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General Information

Location: PARIS FRA
ICAO/IATA: LFPG / CDG
Lat/Long: N49° 00.58', E002° 32.87'
Elevation: 392 ft

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

Fuel Types: Jet A-1, Jet 4
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: 0407 Z
Sunset: 1926 Z

Runway Information

Runway: 08L
Length x Width: 13589 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 338 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 08R
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 337 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 09L
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 378 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 09R
Length x Width: 13780 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 371 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26L
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 317 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26R
Length x Width: 13589 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 318 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1725 ft

Runway: 27L
Length x Width: 13780 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 387 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1969 ft

Runway: 27R
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 392 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 127.130
ATIS: 128.230 Non-English
De Gaulle Tower: 120.900
De Gaulle Tower: 120.655 Secondary
De Gaulle Tower: 119.630 Secondary
De Gaulle Tower: 119.250
De Gaulle Tower: 118.655
De Gaulle Tower: 123.605
De Gaulle Tower: 125.330 Secondary
De Gaulle Ground: 119.630 Secondary
De Gaulle Ground: 120.655 Secondary
De Gaulle Ground: 121.610
De Gaulle Ground: 121.810
De Gaulle Ground: 121.980
De Gaulle Ground: 125.330 Secondary
De Gaulle Ground: 121.780
De Gaulle Apron Ramp/Taxi: 121.640
Fedex Ramp Control Ramp/Taxi: 131.605
De Gaulle Apron Ramp/Taxi: 125.330 Secondary
De Gaulle Apron Ramp/Taxi: 121.930
De Gaulle Apron Ramp/Taxi: 121.880
De Gaulle Apron Ramp/Taxi: 121.680
De Gaulle Apron Ramp/Taxi: 121.580
De Gaulle Clearance Delivery: 121.840

De Gaulle Clearance Delivery: 121.730
De Gaulle Approach: 119.850
De Gaulle Approach: 121.155
De Gaulle Approach: 126.575 Secondary
De Gaulle Approach: 136.275
De Gaulle Approach: 138.575 Military
De Gaulle Approach: 140.575 Military
De Gaulle Arrival: 126.575 Secondary
De Gaulle Arrival: 118.150
De Gaulle Arrival: 121.155
De Gaulle Arrival: 125.830
De Gaulle Arrival: 126.430
De Gaulle Departure: 133.380
De Gaulle Departure: 126.575 Secondary
De Gaulle Departure: 124.355
De Gaulle Departure: 131.200
De-Icing Operations: 129.480
Commune Info & Military A Information: 142.450 Military
De-Icing Operations: 121.860
De-Icing Operations: 119.665
De-Icing Operations: 119.685
De-Icing Operations: 121.560
De-Icing Operations: 135.705
De-Icing Operations: 129.490
De-Icing Operations: 121.710
De-Icing Operations: 121.990
De-Icing Operations: 121.830
De-Icing Operations: 121.790
De-Icing Operations: 121.590
De-Icing Operations: 121.630
De-Icing Operations: 121.690

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JEPPESEN

PARIS, FRANCE

CHARLES-DE-GAULLE

25 OCT 24

20-1P

Eff 31 Oct

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.130
128.230 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 2 AND FOR CHAPTER 3 JET ACFT WITH ACCUMULATED MARGIN LESS THAN 5 EPNDB

These jet ACFT are banned, captains may deviate from this only if absolutely necessary for safety reasons.

1.2.2. FROM MARCH 30, 2014: NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 10 EPNDB

These jet ACFT may not land or leave the parking stand for take-off 2200-0600LT. Captains may deviate from this only if absolutely necessary for safety reasons.

1.2.3. BANNING OF UNSCHEDULED NIGHT TAKE-OFFS

Take-off 0000-0459LT off-blocks is prohibited unless subject to allocation of departure slot (COHOR) within given time segment.

1.2.4. NIGHT TIME RESTRICTIONS FOR ACFT EXCEEDING SPECIFIC NOISE LEVELS

ACFT for which the certified noise level at the overflight reference noise measuring point is more than 99 EPNdB are not permitted to take off 0000-0459LT off blocks, and ACFT with more than 104.5 EPNdb at 'approach point' are not allowed to land 0030-0529LT of arrival on the stand.

The authorization to operate movements during these time slots may be granted by the minister in charge of civil aviation, if a reproducible operating method provides an equivalent environmental impact.

1.2.5. EXEMPTIONS FROM REGULATIONS OF 1.2.1. THROUGH 1.2.4.

Following flights are exempted on an exceptional basis:

- Medical or humanitarian missions;
- Emergencies;
- ACFT mentioned in 2nd subparagraph of article L.6100-1 of the Transport code;
- Government flights.

1.2.6. RUN-UP TESTS

Engine run-ups above 5 minutes and above taxiing power may only be carried out at predetermined points and according to procedures as defined by Aeroports de Paris.

Between 2200-0600LT run-ups are forbidden. Derogations can be granted between 2200-2300LT and 0500-0600LT under exceptional circumstances for safety reasons by the minister in charge of civil aviation, requested by the flight supervisor, owner, technical or commercial operator of the ACFT.

1.2.7. AUXILIARY POWER UNITS (APUs)

Restrictions

Use of APU is restricted, except for duly justified safety reasons. The use of fixed alternative means (400 Hz or 50 Hz power supply and PCA) or when unavailable, alternative mobile means (GPU and ACU) provided to the operator is mandatory, except in case of system failure or technical incompatibility.

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AIRPORT BRIEFING

1. GENERAL

- **Use of APU on stands when fixed or mobile alternative means are available**
 - **for arriving flights**
5 minutes plus the time required to connect to these means, after the time of arrival on stand;
 - **for departing flights**
10 minutes prior to scheduled start-up time.
- **Use of APU on stands when fixed or mobile alternative means are NOT available**
 - **for arriving flights**
20 minutes for ACFT with MTOW below 140t, 30 minutes for ACFT with MTOW 140t or above;
 - **for departing flights**
30 minutes for ACFT with MTOW below 140t, 60 minutes for ACFT with MTOW 140t or above.

EXEMPTIONS

The captain may waive the durations specified above for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The LVP procedures are activated independently on each parallel RWYs, at the latest when the RVR is less than or equal to 600m and/or the cloud base height is less than 200', and when the technical means allow it.

1.3.1. SPECIFIC MEASURES ABOUT LVP PROCEDURES

Pilots will be informed about application of LVP via ATIS or control frequencies.

Depending on the weather conditions prevailing on each RWYs doublet, LVP procedures may be implemented on one RWY doublet only, with the second doublet remaining in CAT I operation.

Arrival and departure RWYs are allocated according to objective air traffic optimization criteria. Except in the case of flight safety criteria, crews are asked to comply without argument.

1.3.2. GROUND MOVEMENT

TWYs unusable in LVP are equipped with a permanent stop bar composed of red lights recessed with one pair of red lights above ground on each side.

Holding points CAT I and CAT III are in use H24 in alternative mode:

Out of LVP Conditions:

- CAT III signs are off (lighting box, Wig Wag and stop bar),
- CAT I signs are in use (lighting box and Wig Wag) in LVP conditions or if RVR less than 800m or ceiling less than 300'.

In LVP Conditions:

- CAT I signs are off (lighting box and Wig Wag).
- CAT III signs are in use (lighting box, Wig Wag and controlled stop bar).
- On TWYs unusable in LVP, permanent stop bar are in use.

1.3.3. LANDING CLEARANCE

Read-back of landing and RWY clearance is mandatory.

When LVPs are not in force, clearance to land is given using anticipated separation on first contact with the Tower.

A maximum of four ACFT can receive this type of clearance. The Tower ensures visually and/or by radar tracking that the RWY safety area has been vacated by the preceding traffic.

With LVPs in force, the landing clearance may be delayed until the ACFT on approach is 1NM from the RWY THR.

The landings are simultaneous and independent. The same is valid for take-offs.

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AIRPORT BRIEFING

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.4.1.1. GENERAL

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

1.4.1.2. 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

Upon request for push-back or taxiing from a parking stand whichever comes first:

- Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW123, AFR456, SAS945) or enter 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 complete standstill 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 at standstill 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.

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

Outbound ACFT

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

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AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

For Taxi Restrictions refer to 20-9 charts.

1.5.2. CAUTION

Strictly follow RWY crossing clearance.

Read-back of all holding instructions before RWY crossing is mandatory.

It is recommended to A340-600, A350-1000 and B777-300 crews to taxi with CAUTION especially in curves. It is recommended to use the oversteering technique.

It is recommended to CRJ-1000, E190, E195, A319, A320, BCS3 and DH8D crews to taxi with CAUTION especially in the TWYs TJ3, TJ4 and TJ5 curves accessing J area of Terminal 2G. It is recommended to use the oversteering technique.

To avoid risk of blast on parking stands, A380 pilots must taxi on TWYs P1 and A with thrust distributed symmetrically on four engines before take-off.

A380 crews are asked, to practice oversteering, to turn TA3 towards R heading East to guarantee wingtip margins.

TWYs E5 thru E8 (associated with KILO and LIMA areas) are the only ones where departures and arrivals of an A380 can be done in N-1 or N-2 engine configuration.

For A380, B748, A124 and C5 taxi routes see charts 20-9C1 and 20-9C2.

1.5.3. TRAFFIC CONFIGURATION

1.5.3.1. EAST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11.

Arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11 have priority over the traffic coming on TWY T.

Traffic on TWY Q must give priority to arrival traffic leaving the North Parallel RWYs via TWYs Q2, Q3 and Q4.

Arrival traffic leaving the North Parallel RWYs via TWYs Q2, Q3 and Q4 have priority over the traffic coming on TWY Q.

1.5.3.2. WEST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6.

Arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6 have priority over the traffic coming on TWY T.

Traffic on TWY D must give priority to arrival traffic leaving the North Parallel RWYs via TWYs D4, D5 and D6.

Arrival traffic leaving the North Parallel RWYs via TWYs D4, D5 and D6 have priority over the traffic coming on TWY D.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Wildlife strike hazard.

Helicopter activity.

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AIRPORT BRIEFING

1. GENERAL

1.6.2. STATE ACFT WITHOUT COMPATIBLE RADIO EQUIPMENT IN 8.33 KHz

On arrival or in transit, in the absence of any other indication from the ATS services, contact ATS services depending on the sector of arrival:

Approach de GAULLE

- At the arrival on frequency 118.150.
- In transit on frequency 136.275 or 119.850.

De GAULLE Tower - Arrival

- RWYs 08L/R and 26L/R on frequency 120.900.
- RWYs 09L/R and 27L/R on frequency 119.250.

On departure, contact ATS services:

Approach de GAULLE

- Departure on frequency 131.200.

De GAULLE Tower - Departure

- RWYs 08L/R and 26L/R on frequency 120.900.
- RWYs 09L/R and 27L/R on frequency 119.250.

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.

2.1.1. TACTICAL SPEED INSTRUCTIONS

Speed instructions during approach are issued by ATC for safety and efficiency purposes and are to be flown accurately.

Pilots should advise immediately if circumstances necessitate a change of speed for ACFT performance reasons.

Pilots should typically expect to be given the following speed restrictions:

- 220 KT on base leg and until intercepting the LOC;
- Between 200 KT and 180 KT by capturing the GS;
- Then 160 KT on final approach until 4NM DME.

If speed restrictions are not necessary, ATC will announce clearly: "No speed restriction".

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Pilots must perform their approach so as to maintain the last assigned altitude by ATC until ILS GS interception. The final approach must then be performed without flying below GS.

RNAV initial approach OKIPA 7E not permitted when overflying MOSUD between 2220-0700LT.

Pilots can only derogate from the rule above mentioned if they consider it absolutely necessary for safety reasons or if they have received a clearance delivered by ATC for safety reasons.

2.2.2. RESTRICTIONS ON THE USE OF CERTAIN PROCEDURES

Eastbound, any use of an arrival procedure at Paris Charles-de-Gaulle APT in the eastbound configuration, coming from the Southeast and traveling south of the platform, is prohibited from the point MOSUD during a window for MOSUD overflight between 2220-0700LT.

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AIRPORT BRIEFING

2. ARRIVAL

2.2.3. REVERSE THRUST

On landing, reverse thrust should not be used beyond idle power between 2200-0500LT, except for safety or operational requirements.

2.3. INITIAL APPROACH PROCEDURES "NIGHT"

2.3.1. RESTRICTION FOR USE

All initial approach procedures "NIGHT" are strictly forbidden out of the slot 0030-0500LT, time of IAF overflight and are usable only on ATC instruction and during the slot between 0030-0500LT. During this slot, the "NIGHT" procedures may be suspended at any time by ATS.

Do not overshoot final approach course.

All flight crews that would detect the chance of overshooting the LOC on reaching the IF, at the end of a "NIGHT" procedure are not allowed to use "NIGHT" procedures and must advise ATC of this inability as soon as IAF overflight.

2.3.2. RADAR VECTORING

Radar vectoring for ACFT using a "NIGHT" procedure remains possible at any time, for arrival sequencing needs for example.

On such a situation, it is absolutely necessary to keep RNAV points of "NIGHT" procedure in the navigation system (FMS), then to be able to rejoin the "NIGHT" procedure if instructed by ATC (direct-to clearances).

2.3.3. LEVELS AND SPEEDS ON "NIGHT" APPROACH

Level and speed of all ACFT are subject to ATC instructions.

Once cleared to descend to 4000' (or 5000') QNH: Endeavour to carry out descent as continuously as possible in order to minimize level legs before final descent ('VNAV' mode in preference of 'Level Change' mode).

Flight crews are responsible for maintaining their flight in controlled airspace (A-class Paris TMA) and must comply with level constraints published at IAF.

2.4. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. REDUCTION OF WAKE TURBULENCE SEPARATION MINIMA

The RECAT-EU system, distinguishing six categories of ACFT according to wake turbulence, is used in the airspace controlled by DE GAULLE approach. With this new classification new separation minima based on distances are used for arriving and departing ACFT in flight.

In order to fully benefit from this reduction of separation minima, crews are asked to scrupulously comply with assigned speeds and to minimize RWY occupation time. When crews are unable to maintain the assigned speeds, they should inform ATC as soon as possible.

The filling of the flight plan boxes and the phraseology remain unchanged.

2.6. RWY OPERATIONS

2.6.1. ILS INTERFERENCE

When A380 or A124 uses ILS, any ACFT on final approach can expect ILS interference.

2.6.2. RWY USE

Outer RWYs 08R/26L and 09L/27R are mainly used for arrivals.

A landing clearance can be issued if the preceding ACFT has passed a point at least 7874'/2400m from the THR of the RWY.

To minimize the risk of confusion between RWYs during final approach:

- The inner RWY ILS is "off" most of the time (except when RVR less than 150m, for the need of LVP departures);
- The inner RWY approach lighting system and TDZ are switched off.

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AIRPORT BRIEFING

2. ARRIVAL**2.6.3. MINIMUM RWY OCCUPANCY TIME (MROT)**

Pilots are requested to vacate the RWYs 08R/26L or 09L/27R in the shortest possible time, except in LVP conditions, by using the earliest high speed turn-off available in compliance with safety.

After fully vacating RWY, ACFT have to hold short of inner RWY at holding point allocated by Tower (hold short CAT III holding point in LVP and/or if requested). Systematic and full read-back of instruction to hold before inner RWY is mandatory.

Arriving ACFT waiting before inner RWY must remain on Tower frequency.

ACFT vacating RWY 08R/26L or 09L/27R after landing must NEVER cross RWYs 08L/26R or 09R/27L without ATC clearance.

Once clear to do so, pilots should cross rapidly, perpendicular to the inner RWY.

Contact the Ground frequency only after the inner RWY has been crossed and vacated.

2.6.4. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO are in force at Paris Charles-de-Gaulle APT and active H24. During these operations, pilots are expected to ensure Minimum RWY Occupancy Time (MROT). During the arrival select an appropriate and achievable HST to ensure MROT.

DISTANCE FROM THR TO HST *			
08L	W4: 4787' (1459m)	W5: 6903' (2104m)	W6: 8743' (2665m)
26R	W3: 4774' (1455m)	W2: 6811' (2076m)	W1: 8684' (2647m)
08R	V5: 4619' (1408m)	V6: 6398' (1950m)	V7: 7910' (2411m)
26L	V4: 4685' (1428m)	V3: 6785' (2068m)	V2: 8264' (2519m)
09L	Z5: 4688' (1429m)	Z6: 6453' (1967m)	Z7: 7940' (2420m)
27R	-	Z3: 6463' (1970m)	Z2: 8117' (2474m)
09R	Y4: 4787' (1459m)	Y5: 6549' (1996m)	Y6: 8652' (2637m)
27L	Y3: 4793' (1461m)	Y2: 6555' (1998m)	Y1: 8691' (2649m)

* Distances calculated to begin turn-off at 50 KT.

Maintain exit speed until the RWY vacated signs before decelerating to taxi speed and hold short of the inner RWY at the holding point allocated by Control Tower.

In order not to infringe the critical area of the ILS, all ACFT should prepare if possible the rapid exit TWYs indicated below:

- Landing RWY 08L: exit via T10 or before.
- Landing RWY 09R: exit via Q4 or before.
- Landing RWY 26R: exit via T4 or before.
- Landing RWY 27L: exit via D3 or before.

Specific Instructions for A380 and A124

In order not to infringe the critical or sensitive areas of the ILS, the A380 and A124 ACFT should prepare, if possible the rapid exit TWYs indicated below:

- Landing RWY 08L: exit via W6 or before.
- Landing RWY 08R: exit via V6 or V7.
- Landing RWY 09R: exit via Q2 or before.
- Landing RWY 26R: exit via W1 or before.
- Landing RWY 27L: exit via D5 or before.

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AIRPORT BRIEFING

2. ARRIVAL

2.7. TAXI PROCEDURES

2.7.1. GENERAL

The design speed of HSTs is MAX 50 KT when exiting the RWY.

TWY T6: 3% slope between RWY 08L/26R and TWY T.

2.7.2. HOLDING POINTS

Some taxi holding points located at 295'/90m and 353'/107.5m from RWY axis are marked on way in and crossing TWYs.

Pilots must vacate the RWY beyond the 295'/90m holding points to clear the RWY for the next ACFT.

ATC can issue landing or take-off clearance as soon as the preceding ACFT is 197'/60m away from the RWY centerline.

2.8. PARKING INFORMATION

Pilots should not enter a stand unless under instruction from marshaller or following indications from an operational visual docking guidance system. In the other situations, the ACFT should hold PSN on the TWY/taxilane centerline ahead of the parking stand lead-in line, notify Ground Movement Control and request assistance.

2.9. OTHER INFORMATION

2.9.1. PROCEDURE BY DEFAULT WITHOUT ATC INSTRUCTION

The lack of ATC clearance to perform the initial approach may be caused by a late ACC/APP handover (at or after the IAF), and/or by an overloaded frequency.

In such situation, on reaching the IAF, do not join the holding pattern, but perform by default the initial approach procedure, at the last assigned level which has been acknowledged.

This rule has to be followed in all configurations, for all arrivals going to LFPG and using the IAF MOPAR, MOBRO (propeller ACFT), LORNI, VEBEK (facing West at LFPG), OKIPA and BANOX handled by DE GAULLE Approach.

2.9.2. INDEPENDENT PARALLEL APPROACHES

Independent parallel approaches to RWYs 26L, 26R, 27L and 27R of Paris Charles-de-Gaulle and RWY 27 of PARIS-Le Bourget or RWYs 08L, 08R, 09L and 09R of Paris Charles-de-Gaulle take place in all weather conditions.

Except during speed reduction phases, pilots of ACFT vectored to RWYs 09L/R (facing East) and 26L/R (facing West) should maintain towards these RWYs a rate of descent of not less than 1300ft/min until cleared FL or altitude throughout allocated initial approach, then under radar vectoring until interception of expected final approach. Do NOT apply this restriction to night Initial approach procedures.

2.9.3. MANAGEMENT OF ACFT ON MISSED APPROACH

According to the arrival or departure traffic from Paris Charles-de-Gaulle and Paris Le Bourget and in the event of missed approaches on RWYs 08L, 08R, 09L, 09R, 26L, 26R, 27L and 27R, ATC may issue non-standard missed approach instructions.

Close to RWY THR, instructions may be delivered to turn below Minimum Vectoring Altitude (MVA), at or above 800' QNH and climb to 1500' QNH minimum initially, by analogy with multidirectional departures.

All Paris Charles-de-Gaulle missed approach procedures are RNAV 1 procedures. The initial part of each procedure provides for maintaining the RWY track and enables ACFT canceling final approach to remain apart from simultaneous departures from the respective parallel RWY.

In special situations, such as wind shear on final, temporary ACFT inability, an RNAV 1 exemption or loss of GNSS signal, a flight crew may detect a possible difficulty to perform all or part of the missed approach procedure especially maintaining the RWY track during the initial part of the procedure.

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2. ARRIVAL

If, on final approach, due to one of these situations the flight crew predicts the chance of not being able to perform standard missed approach procedure and particularly of not being able to maintain the RWY track, ATC must be advised as soon as possible.

In case of a navigation issue (temporary ACFT inability, loss of GNSS signal, RNAV 1 exempted ACFT) every ACFT canceling its final approach must report to ATC and comply by default with the following procedure:

Climb STRAIGHT AHEAD on allocated RWY track to related missed approach altitude, then request radar vectoring.

RWY allocation will be confirmed when intercepting the ILS.

Any excessive deviation from LOC centerline and/or malfunction of LOC or decision to initiate a missed approach must be relayed immediately to Approach Control.

2.9.4. PROCEDURES TO GUARD AGAINST OVERSHOOTING OF THE RWY CENTERLINE WITHOUT ATC INSTRUCTION

After the pilot has been given a radar vector converging the assigned RWY centerline at an angle of less than 70°, pilots will take the initiative to intercept the ILS LOC or any replacement approach aid unless they have previously been instructed to cross RWY centerline by ATC.

2.9.5. REDUCED RADAR SEPARATION ON FINAL APPROACH

The minimum radar separation on final approach can be reduced to 2.5NM under the following conditions:

- The leading ACFT's weight category according to the wake turbulence classification is the same or less than the category of the ACFT following it.
- Reduced separation does not apply, when following heavy ACFT, A380 or B757.

2.9.6. VISUAL SEPARATION CLEARANCE

When there is a risk that the minimum required radar separation between two ACFT established on the same final approach can no longer be maintained, a controller may suggest a visual separation clearance to the ACFT which is closing in on a preceding ACFT.

The conditions for applying this visual separation are:

- daytime;
- the pilot can see the preceding ACFT;
- the pilot can see the airfield.

If he accepts the visual separation clearance, the pilot is then responsible for his separation from the preceding ACFT; the controller will issue a wake turbulence risk warning. If the pilot loses sight of the preceding ACFT, or if an additional separation clearance is judged necessary, the pilot will contact ATC to communicate his requirements.

Throughout, the controller continues to monitor the radar, and remains responsible for separation on the RWY.

N.B: To avoid any possible conflict with ACFT on simultaneous parallel approach, a crew maintaining visual separation must not deviate from the RWY centerline.

2.9.7. CIRCLING ON CLOSE PARALLEL RWYs

The published circling minimums are to be considered only for axis changes between close parallel RWYs (08R to 08L or 08L to 08R or 09R to 09L or 09L to 09R or 26L to 26R or 26R to 26L or 27L to 27R or 27R to 27L). Do not overshoot landing RWY centerline.

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2.9.8. TRAINING OF CAT III APPROACHES AND AUTOMATIC LANDINGS OUTSIDE THE LVP PROTECTION SCOPE

Pilots shall ask on first contact with DE GAULLE Approach. If so required by certain circumstances (safety, traffic...), ATC may however reject such request or interrupt the current procedure.

Training is possible only when the following meteorological conditions are met: horizontal visibility 5km, ceiling 600ft.

The pilot shall check that meteorological conditions allow him to return to ACFT handling at any time.

2.9.9. PILOT BRAKING ESTIMATE REPORT (AIREP)

ATC will request AIREP after landing. AIREPs must be made on TWR frequencies using the appropriate words: GOOD, MEDIUM-GOOD, MEDIUM, MEDIUM-POOR, POOR and LESS THAN POOR.

Crews shall also mention the type of ACFT.

2.9.10. VISUAL APPROACH

Visual approach is only allowed for ACFT established on final axis inbound the allocated landing RWY.

3. DEPARTURE

3.1. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE

3.1.1. DEFINITIONS

APT is an APT-Collaborative Decision Making (A-CDM) since November 2010. The departure procedure is based on a local system calculating and managing an off-block pre-departure sequence. This system is linked to Network Manager Operation Center.

At Charles-de-Gaulle, A-CDM system and associated procedures are called Collaborative Pre-Departure Sequencing (CPDS).

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

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

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

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

3.1.2. GENERAL

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

PDS makes continuous calculation for best off-block departure sequence, providing for each flight an optimized off-block departure time based on TOBT.

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 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 ATS unit to optimize the use of available capacity.

At Charles-de-Gaulle PDS is directly connected with the Network Manager Operation Center (NMOC) for data exchange (Collaborative Management of Flight Updates). Data are automatically exchanged through DPI and API messages which include target take-off times, taken into account by NMOC for En-Route traffic prediction and for slot allocations.

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Different types of DPI and API are:

- General Arrival Planning Information (G-API);
- Predicted Departure Planning Information (P-DPI);
- Early Departure Planning Information (E-DPI);
- Target Departure Planning Information (T-DPI);
- ATC Departure Planning Information (A-DPI);
- Cancel Departure Planning Information (C-DPI).

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

3.1.3. SOBT AND EOBT

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

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

3.1.4. TOBT

TOBT (Target Off-Block Time) is that target time set by airline itself as off-block departure time:

- ACFT doors closed;
- Boarding bridge removed;
- Push-back available (if required);
- ACFT ready to taxi/push-back upon clearance.

TOBT is the translation by PDS of the ED transmitted by the airline to the APT information system SARIA. It informs PDS system of 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 from 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 CDGSJXH. Whenever the flight is ahead of schedule, TOBT cannot be moved earlier than SOBT-15.

Any new ED shall be at least superior to current time and to SOBT-15. The updating time for a new ED is to be done not later than before previous ED value or before 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.

ED is transmitted either thru direct link between airline systems and ADP, or by MVT message thru SITA network with allocation of delay code.

ED advising of delay due to ATC constraints shall not be sent to 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 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 DNM. As a result, it is important that each airline manages its own procedure for flight plan updating according to ED.

Usual ICAO procedures for updating flight plans remain the same: transmission of DLA message when TOBT/SOBT is more than [EOBT+15 min]. Airline is still required to:

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

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3.1.5. TSAT

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

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

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

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

A flight may be put out of the sequence (blocked) if 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 time of the ED reception;
- A new TOBT;
- A new TSAT.

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

Conditions for flight blocking are as follows:

- Flight has not received departure clearance at TSAT+3 min;
- Flight has not left parking stand after TSAT+5 min;
- Flight has been blocked manually at ATC request for non-compliance with procedure;
- Flight has been suspended by Network Manager Operation Center as a result, for example, of destination APT closure. (In this case the airline must send a DLA message.)

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

3.1.6. DEPARTURE PROCEDURE WITH ATC IN SEQUENCED MODE

TOBT and TSAT Communication:

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

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

Airline or handler shall make sure that TOBT is known by all stakeholders of ACFT turn-round at all times.

Any alteration to TSAT is to be communicated by airline or handler to flight crew (by physical contact, radio- or data-link). Communication of TSAT to crew shall be handled with same priority as Network Manager Operations Center slot, which is taken into account in TSAT calculation.

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

Start-up:

Pilot shall contact Clearance Delivery or perform RCD (Request for Departure Clearance Downlink) to request departure clearance at TOBT-15 min (or SOBT-15 if no TOBT). Pilot is supposed to know its current TSAT when contacting Clearance Delivery.

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ATC will then give the pilot all parameters of Departure Clearance (Enroute clearance), will put the flight on hold and will ask the pilot to call back when fully ready to depart. When pilot calls back ready to depart, two options may arise in relation to flight's TSAT:

- If TSAT = TOBT, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If TSAT is greater than TOBT, Clearance Delivery controller informs he will call the pilot back when clock time gets closer to TSAT. The pilot shall keep monitoring the frequency as TSAT may improve at any time.

It is then via radio only that a few minutes before TSAT Clearance Delivery calls the pilot back to hand over the flight to Ground or Apron where start-up and push-back will be given.

It is implied that when controller approves start-up, this is issued for positive parking departure at TSAT.

Pilot shall not request start-up on Clearance Delivery again when he is put on hold as he would crowd frequency unnecessarily. If pilot is in doubt when no further call comes from Clearance Delivery frequency, he shall contact his operations or his handler first to confirm current TSAT and be advised of a possibly downgraded TSAT. Calling Clearance Delivery again is acceptable when current time gets later than TSAT.

All data are automatically transmitted to the network via DPI and REA message is no longer in use at CDG.

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

Push-back:

As well as for start-up approval, push-back will be given by Ground or Apron controller from TSAT-5 minutes, 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 minutes. Push-back is therefore to begin promptly after approval. Flight lays open to being blocked by ATC and having to redo whole of departure procedure if rule is not observed.

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

All through departure procedure, if after controller call, a flight on hold does not acknowledge or states it is not ready for start-up or push-back, this flight is blocked manually in PDS by controller. Flight is then to redo the whole departure procedure (transmission of new TOBT, Clearance Delivery call, etc.).

3.1.7. DEPARTURE PROCEDURE IN NON-SEQUENCED MODE

Communicating Off-block Time:

In case technical or operational issues make it impossible to use off-block sequence calculated by PDS, APT may be led to switch to non-sequenced mode.

Alarm message is distributed via systems:

- On CDM website <https://www.cdmcgd.net>;
- On existing professional TV monitor displays.

In this case, on CDM web site 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.

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Automatic calculation of departure sequence is no longer in force, but a departure procedure of same type is manually applied.

ED (TOBT) are still to be updated by airlines, as well as EOBT for flight plans in relation to those ED. ATS unit will calculate an off-block time, confirmed on frequency upon pilot's call at TOBT-15 minutes. It is equal to:

- EOBT of flight plan for a non-regulated flight;
- COBT (calculated off-block time = CTOT - local default taxiing time) for regulated flights.

Start-up in Non-sequenced Mode:

Pilot shall contact Clearance Delivery or perform RCD to request Departure Clearance at TOBT-15.

ATC will then give the pilot all parameters of Departure Clearance (Enroute Clearance) and will ask the pilot to call back when fully ready to depart. When pilot calls back ready to depart, two options may arise in relation to the flight's ATC off-block time:

- If off-block time is close, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If off-block time is much later, Clearance Delivery controller confirms expected off-block time and tells he will call the pilot back when clock time gets closer. The pilot shall keep monitoring the frequency.

It is then via radio only that a few minutes before off-block time Clearance Delivery calls the pilot back to hand over the flight to Ground or Apron where start-up and push-back will be given.

If pilots's call takes place too early, Clearance Delivery will ask him to call again at TOBT-15 minutes. In case of a RCD, no reply is to be expected before TOBT-15 minutes.

The call or RCD has to ensure that departure will occur at EOBT+/-15 minutes or before COBT+10 minutes, otherwise flight will be blocked by ATC until flight plan is updated by a DLA.

Push-back in Non-sequenced Mode:

As well as for start-up approval, push-back will be given by Ground or Apron controller, flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at EOBT+/-15 or before COBT+10 if regulated.

Push-back approval is valid for 1 minute. Push-back is therefore to begin shortly after approval. Flight lays open to being blocked by ATS unit and having to redo the whole departure procedure if rule is not observed.

3.2. DE-ICING

3.2.1. GENERAL

One hour prior to departure, Airline Ops have to request or cancel de/anti-icing by SITA message. Without SITA message request, de-icing operation might be delayed. At gate, 15 minutes prior to departure, contact ATC on delivery frequency and advise that ACFT de-icing is required.

De-icing request via Delivery frequency.

For frequencies of de-icing pads see chart 20-9E.

Additional de-icing areas available for FEDEX only located on TWYs BM2 (associated frequency 119.665 MHz) and BM3 (associated frequency 119.685 MHz).

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3.2.2. ACCESS TO DE-ICING PADS

When approaching the designated facility, ATC confirms VHF transfer to the Ground De-icing Coordinator (GDC) located in the de-icing control center and the de-icing pad frequency.

Access to de-icing pads is subject to clearance from the control unit, assigning the appropriate frequency and the name of the de-icing pad where the ACFT is to be de-iced. Once contact established on assigned frequency, the pilot complies with the information supplied by de-icing operator who provides taxi and stop guidances into the de-icing pad (taxiing, slow and stop).

3.2.3. DE-ICING PAD ENTRY

Line of red flush lights for limited operation pad:

SWITCHED ON: Access prohibited.

SWITCHED OFF: Access permitted.

3.2.4. PAD ROMEO NORTH AND SOUTH

Entry: Access by a single entry, from TWY F or N and facing North depending on traffic directions in force. Follow the orange centerline (green centerline lights flashing until the entrance of ROMEO area).

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager.

Taxiing is done after control instruction only.

3.2.5. PADS JULIETT NORTH AND SOUTH

Entry: From TWY P4, follow the orange line.

Authorized ACFT types: E145, E170, E190, E195, E75S, E290, CRJ9, CRJX, DH8D, A318, A319, A320, A20N, B733, B736, B737, BCS1, BCS3.

All other ACFT types are prohibited in these bays.

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager.

Taxiing is done after control instruction only.

3.2.6. RWY AREA

3.2.6.1. GENERAL

De-icing areas 08L, 09R, 26R and 27L

Intermediate de-icing holding points for:

- 08L de-icing pads: DE-ICE 31;
- 09R de-icing pads: DE-ICE 11, DE-ICE 12 and DE-ICE 13;
- 26R de-icing pads: DE-ICE 41, DE-ICE 42, DE-ICE 43 and DE-ICE 44;
- 27L de-icing pads: DE-ICE 21, DE-ICE 22 and DE-ICE 23.

The de-icing intermediate holding point in service is the holding point whose lighting is switched on (3 flush yellow lights).

3.2.6.2. DE-ICING AREA THR 09R

Pad NW4 active: TWY DY closed.

3.2.6.3. DE-ICING AREA THR 26R

Pad(s) SE1 and/or SE2 active: TWY R closed to the East of RT11.

Pad(s) SE3 and/or SE4 active: TWY R closed to the East of RT13.

3.2.7. DE-ICING PROCEDURE

Contact GDC and confirm brakes set, ACFT configured, engines at idle, and de-icing requirements and/or instructions. Captains are requested to confirm the treatment required (special de-icing procedures, areas to be de-iced, anti-icing requirements).

After de-icing completion and ACFT inspection, GDC confirms the ACFT is clean, provides a HOLDOVER start time, advises the types of fluids applied and confirms that all vehicles are in the safety zones. The person spraying the fluid has confirmed that the surfaces treated are clear of ice, snow, frost and slush.

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3.2.8. "AFTER DE-ICING/ANTI-ICING" CHECKLIST

In order to keep traffic moving around THR, pilots are requested to carry out their checklist after exiting de-icing pad.

3.2.9. ICE SHEDDING PROCEDURE

During taxi the completion of ACFT run-up applying 70% of N1 maximum can be conducted on areas designed for such operation and with clearance of DE GAULLE Ground. On initial contact with DE GAULLE Delivery flight crews share their will to perform an ice shedding procedure.

Ice shedding areas for departing from RWYs 08L, 08R, 09L or 09R are:

- Area IS1, IS2, IS3, IS5, IS6, IS7, IS8, IS9 and IS10.

Ice shedding areas for departing from RWYs 26L, 26R, 27L or 27R are:

- Area IS1, IS4, IS5, IS6, IS7, IS8, IS11 and IS12.

3.3. TAXI PROCEDURES

3.3.1. GENERAL

Prohibited movements around Terminal 1:

- Departure with side-step between two satellites.

Prohibited movements at NORTH parallel RWYs:

- TWYs usable for leaving the track and not usable for alignment are all equipped with prohibited entry bars. To reinforce the prohibition, TWYs Y1 thru Y6 and Z5 are also equipped with red centerline lights in the direction 'towards the RWY'.
- TWY MD2 between TWYs M and B equipped with red centerline lights in the direction 'towards the RWY'.

Prohibited movements at SOUTH parallel RWYs:

- TWYs usable for leaving the RWY and not usable for alignment are all equipped with prohibited entry bars. To reinforce the prohibition, TWYs WT, W1 thru W6, V4 and V5 are also equipped with red centerline lights in the direction 'towards the RWY'.

3.3.2. HOLDING POINTS

Some taxi holding points located at 295'/90m and 353'/107.5m from RWY axis are marked on way in and crossing TWYs. Except in LVP conditions, pilots shall taxi up to the 295'/90m holding point without any request on ATC frequencies.

3.4. RWY OPERATIONS

3.4.1. GENERAL

Inner RWYs 08L/26R and 09R/27L preferentially used for departures.

A take-off clearance can be issued if the preceding ACFT has passed a point at least 7874'/2400m from the THR of the RWY.

3.4.2. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO are in force at Paris Charles-de-Gaulle APT. Pilots should be ready for departure when reaching the holding point, if not, advise GND.

3.4.3. LINE-UP AND TAKE-OFF CLEARANCE

On receipt of line-up or take-off clearances, pilots should ensure, commensurate with safety, that they are able to proceed expeditiously.

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3.5. NOISE ABATEMENT PROCEDURES

Initial climb shall be conducted according to NADP1 procedure, as described in ICAO Doc 8168.

Whenever compatible with ACFT performance and operational procedures, the recommended trajectory is the following:

- Maintain a speed of $V_2 + 10$ KT to 20 KT, or as performance permits, up to 3400' with flaps and slats in take-off configuration;
- Maintain take-off power up to 1900', then maximum climb power up to 3400';
- At 3400' maintain MAX 250 KT with progressive retraction of high-lift devices.

If this trajectory cannot be followed, pilots shall notify ATC before entering the RWY.

Westbound take-offs in line with the RWY can only be used by ACFT belonging to Chapter 3 and must adopt a minimum climb gradient of 6.5%.

If unable to comply advise DE GAULLE Delivery.

Westbound between 0000-0500LT time of departure from parking area, departures follow special tracks in order to reduce noise pollution.

Between 2315-0600LT of Departure from Parking Area

The noisy and the most noisy ACFT of Chapter 3 and ACFT not initially being certified to a noise level group or those being licensed according to ICAO Annex 16, Volume I, Chapter 2 re-certified according to Chapter 3 and equipped with jet engines whose by-pass ratio is less than 3 must:

- Be indicated as such to DE GAULLE Delivery during first radio contact;
- Follow 'Z' SIDs.

Captains may only derogate from these rules, if considered as absolutely necessary for safety reasons or if they have received a clearance delivered by ATC for safety reasons.

3.6. SPEED RESTRICTIONS

RNAV SID

Within PARIS class A TMA (parts 2 to 10), for RNAV SID departures, the speed is limited to MAX 250 KT below FL100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

At or above FL 100, speed is limited to MAX 280 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, ACFT can increase speed without any clearance on other SIDs.

3.7. EMERGENCY RETURN (QRF)

In case of a departing ACFT that needs to return to LFPG because of a technical failure, the waypoint INKUD (N49 30.9 E003 02.0) may be used upon ATC instruction in order to temporarily isolate the ACFT for the purpose of technical checks or other flight crew actions.

3.8. OTHER INFORMATION

3.8.1. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

Simultaneous parallel departure procedures are conducted from all RWYs. Pilots must adhere strictly to the published initial climb segments.

If, for any reason, an arriving ACFT on missed approach is unable to maintain RWY track, ATC may ask departing ACFT to immediately stop the initial climb when airborne at an altitude of 1500' or more (minimum vectoring altitude is at 1500' in immediate vicinity of APT).

Every departing ACFT when airborne must be prepared to immediately stop initial climb at this low altitude, even if NADP1 procedure in force at departure.

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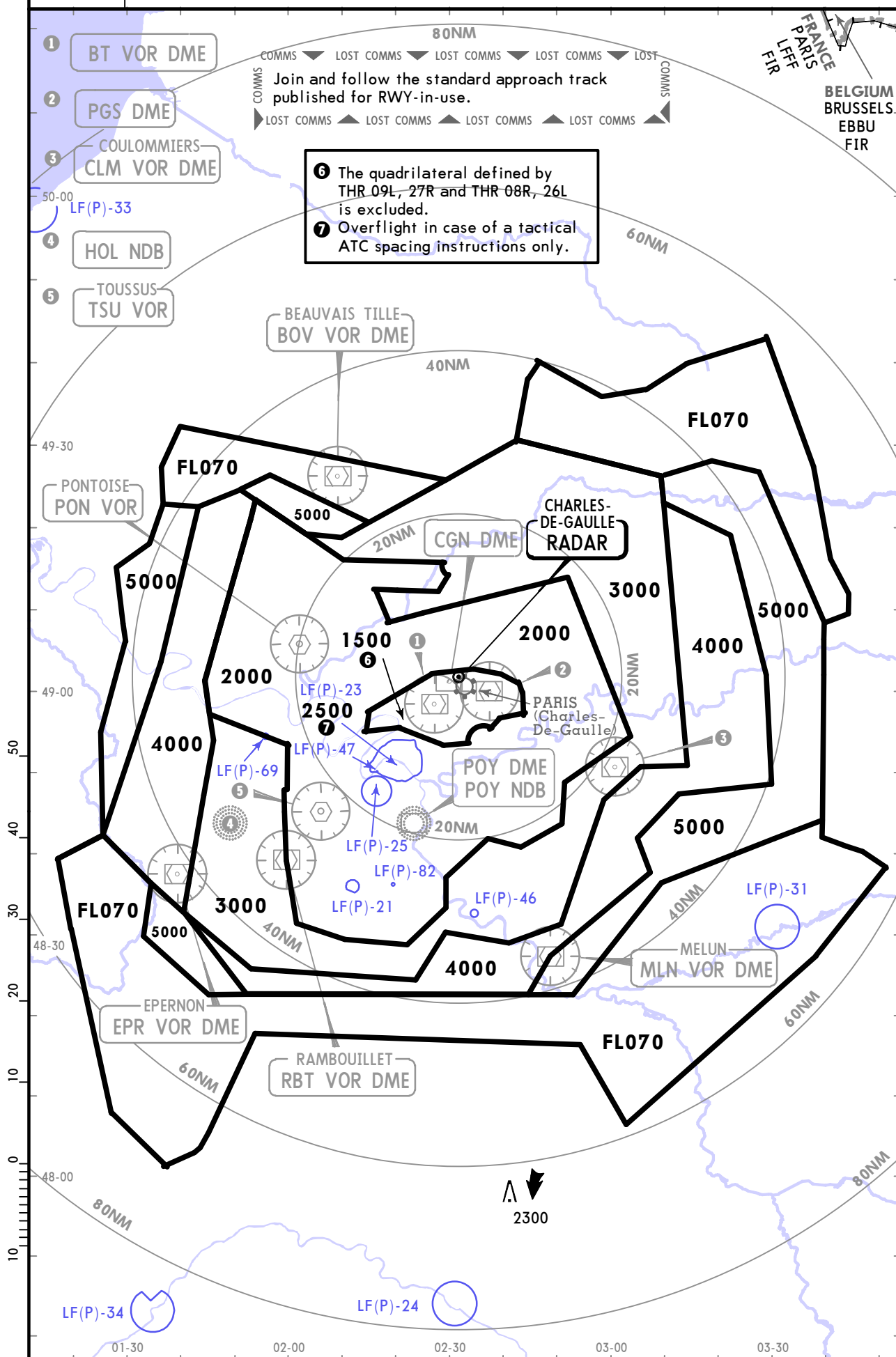
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10 JUN 22 **(20-1R)**

PARIS, FRANCE

Eff 16 Jun RADAR MINIMUM ALTITUDES

Apt Elev
392

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



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 FL070 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 flown 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.

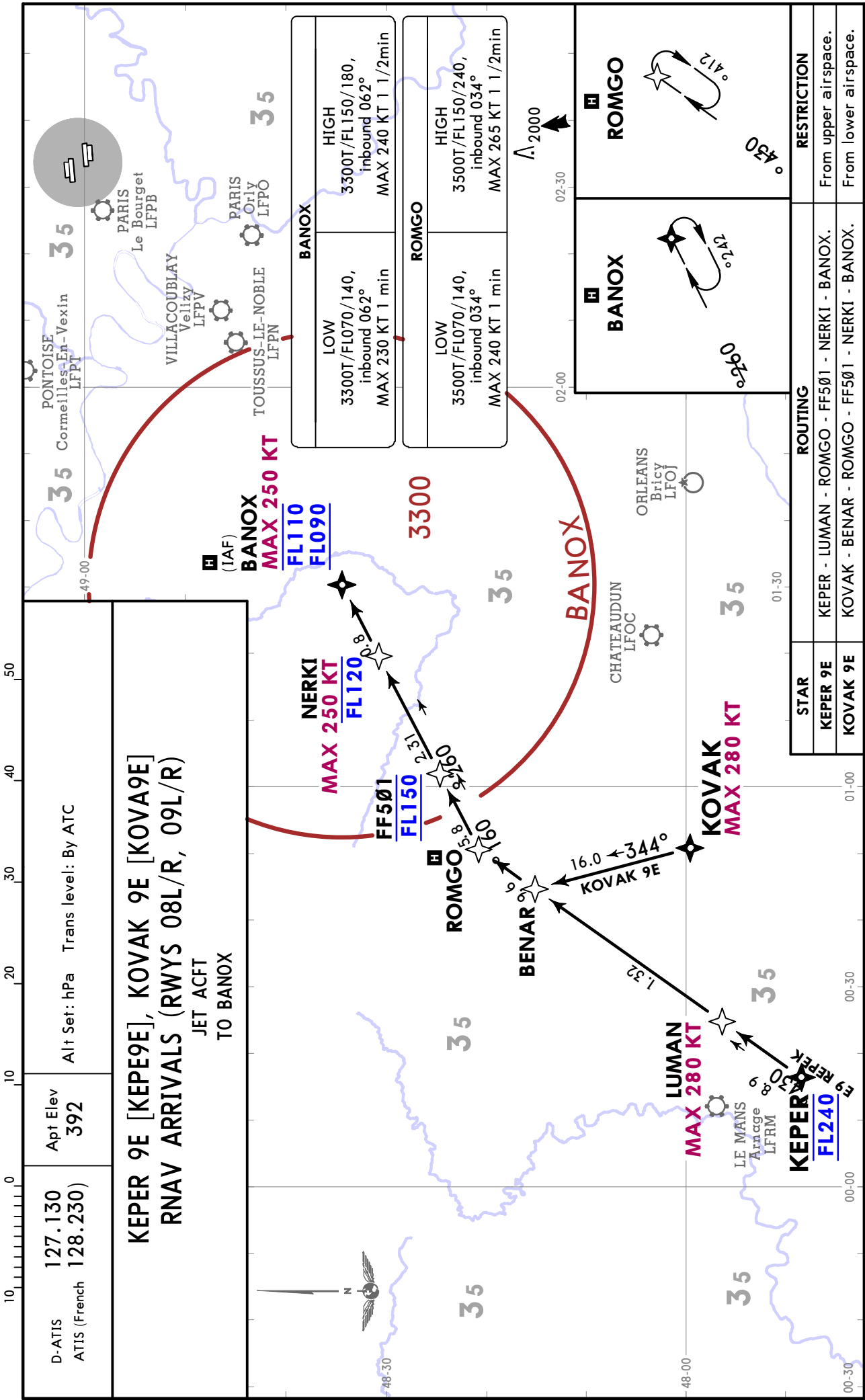
Any change in speed or flight level shall be subject to clearance issued by ATC or on pilots request.

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

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15 MAR 24 20-2B Eff 21 Mar

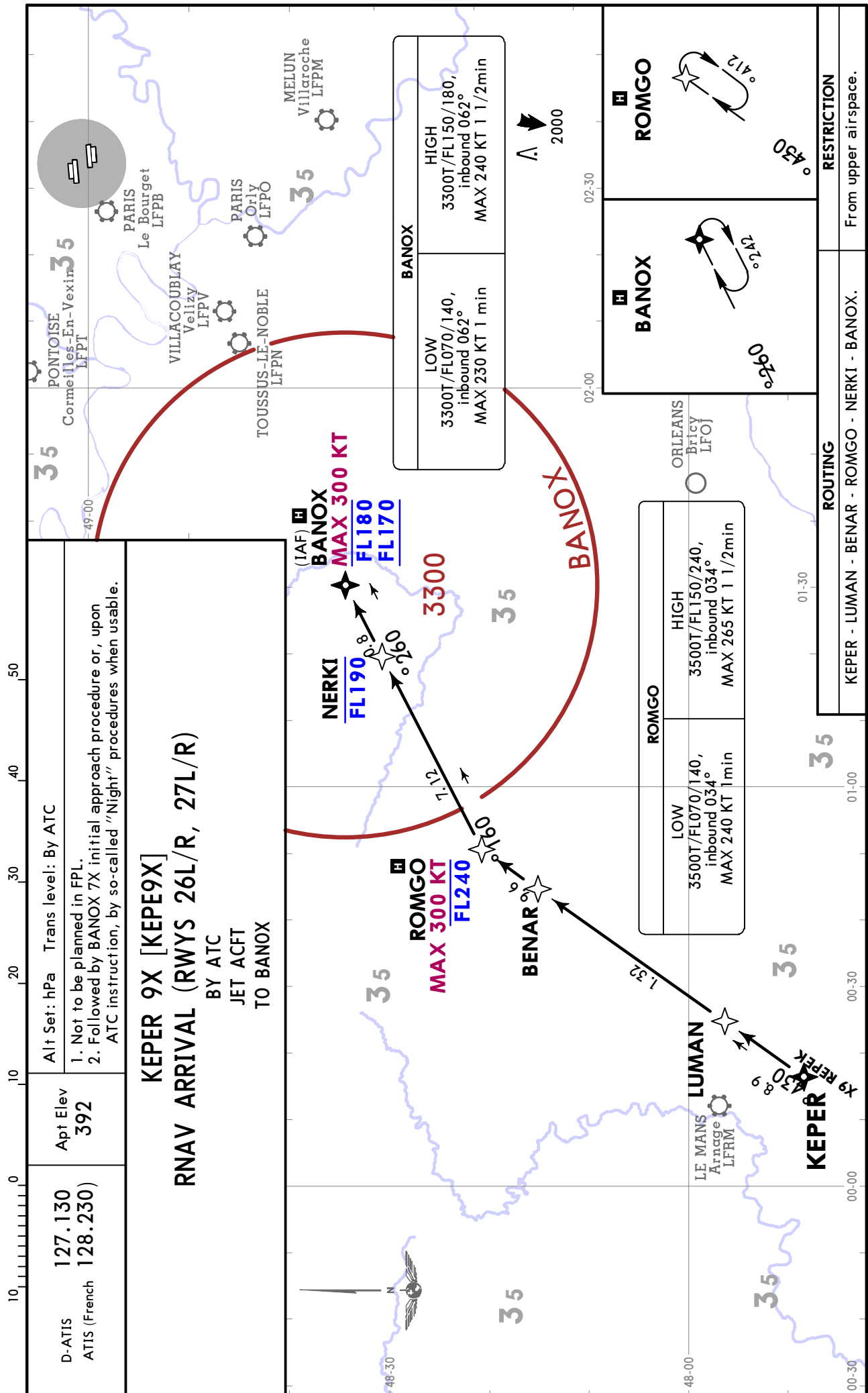
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RNAV STAR



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JEPPESEN
15 MAR 24 **(20-2C)** Eff 21 Mar

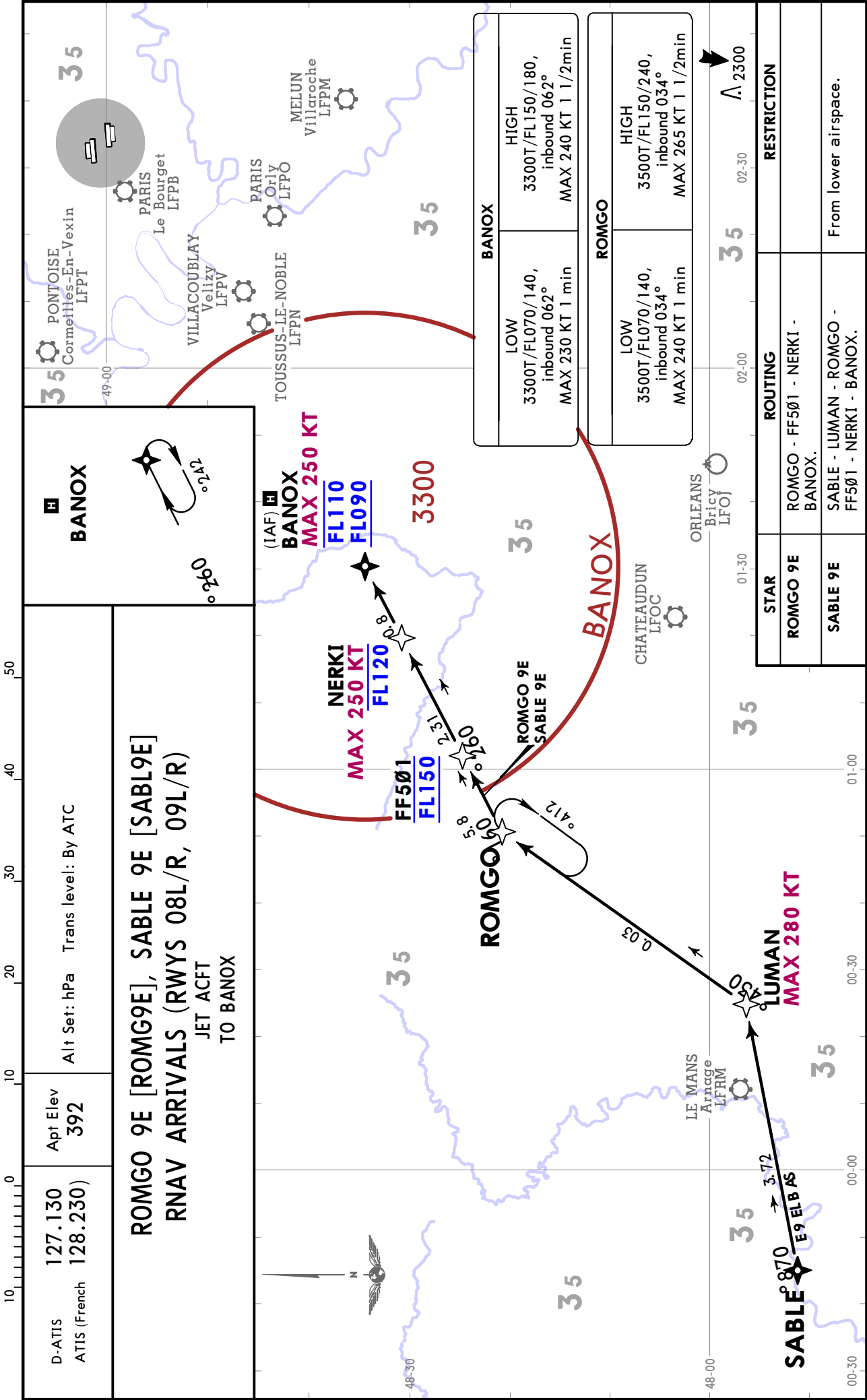
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RNAV STAR



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1 SEP 23 20-2C1 Eff 7 Sep

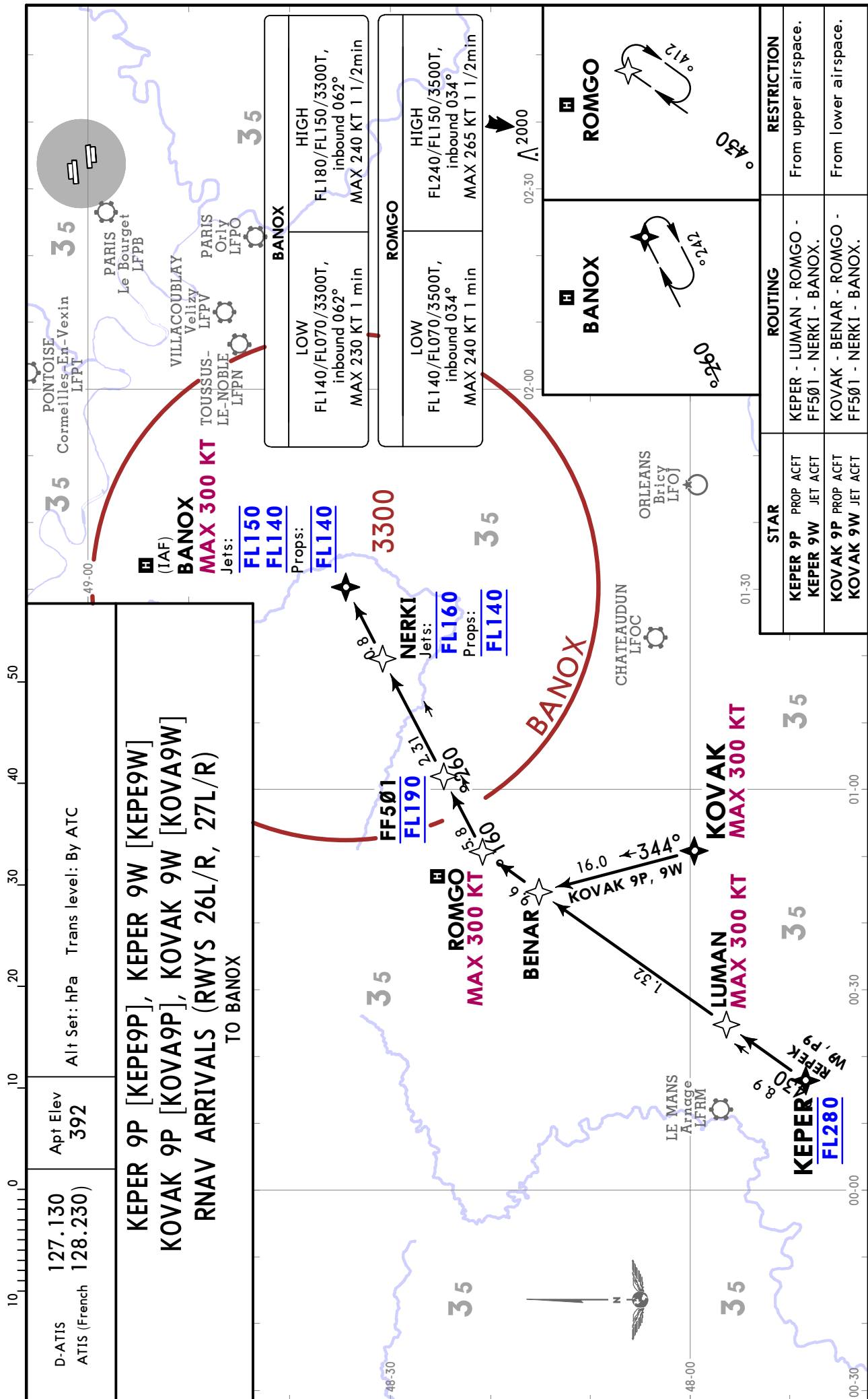
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JEPPESSEN
22 DEC 23 (20-2D) Eff 28 Dec

PARIS, FRANCE

RNAV STAR

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
22 DEC 23 20-2E Eff 28 Dec

PARIS, FRANCE
RNAV STAR

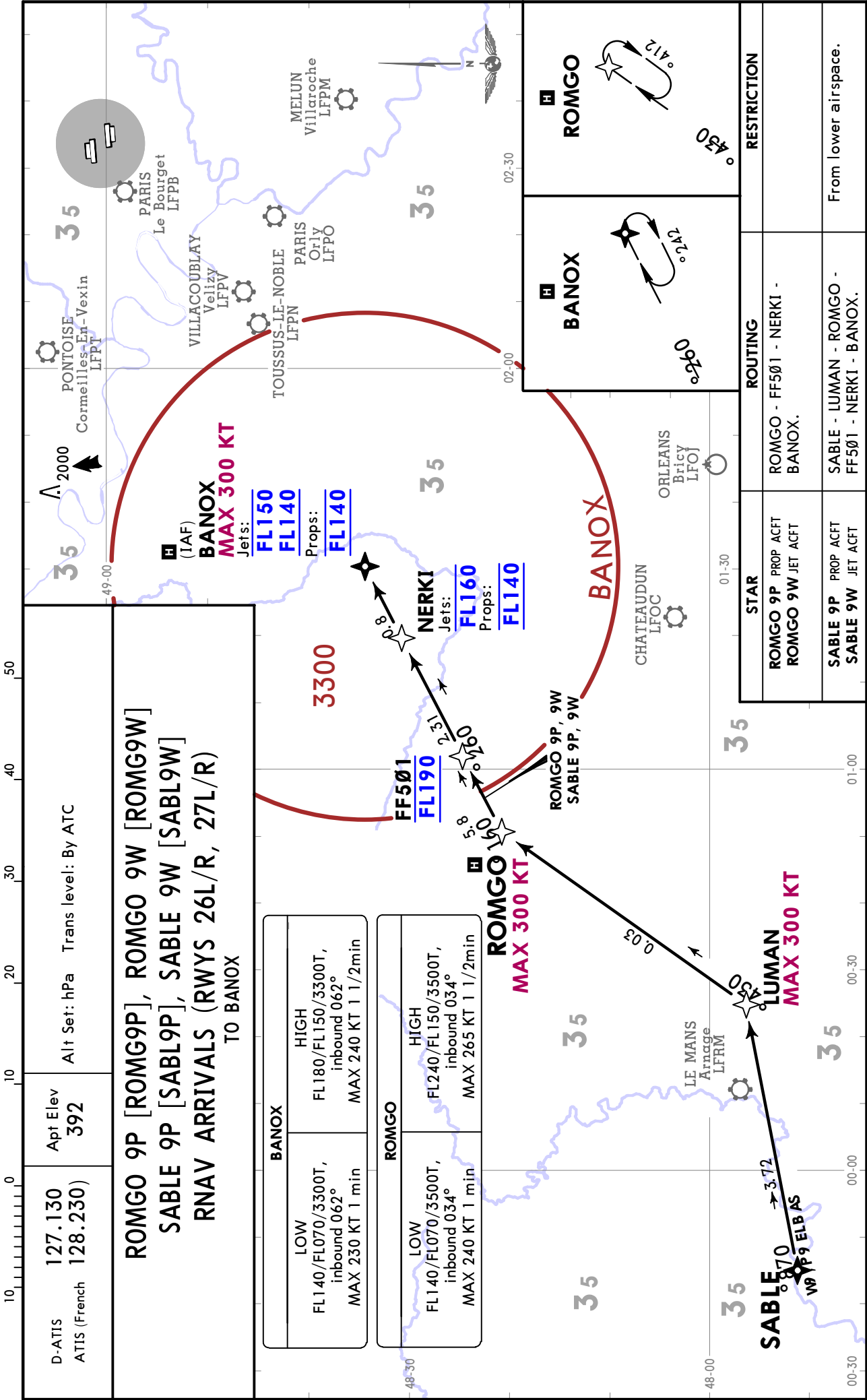


Chart Information:

- Frequency:** 35
- Altitude:** 6600
- Locations:** VAKOS, ENORI, DEVIM, XERAM, LORNI
- Arrival Paths:**
 - MATIX:** MAX 300 KT, 173°
 - MOPIL:** MAX 300 KT, 182°
- STAR:**
 - MATIX 9E JET ACFT
 - MATIX 9H PROP ACFT
 - MOPIL 9E JET ACFT
 - MOPIL 9H PROP ACFT
- ROUTING:**
 - MATIX - VAKOS - ENORI - DEVIM - LORNI.
 - MOPIL - XERAM - ENORI - DEVIM - LORNI.
- RESTRICTION:**
 - From lower airspace.
 - From upper airspace.

