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Revision Letter For Cycle 13-2016

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: 0347 Z
Sunset: 1956 Z

Runway Information

Runway: 02
Length x Width: 7874 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 287 ft
Lighting: Edge, ALS, REIL

Runway: 06
Length x Width: 11975 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 283 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 08
Length x Width: 10892 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 277 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 20
Length x Width: 7874 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 287 ft
Lighting: Edge, REIL

Runway: 24
Length x Width: 11975 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 285 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 10892 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 287 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1427 ft

Communication Information

ATIS: 131.350
ATIS: 126.500 Non-English
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
Orly Approach: 124.450
Orly Approach: 123.875
De Gaulle Approach: 121.155
De Gaulle Approach: 126.430
Orly Approach: 120.850 Secondary
Orly Approach: 118.850 Secondary
Orly Departure: 128.375
Orly Departure: 127.750

LFPO/ORY
ONLY

22 APR 16

JEPPesen

10-1P

Eff 28 Apr

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 K6, K19, K20, K21, K23, K31 and 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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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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15 JAN 16

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10-1P2

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

Following TWYs restricted to ACFT code C: LNA and LRA.

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 L5 and LM and between LC and LGN) and W2 on K apron, W3 (between L5 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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10-1P3

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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Eff 26 May

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 APT

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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20 MAY 16

10-1P5

Eff 26 May

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE**3.1. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE****3.1.1. DEFINITIONS**

The Departure Procedure is based on a local system calculating and managing an off-block predeparture sequence. This system is linked to the Network Manager Operation Center.

At Orly APT, the A-CDM system and associated procedures are called CPDS (Collaborative Pre-Departure Sequencing).

SOBT (Scheduled Off-Block Time) is that time relating to an APT slot.

ED (Estimated Departure) is that target time set by the airline itself as off-block departure time.

TOBT (Target Off-Block Time) is the translation by the A-CDM system (PDS) of the ED.

TSAT (Target Start-up Approval Time) is the off-block departure approved time, calculated by the A-CDM system.

3.1.2. GENERAL INFORMATION

APT-CDM is based on flight information and constraints shared by partners (APT operators, ACFT operators/ground handlers and the ATS unit) working together more efficiently and transparently.

PDS makes continuous calculation for the best off-block departure sequence, providing an optimized off-block departure time based on TOBT for each flight. TOBT and its updates improve predictability during the turn-round process of ACFT, by using Variable Taxi Times, the link between off-block times and take-off times becomes transparent to all partners, and a proper prediction of take-off times is then communicated to the Network Manager Operation Center as an input for the management of the European network.

For each flight, in nominal situations as well as in disrupted situations, the PDS calculates a TSAT, thus providing an off-block sequence, enabling the ATS unit to optimize the use of available capacity.

3.1.3. COORDINATION WITH NETWORK

Only APT PDS is directly connected to the Network Manager Operation Center for data exchange (Collaborative Management of Flight Updates). Data are automatically exchanged through DPI messages which include target take-off times taken into account by the Network Manager Operation Center for En-Route traffic prediction and for slot allocation. In sequenced mode management, the update of TOBT and/or EOBT is a benefit for airlines whose CTOT calculation gets better optimized; the priority order list in PDS still remains based on the APT schedule (SOBT).

DPI are of different types:

- Early Departure Planning Information (E-DPI);
- Target Departure Planning Information (T-DPI);
- ATC Departure Planning Information (A-DPI).

The REA message is no longer to be used REA as it is replaced by DPI messages systematically and automatically sent.

3.1.4. SOBT AND EOBT

SOBT serves as reference source to set flight priority when allocating a position in the off-block departure sequence.

Upon reception of a flight plan (normally 3 hours or more prior to EOBT, Estimated Off-Block Time) EOBT and SOBT should be coherent: EOBT must be greater or equal to SOBT, otherwise the airline must file a new flight plan.

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PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE

3.1.5. TOBT

TOBT is that target time set by airline itself as off-block departure time:

- ACFT doors closed;
- Jetway removed;
- Push-back available (if need be);
- ACFT ready to taxi/push back upon clearance.

TOBT is the translation by PDS of the ED transmitted by the airline to SARIA, the ADP (Aéroport De Paris) information system. It informs the PDS system of the time before which departure from block is not feasible.

Failing this and with no notice of TOBT from the airline, PDS shall consider that the earliest possible departure time is SOBT.

An ED shall be sent by the airline operation as soon as the flight is delayed against its SOBT scheduled time, or if its target time (TOBT) changes by 5 minutes or more (later or earlier). The ED shall be addressed to ORYSJXH.

Whenever the flight is ahead of schedule, TOBT cannot be moved earlier than SOBT-15 min.

Any new ED shall be at later than the current time and than SOBT-15 min. Updating an ED shall not be done after the current ED or after the SOBT when no ED is available.

There is no limitation on the number of EDs sent for one single flight.

The airline or handling agent is in charge of providing a flight ED. The ED is transmitted either through direct link between airline systems and ADP, or by MVT (movement) message through the SITA network with allocation of delay code.

ED advising of delay due to ATC constraints shall not be sent to the PDS system.

It is still mandatory, in sequenced or non-sequenced mode, to update flight plans with a DLA message when EOBT is modified by more than 15 minutes. When the difference between TOBT and EOBT is greater than 15 minutes, an alarm is triggered and displayed by PDS.

However, it must be underlined that the ED and Flight Plans are processed differently: an ED can always be improved or delayed, whereas flight plan EOBT improvement is no longer possible once DLA has been sent to Network Manager. As a result, it is important that each airline manages its own procedure for flight plan updating depending on ED.

Usual ICAO procedures for updating flight plans remain the same: transmission of DLA message when TOBT/SOBT greater than [EOBT + 15 min].

Airlines are still required to:

- Update flight plan by sending DLA to avoid FLS triggered by FAM process;
- Comply with CTOT.

3.1.6. TSAT

TSAT is the off-block departure approved time, calculated by the PDS system taking into account available departure capacity at the APT, flights programmed, TOBT and Network Manager Operation Center slots. TSATs are sorted in sequence according to flight reference times (SOBT).

TSAT is the time the ACFT has to leave the block after receiving start-up and push-back or taxi clearance from the ATS unit.

TSATs are calculated for every scheduled flight with departure taking place within the next 4 hours.

In order to optimize the off-block sequence, TSATs are constantly calculated and may therefore be improved or delayed at any time.

A flight may be put out of the sequence (blocked) if the TSAT is not complied with.

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AIRPORT BRIEFING**3. DEPARTURE**

When a flight gets blocked by PDS, its TSAT is no longer valid and it is no longer cleared for departure (on-screen TSAT is not updated). The only way to get sequenced again is to send an ED, which will provide:

- A new priority time reference in PDS based on the ED reception time;
- A new TOBT;
- A new TSAT.

Any flight may be blocked by the ATS unit if not complying with the current departure procedure.

Conditions for flight blocking are as follows:

- Flight has not received departure clearance at TSAT +3 min,
- Flight has not left parking stand after TSAT +5 min,
- Flight has been blocked manually by ATC for non-compliance with the departure procedure,
- Flight has been suspended by Network Manager Operation.

As long as the airline transmits of an ED change before the flight is blocked by PDS, the flight shall keep its initial priority in the sequence based on SOBT. If the information arrives later, the flight shall lose its priority and its new reference becomes the ED reception time.

3.1.7. DEPARTURE PROCEDURE WITH ATS UNIT IN SEQUENCED MODE**3.1.7.1. TOBT AND TSAT COMMUNICATION**

TOBT and TSAT for all flights are available at the following:

- CDM's web site: <https://www.cdmparis.net> (access on request to ADP);
- Current professional TV monitor displays;
- Via PDS data flow for airlines and handlers having made a specific request (in this case, cost for processing and visualization of PDS data are borne by applicant);
- On DMAN HMI (Departure Manager), specific interface for ATS unit, which supports controllers for departure sequence application.

Airlines or handlers shall make sure that TOBTs are known by all stakeholders of ACFT turn-round at all times.

Any alteration to TSAT is to be communicated by airlines or handlers to flight crews (by direct contact, radio or Data-link). Communication of TSAT to crew shall be handled with the same priority as the Network Manager Operation Center slot. Network Manager Operation Center slots are taken into account in the TSAT calculation.

Status of blocked flight and various alarms issued from PDS will also be visible on CDM's website.

3.1.7.2 START-UP

Pilots shall contact Clearance Delivery or perform RCD (Request for departure Clearance Downlink) to request Departure Clearance at TOBT -15 min (or SOBT -15 min if no TOBT).

Pilots are supposed to know their current TSAT when contacting Clearance Delivery. ATC will then give the pilot all the parameters of the Departure Clearance (En-Route clearance), will put the flight on hold and will ask the pilot to call back when fully ready to depart.

If the first call takes place too early, Clearance Delivery will ask the pilot to call again at TOBT -15 min.

In case of a RCD, no reply is to be expected before TOBT - 15 min.

If the pilot calls or performs RCD too late (after TSAT+3 min), the flight will be blocked by the CPDS and clearance will be denied. The flight shall not be unblocked until a new ED (TOBT) has been sent by the airline.

Pilots must monitor the Clearance Delivery frequency as much as possible.

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AIRPORT BRIEFING**3. DEPARTURE**

When the pilot calls back ready to depart:

- if the pilot calls too early (before TSAT-5 min), Clearance Delivery will tell the pilot that he will call him back later;
- if the pilot calls between TSAT-5 min and TSAT+5min, Clearance Delivery will give the start-up clearance and hand the flight over to Ground frequency;
- if the pilot calls after TSAT+5 min, a new ED (TOBT) shall be sent by the airline.

It is implied that when the controller approves start-up, this is issued for an actual departure from the stand at TSAT.

3.1.7.3. PUSH-BACK

As for Start-up approval, push-back will be given by Ground controller from TSAT -5 min, the flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at TSAT.

Push-back approval is valid for 1 minute. Push-back is therefore to begin promptly after approval. Flights may be blocked by ATC and have to redo whole of departure procedure if rule is not observed.

If off-block departure does not occur at TSAT+ 5 min, the flight will be blocked by PDS until transmission of a new TOBT (ED).

Through the departure procedure, if after the controller's call, a flight on hold does not acknowledge or states it is not ready for start-up or push-back, the flight is blocked manually in PDS by the controller.

The flight is then to redo the whole departure procedure (transmission of new TOBT, Clearance Delivery call, etc.).

3.1.8. DEPARTURE PROCEDURE IN NON-SEQUENCED MODE**3.1.8.1. GENERAL RULES**

In case a technical or operational issue makes it impossible to use off-block sequence calculated by PDS, APT may be obliged to switch to non-sequenced mode.

An alarm message is distributed via systems:

- on CDM website: <https://www.cdmparis.net>,
- on existing professional TV monitor displays.

In this case, on CDM website and TV monitor TSAT display will be suspended:

- via CPDS data flow for airlines and handlers using it,
- on DMAN, specific interface for ATS unit.

Automatic calculation of departure sequence is no longer in force.

ED (TOBT) are still to be updated by airlines, as well as EOBt for flight plans in relation to those ED.

3.1.8.2. OPERATIONAL PROCEDURES

The departure clearance will be issued on Clearance Delivery frequency or via ACARS. The off-block departure shall comply with EOBt +/-15min or CTOT if need be, otherwise the flight will be blocked by the ATS unit until the flight plan is updated by a DLA.

Push-back/taxi will be given on the Ground control frequency, when the flight is ready for push-back/off-block departure. This contact shall allow push-back/off-block departure to be at EOBt +/- 15 min or in compliance with CTOT if regulated.

Push-back approval is valid for one minute. It is therefore to begin shortly after approval. Flights may be blocked by ATC and have to redo the whole departure procedure if rules are not observed.

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Eff 26 May

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE**3.2. 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.

3.3. NOISE ABATEMENT PROCEDURES**3.3.1. 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.

3.3.2. 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.

3.3.3. 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.

3.4. 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.

3.5. OTHER INFORMATION**3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)**

The following time parameters apply:

- t_i 10 MIN before start-up time.
- t_t 3 MIN before start-up time.
- t_l 10 MIN.

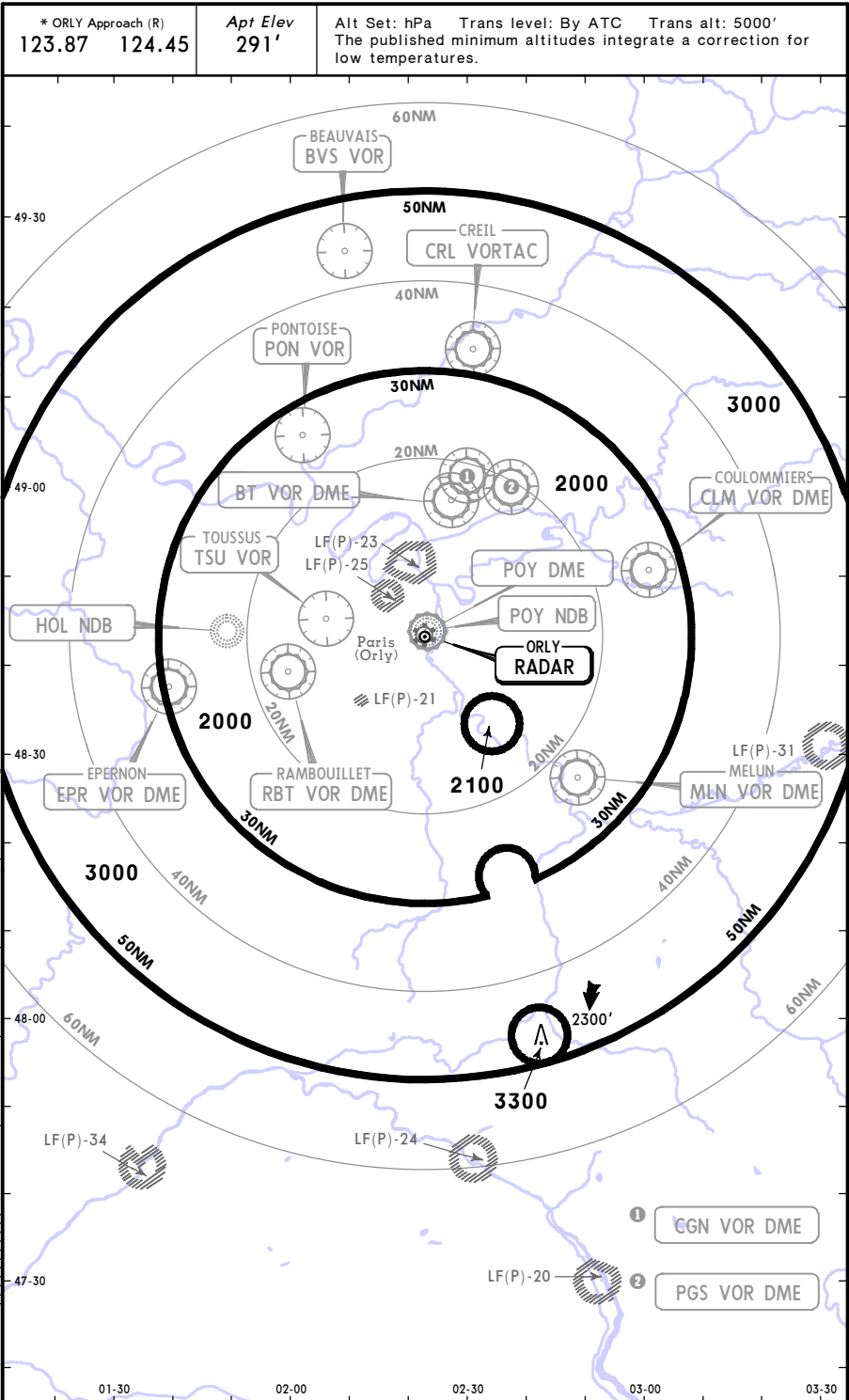
LFPO/ORY
ONLY

JEPPesen

PARIS, FRANCE

23 MAY 14 (10-1R)

Eff 29 May, **RADAR MINIMUM ALTITUDES**



LFPO/ORY
ONLY

 **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.

LFPO/ORY
ONLY

 **JEPPesen**
11 OCT 13 **(10-2A1)** **Eff 17 Oct**

PARIS, FRANCE
RNAV STAR

*ATIS
131.35 (French **126.5**)

Apt Elev
291'

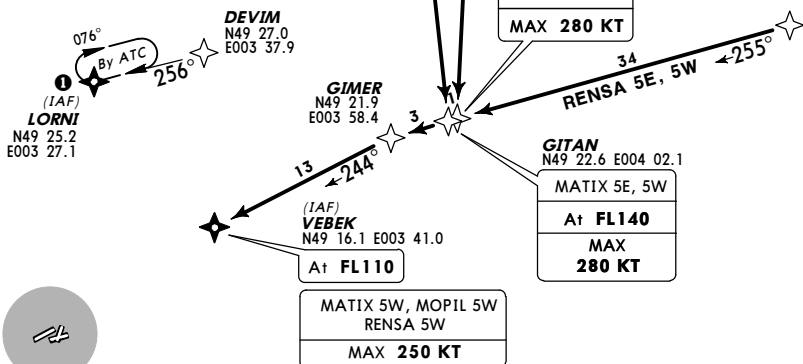
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point.
ACFT should not be able to comply with these limitations must advise ATC as soon as possible.

**MATIX 5E [MATI5E], MOPIL 5E [MOPI5E]
RENSA 5E [RENS5E]
RWYS 02, 06, 08 RNAV ARRIVALS**
**MATIX 5W [MATI5W], MOPIL 5W [MOPI5W]
RENSA 5W [RENS5W]
RWYS 20, 24, 26 RNAV ARRIVALS**
TO IAF VEBEK

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.

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



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.	

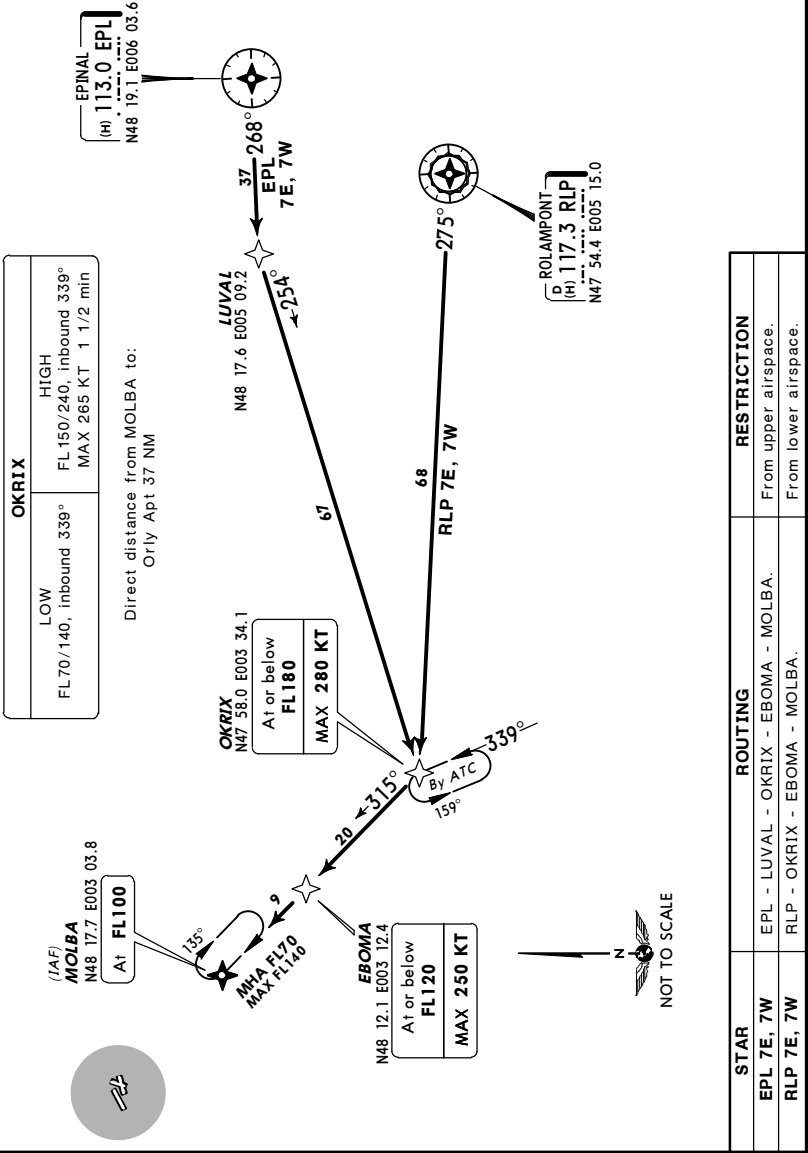
LFPO/ORY
ONLY

JEPPESSEN
11 OCT 13 10-2A2 Eff 17 Oct

PARIS, FRANCE
RNAV STAR

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

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



**LFPO/ORY
ONLY**

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

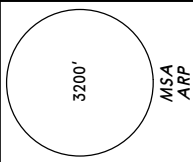
PARIS, FRANCE

RNAV STAR

*ATIS
131.35 (French 126.5)

Apt Elev
291'

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



DIJON 7E (DJL 7E), DIJON 7W (DJL 7W)

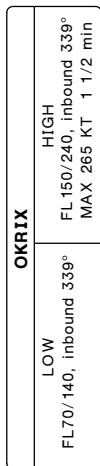
KUTAN 7E [*KUTA7E*]

KUTAN 7W [KUTA7W]

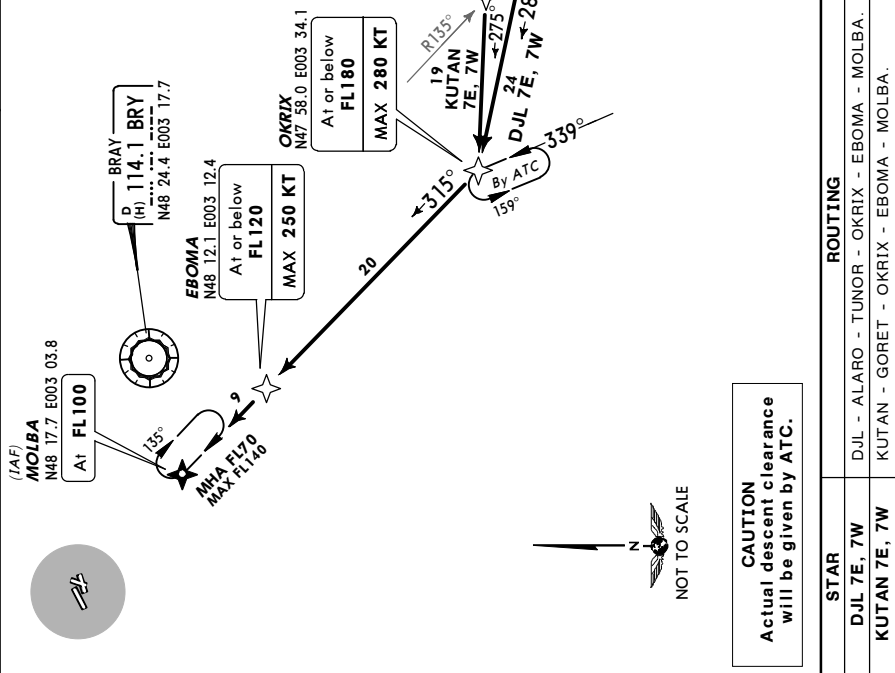
RWYS 02, 06, 08, 20, 24, 26

RNAV ARRIVALS

TO IAF MOLBA



Direct distance from MOLBA to:
Only Apt **37 NM**



NOT TO SCALE

CAUTION
Actual descent cl
will be given by

NOI.

From upper airspace:

ROUTING

DJI - ALARO - TUNOR - OKRIX - EBOMA - MOLBA.

R

DJI 7E, 7W

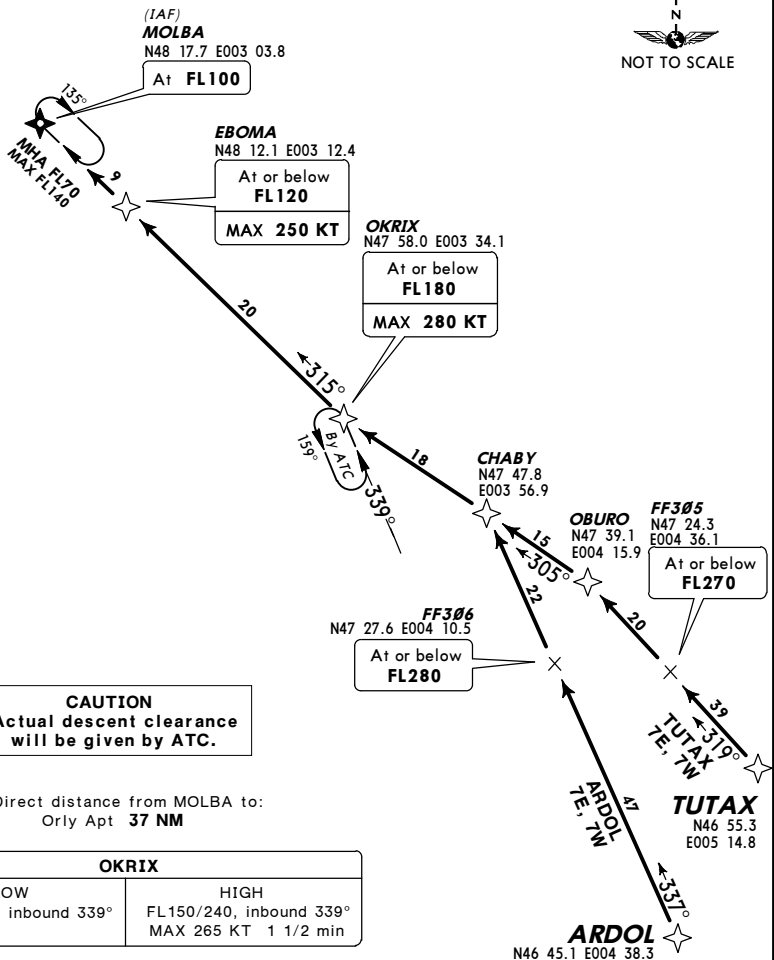
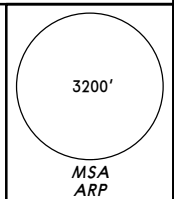
LFPO/ORY
ONLY

 **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' Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.
Apt Elev 291'	

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



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

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

LFPO/ORY
ONLY

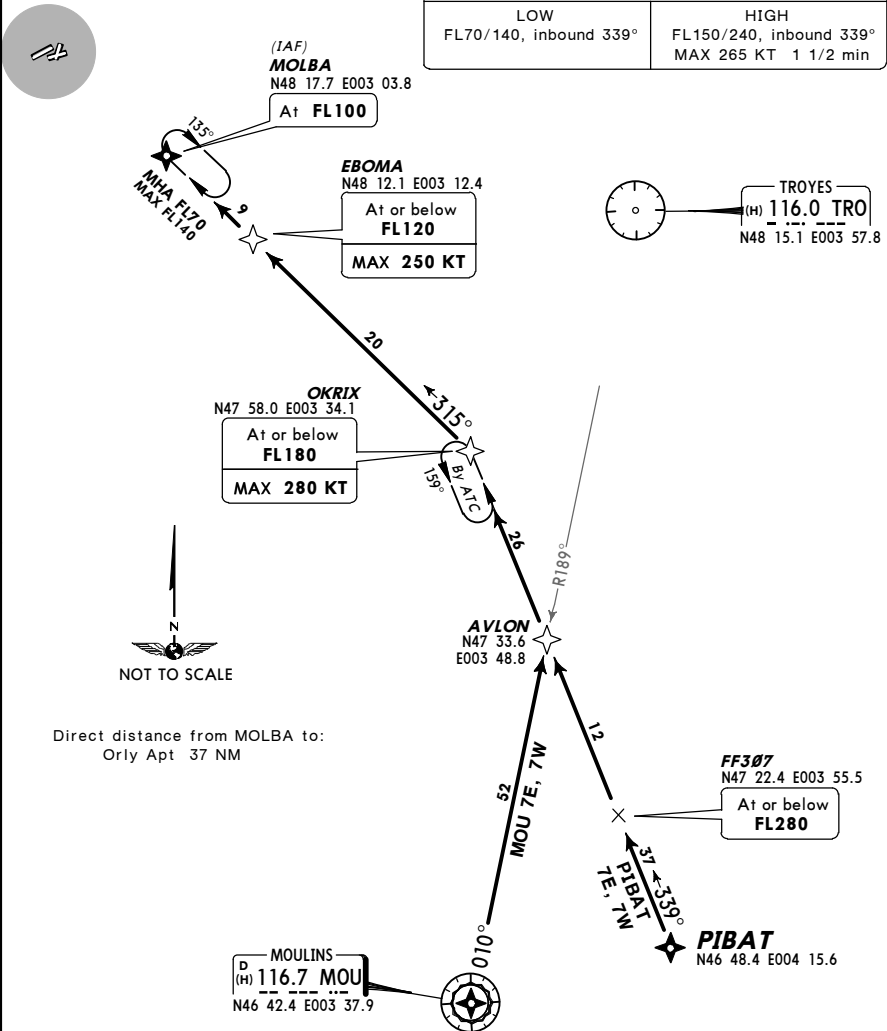
 **JEPPESSEN**
21 FEB 14 **(10-2D)** **Eff 6 Mar**

PARIS, FRANCE
RNAV STAR

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

MOULINS 7E (MOU 7E), MOULINS 7W (MOU 7W)
PIBAT 7E [PIBA7E]
PIBAT 7W [PIBA7W]
RWYS 02, 06, 08, 20, 24, 26
RNAV ARRIVALS
TO IAF MOLBA

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



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

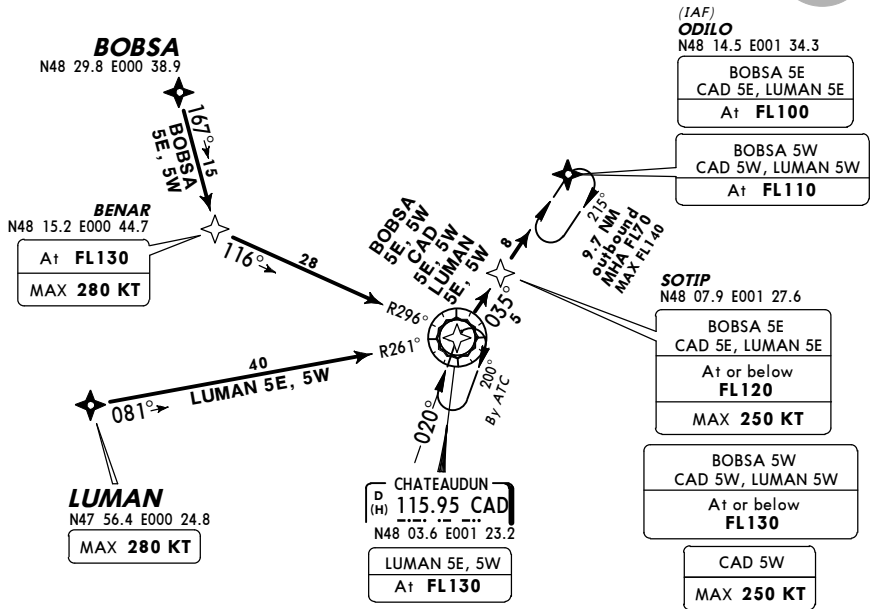
LFPO/ORY
ONLY

 **JEPPESSEN**
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' Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible.
Apt Elev 291'	

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.

