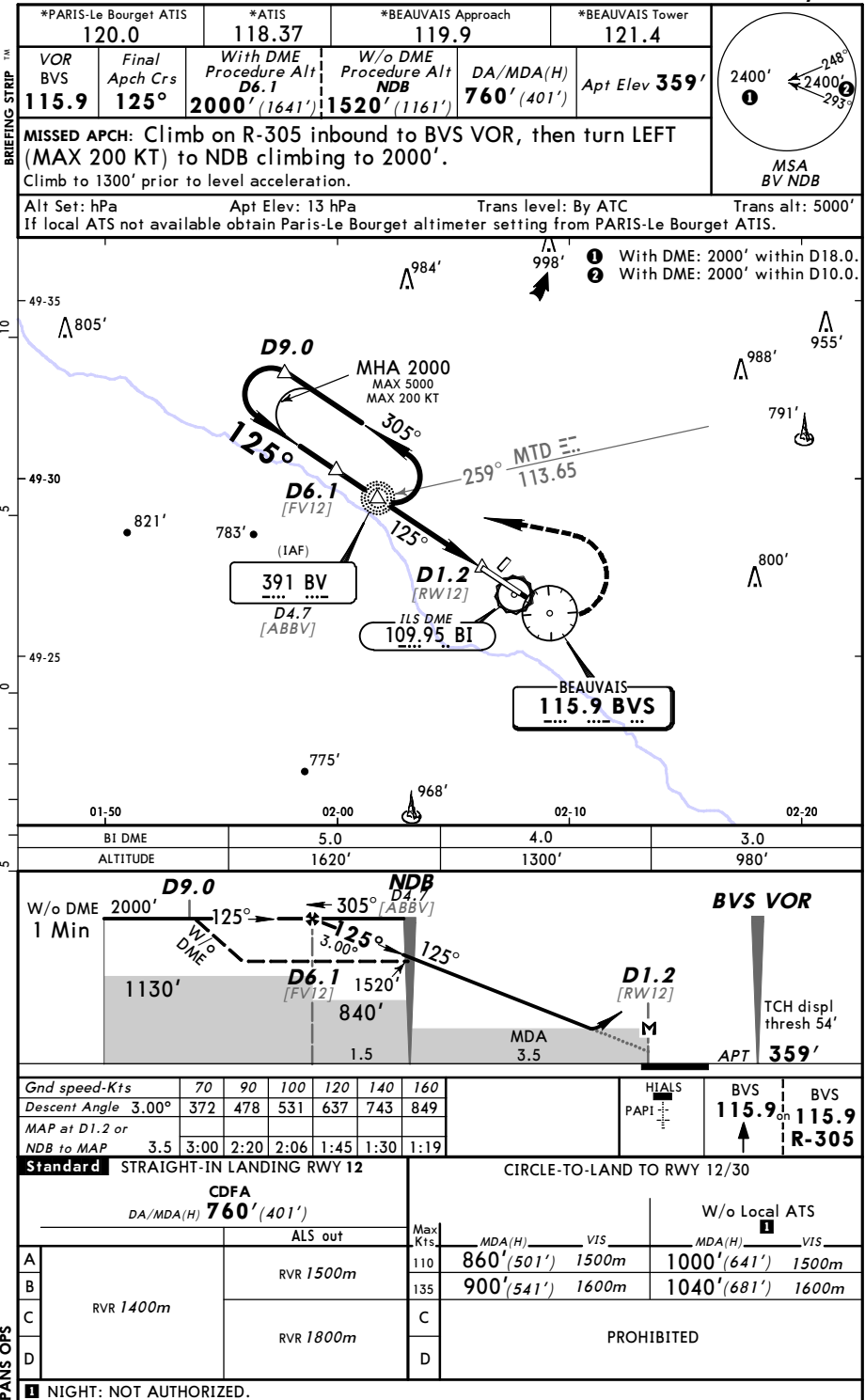
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI		900'
Descent Angle	3.00°	372	478	531	637	849			
MAP at D1.0 BVT/D2.0 BI									