HOLDING OVER XERAM

MATIX 9J [MATI9J], MOPIL 9J [MOPI9J]
BY ATC
MATIX 9W [MATI9W], MOPIL 9W [MOPI9W]
26L/R, 27L/R RNAV ARRIVALS
JET ACFT
TO LORNI AND VEBEK

MAX 265 KT
MAX FL280
MHA FL200

MOPIL
MAX 280 KT
FL260

MATIX
MAX 280 KT

ALBERT
—Bray—
LFAQ


LORNI

DEVIM
MAX 250 KT
FL 130

VAKOS

XERAM

LORNI
FL130
FL70

(IAF)
VEBEK
MAX 250 KT
FL110
FL80
By ATC:
FL110

REIMS
Prunay
LFQA

ENORI

LOW
FL90/140, inbound 236°

HIGH
FL150/240, inbound 236°
MAX 215 KT 1 1/2

LORNI

LOW
FL70/140, inbound 254°

HIGH
FL150/170, inbound 254°
MAY 240 KT 1 1/2 :

VEBEK

TO LORNI AND VEBEK

MATIX 9J [MAT19J]
MOPIL 9J [MOP19J]
BY ATC
MATIX 9W [MAT19W]
MOPIL 9W [MOP19W]
RNAV ARRIVALS

LFPG/CDG
CHARLES-DE-GAULLE

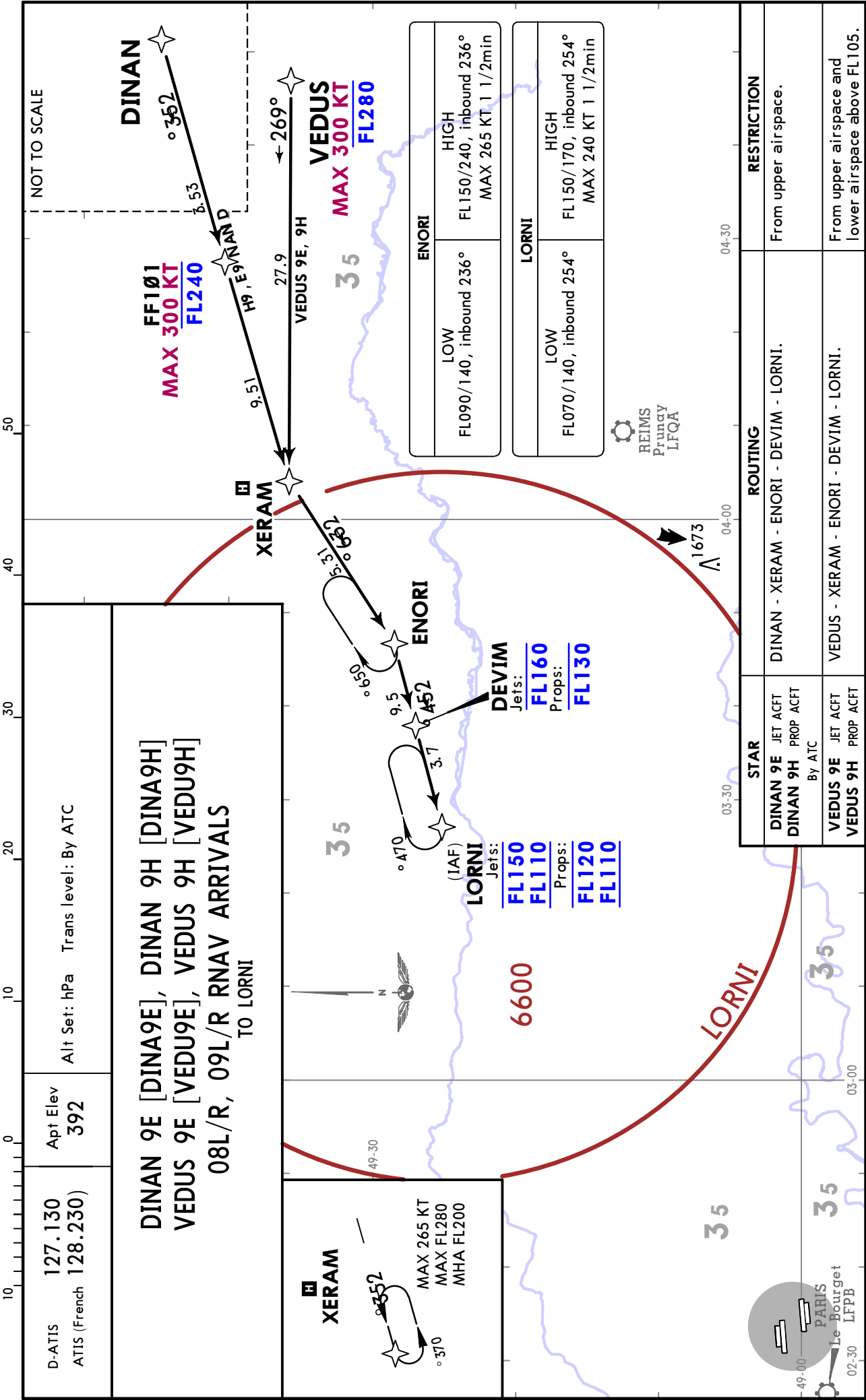
JEPPESSEN PARIS, FRANCE
2 OCT 20 **20-2G** **Eff 8 Oct**
RNAV STAR

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LFPG/CDG
CHARLES-DE-GAULLE

21 JAN 22
20-2H Eff 27 Jan

PARIS, FRANCE
RNAV STAR



LFPG/CDG
CHARLES-DE-GAULLE

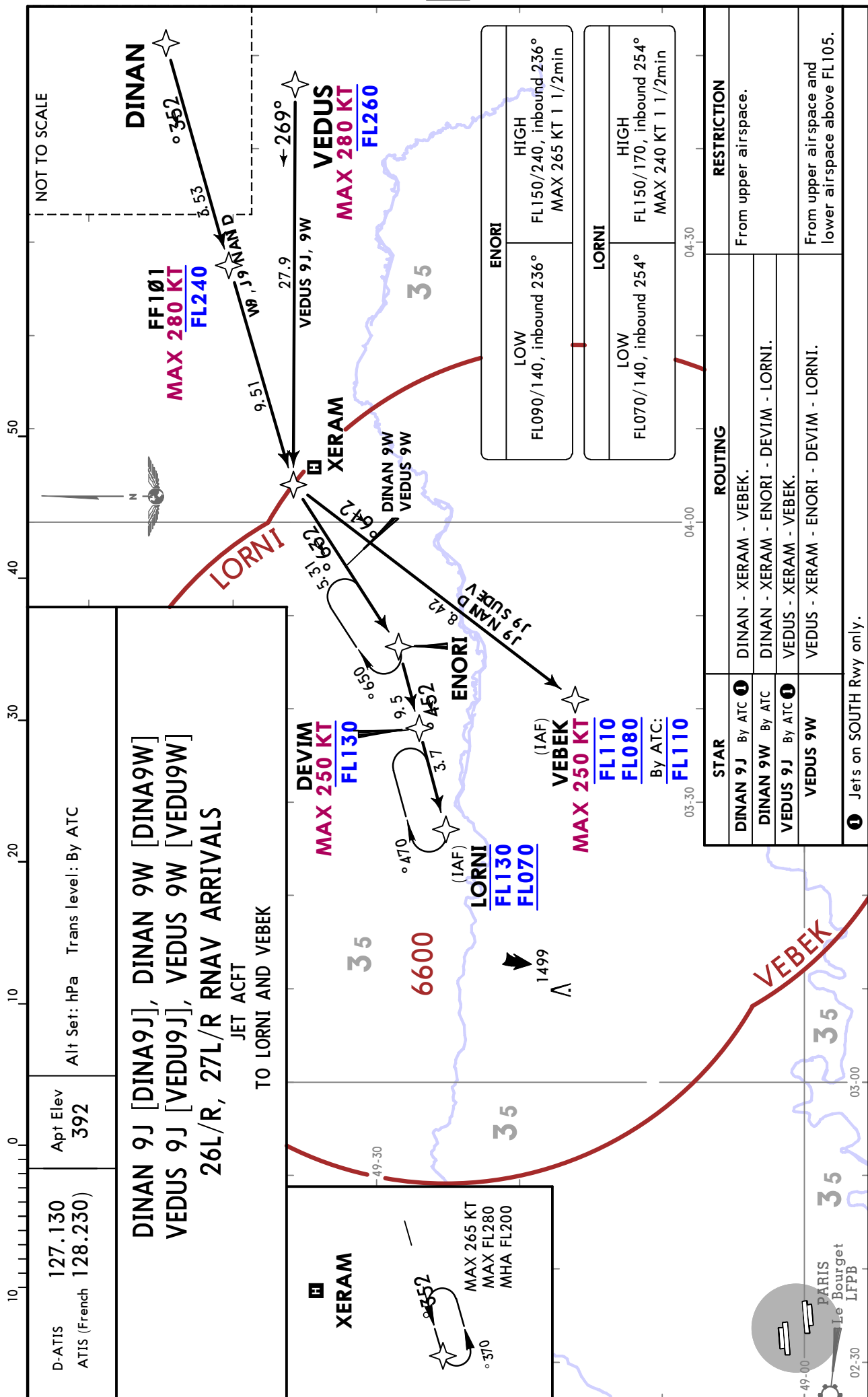
21 JAN 22

20-2J

Eff 27 Jan

JEPPESSEN

PARIS, FRANCE

RNAV STAR





LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
17 MAR 23 **(20-2M)** **Eff 23 Mar**

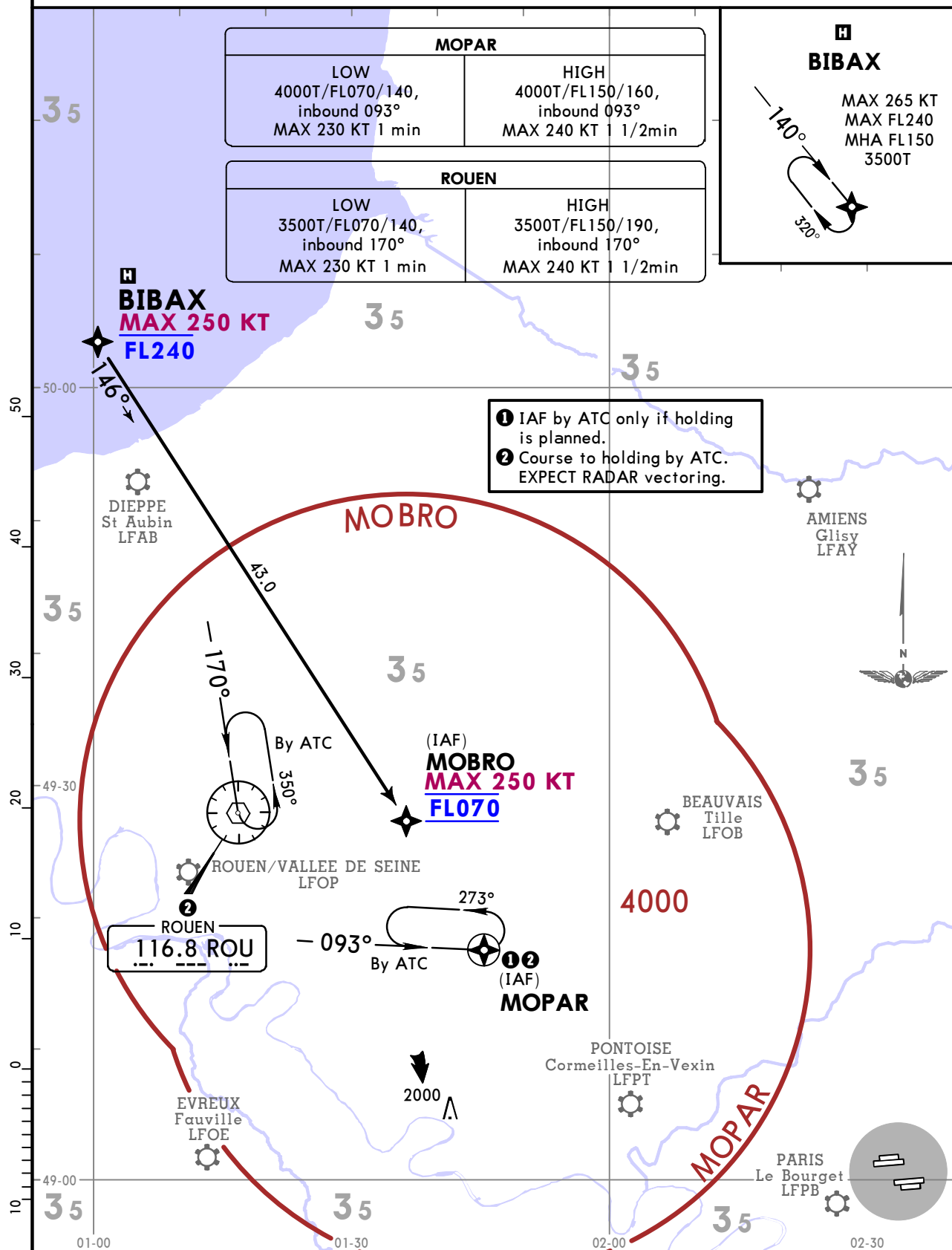
PARIS, FRANCE
RNAV STAR

D-ATIS **127.130**
ATIS (French) **128.230**

Apt Elev
392

Alt Set: hPa Trans level: By ATC

BIBAX 9P [BIBA9P]
RNAV ARRIVAL (RWYS 26L/R, 27L/R)
TO MOBRO AND MOPAR ①
PROP ACFT



BIBAX - MOBRO.

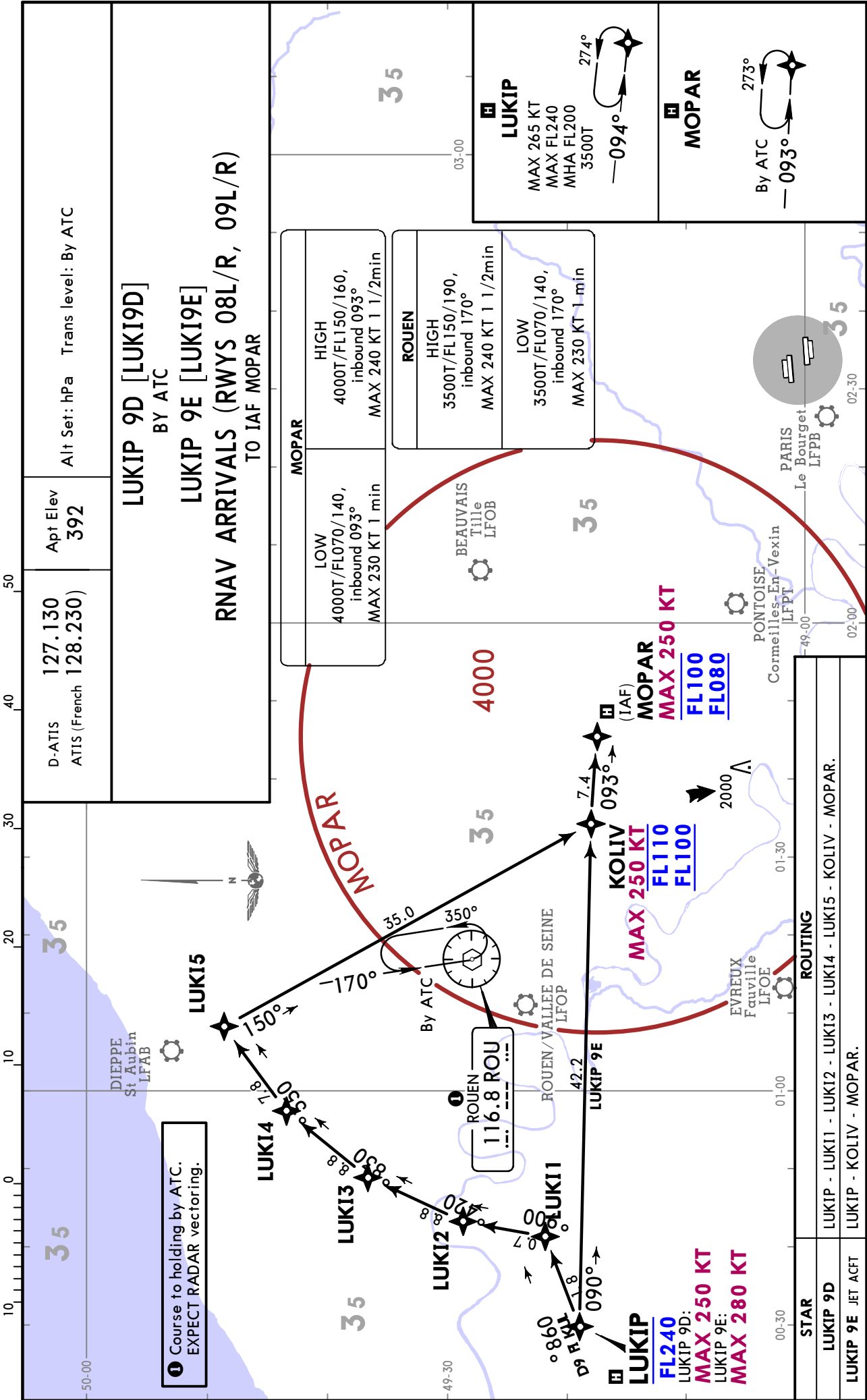
CHANGES: MOCA over holdings.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
17 MAR 23 20-2N Eff 23 Mar

PARIS, FRANCE
RNAV STAR



LFPG/CDG
CHARLES-DE-GAULLE

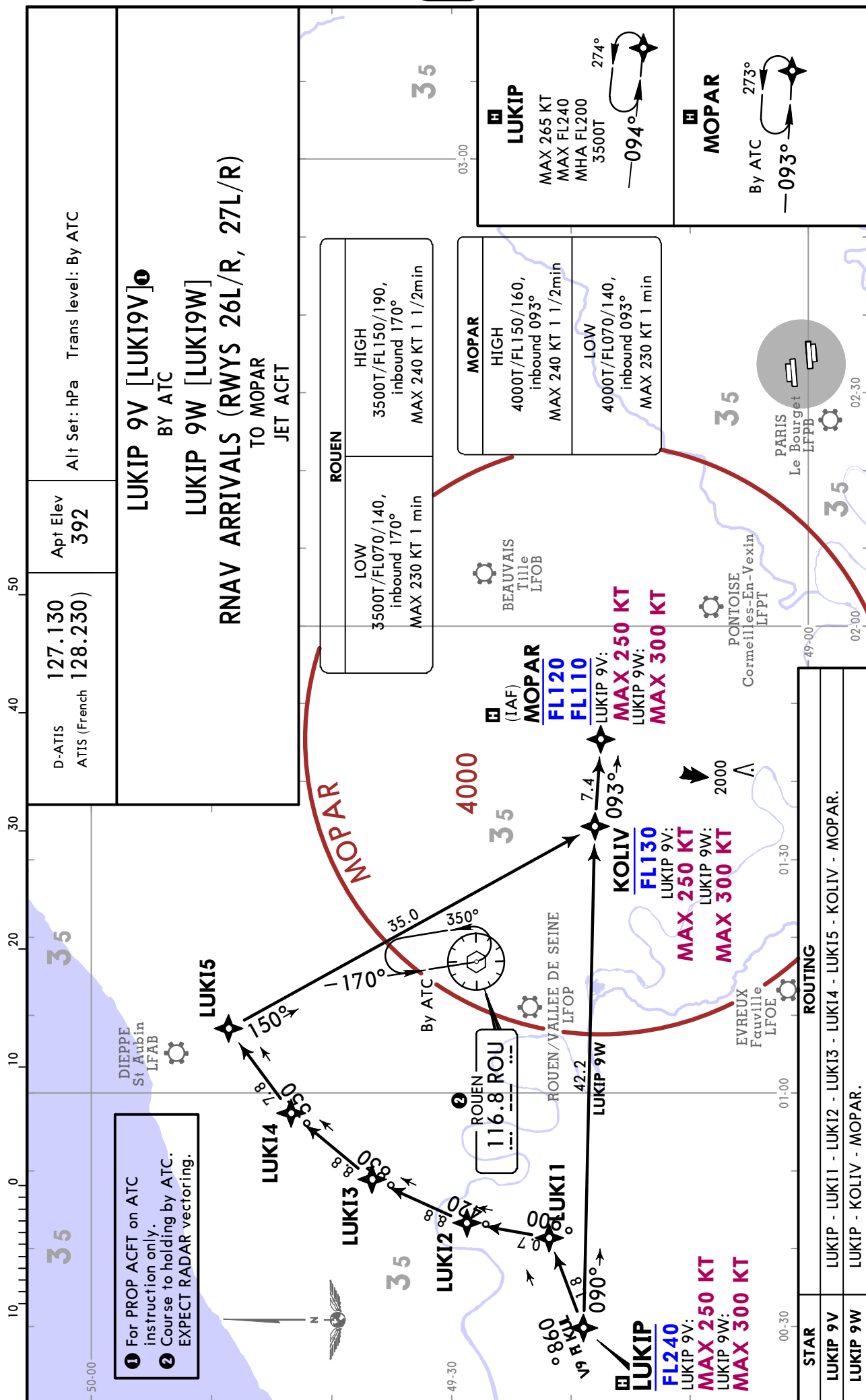
17 MAR 23

JEPPESEN

20-2P

Eff 23 Mar

PARIS, FRANCE

RNAV STAR

LFPG/CDG
CHARLES-DE-GAULLE

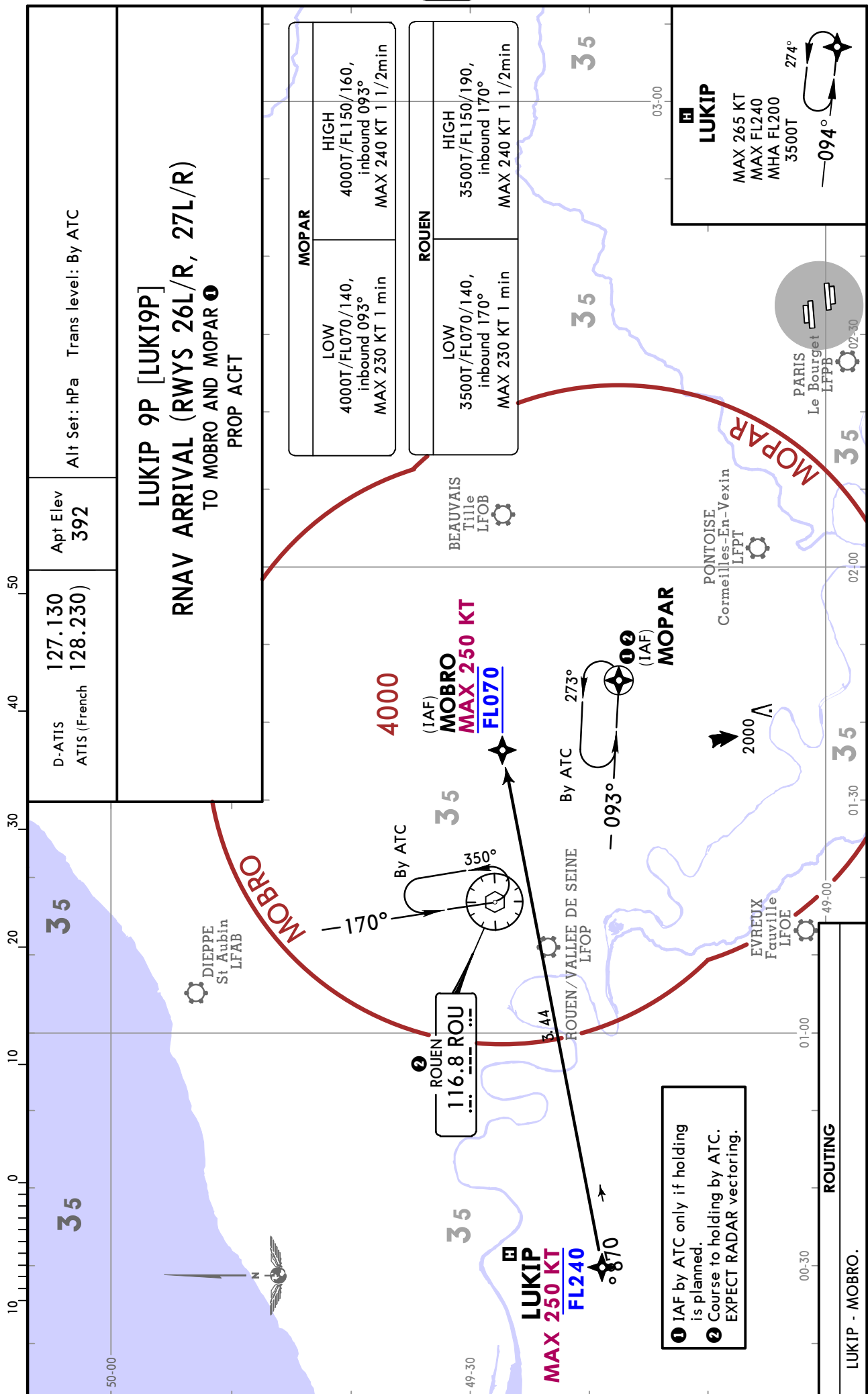
**JEPPESEN**

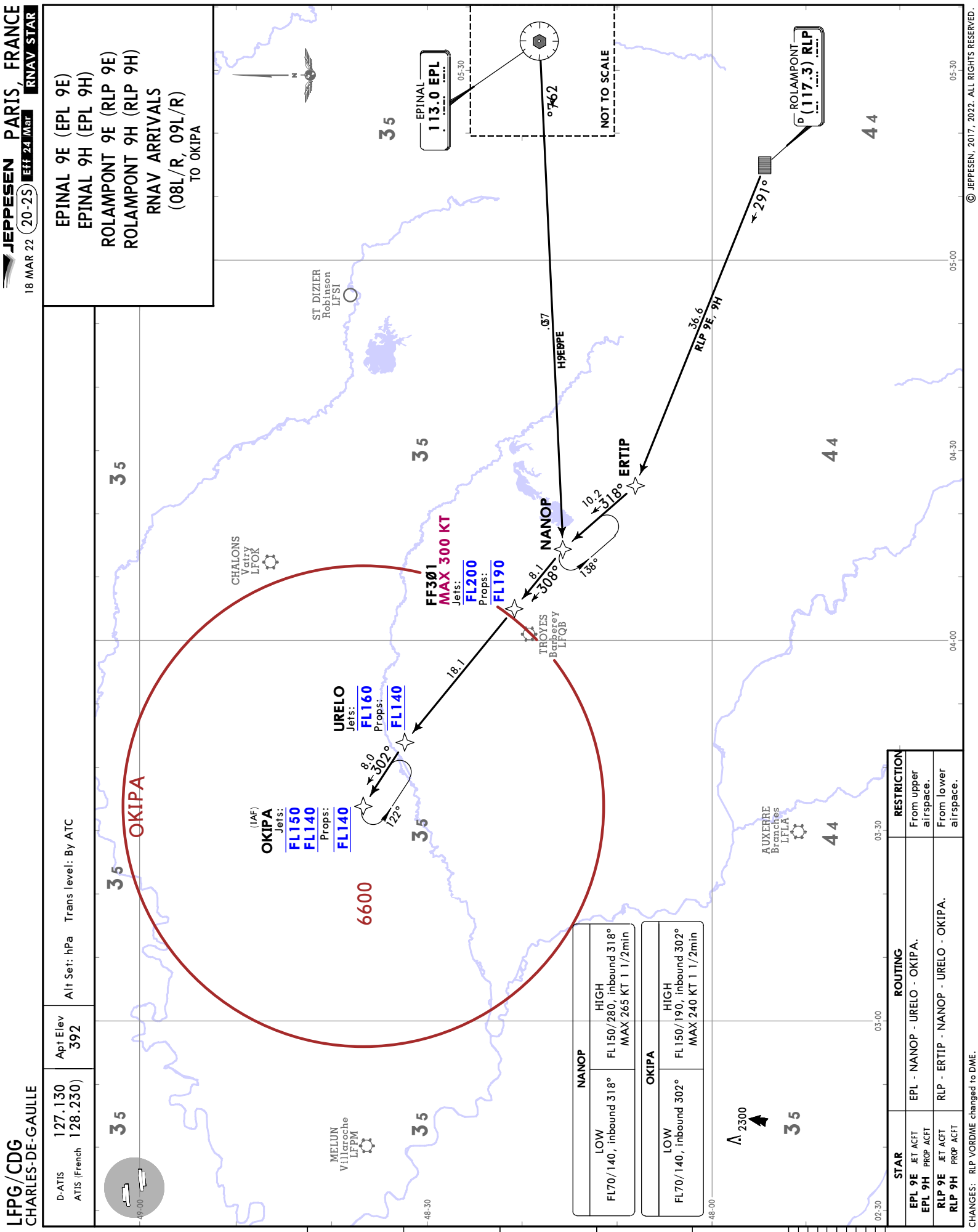
17 MAR 23

(20-2Q)

Eff 23 Mar

PARIS, FRANCE

RNAV STAR



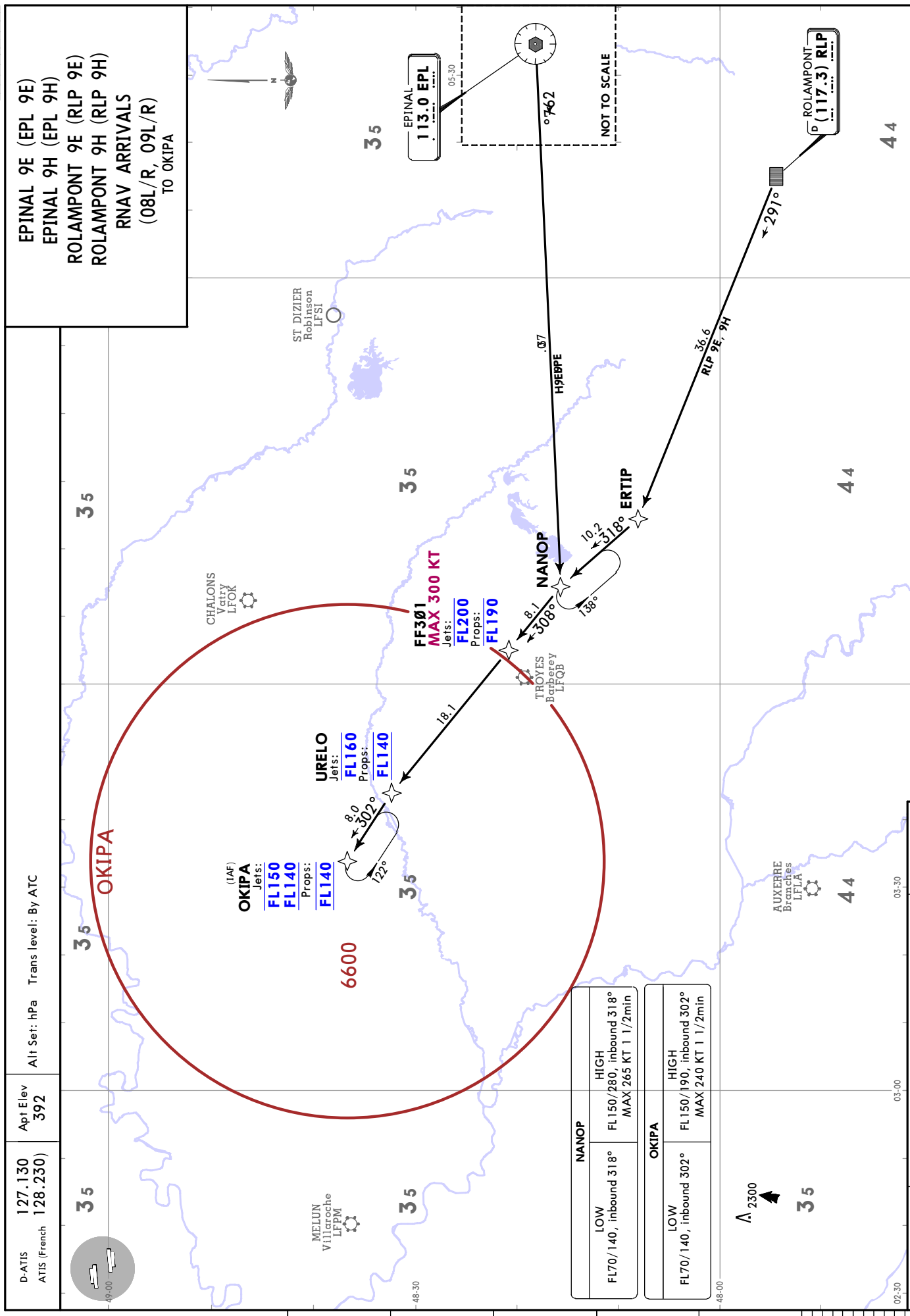
LFPG/CDG
CHARLES-DE-GAULLE

D-ATIS 127.130
ATIS (French) 128.230

Apt Elev 392

Alt Set: hPa Trans level: By ATC

18 MAR 22 (20-25) Eff 24 Mar RNAV STAR



STAR	ROUTING	RESTRICTION
EPL 9E JET ACFT EPL 9H PROP ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 9E JET ACFT RLP 9H PROP ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: RLP VORDME changed to DMIE.

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Alt Set: hPa Trans level: By ATC

CONT

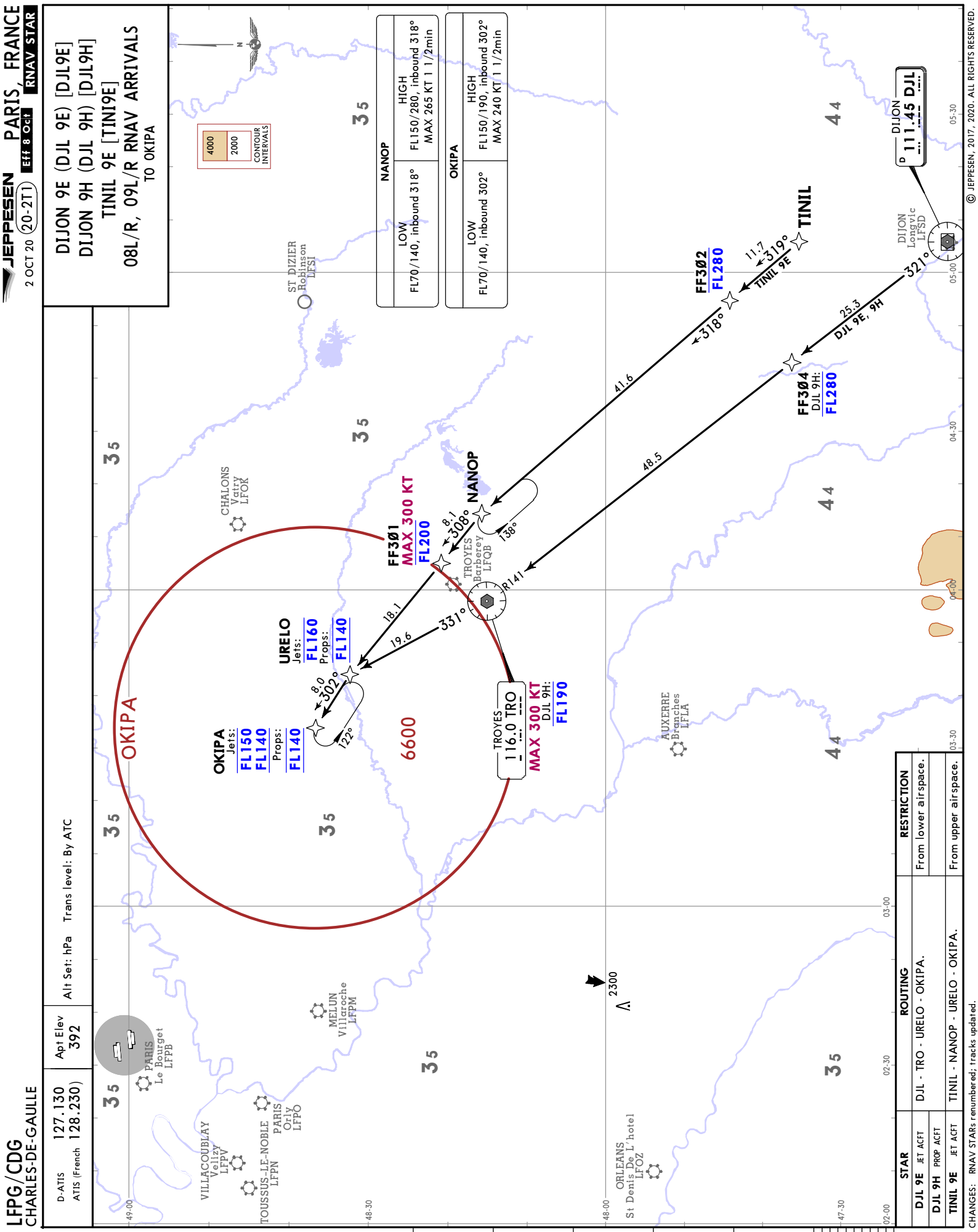
EPINAL 9P (EPL 9P)
EPINAL 9W (EPL 9W)
ROLAMPONT 9P (RLP 9P)
ROLAMPONT 9W (RLP 9W)
RNAV ARRIVALS
(26L/R, 27L/R)

Robinson
LFSI

NANOP	
LOW FL70/140, inbound 318°	HIGH FL150/280, inbound 318° MAX 265 KT 1 1/2min
OKIPA	
LOW FL70/140, inbound 302°	HIGH FL150/190, inbound 302° MAX 240 KT 1 1/2min

STAR	ROUTING	RESTRICTION
EPL 9P PROP ACFT EPL 9W JET ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 9P PROP ACFT RLP 9W JET ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
1 SEP 23 **(20-2U)** Eff 7 Sep

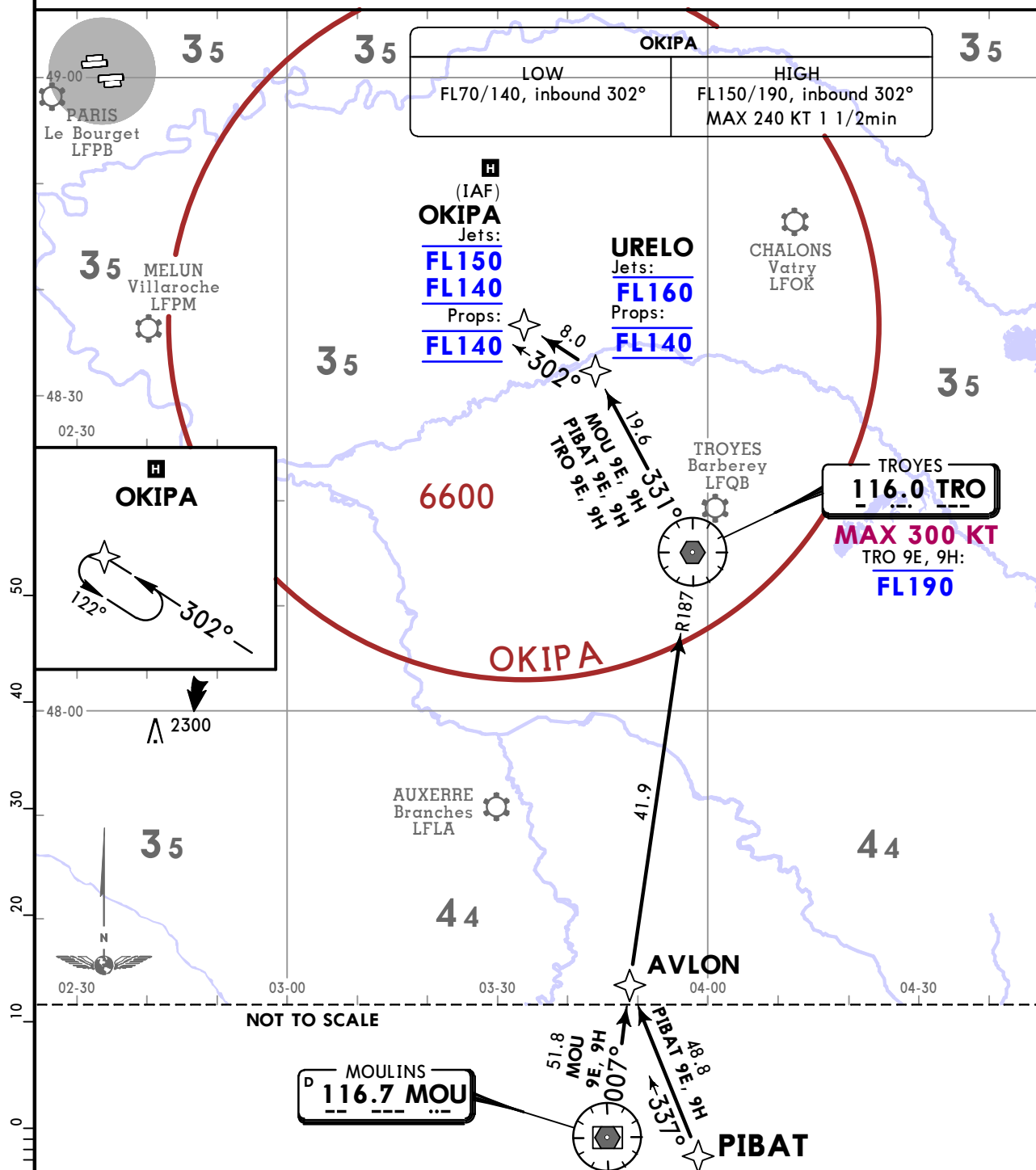
PARIS, FRANCE
RNAV STAR

D-ATIS
127.130
ATIS
(French **128.230**)

Apt Elev
392

Alt Set: hPa
Trans level: By ATC

MOULINS 9E (MOU 9E) [MOU9E], MOULINS 9H (MOU 9H) [MOU9H]
PIBAT 9E [PIBA9E], PIBAT 9H [PIBA9H]
TROYES 9E (TRO 9E) [TRO9E], TROYES 9H (TRO 9H) [TRO9H]
RNAV ARRIVALS (RWYS 08L/R, 09L/R)
TO OKIPA



STAR	ROUTING	RESTRICTION
MOU 9E JET ACFT MOU 9H PROP ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 9E JET ACFT PIBAT 9H PROP ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 9E JET ACFT TRO 9H PROP ACFT	TRO - URELO - OKIPA.	

CHANGES: TRO 9E & 9H restriction.

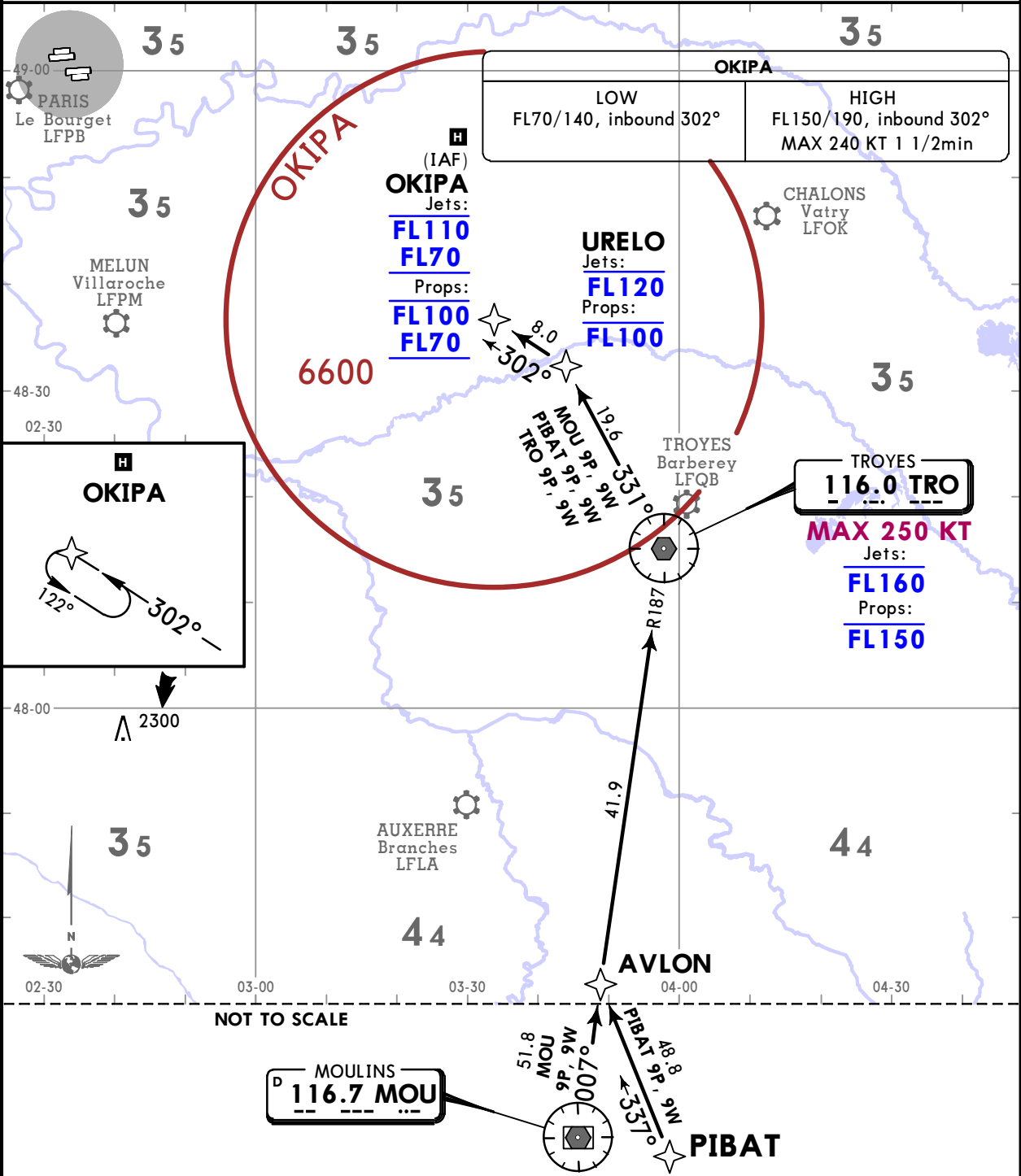
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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
1 SEP 23 **(20-2V)** **Eff 7 Sep**

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.230)	Apt Elev 392 Alt Set: hPa Trans level: By ATC
MOULINS 9P (MOU 9P) [MOU9P], MOULINS 9W (MOU 9W) [MOU9W] PIBAT 9P [PIBA9P], PIBAT 9W [PIBA9W] TROYES 9P (TRO 9P) [TRO9P], TROYES 9W (TRO 9W) [TRO9W] RNAV ARRIVALS (RWYS 26L/R, 27L/R) TO OKIPA	



STAR	ROUTING	RESTRICTION
MOU 9P PROP ACFT MOU 9W JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 9P PROP ACFT PIBAT 9W JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 9P PROP ACFT TRO 9W JET ACFT	TRO - URELO - OKIPA.	

LFPG/CDG
CHARLES-DE-GAULLE

 **JEPPESEN**
2 OCT 20 **20-2W** **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 237° RIGHT turn

ROUEN
FL70/110, inbound 170° LEFT turn

SOUTH sector

BANOX
FL70/110, inbound 062° 115.65 EPR R242 D7.0/13.0 RIGHT turn

OKIPA
FL70/110, inbound 302° 112.9 CLM R122 D26.0/31.0 LEFT turn

ROMGO
FL70/110, inbound 034° 115.2 CHW R214 D10.0/16.0 RIGHT turn

DEPARTURE INSTRUCTIONS

1. SID

1.1. GENERAL

All sectors of Paris TMA are provided with RNAV SIDs.
Initial departures are also published for conventional navigation.
These departures are only available to RNAV 1 exempted ACFT.

1.2. OPERATING PROCEDURES

RNAV SIDs from all runways are usable in RNAV 1 based on GNSS and/or DME/DME sensors.

RNAV 1 exempted flights :

Upon requesting start up clearance on DELIVERY frequency, the pilot of an aircraft being subject to exemption must report,

"Impossible RNAV 1" if the flight is non RNAV, or
"RNAV 5 but impossible RNAV 1", if the flight is RNAV 5 capable.

There is no conventional initial departure at PARIS-CDG. The flight will be given a departure clearance consisting in a climb at 3000 or 4000 on RWY track while maintaining 264' or 084' track conventional initial departure, followed by RADAR guidance until able to resume own navigation to the point joining ENR.

RNAV 1 flights with RFL below FL115 :

The pilot must report his RFL upon requesting start up clearance on DELIVERY frequency.

The flight will be given an initial departure followed by RADAR guidance until able to resume own navigation to the point joining ENR.

2. DEPARTURES (DIRECT PLAN)

2.1. GENERAL

Specify FPL item 15:

- to NORTH sector: DCT EGOZE then DCT first point joining the en-route network.
- to EAST sector: DCT NIPOR or DCT ALIMOM.
- to WEST sector: DCT ELCOB or DCT LGL.
- to SOUTH sector: DCT OLZOM, DCT MONOT or DCT DORDI.

2.2. RNAV 1 exempted departures

The pilot may expect an initial conventional departure depending on the runway and the sector used for take-off.

Then the pilot may expect :

a) For non RNAV flights (all RFL):

- NORTH sector: RADAR guidance to EGOZE;
- EAST sector: RADAR guidance to CTL, then to NIPOR or RADAR guidance to CLM R101 to ALIMOM;
- WEST sector: RADAR guidance to ELCOB or LGL;
- SOUTH sector: RADAR guidance to OLZOM, MONOT, DORDI.

b) For RNAV 5 equipped flights (RFL above FL115) :

- NORTH sector: RADAR guidance to OPALE - ATREX - NURMO;
- EAST sector: RADAR guidance to RANUX - DIKOL - LANVI - BAXIR - BUBLI;
- WEST sector: RADAR guidance to ELCOB - LGL;
- SOUTH sector: RADAR guidance to AGOPA - ERIXU - LATRA - OKASI - PILUL - OLZOM - MONOT - DORDI.

2.3. RNAV 1 departures with RFL below FL115 :

After an initial departure on RNAV 1 SID depending on the runway and the sector used for take-off, the pilot may expect :

- NORTH sector: RADAR guidance to EGOZE;
- EAST sector: RADAR guidance to CTL to NIPOR or RADAR guidance to CLM R101 to ALIMOM;
- WEST sector: RADAR guidance to ELCOB or LGL;
- SOUTH sector: RADAR guidance to OLZOM, MONOT, DORDI.

Pilot attention is drawn to the fact that they may fly through class E airspace with VFR traffic unknown to ATC.

FURTHER INSTRUCTIONS ON PAGE 20-3A

DEPARTURE INSTRUCTIONS CONTD

2.4. RNAV 1 PROP aircraft destination UIR indicate FPL item 15:

- after OLZOM: DCT ERIXU.
- after MONOT: DCT LAMUT or DCT UFFIX then DCT OKEKO or DCT PIMUP.

3. SID DESIGNATION

- Letter **A, B & Z** assigned when westerly take-offs/landings (same direction) in use at Orly.
Letter **D, E & Z** assigned when easterly take-offs/landings (reverse direction) in use at Orly.
Letter **G & H** assigned when easterly take-offs/landings (same direction) in use at Orly.
Letter **K & L** assigned when westerly take-offs/landings (reverse direction) in use at Orly.

4. SPEED RESTRICTION

For control approval to prevent any catching up, 'De Gaulle Departure' must be informed for any jet ACFT about:

- Any target speed other than 250 KT between NADP1 and FL100, particularly during climb in the environment protection airspace;
- Any intention to delay acceleration above FL100;
- Any need for temporary deceleration during climb for whatever reason;

Every economical management of the climb 'Opticlimb' or equivalent must be announced at first contact with 'De Gaulle Departure', for approval. In case of approval the minimum indicated airspeed after NADP1 must be 235 KT.

5. POGOS

5.1. General

LFPG Approach does not accept any departures before 1000LT.

5.2. TO LFOB

No connecting POGO route to LFOB is defined. As a consequence EXPECT either

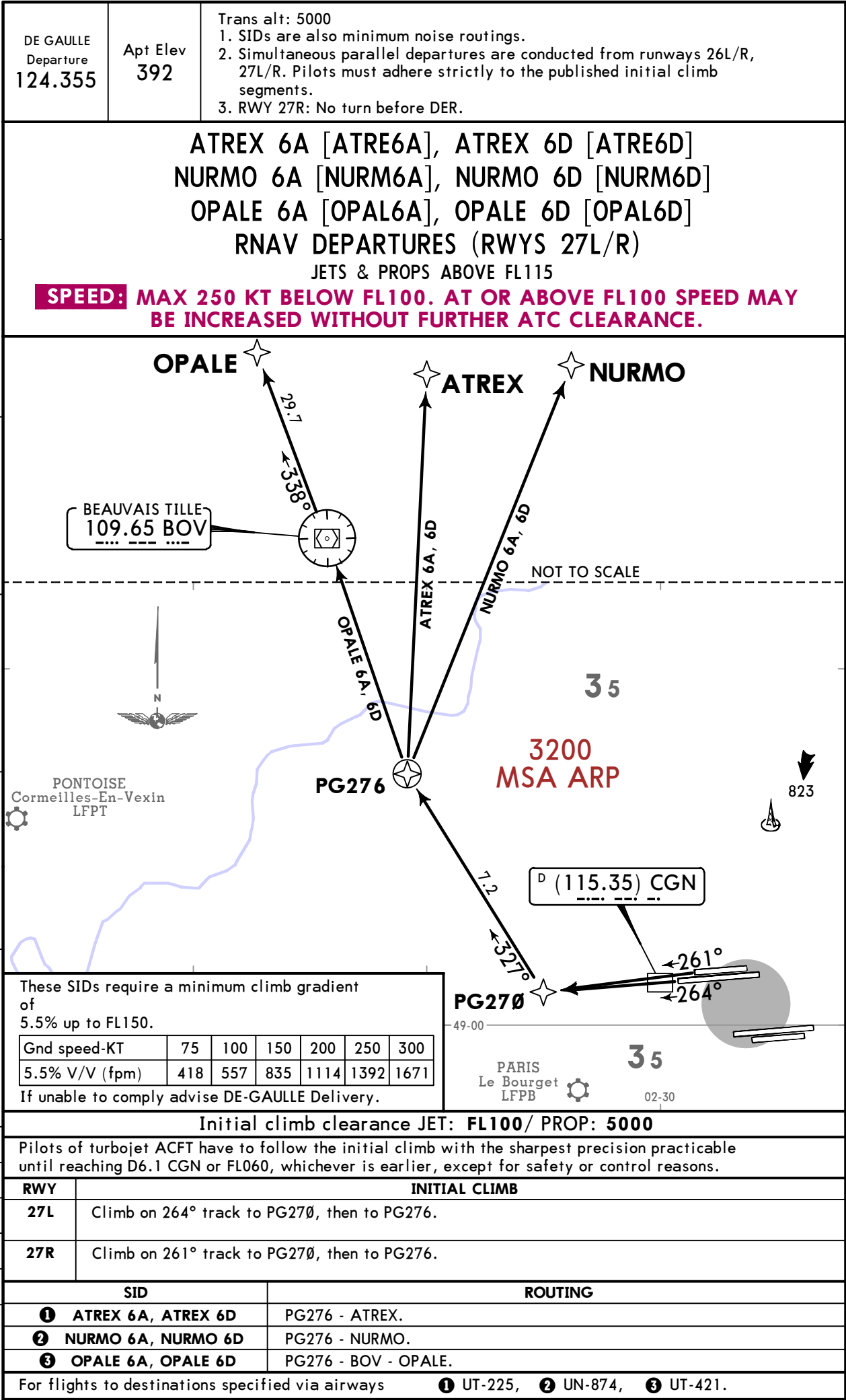
- the initial part of a OPALE A or OPALE D SID until BOV, facing WEST at LFPG, or
- the initial part of a OPALE G or OPALE K SID, then RADAR vectoring until BOV, facing EAST at LFPG.

