General Info

Paris, FRA
N 49° 00.6' E 02° 32.9' Mag Var: 2.0°W
Elevation: 392'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1, Jet 4
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08L-26R 13829' x 148' concrete
Runway 08R-26L 8858' x 197' concrete
Runway 09L-27R 8858' x 197' asphalt
Runway 09R-27L 13780' x 148' asphalt

Runway 08L (86.0°M) TDZE 338'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 08R (86.0°M) TDZE 336'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 09L (86.0°M) TDZE 378'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 09R (86.0°M) TDZE 370'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 26L (266.0°M) TDZE 316'
  Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 26R (266.0°M) TDZE 318'
  Lights: Edge, ALS, Centerline, REIL, TDZ
  Displaced Threshold Distance 1969'
Runway 27L (266.0°M) TDZE 387'
  Lights: Edge, ALS, Centerline, REIL, TDZ
  Displaced Threshold Distance 1969'
Runway 27R (266.0°M) TDZE 392'
  Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info

ATIS **128.225** Non-English
ATIS **127.125**
De Gaulle Tower **125.325** At or below 4000'
De Gaulle Tower **123.6**
De Gaulle Tower **120.9**
De Gaulle Tower **120.65** At or below 4000'
De Gaulle Tower **119.625**
De Gaulle Tower **119.25**
De Gaulle Tower **118.65**
De Gaulle Traffic Ground Control **121.925**
De Gaulle Traffic Ground Control **121.875**
De Gaulle Traffic Ground Control **121.675**
De Gaulle Traffic Ground Control **121.65**
De Gaulle Traffic Ground Control **119.55**
De Gaulle Traffic Ground Control **118.1**
De Gaulle Ground Control **121.975**
De Gaulle Ground Control **121.8**
De Gaulle Ground Control **121.775**
De Gaulle Ground Control **121.6**
De Gaulle De Icing Ramp/Taxi Control **131.75**
De Gaulle De Icing Ramp/Taxi Control **122.175**
De Gaulle De Icing Ramp/Taxi Control **122.125**
De Gaulle De Icing Ramp/Taxi Control **121.675**
De Gaulle De Icing Ramp/Taxi Control **121.3**
De Gaulle Pre-Taxi Clearance **126.65**
De Gaulle Pre-Taxi Clearance **121.725**
De Gaulle Departure Approach Control **133.375**
De Gaulle Departure Approach Control **131.2**
De Gaulle Departure Approach Control **126.575** Secondary
De Gaulle Departure Approach Control **124.35**
De Gaulle Approach Control **140.575**
De Gaulle Approach Control **136.275**
De Gaulle Approach Control **126.425** At or below 10000'
De Gaulle Approach Control **125.825**
De Gaulle Approach Control **121.15**
De Gaulle Approach Control **119.85**
De Gaulle Approach Control **118.15** At or below 10000'
De Gaulle Approach Control **341.62**

Notebook Info

COMMUNICATIONS

Paris Charles de Gaulle	Paris le Bourget	Paris Orly
ATIS 127.12 (en) 128.22 (fr)	ATIS 120.00	ATIS 131.35 (en) 126.50 (fr)
TOWER 119.25 120.90	TOWER 118.92 118.40 (S)	TOWER 118.70

Creil
TOWER 122.10 123.30 (S)

VFR-Flights within Paris Area: Vols de VFR dans Area Paris:
See also / Voir aussi PARIS 10-1VA till 10-1VH.

Brown information for HEL only. / Information brune seulement pour HEL.

HEL Emergency Areas
1 STADE
2 HIPPODROME DE VINCENNES
3 PARC
4 HIPPODROME D'AUTEUIL
5 HIPPODROME DE LONGCHAMP
6 HARAS DE JARDY
7 ARBORETUM DE CHEVRELOUP
8 PLAINE DU TROU DE L'ENFER
9 BAGATELLE
10 ILE DE PUTEAUX
11 SABLIERS

CHANGES: Airspace - Navaid - OBST.

Transit "Le Bourget" within CTR Paris & Le Bourget

See also PARIS (Le Bourget) 39-1.

Operating Restrictions

Temporary air security measures: This air transit and access to Le Bourget AD are prohibited to VFR flights, these prohibitions do not apply to the public service missions of defence, home office, police, customs, civil defence and medical evacuations.

Exemption requests concerning the use of transit route and/or the access to Le Bourget AD shall be first filed at Civil Aviation Services FAX: 01 48 62 65 04.

The use of transit routes of CTR (A) Paris differs regarding penetration rules into controlled Class (A) airspace.

Transit routes are prohibited for jet ACFT.

Required Equipment

- VHF with ATIS FREQ and suitable FREQ for transit;
- VOR;
- gyro compass;
- anti-collision light;
- transponder mode A/C.

Penetration

Prior to entry monitor Le Bourget ATIS to obtain:

- meteorological information;
- RWY in use;
- availability or closure of transit route.

Prior to reaching entry point contact LE BOURGET TOWER 118.92 or other FREQ announced by ATIS to obtain transit clearance. In case of heavy IFR traffic, transit Le Bourget may be closed.

Navigation

IAS MAX: 150 KT.

Pilots must refer to ground in order to avoid any deviation of course as VOR indications are unfitted. Due to close IFR traffic, strictly adhere with altitudes and routes given.

The crossing of RWY axis of Le Bourget must be performed overhead THR of RWY in use or directly between E2 and W2 points according to clearance.

Avoid overflying Cergy-Pontoise.

ATS Services

Flight information and alerting services. Traffic information IFR/VFR and VFR/VFR within Class (D) airspace.

Traffic information VFR/VFR provided within Class (A) airspace as far as possible.

Transit "Le Bourget" CTR Paris & Le Bourget

Voir aussi PARIS (Le Bourget) 39-1.

Restrictions d'Utilisation

Mesures temporairesde sûreté aérienne: L'itinéraire ainsi que l'accès à l'aéroport Le Bourget sont interdits aux vols VFR. Ces interdictions ne concernent pas les missions de service public de défense, de l'intérieur, de police, des douanes, de la protection civile et d'évacuations sanitaires.

Les demandes d'exemption concernant l'utilisation de l'itinéraire et/ou l'accès à Le Bourget doivent être présentées préalablement auprès des services de l'Aviation Civile FAX: 01 48 62 65 04.

L'utilisation desitinéraires de transit de la CTR (A) Paris est dérogatoire par rapport aux règles de pénétration de l'espace aérien contrôlé de classe (A).

Les itinéraires sont interdits aux avions à réaction.

Equipements Nécessaires

- VHF avec FREQ ATIS et FREQ utilisables pour transit,
- VOR,
- conservateur de cap,
- feu anti-collision,
- transpondeur mode A/C.

Pénétration

Ecoute préalable de LE BOURGET ATIS pour obtenir:

- informations météorologiques,
- RWY en service,
- ouverture ou non de l'itinéraire de transit.

Avant le point d'entrée, contacter LE BOURGET TOWER 118.92 ou une autre fréquence annoncée par l'ATIS pour obtenir la clairance de transit. Par trafic IFR important, le transit Le Bourget pourra être fermé.

Navigation

Vitesse maximale: 150 KT.

Navigation par repérage au sol: indications VOR insuffisantes pour éviter les écarts par rapport à la route. En raison de la proximité de vols IFR, respecter les altitudes et les itinéraires prescrits avec la plus grande rigueur.

La traversée de l'axe de piste du Bourget devra s'effectuer verticale seuil de piste en service ou trajet direct E2-W2 ou inversement selon clairance.

Eviter le survol de Cergy-Pontoise.

Service ATS

Services d'information et d'alerte. Information de trafic IFR/VFR et VFR/VFR en espace de classe (D).

Information de trafic VFR/VFR en espace de classe (A) assuré dans la mesure du possible.

Meteorological Conditions
- VMC in airspace Class (D) airspace; or
- Special VFR minima: VIS > 5 KM, ceiling > 1500', and clear of clouds.

Conditions Météorologiques
- VMC en espace de classe (D), ou
- VFR Spécial minimum: VIS > 5 KM, plafond > 1500', et hors des nuages.

Radio Communication
Maintain continuous listening watch on appropriate ATC FREQ and report overhead compulsory REPs.

Radiocommunication
Maintenir une veille permanente sur la fréquence ATC appropriée et signaler le passage aux points de compte rendu obligatoires.

Radio Failure
- Before REPs W1 or E1 do not enter.
- Between W1 - W2 or E1 - E2 turn back and advise LE BOURGET TOWER as soon as possible.
- After W2 or E2 continue on the same transit route according to the last received instructions and advise LE BOURGET TOWER as soon as possible.

Panne Radio
- Avant les points de report W1 ou E1 ne pas pénétrer.
- Entre W1 - W2 ou E1 - E2 faire demi-tour et prévenir LE BOURGET TOWER dans les plus brefs délais.
- Après W2 ou E2 poursuivre le transit selon les dernières instructions reçues et prévenir LE BOURGET TOWER dans les plus brefs délais.

Transit through CTR Creil

Operating Restrictions
The use of the transit route through CTR (A) differs regarding penetration rules into controlled Class (A) airspace.

The transit route is prohibited for jet ACFT.

Transit dans la CTR Creil

Restriction d'Utilisation
L'utilisation de l'itinéraire de transit de la CTR (A) est dérogatoire par rapport aux règles de pénétration de l'espace aérien contrôlé de classe (A).

L'itinéraire est interdit aux avions à réaction.

Required Equipment
Mandatory:
- VHF;
- Transponder mode A/C or S.

Recommended:
- VOR.

Equipements Nécessaires
Obligatoire:
- VHF,
- Transpondeur mode A/C ou S.

Recommandé:
- VOR.

Penetration
Prior to the entry points NE and SE contact CREIL TOWER 122.10 to obtain clearance.

This clearance may be restricted in order to achieve separation between the users of the transit route and between General Aviation and Military traffic using the AD of Creil.

The deactivation of the CTR (A) is announced by automatic responder. In case of deactivation, transit is free regarding airspaces, with exception of Creil AD where the overflight is prohibited below 1000' SFC H24.

Pénétration
Avant les points d'entrée NE et SE, contacter CREIL TOWER 122.10 pour obtenir la clairance.

Cette clairance peut être différée, afin d'assurer une ségrégation de trafic entre les utilisateurs de l'itinéraire et entre le trafic générale et trafic militaire de l'aérodrome de Creil.

La désactivation de la CTR (A) est signalée par répondeur automatique. En cas d'inactivation, le transit est libre dans le respect des espaces adjacents, à l'exception de l'aérodrome de Creil dont le survol est interdit H24 au-dessous de 1000' SFC.

Navigation
The route shall be followed along the railway on the pilot's left side.

Transit altitude according to clearance.

Pay attention to traffic of the nearby AD Plessis-Belleville (LFPP).

Navigation
Laisser toujours la ligne ferroviaire TGV nord sur la gauche.

Altitude de transit selon clairance.

L'attention des usagers est attirée sur la proximité de la circulation du AD Plessis-Belleville (LFPP).

ATS Services
Flight information and alerting services. Traffic information.

Service ATS
Services d'information et d'alerte. Information de trafic.

Meteorological Conditions
MNM VIS at least 1500m (HEL 800m) or the distance travelled in 30 second flight, clear of clouds and in sight of SFC.

Conditions Météorologiques
Visibilité en vol supérieure ou égale à la plus élevée des deux valeurs suivantes: 1500m (avions), 800m (HEL), distance parcourue en 30 secondes de vol, hors des nuages et en vue de la surface.

Radio Communication
Maintain continuous listening watch and report overhead compulsory REPs.

Radiocommunication
Maintenir une veille permanente et signaler le passage aux points de compte rendu obligatoires.

Radio Failure
Before reaching entry points (NE and SE) do not enter.

Radio failure on the route: continue on the transit route through CTR according to clearance received and advise Creil TOWER as soon as possible.

Panne Radio
Avant les points d'entrée NE et SE ne pas pénétrer.

Panne radio sur l'itinéraire: poursuivre le transit dans CTR suivant la dernière clairance reçue et aviser CREIL TOWER dans les plus brefs délais.

HEL Flights in CTR Paris & Le Bourget

Routes are defined as an exception to overflight rules and to rules for Class (A) airspace. These routes are compulsory for HELs flying VFR within the CTRs Paris & Le Bourget, except for special circumstances specified when necessary by approach control units of Paris (Charles-de-Gaule), Paris (Orly) or Villacoublay. In this case, the general regulations concerning overflight of Paris and other built-up areas must be respected completely.

Particular conditions concerning the use of defined routes may be imposed by the General Director of Civil Aviation on HELs effecting regular flights or particular operations.

Use of these routes is limited to daylight hours.

Vols HEL dans la CTR Paris & Le Bourget

Les itinéraires sont définis à titre dérogatoire par rapport d'une part aux règles de survol des agglomérations et d'autre part au statut des espaces classe (A). Ils s'imposent aux HEL évoluant en régime de vol à vue à l'intérieur de la CTRs Paris & Le Bourget sauf conditions particulières spécifiées en tant que de besoin par les services de contrôle d'approche de Paris (Charles-de-Gaulle), Paris (Orly) ou Villacoublay. Dans ce cas les prescriptions réglementaires générales relatives au survol de Paris et des agglomérations seront intégralement respectées.

Des conditions particulières d'utilisation des itinéraires ainsi définis peuvent être imposées par décision du Directeur Général de l'Aviation Civile aux HEL effectuant des séries cadencées de vol ou des opérations particulières.

L'utilisation de ces itinéraires est limitée aux périodes diurnes.

Special Conditions of Use
Radio contact is mandatory with the responsible ATC unit shown on the chart.

Transponder mode A/C with coding altimeter mandatory in CTR Le Bourget

Entry into traffic circuit of ADs is only possible from specified points.

Conditions Particulières d'Utilisation
Le contact radio est obligatoire. Se conformer à la sectorisation spécifiée sur la carte pour connaître l'organisme à contacter.

Transpondeur mode A/C avec alticodeur obligatoire en CTR Le Bourget.

L'intégration dans les circuits d'AD des plateformes desservies se fait aux points spécifiés.

Night Flights
a) SOUTH ROUTE (ROCQUENCOURT - Issy les Moulineaux - MONT D'EST): Only transport flights and flights connected there to are authorised on this route during night periods between 0700LT and 2100LT.

Vols de Nuit
a) TRAJET SUD (ROCQUENCOURT - Issy les Moulineaux - MONT D'EST): Seuls les vols de transport ou les vols de mise en place sont autorisés entre 0700-2100LT, si ce créneau comporte des périodes nocturnes.

b) GARE DE VAIRES - BH1 - Le Bourget: Reserved to twin-engine HEL with destination Paris (Le Bourget). Transponder mandatory. No training flights.

b) GARE DE VAIRES - BH1 - Le Bourget: Réservé aux HEL multi-moteurs et pour la seule desserte de Paris (Le Bourget). Transpondeur obligatoire. Vols d'entraînement interdits.

c) In destination of Paris (Charles de Gaulle):
- North limit CTR Paris 2 - RH1 (Survilliers);
- COURTRY / RH2 (Mitry le Neuf);
- EH3 (Jablines) / RH2 (Mitry le Neuf);
- Transponder A/C compulsory;
- Reserved for twin-engined HEL.

c) Desserte de Paris (Charles de Gaulle):
- limite Nord CTR Paris 2 - RH1 (Survilliers),
- COURTRY / RH2 (Mitry le Neuf),
- EH3 (Jablines) / RH2 (Mitry le Neuf),
- Transpondeur obligatoire mode A/C,
- Réservée pour HEL multi-moteurs.

HEL can be authorised, during day hours, to descend till 600' SFC, on ATC clearance when required by meteorological or traffic conditions.

Les HEL pourront être autorisés, en période diurne, à descendre jusqu'à une hauteur de 600' SFC sur instruction des organismes de contrôle de la circulation aérienne lorsque les circonstances météorologiques ou le trafic l'exigent.

On Issy-les-Moulineaux - Pont de Sèvres - Carrefour de la Patte d'Oie itinerary and on ATC clearance, the HEL are not authorised to descend below 1200' (360m).

Sur l'itinéraire Issy-les-Moulineaux - Pont de Sevres - Carrefour de la Patte d'Oie, et sur instruction des organismes de contrôle de la circulation aérienne, les HEL ne sont pas autorisés à descendre en dessous de l'altitude de 1200' (360m).

Meteorological Minima

Day: Visibility 1500m. Ceiling: Outside clouds and SFC in sight.

Night: Visibility 4 KM. Ceiling 1500'.

Minimums Météorologiques

Période diurne: Visibilité: 1500m. Plafond: Hors des nuages et en vue de la surface.

De nuit: Visibilité 4 KM. Plafond 1500'.

Emergency Landing

Flights should be conducted so that the HELs, taking into account their altitude, will be able to reach an emergency landing point, the Seine or the Marne.

Among emergency landing points, some of them will be chosen first. This points are marked on the chart.

Atterrissage de Secours

Les vols seront conduits de telle manière que les HEL, compte tenu de leur altitude de vol puissent rejoindre un point d'atterrissage de secours ou le plan d'eau de la Seine ou de la Marne.

Parmi les points d'atterrissage de secours éventuels, certains espaces dérogés seront choisis de préférence. Ces points sont désignés sur la carte.

ATS Services
- Flight information and alert services.
- D classification: Traffic information between IFR and VFR or VFR and VFR.
- A classification: Separation between IFR and VFR Traffic information between VFR and VFR provided as far as possible.

Services ATS
- Service d'information de vol et d'alerte.
- Classe D: Information de trafic IFR/VFR et VFR/VFR.
- Classe A: Espacement IFR/VFR; Information de trafic VFR/VFR assurée dans la mesure du possible.

HEL REP	Identification	Utilisation	Route	Coordinates
BH1 (Blanc Mesnil)	Crossroad A3/N2	Entry LFPB/LFPG	East	N48 57.0 E002 28.5
BH2 (Gare du Bourget)	Railway Station	Entry LFPB/LFPG	North	N48 55.8 E002 25.5
BH3 (Sarcelles Sud)	Crossroad N1/N311	Transit LFPB/LFPG	West	N48 59.1 E002 21.7
BH4 (Parc des Sports)	Crossroad A1/N301	Transit LFPB/LFPG	North	N48 56.0 E002 23.2
EH3 (Jablines)	TGV Railway Marne			N48 55.4 E002 44.6
RH1 (Survilliers)	Motorway Toll A1	Entry LFPG		N49 05.2 E002 33.1
RH2 (Mitry le Neuf)	PGS R181°	Entry LFPG	North	N48 57.4 E002 36.9
IH1 (Pont de Neuilly)	Seine Bridge	Transit LFPI/LFPG	West	N48 53.2 E002 15.3
IH2 (Pont de Sèvres)	Seine Bridge	Transit LFPI/LFPG	W & S	N48 49.7 E002 13.6
IH3 (Gentilly)	JunctionPériph./A6	Entry LFPI/LFPO	South	N48 49.0 E002 20.6
NE (Cheminées)	Chimneys N A86 and W N118	Transit LFPV		N48 47.1 E002 12.7
OH (Hôpital G. Roussy)	Abeam Hospital	Transit LFPO		N48 47.4 E002 20.7
OH1 (Pondorly)	Market of Rungis	Transit LFPO/LFPI		N48 46.0 E002 21.3
OH2 (Garede Juvisy)	MarshallingStation	Transit LFPO/LFPI		N48 41.9 E002 23.3
OH3 (Croix de Villeroy)	Abeam W of Croix d. Villeroy (N6/D33)	Entry		N48 39.2 E002 30.3
OH4 (Briis-Ss-Forges)	Crossroad A10/D97	Entry LFPG		N48 37.3 E002 08.1
OH5 (Vitry)	Abeam EDF Plant	Entry LFPO/LFPI	East	N48 47.2 E002 25.3
WH1 (Versailles marchandises)	S Marshalling Station (RN186)	Transit LFPV	West	N48 47.5 E002 05.8
WH2 (Versailles Sud)	Interchange Pont Colbert A86	Transit LFPV		N48 47.1 E002 09.2
WH3 (Carrefour de la Patte d'Oie)	RN118	Transit LFPV		N48 48.0 E002 13.0
LUZARCHES	Intersection N16/D922	Entry/Exit of area	West	N49 06.7 E002 25.8
JABLINES	High-tension line Marne	Entry/Exit of area	Nord	N48 55.1 E002 45.7
MONT D'EST	N Fort de Villiers on A4	Entry/Exit of area	South	N48 50.2 E002 33.3
ROCQUENCOURT	Crossroad	Entry/Exit of area	South	N48 50.5 E002 05.7
ANDRESY	Confluence Seine/Oise	Entry/Exit of area	North	N48 59.2 E002 04.3
CAMP DES LOGES	Crossroad N184/D190	Entry/Exit of area		N48 54.6 E002 04.5
CHRIST DE SACLAY	Crossroad	Entry/Exit of area		N48 43.8 E002 09.8
CARRIERES S/SEINE	Intersection Island/Railway	REP/Intersection	North	N48 54.5 E002 11.8
COURTRY	D86			N48 55.0 E002 37.0
GENNEVILLIERS	W River Port	REP/Intersection	N & W	N48 56.6 E002 15.6
ILE ST.-DENIS	Isle on the Seine	REP/Intersection	E & N	N48 55.6 E002 20.1
AULNAY	A3/Railway	REP/Intersection	East	N48 55.8 E002 28.7
ROSNY	Crossroad	REP/Intersection		N48 53.2 E002 28.5
PORTE DE BAGNOLET	Junction Périph/A4	REP/Intersection	South	N48 51.9 E002 24.8
PORTE DE BERCY	JunctionA4	REP/Intersection	S & E	N48 49.6 E002 23.4
NOGENT	Intersection A86/Marne	REP/Intersection	S & E	N48 49.8 E002 29.6
JOINVILLE	A86/Marne	REP/Intersection		N48 49.0 E002 26.9
PONT D'ASNIERES	N309/Seine	REP/Intersection	West	N48 54.3 E002 17.3
GARE DE VAIRES	W end	REP/Inters. LFPB		N48 52.5 E002 36.2
N		ARR / DEP LFPG		N49 02.8 E002 32.7
S		ARR / DEP LFPG		N48 58.6 E002 35.0
SILIC NORD		ARR / DEP LFPO		N48 44.8 E002 21.3
PARC SUD		ARR / DEP LFPO		N48 43.1 E002 23.6

HEL Routes - Itinéraires pour HEL

Name	Description	ALT (QNH)
SOUTH ROUTE TRAJET SUD	Motorway A13 from ROCQUENCOURT to St.-Cloud Bridge, Seine loop up to Heliport, south ring road up to PORTE DE BERCY, motorway A4 up to MONT D'EST. Autoroute A13 de ROCQUENCOURT au Pont de St.-Cloud, boucle de la Seine jusqu'à l'Héliport, puis périphérique sud jusqu'à la PORTE DE BERCY et ensuite autoroute A4 jusqu'à MONT D'EST.	1500'
WEST ROUTE TRAJET OUEST (See NOTE 3)	From LUZARCHES follow D316 till N104 interchange, follow MAG 208° avoiding built-up areas and W edge of Ecouen forest to join D301, follow D301 avoiding BH3 (Sarcelles Sud). A LUZARCHES suivre la D316 jusqu'à l'échangeur de la N104, suivre MAG 208° en évitant le survol des zones urbanisées puis la bordure ouest de la forêt d'Ecouen afin de rejoindre la D301, suivre la D301 en évitant BH3.	1000' or/ou 1500'
	From BH3 join ILE ST.-DENIS, then follow Seine river up to IH2 (Bridge/Pont de Sèvres). A BH3 rejoindre l'ILE ST.-DENIS puis suivre la Seine jusqu'au IH2 (Pont de Sèvres).	1500'
	From IH2 follow RN118 up to WH3 (Crossroad Patte d'Oie). A IH2 suivre RN118 jusqu'au WH3 (Carrefour de la Patte d'Oie).	1500'
	From WH3 follow edge of wood to WH2 (Motorway junction Versailles Sud). A WH3 rejoindre WH2 (Echangeur Versailles Sud) en longeant la frange forestière.	1500'
	From WH2 follow N286 up to WH1 (abeam marshalling yard Versailles marchandises). A WH2 suivre la N286 jusqu'au WH1 (travers de la gare de triage Versailles marchandises).	1500'
NORTH ROUTE TRAJET NORD	From ANDRESY (confluence of Seine/Oise), follow MAG 112°, circumfly Argenteuil by proceeding along railway up to bridge of GENNEVILLIERS. Follow the Seine up to ILE ST.-DENIS, then motorway A1 up to BH4 (Parc des Sports) and industrial area of Courneuve and up to BH2 (Gare du Bourget) then railway between Drancy & RH2 (Mitry le Neuf), leave CTR (A) following MAG 114° (PON R115°) up to EH3 (Jablines). A partir de ANDRESY (la confluence de l'Oise et de la Seine), suivre MAG 112°, contourner Argenteuil en survolant la voie ferrée jusqu'au pont de GENNEVILLIERS. Suivre la Seine jusqu'à l'ILE ST.-DENIS, suivre l'Autoroute A1 jusqu'au BH4 (Parc des Sports) et à la zone industrielle de la Courneuve jusqu'à la BH2 (Gare du Bourget) puis la voie ferrée entre Drancy et RH2 (Mitry le Neuf), sortie de la CTR (A) en suivant MAG 114° (PON R115°) jusqu'à EH3 (Jablines).	1000'
EAST ROUTE TRAJET EST	From BH1 (Blanc Mesnil) follow motorways: A3 up to ROSNY, then A86 up to NOGENT. Follow motorway A4 up to JOINVILLE, then A86 up to OH3 (Vitry). A partir de BH1 (Blanc Mesnil) suivre les autoroutes: A3 jusqu'à ROSNY, puis A86 jusqu'à NOGENT. Suivre ensuite l'autoroute A4 jusqu'à JOINVILLE, puis A86 jusqu'à OH3 (Vitry).	1500'
	NOTE: Connecting EAST ROUTE with WEST ROUTE is possible with clearance from Le Bourget TWR. NOTE: La jonction du TRAJET EST avec le TRAJET OUEST est possible sur instruction Le Bourget TWR.	1000' or/ou 1320'

CAMP DES LOGES - PONT DE NEUILLY (Bridge) (See NOTE 3)	Follow MAG 086° until the end of the A14 tunnel and follow then A14 to "Ile de Chatou". Rejoin Pont de Neuilly through the Defense funnel. Suivre MAG 086° jusqu'à la sortie du tunnel de l'A14, puis suivre le tracé de l'A14 jusqu'à Ile de Chatou. Rejoindre le Pont de Neuilly par la trouée de la Défense.	1500'
ISSY-LES-MOULINEAUX - PONT DE NEUILLY (Bridge)	On clearance by Moulineaux TWR only, rejoin directly the Isle of Puteaux upstream of "Pont de Puteaux" by overflying the south ring road from the "Parc des Princes" and the "Bois de Boulogne". Sur clairance de Moulineaux TWR exclusivement, rejoindre directement l'Ile de Puteaux en amont du Pont de Puteaux en survolant le périphérique sud à partir du Parc des Princes et le Bois de Boulogne.	1500'
CARRIERES-SUR-SEINE - GENNEVILLIERS	Follow the Seine. Suivre la Seine.	1000' to/à 1500'
LA COURNEUVE - ROSNY	Bypass Bobigny overflying the railroad (south of the Canal de l'Ourcq). Contourner Bobigny en survolant la voie ferrée (sud du Canal de l'Ourcq).	
MITRY LE NEUF - COURTRY	Follow MAG 180° up to COURTRY, leave CTR (A) and stay clear of traffic circuit of Chelles AD. Suivre MAG 180° jusqu'à COURTRY, quitter la CTR (A) en évitant le circuit d'aérodrome de Chelles.	
ROSNY - VITRY-SUR-SEINE	Follow motorway A3 up to PORTE DE BAGNOLET, then east ring road up to PORTE DE BERCY, then along Seine river up to power station (EDF-GDF) of Vitry-sur-Seine. Suivre l'autoroute A3 jusqu'à la PORTE DE BAGNOLET, périphérique est jusqu'à la PORTE DE BERCY, puis la Seine jusqu'à la centrale EDF-GDF de Vitry-sur-Seine.	1500'
GENTILLY - PONDORLY	Follow motorway A6. Link route Pondorly - Juvisy railway station with clearance by ATC Orly. Suivre l'autoroute A6. Jonction Pondorly - Gare de Juvisy sur clairance ATC Orly.	1000'
GARE DE JUVISY (Railway Station) - CROIX DE VILLEROY	Follow MAG 123° up to abeam west of crossroads of Croix de Villeroy. Suivre MAG 123° jusqu'au travers ouest du carrefour de la Croix de Villeroy.	
PONT DE SEVRES (Bridge) - CHRIST DE SACLAY	At IH2 (Pont de Sèvres) follow road RN118 up to WH3 (Crossroad de la Patte d'Oie). Radio contact 1MIN before CTL points N WH3 or S Christ de Saclay. Crossing axis RWY 09/27 with CLR from VILLA TWR. When Villacoublay is closed, announced on RAI, airspace managed by Orly APP and by Moulneaux TWR for transit WH1-WH3. Au IH2 (Pont de Sèvres) suivre la RN118 jusqu'au WH3 (Carrefour de la Patte d'Oie). Contact radio 1 MIN avant les points de CTL N WH3 ou S Christ de Saclay. Traversée de l'axe de piste 09/27 sur CLR de VILLA TWR. Lors de la fermeture de Villacoublay, annoncée par RAI, espace géré par Orly APP et transit WH1-WH3 par Moulineaux TWR.	1500'
CHRIST DE SACLAY - BRIIS SOUS FORGES	Follow road RN118 and motorway A10 (west part) up to OH4 (Briis-Ss-Forges). Suivre RN118 puis autoroute A10 (partie ouest) jusqu'à OH4 (Briis-Ss-Forges).	1000'
GARE DE VAIRES - BH1 - LE BOURGET	Route available by night only. From GARE DE VAIRES MAG 319° (BT R139°) to BH1, from BH1 by clearance Le Bourget TWR. Itinéraire de nuit seulement. A la GARE DE VAIRES suivre MAG 319° (BT R139°) jusqu'à BH1. A BH1 suivre clairance Le Bourget TWR.	1500'

NOTE 1: HEL routes are usable in both directions and all links are possible.

NOTE 2: HEL may get daily permission from ATC to descend to 600' SFC, if weather or traffic conditions require.

NOTE 3: HEL routes in CTR Paris & Le Bourget (ILE ST.-DENIS, PONT D'ASNIERES, IH1 (Pont de Neuilly) - IH2 (Pont de Sèvres) et CARRIERES SUR SEINE, IH1) and access to Paris le Bourget AD are prohibited to VFR flights in both directions.
These prohibitions do not apply to the public service missions of defense, home office, police, customs, civil defence and medical evacuations.

Exemption requests concerning the use of the flight route and/or access to Paris le Bourget AD shall be first filed at Civil Aviation services.

NOTE 1: Les itinéraires HEL sont utilisables dans les deux sens. Tous les raccordements sont possibles.

NOTE 2: Les hélicoptères pouront être autorisés en période diurne par l'ATC à descendre à 600' SFC, pour raisons météorologiques ou de trafic.

NOTE 3: Les itinéraires en CTR Paris & Le Bourget (ILE ST.-DENIS, PONT D'ASNIERES, IH1 (Pont de Neuilly) - IH2 (Pont de Sèvres) et CARRIERES SUR SEINE, IH1) ainsi que l'accès a l'Aéroport Paris le Bourget sont interdits dans les deux sens aux vols VFR.
Ces interdictions ne concernent pas les missions de service public de défense, d'intérieur, de police, des douanes, de la protection civile et d'évacuations sanitaires.

Les demandes d'exemption concernant l'utilisation de l'itinéraire et/ou l'accès a Paris Le Bourget doivent être presentées préalablement auprès des service de l'Aviation Civile.

1. GENERAL

1.1. ATIS

D-ATIS 127.12
128.22 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHTTIME RESTRICTIONS

In order to reduce noise nuisances in the vicinity of Paris (Charles de Gaulle) APT, following restrictions are decided:

- Take-off between 0000-0459LT off-blocks is prohibited unless subjected to allocation of departure slot within given time segment.
- ACFT for which the certified noise level at the point called 'flying over point', according to ICAO Annex 16, is more than 99 EPNdB are not permitted to take-off between 0000-0459LT off-blocks.
- ACFT for which the certified noise level at the point called 'approach point', according to ICAO Annex 16, is more than 104.5 EPNdB are not permitted to land between 0030-0529LT of arrival on the parking area.
- 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.

These restrictions do not apply to humanitarian, ambulance, government flights or flights in emergency situations due to human or flight safety reasons, or flights of ACFT mentioned in article L 110.2 of Civil Aviation Code.

ACFT not licensed according to ICAO Annex 16, Volume I, Part II, Chapter 3 are not permitted to

- take-off between 2315-0600LT of departure from parking area;
- land between 2330-0615LT of arrival on parking area.

These restrictions do not apply to

- scheduled ACFT from or to Paris APTs outside above mentioned times which have been delayed for purely technical reasons outside the companies' control;
- ACFT substituted at the last moment for purely technical reasons for ACFT not mentioned above;
- sanitary flights;

Derogations can be granted under exceptional circumstances by the minister in charge of Civil Aviation (send the request to DGAC - Direction des Transports Aeriens, 50, rue Henry Farman 75720 PARIS Cedex 15).
Captains may only derogate from the above mentioned rules if they consider it absolutely necessary for safety reasons.
In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.

In accordance with the provisions of article R 221-3 from Civil Aviation Code and in order to reduce the noise pollution in the vicinity of Paris (Charles de Gaulle) APT, French State Authority defined the following ACFT categories:

- 'The most noisy ACFT of Chapter 3 ' - turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being less than 5 EPNdB;
- 'Noisy ACFT of Chapter 3' - turbojet ACFT whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being more or equal to 5 EPNdB and less than 8 EPNdB;

'The most noisy aircraft of Chapter 3' are not permitted to:

- land between 2330-0615LT of arrival on the parking area;
- take-off between 2315-0600LT of departure from the parking area;

1. GENERAL

'Noisy ACFT of Chapter 3' are not permitted to:
- land between 2330-0615LT of arrival on the parking area;
- take-off between 2315-0600LT of departure from the parking area;

except if the appropiate operator can prove that the respective ACFT has been operated at this aerodrome for less than 5 years before the enforcement date of the above mentioned Ministerial Order.
Dispensations from these provisions may be exceptionally granted by the minister in charge of Civil Aviation.
Exceptionally, following 'The most noisy' and 'noisy' ACFT of Chapter 3 are exempted from the above landing and take-off restrictions:
- ACFT operating for ambulance and humanitarian transport missions, life and property protection missions, military and government missions and public service missions;
- ACFT in emergency situations;

1.2.2. DAYTIME RESTRICTIONS

In order to reduce the noise pollution in the vicinity of Paris (Charles-De-Gaulle) APT, 'The most noisy ACFT of Chapter 3' are not permitted to:
- land between 0615-2330 LT of arrival on the parking area;
- take-off between 0600-2315 LT of departure from the parking area.

Temporarily, the landing and take-off restrictions are not applied to ACFT which have been operated at this aerodrome for less than 5 years before the enforcement date of the Ministerial Order, as far as the landing/take-off is not exceeding, during the affected year, the respective maximum value of the night indicator for 'the most noisy ACFT' of the appropriate operator:
- value 40 from 01 OCT 2006 - 30 SEP 2007;
- value 20 from 01 OCT 2007 - 30 SEP 2008.

The minister in charge of Civil Aviation may grant permission to exceed maximum number of movements.
Exempted from the above restrictions are:
- ACFT operating for ambulance and humanitarian transport;
- ACFT in emergency situations;
- ACFT mentioned in article L.110.2 of Civil Aviation Code;
- ACFT operating government mission.

1.2.3. RUN-UP TESTS

Engine run-ups may only be carried out at predetermined points and according to procedures as defined by APTs de Paris. These restrictions do not apply to short tests less than 5 min and performed at idling power not exceeding that power used for starting and taxiing sequences.
Between 2200-0600LT run-ups are forbidden. Derogations can be granted between 2200- 2300LT and 0500-0600LT under exceptional circumstances for flight safety reasons by the minister in charge of civil aviation, requested by the flight supervisor, owner, technical or commercial operator of the ACFT.

1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective when RVR falls to 550m or below and/or ceiling is 200' or below.

3. DEPARTURE

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.

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

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 min, 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 min. 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 min, 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. DEPARTURE

3.6.3.7. DEPARTURE PROCEDURE IN NON SEQUENCED MODE

Communicating off-block time:
In case a technical or operational issues makes 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.cdmcdg.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.

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

The call or RCD has to ensure that departure will occur at
EOBT+/-15 min or before COBT+10 min, 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.

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 + C transponder in the OFF position until lining up.

Inbound ACFT:

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

Other cases of taxiing ACFT:

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Crew's attention is drawn towards the importance of readback, especially concerning RWY allocation and holding instructions before crossing RWY 08L/26R or RWY 09R/27L.

TWYs G and GE1 MAX wingspan 113 '/34.5m, TWY E0 MAX wingspan 117 '/35.8m, TWYs marked with blue and orange guidelines.

ACFT equipped with optional devices (winglets) and exceed wingspan of basic model have to state their ACFT type at the first contact on traffic frequency.

TWY E limited to MAX speed 20 KT.

1.5.2. CAUTION

Strictly follow RWY crossing clearance.

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

It is recommended to the A340-600 and B777-300 pilot to taxi with CAUTION especially in the curve. It is recommended to B777-300 to use the oversteering technique.

1. GENERAL

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.

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.

1.6. OTHER INFORMATION

Permanent wildlife strike hazard.
For diversion to LFPO it is necessary to plan an additional amount of fuel, compared to the minimum required, to reflect increased waiting times.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Pilots must perform their approach so as to maintain the last assigned altitude by ATC until ILS glide slope interception. The final approach must then be performed without flying below glide path.
Eastbound arrivals via RNAV initial approach OKIPA 1E for traffic coming from South-East are not permitted 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. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. RWY USE

RWYs 08R/26L and 09L/27R are mainly used for arrivals.
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 400m, for the need of LVP departures),
- the inner RWY approach lighting system and TDZ are switched off.

2.3.2. MINIMUM RWY OCCUPANCY TIME

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 full 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. ARRIVAL

2.3.3. COMPULSORY RWY LEAVING PROCEDURE

RWY 08L via TWYs W4, W5, W6, T10, T11 and T12 only.
RWY 08R via TWYs V5, V6, V7 only.
RWY 09L via TWYs Z5, Z6, Z7 only.
RWY 09R via TWYs Y6, Y8, Y10, Y11 only.
RWY 26L via TWYs V4, V3, V2 only.
RWY 26R via TWYs W3, W2, W1, T2 and T1 only.
RWY 27L via TWYs Y7, Y5, Y2, Y1 only.
RWY 27R via TWYs Z3, Z2 only.

2.4. TAXI PROCEDURES

2.4.1. GENERAL

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

2.4.2. 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.

2.5. 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.

2.6. OTHER INFORMATION

2.6.1. GENERAL

Landing clearance on first radio contact with Tower, except in LVP conditions.
Read back of landing and RWY clearance.

2.6.2. 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. 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 in order to turn at or above 800' and climb to 1500' minimum initially.
RWY allocation will be confirmed when intercepting the ILS.
Any excessive deviation from localizer centerline and/or malfunction of localizer or decision to initiate a missed approach must be relayed immediately to Approach Control. Pilots should maintain a rate of descent not less than 1300'/min until cleared altitude, except during speed reduction phases.

2.6.3. PROCEDURES TO GUARD AGAINST ACCIDENTAL OVERSHOOTING OF THE RWY CENTERLINE WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

After being issued a radar vector which intercepts the assigned RWY centerline at an angle of less than 70°, pilots will take the initiative to intercept the ILS localizer or any replacement approach aid unless they have previously been instructed to cross RWY centerline by ATC.

2.6.4. REDUCED RADAR SEPARATION ON FINAL APPROACH

The minimum radar separation on final approach can be reduced to 2.5 NM 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 or B-757.

2.6.5. 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.

2. ARRIVAL

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

Pilots must mandatorily observe the requested procedure within the defined time frames and weather conditions; within these time frames, if so required by certain circumstances (safety, traffic...), ATC may however reject such request or interrupt the current procedure.

Training is possible and may be requested by crews only within the following time frames:
1300 - 1700 LT, 2100 - 0700 LT.

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

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing request via Flight Data (Cpt) frequency.

3.1.2. ACCESS TO DE-ICING PADS

Access to de-icing pads is subject to clearance from the control unit, assigning the frequency and the name of the de-icing pad where the ACFT is to be de-iced. After instruction, the pilot contacts the de-icing operator on the radio frequency of the assigned station and complies with the information supplied by de-icing operator to place the ACFT on pad.

3.1.3. VISUAL AIDS

3.1.3.1. De-icing pad entry

Line of red flush lights for limited operation pad:
SWITCHED ON: Access prohibited.
SWITCHED OFF: Access permitted.

3.1.3.2. ACFT parking on the de-icing pads

Information relating to positioning of ACFT shall be announced on frequency by de-icing operator (Taxiing, slow-down, Stopping).

3.1.3.3. De-icing pad exit

The end of de-icing/anti-icing is announced on frequency by de-icing manager, then the ACFT is transferred to Ground frequency. Taxiing is done after control instruction only.

3.1.4. SPECIAL INSTRUCTIONS

3.1.4.1. "After de-icing/anti-icing" checklist

To expedite the TWY traffic in the THR vicinity in order to optimize the de-icing capability, pilots are recommended to complete their "After de-icing" checklist, after clearing the de-icing pad. As appropriate, pilot will report the time required for this checklist on the assigned pad exit ground frequency.

3.1.4.2. PAD ROMEO NORTH

Entry: From TWY N abeam TWY R8/R9, follow the orange centerline to the North.

3.1.4.3. PAD ROMEO SOUTH

Entry: From TWY N abeam TWY R8/R9, follow the orange centerline to the South.

3. DEPARTURE

3.1.4.4. PADS JULIETT NORTH AND SOUTH

From TWY P4, follow the orange centerline.

3.1.4.5. RWY AREA

RWY 08L de-icing pads access: De-icing holding point on TWY C, West of TWY UT1.
RWY 09R de-icing pads access: Three de-icing holding points on TWY B.
RWY 26R de-icing pads access: Two de-icing holding points on TWY P1, East of TWY E5.
RWY 27L de-icing pads access: Three de-icing holding points on TWY B.

The de-icing holding point in service is the holding point that is switched on (three yellow build in lights). The ACFT going to de-icing pad must stop at the switched on de-icing holding point.

3.2. PUSH-BACK PROCEDURES

Push-back clearance is valid for one minute.

3.3. SPEED RESTRICTIONS

AGOPA, ERIXU, LATRA, OKASI & PILUL RNAV SIDs:
MAX 250 KT below FL100.
MAX 280 KT at or above FL 100.

All other RNAV SIDs:
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.

Conventional SIDs:
MAX 220 KT.

3.4. NOISE ABATEMENT PROCEDURES

Generally the flight must be performed so as to reach 3400' as fast as possible.
Pilots of turbo jets must follow initial climb procedures as follows:
- maintain a speed of V_2 + 10 KT, or as performance permits, up to 3400' with flaps in take-off configuration,
- maintain take-off power up to 1900', then maximum climb power up to 3400',
- at 3400' return to normal climb power and flap retraction schedules to enroute climb.

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 Preflight.
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 Preflight during first radio contact;
- follow '3Z' SID.

Captains may only derogate from these rules, if considered as absolutely necessary for safety reasons.
In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.

3. DEPARTURE

3.5. RWY OPERATIONS

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

3.6. OTHER INFORMATION

3.6.1. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

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

3.6.2. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

t_i 10 min before start-up time
t_t 3 min before start-up time
t_l 10 min

3.6.3. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE

3.6.3.1. DEFINITIONS

APT is an A-CDM (APT-Collaborative Decision making) since November 2010. The departure procedure is based on a local system calculating and managing an off-block predeparture sequence. This system is linked to Network Manager Operation Center. At Charles-de-Gaulle, A-CDM system and associated procedures are called CPDS (Collaborative Predeparture Sequencing).
SOBT (Scheduled Off Block Time) is that time relating to APT slot.
ED (Estimated Departure) is that target time set by airline itself as off-block departure time.
TOBT (Target Off-Block Time) is the translation by A-CDM system (PDS) of the ED.
TSAT (Target Start-up Approval Time) is off-block departure approved time, calculated by A-CDM system.

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

DPI are of different types:
Early Departure Planning Information (E-DPI)
Target Departure Planning Information (T-DPI)
ATC Departure Planning Information (A-DPI)
The REA message is no longer to be used REA as it is replaced by DPI messages systematically and automatically sent.

3. DEPARTURE

3.6.3.3. 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.

3.6.3.4. 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.

3. DEPARTURE

3.6.3.5. 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.

3.6.3.6. 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.

LFPG/CDG CHARLES-DE-GAULLE

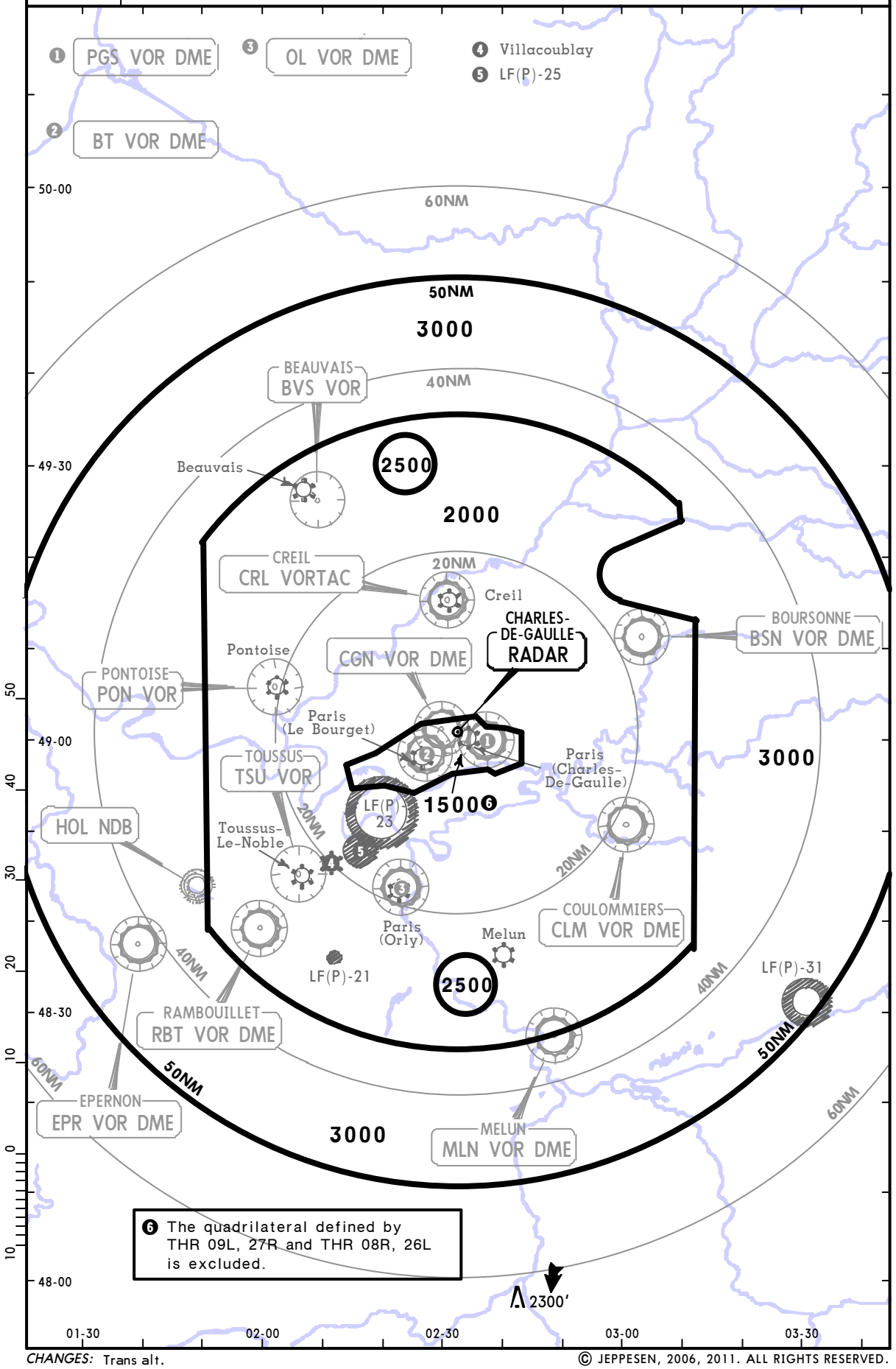
JEPPESEN 11 NOV 11 (20-1R) Eff 17 Nov

PARIS, FRANCE

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.



CHANGES: Trans alt.

RNAV STAR DESIGNATION	REFER TO CHART
KEPER 5E, KOVAK 5E, LATGO 5E, SABLE 5E	20-2A1
KEPER 5P, 5W, KOVAK 5P, 5W, LATGO 5W, SABLE 5P, 5W	20-2B
MATIX 5E, 5H, MOPIL 5E, 5H	20-2C
MATIX 5W, MOPIL 5W	20-2D
DINAN 5E, 5H, VEDUS 5E, 5H	20-2E
DINAN 5J, 5W, VEDUS 5J, 5W	20-2F
CAEN 5E, 5H	20-2G
CAEN 5P, 5W	20-2H
DEAUVILLE 5E, 5H	20-2J
DEAUVILLE 5P, 5W	20-2K
DIEPPE 5E, 5H	20-2L
DIEPPE 5P, 5W	20-2M
EPINAL 6E, 6H, ROLAMPONT 6E, 6H	20-2N
EPINAL 6P, 6W, ROLAMPONT 6P, 6W	20-2P
DIJON 6E, 6H, TINIL 6E	20-2Q
DIJON 6P, 6W, TINIL 6W	20-2S
MOULINS 6E, 6H, PIBAT 6E, 6H, TRO 6E, 6H	20-2T
MOULINS 6P, 6W, PIBAT 6P, 6W, TRO 6P, 6W	20-2T1
DEVIM 1G RNAV INITIAL APCH (CDO)	20-2U
DEVIM 1H RNAV INITIAL APCH (CDO)	20-2V
BANOX 1E RNAV INITIAL APCH	20-2V1
BANOX 1W RNAV INITIAL APCH	20-2W
LORNI 1E RNAV INITIAL APCH	20-2X
LORNI 1W & VEBEK 1W RNAV INITIAL APCH	20-2X1
MOPAR 1E RNAV INITIAL APCH	20-2X2
MOBRO 1W & MOPAR 1W RNAV INITIAL APCH	20-2X3
OKIPA 1E, 1N RNAV INITIAL APCH	20-2X4
OKIPA 1W RNAV INITIAL APCH	20-2X5
CONVENTIONAL HOLDING INFO	20-2X6

CHANGES: Charts reindexed; DEVIM 1G & 1H established.

RNAV ARRIVAL INSTRUCTIONS

1. Protection

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

Enroute and 'IAF' holding patterns are mainly protected with RNAV 'manual mode' but also for conventional navigation between FL70 and FL110 when radionavigation infrastructure enables it.

2. Equipment

The equipment must be approved for RNAV operations based on GNSS and/or DME/DME sensors.

3. Operating procedure/Loss of RNAV capability

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

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

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

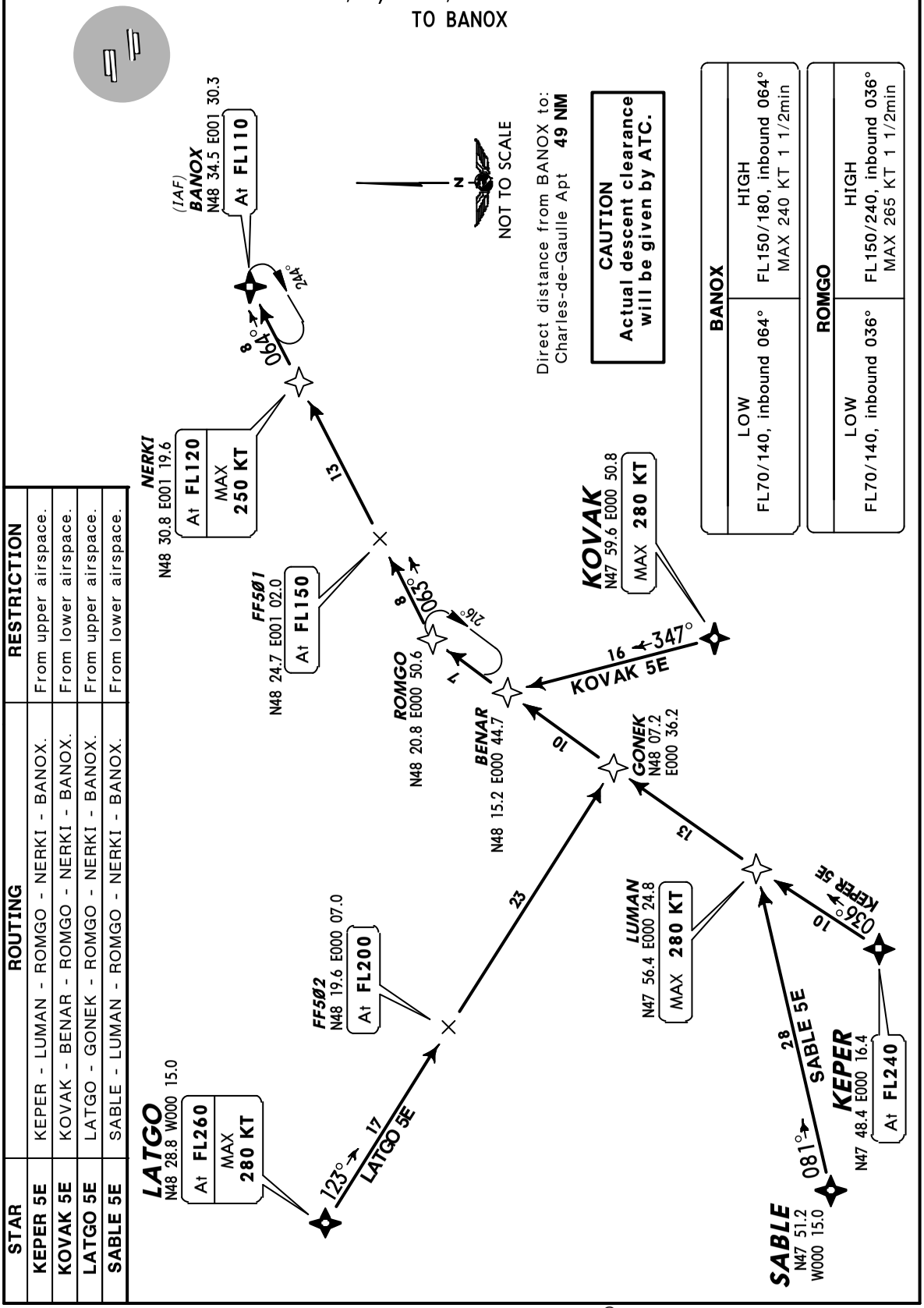
On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

KEPER 5E *[KEPE5E]*, KOVAK 5E *[KOVA5E]*
LATGO 5E *[LATG5E]*, SABLE 5E *[SABL5E]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
KEPER 5E	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 5E	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.
LATGO 5E	LATGO - GONEK - ROMGO - NERKI - BANOX.	From upper airspace.
SABLE 5E	SABLE - LUMAN - ROMGO - NERKI - BANOX.	From lower airspace.

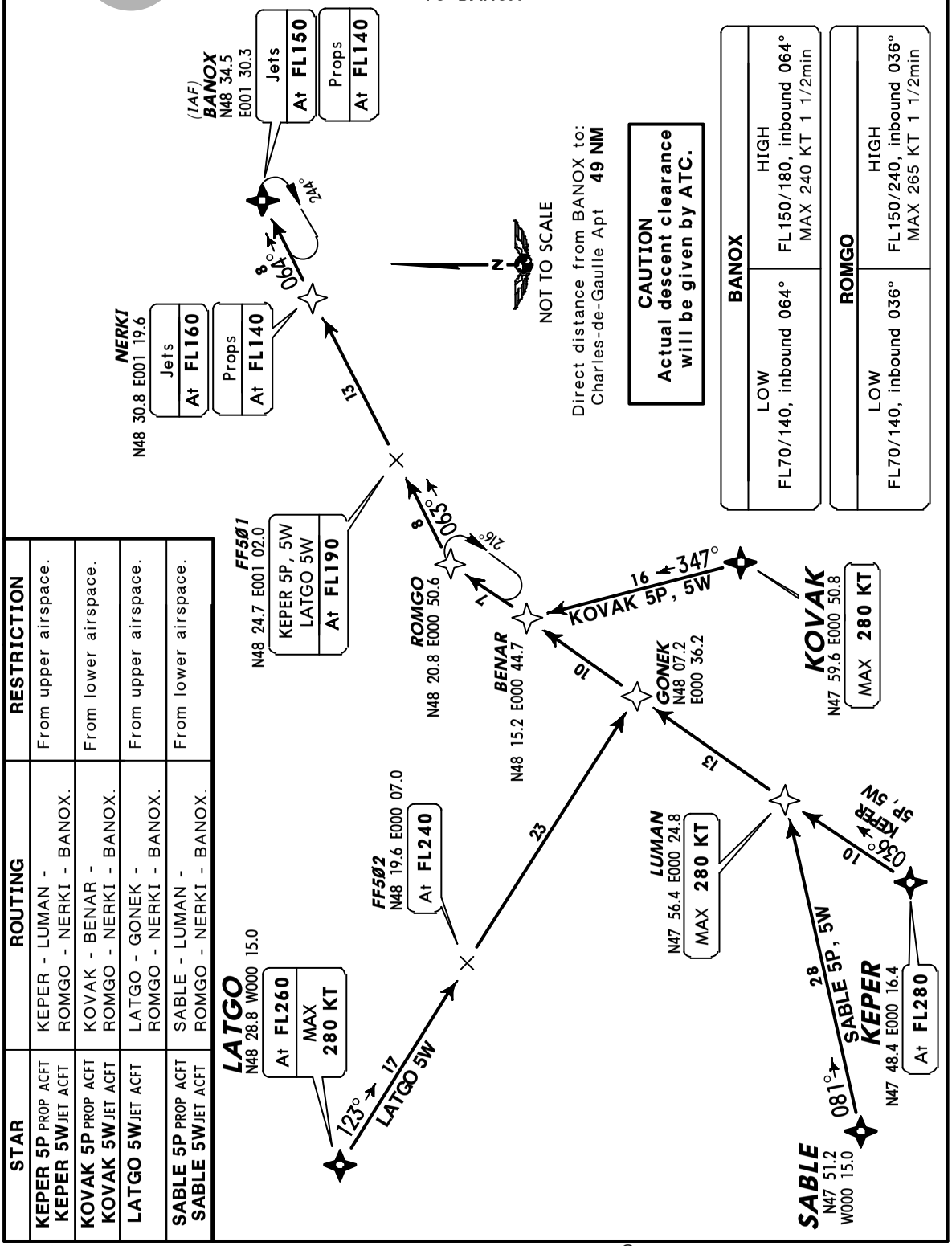
CHANGES: RNAV STAR KEPER 5E crossings revised.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

KEPER 5P *[KEPE5P]*, KEPER 5W *[KEPE5W]*
KOVAK 5P *[KOVA5P]*, KOVAK 5W *[KOVA5W]*
LATGO 5W *[LATG5W]*
SABLE 5P *[SABL5P]*, SABLE 5W *[SABL5EW]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO BANOX



STAR	ROUTING	RESTRICTION
KEPER 5P PROP ACFT KEPER 5W JET ACFT	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 5P PROP ACFT KOVAK 5W JET ACFT	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.
LATGO 5W JET ACFT	LATGO - GONEK - ROMGO - NERKI - BANOX.	From upper airspace.
SABLE 5P PROP ACFT SABLE 5W JET ACFT	SABLE - LUMAN - ROMGO - NERKI - BANOX.	From lower airspace.

CHANGES: RNAV STAR KEPER 5P & 5W crossings revised.

LFPG/CDG CHARLES-DE-GAULLE

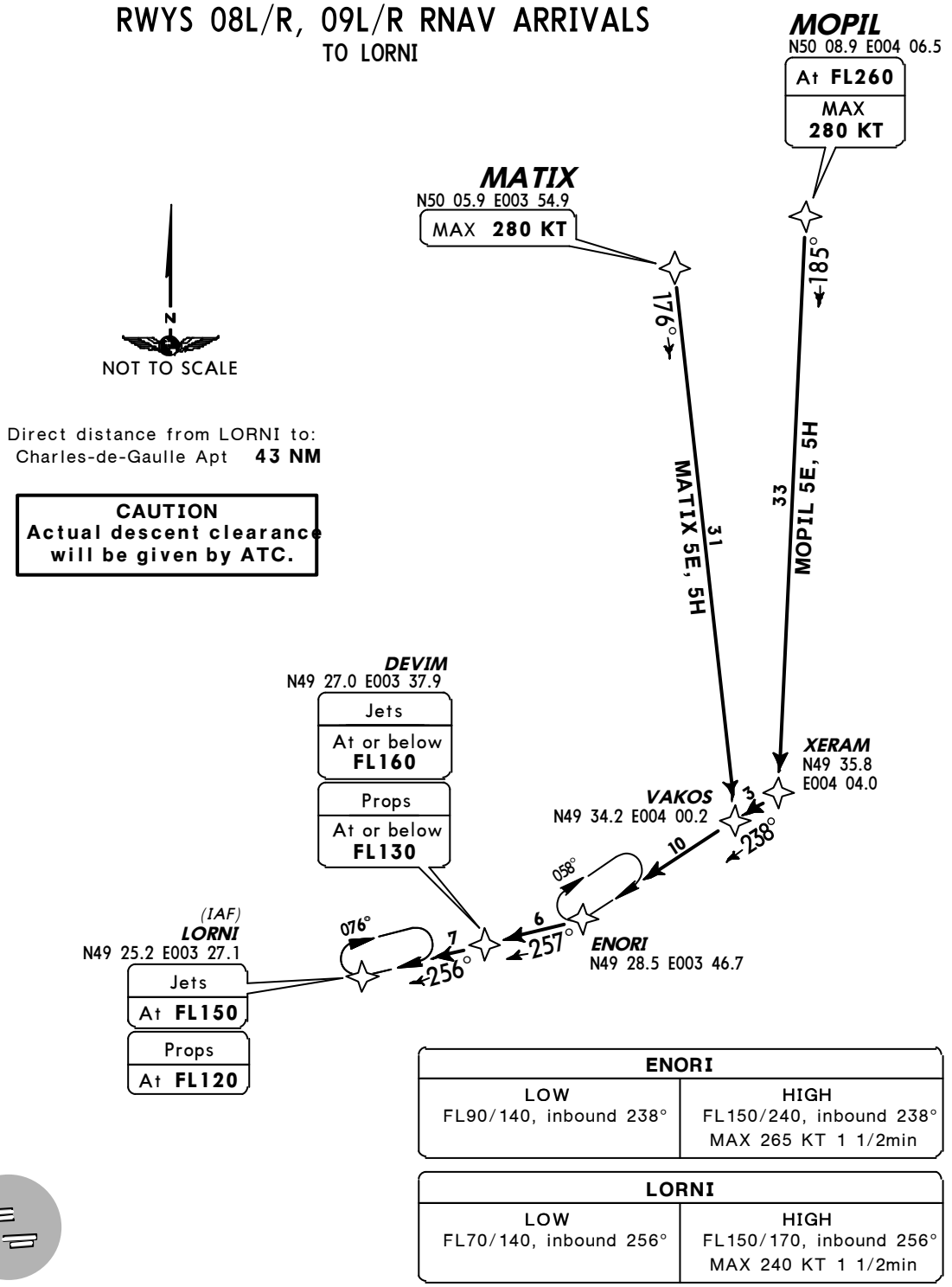
JEPPESEN 7 DEC 12 (20-2C) Eff 13 Dec

PARIS, FRANCE

RNAV STAR

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MATIX 5E *[MATI5E]*, MATIX 5H *[MATI5H]*
MOPIL 5E *[MOPI5E]*, MOPIL 5H *[MOPI5H]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO LORNI



ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

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

STAR	ROUTING	RESTRICTION
MATIX 5E JET ACFT **MATIX 5H** PROP ACFT	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 5E JET ACFT **MOPIL 5H** PROP ACFT	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

CHANGES: None

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (20-2D) Eff 17 Nov

PARIS, FRANCE
RNAV STAR

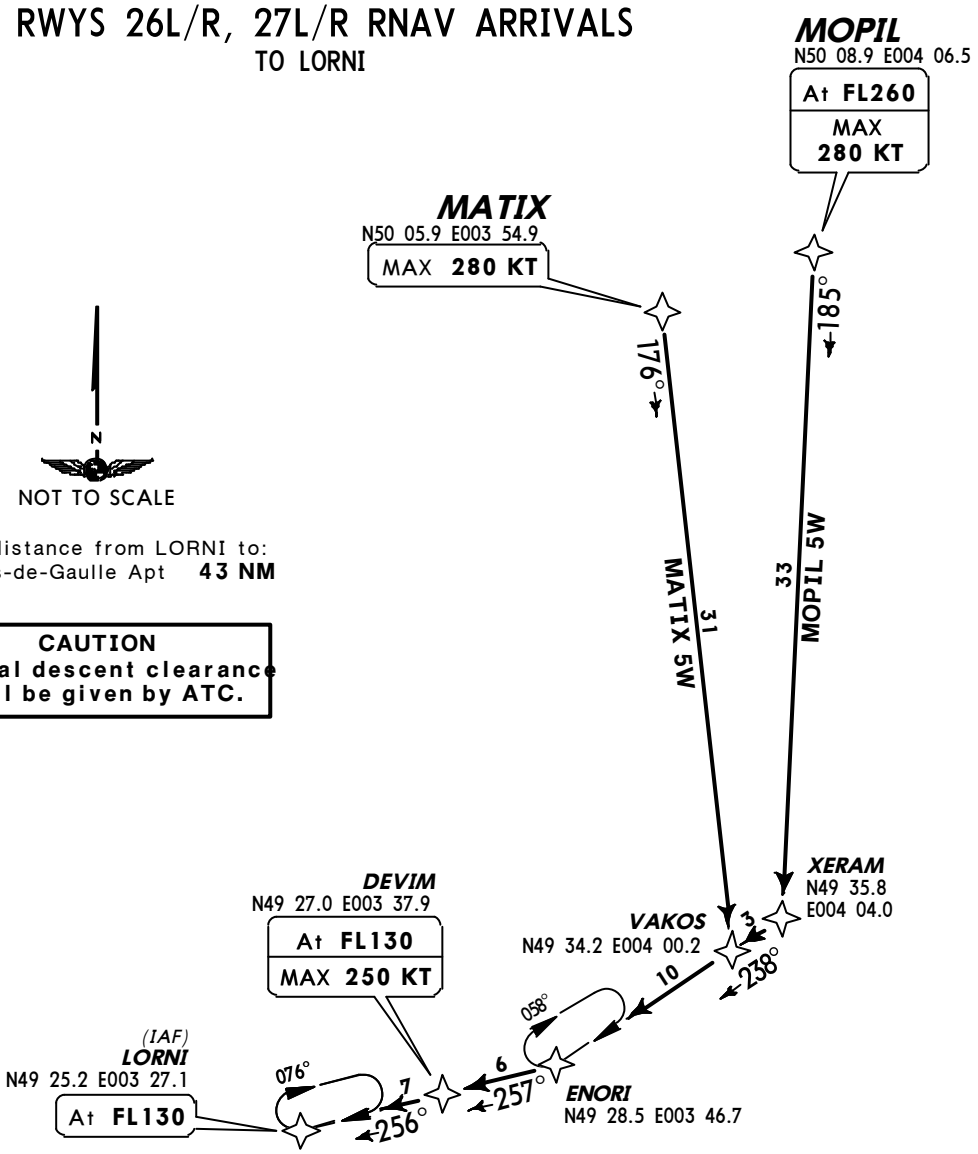
D-ATIS
127.12
ATIS
(French 128.22)

Apt Elev
392'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

3200'
MSA
ARP

MATIX 5W *[MATI5W]*
MOPIL 5W *[MOPI5W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO LORNI



Direct distance from LORNI to:
Charles-de-Gaulle Apt **43 NM**

CAUTION
Actual descent clearance will be given by ATC.

ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

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

STAR	ROUTING	RESTRICTION
MATIX 5W	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 5W	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

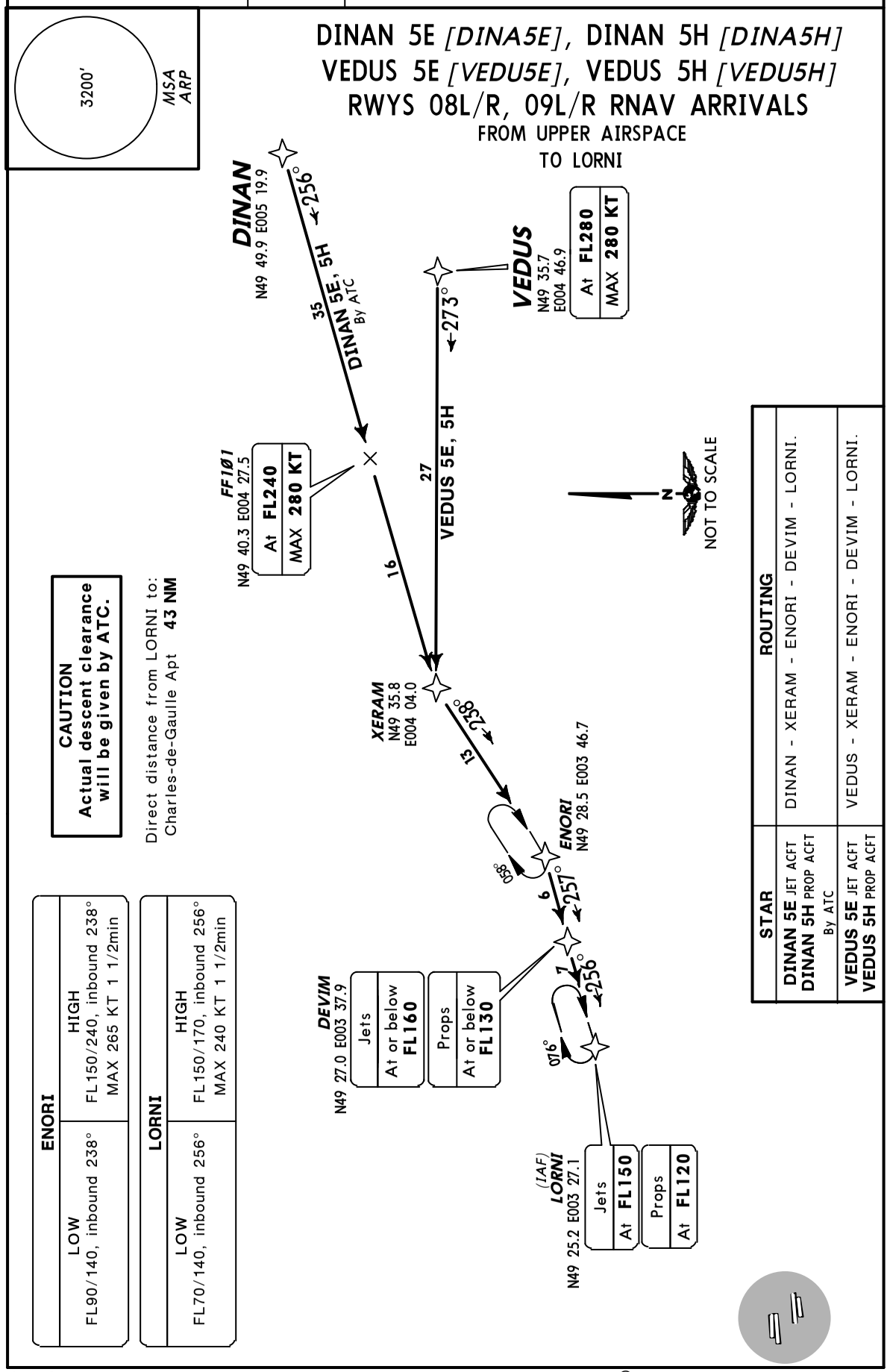
CHANGES: RNAV STARs completely revised.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DINAN 5E *[DINA5E]*, DINAN 5H *[DINA5H]*
VEDUS 5E *[VEDU5E]*, VEDUS 5H *[VEDU5H]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO LORNI



CAUTION
Actual descent clearance will be given by ATC.

Direct distance from LORNI to: Charles-de-Gaulle Apt **43 NM**

ROUTING	
STAR	
DINAN 5E JET ACFT **DINAN 5H** PROP ACFT By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 5E JET ACFT **VEDUS 5H** PROP ACFT	VEDUS - XERAM - ENORI - DEVIM - LORNI.

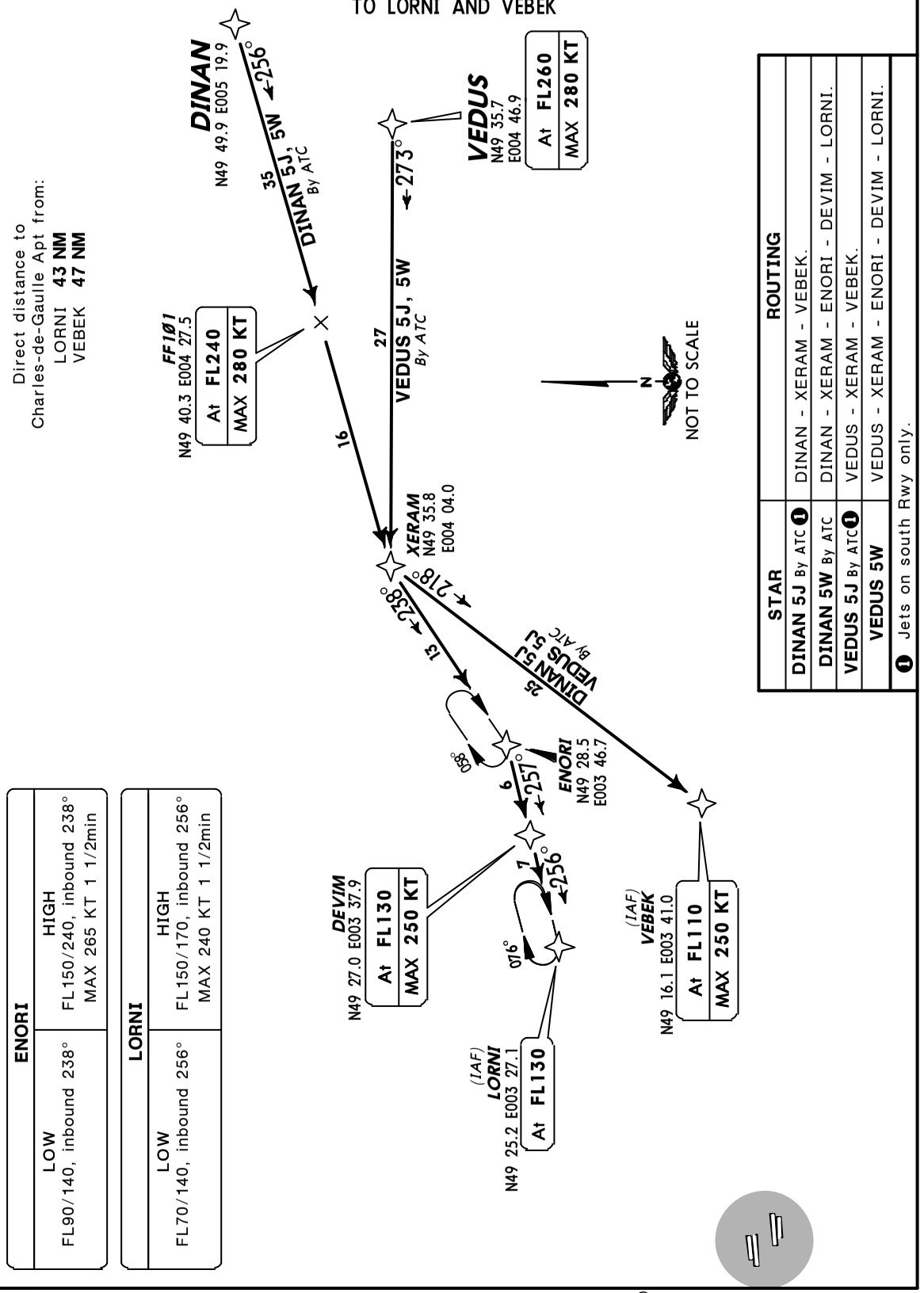
ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

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

CHANGES: RNAV STARs completely revised.

D-ATIS 127.12 ATIS (French 128.22)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DINAN 5J *[DINA5J]*, DINAN 5W *[DINA5W]*
VEDUS 5J *[VEDU5J]*, VEDUS 5W *[VEDU5W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO LORNI AND VEBEK



STAR	ROUTING
DINAN 5J By ATC ❶	DINAN - XERAM - VEBEK.
DINAN 5W By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 5J By ATC ❶	VEDUS - XERAM - VEBEK.
VEDUS 5W	VEDUS - XERAM - ENORI - DEVIM - LORNI.

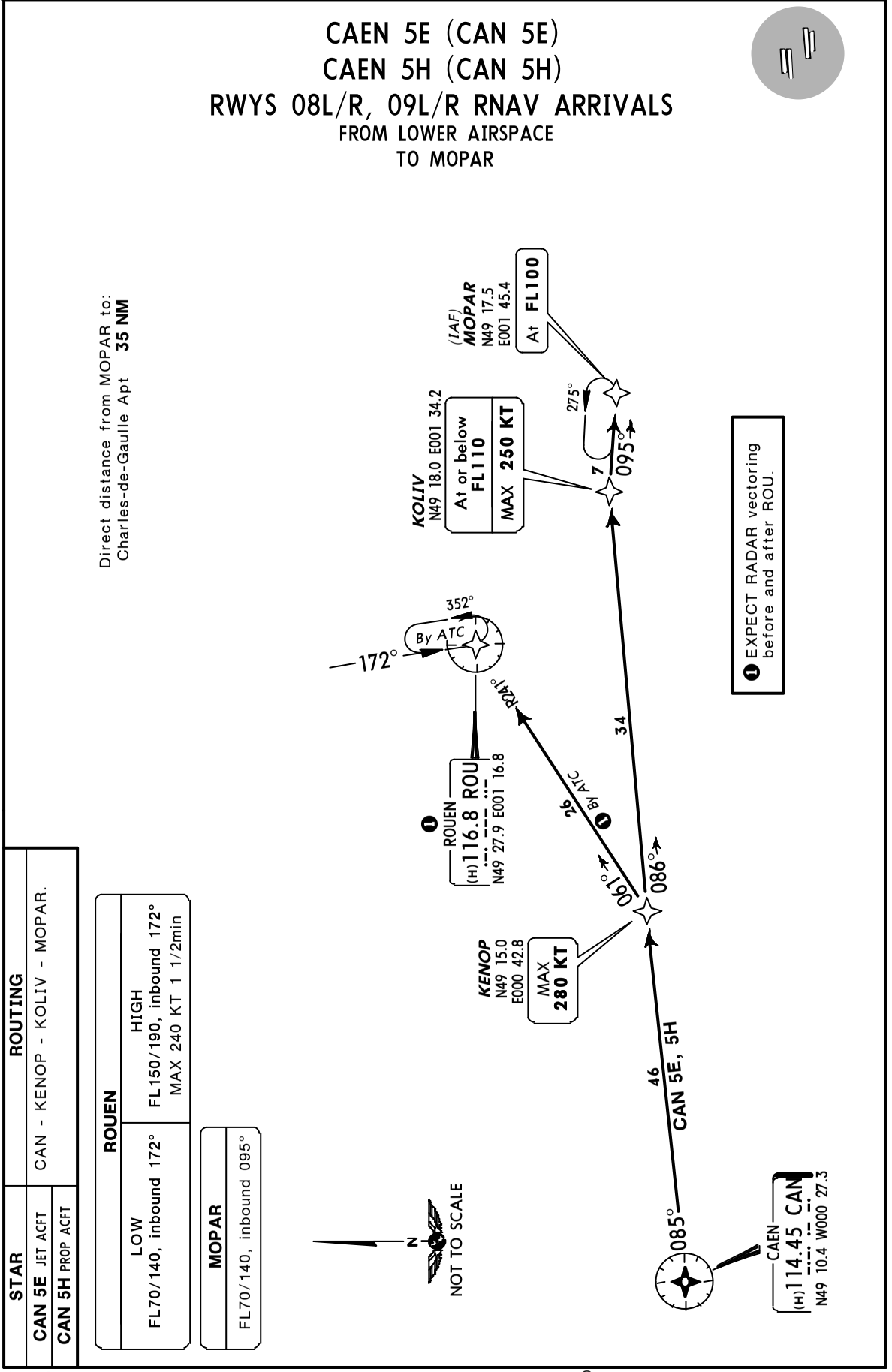
❶ Jets on south Rwy only.

ENORI	
LOW FL90/140, inbound 238°	HIGH FL150/240, inbound 238° MAX 265 KT 1 1/2min

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

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

CAEN 5E (CAN 5E)
CAEN 5H (CAN 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
TO MOPAR



STAR	ROUTING
CAN 5E JET ACFT **CAN 5H** PROP ACFT	CAN - KENOP - KOLIV - MOPAR.

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 095°

CHANGES: VOR CAEN ident & RNAV STARs renamed from CEN to CAN.

D-ATIS	127.12
ATIS (French)	128.22)
Apt Elev	392'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

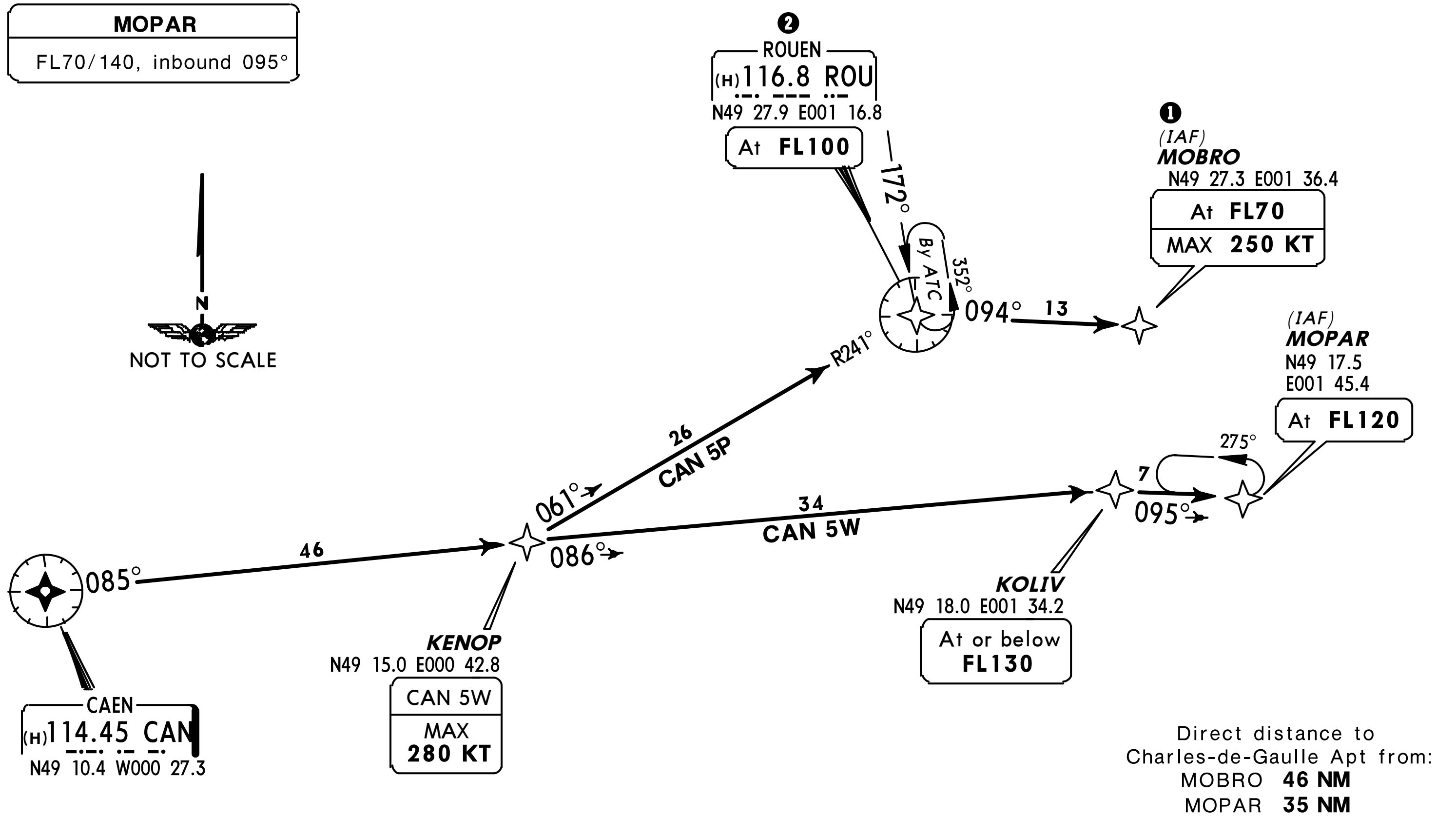
CAEN 5P (CAN 5P)
CAEN 5W (CAN 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
TO MOBRO ❶ & MOPAR

STAR	ROUTING
CAN 5P PROP ACFT	CAN - KENOP - ROU - MOBRO.
CAN 5W JET ACFT	CAN - KENOP - KOLIV - MOPAR.

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 095°

❶ IAF by ATC only if holding is planned.
❷ EXPECT RADAR vectoring before and after ROU for CAN 5W.

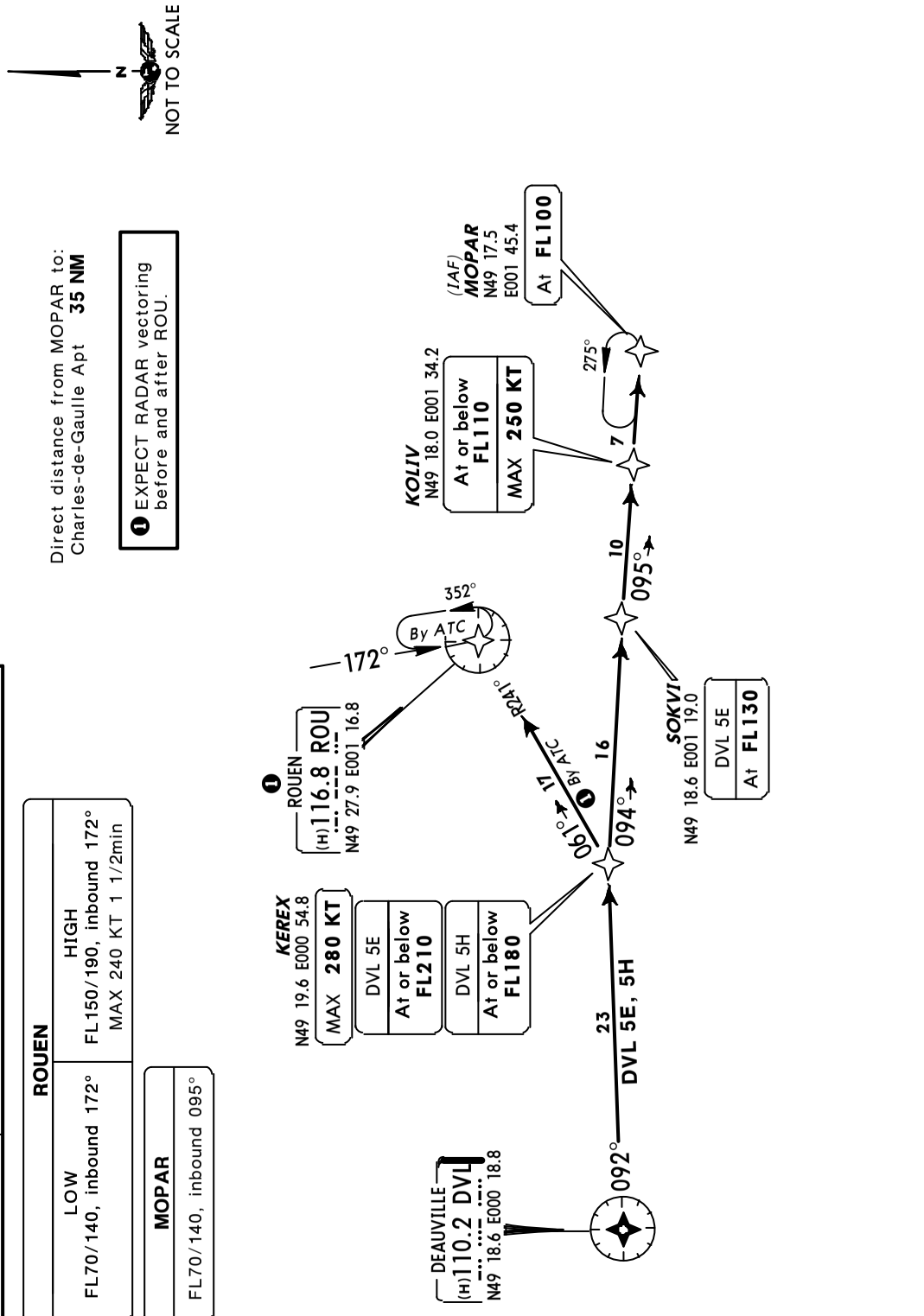


Direct distance to Charles-de-Gaulle Apt from:
MOBRO **46 NM**
MOPAR **35 NM**

CHANGES: VOR CAEN ident & RNAV STARs renamed from CEN to CAN.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DEAUVILLE 5E (DVL 5E)
DEAUVILLE 5H (DVL 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO MOPAR



STAR	ROUTING
DVL 5E JET ACFT **DVL 5H** PROP ACFT	DVL - KEREX - SOKVI - KOLIV - MOPAR.

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 095°

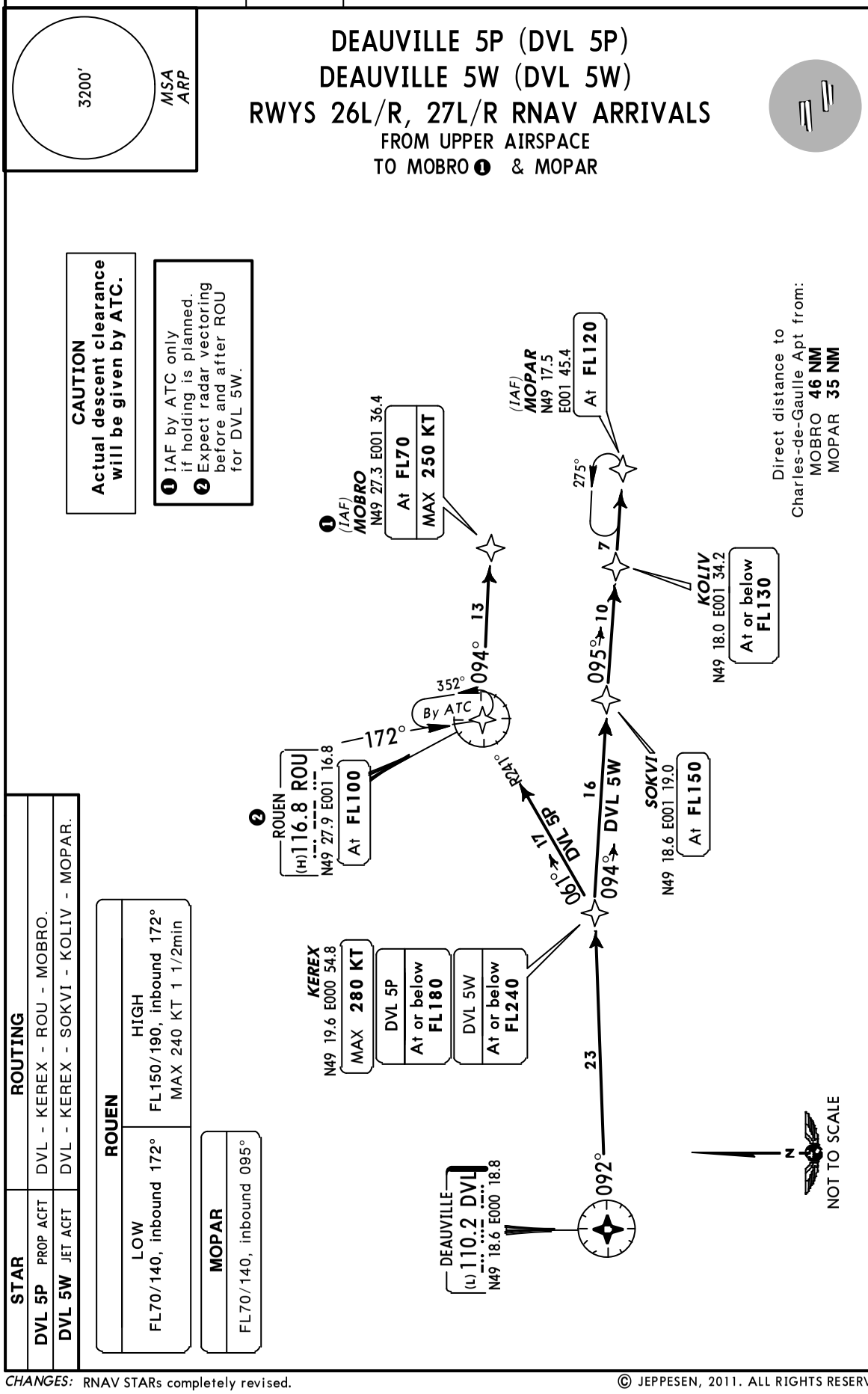
CHANGES: None.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DEAUVILLE 5P (DVL 5P)
DEAUVILLE 5W (DVL 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO MOBRO ❶ & MOPAR



STAR	ROUTING
DVL 5P PROP ACFT	DVL - KEREX - ROU - MOBRO.
DVL 5W JET ACFT	DVL - KEREX - SOKVI - KOLIV - MOPAR.

ROUEN	
LOW	HIGH
FL70/140, inbound 172°	FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 095°

CHANGES: RNAV STARs completely revised.

LFPG/CDG
CHARLES-DE-GAULLE

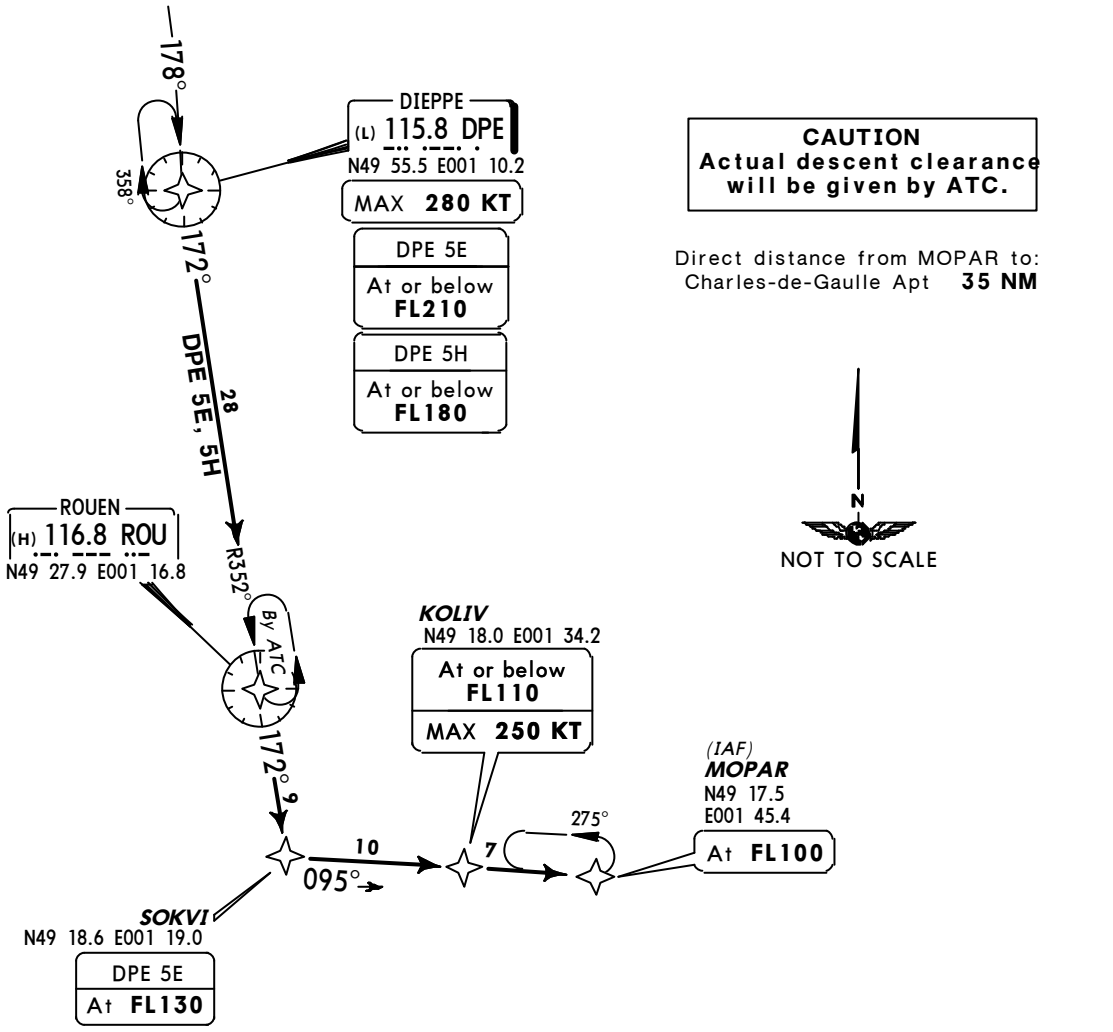
JEPPESEN
11 NOV 11 (20-2L) Eff 17 Nov

PARIS, FRANCE
RNAV STAR

D-ATIS 127.12 ATIS (French 128.22)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

3200′
MSA
ARP

DIEPPE 5E (DPE 5E), DIEPPE 5H (DPE 5H) RWYS 08L/R, 09L/R RNAV ARRIVALS
TO MOPAR



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 095°

STAR	ROUTING
DPE 5E JET ACFT	DPE - ROU - SOKVI - KOLIV - MOPAR.
DPE 5H PROP ACFT	

CHANGES: RNAV STARs completely revised.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 (20-2M) Eff 17 Nov

PARIS, FRANCE

RNAV STAR

D-ATIS 127.12
ATIS (French 128.22)

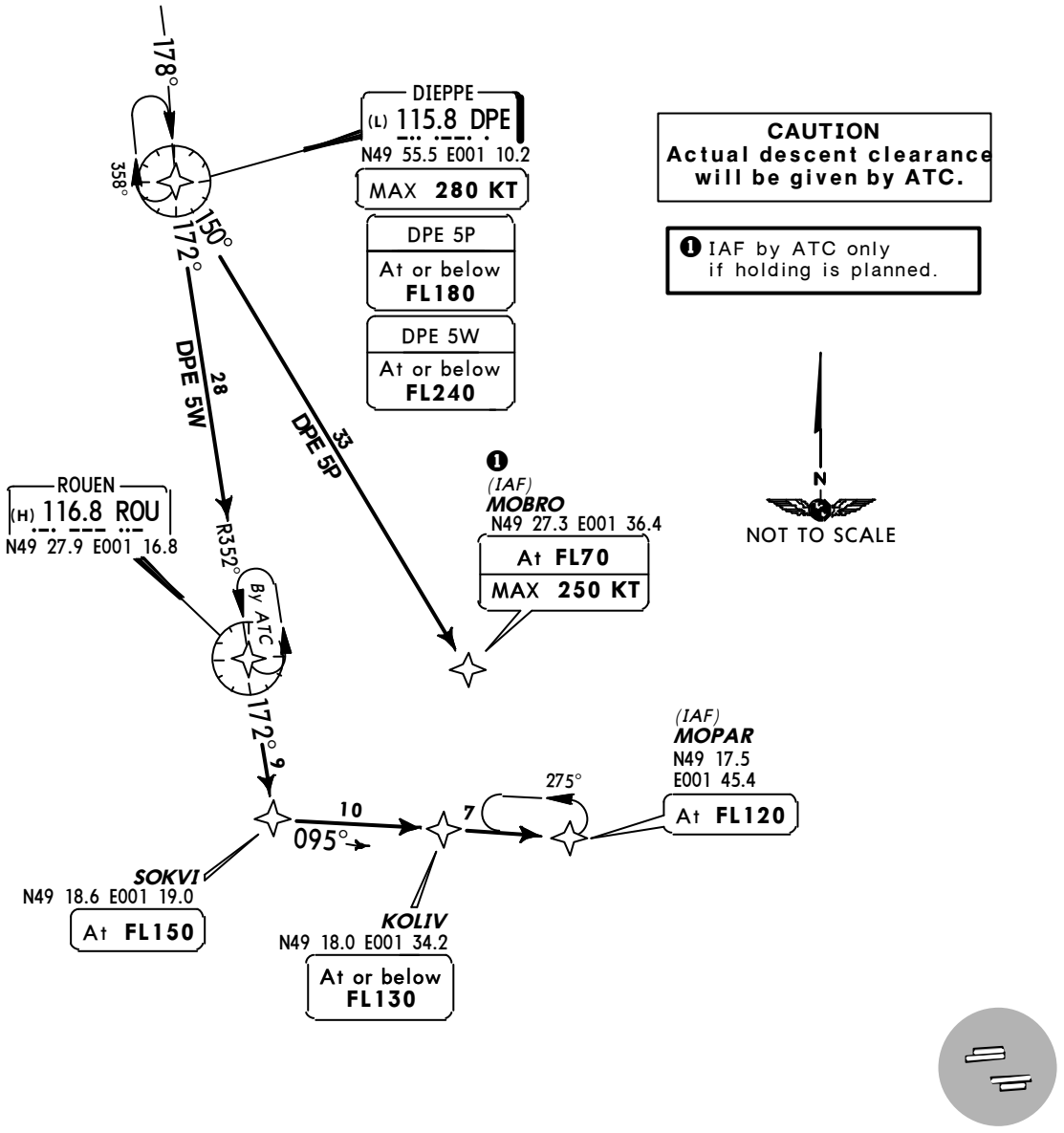
Apt Elev 392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

3200′
MSA ARP

DIEPPE 5P (DPE 5P), DIEPPE 5W (DPE 5W) RWYS 26L/R, 27L/R RNAV ARRIVALS

TO MOBRO❶ & MOPAR



DIEPPE	
LOW FL70/140, inbound 178°	HIGH FL150/240, inbound 178° MAX 265 KT 1 1/2 min

ROUEN	
LOW FL70/140, inbound 172°	HIGH FL150/190, inbound 172° MAX 240 KT 1 1/2min

MOPAR
FL70/140, inbound 095°

Direct distance to Charles-de-Gaulle Apt from:
MOBRO **46 NM**
MOPAR **35 NM**

STAR	ROUTING
DPE 5P PROP ACFT	DPE - MOBRO.
DPE 5W JET ACFT	DPE - ROU - SOKVI - KOLIV - MOPAR.

CHANGES: RNAV STARs completely revised.

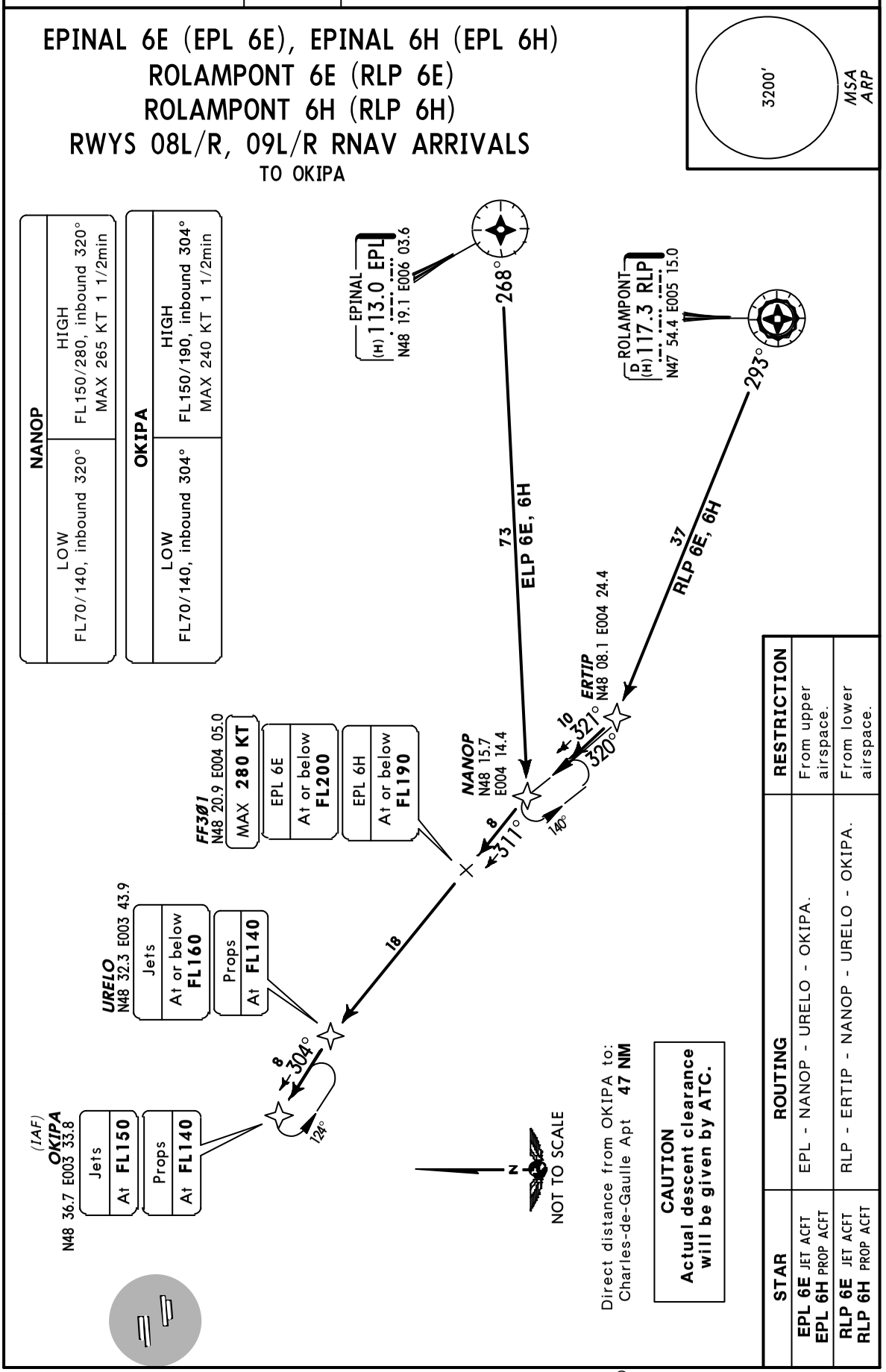
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (20-2N) Eff 17 Nov

PARIS, FRANCE
RNAV STAR

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

EPINAL 6E (EPL 6E), EPINAL 6H (EPL 6H)
ROLAMPONT 6E (RLP 6E)
ROLAMPONT 6H (RLP 6H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
EPL 6E JET ACFT **EPL 6H** PROP ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 6E JET ACFT **RLP 6H** PROP ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: RNAV STARs completely revised.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (20-2P) Eff 17 Nov

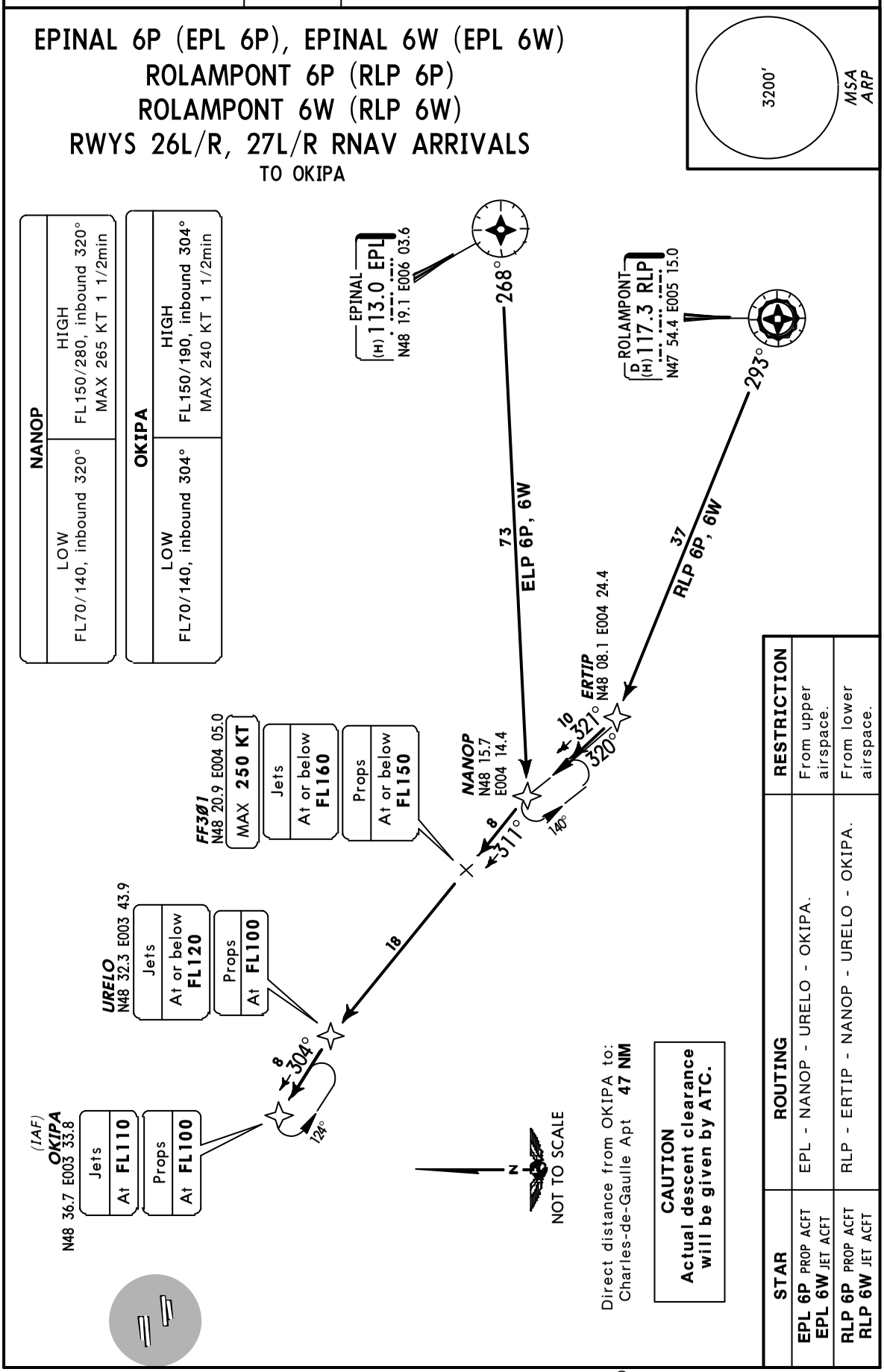
PARIS, FRANCE
RNAV STAR

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

EPINAL 6P (EPL 6P), EPINAL 6W (EPL 6W)
ROLAMPONT 6P (RLP 6P)
ROLAMPONT 6W (RLP 6W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
EPL 6P PROP ACFT EPL 6W JET ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
RLP 6P PROP ACFT RLP 6W JET ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.

CHANGES: RNAV STARs completely revised.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DIJON 6E (DJL 6E), DIJON 6H (DJL 6H)
TINIL 6E *[TINI6E]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA

STAR	ROUTING	RESTRICTION
DJL 6E JET ACFT	DJL - TRO - URELO - OKIPA.	From lower airspace.
DJL 6H PROP ACFT		
TINIL 6E JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

NANOP	
LOW FL70/140, inbound 320°	HIGH FL150/280, inbound 320° MAX 265 KT 1 1/2min

OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

3200' MSA ARP

FF3Ø2 N47 44.2 E004 54.8 — At or below **FL280**

TINIL N47 35.3 E005 05.9

12 — 321° — TINIL 6E

41 — 320° — 140°

NANOP N48 15.7 E004 14.4

8 — 311°

FF3Ø1 N48 20.9 E004 05.0 — At or below **FL200**; MAX **280 KT**

25 — 324° — DJL 6E, 6H

49

DIJON (D) (H) 111.45 DJL — N47 16.2 E005 05.8

FF3Ø4 N47 36.3 E004 43.0 — DJL 6H; At or below **FL280**

R144°

18 — 333° — 20

URELO N48 32.3 E003 43.9 — Jets: At or below **FL160**; Props: At **FL140**

8 — 304° — 124°

TROYES (H) 116.0 TRO N48 15.1 E003 57.8 — MAX **280 KT**; DJL 6H: At or below **FL190**

(IAF) **OKIPA** N48 36.7 E003 33.8 — Jets: At **FL150**; Props: At **FL140**

NOT TO SCALE

Direct distance from OKIPA to: Charles-de-Gaulle Apt **47 NM**

CAUTION
Actual descent clearance will be given by ATC.

CHANGES: RNAV STARs completely revised.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (20-2S) Eff 17 Nov

PARIS, FRANCE
RNAV STAR

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

DIJON 6P (DJL 6P), DIJON 6W (DJL 6W)
TINIL 6W *[TINI6W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA

STAR	ROUTING	RESTRICTION
DJL 6P PROP ACFT	DJL - TRO - URELO - OKIPA.	
DJL 6W JET ACFT		From lower airspace.
TINIL 6W JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

NANOP	
LOW FL70/140, inbound 320°	HIGH FL150/280, inbound 320° MAX 265 KT 1 1/2min

OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

3200' MSA ARP

NOT TO SCALE

FF302 N47 44.2 E004 54.8 — At or below FL280 / MAX 280 KT

TINIL N47 35.3 E005 05.9

12 — 321° — TINIL 6W

41 — 320° — 140°

NANOP N48 15.7 E004 14.4

8 — 311°

FF301 N48 20.9 E004 05.0 — At or below FL160 / MAX 250 KT

25 — 324° — DJL 6P, 6W

49

DIJON (D) (H) 111.45 DJL N47 16.2 E005 05.8

FF304 N47 36.3 E004 43.0 — DJL 6P: At or below FL280

R144°

18 — 333° — 20

URELO N48 32.3 E003 43.9 — Jets: At or below FL120 / Props: At FL100

8 — 304° — 124°

TROYES (H) 116.0 TRO N48 15.1 E003 57.8 — MAX 250 KT — DJL 6P: At or below FL150 / DJL 6W: At or below FL160

(IAF) OKIPA N48 36.7 E003 33.8 — Jets: At FL110 / Props: At FL100

Direct distance from OKIPA to: Charles-de-Gaulle Apt 47 NM

CAUTION
Actual descent clearance will be given by ATC.

CHANGES: RNAV STARs completely revised.

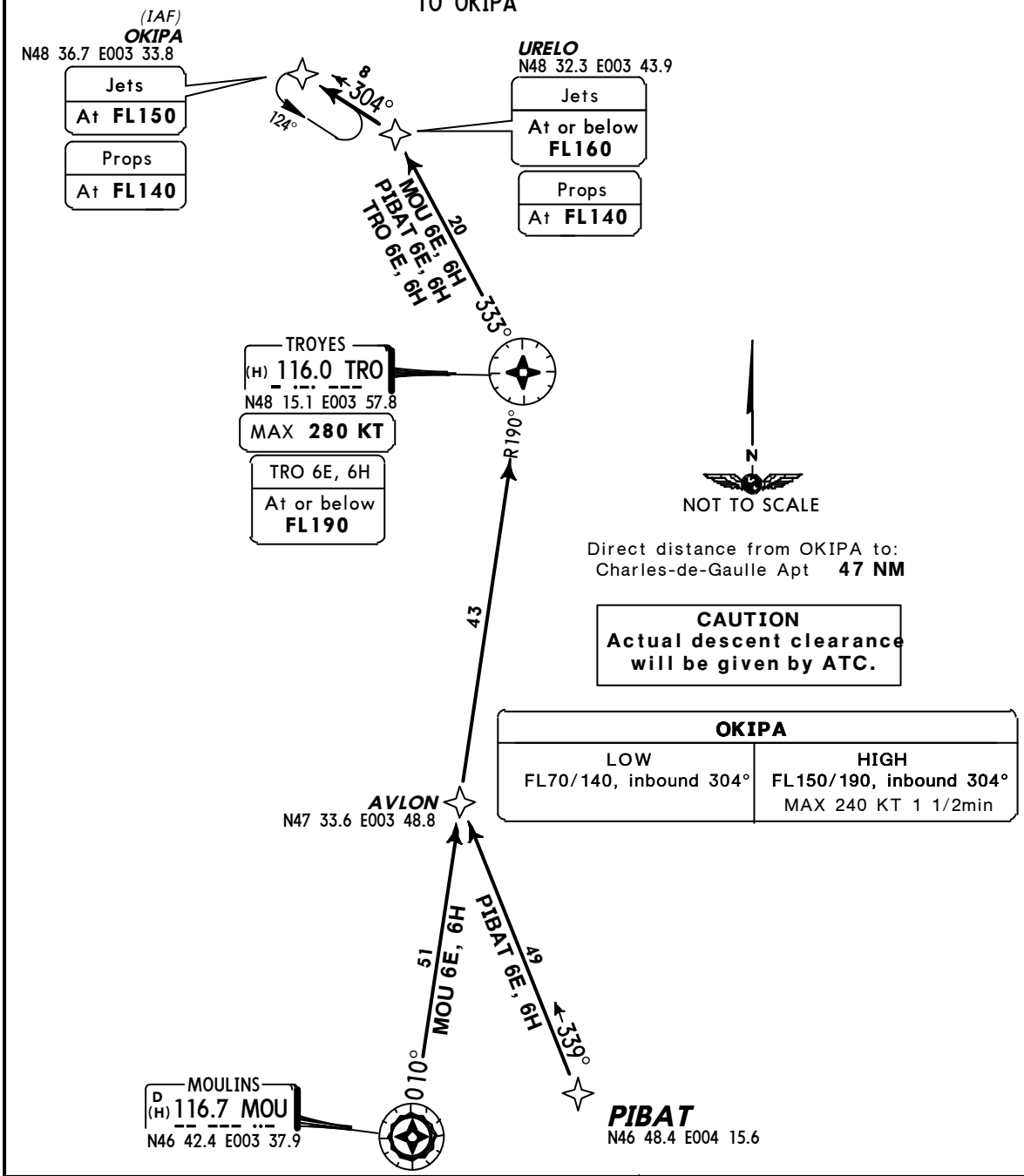
D-ATIS
127.12
ATIS
(French 128.22)

Apt Elev
392'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

3200'
MSA
ARP

MOULINS 6E (MOU 6E), MOULINS 6H (MOU 6H)
PIBAT 6E *[PIBA6E]*, PIBAT 6H *[PIBA6H]*
TRO 6E, TRO 6H
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA

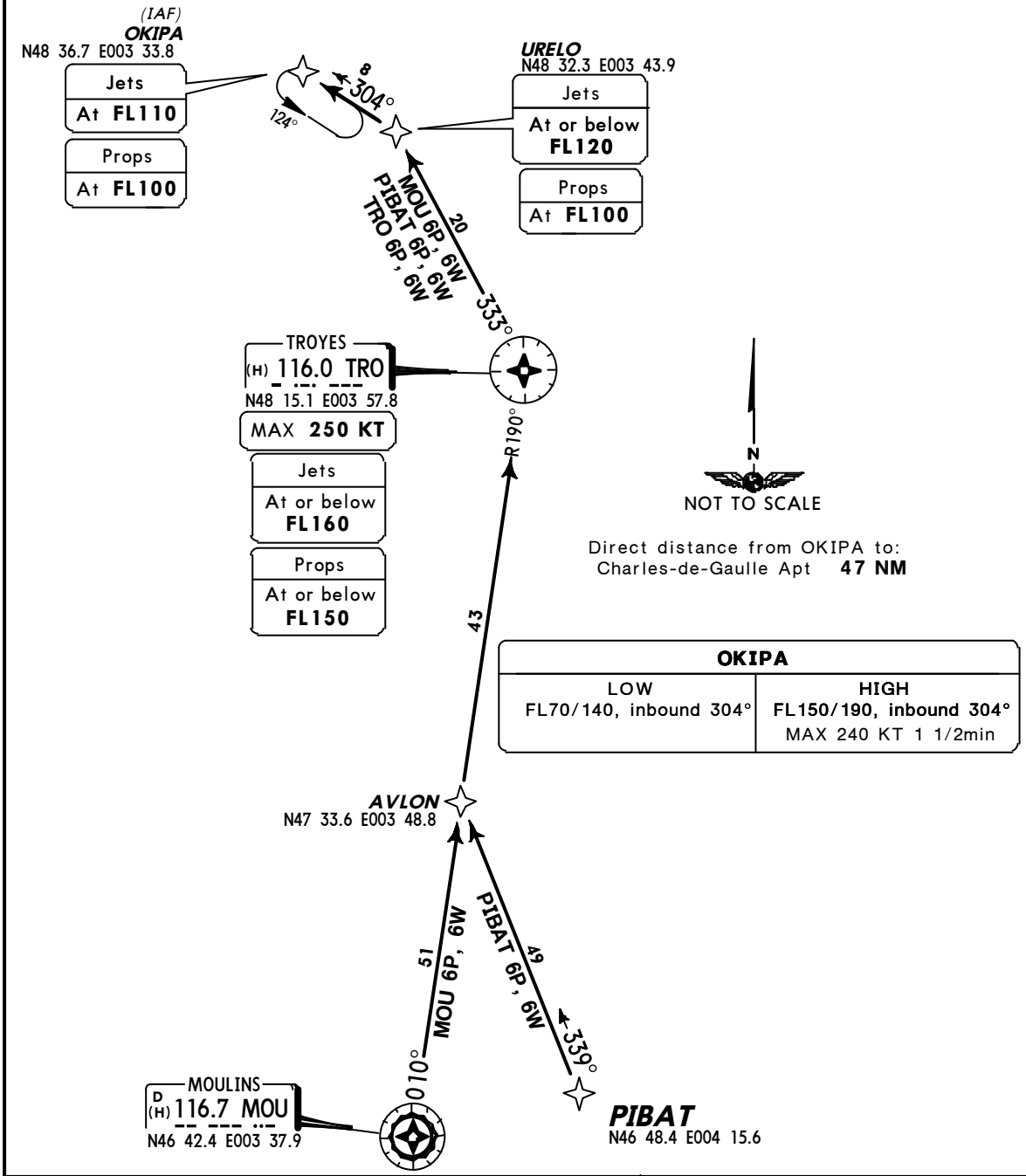


STAR	ROUTING	RESTRICTION
MOU 6E JET ACFT **MOU 6H** PROP ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 6E JET ACFT **PIBAT 6H** PROP ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 6E JET ACFT **TRO 6H** PROP ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

CHANGES: RNAV STARs completely revised.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MOULINS 6P (MOU 6P), MOULINS 6W (MOU 6W)
PIBAT 6P *[PIBA6P]*, PIBAT 6W *[PIBA6W]*
TRO 6P, TRO 6W
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



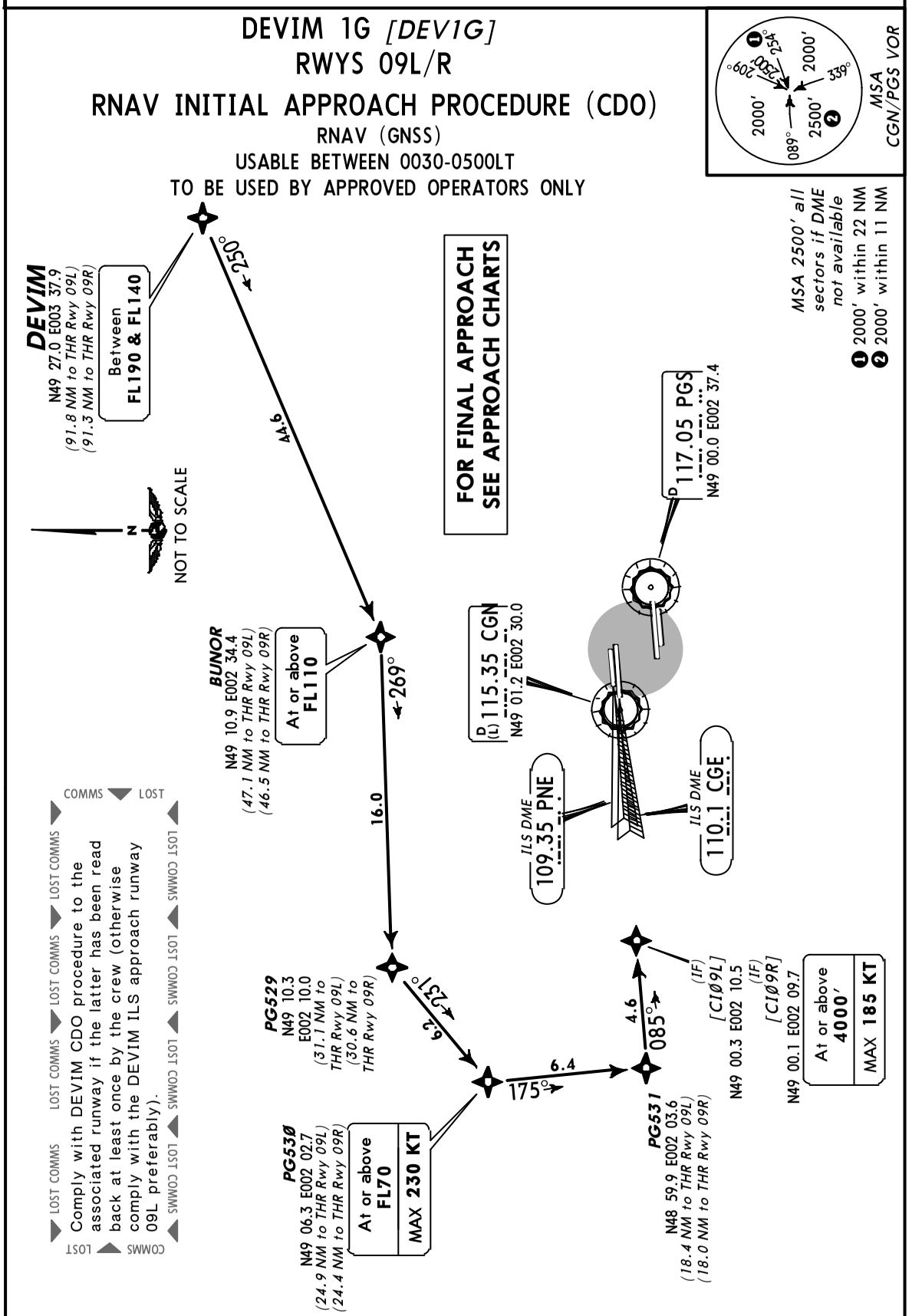
STAR	ROUTING	RESTRICTION
MOU 6P PROP ACFT **MOU 6W** JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 6P PROP ACFT **PIBAT 6W** JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 6P PROP ACFT **TRO 6W** JET ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

CHANGES: New chart (RNAV STARs transferred).

D-ATIS	DE GAULLE Approach	Apt Elev
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27	392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Approach will be performed at the request of the crews or ATC.

DEVIM 1G *[DEV1G]*
RWYS 09L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY

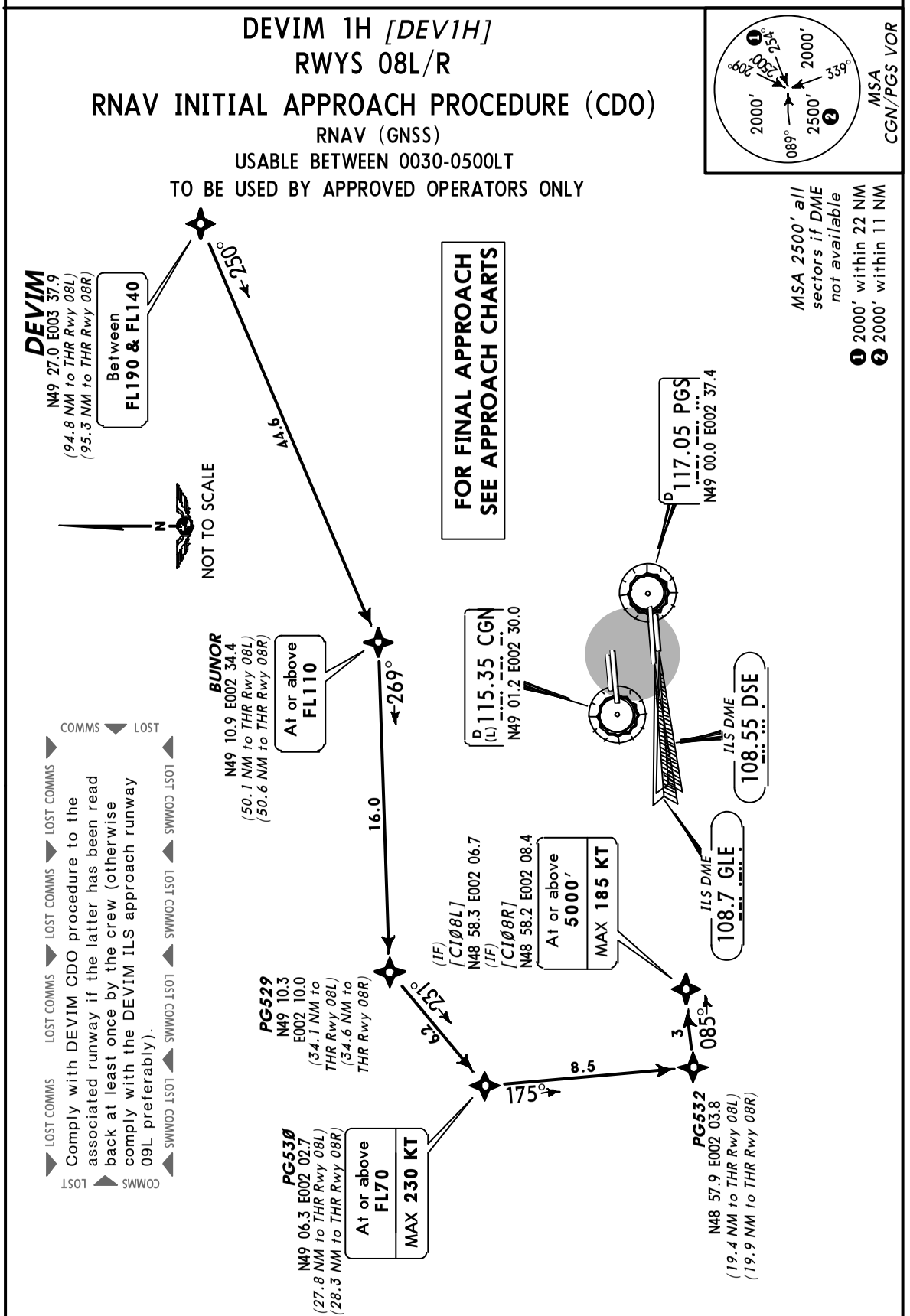


CHANGES: New procedure at this airport.

