

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFPO

Terminal Charts For LFPO

Revision Letter For Cycle 18-2021

Change Notices

Notebook

General Information

Location: PARIS FRA
ICAO/IATA: LFPO / ORY
Lat/Long: N48° 43.4', E002° 22.8'
Elevation: 291 ft

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

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

Sunrise: 0517 Z
Sunset: 1820 Z

Runway Information

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

Runway: 07
Length x Width: 10892 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 277 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

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

Runway: 25
Length x Width: 10892 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 287 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1427 ft

Runway: 02
Length x Width: 7874 ft x 192 ft
Surface Type: bitu
TDZ-Elev: 287 ft
Lighting: Edge, ALS, REIL

Runway: 20
Length x Width: 7874 ft x 192 ft
Surface Type: bitu
TDZ-Elev: 287 ft
Lighting: Edge, REIL

Communication Information

ATIS: 126.505 Non-English
ATIS: 131.355
Orly Tower: 120.500 Secondary
Orly Tower: 118.700
Orly Ground: 121.815 Secondary
Orly Ground: 121.705
Orly Ramp/Taxi: 131.510 Non-English
Orly Clearance Delivery: 121.555
Orly Clearance Delivery: 120.500 Secondary
Orly Approach: 123.875
Orly Approach: 124.450
Orly Approach: 118.855 Secondary
Orly Approach: 120.855 Secondary
De Gaulle Approach: 126.575 Secondary
De Gaulle Arrival: 121.155
Orly Departure: 128.380 Secondary
Orly Departure: 127.750
Orly Fire Emergency: 135.000

LFPO/ORY
ONLY

JEPPESEN

17 APR 20

10-1P

Eff 23 Apr

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 131.355
126.505 (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 2330-0600LT, when tailwind components of not more than 5 KT and technical problems do not conflict, take-offs must be performed in western directions, either RWY 24 or 25, and landings in eastern directions, either RWY 06 or 07.

1.2.2. REVERSE THRUST

Reverse thrust or pitch reversing may only be used from 2200-0615LT for safety reasons.

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.

Stand F30:

Engines run-up restricted to short test of less than 5 minutes with power not exceeding ground-idle power for ACFT code C or less.

Stands B01, E04, E09 and S04:

Engines run-up prohibited.

Stands K06, K23 and K31:

Engines run-up only with power exceeding starting up and taxiing sequences. Take-off for ACFT code letters C, D and some E (ex: A330). MAX 50% of N1 for some code letter E ACFT (ex: B777).

Other stands:

Engines run-up restricted to short test of less than 5 minutes.

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

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.

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. LUMINOUS SIGNS OPERATING

1.4.1. GENERAL

RWY	Associated TWY
02-20	W21, W22, W23, W28, W31, W5, 07/25
06-24	W47, W46, W45, W44-L44, W43-L43, W42-L42, W41
07-25	W37, W36, W35, W28, W4, W34, RWY 02/20, W33, W32, W31

LFPO/ORY
ONLY

JEPPESEN

14 MAY 21

10-1P2

Eff 20 May

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL**1.4.2. LUMINOUS SIGNS OPERATING IN REDUCED VISIBILITY CONDITIONS**

LVP is in force, when at least one of following conditions is true:

- Ceiling lower than or equal to 200'.
- RVR lower than or equal to 600m.

Special case of permanent stop bar W32: When VIS is equal to or lower than 2200m and outside LVP, stop bar W32 is lit.

The other stop bars comply with the following conditions:

VIS above 1500m and no LVP:

- The luminous signs associated with holding points is lit (luminous panels, Wig Wag).
- Specific stop bars for ACFT stand F04 and at the entry of TWY W4 are lit.
- Permanent stop bars "BAP" and no-entry bars "BI" are off.
- The CAT III luminous signs are off (luminous panels, RWY guard lights Wig Wag, controlled stop bars "BAC").

VIS lower than or equal to 1500m and no LVP:

- Lining-up only at THR in force.
- Permanent stop bars "BAP" and no-entry bars "BI" are lit.
- Controlled stop bars "BAC" are lit only at the opposite THR.
- The luminous signs associated with holding points is lit (luminous panels, RWY guard lights Wig Wag).
- Specific stop bars for ACFT stand F04 and at the entry of TWY W4 are lit.

VIS lower than or equal to 1500m and LVP:

- The luminous signs associated with CAT III holding points are lit (luminous panels, RWY guard lights Wig Wag, controlled stop bars).
- Permanent stop bars "BAP" are lit.
- When double holding point luminous panels and associated RWY guard light Wig Wag of single holding point are off.
- Specific stop bars for ACFT stand F04 and at the entry of TWY W4 are lit.

1.5. TAXI PROCEDURES**1.5.1. GENERAL**

Following TWYs restricted to ACFT code E: W1 (between L4 and LF, between L44 and W44), W1 on K apron, W2 (between LS and LU) and W3.

Holding bay W42 is restricted to one ACFT code C and holding bays W37 and W47 are restricted to one ACFT code D or E, or two ACFT code C. They can be used DAY and NIGHT up to RVR 350m.

It is recommended for ACFT code letter E crews, especially for A340-600, A350-1000 and B777-300, to taxi with caution and use oversteering judgement technique for curves.

Pilot's attention is drawn to jet blast risks; reduced thrust is recommended for taxiing, when entering stands 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.

1.5.2. PROHIBITED TURNS

When a turn is neither marked nor lighted on the ground, it is forbidden.

1.5.3. SPECIAL MARKINGS FOR VEHICLE DRIVERS

On RWY 02/20, 492'/150m from RWY 07/25 axis, two green and white markings are painted on the ground.

These are NOT intended for ACFT, but for vehicle traffic.

LFPO/ORY
ORLY

JEPPesen

14 MAY 21

10-1P3

Eff 20 May

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.5.4. TAXIING TO, FROM AND WITHIN NORTH INDUSTRIAL APRON (ZIN)

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.

The parts of TWYs W1 and W2 in ZIN are apron area.

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 Pre-flight before leaving the stand.

1.6. PARKING INFORMATION

Pilots should not enter a parking stand unless under instruction from a marshaller or following indications from an operational Visual Docking Guidance System. In all other situations, the ACFT should hold position on the TWY/taxilane center-line ahead of the parking stand lead-in line and notify GMC to request assistance.

1.7. OTHER INFORMATION

1.7.1. GENERAL

Lights must be on before engine start-up and must stay on when engines are still running on the apron.

Helicopter activity. Permanent wildlife strike hazard.

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

Between 2330-0500LT, all movements on apron and all interventions on stands occupied by an ACFT must be preceded by a call to RPA APOC (06 71 76 19 99) to ensure compliance of the apron floodlight.

1.7.2. A380 AND B748 OPERATIONS

A380 and B748 approved in case of diversion from PARIS Charles-de-Gaulle, and B748 in official reception.

If ACFT weight exceeds 391 tons, notify controller for any movement.

1.7.2.1. A380

- Maximum ground weight 391 tons for landing, taxiing and take-off, or 600 tons according to TWYs.
- Taxiing restricted to specified routes; see 10-9B2 (limited distribution).
- Use oversteering technique in curves.
- Taxiing with outer engines at ground idle power compulsory.
- Follow-me car mandatory for any taxiing or towing.
- RWY snow clearing limited to 148'/45m width.
- Taxi with CAUTION when entering stand N25 to avoid blast damage.
- Operations on RWY 02/20 prohibited.

LFPO/ORY
ORY

JEPPESEN

14 MAY 21

10-1P4

Eff 20 May

PARIS, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.7.2.2. B748

- Maximum ground weight for ACFT in official reception 391 tons.
- Maximum ground weight for ACFT diverted from PARIS Charles-de-Gaulle 391 tons, or, 600 tons according to ground routes.
- Taxiing restricted to specified routes; see 10-9B3 (limited distribution).
- Taxi with CAUTION when entering stand N25 to avoid blast damage.
- Operations on RWY 02/20 prohibited.

1.7.3. AIR NAVIGATION HAZARDS

Crews are asked to report glare from portable lasers to the ATC service, specifying as far as possible the place of origin.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Within PARIS class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL 100 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 25 (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. 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.

While ensuring safety and complying with stabilisation instructions, and when ACFT performances allow, pilots are invited to delay the landing gear extension until 2000' for noise abatement reasons.

2.2.3. 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.

LFPO/ORY
ORLY

JEPPESEN

14 MAY 21

10-1P5

Eff 20 May

PARIS, FRANCE

AIRPORT BRIEFING

2. ARRIVAL

2.3. CAT II/III OPERATIONS

RWYs 06/24 and 07/25 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. RWY USE

Reduced RWY spacing procedure used on RWYs 06 and 25.

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 25, cleared to land, wind 250°, 10 KT.

Pilot: Landing RWY 25, Citron Air 3245.

2.4.2. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO are in force and active H24.

Pilots are expected to ensure Minimum RWY Occupancy Time (MROT), allowing ATC to plan RWY use more efficiently.

If necessary, the preferential clearance TWY is given to the ATIS, warn ATC at first contact if the performances of the day do not allow its use.

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

DISTANCE FROM THR TO EXIT TWY				
07	W4: 4324'(1318m)	RWY 02: 5420'(1652m)	W33: 6955'(2120m)	W32: 9462'(2884m)
25	W34: 4728'(1441m)	W4: 5551'(1692m)	W35: 6736'(2053m)	W36: 7707'(2349m)
02	W5: 3930'(1198m)	W23: 6234'(1900m)		
20	W5: 4173'(1272m)	RWY 25: 5814'(1772m)		
06	W44: 5308'(1618m)	W43: 7110'(2167m)	W42: 9131'(2783m)	
24	W45: 5302'(1616m)	W46: 7110'(2167m)		

Pilots should clear the RWY completely (RWY exit signs) before decelerating to taxi speed.

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.

LFPO/ORY
ORLY

JEPPESEN

19 MAR 21

10-1P6

Eff 25 Mar

PARIS, FRANCE

AIRPORT BRIEFING

2. ARRIVAL

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.
- During daytime, dry or wet RWY excluding snow/black ice/heavy stormy rain/hail.
- 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.

2.5.3. TRANSFER FROM TWR TO GND

After landing, GND frequency 121.705 is not announced.

Preset it and wait for TWR instructions to contact GND.

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.

LFPO/ORY
ONLY

JEPPesen

19 MAR 21

10-1P7

Eff 25 Mar

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE

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.

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 minutes.

Any new ED shall be at later than the current time and than SOBT -15 minutes. 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.

LFPO/ORY
ONLY

JEPPESEN

19 MAR 21

10-1P8

Eff 25 Mar

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE

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

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.

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 minutes,
- Flight has not left parking stand after TSAT +5 minutes,
- 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.

LFPO/ORY
ORLY

JEPPESEN

19 MAR 21

10-1P9

Eff 25 Mar

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE

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 minutes (or SOBT -15 minutes 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 minutes.

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

If the pilot calls or performs RCD too late (after TSAT +3 minutes), 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.

When the pilot calls back ready to depart:

- if the pilot calls too early (before TSAT -5 minutes), Clearance Delivery will tell the pilot that he will call him back later;
- if the pilot calls between TSAT -5 minutes and TSAT +5 minutes, Clearance Delivery will give the start-up clearance and hand the flight over to Ground frequency;
- if the pilot calls after TSAT +5 minutes, 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 minutes, 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 minutes, 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.).

LFPO/ORY
ONLY

JEPPesen

19 MAR 21

10-1P10

Eff 25 Mar

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE

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 +/-5 minutes 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 minutes or in compliance with CTOT if regulated.

Push-back approval is valid for 1 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.

3.2. START-UP PROCEDURES

Call ORLY Preflight at the earliest 10 minutes prior to estimated start-up time indicating

- Call sign;
- Destination;
- Parking position;
- "Ready to start in 10 minutes".

When cleared by Preflight contact Ground for start-up clearance.

Push-back delay after clearance is 1 minute.

Exit stands H01, H02 and H11 only facing North via exiting TWY LH towards TWY W1.

When take-off RWY 07 from holding bay W37, pilots must be ready for departure before the holding bay. If not, inform ATC.

3.3. HIGH INTENSITY RWY OPERATIONS (HIRO)

Planes should be ready for departure when reaching the holding point. If not, advise ATC. After ATC clearance, line up and/or take off without any delay.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. 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 140 tons, and 80 minutes for ACFT with a MTOW greater than 140 tons.

LFPO/ORY
ONLY

JEPPESEN

19 MAR 21

10-1P11

Eff 25 Mar

PARIS, FRANCE

AIRPORT BRIEFING

3. DEPARTURE

3.4.2. RWY USAGE

Preferential RWYs for take-off are RWY 24 (West direction) and RWY 07 (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.

3.4.3. 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 25 and up to 6.4NM from POY DME for RWYs 06 and 07. Prop ACFT with more than 5.7 tons will be exempted from these restrictions after passing 2500'. These restrictions do not apply for prop ACFT of less than 5.7 tons.

ATC will attempt to avoid:

RWYs 06 and 07: Turns to the North at less than 8.9NM from POY DME below FL 60 (prop ACFT: below 2500').

RWYs 24 and 25: Turns to the North at less than 9.5NM 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.

3.5. SPEED RESTRICTIONS

Within PARIS class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL 100 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 FL 100, speed is limited to MAX 300 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, except when otherwise instructed by ATC.

3.6. OTHER INFORMATION

3.6.1. TRANSFER FROM TWR TO DEP

After take-off, DEP frequency 127.750 is not announced.

Preset it and wait for TWR instructions to contact DEP.

3.6.2. INCREASED HOLDING TIMES

Expect an increase in holding times at take-off THR if weather conditions worsen (VIS 1500m or less or CEIL below 1000').

LFPO/ORY
ORLY

JEPPESSEN

PARIS, FRANCE

14 MAY 21

10-1R

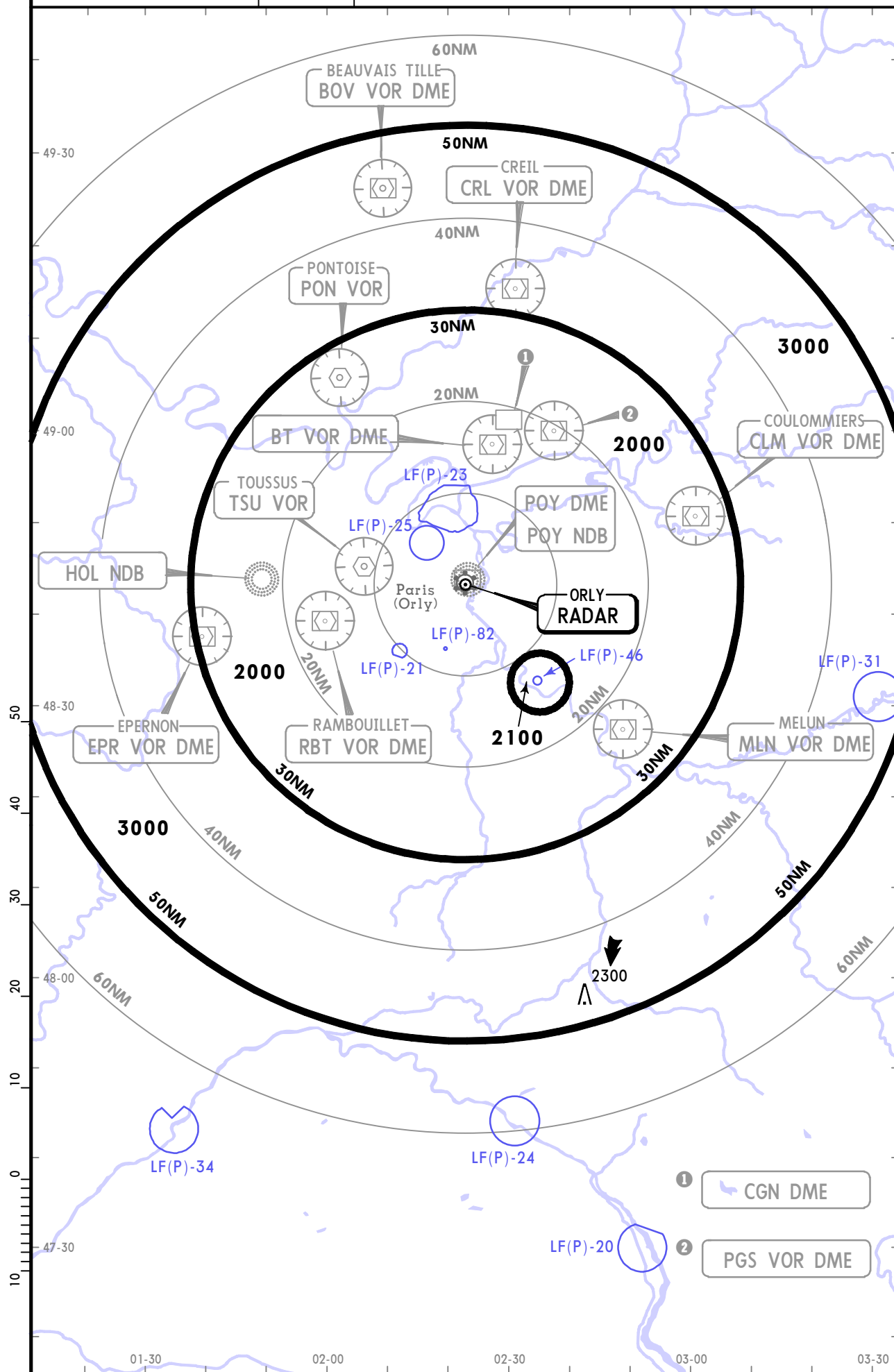
Eff 20 May

RADAR MINIMUM ALTITUDES

* ORLY Approach (R)
123.875 124.450

Apt Elev
291

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



CHANGES: Sectors revised.

© JEPPESEN, 2005, 2021. ALL RIGHTS RESERVED.

LFPO/ORY
ONLY

JEPPESEN
6 AUG 21 **10-2** **Eff 12 Aug**

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.

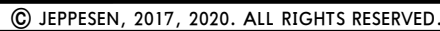
Any change in speed or flight level shall be subject to clearance issued by ATC or on pilots request.

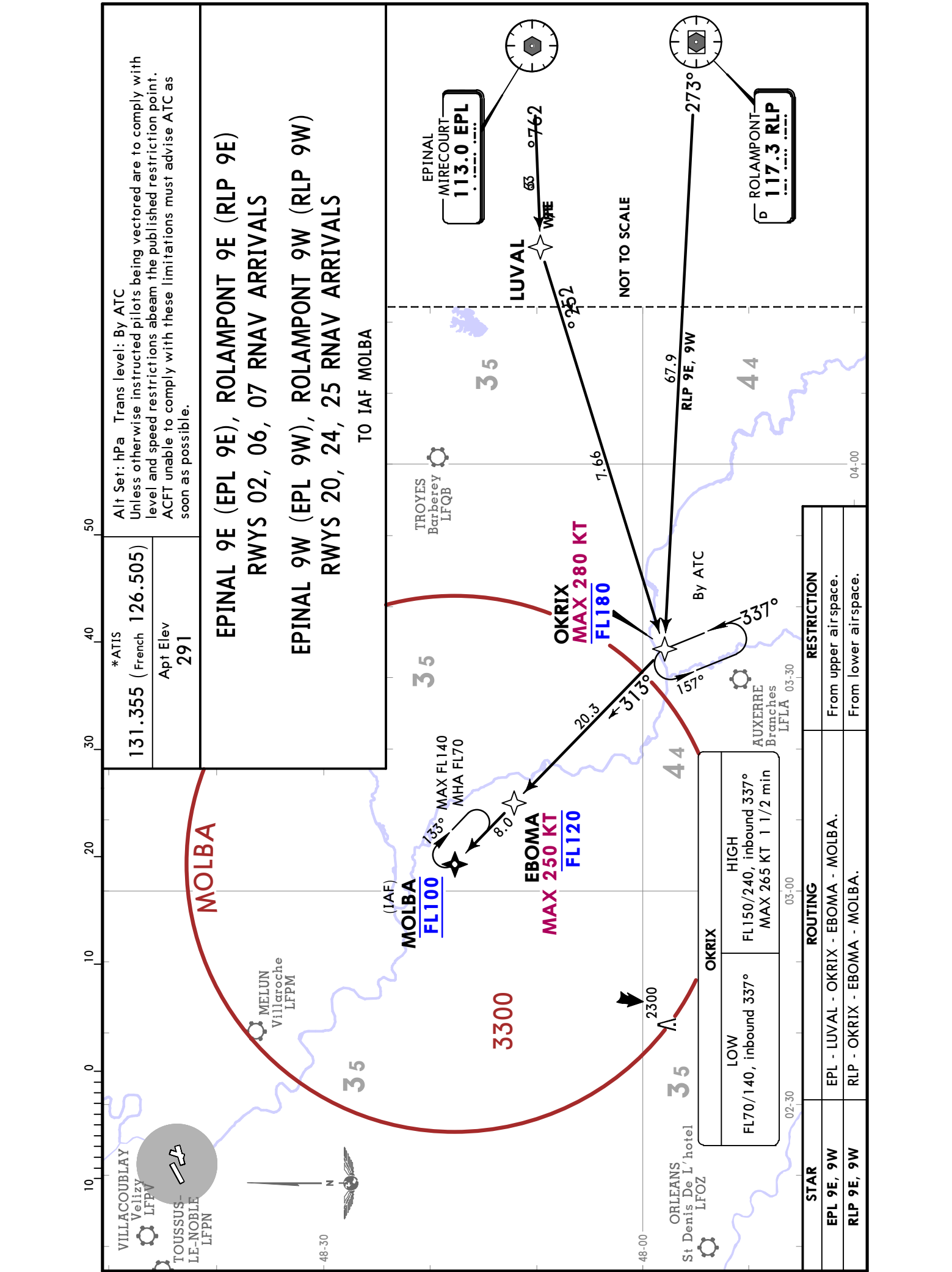
On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

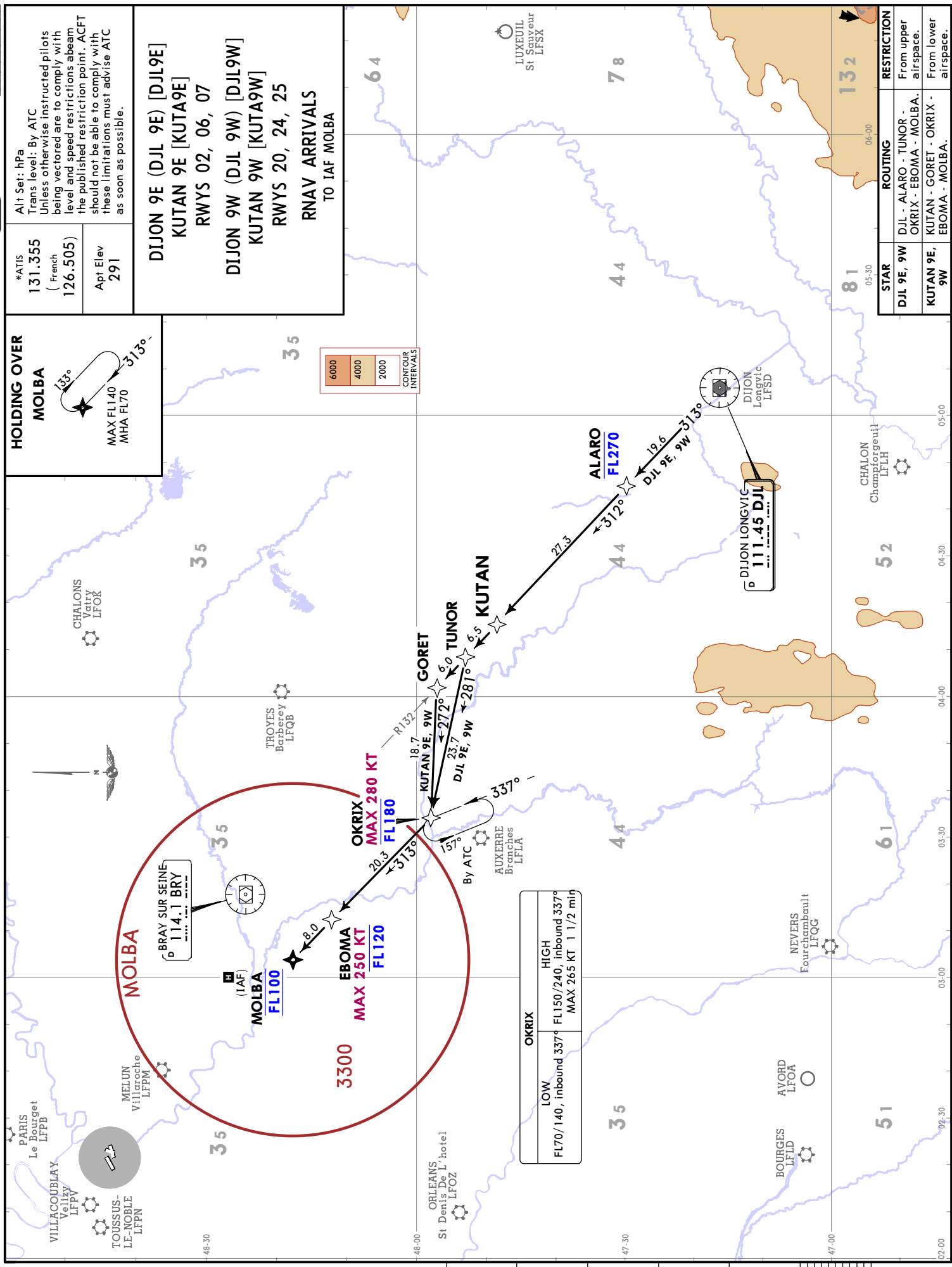
4. Special procedure in absence of any ATC instructions (except for communication failure) for LFPO arrivals via VEBEK.

When no clearance received at or after the IAF (e.g. due to late ACC/APP handover or overloaded frequency):

- MOLBA and ODILO arrivals: On reaching the IAF, do not join the holding pattern but perform the initial approach procedure at the assigned and confirmed level.
- VEBEK arrivals: Execute the same special procedure as described in the Lost Comm procedure for LFPO arrivals via VEBEK.







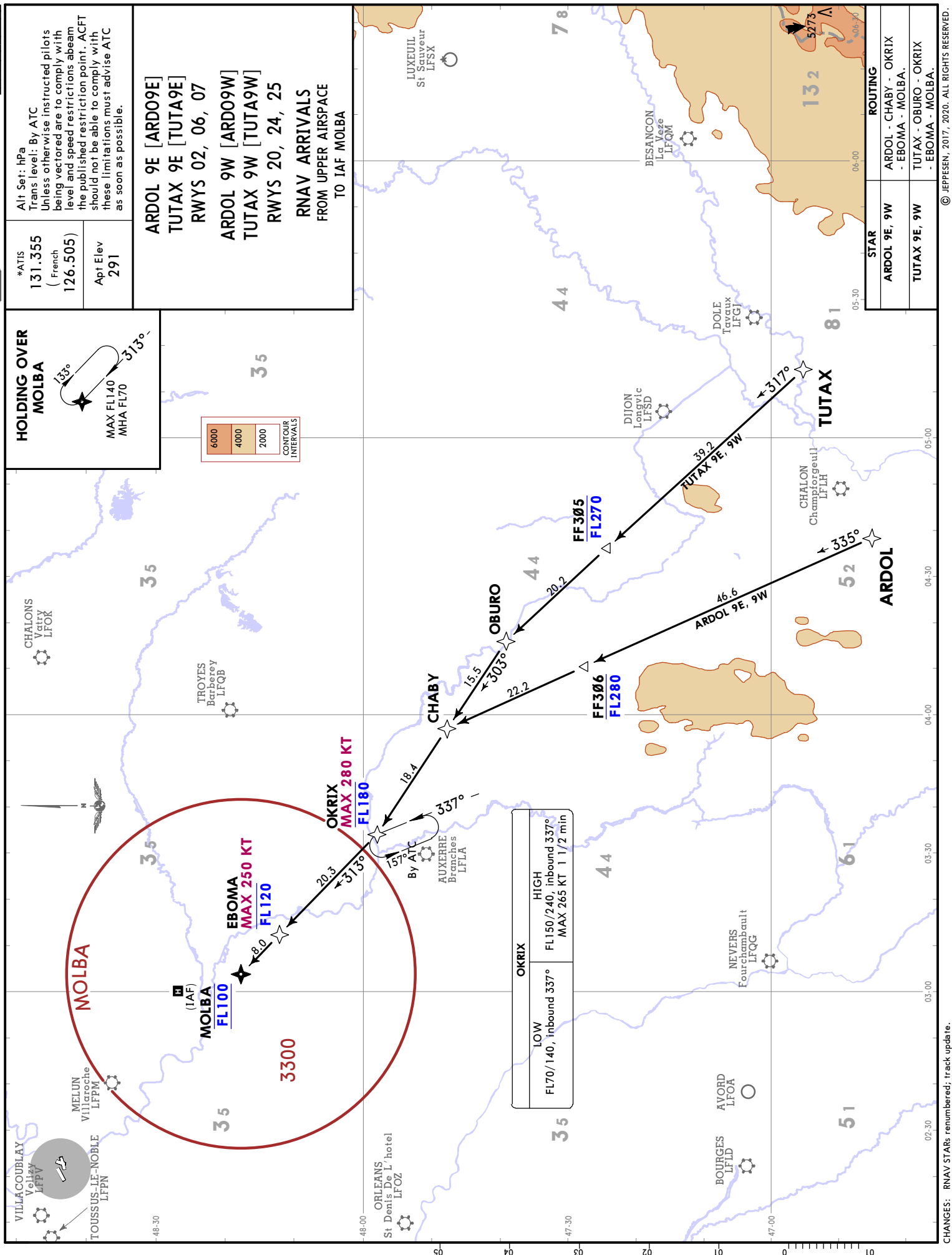
PARIS, FRANCE

JEPPESEN
10-2C Eff 8 Oct

2 OCT 20

LFPO/ORLY
ONLY

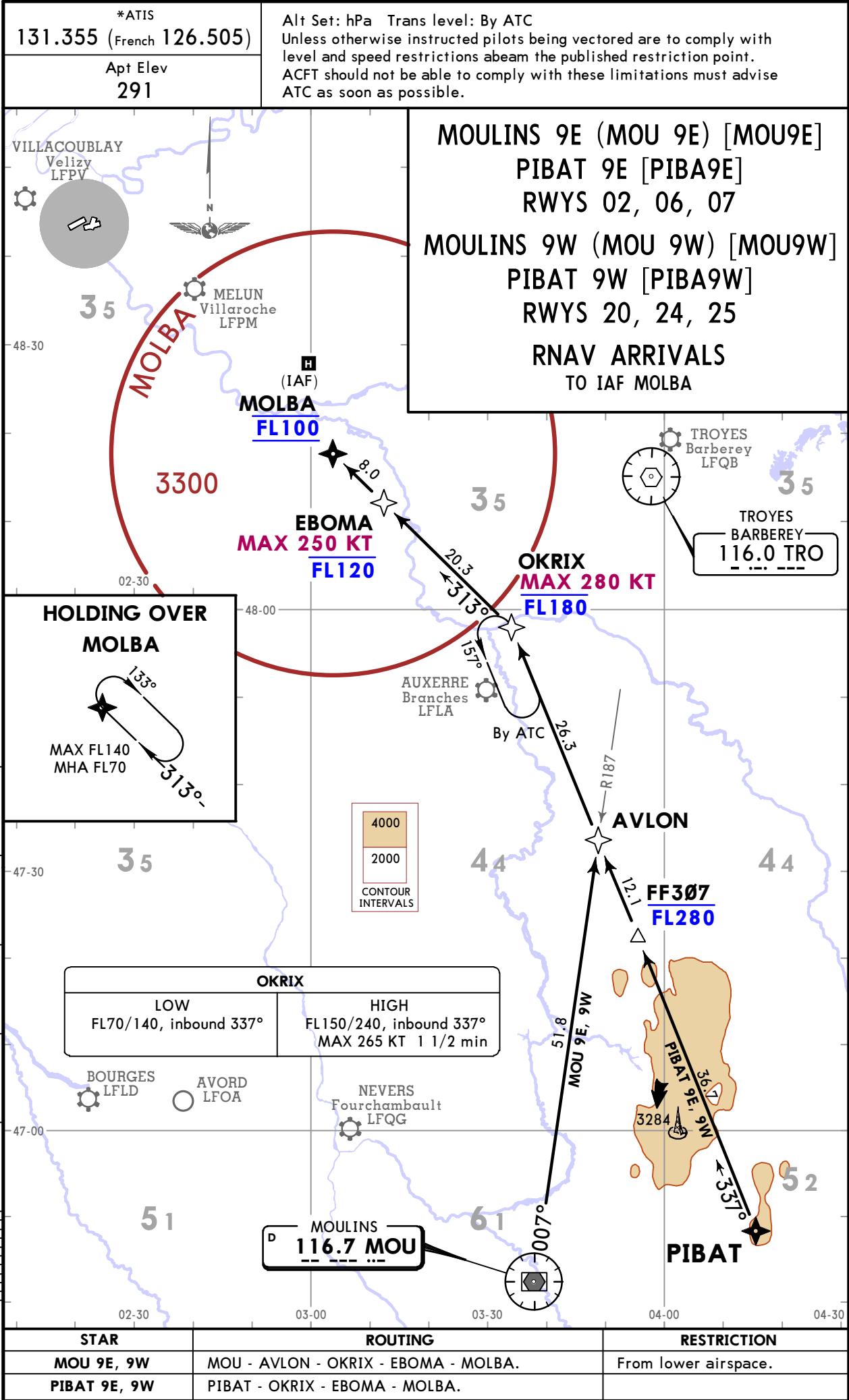
RNAV STAR



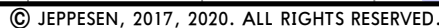
LFPO/ORY
ONLY

JEPPESEN
2 OCT 20 10-2D Eff 8 Oct

PARIS, FRANCE
RNAV STAR



PARIS, FRANCE
RNAV STAR



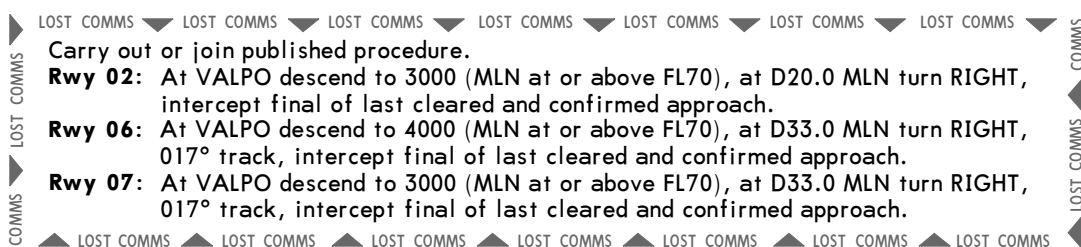


Alt Set: hPa Trans level: By ATC

1. RNAV 1 (GNSS and/or DME/DME).
2. VOR and DME required.
3. On first contact with DE GAULLE Approach pilot message must include only and compulsory: cleared waypoint and cleared level, IAS cleared by Paris ACC, or without, free IAS adopted, and ATIS information letter taken into account.
4. 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.
5. 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.

**FOR FINAL APPROACH
SEE APPROACH CHARTS**

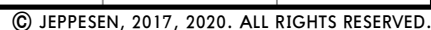
① IAF by ATC only if holding is planned;
EXPECT RADAR vectoring before and
after LORNI.



© JEPPESEN, 2017, 2020. ALL RIGHTS RESERVED.

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (GNSS and/or DME/DME). 2. VOR and DME required.
3. 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. 4. 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.