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

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TILLE

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19 JUL 13 **13-3** Eff 25 Jul

BEAUVAIS, FRANCE
VOR X Rwy 12

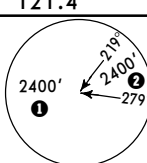


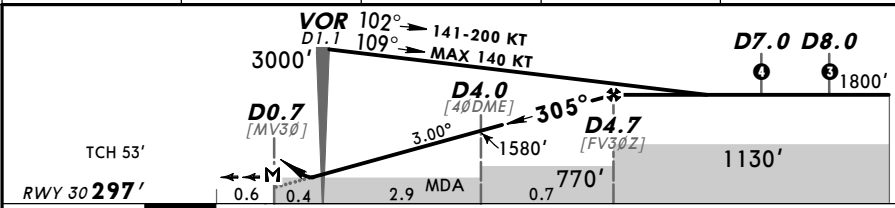
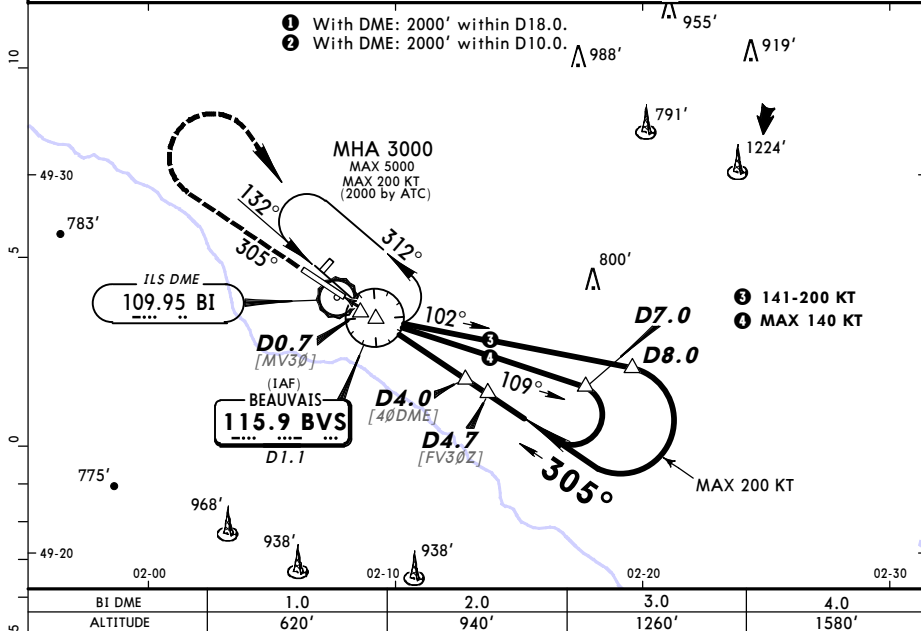
LFOB/BVA
TILLE

JEPPESSEN
19 JUL 13 13-4 Eff 25 Jul

BEAUVAIS, FRANCE
VOR Z Rwy 30

BRIEFING STRIP™

*PARIS-Le Bourget ATIS		*ATIS		*BEAUVAIS Approach		*BEAUVAIS Tower	
120.0		118.37		119.9		121.4	
VOR BVS 115.9	Final Apch Crs 305°	Procedure Alt D4.7 1800' (1503')	DA/MDA(H) 620' (323')	Apt Elev 359'	RWY 297'		
MISSED APCH: Climb STRAIGHT AHEAD to 1100', then turn RIGHT (MAX 220 KT) to VOR climbing to 2000'.							
Do not turn before D0.7. Climb to 1300' prior to level acceleration.						MSA BVS VOR	
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. If local ATS not available obtain Paris-Le Bourget altimeter setting from PARIS-Le Bourget ATIS.							