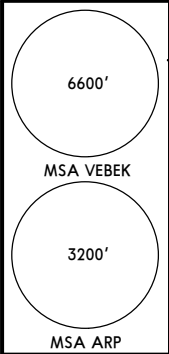
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LFPO/ORY
ONLY

JEPPesen
27 MAR 15 (10-2J) Eff 2 Apr

PARIS, FRANCE
RNAV INITIAL APPROACH

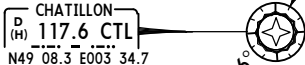
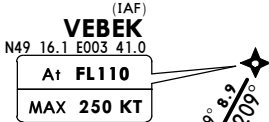
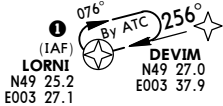
*ATIS 131.350 (French 126.5)	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Unless otherwise instructed pilots being vectored are to comply with level and speed restrictions abeam the published restriction point. ACFT should not be able to comply with these limitations must advise ATC as soon as possible. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.
Apt Elev 291'	



DE GAULLE Approach
121.155

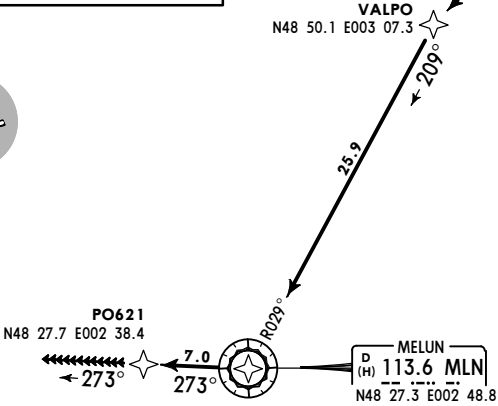
VEBEK 3Y [VEB3Y]
RWYS 02, 06, 08
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED
BY DE GAULLE APP WEST CONFIGURATION

**FOR FINAL APPROACH
SEE APPROACH CHARTS**



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

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



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

- Carry out or join published procedure.
- Rwy 02:** At VALPO descend to 3000' (MLN at or above FL70), at D20 MLN turn RIGHT, intercept final of last cleared and confirmed approach.
 - Rwy 06:** At VALPO descend to 4000' (MLN at or above FL70), at D33 MLN turn RIGHT, 018° track, intercept final of last cleared and confirmed approach.
 - Rwy 08:** At VALPO descend to 3000' (MLN at or above FL70), at D33 MLN turn RIGHT, 018° track, intercept final of last cleared and confirmed approach.

SWW02 1501 SWW03 1501 SWW04 1501 SWW05 1501 SWW06 1501 SWW07 1501 SWW08 1501 SWW09 1501

LFPO/ORY
ONLY

JEPPSEN

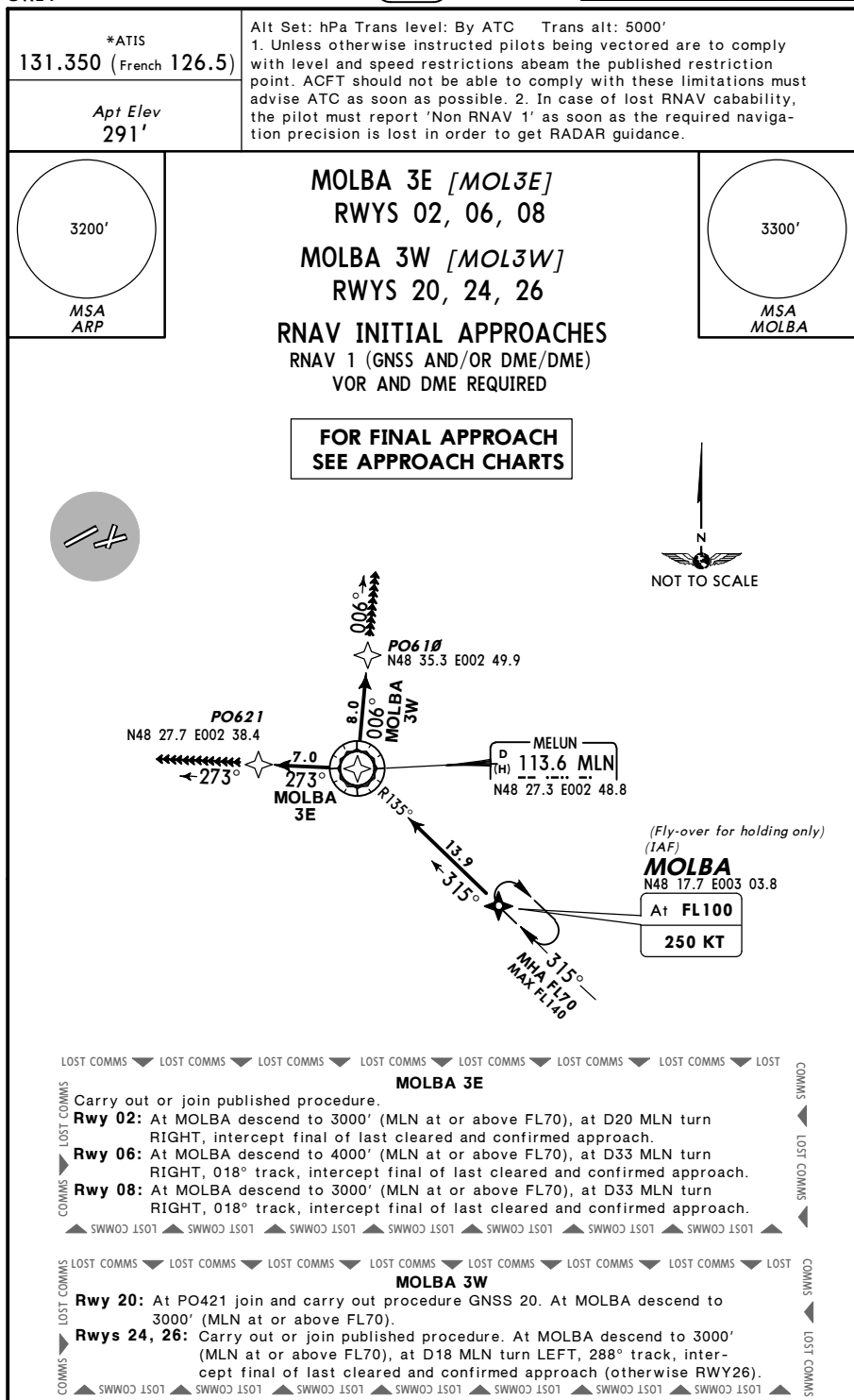
2 JAN 15

(10-2K)

Eff 8 Jan

RNAV INITIAL APPROACH

PARIS, FRANCE



LFPO/ORY
ONLY

JEPPesen

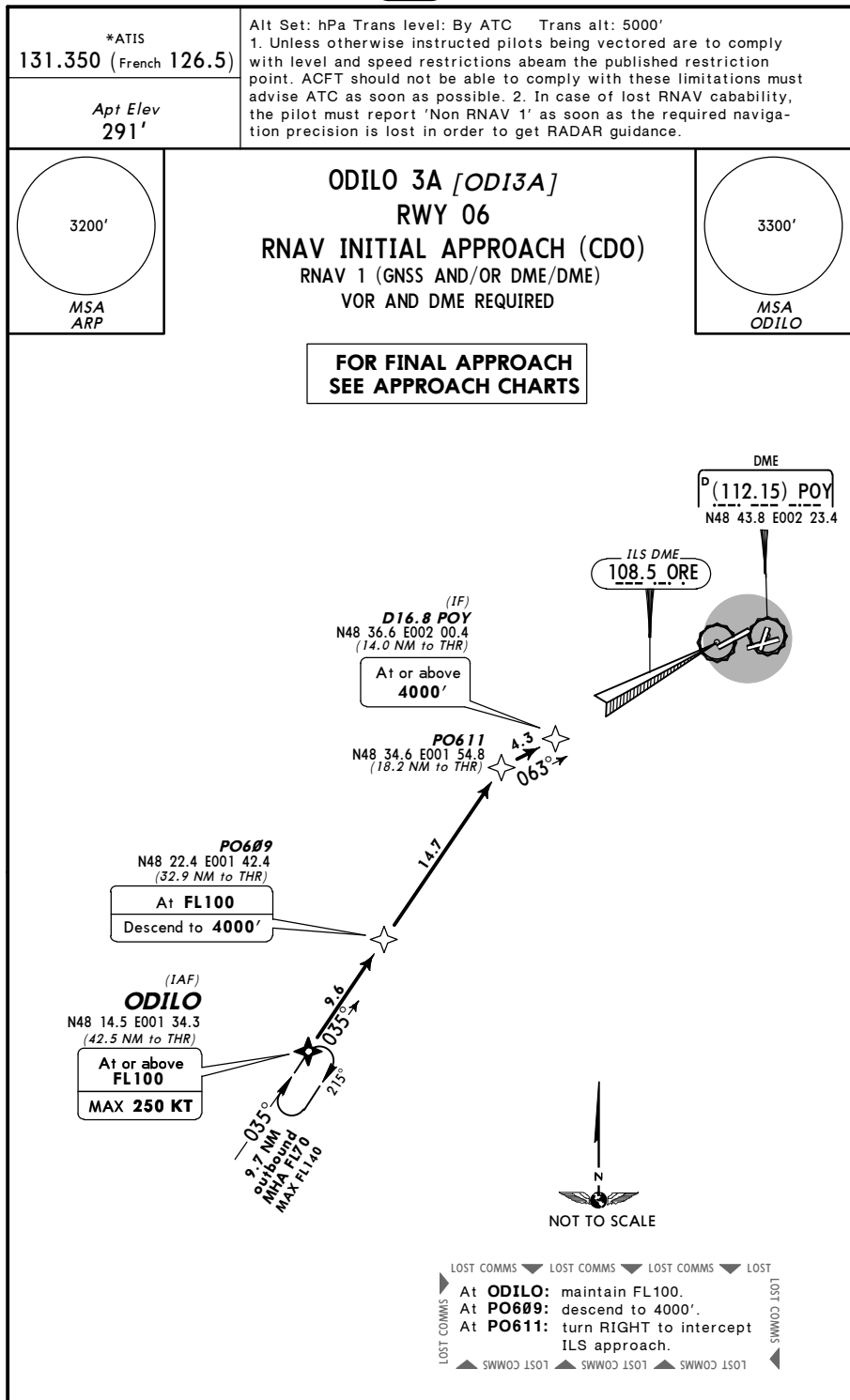
2 JAN 15

10-2L

Eff 8 Jan

RNAV INITIAL APPROACH

PARIS, FRANCE



LFPO/ORY
ONLY

JEPPesen

2 JAN 15

(10-2M)

Eff 8 Jan

PARIS, FRANCE

RNAV INITIAL APPROACH

*ATIS
131.350 (French 126.5)

Apt Elev
291'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. 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. 2. In case of lost RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200'

MSA
ARP

ODILO 3E [ODI3E]

RWYS 06, 08

ODILO 3S [ODI3S]

RWY 02

3300'

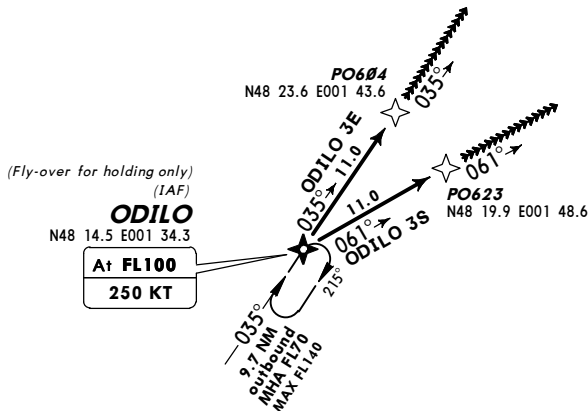
MSA
ODILO

RNAV INITIAL APPROACHES

RNAV 1 (GNSS AND/OR DME/DME)

VOR AND DME REQUIRED

FOR FINAL APPROACH
SEE APPROACH CHARTS



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

ODILO 3E

▶ Carry out or join published procedure.

Rwy 06: At ODILO descend to 4000' (PO604 at or above FL70), intercept final of last cleared and confirmed approach.

Rwy 08: At ODILO descend to 3000' (PO604 at or above FL70), intercept final of last cleared and confirmed approach.

▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

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

ODILO 3S

▶ Carry out or join published procedure. At ODILO descend to 3000' (PO623 at or above FL70), intercept final of last cleared and confirmed approach.

▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

LFPO/ORY
ONLY

JEPPESSEN
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

LFPO/ORY
ONLY

JEPPesen
17 JUN 16 (10-3)
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
ONLY

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, 5S, L'AIGLE 5P, 5S	10-3L9
EVREUX 5Q, 5T, L'AIGLE 5Q, 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

--

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
ORLY

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

PARIS, FRANCE
RNAV SID

*ORLY Departure
127.750

Apt Elev
291'

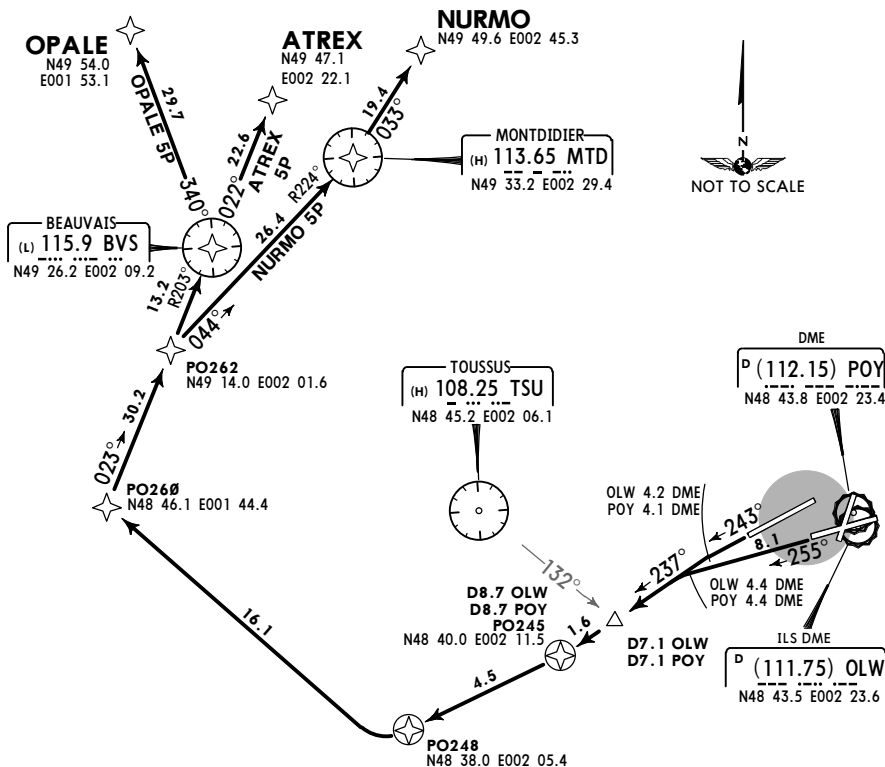
Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1'
upon requesting start-up clearance on PREFLIGHT frequency.
2. SIDs are also minimum noise routings.

ATREX, NURMO, OPALE
RWYS 24, 26 RNAV DEPARTURES

LETTER P

JETS & PROPS ABOVE FL115

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 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 D8.7 POY or D8.7 OLW. RNAV: PO245.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D8.7 POY or D8.7 OLW. RNAV: PO245.

SID	ROUTING
ATREX 5P [ATRE5P] ①	PO245 - PO248 - PO260 - PO262 - BVS - ATREX.
NURMO 5P [NURM5P] ②	PO245 - PO248 - PO260 - PO262 - MTD - NURMO.
OPALE 5P [OPAL5P] ③	PO245 - PO248 - PO260 - 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 (10-3E) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure
127.750

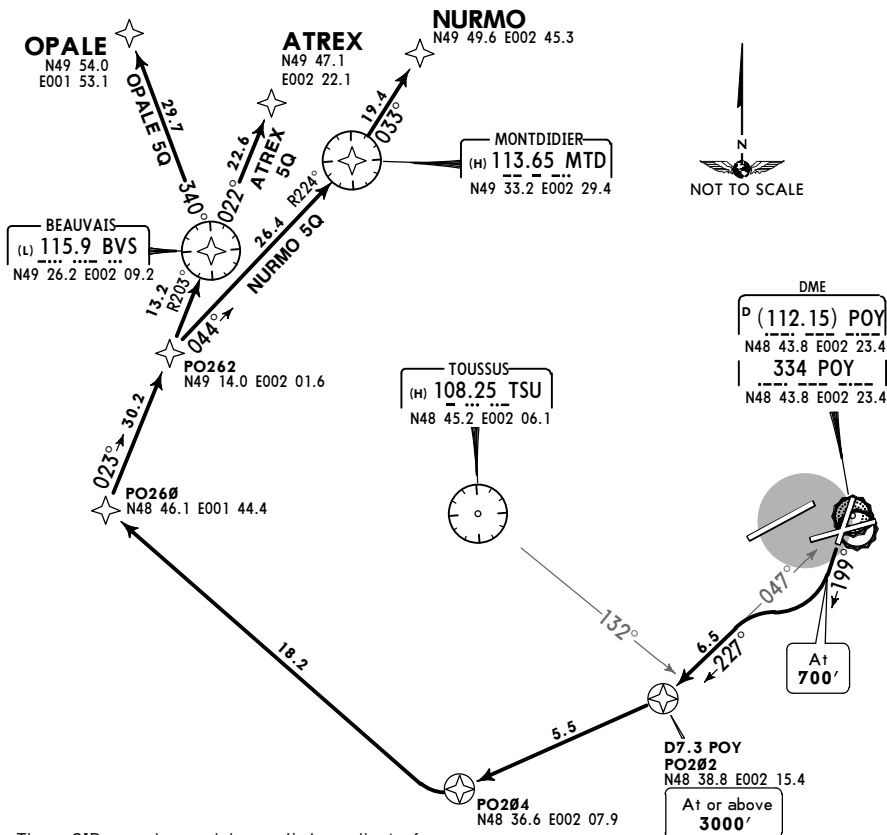
Apt Elev
291'

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.

ATREX, NURMO, OPALE
RWY 20 RNAV DEPARTURES
LETTER Q

JETS & PROPS ABOVE FL115

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3E1) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure
127.750

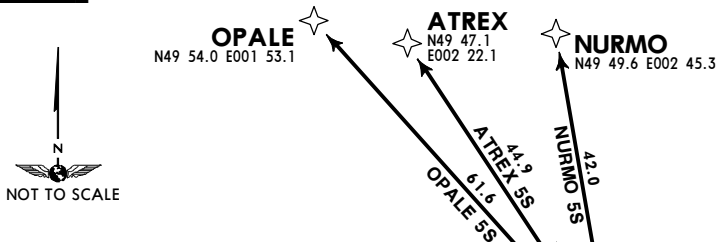
Apt Elev
291'

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.

ATREX, NURMO, OPALE
RWYS 24, 26 RNAV DEPARTURES
LETTER S

JETS & PROPS ABOVE FL115

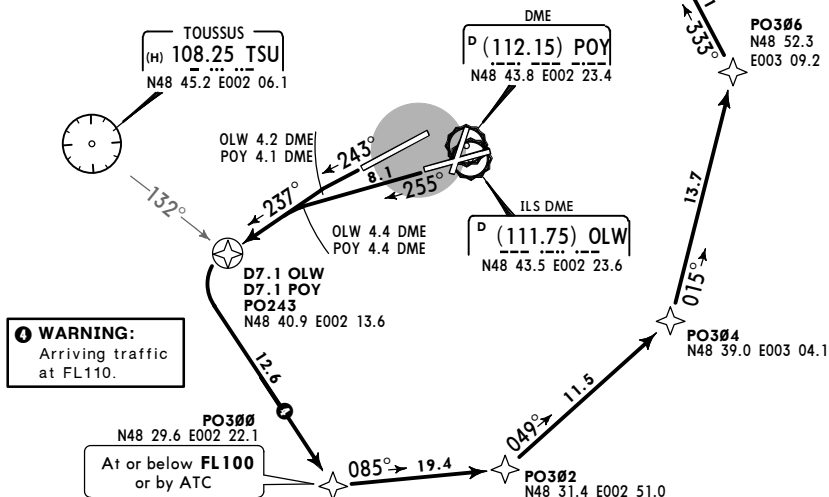
SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



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 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 D7.1 POY or D7.1 OLW. RNAV: PO243.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLW. RNAV: PO243.

SID	ROUTING
ATREX 5S [ATRE5S] ①	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
NURMO 5S [NURM5S] ②	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
OPALE 5S [OPAL5S] ③	PO243 - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.

For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3E2) Eff 23 Jul

PARIS, FRANCE
RNAV SID

*ORLY Departure
127.750

Apt Elev
291'

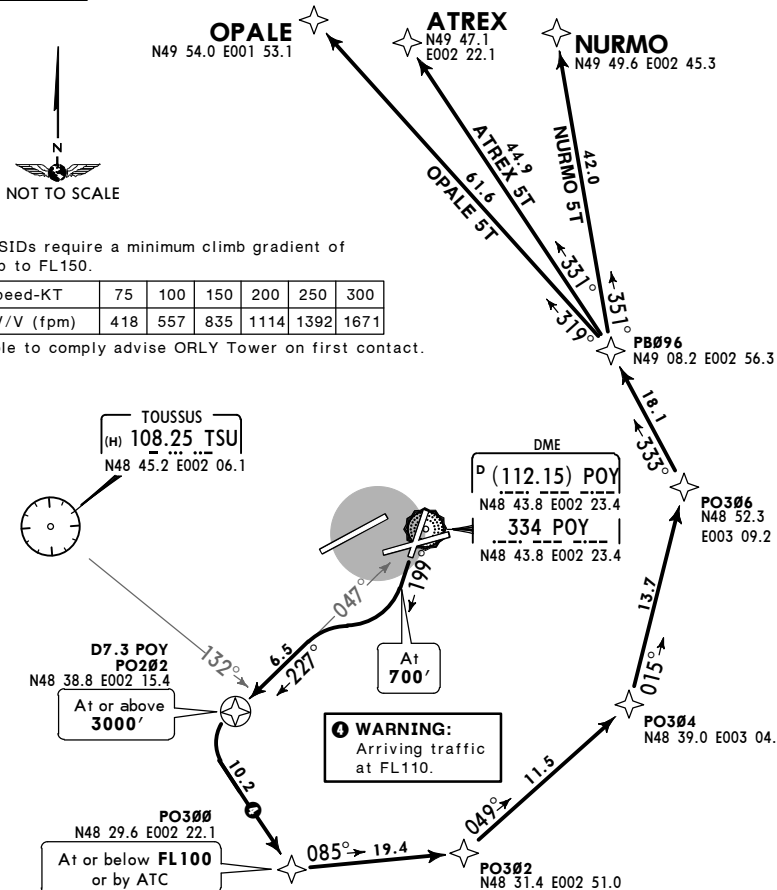
Trans level: By ATC Trans alt: 5000'
1. If unable to fly the RNAV junction phase report 'Non RNAV 1'
upon requesting start-up clearance on PREFLIGHT frequency.
2. SIDs are also minimum noise routings.

ATREX, NURMO, OPALE RWY 20 RNAV DEPARTURES

LETTER T

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 5T [ATRE5T] ①	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - ATREX.
NURMO 5T [NURM5T] ②	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - NURMO.
OPALE 5T [OPAL5T] ③	PO202 (3000'+) - PO300 (FL100-) - PO302 - PO304 - PO306 - PB096 - OPALE.

For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.

LFPO/ORY
ONLY

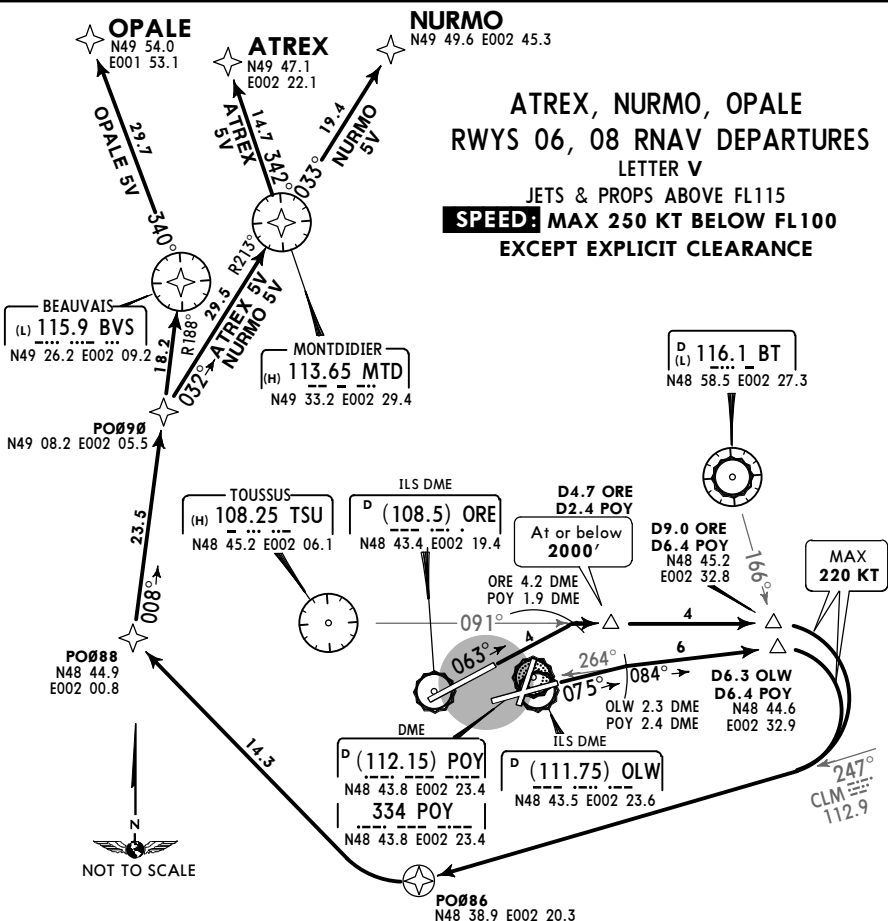
JEPPESEN
17 JUL 15 (10-3E3) Eff 23 Jul

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.
3. RWY 06: Overriding procedure DME angle greater than 23° at
POY 1.9 DME.



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

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 10-3EA Eff 23 Jul

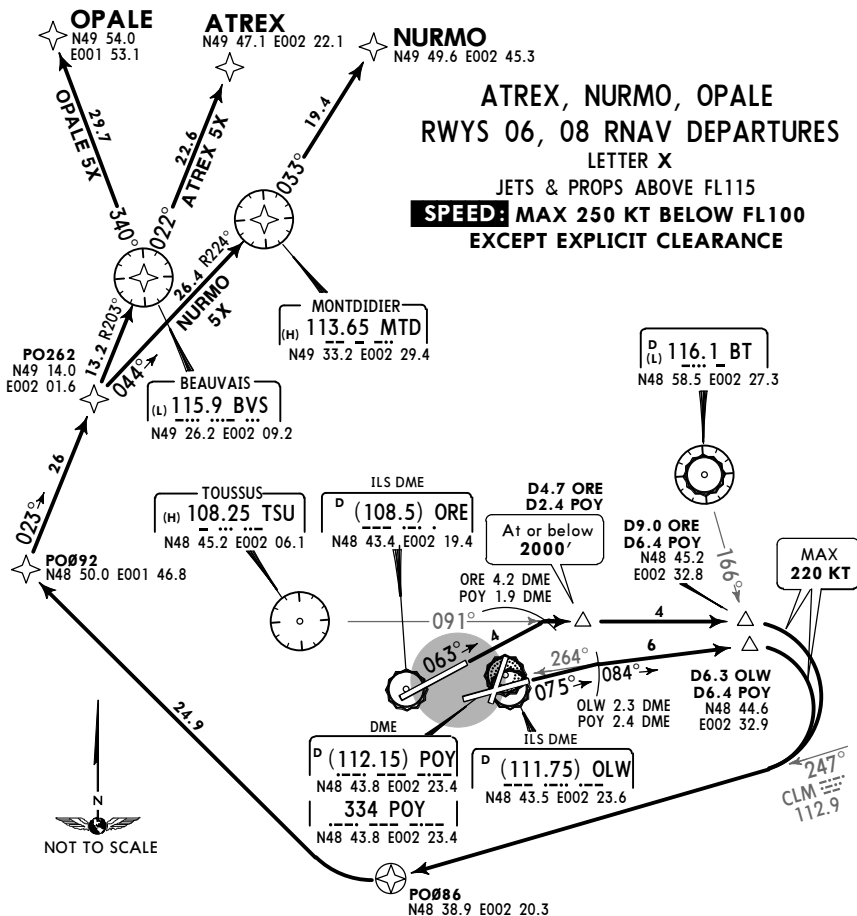
PARIS, FRANCE
RNAV SID

*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.

ATREX, NURMO, OPALE
RWYS 06, 08 RNAV DEPARTURES
LETTER X
JETS & PROPS ABOVE FL115
SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE



These SIDs require a minimum climb gradient of 5.5% up to FL150.
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 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 OLW 2.3 DME, 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.

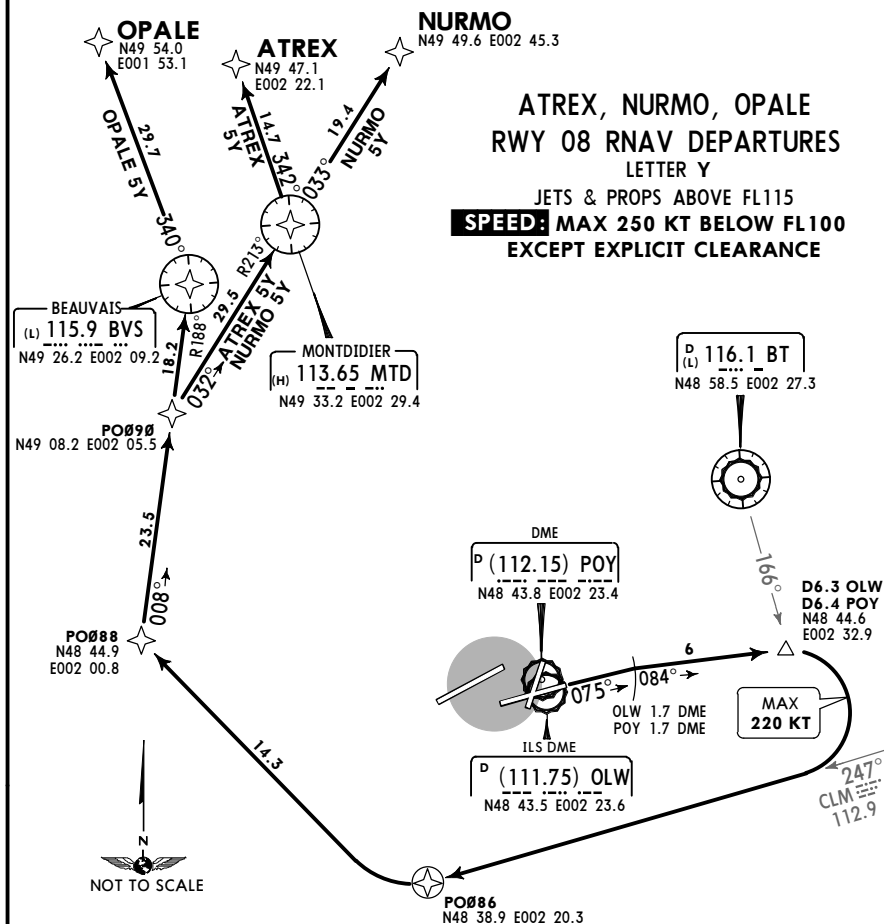
For flights to destinations specified via airway UT-225 ① /UN-874 ② /J20, T/UT-421 ③.