D-ATIS	DE GAULLE Approach	Apt Elev
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27	392′

Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
Approach will be performed at the request of the crews or ATC.

DEVIM 1H *[DEV1H]*
RWYS 08L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY



CHANGES: New procedure at this airport.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 1 MAR 13 (20-2V1) Eff 7 Mar

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′

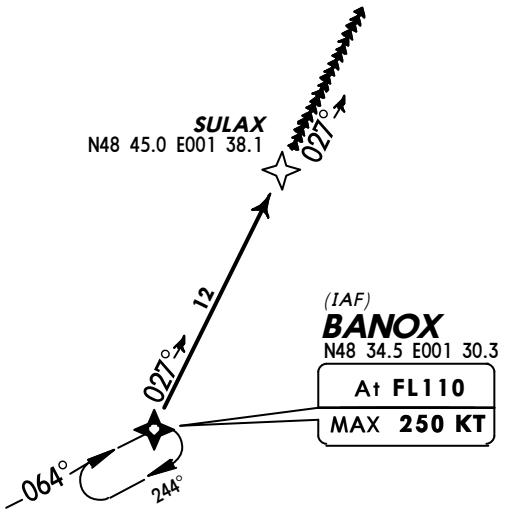
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).
2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

BANOX 1E *[BAN1E]*
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

3200′
MSA ARP

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



BANOX	
LOW FL70/140, inbound 064°	HIGH FL150/180, inbound 064° MAX 240 KT 1 1/2min

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
At SULAX descend to 5000′, continue on 027° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: New chart (procedure transferred).

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 JUL 12 (20-2W) Eff 26 Jul

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS	127.12
ATIS (French	128.22)

DE GAULLE Approach
121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

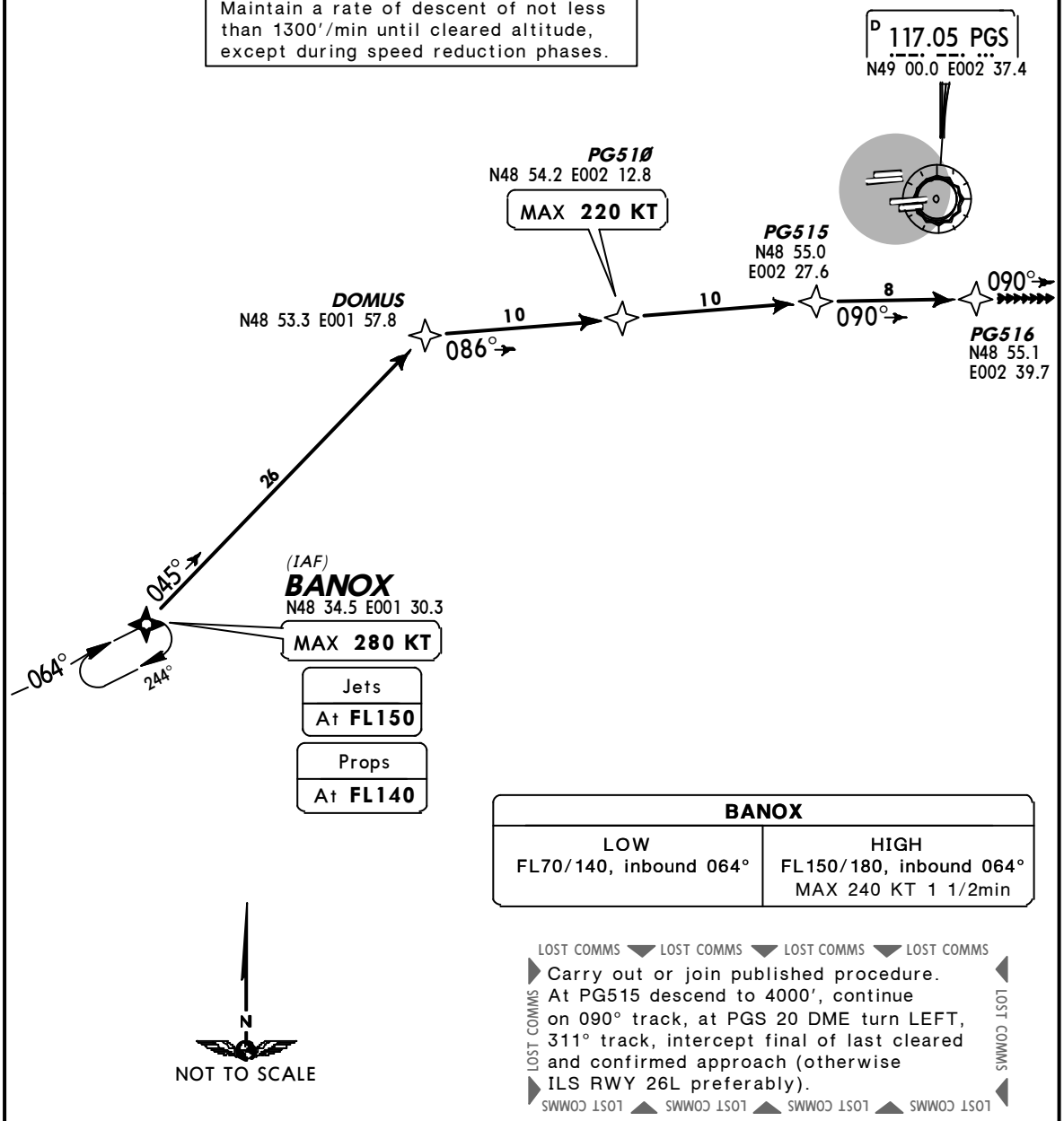
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

BANOX 1W *[BAN1W]*
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

3200′
MSA
ARP

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



BANOX	
LOW FL70/140, inbound 064°	HIGH FL150/180, inbound 064° MAX 240 KT 1 1/2min

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Carry out or join published procedure. At PG515 descend to 4000′, continue on 090° track, at PGS 20 DME turn LEFT, 311° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: RWYs 26L/R rate of descent established; crossing at PG510 withdrawn.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 JUL 12 (20-2X) Eff 26 Jul

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

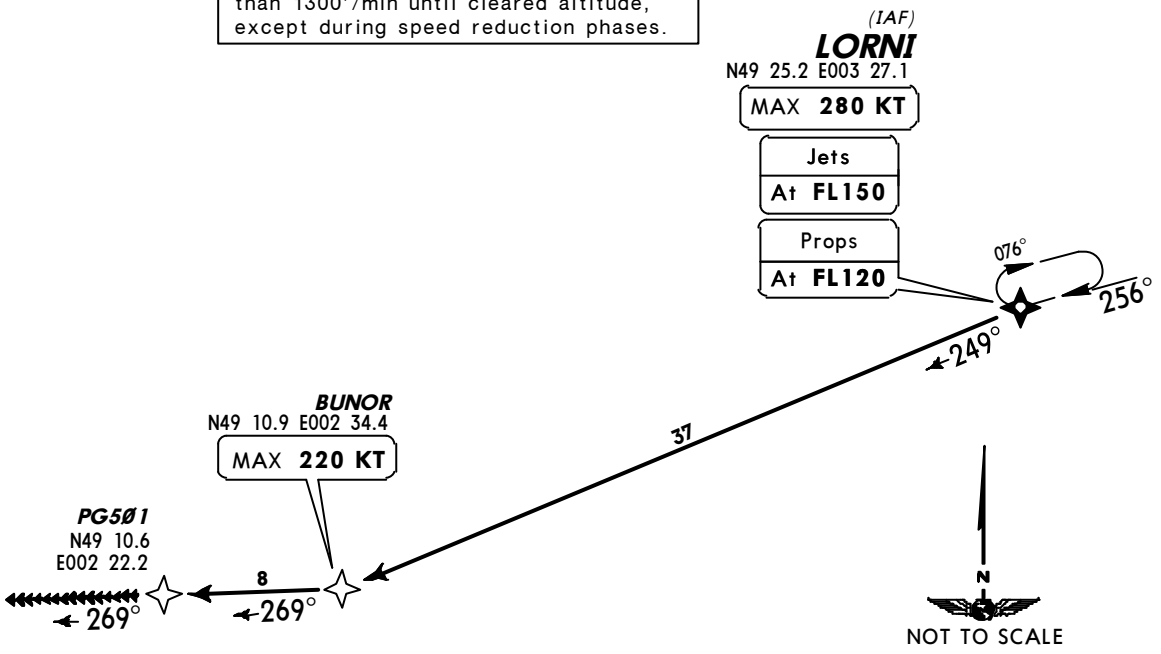
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

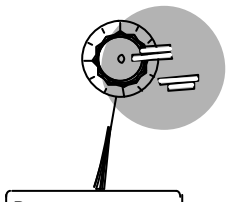
LORNI 1E *[LOR1E]*
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



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



D
(L) 115.35 CGN
N49 01.2 E002 30.0

LOST COMMS
Carry out or join published procedure.
At BUNOR descend to 4000′, at CGN 26 DME turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

CHANGES: RWYs 09L/R rate of descent established; crossing at BUNOR withdrawn.

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

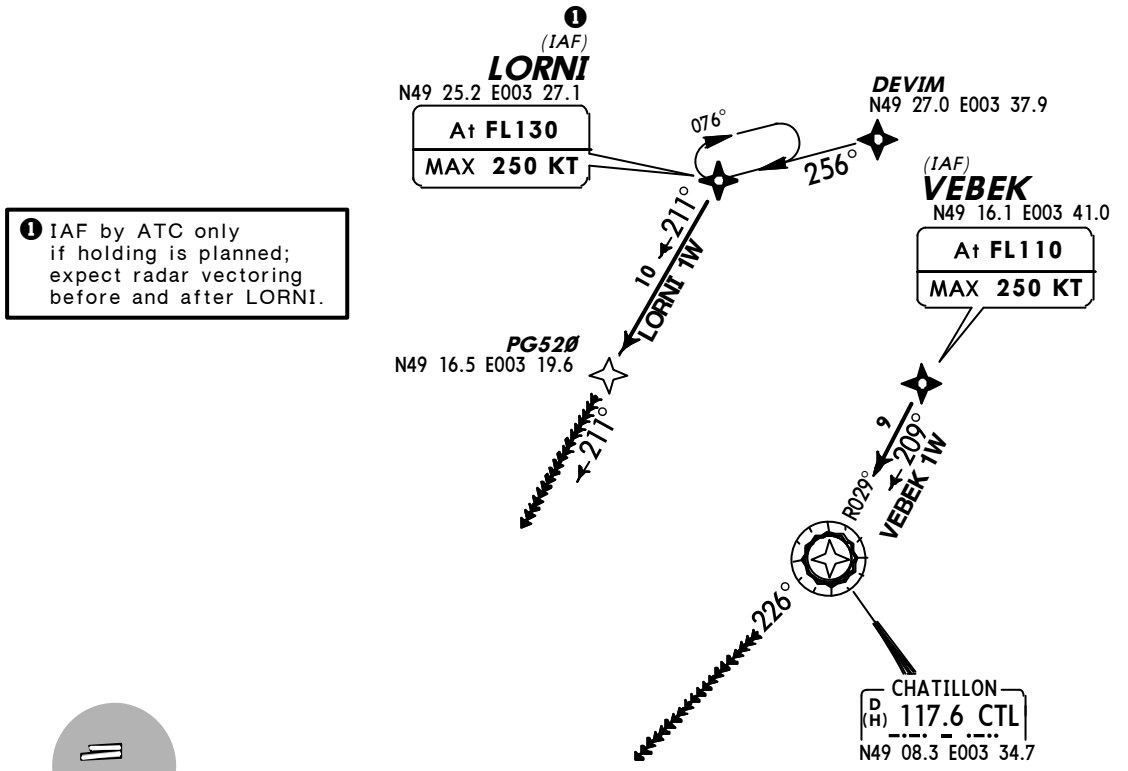
LORNI 1W *[LOR1W]*
VEBEK 1W *[VEB1W]*
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

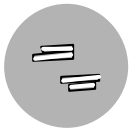
3200′
MSA
ARP

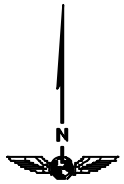
RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.

FOR FINAL APPROACH SEE APPROACH CHARTS

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







NOT TO SCALE

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

LORNI 1W
LOST COMMS
Carry out or join published procedure. At LORNI descend to 5000′, 211° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

VEBEK 1W
LOST COMMS
Carry out or join published procedure. At VEBEK descend to 5000′, 209° track to CTL, CTL R-226, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

CHANGES: RWYs 26L/R rate of descent established.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 JUL 12 (20-2X2) Eff 26 Jul

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS	127.12
ATIS (French	128.22)

DE GAULLE Approach
121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

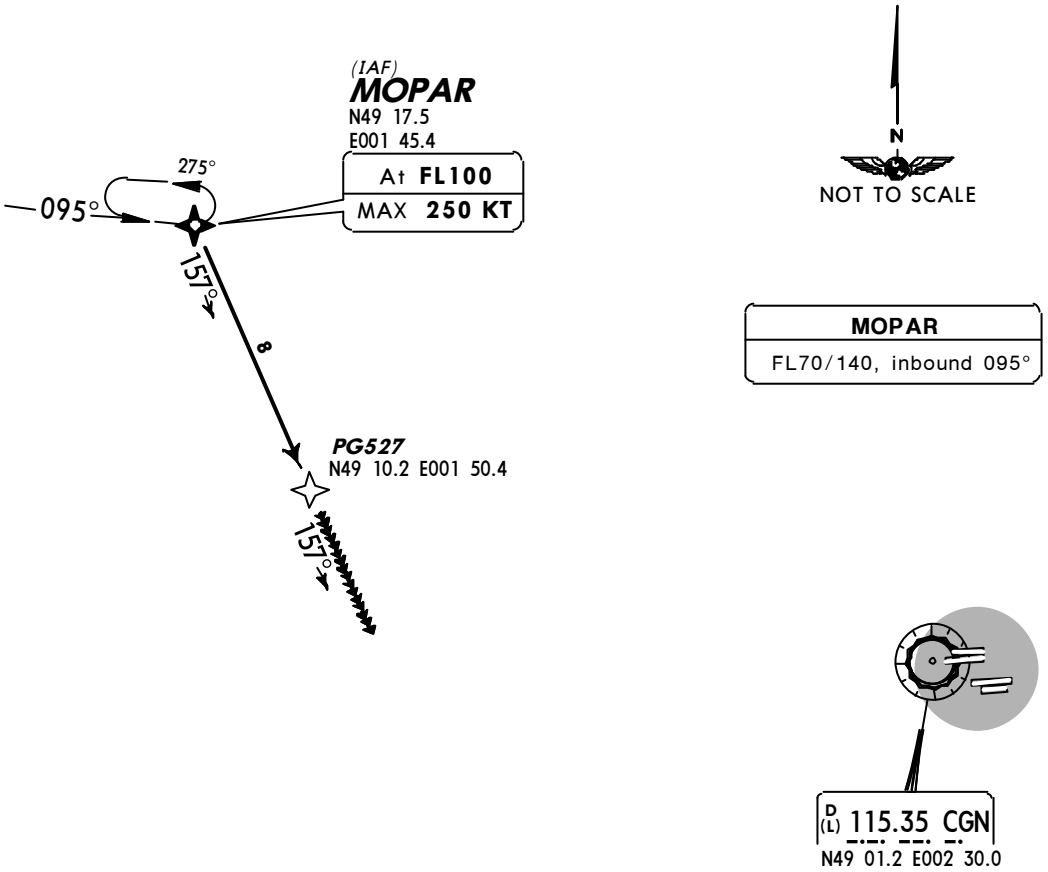
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

3200′
MSA
ARP

MOPAR 1E *[MOP1E]*
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Carry out or join published procedure. At MOPAR descend to 4000′, continue on 157° track, at CGN R-287 turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: RWYs 09L/R rate of descent established.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 JUL 12 (20-2X3) Eff 26 Jul

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS	127.12
ATIS (French	128.22)

DE GAULLE Approach
121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

MOBRO 1W *[MOB1W]*
MOPAR 1W *[MOP1W]*
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

3200′
MSA
ARP

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.

N
NOT TO SCALE

(IAF)
MOBRO
N49 27.3 E001 36.4
Props
At **FL70**
MAX **250 KT**

094° 29 MOBRO 1W

PG524
N49 25.7 E002 21.4

118° 8

PG526
N49 22.0 E002 32.3

118°

KOLIV
N49 18.0
E001 34.2

275°
095°
095°

25 MOPAR 1W

5 R275°

101° 8

101°

PG536
N49 13.9
E002 42.9

❶ *(IAF)*
MOPAR
N49 17.5 E001 45.4
At **FL120**
MAX **280 KT**

PG534
N49 15.7 E002 23.3
MAX **220 KT**

CREIL
D (H) 109.2 CRL
N49 15.3 E002 30.9
(Tacan not co-located)
N49 15.4 E002 31.0

D (L) 115.35 CGN
N49 01.2 E002 30.0

MOPAR
FL70/140, inbound 095°

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

MOBRO 1W
Carry out or join published procedure.At PG526 descend to 5000′, at CGN R-073 turn RIGHT, 221° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

MOPAR 1W
Carry out or join published procedure. At CRL descend to 5000′, at D23.5 CRL turn RIGHT, 221° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

CHANGES: RWYs 26L/R rate of descent established; crossing at PG534 withdrawn.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 20 JUL 12 (20-2X4) Eff 26 Jul

PARIS, FRANCE

RNAV INITIAL APPROACH

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev 392′

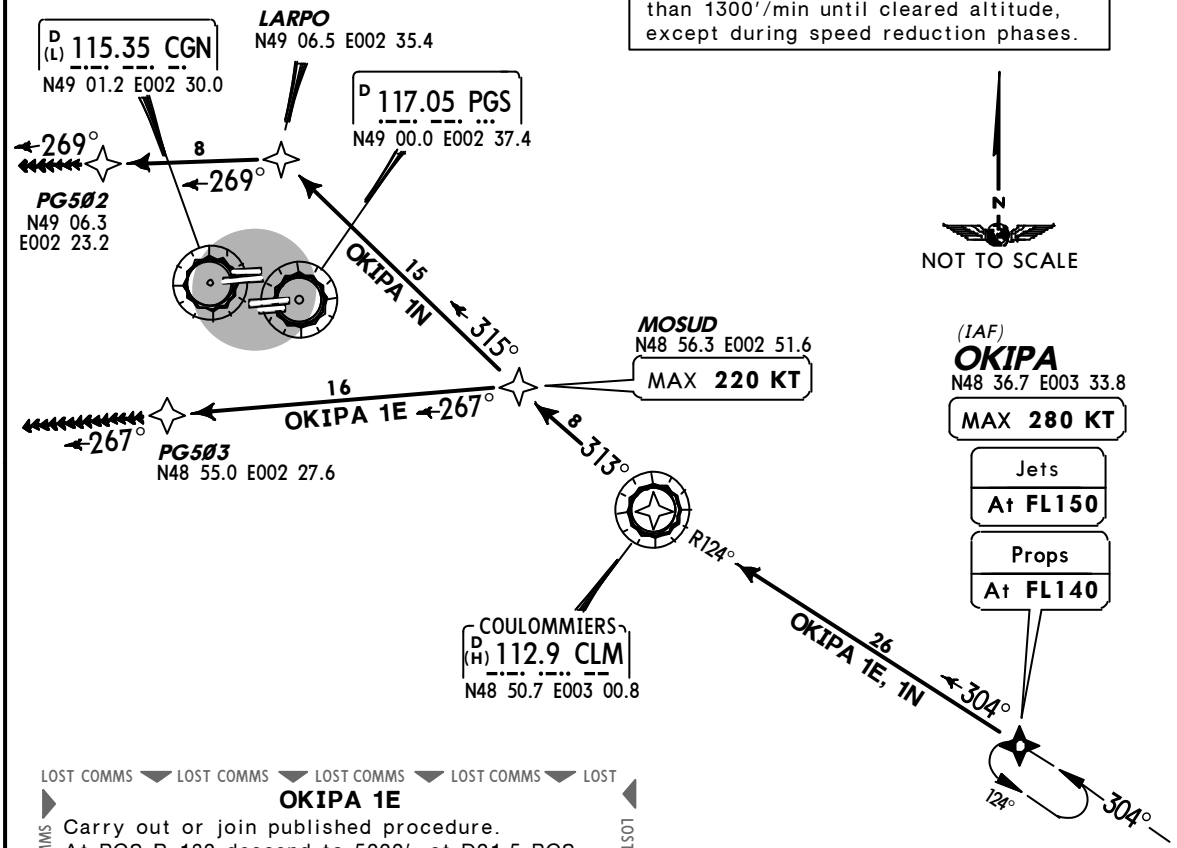
Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

OKIPA 1E *[OKI1E]*
OKIPA 1N *[OKI1N]*
RWYS 08L/R, 09L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

3200′
MSA
ARP

OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

RWYs 09L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.



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

OKIPA 1E

Carry out or join published procedure.
At PGS R-180 descend to 5000′, at D21.5 PGS turn RIGHT, 041° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

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

OKIPA 1N

Carry out or join published procedure.
At LARPO descend to 4000′, at CGN 20.5 DME turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

FOR FINAL APPROACH SEE APPROACH CHARTS

CHANGES: RWYs 09L/R rate of descent established.

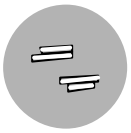
D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27
Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as soon as the required navigation precision is lost in order to get radar guidance.

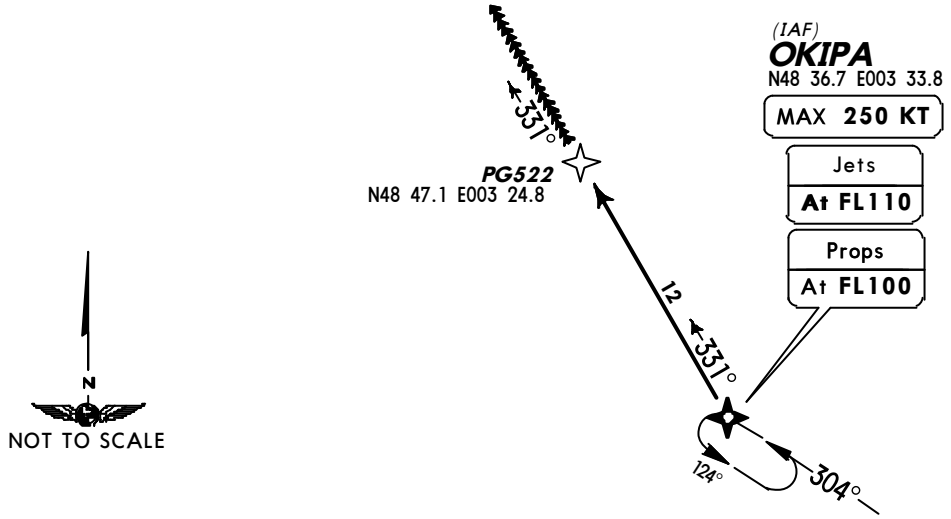
OKIPA 1W *[OKI1W]*
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED

3200′
MSA
ARP

FOR FINAL APPROACH SEE APPROACH CHARTS

RWYs 26L/R
Maintain a rate of descent of not less than 1300′/min until cleared altitude, except during speed reduction phases.





OKIPA	
LOW FL70/140, inbound 304°	HIGH FL150/190, inbound 304° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS — Carry out or join published procedure. At OKIPA descend to 4000′ (at or above FL70 at PG522), at PG522 continue on 331° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably). — LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: RWYs 26L/R rate of descent established.

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.

DIEPPE
FL70/110, inbound 178°
RIGHT turn

REIMS
FL90/110, inbound 239°
RIGHT turn

ROMGO
FL70/110, inbound 036°
115.2 CHW R-216 D10/16
RIGHT turn

ROUEN
FL70/110, inbound 172°
LEFT turn

BANOX
FL70/110, inbound 064°
115.6 EPR R-244 D7/13
RIGHT turn

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

OKIPA
FL70/110, inbound 304°
112.9 CLM R-124 D26/31
LEFT turn

MOPAR
FL70/110, inbound 095°
109.2 CRL R-275 D30/35
LEFT turn

CHANGES: Holding over Chateaudun withdrawn.

RNAV SID DESIGNATION	REFER TO CHART
ATREX 3A, 3D, NURMO 3A, 3D OPALE 3A, 3D	20-3C
ATREX 3B, 3E, NURMO 3B, 3E OPALE 3B, 3E	20-3D
ATREX 3G, 3K, NURMO 3G, 3K OPALE 3G, 3K	20-3E
ATREX 3H, 3L, NURMO 3H, 3L OPALE 3H, 3L	20-3F
DIKOL 3A, 3D, RANUX 3A, 3D	20-3G
DIKOL 3B, 3E, RANUX 3B, 3E	20-3H
DIKOL 3G, 3K, RANUX 3G, 3K	20-3J
DIKOL 3H, 3L, RANUX 3H, 3L	20-3K
BAXIR 3A, 3D, BUBLI 3A, 3D, LANVI 3A, 3D	20-3L
BAXIR 3B, 3E, BUBLI 3B, 3E, LANVI 3B, 3E	20-3M
BAXIR 3G, 3K, BUBLI 3G, 3K, LANVI 3G, 3K	20-3N
BAXIR 3H, 3L, BUBLI 3H, 3L, LANVI 3H, 3L	20-3P
OKASI 3A, 3D, PILUL 3A, 3D	20-3Q
OKASI 3Z, PILUL 3Z	20-3Q1
OKASI 3B, 3E, PILUL 3B, 3E	20-3Q2
OKASI 3G, 3K, PILUL 3G, 3K	20-3Q3
OKASI 3H, 3L, PILUL 3H, 3L	20-3Q4
LATRA 3A, 3D	20-3Q5
LATRA 3Z	20-3Q6
LATRA 3B, 3E	20-3Q7
LATRA 3G, 3K	20-3Q8
LATRA 3H, 3L	20-3S
AGOPA 3A, 3D, ERIXU 3A, 3D	20-3T
AGOPA 3Z, ERIXU 3Z	20-3T1
AGOPA 3B, 3E, ERIXU 3B, 3E	20-3T2
AGOPA 3G, 3K, ERIXU 3G, 3K	20-3T3
AGOPA 3H, 3L, ERIXU 3H, 3L	20-3T4
EVX 3A, 3D, LGL 3A, 3D	20-3T5
EVX 3Z, LGL 3Z	20-3T6
EVX 3B, 3E, LGL 3B, 3E	20-3T7
EVX 3G, 3K, LGL 3G, 3K	20-3T8
EVX 3H, 3L, LGL 3H, 3L	20-3U

CHANGES: RNAV SIDs renumbered.

SID DESIGNATION	REFER TO CHART
DORDI 3A, 3D	20-3V
DORDI 3Z	20-3V1
DORDI 3B, 3E	20-3V2
DORDI 3G, 3K	20-3V2A
DORDI 3H, 3L	20-3V3
MONOT 3A, 3D	20-3V4
MONOT 3Z	20-3V5
MONOT 3B, 3E	20-3V6
MONOT 3G, 3K	20-3V6A
MONOT 3H, 3L	20-3V7
PITHIVIERS 3A, 3D	20-3V8
PITHIVIERS 3Z	20-3V9
PITHIVIERS 3B, 3E	20-3W
PITHIVIERS 3G, 3K	20-3X
PITHIVIERS 3H, 3L	20-3X1
BVS 3A, 3D, 3G, 3K (POGO)	20-3X2
OL 3B, 3E (POGO)	20-3X3
OL 3H, 3L (POGO)	20-3X4

CHANGES: RNAV SIDs transferred; SIDs renumbered.

DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

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

1.2. Equipment

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

2. PARTICULAR RULES FOR DEPARTURES (CONVENTIONAL SID OR DIRECT PLAN)

Non RNAV equipped aircraft

Specify FPL item 15:
- to north sector: DCT MTD then DCT first point joining the en-route network.
- to east sector: DCT NIPOR or DCT ALIMO.
- to west sector: DCT EVX or DCT LGL.

After initial departure, depending on which runway and sector has been used for take-off:
- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-085 to proceed NIPOR or
  radar guidance to CLM R-103 to proceed ALIMO.
- to west sector: radar guidance to proceed EVX or LGL.

Only south sector is provided with conventional SIDs.
PROP aircraft destination UIR via SIDs MONOT or PTV must indicate:
- after PTV: DCT AGOPA or DCT ERIXU.
- after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

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

3. SID DESIGNATION

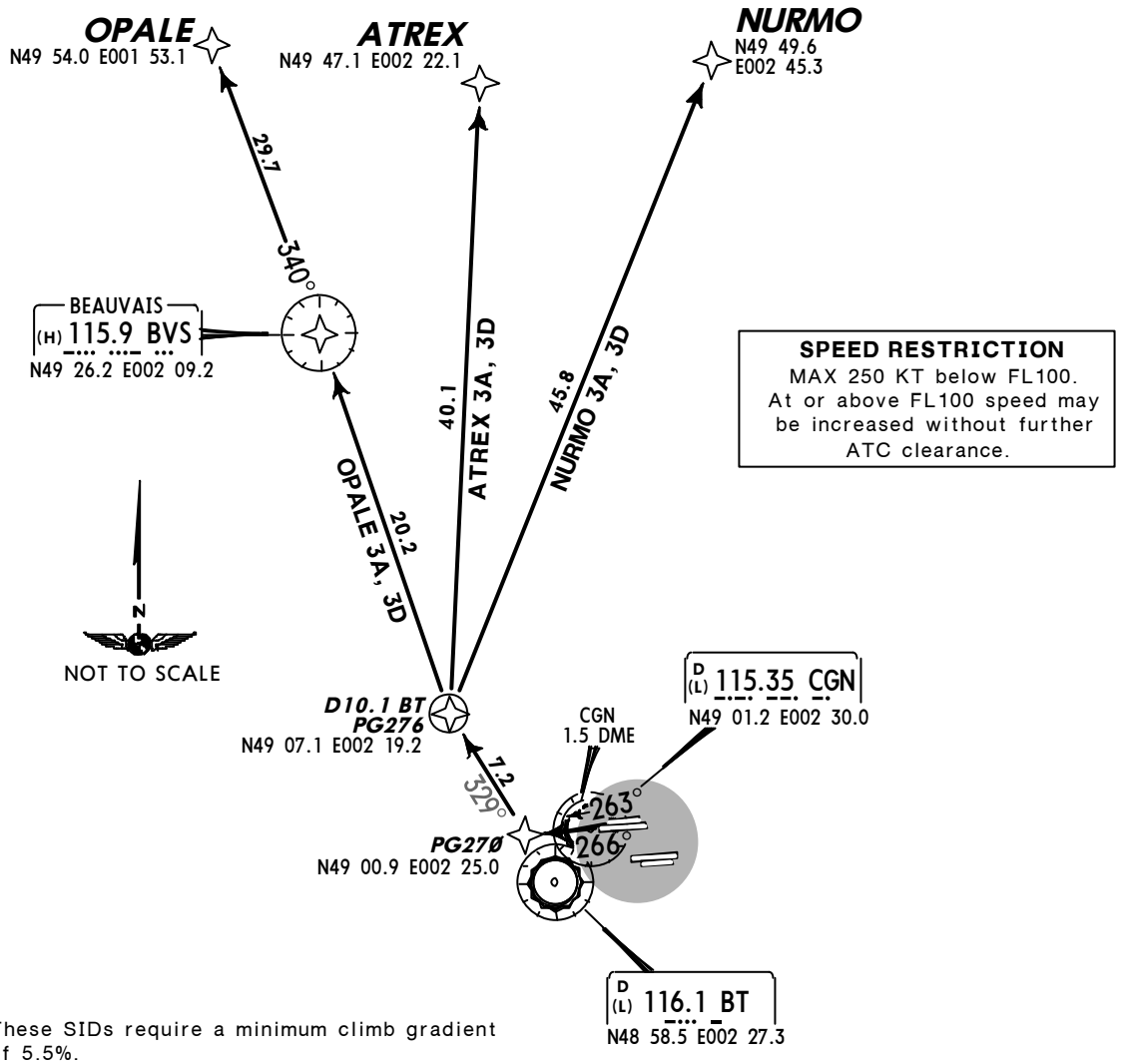
Letter **A & B** assigned when westerly take-offs/landings (same direction) in use at Orly.
Letter **D & E** assigned when easterly take-offs/landings (reverse direction) in use at Orly.
Letter **G & H** assigned when easterly take-offs/landings (same direction) in use at Orly.
Letter **K & L** assigned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

4. NIGHTTIME RESTRICTIONS

Westbound between 0000-0500LT of departure from parking area, departures follow special tracks in order to reduce noise pollution:
-departure from RWYs 27L/R westbound and southbound follow SID 3Z
-departures from RWYs 26L/R: climb on PGS R-266.
At D6.3 PGS turn RIGHT, intercept BT R-329° to join SID 3A (northbound and eastbound) or 3Z (southbound and westbound).
This procedure is announced by DE GAULLE PREFLIGHT as follows:
night initial departure to join SID... .

DE GAULLE Departure 124.35	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

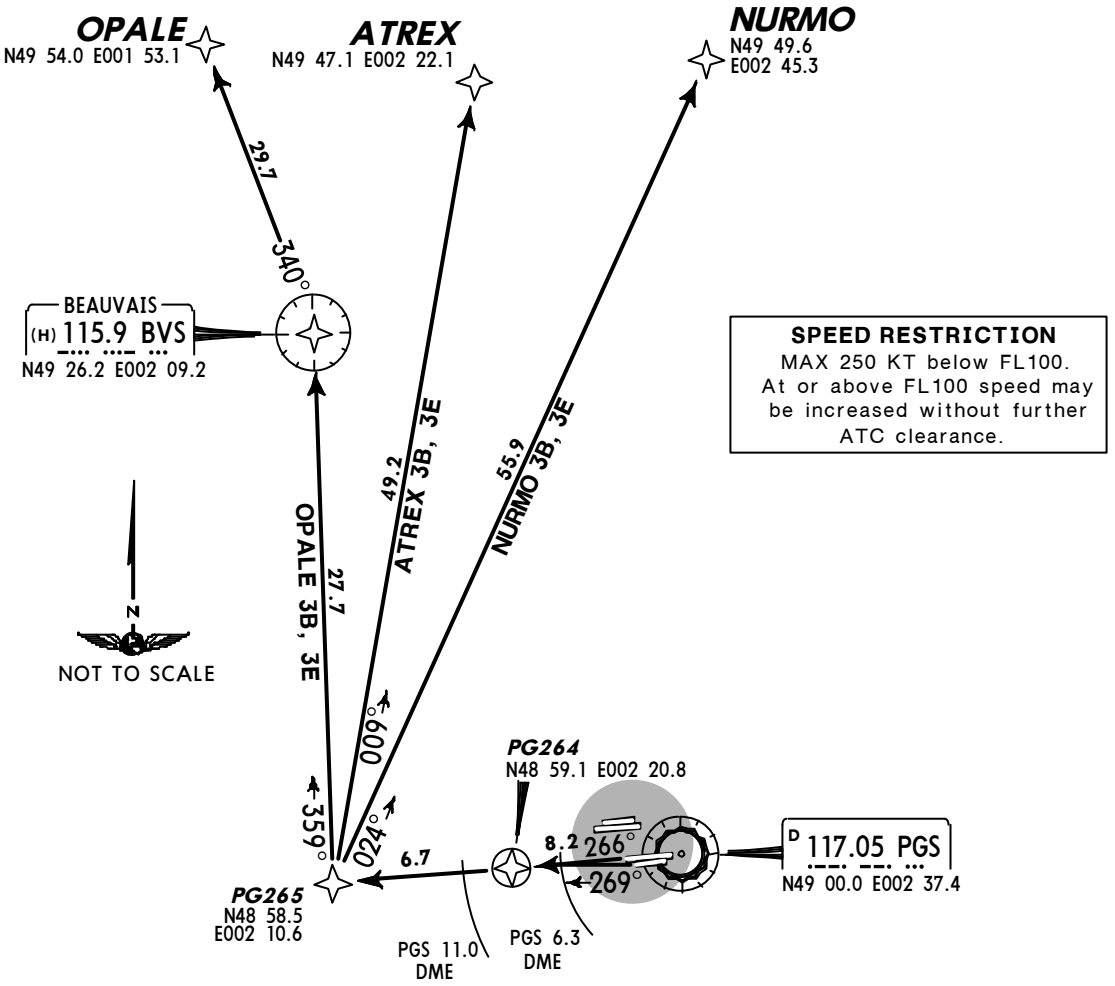
RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D10.1 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
ATREX 3A *[ATRE3A]*, **ATREX 3D** *[ATRE3D]*❶	PG270 - PG276 - ATREX.
NURMO 3A *[NURM3A]*, **NURMO 3D** *[NURM3D]*❷	PG270 - PG276 - NURMO.
OPALE 3A *[OPAL3A]*, **OPALE 3D** *[OPAL3D]*❸	PG270 - PG276 - BVS - OPALE.
For flights to destinations specified via airways	❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 124.35	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 26L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of
6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
ATREX 3B *[ATRE3B]*, **ATREX 3E** *[ATRE3E]* ❶	PG264 - PG265 - ATREX.
NURMO 3B *[NURM3B]*, **NURMO 3E** *[NURM3E]* ❷	PG264 - PG265 - NURMO.
OPALE 3B *[OPAL3B]*, **OPALE 3E** *[OPAL3E]* ❸	PG264 - PG265 - BVS - OPALE.
For flights to destinations specified via airways	❶ UT-225, ❷ UN-874, ❸ UT-421.

CHANGES: Initial climb revised.

LFPG/CDG CHARLES-DE-GAULLE

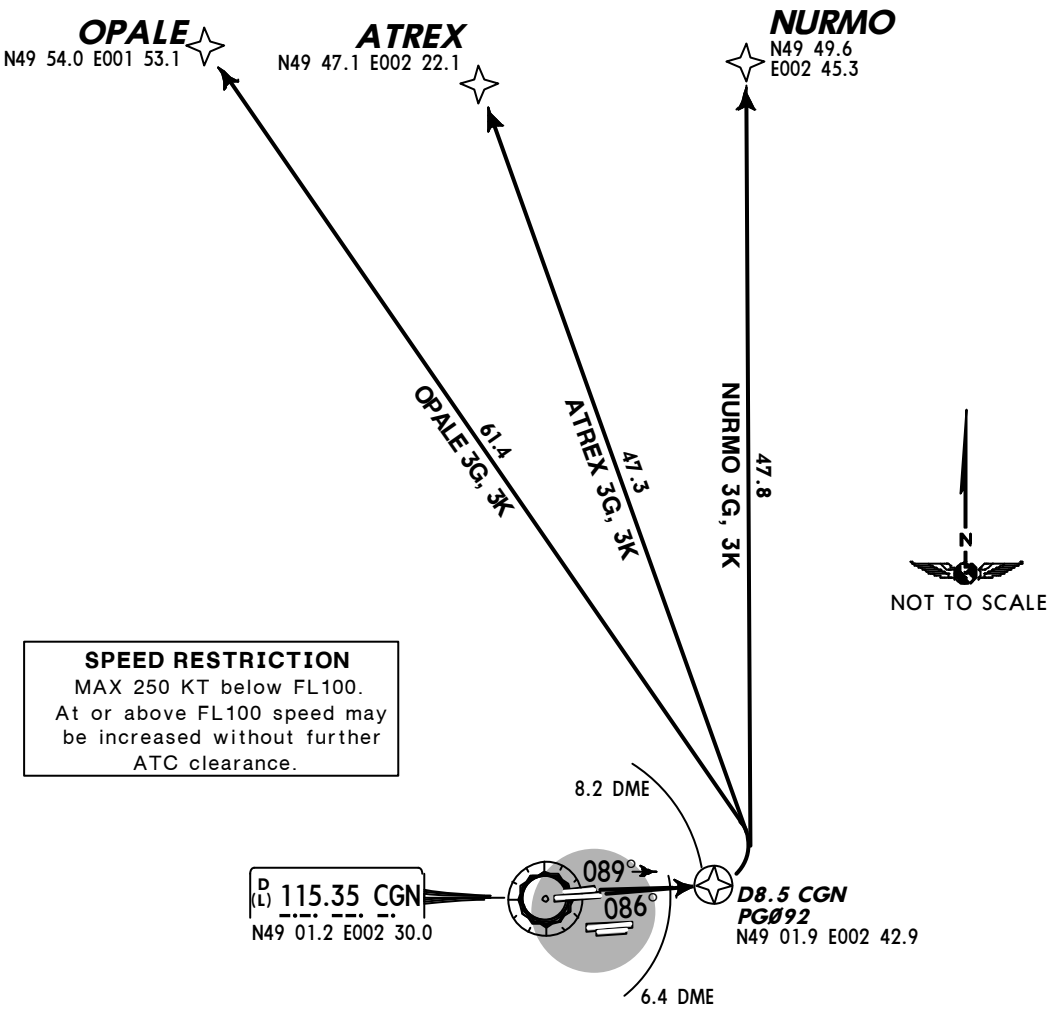
JEPPESEN 17 MAY 13 (20-3E) Eff 30 May

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 124.35	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

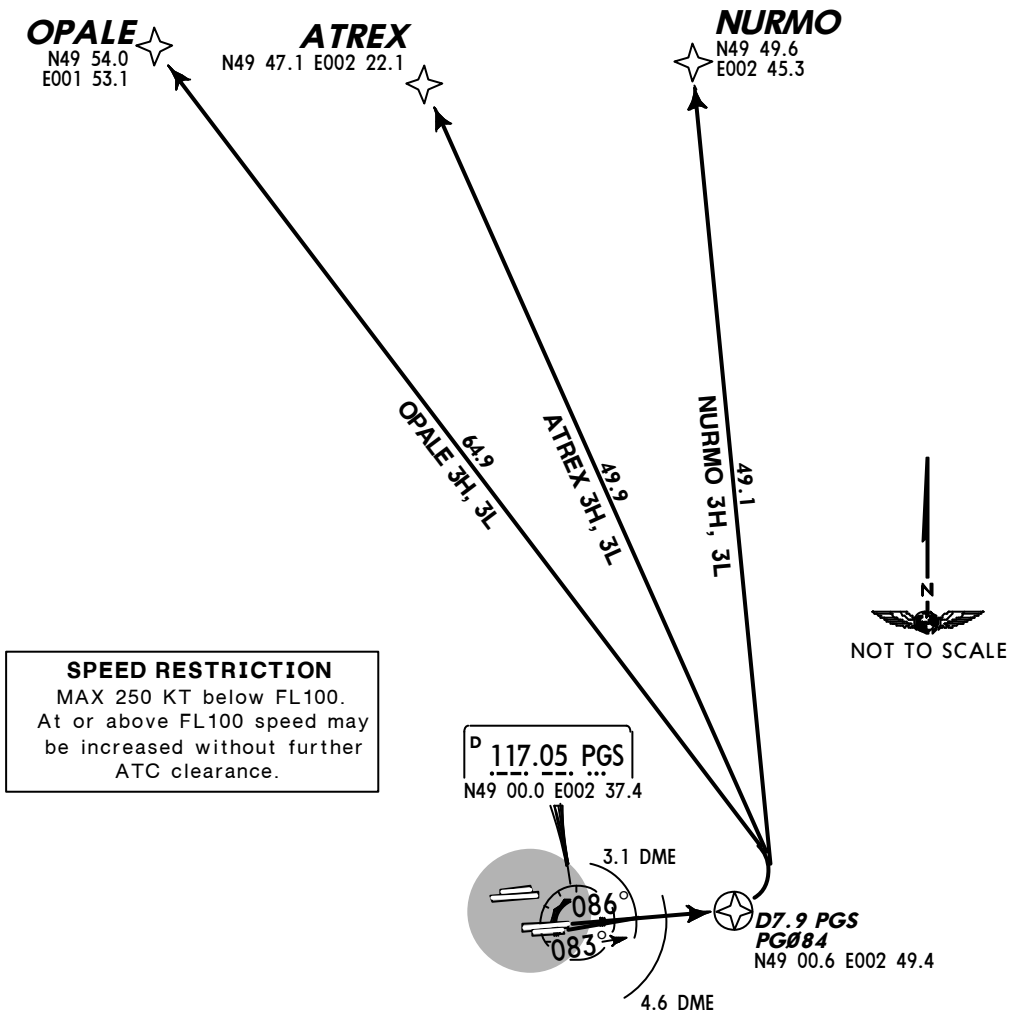
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
ATREX 3G *[ATRE3G]*, **ATREX 3K** *[ATRE3K]* ❶	PG092 - ATREX.
NURMO 3G *[NURM3G]*, **NURMO 3K** *[NURM3K]* ❷	PG092 - NURMO.
OPALE 3G *[OPAL3G]*, **OPALE 3K** *[OPAL3K]* ❸	PG092 - OPALE.
For flights to destinations specified via airways	❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: None.

DE GAULLE Departure 124.35	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 08L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

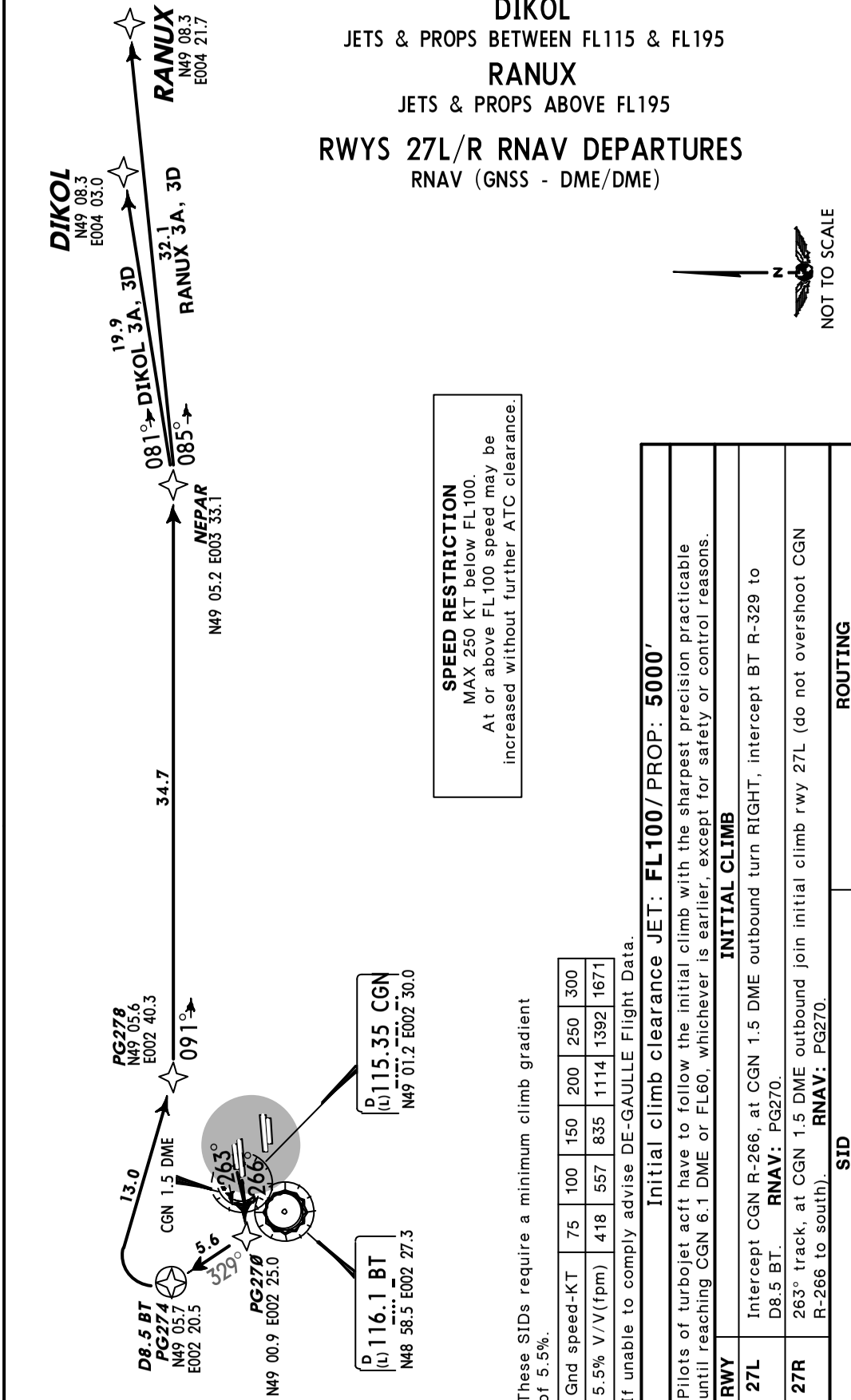
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D7.9 PGS. **RNAV:** PG084.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG084.

SID	ROUTING
ATREX 3H *[ATRE3H]*, **ATREX 3L** *[ATRE3L]* ❶	PG084 - ATREX.
NURMO 3H *[NURM3H]*, **NURMO 3L** *[NURM3L]* ❷	PG084 - NURMO.
OPALE 3H *[OPAL3H]*, **OPALE 3L** *[OPAL3L]* ❸	PG084 - OPALE.
For flights to destinations specified via airways	❶ UT-225, ❷ UN-874, ❸ UT-425.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
DIKOL 3A, 3D	RANUX 3A, 3D	392′	1. SIDs are also minimum noise routings (refer to 20-4).
131.2	124.35		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195
RANUX
JETS & PROPS ABOVE FL195
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)



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

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

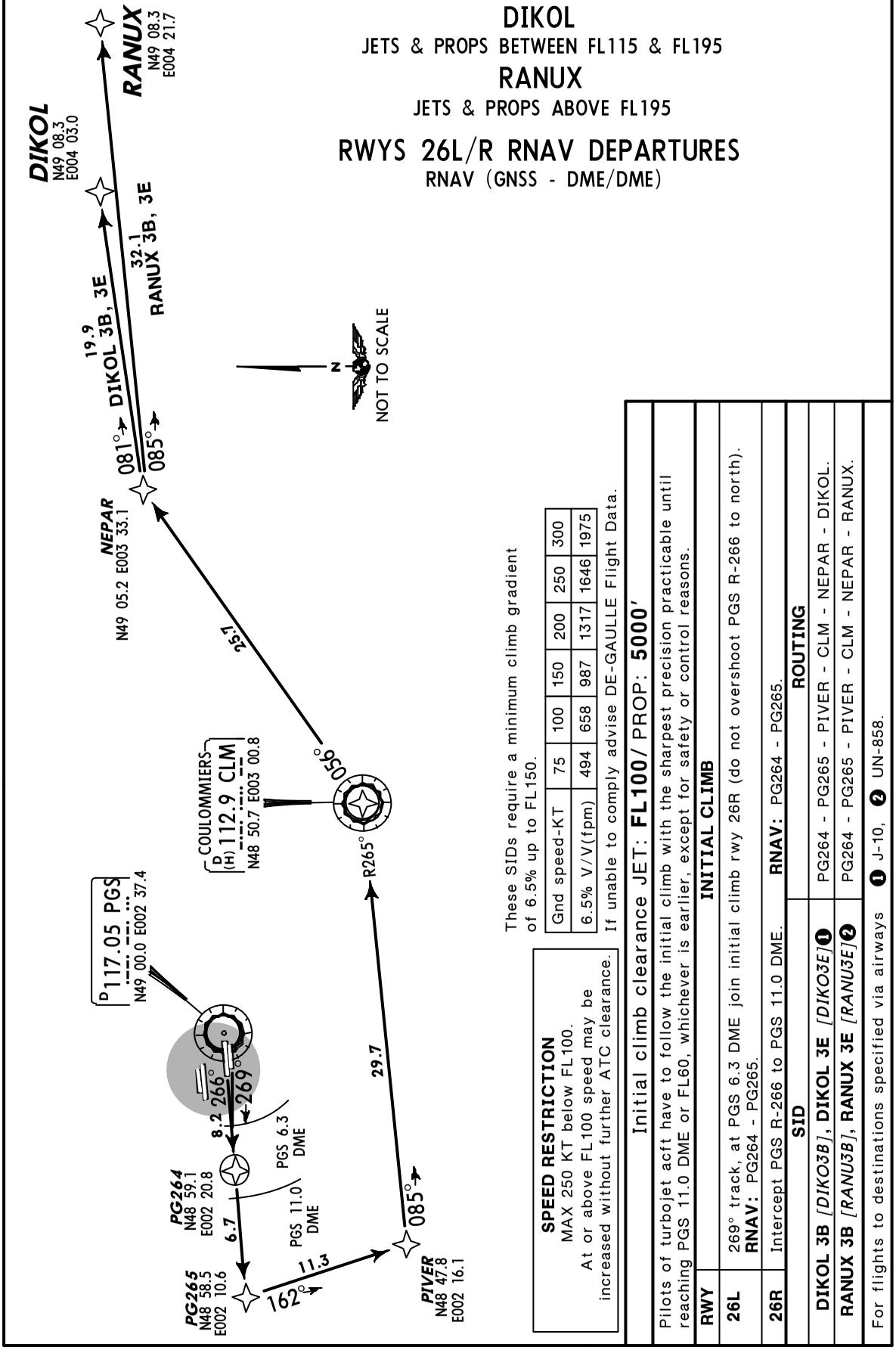
RWY	INITIAL CLIMB	SID	ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. **RNAV:** PG270.	**DIKOL 3A** *[DIKO3A]*, **DIKOL 3D** *[DIKO3D]* ❶	PG270 - PG274 - PG278 - NEPAR - DIKOL.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.	**RANUX 3A** *[RANU3A]*, **RANUX 3D** *[RANU3D]* ❷	PG270 - PG274 - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
DIKOL 3B, 3E	RANUX 3B, 3E	392′	1. SIDs are also minimum noise routings (refer to 20-4).
131.2	124.35		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195
RANUX
JETS & PROPS ABOVE FL195
RWYS 26L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)



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

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
DIKOL 3B *[DIKO3B]*, **DIKOL 3E** *[DIKO3E]* ❶	PG264 - PG265 - PIVER - CLM - NEPAR - DIKOL.
RANUX 3B *[RANU3B]*, **RANUX 3E** *[RANU3E]* ❷	PG264 - PG265 - PIVER - CLM - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: Initial climb revised.

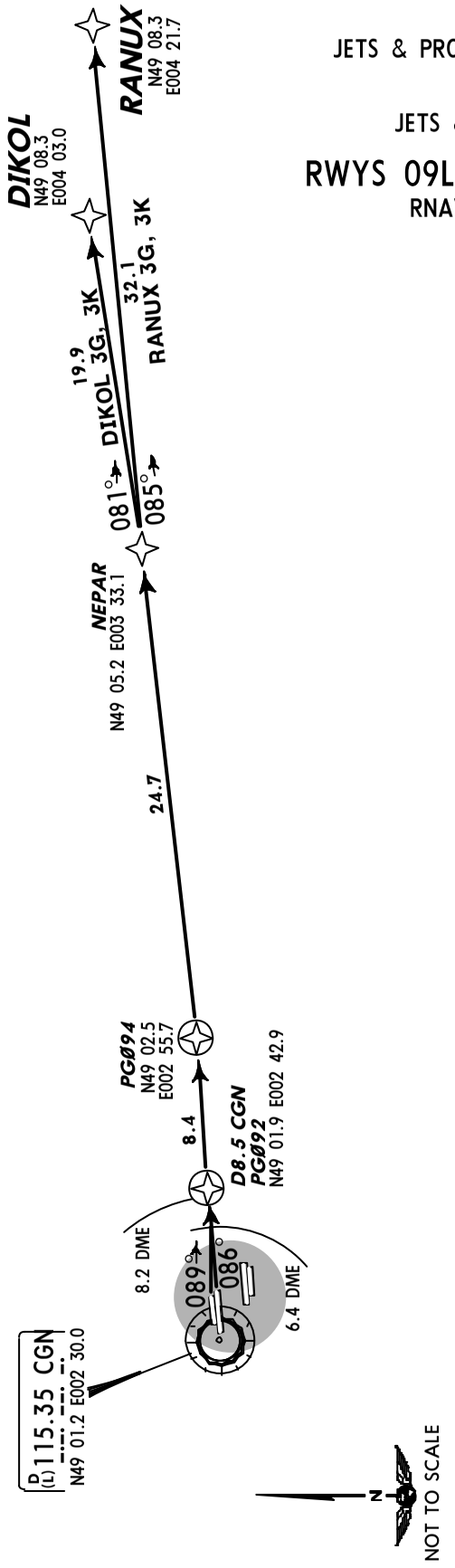
DE GAULLE Departure

DIKOL 3G, 3K	RANUX 3G, 3K
131.2	124.35

Apt Elev 392′

Trans level: By ATC Trans alt: 5000′
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195
RANUX
JETS & PROPS ABOVE FL195
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)



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

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB	SID	ROUTING
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.	**DIKOL 3G** *[DIKO3G]*, **DIKOL 3K** *[DIKO3K]* ❶	PG092 - PG094 - NEPAR - DIKOL.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.	**RANUX 3G** *[RANU3G]*, **RANUX 3K** *[RANU3K]* ❷	PG092 - PG094 - NEPAR - RANUX.

For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: None.

LFPG/CDG
CHARLES-DE-GAULLE

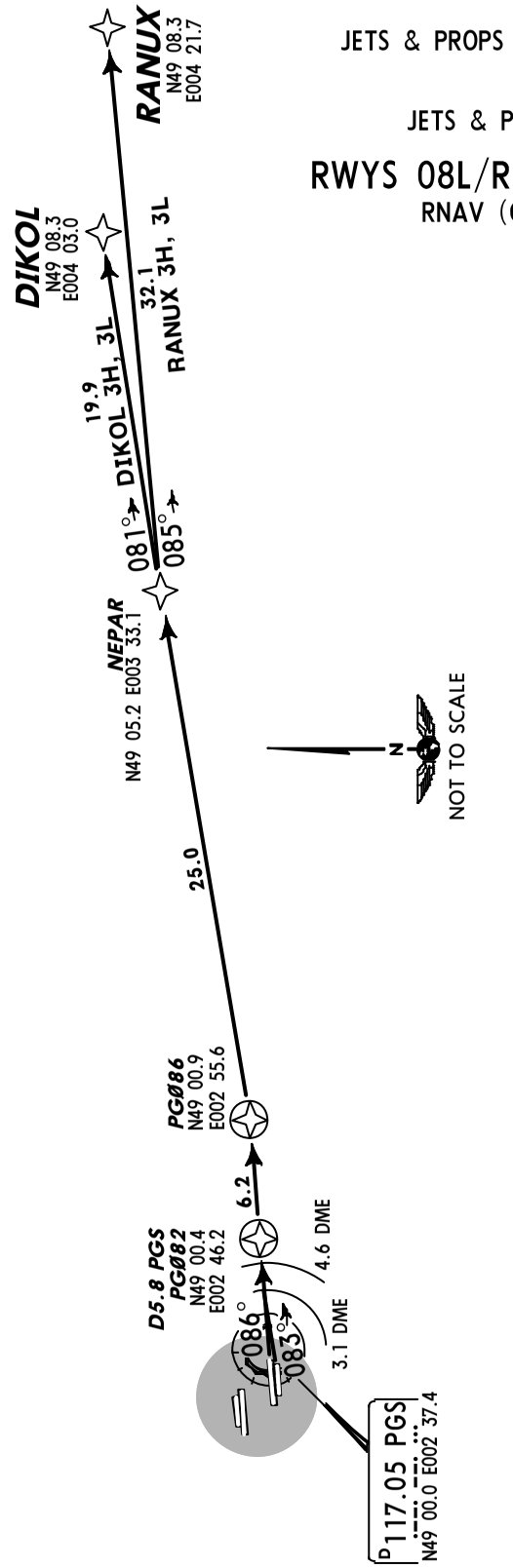
PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
DIKOL 3H, 3L	RANUX 3H, 3L	392′	1. SIDs are also minimum noise routings (refer to 20-4).
131.2	124.35		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DIKOL
JETS & PROPS BETWEEN FL115 & FL195

RANUX
JETS & PROPS ABOVE FL195

RWYS 08L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)



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

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB	SID	ROUTING
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.	**DIKOL 3H** *[DIKO3H]*, **DIKOL 3L** *[DIKO3L]* ❶	PG082 - PG086 - NEPAR - DIKOL.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.	**RANUX 3H** *[RANU3H]*, **RANUX 3L** *[RANU3L]* ❷	PG082 - PG086 - NEPAR - RANUX.