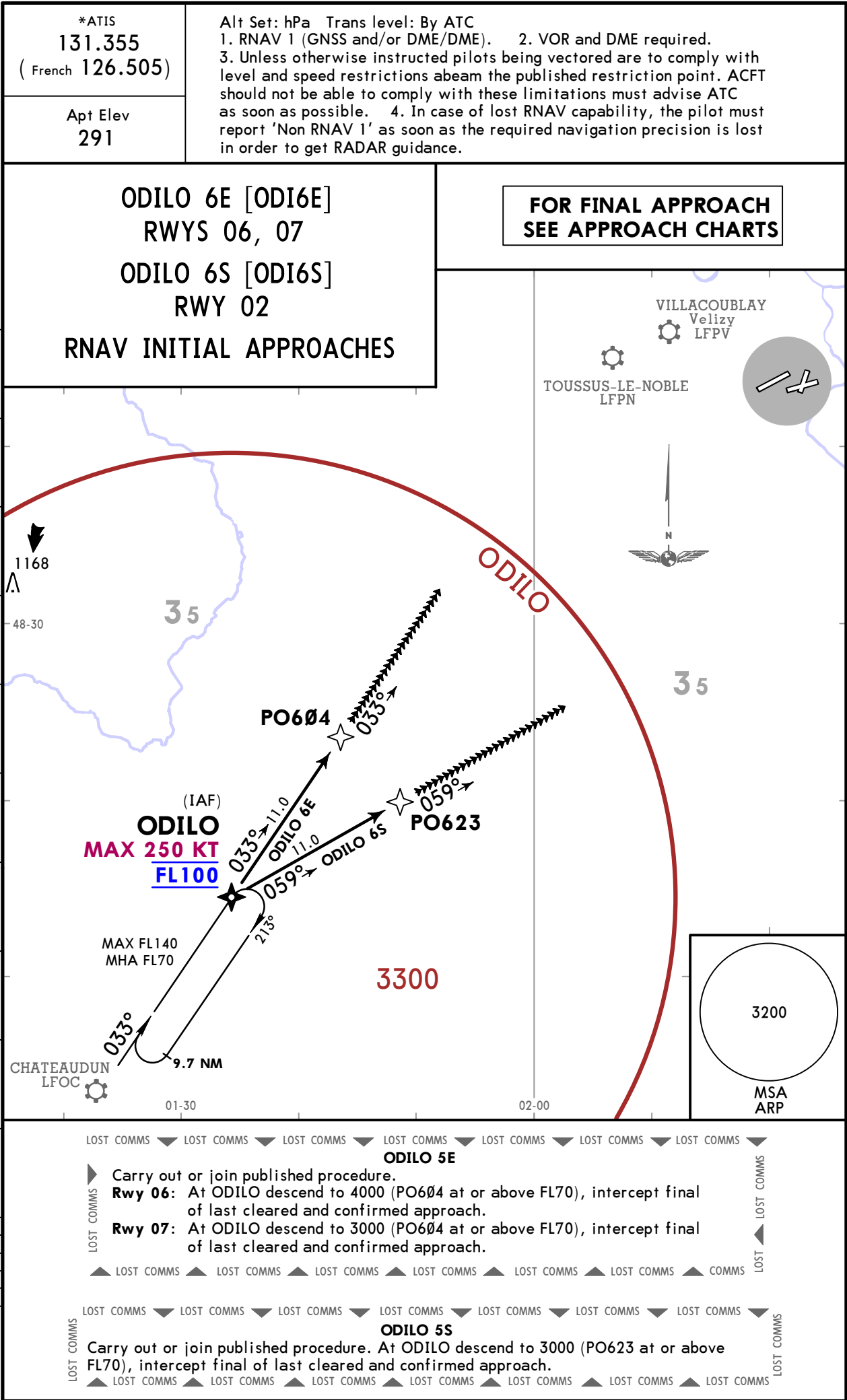
**FOR FINAL APPROACH
SEE APPROACH CHARTS**



LFPO/ORY
ONLY

JEPPESEN
2 OCT 20 10-2M Eff 8 Oct

PARIS, FRANCE
RNAV INITIAL APPROACH



LFPO/ORY
ORLY

JEPPESEN
2 OCT 20 10-2P Eff 8 Oct

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.

NORTH sector

REIMS
FL90/110, inbound 236° RIGHT turn

ROUEN
FL70/110, inbound 170° LEFT turn

SOUTH sector

CHATEAUDUN
FL70/110, inbound 018° RIGHT turn

MOLBA
FL70/110, inbound 313° 113.6 MLN R133 D14.0/20.0 RIGHT turn

ODILO
FL70/110, inbound 033° 114.7 RBT R213 D30.0/35.0 RIGHT turn

DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

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

2. RNAV DEPARTURES

2.1. Protection

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

2.2. 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.
- westbound: DCT EVX or LGL.

Initial departure:

RWY 06: Climb on 061° track to D1.9 POY or D4.2 ORE, turn RIGHT, intercept TSU R089.

RWY 07: Climb on 073° track to D1.7 POY or D1.7 OLW, turn RIGHT, 082° track.

RWY 20: Climb on 197° track to 700, turn RIGHT, intercept 226° bearing from POY.

RWY 24: Climb on 241° track to D4.1 POY or D4.2 OLW, turn LEFT, 235° track.

RWY 25: Climb on 253° track to D4.4 POY or D4.4 OLW, turn LEFT, 235° track.

After initial departure, depending on which runway has been used for take-off:

- northbound: RADAR guidance to MTD.
- eastbound: RADAR guidance to BRY R033 to proceed NIPOR.
- westbound: RADAR guidance to EVX or LGL.

VFR traffic unknown to ATC may occur below the requested FL115.

4. SID DESIGNATION

Letter **W** (RWY 24), letter **X** (RWY 25) & letter **Y** (RWY 20) assigned when westerly take-offs/landings (same direction) in use at Charles-de-Gaulle.

Letter **Q** (RWY 24), letter **R** (RWY 25) & letter **S** (RWY 20) assigned when easterly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

Letter **F** (RWY 06) & letter **E** (RWY 07) assigned when easterly take-offs/landings (same direction) in use at Charles-de-Gaulle.

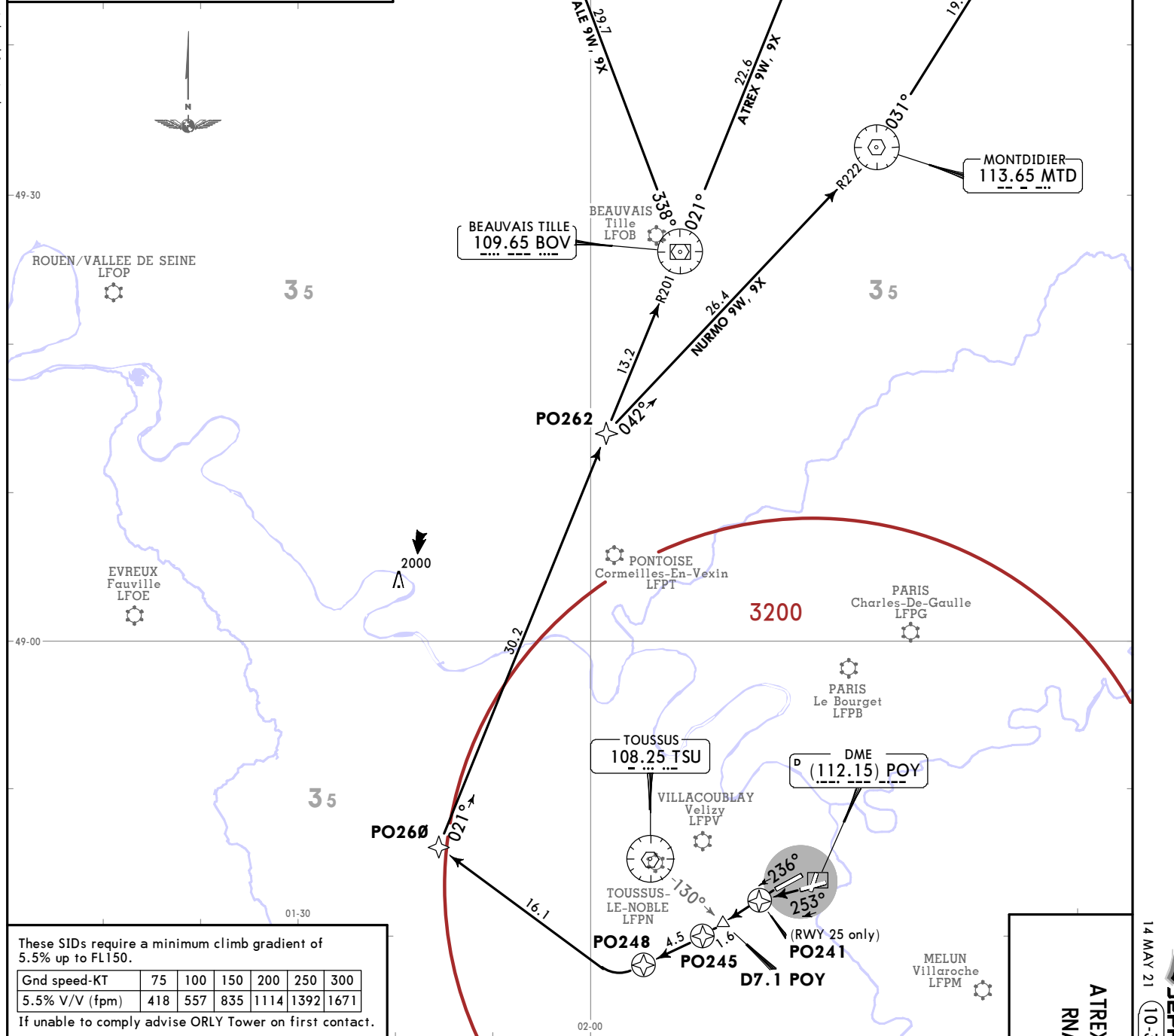
Letter **H** (RWY 06) & letter **G** (RWY 07) assigned when westerly take-offs/landings (reverse direction) in use at Charles-de-Gaulle.

*ORLY Departure
127.750

Apt Elev
291

Trans alt: 5000
SIDs are also minimum noise
 routings.

ATREX, NURMO, OPALE
RNAV DEPARTURES
LETTER W & 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.

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.

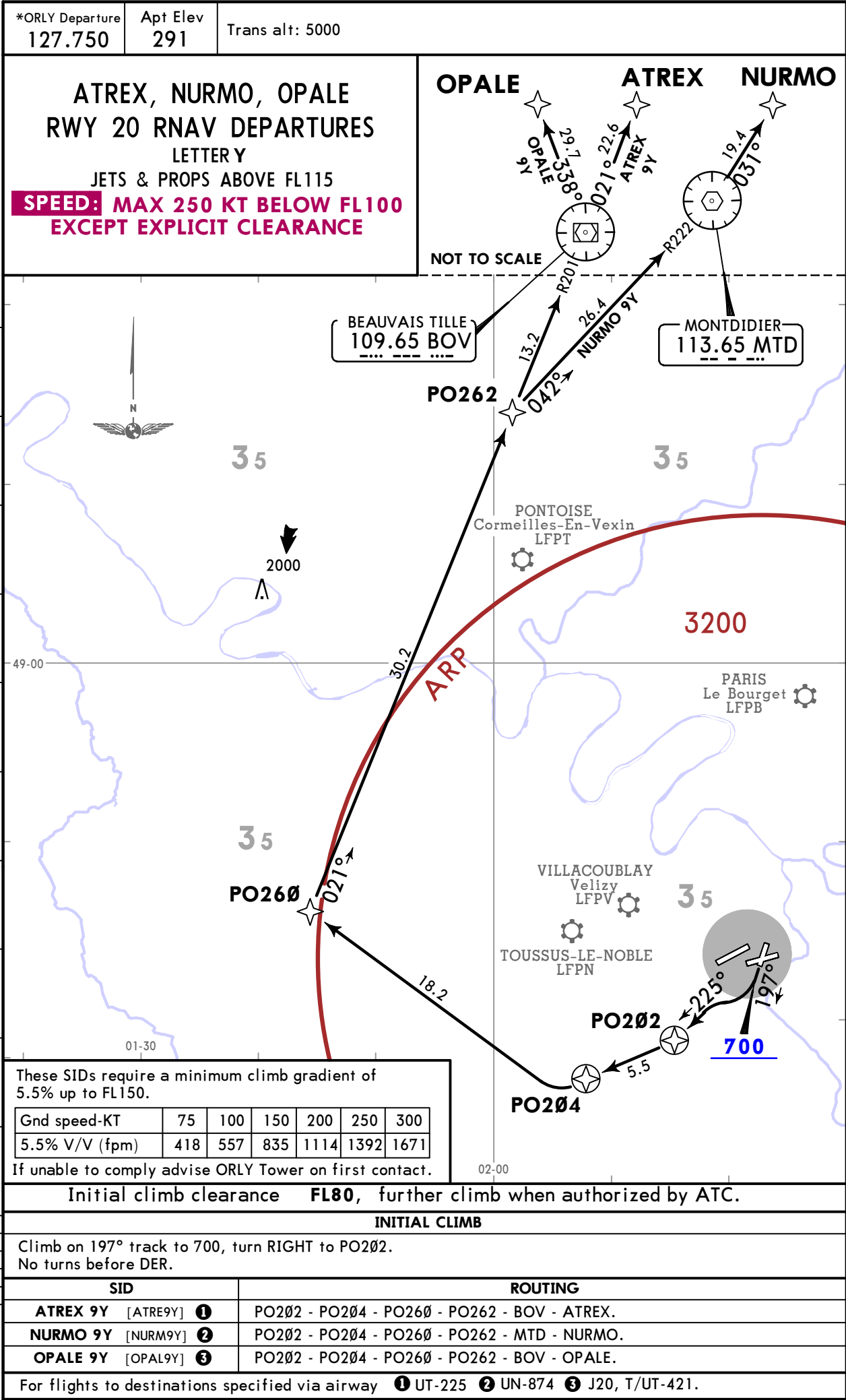
Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R130).	
RWY	INITIAL CLIMB
24	Climb on 236° track to PO245. No turns before DER.
25	Climb on 253° track to PO241, then direct to PO245. No turns before DER.
SID	
ATREX 9W, 9X [ATRE9W/9X] ①	PO245 - PO248 - PO260 - PO262 - BOV - ATREX.
NURMO 9W, 9X [NURM9W/9X] ②	PO245 - PO248 - PO260 - PO262 - MTD - NURMO.
OPALE 9W, 9X [OPAL9W/9X] ③	PO245 - PO248 - PO260 - PO262 - BOV - OPALE.
For flights to destinations specified via airway ① UT-225 ② UN-874 ③ J20, T/UT-421.	

ATREX, NURMO, OPALE
RNAV DEPARTURES
LETTER W & X

LFPO/ORLY
ORLY

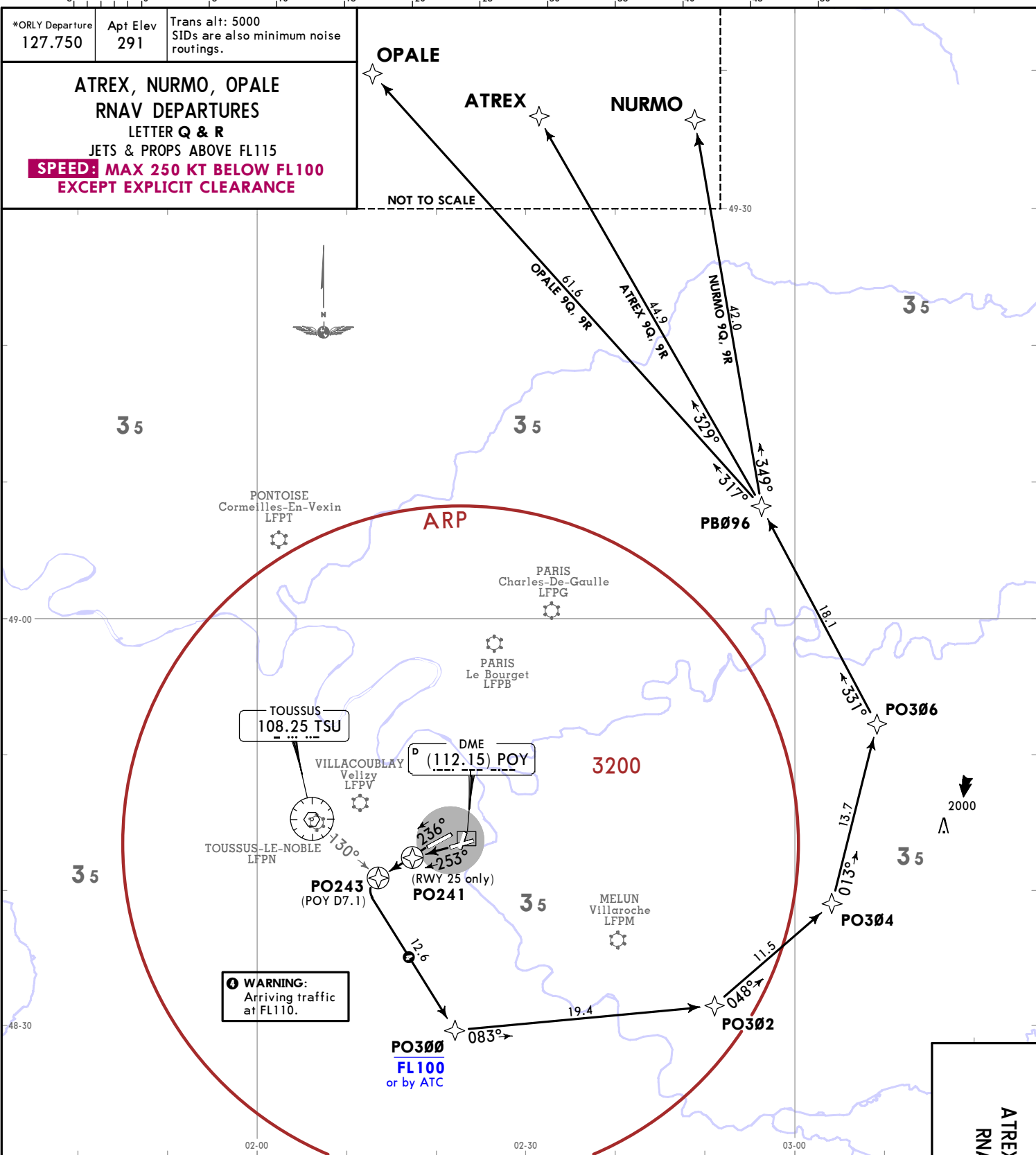
JEPPESSEN
14 MAY 21 10-3C Eff 20 May

PARIS, FRANCE
RNAV SID



CHANGES: Chart reindexed; procedures reindexed & revised.

LFPO/ORY
ONLY



14 MAY 21 (10-3D) EFT 20 May 21
JEPPESSEN PARIS, FRANCE
RNAV SID

ATREX, NURMO, OPALE
RNAV DEPARTURES
LETTER Q & R

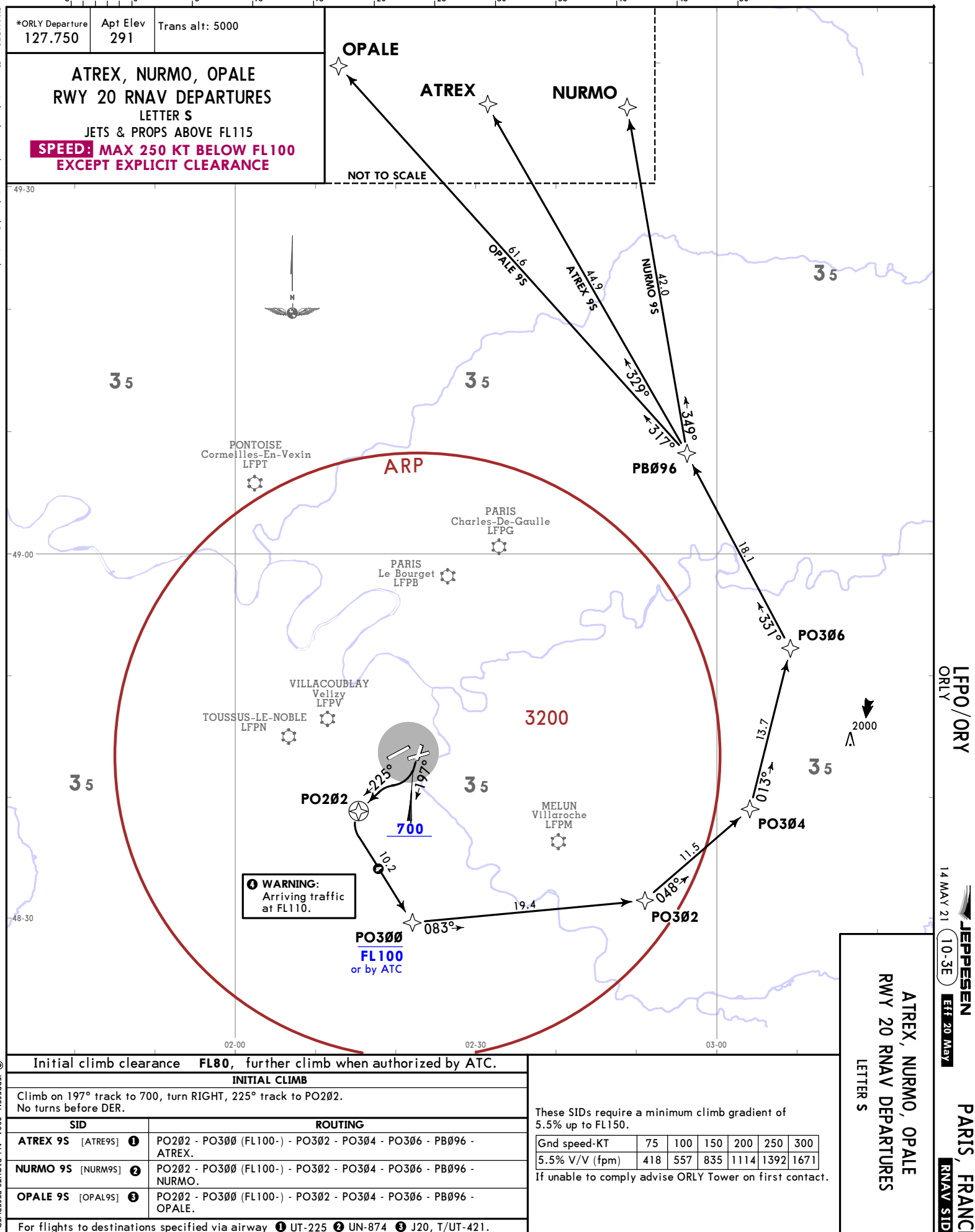
These SIDs require a minimum climb gradient of 5.5% up to FL150.

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.

CHANGES: Chart reindexed; procedures reindexed & revised.

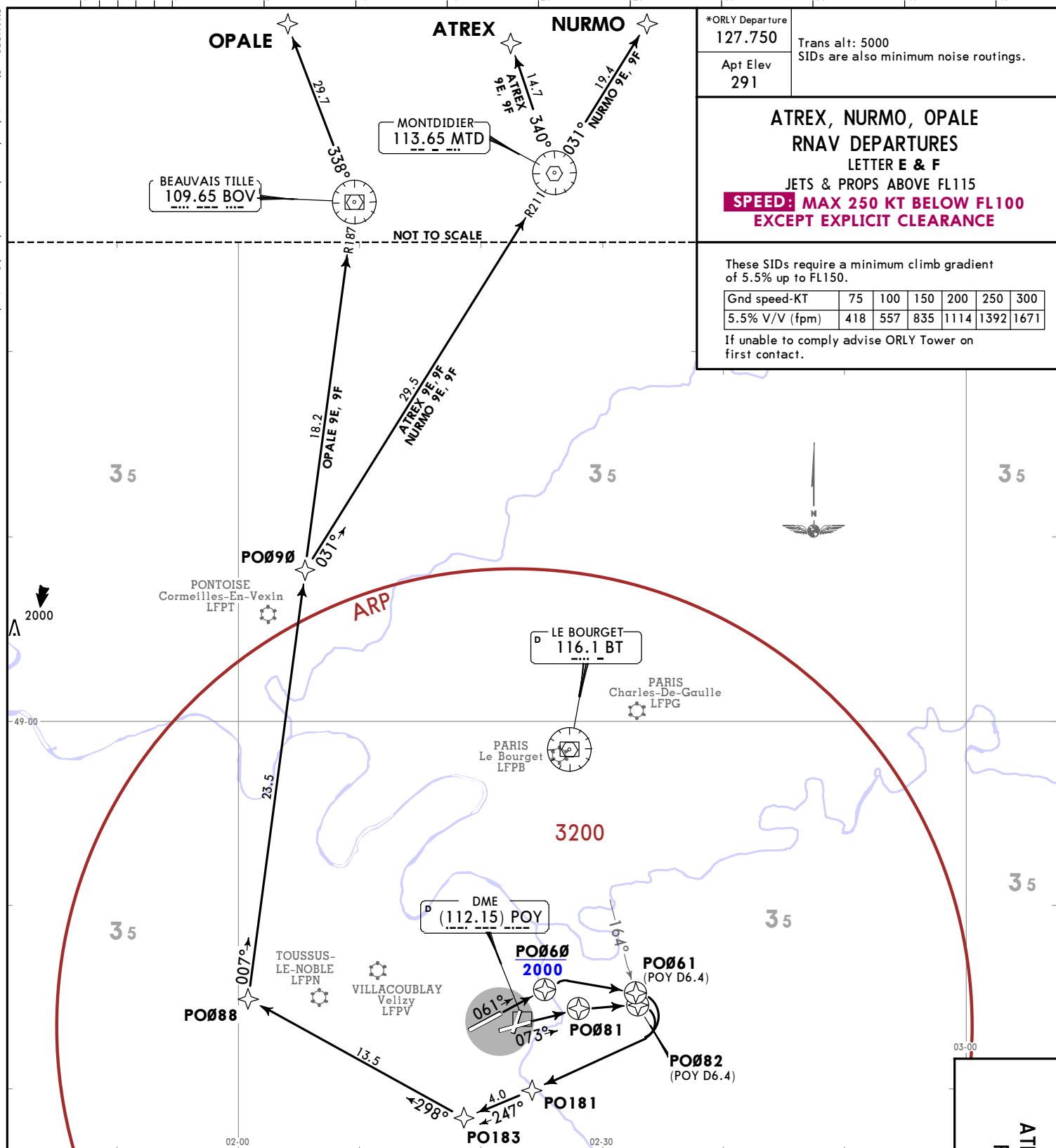
© JEPPESEN, 2021. ALL RIGHTS RESERVED.



CHANGES: Chart reindexed; procedures renumbered & revised.

© JEPPESEN, 2021. ALL RIGHTS RESERVED.

LEPO/ORY
ONLY
JEPPESEN PARIS, FRANCE
14 MAY 21 10-3E1 Eff 20 May
RNAV SID



*ORLY Departure

127.750

Apt Elev

291

Trans alt: 5000

SIDs are also minimum noise routings.

ATREX, NURMO, OPALE

RNAV DEPARTURES

LETTER E & F

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.

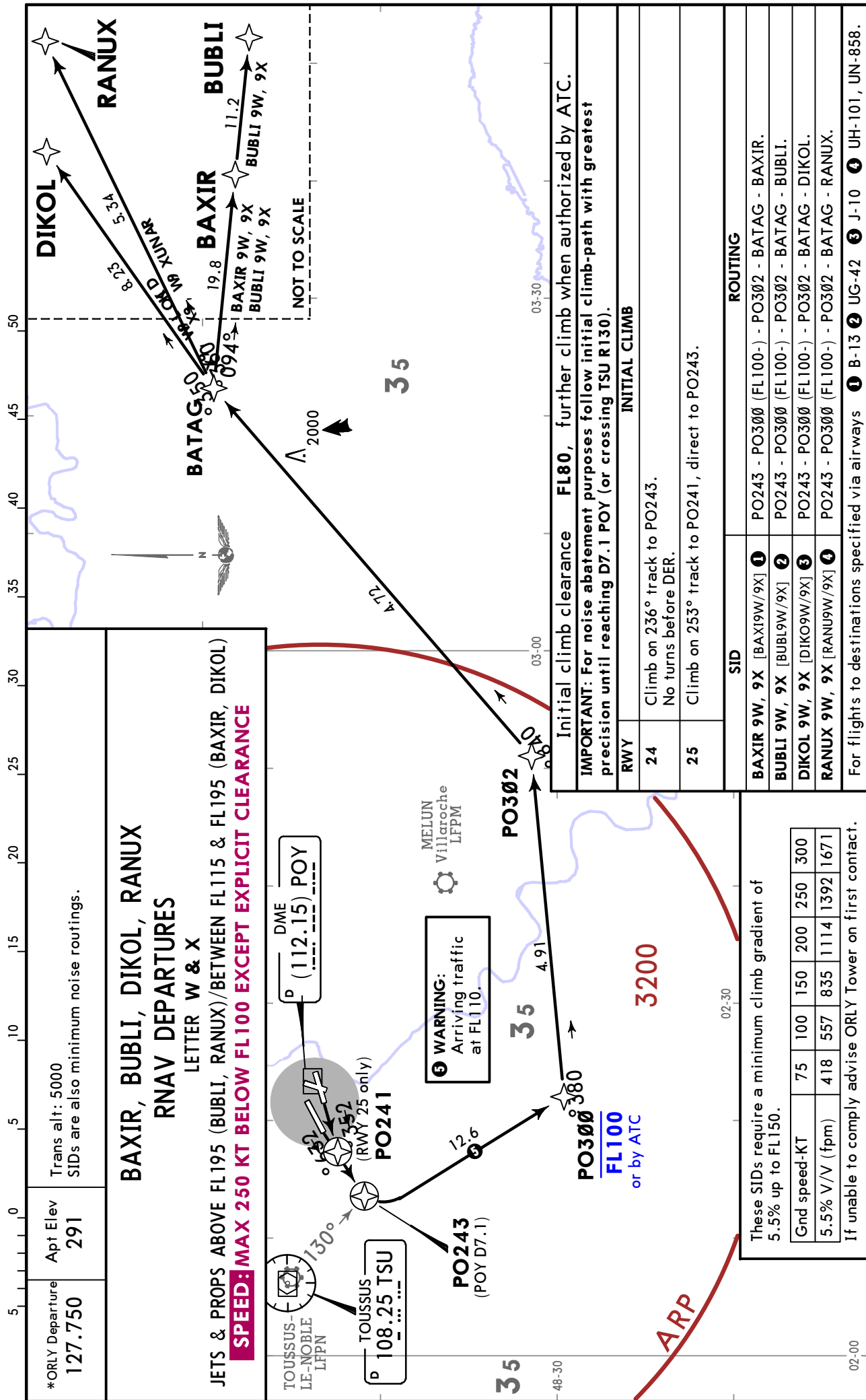
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

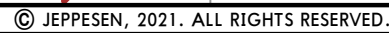
If unable to comply advise ORLY Tower on first contact.

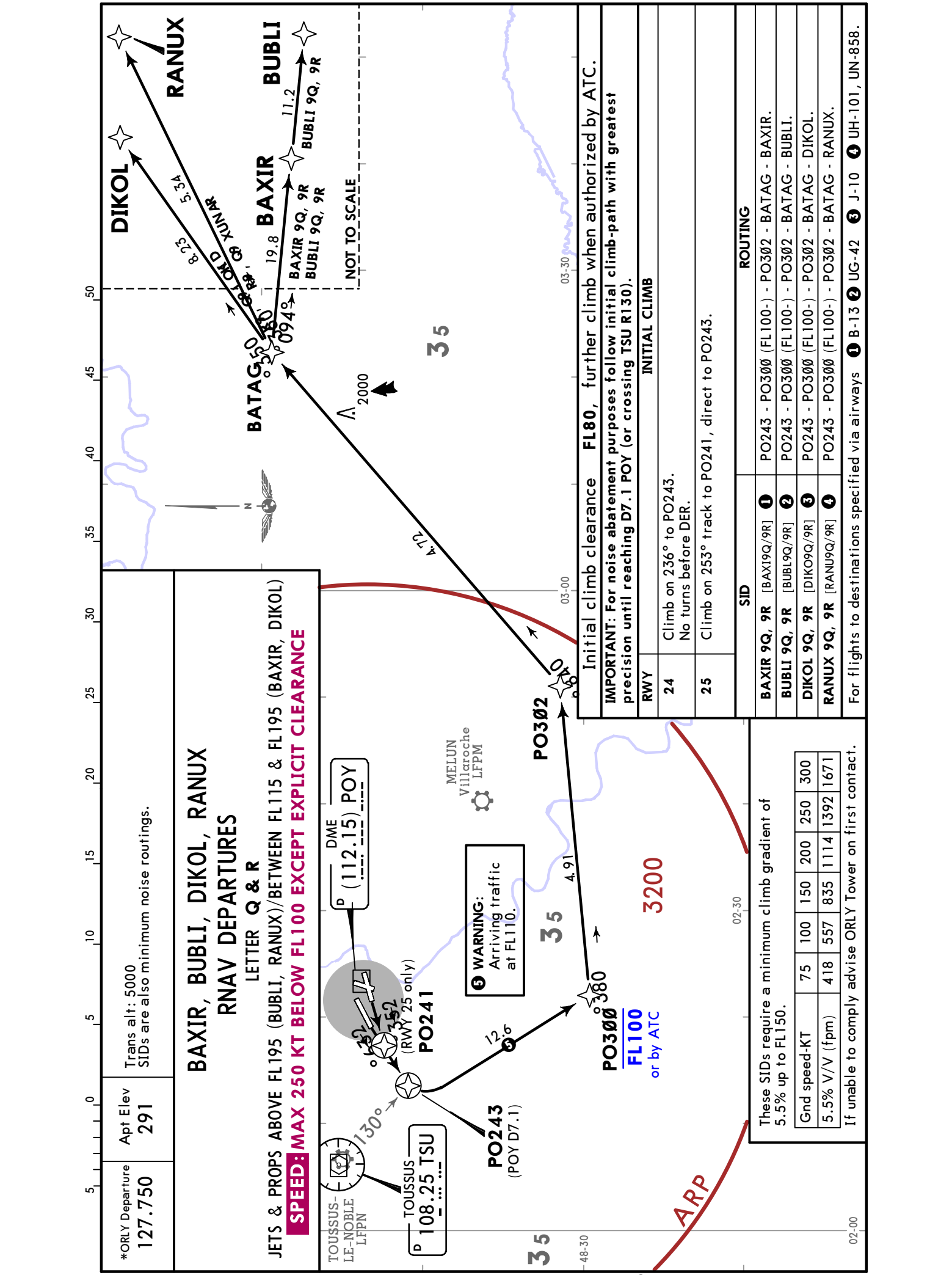
Initial climb clearance JET: FL130/ PROP: FL120, further climb when authorized by ATC.		
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D6.4 POY (or crossing BT R164).		
RWY	INITIAL CLIMB	
06	Climb on 061° track to PO060, direct to PO061.	
07	Climb on 073° track to PO081, direct to PO082.	
SID	RWY	ROUTING
ATREX 9E [ATRE9E] ①	07	PO082 - PO181 - PO183 - PO088 - PO090 - MTD - ATREX.
ATREX 9F [ATRE9F] ①	06	PO061 - PO181 - PO183 - PO088 - PO090 - MTD - ATREX.
NURMO 9E [NURM9E] ②	07	PO082 - PO181 - PO183 - PO088 - PO090 - MTD - NURMO.
NURMO 9F [NURM9F] ②	06	PO061 - PO181 - PO183 - PO088 - PO090 - MTD - NURMO.
OPALE 9E [OPAL9E] ③	07	PO082 - PO181 - PO183 - PO088 - PO090 - BOV - OPALE.
OPALE 9F [OPAL9F] ③	06	PO061 - PO181 - PO183 - PO088 - PO090 - BOV - OPALE.
For flights to destinations specified via airway ① UT-225 ② UN-874 ③ J20, T/UT-421.		