**LFPO/ORY
ONLY**

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 PQ086.

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

For flights to destinations specified via airway

UT-225 ❶ /UN-874 ❷ /J20, T/UT-421 ❸

LFPO/ORY
ONLY

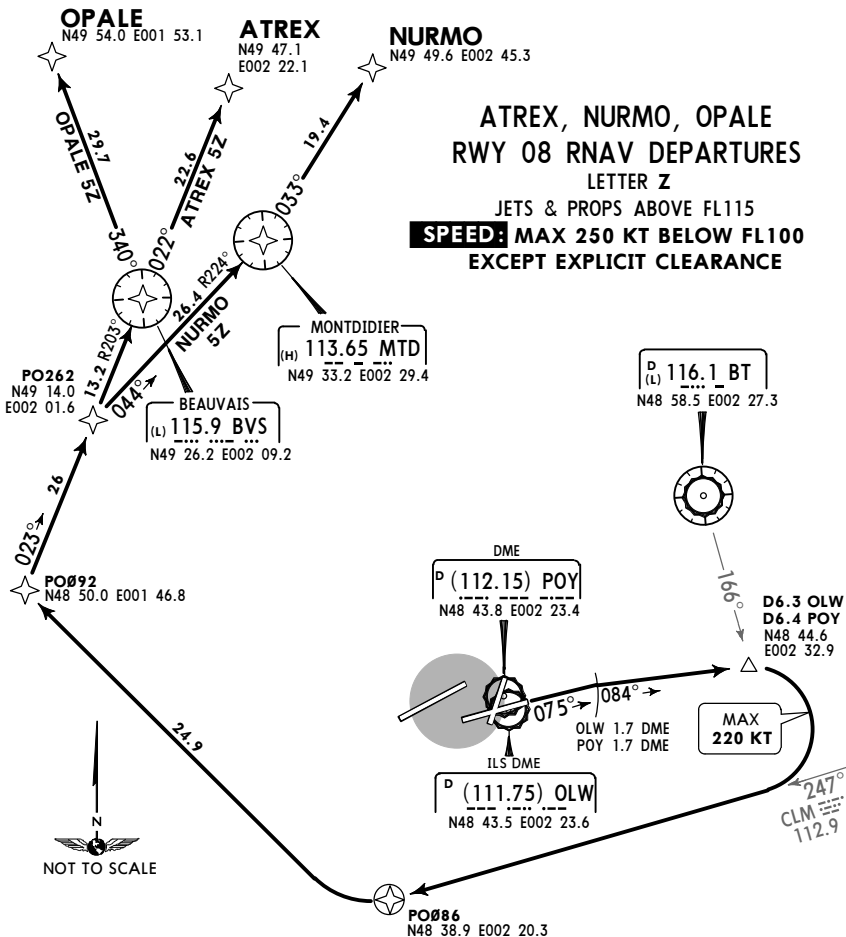
JEPPESEN
17 JUL 15 (10-3E6) Eff 23 Jul

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.



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.

LFPO/ORY
ONLY

JEPESEN
17 JUL 15 (10-3E7) Eff 23 Jul

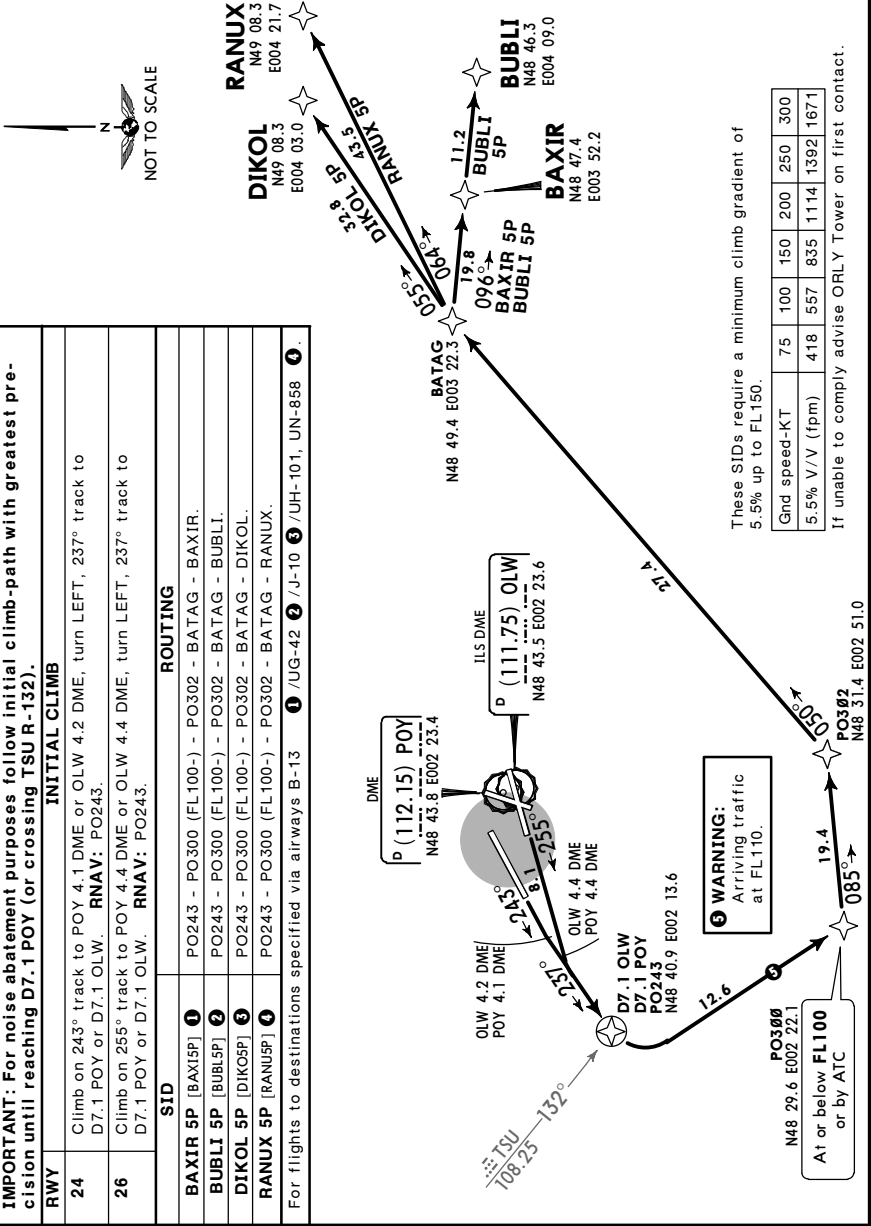
PARIS, FRANCE
RNAV SID

*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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BAXIR, BUBLI, DIKOL, RANUX
RWYS 24, 26 RNAV DEPARTURES
LETTER P

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

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



LFPO/ORY
ONLY

JEPESEN
17 JUL 15 (10-3E8) Eff 23 Jul

PARIS, FRANCE
RNAV SID

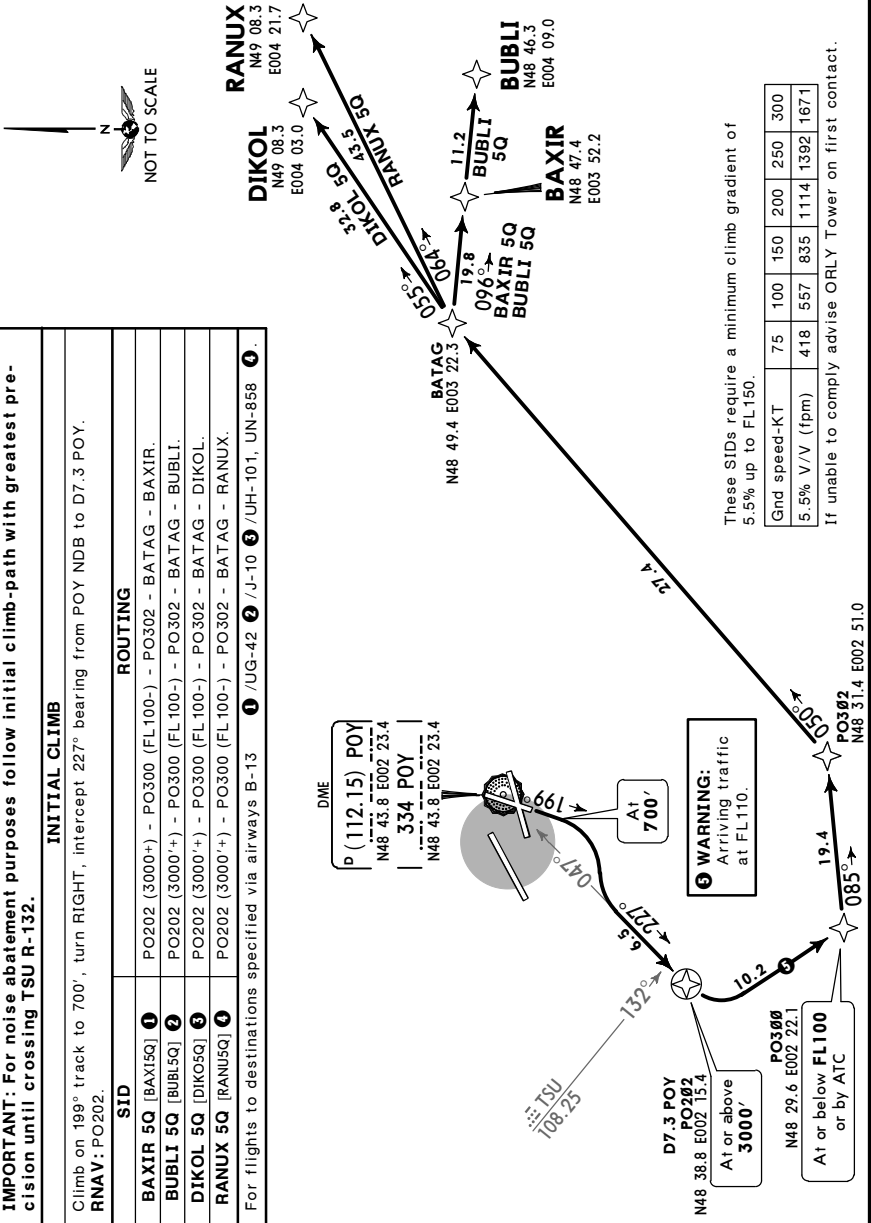
*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. SIDs are also minimum noise routings.
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BAXIR, BUBLI, DIKOL, RANUX
RWY 20 RNAV DEPARTURES

LETTER Q

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

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE

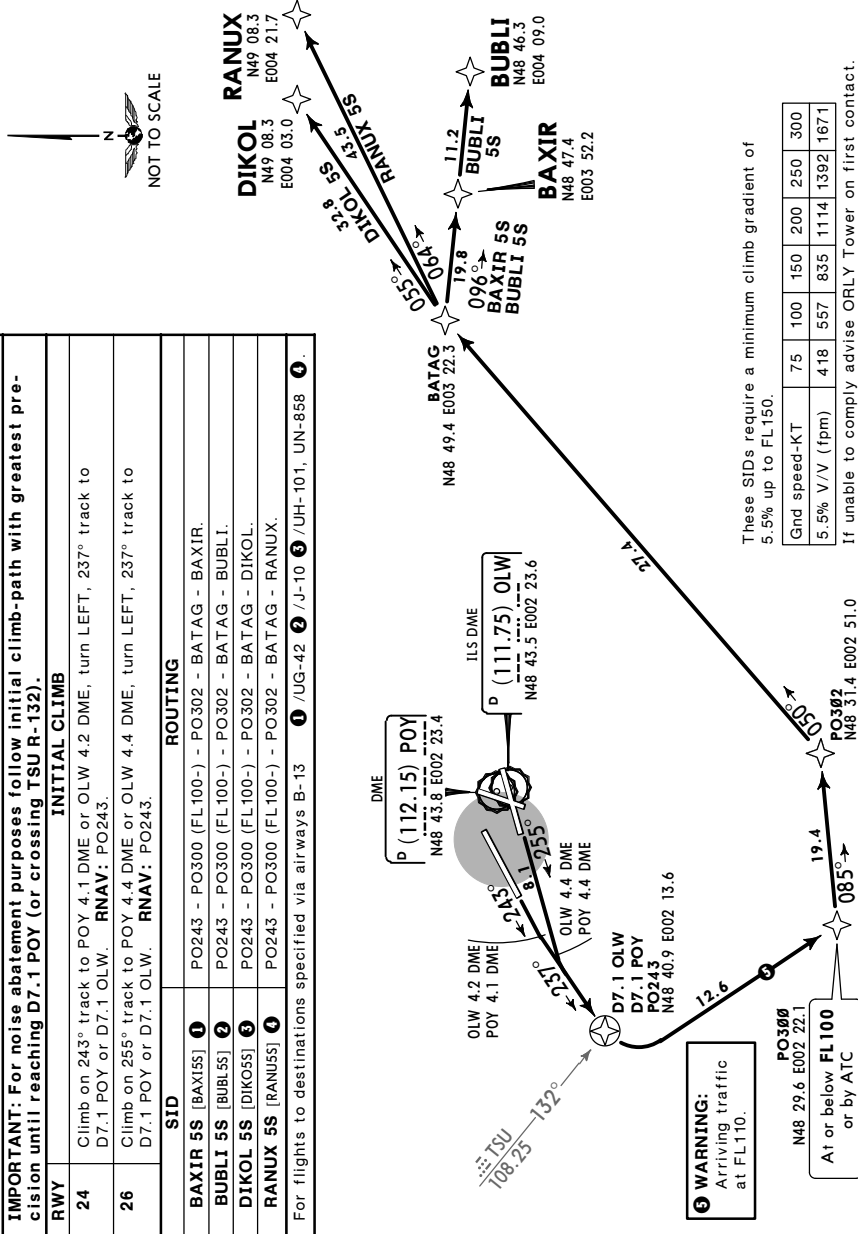


*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. If unable to fly the RNAV junction phase report 'Non RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency. 2. SIDs are also minimum noise routings.
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BAXIR, BUBLI, DIKOL, RANUX
RWYS 24, 26 RNAV DEPARTURES
LETTER S

JETS & PROPS ABOVE FL195 (BUBLI, RANUX)/BETWEEN FL115 & FL195 (BAXIR, DIKOL)
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 pre-climbion 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 D7.1 POY or D7.1 OLW. RNAV: PO243.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLW. RNAV: PO243.
ROUTING	
BAXIR 5S [BAXI5S] ①	PO243 - PO300 (FL100-) - PO302 - BATAQ - BAXIR.
BUBLI 5S [BUBL5S] ②	PO243 - PO300 (FL100-) - PO302 - BATAQ - BUBLI.
DIKOL 5S [DIKO5S] ③	PO243 - PO300 (FL100-) - PO302 - BATAQ - DIKOL.
RANUX 5S [RANU5S] ④	PO243 - PO300 (FL100-) - PO302 - BATAQ - RANUX.
For flights to destinations specified via airways B-13 ① /UG-42 ② /J-10 ③ /UH-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.

DME

POY (112.15)

N48 43.8 E002 23.4

POY 334

N48 43.5 E002 23.4

132°

10.2

085°

19.4

050°

37.4

BATAG

N48 49.4 E003 22.3

WARNING: Arriving traffic at FL110.

D7.3 POY PO302 At or above 3000'

N48 38.8 E002 15.4

PO302 N48 29.6 E002 22.1

At or below FL 100 or by ATC

Gnd speed-KT	75
5.5% V/V (fpm)	418
If unable to comply advise	

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3F) 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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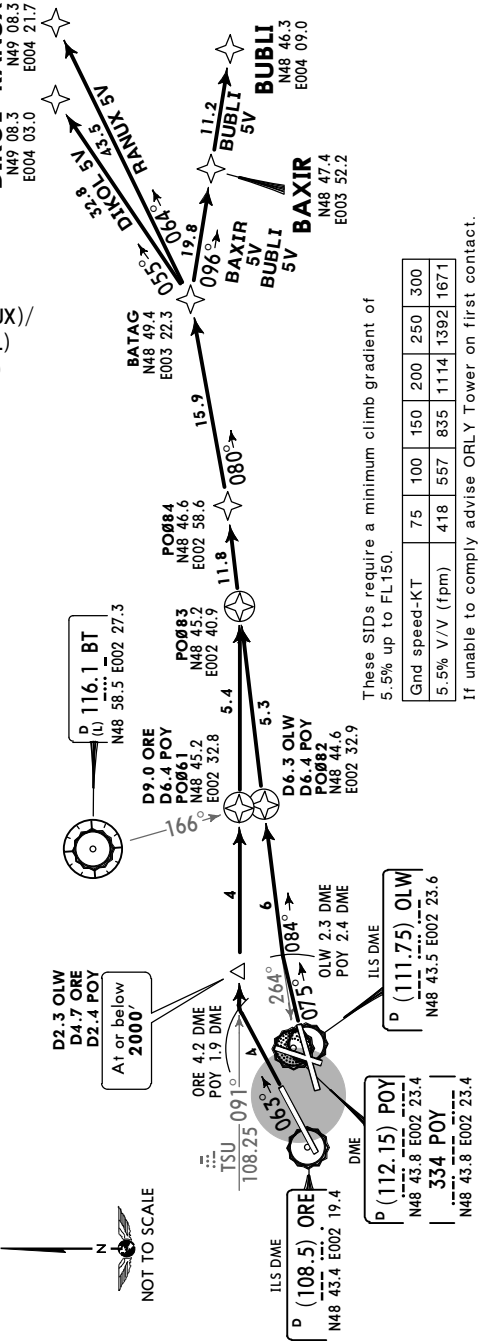
BAXIR, BUBLI
DIKOL, RANUX
RWYS 06, 08
RNAV DEPARTURES
LETTER V

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

Initial climb clearance JET: **FL90/PROP: 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	
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 - PO083.
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 - PO083.
ROUTING	
BAXIR 5V [BAXISV] ①	PO083 - PO084 - BATAG - BAXIR.
BUBLI 5V [BUBLSV] ②	PO083 - PO084 - BATAG - BUBLI.
DIKOL 5V [DIKOSV] ③	PO083 - PO084 - BATAG - DIKOL.
RANUX 5V [RANUSV] ④	PO083 - PO084 - BATAG - RANUX.

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



LFPO/ORY
ONLY

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

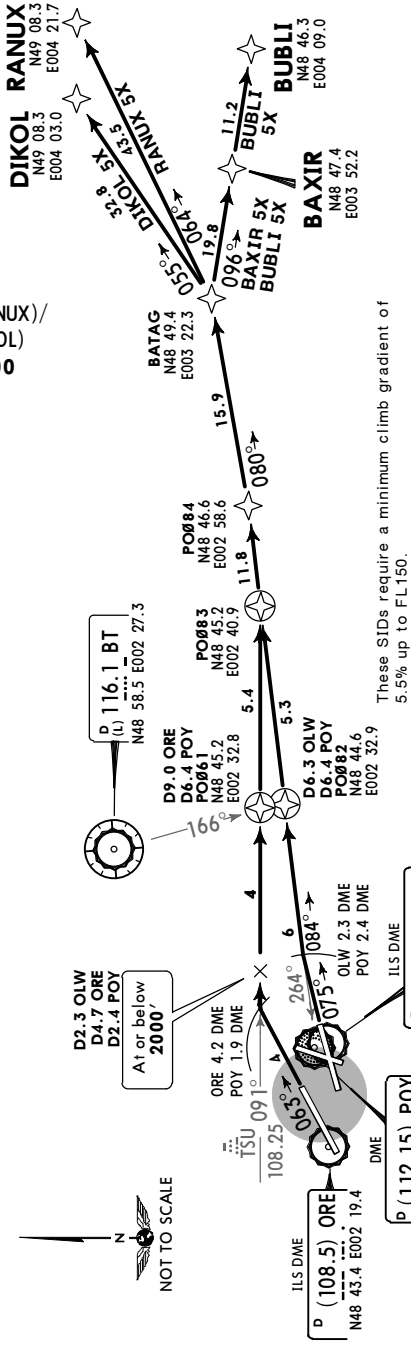
PARIS, FRANCE
RNAV SID

*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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BAXIR, BUBLI
DIKOL, RANUX
RWYS 06, 08
RNAV DEPARTURES
LETTER X

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

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	
RWY	
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 - PO083.
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 - PO083.
ROUTING	
BAXIR 5X [BAXI5X] ①	PO083 - PO084 - BATAG - BAXIR.
BUBLI 5X [BUBL5X] ②	PO083 - PO084 - BATAG - BUBLI.
DIKOL 5X [DIKO5X] ③	PO083 - PO084 - BATAG - DIKOL.
RANUX 5X [RANUX5X] ④	PO083 - PO084 - BATAG - RANUX.
For flights to destinations specified via airways B-13 ① /UG-42 ② /J-10 ③ /UN-101, UN-858 ④.	



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

If unable to comply advise ORLY Tower on first contact.

LFPO/ORY
ONLY

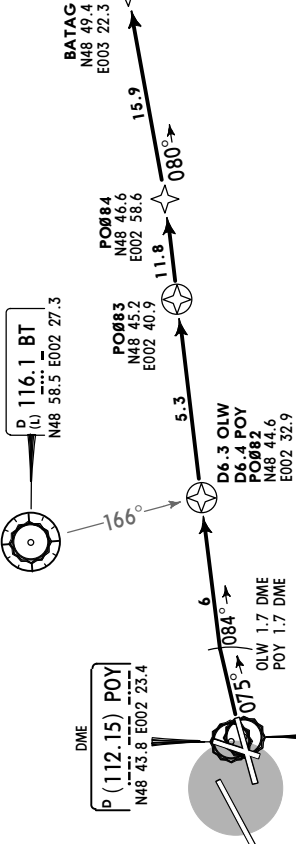
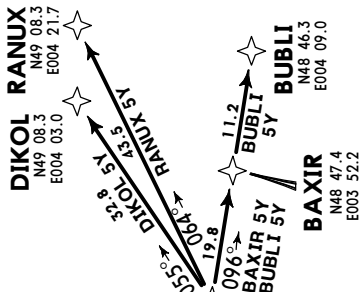
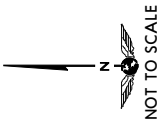
JEPPESEN
17 JUL 15 (10-3G) Eff 23 Jul

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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BAXIR, BUBLI, DIKOL, RANUX
RWY 08 RNAV DEPARTURES
LETTER Y

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.

Grnd 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: FL90 /PROP: 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 OLV 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLV or D6.4 POY. RNAV: PO082.	
SID	ROUTING
BAXIR 5Y [BAXISY] ①	PO082 - PO083 - PO084 - BATAG - BAXIR.
BUBLI 5Y [BUBLSY] ②	PO082 - PO083 - PO084 - BATAG - BUBLI.
DIKOL 5Y [DIKOSY] ③	PO082 - PO083 - PO084 - BATAG - DIKOL.
RANUX 5Y [RANUSY] ④	PO082 - PO083 - PO084 - BATAG - RANUX.
For flights to destinations specified via airways B-13 ① /UG-42 ② /J-10 ③ /UN-101, UN-858 ④.	

LFPO/ORY
ORLY

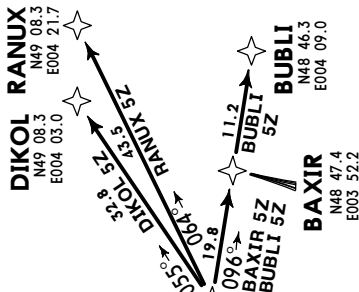
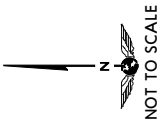
JEPPesen
17 JUL 15 (10-3G2) Eff 23 Jul

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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BAXIR, BUBLI, DIKOL, RANUX
RWY 08 RNAV DEPARTURES
LETTER Z

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



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).**

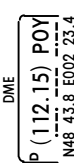
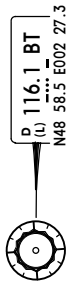
INITIAL CLIMB

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. RNAV: PO082.

SID

BAXIR 5Z [BAXISZ] ①	PO082 - PO083 - PO084 - BATAG - BAXIR.
BUBLI 5Z [BUBLSZ] ②	PO082 - PO083 - PO084 - BATAG - BUBLI.
DIKOL 5Z [DIKOSZ] ③	PO082 - PO083 - PO084 - BATAG - DIKOL.
RANUX 5Z [RANUSZ] ④	PO082 - PO083 - PO084 - BATAG - RANUX.

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

*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.

OKASI, PILUL
RWYS 24, 26 RNAV DEPARTURES
LETTER P
JETS & PROPS ABOVE FL195

TOUSSUS
(H) 108.25 TSU
N48 45.2 E002 06.1



OLW 4.2 DME/
POY 4.1 DME

DME
P (112.15) POY
N48 43.8 E002 23.4

ILS DME
P (111.75) OLW
N48 43.5 E002 23.6

OLW 4.4 DME
POY 4.4 DME

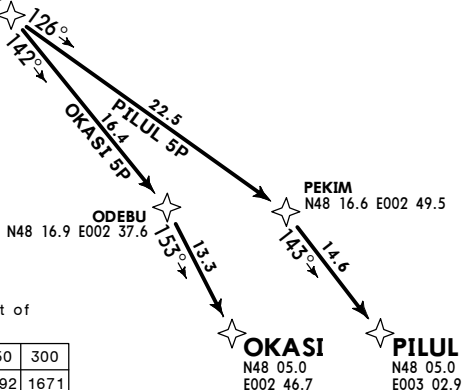
D7.1 OLW
D7.1 POY
PO243
N48 40.9 E002 13.6

WARNING:
Arriving traffic
at FL110.

PO300
N48 29.6 E002 22.1

At or below **FL100**
or by ATC

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 **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 D7.1 POY or D7.1 OLW. RNAV: PO243.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLW. RNAV: PO243.

SID	ROUTING
OKASI 5P [OKAS5P] ①	PO243 - PO300 (FL100-) - ODEBU - OKASI.
PILUL 5P [PILU5P] ②	PO243 - PO300 (FL100-) - PEKIM - PILUL.

For flights to destinations specified via airway UL-612 ①/UM-975 ②.

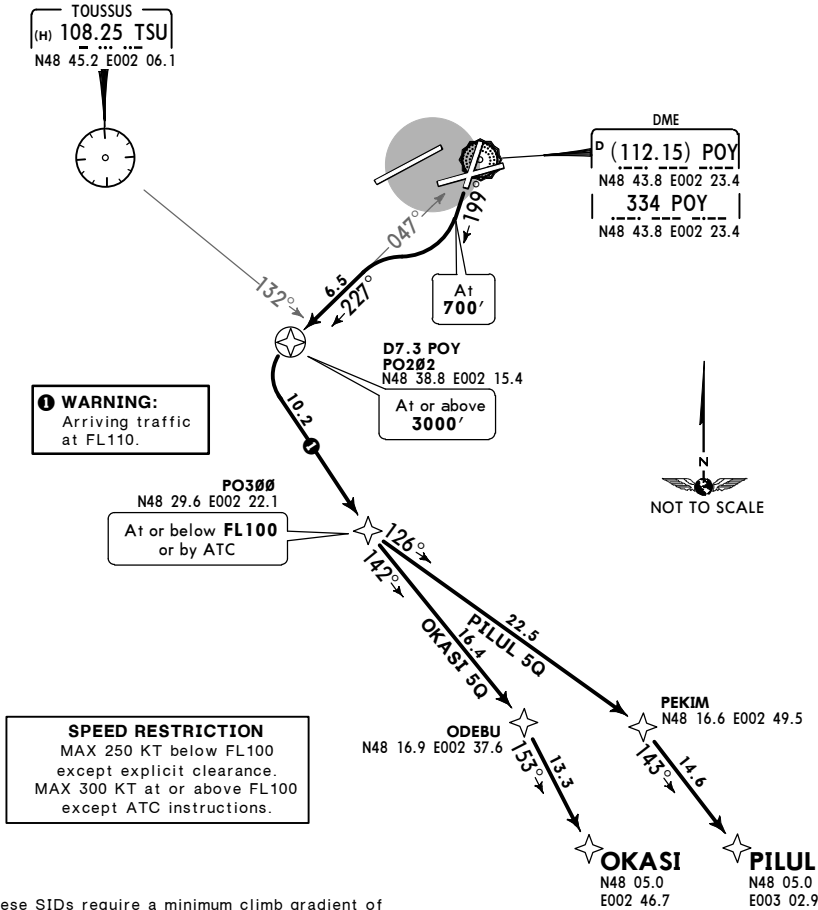
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3G4) 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 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

*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.

OKASI, PILUL
RWYS 24, 26 RNAV DEPARTURES
LETTER S
JETS & PROPS ABOVE FL195

TOUSSUS
(H) 108.25 TSU
N48 45.2 E002 06.1



OLW 4.2 DME/
POY 4.1 DME

DME
D (112.15) POY
N48 43.8 E002 23.4

ILS DME
D (111.75) OLW
N48 43.5 E002 23.6

OLW 4.4 DME
POY 4.4 DME

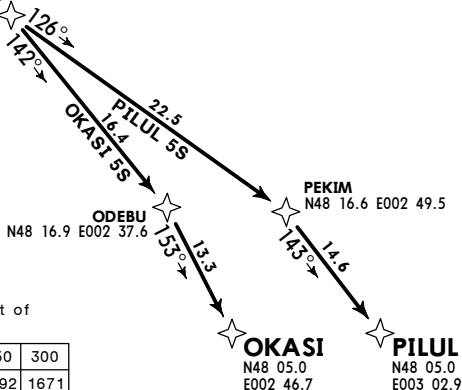
D7.1 OLW
D7.1 POY
PO243
N48 40.9 E002 13.6

WARNING:
Arriving traffic
at FL110.

PO300
N48 29.6 E002 22.1

At or below **FL100**
or by ATC

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 **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 D7.1 POY or D7.1 OLW. RNAV: PO243.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLW. RNAV: PO243.

SID	ROUTING
OKASI 5S [OKAS5S] ①	PO243 - PO300 (FL100-) - ODEBU - OKASI.
PILUL 5S [PILU5S] ②	PO243 - PO300 (FL100-) - PEKIM - PILUL.

For flights to destinations specified via airway UL-612 ①/UM-975 ②.