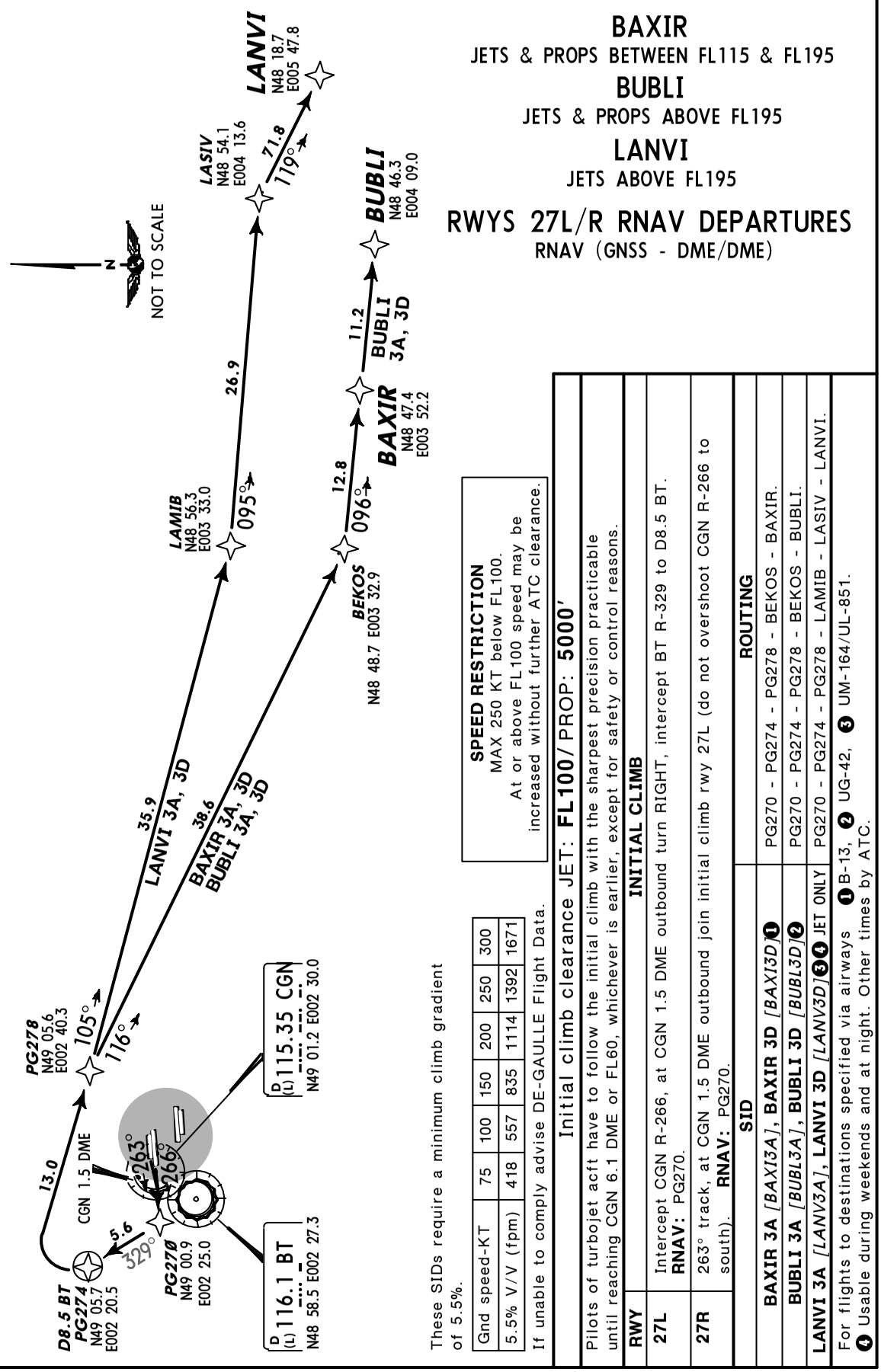
For flights to destinations specified via airways ❶ J-10, ❷ UN-858.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR
JETS & PROPS BETWEEN FL115 & FL195
BUBLI
JETS & PROPS ABOVE FL195
LANVI
JETS ABOVE FL195

RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)



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

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
BAXIR 3A *[BAXI3A]*, **BAXIR 3D** *[BAXI3D]*❶	PG270 - PG274 - PG278 - BEKOS - BAXIR.
BUBLI 3A *[BUBL3A]*, **BUBLI 3D** *[BUBL3D]*❷	PG270 - PG274 - PG278 - BEKOS - BUBLI.
LANVI 3A *[LANV3A]*, **LANVI 3D** *[LANV3D]*❸❹ JET ONLY	PG270 - PG274 - PG278 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

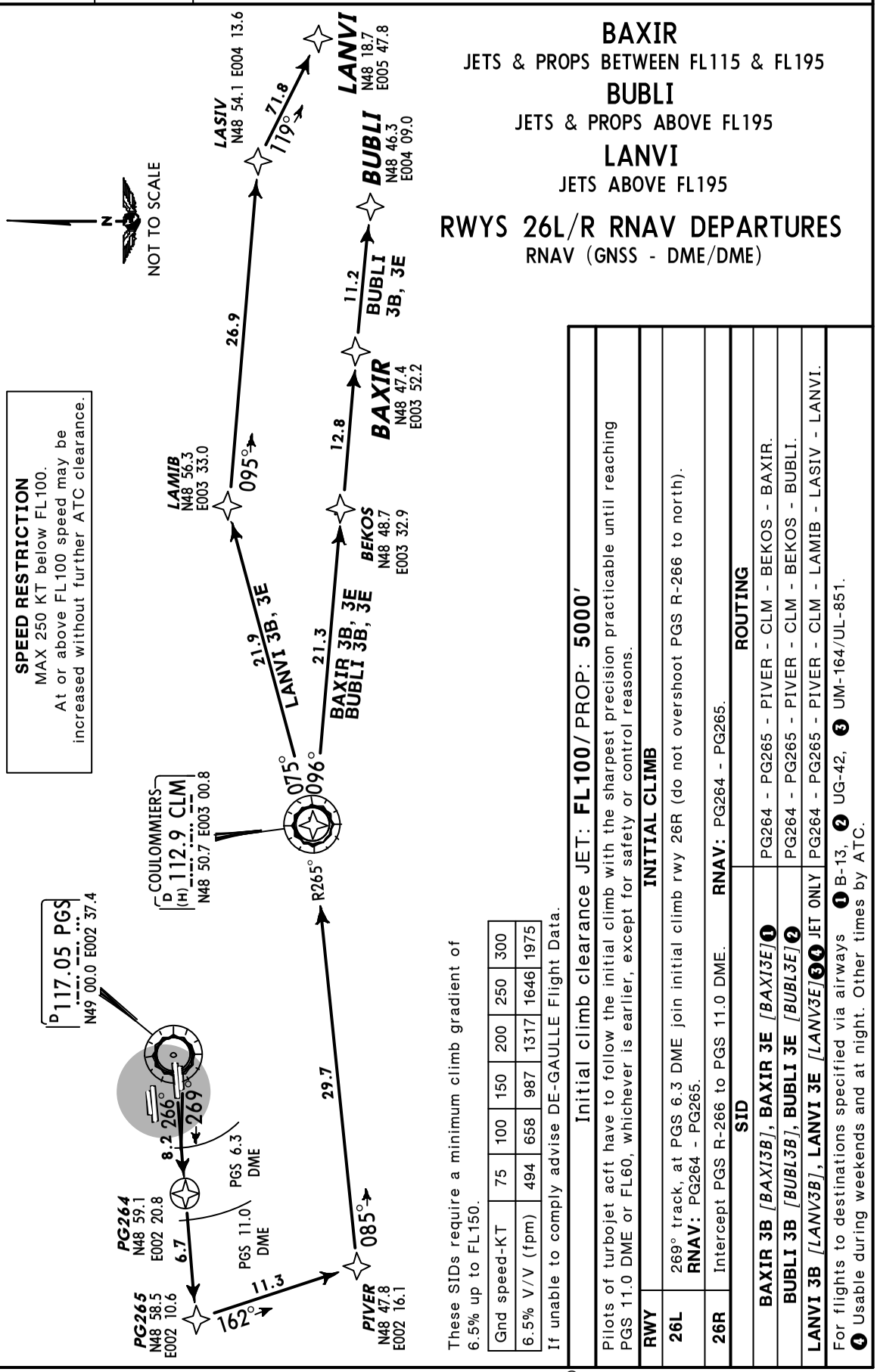
CHANGES: RNAV SIDs renumbered & revised.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAY 13 (20-3M) Eff 30 May

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/ PROP: 5000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

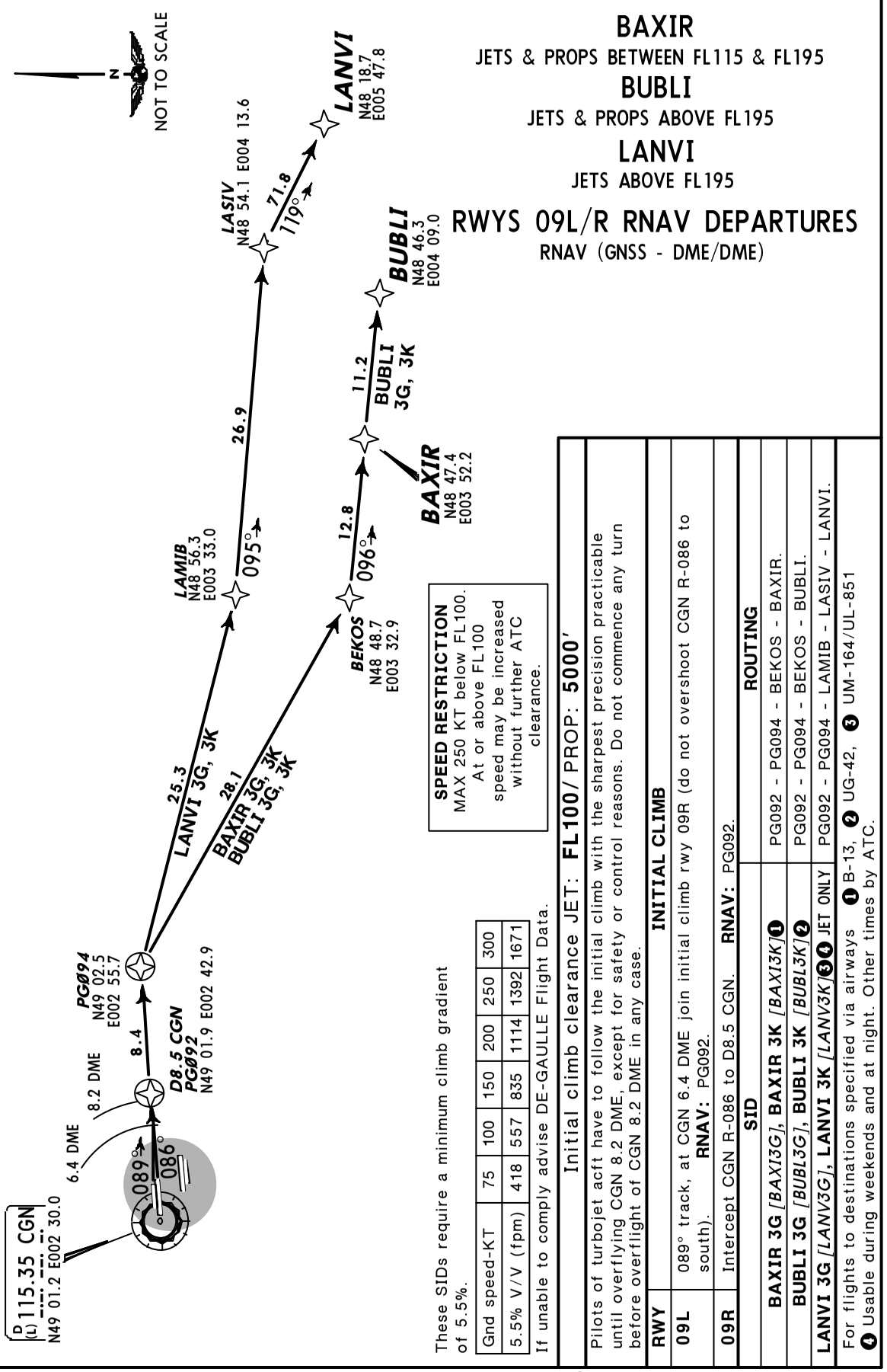
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG265.

SID	ROUTING
BAXIR 3B *[BAXI3B]*, **BAXIR 3E** *[BAXI3E]* ❶	PG264 - PG265 - PIVER - CLM - BEKOS - BAXIR.
BUBLI 3B *[BUBL3B]*, **BUBLI 3E** *[BUBL3E]* ❷	PG264 - PG265 - PIVER - CLM - BEKOS - BUBLI.
LANVI 3B *[LANV3B]*, **LANVI 3E** *[LANV3E]* ❸❹ JET ONLY	PG264 - PG265 - PIVER - CLM - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: Initial climb revised.

DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB	SID	ROUTING
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.	**BAXIR 3G** *[BAXI3G]*, **BAXIR 3K** *[BAXI3K]*❶	PG092 - PG094 - BEKOS - BAXIR.
		BUBLI 3G *[BUBL3G]*, **BUBLI 3K** *[BUBL3K]*❷	PG092 - PG094 - BEKOS - BUBLI.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.	**LANVI 3G** *[LANV3G]*, **LANVI 3K** *[LANV3K]*❸❹ JET ONLY	PG092 - PG094 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: None.

DE GAULLE Departure 131.2	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

BAXIR

JETS & PROPS BETWEEN FL115 & FL195

BUBLI

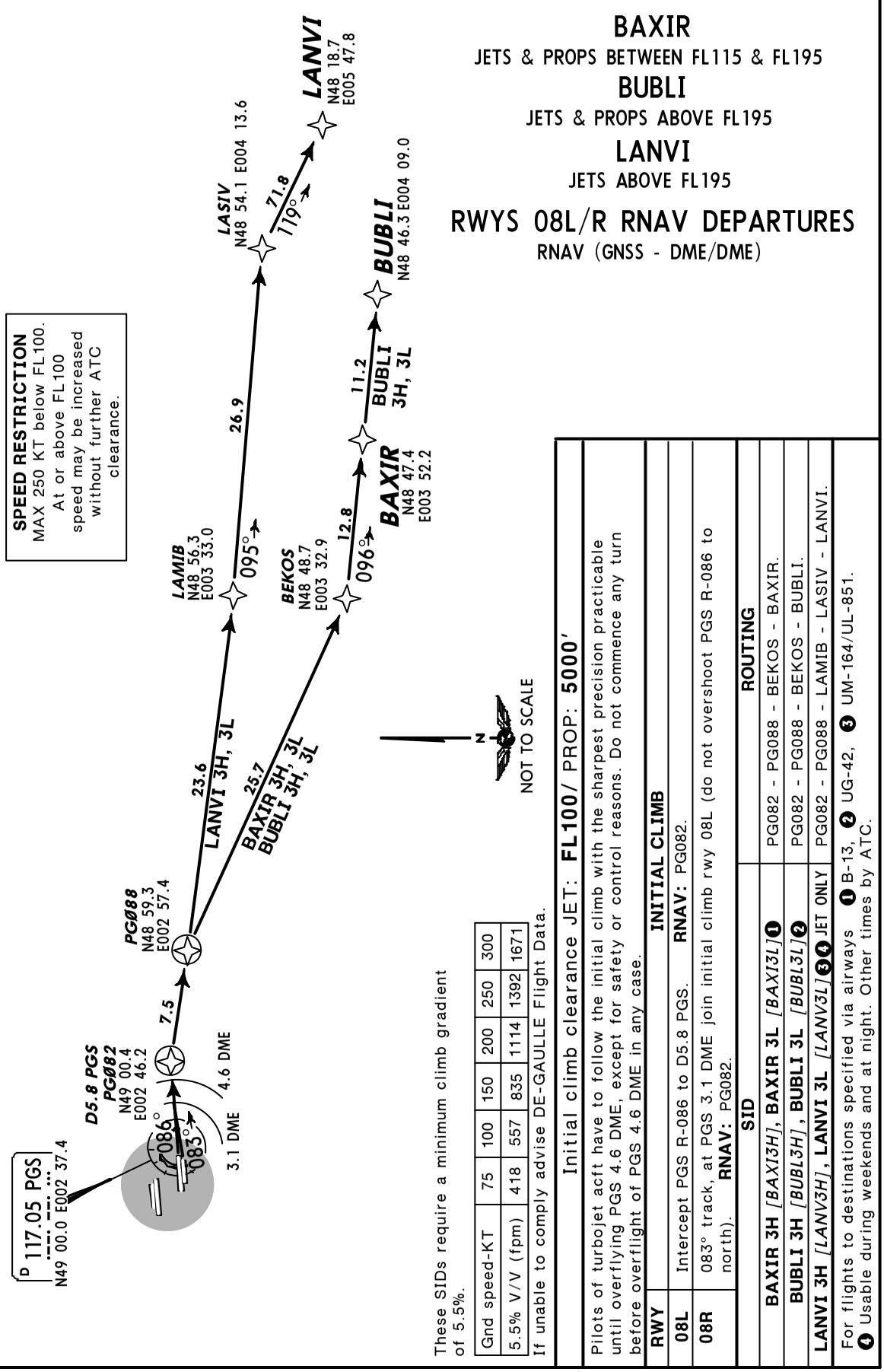
JETS & PROPS ABOVE FL195

LANVI

JETS ABOVE FL195

RWYS 08L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB		ROUTING
		SID	
08L	Intercept PGS R-086 to D5.8 PGS.	**RNAV:** PG082.	
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north).	**RNAV:** PG082.	
		BAXIR 3H *[BAXI3H]*, **BAXIR 3L** *[BAXI3L]* ❶	PG082 - PG088 - BEKOS - BAXIR.
		BUBLI 3H *[BUBL3H]*, **BUBLI 3L** *[BUBL3L]* ❷	PG082 - PG088 - BEKOS - BUBLI.
		LANVI 3H *[LANV3H]*, **LANVI 3L** *[LANV3L]* ❸❹ JET ONLY	PG082 - PG088 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ❶ B-13, ❷ UG-42, ❸ UM-164/UL-851.
❹ Usable during weekends and at night. Other times by ATC.

CHANGES: RNAV SIDs renumbered & revised.

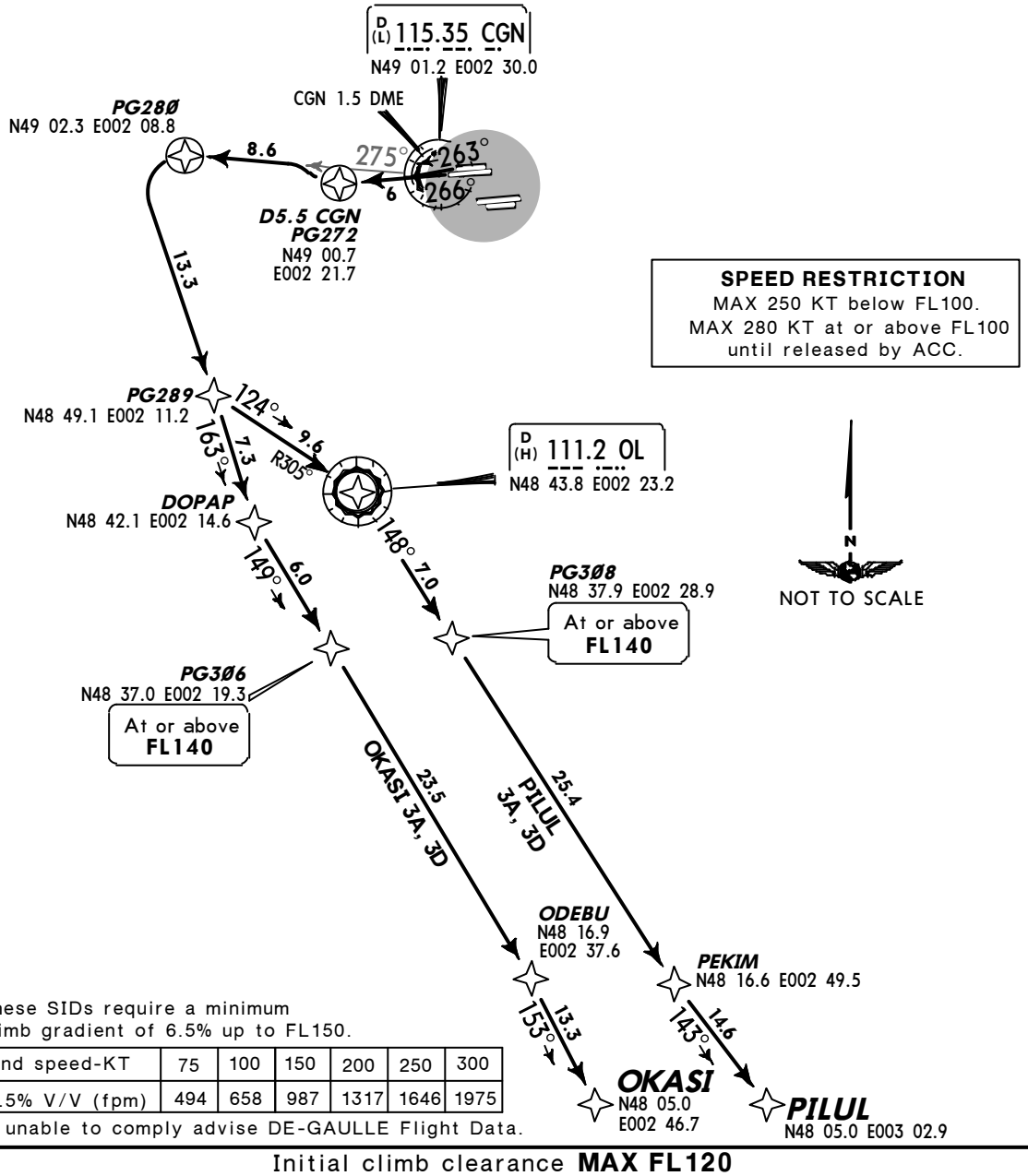
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 (20-3Q) Eff 7 Mar

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance MAX FL120

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

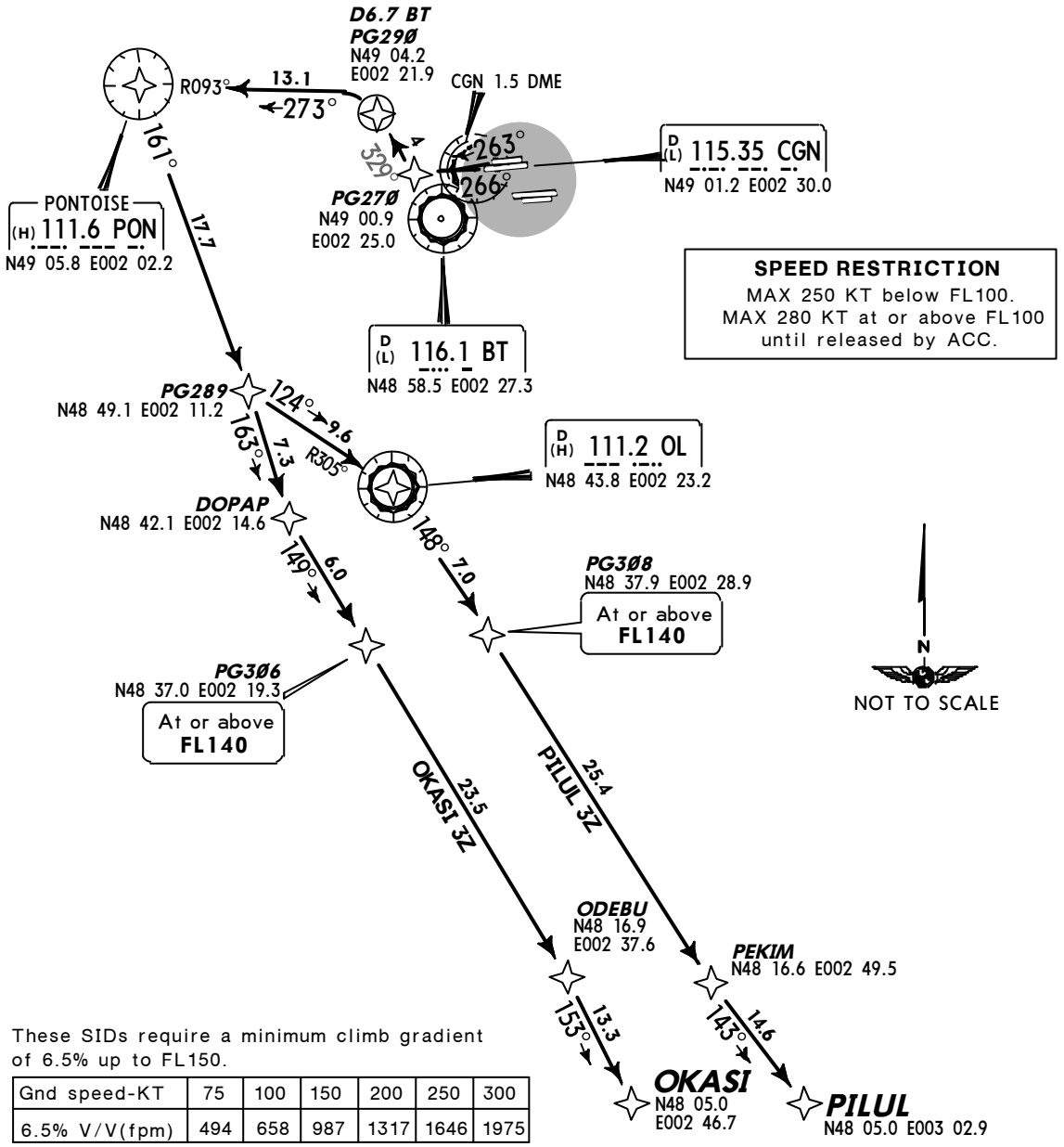
SID	ROUTING
OKASI 3A *[OKAS3A]*, **OKASI 3D** *[OKAS3D]* ❶	PG272 - PG280 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 3A *[PILU3A]*, **PILUL 3D** *[PILU3D]* ❷	PG272 - PG280 - PG289 - OL - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
OKASI 3Z ❶	PG270 - PG290 - PON - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 3Z ❷	PG270 - PG290 - PON - PG289 - OL - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: None.

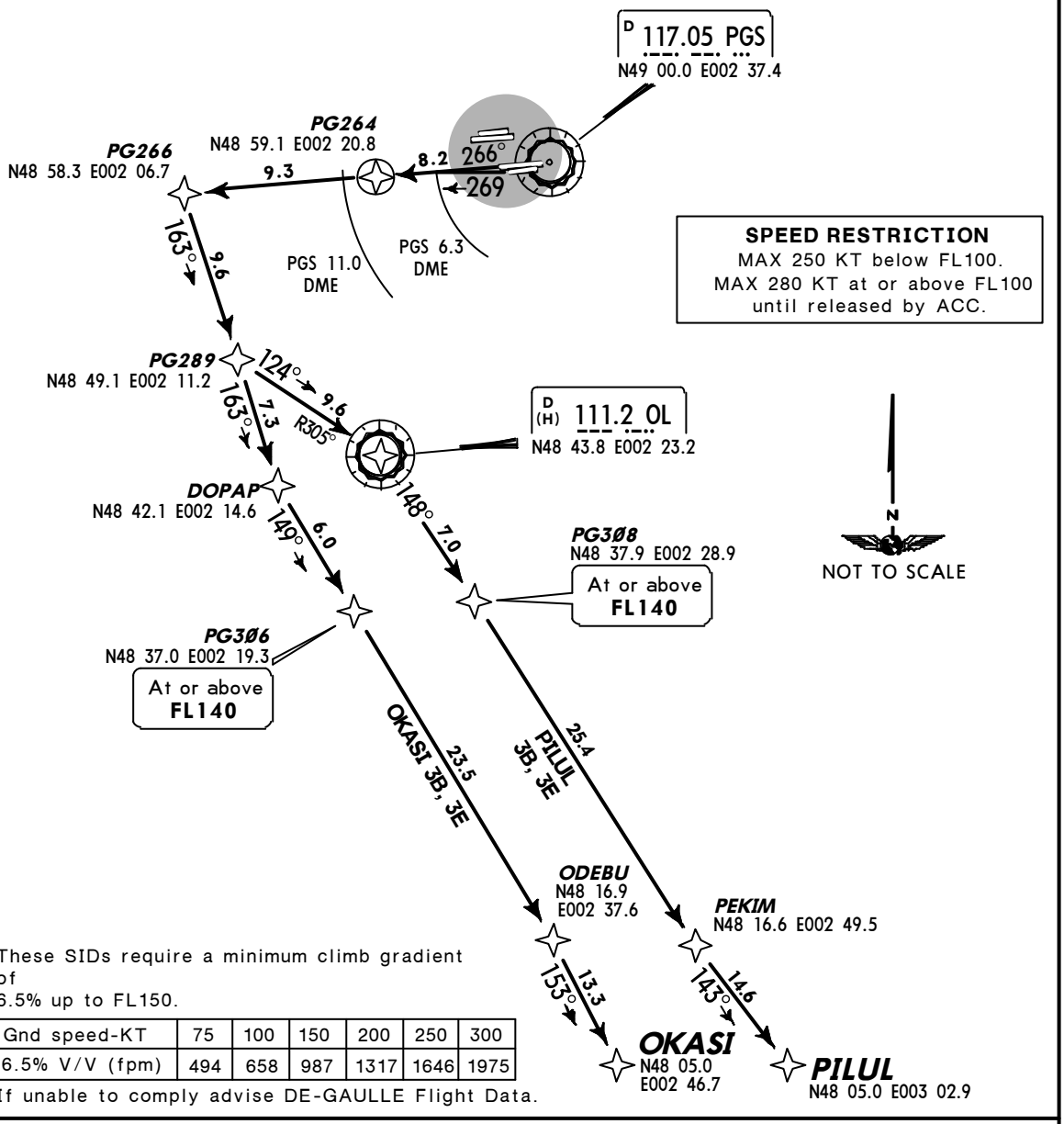
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAY 13 (20-3Q2) Eff 30 May

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 26L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



These SIDs require a minimum climb gradient of
6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance MAX FL120

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG266.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG266.

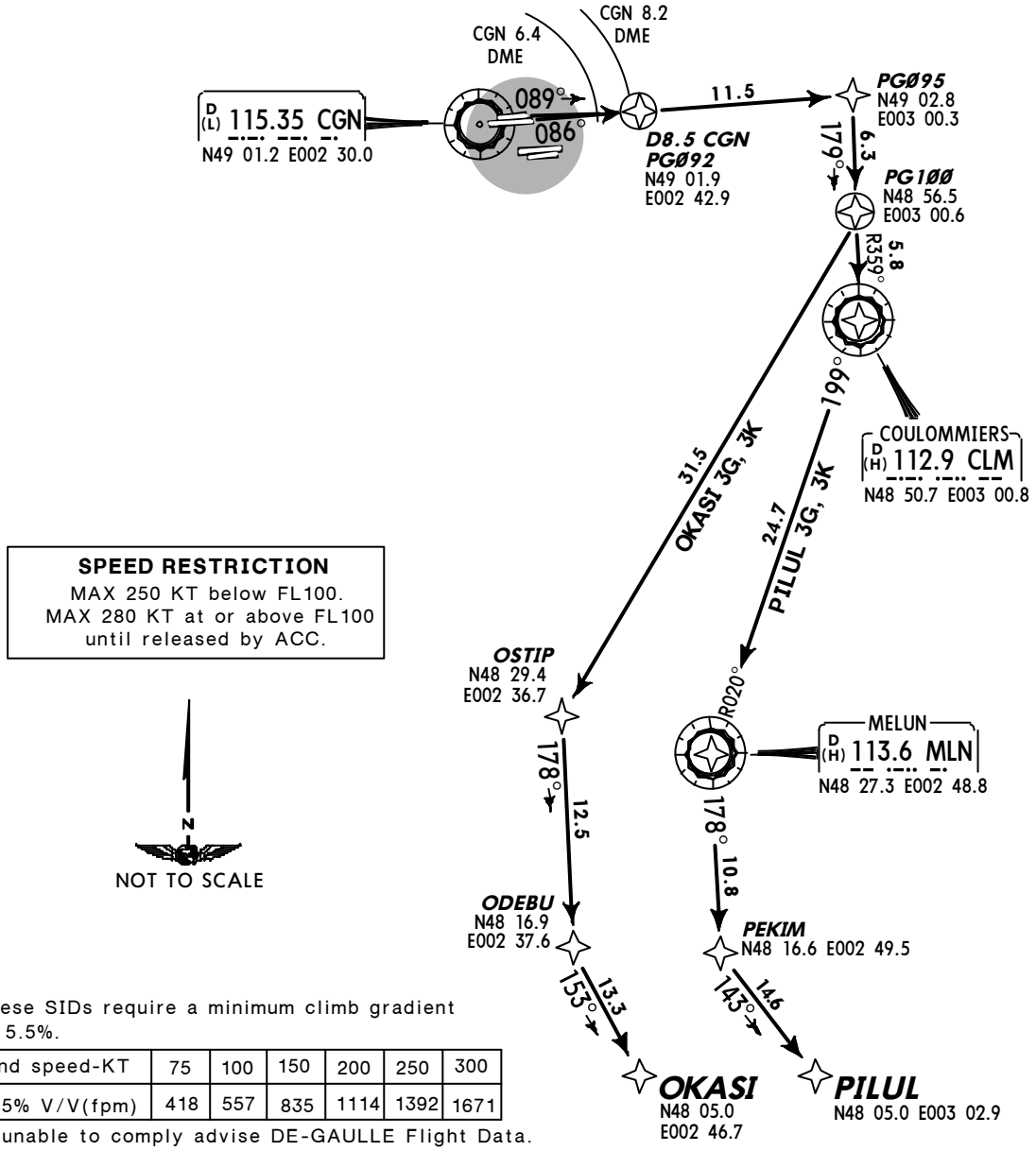
SID	ROUTING
OKASI 3B *[OKAS3B]*, **OKASI 3E** *[OKAS3E]* ❶	PG264 - PG266 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 3B *[PILU3B]*, **PILUL 3E** *[PILU3E]* ❷	PG264 - PG266 - PG289 - OL - PG308 - PEKIM - PILUL.

For flights to destinations specified via airways ❶ UL-612, ❷ UM-975.

CHANGES: Initial climb revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

N
NOT TO SCALE

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

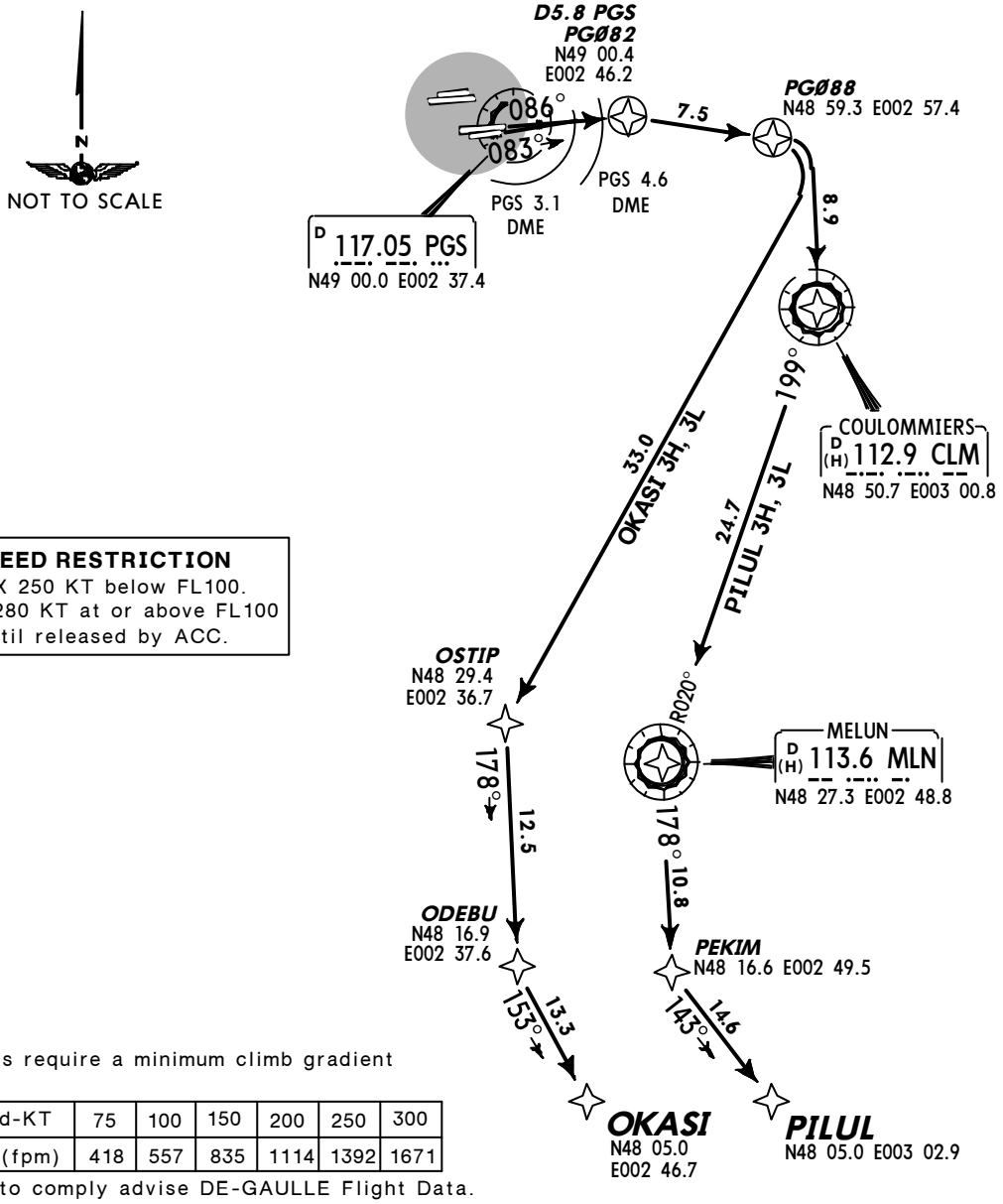
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
OKASI 3G *[OKAS3G]*, **OKASI 3K** *[OKAS3K]* ❶	PG092 - PG095 - PG100 - OSTIP - ODEBU - OKASI.
PILUL 3G *[PILU3G]*, **PILUL 3K** *[PILU3K]* ❷	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 08L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

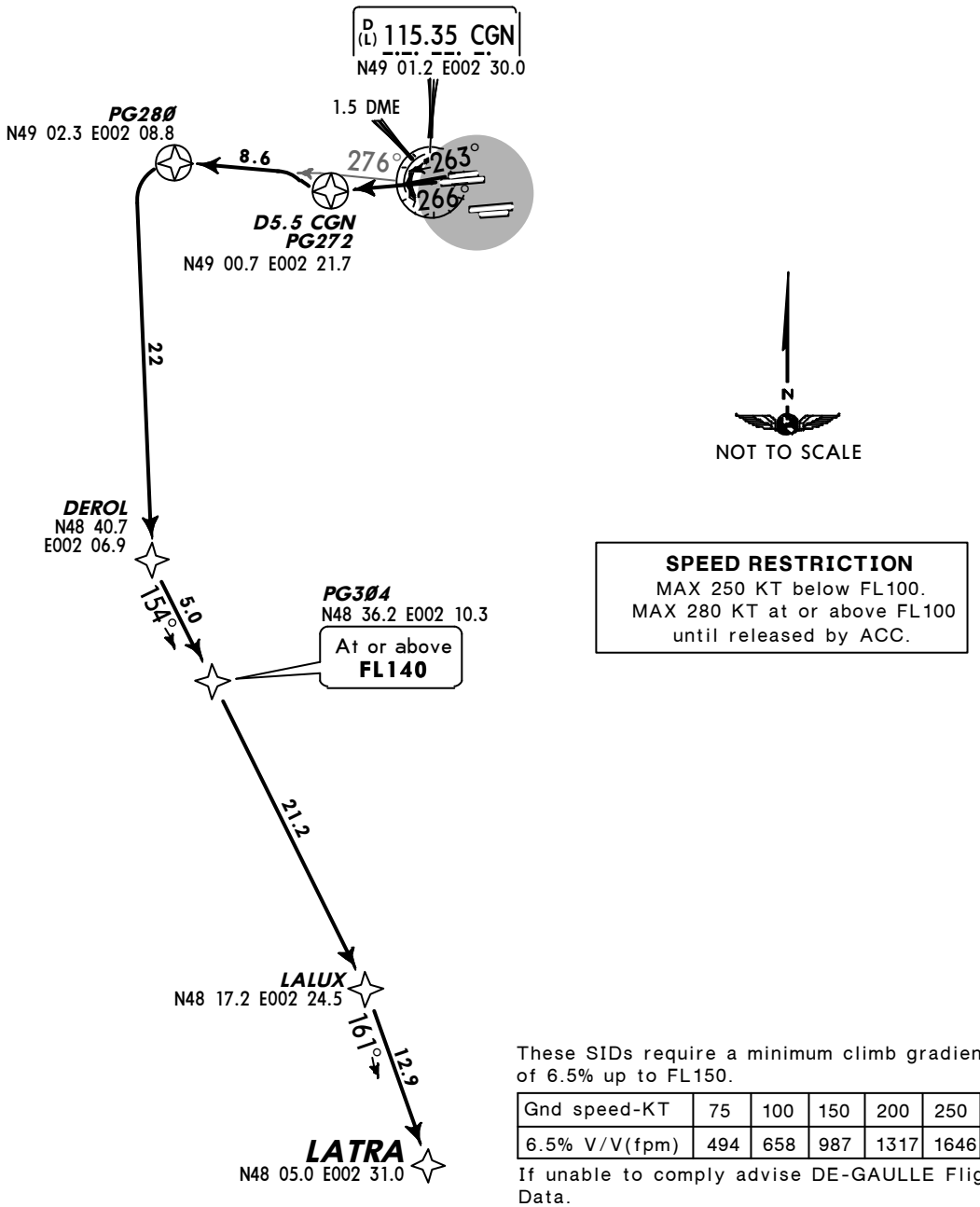
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
OKASI 3H *[OKAS3H]*, **OKASI 3L** *[OKAS3L]* ❶	PG082 - PG088 - OSTIP - ODEBU - OKASI.
PILUL 3H *[PILU3H]*, **PILUL 3L** *[PILU3L]* ❷	PG082 - PG088 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❶ UL-612, ❷ UM-975.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
LATRA 3A *[LATR3A]*, **LATRA 3D** *[LATR3D]*	PG272 - PG280 - DEROL - PG304 - LALUX - LATRA.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

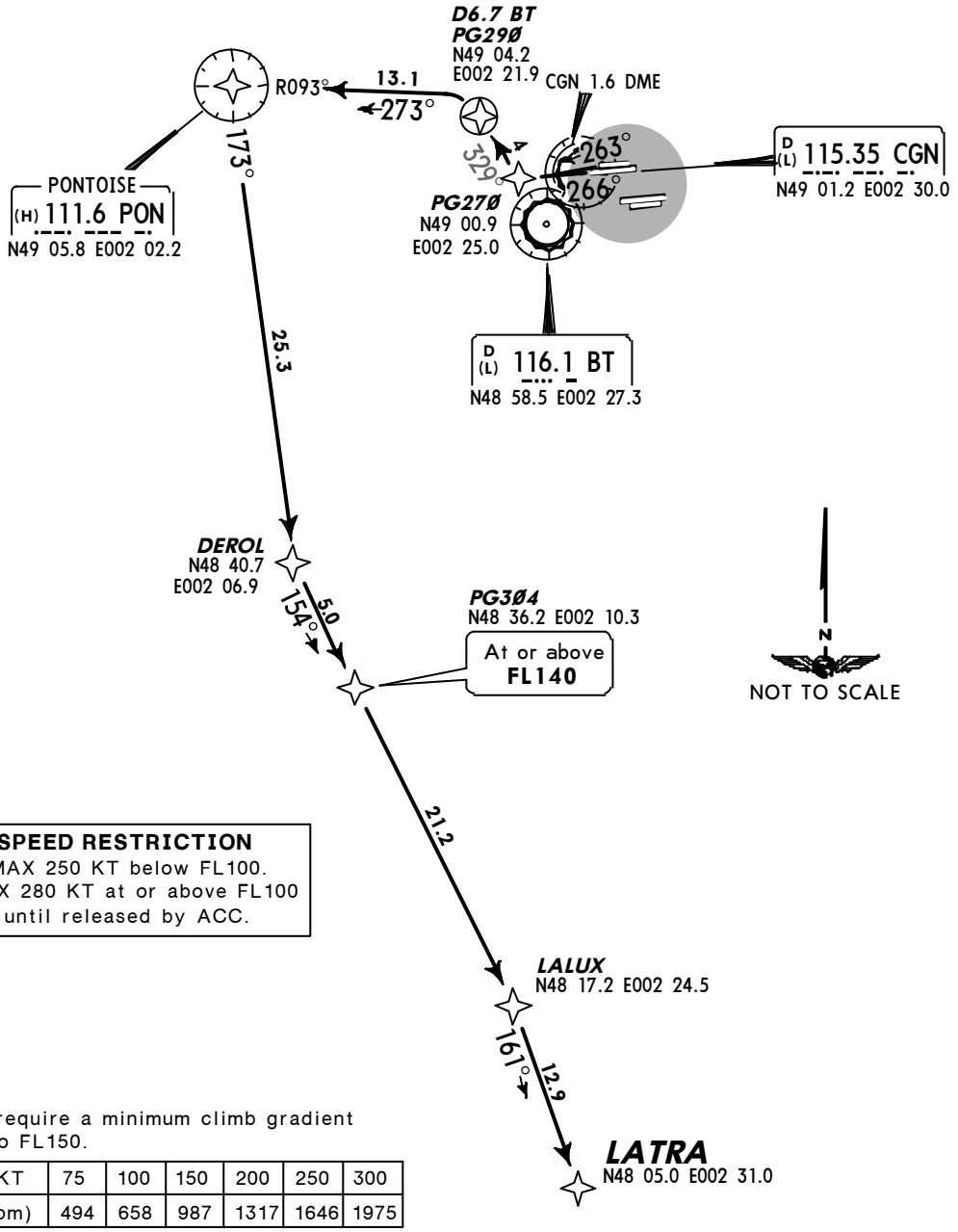
LATRA

RWYS 27L/R RNAV DEPARTURE

RNAV (GNSS - DME/DME)

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
LATRA 3Z *[LATR3Z]*	PG270 - PG290 - PON - DEROL - PG304 - LALUX - LATRA.

CHANGES: RNAV SIDs renumbered, revised & transferred.

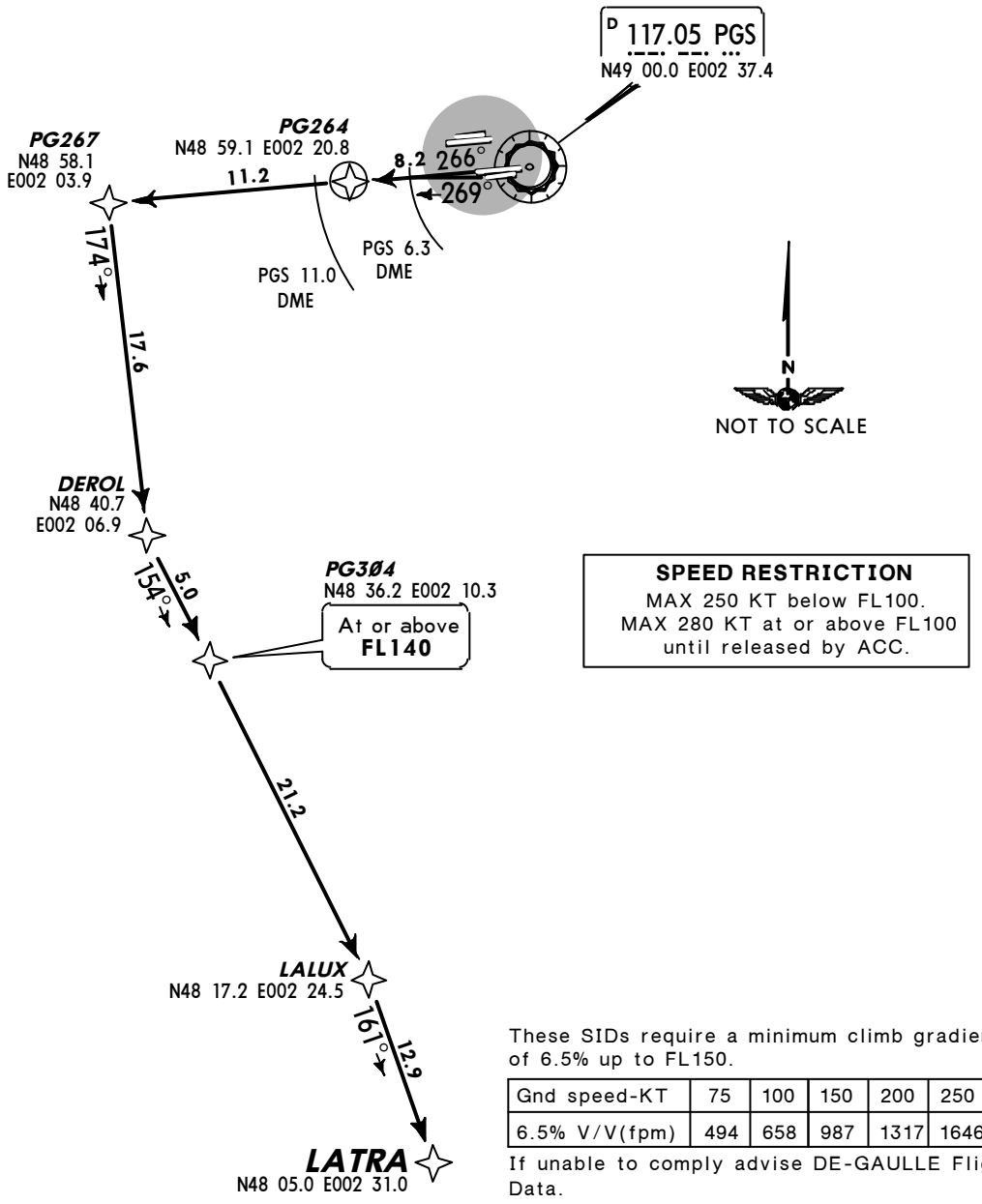
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAY 13 20-3Q7 Eff 30 May

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 26L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

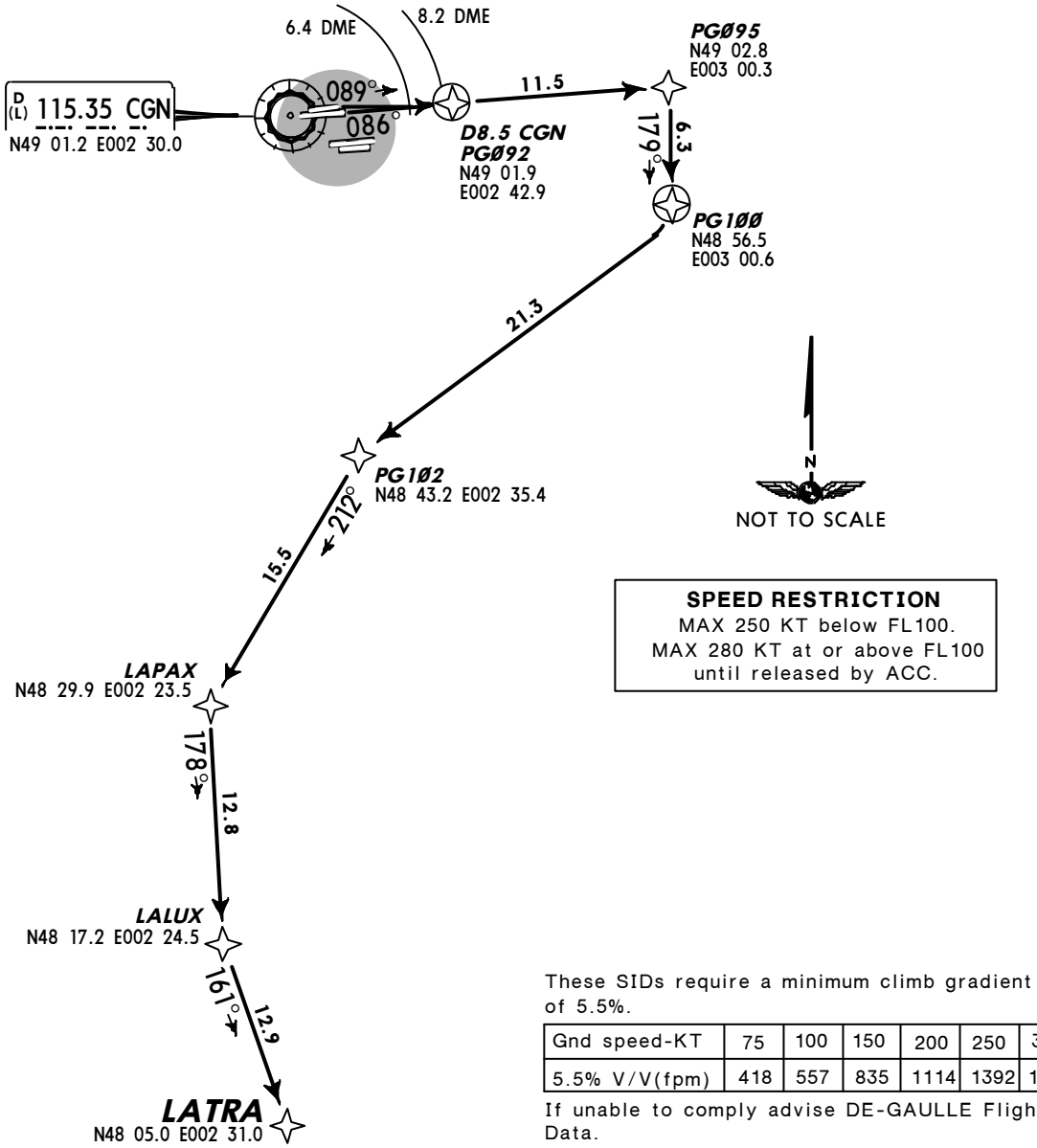
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG267.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG267.

SID	ROUTING
LATRA 3B *[LATR3B]*, **LATRA 3E** *[LATR3E]*	PG264 - PG267 - DEROL - PG304 - LALUX - LATRA.

CHANGES: Initial climb revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
LATRA 3G *[LATR3G]*, **LATRA 3K** *[LATR3K]*	PG092 - PG095 - PG100 - PG102 - LAPAX - LALUX - LATRA.

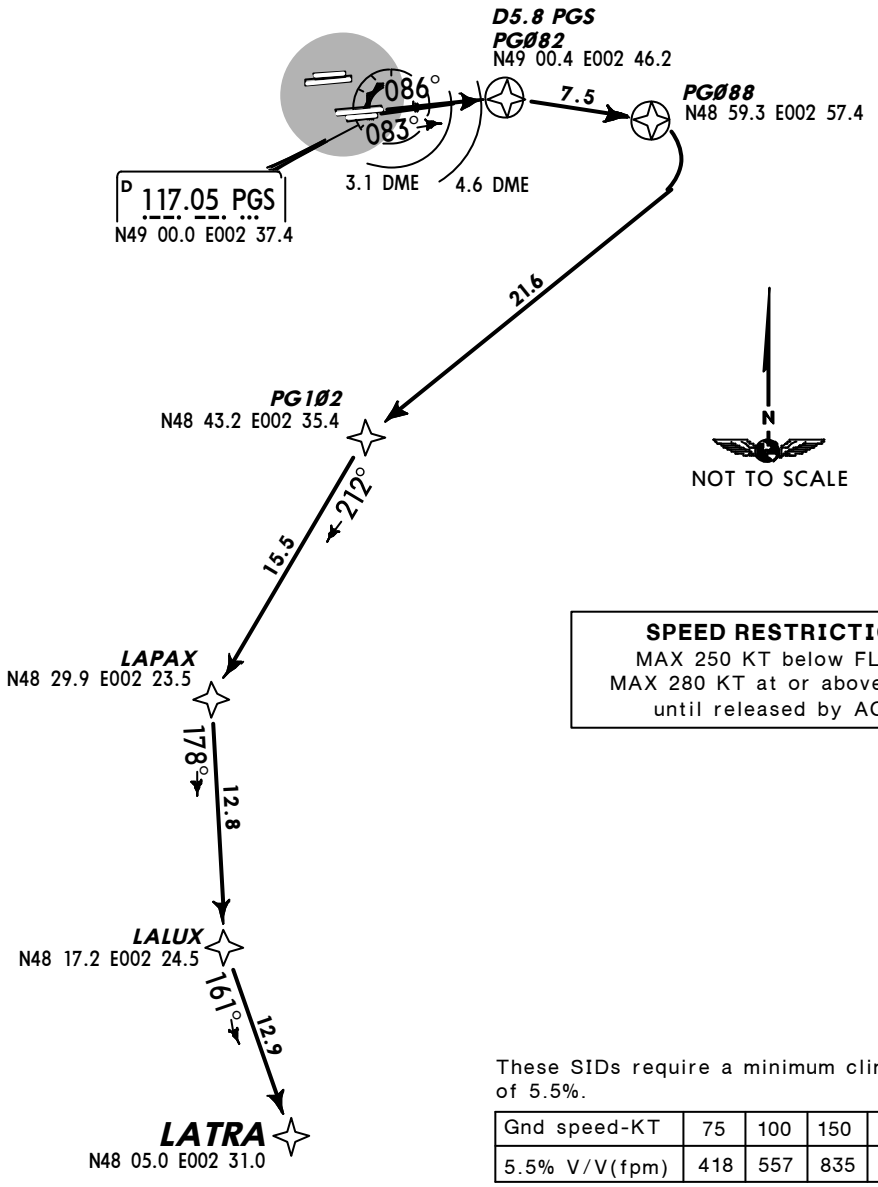
CHANGES: None.

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA

RWYS 08L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
LATRA 3H *[LATR3H]*, **LATRA 3L** *[LATR3L]*	PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: RNAV SIDs renumbered & revised.

LFPG/CDG CHARLES-DE-GAULLE

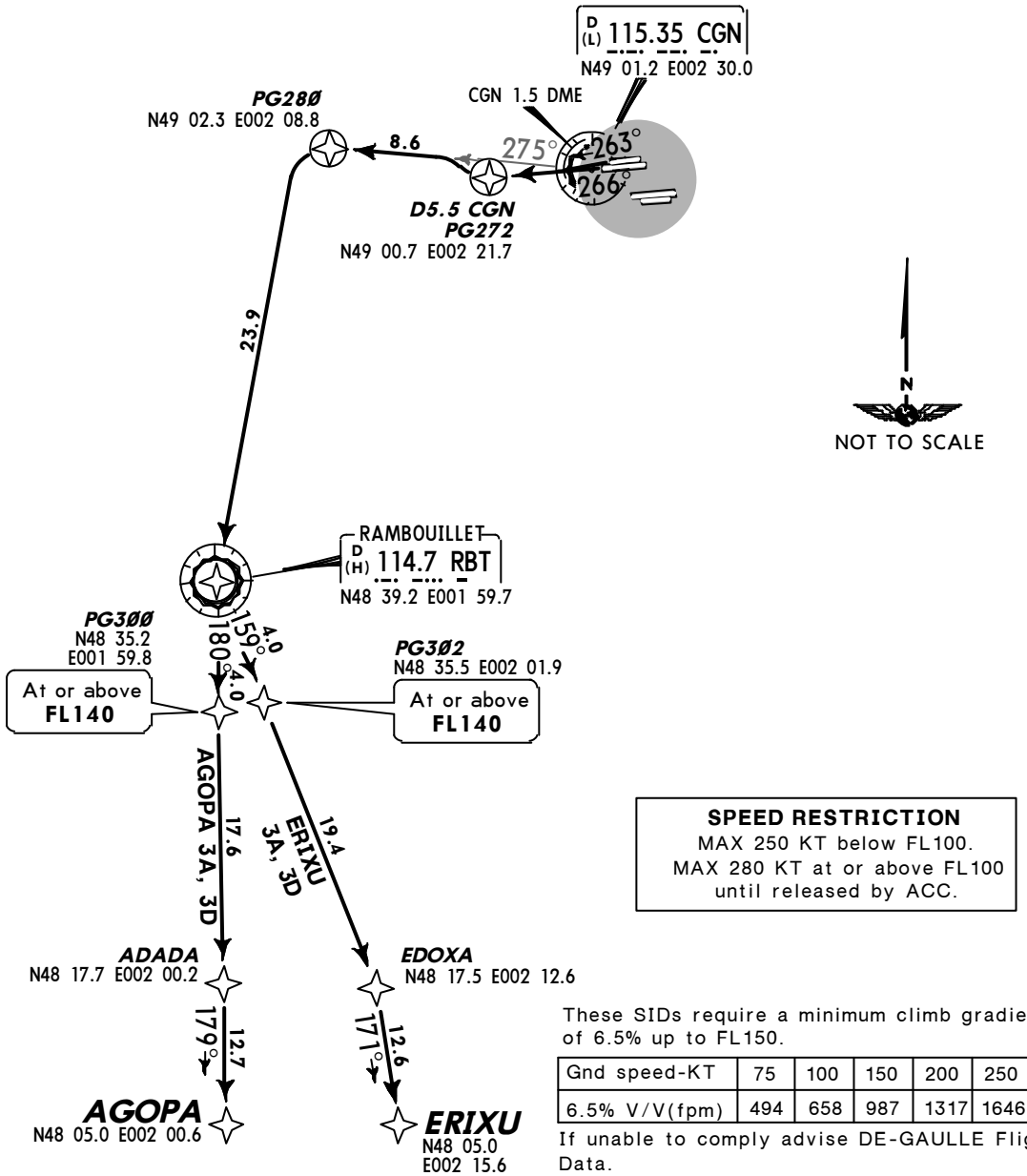
JEPPESEN 1 MAR 13 (20-3T) Eff 7 Mar

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
AGOPA 3A *[AGOP3A]*, **AGOPA 3D** *[AGOP3D]*❶	PG272 - PG280 - RBT - PG300 - ADADA - AGOPA.
ERIXU 3A *[ERIX3A]*, **ERIXU 3D** *[ERIX3D]*❷	PG272 - PG280 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: RNAV SIDs renumbered & revised.

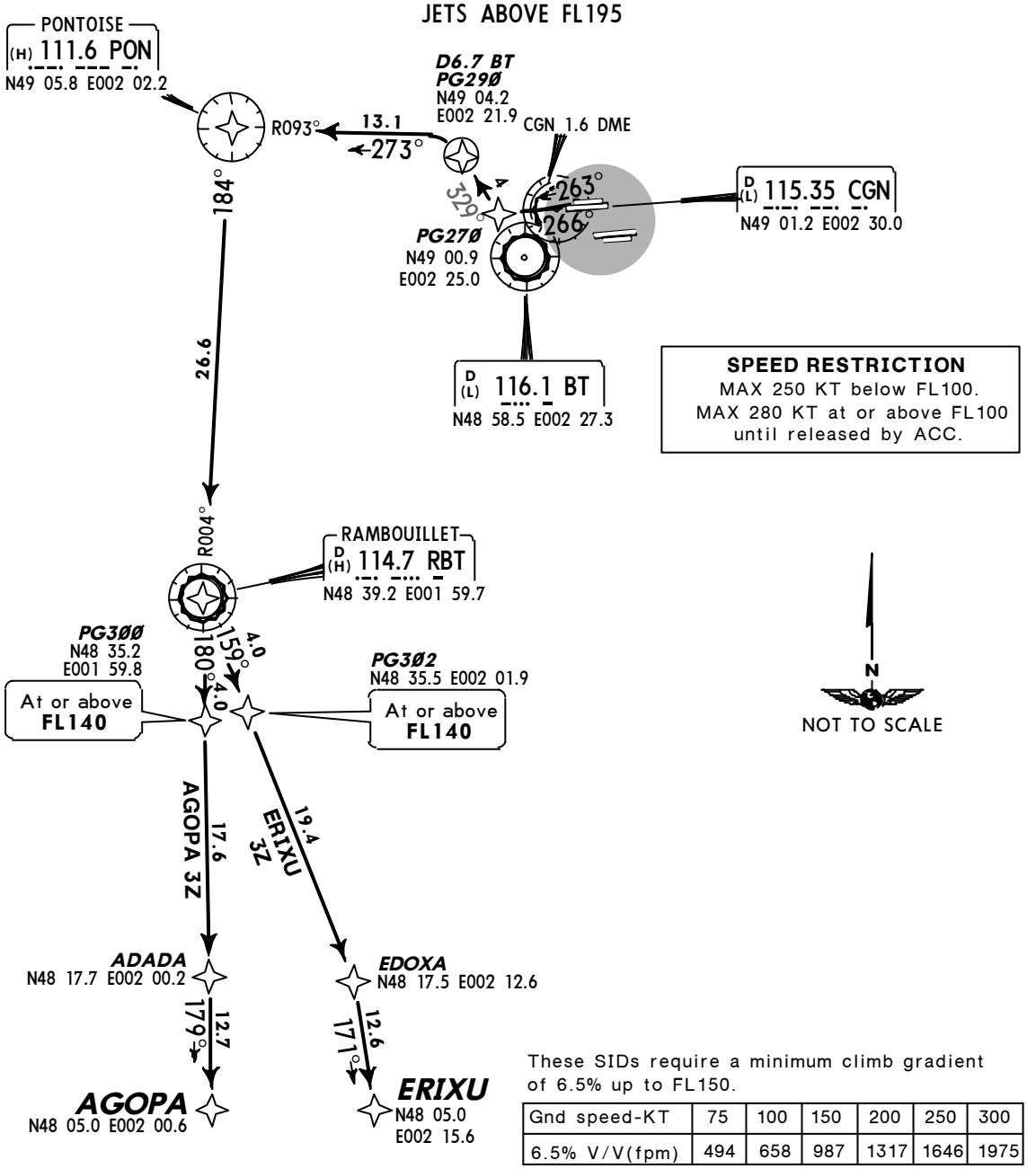
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAY 13 (20-3T1) Eff 30 May

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
AGOPA 3Z *[AGOP3Z]* ❶	PG270 - PG290 - PON - RBT - PG300 - ADADA - AGOPA.
ERIXU 3Z *[ERIX3Z]* ❷	PG270 - PG290 - PON - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: None.

LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

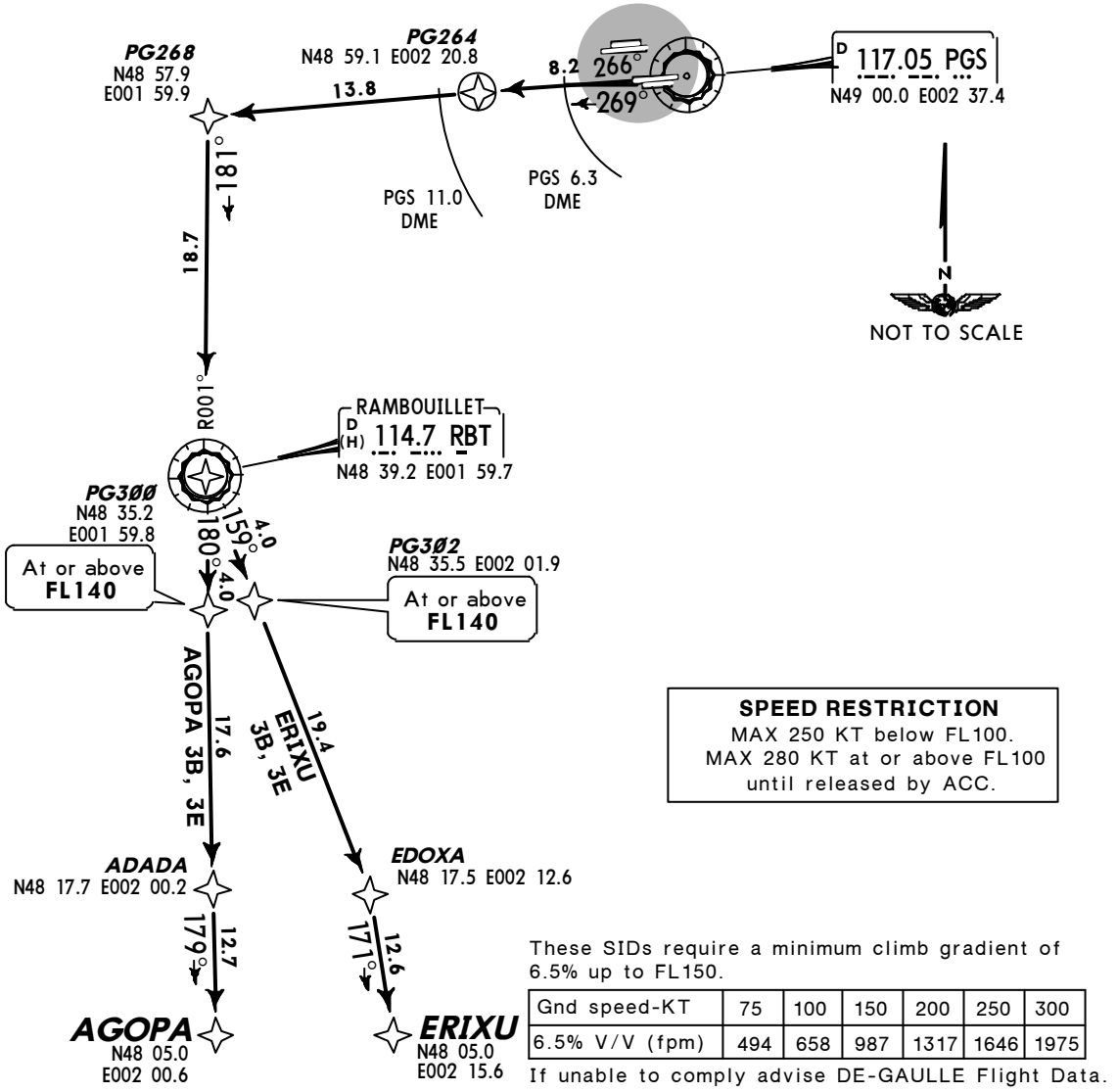
DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU

RWYS 26L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG268.
26R	Intercept PGS R-266 to PGS 11.0 DME. **RNAV:** PG264 - PG268.