In case of lost comms, EXPECT from BOV to perform one of the approach procedure in ATIS force forecast information at LFOB.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3B) Eff 31 Oct

PARIS, FRANCE
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3D) Eff 31 Oct

PARIS, FRANCE
RNAV SID

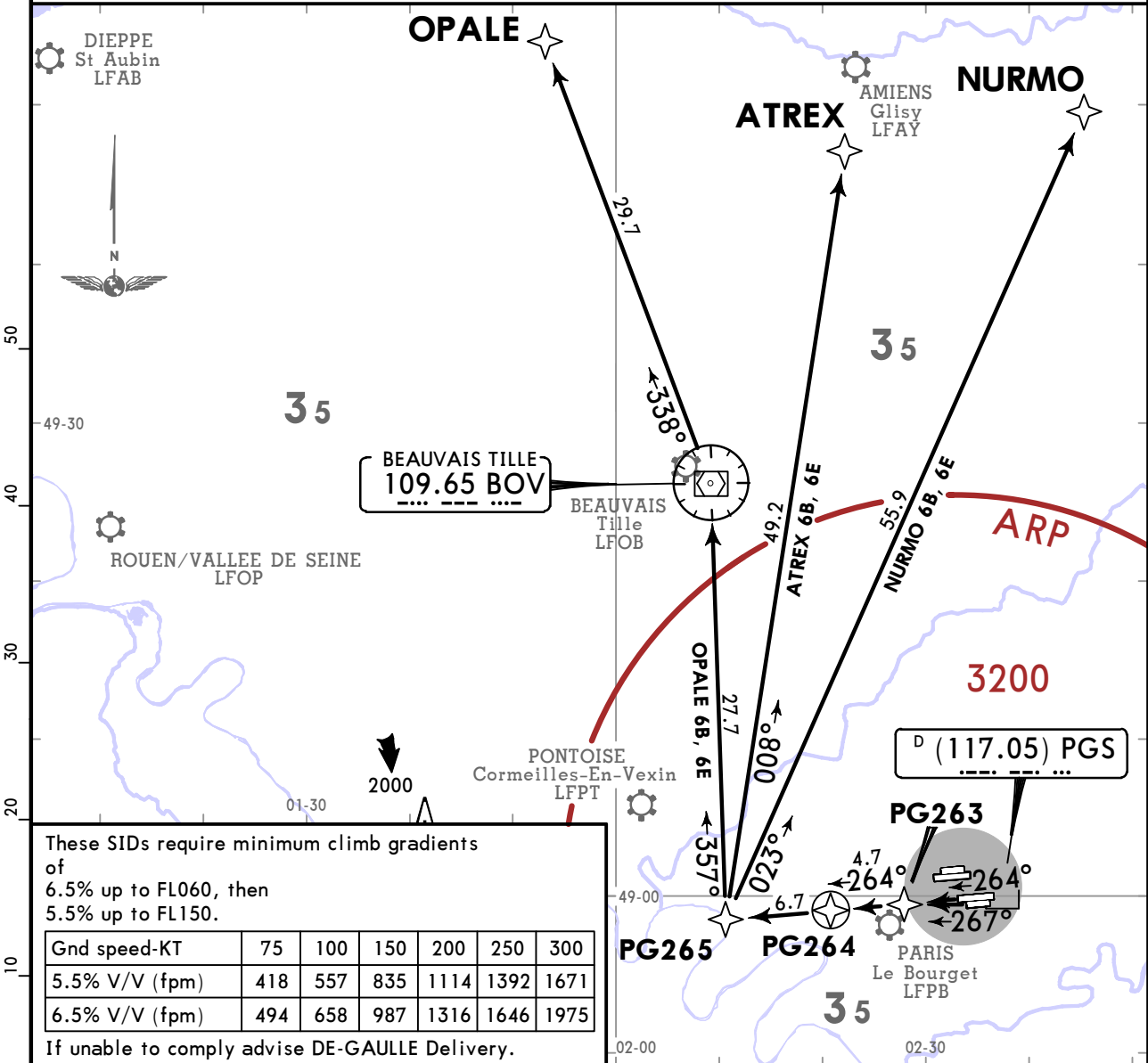
DE GAULLE
Departure
124.355

Apt Elev
392

- Trans alt: 5000
1. SIDs are also minimum noise routings.
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
 3. RWY 26L: No turn before DER.

ATREX 6B [ATRE6B], ATREX 6E [ATRE6E]
NURMO 6B [NURM6B], NURMO 6E [NURM6E]
OPALE 6B [OPAL6B], OPALE 6E [OPAL6E]
RNAV DEPARTURES (RWYS 26L/R)
JETS & PROPS ABOVE FL115

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267° track to PG263, then to PG264.
26R	Climb on 264° track to PG263, then to PG264.

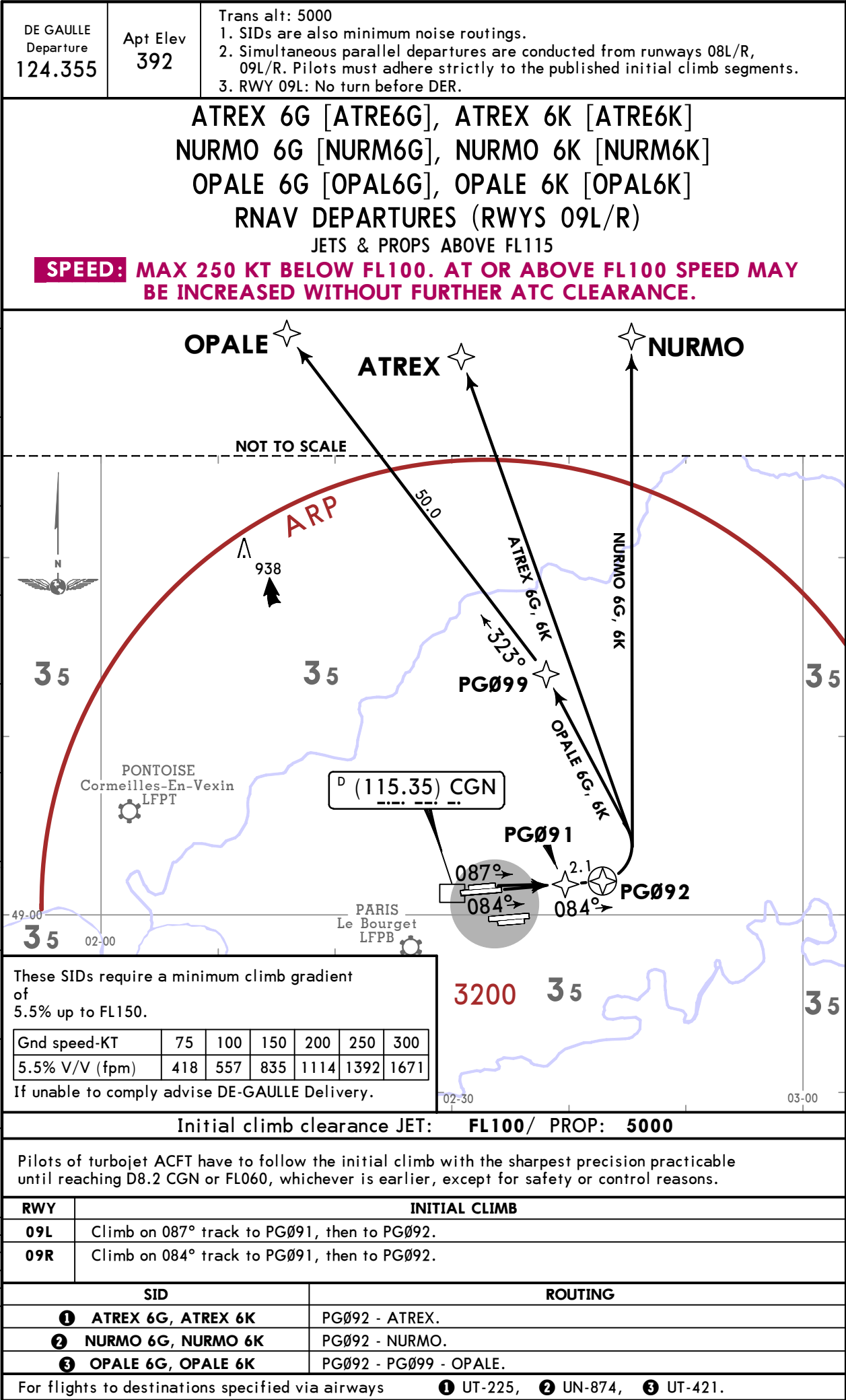
SID	ROUTING
① ATREX 6B, ATREX 6E	PG264 - PG265 - ATREX.
② NURMO 6B, NURMO 6E	PG264 - PG265 - NURMO.
③ OPALE 6B, OPALE 6E	PG264 - PG265 - BOV - OPALE.

For flights to destinations specified via airways ① UT-225, ② UN-874, ③ UT-421.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3E) Eff 31 Oct

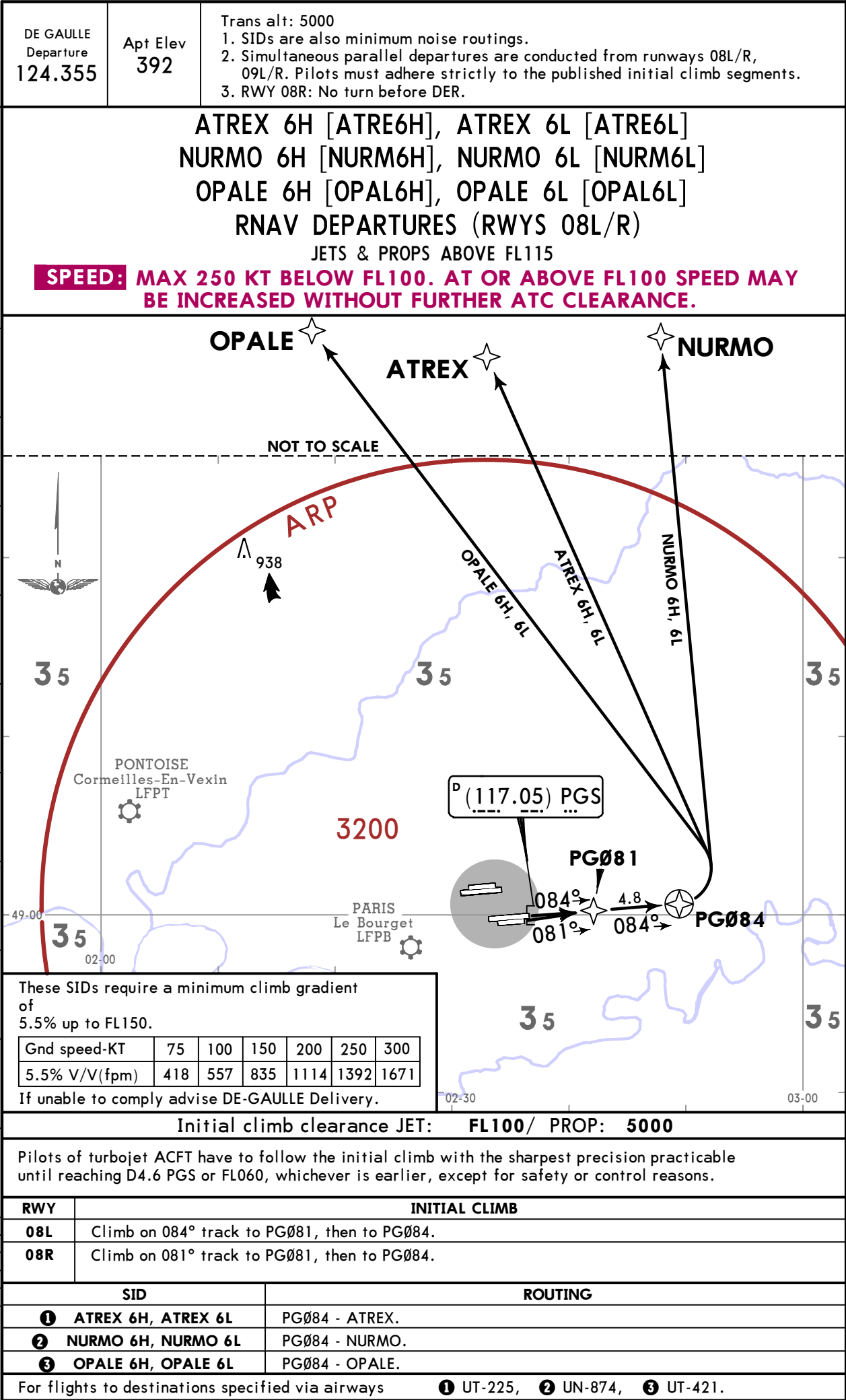
PARIS, FRANCE
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
25 OCT 24 20-3F Eff 31 Oct

PARIS, FRANCE
RNAV SID

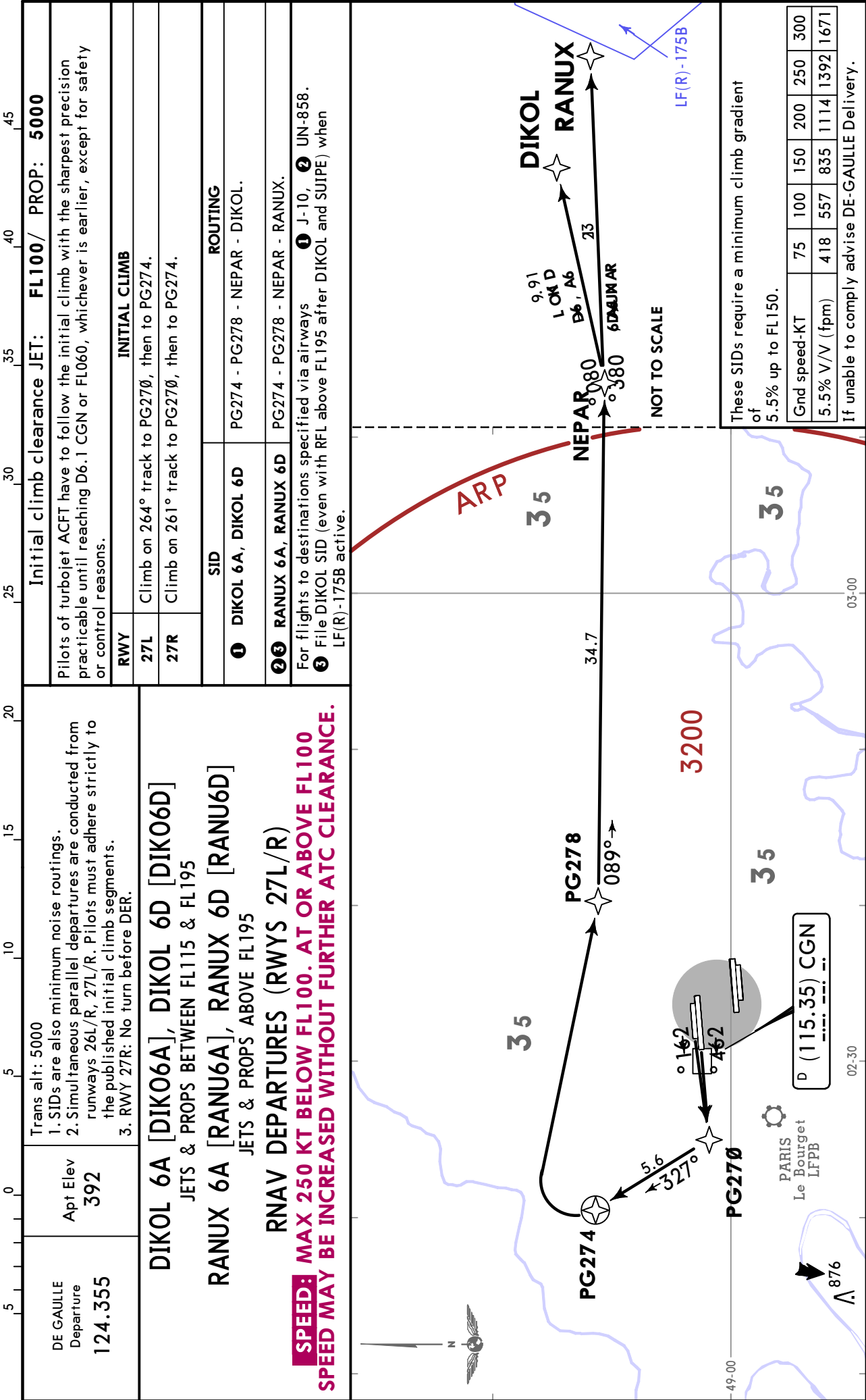


LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3G) Eff 31 Oct

PARIS, FRANCE

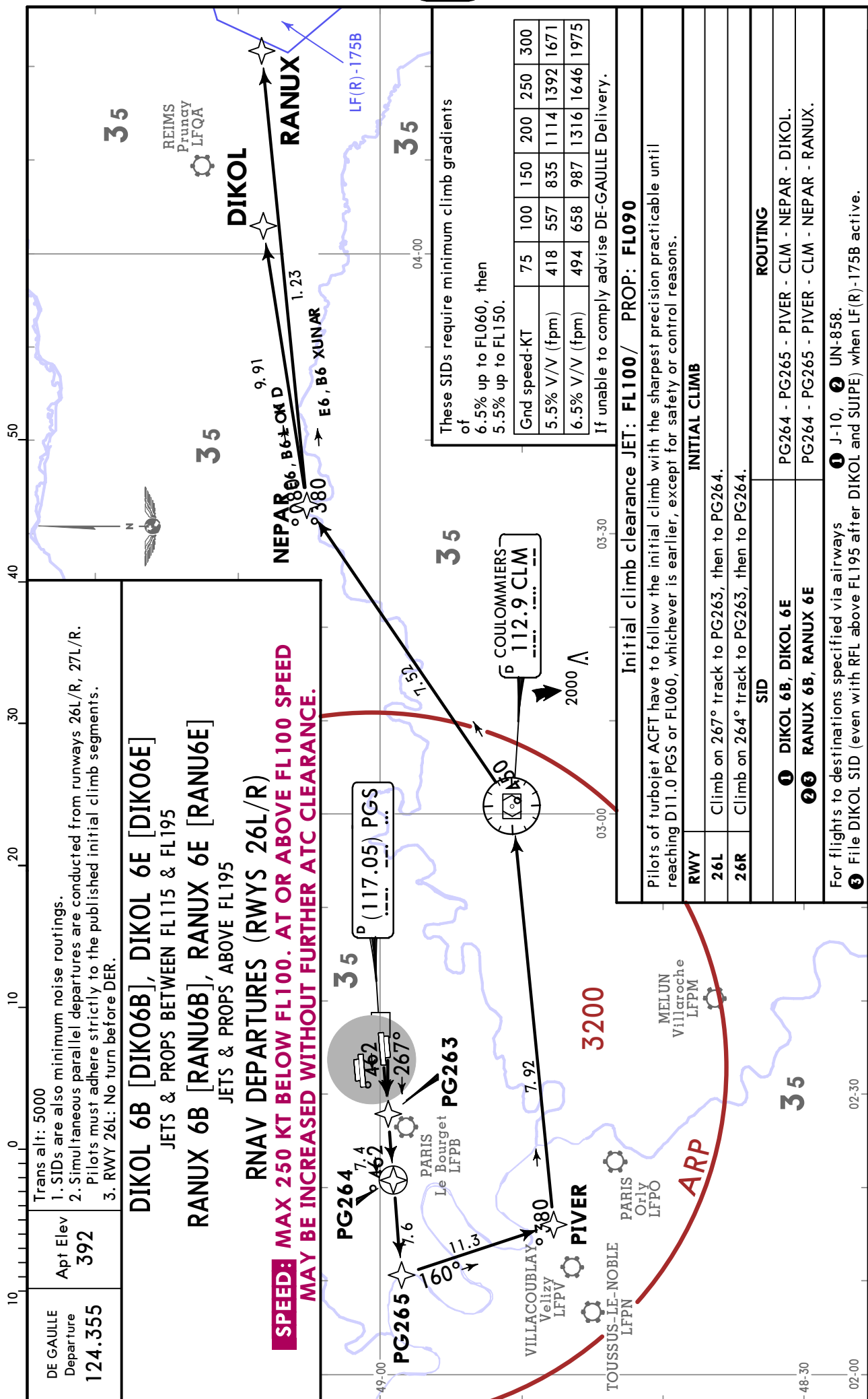
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
25 OCT 24 **(20-3H)** Eff 31 Oct

PARIS, FRANCE
RNAV SID

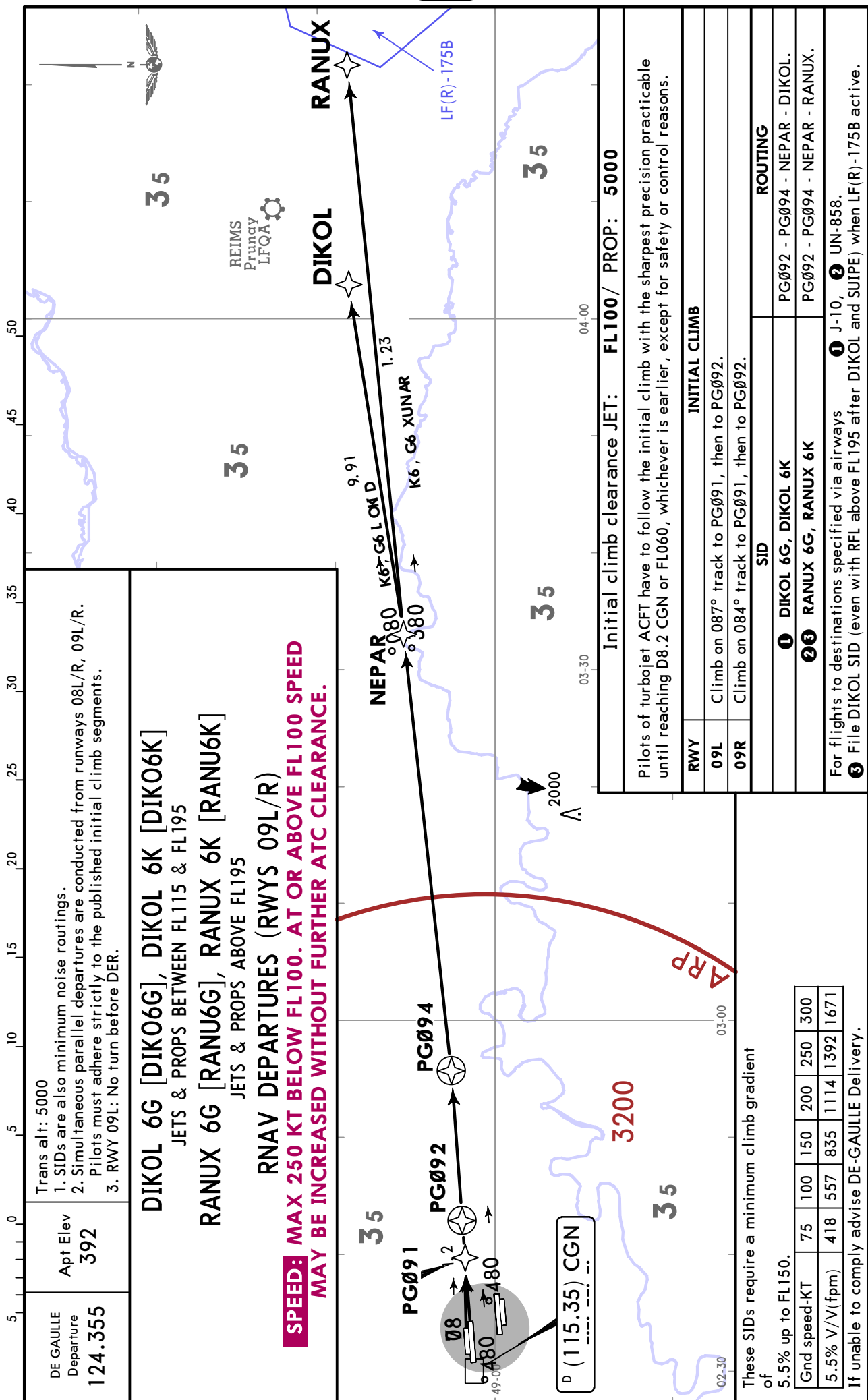


LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE

25 OCT 24

20-3J

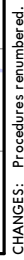
Eff 31 Oct**RNAV SID**

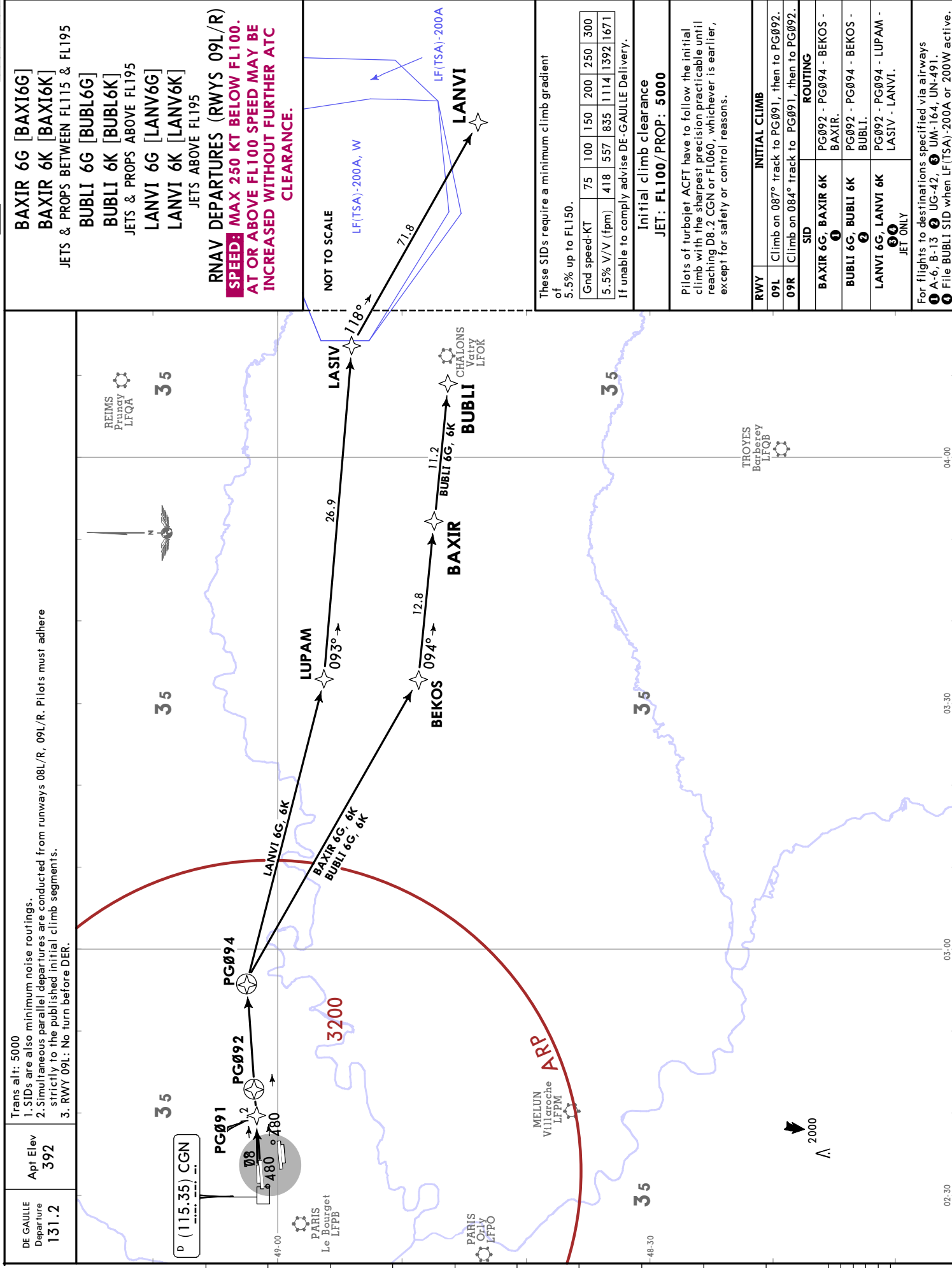


These SIDs require a minimum climb gradient of 5.5% up to FL150.
If unable to comply advise DE-GAULLE Delivery.

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

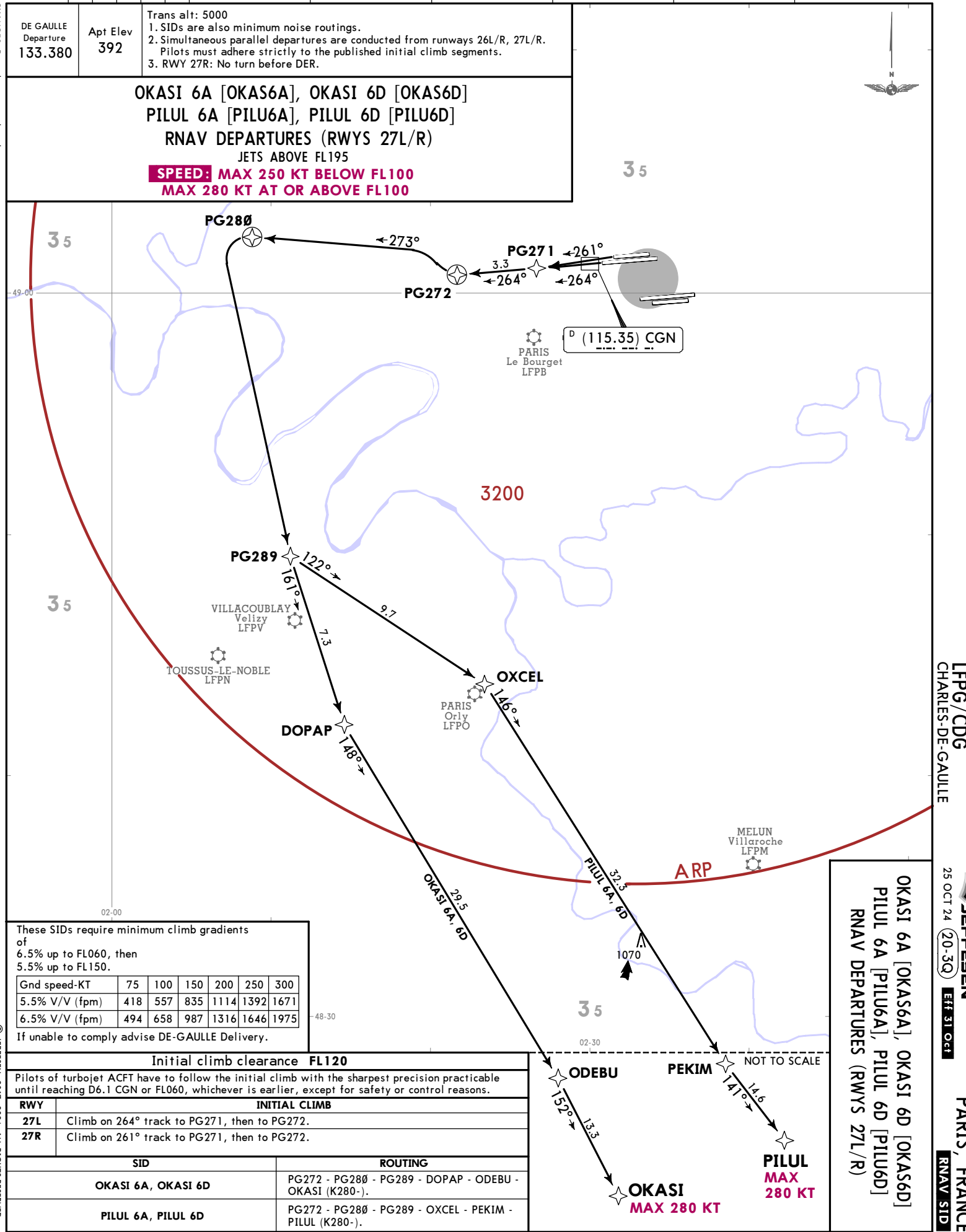
NOT TO SCALE

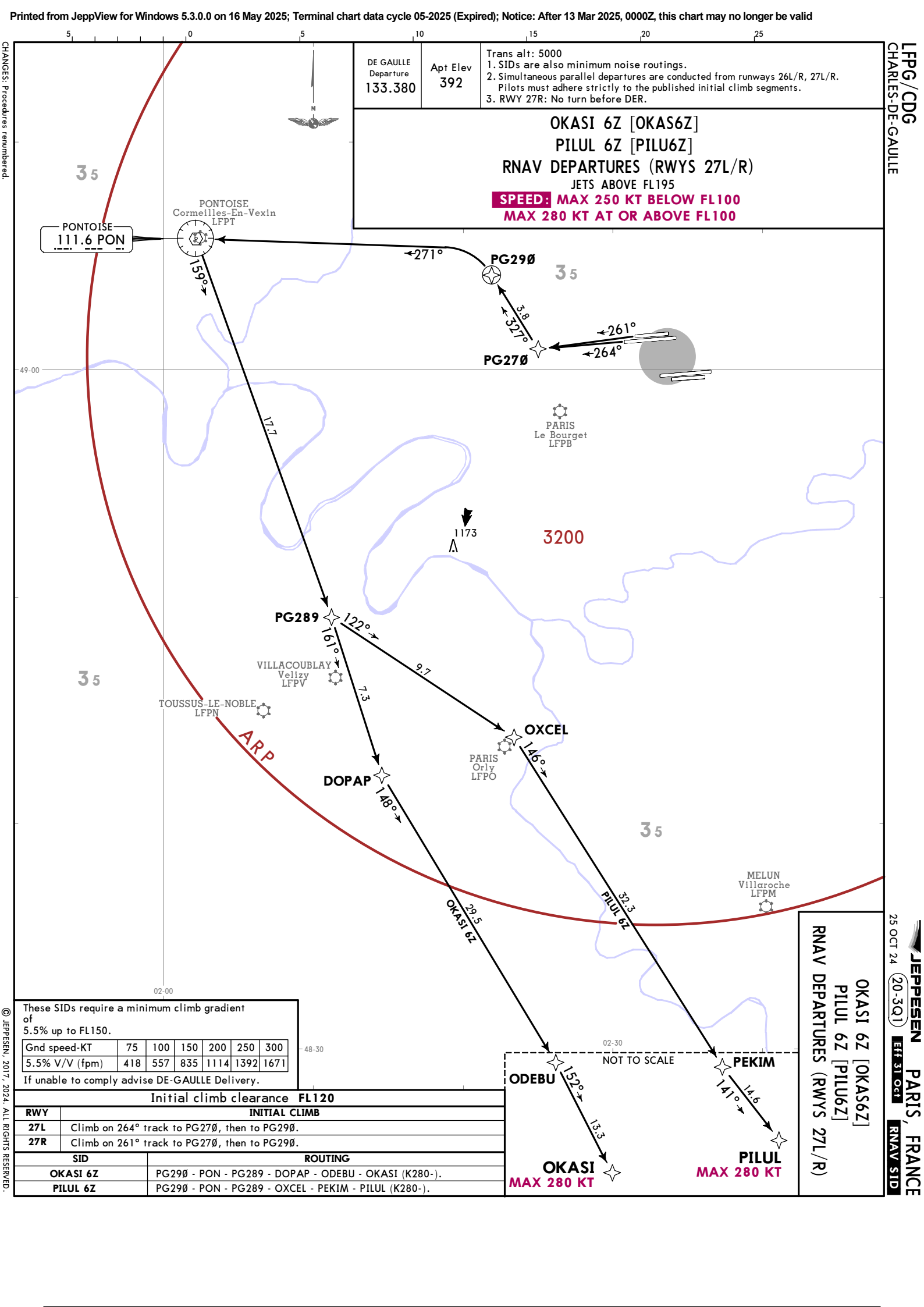






CHANGES: Procedure as renumbered.





LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3Q2) Eff 31 Oct

PARIS, FRANCE
RNAV SID

DE GAULLE
Departure
133.380

Apt Elev
392

- Trans alt: 5000
1. SIDs are also minimum noise routings.
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
 3. RWY 26L: No turn before DER.

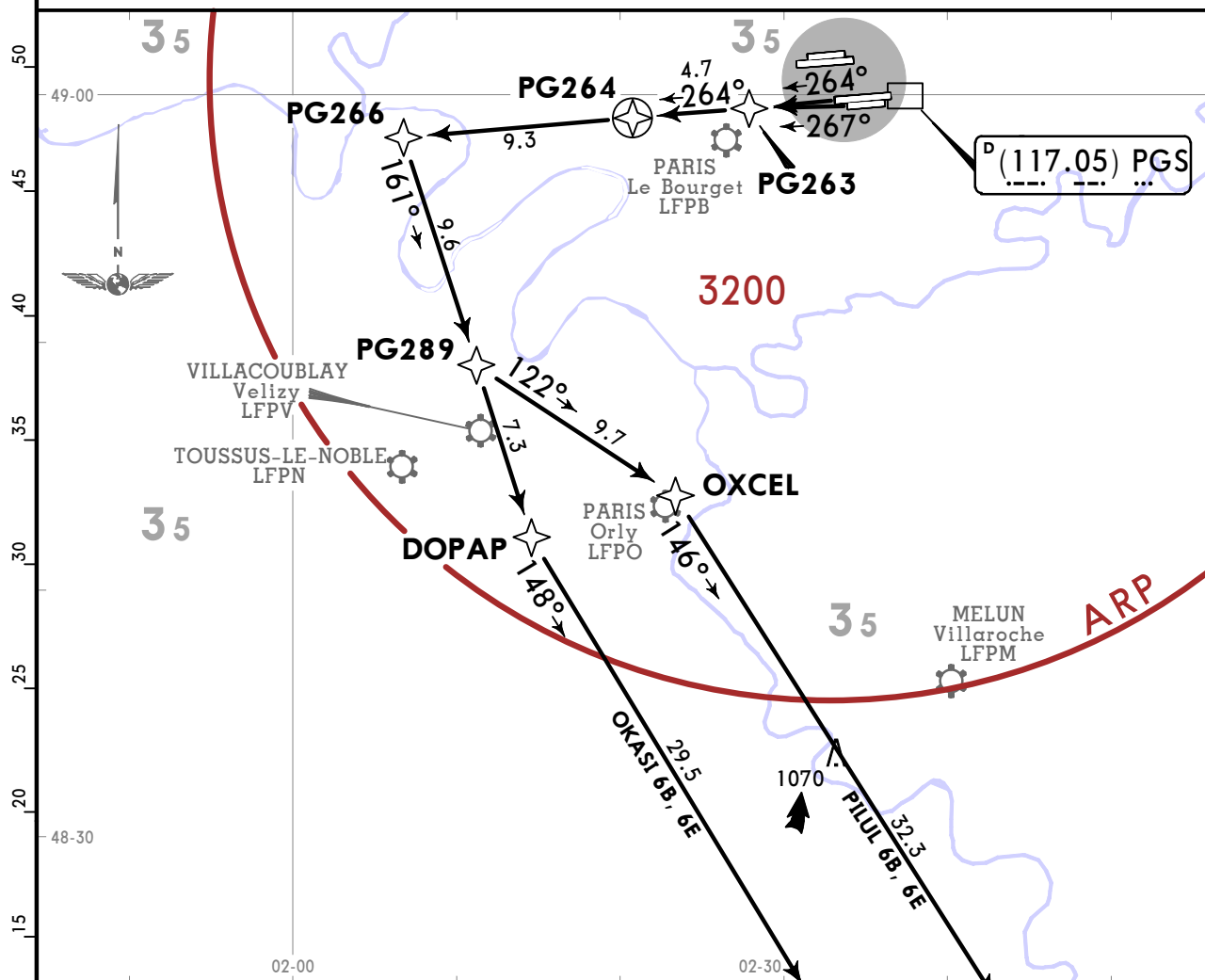
OKASI 6B [OKAS6B], OKASI 6E [OKAS6E]

PILUL 6B [PILU6B], PILUL 6E [PILU6E]

RNAV DEPARTURES (RWYS 26L/R)

JETS ABOVE FL195

SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require minimum climb gradients of
6.5% up to FL060, then
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
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance **FL120**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY **INITIAL CLIMB**

26L Climb on 267° track to PG263, then to PG264.

26R Climb on 264° track to PG263, then to PG264.

SID

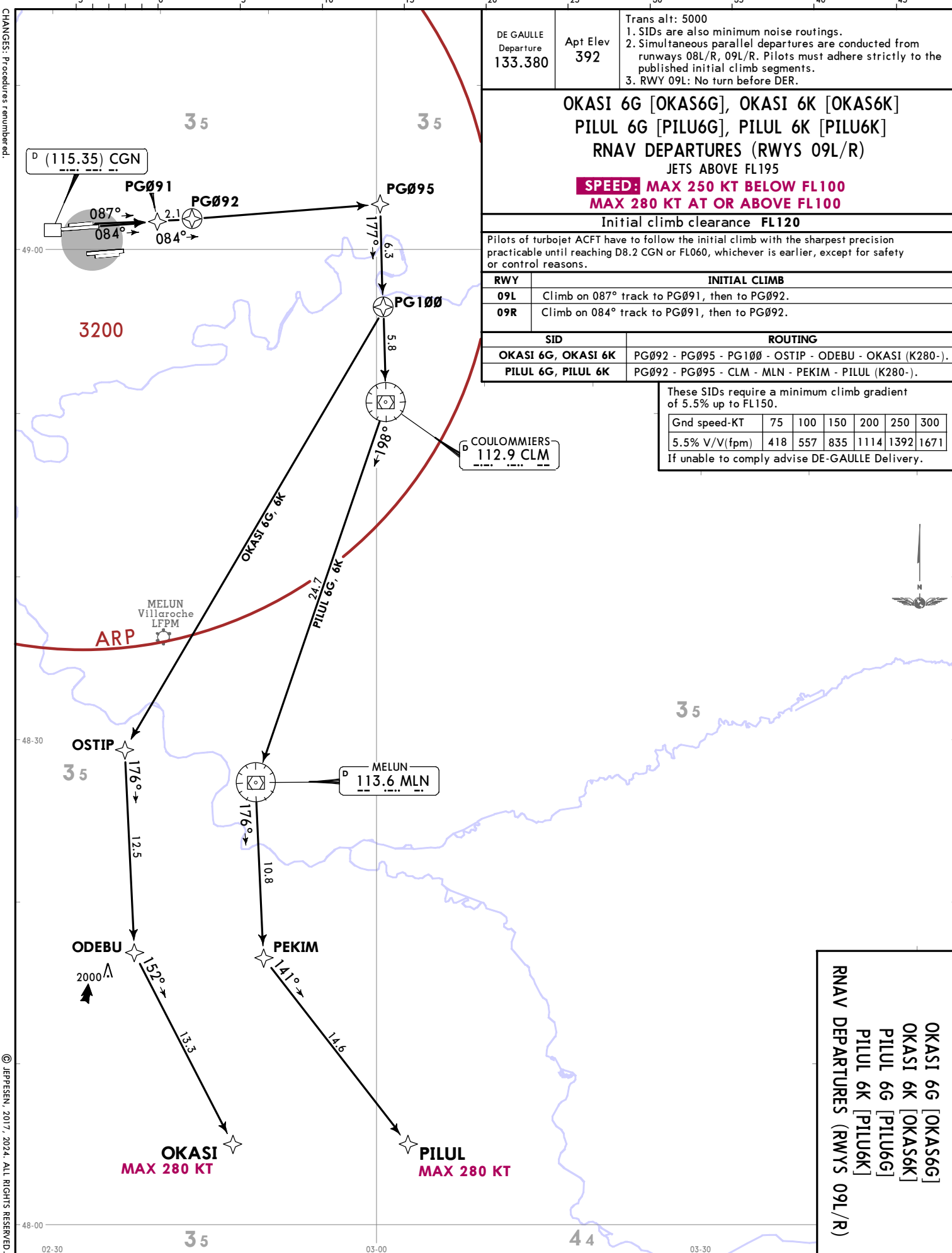
OKASI 6B, OKASI 6E

PILUL 6B, PILUL 6E

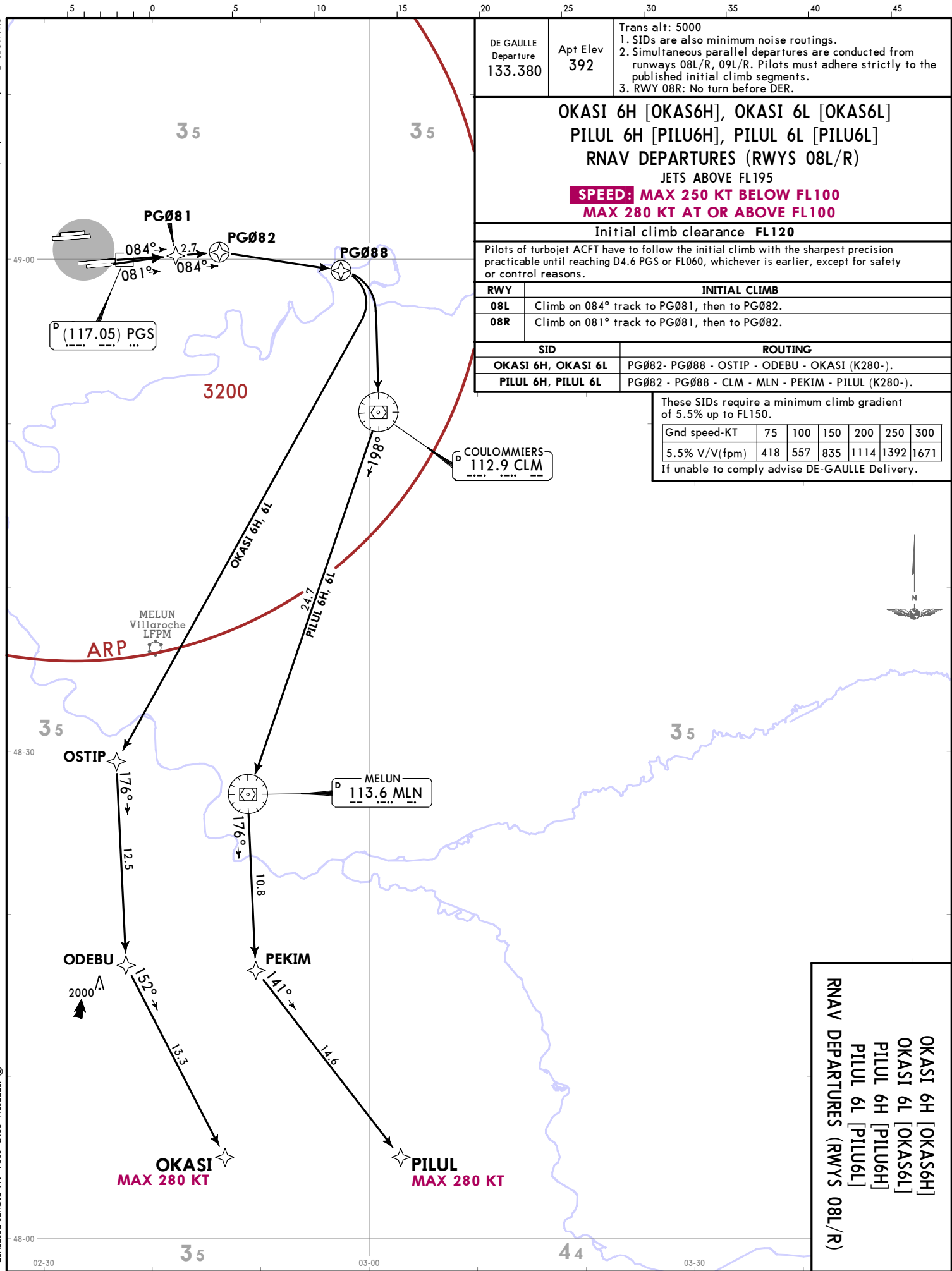
ROUTING

PG264 - PG266 - PG289 - DOPAP - ODEBU - OKASI (K280-).

PG264 - PG266 - PG289 - OXCEL - PEKIM - PILUL (K280-).



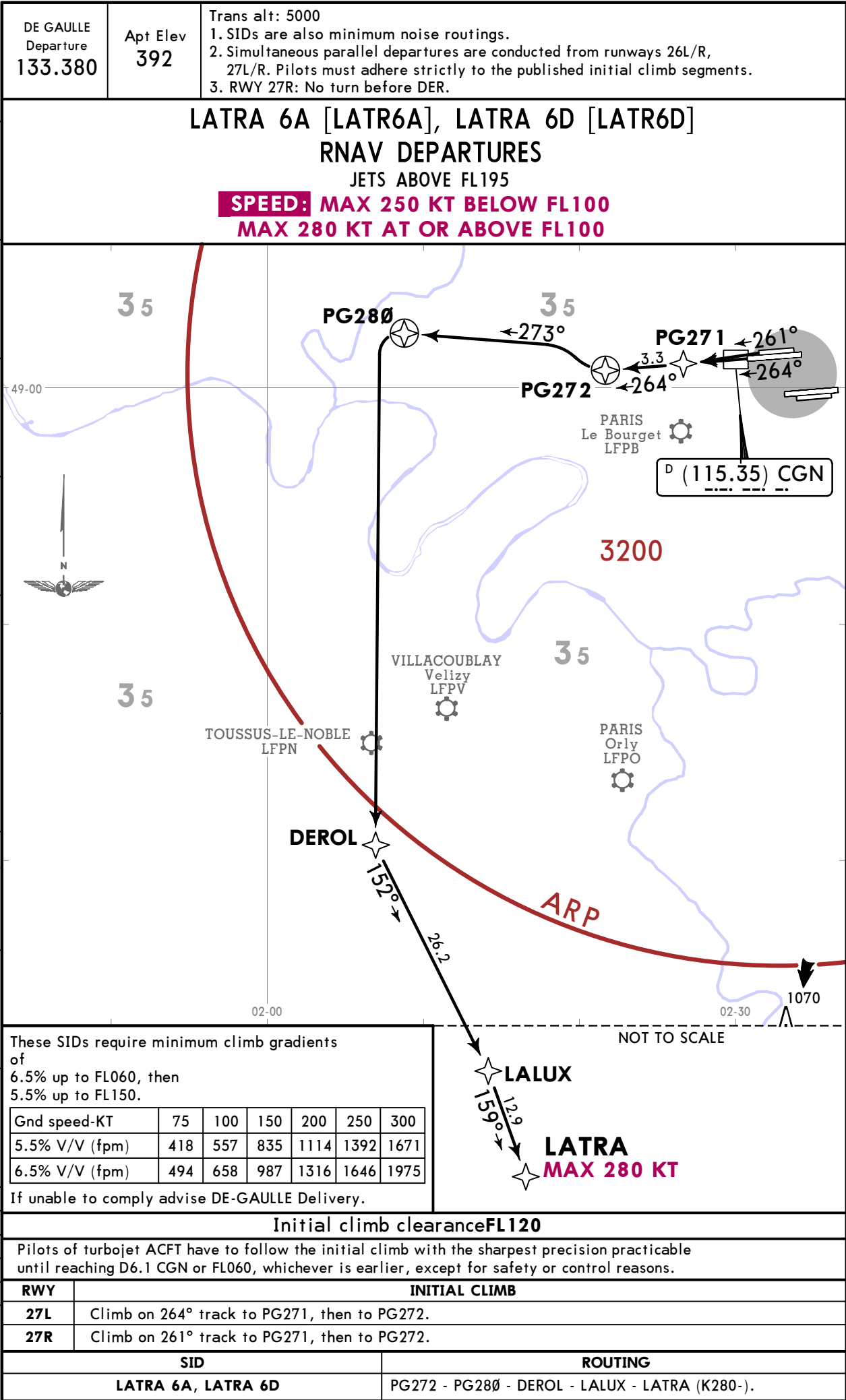
CHANGES: Procedures renumbered.