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

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

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

LFOB/BVA
TILLE

JEPPesen

19 JUL 13

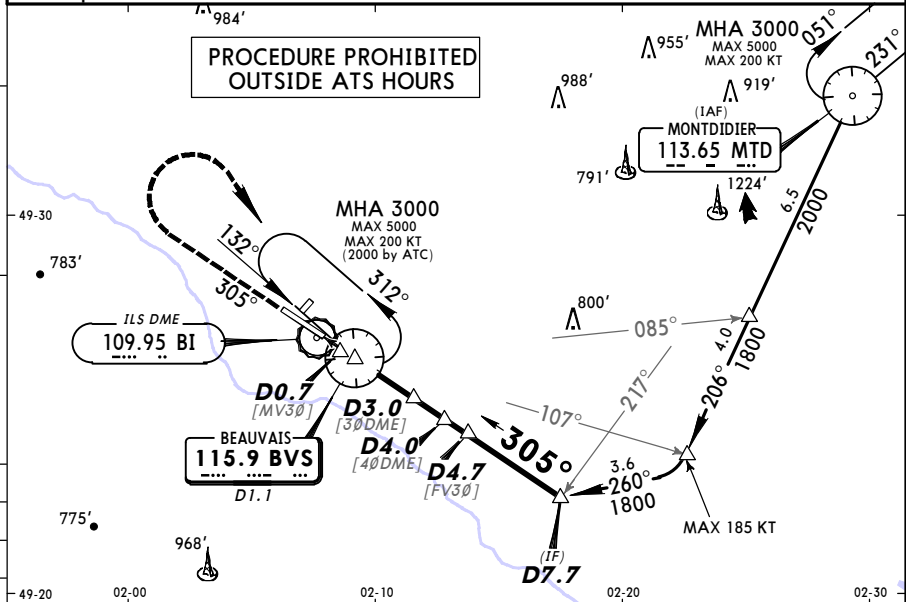
13-5

Eff 25 Jul

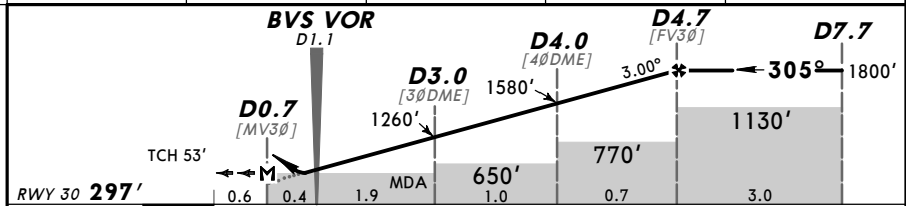
BEAUVAIS, FRANCE
VOR Y Rwy 30

*ATIS		*BEAUVAIS Approach		*BEAUVAIS Tower	
118.37		119.9		121.4	
VOR BVS 115.9	Final Apch Crs 305°	Procedure Alt D4.7 1800' (1503')	DA/MDA(H) 620' (323')	Apt Elev 359' RWY 297'	3000' MSA MTD VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1100', then turn RIGHT (MAX 220 KT) to BVS VOR climbing to 2000'. Do not turn before D0.7. Climb to 1300' prior to level acceleration.					

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



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



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

Standard				STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND TO RWY 12/30 2			
				CDFA							
				DA/MDA(H) 620' (323')							
				ALS out							
A	RVR 800m			RVR 1500m			Max Kts.	MDA(H)		VIS	
B							110	860' (563')		1500m	
C							135	900' (603')		1600m	
D							C	PROHIBITED			
	D										

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

CHANGES: Chart reindexed.