SID	ROUTING
AGOPA 3B *[AGOP3B]*, **AGOPA 3E** *[AGOP3E]* ❶	PG264 - PG268 - RBT - PG300 - ADADA - AGOPA.
ERIXU 3B *[ERIX3B]*, **ERIXU 3E** *[ERIX3E]* ❷	PG264 - PG268 - RBT - PG302 - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: Initial climb revised.

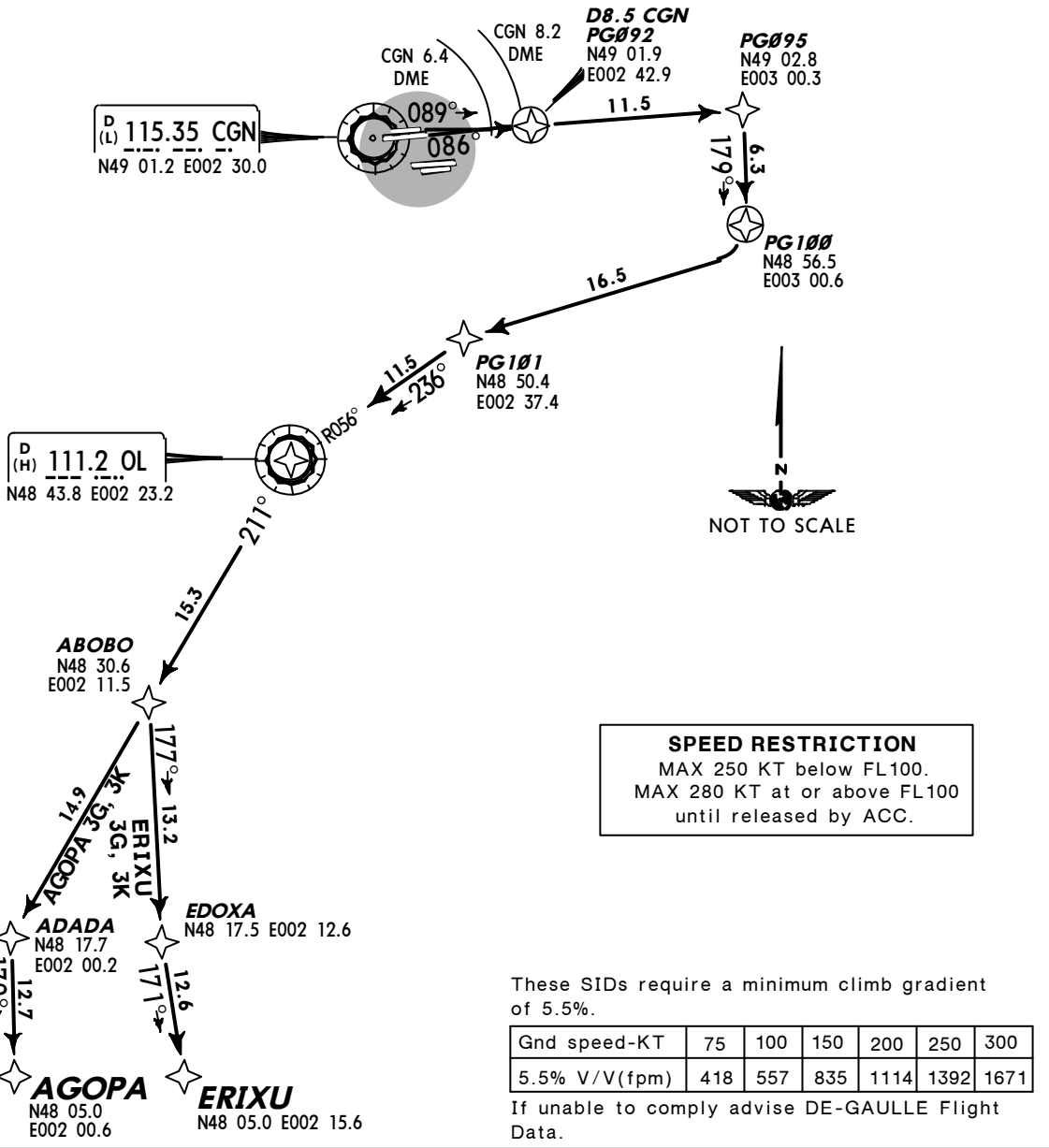
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

RNAV SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
AGOPA 3G *[AGOP3G]*, **AGOPA 3K** *[AGOP3K]* ❶	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 3G *[ERIX3G]*, **ERIXU 3K** *[ERIX3K]* ❷	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: RNAV SIDs renumbered & revised.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 1 MAR 13 (20-3T4) Eff 7 Mar

PARIS, FRANCE

RNAV SID

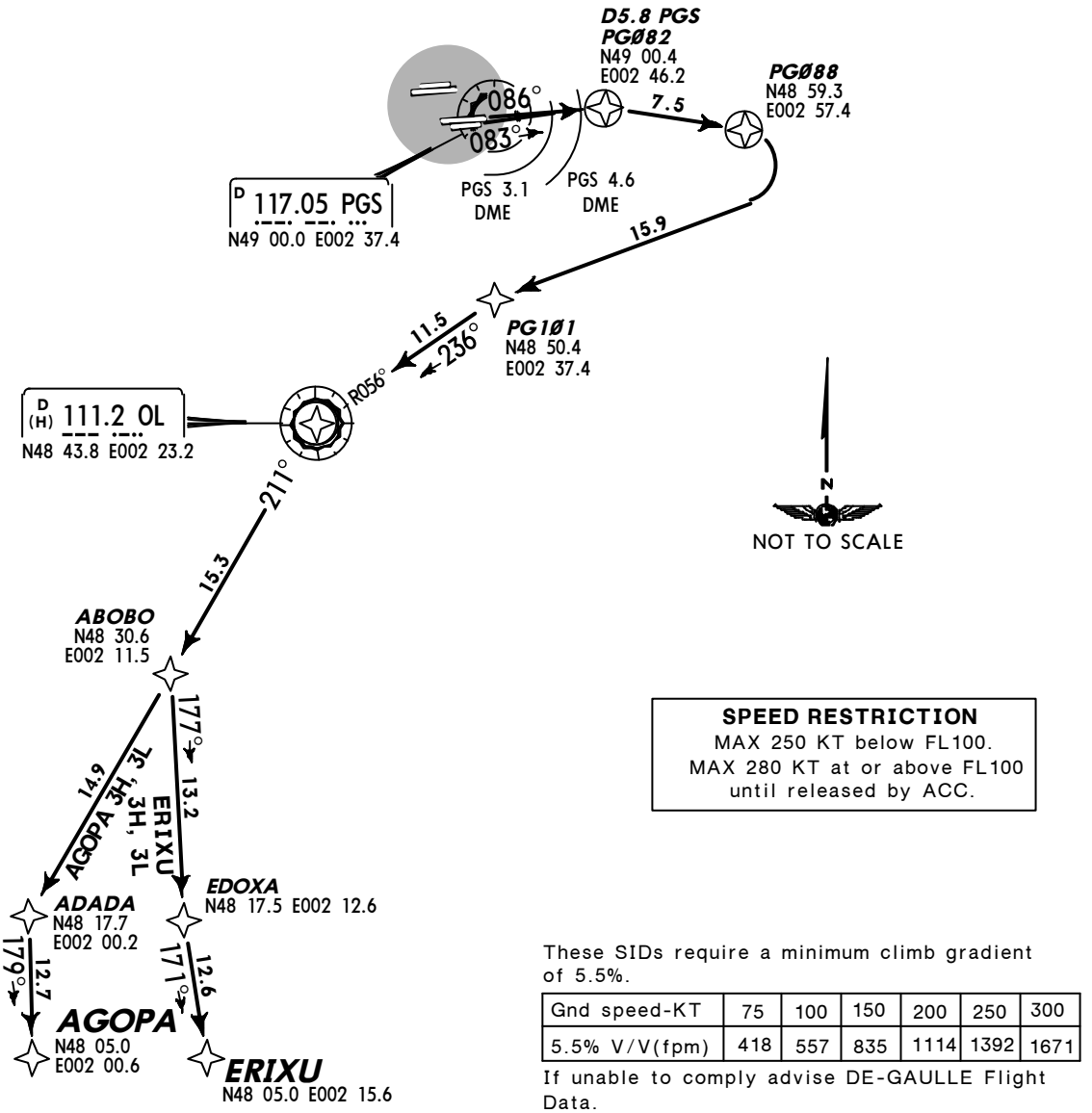
DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU

RWYS 08L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195



SPEED RESTRICTION
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **MAX FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
AGOPA 3H *[AGOP3H]*, **AGOPA 3L** *[AGOP3L]* ❶	PG082 - PG088 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 3H *[ERIX3H]*, **ERIXU 3L** *[ERIX3L]* ❷	PG082 - PG088 - PG101 - OL - ABOBO - EDOXA - ERIXU.

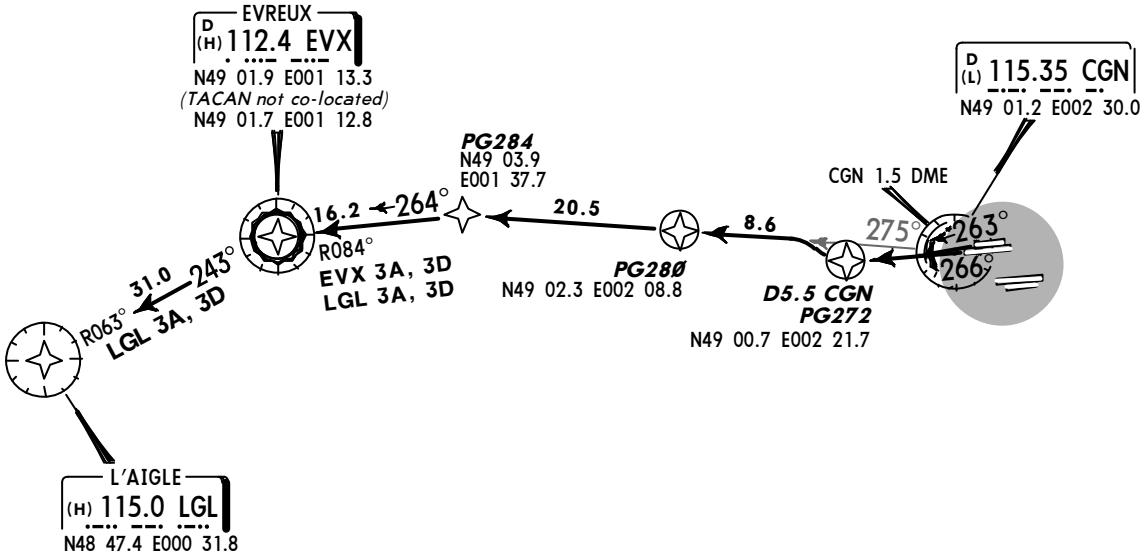
For flights to destinations specified via airways ❶ UL-167, ❷ UL-860.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 3A, 3D	LGL 3A, 3D	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.35	133.37		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115

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



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

N
NOT TO SCALE

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. **RNAV:** PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG272.

SID	ROUTING
EVX 3A, 3D ❶	PG272 - PG280 - PG284 - EVX.
LGL 3A, 3D ❷	PG272 - PG280 - PG284 - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

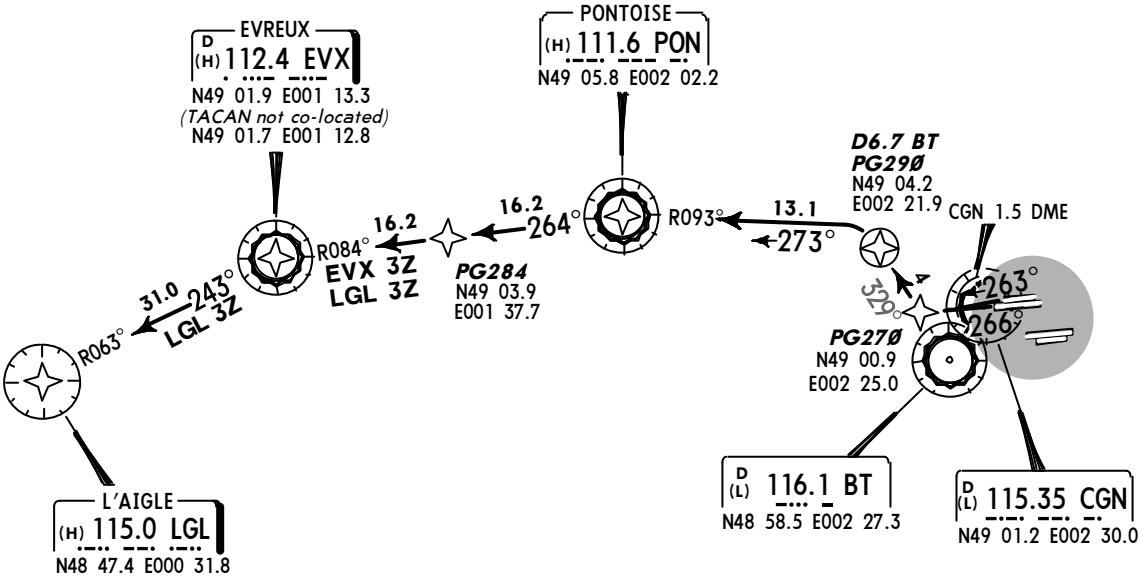
CHANGES: RNAV SIDs renumbered & revised.

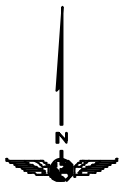
DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 3Z	LGL 3Z	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.35	133.37		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115

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

NOT TO SCALE





NOT TO SCALE

These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. **RNAV:** PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG270.

SID	ROUTING
EVX 3Z ❶	PG270 - PG290 - PON - EVX.
LGL 3Z ❷	PG270 - PG290 - PON - EVX - LGL.

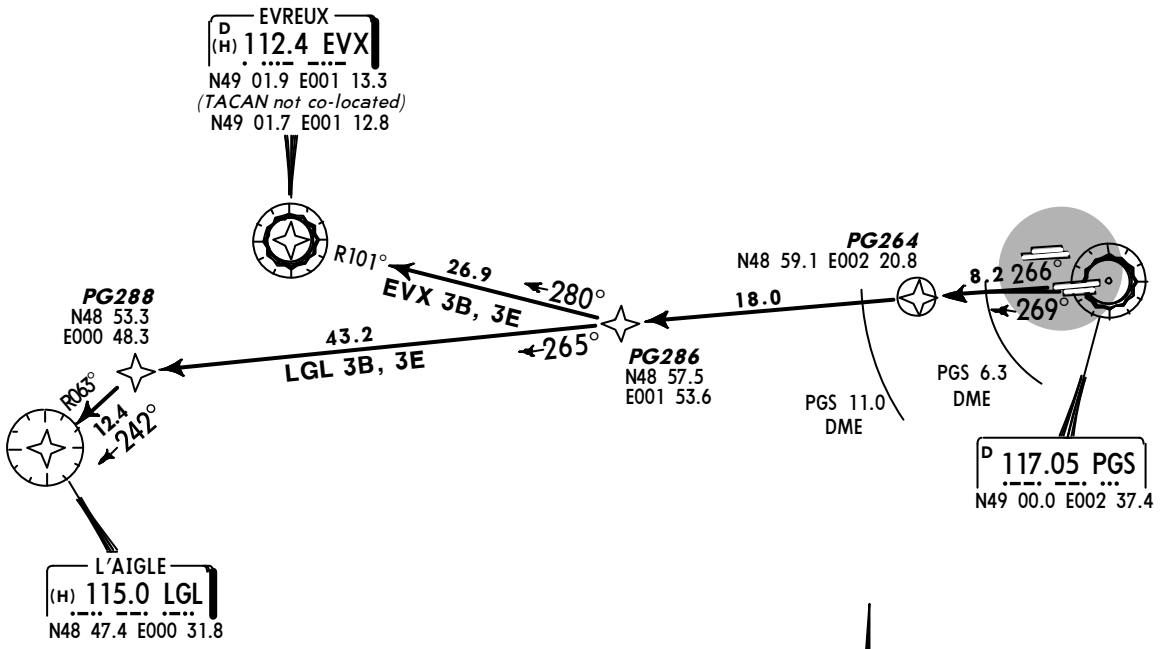
For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: RNAV SIDs renumbered, revised & transferred.

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 3B, 3E	LGL 3B, 3E	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.35	133.37		2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 26L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115

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



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

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 FL80, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264 - PG286.
26R	Intercept PGS R-266 to D11.0 PGS. **RNAV:** PG264 - PG286.

SID	ROUTING
EVX 3B, 3E ❶	PG264 - PG286 - EVX.
LGL 3B, 3E ❷	PG264 - PG286 - PG288 - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: Initial climb revised.

LFPG/CDG
CHARLES-DE-GAULLE

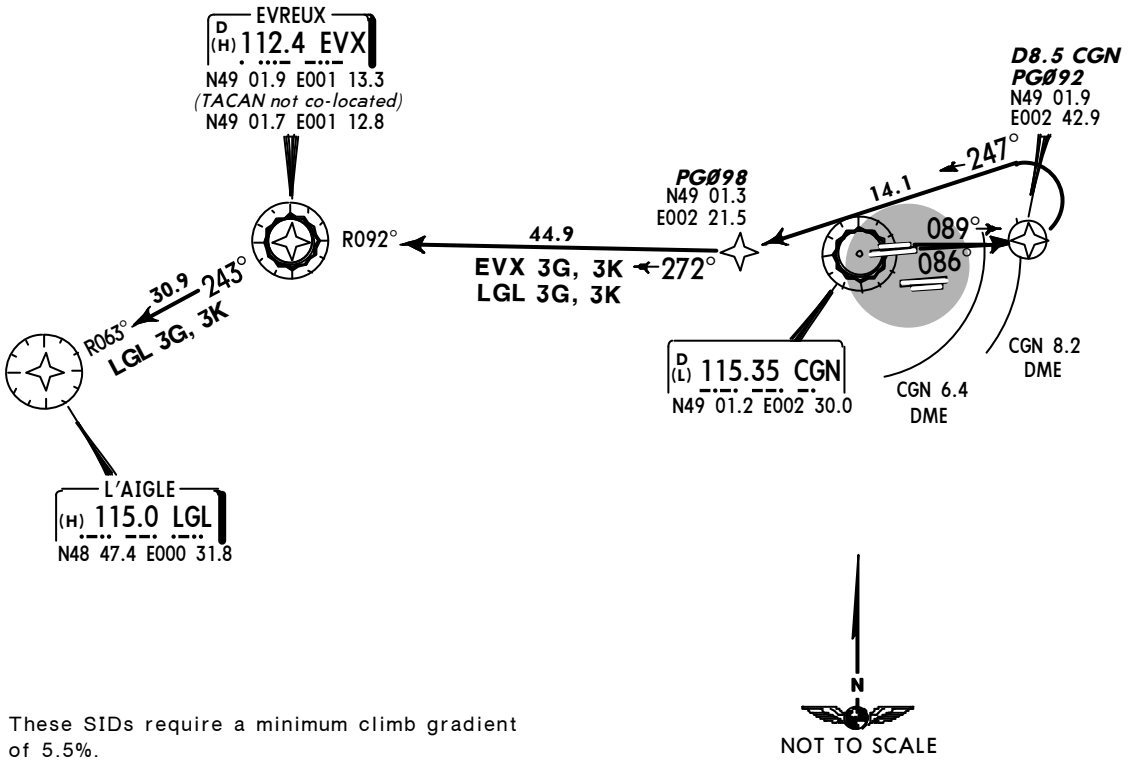
JEPPESEN
17 MAY 13 (20-3T8) Eff 30 May

PARIS, FRANCE
RNAV SID

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 3G, 3K	LGL 3G, 3K	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.35	133.37		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115

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



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

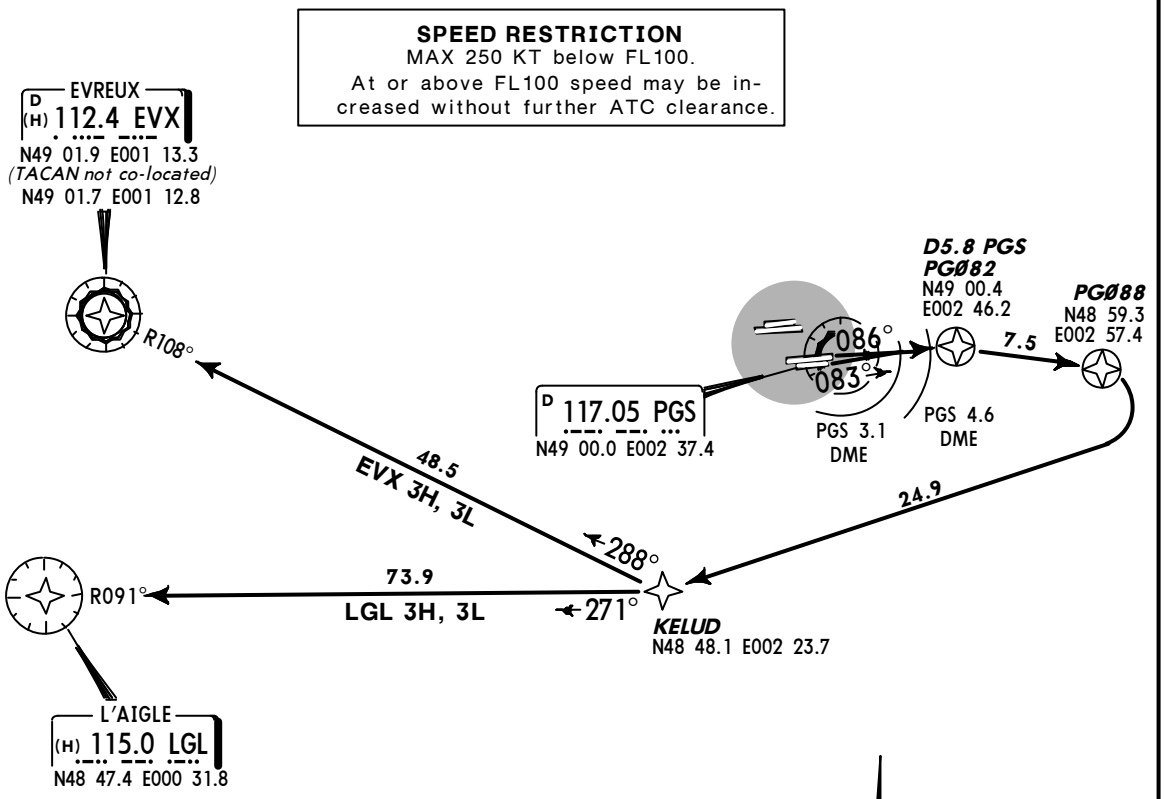
SID	ROUTING
EVX 3G, 3K ❶	PG092 - PG098 - EVX.
LGL 3G, 3K ❷	PG092 - PG098 - EVX - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: None.

DE GAULLE Departure		Apt Elev	Trans level: By ATC Trans alt: 5000′
EVX 3H, 3L	LGL 3H, 3L	392′	1. SIDs are also minimum noise routings (refer to 20-4).
124.35	133.37		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVX, LGL
RWYS 08L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100** /PROP: **5000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

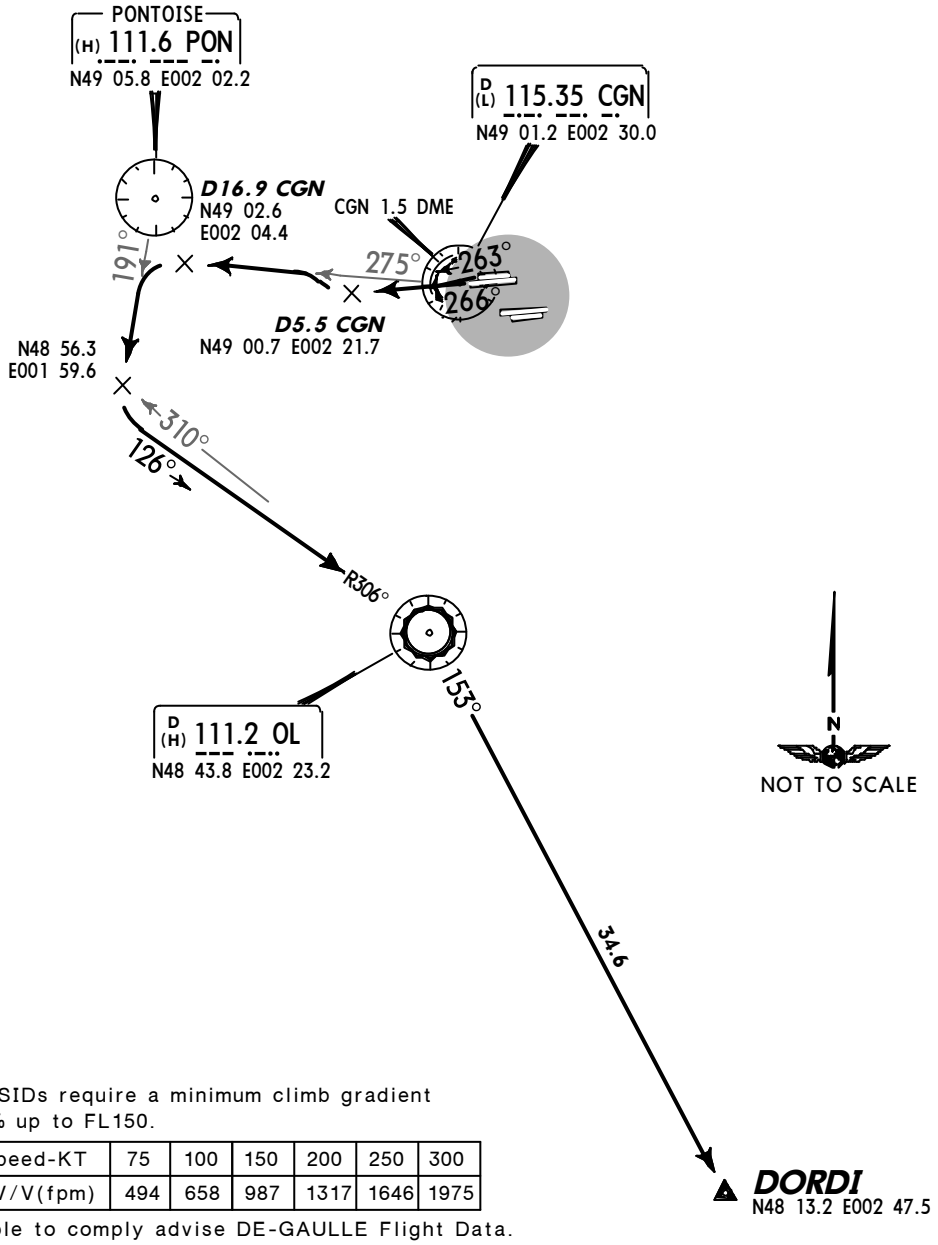
SID	ROUTING
EVX 3H, 3L ❶	PG082 - PG088 - KELUD - EVX.
LGL 3H, 3L ❷	PG082 - PG088 - KELUD - LGL.

For flights to destinations specified via airways ❶ UT-300, ❷ UN-502.

CHANGES: RNAV SIDs renumbered & revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 3A *[DORD3A]*, DORDI 3D *[DORD3D]*
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V(fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

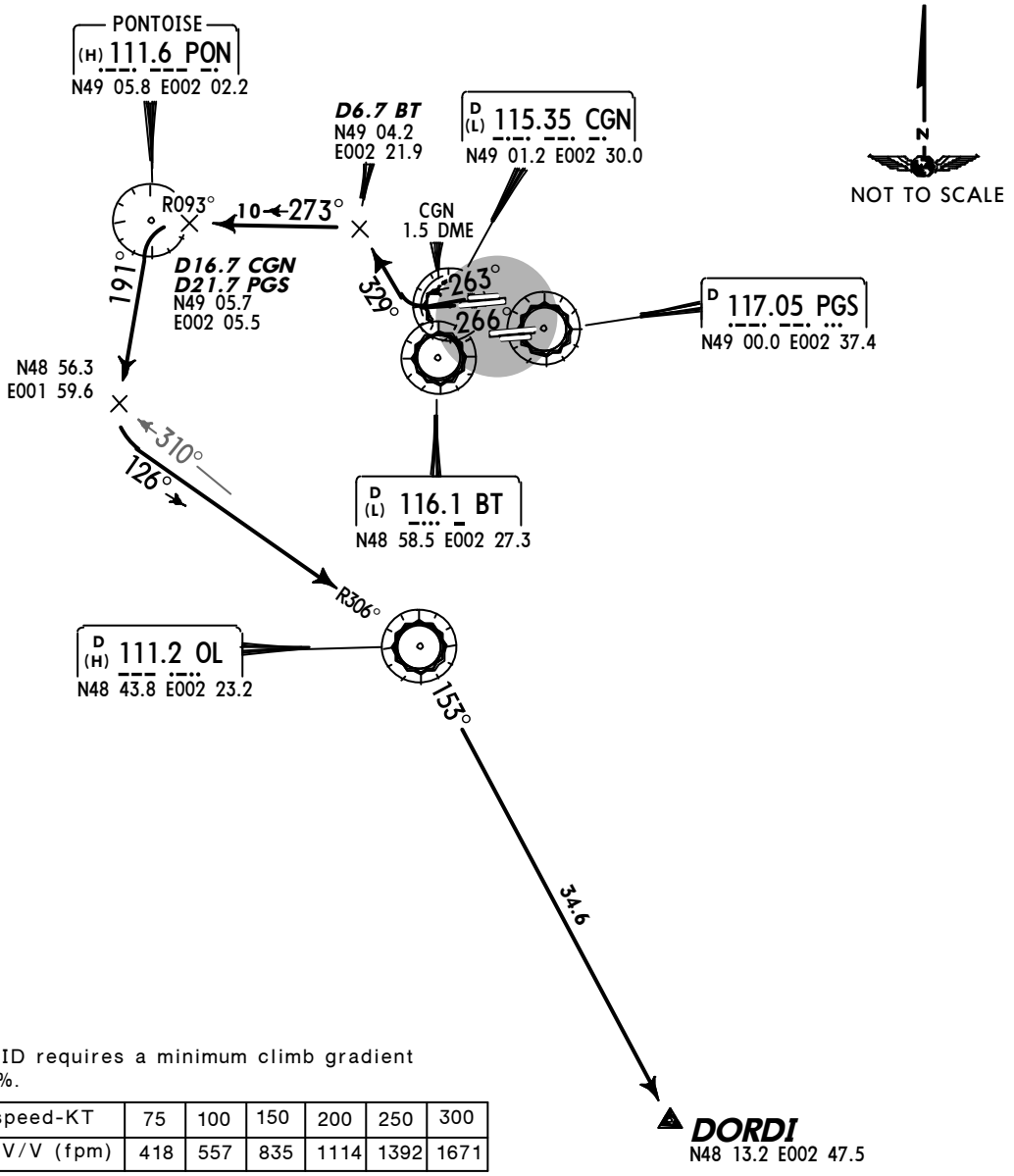
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.

CHANGES: SIDs renumbered & revised.

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 3Z *[DORD3Z]*
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
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 Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.

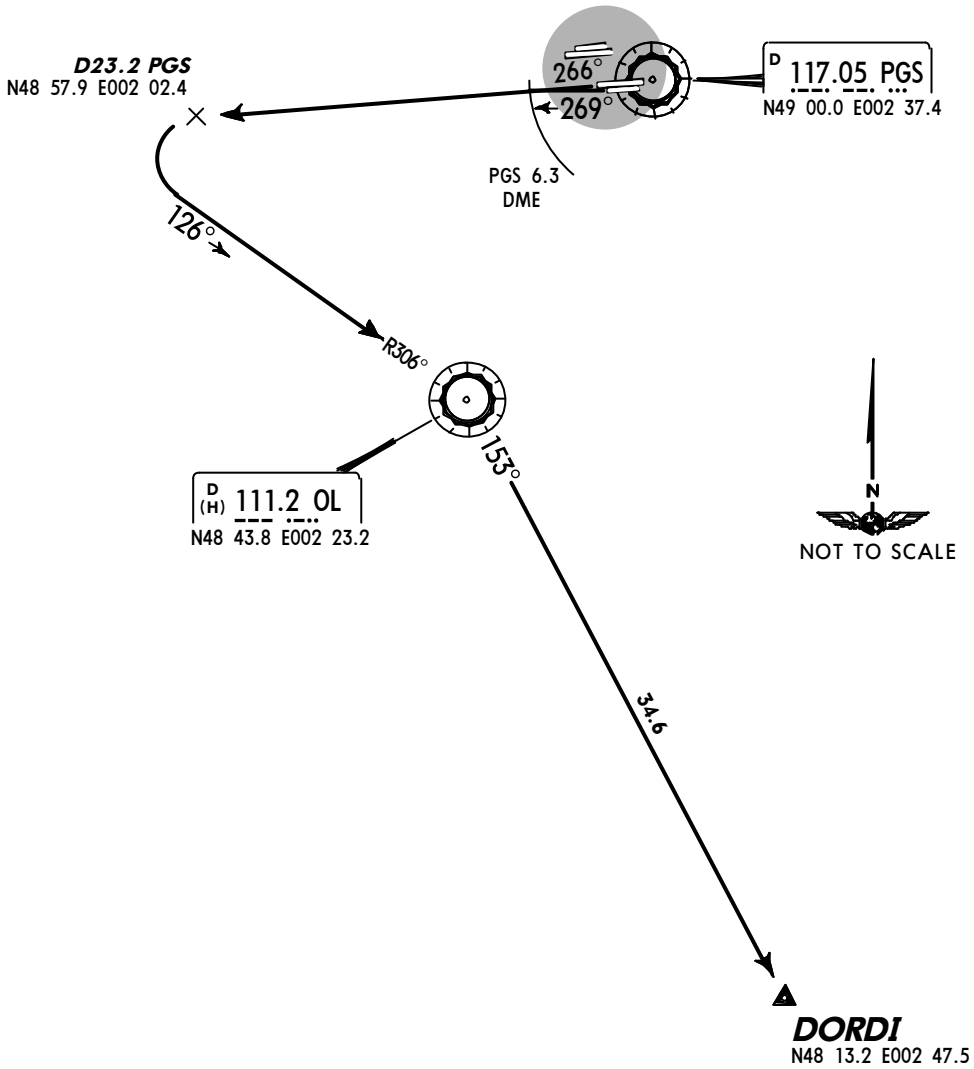
CHANGES: SID renumbered & revised.

LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 3B *[DORD3B]*, DORDI 3E *[DORD3E]*
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

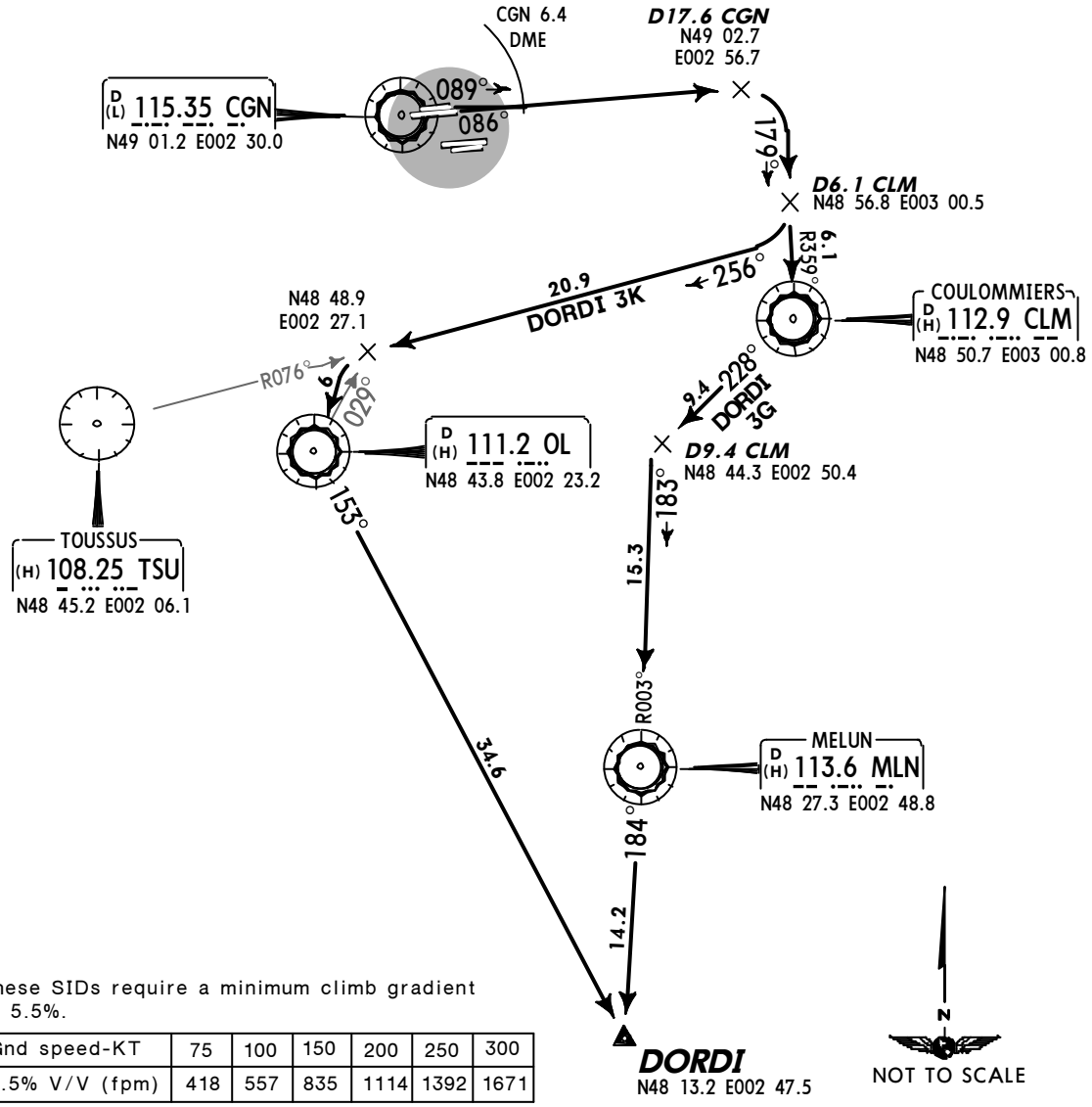
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.

CHANGES: SIDs renumbered.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 3G *[DORD3G]*, DORDI 3K *[DORD3K]*
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
DORDI 3G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 3K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-153 to DORDI.

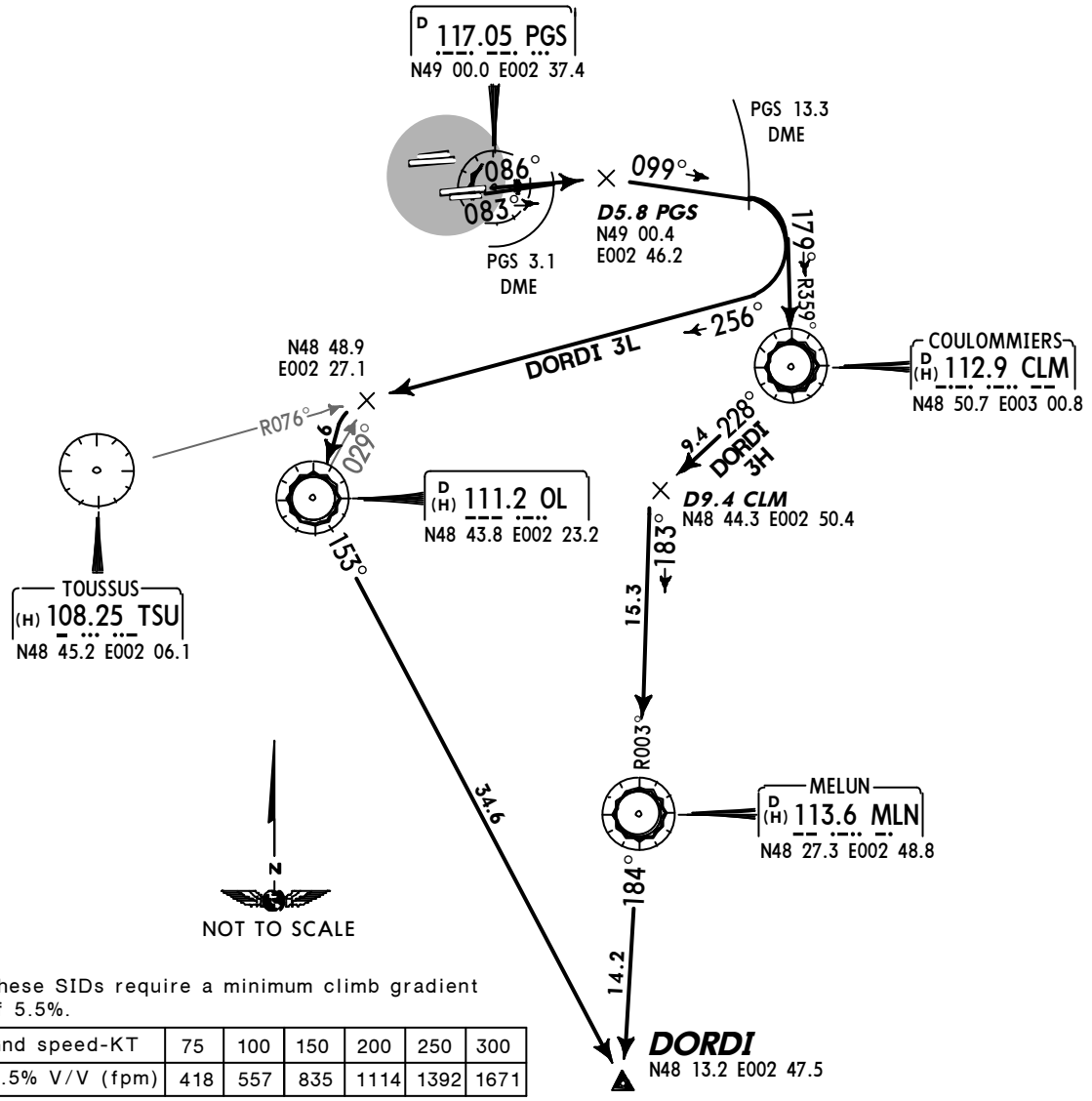
CHANGES: SIDs renumbered.

LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 3H *[DORD3H]*, DORDI 3L *[DORD3L]*
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G-40 - G-54 - J-301
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

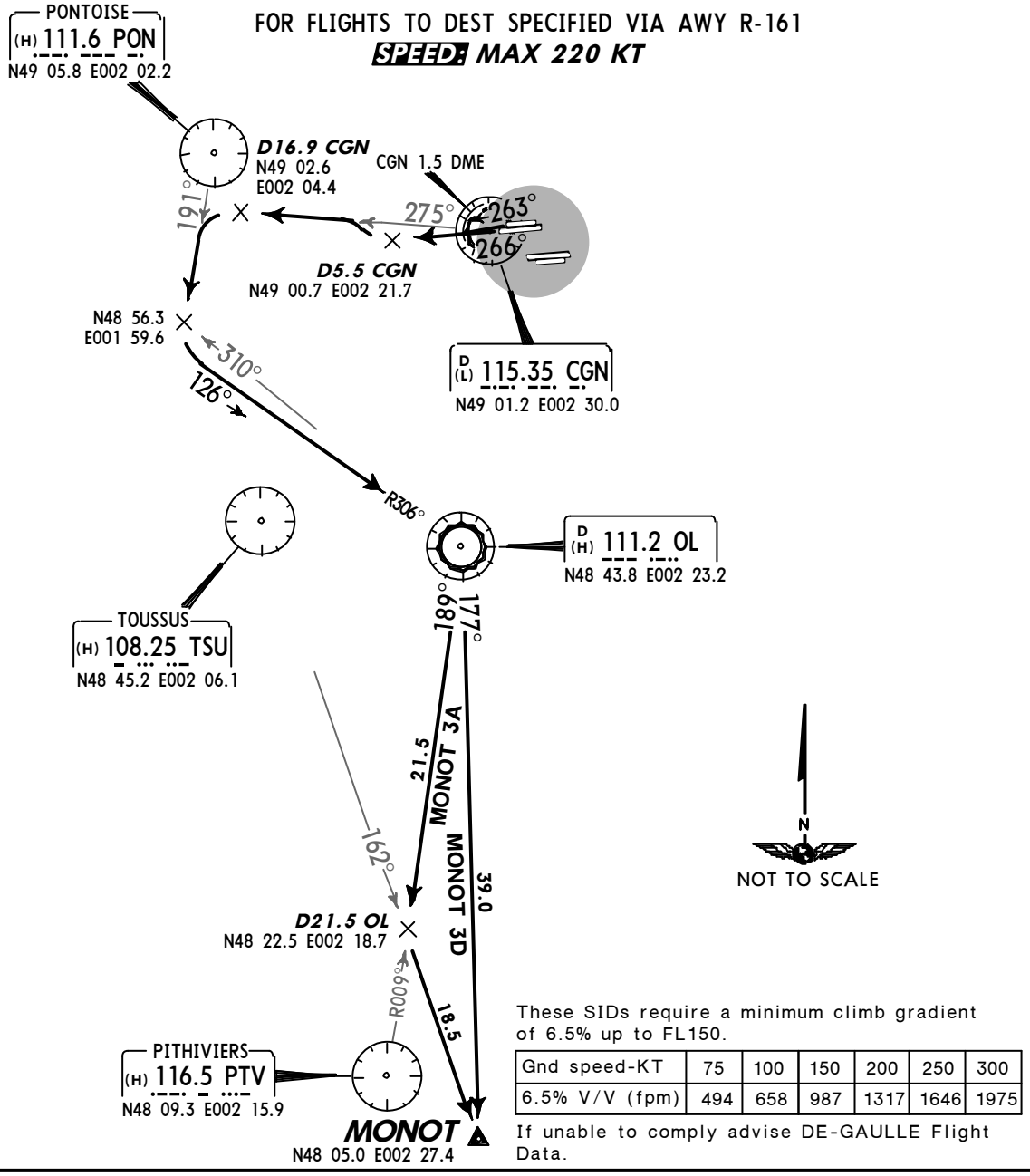
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
DORDI 3H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 3L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-153 to DORDI.

CHANGES: SIDs renumbered.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 3A *[MONO3A]*, MONOT 3D *[MONO3D]*
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN.

SID	ROUTING
MONOT 3A	At D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 3D	At D16.9 CGN turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-177 to MONOT.

CHANGES: SIDs renumbered.

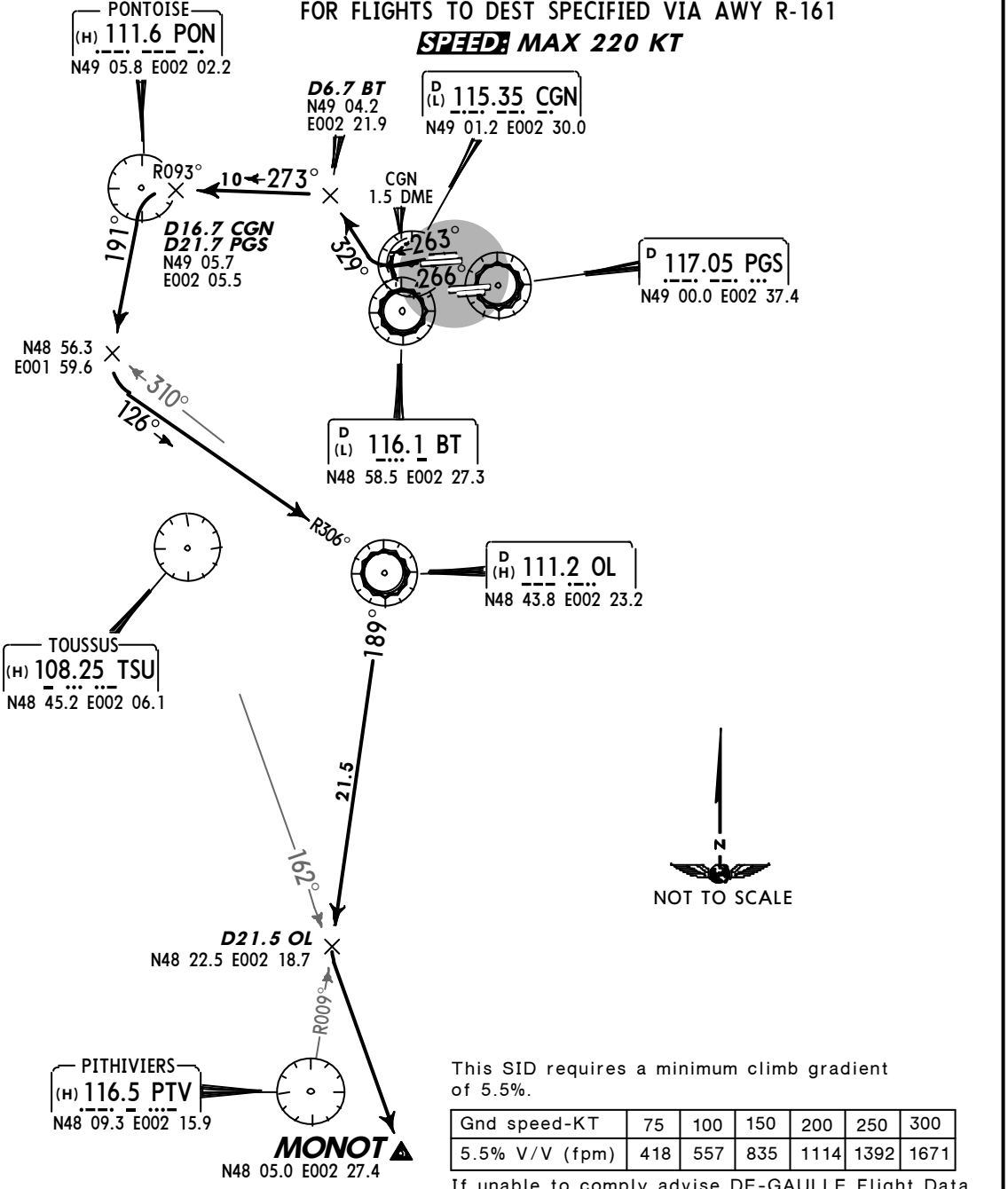
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 20-3V5 Eff 7 Mar

PARIS, FRANCE
SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 3Z *[MONO3Z]*
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
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 Flight Data.

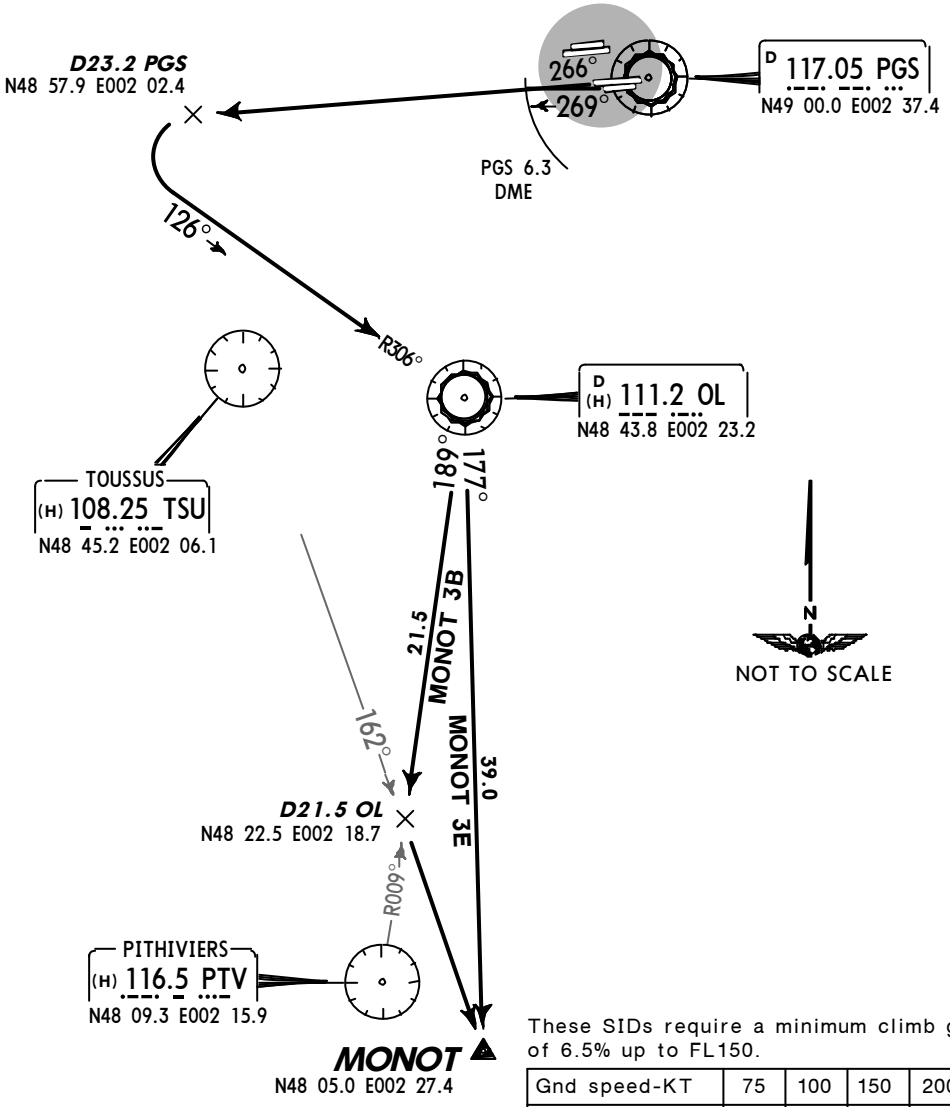
Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: SID renumbered & revised.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 3B *[MONO3B]*, MONOT 3E *[MONO3E]*
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

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 FL60, whichever is earlier, except for safety or control reasons.

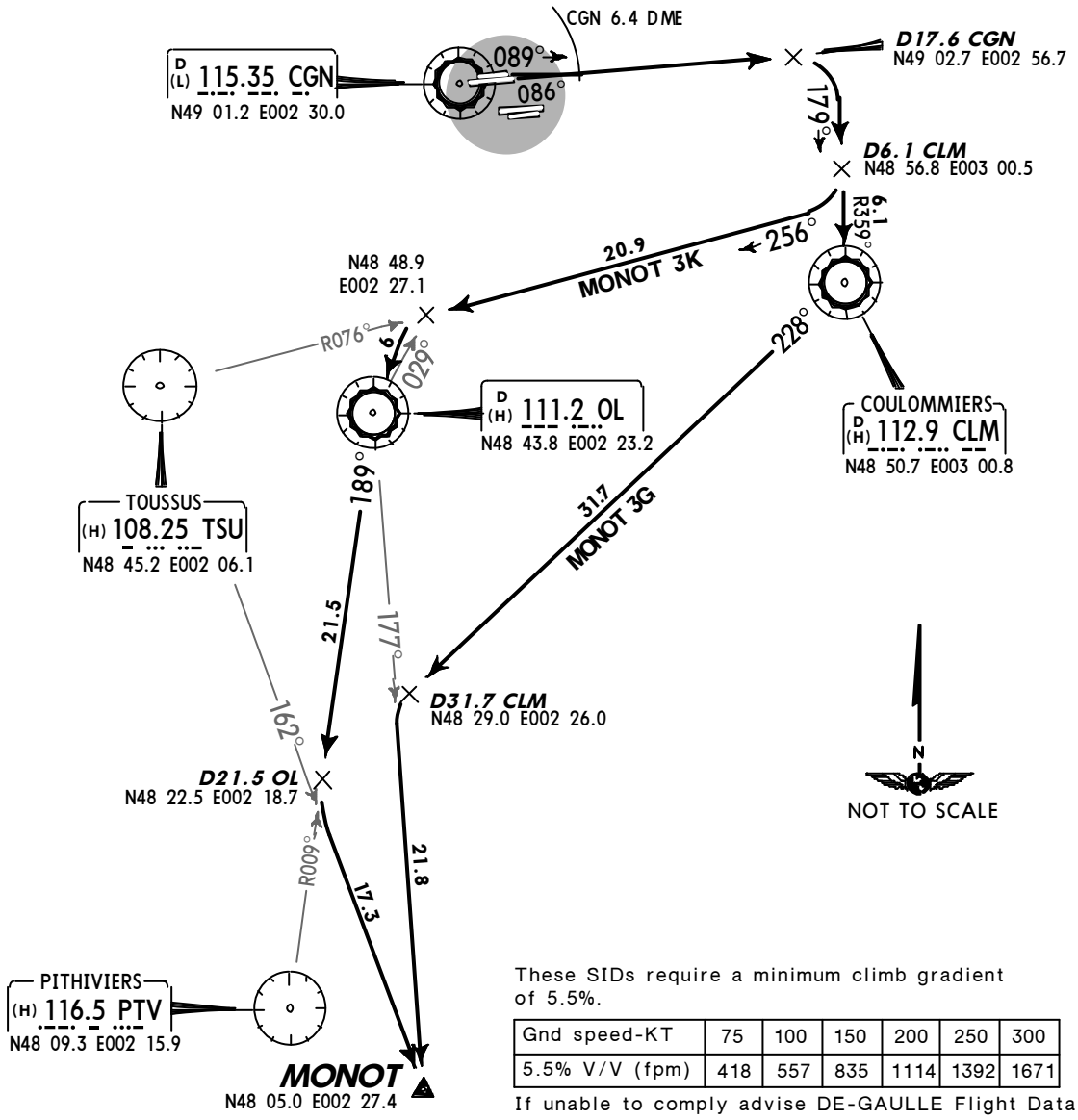
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS.
26R	Intercept PGS R-266 to D23.2 PGS.

SID	ROUTING
MONOT 3B	At D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 3E	At D23.2 PGS turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-177 to MONOT.

CHANGES: SIDs renumbered.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 3G *[MONO3G]*, MONOT 3K *[MONO3K]*
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

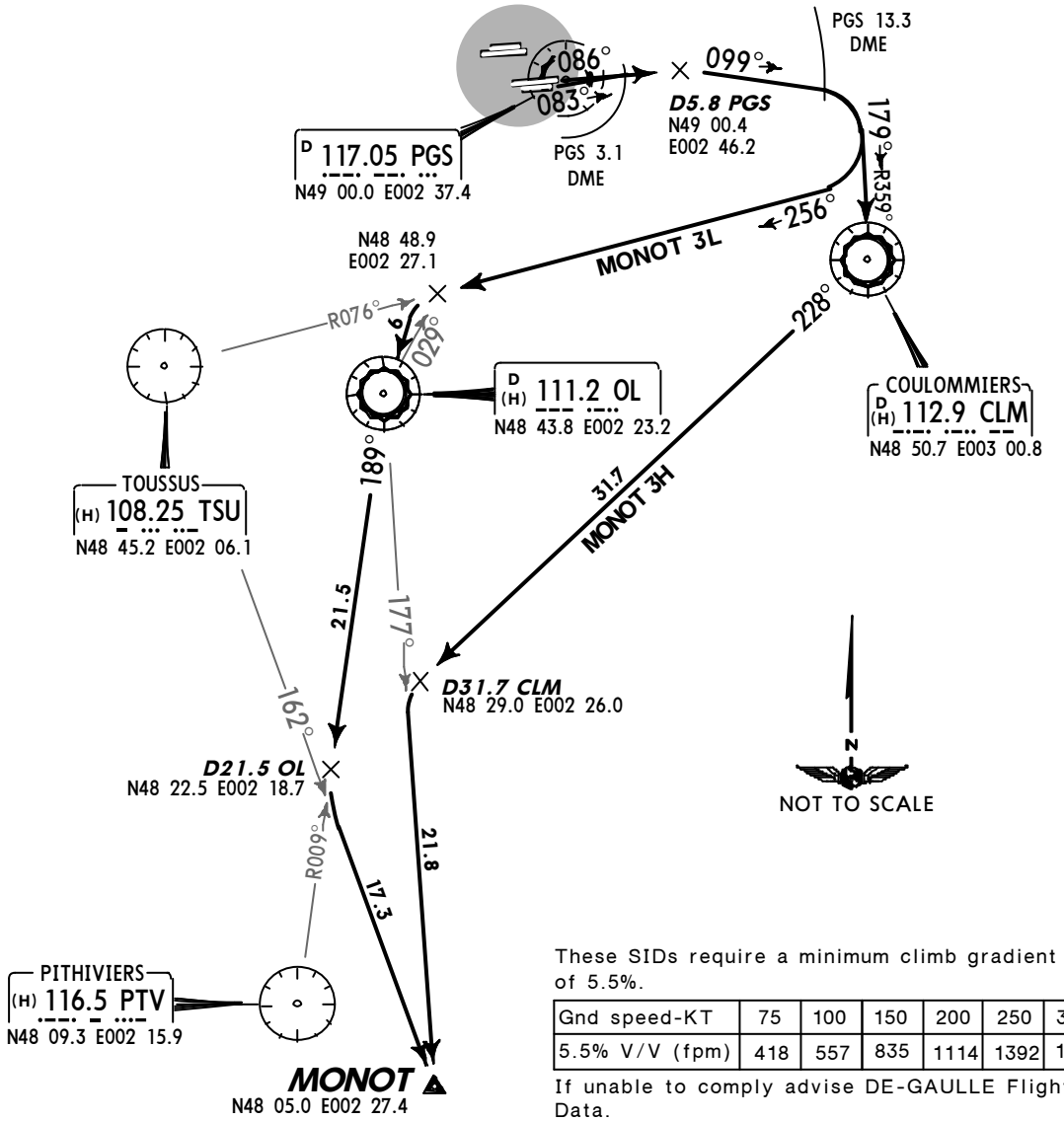
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
MONOT 3G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.
MONOT 3K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: SIDs renumbered.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 3H *[MONO3H]*, MONOT 3L *[MONO3L]*
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
MONOT 3H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.
MONOT 3L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: SIDs renumbered.

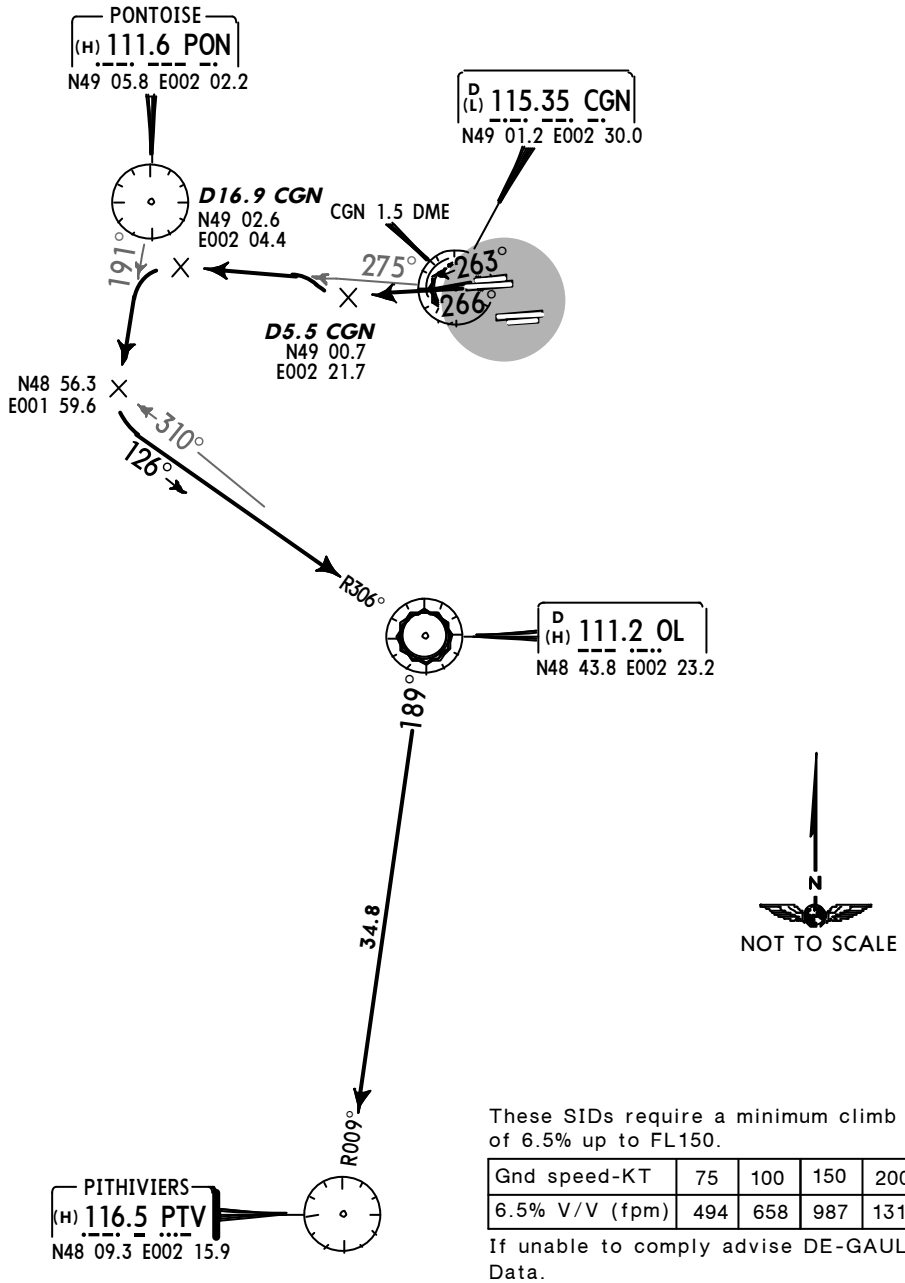
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 (20-3V8) Eff 7 Mar

PARIS, FRANCE
SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 3A (PTV 3A), PITHIVIERS 3D (PTV 3D)
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.