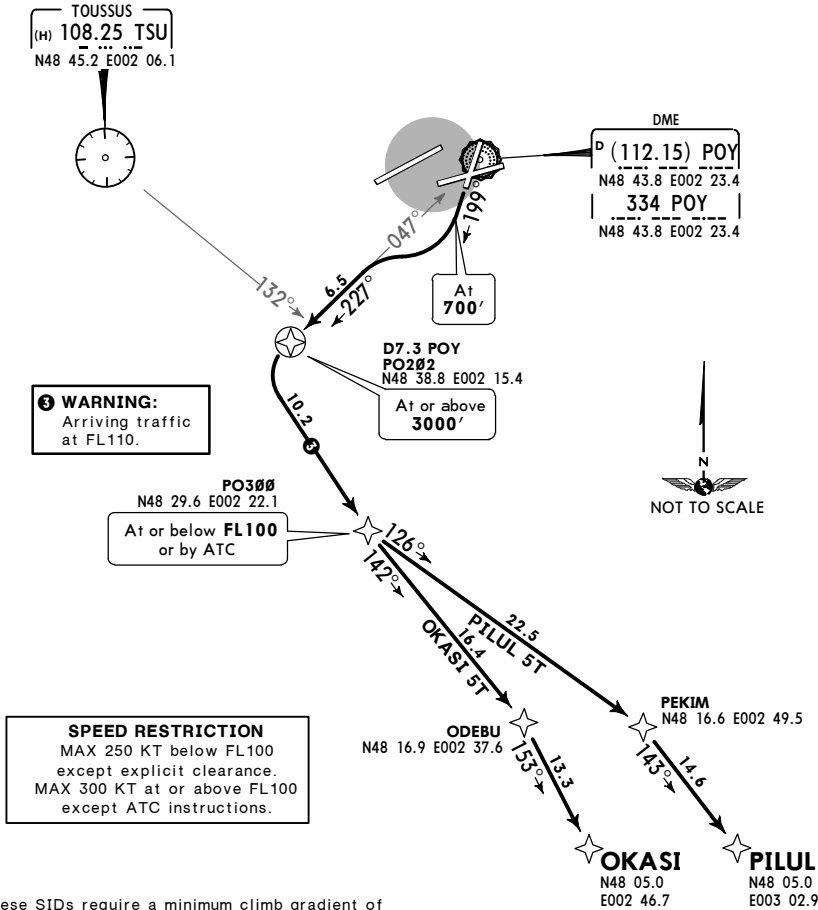
LFPO/ORY
ONLY

JEPPESSEN
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

JEPPESSEN
17 JUL 15 (10-3G8) Eff 23 Jul

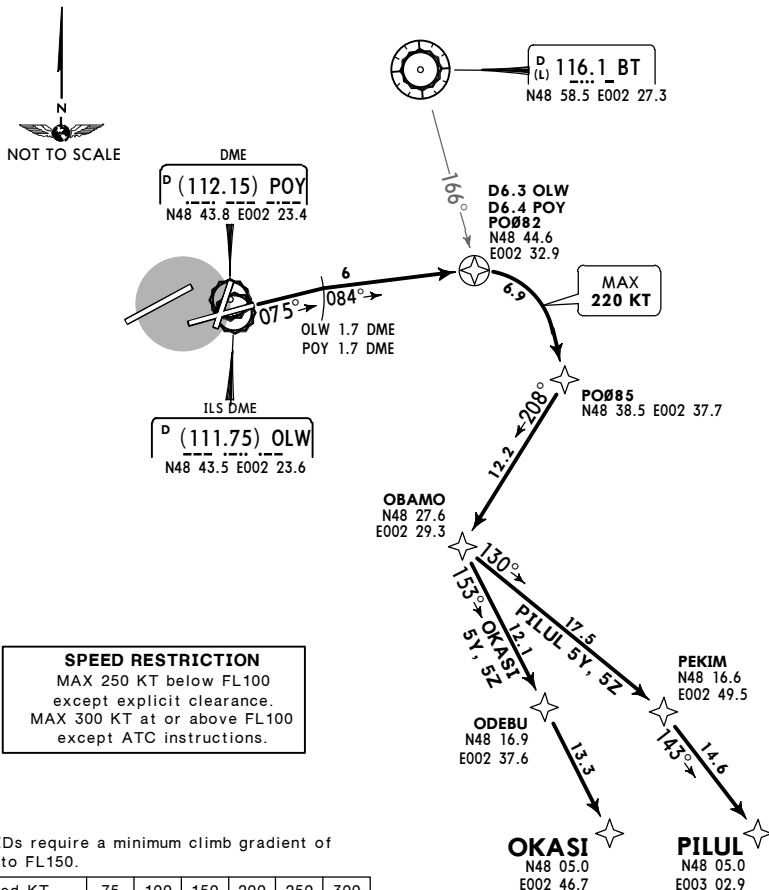
PARIS, FRANCE
RNAV SID

*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.

OKASI, PILUL
RWY 08 RNAV DEPARTURES
LETTER Y & Z
JETS & PROPS ABOVE FL195



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
OKASI 5Y [OKAS5Y], OKASI 5Z [OKAS5Z] ①	PO082 - PO085 - OBAMO - ODEBU - OKASI.
PILUL 5Y [PILU5Y], PILUL 5Z [PILU5Z] ②	PO082 - PO085 - OBAMO - PEKIM - PILUL.

For flights to destinations specified via airway UL-612

①/UM-975 ②.

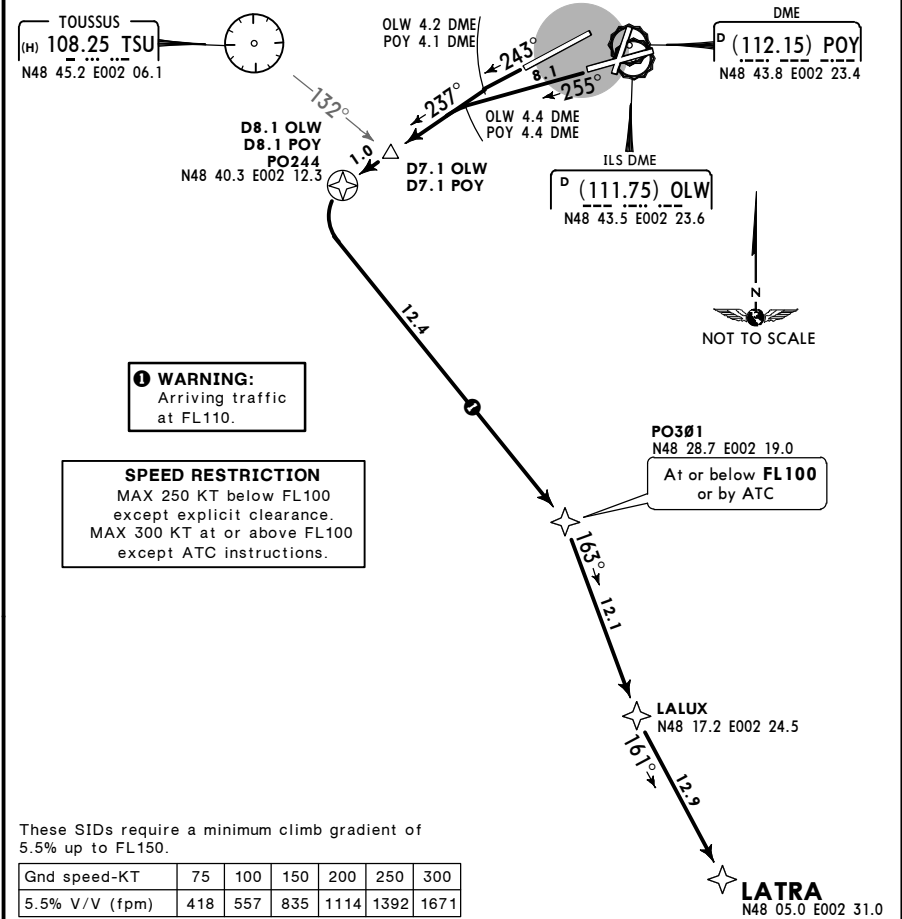
LFPO/ORY
ORYL

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



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

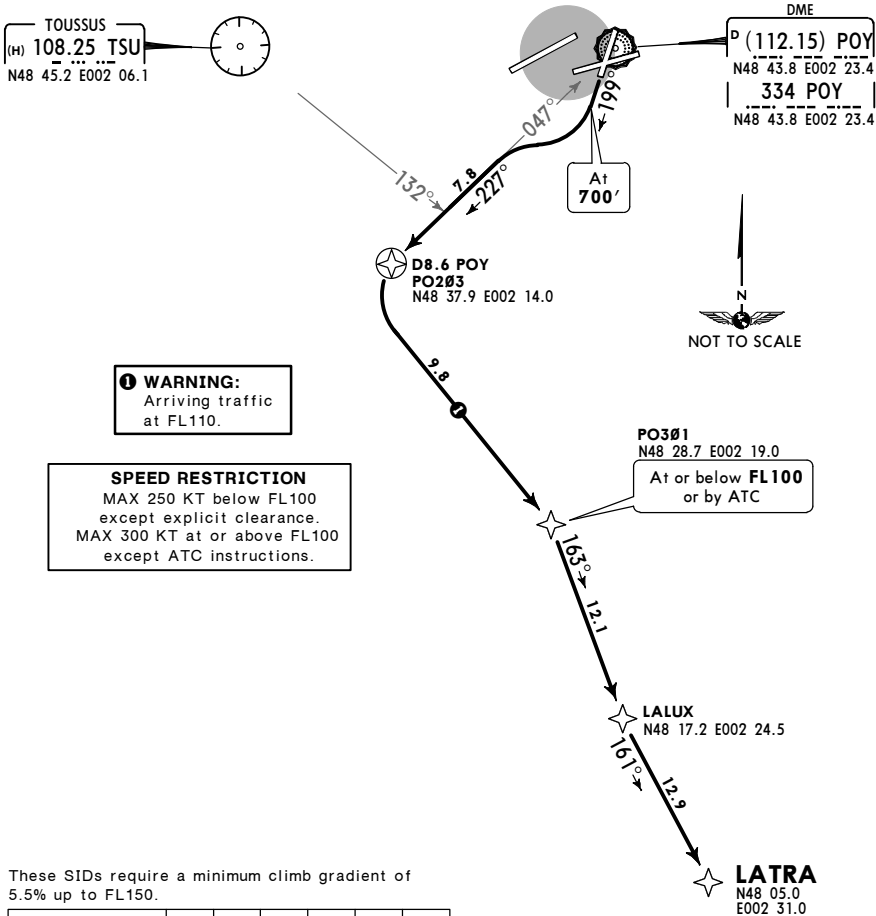
JEPPESSEN
17 JUL 15 (10-3G10) Eff 23 Jul

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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LATRA
RWY 20 RNAV DEPARTURES
LETTER Q

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 **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 [LATRSQ]	PO203 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
ONLY

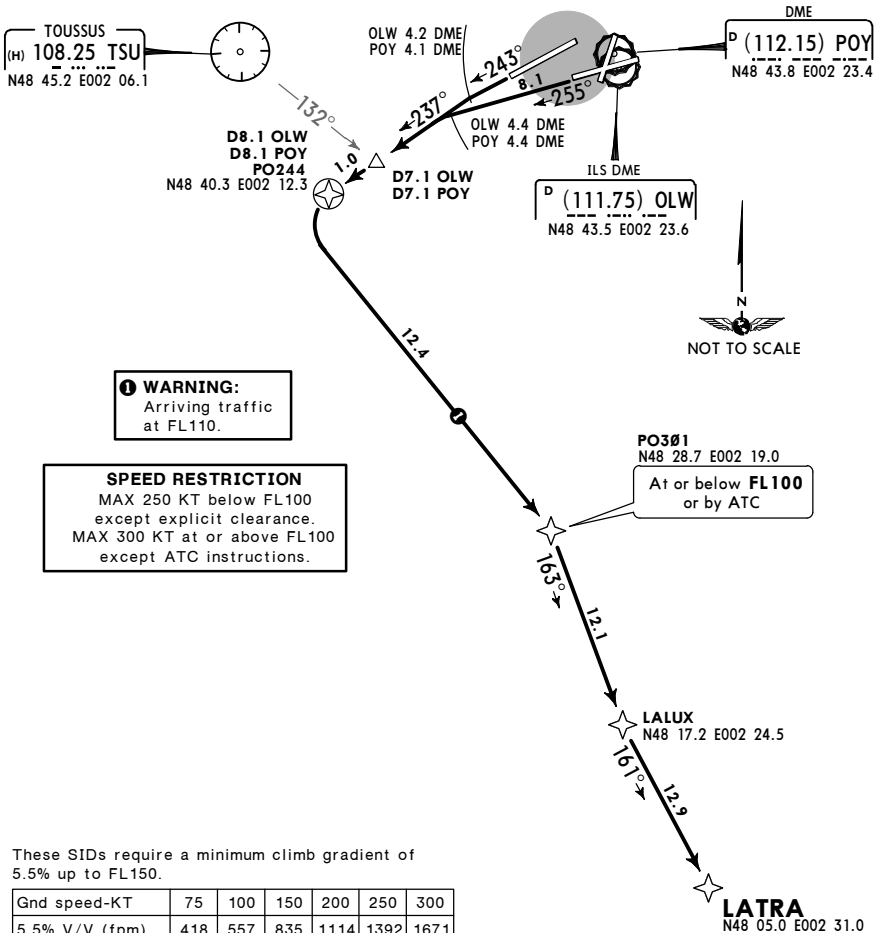
JEPPESEN
17 JUL 15 (10-3H) Eff 23 Jul

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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LATRA
RWYS 24, 26 RNAV DEPARTURES
LETTER S

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 pre-
cision 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

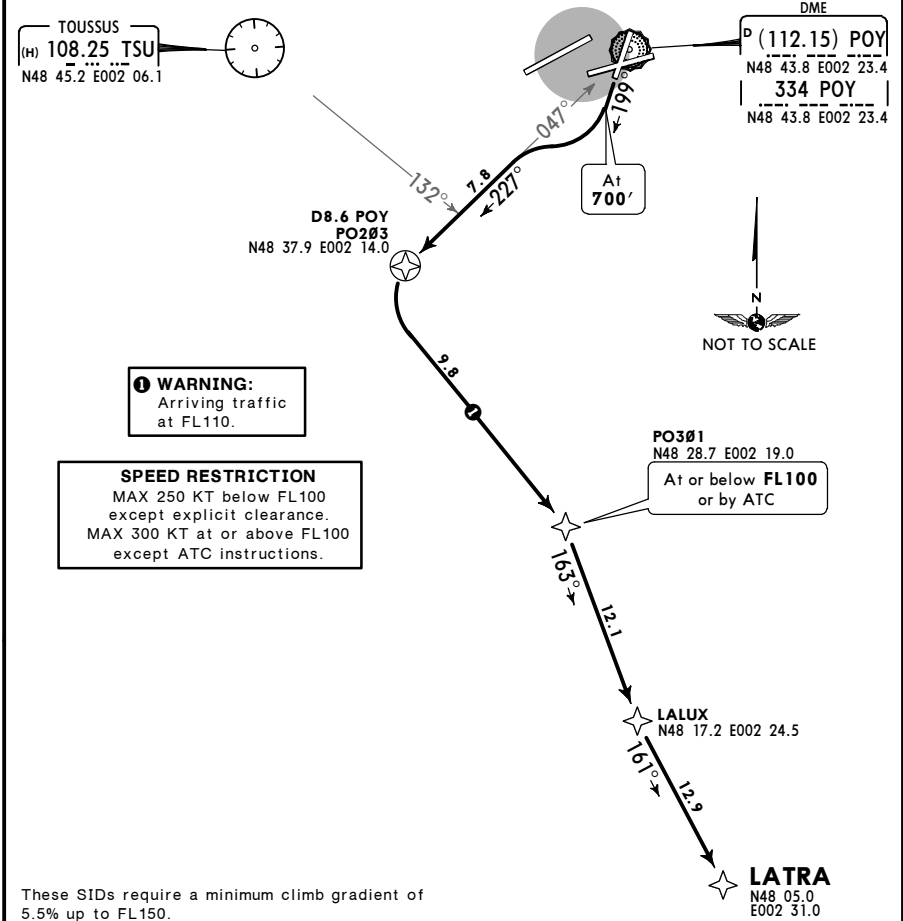
JEPPesen
17 JUL 15 (10-3J) Eff 23 Jul

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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LATRA
RWY 20 RNAV DEPARTURE
LETTER T

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 **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 [LATRST]	PO203 - PO301 (FL100-) - LALUX - LATRA.

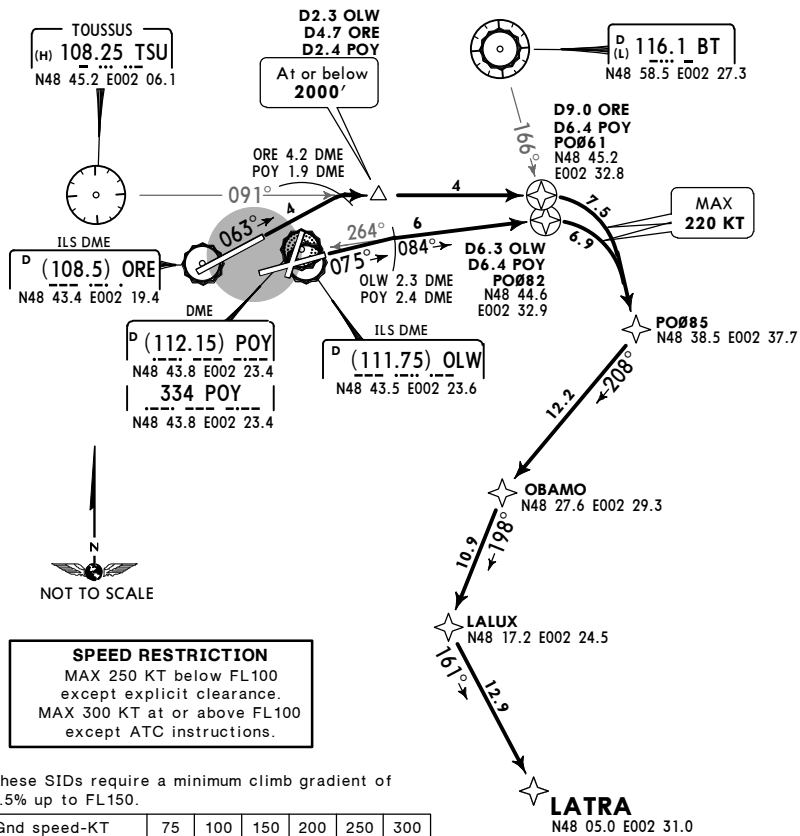
LFPO/ORY
ONLY

JEPPESN
17 JUL 15 (10-3J1) 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. 3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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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 OLB 2.3 DME, turn RIGHT, intercept 084° bearing from POY NDB to D6.4 POY or D6.3 OLB. RNAV: PO082 - PO085.
SID	
LATRA 5V [LATR5V] , LATRA 5X [LATR5X]	
ROUTING	
PO085 - OBAMO - LALUX - LATRA.	

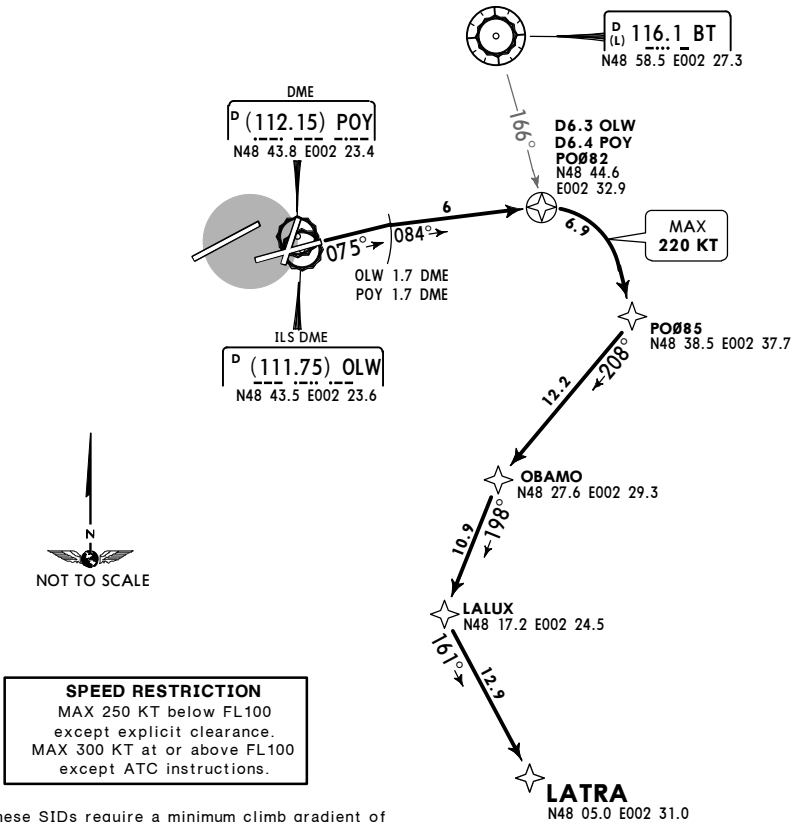
LFPO/ORY
ONLY

JEPPESSEN
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



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

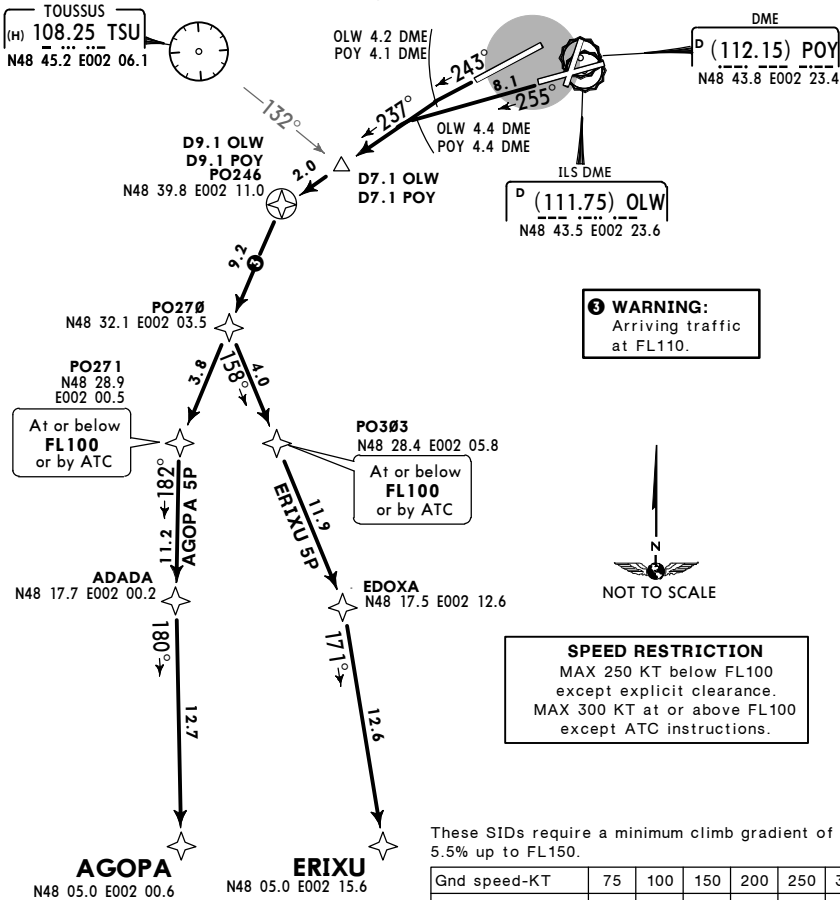
JEPPESEN
17 JUL 15 (10-3J3) Eff 23 Jul

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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AGOPA, ERIXU
RWYS 24, 26 RNAV DEPARTURES
LETTER P

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 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
ONLY

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

PARIS, FRANCE
RNAV SID

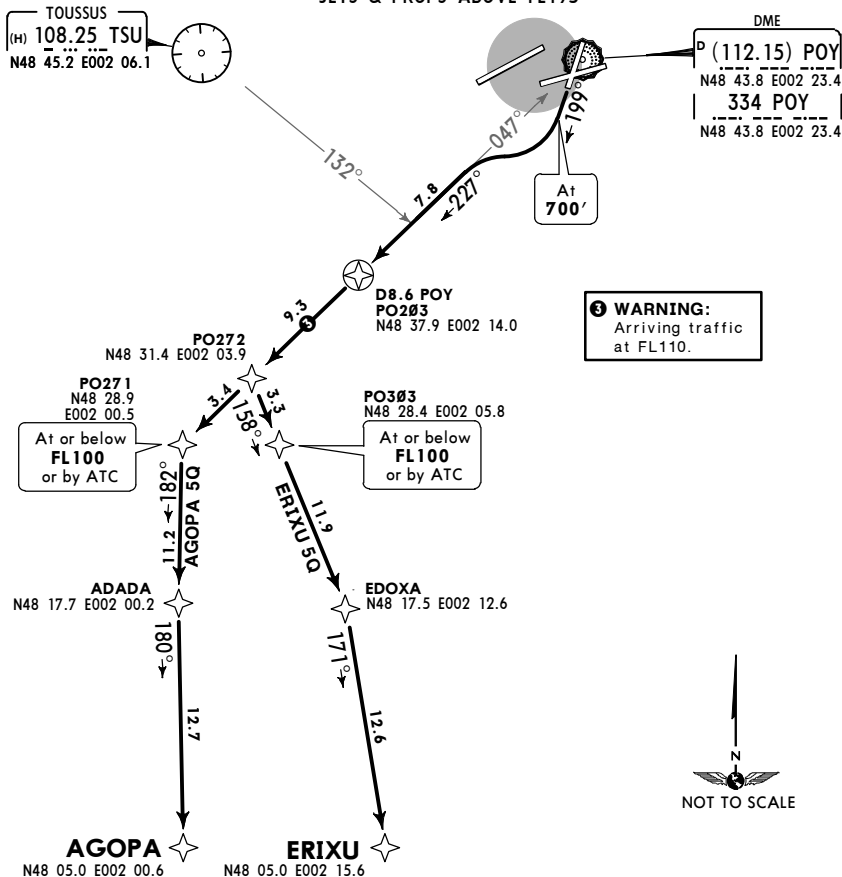
*ONLY Departure
127.750

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.

AGOPA, ERIXU
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 D8.6 POY.
RNAV: PO203.

SID	ROUTING
AGOPA 5Q [AGOP5Q] ①	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 5Q [ERIX5Q] ②	PO203 - PO272 - PO303 (FL100-) - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ①/UN-860 ②.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3J5) Eff 23 Jul

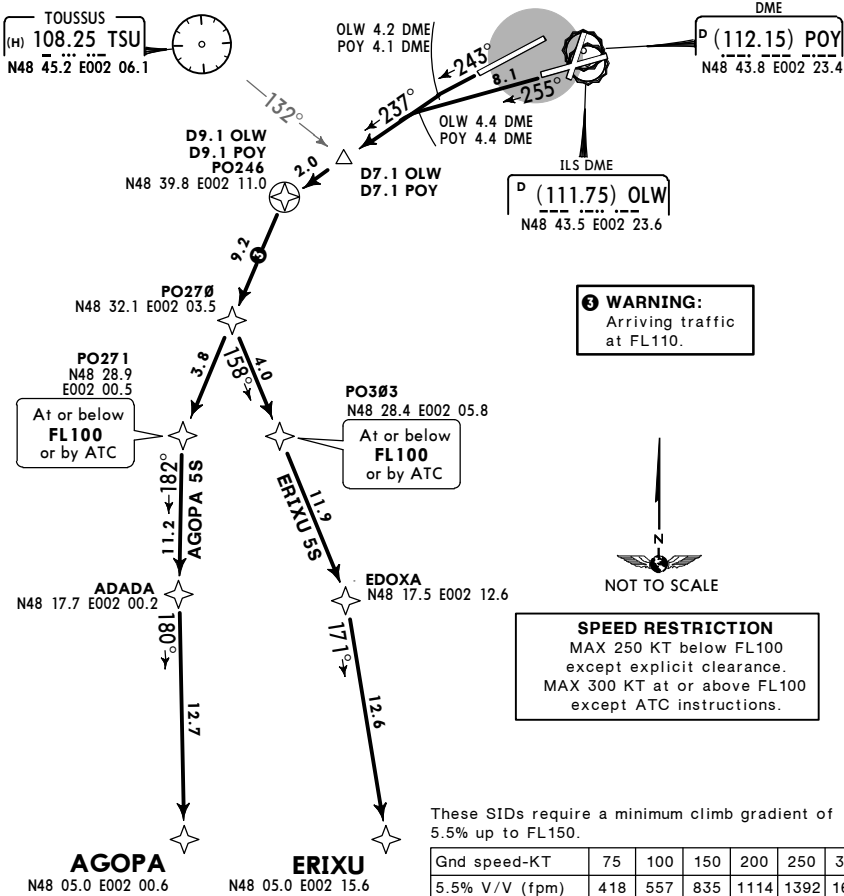
PARIS, FRANCE
RNAV SID

*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.

AGOPA, ERIXU
RWYS 24, 26 RNAV DEPARTURES
LETTER S
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 reaching **D7.1 POY** (or crossing **TSU R-132**).

RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLV 4.2 DME, turn LEFT, 237° track to D9.1 POY or D9.1 OLV. RNAV: PO246.
26	Climb on 255° track to POY 4.4 DME or OLV 4.4 DME, turn LEFT, 237° track to D9.1 POY or D9.1 OLV. 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
ONLY

JEPPESSEN
17 JUL 15 10-3J6 Eff 23 Jul

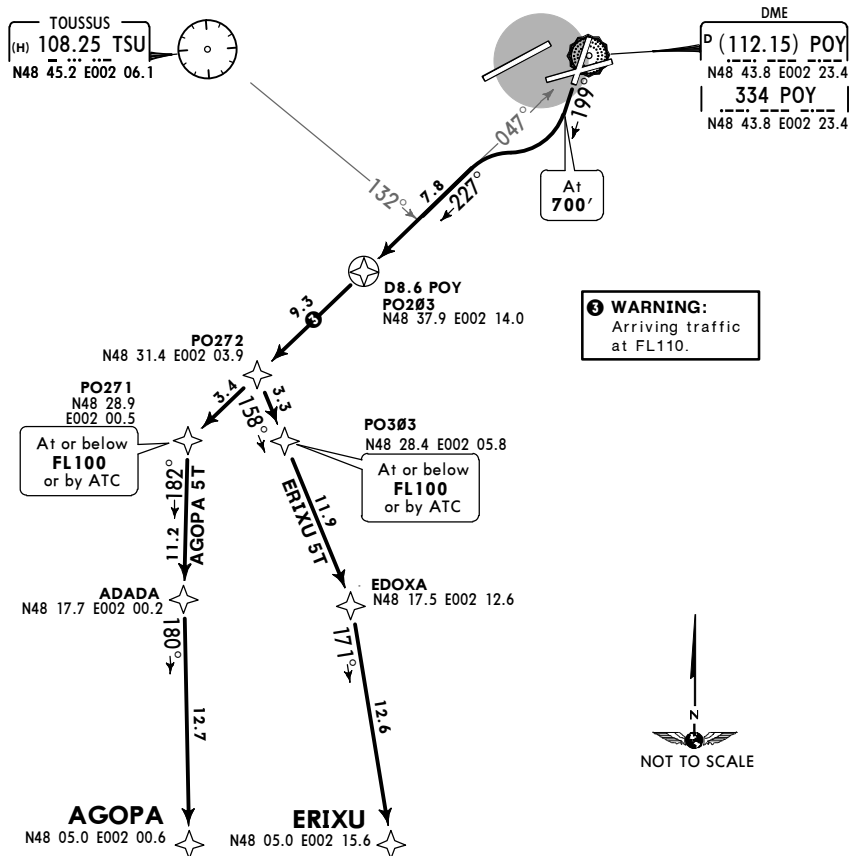
PARIS, FRANCE
RNAV SID

*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.

AGOPA, ERIXU
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 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
AGOPA 5T [AGOP5T] ①	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 5T [ERIX5T] ②	PO203 - PO272 - PO303 (FL100-) - EDOXA - ERIXU.

For flights to destinations specified via airway UL-167 ①/UN-860 ②.