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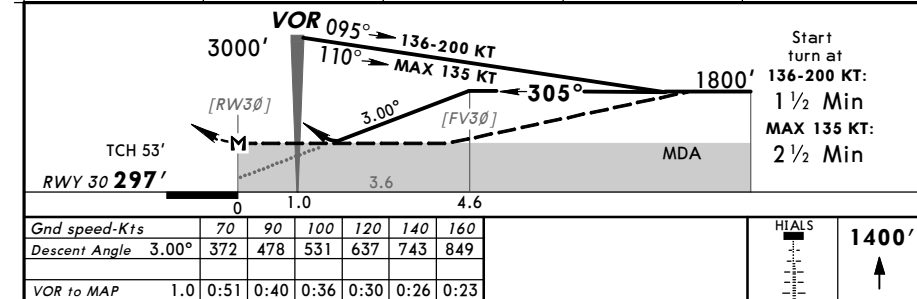
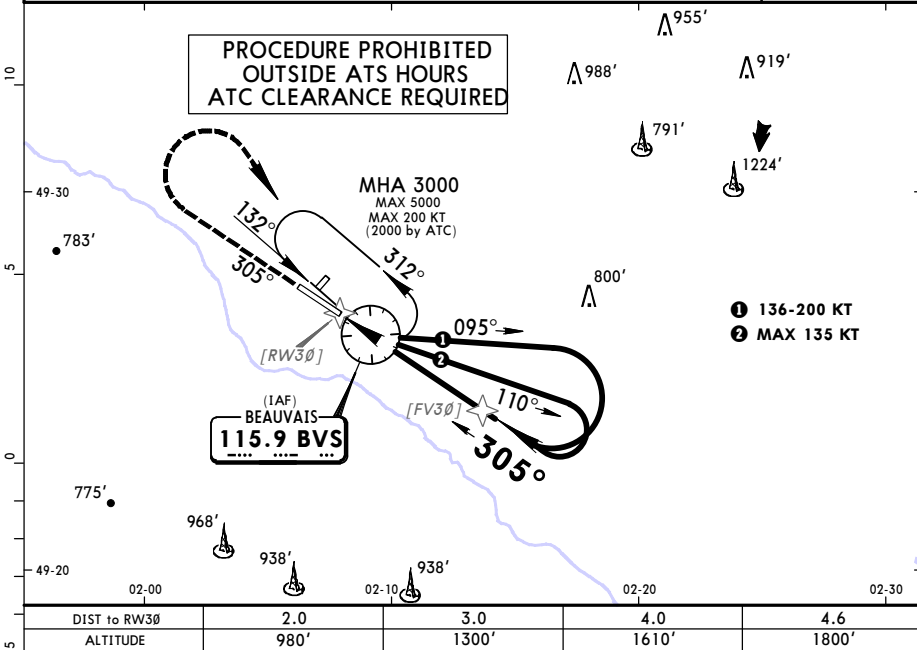
LFOB/BVA
TILLE

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

BEAUVAIS, FRANCE
VOR X Rwy 30

BRIEFING STRIP™

*ATIS 118.37		*BEAUVAIS Approach 119.9		*BEAUVAIS Tower 121.4	
VOR BVS 115.9	Final Apch Crs 305°	Minimum Alt No FAF	DA/MDA(H) 920' (623')	Apt Elev 359' RWY 297'	2400' MSA BVS VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1400', then turn RIGHT (MAX 220 KT) to VOR climbing to 2000'. Do not turn before MAP. Climb to 1400' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 5000'	