CHANGES: SIDs renumbered.

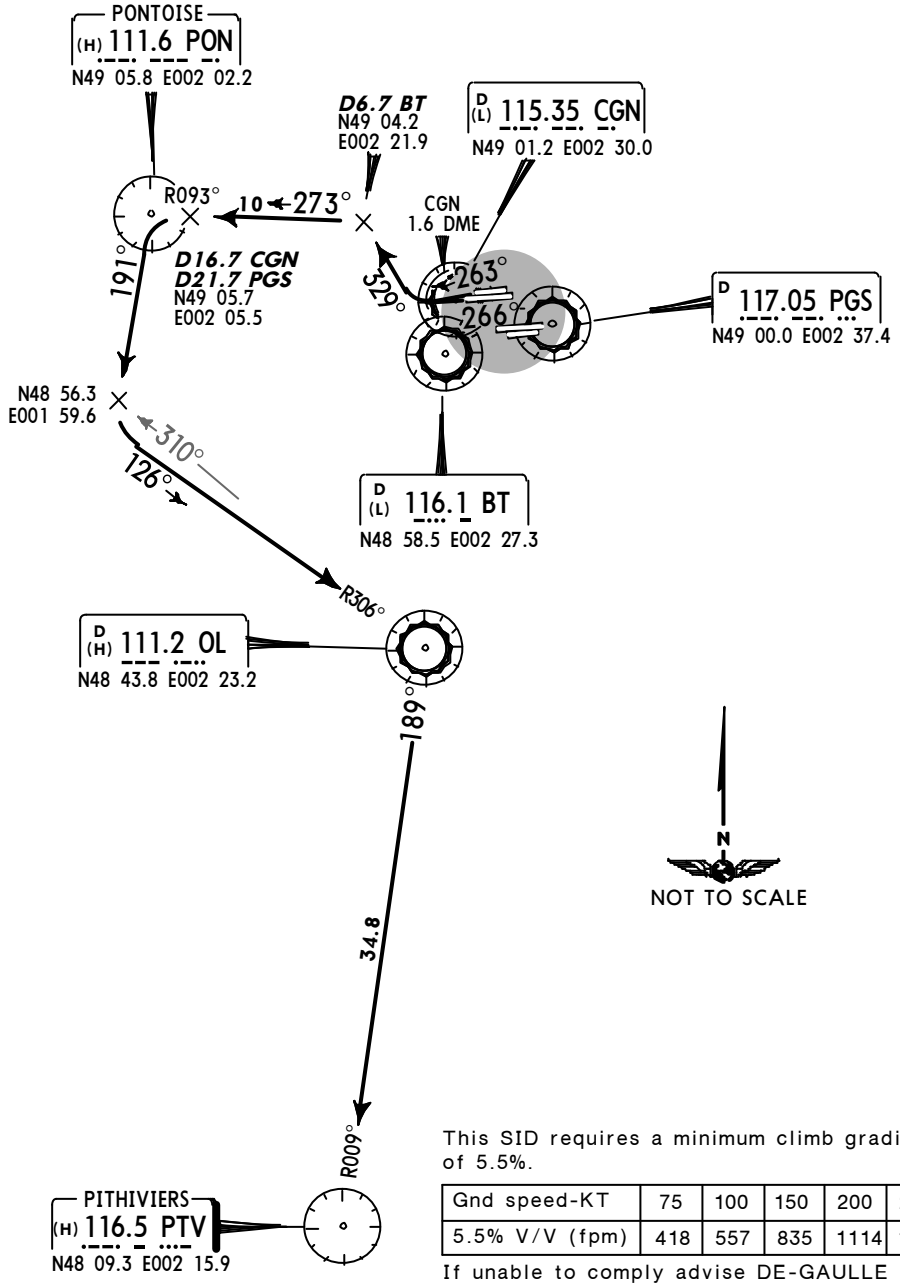
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 (20-3V9) Eff 7 Mar

PARIS, FRANCE
SID

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 3Z (PTV 3Z)
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
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 Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south), turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.

CHANGES: SID renumbered & revised.

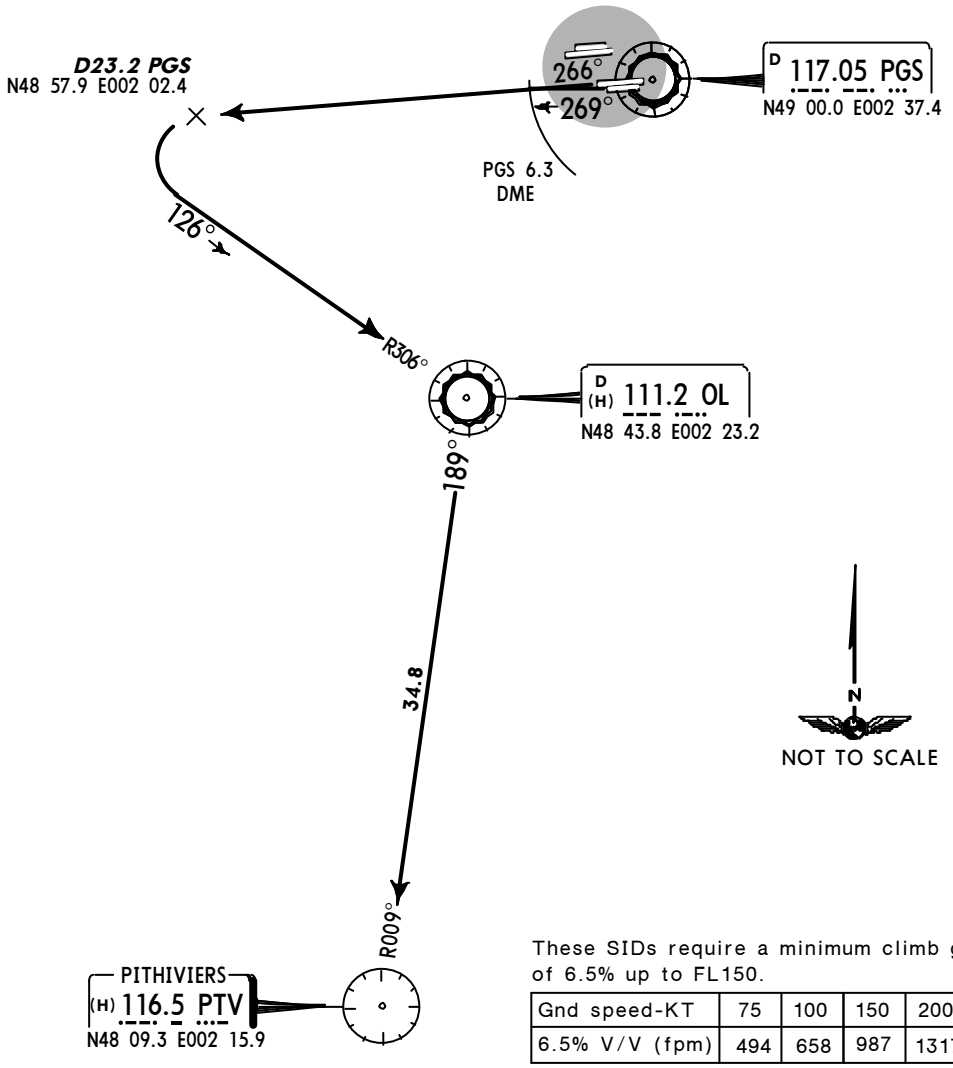
LFPG/CDG CHARLES-DE-GAULLE

PARIS, FRANCE

SID

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 3B (PTV 3B), PITHIVIERS 3E (PTV 3E)
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 6.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

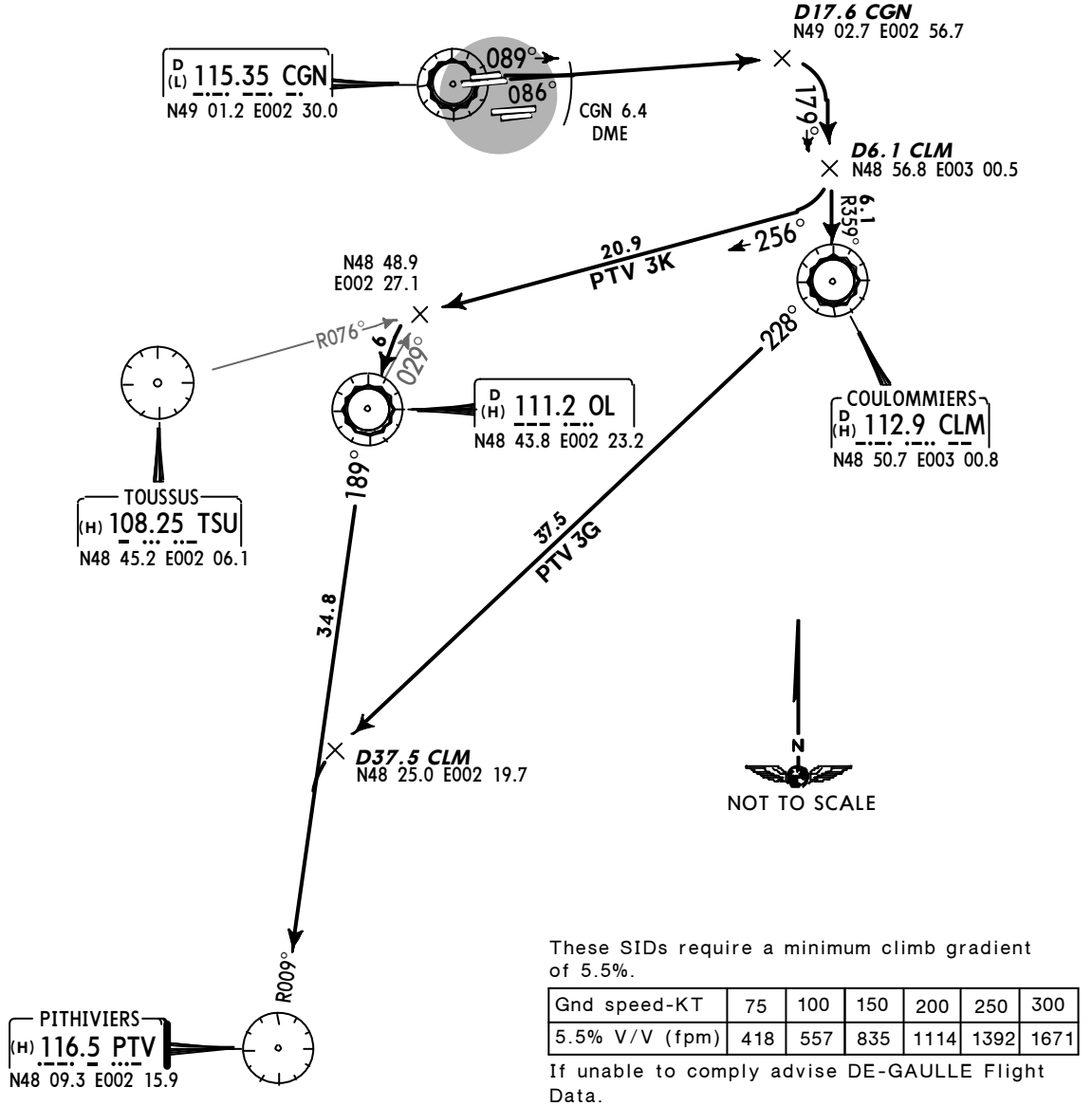
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.

CHANGES: SIDs renumbered.

DE GAULLE Departure 133.37	*Apt Elev* 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 3G (PTV 3G), PITHIVIERS 3K (PTV 3K)
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.

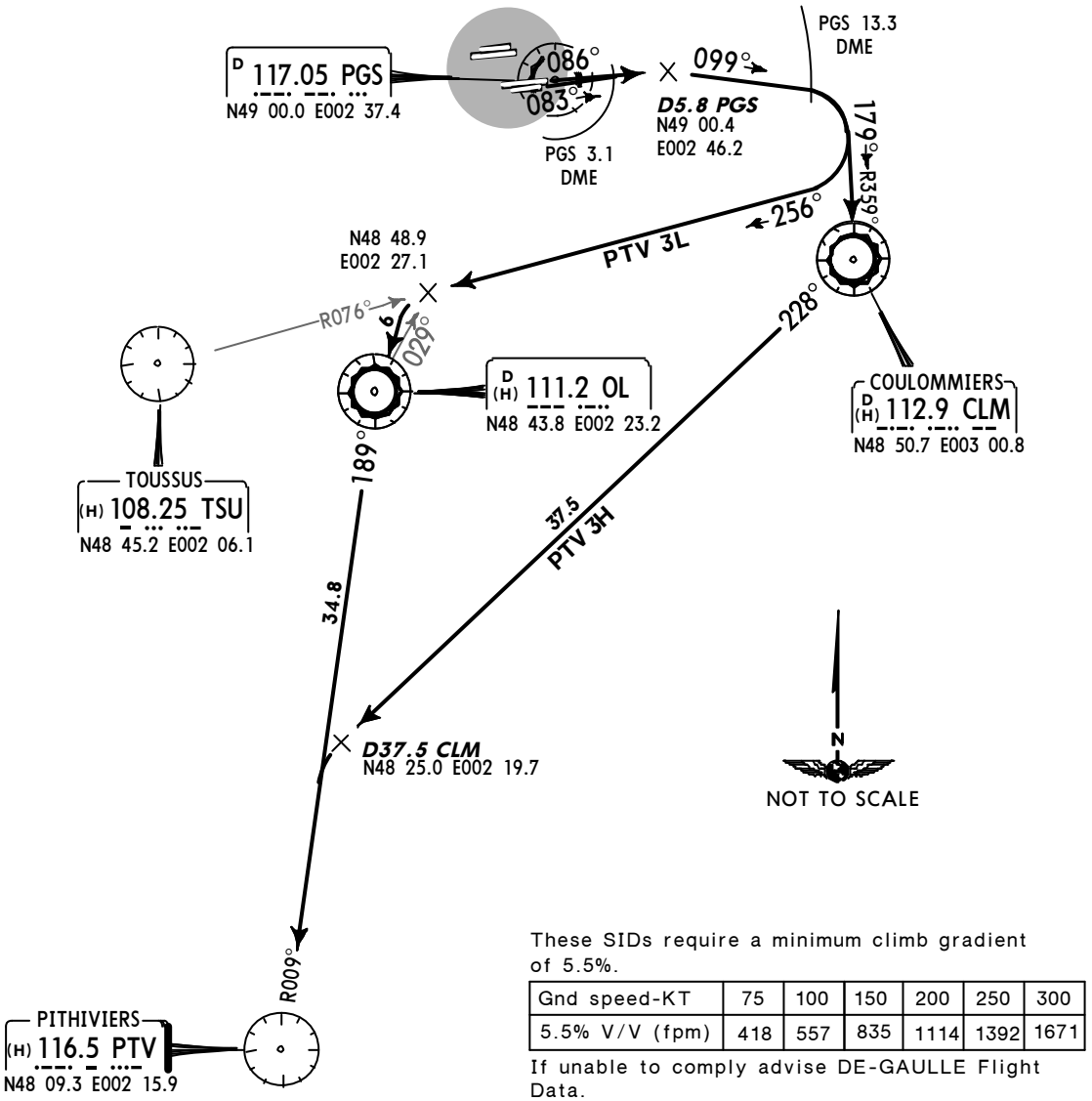
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
PTV 3G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 3K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, intercept PTV R-009 inbound to PTV.

CHANGES: SIDs renumbered.

DE GAULLE Departure 133.37	Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 3H (PTV 3H), PITHIVIERS 3L (PTV 3L)
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B-31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000′

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
PTV 3H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 3L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, intercept PTV R-009 inbound to PTV.

CHANGES: SIDs renumbered.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 (20-3X2) Eff 7 Mar

PARIS, FRANCE
DEPARTURE POGO

Apt Elev
392'

Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R and 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. POGO departures do not include holding procedures.
4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.
5. Initial climb clearance by ATC.

BVS 3A
WESTERLY OPERATIONS AT LFPG & LFPO

BVS 3D
WESTERLY OPERATIONS AT LFPG/EASTERLY OPERATIONS AT LFPO

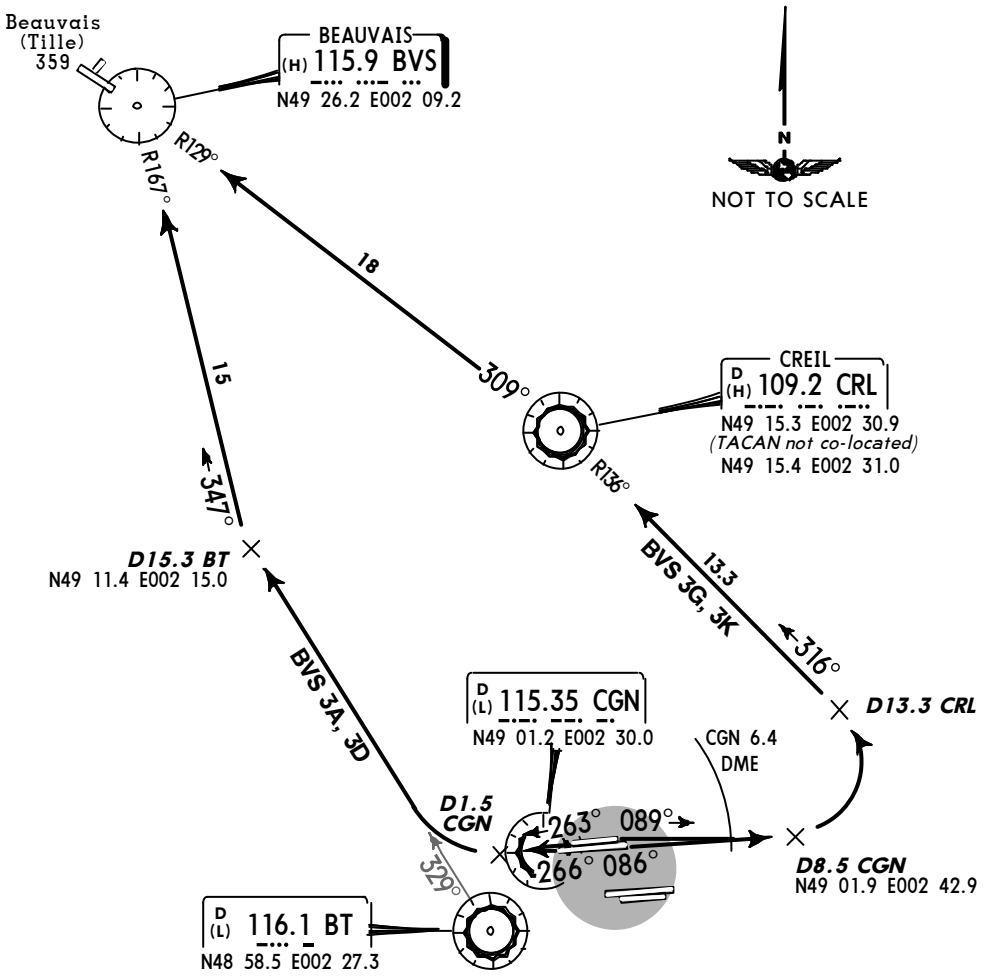
RWYS 27L/R DEPARTURES (POGO)

BVS 3G
EASTERLY OPERATIONS AT LFPG & LFPO

BVS 3K
EASTERLY OPERATIONS AT LFPG/WESTERLY OPERATIONS AT LFPO

RWYS 09L/R DEPARTURES (POGO)

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

CHANGES: POGO SIDs renumbered.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 (20-3X3) Eff 7 Mar

PARIS, FRANCE
DEPARTURE POGO

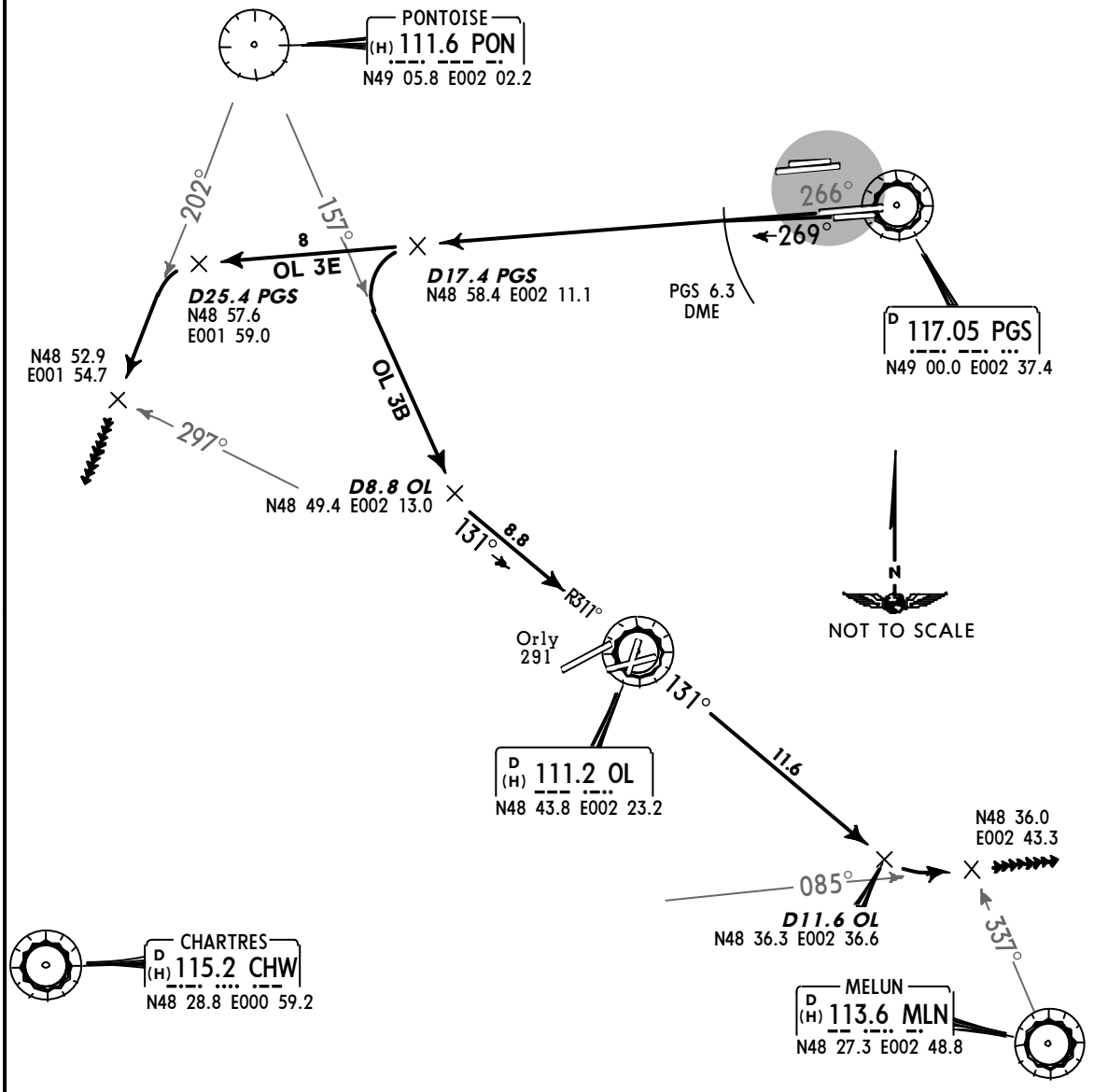
Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan. 5. Initial climb clearance by ATC.

OL 3B
WESTERLY OPERATIONS AT LFPG & LFPO

OL 3E
WESTERLY OPERATION AT LFPG &
EASTERLY OPERATION AT LFPO

RWYS 26L/R DEPARTURES (POGO)

SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

CHANGES: POGO SIDs renumbered & revised.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
1 MAR 13 20-3X4 Eff 7 Mar

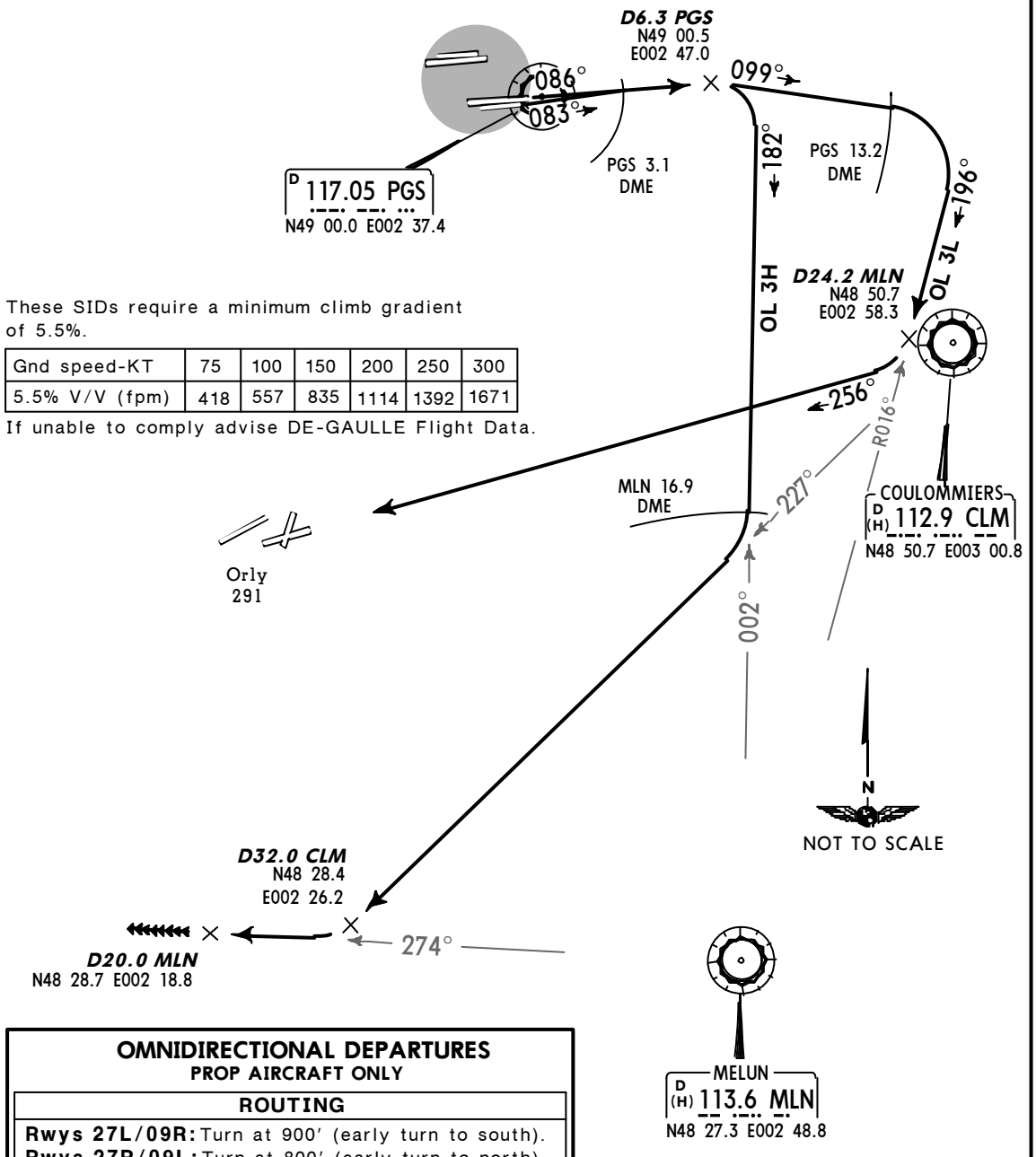
PARIS, FRANCE
DEPARTURE POGO

Apt Elev 392′	Trans level: By ATC Trans alt: 5000′ 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan. 5. Initial climb clearance by ATC.

OL 3H
EASTERLY OPERATIONS AT LPFG & LFPO

OL 3L
EASTERLY OPERATIONS AT LPFG & WESTERLY OPERATIONS AT LFPO

RWYS 08L/R DEPARTURES (POGO)
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

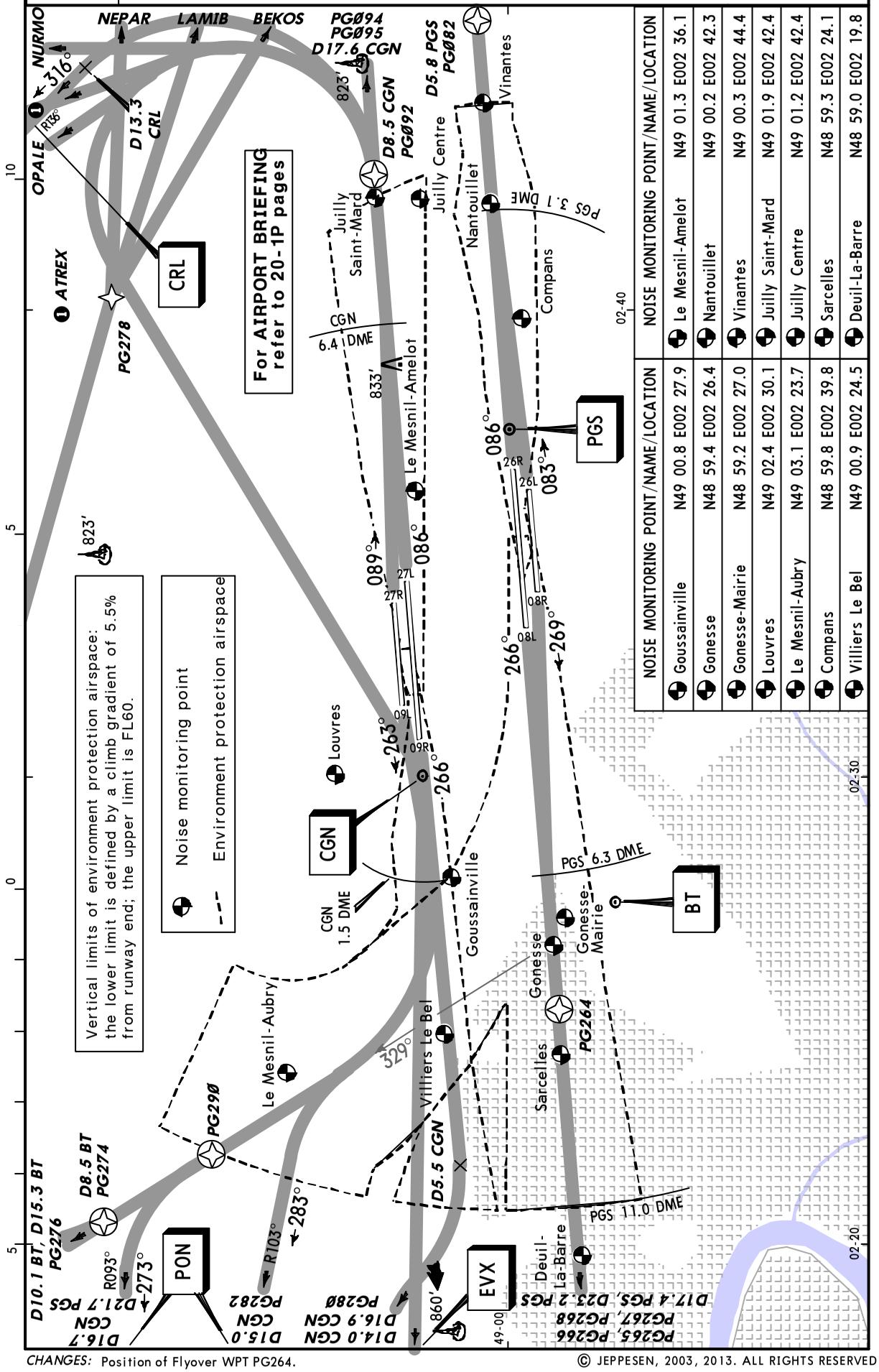
OMNIDIRECTIONAL DEPARTURES
PROP AIRCRAFT ONLY

ROUTING
Rwys 27L/09R: Turn at 900′ (early turn to south).
Rwys 27R/09L: Turn at 800′ (early turn to north).
Rwys 26L/08R: Turn at 800′ (early turn to south).
Rwys 26R/08L: Turn at 900′ (early turn to north).

CHANGES: POGO SIDs renumbered & revised.

Apt Elev 392′

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION	
Goussainville	N49 00.8 E002 27.9
Gonesse	N48 59.4 E002 26.4
Gonesse-Mairie	N48 59.2 E002 27.0
Louvres	N49 02.4 E002 30.1
Le Mesnil-Aubry	N49 03.1 E002 23.7
Compans	N48 59.8 E002 39.8
Villiers Le Bel	N49 00.9 E002 24.5

NOISE MONITORING POINT/NAME/LOCATION	
Le Mesnil-Amelot	N49 01.3 E002 36.1
Nantouillet	N49 00.2 E002 42.3
Vinantes	N49 00.3 E002 44.4
Juilly Saint-Mard	N49 01.9 E002 42.4
Juilly Centre	N49 01.2 E002 42.4
Sarcelles	N48 59.3 E002 24.1
Deuil-La-Barre	N48 59.0 E002 19.8

CHANGES: Position of Flyover WPT PG264.

LFPG/CDG

JEPPESEN

22 MAR 13 (20-08) Eff 2 Apr

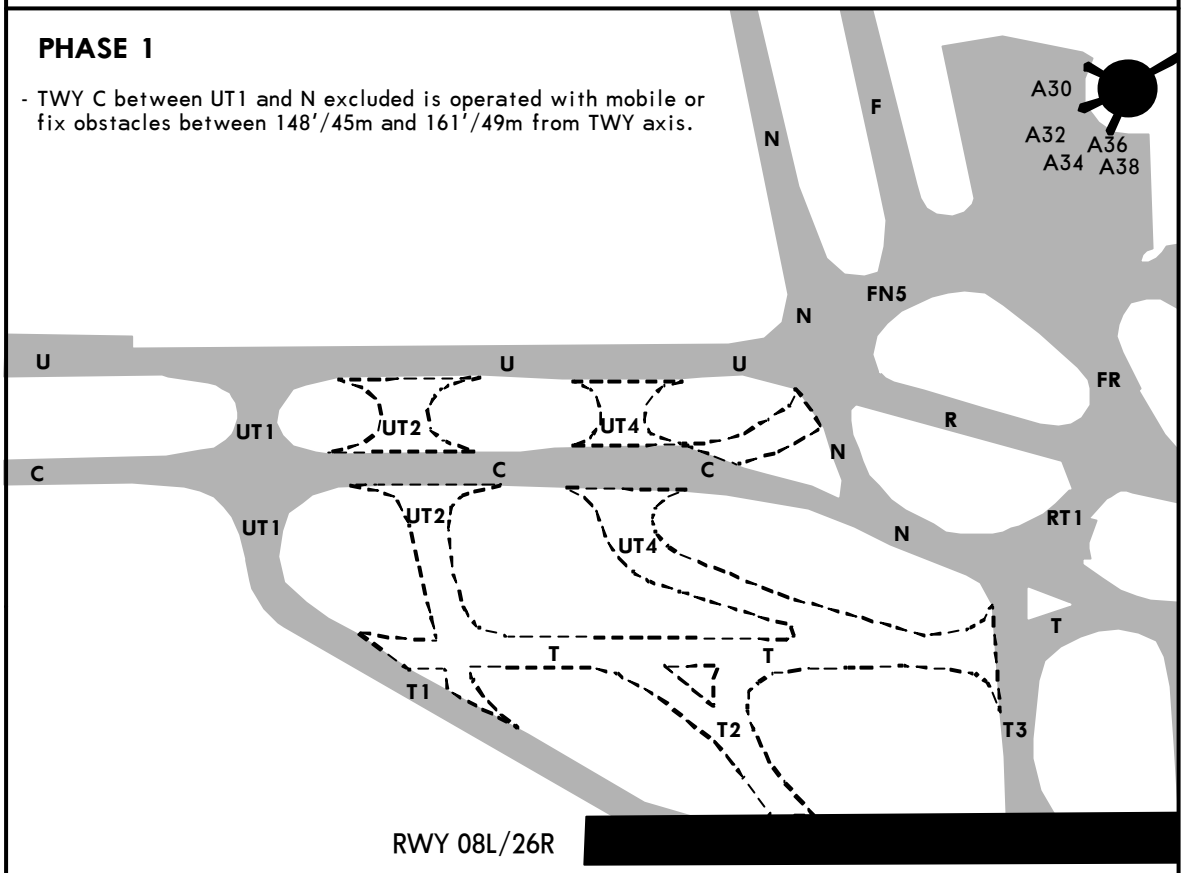
PARIS, FRANCE
CHARLES-DE-GAULLE

CONSTRUCTION WORK IN VICINITY OF APT

REFER ALSO TO LATEST NOTAMS

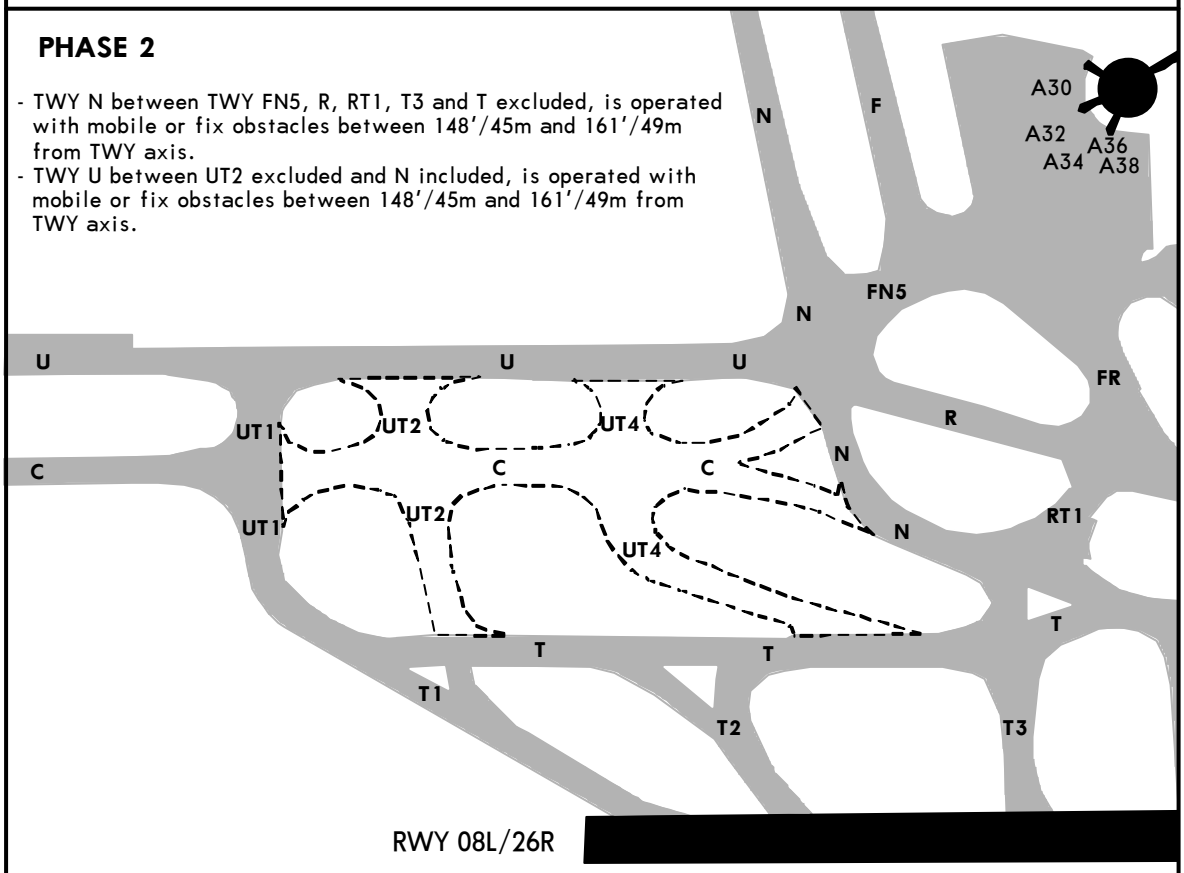
PHASE 1

- TWY C between UT1 and N excluded is operated with mobile or fix obstacles between 148'/45m and 161'/49m from TWY axis.



PHASE 2

- TWY N between TWY FN5, R, RT1, T3 and T excluded, is operated with mobile or fix obstacles between 148'/45m and 161'/49m from TWY axis.
- TWY U between UT2 excluded and N included, is operated with mobile or fix obstacles between 148'/45m and 161'/49m from TWY axis.



CHANGES: New temporary chart.

LFPG/CDG

JEPPESEN

22 MAR 13 (20-08A) Eff 2 Apr

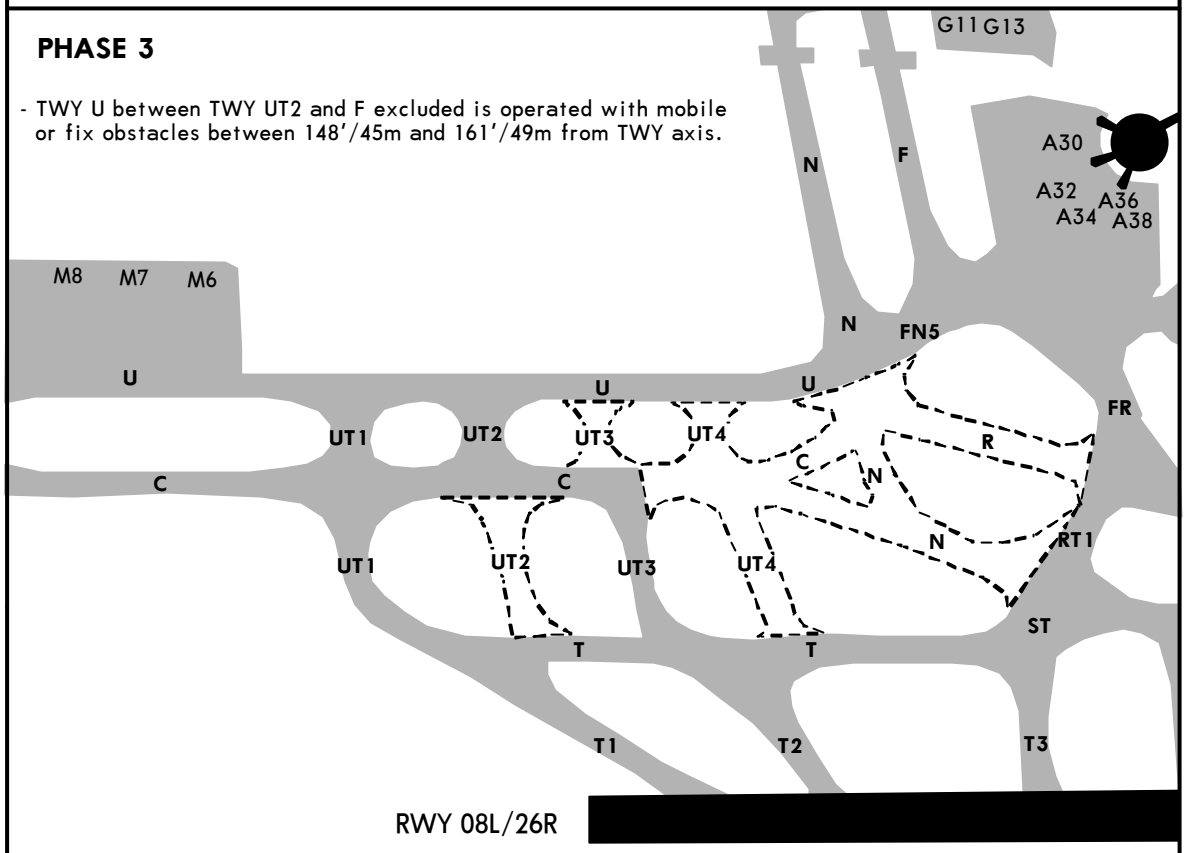
PARIS, FRANCE
CHARLES-DE-GAULLE

CONSTRUCTION WORK IN VICINITY OF APT

REFER ALSO TO LATEST NOTAMS

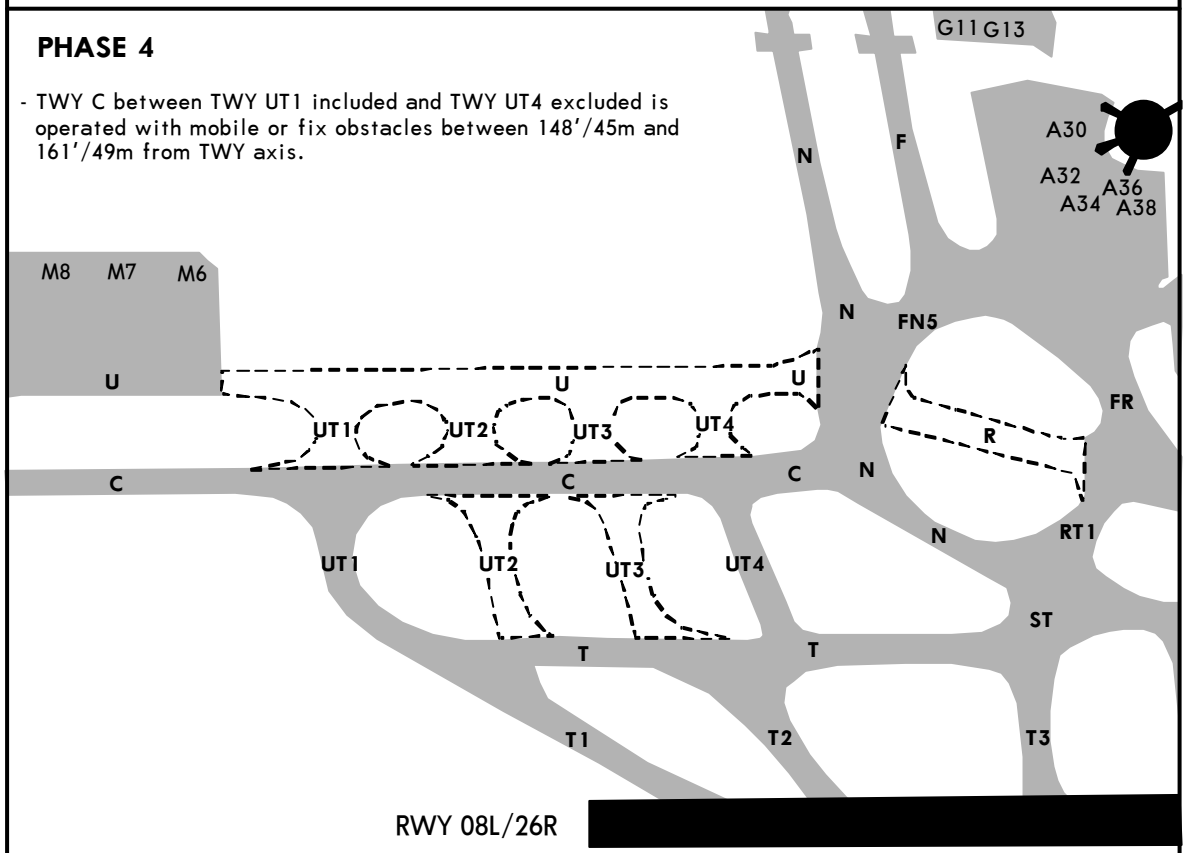
PHASE 3

- TWY U between TWY UT2 and F excluded is operated with mobile or fix obstacles between 148'/45m and 161'/49m from TWY axis.



PHASE 4

- TWY C between TWY UT1 included and TWY UT4 excluded is operated with mobile or fix obstacles between 148'/45m and 161'/49m from TWY axis.



CHANGES: New temporary chart.

LFPG/CDG

Apt Elev 392′
N49 00.6 E002 32.9

JEPPESEN 20-9 14 JUN 13 Eff 27 Jun

PARIS, FRANCE
CHARLES-DE-GAULLE

D-ATIS	ACARS	DE GAULLE Flight Data (Cpt	*DE GAULLE Traffic (GND)	DE GAULLE Ground		Tower		DE GAULLE Departure		
				North	South	Rwys 09L/R & 27L/R	Rwys 08L/R & 26L/R			
127.12 (French 128.22)	DCL	126.65 121.72	(Refer to table below)	121.6 121.77	121.8 121.97	119.25 123.6	120.9 118.65	124.35	133.37	131.2

*DE GAULLE Traffic (GND)

Parking Area	Frequency
B & D	118.1
F	119.55
K, L & J	121.67 121.87
A, C & E	121.92
I & EN	131.6

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

For AIRPORT BRIEFING refer to 20-1P pages. For complete twy designation, holding points, de-icing pads and runway incursion hot spots refer to 20-9A/20-9B.

LEGEND
A, F Parking area
B, Q Taxiway
HOT SPOTS

10° W

09L 086 — 8858′ 2700m
09R 086 — 13,780′ 4200m
27R 266 — 27L 266
08L 086 — 13,829′ 4215m
08R 086 — 8858′ 2700m
26R 266 — 26L 266

VOR

Control Tower North 689′
Control Tower Center 617′
Control Tower East Apron
Control Tower South 614′

TERMINAL 3
TML 1
TML 2
TML 2G
TML S3
TML S4
MET 446′
FIRE-STATION 1
Blast fences
ARP

FOR DETAILS SEE 20-9H
FOR DETAILS SEE 20-9D
FOR DETAILS SEE 20-9E
FOR DETAILS SEE 20-9F
FOR DETAILS SEE 20-9G
FOR DETAILS SEE 20-9J

DE-ICING PAD JN
DE-ICING PAD JS
DE-ICING PADS SE1 thru SE4

❶ DE-ICING PADS NW1 THRU NW4
❷ DE-ICING PADS ROMEO NORTH & SOUTH
❸ DE-ICING PADS NE1 THRU NE4
❹ DE-ICING PADS SW1 & SW2
❺ Control Tower South 614′

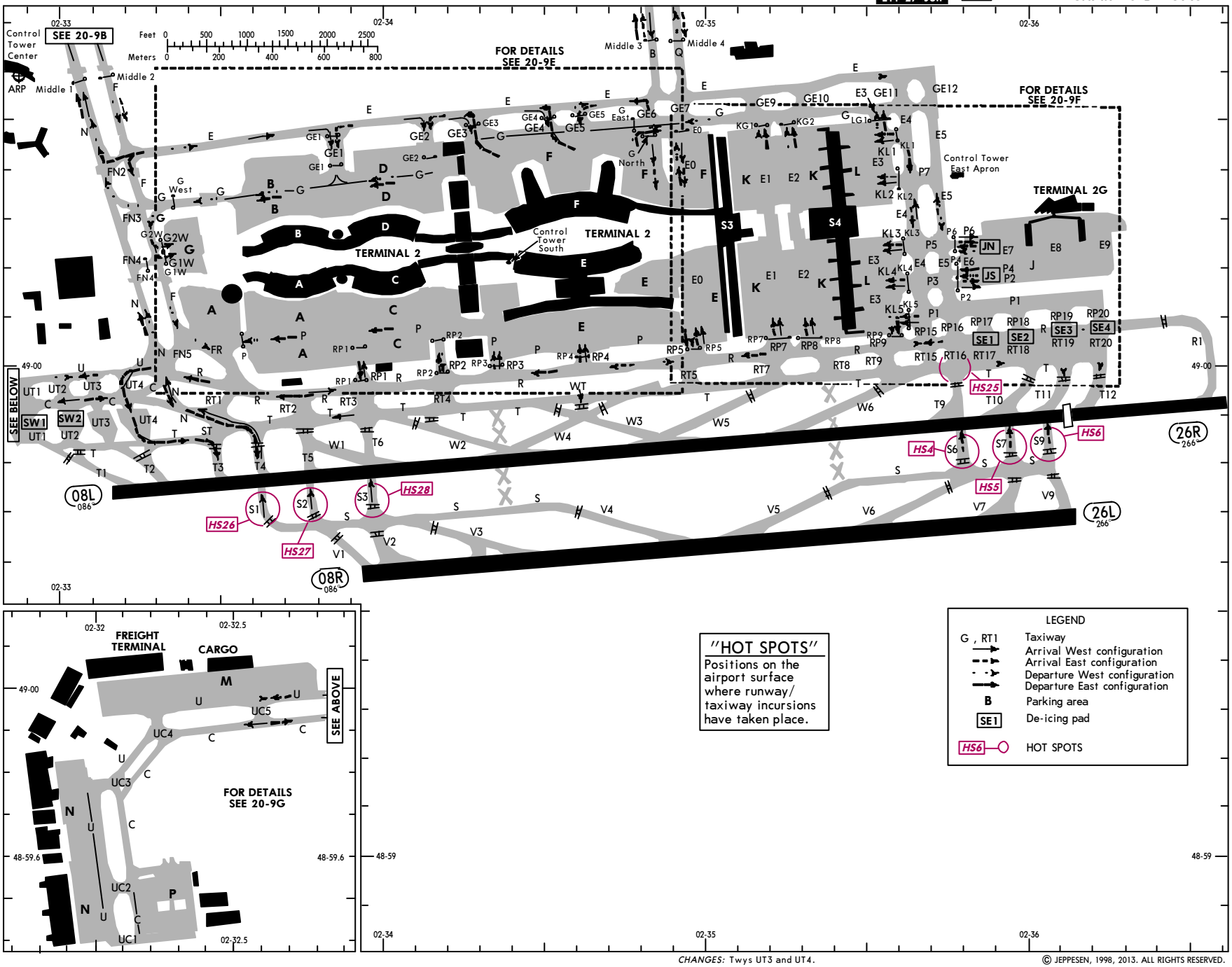
Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Twys UT3 and UT4.

LFPG/CDG

JEPPESEN
14 JUN 13
Eff 27 Jun
20-9A

PARIS, FRANCE
CHARLES-DE-GAULLE



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

LEGEND
- G , RT1 — Taxiway
- Arrival West configuration
- Arrival East configuration
- Departure West configuration
- Departure East configuration
- B — Parking area
- SE1 — De-icing pad
- HS6 — HOT SPOTS

CHANGES: Twys UT3 and UT4.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR	13,681′ *4170m* 11,860′ *3615m*	12,634′ *3851m* 10,804′ *3293m*	❶ ❸ ❷ ❹	148′ *45m*

❶ TORA RWY 08L: From rwy head 13,681′ (4170m)
twy T2 int 13,139′ (4005m)
twy T3 int 12,385′ (3775m)
twy T4 int 11,860′ (3615m)
twy T5 int 11,270′ (3435m)
twy T6 int 10,449′ (3185m)

❷ TORA RWY 26R: From rwy head 13,829′ (4215m)
twy T12 int 12,254′ (3735m)
twy T11 int 11,860′ (3615m)
twy T10 int 11,352′ (3460m)
twy T9 int 10,630′ (3240m)

❸ RWY 08L: Full length of 13,681′ (4170m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,385′ (3775m), or when cleared by ATC.

❹ RWY 26R: Full length of 13,829′ (4215m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,254′ (3735m), or when cleared by ATC.

08R ❺ 26L	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL PAPI-R(angle 3.0°) HST	RVR		7839′ *2389m*	❻	197′ *60m*
	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		7825′ *2385m*	❼	

❺ Rwy grooved on a portion of 131′ (40m) wide, except on first 984′ (300m) from both thresh.

❻ TORA RWY 08R: From rwy head 8858′ (2700m)
twy V2 int 8596′ (2620m)
twy V3 int 7054′ (2150m)

❼ TORA RWY 26L: From rwy head 8858′ (2700m)
twy V7 int 8235′ (2510m)
twy V6 int 6693′ (2040m)

09L 27R	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		7869′ *2398m* 7709′ *2350m*	❽ ❾	197′ *60m*

❽ TORA RWY 09L: From rwy head 8858′ (2700m)
twy Z2 int 8399′ (2560m)
twy Z3 int 6890′ (2100m)

❾ TORA RWY 27R: From rwy head 8858′ (2700m)
twy Z7 int 8202′ (2500m)
twy Z6 int 6890′ (2100m)

09R 27L	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		12,697′ *3870m* 11,811′ *3600m*	❿ ⓬ ⓫ ⓭	148′ *45m*

❿ TORA RWY 09R: From rwy head 13,780′ (4200m)
twy Y2 int 13,025′ (3970m)
twy Y3 int 11,909′ (3630m)
twy K1 int 11,352′ (3460m)
twy K2 int 10,433′ (3180m)
twy K3 int 9711′ (2960m)

⓫ TORA RWY 27L: From rwy head 13,780′ (4200m)
twy Y12 int 12,730′ (3880m)
twy Y11 int 11,811′ (3600m)
twy K7 int 11,286′ (3440m)
twy K6 int 10,433′ (3180m)

⓬ RWY 09R: Full length of 13,780′ (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 11,909′ (3630m), or when cleared by ATC.

⓭ RWY 27L: Full length of 13,780′ (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,730′ (3880m), or when cleared by ATC.

Standard TAKE-OFF [1]

	LVP must be in Force					
	[2] Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

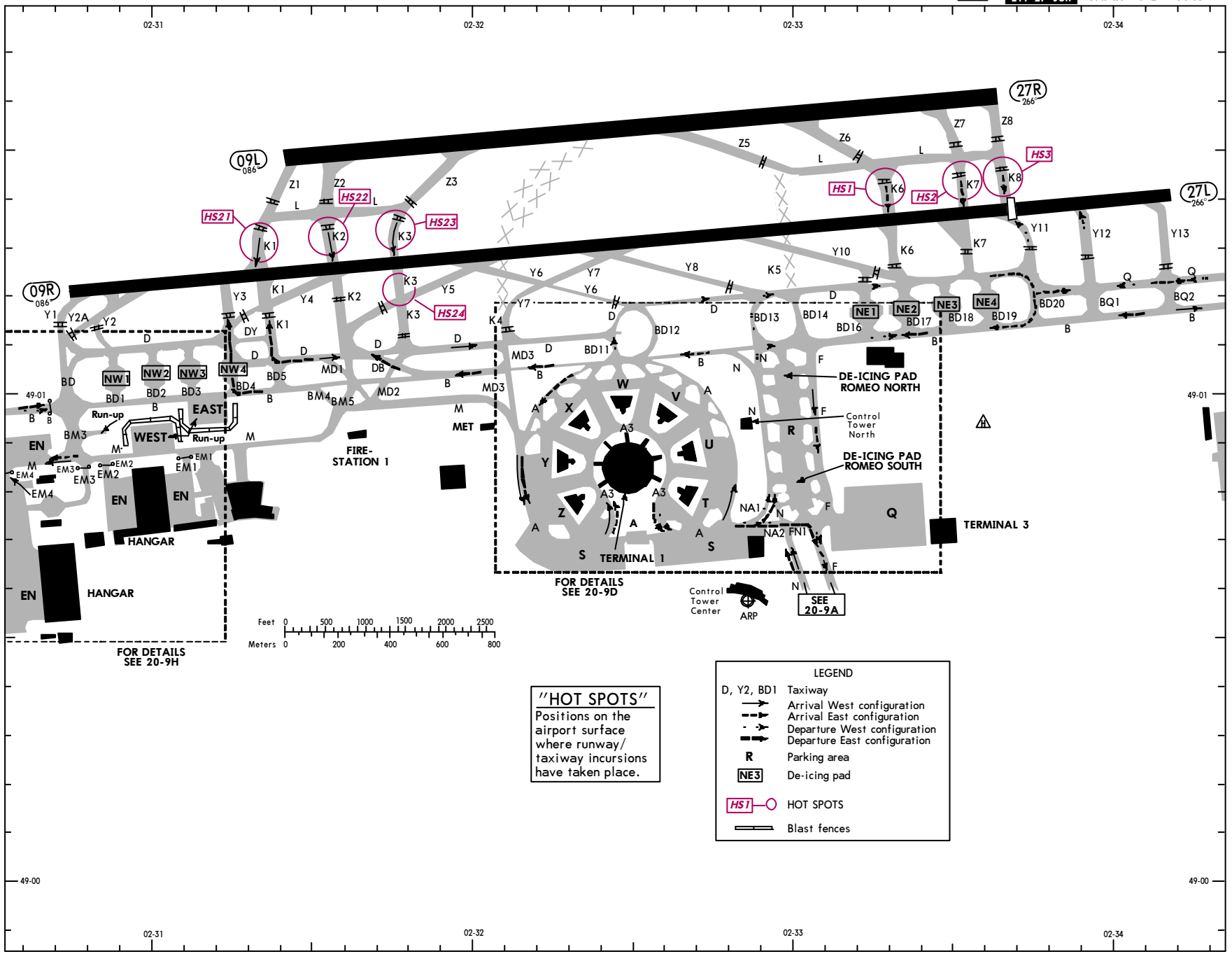
[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
[2] With approved guidance system: ABCD 75m.

CHANGES: Usable lengths rwy 08L.

LFPG/CDG

JEPPESEN
20-9B
14 JUN 13
Eff 27 Jun

PARIS, FRANCE
CHARLES-DE-GAULLE



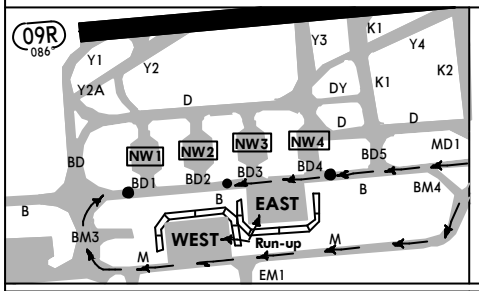
"HOT SPOTS"
Positions on the airport surface where runway/ taxiway incursions have taken place.

LEGEND

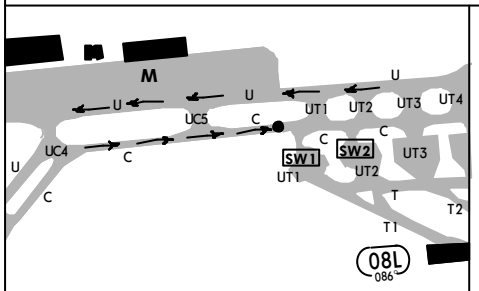
D, Y2, BD1	Taxiway
→	Arrival West configuration
- - →	Arrival East configuration
- · →	Departure West configuration
▬▬→	Departure East configuration
R	Parking area
NE3	De-icing pad
HS1	HOT SPOTS
	Blast fences

CHANGES: None.

DE-ICING PROCEDURES

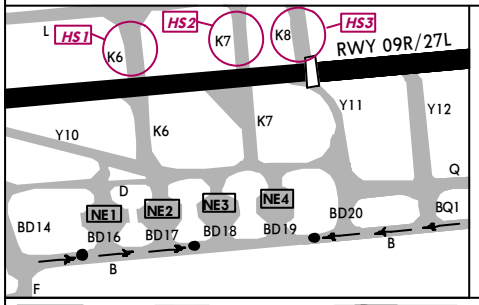


DE-ICING PADS NW1 THRU NW4

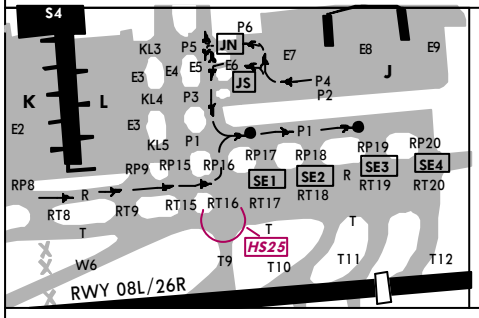


DE-ICING PADS SW1 & SW2

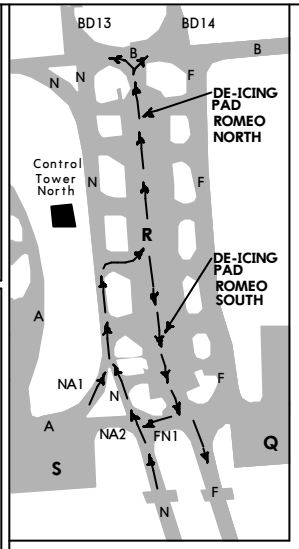
During SW1 and SW2 activation, Twy T between Twys T1 and T4 MAX CAT C ACFT.