ATREX, NURMO, OPALE
RNAV DEPARTURES
LETTER E & F



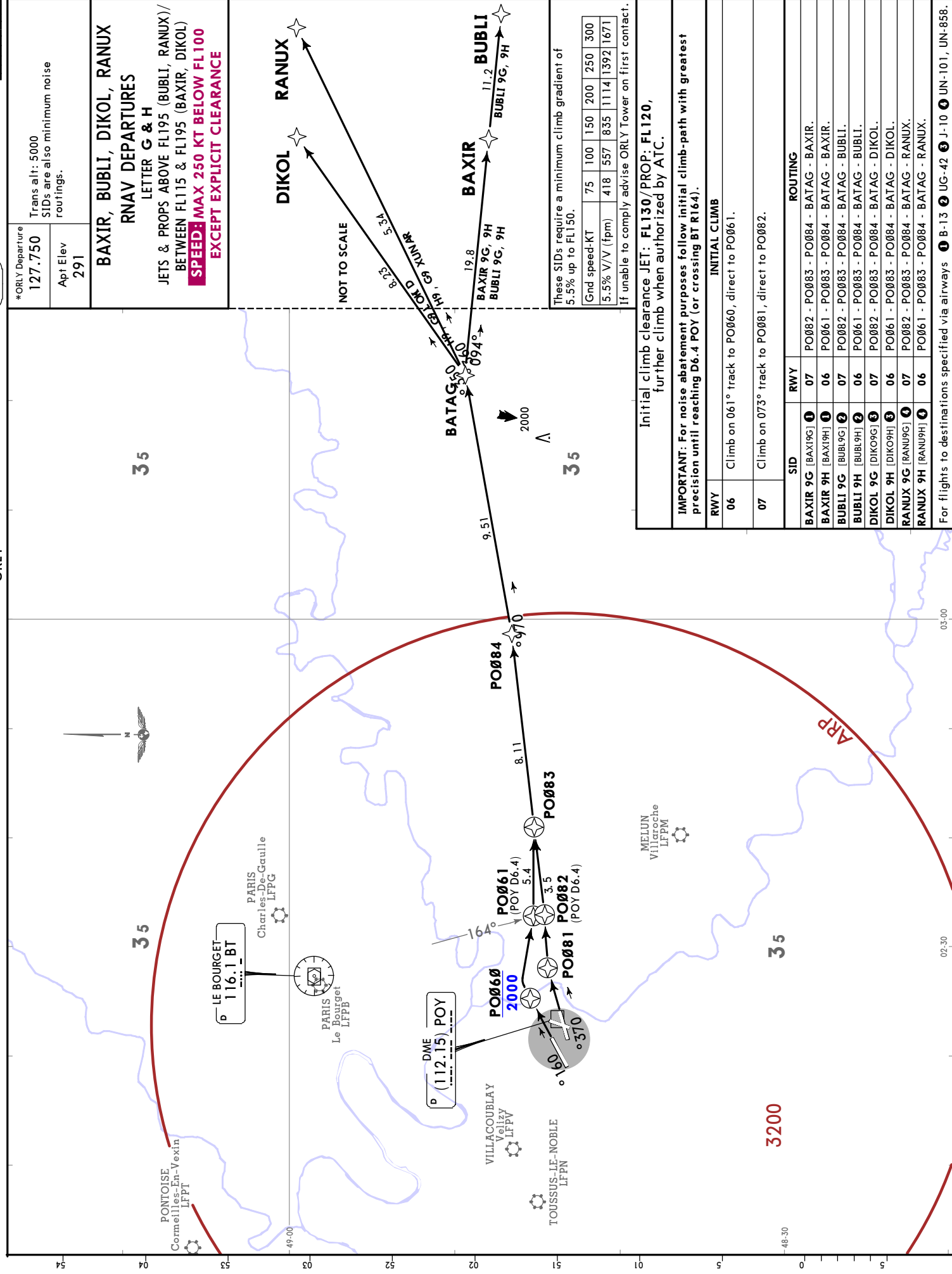












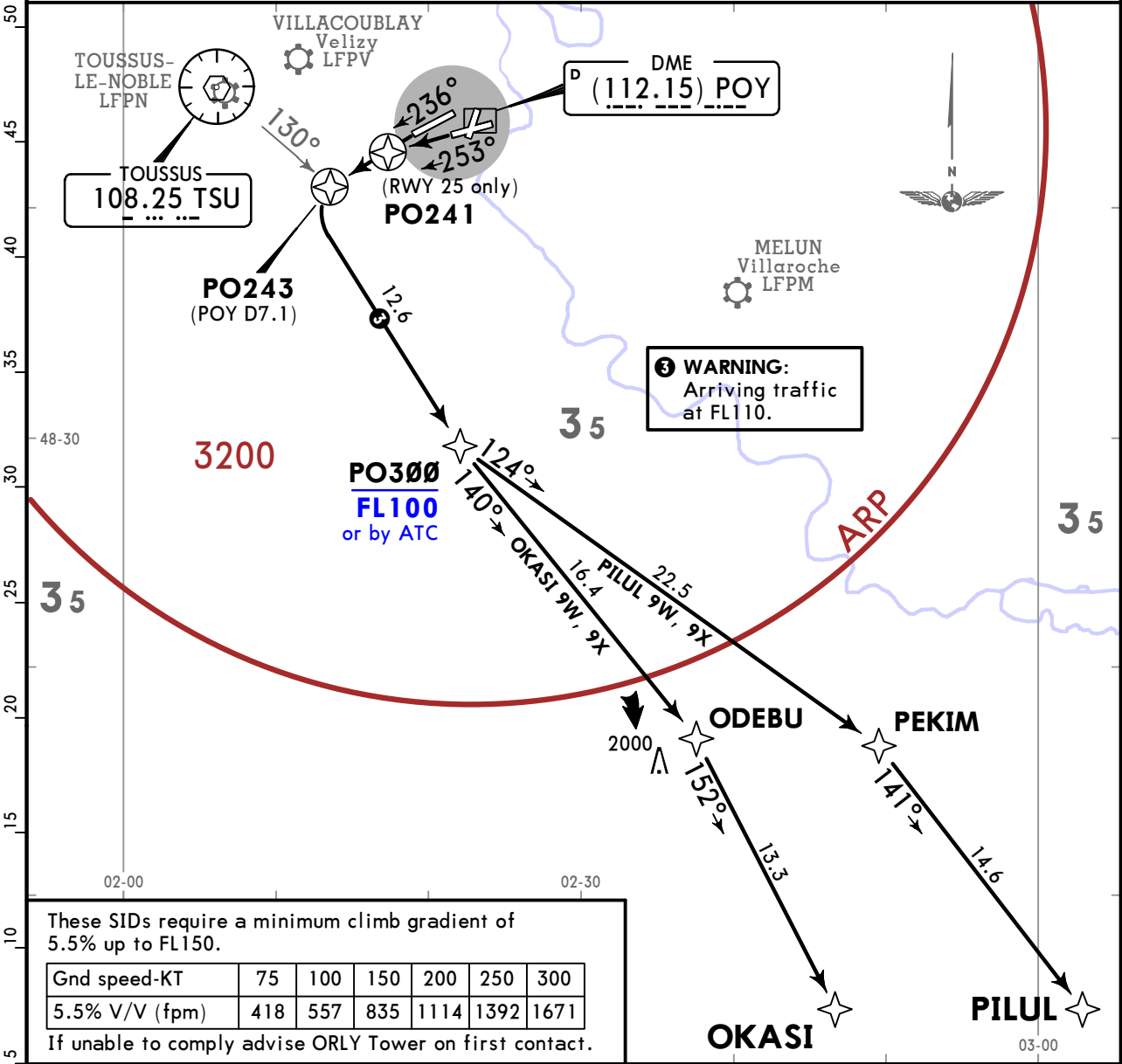
LFPO/ORY
ONLY

JEPPESSEN
14 MAY 21 (10-3G1) Eff 20 May

PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750	Apt Elev 291	Trans alt: 5000 SIDs are also minimum noise routings.
----------------------------	-----------------	--

OKASI, PILUL
RNAV DEPARTURES
LETTER W & X
JETS & PROPS ABOVE FL195
**SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100
EXCEPT ATC INSTRUCTIONS**

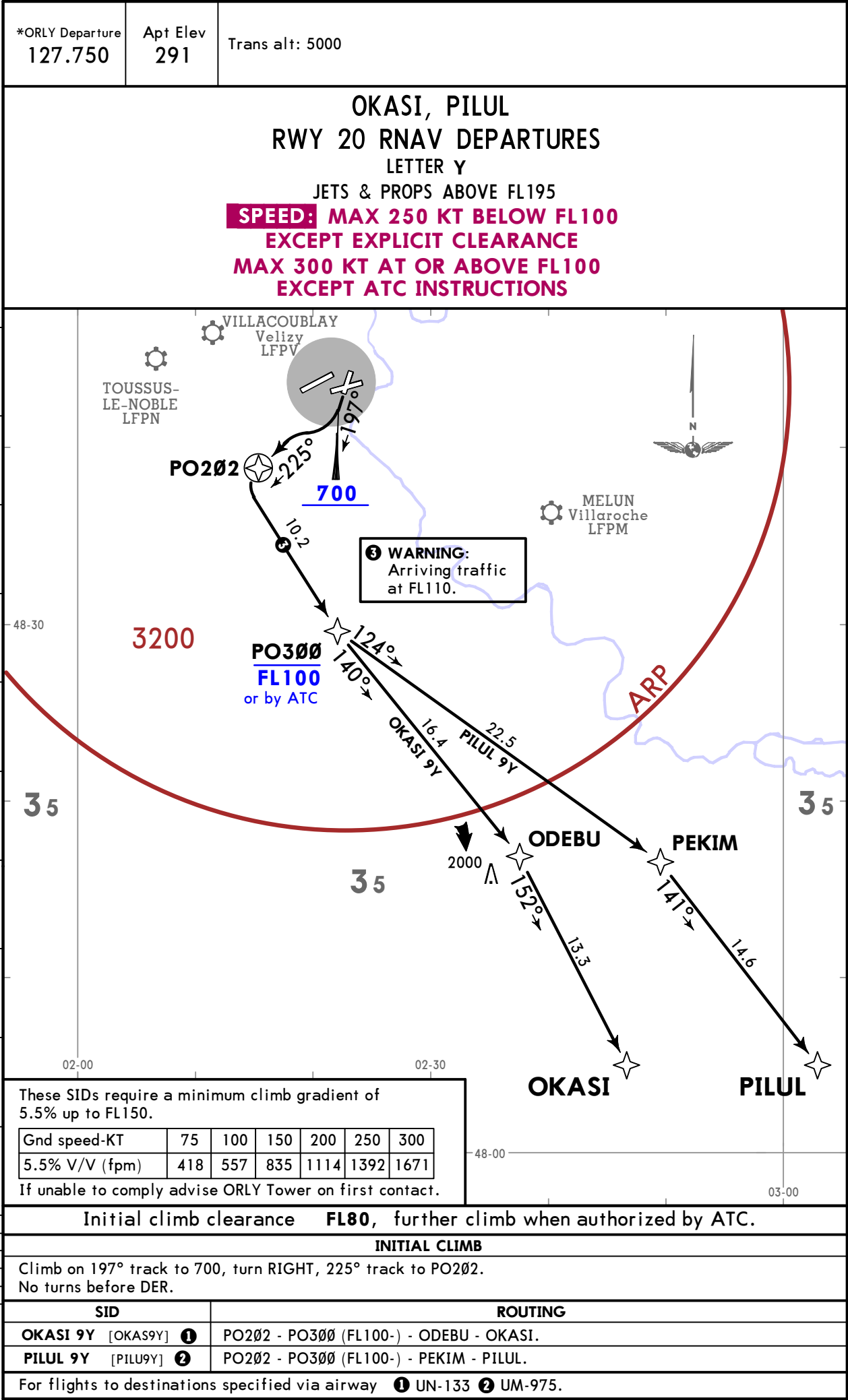


Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R130).	
RWY	INITIAL CLIMB
24	Climb on 236° track to PO243. No turns before DER.
25	Climb on 253° track to PO241, direct to PO243.
SID	ROUTING
OKASI 9W, 9X [OKAS9W/9X] ①	PO243 - PO300 (FL100-) - ODEBU - OKASI.
PILUL 9W, 9X [PILU9W/9X] ②	PO243 - PO300 (FL100-) - PEKIM - PILUL.
For flights to destinations specified via airway ① UN-133 ② UM-975.	

LFPO/ORLY
ORLY

JEPPESSEN
14 MAY 21 10-3G2 Eff 20 May

PARIS, FRANCE
RNAV SID



LFPO/ORY
ONLY

JEPPESSEN
14 MAY 21 (10-3G3) Eff 20 May

PARIS, FRANCE
RNAV SID

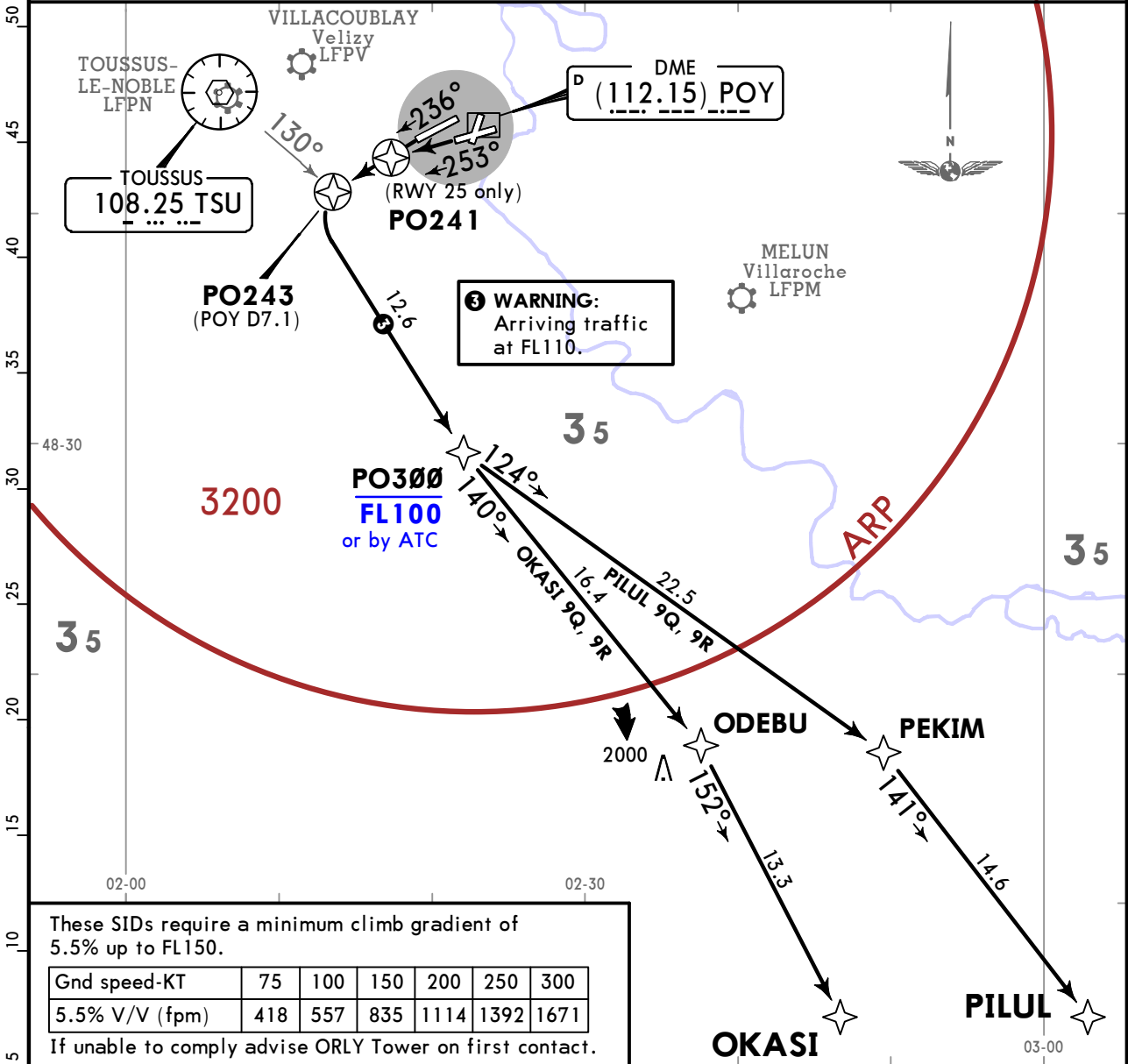
*ONLY Departure 127.750	Apt Elev 291	Trans alt: 5000 SIDs are also minimum noise routings.
----------------------------	-----------------	--

OKASI, PILUL
RNAV DEPARTURES

LETTER Q & R

JETS & PROPS ABOVE FL195

**SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100
EXCEPT ATC INSTRUCTIONS**

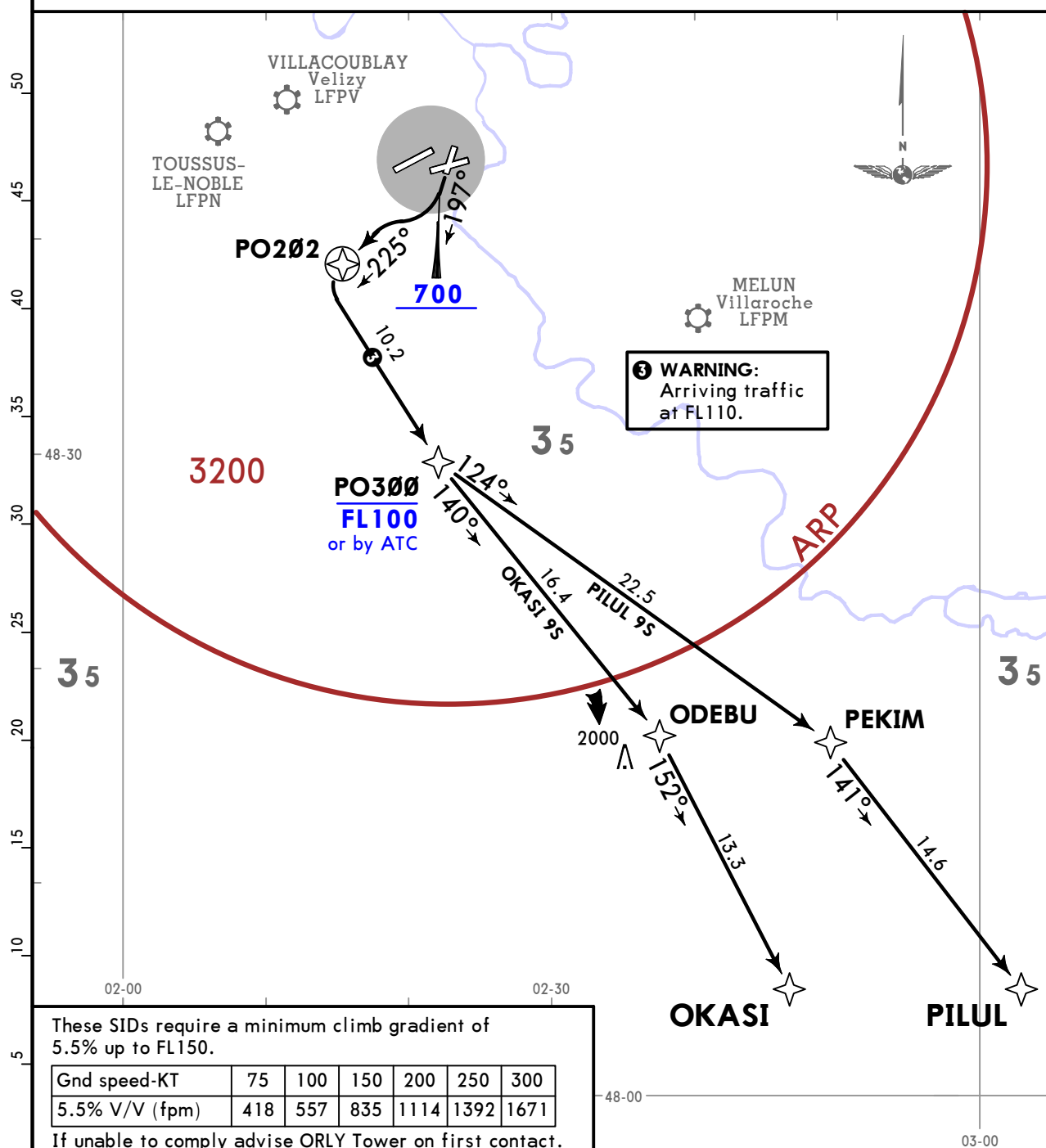


Initial climb clearance FL80 , further climb when authorized by ATC.	
IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R130).	
RWY	INITIAL CLIMB
24	Climb on 236° track to PO243. No turns before DER.
25	Climb on 253° track to PO241, direct to PO243.
SID	ROUTING
OKASI 9Q, 9R [OKAS9Q/9R] ①	PO243 - PO300 (FL100-) - ODEBU - OKASI.
PILUL 9Q, 9R [PILU9Q/9R] ②	PO243 - PO300 (FL100-) - PEKIM - PILUL.
For flights to destinations specified via airway ① UN-133 ② UM-975.	

PARIS, FRANCE
RNAV SID

Trans alt: 5000

SPEED: 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

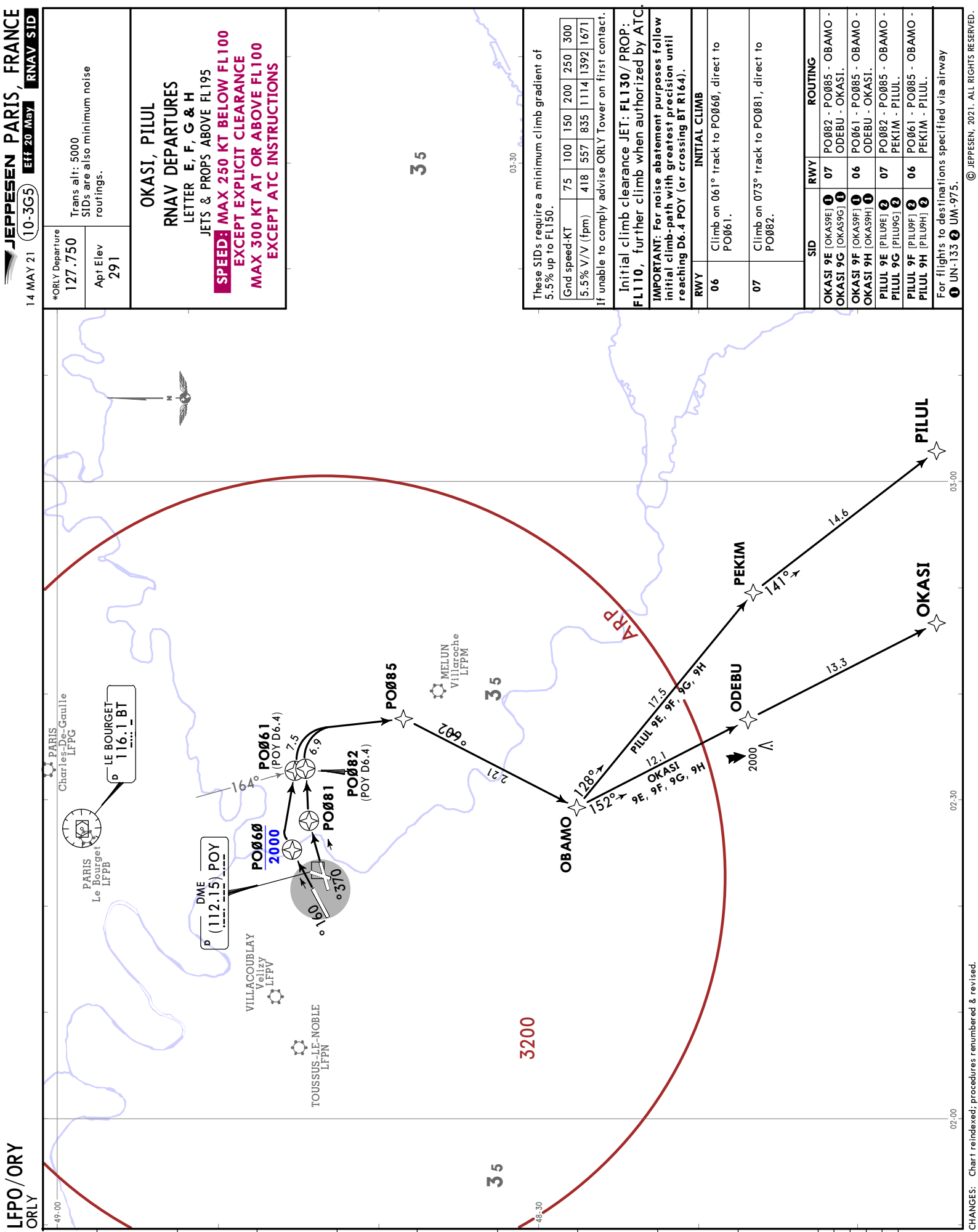
If unable to comply advise ORLY Tower on first contact.

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

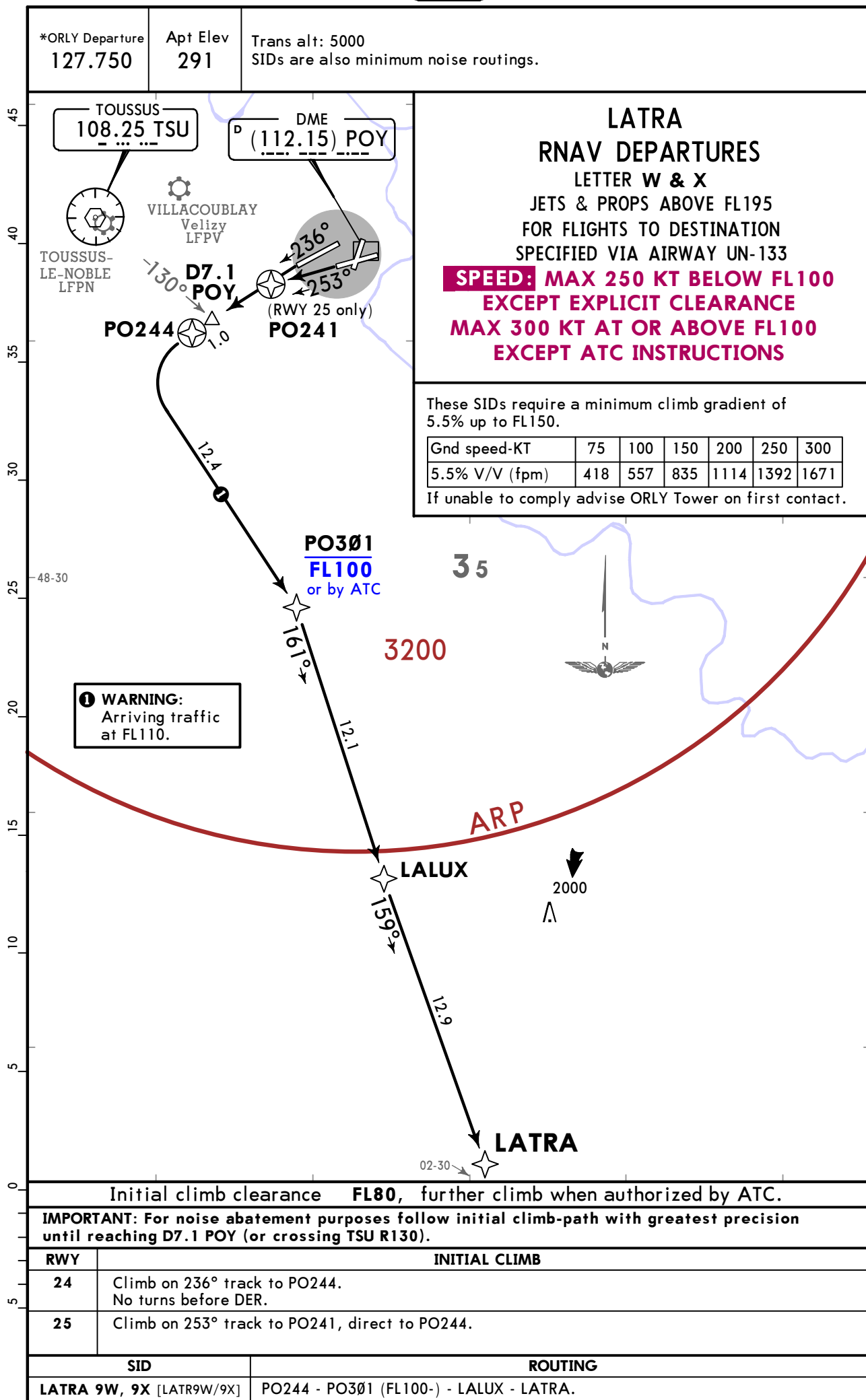
Climb on 197° track to 700, turn RIGHT, 225° track to PO202.
No turns before DER.

SID	ROUTING
OKASI 9S [OKAS9S] ❶	PO202 - PO300 (FL100-) - ODEBU - OKASI.
PILUL 9S [PILU9S] ❷	PO202 - PO300 (FL100-) - PEKIM - PILUL.
For flights to destinations specified via airway ❶ UN-133 ❷ UM-975.	

For flights to destinations specified via airway ① UN-133 ② UM-975.



PARIS, FRANCE
RNAV SID

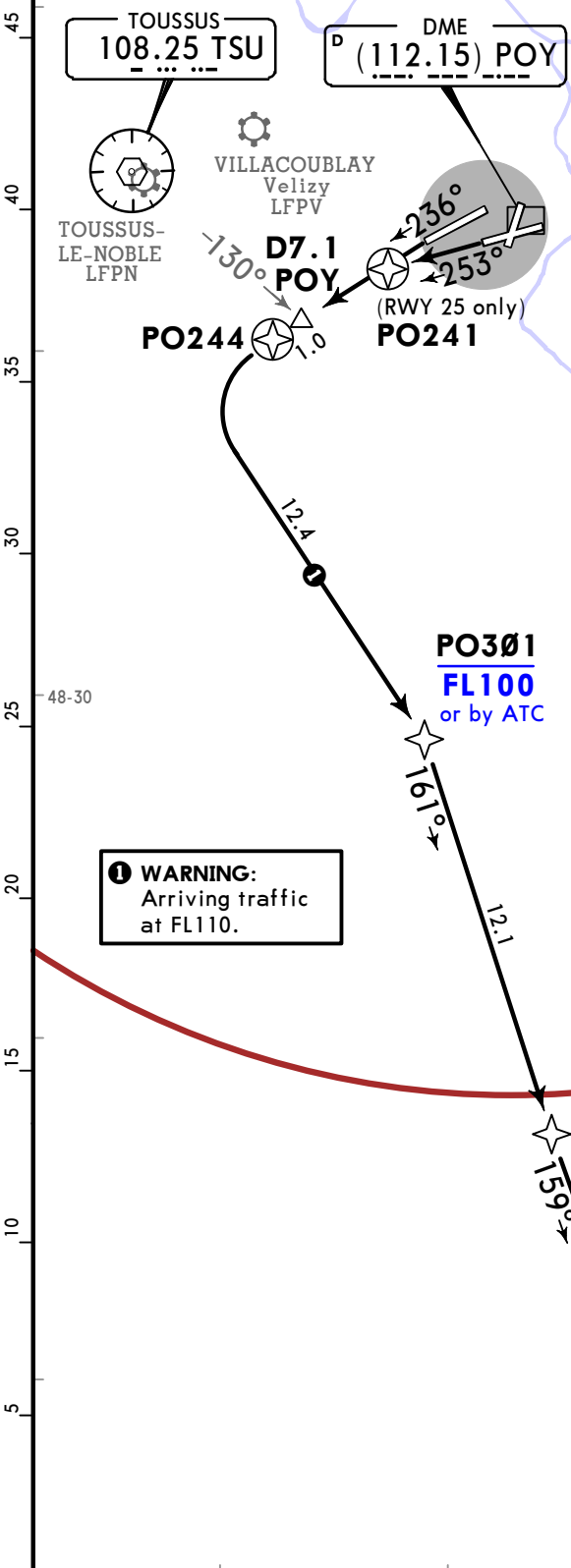


LFPO/ORLY
ORLY

JEPPESSEN
14 MAY 21 10-3H Eff 20 May

PARIS, FRANCE
RNAV SID

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



LATRA
RNAV DEPARTURES
LETTER Q & R
JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION
SPECIFIED VIA AIRWAY UN-133
SPEED: 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 R130).	
RWY	INITIAL CLIMB
24	Climb on 236° track to PO244. No turns before DER.
25	Climb on 253° track to PO241, direct to PO244.
SID	ROUTING
LATRA 9Q & 9R [LATR9Q/9R]	PO244 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
ONLY



PARIS, FRANCE

14 MAY 21

10-3J

Eff 20 May

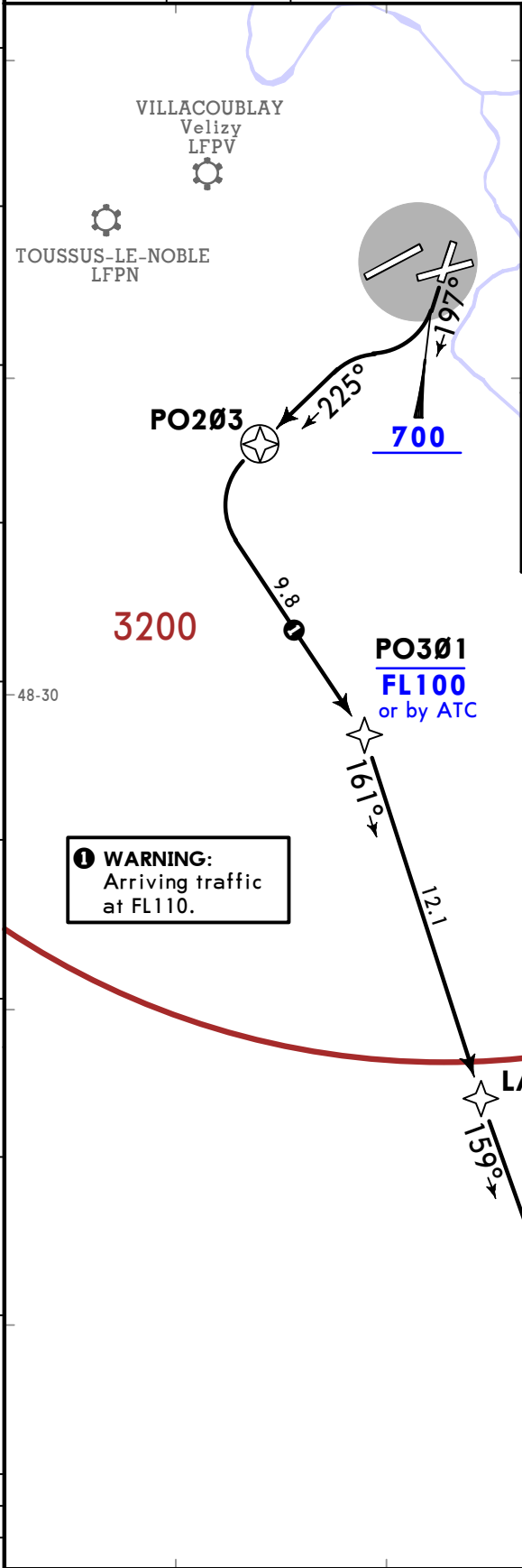
RNAV SID

*ONLY Departure
127.750

Apt Elev
291

Trans alt: 5000

45
40
35
30
25
20
15
10
5
0
5



LATRA
RWY 20 RNAV DEPARTURE
LETTER S

JETS & PROPS ABOVE FL195
FOR FLIGHTS TO DESTINATION
SPECIFIED VIA AIRWAY UN-133

**SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE.
MAX 300 KT AT OR ABOVE FL100
EXCEPT ATC INSTRUCTIONS.**

This SID requires 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.

⚠ WARNING:
Arriving traffic
at FL110.

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

INITIAL CLIMB

Climb on 197° track to 700, turn RIGHT, 225° to PO203.
No turns before DER.

SID	ROUTING
LATRA 9S [LATR9S]	PO203 - PO301 (FL100-) - LALUX - LATRA.

LFPO/ORY
ORLY

JEPPESEN
14 MAY 21 10-3J1 Eff 20 May

PARIS, FRANCE
RNAV SID

*ORLY Departure
127.750

Apt Elev
291

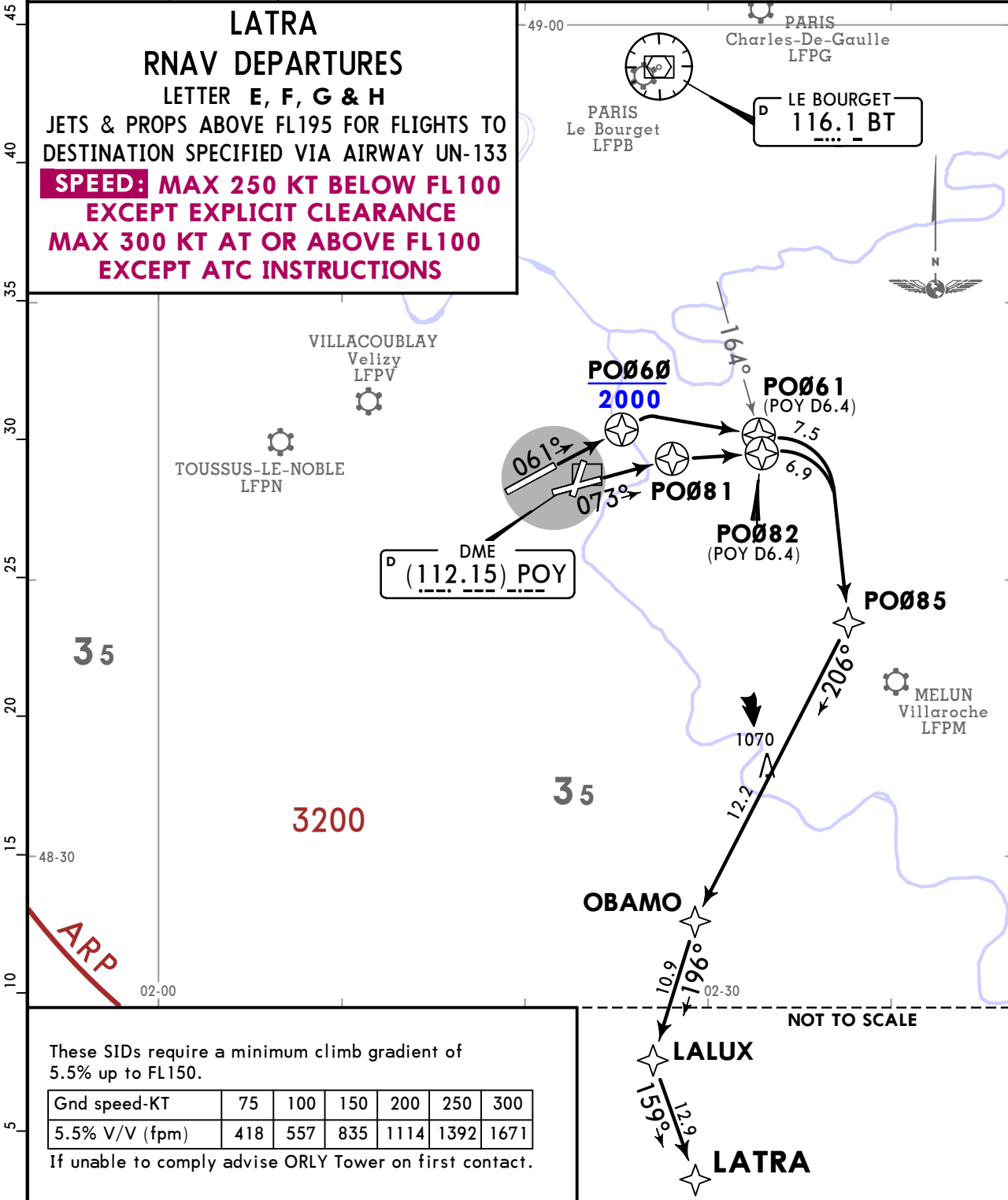
Trans alt: 5000
SIDs are also minimum noise routings.