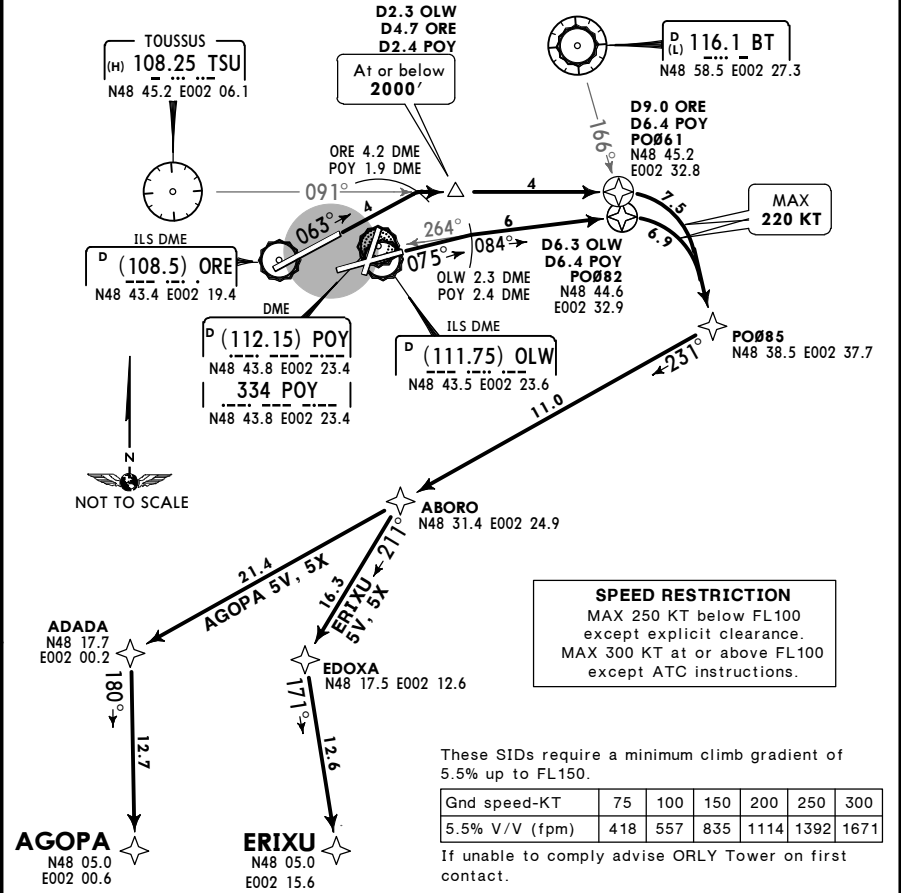
LFPO/ORY
ORLY

JEPPESEN
17 JUL 15 (10-3J7) 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. 3. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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AGOPA, ERIXU
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	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.	

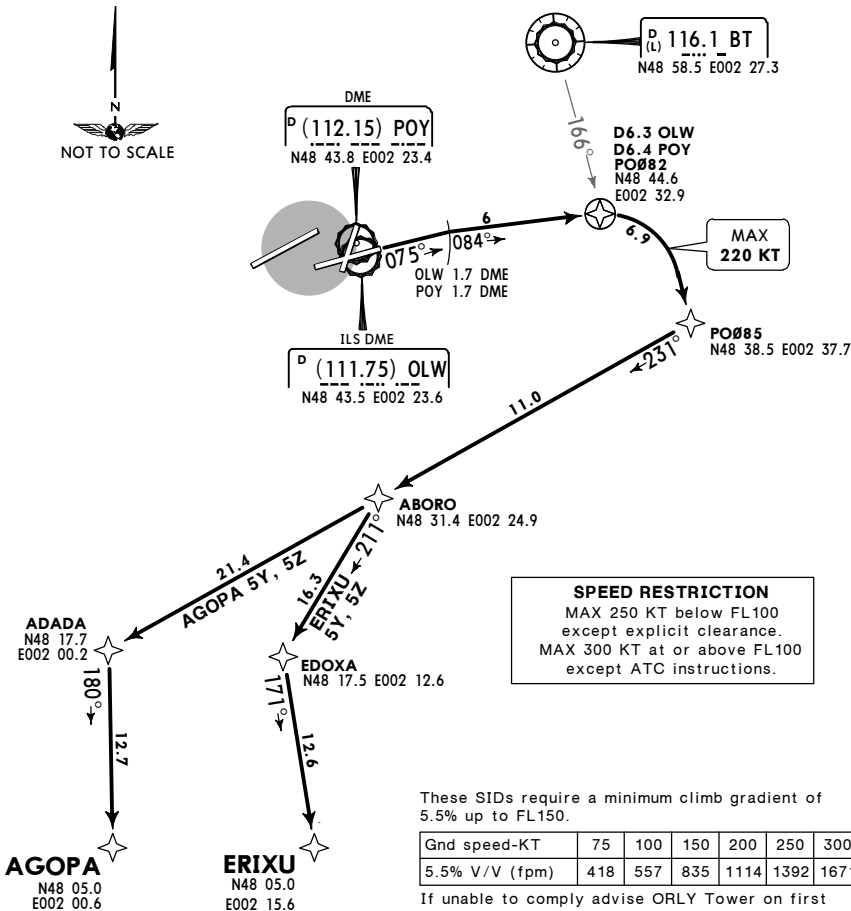
LFPO/ORY
ONLY

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
ORYL

JEPPESEN
17 JUL 15 (10-3J9) Eff 23 Jul

PARIS, FRANCE
SID

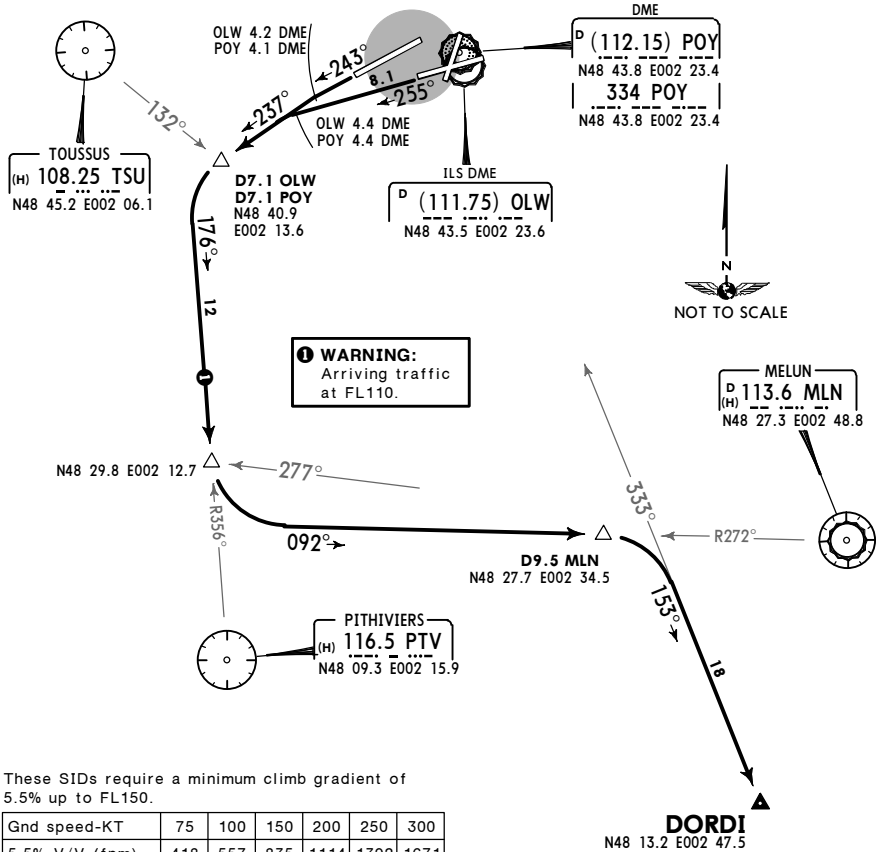
*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC SIDs are also minimum noise routings.	Trans alt: 5000'
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DORDI
RWYS 24, 26 DEPARTURES
LETTER P & S

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 reaching D7.1 POY (or crossing TSU R-132).

RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLV 4.2 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLV.
26	Climb on 255° track to POY 4.4 DME or OLV 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLV.
SID	ROUTING
DORDI 5P [DORD5P] DORDI 5S [DORD5S]	At D7.1 POY or D7.1 OLV turn LEFT, intercept MLN 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.

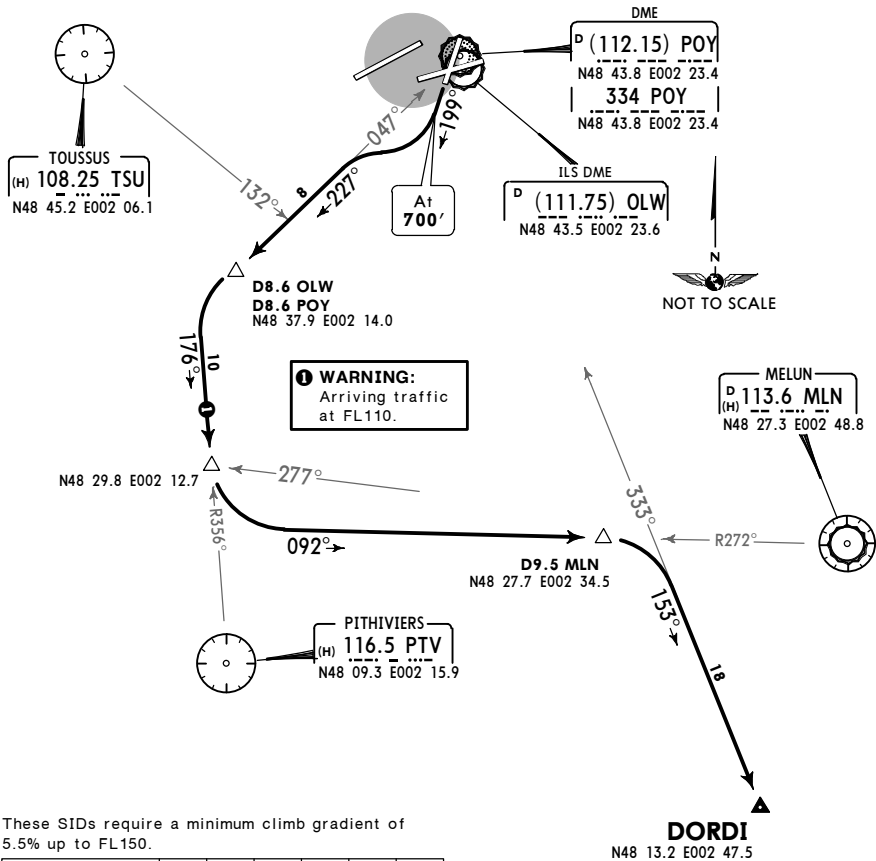
LFPO/ORY
ORY

JEPPesen
17 JUL 15 (10-3J10) Eff 23 Jul

PARIS, FRANCE
SID

*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC SIDs are also minimum noise routings.	Trans alt: 5000'
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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 OLV.

SID	ROUTING
DORDI 5Q [DORD5Q] DORDI 5T [DORD5T]	At D8.6 POY or D8.6 OLV 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

JEPPESSEN
17 JUL 15 10-3K Eff 23 Jul

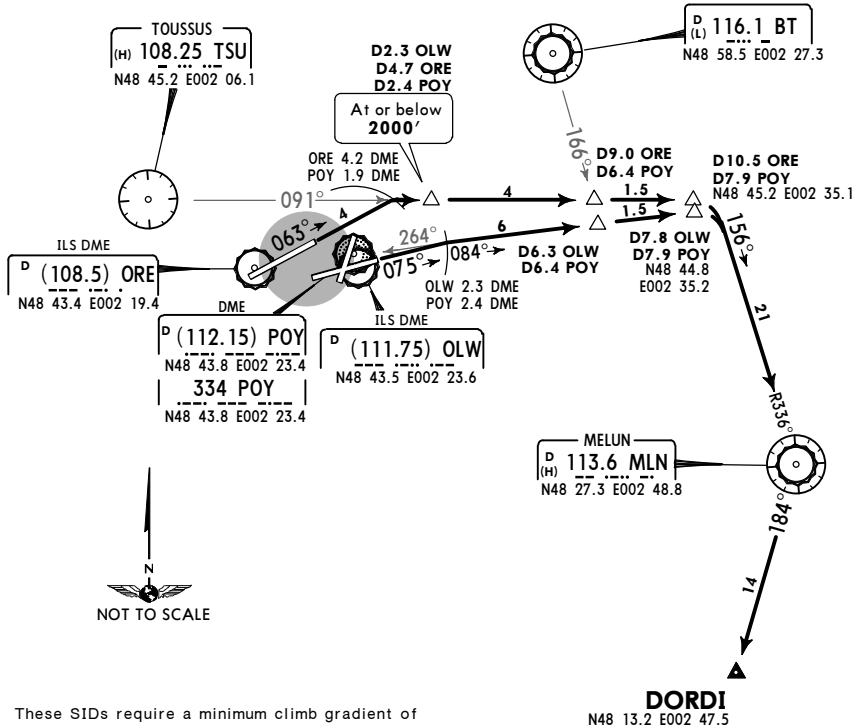
PARIS, FRANCE
SID

*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.
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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

JEPPESSEN
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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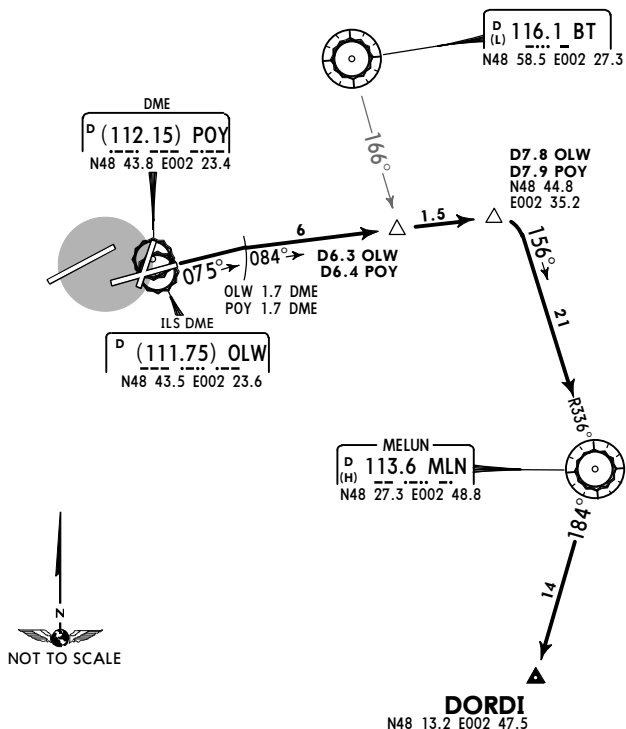
DORDI
RWY 08 DEPARTURES

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 OLV or D6.4 POY to D7.8 OLV or D7.9 POY.

SID	ROUTING
DORDI 5Y [DORD5Y]	At D7.8 OLV or D7.9 POY turn RIGHT, intercept MLN R-336 inbound to MLN, turn RIGHT, MLN R-184 to DORDI.
DORDI 5Z [DORD5Z]	

LFPO/ORY
ONLY

JEPPesen
17 JUL 15 (10-3L1) 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.

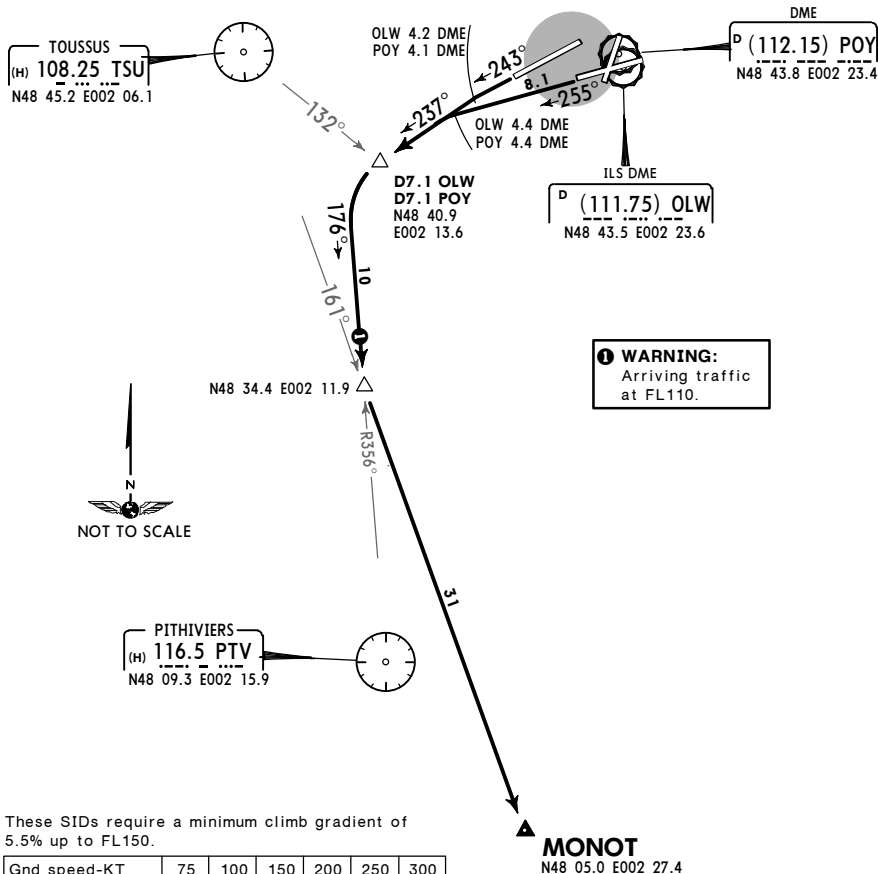
MONOT
RWYS 24, 26 DEPARTURES

LETTER P & S

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R-161

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 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 D7.1 POY or D7.1 OLW.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLW.

SID	ROUTING
MONOT 5P [MONO5P] MONOT 5S [MONO5S]	At D7.1 POY or D7.1 OLW turn LEFT, intercept PTV R-356 inbound, intercept TSU R-161 to MONOT.

LFPO/ORY
ONLY

JEPPesen
17 JUL 15 (10-3L2) 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.		

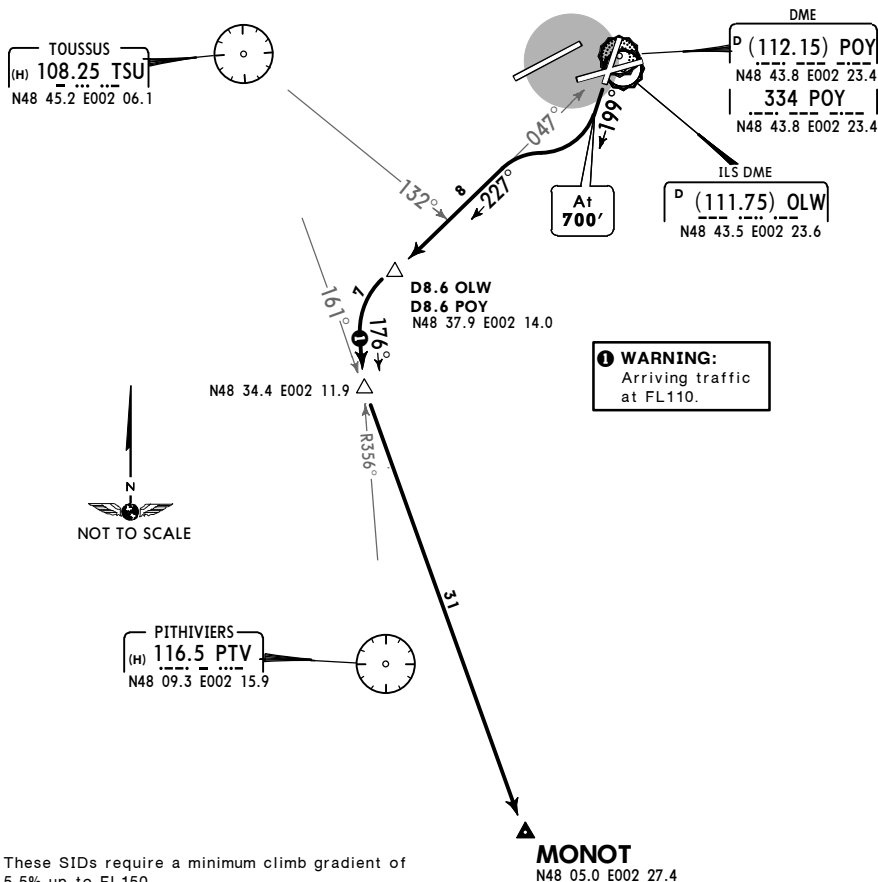
MONOT RWY 20 DEPARTURES

LETTER Q & T

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R-161

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

Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D8.6 POY or D8.6 OLV.

SID

ROUTING

MONOT 5Q [MONO5Q]
MONOT 5T [MONO5T]

At D8.6 POY or D8.6 OLV turn LEFT, intercept PTV R-356 inbound, intercept TSU R-161 to MONOT.

LFPO/ORY
ONLY

JEPPESSEN
17 JUL 15 (10-3L4) Eff 23 Jul

PARIS, FRANCE
SID

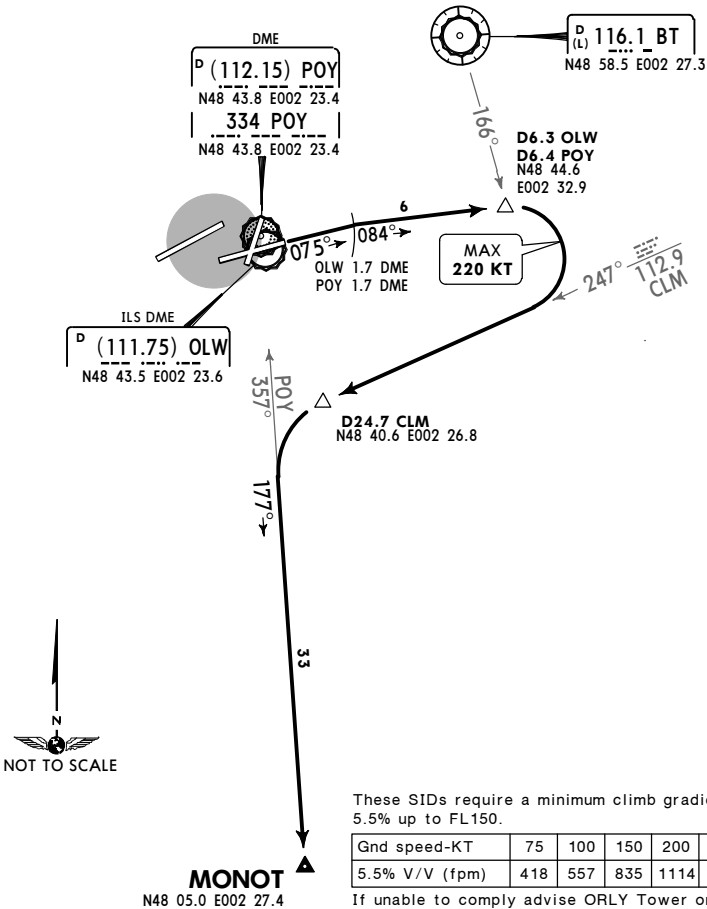
*ORLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.		

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



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 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

MONOT 5Y [MONOSY]
MONOT 5Z [MONOSZ]

ROUTING

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.

LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3L5) 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.		

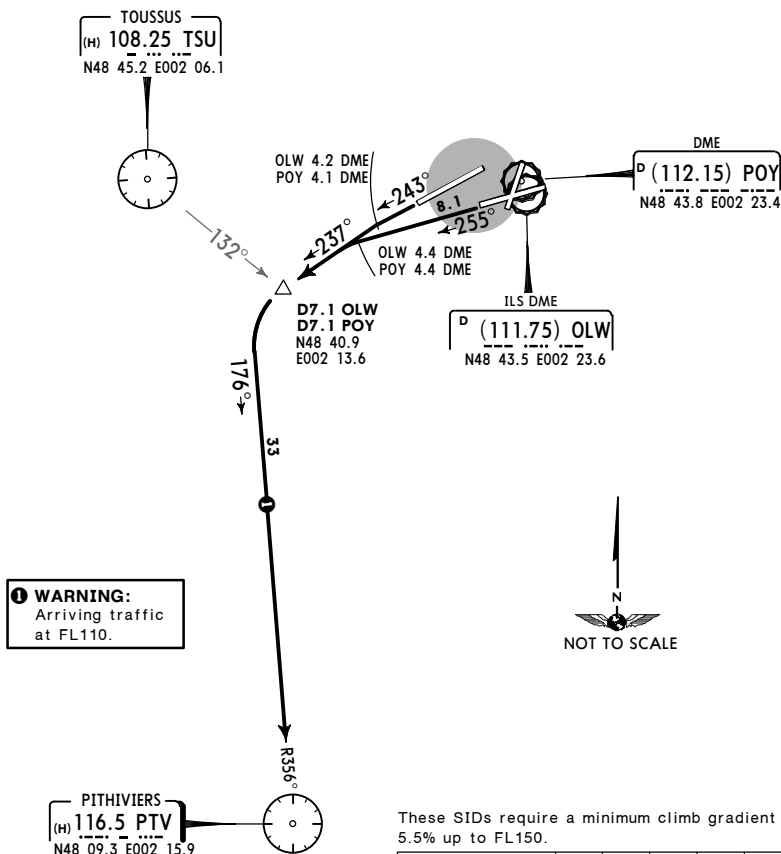
PITHIVIERS
RWYS 24, 26 DEPARTURES

LETTER P & S

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS B-31

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 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 D7.1 POY or D7.1 OLW.
26	Climb on 255° track to POY 4.4 DME or OLW 4.4 DME, turn LEFT, 237° track to D7.1 POY or D7.1 OLW.

SID

ROUTING

PTV 5P, 5S

At D7.1 POY or D7.1 OLW turn LEFT, intercept PTV R-356 inbound to PTV.

LFPO/ORY
ONLY

JEPPesen
17 JUL 15 (10-3L6) 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.

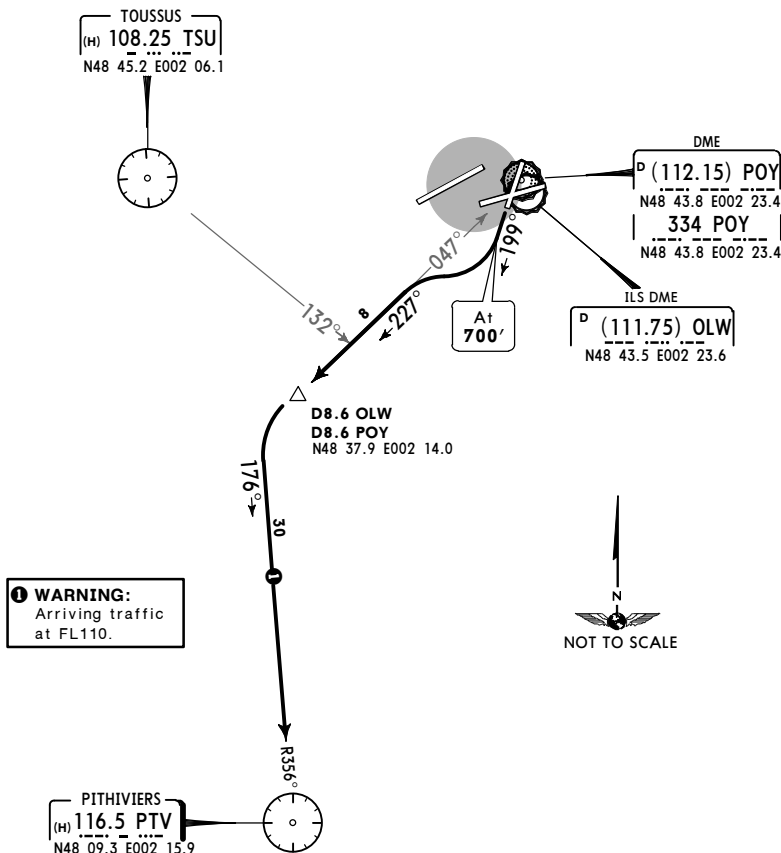
PITHIVIERS RWY 20 DEPARTURES

LETTER **Q & T**

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS B-31

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

Climb on 199° track to 700', turn RIGHT, intercept 227° bearing from POY NDB to D8.6 POY or D8.6 OLW.

SID

PTV 5Q, 5T

ROUTING

At D8.6 POY or D8.6 OLW turn LEFT, intercept PTV R-356 inbound to PTV.