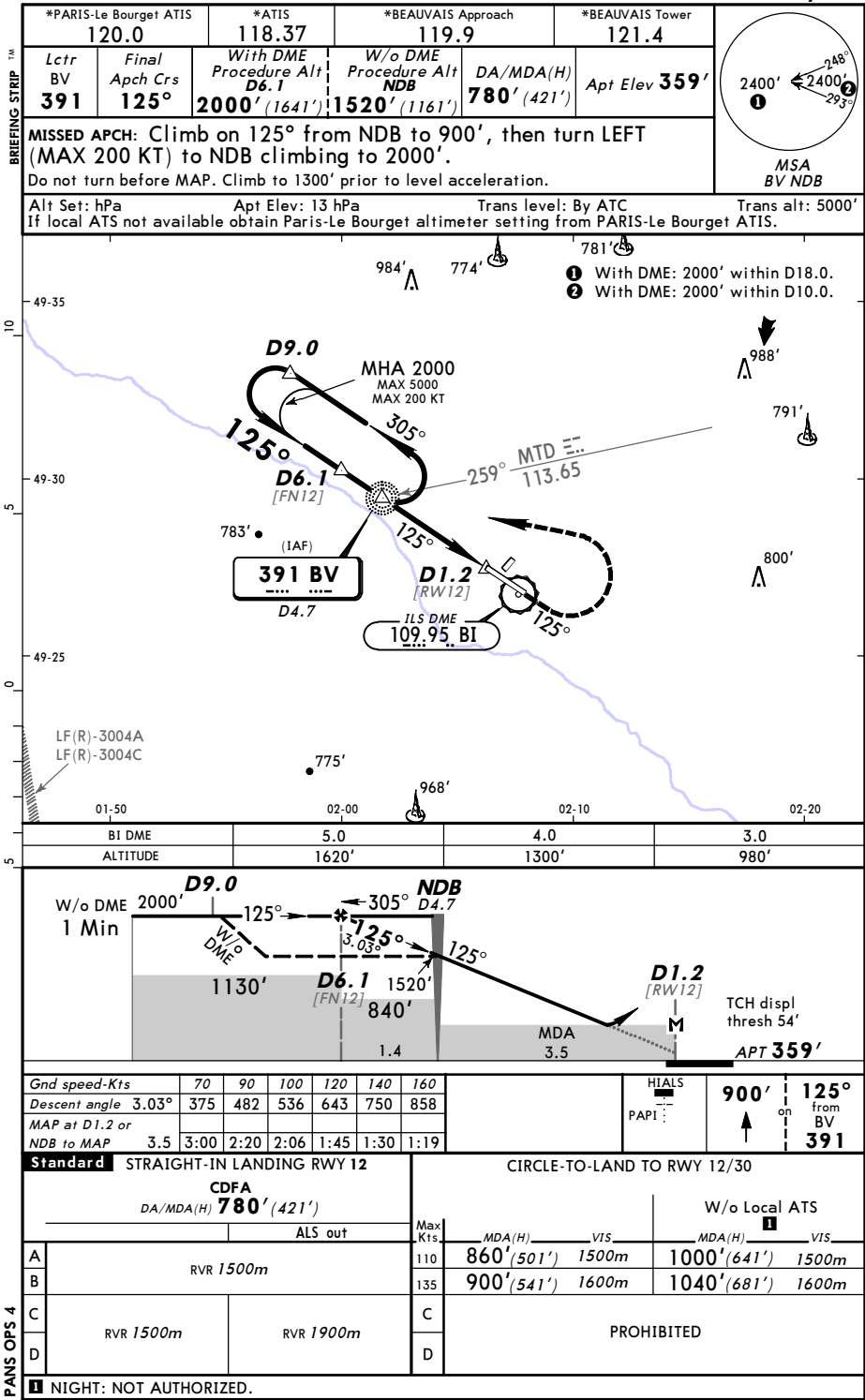
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND TO RWY 12/30 2	
CDFA DA/MDA(H) 920' (623')		non-CDFA MDA(H) 920' (623')		Max Kts	MDA(H) VIS
ALS out		ALS out		110	920' (623') 1500m 3
RVR 1500m		CMV 2400m	CMV 3100m	135	920' (623') 1600m 3
CMV 2200m	CMV 2400m	CMV 2600m	CMV 3300m	C	PROHIBITED
D	D	D	D	D	