LATRA
RNAV DEPARTURES

LETTER E, F, G & H

JETS & PROPS ABOVE FL195 FOR FLIGHTS TO
DESTINATION SPECIFIED VIA AIRWAY UN-133

**SPEED: MAX 250 KT BELOW FL100
EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100
EXCEPT ATC INSTRUCTIONS**



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

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

If unable to comply advise ORLY Tower on first contact.

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

**IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision
until reaching D6.4 POY (or crossing BT R164).**

RWY	INITIAL CLIMB
06	Climb on 061° track to PO060, direct to PO061.
07	Climb on 073° track to PO081, direct to PO082.

SID	RWY	ROUTING
LATRA 9E [LATR9E] , LATRA 9G [LATR9G]	07	PO082 - PO085 - OBAMO - LALUX - LATRA.
LATRA 9F [LATR9F] , LATRA 9H [LATR9H]	06	PO061 - PO085 - OBAMO - LALUX - LATRA.

LFPO/ORY
ONLY

JEPPESEN
14 MAY 21 10-3J3 Eff 20 May

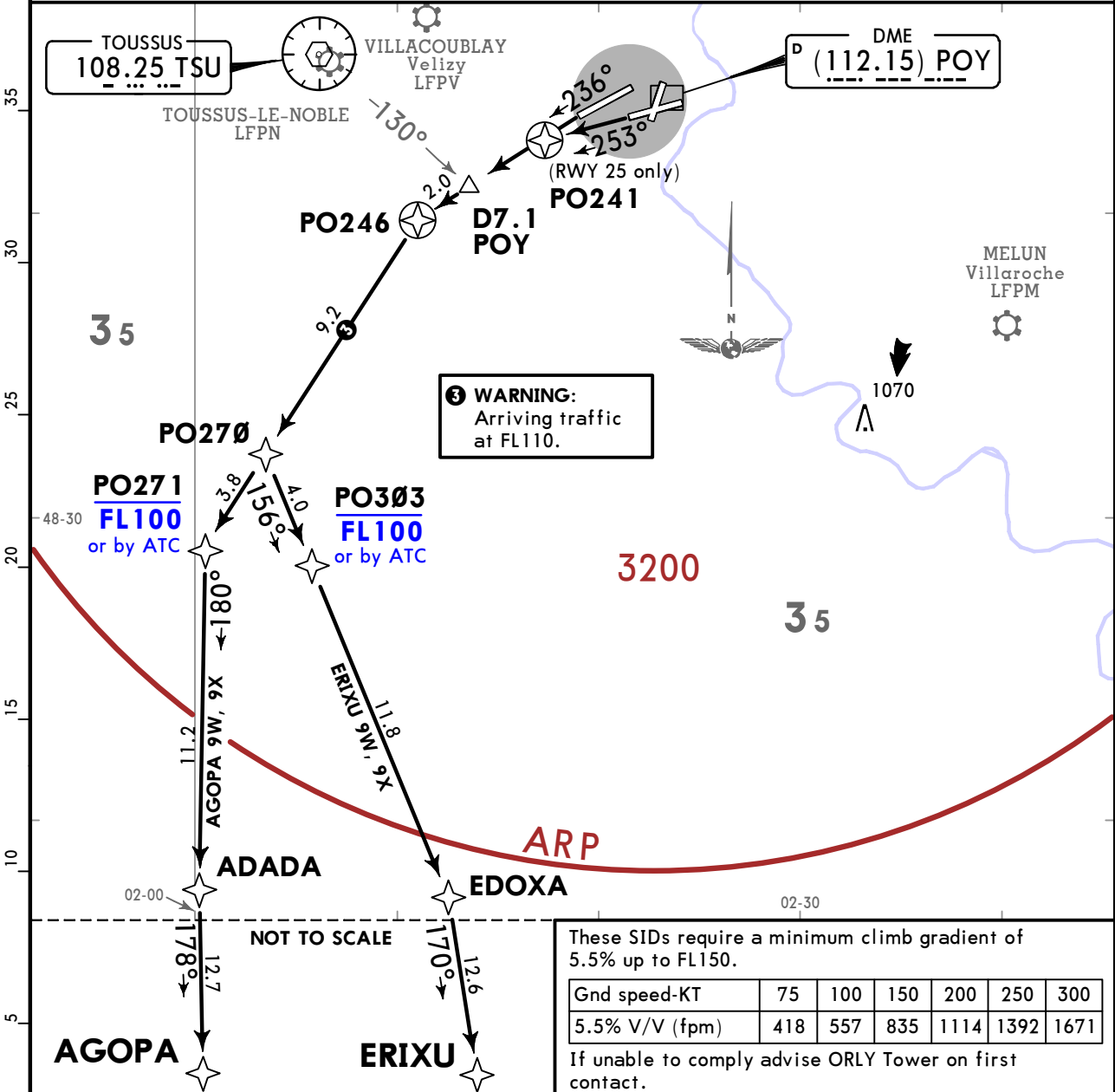
PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750
Apt Elev 291
Trans alt: 5000
SIDs are also minimum noise routings.

AGOPA, ERIXU
RNAV DEPARTURES
LETTER W & X

JETS & PROPS ABOVE FL195

**SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100 EXCEPT ATC INSTRUCTIONS**



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 R130).

RWY	INITIAL CLIMB
24	Climb on 236° to PO246. No turns before DER.
25	Climb on 253° track to PO241, direct to PO246.

SID	ROUTING
AGOPA 9W, 9X [AGOP9W/9X] ①	PO246 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 9W, 9X [ERIX9W/9X] ②	PO246 - PO270 - PO303 (FL100-) - EDOXA - ERIXU.
For flights to destinations specified via airway ① UL-167 ② UN-860.	

LFPO/ORY
ORY

JEPPESEN
14 MAY 21 10-3J4 Eff 20 May

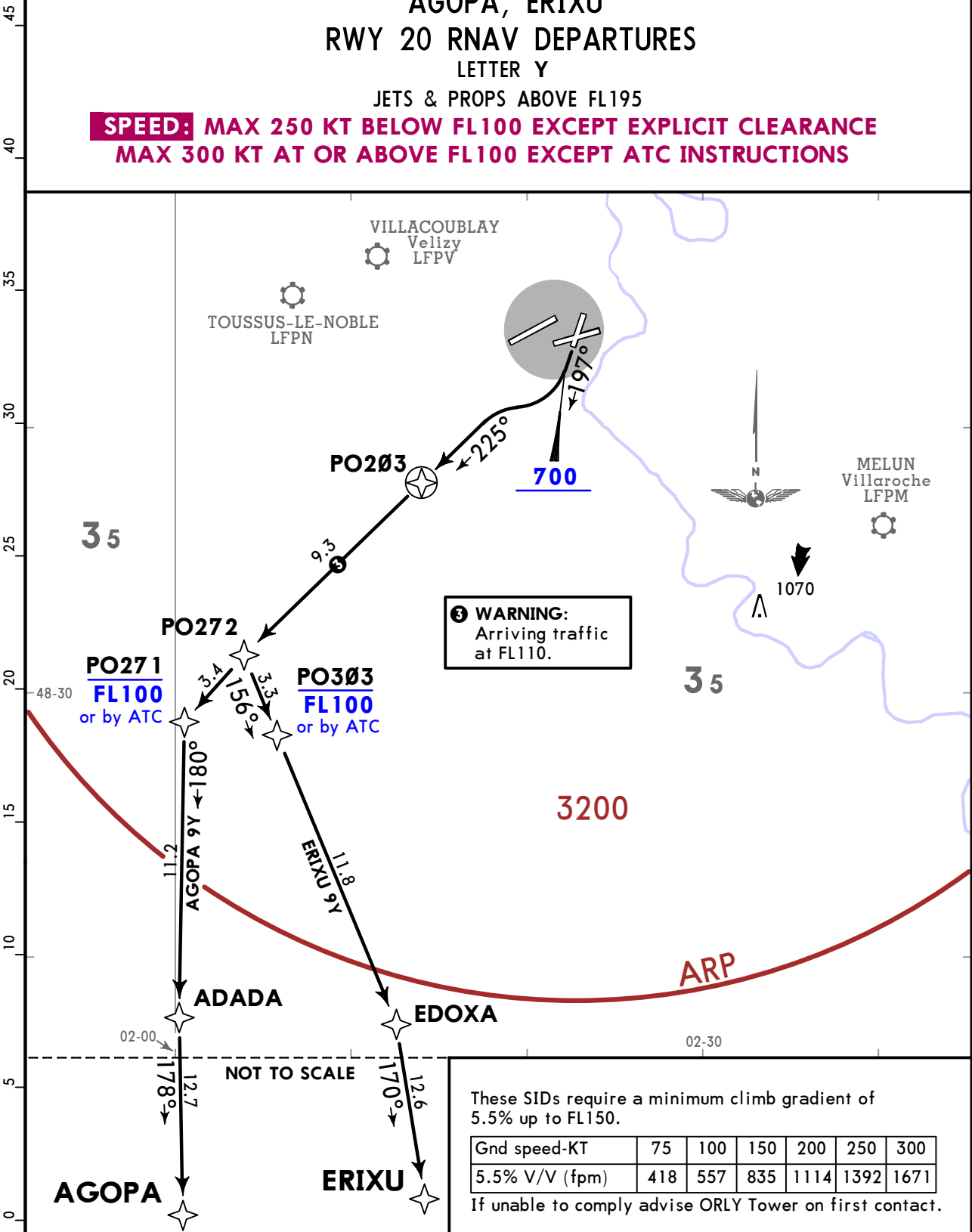
PARIS, FRANCE
RNAV SID

*ORY Departure 127.750	Apt Elev 291	Trans alt: 5000
---------------------------	-----------------	-----------------

AGOPA, ERIXU
RWY 20 RNAV DEPARTURES
LETTER Y

JETS & PROPS ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100 EXCEPT ATC INSTRUCTIONS



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

INITIAL CLIMB

Climb on 197° track to 700, turn RIGHT, 225° track to PO203.
No turns before DER.

SID	ROUTING
AGOPA 9Y [AGOP9Y] ①	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 9Y [ERIX9Y] ②	PO203 - PO272 - PO303 (FL100-) - EDOXA - ERIXU.
For flights to destinations specified via airway ① UL-167 ② UN-860.	

LFPO/ORY
ONLY

JEPPESEN
14 MAY 21 10-3J5 Eff 20 May

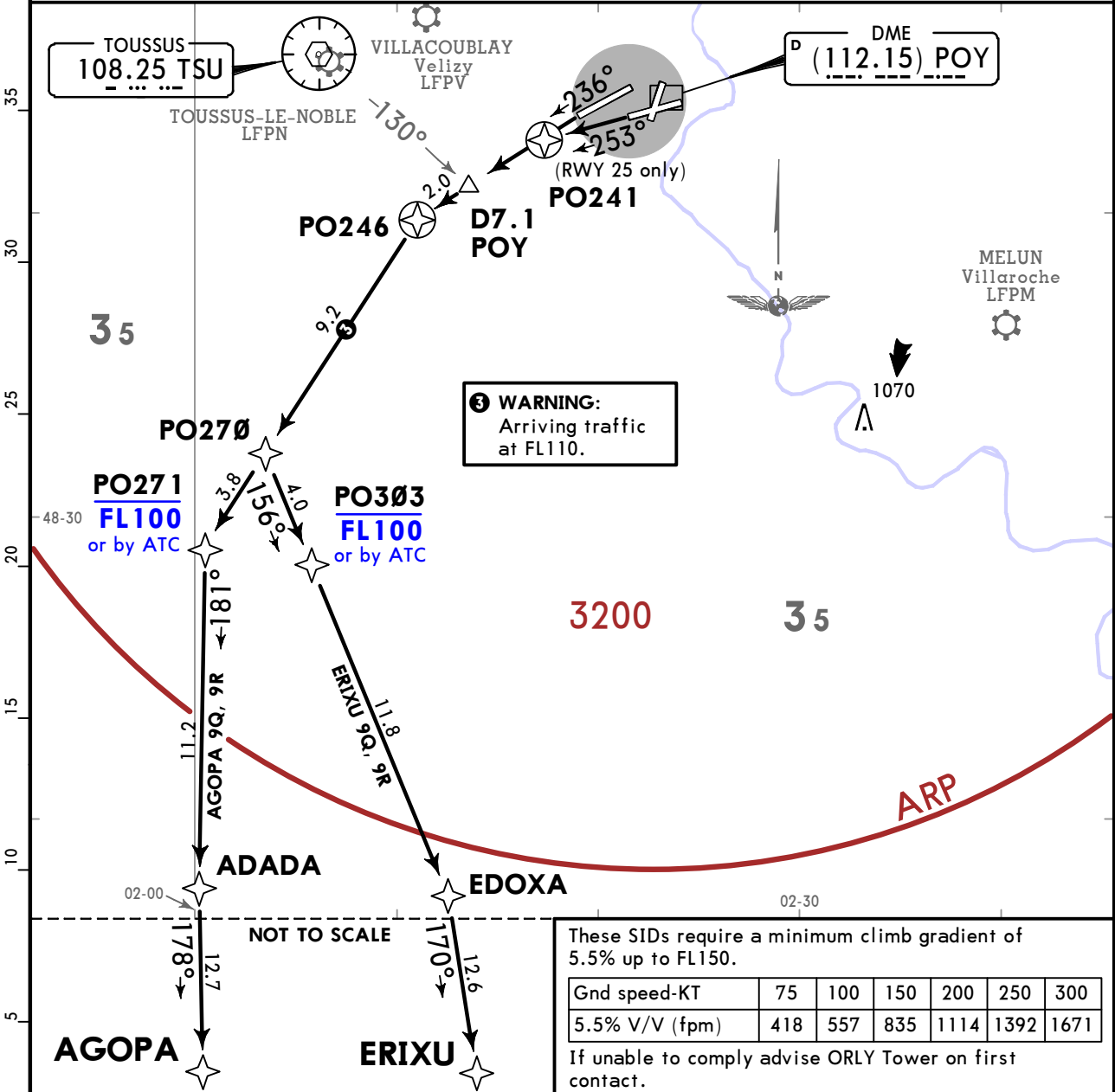
PARIS, FRANCE
RNAV SID

*ONLY Departure 127.750
Apt Elev 291
Trans alt: 5000
SIDs are also minimum noise routings.

AGOPA, ERIXU
RNAV DEPARTURES
LETTER Q & R

JETS & PROPS ABOVE FL195

**SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100 EXCEPT ATC INSTRUCTIONS**



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 R130).

RWY	INITIAL CLIMB
24	Climb on 236° track to PO246. No turns before DER.
25	Climb on 253° track to PO241, direct to PO246.

SID	ROUTING
AGOPA 9Q, 9R [AGOP9Q/9R] ①	PO246 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 9Q, 9R [ERIX9Q/9R] ②	PO246 - PO270 - PO303 (FL100-) - EDOXA - ERIXU.

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

LFPO/ORLY
ORLY

JEPPESEN
14 MAY 21 10-3J6 Eff 20 May

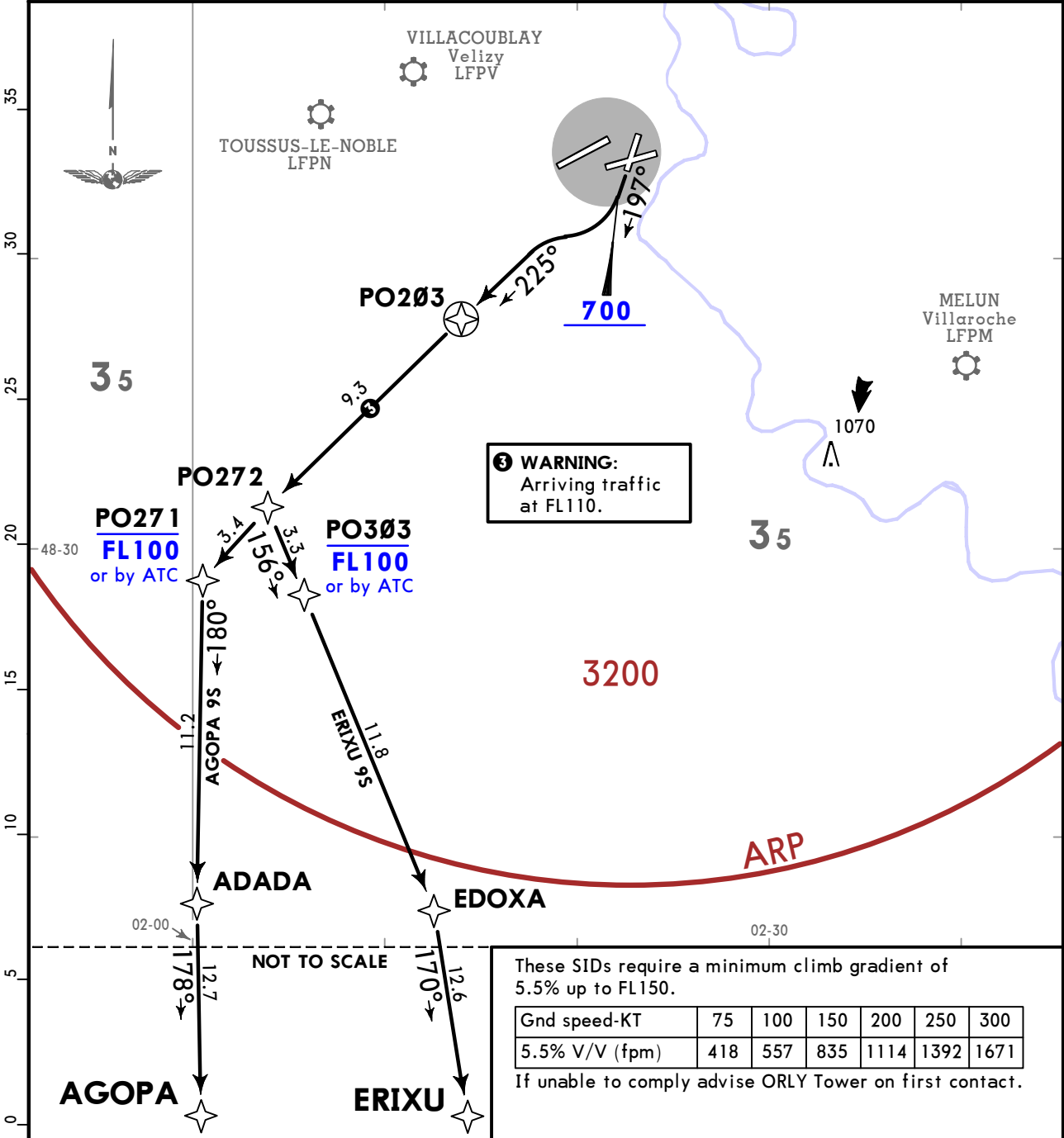
PARIS, FRANCE
RNAV SID

*ORLY Departure
127.750
Apt Elev
291
Trans alt: 5000

AGOPA, ERIXU
RWY 20 RNAV DEPARTURES
LETTER S

JETS & PROPS ABOVE FL195

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE
MAX 300 KT AT OR ABOVE FL100 EXCEPT ATC INSTRUCTIONS



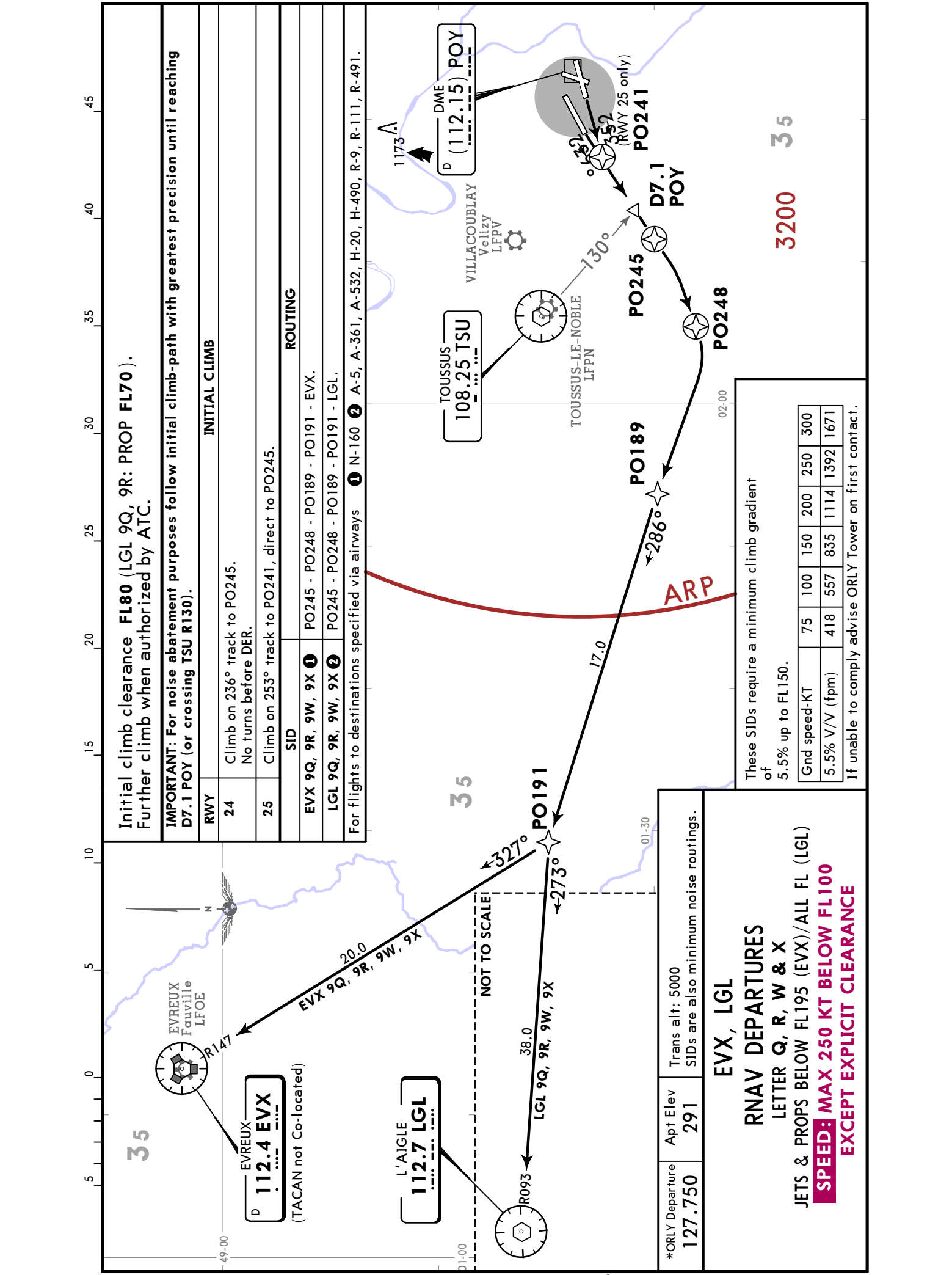
Initial climb clearance **FL80**, further climb when authorized by ATC.

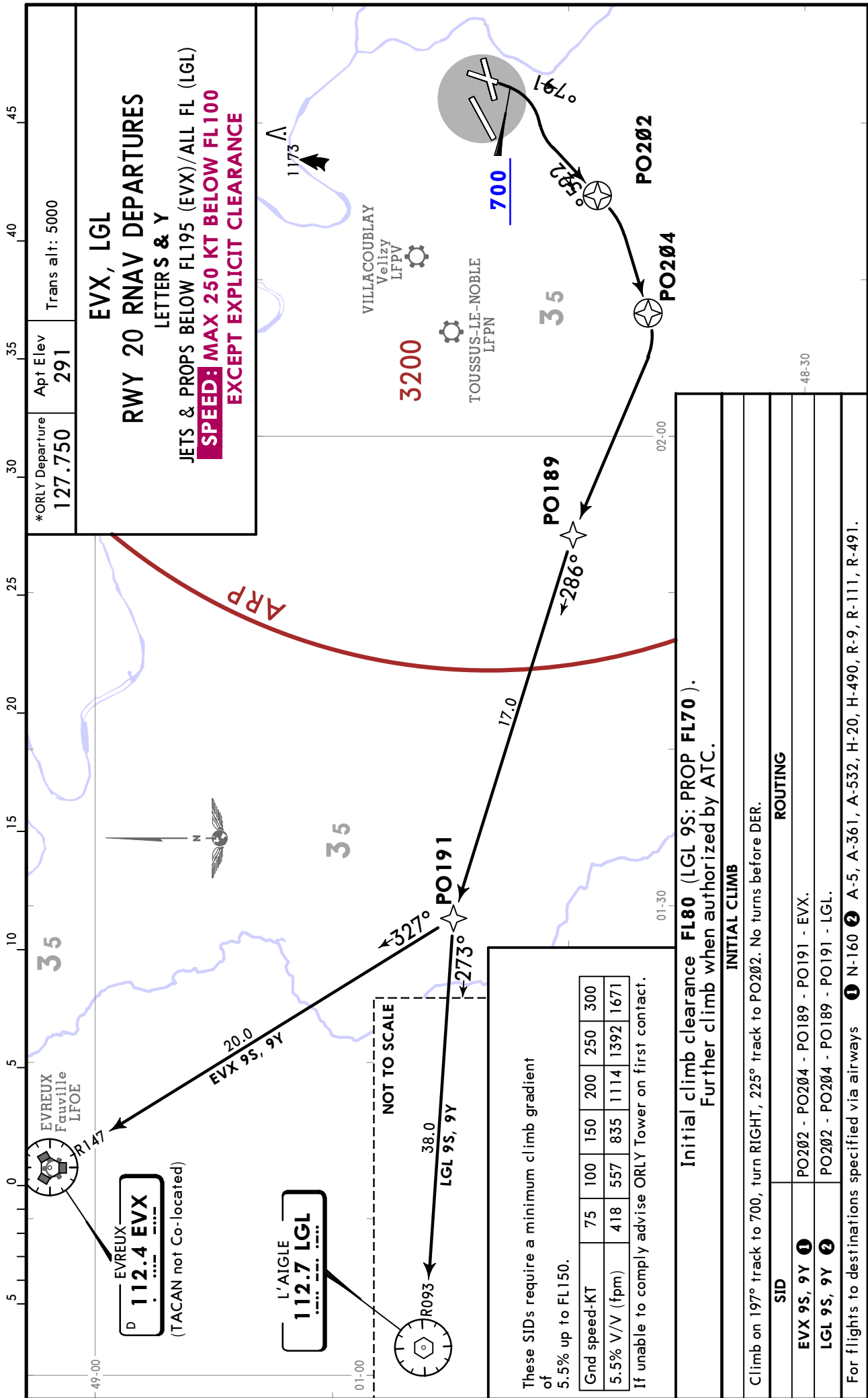
INITIAL CLIMB

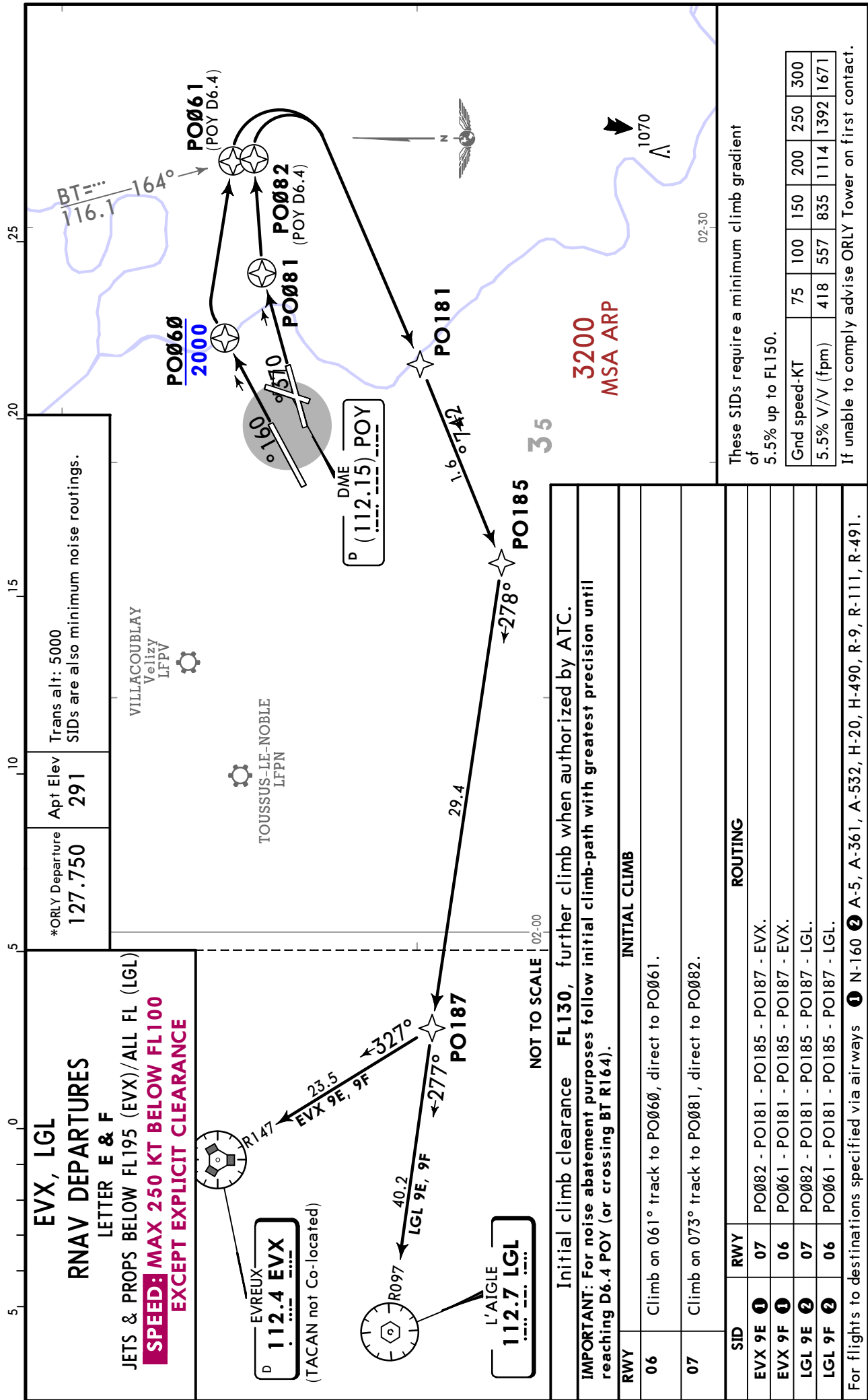
Climb on 197° track to 700, turn RIGHT, 225° track to PO203.
No turns before DER.

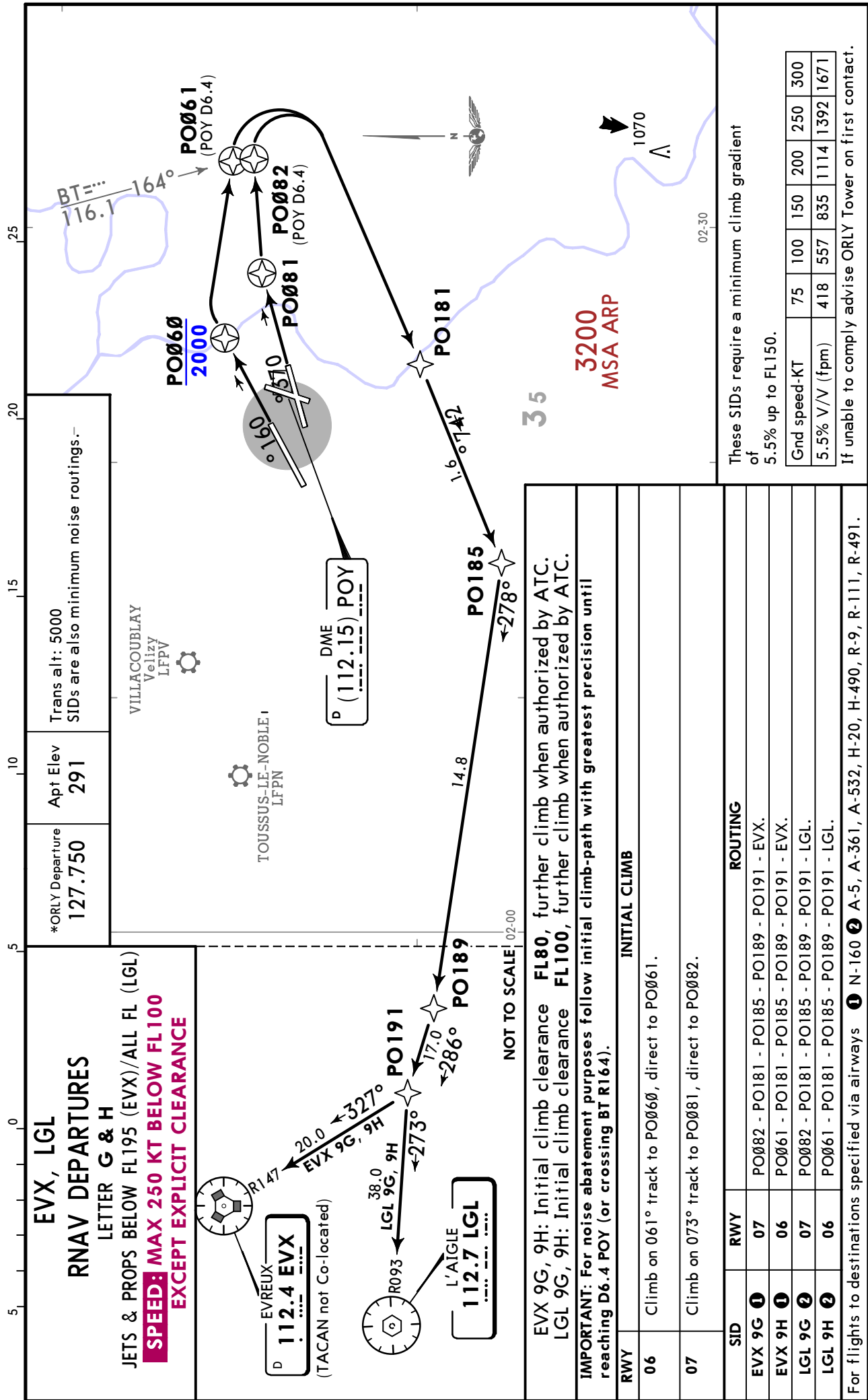
SID	ROUTING
AGOPA 9S [AGOP9S] ①	PO203 - PO272 - PO271 (FL100-) - ADADA - AGOPA.
ERIXU 9S [ERIX9S] ②	PO203 - PO272 - PO303 (FL100-) - EDOXA - ERIXU.
For flights to destinations specified via airway ① UL-167 ② UN-860.	