LFPO/ORY
ONLY

JEPPESSEN
17 JUL 15 (10-317) Eff 23 Jul

PARIS, FRANCE
SID

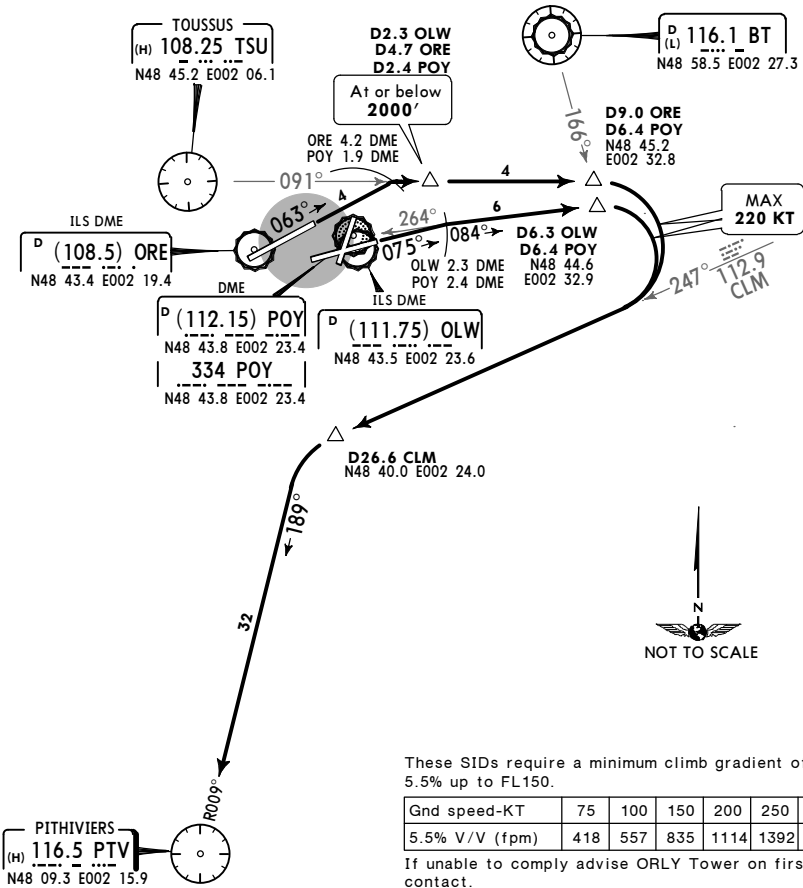
*ONLY Departure 127.750	Apt Elev 291'	Trans level: By ATC Trans alt: 5000' 1. SIDs are also minimum noise routings. 2. RWY 06: Overriding procedure DME angle greater than 23° at POY 1.9 DME.
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PITHIVIERS
RWYS 06, 08 DEPARTURES
LETTER V & X

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS B-31

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 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
ONLY

JEPPESSEN
17 JUL 15 (10-3L8) 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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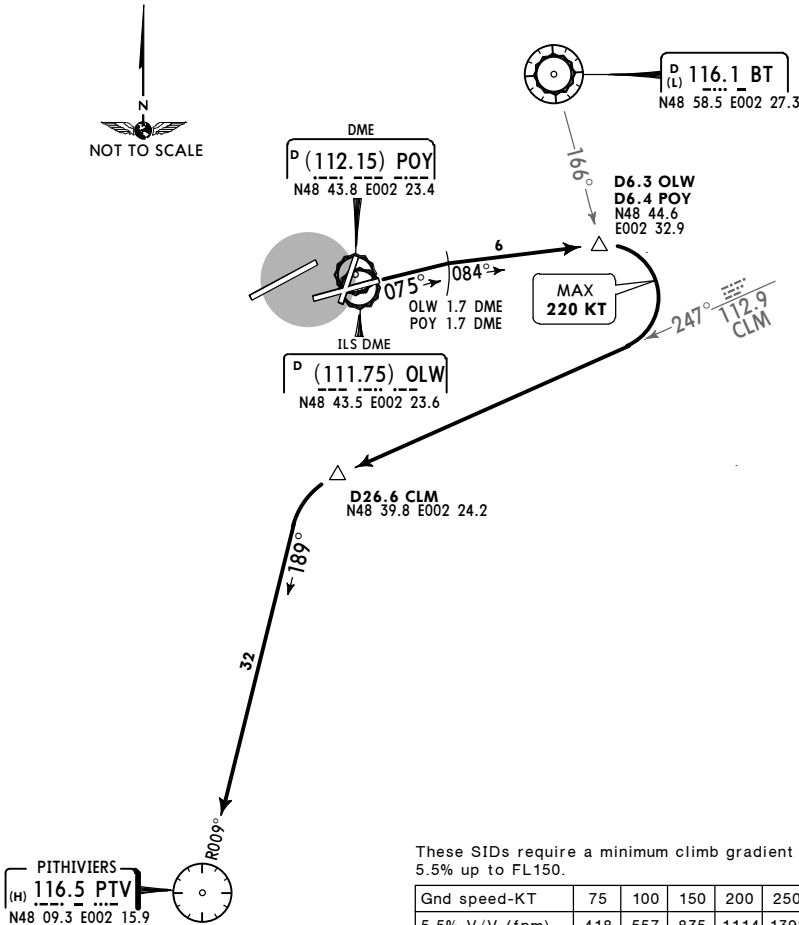
PITHIVIERS
RWY 08 DEPARTURES

LETTER Y & Z

JETS & PROPS BELOW FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAYS B-31

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

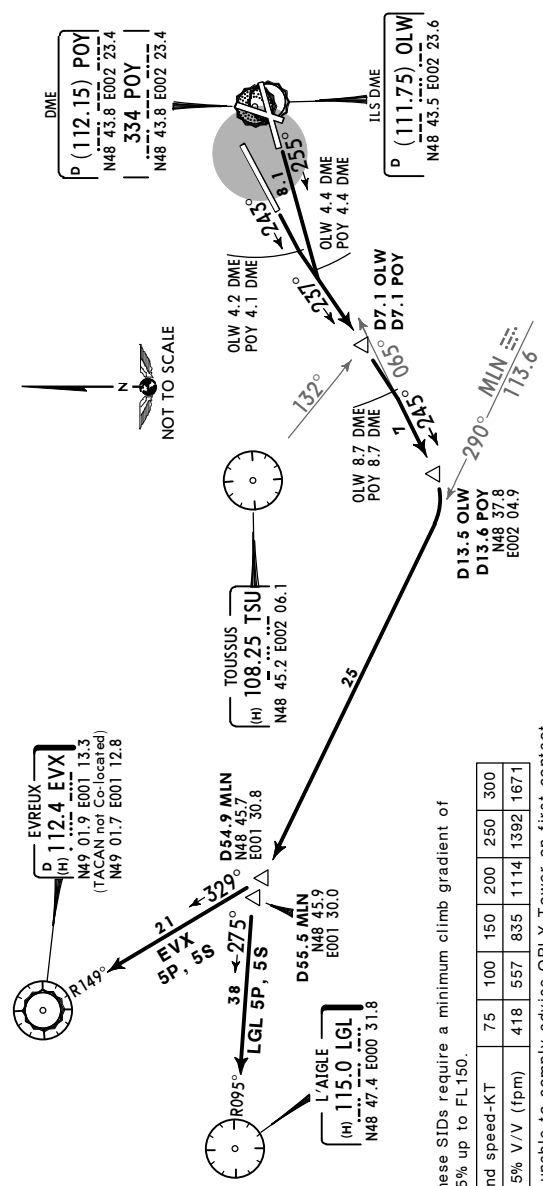
Climb on 075° track to OLW 1.7 DME or POY 1.7 DME, turn RIGHT, 084° track to D6.3 OLV or D6.4 POY.

SID	ROUTING
PTV 5Y, 5Z	At D6.3 OLV or D6.4 POY turn RIGHT, intercept CLM R-247 to D26.6 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.

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

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



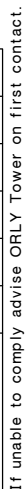
These SIDs require a minimum climb gradient of 5.5% up to FL150.

Grnd 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.

EVX SIDs, LGL 5P: Initial climb clearance FL80 , further climb when authorized by ATC. LGL 5S: 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 D7.1 POY (or crossing TSU R-132).	
RWY	INITIAL CLIMB
24	Climb on 243° track to POY 4.1 DME or OLV 4.2 DME, turn LEFT, 237° track to POY 8.7 DME or OLV 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.6 POY or D13.5 OLV, turn RIGHT, intercept MLN R-290.
26	Climb on 255° track to POY 4.4 DME or OLV 4.4 DME, turn LEFT, 237° track to POY 8.7 DME or OLV 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.6 POY or D13.5 OLV, turn RIGHT, intercept MLN R-290.
SID	ROUTING
EVX 5P, 5S	On MLN R-290 to D54.9 MLN, turn RIGHT, intercept EVX R-149 inbound to EVX.
LGL 5P, 5S	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.	

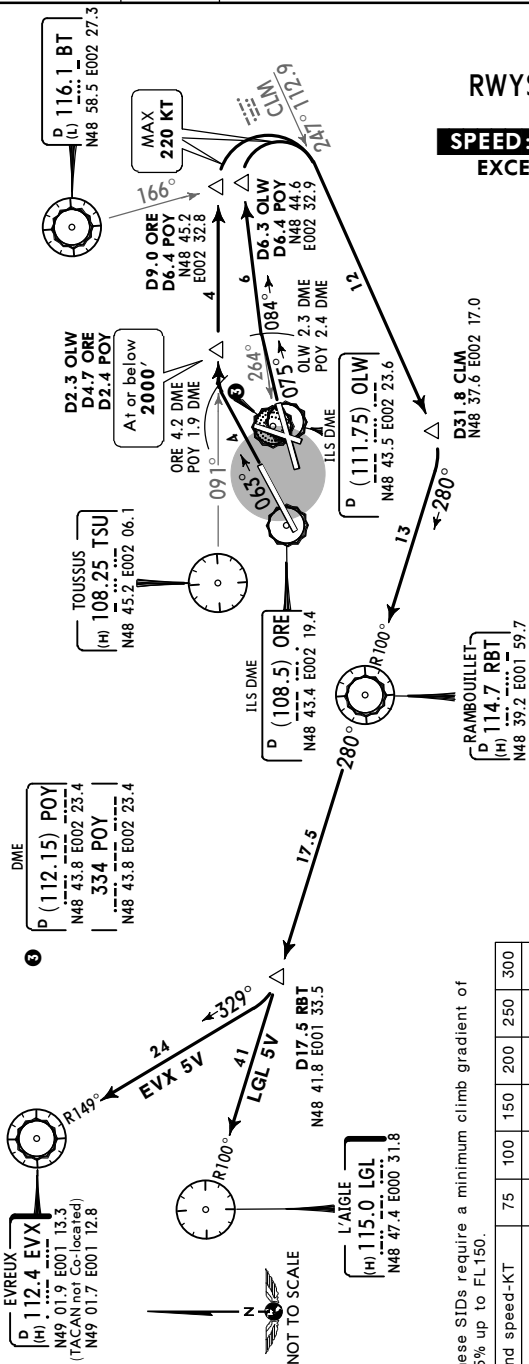
Trans level: By ATC Trans alt: 5000'
SIDs are also minimum noise routings.



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

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.



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 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-480/ R-9/ R-11/ R-491 ②.	

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LFPO/ORY
ONLY

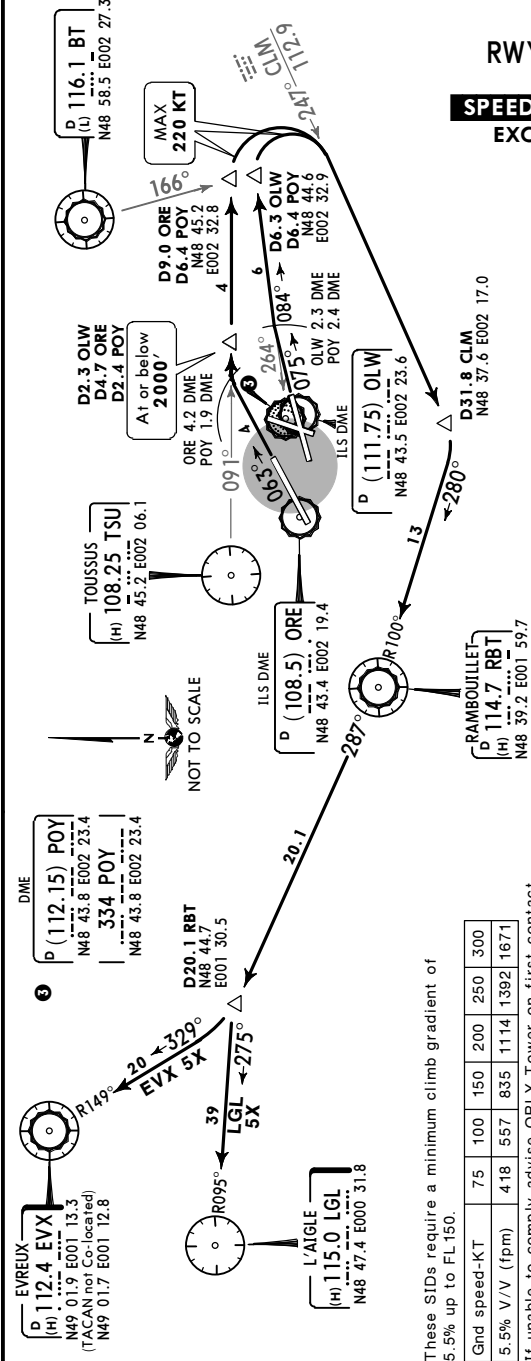
JEPPesen
17 JUL 15 (10-3N) Eff 23 Jul

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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EVREUX, L'AIGLE
RWYS 06, 08 DEPARTURES
LETTER X

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

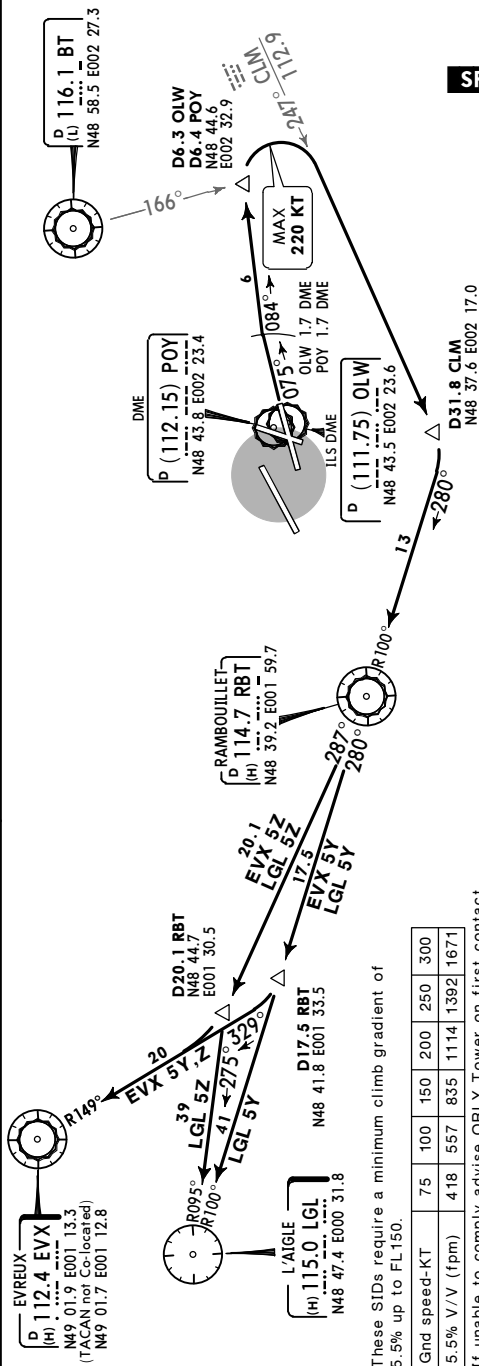


IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R-166).	
RWY	INITIAL CLIMB
06	Climb on 063° track to POY 1.9 DME or ORE 4.2 DME, turn RIGHT, intercept TSU R-091 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R-247 to 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.
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.	

*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
RWY 08 DEPARTURES
LETTER Y, Z

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



EVX 5Z: Initial climb clearance

LGL 5Z: Initial climb clearance **FL100**, further climb when authorized by ATC.

EVX 5Y, LGL 5Y: 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).

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 D31.8 CLM.

ROUTING

EVX 5Y0	A1 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.
EVX 5Z0	A1 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 5Y0	A1 D31.8 CLM turn RIGHT, intercept RBT R-100 inbound to RBT, RBT R-280 inbound to LGL.
LGL 5Z0	A1 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**.

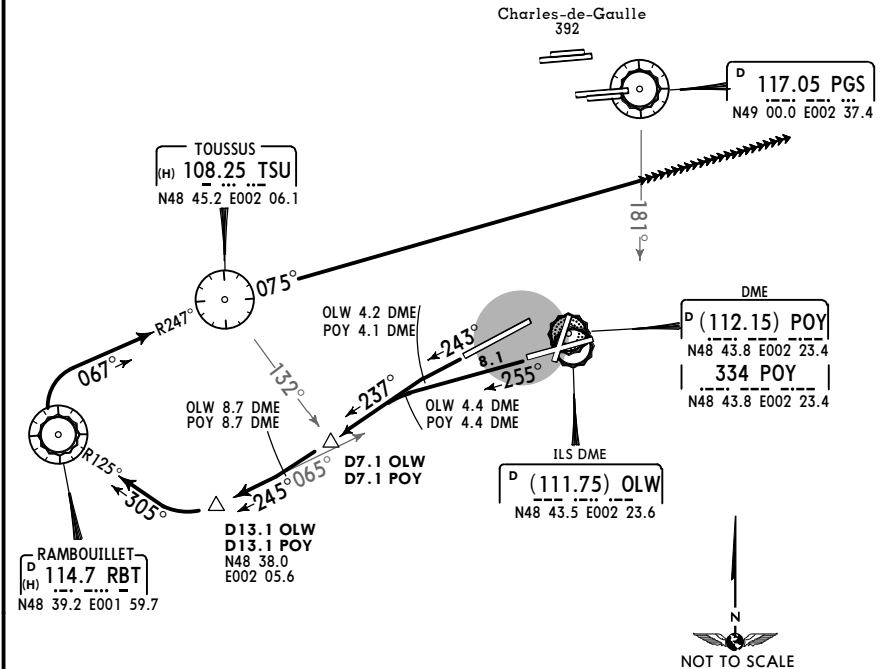
LFPO/ORY
ONLY

JEPPESEN
17 JUL 15 (10-3Q) 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 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.
▲ SSWW03 1501 ▲ SSWW03 1501 ▲ SSWW03 1501 ▲ SSWW03 1501

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 OLV 4.2 DME, turn LEFT, 237° track to POY 8.7 DME or OLV 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.1 POY or D13.1 OLV, turn RIGHT.
26	Climb on 255° track to POY 4.4 DME or OLV 4.4 DME, turn LEFT, 237° track to POY 8.7 DME or OLV 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.1 POY or D13.1 OLV, 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.

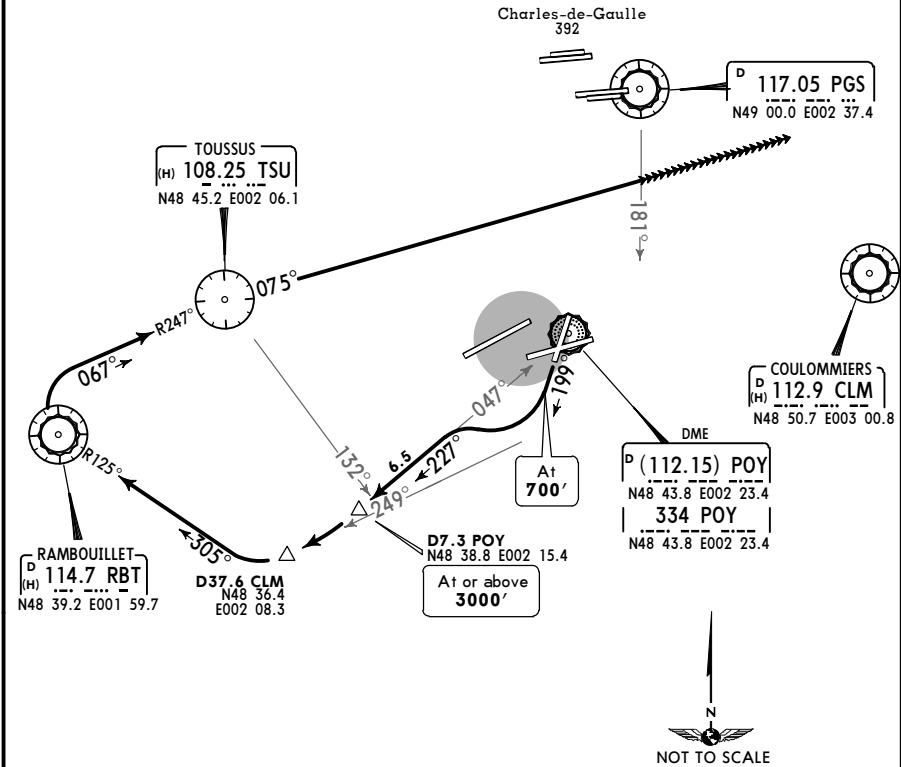
LFPO/ORY
ONLY

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 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 5Q
RWY 20 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.
▲ SWW00 JS01 ▲ SWW00 JS01 ▲ SWW00 JS01 ▲ SWW00 JS01

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.

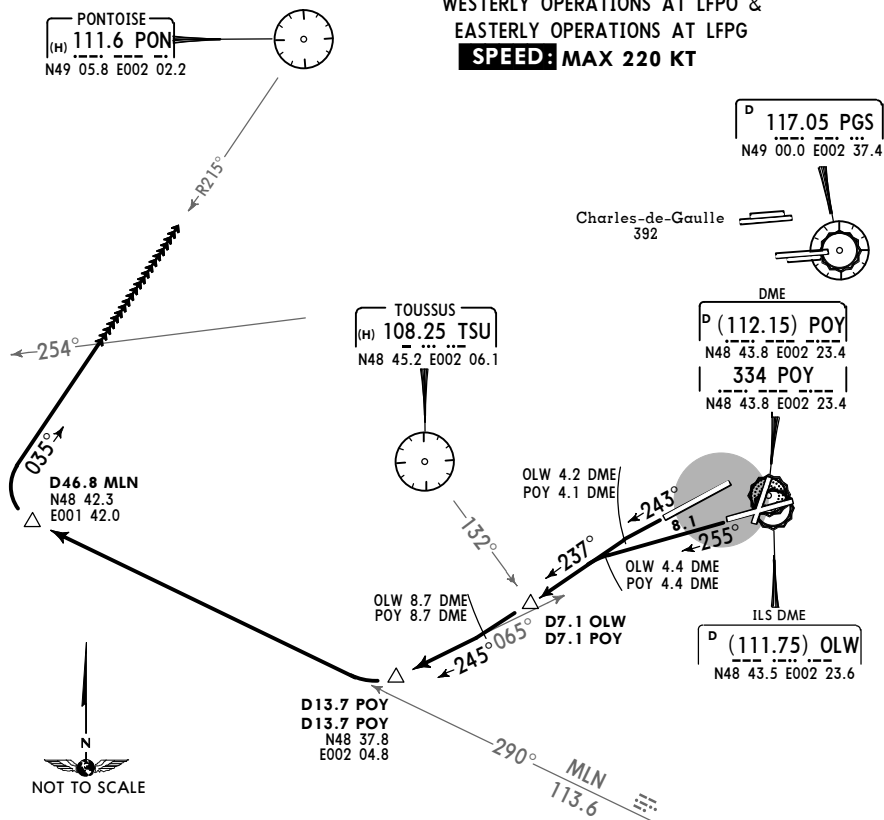
LFPO/ORY
ONLY

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 55
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 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.

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 OLV 4.2 DME, turn LEFT, 237° track to POY 8.7 DME or OLV 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.7 POY or D13.7 OLV, turn RIGHT.
26	Climb on 255° track to POY 4.4 DME or OLV 4.4 DME, turn LEFT, 237° track to POY 8.7 DME or OLV 8.7 DME, turn RIGHT, intercept 245° bearing from POY NDB to D13.7 POY or D13.7 OLV, 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
ONLY

JEPPesen
17 JUL 15 (10-3U) Eff 23 Jul

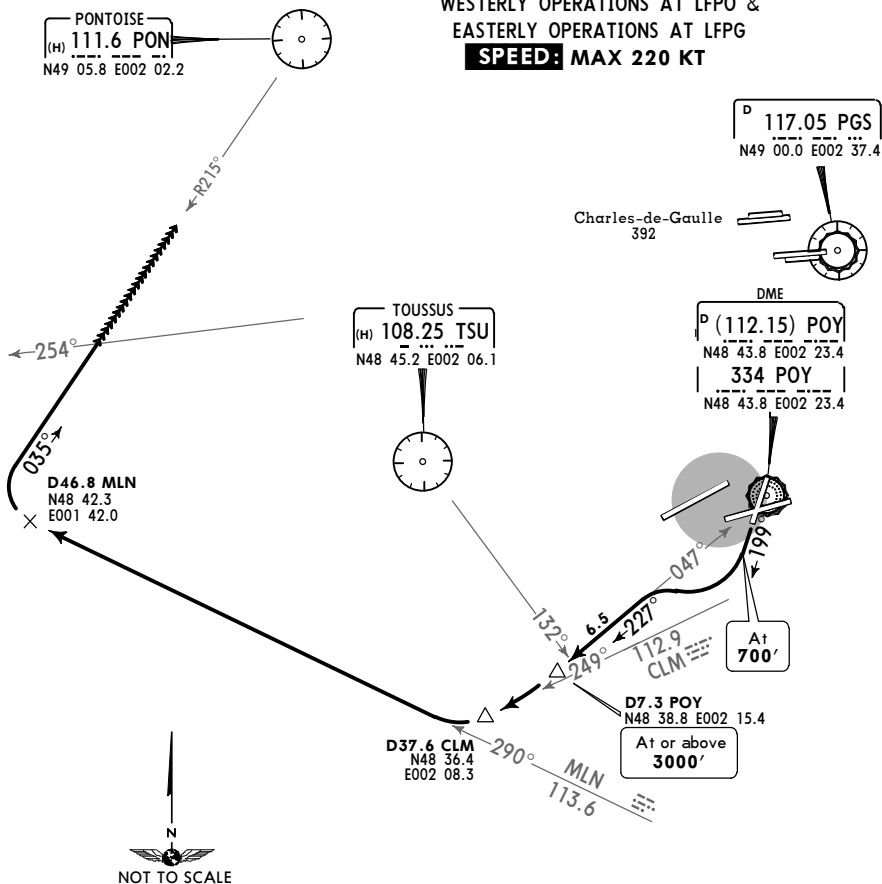
PARIS, FRANCE
DEPARTURE POGO

*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.

PG 5T
RWY 20 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.
▲ SSWW03 1501 ▲ SSWW03 1501 ▲ SSWW03 1501 ▲ SSWW03 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/ORLY
ORLY

JEPPESSEN
17 JUL 15 10-3V 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.
 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

Charles-de-Gaulle
392



D (L) 116.1 BT
N48 58.5 E002 27.3



TOUSSUS
(H) 108.25 TSU
N48 45.2 E002 06.1

D2.3 OLW
D4.7 ORE
D2.4 POY

At or below
2000'

ORE 4.2 DME
POY 1.9 DME

D9.0 ORE
D6.4 POY
N48 45.2 E002 32.8

ILS DME
D (108.5) ORE
N48 43.4 E002 19.4

D (111.75) OLW
N48 43.5 E002 23.6

D6.3 OLW
D6.4 POY
N48 44.6
E002 32.9

DME
D (112.15) POY
N48 43.8 E002 23.4
334 POY
N48 43.8 E002 23.4

D29.3 CLM
N48 38.7 E002 20.5

EPERNON
D (H) 115.65 EPR
N48 37.5 E001 39.4

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.
- ▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501

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.

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

These SIDs require a minimum climb gradient

of 5.5%.

0	0	0	0	0	0
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
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72	72	72	72	72	72
73	73	73	73	73	73
74	74	74	74	74	74
75	75	75			

Grid speed-K	1	3	100	130	200	230

5.5% V/V(fpm)	418	557	835	1114	1392
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If unable to comply advise ORLY Tower on

first contact.

PG 32: Initial climb clearance 3000

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
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.
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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.

LOST COMMS ▼

DME

P (112.15) POY

N48 43.8 E002 23.4

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 033.0 BRY, turn LEFT, 299° track to intercept final of last cleared and confirmed approach.

N48 43.5 E002 23.6





NOT TO SCALE



(H) 113.00 LIN
N48 37.5 E001 39.4

113.6

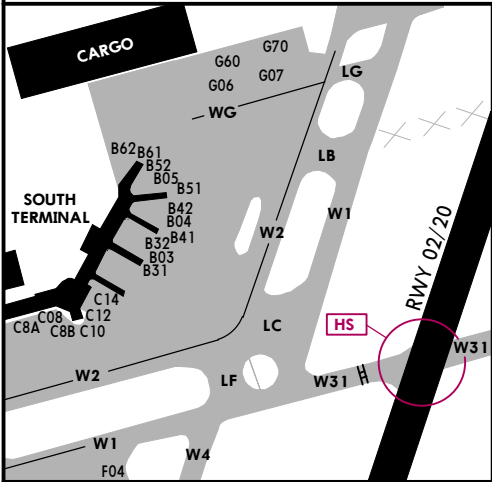
113.6

LFPO/ORY

PARIS, FRANCE
ORY

PARKING STANDS

REFER ALSO TO LATEST NOTAMS

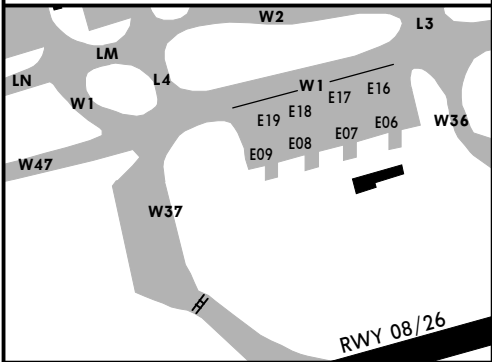
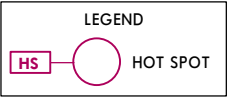


Stands A12 thru A42, B03 thru B05 and B31 thru B51 are accessible from TWY W2.
Stands B52 thru B62 are accessible from TWY WG.

Stands A12 thru A42 are available for medium-capacity ACFT.
Stands B03 thru B05 are available for large-capacity ACFT.
Stands B31 thru B62 are available for medium-capacity ACFT.

Closure of Stands G05, G12 and G14.

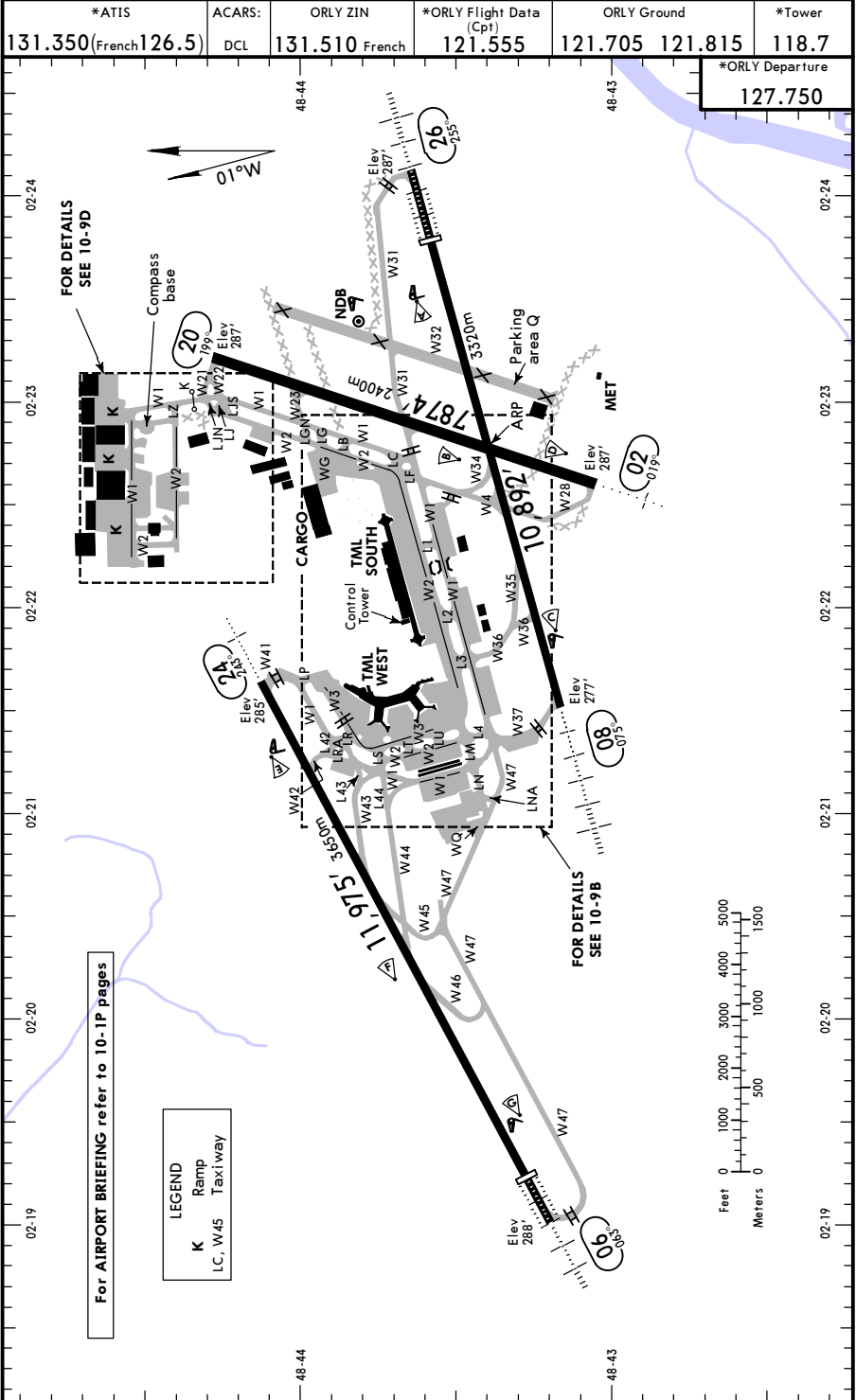
Widening of TWYs W1, LM, L4 and LB.