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3Q5) Eff 31 Oct

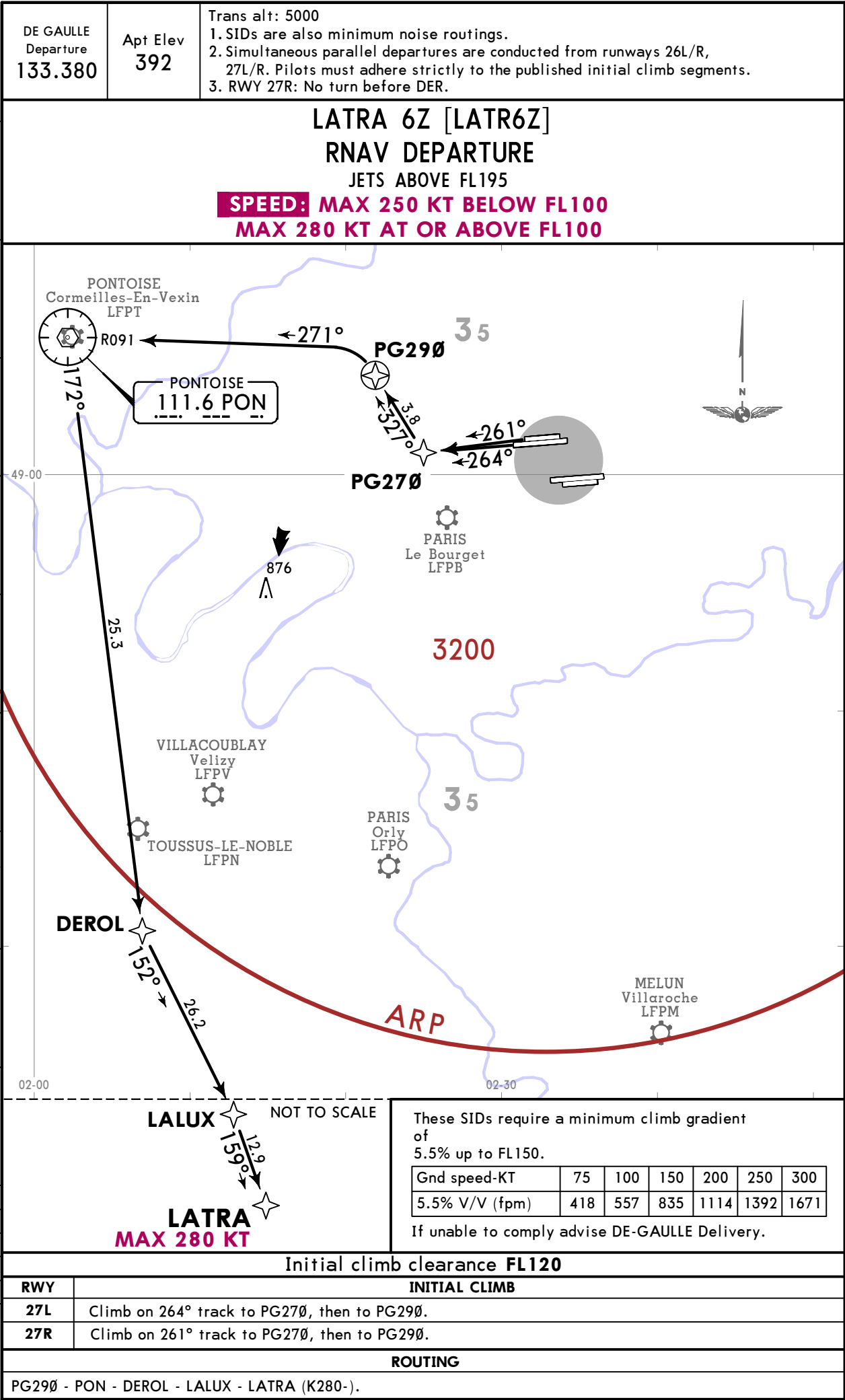
PARIS, FRANCE
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3Q6) Eff 31 Oct

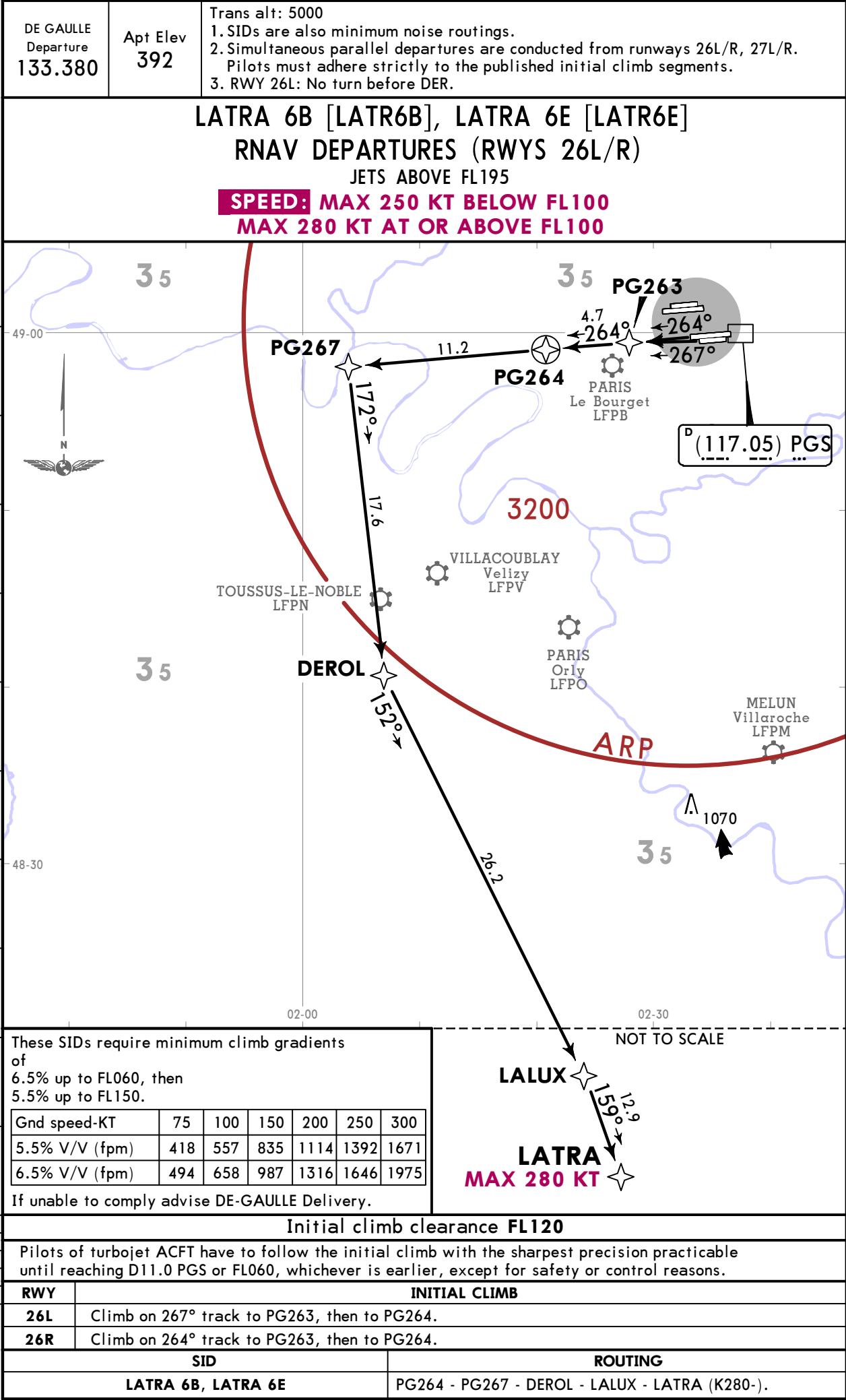
PARIS, FRANCE
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3Q7) Eff 31 Oct

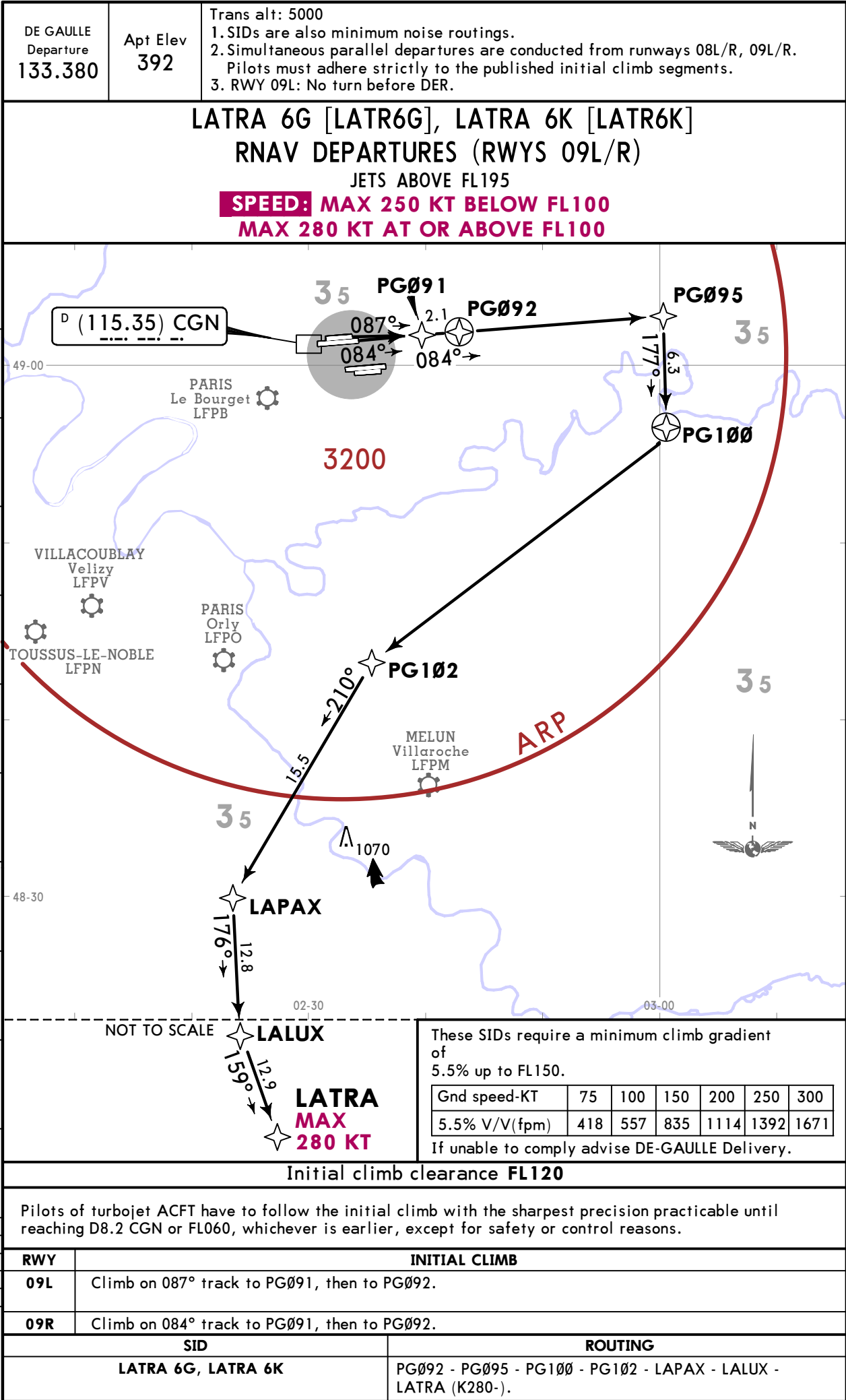
PARIS, FRANCE
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 **20-3Q8** **Eff 31 Oct**

PARIS, FRANCE
RNAV SID



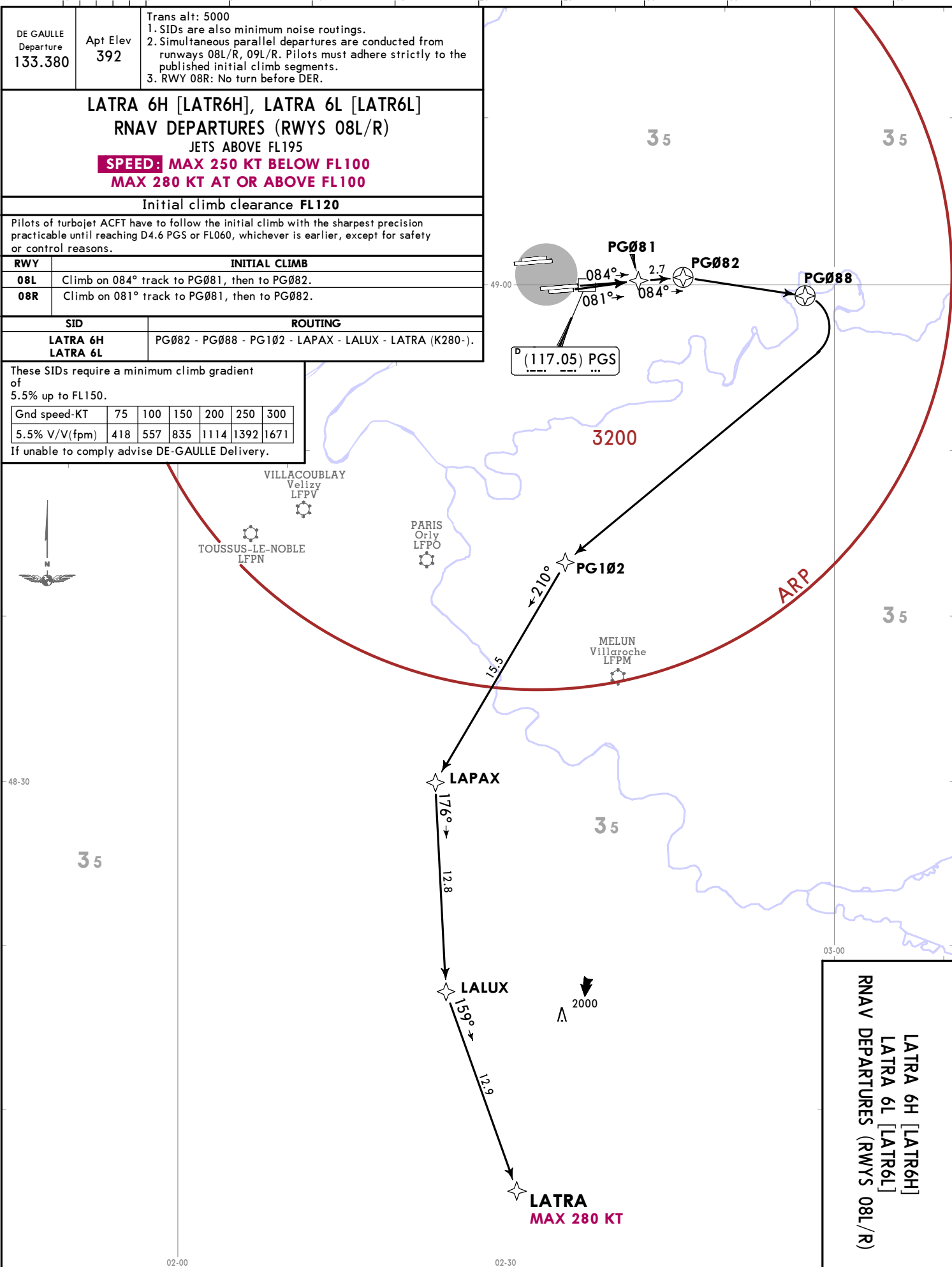
CHANGES: Procedures renumbered

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.
LATRA 6H [LATR6H], LATRA 6L [LATR6L] RNAV DEPARTURES (RWYS 08L/R) JETS ABOVE FL195 SPEED: MAX 250 KT BELOW FL100 MAX 280 KT AT OR ABOVE FL100		
Initial climb clearance FL120		
Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.		
RWY	INITIAL CLIMB	
08L	Climb on 084° track to PG081, then to PG082.	
08R	Climb on 081° track to PG081, then to PG082.	
SID		ROUTING
LATRA 6H LATRA 6L		PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA (K280-).

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 DE-GAULLE Delivery.



LATRA 6H [LATR6H]
LATRA 6L [LATR6L]
RNAV DEPARTURES (RWYS 08L/R)

3. RWY 27R: No turn before DER.

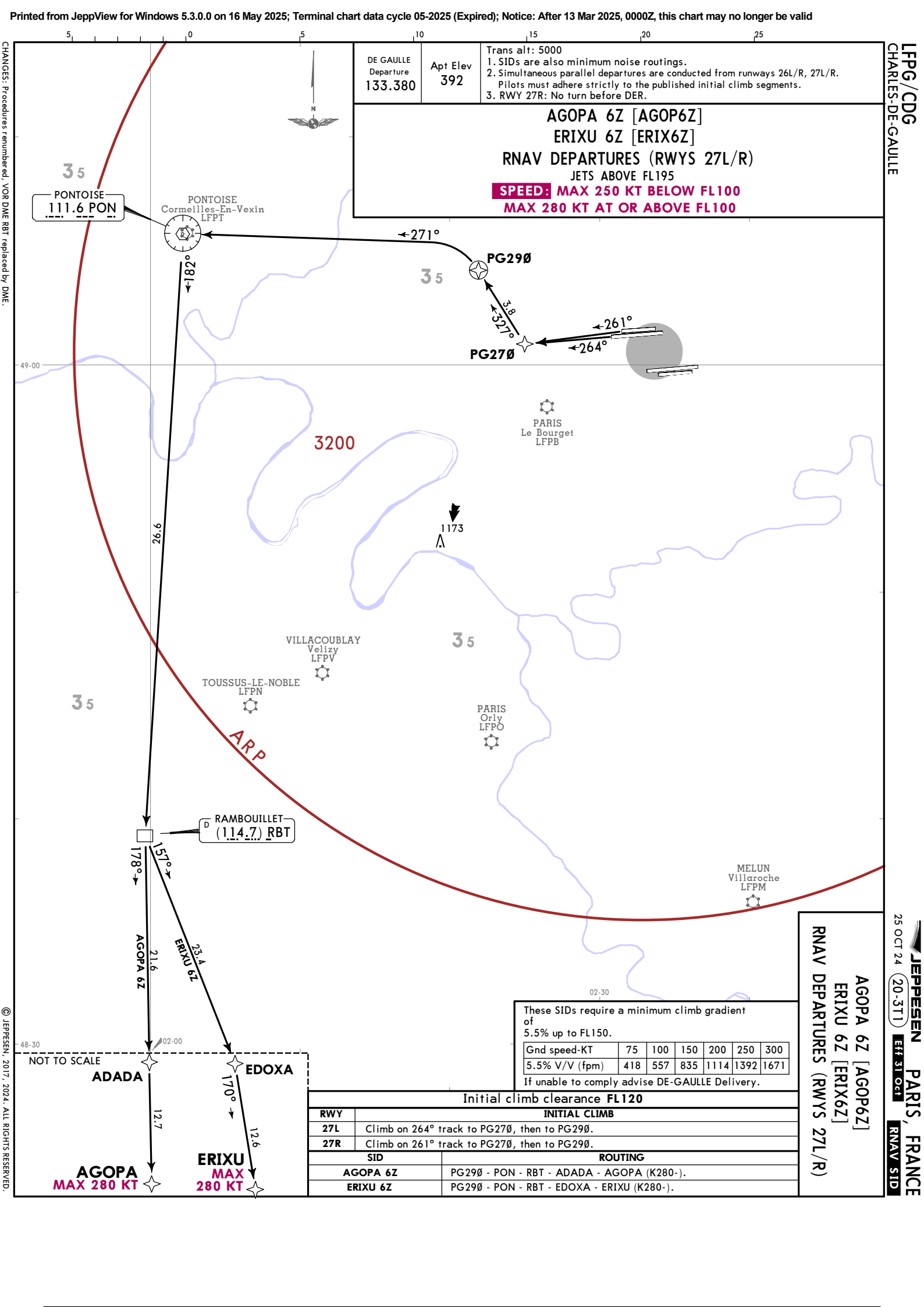
MAX 280 KT AT OR ABOVE FL100

ERIXU

SID	ROUTING
AGOPA 6A, AGOPA 6D	PG272 - PG280 - RBT - ADADA - AGOPA (K280-).
ERIXU 6A, ERIXU 6D	PG272 - PG280 - RBT - EDOXA - ERIXU (K280-).

AGOPA 6A [AGOP6A], AGOPA 6D [AGOP6D],
ERIXU 6A [ERIX6A], ERIXU 6D [ERIX6D]
RNAV DEPARTURES (RWYS 27L/R)

PARIS, FRANCE
RNAV SID



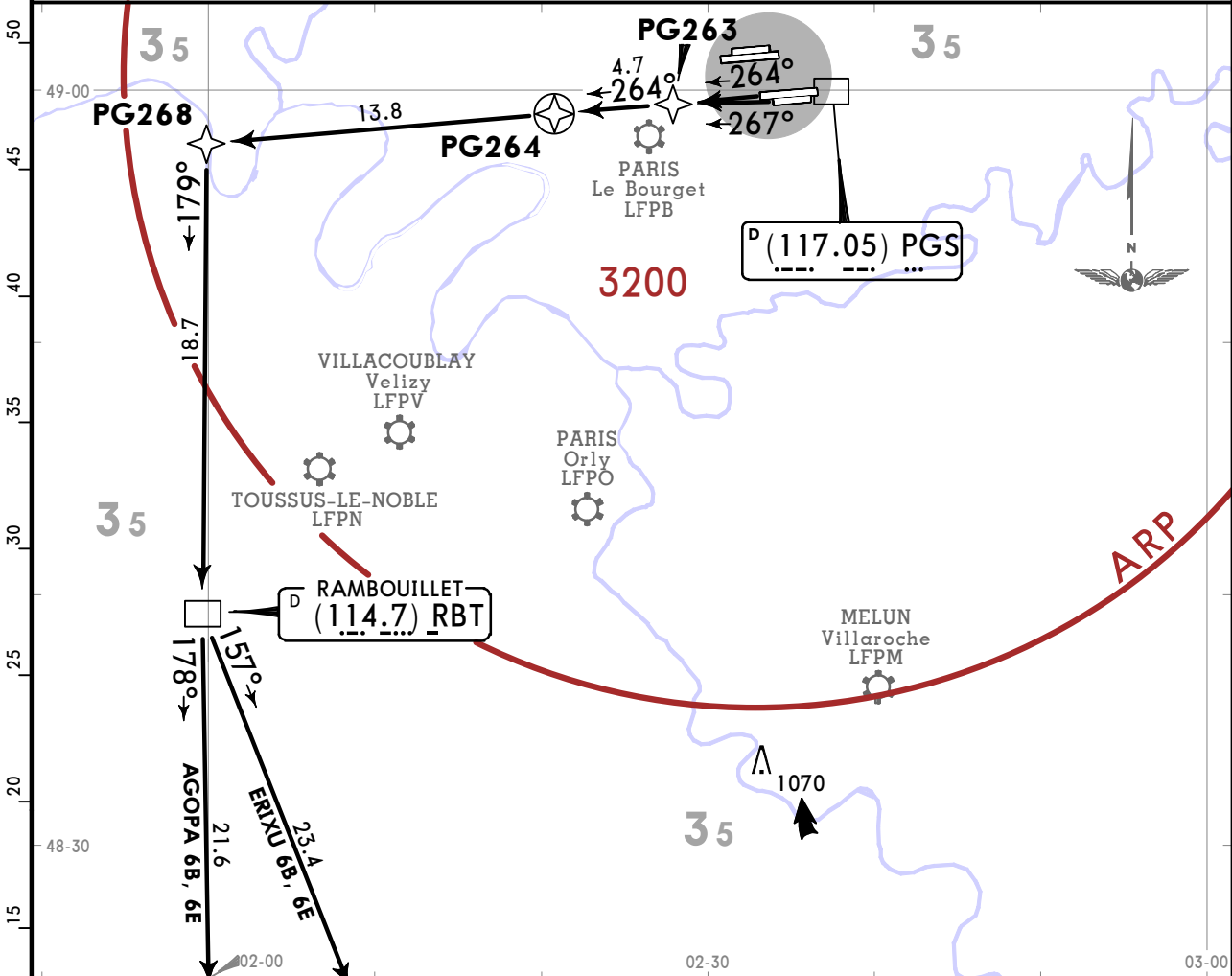
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3T2) Eff 31 Oct

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.
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AGOPA 6B [AGOP6B], AGOPA 6E [AGOP6E]
ERIXU 6B [ERIX6B], ERIXU 6E [ERIX6E]
RNAV DEPARTURES (RWYS 26L/R)
JETS ABOVE FL195
SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require minimum climb gradients of
6.5% up to FL060, then
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
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267° track to PG263, then to PG264.
26R	Climb on 264° track to PG263, then to PG264.

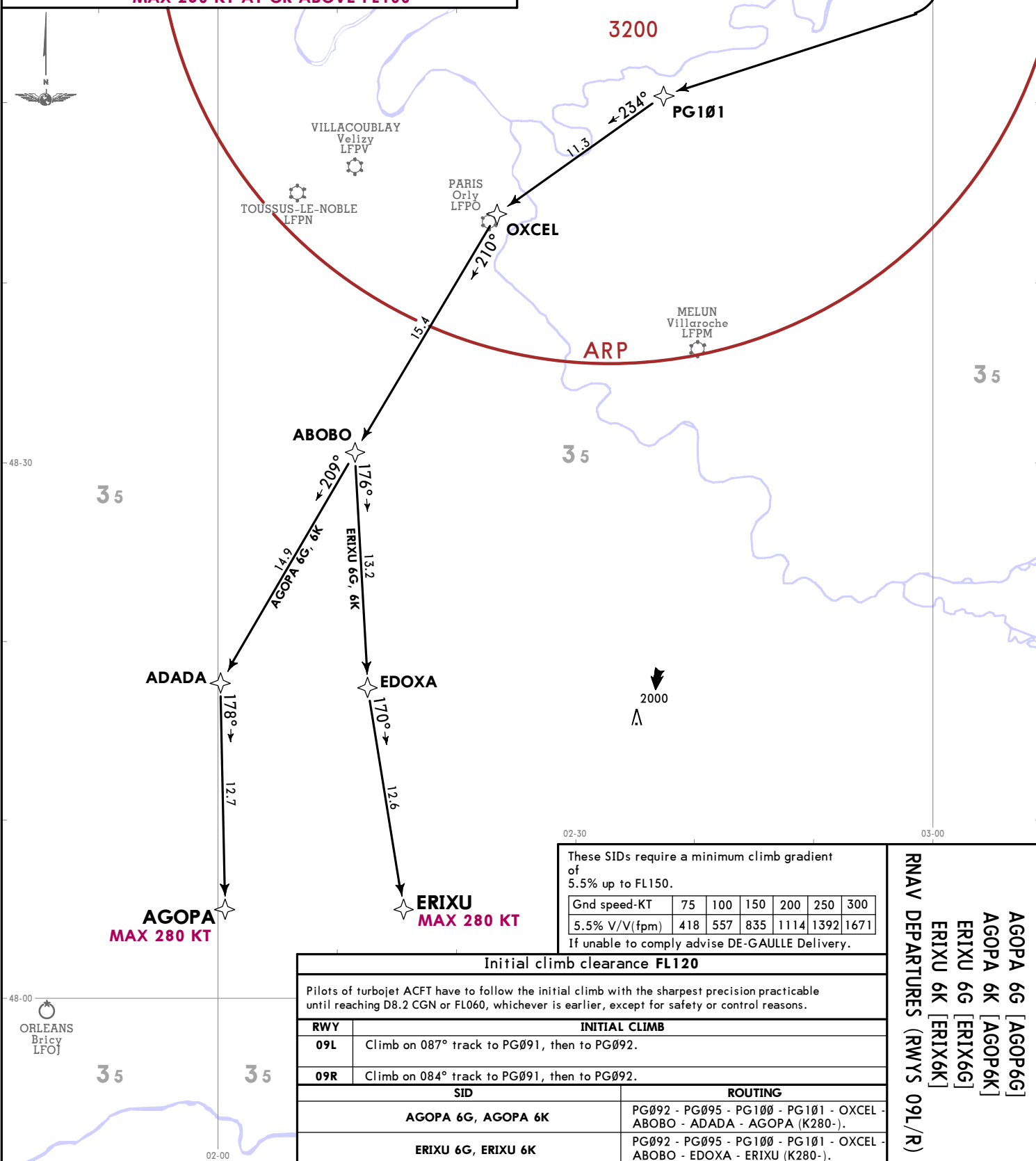
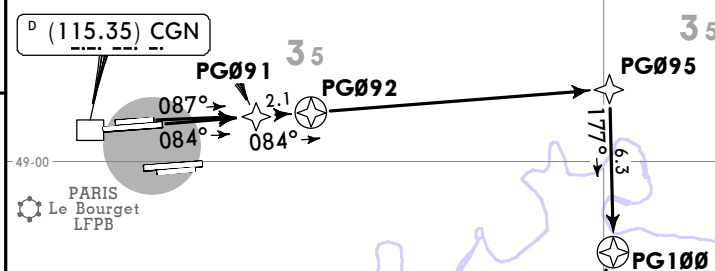
SID	ROUTING
AGOPA 6B, AGOPA 6E	PG264 - PG268 - RBT - ADADA - AGOPA (K280-).
ERIXU 6B, ERIXU 6E	PG264 - PG268 - RBT - EDOXA - ERIXU (K280-).

CHANGES: Procedures renumbered

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise departure routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 09L: No turn before DER.
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AGOPA 6G [AGOP6G], AGOPA 6K [AGOP6K]
ERIXU 6G [ERIX6G], ERIXU 6K [ERIX6K]
RNAV DEPARTURES (RWYS 09L/R)
JETS ABOVE FL195

SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



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 DE-GAULLE Delivery.

Initial climb clearance **FL120**

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

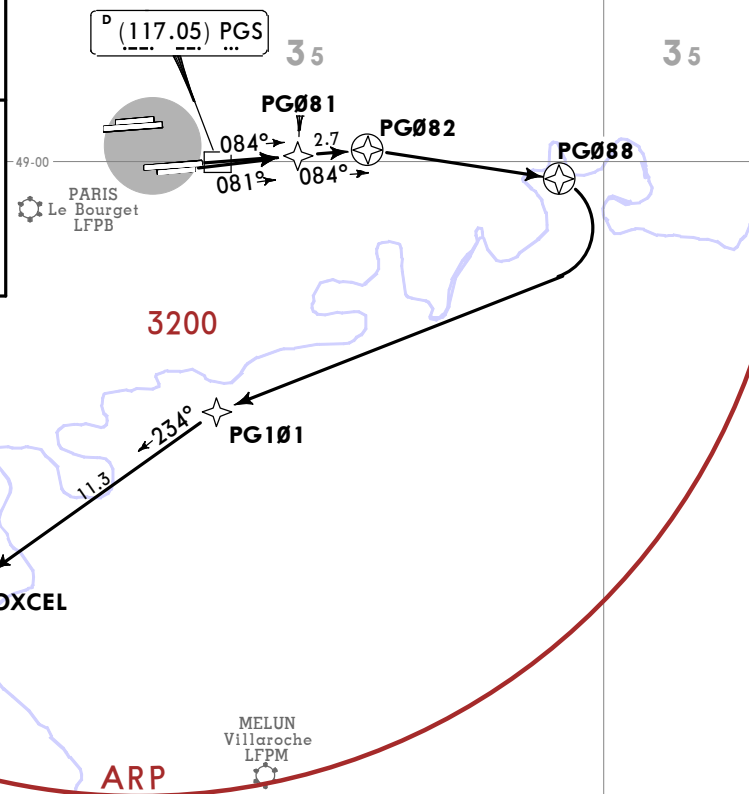
RWY	INITIAL CLIMB
09L	Climb on 087° track to PG091, then to PG092.
09R	Climb on 084° track to PG091, then to PG092.
SID	ROUTING
AGOPA 6G, AGOPA 6K	PG092 - PG095 - PG100 - PG101 - OXCEL ABOBO - ADADA - AGOPA (K280-).
ERIXU 6G, ERIXU 6K	PG092 - PG095 - PG100 - PG101 - OXCEL ABOBO - EDOXA - ERIXU (K280-).

AGOPA 6G [AGOP6G]
AGOPA 6K [AGOP6K]
ERIXU 6G [ERIX6G]
ERIXU 6K [ERIX6K]
RNAV DEPARTURES (RWYS 09L/R)

Apt Elev
392

2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 08R: No turn before DER.

MAX 280 KT AT OR ABOVE FL100



TOUSSUS-LE-NOBLE
LEPN

VILLACOUBLAY
Velizy
LFPV

PARIS
Only
LFPO

OXCEL

MELUN
Villaroche
LFPM

ABOBO

ADADA



ERIXU
MAX 280 KT

If unable to comply advise DE-GAULLE Delivery.

RWY	INITIAL CLIMB
08L	Climb on 084° track to PG081, then to PG082.
08R	Climb on 081° track to PG081, then to PG082.

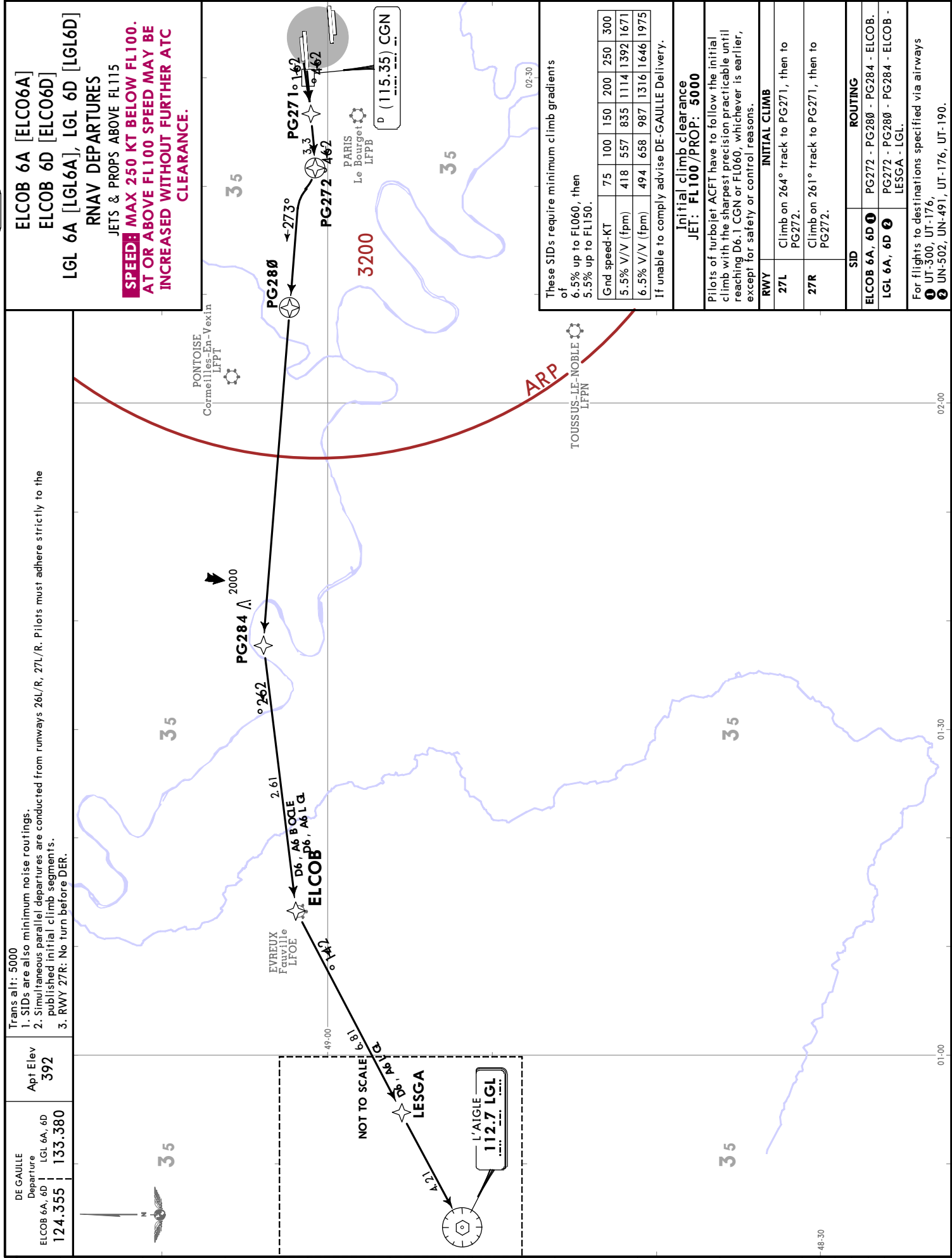
PG082 - PG088 - PG101 - OXCEL - ABOBO - ADADA - AGOPA (K280-).
PG082 - PG088 - PG101 - OXCEL - ABOBO - EDOXA - ERIXU (K280-).

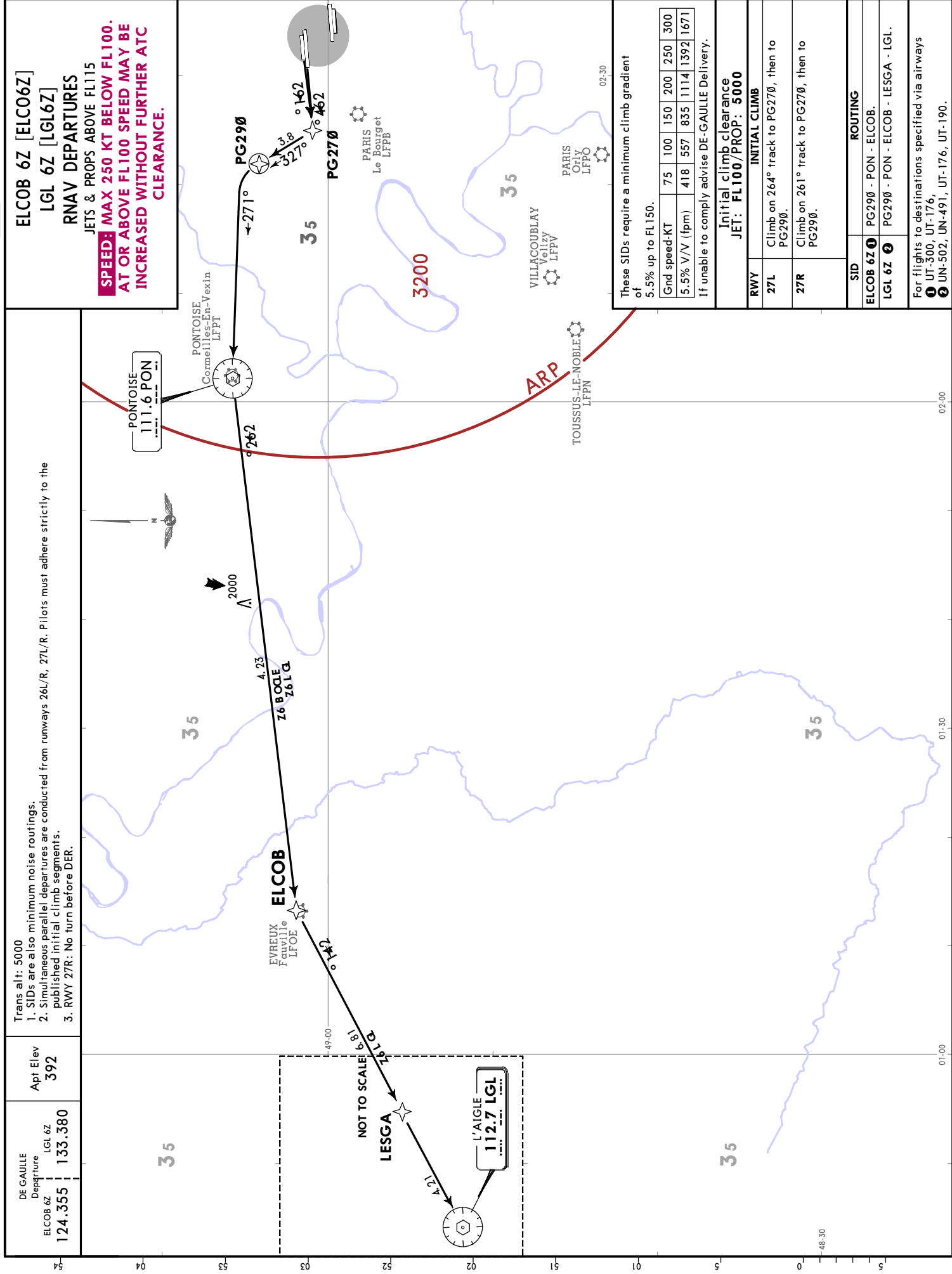
RNAV DEPARTURES (RWYS 08L/R)

AGOPA 6H [AGOP6H]
AGOPA 6L [AGOP6L]
ERIXU 6H [ERIX6H]
ERIXU 6L [ERIX6L]

LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen PARIS, FRANCE
25 OCT 24 **20-314** Eff 31 Oct **RNAV SID**

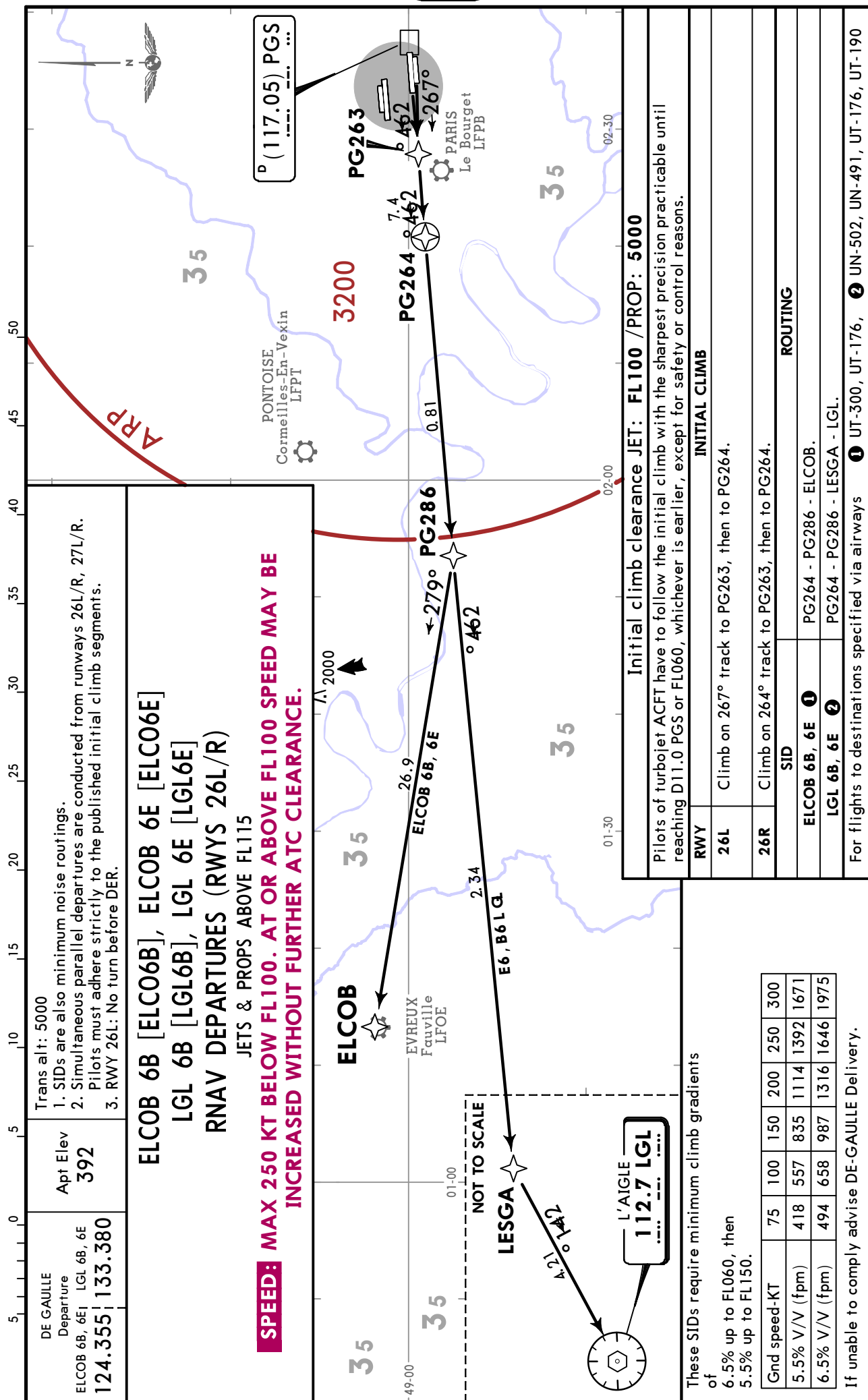




LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
25 OCT 24 (20-3T7) Eff 31 Oct

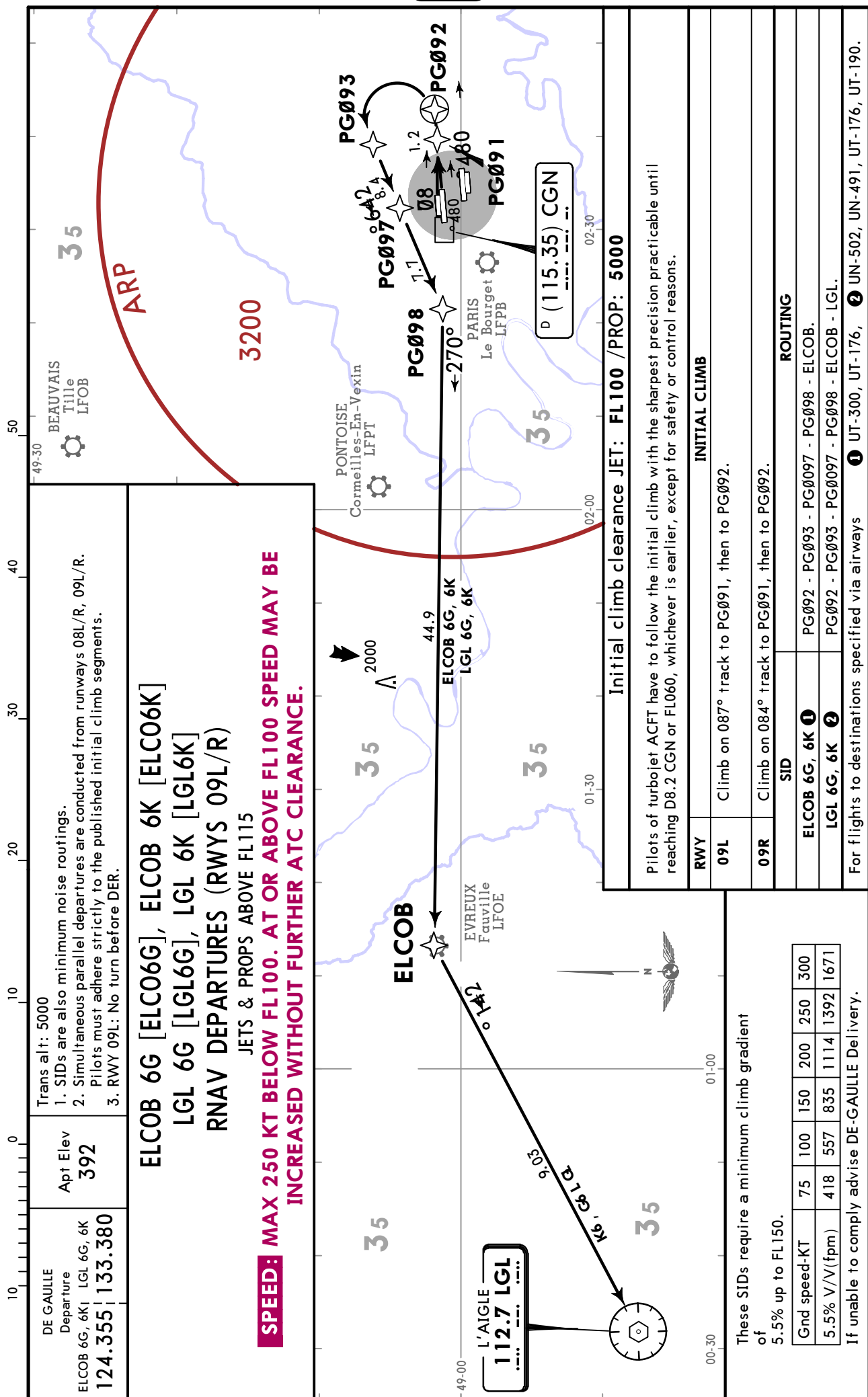
PARIS, FRANCE
RNAV SID



LFPG/CDG
CHARLES-DE-GAULLE


JEPPESSEN
 25 OCT 24 **(20-3T8)** **Eff 31 Oct**

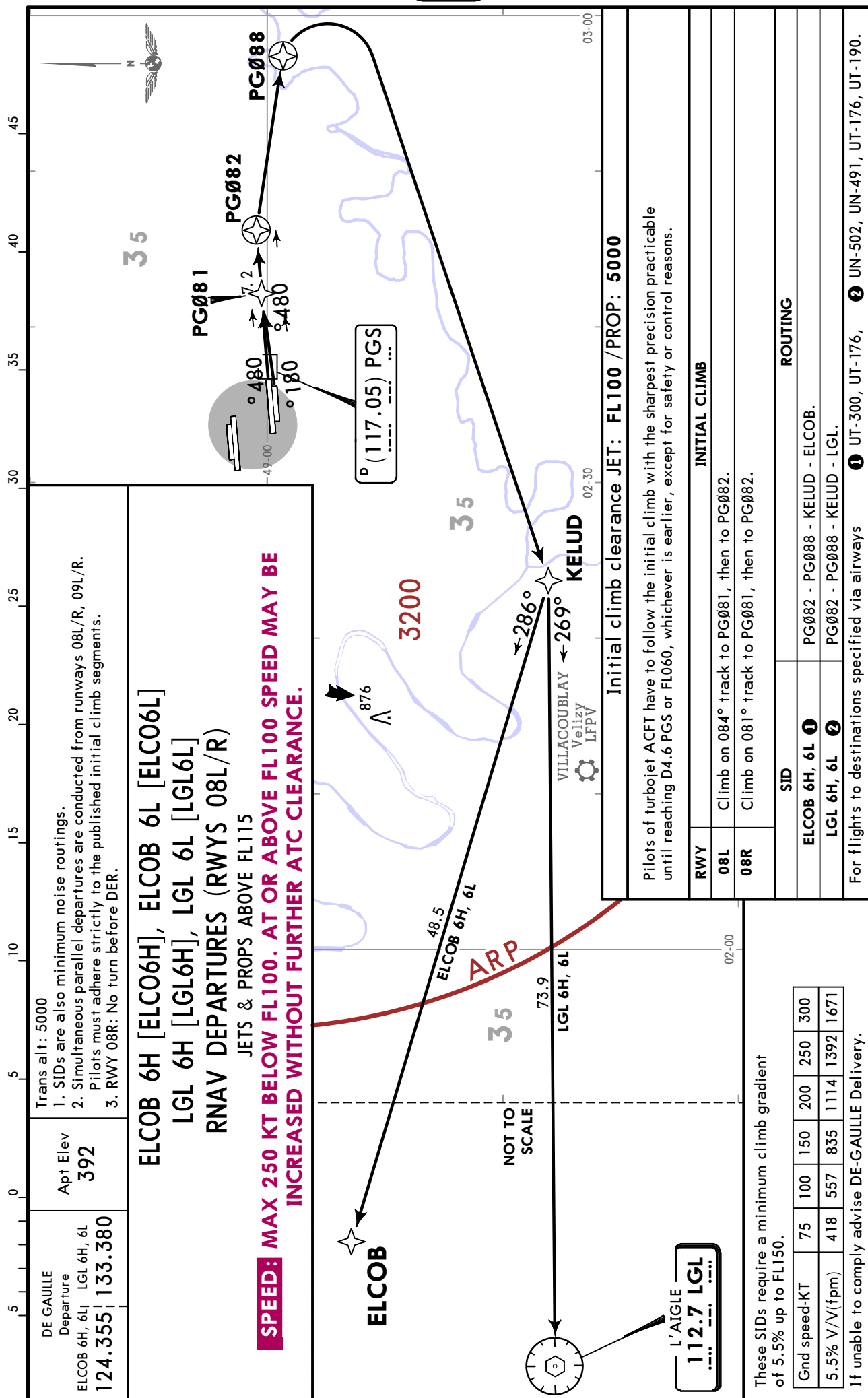
PARIS, FRANCE

RNAV SID

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 **(20-3U)** **Eff 31 Oct**

PARIS, FRANCE

RNAV SID

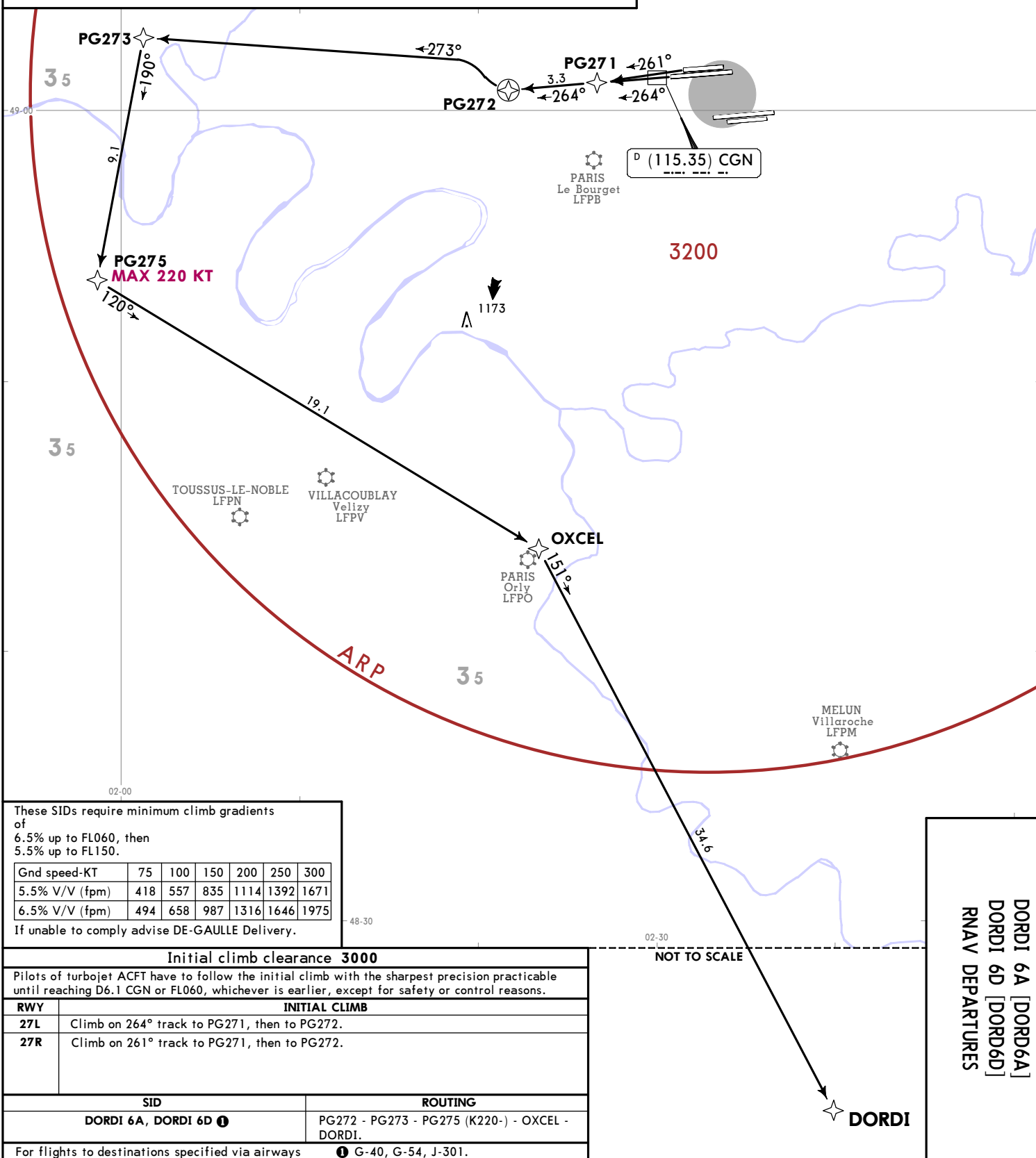
JEPPESSEN PARIS, FRANCE
25 OCT 24 **20-3V** Eff 31 Oct **RNAV SID**

Trans alt: 5000

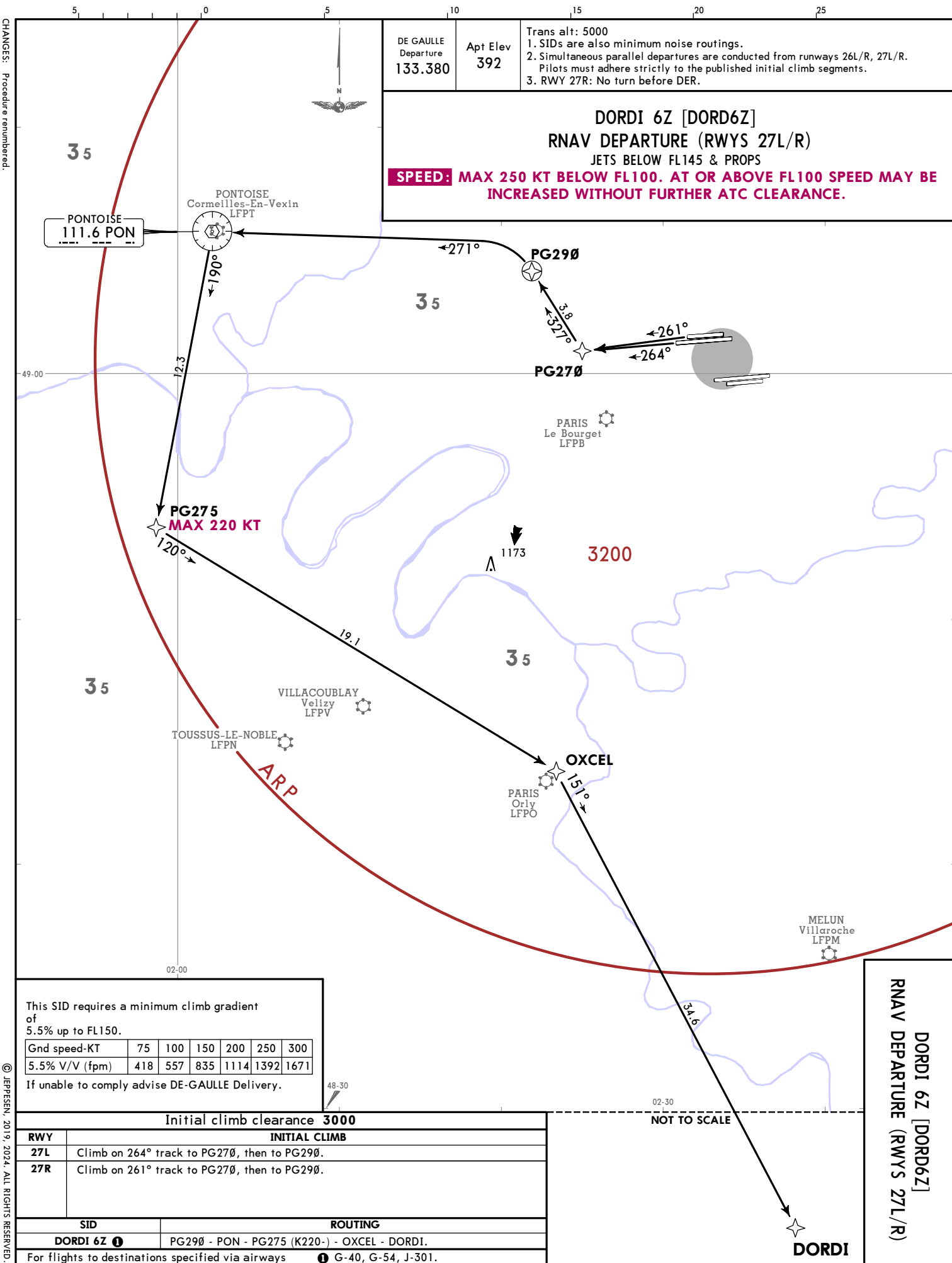
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

JETS BELOW FL145 & PROPS

35



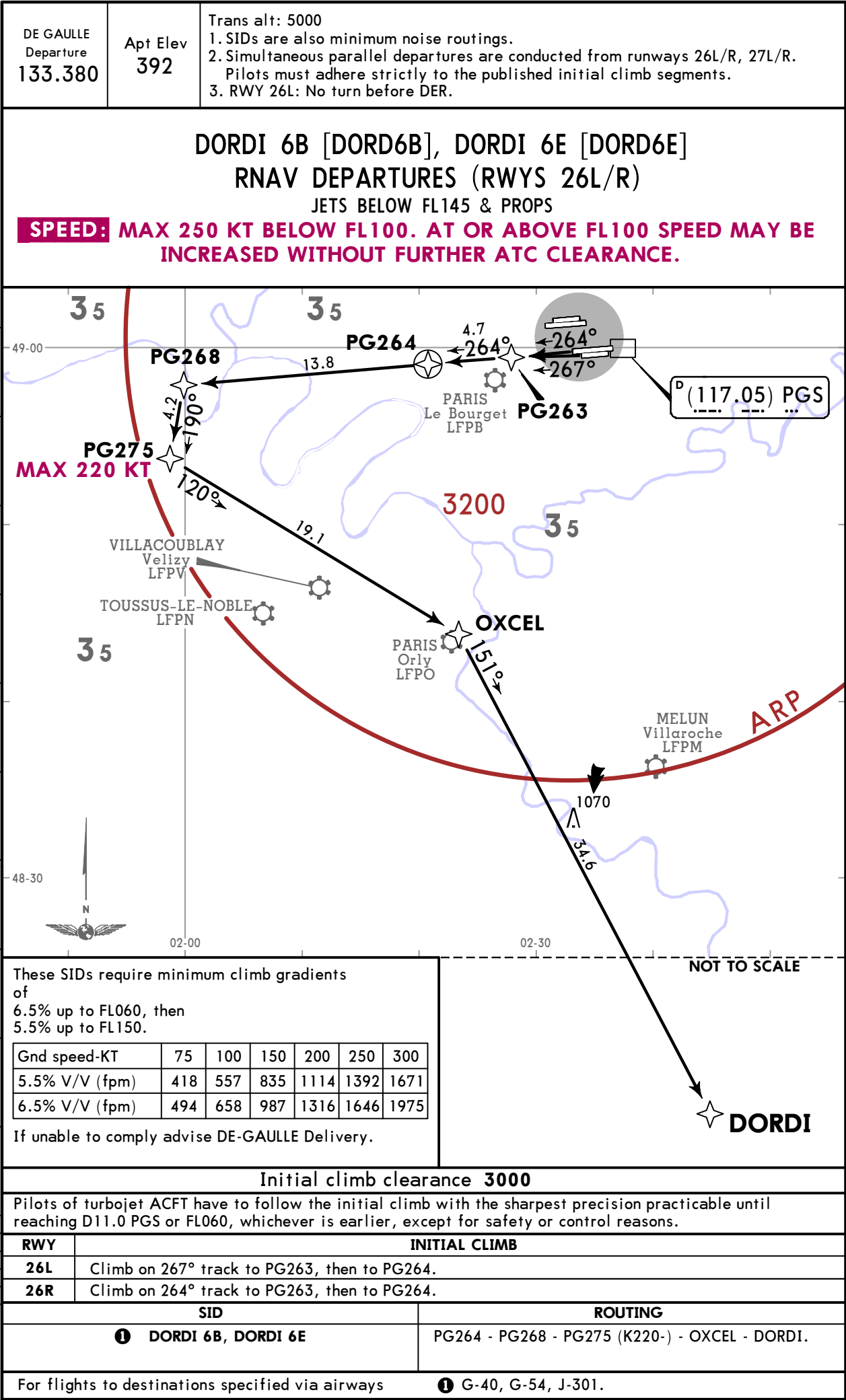
JEPPSEN PARIS, FRANCE
25 OCT 24 (20-3V1) Eff 31 Oct RNAV SID