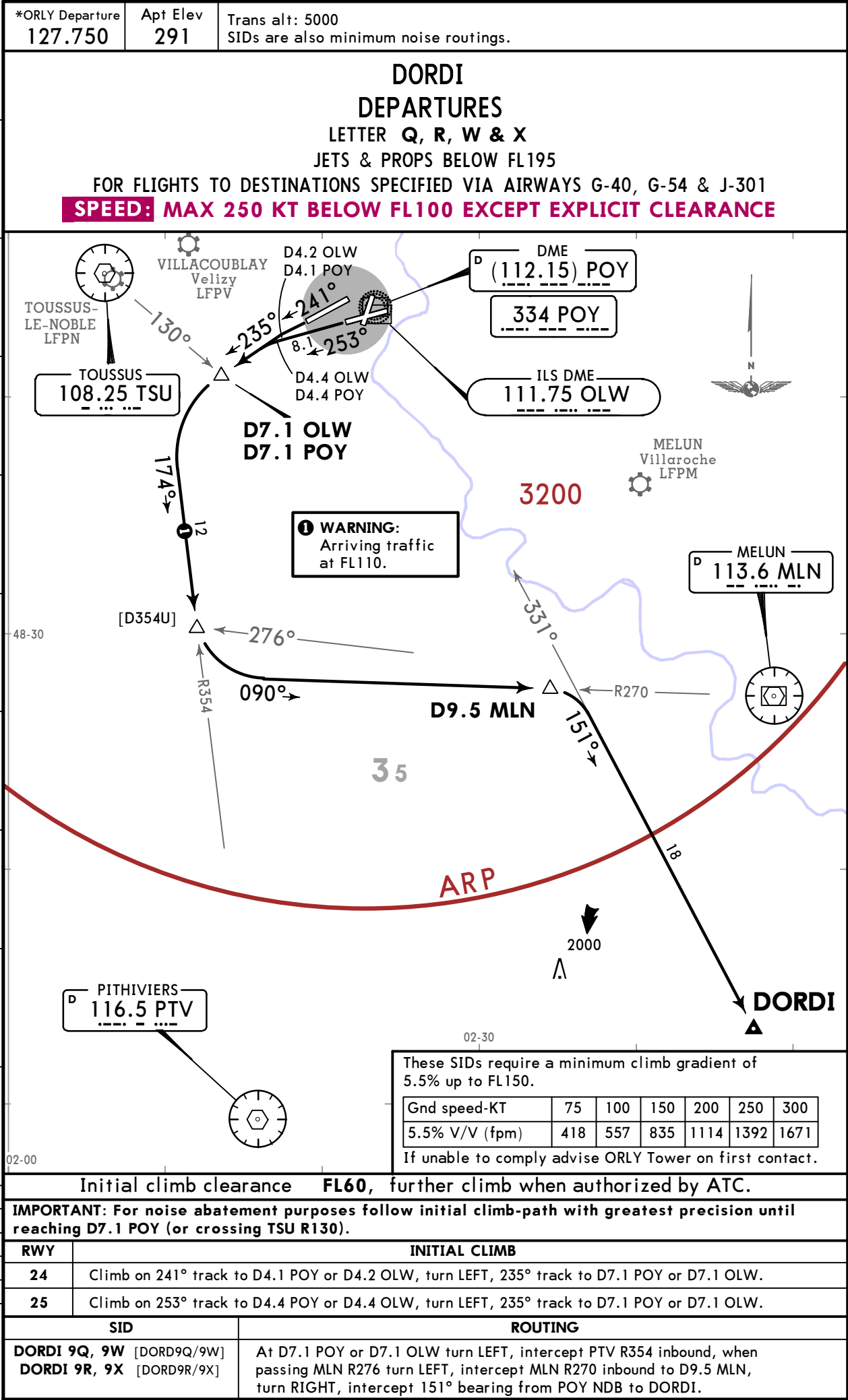


LFPO/ORLY
ORLY

JEPPESEN
14 MAY 21 10-3L1 Eff 20 May

PARIS, FRANCE

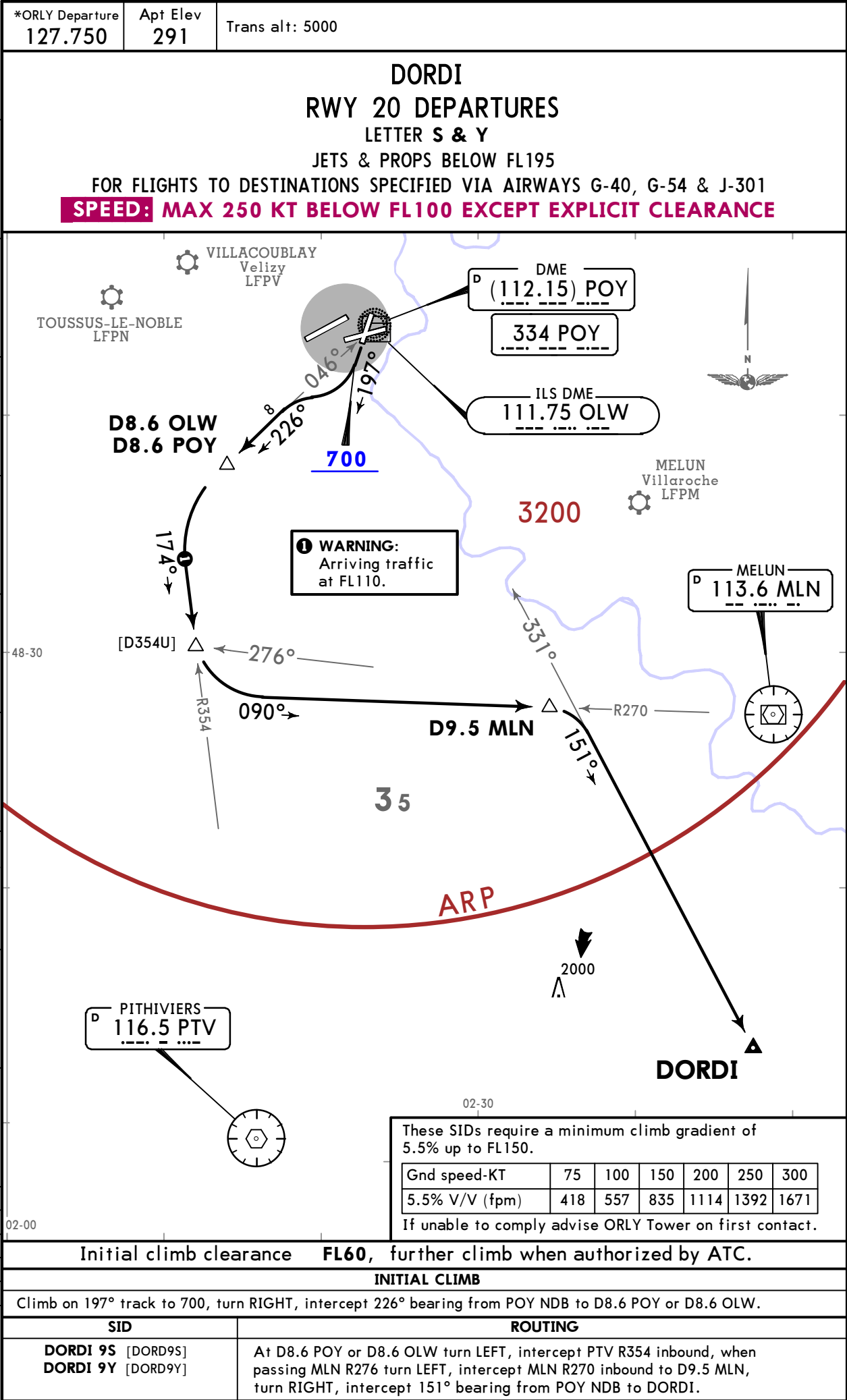
SID



LFPO/ORLY
ORLY

JEPPESEN
14 MAY 21 10-3L3 Eff 20 May

PARIS, FRANCE
SID



LFPO/ORLY
ORLY

JEPPESSEN
14 MAY 21 10-3L4 Eff 20 May

PARIS, FRANCE
SID

*ORLY Departure 127.750 Apt Elev 291 Trans alt: 5000
1. SIDs are also minimum noise routings.
2. RWY 06: Overriding procedure DME angle greater than 23° at D1.9 POY.

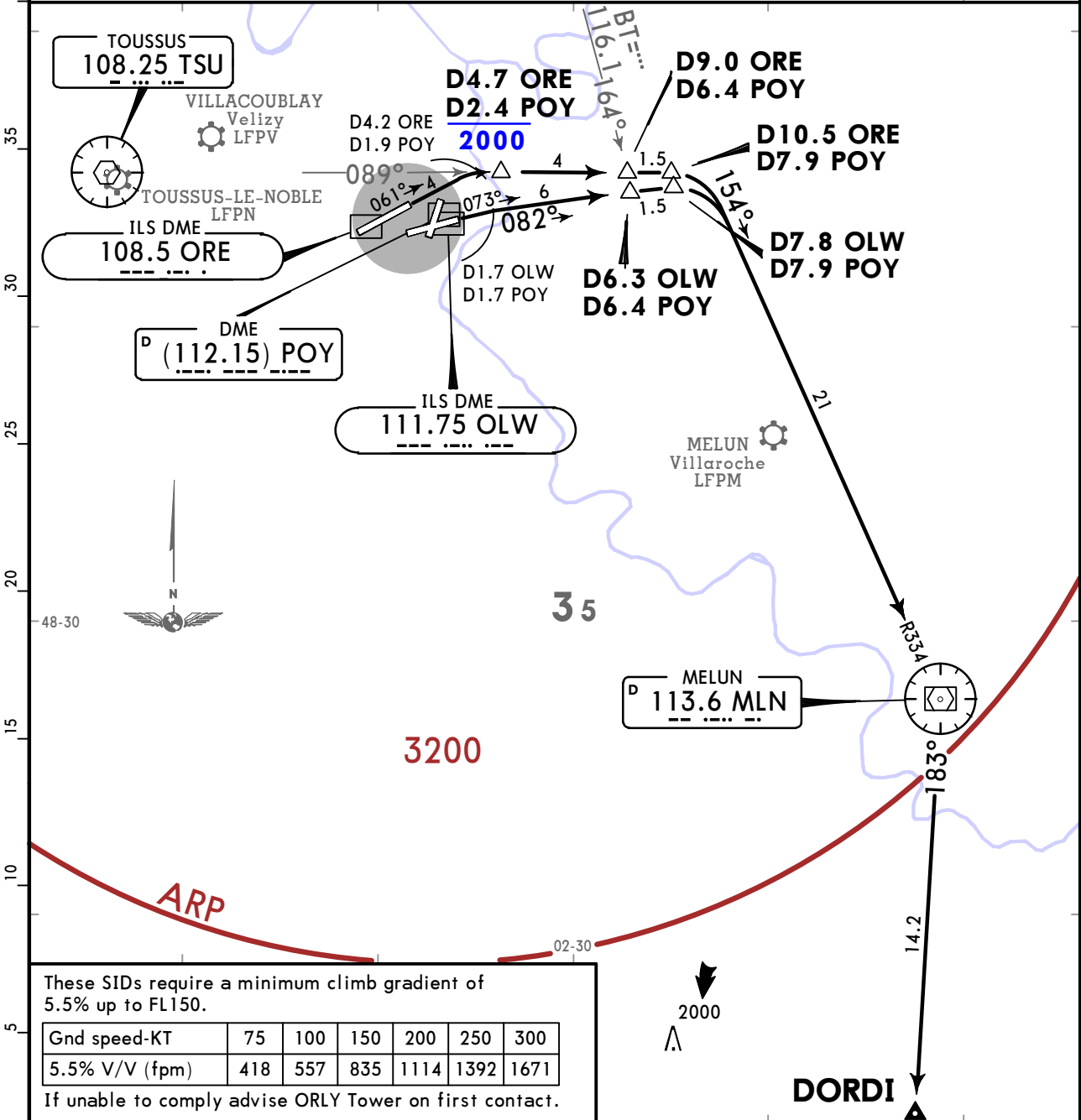
DORDI
RWYS 06, 07 DEPARTURES

LETTER E, F, G & H

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 R164).

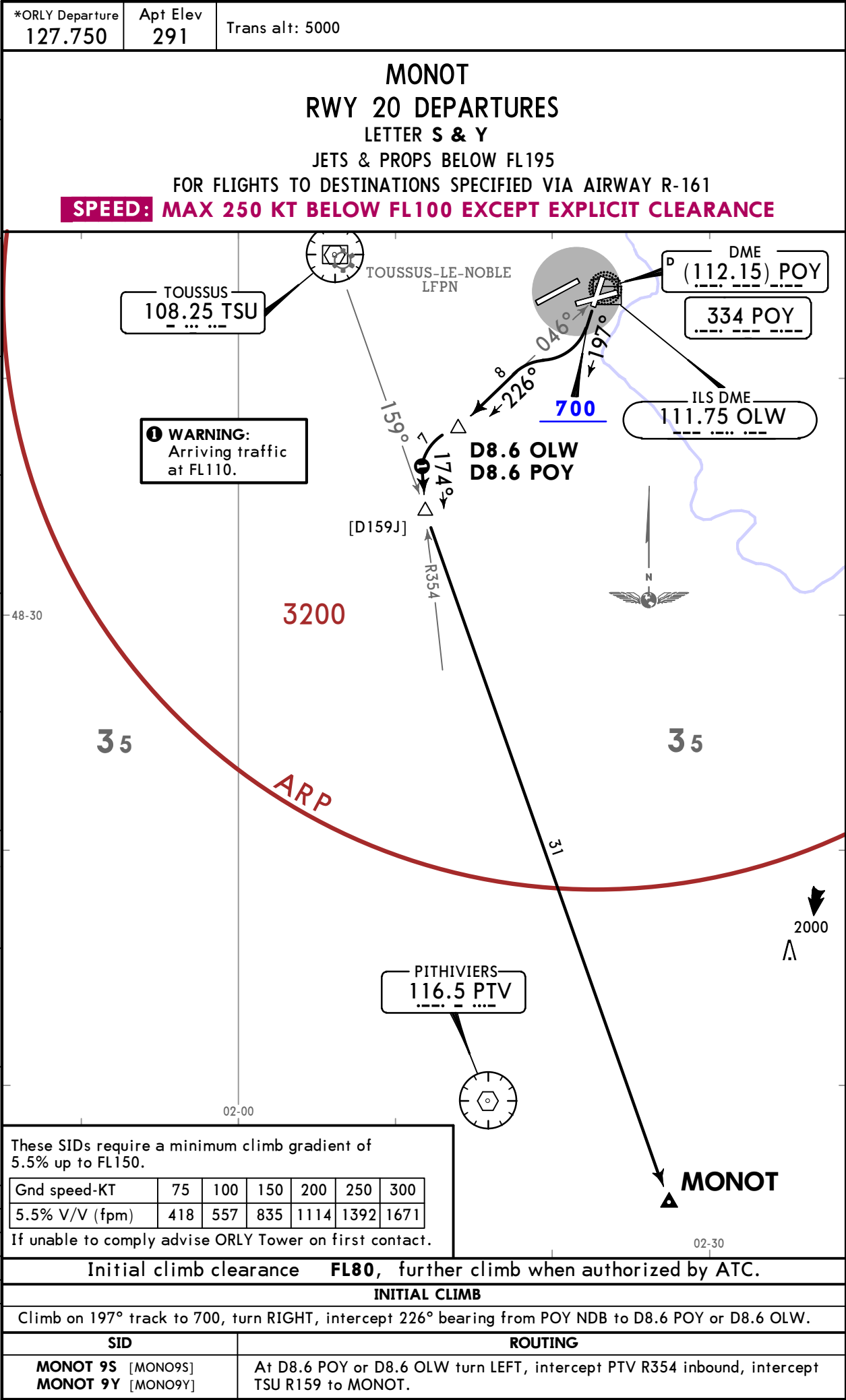
RWY	INITIAL CLIMB
06	Climb on 061° track to D1.9 POY or D4.2 ORE, turn RIGHT, intercept TSU R089 via D6.4 POY or D9.0 ORE to D7.9 POY or D10.5 ORE, turn RIGHT, intercept MLN R334 inbound to MLN.
07	Climb on 073° track to D1.7 POY or D1.7 OLV, turn RIGHT, 082° track via D6.4 POY or D6.3 OLV to D7.9 POY or D7.8 OLV, turn RIGHT, intercept MLN R334 inbound to MLN.

SID	ROUTING
DORDI 9E [DORD9E], DORDI 9G [DORD9G],	At MLN turn RIGHT, MLN R183 to DORDI.
DORDI 9F [DORD9F] DORDI 9H [DORD9H]	

LFPO/ORLY
ORLY

JEPPESEN
14 MAY 21 10-3L7 Eff 20 May

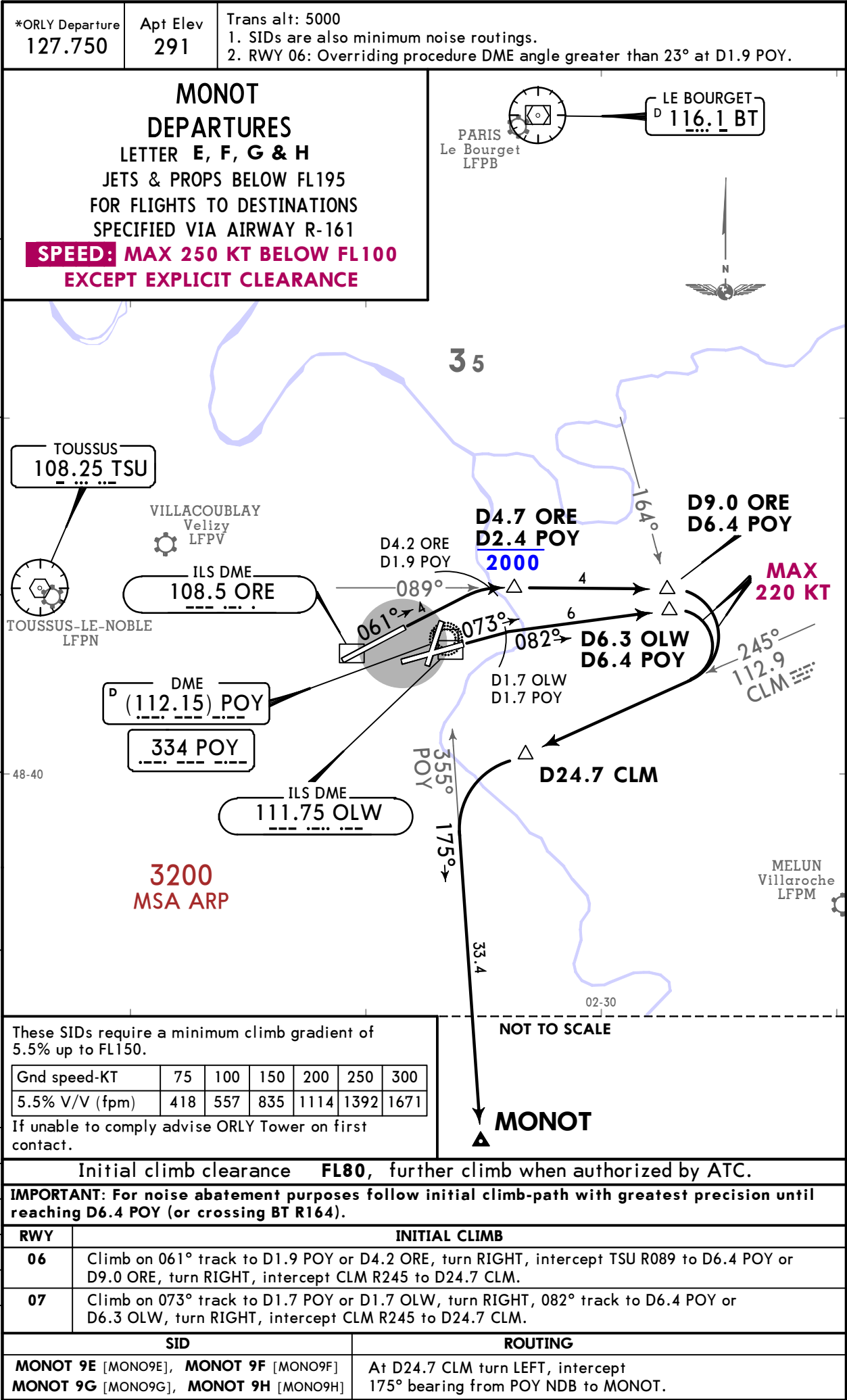
PARIS, FRANCE
SID



LFPO/ORLY
ORLY

JEPPESSEN
14 MAY 21 10-3L8 Eff 20 May

PARIS, FRANCE
SID

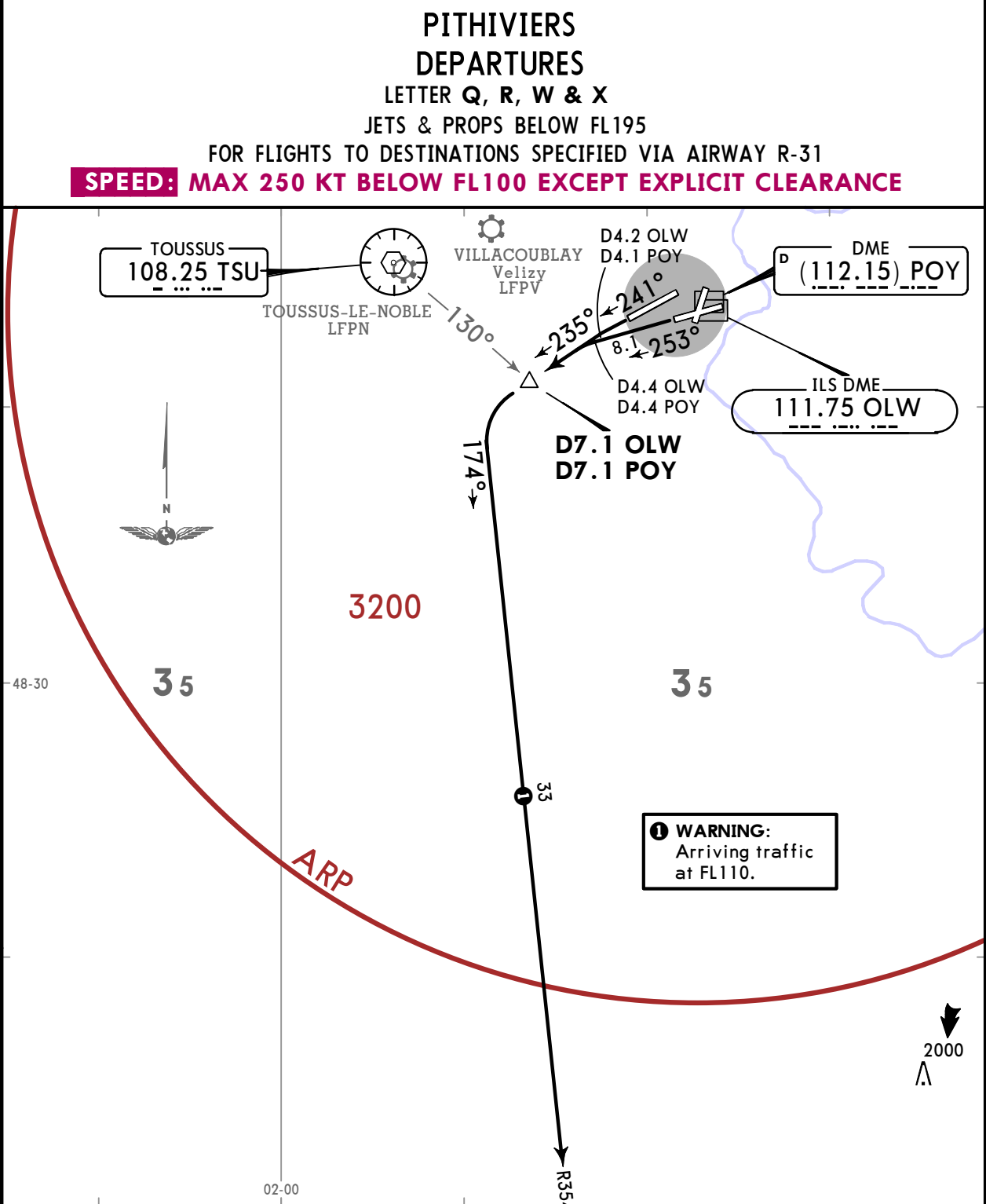


LFPO/ORLY
ORLY

JEPPESSEN
14 MAY 21 10-3L9 Eff 20 May

PARIS, FRANCE
SID

*ORLY Departure 127.750	Apt Elev 291	Trans alt: 5000 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

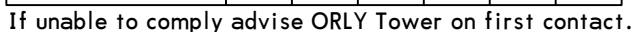
If unable to comply advise ORLY Tower on first contact.

Initial climb clearance 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 R130).	
RWY	INITIAL CLIMB
24	Climb on 241° track to D4.1 POY or D4.2 OLV, turn LEFT, 235° track to D7.1 POY or D7.1 OLV.
25	Climb on 253° track to D4.4 POY or D4.4 OLV, turn LEFT, 235° track to D7.1 POY or D7.1 OLV.
SID	ROUTING
PTV 9Q, 9R, 9W, 9X	At D7.1 POY or D7.1 OLV turn LEFT, intercept PTV R354 inbound to PTV.

Trans alt: 5000

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY R-31

SPEED: MAX 250 KT BELOW FL100 EXCEPT EXPLICIT CLEARANCE



Climb on 197° track to 700, turn RIGHT, intercept 226° bearing from POY NDB to D8.6 POY or D8.6 OLW.

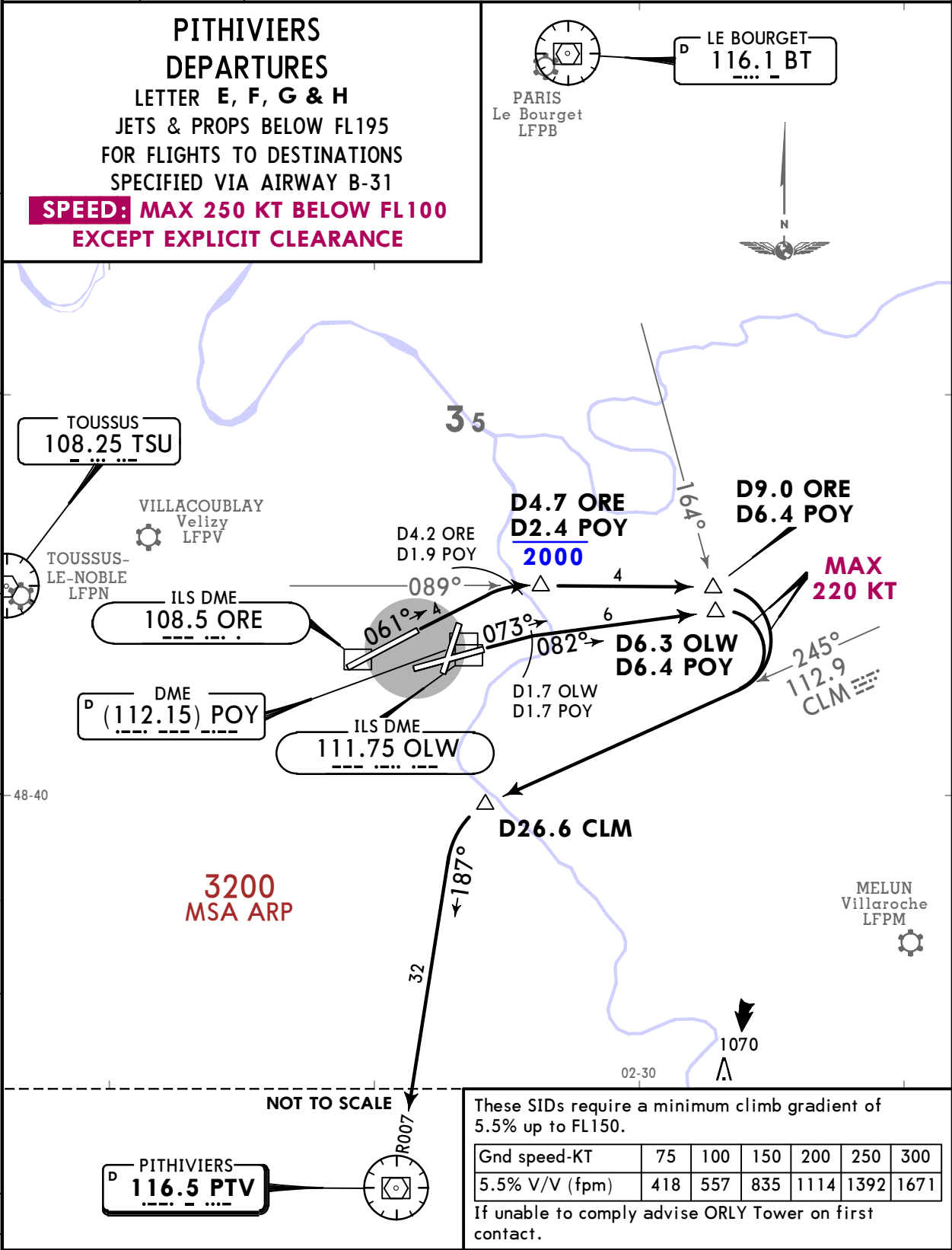
SID	ROUTING
PTV 9S, 9Y	At D8.6 POY or D8.6 OLW turn LEFT, intercept PTV R354 inbound to PTV.

LFPO/ORY
ORLY

JEPPESSEN
14 MAY 21 10-3N Eff 20 May

PARIS, FRANCE
SID

*ORLY Departure 127.750	Apt Elev 291	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. RWY 06: Overriding procedure DME angle greater than 23° at D1.9 POY.
----------------------------	-----------------	--



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 R164).	
RWY	INITIAL CLIMB
06	Climb on 061° track to D1.9 POY or D4.2 ORE, turn RIGHT, intercept TSU R089 to D6.4 POY or D9.0 ORE, turn RIGHT, intercept CLM R245 to D26.6 CLM.
07	Climb on 073° track to D1.7 POY or D1.7 OLW, turn RIGHT, 082° track to D6.4 POY or D6.3 OLW, turn RIGHT, intercept CLM R245 to D26.6 CLM.
SID	ROUTING
PTV 9E, 9F, 9G, 9H	At D26.6 CLM turn LEFT, intercept PTV R007 inbound to PTV.

LFPO/ORLY
ORLY

JEPPESSEN

PARIS, FRANCE

14 MAY 21

10-3N1

Eff 20 May

RNAV DEPARTURE POGO

*ORLY
Departure
127.750

Apt Elev
291

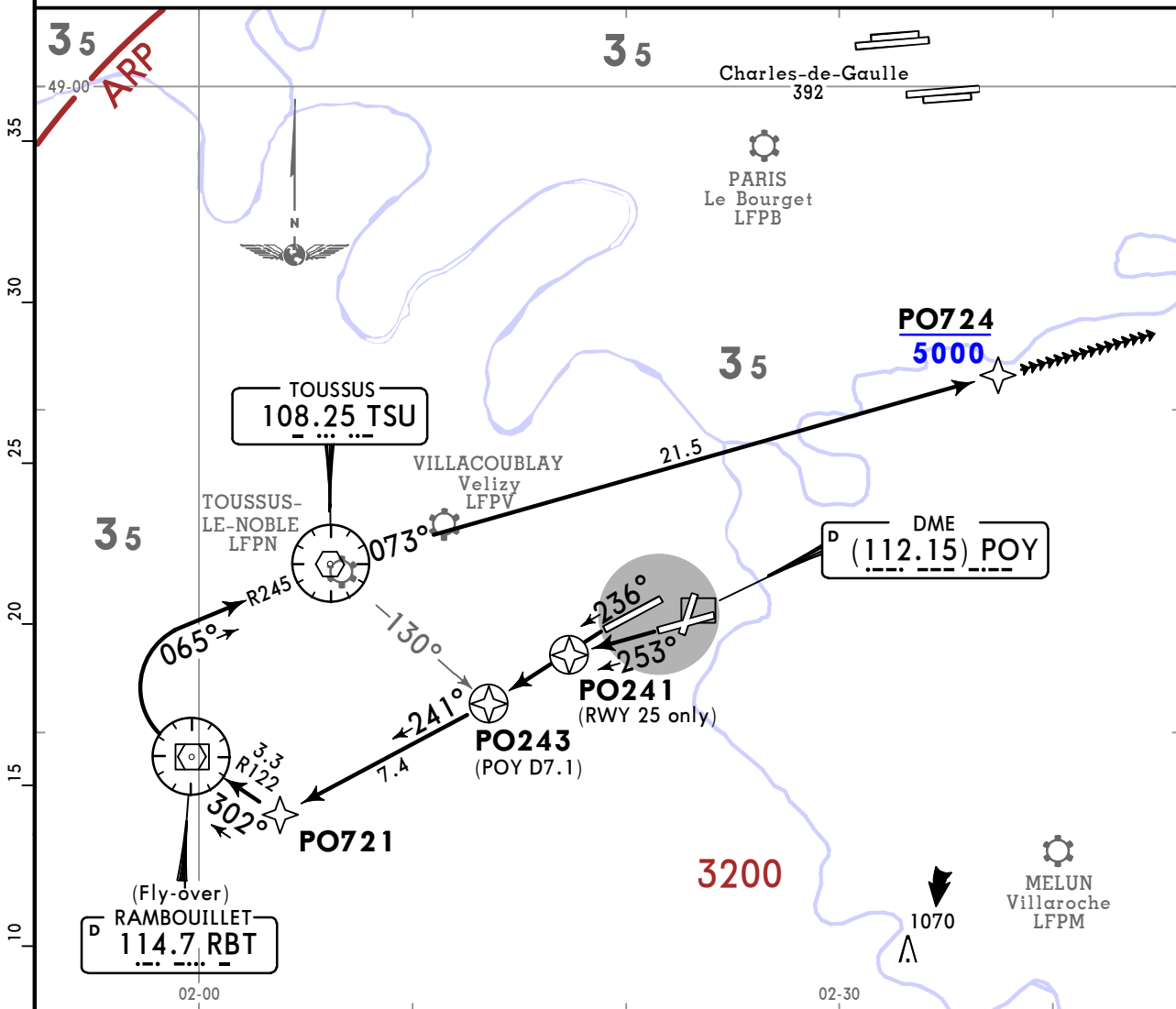
Trans alt: 5000

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 9W, PG 9X
RWYS 24, 25 RNAV DEPARTURES (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 until PO724. Continue on 073° track. When passing CLM R008 turn LEFT, intercept CLM R018. At D8.0 CLM turn LEFT, 297° track to intercept final of last cleared and confirmed approach.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance **5000**

IMPORTANT: For noise abatement purposes follow initial climb-path with greatest precision until reaching D7.1 POY (or crossing TSU R130).

ROUTING

RWY	INITIAL CLIMB
24	Climb on 236° track to PO243. No turns before DER.
25	Climb on 253° track to PO241, direct to PO243. No turns before DER.

Direct to PO721, then to RBT, 065° track to TSU, then to PO724, 073° track, await RADAR vectoring to final approach procedure.







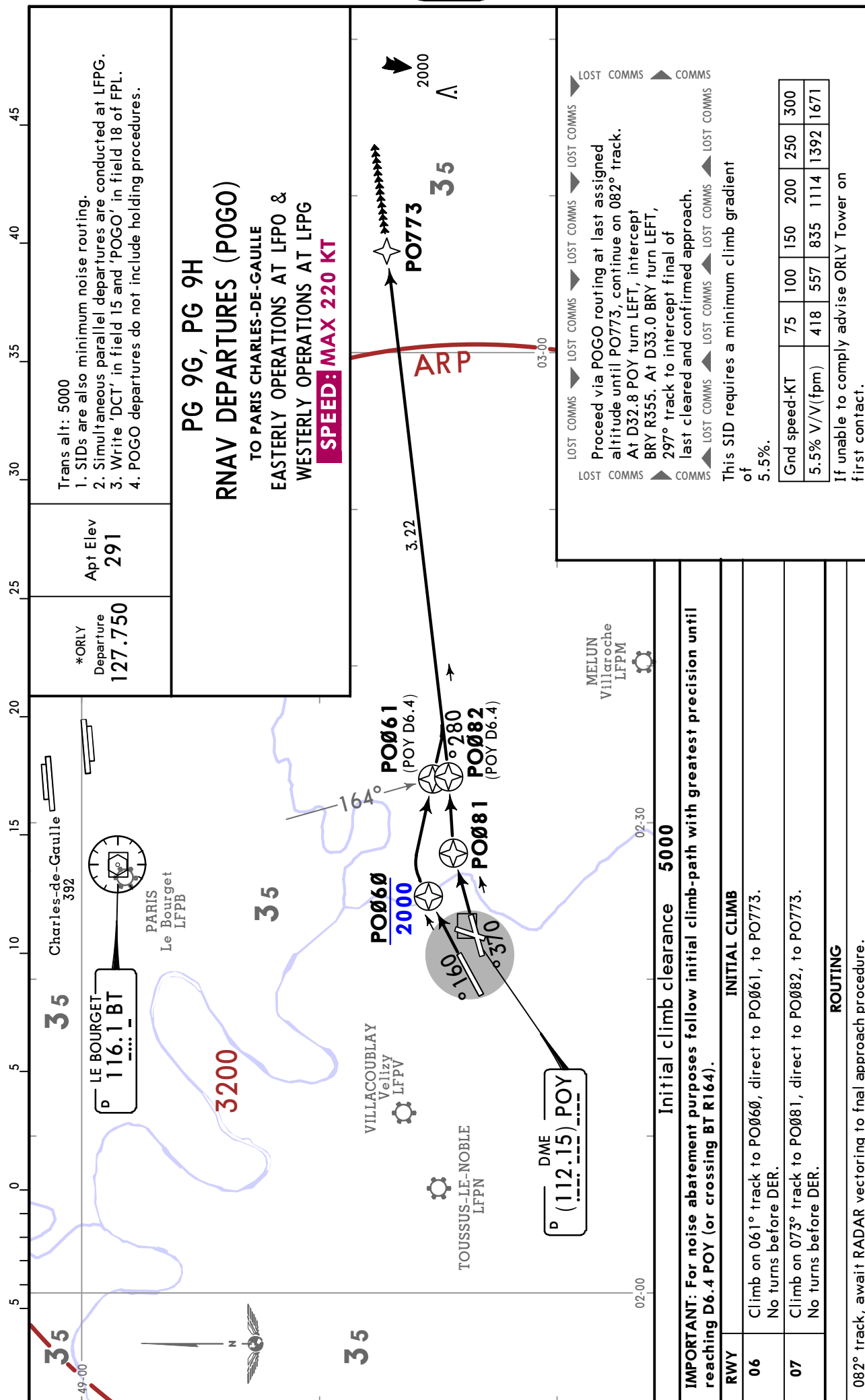


**LFPO/ORY
ONLY**

14 MAY 21 **JEPPESEN** (10-3N7) **Eff**

PARIS, FRANCE

RNAV DEPARTURE POGO



9 JUL 21

10-8A

Eff 18 Jul

CONSTRUCTION WORKS ON TWY W42

REFER ALSO TO LATEST NOTAMS

PHASE 1:

- TWYs W42, L42 and LRA closed.
- Holding area 42 closed.

PHASE 2:

- RWY 06/24 closed.
- TWYs W47 from THR 06 to the root of TWY WQ excluded, W46, W45, W44, L44, W43, L43, W1 between LS and LR excluded, LRA, W42, L42 and W41 closed.
- Holding area 42 closed.