LFPO/ORY
Apt Elev **291'**
N48 43.4 E002 22.8

JEPPSEN
22 APR 16 **(10-9)** Eff 28 Apr

PARIS, FRANCE
ORY



LFPO/ORY

**JEPPESSEN**

22 APR 16

10-9A

Eff 28 Apr

PARIS, FRANCE

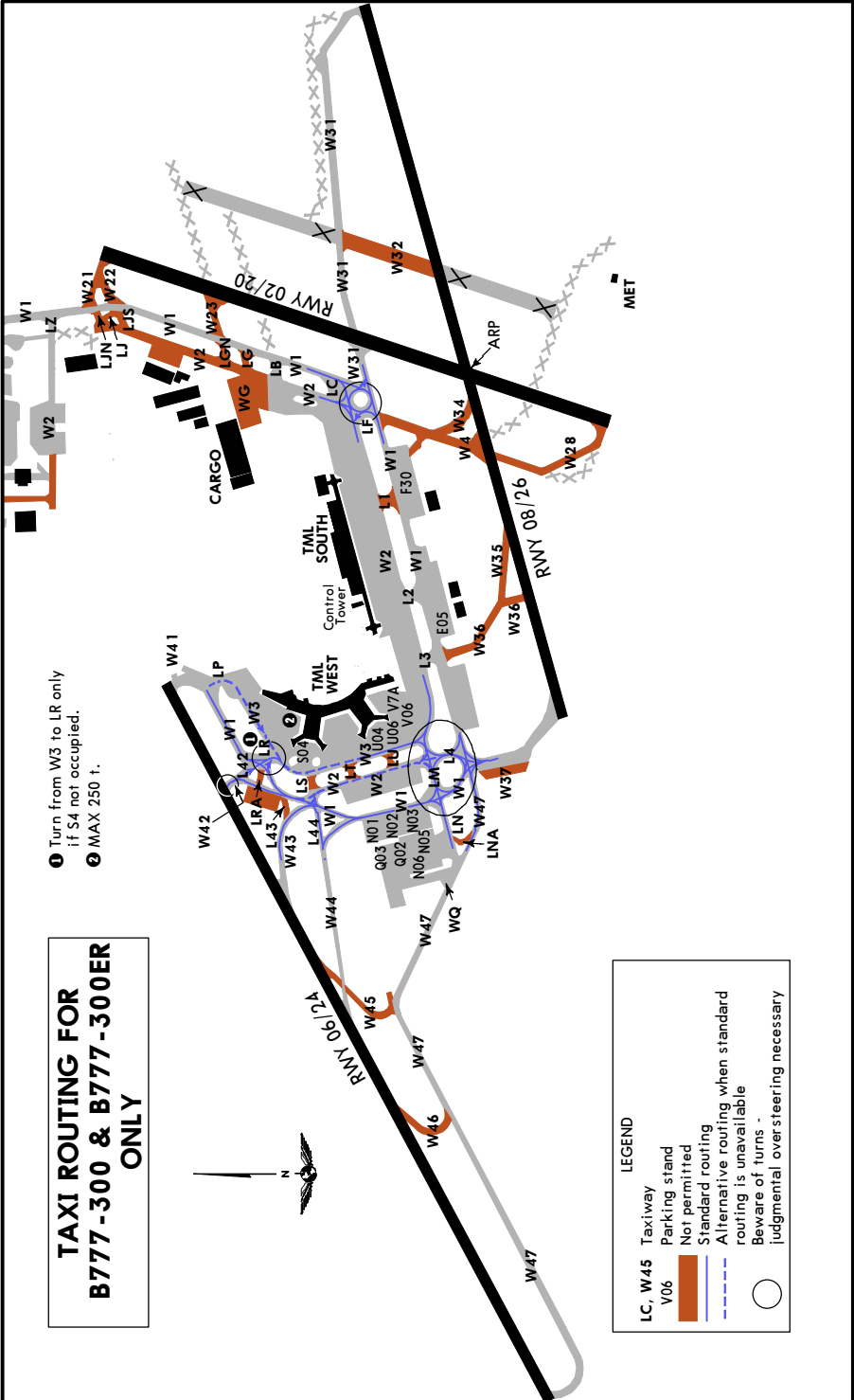
ORY

ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING BEYOND				
	Threshold	Glide Slope							
02	HIRL (60m)	HIALS	REIL	RVR		6902' 2104m	1	197'	
20	HIRL (60m)	REIL	PAPI-L (3.4°)					60m	
1 IFR take-off prohibited.									
06	HIRL (60m)	CL (15m)	HIALS-II	SFL REIL TDZ 2	RVR	10,991' 3350m	9776' 2980m		148'
24	HIRL (60m)	CL (15m)	HIALS	SFL REIL 3	RVR		10,942' 3335m	1	45m
2 HST-W43 & W44									
3 HST-W45 & W46									
4 TAKE-OFF RUN AVAILABLE									
RWY 24:									
From rwy head 11,975' (3650m)									
twy W42 int 10,102' (3079m)									
08	HIRL (60m)	CL (15m)	HIALS	SFL REIL PAPI-L 5	RVR			7	148'
26	HIRL (60m)	CL (15m)	HIALS-II	SFL REIL TDZ 6	RVR	9465' 2885m	8404' 2562m		45m
5 (2.9°)									
6 HST-W34, W35 & W37									
7 TAKE-OFF RUN AVAILABLE									
RWY 08:									
From rwy head 10,892' (3320m)									
twy W36 int 9131' (2783m)									
RWY 26:									
From rwy head 10,892' (3320m)									
twy W32 int 6877' (2096m)									

LFPO/ORY

JEPPesen
25 MAR 16 (10-9A1) Eff 31 Mar

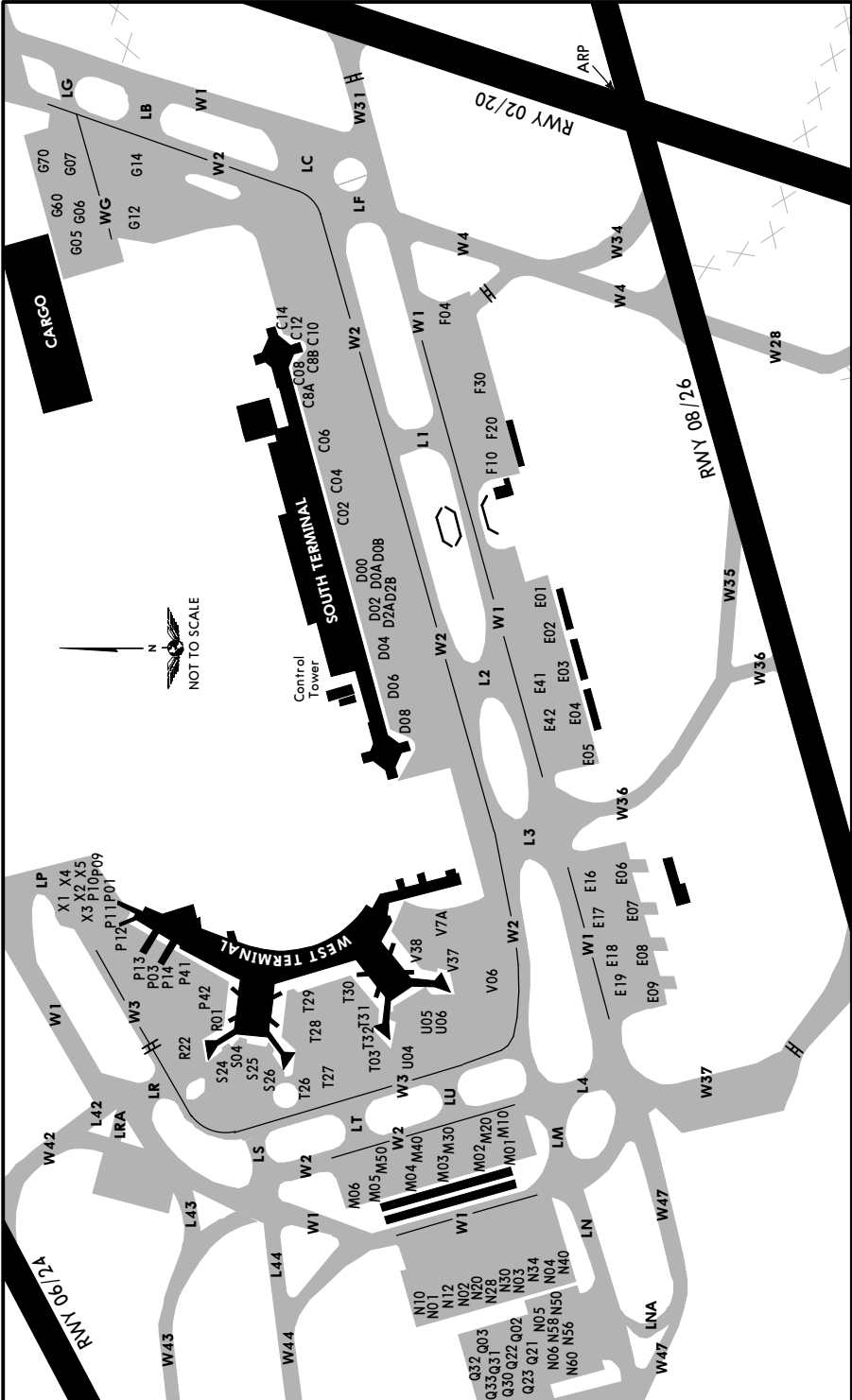
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JEPPESSEN
4 DEC 15 (10-9B) Eff 10 Dec

PARIS, FRANCE
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PARIS, FRANCE

4 DEC 15

10-9C

Eff 10 Dec

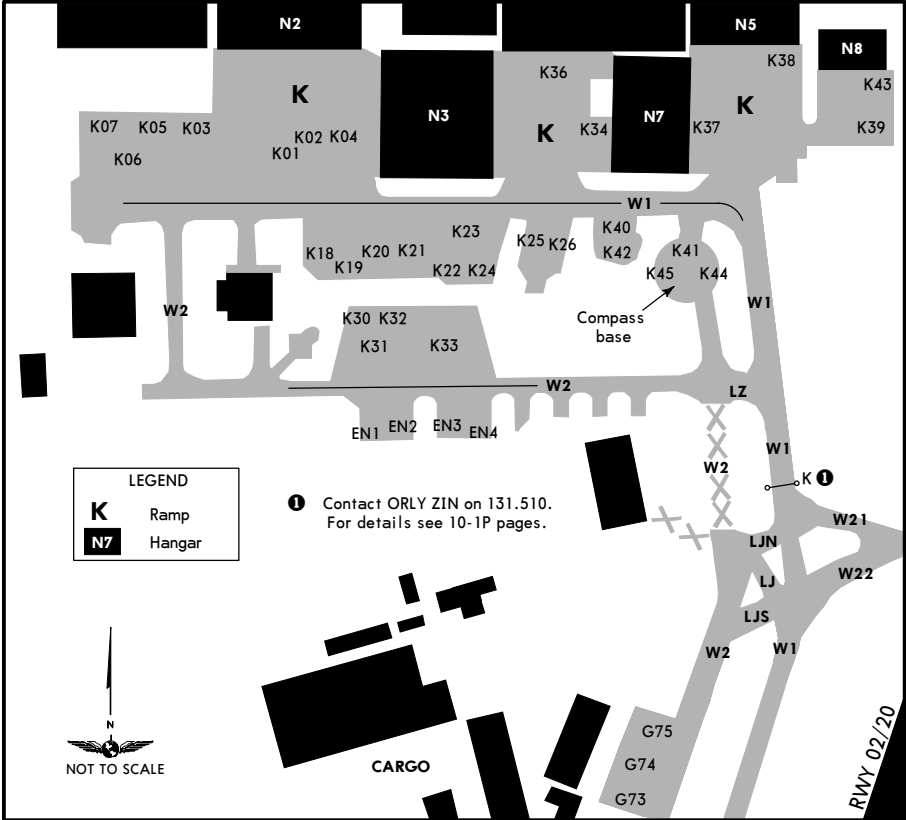
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INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
C02	N48 43.7 E002 22.2	M30	N48 43.6 E002 21.3
C04, C06	N48 43.7 E002 22.3	M40, M50	N48 43.6 E002 21.2
C08 thru C8B	N48 43.7 E002 22.4	N01	N48 43.6 E002 21.1
C10 thru C14	N48 43.7 E002 22.5	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		

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22 APR 16 (10-9D) Eff 28 Apr

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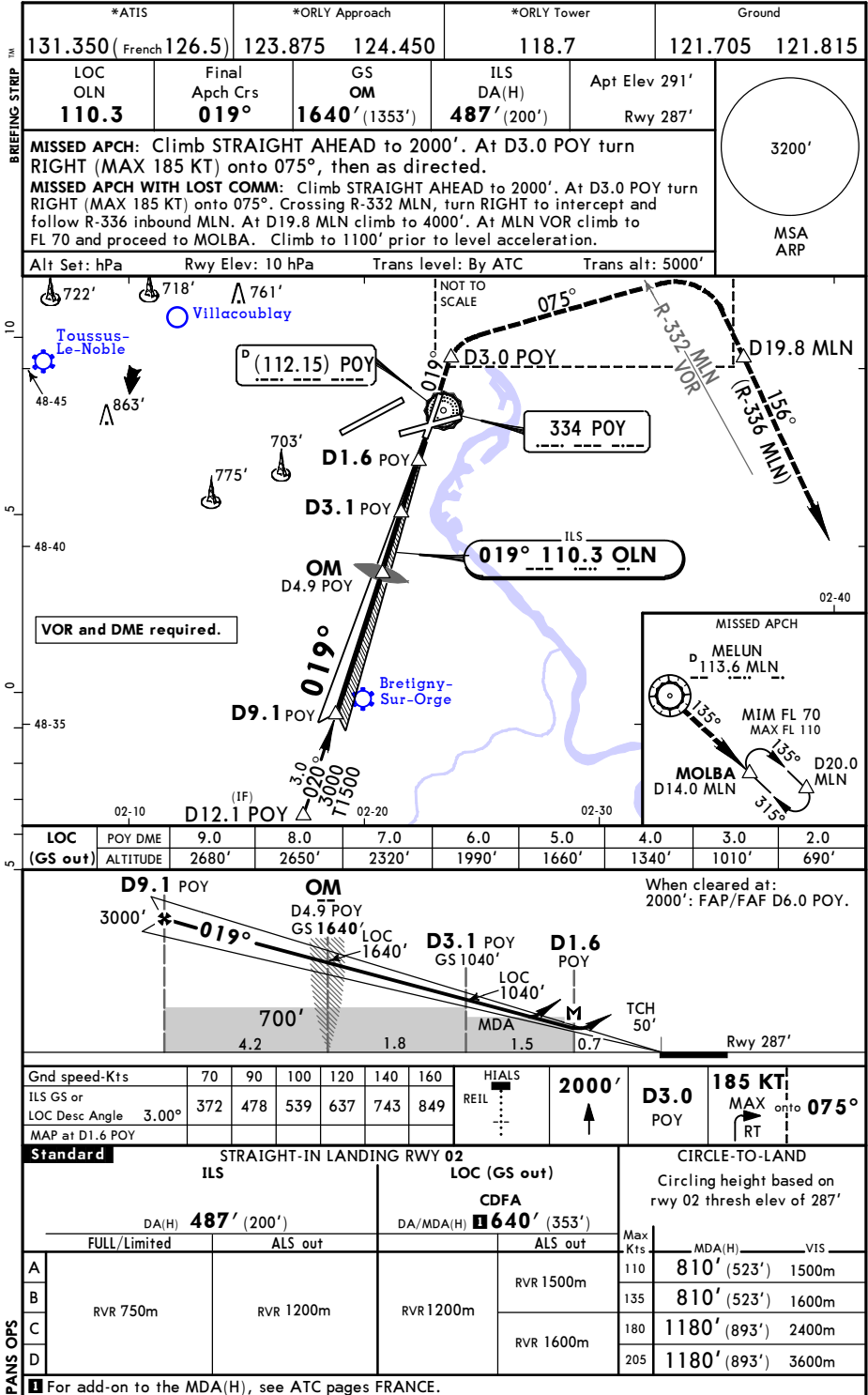


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
EN1, EN2	N48 44.4 E002 22.5	K34	N48 44.6 E002 22.8
EN3, EN4	N48 44.4 E002 22.6	K36	N48 44.6 E002 22.7
G73, G74	N48 44.1 E002 22.8	K37	N48 44.6 E002 22.9
G75	N48 44.2 E002 22.9	K38	N48 44.6 E002 23.0
K01 thru K04	N48 44.6 E002 22.4	K39	N48 44.6 E002 23.1
K18 thru K20	N48 44.5 E002 22.5	K40	N48 44.5 E002 22.8
K21 thru K24	N48 44.5 E002 22.6	K41	N48 44.5 E002 22.9
K25, K26	N48 44.5 E002 22.7	K42	N48 44.5 E002 22.8
K30 thru K32	N48 44.4 E002 22.5	K43	N48 44.6 E002 23.1
K33	N48 44.4 E002 22.6	K44, K45	N48 44.5 E002 22.9

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JEPPESEN
24 APR 15 11-1 Eff 30 Apr

PARIS, FRANCE
ILS or LOC Rwy 02



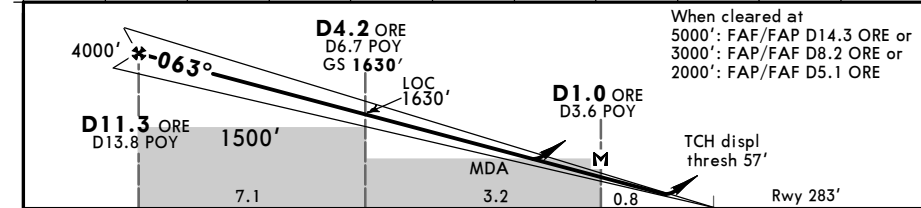
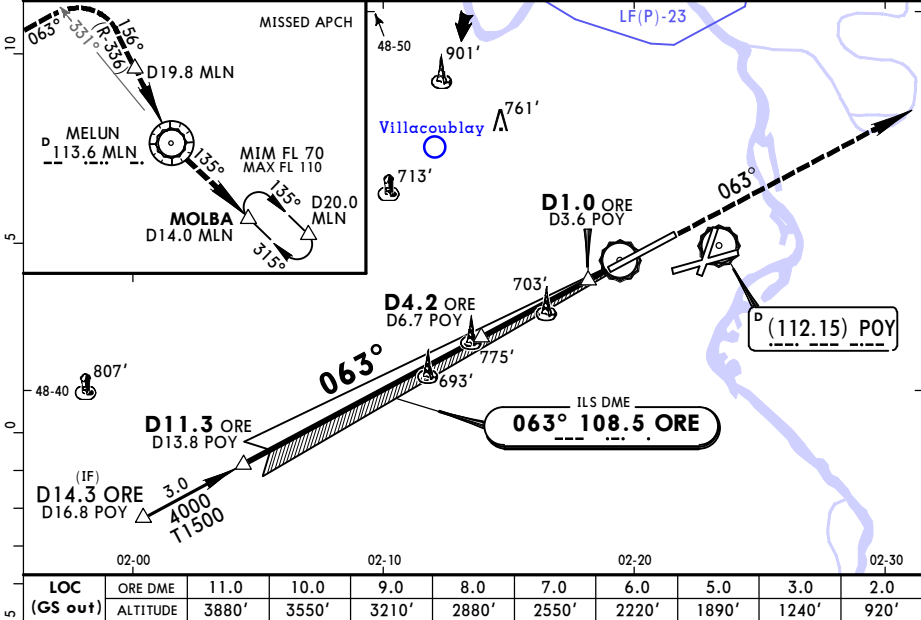
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JEPPesen
26 FEB 16 11-2 Eff 3 Mar

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 LOC Descent Angle 3.00°		372	478	531	637	743	849			REIL		↑
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'		
		CDFA										
		DA(H) 483' (200')			DA/MDA(H) 1720' (437')							
		FULL		Limited	ALS out		ALS out	Max Kts		MDA(H) VIS		
PANS OPS	A							110		800' (517') 1500m		
	B						RVR 1500m	135		800' (517') 1600m		
	C	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m			180		1170' (887') 2400m		
	D						RVR 2000m	205		1170' (887') 3600m		

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

CHANGES: Profile. TCH.

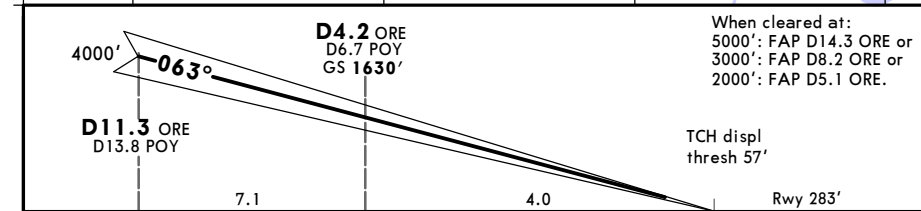
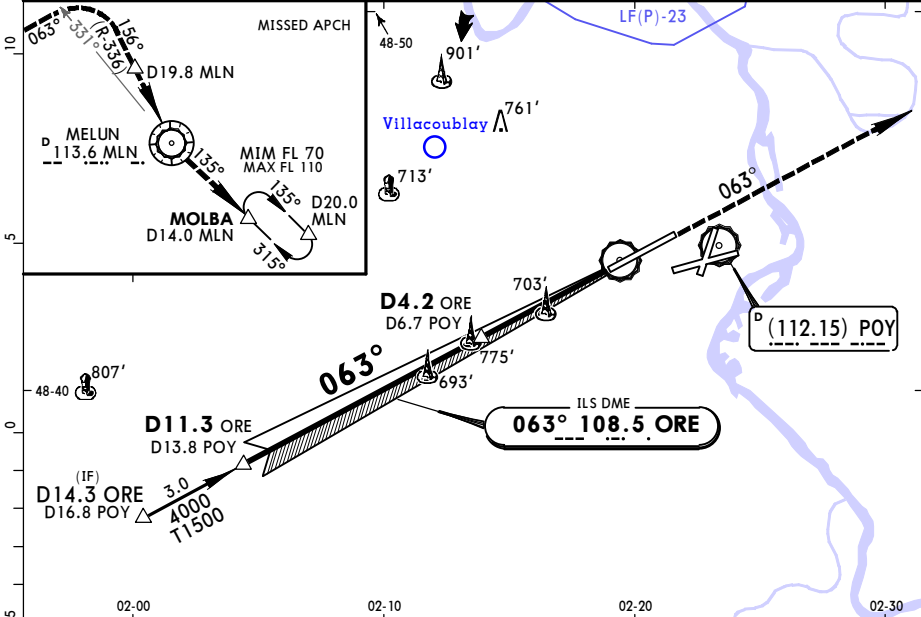
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LFPO/ORY
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JEPPesen
26 FEB 16
Eff 3 Mar
(11-2A)

PARIS, FRANCE
CAT II/III ILS Rwy 06

*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'
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.			
			3200' MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II REIL	2000'
GS	3.00°	372	478	531	637	743	849	↑

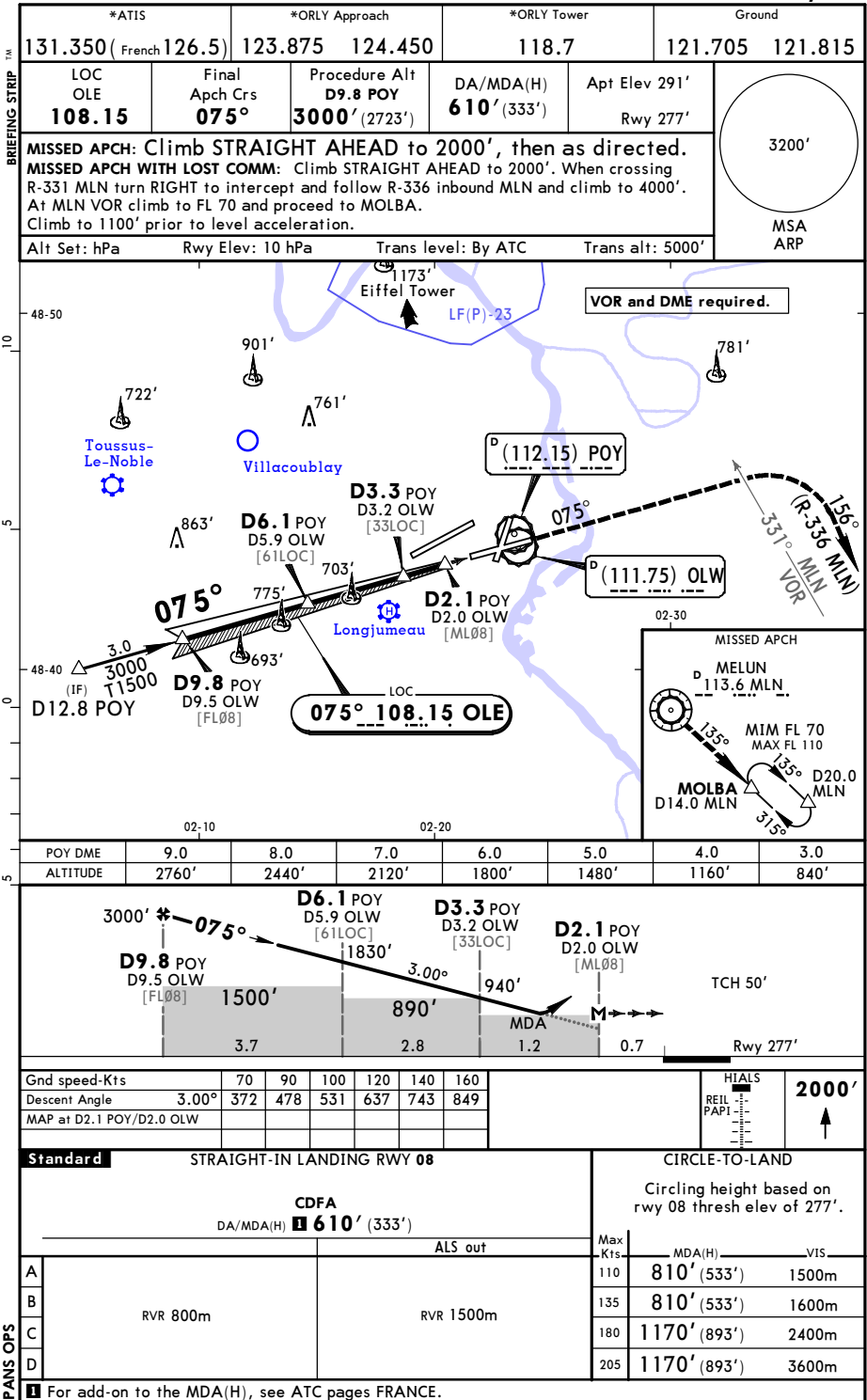
Standard	STRAIGHT-IN LANDING RWY 06	CAT II ILS
CAT IIIA ILS		RA 95' DA(H) 383' (100')
DH 50'		
RVR 200m		RVR 300m I

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

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26 FEB 16 (11-3) Eff 3 Mar

PARIS, FRANCE
LOC Rwy 08



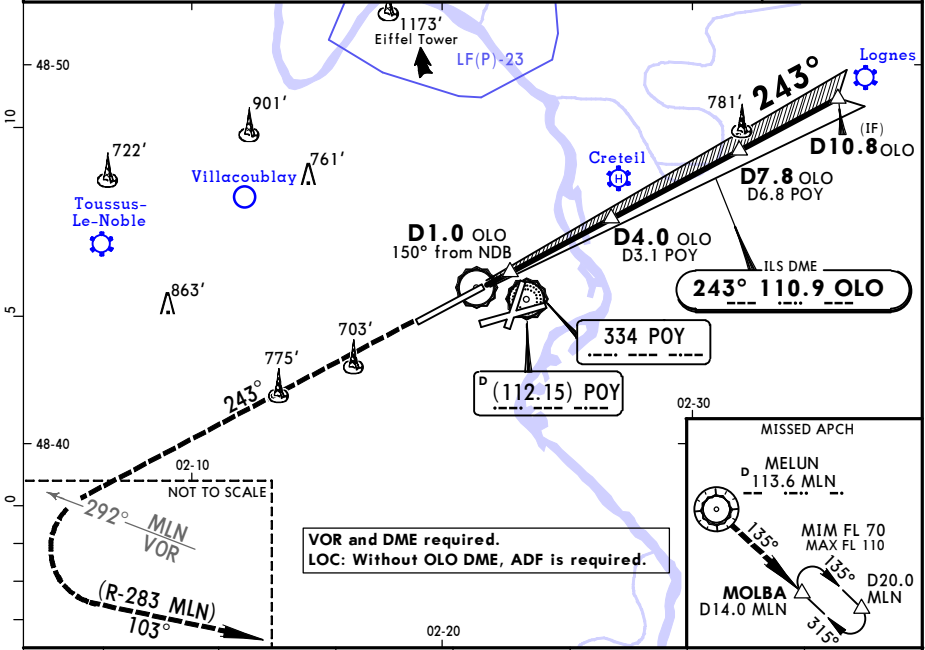
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JEPPSEN
26 FEB 16 11-4 Eff 3 Mar

PARIS, FRANCE
ILS or LOC Rwy 24

BRIEFING STRIP TM

*ATIS		*ORLY Approach		*ORLY Tower		Ground				
131.350 (French 126.5)		123.875 124.450		118.7		121.705 121.815				
LOC OLO 110.9		Final Apch Crs 243°		GS D4.0 OLO 1670' (1385')		ILS DA(H) 485' (200')		Apt Elev 291' Rwy 285'		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-292 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. Climb to 1200' prior to level acceleration.										
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'										



LOC (GS out)	OLO DME ALTITUDE	2.0	3.0	4.0	5.0	6.0	7.0
		960'	1310'	1650'	2000'	2350'	2700'

When cleared at: 2000': FAP/FAF D5.0 OLO.