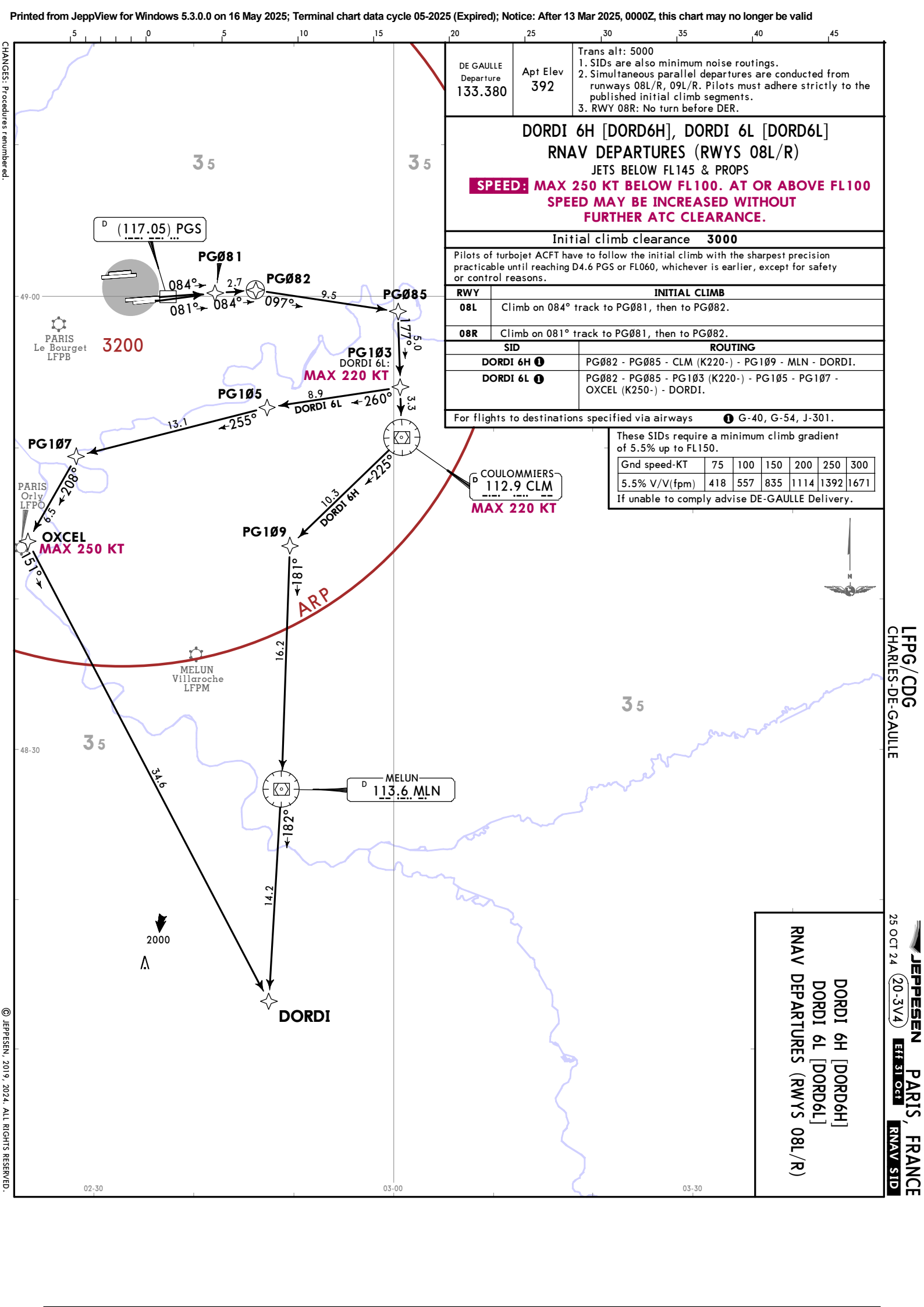
LFPG/CDG
CHARLES-DE-GAULLE

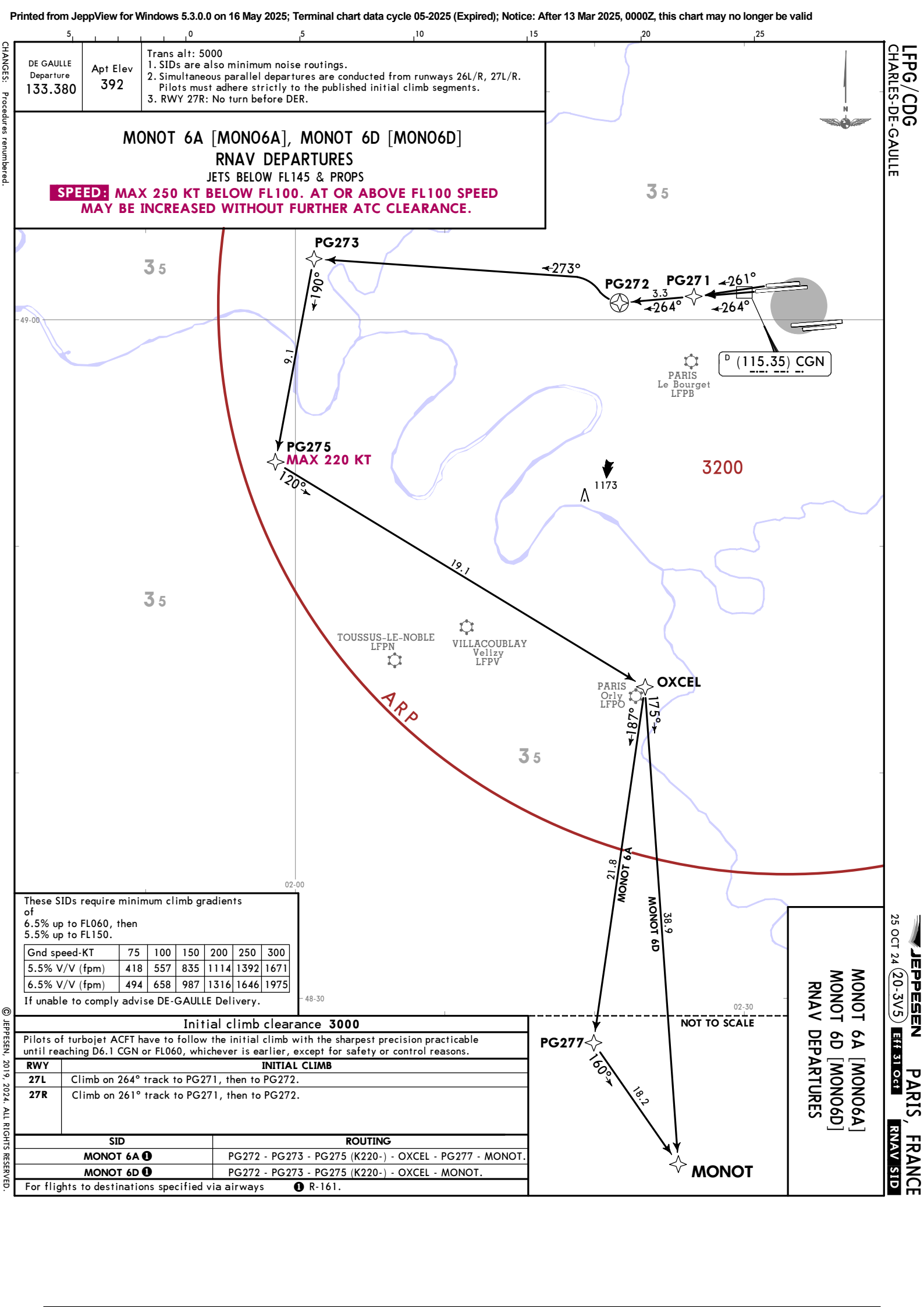
JEPPESSEN
25 OCT 24 20-3V2 Eff 31 Oct

PARIS, FRANCE
RNAV SID

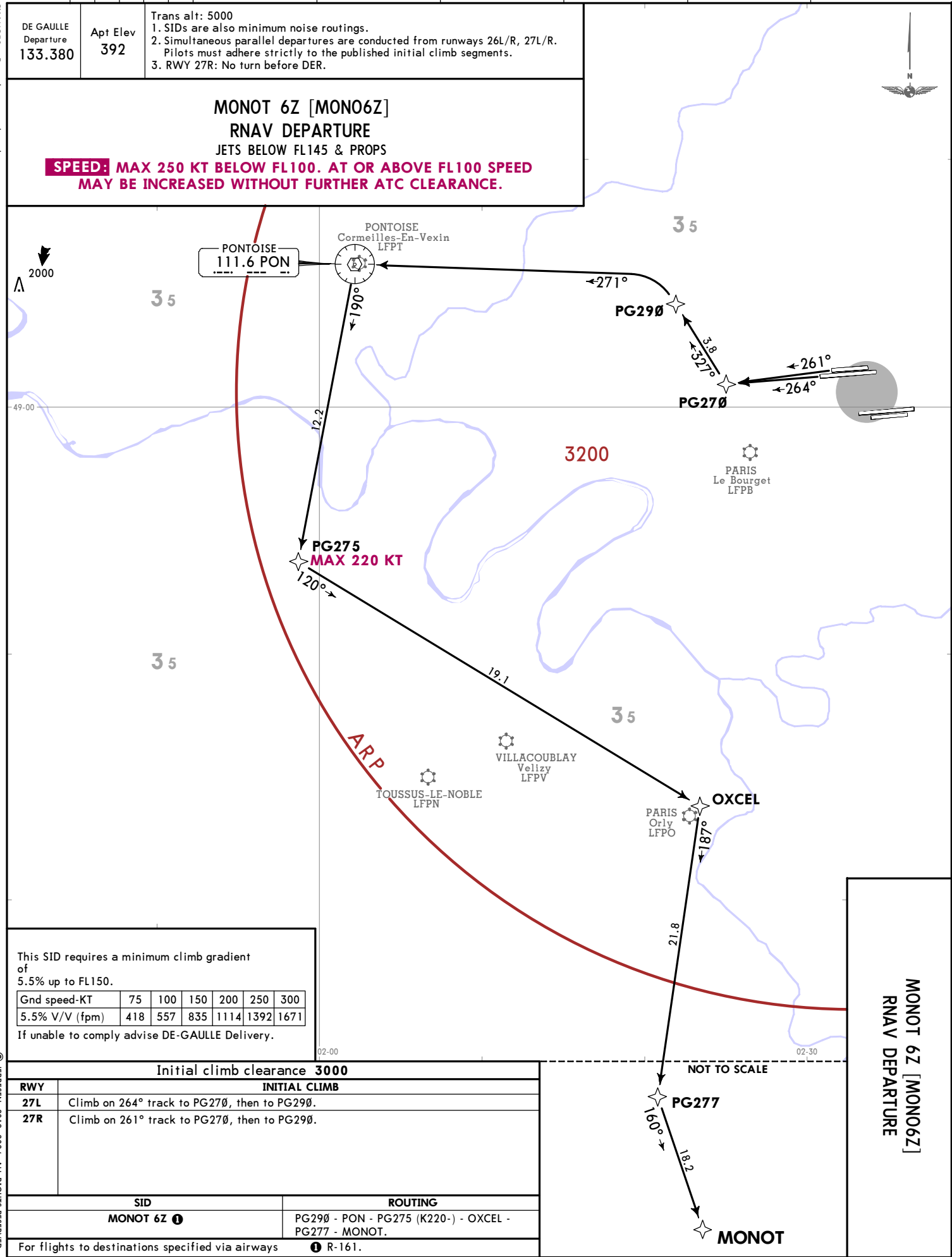








CHANGES: Procedure renumbered.



DE GAULLE Departure 133 380	Apt Elev 392
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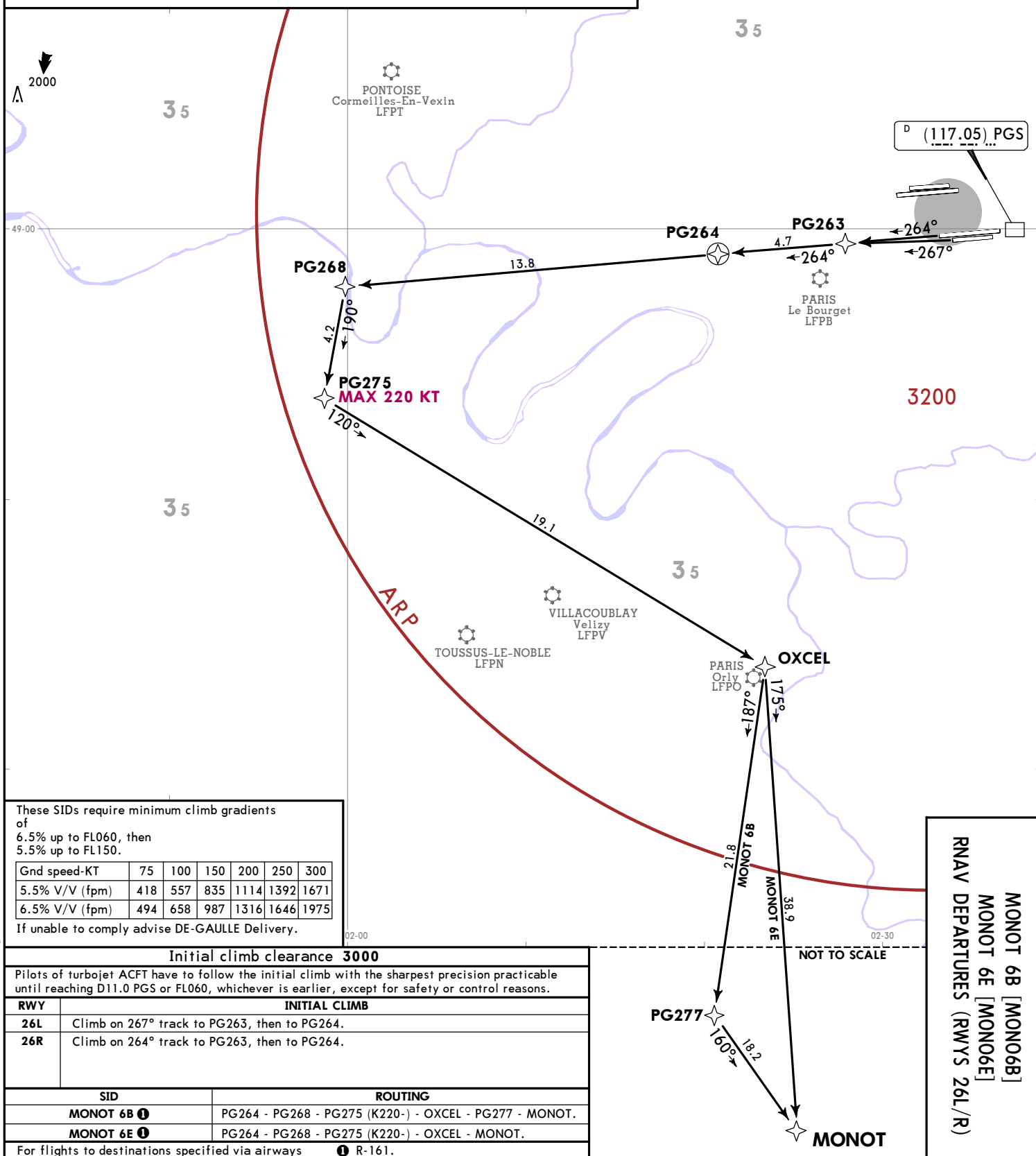
Trans alt: 5000

1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 26L: No turn before DER.

RNAV DEPARTURES (RWYS 26L/R)

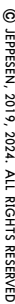
JETS BELOW FL145 & PROPS

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



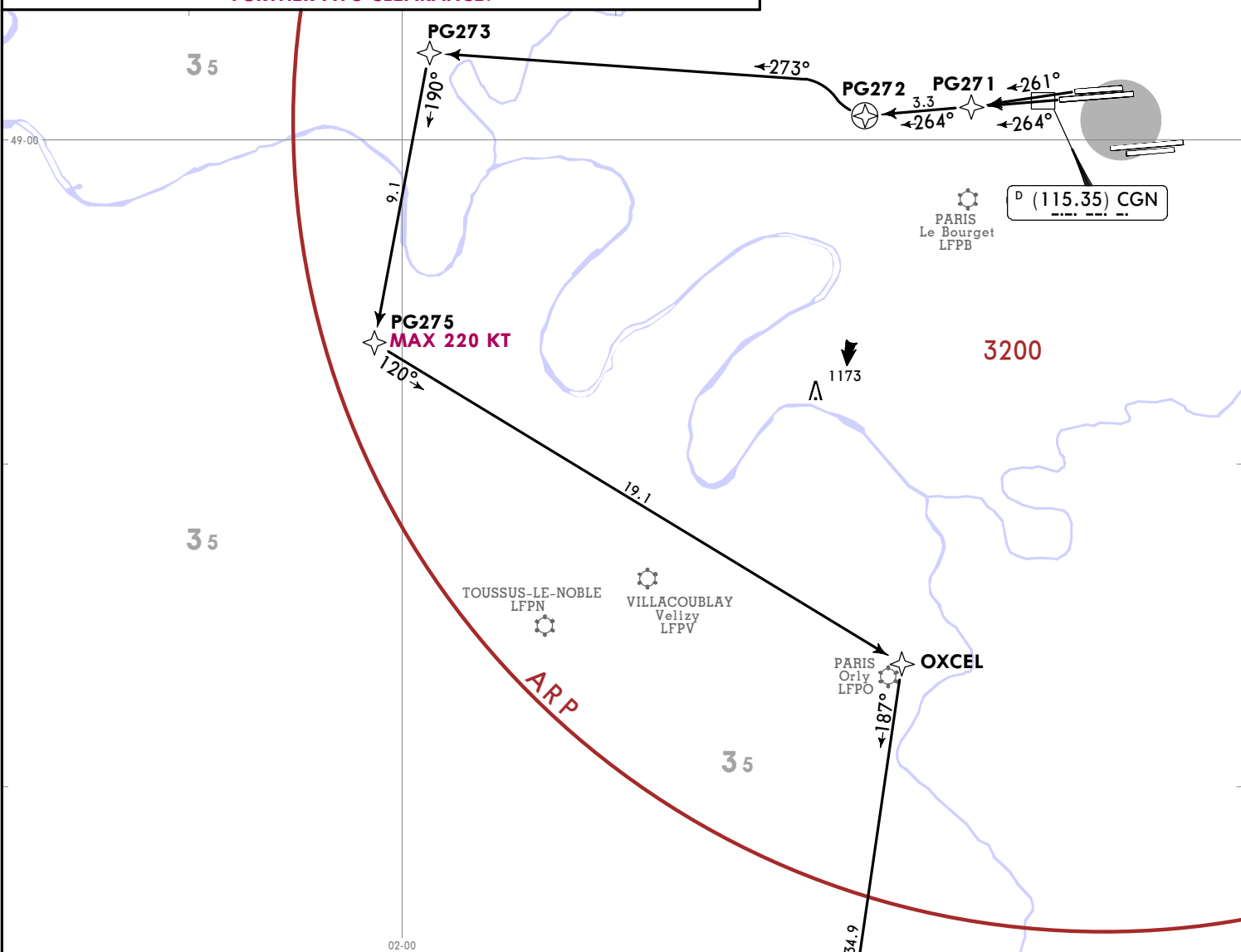
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JEPPESSEN PARIS, FRANCE
25 OCT 24 **20-3V7** **Eff 31 Oct** **RNAV SID**





SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100
SPEED MAY BE INCREASED WITHOUT
FURTHER ATC CLEARANCE.



For flights to destinations specified via airways **①** R-31.

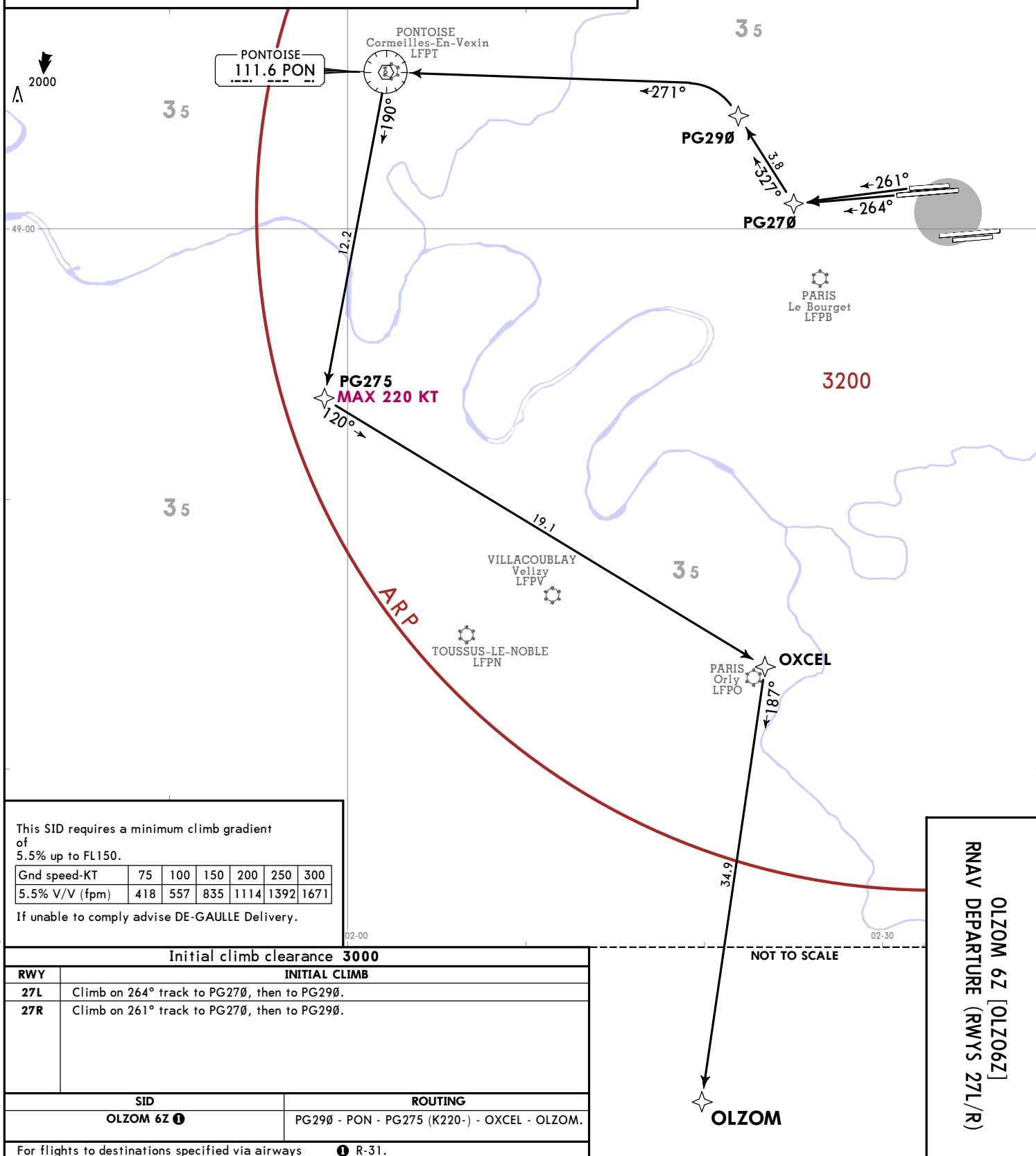
OLZOM 6A [OLZ06A]
OLZOM 6D [OLZ06D]
RNAV DEPARTURES (RWYS 27L/R)

DE GAULLE Departure 133.380	Apt Elev 392
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Trans alt: 5000

1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100
SPEED MAY BE INCREASED WITHOUT
FURTHER ATC CLEARANCE.



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JEPPESSEN PARIS, FRANCE
25 OCT 24 **20-3X1** Eff 31 Oct **RNAV SID**

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3X2) Eff 31 Oct

PARIS, FRANCE
RNAV SID

DE GAULLE
Departure
133.380

Apt Elev
392

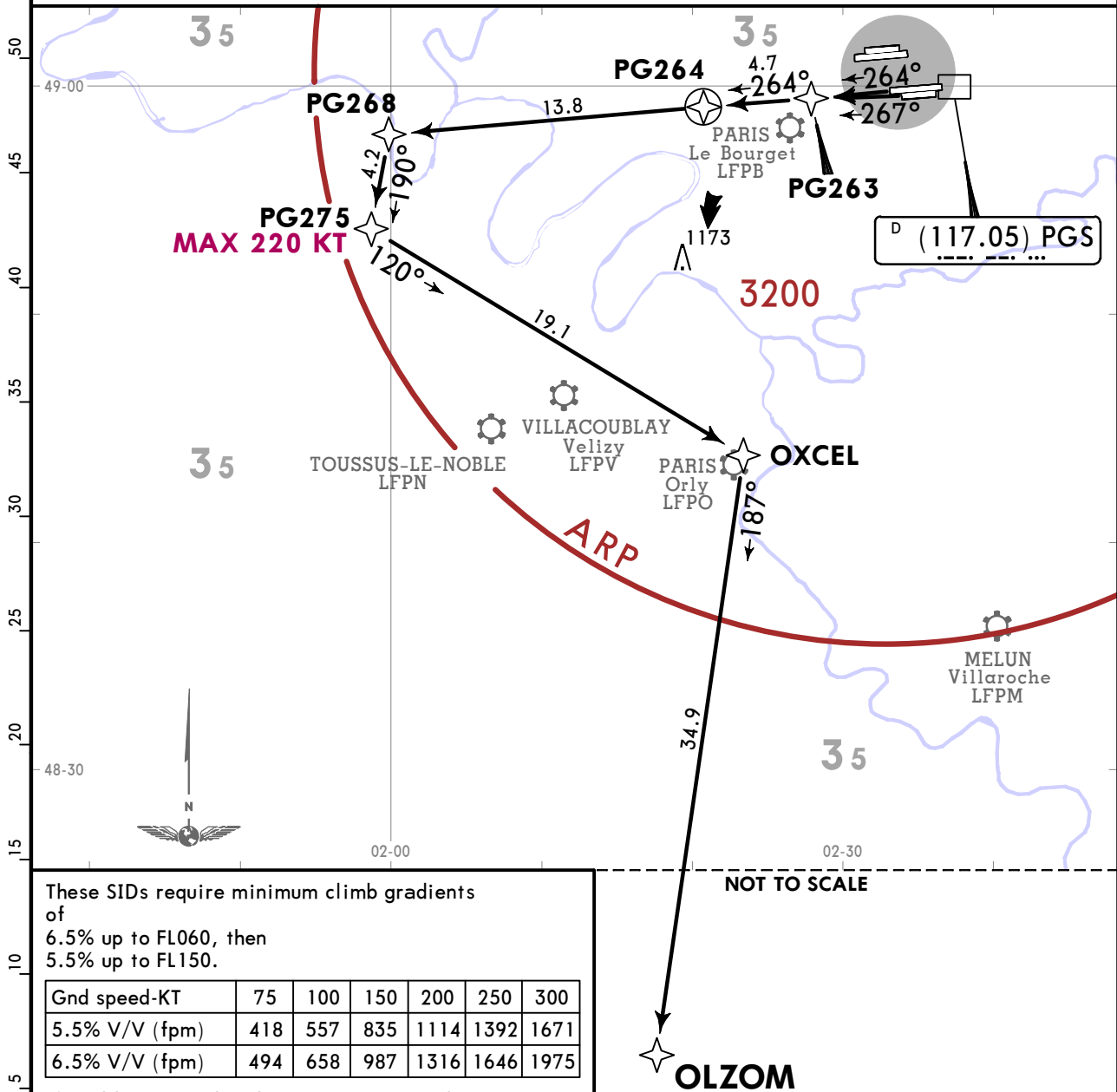
- Trans alt: 5000
1. SIDs are also minimum noise routings.
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
 3. RWY 26L: No turn before DER.

OLZOM 6B [OLZO6B], OLZOM 6E [OLZO6E]

RNAV DEPARTURES (RWYS 26L/R)

JETS BELOW FL145 & PROPS

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



NOT TO SCALE

Initial climb clearance 3000

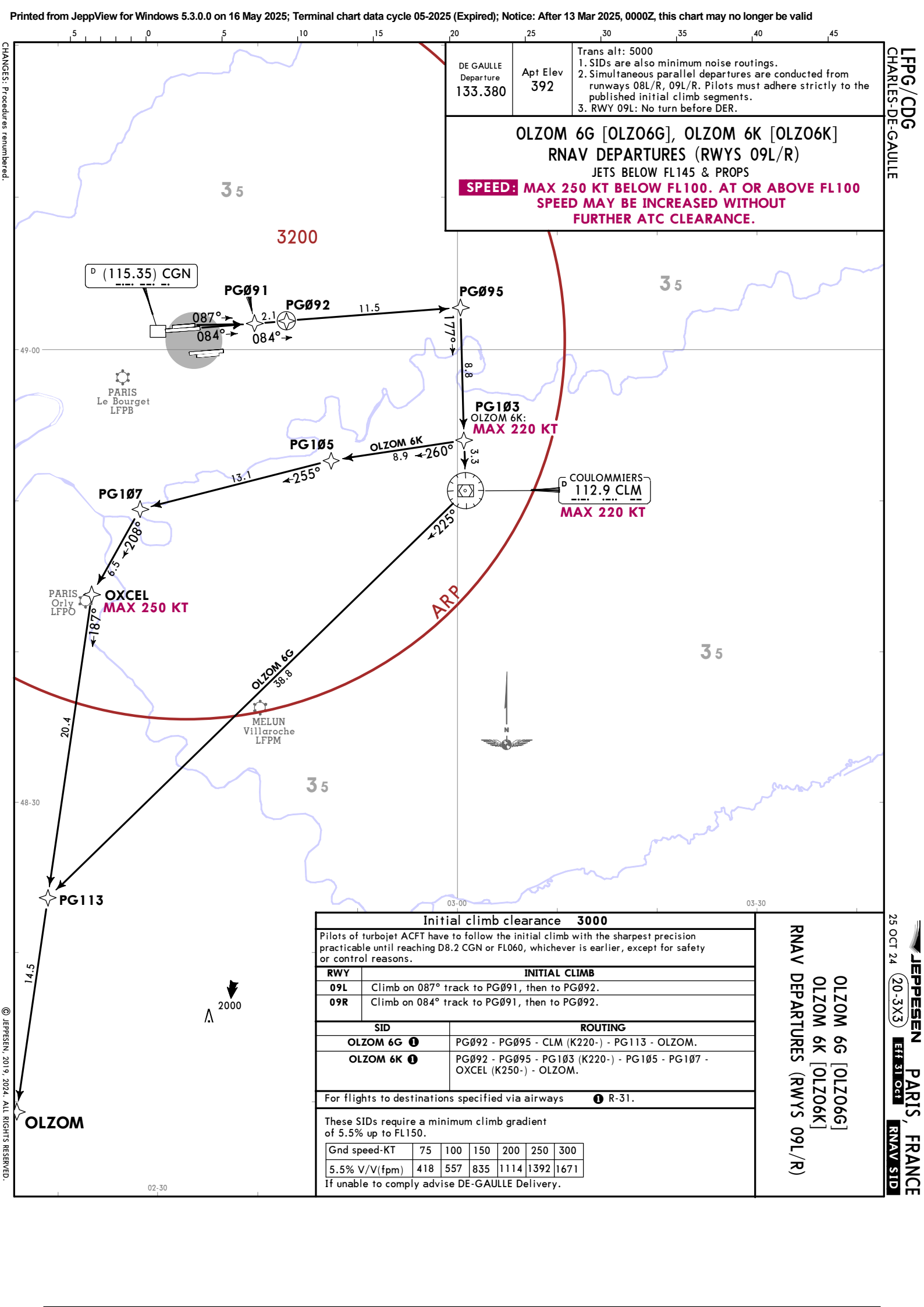
Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

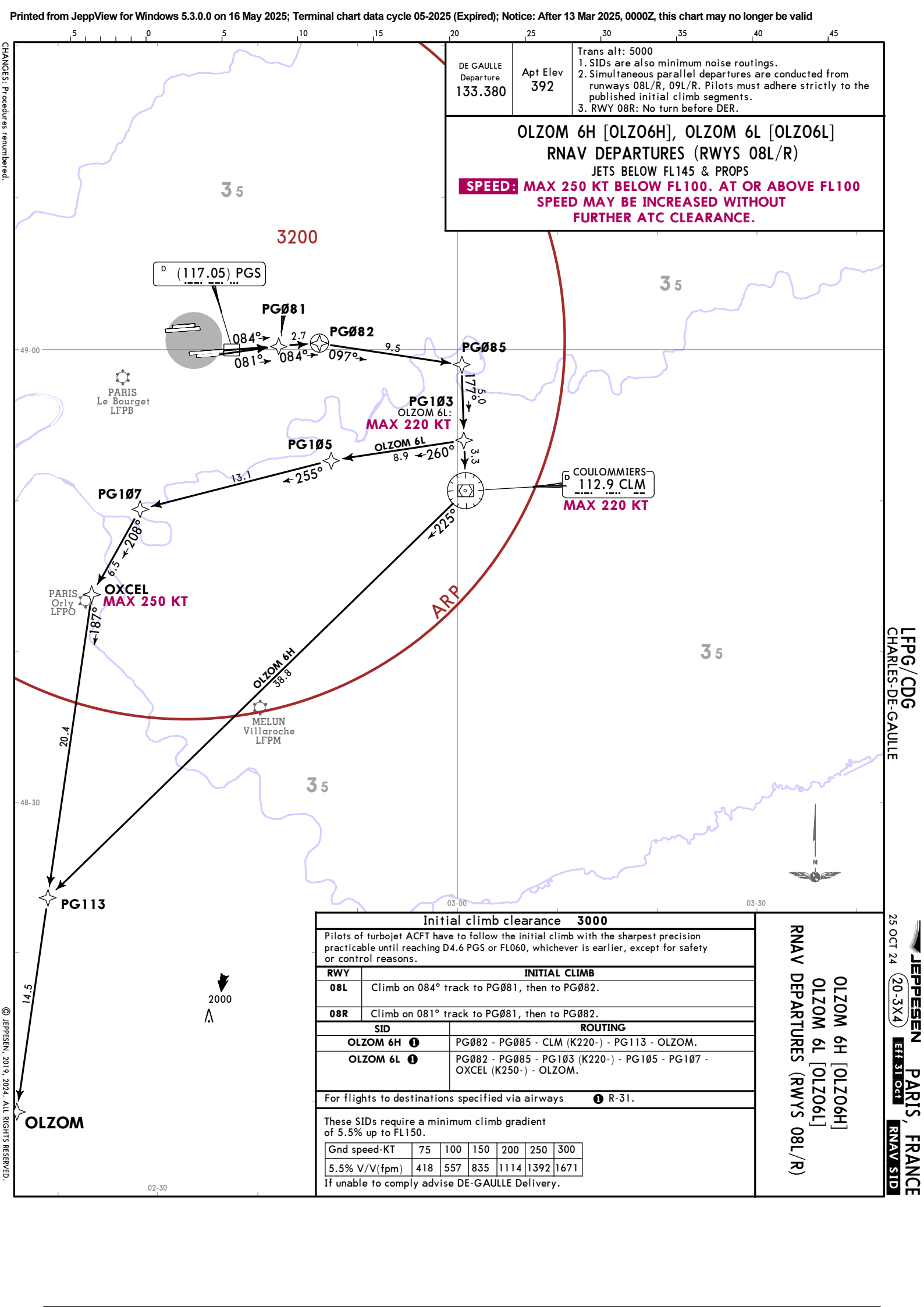
RWY	INITIAL CLIMB
26L	Climb on 267° track to PG263, then to PG264.
26R	Climb on 264° track to PG263, then to PG264.

SID	ROUTING
① OLZOM 6B, OLZOM 6E	PG264 - PG268 - PG275 (K220-) - OXCEL - OLZOM.

For flights to destinations specified via airways

① R-31.





CHANGES: Procedures renumbered.

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LFPG/CDG
CHARLES-DE-GAULLE

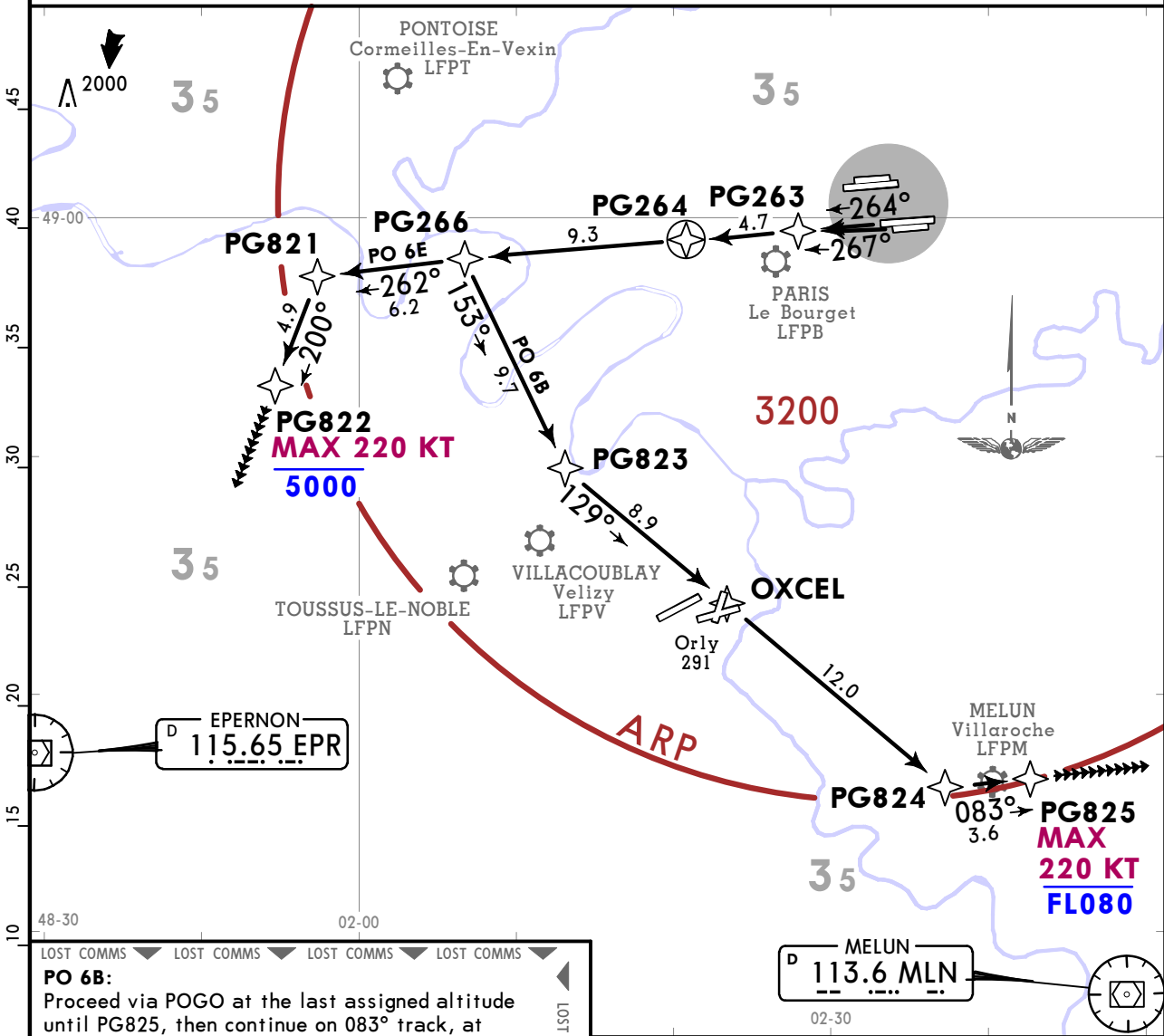
JEPPESSEN
25 OCT 24 (20-3X5)

PARIS, FRANCE
Eff 31 Oct RNAV DEPARTURE POGO

Apt Elev 392	Trans alt: 5000
	VOR and DME required
	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

PO 6B
WESTERLY OPERATIONS AT LFPG & LFPO
PO 6E
WESTERLY OPERATION AT LFPG & EASTERLY OPERATION AT LFPO
RNAV DEPARTURES (POGO) (RWYS 26L/R)

SPEED: MAX 220 KT



LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

PO 6B:
Proceed via POGO at the last assigned altitude until PG825, then continue on 083° track, at MLN R358 turn LEFT, intercept MLN R007, at D18.0 MLN turn LEFT, 286° track to intercept final approach.

PO 6E:
Proceed via POGO at the last assigned altitude until PG822, then continue on 200° track, at EPR R073 turn LEFT, intercept EPR R105, at D9.7 EPR turn LEFT, 060° track to intercept final approach.

LOST COMMS
LOST COMMS
LOST COMMS

These SIDs require minimum climb gradient of 6.5% up to FL060, then 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
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

PO 6B: Initial climb clearance FL080
PO 6E: Initial climb clearance 5000

SID	INITIAL CLIMB/ROUTING
PO 6B	PG263 - PG264 - PG266 - PG283 - OXCEL - PG824 - PG825 (K220-; FL080-).
PO 6E	PG263 - PG264 - PG266 - PG821 - PG822 (K220-; 5000-).

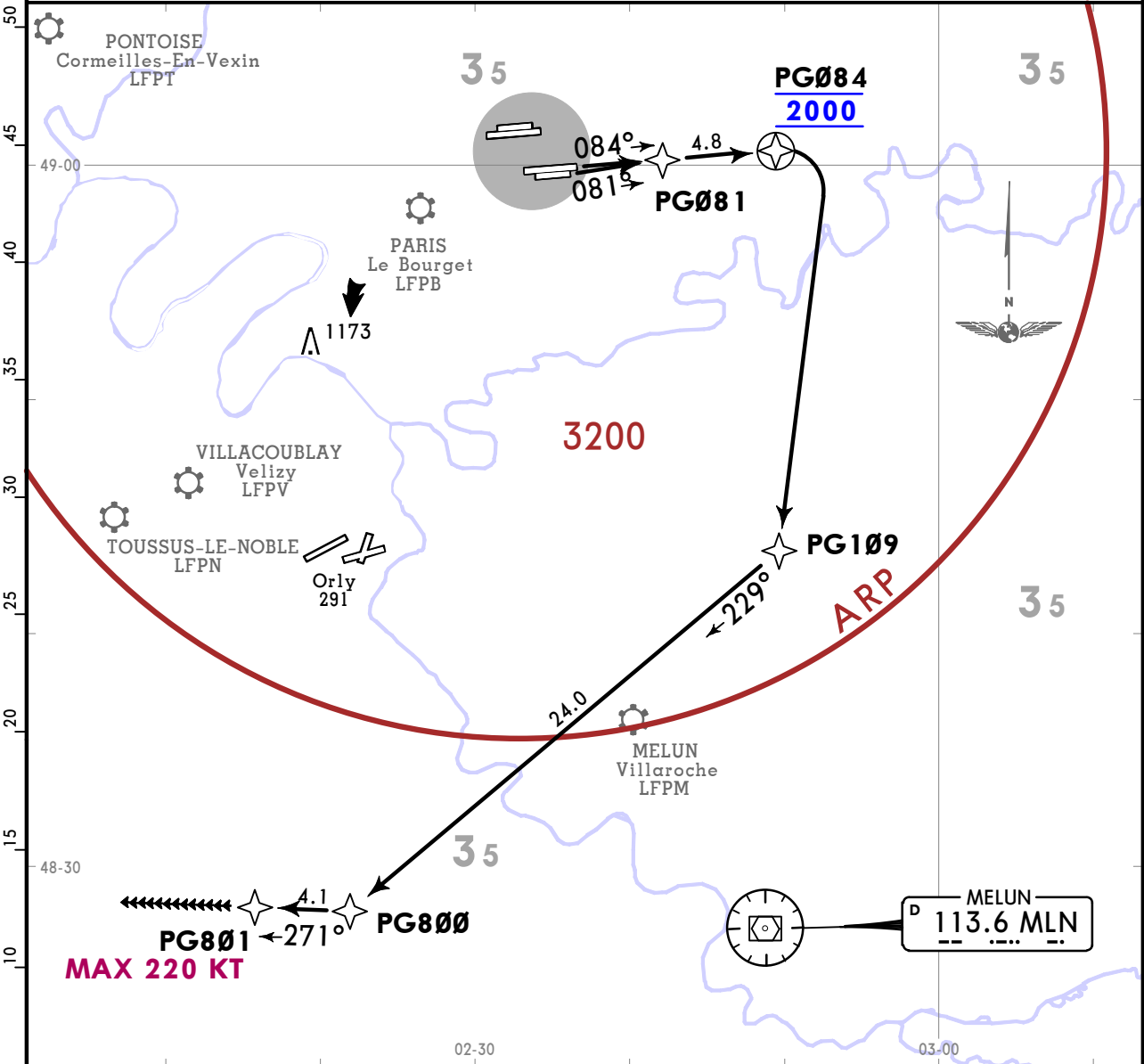
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
25 OCT 24 (20-3X6)

PARIS, FRANCE
Eff 31 Oct RNAV DEPARTURE POGO

Apt Elev 392	Trans alt: 5000
	VOR and DME required
	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

PO 6H
EASTERLY OPERATIONS AT LFPG & LFPO
RNAV DEPARTURE (POGO) (RWYS 08L/R)
ROUTING PROTECTED MAX AT OR BELOW 3000
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 DE-GAULLE Delivery.

LOST COMMS
Before PG109:
MAINTAIN 2000, at PG109 climb to 3000 and proceed via POGO until PG801, then continue 271° track, at D33.0 MLN turn RIGHT, 017° track to intercept final approach.
After PG109:
MAINTAIN or climb to 3000 and proceed via POGO until PG801, then continue 271° track, at D33.0 MLN turn RIGHT, 017° track to intercept final approach.

Initial climb clearance 2000

INITIAL CLIMB/ROUTING

PG081- PG084 (2000) - PG109 - PG800 - PG801 (K220-).

LFPG/CDG
CHARLES-DE-GAULLE

25 OCT 24 **20-3X7**

Eff 31 Oct

RNAV DEPARTURE POGO

PARIS, FRANCE

Apt Elev
392

Trans alt: 5000

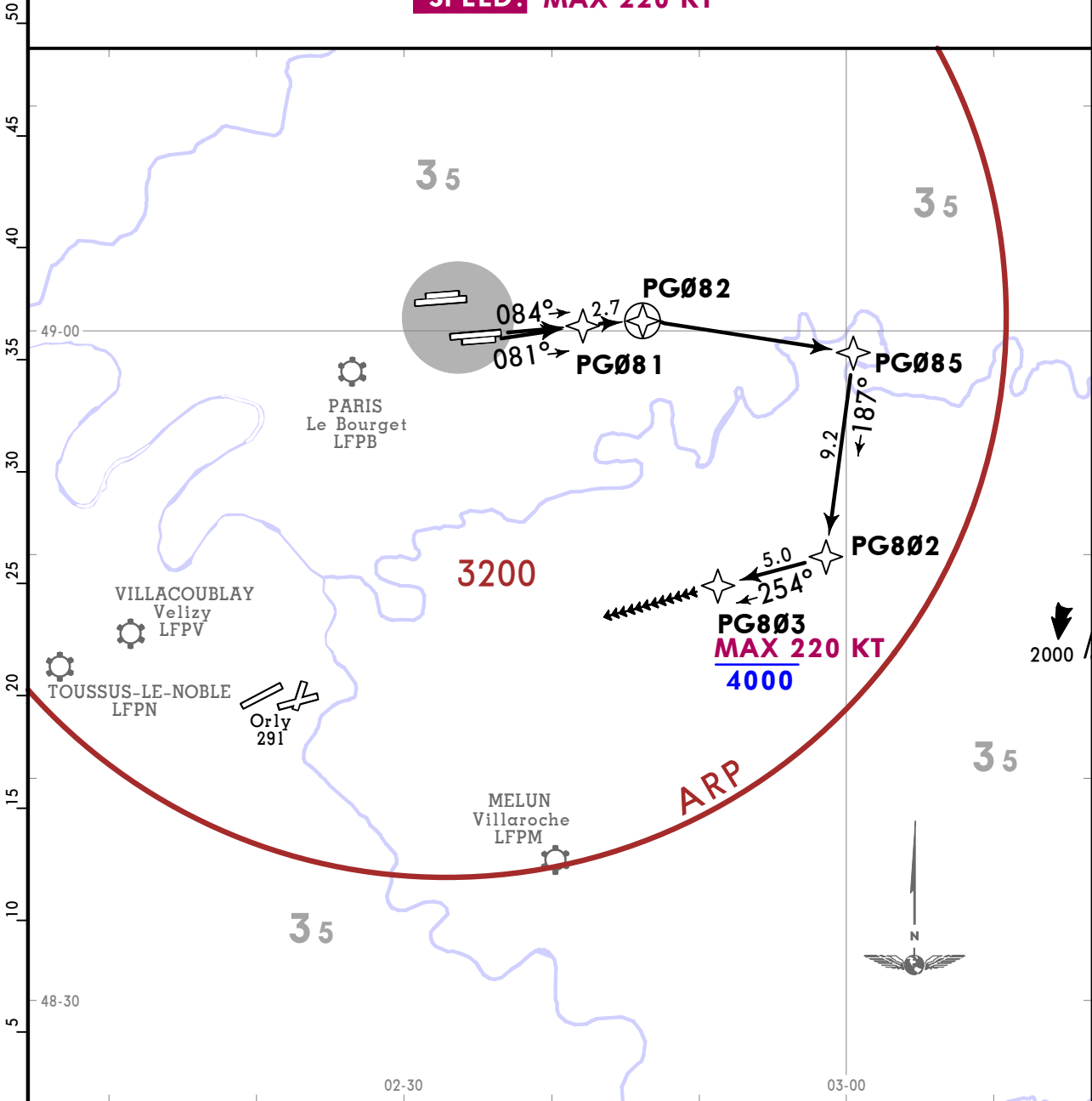
VOR and DME required

1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 08L/R.
Pilots must adhere strictly to the published initial climb segments.
3. RWY 08R: No turn before DER.

PO 6L
RNAV DEPARTURE (POGO)
(RWYS 08L/R)

EASTERLY OPERATIONS AT LFPG & WESTERLY OPERATIONS AT LFPO

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 DE-GAULLE Delivery.

LOST COMMS
Proceed via POGO at the last assigned altitude to intercept final approach.

Initial climb clearance **4000**

INITIAL CLIMB/ROUTING

PG081 - PG082 - PG085 - PG802 - PG803 (K220-; 4000-).

LFPG/CDG
CHARLES-DE-GAULLE

 **JEPPesen**
25 OCT 24 **(20-3X8)** **Eff 31 Oct**

PARIS, FRANCE
DEPARTURE

Apt Elev 392	Trans alt: 5000
OMNIDIRECTIONAL DEPARTURES PROP ACFT ONLY	
RWY	ROUTING
08L/R, 26L/R	Turn at 900 (early Northbound turn), at 800 (early Southbound turn).
09L/R, 27L/R	Turn at 800 (early Northbound turn), at 900 (early Southbound turn).

LFPG/CDG

 **JEPPESEN**
1 NOV 24 **20-8F** **Eff 5 Nov**

PARIS, FRANCE
CHARLES-DE-GAULLE

**COMMISSIONING OF THE NEW ATM SYSTEM 4-FLIGHT:
TEMPORARY CAPACITY REDUCTIONS FOR PARIS ACC
AND AERODROME COORDINATION**
REFER ALSO TO LATEST NOTAMS

CONTEXT AND OBJECTIVE

4-FLIGHT is the major modernization project led by DSNÁ for the technological upgrade of the en-route air traffic control centers.
Starting on 5 Nov 2024 DSNÁ will implement the 4-FLIGHT system at Paris ACC (Athis-Mons) in several phases:
- Phase 1 (5 Nov 2024 to 10 Dec 2024): Use of the new 4-FLIGHT system,
- Phase 1bis (11 Dec 2024 to 6 Jan 2025): Temporary return to the legacy system,
- Phase 2 (starting 7 Jan 2025): Continuation of the 4-FLIGHT system use.

RISK MITIGATION MEASURES AND IMPACTS ON TRAFFIC REGULARITY

From 5 Nov 2024 to 10 Dec 2024 the declared operational capacity of control sectors will be reduced by approximately 25% compared to nominal operational capacities.
This reduction will be supported by an ATFCM plan and a flight program reduction plan.

From 7 Jan 2025 to 16 Mar 2025 control sector capacities will also be reduced compared to nominal operational capacities.
An ATFCM plan and a flight program reduction plan will be in place during this period as well.

The ATFCM plan includes specific network RAD measures.
Aircraft will be rerouted, and neighbouring ACC's of Paris ACC will handle the affected traffic.

The flight program reduction plan is based on a temporary reduction of published airport coordination slots for LFPG and LFPO, and on the enforcement of airport coordination slots for LFOB and LFPB pursuant to Council Regulation (EEC) NR 95/93 of 18 Jan 1993, as last amended.

Any capacity restrictions on arrival flows in will therefore impact the operations of airlines operating at and aerodrome stakeholders from those aerodromes.
Traffic delays are expected that could impact punctuality and, in general, operations of any airline flying through Paris ACC, even those not landing in Paris.
Special attention shall be given to the weekend ski season flows.

COORDINATION AND SLOT ALLOCATION

LFPG will be coordinated from Tuesday, 5 Nov 2024, to Tuesday, 11 Feb 2025 (inclusive) using 4-FLIGHT coordination parameters for slot allocation.
These parameters are published and can be consulted on the COHOR coordinator's website: www.cohor.org

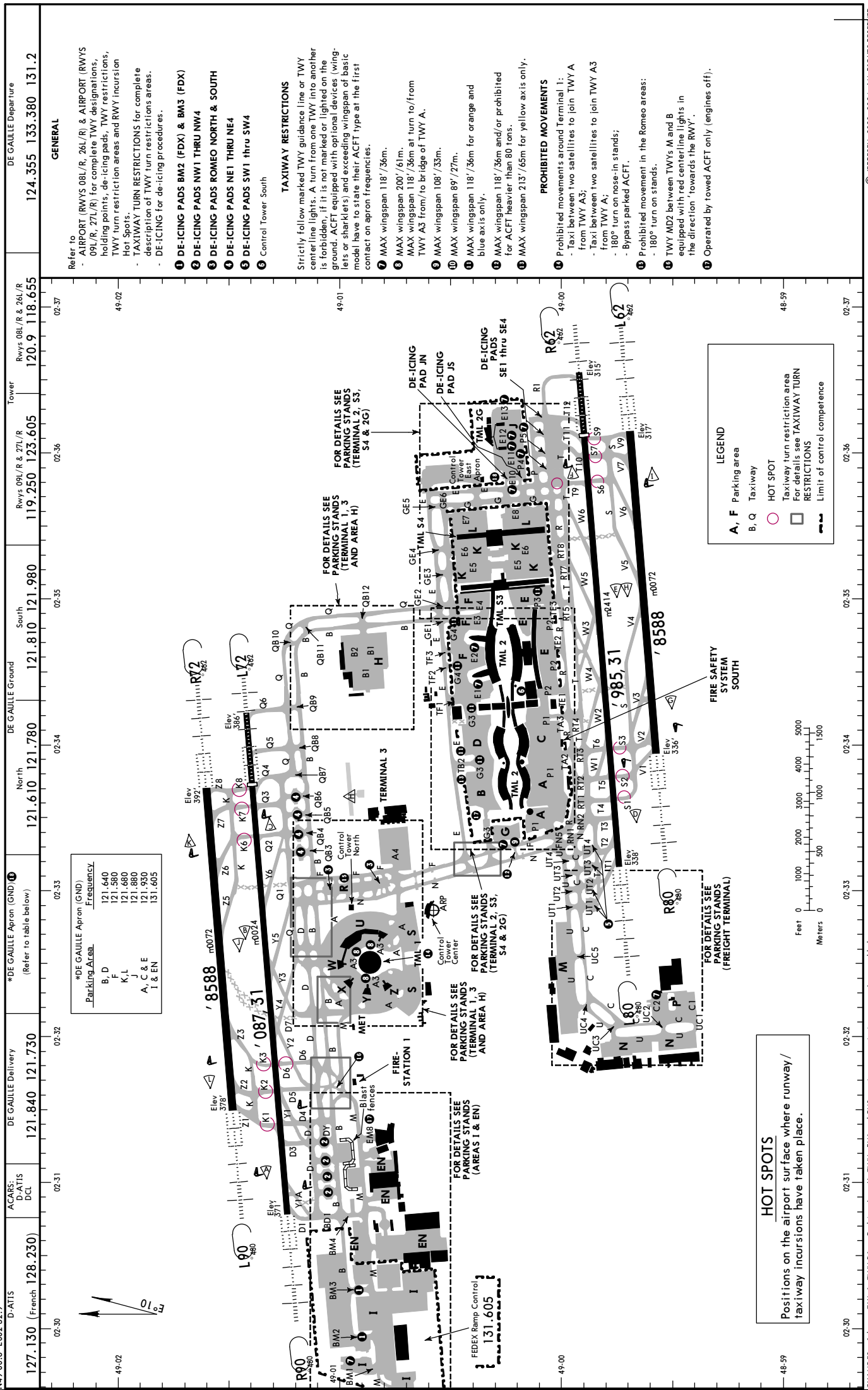
With the exception of State flights, emergency landings and medical flights, all IFR aircraft movements shall be allocated an airport slot by the appointed coordinator (COHOR) depending on available capacity.
This allocation is made directly by COHOR.

For general aviation and business aviation (GABA) flights, airport slots should be requested by a ground handling agent (except for flights with a specific authorization).
Applicants will be given an authorization number and a movement time that may differ from the required time, depending on available capacity.

The authorization number should be referenced in field 18 of the flight plan, using the following specific format:
RMK/ASL directly followed by the 14-character authorization number, the first 4 of which are the ICAO code for the aerodrome for which the slot has been issued: RMK/ASL (14 CHARACTER AIRPORT SLOT ID).

Example:
RMK/ASLLFPBA123456789 (arrival) or RMK/ASLLFPBD123456789 (departure) for Paris-Le Bourget.

Any operator operating a flight without an airport slot or for which the flight plan information is not consistent with that of the allocated airport slot, will be liable for administrative sanctions as per articles R. 6231-1 to 28 of the Transport Code.



LFPG/CDG

 JEPPESSEN

25 OCT 24 (20-9A) Eff 31 Oct

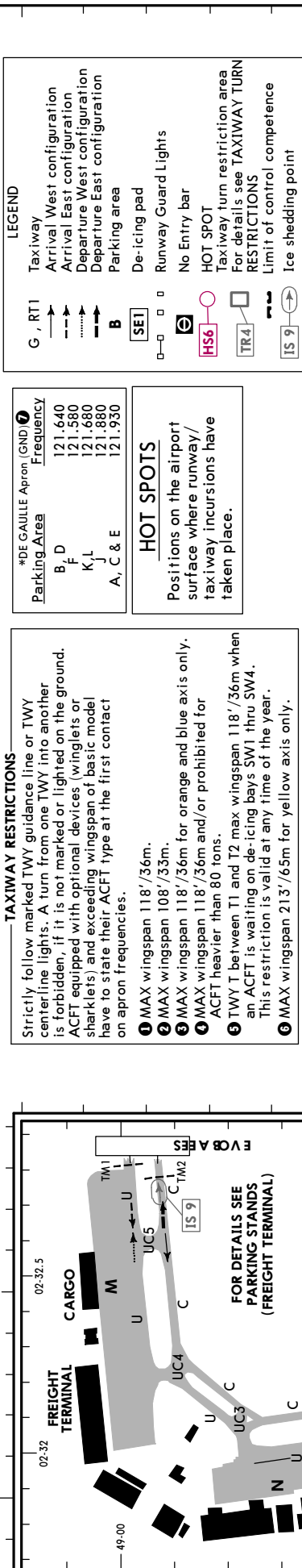
PARIS, FRANCE

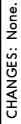
CHARLES-DE-GAULLE

ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING	BEYOND			
						Threshold	Glide Slope			
08L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR		12,496' 3809m	③ ⑤	148' 45m
	REIL	PAPI-R(angle 3.0°, MEHT 66')	①							
26R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR	11,864' 3616m	10,831' 3301m	④ ⑥	
	REIL	PAPI-L(angle 3.0°, MEHT 66')	②							
① HST-W4 (with HSTIL), W5 (with HSTIL), W6 ② HST-W3 (with HSTIL), W2 (with HSTIL), W1										
③ TORA RWY 08L: From rwy head 13,589' (4142m) ④ TORA RWY 26R: From rwy head 13,589' (4142m)										
twy T2 int 13,022' (3969m) twy T12 int 12,260' (3737m)										
twy T3 int 12,306' (3751m) twy T11 int 11,864' (3616m)										
twy T4 int 11,775' (3589m) twy T10 int 11,378' (3468m)										
twy T5 int 11,181' (3408m) twy T9 int 10,633' (3241m)										
twy T6 int 10,387' (3166m)										
⑤ RWY 08L: Full length of 13,589' (4142m) or twy T2 int 13,022' (3969m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,306' (3751m), or when cleared by ATC.										
⑥ RWY 26R: Full length of 13,589' (4142m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,260' (3737m), or when cleared by ATC. Access to THR26R by twy R1 is not authorized when de-icing area 26R is in use.										
08R	HIRL (60m)	CL (15m)	HIALS-II	TDZ	RVR				⑨	197' 60m
	REIL	PAPI-R(angle 3.0°, MEHT 63')	⑦							
26L	HIRL (60m)	CL (15m)	HIALS-II	TDZ	RVR		7825' 2385m		⑩	
	REIL	PAPI-L(angle 3.0°, MEHT 63')	⑧							
⑦ HST-V5 (with HSTIL), V6 (with HSTIL), V7 ⑧ HST-V4 (with HSTIL), V3 (with HSTIL), V2										
⑨ TORA RWY 08R: From rwy head 8858' (2700m) ⑩ TORA RWY 26L: From rwy head 8858' (2700m)										
twy V2 int 8599' (2621m) twy V7 int 8245' (2513m)										
09L	HIRL (60m)	CL (15m)	HIALS-II	TDZ	RVR		7887' 2404m		⑬	197' 60m
	REIL	PAPI-L(angle 3.0°, MEHT 63')	⑪							
27R	HIRL (60m)	CL (15m)	HIALS-II	TDZ	RVR		7703' 2348m		⑭	
	REIL	PAPI-R(angle 3.0°, MEHT 63')	⑫							
⑪ HST-Z5 (with HSTIL), Z6 (with HSTIL), Z7 ⑫ HST-Z3 (with HSTIL), Z2										
⑬ TORA RWY 09L: From rwy head 8858' (2700m) ⑭ TORA RWY 27R: From rwy head 8858' (2700m)										
twy Z2 int 8399' (2560m) twy Z7 int 8228' (2508m)										
09R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR		12,687' 3867m	⑰ ⑱	148' 45m
	REIL	PAPI-L(angle 3.0°, MEHT 63')	⑮							
27L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR	11,811' 3600m	10,656' 3248m	⑲ ⑳	
	REIL	PAPI-R(angle 3.0°, MEHT 66')	⑯							
⑮ HST-Y4 (with HSTIL), Y5 (with HSTIL), Y6 ⑰ HST-Y3 (with HSTIL), Y2 (with HSTIL), Y1										
⑰ TORA RWY 09R: From rwy head 13,780' (4200m) ⑱ TORA RWY 27L: From rwy head 13,780' (4200m)										
twy D3 int 11,913' (3631m) twy Q5 int 12,710' (3874m)										
twy D4 int 11,362' (3463m) twy Q4 int 11,804' (3598m)										
twy D5 int 10,433' (3180m) twy Q3 int 11,273' (3436m)										
twy D6 int 9718' (2962m) twy Q2 int 10,440' (3182m)										
⑲ RWY 09R: Full length of 13,780' (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 11,913' (3631m), or when cleared by ATC.										
⑳ RWY 27L: Full length of 13,780' (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,710' (3874m), or when cleared by ATC.										
Std/State		TAKE-OFF								
Low Visibility Procedures required						RCLM or RL or CL	RL or CL	Adequate Vis Ref		
Approval for Low Visibility Take-off required										
	RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL		DAY	NIGHT	DAY	NIGHT	
A										
B	① R125m	R150m	R300m			R/V400m		R/V500m		NA
C										
D	① R150m	R200m								
① R75m with approved lateral guidance system.										