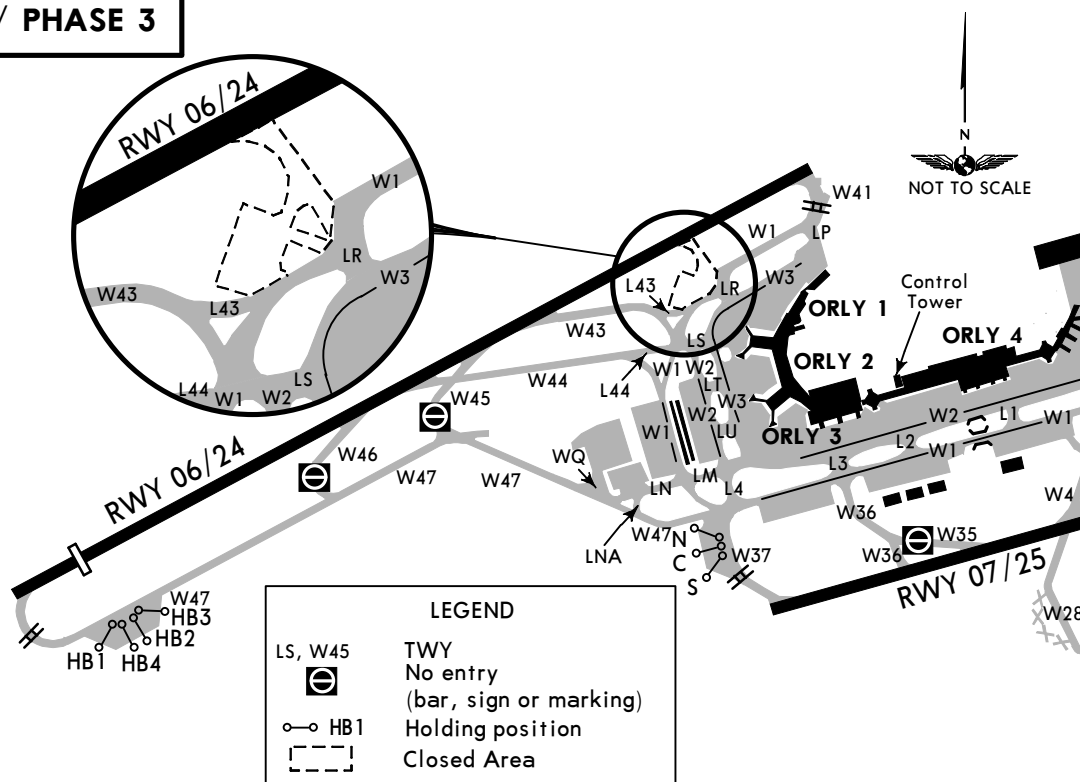
PHASE 3 - OPTION A:

- TWYs W42, L42 and LRA closed.
- Holding area 42 closed.
- Presence of a ditch in the shoulder 79'/24m from TWY W1 centerline.

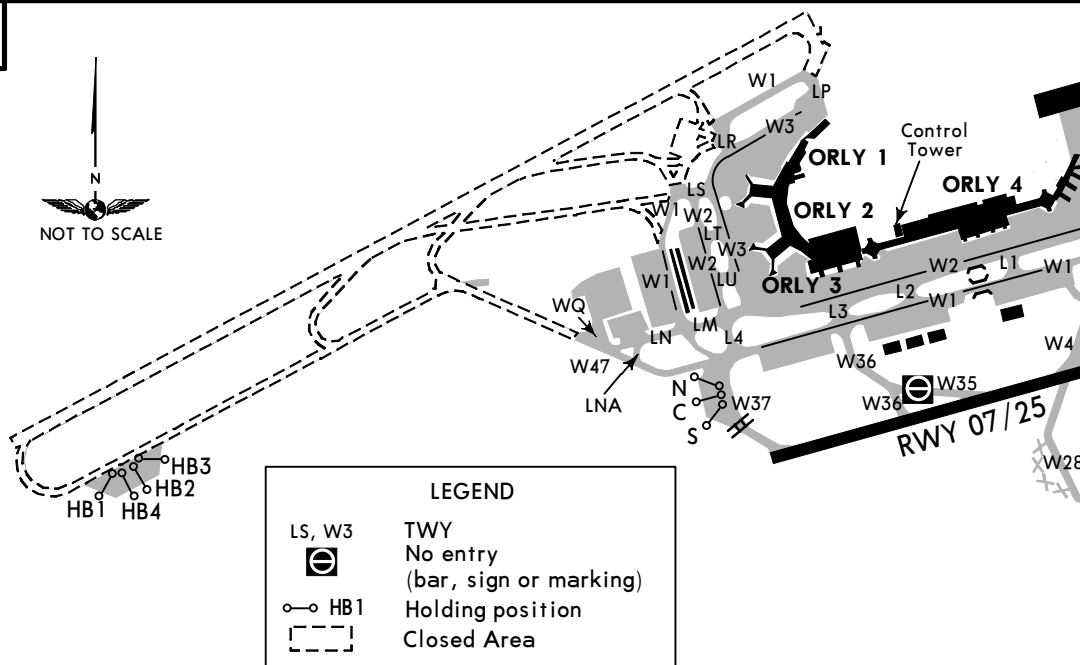
PHASE 3 - OPTION B:

- TWYs W42, L42 and LRA closed.
- Holding area 42 closed.
- Presence of a ditch in the shoulder 79'/24m from TWY W1 centerline.
- Presence of a ditch between TWYs LRA and L42 located 89'/27m from TWY W1 centerline.

PHASE 1 / PHASE 3



PHASE 2



LFPO/ORY

Apt Elev 291'
N48 43.4 E002 22.8

JEPPesen

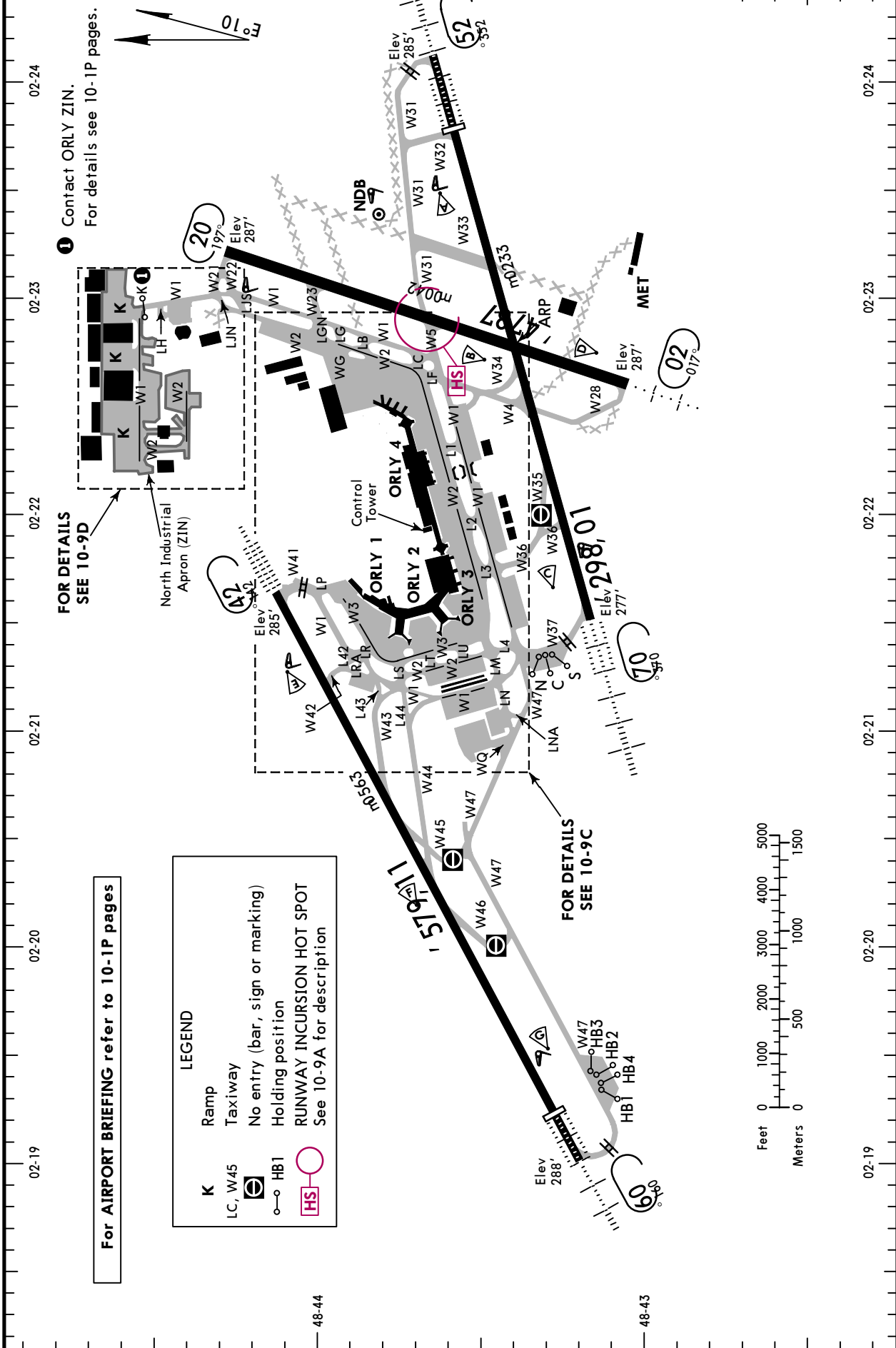
2 OCT 20 10-9 Eff 8 Oct

PARIS, FRANCE

ONLY

*ATIS	ACARS:	ONLY ZIN	*ONLY Preflight	ONLY Ground		*Tower
131.355 (French 126.505)	DCL	131.510 French	121.555	121.705	121.815	118.7

*ONLY Departure
127.750



LFPO/ORY

PARIS, FRANCE
ONLY

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS			WIDTH
						LANDING BEYOND	TAKE-OFF		
						Threshold	Glide Slope		
02	HIRL (60m)	HIALS	REIL	PAPI-L (3.0°)	RVR		6902' 2104m	①	197'
20	HIRL (60m)	REIL	PAPI-L (3.4°)					②	60m
① IFR take-off prohibited. ② TAKE-OFF RUN AVAILABLE RWY 20: From rwy head 7874' (2400m) twy W23 int 6234' (1900m)									
06	HIRL (60m)	CL (15m)	HIALS-II	REIL	TDZ ③ ④	RVR	10,991' 3350m	9777' 2980m	148'
24	HIRL (60m)	CL (15m)	HIALS-II	REIL	TDZ ④ ⑤	RVR		10,942' 3335m	⑥
③ HST-W44 (with HSTIL; MAX 50 KT on wet pavement) & W43 (with HSTIL; MAX 50 KT on wet pavement) ④ PAPI-L (3.0°) ⑤ HST-W45 (with HSTIL; MAX 50 KT on wet pavement) & W46 (with HSTIL; MAX 50 KT on wet pavement) ⑥ TAKE-OFF RUN AVAILABLE RWY 24: From rwy head 11,975' (3650m) twy W42 int 10,115' (3083m)									
07	HIRL (60m)	CL (15m)	HIALS-II	SFL REIL ⑦ ⑧	RVR		9799' 2987m	⑩	148'
25	HIRL (60m)	CL (15m)	HIALS-II	REIL ⑦ ⑧ ⑨	RVR	9465' 2885m	8404' 2562m		45m
⑦ PAPI-L (3.0°) ⑧ TDZ ⑨ HST-W35 (with HSTIL; MAX 30 KT on wet pavement, MAX 35 KT on dry pavement) ⑩ TAKE-OFF RUN AVAILABLE RWY 07: From rwy head 10,892' (3320m) twy W36 int 9127' (2782m) RWY 25: From rwy head 10,892' (3320m) twy W32 int 9462' (2884m) twy W33 int 6955' (2120m)									

HS

RUNWAY INCURSION HOT SPOT

(For information only, not to be construed as ATC instructions.)

Holding points and holding bars based on W5 and W31

Strictly follow rwy crossing clearance:

- Only ATC may give clearance to cross any rwy,

- it is mandatory to read back all instructions before a rwy crossing.

RUNWAY INCURSION HOT SPOT

(For information only, not to be construed as ATC instructions.)

- HS

Holding points and holding bars based on W5 and W31
Strictly follow rwy crossing clearance:
- Only ATC may give clearance to cross any rwy,
- it is mandatory to read back all instructions before a rwy crossing.

Standard		TAKE-OFF				
Rwy 06, 07, 24, 25 Low Visibility Take-off				All Rwys		
	I HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, RVR 125m	TDZ, RVR 150m	RVR 200m	RVR 300m	400m	500m
C	MID, RO	MID, RO				
D	RVR 150m	RVR 200m	RVR 250m			
I RVR 75m with approved guidance system or HUD/HUDLS.						

*ATIS	ACARS:	ORLY ZIN	*ORLY Preflight	ORLY Ground	*Tower	*ORLY Departure
131.355/ _{French} 126.505)	DCL	131.510 _{French}	121.555	121.705	118.7	127.750

**TAXI RESTRICTIONS FOR ACFT
WITH WINGSPAN OF 118' / 36M OR ABOVE**

FOR ADDITIONAL TAXI RESTRICTIONS REFER TO
FOLLOWING CHARTS (LIMITED DISTRIBUTION):

- 10-9B1 (B777-300, B777-300ER, A340-600 & A350-1000 ONLY)
- 10-9B2 (DIVERTED A380 ONLY)
- 10-9B3 (B748 ONLY)

LEGEND

- | | | |
|---|---|---|
|  |  | Taxiing prohibited for ACFT with wingspan of 118'/36m or above. |
|  |  | Taxiing prohibited for ACFT with wingspan of 118'/36m or above, except towed. |
|  |  | RUNWAY INCURSION HOT SPOT
See 10-9A for description |

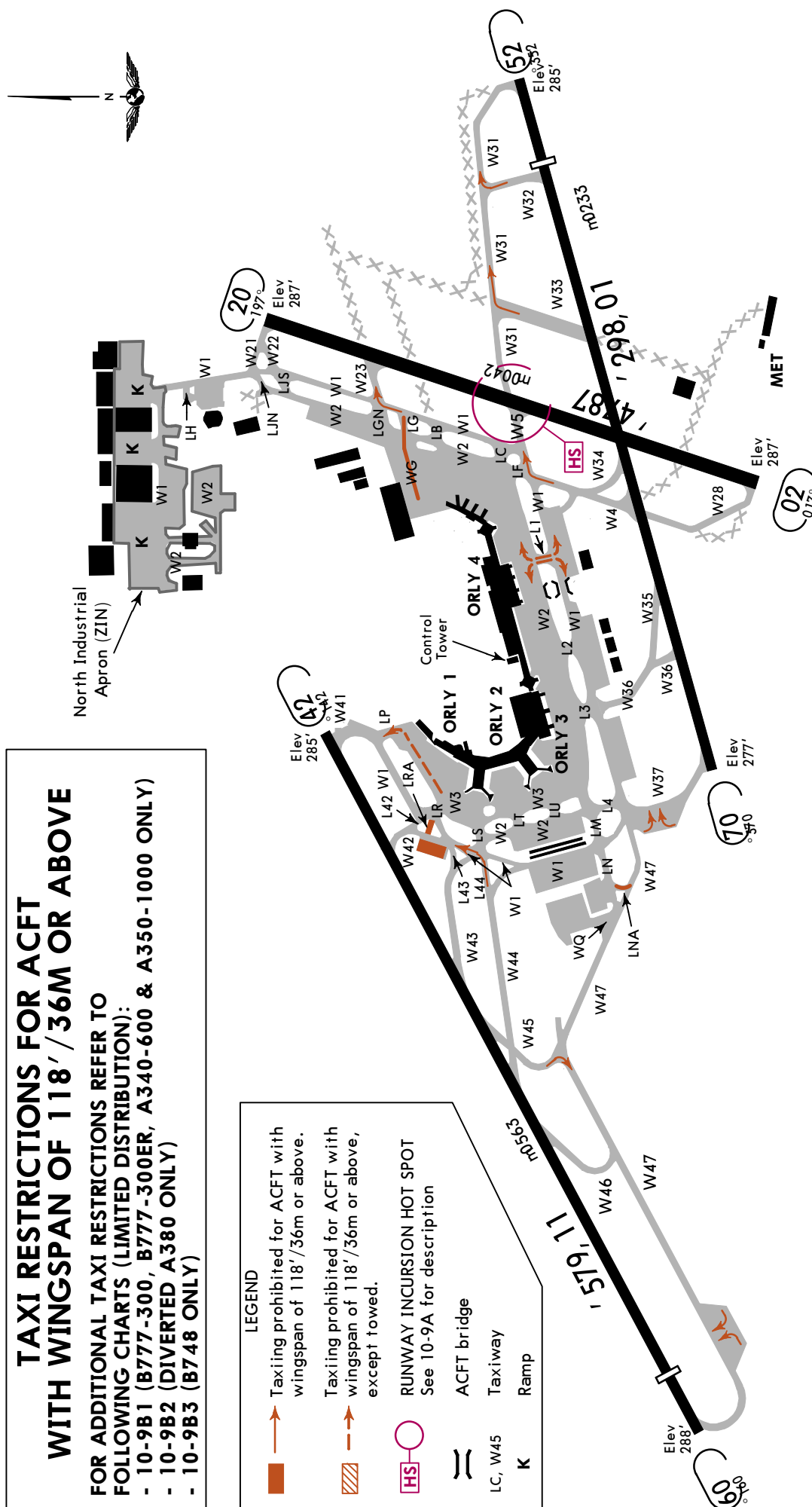
ACFT bridge

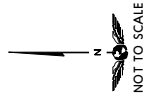
Taxiway

Ramp

LC, W45

Y







PARIS, FRANCE
ONLY

14 MAY 21

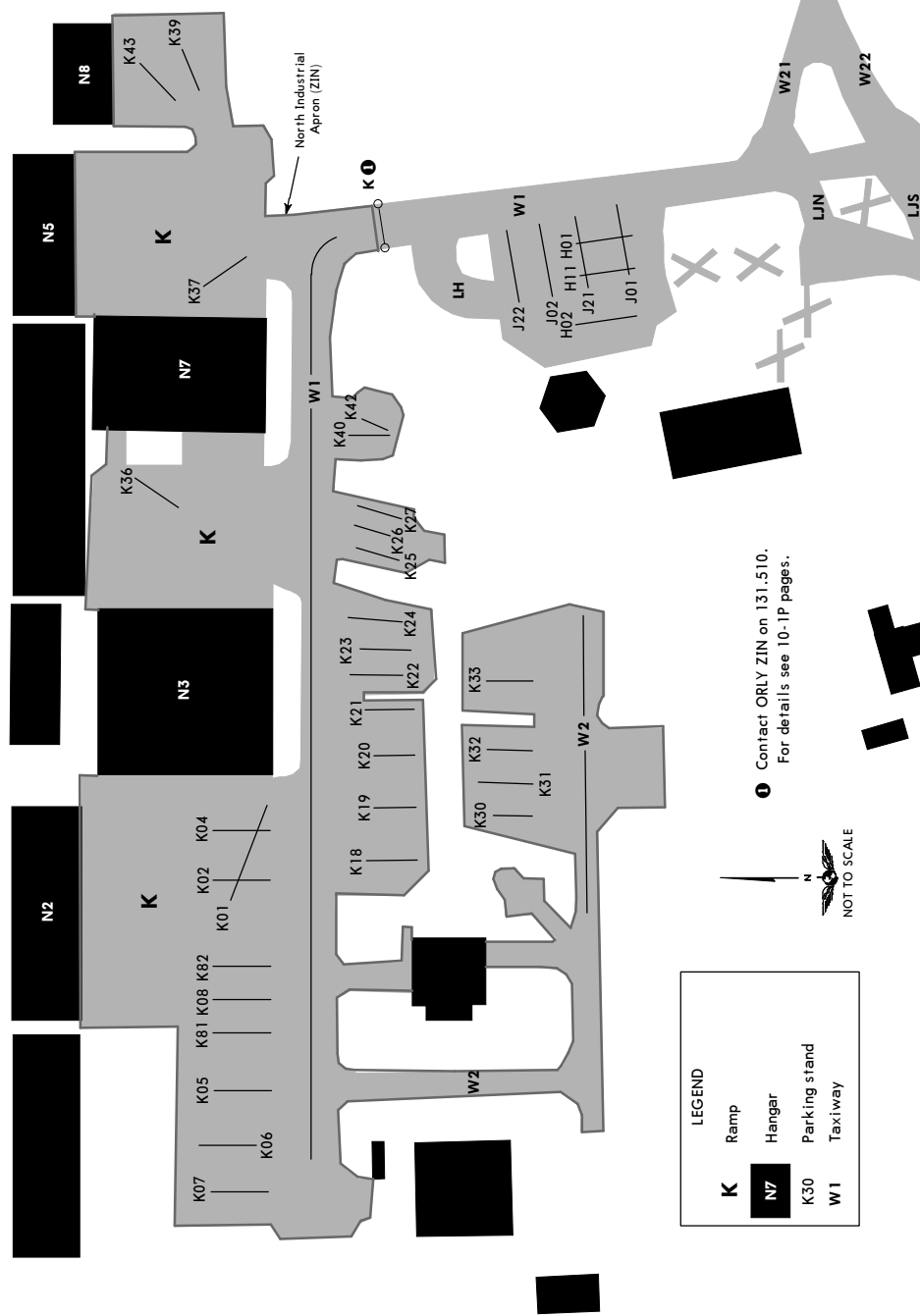
10-9D

EFF 20 May

LFPO/ORY

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N48 43.5 E002 21.6	K25 thru K27	N48 44.5 E002 22.7
A02	N48 43.6 E002 21.7	K30 thru K32	N48 44.4 E002 22.5
A03, A04	N48 43.6 E002 21.8	K33	N48 44.5 E002 22.6
A05	N48 43.6 E002 21.9	K36	N48 44.6 E002 22.7
A11	N48 43.5 E002 21.6	K37	N48 44.6 E002 22.9
A12, A21	N48 43.5 E002 21.7	K39	N48 44.6 E002 23.1
A22	N48 43.6 E002 21.7	K40, K42	N48 44.5 E002 22.8
A31 thru A42	N48 43.6 E002 21.8	K43	N48 44.6 E002 23.1
A51, A52	N48 43.6 E002 21.9	K81, K82	N48 44.6 E002 22.3
B01, B02	N48 43.7 E002 22.5	M01, M02	N48 43.5 E002 21.3
B03	N48 43.8 E002 22.5	M03	N48 44.6 E002 22.3
B04, B05	N48 43.8 E002 22.6	M04, M05	N48 44.6 E002 22.2
B12 thru B22	N48 43.7 E002 22.5	M06	N48 43.7 E002 21.2
B31, B32	N48 43.8 E002 22.5	M20	N48 43.5 E002 21.3
B41 thru B51	N48 43.8 E002 22.6	M30	N48 43.6 E002 21.3
B52	N48 43.8 E002 22.5	M40, M50	N48 43.6 E002 21.2
B61, B62	N48 43.9 E002 22.5	N01	N48 43.6 E002 21.1
C01	N48 43.7 E002 22.2	N02 thru N05	N48 43.5 E002 21.1
C02 thru C06	N48 43.7 E002 22.3	N06	N48 43.5 E002 21.0
C08	N48 43.7 E002 22.4	N11, N12	N48 43.6 E002 21.1
D01, D02	N48 43.6 E002 22.1	N21 thru N51	N48 43.5 E002 21.1
D04, D06	N48 43.6 E002 22.0	N55	N48 43.5 E002 21.0
D11, D12	N48 43.6 E002 22.1	N56	N48 43.5 E002 21.1
E01	N48 43.5 E002 22.1	N61	N48 43.5 E002 21.0
E02, E03	N48 43.5 E002 22.0	P08 thru P10	N48 43.9 E002 21.7
E04	N48 43.4 E002 21.9	P11 thru P13	N48 43.9 E002 21.6
E05	N48 43.4 E002 21.8	P14 thru P42	N48 43.8 E002 21.5
E06	N48 43.4 E002 21.7	Q02 thru Q31	N48 43.5 E002 21.0
E07, E08	N48 43.4 E002 21.6	Q32	N48 43.6 E002 21.0
E09	N48 43.4 E002 21.5	R01	N48 43.8 E002 21.5
E41, E42	N48 43.4 E002 21.9	R22 thru S25	N48 43.8 E002 21.4
E61	N48 43.4 E002 21.7	S26, T26, T27	N48 43.7 E002 21.4
E71, E81	N48 43.4 E002 21.6	T28 thru T30	N48 43.7 E002 21.5
E91	N48 43.4 E002 21.5	T31	N48 43.6 E002 21.5
F04	N48 43.6 E002 22.5	T32	N48 43.6 E002 21.4
F10, F20	N48 43.5 E002 22.3	U03 thru V06	N48 43.6 E002 21.5
F30	N48 43.5 E002 22.4	V37	N48 43.6 E002 21.6
G02, G03	N48 43.9 E002 22.7		
G04 thru G06	N48 44.0 E002 22.7		
G07, G08	N48 44.1 E002 22.8		
G51 thru G61	N48 44.0 E002 22.7		
G62	N48 44.1 E002 22.7		
G71 thru G82	N48 44.1 E002 22.8		
H01 thru J22	N48 44.4 E002 22.9		
K01 thru K04	N48 44.6 E002 22.4		
K05, K06	N48 44.6 E002 22.3		
K07	N48 44.6 E002 22.2		
K08	N48 44.6 E002 22.3		
K18 thru K20	N48 44.5 E002 22.5		
K21 thru K24	N48 44.5 E002 22.6		



CHANGES: Coordinates for stands A05, A51 and A52 added.

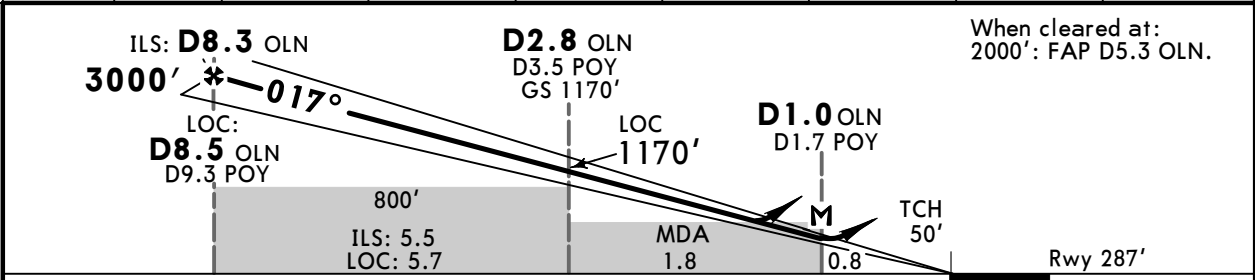
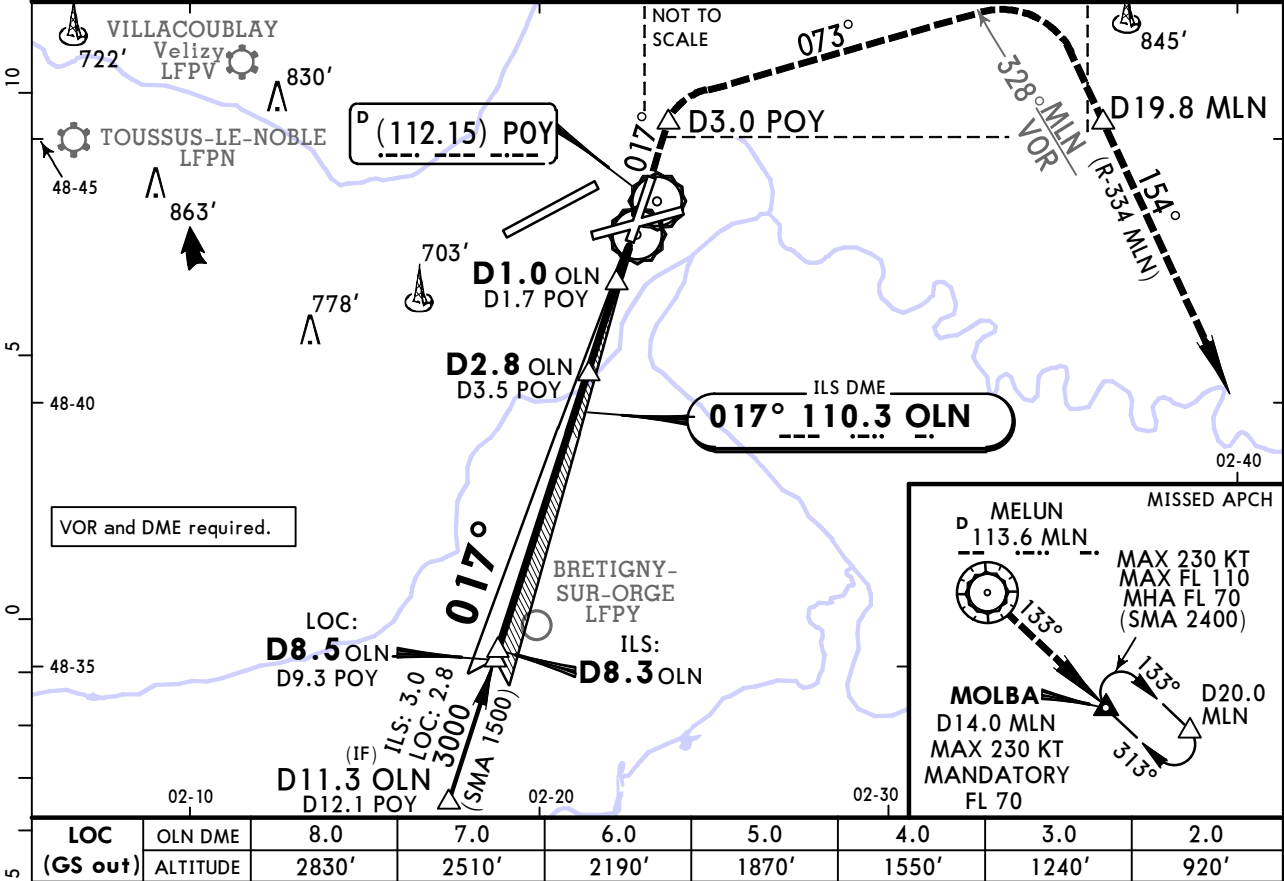
© JEPPESEN, 2007, 2021. ALL RIGHTS RESERVED.

LFPO/ORY
ORLY

JEPPESSEN
2 OCT 20 11-1 Eff 8 Oct

PARIS, FRANCE
ILS or LOC Rwy 02

*ATIS		*ORLY Approach		*ORLY Tower	Ground
131.355 (French 126.505)		123.875 124.450		118.7	121.705 121.815
LOC OLN 110.3	Final Apch Crs 017°	D8.3 OLN 3000' (2713')	ILS DA(H) 487' (200')	Apt Elev 291' Rwy 287'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D3.0 POY turn RIGHT (MAX 185 KT) onto 073°, then as directed.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000'. At D3.0 POY turn RIGHT (MAX 185 KT) onto 073°. Crossing R-328 MLN (MAX 230 KT), turn RIGHT to intercept and follow R-334 inbound MLN. At D19.8 MLN climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). Climb to 1100' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2000'	D3.0	185 KT
ILS GS or LOC Desc Angle 3.00°	372	478	539	637	743	849	REIL PAPI	↑	POY	MAX onto 073°
MAP at D1.0 OLN/D1.7 POY										

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Circling height based on rwy 02 thresh elev of 287'	
DA(H) 487' (200')		CDFA DA/MDA(H) 630' (343')			
FULL		ALS out		Max Kts	MDA(H) VIS
A				110	820' (533') 1500m
B				135	820' (533') 1600m
C				180	1170' (883') 2400m
D				205	1190' (903') 3600m

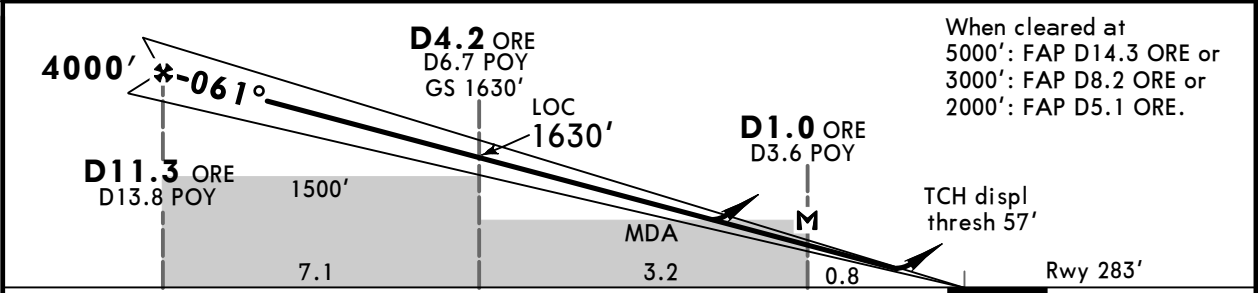
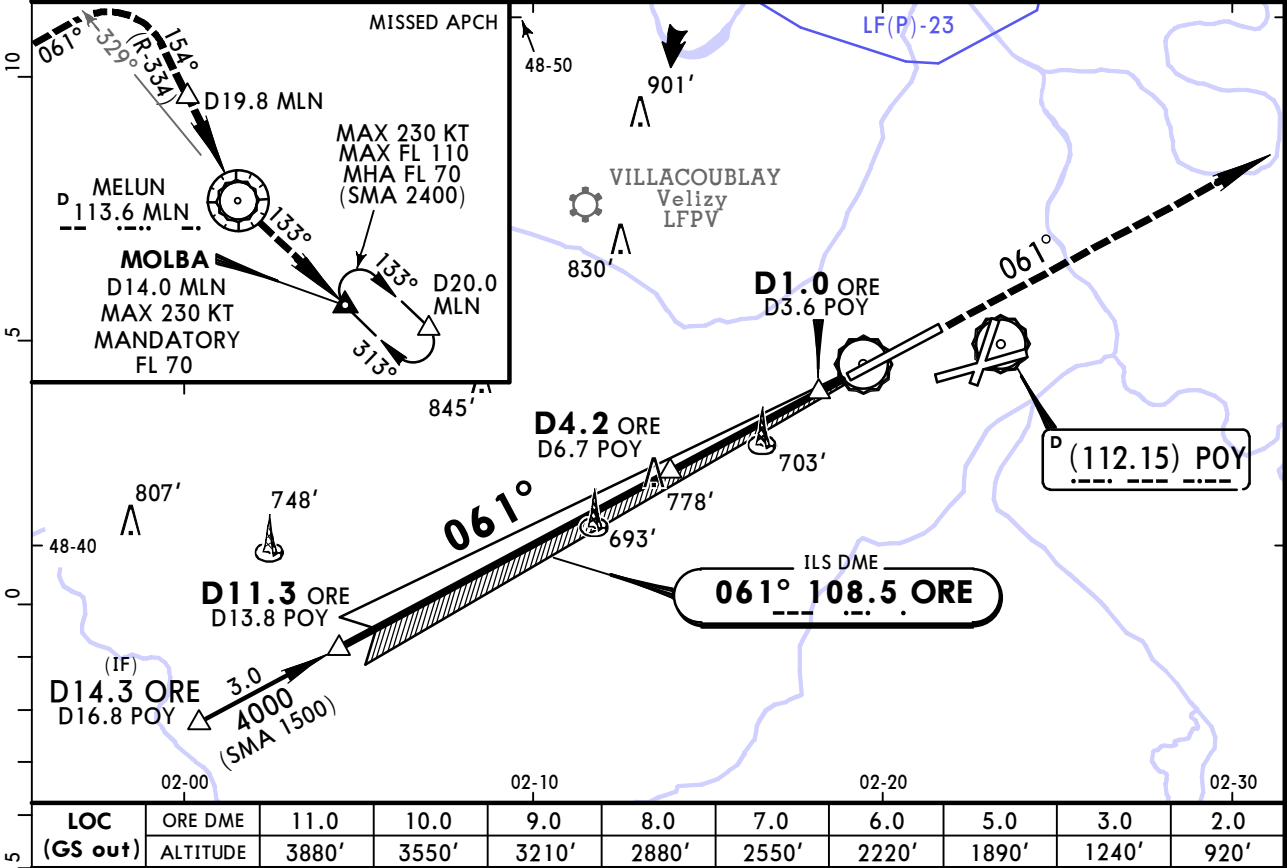
For add-on to the MDA(H), see ATC pages FRANCE.