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

LFOB/BVA
TILLE

JEPPESSEN
11 NOV 11 (16-1) Eff 17 Nov

BEAUVAIS, FRANCE
NDB Rwy 12



LFOB/BVA

JEPPesen

11 NOV 11

19-10

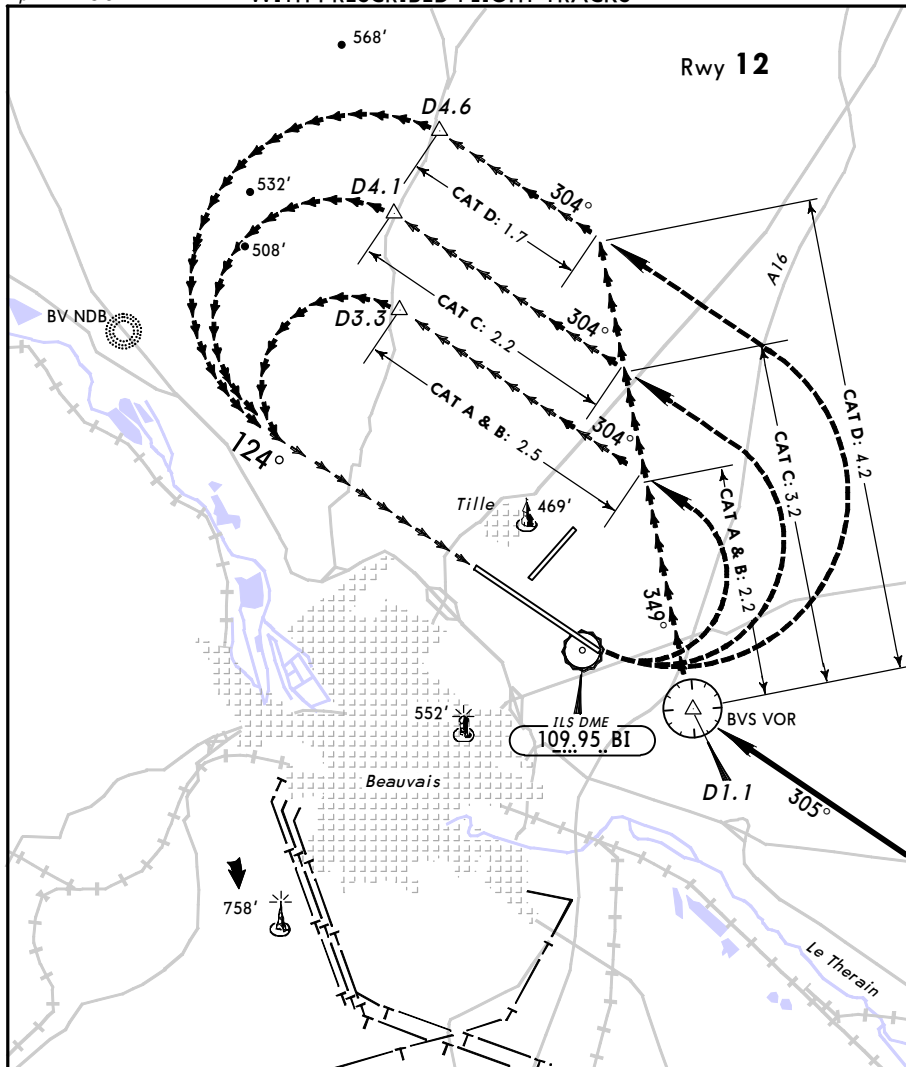
Eff 17 Nov

BEAUVAIS, FRANCE

TILLE

Apt Elev **359'**

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS



Standard

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

PANS OPS 4

CHANGES: None.

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BEAUVAIS, (TILLE - LFOB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFOB

Type: Terminal

Effectivity: Permanent

Begin Date: 20130719

End Date: No end date

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

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL 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

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20160610

End Date: 20160710

From 10 JUN 16 until 10 JUL 16, due to European Football Championship, restrictions and special requirements will temporarily be implemented for following aerodromes: Paris Orly (LFPO), Paris Charles de Gaulle (LFPG), Lyon Saint Exupéry (LFL), Nice Côte d'Azur (LFMN), Beauvais-Tillé (LFOB), Bordeaux-Mérignac (LFBD), Lille-Lesquin (LFQQ), Lyon-Bron (LFLY), Marseille-Provence (LFML), Saint-Etienne-Loire (LFMH) and Toulouse-Blagnac (LFBO). Refer to SUP 060-16 available on www.sia.aviation-civile.gouv.fr and latest NOTAMs.

Terminal Chart Change Notices

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Notice: After 30 Jun 2016, 0000Z, this data may no longer be valid

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