DE-ICING PADS NE1 THRU NE4



DE-ICING PADS JN, JS & SE1 THRU SE4



LEGEND

C	Taxiway
	One way
M	Parking area
SW1	De-icing pad
	Stop point
	Blast fences
HS2	HOT SPOTS

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

CHANGES: Twys UT3 and UT4.

LFPG/CDG

PARIS, FRANCE
CHARLES-DE-GAULLE

JEPPESEN
15 MAR 13 (20-9D)

CHANGES: Chart reindexed. Stand Z49 added.

LFPG/CDG PARIS, FRANCE
CHARLES-DE-GAULLE

15 MAR 13 (20-9E)

CHANGES: Chart reindexed. Stands.

PARIS, FRANCE
CHARLES-DE-GAULLE

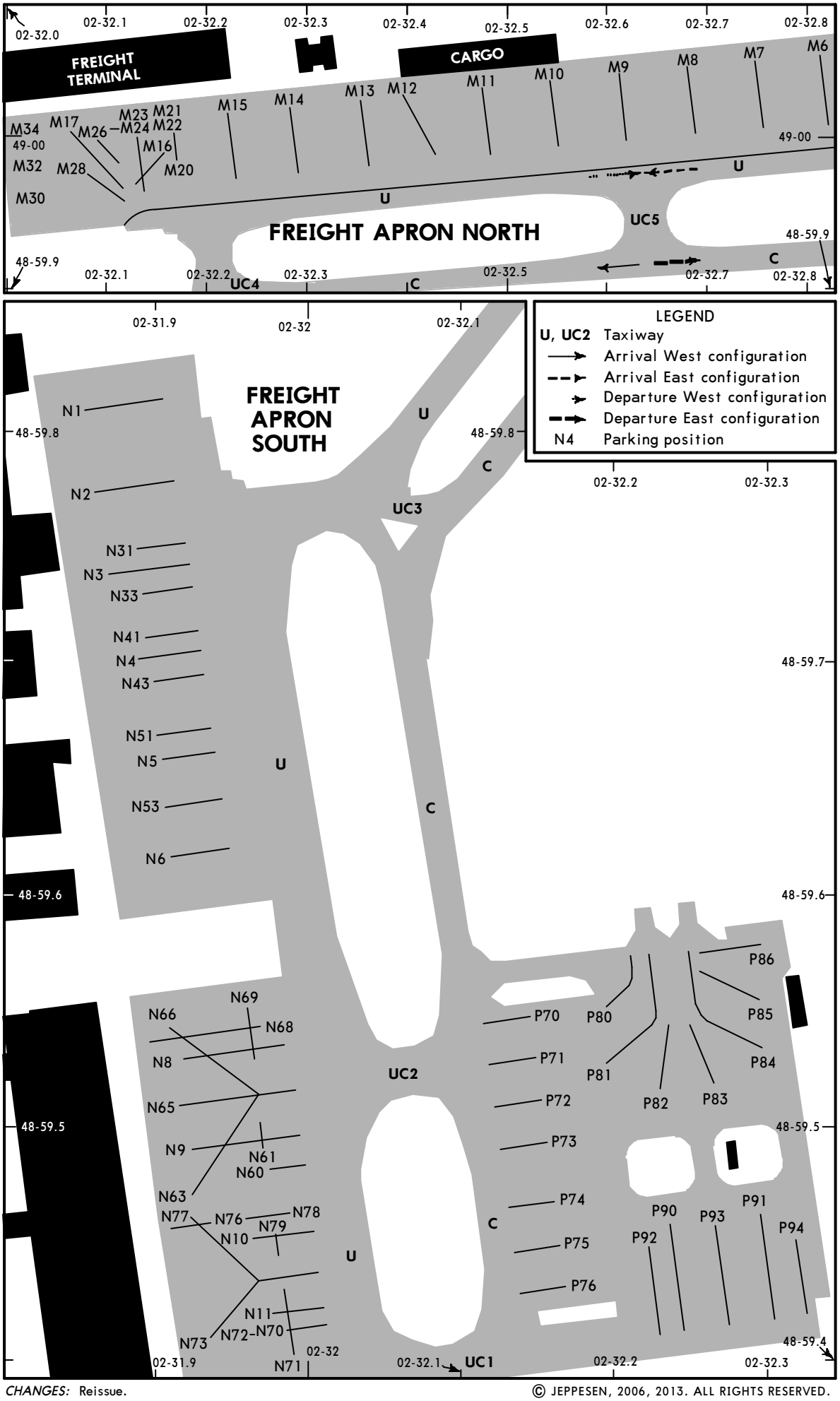
JEPPESEN
JeppView 3.7.5.0

CHANGES: Reissue.

LFPG/CDG

JEPPESEN
22 MAR 13 (20-9G)

PARIS, FRANCE
CHARLES-DE-GAULLE

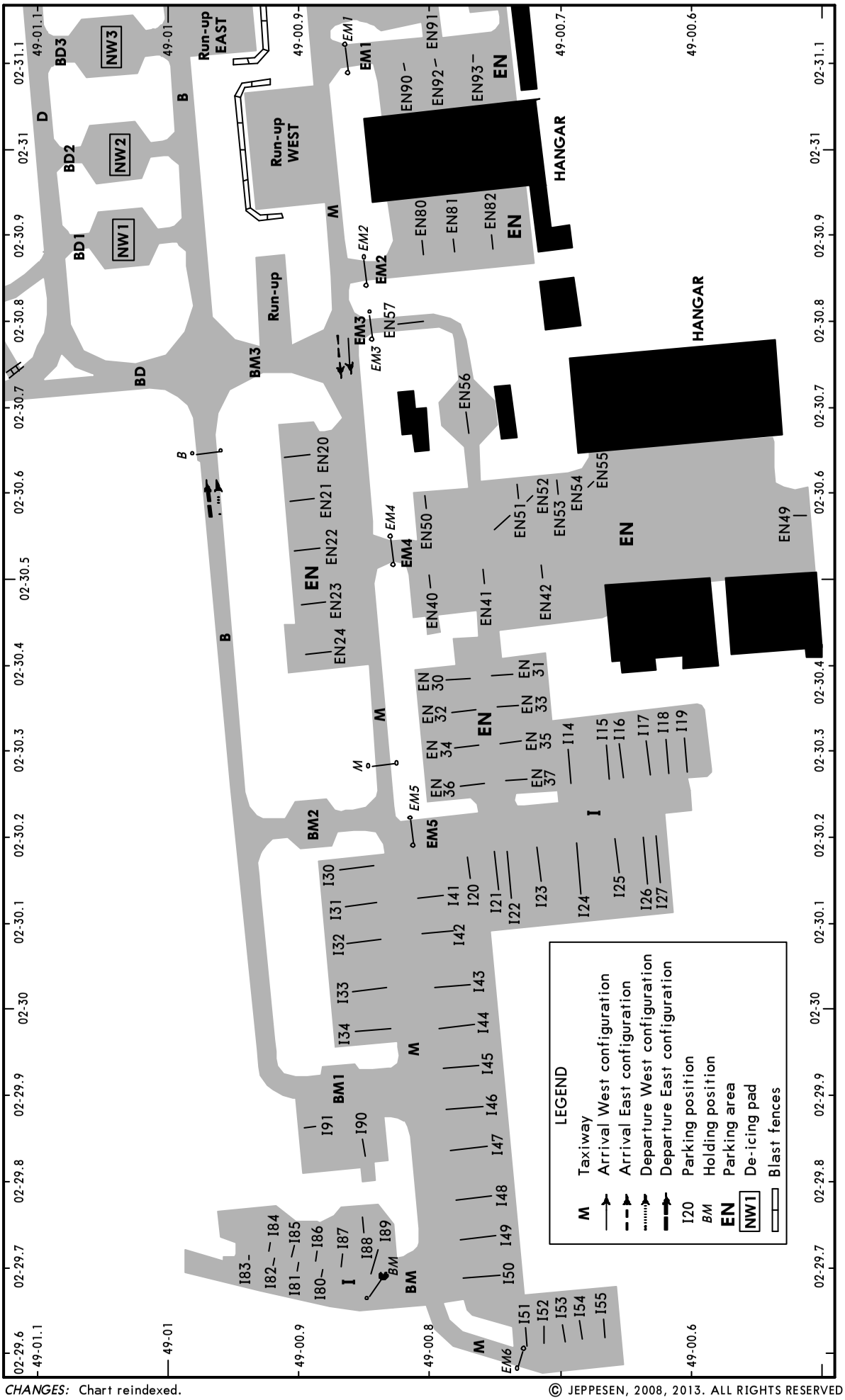


CHANGES: Reissue.

LFPG/CDG

JEPPESEN
15 MAR 13 (20-9H)

PARIS, FRANCE
CHARLES-DE-GAULLE

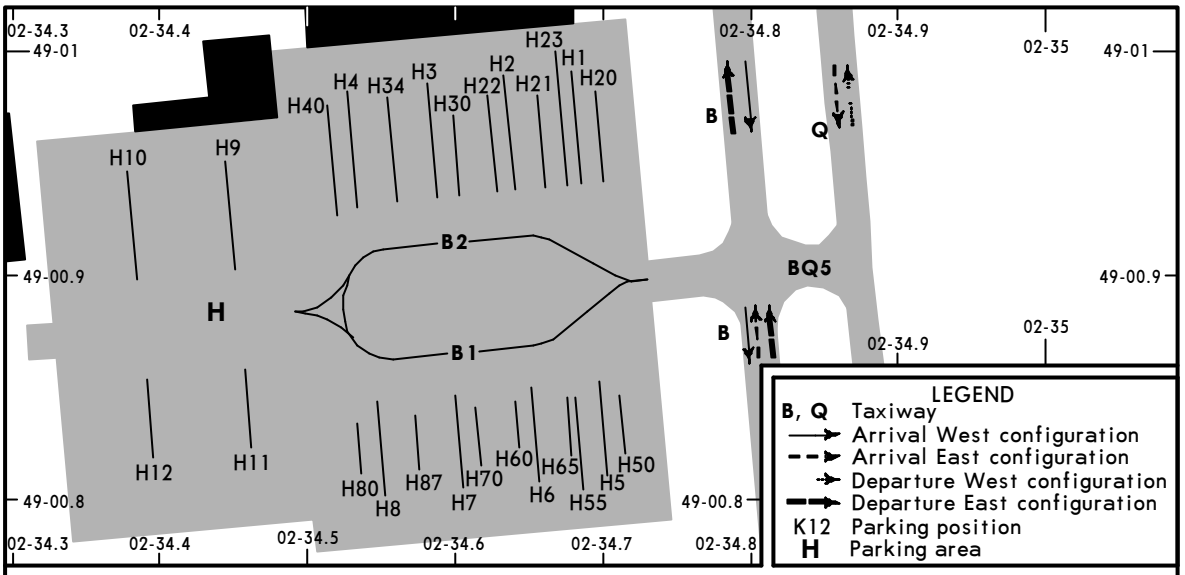


CHANGES: Chart reindexed.

LFPG/CDG

JEPPESEN
15 MAR 13 (20-9J)

PARIS, FRANCE
CHARLES-DE-GAULLE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.6	C3	N49 00.0 E002 34.0
A2	N49 00.1 E002 33.6	C4	N49 00.1 E002 34.0
A3	N49 00.0 E002 33.7	C5	N49 00.0 E002 34.0
A4	N49 00.1 E002 33.6	C6	N49 00.1 E002 34.0
A5	N49 00.0 E002 33.7	C7	N49 00.0 E002 34.1
A6	N49 00.1 E002 33.6	C8, C10	N49 00.1 E002 34.1
A7	N49 00.0 E002 33.8	C12	N49 00.1 E002 34.2
A8	N49 00.1 E002 33.7	D2	N49 00.3 E002 34.2
A9	N49 00.0 E002 33.9	D3	N49 00.4 E002 34.1
A10	N49 00.1 E002 33.7	D4	N49 00.3 E002 34.1
A12, A14	N49 00.1 E002 33.8	D5	N49 00.4 E002 34.1
A18	N49 00.1 E002 33.9	D6	N49 00.3 E002 34.1
A30 thru A38	N49 00.1 E002 33.5	D7	N49 00.4 E002 34.0
B1	N49 00.4 E002 33.8	D8	N49 00.3 E002 34.1
B2	N49 00.3 E002 33.8	D9	N49 00.4 E002 34.0
B3	N49 00.4 E002 33.8	D10	N49 00.3 E002 34.1
B4	N49 00.3 E002 33.8	D11	N49 00.4 E002 34.0
B5	N49 00.4 E002 33.7	D12	N49 00.3 E002 34.1
B6	N49 00.3 E002 33.8	D13	N49 00.4 E002 34.0
B7	N49 00.4 E002 33.7	D14	N49 00.3 E002 34.0
B8	N49 00.3 E002 33.8	D15	N49 00.4 E002 34.0
B9	N49 00.4 E002 33.7	D16	N49 00.3 E002 34.0
B10	N49 00.3 E002 33.7	D17	N49 00.4 E002 34.0
B11	N49 00.4 E002 33.6	D18	N49 00.3 E002 34.0
B12	N49 00.3 E002 33.7	D19	N49 00.4 E002 33.9
B13	N49 00.4 E002 33.6	D20, D22, D24	N49 00.3 E002 33.9
B14, B16	N49 00.3 E002 33.7	E01, E05	N49 00.2 E002 35.0
B18, B20	N49 00.3 E002 33.6	E09	N49 00.2 E002 35.1
C2	N49 00.1 E002 33.9	E10, E12	N49 00.1 E002 34.4
C2A	N49 00.1 E002 34.0	E13	N49 00.2 E002 35.1

CHANGES: Chart reindexed.

LFPG/CDG

JEPPESEN
15 MAR 13 (20-9K)

PARIS, FRANCE
CHARLES-DE-GAULLE

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E14, E16	N49 00.1 E002 34.5	F22 thru F32	N49 00.4 E002 34.5
E17	N49 00.1 E002 35.1	F34	N49 00.4 E002 34.6
E18	N49 00.1 E002 34.5	F66 thru F84	N49 00.4 E002 34.7
E20	N49 00.1 E002 34.6	F86 thru F96	N49 00.4 E002 34.8
E21	N49 00.1 E002 35.1	G10 thru G24	N49 00.2 E002 33.4
E22	N49 00.1 E002 34.6	G29, G30	N49 00.3 E002 33.3
E24	N49 00.1 E002 34.7	G31 thru G35	N49 00.3 E002 33.4
E25	N49 00.1 E002 35.1	H1, H2	N49 01.0 E002 34.7
E26	N49 00.1 E002 34.8	H3	N49 01.0 E002 34.6
E29	N49 00.1 E002 35.1	H4	N49 01.0 E002 34.5
E30	N49 00.1 E002 34.8	H5 ,H6	N49 00.8 E002 34.7
E32 thru E38	N49 00.1 E002 34.9	H7, H8	N49 00.8 E002 34.6
E40	N49 00.2 E002 34.8	H9	N49 00.9 E002 34.5
E42	N49 00.1 E002 34.8	H10	N49 00.9 E002 34.4
E44	N49 00.2 E002 34.8	H11	N49 00.8 E002 34.5
EN20, EN21	N49 00.9 E002 30.6	H12	N49 00.8 E002 34.4
EN22, EN23	N49 00.9 E002 30.5	H20 thru H23	N49 01.0 E002 34.7
EN24	N49 00.9 E002 30.4	H30, H34	N49 01.0 E002 34.6
EN30	N49 00.8 E002 30.4	H40	N49 01.0 E002 34.5
EN31	N49 00.7 E002 30.4	H50 thru H65	N49 00.8 E002 34.7
EN32	N49 00.8 E002 30.3	H70 thru H87	N49 00.8 E002 34.6
EN33	N49 00.7 E002 30.4	I14, I15	N49 00.7 E002 30.3
EN34	N49 00.8 E002 30.3	I16	N49 00.7 E002 30.4
EN35	N49 00.7 E002 30.3	I17 thru I19	N49 00.6 E002 30.4
EN36	N49 00.8 E002 30.3	I20	N49 00.8 E002 30.2
EN37	N49 00.7 E002 30.3	I21	N49 00.8 E002 30.1
EN40, EN41	N49 00.8 E002 30.5	I22 thru I24	N49 00.7 E002 30.1
EN42	N49 00.7 E002 30.5	I25	N49 00.7 E002 30.2
EN49	N49 00.5 E002 30.6	I26, I27	N49 00.6 E002 30.1
EN50	N49 00.8 E002 30.6	I30	N49 00.9 E002 30.2
EN51 thru EN55	N49 00.7 E002 30.6	I31, I32	N49 00.9 E002 30.1
EN56	N49 00.8 E002 30.7	I33, I34	N49 00.9 E002 30.0
EN57	N49 00.8 E002 30.8	I41	N49 00.8 E002 30.2
EN80 thru EN82	N49 00.8 E002 30.9	I42, I43	N49 00.8 E002 30.1
EN90 thru EN93	N49 00.8 E002 31.1	I44, I45	N49 00.8 E002 30.0
F01	N49 00.5 E002 35.0	I46, I47	N49 00.8 E002 29.9
F2	N49 00.3 E002 34.4	I48, I49	N49 00.8 E002 29.8
F03	N49 00.4 E002 35.0	I50	N49 00.8 E002 29.7
F4	N49 00.3 E002 34.4	I51 thru I55	N49 00.7 E002 29.7
F6	N49 00.4 E002 34.4	I80 thru I81	N49 00.9 E002 29.7
F07	N49 00.4 E002 35.0	I82, I83	N49 01.0 E002 29.7
F8	N49 00.4 E002 34.4	I84 thru I87	N49 00.9 E002 29.8
F09	N49 00.4 E002 35.0	I88	N49 00.9 E002 29.7
F10	N49 00.4 E002 34.4	I89	N49 00.9 E002 29.8
F11	N49 00.4 E002 35.0	I90, I91	N49 00.9 E002 29.9
F12	N49 00.4 E002 34.4	J1	N49 00.3 E002 35.9
F13	N49 00.4 E002 35.0	J2 thru J5	N49 00.2 E002 35.9
F14	N49 00.4 E002 34.4	J6	N49 00.3 E002 35.9
F15	N49 00.4 E002 35.0	J10, J11	N49 00.3 E002 36.0
F16 thru F20	N49 00.4 E002 34.4	J12 thru J16	N49 00.2 E002 36.0

CHANGES: Chart reindexed. Stands.

LFPG/CDG

JEPPESEN
15 MAR 13 (20-9L)

PARIS, FRANCE
CHARLES-DE-GAULLE

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
J17, J18	N49 00.2 E002 36.1	P80	N48 59.6 E002 32.2
J19 thru J21	N49 00.3 E002 36.1	P81, P82	N48 59.5 E002 32.2
J30 thru J33	N49 00.3 E002 36.2	P83, P84	N48 59.5 E002 32.3
J34 thru J38	N49 00.2 E002 36.2	P85, P86	N48 59.6 E002 32.3
J39 thru J41	N49 00.3 E002 36.2	P90	N48 59.5 E002 32.2
K01	N49 00.5 E002 35.1	P91	N48 59.5 E002 32.3
K05 thru K17	N49 00.4 E002 35.1	P92, P93	N48 59.5 E002 32.2
K21	N49 00.3 E002 35.1	P94	N48 59.5 E002 32.3
K26	N49 00.5 E002 35.3	Q1 thru Q3	N49 00.7 E002 33.2
K32	N49 00.4 E002 35.3	Q4 thru Q7	N49 00.7 E002 33.3
K38	N49 00.4 E002 35.4	Q8 thru Q11	N49 00.7 E002 33.4
K44	N49 00.3 E002 35.4	Q12 thru Q14	N49 00.8 E002 33.4
K52	N49 00.2 E002 35.4	Q15 thru Q18	N49 00.8 E002 33.3
K53	N49 00.2 E002 35.1	Q19 thru Q21	N49 00.8 E002 33.2
K58	N49 00.2 E002 35.4	R1	N49 01.1 E002 33.0
K59	N49 00.2 E002 35.2	R2 thru R6	N49 01.0 E002 33.0
K64	N49 00.2 E002 35.4	R7 thru R11	N49 00.9 E002 33.0
K65	N49 00.1 E002 35.2	R12 thru R14	N49 00.8 E002 33.0
K70	N49 00.1 E002 35.4	S6 thru S11	N49 00.7 E002 32.2
K71	N49 00.1 E002 35.2	S12	N49 00.7 E002 32.3
K76	N49 00.1 E002 35.4	S13	N49 00.6 E002 32.3
L27	N49 00.5 E002 35.5	S14, S15	N49 00.7 E002 32.3
L33, L39	N49 00.4 E002 35.5	S16	N49 00.6 E002 32.4
L53, L59	N49 00.2 E002 35.5	S17	N49 00.7 E002 32.4
L65, L71	N49 00.1 E002 35.5	S18	N49 00.6 E002 32.4
M6	N49 00.0 E002 32.8	S19	N49 00.7 E002 32.4
M7	N49 00.0 E002 32.7	S20 thru S22	N49 00.7 E002 32.5
M8, M9	N49 00.0 E002 32.6	S23	N49 00.7 E002 32.6
M10, M11	N49 00.0 E002 32.5	S24 thru S27	N49 00.7 E002 32.7
M12	N49 00.0 E002 32.4	S28 thru S31	N49 00.7 E002 32.8
M13, M14	N49 00.0 E002 32.3	T1 thru T9	N49 00.8 E002 32.7
M15, M16	N49 00.0 E002 32.2	U1	N49 00.9 E002 32.7
M17	N49 00.0 E002 32.1	U2	N49 00.9 E002 32.8
M20 thru M22	N49 00.0 E002 32.2	U3	N49 00.9 E002 32.7
M23 thru M28	N49 00.0 E002 32.1	U4	N49 00.9 E002 32.8
M30	N49 59.9 E002 32.0	U5 thru V1	N49 00.9 E002 32.7
M32, M34	N49 00.0 E002 32.0	V2 thru V4	N49 01.0 E002 32.7
N1, N2	N48 59.8 E002 31.9	V5 thru V8	N49 01.0 E002 32.6
N3 thru N5	N48 59.7 E002 31.9	W1	N49 01.0 E002 32.5
N6	N48 59.6 E002 31.9	W2	N49 01.0 E002 32.6
N8 thru N10	N48 59.5 E002 31.9	W3 thru W5	N49 01.0 E002 32.5
N11	N48 59.4 E002 31.9	W6	N49 01.0 E002 32.4
N31 thru N51	N48 59.7 E002 31.9	W7	N49 01.0 E002 32.5
N53	N48 59.6 E002 31.9	W8 thru X3	N49 01.0 E002 32.4
N60, N61	N48 59.5 E002 32.0	X4, X5	N49 01.0 E002 32.3
N63 thru N67	N48 59.5 E002 31.9	X6	N49 00.9 E002 32.3
N68	N48 59.5 E002 32.0	X7	N49 00.9 E002 32.4
N69	N48 59.6 E002 32.0	X8 thru Y5	N49 00.9 E002 32.3
N70, N71	N48 59.4 E002 32.0	Y6 thru Z5	N49 00.8 E002 32.3
N72, N73	N48 59.4 E002 31.9	Z6 thru Z9	N49 00.8 E002 32.4
N76, N77	N48 59.5 E002 31.9	Z49	N49 00.8 E002 32.3
N78, N79	N48 59.5 E002 32.0		
P70	N48 59.6 E002 32.2		
P71 thru P75	N48 59.5 E002 32.2		
P76	N48 59.4 E002 32.2		

CHANGES: Chart reindexed. Stands.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 10 AUG 12 (21-1) Eff 23 Aug

PARIS, FRANCE ILS or LOC Rwy 08L

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

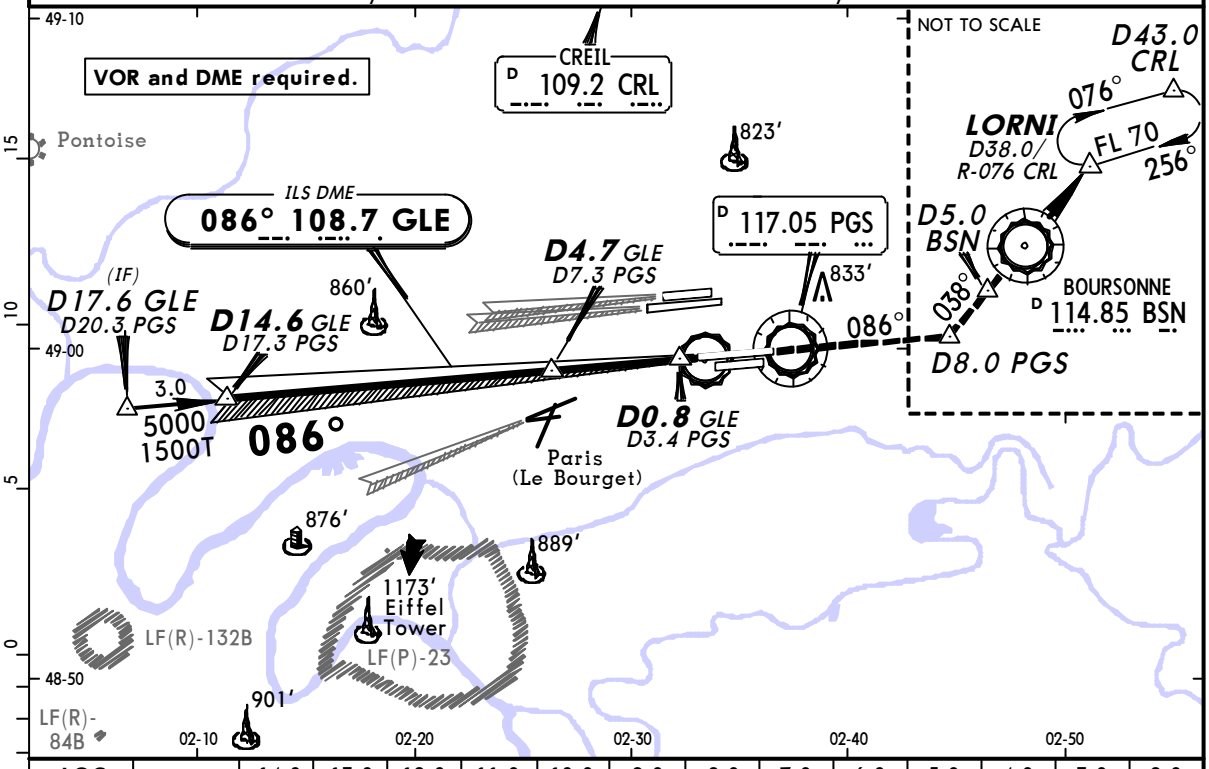
DE GAULLE Tower	Ground
119.25 123.6 120.9 118.65	121.6 121.77 121.8 121.97

LOC GLE	Final Apch Crs	GS D4.7 GLE	ILS DA(H) Refer to Minimums	Apt Elev 392′ RWY 338′
108.7	086°	1830′ (1492′)		

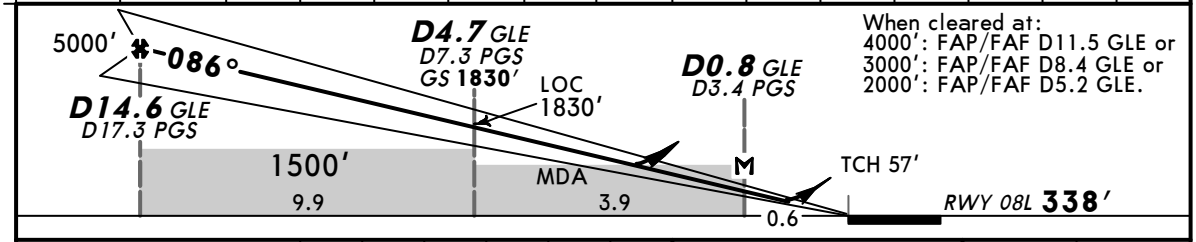
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Follow R-086 PGS to D8.0 PGS, then turn LEFT to intercept R-218 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | 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	4800′	4480′	4160′	3840′	3520′	3200′	2890′	2570′	2250′	1930′	1610′	1290′	980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 GLE/D3.4 PGS						

HIALS-II
REIL
PAPI
4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08L

	ILS 1			LOC (GS out) CDFA	
	DA(H) 538′ (200′)			DA/MDA(H) 2 670′ (332′)	
	FULL	Limited	ALS out		ALS out
A, B, C, D	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m

CIRCLE-TO-LAND 3

08L to 08R

Max Kts	MDA(H)	VIS
110	940′ (602′)	3000m
135		
180	1040′ (702′)	3500m
205	1100′ (762′)	4000m

1 LACFT: DA(H) 548′(210′). 2 For add-on to the MDA(H), see ATC pages FRANCE.
3 Circling height based on rwy 08L thresh elev of 338′.

CHANGES: Procedure. Minimums.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 10 AUG 12 Eff 23 Aug 21-1A

PARIS, FRANCE CAT II/III ILS Rwy 08L

BRIEFING STRIP

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27
DE GAULLE Tower	**Ground**
119.25 123.6 120.9 118.65	121.6 121.77 121.8 121.97

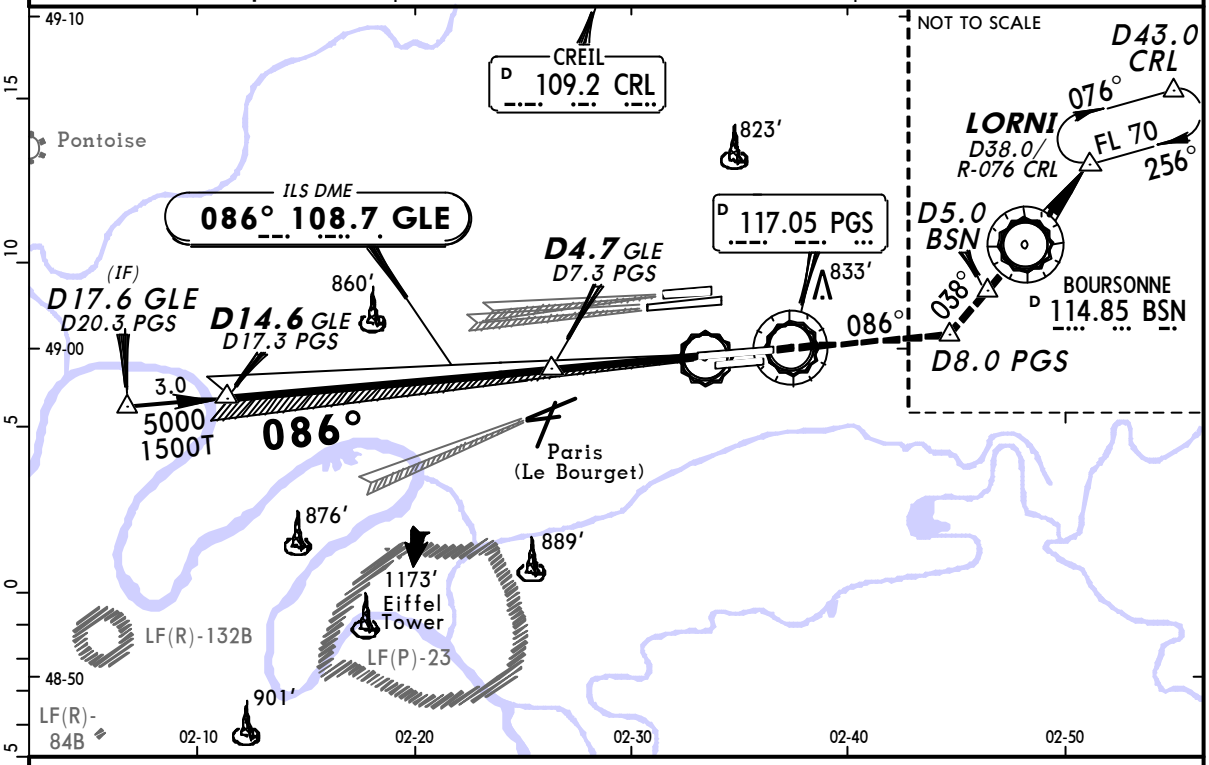
LOC GLE	Final Apch Crs	GS D4.7 GLE	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′ RWY 338′
108.7	086°	1830′ (1492′)		

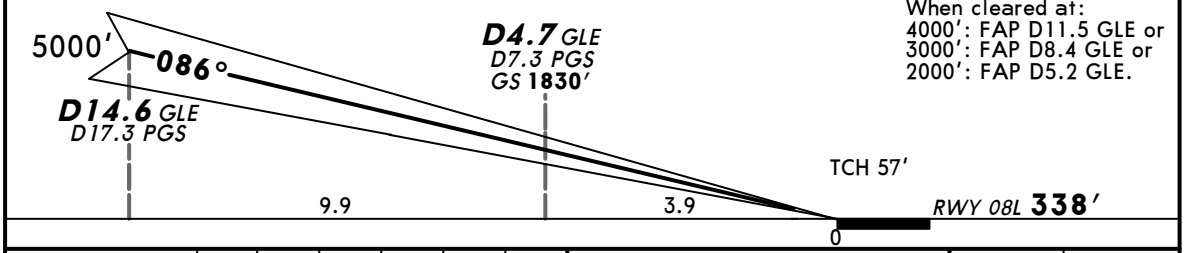
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. Follow R-086 PGS to D8.0 PGS, then turn LEFT to intercept R-218 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI. Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

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

1. **VOR and DME required.** 2. Special Aircrew & Aircraft Certification Required.





When cleared at:
4000′: FAP D11.5 GLE or
3000′: FAP D8.4 GLE or
2000′: FAP D5.2 GLE.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 99′ DA(H) 438′ (100′)
RVR 200m	RVR 300m 1

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

CHANGES: Procedure.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 10 AUG 12 (21-2) Eff 23 Aug

PARIS, FRANCE ILS or LOC Rwy 08R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

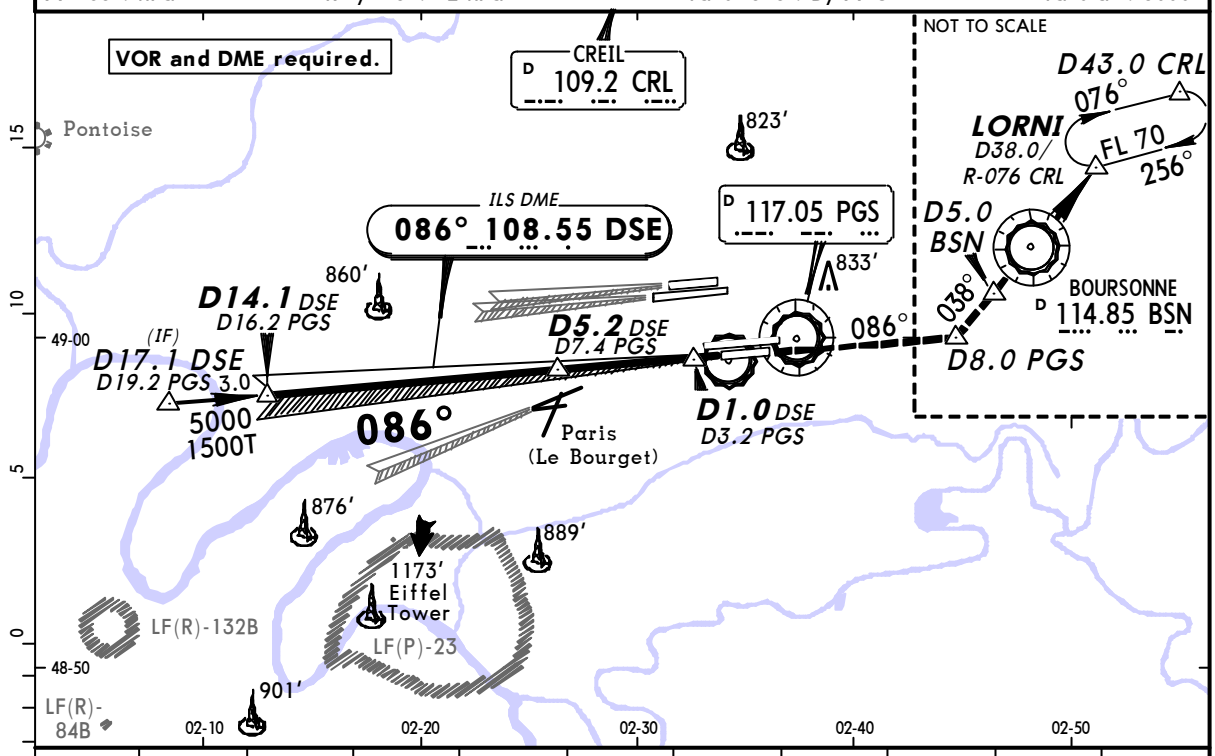
DE GAULLE Tower	Ground
119.25 123.6 120.9 118.65	121.6 121.77 121.8 121.97

LOC DSE	Final Apch Crs	GS D5.2 DSE	ILS DA(H)	Apt Elev / RWY
108.55	086°	2010′ (1674′)	536′ (200′)	Apt Elev 392′ / RWY 336′

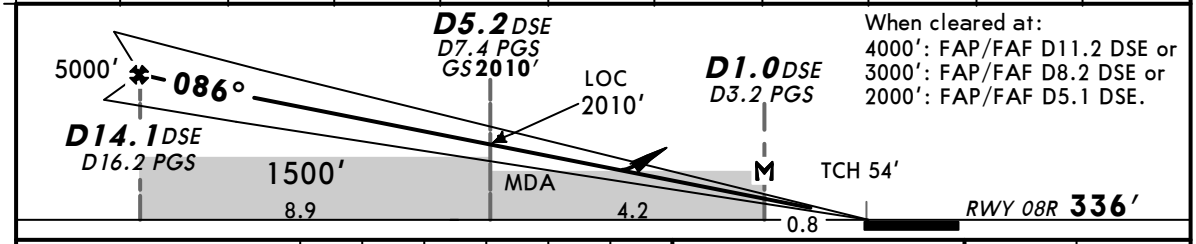
3200′
MSA
ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D8.0 PGS (MAX 220 KT) follow R-218 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI.
Climb to 1200′ prior to level acceleration.

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



LOC (GS out)	DSE DME	13.0	12.0	10.0	9.0	7.0	6.0	4.0	3.0	1.0
	ALTITUDE	4620′	4280′	3610′	3280′	2610′	2280′	1630′	1300′	660′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 DSE/D3.2 PGS						

HIALS-II REIL PAPI 4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08R

ILS DA(H) 536′ (200′)

	FULL	Limited	ALS out
A, B, C, D	RVR 550m	RVR 750m	RVR 1200m

LOC (GS out) CDFA DA/MDA(H) [1] 660′ (324′)

		ALS out
A, B, C, D	RVR 750m	RVR 1400m

CIRCLE-TO-LAND [2]

08R to 08L

Max Kts	MDA(H)	VIS
110	1090′ (754′)	3000m
135		
180	1140′ (804′)	3500m
205	1240′ (904′)	4000m

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 08R thresh elev of 336′.

CHANGES: Note withdrawn.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 10 AUG 12 Eff 23 Aug (21-2A)

PARIS, FRANCE CAT II/III ILS Rwy 08R

BRIEFING STRIP

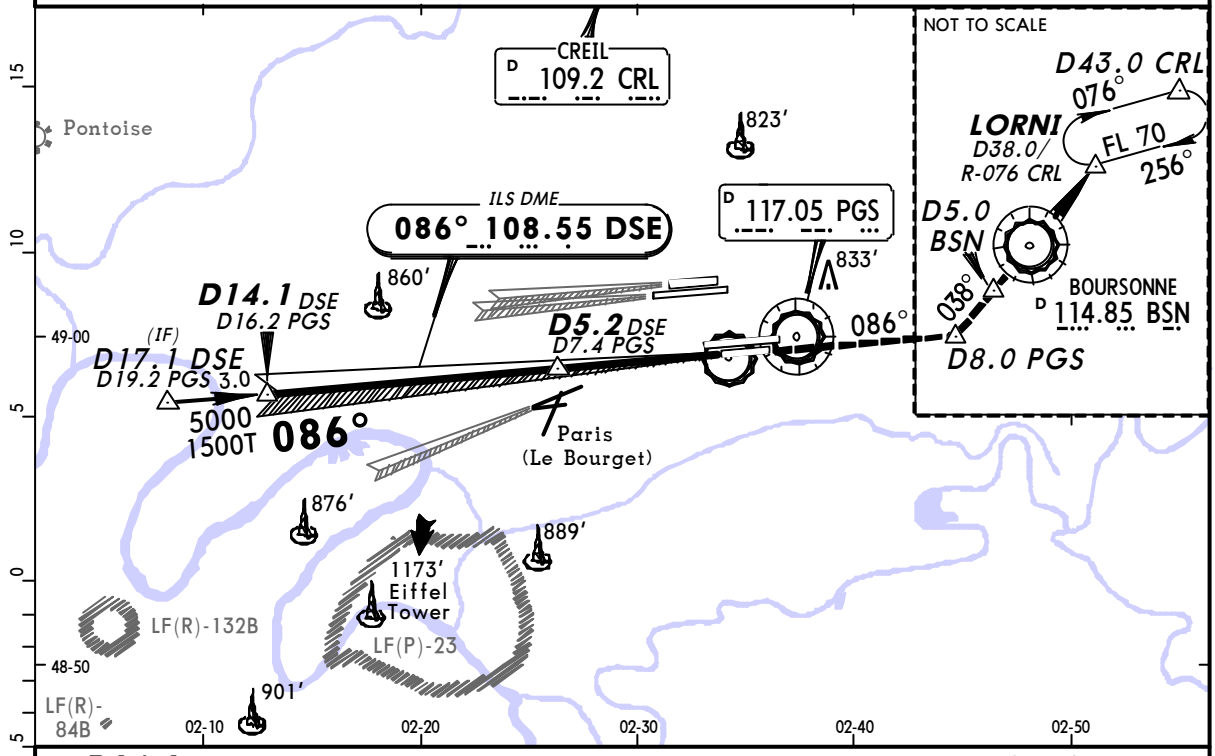
D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27
DE GAULLE Tower	**Ground**
119.25 123.6 120.9 118.65	121.6 121.77 121.8 121.97

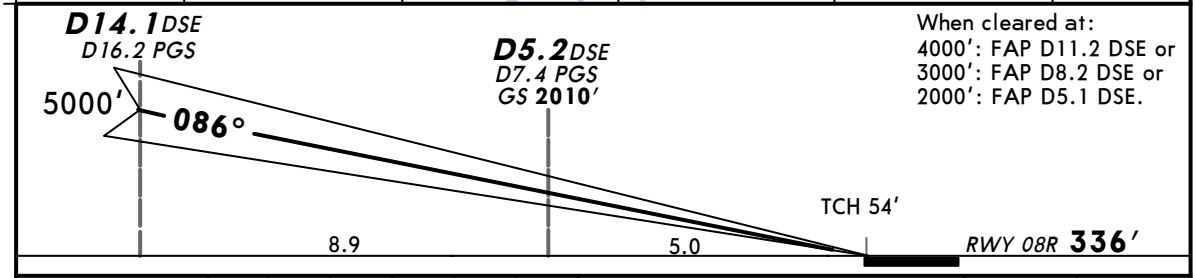
LOC DSE	Final Apch Crs	GS D5.2 DSE	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′ RWY 336′
108.55	086°	2010′ (1674′)		

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D8.0 PGS (MAX 220 KT) follow R-218 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI.
Climb to 1200′ prior to level acceleration.

3200′
MSA
ARP

Alt Set: hPa
1. **VOR and DME required.**
Rwy Elev: 12 hPa
2. Special Aircrew & Aircraft Certification Required.
Trans level: By ATC
Trans alt: 5000′





When cleared at:
4000′: FAP D11.2 DSE or
3000′: FAP D8.2 DSE or
2000′: FAP D5.1 DSE.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II REIL PAPI 4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 103′ DA(H) 436′ (100′)
RVR 200m	RVR 300m[1]

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

CHANGES: Note withdrawn.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (21-3) Eff 17 Nov

PARIS, FRANCE
ILS or LOC Rwy 09L

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

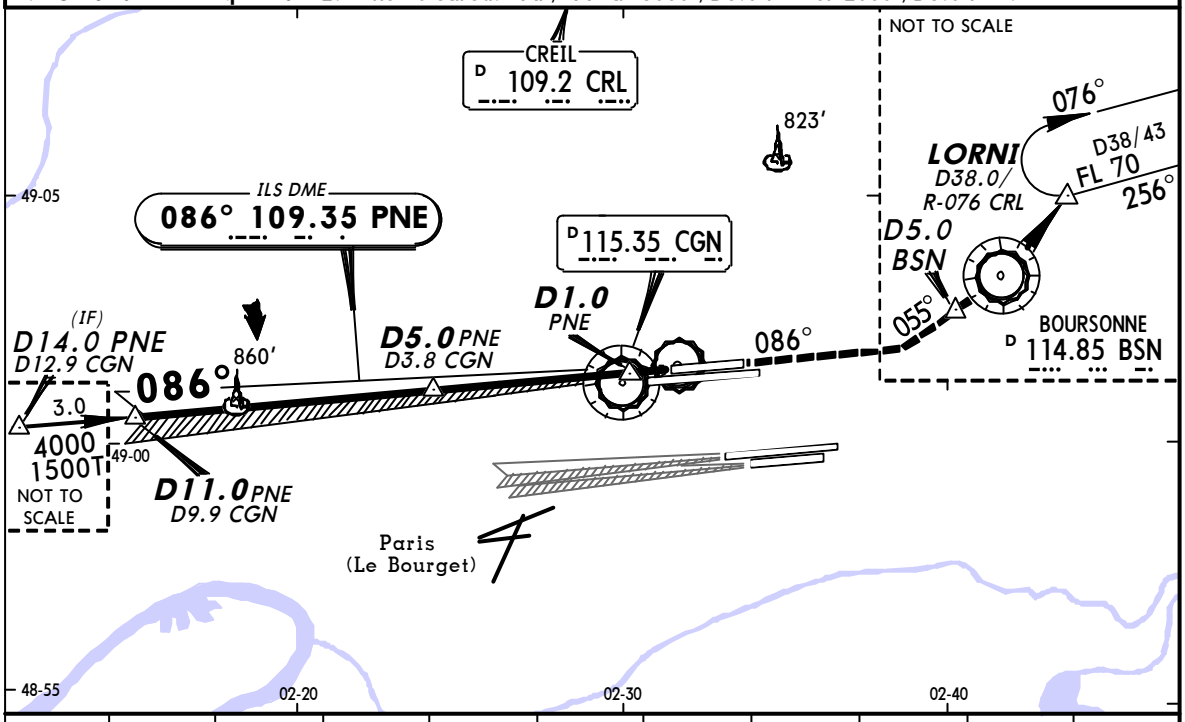
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC PNE	Final Apch Crs	GS D5.0 PNE	ILS DA(H)	Apt Elev 392′
109.35	086°	1990′ (1612′)	578′ (200′)	RWY 378′

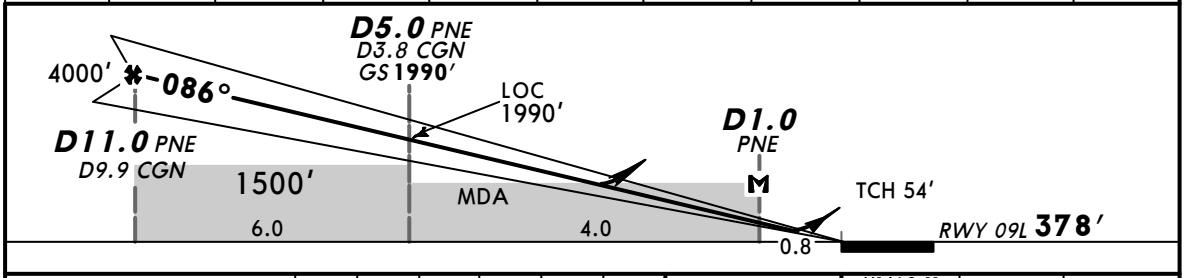
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD (MAX 220 KT) to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD (MAX 220 KT) to 3000′.
Intercept R-235 BSN inbound. At D5.0 before BSN climb to FL 70.
At BSN VOR proceed to LORNI.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. When cleared: FAP/FAF at 3000′/D8.0 PNE or 2000′/D5.0 PNE.



LOC (GS out)	PNE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3650′	3320′	2980′	2650′	2320′	1990′	1670′	1340′	1020′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D1.0 PNE							

HIALS-II
REIL
PAPI

3000′

220 KT
MAX

Standard STRAIGHT-IN LANDING RWY 09L

ILS DA(H) 578′ (200′)

FULL	Limited	ALS out
RVR 550m	RVR 750m	RVR 1200m

LOC (GS out) CDFA DA/MDA(H) 1 720′ (342′)

ALS out
RVR 800m / RVR 1500m

CIRCLE-TO-LAND 2

09L to 09R

Max Kts	MDA(H)	VIS
A 110	1130′ (752′)	3000m
B 135		
C 180	1180′ (802′)	3500m
D 205	1280′ (902′)	4000m

PANS OPS 4

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09L thresh elev of 378′.

CHANGES: MSA. TA. Procedure. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11
Eff 17 Nov
21-3A

PARIS, FRANCE
CAT II/III ILS Rwy 09L

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

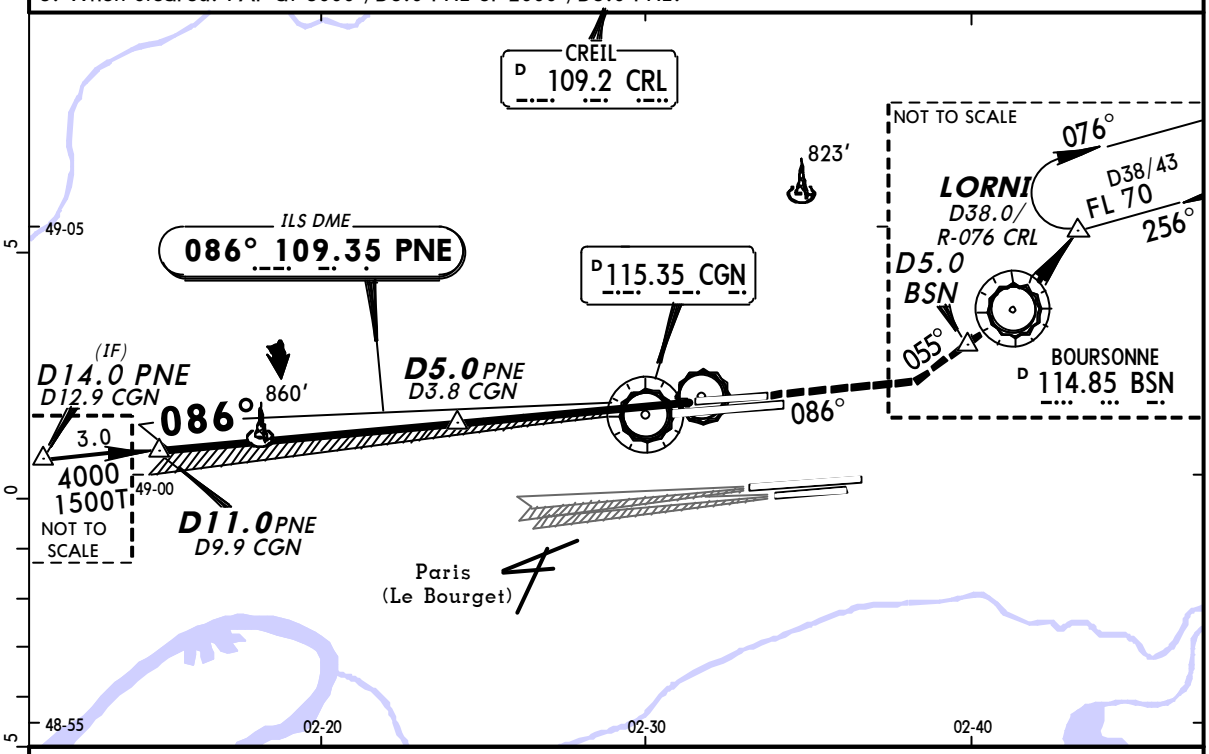
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 392′
PNE	Apch Crs	D5.0 PNE	Refer to Minimums	RWY 378′
109.35	086°	1990′ (1612′)		

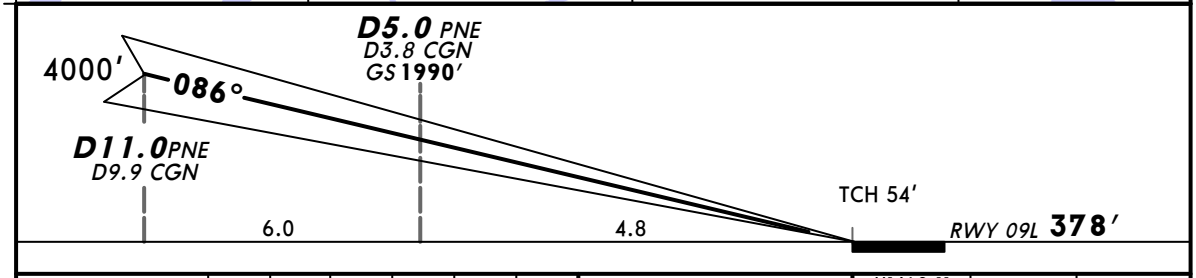
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD (MAX 220 KT) to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD (MAX 220 KT) to 3000′. Intercept R-235 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.
3. When cleared: FAP at 3000′/D8.0 PNE or 2000′/D5.0 PNE.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI

3000′

220 KT
MAX

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY **09L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 104′ DA(H) 478′ (100′)
RVR 200m	RVR 300m 1

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

CHANGES: MSA. TA. Procedure.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 (21-4) Eff 17 Nov

PARIS, FRANCE ILS or LOC Rwy 09R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

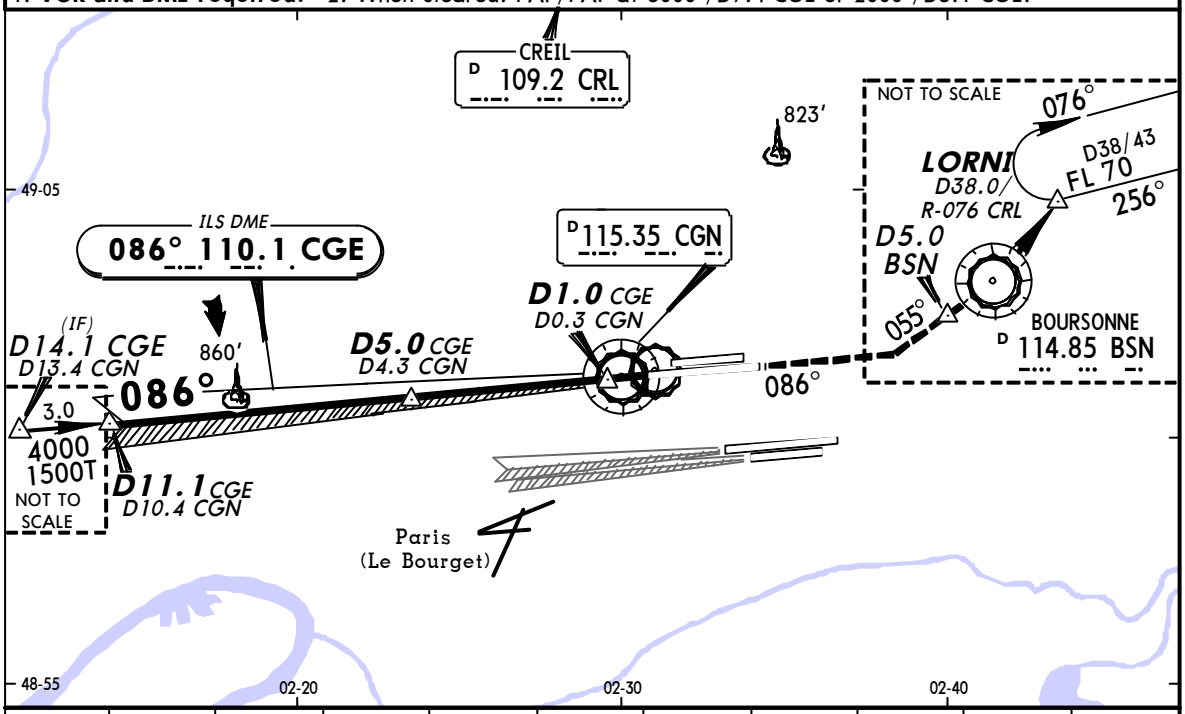
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC CGE	Final Apch Crs	GS D5.0 CGE	ILS DA(H)	Apt Elev 392′
110.1	086°	1980′ (1610′)	570′ (200′)	RWY 370′

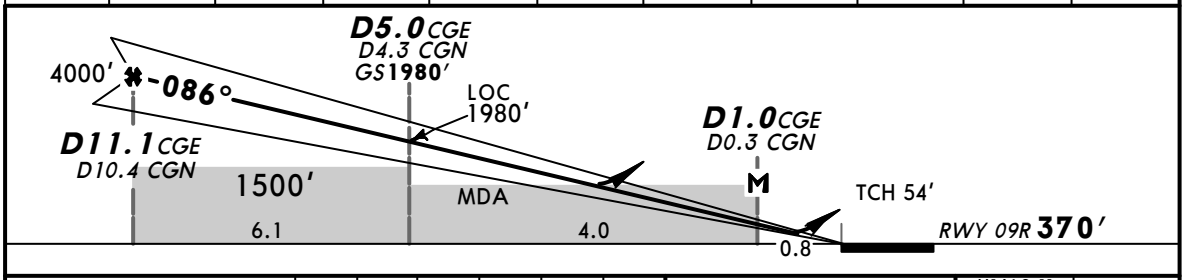
3200′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′. Intercept R-235 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. When cleared: FAP/FAF at 3000′/D7.4 CGE or 2000′/D5.1 CGE.



LOC (GS out)	CGE DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE	3970′	3640′	3300′	2970′	2640′	2310′	1660′	1330′	1010′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 CGE/D0.3 CGN						

HIALS-II REIL PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 09R

ILS DA(H) 570′ (200′)

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

LOC (GS out) CDFA DA/MDA(H) 1 720′ (350′)

	ALS out
A	RVR 1500m
B	
C	RVR 1600m
D	

RVR 900m

CIRCLE-TO-LAND 2

09R to 09L

Max Kts	MDA(H)	VIS
110	1020′ (650′)	3000m
135		
180	1120′ (750′)	3500m
205	1120′ (750′)	4000m

PANS OPS 4

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09R thresh elev of 370′.

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11
Eff 17 Nov
21-4A

PARIS, FRANCE
CAT II/III ILS Rwy 09R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

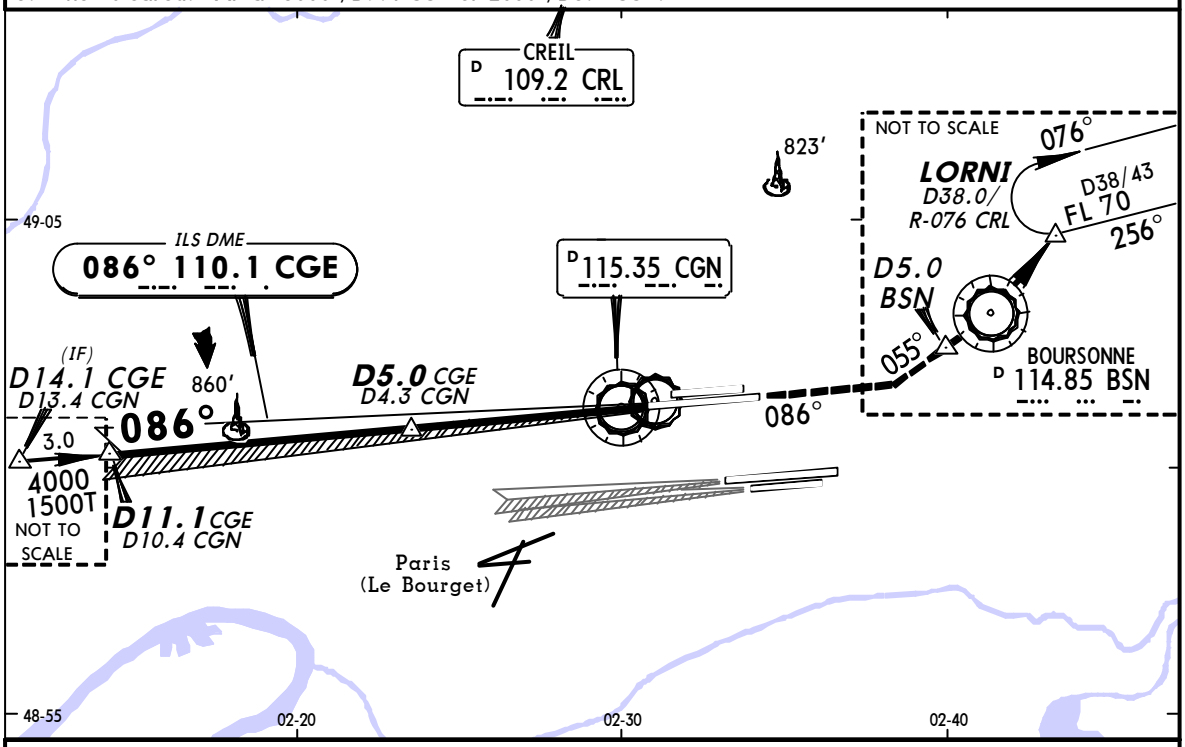
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

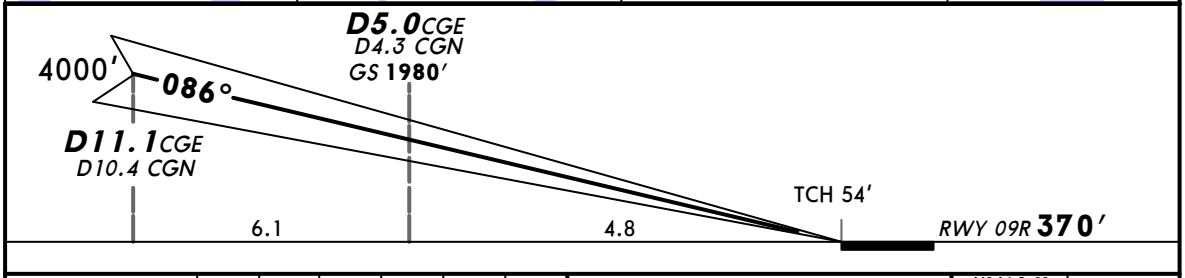
LOC CGE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 392′
110.1	086°	D5.0 CGE 1980′ (1610′)	Refer to Minimums	RWY 370′

3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′. Intercept R-235 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.
3. When cleared: FAP at 3000′/D7.4 CGE or 2000′/D5.1 CGE.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY **09R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 105′ DA(H) 470′ (100′)
RVR 200m	RVR 300m 1

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

PANS OPS 4

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (21-5) Eff 17 Nov

PARIS, FRANCE
ILS or LOC Rwy 26L

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

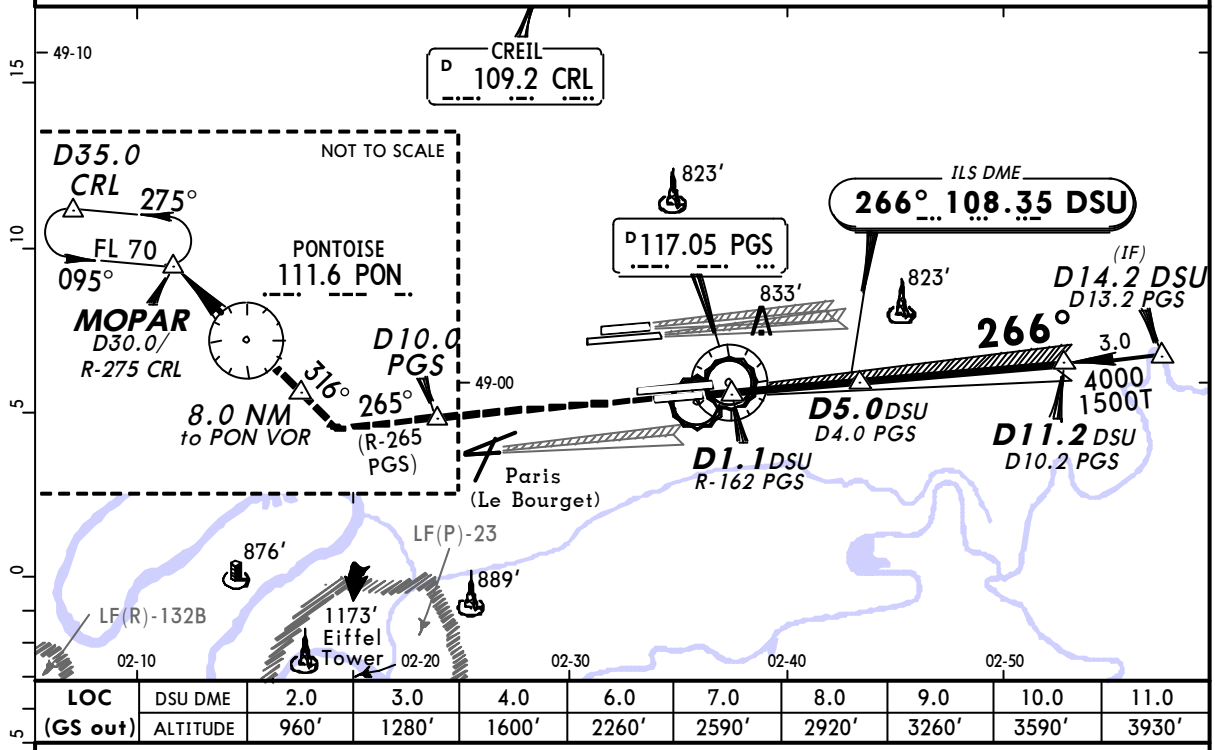
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC DSU	Final Apch Crs	GS D5.0 DSU	ILS DA(H)	Apt Elev 392′
108.35	266°	1930′ (1614′)	516′ (200′)	RWY 316′

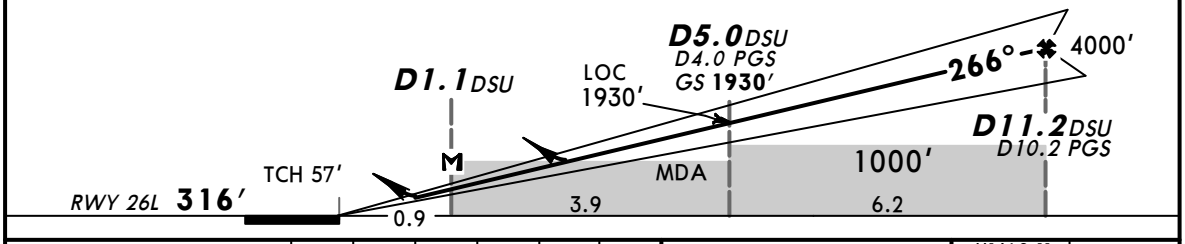
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. CAUTION: Ignore signals from OM and MM rwy 26R.
2. When cleared: FAP/FAF at 3000′/D8.2 DSU or 2000′/D5.2 DSU.