LFPO/ORY
ORLY

JEPPESSEN
2 OCT 20 11-2 Eff 8 Oct

PARIS, FRANCE
ILS or LOC Rwy 06

*ATIS		*ORLY Approach		*ORLY Tower		Ground	
131.355 (French 126.505)		123.875 124.450		118.7		121.705 121.815	
LOC ORE 108.5	Final Apch Crs 061°	D11.3 ORE 4000' (3717')	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-329 MLN turn RIGHT to intercept an follow R-334 inbound MLN. At D19.8 MLN climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). 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 REIL PAPI 2000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 ORE/D3.6 POY							

Standard STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Circling height based on rwy 06 displ thresh elev of 283'	
DA(H) 483' (200')		CDFA DA/MDA(H) 720' (437')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				110	800' (517') 1500m
B	RVR 550m	RVR 550m 1	RVR 1200m	135	800' (517') 1600m
C				180	1170' (887') 2400m
D				205	1170' (887') 3600m

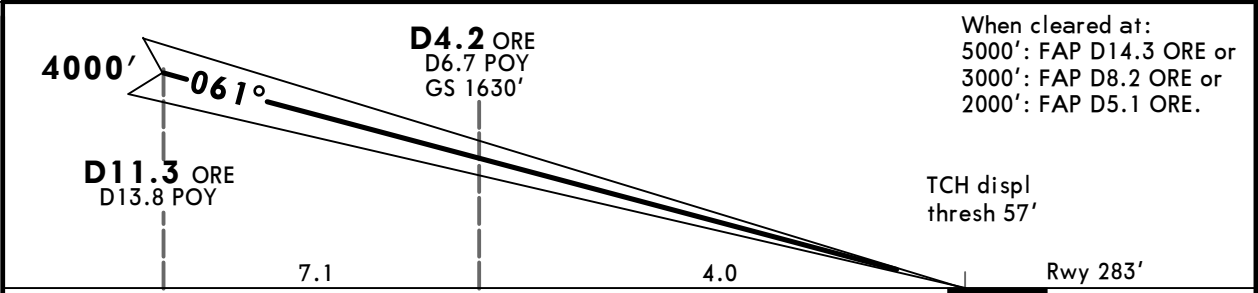
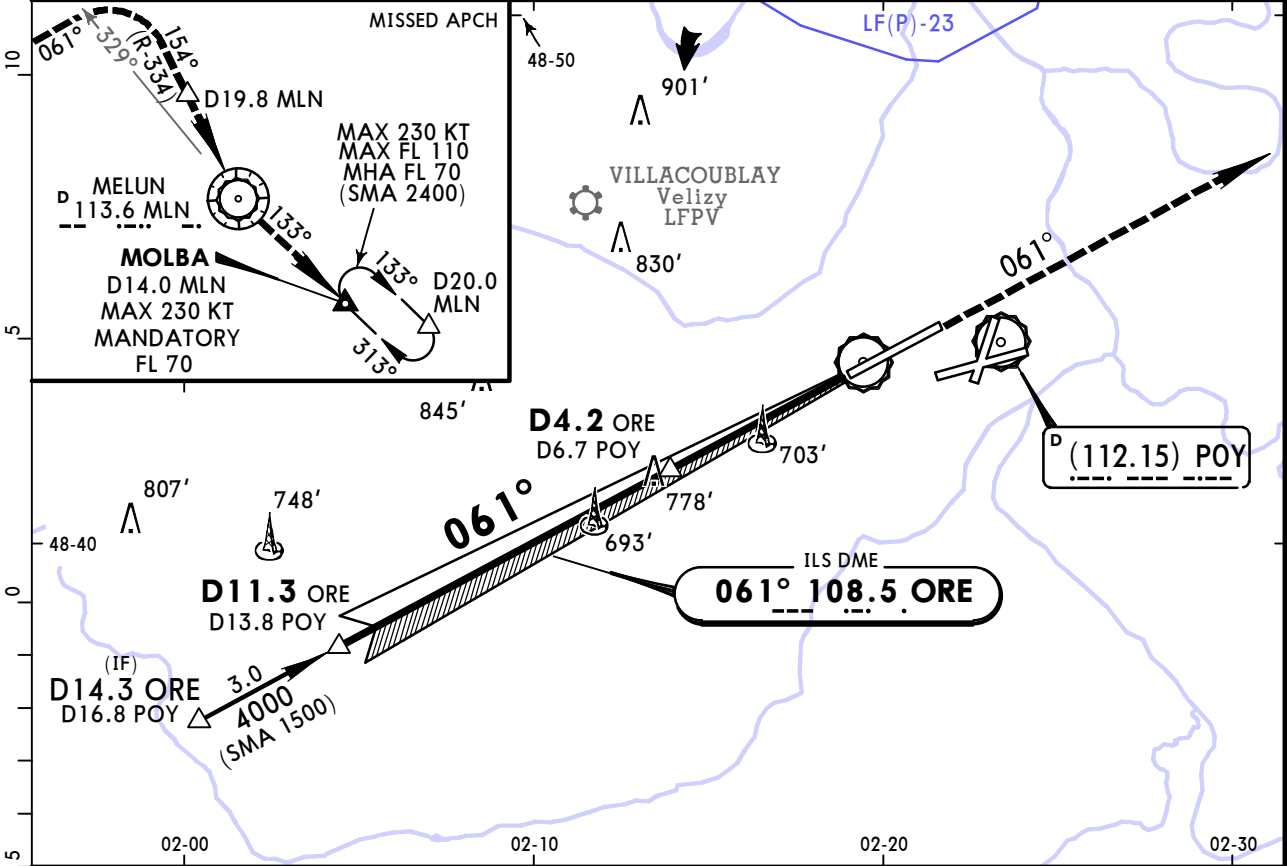
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 For add-on to the MDA(H), see ATC pages FRANCE.

LFPO/ORY
ORLY

JEPPESSEN
2 OCT 20
Eff 8 Oct
11-2A

PARIS, FRANCE
CAT II/III ILS Rwy 06

*ATIS		*ORLY Approach		*ORLY Tower	Ground
131.355 (French 126.505)		123.875 124.450		118.7	121.705 121.815
LOC ORE 108.5	Final Apch Crs 061°	D11.3 ORE 4000' (3717')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 291' Rwy 283'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then as directed.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000'. When crossing R-329 MLN turn RIGHT to intercept an follow R-334 inbound MLN. At D19.8 MLN climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). Climb to 1100' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 10 hPa	Trans level: By ATC		
1. VOR and DME required.		2. Special Aircrew & Aircraft Certification Required.			
Trans alt: 5000'					



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

Standard		STRAIGHT-IN LANDING RWY 06	
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH 50'	RA 95' DA(H) 383' (100')	
RVR 75m	RVR 200m	RVR 300m	

LFPO/ORY
ORLY

JEPPESSEN

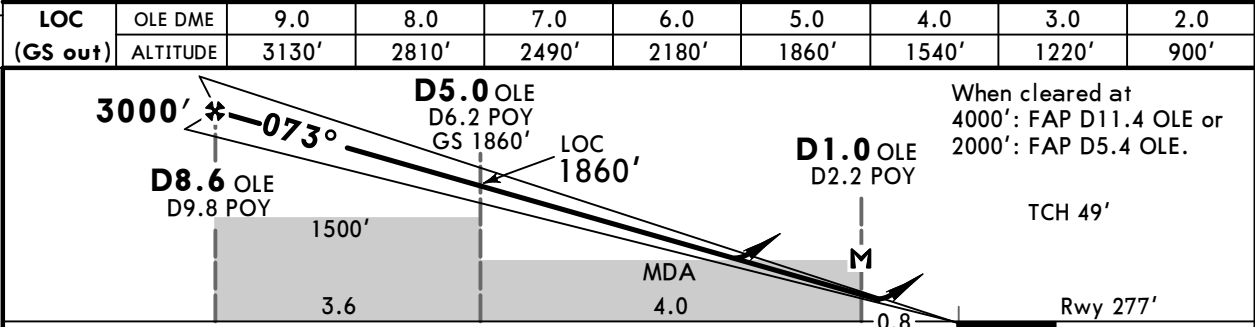
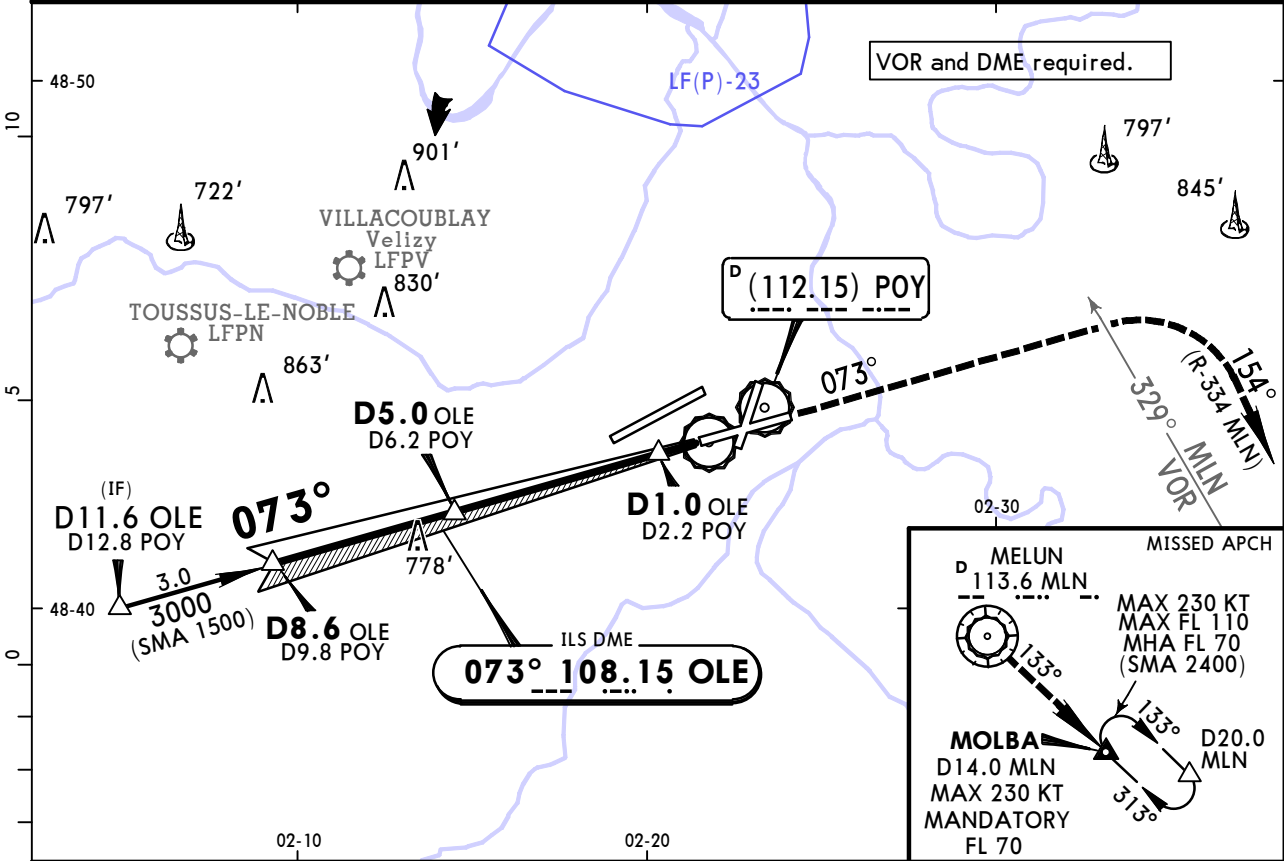
2 OCT 20

11-3

Eff 8 Oct

PARIS, FRANCE
ILS or LOC Rwy 07

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.355 (French 126.505)	123.875 124.450	118.7	121.705 121.815
LOC OLE 108.15	Final Apch Crs 073°	D8.6 OLE 3000' (2723')	ILS DA(H) 477' (200')
Apt Elev 291' Rwy 277'			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-329 MLN turn RIGHT to intercept and follow R-334 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). Climb to 1100' prior to level acceleration.			
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'



MAP at D1.0 OLE/D2.2 POY	Standard	STRAIGHT-IN LANDING RWY 07	CIRCLE-TO-LAND Circling height based on rwy 07 thresh elev of 277'.
--------------------------	----------	----------------------------	--

ILS			LOC (GS out)		Max Kts	MDA(H)		VIS
FULL	TDZ or CL out	ALS out	DA(MDA(H))	ALS out				
A			DA(H) 477' (200')	DA(MDA(H)) 730' (453')	110	780' (503')		1500m
B					135	860' (583')		1600m
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1400m	180	1170' (893')		2400m
D					205	1190' (913')		3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

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

CHANGES: Bearings.

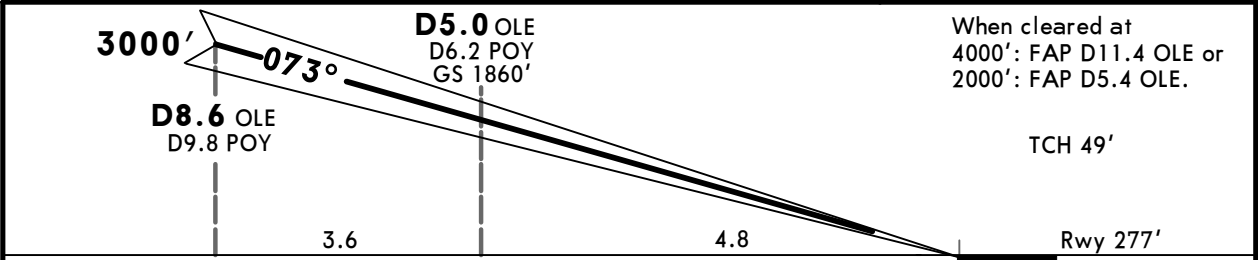
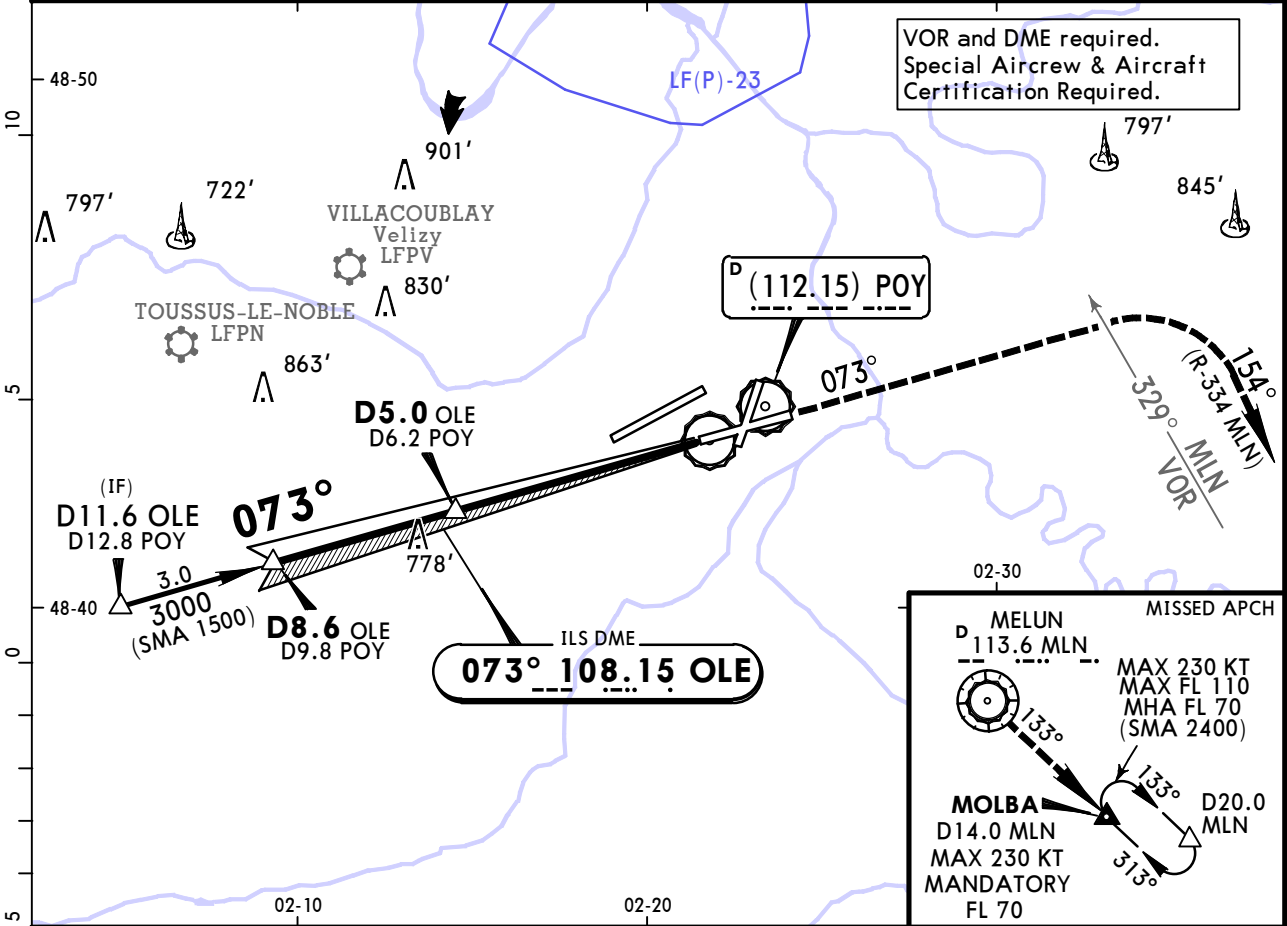
© JEPPESSEN, 1998, 2020. ALL RIGHTS RESERVED.

LFPO/ORY
ORLY

JEPPESSEN
2 OCT 20
Eff 8 Oct 11-3A

PARIS, FRANCE
CAT II/III ILS Rwy 07

*ATIS	*ORLY Approach	*ORLY Tower	Ground
131.355 (French 126.505)	123.875 124.450	118.7	121.705 121.815
LOC OLE 108.15	Final Apch Crs 073°	D8.6 OLE 3000' (2723')	CAT IIIB, IIIA & II ILS Refer to Minimums
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000'. When crossing R-329 MLN turn RIGHT to intercept and follow R-334 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). Climb to 1100' prior to level acceleration.			
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'			
Apt Elev 291' Rwy 277'			
3200 MSA ARP			



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

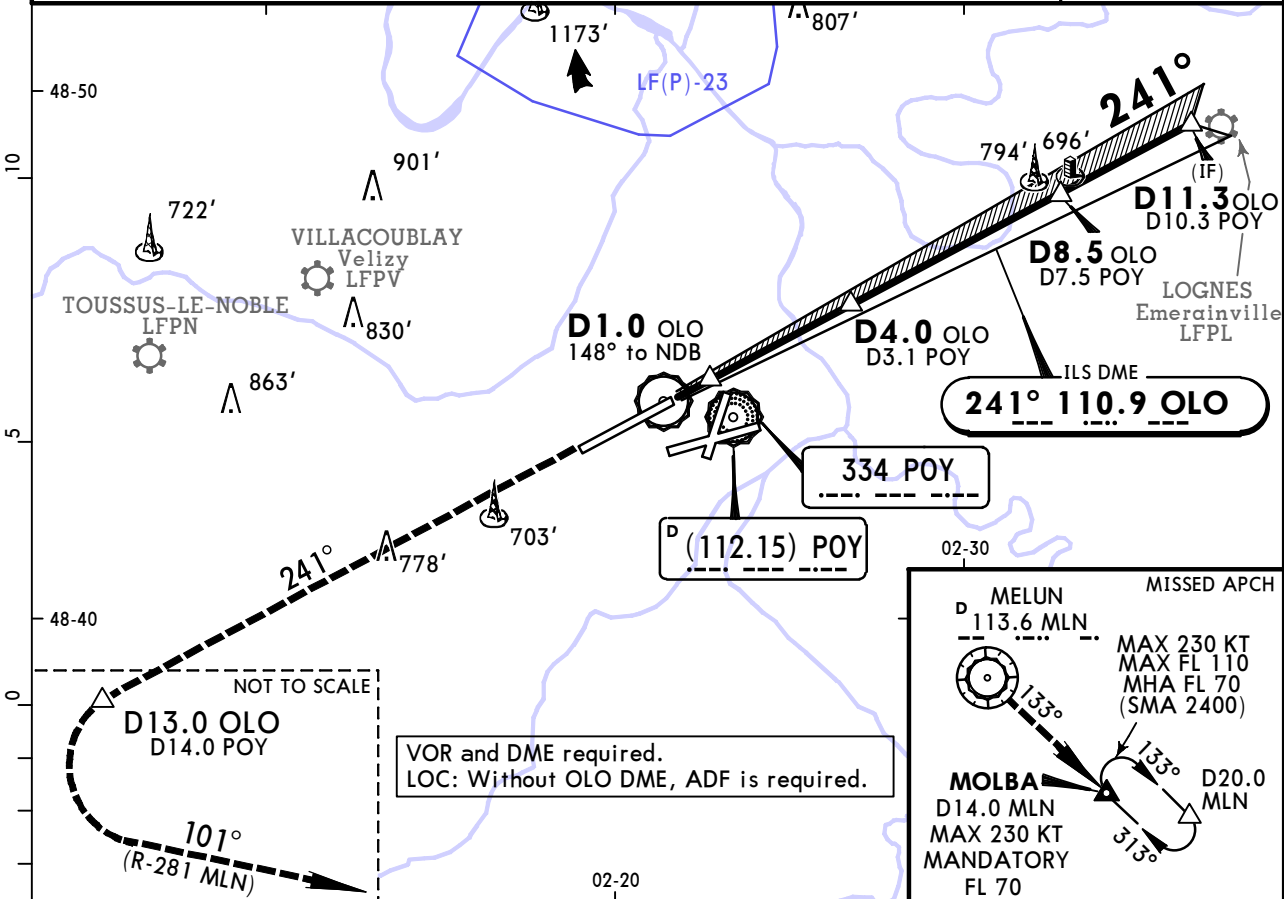
Standard	STRAIGHT-IN LANDING RWY 07		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
		RA 102'	
		DA(H) 377' (100')	
		DH 50'	
RVR 75m	RVR 200m	RVR 300m	

LFPO/ORY
ORLY

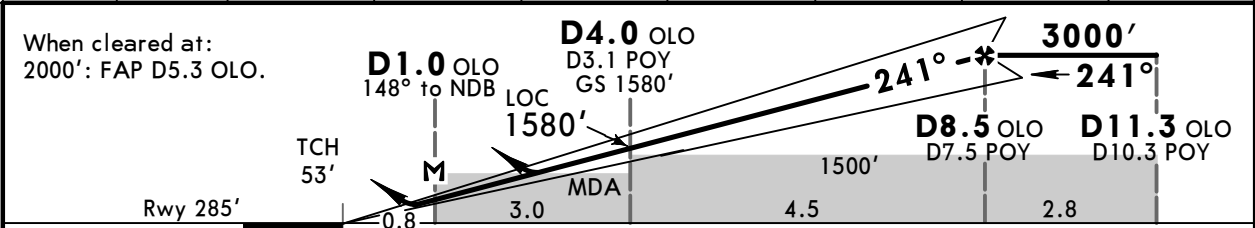
JEPPESEN
2 OCT 20 11-4 Eff 8 Oct

PARIS, FRANCE
ILS or LOC Rwy 24

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.355 (French 126.505)		123.875	124.450	118.7	121.705	121.815
LOC OLO 110.9	Final Apch Crs 241°	D8.5 OLO 3000' (2715')	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'. At D13.0 OLO turn LEFT to intercept and follow R-281 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). Climb to 1200' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'						



LOC	OLO DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
(GS out)	ALTITUDE	980'	1290'	1610'	1930'	2250'	2570'	2890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 2000'
ILS GS or							
LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 OLO/148° to NDB							

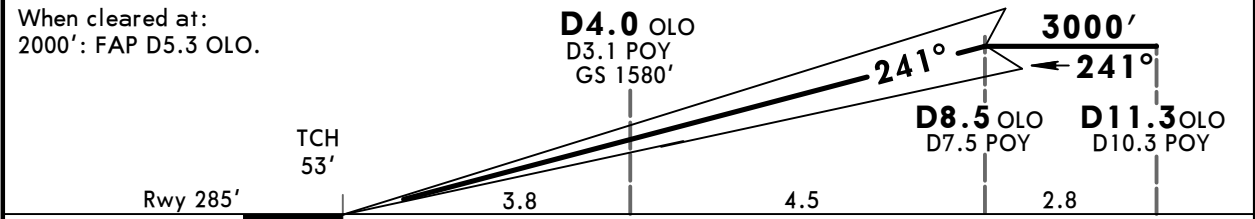
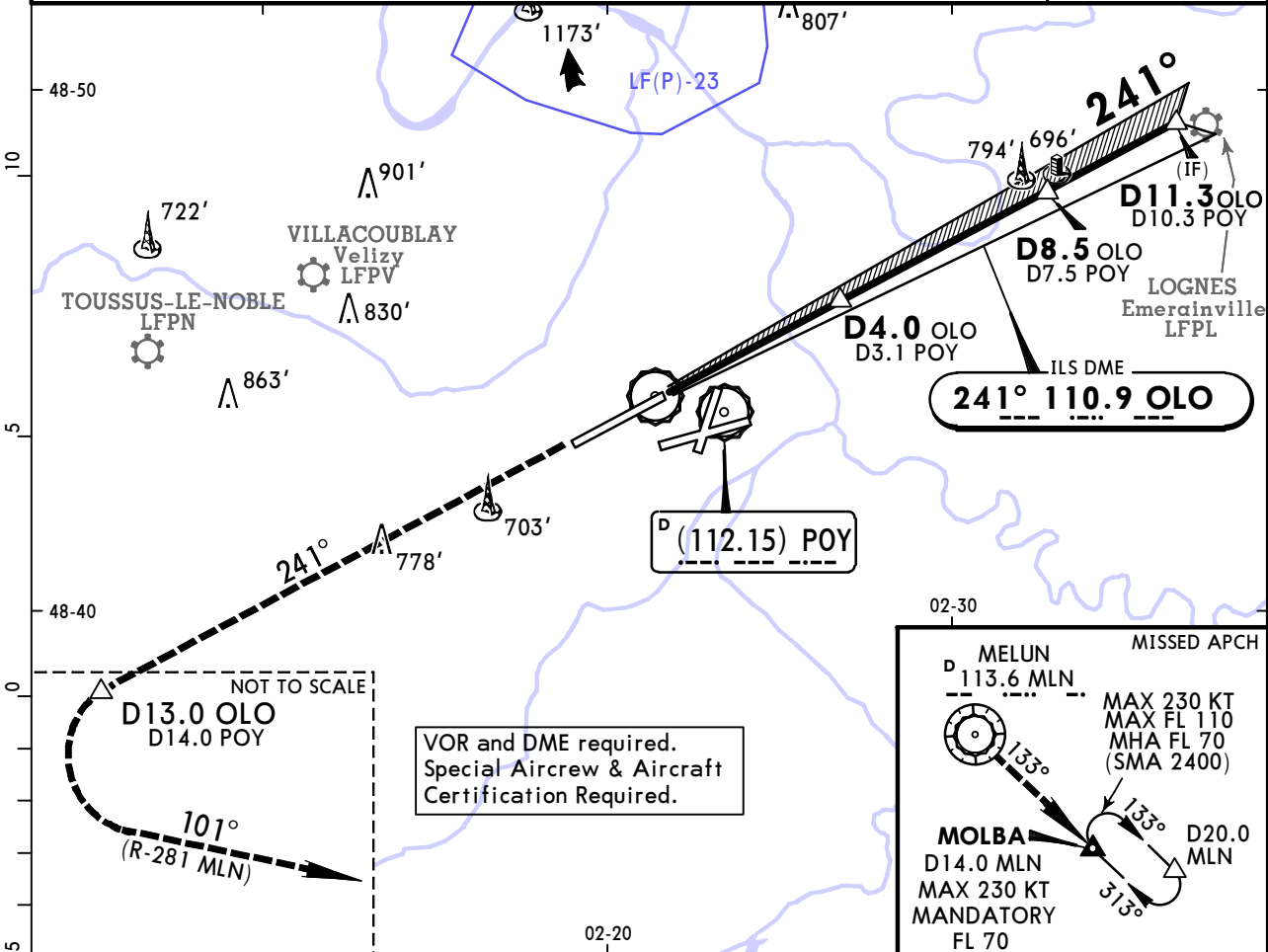
Standard STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Circling height based on rwy 24 thresh elev of 285'.	
DA(H) 485' (200')		CDFA DA/MDA(H) 670' (385')		Max Kts	MDA(H) VIS
FULL		ALS out		110	810' (525') 1500m
RVR 750m		RVR 1200m		135	810' (525') 1600m
		RVR 1300m		180	1180' (895') 2400m
		RVR 1700m		205	1180' (895') 3600m

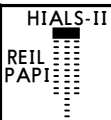
LFPO/ORY
ORLY

JEPPESSEN
2 OCT 20
Eff 8 Oct 11-4A

PARIS, FRANCE
CAT II/III ILS Rwy 24

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.355 (French 126.505)		123.875 124.450		118.7	121.705	121.815
LOC OLO 110.9	Final Apch Crs 241°	D8.5 OLO 3000' (2715')	CAT IIIB, IIIA & II ILS Refer to Minimums	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'. At D13.0 OLO turn LEFT to intercept and follow R-281 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). Climb to 1200' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'						



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

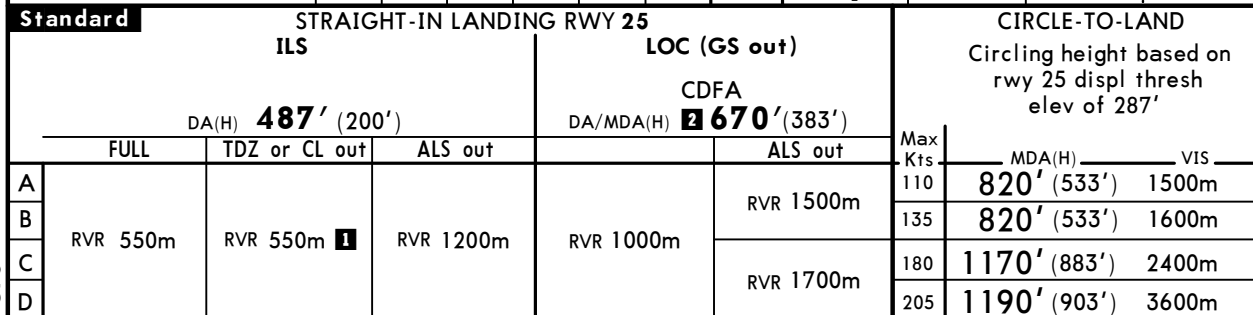
Standard		STRAIGHT-IN LANDING RWY 24		
CAT IIIB ILS I		CAT IIIA ILS I		CAT II ILS I
		DH 50'		RA 100' DA(H) 385' (100')
RVR 75m		RVR 200m		RVR 300m

I Acft CAT D MAX landing speed 161 KT and LACFT MAX landing speed 158 KT.

CHANGES: Bearings.

© JEPPESSEN, 2016, 2020. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

5

© JEPPESEN, 1998, 2020. ALL RIGHTS RESERVED.

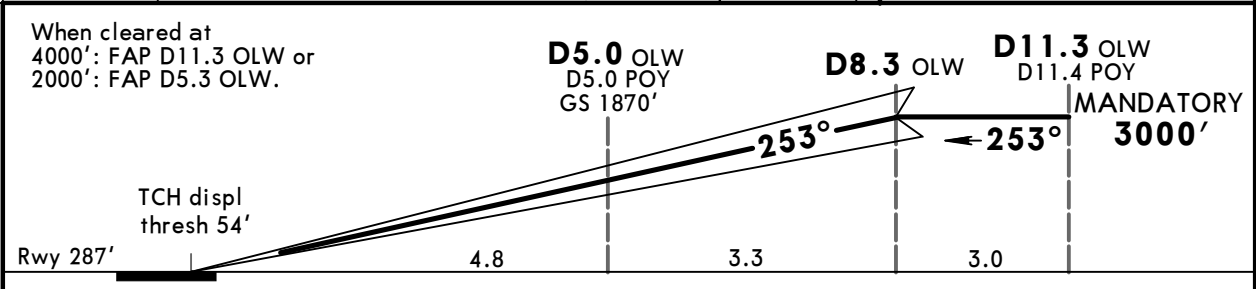
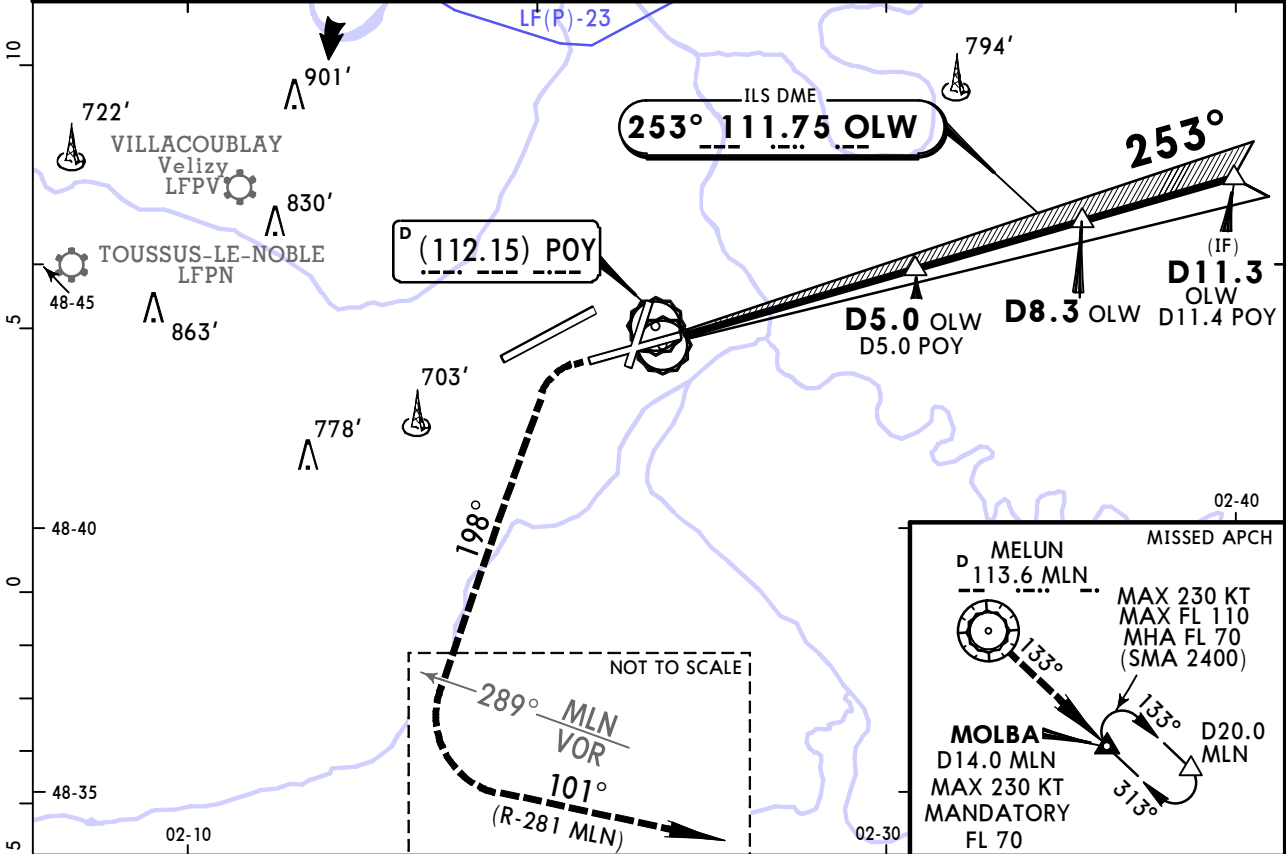
PANS OPS

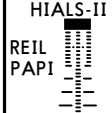
LFPO/ORY
ORLY

JEPPESSEN
25 DEC 20
Eff 31 Dec 11-5A

PARIS, FRANCE
CAT II/III ILS Rwy 25

*ATIS		*ORLY Approach		*ORLY Tower	Ground
131.355 (French 126.505)		123.875 124.450		118.7	121.705 121.815
LOC OLW 111.75	Final Apch Crs 253°	D8.3 OLW MANDATORY 3000' (2713')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 291' Rwy 287'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT (MAX 185 KT) onto 198° and climb to 2000', then as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. At 700' turn LEFT (MAX 185 KT) onto 198° and climb to 2000'. When crossing R-289 MLN (MAX 230 KT) turn LEFT to intercept and follow R-281 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA (MAX 230 KT). 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'					
1. VOR and DME required. 2. Special Aircrew & Aircraft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160		700'	MAX 185 KT 2000' on 198°
GS	3.00°	372	478	531	637	743			