CHANGES: None.

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DE-ICING PROCEDURES

TAXIWAY RESTRICTIONS

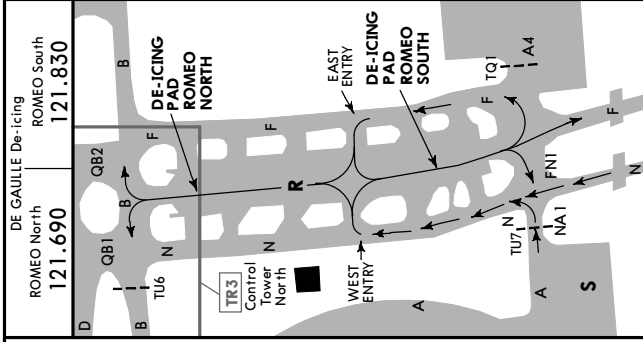
- 1 MAX wingspan 118'/36m.
Prohibited movements in the Romeo areas:
- 180° turn on stands.
- 2 Operated by towed ACFT only (engines off).

LEGEND

- C Taxiway
- M One way
- Parking area
- SW1 De-icing pad
- De-icing stop
- Blast fences
- HS2 HOT SPOTS
- Taxiway turn restriction area
For details see TAXIWAY TURN RESTRICTIONS
- Limit of control competence
- IS 6 Ice shedding point

HOT SPOTS

Positions on the airport surface where runway/
taxiway incursions have taken place.



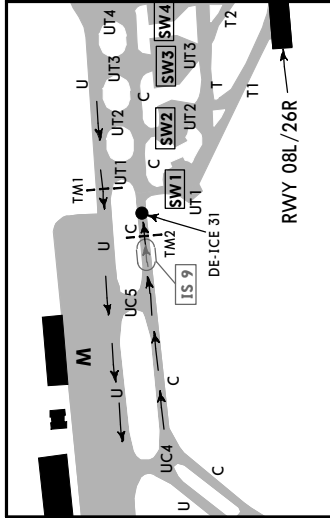
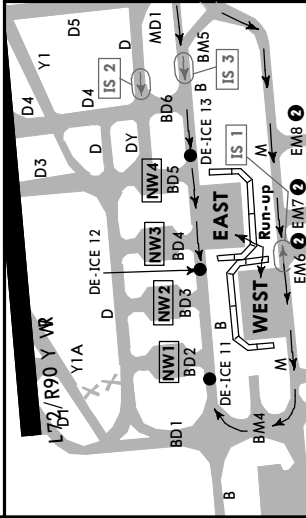
DE GAULLE De-icing			
NW1	NW2	NW3	NW4
121.560	121.990	129.480	121.710
DE-ICING PADS NW1 THRU NW4			

DE GAULLE De-icing			
SW1	SW2	SW3	SW4
121.590	121.860	129.490	121.790
DE-ICING PADS SW1 thru SW4			

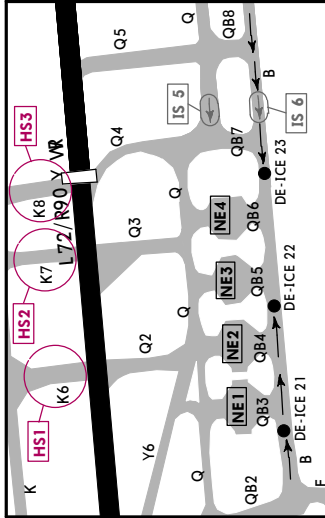
From 15 October to 15 May, twy T from twy T1 thru T3 is forbidden for acft with wingspan of more than 118'/36m exiting pads SW1, SW2 and SW3 depending on the activation of SW2, SW3 and SW4.

TWY T between T1 and T2 max wingspan 118'/36m when an ACFT is waiting on de-icing bays SW1 thru SW4.

This restriction is valid at any time of the year.

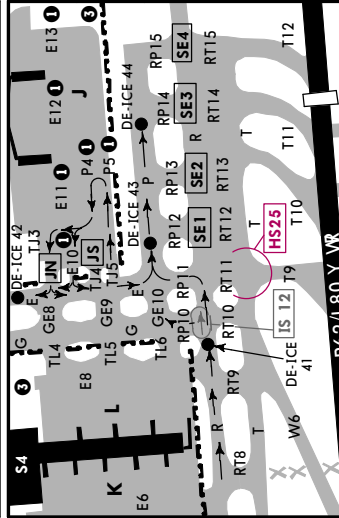


DE GAULLE De-icing			
NE1	NE2	NE3	NE4
121.560	121.990	129.480	121.710
DE-ICING PADS NE1 THRU NE4			

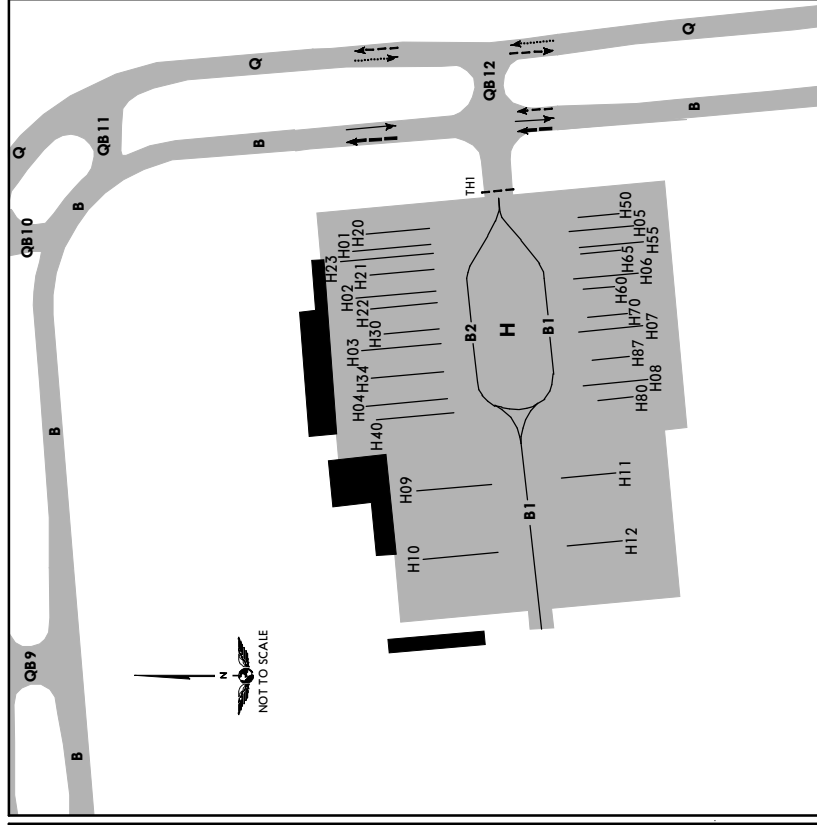


DE GAULLE De-icing			
JULIETT North		JULIETT South	
135.705		121.630	
DE GAULLE De-icing			
SE1	SE2	SE3	SE4
121.790	121.590	121.860	129.490

DE-ICING PADS	
JN, JS & SE1 THRU SE4	



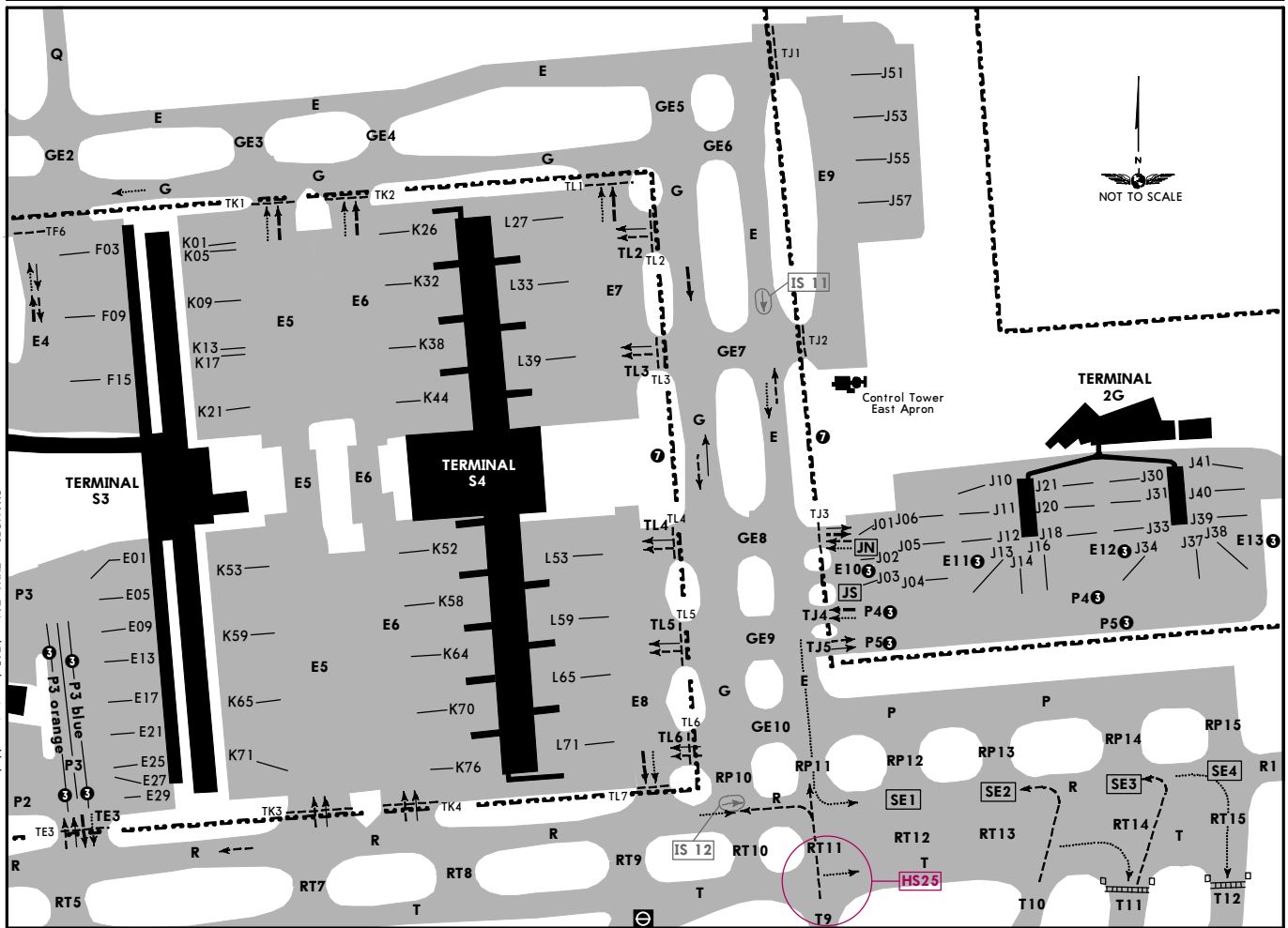
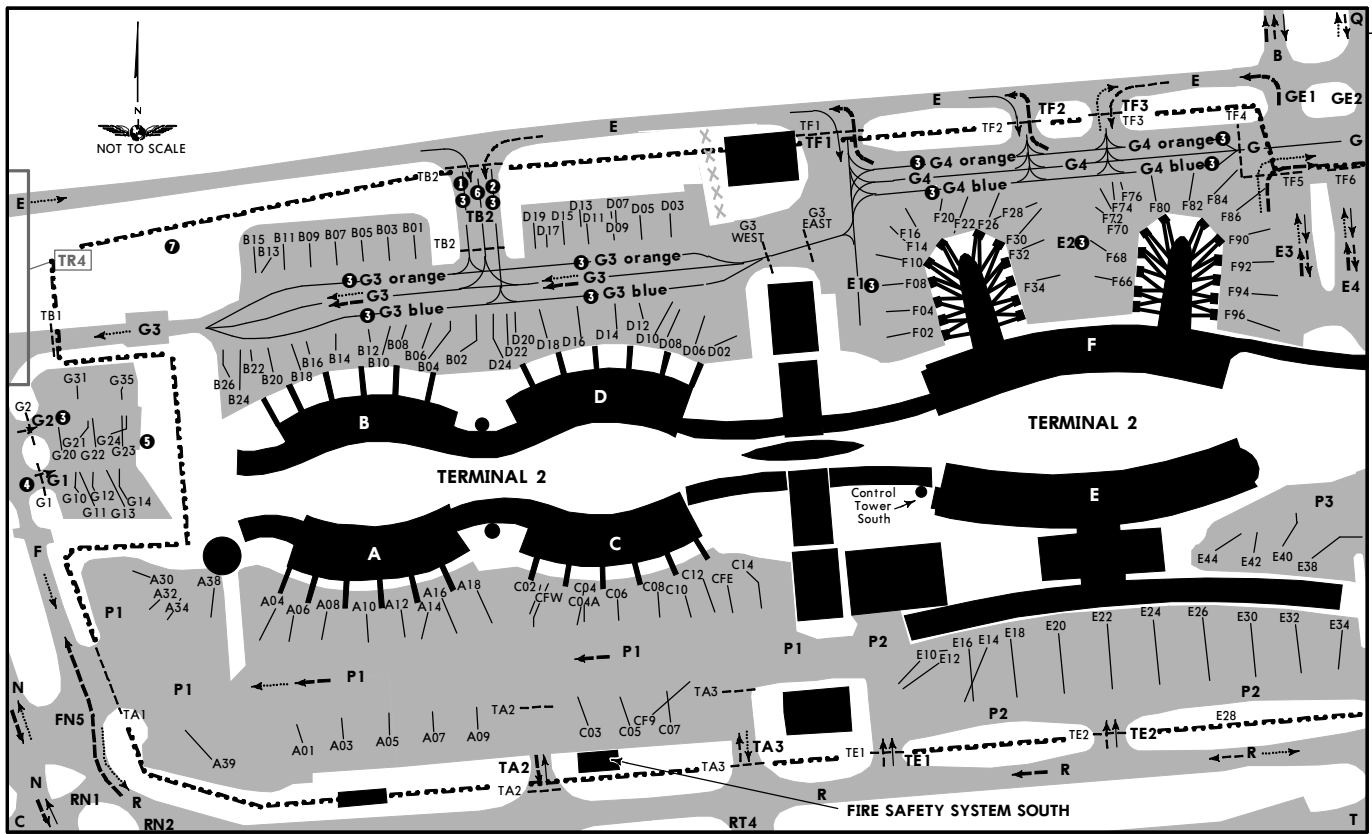
*DE GAULLE Apron (GND)	
Parking Area	Frequency
K, L	121.680
J	121.880



Crews transmit the phraseology to the headset agent who performs the push back/ pull out approved by DE GAULLE GROUND.

Prohibited movement in the Romeo areas:
- 180° turn on stands.

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LEGEND

A Parking area
TA1 Taxiway
A01 Parking stand
SE1 De-icing pad
TR4 Taxiway turn restriction area
For details see TAXIWAY TURN RESTRICTIONS
 Runway Guard Lights
 No Entry bar
 HOT SPOT
 Arrival West configuration
 Arrival East configuration
 Limit of control competence
 Ice shedding point

Departure West configuration
 Departure East configuration

Ice shedding point

TAXIWAY RESTRICTIONS

1 orange
2 blue
3 MAX wingspan 118'/36m.
4 MAX wingspan 108'/33m.
5 Entry to stands G20 thru G24 only via TWY G2.
6 MAX wingspan 213'/65m.

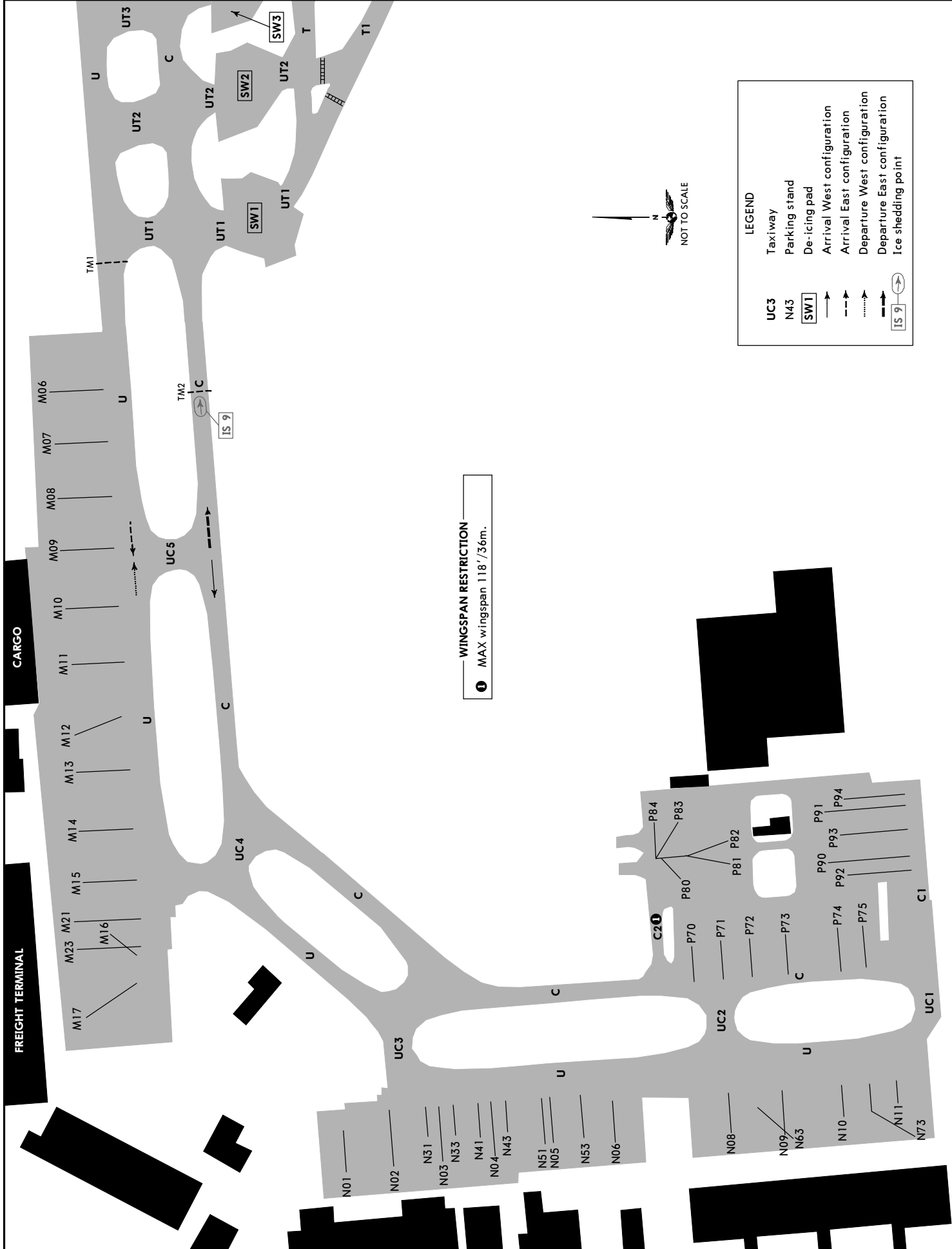
HOT SPOTS
Positions on the airport surface where runway/taxiway incursions have taken place.

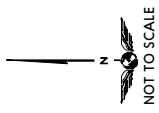
***DE GAULLE Apron (GND) 7**

Parking Area	Frequency
B, D	121.640
F	121.580
K, L	121.680
J	121.880
A, C & E	121.930

CHANGES: TWYs T14 and T15 description added.

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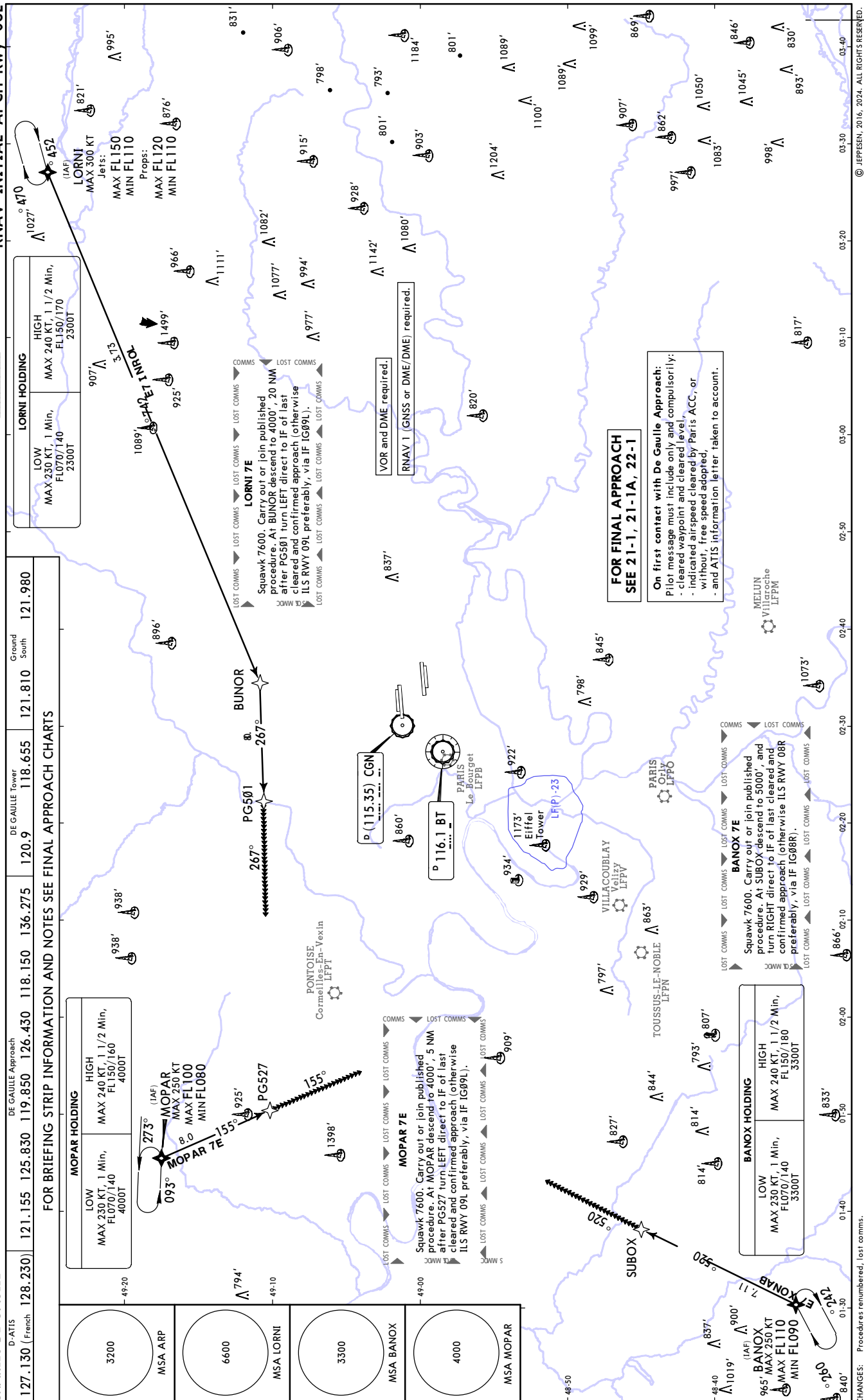


3 Operated by towed ACFT only (engines off).

FEDEX Ramp Control
131.605

EN	Parking area
BM1	Taxiway
120	Parking stand
	De-icing pad
	Runway Guard Lights
	No Entry bar
	Taxiway turn restriction area
	For details see TAXIWAY TURN RESTRICTIONS
	Blast fence
	Arrival West configuration
	Arrival East configuration
	Departure West configuration
	Departure East configuration
	Limit of control competence
	Ice shedding point

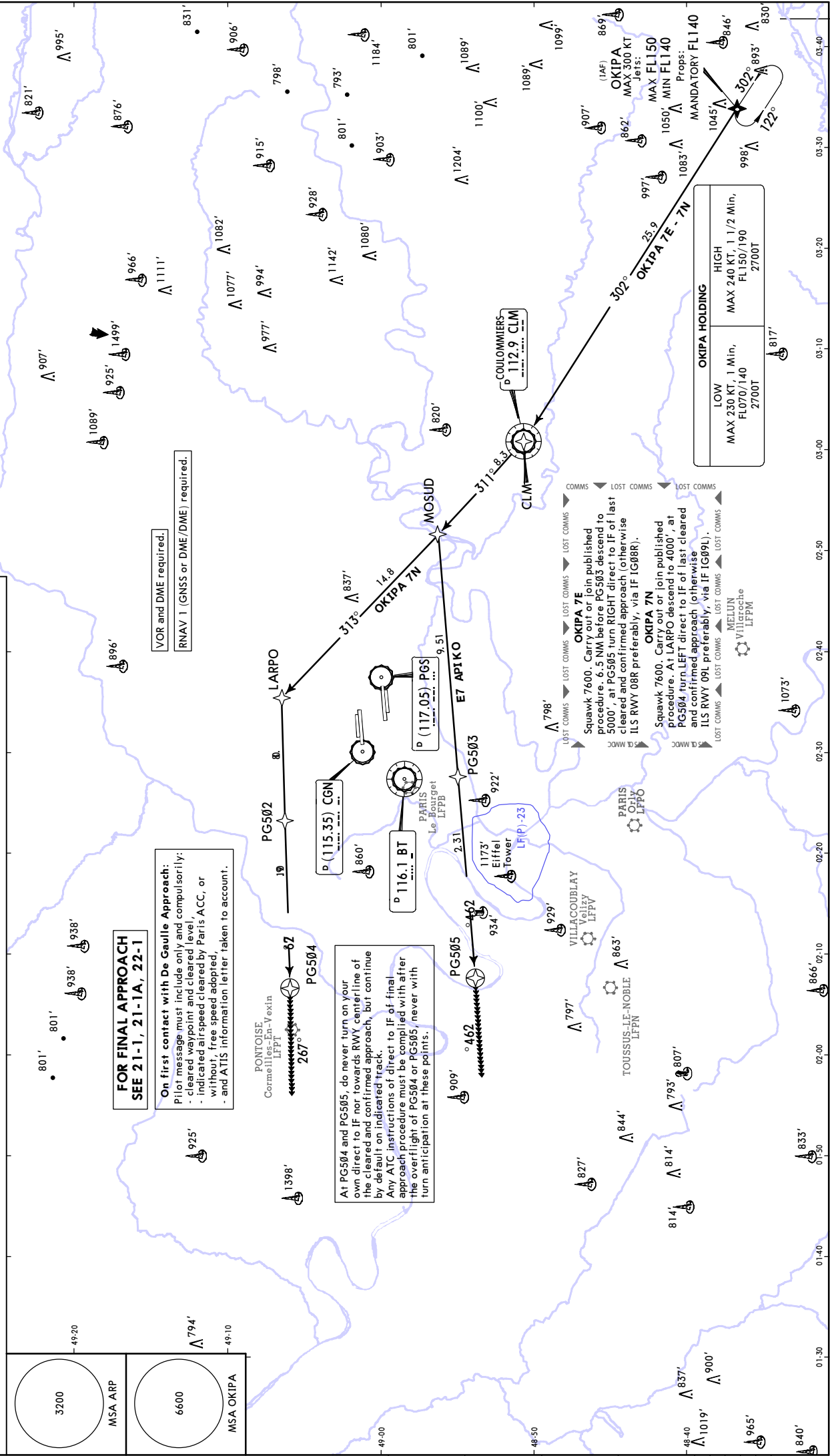
① MAX wingspan 118' / 36m.
② MAX wingspan 171' / 52m.



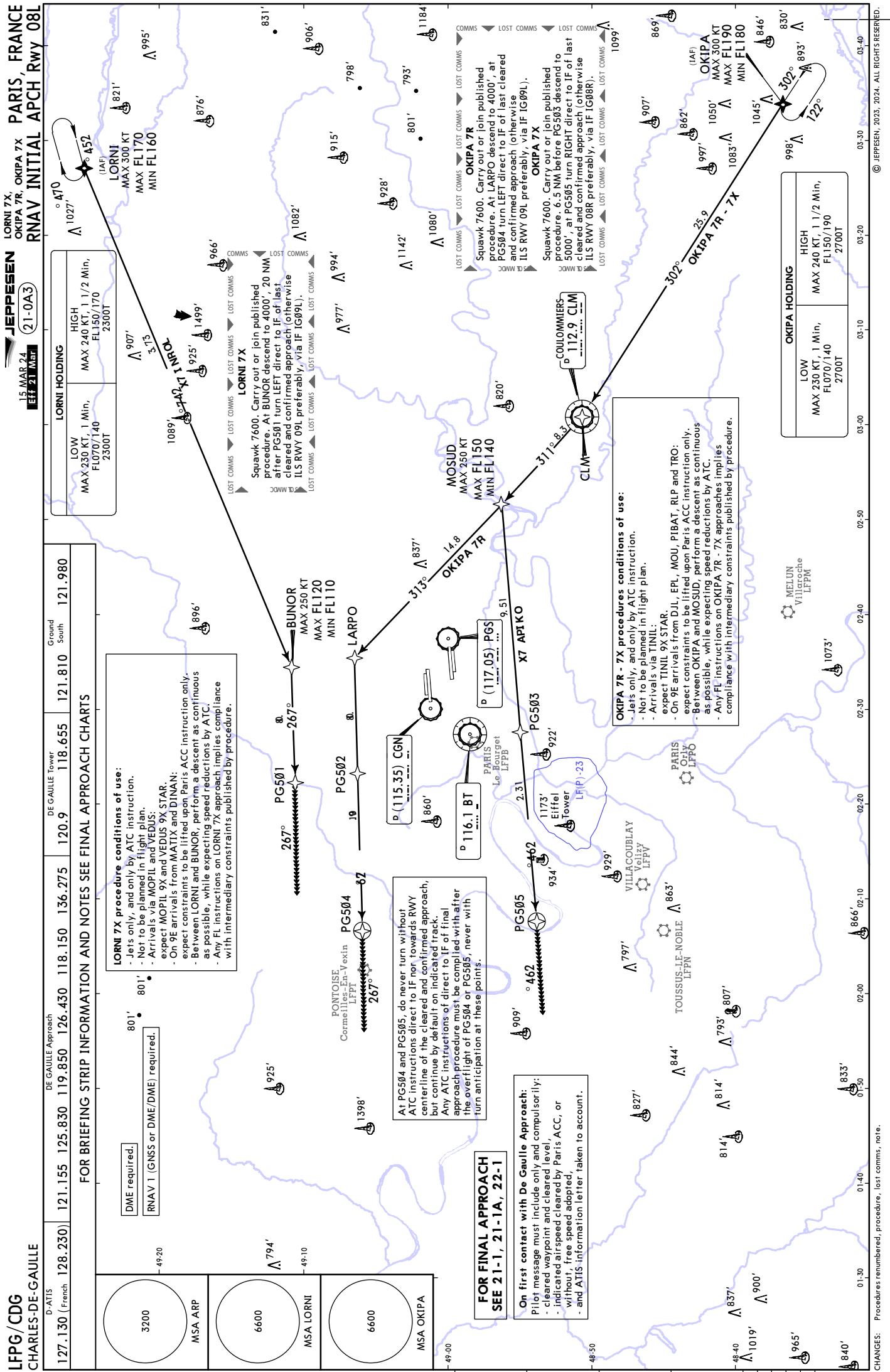
D-ATIS	DE GAULLE Approach				DE GAULLE Tower	Ground South					
127.130 (French)	128.230	121.155	125.830	119.850	126.430	118.150	136.275	120.9	118.655	121.810	121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS



CHANGES: Procedures renumbered, procedure, lost comms, note.



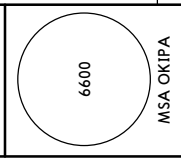
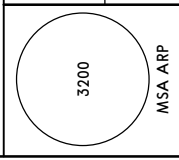
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
15 MAR 24
Eff 21 Mar

OKIPA 7E, OKIPA 7N
RNAV INITIAL APCH Rwy 08R

D-ATIS		DE GAULLE Approach		DE GAULLE Tower		Ground	
127.130 (French)	128.230	121.155	125.830	121.155	118.655	121.810	121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

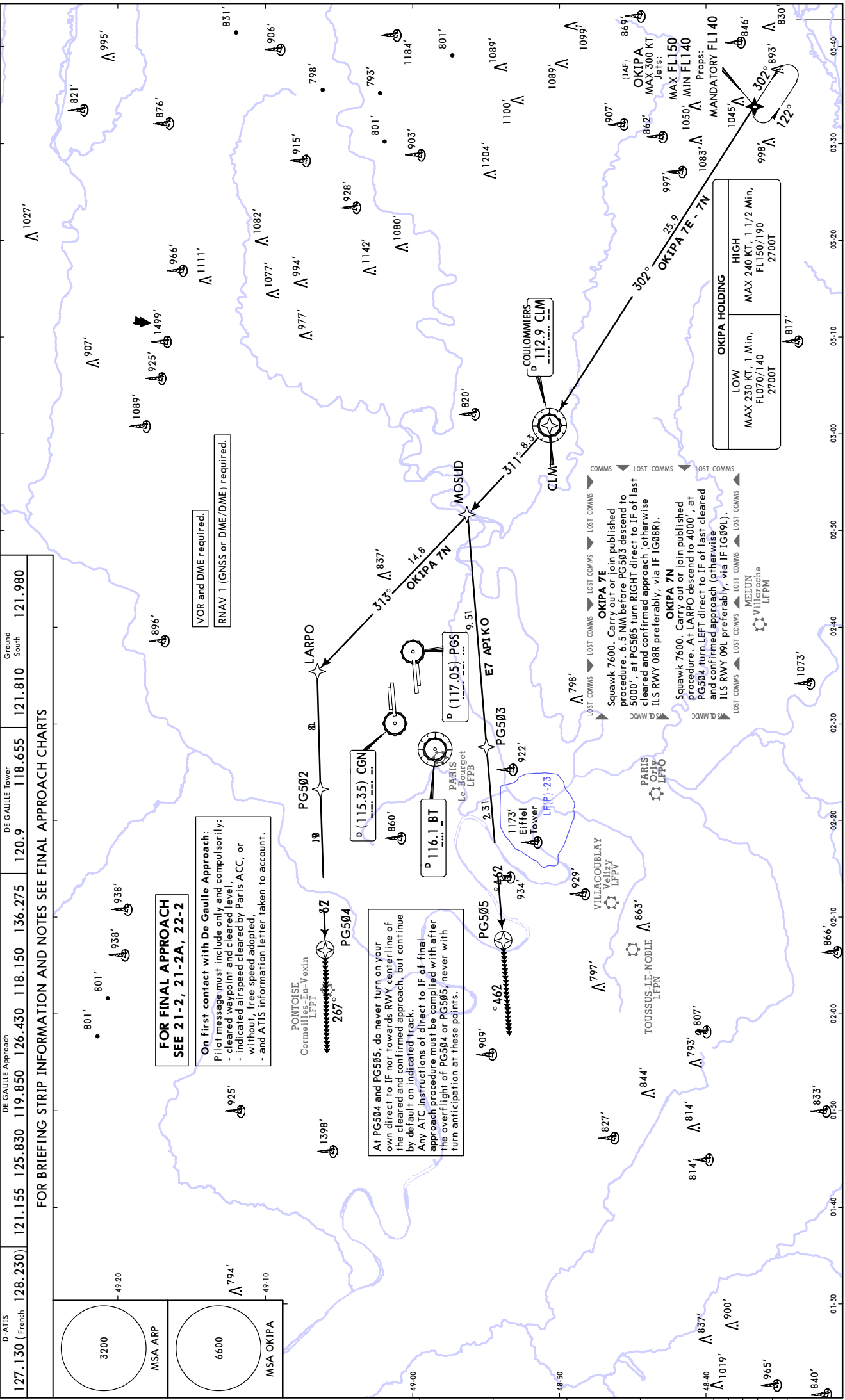


**FOR FINAL APPROACH
SEE 21-2, 21-2A, 22-2**

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or
without, free speed adopted,
- and ATIS information letter taken to account.

At PG504 and PG505, do never turn on your own direct to IF nor towards RWY centerline of the cleared and confirmed approach, but continue by default on indicated track.
Any ATC instructions of direct to IF of final approach procedure must be complied with after the overflight of PG504 or PG505, never with turn anticipation at these points.

VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.



OKIPA HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2700T	HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T

CHANGES: Procedures renumbered, procedure, lost comms, note.

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LFPG/CDG
CHARLES-DE-GAULLE

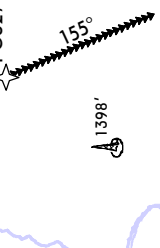
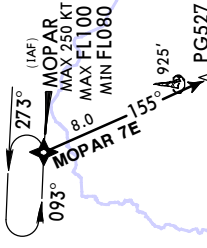
D-ATIS	DE GAULLE Approach										DE GAULLE Tower		Ground North
	127.130	128.230	121.155	125.830	119.850	126.430	118.150	136.275	119.250	123.605	121.610	121.780	

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

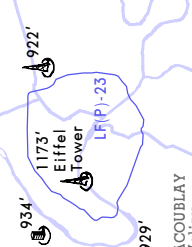
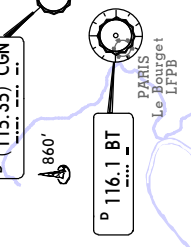
3200	MSA ARP
6600	MSA LORNI
3300	MSA BANOX
4000	MSA MOPAR

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T



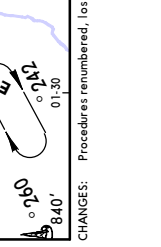
MOPAR 7E
Squawk 7600. Carry out or join published procedure. At MOPAR descend to 4000', 5 NM after PG527 turn LEFT direct to IF of last cleared and confirmed approach (otherwise ILS RWY 09L preferably, via IF IG091).



BUNOR
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', 20 NM after PG501 turn LEFT direct to IF of last cleared and confirmed approach (otherwise ILS RWY 09L preferably, via IF IG091).

BANOX HOLDING

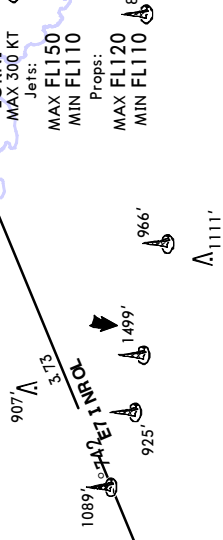
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T



BANOX 7E
Squawk 7600. Carry out or join published procedure. At SUBOX descend to 5000', and turn RIGHT direct to IF of last cleared and confirmed approach (otherwise ILS RWY 08R preferably, via IF IG08R).

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T



LORNI 7E
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', 20 NM after PG501 turn LEFT direct to IF of last cleared and confirmed approach (otherwise ILS RWY 09L preferably, via IF IG091).

FOR FINAL APPROACH
SEE 21-4, 21-4A, 22-4

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspace cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

FOR FINAL APPROACH
SEE 21-4, 21-4A, 22-4

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspace cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

FOR FINAL APPROACH
SEE 21-4, 21-4A, 22-4

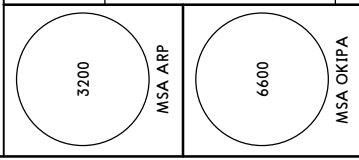
On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspace cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
15 MAR 24
Eff 21 Mar
OKIPA 7E, OKIPA 7N
RNAV INITIAL APCH Rwy 09R

D-ATIS		DE GAULLE Approach		DE GAULLE Tower		Ground North	
127.130 (French)	128.230	121.155	125.830	119.850	126.430	118.150	136.275
						121.610	121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS



**FOR FINAL APPROACH
SEE 21-4, 21-4A, 22-4**

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or
without, free speed adopted,
- and ATIS information letter taken to account.

VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.
Maintain a rate of descent of not less than 1300' /min
until cleared level or altitude, then under radar vectoring,
until interception of cleared final approach.

At PG504 and PG505, do never turn on your
own direct to IF nor towards RWY centerline of
the cleared and confirmed approach, but continue
by default on indicated track.
Any ATC instructions of direct to IF of final
approach procedure must be complied with after
the overflight of PG504 or PG505, never with
turn anticipation at these points.

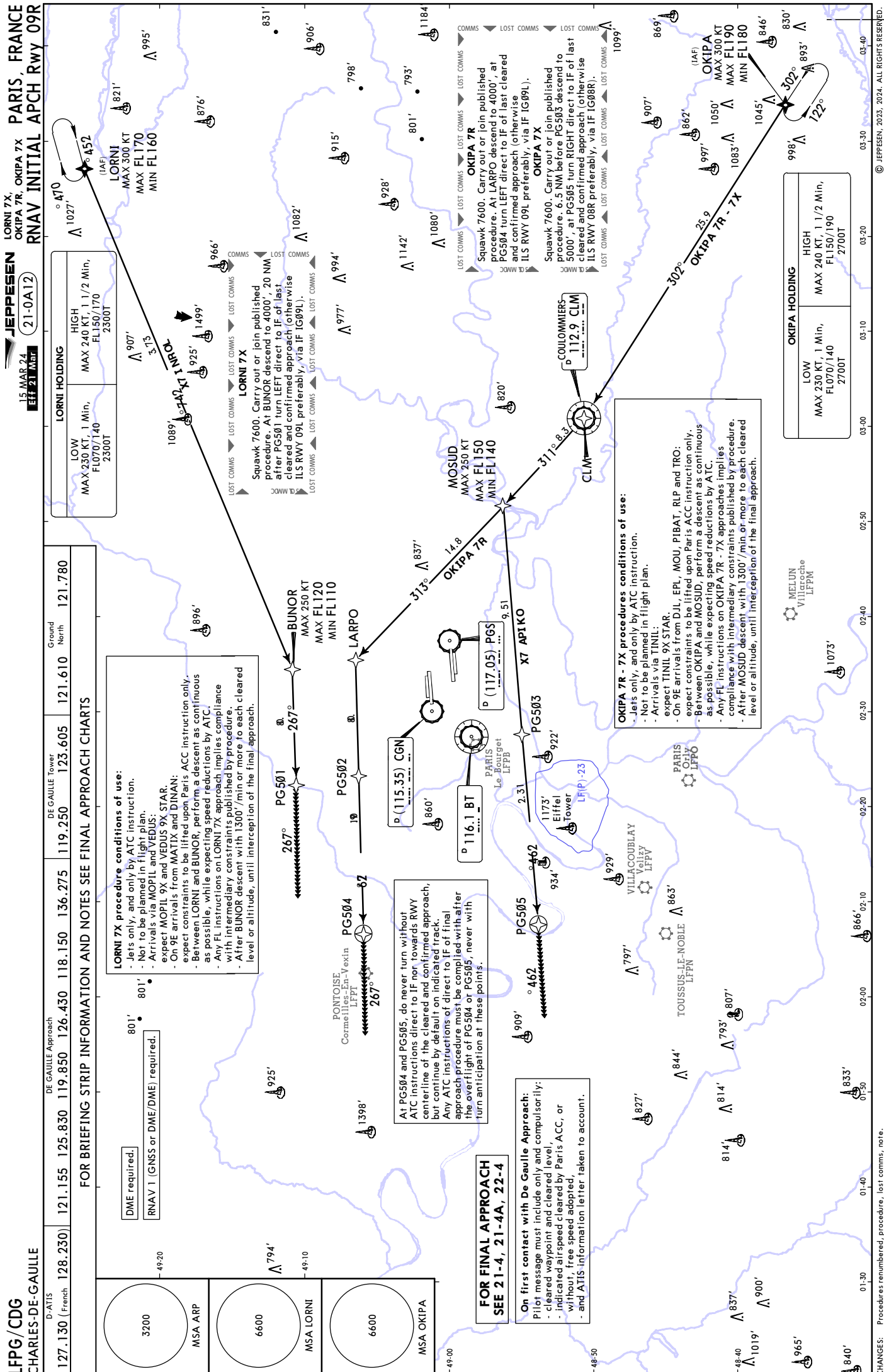
OKIPA 7E
Squawk 7600. Carry out or join published
procedure. 6.5 NM before PG505 descend to
5000', at PG505 turn RIGHT direct to IF of last
cleared and confirmed approach (otherwise
ILS RWY 08R preferably, via IF IG08R).

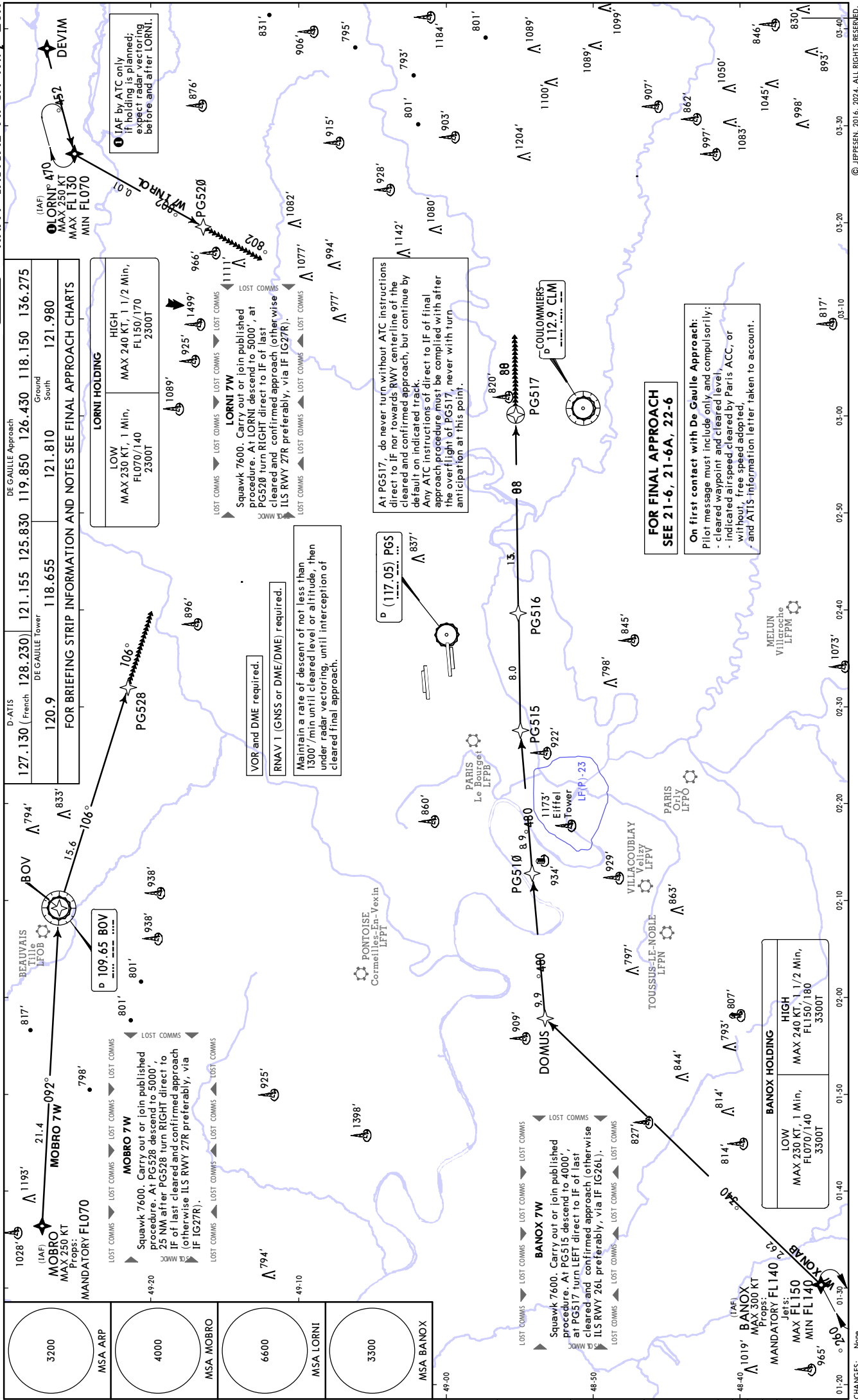
OKIPA 7N
Squawk 7600. Carry out or join published
procedure. At LARPO descend to 4000', at
PG504 turn LEFT direct to IF of last cleared
and confirmed approach (otherwise
ILS RWY 09L preferably, via IF IG09L).

OKIPA HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2700T	HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T

CHANGES: Procedures renumbered, procedure, lost comms, note.

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JEPPESEN BANOX 7X, MOPAR 7X PARIS, FRANCE
(21-0A18) RNAV INITIAL APCH Rwy 26R

26 JUL 24

Ground South

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

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DE GAULLE Approach

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127.130 (French)

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FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

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127.130 (French)

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FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

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FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

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FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

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FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

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121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

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118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

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FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

121.155

125.830

119.850

126.430

118.150

136.275

120.9

118.655

121.810

121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

DE GAULLE Tower

DE GAULLE Approach

D-ATIS

127.130 (French)

128.230

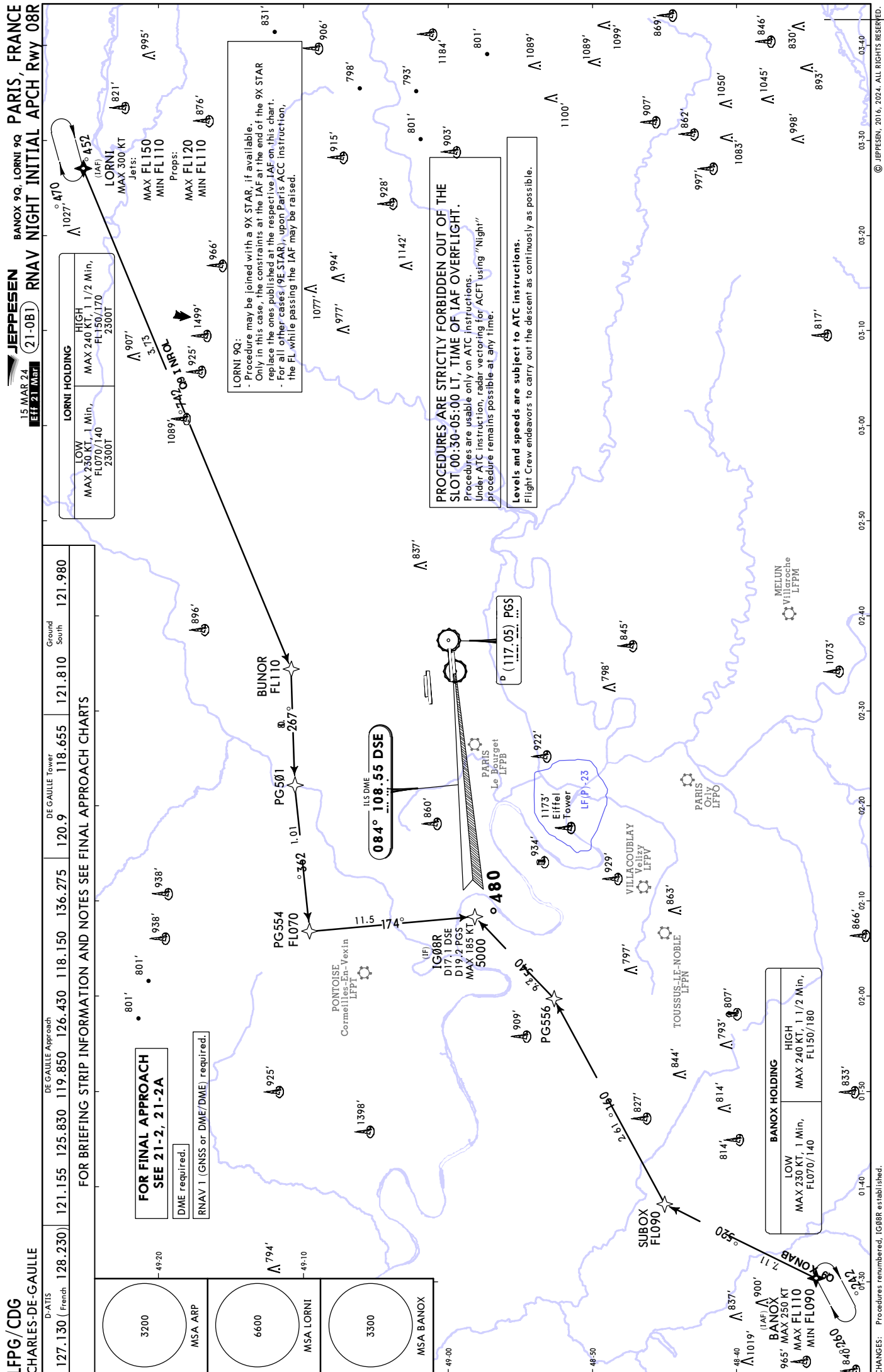
121.155

125.830

119.850

126.430

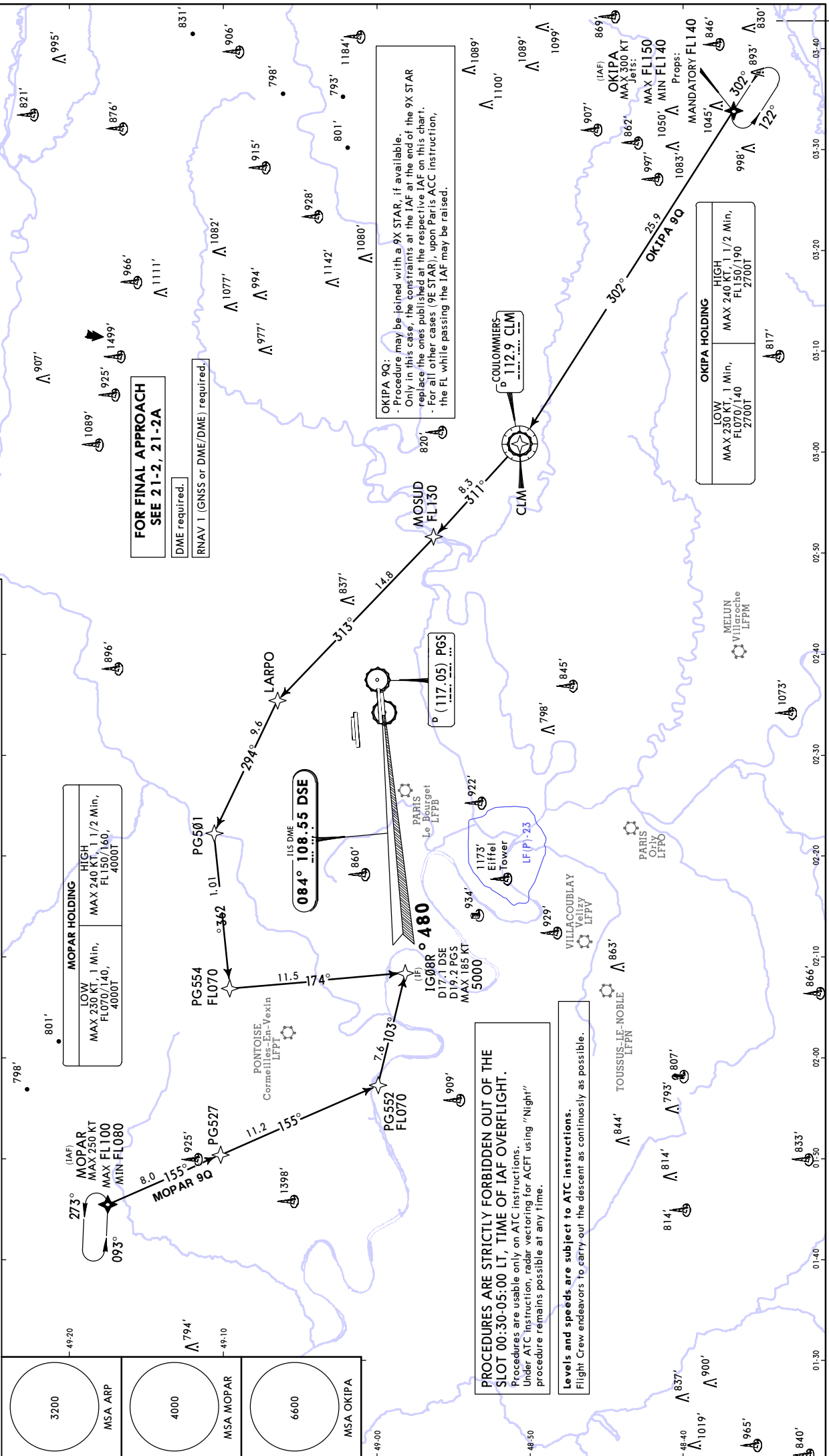


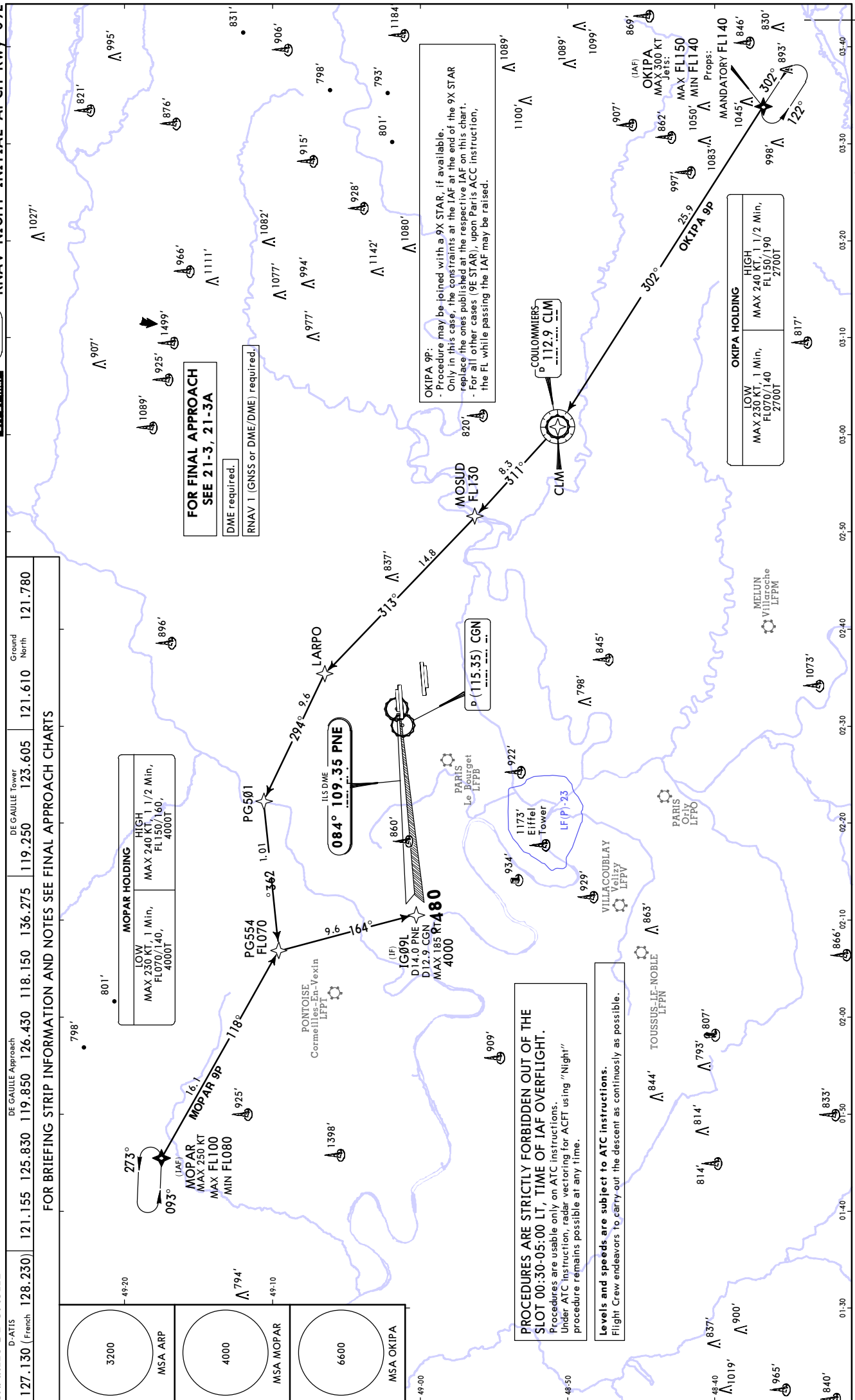


D-ATIS		DE GAULLE Approach				DE GAULLE Tower		Ground			
127.130	128.230 (French)	121.155	125.830	119.850	126.430	118.150	136.275	120.9	118.655	121.810	121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS





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MI 9Y, M
NIGHT

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LOR
NAV

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MAR 24
21 Mar

13

3

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g/CDC

LFP
CHA

DE GAULLE APPROACH

D-ATIS
127.130 (French) DE GAULLE Tower
120.9

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

BEAUVAIS
Title LFOB
817' 1193'

MOBRO 9Y
MAX 250 KT
Mandatory FL070

BOV
833' 794'

LORNI HOLDING
LOW MAX 230 KT, 1 Min, FL070/140
HIGH MAX 240 KT, 1 1/2 Min, FL150/170

BANOX & MOBRO 9Y:
Procedures may be joined with a 9X STAR, if available.
Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
For all other cases (9W STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

LEVELS AND SPEEDS ARE SUBJECT TO ATC INSTRUCTIONS.
Flight Crew endeavors to carry out the descent as continuously as possible.