D1.0 OLO 150° from NDB
D4.0 OLO D3.1 POY GS 1670'
LOC 1670'
TCH 53'
Rwy 285'

3000' 243° 243°
D7.8 OLO D6.8 POY
D10.8 OLO

Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL 2000'
ILS GS or LOC Descent Angle 3.20°	396	510	566	679	793	906	
MAP at D1.0 OLO/150° from NDB							

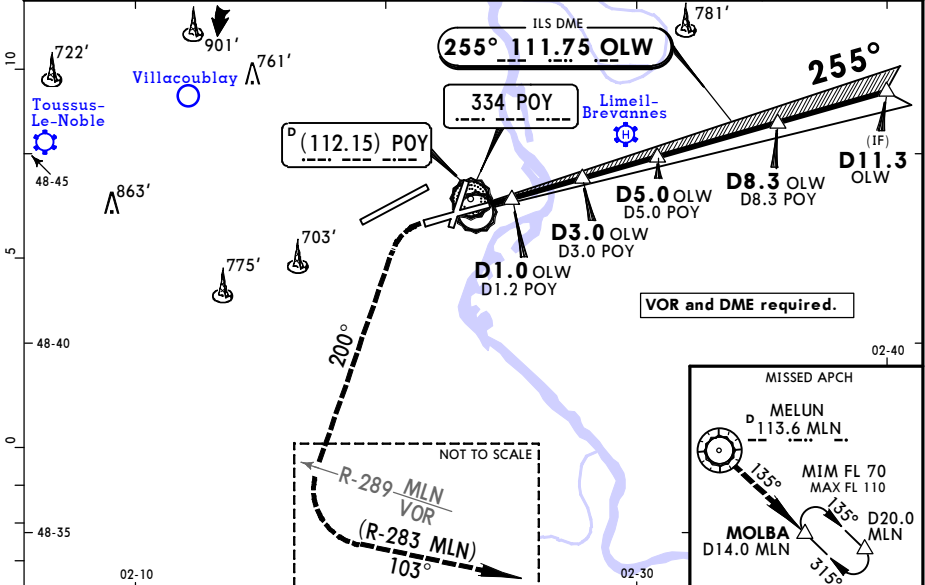
Standard STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Circling height based on rwy 24 thresh elev of 285'.	
DA(H) 485' (200')		CDFA DA/MDA(H) 620' (335')		Max Kts	VIS
FULL/Limited	ALS out	FULL/Limited	ALS out		
A				110	810' (525') 1500m
B				135	810' (525') 1600m
C	RVR 750m	RVR 1200m	RVR 1100m	180	1180' (895') 2400m
D			RVR 1500m	205	1180' (895') 3600m

LFPO/ORY
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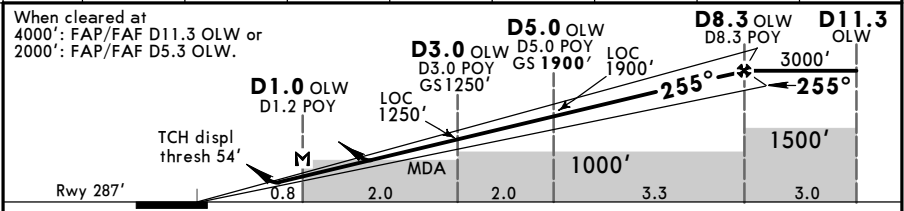
JEPPSEN
24 APR 15 (11-5) Eff 30 Apr

PARIS, FRANCE
ILS or LOC Rwy 26

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL 	700'	MAX 185 KT
ILS GS or LOC Descent Angle	372	478	531	637	743	849		2000'	on 200°
MAP at D1.0 OLW/D1.2 POY								LT	

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	ALS out		Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	110	810' (523')	1500m
B						135	810' (523')	1600m
C						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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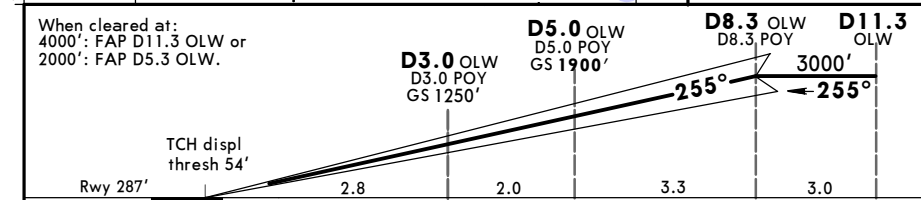
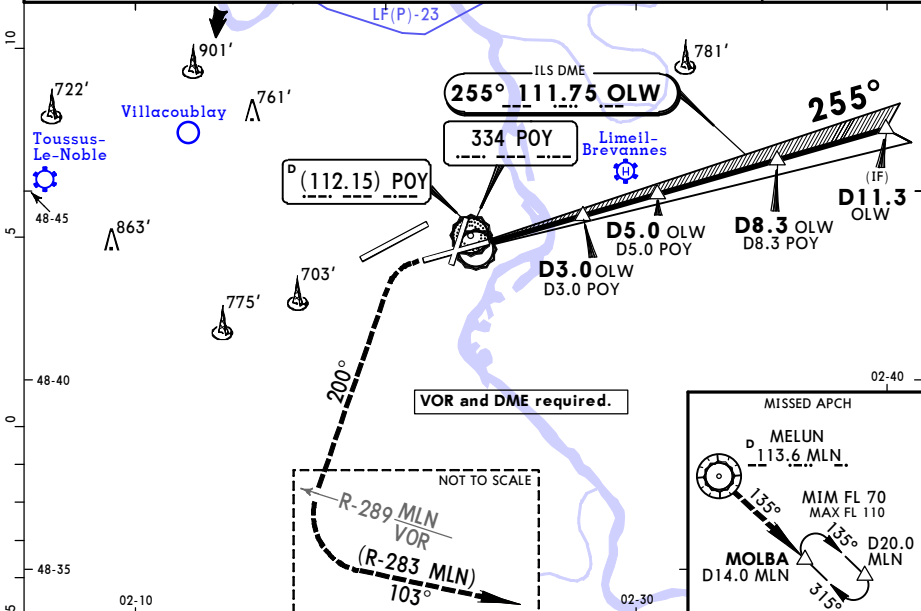
JEPPSEN
24 APR 15
Eff 30 Apr (11-5A)

PARIS, FRANCE
CAT II/III ILS 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')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 291' Rwy 287'	
	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'		
Special Aircrew & Aircraft Certification Required.								

3200'

MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL	700'	MAX 185 KT 2000' on 200° LT
GS	3.00°	372	478	531	637	743			

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

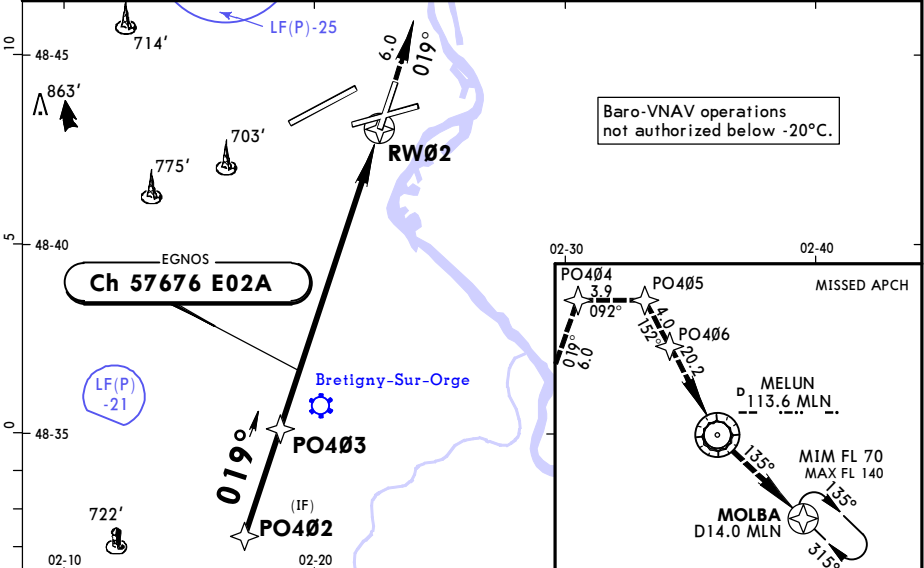
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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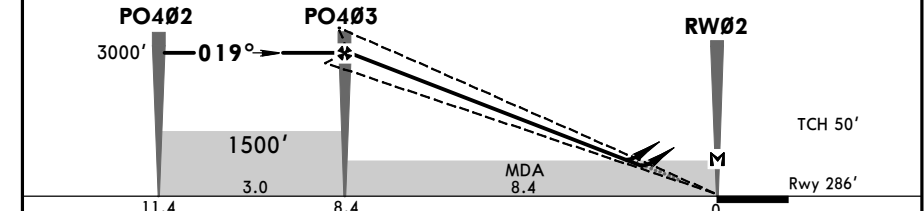
JEPPESSEN
24 APR 15 (12-1)

PARIS, FRANCE
RNAV (GNSS) Rwy 02

*ATIS	*ORLY Approach	*ORLY 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'
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.				3200' MSA ARP



DIST to RW02	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2880'	2560'	2240'	1930'	1610'	1290'	970'



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

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

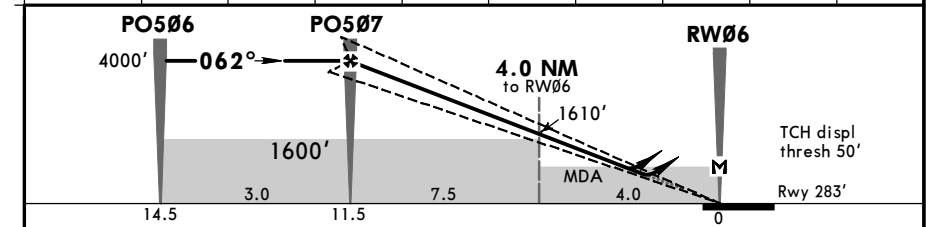
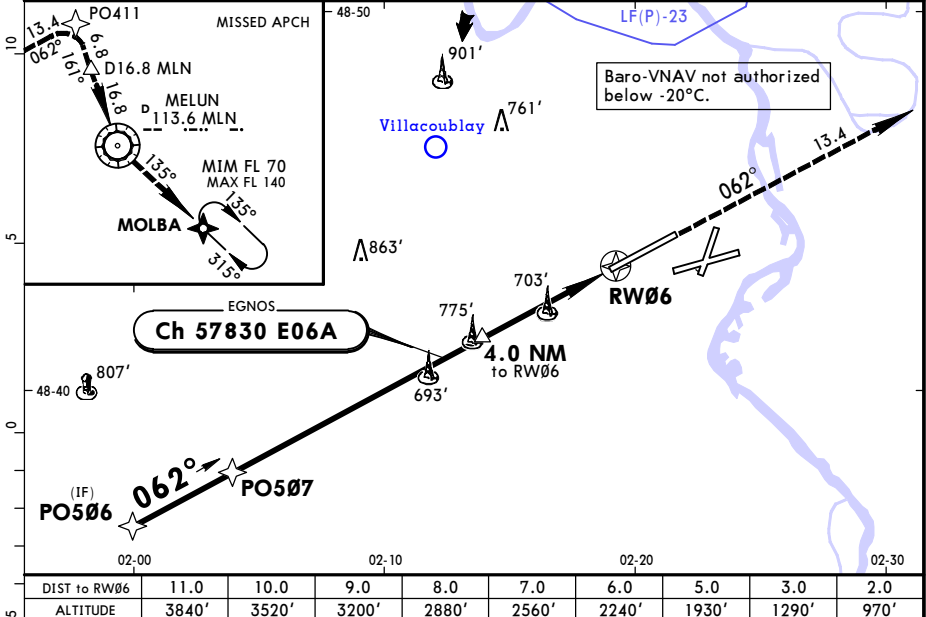
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24 APR 15 (12-2) Eff 30 Apr

PARIS, FRANCE
RNAV (GNSS) 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	
	EGNOS Ch 57830 E06A	Final Apch Crs 062°	Procedure Alt PO507 4000' (3717')	LPV DA(H) 543' (260')	Apt Elev 291' Rwy 283'		3200' MSA ARP	
	MISSED APCH: Climb on 062° to 2000', then as directed.							
	MISSED APCH WITH LOST COMM: Climb on 062° to 2000'. At PO411 turn RIGHT to MLN VOR. At D16.8 MLN 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-II	2000'	
Glide Path Angle	3.00°	372	478	531	637	743		849		REIL
MAP at RW06										

Standard						STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV CDFA					
DA(H) 543' (260')		DA(H) 663' (380')		DA/MDA(H) 710' (427')					
ALS out		ALS out		ALS out					
A						Max Kts		MDA(H) VIS	
B	RVR 750m 1	RVR 1300m	RVR 1000m	RVR 1500m	RVR 1300m	110		810' (527') 1500m	
C						135		810' (527') 1600m	
D						180		1180' (897') 2400m	
						205		1180' (897') 3600m	

1 With TDZ, CL and HUD: RVR 600m. 2 Circling height based on rwy 06 displ thresh elev of 283'.
CHANGES: Missed apch. © JEPPESSEN, 1998, 2015. ALL RIGHTS RESERVED.

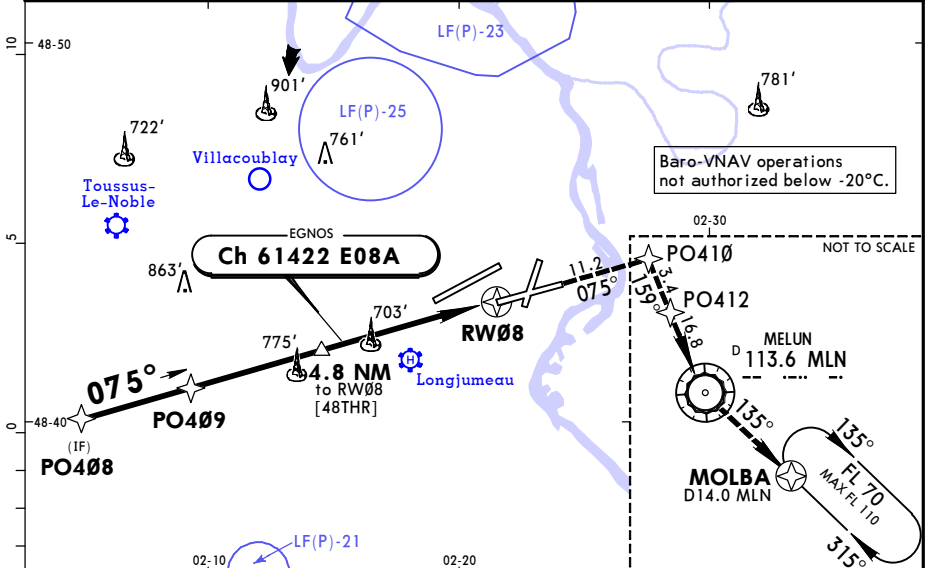
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24 APR 15 12-3 Eff 30 Apr 2016

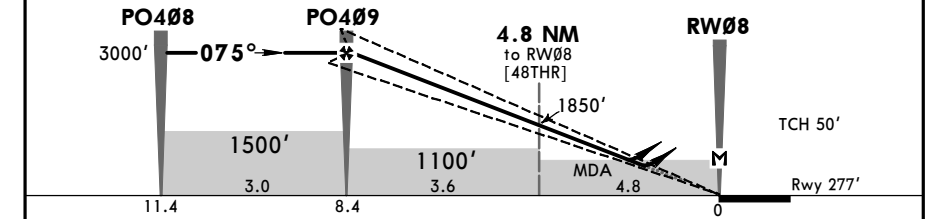
PARIS, FRANCE
RNAV (GNSS) Rwy 08

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.				



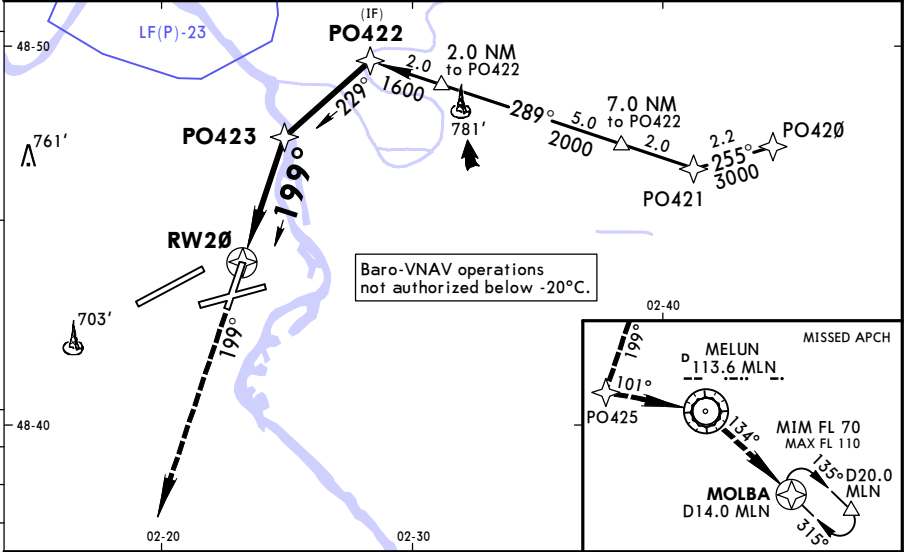
DIST to RW08	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2880'	2560'	2240'	1930'	1610'	1290'	970'



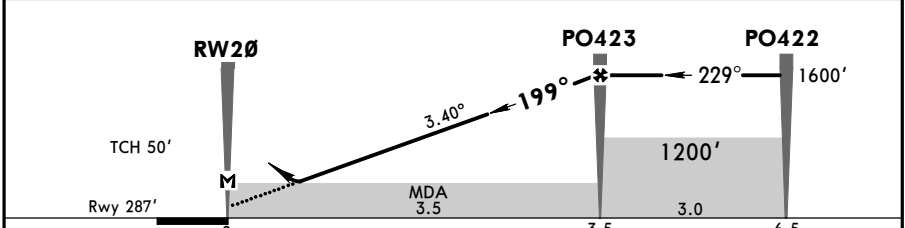
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000'
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at RW08							

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

*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.						



DIST to RW20	2.0	3.0
ALTITUDE	1060'	1420'



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

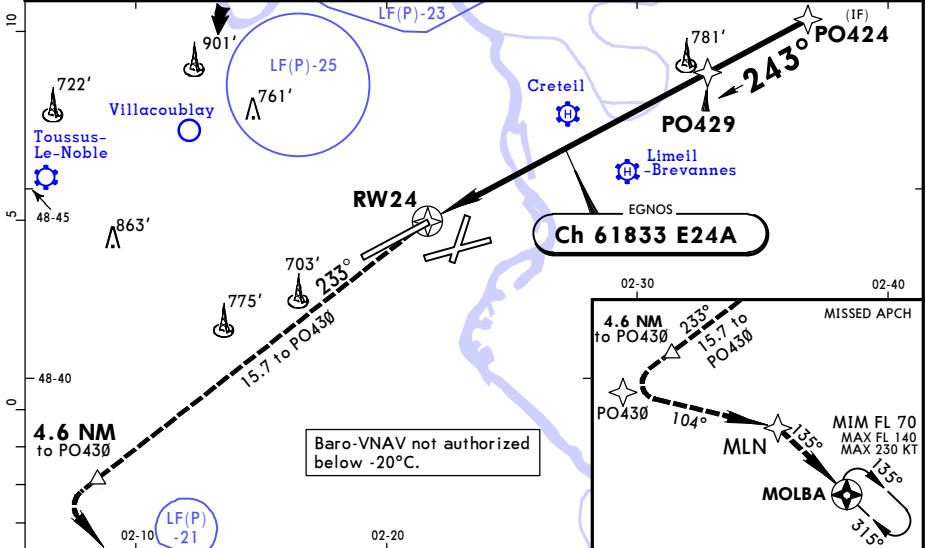
Standard		STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND 1		
LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)	VIS
DA(H) 690' (403')		DA/MDA(H) 690' (403')				
A	RVR 1500m			110	810' (523')	1500m
B				135	810' (523')	1600m
C	RVR 1800m			180	1180' (893')	2400m
D				205	1180' (893')	3600m

LFPO/ORY
ONLY

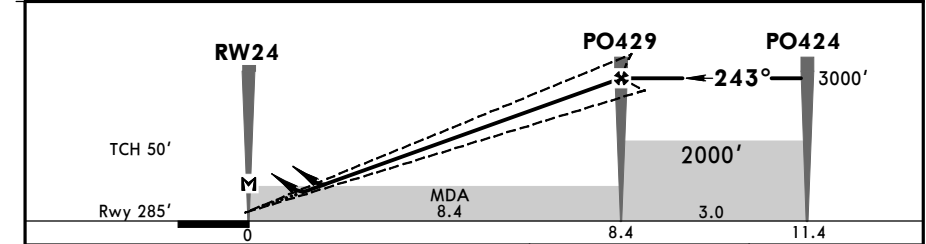
JEPPesen
29 MAY 15 (12-5)

PARIS, FRANCE
RNAV (GNSS) Rwy 24

BREFING STRIP™	*ATIS		*ORLY Approach		*ORLY Tower		Ground	
	131.350(French 126.5)		123.875 124.450		118.7		121.705 121.815	
	EGNOS Ch 61833 E24A	Final Apch Crs 243°	Procedure Alt PO429 3000'(2715')	LPV DA(H) 540'(255')	Apt Elev 291' Rwy 285'		3200' MSA ARP	
	MISSED APCH: Turn LEFT to PO430 climbing to 2000', then as directed.							
	MISSED APCH WITH LOST COMM: Turn LEFT to PO430 climbing to 2000'. At 4.6 NM to PO430 climb to 4000'. At PO430 turn LEFT to MLN VOR. At MLN VOR climb to FL 70 and proceed to MOLBA.							
	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.								



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL 2000'
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW24							

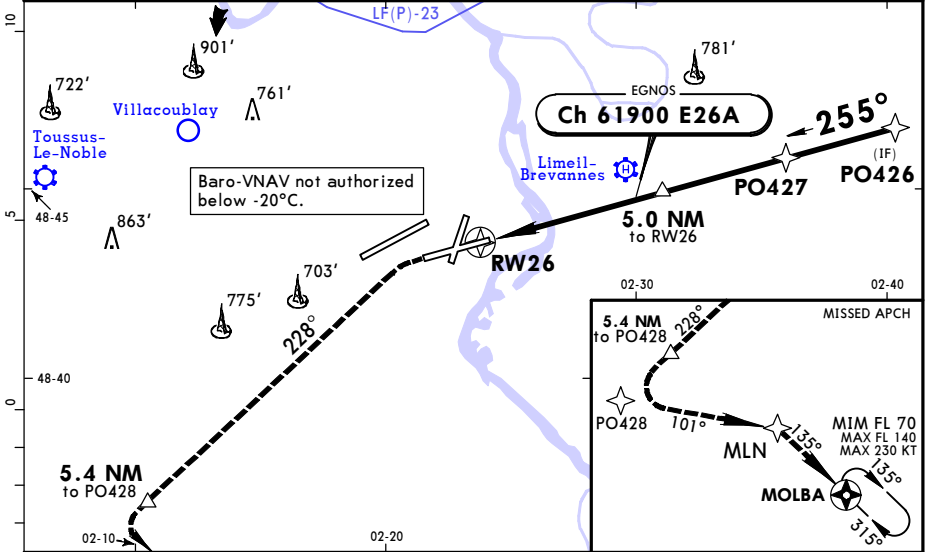
Standard		STRAIGHT-IN LANDING LNAV/VNAV				CIRCLE-TO-LAND	
LPV		DA(H) A: 620' (335') B: 630' (345') C: 640' (355') D: 650' (365')				Circling height based on rwy 24 displ thresh elev of 285'.	
DA(H) 540' (255')		DA/MDA(H) 710' (425')				Max Kts	
ALS out		ALS out				MDA(H) VIS	
A		RVR 1100m	RVR 1500m	RVR 1500m		110	810' (525') 1500m
B	RVR 800m	RVR 1300m				135	810' (525') 1600m
C		RVR 1200m	RVR 1600m	RVR 1600m	RVR 2000m	180	1180' (895') 2400m
D						205	1180' (895') 3600m

LFPO/ORY
ONLY

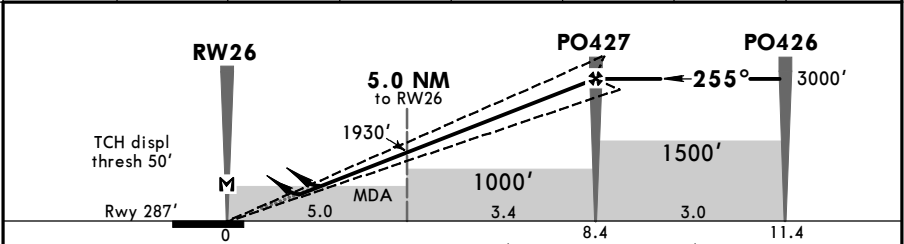
JEPPESEN
29 MAY 15 (12-6)

PARIS, FRANCE
RNAV (GNSS) Rwy 26

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



DIST to RW26	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	970'	1290'	1610'	1930'	2240'	2560'	2880'



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

Standard		LPV		STRAIGHT-IN LANDING LNAV/VNAV		LNAV CDFA		CIRCLE-TO-LAND	
DA(H)		A: 570' (283') C: 590' (303') B: 580' (293') D: 600' (313')		DA(H)		DA/MDA(H)		Circling height based on rwy 26 displ thresh elev of 287'.	
		ALS out		ALS out		ALS out		Max Kts. MDA(H) VIS	
A	RVR 750m 1	RVR 1400m		RVR 750m 2	RVR 1400m	RVR 1100m		110	810' (523') 1500m
B				RVR 800m	RVR 1500m			135	810' (523') 1600m
C	RVR 750m 2			RVR 900m	RVR 1600m			180	1180' (893') 2400m
D								205	1180' (893') 3600m

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

CHANGES: OL VOR DME withdrawn.

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LFPO/ORY

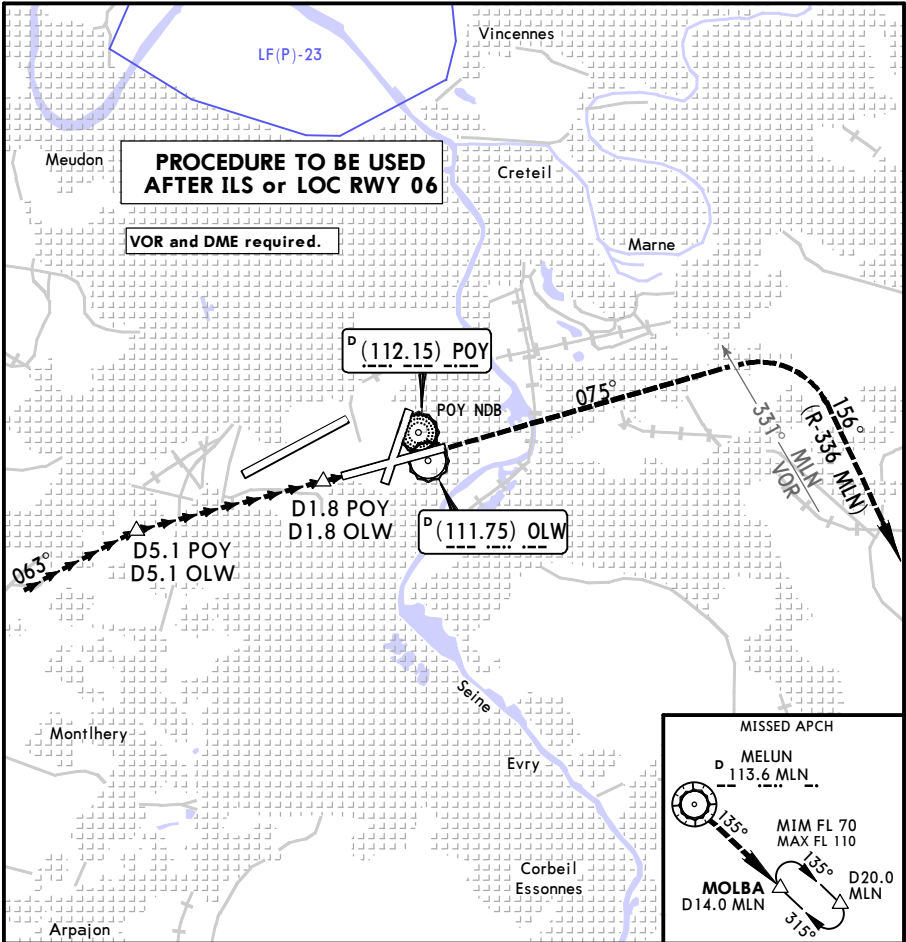
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PARIS, FRANCE
ONLY

VPT B Rwy 08

Apt Elev 291'

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



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

MISSD APCH: At D1.8 POY/D1.8 OLV climb on 075° to 2000', then as directed.

MISSD APCH WITH LOST COMM: At D1.8 POY/D1.8 OLV 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 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (ORLY - LFPO)				
REV	RNAV SID DESIGNATION INDE...	10-3	17 Jun 2016	
REV	SID DESIGNATION INDEX	10-3A	17 Jun 2016	
ADD	RNAV SID & SID DESIGNATIO...	10-3A1	17 Jun 2016	23 Jun 2016
ADD	DEP INSTRUCTIONS (TEMP)	10-3C	17 Jun 2016	23 Jun 2016
ADD	ATREX, NURMO & OPALE 5A R...	10-3X01	17 Jun 2016	23 Jun 2016
ADD	ATREX, NURMO & OPALE 5B R...	10-3X02	17 Jun 2016	23 Jun 2016
ADD	BAXIR, BUBLI, DIKOL & RAN...	10-3X03	17 Jun 2016	23 Jun 2016
ADD	BAXIR, BUBLI, DIKOL & RAN...	10-3X04	17 Jun 2016	23 Jun 2016
ADD	OKASI & PILUL 5A RNAV DEP...	10-3X05	17 Jun 2016	23 Jun 2016
ADD	OKASI & PILUL 5B RNAV DEP...	10-3X06	17 Jun 2016	23 Jun 2016
ADD	LATRA 5A RNAV DEPS (TEMP)	10-3X07	17 Jun 2016	23 Jun 2016
ADD	LATRA 5B RNAV DEPS (TEMP)	10-3X08	17 Jun 2016	23 Jun 2016
ADD	AGOPA & ERIXU 5A RNAV DEP...	10-3X09	17 Jun 2016	23 Jun 2016
ADD	AGOPA & ERIXU 5B RNAV DEP...	10-3X10	17 Jun 2016	23 Jun 2016
ADD	DORDI 5A & 5B DEPS (TEMP)	10-3X11	17 Jun 2016	23 Jun 2016
ADD	MONOT 5A & 5B DEPS (TEMP)	10-3X12	17 Jun 2016	23 Jun 2016
ADD	PITHIVIERS 5A & 5B DEPS (...)	10-3X13	17 Jun 2016	23 Jun 2016
ADD	EVREUX & L'AIGLE 5A & 5B ...	10-3X14	17 Jun 2016	23 Jun 2016
ADD	PG 5A DEPS (POGO) (TEMP)	10-3X15	17 Jun 2016	23 Jun 2016
ADD	PG 5B DEPS (POGO) (TEMP)	10-3X16	17 Jun 2016	23 Jun 2016
DEL	A-CDM (TEMP)	10-8B	10 Jun 2016	
DEL	A-CDM CONTD 1 (TEMP)	10-8C	10 Jun 2016	
DEL	A-CDM CONTD 2 (TEMP)	10-8D	10 Jun 2016	
DEL	A-CDM CONTD 3 (TEMP)	10-8E	10 Jun 2016	
REV	AIRPORT	10-9	17 Jun 2016	23 Jun 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	17 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPO

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For diversion to LFPG it is necessary to plan an additional amount of fuel, compared to the minimum required, to reflect increased waiting times.

Type: Terminal

Effectivity: 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.

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: 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: Temporary
Begin Date: 20160623
End Date: 20160915

(Eff 23 Jun 16) During closure of RWYS 06, 24 and when RWY 20 is used for take-off, the delivery controller will give a 5A (WL) or 5B (IPOW) SID instead of 5Q and 5T. For temporary procedures refer to charts 10-3A1, 10-3C, and 10-3X01 thru 10-3X16. Refer to latest NOTAMS.

Type: Terminal
Effectivity: Permanent
Begin Date: 20160526
End Date: No end date

PAPI (3.0 degrees) Rwy 02 installed.

Type: Terminal
Effectivity: Temporary
Begin Date: 20160303
End Date: 20161012

New parking stands. Refer to temporary chart 10-8 and latest NOTAMS.

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.

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 (LFLY), 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.