LOC (GS out)	DSU DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	960′	1280′	1600′	2260′	2590′	2920′	3260′	3590′	3930′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D1.1 DSU							

HIALS-II
REIL
PAPI
4000′

Standard — STRAIGHT-IN LANDING RWY 26L

ILS — DA(H) 516′ (200′)

FULL	Limited	ALS out
RVR 550m	RVR 750m	RVR 1200m

LOC (GS out) CDFA — DA/MDA(H) [1] 710′ (394′)

ALS out	
RVR 1100m	RVR 1500m
	RVR 1800m

CIRCLE-TO-LAND [2]

26L to 26R

Max Kts	MDA(H)	VIS
A 110	920′ (604′)	3000m
B 135		
C 180	1020′ (704′)	3500m
D 205	1100′ (784′)	4000m

PANS OPS 4

[1] For add-on to the MDA(H), see ATC pages FRANCE.
[2] Circling height based on rwy 26L thresh elev of 316′.

CHANGES: MSA. TA. Procedure.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 Eff 17 Nov (21-5A)

PARIS, FRANCE CAT II/III ILS Rwy 26L

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC DSU 108.35	Final Apch Crs 266°	GS D5.0 DSU 1930′ (1614′)	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′ RWY 316′

3200′ MSA ARP

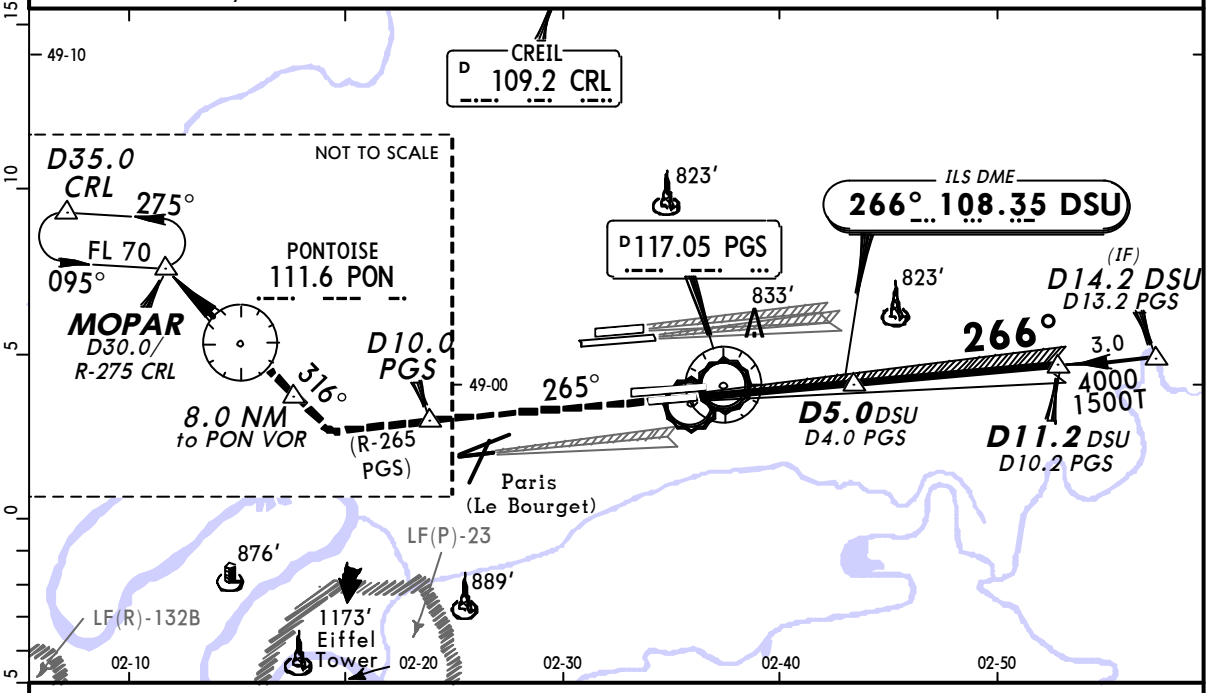
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and as directed.

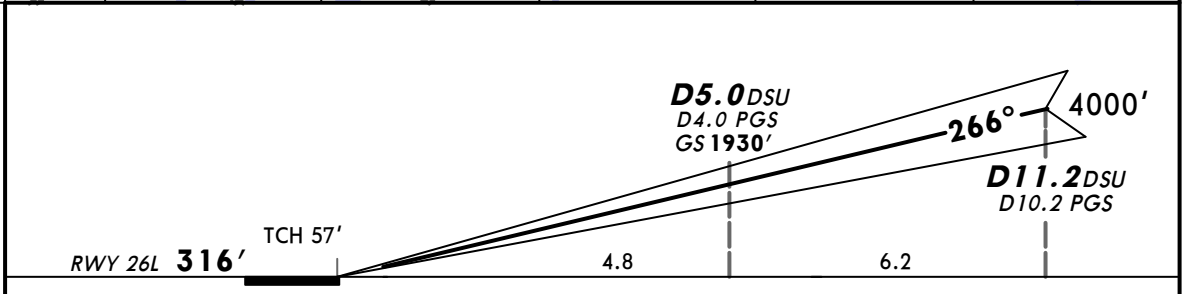
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON climb to FL 70. At PON VOR proceed to MOPAR.

Climb to 1200′ prior to level acceleration.

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

1. **VOR and DME required.** 2. CAUTION: Ignore signals from OM and MM rwy 26R.
3. Special Aircrew & Aircraft Certification Required.
4. When cleared by RADAR: FAP at 3000′/D8.2 DSU or 2000′/D5.2 DSU.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 104′ DA(H) 416′ (100′)
RVR 200m	RVR 300m 1

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

PANS OPS 4

CHANGES: MSA. TA. Procedure.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 (21-6) Eff 17 Nov

PARIS, FRANCE ILS or LOC Rwy 26R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC GAU	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 392′
109.1	266°	1680′ (1362′)	518′ (200′)	RWY 318′

3200′ MSA ARP

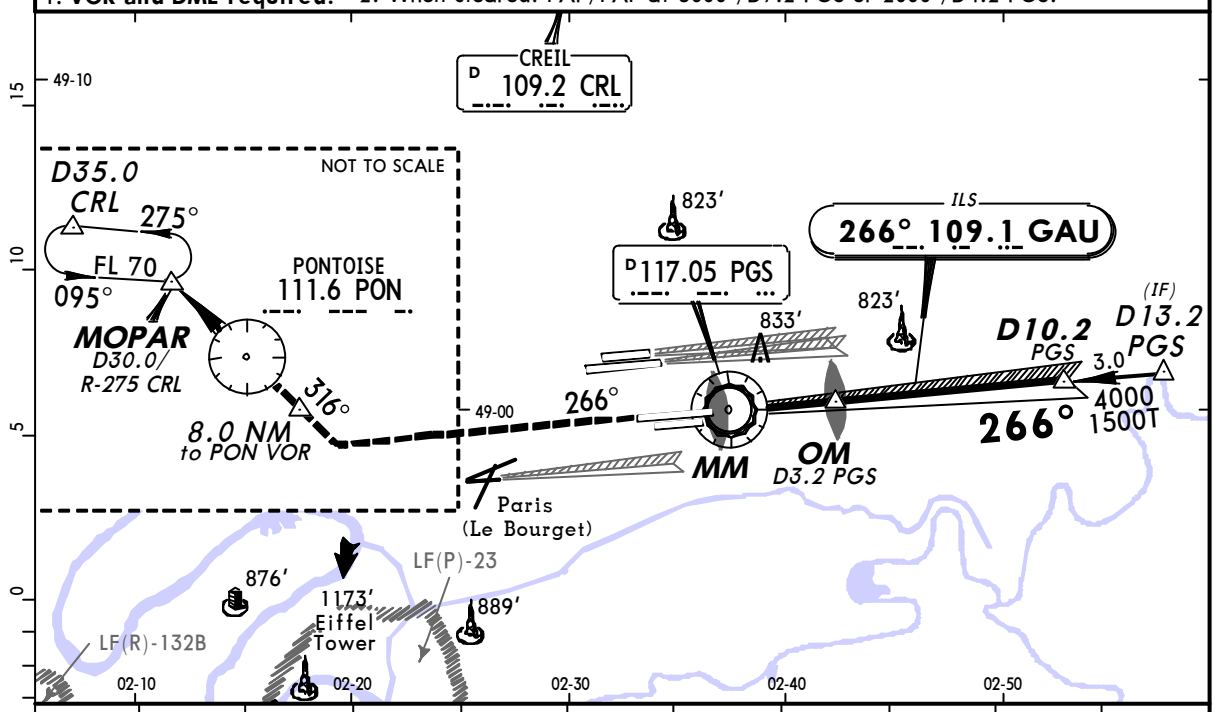
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.

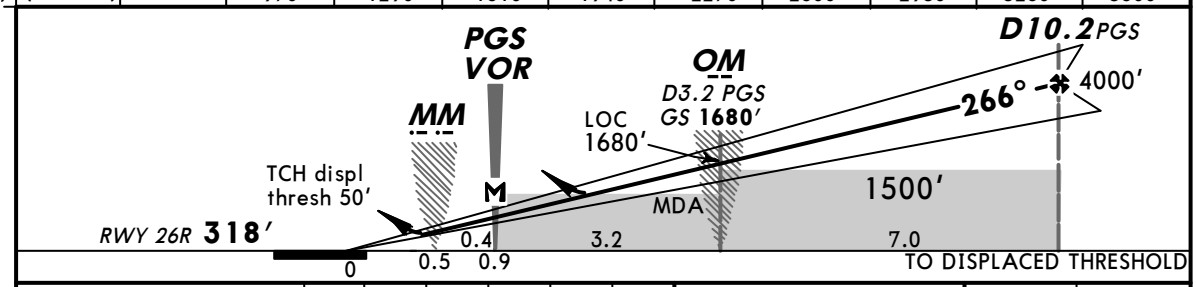
Climb to 1200′ prior to level acceleration.

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

1. **VOR and DME required.** 2. When cleared: FAP/FAF at 3000′/D7.2 PGS or 2000′/D4.2 PGS.



LOC (GS out)	PGS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	970′	1290′	1610′	1940′	2270′	2600′	2930′	3260′	3600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at PGS VOR							

HIALS-II REIL PAPI 4000′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 518′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 710′ (392′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND 2

26R to 26L

Max Kts	MDA(H)	VIS
110	920′ (602′)	3000m
135		
180	1020′ (702′)	3500m
205	1100′ (782′)	4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: MSA. TA. Procedure.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 Eff 17 Nov (21-6A)

PARIS, FRANCE CAT II/III ILS Rwy 26R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

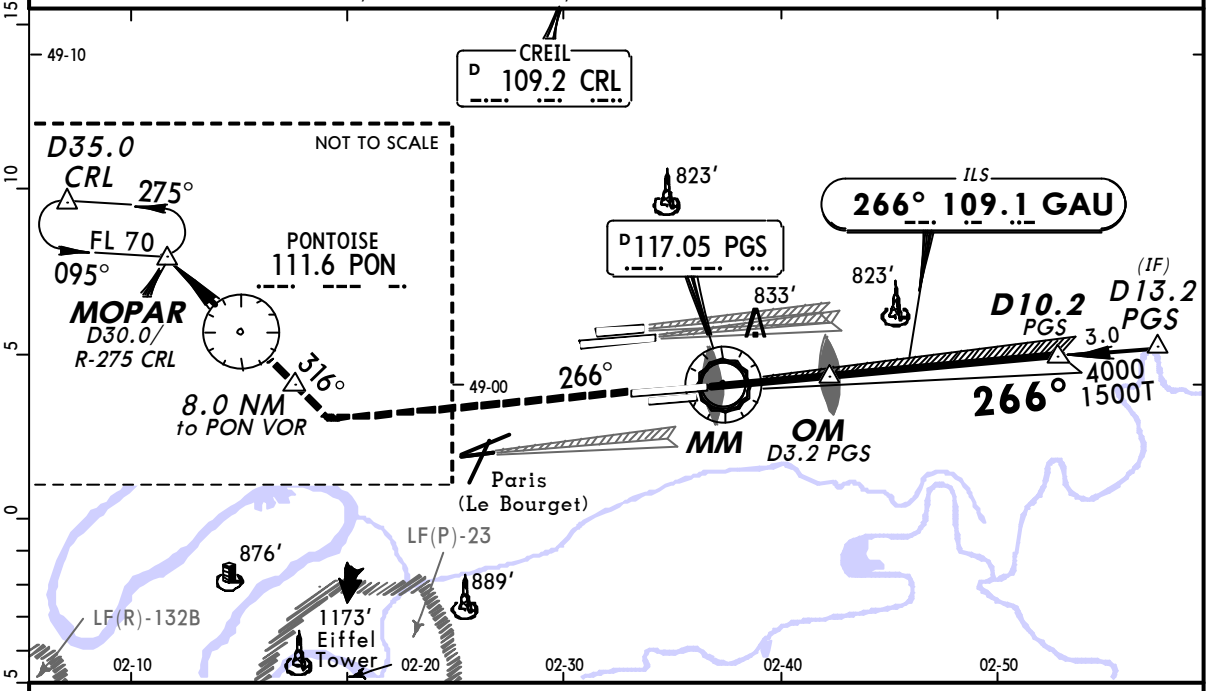
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

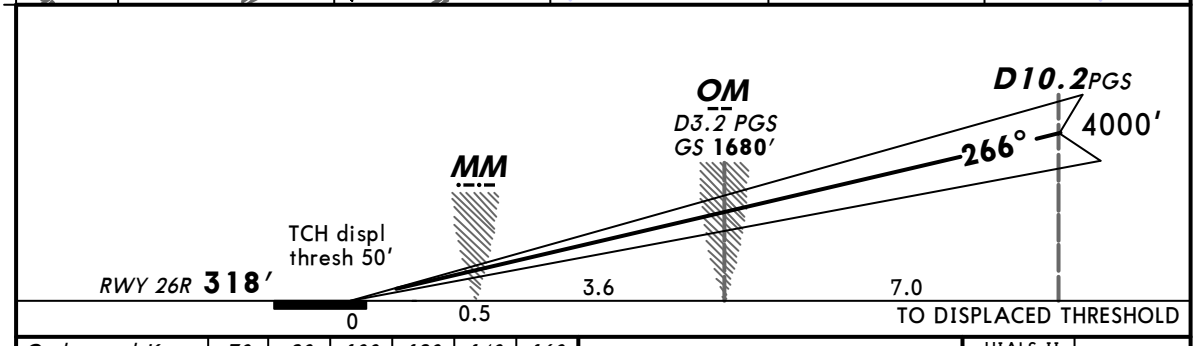
LOC GAU 109.1	Final Apch Crs 266°	GS OM 1680′ (1362′)	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392′ RWY 318′

3200′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′
1. **VOR and DME required.** 2. Special Aircrew & Aircraft Certification Required.
3. When cleared: FAP at 3000′/D7.2 PGS or 2000′/D4.2 PGS





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II REIL PAPI 4000′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 418′ (100′)
RVR 200m	RVR 300m 1

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

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 (21-7) Eff 17 Nov

PARIS, FRANCE
ILS or LOC Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

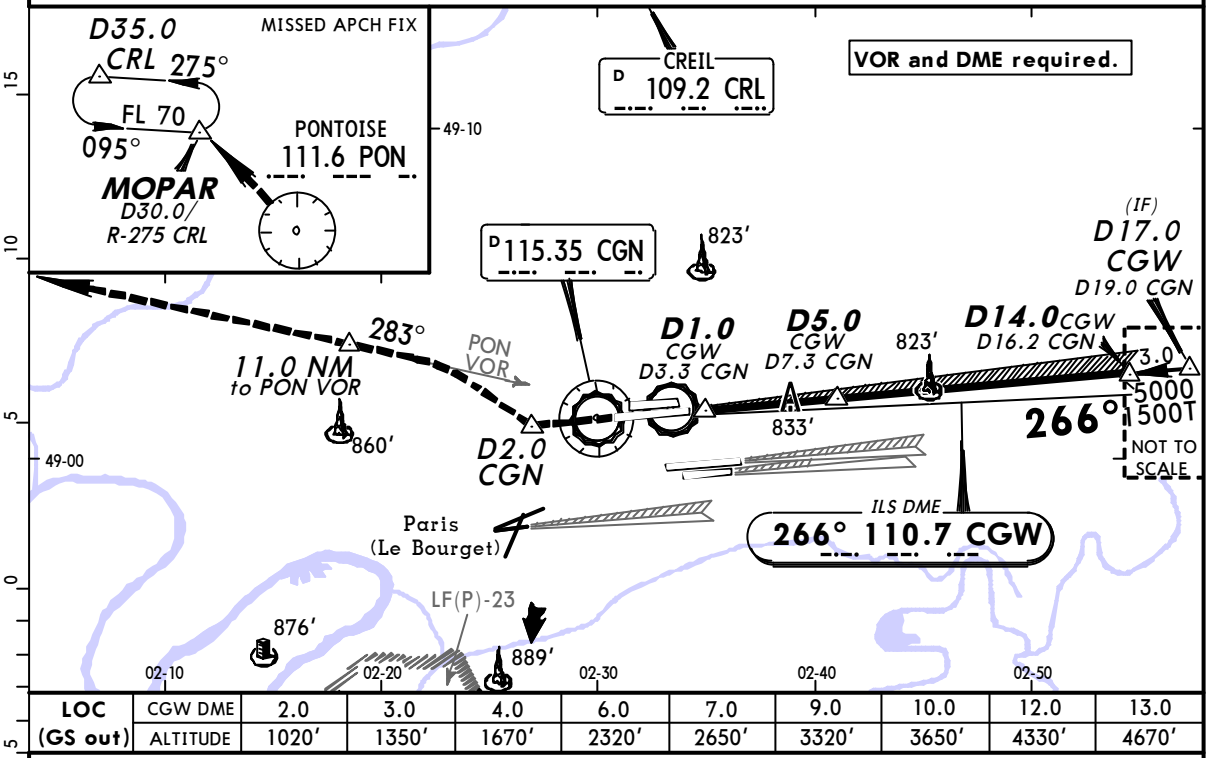
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC CGW	Final Apch Crs	GS D5.0 CGW	ILS DA(H)	Apt Elev 392′
110.7	266°	2000′ (1613′)	587′ (200′)	RWY 387′

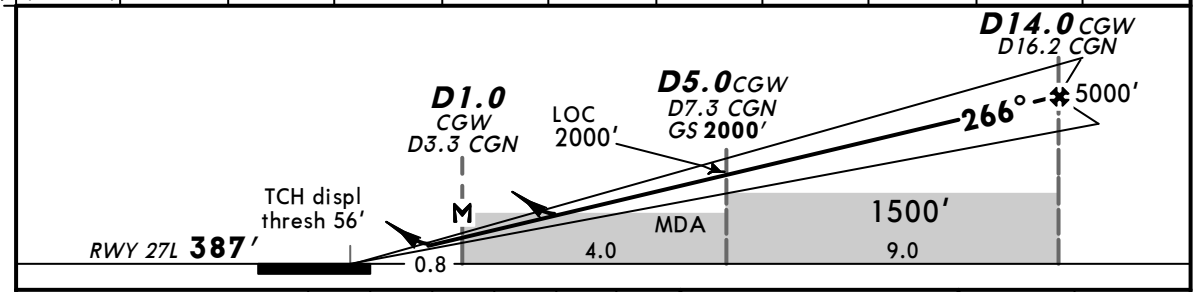
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 5000′
When cleared: FAP/FAF at 4000′/D11.0 CGW, 3000′/D8.0 CGW or 2000′/D5.0 CGW.



LOC (GS out)	CGW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1020′	1350′	1670′	2320′	2650′	3320′	3650′	4330′	4670′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 CGW/D3.3 CGN						

HIALS-II
REIL
PAPI
3000′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 27L

ILS DA(H) 587′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 730′ (343′)	
FULL	Limited	ALS out		ALS out
A, B, C, D: RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m

CIRCLE-TO-LAND 2

27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 27L displ thresh elev of 387′.

CHANGES: MSA. TA. Procedure. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11
Eff 17 Nov
21-7A

PARIS, FRANCE
CAT II/III ILS Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

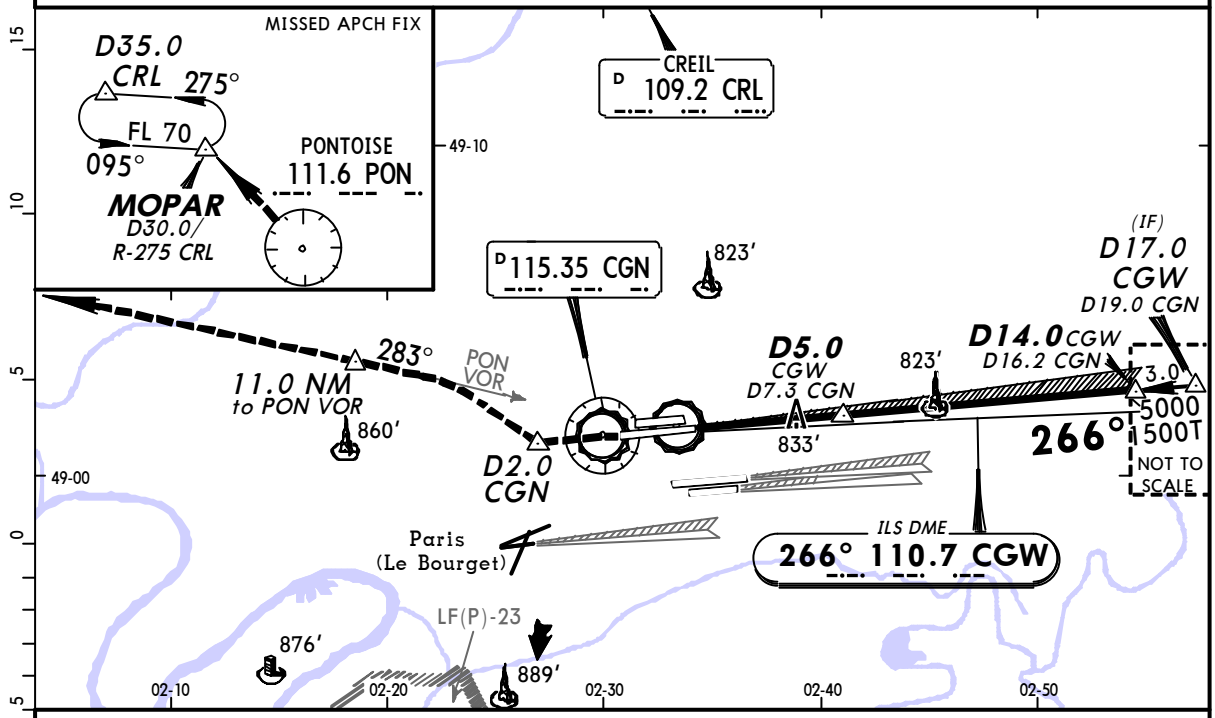
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

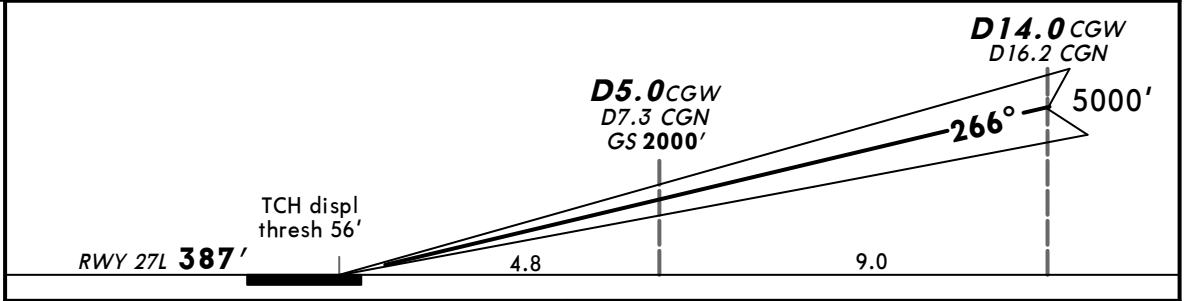
LOC CGW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
110.7	**266°**	***D5.0 CGW*** **2000′** *(1633′)*	Refer to Minimums	392′ / **387′**

3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.
3. When cleared: FAP at 4000′/D11.0 CGW, 3000′/D8.0 CGW or 2000′/D5.0 CGW.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI

3000′

Standard STRAIGHT-IN LANDING RWY **27L**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 100′** DA(H) **487′** *(100′)*
RVR *200m*	RVR *300m* 1

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

PANS OPS 4

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 21-8 Eff 17 Nov

PARIS, FRANCE
ILS or LOC Rwy 27R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

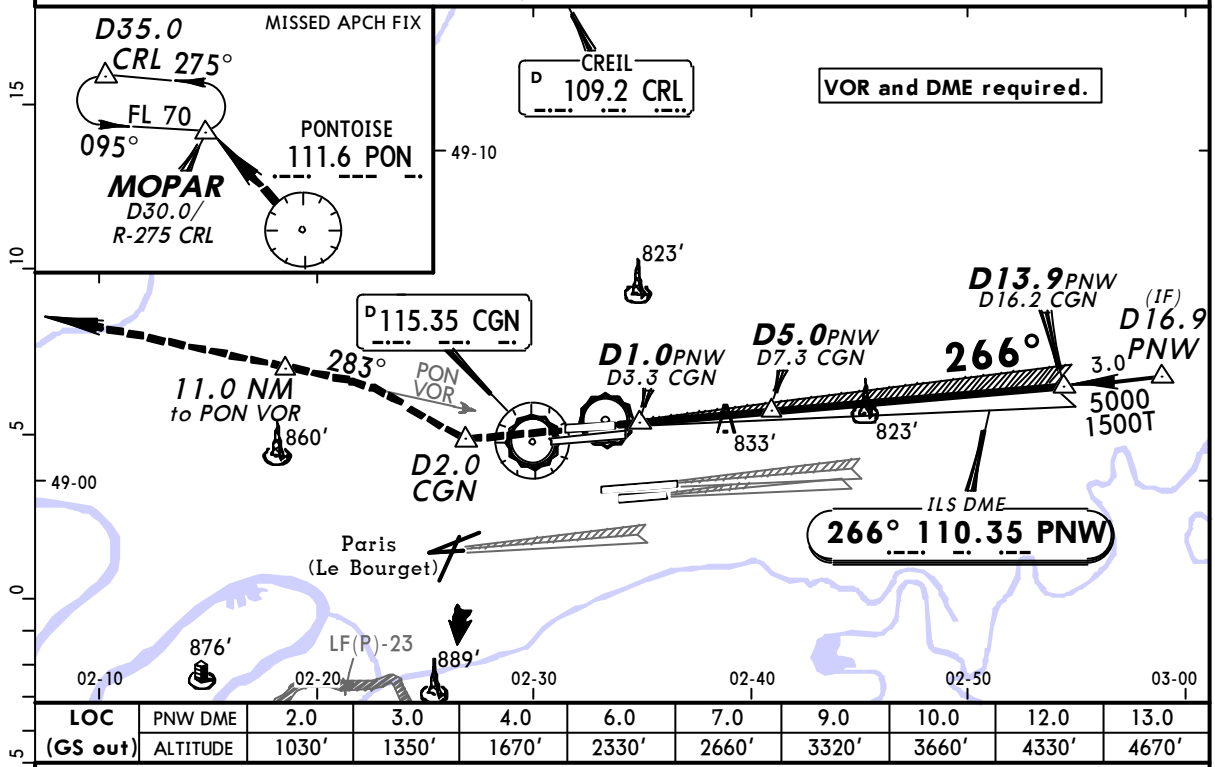
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

LOC PNW	Final Apch Crs	GS D5.0 PNW	ILS DA(H)	Apt Elev 392′
110.35	266°	2000′ (1608′)	592′ (200′)	RWY 392′

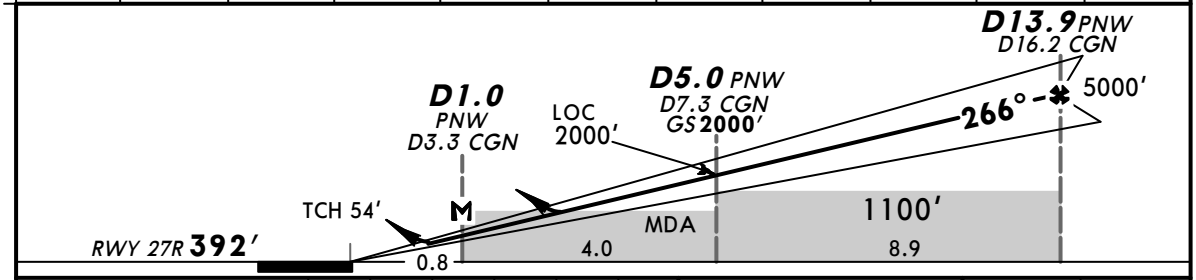
3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
When cleared: FAP/FAF at 4000′/D11.0 PNW, 3000′/D8.0 PNW or 2000′/D5.0 PNW.



LOC (GS out)	PNW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1030′	1350′	1670′	2330′	2660′	3320′	3660′	4330′	4670′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 PNW/D3.3 CGN						

HIALS-II
REIL
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 27R

ILS DA(H) 592′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1 770′ (378′)	
FULL	Limited	ALS out		ALS out
A, B, C, D: RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m (A, B); RVR 1700m (C, D)

CIRCLE-TO-LAND
27R to 27L

Max Kts	MDA(H)	VIS
110	1000′ (608′)	3000m
135		
180	1100′ (708′)	3500m
205	1140′ (748′)	4000m

PANS OPS 4

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

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11
Eff 17 Nov
21-8A

PARIS, FRANCE
CAT II/III ILS Rwy 27R

BRIEFING STRIP™

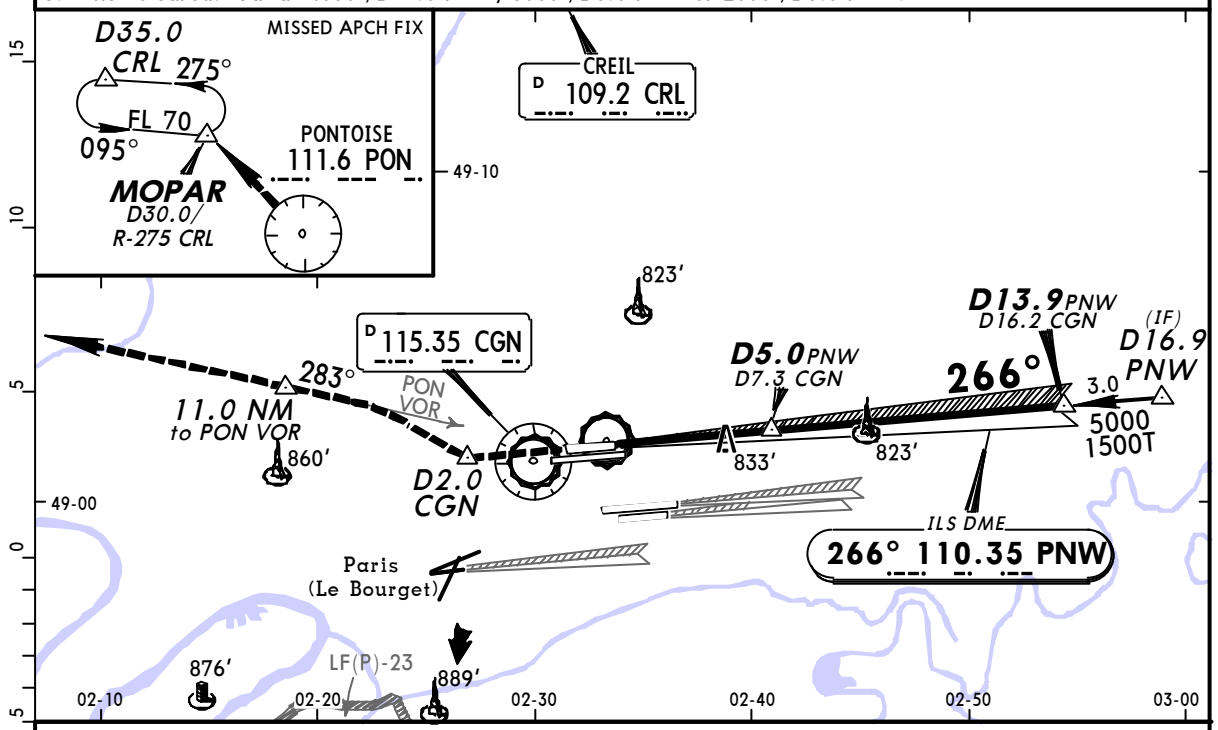
D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27
DE GAULLE Tower	**Ground**
119.25 123.6 120.9 118.65	121.6 121.77 121.8 121.97

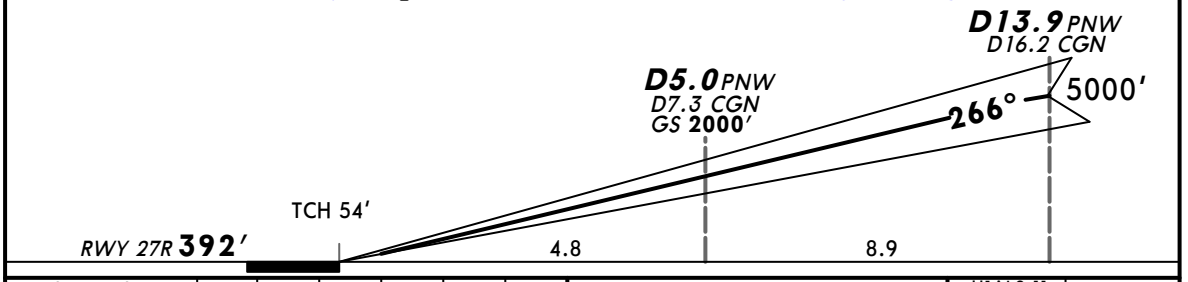
LOC PNW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 392′
110.35	266°	D5.0 PNW 2000′ (1608′)	Refer to Minimums	RWY 392′

3200′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
1. **VOR and DME required.** 2. Special Aircrew & Acft Certification Required.
3. When cleared: FAP at 4000′/D11.0 PNW, 3000′/D8.0 PNW or 2000′/D5.0 PNW.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II
REIL
PAPI
3000′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 103′** DA(H) **492′** (100′)
RVR *200m*	RVR *300m* 1

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

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (23-1) Eff 17 Nov

PARIS, FRANCE
VOR Rwy 08L

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

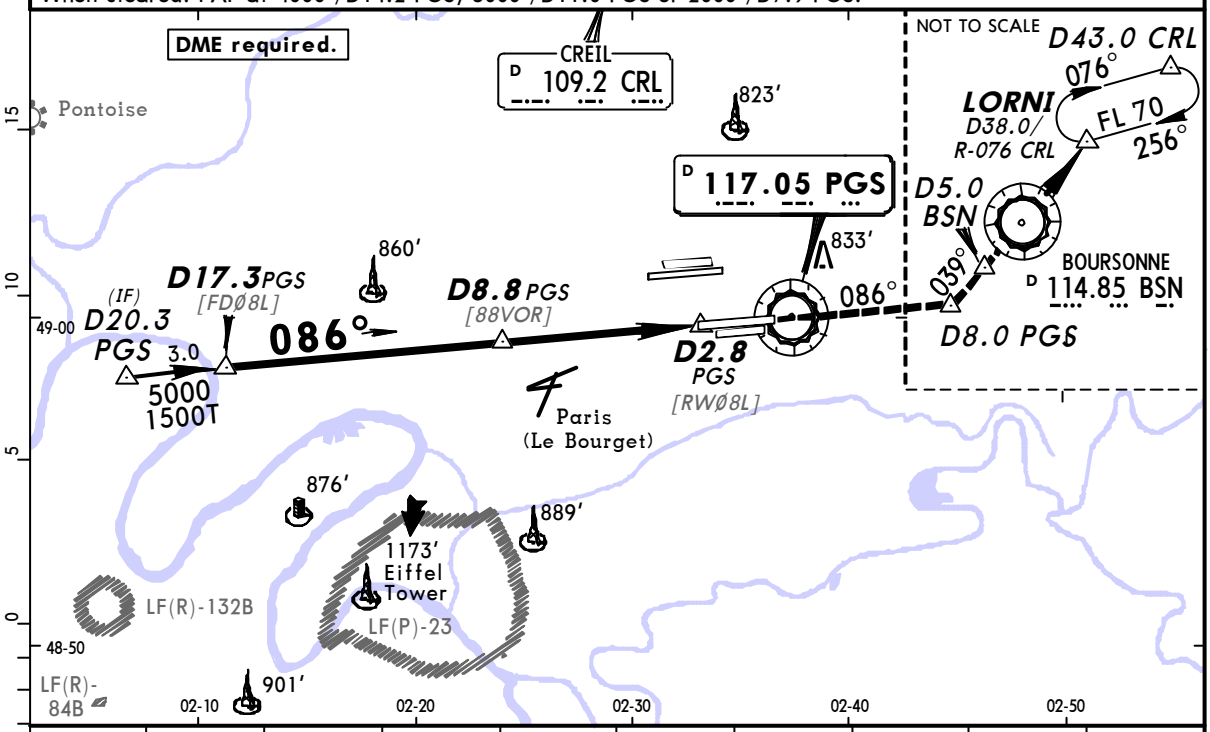
VOR PGS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / RWY
117.05	086°	D17.3 PGS 5000′ (4662′)	830′ (492′)	Apt Elev 392′ / RWY 338′

3200′
MSA ARP

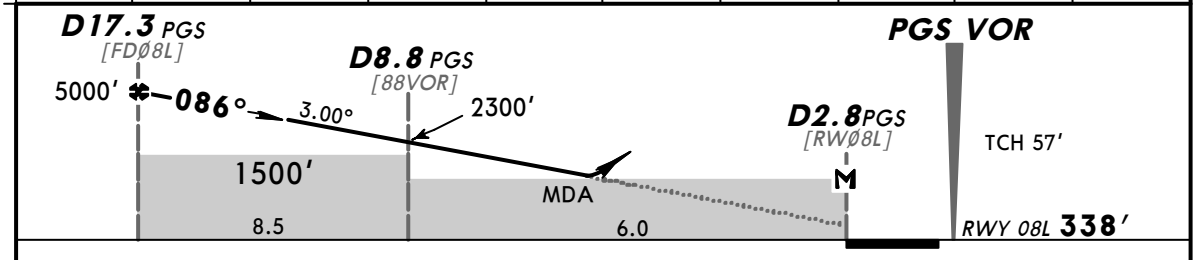
MISSED APCH: Climb on R-086 PGS to 4000′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb on R-086 PGS to 4000′. At D8.0 PGS turn LEFT and follow R-219 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000′
When cleared: FAF at 4000′/D14.2 PGS, 3000′/D11.0 PGS or 2000′/D7.9 PGS.



PGS DME	16.0	15.0	13.0	12.0	10.0	9.0	7.0	6.0	5.0
ALTITUDE	4590′	4270′	3630′	3310′	2670′	2350′	1720′	1400′	1080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8 PGS							

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-086

PANS OPS 4

Standard — STRAIGHT-IN LANDING RWY 08L — CDFA

DA/MDA(H) 830′ (492′)

ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		110	940′ (602′)	3000m
B			135		
C	RVR 1500m	CMV 2300m	180	1040′ (702′)	3500m
D			205	1100′ (762′)	4000m

CIRCLE-TO-LAND 1
08L to 08R

1 Circling height based on rwy 08L thresh elev of 338′.

CHANGES: MSA. TA. Procedure. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (23-2) Eff 17 Nov

PARIS, FRANCE
VOR Rwy 09R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

VOR CGN 115.35	Final Apch Crs 086°	Procedure Alt D10.7 CGN 4000′ (3630′)	DA/MDA(H) 760′ (390′)	Apt Elev 392′ RWY 370′

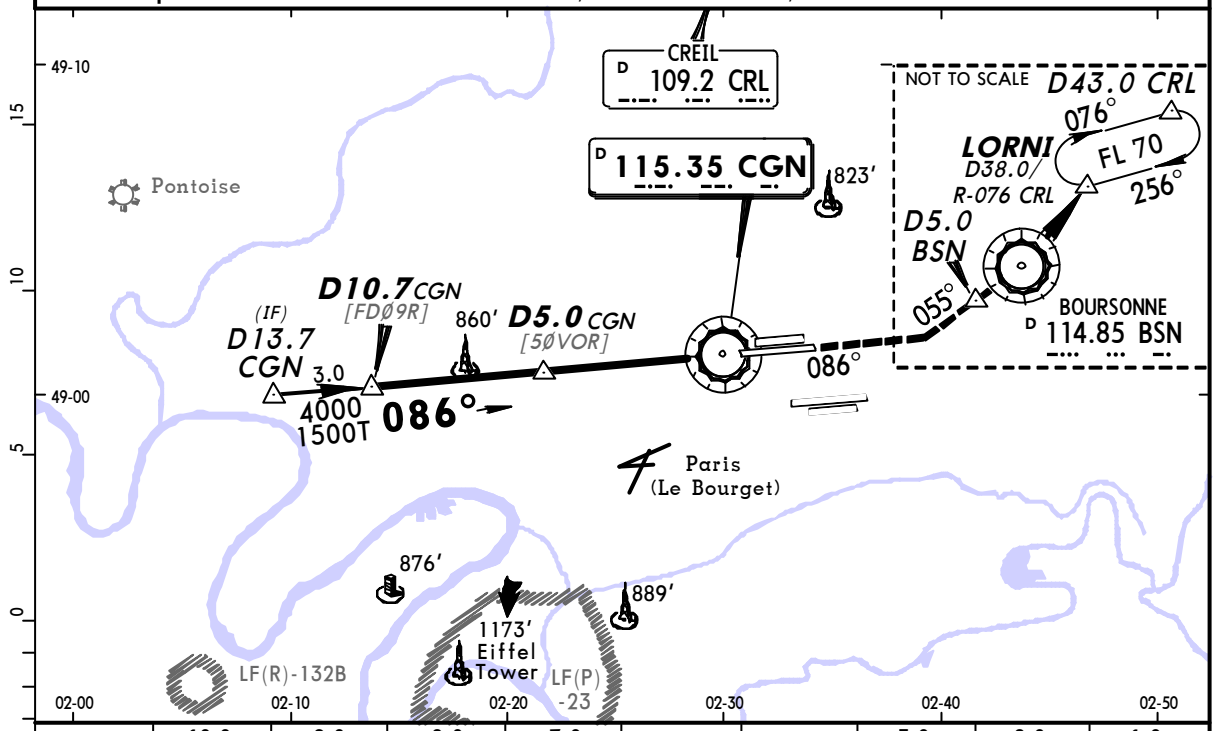
3200′
MSA ARP

MISSED APCH: Climb on R-086 CGN to 3000′, then as directed.

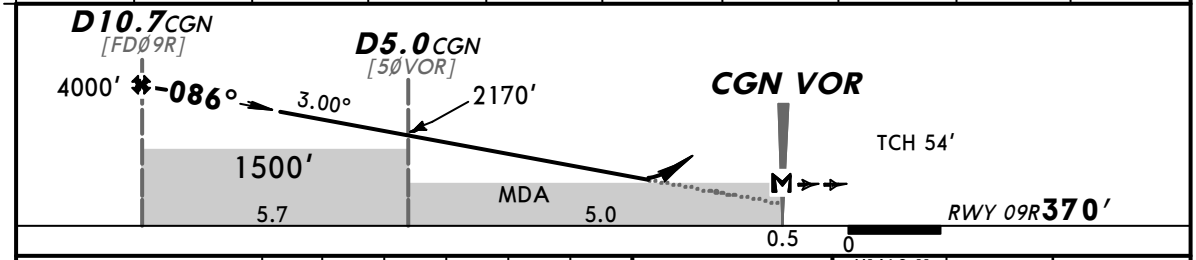
MISSED APCH WITH COMM FAILURE: Climb on R-086 CGN to 3000′. Intercept R-235 BSN inbound. At D5.0 before BSN climb to FL 70. At BSN VOR proceed to LORNI. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′

1. **DME required.** 2. When cleared: FAF at 3000′/D7.6 CGN or 2000′/D4.4 CGN.



CGN DME	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0	1.0
ALTITUDE	3770′	3450′	3130′	2810′	2490′	1860′	1540′	1220′	900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at CGN VOR							

HIALS-II
REIL
PAPI

3000′ on CGN 115.35 R-086

Standard STRAIGHT-IN LANDING RWY 09R
CDFA
DA/MDA(H) 1 760′ (390′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m	110	1020′ (650′)	3000m
B		135		
C	RVR 1100m	180	1120′ (750′)	3500m
D	RVR 1800m	205	1120′ (750′)	4000m

CIRCLE-TO-LAND 2
09R to 09L

PANS OPS 4

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09R thresh elev of 370′.

CHANGES: MSA. TA. Procedure. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
11 NOV 11 (23-3) Eff 17 Nov

PARIS, FRANCE
VOR Rwy 26R

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

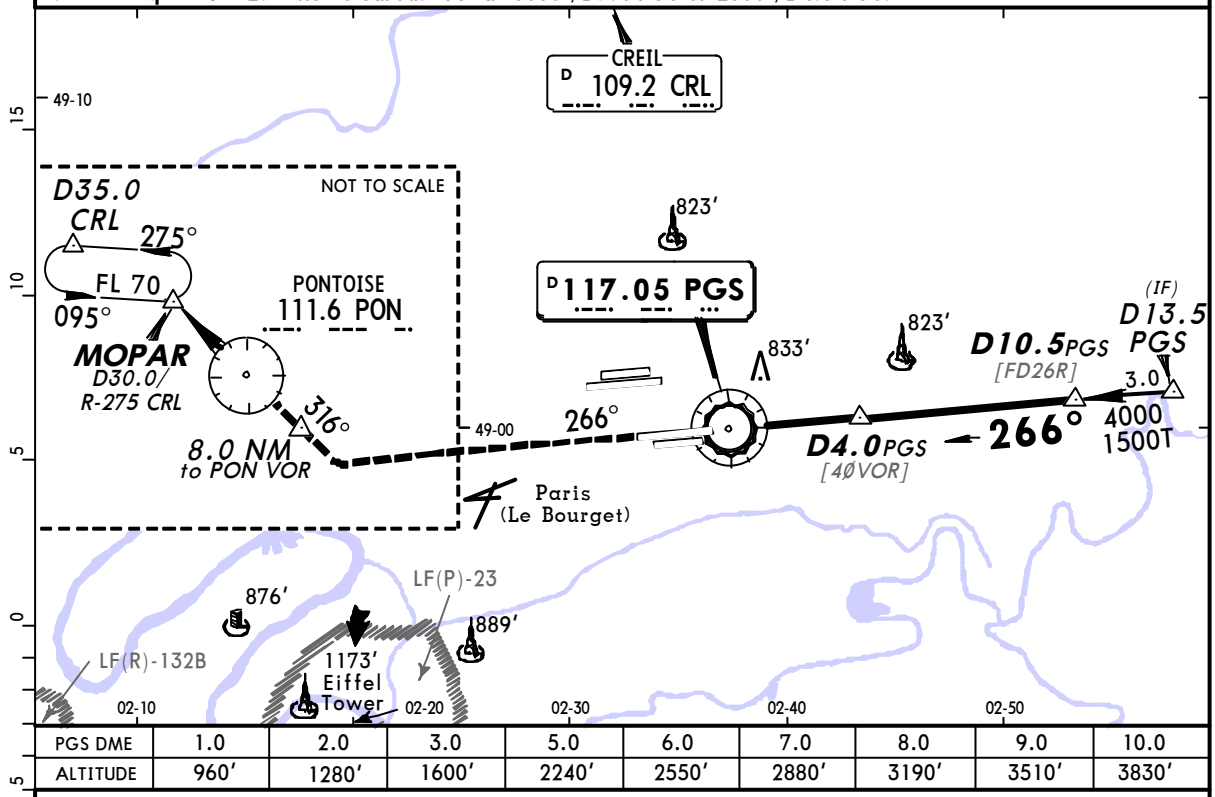
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

VOR PGS	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / RWY
117.05	266°	D10.5 PGS 4000′ (3682′)	Refer to Minimums	Apt Elev 392′ RWY 318′

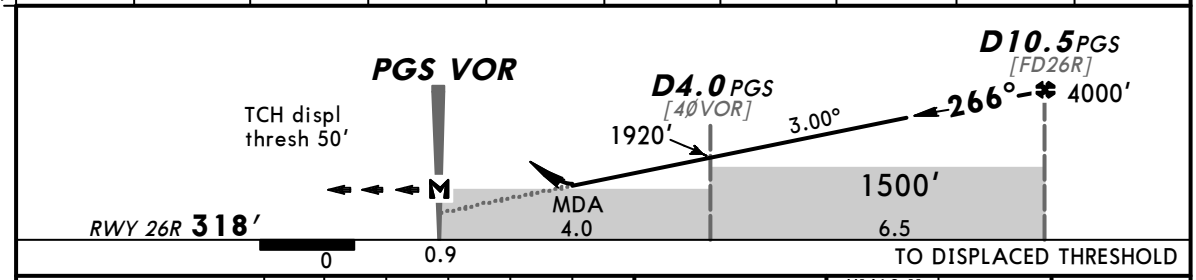
3200′
MSA ARP

MISSED APCH: Climb on R-266 PGS to 4000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on R-266 PGS to 4000′. Intercept and follow R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR. 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. When cleared: FAF at 3000′/D7.4 PGS or 2000′/D4.3 PGS.



PGS DME	1.0	2.0	3.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	960′	1280′	1600′	2240′	2550′	2880′	3190′	3510′	3830′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PGS VOR							

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-266

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 26R
CDFA

DA/MDA(H) 1 ABC: 710′ (392′) D: 730′ (412′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1100m	110	920′ (602′)	3000m
B		135		
C		180	1020′ (702′)	3500m
D	RVR 1200m	205	1100′ (782′)	4000m
	RVR 1500m			
	RVR 1800m			
	RVR 1900m			

CIRCLE-TO-LAND 2
26R to 26L

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: MSA. TA. Procedure.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 11 NOV 11 (23-4) Eff 17 Nov

PARIS, FRANCE
VOR Rwy 27L

BRIEFING STRIP TM

D-ATIS	DE GAULLE Approach
127.12 (French 128.22)	121.15 125.82 119.85 126.42 118.15 136.27

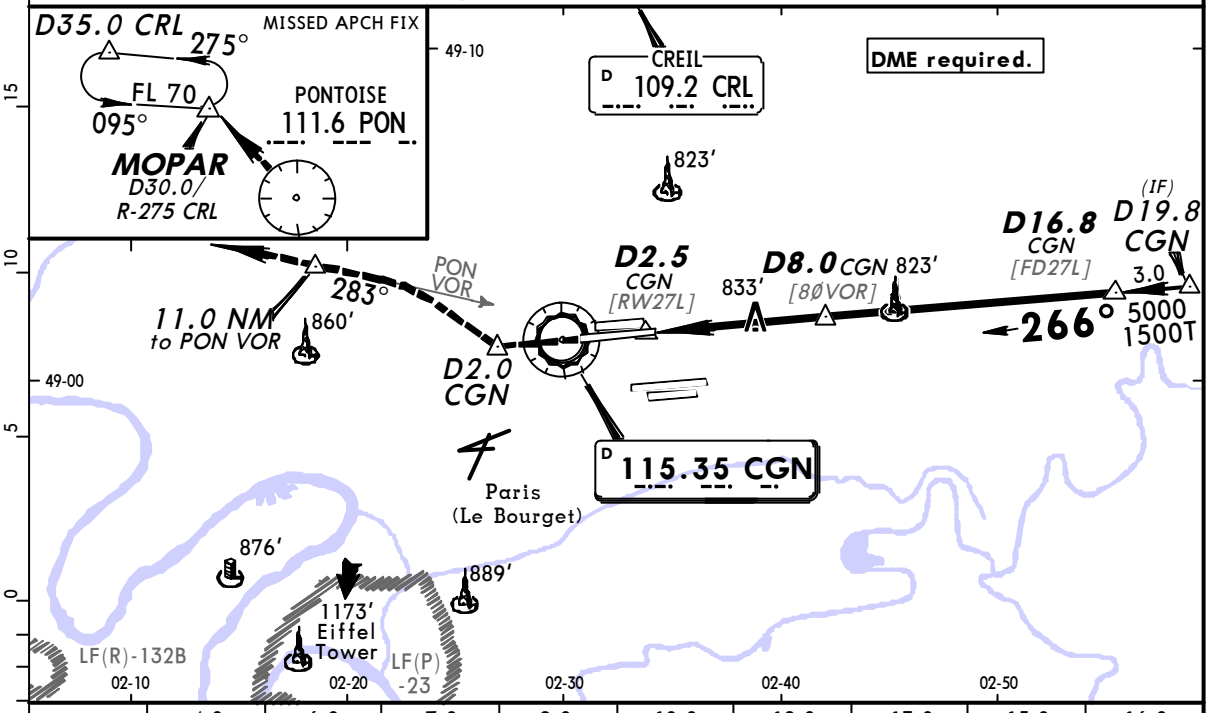
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

VOR CGN 115.35	Final Apch Crs 266°	Procedure Alt D16.8 CGN 5000′ (4613′)	DA/MDA(H) Refer to Minimums	Apt Elev 392′ RWY 387′

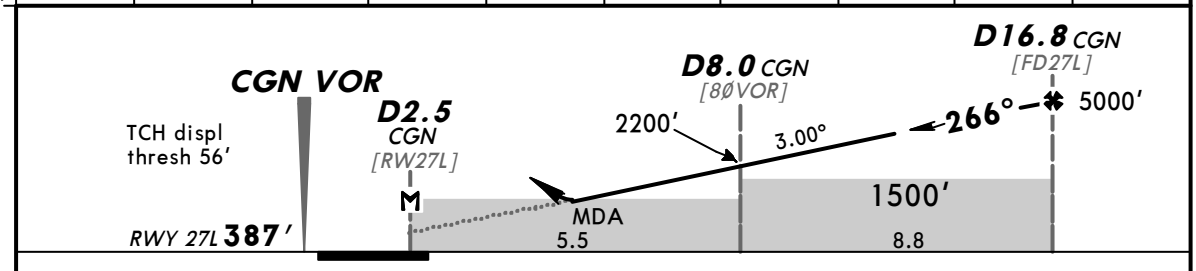
3200′ MSA ARP

MISSED APCH: Climb on R-266 CGN to 3000′, then as directed.
MISSED APCH WITH COMM FAILURE: Climb on R-266 CGN to 3000′. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000′
When cleared: FAF at 4000′/D13.6 CGN, 3000′/D10.5 CGN or 2000′/D7.4 CGN.



CGN DME	4.0	6.0	7.0	9.0	10.0	12.0	13.0	15.0	16.0
ALTITUDE	930′	1570′	1890′	2520′	2840′	3480′	3800′	4430′	4750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5 CGN							

HIALS-II
REIL
PAPI

3000′ on CGN 115.35 R-266

Standard STRAIGHT-IN LANDING RWY 27L
CDFA

DA/MDA(H) A: 840′ (453′) C: 900′ (513′)
B: 870′ (483′) D: 920′ (533′)

CIRCLE-TO-LAND 1
27L to 27R

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	110	1000′ (613′)	3000m
B	RVR 1500m		135		
C	RVR 1600m	CMV 2400m	180	1100′ (713′)	3500m
D	RVR 1700m		205	1150′ (763′)	4000m

PANS OPS 4

1 Circling height based on rwy 27L displ thresh elev of 387′.

CHANGES: MSA. TA. Procedure.

JEPPESEN 08 JUN 12 29-1

PARIS

LFPG CHARLES-DE-GAULLE

Elev **392'** / 120 m (14 hPa) **FRANCE**

N49 00.6
E002 32.9

14 NM NE Paris

(APP) DE GAULLE APPROACH	**121.15**	**125.82**	**119.85**
	126.42	**118.15**	**133.37**
	124.35	**136.27**	**131.20**
(TWR) DE GAULLE TOWER	**119.25**	**120.90**	
	118.65	**123.60**	
PREFLIGHT (Prévol)	**121.72**	**126.65**	
GROUND (Sol)	**121.60**	**121.77**	
	121.80	**121.97**	

ATIS **127.12** (en) **128.22** (fr)
*ILS/DME freq paired. DME reads zero at THR.

RWY	ILS			RWY	ILS		
09L*	109.35	PNE	086°	27R*	110.35	PNW	266°
09R*	110.10	CGE	086°	27L*	110.70	CGW	266°
08L	108.70	GLE	086°	26R	109.10	GAU	266°
08R*	108.55	DSE	086°	26L*	108.35	DSU	266°

TMA (A) Creil 1 2500' 1200'
CTR (A) Paris 1500' SFC
EXC CTR (D) Le Bourget & LF-P23,when active.
Altitudes in ft Distances in NM
PARIS INFORMATION 125.70
PARIS INFORMATION 126.10
MAX 1500'
VOR/DME 115.35 CGN
VOR/DME 117.05 PGS
VOR/DME 116.10 BT
PARIS (Charles-de-Gaulle)
TMA (A) Paris FL 115 1500'
W2 Le Bourget REP
Model FLTs 164' SFC
Model FLTs 500' SFC
PARIS (Le Bourget)
301° by ATC 5.5
121°
CTR (D) Le Bourget 1500' SFC
By ATC:
1 340°/160° 2.9
2 271°/091° 3.5
3 287°/107° 2.2
4 311°/131° 3.2
A170 1000' SFC
Vaujours 1000' SFC
E2
304° 1500' 3.6 1300' 124°
E1 Le Bourget REP
CHELLES (Le Pin)
MAX 1500'
VAIRES Orly REP
043°
223°
LOGNES (Emerainville)
LF-P23 6500' SFC
889'
Lamorlaye
Luzarches
Plailly
LE PLESSIS-BELLEVILLE
Othis
Vémars
Villeron
Louvres
Dammartin-en-Goële
ENGHIEN (Moisselles)
Goussainville
Sar-celles
Le Bourget
Drancy
Pantin
Le Raincy
Chelles
Vaires-s-M.
Thorigny-s-Marne
Lagny-s-Marne
Rosny-s.-B.
Neuilly-sur-M.
Champs-s-M.
Marne
Mitry-Mory
St-Mesmes
Gressy
Clichy-sur-Bois
A1
A3
A4
A104
D104
02-30
02-40
48-50
49-00

CHANGES: COM.

JEPPESEN 08 JUN 12

29-2

PARIS
CHARLES-DE-GAULLE
FRANCE

CAUTION:
Strictly follow RWY crossing clearance.
It is mandatory to read back all holding instructions before a RWY crossing.

ATTENTION PARTICULIERE:
Etre très attentif aux clairances de traversée de piste.
Le collationnement de toute instruction d'attente avant une traversée de piste est exigé.

PREFLIGHT (Prévol)	126.65 121.72	ATIS 127.12 (en)	(FIS)
DE GAULLE	121.60 121.80	128.22 (fr)	PARIS INFORMATION 126.10
GROUND (Sol)	121.77 121.97		

CAUTION:
Birds at and in the vicinity of AD, permanent wildlife strike hazard.
ATTENTION:
Concentration d'oiseaux sur et à proximité de l'AD, péril animalier permanent.

LEGEND
- G TWY
- D Apron
- HS21 RWY Incursion Hot Spots

ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09L 27R	2700 x 60 Asphalt/ Concrete	2700	2700	PCN 77/F/C/W/T	
09R 27L	4200 x 45 Asphalt/ Concrete	3630 3880	4200 3600	PCN 100/R/B/W/T	
08L 26R	4215 x 45 Asphalt/ Concrete	3665 3735	4215 3615	PCN 100/R/B/W/T	
08R 26L	2700 x 60 Concrete	2700	2700	PCN 68/R/C/W/T	

CHANGES: Hot Spots - TWYs - TWY Designation.

PARIS
CHARLES-DE-GAULLE

FRANCE

NOTE:
See also PARIS 10-1V.

AD prohibited to ACFT not equipped with APP & TWR frequencies.

Entry Conditions

- multi-engine ACFT are authorised in IFR only,

- PPR,

- compulsory service provided by approved company (see section 3.5 Aerodrome Directory).

HEL

NOTE: REPs & Routes see PARIS 10-1V.

- PPR,

- compulsory service provided by approved company (see Aerodrome Directory)

VFR routes:

- North arrival: contact DE GAULLE TOWER 119.25, pass N point at 1000'.

- South arrival: contact LE BOURGET TOWER 118.12, pass RH2 point at 1000'

- Departure: contact DE GAULLE PREFLIGHT 126.65.

- VFR minima (day): VIS 3000m, ceiling 600'.

Anti-collision light must be switched on prior engine ignition and must stay on during their functioning on the parking areas.

All RWYs grooved (except first 300m RWY 26R).

NOTE:
Voir aussi PARIS 10-1V.

Interdit aux ACFT non munis des freq APP & TWR.

Conditions d'Accès

- multimoteurs en régime IFR uniquement,

- PPR,

- assistance obligatoire par société agrée (voir section 3.5 Guide des Aérodromes).

HEL

NOTE: Points de Report et itinéraires voir PARIS 10-1V.

- PPR,

- assistance obligatoire par société agrée (voir Guide des Aérodromes)

Itinéraires VFR:

- Arrivée Nord: contacter DE GAULLE TOWER 119.25, passer N à 1000'.

- Arrivée Sud: contacter LE BOURGET TOWER 118.12, passer RH2 à 1000'.

- Départ: contacter DE GAULLE PREVOL 126.65.

- minimums VFR (de jour): VIS 3000m, plafond 600'.

Les feux anticollision doivent être allumés avant la mise en route des moteurs et le rester pendant le fonctionnement de ceux-ci sur parking.

Rainurage sur l'ensemble des RWY sauf sur 300m premiers mètres du RWY 26R.

HEL REPs/Points de Report Hélicoptère

EM	**N49 01.0 E002 31.1**	**Overhead engine run-up area/ Verticale aire essai moteur.**
BD 19	**N49 01.1 E002 33.7**	**S of TWY B, abeam TWY BD 19./ Au sud du TWY B, travers la voie BD 19.**
UN	**N49 00.0 E002 33.1**	**Overhead water reservoir, N of TWY U/ Verticale bassin de rétention au N du TWY U.**
P1	**N49 00.1 E002 36.2**	**S of terminal T2G, overhead TWY P1/ Au S du terminal T2G, vertical le TWY P1.**

Beyond these points, outbound helicopters flying from helistation and traffic aircraft are no longer strategically separated. Visual separation to be applied.

Au delà de ces points, les hélicoptères au départ de l'hélistation et les trafics avions ne sont plus stratégiquement séparés. Séparation à vue obligatoire.

Temporary Air Security Measures

Flight routes in CTR Paris and CTR Le Bourget and access to Paris Le Bourget AD are prohibited to VFR flights in both directions (except public service missions of defence, home office, police, customs, civil defence and medical evacuations).

Mesures Temporaires de Sûreté Aérienne

Les itinéraires en CTR Paris et CTR Le Bourget ainsi que l'accès à l'aéroport Paris Le Bourget sont interdits dans les deux sens aux vols VFR (des missions de service public de défense, d'intérieur, de police, des douanes, de la protection civile et d'évacuations sanitaires exceptés).