MELUN Villaroche LFPM

PARIS Le Bourget LFPB

PARIS ORLY LFPO

VILLACOUBLAY Velizy LFPV

TOUSSUS-LE-NOBLE LFFN

BANOX HOLDING
LOW MAX 230 KT, 1 Min, FL070/140, 3300T
HIGH MAX 240 KT, 1 1/2 Min, FL150/180, 3300T

DE GAULLE Tower
121.155 125.830 119.850 126.430 118.150 136.275
Ground South 121.980

FOR FINAL APPROACH SEE 21-5, 21-5A
DME required.
RNAV 1 (GNSS or DME/DME) required.

CHANGES: Procedures renumbered, LG26L established.

CHANGES: Procedures renumbered, 1G261 established.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN

15 MAR 24

(21-1)

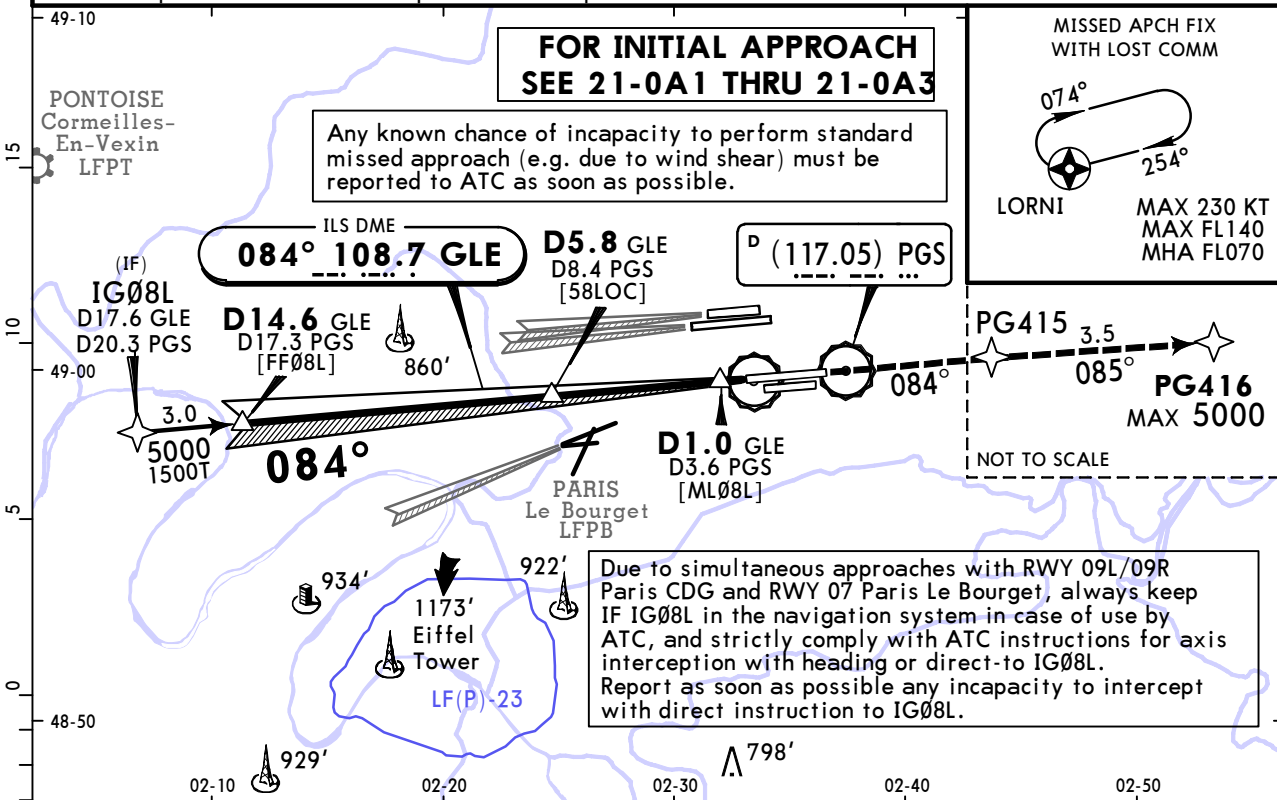
Eff 21 Mar

PARIS, FRANCE

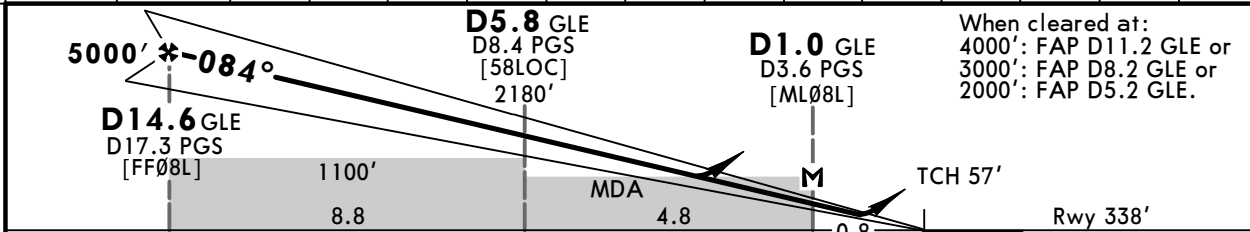
ILS or LOC Rwy 08L

BRIEFING STRIP

D-ATIS		DE GAULLE Approach			
127.130 (French 128.230)		121.155 125.830 119.850 126.430 118.150 136.275			
DE GAULLE Tower				Ground South	
120.9		118.655		121.810	121.980
LOC GLE 108.7	Final Apch Crs 084°	D14.6 GLE 5000' (4662')	ILS DA(H) Refer to Minimums	Apt Elev 392' Rwy 338'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000' and as directed.					
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach. Climb to 1300' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC	
1. DME required.		2. For Missed apch RNAV 1 required.		Trans alt: 5000'	



LOC (GS out)	GLE DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		4790'	4470'	4150'	3840'	3520'	3200'	2880'	2560'	2240'	1930'	1610'	1290'	970'



Gnd speed-Kts	70	90	100	120	140	160		PG415	5000' MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849			
MAP at D1.0 GLE/D3.6 PGS									

Std/State		STRAIGHT-IN LANDING				LOC (GS out)		CIRCLE-TO-LAND	
1 ILS						CDFA		08L to 08R	
						A: 670' (332') C: 710' (372')			
						B: 690' (352') D: 720' (382')			
		TDZ or CL out	ALS out			TDZ or CL out	ALS out		
A				R800m	R800m			Max Kts	MDA(H)
B	R550m	2 R550m	R1200m	R900m	R900m	R1500m		100	1000' (662') V3000m
C								135	
D				R1000m	R1000m	R1700m		180	1100' (762') V3700m
								205	1100' (762') V4300m

1 D_L: DA(H) 558' (220'). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
4 Circling height based on rwy 08L thresh elev of 338'.

CHANGES: Notes, IG08L established.

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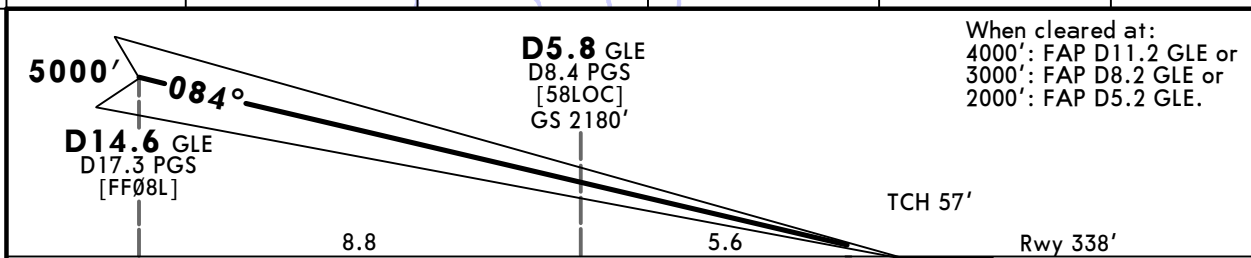
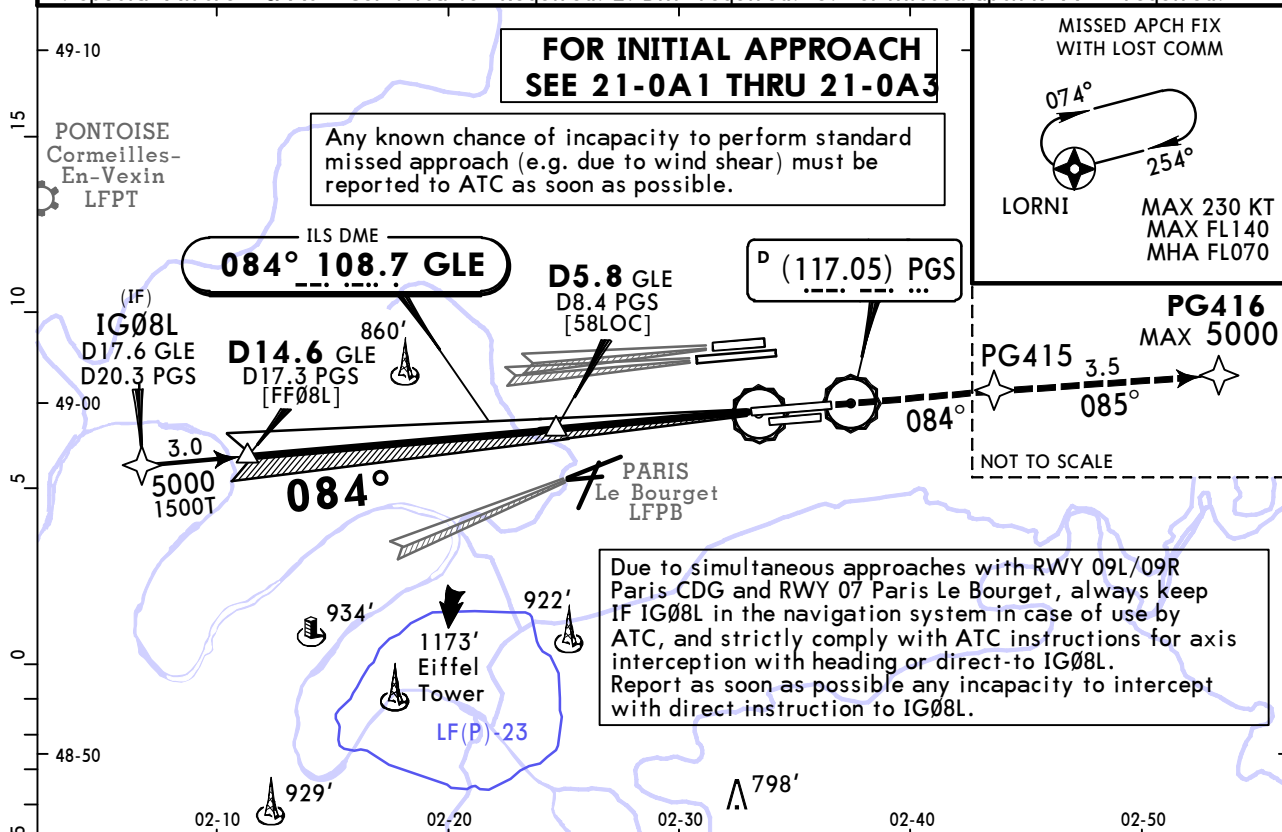
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar **(21-1A)**

PARIS, FRANCE
CAT II/III ILS Rwy 08L

BRIEFING STRIP™

D-ATIS 127.130(French 128.230)		DE GAULLE Approach 121.155 125.830 119.850 126.430 118.150 136.275					
DE GAULLE Tower 120.9			118.655		Ground South 121.810		121.980
LOC GLE 108.7	Final Apch Crs 084°	D14.6 GLE 5000'(4662')	CAT III ILS Refer to Minimums	CAT II ILS RA 99' DA(H) 438'(100')	Apt Elev 392' Rwy 338'	3200 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000' and as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.							
Climb to 1300' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'	
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. For Missed apch RNAV 1 required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG415	5000' MAX
GS 3.00°	372	478	531	637	743	849			

Std/State		STRAIGHT-IN LANDING	
CAT III ILS		CAT II ILS	
		RA 99' DA(H) 438' (100')	
R75m		R300m	

1 CAT D requires autoland or HUDLS, otherwise: R350m.

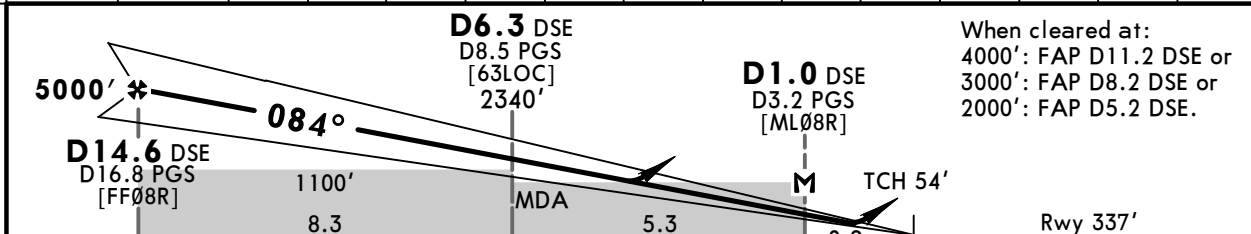
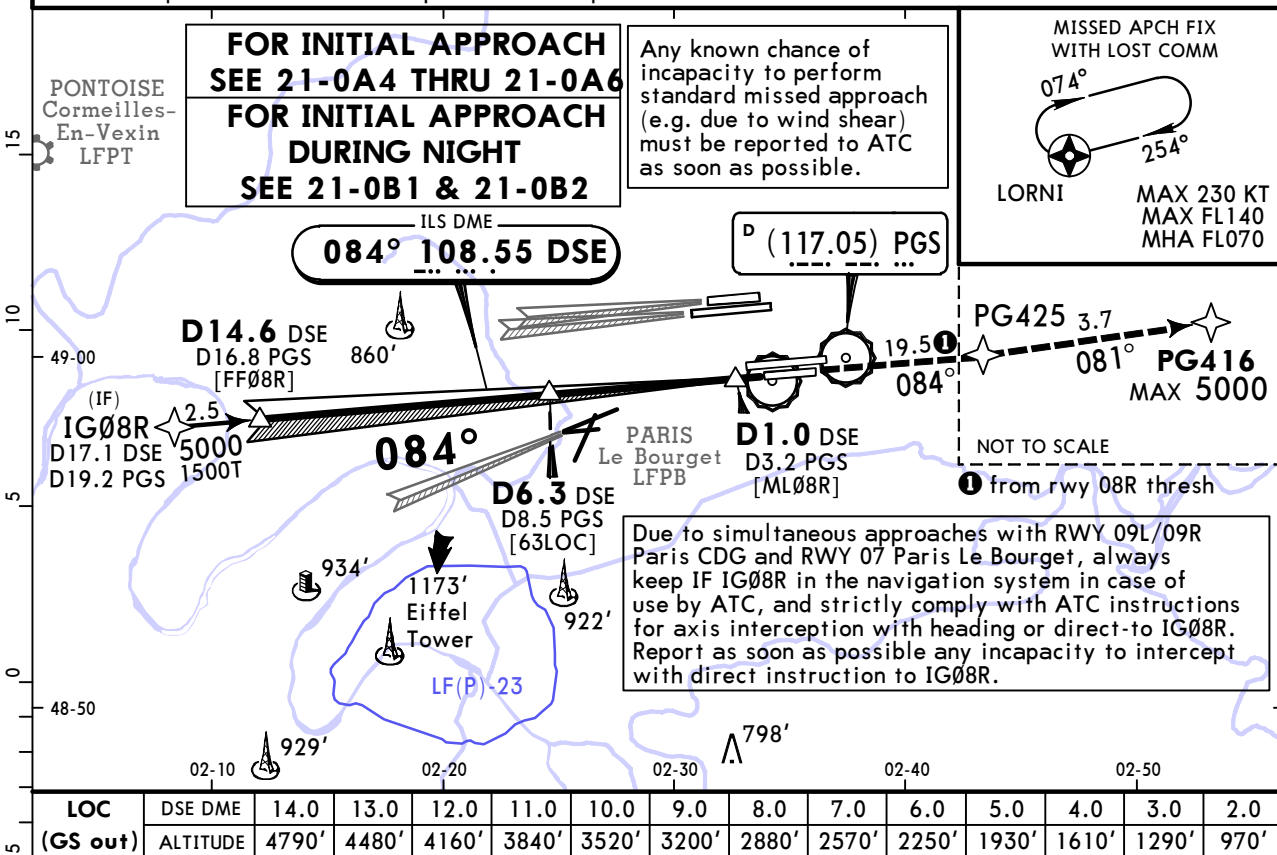
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 (21-2) Eff 21 Mar

PARIS, FRANCE
ILS or LOC Rwy 08R

BRIEFING STRIP™

D-ATIS 127.130 (French 128.230)		DE GAULLE Approach 121.155 125.830 119.850 126.430 118.150 136.275			
DE GAULLE Tower 120.9			118.655	Ground South 121.810 121.980	
LOC DSE 108.55	Final Apch Crs 084°	D14.6 DSE 5000' (4663')	ILS DA(H) 537' (200')	Apt Elev 392' Rwy 337'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000' and as directed.					
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach. Climb to 1300' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 5000'
1. DME required. 2. For Missed apch RNAV 1 required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG425	5000' MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.0 DSE/D3.2 PGS									

Std/State		ILS		STRAIGHT-IN LANDING		LOC (GS out)		3 CIRCLE-TO-LAND	
						CDFA		08R to 08L	
		DA(H) 537' (200')		2 DA/ MDA(H) B: 700' (363')		A: 680' (343') C: 730' (393') D: 740' (403')			
		TDZ or CL out	ALS out			TDZ or CL out	ALS out	Max Kts	MDA(H)
A				R800m		R800m		100	1000' (663') V3000m
B	R550m	R550m	R1200m	R900m		R900m		135	
C				R1100m		R1100m		180	1100' (763') V3700m
D				R1200m		R1200m		205	1100' (763') V4300m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 RNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 08R thresh elev of 337'.

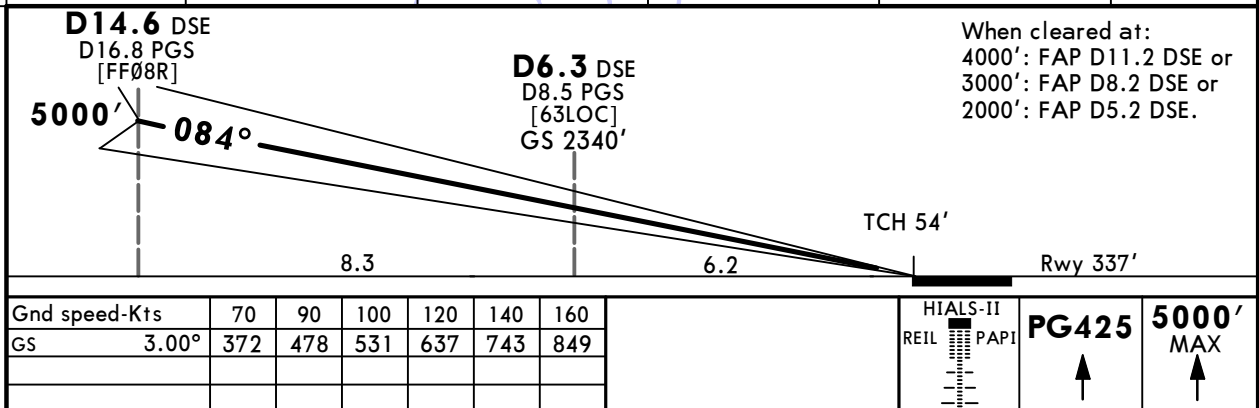
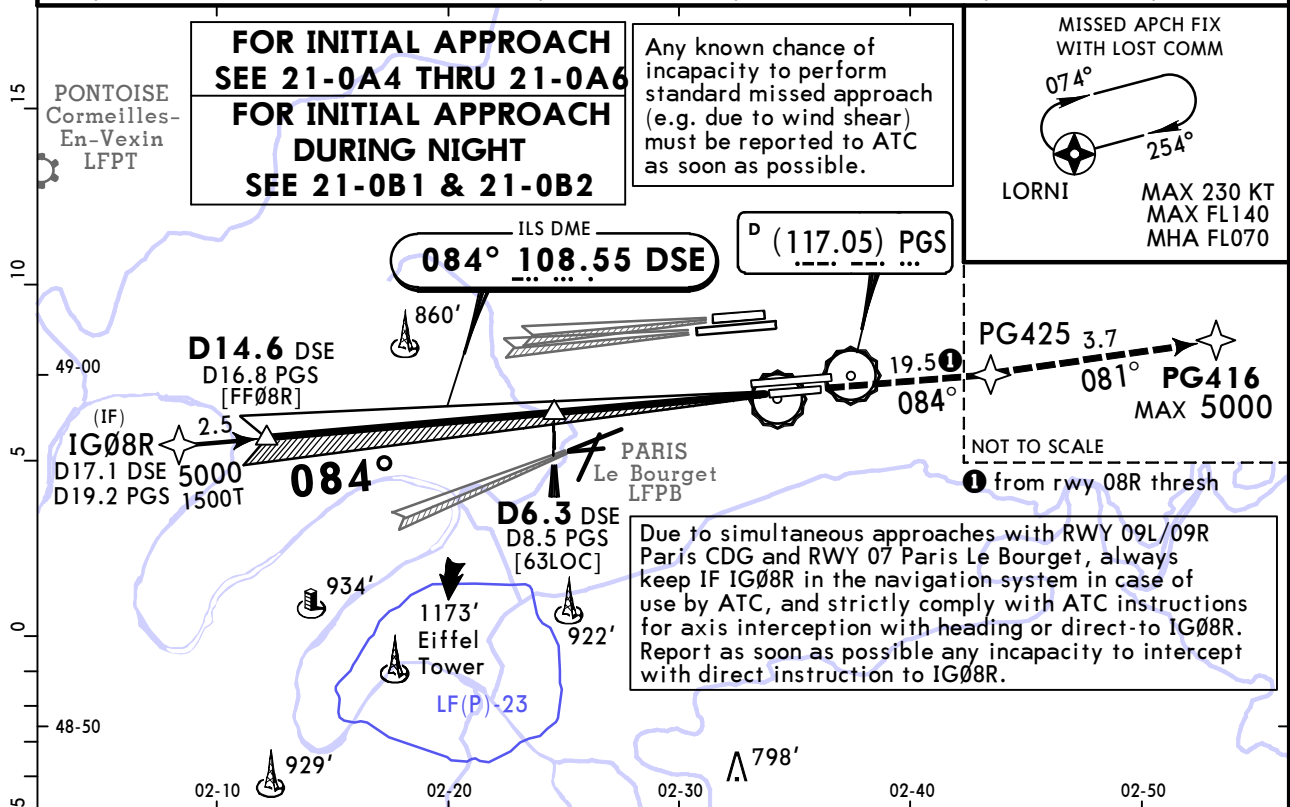
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar (21-2A)

PARIS, FRANCE
CAT II/III ILS Rwy 08R

BRIEFING STRIP™

D-ATIS		DE GAULLE Approach				
127.130 (French 128.230)		121.155 125.830 119.850 126.430 118.150 136.275				
DE GAULLE Tower			Ground South			
120.9		118.655		121.810		121.980
LOC DSE 108.55	Final Apch Crs 084°	D14.6 DSE 5000'(4663')	CAT III ILS Refer to Minimums	CAT II ILS RA 103' DA(H) 437'(100')	Apt Elev 392' Rwy 337'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000' and as directed.						
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.						
Climb to 1300' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. For Missed apch RNAV 1 required.						



Std/State

STRAIGHT-IN LANDING

CAT III ILS

CAT II ILS

RA 103'

DA(H) 437' (100')

R75m

R300m

CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, IG08R established.

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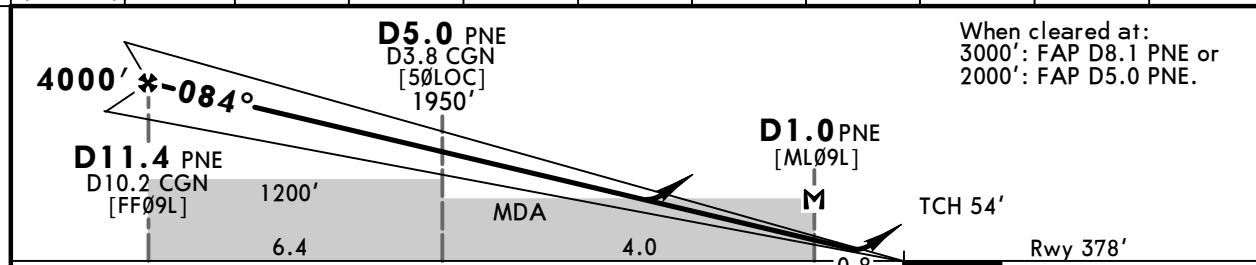
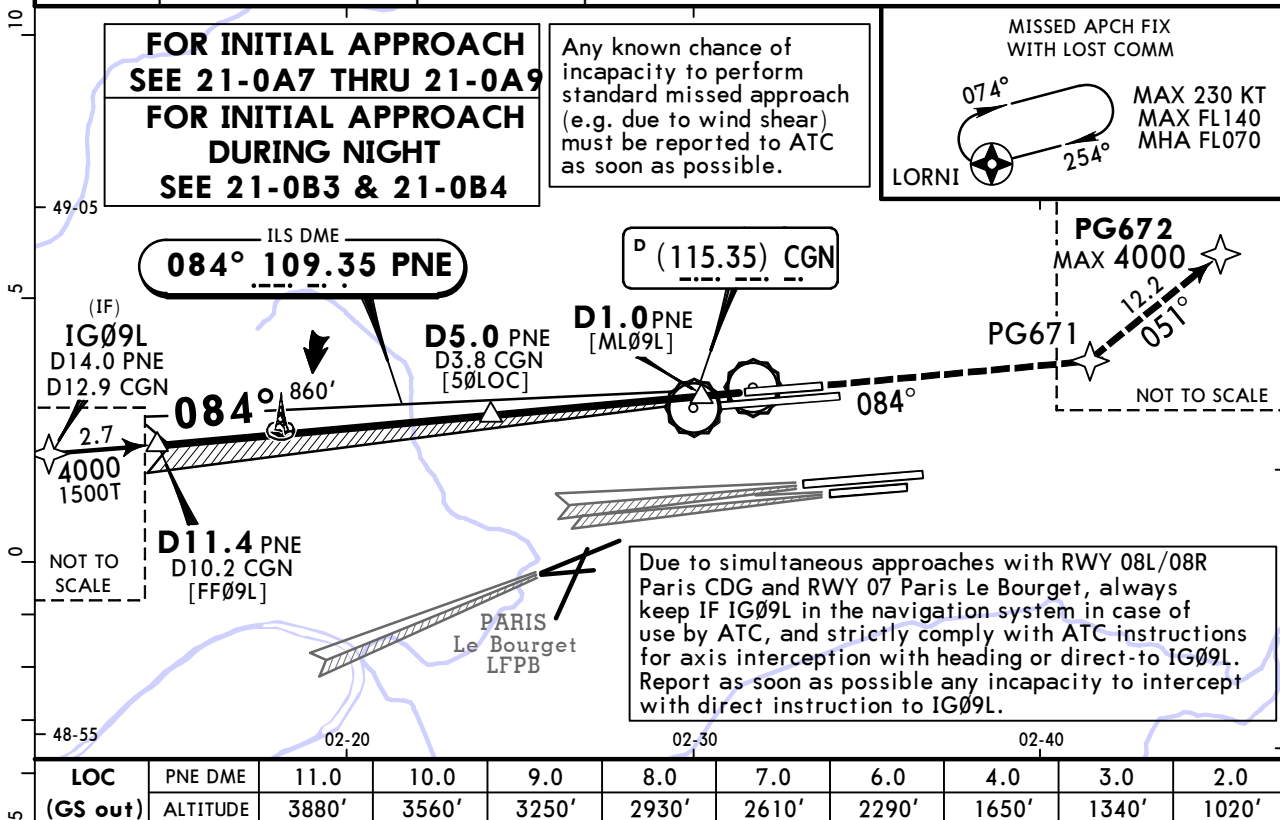
LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
15 MAR 24 (21-3) Eff 21 Mar

PARIS, FRANCE
ILS or LOC Rwy 09L

BRIEFING STRIP™

D-ATIS		DE GAULLE Approach				
127.130 (French 128.230)		121.155 125.830 119.850 126.430 118.150 136.275				
DE GAULLE Tower			Ground North			
119.250		123.605		121.610		121.780
LOC PNE	Final Apch Crs	D11.4 PNE	ILS DA(H)	Apt Elev 392'		3200 MSA ARP
109.35	084°	4000' (3622')	578' (200')	Rwy 378'		
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000' and as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach. Climb to 1200' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 5000'						
1. DME required. 2. For Missed apch RNAV 1 required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG671	4000' MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.0 PNE									

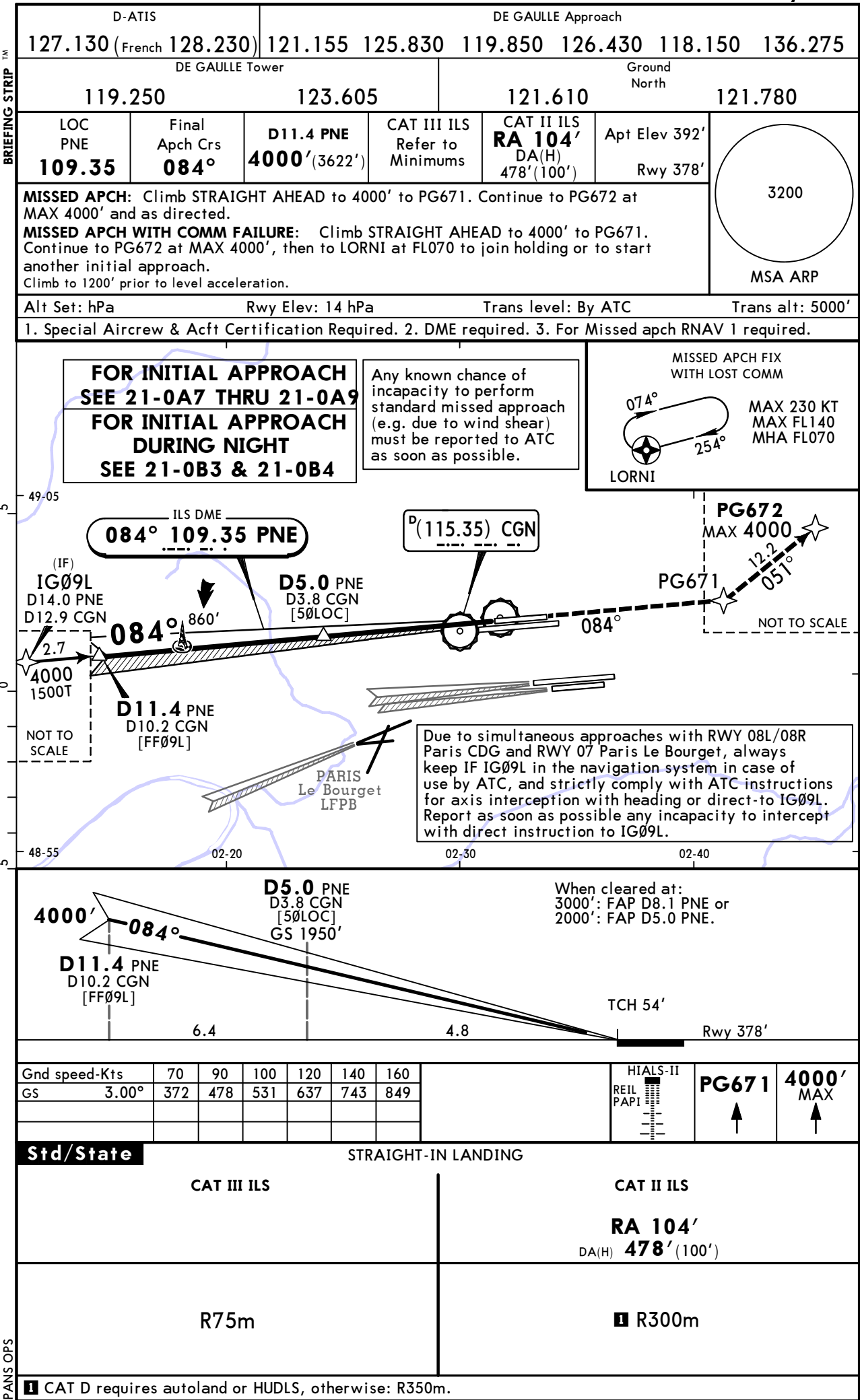
Std/State		STRAIGHT-IN LANDING				3 CIRCLE-TO-LAND	
ILS		LOC (GS out)				09L to 09R	
DA(H) 578' (200')		CDFA C: 730' (352') DA/ MDA(H) AB: 720' (342') D: 750' (372')				Max Kts	
TDZ or CL out		ALS out		TDZ or CL out		MDA(H)	
A	R550m	R550m	R1200m	R800m	R800m	R1500m	1000' (622') V3000m
B				R900m	R900m	R1600m	1100' (722') V3700m
C				R1000m	R1000m	R1700m	1100' (722') V4300m
D							

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 09L thresh elev of 378'.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar 21-3A

PARIS, FRANCE
CAT II/III ILS Rwy 09L



LFPG/CDG

CHARLES-DE-GAULLE

JEPPESSEN

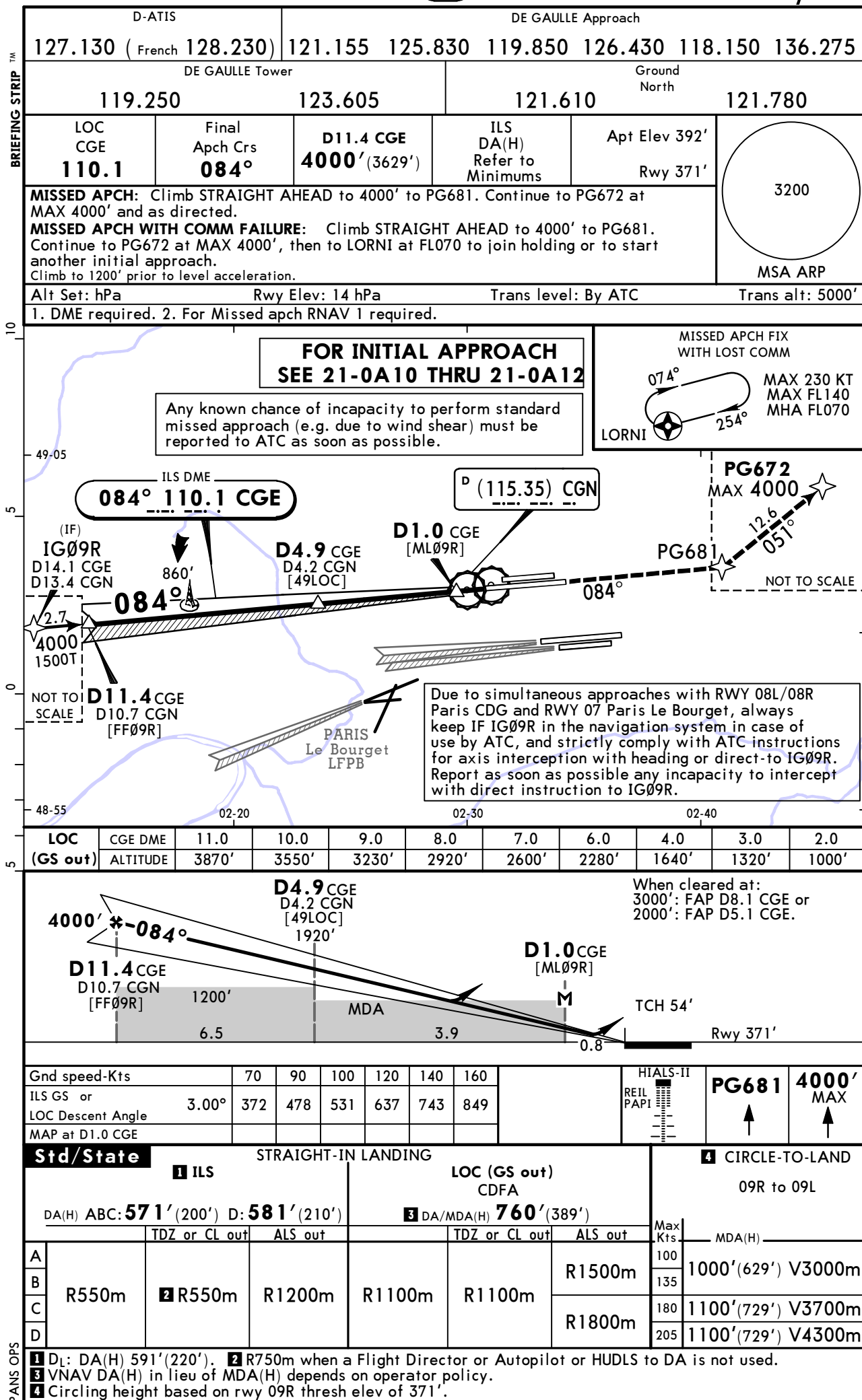
15 MAR 24

(21-4)

Eff 21 Mar

PARIS, FRANCE

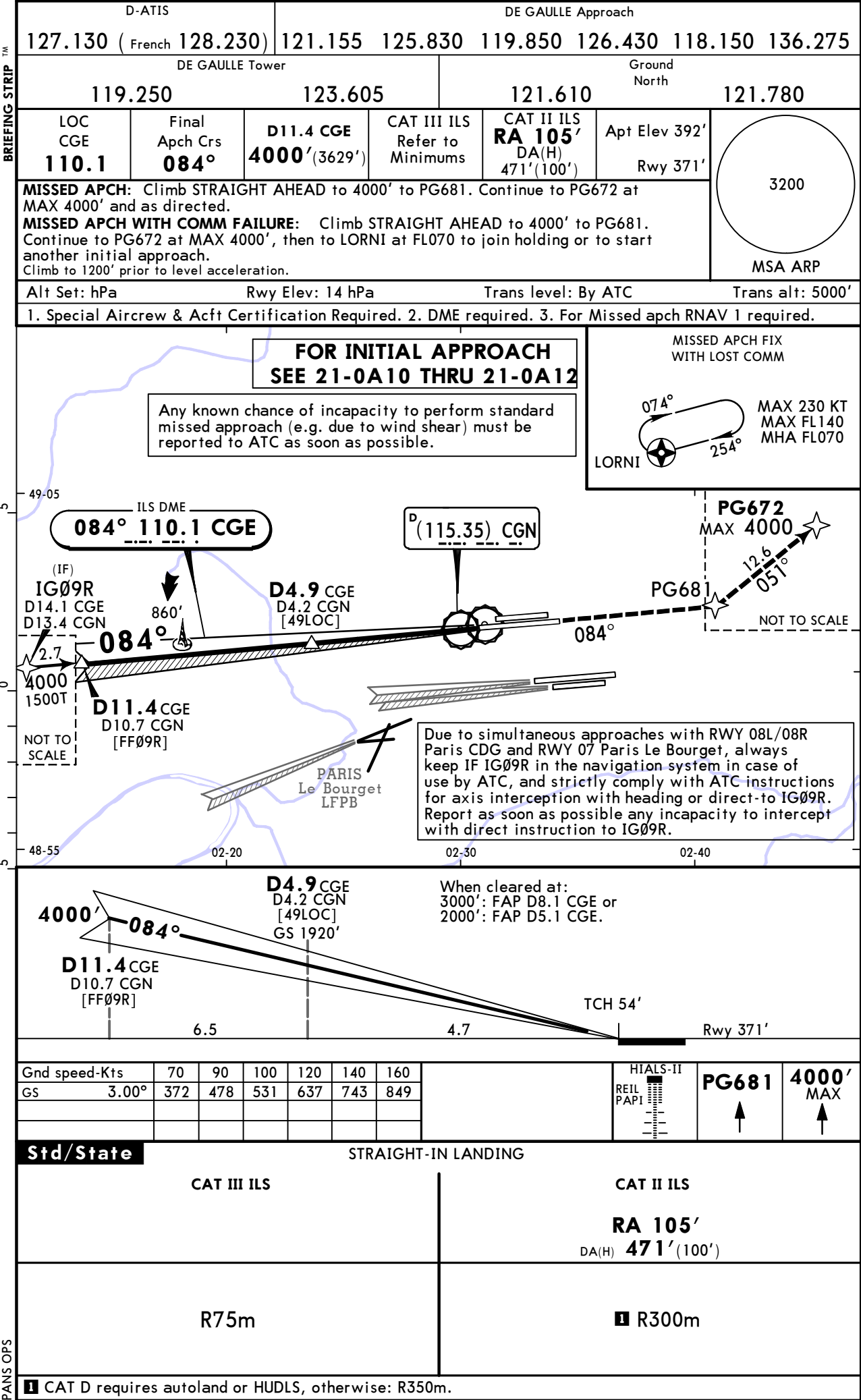
ILS or LOC Rwy 09R



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar 21-4A

PARIS, FRANCE
CAT II/III ILS Rwy 09R



LFPG/CDG

CHARLES-DE-GAULLE

JEPPESSEN

15 MAR 24

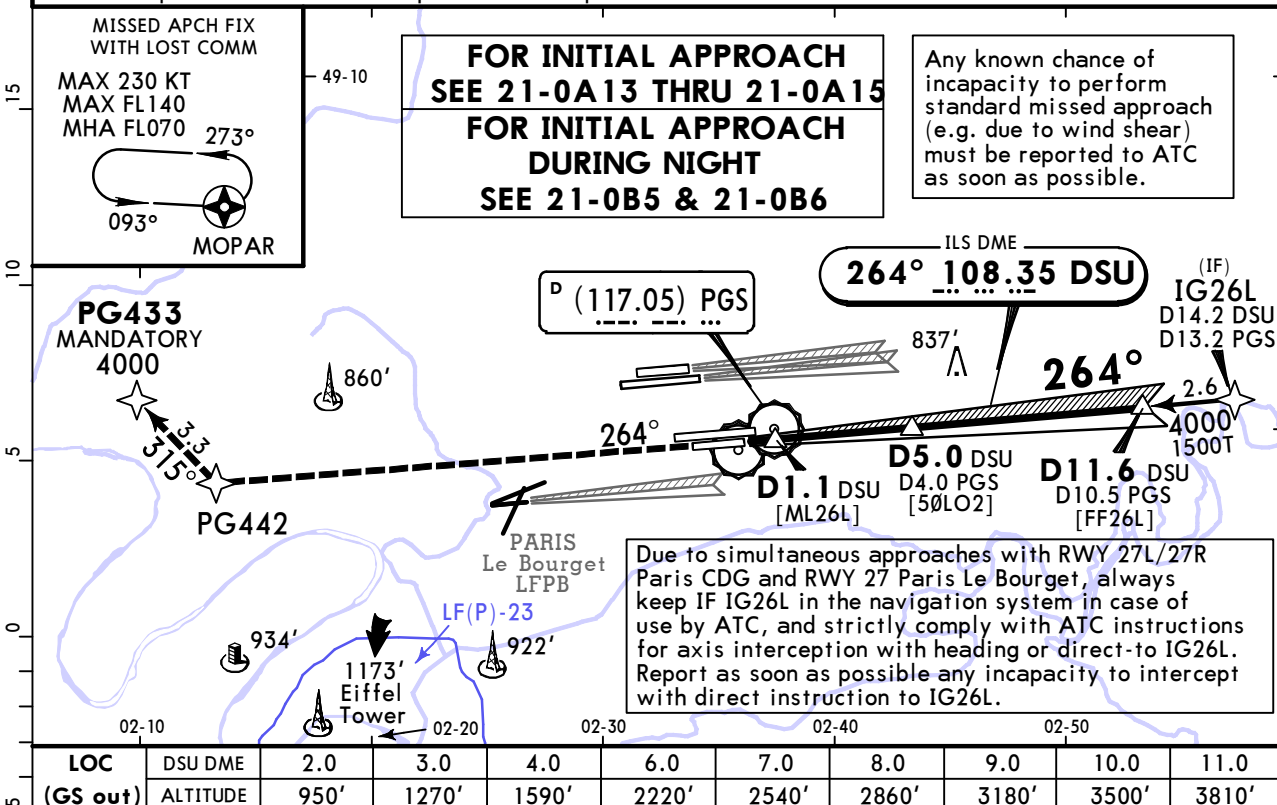
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Eff 21 Mar

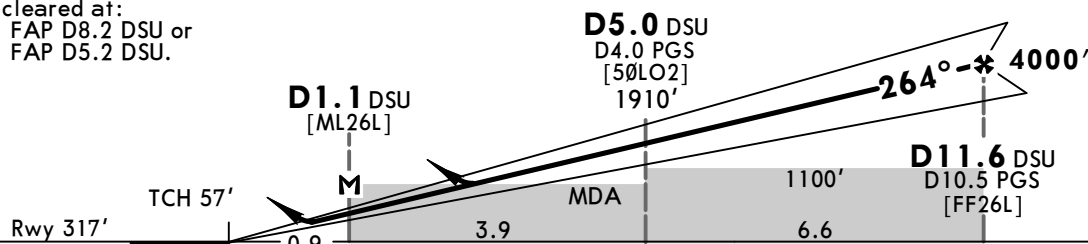
PARIS, FRANCE
ILS or LOC Rwy 26L

BRIEFING STRIP

D-ATIS		DE GAULLE Approach			
127.130 (French 128.230)		121.155 125.830 119.850 126.430 118.150 136.275			
DE GAULLE Tower		Ground South			
120.9		118.655		121.810 121.980	
LOC DSU 108.35	Final Apch Crs 264°	D11.6 DSU 4000' (3683')	ILS DA(H) 517' (200')	Apt Elev 392' Rwy 317'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000' and as directed.					
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.					
Climb to 1200' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC	
1. DME required. 2. For Missed apch RNAV 1 required.					
Trans alt: 5000'					



When cleared at:
3000': FAP D8.2 DSU or
2000': FAP D5.2 DSU.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG442 ↑	4000' MANDATORY ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.1 DSU									

Std/State		STRAIGHT-IN LANDING				3 CIRCLE-TO-LAND			
		ILS		LOC (GS out) CDFA		26L to 26R			
		DA(H) 517' (200')		2 DA/MDA(H) 710' (393')					
		TDZ or CL out	ALS out	TDZ or CL out	ALS out	Max Kts	MDA(H)		
A						100	1000' (683') V3000m		
B	R550m	R550m	R1200m	R1100m	R1100m	135	1100' (783') V3700m		
C						180	1100' (783') V4300m		
D						205	1100' (783') V4300m		

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

3 Circling height based on rwy 26L thresh elev of 317'.

CHANGES: Notes, IG26L established.

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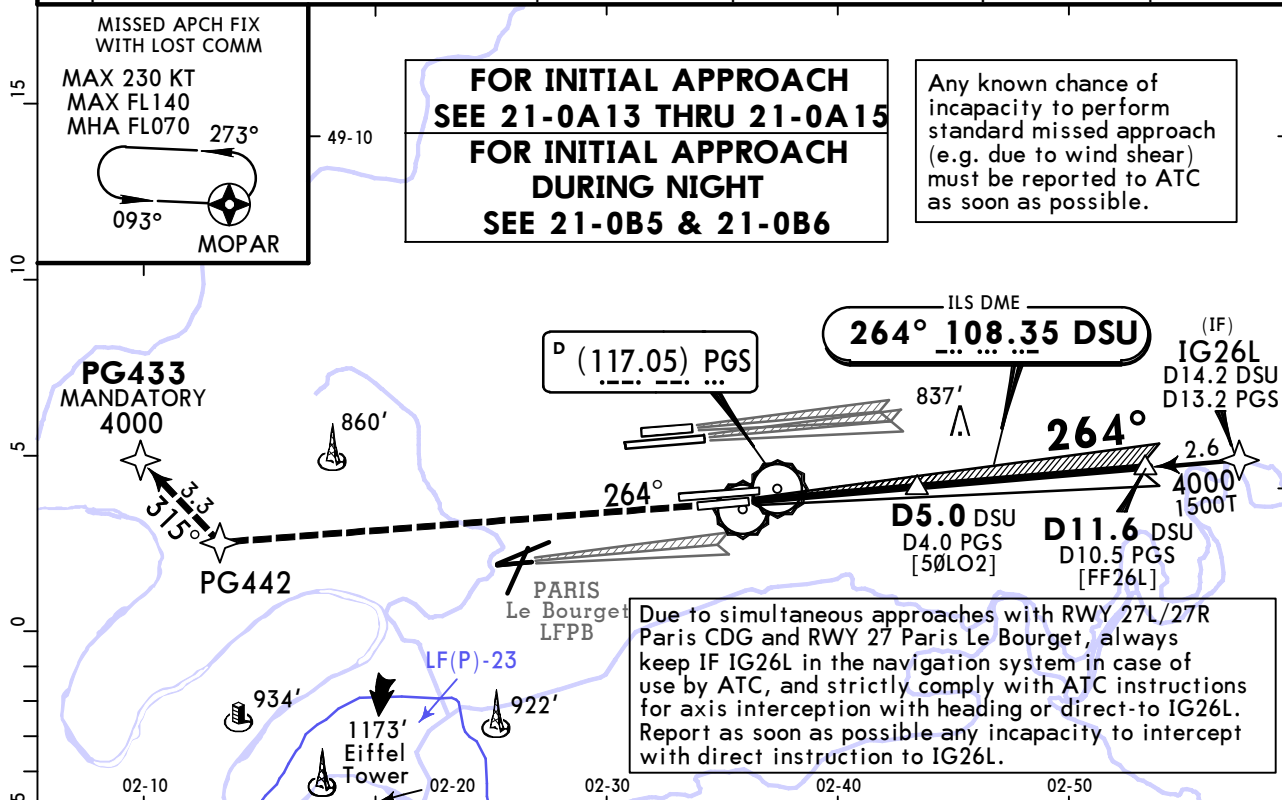
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar (21-5A)

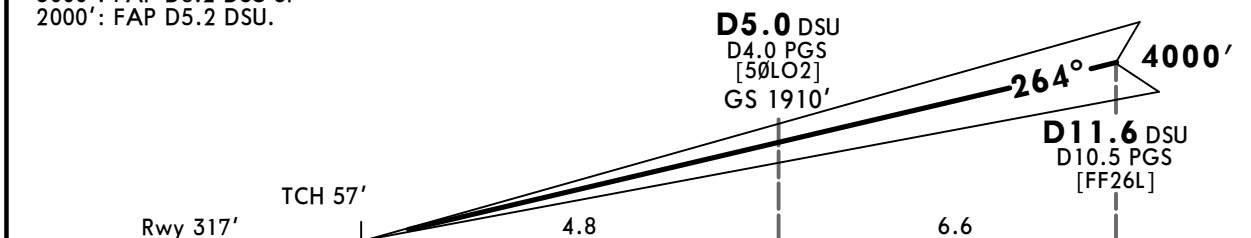
PARIS, FRANCE
CAT II/III ILS Rwy 26L

BRIEFING STRIP

D-ATIS		DE GAULLE Approach				
127.130 (French 128.230)		121.155 125.830 119.850 126.430 118.150 136.275				
DE GAULLE Tower			Ground South			
120.9		118.655		121.810		121.980
LOC DSU 108.35	Final Apch Crs 264°	D11.6 DSU 4000'(3683')	CAT III ILS Refer to Minimums	CAT II ILS RA 104' DA(H) 417'(100')	Apt Elev 392' Rwy 317'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000' and as directed.						
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.						
Climb to 1200' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. For Missed apch RNAV 1 required.						



When cleared at:
3000': FAP D8.2 DSU or
2000': FAP D5.2 DSU.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG442 ↑	4000' MANDATORY ↑
GS 3.00°	372	478	531	637	743	849			

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 104' DA(H) 417' (100')
R75m	R300m

CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, IG26L established.

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LFPG/CDG

CHARLES-DE-GAULLE

JEPPESSEN

15 MAR 24 (21-6) Eff 21 Mar

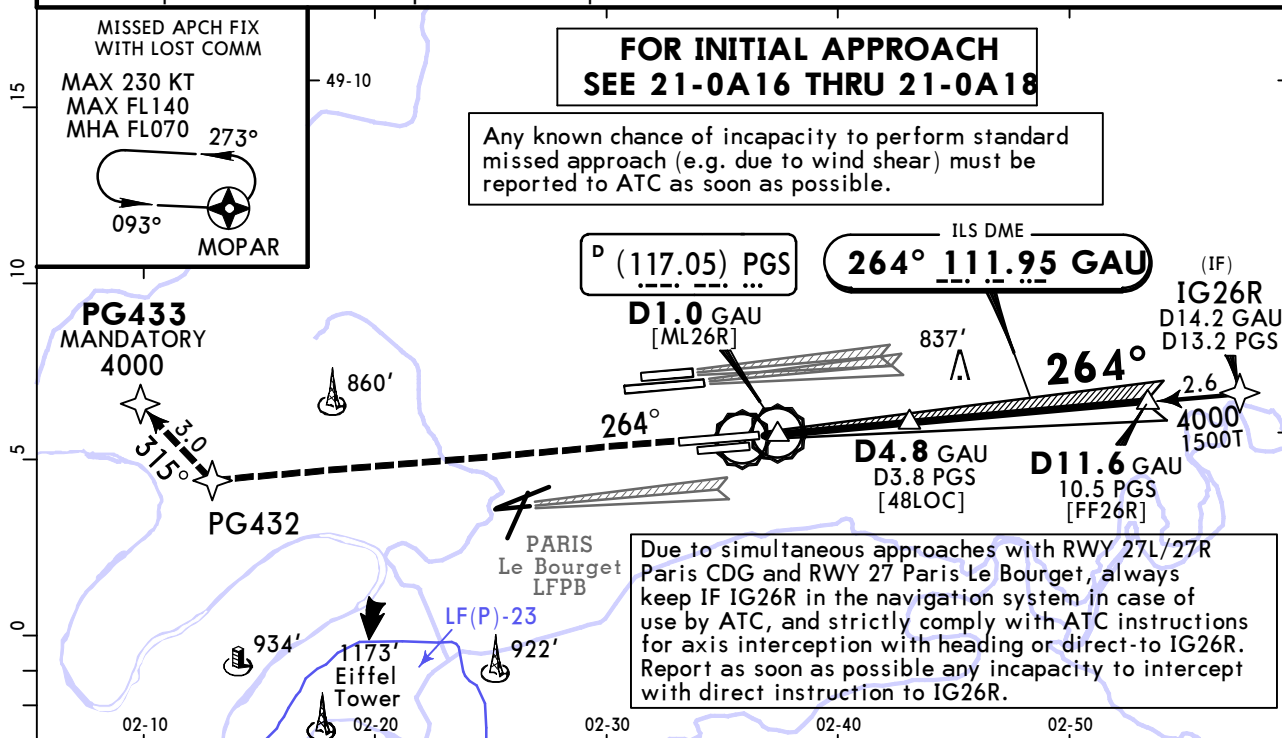
PARIS, FRANCE
ILS or LOC Rwy 26R

BRIEFING STRIP™

D-ATIS 127.130 (French 128.230)		DE GAULLE Approach 121.155 125.830 119.850 126.430 118.150 136.275			
DE GAULLE Tower 120.9		118.655	Ground South 121.810		121.980
LOC GAU 111.95	Final Apch Crs 264°	D11.6 GAU 4000' (3682')	ILS DA(H) Refer to Minimums	Apt Elev 392' Rwy 318'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000' and as directed.					
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach. Climb to 1200' prior to level acceleration.					