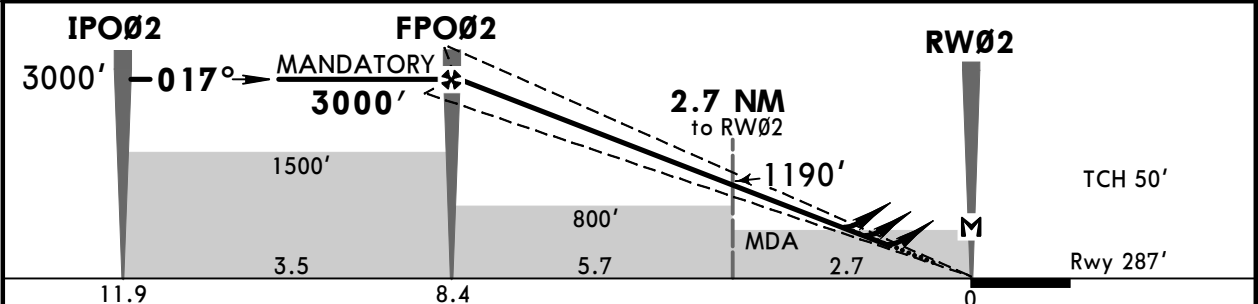
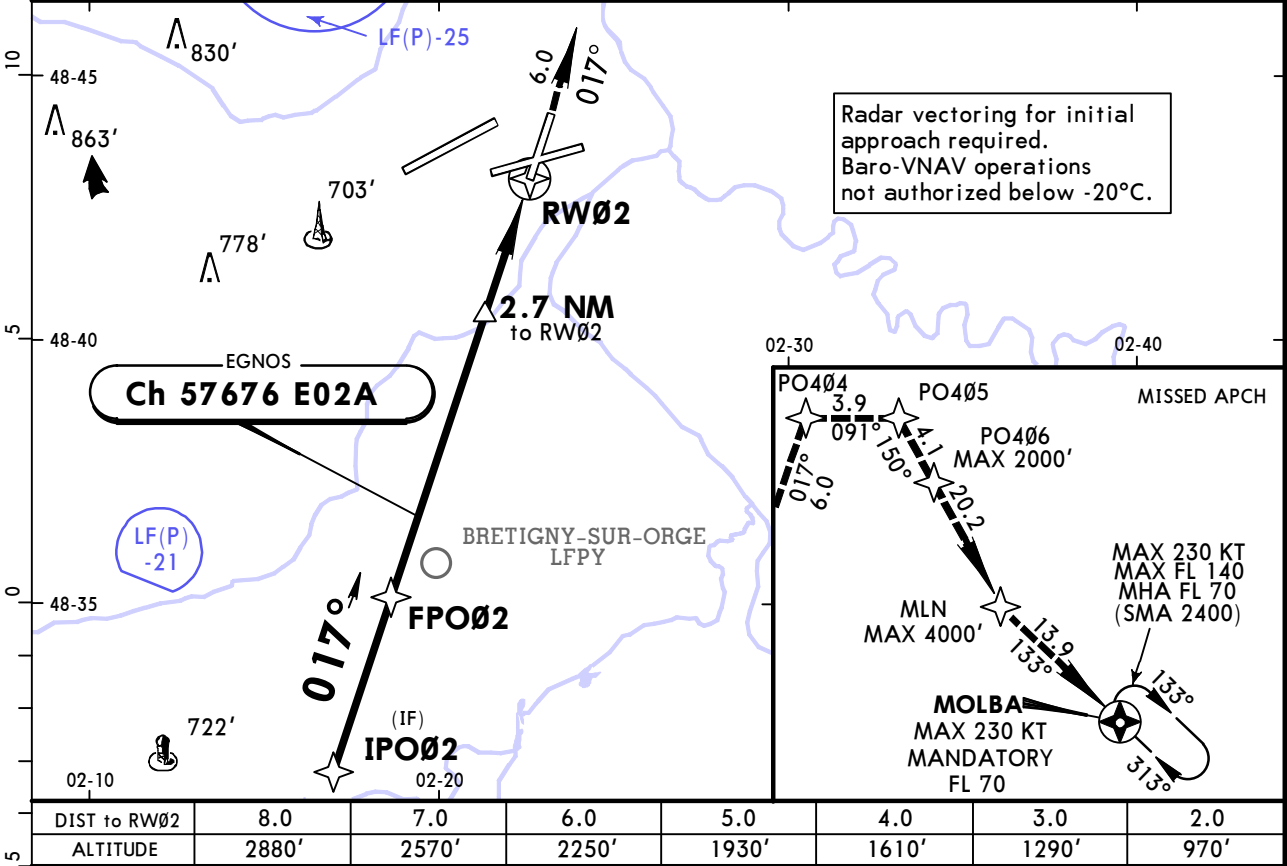
Standard			STRAIGHT-IN LANDING RWY 25		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 102' DA(H) 387' (100')	
RVR 75m		RVR 200m		RVR 300m	

LFPO/ORY
ORLY

JEPPESEN
2 OCT 20 **(12-1)** Eff 8 Oct

PARIS, FRANCE
RNP Rwy 02

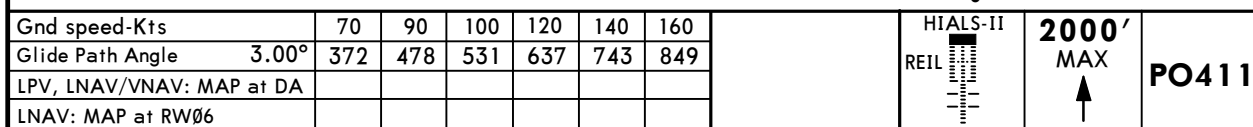
*ATIS 131.355 (French 126.505)		*ORLY Approach 123.875 124.450		*ORLY Tower 118.7	Ground 121.705 121.815	
EGNOS Ch 57676 E02A	Final Apch Crs 017°	FPO02 MANDATORY 3000' (2713')	LPV CAT I DA(H) 487' (200')	Apt Elev 291' Rwy 287'		3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD towards PO404 to 2000', then towards PO405, then as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD towards PO404 to 2000', then towards PO405 and continue towards PO406 at MAX 2000'. Then continue towards MLN climbing to MAX 4000' and proceed to MOLBA (MAX 230 KT) at FL 70 to join holding. Climb to 1100' prior to level acceleration.						
RNP apch.	Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000' PO404
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW02							

Standard				STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND I			
LPV CAT I		DA(H) LNAV/VNAV		DA(H) LNAV CDFA		DA(H) MDA(H)		Max Kts		MDA(H) VIS	
DA(H) 487' (200')		A: 567' (280') C: 587' (300') B: 577' (290') D: 597' (310')		690' (403')							
ALS out		ALS out		ALS out							
A			RVR 1300m					110		820' (533')	1500m
B	RVR 750m	RVR 1200m	RVR 900m		RVR 1400m	RVR 1500m		135		820' (533')	1600m
C			RVR 1400m			RVR 1800m		180		1170' (883')	2400m
D			RVR 1000m					205		1190' (903')	3600m

BRIEFING STRIP™



PANS OPS

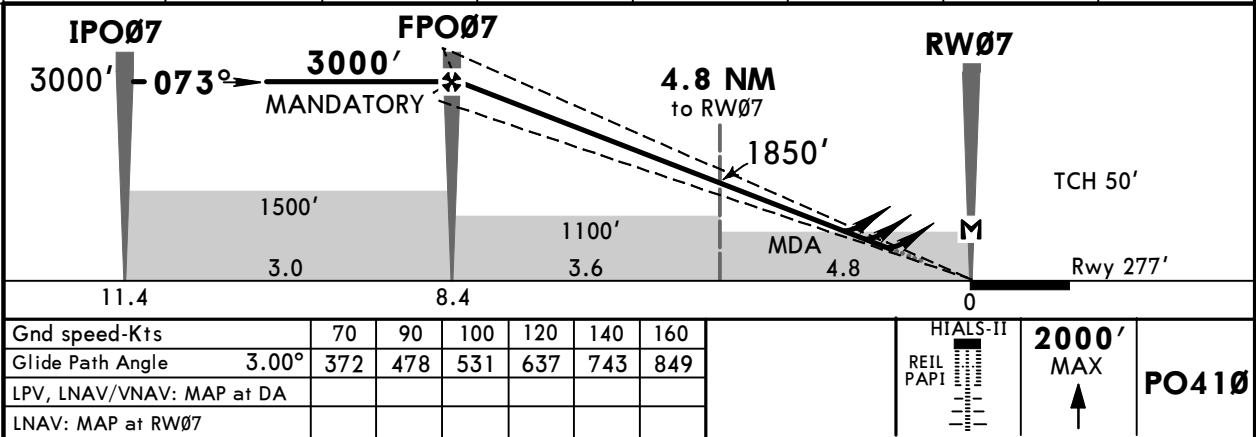
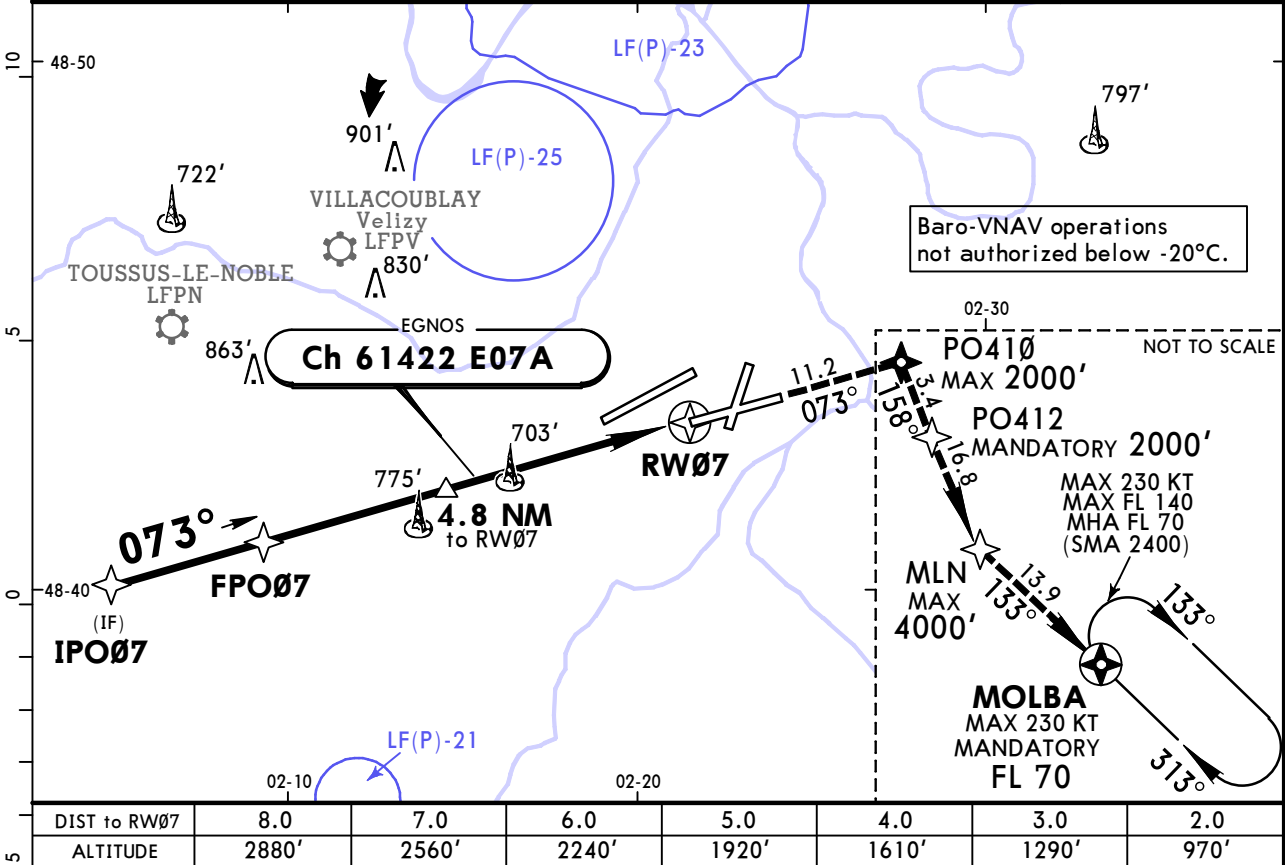
© JEPPESEN, 1998, 2020. ALL RIGHTS RESERVED.

LFPO/ORY
ORLY

JEPPESSEN
29 JAN 21 (12-3)

PARIS, FRANCE
RNP Rwy 07

*ATIS 131.355 (French 126.505)		*ORLY Approach 123.875 124.450		*ORLY Tower 118.7	Ground 121.705 121.815
EGNOS Ch 61422 E07A	Final Apch Crs 073°	FPO07 MANDATORY 3000' (2723')	LPV DA(H) 577' (300')	Apt Elev 291' Rwy 277'	
MISSED APCH: Climb STRAIGHT AHEAD towards PO410 to MAX 2000', then as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD towards PO410 to MAX 2000', then towards PO412 at 2000'. Continue towards MLN climbing to MAX 4000' and proceed to MOLBA (MAX 230 KT) at FL 70 to join holding. Climb to 1200' prior to level acceleration.					3200 MSA ARP
RNP apch. Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'					
Radar vectoring for initial approach required.					



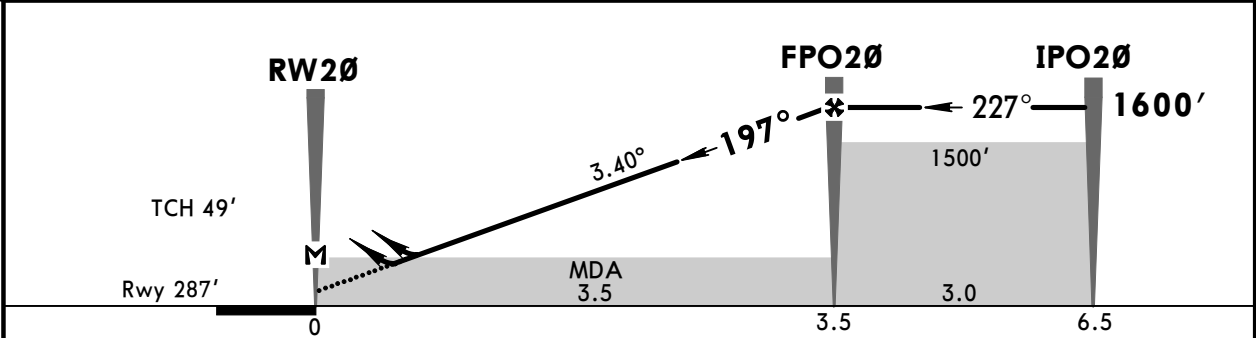
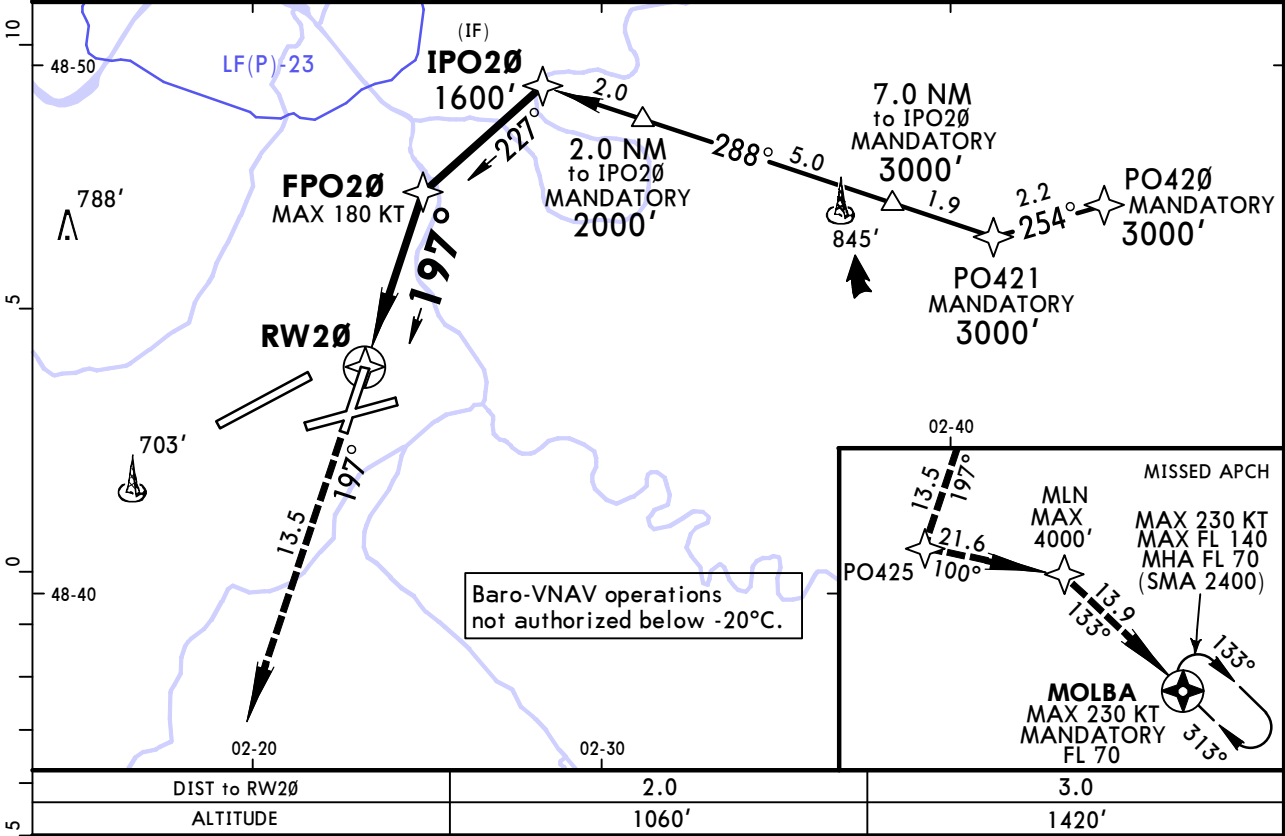
Standard						CIRCLE-TO-LAND 2	
LPV		LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H) VIS
DA(H) 577' (300')		DA(H) 627' (350')		DA/MDA(H) 710' (433')		110	810' (533') 1500m
ALS out		ALS out		ALS out		135	810' (533') 1600m
A			RVR 1500m		RVR 1500m	180	1180' (903') 2400m
B	RVR 750m 1	RVR 1400m	RVR 900m		RVR 1300m	205	1180' (903') 3600m
C				RVR 1600m	RVR 2000m		
D							

LFPO/ORY
ORLY

JEPPESSEN
29 JAN 21 (12-4)

PARIS, FRANCE
RNP Rwy 20

*ATIS		*ORLY Approach		*ORLY Tower	Ground
131.355 (French 126.505)		123.875 124.450		118.7	121.705 121.815
RNAV	Final Apch Crs 197°	FPO20 1600' (1313')	LNAV/VNAV DA(H) 687' (400')	Apt Elev 291' Rwy 287'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD towards PO425, then turn LEFT towards MLN climbing to MAX 4000', then proceed to MOLBA (MAX 230 KT) at FL 70 to join holding.					
Climb to 1200' prior to level acceleration.					
RNP apch.	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	REIL PAPI-L		PO425 ↑
Descent Angle 3.40°	421	541	602	722	842	963			
LNAV/VNAV: MAP at DA									
LNAV: MAP at RW20									

Standard		STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND 1		
LNAV/VNAV		LNAV CDFA				
DA(H) 687' (400')		DA/MDA(H) 690' (403')		Max Kts	MDA(H)	VIS
A	RVR 1500m			110	810' (523')	1500m
B				135	810' (523')	1600m
C	RVR 1800m			180	1180' (893')	2400m
D				205	1180' (893')	3600m

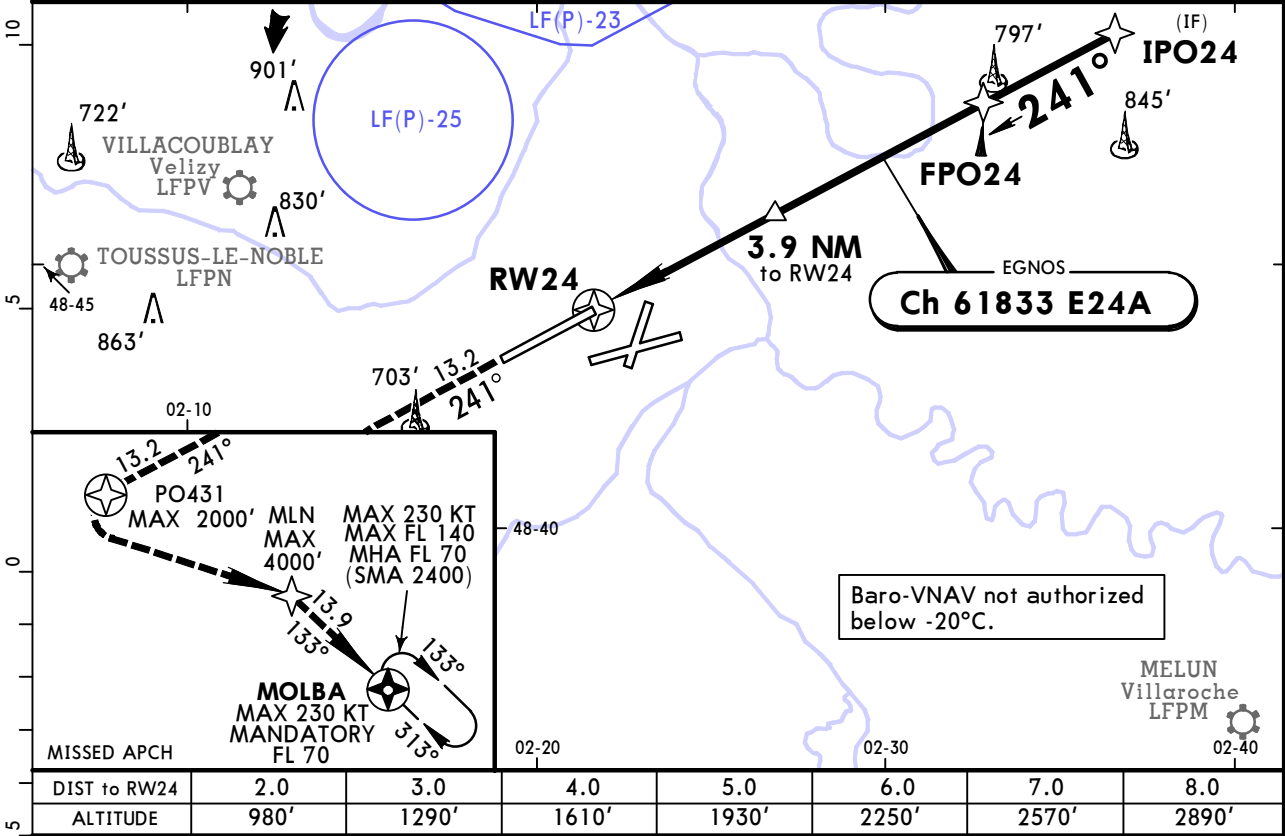
1 Circling height based on rwy 20 thresh elev of 287'.

LFPO/ORY
ORLY

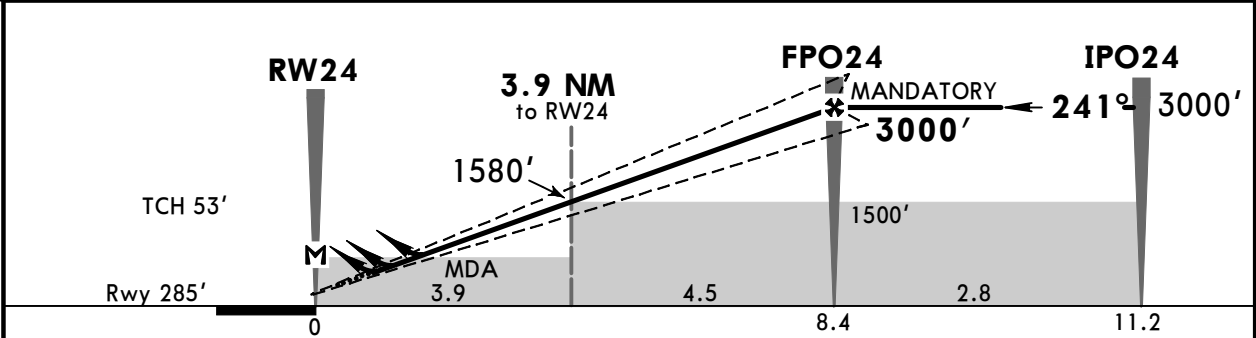
JEPPESSEN
29 JAN 21 (12-5)

PARIS, FRANCE
RNP Rwy 24

*ATIS		*ORLY Approach		*ORLY Tower	Ground	
131.355 (French 126.505)		123.875 124.450		118.7	121.705 121.815	
EGNOS Ch 61833 E24A	Final Apch Crs 241°	FPO24 MANDATORY 3000' (2715')	LPV CAT I DA(H) 485' (200')	Apt Elev 291' Rwy 285'	3200 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD towards PO431 to MAX 2000', then as directed.						
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD towards PO431 to MAX 2000', then direct LEFT towards MLN climbing to MAX 4000' and proceed to MOLBA (MAX 230 KT) at FL 70 to join holding.						
Do not turn before MAP. Climb to 1200' prior to level acceleration.						
RNP apch.	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	980'	1290'	1610'	1930'	2250'	2570'	2890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 2000' MAX PO431
Glide Path Angle	3.00°	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW24							

Standard			STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
LPV CAT I			LNAV/VNAV		LNAV CDFA		Circling height based on rwy 24 thresh elev of 285'.	
DA(H) 485'(200')			A: 595'(310') C: 615'(330') B: 605'(320') D: 625'(340')		DA/MDA(H) 720'(435')			
ALS out			ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 750m	RVR 1200m	RVR 1000m	RVR 1400m	RVR 1600m		110	810'(525') 1500m
B						135	810'(525') 1600m	
C						180	1180'(895') 2400m	
D			RVR 1100m	RVR 1500m	RVR 1600m	RVR 2000m	205	1180'(895') 3600m

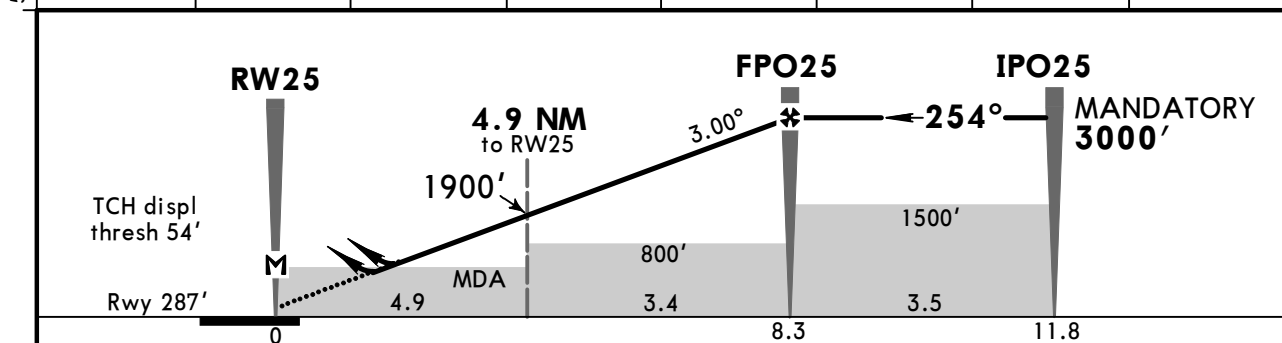
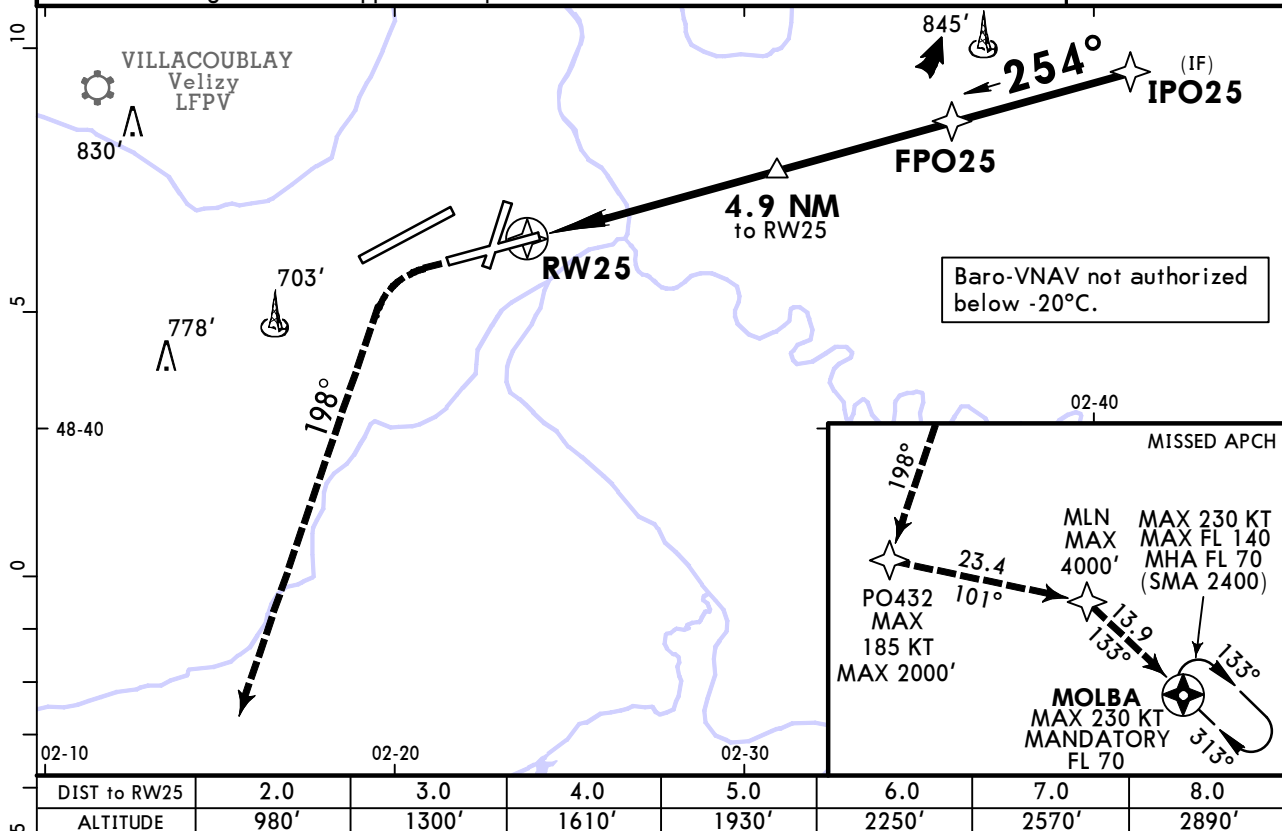
LFPO/ORY
ONLY

JEPPESSEN
29 JAN 21 **(12-6)**

PARIS, FRANCE
RNP Rwy 25

BRIEFING STRIP™

*ATIS 131.355 (French 126.505)		*ORLY Approach 123.875 124.450		*ORLY Tower 118.7	Ground 121.705 121.815
RNAV	Final Apch Crs 254°	FPO25 MANDATORY 3000' (2713')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 291' Rwy 287'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD. At 700' turn LEFT towards PO432 (MAX 185 kt), on 198° and climb to MAX 2000', then as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. At 700' turn LEFT towards PO432 (MAX 185 KT), on 198° and climb to MAX 2000', then turn LEFT towards MLN and climb to MAX 4000'. Proceed to MOLBA (MAX 230 KT) at FL 70 and joining holding. Do not turn before MAP. Climb to 1200' prior to level acceleration.					
RNP apch.	Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'	
Radar vectoring for initial approach required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 700'
Descent Angle	3.00°	372	478	531	637	743	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW25							

Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA		Circling height based on rwy 25 displ thresh elev of 287'	
DA(H)		DA/MDA(H)		Max Kts	MDA(H) VIS
A: 567' (280') C: 597' (310')		710' (423')		110	820' (533') 1500m
B: 577' (290') D: 617' (330')				135	820' (533') 1600m
				180	1170' (883') 2400m
				205	1190' (903') 3600m
ALS out		ALS out			
RVR 1300m		RVR 1500m			
RVR 750m I		RVR 1200m			
RVR 1400m					
RVR 800m					
RVR 1500m					

I With TDZ & CL & HUD: CAT A: RVR 600m, CAT B: RVR 650m, CAT C: RVR 700m.

CHANGES: None.

© JEPPESSEN, 2008, 2020. ALL RIGHTS RESERVED.

LFPO/ORY

JEPPESEN
2 OCT 20 (19-10) Eff 8 Oct

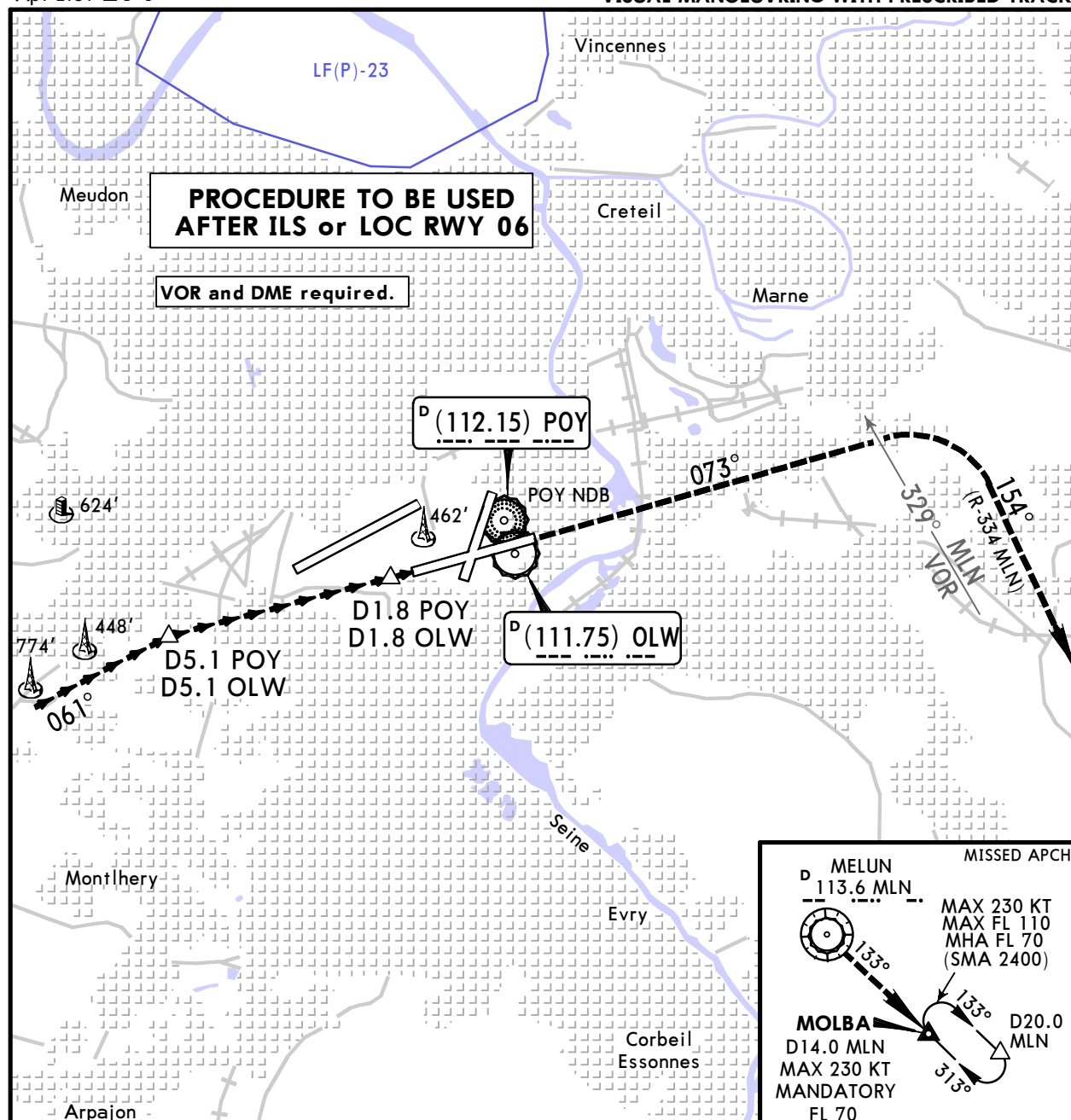
~~PARIS, FRANCE~~

ONLY

VPT B Rwy 07

Apt Elev **291'**

VISUAL MANOEUVRING WITH PRESCRIBED TRACKS



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

MISSED APCH: At D1.8 POY/D1.8 OLW climb on 073° to 2000', then as directed.

MISSED APCH WITH LOST COMM: At D1.8 POY/D1.8 OLV climb on 073° to 2000'. When crossing R-329 MLN turn RIGHT to intercept and follow R-334 inbound MLN and climb to 4000'. At MLN VOR climb to FL 70 and proceed to MOLBA.

Climb to 1100' prior to level acceleration.

Standard

	Max Kts	MDA(H)	VIS
A	110	1180' (889')	1500m
B	135	1180' (889')	1600m
C	180	1180' (889')	2400m
D	205	1180' (889')	3600m

Chart changes since cycle 17-2021

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (ORLY - LFPO)				
REV	MOULINS & PIBAT 9E & 9W R...	10-2D	03 Sep 2021	09 Sep 2021
REV	AMBOISE & NIMER 9E & 9W R...	10-2E	03 Sep 2021	09 Sep 2021

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPO

Type: Terminal

Effectivity: Temporary

Begin Date: 20200917

End Date: Until Further Notice

Based on NOTAM A1104/21: Minimums for LOC Rwy 02 (chart 11-1) raised as follows: MDA(H) 660'(373'), RVR 1300m, ALS out RVR CAT AB 1500m CAT CD 1700m.

Type: Terminal

Effectivity: Permanent

Begin Date: 20201203

End Date: No end date

Rwy 02/20 width reduced to 191.9'/58.5m.

Type: Terminal

Effectivity: Temporary

Begin Date: 20210811

End Date: 20211103

Renovation works on stand V37 in progress in 4 Phases (based on SUP 170-21). PHASES 1 thru 3: Stand V37 closed. PHASE 2: Stands A01 and A11 push-back heading East prohibited. Stand V06 push and pull push-back heading West. TWY W2 closed between stands V06 and A11 both excluded. PHASE 4 (Final configuration): Stand V37 renamed V07. Refer also to latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20210718

End Date: 20211121

Construction works on twy W42 (based on SUP 134-21). For restrictions refer to temp chart 10-8A and latest NOTAMs.

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