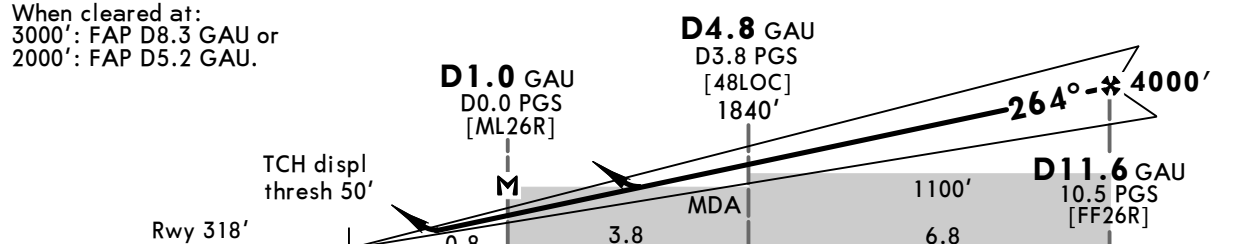
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.



LOC (GS out)	GAU DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	940'	1260'	1580'	1900'	2220'	2540'	2860'	3170'	3490'	3810'

When cleared at:
3000': FAP D8.3 GAU or
2000': FAP D5.2 GAU.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG432 ↑	4000' MANDATORY ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP D1.0 GAU/D0.0 PGS									

Std/State		STRAIGHT-IN LANDING				4 CIRCLE-TO-LAND	
1 ILS		LOC (GS out) CDFA				26R to 26L	
DA(H) 518' (200')		3 DA/MDA(H) 710' (392')				Max Kts	
TDZ or CL out		ALS out		TDZ or CL out		MDA(H)	
A						100	1000' (682') V3000m
B	R550m	2 R550m	R1200m	R1100m	R1100m	135	1100' (782') V3700m
C						180	1100' (782') V4300m
D						205	1100' (782') V4300m

1 D_L: DA(H) 528' (210'). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

4 Circling height based on rwy 26R displ thresh elev of 318'.

CHANGES: Notes, IG26R established.

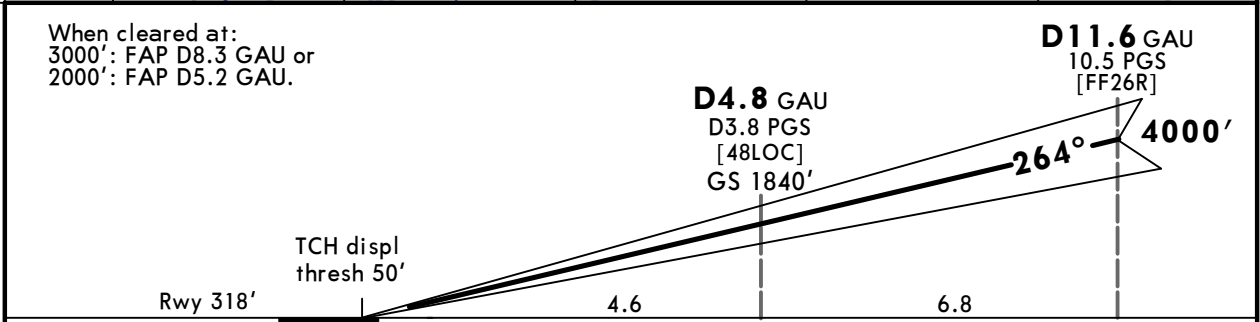
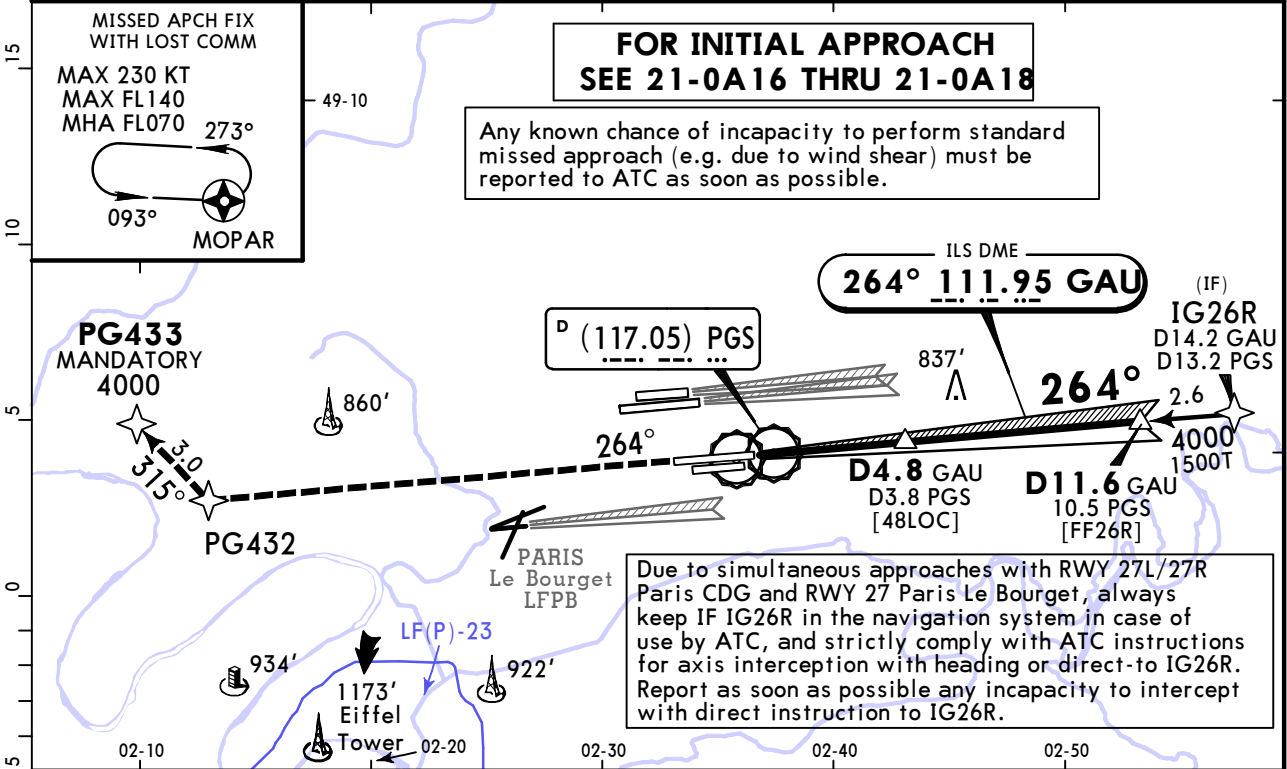
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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar (21-6A)

PARIS, FRANCE
CAT II/III ILS Rwy 26R

D-ATIS		DE GAULLE Approach					
127.130 (French 128.230)		121.155	125.830	119.850	126.430	118.150	136.275
DE GAULLE Tower			Ground South				
120.9		118.655		121.810		121.980	
LOC GAU 111.95	Final Apch Crs 264°	D11.6 GAU 4000'(3682')	CAT III ILS Refer to Minimums	CAT II ILS RA 102' DA(H) 418'(100')	Apt Elev 392' Rwy 318'	3200 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000' and as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.							
Climb to 1200' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'	
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. For Missed apch RNAV 1 required.							



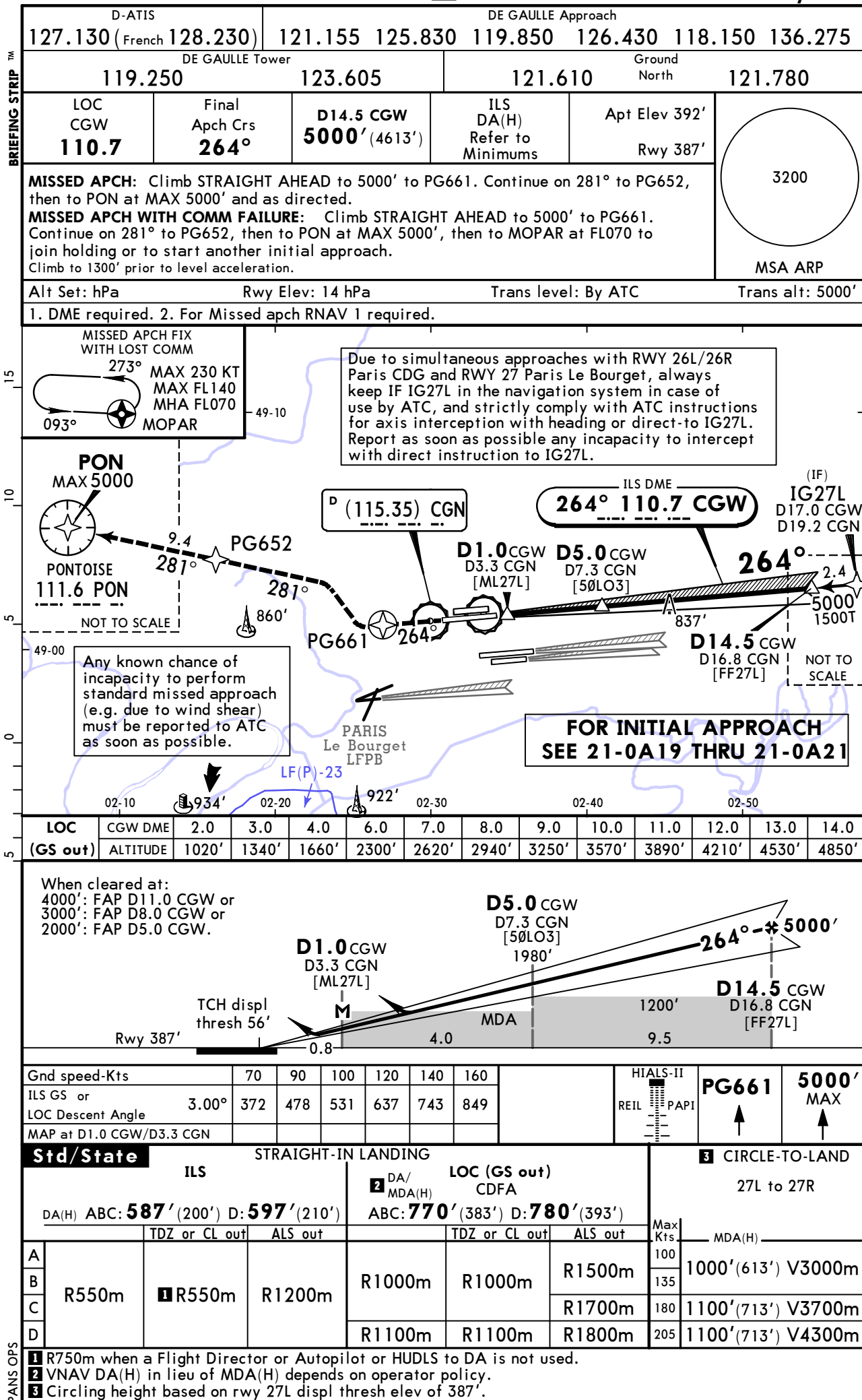
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG432	4000' MANDATORY
GS 3.00°	372	478	531	637	743	849			

Std/State	STRAIGHT-IN LANDING	
	CAT III ILS	CAT II ILS
		RA 102' DA(H) 418' (100')
	R75m	I R300m
I CAT D requires autoland or HUDLS, otherwise: R350m.		

LFPG/CDG CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **(21-7)** **Eff 21 Mar**

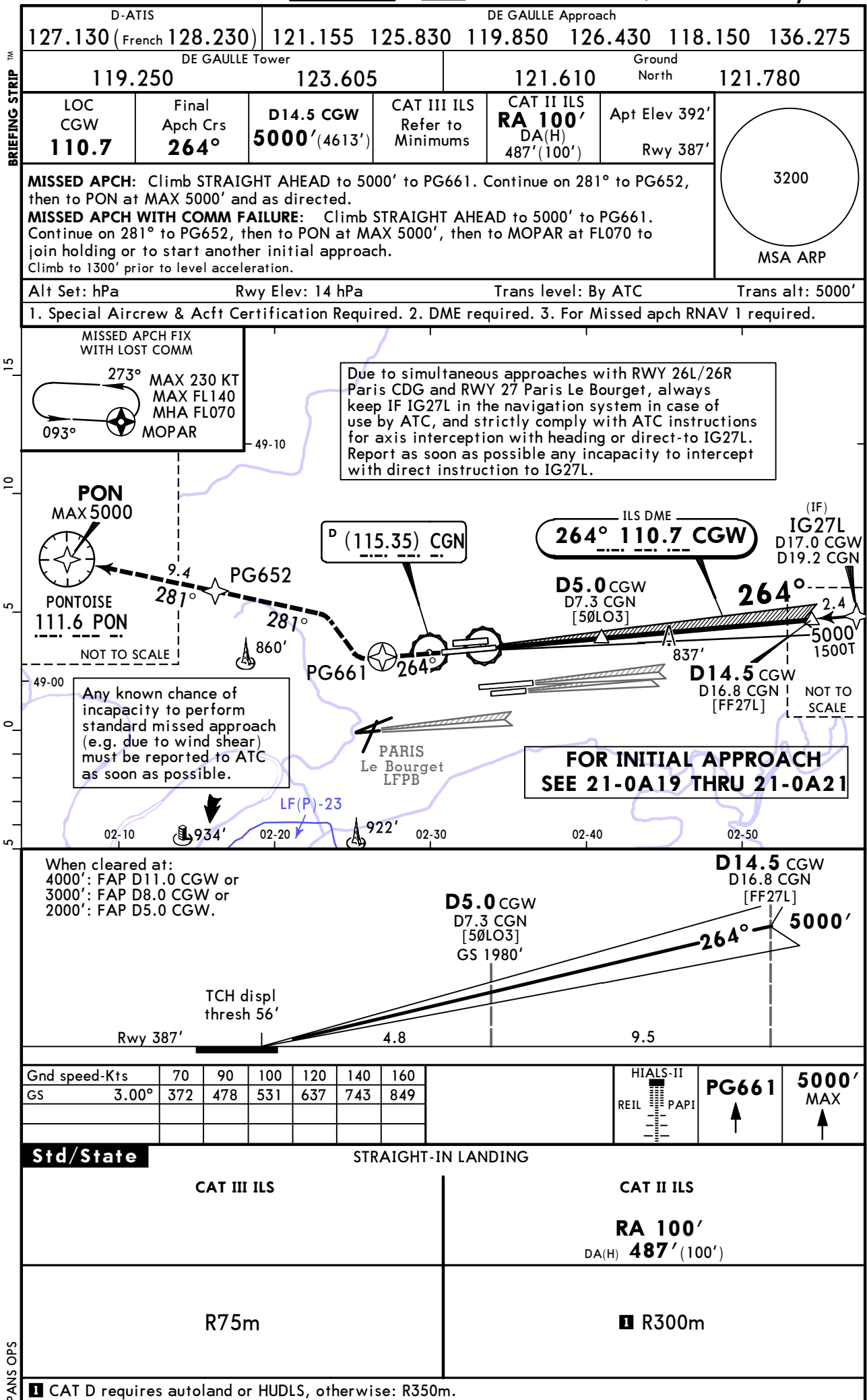
PARIS, FRANCE
ILS or LOC Rwy 27L



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar (21-7A)

PARIS, FRANCE
CAT II/III ILS Rwy 27L



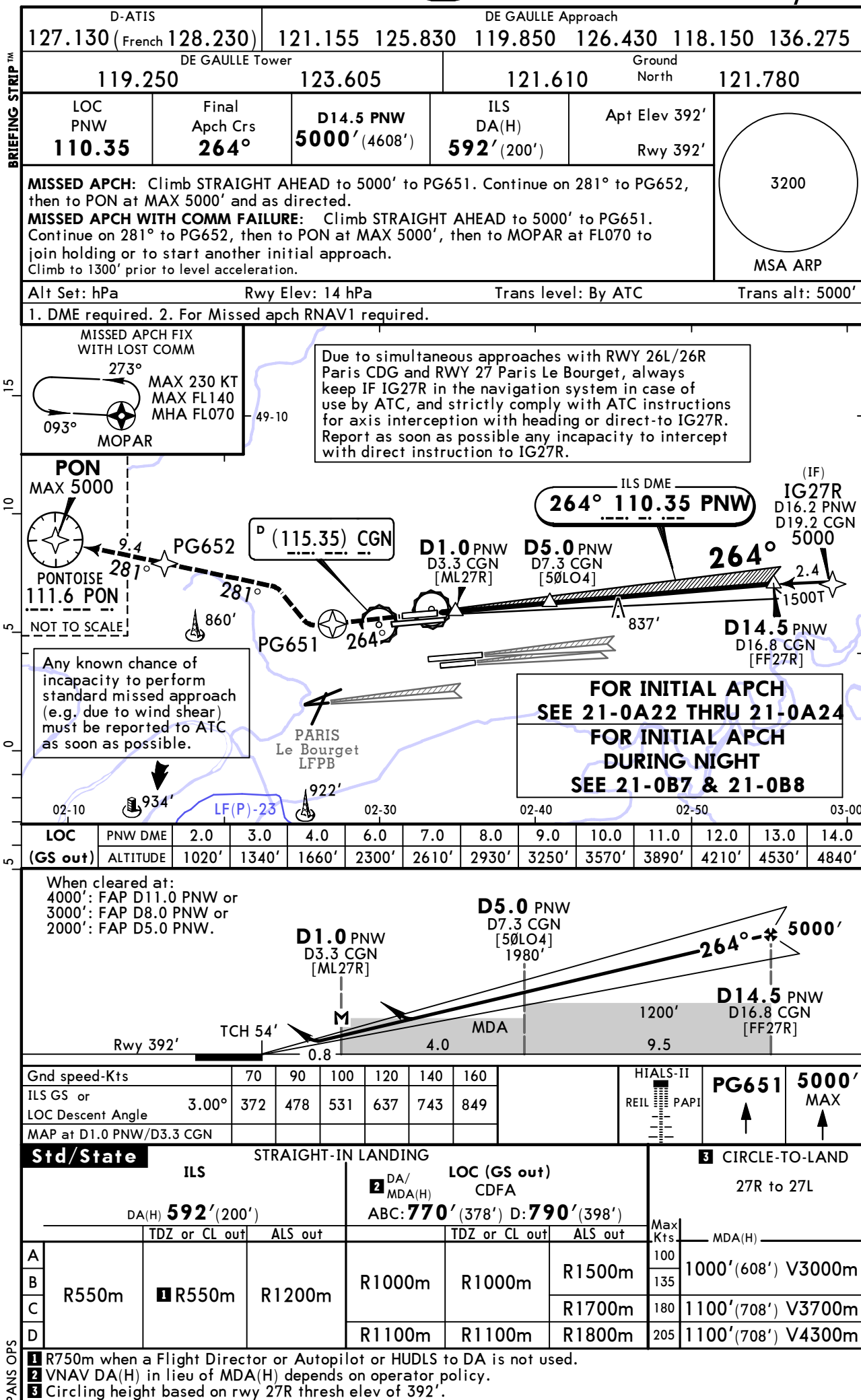
LFPG/CDG

CHARLES-DE-GAULLE

JEPPESSEN

15 MAR 24

(21-8)

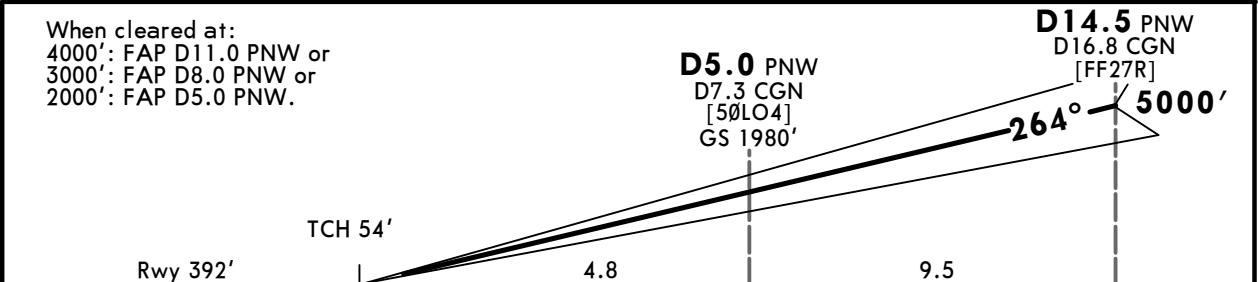
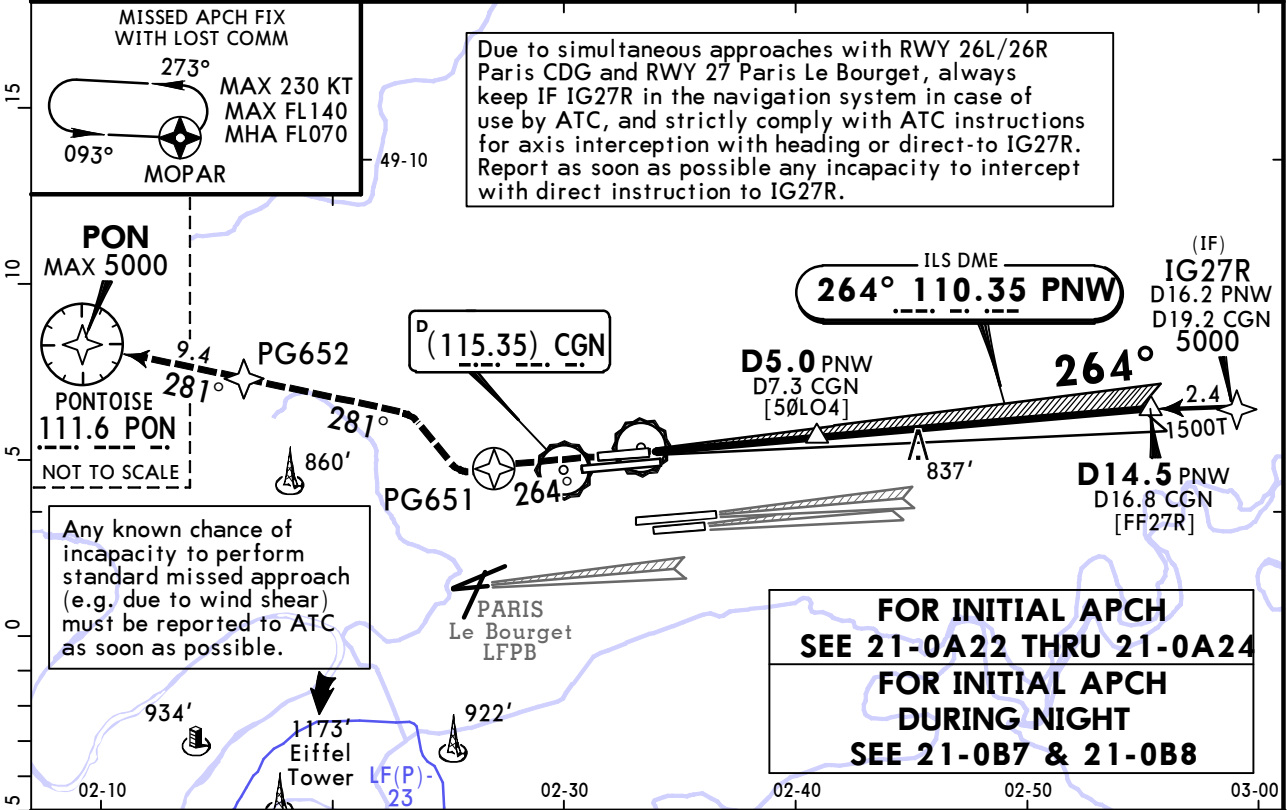
Eff 21 Mar
PARIS, FRANCE
ILS or LOC Rwy 27R


LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24
Eff 21 Mar (21-8A)

PARIS, FRANCE
CAT II/III ILS Rwy 27R

D-ATIS		DE GAULLE Approach				
127.130 (French 128.230)		121.155 125.830 119.850 126.430 118.150 136.275				
DE GAULLE Tower			Ground North			
119.250		123.605		121.610		121.780
LOC PNW 110.35	Final Apch Crs 264°	D14.5 PNW 5000' (4608')	CAT III ILS Refer to Minimums	CAT II ILS RA 103' DA(H) 492' (100')	Apt Elev 392' Rwy 392'	3200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281° to PG652, then to PON at MAX 5000' and as directed.						
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281° to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.						
Climb to 1300' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 14 hPa		Trans level: By ATC		Trans alt: 5000'
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. For Missed apch RNAV 1 required.						



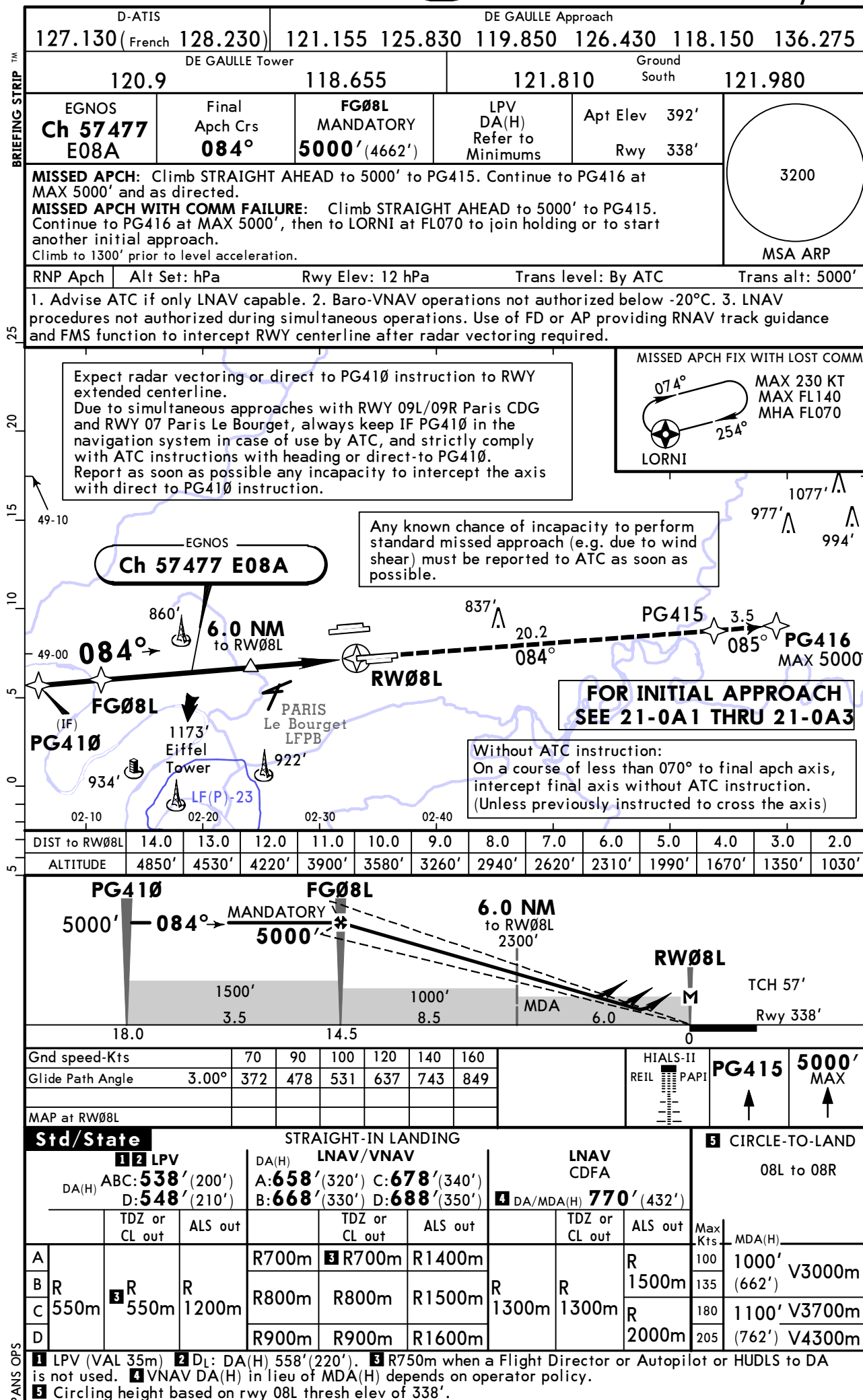
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	PG651 ↑	5000' MAX ↑
GS 3.00°	372	478	538	637	743	849			

Std/State		STRAIGHT-IN LANDING	
CAT III ILS		CAT II ILS	
		RA 103' DA(H) 492' (100')	
R75m		R300m	
CAT D requires autoland or HUDLS, otherwise: R350m.			

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
15 MAR 24 **(22-1)** Eff 21 Mar

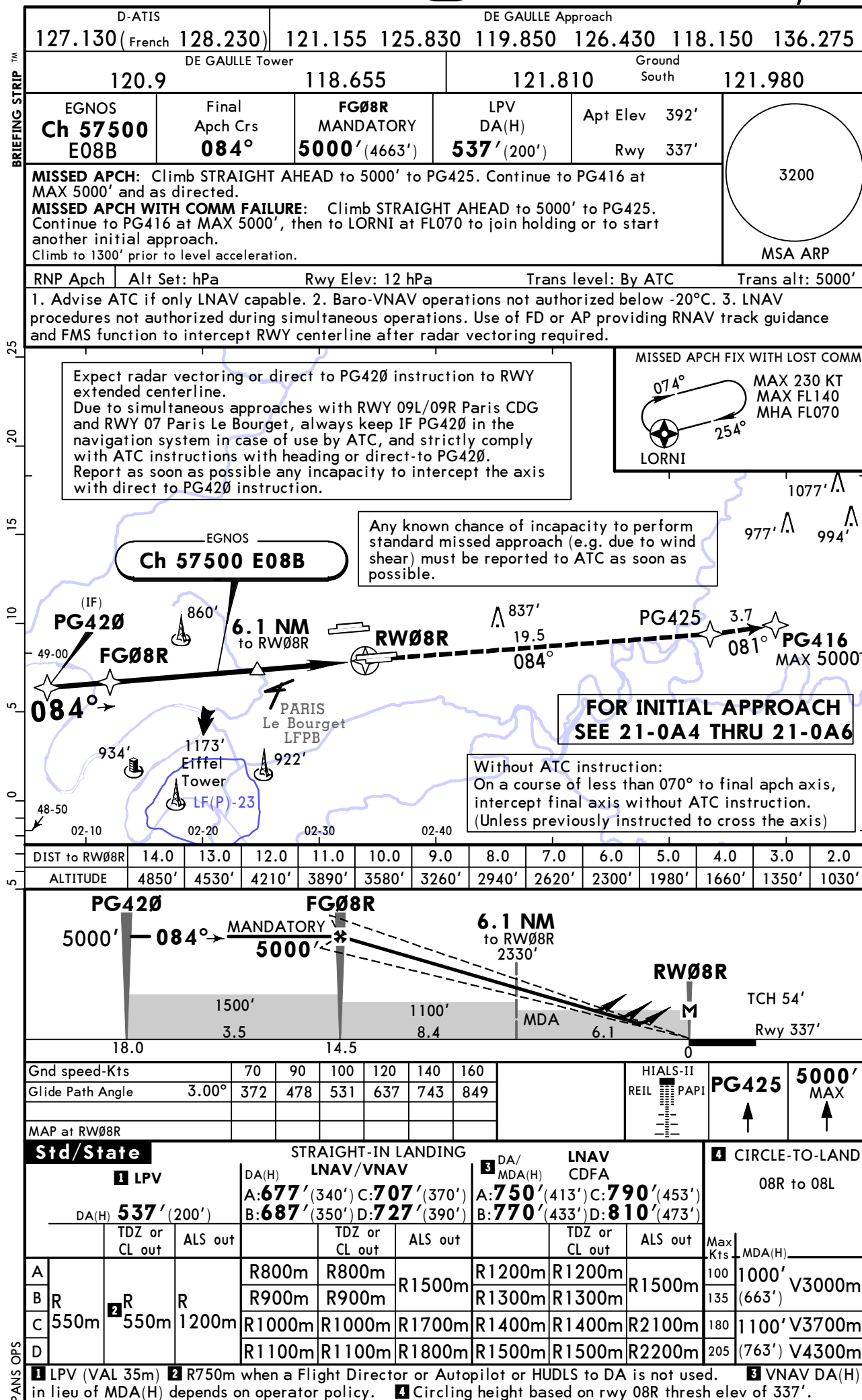
PARIS, FRANCE
RNP Rwy 08L



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
15 MAR 24 **(22-2)** **Eff 21 Mar**

PARIS, FRANCE
RNP Rwy 08R



LFPG/CDG

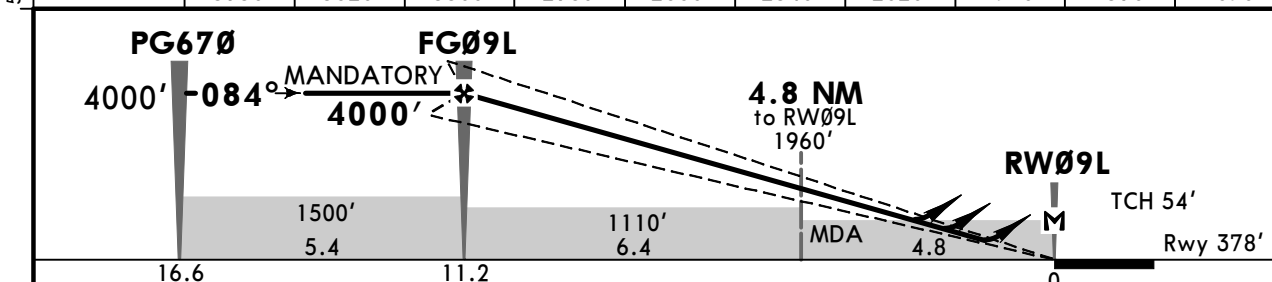
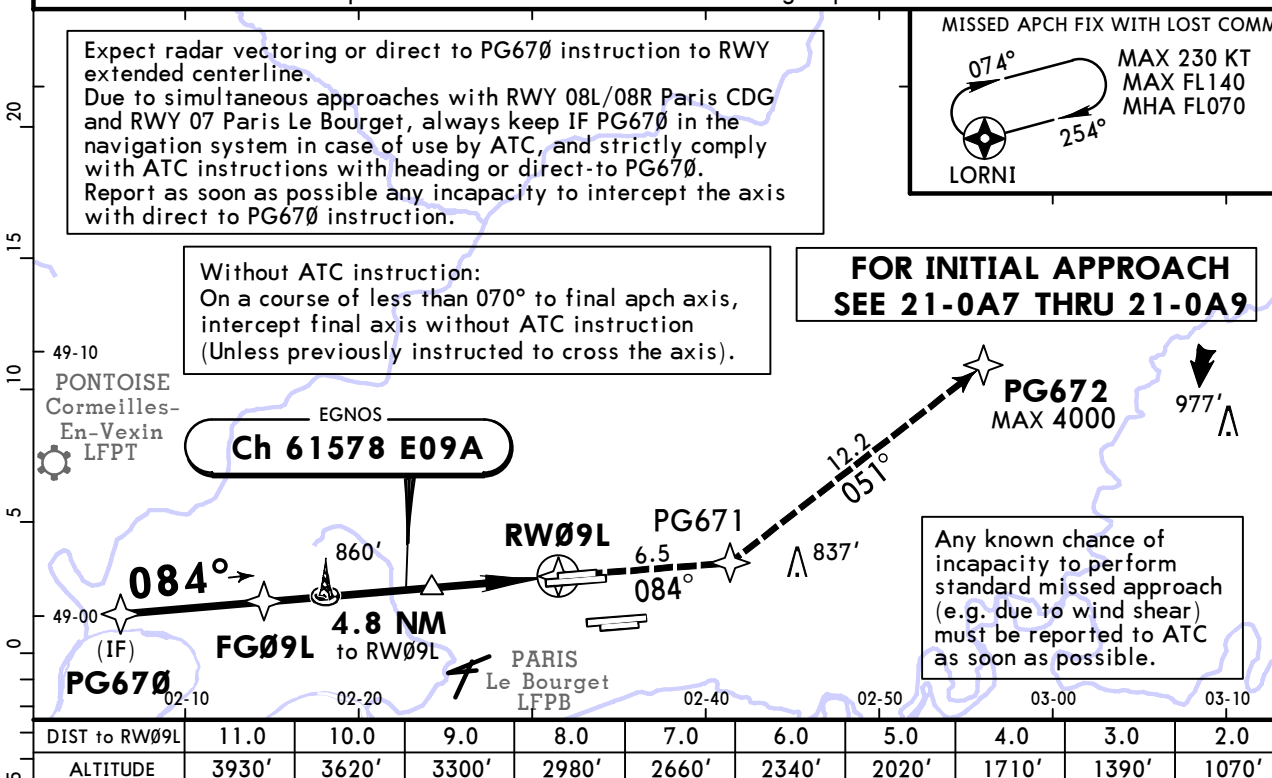
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **22-3** Eff 21 Mar

PARIS, FRANCE
RNP Rwy 09L

BRIEFING-STRIP™

D-ATIS 127.130 (French 128.230)		DE GAULLE Approach 121.155 125.830 119.850 126.430 118.150 136.275				
DE GAULLE Tower 119.250 123.605			Ground North 121.610 121.780			
EGNOS Ch 61578 E09A	Final Apch Crs 084°	FG09L MANDATORY 4000' (3622')	LPV DA(H) 578' (200')	Apt Elev 392' Rwy 378'	3200 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000' and as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach. Climb to 1200' prior to level acceleration.						
RNP Apch	Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'		
1. Advise ATC if only LNAV capable. 2. Baro-VNAV operations not authorized below -20°C. 3. LNAV procedures not authorized during simultaneous operations. Use of FD or AP providing RNAV track guidance and FMS function to intercept RWY centerline after radar vectoring required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI
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Std/State		STRAIGHT-IN LANDING				LNAV		CIRCLE-TO-LAND	
1 LPV		LNAV/VNAV				CDFA		09L to 09R	
DA(H) 578' (200')		A: 688' (310') C: 718' (340') B: 698' (320') D: 748' (370')				A: 800' (422') C: 840' (462') B: 820' (442') D: 860' (482')			
	TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out	
A			R700m	R700m	R1400m	R1200m	R1200m	R1500m	Max Kts 100 1000' V3000m
B	R	R				R1300m	R1300m		135 (622')
C	550m	550m	R800m	R800m	R1500m	R1400m	R1400m	R2100m	180 1100' V3700m
D			R1000m	R1000m	R1700m	R1500m	R1500m	R2200m	205 (722') V4300m

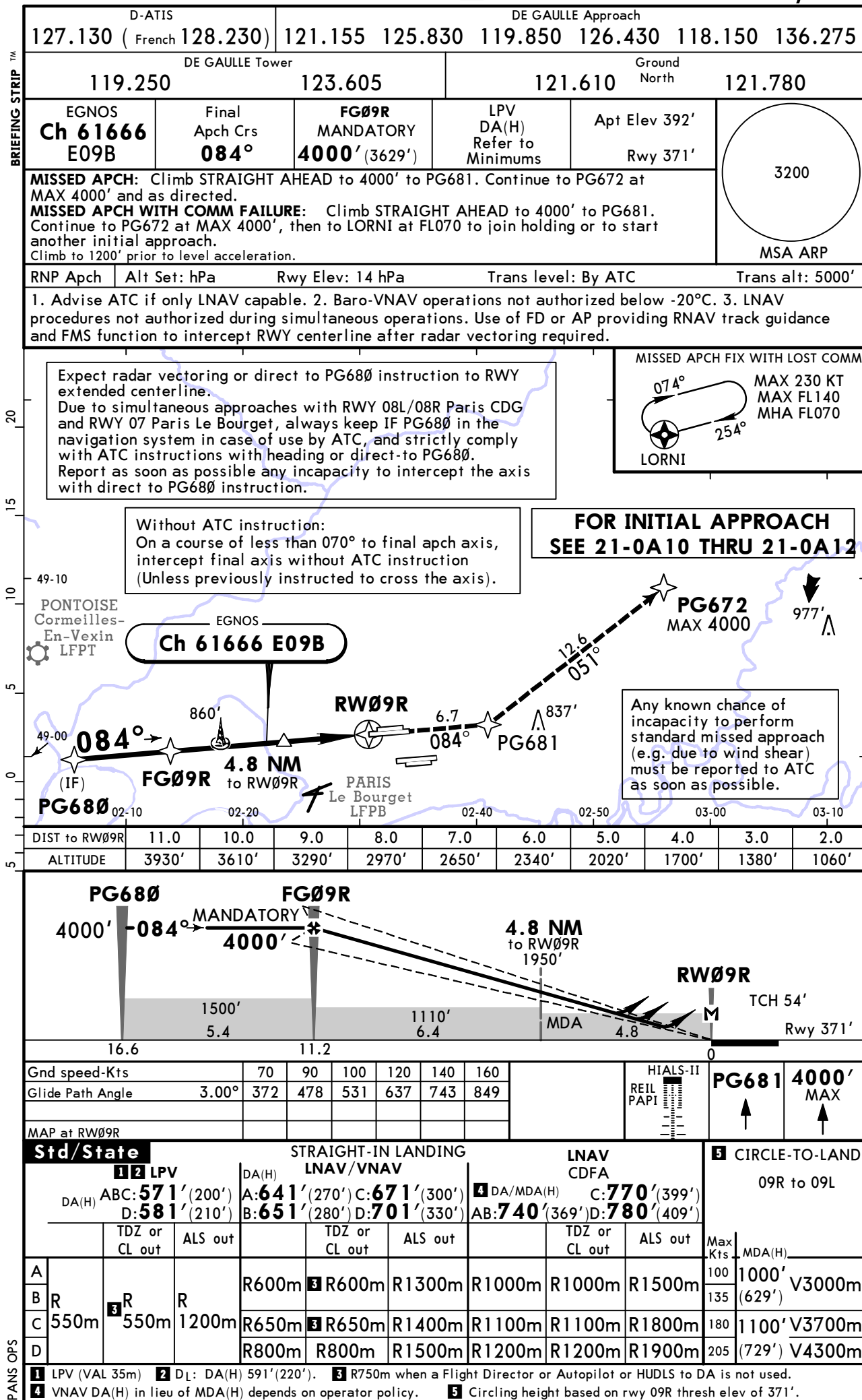
1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 Circling height based on rwy 09L thresh elev of 378'.

LFPG/CDG

CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **22-4** Eff 21 Mar

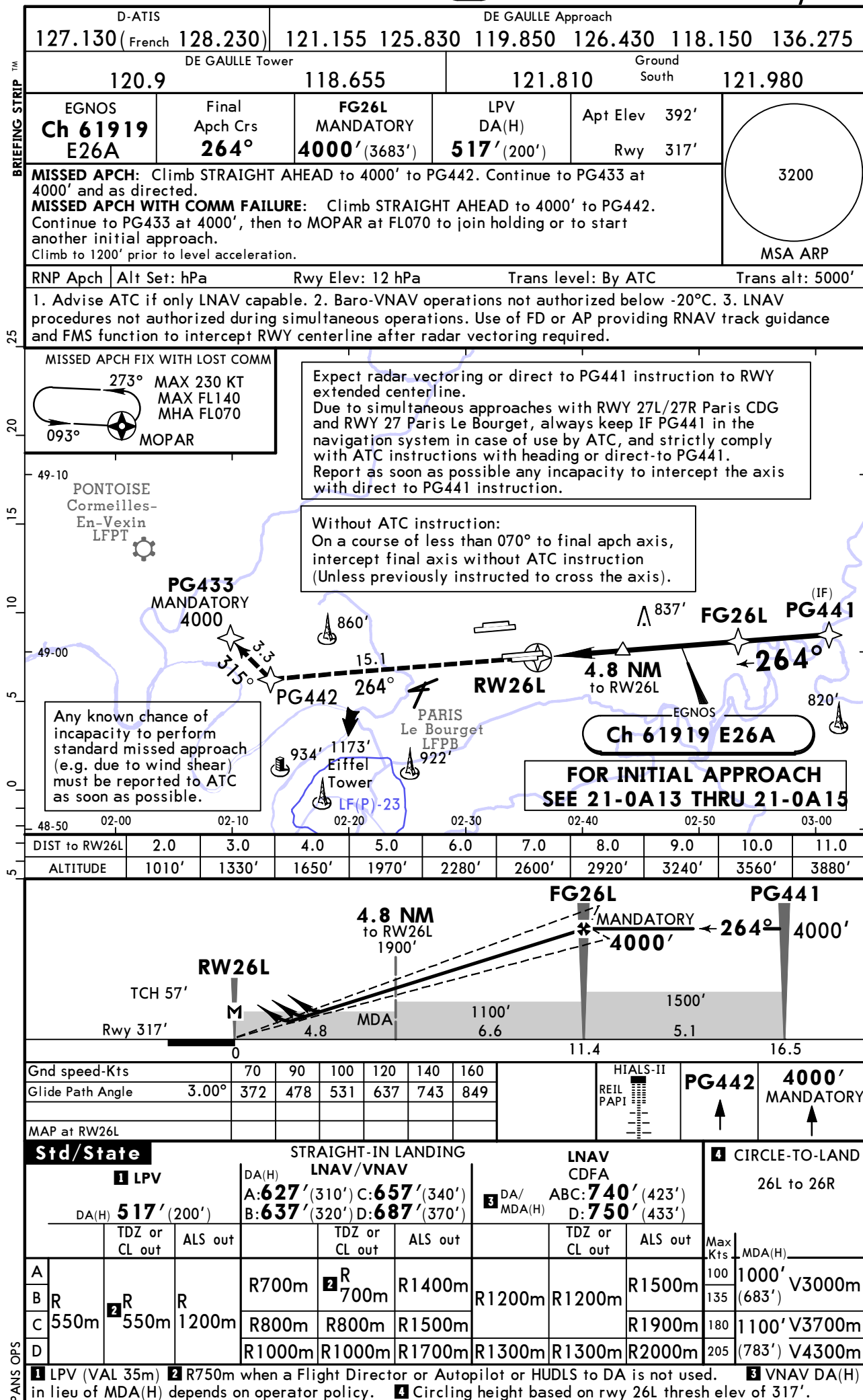
PARIS, FRANCE
RNP Rwy 09R



LFPG/CDG CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **(22-5)** Eff 21 Mar

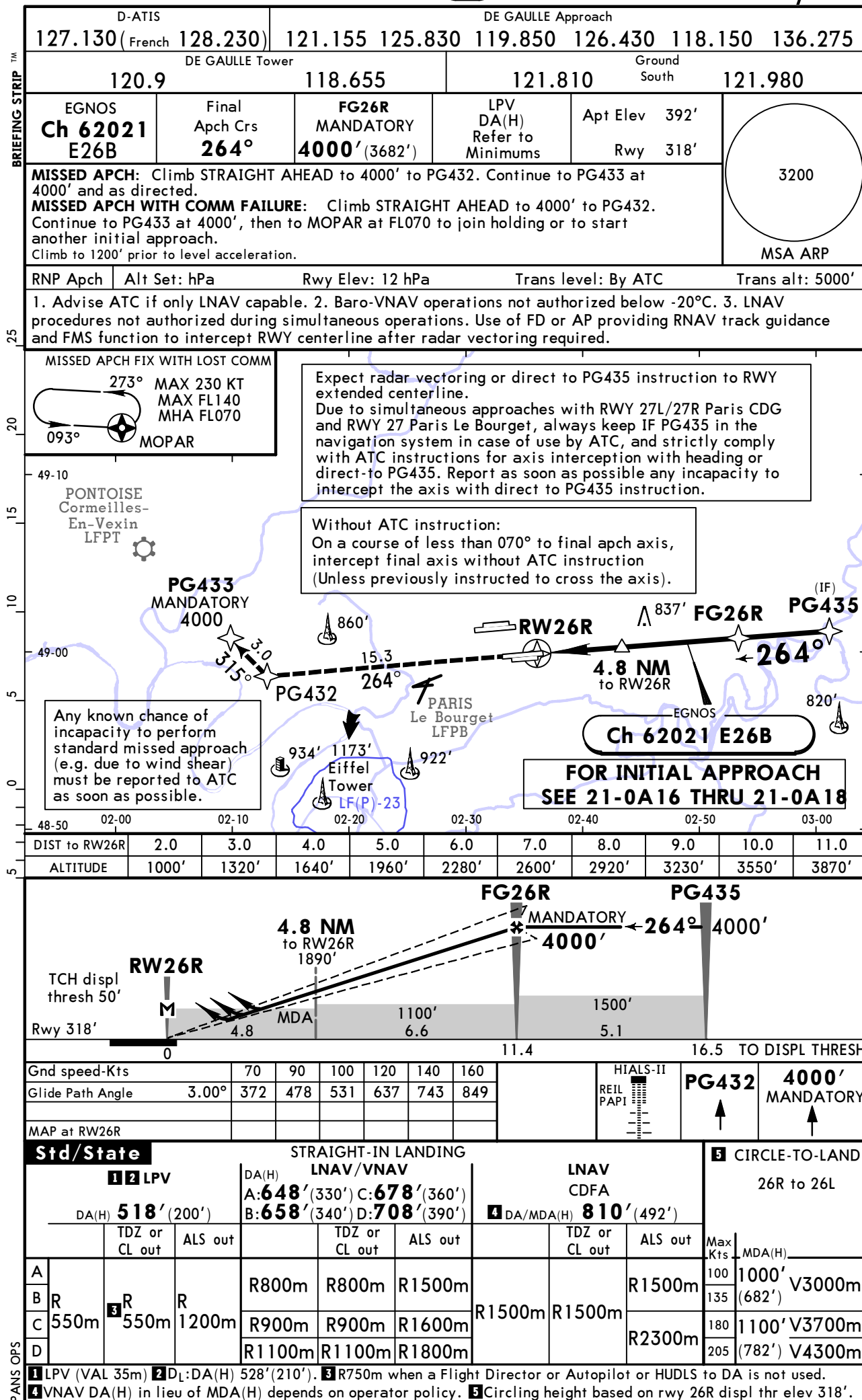
PARIS, FRANCE
RNP Rwy 26L



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **(22-6)** **Eff 21 Mar**

PARIS, FRANCE
RNP Rwy 26R

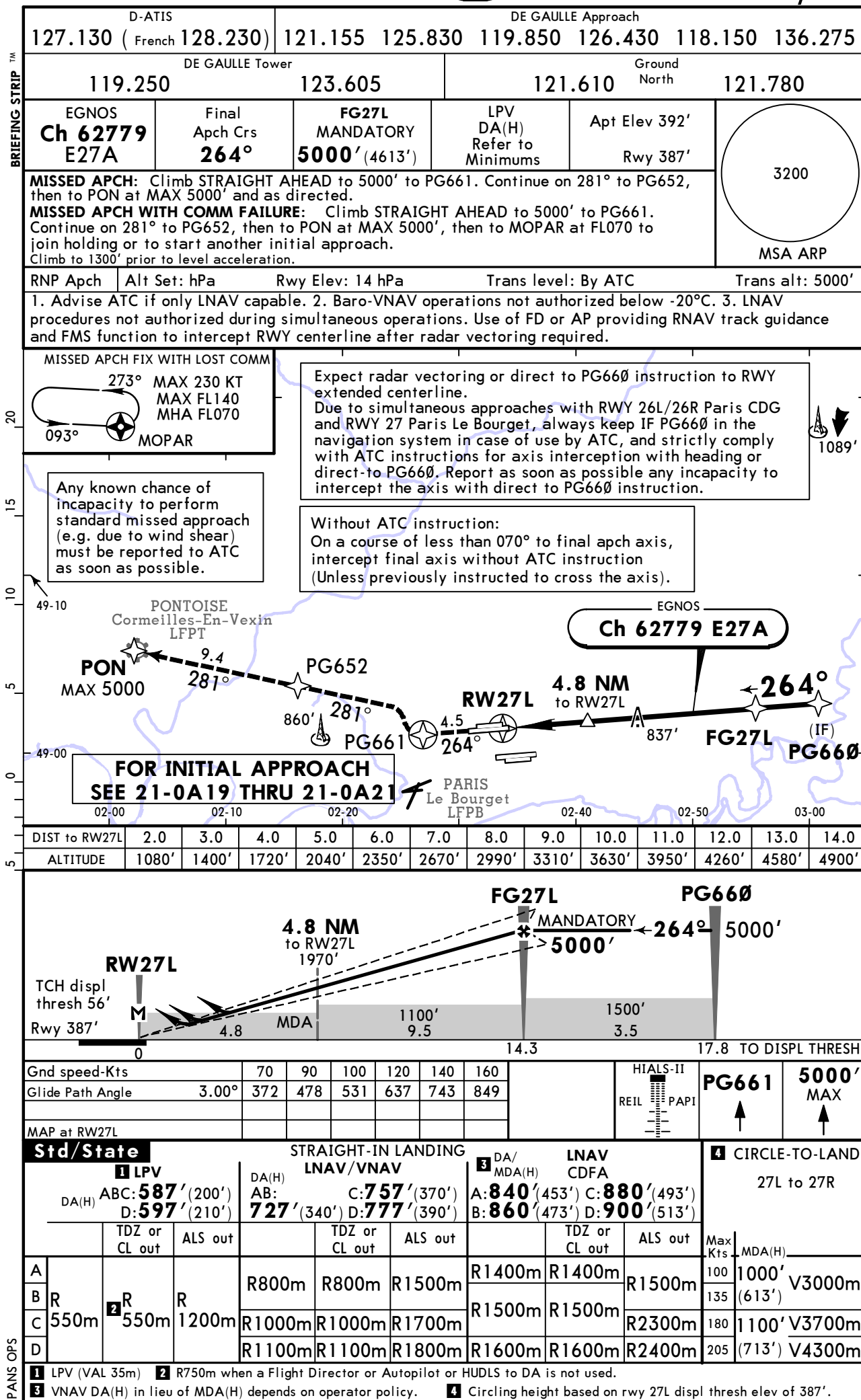


LFPG/CDG

CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **22-7** Eff 21 Mar

PARIS, FRANCE
RNP Rwy 27L



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
15 MAR 24 **22-8** Eff 21 Mar

PARIS, FRANCE
RNP Rwy 27R

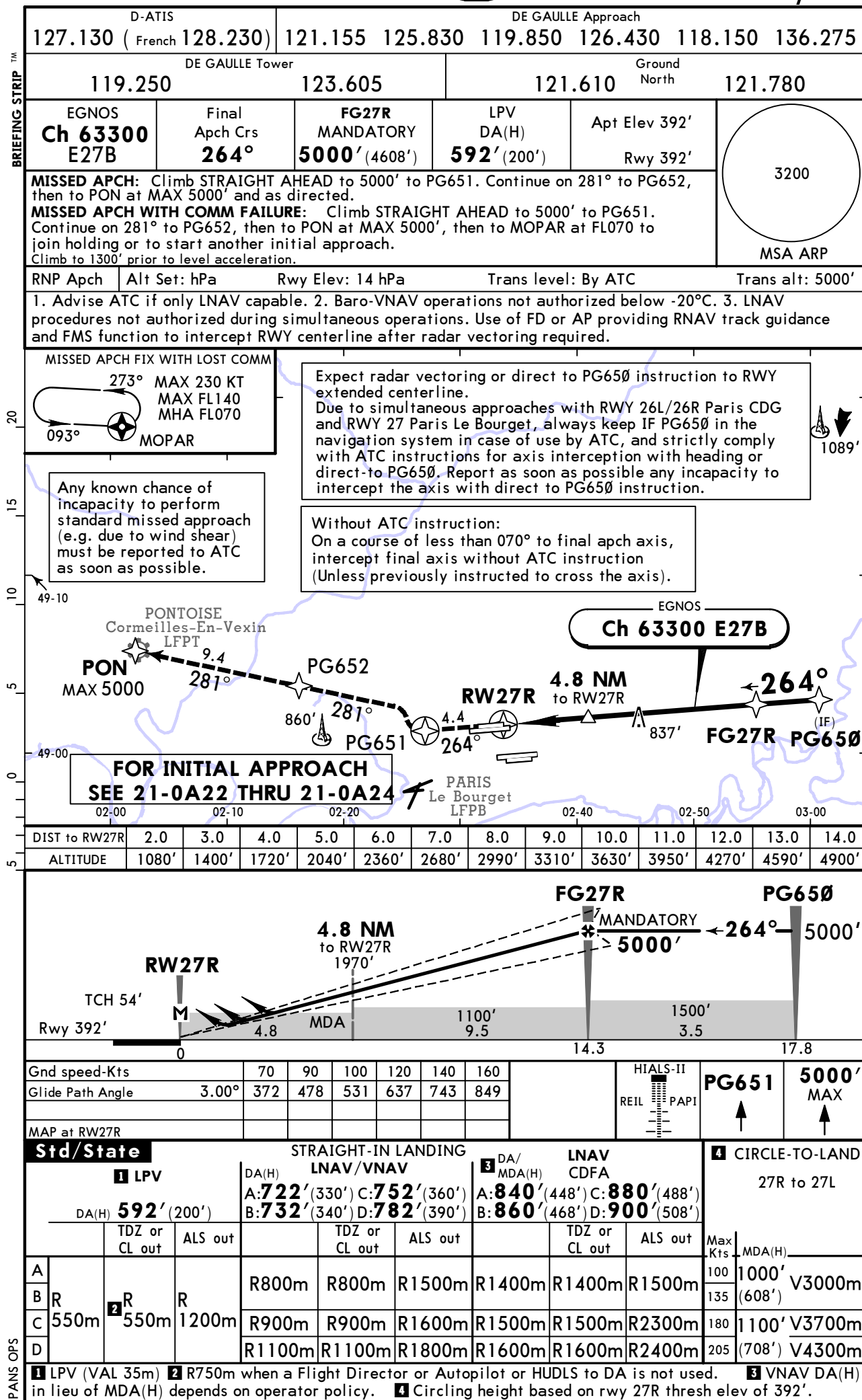


Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (CHARLES-DE-GAULLE - LFPG)				
REV	AIRPORT (RWYS 08L/R, 26L/...	20-9B	21 Feb 2025	
REV	AIRPORT (RWYS 09L/R, 27L/...	20-9C	21 Feb 2025	
REV	TAXIWAY TURN RESTRICTIONS	20-9D	21 Feb 2025	
REV	DE-ICING	20-9E	21 Feb 2025	
REV	PARKING STANDS (TERMINAL ...	20-9F	21 Feb 2025	
REV	PARKING STANDS (TERMINAL ...	20-9G	21 Feb 2025	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPG

Type: Terminal
Effectivity: Temporary
Begin Date: 20241105
End Date: Until Further Notice

Based on AIC A 018-24: Commissioning of the new ATM system 4-FLIGHT. Capacity reductions for PARIS ACC and aerodrome coordination in force. Refer to temp chart 20-8F and latest NOTAMs